

SE-2

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12 JUN 25 to 07 AUG 25



Federal Aviation  
Administration

TM

# U.S. Terminal Procedures Publication

Southeast (SE) Vol 2 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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TERMINAL PROCEDURES TABLE OF CONTENTS

Inoperative Components or Visual Aids Table.....A1

Explanation of Terms/Landing Minima Data.....B1

General Information.....C1

Abbreviations.....D1

Legend—IAP Planview.....E1

Legend—IAP Profile.....F1

Legend—Standard Terminal Arrival Charts.....G1

Legend—Departure Procedure Charts.....G2

Legend—Airport Diagram/Sketch.....H1

Legend—Approach Lighting Systems.....I1

Supplemental Tables—Frequency Pairing.....J1

Supplemental Tables—Rate of Climb Table.....J2

Supplemental Tables—Rate of Descent Table.....J3

Index of Terminal Charts and Minimums.....K1

IFR Takeoff Minimums, Departure Procedures, and Diverse Vector Area (Radar Vectors).....L1

IFR Alternate Airport Minimums.....M1

Radar Minimums.....N1

Land and Hold-Short Operations (LAHSO).....O1

Hot Spots.....P1

Standard Terminal Arrival Charts.....Z1

Terminal Charts.....Page 1

Area of Coverage.....Outside Back Cover

CORRECTIONS, COMMENTS AND/OR PROCUREMENT

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

For inquiries regarding military charts, please contact [aerohelp@nga.mil](mailto:aerohelp@nga.mil)

FOR PROCUREMENT:  
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[https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/print\\_providers/](https://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/)

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

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



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

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

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

(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<sup>†</sup>/2000\*/2200\*

Inoperative Component or Visual Aid	Increase Visibility
ALSF 1 & 2, MALSR, SSALR	To RVR 4000 <sup>†</sup> 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, MAL, 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

## 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.

CATEGORY	A		B		C		D	
	S-ILS 27		S-LOC 27		CIRCLING			
DA	1352/24		1440/24		1540-1		1440/50	
Visibility (RVR 100's of feet)	200		288		361 (400-1)		288 (300-1)	
Aircraft Approach Category	200		288		361 (400-1)		288 (300-1)	
HAT	200		288		361 (400-1)		288 (300-1)	
MDA	1540-1		1640-1		1640-1½		1740-2	
HAA	361 (400-1)		461 (500-1)		461 (500-1½)		561 (600-2)	
Visibility in Statute Miles	200		288		361 (400-1)		288 (300-1)	

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

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

## COLD TEMPERATURE ERROR TABLE

## HEIGHT ABOVE AIRPORT IN FEET

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

## AIRCRAFT APPROACH CATEGORIES

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

## MANEUVERING TABLE

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

## TERMS/LANDING MINIMA DATA 20142

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)

Radar Minima:

1. Minima shown are the lowest permitted by established criteria. Pilots should consult applicable directives for their category of aircraft.

2. The circling MDA and weather minima to be used are those for the runway to which the final approach is flown- not the landing runway. In the above RADAR MINIMA example, a category C aircraft flying a radar approach to runway 10, circling to land on runway 28, must use an MDA of 560 feet with weather minima of 500-1½.

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

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

- ⚠ Alternate Minima not standard. Civil users refer to tabulation. USA/USN/USAF pilots refer to appropriate regulations.
- ⚠ NA Alternate minima are Not Authorized due to unmonitored facility or absence of weather reporting service.
- ▼ Airport is published in the Takeoff Minima, (Obstacle) Departure Procedures, and Diverse Vector Area (Radar Vectors) tabulation.

TERMS/LANDING MINIMA DATA 25163

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

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.



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.

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

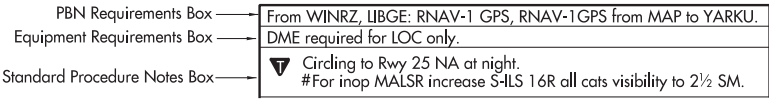
STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

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).

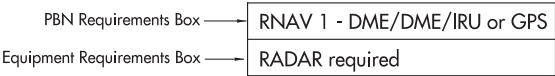
PROCEDURE PBN/EQUIPMENT REQUIREMENTS

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





RNAV STAR and DP PBN/Equipment Requirements Notes Box




PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

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

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

Available airport lighting systems that are charted as notes, e.g. REIL, MIRL, are shown with a negative "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 

KEY MIKE

- 7 times within 5 seconds
- 5 times within 5 seconds
- 3 times within 5 seconds

FUNCTION

- Highest intensity available
- Medium or lower intensity (Lower REIL or REIL-off)
- Lowest intensity available (Lower REIL or REIL-off)

# ABBREVIATIONS 25107

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

# ABBREVIATIONS 25107

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

ABBREVIATIONS 25107

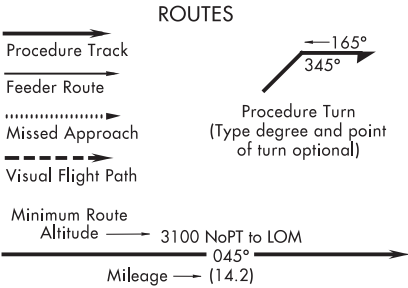
USCG.....	United States Coast Guard
USMC.....	United States Marine Corps
USN.....	United States Navy
USSF.....	United States Space Force
VASI.....	Visual Approach Slope Indicator
VCOA.....	Visual Climb Over Airport
VDA.....	Vertical Descent Angle
VDP.....	Visual Descent Point
VFR.....	Visual Flight Rules
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

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



PLANVIEW SYMBOLS



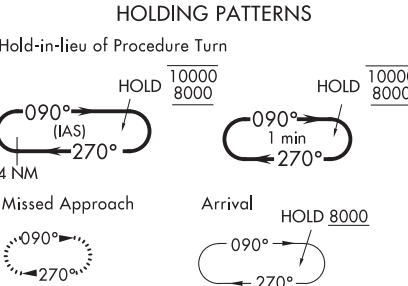
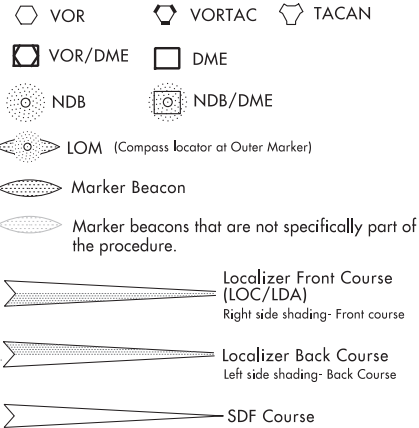
**ALTITUDES**

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

**INDICATED AIRSPEED**

<u>175K</u>	<u>120K</u>	<u>250K</u>	180K
Mandatory Airspeed	Minimum Airspeed	Maximum Airspeed	Recommended Airspeed

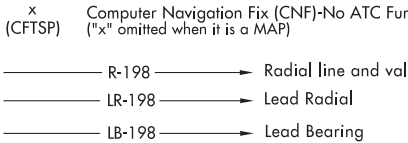
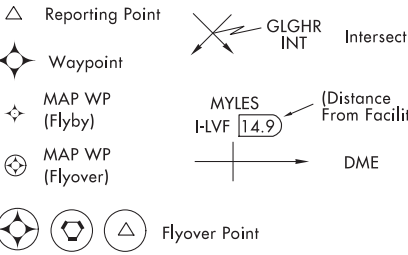
**RADIO AIDS TO NAVIGATION**  
110.1 Underline indicates No Voice transmitted on this frequency



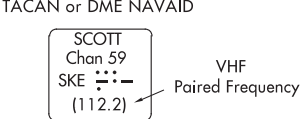
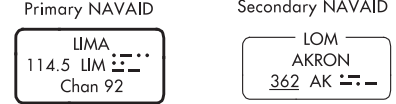
Holding pattern with maximum restricted airspeed: (175K) applies to all altitudes. (210K) applies to altitudes above 6000' to and including 14000'. Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg.

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**



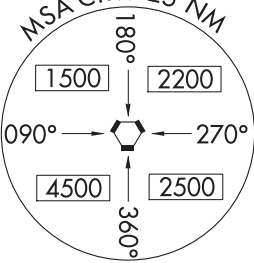
LOC/LDA/SDF Transmitter LOC/DME (shown when installation is offset from its normal position off the end of the runway.)



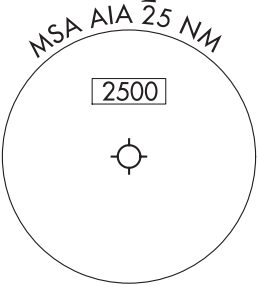
PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)

Facility Identifier

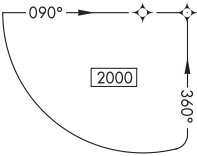
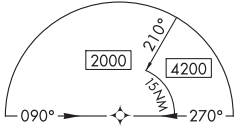


Airport Identifier

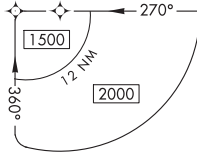


(arrows on distance circle identify sectors)

TERMINAL ARRIVAL AREA (TAA)



Right Base Area

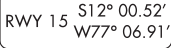


Left Base Area

MISCELLANEOUS



VOR Changeover Point



End of Rwy Coordinates  
(DoD only)



R-Restricted  
P-Prohibited  
MOA-Military Operations Area

W-Warning  
A-Alert



Distance not to scale



International Boundary



Air Defense Identification Zone

AIRPORTS



Civil



Joint (Civil-Military)

Primary and  
Secondary (named  
in planview)

Seaplane Base

OBSTACLES

• Spot Elevation



Highest Obstacle

• Highest Spot Elevation



Group of Obstacles



Doubtful accuracy

## LEGEND 24361

## INSTRUMENT APPROACH PROCEDURES (CHARTS)

## PROFILE VIEW

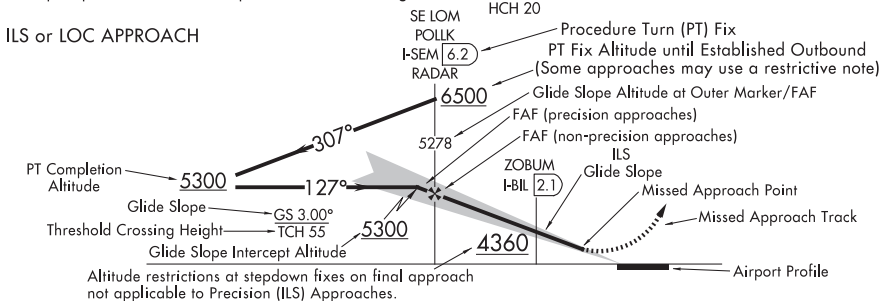
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

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:  $\angle 3.00^\circ$  TCH 55

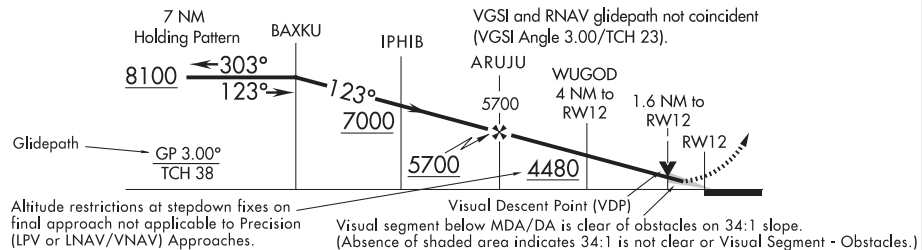
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle and TCH in the following format:  $\angle 3.00^\circ$  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:  $\angle 3.00^\circ$  TCH 55. On Copter procedures this is depicted in the following format:  $\angle 7.30^\circ$  HCH 20

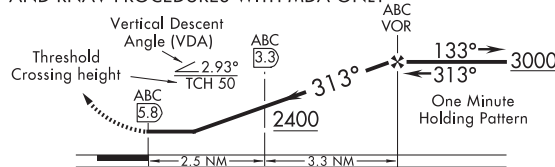
## ILS or LOC APPROACH



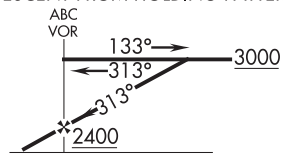
## RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE



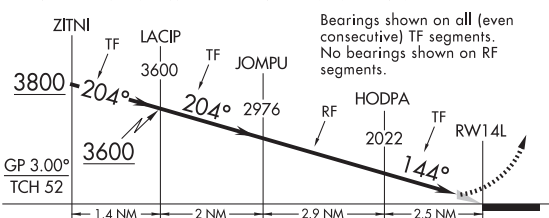
## NON-VERTICALLY GUIDED CONVENTIONAL PROCEDURES AND RNAV PROCEDURES WITH MDA ONLY



## DESCENT FROM HOLDING PATTERN



## RNP APPROACH WITH TF AND RF SEGMENTS



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

## PROFILE SYMBOLS

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

## LEGEND 24361

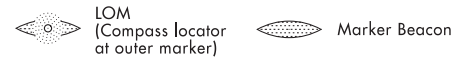
# LEGEND 23334 STANDARD TERMINAL ARRIVAL (STAR) CHARTS

## RADIO AIDS TO NAVIGATION

Compulsory:



Non-Compulsory:

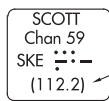


(T) indicates frequency protection range



Underline indicates no voice transmitted on this frequency

TACAN or DME NAV AID Box



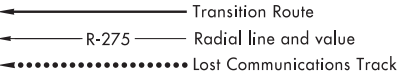
VHF Paired Frequency

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

## 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

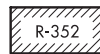


V12 J80 Airway/Jet Route Identification



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

## SPECIAL USE AIRSPACE



R-Restricted  
P-Prohibited  
MOA-Military Operations Area

## ALTITUDES

5500 2300 4800  
Mandatory Altitude (Cross at) Minimum Altitude (Cross at or above) Maximum Altitude (Cross at or below)

15000  
12000

Block Altitude

Altitude change at other than Radio Aids to Navigation

## 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)

## 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 Rwy 16L/C/R

Terminus identifier

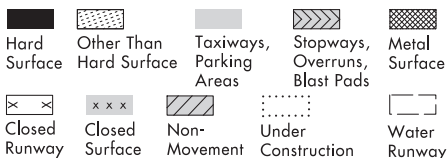


# LEGEND

## INSTRUMENT APPROACH PROCEDURES (CHARTS)

### AIRPORT DIAGRAM/AIRPORT SKETCH

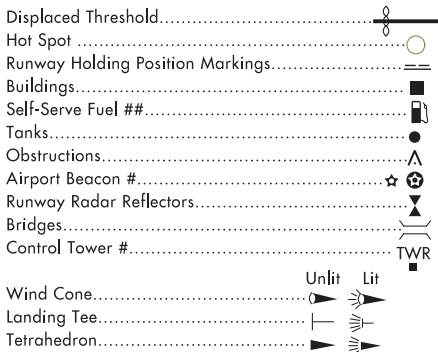
#### Runways



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



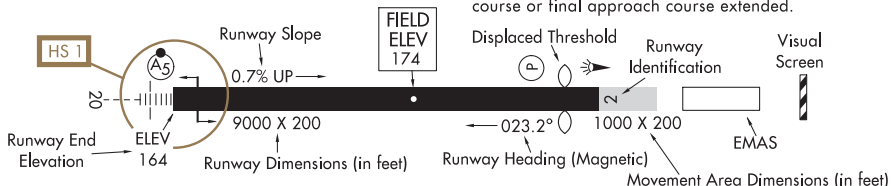
#### REFERENCE FEATURES



# 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



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.

#### 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  $\geq 0.3\%$ )

**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 1/2 minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

Positional accuracy within  $\pm 600$  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.

# LEGEND

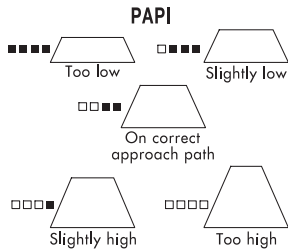
SE-2, 12 JUN 2025 to 07 AUG 2025

## LEGEND 22195

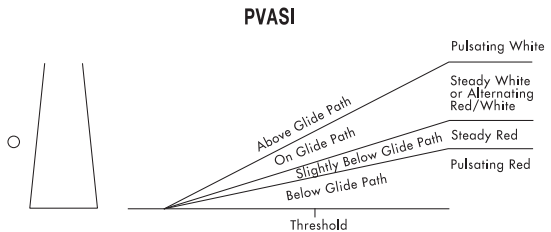
INSTRUMENT APPROACH PROCEDURES (CHARTS)  
APPROACH LIGHTING SYSTEM - UNITED STATES

Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, (A<sub>2</sub>), (V) etc.

A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A<sub>1</sub>). Negative symbology, e.g., (A<sub>1</sub>), (V) indicates Pilot Controlled Lighting (PCL).

(P) PRECISION APPROACH  
PATH INDICATOR

Legend: □ White ■ Red

(V<sub>2</sub>) PULSATING VISUAL APPROACH  
SLOPE INDICATOR

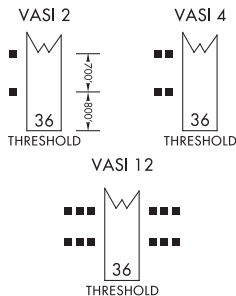
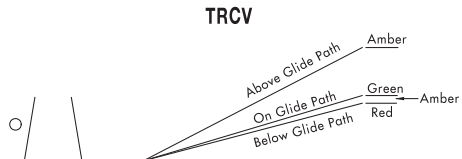
**CAUTION:** When viewing the pulsating visual approach slope indicators in the pulsating white or pulsating red sectors, it is possible to mistake this lighting aid for another aircraft or a ground vehicle. Pilots should exercise caution when using this type of system.

(V) VISUAL APPROACH  
SLOPE INDICATOR

**VASI**

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

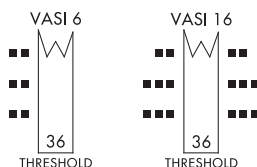
ALL LIGHTS WHITE — TOO HIGH  
FAR LIGHTS RED — ON GLIDE SLOPE  
NEAR LIGHTS WHITE — TOO LOW  
ALL LIGHTS RED — TOO LOW

(V<sub>4</sub>) TRI-COLOR VISUAL APPROACH  
SLOPE INDICATOR

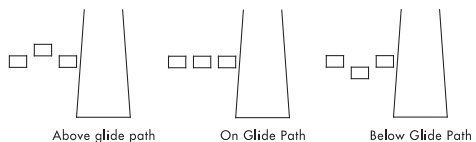
**CAUTION:** When the aircraft descends from green to red, the pilot may see a dark amber color during the transition from green to red.

(V<sub>3</sub>) 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.

(V<sub>5</sub>)

## ALIGNMENT OF ELEMENTS SYSTEMS

**APAP**

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

## LEGEND 22195



## 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

## 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

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 executing descents 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

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG NAME PROC SECT PG

**AHOSKIE, NC**  
**TRI-COUNTY AT HENRY JOYNER FLD(ASJ)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... RNAV (GPS) RWY 01 .....1  
RNAV (GPS) RWY 19 .....2

**AIKEN, SC**  
**AIKEN RGNL(AIK)**  
TAKEOFF MINIMUMS .....L  
IAPS ..... ILS OR LOC/DME RWY 07 .....3  
RNAV (GPS) RWY 07 .....4  
RNAV (GPS) RWY 25 .....5  
VOR/DME-A .....6  
NDB RWY 25 .....7  
DPS ..... CHATT SIX (RNAV) .....8  
DOVER FIVE (RNAV) .....9  
JUNPR SIX (RNAV) .....10  
KAOLN SIX (RNAV) .....11  
RDBUD FOUR (RNAV) .....12  
SAMMI FOUR (RNAV) .....13

**ALBEMARLE, NC**  
**STANLY COUNTY(VUJ)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
RADAR MINIMUMS .....N  
STARS ..... JOOLS ONE (RNAV) .....Z25  
KABEE THREE (RNAV) .....Z27  
NASCR ONE (RNAV) .....Z33  
IAPS ..... ILS OR LOC RWY 22L .....14  
RNAV (GPS) RWY 04R .....15  
RNAV (GPS) RWY 22L .....16  
NDB RWY 22L .....17  
AIRPORT DIAGRAM .....18  
DPS ..... BARMY FIVE (RNAV) .....19  
BEAVY SIX (RNAV) .....20  
BOBZY FIVE (RNAV) .....21  
ESTRR FIVE (RNAV) .....22  
ICONS FIVE (RNAV) .....23  
JOJJO FIVE (RNAV) .....24  
KERMIT FOUR .....25  
KILNS FIVE (RNAV) .....27  
KNIGHTS THREE .....28  
KRITR SIX (RNAV) .....30  
KWEEN FIVE (RNAV) .....31  
LILLS THREE (RNAV) .....32  
WEAZL FIVE (RNAV) .....33

**ALBERT J ELLIS**  
**---SEE JACKSONVILLE, NC**

**ALLENDALE, SC**  
**ALLENDALE COUNTY(AQX)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... RNAV (GPS) RWY 17 .....34  
RNAV (GPS) RWY 35 .....35  
VOR-A .....36

**ANDERSON, SC**  
**ANDERSON RGNL(AND)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... ILS OR LOC RWY 05 .....37  
RNAV (GPS) RWY 05 .....38  
RNAV (GPS) RWY 17 .....39  
RNAV (GPS) RWY 23 .....40  
RNAV (GPS) RWY 35 .....41  
VOR RWY 05 .....42

**ANDREWS, NC**  
**WESTERN CAROLINA RGNL(RHP)**  
TAKEOFF MINIMUMS .....L  
IAPS ..... RNAV (GPS) RWY 08 .....43

**ANDREWS, SC**  
**ROBERT F SWINNIE(PHH)**  
TAKEOFF MINIMUMS .....L  
IAPS ..... RNAV (GPS)-A .....44

**ANSON COUNTY/JEFF CLOUD FLD**  
**---SEE WADESBORO, NC**

**ASHE COUNTY**  
**---SEE JEFFERSON, NC**

**ASHEBORO, NC**  
**ASHEBORO RGNL(HBI)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... RNAV (GPS) RWY 03 .....45  
RNAV (GPS) RWY 21 .....46

**ASHEVILLE, NC**  
**ASHEVILLE RGNL(AVL)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
HOT SPOT .....P  
IAPS ..... ILS OR LOC RWY 17 .....47  
ILS OR LOC RWY 35 .....48  
RNAV (GPS) RWY 17 .....49  
RNAV (GPS) RWY 35 .....50  
AIRPORT DIAGRAM .....51  
DPS ..... ASHEVILLE SEVEN .....52

**BAMBERG, SC**  
**BAMBERG COUNTY(99N)**  
TAKEOFF MINIMUMS .....L  
IAPS ..... RNAV (GPS) RWY 05 .....53  
RNAV (GPS) RWY 23 .....54

**BARNWELL, SC**  
**BARNWELL RGNL(BNL)**  
TAKEOFF MINIMUMS .....L  
IAPS ..... RNAV (GPS) RWY 17 .....55  
RNAV (GPS) RWY 35 .....56

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

# INDEX

25163

K2

## INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
<b>BEAUFORT, NC</b>			<b>CAMDEN, SC</b>		
<b>MICHAEL J SMITH FLD(MRH)</b>			<b>WOODWARD FLD(CDN)</b>		
TAKEOFF MINIMUMS .....		L	TAKEOFF MINIMUMS .....		L
ALTERNATE MINIMUMS .....		M	IAPS .....	RNAV (GPS) RWY 06 .....	.83
IAPS .....	RNAV (GPS) RWY 03 .....	.57		RNAV (GPS) RWY 24 .....	.84
	RNAV (GPS) RWY 08 .....	.58		VOR/DME-A .....	.85
	RNAV (GPS) RWY 14 .....	.59	<b>CAMP MACKALL, NC</b>		
	RNAV (GPS) RWY 21 .....	.60	<b>---SEE MACKALL AAF</b>		
	RNAV (GPS) RWY 26 .....	.61	<b>CAPE FEAR RGNL JETPORT/HOWIE FRANKLIN FLD</b>		
	RNAV (GPS) RWY 32 .....	.62	<b>---SEE OAK ISLAND, NC</b>		
<b>BEAUFORT, SC</b>			<b>CAPE FEAR RGNL JETPORT/HOWIE FRANKLIN FLD</b>		
<b>BEAUFORT EXEC(ARW)</b>			<b>---SEE OAK ISLAND, NC</b>		
TAKEOFF MINIMUMS .....		L			
ALTERNATE MINIMUMS .....		M			
RADAR MINIMUMS .....		N			
IAPS .....	RNAV (GPS) RWY 07 .....	.63			
	RNAV (GPS) RWY 25 .....	.64			
<b>BEAUFORT MCAS (MERRITT FLD)(KNBC)</b>					
<b>BEAUFORT, SC</b>					
TAKEOFF MINIMUMS .....		L			
RADAR MINIMUMS .....		N			
IAPS .....	ILS OR LOC Y RWY 23 .....	.65			
	ILS OR LOC Z RWY 23 .....	.66			
	RNAV (GPS) RWY 05 .....	.67			
	RNAV (GPS) RWY 14 .....	.68			
	RNAV (GPS) RWY 23 .....	.69			
	RNAV (GPS) RWY 32 .....	.70			
	TACAN RWY 05 .....	.71			
	TACAN RWY 14 .....	.72			
	TACAN RWY 23 .....	.73			
	TACAN RWY 32 .....	.74			
AIRPORT DIAGRAM .....		.75			
<b>BENNETTSVILLE, SC</b>					
<b>MARLBORO COUNTY JETPORT/H E AVENT FLD (BBP)</b>					
TAKEOFF MINIMUMS .....		L			
ALTERNATE MINIMUMS .....		M			
IAPS .....	RNAV (GPS) RWY 07 .....	.76			
	RNAV (GPS) RWY 25 .....	.77			
<b>BERKELEY COUNTY</b>					
<b>---SEE MONCKS CORNER, SC</b>					
<b>BILLY MITCHELL</b>					
<b>---SEE HATTERAS, NC</b>					
<b>BURLINGTON, NC</b>					
<b>BURLINGTON/ALAMANCE RGNL(BUY)</b>					
TAKEOFF MINIMUMS .....		L			
ALTERNATE MINIMUMS .....		M			
IAPS .....	ILS Y OR LOC Y RWY 06 .....	.78			
	ILS Z OR LOC Z RWY 06 .....	.79			
	RNAV (GPS) RWY 06 .....	.80			
	RNAV (GPS) RWY 24 .....	.81			
	VOR/DME-A .....	.82			
<b>BURLINGTON/ALAMANCE RGNL</b>					
<b>---SEE BURLINGTON, NC</b>					

# INDEX

25163

K2

SE2

SE-2, 12 JUN 2025 to 07 AUG 2025

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG NAME PROC SECT PG

CHARLESTON, SC

CHARLESTON AFB/INTL(CHS)  
TAKEOFF MINIMUMS ..... L  
ALTERNATE MINIMUMS ..... M  
LAHSO ..... O  
HOT SPOT ..... P  
STARS .....  
    AMYLJ THREE (RNAV) ..... Z3  
    BAGGY THREE (RNAV) ..... Z5  
    OSPRI SEVEN (RNAV) ..... Z34  
IAPS .....  
    ILS OR LOC RWY 15 ..... 86  
    ILS OR LOC RWY 33 ..... 87  
    ILS RWY 15 (SA CAT I) ..... 88  
    ILS RWY 15 (CAT II) ..... 89  
    RNAV (RNP) Z RWY 03 ..... 90  
    RNAV (RNP) Z RWY 15 ..... 91  
    RNAV (RNP) Z RWY 21 ..... 92  
    RNAV (RNP) Z RWY 33 ..... 93  
    RNAV (GPS) Y RWY 03 ..... 94  
    RNAV (GPS) Y RWY 15 ..... 95  
    RNAV (GPS) Y RWY 21 ..... 96  
    RNAV (GPS) Y RWY 33 ..... 97  
    VOR/DME OR TACAN RWY 03 ..... 98  
    VOR/DME OR TACAN RWY 21 ..... 99  
    VOR/DME OR TACAN RWY 33 ..... 100  
    VOR Y OR TACAN Y RWY 15 ..... 101  
AIRPORT DIAGRAM ..... 102  
DPS .....  
    LGRHD THREE (RNAV) ..... 103  
    MLTRE THREE (RNAV) ..... 104  
    PLMTO THREE (RNAV) ..... 105  
    STUNO ONE (RNAV) ..... 106  
    SWPFX THREE (RNAV) ..... 107

CHARLESTON EXEC(JZI)

TAKEOFF MINIMUMS ..... L  
ALTERNATE MINIMUMS ..... M  
STARS .....  
    AMYLJ THREE (RNAV) ..... Z3  
    BAGGY THREE (RNAV) ..... Z5  
    OSPRI SEVEN (RNAV) ..... Z34  
IAPS .....  
    ILS OR LOC RWY 09 ..... 108  
    RNAV (GPS) RWY 04 ..... 109  
    RNAV (GPS) RWY 09 ..... 110  
    RNAV (GPS) RWY 27 ..... 111  
DPS .....  
    EXECUTIVE ONE (RNAV) ..... 112  
    KIAWAH TWO (RNAV) ..... 113  
    KMBEE TWO (RNAV) ..... 114

CHARLOTTE, NC

CHARLOTTE/DOUGLAS INTL(CLT)  
TAKEOFF MINIMUMS ..... L  
ALTERNATE MINIMUMS ..... M  
HOT SPOT ..... P  
STARS .....  
    BANKR FIVE (RNAV) ..... Z7  
    BTSEY TWO ..... Z13  
    CHSLY SIX (RNAV) ..... Z15  
    FILPZ FOUR (RNAV) ..... Z20  
    JONZE FIVE (RNAV) ..... Z23  
    JOOLS ONE (RNAV) ..... Z25  
    LIINN THREE ..... Z28  
    MAJIC FOUR ..... Z30  
    MLLET THREE (RNAV) ..... Z32  
    PARQR FOUR (RNAV) ..... Z36  
    RASLN THREE ..... Z38  
IAPS .....  
    STOCR FOUR (RNAV) ..... Z40  
    ILS OR LOC RWY 18C ..... 115  
    ILS OR LOC RWY 18L ..... 116  
    ILS OR LOC RWY 18R ..... 117  
    ILS OR LOC RWY 36C ..... 118  
    ILS OR LOC RWY 36L ..... 119  
    ILS OR LOC RWY 36R ..... 120  
    ILS RWY 18R (SA CAT I) ..... 121  
    ILS RWY 36L (SA CAT I) ..... 122  
    ILS RWY 36R (SA CAT I) ..... 123  
    ILS RWY 18R (CAT II - III) ..... 124  
    ILS RWY 36C (CAT II - III) ..... 125  
    ILS RWY 36L (CAT II - III) ..... 126  
    ILS RWY 36R (CAT II - III) ..... 127  
    RNAV (RNP) Z RWY 18C ..... 128  
    RNAV (RNP) Z RWY 36C ..... 129  
    RNAV (GPS) Y RWY 18C ..... 130  
    RNAV (GPS) Y RWY 18L ..... 131  
    RNAV (GPS) Y RWY 18R ..... 132  
    RNAV (GPS) Y RWY 36C ..... 133  
    RNAV (GPS) Y RWY 36L ..... 134  
    RNAV (GPS) Y RWY 36R ..... 135  
AIRPORT DIAGRAM ..... 136  
DPS .....  
    RNAV DP AAUP ..... 137  
    BARMY FIVE (RNAV) ..... 139  
    BEAVY SIX (RNAV) ..... 141  
    BOBZY FIVE (RNAV) ..... 143  
    CHARLOTTE THREE ..... 145  
    ESTRR FIVE (RNAV) ..... 147  
    ICONS FIVE (RNAV) ..... 149  
    JOJJO FIVE (RNAV) ..... 151  
    KERMIT FOUR ..... 153  
    KILNS FIVE (RNAV) ..... 155  
    KNIGHTS THREE ..... 157  
    KRITR SIX (RNAV) ..... 159  
    KWEEN FIVE (RNAV) ..... 161  
    LILLS THREE (RNAV) ..... 163  
    WEAZL FIVE (RNAV) ..... 164

CHARLOTTE/MONROE EXEC  
---SEE MONROE, NC

CHERAW, SC

CHERAW MUNI/LYNCH BELLINGER FLD(CQW)  
TAKEOFF MINIMUMS ..... L  
ALTERNATE MINIMUMS ..... M  
IAPS .....  
    RNAV (GPS) RWY 08 ..... 166  
    RNAV (GPS) RWY 26 ..... 167  
    VOR/DME RWY 08 ..... 168

INDEX

25163

K4

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG NAME PROC SECT PG

CHERRY POINT MCAS (CUNNINGHAM FLD)  
(KNKT)

CHERRY POINT, NC  
TAKEOFF MINIMUMS .....L  
RADAR MINIMUMS .....N  
IAPS ..... ILS OR LOC/DME RWY 23R .....169  
              RNAV (GPS) RWY 05R .....170  
              RNAV (GPS) RWY 14L .....171  
              RNAV (GPS) RWY 23R .....172  
              RNAV (GPS) RWY 32L .....173  
              TACAN Z RWY 05R .....174  
              TACAN Z RWY 14L .....175  
              TACAN Z RWY 32L .....176  
              COPTER TACAN RWY 23R .....177  
AIRPORT DIAGRAM .....178

CHESTER, SC  
CHESTER CATAWBA RGNL(DCM)

TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
STARS ..... JOOLS ONE (RNAV) .....Z25  
              LIINN THREE .....Z28  
              MAJIC FOUR .....Z30  
              RASLN THREE .....Z38  
IAPS ..... RNAV (GPS) RWY 17 .....179  
              RNAV (GPS) RWY 35 .....180  
              NDB RWY 35 .....181

CLEMSON, SC  
OCONEE COUNTY RGNL(CEU)

TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... RNAV (GPS) RWY 07 .....182  
              RNAV (GPS) RWY 25 .....183

CLINTON, NC  
CLINTON-SAMPSON COUNTY(CTZ)

TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... RNAV (GPS) RWY 06 .....184  
              RNAV (GPS) Y RWY 24 .....185  
              RNAV (GPS) Z RWY 24 .....186  
              VOR/DME-A .....187

CLINTON-SAMPSON COUNTY  
---SEE CLINTON, NC

COASTAL CAROLINA RGNL  
---SEE NEW BERN, NC

INDEX

25163

COLUMBIA, SC  
COLUMBIA METRO(CAE)

TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
HOT SPOT .....P  
IAPS ..... ILS OR LOC RWY 05 .....188  
              ILS OR LOC RWY 11 .....189  
              ILS OR LOC RWY 29 .....190  
              ILS RWY 11 (CAT II - III) .....191  
              RNAV (GPS) RWY 05 .....192  
              RNAV (GPS) RWY 11 .....193  
              RNAV (GPS) RWY 23 .....194  
              RNAV (GPS) RWY 29 .....195  
              VOR-A .....196  
AIRPORT DIAGRAM .....197

JIM HAMILTON L B OWENS(CUB)

TAKEOFF MINIMUMS .....L  
IAPS ..... RNAV (GPS) RWY 13 .....198  
              RNAV (GPS) RWY 31 .....199  
              LOC RWY 31 .....200

COLUMBUS COUNTY RGNL  
---SEE WHITEVILLE, NC

CONCORD, NC  
CONCORD-PADGETT RGNL(JQF)

TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
STARS ..... JOOLS ONE (RNAV) .....Z25  
              KABEE THREE (RNAV) .....Z27  
              NASCR ONE (RNAV) .....Z33  
IAPS ..... ILS OR LOC RWY 20 .....201  
              RNAV (GPS) RWY 02 .....202  
              RNAV (GPS) RWY 20 .....203  
AIRPORT DIAGRAM .....204  
DPS ..... BARMY FIVE (RNAV) .....205  
              BEAVY SIX (RNAV) .....206  
              BOBZY FIVE (RNAV) .....207  
              ESTRR FIVE (RNAV) .....208  
              ICONS FIVE (RNAV) .....209  
              JOJO FIVE (RNAV) .....210  
              KERMIT FOUR .....211  
              KILNS FIVE (RNAV) .....213  
              KNIGHTS THREE .....214  
              KRITR SIX (RNAV) .....216  
              KWEEN FIVE (RNAV) .....217  
              LILLS THREE (RNAV) .....218  
              WEAZL FIVE (RNAV) .....219

CONCORD-PADGETT RGNL  
---SEE CONCORD, NC

CONWAY, SC  
CONWAY-HORRY COUNTY(HYW)

TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... RNAV (GPS) RWY 04 .....220  
              RNAV (GPS) RWY 22 .....221

K4

SE2

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG NAME PROC SECT PG

**CURRITUCK, NC**  
**CURRITUCK COUNTY RGNL(ONX)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... RNAV (GPS) RWY 05 .....222  
              RNAV (GPS) RWY 23 .....223  
              VOR/DME-A .....224

**CURTIS L BROWN JR FLD**  
---SEE ELIZABETHTOWN, NC

**DARE COUNTY RGNL**  
---SEE MANTEO, NC

**DARLINGTON, SC**  
**DARLINGTON COUNTY(UDG)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... RNAV (GPS) RWY 05 .....225  
              RNAV (GPS) RWY 23 .....226  
              VOR-A .....227

**DAVIDSON COUNTY EXEC**  
---SEE LEXINGTON, NC

**DILLON, SC**  
**DILLON COUNTY(DLC)**  
TAKEOFF MINIMUMS .....L  
IAPS ..... RNAV (GPS)-A .....228

**DONALDSON FLD**  
---SEE GREENVILLE, SC

**DUPLIN COUNTY**  
---SEE KENANSVILLE, NC

**EASTOVER, SC**  
---SEE MC ENTIRE JNGB

**EDENTON, NC**  
**NORTHEASTERN RGNL(EDE)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... ILS OR LOC RWY 19 .....229  
              RNAV (GPS) RWY 01 .....230  
              RNAV (GPS) RWY 19 .....231

**ELIZABETH CITY, NC**  
**ELIZABETH CITY CG AIR STATION/RGNL(ECG)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... ILS OR LOC RWY 10 .....232  
              RNAV (GPS) RWY 01 .....233  
              RNAV (GPS) RWY 10 .....234  
              RNAV (GPS) RWY 19 .....235  
              RNAV (GPS) RWY 28 .....236  
              VOR/DME RWY 10 .....237  
              VOR/DME RWY 19 .....238  
              VOR/DME RWY 28 .....239  
              NDB RWY 10 .....240  
AIRPORT DIAGRAM .....241

**ELIZABETHTOWN, NC**  
**CURTIS L BROWN JR FLD(EYF)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... RNAV (GPS) RWY 15 .....242  
              RNAV (GPS) RWY 33 .....243  
              VOR/DME RWY 15 .....244

**ELKIN, NC**  
**ELKIN MUNI(ZEF)**  
TAKEOFF MINIMUMS .....L  
IAPS ..... RNAV (GPS) RWY 07 .....245  
              RNAV (GPS) RWY 25 .....246

**ENGELHARD, NC**  
**HYDE COUNTY(7W6)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... RNAV (GPS) RWY 11 .....247

**ERWIN, NC**  
**HARNETT RGNL JETPORT(HRJ)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... RNAV (GPS) RWY 05 .....248  
              RNAV (GPS) RWY 23 .....249  
              LOC RWY 05 .....250  
              NDB RWY 23 .....251

**FAIRFIELD COUNTY**  
---SEE WINNSBORO, SC

**FAYETTEVILLE, NC**  
**FAYETTEVILLE RGNL/GRANNIS FLD(FAY)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... ILS OR LOC RWY 04 .....252  
              RNAV (GPS) RWY 04 .....253  
              RNAV (GPS) RWY 10 .....254  
              RNAV (GPS) RWY 22 .....255  
              RNAV (GPS) RWY 28 .....256  
              LOC BC RWY 22 .....257  
              VOR RWY 04 .....258  
              VOR RWY 22 .....259  
              VOR RWY 28 .....260  
AIRPORT DIAGRAM .....261  
DPS ..... MOUNTY FIVE .....262

**FIRST FLIGHT**  
---SEE KILL DEVIL HILLS, NC

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



## INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
<b>FLORENCE, SC</b>			<b>GOLDSBORO, NC</b>		
<b>FLORENCE RGNL(FLO)</b>			<b>WAYNE EXEC JETPORT(GWW)</b>		
TAKEOFF MINIMUMS .....	L		TAKEOFF MINIMUMS .....	L	
ALTERNATE MINIMUMS .....	M		ALTERNATE MINIMUMS .....	M	
HOT SPOT .....	P		IAPS .....	ILS OR LOC RWY 23 .....	291
IAPS .....	ILS OR LOC RWY 09 .....	263		RNAV (GPS) RWY 05 .....	292
	RNAV (GPS) RWY 01 .....	264		RNAV (GPS) RWY 23 .....	293
	RNAV (GPS) RWY 09 .....	265		RNAV (GPS)-A .....	294
	RNAV (GPS) RWY 19 .....	266			
	RNAV (GPS) RWY 27 .....	267	<b>GOLDSBORO, NC</b>		
	VOR OR TACAN-A .....	268	<b>---SEE SEYMOUR JOHNSON AFB</b>		
AIRPORT DIAGRAM .....		269			
<b>FOOTHILLS RGNL</b>			<b>GRAND STRAND</b>		
<b>---SEE MORGANTON, NC</b>			<b>---SEE NORTH MYRTLE BEACH, SC</b>		
<b>FORT LIBERTY, NC</b>			<b>GREENSBORO, NC</b>		
<b>---SEE POPE AAF</b>			<b>PIEDMONT TRIAD INTL(GSO)</b>		
<b>FORT LIBERTY, NC</b>			TAKEOFF MINIMUMS .....	L	
<b>---SEE SIMMONS AAF</b>			ALTERNATE MINIMUMS .....	M	
<b>FRANKLIN, NC</b>			HOT SPOT .....	P	
<b>MACON COUNTY(1A5)</b>			STARS .....	BLOCC TWO .....	29
TAKEOFF MINIMUMS .....	L			BROOK FOUR .....	212
ALTERNATE MINIMUMS .....	M			HENBY THREE .....	222
IAPS .....	RNAV (GPS)-A .....	270		TRAKS FOUR (RNAV) .....	245
<b>GASTONIA, NC</b>			IAPS .....	ILS OR LOC RWY 05L .....	295
<b>GASTONIA MUNI(AKH)</b>				ILS OR LOC RWY 05R .....	296
TAKEOFF MINIMUMS .....	L			ILS OR LOC RWY 23L .....	297
ALTERNATE MINIMUMS .....	M			ILS OR LOC RWY 23R .....	298
STARS .....	JOOLS ONE (RNAV) .....	225		ILS Y OR LOC Y RWY 32 .....	299
	LIINN THREE .....	228		ILS Z OR LOC Z RWY 32 .....	300
	MAJIC FOUR .....	230		ILS RWY 23L (CAT II) .....	301
	RASLN THREE .....	238		ILS RWY 05L (CAT II - III) .....	302
IAPS .....	RNAV (GPS) RWY 03 .....	271		ILS RWY 05R (SA CAT II) .....	303
	RNAV (GPS) RWY 21 .....	272		RNAV (GPS) RWY 05L .....	304
	NDB RWY 03 .....	273		RNAV (GPS) RWY 05R .....	305
DPS .....	BARMY FIVE (RNAV) .....	274		RNAV (GPS) RWY 14 .....	306
	BEAVY SIX (RNAV) .....	275		RNAV (GPS) RWY 23L .....	307
	BOBZY FIVE (RNAV) .....	276		RNAV (GPS) RWY 23R .....	308
	ESTRR FIVE (RNAV) .....	277		RNAV (GPS) RWY 32 .....	309
	ICONS FIVE (RNAV) .....	278		VOR/DME RWY 23L .....	310
	JOJJO FIVE (RNAV) .....	279	AIRPORT DIAGRAM .....		311
	KERMIT FOUR .....	280	DPS .....	QUAKER EIGHT .....	312
	KILNS FIVE (RNAV) .....	282		TRIAD NINE .....	313
	KNIGHTS THREE .....	283		TRSHA ONE (RNAV) .....	314
	KRITR SIX (RNAV) .....	285	<b>GREENVILLE, NC</b>		
	KWEEN FIVE (RNAV) .....	286	<b>PITT-GREENVILLE(PGV)</b>		
	LILLS THREE (RNAV) .....	287	TAKEOFF MINIMUMS .....	L	
	WEAZL FIVE (RNAV) .....	288	ALTERNATE MINIMUMS .....	M	
<b>GEORGETOWN, SC</b>			IAPS .....	ILS Y OR LOC Y RWY 20 .....	315
<b>GEORGETOWN COUNTY(GGE)</b>				ILS Z OR LOC Z RWY 20 .....	316
TAKEOFF MINIMUMS .....	L			RNAV (GPS) RWY 02 .....	317
ALTERNATE MINIMUMS .....	M			RNAV (GPS) RWY 08 .....	318
IAPS .....	RNAV (GPS) RWY 05 .....	289		RNAV (GPS) RWY 20 .....	319
	RNAV (GPS) RWY 23 .....	290		RNAV (GPS) RWY 26 .....	320
			AIRPORT DIAGRAM .....		321

INDEX

25163

K7

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
<b>GREENVILLE, SC</b>			<b>HARTSVILLE, SC</b>		
<b>DONALDSON FLD(GYH)</b>			<b>HARTSVILLE RGNL(HVS)</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	IAPS	RNAV (GPS) RWY 03	347
STARS	JUNNR FOUR (RNAV)	Z26		RNAV (GPS) RWY 21	348
	MCHLN TWO (RNAV)	Z31		VOR-A	349
	RCTOR THREE (RNAV)	Z39	<b>HATTERAS, NC</b>		
	WORXS TWO (RNAV)	Z46	<b>BILLY MITCHELL(HSE)</b>		
IAPS	ILS OR LOC RWY 05	322	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 05	323	IAPS	RNAV (GPS) RWY 07	350
	RNAV (GPS) RWY 23	324		RNAV (GPS) RWY 25	351
AIRPORT DIAGRAM		325	<b>HENDERSON/OXFORD</b>		
DPS	BIMMR THREE (RNAV)	326	<b>---SEE OXFORD, NC</b>		
	BWALL TWO (RNAV)	327	<b>HICKORY, NC</b>		
<b>GREENVILLE DOWNTOWN(GMU)</b>			<b>HICKORY RGNL(HKY)</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
HOT SPOT		P	IAPS	ILS OR LOC RWY 24	352
STARS	JUNNR FOUR (RNAV)	Z26		RNAV (GPS) RWY 06	353
	MCHLN TWO (RNAV)	Z31		RNAV (GPS) RWY 24	354
	RCTOR THREE (RNAV)	Z39		VOR/DME RWY 24	355
	WORXS TWO (RNAV)	Z46	AIRPORT DIAGRAM		356
IAPS	ILS OR LOC RWY 01	328	DPS	HICKORY ONE	357
	RNAV (GPS) RWY 01	329	<b>HILTON HEAD ISLAND, SC</b>		
	RNAV (GPS) RWY 10	330	<b>HILTON HEAD(HXD)</b>		
	RNAV (GPS) RWY 19	331	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 28	332	ALTERNATE MINIMUMS		M
AIRPORT DIAGRAM		333	IAPS	RNAV (GPS) RWY 03	358
DPS	BIMMR THREE (RNAV)	334		RNAV (GPS) RWY 21	359
	BWALL TWO (RNAV)	335		LOC RWY 21	360
<b>GREENVILLE SPARTANBURG INTL</b>				VOR-A	361
<b>---SEE GREER, SC</b>				BROAD CREEK VISUAL RWY 03	362
<b>GREENWOOD, SC</b>			AIRPORT DIAGRAM		363
<b>GREENWOOD COUNTY(GRD)</b>			<b>HYDE COUNTY</b>		
TAKEOFF MINIMUMS		L	<b>---SEE ENGELHARD, NC</b>		
ALTERNATE MINIMUMS		M	<b>JAARS-TOWNSEND</b>		
IAPS	RNAV (GPS) RWY 09	336	<b>---SEE WAXHAW, NC</b>		
	RNAV (GPS) RWY 27	337	<b>JACKSON COUNTY</b>		
<b>GREER, SC</b>			<b>---SEE SYLVA, NC</b>		
<b>GREENVILLE SPARTANBURG INTL(GSP)</b>			<b>JACKSONVILLE, NC</b>		
TAKEOFF MINIMUMS		L	<b>ALBERT J ELLIS(OAJ)</b>		
ALTERNATE MINIMUMS		M	TAKEOFF MINIMUMS		L
STARS	JUNNR FOUR (RNAV)	Z26	ALTERNATE MINIMUMS		M
	MCHLN TWO (RNAV)	Z31	IAPS	ILS OR LOC RWY 05	364
	RCTOR THREE (RNAV)	Z39		RNAV (GPS) RWY 05	365
	WORXS TWO (RNAV)	Z46		RNAV (GPS) RWY 23	366
IAPS	ILS OR LOC RWY 04	338	AIRPORT DIAGRAM		367
	ILS OR LOC RWY 22	339	<b>JACKSONVILLE, NC</b>		
	ILS RWY 04 (SA CAT I)	340	<b>---SEE NEW RIVER MCAS (MCCUTCHEON FLD)</b>		
	ILS RWY 04 (CAT II - III)	341			
	RNAV (GPS) RWY 04	342			
	RNAV (GPS) RWY 22	343			
AIRPORT DIAGRAM		344			
DPS	BIMMR THREE (RNAV)	345			
	BWALL TWO (RNAV)	346			
<b>HALIFAX/NORTHAMPTON RGNL</b>					
<b>---SEE ROANOKE RAPIDS, NC</b>					
<b>HARNETT RGNL JETPORT</b>					
<b>---SEE ERWIN, NC</b>					

INDEX

25163

K7

SE-2, 12 JUN 2025 to 07 AUG 2025

INDEX

25163

K8

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
------	------	---------	------	------	---------

**JEFFERSON, NC**  
**ASHE COUNTY(GEV)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... RNAV (GPS) RWY 28 .....368  
LOC RWY 28 .....369

**JIM HAMILTON L B OWENS**  
---SEE COLUMBIA, SC

**JOHNSTON RGNL**  
---SEE SMITHFIELD, NC

**KENANSVILLE, NC**  
**DUPLIN COUNTY(DPL)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... RNAV (GPS) RWY 05 .....370  
RNAV (GPS) RWY 23 .....371

**KILL DEVIL HILLS, NC**  
**FIRST FLIGHT(FFA)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... RNAV (GPS) RWY 03 .....372  
RNAV (GPS) RWY 21 .....373

**KINGSTREE, SC**  
**WILLIAMSBURG RGNL(CKI)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... RNAV (GPS) RWY 14 .....374  
RNAV (GPS) RWY 32 .....375

**KINSTON, NC**  
**KINSTON RGNL JETPORT AT STALLINGS FLD (ISO)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... ILS OR LOC RWY 05 .....376  
RNAV (GPS) RWY 05 .....377  
RNAV (GPS) RWY 23 .....378  
AIRPORT DIAGRAM .....379

**LAKE CITY, SC**  
**LAKE CITY MUNI CJ EVANS FLD(51J)**  
TAKEOFF MINIMUMS .....L  
IAPS ..... RNAV (GPS) RWY 01 .....380  
RNAV (GPS) RWY 19 .....381

**LAKE NORMAN AIRPARK**  
---SEE MOORESVILLE, NC

INDEX

25163

**LANCASTER, SC**  
**LANCASTER COUNTY-MC WHIRTER FLD(LKR)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
STARS ..... JOOLS ONE (RNAV) .....Z25  
LIINN THREE .....Z28  
MAJIC FOUR .....Z30  
RASLN THREE .....Z38  
IAPS ..... RNAV (GPS) RWY 06 .....382  
RNAV (GPS) RWY 24 .....383  
DPS ..... BARMY FIVE (RNAV) .....384  
BEAVY SIX (RNAV) .....385  
BOBZY FIVE (RNAV) .....386  
ESTRR FIVE (RNAV) .....387  
ICONS FIVE (RNAV) .....388  
JOJJO FIVE (RNAV) .....389  
KERMIT FOUR .....390  
KILNS FIVE (RNAV) .....392  
KNIGHTS THREE .....393  
KRITR SIX (RNAV) .....395  
KWEEN FIVE (RNAV) .....396  
LILLS THREE (RNAV) .....397  
WEAZL FIVE (RNAV) .....398

**LAURENS, SC**  
**LAURENS COUNTY(LUX)**  
TAKEOFF MINIMUMS .....L  
IAPS ..... RNAV (GPS) RWY 08 .....399  
RNAV (GPS) RWY 26 .....400

**LAURINBURG/MAXTON**  
---SEE MAXTON, NC

**LEXINGTON, NC**  
**DAVIDSON COUNTY EXEC(EXX)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... ILS OR LOC RWY 06 .....401  
RNAV (GPS) RWY 06 .....402  
RNAV (GPS) RWY 24 .....403

**LEXINGTON COUNTY**  
---SEE PELION, SC

SE-2, 12 JUN 2025 to 07 AUG 2025

K8

SE2

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG NAME PROC SECT PG

**LINCOLNTON, NC**  
**LINCOLNTON-LINCOLN COUNTY RGNL(IPJ)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
STARS ..... JOOLS ONE (RNAV) .....Z25  
LIINN THREE .....Z28  
MAJIC FOUR .....Z30  
RASLN THREE .....Z38  
IAPS ..... ILS Y OR LOC Z RWY 23 .....404  
RNAV (GPS) RWY 23 .....405  
RNAV (GPS) RWY 05 .....406  
RNAV (GPS) RWY 23 .....407  
DPS ..... BARMY FIVE (RNAV) .....408  
BEAVY SIX (RNAV) .....409  
BOBZY FIVE (RNAV) .....410  
ESTRR FIVE (RNAV) .....411  
ICONS FIVE (RNAV) .....412  
JOJJO FIVE (RNAV) .....413  
KERMIT FOUR .....414  
KILNS FIVE (RNAV) .....416  
KNIGHTS THREE .....417  
KRITR SIX (RNAV) .....419  
KWEEN FIVE (RNAV) .....420  
LILLS THREE (RNAV) .....421  
WEAZL FIVE (RNAV) .....422

**LINCOLNTON-LINCOLN COUNTY RGNL**  
---SEE LINCOLNTON, NC

**LORIS, SC**  
**TWIN CITY(5J9)**  
TAKEOFF MINIMUMS .....L  
IAPS ..... GPS RWY 26 .....423

**LOUISBURG, NC**  
**TRIANGLE NORTH EXEC(LHZ)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... ILS OR LOC RWY 05 .....424  
RNAV (GPS) RWY 05 .....425  
RNAV (GPS) RWY 23 .....426  
VOR-A .....427

**LOWCOUNTRY RGNL**  
---SEE WALTERBORO, SC

**LUMBERTON, NC**  
**LUMBERTON RGNL(LBT)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... ILS OR LOC RWY 05 .....428  
RNAV (GPS) RWY 05 .....429  
RNAV (GPS) RWY 13 .....430  
RNAV (GPS) RWY 23 .....431

**MACKALL AAF(KHFF)**  
**CAMP MACKALL, NC**  
TAKEOFF MINIMUMS .....L  
IAPS ..... RNAV (GPS) RWY 12 .....432  
RNAV (GPS) RWY 30 .....433

**MACON COUNTY**  
---SEE FRANKLIN, NC

**MANNING, SC**  
**SANTEE COOPER RGNL(MNI)**  
TAKEOFF MINIMUMS .....L  
IAPS ..... NDB RWY 02 .....434

**MANTEO, NC**  
**DARE COUNTY RGNL(MQI)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... RNAV (GPS) RWY 05 .....435  
RNAV (GPS) RWY 17 .....436  
RNAV (GPS) RWY 23 .....437  
AIRPORT DIAGRAM .....438

**MARION, SC**  
**MARION COUNTY(MAO)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... RNAV (GPS) RWY 04 .....439  
RNAV (GPS) RWY 22 .....440

**MARLBORO COUNTY JETPORT/H E AVENT FLD**  
---SEE BENNETTSTVILLE, SC

**MARTIN COUNTY**  
---SEE WILLIAMSTON, NC

**MAXTON, NC**  
**LAURINBURG/MAXTON(MEB)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... ILS OR LOC RWY 05 .....441  
RNAV (GPS) RWY 05 .....442  
RNAV (GPS) RWY 23 .....443

**MC ENTIRE JNGB(KMMT)**  
**EASTOVER, SC**  
TAKEOFF MINIMUMS .....L  
IAPS ..... ILS OR LOC/DME RWY 32 .....444  
TACAN RWY 14 .....445  
TACAN RWY 32 .....446  
AIRPORT DIAGRAM .....447

**MEADOW BROOK FLD**  
---SEE WALNUT COVE, NC

**MICHAEL J SMITH FLD**  
---SEE BEAUFORT, NC

**MID-CAROLINA RGNL**  
---SEE SALISBURY, NC

**MOCKSVILLE, NC**  
**TWIN LAKES(8A7)**  
TAKEOFF MINIMUMS .....L  
IAPS ..... RNAV (GPS) RWY 09 .....448

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

## INDEX

25163

K10

## INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
<b>MONCKS CORNER, SC</b>			<b>MOUNT OLIVE, NC</b>		
<b>BERKELEY COUNTY(MKS)</b>			<b>MOUNT OLIVE MUNI(W40)</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 05	449	IAPS	RNAV (GPS) RWY 05	476
	RNAV (GPS) RWY 23	450		RNAV (GPS) RWY 23	477
	VOR/DME-A	451			
<b>MONROE, NC</b>			<b>MOUNT PLEASANT, SC</b>		
<b>CHARLOTTE/MONROE EXEC(EQY)</b>			<b>MT PLEASANT RGNL-FAISON FLD(LRO)</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
STARS	JOOLS ONE (RNAV)	Z25	IAPS	RNAV (GPS) RWY 17	478
	LIINN THREE	Z28		RNAV (GPS) RWY 35	479
	MAJIC FOUR	Z30		VOR/DME-A	480
	RASLN THREE	Z38			
IAPS	ILS OR LOC RWY 05	452	<b>MT PLEASANT RGNL-FAISON FLD</b>		
	RNAV (GPS) RWY 05	453	<b>---SEE MOUNT PLEASANT, SC</b>		
	RNAV (GPS) RWY 23	454			
DPS	BARMY FIVE (RNAV)	455	<b>MYRTLE BEACH, SC</b>		
	BEAVY SIX (RNAV)	456	<b>MYRTLE BEACH INTL(MYR)</b>		
	BOBZY FIVE (RNAV)	457	TAKEOFF MINIMUMS		L
	ESTRR FIVE (RNAV)	458	ALTERNATE MINIMUMS		M
	ICONS FIVE (RNAV)	459	IAPS	ILS OR LOC RWY 18	481
	JOJJO FIVE (RNAV)	460		ILS OR LOC RWY 36	482
	KERMIT FOUR	461		ILS RWY 18 (SA CAT I - II)	483
	KILNS FIVE (RNAV)	463		RNAV (GPS) RWY 18	484
	KNIGHTS THREE	464		RNAV (GPS) RWY 36	485
	KRITR SIX (RNAV)	466		RNAV (GPS)-A	486
	KWEEN FIVE (RNAV)	467		VOR-A	487
	LILLS THREE (RNAV)	468	AIRPORT DIAGRAM		488
	WEAZL FIVE (RNAV)	469			
<b>MONTGOMERY COUNTY</b>			<b>NEW BERN, NC</b>		
<b>---SEE STAR, NC</b>			<b>COASTAL CAROLINA RGNL(EWN)</b>		
<b>MOORE COUNTY</b>			TAKEOFF MINIMUMS		L
<b>---SEE PINEHURST/SOUTHERN PINES, NC</b>			ALTERNATE MINIMUMS		M
<b>MOORESVILLE, NC</b>			IAPS	ILS OR LOC RWY 04	489
<b>LAKE NORMAN AIRPARK(14A)</b>				RNAV (GPS) RWY 04	490
TAKEOFF MINIMUMS		L		RNAV (GPS) RWY 22	491
IAPS	RNAV (GPS) RWY 14	470		VOR RWY 22	492
			AIRPORT DIAGRAM		493
<b>MORGANTON, NC</b>			<b>NEW RIVER MCAS (MCCUTCHEON FLD)</b>		
<b>FOOTHILLS RGNL(MRN)</b>			<b>(KNCA)</b>		
TAKEOFF MINIMUMS		L	<b>JACKSONVILLE, NC</b>		
ALTERNATE MINIMUMS		M	RADAR MINIMUMS		N
IAPS	RNAV (GPS) RWY 03	471	IAPS	RNAV (GPS) RWY 01	494
	RNAV (GPS) RWY 21	472		RNAV (GPS) RWY 05	495
	LOC RWY 03	473		RNAV (GPS) RWY 19	496
				RNAV (GPS) RWY 23	497
<b>MOUNT AIRY, NC</b>				TACAN RWY 01	498
<b>MOUNT AIRY/SURRY COUNTY(MWK)</b>				TACAN RWY 05	499
TAKEOFF MINIMUMS		L		TACAN RWY 19	500
ALTERNATE MINIMUMS		M		TACAN RWY 23	501
IAPS	RNAV (GPS) RWY 18	474	AIRPORT DIAGRAM		502
	RNAV (GPS) RWY 36	475			
			<b>NEWBERRY, SC</b>		
			<b>NEWBERRY COUNTY(EOE)</b>		
			TAKEOFF MINIMUMS		L
			ALTERNATE MINIMUMS		M
			IAPS	RNAV (GPS) RWY 04	503
				RNAV (GPS) RWY 22	504
				NDB RWY 22	505

## INDEX

25163

K10

SE2

# INDEX

25163

K11

## INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
<b>NORTH AF AUX(KXNO)</b>			<b>P K AIRPARK</b>		
<b>NORTH, SC</b>			<b>---SEE RAEFORD, NC</b>		
TAKEOFF MINIMUMS		L	<b>PAGELAND, SC</b>		
IAPS	RNAV (GPS) RWY 06	506	<b>PAGELAND(PYG)</b>		
	RNAV (GPS) RWY 24	507	TAKEOFF MINIMUMS		L
	VOR OR TACAN-A	508	IAPS	RNAV (GPS) RWY 06	531
AIRPORT DIAGRAM		509		RNAV (GPS) RWY 24	532
<b>NORTH MYRTLE BEACH, SC</b>			<b>PELION, SC</b>		
<b>GRAND STRAND(CRE)</b>			<b>LEXINGTON COUNTY(6J0)</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	IAPS	RNAV (GPS) RWY 18	533
IAPS	ILS OR LOC RWY 23	510		RNAV (GPS) RWY 36	534
	RNAV (GPS) RWY 05	511		VOR-A	535
	RNAV (GPS) RWY 23	512	<b>PICKENS, SC</b>		
	VOR RWY 05	513	<b>PICKENS COUNTY(LQK)</b>		
	VOR RWY 23	514	TAKEOFF MINIMUMS		L
AIRPORT DIAGRAM		515	IAPS	RNAV (GPS) RWY 05	536
<b>NORTH WILKESBORO, NC</b>				RNAV (GPS) RWY 23	537
<b>WILKES COUNTY(UKF)</b>			<b>PIEDMONT TRIAD INTL</b>		
TAKEOFF MINIMUMS		L	<b>---SEE GREENSBORO, NC</b>		
ALTERNATE MINIMUMS		M	<b>PINEHURST/SOUTHERN PINES, NC</b>		
IAPS	ILS Y OR LOC Y RWY 01	516	<b>MOORE COUNTY(SOP)</b>		
	ILS Z OR LOC Z RWY 01	517	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 01	518	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 19	519	IAPS	ILS Y OR LOC Y RWY 05	538
<b>NORTHEASTERN RGNL</b>				ILS Z OR LOC Z RWY 05	539
<b>---SEE EDENTON, NC</b>				RNAV (GPS) RWY 05	540
<b>OAK ISLAND, NC</b>				RNAV (GPS) RWY 23	541
<b>CAPE FEAR RGNL JETPORT/HOWIE FRANKLIN FLD(SUT)</b>			<b>PITT-GREENVILLE</b>		
TAKEOFF MINIMUMS		L	<b>---SEE GREENVILLE, NC</b>		
ALTERNATE MINIMUMS		M	<b>PLYMOUTH, NC</b>		
IAPS	RNAV (GPS) RWY 05	520	<b>PLYMOUTH MUNI(PMZ)</b>		
	RNAV (GPS) RWY 23	521	TAKEOFF MINIMUMS		L
<b>OCONEE COUNTY RGNL</b>			IAPS	RNAV (GPS) RWY 03	542
<b>---SEE CLEMSON, SC</b>				RNAV (GPS) RWY 21	543
<b>OCRACOE, NC</b>			<b>POPE AAF(KPOB)</b>		
<b>OCRACOE ISLAND(W95)</b>			<b>FORT LIBERTY, NC</b>		
IAPS	RNAV (GPS) RWY 06	522	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 24	523	IAPS	ILS OR LOC RWY 23	544
<b>ORANGEBURG, SC</b>				RNAV (GPS) RWY 23	545
<b>ORANGEBURG MUNI(OGB)</b>				TACAN RWY 23	546
TAKEOFF MINIMUMS		L		TACAN-A	547
ALTERNATE MINIMUMS		M	AIRPORT DIAGRAM		548
IAPS	RNAV (GPS) RWY 05	524	<b>RAEFORD, NC</b>		
	RNAV (GPS) RWY 17	525	<b>P K AIRPARK(5W4)</b>		
	RNAV (GPS) RWY 23	526	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 35	527	IAPS	RNAV (GPS)-A	549
<b>OXFORD, NC</b>				VOR-A	550
<b>HENDERSON/OXFORD(HNZ)</b>			<b>RALEIGH EXEC JETPORT AT SANFORD-LEE COUNTY</b>		
TAKEOFF MINIMUMS		L	<b>---SEE SANFORD, NC</b>		
ALTERNATE MINIMUMS		M			
IAPS	RNAV (GPS) RWY 06	528			
	RNAV (GPS) RWY 24	529			
	LOC RWY 06	530			

SE-2, 12 JUN 2025 to 07 AUG 2025

K11

SE2

SE-2, 12 JUN 2025 to 07 AUG 2025

INDEX

25163

K12

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
------	------	---------	------	------	---------

RALEIGH RGNL AT PERSON COUNTY  
---SEE ROXBORO, NC

RALEIGH/DURHAM, NC

RALEIGH-DURHAM INTL(RDU)

TAKEOFF MINIMUMS	.....L
DIVERSE VECTOR AREA	.....L
ALTERNATE MINIMUMS	.....M
HOT SPOT	.....P
STARS	.....Z1
ALDAN FOUR (RNAV)	.....Z10
BLOGS THREE (RNAV)	.....Z10
BRAD SIX	.....Z11
BUZZY ONE	.....Z14
DMSTR TWO (RNAV)	.....Z18
TAQLE TWO (RNAV)	.....Z43
IAPS	.....Z51
ILS OR LOC RWY 05L	.....Z51
ILS OR LOC RWY 05R	.....Z52
ILS OR LOC RWY 23L	.....Z53
ILS OR LOC RWY 23R	.....Z54
ILS RWY 05R (SA CAT I - II)	.....Z55
ILS RWY 23R (CAT II - III)	.....Z56
RNAV (RNP) Z RWY 05L	.....Z57
RNAV (RNP) Z RWY 05R	.....Z58
RNAV (RNP) Z RWY 23L	.....Z59
RNAV (RNP) Z RWY 23R	.....Z60
RNAV (GPS) RWY 32	.....Z61
RNAV (GPS) Y RWY 05L	.....Z62
RNAV (GPS) Y RWY 05R	.....Z63
RNAV (GPS) Y RWY 23L	.....Z64
RNAV (GPS) Y RWY 23R	.....Z65
AIRPORT DIAGRAM	.....Z66
DPS	.....Z67
BEXGO FIVE (RNAV)	.....Z67
HOOKZ FIVE (RNAV)	.....Z68
HURIC FOUR (RNAV)	.....Z69
LWOOD FIVE (RNAV)	.....Z70
OXFRD FIVE (RNAV)	.....Z71
PACKK NINE	.....Z72
RALEIGH ONE	.....Z74
ROZBO FIVE (RNAV)	.....Z76
SHPRD FOUR (RNAV)	.....Z77

REIDSVILLE, NC

ROCKINGHAM COUNTY NC SHILOH(SIF)

TAKEOFF MINIMUMS	.....L
ALTERNATE MINIMUMS	.....M
IAPS	.....Z578
RNAV (GPS) RWY 13	.....Z578
RNAV (GPS) RWY 31	.....Z579
VOR-A	.....Z580

RICHMOND COUNTY

---SEE ROCKINGHAM, NC

ROANOKE RAPIDS, NC

HALIFAX/NORTHAMPTON RGNL(IXA)

TAKEOFF MINIMUMS	.....L
ALTERNATE MINIMUMS	.....M
IAPS	.....Z581
RNAV (GPS) RWY 02	.....Z581
RNAV (GPS) RWY 20	.....Z582
VOR RWY 02	.....Z583

ROBERT F SWINNIE

---SEE ANDREWS, SC

INDEX

25163

ROCK HILL, SC

ROCK HILL/YORK COUNTY/BRYANT FLD(UZA)

TAKEOFF MINIMUMS	.....L
ALTERNATE MINIMUMS	.....M
STARS	.....Z25
JOOLS ONE (RNAV)	.....Z25
LIINN THREE	.....Z28
MAJIC FOUR	.....Z30
RASLN THREE	.....Z38
IAPS	.....Z584
ILS Y OR LOC Y RWY 02	.....Z584
ILS Z OR LOC Z RWY 02	.....Z585
RNAV (GPS) RWY 02	.....Z586
RNAV (GPS) RWY 20	.....Z587
DPS	.....Z588
BARMY FIVE (RNAV)	.....Z588
BEAVY SIX (RNAV)	.....Z589
BOBZY FIVE (RNAV)	.....Z590
ESTRR FIVE (RNAV)	.....Z591
ICONS FIVE (RNAV)	.....Z592
JOJJO FIVE (RNAV)	.....Z593
KERMIT FOUR	.....Z594
KILNS FIVE (RNAV)	.....Z596
KNIGHTS THREE	.....Z597
KRITR SIX (RNAV)	.....Z599
KWEEN FIVE (RNAV)	.....Z600
LILL THREE (RNAV)	.....Z601
WEAZL FIVE (RNAV)	.....Z602

ROCKINGHAM, NC

RICHMOND COUNTY(RCZ)

TAKEOFF MINIMUMS	.....L
ALTERNATE MINIMUMS	.....M
IAPS	.....Z603
RNAV (GPS) RWY 32	.....Z603

ROCKINGHAM COUNTY NC SHILOH

---SEE REIDSVILLE, NC

ROCKY MOUNT, NC

ROCKY MOUNT/WILSON RGNL(RWI)

TAKEOFF MINIMUMS	.....L
ALTERNATE MINIMUMS	.....M
IAPS	.....Z604
ILS OR LOC RWY 04	.....Z604
RNAV (GPS) RWY 04	.....Z605
RNAV (GPS) RWY 22	.....Z606
VOR RWY 22	.....Z607

ROXBORO, NC

RALEIGH RGNL AT PERSON COUNTY(TDF)

TAKEOFF MINIMUMS	.....L
ALTERNATE MINIMUMS	.....M
IAPS	.....Z608
ILS OR LOC RWY 06	.....Z608
RNAV (GPS) RWY 06	.....Z609
RNAV (GPS) RWY 24	.....Z610

RUTHERFORD COUNTY/MARCHMAN FLD

---SEE RUTHERFORDTON, NC

RUTHERFORDTON, NC

RUTHERFORD COUNTY/MARCHMAN FLD(FQD)

TAKEOFF MINIMUMS	.....L
ALTERNATE MINIMUMS	.....M
IAPS	.....Z611
RNAV (GPS) RWY 01	.....Z611
RNAV (GPS) RWY 19	.....Z612
LOC RWY 01	.....Z613

SE-2, 12 JUN 2025 to 07 AUG 2025

K12

SE2

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
------	------	---------	------	------	---------

**ST GEORGE, SC**  
**ST GEORGE(6J2)**  
TAKEOFF MINIMUMS .....L  
IAPS ..... RNAV (GPS) RWY 05 .....614

**SALISBURY, NC**  
**MID-CAROLINA RGNL(RUQ)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
STARS ..... JOOLS ONE (RNAV) .....Z25  
                  KABEE THREE (RNAV) .....Z27  
                  NASCR ONE (RNAV) .....Z33  
IAPS ..... ILS OR LOC RWY 20 .....615  
                  RNAV (GPS) RWY 02 .....616  
                  RNAV (GPS) RWY 20 .....617  
                  NDB RWY 20 .....618  
AIRPORT DIAGRAM .....619  
DPS ..... BARMY FIVE (RNAV) .....620  
                  BEAVY SIX (RNAV) .....621  
                  BOBZY FIVE (RNAV) .....622  
                  ESTRR FIVE (RNAV) .....623  
                  ICONS FIVE (RNAV) .....624  
                  JOJJO FIVE (RNAV) .....625  
                  KERMIT FOUR .....626  
                  KILNS FIVE (RNAV) .....628  
                  KNIGHTS THREE .....629  
                  KRITR SIX (RNAV) .....631  
                  KWEEN FIVE (RNAV) .....632  
                  LILLS THREE (RNAV) .....633  
                  WEAZL FIVE (RNAV) .....634

**SALUDA, SC**  
**SALUDA COUNTY(6J4)**  
TAKEOFF MINIMUMS .....L  
IAPS ..... RNAV (GPS) RWY 01 .....635  
                  RNAV (GPS) RWY 19 .....636

**SANFORD, NC**  
**RALEIGH EXEC JETPORT AT SANFORD-LEE COUNTY(TTA)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... ILS Y OR LOC Y RWY 03 .....637  
                  ILS Z OR LOC Z RWY 03 .....638  
                  RNAV (GPS) RWY 03 .....639  
                  RNAV (GPS) RWY 21 .....640

**SANTEE COOPER RGNL**  
---SEE MANNING, SC

**SEYMOUR JOHNSON AFB(KGSB)**  
**GOLDSBORO, NC**  
TAKEOFF MINIMUMS .....L  
IAPS ..... ILS OR LOC Y RWY 08 .....641  
                  ILS OR LOC Y RWY 26 .....642  
                  RNAV (GPS) RWY 08 .....643  
                  RNAV (GPS) RWY 26 .....644  
                  TACAN Y RWY 08 .....645  
                  TACAN Y RWY 26 .....646  
                  TACAN-A .....647  
AIRPORT DIAGRAM .....648  
DPS ..... SEYMOUR FOUR .....649

**SHAW AFB(KSSC)**  
**SUMTER, SC**  
TAKEOFF MINIMUMS .....L  
IAPS ..... ILS OR LOC Y RWY 04L .....650  
                  ILS OR LOC Y RWY 22R .....651  
                  TACAN Y RWY 04L .....652  
                  TACAN Y RWY 22R .....653  
AIRPORT DIAGRAM .....654  
DPS ..... GABLE FOUR .....655  
                  PINIE FOUR .....656

**SHELBY, NC**  
**SHELBY-CLEVELAND COUNTY RGNL(EHO)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
STARS ..... JOOLS ONE (RNAV) .....Z25  
                  LIINN THREE .....Z28  
                  MAJIC FOUR .....Z30  
                  RASLN THREE .....Z38  
IAPS ..... RNAV (GPS) RWY 05 .....657  
                  RNAV (GPS) RWY 23 .....658  
                  NDB RWY 23 .....659

**SHELBY-CLEVELAND COUNTY RGNL**  
---SEE SHELBY, NC

**SILER CITY, NC**  
**SILER CITY MUNI(SCR)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... RNAV (GPS) RWY 04 .....660  
                  RNAV (GPS) RWY 22 .....661

**SIMMONS AAF(KFBG)**  
**FORT LIBERTY, NC**  
TAKEOFF MINIMUMS .....L  
IAPS ..... RNAV (GPS) RWY 09 .....662  
                  RNAV (GPS) RWY 27 .....663  
AIRPORT DIAGRAM .....664

**SMITH REYNOLDS**  
---SEE WINSTON SALEM, NC

**SMITHFIELD, NC**  
**JOHNSTON RGNL(JNX)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... ILS Y OR LOC Y RWY 03 .....665  
                  ILS Z OR LOC Z RWY 03 .....666  
                  RNAV (GPS) RWY 03 .....667  
                  RNAV (GPS) RWY 21 .....668

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



# INDEX

25163

K14

## INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
------	------	---------	------	------	---------

### SPARTANBURG, SC

#### SPARTANBURG DOWNTOWN MEML/SIMPSON FLD(SPA)

TAKEOFF MINIMUMS	.....L
ALTERNATE MINIMUMS	.....M
STARS	.....Z26
JUNNR FOUR (RNAV)	.....Z31
MCHLN TWO (RNAV)	.....Z39
RCTOR THREE (RNAV)	.....Z46
WORXS TWO (RNAV)	.....669
IAPS	.....670
ILS OR LOC RWY 05	.....671
RNAV (GPS) RWY 05	.....672
RNAV (GPS) RWY 23	.....673
DPS	.....673
BIMMR THREE (RNAV)	.....673
BWALL TWO (RNAV)	.....673

### STANLY COUNTY

---SEE ALBEMARLE, NC

### STAR, NC

#### MONTGOMERY COUNTY(43A)

TAKEOFF MINIMUMS	.....L
IAPS	.....674
RNAV (GPS) RWY 03	.....675
RNAV (GPS) RWY 21	.....675

### STATESVILLE, NC

#### STATESVILLE RGNL(SVH)

TAKEOFF MINIMUMS	.....L
ALTERNATE MINIMUMS	.....M
STARS	.....Z27
IAPS	.....676
KABEE THREE (RNAV)	.....676
ILS Y OR LOC Y RWY 28	.....677
ILS Z OR LOC Z RWY 28	.....678
RNAV (GPS) RWY 10	.....678
RNAV (GPS) RWY 28	.....679

### SUMMERVILLE, SC

#### SUMMERVILLE(DYB)

TAKEOFF MINIMUMS	.....L
ALTERNATE MINIMUMS	.....M
IAPS	.....680
RNAV (GPS) RWY 06	.....681
RNAV (GPS) RWY 24	.....682
NDB RWY 06	.....682

### SUMTER, SC

#### SUMTER(SMS)

TAKEOFF MINIMUMS	.....L
ALTERNATE MINIMUMS	.....M
IAPS	.....683
ILS OR LOC RWY 23	.....684
RNAV (GPS) RWY 05	.....685
RNAV (GPS) RWY 23	.....685

### SUMTER, SC

---SEE SHAW AFB

### SYLVA, NC

#### JACKSON COUNTY(24A)

TAKEOFF MINIMUMS	.....L
ALTERNATE MINIMUMS	.....M
IAPS	.....686
RNAV (GPS) RWY 33	.....686

### TARBORO, NC

#### TARBORO-EDGEcombe(ETC)

TAKEOFF MINIMUMS	.....L
IAPS	.....687
VOR/DME OR GPS RWY 27	.....687

### TRIANGLE NORTH EXEC

---SEE LOUISBURG, NC

### TRI-COUNTY AT HENRY JOYNER FLD

---SEE AHOSKIE, NC

### TWIN CITY

---SEE LORIS, SC

### TWIN LAKES

---SEE MOCKSVILLE, NC

### UNION, SC

#### UNION COUNTY, TROY SHELTON FLD(35A)

TAKEOFF MINIMUMS	.....L
ALTERNATE MINIMUMS	.....M
IAPS	.....688
RNAV (GPS) RWY 05	.....689
RNAV (GPS) RWY 23	.....689

### WADESBORO, NC

#### ANSON COUNTY/JEFF CLOUD FLD(AFP)

TAKEOFF MINIMUMS	.....L
ALTERNATE MINIMUMS	.....M
STARS	.....Z25
JOOLS ONE (RNAV)	.....Z28
LIINN THREE	.....Z30
MAJIC FOUR	.....Z38
RASLN THREE	.....690
IAPS	.....691
ILS OR LOC RWY 34	.....692
RNAV (GPS) RWY 16	.....692
RNAV (GPS) RWY 34	.....692

### WALLACE, NC

#### WALLACE-PENDER(ACZ)

TAKEOFF MINIMUMS	.....L
IAPS	.....693
RNAV (GPS) RWY 09	.....694
RNAV (GPS) RWY 27	.....694

### WALNUT COVE, NC

#### MEADOW BROOK FLD(N63)

TAKEOFF MINIMUMS	.....L
IAPS	.....695
VOR/DME OR GPS RWY 34	.....695

### WALTERBORO, SC

#### LOWCOUNTRY RGNL(RBW)

TAKEOFF MINIMUMS	.....L
ALTERNATE MINIMUMS	.....M
IAPS	.....696
ILS Y OR LOC Y RWY 23	.....697
ILS Z OR LOC Z RWY 23	.....698
RNAV (GPS) RWY 05	.....699
RNAV (GPS) RWY 17	.....700
RNAV (GPS) RWY 23	.....701
RNAV (GPS) RWY 35	.....701

### WASHINGTON, NC

#### WASHINGTON-WARREN(OCW)

TAKEOFF MINIMUMS	.....L
ALTERNATE MINIMUMS	.....M
IAPS	.....702
RNAV (GPS) RWY 05	.....703
RNAV (GPS) RWY 23	.....704
RNAV (GPS) RWY 35	.....705
LOC RWY 05	.....705

# INDEX

25163

K14

SE2

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

## INDEX

25163

K15

## INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
WASHINGTON-WARREN					
---SEE WASHINGTON, NC					
WAXHAW, NC					
JAARS-TOWNSEND(N52)					
TAKEOFF MINIMUMS		L			
STARS	..... JOOLS ONE (RNAV)	Z25			
	LIINN THREE	Z28			
	MAJIC FOUR	Z30			
	RASLN THREE	Z38			
IAPS	..... RNAV (GPS) RWY 04	.706			
	RNAV (GPS) RWY 22	.707			
WAYNE EXEC JETPORT					
---SEE GOLDSBORO, NC					
WESTERN CAROLINA RGNL					
---SEE ANDREWS, NC					
WHITEVILLE, NC					
COLUMBUS COUNTY RGNL(CPC)					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	..... RNAV (GPS) RWY 06	.708			
	RNAV (GPS) RWY 24	.709			
	NDB RWY 06	.710			
WILKES COUNTY					
---SEE NORTH WILKESBORO, NC					
WILLIAMSBURG RGNL					
---SEE KINGSTREE, SC					
WILLIAMSTON, NC					
MARTIN COUNTY(MCZ)					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	..... RNAV (GPS) RWY 03	.711			
	RNAV (GPS) RWY 21	.712			
WILMINGTON, NC					
WILMINGTON INTL(ILM)					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
HOT SPOT		P			
IAPS	..... ILS Y OR LOC RWY 06	.713			
	ILS Y OR LOC RWY 24	.714			
	ILS Y OR LOC RWY 35	.715			
	ILS Z RWY 06	.716			
	ILS Z RWY 24	.717			
	ILS Z RWY 35	.718			
	ILS Y RWY 24 (SA CAT I - II)	.719			
	RNAV (GPS) RWY 06	.720			
	RNAV (GPS) RWY 17	.721			
	RNAV (GPS) RWY 24	.722			
	RNAV (GPS) RWY 35	.723			
	TACAN-A	.724			
AIRPORT DIAGRAM		.725			
WILSON, NC					
WILSON INDUSTRIAL AIR CENTER(W03)					
TAKEOFF MINIMUMS		L			
IAPS	..... RNAV (GPS) RWY 03	.726			
	RNAV (GPS) RWY 09	.727			
	RNAV (GPS) RWY 15	.728			
	RNAV (GPS) RWY 21	.729			
	RNAV (GPS) RWY 33	.730			
WINNSBORO, SC					
FAIRFIELD COUNTY(FDW)					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	..... RNAV (GPS) RWY 04	.731			
	RNAV (GPS) RWY 22	.732			
WINSTON SALEM, NC					
SMITH REYNOLDS(INT)					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
LAHSO		O			
STARS	..... BLOCC TWO	.Z9			
	BROOK FOUR	.Z12			
	HENBY THREE	.Z22			
	TRAKS FOUR (RNAV)	.Z45			
IAPS	..... ILS OR LOC RWY 33	.733			
	RNAV (GPS) RWY 15	.734			
	RNAV (GPS) RWY 33	.735			
AIRPORT DIAGRAM		.736			
DPS	..... QUAKER EIGHT	.737			
	TRIAD NINE	.738			
	TRSHA ONE (RNAV)	.739			
WOODWARD FLD					
---SEE CAMDEN, SC					

## INDEX

25163

K15

SE2

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

25163

## INSTRUMENT APPROACH PROCEDURE CHARTS



### IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

#### Civil Airports and Selected Military Airports

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

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

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

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

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

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

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

#### AHOSKIE, NC

##### TRI-COUNTY AT HENRY JOYNER FLD (ASJ)

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

ORIG 05MAY11 (22195) (FAA)

###### TAKEOFF OBSTACLE NOTES:

**Rwy 1**, trees beginning at DER, 219' left of centerline, up to 100' AGL/169' MSL.

Vehicles on road beginning 206' from DER, 443' left of centerline, up to 10' AGL/79' MSL.

Trees beginning 457' from DER, 461' right of centerline, up to 100' AGL/169' MSL.

Power lines beginning 5130' from DER, 1827' right of centerline, up to 150' AGL/219' MSL.

**Rwy 19**, vehicles on road 234' from DER, 502' right of centerline, up to 10' AGL/79' MSL.

Vehicles on road beginning 244' from DER, left and right of centerline, up to 15' AGL/84' MSL.

Trees beginning 717' from DER, 626' right of centerline, up to 100' AGL/169' MSL.

Trees beginning 277' from DER, 244' left of centerline, up to 100' AGL/169' MSL.

#### AIKEN, SC

##### AIKEN RGNL (AIK)

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

AMDT 1A 29MAR18 (18088) (FAA)

###### TAKEOFF MINIMUMS:

**Rwy 1**, 200-1¼ or std. w/ min. climb of 220' per NM to 800, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1400 feet prior to DER.

###### DEPARTURE PROCEDURE:

**Rwy 19**, climb heading 186° to 1100 before turning west.

###### TAKEOFF OBSTACLE NOTES:

**Rwy 1**, terrain 74' from DER, 9' left of centerline, 496' MSL.

Trees beginning 169' from DER, 35' left of centerline, up to 100' AGL/659' MSL.

Tree 6023' from DER, 1609' left of centerline, up to 100' AGL/649' MSL.

Terrain beginning 75' from DER, 246' right of centerline up to 496' MSL.

Trees beginning 1322' from DER, 241' right of centerline, up to 100' AGL/609' MSL.

**Rwy 7**, terrain beginning 51' from DER, 207' right of centerline up to 499' MSL.

Trees beginning 1230' from DER, 550' right of centerline, up to 100' AGL/609' MSL.

Trees beginning 1601' from DER, 731' left of centerline, up to 56' AGL/563' MSL.

**Rwy 19**, trees beginning abeam DER, 110' right of centerline, up to 100' AGL/629' MSL.

Trees beginning 6' from DER, 82' left of centerline, up to 100' AGL/639' MSL.

**Rwy 25**, tree 1244' from DER, 766' right of centerline, 73' AGL/572' MSL.

Tree 1506' from DER, 661' left of centerline, 72' AGL/561' MSL.

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

25163



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



25163

## ALBEMARLE, NC

### STANLY COUNTY (VUJ)

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

AMDT 1A 18MAY23 (23138) (FAA)

##### TAKEOFF MINIMUMS:

**Rwys 4L, 22R**, NA-VFR runway.**Rwy 4R**, 300-1¼ or std. w/min. climb of 315' per NM to 1000.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 4R**, light poles 10' from DER, 29' right of centerline, 1' AGL/578' MSL.

Trees beginning 441' from DER, 263' left of centerline, up to 19' AGL/594' MSL.

Vehicle on road 1162' from DER, 798' left of centerline, 15' AGL/619' MSL.

Tree 1252' from DER, 826' right of centerline, 622' MSL.

Vehicle on road 1323' from DER, 738' left of centerline, up to 617' MSL.

Vehicle on road 1495' from DER, 674' left of centerline, 15' AGL/626' MSL.

Tree 1542' from DER, 836' right of centerline, 630' MSL.

Vehicle on road beginning 1569' from DER, 627' left of centerline, 15' AGL/626' MSL.

Trees beginning 1666' from DER, 789' right of centerline, up to 633' MSL.

Vehicle on road beginning 1676' from DER, 596' left of centerline, 15' AGL/622' MSL.

Trees beginning 1797' from DER, 815' right of centerline, up to 641' MSL.

Tree 1863' from DER, 981' right of centerline, 642' MSL.

Tree 2699' from DER, 1121' right of centerline, 657' MSL.

Trees beginning 2778' from DER, 1105' right of centerline, up to 674' MSL.

Tree 2779' from DER, 1177' left of centerline, 657' MSL.

Tree, terrain beginning 3181' from DER, 1086' left of centerline, up to 16' AGL/665' MSL.

Trees beginning 3301' from DER, 892' right of centerline, up to 679' MSL.

Tree 3394' from DER, 983' left of centerline, 38' AGL/671' MSL.

Trees beginning 3408' from DER, 839' left of centerline, up to 688' MSL.

Tree 3446' from DER, 1372' right of centerline, 682' MSL.

Trees beginning 3446' from DER, on centerline, up to 95' AGL/685' MSL.

Trees beginning 3583' from DER, 655' left of centerline, up to 695' MSL.

Trees beginning 3736' from DER, 1054' left of centerline, up to 704' MSL.

Trees beginning 3888' from DER, 1126' left of centerline, up to 69' AGL/705' MSL.

Trees beginning 3917' from DER, 1095' left of centerline, up to 721' MSL.

Trees beginning 3981' from DER, 34' left of centerline, up to 732' MSL.

Trees beginning 4139' from DER, 360' right of centerline, up to 93' AGL/701' MSL.

Tree 5835' from DER, 2003' left of centerline, 743' MSL.

Tree 1 NM from DER, 2135' left of centerline, 794' MSL.

Trees beginning 1 NM from DER, 2063' left of centerline, up to 803' MSL.

Pole, trees beginning 1 NM from DER, 1763' left of centerline, up to 80' AGL/804' MSL.

Trees beginning 1.1 NM from DER, 1910' left of centerline, up to 808' MSL.

Trees beginning 1.2 NM from DER, 1809' left of centerline, up to 820' MSL.

Tree 1.3 NM from DER, 2379' left of centerline, 790' MSL.

**Rwy 22L**, tree 10' from DER, 471' right of centerline, 614' MSL.

Trees, vehicles on road beginning 155' from DER, 404' right of centerline, up to 47' AGL/647' MSL.

Trees beginning 557' from DER, 97' right of centerline, up to 93' AGL/684' MSL.

Tree 1007' from DER, 755' left of centerline, 643' MSL.

Trees beginning 1551' from DER, 801' left of centerline, up to 659' MSL.

Trees beginning 1742' from DER, 944' left of centerline, up to 660' MSL.

Tree 1931' from DER, 860' left of centerline, 669' MSL.

Trees beginning 2363' from DER, 50' right of centerline, up to 102' AGL/690' MSL.

## ALLENDALE, SC

### ALLENDALE COUNTY (AQX)

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

AMDT 1 17OCT13 (13290) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 17**, trees beginning 11' from DER, 366' right of centerline, up to 100' AGL/222' MSL.

Vehicles on roadway beginning 293' from DER, 558' left of centerline, up to 15' AGL/164' MSL.

Trees 342' from DER, 577' left of centerline, up to 100' AGL/214' MSL.

Trees beginning 1962' from DER, 603' left of centerline, up to 100' AGL/246' MSL.

**Rwy 35**, trees beginning 38' from DER, 306' right of centerline, up to 100' AGL/269' MSL.

Trees beginning 95' from DER, 324' left of centerline, up to 100' AGL/289' MSL.



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



25163



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



25163

## ANDERSON, SC

ANDERSON RGNL (AND)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 18JAN07 (07018) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 5**, multiple trees beginning 1282' from DER, 172' right of centerline, up to 93' AGL/879' MSL.

Multiple trees beginning 85' from DER, 299' left of centerline, up to 89' AGL/878' MSL.

**Rwy 17**, multiple trees beginning 1017' from DER, 25' right of centerline, up to 73' AGL/800' MSL.

Multiple trees beginning 3' from DER, 47' left of centerline, up to 77' AGL/820' MSL.

**Rwy 23**, transmission line tower and multiple trees beginning 1186' from DER, 552' left of centerline, up to 100' AGL/890' MSL.**Rwy 35**, multiple trees beginning 131' from DER, 279' right of centerline, up to 87' AGL/854' MSL.

Ceilometer and tree beginning 257' from DER, 319' left of centerline, up to 73' AGL/820' MSL.

## ANDREWS, NC

WESTERN CAROLINA RGNL (RHP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 10AUG23 (23222) (FAA)

TAKEOFF MINIMUMS:

**Rwys 8, 26**, maximum 180K 3900-3, maximum 210K 4000-3, maximum 250K 4200-3 for VCOA.

VCOA:

**All runways**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Western Carolina Rgnl airport at or above 5700 before proceeding on course.

NOTE: VCOA NA at night.

## ANDREWS, SC

ROBERT F. SWINE (PHH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 03OCT02 (02276) (FAA)

TAKEOFF MINIMUMS:

**Rwy 18**, 300-1.**Rwy 36**, 400-1.

DEPARTURE PROCEDURE:

**Rwys 18, 36**, climb runway heading to 500 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 18**, tower 165' from DER, 500' right of centerline, 118' AGL/145' MSL.

Tree 630' from DER, 350' left of centerline, 87' AGL/114' MSL.

Water tank 340' from DER, 1040' right of centerline, 129' AGL/156' MSL.

**Rwy 36**, tree 60' from DER, 500' left of centerline, 67' AGL/85' MSL.

Tree 10' from DER, 210' right of centerline, 55' AGL/73' MSL.

Tree 10' from DER, 190' left of centerline, 32' AGL/50' MSL.

Tree 720' from DER, 265' right of centerline, 34' AGL/61' MSL.

## ASHEBORO, NC

ASHEBORO RGNL (HBI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 28NOV02 (02332) (FAA)

TAKEOFF MINIMUMS:

**Rwy 3**, std. with a min. climb of 230' per NM to 1200.**Rwy 21**, 400-2 or std. with a min. climb of 340' per NM to 1200.

DEPARTURE PROCEDURE:

**Rwy 21**, climb runway heading to 1500 before turning southeast.

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



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



25163

SE-2



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



25163

## ASHEVILLE, NC

ASHEVILLE RGNL (AVL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05NOV20 (20310) (FAA)

TAKEOFF MINIMUMS:

**Rwy 17**, std. w/min. climb of 250' per NM to 4500 or 3600-3 for VCOA.**Rwy 35**, std. w/min. climb of 390' per NM to 5500 or 3600-3 for VCOA.

DEPARTURE PROCEDURE:

**Rwy 17**, climb heading 167° to 4500 before proceeding on course.**Rwy 35**, climb heading 347° to 5500 before proceeding on course.

VCOA:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

Trees, antenna beginning 1199' from DER, 641' left of centerline, up to 2203' MSL.

## BAMBERG, SC

BAMBERG COUNTY (99N)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 11AUG22 (22223) (FAA)

TAKEOFF MINIMUMS:

**Rwy 5**, 500-2½ or std. w/min. climb of 268' per NM to 800.

TAKEOFF OBSTACLE NOTES:

**Rwy 5**, trees beginning 50' from DER, 167' right of centerline, up to 100' AGL/327' MSL.

Trees beginning 94' from DER, 16' left of centerline, up to 100' AGL/327' MSL.

Trees beginning 445' from DER, 142' right of centerline, up to 100' AGL/330' MSL.

Trees beginning 489' from DER, 41' left of centerline, up to 100' AGL/330' MSL.

Trees beginning 1016' from DER, 17' right of centerline, up to 100' AGL/333' MSL.

Trees beginning 2069' from DER, 7' left of centerline, up to 100' AGL/333' MSL.

Power lines 2527' from DER, crossing centerline, up to 100' AGL/319' MSL.

Tower 1.9 NM from DER, 2682' right of centerline, 386' AGL/633' MSL.

**Rwy 23**, trees beginning 35' from DER, 14' left of centerline, up to 100' AGL/310' MSL.

Tree 211' from DER, 160' right of centerline, 100' AGL/310' MSL.

Trees beginning 387' from DER, 10' right of centerline, up to 100' AGL/314' MSL.

## BARNWELL, SC

BARNWELL RGNL (BNL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 02AUG07 (07214) (FAA)

TAKEOFF MINIMUMS:

**Rwy 17**, 300-2½ or std. w/min. climb of 241' per NM to 800.

DEPARTURE PROCEDURE:

**Rwy 17**, climb heading 165° to 1100 before turning.**Rwy 23**, climb heading 230° to 1100 before turning south.

TAKEOFF OBSTACLE NOTES:

**Rwy 5**, trees beginning 1959' from DER, 506' right of centerline, up to 100' AGL/329' MSL.

Trees beginning 2458' from DER, 440' left of centerline, up to 100' AGL/359' MSL.

**Rwy 17**, trees beginning 3225' from DER, 1092' right of centerline, up to 100' AGL/ 339' MSL.

Tower 1.9 NM from DER, 3064' left of centerline, 366' AGL/544' MSL.

**Rwy 23**, trees beginning 717' from DER, 237' right of centerline, up to 100' AGL/339' MSL.

Trees beginning 971' from DER, 254' left of centerline, 100' AGL/349' MSL.

Tree 2933' from DER, 559' left of centerline, 100' AGL/319' MSL.

**Rwy 35**, trees beginning 948' from DER, 570' left of centerline, up to 100' AGL/349' MSL.

Trees beginning 2805' from DER, 440' right of centerline, up to 100' AGL/359' MSL.

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



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



25163

SE-2



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



25163

## BEAUFORT, NC

MICHAEL J SMITH FLD (MRH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 02MAY13 (22167) (FAA)

TAKEOFF MINIMUMS:

**Rwy 21**, 300-1 or std. w/min. climb of 740' per NM to 300.

TAKEOFF OBSTACLE NOTES:

**Rwy 3**, tree 41' from DER, 379' left of centerline, 58' AGL/64' MSL.

Trees beginning 1030' from DER, 351' right of centerline, up to 54' AGL/62' MSL.

Trees beginning 1873' from DER, 21' left of centerline, up to 100' AGL/109' MSL.

Tree 2070' from DER, 106' right of centerline, 80' AGL/86' MSL.

Tree 3039' from DER, 613' right of centerline, 100' AGL/114' MSL.

**Rwy 8**, trees beginning 447' from DER, 140' left of centerline, up to 31' AGL/51' MSL.

Tree 3609' from DER, 577' left of centerline, 100' AGL/104' MSL.

**Rwy 14**, trees beginning 148' from DER, left and right of centerline, up to 100' AGL/114' MSL.**Rwy 21**, vehicles on roadway 262' from DER, left and right of centerline, up to 15' AGL/24' MSL.

Trees beginning 475' from DER, 132' right of centerline, up to 100' AGL/104' MSL.

Boats beginning 506' from DER, left and right of centerline, up to 77' AGL/77' MSL.

Tower 2566' from DER, 925' left of centerline, 162' AGL/172' MSL.

**Rwy 26**, trees beginning 52' from DER, 308' left of centerline, up to 43' AGL/49' MSL.

Building and trees beginning 131' from DER, 417' right of centerline, 18' AGL/24' MSL.

Boats beginning 383' from DER, left and right of centerline, up to 77' AGL/77' MSL.

**Rwy 32**, trees beginning 30' from DER, 182' left of centerline, up to 100' AGL/104' MSL.

Trees beginning 30' from DER, 419' right of centerline, up to 100' AGL/104' MSL.

Boats beginning 452' from DER, left and right of centerline, up to 77' AGL/77' MSL.

## BEAUFORT, SC

BEAUFORT EXEC (ARW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10JUL03 (22195) (FAA)

DEPARTURE PROCEDURE:

**Rwy 7**, climb runway heading to 1700 before turning right.**Rwy 25**, climb runway heading to 300 before turning right.

TAKEOFF OBSTACLE NOTES:

**Rwy 25**, tree 1100' from DER, 70' left of centerline, 40' AGL/50' MSL.

Power line 1000' from DER, on centerline, 30' AGL/35' MSL.

## BEAUFORT MCAS (MERRITT FLD) (KNBC)

BEAUFORT, SC

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 11JUL24 (24193) (USN)

TAKEOFF OBSTACLE NOTES:

**Rwy 5**, parked aircraft 1485' from DER, 679' left of centerline, 38' AGL/51' MSL.

## BENNETTSVILLE, SC

MARLBORO COUNTY JETPORT/H E AVENT FLD (BBP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 29JUL10 (24305) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 7**, pole 97' from DER, 379' right of centerline, 35' AGL/181' MSL.

Trees beginning 1415' from DER, 412' left of centerline, up to 86' AGL/232' MSL.

Trees beginning 2495' from DER, 256' right of centerline, up to 89' AGL/235' MSL.

**Rwy 25**, tree 77' from DER, 148' right of centerline, 18' AGL/156' MSL.

Trees beginning 2681' from DER, 382' right of centerline, up to 89' AGL/227' MSL.



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



25163

SE-2



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



25163

## BURLINGTON, NC

BURLINGTON/ALAMANCE RGNL (BUY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 06FEB14 (21336) (FAA)

TAKEOFF MINIMUMS:

**Rwy 6**, 300-3 or std. w/ min. climb of 285' per NM to 900.

DEPARTURE PROCEDURE:

**Rwy 6**, climb heading 060° to 1500 before turning.**Rwy 24**, climb heading 240° to 1500 before turning.

TAKEOFF OBSTACLE NOTES:

**Rwy 6**, trees, antenna, transmission towers, communications towers, tank and poles left and right of centerline beginning 158' from DER, 482' right of centerline up to 163' AGL/785' MSL.**Rwy 24**, trees, pole and runway 6 REILS left and right of centerline beginning 10' from DER, 125' left and right of centerline up to 100' AGL/676' MSL.

## CAMDEN, SC

WOODWARD FLD (CDN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 25OCT07 (21140) (FAA)

TAKEOFF MINIMUMS:

**Rwy 6**, 200-1¼ or std. w/min. climb of 362' per NM to 700.

TAKEOFF OBSTACLE NOTES:

**Rwy 6**, light 184' from DER, 500' right of centerline, 27' AGL/316' MSL.

Trees beginning 867' from DER, 113' right of centerline, up to 83' AGL/373' MSL.

Trees beginning 736' from DER, 256' left of centerline, up to 100' AGL/419' MSL.

Water tank 5407' from DER, 1852' left of centerline, 168' AGL/487' MSL.

**Rwy 14**, trees and terrain beginning 90' from DER, 68' left of centerline, up to 100' AGL/409' MSL.

Trees and terrain beginning 159' from DER, 148' right of centerline, up to 100' AGL/399' MSL.

**Rwy 24**, trees beginning 137' from DER, 413' right of centerline, up to 100' AGL/338' MSL.

Trees beginning 234' from DER, 389' left of centerline, up to 100' AGL/347' MSL.

**Rwy 32**, trees beginning 3059' from DER, 455' right of centerline, up to 100' AGL/449' MSL.

Tree 5066' from DER, 858' left of centerline, 100' AGL/429' MSL.

## CHARLESTON, SC

CHARLESTON AFB/INTL (CHS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 25AUG11 (11237) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 3**, electrical equipment, towers, and trees beginning 98' from DER, 409' right of centerline, up to 104' AGL/136' MSL.

Tree 2653' from DER, 993' left of centerline, 100' AGL/139' MSL.

**Rwy 15**, trees beginning 1297' from DER, 772' left of centerline, up to 100' AGL/119' MSL.**Rwy 33**, trees beginning 2190' from DER, 1002' right of centerline, up to 100' AGL/139' MSL.

Trees beginning 3061' from DER, 1284' left of centerline, up to 100' AGL/144' MSL.

## CHARLESTON EXEC (JZI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 07JAN16 (21168) (FAA)

DEPARTURE PROCEDURE:

**Rwy 22**, climb heading 217° to 600 before turning right.

TAKEOFF OBSTACLE NOTES:

**Rwy 4**, trees beginning 2473' from DER, 530' left of centerline, up to 75' AGL/85' MSL.**Rwy 9**, antenna 110' from DER, 444' left of centerline, 39' AGL/47' MSL.**Rwy 22**, trees 502' from DER, 181' right of centerline, up to 100' AGL/109' MSL.

Trees beginning 2183' from DER, left to right of centerline up to 100' AGL/109' MSL.

**Rwy 27**, trees beginning 779' from DER, 84' left of centerline, up to 77' AGL/96' MSL.

Pole 1011' from DER, 585' left of centerline, 42' AGL/61' MSL.

Trees beginning 90' from DER, 273' right of centerline, up to 60' AGL/78' MSL.

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



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



25163

SE-2





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



25163

## CHARLOTTE, NC

CHARLOTTE/DOUGLAS INTL (CLT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8A 31OCT24 (24305) (FAA)

DEPARTURE PROCEDURE:

**Rwy 18C**, climb on heading 183° to 1200 before turning left.

**Rwy 36L**, climb on heading 003° to 1800 before turning left.

**Rwy 36C**, climb on heading 003° to 1400 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 18L**, lighting 9' from DER, 1' left of centerline, 3' AGL/726' MSL.

Pole 980' from DER, 709' left of centerline, 64' AGL/763' MSL.

Tower 980' from DER, 709' left of centerline, 765' MSL.

Trees beginning 1057' from DER, 689' right of centerline, up to 759' MSL.

Tree 1234' from DER, 795' right of centerline, 767' MSL.

Trees beginning 1457' from DER, 703' right of centerline, up to 777' MSL.

Tree 2248' from DER, 815' right of centerline, 783' MSL.

Tree 2844' from DER, 1171' right of centerline, 796' MSL.

Tower 4408' from DER, 1505' left of centerline, 160' AGL/849' MSL.

**Rwy 18C**, lighting 11' from DER, 85' left of centerline, 4' AGL/695' MSL.

Tree 556' from DER, 564' left of centerline, 711' MSL.

Tree 1059' from DER, 761' right of centerline, 729' MSL.

Trees beginning 1184' from DER, 609' left of centerline, up to 746' MSL.

Tree 1478' from DER, 828' right of centerline, 736' MSL.

Trees beginning 1478' from DER, 517' left of centerline, up to 757' MSL.

Tree 1721' from DER, 862' right of centerline, 748' MSL.

Tree 1811' from DER, 967' right of centerline, 751' MSL.

Tree 2035' from DER, 1025' left of centerline, 764' MSL.

Trees beginning 2058' from DER, 381' left of centerline, up to 771' MSL.

Trees beginning 2361' from DER, 732' right of centerline, up to 755' MSL.

Tree 2389' from DER, 612' right of centerline, 759' MSL.

Tree 2723' from DER, 971' left of centerline, 773' MSL.

Tree 2779' from DER, 861' right of centerline, 762' MSL.

Trees beginning 3246' from DER, 793' right of centerline, up to 792' MSL.

Trees beginning 3498' from DER, 1014' left of centerline, up to 791' MSL.

Tree 4181' from DER, 1430' right of centerline, 797' MSL.

Tree 4226' from DER, 1528' right of centerline, 798' MSL.

Tree 4249' from DER, 1038' right of centerline, 805' MSL.

Trees beginning 5354' from DER, 1792' right of centerline, up to 831' MSL.

Tree 5581' from DER, 1599' right of centerline, 837' MSL.

Tree 5749' from DER, 1490' right of centerline, 838' MSL.

Trees beginning 5851' from DER, 1412' right of centerline, up to 100' AGL/841' MSL.

**Rwy 18R**, lighting 10' from DER, 4' left of centerline, 3' AGL/746' MSL.

Terrain 145' from DER, 521' left of centerline, 748' MSL.

**Rwy 36L**, lighting 9' from DER, 3' left of centerline, 2' AGL/745' MSL.

Tree 1355' from DER, 544' left of centerline, 786' MSL.

**Rwy 36C**, lighting 5' from DER, 11' left of centerline, 1' AGL/743' MSL.

Trees beginning 1246' from DER, 404' right of centerline, up to 822' MSL.

Tree 1605' from DER, 833' left of centerline, 797' MSL.

Trees beginning 1937' from DER, 512' left of centerline, up to 823' MSL.

Trees beginning 2045' from DER, 553' left of centerline, up to 827' MSL.

Trees beginning 2794' from DER, 237' right of centerline, up to 825' MSL.

**Rwy 36R**, sign 19' from DER, 288' right of centerline, 6' AGL/747' MSL.

Trees beginning 470' from DER, 474' right of centerline, up to 767' MSL.

Tree, traverse, way beginning 640' from DER, 93' right of centerline, up to 775' MSL.

Pole, tree beginning 837' from DER, 500' right of centerline, up to 777' MSL.

Tree 944' from DER, 650' left of centerline, 771' MSL.

Pole 1005' from DER, 739' left of centerline, 774' MSL.

Trees beginning 1058' from DER, 346' right of centerline, up to 779' MSL.

Pole 1191' from DER, 769' left of centerline, 778' MSL.

Tree 1279' from DER, 625' right of centerline, 780' MSL.

Tree 1295' from DER, 586' left of centerline, 782' MSL.

Tree 1397' from DER, 646' right of centerline, 784' MSL.

Tree 1477' from DER, 851' left of centerline, 785' MSL.

Tree 1613' from DER, 731' right of centerline, 787' MSL.

Tree, pole beginning 1652' from DER, 718' right of centerline, up to 809' MSL.

Trees beginning 1725' from DER, 557' right of centerline, up to 816' MSL.

Trees beginning 1874' from DER, on centerline, up to 820' MSL.

Trees beginning 2021' from DER, 1' left of centerline, up to 55' AGL/804' MSL.

Tree 2035' from DER, 59' left of centerline, 58' AGL/805' MSL.

Tree 2054' from DER, 91' left of centerline, 59' AGL/807' MSL.

Trees beginning 2070' from DER, 41' left of centerline, up to 72' AGL/815' MSL.

Trees beginning 2132' from DER, 325' left of centerline, up to 823' MSL.

Tree 2458' from DER, 920' left of centerline, 830' MSL.

CON'T

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



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



25163

SE-2

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

25163

## CHARLOTTE, NC (CON'T)

### CHARLOTTE/DOUGLAS INTL (CLT) (CON'T)

**Rwy 36R (CON'T)**, tower 3686' from DER, 1159' right of centerline, 70' AGL/844' MSL.  
 Tree 3737' from DER, 393' left of centerline, 91' AGL/843' MSL.  
 Tree 3756' from DER, 530' right of centerline, 846' MSL.  
 Trees beginning 3760' from DER, 433' left of centerline, up to 851' MSL.  
 Trees beginning 3775' from DER, 577' right of centerline, up to 852' MSL.  
 Trees beginning 3875' from DER, 394' left of centerline, up to 93' AGL/852' MSL.  
 Trees beginning 3909' from DER, 355' left of centerline, up to 857' MSL.  
 Trees beginning 4262' from DER, 439' left of centerline, up to 96' AGL/858' MSL.  
 Trees beginning 4309' from DER, 171' left of centerline, up to 93' AGL/859' MSL.

## CHERAW, SC

### CHERAW MUNI/LYNCH BELLINGER FLD (CQW)

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

AMDT 1 15MAR07 (22195) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 8**, multiple trees 465' from DER, 176' right of centerline, up to 100' AGL/279' MSL.  
 Power lines 845' from DER, 501' left of centerline, 65' AGL/243' MSL.  
 Multiple trees 2407' from DER, 11' left of centerline, up to 100' AGL/279' MSL.  
**Rwy 26**, trees 1089' from DER, 213' left of centerline, up to 100' AGL/389' MSL.  
 Trees 1467' from DER, 63' right of centerline, up to 100' AGL/379' MSL.  
 Power lines 2066' from DER, 186' right of centerline, 65' AGL/243' MSL.

## CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

### CHERRY POINT, NC

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

AMDT 1 02NOV23 (23306) (USN)

#### DEPARTURE PROCEDURE:

**Rwys 5R, 14L, 23R, 32L**, diverse departures NA.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 32R**, terrain 0' from DER, 500' left of centerline, 22' MSL.

## CHESTER, SC

### CHESTER CATAWBA RGNL (DCM)

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

ORIG 15JAN09 (09015) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 5**, trees beginning 383' from DER, 180' left of centerline up to 100' AGL/719' MSL.  
**Rwy 17**, trees beginning 54' from DER, 289' left of centerline up to 100' AGL/739' MSL.  
 Trees beginning 164' from DER, 291' right of centerline up to 100' AGL/739' MSL.  
**Rwy 23**, trees beginning 163' from DER, 379' right of centerline up to 100' AGL/729' MSL.  
 Trees beginning 3229' from DER, 726' left of centerline up to 100' AGL/779' MSL.  
**Rwy 35**, vehicle on road 761' from DER, 684' left of centerline up to 15' AGL/734' MSL.  
 Trees beginning 321' from DER, 684' right of centerline up to 100' AGL/761' MSL.

## CLEMSON, SC

### OCONEE COUNTY RGNL (CEU)

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

AMDT 3 17NOV11 (11321) (FAA)

#### DEPARTURE PROCEDURE:

**Rwy 25**, climb heading 253° to 1900 before turning right.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 7**, trees beginning 8' from DER, 310' left of centerline, up to 35' AGL/909' MSL.  
 Trees beginning 87' from DER, 93' right of centerline, up to 100' AGL/979' MSL.  
**Rwy 25**, trees beginning 109' from DER, 6' right of centerline, up to 100' AGL/979' MSL.  
 Trees beginning 123' from DER, 8' left of centerline, up to 83' AGL/971' MSL.  
 Multiple poles beginning 457' from DER, left and right of centerline, up to 48' AGL/936' MSL.

## CLINTON, NC

### CLINTON-SAMPSON COUNTY (CTZ)

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

AMDT 2 05MAY11 (11125) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 6**, trees 10' from DER, 393' right of centerline, up to 116' AGL/245' MSL.  
 Trees 1306' from DER, 9' left of centerline, up to 100' AGL/269' MSL.  
**Rwy 24**, trees 14' from DER, 3' right of centerline, up to 99' AGL/188' MSL.  
 Tree 1718' from DER, 891' left of centerline, 100' AGL/219' MSL.

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

25163

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

25163

## COLUMBIA, SC

### COLUMBIA METRO (CAE)

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

AMDT 1 27AUG09 (21168) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 5**, trees beginning 127' from DER, 128' left of centerline, up to 97' AGL/286' MSL.

Trees beginning 420' from DER, 21' right of centerline, up to 74' AGL/283' MSL.

**Rwy 11**, trees beginning 1896' from DER, 621' left of centerline, up to 48' AGL/277' MSL.

Light pole and trees beginning 1043' from DER, 723' right of centerline, up to 69' AGL/268' MSL.

**Rwy 23**, trees 3573' from DER, 1191' right of centerline, up to 60' AGL/329' MSL.

**Rwy 29**, trees beginning 567' from DER, 535' left of centerline, up to 87' AGL/286' MSL.

Trees beginning 1045' from DER, 526' right of centerline, up to 63' AGL/332' MSL.

## JIM HAMILTON L B OWENS (CUB)

### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 19NOV09 (09323) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 31**, 600-2½ or std. with min. climb of 345' per NM to 1000.

##### DEPARTURE PROCEDURE:

**Rwy 31**, climb heading 311° to 1500 before turning Northbound.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 13**, trains beginning at DER, 138' right of centerline, up to 23' AGL/202' MSL.

Trees beginning 3' from DER, 88' right of centerline, up to 106' AGL/255' MSL.

Trees beginning 131' from DER, 84' left of centerline, up to 97' AGL/256' MSL.

**Rwy 31**, trains beginning at DER, 437' left of centerline, up to 23' AGL/222' MSL.

Buildings beginning 632' from DER, 260' right of centerline, up to 372' AGL/681' MSL.

Buildings beginning 1050' from DER, 20' left of centerline, up to 50' AGL/252' MSL.

Tower 2.1 NM from DER, 3510' right of centerline, 422' AGL/747' MSL.

## CONCORD, NC

### CONCORD-PADGETT RGNL (JQF)

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

AMDT 3A 03JAN19 (19003) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 20**, 300-1¼ or std. w/min. climb of 204' per NM to 1000, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

##### DEPARTURE PROCEDURE:

**Rwy 2**, climb heading 016° to 2200 before proceeding on course.

**Rwy 20**, climbing right turn heading 290° to intercept CLT VOR/DME R-039 outbound to 2100 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 2**, poles and trees beginning 2624' from DER, 688' left of centerline, up to 45' AGL/784' MSL.

Trees beginning 2107' from DER, 787' right of centerline, up to 24' AGL/783' MSL.

**Rwy 20**, street lights beginning 3047' from DER, 196' right of centerline, up to 105' AGL/744' MSL.

Trees 1.3 NM from DER, 1544' right of centerline, up to 100' AGL/849' MSL.

## CONWAY, SC

### CONWAY-HORRY COUNTY (HYW)

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

AMDT 1A 25AUG11 (11237) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 4**, trees beginning 58' from DER, 393' left of centerline, up to 108' AGL/147' MSL.

**Rwy 22**, trees beginning 184' from DER, 184' left of centerline, up to 86' AGL/125' MSL.

Trees beginning 1508' from DER, 212' right of centerline, up to 73' AGL/112' MSL.

## CURRITUCK, NC

### CURRITUCK COUNTY RGNL (ONX)

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

AMDT 1 07MAY09 (09127) (FAA)

##### DEPARTURE PROCEDURE:

**Rwy 5**, climb heading 045° to 1300 before proceeding on course.

**Rwy 23**, climb heading 240° to 4000 before turning southbound.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 5**, trees beginning 41' from DER, 166' left of centerline, up to 100' AGL/122' MSL.

Tree 4058' from DER, 388' right of centerline, 100' AGL/124' MSL.

**Rwy 23**, trees beginning 60' from DER, 384' left of centerline, up to 100' AGL/115' MSL.

Trees beginning 201' from DER, 427' right of centerline, up to 100' AGL/121' MSL.



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



25163

## DARLINGTON, SC

DARLINGTON COUNTY AIRPORT (UDG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-B 28APR16 (16119) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 5**, multiple trees beginning 11' from DER, 241' left of centerline, up to 97' AGL/246' MSL.

Multiple trees beginning 72' from DER, 29' right of centerline, up to 97' AGL/236' MSL.

**Rwy 23**, antenna 18' from DER, 263' left of centerline, 9' AGL/194' MSL.

Trees beginning 241' from DER, 394' left of centerline, up to 70' AGL/249' MSL.

Tree 732' from DER, 427' right of centerline, 33' AGL/212' MSL.

## DILLON, SC

DILLON COUNTY (DLC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 26JUL12 (12208) (FAA)

TAKEOFF MINIMUMS:

**Rwy 7**, 500-3 or std. w/min. climb of 250' per NM to 700.

DEPARTURE PROCEDURE:

**Rwy 7**, climb heading 070° to 1400 before turning south.**Rwy 25**, climb heading 250° to 1900 before turning south.

TAKEOFF OBSTACLE NOTES:

**Rwy 7**, trees beginning 77' from DER, 158' left of centerline, up to 100' AGL/214' MSL.

Trees beginning 162' from DER, 494' right of centerline, up to 100' AGL/209' MSL.

Tower 2.3 NM from DER, 2100' left of centerline, 370' AGL/510' MSL.

**Rwy 25**, vehicles beginning 17' from DER, 313' left of centerline, up to 15' AGL/149' MSL.

Vehicles beginning 28' from DER, 163' right of centerline, up to 15' AGL/149' MSL.

Trees beginning 42' from DER, 256' left of centerline, up to 100' AGL/234' MSL.

Trees beginning 182' from DER, 75' right of centerline, up to 100' AGL/244' MSL.

Vehicles beginning 765' from DER, left and right of centerline, up to 17' AGL/156' MSL.

## EDENTON, NC

NORTHEASTERN RGNL (EDE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30JUL09 (09211) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 1**, trees beginning 23' from DER, left and right of centerline, up to 100' AGL/117' MSL.**Rwy 19**, poles beginning 1038' from DER, 567' left of centerline, 37' AGL/47' MSL.

Trees beginning 1258' from DER, left and right of centerline, up to 100' AGL/114' MSL.

## ELIZABETH CITY, NC

ELIZABETH CITY CG AIR STATION/RGNL (ECG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 24MAY18 (21168) (FAA)

DEPARTURE PROCEDURE:

When tethered balloon located 2.6 NM south east of airport is flying:

**Rwy 1**, climb on a heading between 194° CW 110° from DER.**Rwy 10**, climb on a heading between 284° CW 110° from DER.**Rwy 19**, climb on a heading between 160° CW 014° from DER.**Rwy 28**, climb on a heading between 170° CW 103° from DER.

TAKEOFF OBSTACLE NOTES:

**Rwy 1**, pole 53' from DER, 314' right of centerline, 6' AGL/13' MSL.

Traverse way 515' from DER, 572' right of centerline, 23' MSL.

Tree 1030' from DER, 660' left of centerline, 48' MSL.

Trees beginning 1147' from DER, 641' left of centerline, up to 52' MSL.

Trees beginning 1265' from DER, 765' left of centerline, up to 63' MSL.

**Rwy 10**, building 7' from DER, 442' right of centerline, 16' MSL.

Tree 108' from DER, 474' right of centerline, 66' AGL/72' MSL.

Trees, traverse way beginning 201' from DER, 148' right of centerline, up to 80' MSL.

NAVAID, traverse way beginning 292' from DER, 330' left of centerline, up to 24' MSL.

Tree 939' from DER, 340' left of centerline, 35' MSL.

Tree 2091' from DER, 485' left of centerline, 71' MSL.

Tree 2139' from DER, 390' left of centerline, 79' MSL.

Trees beginning 2185' from DER, 367' left of centerline, up to 82' MSL.

**Rwy 19**, traverse way, vegetation, fence beginning 19' from DER, right of centerline, up to 25' MSL.

Terrain 20' from DER, 15' left of centerline, 10' MSL.

Sign 64' from DER, 144' left of centerline, 12' MSL.

Traverse way 478' from DER, 20' left of centerline, 24' MSL.

Pole 961' from DER, 708' left of centerline, 47' MSL.

Poles beginning 1031' from DER, 552' left of centerline, up to 50' MSL.

Poles beginning 1259' from DER, 513' left of centerline, up to 55' MSL.

Spire, tree beginning 1745' from DER, 931' left of centerline, up to 65' MSL.

Tree 1989' from DER, 897' left of centerline, 75' MSL.

CONT



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



25163



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



25163

## ELIZABETH CITY, NC (CON'T)

### ELIZABETH CITY CG AIR STATION/RGNL (ECG) (CON'T)

**Rwy 19 (CON'T)**, trees beginning 1997' from DER, 699' left of centerline, up to 84' MSL.

Tree 2542' from DER, 1147' left of centerline, 87' MSL.

Tree 2641' from DER, 1039' left of centerline, 91' MSL.

Tree 2642' from DER, 1160' left of centerline, 92' MSL.

Trees beginning 2676' from DER, 1077' left of centerline, up to 101' MSL.

Trees beginning 2747' from DER, 991' left of centerline, up to 106' MSL.

Trees beginning 3202' from DER, 1146' left of centerline, up to 107' MSL.

**Rwy 28**, lighting 25' from DER, 130' left and right of centerline, 3' AGL/12' MSL.

Traverse way beginning 394' from DER, 393' right of centerline, up to 23' MSL.

Tree 2902' from DER, 881' right of centerline, 87' MSL. x

Tree 2961' from DER, 1199' right of centerline, 88' MSL.

Tree 3124' from DER, 812' right of centerline, 91' MSL.

Tree 3475' from DER, 1339' right of centerline, 103' MSL.

Tree 3541' from DER, 1437' right of centerline, 105' MSL.

## ELIZABETHTOWN, NC

### CURTIS L BROWN JR FLD (EYF)

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

ORIG 02JUL09 (22195) (FAA)

#### DEPARTURE PROCEDURE:

**Rwy 15**, climb heading 152° to 2100 before turning left.

**Rwy 33**, climb heading 332° to 1100 before proceeding on course.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 15**, trees beginning 368' from DER, left and right of centerline, up to 100' AGL/214' MSL.

**Rwy 33**, vehicle on road 177' from DER, 543' right of centerline, 15' AGL/144' MSL.

Trees beginning 344' from DER, left and right of centerline, up to 100' AGL/229' MSL.

## ELKIN, NC

### ELKIN MUNI (ZEF)

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

AMDT 1 13NOV14 (14317) (FAA)

#### DEPARTURE PROCEDURE:

**Rwy 7**, climb heading 074° to 2000 before turning north.

**Rwy 25**, climb heading 255° to 2600 before turning north.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 7**, trees beginning 2' from DER, 133' left of centerline, up to 61' AGL/1120' MSL.

Trees beginning 10' from DER, 64' right of centerline, up to 49' AGL/1048' MSL.

Vehicles on road 169' from DER, 388' left of centerline, up to 15' AGL/1074' MSL.

Trees beginning 665' from DER, 24' right of centerline, up to 50' AGL/1089' MSL.

Trees beginning 931' from DER, 33' left of centerline, up to 93' AGL/1132' MSL.

Trees beginning 1137' from DER, 249' right of centerline, up to 78' AGL/1097' MSL.

Tower 1781' from DER, 452' right of centerline, 83' AGL/1082' MSL.

Trees beginning 3265' from DER, 397' right of centerline, up to 100' AGL/1199' MSL.

Tower 5075' from DER, 1290' left of centerline, 100' AGL/1179' MSL.

**Rwy 25**, trees beginning 41' from DER, 125' left of centerline, up to 119' AGL/1138' MSL.

Trees beginning 45' from DER, 92' right of centerline, up to 78' AGL/1137' MSL.

Trees beginning 1217' from DER, 13' left of centerline, up to 99' AGL/1178' MSL.

Trees beginning 1235' from DER, 55' right of centerline, up to 100' AGL/1219' MSL.

## ENGELHARD, NC

### HYDE COUNTY (7W6)

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

ORIG 25APR19 (19115) (FAA)

#### DEPARTURE PROCEDURE:

**Rwy 11**, obtain ATC approval when requesting IFR clearance.

**Rwy 29**, climb heading 289° to 500' before turning left.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 11**, trees beginning 62' from DER, left and right of centerline, up to 100' AGL/107' MSL.

**Rwy 29**, trees beginning 1513' from DER, 807' right of centerline, up to 100' AGL/106' MSL.

Trees beginning 1923' from DER, 956' left of centerline, up to 100' AGL/106' MSL.

Trees beginning 2828' from DER, left and right of centerline, up to 100' AGL/106' MSL.



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



25163



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



25163

## ERWIN, NC

HARNETT RGNL JETPORT (HRJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30AUG07 (07242) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 5**, multiple trees beginning 1529' from DER 16' left of centerline, up to 96' AGL/297' MSL.

Multiple trees beginning 2775' from DER, 111' right of centerline, up to 76' AGL/282' MSL.

Multiple poles beginning 303' from DER, 445' left of centerline, up to 17' AGL/239' MSL.

Pole beginning 671' from DER, 610' right of centerline, up to 38' AGL/239' MSL.

**Rwy 23**, trees beginning 94' from DER, 206' right of centerline, up to 64' AGL/252' MSL.

Trees beginning 5' from DER, 296' right of centerline, up to 59' AGL/247' MSL.

## FAYETTEVILLE, NC

FAYETTEVILLE RGNL/GRANNIS FLD (FAY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 19MAY22 (22139) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 10**, sign 45' from DER, 206' left of centerline, 4' AGL/186' MSL.**Rwy 22**, vehicle on road 98' from DER, 474' right of centerline, 187' MSL.

Trees beginning 803' from DER, 489' right of centerline, up to 245' MSL.

Tree 2579' from DER, 1139' right of centerline, 262' MSL.

Trees beginning 2699' from DER, 891' right of centerline, up to 266' MSL.

Tree 2983' from DER, 1164' right of centerline, 268' MSL.

**Rwy 28**, poles, building, trees beginning 198' from DER, 191' left of centerline, up to 34' AGL/207' MSL.

Buildings, tree beginning 513' from DER, 361' right of centerline, up to 210' MSL.

Trees beginning 810' from DER, 341' right of centerline, up to 223' MSL.

Trees beginning 917' from DER, 482' right of centerline, up to 242' MSL.

Trees beginning 1102' from DER, 531' right of centerline, up to 244' MSL.

Trees beginning 1358' from DER, 508' right of centerline, up to 251' MSL.

Trees beginning 1424' from DER, 18' right of centerline, up to 252' MSL.

Tree 1429' from DER, 21' left of centerline, 64' AGL/226' MSL.

Trees beginning 1512' from DER, 144' right of centerline, up to 253' MSL.

Tree 1818' from DER, 87' left of centerline, 71' AGL/230' MSL.

Tree 1927' from DER, 197' left of centerline, 71' AGL/232' MSL.

Tree 2015' from DER, 108' left of centerline, 69' AGL/234' MSL.

## FLORENCE, SC

FLORENCE RGNL (FLO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 12AUG21 (21224) (FAA)

TAKEOFF MINIMUMS:

**Rwy 1**, std. w/min. climb of 225' per NM to 1300.

TAKEOFF OBSTACLE NOTES:

**Rwy 1**, sign 59' from DER, 242' left of centerline, 145' MSL.

Tower, trees beginning 341' from DER, 488' left of centerline, up to 47' AGL/190' MSL.

Tree, poles, sign beginning 1077' from DER, 256' left of centerline, up to 200' MSL.

Poles beginning 1539' from DER, 137' right of centerline, up to 187' MSL.

Tree 1771' from DER, 466' right of centerline, 189' MSL.

Tree 1772' from DER, 361' right of centerline, 221' MSL.

Trees beginning 1786' from DER, 375' right of centerline, up to 223' MSL.

Trees beginning 1876' from DER, 29' left of centerline, up to 220' MSL.

Trees beginning 1971' from DER, 289' right of centerline, up to 234' MSL.

Tree 2015' from DER, 890' left of centerline, 227' MSL.

Trees beginning 2034' from DER, 24' left of centerline, up to 230' MSL.

Trees beginning 2132' from DER, 239' right of centerline, up to 237' MSL.

Tree 2154' from DER, 492' right of centerline, 244' MSL.

Trees beginning 2178' from DER, 62' right of centerline, up to 250' MSL.

Trees beginning 2786' from DER, 182' left of centerline, up to 234' MSL.

Pole, trees beginning 3262' from DER, 140' left of centerline, up to 109' AGL/246' MSL.

**Rwy 9**, vegetation 32' from DER, 294' right of centerline, 138' MSL.

Tree 121' from DER, 255' right of centerline, 148' MSL.

Vegetation 161' from DER, 289' left of centerline, 126' MSL.

Tree 2247' from DER, 742' right of centerline, 184' MSL.

Trees beginning 3015' from DER, 636' left of centerline, up to 212' MSL.

**Rwy 19**, trees beginning 2' from DER, 132' left of centerline, up to 186' MSL.

Vegetation 21' from DER, 338' right of centerline, 125' MSL.

Tree 103' from DER, 449' right of centerline, 130' MSL.

Trees beginning 415' from DER, 319' right of centerline, up to 165' MSL.

Trees beginning 1093' from DER, 279' right of centerline, up to 181' MSL.

Trees beginning 1286' from DER, 23' right of centerline, up to 185' MSL.

Trees beginning 1693' from DER, 124' right of centerline, up to 191' MSL.

Tree 1898' from DER, 4' left of centerline, 188' MSL.

Trees beginning 1931' from DER, 208' left of centerline, up to 193' MSL.

CON'T



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



25163

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

25163

## FLORENCE, SC (CON'T)

### FLORENCE RGNL (FLO) (CON'T)

**Rwy 19 (CON'T)**, tree 2345' from DER, 821' left of centerline, 194' MSL.

Trees beginning 2438' from DER, 961' left of centerline, up to 202' MSL.

Tree 2763' from DER, 503' right of centerline, 194' MSL.

Tree 3532' from DER, 809' left of centerline, 205' MSL.

**Rwy 27**, tree 102' from DER, 389' left of centerline, 159' MSL.

## FRANKLIN, NC

### MACON COUNTY (1A5)

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

ORIG 12MAR09 (09071) (FAA)

TAKEOFF MINIMUMS:

**Rwys 7, 25**, Procedure NA at night. 5700-3, for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwys 7, 25**, for climb in visual conditions remain within 3 NM of Macon County airport to cross airport south bound at or above 7600 via ODF R-349 to ODF VORTAC.

TAKEOFF OBSTACLE NOTES:

**Rwy 7**, trees 599' from DER, 124' left of centerline, up to 38' AGL/2037' MSL.

Vehicle on road 964' from DER, 720' left of centerline, 15' AGL/2054' MSL.

Trees 1666' from DER, 620' right of centerline, up to 100' AGL/2179' MSL.

Trees beginning 3090' from DER, 1270' left of and to centerline, up to 100' AGL/3139' MSL.

Trees beginning 5665' from DER, 337' right of and to centerline, up to 100' AGL/2699' MSL.

**Rwy 25**, vehicle on road 63' from DER, 318' left of centerline, 15' AGL/2054' MSL.

Terrain 1000' from DER, on centerline, 2061' MSL.

Trees beginning 1737' from DER, 848' left of and to centerline, up to 100' AGL/3519' MSL.

Trees beginning 2460' from DER, 440' right of and to centerline, up to 100' AGL/3059' MSL.

## GASTONIA, NC

### GASTONIA MUNI (AKH)

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

AMDT 6 20AUG15 (15232) (FAA)

DEPARTURE PROCEDURE:

**Rwy 3**, climb heading 049° to 2700 before turning left.

**Rwy 21**, climb heading 214° to 1600 before proceeding north.

TAKEOFF OBSTACLE NOTES:

**Rwy 3**, trees beginning 162' from DER, 371' right of centerline, up to 105' AGL/844' MSL.

Trees beginning 1200' from DER, 463' left of centerline, up to 76' AGL/835' MSL.

Trees beginning 1965' from DER, 433' left of centerline, up to 80' AGL/859' MSL.

Trees 3819' from DER, 657' right of centerline, up to 126' AGL/885' MSL.

**Rwy 21**, pole 254' from DER, 336' right of centerline, 20' AGL/810' MSL.

Pole 288' from DER, 329' left of centerline, 18' AGL/808' MSL.

Tower and trees beginning 297' from DER, 467' left of centerline, up to 93' AGL/872' MSL.

Trees beginning 1245' from DER, 558' right of centerline, up to 99' AGL/878' MSL.

## GEORGETOWN, SC

### GEORGETOWN COUNTY (GGE)

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

AMDT 1A 20FEB25 (25051) (FAA)

DEPARTURE PROCEDURE:

**Rwy 29**, climb on heading 289° to 600 before turning northbound.

TAKEOFF OBSTACLE NOTES:

**Rwy 5**, light poles beginning 9' from DER, 29' left of centerline, up to 2' AGL/35' MSL.

Tree 122' from DER, 493' right of centerline, 47' MSL.

Tree 265' from DER, 548' right of centerline, 80' MSL.

Trees beginning 382' from DER, 562' right of centerline, up to 94' MSL.

Trees beginning 534' from DER, 580' left of centerline, up to 86' MSL.

Trees beginning 775' from DER, 617' right of centerline, up to 95' MSL.

Trees beginning 994' from DER, 4' left of centerline, up to 110' MSL.

Trees beginning 1156' from DER, 676' right of centerline, up to 100' MSL.

Trees beginning 1605' from DER, 638' right of centerline, up to 118' MSL.

Trees beginning 1885' from DER, 1' right of centerline, up to 119' MSL.

Trees beginning 2657' from DER, 36' left of centerline, up to 86' AGL/118' MSL.

**Rwy 11**, trees beginning 53' from DER, 15' right of centerline, up to 100' AGL/123' MSL.

Trees beginning 183' from DER, 1' left of centerline, up to 100' AGL/123' MSL.

**Rwy 23**, light poles 19' from DER, 89' right of centerline, 5' AGL/42' MSL.

Light poles 19' from DER, 90' left of centerline, 5' AGL/43' MSL.

Tree 177' from DER, 441' right of centerline, 13' AGL/50' MSL.

Tree 258' from DER, 511' right of centerline, 60' MSL.

Tree 631' from DER, 609' right of centerline, 69' MSL.

Tree 704' from DER, 628' right of centerline, 101' MSL.

Tree 764' from DER, 638' right of centerline, 104' MSL.

CON'T

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

25163





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



25163

## GEORGETOWN, SC (CON'T)

### GEORGETOWN COUNTY (GGE) (CON'T)

**Rwy 23 (CON'T)**, trees beginning 811' from DER, 574' right of centerline, up to 121' MSL.  
Trees beginning 865' from DER, 599' left of centerline, up to 106' MSL.  
**Rwy 29**, trees beginning 19' from DER, 166' left of centerline, up to 100' AGL/137' MSL.  
Sign 28' from DER, 129' right of centerline, 3' AGL/41' MSL.  
Trees beginning 139' from DER, 29' right of centerline, up to 100' AGL/140' MSL.  
Trees beginning 328' from DER, 20' left of centerline, up to 100' AGL/140' MSL.  
Trees beginning 1186' from DER, 21' right of centerline, up to 142' MSL.  
Trees beginning 1319' from DER, 24' right of centerline, up to 143' MSL.

## GOLDSBORO, NC

### WAYNE EXEC JETPORT (GWW)

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

AMDT 1A 17NOV11 (21168) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 5**, tree 184' from DER, 494' right of centerline, 41' AGL/174' MSL.  
**Rwy 23**, trees beginning 107' from DER, 313' right of centerline, up to 109' AGL/242' MSL.  
Bush 101' from DER, 487' left of centerline, 9' AGL/142' MSL.  
Trees beginning 2212' from DER, 12' left of centerline, up to 98' AGL/231' MSL.

## GREENSBORO, NC

### PIEDMONT TRIAD INTL (GSO)

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

AMDT 1A 25JUN24 (24025) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 5L**, poles beginning 9' from DER, 14' right of centerline, up to 5' AGL/856' MSL.  
Pole 9' from DER, 35' left of centerline, 9' AGL/856' MSL.  
Tree 1098' from DER, 662' left of centerline, 41' AGL/884' MSL.  
Tree 1267' from DER, 642' left of centerline, 68' AGL/890' MSL.  
Tree 1327' from DER, 689' left of centerline, 72' AGL/898' MSL.  
Trees beginning 1373' from DER, 543' left of centerline, up to 88' AGL/912' MSL.  
Tree 2879' from DER, 1242' left of centerline, 54' AGL/927' MSL.  
Tree 2901' from DER, 1122' left of centerline, 58' AGL/931' MSL.  
Tree 2933' from DER, 1277' left of centerline, 81' AGL/950' MSL.  
Tree 3081' from DER, 1314' left of centerline, 72' AGL/952' MSL.  
Tree 3487' from DER, 1165' left of centerline, 82' AGL/958' MSL.  
Tree 3554' from DER, 927' left of centerline, 122' AGL/972' MSL.  
Trees beginning 3564' from DER, 831' left of centerline, up to 104' AGL/992' MSL.  
Tree 4181' from DER, 1499' left of centerline, 113' AGL/993' MSL.  
Trees beginning 4215' from DER, 1235' left of centerline, up to 124' AGL/996' MSL.  
Tree 4240' from DER, 1102' right of centerline, 116' AGL/963' MSL.  
Tree 4376' from DER, 1291' right of centerline, 119' AGL/975' MSL.  
Tree 4482' from DER, 1505' right of centerline, 116' AGL/981' MSL.  
Tree 4486' from DER, 1421' right of centerline, 121' AGL/982' MSL.  
Trees beginning 4555' from DER, 838' right of centerline, up to 126' AGL/989' MSL.  
**Rwy 5R**, terrain 3' from DER, 499' right of centerline, 891' MSL.  
Poles beginning 6' from DER, 4' left of centerline, up to 1' AGL/887' MSL.  
Terrain 261' from DER, 535' right of centerline, 894' MSL.  
Pole 325' from DER, 546' right of centerline, 5' AGL/895' MSL.  
Pole 386' from DER, 558' right of centerline, 5' AGL/898' MSL.  
Tree 1125' from DER, 478' right of centerline, 68' AGL/915' MSL.  
Tree 1366' from DER, 526' right of centerline, 57' AGL/923' MSL.  
Tree 1889' from DER, 914' right of centerline, 69' AGL/950' MSL.  
Tree 1957' from DER, 791' right of centerline, 68' AGL/951' MSL.  
Trees beginning 2017' from DER, 754' right of centerline, up to 95' AGL/966' MSL.  
Trees beginning 2256' from DER, 581' right of centerline, up to 109' AGL/988' MSL.  
Tree 2638' from DER, 1088' left of centerline, 57' AGL/952' MSL.  
Tree 2690' from DER, 1130' left of centerline, 65' AGL/962' MSL.  
Trees beginning 2744' from DER, 1195' left of centerline, up to 69' AGL/967' MSL.  
**Rwy 14**, trees beginning 182' from DER, 478' left of centerline, up to 29' AGL/908' MSL.  
Trees beginning 212' from DER, 546' left of centerline, up to 42' AGL/909' MSL.  
Tree, poles beginning 566' from DER, 550' right of centerline, up to 44' AGL/933' MSL.  
Electrical system 1102' from DER, 715' right of centerline, 48' AGL/940' MSL.  
Tank 2599' from DER, 1089' right of centerline, 67' AGL/968' MSL.  
Tree 2890' from DER, 570' right of centerline, 83' AGL/978' MSL.  
Tree 3035' from DER, 643' right of centerline, 88' AGL/988' MSL.  
Trees beginning 3067' from DER, 362' right of centerline, up to 87' AGL/991' MSL.  
Trees beginning 3120' from DER, 519' right of centerline, up to 91' AGL/996' MSL.  
Trees beginning 4577' from DER, 1320' left of centerline, up to 108' AGL/1024' MSL.  
Trees beginning 4647' from DER, 1312' left of centerline, up to 115' AGL/1028' MSL.

CON'T



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



25163





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



25163

## GREENSBORO, NC (CON'T)

### PIEDMONT TRIAD INTL (GSO) (CON'T)

**Rwy 23L**, tree 475' from DER, 533' left of centerline, 33' AGL/914' MSL.  
Trees beginning 775' from DER, 516' left of centerline, up to 70' AGL/938' MSL.  
Trees beginning 828' from DER, 676' left of centerline, up to 72' AGL/940' MSL.  
Tree 1032' from DER, 584' right of centerline, 48' AGL/928' MSL.  
Tree 1269' from DER, 803' right of centerline, 58' AGL/943' MSL.  
Tree 1646' from DER, 471' left of centerline, 79' AGL/945' MSL.  
Tree 1917' from DER, 338' right of centerline, 89' AGL/949' MSL.  
**Rwy 23R**, poles beginning 9' from DER, 4' right of centerline, up to 14' AGL/918' MSL.  
Poles beginning 9' from DER, 24' left of centerline, up to 14' AGL/917' MSL.  
Pole 171' from DER, 539' left of centerline, 33' AGL/936' MSL.  
Tree 753' from DER, 620' right of centerline, 35' AGL/937' MSL.  
Trees beginning 855' from DER, 484' right of centerline, up to 53' AGL/951' MSL.  
Trees beginning 1196' from DER, 673' left of centerline, up to 90' AGL/960' MSL.  
Tree 1312' from DER, 665' left of centerline, 95' AGL/964' MSL.  
Trees beginning 1317' from DER, 616' left of centerline, up to 79' AGL/967' MSL.  
Trees beginning 1346' from DER, 573' left of centerline, up to 82' AGL/970' MSL.  
Tree 1669' from DER, 861' right of centerline, 61' AGL/961' MSL.  
**Rwy 32**, tree 10' from DER, 318' left of centerline, 37' AGL/926' MSL.  
Vegetation 32' from DER, 278' right of centerline, 13' AGL/926' MSL.  
Tree 113' from DER, 291' left of centerline, 39' AGL/929' MSL.  
Tree 2602' from DER, 862' right of centerline, 107' AGL/991' MSL.  
Tree 2629' from DER, 941' right of centerline, 105' AGL/993' MSL.  
Trees beginning 2701' from DER, 618' right of centerline, up to 98' AGL/995' MSL.  
Trees beginning 2735' from DER, 701' right of centerline, up to 102' AGL/1000' MSL.  
Trees beginning 2874' from DER, 638' right of centerline, up to 89' AGL/1002' MSL.  
Trees beginning 3687' from DER, 290' right of centerline, up to 118' AGL/1024' MSL.

## GREENVILLE, NC

### PITT-GREENVILLE (PGV)

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

AMDT 5 04FEB16 (16035) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 2**, ground beginning 50' from DER, 50' left of centerline, up to 31' MSL.  
Ground beginning 86' from DER, 291' right of centerline, up to 29' MSL.  
Trees beginning 975' from DER, 688' right of centerline, up to 86' AGL/124' MSL.  
Trees beginning 1779' from DER, 653' right of centerline, up to 96' AGL/125' MSL.  
Tree 1910' from DER, 989' left of centerline, 63' AGL/89' MSL.  
Trees beginning 2224' from DER, 655' right of centerline, up to 115' AGL/142' MSL.  
Trees beginning 2562' from DER, 583' left of centerline, up to 82' AGL/134' MSL.  
Trees beginning 3164' from DER, 719' left of centerline, up to 107' AGL/138' MSL.  
**Rwy 8**, building, poles, road and trees beginning 79' from DER, 298' left of centerline, up to 87' AGL/113' MSL.  
Trees and road beginning 144' from DER, 456' right of centerline, up to 44' AGL/66' MSL.  
Building, poles and trees beginning 795' from DER, 65' right of centerline, up to 59' AGL/71' MSL.  
Trees and poles beginning 1009' from DER, 14' left of centerline, up to 90' AGL/119' MSL.  
Building, poles and trees beginning 1538' from DER, 279' right of centerline, up to 62' AGL/88' MSL.  
Trees beginning 2334' from DER, 307' right of centerline, up to 88' AGL/110' MSL.  
Trees beginning 2336' from DER, 7' left of centerline, up to 101' AGL/127' MSL.  
Trees beginning 3324' from DER, 646' right of centerline, up to 99' AGL/125' MSL.  
**Rwy 20**, runway lighting 40' from DER, 148' right of centerline, 6' AGL/25' MSL.  
Runway lighting and sign beginning 40' from DER, 149' left of centerline, up to 5' AGL/25' MSL.  
Vehicles on road, bridge/overpass, and trees beginning 230' from DER, 245' left of centerline, up to 26' AGL/42' MSL.  
NAVAID 491' from DER, 280' right of centerline, 35' AGL/44' MSL.  
Trees beginning 1133' from DER, 745' left of centerline, up to 103' AGL/115' MSL.  
Trees beginning 1354' from DER, 751' right of centerline, up to 113' AGL/125' MSL.  
Transmission line towers and trees beginning 2412' from DER, crossing left to right of centerline, up to 112' AGL/122' MSL.  
Trees beginning 2673' from DER, crossing centerline, up to 100' AGL/159' MSL.  
Trees beginning 3930' from DER, 432' left of centerline, up to 102' AGL/162' MSL.  
Trees beginning 5002' from DER, 706' left of centerline, up to 93' AGL/164' MSL.  
**Rwy 26**, airport sign 40' from DER, 199' left of centerline, 4' AGL/26' MSL.  
Runway and identifier light, 41' from DER, 150' right of centerline, 2' AGL/26' MSL.  
Trees beginning 152' from DER, 354' right of centerline, up to 86' AGL/117' MSL.  
Trees beginning 336' from DER, 504' left of centerline, up to 25' AGL/38' MSL.  
Trees beginning 573' from DER, 229' left of centerline, up to 106' AGL/109' MSL.  
Trees beginning 1330' from DER, 170' left of centerline, up to 109' AGL/112' MSL.  
Trees beginning 1625' from DER, crossing centerline, up to 127' AGL/130' MSL.  
Trees beginning 2122' from DER, crossing centerline, up to 131' AGL/134' MSL.

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



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



25163

SE-2

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

25163

## GREENVILLE, SC

DONALDSON FLD (GYH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 15OCT15 (21168) (FAA)

TAKEOFF MINIMUMS:

**Rwy 5**, 300-1% or std. w/min. climb of 220' per NM to 1300, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1800' prior to DER.

TAKEOFF OBSTACLE NOTES:

**Rwy 5**, fence 63' from DER, 457' right of centerline, 8' AGL/921' MSL.

Trees beginning 874' from DER, 723' left of centerline, up to 67' AGL/967' MSL.

Trees beginning 1088' from DER, 129' right of centerline, up to 82' AGL/998' MSL.

Tower 1.5 NM from DER, 2224' left of centerline, 250' AGL/1167' MSL.

## GREENVILLE DOWNTOWN (GMU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 15OCT15 (15288) (FAA)

TAKEOFF MINIMUMS:

**Rwy 10**, 300-1 or std. w/min. climb of 355' per NM to 1300.

**Rwy 28**, 300-2% or std. w/min. climb of 220' per NM to 1500, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to DER.

DEPARTURE PROCEDURE:

**Rwy 1**, climb heading 006° to 2800 before turning west or northwest.

**Rwy 10**, climb heading 096° to 1800 before turning west or northwest.

**Rwy 19**, climb heading 186° to 1800 before turning north.

**Rwy 28**, climb heading 276° to 2300 before turning north or northwest.

TAKEOFF OBSTACLE NOTES:

**Rwy 1**, sign 26' from DER, 125' left of centerline, 3' AGL/1049' MSL.

Building and poles beginning 195' from DER, 374' right of centerline, up to 48' AGL/1111' MSL.

Trees beginning 350' from DER, 319' left of centerline, up to 88' AGL/1129' MSL.

Sign, building, poles, and trees beginning 1050' from DER, 55' right of centerline, up to 52' AGL/1188' MSL.

Buildings 4064' from DER, 384' right of centerline, up to 61' AGL/1174' MSL.

**Rwy 10**, sign and trees beginning 18' from DER, 48' right of centerline, up to 31' AGL/1026' MSL.

Sign 21' from DER, 124' left of centerline, 3' AGL/1017' MSL.

Pole and trees beginning 9' from DER, 198' right of centerline, up to 56' AGL/1057' MSL.

Trees beginning 498' from DER, 50' left of centerline, up to 51' AGL/1042' MSL.

Trees beginning 1821' from DER, 603' left of centerline, up to 47' AGL/1068' MSL.

Building and pole beginning 3337' from DER, 539' right of centerline, up to 105' AGL/1136' MSL.

Tower 5213' from DER, 810' left of centerline, 152' AGL/1173' MSL.

**Rwy 19**, signs beginning 11' from DER, 71' right of centerline, up to 3' AGL/991' MSL.

Trees beginning 173' from DER, 492' right of centerline, up to 45' AGL/1013' MSL.

Pole and trees beginning 276' from DER, 527' left of centerline, up to 33' AGL/1003' MSL.

Trees beginning 2809' from DER, 763' right of centerline, up to 83' AGL/1094' MSL.

**Rwy 28**, signs beginning 13' from DER, 77' left of centerline, up to 3' AGL/1000' MSL.

Pole and trees beginning 45' from DER, 285' right of centerline, up to 49' AGL/1043' MSL.

Poles and trees beginning 194' from DER, 251' left of centerline, up to 56' AGL/1021' MSL.

Trees beginning 532' from DER, 60' right of centerline, up to 95' AGL/1047' MSL.

Trees beginning 850' from DER, 323' left of centerline, up to 71' AGL/1075' MSL.

Building 1.9 NM from DER, 2143' right of centerline, 332' AGL/1316' MSL.

## GREENWOOD COUNTY (GRD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10NOV16 (16315) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 5**, tree 387' from DER, 289' right of centerline, 100' AGL/629' MSL.

**Rwy 9**, trees beginning 215' from DER, 493' left of centerline, up to 643' MSL.

Tree 444' from DER, 554' left of centerline, 647' MSL.

Trees beginning 568' from DER, 253' left of centerline, up to 651' MSL.

Trees beginning 627' from DER, 545' right of centerline, up to 646' MSL.

Trees beginning 780' from DER, 265' left of centerline, up to 663' MSL.

Tree and pole beginning 899' from DER, 308' left of centerline, up to 668' MSL.

Tree 2090' from DER, 1000' right of centerline, 109' AGL/691' MSL.

Tree 2692' from DER, 1038' left of centerline, 86' AGL/699' MSL.

Trees beginning 2096' from DER, 512' left of centerline, up to 100' AGL/719' MSL.

Trees beginning 3359' from DER, 546' right of centerline, 100' AGL/709' MSL.

Trees beginning 3773' from DER, 550' right of centerline, up to 100' AGL/719' MSL.

**Rwy 23**, trees beginning 812' from DER, 571' left of centerline, up to 657' MSL.

Tree 963' from DER, 516' left of centerline, 670' MSL.

Trees, beginning 1037' from DER, 291' left of centerline, up to 61' AGL/681' MSL.

Trees, beginning 1323' from DER, 10' left of centerline, up to 100' AGL/719' MSL.

Tree 1761' from DER, 413' right of centerline, 673' MSL.

Tree 1933' from DER, 244' right of centerline, 86' AGL/677' MSL.

Trees, beginning 2581' from DER, 72' right of centerline, up to 100' AGL/719' MSL.

Trees, beginning 3865' from DER, 1179' right of centerline, up to 100' AGL/729' MSL.

CON'T

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

25163



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



25163

## GREENVILLE, SC (CON'T)

### GREENWOOD COUNTY (GRD) (CON'T)

**Rwy 27**, bush 11' from DER, 274' left of centerline, 3' AGL/634' MSL.  
 Tree 264' from DER, 550' left of centerline, 641' MSL.  
 Tree 300' from DER, 549' right of centerline, 652' MSL.  
 Trees beginning 424' from DER, 543' left of centerline, up to 649' MSL.  
 Tree 467' from DER, 587' right of centerline, 669' MSL.  
 Tree 562' from DER, 639' right of centerline, 680' MSL.  
 Trees beginning 670' from DER, 10' right of centerline, up to 85' AGL/716' MSL.  
 Trees beginning 725' from DER, 588' left of centerline, up to 653' MSL.  
 Trees beginning 966' from DER, 594' left of centerline, up to 686' MSL.  
 Trees beginning 1087' from DER, 657' left of centerline, up to 695' MSL.  
 Trees beginning 1681' from DER, 695' left of centerline, up to 707' MSL.  
 Trees beginning 1864' from DER, 34' left of centerline, up to 714' MSL.  
 Trees beginning 2764' from DER, 159' left of centerline, up to 718' MSL.  
 Trees beginning 2959' from DER, 119' right of centerline, up to 726' MSL.  
 Trees beginning 2965' from DER, 11' left of centerline, up to 727' MSL.  
 Trees beginning 3332' from DER, 561' right of centerline, up to 100' AGL/739' MSL.  
 Trees beginning 3477' from DER, 572' left of centerline, 100' AGL/729' MSL.  
 Trees beginning 3724' from DER, 550' left of centerline, 100' AGL/739' MSL.  
 Trees beginning 3746' from DER, 790' right of centerline, 100' AGL/749' MSL.

## GREER, SC

### GREENVILLE SPARTANBURG INTL (GSP)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1A 15OCT15 (15288) (FAA)

##### DEPARTURE PROCEDURE:

**Rwy 4**, climb heading 038° to 2500 before turning left.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 4**, trees 1422' from DER, 832' right of centerline, up to 65' AGL/1001' MSL.

## HARTSVILLE, SC

### HARTSVILLE RGNL (HVS)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1 17AUG17 (17229) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 3**, buildings, tank beginning 5' from DER, 336' right of centerline, up to 368' MSL.  
 Bushes, tree beginning 31' from DER, 127' left of centerline, up to 384' MSL.  
 Pole, tank, building beginning 68' from DER, 380' right of centerline, up to 385' MSL.  
 Bushes beginning 381' from DER, 501' left of centerline, up to 385' MSL.  
 Trees beginning 410' from DER, 507' right of centerline, up to 430' MSL.  
 Trees, poles, buildings beginning 541' from DER, 244' left of centerline, up to 444' MSL.  
 Trees, poles beginning 541' from DER, 13' right of centerline, up to 432' MSL.  
 Tree 786' from DER, 632' left of centerline, 462' MSL.  
 Trees beginning 900' from DER, 11' left of centerline, up to 467' MSL.  
 Trees, poles beginning 1042' from DER, 2' left of centerline, up to 471' MSL.  
 Trees, poles beginning 1402' from DER, 3' right of centerline, up to 436' MSL.  
 Trees beginning 2040' from DER, 616' right of centerline, up to 437' MSL.  
 Trees beginning 2119' from DER, 6' right of centerline, up to 440' MSL.  
 Trees beginning 2251' from DER, 103' right of centerline, up to 443' MSL.  
 Trees beginning 2355' from DER, 105' right of centerline, up to 445' MSL.  
 Trees beginning 2363' from DER, 47' right of centerline, up to 450' MSL.  
 Trees beginning 2455' from DER, 97' right of centerline, up to 453' MSL.  
 Trees beginning 2534' from DER, 13' right of centerline, up to 454' MSL.  
 Trees, pole beginning 2662' from DER, 14' right of centerline, up to 460' MSL.  
 Trees, poles beginning 2756' from DER, 78' left of centerline, up to 473' MSL.  
 Trees beginning 3076' from DER, 655' left of centerline, up to 475' MSL.  
 Trees, pole beginning 3102' from DER, 16' left of centerline, up to 478' MSL.  
 Trees beginning 3200' from DER, 27' right of centerline, up to 465' MSL.  
 Trees beginning 3456' from DER, 758' right of centerline, up to 466' MSL.  
 Trees beginning 3505' from DER, 12' left of centerline, up to 480' MSL.  
 Trees beginning 3532' from DER, 652' right of centerline, up to 469' MSL.  
 Trees beginning 3580' from DER, 197' right of centerline, up to 471' MSL.  
 Trees beginning 3619' from DER, 490' right of centerline, up to 473' MSL.  
 Trees beginning 3625' from DER, 103' right of centerline, up to 480' MSL.  
 Trees beginning 3720' from DER, 208' right of centerline, up to 487' MSL.  
 Trees beginning 3809' from DER, 117' right of centerline, up to 489' MSL.  
 Trees beginning 4023' from DER, 204' right of centerline, up to 493' MSL.  
 Trees beginning 4139' from DER, 251' right of centerline, up to 495' MSL.  
 Trees, transmission tower beginning 4249' from DER, 55' left of centerline, up to 485' MSL.  
**Rwy 21**, trees beginning 21' from DER, 459' left of centerline, up to 402' MSL.  
 Buildings beginning 95' from DER, 440' right of centerline, up to 360' MSL.  
 Pole, building, tree beginning 263' from DER, 410' right of centerline, up to 365' MSL.



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



25163

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

25163

## HATTERAS, NC

BILLY MITCHELL (HSE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 24SEP09 (09267) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 7**, trees beginning 388' from DER, left of centerline, up to 100' AGL/169' MSL.**Rwy 25**, trees 512' from DER, 103' right of centerline, 100' AGL/110' MSL.

Boat mast 2107' from DER, 664' left of centerline, 100' AGL/100' MSL.

## HICKORY, NC

HICKORY RGNL (HKY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 20FEB25 (25051) (FAA)

TAKEOFF MINIMUMS:

**Rwy 24**, std w/min climb of 275'/NM to 2900, or 1400-3 for VCOA.

VCOA:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 6**, trees beginning 60' from DER, 307' left of centerline, up to 31' AGL/1209' MSL.

Tree 1269' from DER, 782' right of centerline, 1241' MSL.

Trees beginning 1428' from DER, 765' right of centerline, up to 1259' MSL.

**Rwy 24**, trees, vehicle on road and pole beginning 17' from DER, 398' left of centerline, up to 1193' MSL.

Trees beginning 153' from DER, 337' right of centerline, up to 1158' MSL.

Tree 303' from DER, 478' left of centerline, 1217' MSL.

Trees and NAVAID beginning 558' from DER, on centerline, up to 1161' MSL.

Trees beginning 645' from DER, 459' left of centerline, up to 1227' MSL.

Trees beginning 868' from DER, 562' left of centerline, up to 1229' MSL.

Trees beginning 1040' from DER, 425' left of centerline, up to 1232' MSL.

Trees beginning 1101' from DER, 559' right of centerline, up to 1180' MSL.

Trees and transmission line beginning 1248' from DER, 38' right of centerline, up to 1181' MSL.

Trees and pole beginning 1311' from DER, 4' left of centerline, up to 1243' MSL.

Tree 1732' from DER, 193' right of centerline, 83' AGL/1183' MSL.

Trees and pole beginning 1741' from DER, 3' right of centerline, up to 98' AGL/1208' MSL.

Trees beginning 2162' from DER, 1' right of centerline, up to 101' AGL/1221' MSL.

Trees beginning 2227' from DER, on centerline, up to 95' AGL/1225' MSL.

Trees beginning 2262' from DER, 130' right of centerline, up to 98' AGL/1230' MSL.

Trees beginning 2301' from DER, 28' right of centerline, up to 1243' MSL.

Trees, power lines and pole beginning 2501' from DER, 1' left of centerline, up to 1245' MSL.

Trees beginning 2525' from DER, 31' right of centerline, up to 102' AGL/1248' MSL.

Trees and poles beginning 2596' from DER, 1' left of centerline, up to 1254' MSL.

Trees beginning 2671' from DER, on and right of centerline, up to 119' AGL/1255' MSL.

Trees beginning 3062' from DER, 171' left of centerline, up to 1260' MSL.

Trees beginning 3272' from DER, 42' left of centerline, up to 1263' MSL.

Trees and poles beginning 3394' from DER, 8' left of centerline, up to 1270' MSL.

## HILTON HEAD ISLAND, SC

HILTON HEAD (HXD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 07DEC17 (17341) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 3**, electrical system 5' from DER, 103' left of centerline, 4' AGL/16' MSL.

Tree, fence beginning 56' from DER, 294' right of centerline, up to 81' MSL.

Tree, terrain, building, traverse way, pole beginning 93' from DER, 5' left of centerline, up to 101' AGL/116' MSL.

Tree, fence beginning 177' from DER, 293' right of centerline, up to 87' MSL.

Tree, fence, building beginning 352' from DER, 6' right of centerline, up to 87' AGL/98' MSL.

Trees beginning 3082' from DER, 106' right of centerline, up to 82' AGL/99' MSL.

Trees beginning 3239' from DER, 279' right of centerline, up to 85' AGL/102' MSL.

Tree 3295' from DER, 288' right of centerline, 91' AGL/107' MSL.

Trees beginning 3323' from DER, 299' right of centerline, up to 95' AGL/112' MSL.

Trees beginning 3359' from DER, 318' right of centerline, up to 97' AGL/113' MSL.

**Rwy 21**, tree 4' from DER, 336' right of centerline, 103' MSL.

Tree, fence, pole beginning 8' from DER, 297' left of centerline, up to 73' MSL.

Tree, building, pole beginning 93' from DER, 1' right of centerline, up to 91' AGL/110' MSL.

Tree 190' from DER, 468' left of centerline, 60' AGL/76' MSL.

Tree, NAVAID, building beginning 312' from DER, 260' left of centerline, up to 69' AGL/85' MSL.

Trees beginning 662' from DER, 455' left of centerline, up to 96' MSL.

Trees beginning 771' from DER, 292' left of centerline, up to 101' MSL.

Tree 1144' from DER, 675' left of centerline, 105' AGL/116' MSL.

Tree, pole beginning 1222' from DER, 3' left of centerline, up to 109' AGL/120' MSL.

Trees beginning 2489' from DER, 10' right of centerline, up to 111' MSL.

Trees beginning 2695' from DER, 0' right of centerline, up to 113' MSL.

Trees beginning 2859' from DER, 25' right of centerline, up to 117' MSL.

CONT

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

25163

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

25163

## HILTON HEAD ISLAND, SC (CON'T)

### HILTON HEAD (HXD) (CON'T)

**Rwy 21 (CON'T)**, trees beginning 2942' from DER, 66' right of centerline, up to 118' MSL.  
Trees beginning 3027' from DER, 2' right of centerline, up to 106' AGL/119' MSL.

## JACKSONVILLE, NC

### ALBERT J ELLIS (OAJ)

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

AMDT 2 20SEP12 (12264) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 5**, vehicles on road 93' from DER, left and right of centerline, up to 15' AGL/107' MSL.  
Pole 1319' from DER, 830' left of centerline, 44' AGL/127' MSL.  
Trees beginning 1678' from DER, left and right of centerline up to 100' AGL/198' MSL.  
**Rwy 23**, vehicles on road 233' from DER, 221' left of centerline, up to 15' AGL/107' MSL.  
Trees beginning 2091' from DER, left and right of centerline, up to 100' AGL/192' MSL.

## JEFFERSON, NC

### ASHE COUNTY (GEV)

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

AMDT 1 27APR17 (17117) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 28**, 700-3 w/min climb of 425' per NM to 5500 or std w/min climb of 750' per NM to 4900 or 2200-3 for climb in visual conditions.

##### DEPARTURE PROCEDURE:

**Rwy 10**, climb heading 096° to 4400 before proceeding on course.

**Rwy 28**, climb heading 276° to 6100 before proceeding on course.

##### VCOA:

**Rwy 28**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Ashe County Airport at or above 5200 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 10**, NAVAID, runway light, and bush beginning 8' from DER, 17' right of centerline, up to 3' AGL/3088' MSL.  
NAVAID, runway light, and bush beginning 8' from DER, 17' left of centerline, up to 4' AGL/3089' MSL.  
Trees beginning 344' from DER, 231' right of centerline, up to 3109' MSL.  
Trees beginning 369' from DER, 236' right of centerline, up to 3114' MSL.  
**Rwy 28**, terrain, antenna, runway light, and tree beginning 23' from DER, 6' left of centerline, up to 3250' MSL.  
Terrain 25' from DER, 176' right of centerline, 3183' MSL.  
Terrain, runway light, building, agricultural equipment, and tree beginning 100' from DER, 22' right of centerline, up to 3241' MSL.  
Trees beginning 1091' from DER, 6' right of centerline, up to 3306' MSL.  
Trees beginning 6071' from DER, 1669' right of centerline, up to 3422' MSL.  
Tree 1.0 NM from DER, 1990' right of centerline, 3490' MSL.  
Trees beginning 1.0 NM from DER, 1487' right of centerline, up to 3497' MSL.  
Trees beginning 1.0 NM from DER, 1330' right of centerline, up to 3564' MSL.  
Trees beginning 1.0 NM from DER, 1599' right of centerline, up to 3644' MSL.  
Trees beginning 1 NM from DER, 1185' right of centerline, up to 3731' MSL.  
Pole and trees beginning 1.1 NM from DER, 513' right of centerline, up to 3831' MSL.  
Tree 2.5 NM from DER, 1194' right of centerline, 3597' MSL.

## KENANSVILLE, NC

### DUPLIN COUNTY (DPL)

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

AMDT 1A 12JUN25 (25163) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 5**, sign 12' from DER, 99' right of centerline, 3' AGL/138' MSL.  
Trees beginning 134' from DER, 501' left of centerline, up to 180' MSL.  
Tree 194' from DER, 515' right of centerline, 175' MSL.  
Trees beginning 1092' from DER, 579' right of centerline, up to 215' MSL.  
**Rwy 23**, terrain 6' from DER, 392' left of centerline, 146' MSL.  
Trees beginning 57' from DER, 491' left of centerline, up to 32' AGL/174' MSL.  
Tree 115' from DER, 491' right of centerline, 169' MSL.  
Tree 174' from DER, 493' right of centerline, 53' AGL/180' MSL.  
Tree 387' from DER, 538' right of centerline, 208' MSL.  
Trees beginning 507' from DER, 578' right of centerline, up to 85' AGL/210' MSL.  
Trees beginning 664' from DER, 578' right of centerline, up to 86' AGL/212' MSL.  
Trees beginning 690' from DER, 654' left of centerline, up to 76' AGL/194' MSL.  
Trees beginning 1095' from DER, 633' right of centerline, up to 86' AGL/214' MSL.  
Trees beginning 1314' from DER, 749' left of centerline, up to 198' MSL.



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



25163

## KILL DEVIL HILLS, NC

### FIRST FLIGHT (FFA)

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

ORIG 22JUN17 (17173) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 21**, tree, 11' from DER, 481' right of centerline, 79' MSL.  
 Trees beginning 12' from DER, 277' right of centerline, up to 91' MSL.  
 Trees beginning 18' from DER, 149' right of centerline, up to 93' MSL.  
 Tree, 20' from DER, 318' left of centerline, 71' MSL.  
 Trees beginning 42' from DER, 213' left of centerline, up to 75' MSL.  
 Trees beginning 115' from DER, 150' left of centerline, up to 79' MSL.  
 Trees beginning 212' from DER, 142' left of centerline, up to 81' MSL.  
 Trees beginning 334' from DER, 155' left of centerline, up to 84' MSL.  
 Trees beginning 347' from DER, 162' left of centerline, up to 85' MSL.  
 Trees beginning 441' from DER, 167' left of centerline, up to 86' MSL.  
 Trees beginning 483' from DER, 340' right of centerline, up to 94' MSL.  
 Trees beginning 497' from DER, 205' right of centerline, up to 95' MSL.  
 Tree, pole beginning 616' from DER, 192' right of centerline, up to 97' MSL.  
 Tree, 2798' from DER, 876' left of centerline, 90' MSL.  
 Antenna 2852' from DER, 470' left of centerline, 110' MSL.  
**Rwy 3**, trees beginning 2' from DER, 214' left of centerline, up to 71' MSL.  
 Tree, building beginning 88' from DER, 28' left of centerline, up to 75' MSL.  
 Pole, 339' from DER, 201' right of centerline, 21' MSL.  
 Trees beginning 365' from DER, 37' right of centerline, up to 25' MSL.  
 Tree, 454' from DER, 207' right of centerline, 30' MSL.  
 Trees beginning 467' from DER, 64' right of centerline, up to 34' MSL.  
 Tree, 731' from DER, 274' right of centerline, 35' MSL.  
 Tree, 909' from DER, 384' right of centerline, 44' MSL.  
 Pole beginning 1301' from DER, 236' right of centerline, up to 105' MSL.  
 Pole beginning 2109' from DER, 133' left of centerline, up to 105' MSL.

## KINGSTREE, SC

### WILLIAMSBURG RGNL (CKI)

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

AMDT 2 17AUG17 (17229) (FAA)

#### TAKEOFF MINIMUMS:

**Rwy 14**, 400-2% or std. w/ min. climb of 210'/NM to 500.

#### DEPARTURE PROCEDURE:

**Rwy 14**, climb heading 140° to 700 before turning north.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 14**, tree 23' from DER, 159' right of centerline, 6' AGL/66' MSL.  
 Parking lot beginning 199' from DER, 478' left of centerline, up to 77' MSL.  
 Building 359' from DER, 578' left of centerline, 81' MSL.  
 Tree, pole beginning 880' from DER, 473' left of centerline, up to 142' MSL.  
 Trees beginning 1083' from DER, 548' right of centerline, up to 130' MSL.  
 Trees beginning 1181' from DER, 680' left of centerline, up to 145' MSL.  
 Trees beginning 1574' from DER, 631' left of centerline, up to 152' MSL.  
 Trees beginning 1918' from DER, 590' right of centerline, up to 138' MSL.  
 Trees beginning 2175' from DER, 633' right of centerline, up to 142' MSL.  
 Trees beginning 2701' from DER, 874' right of centerline, up to 151' MSL.  
 Trees beginning 2896' from DER, 551' left of centerline, up to 159' MSL.  
 Tree 3483' from DER, 1366' right of centerline, 160' MSL.  
 Trees beginning 3483' from DER, 597' right of centerline, up to 163' MSL.  
 Tree 3805' from DER, 596' right of centerline, 165' MSL.  
 Tower 2.2 NM from DER, 2801' right of centerline, 330' AGL/404' MSL.  
**Rwy 32**, trees beginning 62' from DER, 325' left of centerline, up to 107' MSL.  
 Trees beginning 126' from DER, 507' right of centerline, up to 86' AGL/150' MSL.  
 Trees beginning 140' from DER, 427' left of centerline, up to 123' MSL.  
 Tree 1024' from DER, 733' left of centerline, 143' MSL.  
 Trees beginning 1138' from DER, 634' left of centerline, up to 147' MSL.  
 Trees beginning 1249' from DER, 723' right of centerline, up to 158' MSL.  
 Trees beginning 1472' from DER, 614' right of centerline, up to 162' MSL.  
 Trees beginning 1877' from DER, 621' left of centerline, up to 148' MSL.  
 Trees beginning 2328' from DER, 580' left of centerline, up to 153' MSL.  
 Trees beginning 2541' from DER, 572' left of centerline, up to 155' MSL.  
 Tree 3442' from DER, 1019' left of centerline, 157' MSL.

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



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



25163

SE-2



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

25163

## KINSTON, NC

KINSTON RGNL JETPORT AT STALLINGS FLD (ISO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25OCT07 (21168) (FAA)

DEPARTURE PROCEDURE:

**Rwy 5**, climb heading 050° to 1800 before turning east.

TAKEOFF OBSTACLE NOTES:

**Rwy 5**, multiple poles 1,521' from DER, 237' right of centerline, up to 64' AGL/137' MSL.

Pole 1625' from DER, 53' left of centerline, 52' AGL/128' MSL.

Multiple trees 1873' from DER, 110' right of centerline, up to 73' AGL/173' MSL.

**Rwy 23**, multiple trees 770' from DER, 598' left of centerline, up to 87' AGL/186' MSL.

Multiple trees 1092' from DER, 109' right of centerline, up to 49' AGL/148 MSL.

## LAKE CITY, SC

LAKE CITY MUNI CJ EVANS FLD (51J)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15MAR07 (21140) (FAA)

TAKEOFF MINIMUMS:

**Rwy 1**, 500-2½ or std. w/min. climb of 375' per NM to 700.**Rwy 19**, 300-1 or std. w/min. climb of 404' per NM to 400.

TAKEOFF OBSTACLE NOTES:

**Rwy 1**, tree 1474' from DER, 189' right of centerline, 62' AGL/143' MSL.

Multiple towers beginning 1.6 NM from DER, 1285' left of centerline, up to 411' AGL/491' MSL.

**Rwy 19**, tree 1428' from DER, 225' right of centerline, 53' AGL/134' MSL.

Tank 4906' from DER, 1349' left of centerline, 180' AGL/254' MSL.

## LANCASTER, SC

LANCASTER COUNTY-MC WHIRTER FLD (LKR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 20AUG15 (22139) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 6**, trees 176' from DER, 394' left of centerline, up to 27' AGL/526' MSL.

Trees 4704' from DER, 1425' left of centerline, up to 81' AGL/630' MSL.

**Rwy 24**, trees 73' from DER, 492' left of centerline, up to 18' AGL/467' MSL.

## LAURENS, SC

LAURENS COUNTY (LUX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 02MAY13 (13122) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 8**, trees and bushes beginning 72' from DER, 298' right of centerline, up to 68' AGL/787' MSL.

Vehicles on roadway, poles and trees beginning 929' from DER, 5' left of centerline, up to 120' AGL/789' MSL.

Rising terrain and trees beginning 944' from DER, 1' right of centerline, up to 106' AGL/777' MSL.

Vehicles on roadway beginning 955' from DER, left and right of centerline up to 15' AGL/734' MSL.

Building 1013' from DER, 662' right of centerline, 18' AGL/729' MSL.

Fence beginning 1051' from DER, 434' right of centerline, 2' AGL/723' MSL.

**Rwy 26**, trees beginning 104' from DER, 470' right of centerline, up to 128' AGL/799' MSL.

Trees beginning 580' from DER, 169' left of centerline, up to 117' AGL/766' MSL.

Trees beginning 915' from DER, 113' right of centerline, up to 110' AGL/768' MSL.

## LEXINGTON, NC

DAVIDSON COUNTY EXEC (EXX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 26JUL12 (23222) (FAA)

TAKEOFF MINIMUMS:

**Rwy 6**, 300-1 or std w/min climb of 384' per NM to 1000.

TAKEOFF OBSTACLE NOTES:

**Rwy 6**, trees beginning 917' from DER 34' right of centerline, up to 100' AGL/856' MSL.

Trees beginning 158' from DER, 8' left of centerline, up to 100' AGL/859' MSL.

Tanks 1520' from DER, 121' left of centerline, up to 110' AGL/755' MSL.

**Rwy 24**, tree 53' from DER, 472' left of centerline, 100' AGL/774' MSL.

Terrain beginning 150' from DER, 223' right of centerline, 754' MSL.

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

25163



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



25163

## LINCOLN, NC

LINCOLN COUNTY RGNL (IPJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 20AUG15 (15232) (FAA)

DEPARTURE PROCEDURE:

**Rwy 5**, climb heading 063° to 2000 before proceeding on course.**Rwy 23**, climb heading 243° to 2800 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 5**, trees beginning 1913' from DER, 330' left of centerline, up to 75' AGL/954' MSL.**Rwy 23**, trees beginning 2068' from DER, 479' right of centerline, up to 102' AGL/1001' MSL.

Trees 2572' from DER, 42' left of centerline, up to 87' AGL/986' MSL.

Trees 5326' from DER, 1643' right of centerline, up to 88' AGL/1027' MSL.

## LORIS, SC

TWIN CITY (5J9)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 06MAY10 (10126) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 8**, vehicles on roadway 18' from DER, 127' right of centerline, up to 15' AGL/119' MSL.

Trees beginning 159' from DER, 208' right of centerline, up to 100' AGL/204' MSL.

Trees beginning 169' from DER, 314' left of centerline, up to 100' AGL/204' MSL.

**Rwy 26**, vehicles on roadway 9' from DER, 113' left of centerline, up to 15' AGL/119' MSL.

Trees beginning 20' from DER, 182' left of centerline, up to 100' AGL/204' MSL.

Hangar 81' from DER, 267' right of centerline, 50' AGL/154' MSL.

Aircraft 87' from DER, 171' right of centerline, up to 30' AGL/134' MSL.

Building 665' from DER, 139' left of centerline, 30' AGL/134' MSL.

Building 1359' from DER, 226' right of centerline, 30' AGL/134' MSL.

## LOUISBURG, NC

TRIANGLE NORTH EXEC (LHZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20OCT11 (21280) (FAA)

DEPARTURE PROCEDURE:

**Rwy 5**, climb heading 046° to 1900 before turning right.

TAKEOFF OBSTACLE NOTES:

**Rwy 5**, trees beginning 154' from DER, 516' right of centerline, up to 99' AGL/399' MSL.

Trees beginning 166' from DER, 492' left of centerline, up to 75' AGL/415' MSL.

Terrain 471' from DER, 394' left of centerline, 345' MSL.

**Rwy 23**, vehicle on road 98' from DER, 457' right of centerline, up to 15' AGL/377' MSL.

Power line 760' from DER, 635' right of centerline, 55' AGL/405' MSL.

## LUMBERTON, NC

LUMBERTON RGNL (LBT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 16OCT14 (14289) (FAA)

TAKEOFF MINIMUMS:

**Rwy 31**, 300-1 or std. w/min. climb of 250' per NM to 400 or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2000' prior to DER.

TAKEOFF OBSTACLE NOTES:

**Rwy 5**, utility 29' from DER, 117' left of centerline, 3' AGL/124' MSL.

Trees beginning 93' from DER, 335' right of centerline, up to 55' AGL/180' MSL.

Trees beginning 1780' from DER, left and right of centerline, up to 93' AGL/219' MSL.

**Rwy 13**, vehicles on roadway beginning 29' from DER, 392' right of centerline, up to 15' AGL/139' MSL.

Vehicles on roadway beginning 340' from DER, 123' left of centerline, up to 15' AGL/139' MSL.

Trees beginning 486' from DER, left and right of centerline, up to 100' AGL/219' MSL.

**Rwy 23**, trees beginning 59' from DER, 119' right of centerline, up to 107' AGL/233' MSL.

Trees beginning 3274' from DER, 31' left of centerline, up to 91' AGL/217' MSL.

**Rwy 31**, vehicles on roadway beginning 258' from DER, 532' left of centerline, up to 15' AGL/139' MSL.

Building 510' from DER, 612' left of centerline, 40' AGL/164' MSL.

Trees beginning 436' from DER, left and right of centerline, up to 100' AGL/224' MSL.

Tower 5168' from DER, 1713' right of centerline, 150' AGL/286' MSL.



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



25163

SE-2



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

25163

## MACKALL AAF (KHFF)

CAMP MACKALL, NC

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 15JUN23 (23166) (USA)

TAKEOFF MINIMUMS:

**Rwy 30**, 300-1¼ or std. w/min. climb of 230' per NM to 800.**Rwys 4, 16, 22, 34**, NA-non-IFR runways.

TAKEOFF OBSTACLE NOTES:

**Rwy 12**, tree 324' from DER, 536' left of centerline, 369' MSL.

Tree 1143' from DER, 641' left of centerline, 419' MSL.

Tree 1307' from DER, 683' left of centerline, 393' MSL.

Tree 1831' from DER, 274' right of centerline, 386' MSL.

Tree 1405' from DER, 604' right of centerline, 373' MSL.

Dirt road 148' from DER, 87' right of centerline, 340' MSL.

**Rwy 30**, tree 2189' from DER, 665' left of centerline, 480' MSL.

Tree 1325' from DER, 754' right of centerline, 454' MSL.

Tree 1341' from DER, 663' left of centerline, 449' MSL.

Tree 2370' from DER, 345' right of centerline, 436' MSL.

Tree 1412' from DER, 547' left of centerline, 421' MSL.

Tree 828' from DER, 444' right of centerline, 20' AGL/396' MSL.

Dirt road 175' from DER, 368' left of centerline, 382' MSL.

Tree 1324' from DER, 783' right of centerline, 435' MSL.

## MANNING, SC

SANTEE COOPER RGNL (MNI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12FEB09 (09043) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 2**, trees beginning at DER, 480' right of centerline, up to 100' AGL/229' MSL.

Trees beginning 16' from DER, 221' left of centerline, up to 100' AGL/209' MSL.

Vehicle on road 85' from DER, 468' right of centerline, 15' AGL/117' MSL.

**Rwy 20**, trees beginning 125' from DER, 289' right of centerline, up to 100' AGL/179' MSL.

Trees beginning 86' from DER, 136' left of centerline, up to 100' AGL/189' MSL.

Vehicle on road 250' from DER, on centerline, 15' AGL/110' MSL.

## MANTEO, NC

DARE COUNTY RGNL (MQI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 15DEC11 (11349) (FAA)

TAKEOFF MINIMUMS:

**Rwy 17**, 300-1½ or std. w/min. climb of 250' per NM to 300.**Rwy 35**, 300-1½ or std. w/min. climb of 260' per NM to 300.

TAKEOFF OBSTACLE NOTES:

**Rwy 5**, multiple trees beginning 585' from DER, 417' left and right of centerline, up to 100' AGL/109' MSL.**Rwy 35**, multiple trees beginning 23' from DER, 182' right and left of centerline, up to 100' AGL/116' MSL.

Building 267' from DER, 410' right of centerline, 20' AGL/35' MSL.

Ship 1 NM from DER, on centerline, 208' AGL/208' MSL.

## MARION, SC

MARION COUNTY (MAO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 13NOV14 (14317) (FAA)

DEPARTURE PROCEDURE:

**Rwy 4**, climb on heading 058° to 2000 before turning.

TAKEOFF OBSTACLE NOTES:

**Rwy 4**, road with vehicle 89' from DER, 241' left of centerline, 15' AGL/103' MSL.

Trees and bushes beginning 8' from DER, 301' left of centerline, up to 15' AGL/92' MSL.

Buildings beginning 271' from DER, 385' left of centerline up to 25' AGL/114' MSL.

Trees and poles beginning 297' from DER, 401' left of centerline, up to 51' AGL/140' MSL.

Trees beginning 1311' from DER, 411' left of centerline, up to 107' AGL/201' MSL.

Trees and bushes beginning 14' from DER, 258' right of centerline, up to 67' AGL/154' MSL.

Trees, buildings, and poles beginning 511' from DER, 216' right of centerline, up to 125' AGL/214' MSL.

Trees beginning 2026' from DER, 7' right of centerline, up to 91' AGL/188' MSL.

**Rwy 22**, road with vehicle 96' from DER, 489' left of centerline, 15' AGL/104' MSL.

Trees beginning 226' from DER, 302' left of centerline, up to 48' AGL/136' MSL.

Trees beginning 1019' from DER, 372' left of centerline, up to 47' AGL/135' MSL.

Bush 4' from DER, 354' right of centerline, 12' AGL/101' MSL.

Trees beginning 2624' from DER, 811' right of centerline, up to 109' AGL/197' MSL.

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

25163

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

25163

## MAXTON, NC

LAURINBURG/MAXTON (MEB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25OCT07 (22027) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 5**, road 606' from DER, on centerline, 15' AGL/224' MSL.

Trees 1002' from DER, 474' left of centerline, 67' AGL/267' MSL.

**Rwy 13**, aircraft 762' from DER, 762' left of centerline, 58' AGL/266' MSL.**Rwy 23**, tree 1011' from DER, 512' right of centerline, 30' AGL/246' MSL.**Rwy 31**, trees beginning 1014' from DER, 58' left of centerline, up to 54' AGL/271' MSL.

## MC ENTIRE JNGB (MMT)

EASTOVER, SC

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 29MAY14 (14149)

TAKEOFF MINIMUMS:

**Rwy 5**, Standard with CG of 310 ft/NM to 2700 or 300-2 with min climb of 250 ft/NM to 2700 (Provided a ceiling and visibility to see and avoid a 40:1 penetration within the ICA (extended) and a climb gradient to avoid a 40:1 penetration outside the ICA (extended)).**Rwy 32**, Standard with CG of 230ft/NM to 2700.

DEPARTURE PROCEDURE:

**Rwy 5**, depart on a track of 050 to 2700' before turning on course, or as directed by ATC.**Rwy 32**, depart on a track of 320 to 700' MSL before turning on course, or as directed by ATC. Departing eastbound, complete turn within 4 NM to avoid R-6001, if unable, advise Control Tower prior to taxi.

TAKEOFF OBSTACLE NOTES:

**Rwy 5**, Helicopters parked from 198' to 552' from DER, 306' to 618' left of centerline, up to 19' AGL/274' MSL.

Multiple trees left of centerline, beginning 2390' out to 1.5 NM from DER, 93' to 2082' left of centerline, 0' AGL/385' MSL up to 551' MSL.

Multiple trees right of centerline, beginning 2207' out to 4124' from DER, 232' to 905' right of centerline, 0' AGL/377' MSL up to 399' MSL.

**Rwy 14**, Multiple trees left of centerline, beginning 2316' out to 4208' from DER, 774' to 1107' left of centerline, 0' AGL/325' MSL up to 359' MSL.

Pylon 3282' from DER, 1553' left of centerline, 79' AGL/288' MSL.

Multiple trees right of centerline, beginning 2202' out to 3374' from DER, 989' to 1139' right of centerline, 0' AGL/339' MSL up to 349' MSL.

Aircraft parked 42' from DER, 544' right of centerline, 0' AGL/255' MSL.

Pylon 2668' from DER, 1714' right of centerline, 79' AGL/286' MSL.

**Rwy 23**, Multiple trees left of centerline, beginning 2482' out to 3574' from DER, 186' to 1423' left of centerline, 130' AGL/351' MSL up to 363' MSL.

Wind sensor 500' from DER, 495' left of centerline, 33' AGL/275' MSL.

Multiple trees right of centerline, beginning 2470' out to 3968' from DER, 419' to 1200' right of centerline, 0' AGL/343' MSL up to 367' MSL.

Light pole 2172' from DER, 615' to 791' right of centerline, 26' AGL/274' MSL.

**Rwy 32**, Multiple trees left of centerline, beginning 2267' out to 5053' from DER, 68' to 1650' left of centerline, 0' AGL/335' MSL up to 381' MSL.

Multiple trees right of centerline, beginning 1774' out to 2207' from DER, 475' to 820' right of centerline, 0' AGL/343' MSL up to 355' MSL.

## MOCKSVILLE, NC

TWIN LAKES (8A7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 02AUG07 (07214) (FAA)

TAKEOFF MINIMUMS:

**Rwy 27**, 300-1

TAKEOFF OBSTACLE NOTES:

**Rwy 9**, numerous trees beginning 35' from DER, 27' right of centerline, up to 100' AGL/939' MSL.

Numerous trees beginning 200' from DER, 164' left of centerline, up to 100' AGL/919' MSL.

**Rwy 27**, numerous trees beginning 200' from DER, 78' right of centerline, up to 100' AGL/929' MSL.

Numerous trees beginning 616' from DER, 77' left of centerline, up to 100' AGL/909' MSL.



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



25163

## MONCK'S CORNER, SC

BERKELEY COUNTY (MKS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15JAN09 (09015) (FAA)

TAKEOFF MINIMUMS:

**Rwy 5**, 300-1¼ or std. w/ min. climb of 215' per NM to 400.

TAKEOFF OBSTACLE NOTES:

**Rwy 5**, trees beginning 17' from DER, 102' right of centerline, up to 99' AGL/158' MSL.

Terrain 30' from DER, 478' left of centerline, 79' MSL.

Trees beginning 964' from DER, 66' left of centerline, up to 108' AGL/167' MSL.

Poles beginning 467' from DER, 480' left of centerline, up to 24' AGL/103' MSL.

Tower 1.4 NM from DER, 530' left of centerline, up to 228' AGL/292' MSL.

**Rwy 23**, trees beginning abeam DER, 361' right of centerline, up to 100' AGL/199' MSL.

Transmission poles beginning 1320' from DER, 249' right of centerline, up to 63' AGL/142' MSL.

Terrain 21' from DER, 125' left of centerline, 76' MSL.

Trees beginning 1141' from DER, 47' left of centerline, up to 84' AGL/163' MSL.

Transmission pole 2503' from DER, 115' left of centerline, 62' AGL/141' MSL.

## MONROE, NC

CHARLOTTE/MONROE EXEC (EQY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 20AUG15 (22083) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 5**, trees beginning 24' from DER, 308' right of centerline, up to 77' AGL/736' MSL.

Trees beginning 70' from DER, 218' left of centerline, up to 27' AGL/686' MSL.

Trees beginning 606' from DER, 58' right of centerline, up to 33' AGL/692' MSL.

Poles and trees beginning 651' from DER, 19' left of centerline, up to 44' AGL/713' MSL.

Trees beginning 1223' from DER, 436' right of centerline, up to 62' AGL/721' MSL.

Trees beginning 2151' from DER, 79' left of centerline, up to 89' AGL/748' MSL.

**Rwy 23**, runway light 12' from DER, 31' left of centerline, 2' AGL/684' MSL.

Trees beginning 1714' from DER, 203' left of centerline, up to 97' AGL/746' MSL.

Trees 2366' from DER, 771' right of centerline, up to 86' AGL/755' MSL.

## MOORESVILLE, NC

LAKE NORMAN AIRPARK (14A)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 23NOV06 (06327) (FAA)

TAKEOFF MINIMUMS:

**Rwy 14**, std. w/ a min. climb of 294' per NM to 2900 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwy 14**, for climb in visual conditions: cross Lake Norman Airpark at or above 2000' MSL before proceeding on course.**Rwy 32**, climb heading 324° to 1300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 14**, terrain and multiple trees beginning 197' from DER, 308' left of centerline, up to 200' AGL/1099' MSL. Building and multiple trees beginning 158' from DER, 258' right of centerline, up to 100' AGL/979' MSL.**Rwy 32**, tree 559' from DER, on centerline, 42' AGL/851' MSL.

Multiple trees beginning 47' from DER, 34' left of centerline, up to 101' AGL/890' MSL.

Multiple trees beginning 526' from DER, 31' right of centerline, up to 97' AGL/886' MSL.

## MORGANTON, NC

FOOTHILLS RGNL (MRN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 30JUN11 (11181) (FAA)

TAKEOFF MINIMUMS:

**Rwy 21**, std. w/min. climb of 225' per NM to 3800.

DEPARTURE PROCEDURE:

**Rwy 3**, climbing left turn direct FIQ NDB, thence ...**Rwy 21**, climb direct FIQ NDB, thence ...

... continue climbing in holding pattern (Southwest, left turns, 031° inbound) to 5000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 3**, trees beginning 167' from DER, 388' right of centerline, up to 100' AGL/1379' MSL.

Rising terrain beginning 138' from DER, 3' right of centerline, up to 1280' MSL.

Trees beginning 1180' from DER, 421' left of centerline, up to 68' AGL/1327' MSL.

Rising terrain beginning 39' from DER, 223' left of centerline, up to 1277' MSL.

**Rwy 21**, trees beginning 2329' from DER, 1061' right of centerline, up to 100' AGL/1339' MSL.

Trees beginning 1681' from DER, 883' left of centerline, up to 100' AGL/1379' MSL.



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



25163

SE-2



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



25163

## MOUNT AIRY, NC

### MOUNT AIRY/SURRY COUNTY (MWK)

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

AMDT 4 08NOV18 (18312) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 36**, std. w/min. climb of 250' per NM to 3900, or 1600-3 for climb in visual conditions.

##### DEPARTURE PROCEDURE:

**Rwy 18**, climb heading 180° to 2900 before turning left.

**Rwy 36**, climb heading 360° to 2200 before proceeding on course.

##### VCOA:

**Rwy 36**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Mount Airy/Surry County Airport at or above 2700 MSL before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 18**, vehicles on road beginning 50' from DER, 378' right of centerline, up to 1222' MSL.

Trees beginning 72' from DER, 365' left of centerline, up to 1254' MSL.

Tree 189' from DER, 498' right of centerline, 1231' MSL.

Tree 219' from DER, 528' right of centerline, 1249' MSL.

Trees beginning 318' from DER, 328' right of centerline, up to 1252' MSL.

Trees beginning 495' from DER, 354' left of centerline, up to 1259' MSL.

Trees beginning 593' from DER, 170' right of centerline, up to 1253' MSL.

Trees beginning 1365' from DER, 329' right of centerline, up to 1263' MSL.

Building, tree beginning 1841' from DER, 96' left of centerline, up to 47' AGL/1260' MSL.

Trees beginning 2091' from DER, 151' left of centerline, up to 73' AGL/1270' MSL.

Trees beginning 2110' from DER, 166' left of centerline, up to 77' AGL/1271' MSL.

Trees beginning 2134' from DER, 95' left of centerline, up to 81' AGL/1272' MSL.

Tree 2668' from DER, 367' left of centerline, 56' AGL/1276' MSL.

Tree 2680' from DER, 140' left of centerline, 71' AGL/1278' MSL.

Tree 2683' from DER, 306' left of centerline, 61' AGL/1280' MSL.

Trees beginning 2684' from DER, 120' left of centerline, up to 1290' MSL.

Trees beginning 2716' from DER, 265' left of centerline, up to 1304' MSL.

Trees beginning 2849' from DER, 53' left of centerline, up to 89' AGL/1316' MSL.

Tree 3196' from DER, 40' right of centerline, 98' AGL/1289' MSL.

**Rwy 36**, terrain 34' from DER, 428' left of centerline, 1279' MSL.

Terrain 35' from DER, 325' right of centerline, 1277' MSL.

Terrain beginning 94' from DER, 312' right of centerline, up to 1285' MSL.

Terrain beginning 116' from DER, 390' left of centerline, up to 1287' MSL.

Fence beginning 170' from DER, 465' right of centerline, up to 4' AGL/1289' MSL.

Vehicles on road, pole, tree beginning 537' from DER, 451' left of centerline, up to 1332' MSL.

Tree 820' from DER, 580' left of centerline, 1344' MSL.

Building 941' from DER, 520' right of centerline, 1321' MSL.

Trees beginning 987' from DER, 455' left of centerline, up to 1345' MSL.

Tree 1151' from DER, 724' right of centerline, 1327' MSL.

Trees beginning 1157' from DER, 51' left of centerline, up to 1348' MSL.

Trees beginning 1193' from DER, 14' right of centerline, up to 1339' MSL.

Trees, pole beginning 2211' from DER, 69' right of centerline, up to 69' AGL/1340' MSL.

Tree 2251' from DER, 201' right of centerline, 74' AGL/1345' MSL.

## MOUNT OLIVE, NC

### MOUNT OLIVE MUNI (W40)

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

AMDT 2 07MAR13 (13066) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 23**, 300-1 or std. w/ min. climb of 334' per NM to 500.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 5**, trees beginning 971' from DER, 27' left of centerline, up to 100' AGL/267' MSL.

Trees beginning 2209' from DER, 25' right of centerline, up to 100' AGL/262' MSL.

Pole 454' from DER, 407' left of centerline, 17' AGL/191' MSL.

Vehicle on road 363' from DER, 115' left of centerline, 15' AGL/179' MSL.

Vehicle on road 321' from DER, 106' right of centerline, 15' AGL/181' MSL.

GND 14' from DER, 107' right of centerline, 167' MSL.

**Rwy 23**, tower 4535' from DER, 445' right of centerline, 196' AGL/355' MSL.

Trees beginning 185' from DER, 108' left of centerline, up to 100' AGL/253' MSL.

Trees beginning 865' from DER, 226' right of centerline, up to 100' AGL/259' MSL.

Buildings beginning 110' from DER, 323' left of centerline, up to 25' AGL/181' MSL.

Poles beginning 279' from DER, 43' left of centerline, up to 20' AGL/184' MSL.



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



25163

SE-2

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

25163

## MOUNT PLEASANT, SC

MT PLEASANT RGNL-FAISON FLD (LRO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 06MAY10 (21140) (FAA)

DEPARTURE PROCEDURE:

**Rwy 17**, climb heading 174° to 1400 before proceeding on course.**Rwy 35**, climb heading 354° to 1900 before turning right.

TAKEOFF OBSTACLE NOTES:

**Rwy 17**, AAO 3.8 NM from DER, 4834' right of centerline, 200' AGL/210' MSL.**Rwy 35**, tree 1900' from DER, 921' left of centerline, 84' AGL/96' MSL.

Tree 3043' from DER, 401' right of centerline, 83' AGL/95' MSL.

## MYRTLE BEACH, SC

MYRTLE BEACH INTL (MYR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 11FEB10 (10042) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 18**, trees beginning 1770' from DER, 664' left of centerline, up to 60' AGL/88' MSL.

## NEW BERN, NC

COASTAL CAROLINA RGNL (EWN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 15NOV12 (12320) (FAA)

TAKEOFF MINIMUMS:

**Rwy 14**, 300-1 or std. w/ min. climb of 240' per NM to 300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to DER.**Rwy 32**, std. w/ min. climb of 215' per NM to 800, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwy 4**, climb heading 039° to 600 before turning north.**Rwy 32**, climb heading 316° to 800 before turning north, or for climb in visual conditions cross coastal Carolina RGNL airport at or above 1000 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

**Rwy 4**, signs beginning 9' from DER, 429' right of centerline, up to 45' AGL/61' MSL.**Rwy 32**, climb heading 316° to 800 before turning north, or for climb in visual conditions cross coastal Carolina RGNL airport at or above 1000 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

Trees, sign and vertical structure beginning 648' from DER, left and right of centerline, up to 91' AGL/104' MSL.

**Rwy 14**, trees beginning 92' from DER, 257' left of centerline, up to 77' AGL/92' MSL.

Trees and pole beginning 226' from DER, 146' right of centerline, up to 98' AGL/118' MSL.

Trees and tower beginning 3335' from DER, 118' left of centerline, up to 120' AGL/145' MSL.

Antenna 5034' from DER, 1239' left of centerline, up to 147' AGL/170' MSL.

**Rwy 22**, bush beginning 101' from DER, 288' left of centerline, up to 6' AGL/16' MSL.

Trees beginning 803' from DER, 56' left of centerline, up to 115' AGL/116' MSL.

Trees beginning 809' from DER, 87' right of centerline, up to 134' AGL/139' MSL.

Trees beginning 2977' from DER, left and right of centerline, up to 115' AGL/122' MSL.

**Rwy 32**, bush and trees beginning 141' from DER, 236' left of centerline, up to 68' AGL/78' MSL.

Trees beginning 718' from DER, right of centerline, up to 101' AGL/111' MSL.

Trees and transmission tower 744' from DER, 31' left of centerline, up to 116' AGL/126' MSL.

## NEWBERRY, SC

NEWBERRY COUNTY (EOE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 20NOV08 (08325) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 4**, multiple trees beginning 1895' from DER, left and right of centerline, up to 100' AGL/659' MSL.**Rwy 22**, multiple trees beginning 500' from DER, left and right of centerline, up to 100' AGL/629' MSL.

## NORTH AF AUX (KXNO)

NORTH, SC

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 02MAR17 (17061)

CAUTION:

**Rwy 5/23** diverse departure procedures not authorized at night.

TAKEOFF OBSTACLE NOTES:

**Rwy 6**, possible C-5 on taxiway B, 687' from DER, 535' right of centerline, 65' AGL/ 386' MSL.

Pylon 2363' from DER, 1572' left of centerline, 79' AGL/403' MSL.

Multiple towers 2450' to 2821' from DER, 922' to 1127' left of centerline, 53' AGL/381' MSL.

Trees 1409' to 3007' from DER, 162' to 1002' left of centerline, 104' AGL/408' MSL.

**Rwy 24**, pylon 1729' from DER, 1456' right of centerline, 79' AGL/325' MSL.

Trees 1092' to 2049' from DER, 344' to 885' right of centerline, 91' AGL/335' MSL.

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

25163



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



25163

## NORTH MYRTLE BEACH, SC

### GRAND STAND (CRE)

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

ORIG 14JAN10 (10014) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 5**, vehicles on roadway 8' from DER, 455' right of centerline, up to 16' AGL/41' MSL.

Trees beginning 1782' from DER, 6' right of centerline, up to 74' AGL/103' MSL.

**Rwy 23**, trees beginning 43' from DER, 399' right of centerline, up to 33' AGL/58' MSL.

Sign 60' from DER, 205' left of centerline, 11' AGL/36' MSL.

Trees beginning 1393' from DER, 277' left of centerline, up to 62' AGL/88' MSL.

## NORTH WILKESBORO, NC

### WILKES COUNTY (UKF)

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

AMDT 1A 20JUN19 (19171) (FAA)

#### TAKEOFF MINIMUMS:

**Rwy 1**, std. w/min. climb of 330' per NM to 5000 or 2000-3 for climb in visual conditions.

**Rwy 19**, std. w/min. climb of 230' per NM to 3200 or 2000-3 for climb in visual conditions.

#### DEPARTURE PROCEDURE:

**Rwy 19**, climb heading 187° to 3200 before proceeding on course.

#### VCOA:

**All runways**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Wilkes County airport at or above 3200 before proceeding on course.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 1**, trees beginning 2' from DER, 309' right of centerline, up to 1344' MSL.

Tree 44' from DER, 447' left of centerline, 1351' MSL.

Tree 65' from DER, 501' left of centerline, 1352' MSL.

Trees beginning 171' from DER, 495' left of centerline, up to 1364' MSL.

Trees beginning 294' from DER, 468' left of centerline, up to 1367' MSL.

Trees, building beginning 324' from DER, 263' right of centerline, up to 1358' MSL.

Tree 425' from DER, 405' right of centerline, 1367' MSL.

Tree 484' from DER, 491' right of centerline, 1378' MSL.

Trees beginning 520' from DER, 263' right of centerline, up to 1379' MSL.

Trees, pole beginning 587' from DER, 188' left of centerline, up to 1370' MSL.

Trees beginning 760' from DER, 263' right of centerline, up to 1381' MSL.

Trees beginning 1014' from DER, 146' right of centerline, up to 1389' MSL.

Tree 1417' from DER, 537' left of centerline, 1374' MSL.

Tree 1452' from DER, 641' left of centerline, 1384' MSL.

Trees beginning 1528' from DER, 1' left of centerline, up to 1403' MSL.

Trees, poles beginning 2154' from DER, 423' left of centerline, up to 1421' MSL.

Trees, pole beginning 2369' from DER, 357' left of centerline, up to 1423' MSL.

Trees beginning 2784' from DER, 497' right of centerline, up to 1393' MSL.

Trees beginning 3436' from DER, 726' right of centerline, up to 1406' MSL.

Trees beginning 3646' from DER, 1115' right of centerline, up to 1413' MSL.

Tree 4982' from DER, 1807' left of centerline, 1428' MSL.

Trees beginning 5360' from DER, 187' right of centerline, up to 1443' MSL.

Tree 5510' from DER, 363' right of centerline, 1448' MSL.

Tree 5558' from DER, 430' right of centerline, 1451' MSL.

Trees beginning 5517' from DER, 290' right of centerline, up to 1460' MSL.

**Rwy 19**, trees beginning 33' from DER, 321' right of centerline, up to 1262' MSL.

Trees beginning 135' from DER, 475' left of centerline, up to 1298' MSL.

Trees beginning 173' from DER, 326' right of centerline, up to 1266' MSL.

Tree 990' from DER, 652' left of centerline, 1304' MSL.

Tree 1037' from DER, 469' right of centerline, 1274' MSL.

## OAK ISLAND, NC

### CAPE FEAR RGNL JETPORT / HOWIE FRANKLIN FLD (SUT)

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

AMDT 1 28JUN12 (12180) (FAA)

#### TAKEOFF MINIMUMS:

**Rwy 5**, 400-3 or std. w/min. climb of 210' per NM to 600, or alternatively with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 5**, building, trees and towers beginning 18' from DER, 21' right of centerline, up to 92' AGL/97' MSL.

Trees beginning 257' from DER, 21' left of centerline, up to 89' AGL/104' MSL.

**Rwy 23**, trees beginning 42' from DER, left and right of centerline, up to 92' AGL/102' MSL.



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



25163

SE-2



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



25163

## ORANGEBURG, SC

ORANGEBURG MUNI (OGB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 25APR19 (19115) (FAA)

TAKEOFF MINIMUMS:

**Rwy 35**, 300-2½ or std. w/min. climb of 240' per NM to 600.

DEPARTURE PROCEDURE:

**Rwy 5**, climb heading 049° to 1000 before turning left.**Rwy 35**, climb heading 354° to 800 before turning right.

TAKEOFF OBSTACLE NOTES:

**Rwy 5**, tree 190' from DER, 474' left of centerline, 279' MSL.

Tree 302' from DER, 384' left of centerline, 286' MSL.

Trees beginning 421' from DER, 386' left of centerline, up to 289' MSL.

Traverse way 769' from DER, 406' right of centerline, 220' MSL.

**Rwy 23**, tree 32' from DER, 477' left of centerline, 186' MSL.

Tree 870' from DER, 684' right of centerline, 253' MSL.

Pole 1260' from DER, 127' left of centerline, 52' AGL/202' MSL.

Trees beginning 1647' from DER, 420' right of centerline, up to 259' MSL.

Tree 2195' from DER, 45' left of centerline, 250' MSL.

Tree 2529' from DER, 118' left of centerline, 251' MSL.

**Rwy 35**, tree 798' from DER, 231' left of centerline, 277' MSL.

Trees beginning 1538' from DER, 241' right of centerline, up to 272' MSL.

Transmission line 3374' from DER, 663' right of centerline, 97' AGL/296' MSL.

Trees beginning 3663' from DER, 1239' right of centerline, up to 301' MSL.

Tower 1.9 NM from DER, 2830' right of centerline, 268' AGL/477' MSL.

## OXFORD, NC

HENDERSON/OXFORD (HNZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05MAR15 (21336) (FAA)

DEPARTURE PROCEDURE:

**Rwy 24**, climb heading 240° to 1300 before turning right.

TAKEOFF OBSTACLE NOTES:

**Rwy 6**, trees beginning 263' from DER, 358' left of centerline, up to 68' AGL/558' MSL.

Trees beginning 670' from DER, 496' right of centerline, up to 60' AGL/552' MSL.

**Rwy 24**, silo, vehicles on road, telephone line, and trees beginning 7' from DER, 353' right of centerline, up to 88' AGL/601' MSL.

Trees beginning 771' from DER, 10' left of centerline, up to 100' AGL/595' MSL.

Trees beginning 1596' from DER, 248' left of centerline, up to 100' AGL/618' MSL.

## PAGELAND, SC

PAGELAND (PYG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 02MAR17 (17061) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 6**, tree 10' from DER, 407' left of centerline, 601' MSL.

Tree 38' from DER, 417' right of centerline, 582' MSL.

Pole 67' from DER, 296' right of centerline, 595' MSL.

Tree and pole beginning 73' from DER, 188' left of centerline, up to 607' MSL.

Flag pole 81' from DER, 439' right of centerline, 596' MSL.

Pole 114' from DER, 381' right of centerline, 597' MSL.

Tree 199' from DER, 327' right of centerline, 602' MSL.

Trees beginning 222' from DER, 372' left of centerline, up to 608' MSL.

Trees and vehicles on road beginning 265' from DER, 401' right of centerline, up to 621' MSL.

Airport beacon, trees, and pole beginning 323' from DER, 102' right of centerline, up to 627' MSL.

Trees, bldg, and poles beginning 324' from DER, 345' left of centerline, up to 622' MSL.

Trees beginning 1235' from DER, 698' left of centerline, up to 630' MSL.

Trees beginning 1295' from DER, 40' left of centerline, up to 641' MSL.

Trees beginning 1793' from DER, 167' right of centerline, up to 635' MSL.

Tree 2177' from DER, 36' left of centerline, 642' MSL.

**Rwy 24**, tree 5' from DER, 287' right of centerline, 573' MSL.

Tree 16' from DER, 378' right of centerline, 580' MSL.

Tree and windsock beginning 20' from DER, 148' right of centerline, up to 581' MSL.

Vehicle on road beginning 42' from DER, 406' left of centerline, up to 571' MSL.

Tree and pole beginning 55' from DER, 390' left of centerline, up to 600' MSL.

Trees beginning 111' from DER, 209' right of centerline, up to 587' MSL.

Tree 138' from DER, 501' left of centerline, 604' MSL.

Trees, fence, poles, bldg, and vehicles on road beginning 225' from DER, 417' left of centerline, up to 609' MSL.

Trees beginning 1174' from DER, 364' left of centerline, up to 624' MSL.



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



25163



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

25163

## PELION, SC

LEXINGTON COUNTY (6J0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 08NOV18 (18312) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 18**, trees beginning 1705' from DER, 1' right of centerline, up to 71' AGL/521' MSL.

Trees beginning 429' from DER, 298' left of centerline, up to 34' AGL/484' MSL.

Power poles 430' from DER, 298' left of centerline, 33' AGL/484' MSL.

**Rwy 36**, trees beginning 2016' from DER, 301' right of centerline, up to 59' AGL/511' MSL.

## PICKENS, SC

PICKENS COUNTY (LQK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 17DEC09 (09351) (FAA)

DEPARTURE PROCEDURE:

**Rwy 5**, climb heading 048° to 2300 then climbing right turn via heading 120° to 3400 to intercept V20-35.**Rwy 23**, climb heading 228° to 2200 then climbing left turn via heading 120° to 3400 to intercept V20-35.

TAKEOFF OBSTACLE NOTES:

**Rwy 5**, tree 30' from DER, 299' left of centerline, 9' AGL/1022' MSL.

Vehicles on roadway, 424' from DER, left and right of centerline, up to 15' AGL/1028' MSL.

Trees beginning 1531' from DER, 691' left of centerline, up to 107' AGL/1038' MSL.

Tree 3019' from DER, 450' right of centerline, 120' AGL/1095' MSL.

**Rwy 23**, tree 906' from DER, 269' left of centerline, 91' AGL/990' MSL.

Trees beginning 1015' from DER, 466' right of centerline, up to 106' AGL/1022' MSL.

## PINEHURST/SOUTHERN PINES, NC

MOORE COUNTY (SOP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 18AUG16 (16231) (FAA)

DEPARTURE PROCEDURE:

**Rwy 23**, climb heading 234° to 1100 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 5**, terrain 448' from DER, 343' right of centerline, 443' MSL.

Trees beginning 663' from DER, 137' right of centerline, up to 100' AGL/475' MSL.

Terrain 141' from DER, 329' left of centerline, 435' MSL.

Trees beginning 176' from DER, 220' left of centerline, up to 100' AGL/529' MSL.

**Rwy 23**, pipe 228' from DER, 431' right of centerline, 13' AGL/463' MSL.

Antenna 657' from DER, 415' right of centerline, 32' AGL/482' MSL.

Trees beginning 701' from DER, 422' right of centerline, up to 100' AGL/579' MSL.

Trees beginning 364' from DER, 353' left of centerline, up to 100' AGL/569' MSL.

## PLYMOUTH, NC

PLYMOUTH MUNI (PMZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 15DEC11 (11349) (FAA)

TAKEOFF MINIMUMS:

**Rwy 3**, 400-2 or std. w/min. climb of 270' per NM to 500.

DEPARTURE PROCEDURE:

**Rwy 3**, climb heading 027° to 500 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 3**, trees beginning 283' from DER, 55' left of centerline, up to 100' AGL/130' MSL.

Trees beginning 109' from DER, 8' right of centerline, up to 100' AGL/130' MSL.

Antenna 1.5 NM from DER, 3068' left of centerline, 347' AGL/366' MSL.

**Rwy 21**, trees beginning 119' from DER, 8' left of centerline, up to 100' AGL/134' MSL.

Trees beginning 123' from DER, 39' right of centerline, up to 100' AGL/134' MSL.

SE-2, 12 JUN 2025 to 07 AUG 2025

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

25163

SE-2



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

25163

## POPE AAF (KPOB)

FORT LIBERTY, NC

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 11 15MAY25 (25135) (USAF)

TAKEOFF MINIMUMS:

**Rwy 23**, std w/min climb of 311'/NM to 700 or 300-1¼ w/min climb of 212'/NM to 1000.

DEPARTURE PROCEDURE:

**Rwy 5**, climb hdg 051° to 2000 before proceeding on course.**Rwy 23**, NA when R-5311 active. Climbing right turn hdg 350° to 2000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 5**, trees 1474' from DER, 776' right of centerline, 231' MSL, 40' above DER.

Trees 1651' from DER, 711' left of centerline, 244' MSL, 53' above DER.

Trees 2004' from DER, 995' left of centerline, 285' MSL, 94' above DER.

Trees 2321' from DER, 1000' right of centerline, 253' MSL, 62' above DER.

Trees 3437' from DER, 1311' right of centerline, 290' MSL, 99' above DER.

**Rwy 23**, trees 1250' from DER, 55' left of centerline, 323' MSL, 105' above DER.

Trees 1707' from DER, 504' right of centerline, 283' MSL, 65' above DER.

Trees 2258' from DER, 155' right of centerline, 339' MSL, 121' above DER.

Trees 2639' from DER, 231' left of centerline, 327' MSL, 109' above DER.

Trees 3005' from DER, 158' right of centerline, 360' MSL, 142' above DER.

Trees 3163' from DER, 388' left of centerline, 338' MSL, 120' above DER.

Trees 4002' from DER, 120' right of centerline, 358' MSL, 140' above DER.

Trees 4009' from DER, 130' left of centerline, 360' MSL, 142' above DER.

Trees 5329' from DER, 121' left of centerline, 368' MSL, 150' above DER.

## RAEFORD, NC

P K AIRPARK (5W4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 18NOV10 (10322) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 4**, rising terrain 48' from DER, left and right of centerline, up to 332' MSL.

Trees beginning 83' from DER, left and right of centerline, up to 100' AGL/429' MSL.

Vehicles on road beginning 329' from DER, 189' right of centerline, up to 15' AGL/324' MSL.

**Rwy 22**, terrain 42' from DER, left and right of centerline, up to 306' MSL.

Trees beginning 268' from DER, left and right of centerline, up to 100' AGL/389' MSL.

Vehicles on road beginning 1' from DER, left and right of centerline, up to 15' AGL/314' MSL.

## RALEIGH/DURHAM, NC

RALEIGH-DURHAM INTL (RDU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6B 06OCT22 (22279) (FAA)

TAKEOFF MINIMUMS:

**Rwy 14**, 300-1 or std. w/min. climb of 305' per NM to 700.**Rwy 32**, 300-1.

DEPARTURE PROCEDURE:

**Rwy 14**, climb heading 144° to 1400 before turning right.**Rwy 23L**, climb heading 234° to 1900 before turning left.**Rwy 23R**, climb heading 234° to 1800 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 5L**, lighting 10' from DER, 4' left of centerline, 2' AGL/410' MSL.

Tree 1903' from DER, 986' right of centerline, 467' MSL.

Tree 1926' from DER, 1003' left of centerline, 483' MSL.

Trees beginning 2010' from DER, 912' right of centerline, up to 476' MSL.

Tree 2126' from DER, 1051' left of centerline, 489' MSL.

Trees beginning 3507' from DER, 1269' left of centerline, up to 519' MSL.

Tree 3652' from DER, 1327' left of centerline, 524' MSL.

Trees beginning 3662' from DER, 1372' left of centerline, up to 536' MSL.

Water tower, tank beginning 4044' from DER, 1577' right of centerline, up to 144' AGL/547' MSL.

Tree 5171' from DER, 1748' left of centerline, 541' MSL.

**Rwy 5R**, lighting beginning 1' from DER, 5' left of centerline, up to 1' AGL/432' MSL.

Lighting beginning 1' from DER, 4' right of centerline, up to 1' AGL/432' MSL.

Tree 1215' from DER, 791' right of centerline, 466' MSL.

Tree 1350' from DER, 760' right of centerline, 471' MSL.

Trees beginning 1480' from DER, 846' right of centerline, up to 481' MSL.

CON'T

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

25163

SE-2

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

25163

## RALEIGH/DURHAM, NC (CON'T)

### RALEIGH-DURHAM INTL (RDU) (CON'T)

**Rwy 14**, lighting 10' from DER, 29' right of centerline, 2' AGL/427' MSL.  
 Lighting 10' from DER, 29' left of centerline, 2' AGL/427' MSL.  
 Trees beginning 1160' from DER, 758' right of centerline, up to 499' MSL.  
 Trees beginning 1397' from DER, 856' left of centerline, up to 539' MSL.  
 Tree 1489' from DER, 772' right of centerline, 510' MSL.  
 Trees beginning 1602' from DER, 871' right of centerline, up to 528' MSL.  
 Tree 2033' from DER, 1044' left of centerline, 544' MSL.  
 Tree 2130' from DER, 968' right of centerline, 540' MSL.  
 Trees beginning 2271' from DER, 881' left of centerline, up to 546' MSL.  
 Tree 2328' from DER, 1013' right of centerline, 555' MSL.  
 Tree 2485' from DER, 876' right of centerline, 556' MSL.  
 Tree 2560' from DER, 1101' right of centerline, 563' MSL.  
 Tree 2751' from DER, 1132' right of centerline, 570' MSL.  
 Tree 3693' from DER, 391' right of centerline, 572' MSL.  
 Trees beginning 3913' from DER, 154' left of centerline, up to 568' MSL.  
 Tree 4055' from DER, 657' right of centerline, 578' MSL.  
**Rwy 23L**, lighting 1' from DER, 5' left of centerline, 1' AGL/399' MSL.  
 Lighting 2' from DER, 5' right of centerline, 1' AGL/399' MSL.  
 Vegetation 18' from DER, 259' left of centerline, 400' MSL.  
 Tree 1029' from DER, 757' left of centerline, 431' MSL.  
 Tree 1361' from DER, 793' left of centerline, 433' MSL.  
 Tree 1372' from DER, 862' left of centerline, 439' MSL.  
 Pole 1457' from DER, 878' right of centerline, 105' AGL/452' MSL.  
 Trees beginning 1469' from DER, 817' left of centerline, up to 451' MSL.  
**Rwy 23R**, lighting 10' from DER, 5' right of centerline, 1' AGL/368' MSL.  
**Rwy 32**, lighting 9' from DER, 29' left of centerline, 2' AGL/433' MSL.  
 Lighting 9' from DER, 29' right of centerline, 2' AGL/433' MSL.  
 Pole 1170' from DER, 618' left of centerline, 55' AGL/485' MSL.  
 Poles beginning 1186' from DER, 626' left of centerline, up to 54' AGL/486' MSL.  
 Building 1242' from DER, 753' right of centerline, 38' AGL/473' MSL.  
 Control tower 2228' from DER, 898' right of centerline, 231' AGL/659' MSL.

### DIVERSE VECTOR AREA (RADAR VECTORS)

#### AMDT 1 22JUN17 (17173) (FAA)

**Rwy 14**, heading as assigned by ATC; requires minimum climb of 310' per NM to 1000.  
**Rwy 23L**, heading as assigned by ATC; requires minimum climb of 250' per NM to 2300.  
**Rwy 23R**, heading as assigned by ATC; requires minimum climb of 240' per NM to 2100.

## REIDSVILLE, NC

### ROCKINGHAM COUNTY NC SHILOH (SIF)

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

##### AMDT 4 31OCT24 (24305) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 31**, 400-2¼ or std w/min climb of 558'/NM to 1000.

##### DEPARTURE PROCEDURE:

**Rwy 31**, climb on heading 312° to 1200 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 13**, trees beginning 27' from DER, 284' left of centerline, up to 51' AGL/703' MSL.  
 Fences beginning 43' from DER, 490' right of centerline, up to 6' AGL/671' MSL.  
 Fence 180' from DER, 476' right of centerline, 8' AGL/674' MSL.  
 Trees beginning 194' from DER, 277' left of centerline, up to 43' AGL/704' MSL.  
 Trees beginning 295' from DER, 292' left of centerline, up to 60' AGL/727' MSL.  
 Tree, traverse way beginning 311' from DER, 484' right of centerline, up to 71' AGL/738' MSL.  
 Trees beginning 438' from DER, 2' left of centerline, up to 65' AGL/734' MSL.  
 Tree, traverse way beginning 530' from DER, 460' right of centerline, up to 81' AGL/750' MSL.  
 Trees, pole, building beginning 660' from DER, 7' right of centerline, up to 93' AGL/758' MSL.  
 Trees beginning 1465' from DER, 29' right of centerline, up to 93' AGL/759' MSL.  
 Trees beginning 1542' from DER, 2' right of centerline, up to 101' AGL/762' MSL.  
 Trees beginning 1768' from DER, 122' left of centerline, up to 79' AGL/741' MSL.  
 Tree 1913' from DER, 519' left of centerline, 76' AGL/744' MSL.  
 Trees beginning 1960' from DER, 76' left of centerline, up to 79' AGL/745' MSL.  
 Trees beginning 1981' from DER, 21' left of centerline, up to 105' AGL/771' MSL.  
**Rwy 31**, tree 37' from DER, 454' right of centerline, 33' AGL/714' MSL.  
 Terrain 64' from DER, 282' left of centerline, 697' MSL.  
 Pole 117' from DER, 414' left of centerline, 729' MSL.  
 Trees beginning 165' from DER, 346' right of centerline, up to 24' AGL/729' MSL.  
 Trees, fence, traverse way, terrain, buildings beginning 191' from DER, 21' left of centerline, up to 93' AGL/788' MSL.  
 Trees beginning 324' from DER, 370' right of centerline, up to 52' AGL/736' MSL.  
 Trees beginning 499' from DER, 217' right of centerline, up to 48' AGL/738' MSL.  
 Trees beginning 678' from DER, 270' right of centerline, up to 51' AGL/749' MSL.  
 Tree 806' from DER, 494' right of centerline, 49' AGL/751' MSL.  
 Trees beginning 852' from DER, 15' right of centerline, up to 57' AGL/755' MSL.

CON'T

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

25163

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

25163

## REIDSVILLE, NC (CON'T)

### ROCKINGHAM COUNTY NC SHILOH (SIF) (CON'T)

**Rwy 31 (CON'T)**, trees beginning 891' from DER, 84' right of centerline, up to 68' AGL/760' MSL.

Trees, traverse way beginning 1000' from DER, 8' right of centerline, up to 88' AGL/781' MSL.

Trees beginning 1151' from DER, 68' left of centerline, up to 108' AGL/791' MSL.

Trees, traverse way, poles, building beginning 1166' from DER, 1' right of centerline, up to 97' AGL/799' MSL.

Trees, pole beginning 1244' from DER, 25' left of centerline, up to 122' AGL/799' MSL.

Trees, building beginning 1834' from DER, 176' right of centerline, up to 80' AGL/803' MSL.

Trees, building, poles, antenna beginning 1920' from DER, 124' right of centerline, up to 89' AGL/815' MSL.

Trees, buildings, poles, antenna, terrain beginning 2013' from DER, 18' right of centerline, up to 103' AGL/835' MSL.

Trees beginning 2017' from DER, 16' left of centerline, up to 91' AGL/806' MSL.

Trees beginning 2113' from DER, 62' left of centerline, up to 90' AGL/809' MSL.

Trees, terrain beginning 2216' from DER, 10' right of centerline, up to 101' AGL/848' MSL.

Trees, terrain, vegetation beginning 2233' from DER, 2' left of centerline, up to 101' AGL/831' MSL.

Trees beginning 2404' from DER, 4' right of centerline, up to 113' AGL/851' MSL.

Trees, terrain, poles, vegetation, traverse way, sign, buildings beginning 2447' from DER, on and right right of centerline, up to 105' AGL/863' MSL.

Trees, pole beginning 2620' from DER, 6' left of centerline, up to 99' AGL/835' MSL.

Trees, poles, traverse way, building beginning 2687' from DER, 1' left of centerline, up to 102' AGL/844' MSL.

Trees beginning 4097' from DER, 84' left of centerline, up to 97' AGL/846' MSL.

Trees beginning 4120' from DER, 193' left of centerline, up to 96' AGL/848' MSL.

Trees beginning 4130' from DER, 78' left of centerline, up to 104' AGL/849' MSL.

Trees beginning 4145' from DER, 134' left of centerline, up to 111' AGL/850' MSL.

Trees beginning 4151' from DER, 1' left of centerline, up to 101' AGL/851' MSL.

Trees, pole, building beginning 4253' from DER, on centerline, up to 101' AGL/878' MSL.

Trees beginning 4437' from DER, 1' left of centerline, up to 112' AGL/852' MSL.

Trees beginning 5289' from DER, 165' left of centerline, up to 123' AGL/853' MSL.

Trees beginning 5376' from DER, 197' left of centerline, up to 107' AGL/857' MSL.

Trees beginning 5419' from DER, 32' left of centerline, up to 99' AGL/865' MSL.

Trees beginning 5548' from DER, 5' left of centerline, up to 92' AGL/877' MSL.

Trees beginning 5600' from DER, on and left of centerline, up to 79' AGL/879' MSL.

Trees beginning 5626' from DER, 34' left of centerline, up to 85' AGL/888' MSL.

Trees beginning 5641' from DER, 5' left of centerline, up to 87' AGL/894' MSL.

Trees beginning 5654' from DER, 22' left of centerline, up to 91' AGL/900' MSL.

Trees beginning 5737' from DER, 63' left of centerline, up to 84' AGL/906' MSL.

Trees beginning 5826' from DER, 32' left of centerline, up to 89' AGL/910' MSL.

Trees beginning 5865' from DER, 155' left of centerline, up to 110' AGL/928' MSL.

Trees beginning 5966' from DER, 288' left of centerline, up to 90' AGL/941' MSL.

Tree 6066' from DER, 1939' left of centerline, 88' AGL/944' MSL.

Trees beginning 6068' from DER, 373' left of centerline, up to 88' AGL/950' MSL.

Trees beginning 1 NM from DER, 11' left of centerline, up to 91' AGL/965' MSL.

Tree 1.1 NM from DER, 451' right of centerline, 98' AGL/879' MSL.

Trees beginning 1.1 NM from DER, 3' right of centerline, up to 106' AGL/923' MSL.

Trees beginning 1.2 NM from DER, 4' right of centerline, up to 95' AGL/970' MSL.

Trees, poles, building, traverse way beginning 1.2 NM from DER, 112' left of centerline, up to 100' AGL/969' MSL.

Trees, poles beginning 1.3 NM from DER, 7' right of centerline, up to 118' AGL/975' MSL.

Trees beginning 1.3 NM from DER, 1' left of centerline, up to 91' AGL/970' MSL.

Trees, poles beginning 1.4 NM from DER, 10' right of centerline, up to 94' AGL/1004' MSL.

Trees, pole, tank beginning 1.6 NM from DER, 10' right of centerline, up to 101' AGL/1013' MSL.

Tree 1.8 NM from DER, 2909' right of centerline, 102' AGL/977' MSL.

## ROANOKE RAPIDS, NC

### HALIFAX/NORTHAMPTON RGNL (IXA)

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

AMDT 1 17AUG17 (22027) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 20**, tree 100' from DER, 492' left of centerline, 178' MSL.

Tree 1363' from DER, 183' right of centerline, 182' MSL.

Trees beginning 1420' from DER, 27' right of centerline, up to 187' MSL.

Tree 1515' from DER, 29' left of centerline, 179' MSL.

Tree 1696' from DER, 56' left of centerline, 191' MSL.

Tree 1724' from DER, 127' left of centerline, 195' MSL.

Trees beginning 1780' from DER, 70' left of centerline, up to 199' MSL.

Trees beginning 2026' from DER, 151' left of centerline, up to 200' MSL.

Tree 2276' from DER, 77' right of centerline, 199' MSL.

**Rwy 2**, NAVAID 39' from DER, 125' right of centerline, 20' AGL/140' MSL.

NAVAID 40' from DER, 124' left of centerline, 18' AGL/141' MSL.

Tree 1298' from DER, 722' right of centerline, 183' MSL.

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

25163

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

25163

## ROCK HILL, SC

ROCK HILL/YORK COUNTY/BRYANT FLD (UZA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 20AUG15 (22139) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 2**, trees beginning 99' from DER, 491' right of centerline, up to 89' AGL/750' MSL.

Trees beginning 1857' from DER, 77' right of centerline, up to 101' AGL/730' MSL.

Trees beginning 2096' from DER, 3' left of centerline, up to 84' AGL/723' MSL.

**Rwy 20**, vegetation 153' from DER, 470' right of centerline, up to 8' AGL/673' MSL.

Trees 3231' from DER, 40' left of centerline, up to 83' AGL/749' MSL.

## ROCKINGHAM, NC

RICHMOND COUNTY (RCZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:

**Rwys 4, 22**, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

**Rwy 14**, trees beginning 3' from DER, 442' right of centerline, up to 62' AGL/412' MSL.

Vehicle on road, fence beginning 5' from DER, 178' left of centerline, up to 371' MSL.

Tree, vehicle on road, pole beginning 100' from DER, 5' left of centerline, up to 58' AGL/402' MSL.

Trees beginning 521' from DER, 604' right of centerline, up to 83' AGL/424' MSL.

Trees beginning 927' from DER, 660' left of centerline, up to 70' AGL/418' MSL.

Tree 1054' from DER, 715' right of centerline, 79' AGL/430' MSL.

Tree, crane, pole, catenary wires beginning 1249' from DER, 21' right of centerline, up to 86' AGL/441' MSL.

Tree, pole beginning 1275' from DER, 224' left of centerline, up to 64' AGL/420' MSL.

Trees beginning 2140' from DER, 21' left of centerline, up to 71' AGL/428' MSL.

Tree 2469' from DER, 197' right of centerline, 82' AGL/442' MSL.

Trees beginning 2476' from DER, 159' right of centerline, up to 83' AGL/443' MSL.

Trees beginning 2497' from DER, 128' right of centerline, up to 85' AGL/445' MSL.

Trees beginning 2531' from DER, 219' right of centerline, up to 86' AGL/446' MSL.

Trees beginning 2535' from DER, 74' right of centerline, up to 88' AGL/448' MSL.

Tree 2767' from DER, 216' left of centerline, 68' AGL/430' MSL.

Trees beginning 4081' from DER, 970' left of centerline, up to 95' AGL/466' MSL.

**Rwy 32**, trees beginning 9' from DER, 359' left of centerline, up to 31' AGL/367' MSL.

Tree 33' from DER, 479' right of centerline, 43' AGL/368' MSL.

Tree 41' from DER, 345' right of centerline, 48' AGL/387' MSL.

Trees beginning 86' from DER, 15' left of centerline, up to 31' AGL/379' MSL.

Trees beginning 145' from DER, 2' right of centerline, up to 71' AGL/392' MSL.

Trees beginning 266' from DER, 87' left of centerline, up to 61' AGL/383' MSL.

Trees beginning 328' from DER, 14' left of centerline, up to 63' AGL/391' MSL.

Trees beginning 434' from DER, 2' right of centerline, up to 81' AGL/395' MSL.

Trees beginning 604' from DER, 2' right of centerline, up to 87' AGL/401' MSL.

Trees beginning 772' from DER, 314' left of centerline, up to 100' AGL/397' MSL.

Trees beginning 810' from DER, 12' left of centerline, up to 107' AGL/406' MSL.

Trees beginning 893' from DER, 2' right of centerline, up to 70' AGL/403' MSL.

Trees beginning 1007' from DER, 1' right of centerline, up to 72' AGL/405' MSL.

Trees beginning 1010' from DER, 3' left of centerline, up to 107' AGL/407' MSL.

Trees beginning 1209' from DER, 2' left of centerline, up to 114' AGL/418' MSL.

Trees beginning 1399' from DER, 1' left of centerline, up to 110' AGL/419' MSL.

Trees beginning 1431' from DER, 38' right of centerline, up to 100' AGL/411' MSL.

Trees beginning 1452' from DER, 10' right of centerline, up to 106' AGL/416' MSL.

Trees beginning 1914' from DER, 3' right of centerline, up to 76' AGL/418' MSL.

Tree 2182' from DER, 499' right of centerline, 87' AGL/428' MSL.

Trees beginning 2187' from DER, 515' right of centerline, up to 82' AGL/430' MSL.

## ROCKY MOUNT, NC

ROCKY MOUNT/WILSON RGNL (RWI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 05APR12 (21336) (FAA)

DEPARTURE PROCEDURE:

**Rwy 22**, climb heading 222° to 1200 before turning right.

TAKEOFF OBSTACLE NOTES:

**Rwy 4**, trees 1457' from DER, 792' left of centerline, up to 58' AGL/207' MSL.

Trees 2452' from DER, 751' right of centerline, up to 72' AGL/231' MSL.

**Rwy 22**, trees beginning 1215' from DER, 428' left of centerline, up to 66' AGL/224' MSL.

Trees 2452' from DER, 665' right of centerline, up to 45' AGL/204' MSL.

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

25163

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

25163

## ROXBORO, NC

### RALEIGH RGNL AT PERSON COUNTY (TDF)

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

AMDT 1 10AUG23 (23222) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 6**, light poles 9' from DER, 30' left of centerline, 2' AGL/606' MSL.

Tree 1474' from DER, 815' right of centerline, 645' MSL.

Tree 1606' from DER, 654' left of centerline, 652' MSL.

Trees beginning 1621' from DER, 215' right of centerline, up to 657' MSL.

Trees beginning 1623' from DER, 124' left of centerline, up to 654' MSL.

Trees beginning 2230' from DER, 114' left of centerline, up to 676' MSL.

Tree 2762' from DER, 313' right of centerline, 113' AGL/682' MSL.

Trees beginning 2816' from DER, 235' left of centerline, up to 105' AGL/681' MSL.

Tree 3270' from DER, 1110' right of centerline, 687' MSL.

**Rwy 24**, trees beginning 436' from DER, 580' right of centerline, up to 642' MSL.

Tree 1003' from DER, 733' right of centerline, 646' MSL.

Tree 1081' from DER, 645' right of centerline, 649' MSL.

Trees beginning 1182' from DER, 643' right of centerline, up to 655' MSL.

Trees beginning 1496' from DER, 886' left of centerline, up to 655' MSL.

Tree 2481' from DER, 1156' right of centerline, 657' MSL.

Trees beginning 2565' from DER, 969' left of centerline, up to 662' MSL.

Tree 2593' from DER, 1142' right of centerline, 673' MSL.

Trees beginning 2600' from DER, 894' right of centerline, up to 676' MSL.

Trees beginning 2702' from DER, 943' right of centerline, up to 677' MSL.

## RUTHERFORDTON, NC

### RUTHERFORD COUNTY/MARCHMAN FLD (FQD)

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

AMDT 4 28FEB19 (22195) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 1**, std. w/min. climb of 290' per NM to 2900 or 2900-3 for climb in visual conditions.

##### DEPARTURE PROCEDURE:

**Rwy 1**, climbing right turn heading 180° to 4000 before proceeding on course.

**Rwy 19**, climb heading 189° to 3600 before proceeding on course.

##### VCOA:

Obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Rutherford County/Marchman Fld at or above 3800 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 1**, tree, NAVAID beginning 6' from DER, 250' left of centerline, up to 1139' MSL.

Tree 315' from DER, 478' right of centerline, 1151' MSL.

Tree 1985' from DER, 988' right of centerline, 1166' MSL.

**Rwy 19**, tree 28' from DER, 329' left of centerline, 1080' MSL.

Tree 489' from DER, 455' right of centerline, 26' AGL/1088' MSL.

## ST. GEORGE, SC

### ST. GEORGE (6J2)

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

ORIG 10APR08 (08101) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 5**, tree 3021' from DER, 186' left of centerline, 100' AGL/175' MSL.

**Rwy 23**, tree 1401' from DER, 259' right of centerline, 100' AGL/178' MSL.

## SALISBURY, NC

### MID-CAROLINA RGNL (RUQ)

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

AMDT 2A 17AUG17 (17229) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 20**, 400-2% or std. w/min. climb of 205' per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

##### DEPARTURE PROCEDURE:

**Rwy 20**, climb heading 202° to 1700 before turning right.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 2**, trees beginning 106' from DER, 474' right of centerline, up to 68' AGL/787' MSL.

**Rwy 20**, trees beginning 167' from DER, 483' right of centerline, up to 31' AGL/810' MSL.

Building and trees beginning 668' from DER, 275' left of centerline, up to 40' AGL/809' MSL.

Trees beginning 890' from DER, 59' right of centerline, up to 43' AGL/822' MSL.

Trees beginning 1055' from DER, 476' right of centerline, up to 112' AGL/871' MSL.

Trees beginning 2251' from DER, 3' left of centerline, up to 97' AGL/896' MSL.

Trees beginning 2410' from DER, 17' right of centerline, up to 114' AGL/913' MSL.

Tower 2.3 NM from DER, 2196' right of centerline, 306' AGL/1121' MSL.

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

25163

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

25163

## SALUDA, SC

SALUDA COUNTY (6J4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 17DEC09 (09351) (FAA)

TAKEOFF MINIMUMS:

**Rwy 19**, 300-2 or std. w/ min. climb of 207' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' prior to DER.

TAKEOFF OBSTACLE NOTES:

**Rwy 1**, numerous trees beginning abeam DER, 40' left of centerline, up to 66' AGL/635' MSL.

Numerous trees beginning abeam DER, 35' right of centerline, up to 100' AGL/649' MSL.

**Rwy 19**, numerous trees beginning abeam DER, 20' left of centerline, up to 43' AGL/552' MSL.

Numerous trees beginning abeam DER, 30' right of centerline, up to 100' AGL/639' MSL.

## SANFORD, NC

RALEIGH EXEC JETPORT AT SANFORD-LEE COUNTY (TTA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 25AUG11 (22195) (FAA)

DEPARTURE PROCEDURE:

**Rwy 3**, climb heading 029° to 1100 before turning right.

**Rwy 21**, climb heading 209° to 1500 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 3**, trees beginning 3313' from DER, 380' right of centerline, up to 89' AGL/318' MSL.

**Rwy 21**, trees beginning 89' from DER, 435' right of centerline, up to 29' AGL/259' MSL.

## SEYMOUR JOHNSON AFB (KGSB)

GOLDSBORO, NC

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 03NOV22 (22307) (USAF)

TAKEOFF OBSTACLE NOTES:

**Rwy 8**, trees 3015' from DER, 950' left of centerline, 80' AGL/194' MSL.

## SHAW AFB (KSSC)

SUMTER, SC

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 16OCT14 (14289)

TAKEOFF OBSTACLE NOTES:

**Rwy 4R**, terrain 500' left of centerline, at the threshold, 236' MSL.

Surveyed terrain 500' left of centerline, 234' MSL.

**Rwy 22L**, radio tower 5137' from DER, 1701' left of centerline, 140' AGL/369' MSL.

Glideslope antenna 563' from DER, 500' right of centerline, 40' AGL/273' MSL.

Terrain 0' inward of DER, 500' right of centerline, 236' MSL.

**Rwy 22R**, terrain beginning at 255' from DER, 500' right of centerline to 568' right of centerline, up to 246' MSL.

Trees 4651' from DER, 832' right of centerline, 65' AGL/337' MSL.

## SHELBY, NC

SHELBY-CLEVELAND COUNTY RGNL (EHO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15JAN09 (09015) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 5**, trees beginning 74' from DER, 394' left of centerline, up to 99' AGL/899' MSL.

Trees beginning 2018' from DER, 804' right of centerline, up to 100' AGL/919' MSL.

**Rwy 23**, trees beginning 186' from DER, 148' left of centerline, up to 93' AGL/903' MSL.

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

25163

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

25163

## SILER CITY, NC

SILER CITY MUNI (SCR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 08JAN15 (15008) (FAA)

TAKEOFF MINIMUMS:

**Rwy 4**, 300-1¼ or std. w/min. climb of 236' per NM to 1000 or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2000' prior to DER.

TAKEOFF OBSTACLE NOTES:

**Rwy 4**, trees beginning 25' from DER, 25' right of centerline, up to 96' AGL/855' MSL.

Poles beginning 158' from DER, 364' left of centerline, up to 34' AGL/643' MSL.

Trees beginning 275' from DER, 3' left of centerline, up to 96' AGL/825' MSL.

**Rwy 22**, trees beginning 8' from DER, 3' left of centerline, up to 77' AGL/736' MSL.

Vehicles on road beginning 86' from DER, 330' right of centerline, up to 15' AGL/612' MSL.

Trees beginning 154' from DER, 5' right of centerline, up to 100' AGL/749' MSL.

Bldg 374' from DER, 466' right of centerline, 20' AGL/619' MSL.

Pole 490' from DER, 357' right of centerline, 26' AGL/625' MSL.

Pole 580' from DER, 481' right of centerline, 18' AGL/617' MSL.

Bldg 591' from DER, 427' right of centerline, 16' AGL/615' MSL.

Pole 769' from DER, 314' right of centerline, 19' AGL/618' MSL.

Pole 1188' from DER, 253' right of centerline, 23' AGL/632' MSL.

## SIMMONS AAF (KFBG)

FORT LIBERTY, NC

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 15JUN23 (23222) (USA)

TAKEOFF MINIMUMS:

**Rwy 9**, std w/min climb of 230'/NM to 1400.

**Rwy 27**, 400-2½ or std w/min climb of 230'/NM to 700.

DEPARTURE PROCEDURE:

**Rwy 27**, climb hdg 273° to 800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 9**, tree 1059' from DER, 407' left of centerline, 268' MSL.

Tree 1436' from DER, 601' left of centerline, 295' MSL.

Tree 1842' from DER, 68' right of centerline, 288' MSL.

Tree 2073' from DER, 473' right of centerline, 300' MSL.

Tree 2134' from DER, 676' right of centerline, 300' MSL.

**Rwy 27**, twr 1.9 NM from DER, 3589' right of centerline, 313' AGL/584' MSL.

Tree 923' from DER, 208' left of centerline, 329' MSL.

Fence 229' from DER, 9' left of centerline, 251' MSL.

Fence 78' from DER, 3259' left of centerline, 247' MSL.

Military road 33' from DER, 359' left of centerline, 252' MSL.

Public road 545' from DER, 408' left of centerline, 259' MSL.

Railroad 372' from DER, 9' left of centerline, 270' MSL.

## SMITHFIELD, NC

JOHNSTON RGNL (JNX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 30APR15 (15120) (FAA)

TAKEOFF MINIMUMS:

**Rwy 3**, 300-1½ or std. w/ min climb of 265' per NM to 500.

**Rwy 21**, 500-2¾ or std. w/ min climb of 265' per NM to 800.

DEPARTURE PROCEDURE:

**Rwy 3**, climb heading 032° to 1500 before turning left.

**Rwy 21**, climb heading 212° to 1000 before turning right.

TAKEOFF OBSTACLE NOTES:

**Rwy 3**, trees beginning 35' from DER, 380' right of centerline, up to 96' AGL/276' MSL.

Terrain 99' from DER, 364' right of centerline, 171' MSL.

Poles beginning 1236' from DER, 30' left and right of centerline, up to 44' AGL/234' MSL.

Trees beginning 2317' from DER, 103' left of centerline, up to 100' AGL/349' MSL.

Building 2610' from DER, 244' left of centerline, 36' AGL/231' MSL.

Tank 2732' from DER, 6' left of centerline, 45' AGL/238' MSL.

Tree 1 NM from DER, 251' right of centerline, 131' AGL/301' MSL.

**Rwy 21**, trees beginning 1' from DER, 338' right of centerline, up to 100' AGL/269' MSL.

Trees beginning 21' from DER, 366' left of centerline, up to 62' AGL/232' MSL.

Terrain 1374' from DER, 589' left of centerline, 187' MSL.

Pole 1409' from DER, 816' left of centerline, 27' AGL/210' MSL.

Tower 2.6 NM from DER, 2887' right of centerline, 378' AGL/613' MSL.

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

25163

SE-2



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

25163

## SPARTANBURG, SC

SPARTANBURG DOWNTOWN MEML/SIMPSON FLD (SPA)  
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES  
AMDT 2 28FEB19 (21168) (FAA)

### TAKEOFF OBSTACLE NOTES:

- Rwy 5**, trees beginning 622' from DER, 608' left of centerline, up to 830' MSL.
- Tree 2352' from DER, 996' left of centerline, 856' MSL.
- Rwy 23**, trees beginning 122' from DER, 444' left of centerline, up to 825' MSL.
- Tree 3391' from DER, 1033' right of centerline, 897' MSL.
- Tree 3478' from DER, 208' left of centerline, 884' MSL.
- Trees beginning 3504' from DER, 360' right of centerline, up to 901' MSL.

## STAR, NC

MONTGOMERY COUNTY (43A)  
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES  
ORIG 18SEP14 (14261) (FAA)

### TAKEOFF MINIMUMS:

- Rwy 3**, 300-1¼ or std. w/min. climb of 205' per NM to 900, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.
- Rwy 21**, 300-1¼ or std. w/min. climb of 238' per NM to 800, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to DER.

### TAKEOFF OBSTACLE NOTES:

- Rwy 3**, tank 6188' from DER, 1619' left of centerline, 145' AGL/793' MSL.
- Trees beginning 7' from DER, 169' left of centerline, up to 100' AGL/739' MSL.
- Trees beginning 250' from DER, 334' right of centerline, up to 100' AGL/739' MSL.
- Power line beginning 123' from DER, 38' right of centerline, 40' AGL/670' MSL.
- Rwy 21**, trees beginning 184' from DER, 407' left of centerline, up to 100' AGL/729' MSL.
- Trees beginning 24' from DER, 259' right of centerline, up to 100' AGL/719' MSL.

## STATESVILLE, NC

STATESVILLE RGNL (SVH)  
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES  
AMDT 1 30NOV23 (23334) (FAA)

### TAKEOFF MINIMUMS:

- Rwy 28**, 300-1¼ or std w/min climb of 205'/NM to 1300.

### TAKEOFF OBSTACLE NOTES:

- Rwy 10**, tree 409' from DER, 566' left of centerline, 982' MSL.
- Trees beginning 498' from DER, 114' right of centerline, up to 988' MSL.
- Trees beginning 668' from DER, 315' left of centerline, up to 985' MSL.
- Tree 726' from DER, 662' left of centerline, 990' MSL.
- Trees beginning 829' from DER, 72' left of centerline, up to 1005' MSL.
- Trees beginning 1020' from DER, 583' right of centerline, up to 91' AGL/1023' MSL.
- Trees beginning 1486' from DER, 197' left of centerline, up to 110' AGL/1006' MSL.
- Tree 1529' from DER, 426' left of centerline, 1015' MSL.
- Trees beginning 1541' from DER, 278' left of centerline, up to 1016' MSL.
- Trees beginning 1591' from DER, 634' left of centerline, up to 103' AGL/1024' MSL.
- Rwy 28**, vehicle on roadway 17' from DER, 330' left of centerline, 964' MSL.
- Building 257' from DER, 533' right of centerline, 971' MSL.
- Trees beginning 455' from DER, 535' right of centerline, up to 1025' MSL.
- Trees beginning 806' from DER, 408' left of centerline, up to 1009' MSL.
- Tree 1763' from DER, 888' right of centerline, 1028' MSL.
- Trees beginning 1779' from DER, 556' right of centerline, up to 1030' MSL.
- Trees beginning 1871' from DER, 475' right of centerline, up to 1049' MSL.
- Trees beginning 2036' from DER, 752' right of centerline, up to 1057' MSL.
- Transmission line 1.3 NM from DER, 707' right of centerline, 147' AGL/1172' MSL.

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025





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



25163

## SUMMERVILLE, SC

### SUMMERVILLE (DYB)

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

AMDT 2 01FEB18 (18032) (FAA)

#### DEPARTURE PROCEDURE:

**Rwy 6**, climb heading 056° to 600 before turning left.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 6**, lighting 10' from DER, 15' right of centerline, 1' AGL/54' MSL.

Tree, 22' from DER, 471' left of centerline, 66' MSL.

Vehicles on perimeter road crossing centerline, 500' from DER, 15' AGL/61' MSL.

Building 283' from DER, 563' left of centerline, 77' MSL.

Tree 481' from DER, 566' right of centerline, 109' MSL.

Tree 524' from DER, 433' left of centerline, 109' MSL.

Trees, beginning 552' from DER, 444' right of centerline, up to 115' MSL.

Trees, beginning 595' from DER, 1' left of centerline, up to 127' MSL.

Trees, beginning 663' from DER, 394' right of centerline, up to 130' MSL.

Trees, beginning 1040' from DER, on centerline, up to 137' MSL.

Trees, beginning 2360' from DER, 69' right of centerline, up to 139' MSL.

**Rwy 24**, trees, beginning 0' from DER, 357' right of centerline, up to 92' AGL/116' MSL.

Trees, beginning 82' from DER, 21' left of centerline, up to 17' AGL/41' MSL.

Tree 922' from DER, 667' left of centerline, 87' MSL.

Trees, beginning 1018' from DER, 627' left of centerline, up to 91' MSL.

Tree 1187' from DER, 813' left of centerline, 93' MSL.

Trees, beginning 1303' from DER, 622' left of centerline, up to 95' MSL.

Trees, beginning 1452' from DER, 627' left of centerline, up to 101' MSL.

Trees, beginning 1552' from DER, 578' left of centerline, up to 104' MSL.

Trees, beginning 1979' from DER, 938' left of centerline, up to 105' MSL.

Tree 2115' from DER, 822' left of centerline, 108' MSL.

Trees, beginning 2118' from DER, 507' left of centerline, up to 111' MSL.

## SUMTER, SC

### SUMTER (SMS)

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

AMDT 1A 10AUG23 (23222) (FAA)

#### TAKEOFF MINIMUMS:

**Rwys 14, 32**, NA-VFR only.

**Rwy 23**, std w/min climb of 235'/NM to 800, or 1000-3 for VCOA.

#### VCOA:

**Rwy 23**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Sumter airport at or above 1000 before proceeding on course.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 23**, tree 117' from DER, 210' right of centerline, 188' MSL.

Trees beginning 1745' from DER, 580' right of centerline, up to 265' MSL.

Tree 2876' from DER, 560' left of centerline, 251' MSL.

## SYLVA, NC

### JACKSON COUNTY (24A)

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

ORIG-A 03NOV22 (22307) (FAA)

#### TAKEOFF MINIMUMS:

**Rwy 15**, std. w/min. climb of 548 feet per NM to 5100 or 3300-3 for VCOA.

**Rwy 33**, std. w/min. climb of 355 feet per NM to 6400 or 3300-3 for VCOA.

#### DEPARTURE PROCEDURE:

**Rwy 15**, climb on heading 147° to 6100 before proceeding on course.

**Rwy 33**, climb on heading 327° to 6400 before proceeding on course.

#### VCOA:

**Rwys 15, 33**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Jackson County airport at or above 6000 before proceeding on course.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 15**, trees beginning 109' from DER, 31' left of centerline, up to 100' AGL/2939' MSL.

Trees beginning 19' from DER, 53' right of centerline, up to 100' AGL/2859' MSL.

Building 221' from DER, 324' left of centerline, 25' AGL/2864' MSL.

Airplane on tarmac 137' from DER, 140' left of centerline, up to 20' AGL/2899' MSL.

Transmission tower 1763' from DER, 860' right of centerline, up to 200' AGL/2879' MSL.

**Rwy 33**, trees beginning 2' from DER, 182' left of centerline, up to 100' AGL/2979' MSL.

Trees beginning 6' from DER, 27' right of centerline, up to 100' AGL/2979' MSL.



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



25163

SE-2



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



25163

## TARBORO, NC

### TARBORO-EDGECOMBE (ETC)

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

AMDT 1 30DEC21 (21364) (FAA)

##### DEPARTURE PROCEDURE:

**Rwy 9**, climb on heading 092° to 500 before turning right

##### TAKEOFF OBSTACLE NOTES:

**Rwy 9**, lighting 10' from DER, 104' right of centerline, 46' MSL.

Fence 69' from DER, 255' right of centerline, 8' AGL/49' MSL.

Trees beginning 132' from DER, 35' left of centerline, up to 39' AGL/78' MSL.

Trees beginning 768' from DER, 152' right of centerline, up to 36' AGL/72' MSL.

Trees 835' from DER, 7' right of centerline, 40' AGL/75' MSL.

Trees beginning 835' from DER, 88' right of centerline, up to 45' AGL/80' MSL.

Trees beginning 891' from DER, 9' left of centerline, up to 80' MSL.

Trees beginning 919' from DER, 12' right of centerline, up to 48' AGL/90' MSL.

Trees beginning 1781' from DER, 696' right of centerline, up to 123' MSL.

Tree 1929' from DER, 1010' right of centerline, 135' MSL.

Trees beginning 1988' from DER, 593' right of centerline, up to 147' MSL.

Tree 2073' from DER, 821' right of centerline, 116' AGL/149' MSL.

Trees beginning 2101' from DER, 20' right of centerline, up to 152' MSL.

Trees beginning 2433' from DER, 54' left of centerline, up to 90' AGL/126' MSL.

Trees beginning 2856' from DER, 992' left of centerline, up to 133' MSL.

**Rwy 27**, trees, pole beginning 6' from DER, 266' left of centerline, up to 126' MSL.

Trees, buildings, poles, vehicles on road beginning 9' from DER, crossing extended centerline, up to 119' MSL.

Trees, poles, vehicles on road beginning 53' from DER, 19' left of centerline, up to 80' AGL/135' MSL.

Trees beginning 1599' from DER, 25' right of centerline, up to 65' AGL/121' MSL.

Trees beginning 1734' from DER, 176' right of centerline, up to 75' AGL/127' MSL.

Trees beginning 1801' from DER, 22' right of centerline, up to 144' MSL.

Trees beginning 1977' from DER, 8' right of centerline, up to 155' MSL.

Tree 3887' from DER, 1471' left of centerline, 157' MSL.

Tree 3962' from DER, 1217' left of centerline, 161' MSL.

Tree 3984' from DER, 976' left of centerline, 165' MSL.

Tree 4429' from DER, 1216' left of centerline, 171' MSL.

Trees beginning 4441' from DER, 1149' left of centerline, up to 172' MSL.

Trees beginning 4570' from DER, 1374' left of centerline, up to 184' MSL.

Trees beginning 4625' from DER, 1272' left of centerline, up to 187' MSL.

Trees beginning 4714' from DER, 1167' left of centerline, up to 188' MSL.

## UNION, SC

### UNION COUNTY, TROY SHELTON FLD (35A)

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

AMDT 1 22AUG13 (22195) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 5**, trees beginning 1006' from DER, 20' right of centerline, up to 100' AGL/759' MSL.

**Rwy 23**, trees beginning 2115' from DER, 20' left of centerline, up to 100' AGL/679' MSL.

## WADESBORO, NC

### ANSON COUNTY/JEFF CLOUD FLD (AFP)

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

AMDT 3 03NOV22 (22307) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 16**, 300-1% or std. w/min. climb of 211' per NM to 700, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER.

##### DEPARTURE PROCEDURE:

**Rwy 16**, climb on heading 162° to 800 before turning right.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 16**, trees beginning 3' from DER, 297' left of centerline, up to 26' AGL/321' MSL.

Tree 62' from DER, 270' right of centerline, 306' MSL.

Terrain 89' from DER, 477' right of centerline, 311' MSL.

Vegetation, terrain, tree beginning 103' from DER, 328' right of centerline, up to 315' MSL.

Trees beginning 331' from DER, 460' left of centerline, up to 350' MSL.

Trees beginning 443' from DER, 153' left of centerline, up to 372' MSL.

Traverse way 1321' from DER, 574' right of centerline, 330' MSL.

Traverse way 1338' from DER, 806' right of centerline, 331' MSL.

Tree 1740' from DER, 616' right of centerline, 350' MSL.

Tree 1804' from DER, 862' right of centerline, 359' MSL.

Tree 1828' from DER, 698' right of centerline, 364' MSL.

Pole 1848' from DER, 970' right of centerline, 366' MSL.

Trees beginning 1900' from DER, 773' right of centerline, up to 395' MSL.

Tree, electrical system, transmission line beginning 2033' from DER, 109' left of centerline, up to 389' MSL.

Tree, pole, electrical system, transmission line beginning 2212' from DER, 565' right of centerline, up to 409' MSL.

Trees beginning 2828' from DER, 673' left of centerline, up to 390' MSL.

Trees beginning 2932' from DER, 511' left of centerline, up to 399' MSL.

CON'T



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



25163

SE-2



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



25163

## WADESBORO, NC (CON'T)

### ANSON COUNTY/JEFF CLOUD FLD (AFP) (CON'T)

**Rwy 16 (CON'T)**, trees beginning 3356' from DER, 96' left of centerline, up to 406' MSL.  
 Trees beginning 3666' from DER, 538' right of centerline, up to 410' MSL.  
 Trees beginning 3944' from DER, 592' right of centerline, up to 418' MSL.  
 Trees beginning 4159' from DER, 93' left of centerline, up to 85' AGL/412' MSL.  
 Trees beginning 4208' from DER, 116' left of centerline, up to 92' AGL/413' MSL.  
 Trees beginning 4377' from DER, 150' left of centerline, up to 89' AGL/419' MSL.  
 Trees beginning 4576' from DER, 514' right of centerline, up to 421' MSL.  
 Trees beginning 4799' from DER, 290' right of centerline, up to 89' AGL/423' MSL.  
 Tree 4880' from DER, 527' right of centerline, 85' AGL/424' MSL.  
 Tree 4887' from DER, 572' right of centerline, 428' MSL.  
 Trees beginning 4893' from DER, 474' right of centerline, up to 91' AGL/429' MSL.  
 Tree 4950' from DER, 533' right of centerline, 93' AGL/432' MSL.  
 Trees beginning 4961' from DER, 88' right of centerline, up to 435' MSL.  
 Tree 1.5 NM from DER, 1724' left of centerline, 91' AGL/543' MSL.  
**Rwy 34**, trees beginning 15' from DER, 179' right of centerline, up to 13' AGL/305' MSL.  
 Trees beginning 100' from DER, 311' left of centerline, up to 313' MSL.  
 Trees beginning 117' from DER, 307' right of centerline, up to 52' AGL/331' MSL.  
 Trees beginning 341' from DER, 232' right of centerline, up to 368' MSL.  
 Trees beginning 428' from DER, 317' left of centerline, up to 321' MSL.  
 Trees beginning 537' from DER, 313' left of centerline, up to 352' MSL.  
 Tree, traverse way beginning 704' from DER, 7' left of centerline, up to 372' MSL.  
 Trees beginning 1191' from DER, 343' right of centerline, up to 369' MSL.  
 Trees beginning 1263' from DER, 12' right of centerline, up to 380' MSL.  
 Trees beginning 1431' from DER, 9' left of centerline, up to 65' AGL/373' MSL.  
 Trees beginning 1438' from DER, 4' left of centerline, up to 70' AGL/377' MSL.  
 Trees beginning 1502' from DER, 7' left of centerline, up to 396' MSL.  
 Trees beginning 1631' from DER, 9' left of centerline, up to 401' MSL.  
 Trees beginning 1821' from DER, 12' left of centerline, up to 100' AGL/416' MSL.  
 Trees beginning 2289' from DER, 89' right of centerline, up to 381' MSL.  
 Tree, tank beginning 2517' from DER, 148' right of centerline, up to 384' MSL.  
 Stack, tree, tank, building beginning 2616' from DER, 230' right of centerline, up to 385' MSL.  
 Trees beginning 2901' from DER, 38' right of centerline, up to 394' MSL.  
 Trees beginning 3243' from DER, 132' right of centerline, up to 409' MSL.  
 Trees beginning 3334' from DER, 1216' right of centerline, up to 113' AGL/416' MSL.

## WALLACE, NC

### WALLACE-PENDER (ACZ)

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

ORIG 12MAR09 (24081) (FAA)

#### TAKEOFF MINIMUMS:

**Rwy 9**, 300-1 or std w/min climb of 389' per NM to 400.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 9**, trees 2329' from DER, 462' left of centerline, 100' AGL/119' MSL.  
 Pole 5056' from DER, 1074' left of centerline, 183' AGL/216' MSL.  
**Rwy 27**, vehicles on roadway 299' from DER, 421' right of centerline, 15' AGL/54' MSL.  
 Trees 4916' from DER, 1296' left of centerline, 100' AGL/169' MSL.

## WALNUT COVE, NC

### MEADOW BROOK FLD (N63)

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

AMDT 2 15NOV12 (21252) (FAA)

#### TAKEOFF MINIMUMS:

**Rwy 16**, 500-3 or std. w/ min. climb of 324' per NM to 2000.  
**Rwy 34**, 600-3 w/ min. climb of 229' per NM to 1400 or 1800-3 for climb in visual conditions.

#### DEPARTURE PROCEDURE:

**Rwy 16**, climb heading 166° to 1400 before proceeding on course.  
**Rwy 34**, climb heading 001° to 2800 before turning West or for climb in visual conditions: cross Meadow Brook Fld airport at or above 2300 before proceeding on course. When executing VCOA, notify ATC prior to departure.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 16**, vehicle on road 428' from DER, 591' left of centerline, up to 15' AGL/674' MSL.  
 Trees beginning 541' from DER, 618' right of centerline, up to 65' AGL/804' MSL.  
 Power line 2525' from DER, 226' right of centerline, 79' AGL/716' MSL.  
 Tank 5738' from DER, 742' right of centerline, 157' AGL/863' MSL.  
 Terrain 1.7 NM from DER, 2265' right of centerline, 999' MSL.  
**Rwy 34**, tree 1071' from DER, 517' right of centerline, 100' AGL/784' MSL.  
 Trees beginning 1056' from DER, 844' left of centerline, up to 65' AGL/744' MSL.  
 Trees 1.9 NM from DER, left and right of centerline, up to 100' AGL/1019' MSL.



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



25163



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



25163

## WALTERBORO, SC

LOW COUNTRY RGNL (RBW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 05SEP24 (24249) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 5**, light poles 28' from DER, 125' left of centerline, 3' AGL/103' MSL.

Light poles 28' from DER, 124' right of centerline, 2' AGL/102' MSL.

Pole 138' from DER, 396' left of centerline, 4' AGL/105' MSL.

Tree 1888' from DER, 557' left of centerline, 150' MSL.

Trees beginning 1903' from DER, 485' left of centerline, up to 168' MSL.

Tree 1911' from DER, 586' right of centerline, 158' MSL.

Tree 2973' from DER, 546' right of centerline, 186' MSL.

Tree 3348' from DER, 373' left of centerline, 186' MSL.

**Rwy 17**, tree 1486' from DER, 553' right of centerline, 155' MSL.

Tree 1578' from DER, 835' left of centerline, 176' MSL.

Tree 1773' from DER, 440' right of centerline, 167' MSL.

**Rwy 23**, trees beginning 14' from DER, 498' right of centerline, up to 122' MSL.

Tree 324' from DER, 526' right of centerline, 158' MSL.

Trees beginning 856' from DER, 81' right of centerline, up to 161' MSL.

Trees beginning 1491' from DER, 179' left of centerline, up to 133' MSL.

Trees beginning 1636' from DER, 182' left of centerline, up to 157' MSL.

Trees beginning 1895' from DER, 72' left of centerline, up to 168' MSL.

Trees beginning 2032' from DER, 14' right of centerline, up to 165' MSL.

Trees beginning 2339' from DER, 74' left of centerline, up to 169' MSL.

Trees beginning 2502' from DER, 27' right of centerline, up to 168' MSL.

Trees beginning 2684' from DER, 53' left of centerline, up to 186' MSL.

Trees beginning 2709' from DER, 183' right of centerline, up to 172' MSL.

Trees beginning 2879' from DER, 164' right of centerline, up to 184' MSL.

Trees beginning 3039' from DER, 14' right of centerline, up to 192' MSL.

Tree 3714' from DER, 103' left of centerline, 189' MSL.

Trees beginning 4257' from DER, 261' left of centerline, up to 200' MSL.

## WASHINGTON, NC

WASHINGTON-WARREN (OCW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1B 20JUN19 (19171) (FAA)

TAKEOFF MINIMUMS:

**Rwy 23**, 300-1 or std. w/min. climb of 250' per NM to 300.

DEPARTURE PROCEDURE:

**Rwys 17, 29, 35**, climb runway heading to 400 before turning.

TAKEOFF OBSTACLE NOTES:

**Rwy 5**, vehicles on road 223' from DER, 397' left of centerline, 53' MSL.

Tree 650' from DER, 322' left of centerline, 136' MSL.

Trees beginning 954' from DER, 575' left of centerline, up to 146' MSL.

Tree 1825' from DER, 634' right of centerline, 155' MSL.

**Rwy 17**, trees beginning 19' from DER, 374' right of centerline, up to 108' MSL.

Tree 1774' from DER, 409' left of centerline, 103' MSL.

Tree 1885' from DER, 382' left of centerline, 112' MSL.

Tree 4174' from DER, 1230' left of centerline, 159' MSL.

**Rwy 23**, tree 32' from DER, 474' left of centerline, 63' MSL.

Tree 353' from DER, 391' right of centerline, 60' MSL.

Tree 529' from DER, 408' right of centerline, 61' MSL.

Trees beginning 1455' from DER, 88' left of centerline, up to 77' MSL.

Tree 1698' from DER, 625' left of centerline, 87' MSL.

Tree 1711' from DER, 853' right of centerline, 101' MSL.

Tower 5339' from DER, 580' left of centerline, 157' AGL/170' MSL.

**Rwy 35**, vehicles on road 287' from DER, 393' right of centerline, 51' MSL.

Tree 345' from DER, 437' right of centerline, 121' MSL.

Tree 799' from DER, 420' left of centerline, 106' MSL.

Trees beginning 1206' from DER, 161' left of centerline, up to 145' MSL.

Trees beginning 1622' from DER, 37' left of centerline, up to 148' MSL.

Tree 2134' from DER, 565' right of centerline, 137' MSL.

Tree 2839' from DER, 335' right of centerline, 143' MSL.

## WAXHAW, NC

JAARS-TOWNSEND (N52)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12MAR09 (09071) (FAA)

TAKEOFF MINIMUMS:

**Rwy 4**, 300-1 or std. w/ min. climb of 255' per NM to 900, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2200' prior to DER.

TAKEOFF OBSTACLE NOTES:

**Rwy 4**, trees beginning 3' from DER, left and right of centerline, up to 100' AGL/759' MSL.

**Rwy 22**, trees beginning 2' from DER, left and right of centerline, up to 100' AGL/709' MSL.



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



25163



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



25163

## WHITEVILLE, NC

COLUMBUS COUNTY RGNL (CPC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 02JUL09 (25107) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 6**, trees beginning 2145' from DER, 553' right of centerline, up to 100' AGL/189' MSL.

Trees beginning 2690' from DER, 838' left of centerline, up to 100' AGL/169' MSL.

**Rwy 24**, trees beginning 1706' from DER, 831' right of centerline, up to 100' AGL/209' MSL.

Trees beginning 732' from DER, 396' left of centerline, up to 100' AGL/209' MSL.

## WILLIAMSTON, NC

MARTIN COUNTY (MCZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 10AUG23 (23222) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 3**, trees beginning 5' from DER, 400' right of centerline, up to 118' MSL.

Tree 748' from DER, 640' left of centerline, 109' MSL.

Trees beginning 819' from DER, 519' left of centerline, up to 114' MSL.

Trees beginning 877' from DER, 384' left of centerline, up to 122' MSL.

Tree 1412' from DER, 530' left of centerline, 127' MSL.

Trees beginning 1600' from DER, 573' right of centerline, up to 127' MSL.

Tree 1940' from DER, 996' left of centerline, 147' MSL.

Tree 1994' from DER, 1017' right of centerline, 129' MSL.

Trees beginning 2017' from DER, 924' left of centerline, up to 149' MSL.

Trees beginning 2023' from DER, 492' right of centerline, up to 152' MSL.

Tree 3058' from DER, 123' left of centerline, 154' MSL.

Trees beginning 3075' from DER, 62' left of centerline, up to 158' MSL.

Trees beginning 3255' from DER, 23' left of centerline, up to 172' MSL.

Tree 3283' from DER, 15' right of centerline, 169' MSL.

Trees beginning 3443' from DER, 206' left of centerline, up to 174' MSL.

Tree 3787' from DER, 408' right of centerline, 172' MSL.

Trees beginning 3900' from DER, 427' right of centerline, up to 174' MSL.

Tree 4018' from DER, 396' right of centerline, 178' MSL.

**Rwy 21**, tree 3' from DER, 338' right of centerline, 86' MSL.

Tree 37' from DER, 374' left of centerline, 82' MSL.

Tree, traverse way beginning 88' from DER, 157' left of centerline, up to 132' MSL.

Trees beginning 92' from DER, 222' right of centerline, up to 109' MSL.

Tree 148' from DER, 367' right of centerline, 154' MSL.

Trees beginning 171' from DER, 311' right of centerline, up to 157' MSL.

Tree, building, pole beginning 357' from DER, 25' right of centerline, up to 165' MSL.

Trees beginning 1148' from DER, 4' left of centerline, up to 137' MSL.

Trees beginning 2478' from DER, 754' left of centerline, up to 147' MSL.

## WILMINGTON, NC

WILMINGTON INTL (ILM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10MAY07 (07130) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 6**, tree 2723' from DER, 558' left of centerline 57' AGL/90' MSL.

Tree 3201' from DER, 401' right of centerline 73' AGL/110' MSL.

Tree 3552' from DER, 643' right of centerline, 78' AGL/118' MSL.

**Rwy 17**, multiple trees beginning 177' from DER, 438' right of centerline, up to 32' AGL/49' MSL.

Tree 187' from DER, 545' left of centerline, 24' AGL/41' MSL.

Multiple trees beginning 418' from DER, 540' left of centerline, up to 39' AGL/53' MSL.

Tree 620' from DER, 246' left of centerline, 24' AGL/38' MSL.

Tree 1468' from DER, 684' right of centerline, 66' AGL/83' MSL.

Tree 1689' from DER, 592' right of centerline, 52' AGL/69' MSL.

Transmission lines 3347' from DER, 1300' left to 1300' right of centerline, 135' AGL/160' MSL.

**Rwy 24**, tree 163' from DER, 454' left of centerline, 61' AGL/75' MSL.

Multiple trees beginning 1663' from DER, 277' left of centerline, up to 66' AGL/83' MSL.

**Rwy 35**, tree 1500' from DER, 300' right of centerline, 50' AGL/83' MSL.

Funnel 1796' from DER, 882' left of centerline, 57' AGL/90' MSL.

Multiple trees beginning 1916' from DER, 138' right of centerline, up to 94' AGL/131' MSL.

Multiple trees beginning 2486' from DER, 143' left of centerline, up to 107' AGL/140' MSL.



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



25163



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



25163

## WILSON, NC

WILSON INDUSTRIAL AIR CENTER (W03)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08NOV18 (18312) (FAA)

DEPARTURE PROCEDURE:

**Rwys 3, 9**, climbing left turn on heading 330° to 2500 before proceeding on course.

**Rwys 15, 21**, climbing right turn on heading 260° to 2500 before proceeding on course.

**Rwy 27**, climbing left turn on heading 260° to 2500 before proceeding on course.

**Rwy 33**, climb heading 338° to 2300 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 3**, trees beginning 140' from DER, 425' right of centerline, up to 174' MSL.

Trees beginning 503' from DER, 487' right of centerline, up to 177' MSL.

Vegetation 575' from DER, 577' left of centerline, 176' MSL.

Trees beginning 600' from DER, 534' right of centerline, up to 178' MSL.

Trees beginning 808' from DER, 515' right of centerline, up to 189' MSL.

Tree 908' from DER, 724' left of centerline, 196' MSL.

Trees beginning 1031' from DER, 605' left of centerline, up to 199' MSL.

Trees beginning 1101' from DER, 658' left of centerline, up to 206' MSL.

Trees beginning 1182' from DER, 564' left of centerline, up to 209' MSL.

Tree 1699' from DER, 687' left of centerline, 211' MSL.

Trees beginning 1719' from DER, 568' left of centerline, up to 222' MSL.

Trees beginning 1856' from DER, 619' left of centerline, up to 233' MSL.

Tree 2194' from DER, 1073' right of centerline, 211' MSL.

Tree 2251' from DER, 884' left of centerline, 236' MSL.

Tree 2615' from DER, 1103' left of centerline, 243' MSL.

Tree 2615' from DER, 400' right of centerline, 222' MSL.

Trees beginning 2651' from DER, 549' left of centerline, up to 249' MSL.

**Rwy 9**, tree 9' from DER, 473' left of centerline, 169' MSL.

Tree 17' from DER, 265' left of centerline, 170' MSL.

Trees beginning 50' from DER, 257' left of centerline, up to 173' MSL.

Tree, pole beginning 69' from DER, 70' right of centerline, up to 197' MSL.

Tree 283' from DER, 291' left of centerline, 176' MSL.

Tree 318' from DER, 534' left of centerline, 177' MSL.

Trees beginning 328' from DER, 317' left of centerline, up to 178' MSL.

Trees beginning 414' from DER, 90' left of centerline, up to 182' MSL.

Trees beginning 418' from DER, 68' left of centerline, up to 184' MSL.

Trees beginning 490' from DER, 174' left of centerline, up to 185' MSL.

Trees beginning 533' from DER, 9' left of centerline, up to 188' MSL.

Trees beginning 611' from DER, 81' left of centerline, up to 189' MSL.

Trees beginning 670' from DER, 35' left of centerline, up to 195' MSL.

Trees beginning 679' from DER, 35' right of centerline, up to 208' MSL.

Trees beginning 720' from DER, 23' left of centerline, up to 199' MSL.

Tree 863' from DER, 422' left of centerline, 203' MSL.

Trees beginning 872' from DER, 22' left of centerline, up to 215' MSL.

Trees beginning 919' from DER, 126' left of centerline, up to 225' MSL.

Trees beginning 1004' from DER, 60' right of centerline, up to 231' MSL.

Trees beginning 1006' from DER, 30' left of centerline, up to 236' MSL.

Trees beginning 1104' from DER, 12' right of centerline, up to 239' MSL.

Trees beginning 1281' from DER, 113' right of centerline, up to 254' MSL.

Trees beginning 2121' from DER, 527' right of centerline, up to 258' MSL.

**Rwy 15**, trees beginning 4' from DER, 253' right of centerline, up to 178' MSL.

Trees beginning 126' from DER, 466' left of centerline, up to 179' MSL.

Trees beginning 150' from DER, 247' right of centerline, up to 190' MSL.

Trees beginning 179' from DER, 325' left of centerline, up to 188' MSL.

Trees beginning 287' from DER, 304' left of centerline, up to 190' MSL.

Trees beginning 317' from DER, 68' left of centerline, up to 197' MSL.

Trees beginning 463' from DER, 39' left of centerline, up to 200' MSL.

Trees beginning 513' from DER, 19' right of centerline, up to 192' MSL.

Trees beginning 516' from DER, 42' left of centerline, up to 203' MSL.

Trees beginning 552' from DER, 3' right of centerline, up to 202' MSL.

Trees beginning 555' from DER, 2' left of centerline, up to 205' MSL.

Tree 1115' from DER, 434' left of centerline, 206' MSL.

Tree 1310' from DER, 356' left of centerline, 211' MSL.

Tree 2460' from DER, 565' right of centerline, 245' MSL.

Tree 3075' from DER, 642' left of centerline, 258' MSL.

**Rwy 21**, trees beginning 33' from DER, 422' right of centerline, up to 174' MSL.

Trees beginning 98' from DER, 355' right of centerline, up to 192' MSL.

Tree 204' from DER, 523' left of centerline, 178' MSL.

Trees beginning 371' from DER, 448' left of centerline, up to 190' MSL.

Trees beginning 705' from DER, 468' right of centerline, up to 199' MSL.

Trees beginning 924' from DER, 515' right of centerline, up to 207' MSL.

Trees beginning 1214' from DER, 378' left of centerline, up to 195' MSL.

Trees beginning 1269' from DER, 536' right of centerline, up to 213' MSL.

Trees beginning 1316' from DER, 574' left of centerline, up to 196' MSL.

Tree 1420' from DER, 613' left of centerline, 201' MSL.

CON'T



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



25163

SE-2

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

25163

## WILSON, NC (CON'T)

### WILSON INDUSTRIAL AIR CENTER (W03) (CON'T)

**Rwy 21** (CON'T), trees beginning 1537' from DER, 546' right of centerline, up to 239' MSL.  
Trees beginning 1638' from DER, 483' right of centerline, up to 257' MSL.

## WINNSBORO, SC

### FAIRFIELD COUNTY (FDW)

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

AMDT 1 07DEC17 (17341) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 4**, tree 63' from DER, 468' right of centerline, 601' MSL.  
Tree 883' from DER, 586' left of centerline, 605' MSL.  
Tree 953' from DER, 644' right of centerline, 615' MSL.  
Tree 1213' from DER, 709' right of centerline, 630' MSL.  
Tree 1488' from DER, 636' right of centerline, 637' MSL.  
Tree 1576' from DER, 909' left of centerline, 621' MSL.  
Tree 1583' from DER, 738' left of centerline, 627' MSL.  
Trees, beginning 1659' from DER, 767' right of centerline, up to 644' MSL.  
**Rwy 22**, tree 452' from DER, 547' right of centerline, 601' MSL.  
Trees, beginning 715' from DER, 536' right of centerline, up to 610' MSL.  
Tree 921' from DER, 716' right of centerline, 617' MSL.  
Trees, beginning 1185' from DER, 516' right of centerline, up to 619' MSL.  
Tree 1447' from DER, 603' right of centerline, 622' MSL.  
Trees, beginning 1607' from DER, 727' right of centerline, up to 626' MSL.  
Trees, beginning 2102' from DER, 602' left of centerline, up to 650' MSL.

## WINSTON SALEM, NC

### SMITH REYNOLDS (INT)

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

AMDT 6 15JAN09 (23166) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 22**, 500-2% or std. with a min. climb of 330' per NM to 1600.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 4**, multiple trees beginning 1014' from DER, 159' left of centerline, up to 92' AGL/1041' MSL.  
Multiple trees beginning 2' from DER, 195' right of centerline, up to 62' AGL/1051' MSL.  
**Rwy 15**, bush and multiple trees beginning 109' from DER, 237' left of centerline, up to 81' AGL/960' MSL.  
Multiple trees beginning 123' from DER, 433' right of centerline, up to 66' AGL/945' MSL.  
**Rwy 22**, multiple trees beginning 376' from DER, 136' left of centerline, up to 65' AGL/1014' MSL.  
Antenna 4538' from DER, 1044' left of centerline, 189' AGL/1138' MSL.  
Tower 2.1 NM from DER, 2784' left of centerline, 468' AGL/1395' MSL.  
Antenna on building 2.3 NM from DER, 3230' left of centerline, 460' AGL/1376' MSL.  
**Rwy 33**, floodlight, multiple hangars, poles, and trees beginning 230' from DER, 41' left of centerline, up to 74' AGL/1083' MSL.  
Pole, windsock, multiple buildings and trees beginning 13' from DER, 141' right of centerline, up to 85' AGL/1084' MSL.

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



INSTRUMENT APPROACH PROCEDURE CHARTS

**A** IFR ALTERNATE AIRPORT MINIMUMS

Pilots must review the IFR Alternate Minimums Notes to determine alternate airport suitability.  
**A**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 **A**NA designation are not listed in this section. **A** designation on the approach chart indicates that the approach procedure has non-standard minimums (for aircraft other than helicopters) or restrictions (for all users) for its use as an alternate.

Alternate Minima (ref: 14 CFR 91.169)

	Precision Approach	Non-Precision Approach
Standard	<b>600-2</b>	<b>800-2</b>
<b>A</b> 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

**AHOSKIE, NC**

TRI-COUNTY AT HENRY JOYNER  
FLD (ASJ).....RNAV (GPS) Rwy 1  
RNAV (GPS) Rwy 19  
NA when local weather not available.  
Category D, 800-2½.

**ALBEMARLE, NC**

STANLY  
COUNTY (VUJ).....ILS or LOC Rwy 22L<sup>12</sup>  
NDB Rwy 22L<sup>3</sup>  
RNAV (GPS) Rwy 4R<sup>3</sup>  
RNAV (GPS) Rwy 22L<sup>3</sup>  
NA when local weather not available.  
<sup>1</sup>NA when control tower closed.  
<sup>2</sup>LOC, Category D, 800-2½.  
<sup>3</sup>Category D, 800-2½.

**ALLEDALE, SC**

ALLEDALE  
COUNTY (AQX).....RNAV (GPS) Rwy 17  
RNAV (GPS) Rwy 35  
VOR-A  
NA when local weather not available.

NAME ALTERNATE MINIMUMS

**ANDERSON, SC**

ANDERSON RGNL (AND).....ILS or LOC Rwy 5<sup>1</sup>  
RNAV (GPS) Rwy 5<sup>2</sup>  
RNAV (GPS) Rwy 17<sup>2</sup>  
RNAV (GPS) Rwy 23<sup>2</sup>  
RNAV (GPS) Rwy 35<sup>2</sup>  
VOR Rwy 5<sup>2</sup>  
NA when local weather not available.  
<sup>1</sup>LOC, Category D, 800-2¼.  
<sup>2</sup>Category D, 800-2¼.

**ASHEBORO, NC**

ASHEBORO  
RGNL (HBI).....RNAV (GPS) Rwy 3  
RNAV (GPS) Rwy 21<sup>1</sup>  
Categories C, D, 1100-3.  
<sup>1</sup>NA when local weather not available.

**ASHEVILLE, NC**

ASHEVILLE  
RGNL (AVL).....ILS or LOC Rwy 17<sup>12</sup>  
ILS or LOC Rwy 35<sup>34</sup>  
RNAV (GPS) Rwy 17<sup>5</sup>  
RNAV (GPS) Rwy 35<sup>5</sup>  
<sup>1</sup>NA when local weather not available.  
<sup>2</sup>LOC, Category C, 1400-3; Category D, 1600-3.  
<sup>3</sup>NA when control tower closed.  
<sup>4</sup>ILS, Categories A, B, C, D, 900-4;  
LOC, Categories A, B, 1100-2;  
Category C, 1300-3; Category D, 1600-3.  
<sup>5</sup>Category C, 1300-3; Category D, 1600-3.

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



NAME ALTERNATE MINIMUMS

**BEAUFORT, NC**  
MICHAEL J  
SMITH FLD (MRH).....**RNAV (GPS) Rwy 3**  
**RNAV (GPS) Rwy 8**  
**RNAV (GPS) Rwy 14**  
**RNAV (GPS) Rwy 21**  
**RNAV (GPS) Rwy 26**  
**RNAV (GPS) Rwy 32**

NA when local weather not available.

**BEAUFORT, SC**  
BEAUFORT EXEC (ARW).....**RADAR-1**  
**RNAV (GPS) Rwy 7**  
**RNAV (GPS) Rwy 25**

NA when local weather not available.

**BENNETTSVILLE, SC**  
MARLBORO COUNTY JETPORT/  
H E AVENT FLD (BBP).....**RNAV (GPS) Rwy 7**  
**RNAV (GPS) Rwy 25**

NA when local weather not available.

**BURLINGTON, NC**  
BURLINGTON/ALAMANCE  
RGNL (BUY).....**RNAV (GPS) Rwy 6<sup>1</sup>**  
**RNAV (GPS) Rwy 24<sup>1</sup>**  
**VOR/DME-A**

NA when local weather not available.  
<sup>1</sup>Category C, 1000-2 $\frac{1}{4}$ ; Category D, 1000-3.

**CHARLESTON, SC**  
CHARLESTON  
AFB/INTL (CHS).....**ILS or LOC Rwy 15<sup>1</sup>**  
**ILS or LOC Rwy 33<sup>1</sup>**  
**RNAV (GPS) Y Rwy 3<sup>2</sup>**  
**RNAV (GPS) Y Rwy 15<sup>2</sup>**  
**RNAV (GPS) Y Rwy 21<sup>2</sup>**  
**RNAV (GPS) Y Rwy 33<sup>2</sup>**  
**VOR Y or TACAN Y Rwy 15<sup>2</sup>**  
**VOR/DME or TACAN Rwy 3<sup>3</sup>**  
**VOR/DME or TACAN Rwy 21<sup>3</sup>**  
**VOR/DME or TACAN Rwy 33<sup>2</sup>**

<sup>1</sup>LOC, Category D, 800-2 $\frac{1}{4}$ ; Category E, 800-2 $\frac{1}{2}$ .  
<sup>2</sup>Category D, 800-2 $\frac{1}{4}$ .  
<sup>3</sup>Category D, 800-2 $\frac{1}{4}$ ; Category E, 800-2 $\frac{1}{2}$ .

**CHARLESTON**  
EXEC (JZI).....**ILS or LOC Rwy 9<sup>1</sup>**  
**RNAV (GPS) Rwy 4<sup>2</sup>**  
**RNAV (GPS) Rwy 9<sup>2</sup>**  
**RNAV (GPS) Rwy 27<sup>2</sup>**

NA when local weather not available.  
<sup>1</sup>LOC, Category C, 900-2 $\frac{1}{2}$ ; Category D, 900-2 $\frac{1}{4}$ .  
<sup>2</sup>Category C, 900-2 $\frac{1}{2}$ ; Category D, 900-2 $\frac{1}{4}$ .

NAME ALTERNATE MINIMUMS

**CHARLOTTE, NC**  
CHARLOTTE/DOUGLAS  
INTL (CLT).....**ILS or LOC Rwy 18C<sup>1</sup>**  
**ILS or LOC Rwy 18L<sup>1</sup>**  
**ILS or LOC Rwy 18R<sup>1</sup>**  
**ILS or LOC Rwy 36C<sup>1</sup>**  
**ILS or LOC Rwy 36L<sup>2</sup>**  
**ILS or LOC Rwy 36R<sup>2</sup>**  
**RNAV (GPS) Y Rwy 18C<sup>3</sup>**  
**RNAV (GPS) Y Rwy 18L<sup>3</sup>**  
**RNAV (GPS) Y Rwy 18R<sup>3</sup>**  
**RNAV (GPS) Y Rwy 36C<sup>4</sup>**  
**RNAV (GPS) Y Rwy 36L<sup>3</sup>**  
**RNAV (GPS) Y Rwy 36R<sup>3</sup>**

<sup>1</sup>LOC, Category C, 800-2 $\frac{1}{4}$ ; Category D, 800-2 $\frac{1}{2}$ .  
<sup>2</sup>ILS, LOC, Category C, 800-2 $\frac{1}{4}$ ; Category D, 800-2 $\frac{1}{2}$ .  
<sup>3</sup>Category C, 800-2 $\frac{1}{4}$ ; Category D, 800-2 $\frac{1}{2}$ .  
<sup>4</sup>Category D, 800-2 $\frac{1}{4}$ .

**CHERAW, SC**  
CHERAW MUNI/LYNCH BELLINGER  
FLD (CQW).....**RNAV (GPS) Rwy 26**  
**VOR/DME Rwy 8**

NA when local weather not available.  
Category C, 900-2 $\frac{1}{2}$ ; Category D, 900-2 $\frac{3}{4}$ .

**CHESTER, SC**  
CHESTER CATAWBA  
RGNL (DCM).....**NDB Rwy 35**  
**RNAV (GPS) Rwy 17**  
**RNAV (GPS) Rwy 35**

NA when local weather not available.  
Category D, 900-2 $\frac{1}{4}$ .

**CLEMSON, SC**  
OCONEE COUNTY  
RGNL (CEU).....**RNAV (GPS) Rwy 7**  
**RNAV (GPS) Rwy 25**

NA when local weather not available.  
Category C, 800-2 $\frac{1}{4}$ .

**CLINTON, NC**  
CLINTON-SAMPSON  
COUNTY (CTZ).....**RNAV (GPS) Rwy 6<sup>1</sup>**  
**RNAV (GPS) Y Rwy 24<sup>1</sup>**  
**RNAV (GPS) Z Rwy 24**  
**VOR/DME-A<sup>1</sup>**

NA when local weather not available.  
<sup>1</sup>Category D, 800-2 $\frac{1}{4}$ .

NAME ALTERNATE MINIMUMS

**COLUMBIA, SC**

COLUMBIA  
METRO (CAE).....ILS or LOC Rwy 5<sup>1</sup>  
ILS or LOC Rwy 11<sup>1</sup>  
ILS or LOC Rwy 29<sup>2</sup>  
RNAV (GPS) Rwy 5<sup>3</sup>  
RNAV (GPS) Rwy 11<sup>3</sup>  
RNAV (GPS) Rwy 23<sup>3</sup>  
RNAV (GPS) Rwy 29<sup>3</sup>  
VOR-A<sup>3</sup>

<sup>1</sup>LOC, Category C, 900-2¼; Category D, 900-2½;  
Category E, 900-2¾.

<sup>2</sup>LOC, Category C, 800-2¼; Category D, 800-2½;  
Category E, 800-2¾.

<sup>3</sup>Category C, 900-2¼; Category D, 900-2½.

**CONCORD, NC**

CONCORD-PADGETT  
RGNL (JQF).....RNAV (GPS) Rwy 2  
RNAV (GPS) Rwy 20  
Category C, 800-2¼; Category D, 800-2½.

**CONWAY, SC**

CONWAY-HORRY  
COUNTY (HYW).....RNAV (GPS) Rwy 4  
RNAV (GPS) Rwy 22  
NA when local weather not available.

**CURRITUCK, NC**

CURRITUCK COUNTY  
RGNL (ONX).....RNAV (GPS) Rwy 5  
RNAV (GPS) Rwy 23  
NA when local weather not available.  
Category D, 800-2¼.

**DARLINGTON, SC**

DARLINGTON  
COUNTY (UDG).....RNAV (GPS) Rwy 5  
RNAV (GPS) Rwy 23  
VOR-A  
NA when local weather not available.  
Category D, 900-2¾.

**EDENTON, NC**

NORTHEASTERN  
RGNL (EDE).....ILS or LOC Rwy 19  
RNAV (GPS) Rwy 1  
RNAV (GPS) Rwy 19  
NA when local weather not available.

**ELIZABETH CITY, NC**

ELIZABETH CITY CG AIR STATION/  
RGNL (ECG).....ILS or LOC Rwy 10<sup>12</sup>  
VOR/DME Rwy 10<sup>1</sup>  
VOR/DME Rwy 19<sup>1</sup>  
VOR/DME Rwy 28<sup>3</sup>

<sup>1</sup>NA when local weather not available.

<sup>2</sup>NA when control tower closed.

<sup>3</sup>NA when local altimeter not available.

NAME ALTERNATE MINIMUMS

**ELIZABETHTOWN, NC**

CURTIS L BROWN JR  
FLD (EYF).....RNAV (GPS) Rwy 15  
RNAV (GPS) Rwy 33  
VOR/DME Rwy 15

NA when local weather not available.

Category C, 800-2¼; Category D, 800-2½.

**ENGELHARD, NC**

HYDE COUNTY (7W6).....RNAV (GPS) Rwy 11  
NA when local weather not available.

**ERWIN, NC**

HARNETT RGNL  
JETPORT (HRJ).....LOC Rwy 5  
NDB Rwy 23  
RNAV (GPS) Rwy 5  
RNAV (GPS) Rwy 23  
NA when local weather not available.

**FAYETTEVILLE, NC**

FAYETTEVILLE RGNL/GRANNIS  
FLD (FAY).....ILS or LOC Rwy 4<sup>1</sup>  
LOC BC Rwy 22<sup>2</sup>  
RNAV (GPS) Rwy 4<sup>2</sup>  
RNAV (GPS) Rwy 22<sup>2</sup>  
RNAV (GPS) Rwy 28<sup>2</sup>  
VOR Rwy 4<sup>2</sup>  
VOR Rwy 22<sup>2</sup>  
VOR Rwy 28<sup>2</sup>

<sup>1</sup>LOC, Category D, 800-2¼.

<sup>2</sup>Category D, 800-2¼.

**FLORENCE, SC**

FLORENCE  
RGNL (FLO).....ILS or LOC Rwy 9<sup>12</sup>  
RNAV (GPS) Rwy 1<sup>3</sup>  
RNAV (GPS) Rwy 9<sup>3</sup>  
RNAV (GPS) Rwy 19<sup>3</sup>  
RNAV (GPS) Rwy 27<sup>3</sup>  
VOR or TACAN-A<sup>3</sup>

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

<sup>2</sup>LOC, Category C, 800-2¼; Category D, 800-2½.

<sup>3</sup>Category C, 800-2¼; Category D, 800-2½.

**FRANKLIN, NC**

MACON COUNTY (1A5).....RNAV (GPS)-A  
NA when local weather not available.  
Category A, 1600-2; Category B, 1800-2;  
Category C, 2300-3.

**GASTONIA, NC**

GASTONIA  
MUNI (AKH).....NDB Rwy 3<sup>1</sup>  
RNAV (GPS) Rwy 21<sup>2</sup>

<sup>1</sup>Category C, 800-2¼.

<sup>2</sup>NA when local weather not available.

NAME

ALTERNATE MINIMUMS

GEORGETOWN, SC

GEORGETOWN

COUNTY (GGE).....RNAV (GPS) Rwy 5

RNAV (GPS) Rwy 23

NA when local weather not available.

Category D, 800-2¼.

GOLDSBORO, NC

WAYNE EXEC

JETPORT (GWW).....ILS or LOC Rwy 23

RNAV (GPS) Rwy 5

RNAV (GPS) Rwy 23

RNAV (GPS)-A

NA when local weather not available.

GREENSBORO, NC

PIEDMONT TRIAD

INTL (GSO).....ILS or LOC Rwy 5L<sup>1</sup>

ILS or LOC Rwy 5R<sup>1</sup>

ILS or LOC Rwy 23L<sup>12</sup>

ILS or LOC Rwy 23R<sup>1</sup>

ILS Y or LOC Y Rwy 32<sup>1</sup>

ILS Z or LOC Z Rwy 32<sup>1</sup>

RNAV (GPS) Rwy 5L<sup>23</sup>

RNAV (GPS) Rwy 5R<sup>3</sup>

RNAV (GPS) Rwy 14<sup>3</sup>

RNAV (GPS) Rwy 23L<sup>3</sup>

RNAV (GPS) Rwy 23R<sup>23</sup>

RNAV (GPS) Rwy 32<sup>3</sup>

VOR/DME Rwy 23L<sup>3</sup>

<sup>1</sup>LOC, Category C, 800-2¼; Category D, 800-2½.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>Category C, 800-2¼; Category D, 800-2½.

GREENVILLE, NC

PITT-

GREENVILLE (PGV).....RNAV (GPS) Rwy 2

RNAV (GPS) Rwy 8

RNAV (GPS) Rwy 20

RNAV (GPS) Rwy 26

NA when local weather not available.

Category D, 800-2¼.

GREENVILLE, SC

DONALDSON

FLD (GYH).....ILS or LOC Rwy 5<sup>1</sup>

RNAV (GPS) Rwy 5

RNAV (GPS) Rwy 23

NA when local weather not available.

<sup>1</sup>LOC, Category E, 800-2¼.

NAME

ALTERNATE MINIMUMS

GREENVILLE, SC (CON'T)

GREENVILLE

DOWNTOWN (GMU).....ILS or LOC Rwy 1<sup>123</sup>

RNAV (GPS) Rwy 1<sup>34</sup>

RNAV (GPS) Rwy 10<sup>35</sup>

RNAV (GPS) Rwy 19<sup>35</sup>

RNAV (GPS) Rwy 28<sup>35</sup>

<sup>1</sup>NA when tower closed.

<sup>2</sup>LOC, Category D, 900-2¾.

<sup>3</sup>NA when local weather not available.

<sup>4</sup>Category C, 900-2¾.

<sup>5</sup>Category D, 900-2¾.

GREENWOOD, SC

GREENWOOD

COUNTY (GRD).....RNAV (GPS) Rwy 9

RNAV (GPS) Rwy 27

NA when local weather not available.

Category D, 800-2¼.

GREER, SC

GREENVILLE SPARTANBURG

INTL (GSP).....ILS or LOC Rwy 4<sup>12</sup>

ILS or LOC Rwy 22<sup>12</sup>

RNAV (GPS) Rwy 4<sup>3</sup>

RNAV (GPS) Rwy 22<sup>3</sup>

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

<sup>2</sup>LOC, Category D 800-2¼.

<sup>3</sup>Category D 800-2¼.

HICKORY, NC

HICKORY RGNL (HKY).....ILS or LOC Rwy 24<sup>12</sup>

RNAV (GPS) Rwy 6<sup>3</sup>

RNAV (GPS) Rwy 24<sup>3</sup>

VOR/DME Rwy 24<sup>3</sup>

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

<sup>2</sup>LOC, Category C, 900-2½; Category D, 900-2¾.

<sup>3</sup>Category C, 900-2½; Category D, 900-2¾.

HILTON HEAD ISLAND, SC

HILTON HEAD (HXD).....RNAV (GPS) Rwy 3

NA when local weather not available.

JACKSONVILLE, NC

ALBERT J ELLIS (OAJ).....ILS or LOC Rwy 5

RNAV (GPS) Rwy 5

RNAV (GPS) Rwy 23

NA when local weather not available.

## NAME

## ALTERNATE MINIMUMS

### JEFFERSON, NC

ASHE COUNTY (GEV).....**LOC Rwy 28<sup>1</sup>**  
**RNAV (GPS) Rwy 28<sup>2</sup>**

NA when local weather not available.

<sup>1</sup>Categories A, B, 1200-2; Category C, 2000-3;  
Category D, 2100-3.

<sup>2</sup>Categories A, B, 1500-4; Category C, 2000-4;  
Category D, 2100-4.

### KENANSVILLE, NC

DUPLIN CO (DPL).....**RNAV (GPS) Rwy 5**  
**RNAV (GPS) Rwy 23**

Category D, 900-2½.

### KILL DEVIL HILLS, NC

FIRST  
FLIGHT (FFA).....**RNAV (GPS) Rwy 3**  
**RNAV (GPS) Rwy 21**

NA when local weather not available

### KINGSTREE, SC

WILLIAMSBURG  
RGNL (CKI).....**RNAV (GPS) Rwy 14**  
**RNAV (GPS) Rwy 32**

NA when local weather not available.

Category C, 900-2¾; Category D, 900-3.

### KINSTON, NC

KINSTON RGNL JETPORT AT  
STALLINGS FLD (ISO).....**ILS or LOC Rwy 5<sup>12</sup>**  
**RNAV (GPS) Rwy 5**  
**RNAV (GPS) Rwy 23**

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

<sup>2</sup>Categories C, D, 700-2.

### LANCASTER, SC

LANCASTER COUNTY-MC WHIRTER  
FLD (LKR).....**RNAV (GPS) Rwy 6**  
**RNAV (GPS) Rwy 24**

NA when local weather not available.

Category D, 800-2¼.

### LEXINGTON, NC

DAVIDSON  
COUNTY EXEC (EXX).....**RNAV (GPS) Rwy 6**  
**RNAV (GPS) Rwy 24**

NA when local weather not available.

### LINCOLNTON, NC

LINCOLNTON-LINCOLN COUNTY  
RGNL (IPJ).....**ILS Y or LOC Y Rwy 23<sup>123</sup>**  
**ILS Z or LOC Z Rwy 23<sup>135</sup>**  
**RNAV (GPS) Rwy 5<sup>14</sup>**  
**RNAV (GPS) Rwy 23<sup>4</sup>**

<sup>1</sup>NA when local weather not available.

<sup>2</sup>ILS, LOC, Category C, 800-2¼;  
Category D, 800-2½.

<sup>3</sup>NA when FBO closed.

<sup>4</sup>Category C, 800-2¼; Category D, 800-2½.

<sup>5</sup>LOC, Category C, 800-2¼; Category D, 800-2½.

## NAME

## ALTERNATE MINIMUMS

### LOUISBURG, NC

TRIANGLE NORTH  
EXEC (LHZ).....**RNAV (GPS) Rwy 5**  
**RNAV (GPS) Rwy 23**  
**VOR-A<sup>1</sup>**

NA when local weather not available.

<sup>1</sup>Categories A, B, 900-2; Category C, 900-2¾;  
Category D, 900-3.

### LUMBERTON, NC

LUBERTON RGNL (LBT).....**ILS or LOC Rwy 5**  
**RNAV (GPS) Rwy 5**  
**RNAV (GPS) Rwy 13**  
**RNAV (GPS) Rwy 23**

NA when local weather not available.

### MANTEO, NC

DARE COUNTY  
RGNL (MQI).....**RNAV (GPS) Rwy 5**  
**RNAV (GPS) Rwy 17**  
**RNAV (GPS) Rwy 23**

NA when local weather not available.

### MARION, SC

MARION  
COUNTY (MAO).....**RNAV (GPS) Rwy 4**  
**RNAV (GPS) Rwy 22**

NA when local weather not available.

Category D, 900-2¾.

### MAXTON, NC

LAURINBURG/  
MAXTON (MEB).....**ILS or LOC Rwy 5<sup>1</sup>**  
**RNAV (GPS) Rwy 5<sup>2</sup>**  
**RNAV (GPS) Rwy 23<sup>23</sup>**

<sup>1</sup>LOC, Category D, 900-2½.

<sup>2</sup>Category D, 900-2½.

<sup>3</sup>NA when local weather not available.

### MONCK'S CORNER, SC

BERKELEY  
COUNTY (MKS).....**RNAV (GPS) Rwy 23**

NA when local weather not available.  
Category D, 800-2½.

### MONROE, NC

CHARLOTTE/MONROE  
EXEC (EQY).....**RNAV (GPS) Rwy 5**  
**RNAV (GPS) Rwy 23**

NA when local weather not available.

Category D, 800-2½.

### MORGANTON, NC

FOOTHILLS RGNL (MRN).....**LOC Rwy 3**  
**RNAV (GPS) Rwy 3<sup>1</sup>**  
**RNAV (GPS) Rwy 21<sup>1</sup>**

NA when local weather not available.

<sup>1</sup>Category D, 900-2¾.

NAME

ALTERNATE MINIMUMS

MOUNT AIRY, NC

MOUNT AIRY/SURRY

COUNTY (MWK).....RNAV (GPS) Rwy 18<sup>1</sup>

RNAV (GPS) Rwy 36

Category C, 1000-2¼; Category D, 1100-3.

<sup>1</sup>NA when local weather not available.

MOUNT OLIVE, NC

MOUNT OLIVE

MUNI (W40).....RNAV (GPS) Rwy 5

RNAV (GPS) Rwy 23

NA when local weather not available.

MOUNT PLEASANT, SC

MT PLEASANT RGNL-FAISON

FLD (LRO).....RNAV (GPS) Rwy 17

RNAV (GPS) Rwy 35

VOR/DME-A

NA when local weather not available.

MYRTLE BEACH, SC

MYRTLE BEACH

INTL (MYR).....ILS or LOC Rwy 18<sup>12</sup>

ILS or LOC Rwy 36<sup>12</sup>

RNAV (GPS) Rwy 18<sup>3</sup>

RNAV (GPS) Rwy 36<sup>3</sup>

RNAV (GPS)-A<sup>4</sup>

VOR-A<sup>4</sup>

<sup>1</sup>LOC, Category D, 800-2¼; Category E, 800-2½.

<sup>2</sup>NA when control tower closed.

<sup>3</sup>Category D, 800-2¼; Category E, 800-2½.

<sup>4</sup>Category D, 800-2¼.

NEW BERN, NC

COASTAL CAROLINA

RGNL (EWN).....ILS or LOC Rwy 4<sup>12</sup>

RNAV (GPS) Rwy 4<sup>13</sup>

RNAV (GPS) Rwy 22<sup>3</sup>

VOR Rwy 22<sup>3</sup>

<sup>1</sup>NA when local weather not available.

<sup>2</sup>LOC, Category D, 900-2¾.

<sup>3</sup>Category D, 900-2¾.

NEWBERRY, SC

NEWBERRY COUNTY (EOE).....NDB Rwy 22<sup>1</sup>

RNAV (GPS) Rwy 4

RNAV (GPS) Rwy 22

NA when local weather not available.

<sup>1</sup>NA when airport closed.

NAME

ALTERNATE MINIMUMS

NORTH MYRTLE BEACH, SC

GRAND

STRAND (CRE).....ILS or LOC Rwy 23<sup>1</sup>

RNAV (GPS) Rwy 5<sup>2</sup>

RNAV (GPS) Rwy 23<sup>2</sup>

VOR Rwy 5<sup>3</sup>

VOR Rwy 23<sup>2</sup>

NA when local weather not available.

<sup>1</sup>LOC, Category D, 800-2¼.

<sup>2</sup>Category D, 800-2¼.

<sup>3</sup>Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

NORTH WILKESBORO, NC

WILKES

COUNTY (UKF).....ILS Y or LOC Y Rwy 1<sup>1</sup>

ILS Z or LOC Z Rwy 1<sup>1</sup>

RNAV (GPS) Rwy 1<sup>2</sup>

RNAV (GPS) Rwy 19<sup>2</sup>

NA when local weather not available.

<sup>1</sup>LOC, Category D, 1000-3.

<sup>2</sup>Category D, 1000-3.

CAPE ISLAND, NC

CAPE FEAR RGNL JETPORT/HOWIE

FRANKLIN FIELD (SUT).....RNAV (GPS) Rwy 5

RNAV (GPS) Rwy 23

NA when local weather not available.

ORANGEBURG, SC

ORANGEBURG

MUNI (OGB).....RNAV (GPS) Rwy 5<sup>1</sup>

RNAV (GPS) Rwy 17<sup>2</sup>

RNAV (GPS) Rwy 23<sup>1</sup>

RNAV (GPS) Rwy 35<sup>1</sup>

NA when local weather not available.

<sup>1</sup>Category C, 800-2¼; Category D, 800-2½.

<sup>2</sup>Category C, 900-2½; Category D, 900-2¾.

OXFORD, NC

HENDERSON/OXFORD (HNZ).....LOC Rwy 6

RNAV (GPS) Rwy 6

RNAV (GPS) Rwy 24

NA when local weather not available.

Category D, 800-2¾.

PINEHURST/SOUTHERN PINES, NC

MOORE

COUNTY (SOP).....ILS Y or LOC Y Rwy 5<sup>1</sup>

ILS Z or LOC Z Rwy 5<sup>1</sup>

RNAV (GPS) Rwy 5<sup>23</sup>

RNAV (GPS) Rwy 23<sup>23</sup>

<sup>1</sup>LOC, Category D, 1000-3.

<sup>2</sup>Category D, 1000-3.

<sup>3</sup>NA when local weather not available.

### NAME ALTERNATE MINIMUMS

#### RALEIGH/DURHAM, NC

RALEIGH-DURHAM  
INTL (RDU).....ILS or LOC Rwy 5L<sup>1</sup>  
ILS or LOC Rwy 5R<sup>1</sup>  
ILS or LOC Rwy 23L<sup>1</sup>  
ILS or LOC Rwy 23R<sup>1</sup>  
RNAV (GPS) Y Rwy 5L<sup>2</sup>  
RNAV (GPS) Y Rwy 5R<sup>2</sup>  
RNAV (GPS) Y Rwy 23L<sup>2</sup>  
RNAV (GPS) Y Rwy 23R<sup>2</sup>

<sup>1</sup>LOC, Category D, 800-2½.

<sup>2</sup>Category D, 800-2½.

#### REIDSVILLE, NC

ROCKINGHAM COUNTY NC  
SHILOH (SIF).....RNAV (GPS) Rwy 13  
RNAV (GPS) Rwy 31  
VOR-A

NA when local weather not available.

Category D, 800-2½.

#### ROANOKE RAPIDS, NC

HALIFAX/NORTHAMPTON  
RGNL (IXA).....RNAV (GPS) Rwy 2  
RNAV (GPS) Rwy 20<sup>1</sup>  
VOR Rwy 2

Category D, 800-2½.

<sup>1</sup>NA when local weather not available.

#### ROCK HILL, SC

ROCK HILL/YORK COUNTY/  
BRYANT FLD (UZA).....RNAV (GPS) Rwy 2  
RNAV (GPS) Rwy 20

NA when local weather not available.

Category D, 800-2½.

#### ROCKINGHAM, NC

RICHMOND  
COUNTY (RCZ).....RNAV (GPS) Rwy 32  
NA when local weather not available.

#### ROCKY MOUNT, NC

ROCKY MOUNT/WILSON  
RGNL (RWI).....RNAV (GPS) Rwy 4  
RNAV (GPS) Rwy 22  
VOR Rwy 22

NA when local weather not available.

#### ROXBORO, NC

RALEIGH RGNL AT PERSON  
COUNTY (TDF).....RNAV (GPS) Rwy 6  
RNAV (GPS) Rwy 24

NA when local weather not available.

Category D, 800-2½.

#### RUTHERFORDTON, NC

RUTHERFORD COUNTY/MARCHMAN  
FLD (FQD).....RNAV (GPS) Rwy 1  
NA when local weather not available.  
Category D, 800-2½.

### NAME

### ALTERNATE MINIMUMS

#### SALISBURY, NC

MID-CAROLINA  
RGNL (RUQ).....RNAV (GPS) Rwy 2  
RNAV (GPS) Rwy 20  
NA when local weather not available.

#### SANFORD, NC

RALEIGH EXEC JETPORT AT SANFORD-  
LEE COUNTY (TTA).....RNAV (GPS) Rwy 3  
RNAV (GPS) Rwy 21  
NA when local weather not available.  
Category D, 800-2½.

#### SHELBY, NC

SHELBY-CLEVELAND  
COUNTY RGNL (EHO).....NDB Rwy 23<sup>1</sup>  
RNAV (GPS) Rwy 5  
RNAV (GPS) Rwy 23

NA when local weather not available.

<sup>1</sup>Category C, 800-2¼; Category D, 800-2½.

#### SILER CITY, NC

SILER CITY  
MUNI (SCR).....RNAV (GPS) Rwy 4  
RNAV (GPS) Rwy 22  
NA when local weather not available.

#### SMITHFIELD, NC

JOHNSTON  
RGNL (JNX).....RNAV (GPS) Rwy 3  
RNAV (GPS) Rwy 21  
NA when local weather not available.  
Category C, 800-2¼; Category D, 1000-3.

#### SPARTANBURG, SC

SPARTANBURG DOWNTOWN MEML/SIMPSON  
FLD (SPA).....ILS or LOC Rwy 5  
RNAV (GPS) Rwy 5  
NA when local weather not available.

#### STATESVILLE, NC

STATESVILLE  
RGNL (SVH).....ILS Y or LOC Y Rwy 28<sup>1</sup>  
ILS Z or LOC Z Rwy 28<sup>1</sup>  
RNAV (GPS) Rwy 10  
RNAV (GPS) Rwy 28

NA when local weather not available.

<sup>1</sup>NA when FBO closed.

#### SUMMERVILLE, SC

SUMMERVILLE (DYB).....RNAV (GPS) Rwy 6<sup>1</sup>  
RNAV (GPS) Rwy 24<sup>12</sup>

<sup>1</sup>Categories A, B, 900-2; Category C, 900-2¼.

<sup>2</sup>NA when local weather not available.

NAME

ALTERNATE MINIMUMS

SUMTER, SC

SUMTER (SMS).....ILS or LOC Rwy 23<sup>1</sup>  
RNAV (GPS) Rwy 5<sup>2</sup>  
RNAV (GPS) Rwy 23<sup>2</sup>

NA when local weather not available.

<sup>1</sup>LOC, Category C, 800-2¼; Category D, 800-2½.

<sup>2</sup>Category C, 900-2½; Category D, 900-2¾.

SYLVA, NC

JACKSON

COUNTY (24A).....RNAV (GPS) Rwy 33

NA when local weather not available.

Category A, 1600-2; Category B, 1700-2.

UNION, SC

UNION COUNTY, TROY SHELTON

FLD (35A).....RNAV (GPS) Rwy 23

NA when local weather not available.

WADESBORO, NC

ANSON COUNTY/JEFF CLOUD

FLD (AFP).....ILS or LOC Rwy 34<sup>1</sup>  
RNAV (GPS) Rwy 16  
RNAV (GPS) Rwy 34<sup>2</sup>

NA when local weather not available.

<sup>1</sup>ILS, Category C, 700-1½; Category D, 700-2¼.

LOC, Category D, 800-2¼.

<sup>2</sup>Category C, 800-2¼; Category D, 800-2½.

WALTERBORO, SC

LOWCOUNTRY

RGNL (RBW).....ILS Y or LOC Y Rwy 23  
RNAV (GPS) Rwy 5  
RNAV (GPS) Rwy 17  
RNAV (GPS) Rwy 23  
RNAV (GPS) Rwy 35

NA when local weather not available.

WASHINGTON, NC

WASHINGTON-

WARREN (OCW).....RNAV (GPS) Rwy 5  
RNAV (GPS) Rwy 23  
RNAV (GPS) Rwy 35

NA when local weather not available.

Category D, 800-2½.

WHITEVILLE, NC

COLUMBUS COUNTY

RGNL (CPC).....NDB Rwy 6  
RNAV (GPS) Rwy 6  
RNAV (GPS) Rwy 24

NA when local weather not available.

Category D, 800-2¼.

WILLIAMSTON, NC

MARTIN

COUNTY (MCZ).....RNAV (GPS) Rwy 3  
RNAV (GPS) Rwy 21

NA when local weather not available.

Category D, 900-2½.

NAME

ALTERNATE MINIMUMS

WILMINGTON, NC

WILMINGTON

INTL (ILM).....ILS Y or LOC Rwy 6<sup>1</sup>  
ILS Y or LOC Rwy 24<sup>1</sup>  
ILS Y or LOC Rwy 35<sup>2</sup>  
RNAV (GPS) Rwy 6<sup>3</sup>  
RNAV (GPS) Rwy 17<sup>3</sup>  
RNAV (GPS) Rwy 24<sup>3</sup>  
RNAV (GPS) Rwy 35<sup>3</sup>  
TACAN-A<sup>3</sup>

<sup>1</sup>ILS, Category C, 700-2; Category D, 900-3; LOC, Category D, 900-3.

<sup>2</sup>LOC, Category D, 900-3.

<sup>3</sup>Category D, 900-3.

WINNSBORO, SC

FAIRFIELD

COUNTY (FDW).....RNAV (GPS) Rwy 4  
RNAV (GPS) Rwy 22

Category D, 800-2½.

WINSTON SALEM, NC

SMITH

REYNOLDS (INT).....ILS or LOC Rwy 33<sup>12</sup>  
RNAV (GPS) Rwy 15<sup>3</sup>  
RNAV (GPS) Rwy 33<sup>3</sup>

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

<sup>2</sup>LOC, Category D, 800-2½.

<sup>3</sup>Category D, 800-2½.

RADAR INSTRUMENT APPROACH MINIMUMS

ALBEMARLE, NC  
STANLY COUNTY (VUJ)  
RADAR-1 128.325 307.8 

Orig-A, 02NOV23 (23306) (FAA)

ELEV 609

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	22L	3.0°/40/887	ABCD	916-1	332	(400-1)

Rwy 22L helicopter visibility reduction below ¾ SM not authorized.  
Procedure NA when control tower closed.

BEAUFORT, SC  
BEAUFORT EXEC (ARW)  
RADAR-1 125.125 292.125  

Amdt 4, 17APR25 (25107) (FAA)

ELEV 9

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	25		ABC	380-1	372	(400-1)	D	NA		
CIRCLING	ALL RWY		AB D	480-1 NA	471	(500-1)	C	640-1¾	631	(700-1¾)

When Beaufort Class D not in effect procedure NA.  
VGSI and descent angles not coincident.

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

RADAR INSTRUMENT APPROACH MINIMUMS




RADAR INSTRUMENT APPROACH MINIMUMS

BEAUFORT MCAS (MERRITT FLD) (KNBC), Beaufort, SC

Amdt 7 11JUL24 (24193) (USN)

ELEV 37

RADAR - (E) 123.7x 298.875x 317.775x 323.275x 338.35x 372.0x 379.275x 

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
PAR <sup>1</sup>	5 <sup>2 3</sup>	3.0°/38/778	ABCDE	137-¼	100	(100-¼)
	23 <sup>2 4</sup>	3.0°/43/818	ABCDE	116-¼	100	(100-¼)
	14 <sup>5</sup>	3.0°/40/766	ABCDE	232-¾	200	(200-¾)
	32 <sup>6</sup>	3.0°/41/785	ABCDE	225-¾	200	(200-¾)
PAR W/O GS <sup>1</sup>	23 <sup>7</sup>		ABCDE	360-¾	344	(400-¾)
	14		ABCDE	400-1½	368	(400-1½)
	5 <sup>8</sup>		ABCDE	440-¾	363	(400-¾)
	32		ABCDE	440-1½	415	(500-1½)
ASR <sup>1</sup>	23 <sup>7</sup>		AB	360-½	344	(400-½)
			CDE	360-¾	344	(400-¾)
	14		AB	420-1	388	(400-1)
			CDE	420-1½	388	(400-1½)
	5 <sup>9</sup>		AB	480-¾	443	(500-¾)
			CDE	480-1	443	(500-1)
	32		AB	480-1	455	(500-1)
			CDE	480-1¾	455	(500-1¾)
CIR	5, 14, 23, 32		AB	560-1	523	(600-1)
			C	580-1½	543	(600-1½)
			D	600-2	563	(600-2)
			E	740-2½	703	(800-2½)

<sup>1</sup>No-NOTAM MP 1200-2000Z++ Sat.  
<sup>2</sup>When ALS inop, increase vis to ½ mile.  
<sup>3</sup>WCH for Group 3 is 18ft, Group 4 is 13ft.  
<sup>4</sup>WCH for Group 4 is 18'.  
<sup>5</sup>WCH for Group 4 is 15'.  
<sup>6</sup>WCH for Group 4 is 16'.  
<sup>7</sup>When ALS inop, increase vis to 1 mile.  
<sup>8</sup>When ALS inop, increase vis to 1½ miles.  
<sup>9</sup>When ALS inop, increase vis CAT AB to 1 mile, CAT CDE to 1¾ miles.

CODED LOST COMMUNICATIONS  
SCARLET

TACAN equipped aircraft: If no transmissions are received for one minute in the pattern or 5/15 seconds on final approach, attempt contact with Beaufort Tower on 342.875/119.05 and proceed VFR. If unable, climb and maintain two thousand six hundred, proceed direct COSAW, execute TACAN Rwy 23 approach.

GOLD

RNAV/GPS equipped aircraft: If no transmissions are received for one minute in the pattern or 5/15 seconds on final approach, attempt contact with Beaufort Tower on 342.875/119.05 and proceed VFR. If unable, climb and maintain two thousand eight hundred, proceed direct HOWEL and execute RNAV/GPS Rwy 23 approach.

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

RADAR INSTRUMENT APPROACH MINIMUMS


RADAR INSTRUMENT APPROACH MINIMUMS

CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT), Cherry Point, NC

Amdt 5 02NOV23 (23306) (USN)

RADAR - (E) 118.35x 120.15x 275.6x 299.6x 305.2x 314.8x 320.4x 337.2x 348.0x 

ELEV 29

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	32L <sup>1 2</sup>	3.0°/50/926	ABCDE	125-¼	100	(100-¼)
	5R <sup>3</sup>	3.0°/55/1022	ABCDE	126-½	100	(100-½)
	14L <sup>4</sup>	3.0°/55/1050	ABCDE	126-½	100	(100-½)
	23R <sup>5</sup>	3.0°/56/1066	ABCDE	123-½	100	(100-½)
ASR	23R <sup>6</sup>		AB	400-½	377	(400-½)
			CDE	400-¾	377	(400-¾)
	32L <sup>2 6</sup>		AB	400-½	375	(400-½)
			CDE	400-¾	375	(400-¾)
	5R <sup>3</sup>		AB	500-1	474	(500-1)
			CDE	500-1¾	474	(500-1¾)
	14L <sup>4</sup>		AB	500-1	474	(500-1)
			CDE	500-1¾	474	(500-1¾)
 CIR	All Rwys		AB	580-1	551	(600-1)
			C	580-1½	551	(600-1½)
			D	580-2	551	(600-2)
			E	700-2½	671	(700-2½)

<sup>1</sup>When ALS inop, increase vis to ½ mile.  
<sup>2</sup>VGSI and descent angle/PAR glidepath not coincident (VGSI Angle 3.00/TCH 78).  
<sup>3</sup>VGSI and descent angle/PAR glidepath not coincident (VGSI Angle 3.00/TCH 73).  
<sup>4</sup>VGSI and descent angle/PAR glidepath not coincident (VGSI Angle 3.00/TCH 71).  
<sup>5</sup>CAUTION: PAR RPI and PAPI RRP not coincident.  
<sup>6</sup>When ALS inop, increase vis to 1 mile.

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS

NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA), Jacksonville, NC  
Amdt 4 23JAN25 (25023) (USN)  
RADAR - (U) 118.575 124.85 279.575 317.75 338.25 350.225 353.875 377.125

ELEV 26

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	1 <sup>1 2</sup>	3.0°/50/962	ABCD	133-¾	109	(200-¾)
	5 <sup>3</sup>	3.0°/50/921	ABCD	126-½	100	(100-½)
	19 <sup>4</sup>	3.0°/50/929	ABCD	123-½	100	(100-½)
	23 <sup>3</sup>	3.0°/50/913	ABCD	124-½	100	(100-½)
PAR W/O GS	1 <sup>5 6</sup>		AB	420-¾	396	(400-¾)
			CD	420-⅞	396	(400-⅞)
	5 <sup>6</sup>		ABCD	400-1	374	(400-1)
	19 <sup>6</sup>		AB	420-1	397	(400-1)
			CD	420-1⅙	397	(400-1⅙)
	23 <sup>6</sup>		AB	440-1	416	(500-1)
ASR			CD	440-1⅙	416	(500-1⅙)
	5 <sup>7</sup>		ABCD	400-1	374	(400-1)
	23 <sup>8 9</sup>		ABCD	360-1	336	(400-1)
	19 <sup>8 9</sup>		AB	480-1	457	(500-1)
			CD	480-1⅜	457	(500-1⅜)
CIR	ALL RWY		A	500-1	474	(500-1)
			B	540-1	514	(600-1)
			C	700-2	674	(700-2)
			D	700-2¼	674	(700-2¼)

<sup>1</sup>When ALS inop, increase vis to ½ mile.  
<sup>2</sup>VGSI TCH (46) not coincident.  
<sup>3</sup>VGSI TCH (37) not coincident.  
<sup>4</sup>VGSI TCH (41) not coincident.  
<sup>5</sup>When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1⅙ miles.  
<sup>6</sup>Step Down Fix 3 NM from RPI, 1000 min.  
<sup>7</sup>Step Down Fix 2 NM from thld, 700 min.  
<sup>8</sup>Step Down Fix 2 NM from thld, 680 min.  
<sup>9</sup>CAUTION: 2 NM SDF altitude 680 is less than CAT CD Circling MDA.

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

RADAR INSTRUMENT APPROACH MINIMUMS

23166

LAND AND HOLD-SHORT OPERATIONS (LAHSO)

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

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

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	AVBL LDG DIST
CHARLESTON, SC CHARLESTON AFB/INTL (CHS)	03	15-33	5,400 feet
	15	03-21	5,450 feet
	33	03-21	2,650 feet
WINSTON SALEM, NC SMITH REYNOLDS (INT)	33	04-22	6,010 feet

23166

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

24249

## 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*
ASHEVILLE, NC ASHEVILLE RGNL (AVL)	HS1	Limited visibility of Twy A between A5 and A6 from the tower.
CHARLESTON, SC CHARLESTON AFB/INTL (CHS)	HS 1	Twy A and Twy F and Rwy 15-33 confusing int.
	HS 2	Rwy 21, Twy A, Twy A1 and Twy E.
CHARLOTTE, NC CHARLOTTE/DOUGLAS INTL (CLT)	HS 1	Confusing int due to convergence of Twy R, Twy A, Twy C and Twy C9, along with grass island.
	HS 2	Pilots exiting Rwy 18C-36C on Twy S for either Twy E or Twy F mistakenly turn left on Twy E5 and re-enter the rwy.
	HS 3	Maintain vigilance northbound on Twy C approaching Twy C10 twy signs not aligned, allow for wingtip clearance with traffic exiting Rwy 36R at Twy C10.
COLUMBIA, SC COLUMBIA METRO (CAE)	HS 1	Rwy 23 departures miss the turn from Twy A eastbound to Twy C.
	HS 2	Maintain vigilance due to twy geometry. Twy D enters Rwy 29 behind THR. Twy D7 requires aircraft to turn parallel to Rwy 29 prior to Twy D.
	HS 3	Acft exiting Rwy 11-29 maintain vigilance as hold position markings are north of Twy F and Twy A6. Twy A3.
FLORENCE, SC FLORENCE RGNL (FLO)	HS 1	Be aware, when taxing eastbound on Twy B3, pilots sometimes miss turn onto Twy B and enter Rwy 01/19 without authorization.
GREENSBORO, NC PIEDMONT TRIAD INTL (GSO)	HS 1	Maintain vigilance confusing twy, turn right onto Twy K6, only cargo N of Twy K6.
GREENVILLE, SC GREENVILLE DOWNTOWN (GMU)	HS 1	Twy A, Twy D, Twy G, Twy C, Rwy 10-28 and Rwy 01-19.
RALEIGH/DURHAM, NC RALEIGH-DURHAM INTL (RDU)	HS 1	Maintain vigilance at Rwy 23L-05R and Twy C. Hold short of Rwy 23L-05R until air traffic issues clearance to cross Rwy 23L-05R.
WILMINGTON, NC WILMINGTON INTL (ILM)	HS 1	Maintain vigilance confusing int, close proximity to rwy.

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

24249

(MCDON.ALDAN4) 24025

AL-516 (FAA)

RALEIGH-DURHAM INTL (RDU)

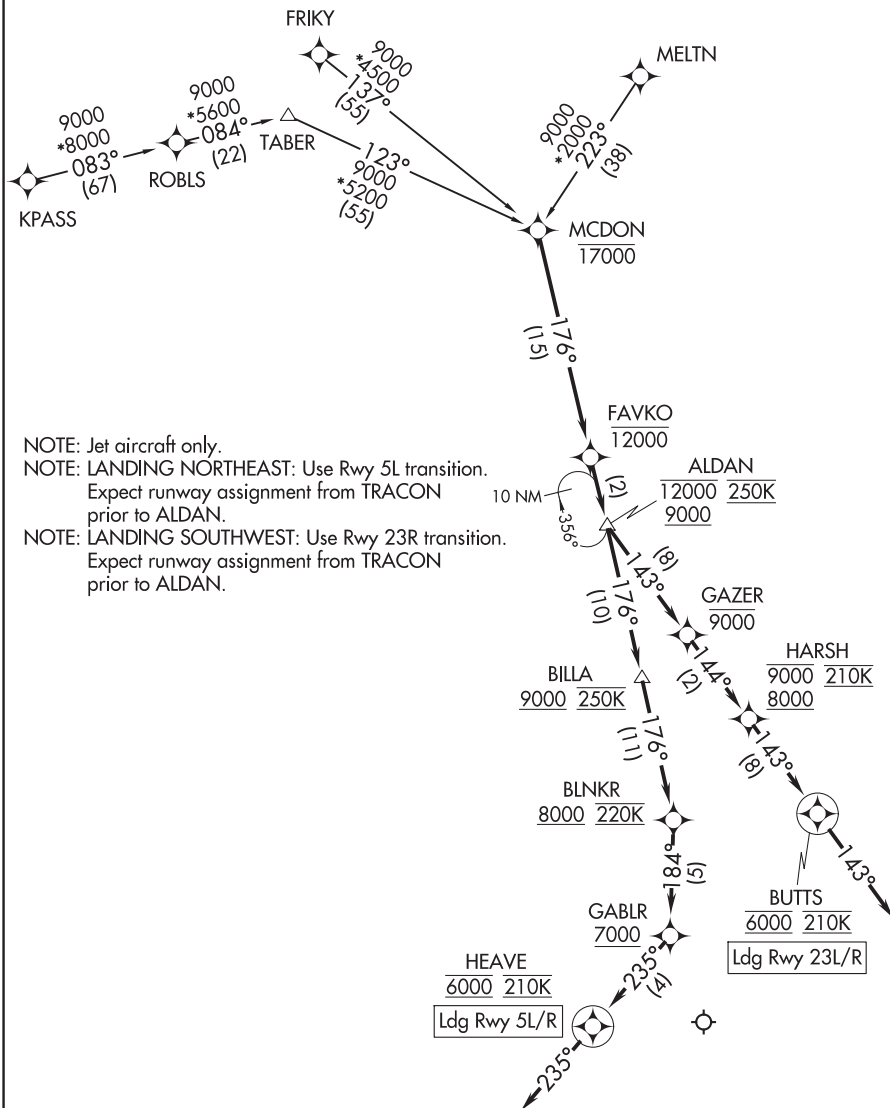
RALEIGH/DURHAM, NORTH CAROLINA

# ALDAN FOUR ARRIVAL (RNAV)

RALEIGH APP CON  
127.675 307.9  
D-ATIS  
123.8

RNAV 1 - DME/DME IRU or GPS.

RADAR required.



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

# ALDAN FOUR ARRIVAL (RNAV)

(MCDON.ALDAN4) 25JAN24

RALEIGH/DURHAM, NORTH CAROLINA

RALEIGH-DURHAM INTL (RDU)

ARRIVAL ROUTE DESCRIPTION

FRIKY TRANSITION (FRIKY.ALDAN4)  
KPASS TRANSITION (KPASS.ALDAN4)  
MELTN TRANSITION (MELTN.ALDAN4)

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

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

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

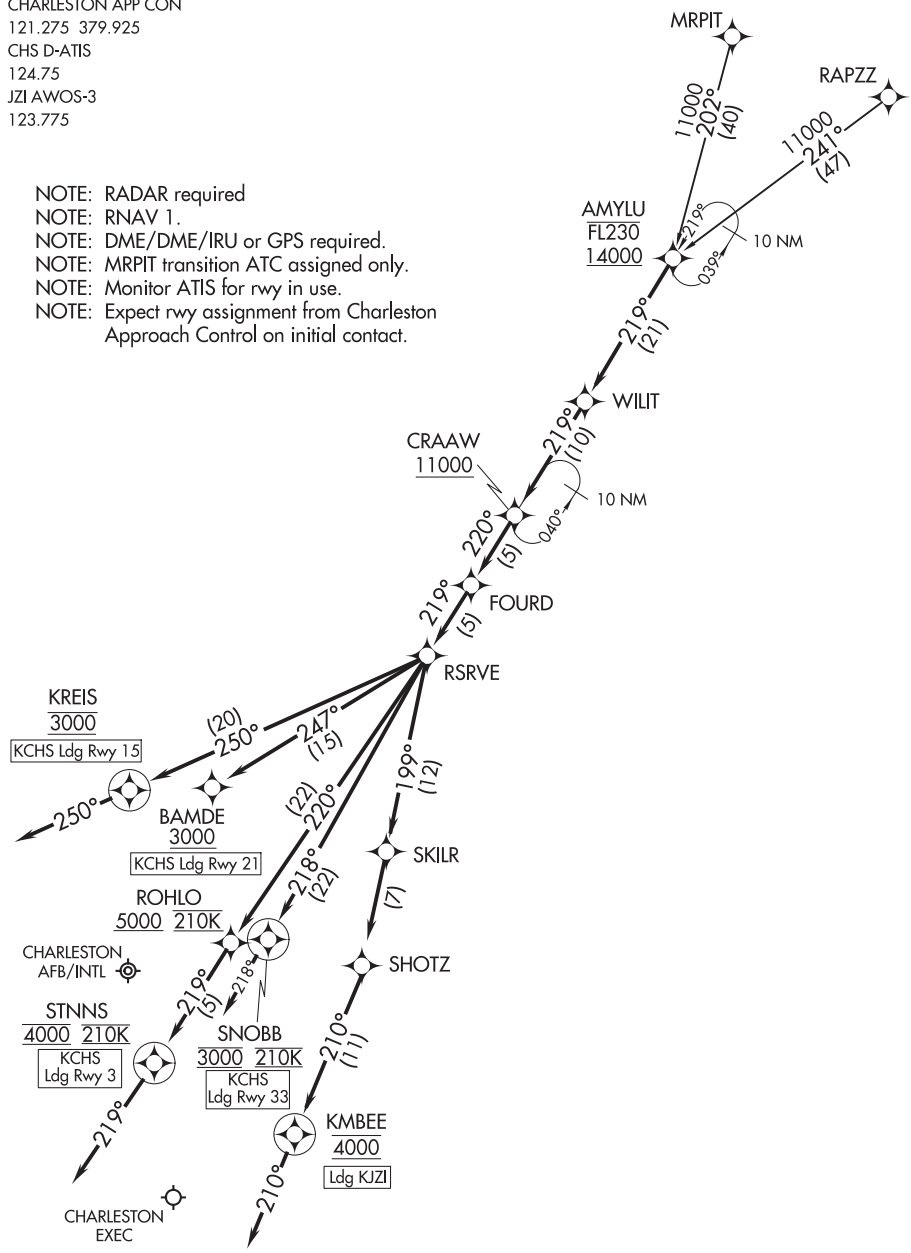
(AMYL.U.AMYLU3) 23166

AMYL.U THREE ARRIVAL (RNAV)

CHARLESTON, SOUTH CAROLINA

CHARLESTON APP CON  
121.275 379.925  
CHS D-ATIS  
124.75  
JZI AWOS-3  
123.775

- NOTE: RADAR required
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: MRPIT transition ATC assigned only.
- NOTE: Monitor ATIS for rwy in use.
- NOTE: Expect rwy assignment from Charleston Approach Control on initial contact.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

AMYL.U THREE ARRIVAL (RNAV)

CHARLESTON, SOUTH CAROLINA

(AMYL.U.AMYLU3) 05NOV20

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

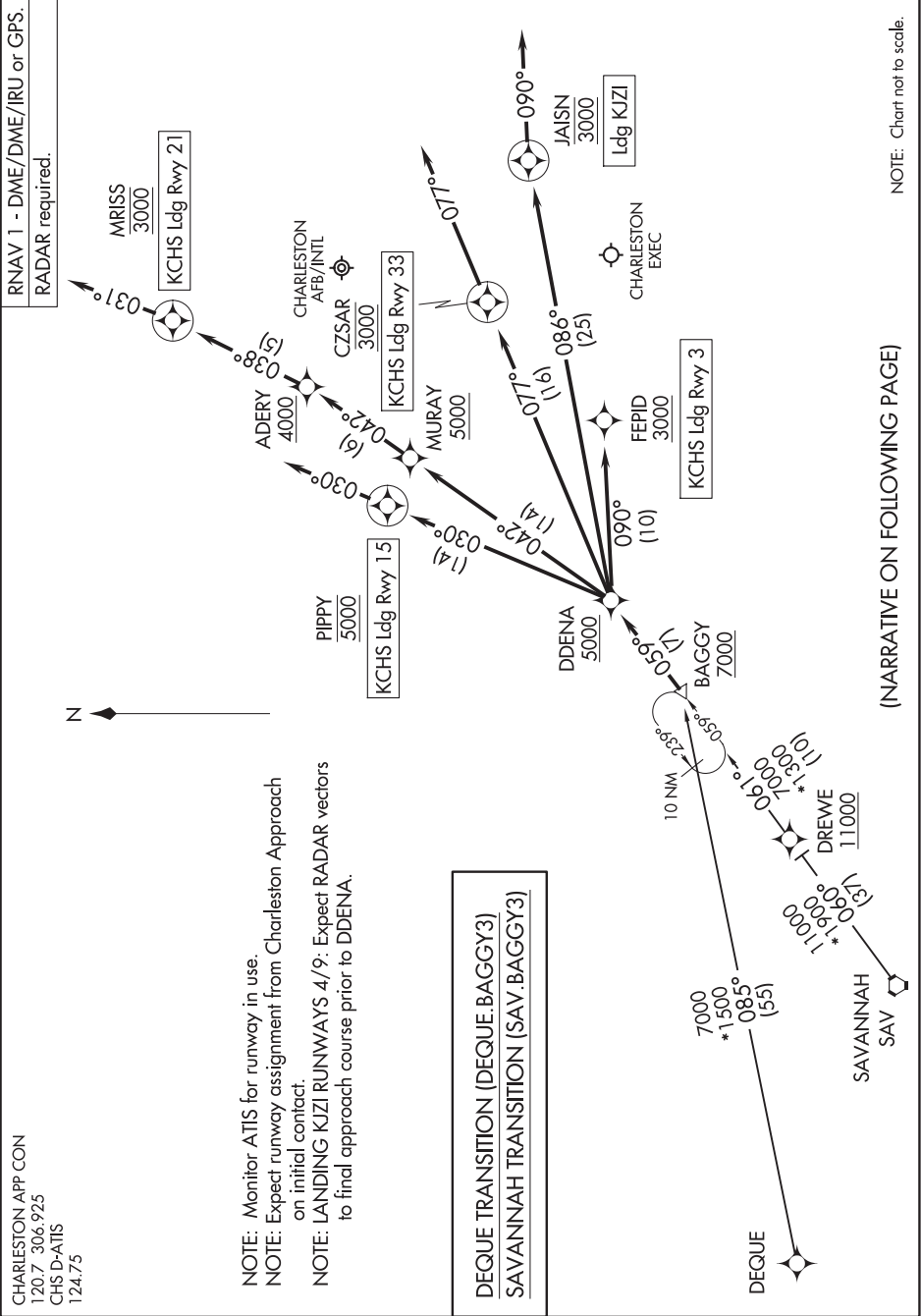
LANDING KCHS RUNWAY 33:  
From RSRVE on track 218° to cross SNOBB at 3000 and at 210K, then on heading 218° or as assigned by ATC. Expect RNP RWY 33 approach.  
Non-RNP aircraft: Expect RADAR vectors to final approach course.

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

BAGGY THREE ARRIVAL (RNAV)

CHARLESTON, SOUTH CAROLINA

SE-2, 12 JUN 2025 to 07 AUG 2025



(NARRATIVE ON FOLLOWING PAGE)

SE-2, 12 JUN 2025 to 07 AUG 2025

ARRIVAL ROUTE DESCRIPTION

KCHS: From BAGGY on track 059° to cross DDENA at or above 5000.

LANDING KCHS RUNWAY 3: From DDENA on track 090° to cross FEPID at or above 3000. Expect RNAV (RNP) RWY 3 approach.  
Non-RNP aircraft: Expect RADAR vectors to final approach course.

LANDING KCHS RUNWAY 15: From DDENA on track 030° to cross PIPPY at 5000, then on heading 030°. Expect RNAV (RNP) RWY 15 approach.  
Non-RNP aircraft: Expect RADAR vectors to final approach course.

LANDING KCHS RUNWAY 21: From DDENA on track 042° to cross MURAY at or above 5000, then on track 042° to cross ADERY at or above 4000, then on track 038° to cross MARISS at 3000 then on heading 031°. Expect RNAV (RNP) RWY 21 approach. Non-RNP aircraft: Expect RADAR vectors to final approach course.

LANDING KCHS RUNWAY 33: From DDENA on track 077° to cross CZSAR at 3000, then on heading 077°. Expect RNAV (RNP) RWY 33 approach.  
Non-RNP aircraft: Expect RADAR vectors to final approach course.

LANDING KJZI RUNWAYS 4, 9: From BAGGY on track 059° to cross DDENA at or above 5000, then on track 086° to cross JAISN at 3000, then on heading 090°. Expect RADAR vectors to final approach course prior to DDENA.

LANDING KJZI RUNWAY 27: From BAGGY on track 059° to cross DDENA at or above 5000, then on track 086° to cross JAISN at 3000, then on heading 090°. Expect RADAR vectors to final approach course after JAISN.

(BANKR.BANKR5) 24137

BANKR FIVE ARRIVAL (RNAV)

AL-78 (FAA)

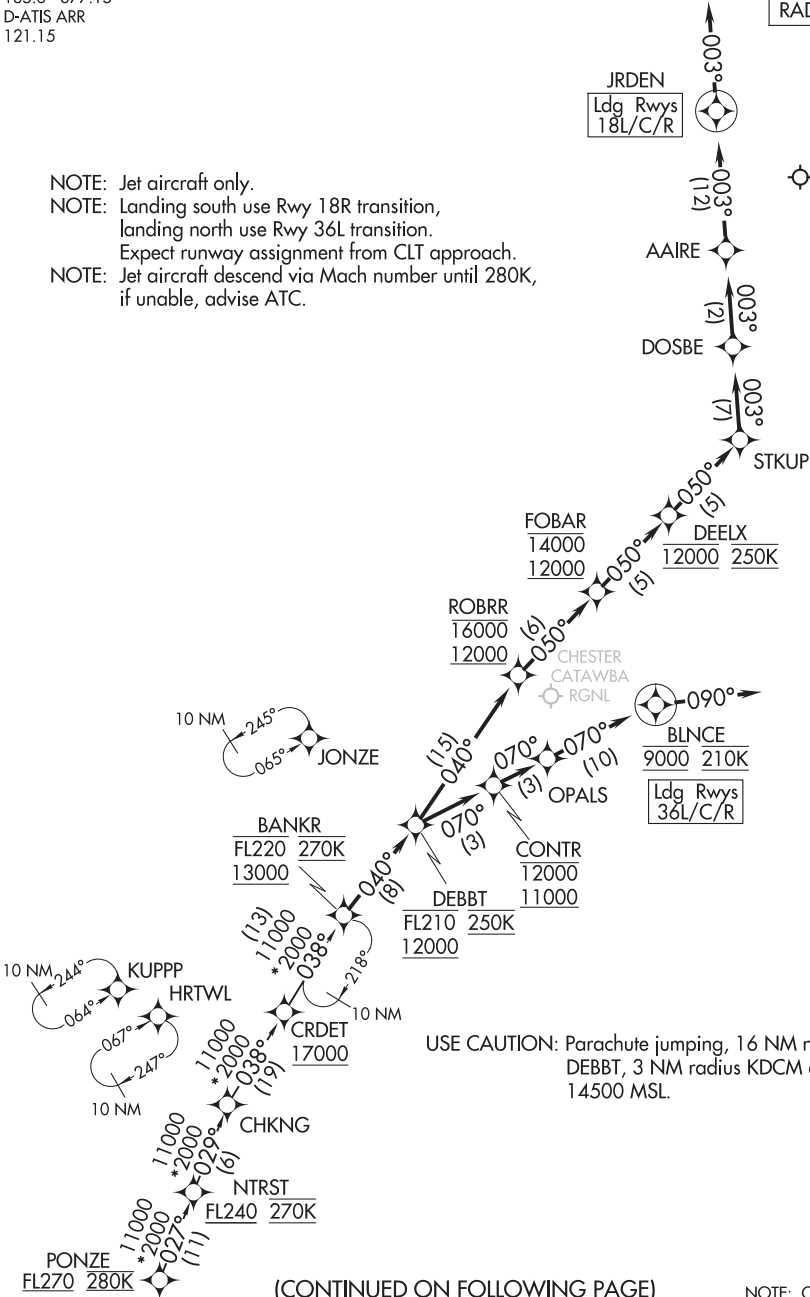
CHARLOTTE/DOUGLAS INTL (CLT)  
CHARLOTTE, NORTH CAROLINA

CHARLOTTE APP CON  
135.6 377.15  
D-ATIS ARR  
121.15

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.

- NOTE: Jet aircraft only.  
NOTE: Landing south use Rwy 18R transition,  
landing north use Rwy 36L transition.  
Expect runway assignment from CLT approach.  
NOTE: Jet aircraft descend via Mach number until 280K,  
if unable, advise ATC.



NOTE: Chart not to scale.

BANKR FIVE ARRIVAL (RNAV)

(BANKR.BANKR5) 16MAY24

CHARLOTTE, NORTH CAROLINA  
CHARLOTTE/DOUGLAS INTL (CLT)

ARRIVAL ROUTE DESCRIPTION

PONZE TRANSITION (PONZE.BANKR5)

From BANKR on track 040° to cross DEBBT between 12000 and FL210 and at 250K.

LANDING RUNWAYS 18L/C/R: From DEBBT on track 040° to cross ROBRR between 12000 and 16000, then on track 050° to cross FOBAR between 12000 and 14000, then on track 050° to cross DEELX at 12000 and at 250K, then on track 050° to STKUP, then on track 003° to DOSBE, then on track 003° to AAIRE, then on track 003° to JRDEN, then on track 003°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 36L/C/R: From DEBBT on track 070° to cross CONTR between 11000 and 12000, then on track 070° to OPALS, then on track 070° to cross BLNCE at 9000 and at 210K, then on track 090°. Expect RADAR vectors to final approach course.

BLOCC TWO ARRIVAL

GREENSBORO, NORTH CAROLINA

GREENSBORO APP CON  
124.35 269.225 (250°-049°)  
126.6 327.075 (050°-249°)  
GSO D-ATIS  
128.55  
INT ATIS  
121.3

SMITH  
REYNOLDS

PIEDMONT TRIAD  
INTL

RALEIGH-DURHAM  
117.2 RDU  
Chan 119

GREENSBORO  
116.2 GSO  
Chan 109

BLOCC  
TURBOJET VERTICAL NAVIGATION  
PLANNING INFORMATION  
Expect 11000 250K

SANDHILLS  
111.8 SDZ  
Chan 55

TENNI  
TURBOJET VERTICAL NAVIGATION  
PLANNING INFORMATION  
Expect FL210

COLUMBIA  
114.7 CAE  
Chan 94

NOTE: DME required.  
NOTE: RADAR required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

COLUMBIA TRANSITION (CAE.BLOCC2): From over CAE VORTAC on CAE R-043 and SDZ R-225 to SDZ VORTAC then on SDZ R-360 to BLOCC. Thence. . .

. . . from over BLOCC on GSO R-152 to GSO VORTAC. Expect RADAR vectors to final approach course.

BLOCC TWO ARRIVAL

(BLOCC.BLOCC2) 24MAY18

GREENSBORO, NORTH CAROLINA

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

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

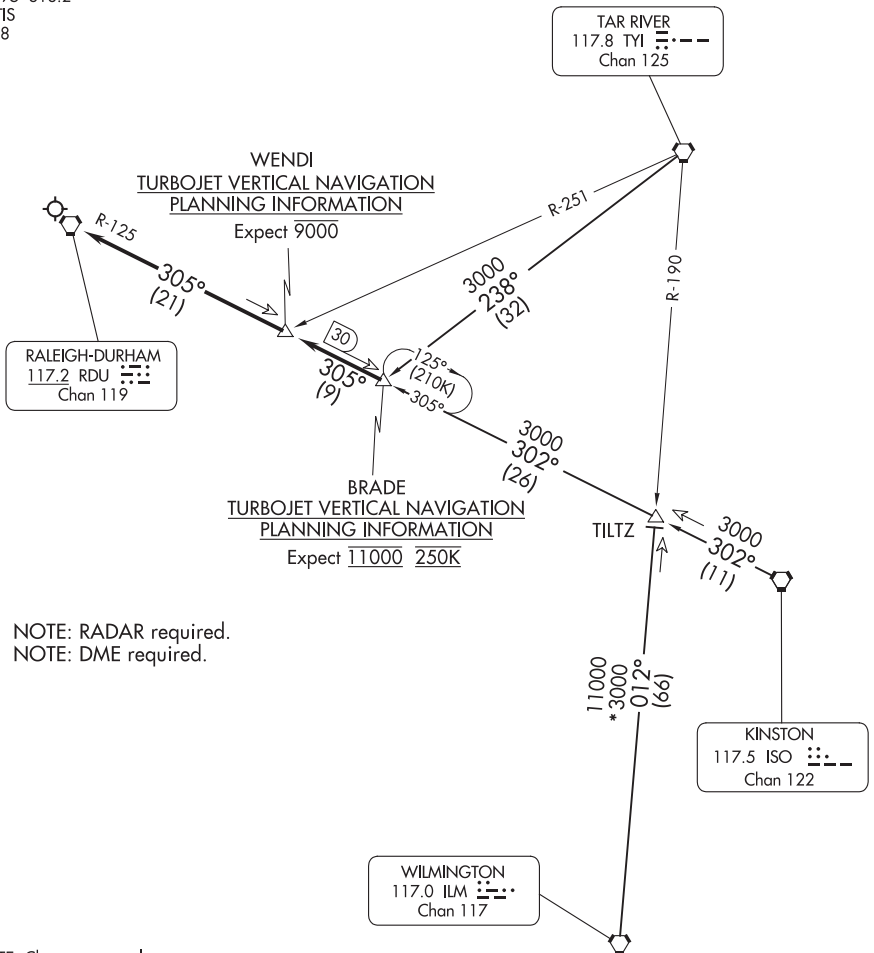
SE-2, 12 JUN 2025 to 07 AUG 2025



# **(BRADE.BRADE6) 24193** **BRADE SIX ARRIVAL**

AL-516 (FAA)

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

RALEIGH APP CON  
124.95 318.2  
D-ATIS  
123.8


NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

**KINSTON TRANSITION (ISO.BRADE6):** From over ISO VORTAC on ISO R-302 to BRADE, thence . . . .

**TAR RIVER TRANSITION (TYI.BRADE6):** From over TYI VORTAC on TYI R-238 to BRADE, thence . . . .

**WILMINGTON TRANSITION (ILM.BRADE6):** From over ILM VORTAC on ILM R-012 to TILTZ, then on ISO R-302 to BRADE, thence . . . .

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

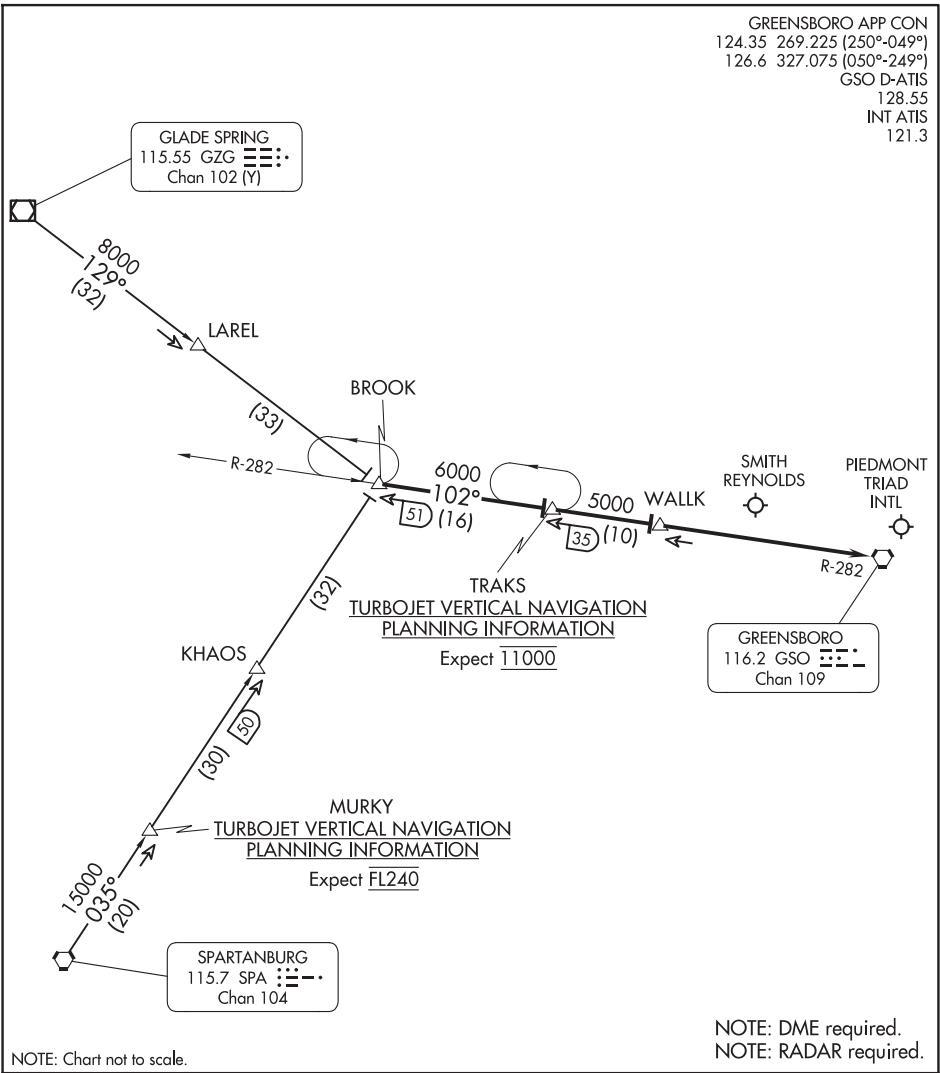
# **BRADE SIX ARRIVAL** **(BRADE.BRADE6) 24MAY18**

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



SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



ARRIVAL ROUTE DESCRIPTION

GLADE SPRING TRANSITION (GZG.BROOK4): From over GZG VOR/DME on GZG R-129 to BROOK INT. Thence. . . .

SPARTANBURG TRANSITION (SPA.BROOK4): From over SPA VORTAC on SPA R-035 to BROOK INT. Thence. . . .

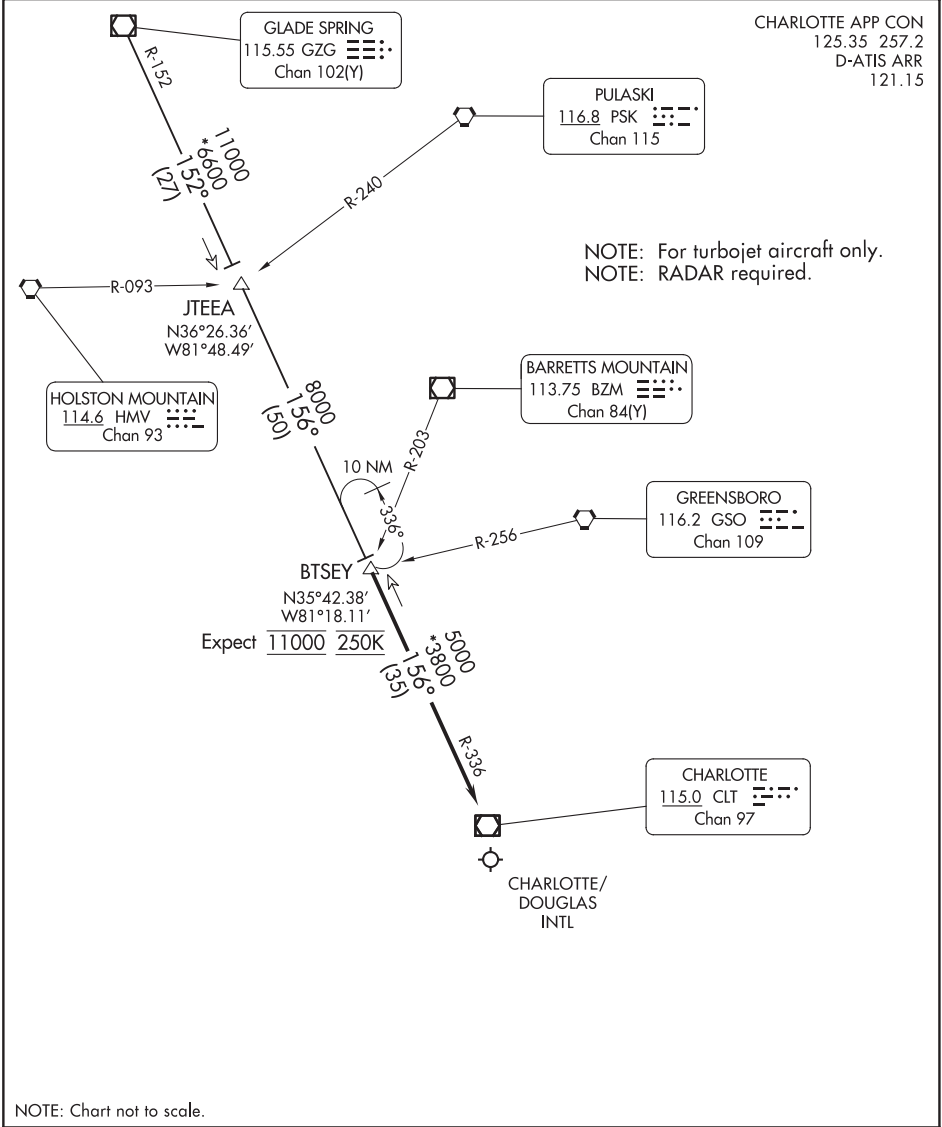
. . . .from over BROOK via GSO R-282 to TRAKS, then on GSO R-282 to WALK, then on GSO R-282 to GSO VORTAC. Expect RADAR vectors to final approach course.

(BTSEY.BTSEY2) 24081  
BTSEY TWO ARRIVAL

AL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)  
CHARLOTTE, NORTH CAROLINA

CHARLOTTE APP CON  
125.35 257.2  
D-ATIS ARR  
121.15



ARRIVAL ROUTE DESCRIPTION

GLADE SPRINGS TRANSITION (GZG.BTSEY2): From over GZG VOR/DME on GZG R-152 to JTEEA, then on CLT R-336 to BTSEY. Thence . . . .

. . . . from BTSEY on CLT R-336 to CLT VOR/DME. Expect RADAR vectors to final approach course prior to CLT VOR/DME.

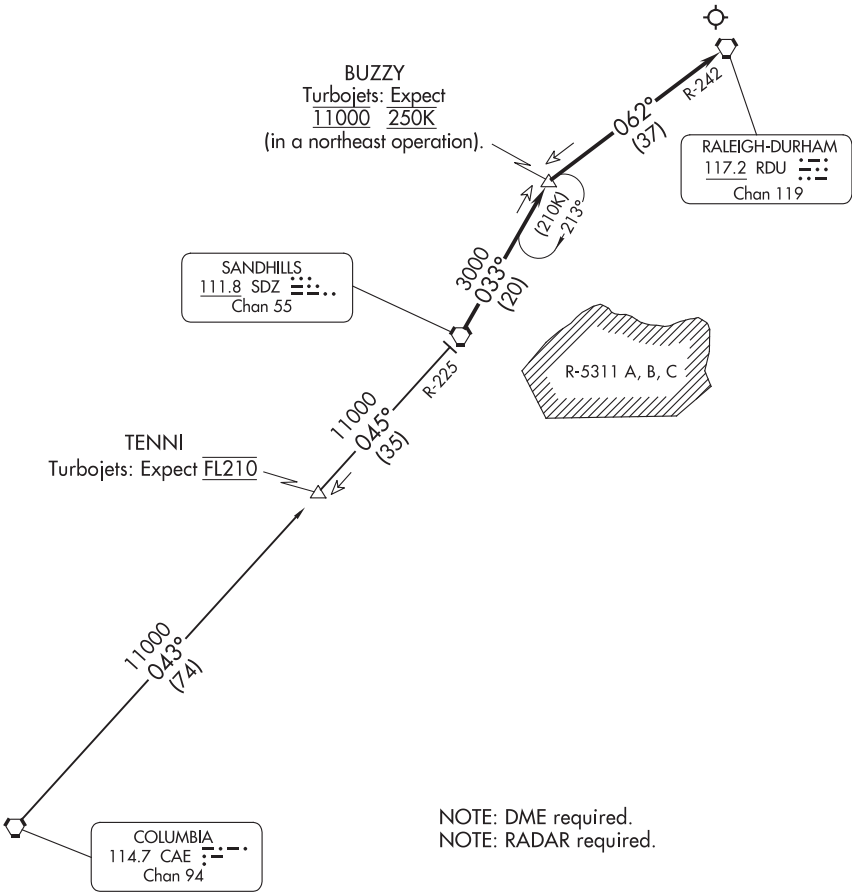
BTSEY TWO ARRIVAL  
(BTSEY.BTSEY2) 31MAR16

CHARLOTTE, NORTH CAROLINA  
CHARLOTTE/DOUGLAS INTL (CLT)

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

RALEIGH APP CON  
127.675 307.9  
D-ATIS  
123.8



ARRIVAL ROUTE DESCRIPTION

COLUMBIA TRANSITION (CAE.BUZZY1): From over CAE VORTAC on CAE R-043 and SDZ R-225 to SDZ VORTAC, then on SDZ R-033 to BUZZY.

... Thence on RALEIGH/DURHAM VORTAC R-242 to RDU. Expect RADAR vectors to final approach course after BUZZY.

(CHSLY.CHSLY6) 24137

CHSLY SIX ARRIVAL (RNAV) Transition Routes

CHARLOTTE APP CON  
126.15 282.325  
D-ATIS ARR  
121.15

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

10 NM  
043°  
223°  
AIROW

FL180  
\*4000  
221°  
(17)  
BEMOH

10 NM  
041°  
17000  
\*4000  
221°  
(22)  
WRLLD

10 NM  
041°  
15000  
\*3800  
221°  
(12)  
BLUEJ  
FL270

BURRZ  
FL270 280K  
FL240

SKLES  
FL220 280K

DENTT  
16000 270K

BOOTS  
FL230 13000

CHSLY  
FL220 250K  
13000

WLLSH  
16000 270K

NUUMN

COUPN

10 NM  
091°  
15000  
\*3100  
272°  
(6)  
FEDOX

10 NM  
087°  
16000  
\*3100  
271°  
(8)  
PELTS

10 NM  
267°  
16000  
\*3100  
247°  
(65)  
ARGAL

NOTE: Jet aircraft only.  
NOTE: Landing south use Rwy 18L transition,  
landing north use Rwy 36R transition.  
Expect runway assignment from CLT approach.  
NOTE: Jet aircraft descend via Mach number until 280K,  
if unable, advise ATC.  
NOTE: Do not file NUUMN Transition -  
to be assigned by ATC.

See following page for  
Arrival Routes.

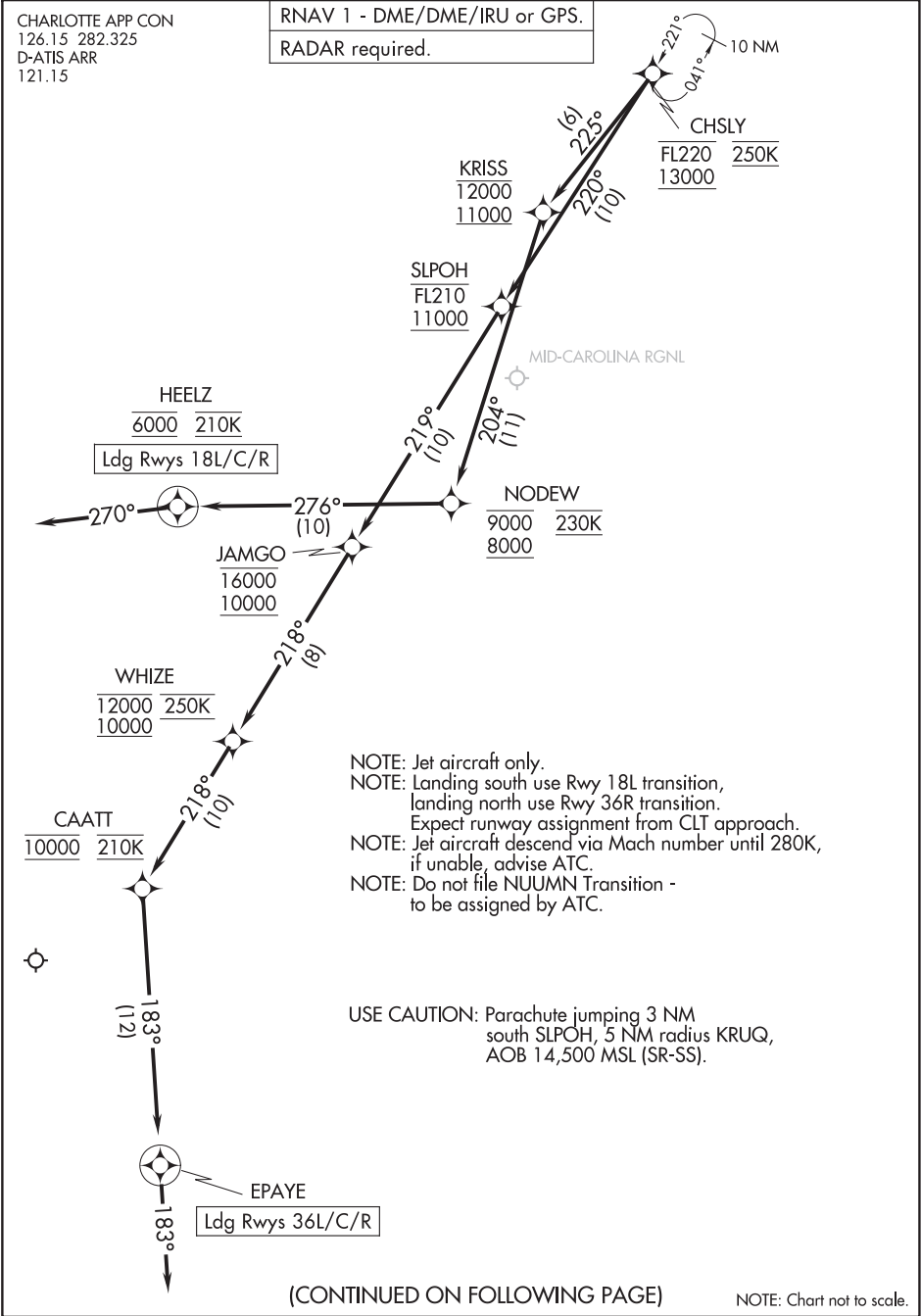
(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

CHSLY SIX ARRIVAL (RNAV) Transition Routes

(CHSLY.CHSLY6) 16MAY24

CHARLOTTE, NORTH CAROLINA  
CHARLOTTE/DOUGLAS INTL (CLT)



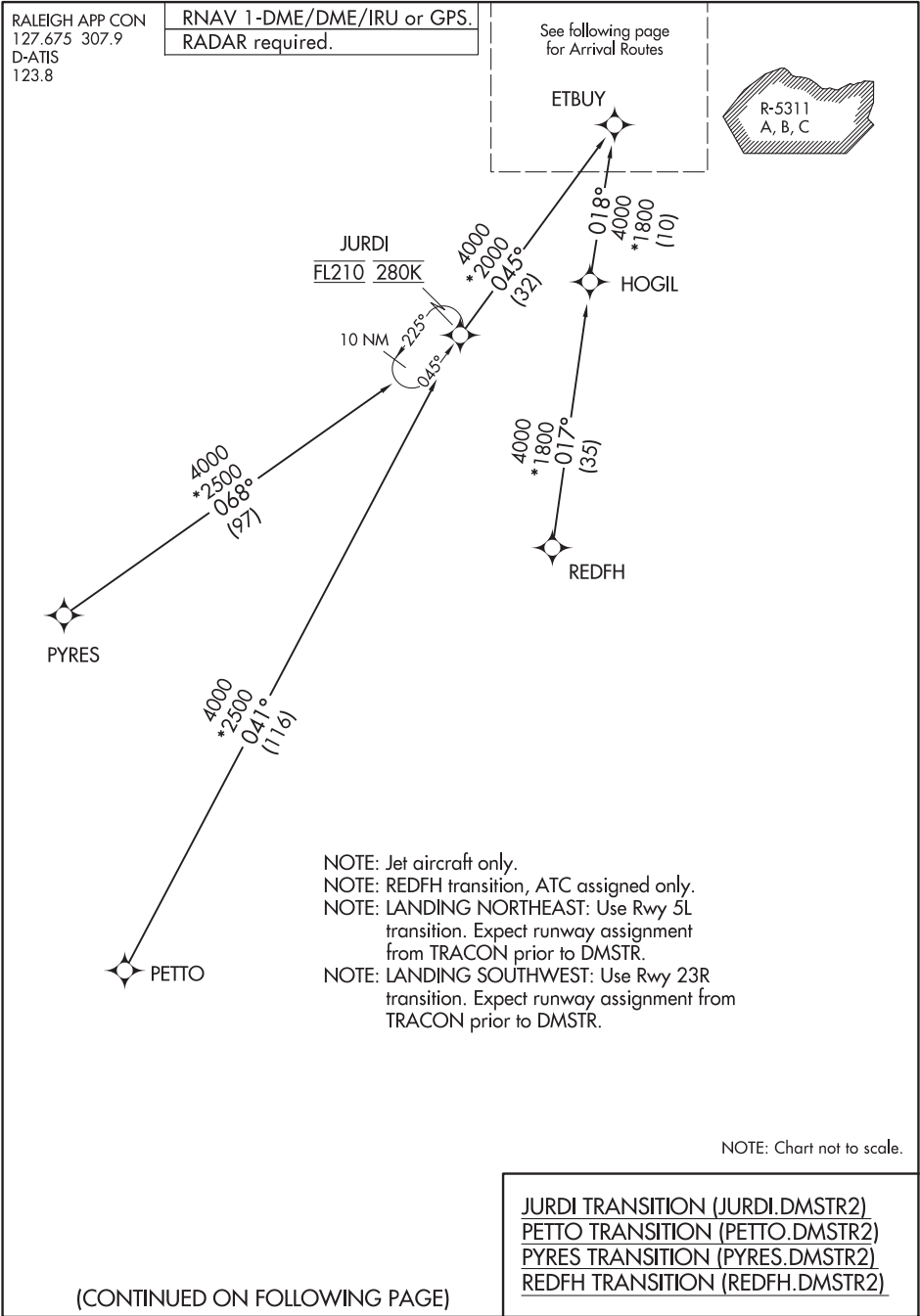
ARRIVAL ROUTE DESCRIPTION

LANDING RUNWAYS 18L/C/R: From CHSLY on track 225° to cross KRISS between 11000 and 12000, then on track 204° to cross NODEW between 8000 and 9000 and at 230K, then on track 276° to cross HEELZ at 6000 and at 210K, then on track 270°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 36L/C/R: From CHSLY on track 220° to cross SLPOH between 11000 and FL210, then on track 219° to cross JAMGO between 10000 and 16000, then on track 218° to cross WHIZE between 10000 and 12000 and at 250K, then on track 218° to cross CAATT at 10000 and at 210K, then on track 183° to EPAYE, then on track 183°. Expect RADAR vectors to final approach course.

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



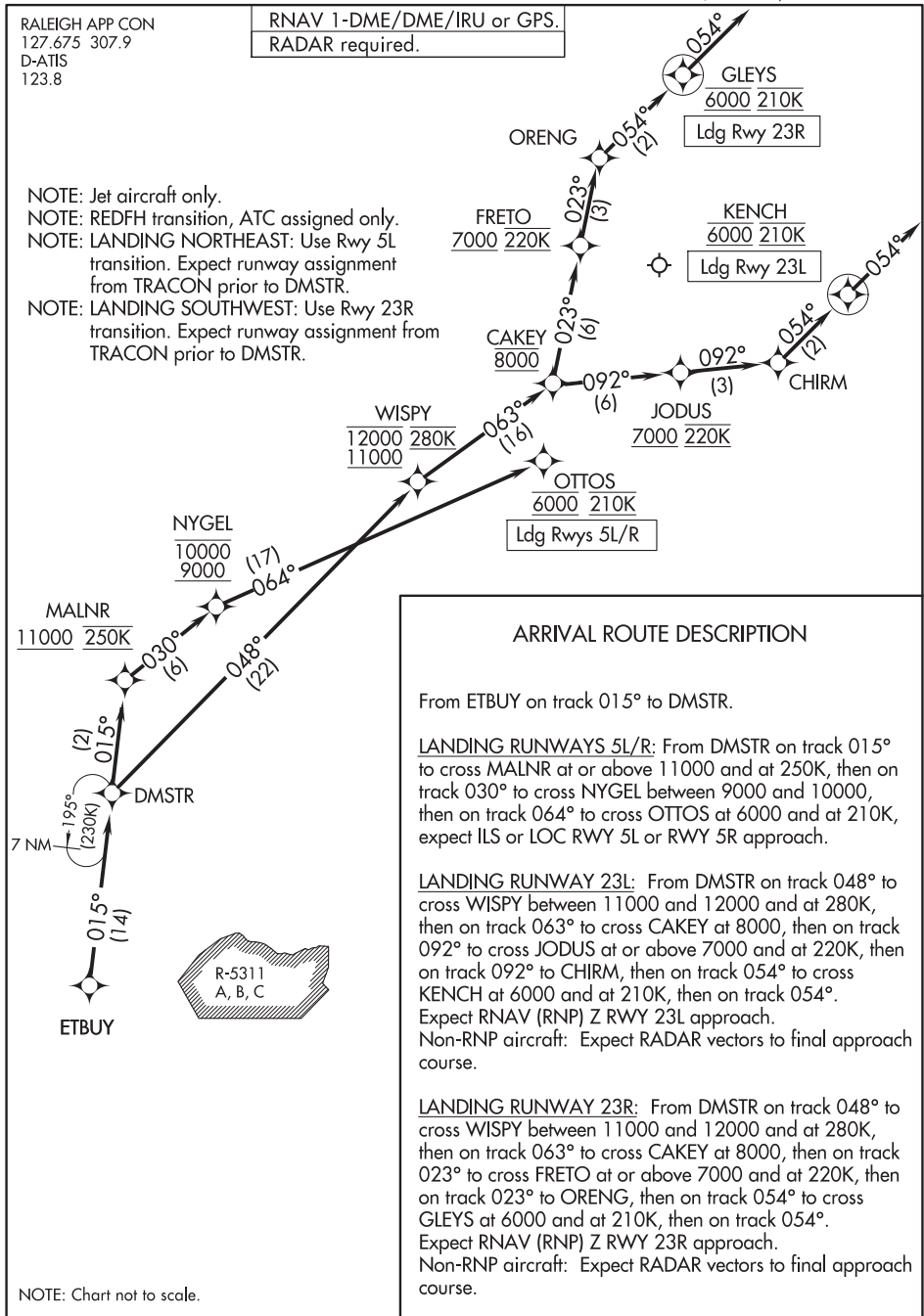
DMSTR TWO ARRIVAL(RNAV) Arrival Routes

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

RALEIGH APP CON  
127.675 307.9  
D-ATIS  
123.8

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

NOTE: Jet aircraft only.  
NOTE: REDFH transition, ATC assigned only.  
NOTE: LANDING NORTHEAST: Use Rwy 5L transition. Expect runway assignment from TRACON prior to DMSTR.  
NOTE: LANDING SOUTHWEST: Use Rwy 23R transition. Expect runway assignment from TRACON prior to DMSTR.



ARRIVAL ROUTE DESCRIPTION

From ETBUY on track 015° to DMSTR.

LANDING RUNWAYS 5L/R: From DMSTR on track 015° to cross MALNR at or above 11000 and at 250K, then on track 030° to cross NYGEL between 9000 and 10000, then on track 064° to cross OTTOS at 6000 and at 210K, expect ILS or LOC RWY 5L or RWY 5R approach.

LANDING RUNWAY 23L: From DMSTR on track 048° to cross WISPY between 11000 and 12000 and at 280K, then on track 063° to cross CAKEY at 8000, then on track 092° to cross JODUS at or above 7000 and at 220K, then on track 092° to CHIRM, then on track 054° to cross KENCH at 6000 and at 210K, then on track 054°. Expect RNAV (RNP) Z RWY 23L approach.

Non-RNP aircraft: Expect RADAR vectors to final approach course.

LANDING RUNWAY 23R: From DMSTR on track 048° to cross WISPY between 11000 and 12000 and at 280K, then on track 063° to cross CAKEY at 8000, then on track 023° to cross FRETO at or above 7000 and at 220K, then on track 023° to ORENG, then on track 054° to cross GLEYS at 6000 and at 210K, then on track 054°.

Expect RNAV (RNP) Z RWY 23R approach.  
Non-RNP aircraft: Expect RADAR vectors to final approach course.



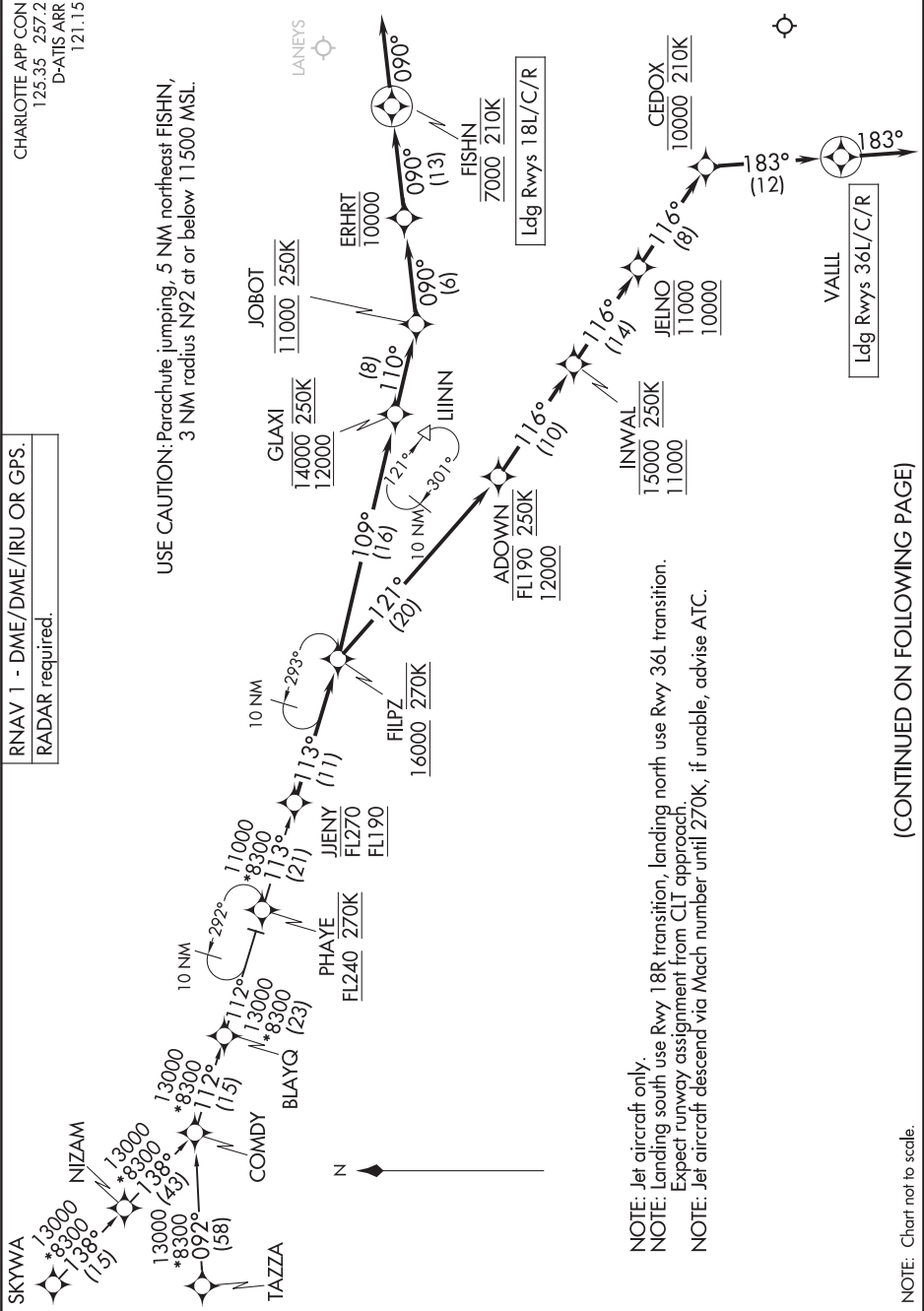
RNAV 1 - DME/DME/IRU OR GPS.  
RADAR required.

CHARLOTTE APP CON  
125.35 257.2  
D-ATIS ARR  
121.15

(JJENY.FILPZ4) 24137  
FILPZ FOUR ARRIVAL (RNAV)

AL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)  
CHARLOTTE, NORTH CAROLINA



FILPZ FOUR ARRIVAL (RNAV)  
(JJENY.FILPZ4) 16MAY24

CHARLOTTE, NORTH CAROLINA  
CHARLOTTE/DOUGLAS INTL (CLT)

(CONTINUED ON FOLLOWING PAGE)

ARRIVAL ROUTE DESCRIPTION

COMDY TRANSITION (COMDY.FILPZ4)  
SKYWA TRANSITION (SKYWA.FILPZ4)  
TAZZA TRANSITION (TAZZA.FILPZ4)

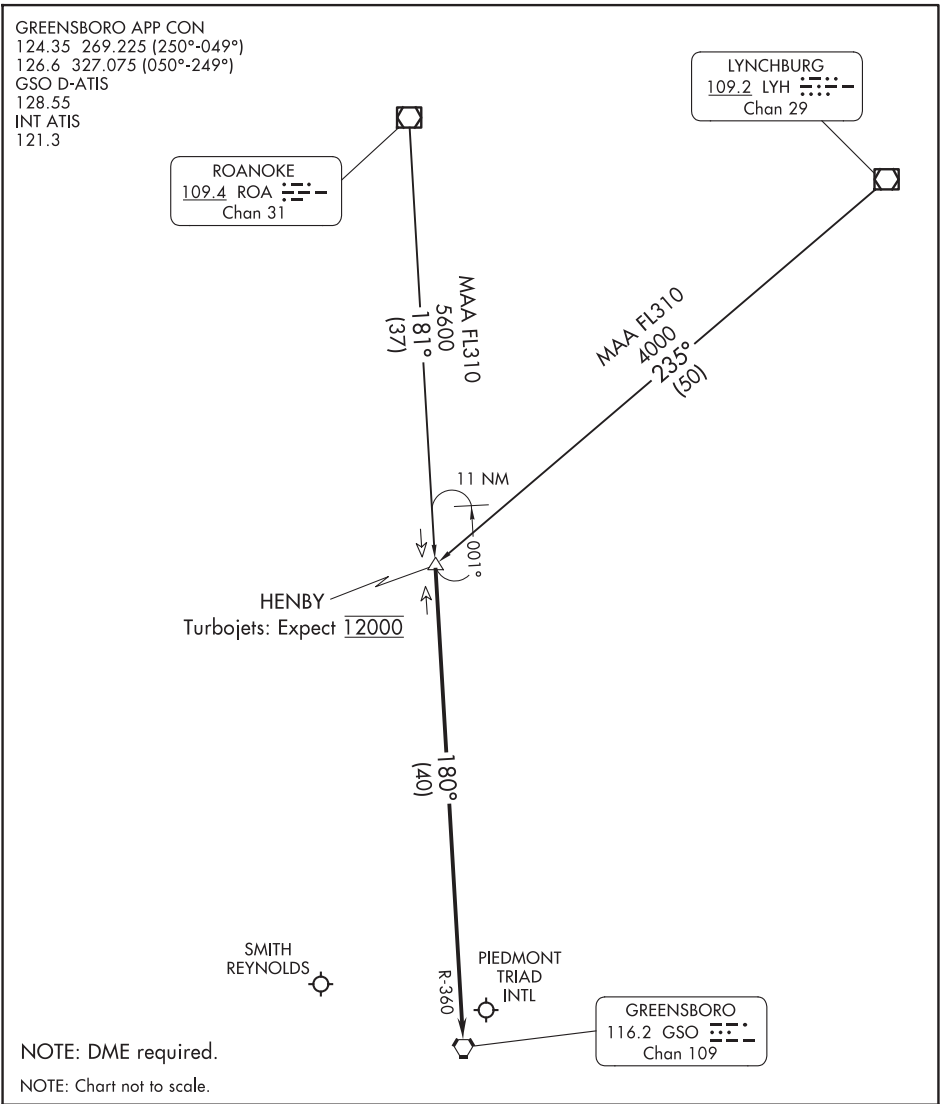
From JJENY on track 113° to cross FILPZ at or above 16000 and at 270K.

LANDING RUNWAYS 18L/C/R: From FILPZ on track 109° to cross GLAXI between 12000 and 14000 and at 250K, then on track 110° to cross JOBOT at 11000 and at 250K, then on track 090° to cross ERHRT at or below 10000, then on track 090° to cross FISHN at 7000 and at 210K, then on track 090°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 36L/C/R: From FILPZ on track 121° to cross ADOWN between 12000 and FL190 and at 250K, then on track 116° to cross INWAL between 11000 and 15000 and at 250K, then on track 116° to cross JELNO between 10000 and 11000, then on track 116° to cross CEDOX at 10000 and at 210K, then on track 183° to VALLL, then on track 183°. Expect RADAR vectors to final approach course.

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



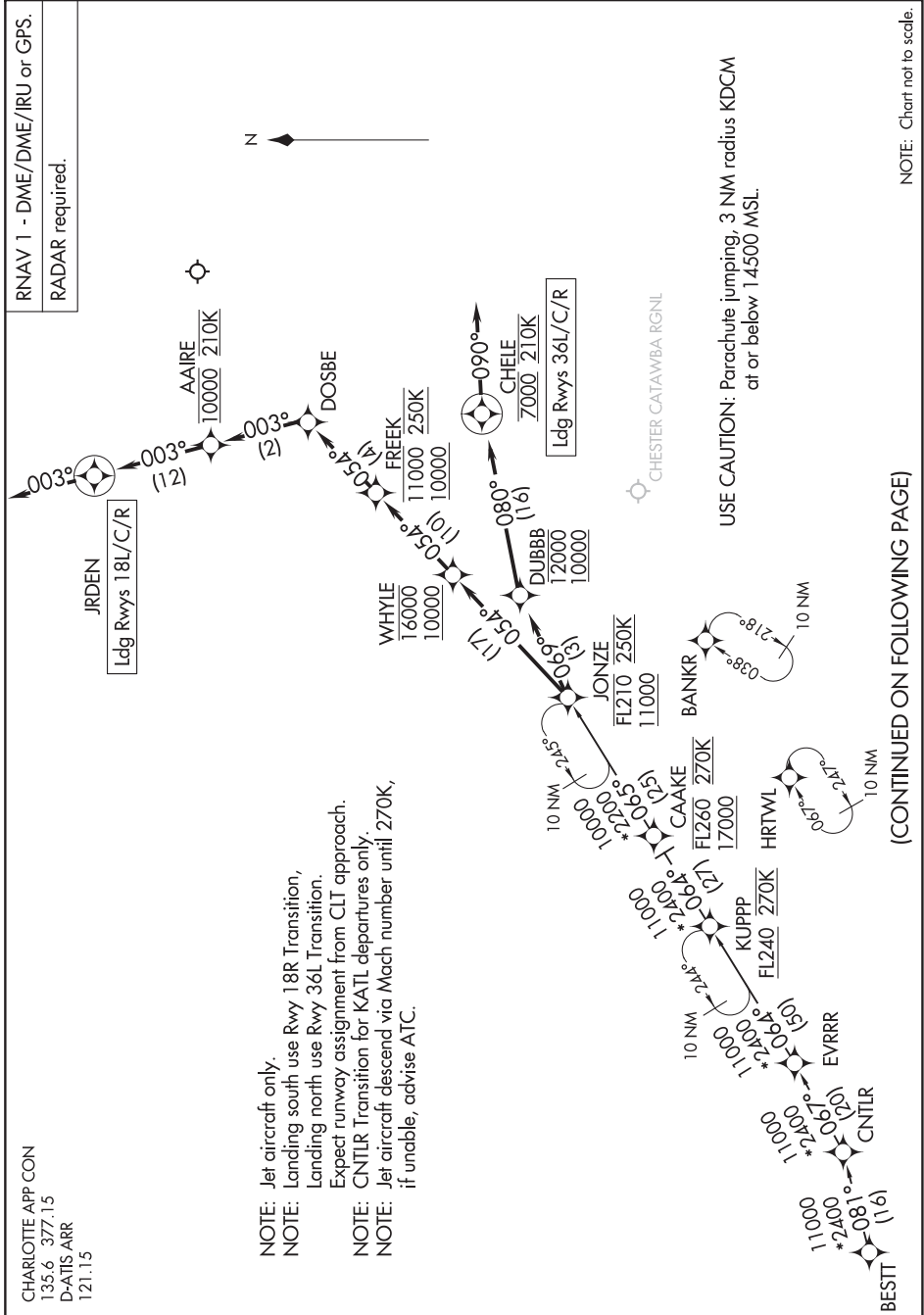
ARRIVAL ROUTE DESCRIPTION

LYNCHBURG TRANSITION (LYH.HENBY3): From over LYH VOR/DME on LYH R-235 to HENBY INT. Thence. . .

ROANOKE TRANSITION (ROA.HENBY3): From over ROA VOR/DME on ROA R-181 to HENBY INT. Thence. . .

. . . from over HENBY on GSO R-360 to GSO VORTAC, thence. . . expect RADAR vectors to final approach course.

SE-2, 12 JUN 2025 to 07 AUG 2025



SE-2, 12 JUN 2025 to 07 AUG 2025

ARRIVAL ROUTE DESCRIPTION

BESTT TRANSITION (BESTT.JONZE5)  
CNTLR TRANSITION (CNTLR.JONZE5)

LANDING RUNWAYS 18L/C/R: From JONZE on track 054° to cross WHYLE between 10000 and 16000, then on track 054° to cross FREEK between 10000 and 11000 and at 250K, then on track 054° to DOSBE, then on track 003° to cross AAIRE at 10000 and at 210K, then on track 003° to JRDEN, then on track 003°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 36L/C/R: From JONZE on track 069° to cross DUBBB between 10000 and 12000, then on track 080° to cross CHELE at 7000 and at 210K, then on track 090°. Expect RADAR vectors to final approach course.

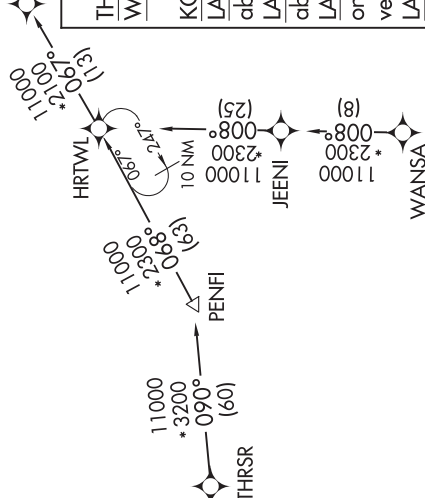
SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

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

CHARLOTTE APP CON  
135.6 377.15  
CLT D-ATIS ARR  
121.15  
JQF ATIS  
133.675

Use CAUTION: Parachute jumping 17 NM NE of CHIPTR, 3 NM radius KDCM (Chester-Catawba Rgnl), AOB 14,500 MSL.

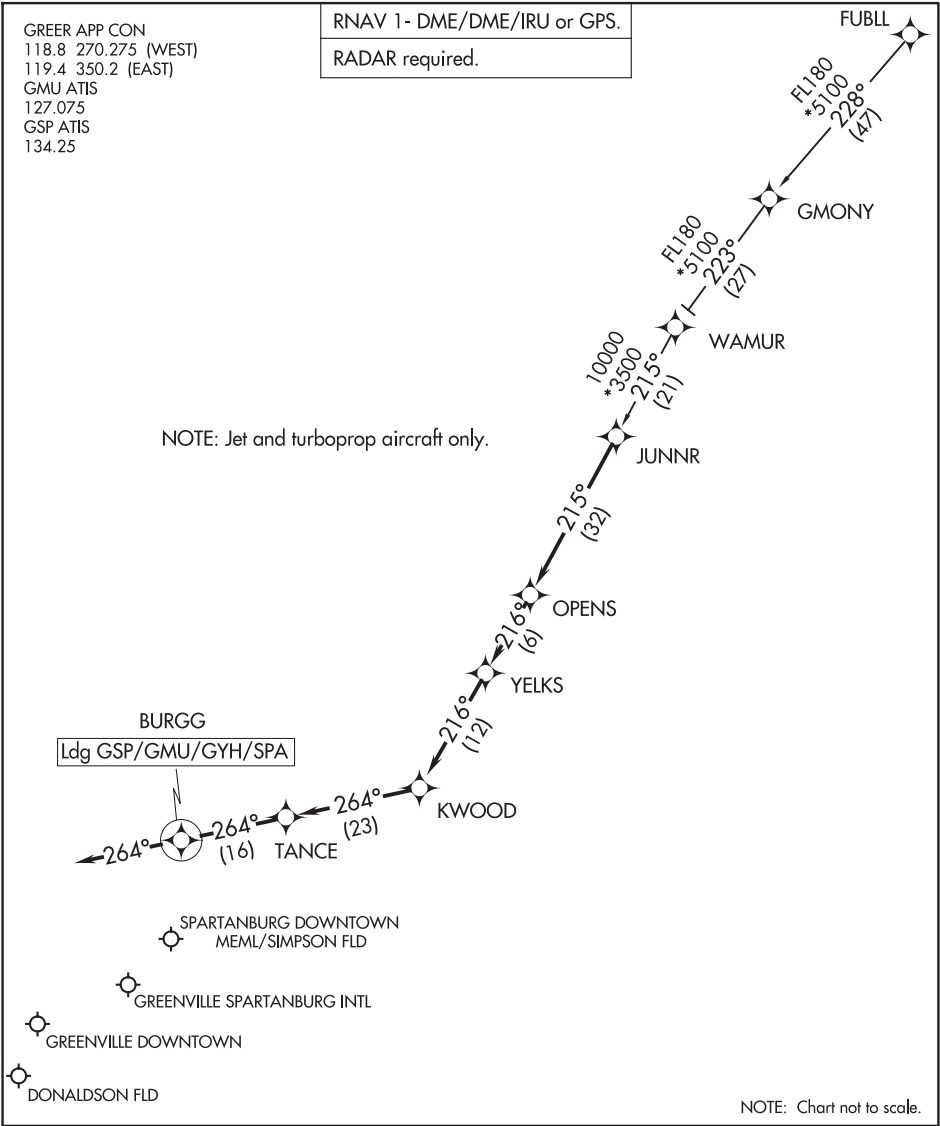


## ARRIVAL ROUTE DESCRIPTION

THRSR TRANSITION (THRSR.JOOLS1)  
WANSA TRANSITION (WANSA.JOOLS1)

KCLIT: From JOOLS on track 067° to CHPTR.  
LANDING RUNWAYS 18L/C/R: From CHPTR on track 041° to cross WHDRW at or above 4000, then on track 050°. Expect RADAR vectors to final approach course.  
LANDING RUNWAYS 36L/C/R: From CHPTR on track 067° to cross KEGGG at or above 4000, then on track 070°. Expect RADAR vectors to final approach course.  
LANDING KAKH/KRUQ/KEHO/KIQF/KIP: From JOOLS on track 067° to CHPTR, then on track 041° to cross WHDRW at or above 4000, then on track 050°. Expect RADAR vectors to final approach course.  
LANDING KDCM/KEQY/KUZA/KAFP/N52/KVUJ/KIKR: From JOOLS on track 067° to CHPTR, then on track 067° to cross KEGGG at or above 4000, then on track 070°. Expect RADAR vectors to final approach course.

NOTE: Chart not to scale.



ARRIVAL ROUTE DESCRIPTION

FUBLL TRANSITION (FUBLL.JUNNR4)

LANDING ALL AIRPORTS: From JUNNR on track 215° to OPENS, then on track 216° to YELKS, then on track 216° to KWOOD, then on track 264° to TANCE, then on track 264° to BURGG, then on heading 264°. Expect RADAR vectors to final approach course.

KABEE THREE ARRIVAL (RNAV)

CONCORD, NORTH CAROLINA

CHARLOTTE APP CON  
126.15 282.325  
CLT D-ATIS ARR  
121.15  
JQF ATIS  
133.675  
RUQ AWOS-3  
118.175  
SVH AWOS-3  
119.225  
VUJ AWOS-3  
128.175  
CONCORD TOWER ★  
134.65 (CTAF)  
STANLY TOWER ★  
126.275 (CTAF) 291.9

STATESVILLE  
RGNL

MID-CAROLINA  
RGNL

NASCR

CONCORD-  
PADGETT  
RGNL

STANLY  
COUNTY

BIFFL

KABEE  
Expect 15000

COPEL

FLORENCE  
FLO

NOTE: RADAR required.  
NOTE: RNAV 1.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: Turbojet and turboprop aircraft only.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

FLORENCE TRANSITION (FLO.KABEE3)

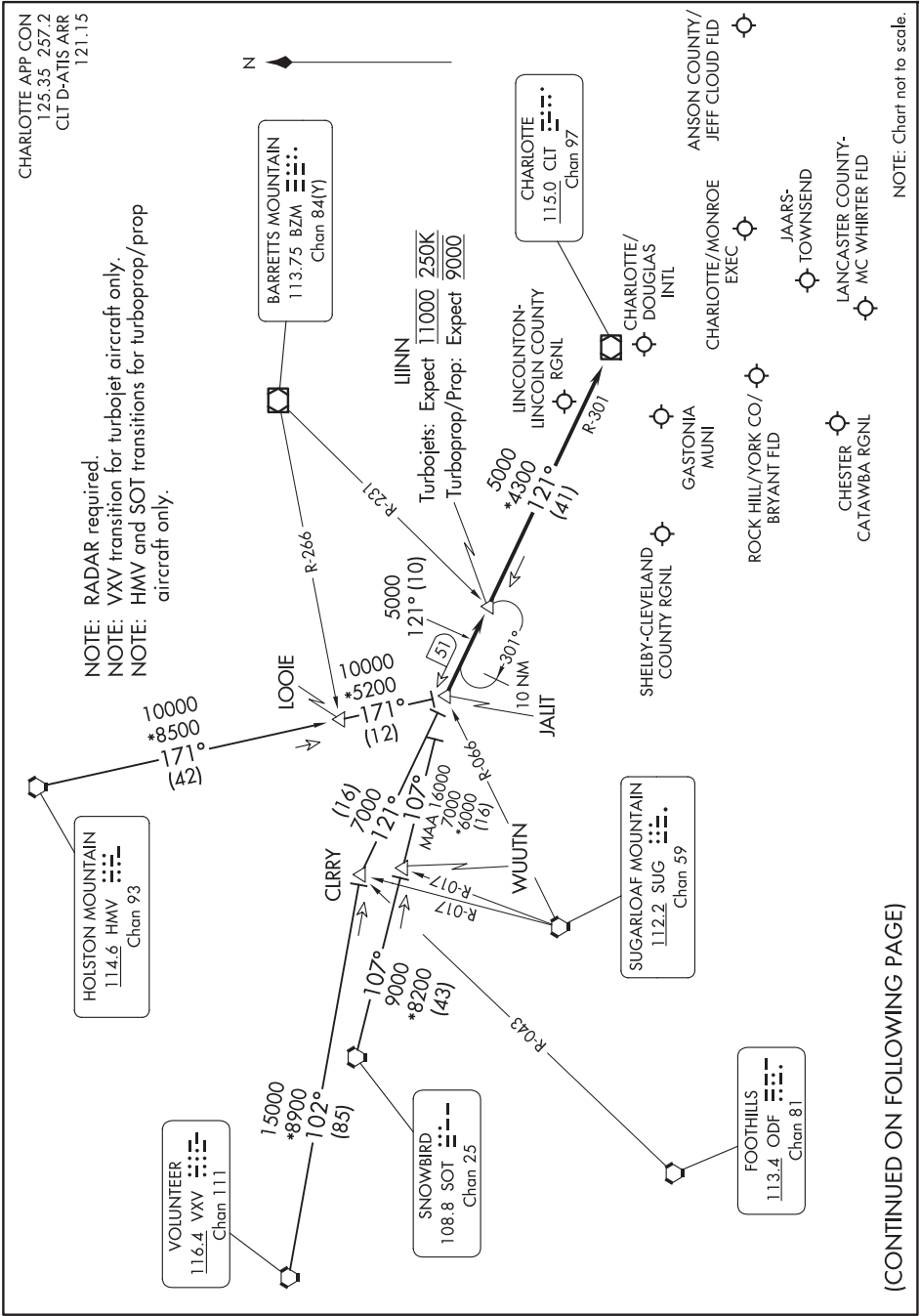
From KABEE on track 338° to BIFFL, then on track 352° to NASCR,  
then on heading 346°, expect RADAR vectors to final approach course.

KABEE THREE ARRIVAL (RNAV)

CONCORD, NORTH CAROLINA



SE-2, 12 JUN 2025 to 07 AUG 2025



SE-2, 12 JUN 2025 to 07 AUG 2025

(CONTINUED ON FOLLOWING PAGE)

ARRIVAL ROUTE DESCRIPTION

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

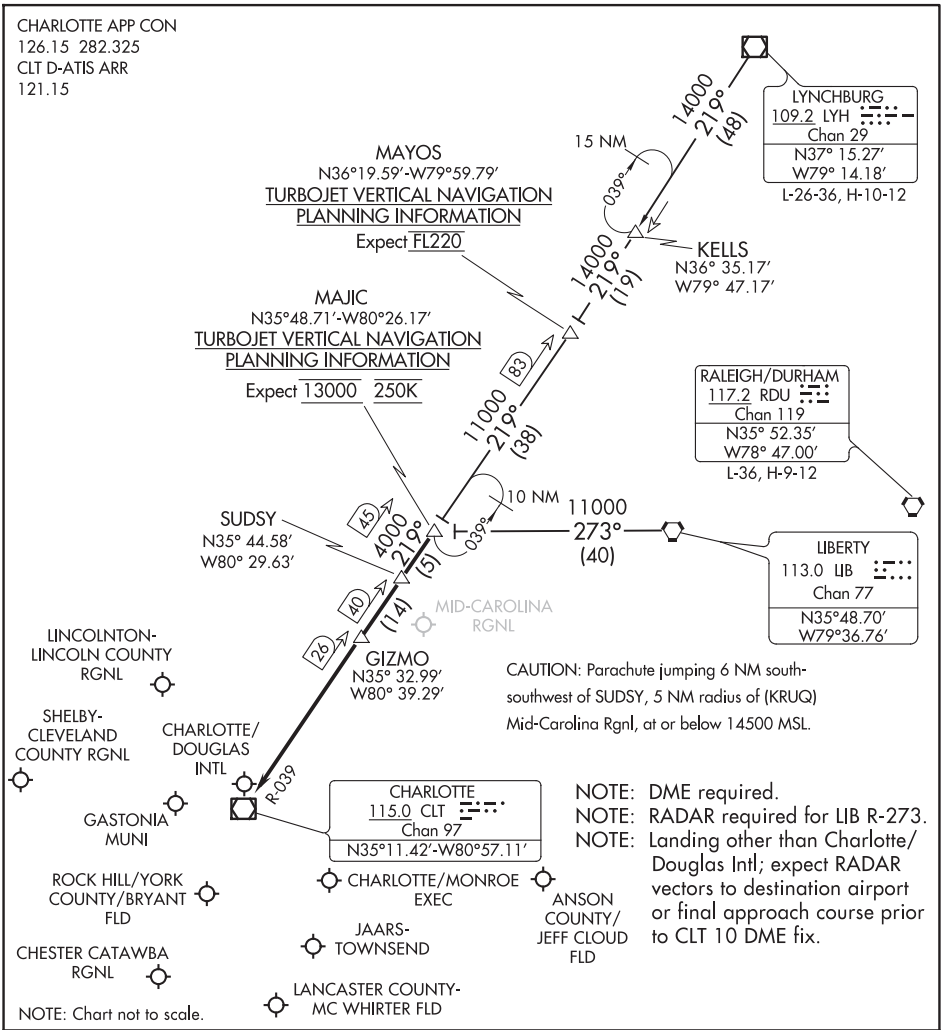
SNOWBIRD TRANSITION (SOT.LIINN3): From over SOT VORTAC on SOT R-107 to JALIT. Thence . . . .

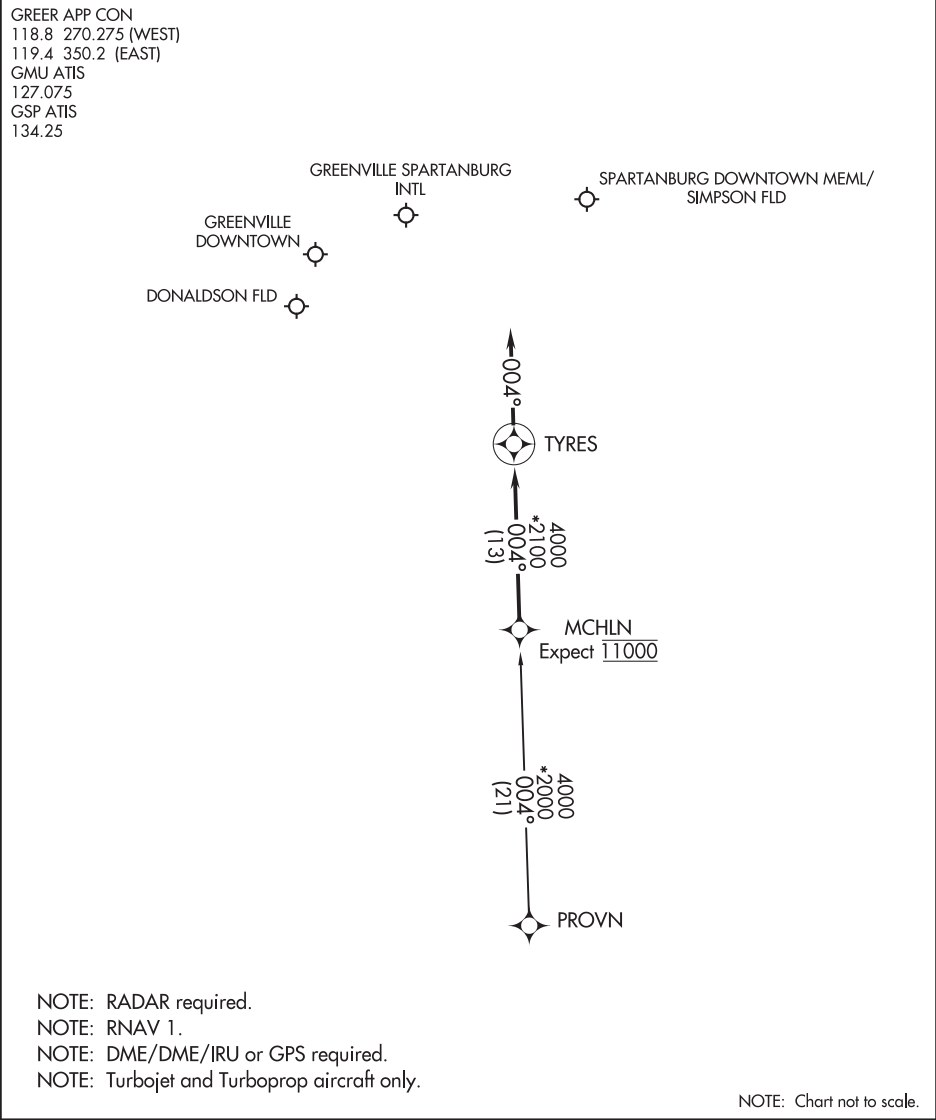
VOLUNTEER TRANSITION (VXV.LIINN3): From over VXV VORTAC on VXV R-102 to CLRRY, then on CLT R-301 to JALIT. Thence . . . .

. . . . from JALIT on CLT R-301 to LIINN, then on CLT R-301 to CLT VOR/DME. Expect RADAR vectors to destination airport or final approach course prior to CLT VOR/DME.

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025





ARRIVAL ROUTE DESCRIPTION

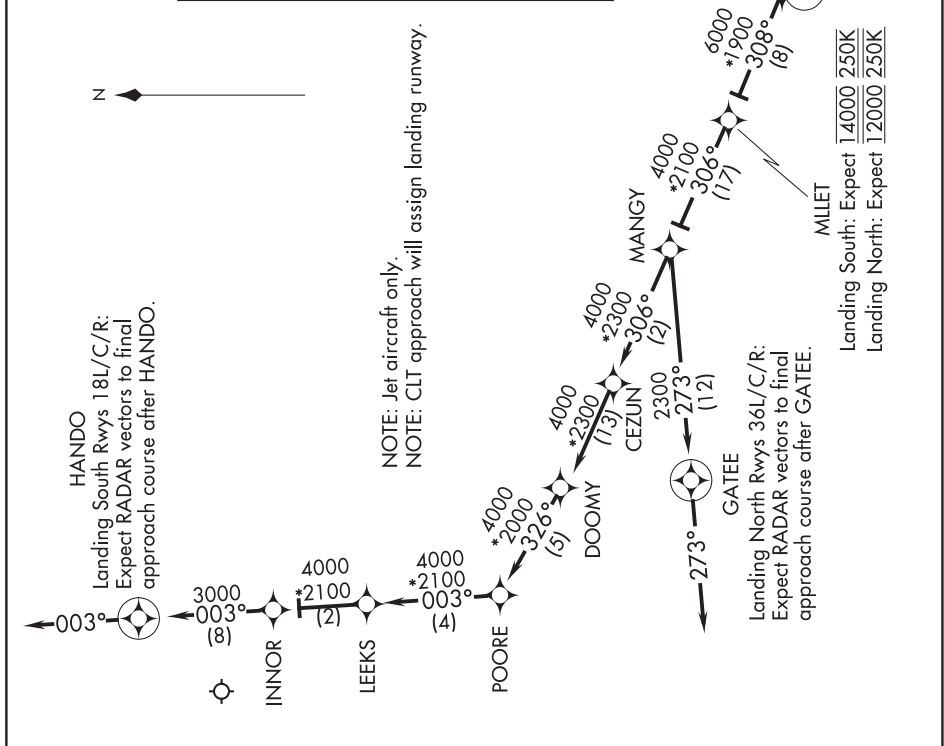
PROVN TRANSITION (PROVN.MCHLN2)

From MCHLN on track 004° to TYRES, then on heading 004°. Expect RADAR vectors to final approach course.

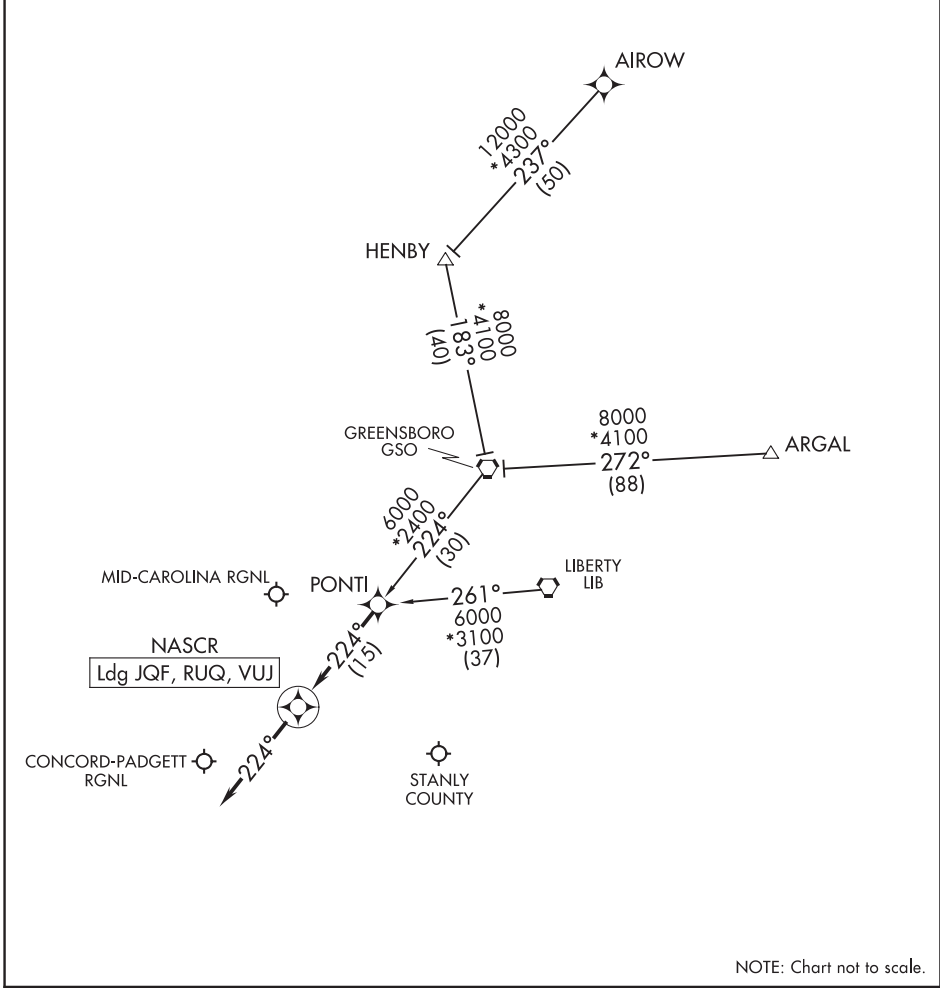
## MLLET THREE ARRIVAL (RNAV)

NOTE: Chart not to scale.

RNAV 1 - DME/DME/IRU OR GPS. RADAR required.	<p>CHARLOTTE APP CON 126.15 282.325 D-ATIS ARR 121.15</p>
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CHARLOTTE APP CON 128.325 JQF ATIS 133.675	RNAV 1 - DME/DME/IRU or GPS. RADAR required.
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ARRIVAL ROUTE DESCRIPTION

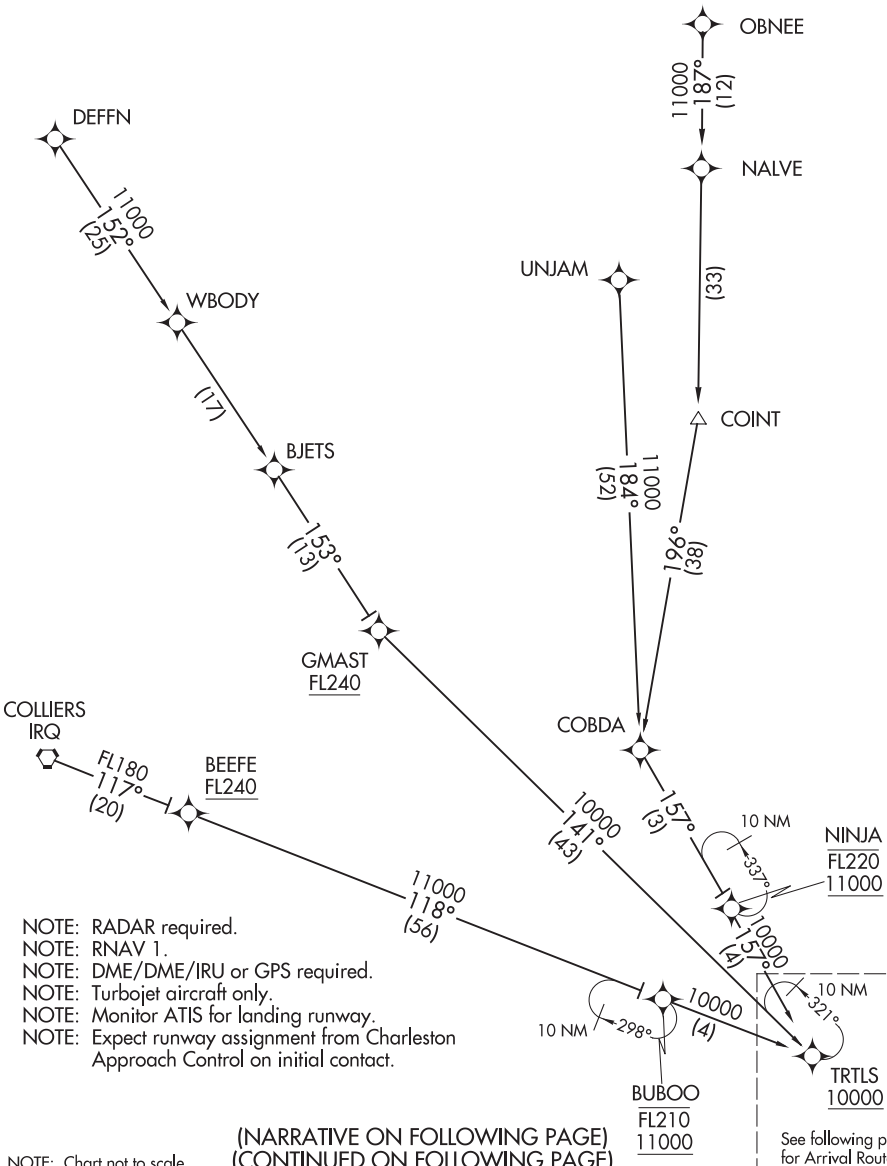
- AIROW TRANSITION (AIROW.NASCR1)
- ARGAL TRANSITION (ARGAL.NASCR1)
- GREENSBORO TRANSITION (GSO.NASCR1)
- LIBERTY TRANSITION (LIB.NASCR1)

**LANDING ALL AIRPORTS:** From PONTI on track 224° to NASCR, then on track 224°. Expect RADAR vectors to final approach course.

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

CHARLESTON APP CON  
120.7 306.925  
CHS D-ATIS  
124.75  
JZI AWOS-3  
123.775

COLLIERS TRANSITION (IRQ.OSPRI7)  
DEFFN TRANSITION (DEFFN.OSPRI7)  
OBNEE TRANSITION (OBNEE.OSPRI7)  
UNJAM TRANSITION (UNJAM.OSPRI7)

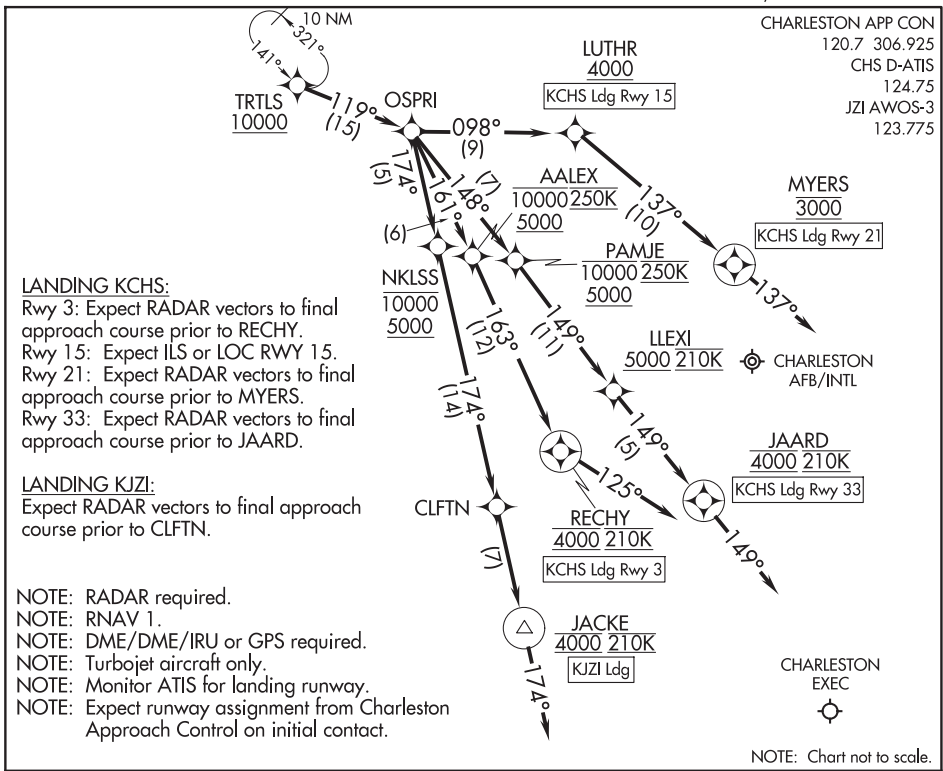


NOTE: RADAR required.  
NOTE: RNAV 1.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: Turbojet aircraft only.  
NOTE: Monitor ATIS for landing runway.  
NOTE: Expect runway assignment from Charleston Approach Control on initial contact.

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

See following page  
for Arrival Routes.

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



ARRIVAL ROUTE DESCRIPTION

**KCHS:** From TRTLS on track 119° to OSPRI.

**LANDING KCHS RUNWAY 3:** From OSPRI on track 161° to cross AALEX between 5000 and 10000 and at 250K, then on track 163° to cross RECHY at 4000 and at 210K, then on heading 125° or as assigned by ATC. Expect RNP RWY 3 approach.

Non-RNP aircraft: Expect RADAR vectors to final approach course.

**LANDING KCHS RUNWAY 15:** From OSPRI on track 098° to cross LUTHR at or above 4000.

Expect ILS or LOC RWY 15 approach.

**LANDING KCHS RUNWAY 21:** From OSPRI on track 098° to cross LUTHR at or above 4000, then on track 137° to cross MYERS at 3000, then on heading 137° or as assigned by ATC.

Expect RNP RWY 21 approach. Non-RNP aircraft: Expect RADAR vectors to final approach course.

**LANDING KCHS RUNWAY 33:** From OSPRI on track 148° to cross PAMJE between 5000 and 10000 and at 250K, then on track 149° to cross LLEXI at or above 5000 and at 210K, then on track 149° to cross JAARD at 4000 and at 210K, then on heading 149° or as assigned by ATC.

Expect RNP RWY 33 approach. Non-RNP aircraft: Expect RADAR vectors to final approach course.

**LANDING KJZI:** From TRTLS on track 119° to OSPRI, then on track 174° to cross NKLS between 5000 and 10000, then on track 174° to CLFTN, then on track 174° to cross JACKIE at 4000 and at 210K, then on heading 174° or as assigned by ATC.  
Expect RADAR vectors to final approach course.

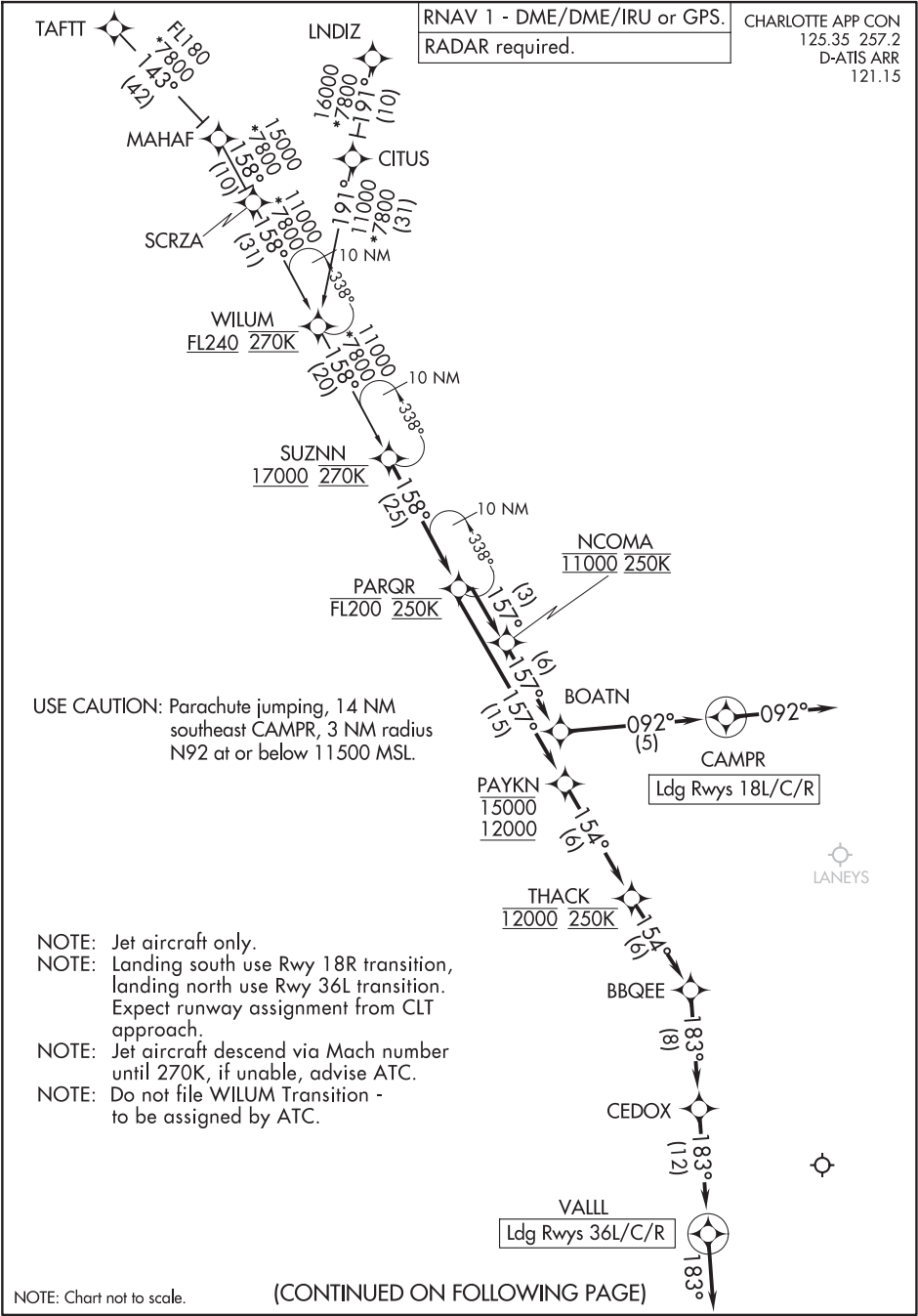


(SUZNN.PARQR4) 24165

AL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)  
CHARLOTTE, NORTH CAROLINA

PARQR FOUR ARRIVAL (RNAV)



PARQR FOUR ARRIVAL (RNAV)

(SUZNN.PARQR4) 16MAY24

CHARLOTTE, NORTH CAROLINA  
CHARLOTTE/DOUGLAS INTL (CLT)

ARRIVAL ROUTE DESCRIPTION

LNDIZ TRANSITION (LNDIZ.PARQR4)  
TAFTT TRANSITION (TAFTT.PARQR4)  
WILUM TRANSITION (WILUM.PARQR4)

From SUZNN on track 158° to cross PARQR at or below FL200 and at 250K.

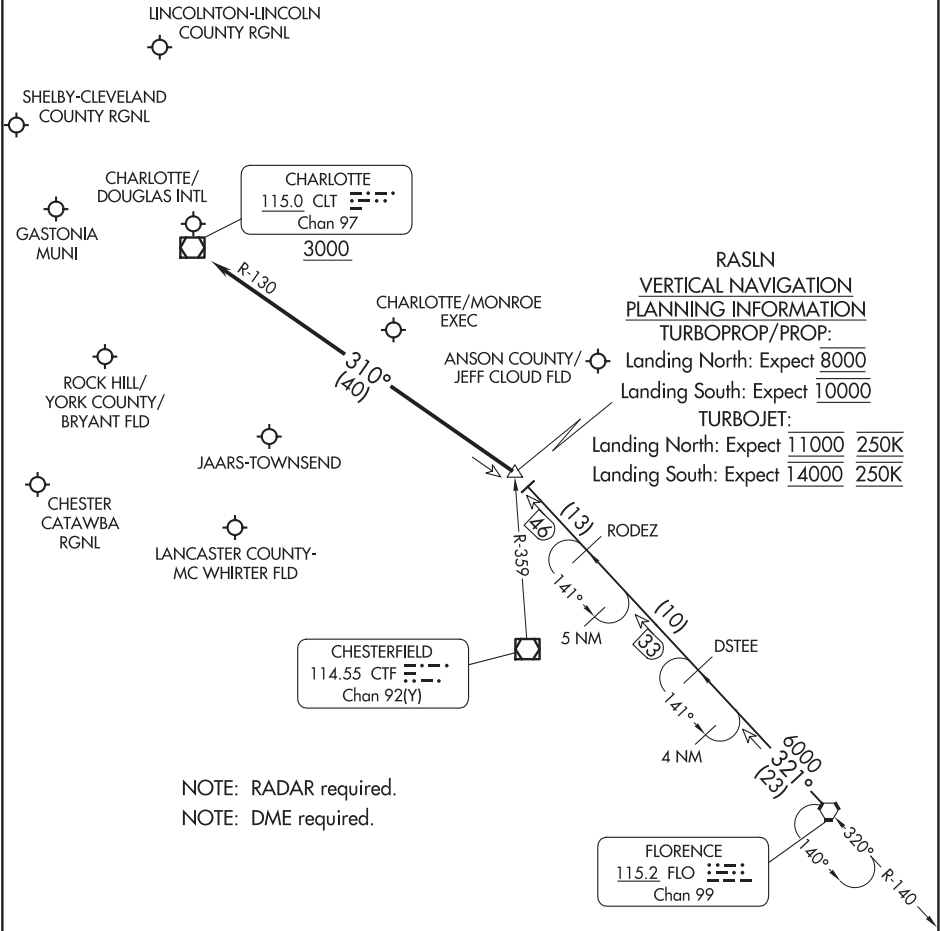
LANDING RUNWAYS 18L/C/R: From PARQR on track 157° to cross NCOMA at 11000 and at 250K, then on track 157° to BOATN, then on track 092° to CAMPR, then on track 092°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 36L/C/R: From PARQR on track 157° to cross PAYKN between 12000 and 15000, then on track 154° to cross THACK at 12000 and at 250K, then on track 154° to BBQEE, then on track 183° to CEDOX, then on track 183° to VALL, then on track 183°. Expect RADAR vectors to final approach course.

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

CHARLOTTE APP CON  
126.15 282.325  
CLT D-ATIS ARR  
121.15



RASLN  
VERTICAL NAVIGATION  
PLANNING INFORMATION  
TURBOPROP/PROP:

Landing North: Expect	8000
Landing South: Expect	10000

TURBOJET:

Landing North: Expect	11000	250K
Landing South: Expect	14000	250K

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

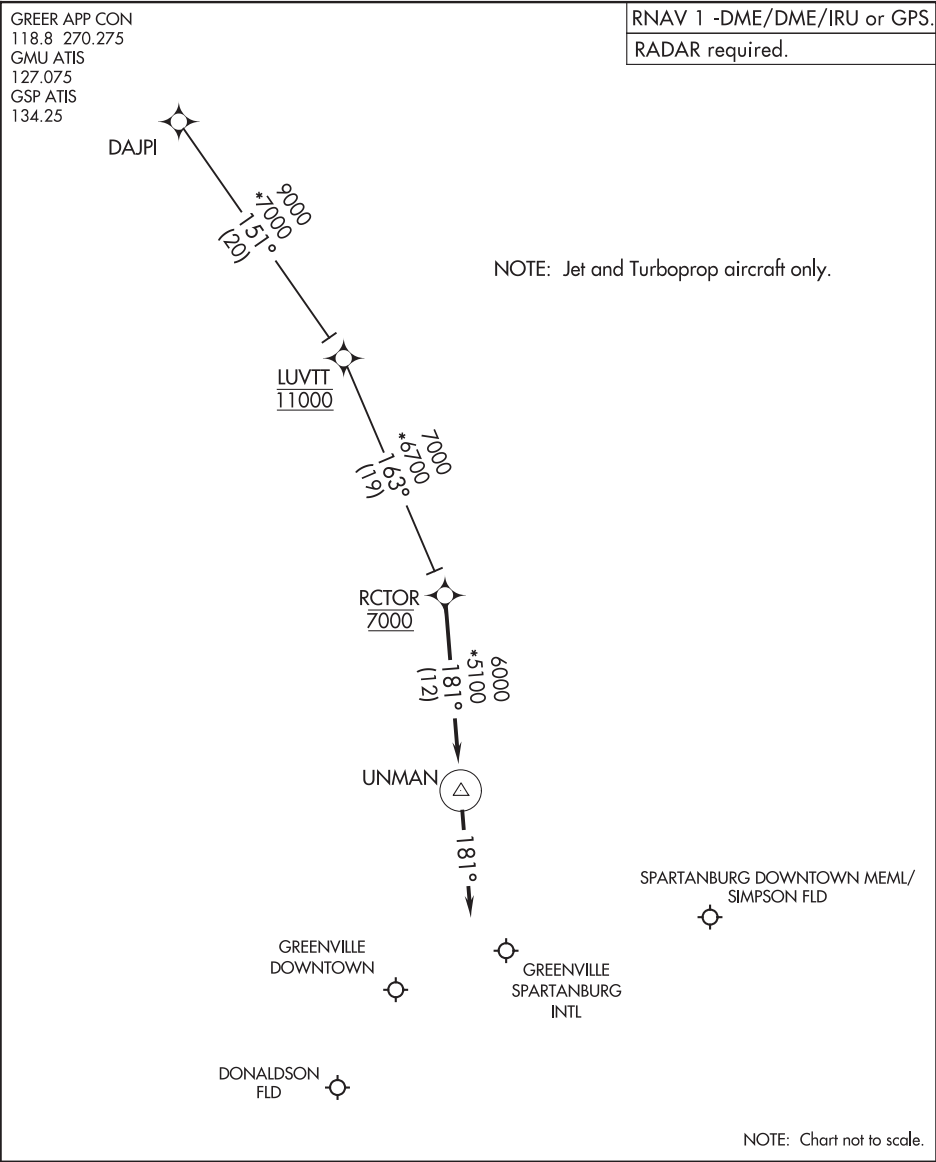
FLORENCE TRANSITION (FLO.RASLN3): From over FLO VORTAC on FLO R-321 to RASLN INT. Thence . . . .  
. . . . from RASLN on CLT R-130 to cross CLT VOR/DME at or above 3000. Expect RADAR vectors to destination airport or final approach course prior to CLT VOR/DME.

(RCTOR.RCTOR3) 25107

Z39  
AL-5124 (FAA)

RCTOR THREE ARRIVAL (RNAV)

GREER, SOUTH CAROLINA



ARRIVAL ROUTE DESCRIPTION

DAIPI TRANSITION (DAIPI.RCTOR3)

From RCTOR on track 181° to UNMAN, then on heading 181°. Expect RADAR vectors to final approach course.

RCTOR THREE ARRIVAL (RNAV)

(RCTOR.RCTOR3) 17APR25

GREER, SOUTH CAROLINA

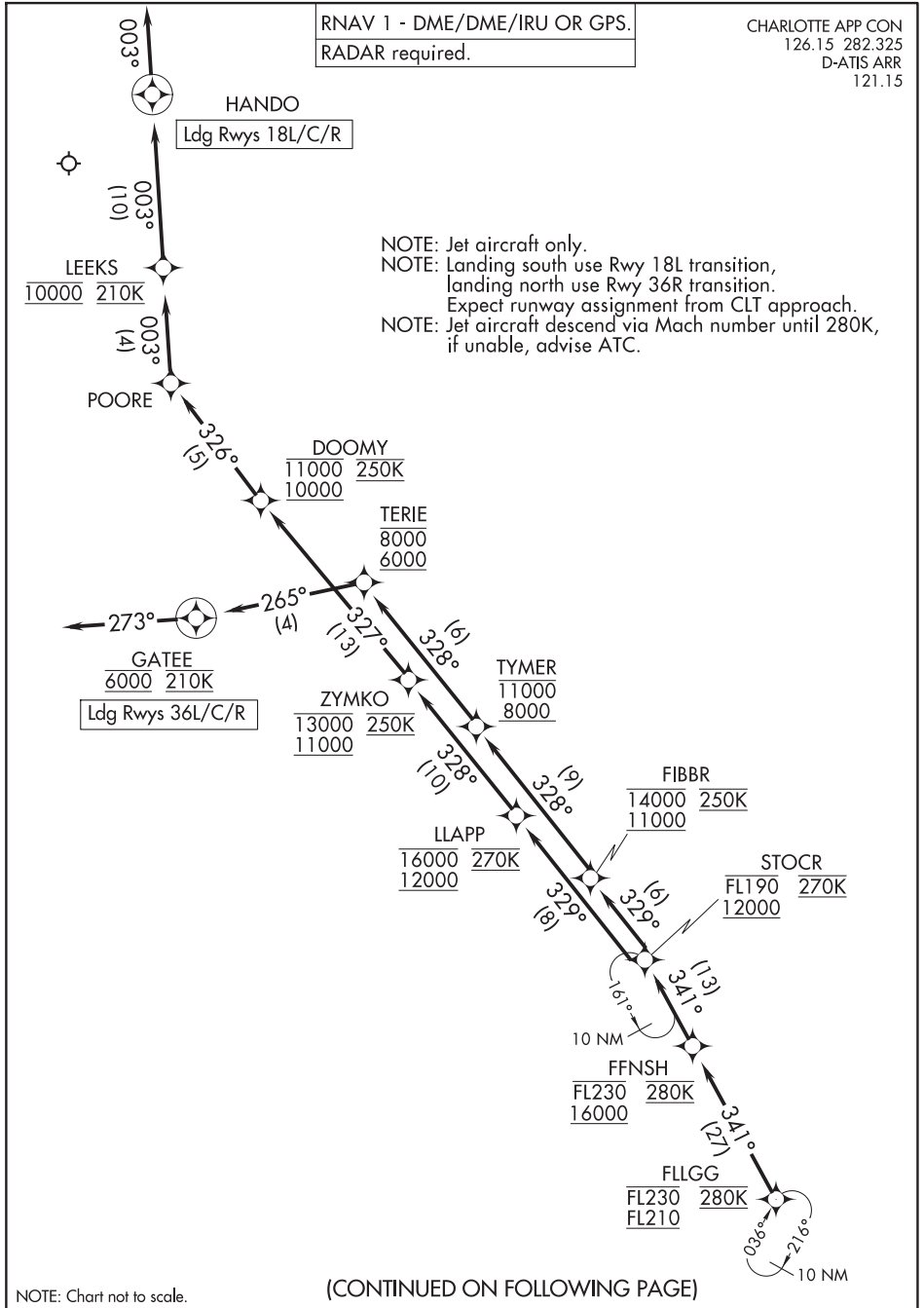
SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



(FLLGG.STOCR4) 24137

STOCR FOUR ARRIVAL (RNAV) Arrival Routes



STOCR FOUR ARRIVAL (RNAV) Arrival Routes

(FLLGG.STOCR4) 16MAY24

ARRIVAL ROUTE DESCRIPTION

From FLLGG on track 341° to cross FFNSH between 16000 and FL230 and at 280K, then on track 341° to cross STOCR between 12000 and FL190 and at 270K.

LANDING RUNWAYS 18L/C/R: From STOCR on track 329° to cross LLAPP between 12000 and 16000 and at 270K, then on track 328° to cross ZYMKO between 11000 and 13000 and at 250K, then on track 327° to cross DOOMY between 10000 and 11000 and at 250K, then on track 326° to POORE, then on track 003° to cross LEEKS at 10000 and at 210K, then on track 003° to HANDO, then on track 003°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 36L/C/R: From STOCR on track 329° to cross FIBBR between 11000 and 14000 and at 250K, then on track 328° to cross TYMER between 8000 and 11000, then on track 328° to cross TERIE between 6000 and 8000, then on track 265° to cross GATEE at 6000 and at 210K, then on track 273°. Expect RADAR vectors to final approach course.

TAQLE TWO ARRIVAL (RNAV) Transition Routes

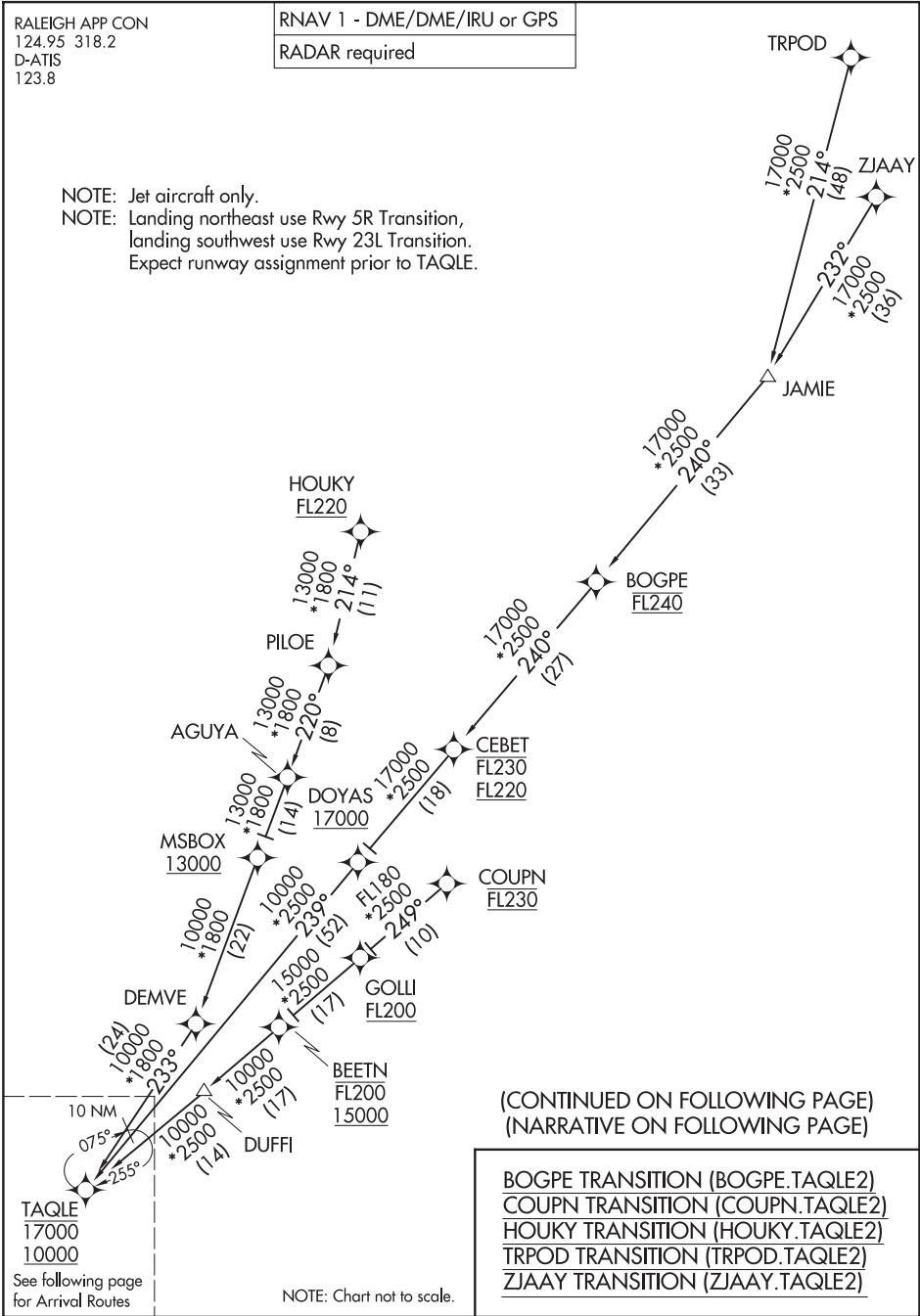
RALEIGH-DURHAM INTL (RDU)  
RALEIGH/DURHAM, NORTH CAROLINA

RALEIGH APP CON  
124.95 318.2  
D-ATIS  
123.8

RNAV 1 - DME/DME/IRU or GPS

RADAR required

NOTE: Jet aircraft only.  
NOTE: Landing northeast use Rwy 5R Transition,  
landing southwest use Rwy 23L Transition.  
Expect runway assignment prior to TAQLE.



SE-2, 12 JUN 2025 to 07 AUG 2025

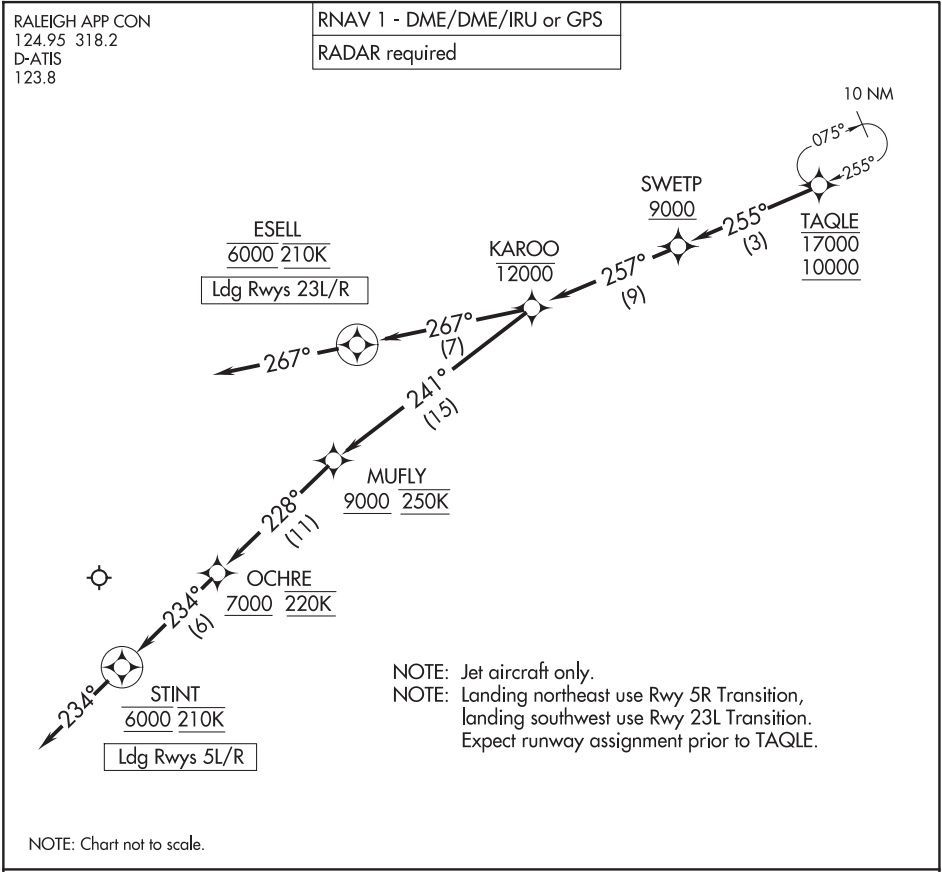
SE-2, 12 JUN 2025 to 07 AUG 2025

TAQLE TWO ARRIVAL (RNAV) Transition Routes

(TAQLE.TAQLE2) 05OCT23

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





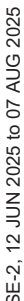
ARRIVAL ROUTE DESCRIPTION

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

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

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

GREENSBORO, NORTH CAROLINA



BURGG TRANSITION (BURGG.TRAKS4)  
OTONE TRANSITION (OTONE.TRAKS4)

LANDING RUNWAY 05L: From DEMNZ on track 143° to cross DEAKN at 11000, then on heading 098°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 05R: From DEMNZ on track 158° to cross PDMNT at 11000, then on heading 080°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 14/32: From DEMNZ on track 094° to cross EARLL at 11000, then on heading 098°. Expect RADAR vectors to final approach course.

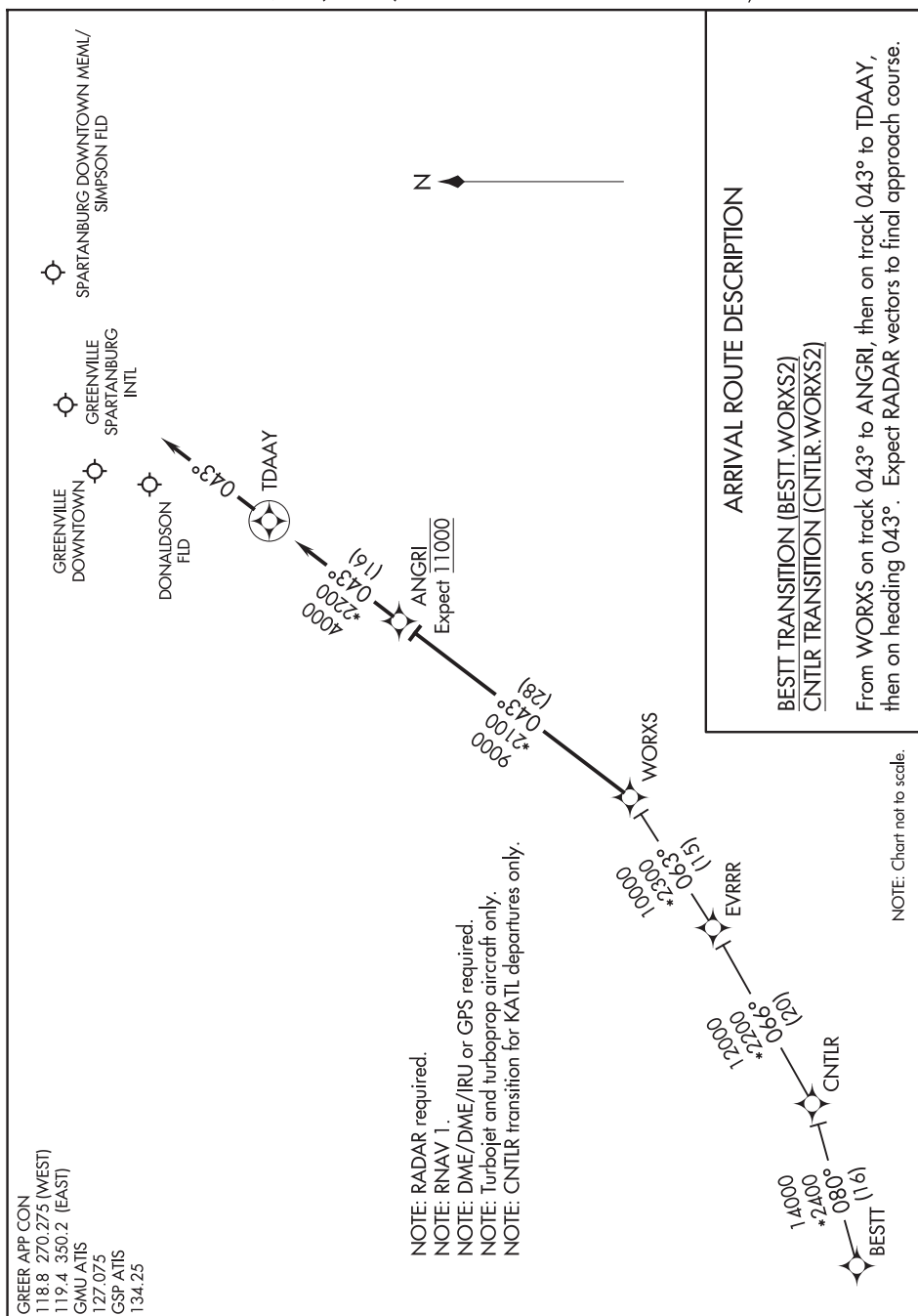
LANDING RUNWAYS 23L/R: From DEMNZ on track 096° to KVILL, then on track 055° to cross GLFRD at 11000, then on heading 060°. Expect RADAR vectors to final approach course.

LANDING INT: From TRAKS on track 107° to DEMNZ, then on track 143° to cross DEAKN at 11000, then on heading 098°. Expect RADAR vectors to final approach course.

## GREENSBORO, NORTH CAROLINA

## WORXS TWO ARRIVAL (RNAV)

GREER, SOUTH CAROLINA



GREER APP CON  
118.8 270.275 (WEST)  
119.4 350.2 (EAST)  
GMU ATIS  
127.075  
GSP ATIS  
134.25

NOTE: RADAR required.  
NOTE: RNAV 1.  
NOTE: DME/DME/IRU or  
NOTE: Turbojet and turbo  
NOTE: CNTLR transition f

NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

BESTT TRANSITION (BESTT.WORXS2)

From WORXS on track 043° to ANGRI, then on track 043° to TDAAY, then on heading 043°. Expect RADAR vectors to final approach course.

INTENTIONALLY  
LEFT  
BLANK

WAAS

CH **70637**

**W01A**

APP CRS

**008°**

Rwy Idg

**4501**

TDZE

**67**

Apt Elev

**67**

**RNAV (GPS) RWY 1**

TRI-COUNTY AT HENRY JOYNER FLD (ASJ)

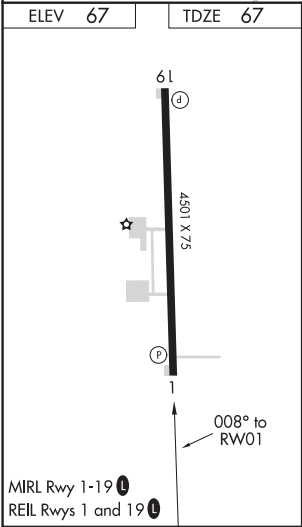
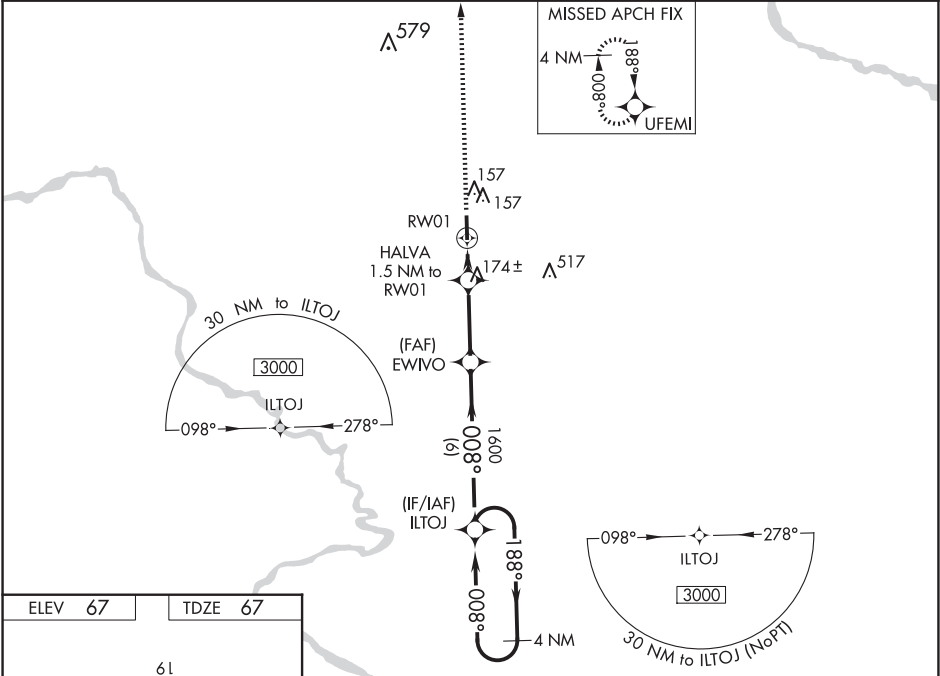
⚠

⚠

DME/DME RNP-0.3 NA. Night Landing: Rwy 1 NA. When local altimeter setting not received, use Franklin altimeter setting and increase all DA 67 feet and all MDA 80 feet; increase LPV all Cats visibility ⅛ mile, LNAV Cats C/D visibility ⅜ mile and Circling Cat D visibility ¼ mile. Baro-VNAV NA when using Franklin altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Helicopter visibility reduction below 1 SM NA.

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

AWOS-3 <b>119.075</b>	WASHINGTON CENTER <b>123.85 279.65</b>	UNICOM <b>122.8 (CTAF)</b> <b>📻</b>
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3000	UFEMI	ILTOJ	4 NM Holding Pattern	3000
*LNAV only.	HALVA 1.5 NM to RW01	EWVO 1600	ILTOJ	GP 3.17° TCH 41
600*	1.5 NM	2.9 NM	6 NM	
CATEGORY	A	B	C	D
LPV DA	359-1	292 (300-1)		NA
LNAV/VNAV DA	322-1	255 (300-1)		NA
LNAV MDA	440-1	373 (400-1)		
<b>C</b> CIRCLING	580-1	513 (600-1)	580-1½ 513 (600-1½)	820-2½ 753 (800-2½)

AHOSKIE, NORTH CAROLINA

AL-5898 (FAA)

22195

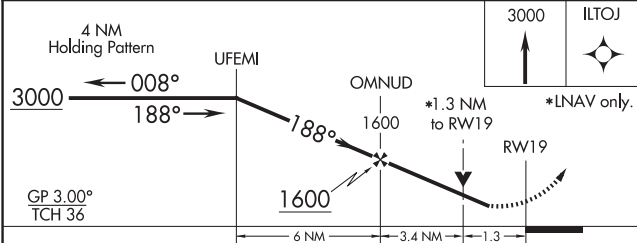
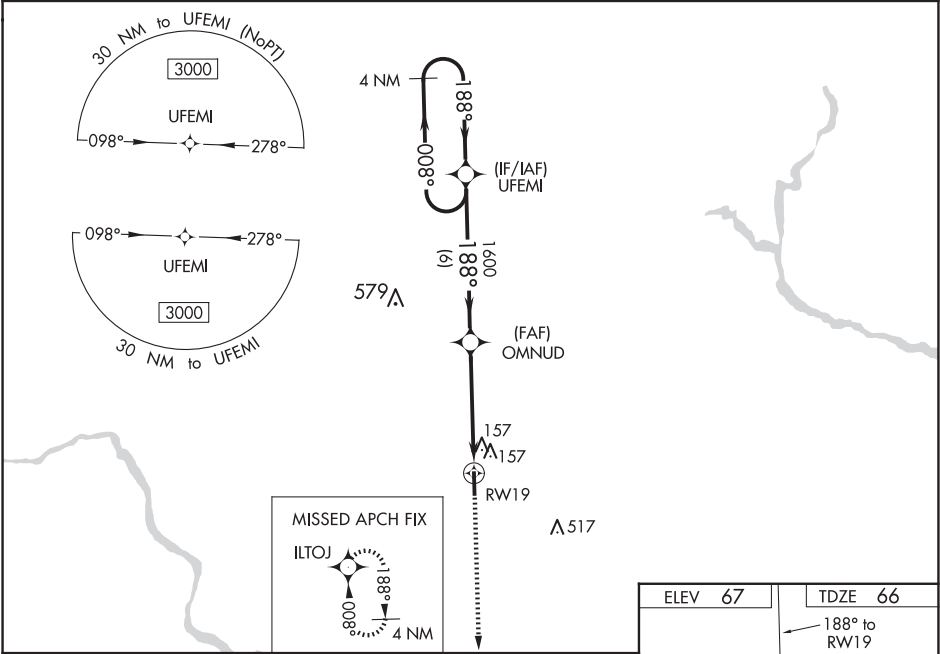
WAAS CH <b>77837</b> <b>W19A</b>	APP CRS <b>188°</b>	Rwy Idg <b>4501</b> TDZE <b>66</b> Apt Elev <b>67</b>
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**RNAV (GPS) RWY 19**  
TRI-COUNTY AT HENRY JOYNER FLD (ASJ)

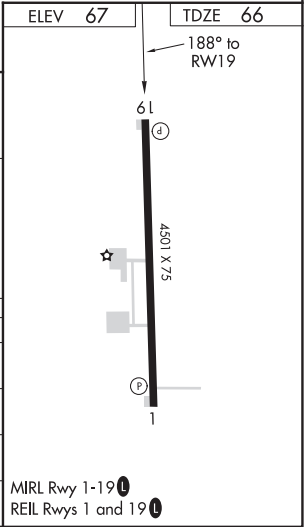
**⚠** DME/DME RNP-0.3 NA. Night Landing: Rwy 1 NA. VDP and Baro-VNAV NA when using Franklin altimeter setting. When local altimeter setting not received, use Franklin altimeter setting and increase all DA 67 feet and all MDA 80 feet; increase LPV and LNAV/VNAV all Cats visibility ¼ mile and LNAV Cat C/D visibility ⅓ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Helicopter visibility reduction below ¾ SM NA.

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

AWOS-3 <b>119.075</b>	WASHINGTON CENTER <b>123.85 279.65</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA	353-1	287 (300-1)		
LNAV/VNAV DA	430-1¼	364 (400-1¼)		
LNAV MDA	520-1 454 (500-1)	520-1¾ 454 (500-1¾)		
CIRCLING	580-1 513 (600-1)	580-1½ 513 (600-1½)	820-2½ 753 (800-2½)	



AHOSKIE, NORTH CAROLINA  
Orig 30APR15

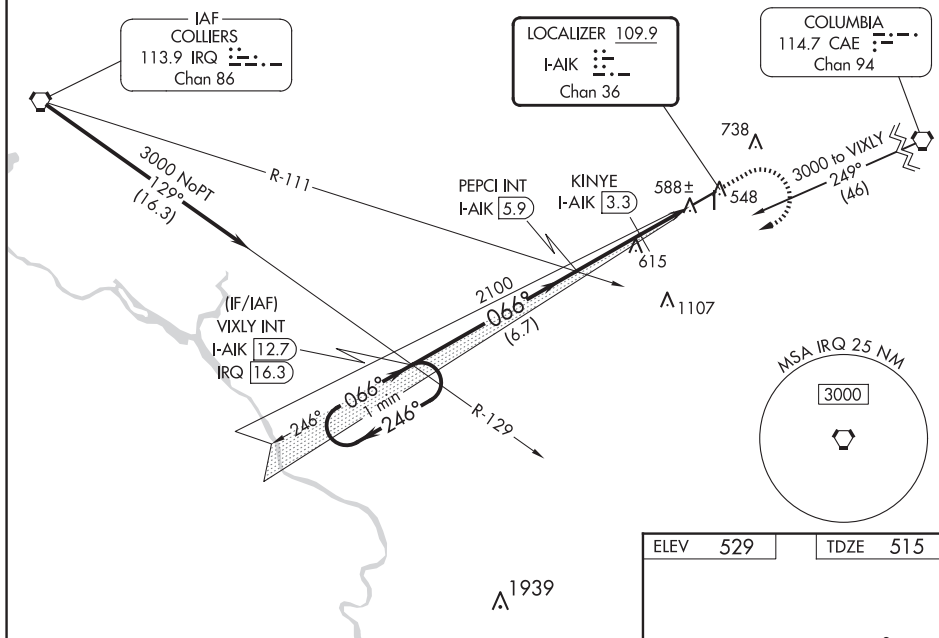
36°18'N-77°10'W

TRI-COUNTY AT HENRY JOYNER FLD (ASJ)  
**RNAV (GPS) RWY 19**

ILS or LOC/DME RWY 7  
AIKEN RGNL (AIK)

**MISSED APPROACH:** Climb to 1100 then climbing right turn to 3000 on heading 276° and I-AIK SW course (246°) to VIXLY INT/I-AIK12.7 DME and hold.

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





SE-2, 12 JUN 2025 to 07 AUG 2025

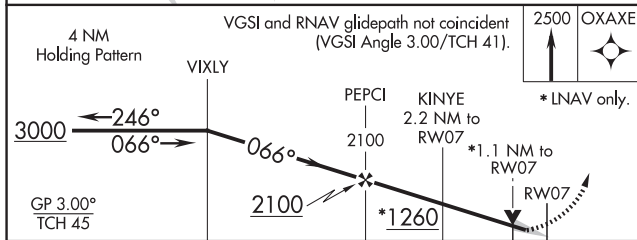
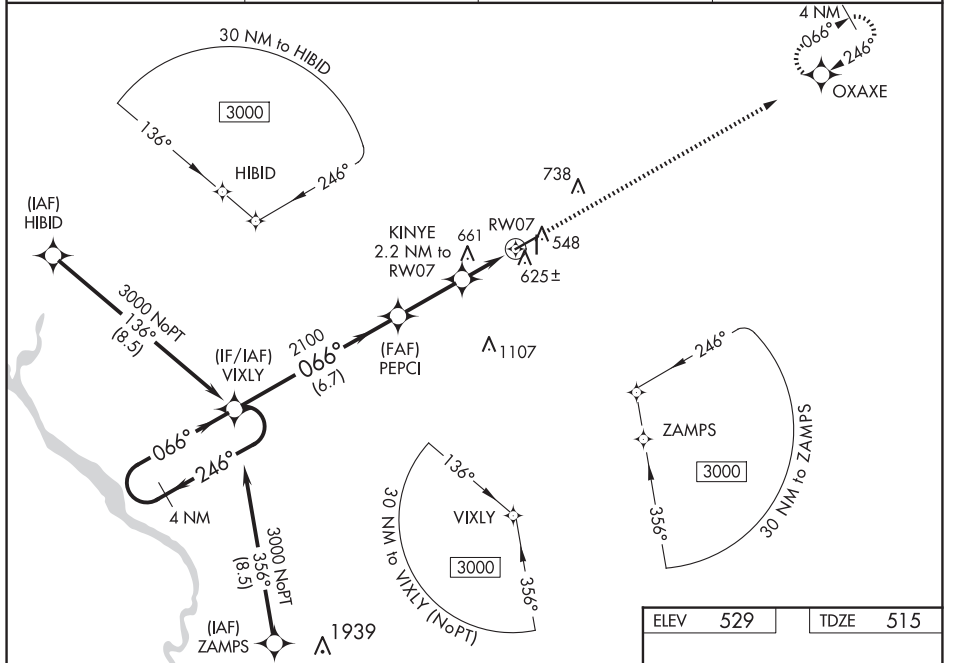
SE-2, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>90301</b> <b>W07A</b>	APP CRS <b>066°</b>	Rwy Ldg TDZE Apt Elev	<b>5500</b> <b>515</b> <b>529</b>
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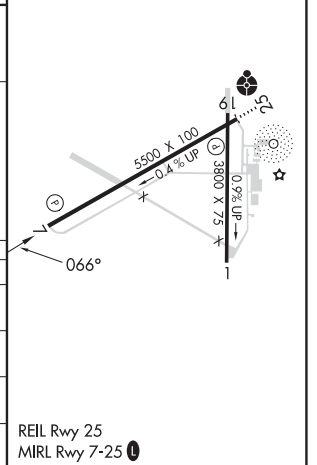
RNAV (GPS) RWY 7  
AIKEN RGNL (AIK)

  NA	<p>Baro-VNAV NA when using Augusta Rgnl at Bush Fld altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 40°C (104°F). DME/DME RNP-0.3 NA. VDP NA with Augusta Rgnl at Bush Fld altimeter setting. When local altimeter setting not received, use Augusta Rgnl at Bush Fld altimeter setting: increase LPV all Cats DAs to 819 feet and all Cats visibility ½ SM, increase LNAV/VNAV all Cats DAs to 890 feet and all Cats visibility ¾ SM; increase all MDAs 120 feet and LNAV Cats C/D visibility ¾ SM and Circling Cat C visibility ¾ SM.</p>	<p><b>MISSED APPROACH:</b> Climb to 2500 direct OXAKE and hold.</p>
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AWOS-3PT <b>118.025</b>	AUGUSTA APP CON ★ <b>119.15 284.625</b>	CLNC DEL <b>126.075</b>	UNICOM <b>122.8 (CTAF) 0</b>
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		6.7 NM		2.6 NM		1.1 NM		1.1	
CATEGORY		A		B		C		D	
LPV	DA	715- $\frac{3}{4}$		200 (200- $\frac{3}{4}$ )					
RNAV/ VNAV	DA	786- $\frac{7}{8}$		271 (300- $\frac{7}{8}$ )					
RNAV	MDA	920-1 405 (400-1)		920-1 $\frac{1}{8}$ 405 (400-1 $\frac{1}{8}$ )					
CIRCLING		980-1 451 (500-1)	1000-1 471 (500-1)	1140-1 $\frac{3}{4}$ 611 (700-1 $\frac{3}{4}$ )	1420-3 891 (900-3)				





WAAS CH <b>50301</b> <b>W25A</b>	APP CRS <b>246°</b>	Rwy Ldg TDZE Apt Elev	<b>5500</b> <b>515</b> <b>529</b>
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RNAV (GPS) RWY 25

AIKEN RGNL (AIK)

RNP APCH.

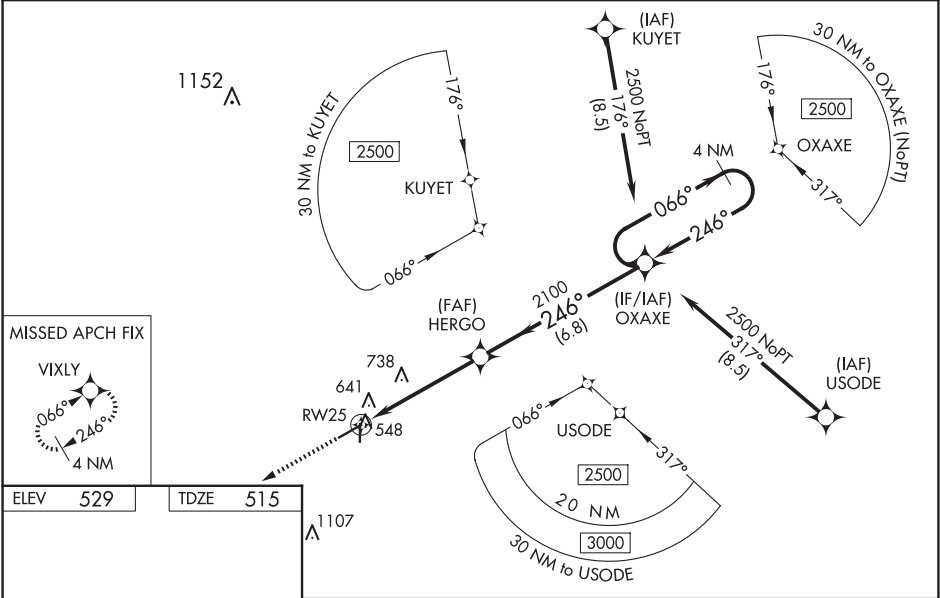
NA

Baro-VNAV NA when using Augusta Rgnl at Bush Fld altimeter setting.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 40°C. VDP NA with Augusta Rgnl at Bush Fld altimeter setting: increase LPV all Cats DA to 869 feet, LNAV/VNAV all Cats DA to 927 feet and all visibilities ¾ mile; increase all MDA 120 feet and Cat C/D visibilities ¼ mile. For inop ODALS, increase LPV all Cats visibility to ¾ mile, LNAV/VNAV all Cats to 1½ mile and LNAV Cat C/D to 1¼ mile. For inop ODALS when using Augusta Rgnl at Bush Fld altimeter setting, increase LPV all Cats visibility to 1¼ mile, LNAV/VNAV all Cats to 1½ mile and LNAV Cat D to 1¾ mile.

ODALS

MISSED APPROACH:  
Climb to 3000 direct  
VIXLY and hold.

AWOS-3PT <b>118.025</b>	AUGUSTA APP CON ★ <b>119.15 284.625</b>	CLNC DEL <b>126.075</b>	UNICOM <b>122.8 (CTAF)</b>
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3000

VIXLY

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

\*LNAV only.

1.3

3.6

6.8

4

HERGO

2100

246°

OXAXE

066°

2500

246°

GP 3.00°  
TCH 45

REIL Rwy 25

MIRL Rwy 7-25

5500 X 100

0.4% UP

3800 X 75

0.9% UP

1

246°

4 NM Holding Pattern

OXAXE

066°

2500

246°

CATEGORY	A	B	C	D
LPV DA	765-¾		250 (300-¾)	
LNAV/VNAV DA	823-1		308 (300-1)	
LNAV MDA	940-¾ 425 (500-¾)		940-1⅛ 425 (500-1⅛)	

RNAV (GPS) RWY 25

AIKEN, SOUTH CAROLINA

AL-5197 (FAA)

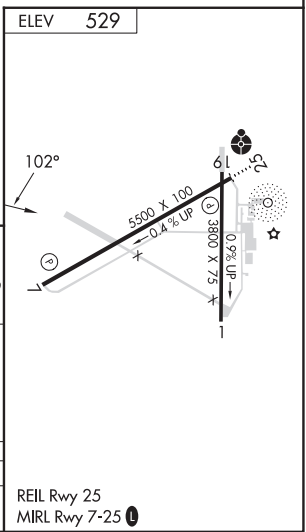
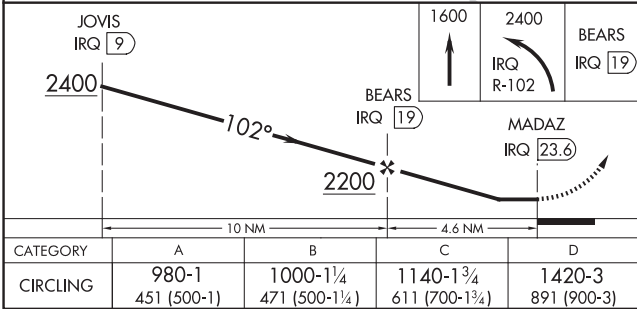
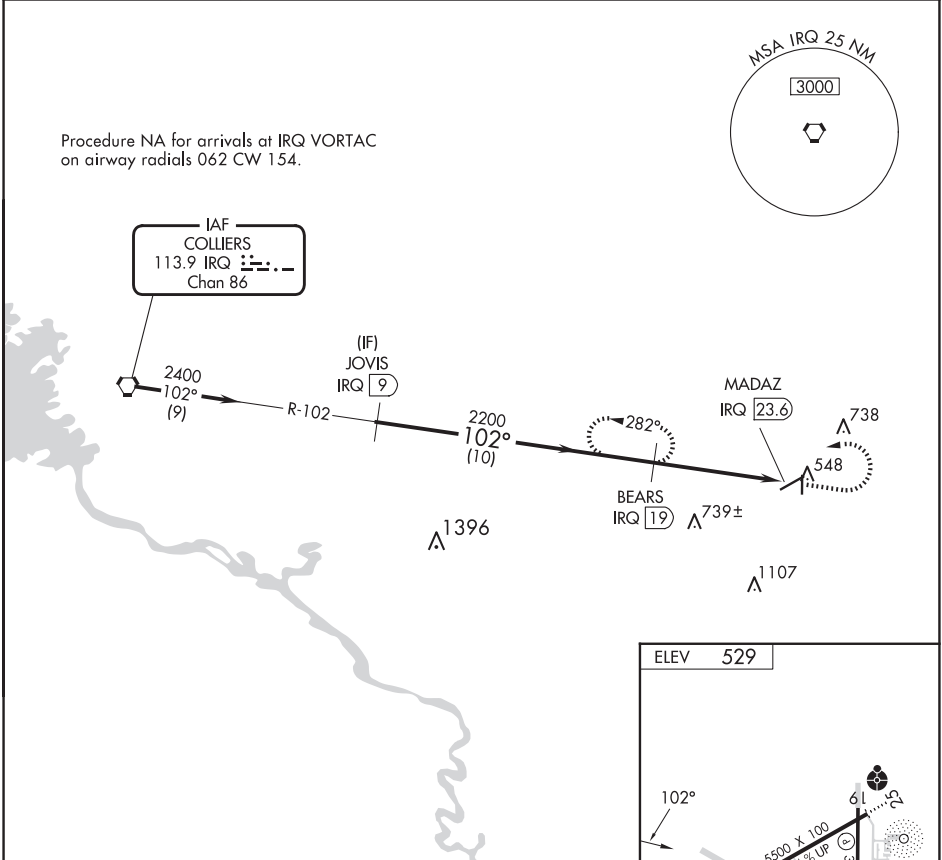
25163

VORTAC IRQ <b>113.9</b> Chan <b>86</b>	APP CRS <b>102°</b>	Rwy Ldg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>529</b>
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VOR/DME-A  
AIKEN RGNL (AIK)

<b>NA</b>	When local altimeter setting not received, use Augusta Rgnl at Bush Fld altimeter setting and increase all MDAs 120 feet and increase Cat C visibility ¼ SM.	MISSED APPROACH: Climb to 1600 then climbing left turn to 2400 on IRQ VORTAC R-102 to BEARS/IRQ 19 DME and hold.
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AWOS-3PT <b>118.025</b>	AUGUSTA APP CON★ <b>119.15 284.625</b>	CLNC DEL <b>126.075</b>	UNICOM <b>122.8</b> (CTAF) <b>1</b>
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AIKEN, SOUTH CAROLINA  
Amdt 1C 30DEC21

33°39'N-81°41'W

AIKEN RGNL (AIK)  
VOR/DME-A

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

NDB AIK

347

APP CRS

225°

Rwy Ldg

5500

TDZE

515

Apt Elev

529

NDB RWY 25

AIKEN RGNL (AIK)

▼

NA

When local altimeter setting not received, use Augusta Rgnl at Bush Fld altimeter setting and increase all MDAs 120 feet; increase S-25 Cats B/C/D and Circling Cat C visibility ¼ SM. For inop ODALS, increase S-25 Cat C/D visibility to 1⅞ mile. For inop ODALS when using Augusta Rgnl at Bush Fld altimeter setting, increase S-25 Cat C/D visibility to 2½ mile. Helicopter visibility reduction below ¾ SM NA.

ODALS

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

AWOS-3PT 118.025	AUGUSTA APP CON ★ 119.15 284.625	CLNC DEL 126.075	UNICOM 122.8 (CTAF) 0
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COLIERS 113.9 IRQ Chan 86

COLUMBIA 114.7 CAE Chan 94

2400 102° (24.5)

225° 180° 360° 045°

738 548

IAF AIKEN 347 AIK

A 1107

2200 251° (33.5)

MSA AIK 25 NM 3000

A 1906

2200 AIK

AIK NDB

Remain within 10 NM

045°

2200

225°

CATEGORY	A	B	C	D
S-25	1180-¾ 665 (700-¾)	1180-1¾ 665 (700-1¾)	1180-1¾ 651 (700-1¾)	1420-3 891 (900-3)
CIRCLING	1180-1 651 (700-1)	1180-1¾ 651 (700-1¾)	1420-3 891 (900-3)	

ELEV 529 TDZE 515

REIL Rwy 25 MIRL Rwy 7-25 0

AIKEN, SOUTH CAROLINA

Amdt 10E 30DEC21

33°39'N-81°41'W

7

AIKEN RGNL (AIK)

NDB RWY 25

(CHATT6.CHATT) 25163

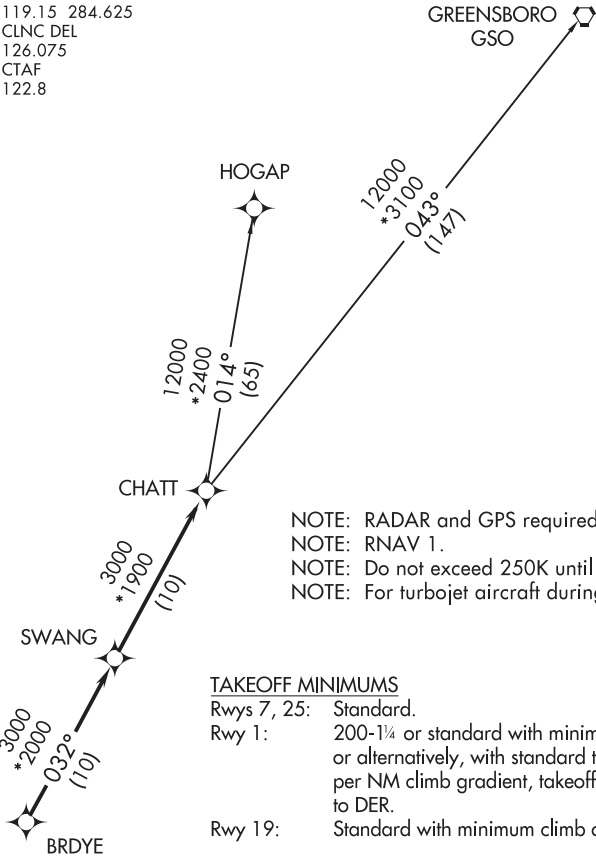
AL-5197 (FAA)

AIKEN RGNL (AIK)  
AIKEN, SOUTH CAROLINA

CHATT SIX DEPARTURE (RNAV)

AUGUSTA DEP CON ★  
119.15 284.625  
CLNC DEL  
126.075  
CTAF  
122.8

TOP ALTITUDE:  
ASSIGNED BY ATC



NOTE: RADAR and GPS required.  
NOTE: RNAV 1.  
NOTE: Do not exceed 250K until advised by ATC.  
NOTE: For turbojet aircraft during Masters golf tournament week.

TAKEOFF MINIMUMS

Rwys 7, 25: Standard.  
Rwy 1: 200-1¼ or standard with minimum climb of 220' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1400' prior to DER.  
Rwy 19: Standard with minimum climb of 201' per NM to 1300'.



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1, 7, 19, 25: Climb on assigned heading for RADAR vectors to BRDYE, then on depicted route to CHATT, thence . . . .  
. . . . maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

GREENSBORO TRANSITION (CHATT6.GSO)  
HOGAP TRANSITION (CHATT6.HOGAP)

SE-2, 12 JUN 2025 to 07 AUG 2025

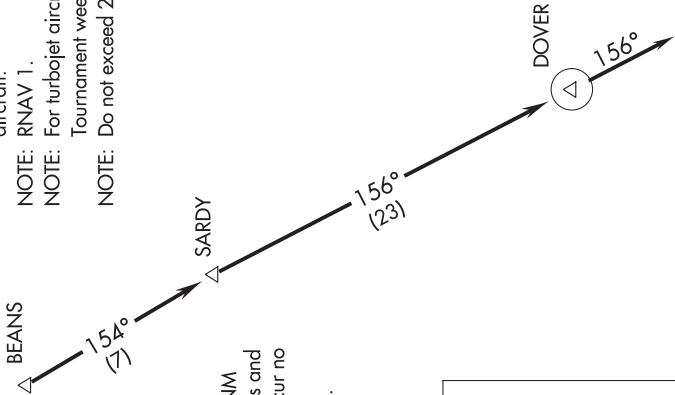
SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

TOP ALTITUDE:  
ASSIGNED BY ATC



NOTE: DME/DME/IRU or GPS required.  
NOTE: RADAR required for non-GPS equipped aircraft.  
NOTE: RNAV 1.  
NOTE: For turbojet aircraft during Masters Golf Tournament week.  
NOTE: Do not exceed 250K until advised by ATC.



NOTE: Chart not to scale.

AUGUSTA DEP CON ★  
119.15 284.625  
CLNC DEL 126.075  
CTAF  
122.8

TAKEOFF MINIMUMS  
Rwys 7, 25: Standard.  
Rwy 1: 300-1/4 or standard with minimum climb of 216' per NM to 700, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1400' prior to DER.  
Rwy 19: Standard with minimum climb of 201' per NM to 1000.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 1, 7, 19, 25: Climb heading assigned by ATC for vectors to BEANS, then on depicted route to DOVER, then on heading 156° for RADAR vectors, thence. . . .  
...maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

SE-2, 12 JUN 2025 to 07 AUG 2025

(JUNPR6.JUNPR) 22195

AL-5197 (FAA)

AIKEN RGNL (AIK)  
AIKEN, SOUTH CAROLINA

JUNPR SIX DEPARTURE (RNAV)

AUGUSTA DEP CON ★  
119.15 284.625  
CLNC DEL  
126.075  
CTAF  
122.8

TOP ALTITUDE:  
ASSIGNED BY ATC

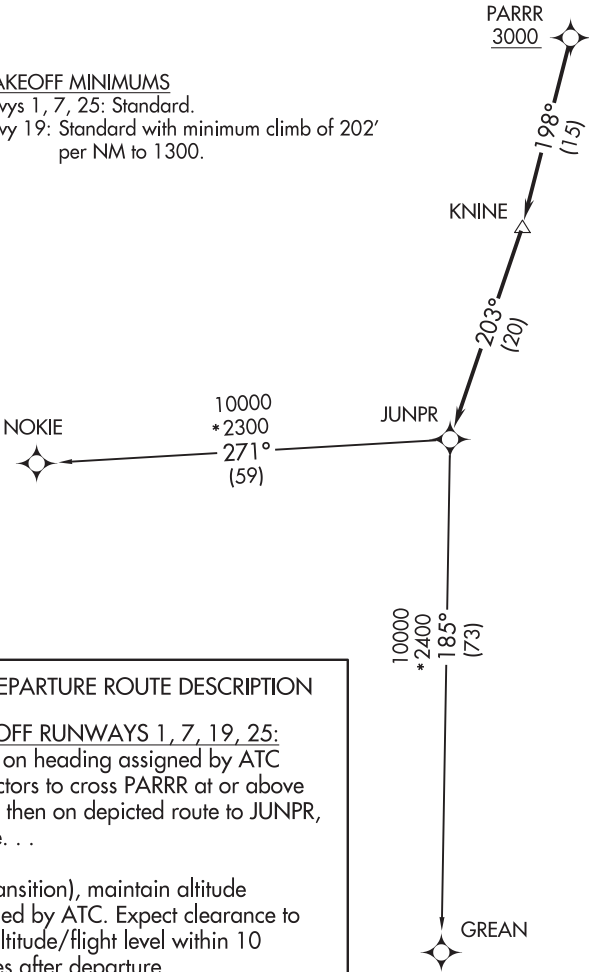
RNAV 1 - DME/DME/IRU or GPS required.  
RADAR required.



NOTE: Do not exceed 250K until advised by ATC.

TAKEOFF MINIMUMS

Rwys 1, 7, 25: Standard.  
Rwy 19: Standard with minimum climb of 202'  
per NM to 1300.

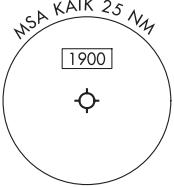


DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1, 7, 19, 25:  
Climb on heading assigned by ATC  
for vectors to cross PARRR at or above  
3000, then on depicted route to JUNPR,  
thence. . .

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

GREAN TRANSITION (JUNPR6.GREAN)  
NOKIE TRANSITION (JUNPR6.NOKIE)



NOTE: Chart not to scale.

JUNPR SIX DEPARTURE (RNAV)

(JUNPR6.JUNPR) 14JUL22

AIKEN, SOUTH CAROLINA  
AIKEN RGNL (AIK)

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

CTAF  
122.8  
AUGUSTA DEP CON ★  
119.15 284.625  
CLNC DEL  
126.075

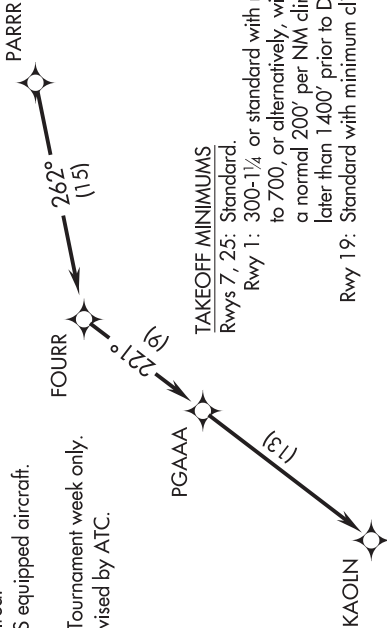
(KAOLN6.KAOLN) 19059  
AL-5197 (FAA)  
KAOLN SIX DEPARTURE (RNAV)

AIKEN RGNL (AIK)  
AIKEN, SOUTH CAROLINA

TOP ALTITUDE:  
ASSIGNED BY ATC



- NOTE: DME/DME/IRU or GPS required.
- NOTE: RADAR required for non-GPS equipped aircraft.
- NOTE: RNAV 1.
- NOTE: For use during Masters Golf Tournament week only.
- NOTE: Do not exceed 250K until advised by ATC.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

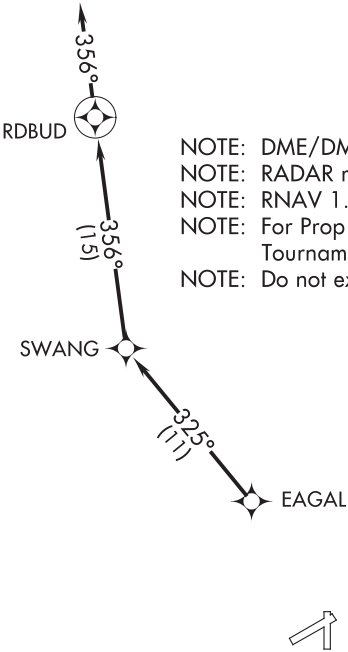
TAKEOFF RWYS 1, 7, 19, 25: Climb on assigned heading for RADAR vectors to PARRR, then on depicted route to KAOLN. Thence. . .

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

RDBUD FOUR DEPARTURE (RNAV)

CTAF  
122.8  
AUGUSTA DEP CON★  
119.15 284.625  
CLNC DEL  
126.075

TOP ALTITUDE:  
ASSIGNED BY ATC



NOTE: DME/DME/IRU or GPS required.  
NOTE: RADAR required.  
NOTE: RNAV 1.  
NOTE: For Prop aircraft only during Masters Golf Tournament week.  
NOTE: Do not exceed 250K until advised by ATC.

TAKEOFF MINIMUMS

Rwys 7, 25: Standard.  
Rwy 1: 300-1¼ or standard with minimum climb of 216' per NM to 700, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1400' from to DER.  
Rwy 19: Standard with a minimum climb of 201' per NM to 1000.

NOTE: Chart not to scale



DEPARTURE ROUTE DESCRIPTION

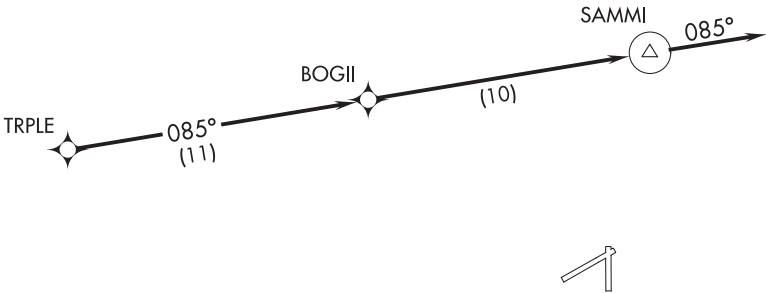
TAKEOFF RWYS 1, 7, 19, 25: Climb heading assigned by ATC for vectors to EAGAL, then on depicted route to RDBUD, then on heading 356° for RADAR vectors, thence....

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



AUGUSTA DEP CON★  
119.15 284.625  
CLNC DEL  
126.075  
CTAF  
122.8

TOP ALTITUDE:  
ASSIGNED BY ATC



NOTE: RADAR and GPS required.  
NOTE: RNAV 1.  
NOTE: Do not exceed 250K until advised by ATC.

TAKEOFF MINIMUMS

Rwys 7, 25: Standard.  
Rwy 1: 200-1¼ or standard with minimum climb of 220' per NM to 800,  
or alternatively, with standard takeoff minimums and a normal 200'  
per NM climb gradient, takeoff must occur no later than 1400' prior to DER.  
Rwy 19: Standard with minimum climb of 201' per NM to 1300'.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1, 7, 19, 25: Climb on assigned heading for RADAR vectors to TRPLE. Then on depicted route to SAMMI. Then on heading 085° for RADAR vectors. Thence. . . .  
. . . .maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

ALBEMARLE, NORTH CAROLINA

AL-6707 (FAA)

23110

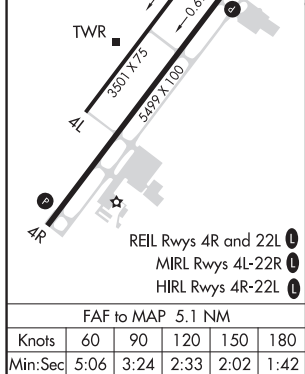
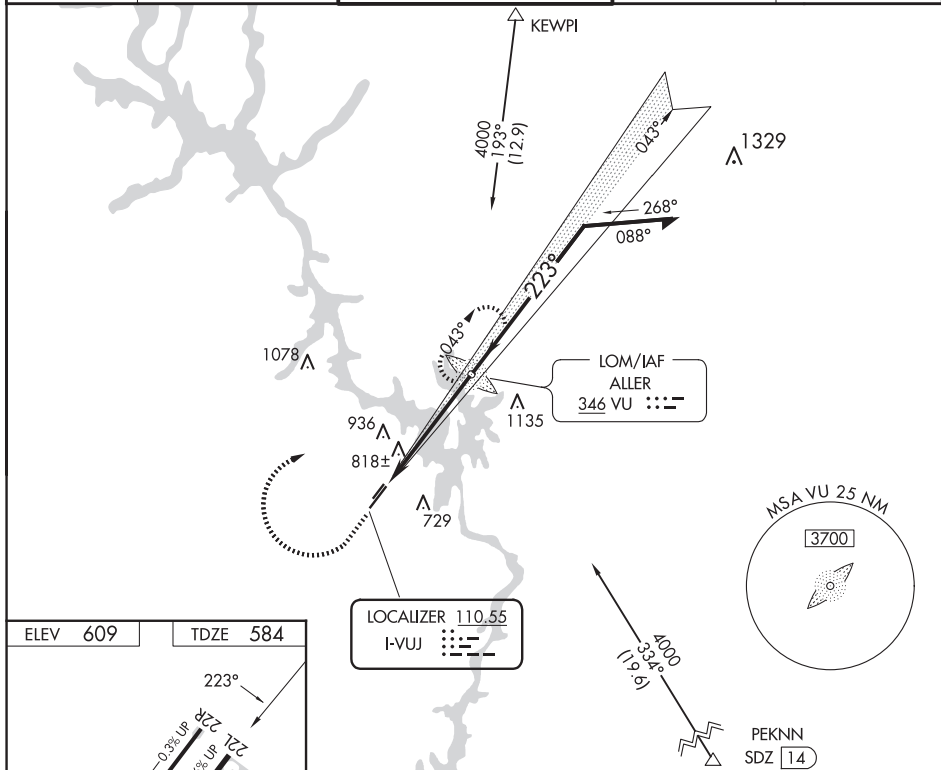
LOC I-VUJ	APP CRS	Rwy Idg	5499
110.55	223°	TDZE	584
		Apt Elev	609

# ILS or LOC RWY 22L

STANLY COUNTY (VUJ)

ADF required.	MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ALLER LOM and hold, continue climb-in-hold to 4000.
PAR Circling Rwy 4L, 22R NA at night. Rwy 22L helicopter visibility reduction below ¾ SM NA.	

AWOS-3 128.175	CHARLOTTE APP CON 128.325 307.8	STANLY COUNTY TOWER★ 126.275 (CTAF) 0 291.9	GND CON 121.75 254.375	CLNC DEL 121.75 254.375
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1500	4000	VU	VU LOM ALLER	2255	043°	2600	Remain within 10 NM
					223°	2400	GS 3.00° TCH 40
					5.1 NM		
CATEGORY	A	B	C	D			
S-ILS 22L		916-1	332 (400-1)				
S-LOC 22L	1100-1	516 (500-1)	1100-1 516 (500-1 516)				
CIRCLING	1260-1	651 (700-1)	1260-1 651 (700-1 651)	1380-2 771 (800-2 771)			

ALBEMARLE, NORTH CAROLINA  
Amdt 1D 08SEP22

35°25'N-80°09'W



# STANLY COUNTY (VUJ)

## ILS or LOC RWY 22L

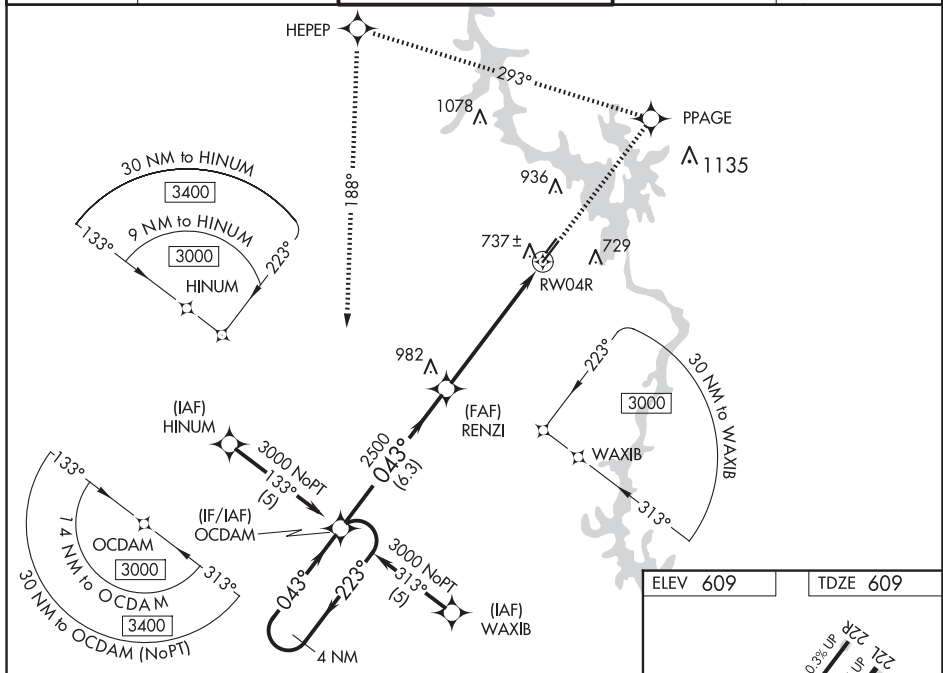
SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

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

  PAR	Circling to Rwy 4L/22R NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 47°C (116.6°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Asheville altimeter setting and increase LPV DA to 929, LNAV/VNAV DA to 1083, and all MDA 60 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cats C and D visibility ¼ mile. Baro-VNAV NA when using Asheville altimeter setting. VDP NA with Asheville altimeter setting.	MISSED APPROACH: Climb to 3000 direct PPAGE and left turn on track 293° to HEEPE and left turn on track 188° to OCDAMD and hold.
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AWOS-3 128.175	CHARLOTTE APP CON 128.325 307.8	STANLY COUNTY TOWER★ 126.275 (CTAF) 0 291.9	GND CON 121.75 254.375	CLNC DEL 121.75 254.375
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4 NM Holding Pattern

OCDAM

3000	PPAGE	HEPEP	OCDAM
↑	★	★	★
	tr 293°	tr 188°	

3000

223°

043°

043°

2500

RENZI

\*1.6 NM to RW04R

\*LNAV only.

GP 3.00° TCH 39

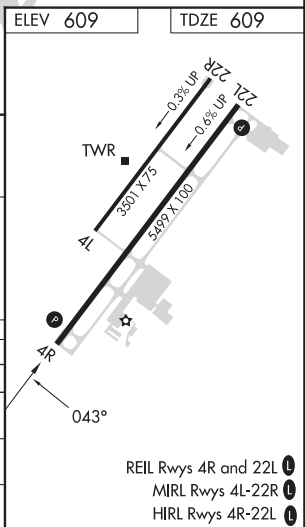
6.3 NM

4.1 NM

1.6 NM

RW04R

CATEGORY	A	B	C	D
LPV DA	876-1 267 (300-1)			
LNAV/ VNAV DA	1030-1½ 421 (500-1½)			
LNAV MDA	1160-1 551 (600-1)	1160-1½ 551 (600-1½)	1160-1¾ 551 (600-1¾)	
CIRCLING	1260-1 651 (700-1)	1260-1¾ 651 (700-1¾)	1380-2½ 771 (800-2½)	



SE-2, 12 JUN 2025 to 07 AUG 2025

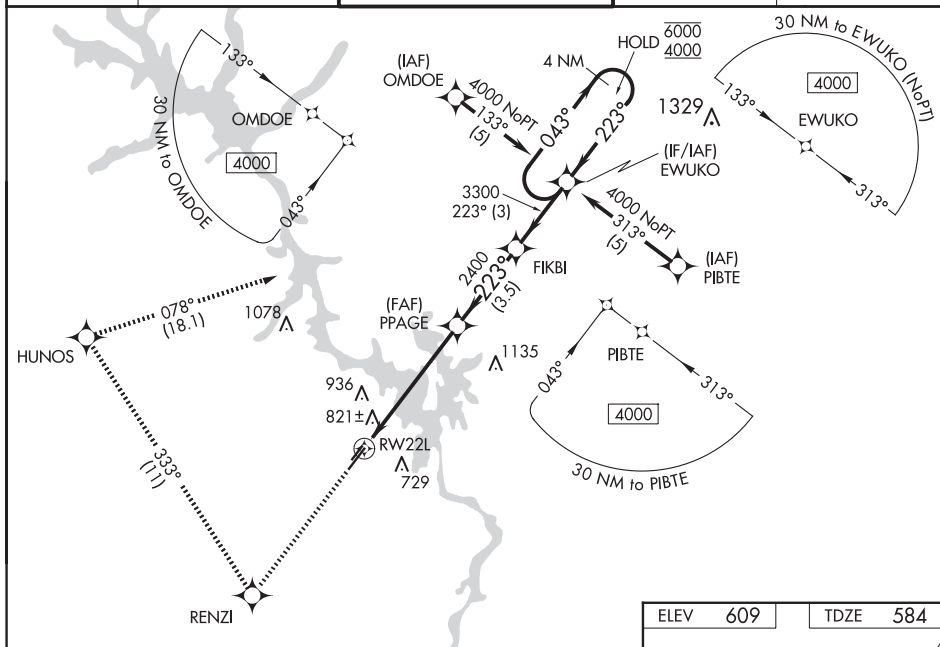
SE-2, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 22L  
STANLY COUNTY (VUJ)

PAR

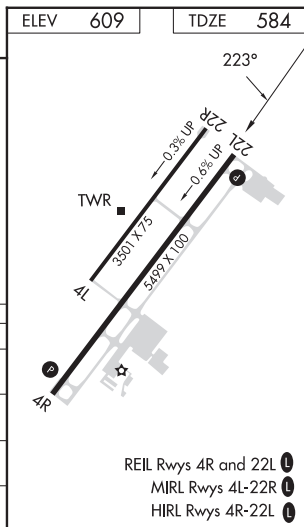
**MISSED APPROACH:** Climb to 4000 direct RENZI and right turn on track 333° to HUNOS and right turn on track 078° to EWUKO and hold.

AWOS-3 128.175	CHARLOTTE APP CON 128.325 307.8	STANLY COUNTY TOWER★ 126.275 (CTAF) 0 291.9	GND CON 121.75 254.375	CLNC DEL 121.75 254.375
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SE-2, 12 JUN 2025 to 07 AUG 2025

4000 ↑	RENZI ✱	fr 333° ↗	HUNOS ✱	fr 078° ↗	EWUKO ✱	EWUKO 4 NM Holding Pattern
CATEGORY	A	B	C	D		
LPV DA	919-1		335 (400-1)			
LNAV/ VNAV DA	1272-2		688 (700-2)			
LNAV MDA	1100-1	516 (500-1)	1100-1 $\frac{3}{8}$	516 (500-1 $\frac{3}{8}$ )		
<b>C</b> CIRCLING	1260-1	651 (700-1)	1260-1 $\frac{3}{4}$ 651 (700-1 $\frac{3}{4}$ )	1380-2 $\frac{1}{2}$ 771 (800-2 $\frac{1}{2}$ )		



STANLY COUNTY (VUJ)

RNAV (GPS) RWY 22L

LOM VU 346	APP CRS 224°	Rwy Idg 5499 TDZE 584 Apt Elev 609	NDB RWY 22L STANLY COUNTY (VUJ)
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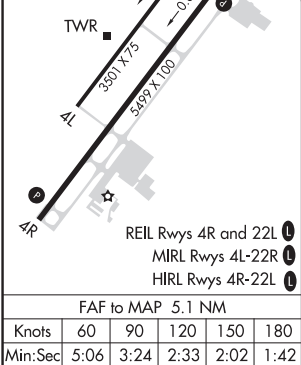
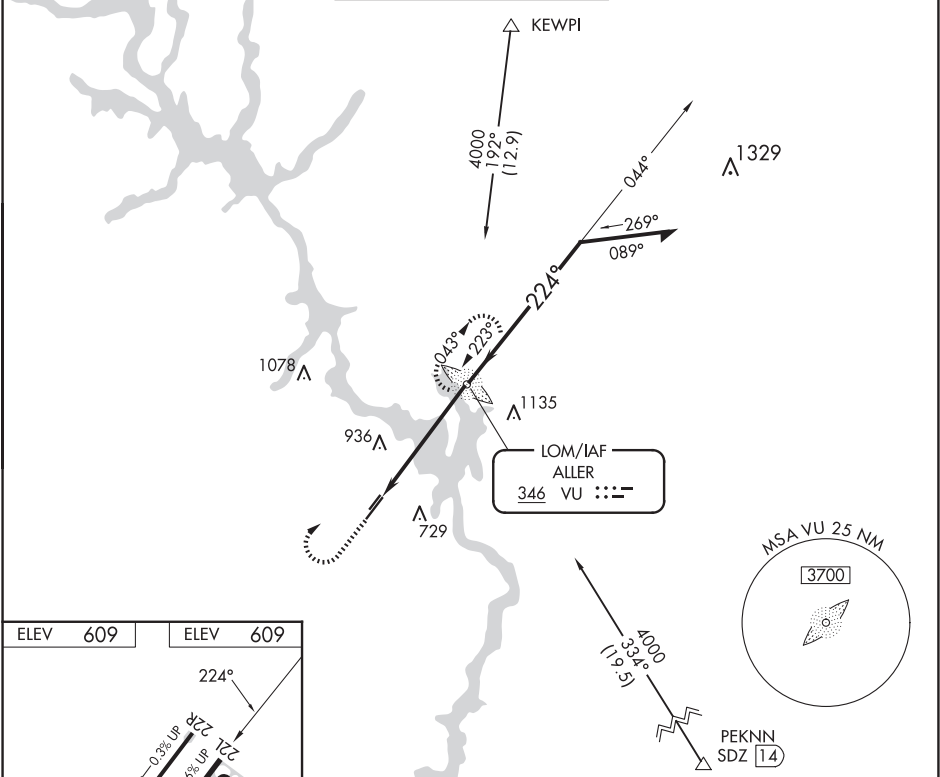
▼

PAR

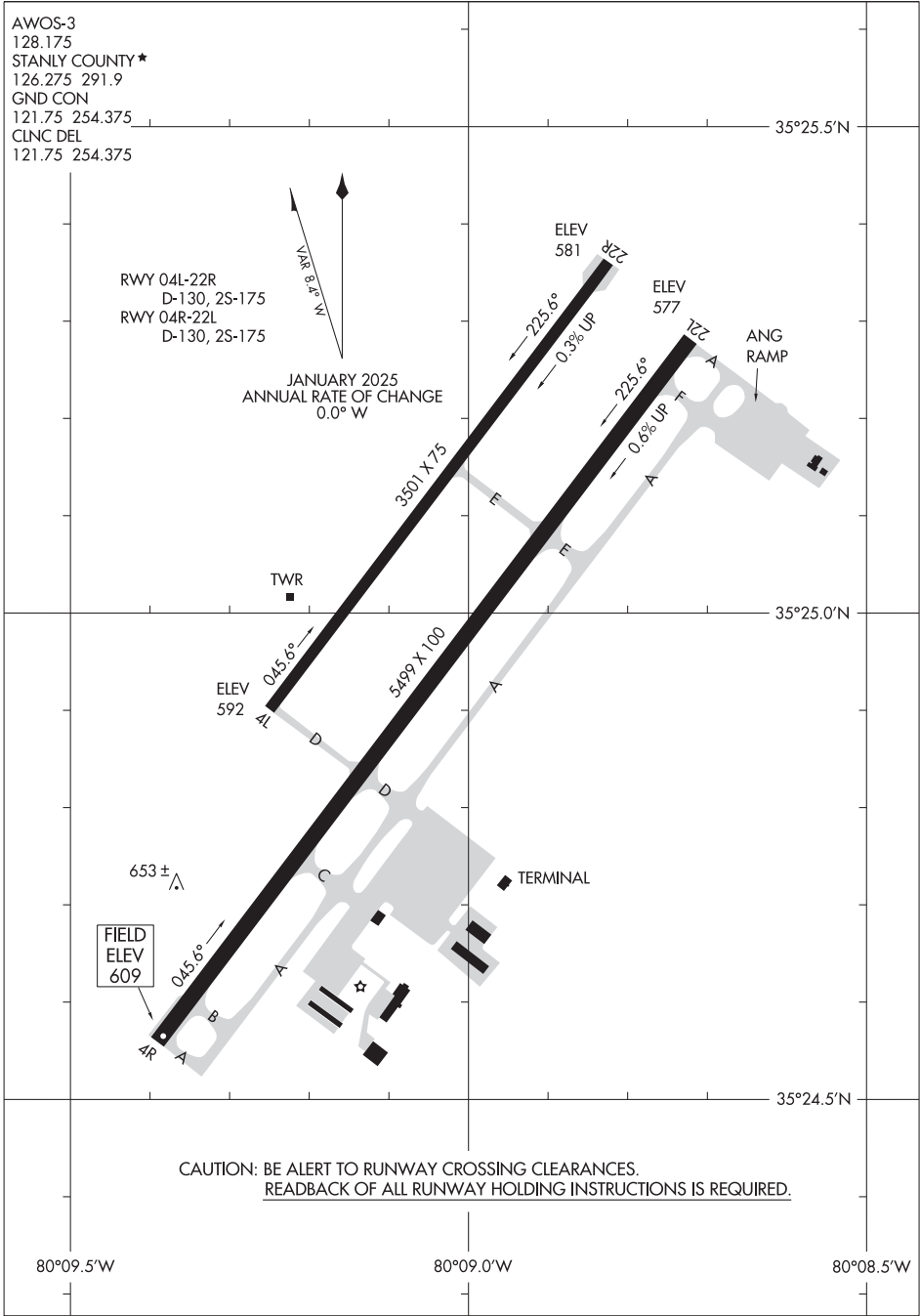
Circling to Rwy 4L/22R NA at night. When local altimeter setting not received, use Asheboro altimeter setting and increase all MDA 60 feet; increase S-22L Cats C and D, and Circling Cats C and D visibility ¼ mile.

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

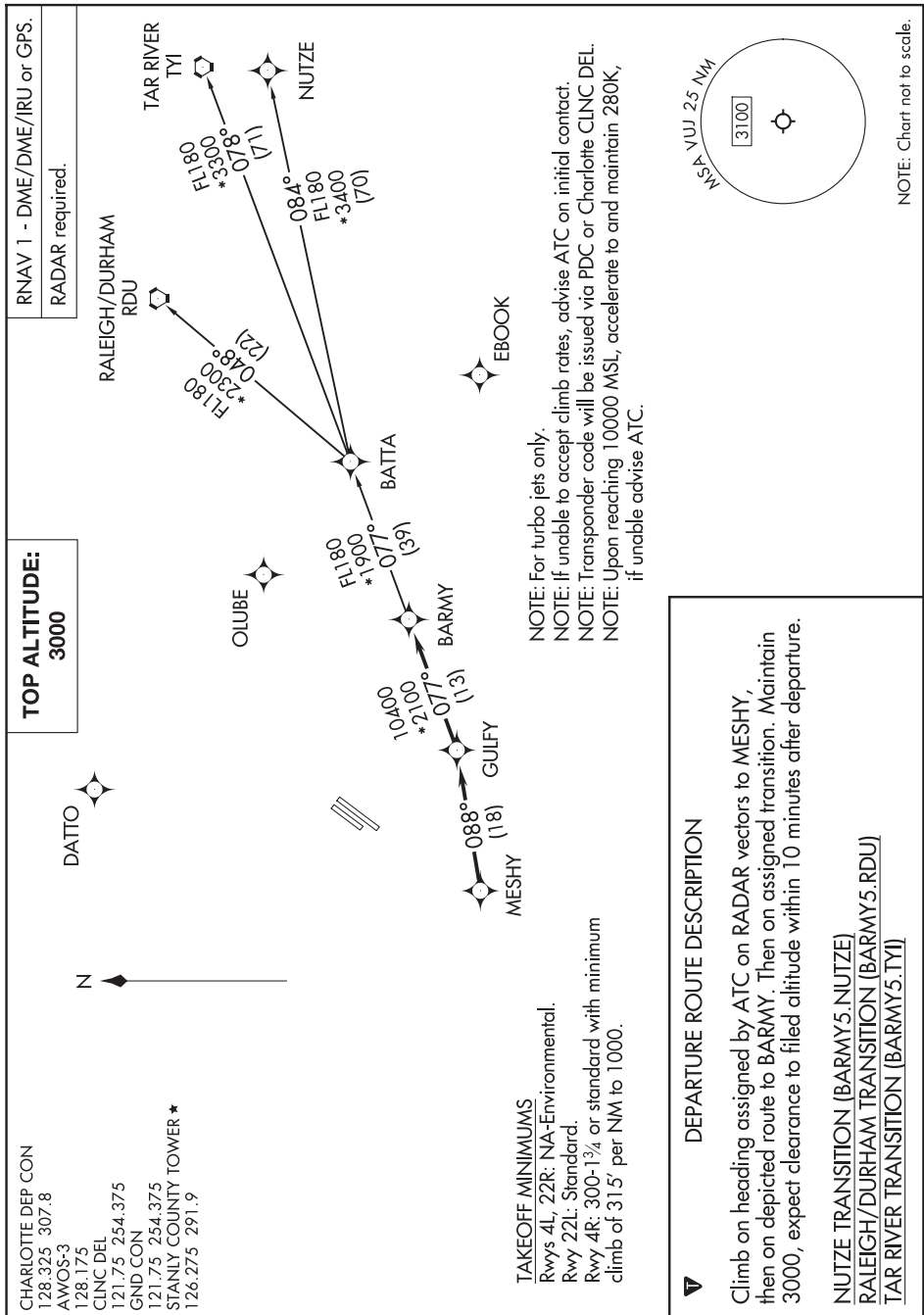
AWOS-3 128.175	CHARLOTTE APP CON 128.325 307.8	STANLY COUNTY TOWER★ 126.275 (CTAF) 0 291.9	GND CON 121.75 254.375	CLNC DEL 121.75 254.375
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1500	4000	VU	VU LOM	Remain within 10 NM
VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 40).				
2600				
2400				
3.27° TCH 40				
5.1 NM				
CATEGORY	A	B	C	D
S-22L	1240-1	656 (700-1)	1240-1¾ 656 (700-1¾)	1240-2 656 (700-2)
CIRCLING	1260-1	651 (700-1)	1260-1¾ 651 (700-1¾)	1380-2½ 771 (800-2½)



## BARMY FIVE DEPARTURE (RNAV)

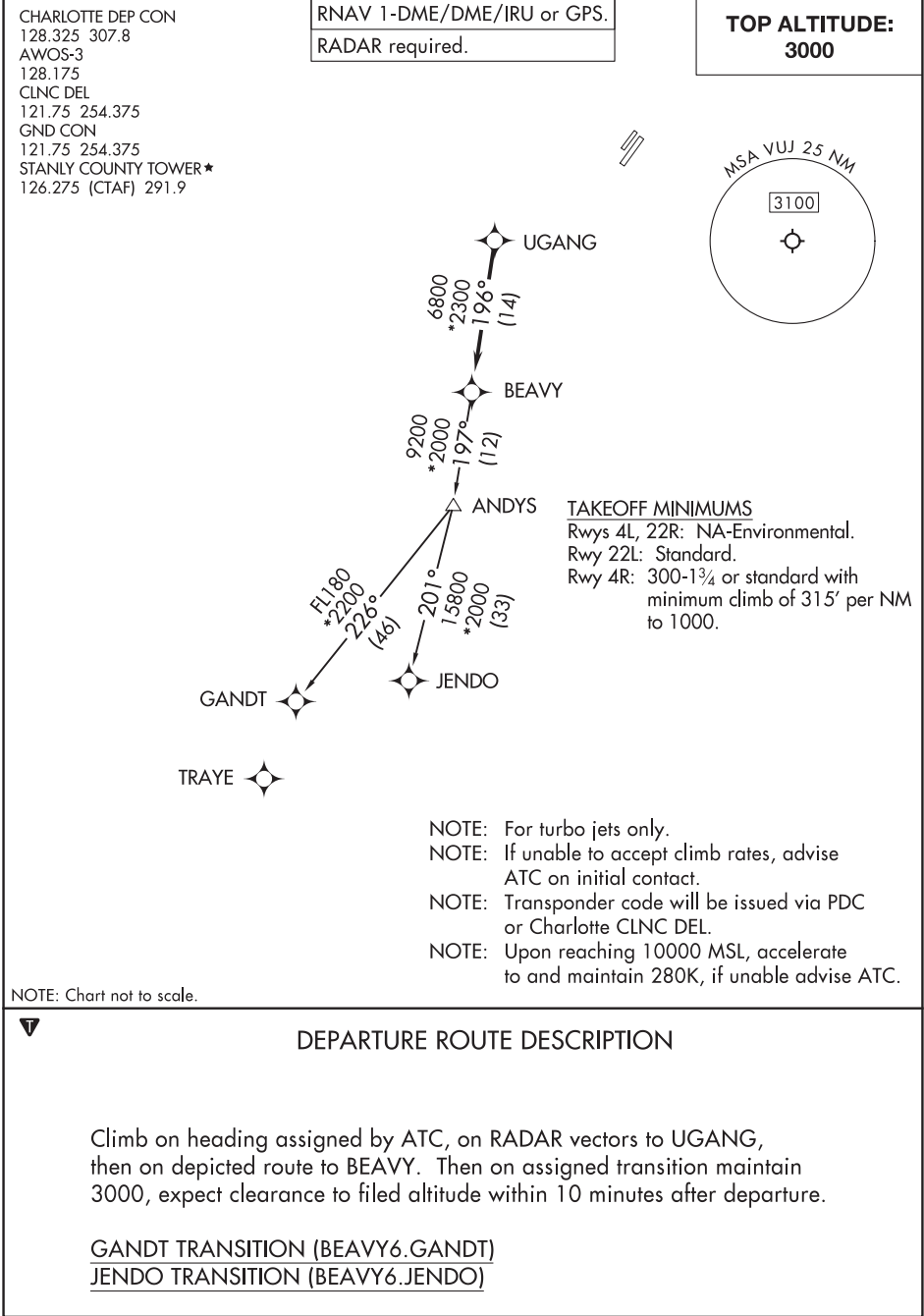


(BEAVY6.BEAVY) 24081

AL-6707 (FAA)

STANLY COUNTY (VUJ)  
ALBEMARLE, NORTH CAROLINA

BEAVY SIX DEPARTURE (RNAV)





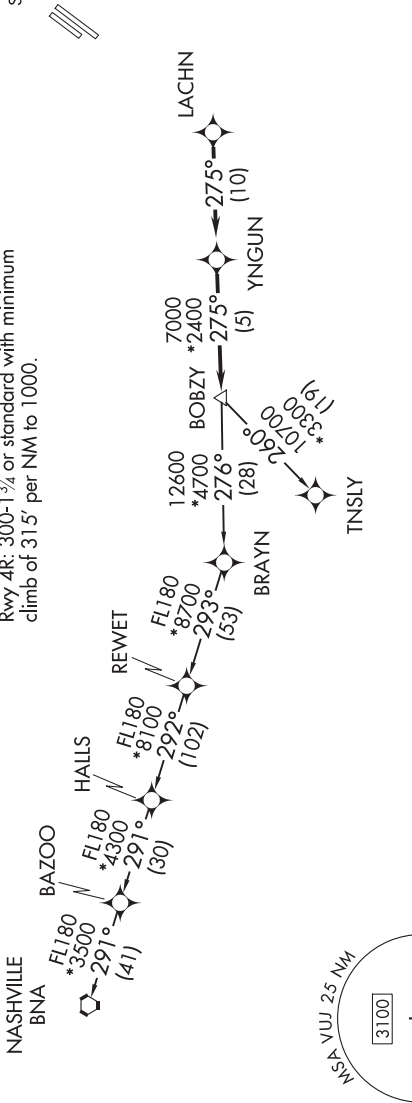
SE-2, 12 JUN 2025 to 07 AUG 2025

TOP ALTITUDE:  
3000

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

CHARLOTTE DEP CON  
128.325 307.8  
AWOS-3  
128.175  
CLNC DEL  
121.75 254.375  
GND CON  
121.75 254.375  
STANLY COUNTY TOWER★  
126.275 (CTAF) 291.9

TAKEOFF MINIMUMS  
Rwys 4L, 22R: NA - Environmental.  
Rwy 22L: Standard.  
Rwy 4R: 300-1 $\frac{3}{4}$  or standard with minimum  
climb of 31.5' per NM to 1000.



NOTE: For turbo jets only.  
NOTE: If unable to accept climb rates, advise ATC on initial contact.  
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.  
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, on RADAR vectors to LACHN, then on depicted route to BOBZY, then on assigned transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

NASHVILLE TRANSITION (BOBZY5.BNA)  
TNSLY TRANSITION (BOBZY5.TNSLY)

NOTE: Chart not to scale.

SE-2, 12 JUN 2025 to 07 AUG 2025

(ESTRR5.ESTRR) 24081

AL-6707 (FAA)

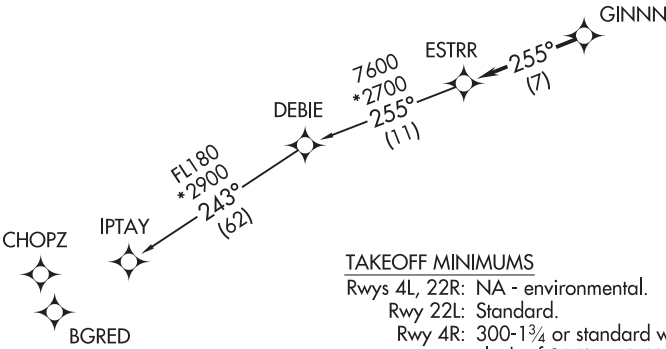
STANLY COUNTY (VUJ)  
ALBEMARLE, NORTH CAROLINA

ESTRR FIVE DEPARTURE (RNAV)

CHARLOTTE DEP CON  
128.325 307.8  
AWOS-3  
128.175  
CLNC DEL  
121.75 254.375  
GND CON  
121.75 254.375  
STANLY COUNTY TOWER ★  
126.275 (CTAF) 291.9

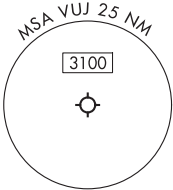
RNAV 1 - DME/DME/IRU or GPS.  
RADAR required.

TOP ALTITUDE:  
3000



TAKEOFF MINIMUMS  
Rwys 4L, 22R: NA - environmental.  
Rwy 22L: Standard.  
Rwy 4R: 300-1¾ or standard with minimum  
climb of 315' per NM to 1000.

- NOTE: For turbo jets only.
- NOTE: If unable to accept climb rates,  
advise ATC on initial contact.
- NOTE: Transponder code will be issued via  
PDC or Charlotte CLNC DEL.
- NOTE: Upon reaching 10000 MSL,  
accelerate to and maintain 280K,  
if unable advise ATC.



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, on RADAR vectors to GINNN, then on track 255° to ESTRR, then on IPTAY Transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

IPTAY TRANSITION (ESTRR5.IPTAY)

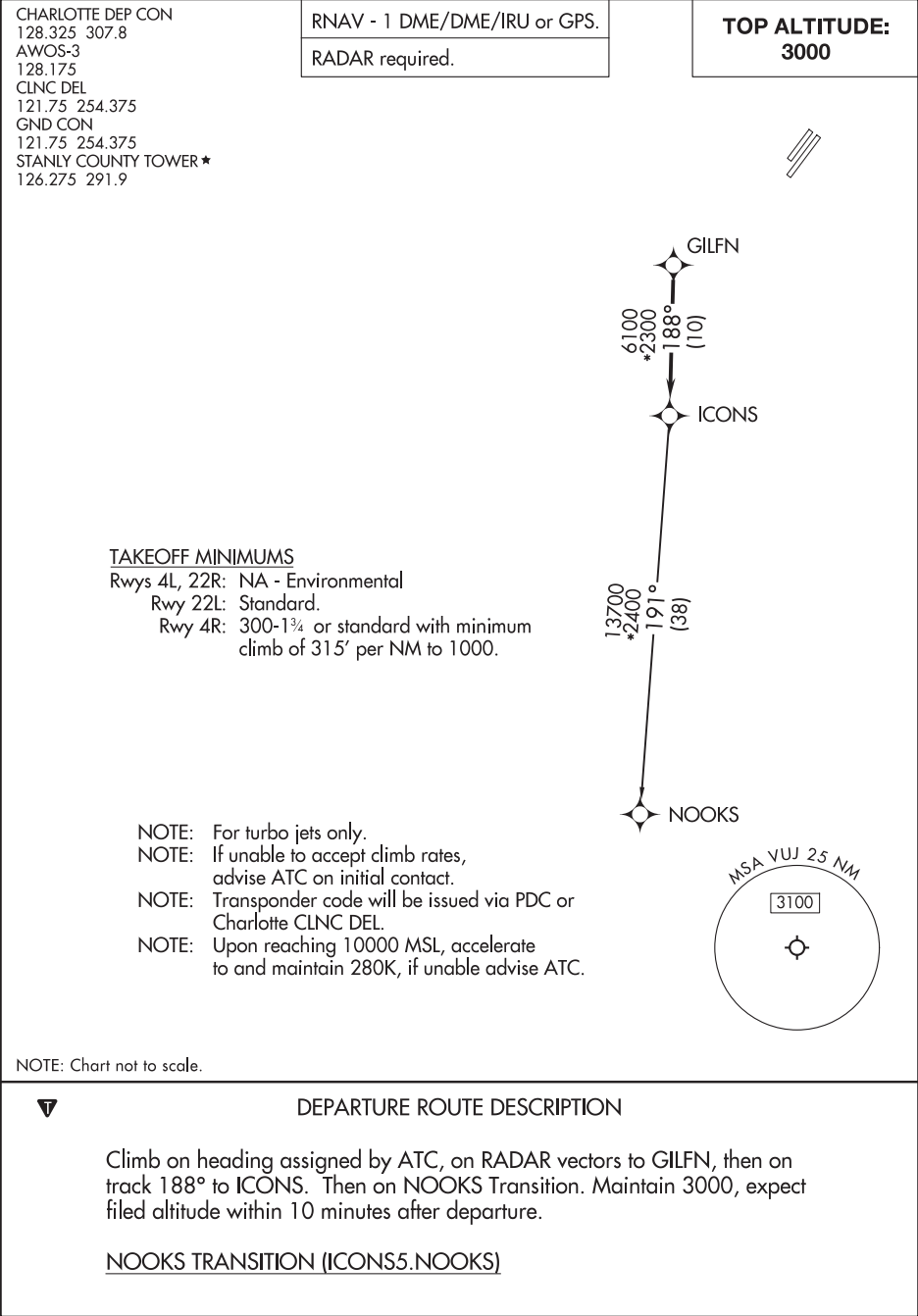
ESTRR FIVE DEPARTURE (RNAV)  
(ESTRR5.ESTRR) 21MAR24

ALBEMARLE, NORTH CAROLINA  
STANLY COUNTY (VUJ)

SE-2, 12 JUN 2025 to 07 AUG 2025

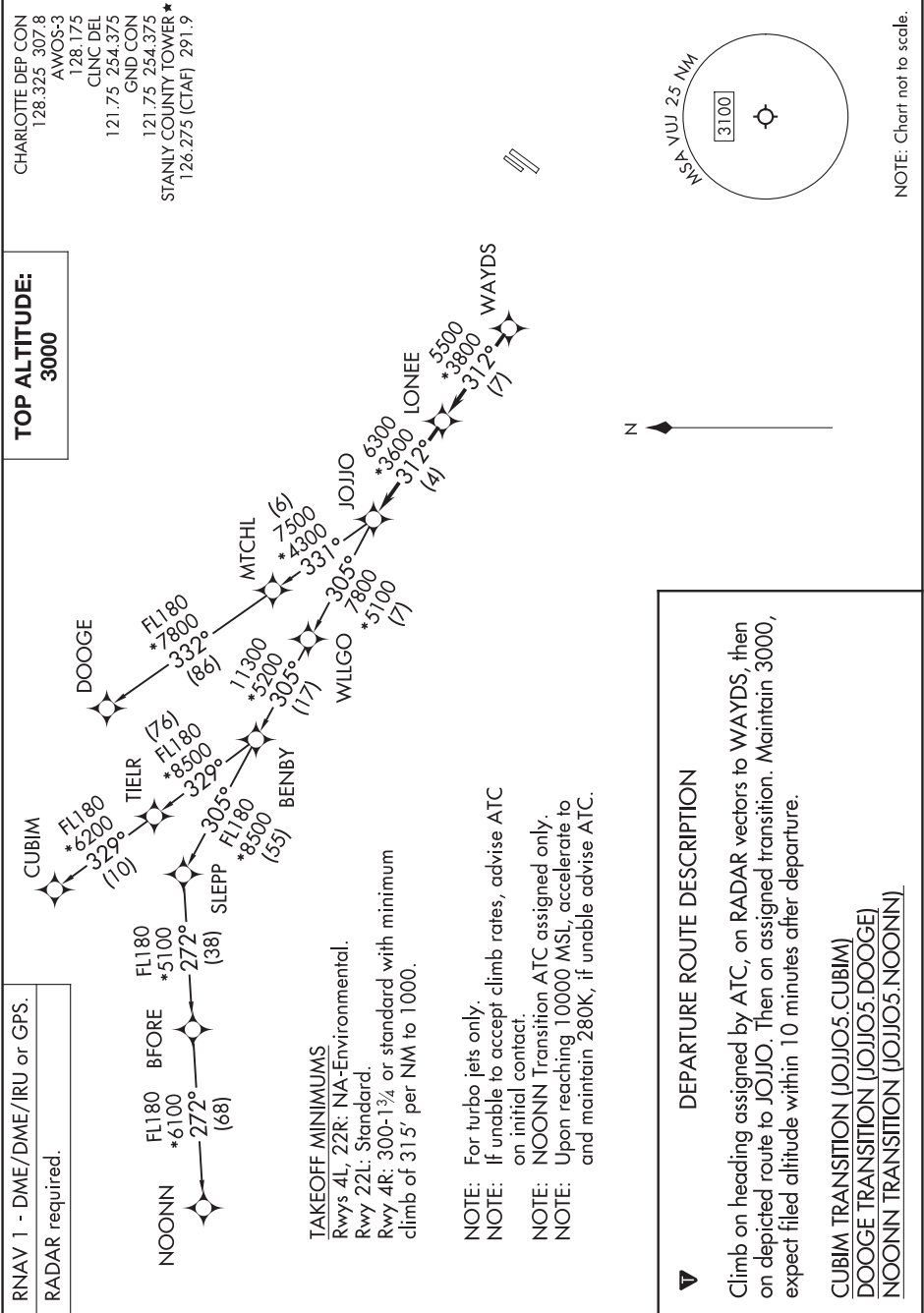
SE-2, 12 JUN 2025 to 07 AUG 2025

ICONS FIVE DEPARTURE (RNAV)



JOJO FIVE DEPARTURE (RNAV)

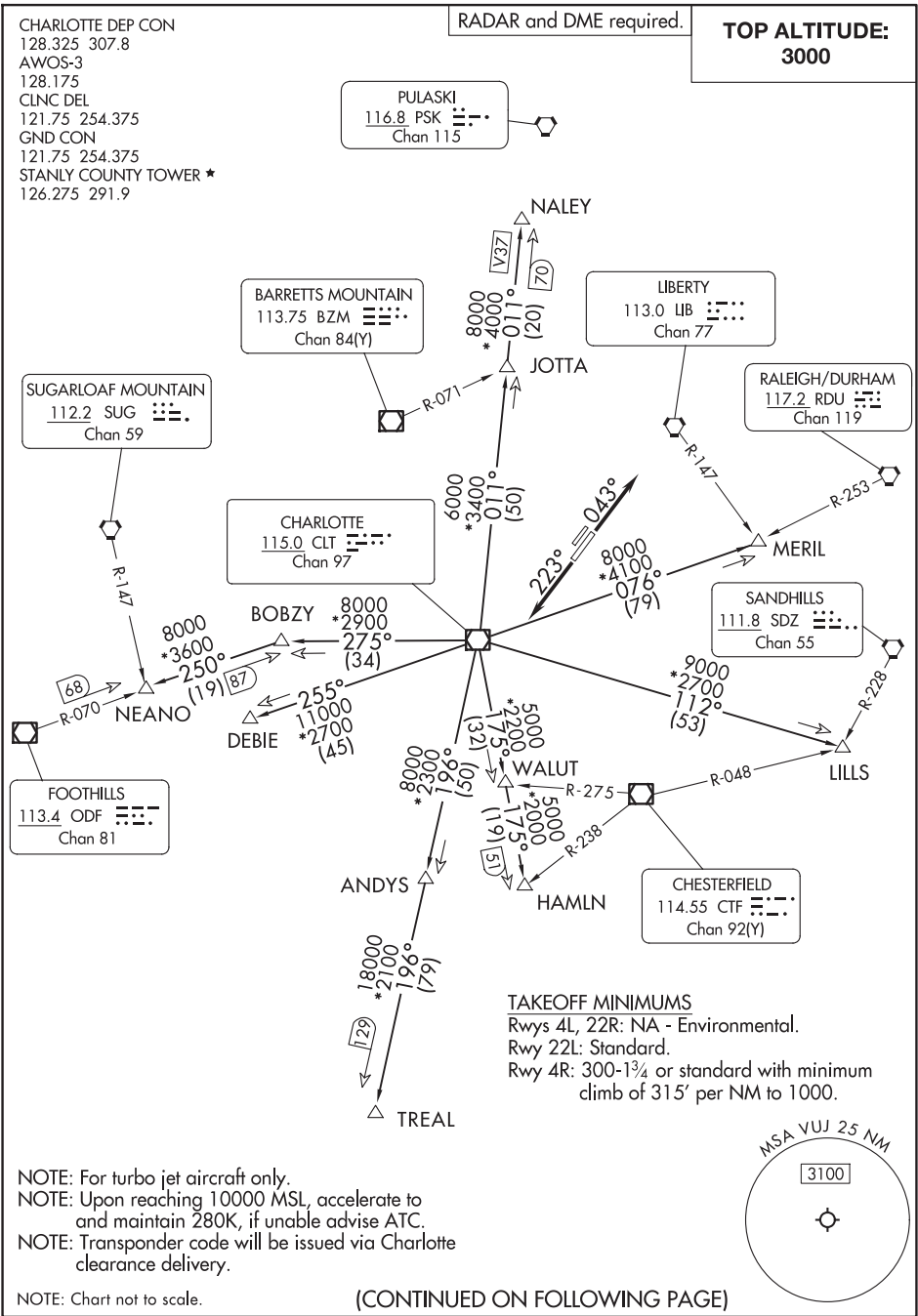
STANLY COUNTY (VUJ)  
ALBEMARLE, NORTH CAROLINA



(KER4.KER) 24081  
KERMIT FOUR DEPARTURE

AL-6707 (FAA)

STANLY COUNTY (VUJ)  
ALBEMARLE, NORTH CAROLINA



SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

KERMIT FOUR DEPARTURE  
(KER4.KER) 21MAR24

ALBEMARLE, NORTH CAROLINA  
STANLY COUNTY (VUJ)

KERMIT FOUR DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4R: Climb on heading 043°, thence . . . .  
TAKEOFF RUNWAY 22L: Climb on heading 223°, thence . . . .

. . . . on RADAR vectors to intercept filed/assigned transition or enroute fix/navaid.  
Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

- ANDYS TRANSITION (KER4.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.
- DEBIE TRANSITION (KER4.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.
- HAMLN TRANSITION (KER4.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.
- JOTTA TRANSITION (KER4.JOTTA): From over CLT VOR/DME on CLT R-011 to JOTTA.
- LILLS TRANSITION (KER4.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.
- MERIL TRANSITION (KER4.MERIL): From over CLT VOR/DME on CLT R-076 to MERIL.
- NALEY TRANSITION (KER4.NALEY): From over CLT VOR/DME on CLT R-011 to NALEY.
- NEANO TRANSITION (KER4.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY, then on ODF R-070 to NEANO.
- TREAL TRANSITION (KER4.TREAL): From over CLT VOR/DME on CLT R-196 to TREAL.

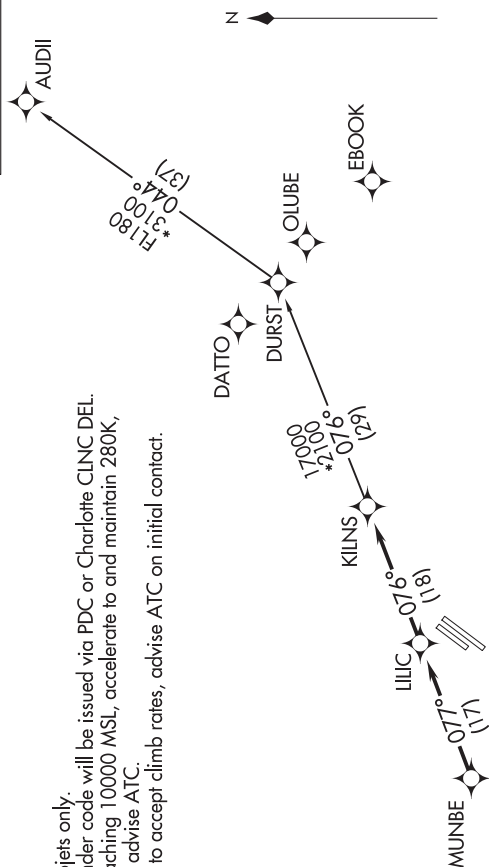
SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

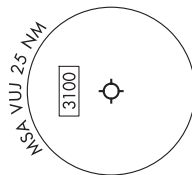
## ALBEMARLE, NORTH CAROLINA

NOTE: For turbojets only.  
NOTE: Transponder code will be issued via PDC or Charlotte CLINC DEL.  
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.  
NOTE: If unable to accept climb rates, advise ATC on initial contact.

**TOP ALTITUDE:**  
**3000**



TAKEOFF MINIMUMS  
Rwys 4L, 22R: NA - environmental.  
Rwy 22L: Standard.  
Rwy 4R: 300-1 $\frac{3}{4}$  or Standard with minimum  
climb of 315' per NM to 1000.



NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, on RADAR vectors to MUNBE, then on depicted route to KILNS, then on AUDIII Transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

## AUDI II TRANSITION (KILNS5.AUDI.II)

# KNIGHTS THREE DEPARTURE

ALBEMARLE, NORTH CAROLINA

CHARLOTTE DEP CON  
128.325 307.8  
AWOS-3  
128.175  
CLNC DEL  
121.75 254.375  
GND CON  
121.75 254.375  
STANLEY COUNTY TOWER\*  
126.275 (CTAF) 291.9

**TOP ALTITUDE:  
3000**

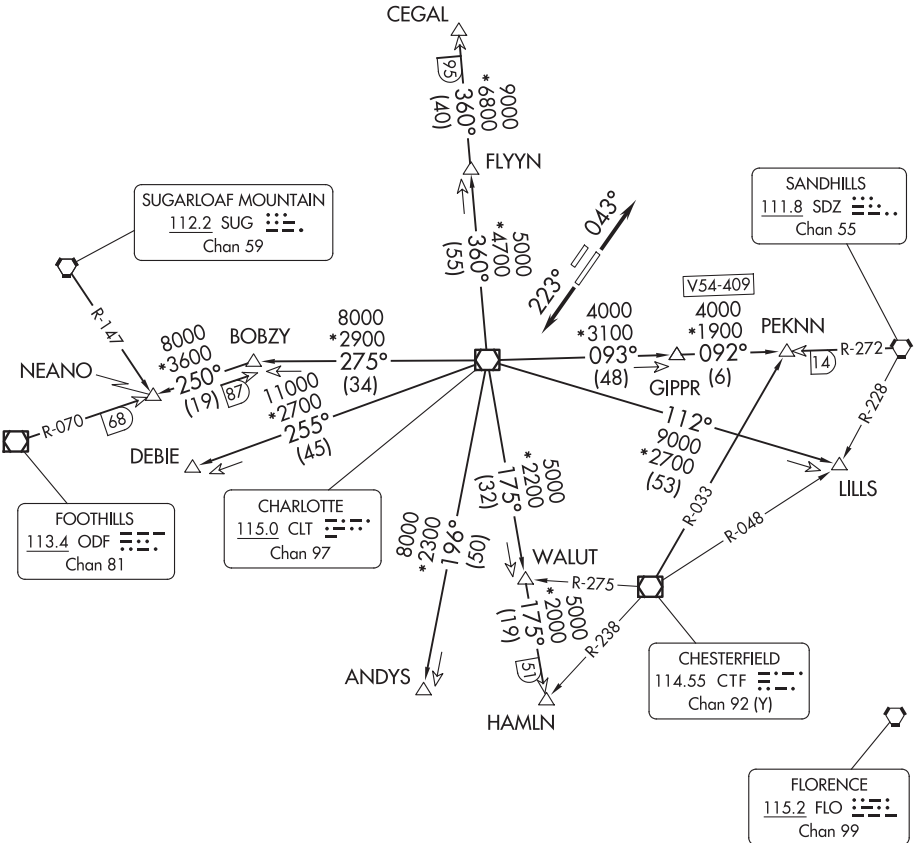
RADAR and DME required.

## TAKEOFF MINIMUMS

Rwys 4L, 22R: NA-Environmental.

Rwy 22L: Standard.

Rwy 4R: 300-1¾ or standard with minimum climb of 315' per NM to 1000.



NOTE: For propeller aircraft only.

NOTE: Turboprops: Operate in a manner that will result in best forward speed and climb rate.

NOTE: Transponder code will be issued via Charlotte clearance delivery.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

# KNIGHTS THREE DEPARTURE





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4R: Climb on heading 043°, thence. . . .  
TAKEOFF RUNWAY 22L: Climb on heading 223°, thence. . . .

. . . .expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid.  
Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

- ANDYS TRANSITION (KNI3.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.
- CEGAL TRANSITION (KNI3.CEGAL): From over CLT VOR/DME on CLT R-360 to CEGAL.
- DEBIE TRANSITION (KNI3.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.
- FLYYN TRANSITION (KNI3.FLYYN): From over CLT VOR/DME on CLT R-360 to FLYYN.
- HAMLN TRANSITION (KNI3.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.
- LILLS TRANSITION (KNI3.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.
- NEANO TRANSITION (KNI3.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY, then on ODF R-070 to NEANO.
- PEKNN TRANSITION (KNI3.PEKNN): From over CLT VOR/DME on CLT R-093 to GIPPR, then on SDZ R-272 to PEKNN.

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

(KRITR6.KRITR) 24081

KRITR SIX DEPARTURE (RNAV)

AL-6707 (FAA)

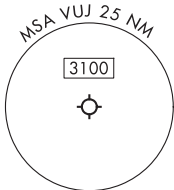
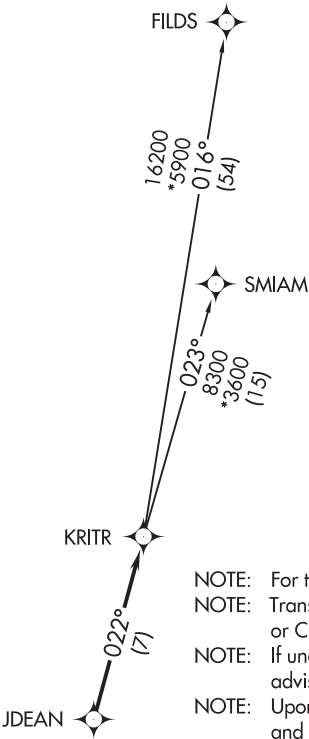
STANLY COUNTY (VUJ)  
ALBEMARLE, NORTH CAROLINA

CHARLOTTE DEP CON  
128.325 307.8  
AWOS-3  
128.175  
CLNC DEL  
121.75 254.375  
GND CON  
121.75 254.375  
STANLY COUNTY TOWER ★  
126.275 (CTAF) 291.9

TOP ALTITUDE:  
3000

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.



- NOTE: For turbo jets only.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

TAKEOFF MINIMUMS

Rwys 4L, 22R: NA - Environmental.

Rwy 22L: Standard.

Rwy 4R: 300-1¾ or standard with minimum climb of 315' per NM to 1000.



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, on RADAR vectors to JDEAN, then on track 022° to KRITR, then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

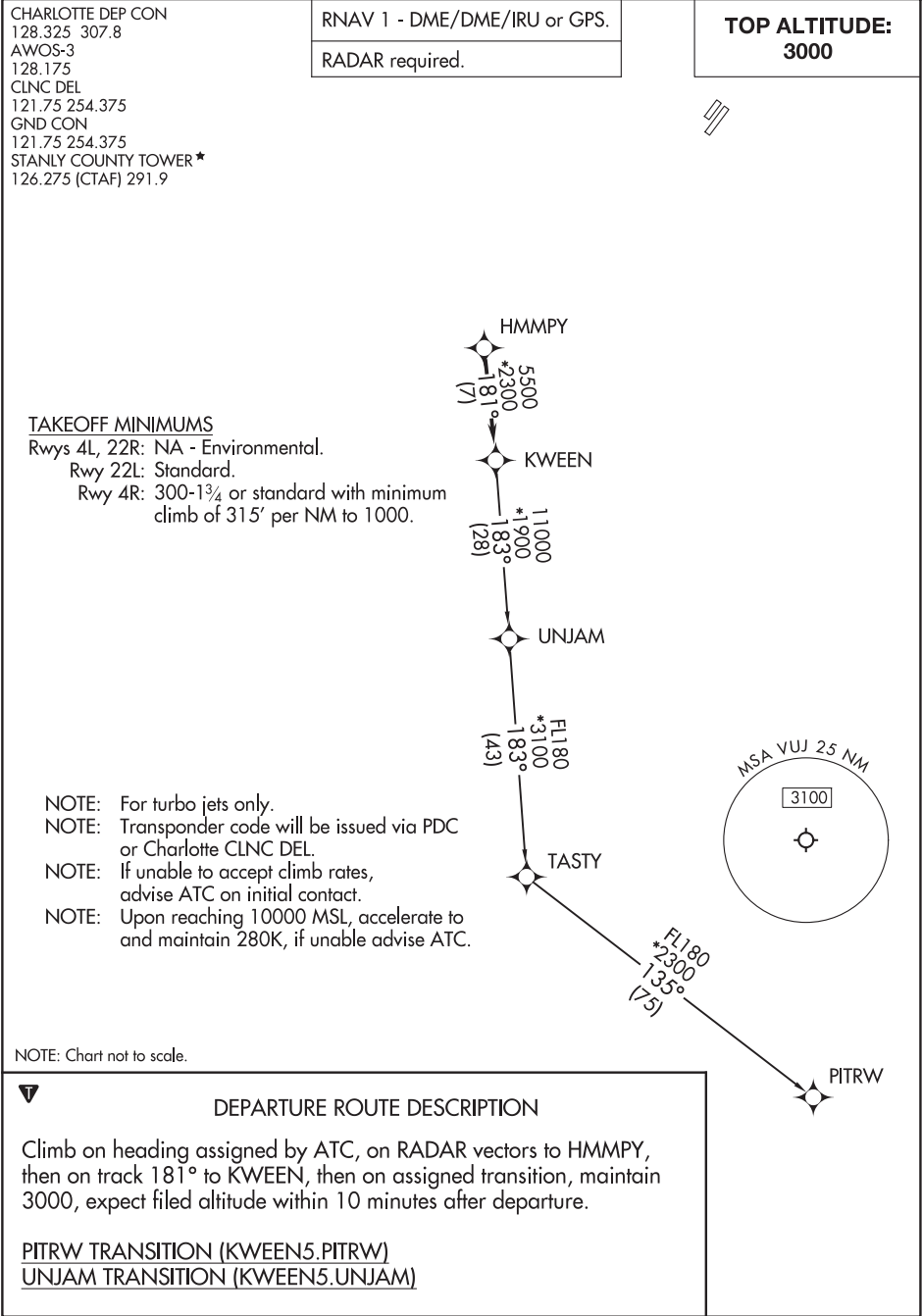
FILDS TRANSITION (KRITR6.FILDS)

SMIAM TRANSITION (KRITR6.SMIAM)

KRITR SIX DEPARTURE (RNAV)

(KRITR6.KRITR) 21MAR24

ALBEMARLE, NORTH CAROLINA  
STANLY COUNTY (VUJ)



LILLS THREE DEPARTURE (RNAV)

RNAV 1 - DME/DME/IRU or GPS.	<b>TOP ALTITUDE:</b> <b>3000</b>	CHARLOTTE DEP CON 128.325 307.8 AWOS-3 128.175 CLNC DEL 121.75 254.375 GND CON 121.75 254.375 STANLY COUNTY TOWER★ 126.275 (CTAF) 291.9
RADAR required.		

**TAKEOFF MINIMUMS**  
Rwys 4L, 22R: NA-Environmental.  
Rwy 22L: Standard.  
Rwy 4R: 300-1¾ or standard with minimum  
climb of 315' per NM to 1000.

LAMDE

114°  
(11)

LILLS

NOTE: For turbo jets only.  
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.  
NOTE: If unable to accept climb rates, advise ATC on initial contact.  
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

MSA VUJ 25 NM

3100

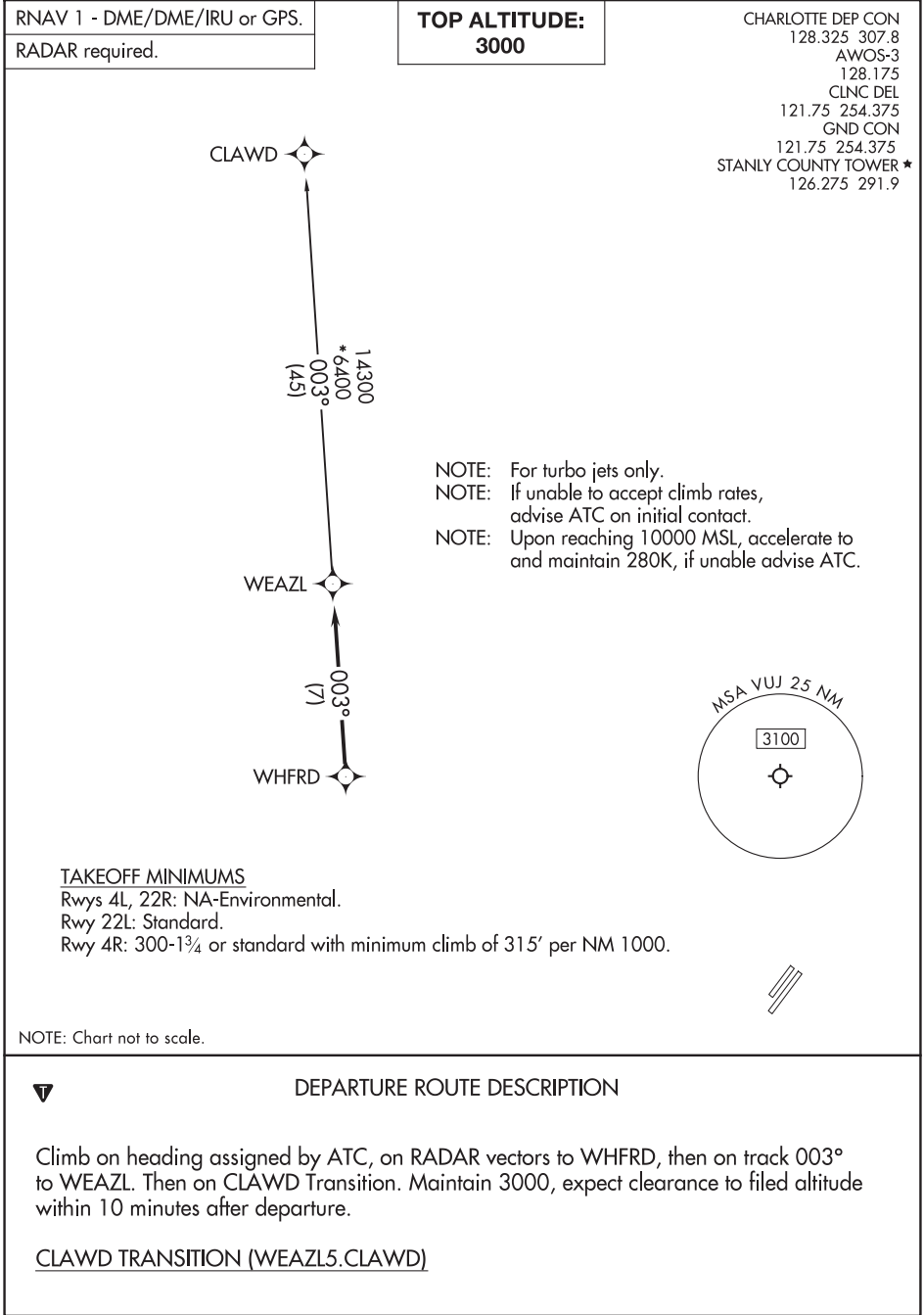
NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

Climb on heading assigned by ATC, on RADAR vectors to LAMDE, then on depicted route to LILLS. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



ALLENDALE, SOUTH CAROLINA

AL-5769 (FAA)

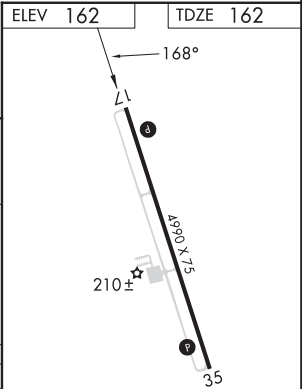
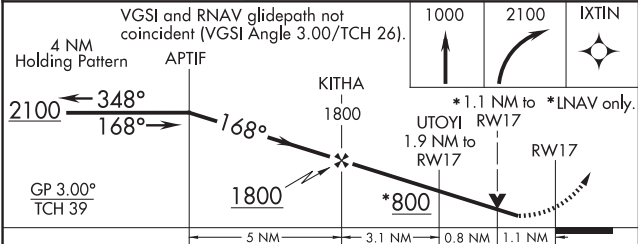
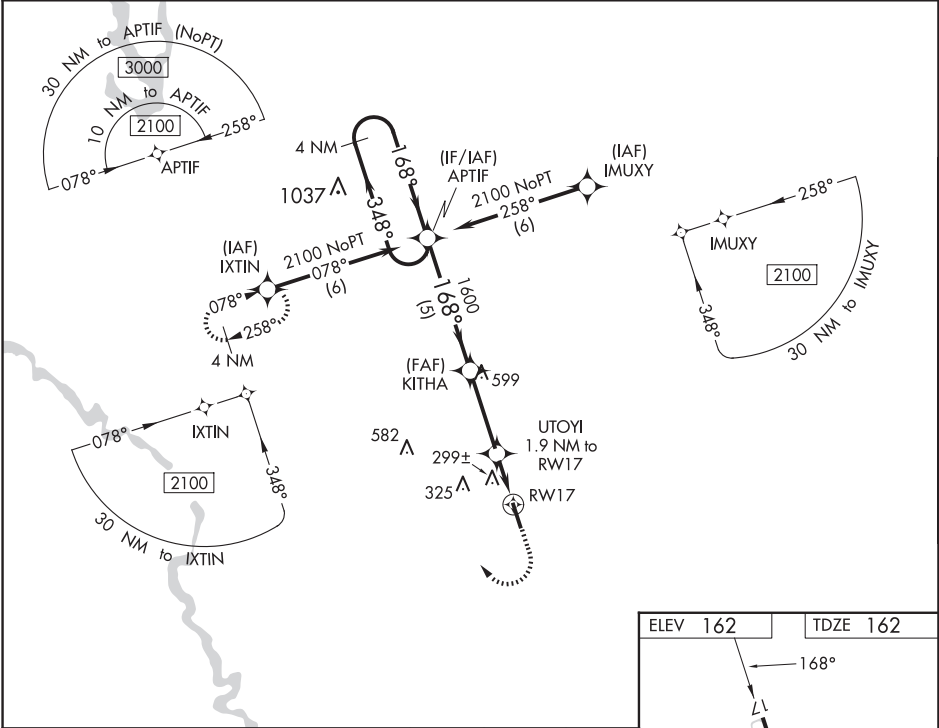
24025

WAAS CH <b>45733</b> <b>W17A</b>	APP CRS <b>168°</b>	Rwy Idg TDZE <b>162</b> Apt Elev <b>162</b>
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RNAV (GPS) RWY 17  
ALLENDALE COUNTY (A/QX)

RNP APCH.	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 17 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Augusta Rgnl at Bush Fld altimeter setting. When local altimeter setting not received, use Augusta Rgnl at Bush Fld altimeter setting and increase all DA 99 feet and all MDA 100 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats ⅓ mile.	MISSED APPROACH: Climb to 1000 then climbing right turn to 2100 direct IXTIN and hold.
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AWOS-3PT <b>118.95</b>	JACKSONVILLE CENTER <b>132.925 363.2</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA	478-1½	316 (400-1½)	NA	NA
LNAV/VNAV DA	562-1¾	400 (400-1¾)	NA	NA
LNAV MDA	560-1	398 (400-1)	NA	NA
CIRCLING	620-1 458 (500-1)	640-1 478 (500-1)	NA	NA

MIRL Rwy 17-35 0

ALLENDALE, SOUTH CAROLINA  
Orig-B 18JUN20

33°00'N-81°16'W

ALLENDALE COUNTY (A/QX)  
RNAV (GPS) RWY 17

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



ALLENDALE, SOUTH CAROLINA

AL-5769 (FAA)

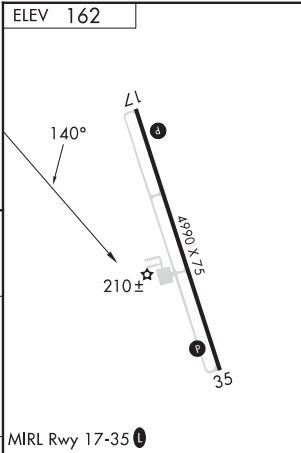
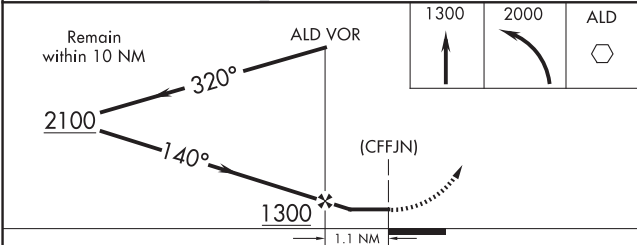
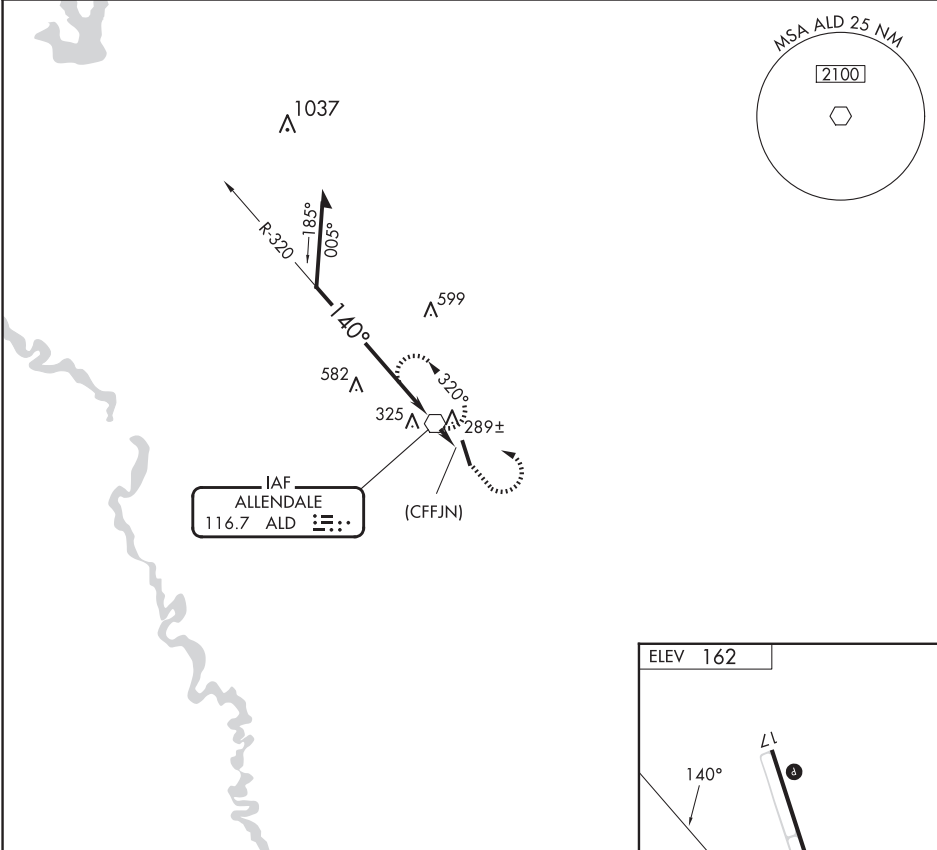
24025

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

VOR-A  
ALLENDALE COUNTY (A/QX)

<div><div></div><div></div></div> <div>When local altimeter setting not received, use Augusta Rgnl at Bush Fld altimeter setting.</div>	MISSED APPROACH: Climb to 1300, then climbing left turn to 2000 direct ALD VOR and hold.
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AWOS-3PT 118.95	JACKSONVILLE CENTER 132.925 363.2	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D	FAF to MAP 1.1 NM
CIRCLING	860-1	698 (700-1)	NA		Knots 60 90 120 150 180 Min:Sec 1:06 0:44 0:33 0:26 0:22

ALLENDALE, SOUTH CAROLINA  
Amdt 6 24JUL14

33°00'N-81°16'W

ALLENDALE COUNTY (A/QX)  
VOR-A



ILS or LOC RWY 5  
ANDERSON RGNL (AND)

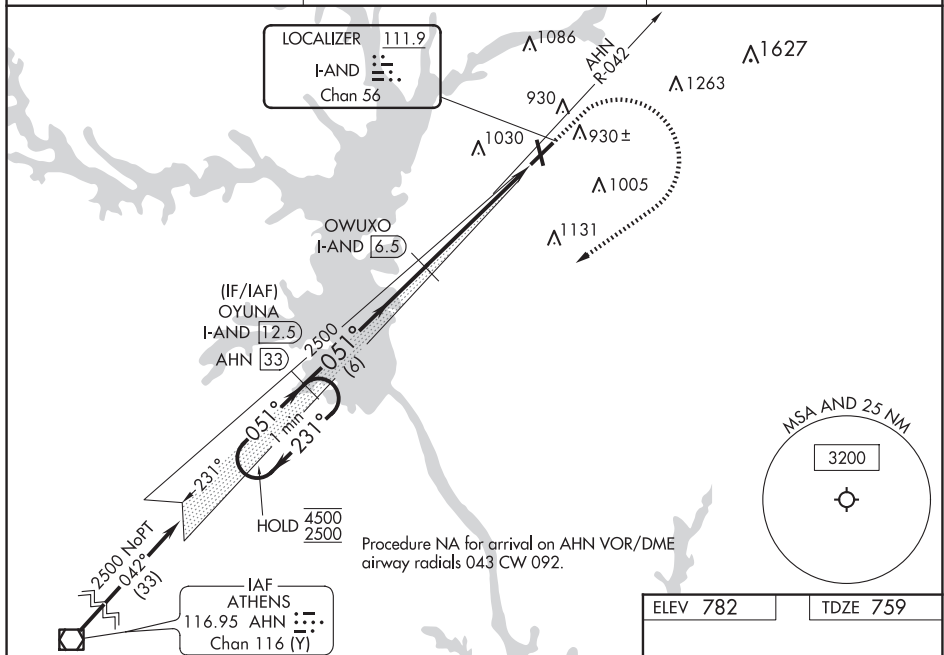
**T** When local altimeter setting not received, use Clemson altimeter setting and increase S-ILS 05 DA to 1006 feet; increase all MDAs 60 feet and Circling visibility Cat C/D  $\frac{1}{4}$  SM. VDP NA when using Clemson altimeter setting. Circling Rwy 17, 35 NA at night.

**A** For inop ALS increase S-LOC 05 visibility Cat C/D to  $1\frac{3}{8}$  SM.

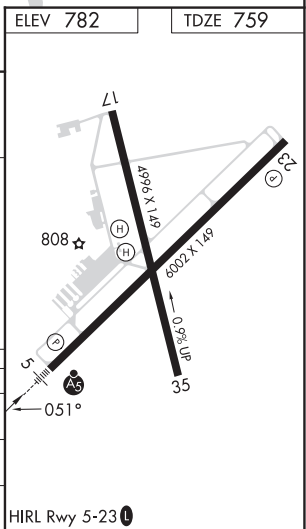


**MISSED APPROACH:** Climb to 1600 then climbing right turn to 2500 on heading 240° and on AHN VOR/DME R-042 to OYUNA/I-AND 12.5 DME and hold.

ASOS <b>120.675</b>	GREER APP CON★ <b>118.8 270.275</b>	CTAF <b>123.60</b>
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VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 49).					1600 	2500 hdg 240°	AHN R-042	OYUNA I-AND 12.5
One Minute Holding Pattern					OYUNA I-AND 12.5	OWUXO I-AND 6.5		
CATEGORY	A	B	C	D				
S-ILS 5	959-1/2				200 (200-1/2)			
S-LOC 5	1220-1/2	461 (500-1/2)	1220-1	461 (500-1)				
<b>C</b> CIRCLING	1260-1 478 (500-1)	1320-1 538 (600-1)	1440-1 3/4 658 (700-1 3/4)	1500-2 1/4 718 (800-2 1/4)				



SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

WAAS  
CH **62901**  
**W05A**

APP CRS  
**051°**

Rwy Idg  
TDZE **759**  
Apt Elev **782**

6002

759

782

RNAV (GPS) RWY 5

ANDERSON RGNL (AND)

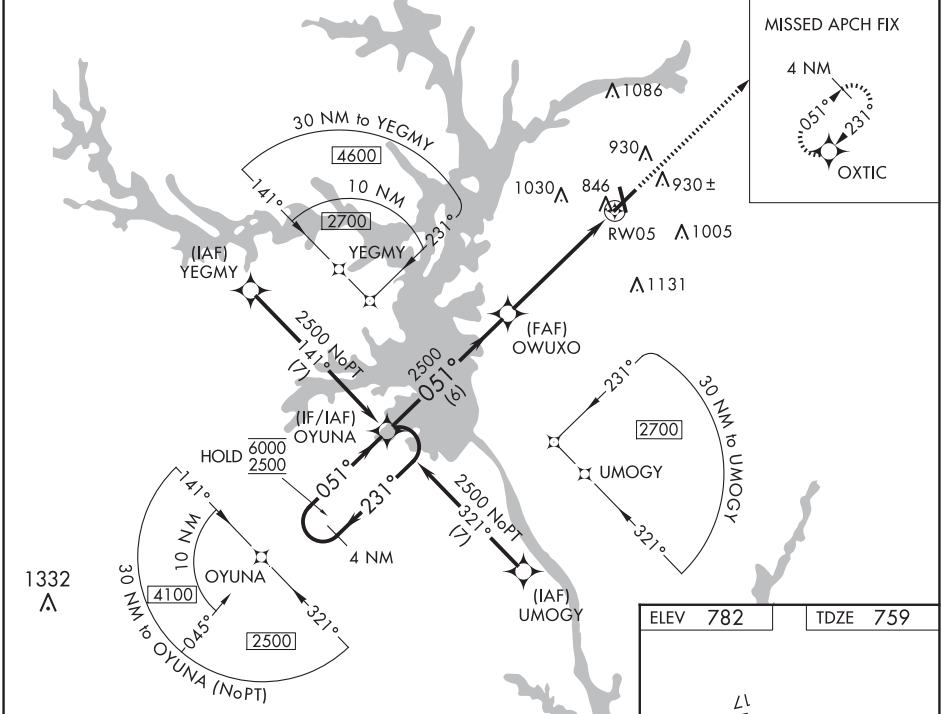
RNP APCH - GPS.

VDP NA when using Clemson altimeter setting. When local altimeter setting not received, use Clemson altimeter setting and increase LPV DA to 1006 feet; increase all MDAs 60 feet and LNAV visibility Cats C/D ½ SM. Circling visibility Cats C/D ¼ SM. Circling Rwy 17, 35 NA at night. For inop ALS when using Clemson altimeter setting, increase LNAV visibility Cats C/D to 1½ SM.

MALSR

MISSED APPROACH: Climb to 3000 direct OXTIC and hold.

ASOS <b>120.675</b>	GREER APP CON★ <b>118.8 270.275</b>	CTAF <b>123.60</b>
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4 NM Holding Pattern

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

3000 OXTIC

GP 3.00° TCH 54

6000 2500 2500

231° 051° 051°

1.3 NM to RWY 5

6 NM 4.1 NM 1.3 NM

CATEGORY	A	B	C	D
LPV DA	959-½ 200 (200-½)			
LNAV MDA	1200-½ 441 (500-½)	1200-¾ 441 (500-¾)		
CIRCLING	1260-1 478 (500-1)	1320-1 538 (600-1)	1440-1¾ 658 (700-1¾)	1500-2¼ 718 (800-2¼)

ELEV 782 TDZE 759

HIRL Rwy 5-23 0

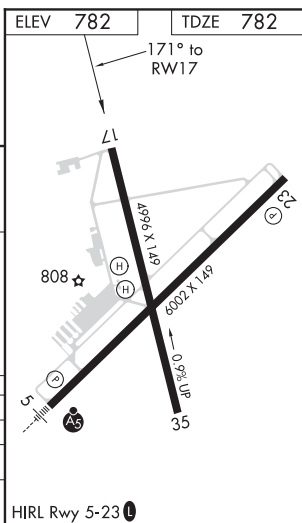
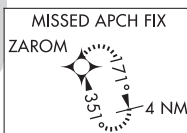
SE-2, 12 JUN 2025 to 07 AUG 2025


SE-2, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 17  
ANDERSON RGNL (AND)

**MISSED APPROACH:** Climb to 2500 direct ZAROM and hold.

CTAF  
123.6 L



CATEGORY	A	B	C	D
LP MDA	1200-1	418 (500-1)	1200-1 $\frac{1}{8}$	418 (500-1 $\frac{1}{8}$ )
LNAV MDA	1220-1	438 (500-1)	1220-1 $\frac{1}{4}$	438 (500-1 $\frac{1}{4}$ )
 CIRCLING	1260-1 478 (500-1)	1320-1 538 (600-1)	1440-1 $\frac{3}{4}$ 658 (700-1 $\frac{3}{4}$ )	1500-2 $\frac{1}{4}$ 718 (800-2 $\frac{1}{4}$ )

SE-2, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>90540</b> <b>W23A</b>	APP CRS <b>231°</b>	Rwy Idg <b>6002</b> TDZE <b>754</b> Apt Elev <b>782</b>
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RNAV (GPS) RWY 23  
ANDERSON RGNL (AND)

RNP APCH - GPS.

- T** Circling Rwy 17, 35 NA at night. Baro-VNAV and VDP NA when using Clemson altimeter setting. Rwy 23 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. When local altimeter setting not received, use Clemson altimeter setting and increase LPV DA to 1149 feet and all visibilities  $\frac{1}{8}$  SM; increase LNAV/VNAV DA to 1267 feet; increase all MDAs 60 feet and visibility LNAV Cats C/D and Circling Cats C/D  $\frac{1}{4}$  SM.

**MISSED APPROACH:** Climb to 2500 direct OYUNA and hold.

ASOS 120.675	GREER APP CON ★ 118.8 270.275	CTAF 123.6 0
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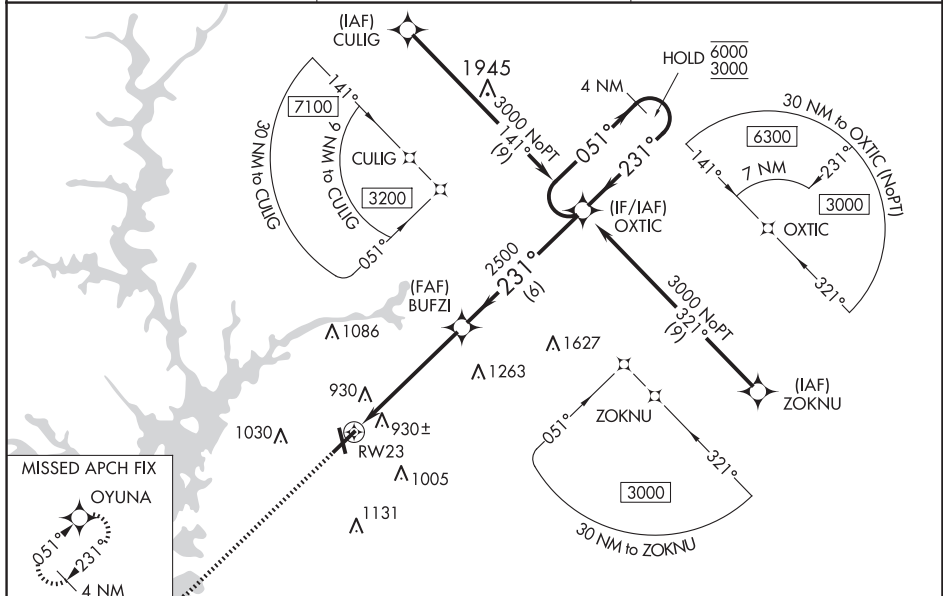


Diagram illustrating a 4 NM Holding Pattern. The pattern is defined by a 4 NM radius. The holding pattern is a 4 NM holding pattern. The diagram also shows the runway layout, including RW23, RW24, and RW25. The holding pattern is a 4 NM holding pattern.

CATEGORY	A	B	C	D
LPV DA	1102-1	348 (400-1)		
LNNAV/VNAV	DA	1220-1 $\frac{3}{8}$	466 (500-1 $\frac{3}{8}$ )	
LNNAV MDA	1280-1	526 (500-1)	1280-1 $\frac{1}{2}$	526 (500-1 $\frac{1}{2}$ )
<b>C</b> CIRCLING	1280-1 498 (500-1)	1320-1 538 (600-1)	1440-1 $\frac{3}{4}$ 658 (700-1 $\frac{3}{4}$ )	1500-2 $\frac{1}{4}$ 718 (800-2 $\frac{1}{4}$ )

ANDERSON, SOUTH CAROLINA  
Amdt 3 29DEC22

34°30'N-82°43'W

ANDERSON RGNL (AND)  
RNAV (GPS) RWY 23

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>93734</b> <b>W35A</b>	APP CRS <b>351°</b>	Rwy Idg TDZE <b>762</b> Apt Elev <b>782</b>	<b>4996</b>
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RNAV (GPS) RWY 35

ANDERSON RGNL (AND)

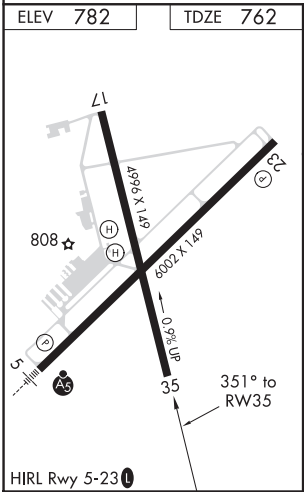
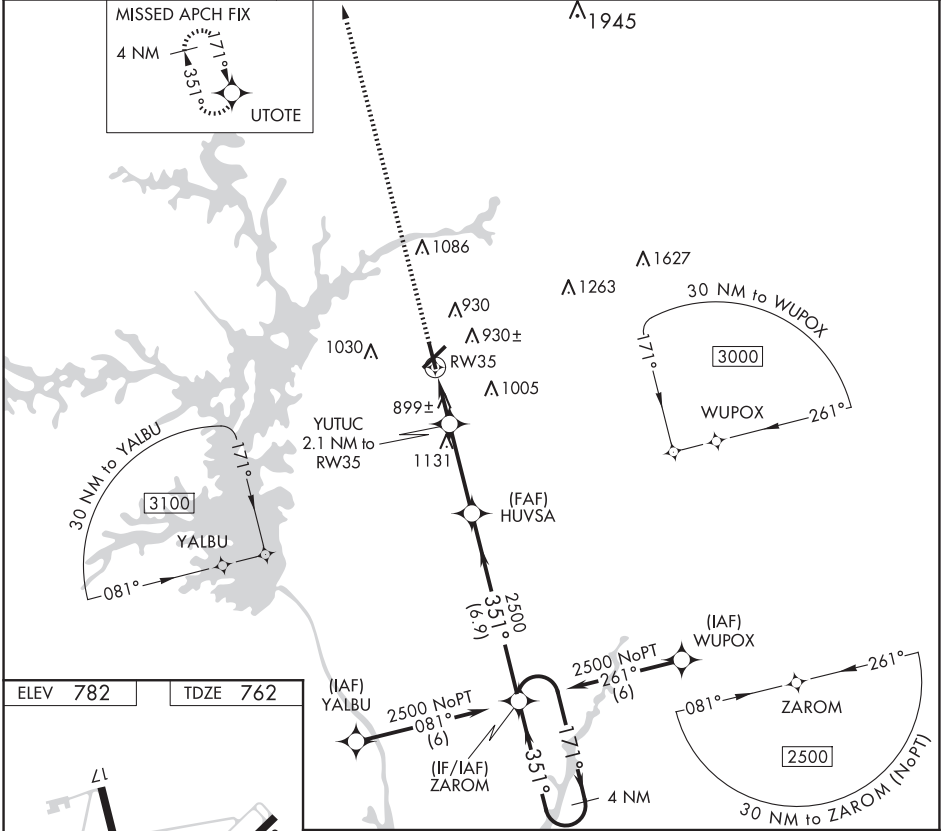
⚠

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Clemson altimeter setting and increase all MDA 60 feet; increase all Cats C and D visibility ½ mile. Straight-in Rwy 35 NA at night, Circling Rwy 17, 35 NA at night. Rwy 17, 35 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:

Climb to 3200 direct UTOTE and hold.

ASOS <b>120.675</b>	GREER APP CON ★ <b>118.8 270.275</b>	CTAF <b>123.60</b>
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ANDERSON, SOUTH CAROLINA

AL-857 (FAA)

24249

VORTAC ELW	APP CRS	Rwy Idg	6002
108.6	039°	TDZE	759
Chan 23		Apt Elev	782

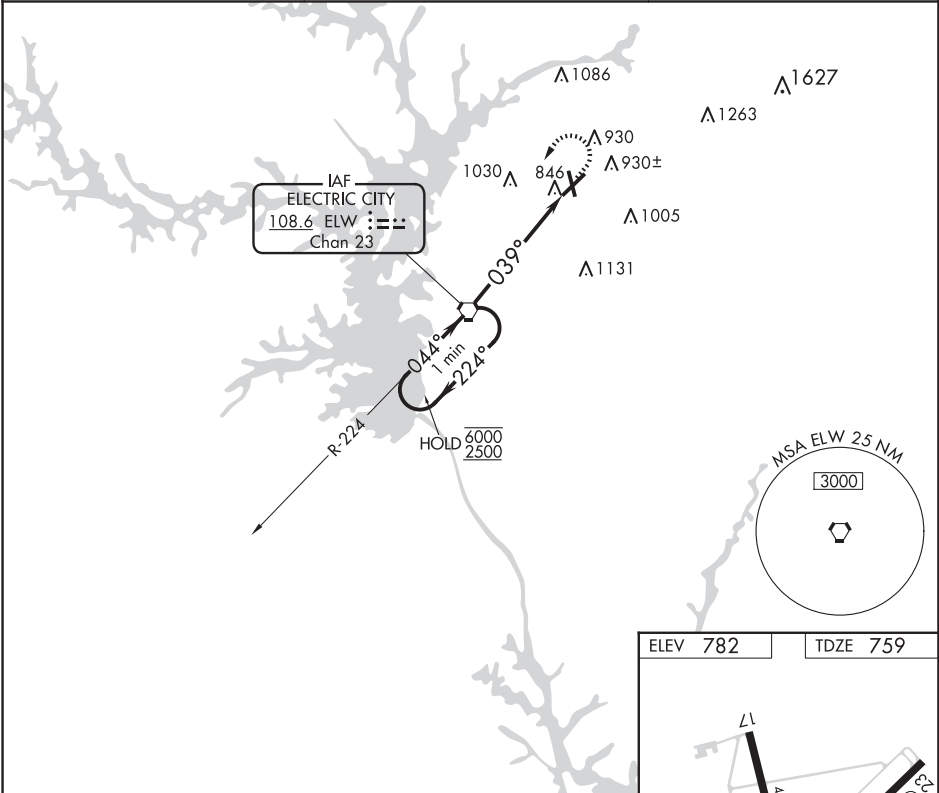
VOR RWY 5  
ANDERSON RGNL (A.ND)

▼ Rwy 17, 35 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use CEU altimeter setting and increase all MDAs 60 feet and S-5 visibility Cat C/D ¼ SM, and Circling visibility Cat C/D ¼ SM. VDP NA when using CEU altimeter setting. Circling Rwy 17, 35 NA at night.



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

ASOS 120.675	GREER APP CON ★ 118.8 270.275	CTAF 123.6 0
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One Minute Holding Pattern		ELW VORTAC		1600	2500	ELW
6000 2500		← 224° 044° →		039°		
		2.98° TCH 49		4.1 5.4		
		4.1 NM		1.3		
CATEGORY	A	B	C	D		
S-5	1200-½	441 (500-½)	1200-¾	441 (500-¾)		
CIRCLING	1260-1 478 (500-1)	1320-1 538 (600-1)	1440-1¾ 658 (700-1¾)	1500-2¼ 718 (800-2¼)		

ELEV 782	TDZE 759
FAF to MAP 5.4 NM	
Knots	60 90 120 150 180
Min:Seq	5:24 3:36 2:42 2:10 1:48

ANDERSON, SOUTH CAROLINA  
Amdt 10C 05SEP24

34°30'N-82°43'W

ANDERSON RGNL (A.ND)  
VOR RWY 5

SE-2, 12 JUN 2025 to 07 AUG 2025

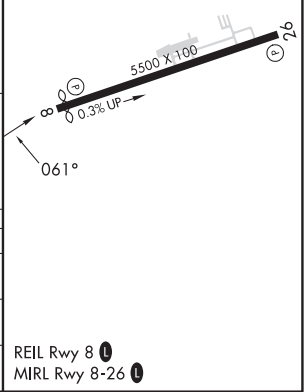
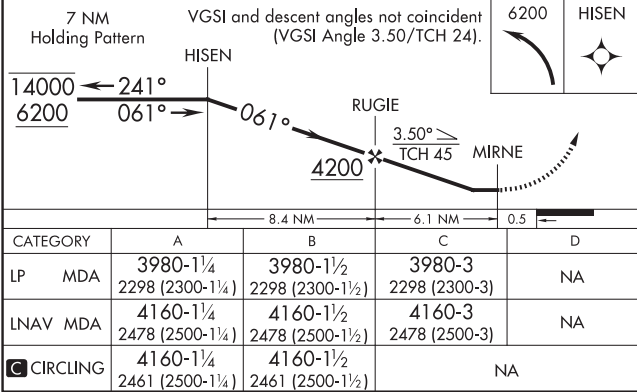
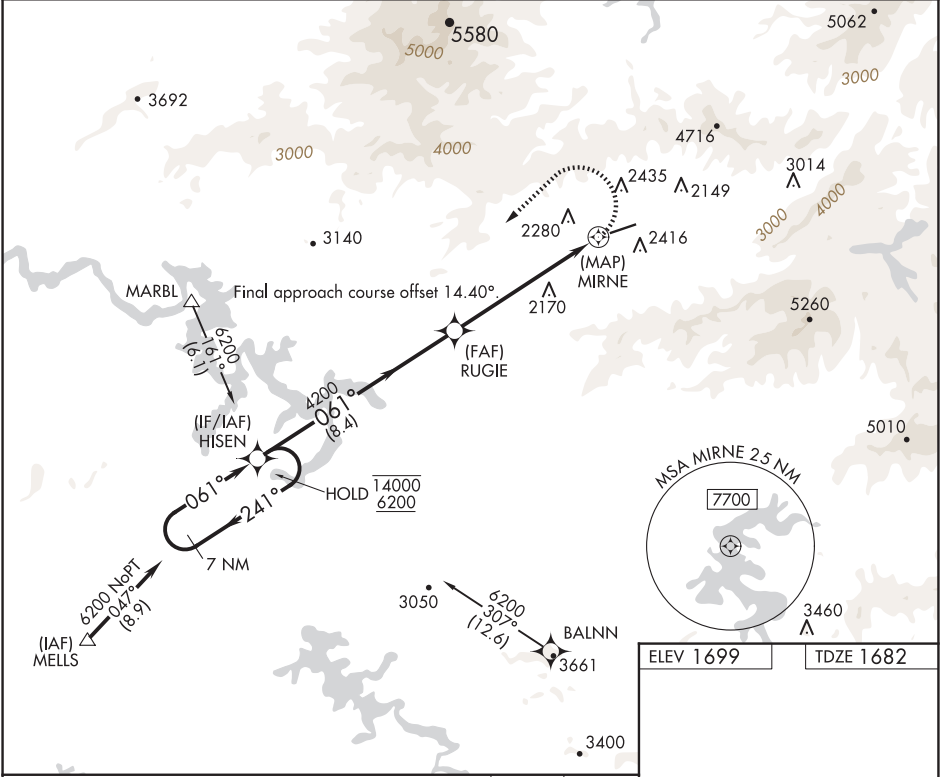
SE-2, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>86932</b> <b>W08A</b>	APP CRS <b>061°</b>	Rwy Idg TDZE <b>1682</b> Apt Elev <b>1699</b>
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RNAV (GPS) RWY 8

WESTERN CAROLINA RGNL (RHP)

RNP APCH - GPS.		MISSED APPROACH: Climbing left turn to 6200 direct HISEN and hold.
AWOS-3P <b>119.675</b>		UNICOM <b>122.8 (CTAF) 0</b>




ANDREWS, SOUTH CAROLINA

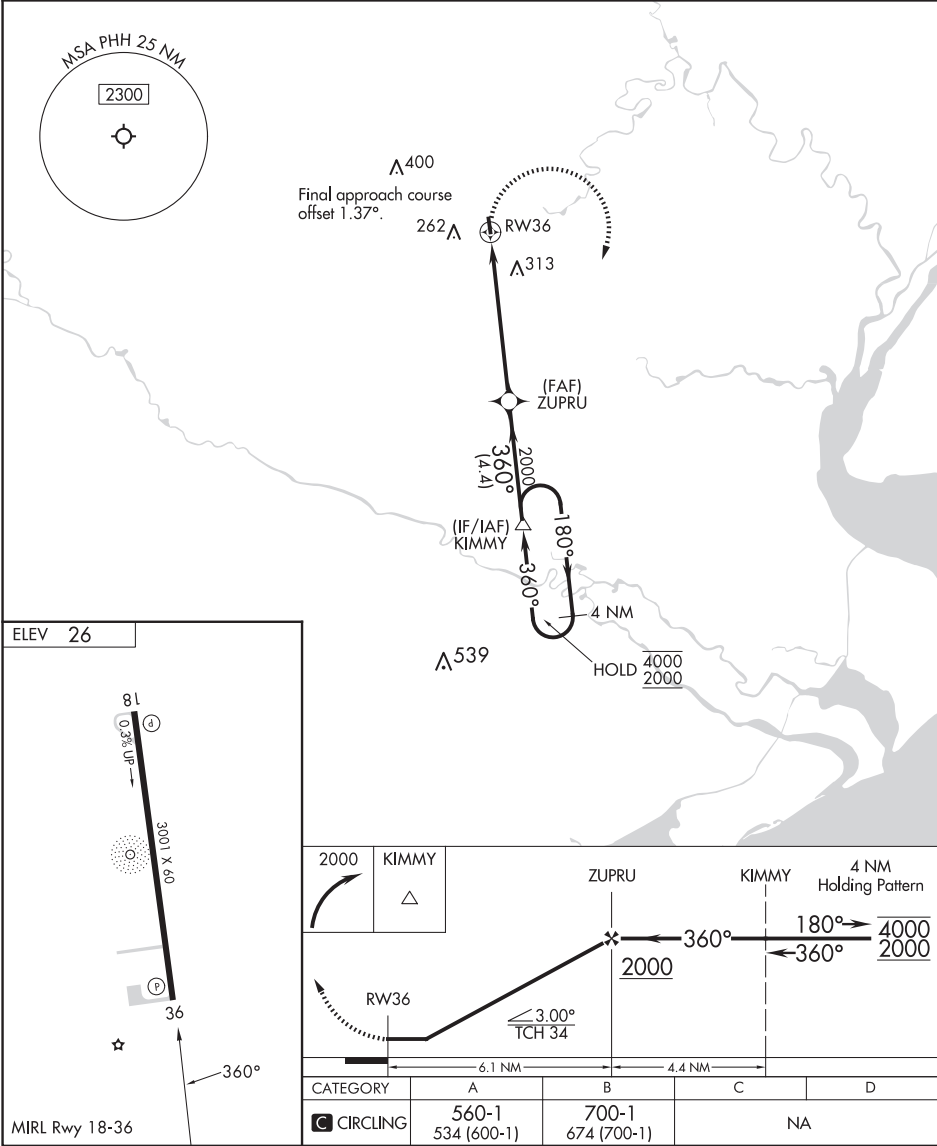
AL-10057 (FAA)

24305

APP CRS	Rwy Idg	N/A
360°	TDZE	N/A
	Apt Elev	26

RNAV (GPS)-A  
ROBERT F SWINNIE (PHH)

RNP APCH - GPS.		MISSED APPROACH: Climbing right turn to 2000 direct KIMMY and hold.
	Procedure NA at night. Rwy 18, 36 helicopter visibility reduction below 1 SM NA. Use Myrtle Beach altimeter setting.	
MYR AWOS-3PT 123.925	MYRTLE BEACH APP CON ★ 127.4 257.95	CTAF 122.9



ANDREWS, SOUTH CAROLINA  
Orig 03NOV22

33°27'N-79°32'W

ROBERT F SWINNIE (PHH)  
RNAV (GPS)-A

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



WAAS CH <b>86740</b> <b>W03A</b>	APP CRS <b>030°</b>	Rwy Idg TDZE <b>671</b> Apt Elev <b>671</b>	<b>5501</b>
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RNAV (GPS) RWY 3

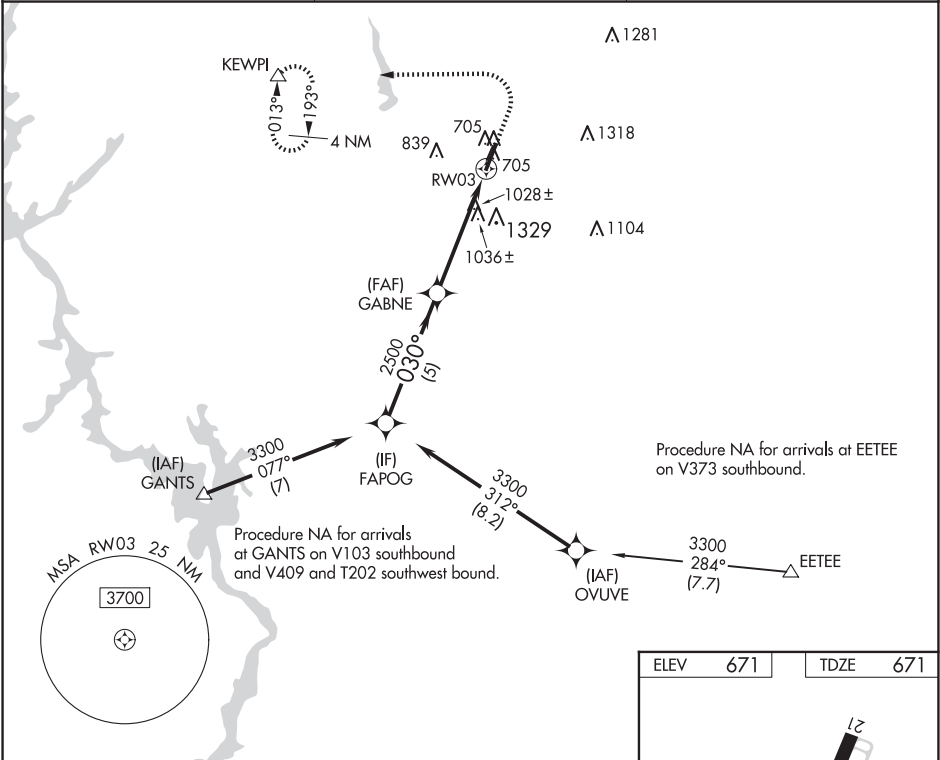
ASHEBORO RGNL (HBI)

⚠

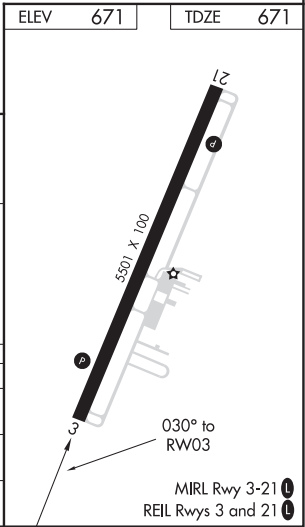
Rwy 3 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.  
DME/DME RNP-0.3 NA.

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

AWOS-3 <b>119.275</b>	GREENSBORO APP CON <b>126.6 327.075</b>	UNICOM <b>122.8 (CTAF) 0</b>
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		Visual Segment - Obstacles.			
		FAPOG		KEWPI	
		3300		1920 3000	
		030°		030°	
		2500		1.5 NM to RW03	
		5 NM		3.3 NM	
		3.3 NM		1.5 NM	
CATEGORY		A	B	C	D
LP	MDA	1280-1	609 (700-1)	1280-1 $\frac{3}{4}$	609 (700-1 $\frac{3}{4}$ )
LNAV	MDA	1300-1	629 (700-1)	1300-1 $\frac{3}{4}$	629 (700-1 $\frac{3}{4}$ )
CIRCLING		1300-1 629 (700-1)	1360-1 689 (700-1)	1680-3	1009 (1100-3)



ASHEBORO, NORTH CAROLINA

AL-5777 (FAA)

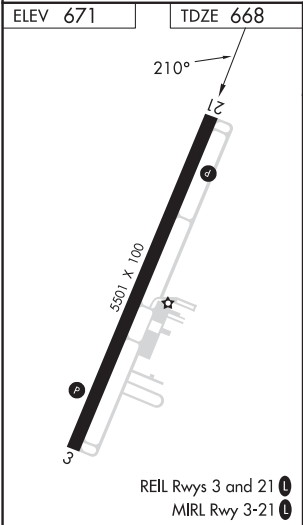
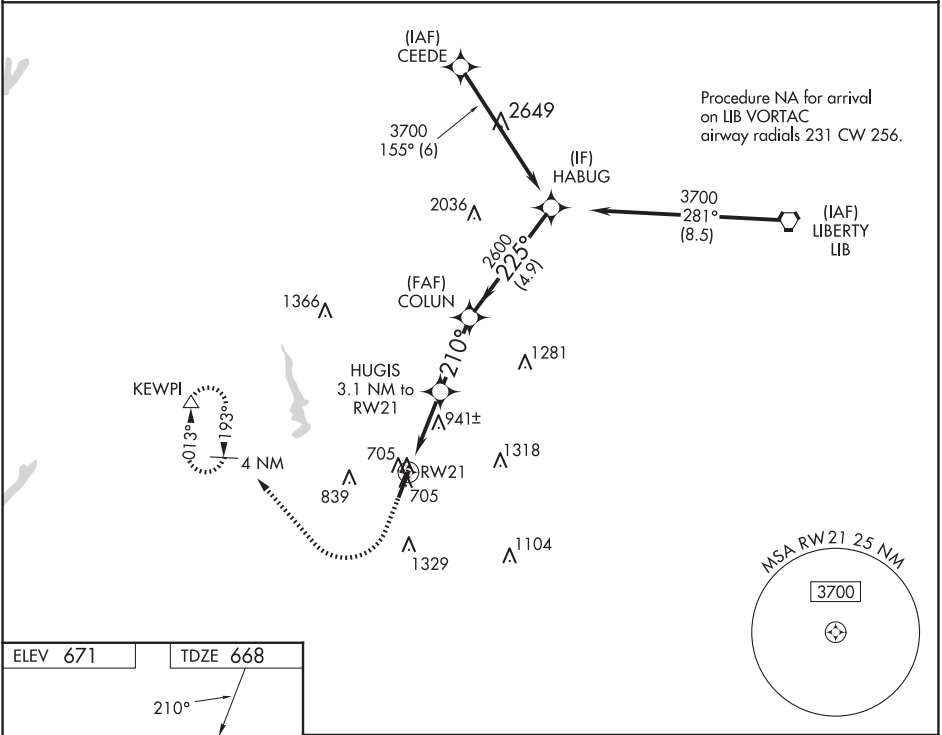
22307
















WAAS CH <b>53739</b> <b>W21A</b>	APP CRS <b>210°</b>	Rwy Idg TDZE <b>668</b> Apt Elev <b>671</b>
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RNAV (GPS) RWY 21  
ASHEBORO RGNL (HBI)

RNP APCH-GPS. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) ▲ or above 54°C (130°F). Rwy 21 helicopter visibility reduction below ¾ SM NA.	MISSED APPROACH: Climb to 3000 then right turn direct KEWPI and hold.
--	--

AWOS-3 <b>119.275</b>	GREENSBORO APP CON <b>126.6 327.075</b>	UNICOM <b>122.8</b> (CTAF) <b>1</b>
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<div>3000</div> <div></div> <div>KEWPI</div> <div></div> <div>HABUG</div>			
*LNAV only.		HUGIS 3.1 NM to RW21	
<div>RW21</div> <div></div>		<div>COLUN 2600</div> <div></div>	
<div>*1.6 NM to RW21</div> <div></div>		<div>225°</div> <div></div>	
<div>1.6 NM</div> <div></div>		<div>210°</div> <div></div>	
<div>1.5 NM</div> <div></div>		<div>2600</div> <div></div>	
<div>2.8 NM</div> <div></div>		<div>4.9 NM</div> <div></div>	
<div>1680</div> <div></div>		<div>3700</div> <div></div>	
CATEGORY		GP 3.00° TCH 40	
LPV DA		A	
LNAV/ VNAV		B	
LNAV MDA		C	
CIRCLING		D	
918-¾		250 (300-¾)	
1069-1½		401 (400-1½)	
1220-1 552 (600-1)		1220-1½ 552 (600-1½)	
1300-1 629 (700-1)		1360-1 689 (700-1)	
1680-3		1009 (1100-3)	

ASHEBORO, NORTH CAROLINA  
Amdt 1A 03NOV22

35°39'N-79°54'W

ASHEBORO RGNL (HBI)  
RNAV (GPS) RWY 21

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

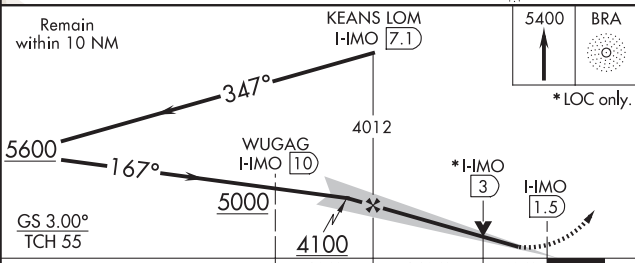
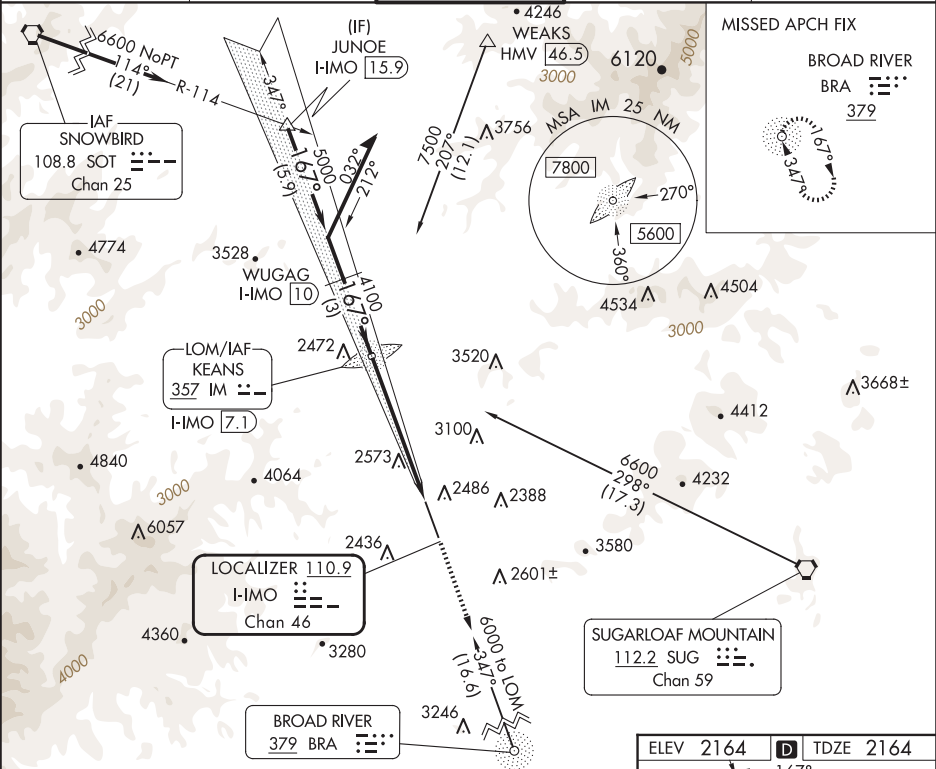
LOC/DME I-IMO	APP CRS	Rwy ldg	8002
110.9	167°	TDZE	2164
Chan 46		Apt Elev	2164

ILS or LOC RWY 17

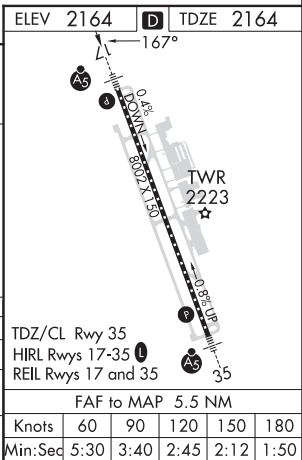
ASHEVILLE RGNL (AVL)

ADF and DME required.	MALSR	MISSED APPROACH: Climb to 5400 direct BRA NDB and hold. Continue climb-in-hold to 5400.
Circling NA west of Rwy 17-35.		

ATIS	ASHEVILLE APP CON*	ASHEVILLE TOWER*	GND CON	UNICOM
120.2	124.65 351.8	121.1(CTAF) 0 257.8	121.9	122.95



CATEGORY	A	B	C	D
S-ILS 17	2364-1/2	200 (200-1/2)		
S-LOC 17	2720-1/2	556 (600-1/2)	2720-1 1/8	556 (600-1 1/8)
CIRCLING	2800-1 636 (700-1)	2880-1 716 (800-1)	3540-3 1376 (1400-3)	3720-3 1556 (1600-3)





RNAV (GPS) RWY 17  
ASHEVILLE RGNL (AVL)

MALSR  
A5

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

The flight profile is as follows:

- Takeoff:** RW17 (2436 ft) to 2621 ft ±.
- Initial Climb:** 2621 ft ± to 2866 ft.
- Descent:** 2866 ft to 2436 ft.
- Waypoint JIRDU:** 2274 ft, 2.2 NM to RW17.
- Waypoint STOSS:** 2621 ft ±.
- Waypoint LUYGI:** 3528 ft.
- Waypoint (FAF) STOSS:** 2621 ft ±.
- Waypoint (IF/IAF) ONZIQ:** 3528 ft.
- Waypoint (IAF) OPIME:** 4774 ft.
- Waypoint HOLD:** 14000 ft, 6400 ft.
- Waypoint ONZIQ (NoPT):** 4246 ft.
- Waypoint AVEBE:** 2164 ft.

The diagram also includes various holding patterns and distances between waypoints. For example, the distance from RW17 to JIRDU is 2.2 NM, and the distance from JIRDU to STOSS is 2.2 NM. The distance from STOSS to LUYGI is 3.1 NM. The distance from LUYGI to (FAF) STOSS is 3.1 NM. The distance from (FAF) STOSS to (IF/IAF) ONZIQ is 3.1 NM. The distance from (IF/IAF) ONZIQ to (IAF) OPIME is 3.1 NM. The distance from (IAF) OPIME to HOLD is 3.1 NM. The distance from HOLD to ONZIQ (NoPT) is 3.1 NM. The distance from ONZIQ (NoPT) to AVEBE is 3.1 NM.

2388 MISSED APCH FIX

AVEBE 7 NM

3580

01±

ELEV 2164 D TDZE 2164

167°

0.45 NM

8000 x 130

TWR 2223

0.33 NM

35

TDZ/CL Rwy 35

HIRL Rwys 17-35

REIL Rwys 17 and 35

ASHEVILLE RGNL (AVL)  
RNAV (GPS) RWY 17

RNAV (GPS) RWY 35  
ASHEVILLE RGNL (AVL)

AAALCD

Circling NA west of Rwy 17-35. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. For inop ALS, increase LNAV Cat C/D visibility to 1 $\frac{3}{8}$  SM.



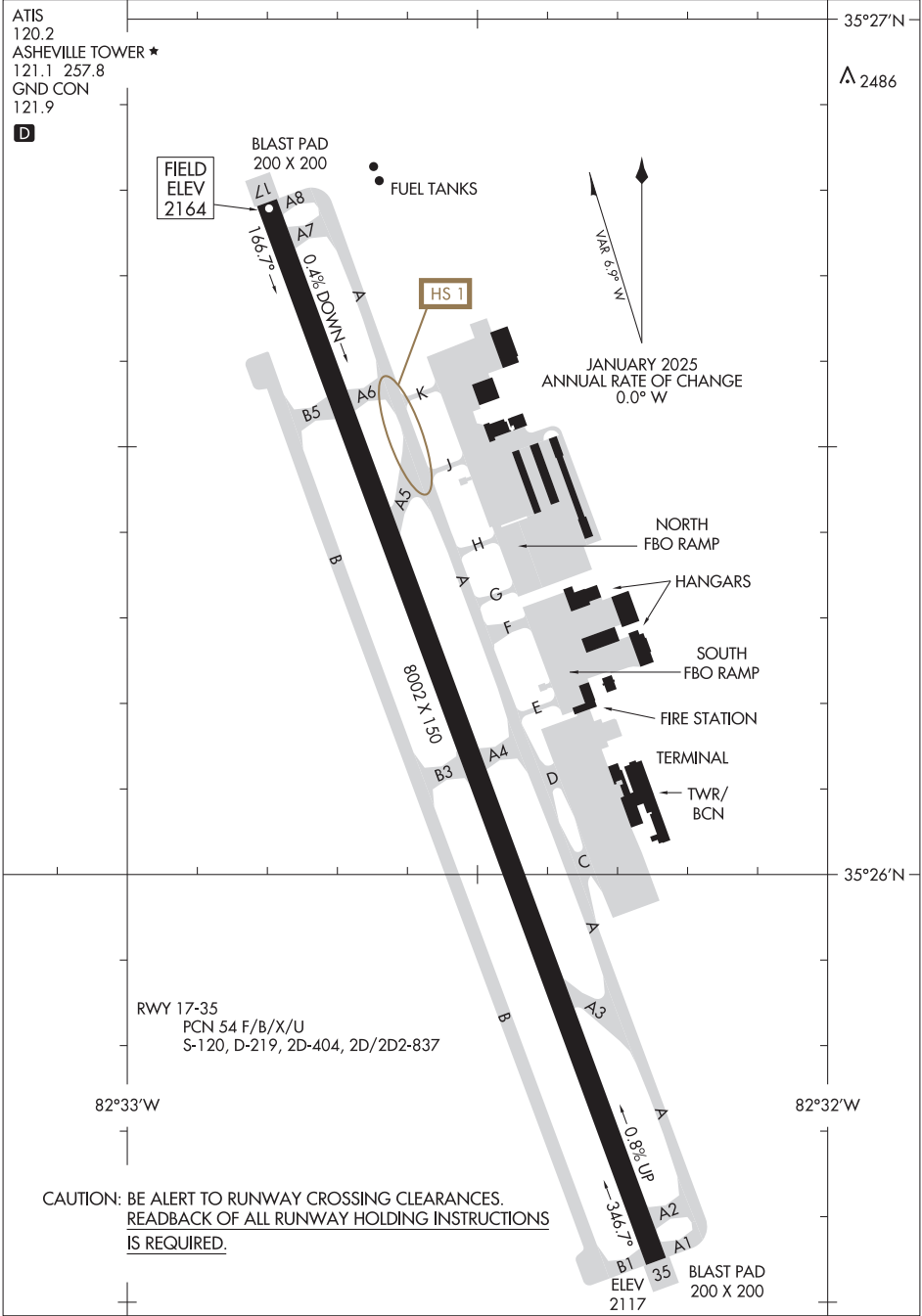
**MISSED APPROACH:** Climb to 6800 direct ONZIQ and hold, continue climb-in-hold to 6800.

[illegible]

Figure 1: Example of a 4th Class Instrument Approach Chart. The chart displays a 4th Class Instrument Approach for RW35. Key features include: a 6800 MSL elevation, ONZIQ frequency, a 7 NM Holding Pattern, a 3.140 MSL elevation, a 4000 MSL elevation, a 4200 MSL elevation, a 10000 MSL elevation, a 6200 MSL elevation, a 167° heading, a 347° heading, a 347° heading, a 10000 MSL elevation, a 6200 MSL elevation, a 3.00° TCH, and a 56 MSL elevation. The chart also shows a 1.5 NM to RW35, a 3 NM to RW35, a 1.5 NM, a 2.7 NM, a 3.7 NM, and a 3.7 NM. The chart is divided into four categories: A, B, C, and D.

CATEGORY	A	B	C	D
LPV DA	2342/40	201 (200-¾)		
LNAV/VNAV	2577/40	436 (500-¾)		
LNAV MDA	2660/40	519 (500-¾)	2660/55 519 (500-1)	2660/50 519 (500-1)
CIRCLING	2800-1 636 (700-1)	2880-1 716 (800-1)	3460-3 1296 (1300-3)	3720-3 1556 (1600-3)

ASHEVILLE RGNL (AVL)  
RNAV (GPS) RWY 35



(AVL7.AVL) 24025

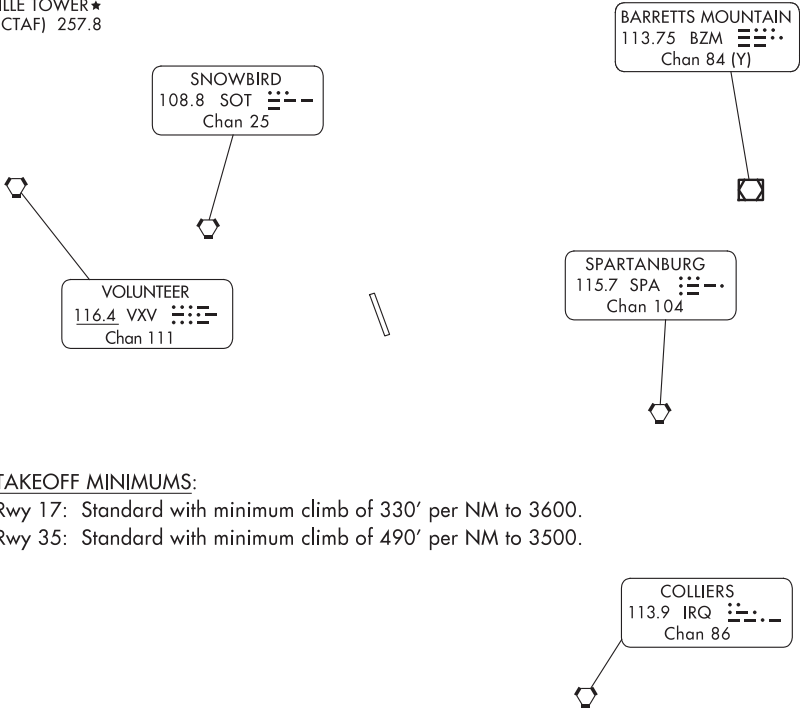
AL-5061 (FAA)

ASHEVILLE SEVEN DEPARTURE

ASHEVILLE RGNL (AVL)  
ASHEVILLE, NORTH CAROLINA

ASHEVILLE DEP CON ★  
124.65 351.8 (Rwy 17)  
125.8 269.575 (Rwy 35)  
ATLANTA CENTER DEP CON  
132.625 353.625 (when twr closed)  
ATIS  
120.2  
GND CON  
121.9  
ASHEVILLE TOWER ★  
121.1 (CTAF) 257.8

TOP ALTITUDE:  
8000



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

NOTE: RADAR required.

NOTE: Chart not to scale.

▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on a heading between 147° CW to 187° from DER as assigned by ATC (When tower closed, climb heading 167°) thence. . . .

TAKEOFF RUNWAY 35: Climb on a heading between 332° CW to 002° from DER as assigned by ATC (When tower closed, climb heading 347°) thence. . . .

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

ASHEVILLE SEVEN DEPARTURE  
(AVL7.AVL) 25FEB21

ASHEVILLE, NORTH CAROLINA  
ASHEVILLE RGNL (AVL)

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



APP CRS  
**051°**

Rwy Idg  
TDZE  
**226**

Apt Elev  
**231**

**RNAV (GPS) RWY 5**  
BAMBERG COUNTY (99N)

RNP APCH.

▼

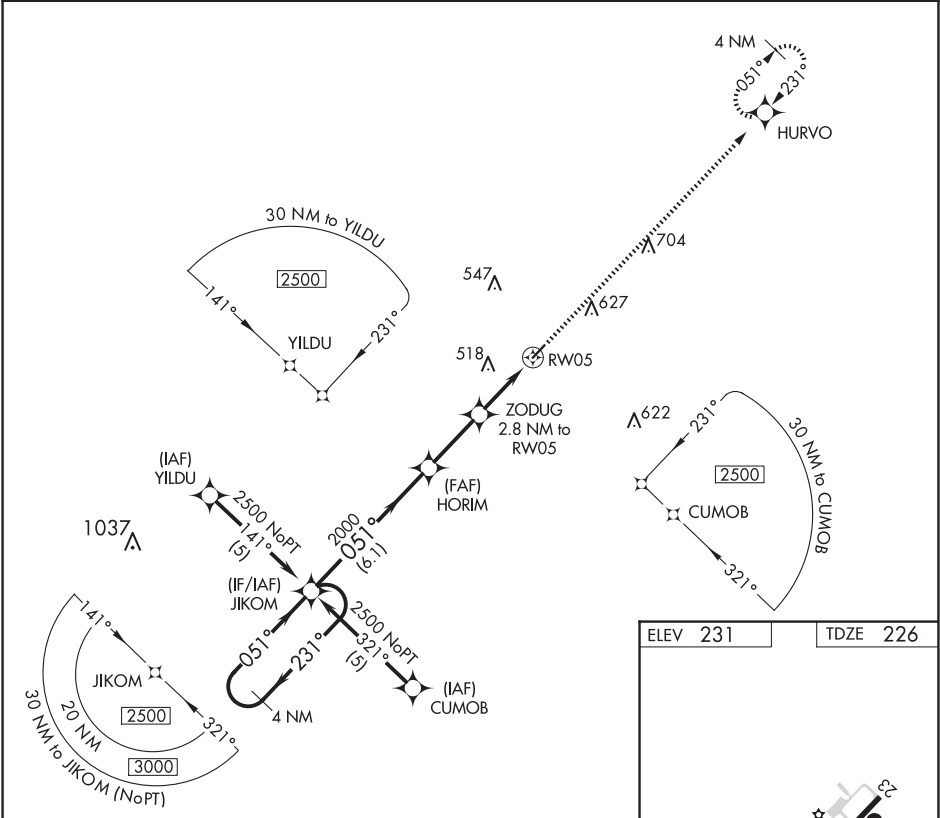
▲ NA

Procedure NA at night.  
Rwy 5 helicopter visibility reduction below 1 SM NA.  
Use Orangeburg Muni altimeter setting; when not received, procedure NA.

MISSED APPROACH: Climb to 2500  
direct HURVO and hold.

COLUMBIA APP CON  
**124.15 338.2**

UNICOM  
**122.8 (CTAF) 0**



4 NM Holding Pattern

JIKOM

2500

231°

051°

051°

HORIM

2000

3.04°

TCH 40°

ZODUG 2.8 NM to RW05

1140

RW05

6.1 NM

2.6 NM

2.8 NM

2500

HURVO

051° to RW05

CATEGORY	A	B	C	D
LNAV MDA	740-1	514 (600-1)	NA	

ELEV 231

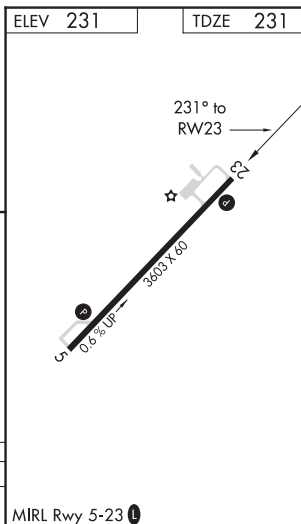
TDZE 226

MIRL Rwy 5-23 0

# RNAV (GPS) RWY 23

## BAMBERG COUNTY (99N)

**MISSED APPROACH:** Climb to 2500 direct JIKOM and hold.

UNICOM  
122.8 (CTAF) **L**

BAMBERG COUNTY (99N)  
RNAV (GPS) RWY 23

SE-2, 12 JUN 2025 to 07 AUG 2025

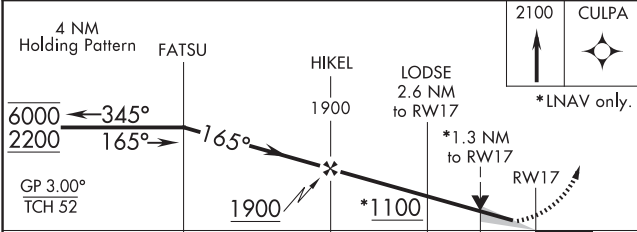
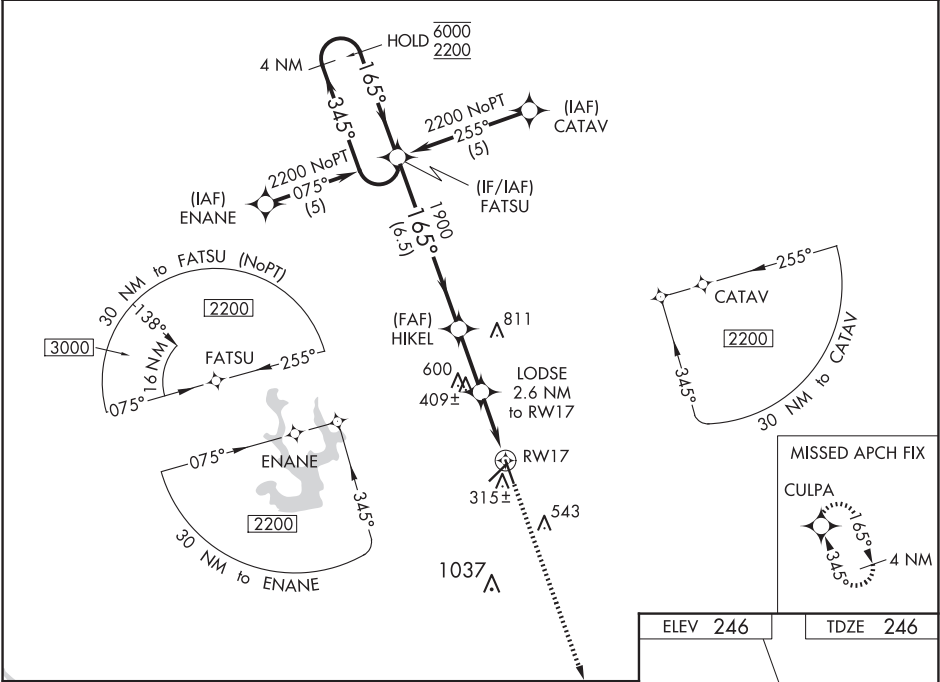
WAAS CH <b>90418</b> <b>W17A</b>	APP CRS <b>165°</b>	Rwy Idg TDZE <b>246</b> Apt Elev <b>246</b>
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RNAV (GPS) RWY 17

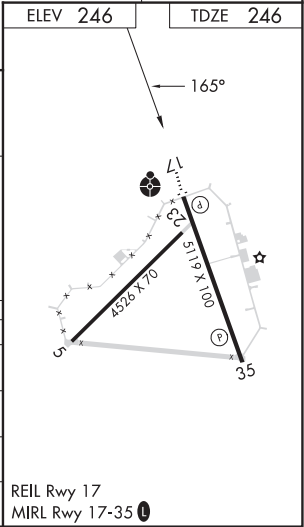
BARNWELL RGNL (BNL)

RNP APCH.	ODALS	MISSED APPROACH: Climb to 2100 direct CULPA and hold.
<div><div></div><div>Circling Rwy 5, 23 NA at night. Inop table does not apply to LPV, LNAV/VNAV all Cats, and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.</div></div>		

AWOS-3PT <b>119.775</b>	JACKSONVILLE CENTER <b>132.925 363.2</b>	GCO <b>121.725</b>	UNICOM <b>122.8 (CTAF)</b>
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CATEGORY	A	B	C	D
LPV DA		496-3/4	250 (300-3/4)	
LNAV/VNAV DA		604-1 1/4	358 (400-1 1/4)	
LNAV MDA	700-3/4	454 (500-3/4)	700-1 1/4 454 (500-1 1/4)	700-1 1/2 454 (500-1 1/2)
CIRCLING	700-1	454 (500-1)	900-1 3/4 654 (700-1 3/4)	900-2 654 (700-2)



BARNWELL, SOUTH CAROLINA

AL-5808 (FAA)

25051

APP CRS  
**345°**

Rwy Idg **5119**  
TDZE **246**  
Apt Elev **246**

# RNAV (GPS) RWY 35

BARNWELL RGNL (BNL)

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

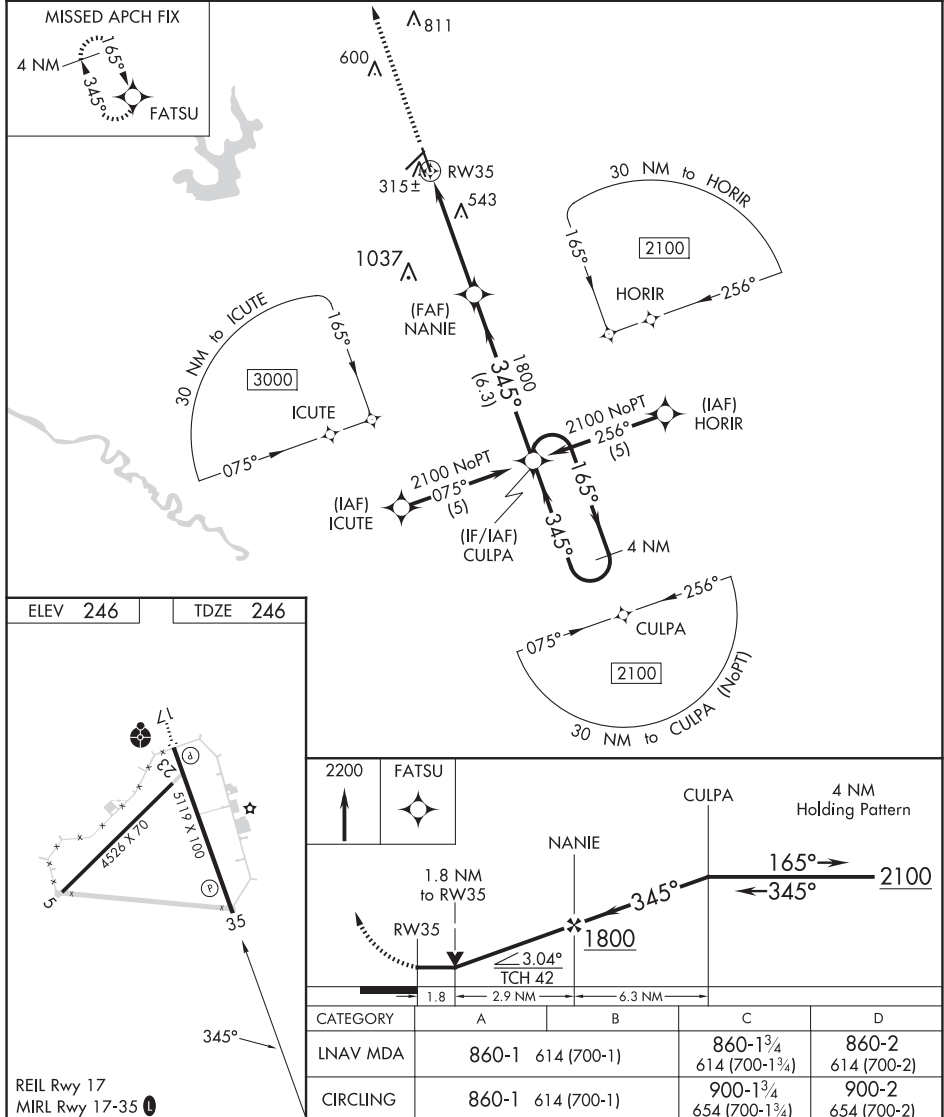
**MISSED APPROACH:** Climb to 2200 direct FATSU and hold.

AWOS-3PT  
**119.775**

JACKSONVILLE CENTER  
**132.925 363.2**

GCO  
**121.725**

UNICOM  
**122.8 (CTAF) 0**



BARNWELL, SOUTH CAROLINA  
Orig-A 30DEC21

33°15'N-81°23'W

BARNWELL RGNL (BNL)  
**RNAV (GPS) RWY 35**

SE-2, 12 JUN 2025 to 07 AUG 2025

APP CRS  
**033°**

Rwy Idg **3328**  
TDZE **9**  
Apt Elev **10**

RNAV (GPS) RWY 3

MICHAEL J SMITH FLD (MR.H)

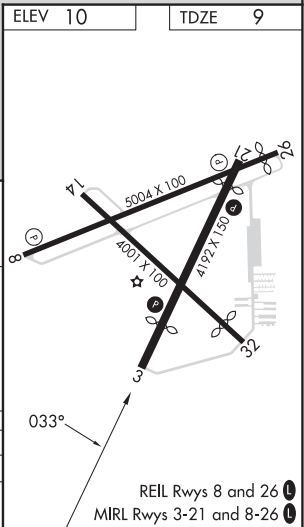
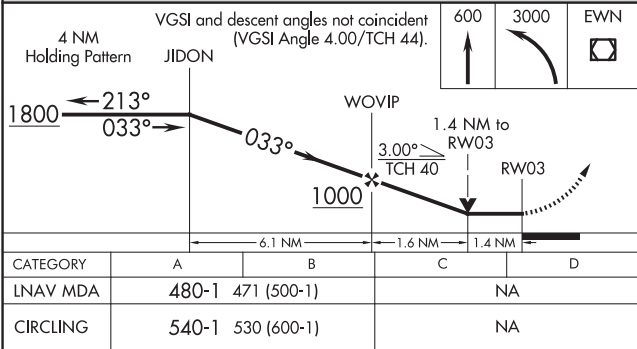
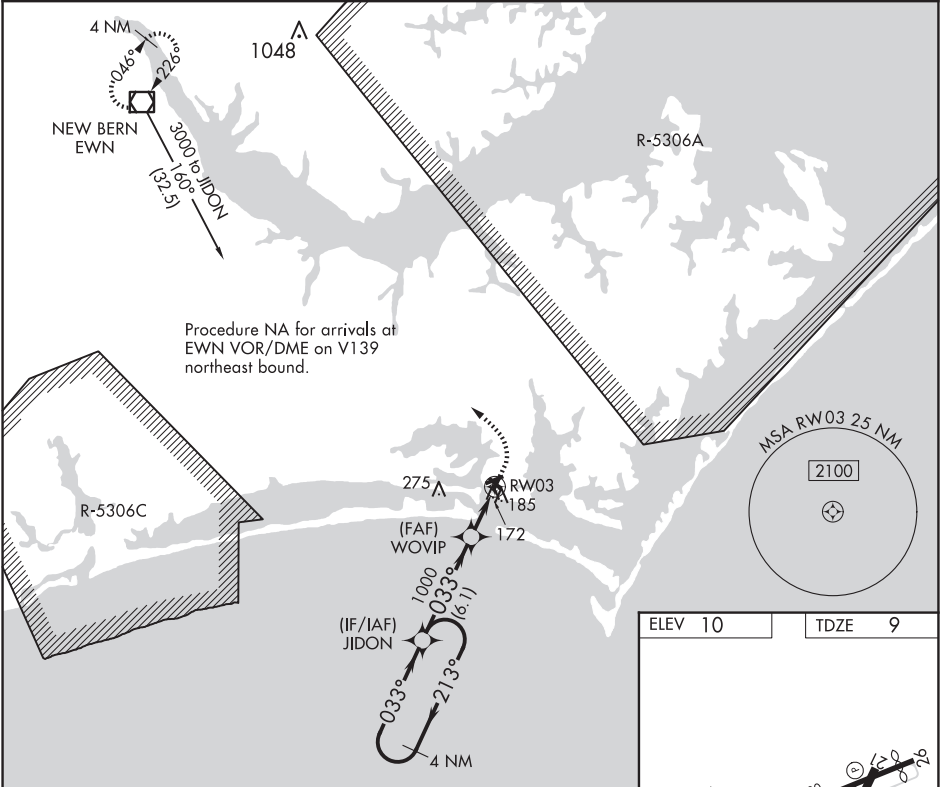
⚠

⚠

Circling Rwy 8, 14, 32 NA at night. DME/DME RNP-0.3 NA. ATC clearance required to penetrate R-5306A and R-5306C. When local altimeter setting not received, use Cherry Point MCAS (Cunningham Fld) altimeter setting and increase all MDA 40 feet. Rwy 3 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. VDP NA when using Cherry Point MCAS (Cunningham Fld) altimeter setting. Rwy 8, 14, 32 helicopter visibility reduction below 1 SM NA.

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

ASOS <b>135.375</b>	CHERRY POINT APP CON <b>132.575 299.6</b>	CLNC DEL <b>125.65</b>	UNICOM <b>122.8 (CTAF)</b> <b>0</b>
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BEAUFORT, NORTH CAROLINA

AL-5095 (FAA)

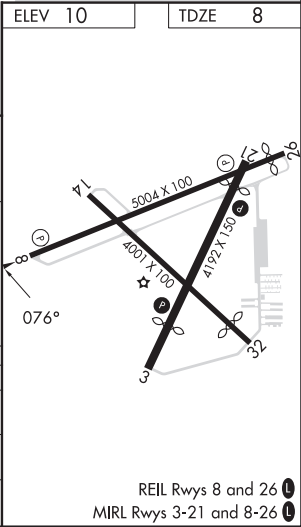
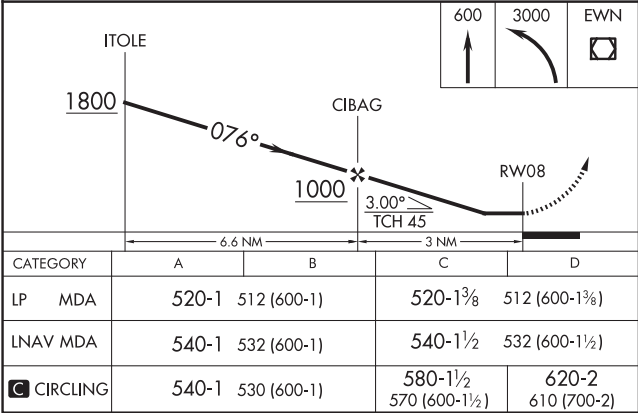
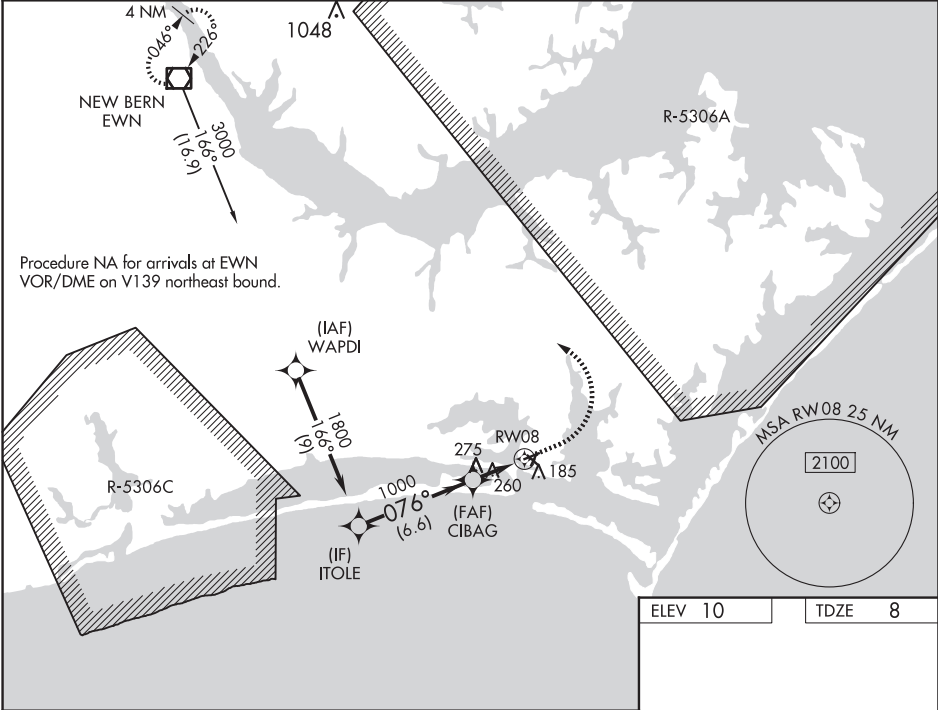
24081

WAAS CH <b>97727</b> <b>W08A</b>	APP CRS <b>076°</b>	Rwy Idg TDZE Apt Elev	<b>5004</b> <b>8</b> <b>10</b>
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**RNAV (GPS) RWY 8**  
MICHAEL J SMITH FLD (MRH)

RNP APCH.	MISSED APPROACH: Climb to 600 then climbing left turn to 3000 direct EWN VOR/DME and hold.
	ATC clearance required to penetrate R-5306A and R-5306C. Rwy 8, helicopter visibility reduction below 1 SM NA. Straight-in Rwy 8 NA at night, Circling Rwy 8, 14, 32 NA at night.

ASOS <b>135.375</b>	CHERRY POINT APP CON <b>132.575 299.6</b>	CLNC DEL <b>125.65</b>	UNICOM <b>122.8 (CTAF) 0</b>
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BEAUFORT, NORTH CAROLINA  
Amdt 2B 26MAR20

34°44'N-76°40'W

MICHAEL J SMITH FLD (MRH)  
**RNAV (GPS) RWY 8**

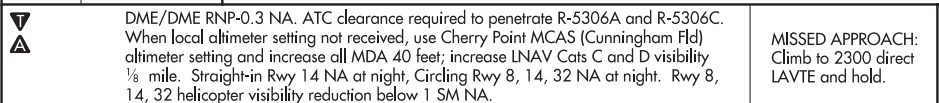
SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

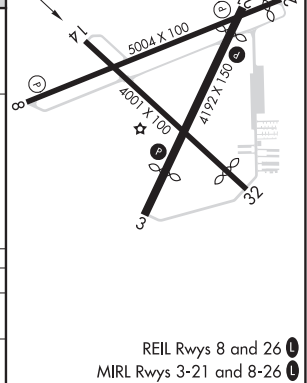
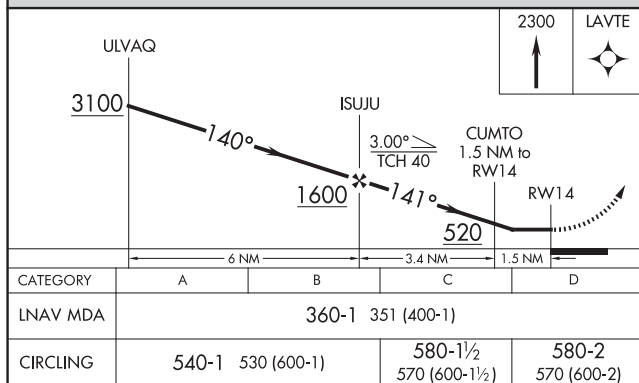
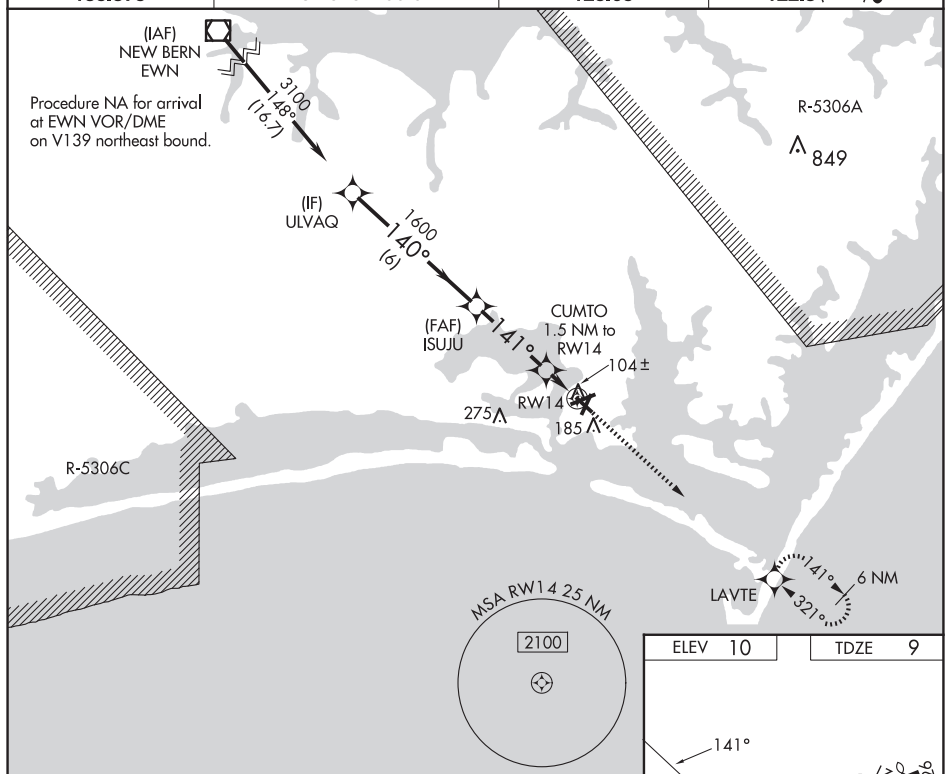
APP CRS	Rwy Idg	4001
141°	TDZE	9
	Apt Elev	10

RNAV (GPS) RWY 14

MICHAEL J SMITH FLD (MRH)

ASOS  
135,375

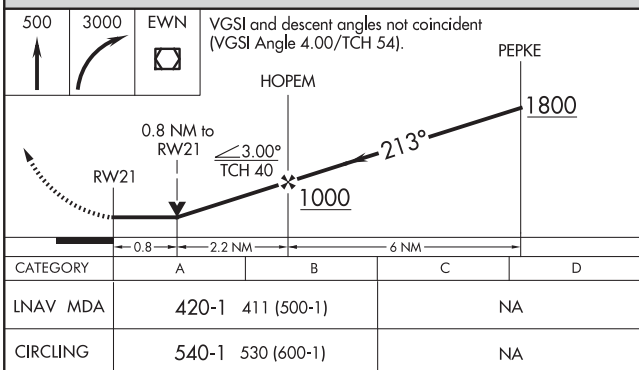
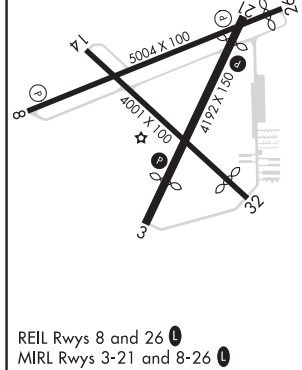
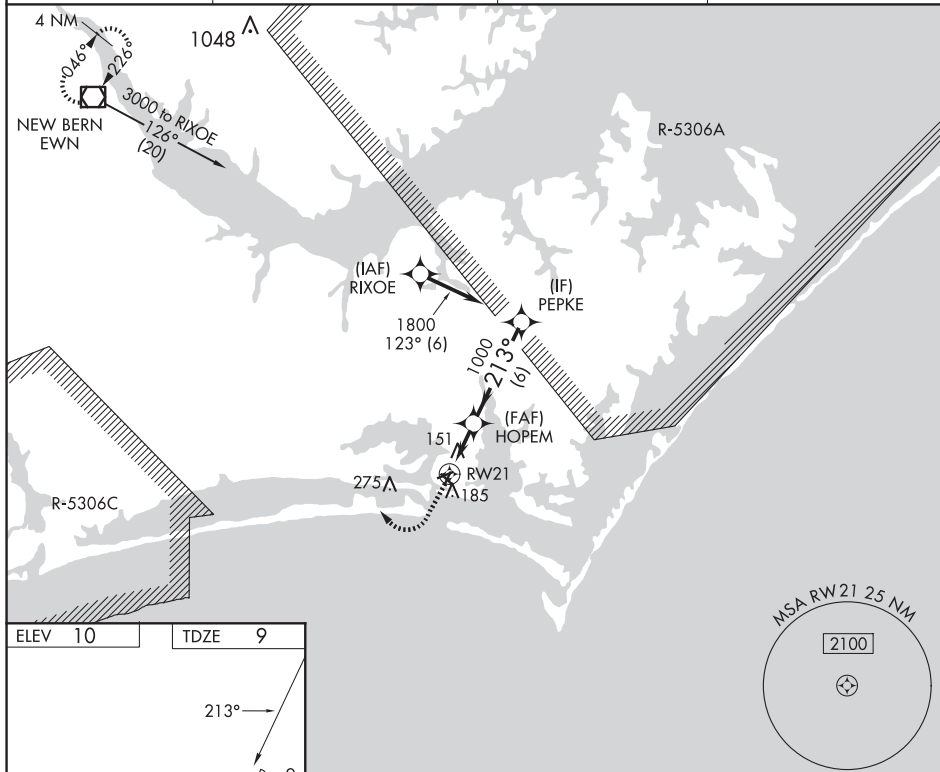
CHERRY POINT APP CON  
132.575 299.6

CLNC DEL  
**125.65**UNICOM  
122.8 (CTAF) **L**

MICHAEL J SMITH FLD (MRH)

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

UNICOM  
122.8 (CTAF) **L**



RNAV (GPS) RWY 21

SE-2, 12 JUN 2025 to 07 AUG 2025





BEAUFORT, NORTH CAROLINA

AL-5095 (FAA)

24081

WAAS CH <b>69227</b> <b>W32A</b>	APP CRS <b>321°</b>	Rwy Idg TDZE <b>10</b> Apt Elev <b>10</b>	<b>3511</b>
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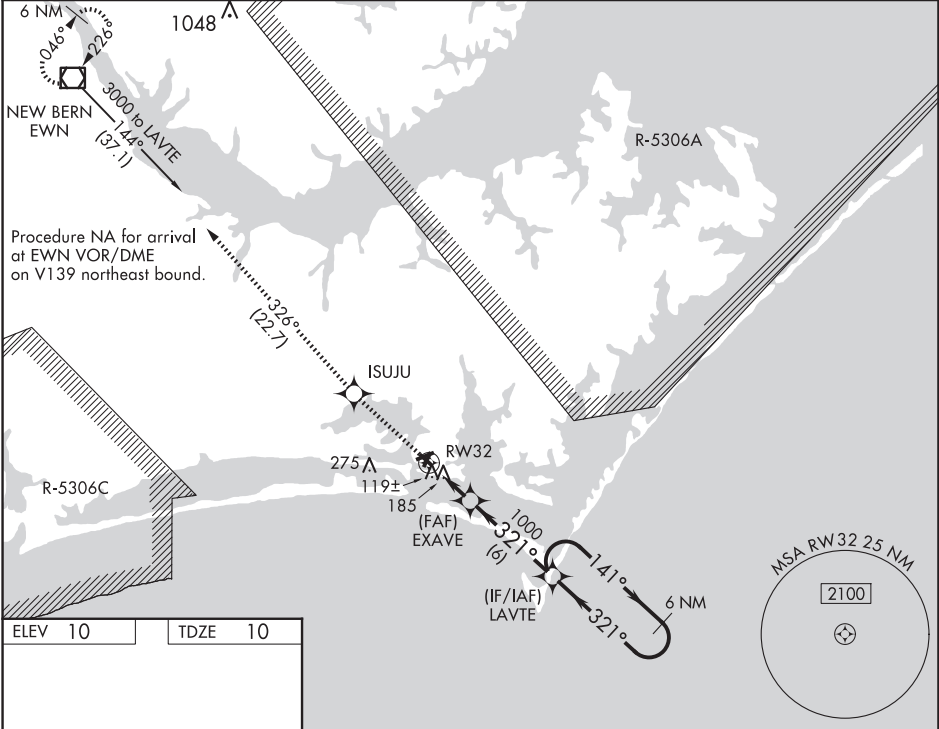
# RNAV (GPS) RWY 32

MICHAEL J SMITH FLD (MRH)

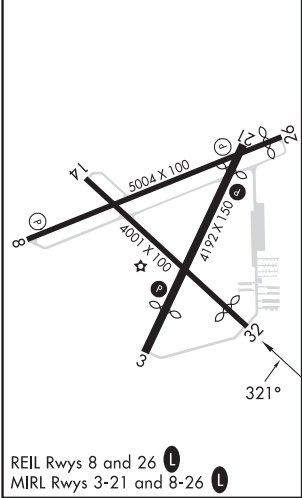
**⚠** DME/DME RNP-0.3 NA. ATC clearance required to penetrate R-5306A and R-5306C. When local altimeter setting not received, use Cherry Point MCAS (Cunningham Fld) altimeter setting and increase all MDA 40 feet; increase LP Cats C and D visibility 1/8 mile. Straight-in Rwy 32 NA at night, Circling Rwy 8, 14, 32 NA at night. Rwy 8, 14, 32 helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:** Climb to 3000 direct ISUJU and on track 326° to EWN VOR/DME and hold.

ASOS <b>135.375</b>	CHERRY POINT APP CON <b>132.575 299.6</b>	CLNC DEL <b>125.65</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 10	TDZE 10
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REIL Rwy 8 and 26 **L**  
MIRL Rwy 3-21 and 8-26 **L**

3000	ISUJU	tr 326°	EWN	LAVTE	6 NM Holding Pattern
CATEGORY	A	B	C	D	
LP MDA	380-1 370 (400-1)				
LNAV MDA	460-1	450 (500-1)	460-1 3/8	450 (500-1 3/8)	
CIRCLING	540-1	530 (600-1)	580-1 1/2 570 (600-1 1/2)	580-2 570 (600-2)	

BEAUFORT, NORTH CAROLINA  
Amdt 1B 16JUN22

34°44'N-76°40'W

# MICHAEL J SMITH FLD (MRH)

## RNAV (GPS) RWY 32

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

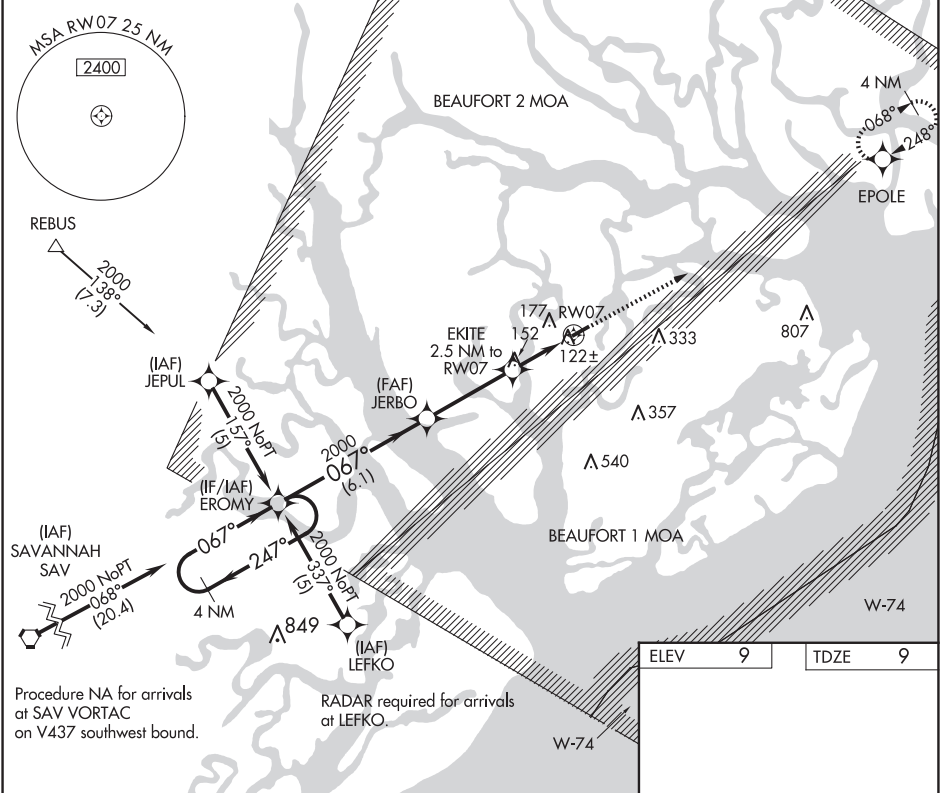
APP CRS	Rwy Idg	3434
067°	TDZE	9
	Apt Elev	9

RNAV (GPS) RWY 7  
BEAUFORT EXEC (ARW)

**⚠** DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Beaufort MCAS (Merritt Fld) ASR altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 2000 direct EPOLE and hold.

AWOS-3 119.675	BEAUFORT APP CON★ 125.125 292.125	CLNC DEL 121.725	UNICOM 122.7 (CTAF) <b>0</b>
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VGSI and descent angles not coincident (VGSI Angle 3.05/TCH 30).

4 NM Holding Pattern

2000 ← 247°

067° →

EROMY

JERBO

EKITE 2.5 NM to RW07

3.05° TCH 40

840

6.1 NM

3.5 NM

2.5

2000 EPOLE

3434 X 75

067° to RW07

CATEGORY	A	B	C	D
LNAV MDA	380-1	371 (400-1)		NA
CIRCLING	480-1	471 (500-1)	640-1¾ 631 (700-1¾)	NA

REIL Rwy 25  
MIRL Rwy 7-25 **0**

BEAUFORT, SOUTH CAROLINA

AL-6755 (FAA)

22251

WAAS CH <b>69418</b> <b>W25A</b>	APP CRS <b>247°</b>	Rwy Idg <b>3434</b> TDZE <b>8</b> Apt Elev <b>9</b>
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# RNAV (GPS) RWY 25

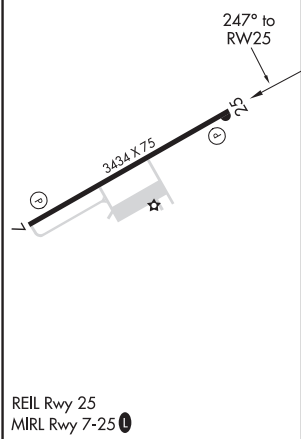
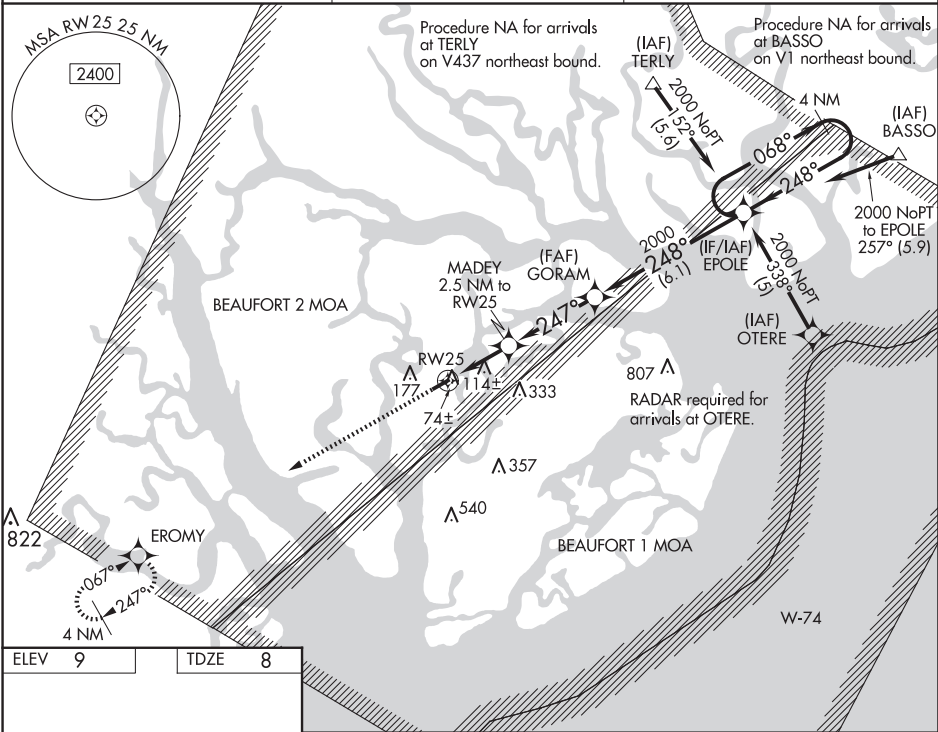
BEAUFORT EXEC (A.R.W)



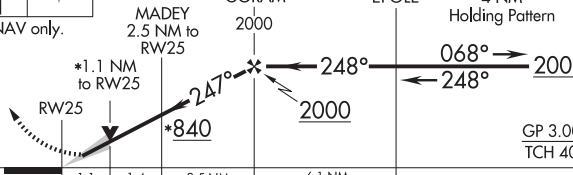
**ASR**

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

**MISSED APPROACH:**  
Climb to 2000 direct EROMY and hold.

AWOS-3 <b>119.675</b>	BEAUFORT APP CON★ <b>125.125 292.125</b>	UNICOM <b>122.7 (CTAF) 0</b>
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2000	EROMY	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 25).			
					
*LNAV only.					
					
CATEGORY		A	B	C	D
LPV DA		208-1 200 (200-1)			NA
LNAV/ VNAV DA		334-1¼	326 (400-1¼)		NA
LNAV MDA		380-1	372 (400-1)		NA
CIRCLING		480-1	471 (500-1)	640-1¾ 631 (700-1¾)	NA

BEAUFORT, SOUTH CAROLINA  
Amdt 2A 14JUL22


32°25'N-80°38'W

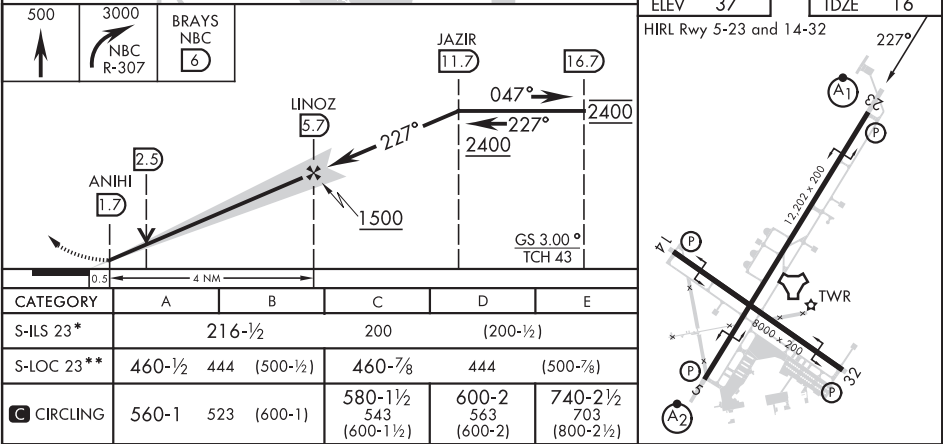
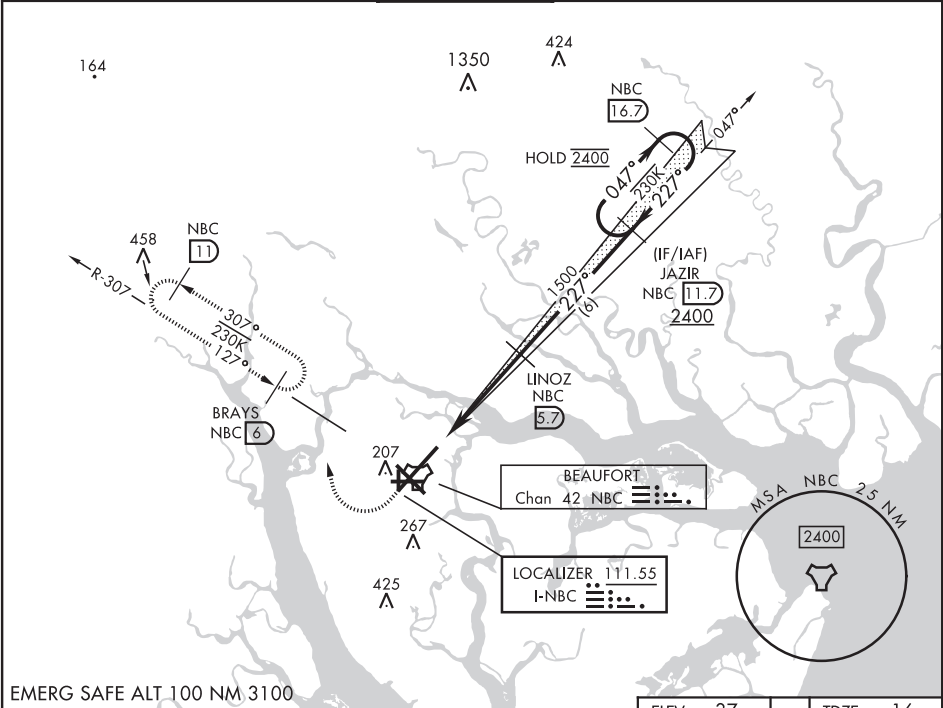
BEAUFORT EXEC (A.R.W)  
RNAV (GPS) RWY 25

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

ILS or LOC Y RWY 23

LOC I-NBC <b>111.55</b>	APCH CRS <b>227°</b>	Rwy Idg <b>12,202</b> TDZE <b>16</b> Arpt Elev <b>37</b>	[USN]	BEAUFORT MCAS (MERRITT FLD) (KNBC)		
RNAV or RADAR required for missed approach.			ALSIF-1 	MISSED APPROACH: Climb to 500, then climbing right turn to 3000, join NBC TACAN R-307 direct BRAYS and hold. Continue climb in hold to 3000.		
ATIS ★ <b>279.525</b>	APP CON <b>125.125 292.125</b> (ABV 3000) <b>123.7 269.125</b> (3000 and BLW)		TOWER ★ <b>119.05 342.875</b>	GND CON <b>128.15 348.625</b>	CLNC DEL <b>128.15 254.375</b>	ASR/PAR



ILS or LOC Y RWY 23

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025


BEAUFORT, SOUTH CAROLINA

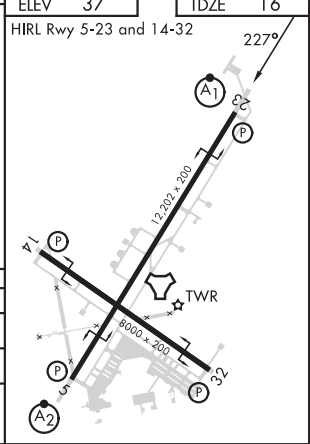
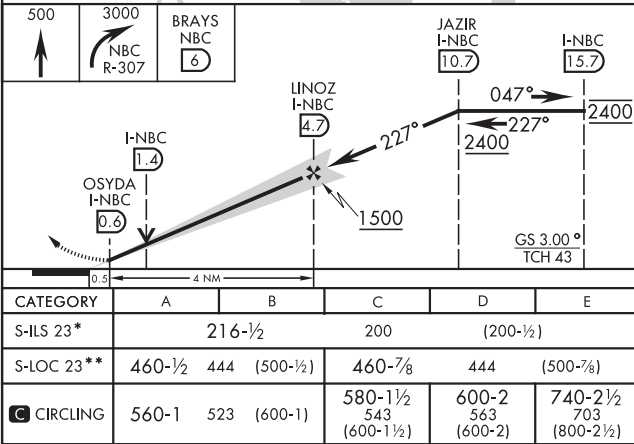
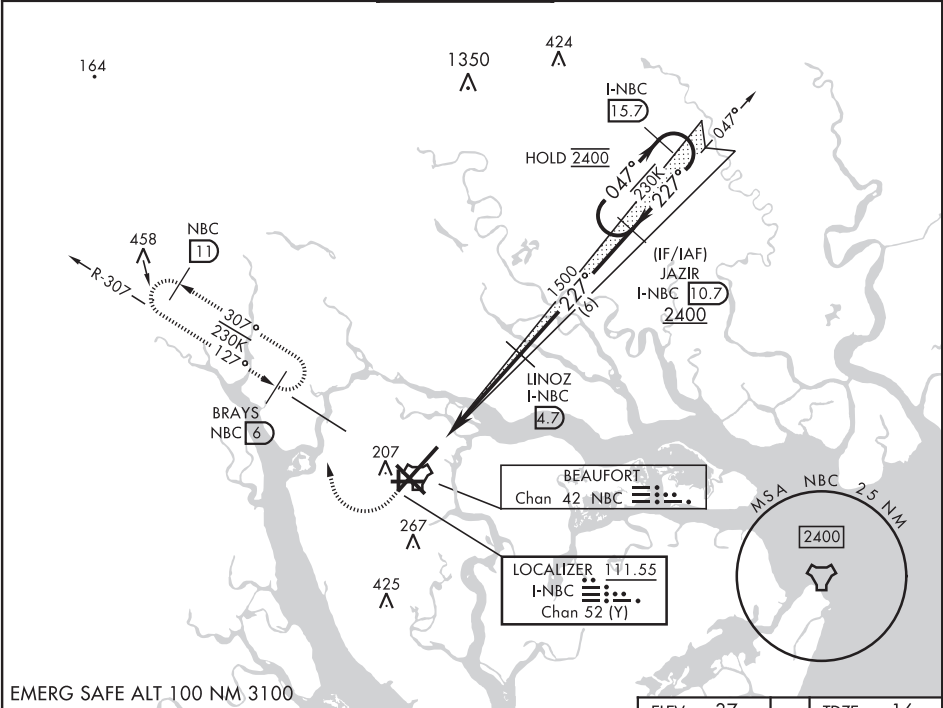
ILS or LOC Z RWY 23

LOC/DME I-NBC <b>111.55</b> Chan <b>52 (Y)</b>	APCH CRS <b>227°</b>	Rwy Idg <b>12,202</b> TDZE <b>16</b> Arprt Elev <b>37</b>
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[USN]

BEAUFORT MCAS (MERRITT FLD) (KNBC)

RNAV or RADAR required for missed approach.			ALSIF-1 	MISSED APPROACH: Climb to 500, then climbing right turn to 3000, join NBC TACAN R-307 direct BRAYS and hold. Continue climb in hold to 3000.		
*When ALS inop, increase vis to ¾ mile. **When ALS inop, increase CAT AB vis to 1 mile; CAT CDE vis to 1½ miles.						
ATIS ★ 279.525	APP CON 125.125 292.125 (ABV 3000) 123.7 269.125 (3000 and BLW)	TOWER ★ 119.05 342.875	GND CON 128.15 348.625	CLNC DEL 128.15 254.375	ASR/PAR	



BEAUFORT, SOUTH CAROLINA

32°29'N-80°43'W

BEAUFORT MCAS (MERRITT FLD) (KNBC)

Orig 25JAN24

ILS or LOC Z RWY 23

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 5

WAAS  
Chan **90095**  
**W05A**

APCH CRS  
**047°**

Rwy Idg **12,202**  
TDZE **37**  
Arpt Elev **37**

[UN]

BEAUFORT MCAS (MERRITT FLD) (KNBC)

RNP APCH

RADAR required

▼ \* When ALS inop, increase vis to 1 mile.  
\*\* When ALS inop, increase CAT AB vis to 1 mile, CAT CD to 1½ miles.

SALSF

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

ATIS ★ <b>279.525</b>	APP CON <b>125.125 292.125</b> (ABV 3000) <b>123.7 269.125</b> (3000 and BLW)	TOWER★ <b>119.05 342.875</b>	GND CON <b>128.15 348.625</b>	CLNC DEL <b>128.15 254.375</b>	ASR/ PAR
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Initial approach segment 230 KIAS max.  
Intmd approach segment 210 KIAS max.

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

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

FULON  
5000

FOSSS  
2000

GAYLR

RW05

GP 3.00°  
TCH 38

137°

062°

047°

1.1 NM to RW05

3.9 NM

3000

HOWEL

ELEV 37

TDZE 37

HIRL Rwy 5-23 and 14-32

CATEGORY	A	B	C	D
LPV DA	237-¾	200	(200-¾)	
LNAV/ * VNAV DA	409-¾	372	(400-¾)	
LNAV MDA	420-¾	383 (400-¾)	420-7/8	383 (400-7/8)
CIRCLING	560-1	523 (600-1)	580-1½ 543 (600-1½)	600-2 563 (600-2)

BEAUFORT, SOUTH CAROLINA

32°29'N-80°43'W

BEAUFORT MCAS (MERRITT FLD) (KNBC)

Amdt 6 11JUL24

RNAV (GPS) RWY 5

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

67

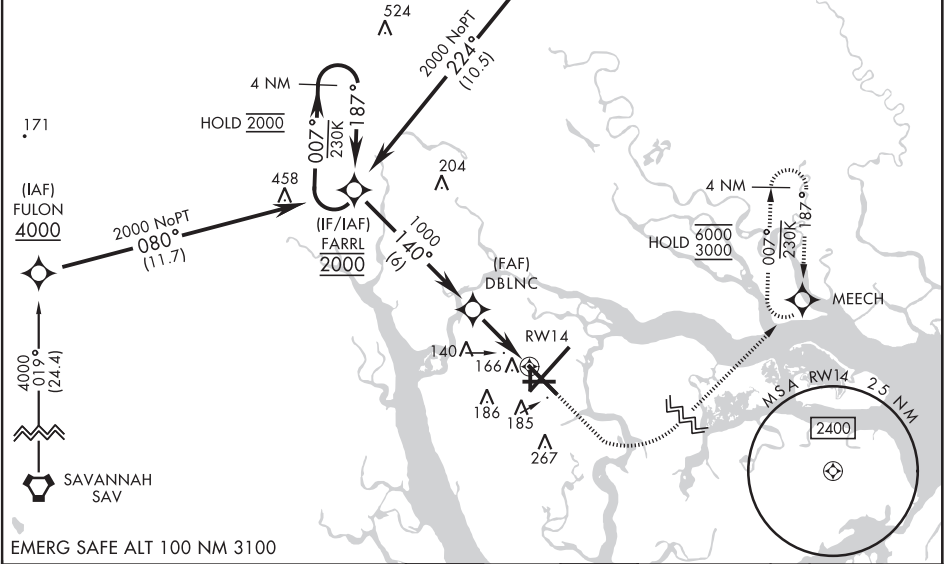
BEAUFORT, SOUTH CAROLINA

RNAV (GPS) RWY 14

WAAS Chan <b>91240</b> <b>W14A</b>		APCH CRS <b>140°</b>	Rwy Idg <b>8000</b> TDZE <b>32</b> Arpt Elev <b>37</b>	[USN]	BEAUFORT MCAS (MERRITT FLD) (KNBC)	
RNP APCH				MISSED APPROACH: Climb to 700, then climbing left turn to 3000 direct MEECH and hold.		
RADAR required for arrivals via KASKE or FARRL IAFs.						
▼						
ATIS ★ <b>279.525</b>	APP CON (ABV 3000) <b>125.125 292.125</b> (3000 and BLW) <b>123.7 269.125</b>		TOWER ★ <b>119.05 342.875</b>	GND CON <b>128.15 348.625</b>	CLNC DEL <b>128.15 254.375</b>	ASR/ PAR

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

CAUTION: WCH Group 4 is 15 ft.



EMERG SAFE ALT 100 NM 3100

4 NM Holding Pattern FARRL

GP 3.00° TCH 40

DBLNC

1.1 NM to RWY 14

2.9 NM

RWY 14

CATEGORY	A	B	C	D
LPV DA	232-3/4	200	(200-3/4)	
LNAV/VNAV DA	416-1 1/8	384	(400-1 1/8)	
LNAV MDA	420-1 388 (400-1)	420-1 1/8 388 (400-1 1/8)		
CIRCLING	560-1 523 (600-1)	580-1 1/2 543 (600-1 1/2)	600-2 563 (600-2)	

ELEV 37 TDZE 32

MEECH

140°

12 200 x 200

8000 x 200

TWR

HIRL Rwy 5-23 and 14-32

BEAUFORT, SOUTH CAROLINA

32°29'N-80°43'W

BEAUFORT MCAS (MERRITT FLD) (KNBC)

Amtd 5 11JUL24

RNAV (GPS) RWY 14

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



WAAS Chan <b>93379</b> <b>W23A</b>	APCH CRS <b>227°</b>	Rwy Idg <b>12,202</b> TDZE <b>16</b> Arprt Elev <b>37</b>
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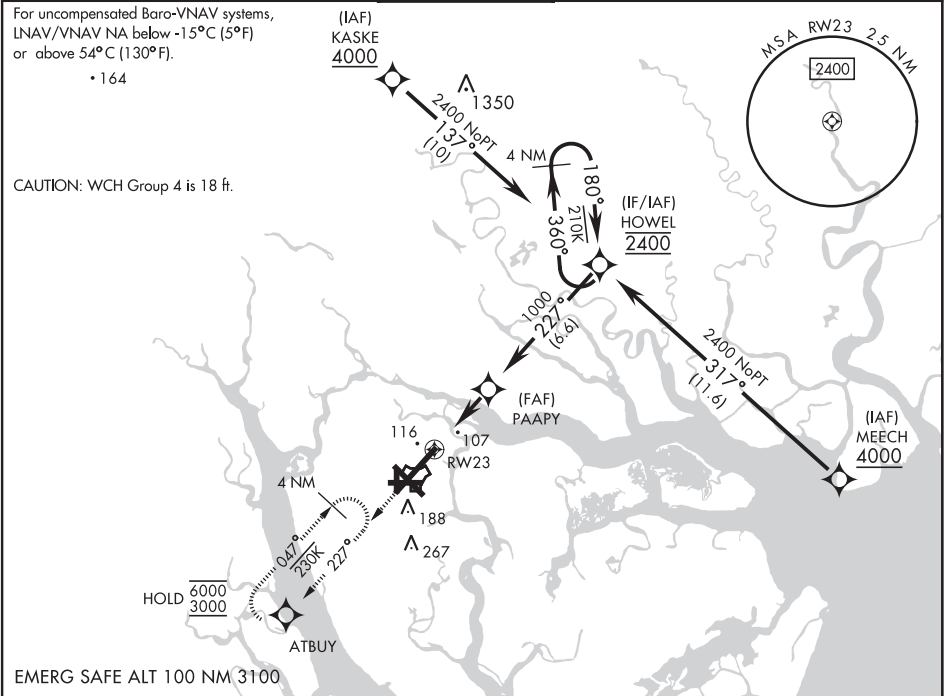
[USN]

# RNAV (GPS) RWY 23

BEAUFORT MCAS (MERRITT FLD) (KNBC)

RNP APCH	ALSIF-1 	MISSED APPROACH: Climb to 3000 direct ATBUY and hold. Continue climb in hold to 3000.
RADAR required.		
▼ **When ALS inop, increase vis to ¾ mile. ▼ **When ALS inop, increase vis to 1 mile.		

ATIS ★ <b>279.525</b>	APP CON <b>125.125 292.125</b> (ABV 3000) <b>123.7 269.125</b> (3000 and BLW)	TOWER ★ <b>119.05 342.875</b>	GND CON <b>128.15 348.625</b>	CLNC DEL <b>128.15 254.375</b>	ASR/ PAR
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3000		ATBUY		ELEV 37		TDZE 16		
RW23		1 NM to RW23		PAAPY		HOWEL		
3 NM		227°		360° → 2400		← 180°		
1000		GS 3.00°		TCH 43				
CATEGORY	A		B		C		D	
LPV DA *	216-½		200		(200-½)			
LNAV/ VNAV DA **	380-⅝		364		(400-⅝)			
LNAV MDA **	380-½	364	(400-½)		380-¾	364	(400-¾)	
CIRCLING	560-1	523	(600-1)		580-1½ 543 (600-1½)	600-2 563 (600-2)		

Diagram illustrating the intersection of Runway 23 (RW23) and Runway 32 (RW32). The diagram shows the 4 NM Holding Pattern, the 1 NM to RW23 distance, the 3 NM distance, the 1000 ft altitude, the 227° heading, the 360° and 180° headings, the 2400 ft altitude, the 3.00° GS, the 43° TCH, the 1200 x 200 ft dimensions, the 8000 x 200 ft dimensions, the 1200 x 200 ft dimensions, the 8000 x 200 ft dimensions, the 1200 x 200 ft dimensions, and the 8000 x 200 ft dimensions.

HIRL Rwy 5-23 and 14-32

# RNAV (GPS) RWY 23

BEAUFORT, SOUTH CAROLINA

RNAV (GPS) RWY 32

WAAS  
Chan **95233**  
**W32A**

APCH CRS  
**320°**

Rwy Idg  
TDZE  
Arpt Elev

**8000**  
**25**  
**37**

[USN]

BEAUFORT MCAS (MERRITT FLD) (KNBC)

RNP APCH

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

ATIS ★  
**279.525**

APP CON  
**125.125 292.125** ABV 3000  
**123.7 269.125** 3000 and BLW

TOWER ★  
**119.05 342.875**

GND CON  
**128.15 348.625**

CLNC DEL  
**128.15 254.375**

ASR/  
PAR

4 NM

HOLD 4200 3000

187° 007°

FARRL

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

CAUTION: WCH Group 4 is 16'.

188 115 267 218

RW32

(FAF) DNAHU

1100 320° 16.9

1900 231° (11.7) 340

(IAF) MEECH 4000

852

540

(IF) BAURR 1900

1900 049° (9.9)

845

4000 084° (25.4)

SAVANNAH SAV

(IAF) MUZAK 4000

MS A RW32 2.5 NM

2400

EMERG SAFE ALT 100 NM 3100

3000

FARRL

BAURR

1900

DNAHU

320°

1100

1.3 NM to RW32

3.3 NM

GP 3.00°

TCH 41

CATEGORY	A	B	C	D
LPV DA	312-7 $\frac{1}{2}$	287	(300-7 $\frac{1}{2}$ )	
LNAV/VNAV DA	389-1	364	(400-1)	
LNAV MDA	480-1 455 (500-1)	480-1 $\frac{1}{2}$ 455 (500-1 $\frac{1}{2}$ )	600-2 563 (600-2)	
CIRCLING	560-1 523 (600-1)	580-1 $\frac{1}{2}$ 543 (600-1 $\frac{1}{2}$ )	600-2 563 (600-2)	

ELEV 37

TDZE 25

A1

P

12 202 x 200

TWR

8000 x 400

32

320°

A2

P

HIRL Rwy 5-23 and 14-32

BEAUFORT, SOUTH CAROLINA

32°29'N-80°43'W

BEAUFORT MCAS (MERRITT FLD) (KNBC)

Amdt 7 11JUL24

RNAV (GPS) RWY 32

SE-2, 12 JUN 2025 to 07 AUG 2025

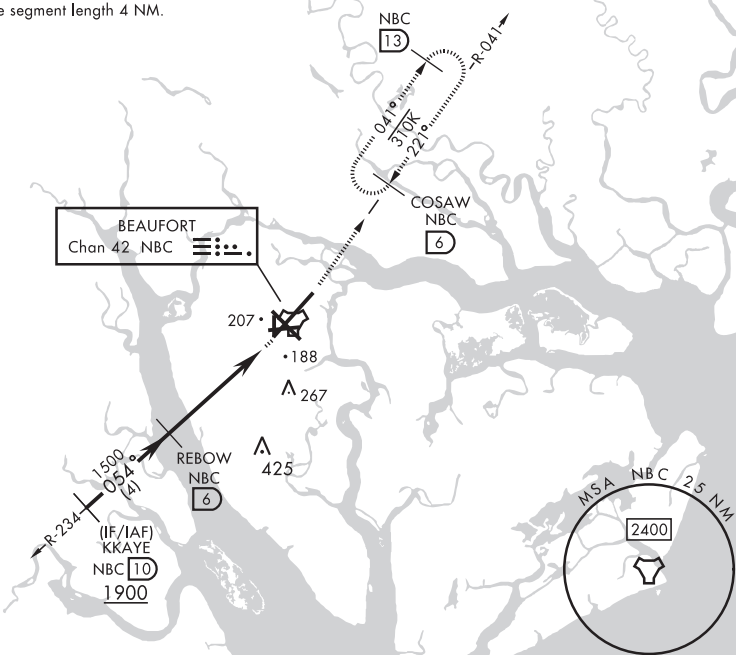
SE-2, 12 JUN 2025 to 07 AUG 2025

TACAN RWY 5

TACAN NBC Chan 42	APCH CRS 054°	Rwy Ldg 12,202 TDZE 37 Arprt Elev 37	[USN]	BEAUFORT MCAS (MERRITT FLD) (KNBC)	
RADAR required			SALSF 	MISSED APPROACH: Climb to 1000, then climbing left turn to 3000 via NBC TACAN R-041 to COSAW and hold. Continue climb-in-hold to 3000.	
ATIS ★ 279.525	APP CON 125.125 292.125 (ABV 3000) 123.7 269.125 (3000 and BLW)	TOWER ★ 119.05 342.875	GND CON 128.15 348.625	CLNC DEL 128.15 254.375	ASR/PAR

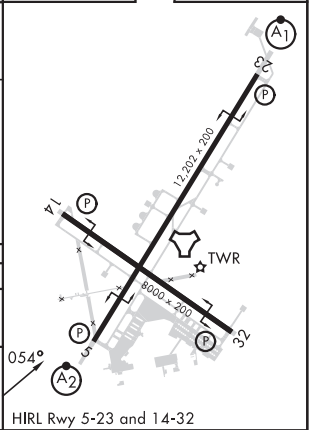
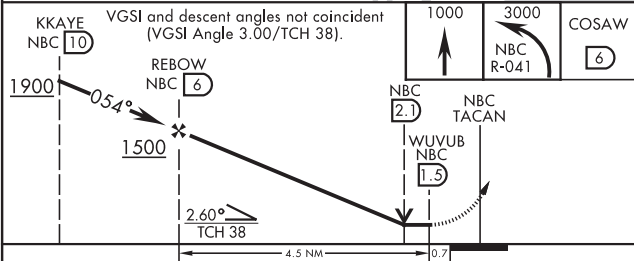
CAUTION: Intermediate segment length 4 NM.

154



EMERG SAFE ALT 100 NM 3100

ELEV	37	TDZE	37
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CATEGORY	A	B	C	D	E
S-5 *	480-3/4 443 (500-3/4)		480-1	443 (500-1)	
CIRCLING	560-1 523 (600-1)		580-1 1/2 543 (600-1 1/2)	600-2 563 (600-2)	740-2 1/2 703 (800-2 1/2)

TACAN RWY 5

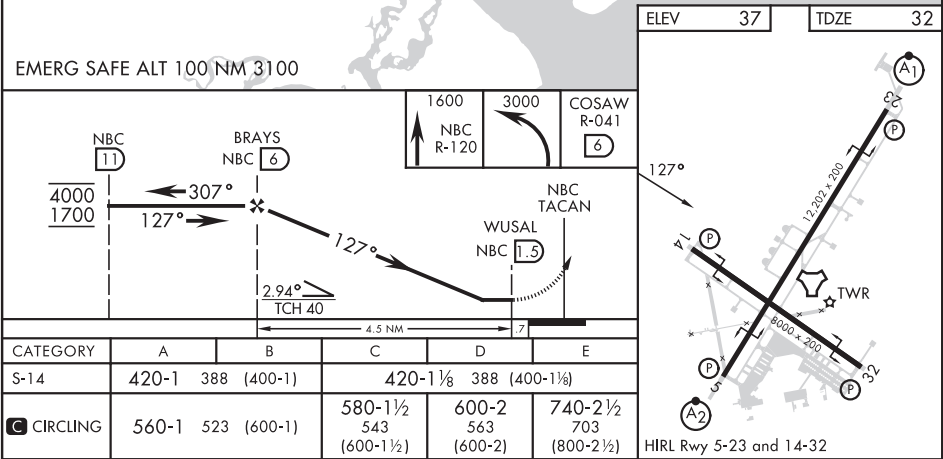
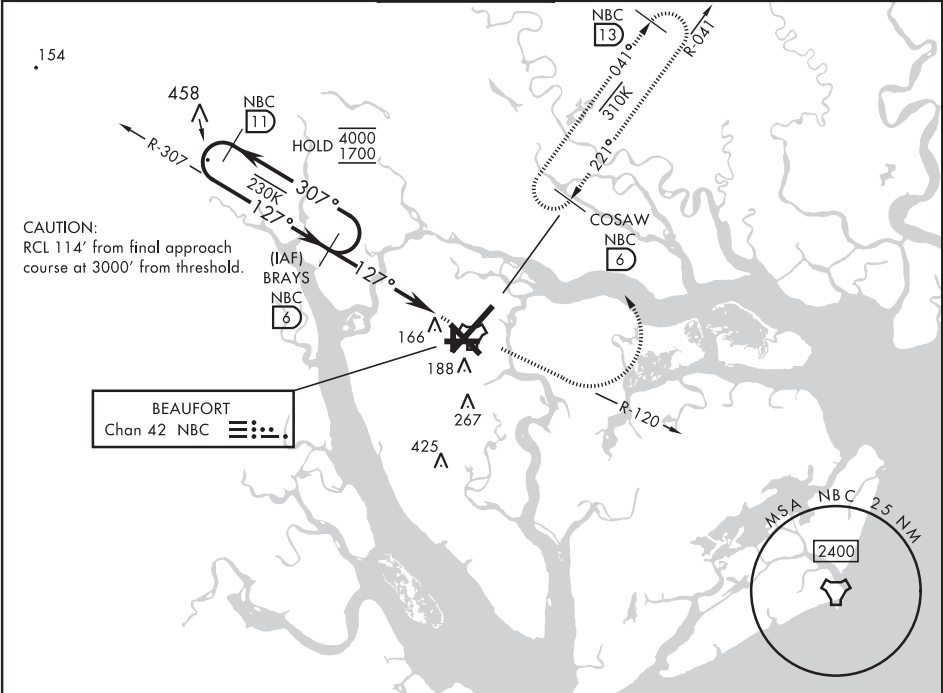
SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

BEAUFORT, SOUTH CAROLINA

TACAN RWY 14

TACAN NBC Chan 42	APCH CRS 127°	Rwy Idg TDZE 32 Arpt Elev 37	[USN] BEAUFORT MCAS (MERRITT FLD) (KNBC)		
RADAR required			MISSED APPROACH: Climb to 1600 on NBC TACAN R-120, then climbing left turn to 3000 via hdg 330° to intercept NBC R-041 to 6 DME (COSAW) and hold. Continue climb in hold to 3000.		
ATIS★ 279.525	APP CON 125.125 292.125 (ABV 3000) 123.7 269.125 (3000 and BLW)	TOWER★ 119.05 342.875	GND CON 128.15 348.625	CLNC DEL 128.15 254.375	ASR/PAR



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

Amtd 3 11JUL24

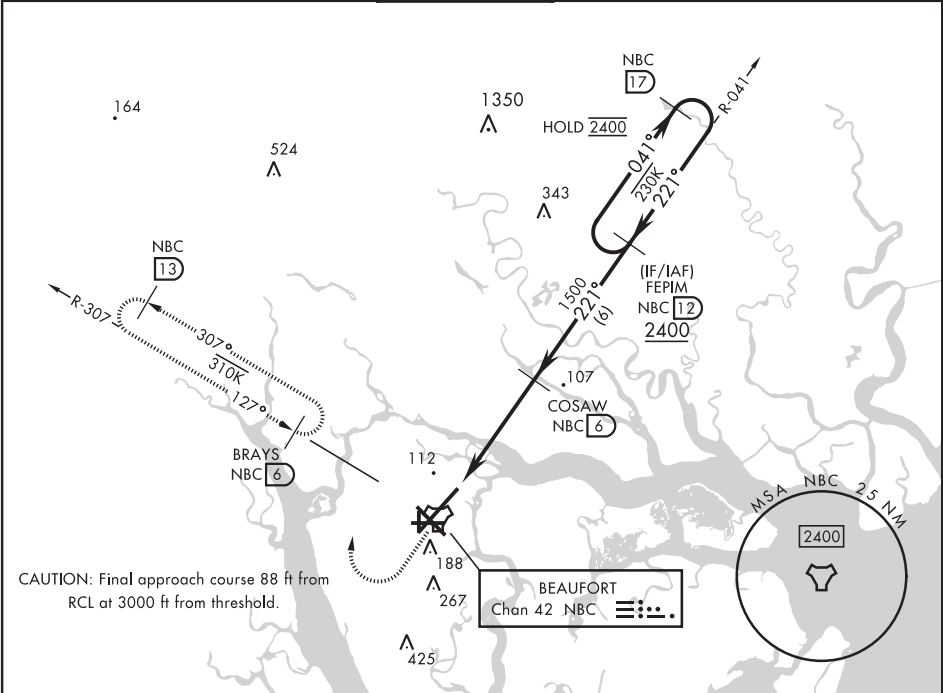
TACAN RWY 14

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

TACAN RWY 23

TACAN NBC Chan 42	APCH CRS 221°	Rwy Ldg 12,202 TDZE 16 Arpt Elev 37	[USN]	BEAUFORT MCAS (MERRITT FLD) (KNBC)		
RADAR required			ALSIF-1 A1	MISSED APPROACH: Climb to 500, then climbing right turn to 3000, join NBC TACAN R-307 direct BRAYS and hold. Continue climb in hold to 3000.		
*When ALS inop, increase vis to 1 mile.						
ATIS ★ 279.525	APP CON 125.125 292.125 (ABV 3000) 123.7 269.125 (3000 and BLW)		TOWER ★ 119.05 342.875	GND CON 128.15 348.625	CLNC DEL 128.15 254.375	ASR/PAR



EMERG SAFE ALT 100 NM 3100						ELEV 37	TDZE 16
500 ↑	3000 NBC R-307	BRAYS NBC 6					
NBC TACAN	NBC WEMSA 1.7	NBC 2.2	COSAW NBC 6	FEPIM NBC 12	NBC 17		
			1500	2400	2400		
0.5			4.3 NM		2.83° TCH 43		
CATEGORY	A	B	C	D	E		
S-23 *	380-½	364 (400-½)	380-¾	364 (400-¾)			
CIRCLING	560-1	523 (600-1)	580-1½ 543 (600-1½)	600-2 563 (600-2)	740-2½ 703 (800-2½)		

HIRL Rwy 5-23 and 14-32

TACAN RWY 23

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

BEAUFORT, SOUTH CAROLINA

TACAN RWY 32

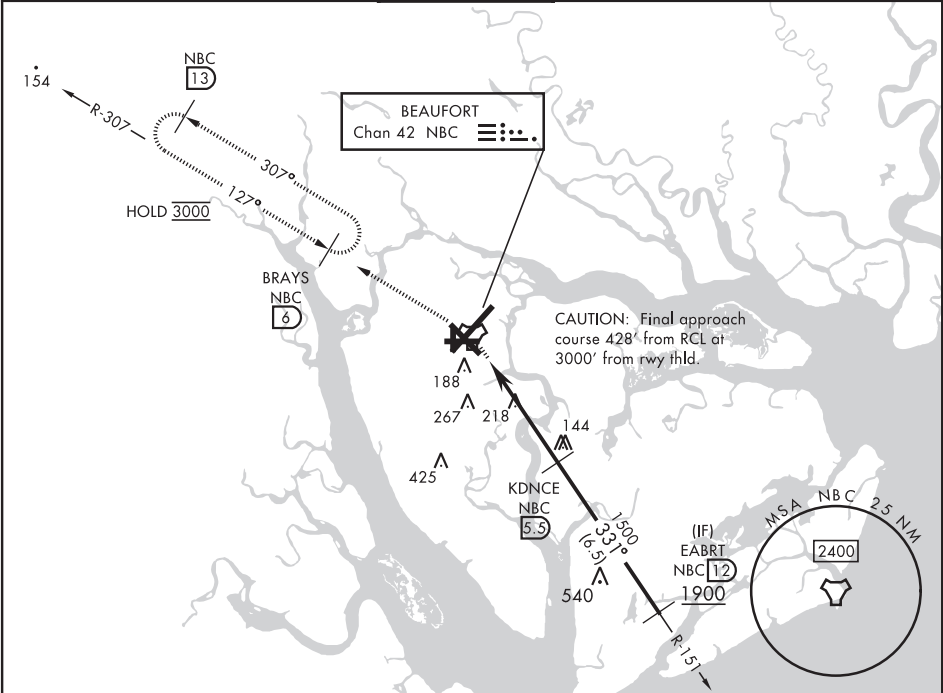
TACAN	NBC	APCH CRS	Rwy Idg	8000
Chan	42	331°	TDZE	25
			Arpt Elev	37

[USN]

BEAUFORT MCAS (MERRITT FLD) (KNBC)

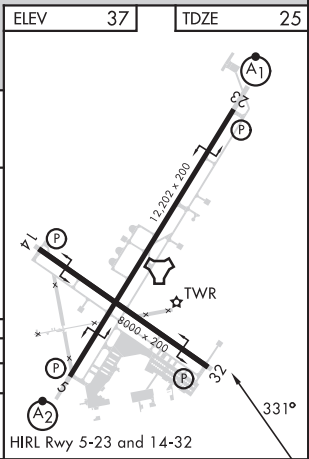
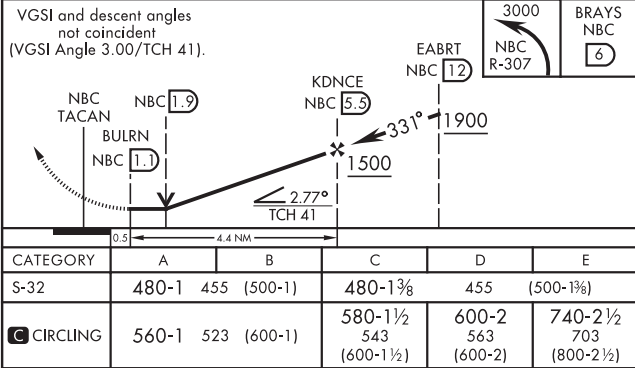
MISSED APPROACH: Climb to 3000 on NBC TACAN R-307 to BRAYS and hold. Continue climb in hold to 3000.

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



EMERG SAFE ALT 100 NM 3100

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 41).



BEAUFORT, SOUTH CAROLINA

32°29'N-80°43'W

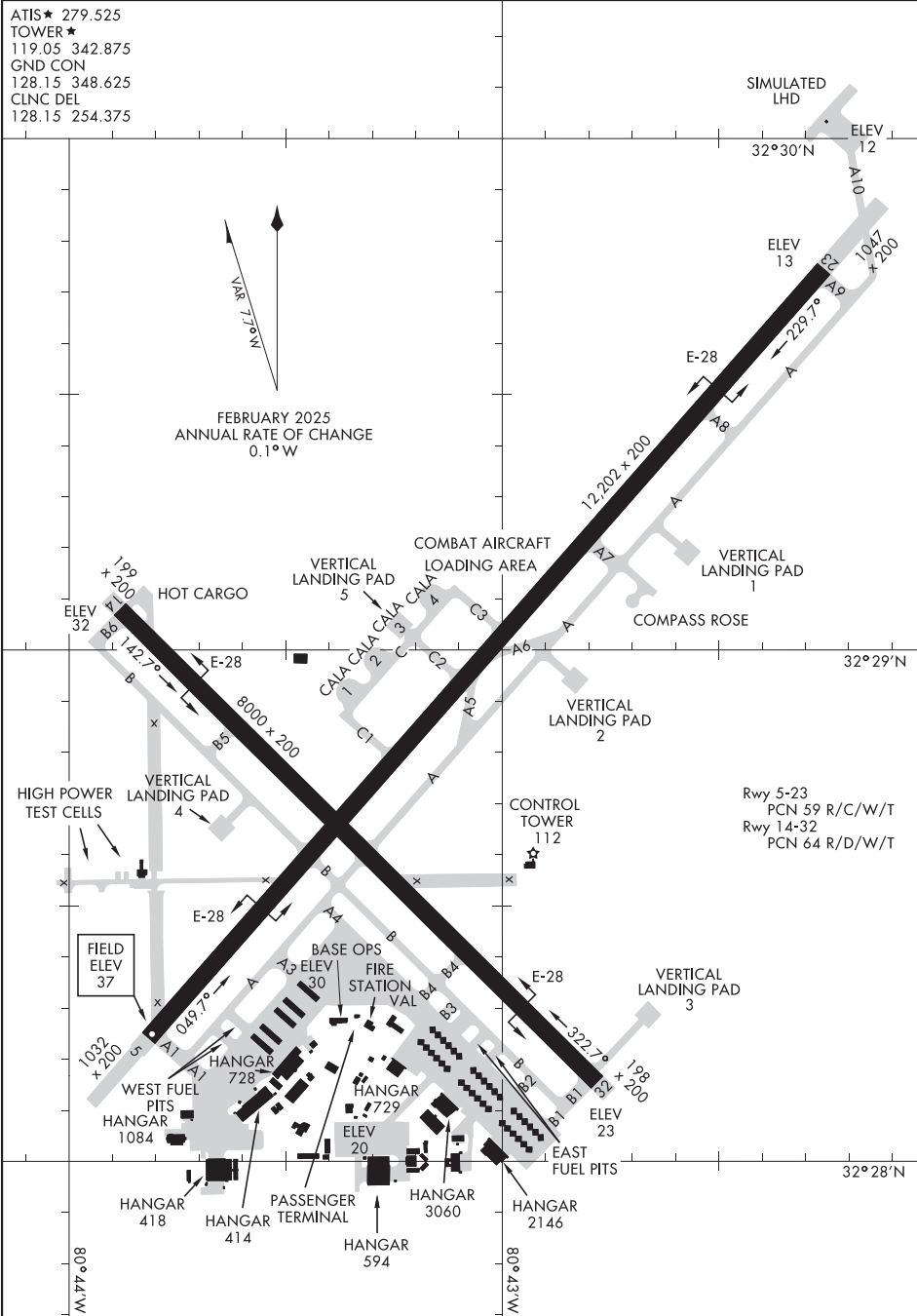
BEAUFORT MCAS (MERRITT FLD) (KNBC)

Amtd 1 11JUL24

TACAN RWY 32

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

BENNETTSVILLE, SOUTH CAROLINA

AL-6047 (FAA)

24305

WAAS CH <b>77818</b> <b>W07A</b>	APP CRS <b>065°</b>	Rwy Idg <b>5003</b> TDZE <b>147</b> Apt Elev <b>147</b>
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RNAV (GPS) RWY 7

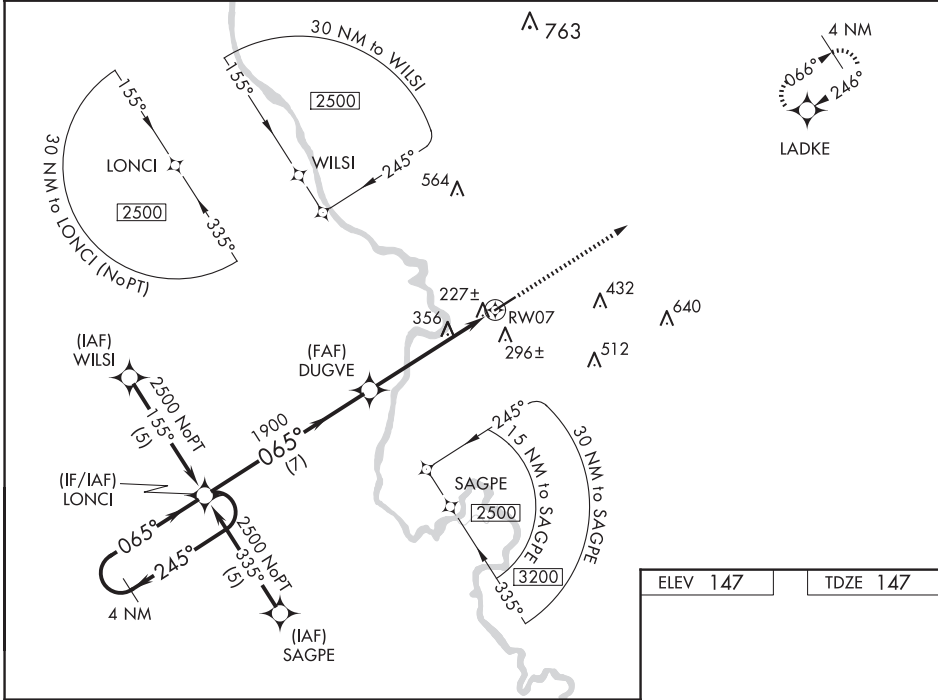
MARLBORO COUNTY JETPORT/H E AVENT FLD (BBP)

RNP APCH.

**⚠** Baro-VNAV NA when using Florence altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. Rwy 7 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Florence altimeter setting and increase all DA 61 feet and MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C and Cat D visibility ¼ mile. VDP NA with Florence altimeter setting.

MISSED APPROACH: Climb to 2500 direct LADKE and hold.

AWOS-3PT <b>123.825</b>	FLORENCE APP CON ★ <b>118.6 341.7</b>	UNICOM <b>122.8</b> (CTAF)
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4 NM Holding Pattern

LONCI

2500

GP 3.00° TCH 40

245°

065°

065°

DUGVE

1900

7 NM

3.9 NM

1.4 NM

RW07

\* LNAV only.

\*1.4 NM to RW07

5003 X 74

065°

CATEGORY	A	B	C	D
LPV DA	437-1 290 (300-1)			
LNAV/VNAV DA	507-1¼ 360 (400-1¼)			
LNAV MDA	620-1 473 (500-1)	620-1¼ 473 (500-1¼)	620-1½ 473 (500-1½)	

ELEV 147 TDZE 147

MIRL Rwy 7-25

REIL Rws 7 and 25

BENNETTSVILLE, SOUTH CAROLINA

Amdt 1B 07NOV19

MARLBORO COUNTY JETPORT/H E AVENT FLD (BBP)

34°37'N-79°44'W

RNAV (GPS) RWY 7

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025





BURLINGTON, NORTH CAROLINA

AL-5694 (FAA)

21336

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

# ILS Y or LOC Y RWY 6

BURLINGTON/ALAMANCE RGNL (BUY)

<div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div></div><div></div></div><div><div></div><div></div></div></div></div> <div>NA</div>	When local altimeter setting not received, use Greensboro altimeter setting and increase all DA 97 feet and all MDA 100 feet and S-ILS 6 all Cats, S-LOC 6 Cat C/D, and Circling Cats C visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA. ADF required.			MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct LIB VORTAC and hold.
ASOS	GREENSBORO APP CON		CLNC DEL	UNICOM
135.325	126.6 327.075		120.25	122.975(CTAF) 0

## GPS or RADAR REQUIRED FOR TERMINAL ARRIVAL AREA

△ 1140

△ 1150 △ 943

△ 885 △ 760

LOCALIZER 111.35  
I-HBJ

△ 1845

ALTERNATE MISSED  
APCH FIX  
ALAMM  
361 HB

LIBERTY  
113.0 LIB  
Chan 77

4 NM Holding Pattern		VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 45).		1600	3000	LIB
4000 ← 240°		KAKLE		↑	↪	⬡
→ 060°		HB NDB				
GS 3.00° TCH 50		2743				
		3000				
		7 NM				
		6.4 NM				
CATEGORY	A	B	C	D		
S-ILS 6	866-¾		250 (300-¾)			
S-LOC 6	1160-1	544 (600-1)	1160-1½	544 (600-1½)		
CIRCLING	1160-1	544 (600-1)	1520-2¾ 904 (1000-2¾)	1520-3 904 (1000-3)		

ELEV 616	TDZE 616
<p>HIRL Rwy 6-24 <b>0</b> REIL Rwys 6 and 24 <b>0</b></p>	
FAF to MAP 6.4 NM	
Knots	60 90 120 150 180
Min:Sec	6:24 4:16 3:12 2:34 2:08

BURLINGTON, NORTH CAROLINA  
Orig-A 15OCT15

36°03'N-79°28'W

## BURLINGTON/ALAMANCE RGNL (BUY) ILS Y or LOC Y RWY 6

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

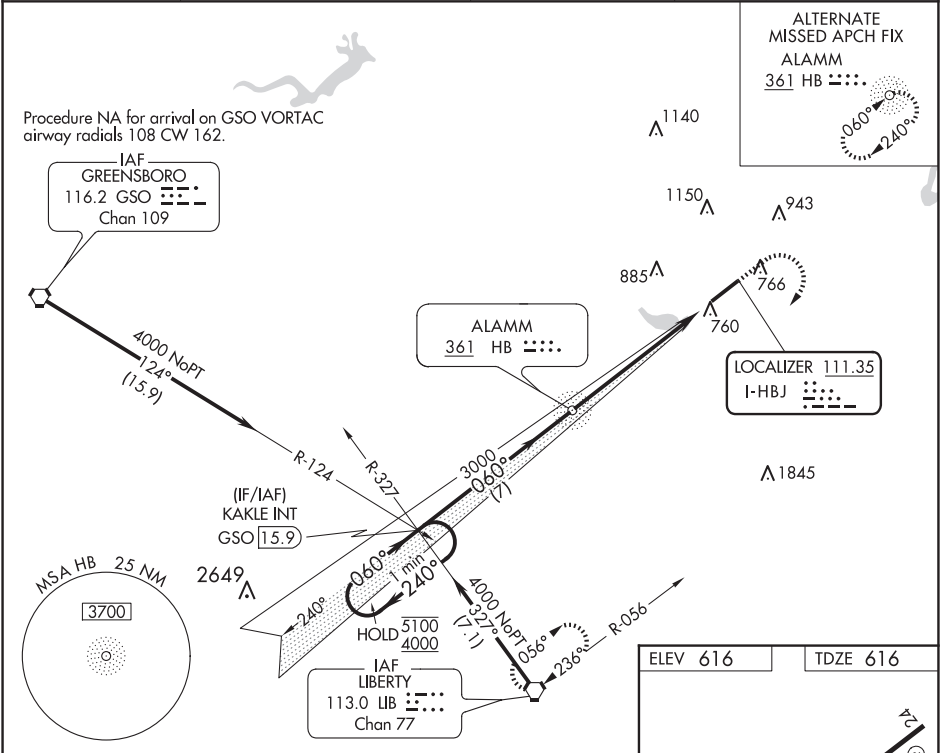
LOC I-HBJ	APP CRS	Rwy Idg	6406
111.35	060°	TDZE	616
		Apt Elev	616

ILS Z or LOC Z RWY 6

BURLINGTON/ALAMANCE RGNL (BUY)

ADF required for LOC only.	MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct LIB VORTAC and hold.
NA Rwy 6 helicopter visibility reduction below ¾ SM NA.	

ASOS 135.325	GREENSBORO APP CON 126.6 327.075	CLNC DEL 120.25	UNICOM 122.975(CTAF) 0
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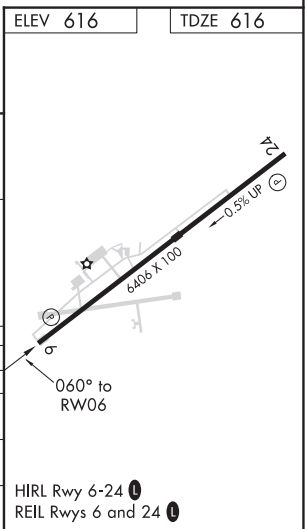
<div>VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 45).</div> <div>One Minute Holding Pattern</div> <div><div>5100 4000</div><div>←240° →060°</div><div>KAKLE INT</div><div>HB NDB</div><div>2743</div><div>3000</div><div>GS 3.00° TCH 50</div><div>7 NM</div><div>6.4 NM</div></div> <div><div>1600</div><div>3000</div><div>LIB</div></div>					<div><div><div><div></div><div>0.5% UP</div></div><div>6408 X 100</div><div>060° 6.4 NM from FAF</div></div></div>							
CATEGORY	A	B	C	D								
S-ILS 6	866-¾		250 (300-¾)		HIRL Rwy 6-24 ① REIL Rwy 6 and 24 ①							
S-LOC 6	1160-1 544 (600-1)		1160-1½ 544 (600-1½)		FAF to MAP 6.4 NM							
① CIRCLING	1160-1 544 (600-1)		1520-2¾ 904 (1000-2¾)		1520-3 904 (1000-3)		Knots	60	90	120	150	180
							Min:Sec	6:24	4:16	3:12	2:34	2:08


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

- MISSED APPROACH:**  
Climb to 4000 direct  
DALSY and hold.

The diagram illustrates a flight profile from KAKLE to DALSY. Key features include:

- Altitudes:** 3000, 4000, 766, 943, 1140, 1150, 1845.
- Distances:** 30 NM to KAKLE, 30 NM to KAKLE (NoPT), 3.3 NM to RW06.
- Navigation Points:** KAKLE, PONS (FAF), RW06, DALSY.
- Angles:** 150°, 330°, 060°, 240°.
- Other Labels:** (IF/IAF) KAKLE, ZULNA 3.3 NM to RW06, 1140, 1150, 1845.



CATEGORY		A	B	C	D
LPV	DA	866-3/4		250 (300-3/4)	
LNAV/ VNAV	DA	928-1		312 (400-1)	
LNAB	MDA	1020-1 404 (500-1)		1020-1 1/8 404 (500-1 1/8)	
 CIRCLING		1100-1 484 (500-1)		1520-2 3/4 904 (1000-2 3/4)	1520-3 904 (1000-3)

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

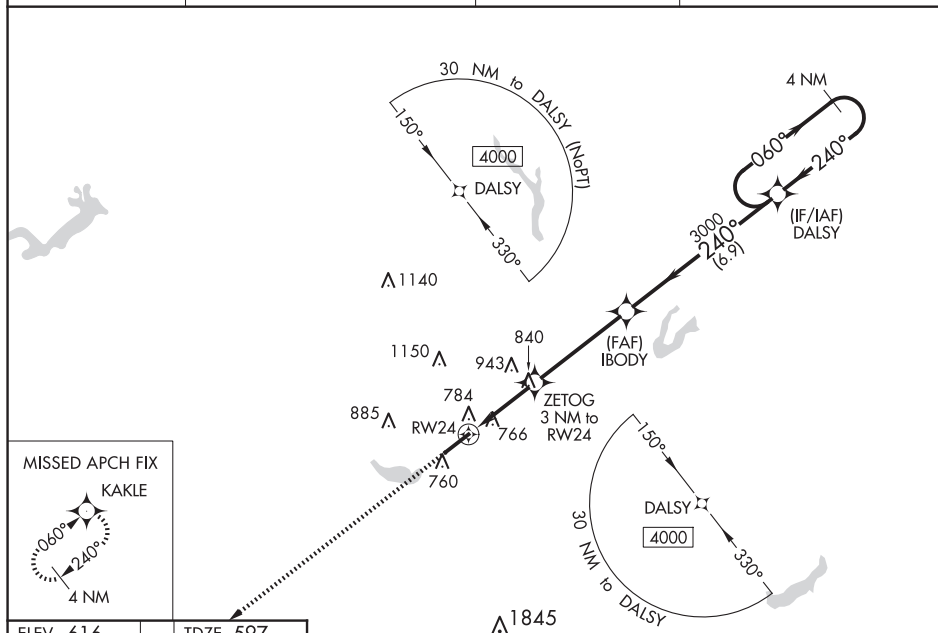
WAAS CH <b>48836</b> <b>W24A</b>	APP CRS <b>240°</b>	Rwy Idg <b>6406</b> TDZE <b>597</b> Apt Elev <b>616</b>
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RNAV (GPS) RWY 24  
BURLINGTON/ALAMANCE RGNL (BUY)

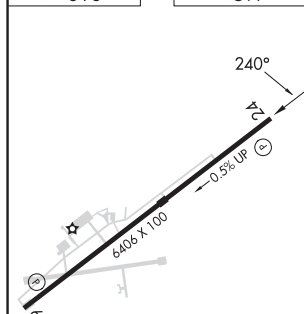
**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greensboro altimeter setting and increase all DA 97 feet and all MDA 100 feet. Increase LPV, LNAV/VNAV, LNAV Cats C/D and Circling Cat C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

**MISSED APPROACH:**  
Climb to 4000 direct  
KAKLE and hold.

ASOS <b>135.325</b>	GREENSBORO APP CON <b>126.6 327.075</b>	CLNC DEL <b>120.25</b>	UNICOM <b>122.975(CTAF) L</b>
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ELEV 616	TDZE 597
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4000 KAKLE VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 59). 4 NM DALSY Holding Pattern

\*RNAV only

\*1.3 NM to RW24

ZETOG 3 NM to RW24

IBODY 3000

060° 4000

240°

3000

\*1.600

RW24

GP 3.10° TCH 60

		1.3	-1.7 NM	4.2 NM	6.9 NM	
CATEGORY		A	B		C	D
LPV	DA	987-1¼		390 (400-1¼)		
LNAV/ VNAV	DA	1056-1½		459 (500-1½)		
LNAV	MDA	1060-1	463 (500-1)	1060-1¾		463 (500-1¾)
<b>C</b> CIRCLING		1100-1	484 (500-1)	1520-2¾ 904 (1000-2¾)		1520-3 904 (1000-3)





CAMDEN, SOUTH CAROLINA

AL-5558 (FAA)

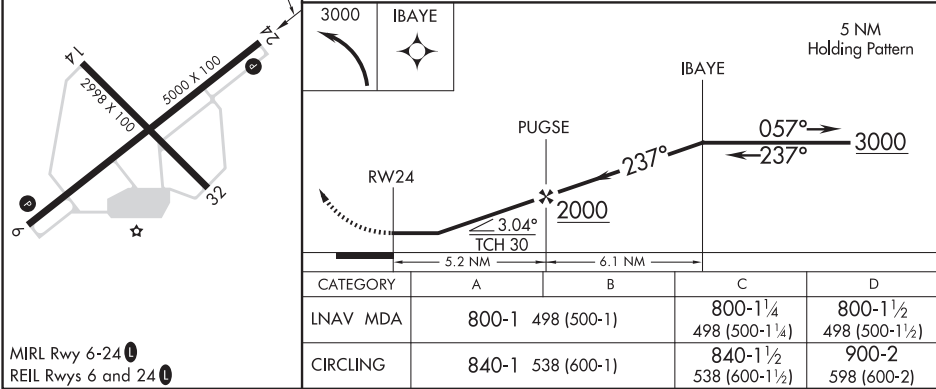
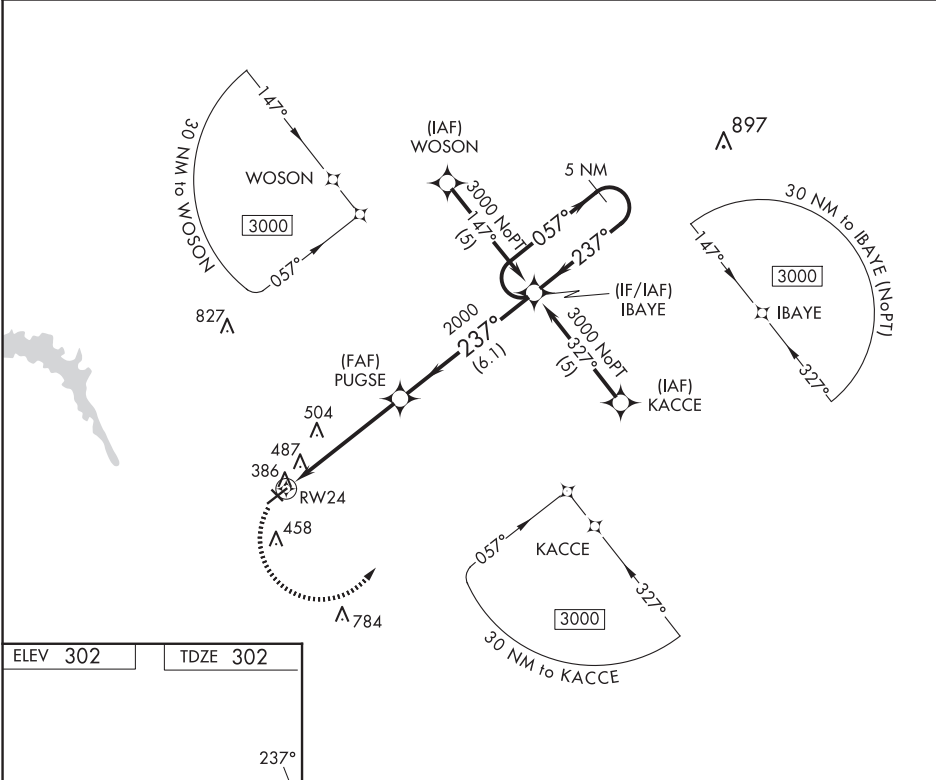
24305

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

RNAV (GPS) RWY 24  
WOODWARD FLD (CDN)

▼ ▲ NA	When local altimeter setting not received, use Columbia altimeter setting and increase all MDAs 100 feet; increase LNAV and Circling visibility Cats C/D ¼ SM. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.	MISSED APPROACH: Climbing left turn to 3000 direct IBAYE and hold.
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AWOS-3PT 119.975	SHAW APP CON ★ 125.4 318.1	UNICOM 123.0 (CTAF) ①
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CAMDEN, SOUTH CAROLINA  
Orig-A 20MAY21

34°17'N-80°34'W

WOODWARD FLD (CDN)  
RNAV (GPS) RWY 24

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025





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

**MISSED APPROACH:** Climb to 500 then climbing left turn to 3500 on CHS VORTAC R-055 to WANDO/CHS VORTAC 13 DME and hold, continue climb-in-hold to 3500.



(IAF)  
 LUTHR  
 CHS 17  
 RADAR

1600 NoPT  
 154° (4.4)

(IF)  
 MAMAE  
 CHS 12.6  
 RADAR

1600  
 334° (5.8)

CHS R-334

WENEX  
 CHS 2.6

1600 to LOM  
 334° (5.8)

CHARLESTON  
 113.5 CHS  
 Chan 82

LOM/IAF  
 ASHLY  
 329 CH  
 CHS 5.8  
 RADAR

387  
 131±

359  
 183±

153

422  
 649

055°  
 235°

WANDO  
 CHS 13

R-055

ASHLY  
 CH 329

334°  
 154°

MSA CHS 25 NM  
 3100

ALTERNATE MISSED  
 APCH FIX

SE-2, 12 JUN 2025 to 07 AUG 2025

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

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

**MISSED APPROACH:** Climb to 500 then climbing left turn to 2100 on heading 280° and on CHS VORTAC R-300 to GISTS/15.7 DME and hold.

500 ↑	2100 hdg 280°	CHS R-300	GISTS △	GAATR CHS [6.3]	SHRMP CHS [13.1] RADAR	One Minute Holding Pattern
*LOC only.				GS 3.00% TCH 51		
				154° 3000 334° 2000 VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 59).		
1.2 NM   1.8 NM   3 NM   6.8 NM						
CATEGORY	A		B		C	E
S-ILS 33 **	245/24					200 (200-½)
S-LOC 33	480/24	435 (500-½)		480/45   435 (500-¾)		
CIRCLING	540-1	494 (500-1)		540-1½ 494 (500-1½)	740-2¼ 694 (700-2¼)	740-2½ 694 (700-2½)

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

CHARLESTON, SOUTH CAROLINA

AL-76 (FAA)

25163

LOC I-CHS <b>109.7</b>	APP CRS <b>154°</b>	Rwy Ldg TDZE <b>43</b> Apt Elev <b>46</b>
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# ILS RWY 15 (SA CAT I)

CHARLESTON AFB/INTL (CHS)

DME required.

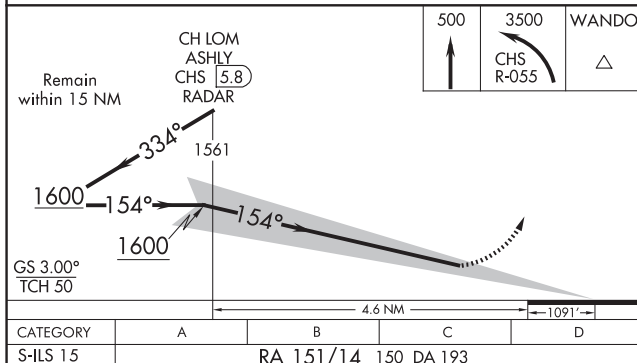
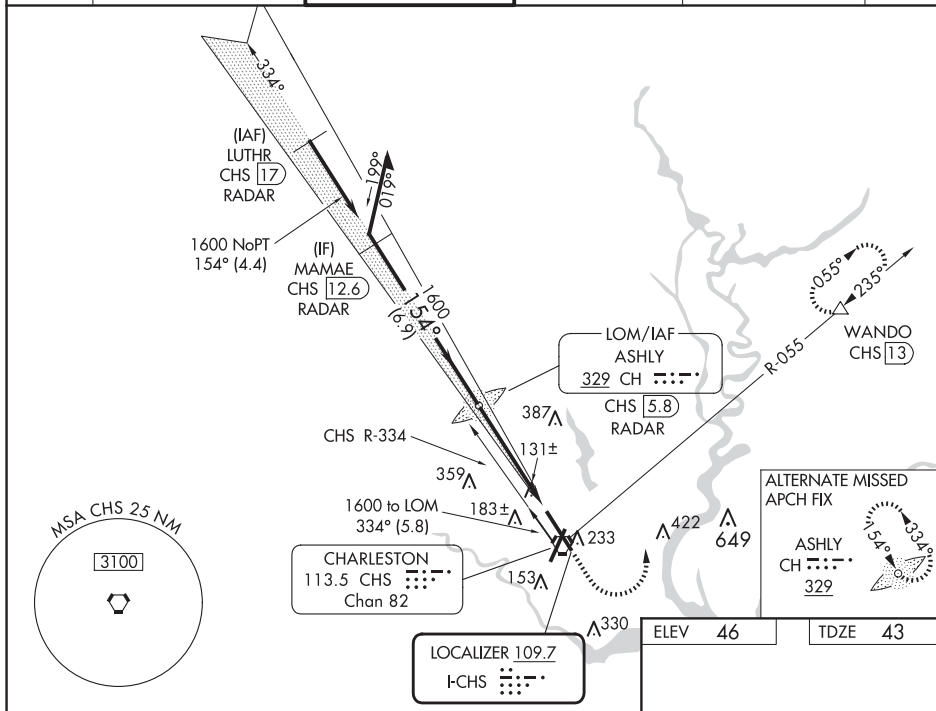
Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. DME from CHS VORTAC. Simultaneous reception of I-CHS and CHS DME required.

ALSF-2



MISSED APPROACH: Climb to 500 then climbing left turn to 3500 on CHS VORTAC R-055 to WANDO/CHS VORTAC 13 DME and hold, continue climb-in-hold to 3500.

D-ATIS <b>124.75</b>	CHARLESTON APP CON <b>120.7 306.925</b>	CHARLESTON TOWER <b>126.0 239.0</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>127.325 291.65</b>	CPDLC
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## SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

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

CHARLESTON, SOUTH CAROLINA  
Amdt 24B 22APR21

32°54'N-80°02'W

CHARLESTON AFB/INTL (CHS)  
ILS RWY 15 (SA CAT I)

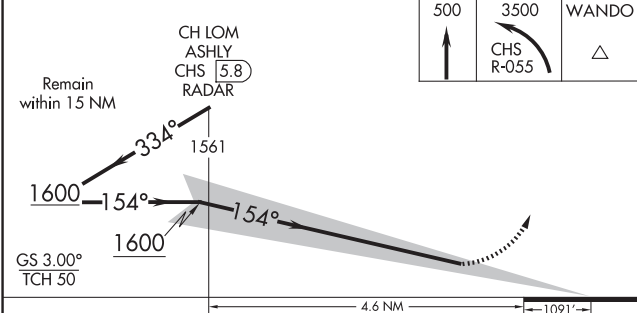
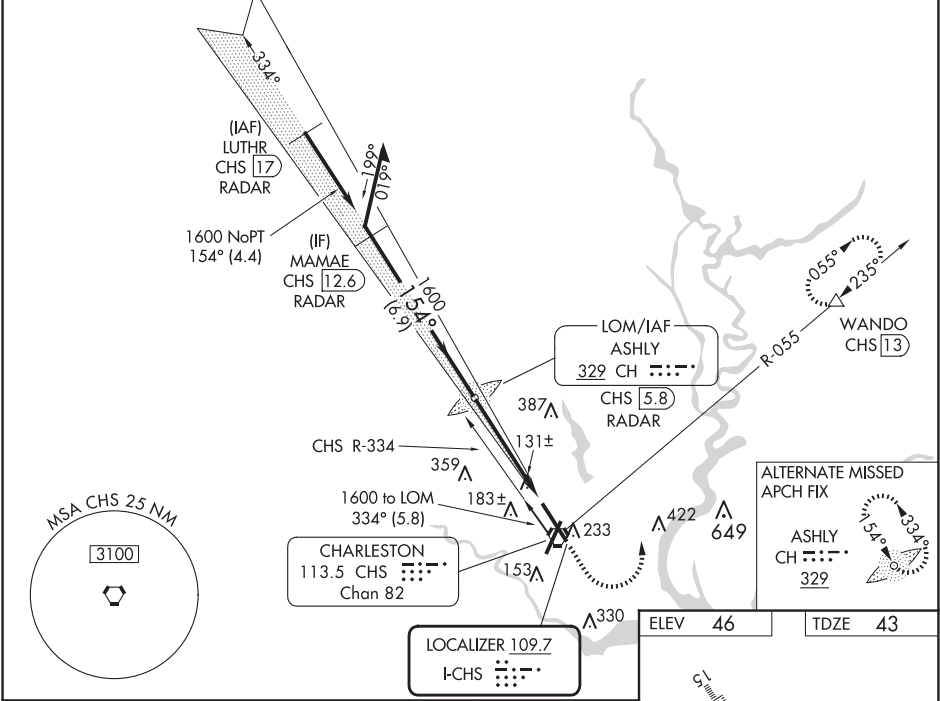
SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

LOC I-CHS <b>109.7</b>	APP CRS <b>154°</b>	Rwy Ldg TDZE <b>43</b> Apt Elev <b>46</b>	ILS RWY 15 (CAT II) CHARLESTON AFB/INTL (CHS)	
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DME required. DME from CHS VORTAC. Simultaneous reception of I-CHS and CHS DME required.		ALSF-2 	MISSED APPROACH: Climb to 500 then climbing left turn to 3500 on CHS VORTAC R-055 to WANDO/CHS VORTAC 13 DME and hold, continue climb-in-hold to 3500.
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D-ATIS <b>124.75</b>	CHARLESTON APP CON <b>120.7 306.925</b>	CHARLESTON TOWER <b>126.0 239.0</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>127.325 291.65</b>	CPDLC
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CATEGORY	A	B	C	D
S-ILS 15	RA 97/12 100 DA 143			

CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

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

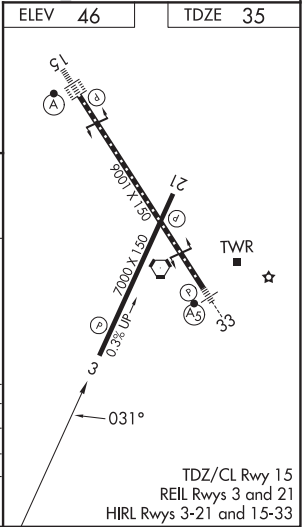
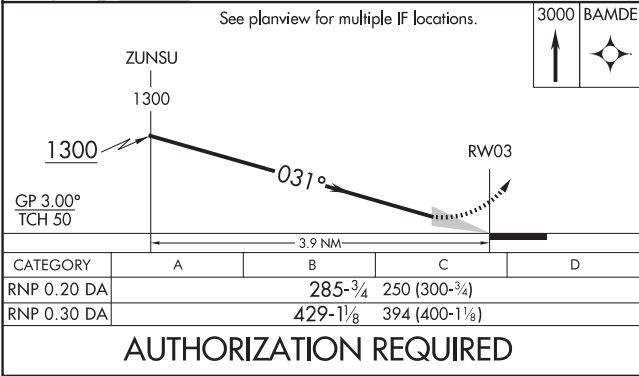
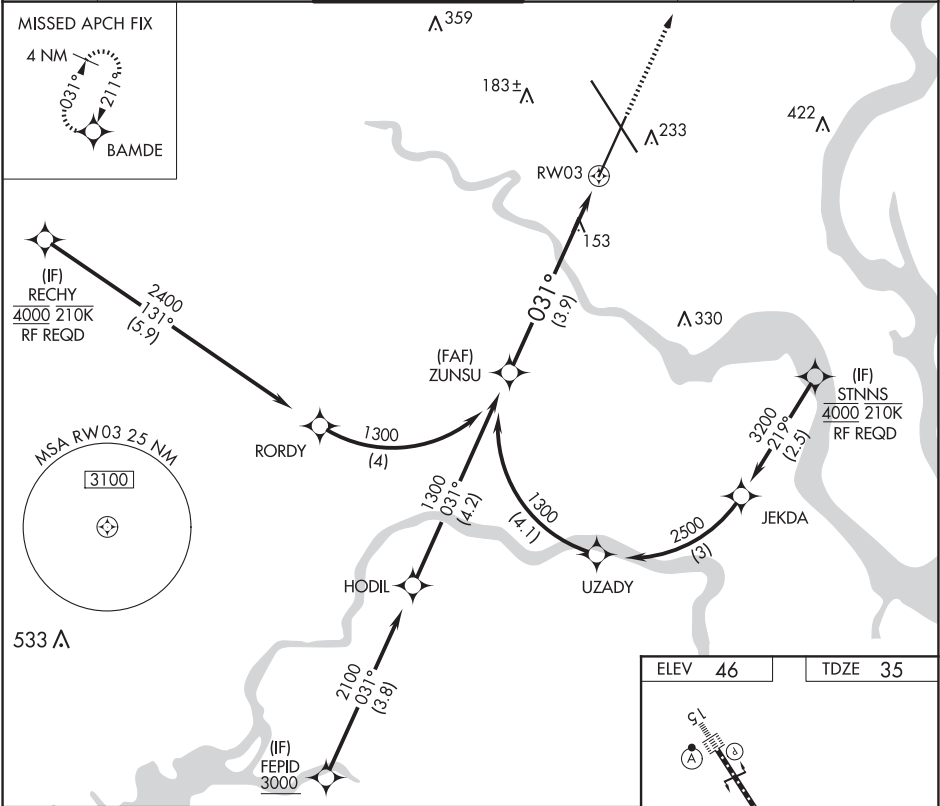
APP CRS	Rwy Ldg	7000
031°	TDZE	35
	Apt Elev	46

RNAV (RNP) Z RWY 3

CHARLESTON AFB/INTL (CHS)

RNP AR APCH.	MISSED APPROACH: Climb to 3000 direct BAMDE and hold, continue to climb-in-hold to 3000.
For uncompensated Baro-VNAV systems, procedure NA below -5°C or above 54°C.	

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



SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

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

RNAV (RNP) Z RWY 15

CHARLESTON AFB/INTL (CHS)

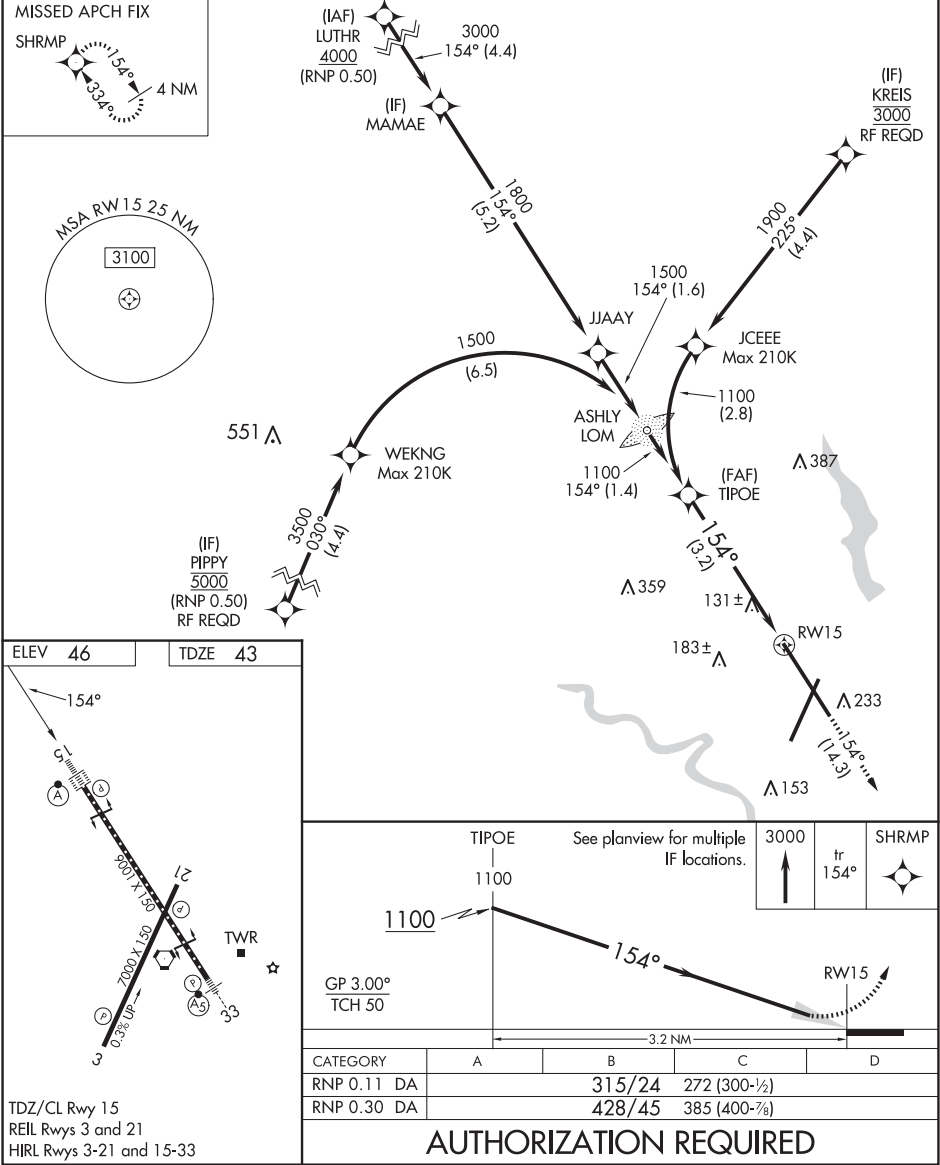
⚠

For uncompensated Baro-VNAV systems, procedure NA below -5°C (23°F) or above 54°C (130°F). GPS required. For inop ALSF, increase RNP 0.11 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 3000 on track 154° to SHRMP and hold.

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



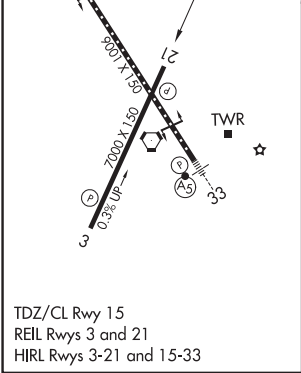
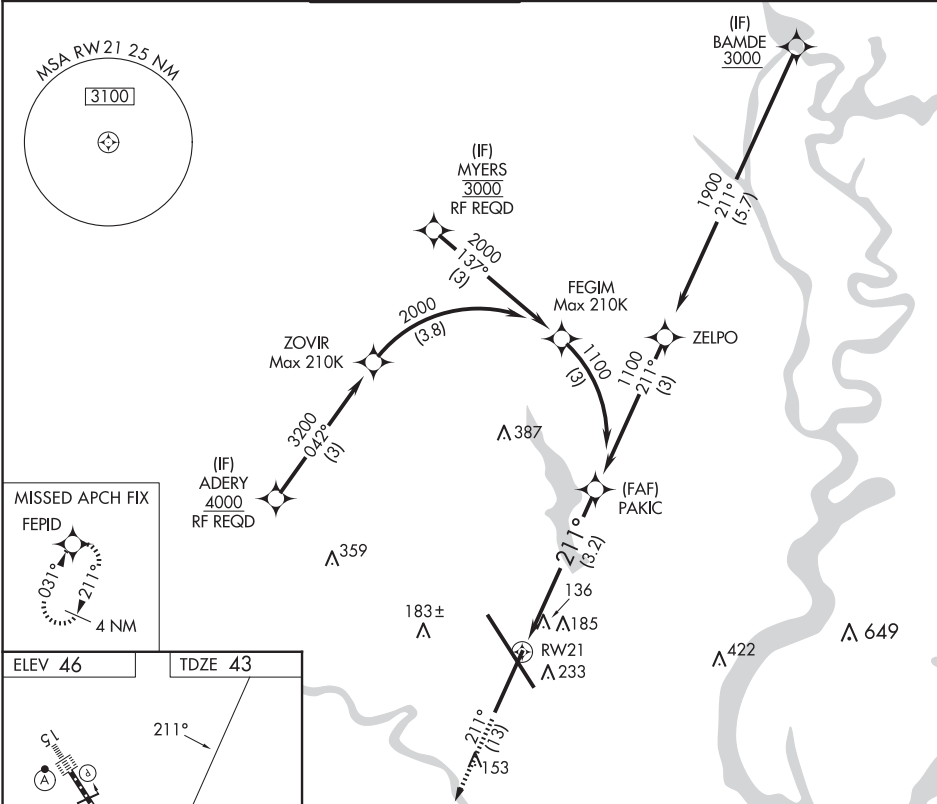
APP CRS	Rwy Ldg	7000
211°	TDZE	43
	Apt Elev	46

RNAV (RNP) Z RWY 21

CHARLESTON AFB/INTL (CHS)

For uncompensated Baro-VNAV systems, procedure NA below -5°C (23°F) or above 54°C (130°F). GPS required.			MISSED APPROACH: Climb to 3000 on track 211° to FEPID and hold.		
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D-ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL	CPDLC
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 291.65	



3000	tr 211°	FEPID	See planview for multiple IF locations.			
<p>The diagram shows a planview of the approach. A runway (RWY 21) is on the left. A 3.2 NM scale bar is shown. A path leads from the runway to a point labeled PAKIC, which is 1100 feet above the ground. The path is labeled with a bearing of 211°. A lightning bolt symbol indicates a hazard near PAKIC. The ground level is 1100 feet. The glide path is 3.00° and the threshold is 50 feet.</p>						
CATEGORY	A	B	C	D		
RNP 0.21 DA	427-1 $\frac{1}{8}$		384 (400-1 $\frac{1}{8}$ )			
RNP 0.30 DA	455-1 $\frac{3}{8}$		412 (500-1 $\frac{3}{8}$ )			
AUTHORIZATION REQUIRED						

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



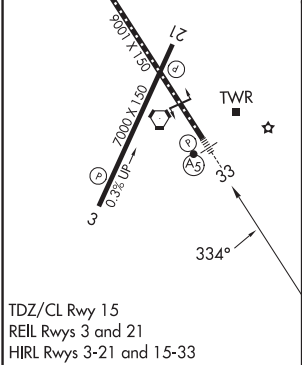
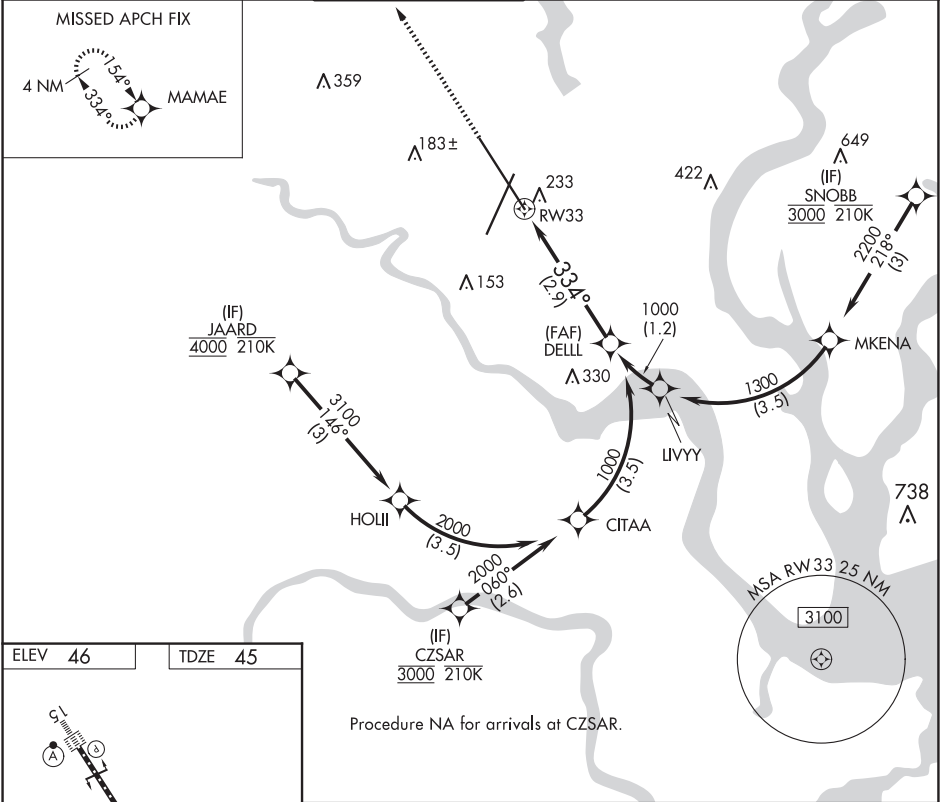
APP CRS	Rwy Ldg	9001
334°	TDZE	45
	Apt Elev	46

RNAV (RNP) Z RWY 33

CHARLESTON AFB/INTL (CHS)

RNP AR APCH. RF required.	MALSR	MISSED APPROACH: Climb to 3000 direct MAMAE and hold, continue to climb-in-hold to 3000.
For uncompensated Baro-VNAV systems, procedure NA below -5°C or above 54°C. For inop ALS, increase RNP 0.23 all Cats visibility to RVR 5500.		

D-ATIS 124.75	CHARLESTON APP CON 120.7 306.925	CHARLESTON TOWER 126.0 239.0	GND CON 121.9 348.6	CLNC DEL 127.325 291.65	CPDLC
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3000	MAMAE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 59°).			
↑					
RW33		DELL		1000	
		334°		1000	
		See planview for multiple IF locations.		GP 3.00° TCH 51	
		2.9 NM			
CATEGORY	A	B	C	D	
RNP 0.23 DA		419/35	374 (400-¾)		
RNP 0.30 DA		477/40	432 (500-¾)		
AUTHORIZATION REQUIRED					

CHARLESTON, SOUTH CAROLINA

AL-76 (FAA)

25163

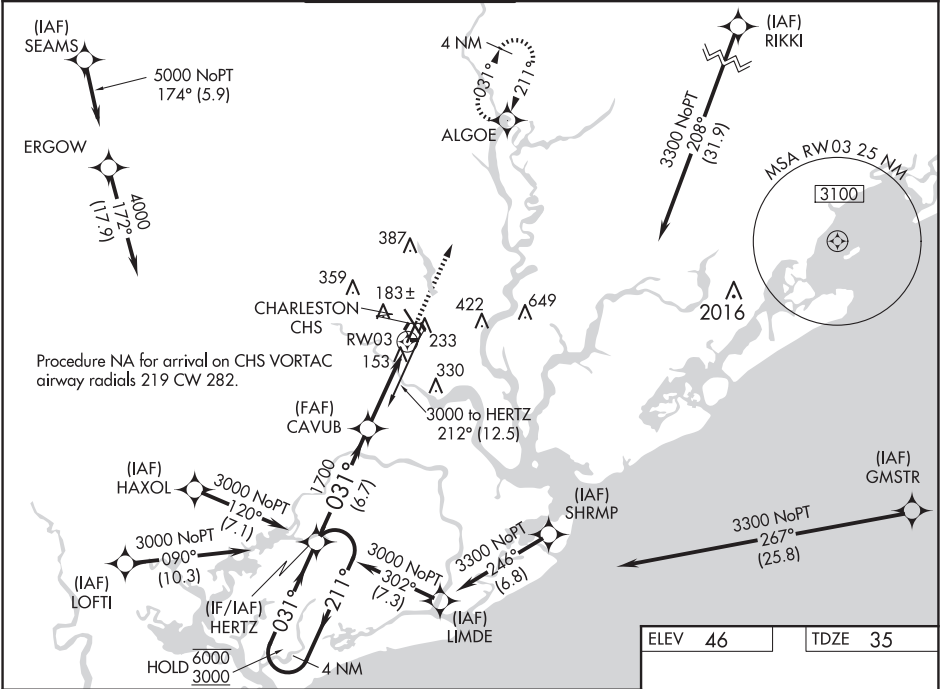
WAAS CH <b>86699</b> <b>W03A</b>	APP CRS <b>031°</b>	Rwy Ldg TDZE Apt Elev	<b>7000</b> <b>35</b> <b>46</b>
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# RNAV (GPS) Y RWY 3

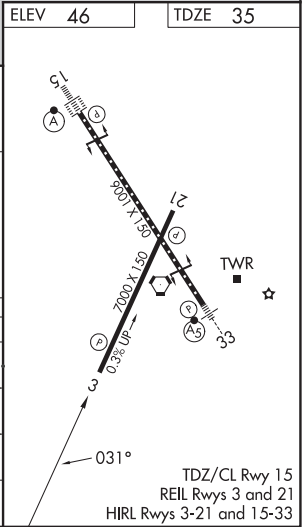
CHARLESTON AFB/INTL (CHS)

RNP APCH.		MISSED APPROACH: Climb to 3000 direct ALGOE and hold, continue climb-in-hold to 3000.	
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C.			

D-ATIS <b>124.75</b>	CHARLESTON APP CON <b>120.7 306.925</b>	CHARLESTON TOWER <b>126.0 239.0</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>127.325 291.65</b>	CPDLC
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<div>4 NM Holding Pattern</div> <div>HERTZ</div>		<div>3000</div> <div>ALGOE</div>		
<div>6000 ← 211°</div> <div>3000 → 031°</div>		<div>GP 3.00°</div> <div>TCH 50</div>		
<div>031°</div> <div>1700</div>		<div>CAVUB</div> <div>1700</div> <div>*1.3 NM to RW03</div> <div>RW03</div> <div>*LNAV only.</div>		
<div>6.7 NM</div>		<div>3.8 NM</div> <div>1.3 NM</div>		
CATEGORY	A	B	C	D
LPV DA	235-¾ 200 (200-¾)			
LNAV/ VNAV DA	344-⅞ 309 (300-⅞)			
LNAV MDA	480-1	445 (500-1)	480-1⅞	445 (500-1⅞)
<b>C</b> CIRCLING	540-1	494 (500-1)	540-1½ 494 (500-1½)	740-2¼ 694 (700-2¼)



CHARLESTON, SOUTH CAROLINA  
Amdt 3A 07OCT21

32°54'N-80°02'W

# CHARLESTON AFB/INTL (CHS)

## RNAV (GPS) Y RWY 3

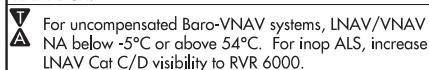
SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>93519</b> <b>W15A</b>	APP CRS <b>154°</b>	Rwy Ldg TDZE Apt Elev	<b>9001</b> <b>43</b> <b>46</b>
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RNAV (GPS) Y RWY 15  
CHARLESTON AFB/INTL (CHS)

RNP APCH.

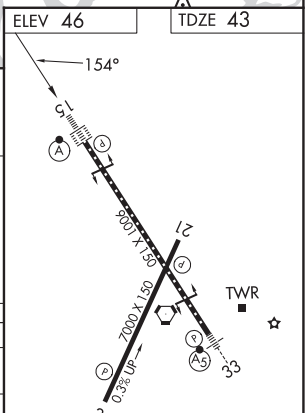
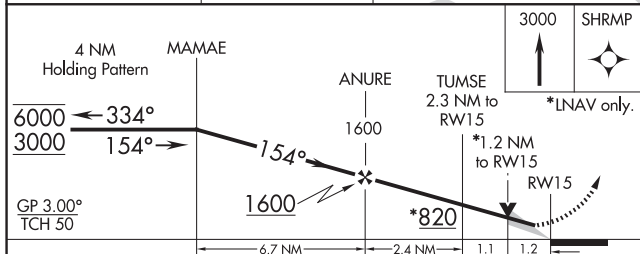
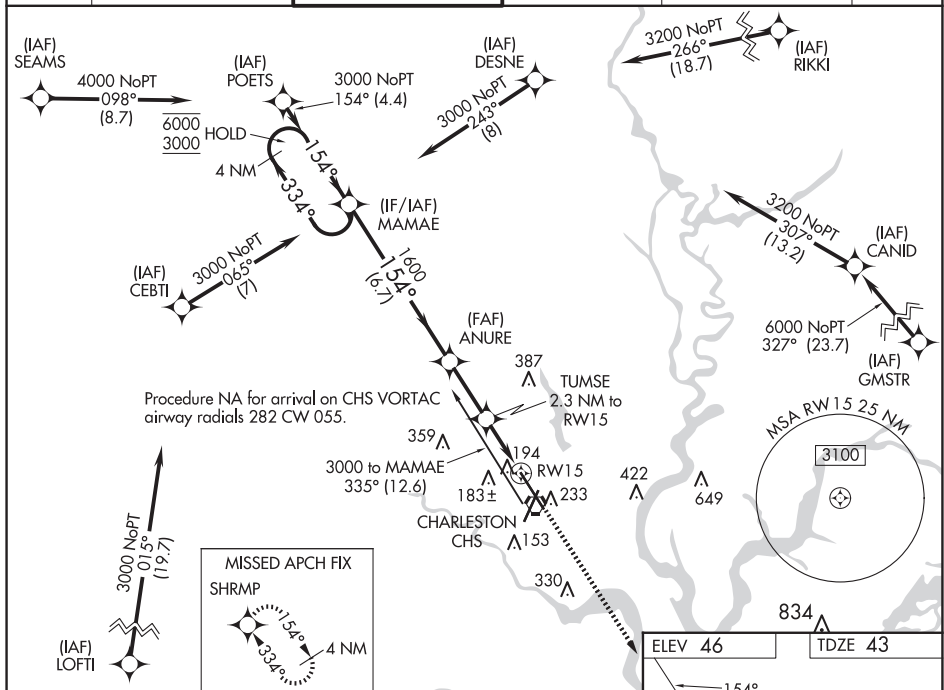



ALSF-2



**MISSED APPROACH:** Climb to 3000 direct SHRMP and hold.

D-ATIS 124.75	CHARLESTON APP CON 120.7 306.925	CHARLESTON TOWER 126.0 239.0	GND CON 121.9 348.6	CLNC DEL 127.325 291.65	CPDLC
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CATEGORY	A	B	C	D
LPV DA	243/18 200 (200-½)			
LNAV/ VNAV DA	375/26 332 (400-½)			
LNAV MDA	460/24	417 (500-½)	460/40	417 (500-¾)
 CIRCLING	540-1	494 (500-1)	540-1½ 494 (500-1½)	740-2¼ 694 (700-2¼)

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

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2. 12 JUN 2025 to 07 AUG 2025

CHARLESTON, SOUTH CAROLINA

AL-76 (FAA)

25163

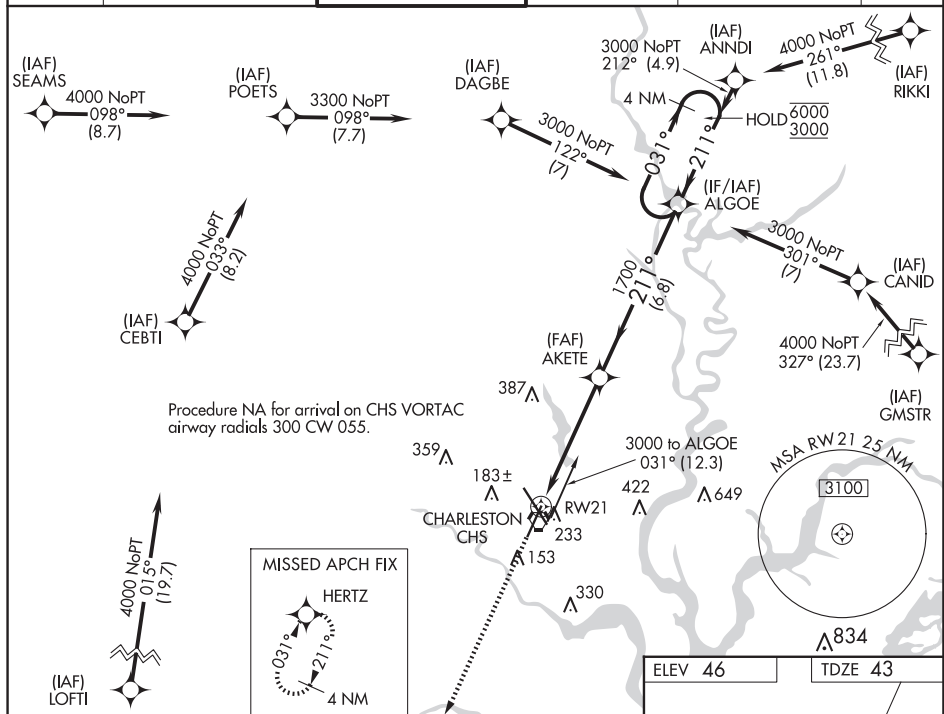
WAAS CH <b>40499</b> <b>W21A</b>	APP CRS <b>211°</b>	Rwy Ldg TDZE <b>43</b> Apt Elev <b>46</b>	<b>7000</b>
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# RNAV (GPS) Y RWY 21

CHARLESTON AFB/INTL (CHS)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct HERTZ and hold, continue climb-in-hold to 3000.
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C.	

D-ATIS <b>124.75</b>	CHARLESTON APP CON <b>120.7 306.925</b>	CHARLESTON TOWER <b>126.0 239.0</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>127.325 291.65</b>	CPDLC
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3000

↑

HERTZ

✦

\*LNAV only.

AKETE

1700

1700

RW21

\*1.3 NM to RW21

1.3 NM

3.8 NM

6.8 NM

ALGOE

4 NM Holding Pattern

031°

211°

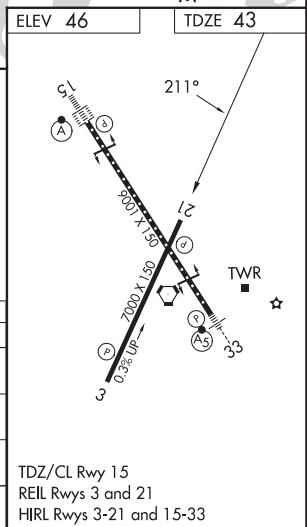
6000

3000

GP 3.00°

TCH 50

CATEGORY	A	B	C	D
LPV DA		293-¾	250 (300-¾)	
LNAV/VNAV DA		382-1	339 (400-1)	
LNAV MDA	500-1	457 (500-1)	500-1⅜	457 (500-1⅜)
<b>C</b> CIRCLING	540-1	494 (500-1)	540-1½ 494 (500-1½)	740-2¼ 694 (700-2¼)



CHARLESTON, SOUTH CAROLINA  
Amdt 3A 07OCT21

32°54'N-80°02'W

CHARLESTON AFB/INTL (CHS)

# RNAV (GPS) Y RWY 21

SE-2, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>63218</b> <b>W33A</b>	APP CRS <b>334°</b>	Rwy Ldg TDZE Apt Elev	<b>9001</b> <b>45</b> <b>46</b>
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RNAV (GPS) Y RWY 33

CHARLESTON AFB/INTL (CHS)

RNP APCH.

▼

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C.  
# RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

AS

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

D-ATIS <b>124.75</b>	CHARLESTON APP CON <b>120.7 306.925</b>	CHARLESTON TOWER <b>126.0 239.0</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>127.325 291.65</b>	CPDLC
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ELEV 46 TDZE 45		3000 MAMAE		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 59).	
*LNAV only.		SOGTY 3 NM to RW33		SHRMP 4 NM Holding Pattern	
*1.3 NM to RW33		RW33		1040*	
1.3		1.7		3 NM	
CATEGORY		A		B	
LPV DA #		245/24		200 (200-½)	
LNAV/VNAV DA		472/40		427 (500-¾)	
LNAV MDA		500/24		500/45	
CIRCLING		540-1		540-1½	
		494 (500-1)		494 (500-1½)	
				740-2¼	
				694 (700-2¼)	

CHARLESTON, SOUTH CAROLINA

Amdt 4A 07OCT21

32°54'N-80°02'W

CHARLESTON AFB/INTL (CHS)

RNAV (GPS) Y RWY 33

97

CHARLESTON, SOUTH CAROLINA

AL-76 (FAA)

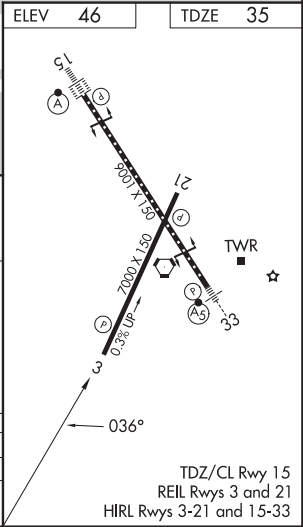
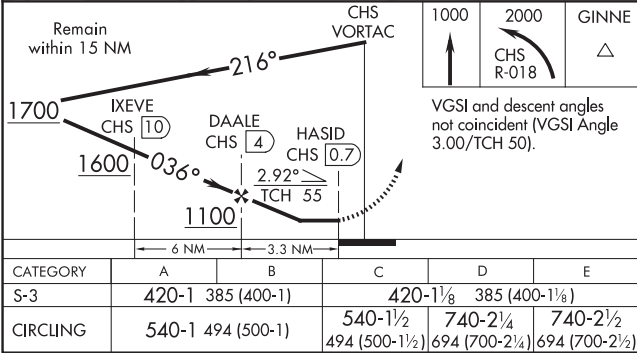
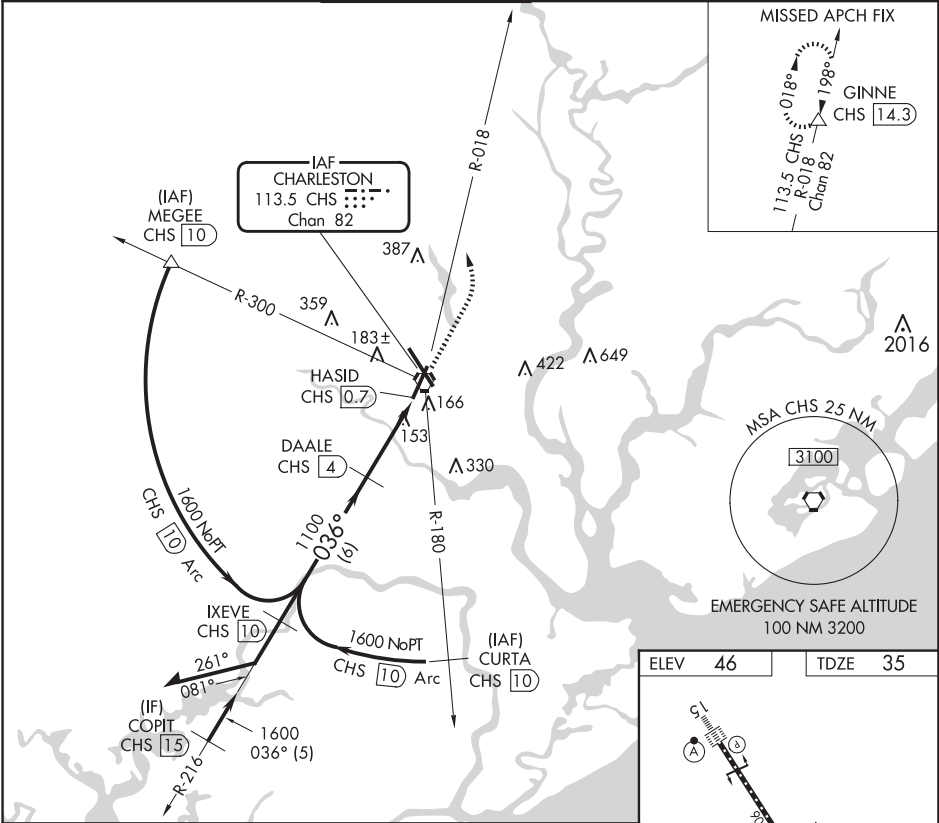
25163

VORTAC CHS	APP CRS	Rwy Ldg	7000
113.5	036°	TDZE	35
Chan 82		Apt Elev	46

# VOR/DME or TACAN RWY 3

CHARLESTON AFB/INTL (CHS)

DME required.		MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 on CHS R-018 to GINNE/14.3 DME and hold.			
D-ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL	CPDLC
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 291.65	



CHARLESTON, SOUTH CAROLINA  
Amdt 14D 15JUN23

32°54'N-80°02'W

CHARLESTON AFB/INTL (CHS)

# VOR/DME or TACAN RWY 3

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

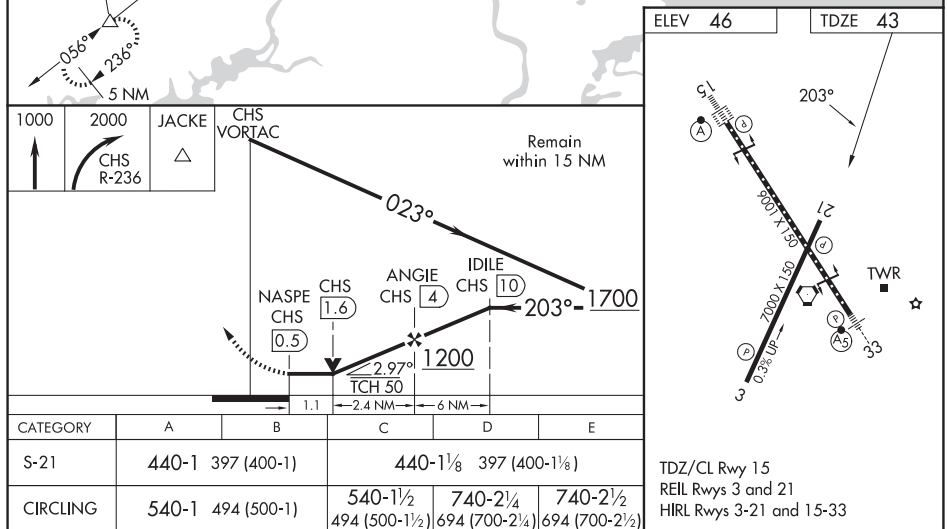
VOR/DME or TACAN RWY 21  
CHARLESTON AFB/INTL (CHS)



**MISSED APPROACH:** Climb to 1000 then climbing right turn to 2000 via CHS R-236 to JACKE INT/15.7 DME and hold.

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



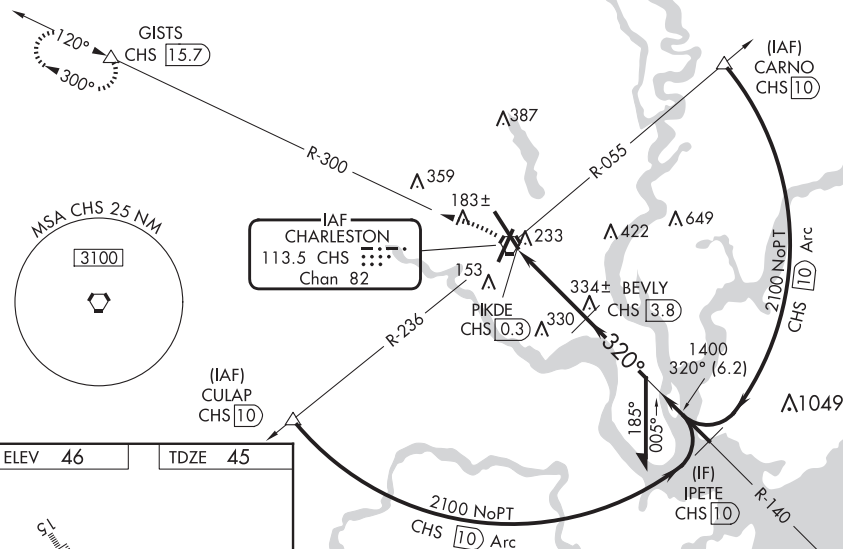
VOR/DME or TACAN RWY 21

VOR/DME or TACAN RWY 33  
CHARLESTON AFB/INTL (CHS)

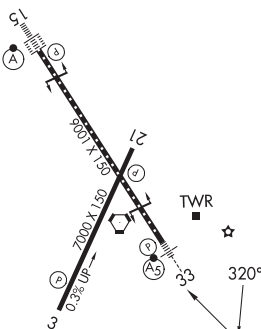


**MISSED APPROACH:** Climbing left turn to 2100 on CHS R-300 to GISTS/CHS 15.7 DME and hold.

D-ATIS <b>124.75</b>	CHARLESTON APP CON <b>120.7 306.925</b>	CHARLESTON TOWER <b>126.0 239.0</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>127.325 291.65</b>	CPDLC
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ELEV 46		TDZE 45
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TDZ/CL Rwy 15  
REIL Rwys 3 and 21  
HIRL Rwys 3-21 and 15-33

The diagram illustrates the layout of a VORTAC station. Key features include:

- CHS VORTAC** and **GISTS** (triangle symbol) are shown in the top left.
- CHS R-300** is indicated with a curved arrow.
- VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 59).** is noted.
- CHS** and **BEVLY CHS** are shown with distances of **1.6** and **3.8** respectively.
- PIKDE CHS** is shown with a distance of **0.3**.
- CHS** and **BEVLY** are shown with a distance of **3.52**.
- TCH 50** is indicated.
- 1.3 NM** and **2.2 NM** distances are marked.
- 140°** and **320°** angles are shown.
- 2100** and **1400** frequencies are indicated.
- Remain within 10 NM** is noted.

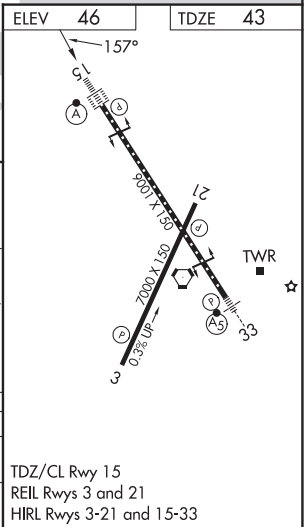
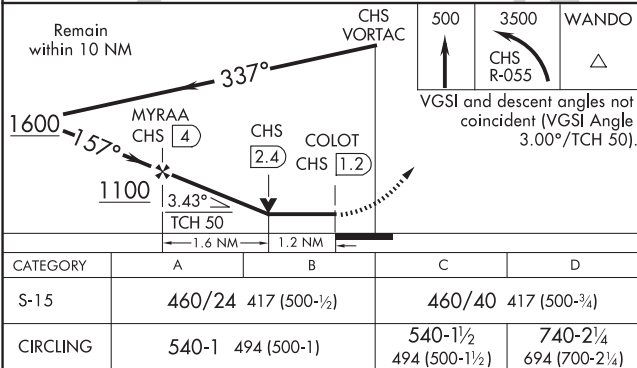
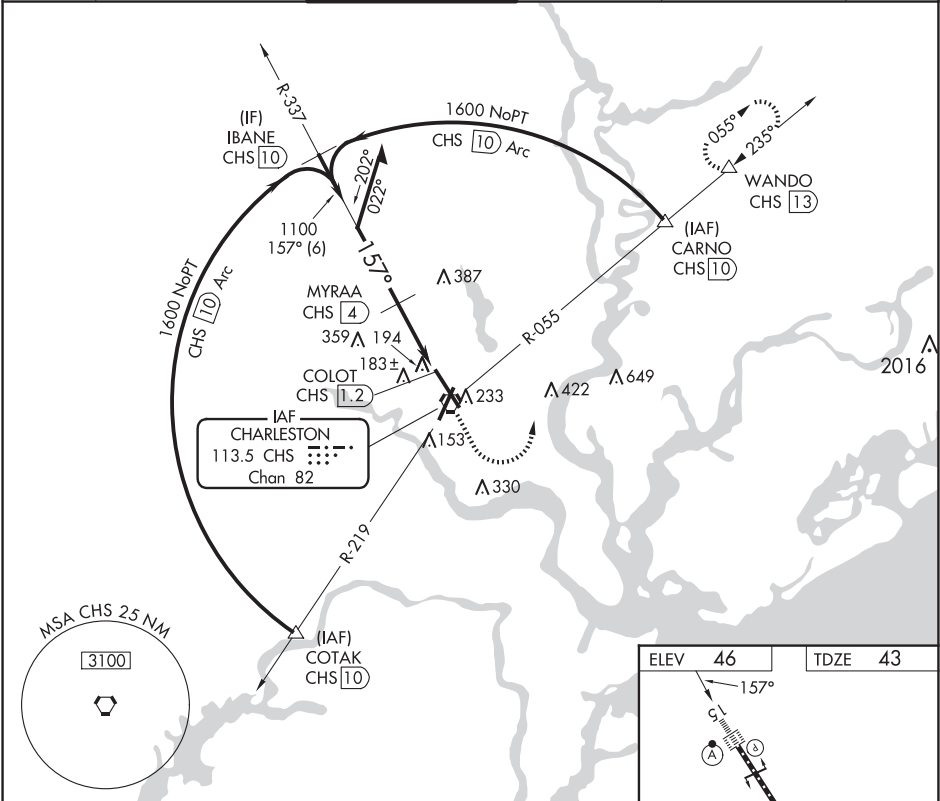


VORTAC CHS	APP CRS	Rwy Ldg	9001
113.5	157°	TDZE	43
Chan 82		Apt Elev	46

VOR Y or TACAN Y RWY 15

CHARLESTON AFB/INTL (CHS)

DME required.		ALSF-2	MISSED APPROACH: Climb to 500 then climbing left turn to 3500 on CHS VORTAC R-055 to WANDO/CHS 13 DME and hold, continue climb-in-hold to 3500.		
For inop ALS, increase S-15 Cat A/B visibility to RVR 5500 and Cat C/D visibility to RVR 6000.					
D-ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL	CPDLC
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 291.65	



# AIRPORT DIAGRAM

AL-76 (FAA)

CHARLESTON AFB/INTL (CHS)  
CHARLESTON, SOUTH CAROLINA

D-ATIS  
124.75  
CHARLESTON TOWER  
126.0 239.0  
GND CON  
121.9 348.6  
CLNC DEL  
127.325 291.65  
CPDLC  
PDC

FIELD  
ELEV  
46

JANUARY 2025  
ANNUAL RATE OF CHANGE  
0.1° W

## HANGARS

TRANSIENT ALERT

BASE OPS  
FIRE STATION  
FINGER TERMINAL

PASSENGER TERMINAL

HOT  
CARGO.

ELEV → 21 3

80°03'W

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

CARGO  
RAMP

## TERMINAL

RWY 03-21  
PCN 61 R/B/W/T  
RWY 15-33  
PCN 93 R/B/W/T

REMAIN  
OVERNIGHT RAMP

AIRCRAFT  
ASSEMBLY RAMP

## AIRPORT DIAGRAM

25163

CHARLESTON, SOUTH CAROLINA  
CHARLESTON AFB/INTL (CHS)

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

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

TOP ALTITUDE:  
4000

TAKEOFF MINIMUMS  
Rwys 15, 33: Standard.  
Rwys 3, 21: Standard with minimum  
climb of 500' per NM to 560.

- NOTE: If unable to accept climb rate,  
advise ATC on initial contact.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: RNAV 1.  
NOTE: RADAR required for non-GPS  
equipped aircraft.  
NOTE: For non-GPS equipped  
aircraft: SAV and VAN DMEs  
must be operational.

NOTE: Chart not to scale.

▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 031° to 560,  
then left turn direct HALEE, then on depicted route  
to LGRHD, thence. . . .

TAKEOFF RUNWAY 15: Climb on heading 154° to 560,  
then right turn direct LGRHD, thence. . . .

TAKEOFF RUNWAY 21: Climb on heading 211° to 560,  
then direct LGRHD, thence. . . .

TAKEOFF RUNWAY 33: Climb on heading 334° to 560,  
then left turn direct HALEE , then on depicted route  
to LGRHD, thence. . . .

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

GIPPL TRANSITION (LGRHD3.GIPPL):

SE-2, 12 JUN 2025 to 07 AUG 2025

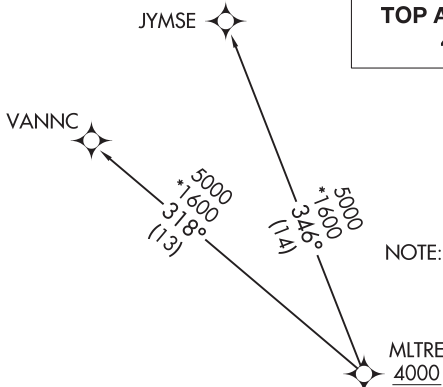
SE-2, 12 JUN 2025 to 07 AUG 2025

(MLTRE3.MLTRE) 23166

AL-76 (FAA)

CHARLESTON AFB/INTL (CHS)  
CHARLESTON, SOUTH CAROLINA**MLTRE THREE DEPARTURE (RNAV)****TOP ALTITUDE:  
4000**

D-ATIS  
124.75  
CLNC DEL  
127.325 291.65  
CPDLC  
GND CON  
121.9 348.6  
CHARLESTON TOWER  
126.0 239.0  
CHARLESTON DEP CON  
121.275 379.925



NOTE: For non-GPS equipped aircraft, CHS and VAN DMEs must be operational for takeoff Rwy 21.

TAKEOFF MINIMUMS:

Rwys 3, 15, 21, 33: Standard.

RNAV 1 - DME/DME/IRU or GPS.

RADAR required for non-GPS equipped aircraft.

**DEPARTURE ROUTE DESCRIPTION**

TAKEOFF RUNWAY 3: Climb on heading 031° to 546, then left turn direct to cross MLTRE at or above 4000, thence. . .

TAKEOFF RUNWAY 15: Climb on heading 154° to 546, then left turn direct to cross ANGRE at or above 2000 at or below 230K, then on track 333° to cross MLTRE at or above 4000, thence. . .

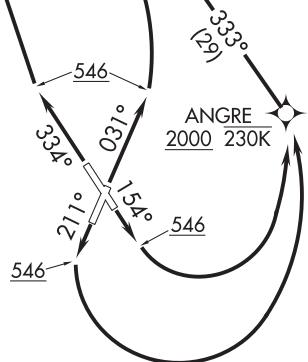
TAKEOFF RUNWAY 21: Climb on heading 211° to 546, then left turn direct to cross ANGRE at or above 2000 at or below 230K, then on track 333° to cross MLTRE at or above 4000, thence. . .

TAKEOFF RUNWAY 33: Climb on heading 334° to 546, then direct to cross MLTRE at or above 4000, thence. . .

. . . on assigned transition. Maintain 4000. Expect clearance to filed altitude 10 minutes after departure.

JYMSE TRANSITION (MLTRE3.JYMSE):

VANNC TRANSITION (MLTRE3.VANNC):

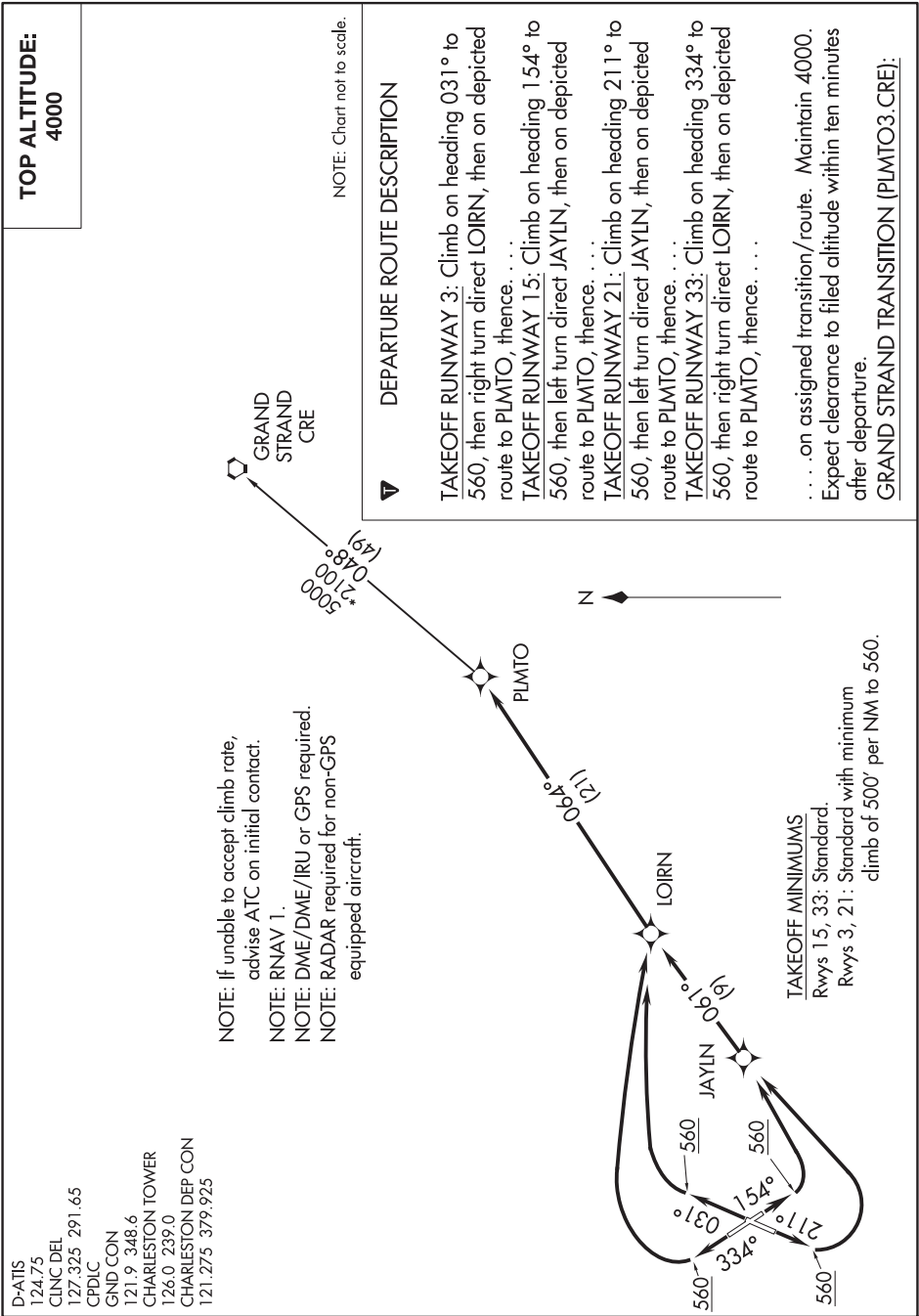


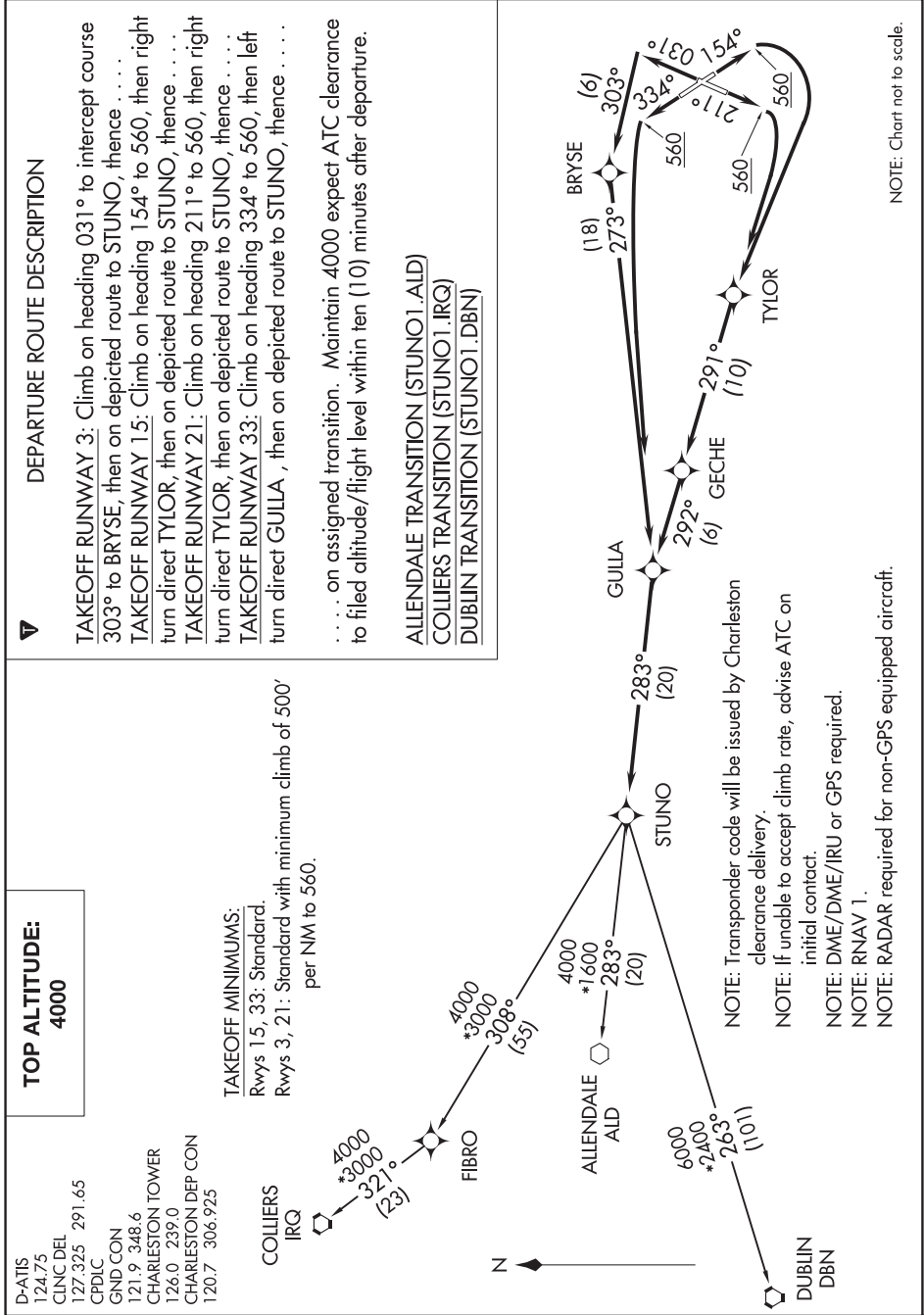
NOTE: Chart not to scale.

**MLTRE THREE DEPARTURE (RNAV)**

(MLTRE3.MLTRE) 20APR23

CHARLESTON, SOUTH CAROLINA  
CHARLESTON AFB/INTL (CHS)





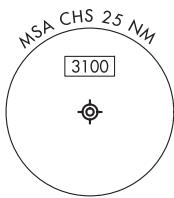
D-ATIS  
124.75  
GND CON  
121.9 348.6  
CLNC DEL  
127.325 291.65  
CPDLC  
CHARLESTON TOWER  
126.0 239.0  
CHARLESTON DEP CON  
121.275 379.925

RNAV 1 - DME/DME/IRU or GPS.  
RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE:  
4000

TAKEOFF MINIMUMS  
Rwys 3, 15, 21, 33: Standard.

NOTE: For non-GPS equipped aircraft, CHS and VAN DMEs must be operational for takeoff Rwy 21.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 031° to 546, then direct PALLI, then on track 020° to cross SWPFX at or above 4000, thence . . . .

TAKEOFF RUNWAY 15: Climb on heading 154° to 546, then left turn direct to cross ANGRE at or above 2000 at or below 230K, then on depicted route to cross SWPFX at or above 4000, thence . . . .

TAKEOFF RUNWAY 21: Climb on heading 211° to 546, then left turn direct to cross ANGRE at or above 2000 at or below 230K, then on depicted route to cross SWPFX at or above 4000, thence . . . .

TAKEOFF RUNWAY 33: Climb on heading 334° to 546, then right turn direct PALLI, then on track 020° to cross SWPFX at or above 4000, thence . . . .

. . . . on assigned transition. Maintain 4000. Expect clearance to filed altitude 10 minutes after departure.

FILLI TRANSITION (SWPFX3.FILLI)

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

CHARLESTON, SOUTH CAROLINA

AL-5354 (FAA)

23166

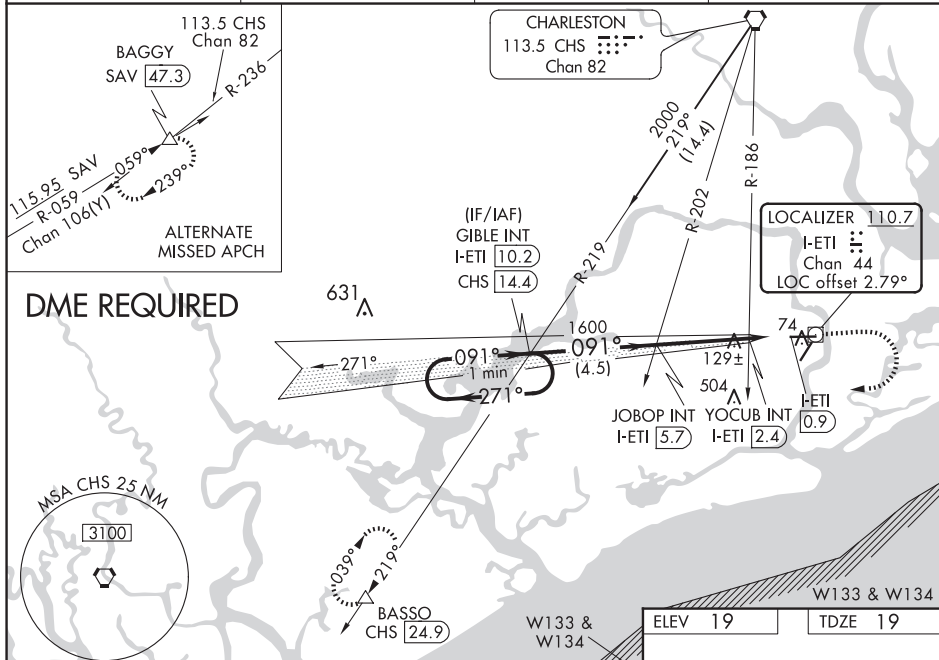
LOC/DME I-ETI <b>110.7</b> Chan <b>44</b>	APP CRS <b>091°</b>	Rwy ldg <b>5350</b> TDZE <b>19</b> Apt Elev <b>19</b>
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# **ILS or LOC RWY 9** **CHARLESTON EXEC (JZI)**

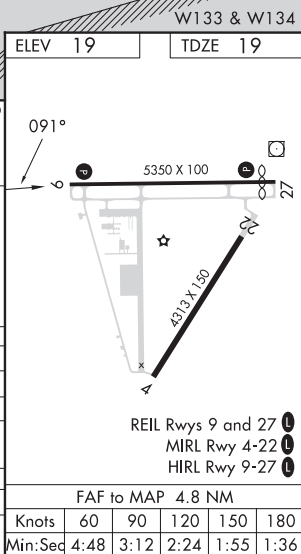
▼ DME required. Helicopter visibility reduction below  $\frac{3}{4}$  SM NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase DA to 307 feet and all MDAs 40 feet, increase S-ILS 9 visibility all Cats  $\frac{1}{8}$  SM; increase S-LOC 9 and Circling Cats C/D visibility  $\frac{1}{4}$  SM; increase S-LOC YOCUB fix minimums Cats C/D visibility  $\frac{1}{4}$  SM and Circling YOCUB fix minimums Cats C/D visibility  $\frac{1}{4}$  SM. VDP NA when using Charleston AFB/Intl altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 on heading 272° and on CHS VORTAC R-219 to BASSO/CHS 24.9 DME and hold.

AWOS-3 <b>123.775</b>	CHARLESTON APP CON <b>120.7 306.925</b>	CLNC DEL <b>119.85</b>	UNICOM <b>122.8 (CTAF)</b>
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One Minute Holding Pattern	GIBLE INT I-ETI 10.2	JOBOP INT I-ETI 5.7	YOCUB INT I-ETI 2.4	*I-ETI 1.9	I-ETI 0.9
1700	271°	091°	091°	091°	091°
GS 3.00°	TCH 51	1600	1600	1600	1600
4.5 NM	3.3 NM	0.5 NM	1 NM		
CATEGORY	A	B	C	D	
S-ILS 9	275- $\frac{3}{4}$	256 (300- $\frac{3}{4}$ )			
S-LOC 9	520-1	501 (600-1)	520- $\frac{13}{8}$	501 (600- $\frac{13}{8}$ )	
CIRCLING	520-1	501 (600-1)	860- $\frac{21}{2}$	860- $\frac{23}{4}$	
			841 (900- $\frac{21}{2}$ )	841 (900- $\frac{23}{4}$ )	
YOCUB FIX MINIMUMS (DUAL VOR RECEIVERS or DME REQUIRED)					
S-LOC 9	380-1	361 (400-1)	380- $\frac{11}{8}$	361 (400- $\frac{11}{8}$ )	
CIRCLING	460-1	480-1	860- $\frac{21}{2}$	860- $\frac{23}{4}$	
	441 (500-1)	461 (500-1)	841 (900- $\frac{21}{2}$ )	841 (900- $\frac{23}{4}$ )	



CHARLESTON, SOUTH CAROLINA

Amdt 2E 15JUN23

32°42'N-80°00'W

CHARLESTON EXEC (JZI)  
**ILS or LOC RWY 9**

SE-2, 12 JUN 2025 to 07 AUG 2025



APP CRS  
**037°**

Rwy Idg  
**4313**

TDZE  
**13**

Apt Elev  
**19**

**RNAV (GPS) RWY 4**

CHARLESTON EXEC (JZI)

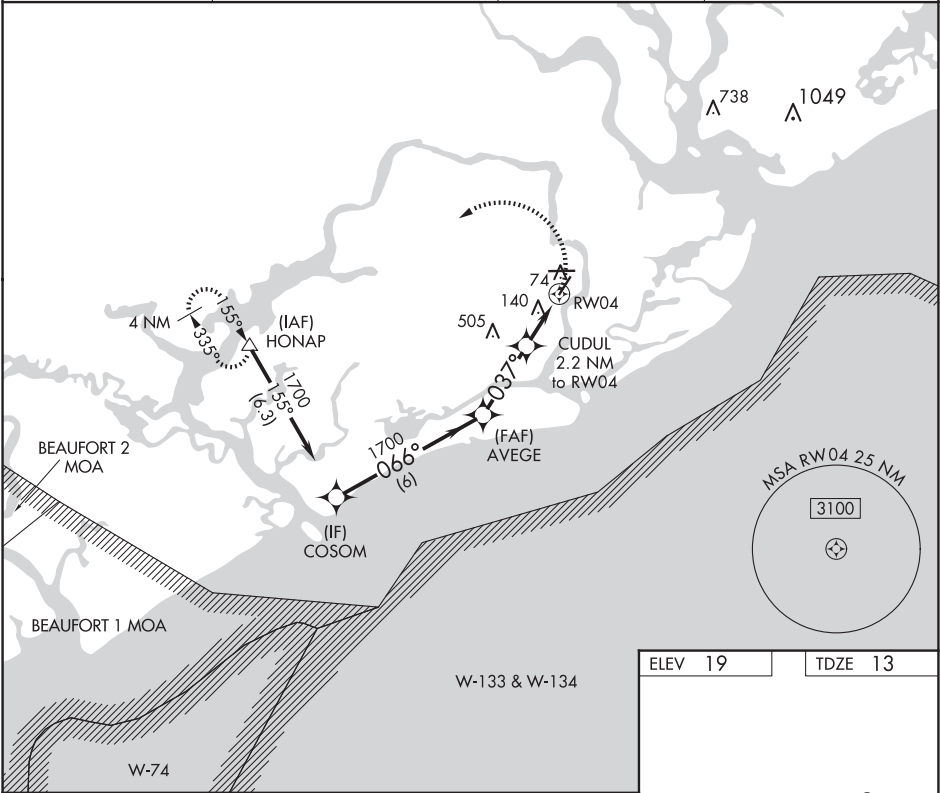
▼

▲

DME/DME RNP-0.3 NA. When local alimeter setting not received, use Charleston AFB/Intl alimeter setting and increase all MDAs 40 feet; increase LNAV Cat D and Circling visibility Cats C/D ¼ SM.

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

AWOS-3 <b>123.775</b>	CHARLESTON APP CON <b>120.7 306.925</b>	CLNC DEL <b>119.85</b>	UNICOM <b>122.8 (CTAF) 0</b>
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VGSI and descent angles not coincident.

2000

HONAP

▲

COSOM

AVEGE

CUDUL

RWY04

1700

066°

1700

037°

740

3.04°

TCH 40

6 NM

2.9 NM

2.2 NM

Procedure Turn NA

6

5350 X 100

27

4313 X 150

037° to RWY04

REIL Rwy 9 and 27

MIRL Rwy 4-22

HIRL Rwy 9-27

CATEGORY	A	B	C	D
LNAV MDA	420-1	407 (500-1)	420-1¼	407 (500-1¼)
CIRCLING	460-1 441 (500-1)	480-1 461 (500-1)	860-2½ 841 (900-2½)	860-2¾ 841 (900-2¾)

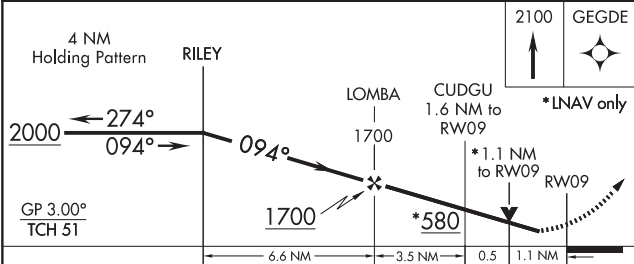
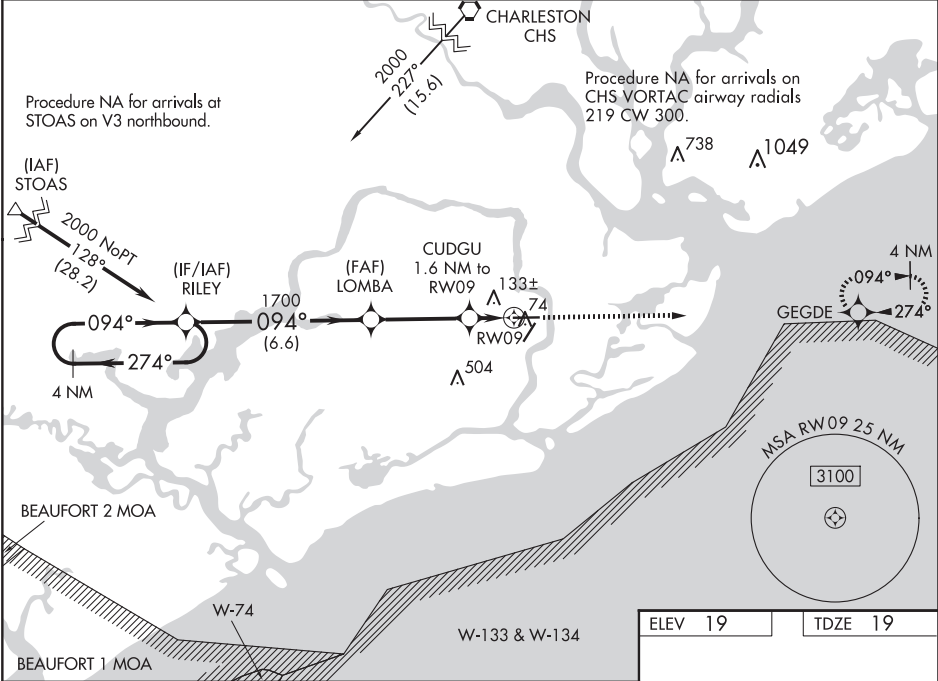
WAAS CH <b>53305</b> <b>W09A</b>	APP CRS <b>094°</b>	Rwy ldg TDZE Apt Elev <b>19</b>
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RNAV (GPS) RWY 9  
CHARLESTON EXEC (JZI)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F).  
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Charleston AFB/Intl altimeter setting. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase LPV DA to 251 feet; increase LNAV/VNAV DA to 346 feet and all MDAs 40 feet; increase LNAV Cats C/D ¼ SM and Circling visibility Cats C/D ¼ SM.

MISSED APPROACH:  
Climb to 2100 direct GEGDE and hold.

AWOS-3 <b>123.775</b>	CHARLESTON APP CON <b>120.7 306.925</b>	CLNC DEL <b>119.85</b>	UNICOM <b>122.8 (CTAF) 1</b>
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CATEGORY	A	B	C	D
LPV DA		219-¾	200 (200-¾)	
LNAV/VNAV DA		314-1	295 (300-1)	
LNAV MDA	400-1	381 (400-1)	400-1½	381 (400-1½)
CIRCLING	460-1 441 (500-1)	480-1 461 (500-1)	860-2½ 841 (900-2½)	860-2¾ 841 (900-2¾)

ELEV 19 TDZE 19

4 NM Holding Pattern

GP 3.00° TCH 51

REIL Rwy 9 and 27 1  
MIRL Rwy 4-22 1  
HIRL Rwy 9-27 1

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>77701</b> <b>W27A</b>	APP CRS <b>274°</b>	Rwy Idg TDZE <b>15</b> Apt Elev <b>19</b>	<b>5000</b>
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RNAV (GPS) RWY 27

CHARLESTON EXEC (JZI)

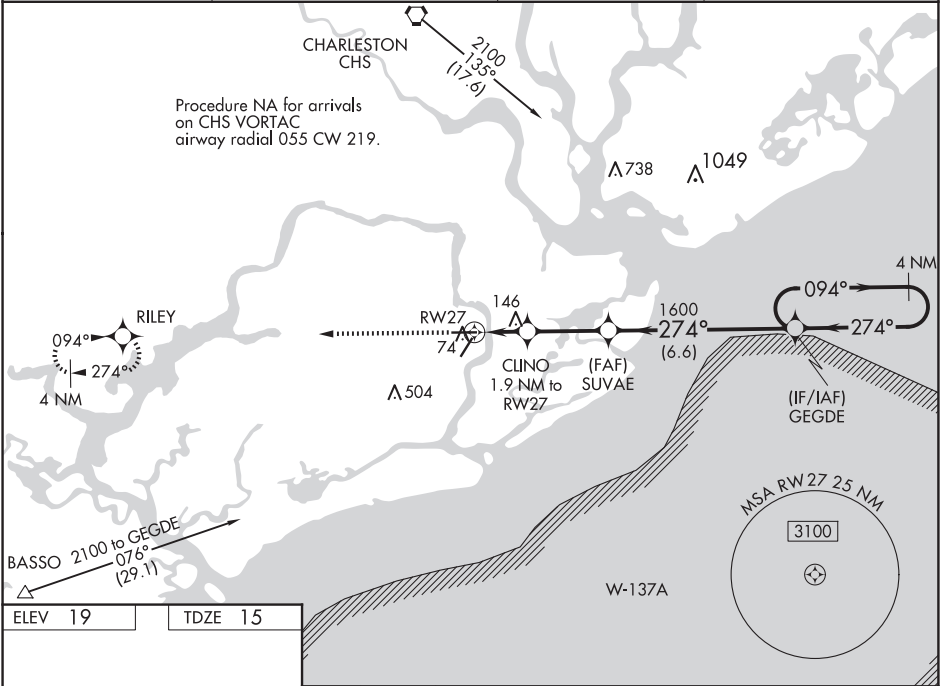
⚠

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase LPV DA to 297 feet, increase LNAV/VNAV DA to 335 feet, increase all MDAs 40 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C/D visibility 1⁄8 SM, and Circling visibility Cats C/D 1⁄4 SM. Baro-VNAV and VDP NA when using Charleston AFB/Intl altimeter setting.

MISSED APPROACH:  
Climb to 2000 direct RILEY and hold.

AWOS-3 <b>123.775</b>	CHARLESTON APP CON <b>120.7 306.925</b>	CLNC DEL <b>119.85</b>	UNICOM <b>122.8</b> (CTAF) <b>📻</b>
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ELEV 19	TDZE 15
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2000

RILEY

274° to RW27

5350 X 100

4313 X 150

\*LNAV only.

CLINO 1.9 NM to RW27

SUVAE 1600

GEGDE 2100

4 NM Holding Pattern

094° → 2100

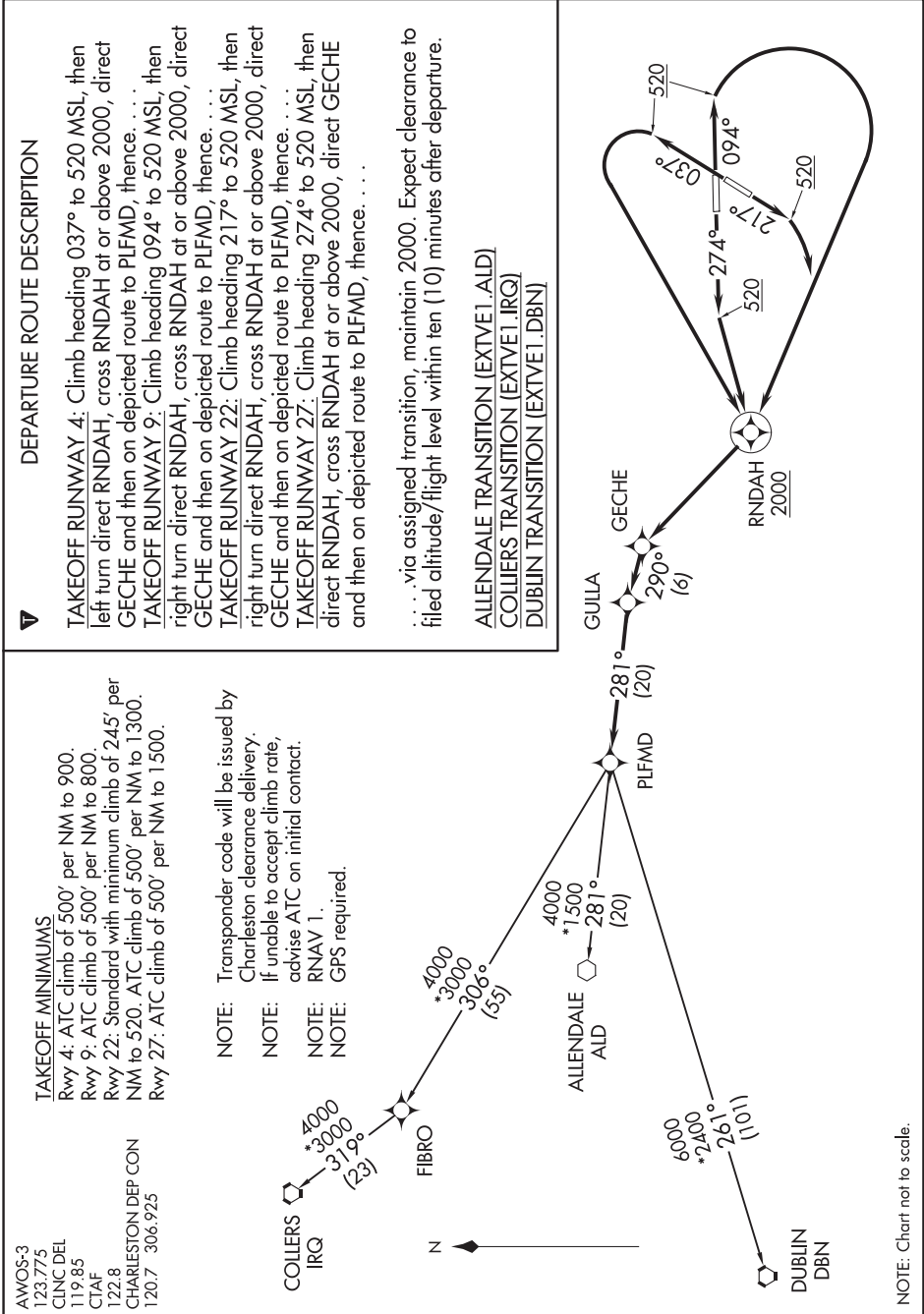
← 274°

GP 3.00°

TCH 42

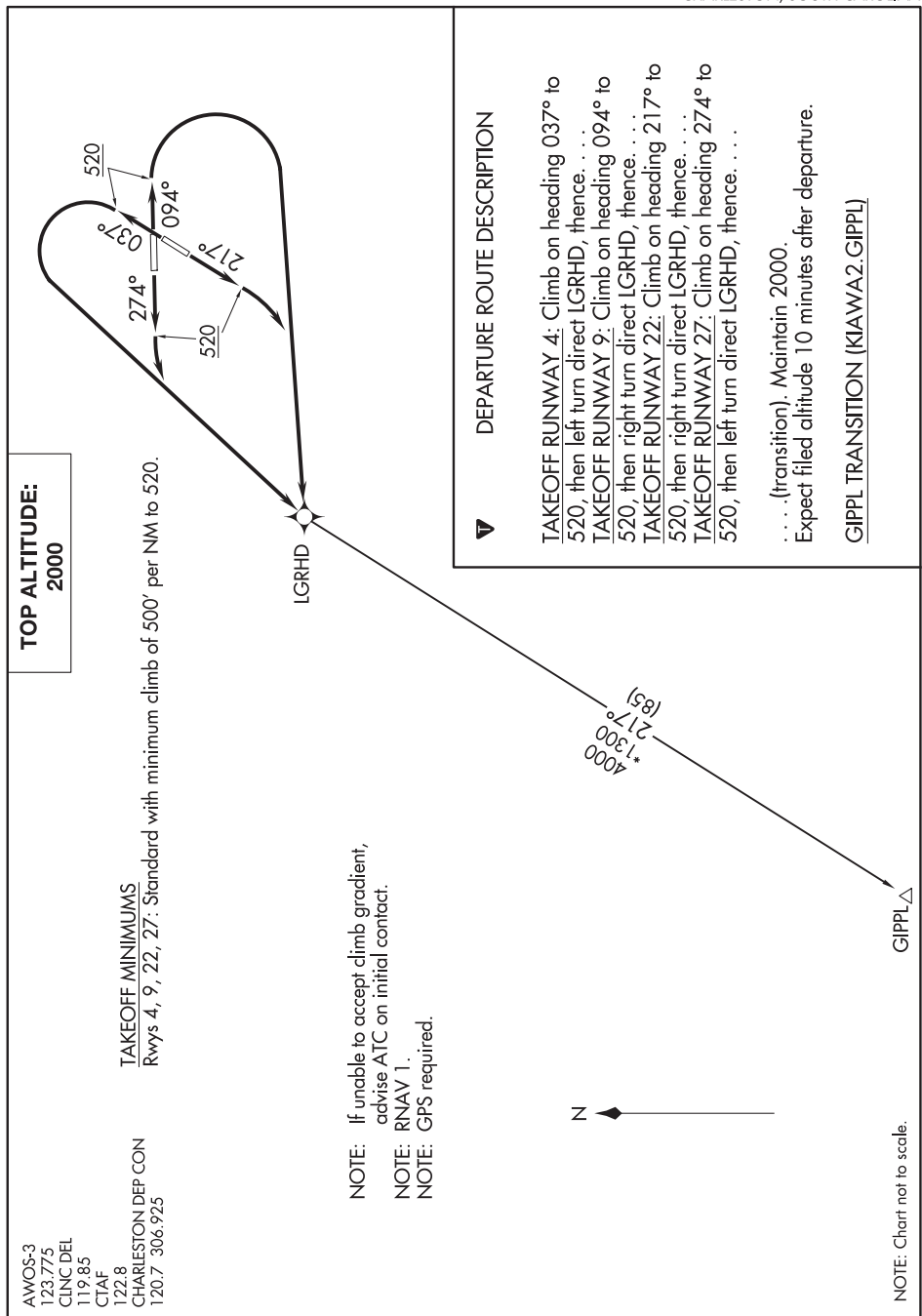
CATEGORY	A	B	C	D
LPV DA	265-7⁄8 250 (300-7⁄8)			
LNAV/VNAV DA	303-1 288 (300-1)			
LNAV MDA	400-1	385 (400-1)	400-1 1⁄8	385 (400-1 1⁄8)
CIRCLING	460-1 441 (500-1)	480-1 461 (500-1)	860-2 1⁄2 841 (900-2 1⁄2)	860-2 3⁄4 841 (900-2 3⁄4)

EXECUTIVE ONE DEPARTURE (RNAV)



EXECUTIVE ONE DEPARTURE (RNAV)

## KIAWAH TWO DEPARTURE (RNAV)



(KMBEE2.KMBEE) 23334

AL-5354 (FAA)

CHARLESTON EXEC (JZI)  
CHARLESTON, SOUTH CAROLINA

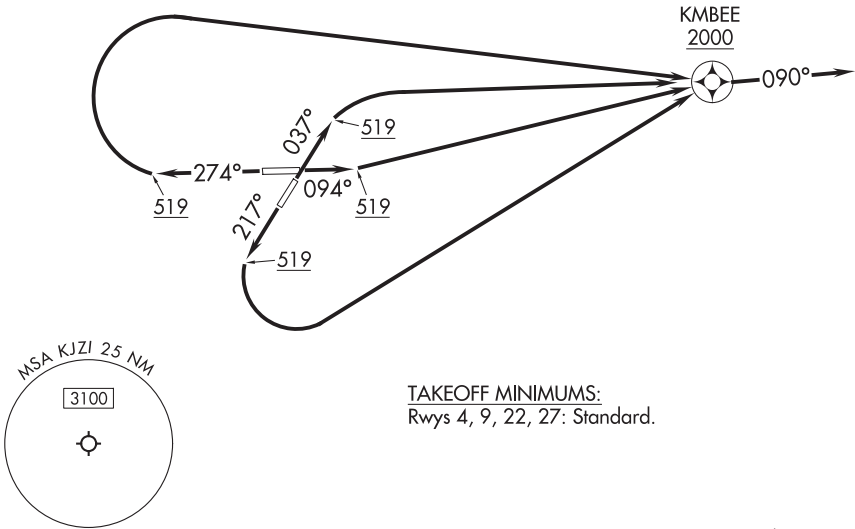
KMBEE TWO DEPARTURE (RNAV)

AWOS-3  
123.775  
CLNC DEL  
119.85  
CTAF  
122.8  
CHARLESTON DEP CON  
121.275 379.925

TOP ALTITUDE:  
2000

RNAV 1 - GPS.  
RADAR required.

NOTE: If unable to accept crossing restriction,  
advise ATC on initial contact.



TAKEOFF MINIMUMS:  
Rwys 4, 9, 22, 27: Standard.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAY 4:** Climb on heading 037° to 519, then right turn direct KMBEE, cross KMBEE at or above 2000, thence. . .  
**TAKEOFF RUNWAY 9:** Climb on heading 094° to 519, then direct KMBEE, cross KMBEE at or above 2000, thence. . .  
**TAKEOFF RUNWAY 22:** Climb on heading 217° to 519, then left turn direct KMBEE, cross KMBEE at or above 2000, thence. . .  
**TAKEOFF RUNWAY 27:** Climb on heading 274° to 519, then right turn direct KMBEE, cross KMBEE at or above 2000, thence. . .  
...fly heading 090° or as assigned by ATC for RADAR vectors, maintain 2000.  
Expect filed altitude 10 minutes after departure.

KMBEE TWO DEPARTURE (RNAV)  
(KMBEE2.KMBEE) 30NOV23

CHARLESTON, SOUTH CAROLINA  
CHARLESTON EXEC (JZI)

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-PEP

**111.3**

Chan 50

APP CRS

**183°**

Rwy Idg

**10000**

TDZE

**742**

Apt Elev

**748**

ILS or LOC RWY 18C

CHARLOTTE/DOUGLAS INTL (CLT)

RADAR required for procedure entry. DME or RADAR required

✎

Circling NA at night. Simultaneous approach authorized. For inop ALS, increase S-LOC 18C Cat C/D visibility to 1<sup>3</sup>/<sub>8</sub> SM.

⚠

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

MALSR

MISSED APPROACH: Climb to 3000 on CLT VOR/DME R-181 to DENNE INT/ CLT 12.7 DME/RADAR and hold.

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

JEDKO I-PEP 24.5 RADAR	LERDY I-PEP 21.3 RADAR	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69).	FERSA I-PEP 18.2 RADAR	TOMME I-PEP 15 RADAR	HAGUL I-PEP 11.9 RADAR	OZEJI I-PEP 8.7 RADAR	CYLOW I-PEP 6.9 RADAR	DENNE INT
8000	7000	6000	5000	4000	3000	2400	2400	2400
GS 3.00° TCH 55	183°	183°	183°	183°	183°	183°	183°	183°
3.2 NM	3.2 NM	3.1 NM	3.2 NM	3.1 NM	1.9 NM	3.7 NM	1.3	
CATEGORY	A	B	C	D				
S-ILS 18C **	942/24		200 (200-1/2)					
S-LOC 18C	1220/24 478 (500-1/2)		1220/50 478 (500-1)					
CIRCLING	1380-1 632 (700-1)		1500-2 1/4 752 (800-2 1/4)		1500-2 1/2 752 (800-2 1/2)			

HIRL all Rwys

REIL Rwys 18L and 23

TDZ/CL Rwys 18R, 36L, 36C and 36R

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CHARLOTTE, NORTH CAROLINA

Amdt 11 15AUG19

35°13'N-80°57'W

115

CHARLOTTE/DOUGLAS INTL (CLT)

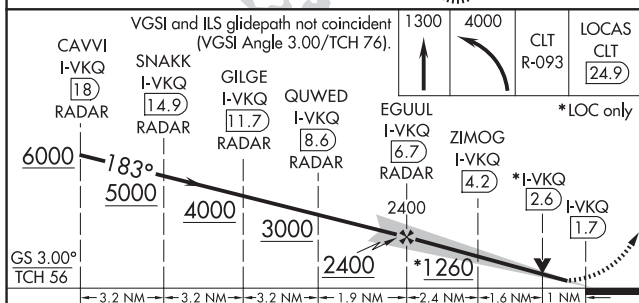
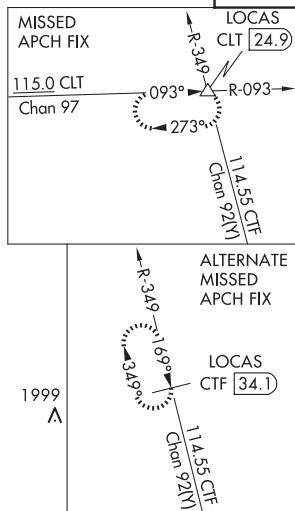
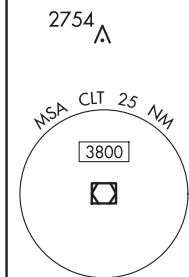
ILS or LOC RWY 18C

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

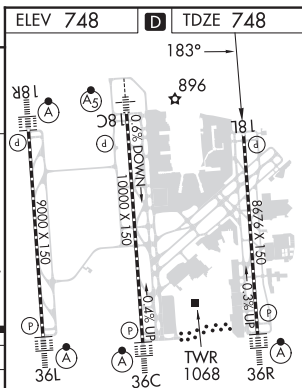
**MISSED APPROACH:** Climb to 1300 then climbing left turn to 4000 on CLT VOR/DME R-093 to LOCAS INT/CLT 24.9 DME and hold.

**A** Rwy 18L helicopter visibility reduction below RVR 4000 NA.

Diagram illustrating a flight path and navigation aids. The main track shows a descent from 5000 to 890 feet, with various radar and navigation aids. Key waypoints include (IAF) CAVVI, (IF) SNAKK, GILGE, QUWED, EGUUL, ZIMOG, and a LOCALIZER at 110.35. A missed approach fix is shown at 115.0 CLT, Chan 97, with a 114.55 CTF. An alternate missed approach fix is also shown at 114.55 CTF. A 2754 A is shown near the 3800 MSA CLT 25 NM. A 1999 A is shown near the 1190 MSA CLT 25 NM. A 1323 A is shown near the 110.35 LOCALIZER. A 1633 A is shown near the 1190 MSA CLT 25 NM. A 926 A is shown near the 890 MSA CLT 25 NM. A 930 A is shown near the 890 MSA CLT 25 NM.



CATEGORY	A	B	C	D
S-ILS 18L	1002/40 254 (300-¾)			
S-LOC 18L	1260/55 512 (600-1)		1260-1⅜ 512 (600-1⅜)	
ZIMOG FIX MINIMUMS (DME REQUIRED)				
S-LOC 18L	1140/55 392 (400-1)		1140/60 392 (400-1¼)	



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

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-2, 12 JUN 2025 to 07 AUG 2025

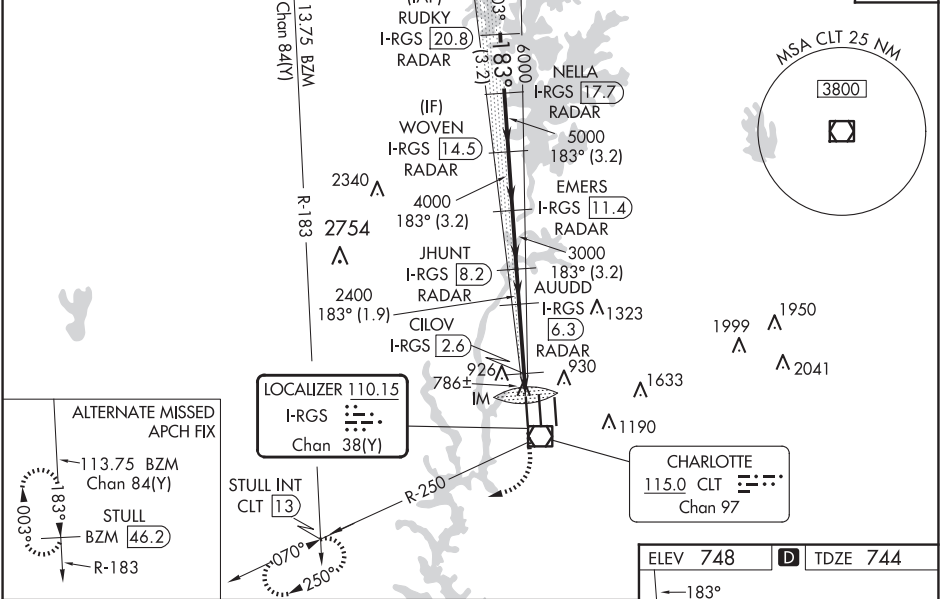


LOC/DME I-RGS <b>110.15</b> Chan <b>38</b> (Y)	APP CRS <b>183°</b>	Rwy Idg <b>9000</b> TDZE <b>744</b> Apt Elev <b>748</b>
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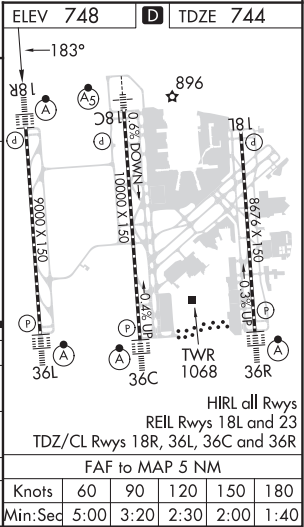
ILS or LOC RWY 18R  
CHARLOTTE/DOUGLAS INTL (CLT)

RADAR required for procedure entry. DME or RADAR required.		ALSIF-2 	MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 on CLT VOR/DME R-250 to STULL INT/CLT 13 DME and hold, continue climb-in-hold to 4000.
Simultaneous approach authorized. CILOV minimums: For inop ALS, increase S-LOC 18R all Cats visibility to RVR 4500.			

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



VGSi and ILS glidepath not coincident (VGSi Angle 2.80/TCH 65).					<div>1200</div> <div>4000</div> <div>↑</div> <div>CLT</div> <div>R-250</div>		STULL INT	
RUDKY I-RGS <b>20.8</b> RADAR	NELLA I-RGS <b>17.7</b> RADAR	WOVEN I-RGS <b>14.5</b> RADAR	EMERS I-RGS <b>11.4</b> RADAR	JHUNT I-RGS <b>8.2</b> RADAR	AUDD I-RGS <b>6.3</b> RADAR	CILOV I-RGS <b>2.6</b>	*LOC only	
<div>7000</div> <div>6000</div> <div>5000</div> <div>4000</div> <div>3000</div> <div>2400</div> <div>2400</div> <div>1200</div> <div>GS 3.00° TCH 55</div> <div>183°</div> <div>← 3.2 NM →</div> <div>3.2 NM</div> <div>3.2 NM</div> <div>3.2 NM</div> <div>1.9 NM</div> <div>3.7 NM</div> <div>0.5</div> <div>0.7</div> <div>0.1</div> <div>→</div>								
CATEGORY		A		B		C		D
S-ILS 18R		944/18 200 (200-½)						
S-LOC 18R		1200/24 456 (500-½)			1200/45 456 (500-¾)			
CILOV FIX MINIMUMS (DME REQUIRED)								
S-LOC 18R		1040/24 296 (300-½)						



SE-2, 12 JUN 2025 to 07 AUG 2025

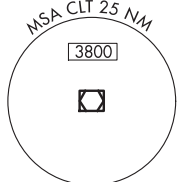
SE-2, 12 JUN 2025 to 07 AUG 2025

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

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



LOCALIZER 111.7  
I-DQG 

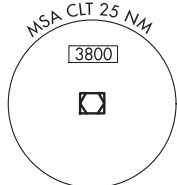


CHARLOTTE/DOUGLAS INTL (CLT)  
ILS or LOC RWY 36C

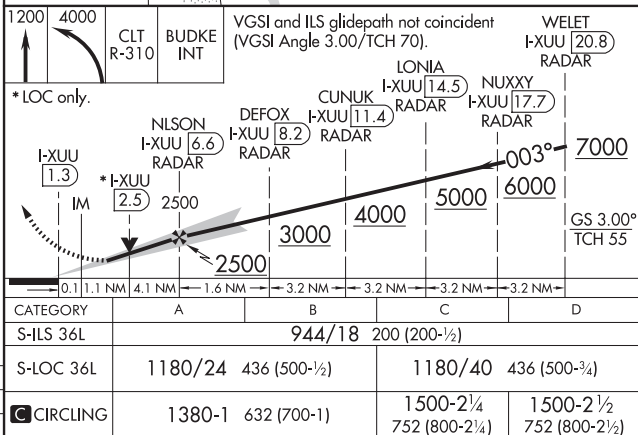
ILS or LOC RWY 36L  
CHARLOTTE/DOUGLAS INTL (CLT)

**MISSED APPROACH:** Climb to 1200 then climbing left turn to 4000 on CLT VOR/DME R-310 to BUDKE/CLT 16 DME and hold.

LOCALIZER 110.15  
I-XUU   
Chan 38(Y)



## RADAR REQUIRED



SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-BQC <b>108.9</b> Chan <b>26</b>	APP CRS <b>003°</b>	Rwy Idg <b>8390</b> TDZE <b>727</b> Apt Elev <b>748</b>
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# ILS or LOC RWY 36R

CHARLOTTE/DOUGLAS INTL (CLT)

⚠ Circling NA at night. Simultaneous approach authorized. DME or RADAR required.		ALS-F-2 ⚠	MISSED APPROACH: Climb to 1320 then climbing right turn to 4000 on CLT VOR/DME R-093 to LOCAS INT/24.9 DME and hold.	
D-ATIS ARR <b>121.15</b> DEP <b>132.1</b>	CHARLOTTE APP CON (001°-119°) <b>128.32</b> (120°-295°) <b>120.05</b> (296°-360°) <b>134.75</b> (180°-359°) <b>257.2</b> (360°-179°) <b>307.8</b>	CHARLOTTE TOWER (Rwys 18L-36R) <b>118.1 257.8</b> (Rwy 18C-36C) <b>126.4 257.8</b> (Rwy 18R-36L) <b>133.35 257.8</b>	GND CON <b>121.8 348.6 (WEST)</b> <b>121.9 348.6 (EAST)</b>	CLNC DEL <b>127.15</b> <b>348.6</b>

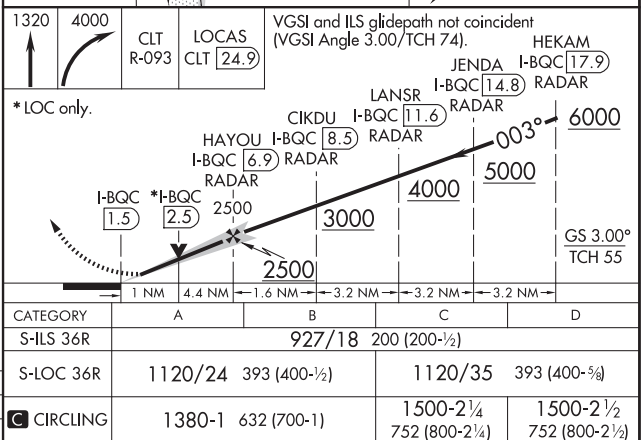
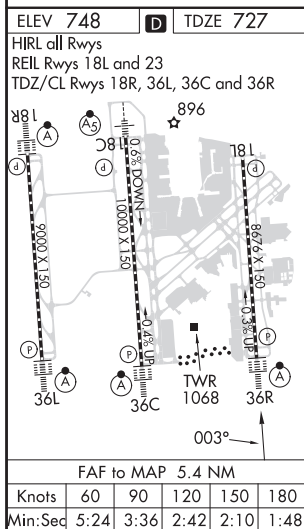
LOCALIZER 108.9  
I-BQC  
Chan 26

CHARLOTTE  
115.0 CLT  
Chan 97

MSA CLT 25 NM

3800

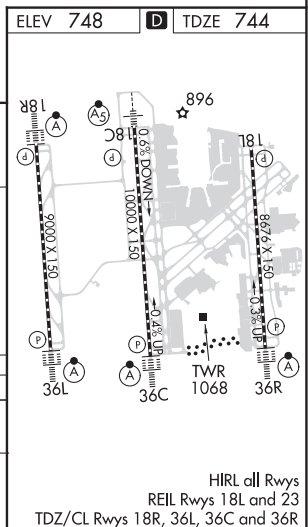
## RADAR REQUIRED



ILS RWY 18R (SA CAT I)  
CHARLOTTE/DOUGLAS INTL (CLT)

ALSF-2

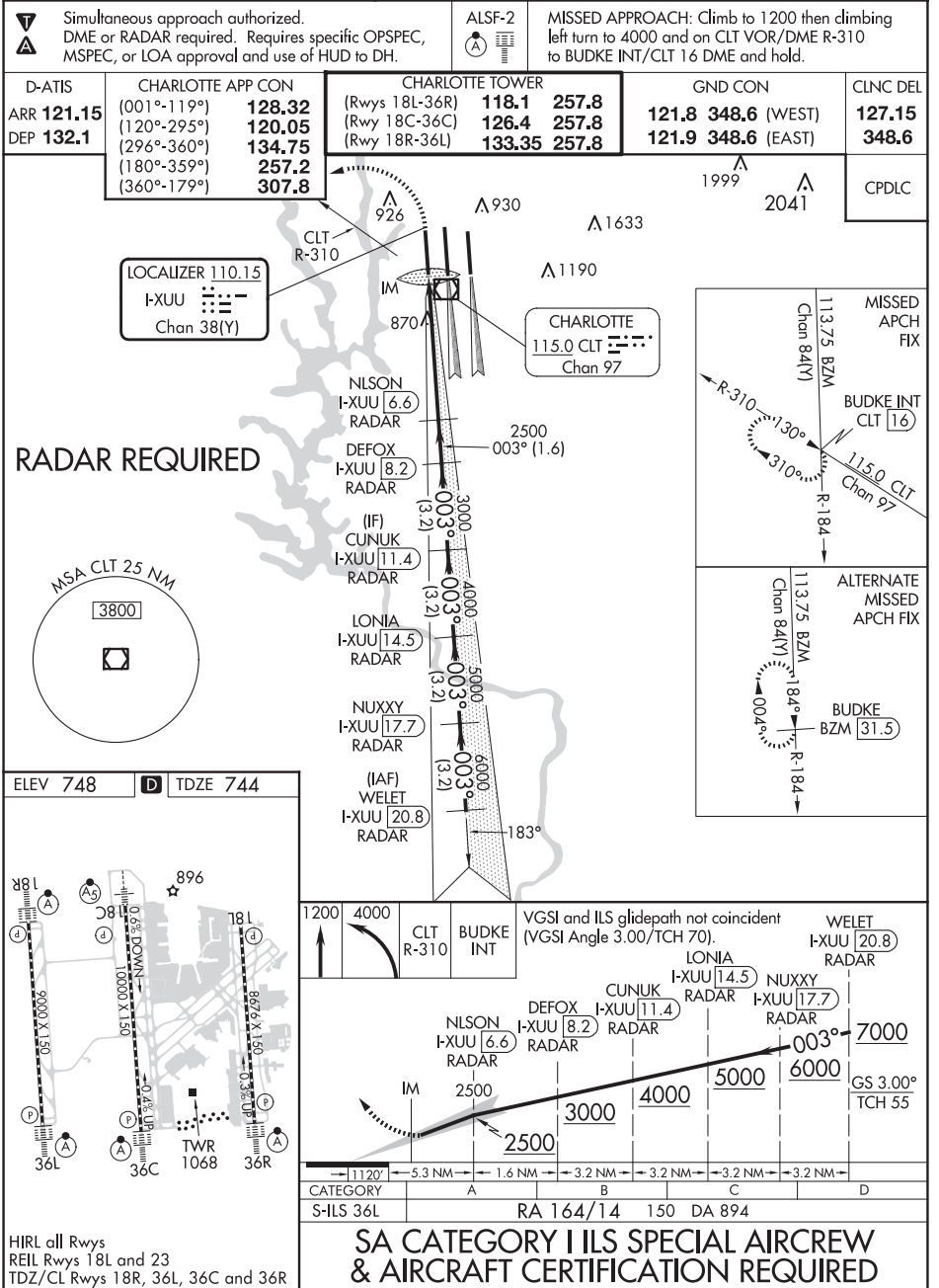
**MISSED APPROACH:** Climb to 1200 then climbing right turn to 4000 on CLT VOR/DME R-250 to STULL INT/CLT 13 DME and hold, continue climb-in-hold to 4000.

CPDLC

SE-2, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-XUU <b>110.15</b> Chan <b>38</b> (Y)	APP CRS <b>003°</b>	Rwy Idg TDZE <b>744</b> Apt Elev <b>748</b>	<b>9000</b>
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**ILS RWY 36L (SA CAT I)**  
CHARLOTTE/DOUGLAS INTL (CLT)



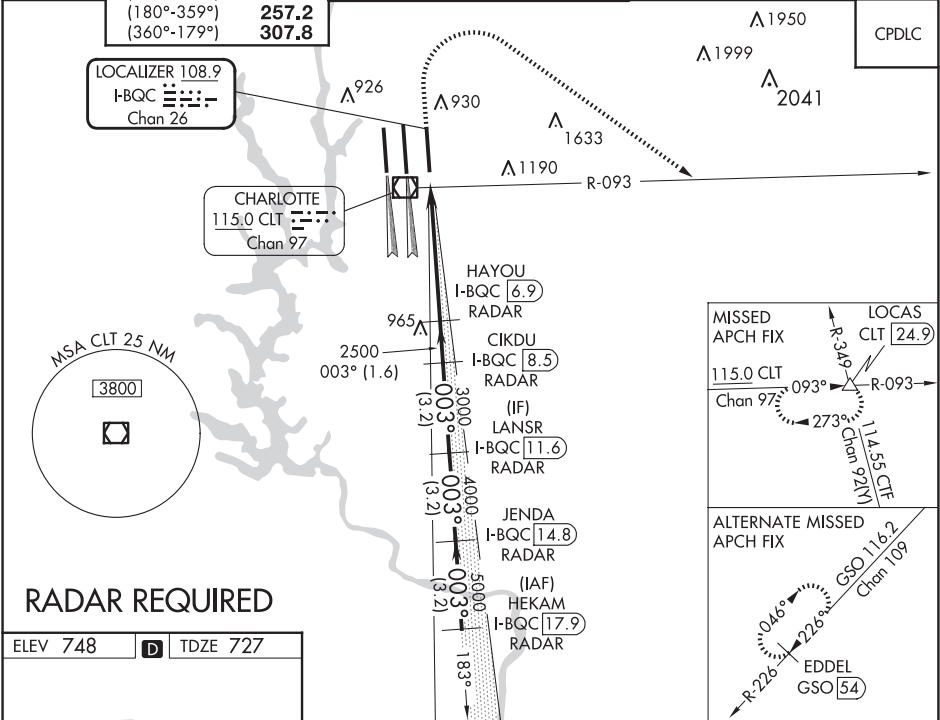
SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

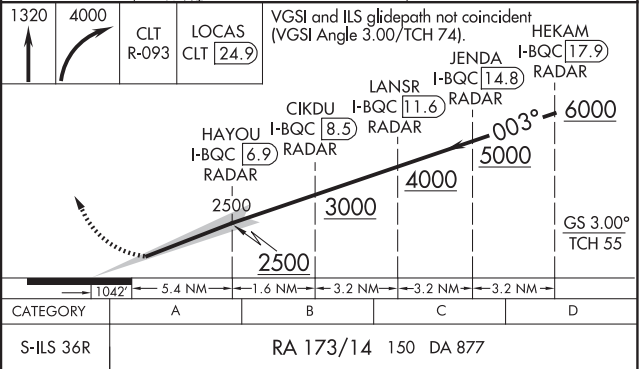
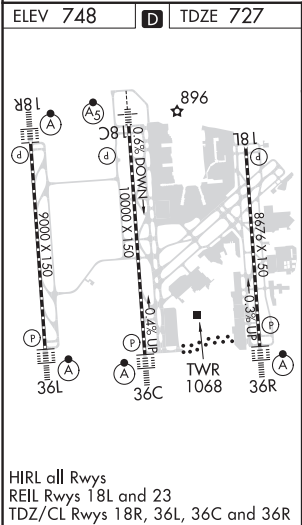
LOC/DME I-BQC <b>108.9</b> Chan <b>26</b>	APP CRS <b>003°</b>	Rwy Idg <b>8390</b> TDZE <b>727</b> Apt Elev <b>748</b>	ILS RWY 36R (SA CAT I) CHARLOTTE/DOUGLAS INTL (CLT)
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<div>Simultaneous approach authorized. DME or RADAR required. Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to DH.</div>	<div>ALS-F-2 </div>	<div>MISSED APPROACH: Climb to 1320 then climbing right turn to 4000 on CLT VOR/DME R-093 to LOCAS INT/24.9 DME and hold.</div>
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D-ATIS ARR <b>121.15</b> DEP <b>132.1</b>	CHARLOTTE APP CON (001°-119°) <b>128.32</b> (120°-295°) <b>120.05</b> (296°-360°) <b>134.75</b> (180°-359°) <b>257.2</b> (360°-179°) <b>307.8</b>	CHARLOTTE TOWER (Rwys 18L-36R) <b>118.1 257.8</b> (Rwy 18C-36C) <b>126.4 257.8</b> (Rwy 18R-36L) <b>133.35 257.8</b>	GND CON <b>121.8 348.6</b> (WEST) <b>121.9 348.6</b> (EAST)	CLNC DEL <b>127.15</b> <b>348.6</b>
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RADAR REQUIRED



SA CATEGORY I ILS SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED



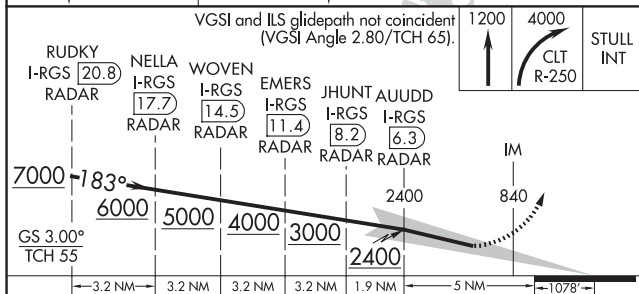
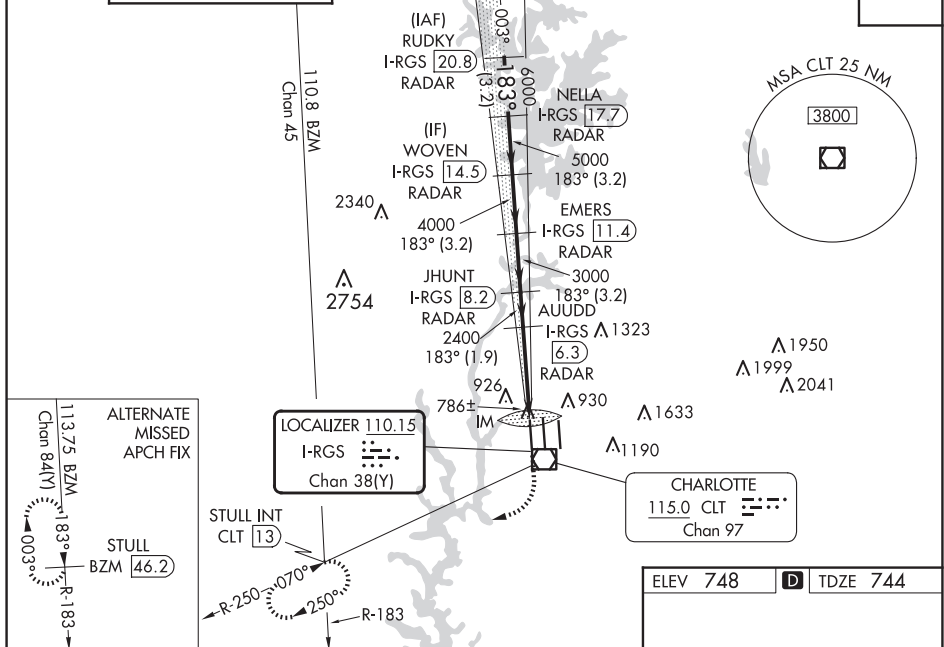
**ILS RWY 18R (CAT II & III)**  
CHARLOTTE/DOUGLAS INTL (CLT)

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

Simultaneous approach authorized.

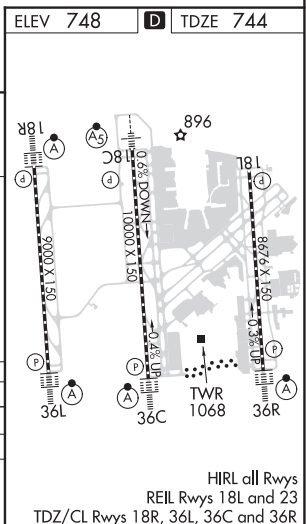


D-ATIS	CHARLOTTE APP CON	CHARLOTTE TOWER	GND CON	CLNC DEL
ARR <b>121.15</b>	(001°-119°) <b>128.32</b>	(Rwys 18L-36R) <b>118.1 257.8</b>	<b>121.8 348.6 (WEST)</b>	<b>127.15</b>
DEP <b>132.1</b>	(120°-295°) <b>120.05</b>	(Rwy 18C-36C) <b>126.4 257.8</b>	<b>121.9 348.6 (EAST)</b>	<b>348.6</b>
	(296°-360°)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



CATEGORY	A	B	C	D
S-ILS 18R	CAT II RA 106/12 100 DA 844			
S-ILS 18R	CAT III RVR 06			

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





SE-2, 12 JUN 2025 to 07 AUG 2025

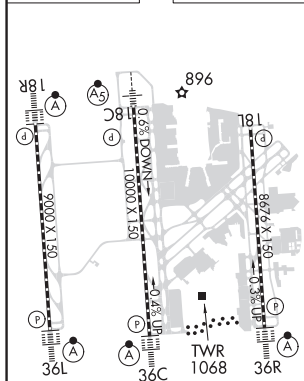
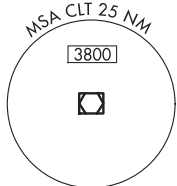
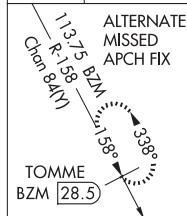
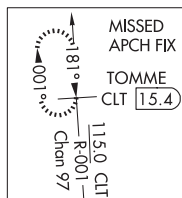
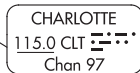


LOC I-DQG <b><u>111.7</u></b>	APP CRS <b>003°</b>	Rwy Idg <b>10000</b> TDZE <b>707</b> Apt Elev <b>748</b>
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**ILS RWY 36C (CAT II & III)**  
CHARLOTTE/DOUGLAS INTL (CLT)

RADAR required for procedure entry. DME or RADAR required.		ALSF-2	MISSED APPROACH: Climb to 3000 on CLT VOR/DME R-001 to TOMME/CLT 15.4 DME and hold.	
 Simultaneous approach authorized. DQG ILS LLZ Rwy 36C unusable for rollout guidance.				
D-ATIS	CHARLOTTE APP CON	CHARLOTTE TOWER	GND CON	CLNC DEL
APP 121.15	(001°-119°) 128.32	(Rwys 18L-36R) 118.1 257.8	121.8 348.6 (WEST)	127.15
DER 132.1	(120°-295°) 120.05	(Rwy 18C-36C) 126.4 257.8	121.9 348.6 (EAST)	348.6
	(296°-240°) 124.75	(Rwy 18R-36L) 133.35 257.8		

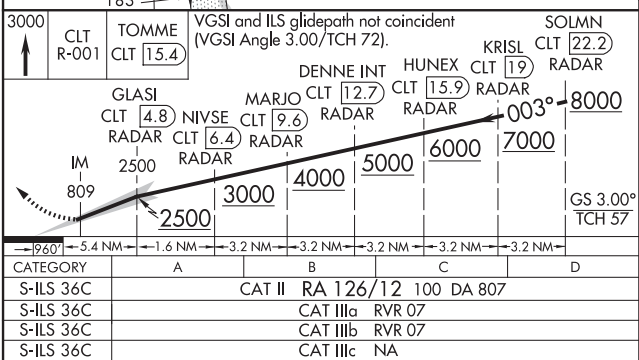
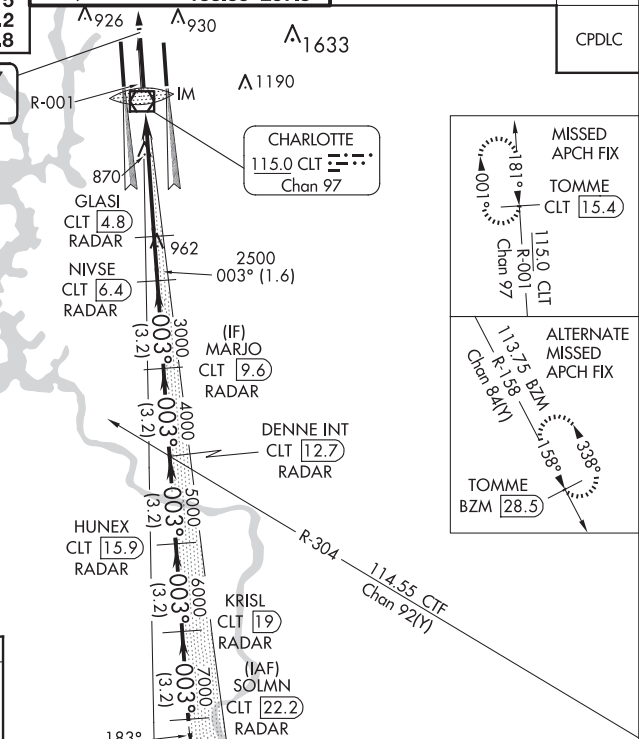
(270°-300°)	154.75		CPDLC
(180°-359°)	257.2		
(360°-179°)	307.8		



HIRL all Rwy's  
REIL Rwy's 18L and 23  
TDZ/CL Rwy's 18R, 36L, 36C and 36R

CHARLOTTE, NORTH CAROLINA

Amdt 17 12SEP19



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

CHARLOTTE/DOUGLAS INTL (CLT)

35°13'N-80°57'W ILS RWY 36C (CAT II &amp; III)

CHARLOTTE, NORTH CAROLINA

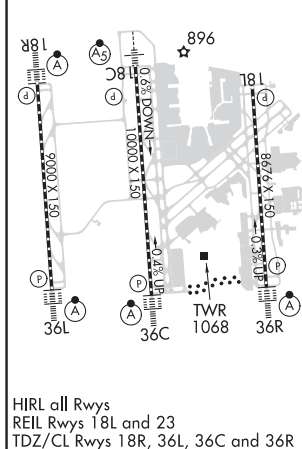
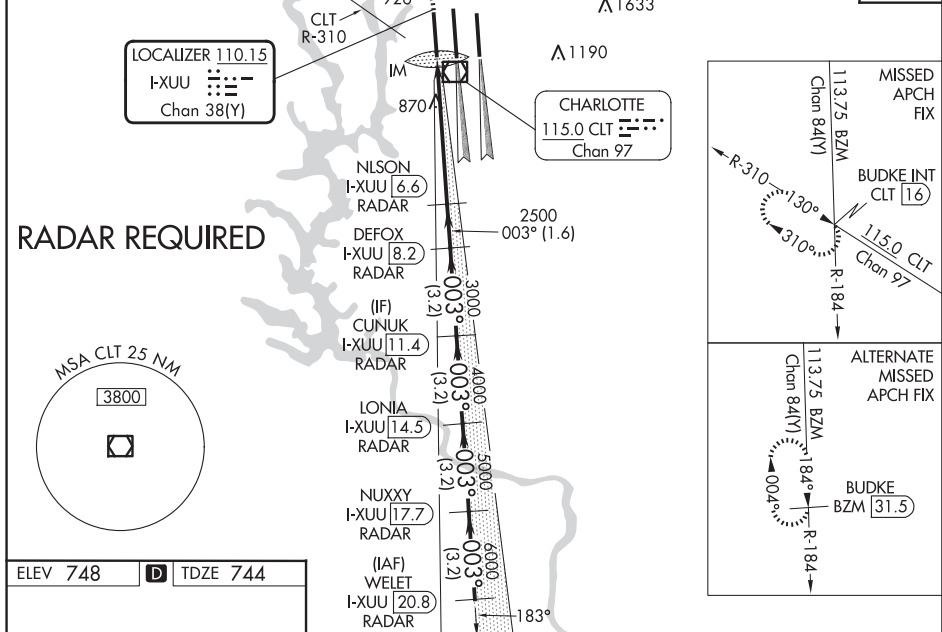
AL-78 (FAA)

25051

LOC/DME I-XUU <b>110.15</b> Chan <b>38(Y)</b>	APP CRS <b>003°</b>	Rwy Idg TDZE <b>744</b> Apt Elev <b>748</b>	<b>9000</b>
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# **ILS RWY 36L (CAT II & III)** **CHARLOTTE/DOUGLAS INTL (CLT)**

<b>Simultaneous approach authorized.</b> DME or RADAR required.		<b>ALSIF-2</b> 	<b>MISSED APPROACH:</b> Climb to 1200 then climbing left turn to 4000 on CLT VOR/DME R-310 to BUDKE INT/CLT 16 DME and hold.	
<b>D-ATIS</b> ARR <b>121.15</b> DEP <b>132.1</b>	<b>CHARLOTTE APP CON</b> (001°-119°) <b>128.32</b> (120°-295°) <b>120.05</b> (296°-360°) <b>134.75</b> (180°-359°) <b>257.2</b> (360°-179°) <b>307.8</b>	<b>CHARLOTTE TOWER</b> (Rwys 18L-36R) <b>118.1 257.8</b> (Rwy 18C-36C) <b>126.4 257.8</b> (Rwy 18R-36L) <b>133.35 257.8</b>	<b>GND CON</b> <b>121.8 348.6 (WEST)</b> <b>121.9 348.6 (EAST)</b>	<b>CLNC DEL</b> <b>127.15 348.6</b>



1200 4000 CLT R-310 BUDKE INT		VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).		WELET I-XUU 20.8 RADAR	
		LONIA I-XUU 14.5 RADAR		NUXXY I-XUU 17.7 RADAR	
		CUNUK I-XUU 11.4 RADAR			
		DEFOX I-XUU 8.2 RADAR			
		NLSN I-XUU 6.6 RADAR			
IM 841		2500		003° 7000 GS 3.00° TCH 55	
		3000		5000 6000	
1120°		5.3 NM		1.6 NM	
A		B		C	
CATEGORY		CAT II RA 106/12		100 DA 844	
S-ILS 36L		CAT IIa		RVR 07	
S-ILS 36L		CAT IIb		RVR 06	
S-ILS 36L		CAT IIc		NA	
CATEGORY II & III ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED					

LOC/DME I-BQC <b>108.9</b> Chan 26	APP CRS <b>003°</b>	Rwy Idg TDZE <b>8390</b> <b>727</b> Apt Elev <b>748</b>	<b>ILS RWY 36R (CAT II &amp; III)</b> CHARLOTTE/DOUGLAS INTL (CLT)
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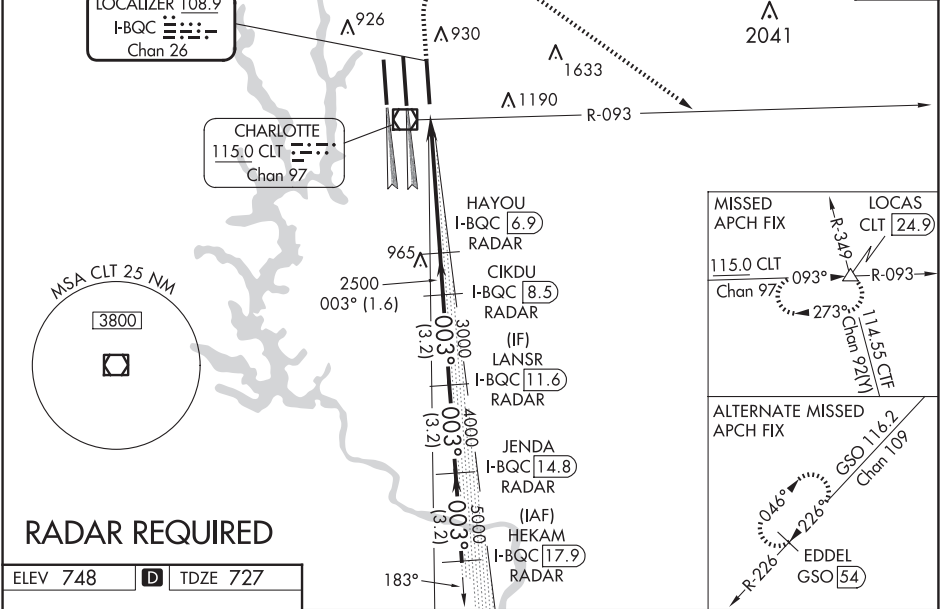
 Simultaneous approach authorized.  
DME or RADAR required.

ALS-2



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

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



AL-78 (FAA)

25051

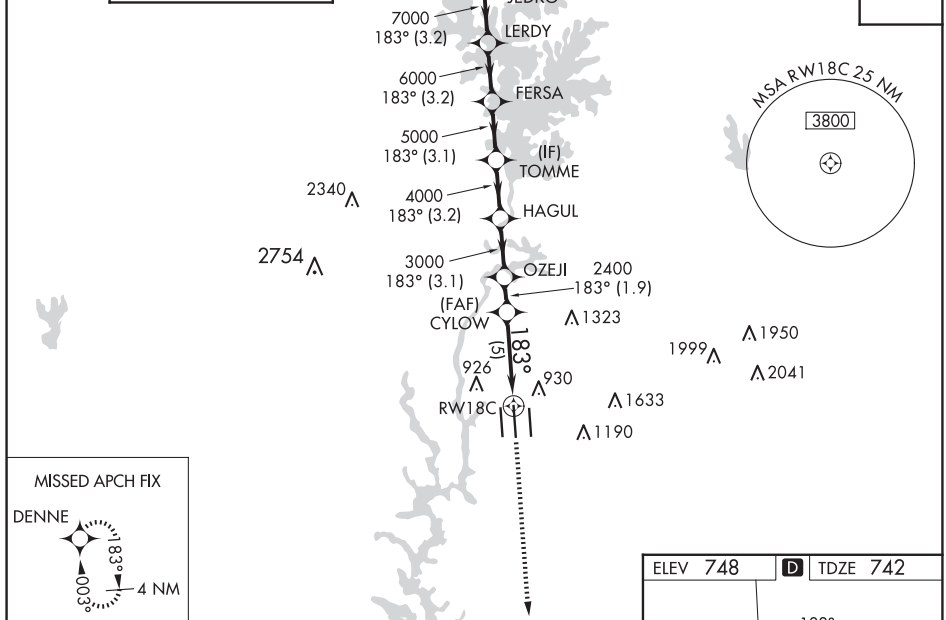
APP CRS	Rwy Idg <b>10000</b>
<b>183°</b>	TDZE <b>742</b>
	Apt Elev <b>748</b>

# RNAV (RNP) Z RWY 18C

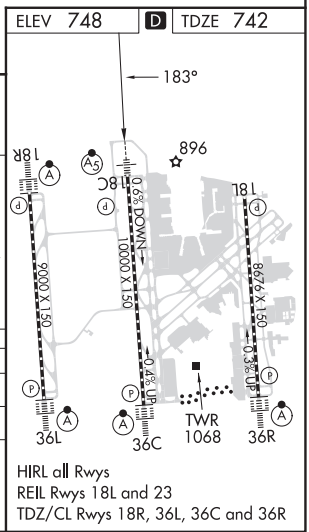
CHARLOTTE/DOUGLAS INTL (CLT)

RNP AR APCH.	MALSR	MISSED APPROACH: Climb to 3000 direct DENNE and hold.
		

D-ATIS	CHARLOTTE APP CON	CHARLOTTE TOWER	GND CON	CLNC DEL
ARR <b>121.15</b>	(001°-119°) <b>128.325</b>	(Rwys 18L-36R) <b>118.1 257.8</b>	<b>121.8 348.6 (WEST)</b>	<b>127.15</b>
DEP <b>132.1</b>	(120°-295°) <b>120.05</b>	(Rwy 18C-36C) <b>126.4 257.8</b>	<b>121.9 348.6 (EAST)</b>	<b>348.6</b>
	(296°-360°) <b>134.75</b>	(Rwy 18R-36L) <b>133.35 257.8</b>		
	(180°-359°) <b>257.2</b>			
	(360°-179°) <b>307.8</b>			



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).				
JEDKO	LERDY	FERSA	TOMME	HAGUL
8000	7000	6000	5000	4000
GP 3.00°				
TCH 55				
	3.2 NM	3.2 NM	3.1 NM	3.2 NM
			3.1 NM	1.9 NM
				5 NM
CATEGORY	A	B	C	D
RNP 0.11 DA	1067/26		325 (400-½)	
RNP 0.30 DA	1177/40		435 (500-¾)	



## AUTHORIZATION REQUIRED

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

CHARLOTTE, NORTH CAROLINA  
Amdt 1 15AUG19

35°13'N-80°57'W

CHARLOTTE/DOUGLAS INTL (CLT)  
RNAV (RNP) Z RWY 18C

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

APP CRS <b>003°</b>	Rwy Idg <b>10000</b> TDZE <b>707</b> Apt Elev <b>748</b>
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## RNAV (RNP) Z RWY 36C

CHARLOTTE/DOUGLAS INTL (CLT)

RNP AR APCH - GPS.

**T** Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -8°C or above 54°C. For inop ALS, increase RNP 0.30 visibility all Cats to 1% SM.

ALSF-2



**MISSED APPROACH:** Climb to 3000 on track 003° to TOMME and hold.

D-ATIS  
ARR **121.15**  
DEP **132.1**

CHARLOTTE APP CON	
01°-119°)	<b>128.32</b>
20°-295°)	<b>120.05</b>
96°-360°)	<b>134.75</b>
80°-359°)	<b>257.2</b>
60°-179°)	<b>307.8</b>

CHARLOTTE TOWER		
(Rwys 18L-36R)	<b>118.1</b>	<b>257.8</b>
(Rwy 18C-36C)	<b>126.4</b>	<b>257.8</b>
(Rwy 18R-36L)	<b>133.35</b>	<b>257.8</b>

GND CON  
121.8 348.6 (WEST)  
121.9 348.6 (EAST)

CLNC DEL  
**127.15**  
**348.6**

1847

$\Delta 926$   $\Delta 930$   $\Delta 1633$   
 $003^\circ (14.9)$

(FAF)  
GLASI

NIVSE

(IF)  
MARJO

► DENNE



HUNEX

KRISL

(IAF)  
SOLMN  
(RNP 0.50)

MISSED APCH FIX

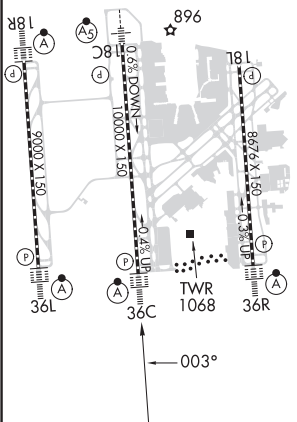
11

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330

ELEV 748	<b>D</b>	TDZE 707
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HIRL all Rwys  
REIL Rwy 18L and 23  
TDZ/CL Rwy 18R, 36L, 36C and 36R

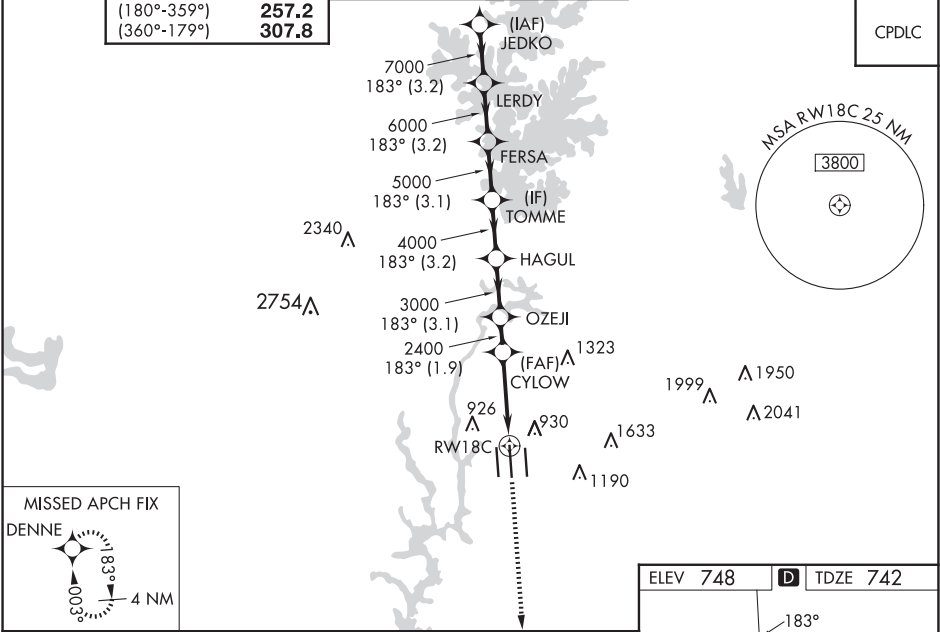


3000 ↑ tr 003°	TOMME ✦	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).					SOLMN
					003°	8000	
CATEGORY	A	B		C		D	
RNP 0.11 DA	1134/40		427 (400-¾)				
RNP 0.30 DA	1180/50		473 (500-1)				

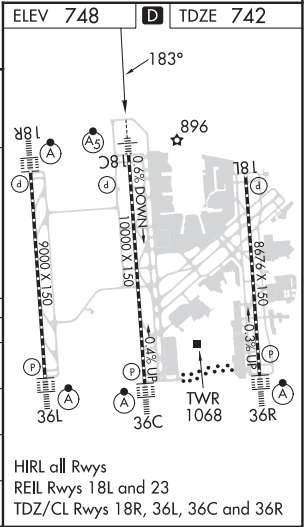
WAAS CH <b>81800</b> <b>W18B</b>	APP CRS <b>183°</b>	Rwy Idg <b>10000</b> TDZE <b>742</b> Apt Elev <b>748</b>
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RNAV (GPS) Y RWY 18C  
CHARLOTTE/DOUGLAS INTL (CLT)

RNP APCH.				<div>MALSR</div> <div><div>A5</div><div><div></div><div></div><div></div><div></div><div></div><div></div></div></div>		MISSED APPROACH: Climb to 3000 direct DENNE and hold.			
<div><div><div>T</div><div>A</div></div><div>Circling NA at night. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. ** RVR 1800 authorized with use of FD or AP or HUD to DA.</div></div>									
D-ATIS		CHARLOTTE APP CON		CHARLOTTE TOWER		GND CON		CLNC DEL	
ARR <b>121.15</b>		(001°-119°) <b>128.32</b>		(Rwys 18L-36R) <b>118.1 257.8</b>		<b>121.8 348.6</b> (WEST)		<b>127.15</b>	
DEP <b>132.1</b>		(120°-295°) <b>120.05</b>		(Rwy 18C-36C) <b>126.4 257.8</b>		<b>121.9 348.6</b> (EAST)		<b>348.6</b>	
		(296°-360°) <b>134.75</b>		(Rwy 18R-36L) <b>133.35 257.8</b>					



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 69°).				
*INAV only				
*1.2 NM to RW18C				
GP 3.00° TCH 55				
-3.2 NM 3.2 NM 3.1 NM 3.2 NM 3.1 NM 1.9 NM 3.8 NM 1.2				
CATEGORY	A		B	
LPV DA **	942/24		200 (200-½)	
LNAV/VNAV DA	1070/26		328 (400-½)	
LNAV MDA	1200/24 458 (500-½)		1200/45 458 (500-¾)	
CIRCLING	1380-1 632 (700-1)		1500-2¼ 752 (800-2¼)	



SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>77500</b> <b>W18A</b>	APP CRS <b>183°</b>	Rwy Idg TDZE <b>748</b> Apt Elev <b>748</b>
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RNAV (GPS) Y RWY 18L

CHARLOTTE/DOUGLAS INTL (CLT)

RNP APCH.

⚠

Circling NA at night. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

⚠

Rwy 18L helicopter visibility reduction below RVR 4000 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C.

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

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

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 76).				
CAVVI SNAKK GILGE QUWED EGUUL ZIMOG 2.6 NM to RW18L *1.1 NM to RW18L *1620 RW18L				
GP 3.00° TCH 56 6000 5000 4000 3000 2400 1.9 NM 2.4 NM 1.5 NM 1.1 NM				
CATEGORY	A	B	C	D
LPV DA	1002/40		254 (300-¾)	
LNAV/VNAV DA	1216-1⅜		468 (500-1⅝)	
LNAV MDA	1180/55	432 (500-1)	1180-1¼	432 (500-1¼)
CIRCLING	1380-1	632 (700-1)	1500-2¼ 752 (800-2¼)	1500-2½ 752 (800-2½)

CHARLOTTE, NORTH CAROLINA

Amtd 5 15AUG19

35°13'N-80°57'W

131

CHARLOTTE/DOUGLAS INTL (CLT)

RNAV (GPS) Y RWY 18L

CHARLOTTE, NORTH CAROLINA

AL-78 (FAA)

25051

WAAS CH <b>82415</b> <b>W18D</b>	APP CRS <b>183°</b>	Rwy Idg TDZE <b>744</b> Apt Elev <b>748</b>
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# RNAV (GPS) Y RWY 18R

CHARLOTTE/DOUGLAS INTL (CLT)

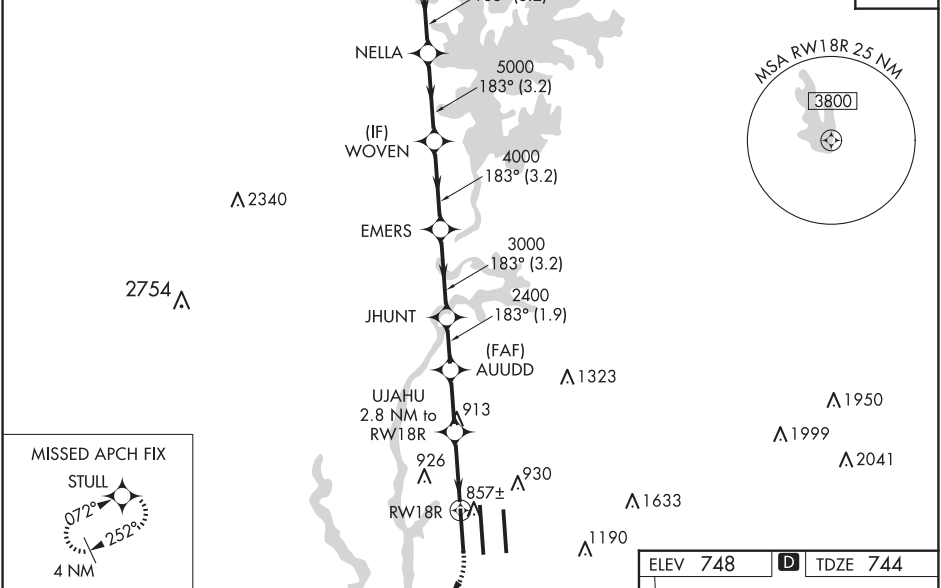
RNP APCH.

**⚠** Circling NA at night. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500. For inop ALS, increase LNAV Cat C/D visibility to RVR 5500.

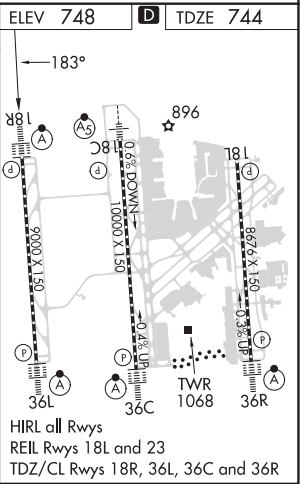
ALSF-2

**MISSED APPROACH:** Climb to 1200 then climbing right turn to 4000 direct STULL and hold, continue climb-in-hold to 4000.

D-ATIS ARR <b>121.15</b> DEP <b>132.1</b>	CHARLOTTE APP CON (001°-119°) <b>128.32</b> (120°-295°) <b>120.05</b> (296°-360°) <b>134.75</b> (180°-359°) <b>257.2</b> (360°-179°) <b>307.8</b>	CHARLOTTE TOWER (Rwys 18L-36R) <b>118.1 257.8</b> (Rwy 18C-36C) <b>126.4 257.8</b> (Rwy 18R-36L) <b>133.35 257.8</b> (IAF) RUDKY	GND CON <b>121.8 348.6</b> (WEST) <b>121.9 348.6</b> (EAST)	CLNC DEL <b>127.15 348.6</b>
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RUDKY NELLA		VGSI and RNAV glidepath not coincident (VGSI Angle 2.80/TCH 65).		1200	4000	STULL
7000		183°	6000	5000	4000	3000
GP 3.00°						
TCH 55						
3.2 NM		3.2 NM	3.2 NM	3.2 NM	1.9 NM	2.2 NM
CATEGORY		A	B	C	D	
LPV DA		944/18		200 (200-½)		
LNAV/VNAV DA		1018/24		274 (300-½)		
LNAV MDA		1120/24	376 (400-½)	1120/40	376 (400-¾)	
CIRCLING		1380-1	632 (700-1)	1500-2¼	1500-2½	752 (800-2½)



CHARLOTTE, NORTH CAROLINA  
Amdt 2 15AUG19

35°13'N-80°57'W

# CHARLOTTE/DOUGLAS INTL (CLT)

## RNAV (GPS) Y RWY 18R

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025





CHARLOTTE, NORTH CAROLINA

AL-78 (FAA)

25051

WAAS CH <b>56515</b> <b>W36A</b>	APP CRS <b>003°</b>	Rwy Idg TDZE <b>744</b> Apt Elev <b>748</b>
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# RNAV (GPS) Y RWY 36L

CHARLOTTE/DOUGLAS INTL (CLT)

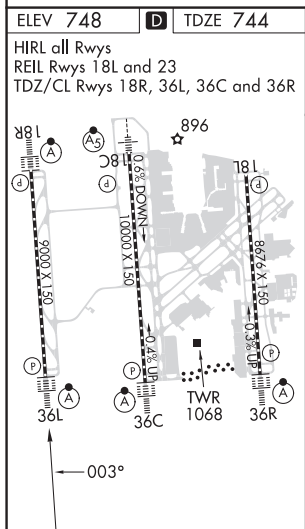
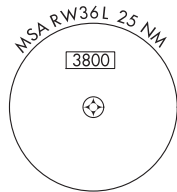
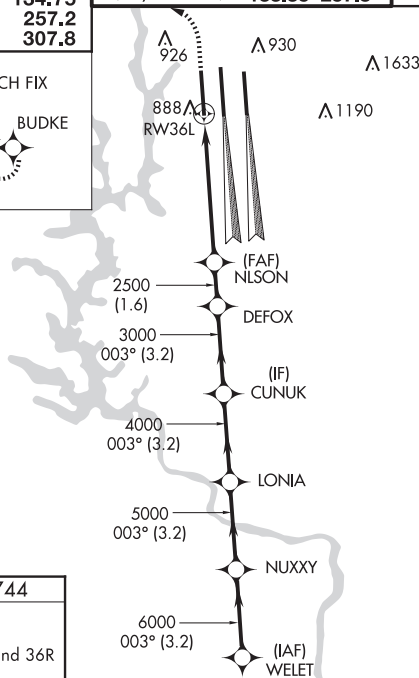
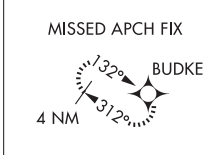
**RADAR** required for procedure entry. RNP APCH.

**⚠** Circling NA at night. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and increase LNAV Cats C/D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C.

**ALSIF-2**

**MISSED APPROACH:** Climb to 1200 then climbing left turn to 4000 direct BUDKE and hold.

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



1200	4000	BUDKE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).	NUXXY	WELET
<b>* LNAV only.</b> *1.1 NM to RW36L					
1.1 4.2 NM 1.6 NM 3.2 NM 3.2 NM 3.2 NM 3.2 NM					
CATEGORY	A		B		D
LPV DA	944/18		200 (200-½)		
LNAV/VNAV DA	1049/24		305 (400-½)		
LNAV MDA	1140/24 396 (400-½)		1140/35 396 (400-¾)		
<b>C</b> CIRCLING	1380-1 632 (700-1)		1500-2¼ 752 (800-2¼)		1500-2½ 752 (800-2½)

CHARLOTTE, NORTH CAROLINA  
Amdt 1C 10SEP20

35°13'N-80°57'W

# CHARLOTTE/DOUGLAS INTL (CLT)

# RNAV (GPS) Y RWY 36L

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>90100</b> <b>W36D</b>	APP CRS <b>003°</b>	Rwy Idg <b>8390</b> TDZE <b>727</b> Apt Elev <b>748</b>
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## RNAV (GPS) Y RWY 36R

CHARLOTTE/DOUGLAS INTL (CLT)

RNP APCH.

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

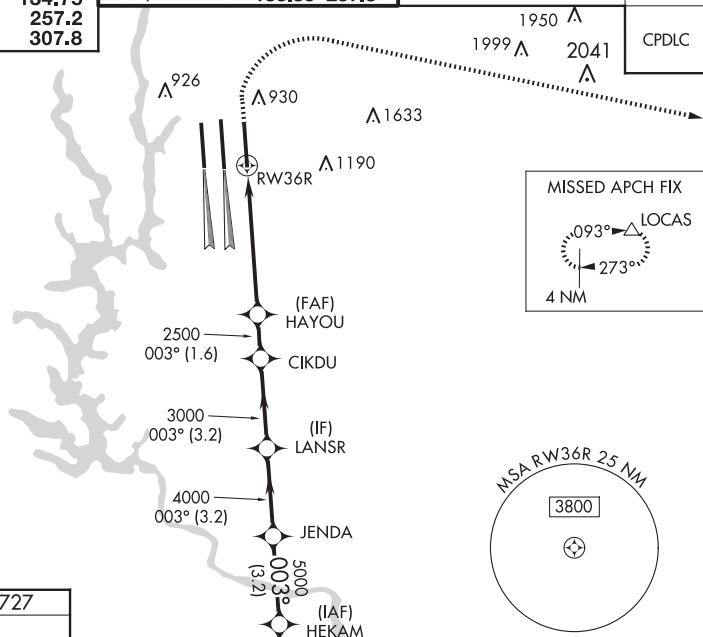
**A** For inop ALSF, increase LNAV/VNAV all Cats visibility to 1½ mile.

ALSF-2



**MISSED APPROACH:**  
Climb to 1320 then  
climbing right turn to  
4000 direct LOCAS  
and hold.

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



ELEV 748 D TDZE 727

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

Diagram illustrating the VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 74). The diagram shows a horizontal line representing the ground and a diagonal line representing the glidepath. Key points and distances are marked: RW36R (1.6 NM to the start of the glidepath), HAYOU (2500, 1.6 NM from RW36R), CIKDU (3000, 3.2 NM from HAYOU), LANSR (4000, 3.2 NM from CIKDU), JENDA (5000, 3.2 NM from LANSR), and HEKAM (6000, 3.2 NM from JENDA). The glidepath angle is 3.00 degrees. The diagram also shows a LOCAS symbol and a 1320/4000 MDA. The diagram is labeled "VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 74)".

25107

AIRPORT DIAGRAM

AL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)  
CHARLOTTE, NORTH CAROLINA

D-ATIS ARR 121.15  
DEP 132.1  
CHARLOTTE TOWER  
118.1 (RWY 18L-36R)  
126.4 (RWY 18C-36C)  
133.35 (RWY 18R-36L)  
257.8  
GND CON  
121.8 (WEST)  
121.9 (EAST)  
348.6  
CLNC DEL  
127.15 348.6  
CPDLC  
PDC

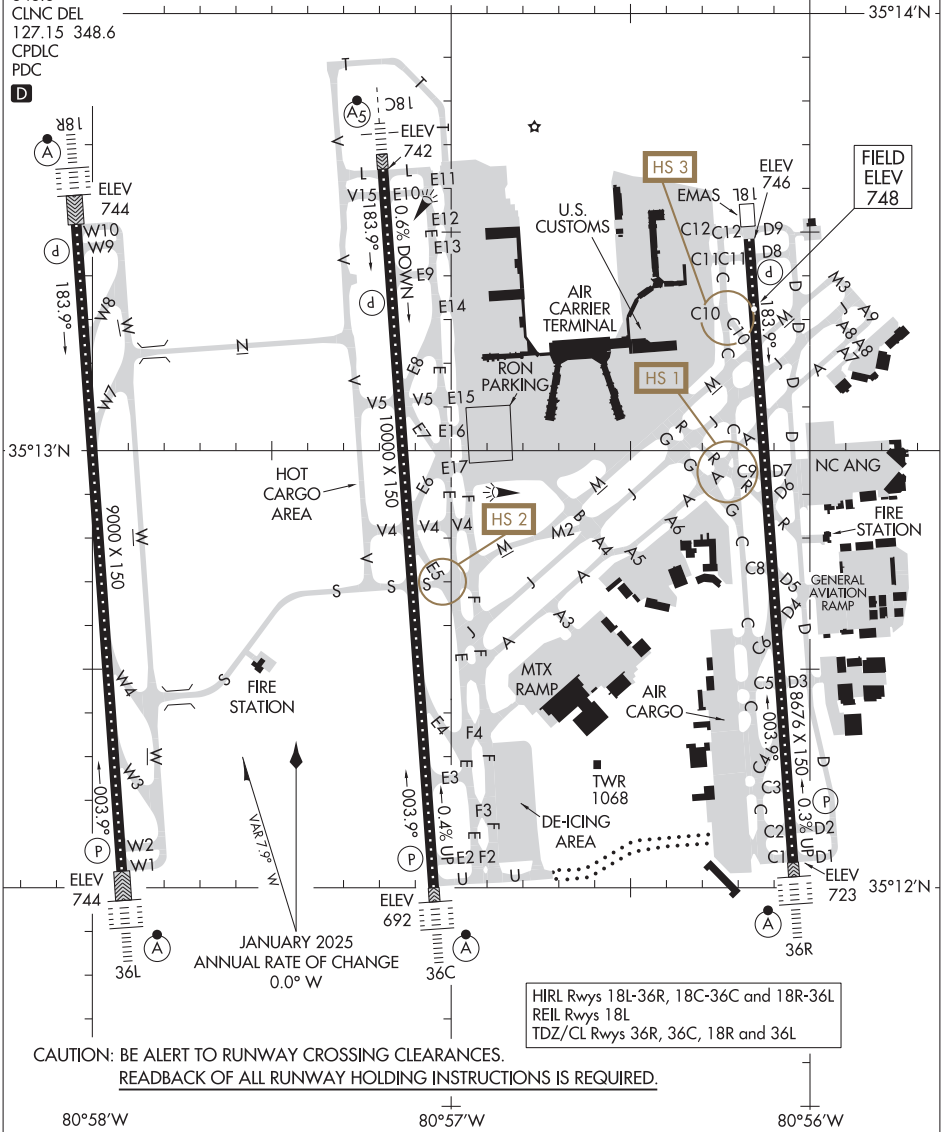
RWY 18C-36C  
PCR 1009 R/C/W/T  
S-93, D-200, 2D-350, 2D/2D2-650  
RWY 18L-36R  
PCR 1076 R/D/W/T  
S-93, D-200, 2D-350, 2D/2D2-650  
RWY 18R-36L  
PCR 627 R/C/W/T  
S-93, D-200, 2D-350, 2D/2D2-650

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.

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



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

HIRL Rwy 18L-36R, 18C-36C and 18R-36L  
REIL Rwy 18L  
TDZ/CL Rwy 36R, 36C, 18R and 36L

AIRPORT DIAGRAM

25107

CHARLOTTE, NORTH CAROLINA  
CHARLOTTE/DOUGLAS INTL (CLT)

ATTENTION ALL USERS PAGE (AAUP)

1. **PREFLIGHT:** All aircraft capable of conducting terminal RNAV procedures should expect an RNAV SID clearance. If unable to accept the RNAV SID clearance, notify Clearance Delivery. Upon receipt of your Air Traffic Control (ATC) clearance, crosscheck the assigned RNAV SID, Departure Runway, and En route Transition, as loaded into and depicted by your navigation system, against your clearance. Ensure that the sequencing of waypoints loaded in the FMS matches the waypoints on the appropriate chart(s). Do not modify or manually construct RNAV procedures. Ensure all transitions are loaded correctly.
2. **BEFORE TAKEOFF:** Ensure that the Departure Runway assigned on taxi, RNAV SID, and En Route Transition are depicted by your navigation system. Pay particular attention if you have received a runway change or a revised ATC clearance. Pilots of aircraft equipped with electronic navigation map displays, must verify the aircraft symbol relative to the runway symbol and lateral track, and depicted route, agrees with your clearance. You should ensure the waypoints sequence depicted by your navigation system matches the route depicted on the appropriate chart(s) and the altitude set in the altitude window matches the TOP ALTITUDE of the SID, unless amended by ATC. For navigation systems with ROUTE and LEGS pages, the LEGS page should be used to verify routing. If unable to comply with the RNAV SID contact ATC prior to takeoff and request an amended clearance.
3. **LINE UP/TAKEOFF:** Pilots can expect a takeoff clearance from ATC that will provide instructions to depart the runway via the heading coded in the departure path, as depicted on the chart or via an assigned heading to be maintained. IE: On runway 18L and 18C aircraft should fly runway heading or heading assigned by ATC. Runway 36C aircraft are expected to fly heading 330 or heading assigned by ATC. Runway 36R aircraft are expected to fly heading 025 or heading assigned by ATC. A typical takeoff clearance will state, for example, "Delta 123, runway three six right, cleared for takeoff" or "Delta 123, runway one eight center, cleared for take-off". After verifying that the correct runway and departure are loaded and that the correct lateral navigation mode is available and ready for use after takeoff, the expected pilot response is, "Delta 123, runway three six right, cleared for takeoff" or "Delta 123, runway one eight center, cleared for takeoff". If the takeoff clearance does not match the planned/loaded procedure, either request an initial heading from tower or refuse the takeoff clearance until the discrepancy is resolved.
4. **AFTER TAKEOFF:** Pilots are expected to comply with the headings coded on the various departure procedures. Aircraft can expect guidance/vectors towards the initial or subsequent waypoint on a procedure. For example, "American 123, proceed direct DANEC" or "American 123, proceed direct GULFY". Pilots should maintain heading on departure until cleared by ATC direct to a waypoint or vectors towards the initial or subsequent waypoint on a procedure. For example, "American 123 proceed direct DANEC" or "American 123, proceed direct GULFY". Parallel RNAV departures must not encroach on the airspace between parallel runway centerlines without specific ATC clearance. Manually intervene if necessary to stay on track to avoid transgressing in the direction of a parallel track. If unable to comply with the SID profile, immediately notify ATC.

(CONTINUED ON FOLLOWING PAGE)

ATTENTION ALL USERS PAGE (AAUP)

CONTINUED FROM PREVIOUS PAGE

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

Charlotte RNAV SIDs Directions

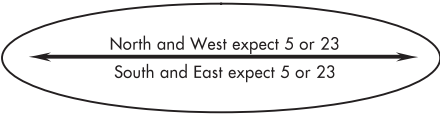
<u>North</u>	<u>East</u>	<u>South</u>	<u>West</u>
JOJJO	BARMY	ICONS	ESTRR
WEAZL	KILNS	BEAVY	BOBZY
KRITR	LILLS	KWEEN	

Expected Runway Assignment

Dual Departures



Night Noise Operations



TOP ALTITUDE:  
8000

CHARLOTTE DEP CON  
124.0 307.8  
D-ATIS DEP  
132.1  
CLNC DEL  
127.15 348.6  
CPDIC  
GND CON  
121.8 348.6 (WEST)  
121.9 348.6 (EAST)  
CHARLOTTE TOWER  
118.1 257.8 (Rwy 18L-36R)  
126.4 257.8 (Rwy 18C-36C)  
133.35 257.8 (Rwy 18R-36L)

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

RALEIGH/DURHAM  
RDU

TAR RIVER  
TYI

FL180  
\*3300  
078°  
(71)

FL180  
\*2300  
048°  
(22)

FL180  
\*1900  
077°  
(39)

FL180  
\*2100  
077°  
(13)

FL180  
\*1900  
077°  
(39)

FL180  
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(70)

BARMY FIVE DEPARTURE (RNAV)  
(BARMY5.BARMY) 21MAR24

CHARLOTTE, NORTH CAROLINA  
CHARLOTTE/DOUGLAS INTL (CLT)

BARMY FIVE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION  
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAYS 18L/C: Climb on heading 183° to 1260, then on heading 183° or as assigned by ATC on RADAR vectors to MESHY, thence. . . .  
TAKEOFF RUNWAY 18R: Climb on heading 183° to 1260, then on heading 200° or as assigned by ATC on RADAR vectors to MESHY, thence. . . .  
TAKEOFF RUNWAY 36L: Climb on heading 003° to 1260, then on heading 315° or as assigned by ATC on RADAR vectors to MESHY, thence. . . .  
TAKEOFF RUNWAY 36C: Climb on heading 003° to 1260, then on heading 330° or as assigned by ATC on RADAR vectors to MESHY, thence. . . .  
TAKEOFF RUNWAY 36R: Climb on heading 003° to 1260, then on heading 025° or as assigned by ATC on RADAR vectors to MESHY, thence. . . .

. . . .on depicted route to BARMY, then on assigned transition. Maintain 8000.  
Expect clearance to filed altitude within 10 minutes after departure.

NUTZE TRANSITION (BARMY5.NUTZE)  
RALEIGH/DURHAM TRANSITION (BARMY5.RDU)  
TAR RIVER TRANSITION (BARMY5.TYI)

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



BEAVY SIX DEPARTURE (RNAV)

CHARLOTTE DEP CON  
120.5 257.2 (Rwys 36L/C)  
124.0 307.8 (Rwys 18L/C/R, 36R)  
D-ATIS DEP  
132.1  
CLNC DEL  
127.15 348.6  
CPDLC  
GND CON  
121.8 348.6 (WEST)  
121.9 348.6 (EAST)  
CHARLOTTE TOWER  
118.1 257.8 (Rwys 18L-36R)  
126.4 257.8 (Rwy 18C-36C)  
133.35 257.8 (Rwy 18R-36L)

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

TOP ALTITUDE:  
8000

NOTE: For turbo jets only.

NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

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

The chart illustrates the BEAVY SIX DEPARTURE (RNAV) procedure. It begins at the BEAVY fix, where a 196° heading and 2300-foot altitude are specified. The flight path proceeds to the ANDYS fix, with a 197° heading and 2000-foot altitude. From ANDYS, the path branches to GANDT (FL180, 2200, 22.6°, 46), JENDO (201°, 15800, 2000, 33), and TRAYE. A circular MSA (Minimum Safe Altitude) for CLT within 25 NM is shown with a 3800-foot ceiling. The chart also includes a diagram of the Charlotte/Douglas International Airport (CLT) with various runway and taxiway headings and distances.

TAKEOFF MINIMUMS  
Rwys 18L/C/R, 36C/R: Standard with minimum climb of 500' per NM to 1260.  
Rwy 36L: Standard with minimum climb of 500' per NM to 1400.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

(BEAVY6.BEAVY) 24081

BEAVY SIX DEPARTURE (RNAV)

AL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)  
CHARLOTTE, NORTH CAROLINA



DEPARTURE ROUTE DESCRIPTION  
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAYS 18L/C: Climb on heading 183° to 1260, then on heading 183° or as assigned by ATC on RADAR vectors to UGANG, thence. . . .

TAKEOFF RUNWAY 18R: Climb on heading 183° to 1260, then on heading 200° or as assigned by ATC on RADAR vectors to UGANG, thence. . . .

TAKEOFF RUNWAY 36C: Climb on heading 003° to 1260, then on heading 330° or as assigned by ATC on RADAR vectors to UGANG, thence. . . .

TAKEOFF RUNWAY 36L: Climb on heading 003° to 1260, then on heading 315° or as assigned by ATC on RADAR vectors to UGANG, thence. . . .

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

. . . .on depicted route to BEAVY, then on assigned transition. Maintain 8000.  
Expect clearance to filed altitude within 10 minutes after departure.

GANDT TRANSITION (BEAVY6.GANDT)

JENDO TRANSITION (BEAVY6.JENDO)

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

BEAVY SIX DEPARTURE (RNAV)

(BEAVY6.BEAVY) 21MAR24

CHARLOTTE, NORTH CAROLINA  
CHARLOTTE/DOUGLAS INTL (CLT)

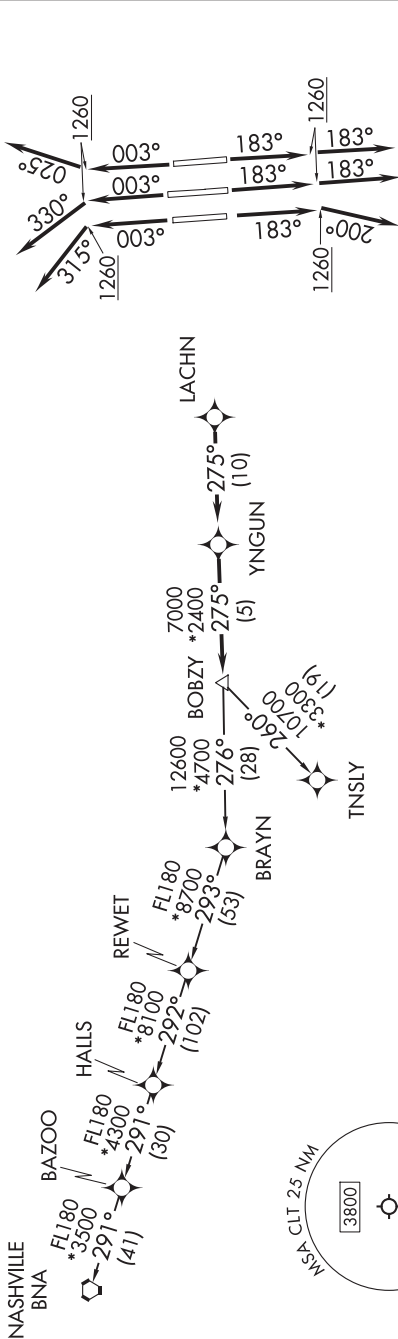
TOP ALTITUDE:  
8000

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

- NOTE: For turbo jets only.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
- NOTE: Accelerate to 250K, if unable advise ATC. Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

TAKEOFF MINIMUMS

Rwys 18L/C/R, 36C/R: Standard with minimum climb of 500' per NM to 1260.  
Rwy 36L: Standard with minimum climb of 500' per NM to 1400.



BOBZY FIVE DEPARTURE (RNAV)

AL-78 (FAA) CHARLOTTE/DOUGLAS INTL (CLT)  
CHARLOTTE, NORTH CAROLINA

CHARLOTTE DEP CON  
120.5 257.2  
D-ATIS DEP 132.1  
CLNC DEL  
127.15 348.6  
CPDLC  
GND CON  
121.8 348.6 (WEST)  
121.9 348.6 (EAST)  
CHARLOTTE TOWER  
118.1 257.8 (Rwys 18L-36R)  
126.4 257.8 (Rwy 18C-36C)  
133.35 257.8 (Rwy 18R-36L)

BOBZY FIVE DEPARTURE (RNAV)

CHARLOTTE, NORTH CAROLINA  
CHARLOTTE/DOUGLAS INTL (CLT)

(BOBZY5.BOBZY) 21MAR24

(CONTINUED ON FOLLOWING PAGE)

(BOBZY5.BOBZY) 24081

BOBZY FIVE DEPARTURE (RNAV)

AL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)  
CHARLOTTE, NORTH CAROLINA



DEPARTURE ROUTE DESCRIPTION  
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAYS 18L/C: Climb on heading 183° to 1260, then on heading 183° or as assigned by ATC on RADAR vectors to LACHN, thence. . . .

TAKEOFF RUNWAY 18R: Climb on heading 183° to 1260, then on heading 200° or as assigned by ATC on RADAR vectors to LACHN, thence. . . .

TAKEOFF RUNWAY 36L: Climb on heading 003° to 1260, then on heading 315° or as assigned by ATC on RADAR vectors to LACHN, thence. . . .

TAKEOFF RUNWAY 36C: Climb on heading 003° to 1260, then on heading 330° or as assigned by ATC on RADAR vectors to LACHN, thence. . . .

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

. . . .on depicted route to BOBZY, then on assigned transition. Maintain 8000.  
Expect clearance to filed altitude within 10 minutes after departure.

NASHVILLE TRANSITION (BOBZY5.BNA)  
TNSLY TRANSITION (BOBZY5.TNSLY)

SE-2, 12 JUN 2025 to 07 AUG 2025

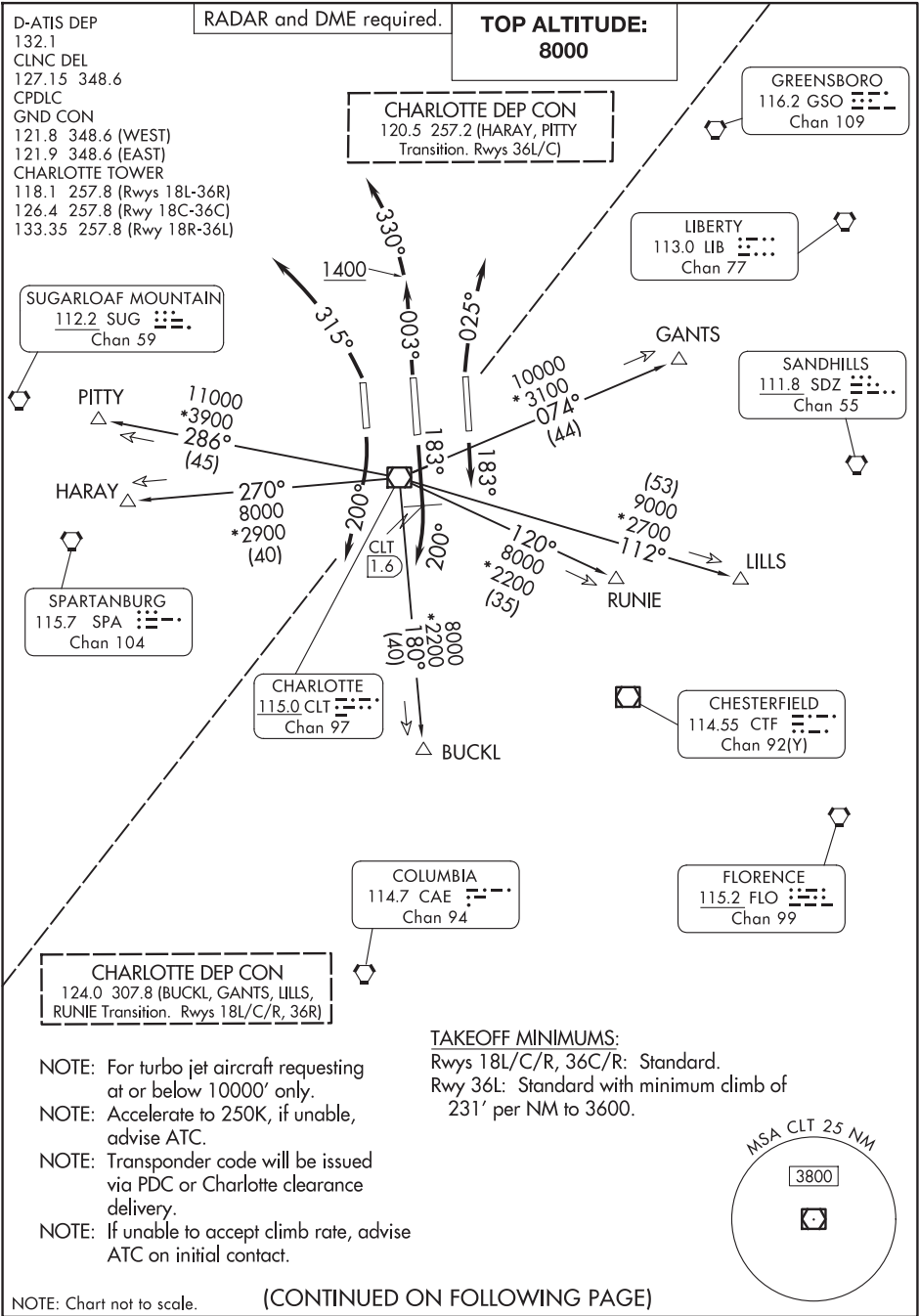
SE-2, 12 JUN 2025 to 07 AUG 2025

(CLT3.CLT) 25051

CHARLOTTE THREE DEPARTURE

AL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)  
CHARLOTTE, NORTH CAROLINA



CHARLOTTE THREE DEPARTURE

(CLT3.CLT) 10AUG23

CHARLOTTE, NORTH CAROLINA  
CHARLOTTE/DOUGLAS INTL (CLT)

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18C: Climb on heading 183° until passing CLT VOR/DME 1.6 DME, then turn right heading 200°, Thence. . . .

TAKEOFF RUNWAY 18L: Climb on heading 183°, Thence. . . .

TAKEOFF RUNWAY 18R: Climbing right turn heading 200°, Thence. . . .

TAKEOFF RUNWAY 36C: Climb on heading 003° to 1400 then left turn heading 330°, Thence. . . .

TAKEOFF RUNWAY 36L: Climbing left turn heading 315°, Thence. . . .

TAKEOFF RUNWAY 36R: Climbing right turn heading 025°, Thence. . . .

. . . .expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 8000. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

BUCKL TRANSITION (CLT3.BUCKL): From over CLT VOR/DME to BUCKL.

GANTS TRANSITION (CLT3.GANTS): From over CLT VOR/DME to GANTS.

HARAY TRANSITION (CLT3.HARAY): From over CLT VOR/DME to HARAY.

LILLS TRANSITION (CLT3.LILLS): From over CLT VOR/DME to LILLS.

PITTY TRANSITION (CLT3.PITTY): From over CLT VOR/DME to PITTY.

RUNIE TRANSITION (CLT3.RUNIE): From over CLT VOR/DME to RUNIE.

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

TOP ALTITUDE:  
8000

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

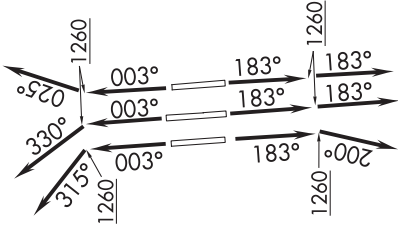
(ESTRR5.ESTRR) 25051  
ESTRR FIVE DEPARTURE (RNAV)

AL-78 (FAA)

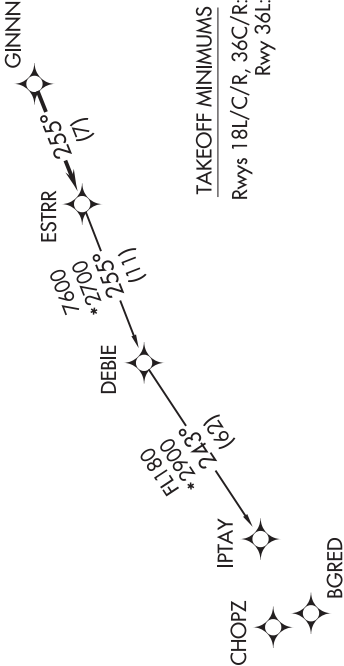
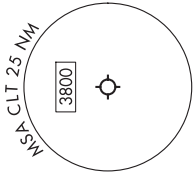
CHARLOTTE/DOUGLAS INTL (CLT)  
CHARLOTTE, NORTH CAROLINA

CHARLOTTE DEP CON  
120.5 257.2  
D-ATIS DEP 132.1  
CLNC DEL  
127.15 348.6  
GND CON  
121.8 348.6 (WEST)  
121.9 348.6 (EAST)  
CHARLOTTE TOWER  
118.1 257.8 (Rwys 18L-36R)  
126.4 257.8 (Rwy 18C-36C)  
133.35 257.8 (Rwy 18R-36L)

- NOTE: For turbo jets only.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
- NOTE: Accelerate to 250K, if unable advise ATC. Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.



N



TAKEOFF MINIMUMS  
Rwys 18L/C/R, 36C/R:  
Rwy 36L:

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ESTRR FIVE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION  
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAYS 18L/C: Climb on heading 183° to 1260, then on heading 183° or as assigned by ATC on RADAR vectors to GINNN, thence. . . .

TAKEOFF RUNWAY 18R: Climb on heading 183° to 1260, then on heading 200° or as assigned by ATC on RADAR vectors to GINNN, thence. . . .

TAKEOFF RUNWAY 36C: Climb on heading 003° to 1260, then on heading 330° or as assigned by ATC on RADAR vectors to GINNN, thence. . . .

TAKEOFF RUNWAY 36L: Climb on heading 003° to 1260, then on heading 315° or as assigned by ATC on RADAR vectors to GINNN, thence. . . .

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

. . . .on track 255° to ESTRR, then on IPTAY Transition. Maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

IPTAY TRANSITION (ESTRR5.IPTAY)

SE-2, 12 JUN 2025 to 07 AUG 2025

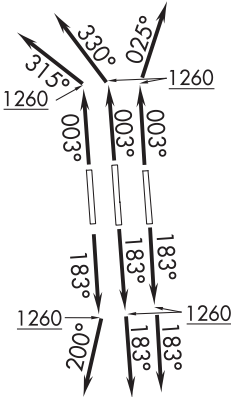
SE-2, 12 JUN 2025 to 07 AUG 2025



ICONS FIVE DEPARTURE (RNAV)

CHARLOTTE DEP CON  
120.5 257.2 (Rwys 36L/C)  
124.0 307.8 (Rwys 18L/C/R, 36R)  
D-ATIS DEP  
132.1  
CLNC DEL  
127.15 348.6  
CPDLC  
GND CON  
121.8 348.6 (WEST)  
121.9 348.6 (EAST)  
CHARLOTTE TOWER  
118.1 257.8 (Rwys 18L-36R, 5-23)  
126.4 257.8 (Rwy 18C-36C)  
133.35 257.8 (Rwy 18R-36L)

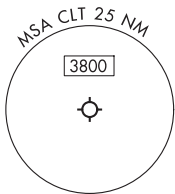
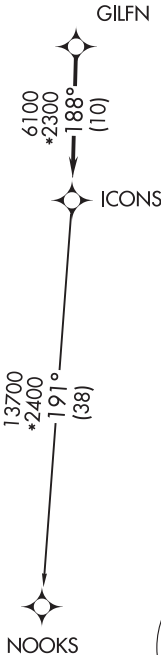
RNAV - 1 DME/DME/IRU or GPS.	TOP ALTITUDE: 8000
RADAR required.	



TAKEOFF MINIMUMS

Rwys 18L/C/R, 36C/R: Standard with minimum climb of 500' per NM to 1260.  
Rwy 36L: Standard with minimum climb of 500' per NM to 1400.

- NOTE: For turbo jets only.  
NOTE: If unable to accept climb rates, advise ATC on initial contact.  
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.  
NOTE: Accelerate to 250K, if unable advise ATC. Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.



(CONTINUED ON FOLLOWING PAGE) NOTE: Chart not to scale.

ICONS FIVE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION  
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAYS 18L/C: Climb on heading 183° to 1260, then on heading 183° or as assigned by ATC on RADAR vectors to GILFN, thence. . . .

TAKEOFF RUNWAY 18R: Climb on heading 183° to 1260, then on heading 200° or as assigned by ATC on RADAR vectors to GILFN, thence. . . .

TAKEOFF RUNWAY 36L: Climb on heading 003° to 1260, then on heading 315° or as assigned by ATC on RADAR vectors to GILFN, thence. . . .

TAKEOFF RUNWAY 36C: Climb on heading 003° to 1260, then on heading 330° or as assigned by ATC on RADAR vectors to GILFN, thence. . . .

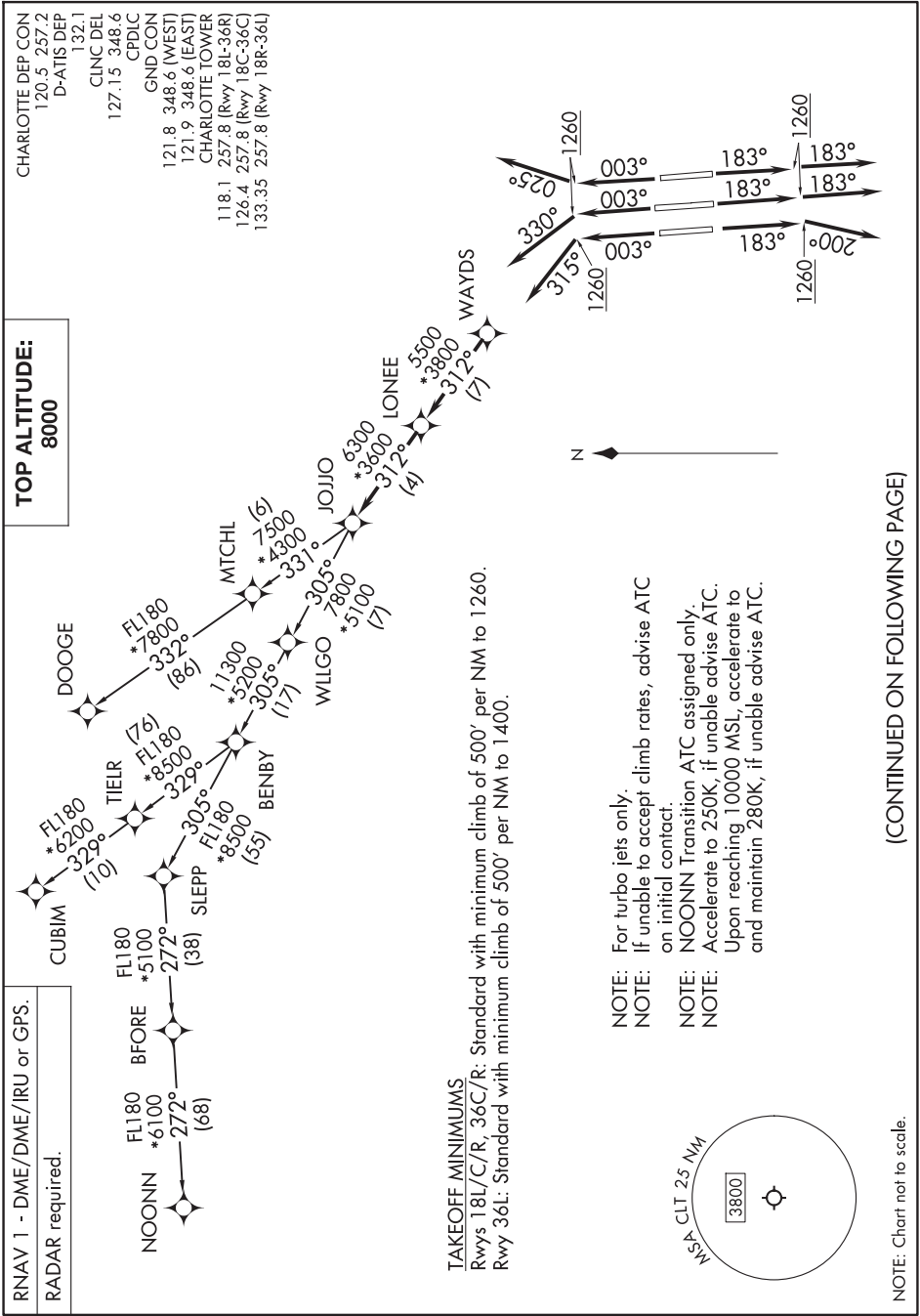
TAKEOFF RUNWAY 36R: Climb on heading 003° to 1260, then on heading 025° or as assigned by ATC on RADAR vectors to GILFN, thence. . . .

. . . .on track 188° to ICONS, then on NOOKS transition. Maintain 8000.  
Expect clearance to filed altitude within 10 minutes after departure.

NOOKS TRANSITION (ICONS5.NOOKS)

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



JOJJO FIVE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION  
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAYS 18L/C: Climb on heading 183° to 1260, then on heading 183° or as assigned by ATC on RADAR vectors to WAYDS, thence. . . .  
TAKEOFF RUNWAY 18R: Climb on heading 183° to 1260, then on heading 200° or as assigned by ATC on RADAR vectors to WAYDS, thence. . . .  
TAKEOFF RUNWAY 36L: Climb on heading 003° to 1260, then on heading 315° or as assigned by ATC on RADAR vectors to WAYDS, thence. . . .  
TAKEOFF RUNWAY 36C: Climb on heading 003° to 1260, then on heading 330° or as assigned by ATC on RADAR vectors to WAYDS, thence. . . .  
TAKEOFF RUNWAY 36R: Climb on heading 003° to 1260, then on heading 025° or as assigned by ATC on RADAR vectors to WAYDS, thence. . . .

. . . .on depicted route to JOJJO, then on assigned transition. Maintain 8000.  
Expect clearance to filed altitude within 10 minutes after departure.

CUBIM TRANSITION (JOJJO5.CUBIM)  
DOOGE TRANSITION (JOJJO5.DOOGE)  
NOONN TRANSITION (JOJJO5.NOONN)

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

CHARLOTTE/DOUGLAS INTL (CLT)  
CHARLOTTE, NORTH CAROLINA

NORTHWEST  
CHARLOTTE DEP CON  
120.5 257.2

BARRETT'S MOUNTAIN  
113.75 BZM   
Chan 84(Y)

CHARLOTTE  
115.0 CLT   
Chan 97

LIBERTY  
113.0 LIB   
Chan 77

RALEIGH/DURHAM  
117.2 RDU   
Chan 119

SANDHILLS  
111.8 SDZ  $\frac{\cdot\cdot}{\cdot\cdot}$   
Chan 55

FOOTHILLS  
113.4 ODF   
Chan 81

SOUTHEAST  
CHARLOTTE DEP CON  
124.0 307.8

TAKEOFF MINIMUMS  
Rwys 18L/C/R, 36L/C/R: Standard.

CHESTERFIELD  
114.55 CTF   
Chan 92(Y)

NOTE: For turbo jet aircraft requesting at or above 11000.  
NOTE: Accelerate to 250K, if unable advise ATC. Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.  
NOTE: Transponder code will be issued via PDC or Charlotte clearance delivery.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

MSA CLT 25 NM

3800

CHARLOTTE, NORTH CAROLINA  
CHARLOTTE/DOUGLAS INTL (CLT)

## KERMIT FOUR DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb on heading 183°, thence . . . .

TAKEOFF RUNWAY 18C: Climb on heading 183° to 1200 before turning left, thence . . . .

TAKEOFF RUNWAY 18R: Climbing right turn heading 200°, thence . . . .

TAKEOFF RUNWAY 36L: Climb on heading 003° to 1800 then left turn heading 315°, thence . . . .

TAKEOFF RUNWAY 36C: Climb on heading 003° to 1400 then left turn heading 330°, thence . . . .

TAKEOFF RUNWAY 36R: Climbing right turn heading 025°, thence . . . .

. . . . on RADAR vectors to intercept filed/assigned transition or enroute fix/navaid.  
Maintain 8000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (KER4.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.

DEBIE TRANSITION (KER4.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.

HAMLN TRANSITION (KER4.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.

JOTTA TRANSITION (KER4.JOTTA): From over CLT VOR/DME on CLT R-011 to JOTTA.

LILLS TRANSITION (KER4.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.

MERIL TRANSITION (KER4.MERIL): From over CLT VOR/DME on CLT R-076 to MERIL.

NALEY TRANSITION (KER4.NALEY): From over CLT VOR/DME on CLT R-011 to NALEY.

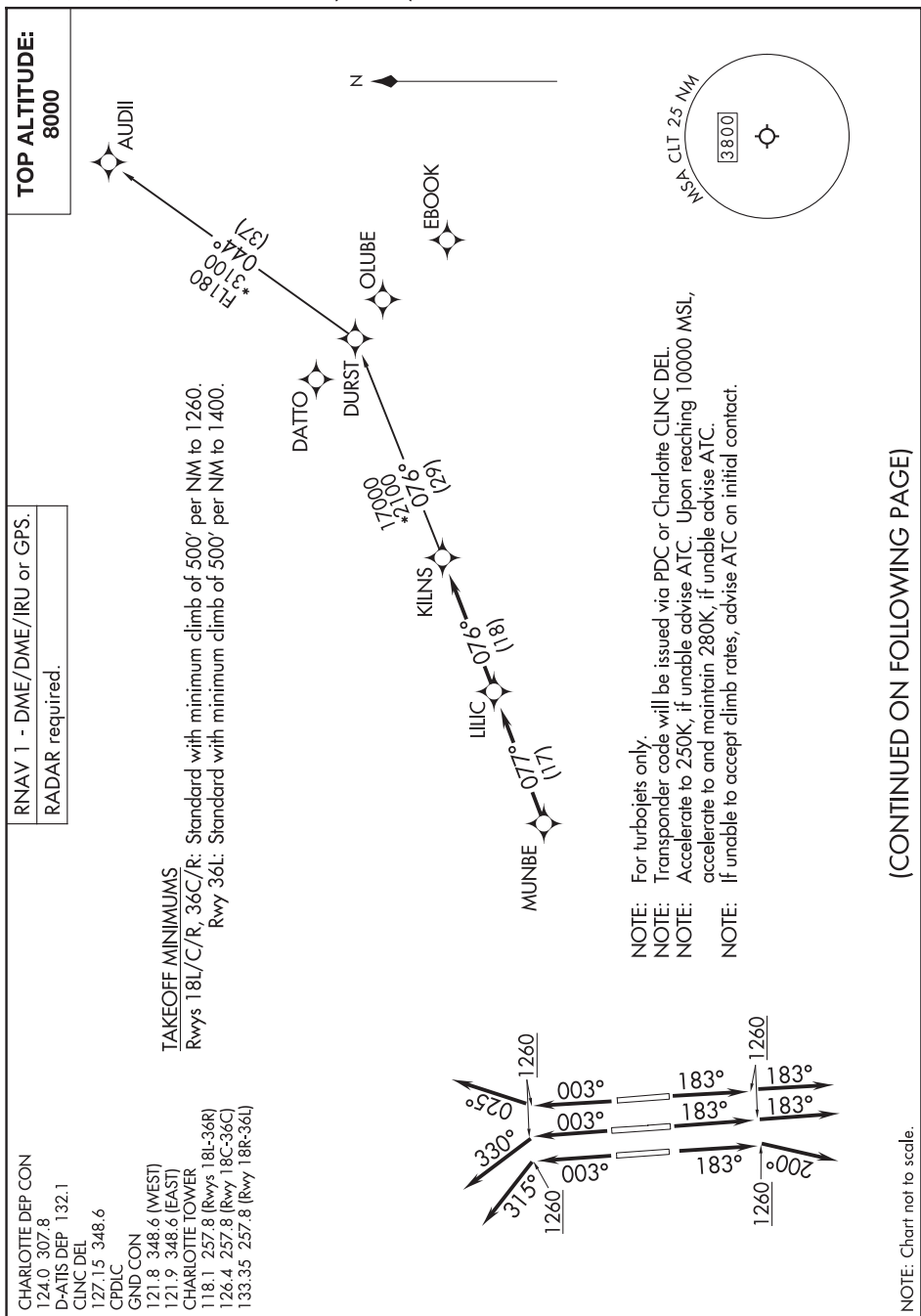
NEANO TRANSITION (KER4.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY, then on ODF R-070 to NEANO.

TREAL TRANSITION (KER4.TREAL): From over CLT VOR/DME on CLT R-196 to TREAL.

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

## KILNS FIVE DEPARTURE (RNAV)



KILNS FIVE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION  
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAYS 18L/C: Climb on heading 183° to 1260, then on heading 183° or as assigned by ATC on RADAR vectors to MUNBE, thence. . . .

TAKEOFF RUNWAY 18R: Climb on heading 183° to 1260, then on heading 200° or as assigned by ATC on RADAR vectors to MUNBE, thence. . . .

TAKEOFF RUNWAY 36L: Climb on heading 003° to 1260, then on heading 315° or as assigned by ATC on RADAR vectors to MUNBE, thence. . . .

TAKEOFF RUNWAY 36C: Climb on heading 003° to 1260, then on heading 330° or as assigned by ATC on RADAR vectors to MUNBE, thence. . . .

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

. . . .on depicted route to KILNS, then on AUDII Transition. Maintain 8000.  
Expect clearance to filed altitude within 10 minutes after departure.

AUDII TRANSITION (KILNS5.AUDII)

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



CHARLOTTE/DOUGLAS INTL (CLT)  
CHARLOTTE, NORTH CAROLINA

## KNIGHTS THREE DEPARTURE

**TOP ALTITUDE:**  
4000

RADAR and DME required.

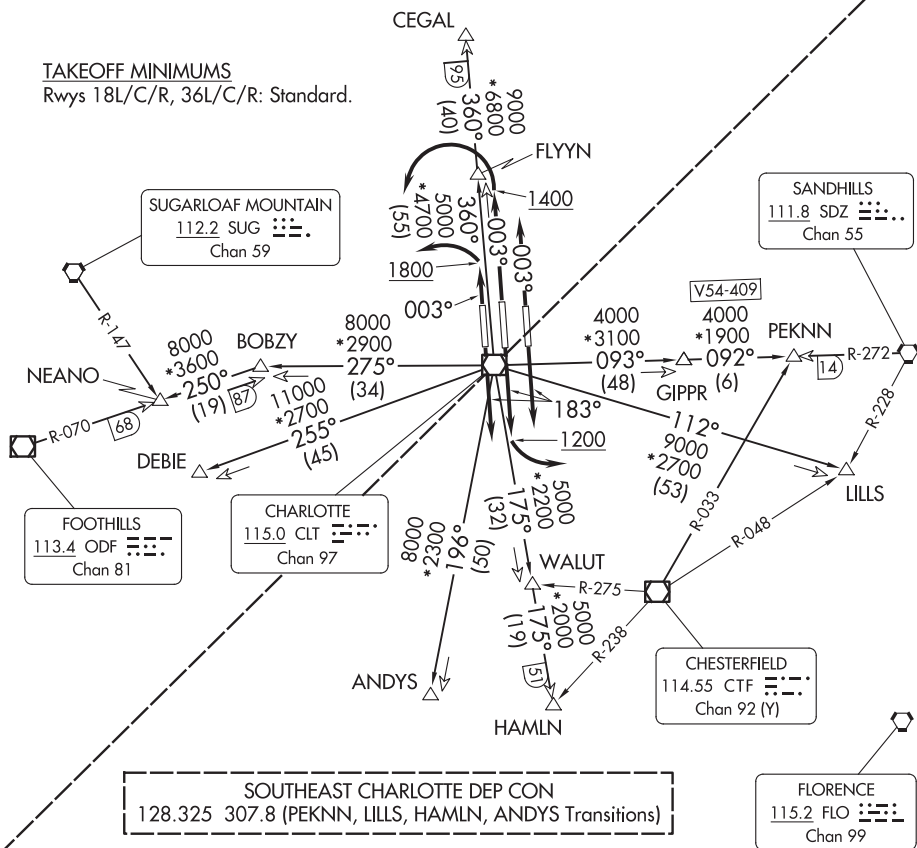
CPDLC  
GND CON  
121.8 348.6 (WEST)  
121.9 348.6 (EAST)  
CHARLOTTE TOWER  
118.1 257.8 (Rwy 18L-36R)  
126.4 257.8 (Rwy 18C-36C)  
133.35 257.8 (Rwy 18R-36L)

NORTHWEST CHARLOTTE DEP CON

120.05	257.2	(DEBIE, NEANO Transitions)
120.05	257.2	(FLYYN, CEGAL Transitions Rwy 18L/C/R)
120.5	257.2	(FLYYN, CEGAL Transitions Rwy 36L/C/R)

## TAKEOFF MINIMUMS

Rwys 18L/C/R, 36L/C/R: Standard.



NOTE: For propeller aircraft only.

NOTE: Turboprops: Operate in a manner that will result in best forward speed and climb rate.

NOTE: Transponder code will be issued via PDC or Charlotte clearance delivery.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

## KNIGHTS THREE DEPARTURE

(KNI3.KNI) 21MAR24

CHARLOTTE, NORTH CAROLINA  
CHARLOTTE/DOUGLAS INTL (CLT)

KNIGHTS THREE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 18L/R: Climb on heading 183° or as assigned by ATC, thence. . .  
TAKEOFF RUNWAY 18C: Climb on heading 183° to 1200 before turning left, thence. . .  
TAKEOFF RUNWAY 36L: Climb on heading 003° to 1800 before turning left, thence. . .  
TAKEOFF RUNWAY 36C: Climb on heading 003° to 1400 before turning left, thence. . .  
TAKEOFF RUNWAY 36R: Climb on heading 003° or as assigned by ATC, thence. . .

. . . expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid.  
Maintain 4000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (KNI3.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.  
CEGAL TRANSITION (KNI3.CEGAL): From over CLT VOR/DME on CLT R-360 to CEGAL.  
DEBIE TRANSITION (KNI3.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.  
FLYYN TRANSITION (KNI3.FLYYN): From over CLT VOR/DME on CLT R-360 to FLYYN.  
HAMLN TRANSITION (KNI3.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.  
LILLS TRANSITION (KNI3.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.  
NEANO TRANSITION (KNI3.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY,  
then on ODF R-070 to NEANO.  
PEKNN TRANSITION (KNI3.PEKNN): From over CLT VOR/DME on CLT R-093 to GIPPR,  
then on SDZ R-272 to PEKNN.

SE-2, 12 JUN 2025 to 07 AUG 2025

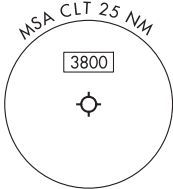
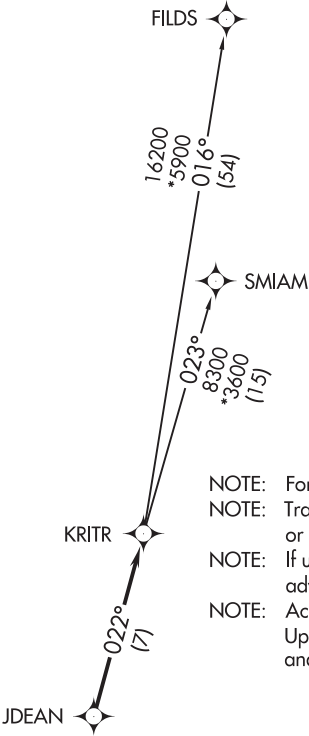
SE-2, 12 JUN 2025 to 07 AUG 2025

CHARLOTTE DEP CON  
120.5 257.2  
D-ATIS DEP 132.1  
CLNC DEL  
127.15 348.6  
CPDLC  
GND CON  
121.8 348.6 (WEST)  
121.9 348.6 (EAST)  
CHARLOTTE TOWER  
118.1 257.8 (Rwys 18L-36R)  
126.4 257.8 (Rwy 18C-36C)  
133.35 257.8 (Rwy 18R-36L)

TOP ALTITUDE:  
8000

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.

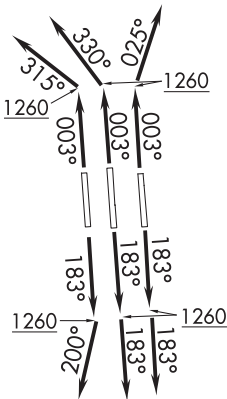


- NOTE: For turbo jets only.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Accelerate to 250K, if unable advise ATC. Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

TAKEOFF MINIMUMS

Rwys 18L/C/R, 36C/R: Standard with minimum climb of 500' per NM to 1260.

Rwy 36L: Standard with minimum climb of 500' per NM to 1400.



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(KRITR6.KRITR) 24081

KRITR SIX DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION  
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAYS 18L/C: Climb on heading 183° to 1260, then on heading 183° or as assigned by ATC on RADAR vectors to JDEAN, thence. . . .

TAKEOFF RUNWAY 18R: Climb on heading 183° to 1260, then on heading 200° or as assigned by ATC on RADAR vectors to JDEAN , thence. . . .

TAKEOFF RUNWAY 36L: Climb on heading 003° to 1260, then on heading 315° or as assigned by ATC on RADAR vectors to JDEAN, thence. . . .

TAKEOFF RUNWAY 36C: Climb on heading 003° to 1260, then on heading 330° or as assigned by ATC on RADAR vectors to JDEAN, thence. . . .

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

. . . .on track 022° to KRITR, then on assigned transition. Maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

FILDS TRANSITION (KRITR6.FILDS)

SMIAM TRANSITION (KRITR6.SMIAM)

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

CHARLOTTE/DOUGLAS INTL (CLT)  
CHARLOTTE, NORTH CAROLINA

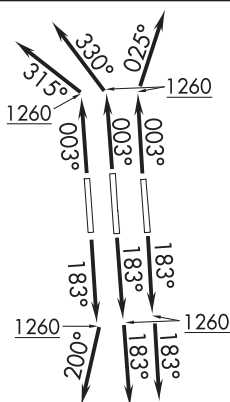
## KWEEN FIVE DEPARTURE (RNAV)

CHARLOTTE DEP CON  
120.5 257.2 (Rwys 36L/C)  
124.0 307.8 (Rwys 18L/C/R, 36R)  
D-ATIS DEP  
132.1  
CINC DEL  
127.15 348.6  
CPDLC  
GND CON  
121.8 348.6 (WEST)  
121.9 348.6 (EAST)  
CHARLOTTE TOWER  
118.1 257.8 (Rwys 18L-36R)  
126.4 257.8 (Rwy 18C-36C)  
133.35 257.8 (Rwy 18R-36L)

**TOP ALTITUDE:**  
8000

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.



HMMPY

5500  
\*2300  
181  
(7)



KWEEN

11000  
\*1900  
—183°  
(28)

UNJAM

FL180  
\*3100  
-183°  
(43)

TASTY

FL180  
\*2300  
135°  
(75)

PITRW

NOTE: For turbo jets only.

NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

NOTE: If unable to accept climb rates, advise ATC on initial contact.

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

MSA CLT 25 NM

3800

## TAKEOFF MINIMUMS

Rwys 18L/C/R, 36C/R: Standard with minimum climb of 500' per NM to 1260.  
Rwy 36L: Standard with minimum climb of 500' per NM to 1400.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

## KWEEN FIVE DEPARTURE (RNAV)

(KWEEN5.KWEEN) 21MAR24

CHARLOTTE, NORTH CAROLINA  
CHARLOTTE/DOUGLAS INTL (CLT)



DEPARTURE ROUTE DESCRIPTION  
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAYS 18L/C: Climb on heading 183° to 1260, then on heading 183° or as assigned by ATC on RADAR vectors to HMMPY, thence. . . .

TAKEOFF RUNWAY 18R: Climb on heading 183° to 1260, then on heading 200° or as assigned by ATC on RADAR vectors to HMMPY, thence. . . .

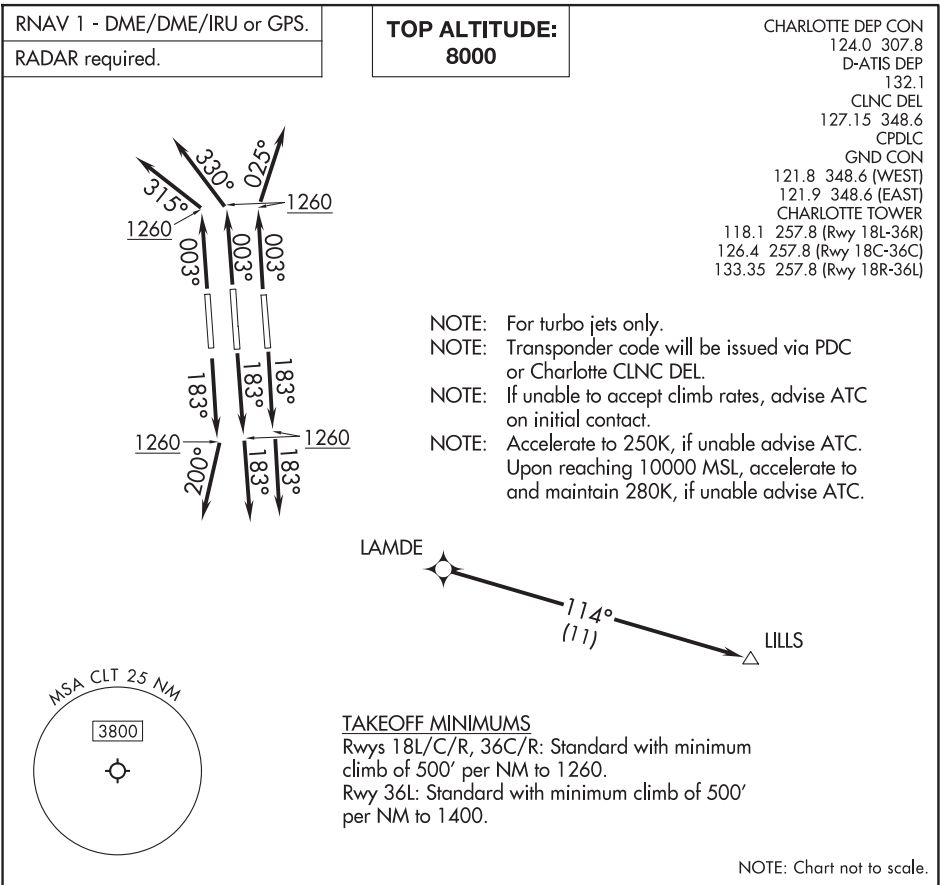
TAKEOFF RUNWAY 36L: Climb on heading 003° to 1260, then on heading 315° or as assigned by ATC on RADAR vectors to HMMPY, thence. . . .

TAKEOFF RUNWAY 36C: Climb on heading 003° to 1260, then on heading 330° or as assigned by ATC on RADAR vectors to HMMPY, thence. . . .

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

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

PITRW TRANSITION (KWEEN5.PITRW)  
UNJAM TRANSITION (KWEEN5.UNJAM)



DEPARTURE ROUTE DESCRIPTION  
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAYS 18L/C: Climb on heading 183° to 1260, then on heading 183° or as assigned by ATC on RADAR vectors to LAMDE, thence. . .

TAKEOFF RUNWAY 18R: Climb on heading 183° to 1260, then on heading 200° or as assigned by ATC on RADAR vectors to LAMDE, thence. . .

TAKEOFF RUNWAY 36L: Climb on heading 003° to 1260, then on heading 315° or as assigned by ATC on RADAR vectors to LAMDE, thence. . .

TAKEOFF RUNWAY 36C: Climb on heading 003° to 1260, then on heading 330° or as assigned by ATC on RADAR vectors to LAMDE, thence. . .

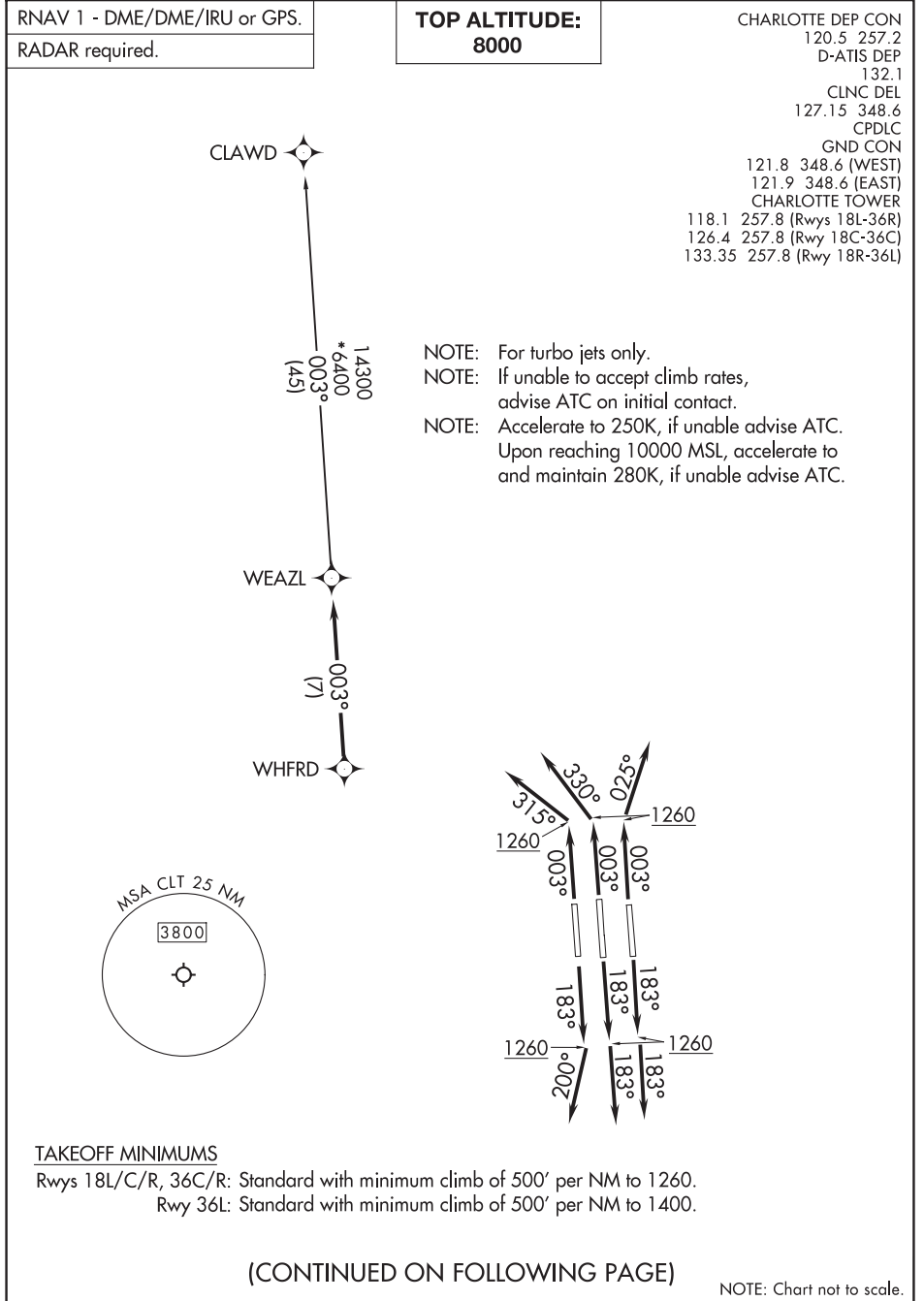
TAKEOFF RUNWAY 36R: Climb on heading 003° to 1260, then on heading 025° or as assigned by ATC on RADAR vectors to LAMDE, thence. . .

. . .on depicted route to LILLS. Maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

(WEAZL5.WEAZL) 25107

CHARLOTTE/DOUGLAS INTL (CLT)  
CHARLOTTE, NORTH CAROLINA

WEAZL FIVE DEPARTURE (RNAV)



WEAZL FIVE DEPARTURE (RNAV)

(WEAZL5.WEAZL) 21MAR24

CHARLOTTE, NORTH CAROLINA  
CHARLOTTE/DOUGLAS INTL (CLT)





DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAYS 18L/C: Climb on heading 183° to 1260, then on heading 183° or as assigned by ATC on RADAR vectors to WHFRD, thence. . .

TAKEOFF RUNWAY 18R: Climb on heading 183° to 1260, then on heading 200° or as assigned by ATC on RADAR vectors to WHFRD, thence. . .

TAKEOFF RUNWAY 36L: Climb on heading 003° to 1260, then on heading 315° or as assigned by ATC on RADAR vectors to WHFRD, thence. ..

TAKEOFF RUNWAY 36C: Climb on heading 003° to 1260, then on heading 330° or as assigned by ATC on RADAR vectors to WHFRD, thence. . .

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

. . .on track 003° to WEAZL, then on CLAWD Transition. Maintain 8000.  
Expect clearance to filed altitude within 10 minutes after departure.

CLAWD TRANSITION (WEAZL5.CLAWD)

CHERAW, SOUTH CAROLINA

AL-5553 (FAA)

22195

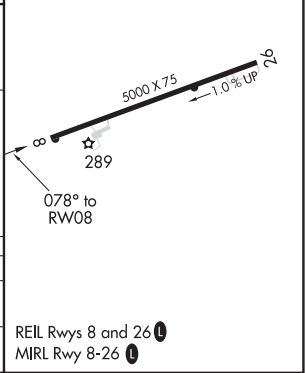
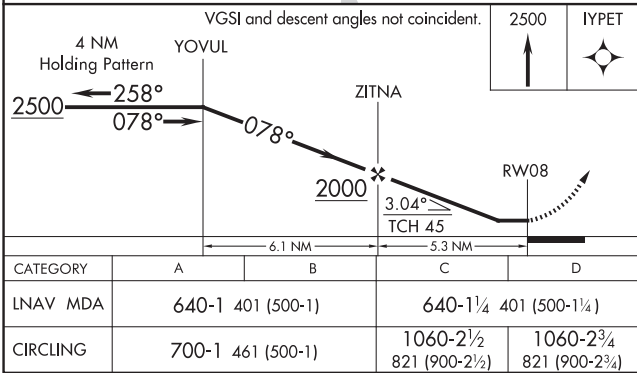
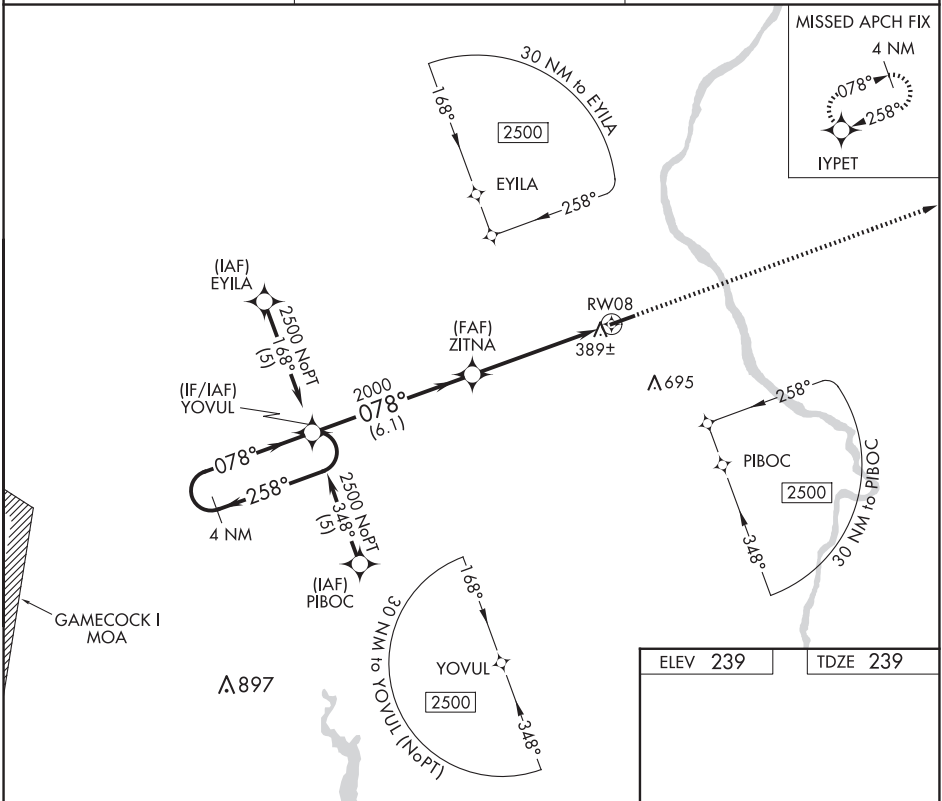
APP CRS	Rwy Idg	5000
078°	TDZE	239
	Apt Elev	239

# RNAV (GPS) RWY 8

CHERAW MUNI/LYNCH BELLINGER FLD (CQW)

RNP APCH.	Rwy 8 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Darlington altimeter setting and increase all MDA 60 feet and Circling Cat C/D visibility ¼ SM. Procedure NA at night.	MISSED APPROACH: Climb to 2500 direct IYPET and hold.
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AWOS-3 124.825	FLORENCE APP CON ★ 118.6 341.7	UNICOM 122.8 (CTAF) 0
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CHERAW, SOUTH CAROLINA  
Orig-C 24FEB22

CHERAW MUNI/LYNCH BELLINGER FLD (CQW)

34°43'N-79°57'W

# RNAV (GPS) RWY 8

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>82134</b> <b>W26A</b>	APP CRS <b>258°</b>	Rwy Idg TDZE <b>209</b> Apt Elev <b>239</b>	<b>5000</b>
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RNAV (GPS) RWY 26

CHERAW MUNI/LYNCH BELLINGER FLD (CQW)

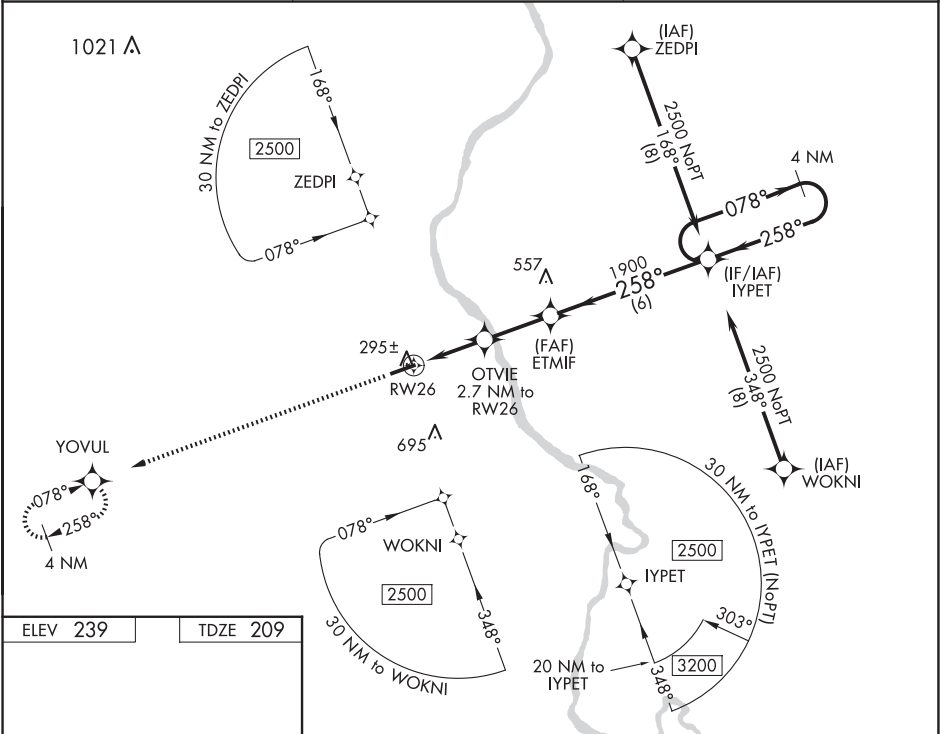
▼

▲

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Darlington altimeter setting and increase all DA 44 feet, all MDA 60 feet, LNAV/VNAV all Cals visibility 1/8 mile, LNAV Cat C/D and Circling Cat C/D visibility 1/4 mile. Helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Procedure NA at night.

MISSED APPROACH:  
Climb to 2500 direct YOVL and hold.

AWOS-3 <b>124.825</b>	FLORENCE APP CON ★ <b>118.6 341.7</b>	UNICOM <b>122.8 (CTAF) ①</b>
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ELEV 239      TDZE 209

258° to RW26

5000 X 75

1.0% UP

289

REIL Rwy 8 and 26 ①  
MIRL Rwy 8-26 ①

2500 YOVL VGS1 and RNAV glidepath not coincident.

\*LNAV only.

2500

YOVL

ETMIF

IYPT

4 NM Holding Pattern

078°

258°

2500

GP 3.00° TCH 53

2.7 NM

2.5 NM

6 NM

CATEGORY	A	B	C	D
LPV DA	459-1		250 (300-1)	
LNAV/VNAV DA	578-1 1/4		369 (400-1 1/4)	
LNAV MDA	560-1		351 (400-1)	
✶ CIRCLING	700-1 461 (500-1)		1060-2 1/2 821 (900-2 1/2)	1060-2 3/4 821 (900-2 3/4)

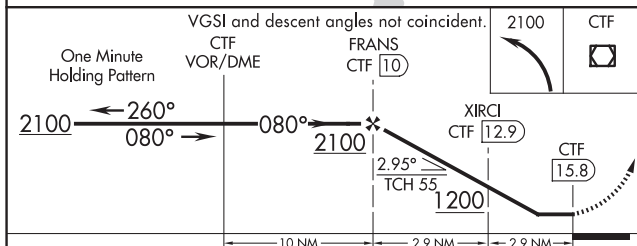
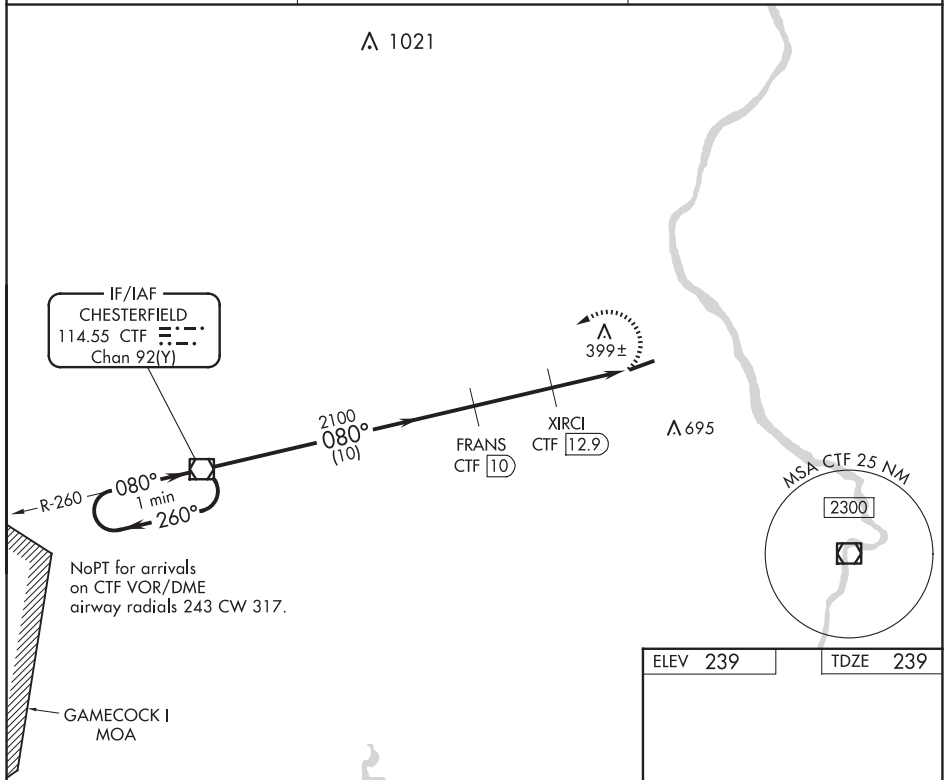
SE-2, 12 JUN 2025 to 07 AUG 2025


SE-2, 12 JUN 2025 to 07 AUG 2025

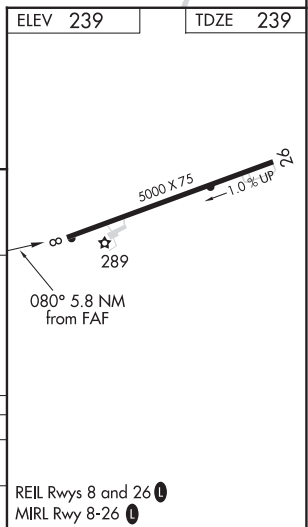
VOR/DME RWY 8  
CHERAW MUNI/LYNCH BELLINGER FLD (CQW)

**MISSED APPROACH:** Climbing left turn to 2100 direct CTF VOR/DME and hold.

AWOS-3 <b>124.825</b>	FLORENCE APP CON ★ <b>118.6 341.7</b>	UNICOM <b>122.8</b> (CTAF) <b>1</b>
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CATEGORY	A	B	C	D
S-8	660-1 421 (500-1)	660-1¼ 421 (500-1¼)		
 CIRCLING	700-1 461 (500-1)	1060-2½ 821 (900-2½)	1060-2¾ 821 (900-2¾)	



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

VOR/DME RWY 8

SE-2, 12 JUN 2025 to 07 AUG 2025

CHERRY POINT, NORTH CAROLINA

ILS or LOC/DME RWY 23R

LOC/DME I-NKT	APCH CRS	Rwy Idg
108.9	234°	7552
Chan 26		23
		29

[UN]

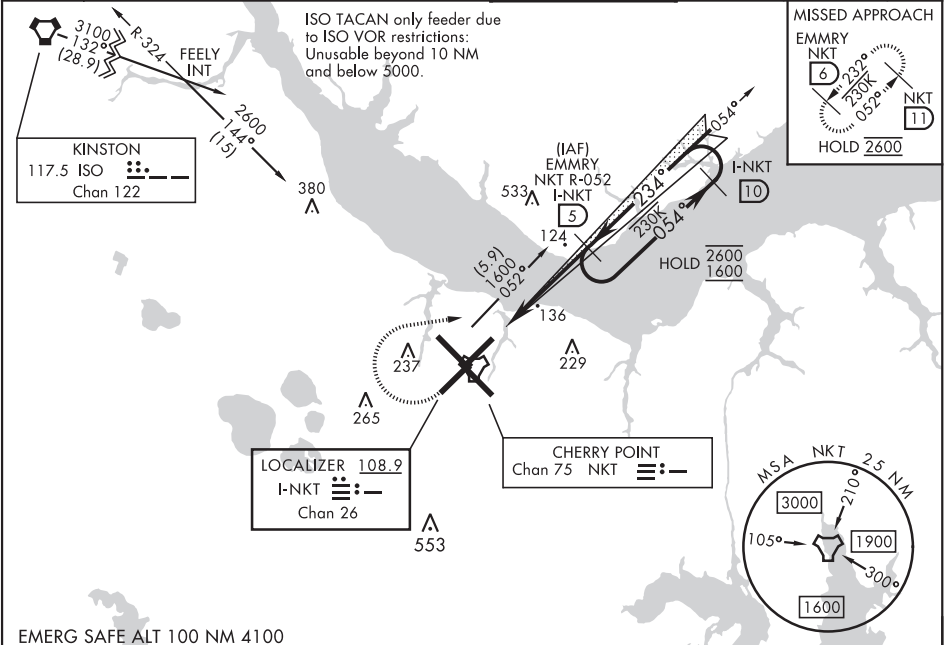
CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

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

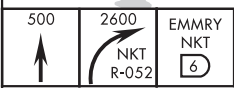


MISSED APPROACH: Climb to 500, then climbing right turn to 2600 via NKT TACAN R-052 to EMMRY and hold. Continue climb in hold to 2600.

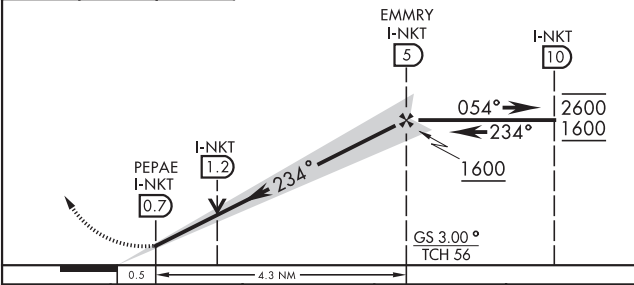
ATIS	APP CON	TOWER	GND CON	CLNC DEL	ASR/ PAR
127.475	(E) 119.75 360.775 (abv 2600')	121.3 340.2	128.625	125.95	
244.875	(E) 132.575 299.6 (at/blw 2600')		239.025	316.125	
	(W) 119.35 377.175 (N) 124.1 268.7				



EMERG SAFE ALT 100 NM 4100

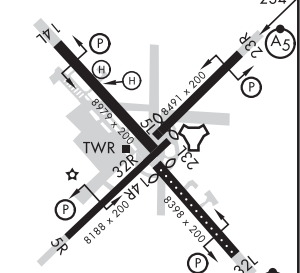


VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 53).



CATEGORY	A	B	C	D
S-ILS 23R*	223-½	200	(200-½)	
S-LOC 23R**	400-½	377 (400-½)	400-⅝ 377 (400-⅝)	
CIRCLING	580-1 551 (600-1)	580-1½ 551 (600-1½)	580-2 551 (600-2)	

ELEV 29 D TDZE 23  
Rwy 32R, 23L, 14R, 5L marked in center mat area.



HIRL all rwys  
REIL Rwy 5L and 14R  
Rwy 5L-23R Idg 7552'  
Rwy 14R-32L Idg 7551'

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

CHERRY POINT, NORTH CAROLINA

34° 54' N-76° 53' W

CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

Amtd 1 02NOV23

ILS or LOC/DME RWY 23R

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

CHERRY POINT, NORTH CAROLINA

RNAV (GPS) RWY 5R

WAAS	APCH CRS	Rwy Idg	8188
Chan <b>71199</b>	<b>054°</b>	TDZE	<b>27</b>
<b>W05A</b>		Arpt Elev	<b>29</b>

[USN]

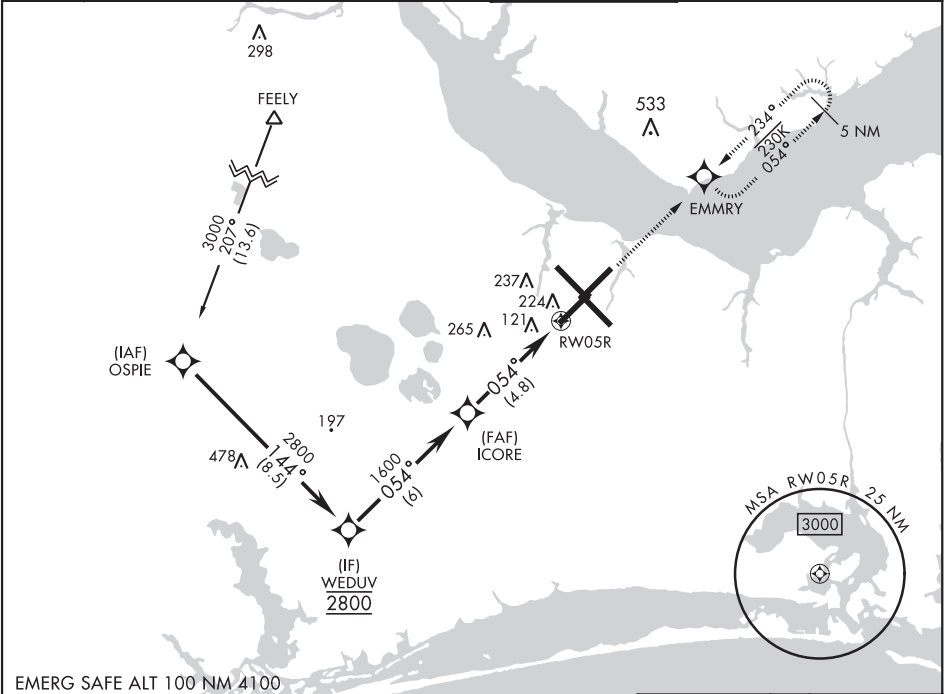
CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

RNP APCH

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

MISSED APPROACH: Climb to 600, then climbing left turn to 2600 direct EMMRY and hold. Continue climb in hold to 2600.

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



EMERG SAFE ALT 100 NM 4100

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

OSPIE 3000 WEDUV 2800 144° 054° 1600 ICORE 1.2 NM to RW05R 4.8 NM RW5R

GP 3.00° TCH 55

ELEV 29 D TDZE 27

Rwy 32R, 23L, 14R, 5L marked in center mat area.

CATEGORY	A	B	C	D
LPV DA	226-¾	200	(200-¾)	
LNAV/VNAV DA	398-1	372	(400-1)	
LNAV MDA	480-1	454 (500-1)	480-1¾ 454 (500-1¾)	
CIRCLING	580-1	551 (600-1)	580-1½ 551 (600-1½)	580-2 551 (600-2)

HIRL all rwys  
REIL Rwy 5L and 14R  
Rwy 5L-23R Idg 7552'  
Rwy 14R-32L Idg 7551'

CHERRY POINT, NORTH CAROLINA

34° 54'N-76° 53'W

CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

Amtd 6 02NOV23

RNAV (GPS) RWY 5R

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

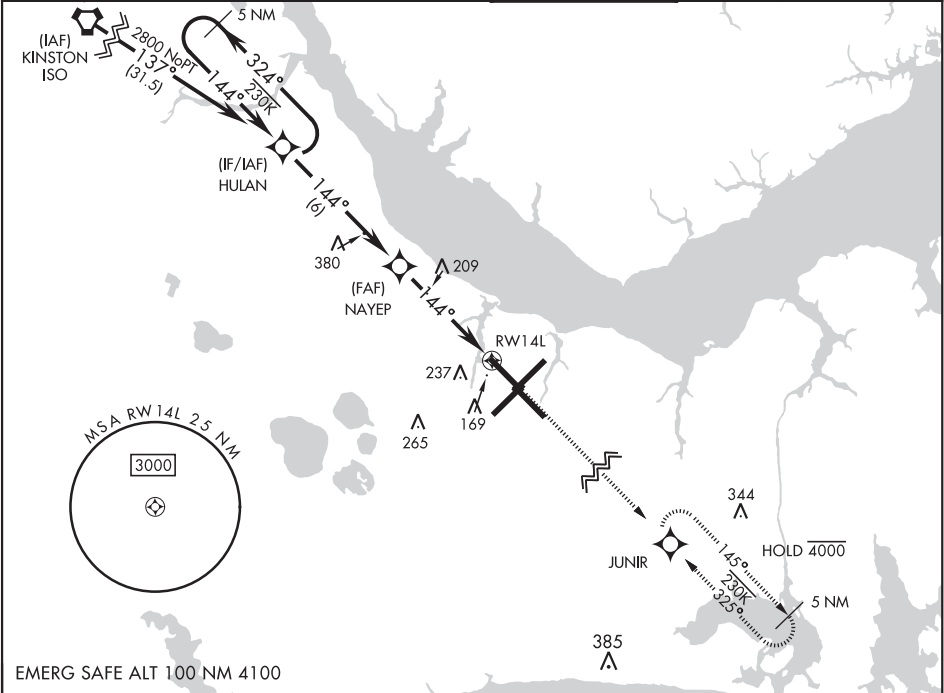
RNAV (GPS) RWY 14L

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

[USN]

CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

RNP APCH		MISSED APPROACH: Climb to 600 then climbing right turn to 2800 direct JUNIR and hold.	
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (129°F).			
ATIS	APP CON	TOWER	GND CON
127.475	119.75 (E) 360.775 (abv 2600')	121.3 340.2	128.625
244.875	132.575 (E) 299.6 (at/blw 2600')		239.025
	119.35 (W) 377.175 (N) 124.1 268.7		CLNC DEL 125.95 316.125
			ASR/ PAR



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

5 NM Holding Pattern

HULAN

NAYEP

RWY 14L

GP 3.00° TCH 55

1.3 NM to RWY 14L

4.8 NM

CATEGORY	A	B	C	D
LPV DA		226-3/4	200	(200-3/4)
LNAV/VNAV DA	301-7/8 275 (300-7/8)	312-7/8 286 (300-7/8)	320-7/8 294 (300-7/8)	331-7/8 305 (400-7/8)
LNAV MDA	500-1	474 (500-1)	500-1 3/8 551 (600-1 1/2)	474 (500-1 3/8) 551 (600-2)
CIRCLING	580-1	551 (600-1)	580-1 1/2 551 (600-1 1/2)	580-2 551 (600-2)

ELEV 29 TDZE 26

Rwy 32R, 23L, 14R, 5L marked in center mat area.

TWR

HIRL all rwys

REIL Rwy 5L and 14R

Rwy 5L-23R Idg 7552'

Rwy 14R-32L Idg 7551'

RNAV (GPS) RWY 14L

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

CHERRY POINT, NORTH CAROLINA

RNAV (GPS) RWY 23R

WAAS  
Chan **51523**  
**W23A**

APCH CRS  
**235°**

Rwy ldg  
TDZE **23**  
Arprt Elev **7552**  
**29**

[USN]    CHERRY POINT MCAS (CUNNINGHAM FLD)    (KNKT)

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

MALSR  
A5

Missed Approach: Climb to 600 then climbing left turn to 2600 direct ICORE and hold.  
Continue climb in hold to 2600.

ATIS  
**127.475**  
**244.875**

APP CON  
(E) **119.75**    **360.775** (abv 2600')  
(E) **132.575**    **299.6** (at/blw 2600')  
(W) **119.35**    **377.175** (N) **124.1**    **268.7**

TOWER  
**121.3**    **340.2**

GND CON  
**128.625**  
**239.025**

CLNC DEL  
**125.95**  
**316.125**

ASR/  
PAR

FEELY → 3000 (07.1) (12.5) → 1060 → JIBUS → 2800 (1.44) (1.2) → WASEB (IF/IAF) 2800 → 1600 235° (6) → JIMEK (FAF) → 136 → 124 → RWY 23R → 237 → 265 → ICORE → 054 → 234 → 553 → 4 NM

MSA RW23R 2.5 NM 3000

EMERG SAFE ALT 100 NM 4100

ELEV 29    D    TDZE 23

Rwy 32R, 23L, 14R, 5L marked in center mat area.

GP 3.00° TCH 55

600    2600    ICORE

1.0 NM to RWY 23R

WASEB 2800

JIMEK

235°

1600

4.8 NM

CATEGORY	A	B	C	D
LPV*	223-½		200 (200-½)	
RNAV/VNAV DA**	400-5%		377 (400-5%)	
RNAV MDA**	400-½	377 (400-½)	400-5%	377 (400-5%)
CIRCLING	580-1	551 (600-1)	580-1 ½ 551 (600-1½)	580-2 551 (600-2)

HIRL all rwys  
REIL Rwy 5L and 14R  
Rwy 5L-23R ldg 7552'  
Rwy 14R-32L ldg 7551'

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

Amtd 5 02NOV23

RNAV (GPS) RWY 23R

SE-2, 12 JUN 2025 to 07 AUG 2025


SE-2, 12 JUN 2025 to 07 AUG 2025

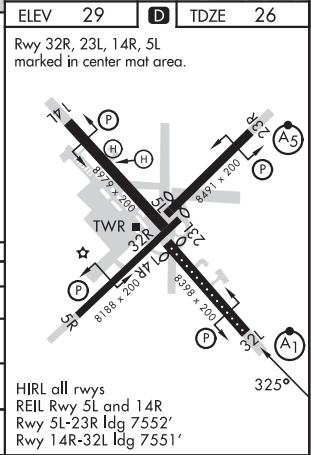
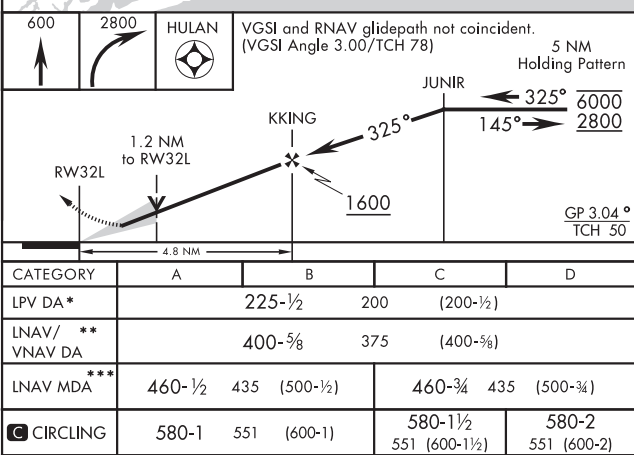
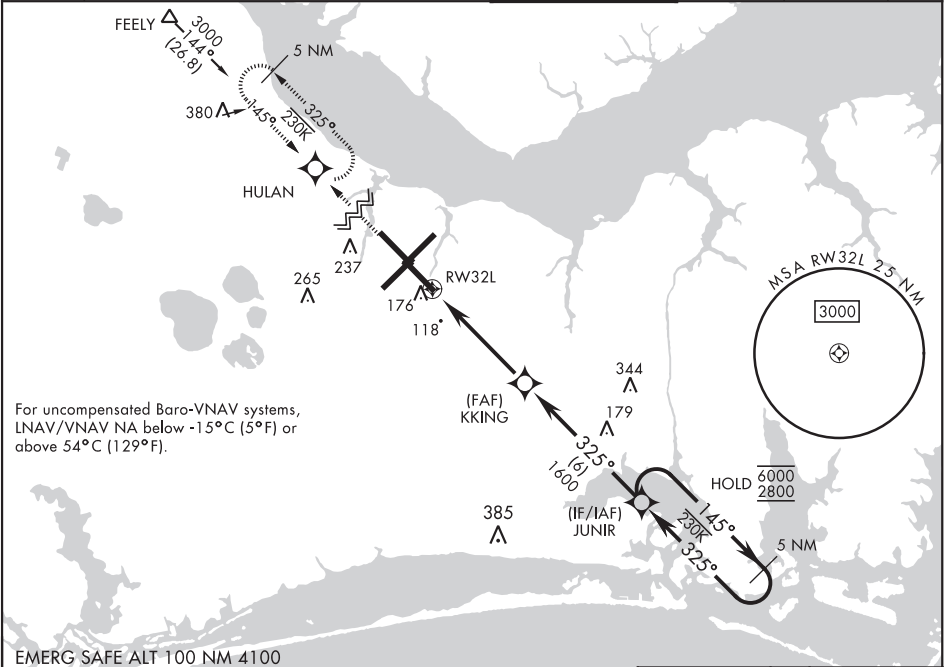


RNAV (GPS) RWY 32L

WAAS	APCH CRS	Rwy Idg	7551
Chan <b>54304</b>	<b>325°</b>	TDZE	<b>26</b>
<b>W32A</b>		Arpt Elev	<b>29</b>

[USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

RNP APCH				ALSIF-1		MISSED APPROACH: Climb to 600 then climbing right turn to 2800 direct HULAN and hold.				
▼ *When ALS inop, increase vis to ¾ mile. **When ALS inop, increase vis to 1 mile. ***When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles.										
ATIS		APP CON		TOWER		GND CON		CLNC DEL		ASR/ PAR
127.475	(E) 119.75	360.775	(abv 2600')			128.625	125.95			
(E) 132.575		299.6	(at/blw 2600')	121.3 340.2		239.025	316.125			
244.875	(W) 119.35	377.175	(N) 124.1 268.7							



RNAV (GPS) RWY 32L

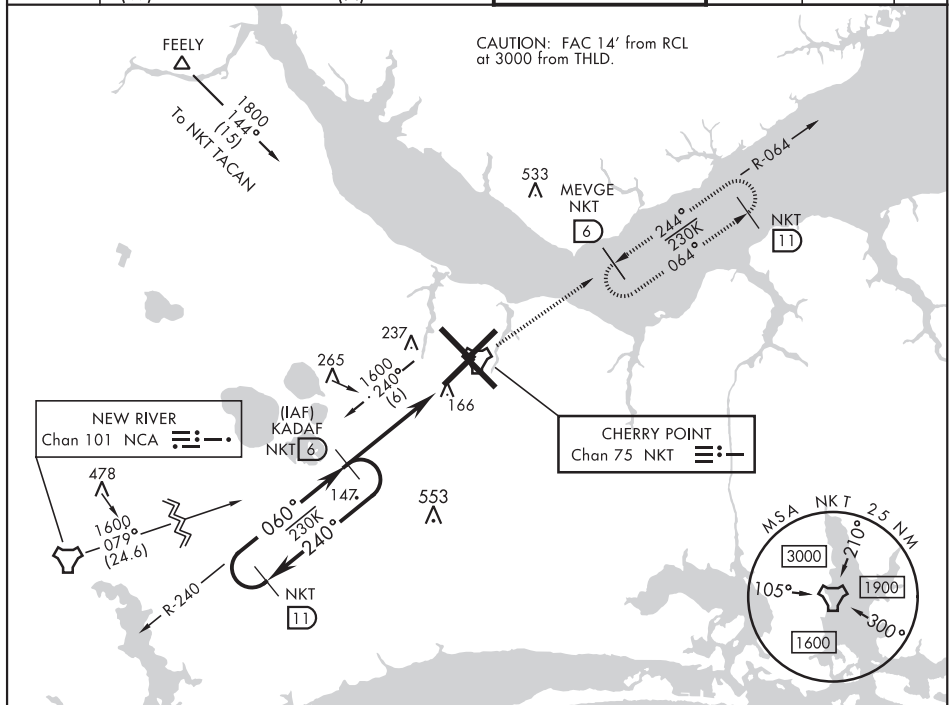
SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

CHERRY POINT, NORTH CAROLINA

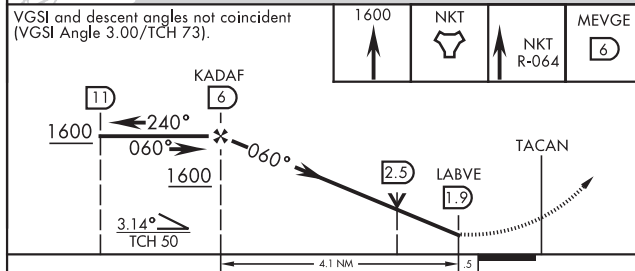
TACAN Z RWY 5R


TACAN NKT Chan 75		APCH CRS 060°		Rwy Idg 8188 TDZE 27 Arprt Elev 29		[USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)				
<div>▼</div>						MISSED APPROACH: Climb to 1600 direct NKT TACAN and fly NKT R-064 to MEVGE and hold.				
ATIS 127.475 244.875		APP CON (E) 119.75 360.775 (obv 2600') (E) 132.575 299.6 (at/blw 2600') (W) 119.35 377.175 (N) 124.1 268.7				TOWER 121.3 340.2		GND CON 128.625 239.025	CLNC DEL 125.95 316.125	ASR/ PAR



EMERG SAFE ALT 100 NM 4100

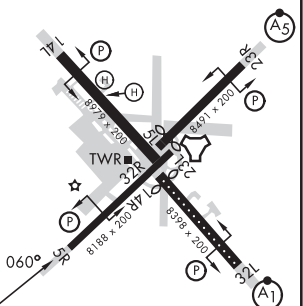
VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 73).



CATEGORY	A		B		C		D	
S-5R	420-1	394	(400-1)		420-1½	394	(400-1½)	
 CIRCLING	580-1	551	(600-1)		580-1½ 551 (600-1½)		580-2 551 (600-2)	

ELEV	29	<b>D</b>	TDZE	27
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Rwy 32R, 23L, 14R, 5L  
marked in center mat area.



HIRL all rwys  
REIL Rwy 5L and 14R  
Rwy 5L-23R ldg 7552'  
Rwy 14R-32L ldg 7551'

CHERRY POINT, NORTH CAROLINA

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

Amdt 5 02NOV23

TACAN Z RWY 5R

SE-2, 12 JUN 2025 to 07 AUG 2025

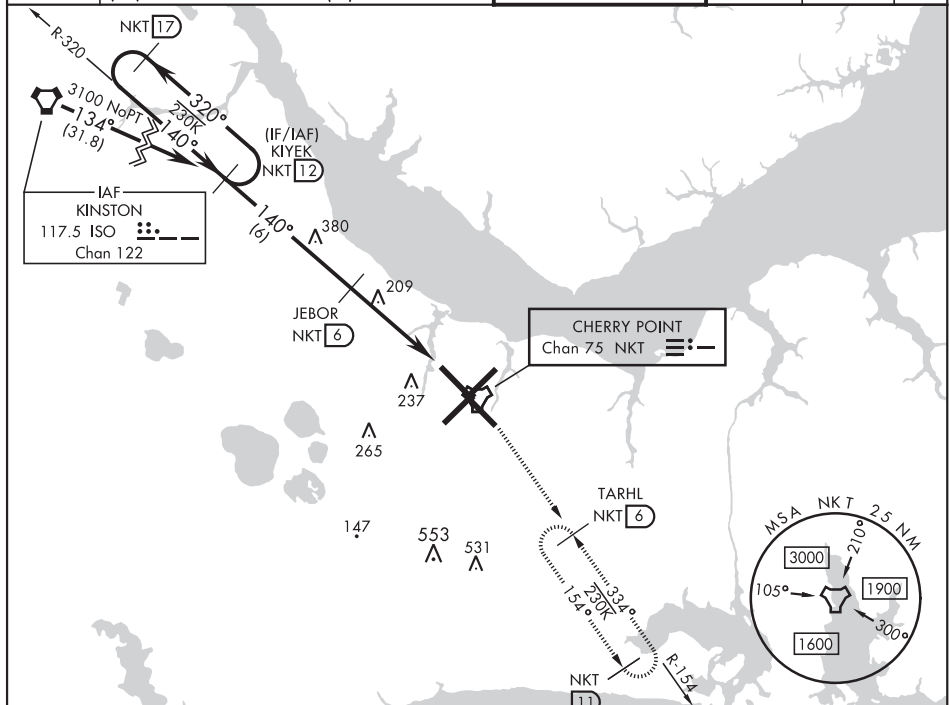
SE-2, 12 JUN 2025 to 07 AUG 2025

TACAN Z RWY 14L

TACAN NKT Chan <b>75</b>	APCH CRS <b>140°</b>	Rwy Idg <b>8979</b> TDZE <b>26</b> Arpt Elev <b>29</b>	[USN]	CHERRY POINT MCAS (CUNNINGHAM FLD)	(KNKT)
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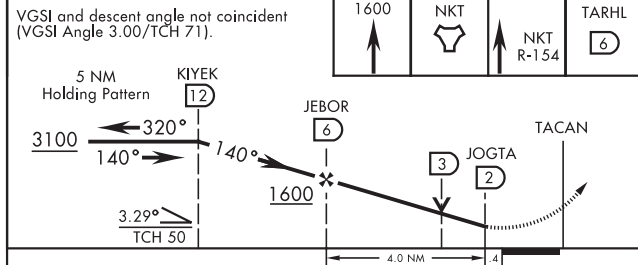
**MISSED APPROACH:** Climb to 1600 direct NKT TACAN and fly NKT R-154 to TARHL and hold.


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

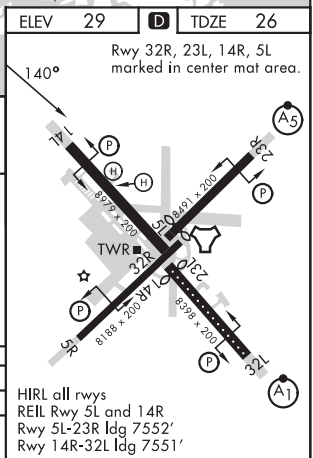


EMERG SAFE ALT 100 NM 4100

VGSI and descent angle not coincident (VGSI Angle 3.00/TCH 71).



CATEGORY	A		B		C		D	
S-14L	500-1	474	(500-1)		500-1 $\frac{3}{8}$	474	(500-1 $\frac{3}{8}$ )	
 CIRCLING	580-1	551	(600-1)		580-1 $\frac{1}{2}$		580-2	
					551 (600-1 $\frac{1}{2}$ )		551 (600-2)	



CHERRY POINT, NORTH CAROLINA

34° 54'N-76° 53'W

CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

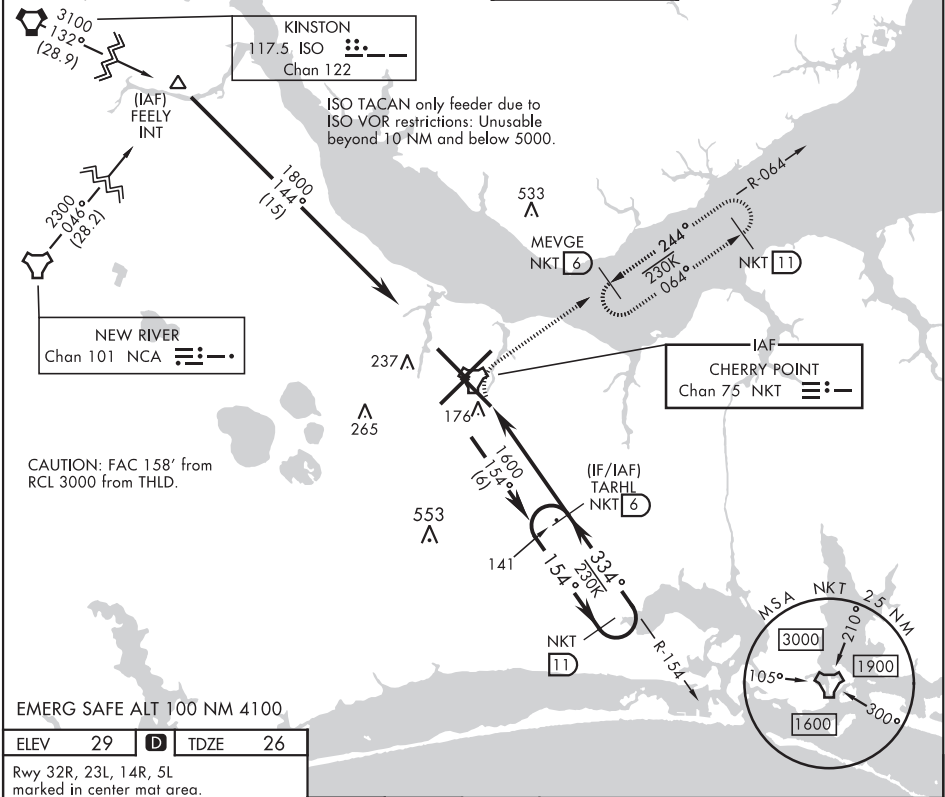
Amdt 7 02NOV23

## TACAN Z RWY 14L

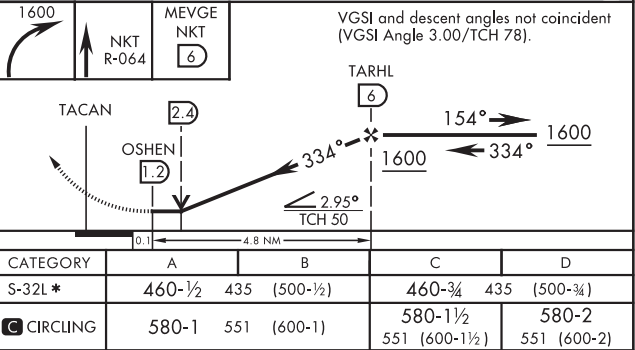
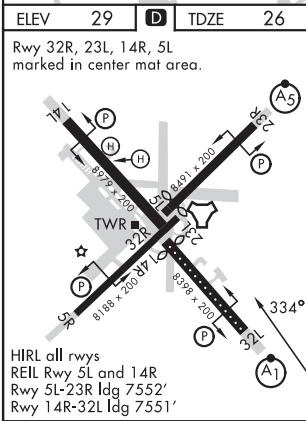
CHERRY POINT, NORTH CAROLINA

TACAN Z RWY 32L

TACAN NKT Chan 75		APCH CRS 334°		Rwy Idg 7551 TDZE 26 Arpt Elev 29		[USN]	CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)					
<div><div></div><div>* When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1 1/2 miles.</div></div>						<div>ALSF-1</div> <div><div>A1</div><div></div></div>		MISSED APPROACH: Climbing right turn to 1600 and intercept NKT R-064 to MEVGE and hold.				
ATIS 127.475 244.875		APP CON (E) 119.75 360.775 (abv 2600') (E) 132.575 299.6 (at/blw 2600') (W) 119.35 377.175 (N) 124.1 268.7				TOWER 121.3 340.2		GND CON 128.625 239.025		CLNC DEL 125.95 316.125		ASR/ PAR



EMERG SAFE ALT 100 NM 4100



CHERRY POINT, NORTH CAROLINA

34° 54'N-76° 53'W

CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

Amtd 6 02NOV23

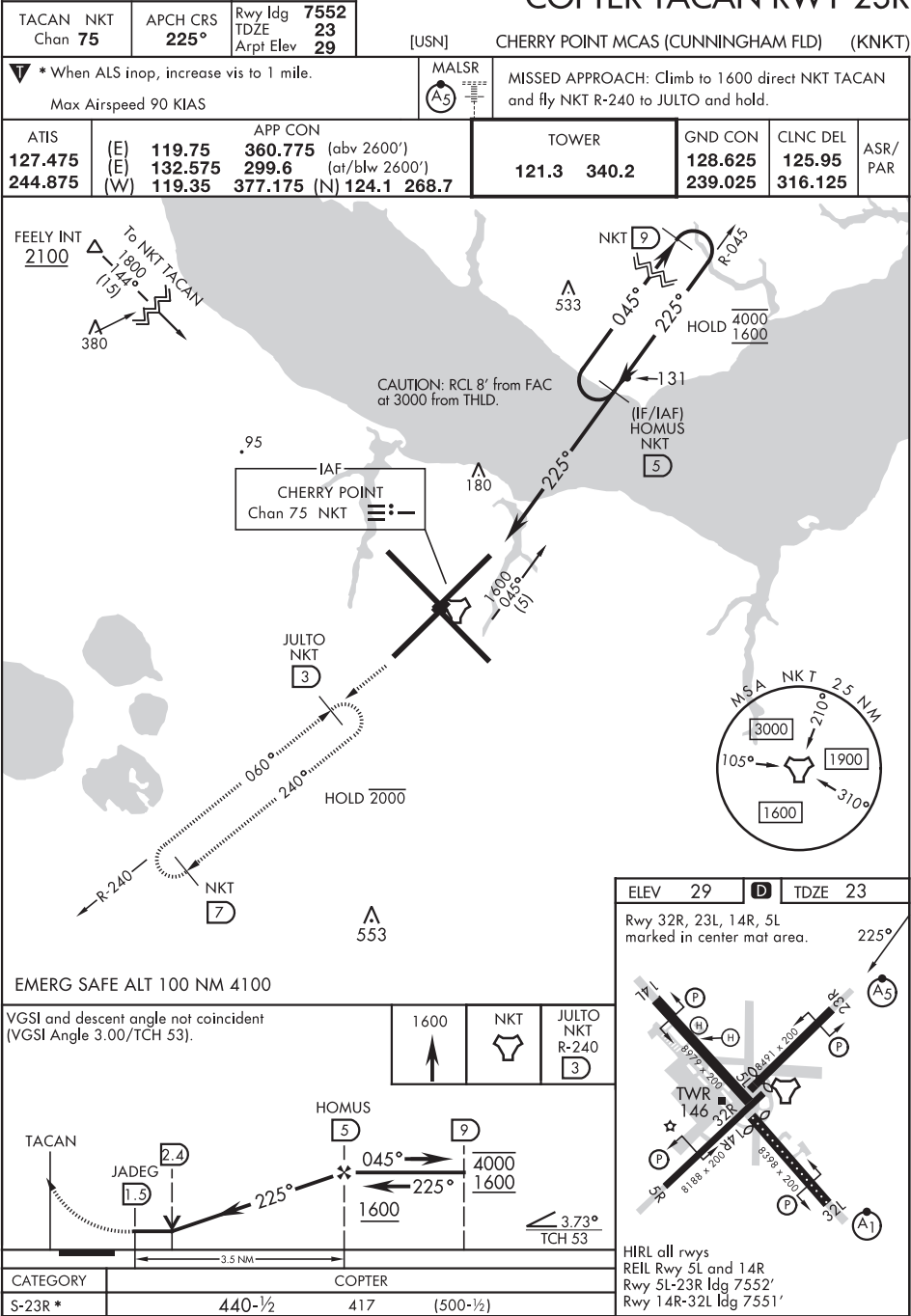
TACAN Z RWY 32L

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

CHERRY POINT, NORTH CAROLINA

COPTER TACAN RWY 23R



SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

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

Amtd 8 02NOV23

COPTER TACAN RWY 23R

24025

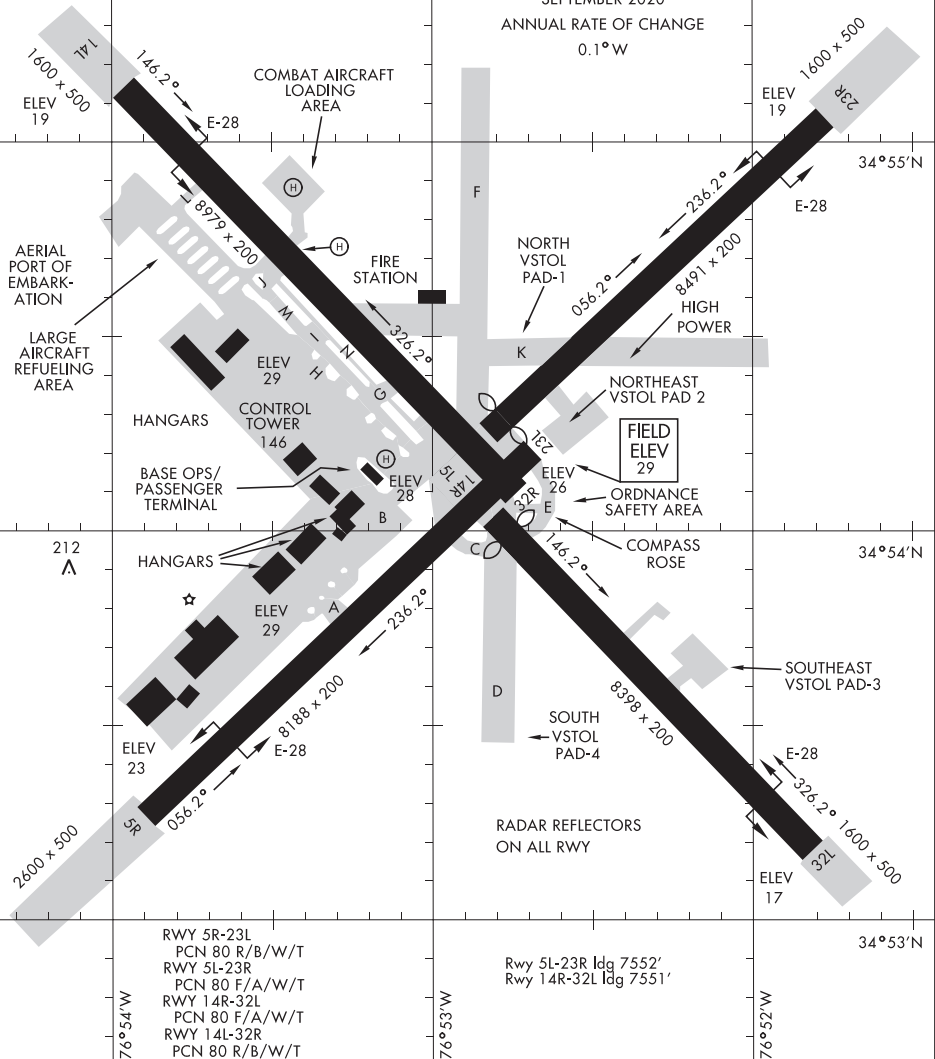
## AIRPORT DIAGRAM

[USN]

CHERRY POINT MCAS, (CUNNINGHAM FLD) (KNKT)

CHERRY POINT, NORTH CAROLINA

ATIS  
127.475 244.875  
CHERRY POINT TOWER  
121.3 340.2  
GND CON  
128.625 239.025  
CLNC DEL  
125.95 316.125



SE-2, 12 JUN 2025 to 07 AUG 2025

## AIRPORT DIAGRAM

CHERRY POINT, NORTH CAROLINA  
CHERRY POINT MCAS, (CUNNINGHAM FLD) (KNKT)

WAAS CH <b>93818</b> <b>W17A</b>	APP CRS <b>174°</b>	Rwy Idg TDZE <b>657</b> Apt Elev <b>657</b>
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RNAV (GPS) RWY 17

CHESTER CATAWBA RGNL (DCM)

RNP APCH-GPS.

▼

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

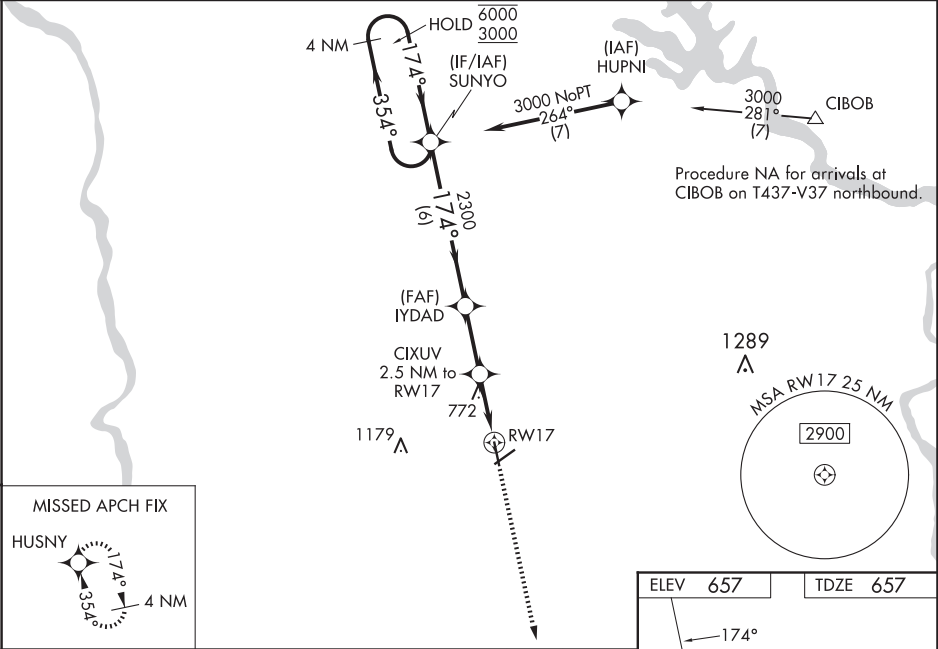
Circling to Rwy 5-23 NA at night. Rwy 17 helicopter visibility reduction below ¾ SM NA.

Baro-VNAV and VDP NA when using UZA altimeter setting. When local altimeter setting not received, use UZA altimeter setting and increase LPV DA to 940 feet and all visibilities ½ SM.

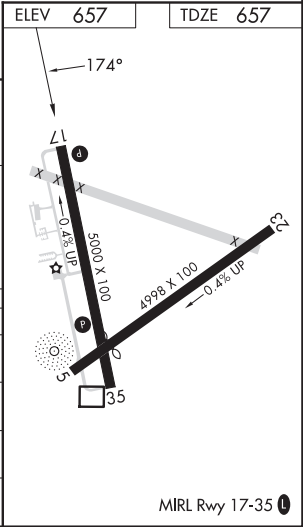
Increase LNAV/VNAV DA to 1167 feet; increase all MDAs 40 feet and LNAV visibility Cat C/D ¼ SM.

MISSED APPROACH:  
Climb to 3000 direct HUSNY and hold.

AWOS-3 <b>120.975</b>	CHARLOTTE APP CON <b>120.05 307.8</b>	UNICOM <b>122.7 (CTAF) 0</b>
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4 NM Holding Pattern		SUNYO		VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 26).		3000		HUSNY	
6000 ← 354°		3000 → 174°		174°		2300		CIXUV 2.5 NM to RW17	
GP 3.04° TCH 34		2300		1480		1.2 NM to RW17		RW17	
6 NM		2.5 NM		1.3 NM		1.2			
CATEGORY	A	B	C	D					
LPV DA	907-¾ 250 (300-¾)								
LNAV/VNAV DA	1134-1⅜ 477 (500-1⅜)								
LNAV MDA	1060-1	403 (500-1)	1060-1½		403 (500-1½)				
CIRCLING	1160-1	503 (600-1)	1280-1¾ 623 (700-1¾)		1480-2¾ 823 (900-2¾)				



CHESTER, SOUTH CAROLINA

AL-5954 (FAA)

24193

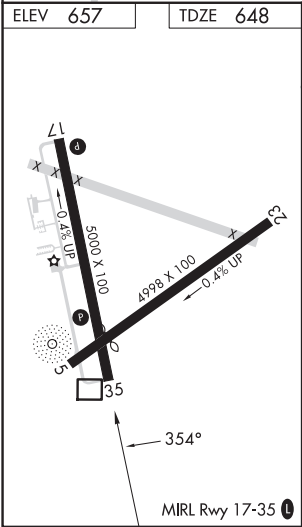
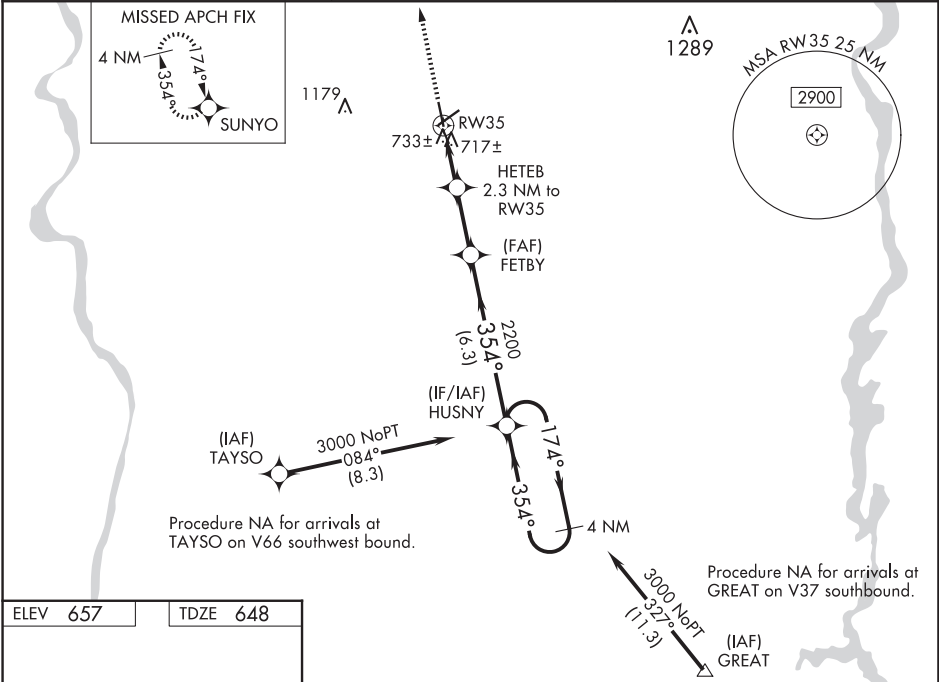
WAAS CH <b>40318</b> <b>W35A</b>	APP CRS <b>354°</b>	Rwy Idg TDZE <b>648</b> Apt Elev <b>657</b>
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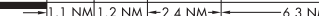
RNAV (GPS) RWY 35  
CHESTER CATAWBA RGNL (DCM)

**⚠** Circling to Rwy 5-23 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rock Hill altimeter setting and increase all DA 33 feet and all MDAs 40 feet; increase LPV, LNAV/VNAV all Cals and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Rock Hill altimeter setting.

MISSED APPROACH:  
Climb to 3000 direct  
SUNYO and hold.

AWOS-3 <b>120.975</b>	CHARLOTTE APP CON <b>120.05 307.8</b>	UNICOM <b>122.7 (CTAF) 0</b>
--------------------------	--	---------------------------------



3000 ↑		SUNYO 		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 32).		4 NM Holding Pattern	
*LNAV only.		HETEB 2.3 NM to RW35		FETBY 2200		HUSNY	
		*1.1 NM to RW35		1420*		354° 174° 3000	
				2200		GP 3.00° TCH 55	
CATEGORY	A		B		C		D
LPV DA	940-1 292 (300-1)						
LNAV/VNAV DA	1010-1¼ 362 (400-1¼)						
LNAV MDA	1020-1 372 (400-1)						1020-1¼ 372 (400-1¼)
CIRCLING	1160-1 503 (600-1)				1280-1¾ 623 (700-1¾)		1480-2¾ 823 (900-2¾)

CHESTER, SOUTH CAROLINA

Amdt 1A 20MAY21

34°47'N-81°12'W

CHESTER CATAWBA RGNL (DCM)  
RNAV (GPS) RWY 35

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



NDB DCM <b>220</b>	APP CRS <b>340°</b>	Rwy Idg TDZE Apt Elev <b>5000</b> <b>648</b> <b>657</b>	<b>NDB RWY 35</b> CHESTER CATAWBA RGNL (DCM)
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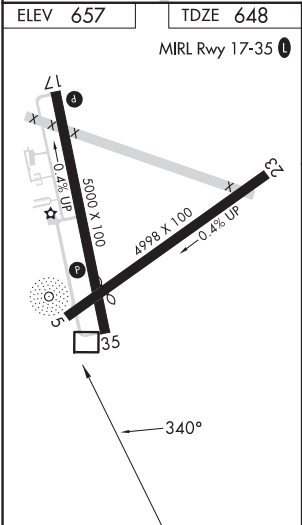
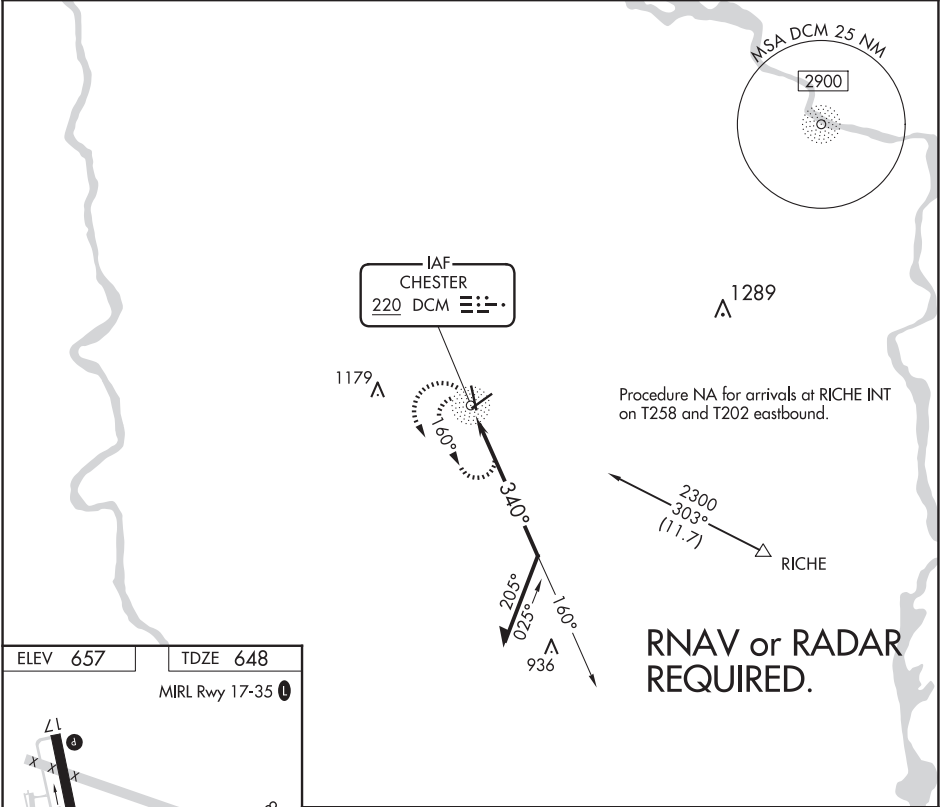
⚠

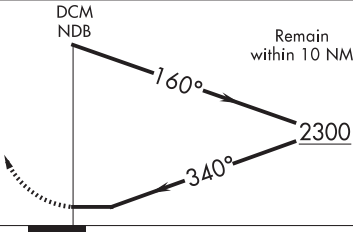
⚠

Circling to Rwy 5/23 NA, at night. Rwy 35 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. When local altimeter setting not received, use UZA altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing left turn to 2300 in DCM NDB holding pattern.

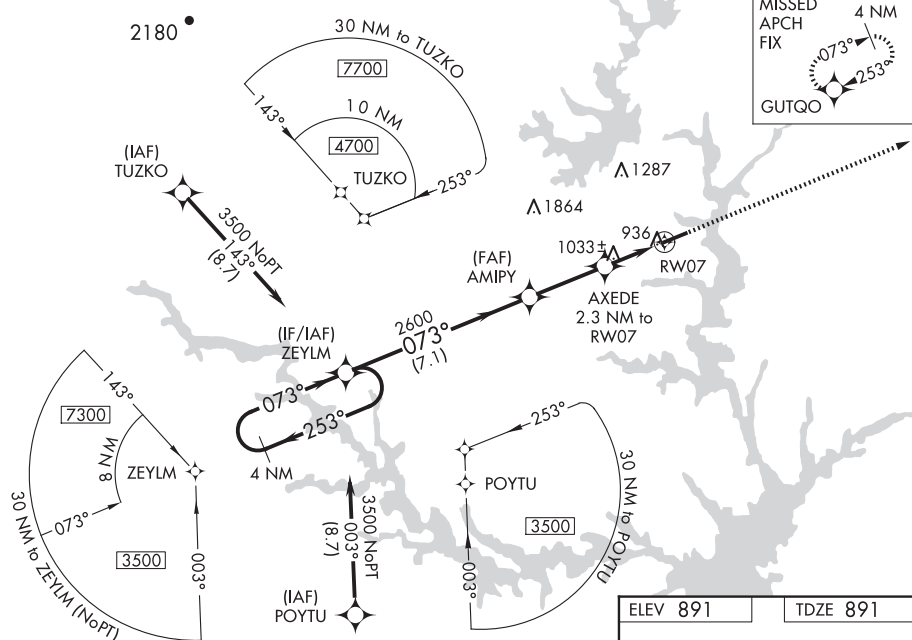
AWOS-3 <b>120.975</b>	CHARLOTTE APP CON <b>120.05 307.8</b>	UNICOM <b>122.7 (CTAF) 0</b>
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2300	DCM			
CATEGORY	A	B	C	D
S-35	1340-1	692 (700-1)	1340-2	692 (700-2)
CIRCLING	1340-1	683 (700-1)	1340-2 683 (700-2)	1480-2 <sup>3</sup> / <sub>4</sub> 823 (900-2 <sup>3</sup> / <sub>4</sub> )

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

**MISSED APPROACH:**  
Climb to 3000 direct  
GUTQO and hold.

UNICOM  
122.7 (CTAF) **L**

TDZE 891

4 NM Holding Pattern

ZEYLM

3500 ← 253°  
→ 073°

GP 3.00°  
TCH 53

VGS and RNAV glidepath not coincident  
(VGS Angle 3.00/TCH 39).

AMIPY 2600

AXEDE 2.3 NM to RW07

\*1.2 NM to RW07

RW07

7.1 NM

2.9 NM


1.1

1.2

3000 ↑

GUTQO

\*LNAV only.

CATEGORY		A	B	C	D
LPV	DA	1146- $\frac{3}{4}$	255 (300- $\frac{3}{4}$ )	1146-1 255 (300-1)	NA
LNAV/ VNAV	DA	1144- $\frac{3}{4}$	253 (300- $\frac{3}{4}$ )	1144-1 253 (300-1)	NA
LNAV	MDA	1300-1	409 (500-1)	1300-1 $\frac{1}{8}$ 409 (500-1 $\frac{1}{8}$ )	NA
 CIRCLING		1300-1 409 (500-1)	1360-1 469 (500-1)	1640-2 $\frac{1}{4}$ 749 (800-2 $\frac{1}{4}$ )	NA

A diagram of a microscope tilted upwards. An arrow points to the top of the microscope with the text "0.3% UP". Another arrow points to the base of the microscope with the text "0.73°". The text "5000 X 100" is written on the side of the microscope.

MIRL Rwy 7-25 **L**  
REIL Rwy 7 and 25 **L**

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

SE-2, 12 JUN 2025 to 07 AUG 2025

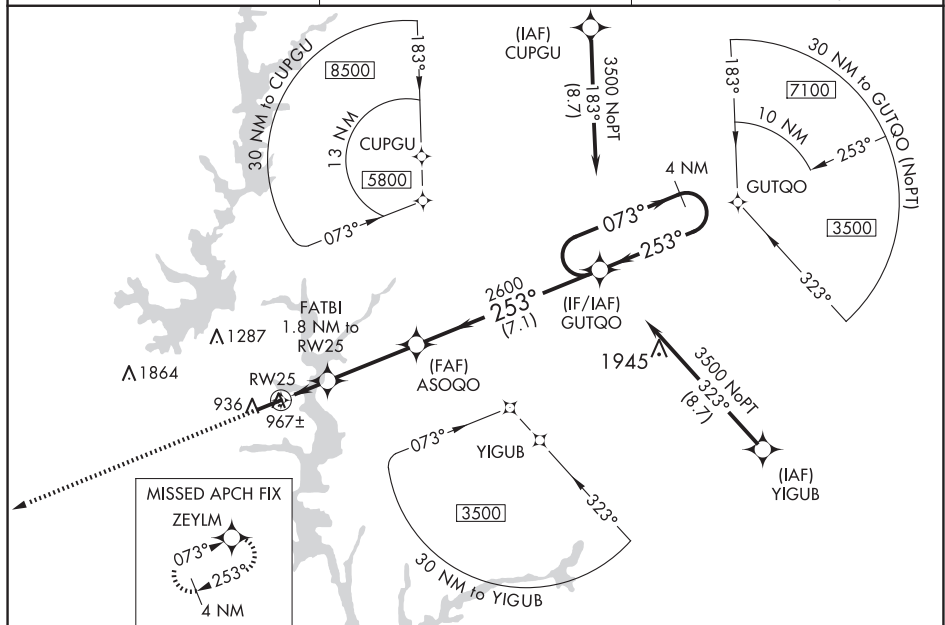
WAAS CH <b>50405</b> <b>W25A</b>	APP CRS <b>253°</b>	Rwy Idg <b>5000</b> TDZE <b>891</b> Apt Elev <b>891</b>
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RNAV (GPS) RWY 25  
OCONEE COUNTY RGNL (CEU)

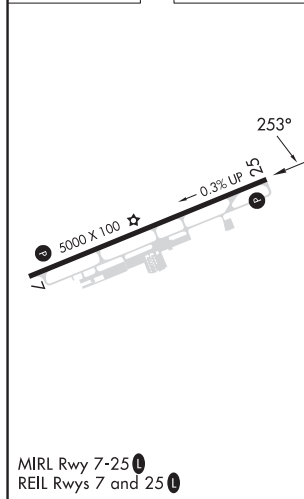
**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Anderson altimeter setting and increase all DA 47 feet and all MDA 60 feet; increase LPV all Cats, and LNAV Cat C visibility ½ mile; increase LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV and VDP NA when using Anderson altimeter setting.

**MISSED APPROACH:** Climb to 3000 direct ZEYLM and hold.

ASOS <b>119.275</b>	GREER APP CON★ <b>118.8 270.275</b>	UNICOM <b>122.7 (CTAF) L</b>
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ELEV 891		TDZE 891
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CLINTON, NORTH CAROLINA

AL-5782 (FAA)

23110

WAAS CH <b>53720</b> <b>W06A</b>	APP CRS <b>060°</b>	Rwy Idg <b>5008</b> TDZE <b>142</b> Apt Elev <b>144</b>
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**RNAV (GPS) RWY 6**  
CLINTON-SAMPSON COUNTY (CT'Z)

RNP APCH - GPS.

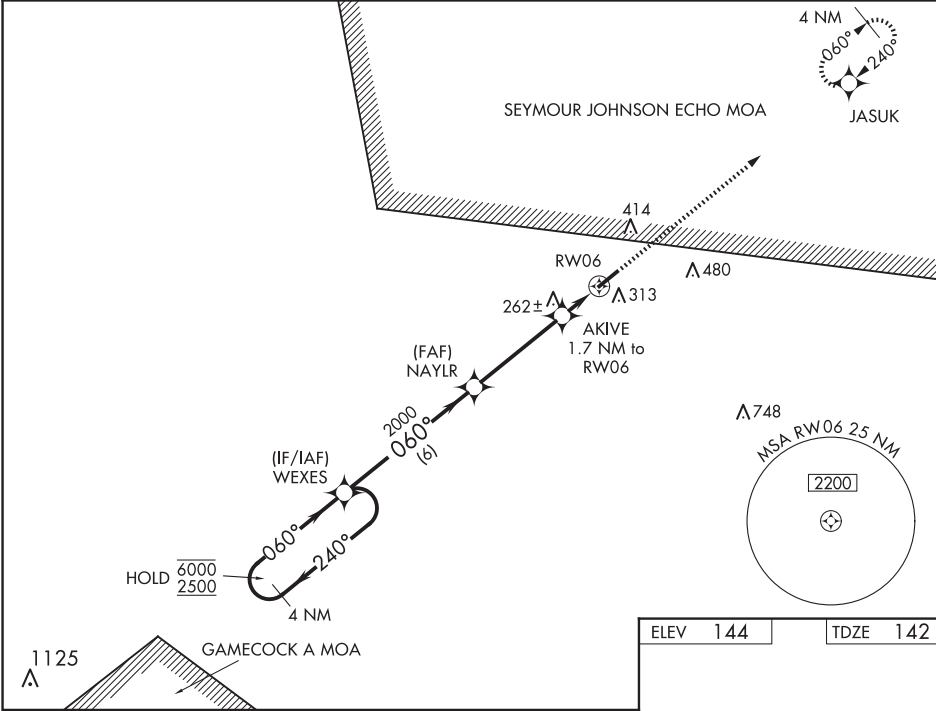
▼

▲

Rwy 6 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 2500 direct  
JASUK and hold.

AWOS-3 <b>119.125</b>	FAYETTEVILLE APP CON <b>133.0 290.25</b>	UNICOM <b>122.8 (CTAF) 0</b>
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4 NM Holding Pattern

WEXES

NAYLR

AKIVE 1.7 NM to RW06

2500 JASUK

6000 2500

GP 3.00° TCH 39

2000 700

6 NM 4.1 NM 0.6 1.1

CATEGORY	A	B	C	D
LPV DA		392-¾	250 (300-¾)	
LNAV/VNAV DA		545-1⅛	403 (500-1⅛)	
LNAV MDA		520-1	378 (400-1)	
CIRCLING	680-1 536 (600-1)	780-1 636 (700-1)	840-2 696 (700-2)	840-2¼ 696 (700-2¼)

ELEV 144 TDZE 142

5008 X 75

0.3% UP

060°

MIRL Rwy 6-24  
REIL Rwy 6 and 24

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

RNP APCH-GPS.

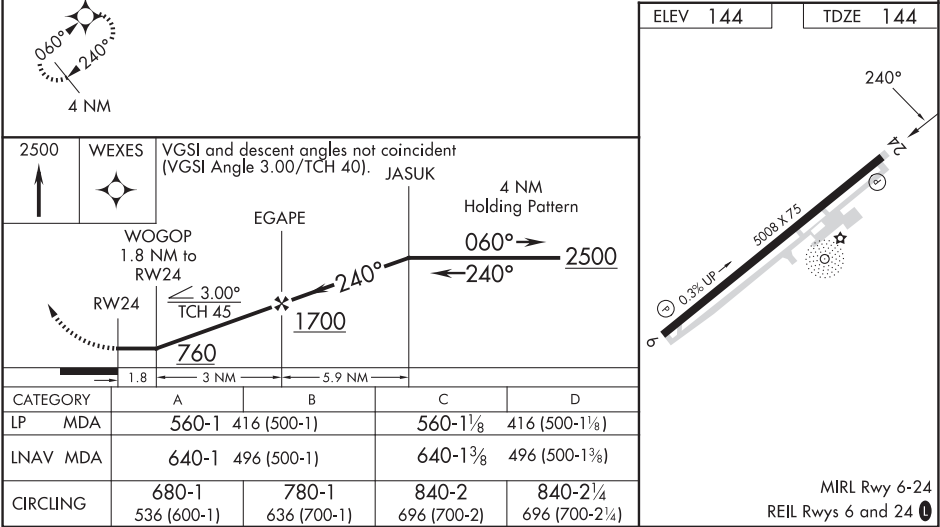
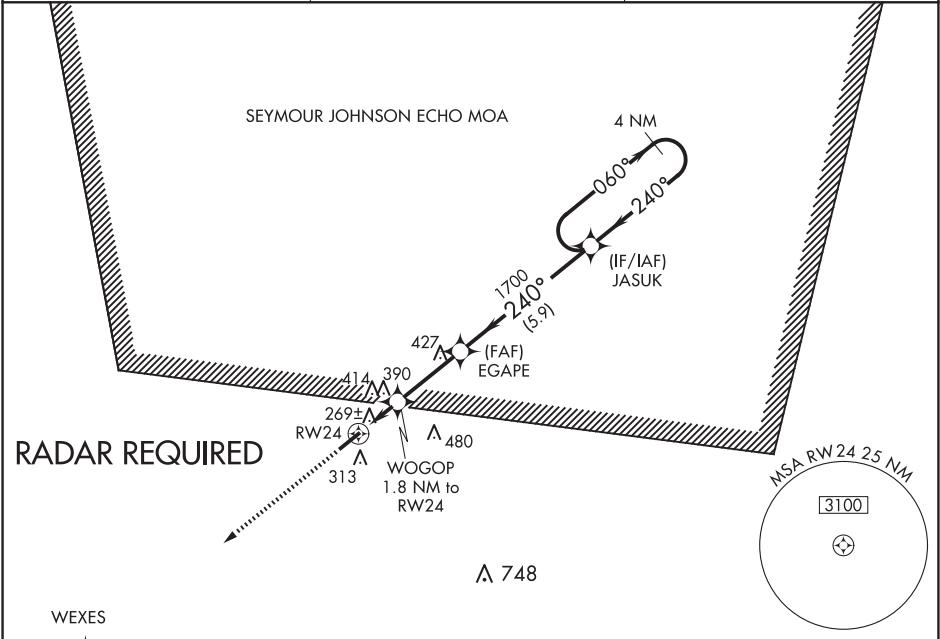
▼

⚠

Rwy 24 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. When local altimeter setting not received, use DPL altimeter setting and increase all MDAs 60 feet and visibility Cats C and D  $\frac{1}{4}$  SM.

MISSED APPROACH: Climb to 2500 direct WEXES and hold.

AWOS-3 <b>119.125</b>	FAYETTEVILLE APP CON <b>133.0 290.25</b>	UNICOM <b>122.8 (CTAF) 0</b>
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RNAV (GPS) Z RWY 24  
CLINTON-SAMPSON COUNTY (CTZ)

**MISSED APPROACH:**  
Climb to 2500 direct  
WEXES and hold.

UNICOM  
122.8 (CTAF) 

414 (FAF)  
YISUT

RW24  $\Lambda_{264} \pm \Lambda_{480}$  $\Delta_{480}$ 

236±

Λ 748

TDZE 144

240°

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

2500

WEXES

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40). IASUK

4 NIAA

4 NM  
Holding Pattern

VISI IT

1700

$$\frac{\text{GP } 3.60^\circ}{\text{TCH } 58}$$

CATEGORY

A

---

---

D

LPV      DA

470-1 326 (400-1)

NA

LNAV/  
VNAV DA

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566-1¼    422 (500-1¼)

NA

CLINTON-SAMPSON COUNTY (CTZ)

RNAV (GPS) Z RWY 24

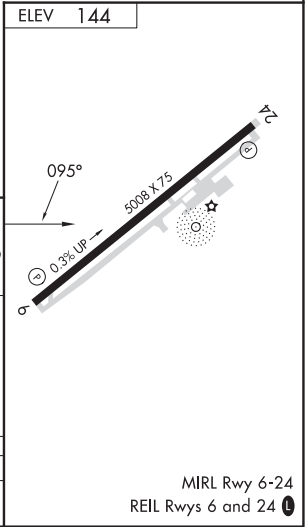
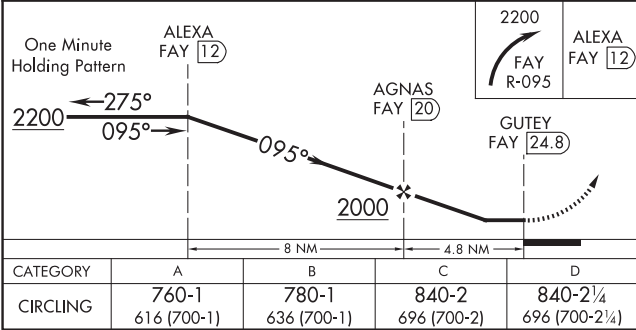
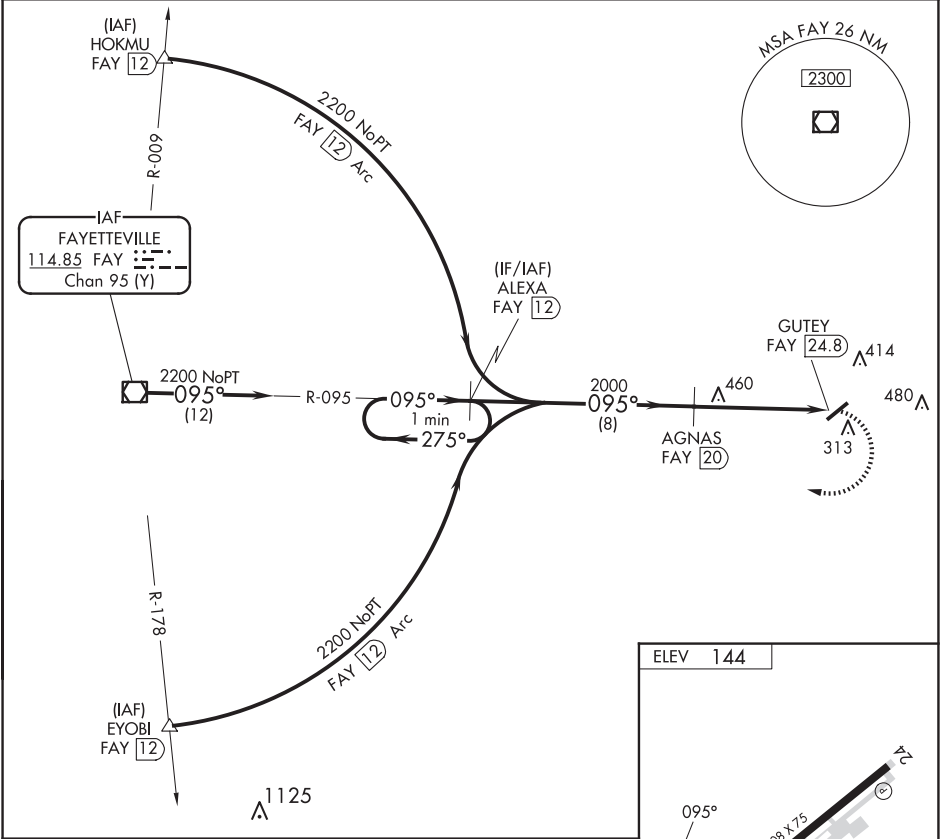
▼

▲

When local altimeter setting not received, use Kenansville altimeter setting and increase all MDA 60 feet, and increase Circling Cats C/D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2200 on FAY VOR/DME R-095 to ALEXA/FAY 12 DME and hold.

AWOS-3 <b>119.125</b>	FAYETTEVILLE APP CON <b>133.0 290.25</b>	UNICOM <b>122.8 (CTAF) 0</b>
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LOC/DME I-CAE  
**110.3**  
Chan **40**

APP CRS  
**112°**

Rwy Idg **8601**  
TDZE **236**  
Apt Elev **236**

ILS or LOC RWY 11

COLUMBIA METRO (CAE)

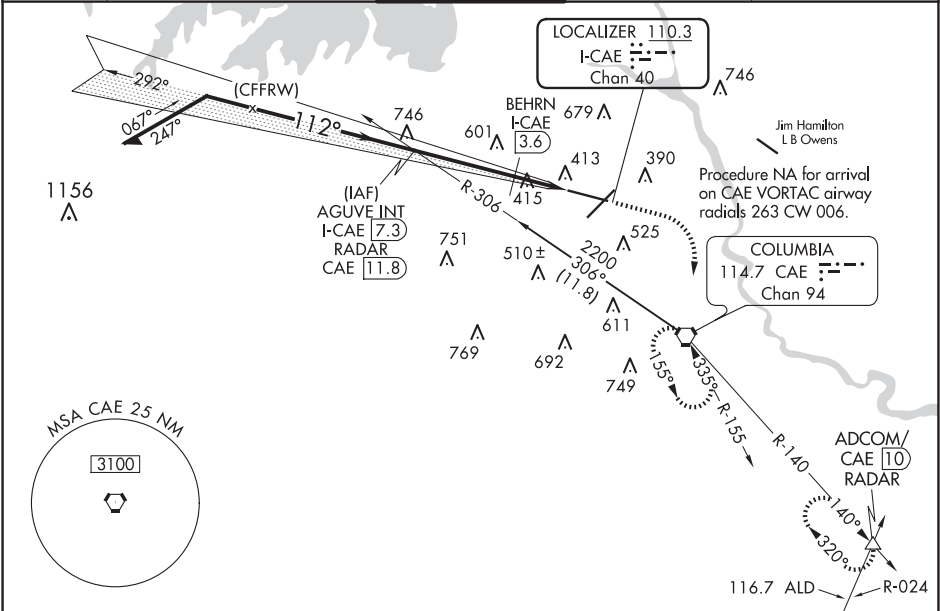
DME or RADAR required for LOC only.

▼ For inop ALS, increase S-ILS 11 Cat E visibility to RVR 4000, S-LOC 11 Cats C/D/E visibility to 1½ SM, and BEHRN Minimums S-LOC 11 Cat E visibility to 1¾ SM.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 2300 direct CAE VORTAC and hold, continue climb-in-hold to 2300. (TACAN aircraft confine on CAE VORTAC R-140 to ADCOM INT/CAE VORTAC 10 DME and hold NW, right turn, 140° inbound)

ATIS <b>120.15</b>	COLUMBIA APP CON <b>133.4 285.6</b> (290°-109°) <b>124.15 338.2</b> (110°-289°)	COLUMBIA TOWER <b>119.5 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>119.75</b>
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AGUVE INT I-CAE 7.3 RADAR

Remain within 1.5 NM

2200 292° 2100 112° 2100 900

GS 3.00° TCH 59

Use I-CAE DME when on the localizer course.

3.7 NM 0.8 NM 1.2 NM

1100 2300 CAE

ELEV 236 TDZE 236

396

TWR 354

8601 X 150

800 X 150

112°

CATEGORY	A	B	C	D	E		
S-ILS 11	436/18 200 (200-½)						
S-LOC 11	900/24 664 (700-½)	900-1½ 664 (700-½)					
CIRCLING	900-1 664 (700-1)	1040-2¼ 804 (900-2¼)	1040-2½ 804 (900-2½)	1040-2¾ 804 (900-2¾)			
BEHRN MINIMUMS (DME REQUIRED)							
S-LOC 11	680/24 444 (500-½)	680/45 444 (500-¾)					
CIRCLING	740-1 504 (600-1)	860-1 624 (700-1)	1040-2¼ 804 (900-2¼)	1040-2½ 804 (900-2½)	1040-2¾ 804 (900-2¾)		

REIL Rwy 23

TDZ/CL Rwy 11

HIRL Rlys 5-23 and 11-29

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

LOC I-VYK <b>108.3</b>	APP CRS <b>292°</b>	Rwy Idg TDZE Apt Elev <b>8506</b> <b>227</b> <b>236</b>
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# ILS or LOC RWY 29

COLUMBIA METRO (CAE)

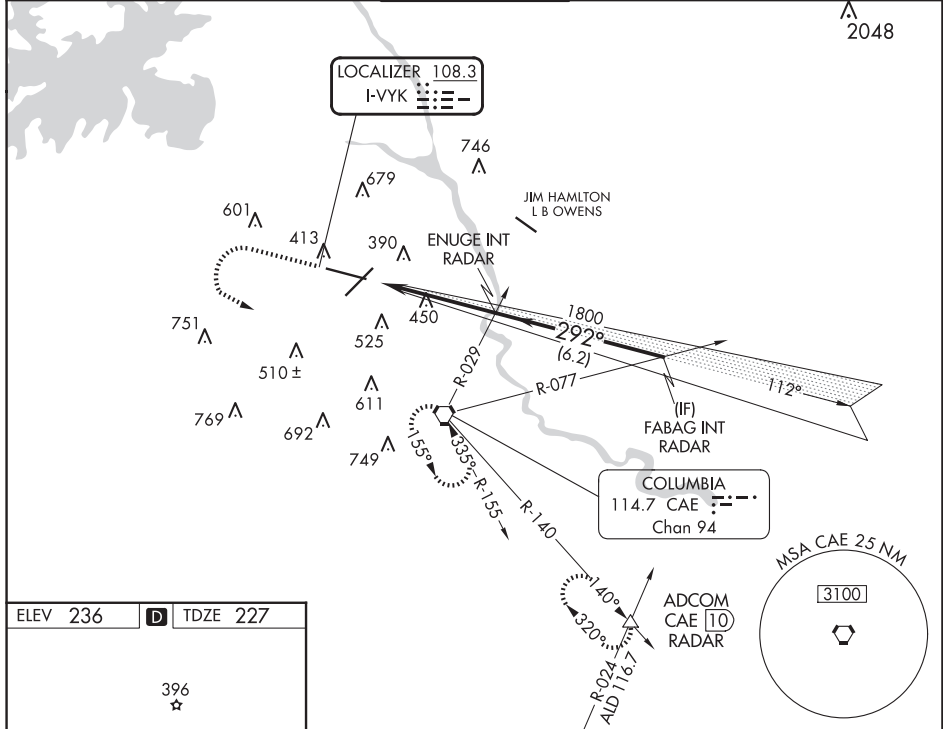
**RADAR required for procedure entry.**

**⚠** For inop ALS, increase S-ILS 29 Cat E visibility to RVR 4000, and S-LOC 29 Cats C/D/E to 1½ SM.  
\*RVR 1800 authorized with use of FD or AP or HUD to DA.

**MALSR**

**MISSED APPROACH:** Climb to 1000 then climbing left turn to 2300 direct CAE VORTAC and hold, continue climb-in-hold to 2300. (TACAN aircraft continue on CAE VORTAC R-140 to ADCOM INT/10 DME and hold NW, right turn, 140° inbound).

ATIS <b>120.15</b>	COLUMBIA APP CON <b>133.4 285.6</b> (290°-109°) <b>124.15 338.2</b> (110°-289°)	COLUMBIA TOWER <b>119.5 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>119.75</b>
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ELEV 236 **D** TDZE 227

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

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

	1000	2300	CAE		
	↑	↩	⬢		
			ENUG INT RADAR		FABAG INT RADAR
			1800		2500
			292°		GS 3.00°
			1800		TCH 58
			4.8 NM	6.2 NM	
CATEGORY	A	B	C	D	E
S-ILS 29*	427/24 200 (200-½)				
S-LOC 29	700/24	473 (500-½)	700/50	473 (500-1)	
CIRCLING	740-1 504 (600-1)	860-1 624 (700-1)	1040-2¼ 804 (900-2¼)	1040-2½ 804 (900-2½)	1040-2¾ 804 (900-2¾)

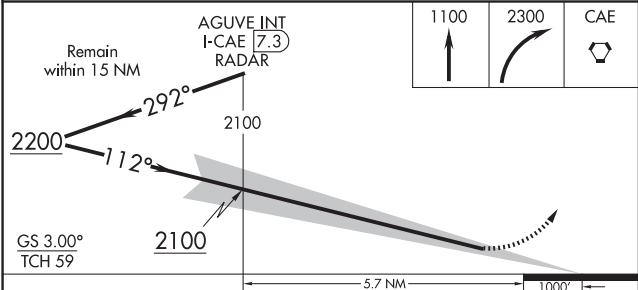
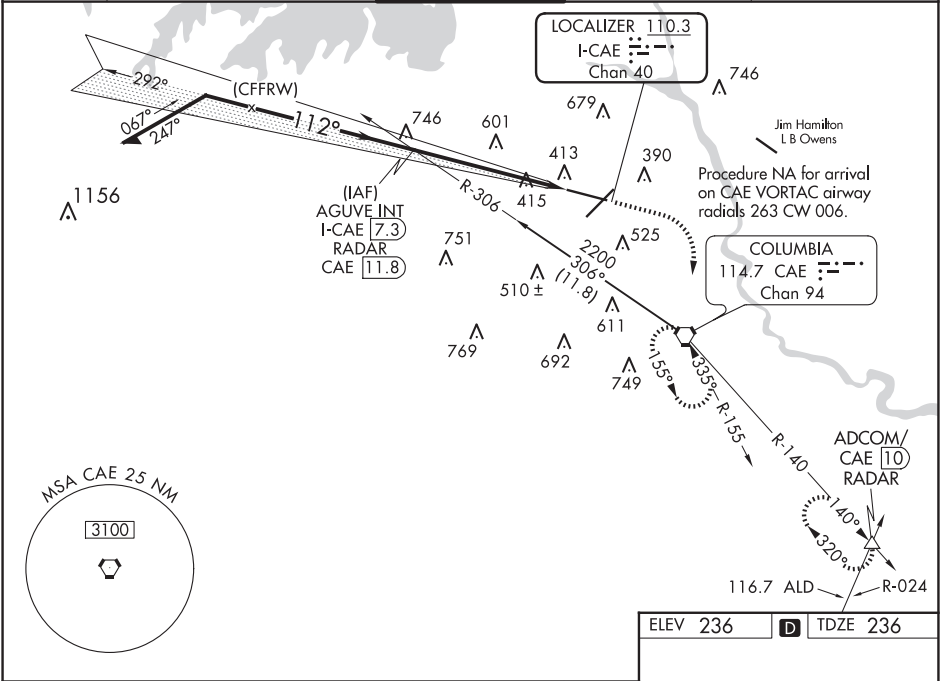
LOC/DME I-CAE	APP CRS	Rwy Idg
<b>110.3</b>	<b>112°</b>	<b>8601</b>
Chan 40		TDZE <b>236</b>
		Apt Elev <b>236</b>

ILS RWY 11 (CAT II & III)  
COLUMBIA METRO (CAE)

ALSF-2

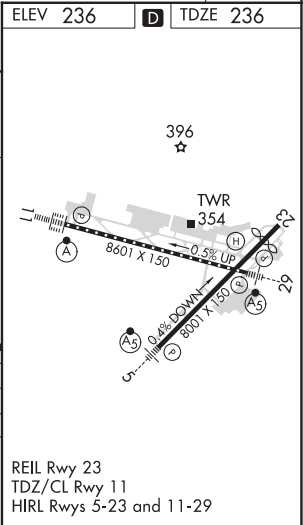
MISSED APPROACH: Climb to 1100 then climbing right turn to 2300 direct CAE VORTAC and hold, continue climb-in-hold to 2300. (TACAN aircraft continue on CAE VORTAC R-140 to ADCOM INT/CAE VORTAC 10 DME and hold NW, right turn, 140° inbound)

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



CATEGORY	A	B	C	D
S-ILS 11		CAT II	RA 128/12	100 DA 336
S-ILS 11			CAT III	RVR 06

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



SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

COLUMBIA, SOUTH CAROLINA


AL-89 (FAA)

25107

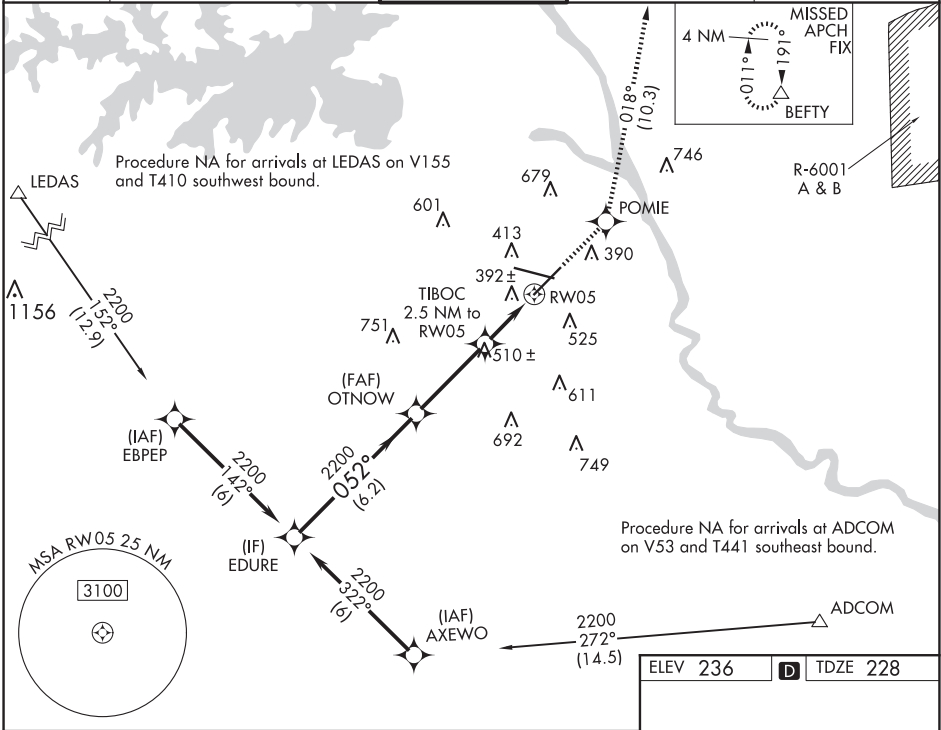
WAAS CH <b>45526</b> <b>W05A</b>	APP CRS <b>052°</b>	Rwy Idg TDZE Apt Elev	<b>7001</b> <b>228</b> <b>236</b>
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# RNAV (GPS) RWY 5

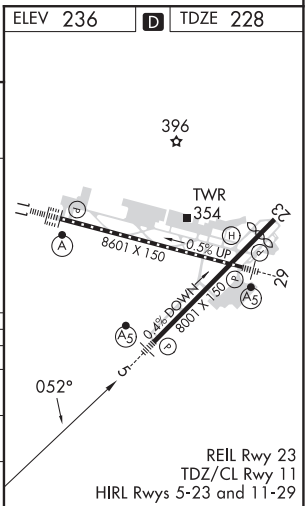
COLUMBIA METRO (CAE)

RNP APCH - GPS.		MALSR 	MISSED APPROACH: Climb to 2400 direct POMIE and on track 018° to BEFTY and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000 and LNAV Cats C and D visibility to 1½ SM. *RVR 1800 authorized with use of FD or AP or HUD to DA.			

ATIS <b>120.15</b>	COLUMBIA APP CON <b>133.4 285.6</b> (290°-109°) <b>124.15 338.2</b> (110°-289°)	COLUMBIA TOWER <b>119.5 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>119.75</b>
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).		2400 ↑ POMIE	BEFTY ✦	tr 018° ↗	△
EDURE		OTNOW	TIBOC		
2200		2200	2.5 NM to RW05	1.3 NM to RW05	RW05
052°					
GP 3.00° TCH 60		1080	1.2 NM	1.3 NM	
6.2 NM		3.5 NM			
CATEGORY	A	B	C	D	
LPV DA*	428/24 200 (200-½)				
LNAV/ VNAV DA	638/40 410 (500-¾)				
LNAV MDA	700/24 472 (500-½)		700/50 472 (500-1)		
CIRCLING	740-1 504 (600-1)	860-1 624 (700-1)	1040-2¼ 804 (900-2¼)		1040-2½ 804 (900-2½)



COLUMBIA, SOUTH CAROLINA  
Amdt 3 17APR25

33°56'N-81°07'W

COLUMBIA METRO (CAE)  
RNAV (GPS) RWY 5

SE-2, 12 JUN 2025 to 07 AUG 2025

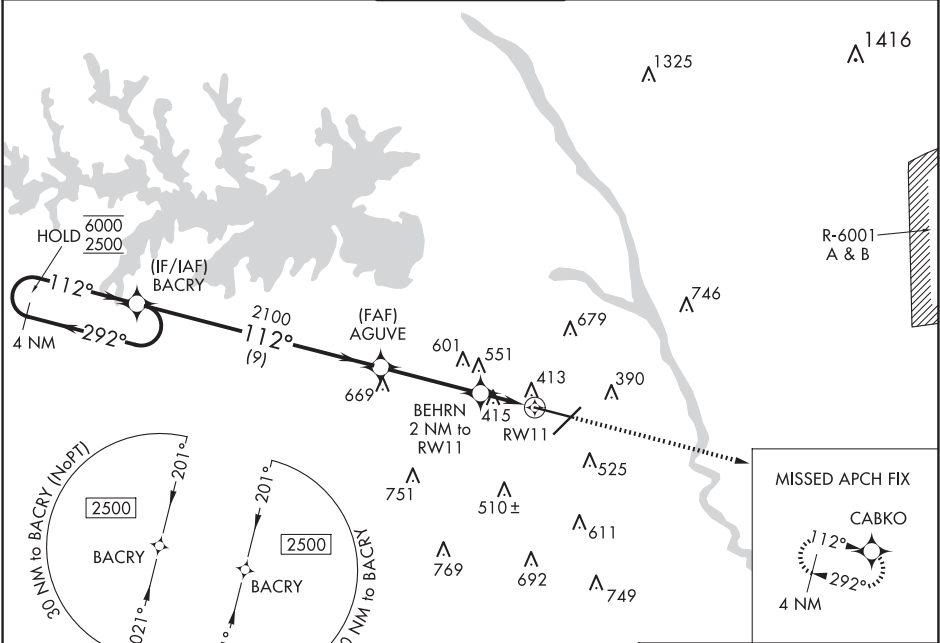
SE-2, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>61014</b> <b>W11A</b>	APP CRS <b>112°</b>	Rwy Idg <b>8601</b> TDZE <b>236</b> Apt Elev <b>236</b>
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RNAV (GPS) RWY 11  
COLUMBIA METRO (CAE)

RNP APCH-GPS. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C.	ALSIF-2 	MISSED APPROACH: Climb to 2500 direct CABKO and hold.
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ATIS <b>120.15</b>	COLUMBIA APP CON <b>133.4 285.6</b> (290°-109°) <b>124.15 338.2</b> (110°-289°)	COLUMBIA TOWER <b>119.5 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>119.75</b>
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<div>4 NM Holding Pattern</div> <div><div>6000 2500</div><div>←292° 112°→</div><div>GP 3.00° TCH 59</div></div> <div><div>BACRY</div><div>AGUVE</div><div>BEHRN 2 NM to RW11</div></div> <div><div>2500</div><div>CABKO</div></div> <div><div>2100</div><div>2100</div><div>920</div><div>1.2 NM to RW11</div><div>RW11</div></div> <div><div>9 NM</div><div>3.7 NM</div><div>0.8</div><div>1.2 NM</div></div>				
CATEGORY	A	B	C	D
LPV DA	436/18		200 (200-½)	
LNAV/VNAV DA	673/40		437 (500-¾)	
LNAV MDA	680/24 444 (500-½)		680/45 444 (500-¾)	
CIRCLING	740-1 504 (600-1)	860-1 624 (700-1)	1040-2¼ 804 (900-2¼)	1040-2½ 804 (900-2½)

ELEV 236

D

TDZE 236

396

☆

TWR 354

8601 X 1.50

0.5% UP

0.8% DOWN

8601 X 1.50

112°

REIL Rwy 23

TDZ/CL Rwy 11

HIRL Rwy 5-23 and 11-29

# RNAV (GPS) RWY 23

## COLUMBIA METRO (CAE)

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or  
**A** above 54°C. Rwy 23 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

**MISSED APPROACH:** Climb to 2300 direct EDURE and hold.

ELEV 236

TDZE 213

396

232°

TWR 354

0.5% UP

8601 X 150

0.4% DOWN

8601 X 150

29

REIL Rwy 23

TDZ/CL Rwy 11


HIRL Rwy 5-23 and 11-29

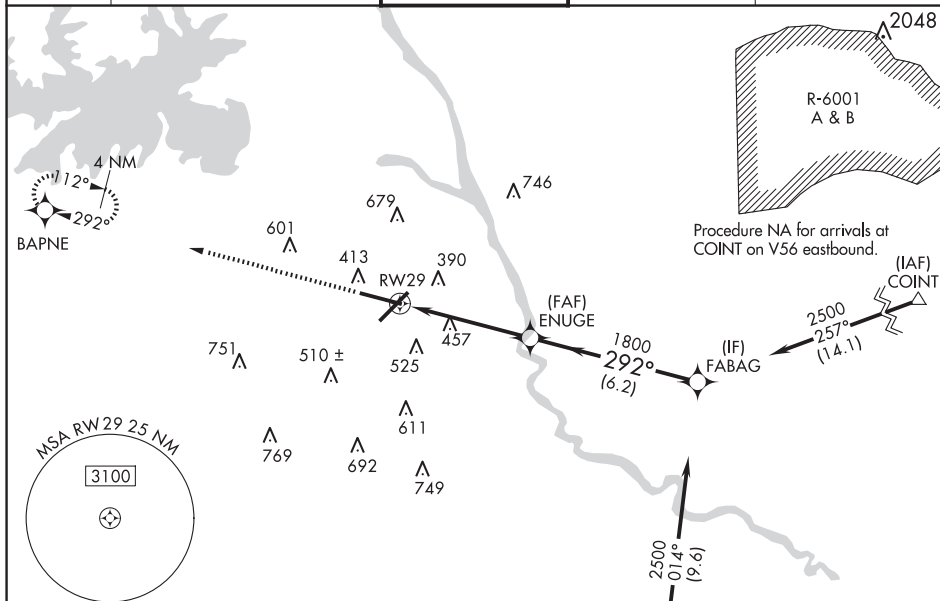
COLUMBIA METRO (CAE)  
RNAV (GPS) RWY 23

SE-2, 12 JUN 2025 to 07 AUG 2025

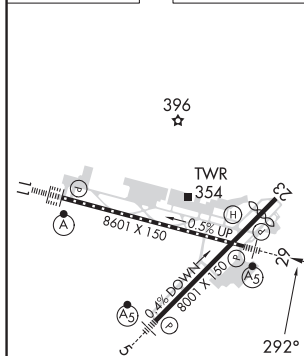
WAAS CH <b>53414</b> <b>W29A</b>	APP CRS <b>292°</b>	Rwy Idg <b>8506</b> TDZE <b>227</b> Apt Elev <b>236</b>
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RNAV (GPS) RWY 29  
COLUMBIA METRO (CAE)

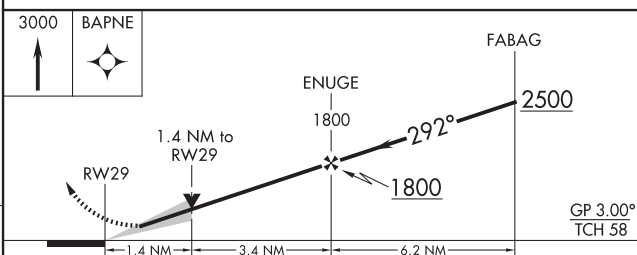
RNP APCH - GPS.				MALSR		MISSED APPROACH: Climb to 3000 direct BAPNE and hold.																																									
<p><b>▼</b> For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV Cats C and D to 1½ SM.</p> <p><b>▲</b> *RVR 1800 authorized with use of FD or AP or HUD to DA.</p>																																															
<table border="0" style="width:100%; border-collapse: collapse;"> <tr> <td colspan="2"></td> <td colspan="2" style="text-align: center;">COLUMBIA APP CON</td> <td colspan="2"></td> <td colspan="2"></td> </tr> <tr> <td style="text-align: center;">ATIS</td> <td style="text-align: center;">120.15</td> <td style="text-align: center;">133.4</td> <td style="text-align: center;">285.6 (290°-109°)</td> <td style="text-align: center;">COLUMBIA TOWER</td> <td style="text-align: center;">119.5</td> <td style="text-align: center;">257.8</td> <td style="text-align: center;">GND CON</td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">124.15</td> <td style="text-align: center;">338.2 (110°-289°)</td> <td></td> <td></td> <td></td> <td style="text-align: center;">348.6</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td style="text-align: center;">CLNC DEL</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td style="text-align: center;">119.75</td> </tr> </table>										COLUMBIA APP CON						ATIS	120.15	133.4	285.6 (290°-109°)	COLUMBIA TOWER	119.5	257.8	GND CON			124.15	338.2 (110°-289°)				348.6								CLNC DEL								119.75
		COLUMBIA APP CON																																													
ATIS	120.15	133.4	285.6 (290°-109°)	COLUMBIA TOWER	119.5	257.8	GND CON																																								
		124.15	338.2 (110°-289°)				348.6																																								
							CLNC DEL																																								
							119.75																																								



ELEV 236	<b>D</b>	TDZE 227
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Procedure NA for arrivals at ADCOM  
on V53 and T441 southeast bound.



CATEGORY		A	B	C	D
LPV	DA*	427/24 200 (200-½)			
INAV/ VNAV	DA	544/24 317 (400-½)			544/40 317 (400-¾)
INAV	MDA	720/24 493 (500-½)		720/50 493 (500-1)	
CIRCLING		740-1 504 (600-1)	860-1 624 (700-1)	1040-2¼ 804 (900-2¼)	1040-2½ 804 (900-2½)

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

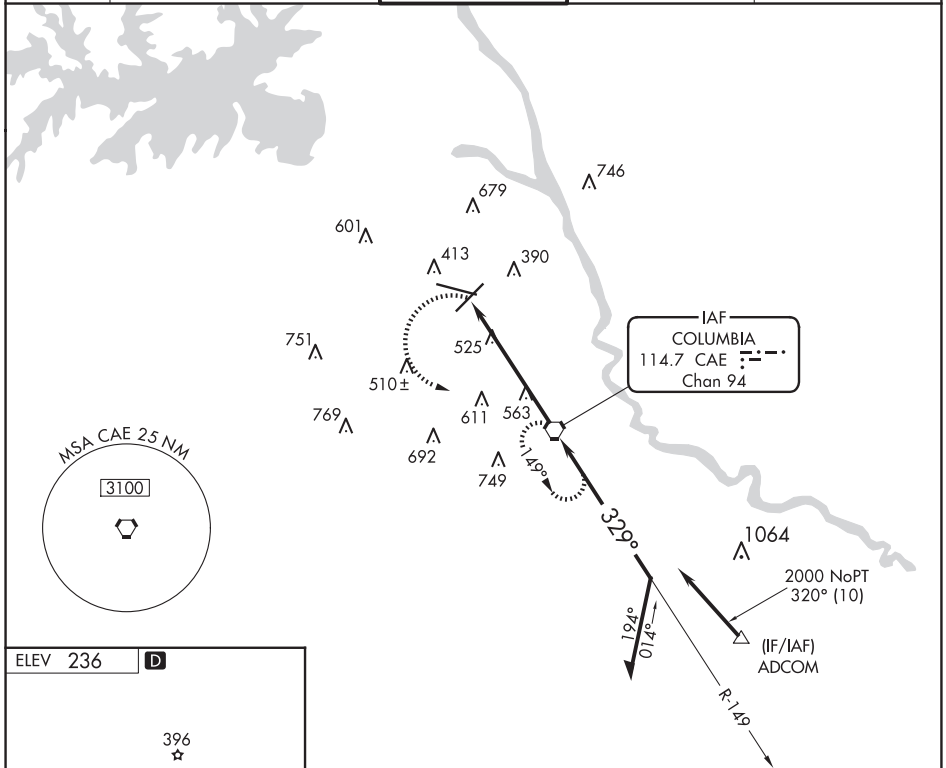
COLUMBIA, SOUTH CAROLINA  
Amdt 2 17APR25

33°56'N-81°07'W  
195

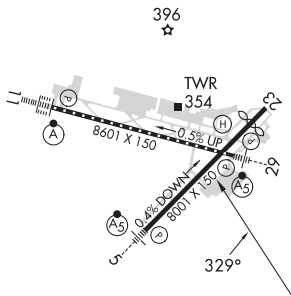
COLUMBIA METRO (CAE)  
RNAV (GPS) RWY 29

VOR-A  
COLUMBIA METRO (CAE)

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

CLNC DEL  
**119.75**

D



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

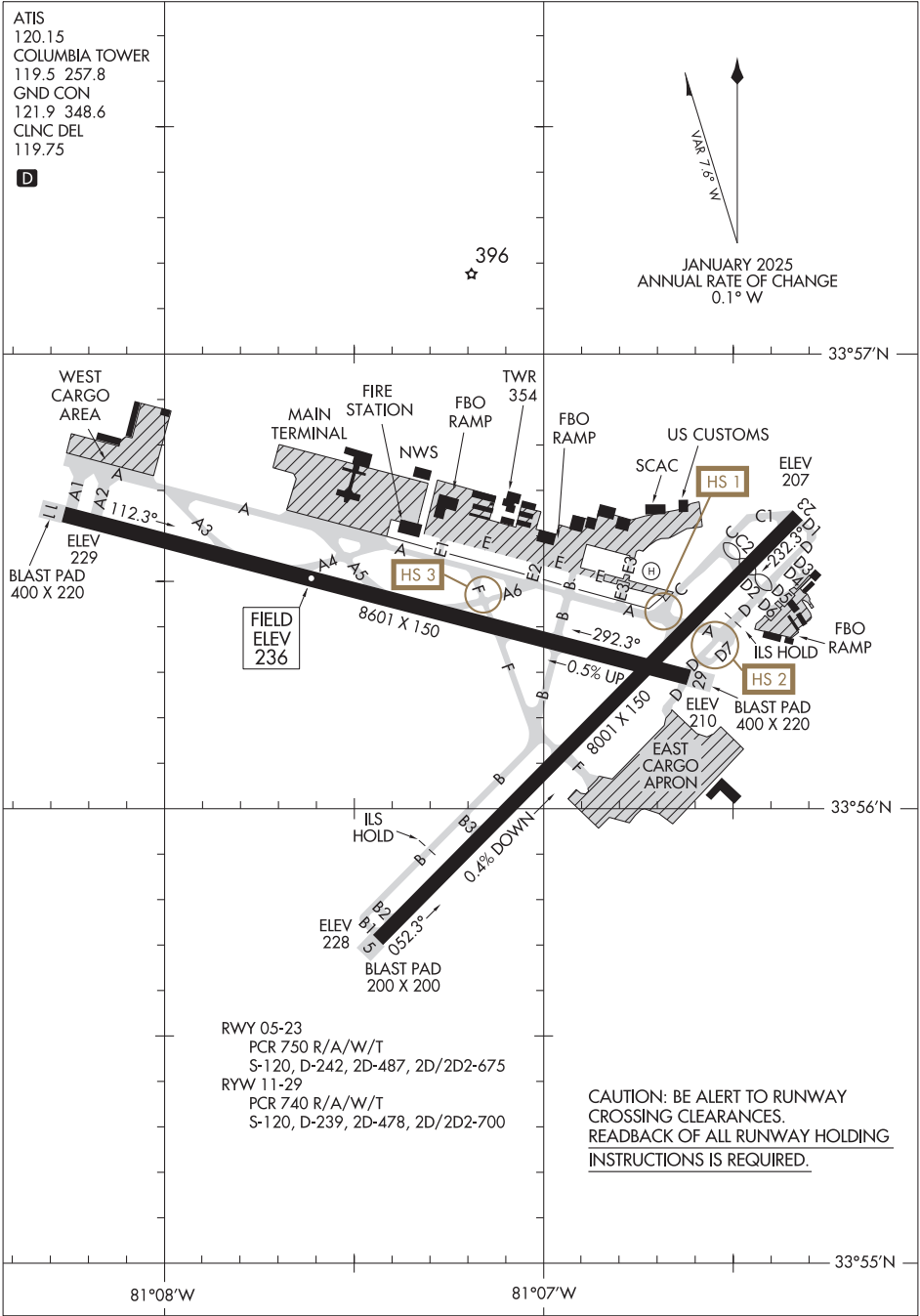
FAF to MAP 5.5 NM

33°56'N-81°07'W

COLUMBIA METRO (CAE)  
VOR-A

SE-2, 12 JUN 2025 to 07 AUG 2025





SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

COLUMBIA, SOUTH CAROLINA

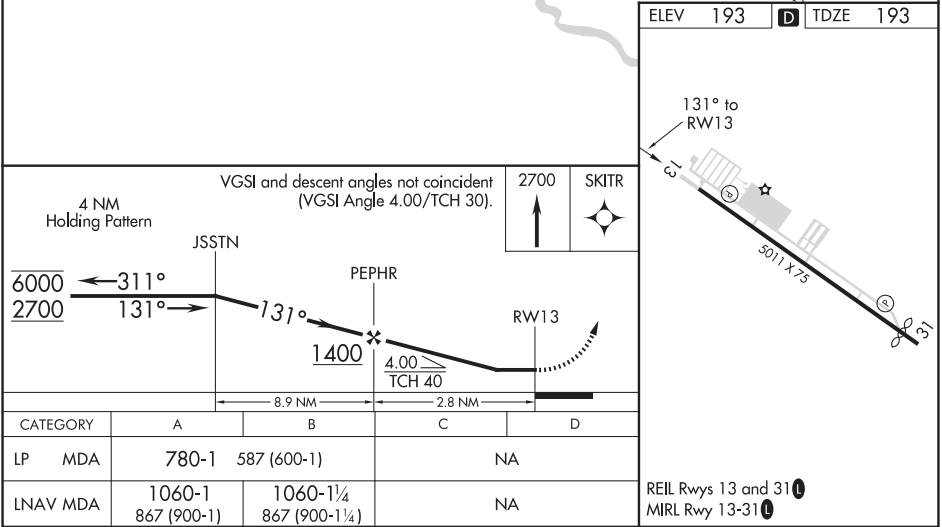
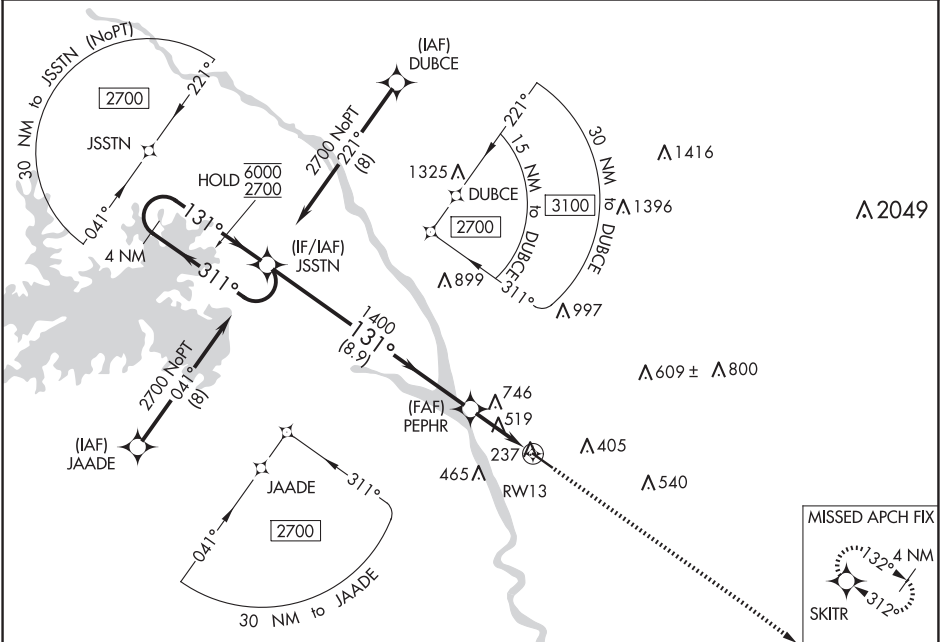
AL-90 (FAA)

19283

WAAS CH <b>49042</b> <b>W13A</b>	APP CRS <b>131°</b>	Rwy Idg TDZE <b>193</b> Apt Elev <b>193</b>
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RNAV (GPS) RWY 13  
JIM HAMILTON L B OWENS (CUB)

RNP APCH.		MISSED APPROACH: Climb to 2700 direct SKITR and hold.	
▼ Procedure NA at night. Rwy 13 helicopter visibility reduction below 1 SM NA.			
ASOS <b>118.675</b>	COLUMBIA APP CON <b>133.4 285.6</b>	CLNC DEL <b>124.4</b>	UNICOM <b>123.075 (CTAF) 0</b>



COLUMBIA, SOUTH CAROLINA  
Orig 13SEP18

33°58'N-81°00'W

JIM HAMILTON L B OWENS (CUB)  
RNAV (GPS) RWY 13

SE-2, 12 JUN 2025 to 07 AUG 2025

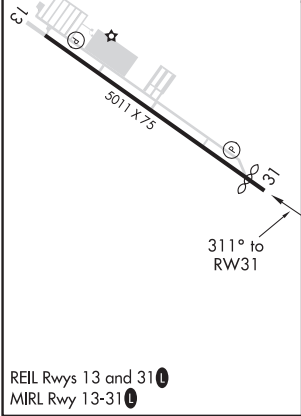
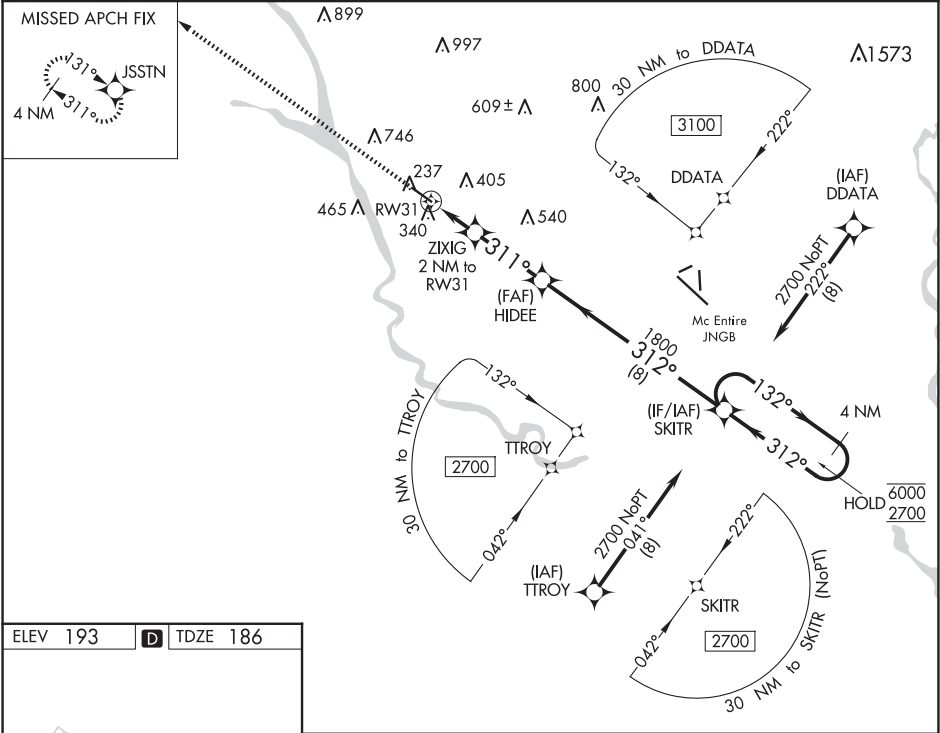
SE-2, 12 JUN 2025 to 07 AUG 2025



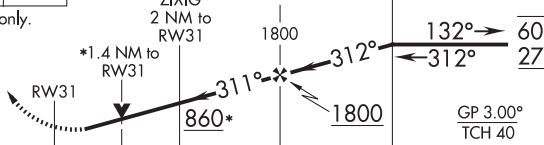
WAAS CH <b>42742</b> <b>W31A</b>	APP CRS <b>311°</b>	Rwy Idg TDZE <b>186</b> Apt Elev <b>193</b>	<b>4599</b>
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RNAV (GPS) RWY 31

JIM HAMILTON L B OWENS (CUB)

RNP APCH. ▼ Rwy 31 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C.		MISSED APPROACH: Climb to 2700 direct JSSTN and hold.	
ASOS <b>118.675</b>	COLUMBIA APP CON <b>133.4 285.6</b>	CLNC DEL <b>124.4</b>	UNICOM <b>123.075 (CTAF) 0</b>



2700	JSSTN	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 20).			
					
*LNAV only.					
		ZIXIG 2 NM to RW31	HIDEE 1800	SKITR	4 NM Holding Pattern
		*1.4 NM to RW31	1800	132°→ ←312°	6000 2700
		RW31	311°	312°	GP 3.00° TCH 40
		860*	1800		
		1.4 NM	0.8	2.9 NM	8 NM
CATEGORY		A	B	C	D
LPV DA		436-¾		250 (300-¾)	
LNAV/ VNAV DA		551-1		365 (400-1)	
LNAV MDA		640-1	454 (500-1)	640-1¾	454 (500-1¾)

COLUMBIA, SOUTH CAROLINA

AL-90 (FAA)

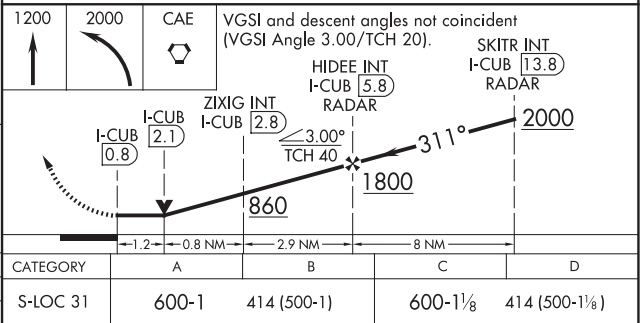
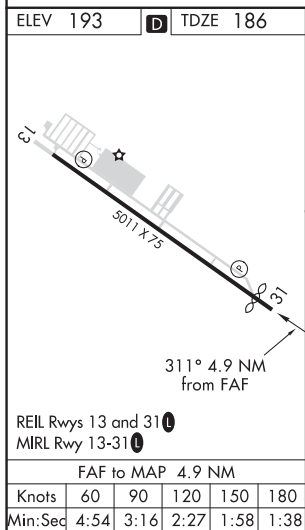
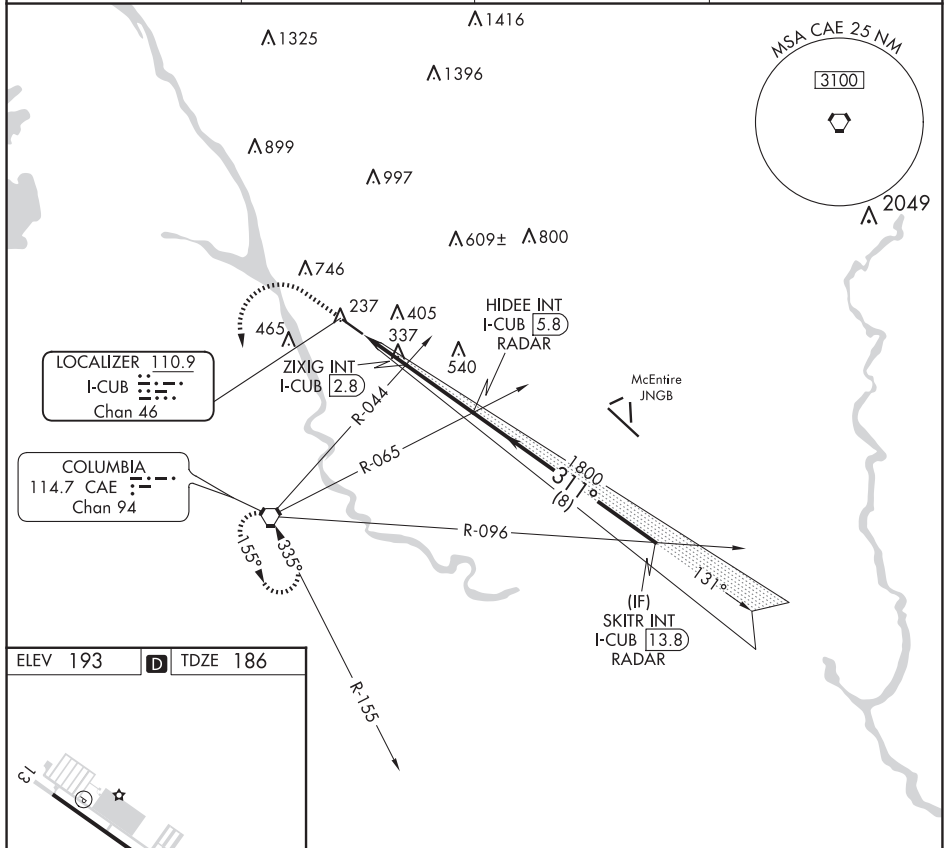
19283

LOC/DME I-CUB <b>110.9</b> Chan <b>46</b>	APP CRS <b>311°</b>	Rwy Idg <b>4599</b> TDZE <b>186</b> Apt Elev <b>193</b>
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**LOC RWY 31**  
JIM HAMILTON L B OWENS (CUB)

RADAR required for procedure entry.		MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct CAE VORTAC and hold.
<div><div><div></div><div></div><div></div></div><div>NA</div></div> <div>Rwy 31 helicopter visibility reduction below ¾ SM NA.</div>		

ASOS <b>118.675</b>	COLUMBIA APP CON <b>133.4 285.6</b>	CLNC DEL <b>124.4</b>	UNICOM <b>123.075 (CTAF) 0</b>
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COLUMBIA, SOUTH CAROLINA  
Amdt 2 13SEP18

33°58'N-81°00'W

JIM HAMILTON L B OWENS (CUB)  
**LOC RWY 31**

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-JQF  
**111.95**  
Chan **56(Y)**

APP CRS  
**196°**

Rwy Idg **6350**  
TDZE **699**  
Apt Elev **704**

ILS or LOC RWY 20  
CONCORD-PADGETT RGNL (JQF)

DME or RADAR required for LOC only.

▼

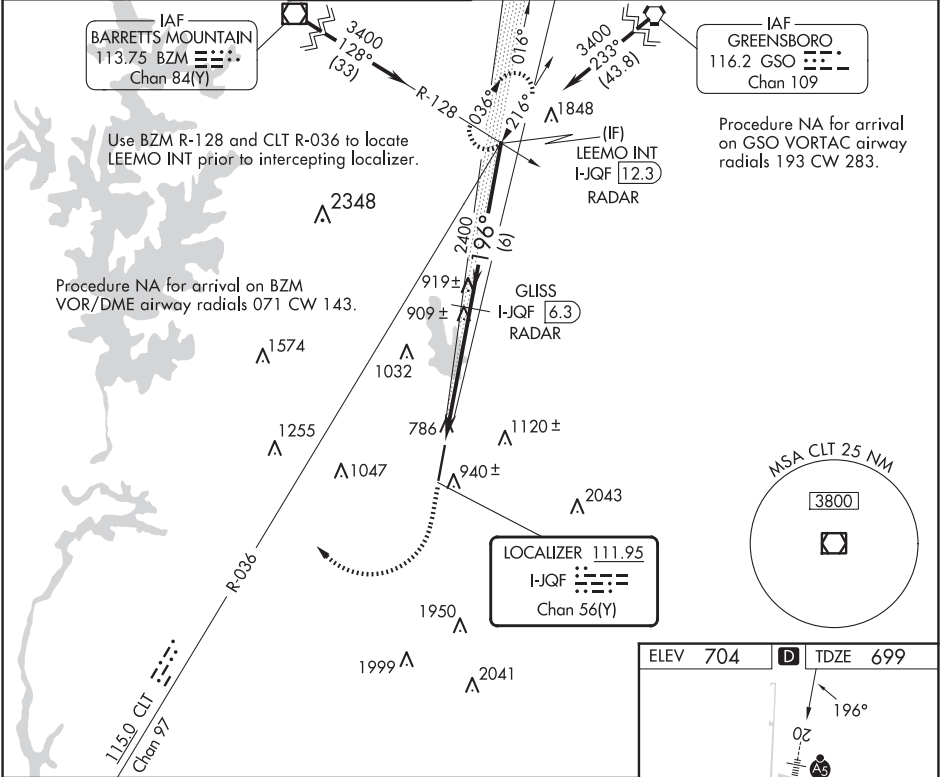
NA

For inop ALS, increase S-LOC 20 Cat A/B visibility to 1 SM, Cat C/D visibility to 1 3/4 SM. Rwy 20 helicopter visibility reduction below 3/4 SM NA. S-ILS inop table does not apply.

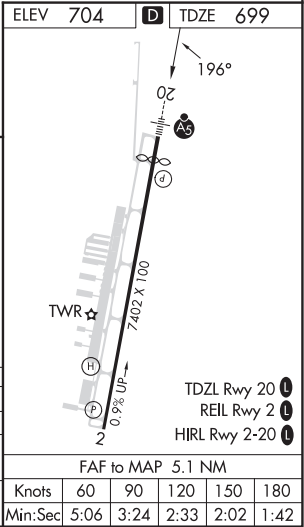
MALSRR

MISSED APPROACH: Climb to 1200 then climbing right turn to 3400 on heading 020° and CLT VOR/DME R-036 to LEEMO INT/I-JQF 12.3 DME/RADAR and hold.

ATIS <b>133.675</b>	CHARLOTTE APP CON <b>128.325 307.8</b>	CONCORD TOWER ★ <b>134.65 (CTAF) 0</b>	GND CON <b>121.85</b>	CLNC DEL <b>118.55</b>	CLNC DEL <b>127.25</b> (when twr closed)	UNICOM <b>122.95</b>
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1200	3400	CLT R-036	LEEMO INT	GLISS I-JQF 6.3 RADAR	LEEMO INT I-JQF 12.3 RADAR
* LOC only.					
* I-JQF 2.5					
I-JQF 1.2					
1.3 3.8 NM 6 NM					
CATEGORY	A	B	C	D	
S-ILS 20	1026-3/4		327 (400-3/4)		
S-LOC 20	1160-3/4 461 (500-3/4)		1160-1 461 (500-1)		
CIRCLING	1300-1 596 (600-1)		1480-2 1/4 776 (800-2 1/4)		1480-2 1/2 776 (800-2 1/2)

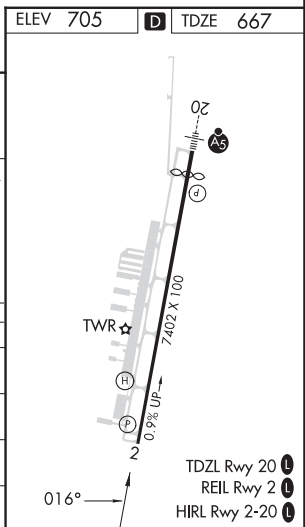
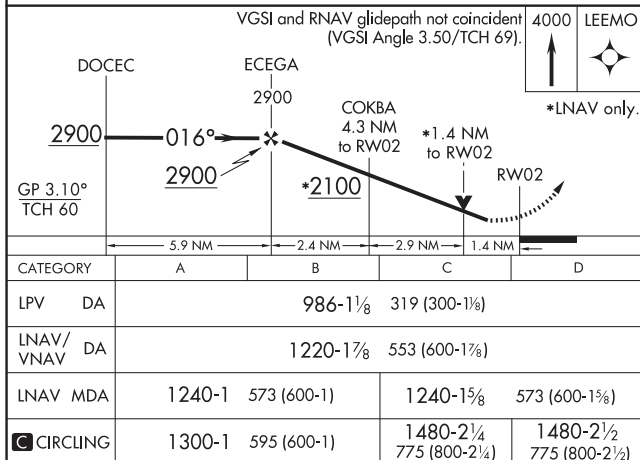
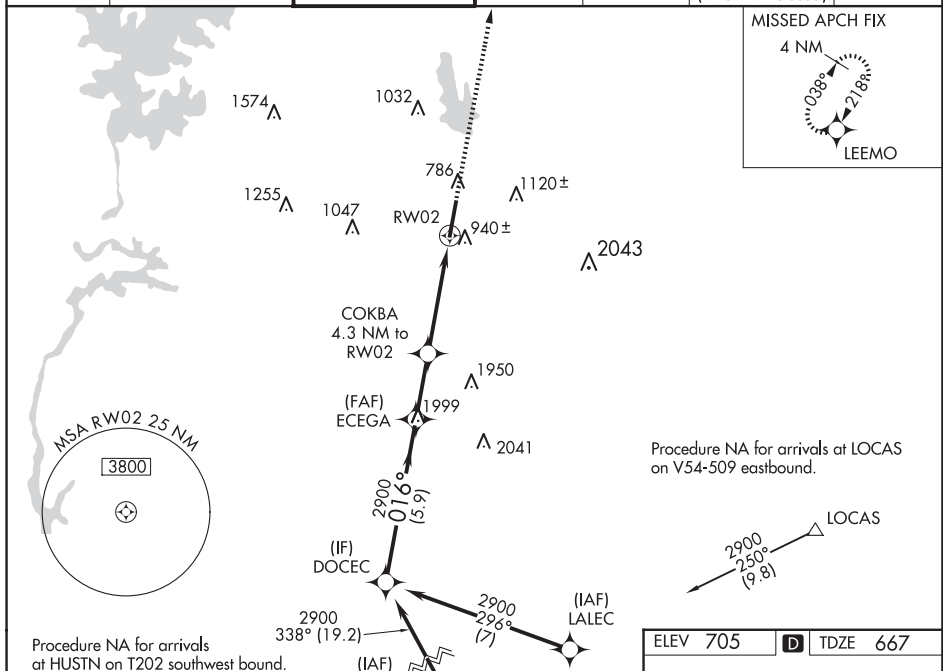


RNAV (GPS) RWY 2  
CONCORD-PADGETT RGNL (JQF)

**T** Rwy 2 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.  
**A** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 45°C.

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

ATIS 133.675	CHARLOTTE APP CON 128.325 307.8	CONCORD TOWER ★ 134.65 (CTAF) 0	GND CON 121.85	CLNC DEL 118.55	CLNC DEL 127.25 (when twr closed)	UNICOM 122.95
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SE-2, 12 JUN 2025 to 07 AUG 2025

WAAS

CH 56499

W20A

APP CRS

196°

Rwy Idg

6350

TDZE

699

Apt Elev

704

RNAV (GPS) RWY 20

CONCORD-PADGETT RGNL (JQF)

RNP APCH-GPS.

▼

▲

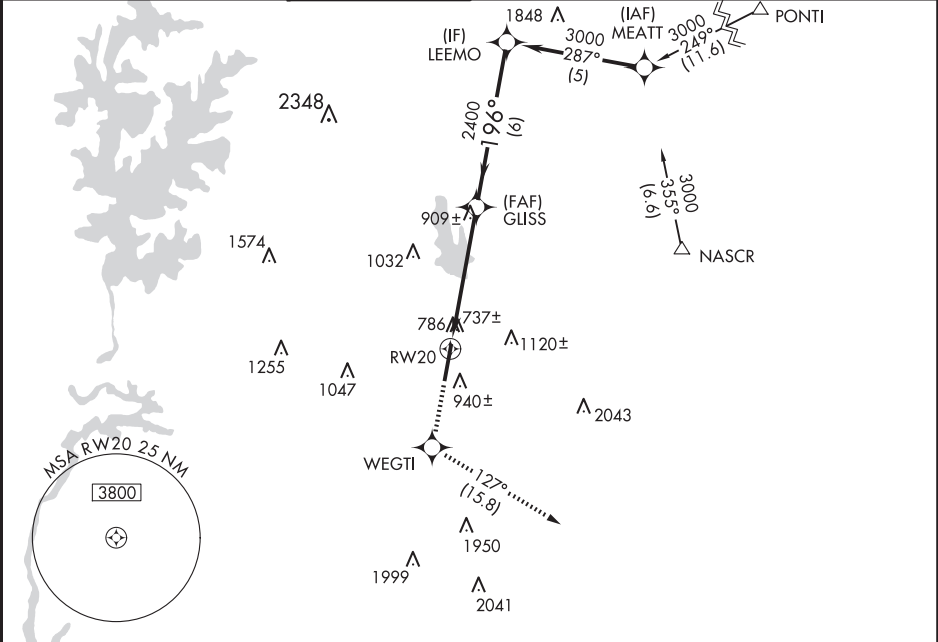
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV/VNAV visibility all Cats to 1½ SM. Rwy 20 helicopter visibility reduction below ¾ SM NA.

MALSR

AS

MISSED APPROACH: Climb to 3000 direct WEGTI and on track 127° to LOCAS and hold.

ATIS 133.675	CHARLOTTE APP CON 128.325 307.8	CONCORD TOWER ★ 134.65 (CTAF) 0	GND CON 121.85	CLNC DEL 118.55	CLNC DEL 127.25 (when twr closed)	UNICOM 122.95
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ELEV 704

D

TDZE 699

3000

WEGTI

LOCAS

GLISS

LEEMO

3000

GP 3.00°

TCH 44

\*LNAV only.

RW20

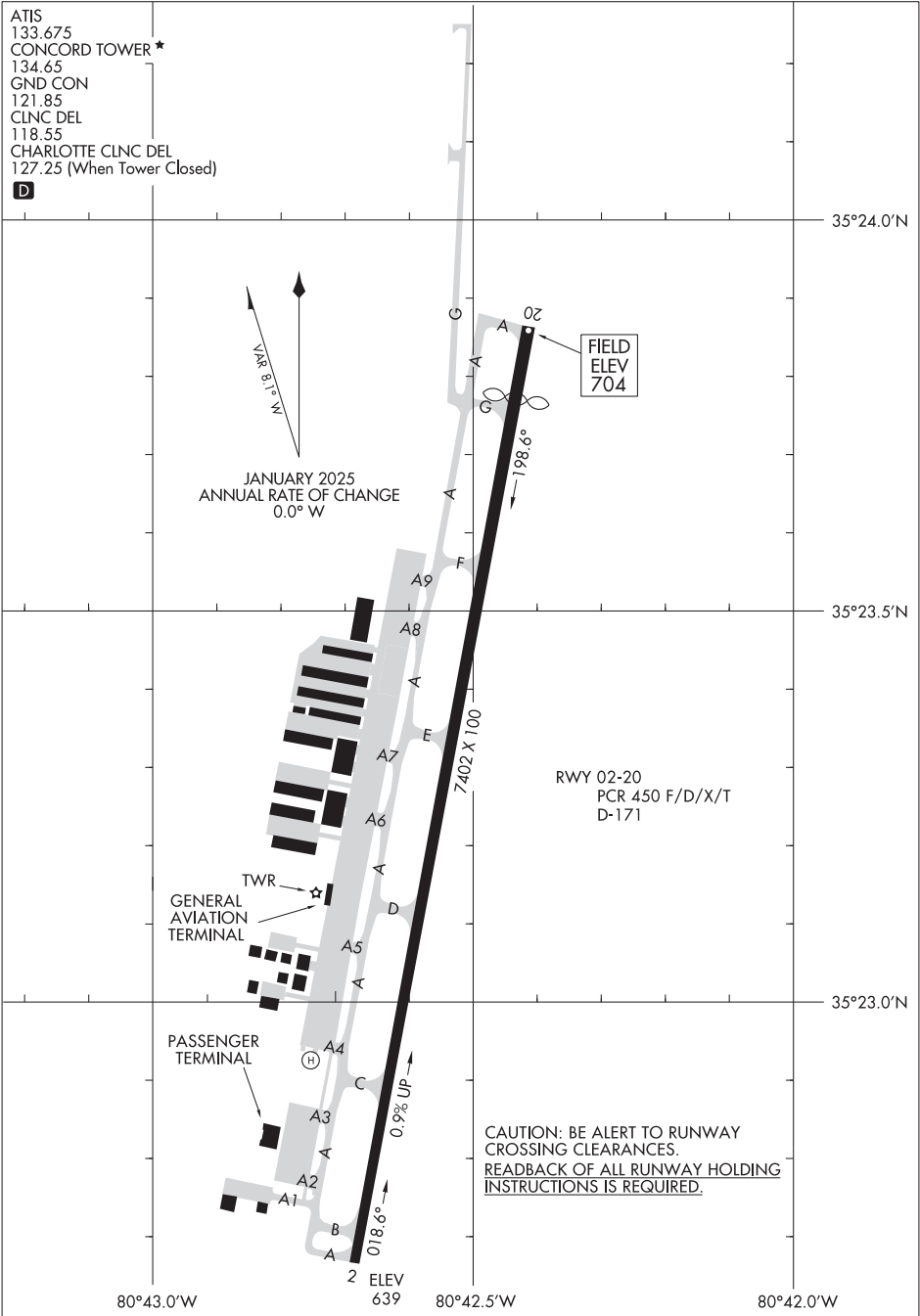
1.8 NM to RW20

2400

196°

2400

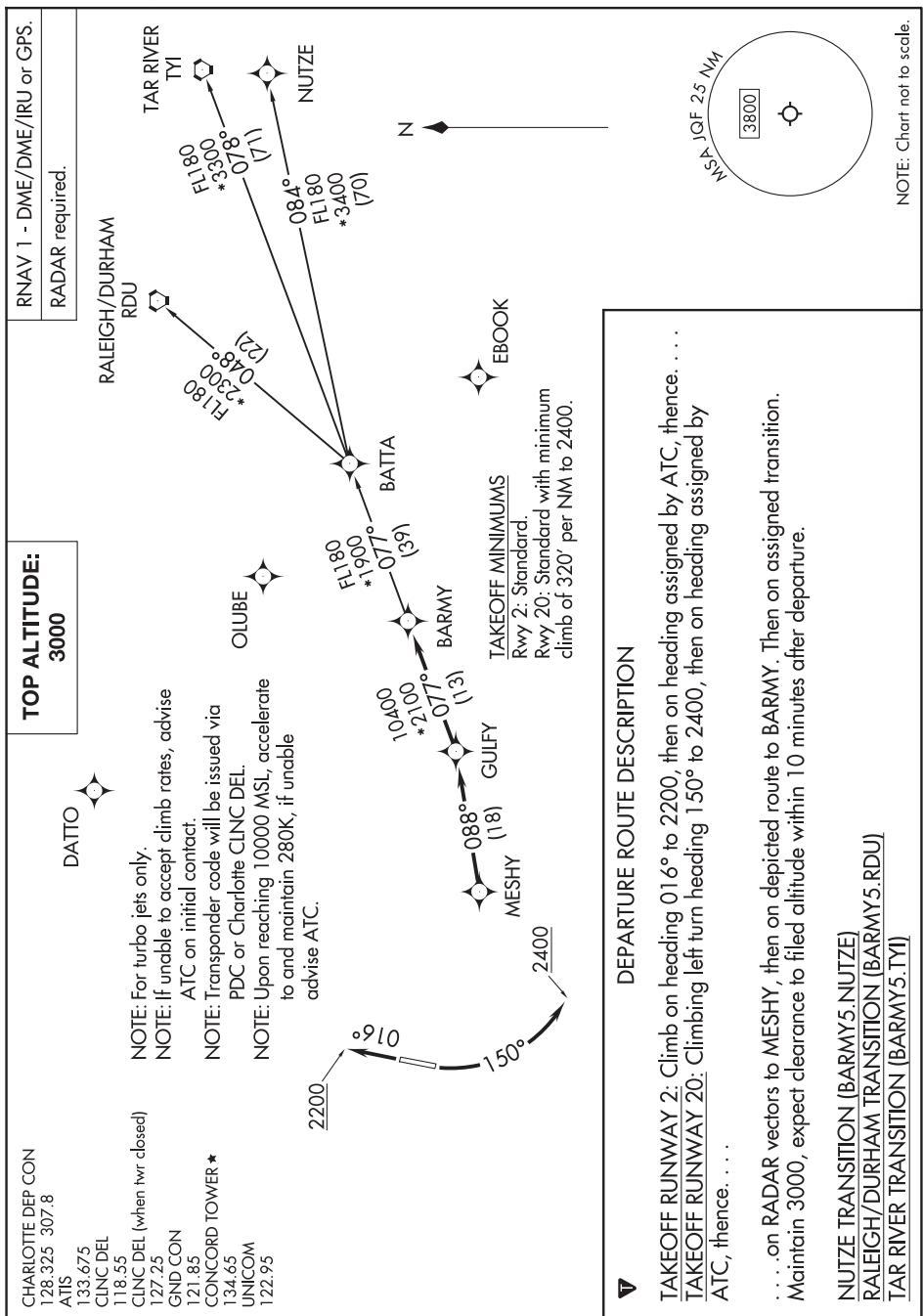
CATEGORY	A	B	C	D
LPV DA	1026-¾	327 (400-¾)		
LNAV/VNAV DA	1222-1¼	523 (600-1¼)		
LNAV MDA	1300-¾	601 (600-¾)	1300-1¾	601 (600-1¾)
CIRCLING	1300-1	596 (600-1)	1480-2¼ 776 (800-2¼)	1480-2½ 776 (800-2½)





## BARMY FIVE DEPARTURE (RNAV)

NOTE: Chart not to scale.



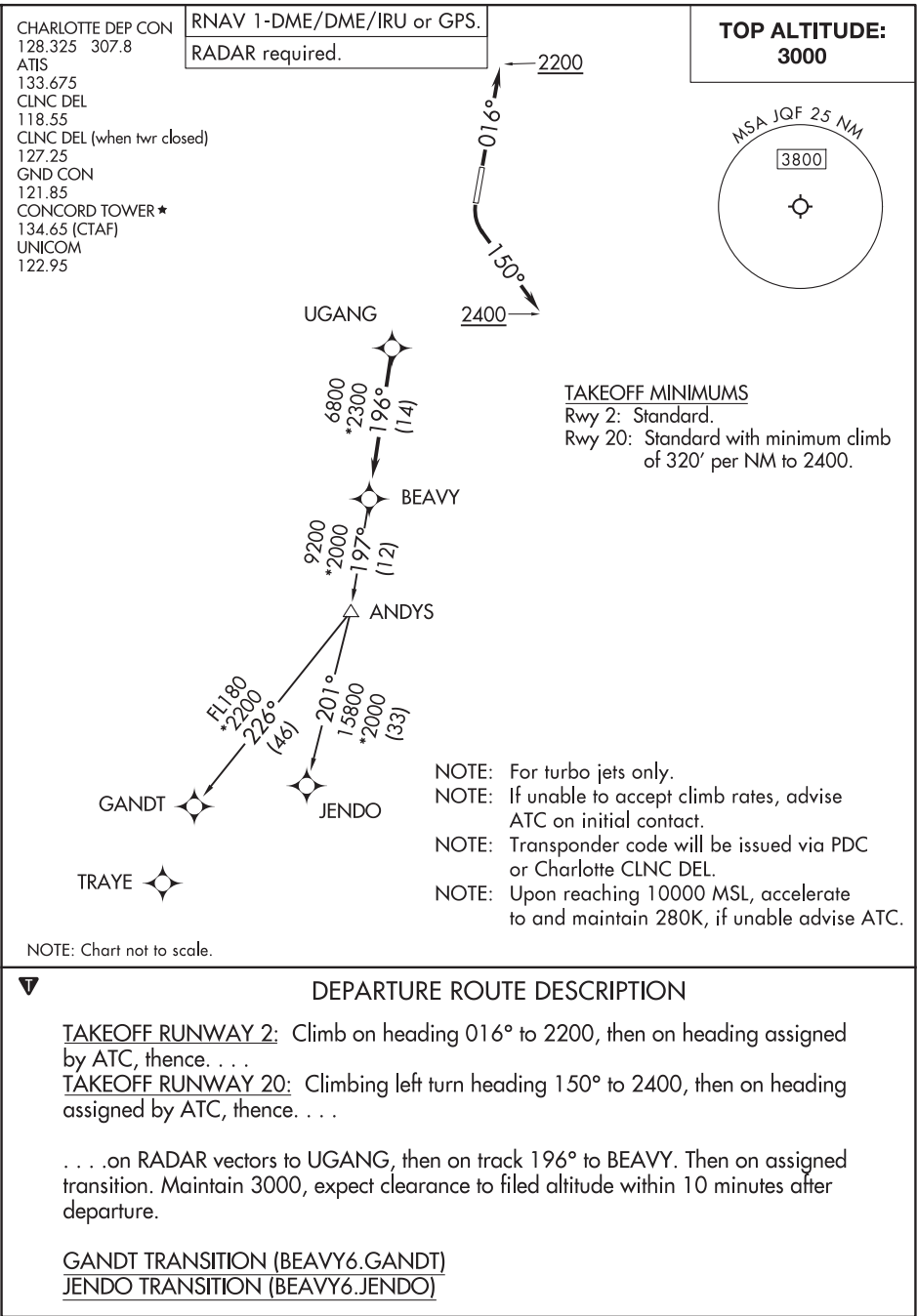
SE-2, 12 JUN 2025 to 07 AUG 2025

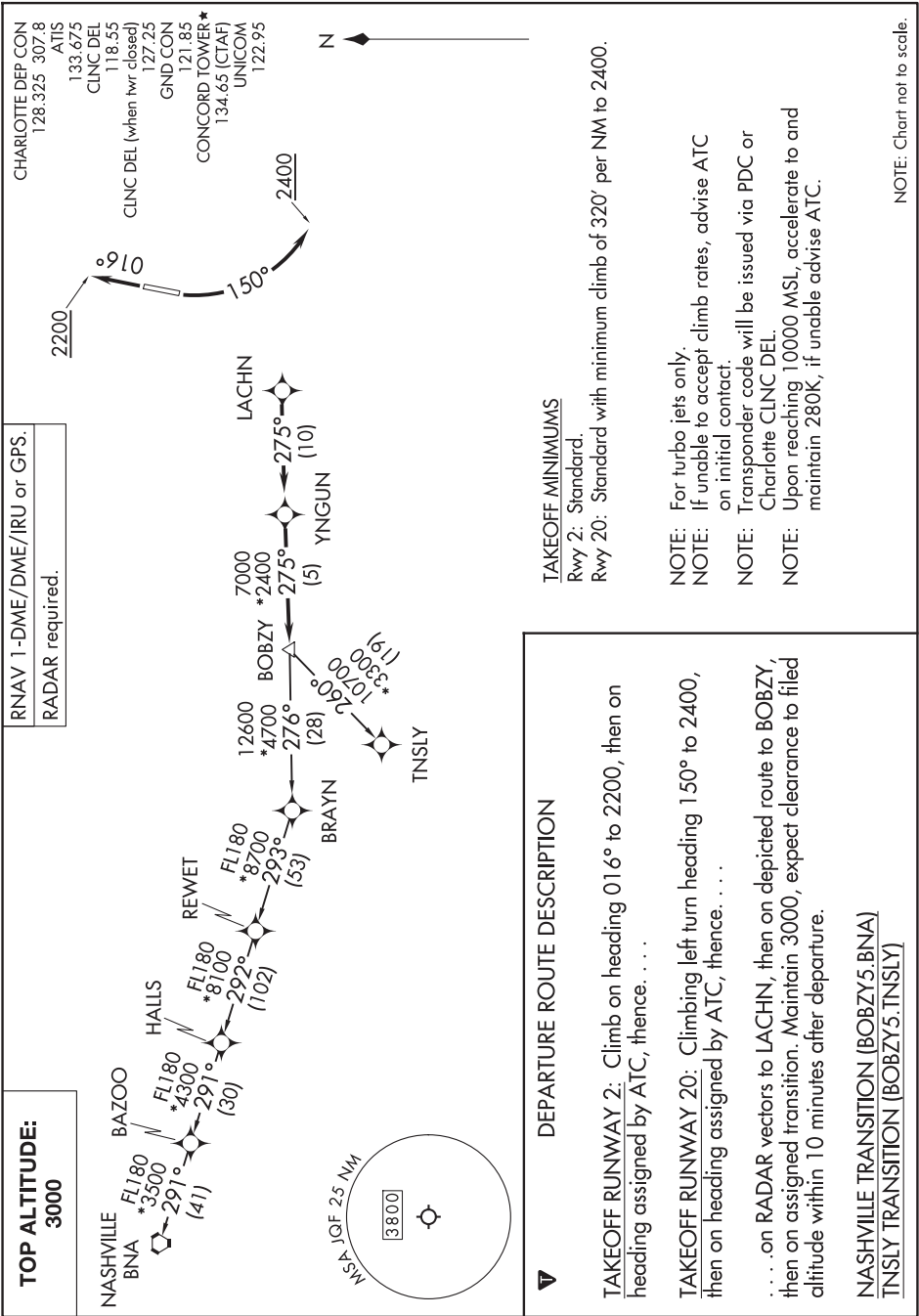
## BARMY FIVE DEPARTURE (RNAV)

(BARMY5.BARMY) 21MAR24

CONCORD, NORTH CAROLINA  
CONCORD-PADGETT RGNL (JQF)

BEAVY SIX DEPARTURE (RNAV)





(ESTRR5.ESTRR) 25051

AL-9155 (FAA)

CONCORD-PADGETT RGNL (JQF)  
CONCORD, NORTH CAROLINA

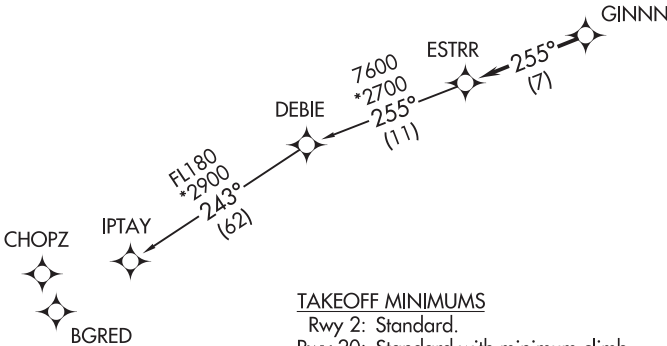
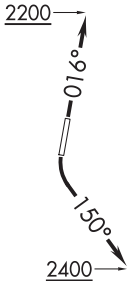
ESTRR FIVE DEPARTURE (RNAV)

CHARLOTTE DEP CON  
128.325 307.8  
ATIS  
133.675  
CLNC DEL  
118.55  
CLNC DEL (when twr closed)  
127.25  
GND CON  
121.85  
CONCORD TOWER ★  
134.65 (CTAF)  
UNICOM  
122.95

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

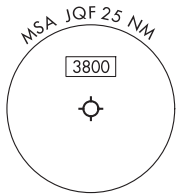
TOP ALTITUDE:  
3000

- NOTE: For turbo jets only.  
NOTE: If unable to accept climb rates,  
advise ATC on initial contact.  
NOTE: Transponder code will be issued via  
PDC or Charlotte CLNC DEL.  
NOTE: Upon reaching 10000 MSL,  
accelerate to and maintain 280K,  
if unable advise ATC.



TAKEOFF MINIMUMS

Rwy 2: Standard.  
Rwy 20: Standard with minimum climb  
of 320' per NM to 2400.



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 016° to 2200, then on heading assigned by ATC, thence. . . .

TAKEOFF RUNWAY 20: Climbing left turn heading 150° to 2400, then on heading assigned by ATC, thence. . . .

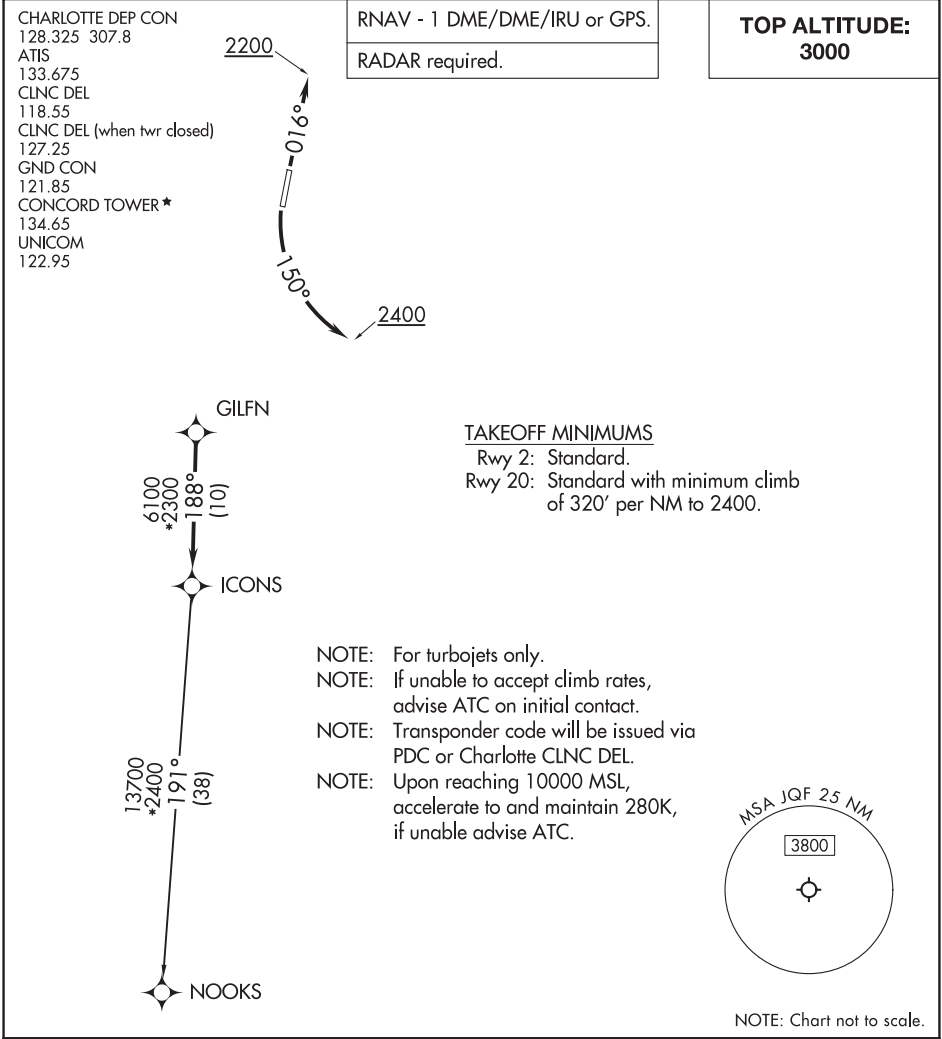
. . . .on RADAR vectors to GINNN, then on track 255° to ESTRR, then on IPTAY Transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

IPTAY TRANSITION (ESTRR5.IPTAY)

ESTRR FIVE DEPARTURE (RNAV)

(ESTRR5.ESTRR) 21MAR24

CONCORD, NORTH CAROLINA  
CONCORD-PADGETT RGNL (JQF)



▼

DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAY 2:** Climb on heading 016° to 2200, then on heading assigned by ATC, thence. . . .

**TAKEOFF RUNWAY 20:** Climbing left turn heading 150° to 2400, then on heading assigned by ATC, thence. . . .

. . . .on RADAR vectors to GILFN, then on track 188° to ICONS. Then on NOOKS Transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

NOOKS TRANSITION (ICONS5.NOOKS)

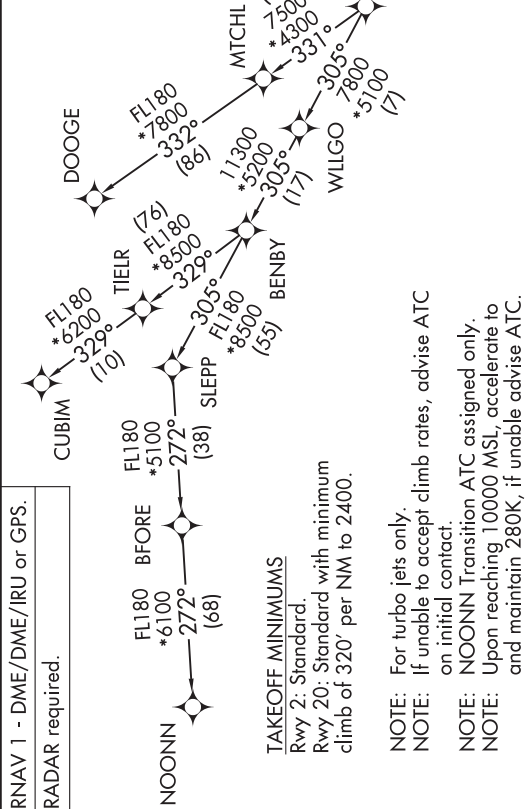
SE-2, 12 JUN 2025 to 07 AUG 2025

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

TOP ALTITUDE:  
3000

CHARLOTTE DEP CON  
128.325 307.8  
ATIS  
133.675  
CLNC DEL  
118.55  
CLNC DEL (when hwr closed)  
127.25  
GND CON  
121.85  
CONCORD TOWER\*  
134.65 (CTAF)  
UNICOM  
122.95

JOJJO FIVE DEPARTURE (RNAV)



NOTE: For turbo jets only.  
NOTE: If unable to accept climb rates, advise ATC on initial contact.  
NOTE: NOONN Transition ATC assigned only.  
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

TAKEOFF MINIMUMS  
Rwy 2: Standard.  
Rwy 20: Standard with minimum climb of 320' per NM to 2400.

DEPARTURE ROUTE DESCRIPTION  
TAKEOFF RUNWAY 2: Climb on heading 016° to 2200, then on heading assigned by ATC, thence. . . .  
TAKEOFF RUNWAY 20: Climbing left turn heading 150° to 2400, then on heading assigned by ATC, thence. . . .  
... on RADAR vectors to WAYDS, then on depicted route to JOJJO. Then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.  
CUBIM TRANSITION (JOJJO5.CUBIM)  
DOOGE TRANSITION (JOJJO5.DOOGE)  
NOONN TRANSITION (JOJJO5.NOONN)



NOTE: Chart not to scale.

SE-2, 12 JUN 2025 to 07 AUG 2025

## KERMIT FOUR DEPARTURE

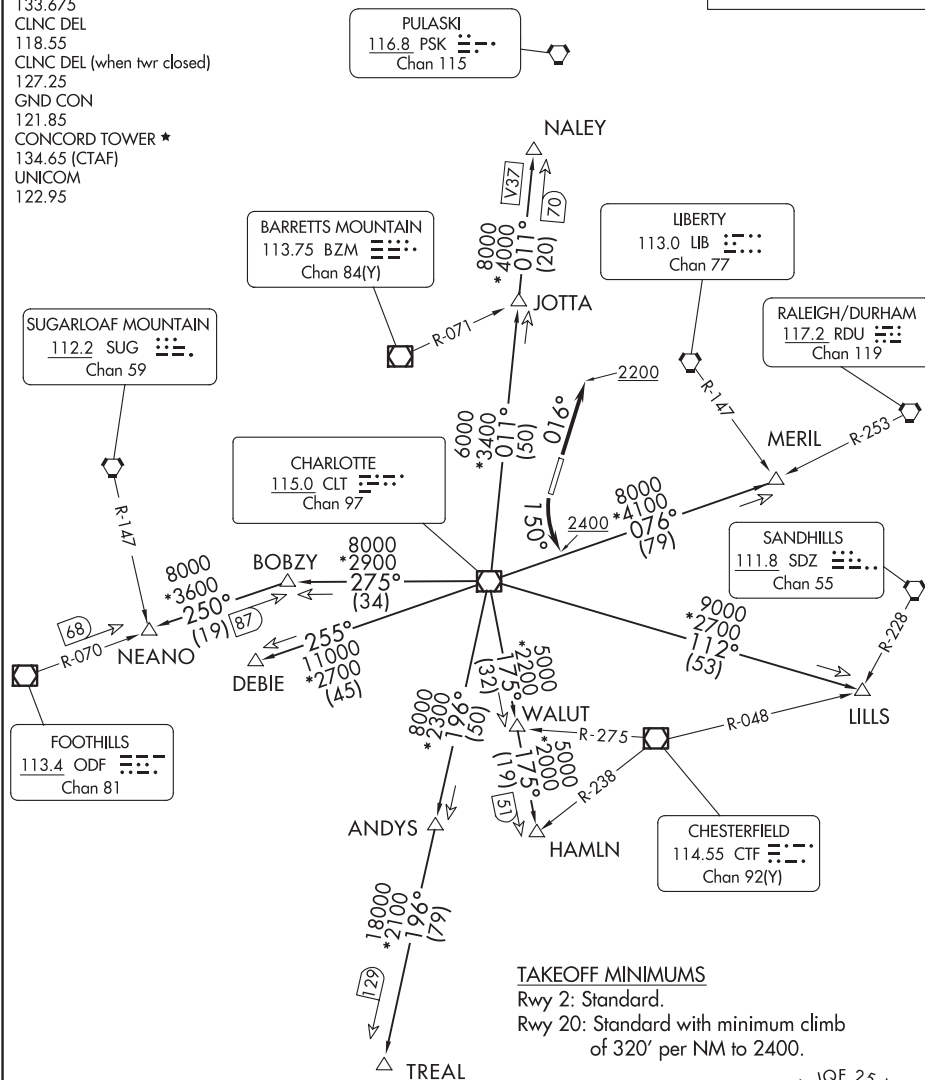
AL-9155 (FAA)

CONCORD, NORTH CAROLINA

CHARLOTTE DEP CON  
128.325 307.8  
ATIS  
133.675  
CLNC DEL  
118.55  
CLNC DEL (when twr closed)  
127.25  
GND CON  
121.85  
CONCORD TOWER ★  
134.65 (CTAF)  
UNICOM  
122.95

RADAR and DME required.

**TOP ALTITUDE:**  
3000



NOTE: For turbo jet aircraft only.  
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.  
NOTE: Transponder code will be issued via Concord ATCT or Charlotte clearance delivery.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

KERMIT FOUR DEPARTURE  
(KER4.KER) 21MAR24

CONCORD, NORTH CAROLINA  
CONCORD-PADGETT RGNL (JQF)

## KERMIT FOUR DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 016° to 2200, thence . . . .

TAKEOFF RUNWAY 20: Climbing left turn heading 150° to 2400, thence . . . .

. . . . on RADAR vectors to intercept filed/assigned transition or enroute fix/navaid.  
Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (KER4.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.

DEBIE TRANSITION (KER4.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.

HAMLN TRANSITION (KER4.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.

JOTTA TRANSITION (KER4.JOTTA): From over CLT VOR/DME on CLT R-011 to JOTTA.

LILLS TRANSITION (KER4.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.

MERIL TRANSITION (KER4.MERIL): From over CLT VOR/DME on CLT R-076 to MERIL.

NALEY TRANSITION (KER4.NALEY): From over CLT VOR/DME on CLT R-011 to NALEY.

NEANO TRANSITION (KER4.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY,  
then on ODF R-070 to NEANO.

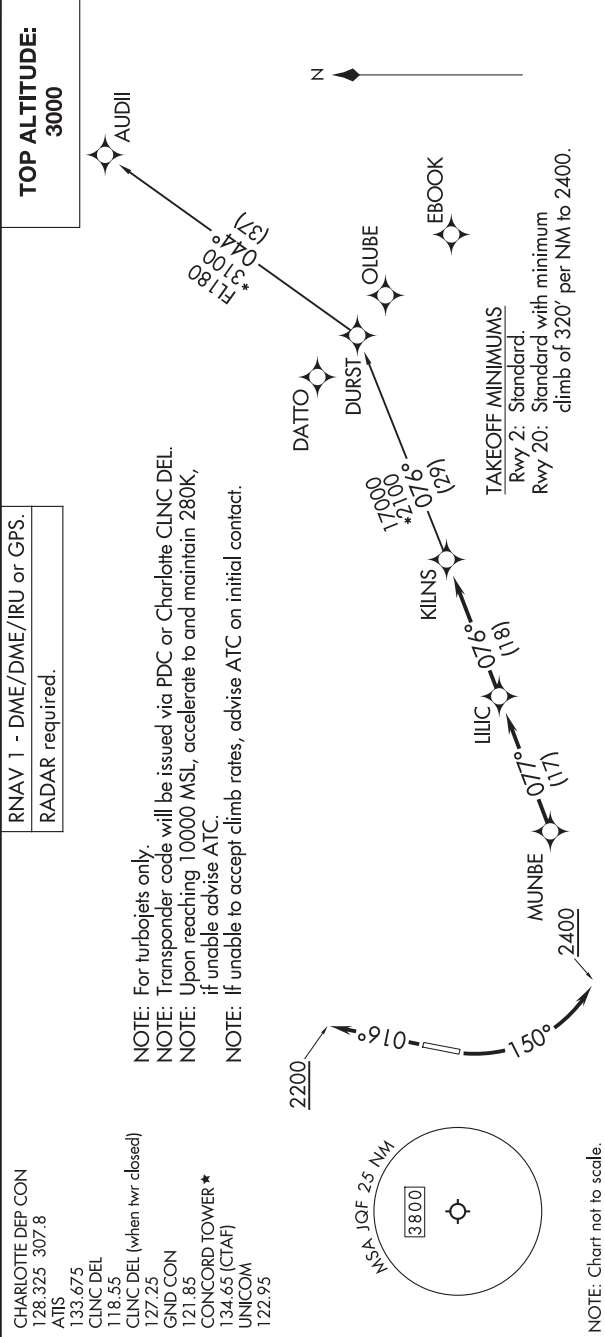
TREAL TRANSITION (KER4.TREAL): From over CLT VOR/DME on CLT R-196 to TREAL.

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



SE-2, 12 JUN 2025 to 07 AUG 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 016° to 2200, then on heading assigned by ATC, thence. . . .  
TAKEOFF RUNWAY 20: Climbing left turn heading 150° to 2400, then on heading assigned by ATC, thence. . . .  
. . . on RADAR vectors to MUNBE, then on depicted route to KILNS, then on AUDII transition. Maintain 3000.  
Expect clearance to filed altitude within 10 minutes after departure.

AUDII TRANSITION (KILNS5.AUDII)

SE-2, 12 JUN 2025 to 07 AUG 2025

(KNI3.KNI) 25051

AL-9155 (FAA)

CONCORD-PADGETT RGNL (JQF)

## KNIGHTS THREE DEPARTURE

CONCORD, NORTH CAROLINA

CHARLOTTE DEP CON  
128.325 307.8  
ATIS  
133.675  
CLNC DEL  
118.55  
CLNC DEL (when twr closed)  
127.25  
GND CON  
121.85  
CONCORD TOWER ★  
134.65 (CTAF)  
UNICOM  
122.95

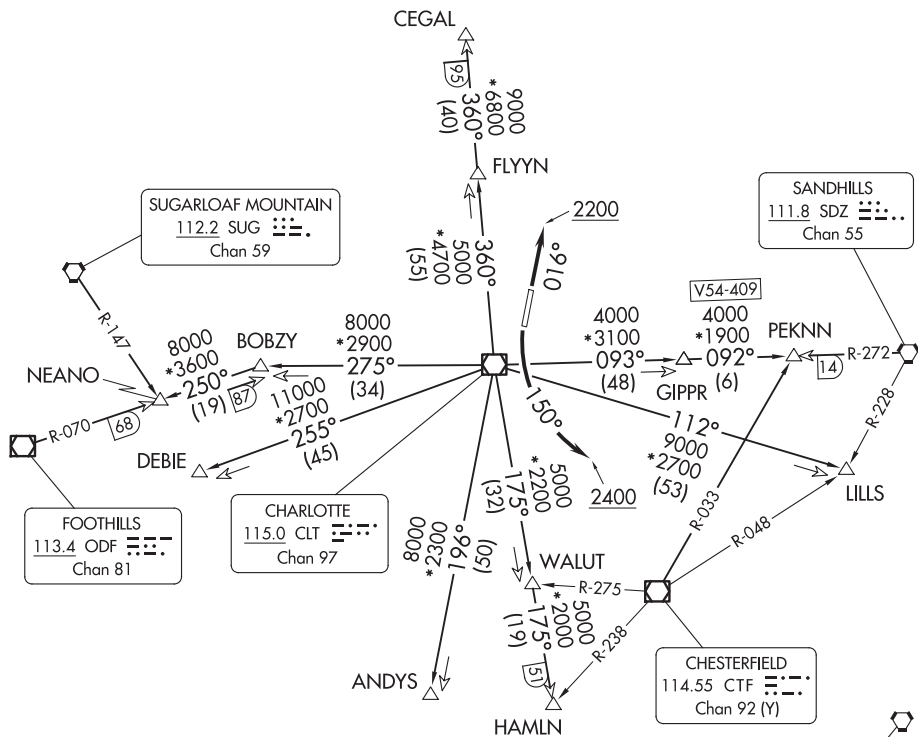
**TOP ALTITUDE:**  
**3000**

RADAR and DME required.

TAKEOFF MINIMUMS

Rwy 2: Standard.

Rwy 20: Standard with minimum climb of 320' per NM to 2400.



NOTE: For propeller aircraft only.

NOTE: Turboprops: Operate in a manner that will result in best forward speed and climb rate.

NOTE: Transponder code will be issued via Concord ATCT or Charlotte clearance delivery.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

## KNIGHTS THREE DEPARTURE

(KNI3.KNI) 21MAR24

CONCORD, NORTH CAROLINA  
CONCORD-PADGETT RGNL (JQF)

KNIGHTS THREE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 016° to 2200, thence. . . .

TAKEOFF RUNWAY 20: Climbing left turn heading 150° to 2400, thence. . . .

. . . .expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid.  
Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (KNI3.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.

CEGAL TRANSITION (KNI3.CEGAL): From over CLT VOR/DME on CLT R-360 to CEGAL.

DEBIE TRANSITION (KNI3.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.

FLYYN TRANSITION (KNI3.FLYYN): From over CLT VOR/DME on CLT R-360 to FLYYN.

HAMLN TRANSITION (KNI3.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.

LILLS TRANSITION (KNI3.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.

NEANO TRANSITION (KNI3.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY,  
then on ODF R-070 to NEANO.

PEKNN TRANSITION (KNI3.PEKNN): From over CLT VOR/DME on CLT R-093 to GIPPR,  
then on SDZ R-272 to PEKNN.

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

(KRITR6.KRITR) 25051

CONCORD-PADGETT RGNL (JQF)

KRITR SIX DEPARTURE (RNAV)

AL-91.55 (FAA)

CONCORD, NORTH CAROLINA

CHARLOTTE DEP CON  
128.325 307.8  
ATIS  
133.675  
CLNC DEL  
118.55  
CLNC DEL (when twr closed)  
127.25  
GND CON  
121.85  
CONCORD TOWER ★  
134.65 (CTAF)  
UNICOM  
122.95

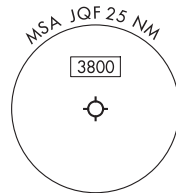
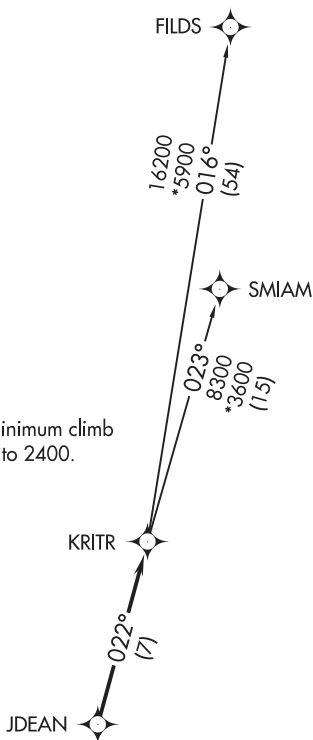
TOP ALTITUDE:  
3000

RNAV 1- DME/DME/IRU or GPS.

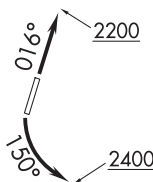
RADAR required.

TAKEOFF MINIMUMS

Rwy 2: Standard.  
Rwy 20: Standard with minimum climb  
of 320' per NM to 2400.



- NOTE: For turbo jets only.  
NOTE: Transponder code will be issued via PDC  
or Charlotte CLNC DEL.  
NOTE: If unable to accept climb rates,  
advise ATC on initial contact.  
NOTE: Upon reaching 10000 MSL, accelerate to  
and maintain 280K, if unable advise ATC.



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 016° to 2200, then on heading assigned  
by ATC, thence. . . .

TAKEOFF RUNWAY 20: Climbing left turn heading 150° to 2400, then on heading  
assigned by ATC, thence. . . .

. . . .on RADAR vectors to JDEAN, then on track 022° to KRITR, then on assigned transition.  
Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

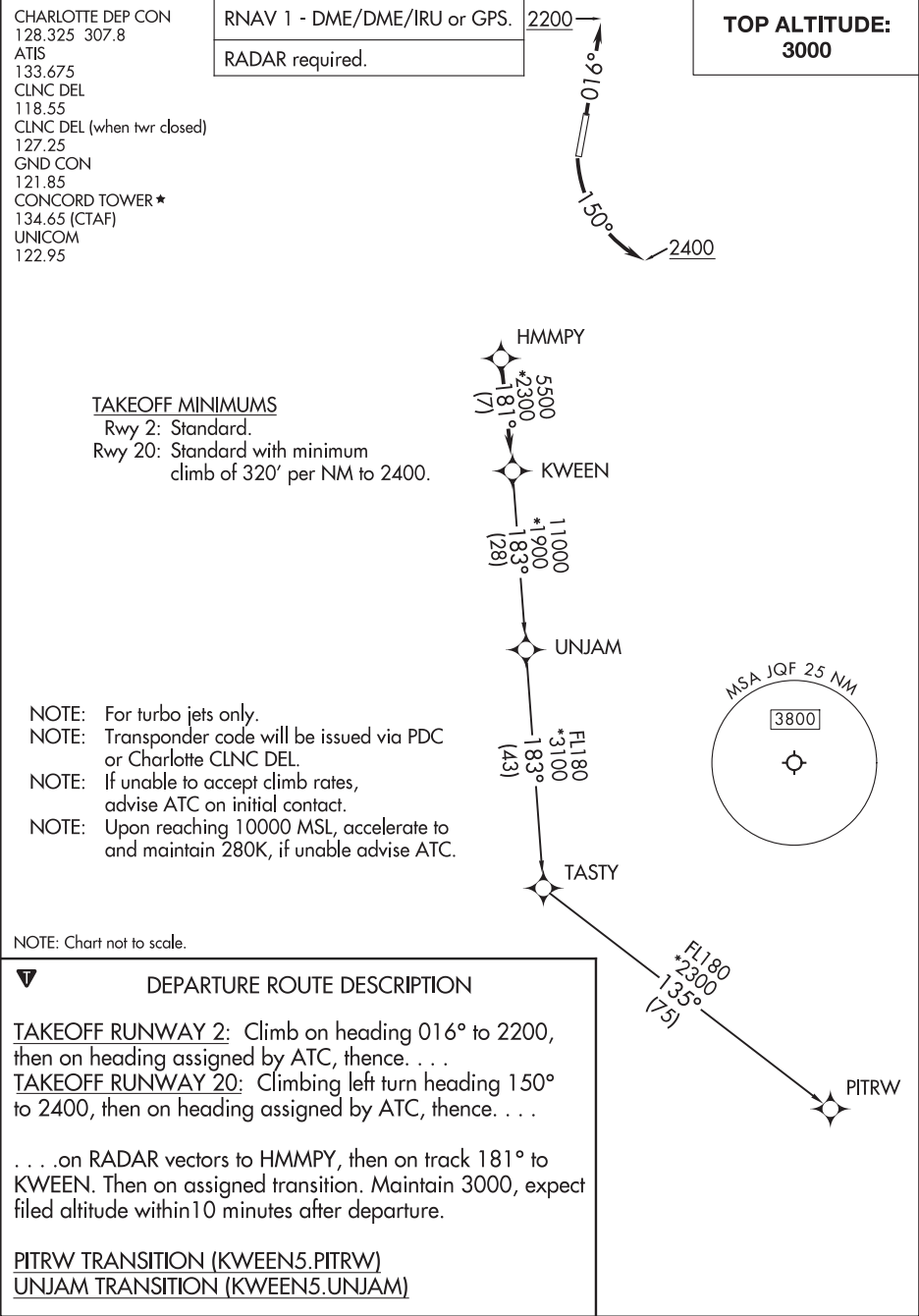
FILDS TRANSITION (KRITR6.FILDS)  
SMIAM TRANSITION (KRITR6.SMIAM)

KRITR SIX DEPARTURE (RNAV)

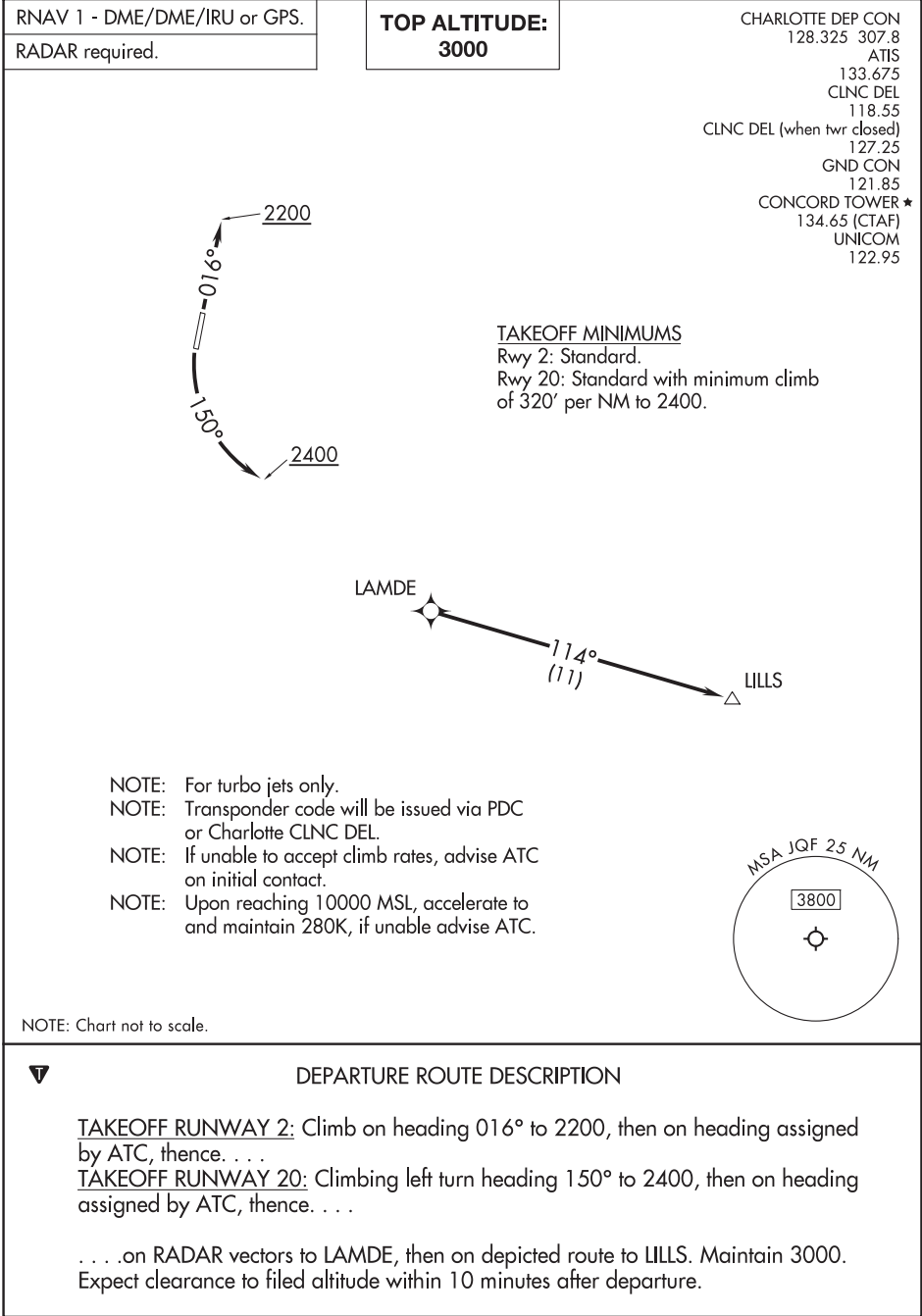
(KRITR6.KRITR) 21MAR24

CONCORD, NORTH CAROLINA

CONCORD-PADGETT RGNL (JQF)

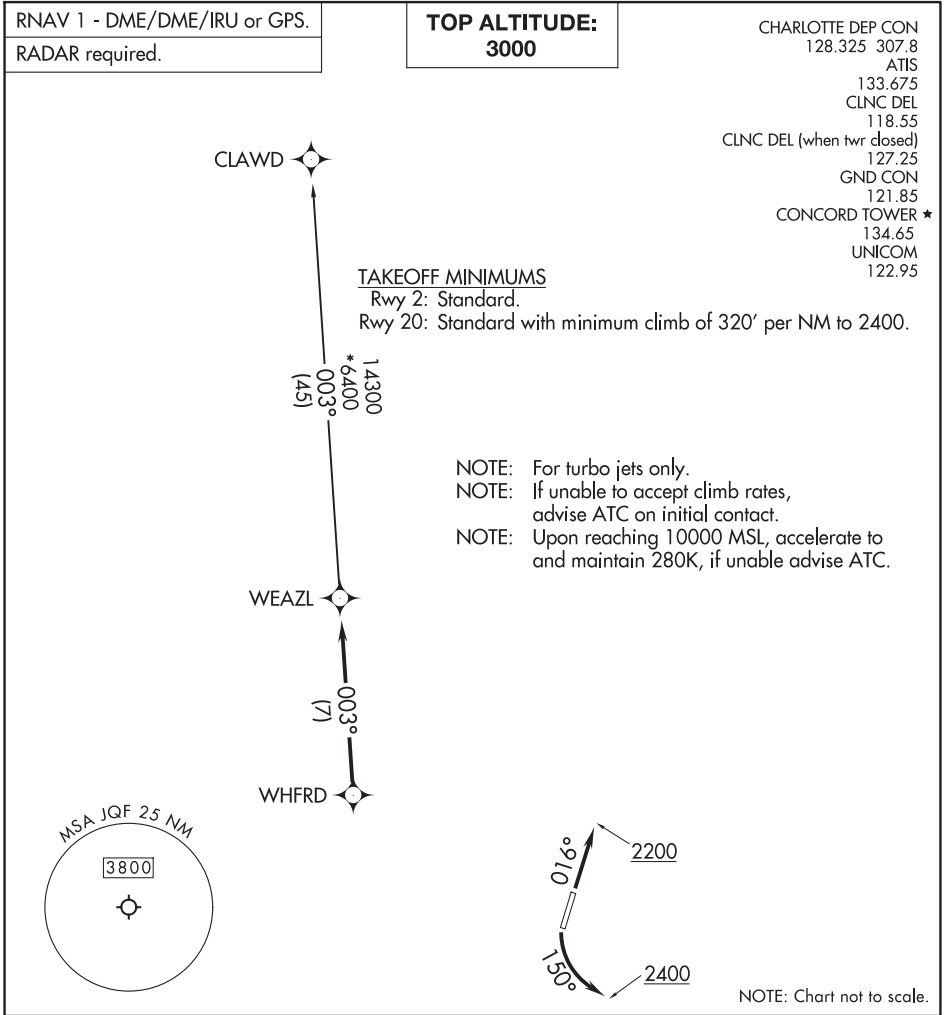


LILLS THREE DEPARTURE (RNAV)



SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 016° to 2200, then on heading assigned by ATC, thence . . . .

TAKEOFF RUNWAY 20: Climbing left turn heading 150° to 2400, then on heading assigned by ATC, thence. . . .

. . . . on RADAR vectors to WHFRD, then on track 003° to WEAZL, then on CLAWD Transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

CLAWD TRANSITION (WEAZL5.CLAWD)

CONWAY, SOUTH CAROLINA

AL-6274 (FAA)


24305

WAAS CH <b>56524</b> <b>W04A</b>	APP CRS <b>040°</b>	Rwy Idg <b>4401</b> TDZE <b>34</b> Apt Elev <b>35</b>
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# RNAV (GPS) RWY 4

CONWAY-HORRY COUNTY (HYW)

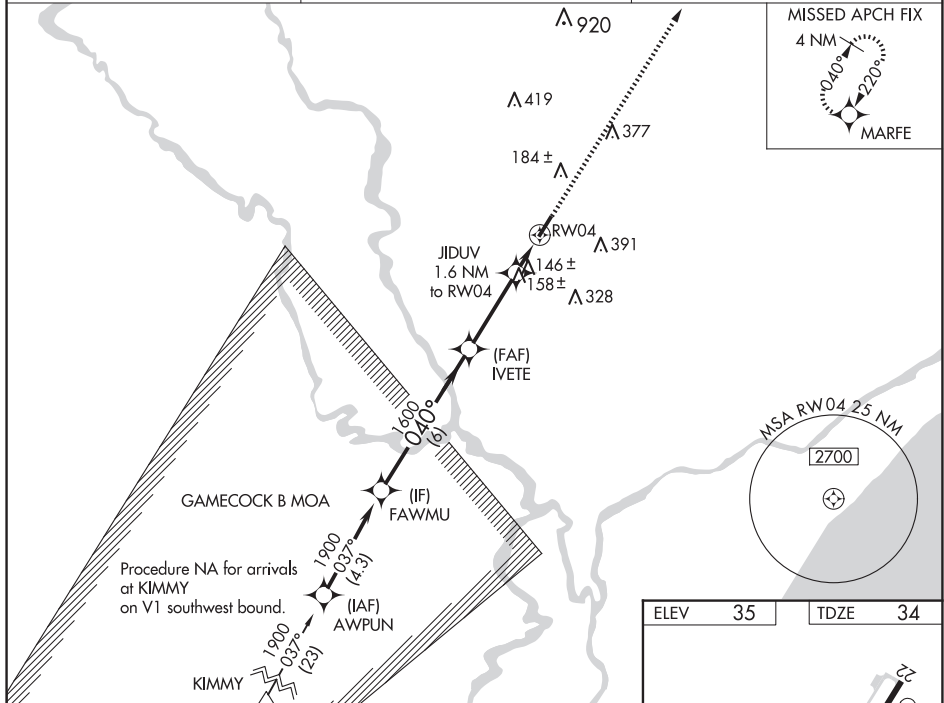
RNP APCH.



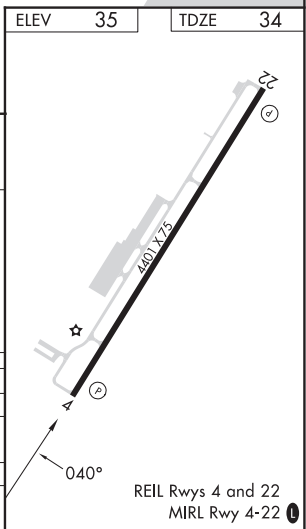
When Circling to Rwy 22 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Rwy 4 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 1900 direct MARFE and hold.

AWOS-3 <b>119.525</b>	MYRTLE BEACH APP CON★ <b>127.4 257.95</b>	UNICOM <b>122.7 (CTAF)</b> 
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.35/TCH 48).				1900	MARFE
FAWMU				1600	IVETE
GP 3.00° TCH 40				1600	JIDUV 1.6 NM to RW04
1900 040°				1600	*1.1 NM to RW04
1600				1580	RW04
6 NM				3.2 NM	0.5 NM
CATEGORY				A	B
LPV DA				315- $\frac{7}{8}$	281 (300- $\frac{7}{8}$ )
LNAV/DA VNAV				525-1 $\frac{3}{8}$	491 (500-1 $\frac{3}{8}$ )
LNAV MDA				460-1	426 (500-1)
CIRCLING				520-1	540-1
				485 (500-1)	505 (600-1)
				700-1 $\frac{3}{4}$	700-2
				665 (700-1 $\frac{3}{4}$ )	665 (700-2)



CONWAY, SOUTH CAROLINA  
Amdt 1B 07OCT21

33°50'N-79°07'W

# RNAV (GPS) RWY 4

SE-2, 12 JUN 2025 to 07 AUG 2025



WAAS CH <b>90424</b> <b>W22A</b>	APP CRS <b>220°</b>	Rwy Idg TDZE Apt Elev	<b>4401</b> <b>35</b> <b>35</b>
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RNAV (GPS) RWY 22

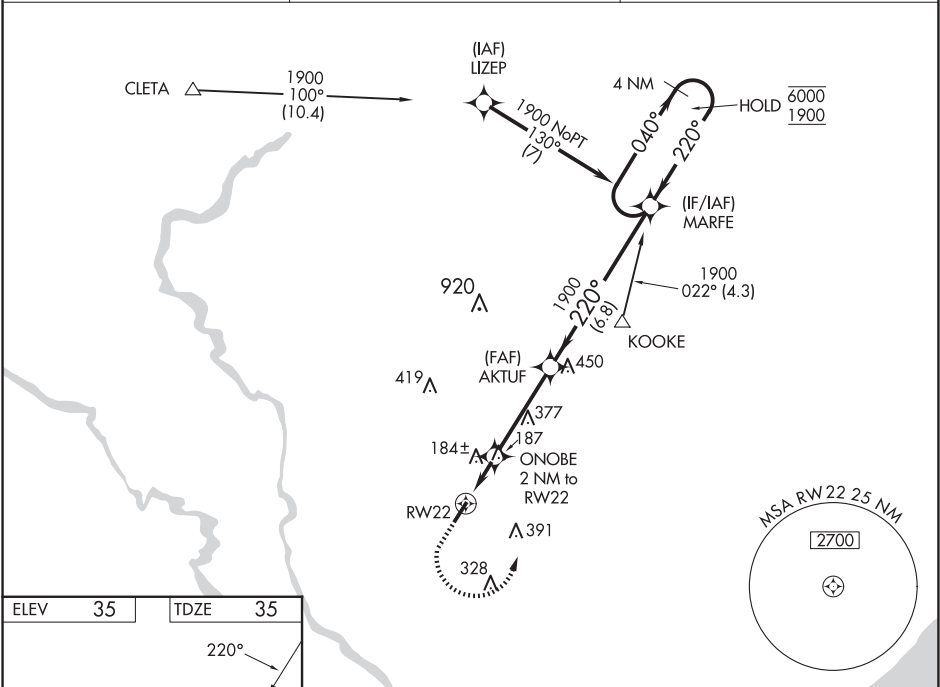
CONWAY-HORRY COUNTY (HYW)

RNP APCH.

Rwy 22 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 22 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 500 then climbing left turn to 1900 direct MARFE and hold.

AWOS-3 <b>119.525</b>	MYRTLE BEACH APP CON ★ <b>127.4 257.95</b>	UNICOM <b>122.7 (CTAF) 0</b>
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ELEV 35

TDZE 35

220°

400 X 75

REIL Rwy 4 and 22

MIRL Rwy 4-22 0

500 1900 MARFE		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 43).		4 NM Holding Pattern	
*LNAV only.		ONOB 2 NM to RW22		AKTUF 1900	
RW22		700*		220°	
2 NM		3.7 NM		6.8 NM	
CATEGORY	A	B	C	D	
LPV DA	285-1		250 (300-1)		
LNAV/VNAV DA	438-1½		403 (500-1½)		
LNAV MDA	440-1 405 (500-1)		440-1½ 405 (500-1½)		
CIRCLING	520-1 485 (500-1)	540-1 505 (600-1)	700-1¾ 665 (700-1¾)	700-2 665 (700-2)	

WAAS CH <b>49008</b> <b>W05A</b>	APP CRS <b>045°</b>	Rwy Idg TDZE Apt Elev	<b>5502</b> <b>18</b> <b>18</b>
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RNAV (GPS) RWY 5

CURRITUCK COUNTY RGNL (ONX)

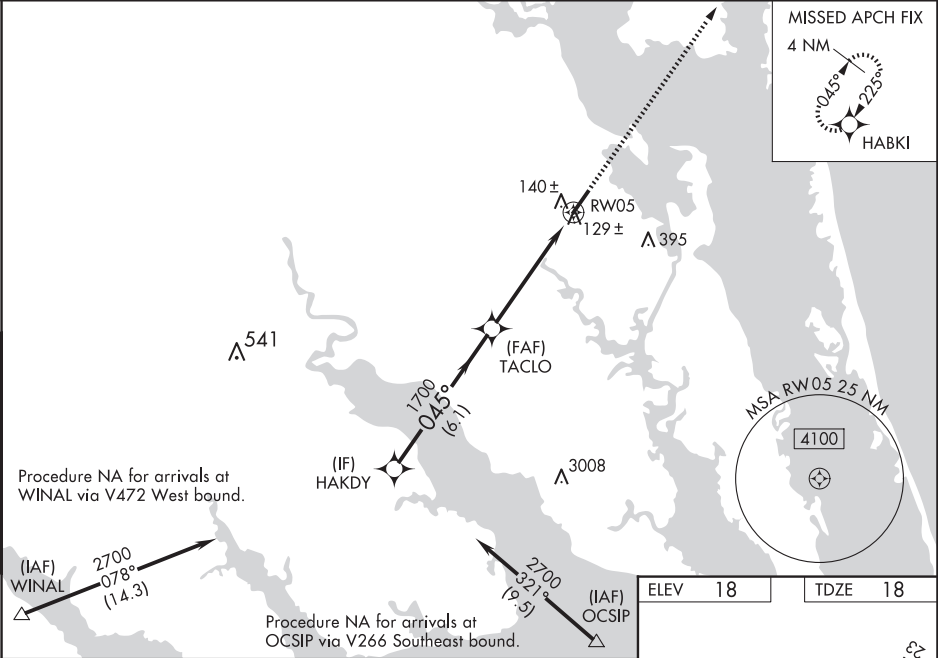
▼

▲

Baro-VNAV NA when using Oceana NAS/Apollo Soucek altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA when tethered balloon located approximately 11.4 NM southwest of airport is flying. When local altimeter setting not received, use Oceana NAS/Apollo Soucek altimeter setting and increase all DA 59 feet, and all MDA 60 feet; increase LNAV Cat. C and D visibility ¼mile.

MISSED APPROACH:  
Climb to 2000 direct  
HABKI and hold.

AWOS-3 <b>119.775</b>	OCEANA APP CON <b>123.9 266.8</b>	CTAF <b>122.90</b>
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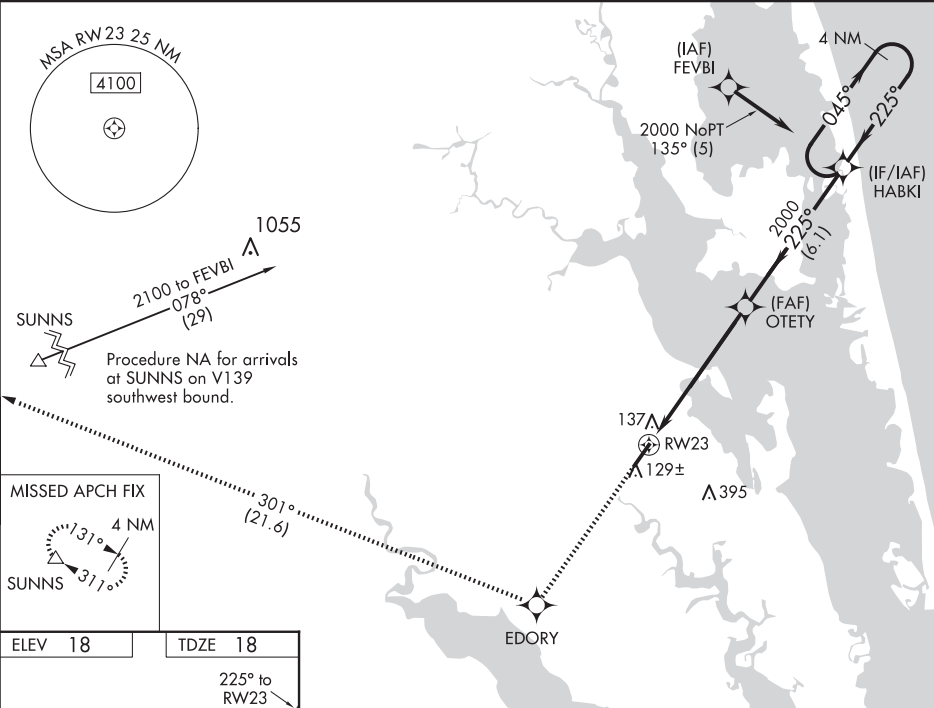
HAKDY					2000	HABKI
2700					↑	✧
Procedure Turn NA					RW05	
GP 3.00°					5502 x 150	
TCH 45					045° to RW05	
6.1 NM					REIL Rwy 5-23	
5.1 NM					MIRL Rwy 5-23	
CATEGORY	A	B	C	D		
LPV DA	343-1¼ 325 (400-1¼)					
LNAV/VNAV DA	410-1½ 392 (400-1½)					
LNAV MDA	400-1 382 (400-1)				400-1¼ 382 (400-1¼)	
CIRCLING	440-1 422 (500-1)	480-1 462 (500-1)	480-1½ 462 (500-1½)	760-2½ 742 (800-2½)		

WAAS CH <b>97408</b> <b>W23A</b>	APP CRS <b>225°</b>	Rwy Idg TDZE <b>18</b> Apt Elev <b>18</b>	<b>5502</b>
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RNAV (GPS) RWY 23

CURRITUCK COUNTY RGNL (ONX)

RNP APCH. <div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). Rwy 23 helicopter visibility reduction below ¾ SM NA.</div></div>		MISSED APPROACH: Climb to 2000 direct EDORY and right turn on track 301° to SUNNS and hold.
AWOS-3 <b>119.775</b>	OCEANA APP CON <b>123.9 266.8</b>	CTAF <b>122.9 0</b>



ELEV 18	TDZE 18	<div>225° to RW23</div> <div>5502 x 150</div> <div>REIL Rwy 5-23 0</div> <div>MIRL Rwy 5-23 0</div>			
2000	EDORY	SUNNS	OTETY	HABKI	4 NM Holding Pattern
* LNAV only.					
* 1.1 NM to RW23					
1.1 4.9 NM 6.1 NM					
CATEGORY	A	B	C	D	
LPV DA	384-1¼ 366 (400-1¼)				
LNAV/VNAV DA	424-1½ 406 (500-1½)				
LNAV MDA	400-1 382 (400-1)		400-1¼ 382 (400-1¼)		
CIRCLING	440-1 422 (500-1)	480-1 462 (500-1)	480-1½ 462 (500-1½)	760-2½ 742 (800-2½)	

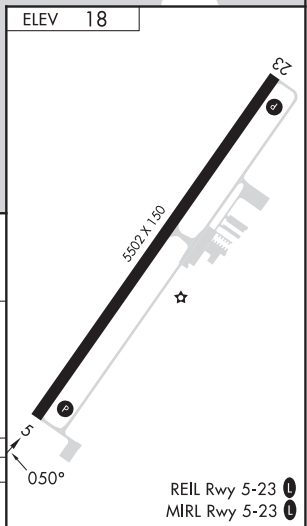
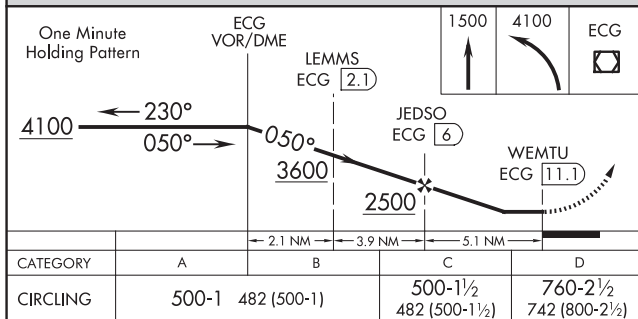
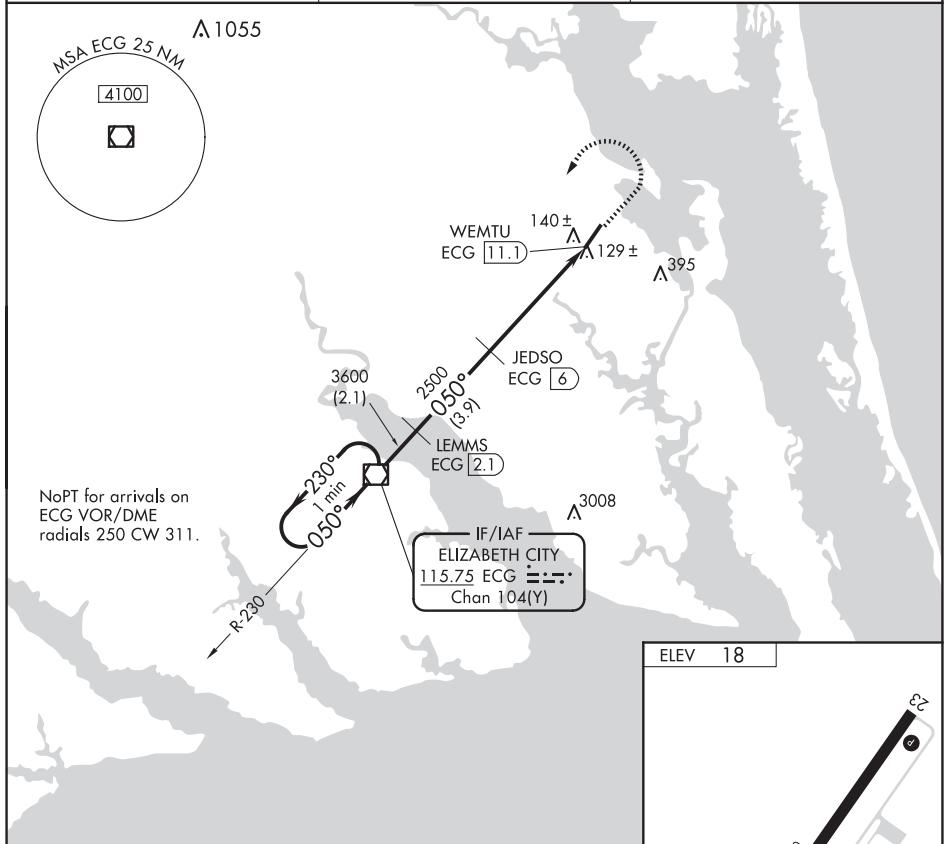
VOR/DME ECG	APP CRS	Rwy Idg	N/A
<b>115.75</b>	<b>050°</b>	TDZE	N/A
Chan <b>104</b> (Y)		Apt Elev	<b>18</b>

VOR/DME-A  
CURRITUCK COUNTY RGNL (ONX)

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

MISSED APPROACH: Climb to 1500 then climbing left turn to 4100 direct ECG VOR/DME and hold, continue climb-in-hold to 4100.

AWOS-3 <b>119.775</b>	OCEANA APP CON <b>123.9 266.8</b>	CTAF <b>122.9 0</b>
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DARLINGTON, SOUTH CAROLINA

AL-5375 (FAA)

24305

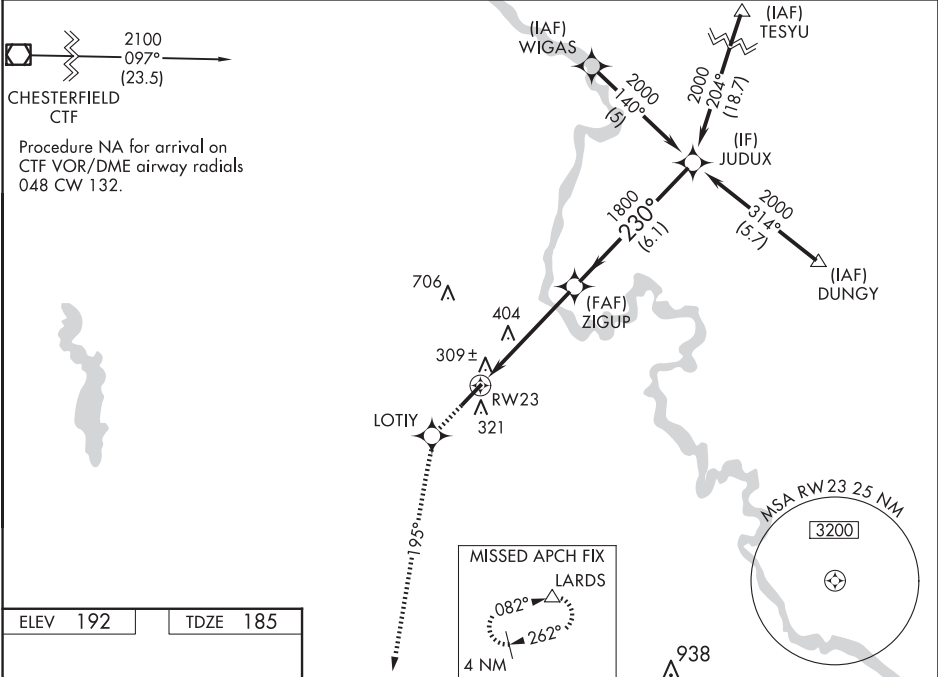
WAAS CH <b>86904</b> <b>W23A</b>	APP CRS <b>230°</b>	Rwy Idg TDZE <b>185</b> Apt Elev <b>192</b>
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RNAV (GPS) RWY 23  
DARLINGTON COUNTY (UDG)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use Florence altimeter setting: increase LPV DA to 527 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 627 feet; increase all MDAs 60 feet and visibility Cat D ¼ SM. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA when using Florence altimeter setting.

**MISSED APPROACH:**  
Climb to 2000 direct LOTIY and via 195° track to LARDS and hold.

AWOS-3PT <b>119.925</b>	FLORENCE APP CON ★ <b>118.6 341.7</b>	CLNC DEL <b>118.55</b>	UNICOM <b>123.0 (CTAF) 1</b>
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ELEV 192	TDZE 185
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2000	LOTIY	tr 195°	LARDS	JUDUX	2000
*LNAV only.					
*1.5 NM to RW23					
Procedure Turn NA					
GP 3.00° TCH 40					
CATEGORY	A		B	C	D
LPV DA	479-1 294 (300-1)				
LNAV/VNAV DA	579-1½ 394 (400-1½)				
LNAV MDA	700-1	515 (600-1)	700-1½ 515 (600-1½)	700-1¾ 515 (600-1¾)	
CIRCLING	700-1	508 (600-1)	720-1½ 528 (600-1½)	1020-2¾ 828 (900-2¾)	

DARLINGTON, SOUTH CAROLINA  
Orig-D 02DEC21

34°27'N-79°53'W

DARLINGTON COUNTY (UDG)  
RNAV (GPS) RWY 23

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

VORTAC FLO  
**115.2**  
Chan **99**

APP CRS  
**320°**

Rwy Idg  
TDZE  
Apt Elev  
**N/A**  
**N/A**  
**192**

VOR-A  
DARLINGTON COUNTY (UDG)

DME required.

V

A

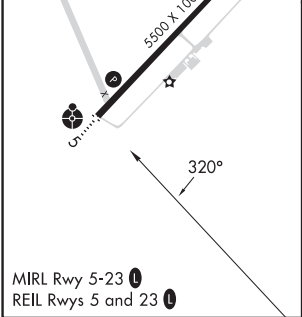
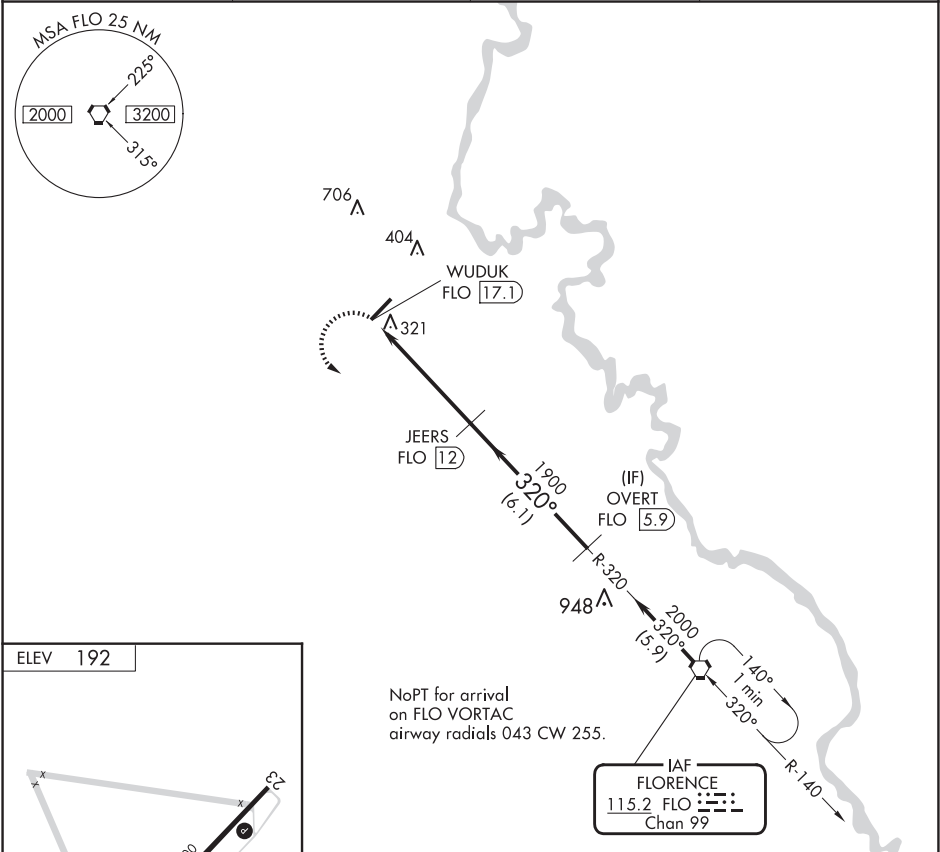
MISSED APPROACH: Climbing left turn to 2000 direct FLO VORTAC and hold.

AWOS-3PT  
**119.925**

FLORENCE APP CON ★  
**118.6 341.7**

CLNC DEL  
**118.55**

UNICOM  
**123.0(CTAF) 0**



	2000	FLO				OVERT FLO 5.9
				JEERS FLO 12		2000
			WUDUK FLO 17.1	1900		
				5.1 NM	6.1 NM	
CATEGORY	A	B	C	D		
CIRCLING	640-1 448 (500-1)	660-1 468 (500-1)	720-1½ 528 (600-1½)	1020-2¾ 828 (900-2¾)		

DILLON, SOUTH CAROLINA

AL-5887 (FAA)

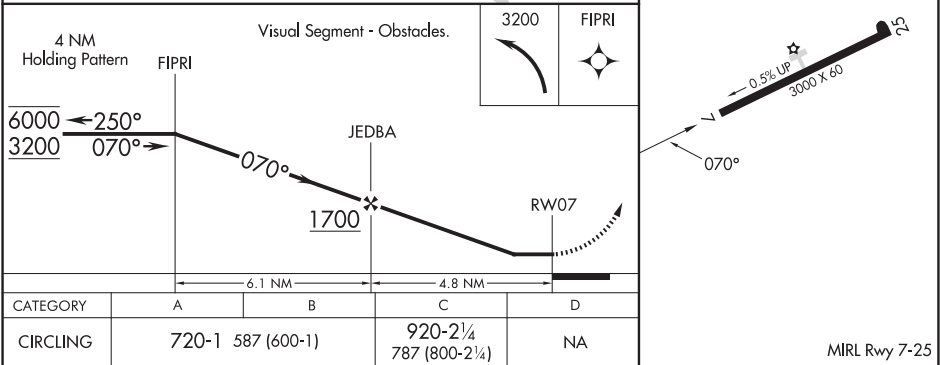
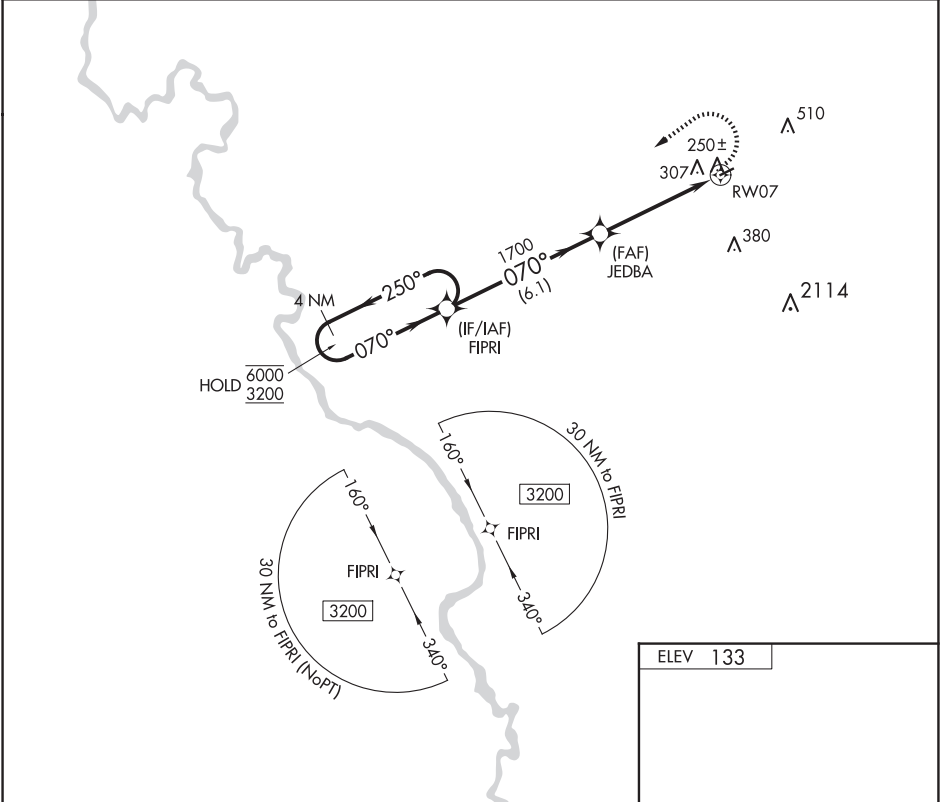
25163

APP CRS	Rwy Ldg	N/A
070°	TDZE	N/A
	Apt Elev	133

RNAV (GPS)-A  
DILLON COUNTY (DLC)

RNP APCH - GPS.		MISSED APPROACH: Climbing left turn to 3200 direct FIPRI and hold, continue climb-in-hold to 3200.
Rwy 7, 25 helicopter visibility reduction below 1 SM NA. Procedure NA at night.	Use FLO altimeter setting; when not received, procedure NA.	

FLO ASOS 123.625	FLORENCE APP CON ★ 118.6 341.7	CTAF 122.9
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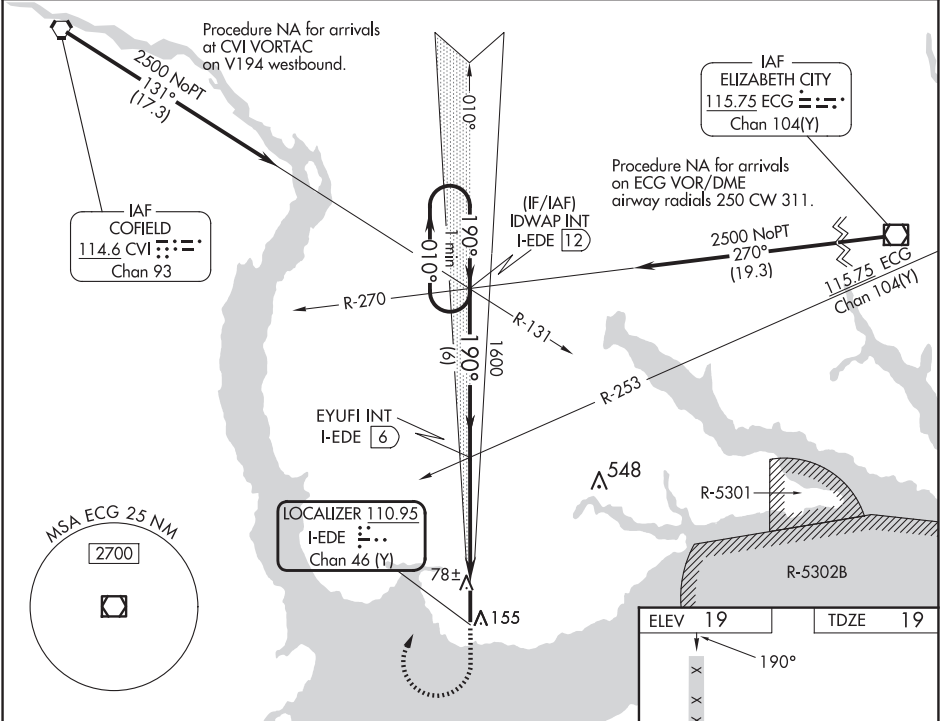


LOC/DME I-EDE	APP CRS	Rwy Idg	6001
110.95	190°	TDZE	19
Chan 46(Y)		Apt Elev	19

ILS or LOC RWY 19

NORTHEASTERN RGNL (EDE)

DME or RADAR required for procedure entry.		
<div><div>▼</div><div>▲</div></div> When local altimeter setting not received, use Elizabeth City altimeter setting: increase S-ILS 19 DA to 276 feet; increase all MDAs 60 feet and S-LOC 19 visibility Cat C/D 1/8 SM, and Circling visibility Cat C 1/4 SM. VDP NA when using Elizabeth City altimeter setting. Rwy 19 helicopter visibility reduction below 3/4 SM NA.		
AWOS-3 118.275	WASHINGTON CENTER 123.85 279.65	UNICOM 123.0 (CTAF) 0



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 48).			
One Minute Holding Pattern			
IDWAP INT I-EDE 12			
EYUFI INT I-EDE 6			
GS 3.00° TCH 43			
2500 010° 190° 1600 1600 1600 1600			
6 NM 3.9 NM 1.3 NM			
CATEGORY	A	B	C
S-ILS 19	219-3/4		200 (200-3/4)
S-LOC 19	480-1	461 (500-1)	480-1 3/8 461 (500-1 3/8)
CIRCLING	520-1	501 (600-1)	560-1 1/2 541 (600-1 1/2) 580-2 561 (600-2)

ELEV 19	TDZE 19
190°	
6001 X 100	
156 MRL Rwy 1-19 REIL Rws 1 and 19	
FAF to MAP 4.8 NM	
Knots	60 90 120 150 180
Min:Sec	4:48 3:12 2:24 1:55 1:36

EDENTON, NORTH CAROLINA

AL-741 (FAA)

24305

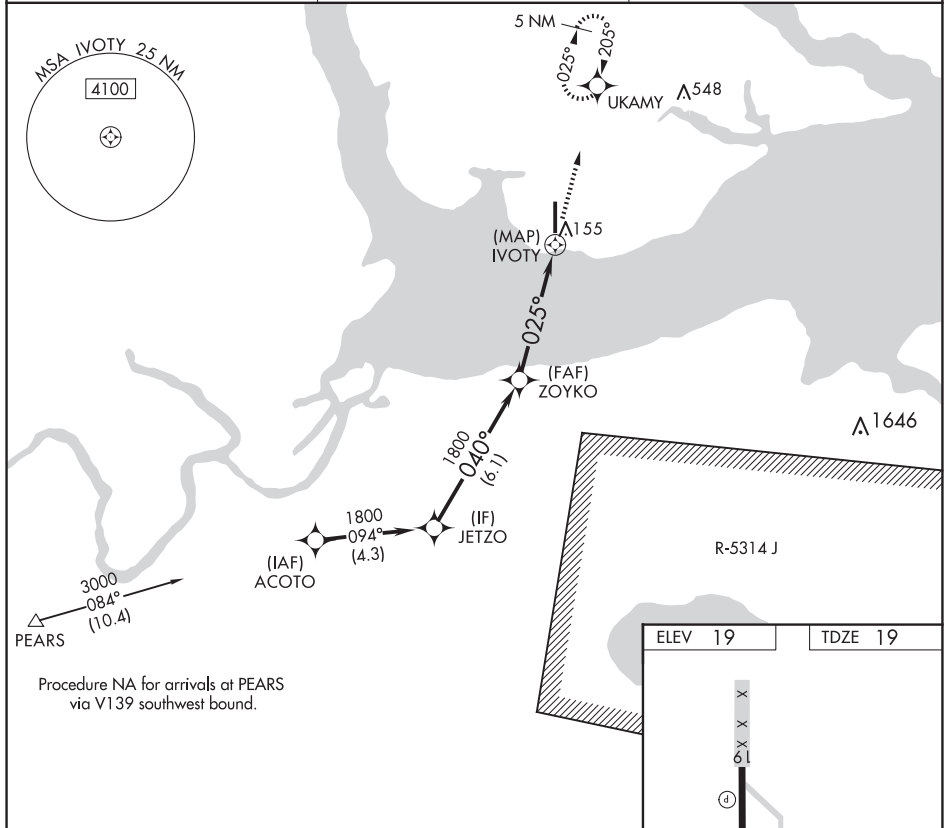
APP CRS	Rwy Idg	<b>6001</b>
<b>025°</b>	TDZE	<b>19</b>
	Apt Elev	<b>19</b>

# RNAV (GPS) RWY 1

NORTHEASTERN RGNL (EDE)

RNP APCH+GPS.	MISSED APPROACH: Climb to 4000 direct UKAMY and hold, continue climb-in-hold to 4000.
<p><b>▼</b> If local altimeter setting not received, use Elizabeth City altimeter setting and increase all MDAs 60 feet. Rwy 1 helicopter visibility reduction below 1 SM NA. Procedure NA at night.</p>	

AWOS-3 <b>118.275</b>	WASHINGTON CENTER <b>123.85 279.65</b>	UNICOM <b>123.0 (CTAF) 1</b>
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	JETZO		ZOYKO		4000	UKAMY
	1800		1800		↑	✱
	040°		025°			
	6.1 NM		5 NM			
			3.00°			
			TCH 39			
CATEGORY	A	B	C	D		
LNAV MDA	460-1	441 (500-1)	460-1 $\frac{3}{8}$ 441 (500-1 $\frac{3}{8}$ )	460-1 $\frac{1}{2}$ 441 (500-1 $\frac{1}{2}$ )		

ELEV	<b>19</b>	TDZE	<b>19</b>
	61		1
	6001 X 100		
	156		
	025°		
	REIL Rwys 1 and 19		
	MIRL Rwy 1-19		

EDENTON, NORTH CAROLINA

Amdt 1B 19MAY22

36°02'N-76°34'W

# NORTHEASTERN RGNL (EDE)

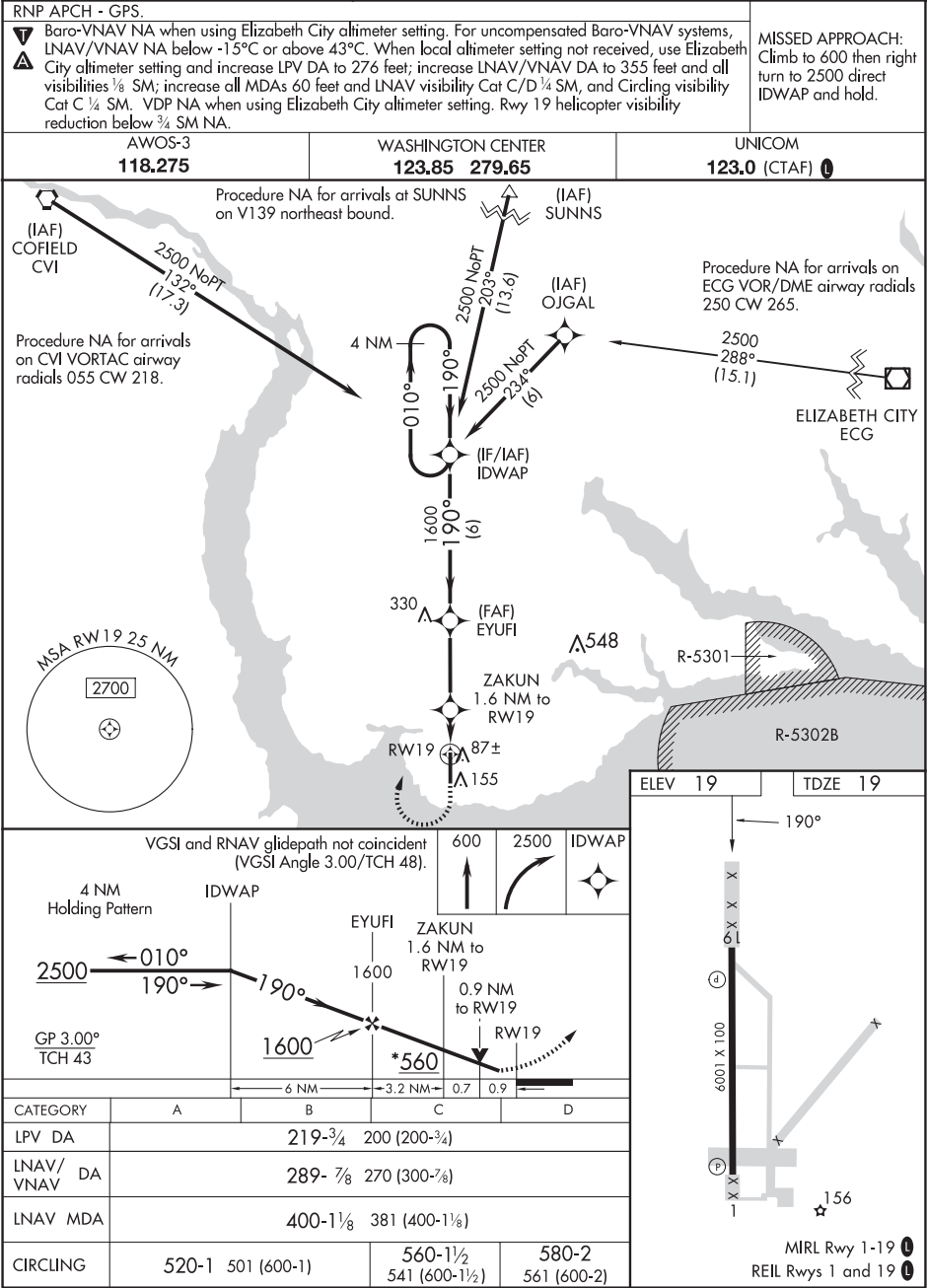
# RNAV (GPS) RWY 1

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>90503</b> <b>W19A</b>	APP CRS <b>190°</b>	Rwy Idg <b>6001</b> TDZE <b>19</b> Apt Elev <b>19</b>
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RNAV (GPS) RWY 19  
NORTHEASTERN RGNL (EDE)



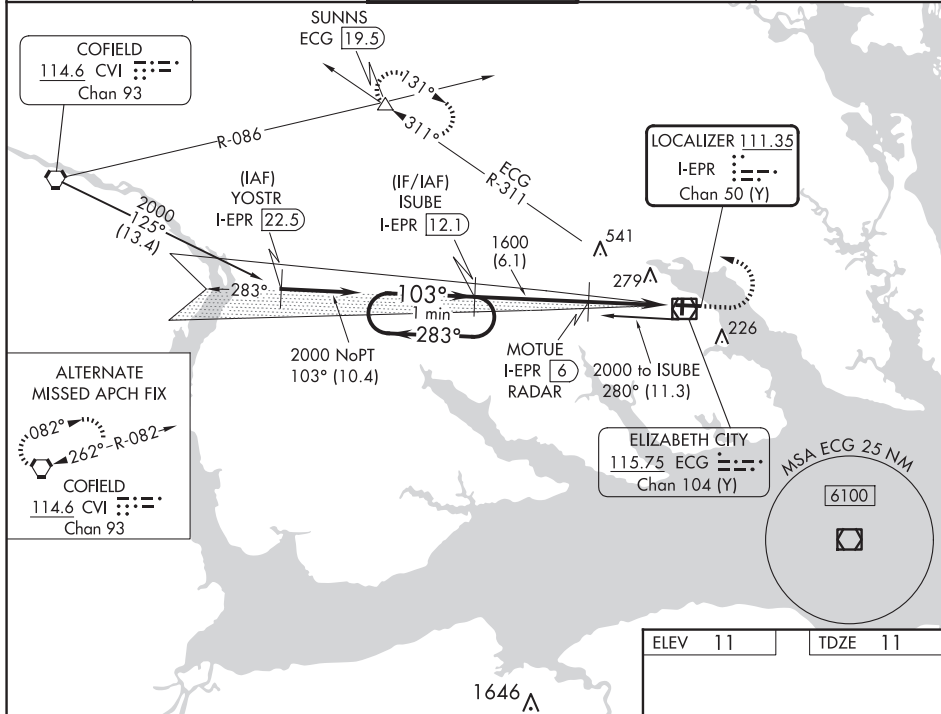
SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 10  
ELIZABETH CITY CG AIR STATION/RGNL (ECG)

SALS

**MISSED APPROACH:** Climb to 500 then climbing left turn to 3000 on heading 281° and ECG VOR/DME R-311 to SUNNS INT/ECG 19.5 DME and hold.

UNICOM  
122.95

VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 49).

One Minute Holding Pattern

ISUBE I-EPZ 12.1

MOTUE I-EPZ 6

RADAR

500

3000

hdg 281°

ECG R-311

SUNNS

2000

283°

103°

103°

1600

1600

GS 3.00°

TCH 58

6.1 NM

3.4 NM

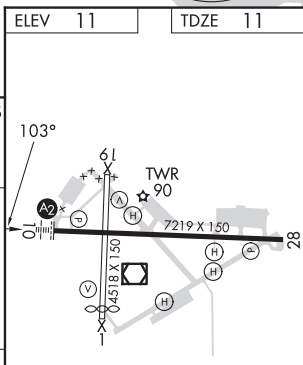
1.3

\*I-EPZ 2.5

I-EPZ 1.2

\*LOC only.

CATEGORY	A	B	C	D
S-ILS 10	261- $\frac{3}{4}$ 250 (300- $\frac{3}{4}$ )			
S-LOC 10	460-1 449 (500-1)		460-1 $\frac{3}{8}$ 449 (500-1 $\frac{3}{8}$ )	
<b>C</b> CIRCLING	480-1 469 (500-1)		640-1 $\frac{3}{4}$ 629 (700-1 $\frac{3}{4}$ )	640-2 629 (700-2)



MIRL Rwy 1-19  
HIRL Rwy 10-28 **L**  
REIL Rwy 10 and 28

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

36°16'N-76°10'W

ELIZABETH CITY CG AIR STATION/RGNL (ECG)  
W ILS or LOC RWY 10

APP CRS  
**358°**

Rwy Idg **4219**  
TDZE **11**  
Apt Elev **11**

**RNAV (GPS) RWY 1**

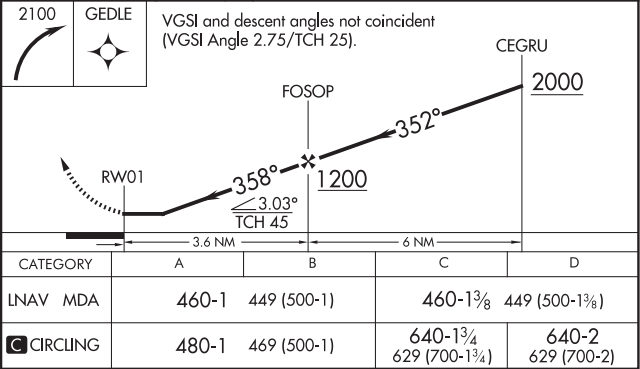
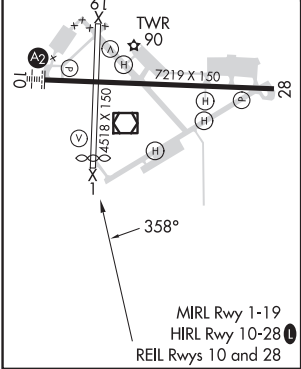
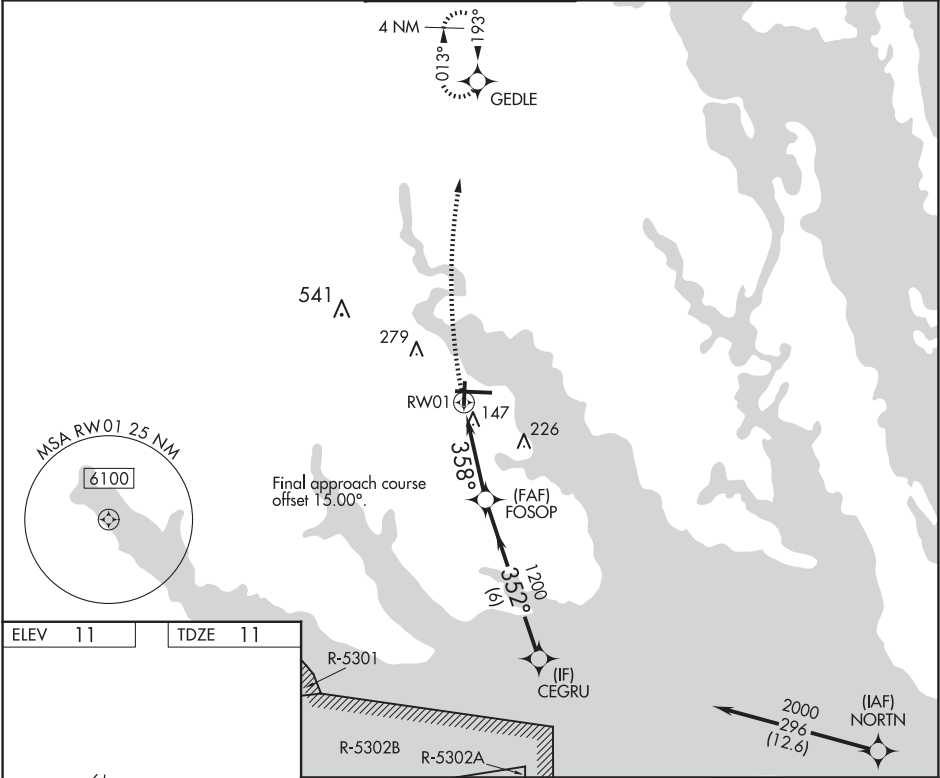
ELIZABETH CITY CG AIR STATION/RGNL (E/C/G)

RNP APCH.

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

MISSED APPROACH: Climbing right turn to 2100 direct GEDLE and hold.

ASOS <b>124.375</b>	NORFOLK APP CON <b>119.55 269.425</b>	ELIZABETH CITY TOWER ★ <b>120.5 (CTAF) 355.6</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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# RNAV (GPS) RWY 10

## ELIZABETH CITY CG AIR STATION/RGNL (ECG)

WAAS CH <b>65703</b> <b>W10A</b>	APP CRS <b>103°</b>	Rwy Idg <b>7219</b> TDZE <b>11</b> Apt Elev <b>11</b>
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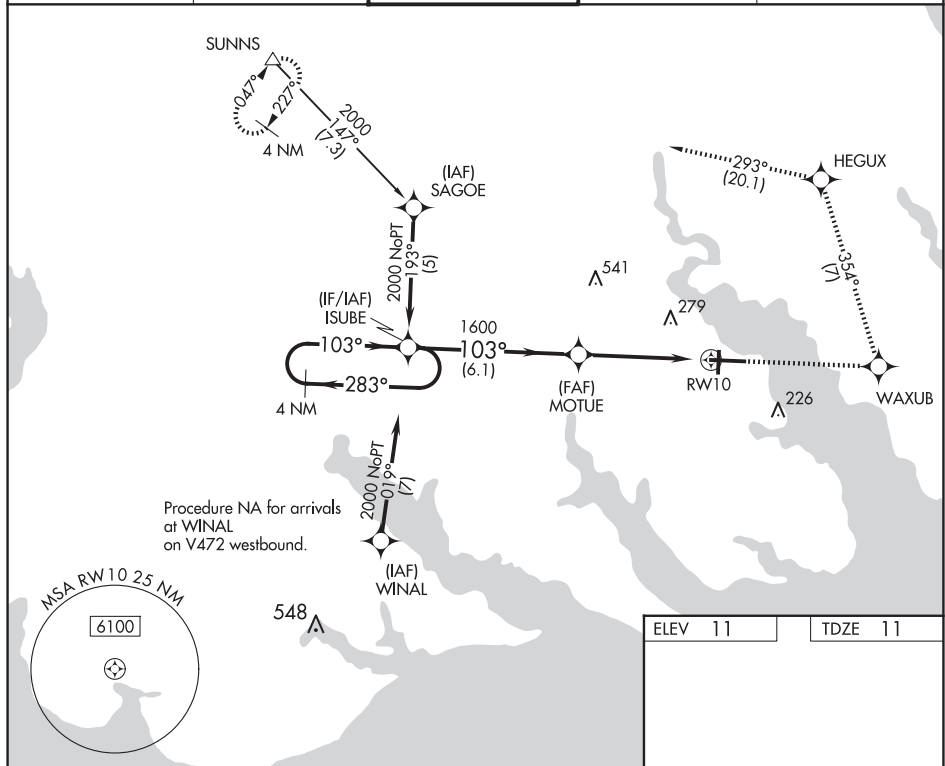
RNP APCH.

SALS

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

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

ASOS 124,375	NORFOLK APP CON 119.55 269,425	ELIZABETH CITY TOWER★ 120,5 (CTAF) 0 355,6	GND CON 121,9	UNICOM 122,95
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VGSI and RNAV glidepath not coincident  
(VGSI Angle 3.00/TCH 49).

2000	WAXUB		HEGUX	2000	SUNNS
------	-------	---	-------	------	-------



tr  
354°



↑  
293°

Holding Pattern ISUBE

← 283°

$$\frac{2000}{103^\circ}$$

109 →

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466
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GP 3.00°  
TCL 50

ICH 38	
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CATEGORY	A
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CATEGORY	A
LDV/DA	

LPV DA	

LNAV MDA	40
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C CIRCLING 48

LIZABETH CITY, NORTH C

ELIZABETH CITY, NORTH C  
4:36 PM MAY 18

Amdt 1C 24MAY18

ELIZABETH CITY CG AIR STATION/RGNL (ECG)

RNAV (GPS) RWY 10

MIRL Rwy 1-19

HIRL Rwy 10-28 **L**

REIL Rwys 10 and 28

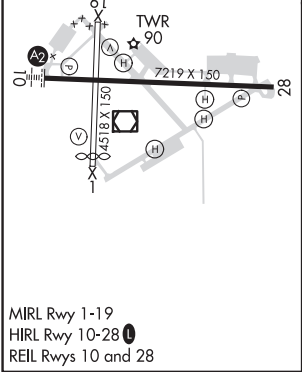
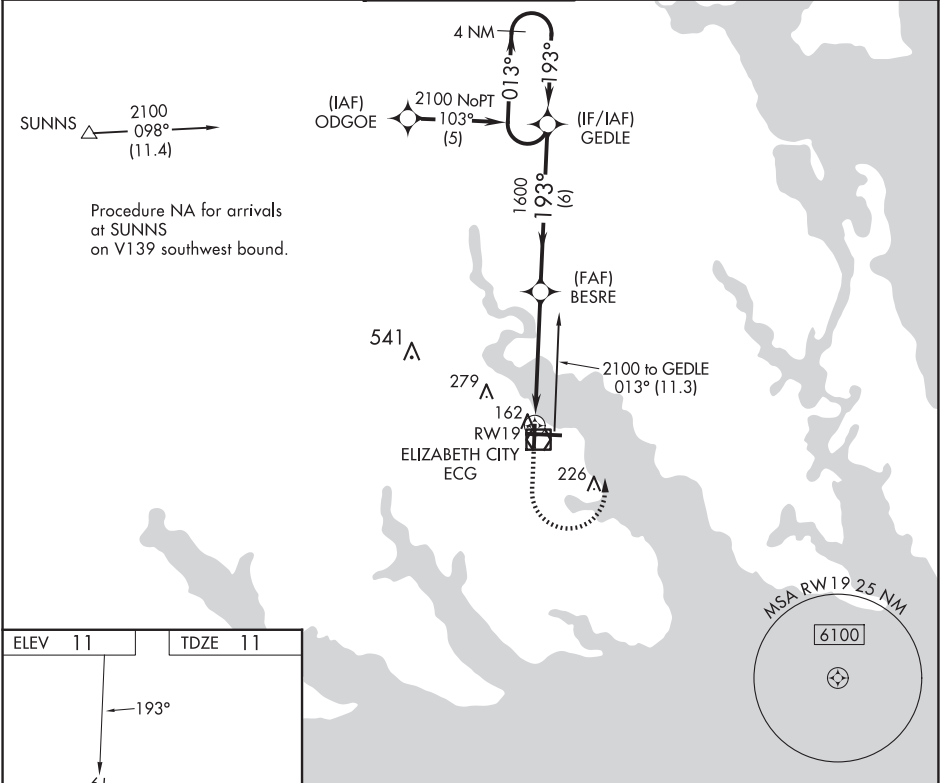
36°16'N-76°10'W

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

RNAV (GPS) RWY 19

ELIZABETH CITY CG AIR STATION/RGNL (ECG)

RNP APCH.		MISSED APPROACH: Climb to 900 then climbing left turn to 2100 direct GEDLE and hold.		
ASOS	NORFOLK APP CON	ELIZABETH CITY TOWER★	GND CON	UNICOM
124.375	119.55 269.425	120.5(CTAF) 355.6	121.9	122.95



900		2100	GEDLE	VGSi and descent angles not coincident (VGSi Angle 2.75/TCH 30).		4 NM
				Holding Pattern		
				1.5 NM to RW19		
				3.04° TCH 45		
				6 NM		
CATEGORY	A	B	C	D		
LNAV MDA	480-1	469 (500-1)	480-1 <sup>3</sup> / <sub>8</sub>	469 (500-1 <sup>3</sup> / <sub>8</sub> )		
CIRCLING	480-1	469 (500-1)	640-1 <sup>3</sup> / <sub>4</sub> 629 (700-1 <sup>3</sup> / <sub>4</sub> )	640-2 629 (700-2)		

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

ELIZABETH CITY, NORTH CAROLINA

AL-617 (FAA)

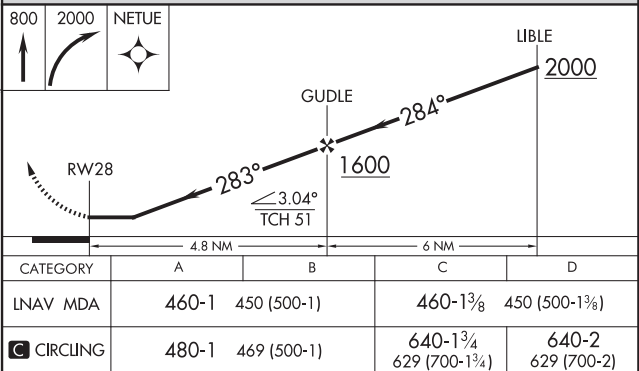
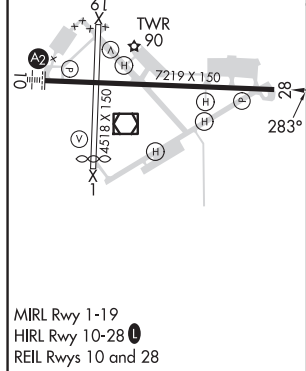
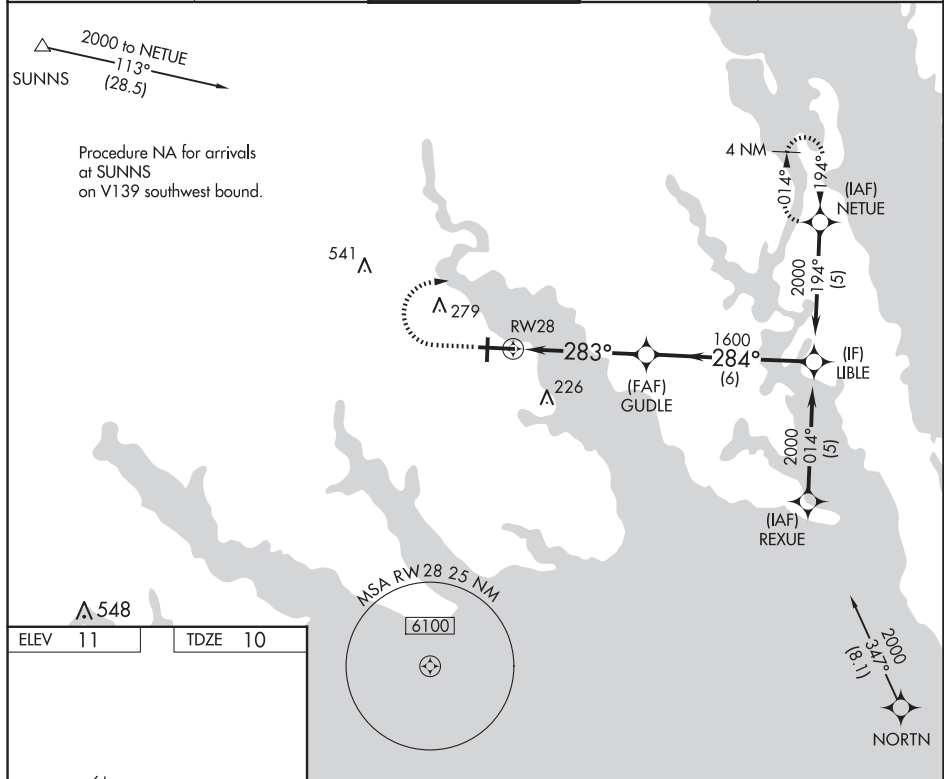
24361

APP CRS	Rwy Idg	7219
283°	TDZE	10
	Apt Elev	11

# RNAV (GPS) RWY 28

ELIZABETH CITY CG AIR STATION/RGNL (ECG)

RNP APCH.		MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct NETUE and hold.		
Rwy 28 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Procedure NA when tethered balloon located approximately 2 miles southeast of airport is flying.				
ASOS 124.375	NORFOLK APP CON 119.55 269.425	ELIZABETH CITY TOWER★ 120.5 (CTAF) 355.6	GND CON 121.9	UNICOM 122.95



ELIZABETH CITY, NORTH CAROLINA  
Orig-B 24MAY18

ELIZABETH CITY CG AIR STATION/RGNL (ECG)  
36°16'N-76°10'W  
RNAV (GPS) RWY 28

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



VOR/DME ECG  
**115.75**  
Chan **104** (Y)

APP CRS  
**108°**

Rwy Idg **7219**  
TDZE **11**  
Apt Elev **11**

VOR/DME RWY 10

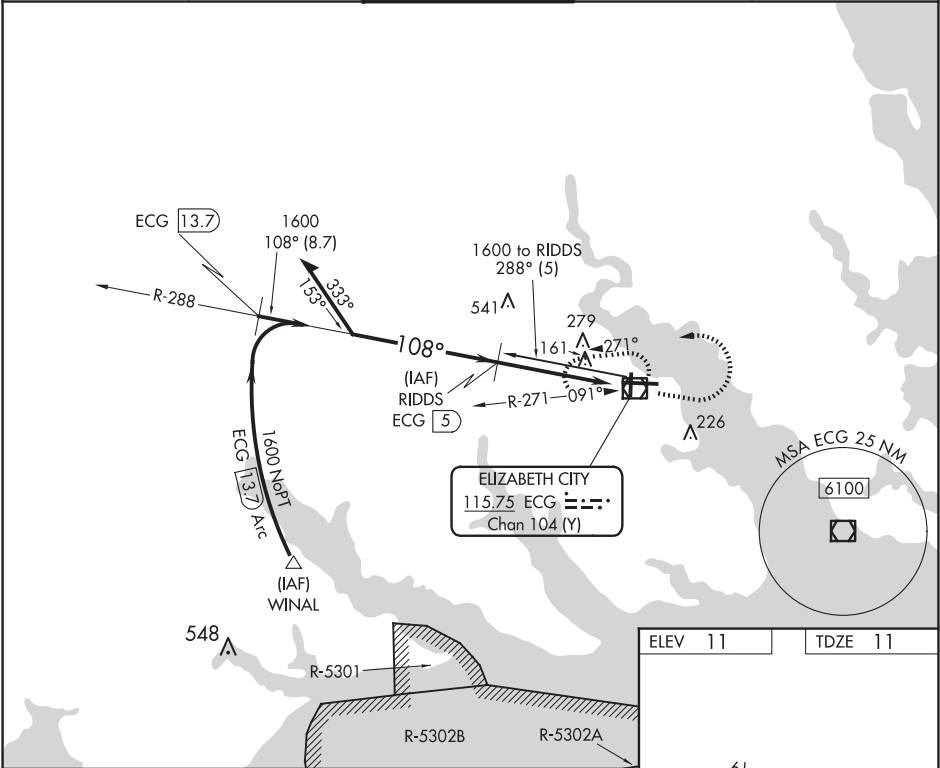
ELIZABETH CITY CG AIR STATION/RGNL (ECG)

Procedure NA when tethered balloon located approximately 2 miles southeast of airport is flying. When local altimeter setting not received, use Currutuck altimeter setting and increase all MDAs 40 feet and increase S-10 visibility Cats C/D ½ SM.

SALS  
A2

MISSED APPROACH: Climb to 1600 then left turn direct ECG VOR/DME and hold.

ASOS <b>124.375</b>	NORFOLK APP CON <b>119.55 269,425</b>	ELIZABETH CITY TOWER ★ <b>120.5</b> (CTAF) 355.6	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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Remain within 10 NM

RIDDS ECG [5]

1600

288°

108°

1600

108°

3.19° TCH 49

3.5 NM

1.1 NM

ECG [1.6]

ECG [0.5]

ECG VOR/DME

ELEV 11


TDZE 11

CATEGORY	A	B	C	D
S-10	540-1	529 (600-1)	540-1¼	529 (600-1¼)
CIRCLING	540-1	529 (600-1)	640-1¾ 629 (700-1¾)	640-2 629 (700-2)

MIRL Rwy 1-19  
HIRL Rwy 10-28  
REIL Rwy 10 and 28

VOR/DME RWY 19  
ELIZABETH CITY CG AIR STATION/RGNL (ECG)

**MISSED APPROACH:** Climb to 1600 then left turn direct ECG VOR/DME and hold.

1600		ECG
		

[illegible]

ELIZABETH CITY CG AIR STATION/RGNL (ECG)  
36°16'N-76°10'W **VOR/DME RWY 19**

VOR/DME ECG	APP CRS	Rwy Idg
<b>115.75</b>	<b>270°</b>	<b>7219</b>
Chan <b>104</b> (Y)		TDZE <b>10</b>
		Apt Elev <b>11</b>

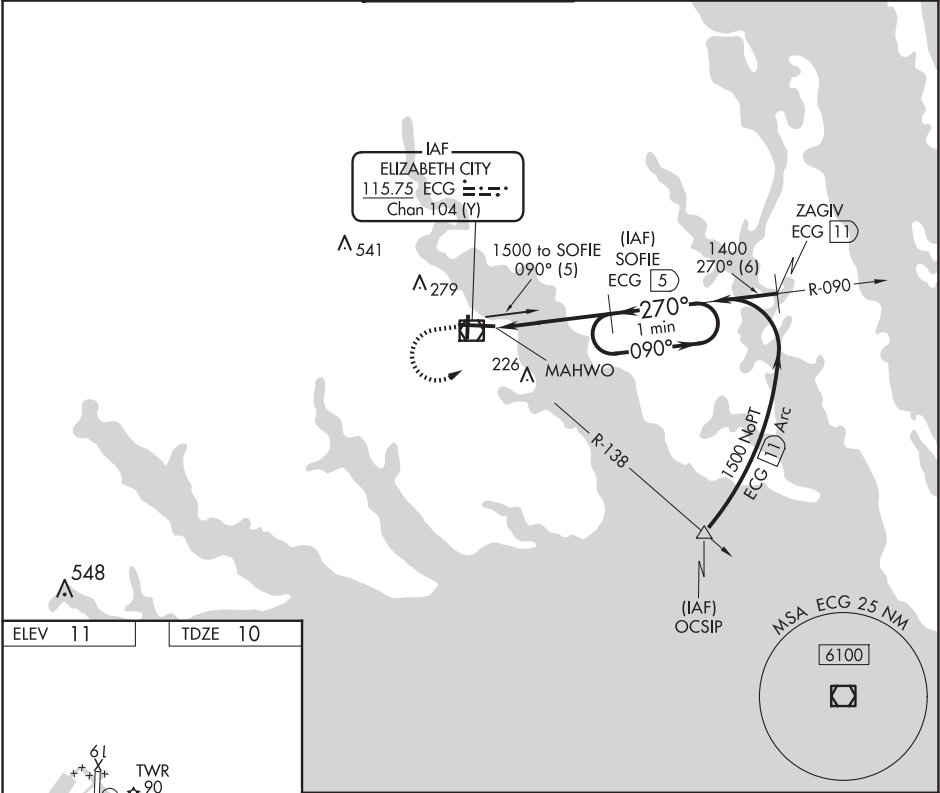
VOR/DME RWY 28

ELIZABETH CITY CG AIR STATION/RGNL (ECG)

Procedure NA when tethered balloon located approximately 2 miles southeast of airport is flying. When local altimeter setting not received, use Currutuck altimeter setting and increase all MDAs 40 feet and S-28 visibility Cats C/D ½ SM. Rwy 28 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1000 then climbing left turn to 1500 via ECG R-090 to SOFIE 5 DME and hold.

ASOS <b>124.375</b>	NORFOLK APP CON <b>119.55 269,425</b>	ELIZABETH CITY TOWER★ <b>120.5</b> (CTAF) <b>355.6</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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1000  
↑  
ECG  
R-090

SOFIE  
ECG 5

MAHWO  
ECG 0.8

SOFIE  
ECG 5

One Minute  
Holding Pattern

090° → 1500  
← 270°  
1400  
2.99°  
TCH 51  
4.2 NM

CATEGORY	A	B	C	D
S-28	380-1 370 (400-1)			380-1¼ 370 (400-1¼)
CIRCLING	480-1 469 (500-1)		640-1¾ 629 (700-1¾)	640-2 629 (700-2)

MIRL Rwy 1-19  
HIRL Rwy 10-28  
REIL Rwys 10 and 28

ELIZABETH CITY, NORTH CAROLINA


AL-617 (FAA)

24361

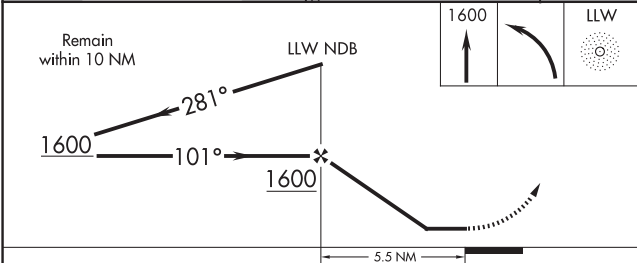
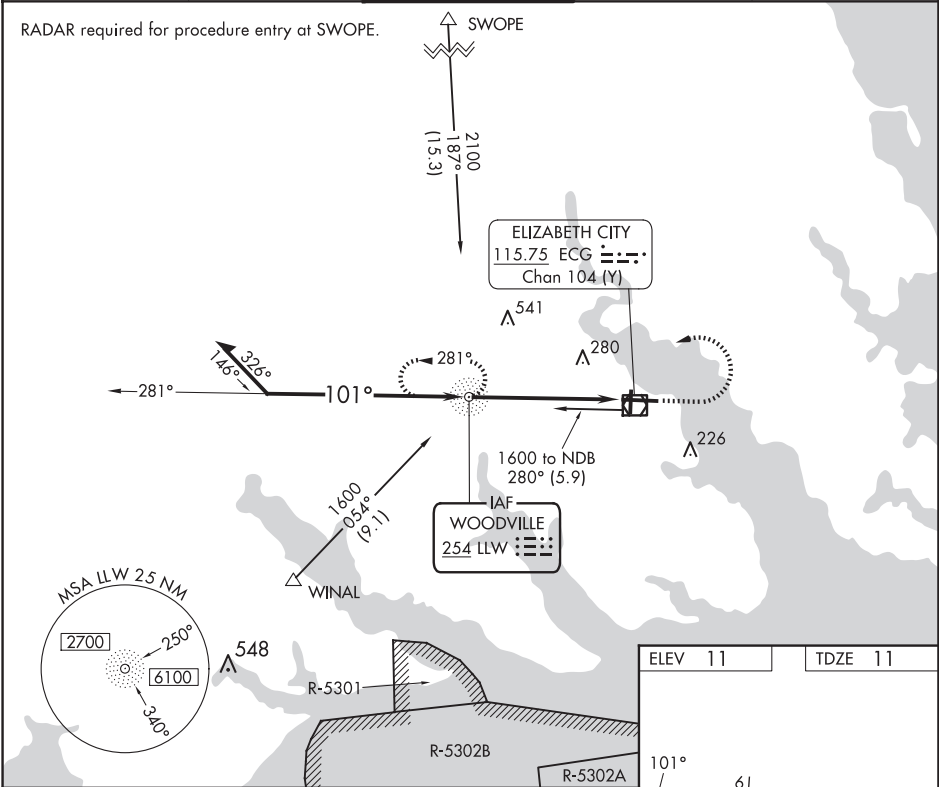
NDB LLW	APP CRS	Rwy Idg
254	101°	7219
		TDZE
		11
		Apt Elev
		11

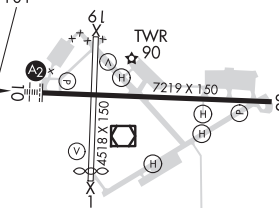
NDB RWY 10

ELIZABETH CITY CG AIR STATION/RGNL (E/C'G)

 Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying. When local altimeter setting not received, use Currutuck altimeter setting and increase all MDA 40 feet.	SALS 	MISSED APPROACH: Climb to 1600 then left turn direct LLW NDB and hold.
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ASOS 124.375	NORFOLK APP CON 119.55 269.425	ELIZABETH CITY TOWER★ 120.5 (CTAF) 355.6	GND CON 121.9	UNICOM 122.95
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ELEV 11	TDZE 11
	
MIRL Rwy 1-19 HIRL Rwy 10-28 REIL Rwy 10 and 28	
FAF to MAP 5.5 NM	
Knots	60 90 120 150 180
Min:Sec	5:30 3:40 2:45 2:12 1:50

CATEGORY	A	B	C	D
S-10	640-1 629 (700-1)	640-1 629 (700-1)	640-1 629 (700-1)	640-2 629 (700-2)
CIRCLING	640-1 629 (700-1)	640-1 629 (700-1)	640-1 629 (700-1)	640-2 629 (700-2)

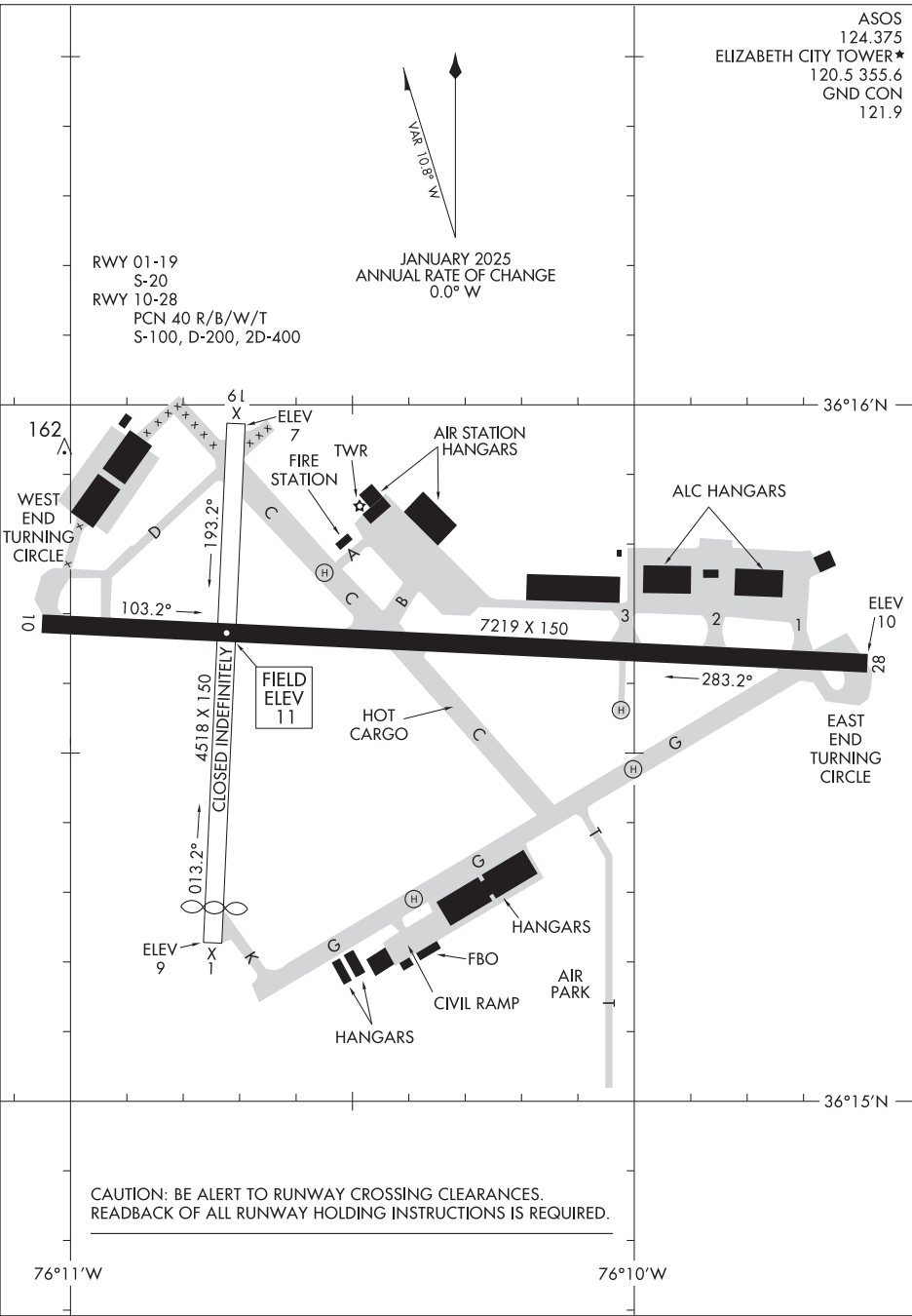
ELIZABETH CITY, NORTH CAROLINA  
Orig-H 13AUG20

ELIZABETH CITY CG AIR STATION/RGNL (E/C'G)  
36°16'N-76°10'W

NDB RWY 10

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



WAAS  
CH **82419**  
**W15A**

APP CRS  
**152°**

Rwy Idg  
TDZE  
Apt Elev  
**5006**  
**132**  
**132**

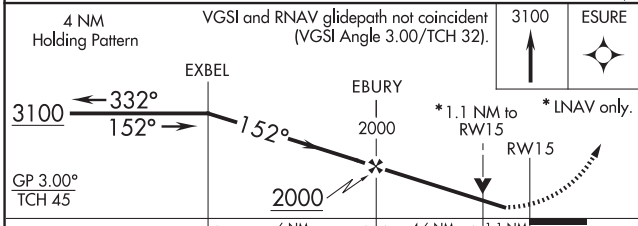
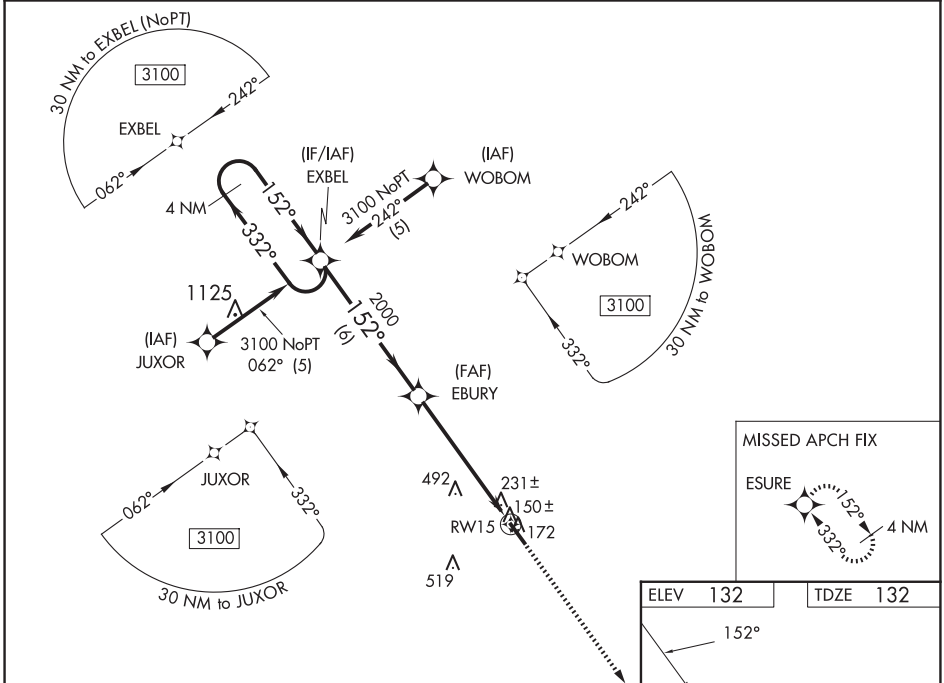
**RNAV (GPS) RWY 15**

CURTIS L BROWN JR FLD (EYF)

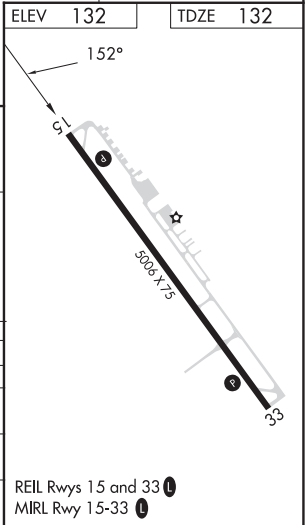
**⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fayetteville, NC altimeter setting; increase LPV DA to 454 feet, LNAV/VNAV DA to 601 feet, and all MDAs 80 feet, and increase LPV and LNAV/VNAV all Cats visibility ¼ SM, LNAV Cats C and D and Circling Cats C and D visibility ¼ SM. Baro-VNAV and VDP NA when using Fayetteville, NC altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

**MISSED APPROACH:** Climb to 3100 direct ESURE and hold, continue climb-in-hold to 3100.

AWOS-3P <b>119.475</b>	FAYETTEVILLE APP CON <b>133.0 290.25</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA		382-1	250 (300-1)	
LNAV/VNAV DA		529-1½	397 (400-1½)	
LNAV MDA	660-1	528 (600-1)	660-1½ 528 (600-1½)	660-1¾ 528 (600-1¾)
CIRCLING	660-1	528 (600-1)	880-2¼ 748 (800-2¼)	880-2½ 748 (800-2½)



WAAS CH <b>70519</b> <b>W33A</b>	APP CRS <b>332°</b>	Rwy Idg TDZE Apt Elev	<b>5006</b> <b>131</b> <b>132</b>
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## RNAV (GPS) RWY 33

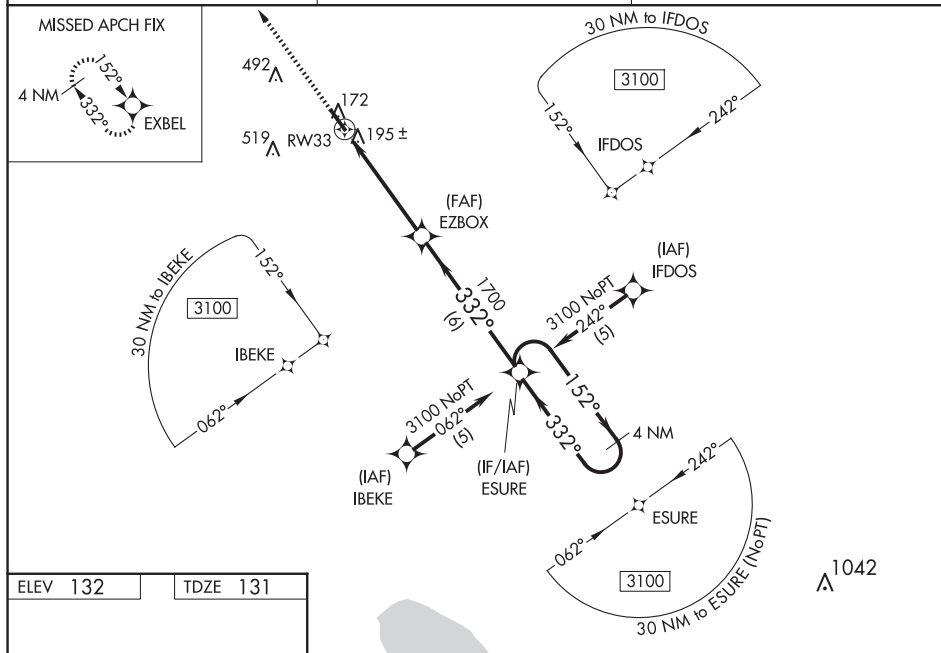
CURTIS L BROWN JR FLD (EYF)

RNP APCH.

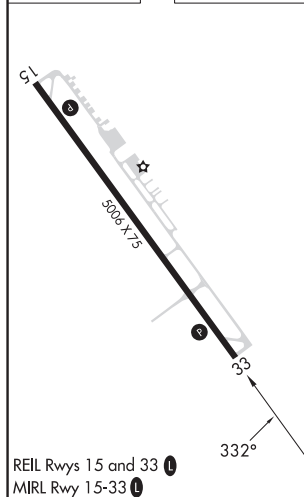
**⚠** Rwy 33 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. When local altimeter setting not received, use Fayetteville, NC altimeter setting; increase LPV DA to 453 feet, LNAV/VNAV DA to 537 feet, and all MDAs 80 feet, and increase LPV and LNAV/VNAV all Cats visibility  $\frac{1}{4}$  SM, LNAV Cats C and D and Circling Cats C and D visibility  $\frac{1}{4}$  SM. Baro-VNAV and VDP NA when using Fayetteville, NC altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

MISSED APPROACH: Climb to 3100 direct EXBEL and hold.

AWOS-3P <b>119.475</b>	FAYETTEVILLE APP CON <b>133.0 290.25</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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ELEV 132		TDZE 131
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3100 ↑ EXBEL

VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 33).

ESURE

4 NM Holding Pattern

\*RNAV only.

EZBOX 1700

152° → 3100

← 332°

GP 3.00° TCH 5T

1.3 NM

3.4 NM

6 NM

RW33

1.3 NM to RW33

332°

1700

CATEGORY	A	B	C	D
LPV DA		381- $\frac{3}{4}$	250 (300- $\frac{3}{4}$ )	
RNAV/VNAV DA		465-1 $\frac{1}{4}$	334 (400-1 $\frac{1}{4}$ )	
RNAV MDA	580-1	449 (500-1)	580-1 $\frac{1}{4}$ 449 (500-1 $\frac{1}{4}$ )	580-1 $\frac{1}{2}$ 449 (500-1 $\frac{1}{2}$ )
CIRCLING	580-1 448 (500-1)	660-1 528 (600-1)	880-2 $\frac{1}{4}$ 748 (800-2 $\frac{1}{4}$ )	880-2 $\frac{1}{2}$ 748 (800-2 $\frac{1}{2}$ )

## RNAV (GPS) RWY 33

VOR/DME FAY <b>114.85</b> Chan <b>95</b> (Y)	APP CRS <b>152°</b>	Rwy Idg <b>5006</b> TDZE <b>132</b> Apt Elev <b>132</b>
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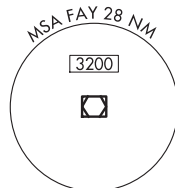
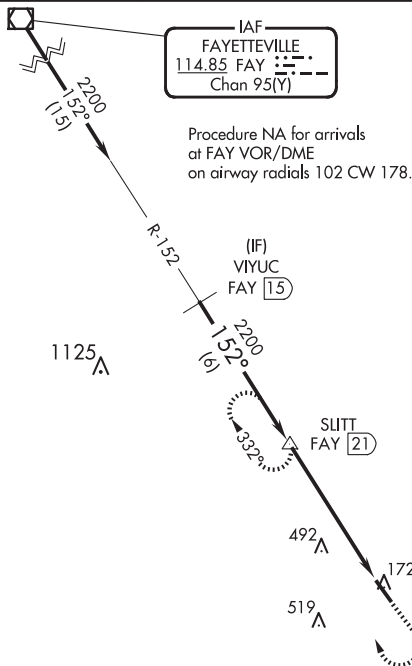
VOR/DME RWY 15  
CURTIS L BROWN JR FLD (EYF)

**T** Visibility reduction by helicopters NA. When local altimeter setting not received, use Fayetteville altimeter setting; increase all MDA 80 feet and increase S-15 Cats C and D and Circling Cat C and D visibility  $\frac{1}{4}$  SM.

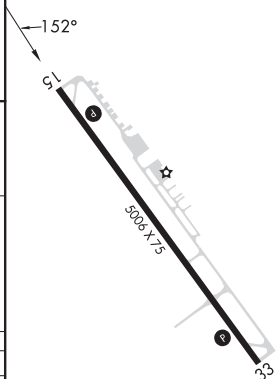
MISSED APPROACH: Climb to 1000 then climbing right turn to 2200 on FAY R-152 to SUIT/21 DME and hold.

AWOS-3P  
119.475

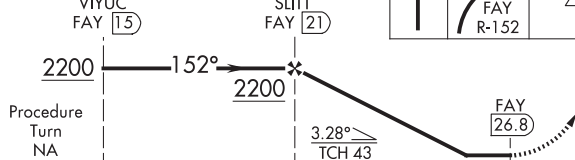
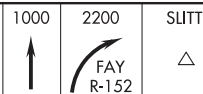
FAYETTEVILLE APP CON  
133.0 290.25

UNICOM  
122.8 (CTAF) 

ELEV 132		TDZE 132
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VGSI and RNAV glidepath not coincident  
(VGSI Angle 3.00/TCH 32).



	6 NM		5.8 NM	
CATEGORY	A	B	C	D
S-15	760-1 628 (700-1)	760-1¼ 628 (700-1¼)	760-1¾ 628 (700-1¾)	760-2 628 (700-2)
CIRCLING	760-1 628 (700-1)	760-1¼ 628 (700-1¼)	880-2 748 (800-2¼)	880-2½ 748 (800-2½)

REIL Rwy 15 and 33 (L)  
MIRL Rwy 15-33 (L)

ELIZABETHTOWN, NORTH CAROLINA  
Amdt 2A 22APR21

34°36'N-78°35'W

CURTIS L BROWN JR FLD (EYF)  
VOR/DME RWY 15

SE-2, 12 JUN 2025 to 07 AUG 2025



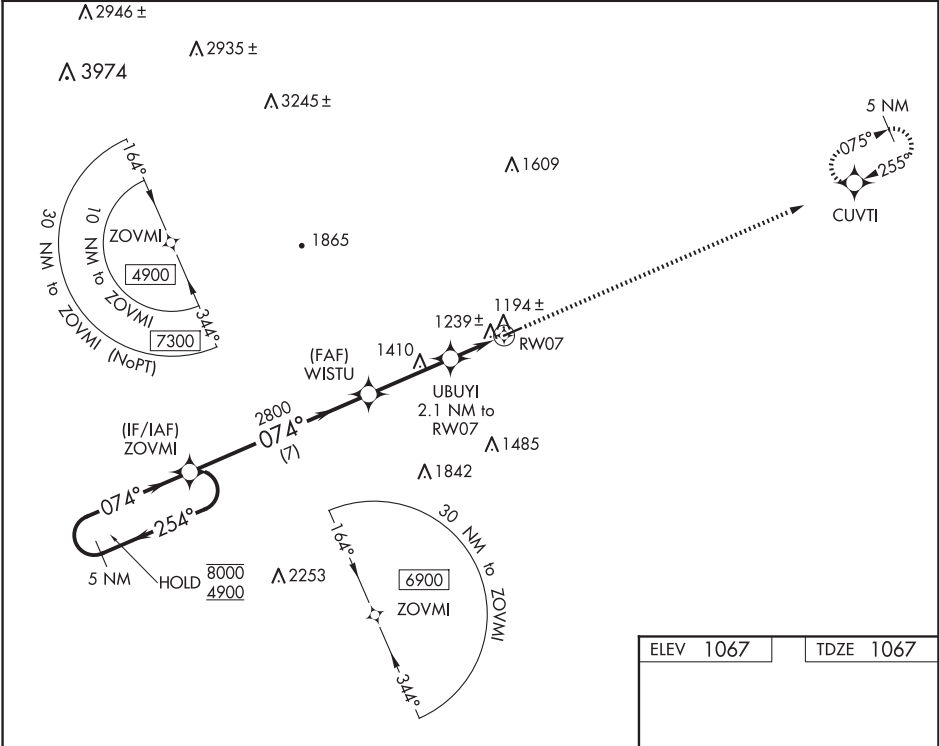
WAAS CH <b>65836</b> <b>W07A</b>	APP CRS <b>074°</b>	Rwy Idg TDZE Apt Elev	<b>4001</b> <b>1067</b> <b>1067</b>
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RNAV (GPS) RWY 7

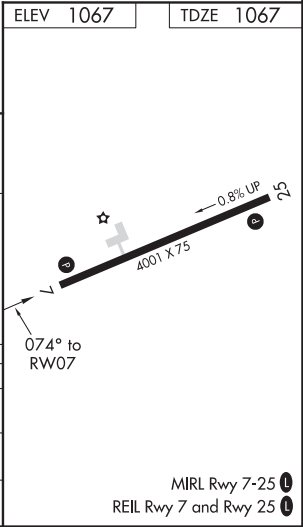
ELKIN MUNI (ZEF)

RNP APCH.	Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Mount Airy altimeter setting and increase all MDAs 80 feet and all Cats C/D visibilities ¼ SM. Rwy 7 helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climb to 5100 direct CUVTI and hold, continue climb-in-hold to 5100.
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ATLANTA CENTER <b>125.15 263.0</b>	UNICOM <b>123.05 (CTAF)</b>
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5 NM Holding Pattern		ZOVMI	Visual Segment - Obstacles.		5100	CUVTI
8000 ← 254°		4900 → 074°	074°		2800	1780
			WISTU		UBUYI 2.1 NM to RW07	RW07
			7 NM		3.2 NM	2.1 NM
CATEGORY	A	B	C	D		
LP MDA	1460-1	393 (400-1)	1460-1½	393 (400-1½)		
LNAV MDA	1500-1	433 (500-1)	1500-1¼	433 (500-1¼)		
CIRCLING	1540-1 473 (500-1)	1600-1 533 (600-1)	1680-1¾ 613 (700-1¾)	1840-2½ 773 (800-2½)		



SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

ELKIN, NORTH CAROLINA

AL-5952 (FAA)

20198

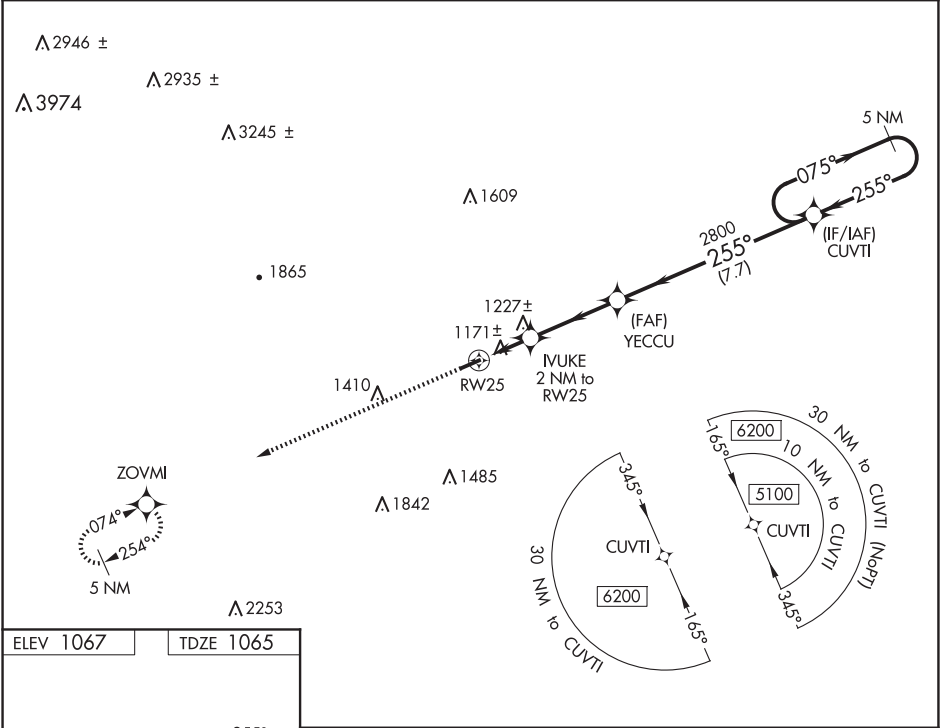
WAAS CH <b>70536</b> <b>W25A</b>	APP CRS <b>255°</b>	Rwy Idg TDZE <b>1065</b> Apt Elev <b>1067</b>	<b>4001</b>
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RNAV (GPS) RWY 25

ELKIN MUNI (ZEF')

<div><div>▼</div><div>Obtain local altimeter setting on CTAF; when not received, use Mount Airy altimeter setting and increase MDA 80 ft and LP and Circling Cats C/D visibility ¼ mile. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.</div></div> <div><div>▲ NA</div><div></div></div>	MISSED APPROACH: Climb to 4900 direct ZOVMI and hold, continue climb-in-hold to 4900.
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ATLANTA CENTER <b>125.15 263.0</b>	UNICOM <b>123.05(CTAF) 0</b>
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ELEV 1067	TDZE 1065	4900 ZOVMI	Visual Segment - Obstacles.	CUVTI	5 NM Holding Pattern
255° to RW25	0.8% UP	1720	YECCU	2800	075° 5100
2 NM	3.4 NM	7.7 NM			
CATEGORY	A	B	C	D	
LP MDA	1 440-1	375 (400-1)	1 440-1½	375 (400-1½)	
LNNAV MDA	1 480-1	415 (500-1)	1 480-1¾	415 (500-1¾)	
CIRCLING	1 540-1 473 (500-1)	1 600-1 533 (600-1)	1 680-1¾ 613 (700-1¾)	1 840-2½ 773 (800-2½)	

ELKIN, NORTH CAROLINA  
Orig-A 12OCT17

36°17'N-80°47'W

ELKIN MUNI (ZEF')

RNAV (GPS) RWY 25

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>40442</b> <b>W11A</b>	APP CRS <b>109°</b>	Rwy Ldg TDZE Apt Elev	<b>4700</b> <b>6</b> <b>6</b>
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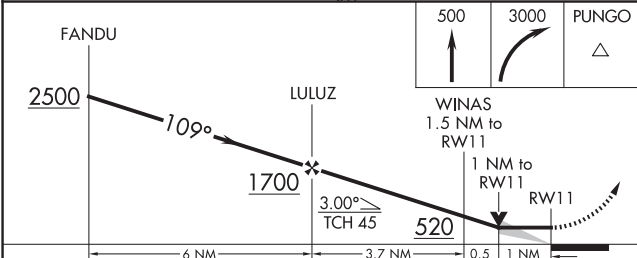
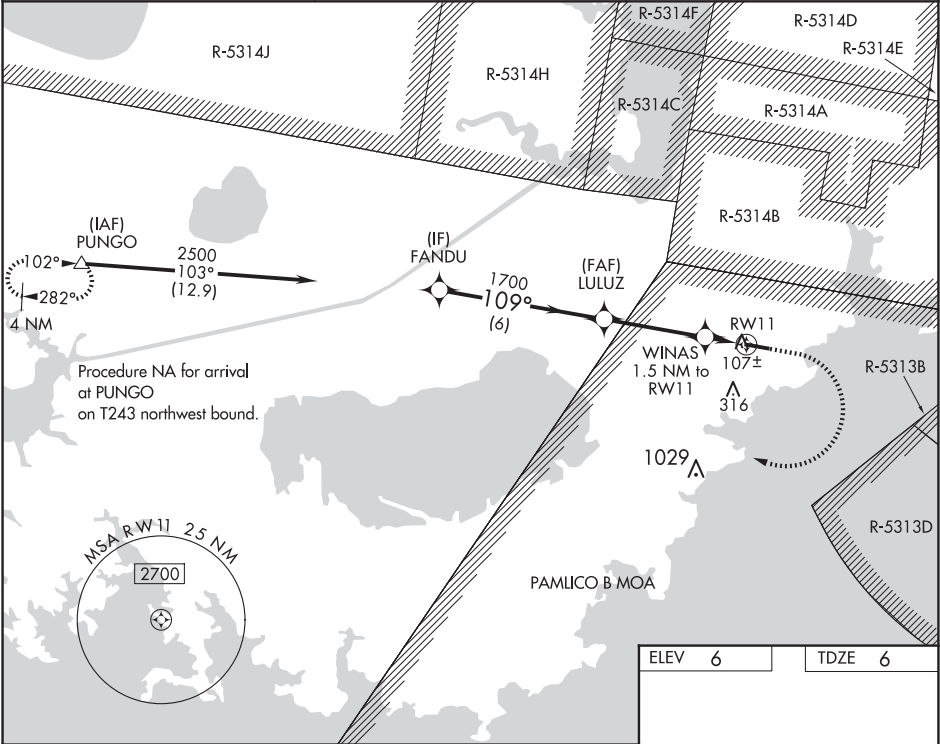
RNAV (GPS) RWY 11

HYDE COUNTY (7W6)

RNP APCH.

MISSED APPROACH: Climb to 500 then climbing right turn 3000 direct PUNGO and hold.

AWOS-3P <b>119.275</b>	CHERRY POINT APP CON <b>119.75 360.775</b>	UNICOM <b>122.7 (CTAF)</b>
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CATEGORY	A	B	C	D
LP MDA	360-1	354 (400-1)	NA	
LNAV MDA	360-1	354 (400-1)	NA	
CIRCLING	420-1 414 (500-1)	460-1 454 (500-1)	NA	

ELEV 6

TDZE 6

MIRL Rwy 11-29

ERWIN, NORTH CAROLINA

AL-6700 (FAA)

23278

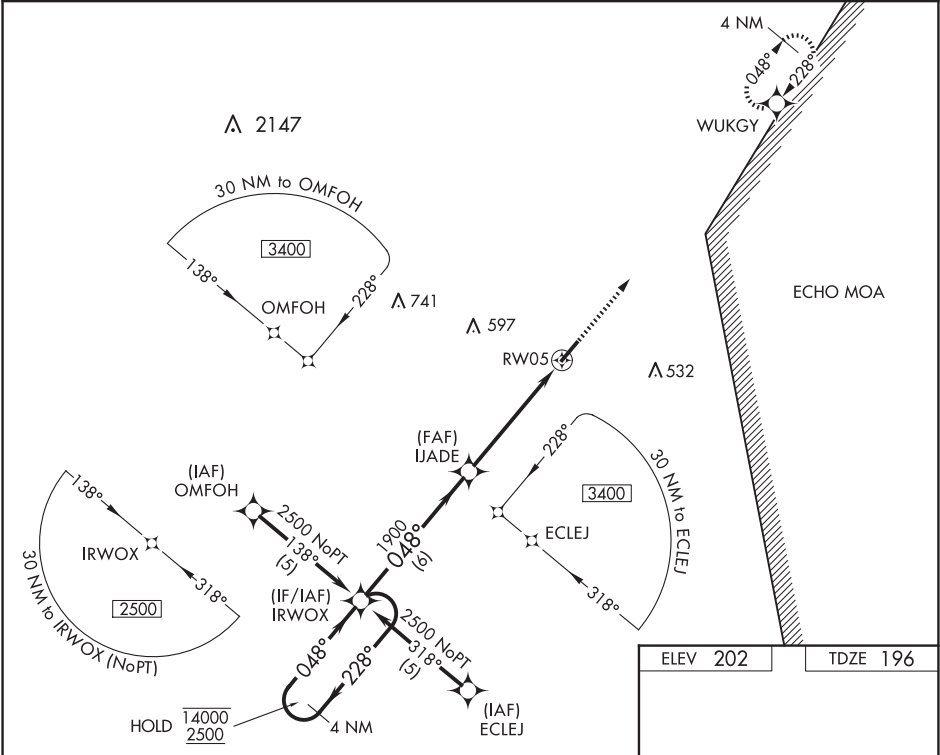
WAAS CH <b>66004</b> <b>W05A</b>	APP CRS <b>048°</b>	Rwy Idg TDZE Apt Elev	<b>5005</b> <b>196</b> <b>202</b>
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RNAV (GPS) RWY 5

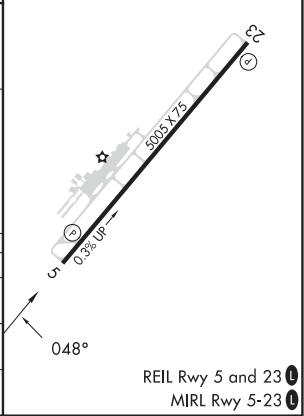
HARNETT RGNL JETPORT (HRJ)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3400 direct WUKGY and hold, continue climb in hold to 3400.
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AWOS-3 <b>119.025</b>	FAYETTEVILLE APP CON <b>125.175 285.575</b>	UNICOM <b>122.7</b> (CTAF) <b>0</b>
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI 3.00/TCH 39)		3400	WUKGY
IRWOX		IJADE	1.3 NM to RW05		
14000 2500		1900	1.3 NM		
GP 3.00° TCH 35					
228°		048°			
048°					
6 NM		3.9 NM	1.3 NM		
CATEGORY	A	B	C	D	
LPV DA	475-1 279 (300-1)			NA	
LNAV MDA	640-1	444 (500-1)	640-1 444 (500-1 1/2)	NA	
CIRCLING	660-1 458 (500-1)	720-1 518 (600-1)	780-1 578 (600-1 1/2)	NA	



ERWIN, NORTH CAROLINA  
Amdt 2D 08SEP22

35°23'N-78°44'W

HARNETT RGNL JETPORT (HRJ)  
RNAV (GPS) RWY 5

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

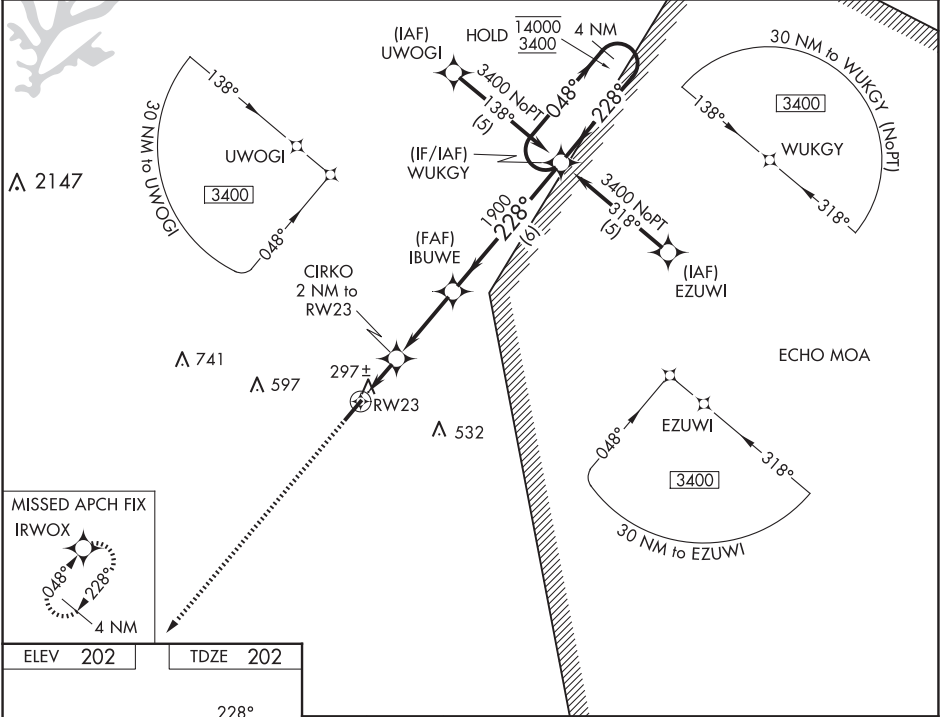
WAAS CH <b>45904</b> <b>W23A</b>	APP CRS <b>228°</b>	Rwy Idg TDZE Apt Elev	<b>5005</b> <b>202</b> <b>202</b>
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RNAV (GPS) RWY 23

HARNETT RGNL JETPORT (HRJ)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2500 direct IRWOX and hold.
Rwy 23 helicopter visibility reduction below 3/4 SM NA.	

AWOS-3 <b>119.025</b>	FAYETTEVILLE APP CON <b>125.175 285.575</b>	UNICOM <b>122.7(CTAF) 0</b>
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ELEV 202	TDZE 202				
		2500	IRWOX	IBUWE	WUKGY 4 NM Holding Pattern
		CIRKO 2 NM to RW23	1900	1900	14000 3400
		1.1 NM to RW23	860	228°	048°
		1.1	0.9	3.1 NM	6 NM
CATEGORY	A	B	C	D	
LPV DA	551-1 349 (400-1)			NA	
LNAV MDA	600-1	398 (400-1)	600-1 398 (400-1 1/2)	NA	
CIRCLING	660-1 458 (500-1)	720-1 518 (600-1)	780-1 578 (600-1 1/2)	NA	

LOC RWY 5  
HARNETT RGNL JETPORT (HRJ)

**MISSED APPROACH:** Climb to 700 then climbing left turn to 2000 on heading 290° and RDU R-194 to LANHO INT/RDU 21.2 DME and hold.



RALEIGH-DURHAM  
117.2 RDU   
Chan 119

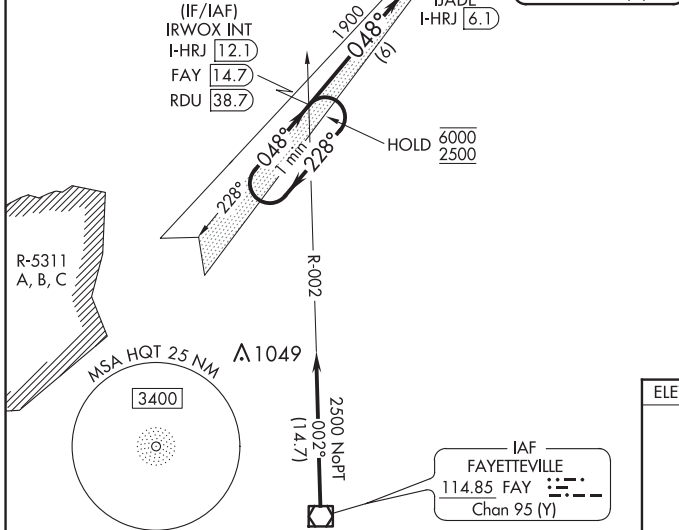
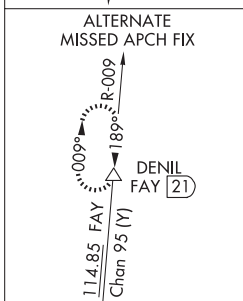
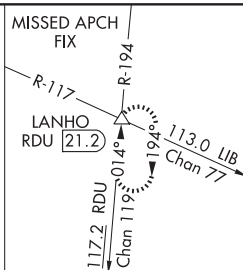
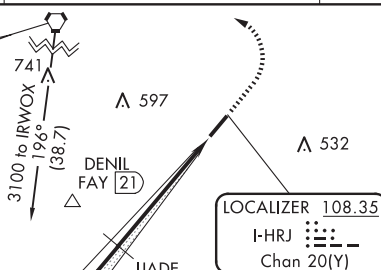


Diagram illustrating the layout of REIL Rwy 5 and 23 and MIRL Rwy 5-23. The diagram shows a runway layout with a 0.3% UP slope, a 048° heading, and a 5055x75 dimension. It includes a star symbol and a checkmark.

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 39°).

CATEGORY	A	B	C	D
S-5	640-1	444 (500-1)	640-1 $\frac{1}{2}$ 444 (500-1 $\frac{3}{2}$ )	NA
<b>C</b> CIRCLING	660-1 458 (500-1)	720-1 518 (600-1)	780-1 $\frac{1}{2}$ 578 (600-1 $\frac{1}{2}$ )	NA

NDB HQT	APP CRS	Rwy Idg	5005
417	230°	TDZE	202
		Apt Elev	202

NDB RWY 23

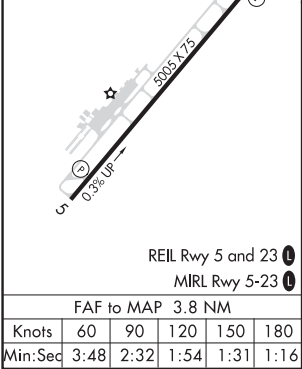
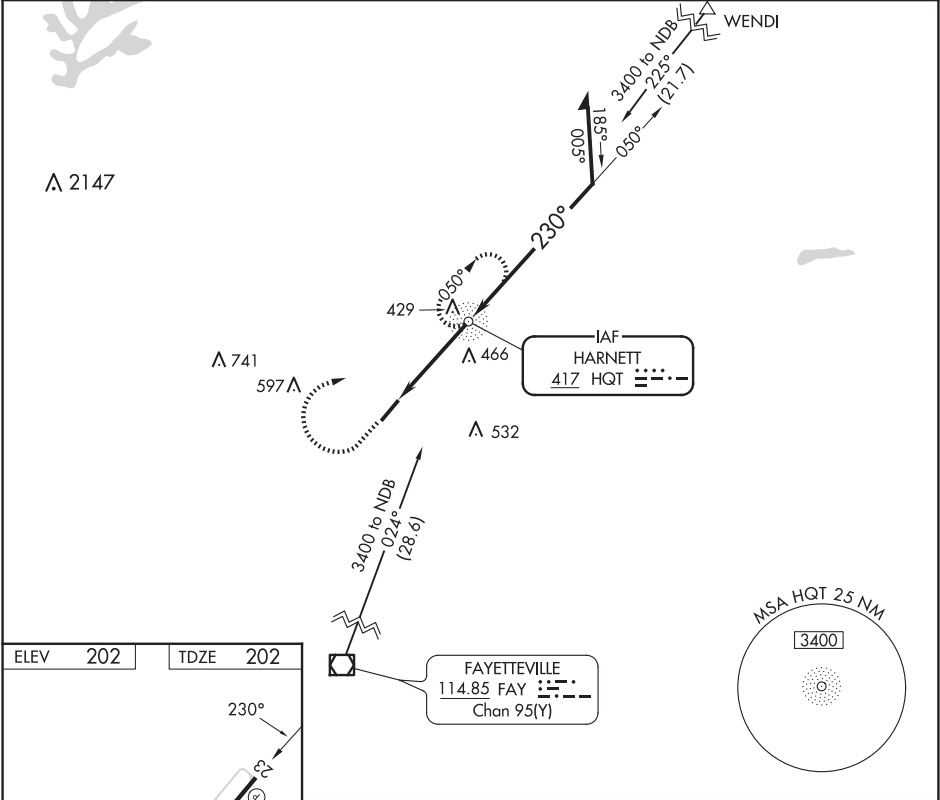
HARNETT RGNL JETPORT (HRJ)




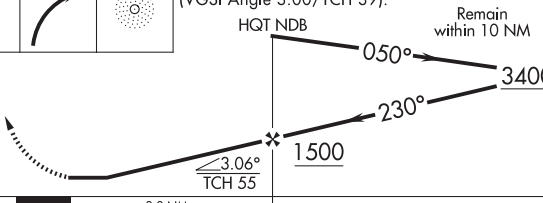
⚠

When local altimeter setting not received, use Smithfield altimeter setting and increase all MDA 60 feet, and S-23 and Circling Cat C visibility ½ SM NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1200 then climbing right turn to 3400 direct HQT NDB and hold.

AWOS-3 119.025	FAYETTEVILLE APP CON 125.175 285.575	UNICOM 122.7(CTAF) 0
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1200	3400	HQT	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 39).	
				
CATEGORY	A	B	C	D
S-23	780-1	578 (600-1)	780-1½ 578 (600-1½)	NA
CIRCLING	780-1	578 (600-1)	780-1½ 578 (600-1½)	NA

FAYETTEVILLE, NORTH CAROLINA

AL-690 (FAA)

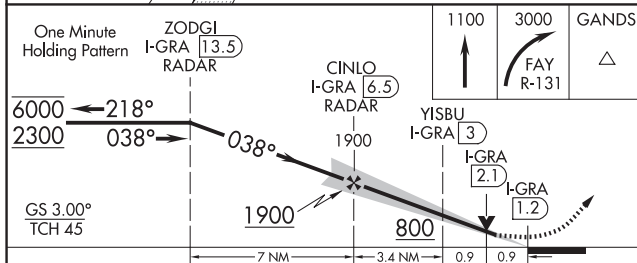
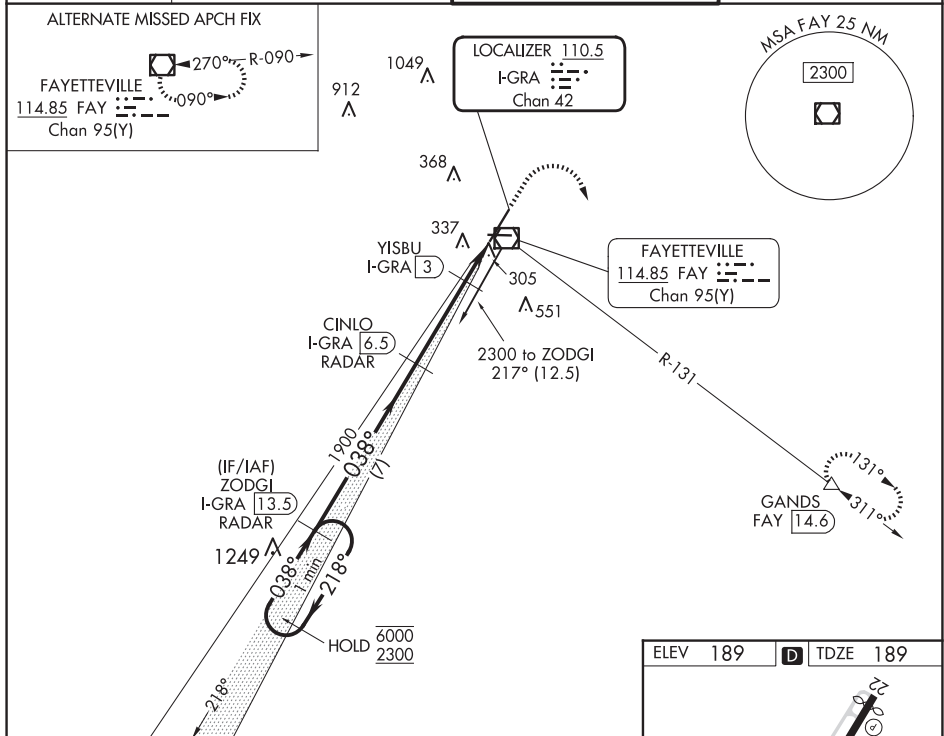
24081

LOC/DME I-GR A	APP CRS	Rwy Idg	6508
110.5	038°	TDZE	189
Chan 42		Apt Elev	189

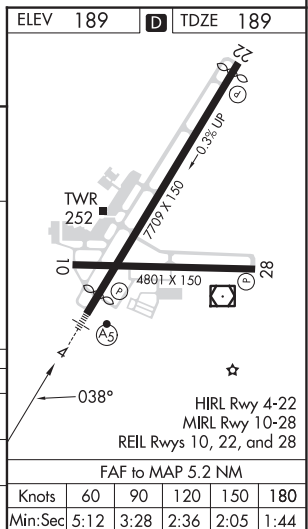
ILS or LOC RWY 4  
FAYETTEVILLE RGNL/GRANNIS FLD (FAY)

DME required.	MALSR	MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 on FAY VOR/DME R-131 to GANDS/FAY 14.6 DME and hold.
* RVR 1800 authorized with use of FD or AP or HUD to DA.		

ATIS 121.25	FAYETTEVILLE APP CON 133.0 290.25	FAYETTEVILLE TOWER 118.3 269.2	GND CON 121.7 348.6
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CATEGORY	A	B	C	D
S-ILS 4*	389/24	200 (200-1/2)		
S-LOC 4	520/24	331 (400-1/2)	520/26	331 (400-1/2)
CIRCLING	640-1 451 (500-1)	660-1 471 (500-1)	860-2 671 (700-2)	860-2 1/4 671 (700-2 1/4)



FAYETTEVILLE, NORTH CAROLINA  
Amdt 18 14JUL22

FAYETTEVILLE RGNL/GRANNIS FLD (FAY)  
34°59'N-78°53'W  
ILS or LOC RWY 4

SE-2, 12 JUN 2025 to 07 AUG 2025

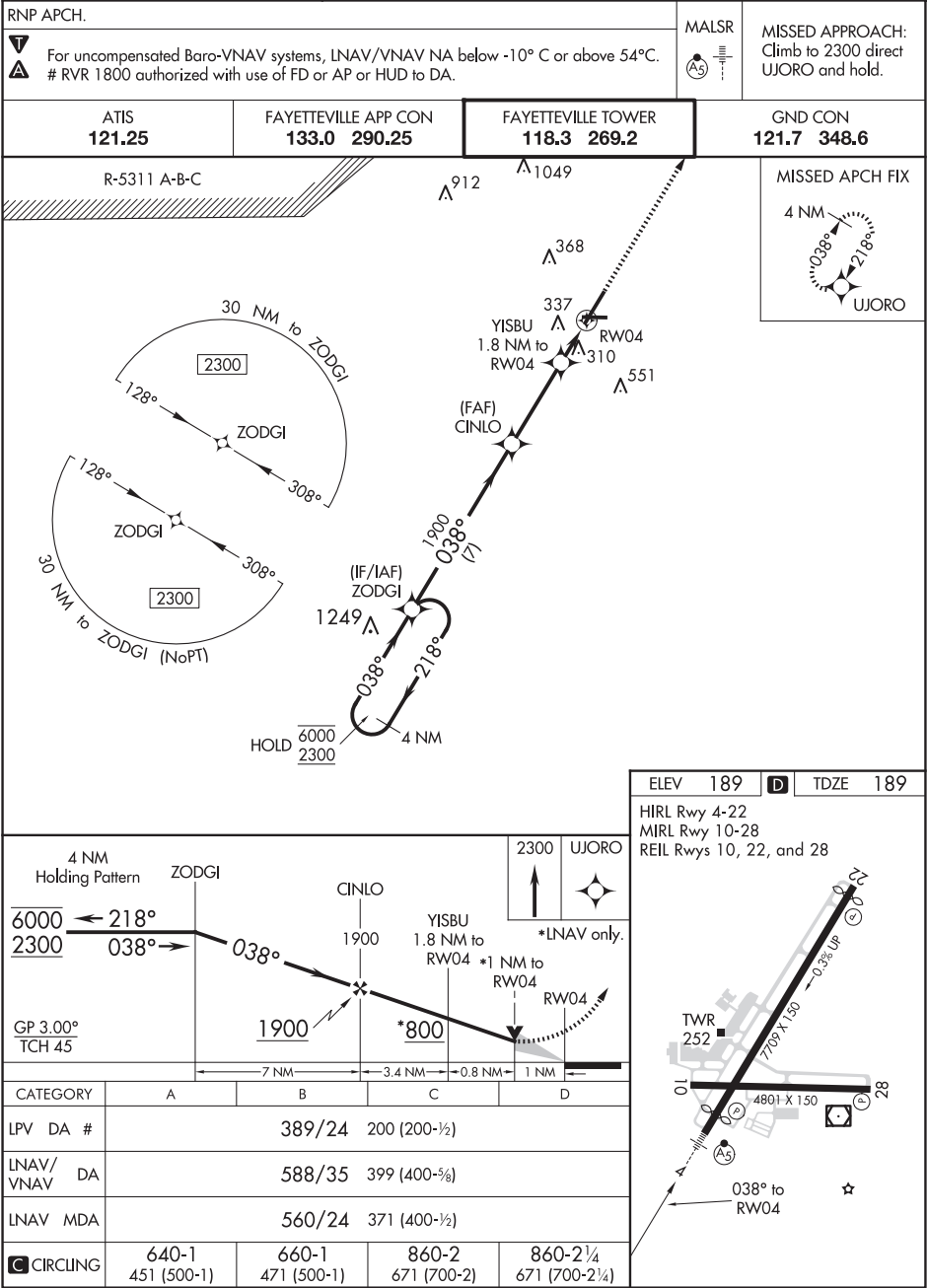
SE-2, 12 JUN 2025 to 07 AUG 2025



WAAS CH <b>50111</b> <b>W04A</b>	APP CRS <b>038°</b>	Rwy Idg TDZE Apt Elev	<b>6508</b> <b>189</b> <b>189</b>
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RNAV (GPS) RWY 4

FAYETTEVILLE RGNL/GRANNIS FLD (FAY)



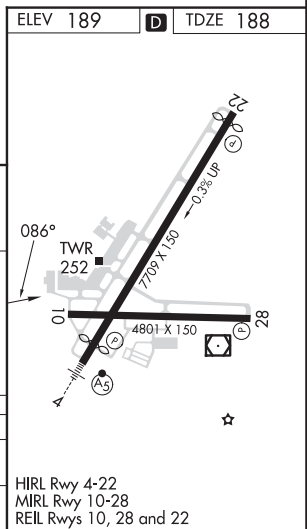
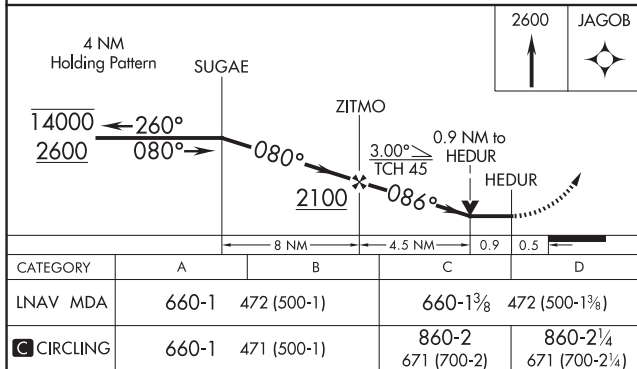
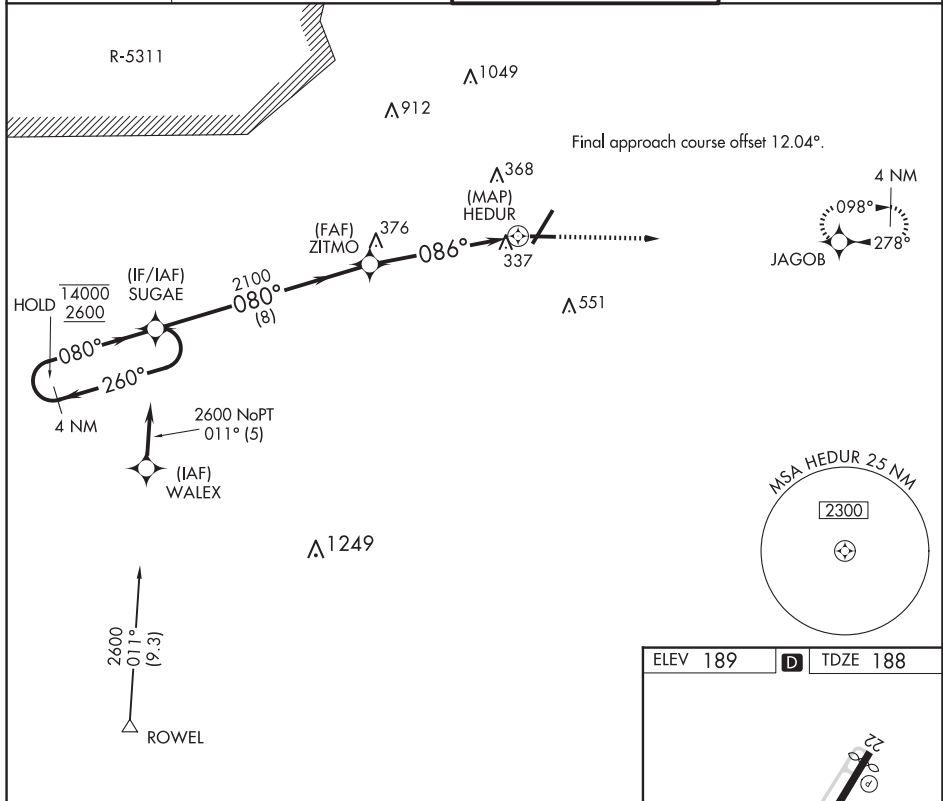
APP CRS	Rwy Idg	4801
086°	TDZE	188
	Apt Elev	189

# RNAV (GPS) RWY 10

FAYETTEVILLE RGNL/GRANNIS FLD (FAY)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2600 direct JAGOB and hold.
Rwy 10 helicopter visibility reduction below 3/4 SM NA.	

ATIS 121.25	FAYETTEVILLE APP CON 133.0 290.25	FAYETTEVILLE TOWER 118.3 269.2	GND CON 121.7 348.6
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RNAV (GPS) RWY 22  
FAYETTEVILLE RGNL/GRANNIS FLD (FAY)

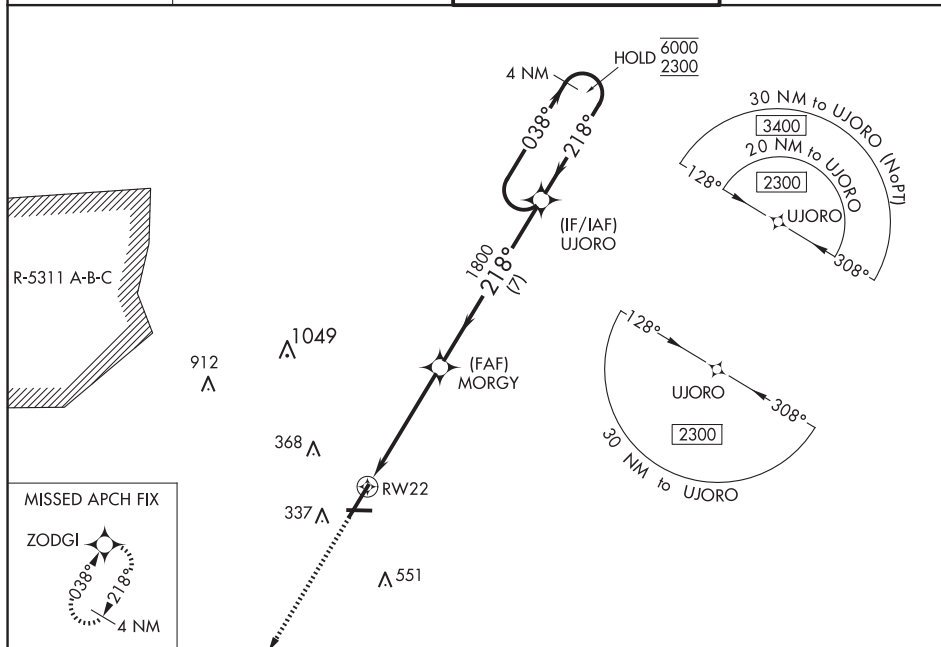
WAAS CH <b>45511</b> <b>W22A</b>	APP CRS <b>218°</b>	Rwy Idg <b>6413</b> TDZE <b>180</b> Apt Elev <b>189</b>
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RNP APCH.

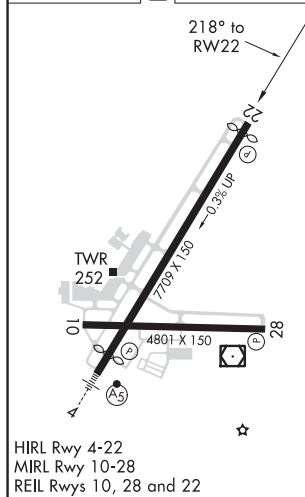
**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below  
**A** -10°C or above 54°C.

**MISSED APPROACH:** Climb to 2300 direct ZODGI and hold.

ATIS 121.25	FAYETTEVILLE APP CON 133.0 290.25	FAYETTEVILLE TOWER 118.3 269.2	GND CON 121.7 348.6
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ELEV 189	<b>D</b>	TDZE 180
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[illegible]

FAYETTEVILLE, NORTH CAROLINA


AL-690 (FAA)

22139

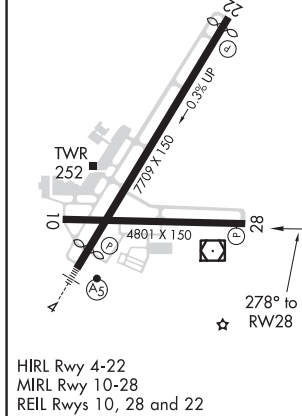
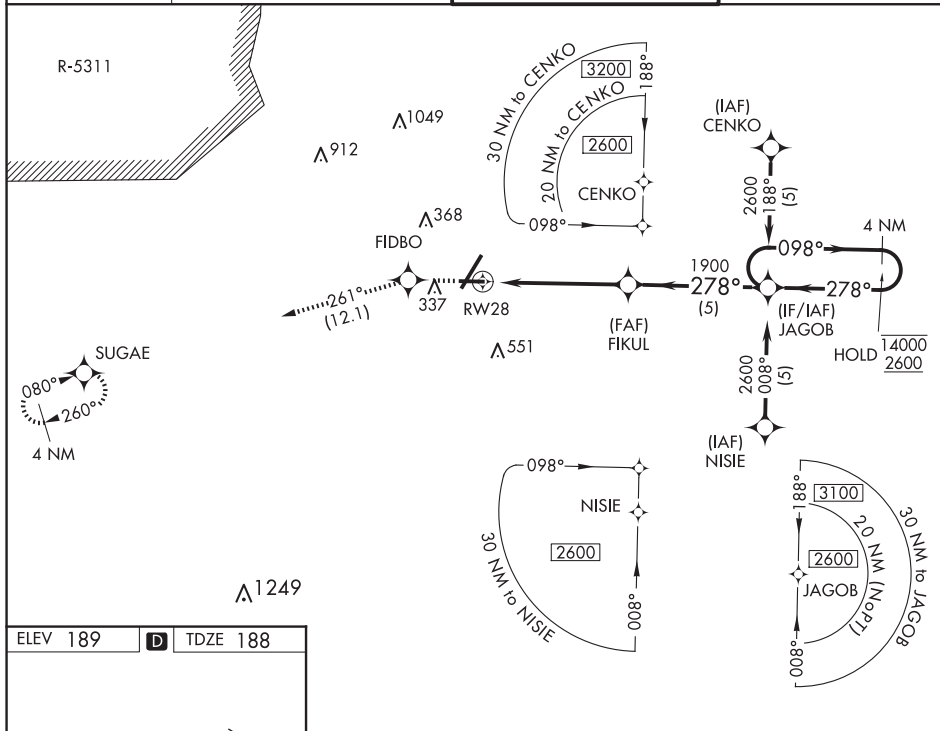
APP CRS	Rwy Idg	<b>4801</b>
<b>278°</b>	TDZE	<b>188</b>
	Apt Elev	<b>189</b>

# RNAV (GPS) RWY 28

## FAYETTEVILLE RGNL/GRANNIS FLD (FAY)

RNP APCH.	MISSED APPROACH: Climb to 2600 direct FIDBO and on 261° track to SUGAE and hold.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10° C or above 54°C.	

ATIS <b>121.25</b>	FAYETTEVILLE APP CON <b>133.0 290.25</b>	FAYETTEVILLE TOWER <b>118.3 269.2</b>	GND CON <b>121.7 348.6</b>
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FAYETTEVILLE, NORTH CAROLINA  
Orig-A 08NOV18

FAYETTEVILLE RGNL/GRANNIS FLD (FAY)  
RNAV (GPS) RWY 28

34°59'N-78°53'W

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

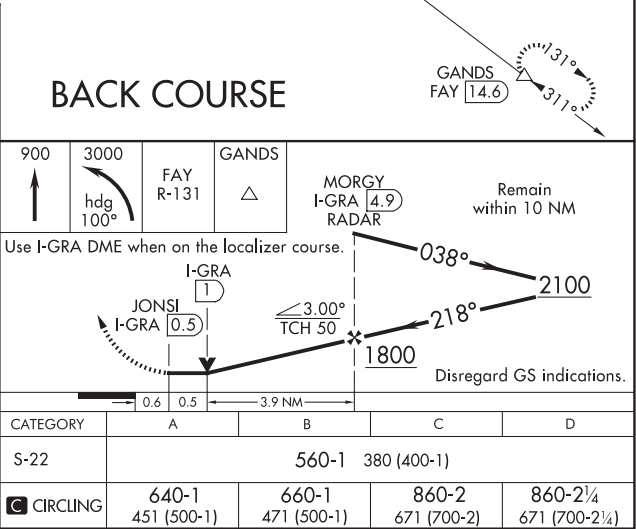
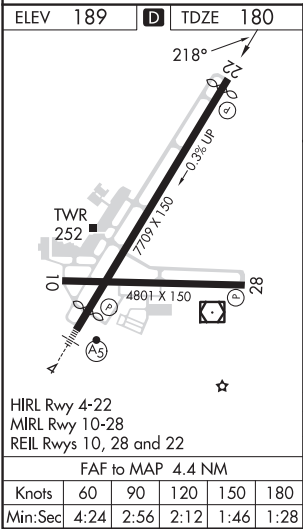
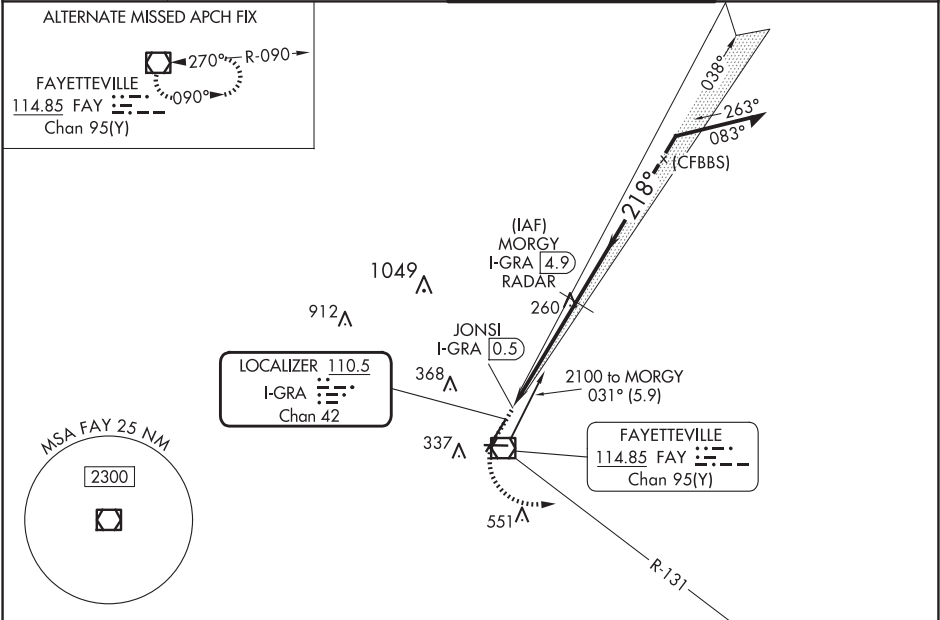
LOC/DME I-GR A	APP CRS	Rwy Idg	6413
110.5	218°	TDZE	180
Chan 42		Apt Elev	189

LOC BC RWY 22

FAYETTEVILLE RGNL/GRANNIS FLD (FAY)

DME required.	MISSED APPROACH: Climb to 900 then climbing left turn to 3000 on heading 100° and on FAY VOR/DME R-131 to GANDS/FAY 14.6 DME and hold.
<div><div></div><div></div></div>	

ATIS 121.25	FAYETTEVILLE APP CON 133.0 290.25	FAYETTEVILLE TOWER 118.3 269.2	GND CON 121.7 348.6
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SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

FAYETTEVILLE, NORTH CAROLINA

AL-690 (FAA)

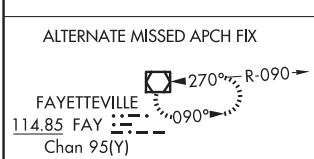
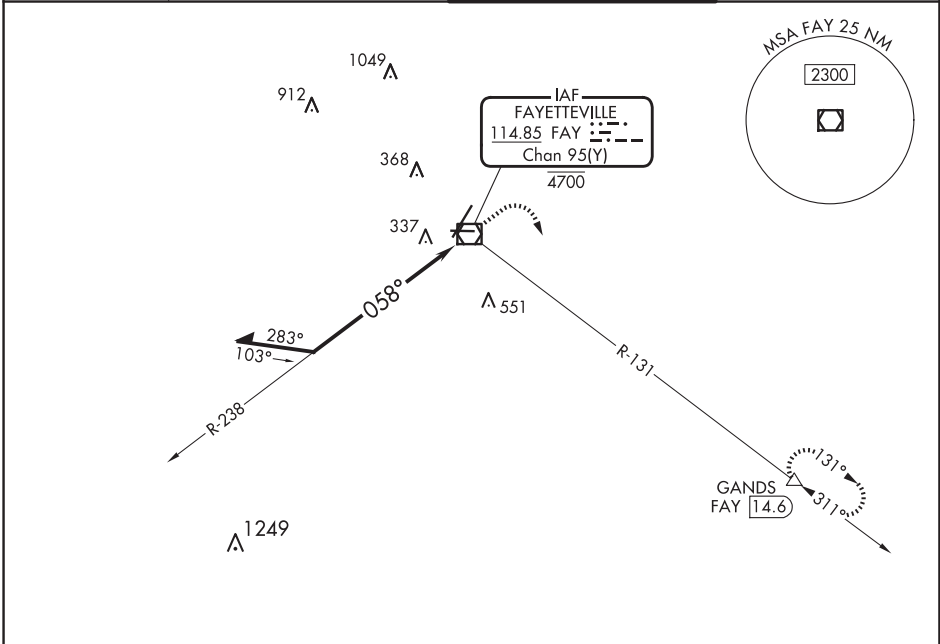
24081

VOR/DME	FAY	APP CRS	Rwy Idg	6508
114.85		058°	TDZE	189
Chan 95(Y)			Apt Elev	189

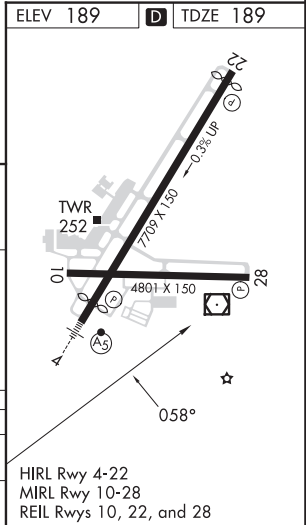
VOR RWY 4  
FAYETTEVILLE RGNL/GRANNIS FLD (FAY)

DME required.	MALSR	MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 on FAY VOR/DME R-131 to GANDS/FAY 14.6 DME and hold.
▼ Rwy 4 helicopter visibility reduction below RVR 4000 NA. ▲ For inop ALS, increase S-4 Cts A/B visibility to RVR 5500.	AS	

ATIS 121.25	FAYETTEVILLE APP CON 133.0 290.25	FAYETTEVILLE TOWER 118.3 269.2	GND CON 121.7 348.6
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Remain within 10 NM	FAY VOR/DME 4700	1100	3000	GANDS
2100	FAY 1.9	↑	↑	△
	→ 1.5 NM 0.4 NM			
CATEGORY	A	B	C	D
S-4	720/40 531 (600-¾)		720/55 531 (600-1)	
CIRCLING	720-1 531 (600-1)		860-2 671 (700-2)	860-2¼ 671 (700-2¼)



FAYETTEVILLE, NORTH CAROLINA  
Amdt 17 14JUL22

FAYETTEVILLE RGNL/GRANNIS FLD (FAY)  
34°59'N-78°53'W  
VOR RWY 4

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

VOR/DME FAY  
**114.85**  
Chan **95(Y)**

APP CRS  
**198°**

Rwy Idg **6413**  
TDZE **180**  
Apt Elev **189**

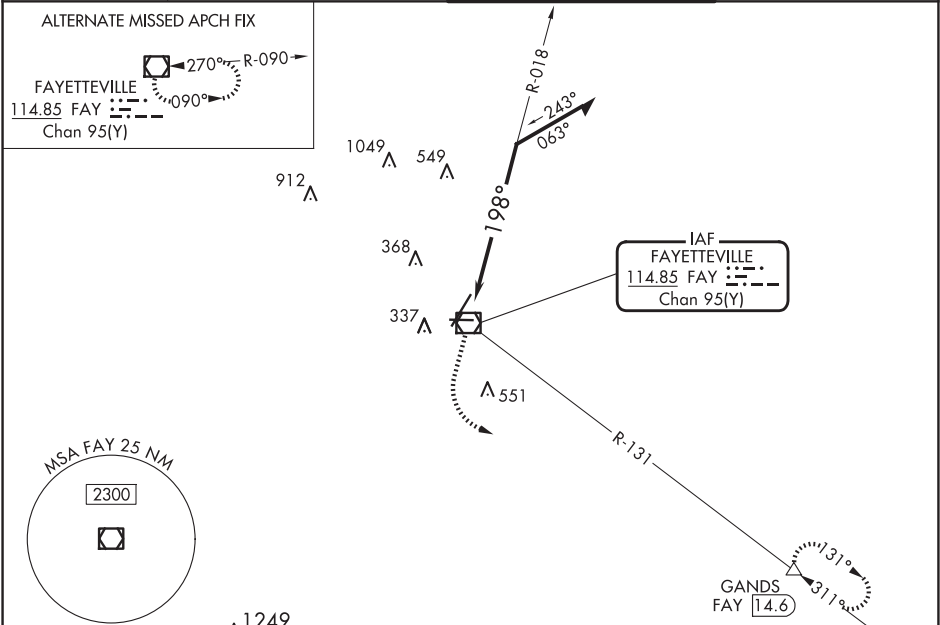
VOR RWY 22

FAYETTEVILLE RGNL/GRANNIS FLD (FAY)

DME required.

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 on heading 100° and on FAY VOR/DME R-131 to GANDS/FAY 14.6 DME and hold.

ATIS <b>121.25</b>	FAYETTEVILLE APP CON <b>133.0 290.25</b>	FAYETTEVILLE TOWER <b>118.3 269.2</b>	GND CON <b>121.7 348.6</b>
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ELEV **189** **D** TDZE **180**

1300	3000	FAY R-131	GANDS
↑	hdg 100°		△

FAY VOR/DME

018°

2100

198°

0.9 2.2

CATEGORY	A	B	C	D
S-22	900-1 720 (800-1)		900-2 720 (800-2)	
<b>C</b> CIRCLING	900-1 711 (800-1)		900-2 711 (800-2)	900-2¼ 711 (800-2¼)

FAYETTEVILLE, NORTH CAROLINA

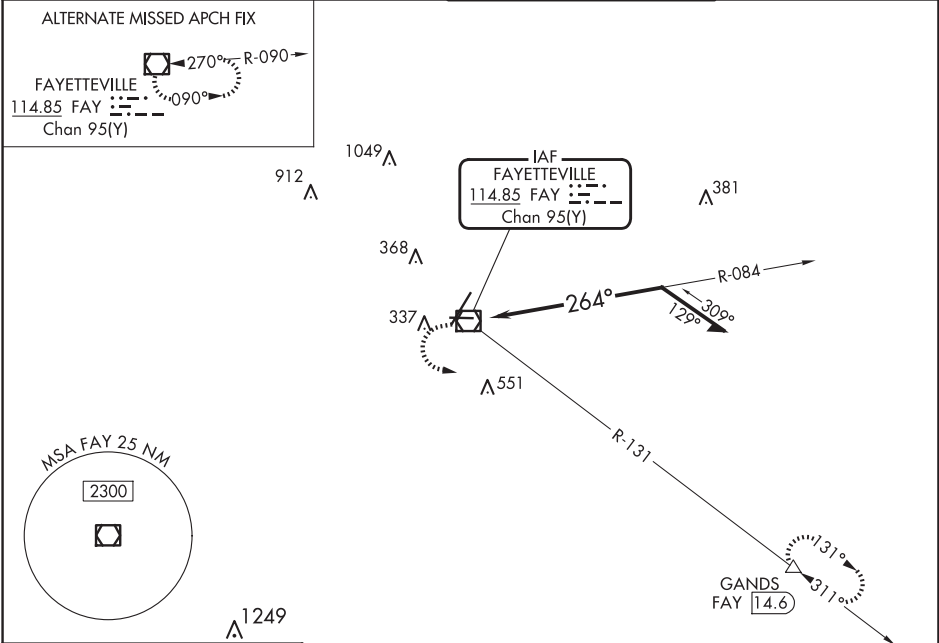
AL-690 (FAA)

VOR/DME FAY <b>114.85</b> Chan <b>95(Y)</b>	APP CRS <b>264°</b>	Rwy Idg TDZE <b>188</b> Apt Elev <b>189</b>	<b>4801</b>
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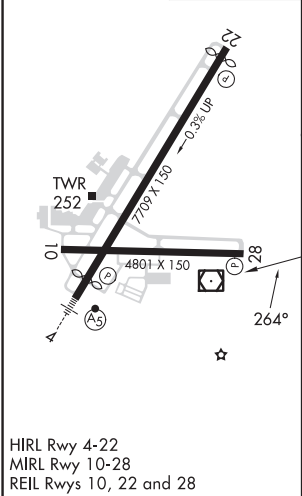
VOR RWY 28  
FAYETTEVILLE RGNL/GRANNIS FLD (FAY)

DME required.	MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 on FAY VOR/DME R-131 to GANDS/FAY 14.6 DME and hold.
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ATIS <b>121.25</b>	FAYETTEVILLE APP CON <b>133.0 290.25</b>	FAYETTEVILLE TOWER <b>118.3 269.2</b>	GND CON <b>121.7 348.6</b>
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ELEV 189	D	TDZE 188
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1100	3000	GANDS	FAY VOR/DME	Remain within 10 NM
FAY R-131			FAY 1.7	
			0.1 1.5	
CATEGORY	A	B	C	D
S-28	700-1	512 (600-1)	700-1 $\frac{3}{8}$	512 (600-1 $\frac{3}{8}$ )
CIRCLING	700-1	511 (600-1)	860-2 671 (700-2)	860-2 $\frac{1}{4}$ 671 (700-2 $\frac{1}{4}$ )

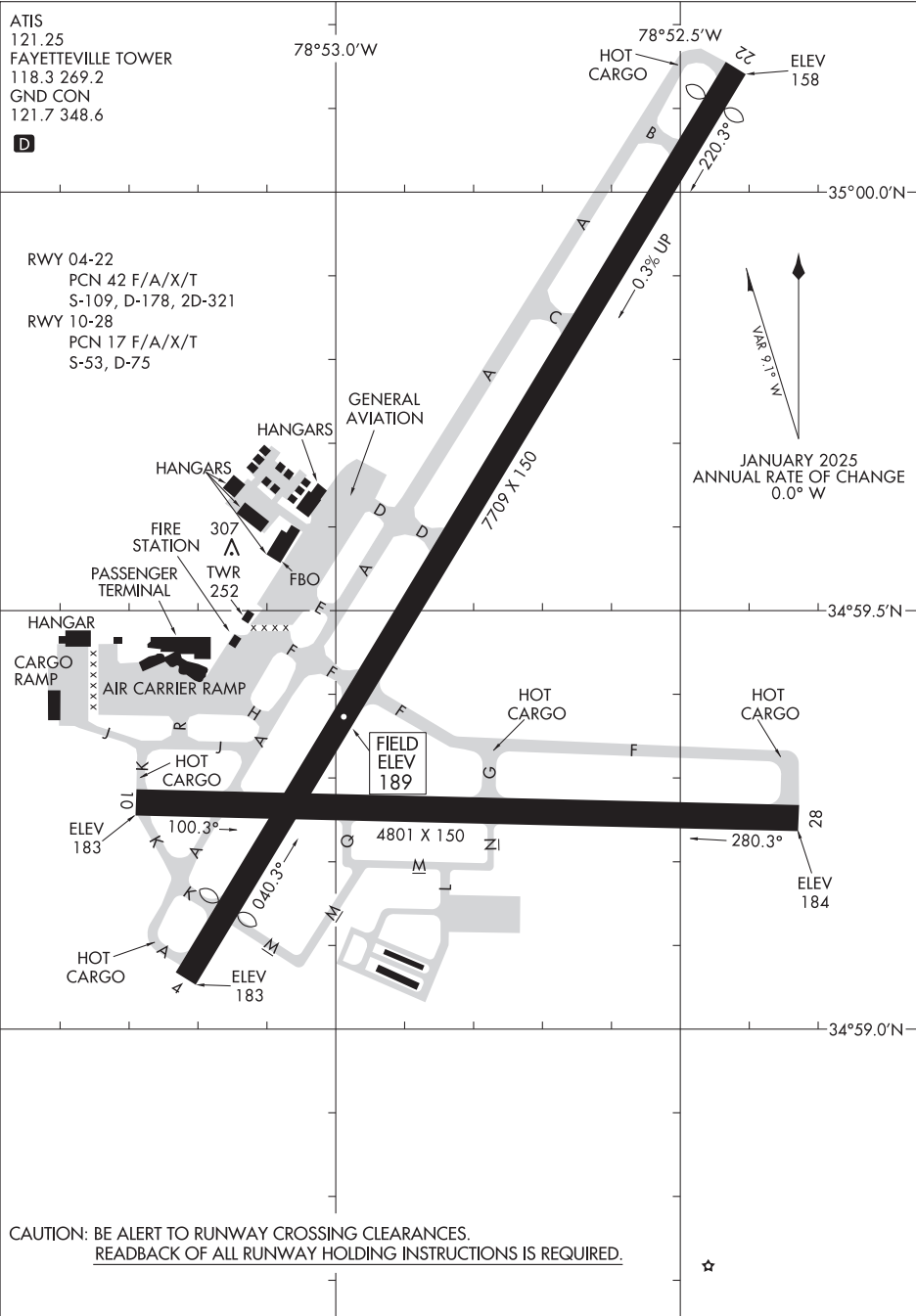
FAYETTEVILLE, NORTH CAROLINA  
Amdt 9 14JUL22

FAYETTEVILLE RGNL/GRANNIS FLD (FAY)  
34°59'N-78°53'W  
VOR RWY 28

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025





(MTY5.MTY) 24081

MOUNTY FIVE DEPARTURE

FAYETTEVILLE RGNL/GRANNIS FLD (FAY)

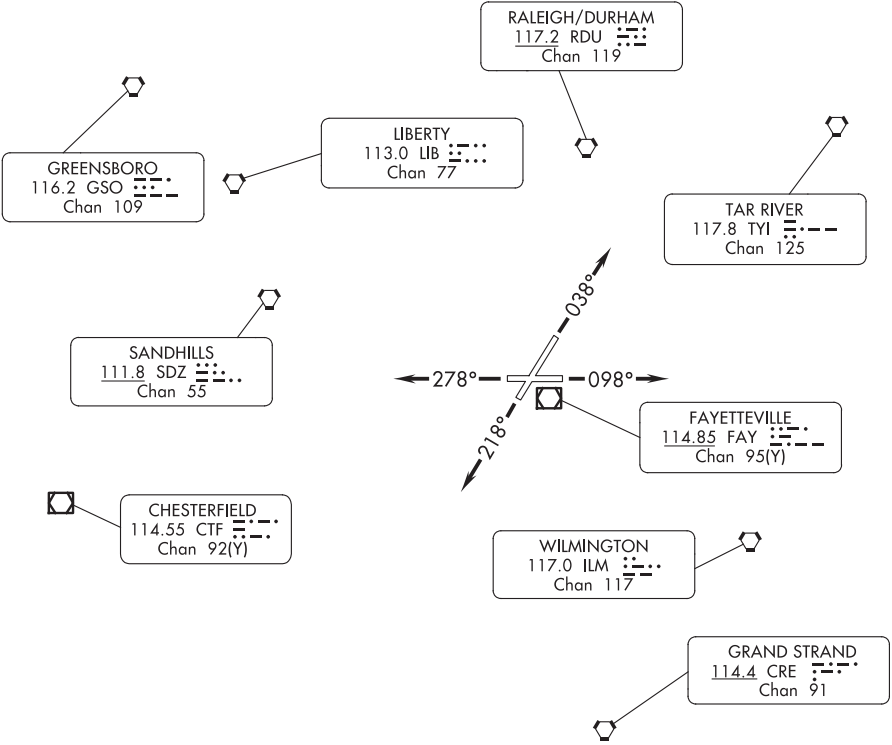
AL-690 (FAA)

FAYETTEVILLE, NORTH CAROLINA

ATIS  
121.25  
GND CON  
121.7 348.6  
FAYETTEVILLE TOWER  
118.3 269.2  
FAYETTEVILLE DEP CON  
133.0 290.25

RADAR required.

TOP ALTITUDE:  
2000



TAKEOFF MINIMUMS:  
Rwys 4, 10, 22, 28: Standard.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb heading 038° or as assigned, thence. . .  
TAKEOFF RUNWAY 10: Climb heading 098° or as assigned, thence. . .  
TAKEOFF RUNWAY 22: Climb heading 218° or as assigned, thence. . .  
TAKEOFF RUNWAY 28: Climb heading 278° or as assigned, thence. . .  
  
... maintain 2000 or assigned altitude. Expect vectors to join filed route.  
Expect further clearance to filed altitude 10 minutes after departure.

MOUNTY FIVE DEPARTURE

(MTY5.MTY) 19MAY22



FAYETTEVILLE, NORTH CAROLINA

FAYETTEVILLE RGNL/GRANNIS FLD (FAY)

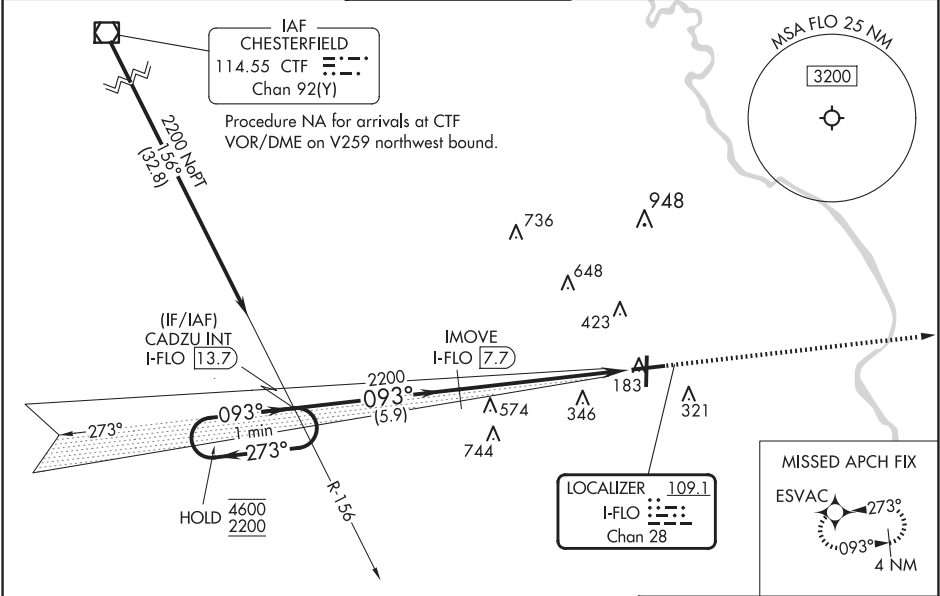
SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

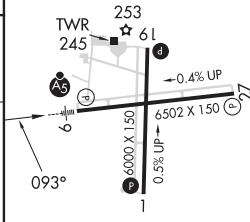
LOC/DME I-FLO <b>109.1</b> Chan <b>28</b>	APP CRS <b>093°</b>	Rwy Ldg TDZE <b>147</b> Apt Elev <b>147</b>	ILS or LOC RWY 9 FLORENCE RGNL (FLO)	
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RNP APCH - GPS. DME required.	MALSRR 	MISSED APPROACH: Climb to 2000 direct ESVAC and hold.
 Circling Rwy 1, 19 NA at night. For inop ALS, increase S-LOC 9 Cats C and D visibilities to 2 SM.		

ATIS <b>123.625</b>	FLORENCE APP CON★ <b>118.6 341.7</b> (256°-074°) <b>135.25 316.15</b> (075°-255°)	FLORENCE TOWER★ <b>125.1</b> (CTAF) <b>353.85</b>	GND CON <b>121.9 353.85</b>	CINC DEL <b>121.9 353.85</b>	UNICOM <b>122.95</b>
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One Minute Holding Pattern		CADZU INT I-FLO 13.7	IMOVE I-FLO 7.7	2000	ESVAC
4600 2200		273° 093°	2200	I-FLO 3.5	I-FLO 1.5
GS 3.00° TCH 59		5.9 NM	4.2 NM	2.1 NM	
CATEGORY	A	B	C	D	
S-ILS 9	347-1½ 200 (200-½)				
S-LOC 9	860-½	713 (800-½)	860-1½	713 (800-1½)	
CIRCLING	860-1	713 (800-1)	900-2¼ 753 (800-2¼)	900-2½ 753 (800-2½)	

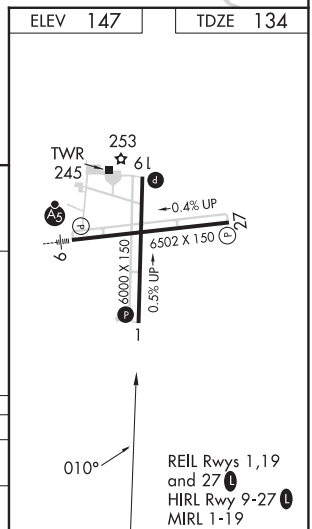
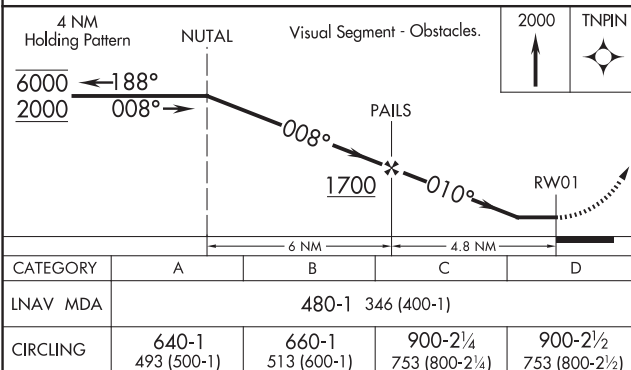
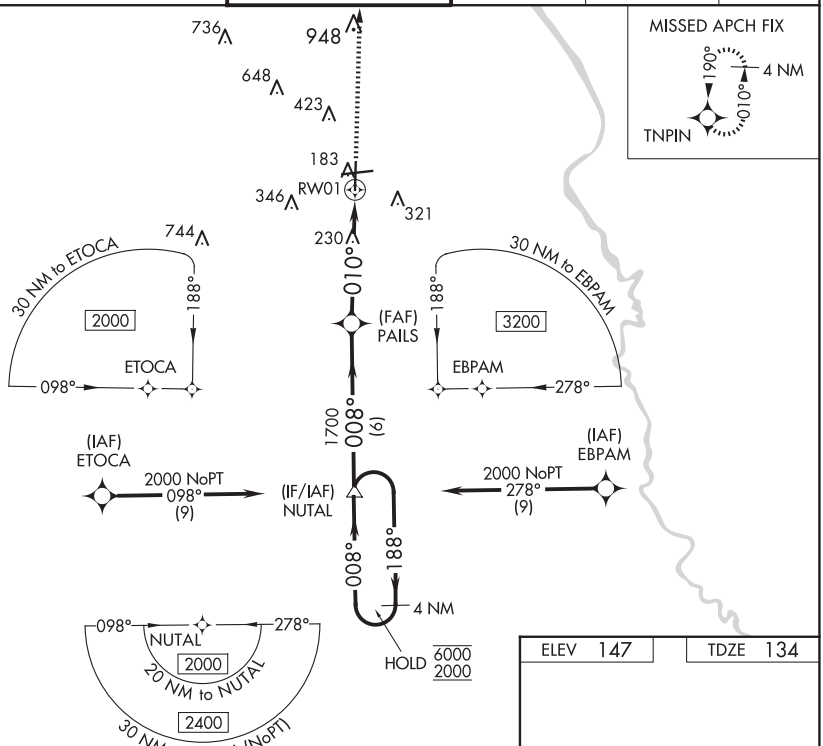
ELEV 147	TDZE 147
	
REIL Rws 1, 19 and 27 HIRL Rwy 9-27 MIRS Rwy 1-19	
FAF to MAP 6.3 NM	
Knots	60 90 120 150 180
Min:Sec	6:18 4:12 3:09 2:31 2:06

RNAV (GPS) RWY 1  
FLORENCE RGNL (FLO)

**T** Rwy 1 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 1 NA at night,  
**A** Circling Rwy 1, 19 NA at night.

**MISSED APPROACH:** Climb to 2000 direct TNPIN and hold.

ATIS 123.625	FLORENCE APP CON ★ 118.6 341.7 (256°-074°) 135.25 316.15 (075°-255°)	FLORENCE TOWER ★ 125.1 (CTAF) 353.85	GND CON 121.9 353.85	CLNC DEL 121.9 353.85	UNICOM 122.95
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FLORENCE RGNL (FLO)  
RNAV (GPS) RWY 1

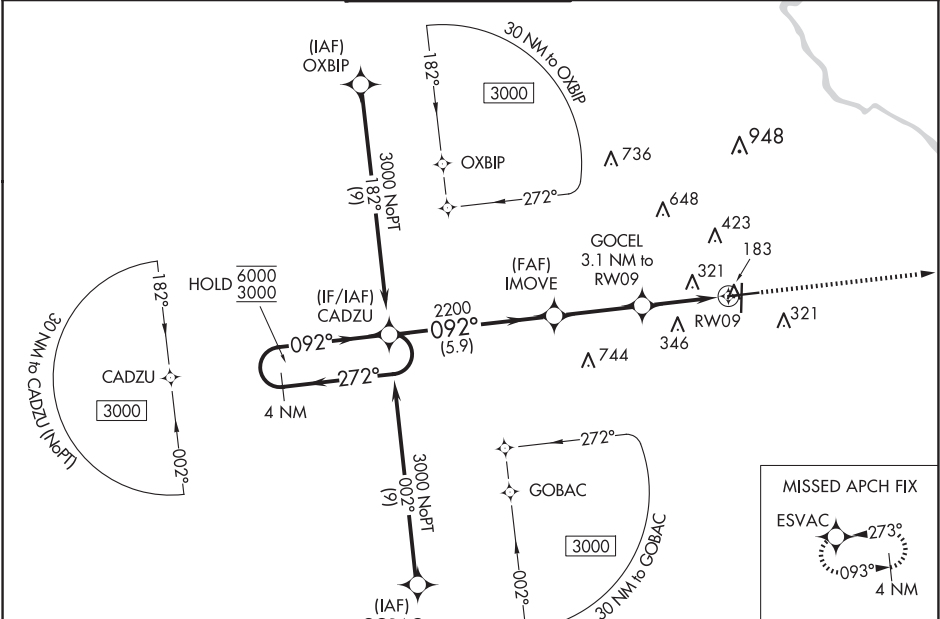
SE-2, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>70710</b> <b>W09A</b>	APP CRS <b>092°</b>	Rwy Idg TDZE Apt Elev <b>147</b>	<b>6502</b> <b>147</b> <b>147</b>
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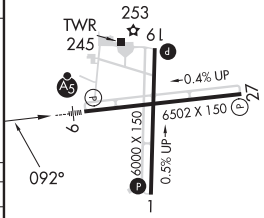
RNAV (GPS) RWY 9

FLORENCE RGNL (FLO)

RNP APCH - GPS.		MALSR	MISSED APPROACH: Climb to 2000 direct ESVAC and hold.		
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. Circling Rwy 1, 19 NA at night.					
ATIS <b>123.625</b>	FLORENCE APP CON★ <b>118.6 341.7</b> (256°-074°) <b>135.25 316.15</b> (075°-255°)	FLORENCE TOWER★ <b>125.1 (CTAF) 0 353.85</b>	GND CON <b>121.9 353.85</b>	CLNC DEL <b>121.9 353.85</b>	UNICOM <b>122.95</b>



GOBAC					ELEV 147	TDZE 147
<div>4 NM Holding Pattern</div> <div>CADZU</div> <div>2000</div> <div>ESVAC</div> <div>6000 ← 272°</div> <div>3000 → 092°</div> <div>GP 3.00°</div> <div>TCH 59</div> <div>IMOVE 2200</div> <div>GOCEL 3.1 NM to RWY09</div> <div>1.2 NM to RWY09</div> <div>RWY09</div> <div>2200</div> <div>1180</div> <div>5.9 NM</div> <div>3.2 NM</div> <div>1.9 NM</div> <div>1.2 NM</div>					<div>TWR 245</div> <div>253</div> <div>61</div> <div>0.4% UP</div> <div>0.5% UP</div> <div>6502 X 150</div> <div>6000 X 150</div> <div>092°</div>	
CATEGORY	A	B	C	D		
LPV DA	347-½		200 (200-½)			
LNAV/VNAV DA	603-⅞		456 (500-⅞)			
LNAV MDA	580-½	433 (500-½)	580-¾	433 (500-¾)		
CIRCLING	640-1 493 (500-1)	660-1 513 (600-1)	900-2¼ 753 (800-2¼)	900-2½ 753 (800-2½)	REIL Rwy 1,19 and 27 HIRL Rwy 9-27 MIRL Rwy 1-19	



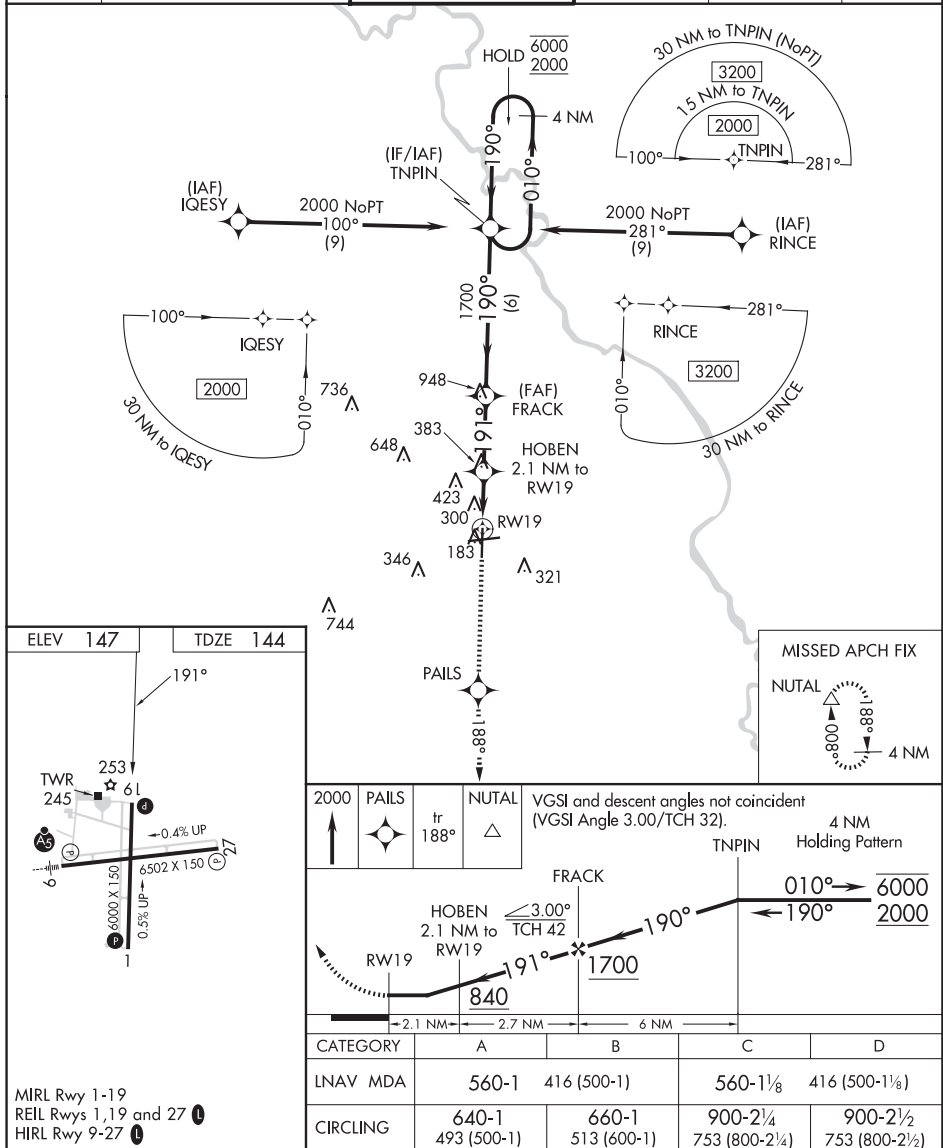
REIL Rwy 1, 19 and 27  
HIRL Rwy 9-27  
MIRL Rwy 1-19

APP CRS	Rwy Idg	6000
191°	TDZE	144
	Apt Elev	147

# RNAV (GPS) RWY 19

FLORENCE RGNL (FLO)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2000 direct PAILS and on track 188° to NUTAL and hold.			
⚠ Rwy 19 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 19 NA at night, Circling Rwy 1, 19 NA at night.					
ATIS	FLORENCE APP CON★	FLORENCE TOWER★	GND CON	CLNC DEL	UNICOM
123.625	118.6 341.7 (256°-074°) 135.25 316.15 (075°-255°)	125.1 (CTAF) 353.85	121.9 353.85	121.9 353.85	122.95



WAAS CH <b>61310</b> <b>W27A</b>	APP CRS <b>273°</b>	Rwy Idg TDZE <b>139</b> Apt Elev <b>147</b>	<b>6502</b>
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RNAV (GPS) RWY 27

FLORENCE RGNL (FLO)

RNP APCH - GPS.

⚠

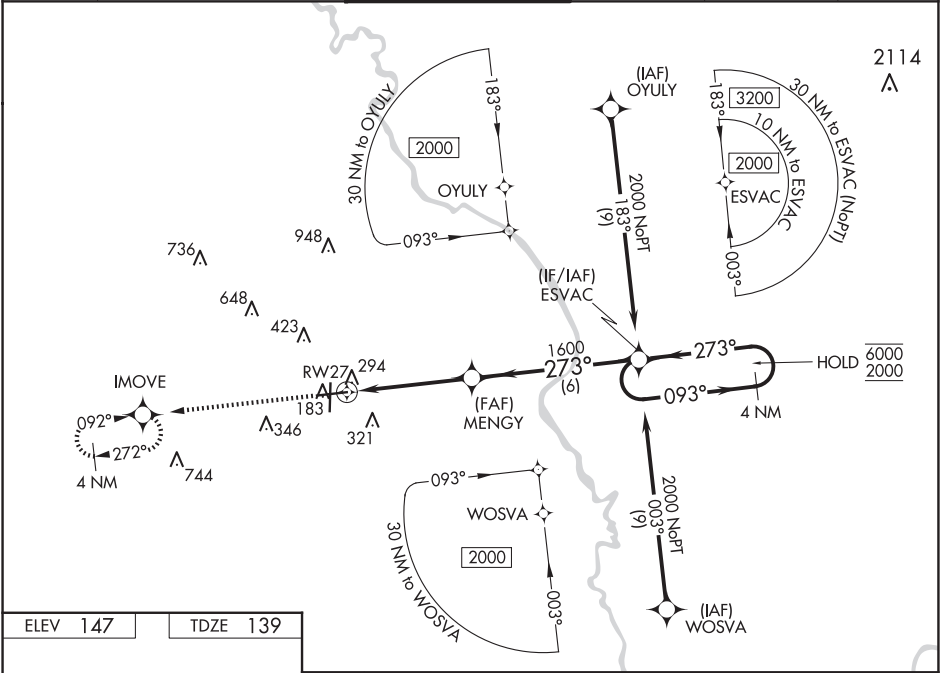
Circling Rwy 1, 19 NA at night.

⚠

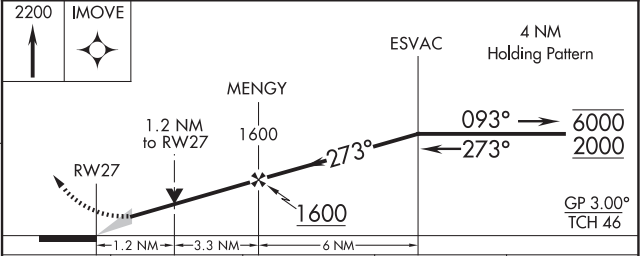
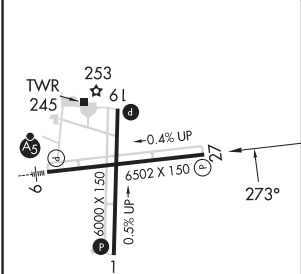
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C.

MISSED APPROACH: Climb to 2200 direct IMOVE and hold, continue climb-in-hold to 2200.

ATIS <b>123.625</b>	FLORENCE APP CON★ <b>118.6 341.7</b> (256°-074°) <b>135.25 316.15</b> (075°-255°)	FLORENCE TOWER★ <b>125.1</b> (CTAF) <b>353.85</b>	GND CON <b>121.9 353.85</b>	CLNC DEL <b>121.9 353.85</b>	UNICOM <b>122.95</b>
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ELEV <b>147</b>	TDZE <b>139</b>
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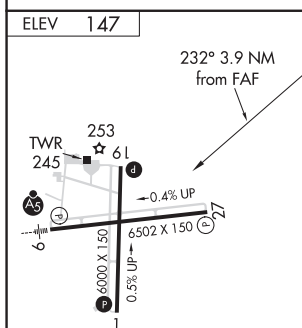
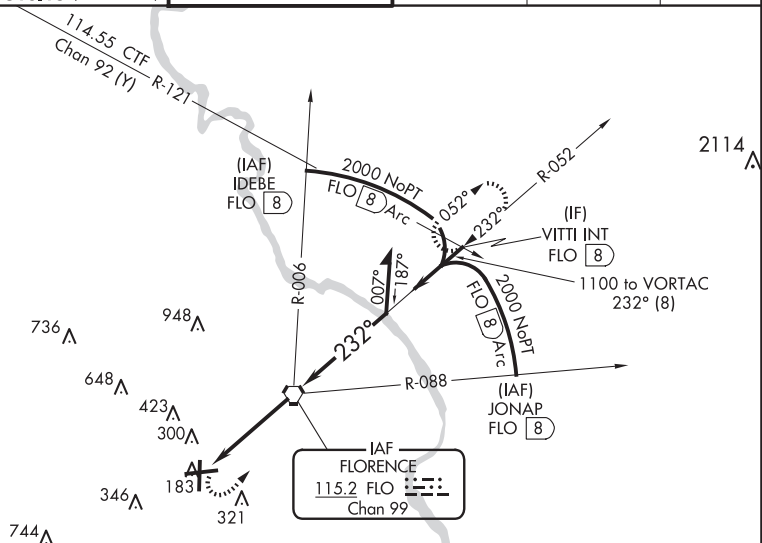


CATEGORY	A	B	C	D
LPV DA		389-1	250 (300-1)	
LNAV/VNAV DA		465-1	326 (400-1)	
LNAV MDA	560-1	421 (500-1)	560-1¼	421 (500-1¼)
CIRCLING	640-1 493 (500-1)	660-1 513 (600-1)	900-2¼ 753 (800-2¼)	900-2½ 753 (800-2½)

VOR or TACAN-A  
FLORENCE RGNL (FLO)

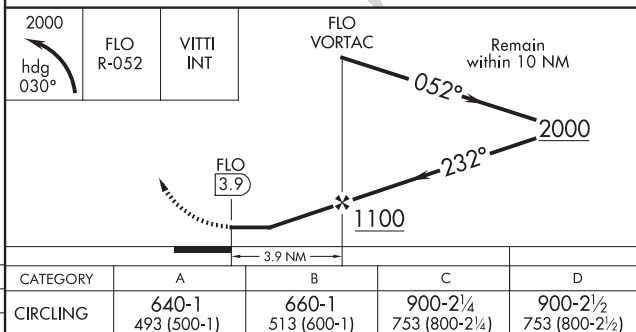
- MISSED APPROACH:** Climbing left turn to 2000 via heading 030° and FLO VORTAC R-052 to VITTI INT/FLO 8 DME and hold.

ATIS 123.625	FLORENCE APP CON★ 118.6 341.7 (256°-074°) 135.25 316.15 (075°-255°)	FLORENCE TOWER★ 125.1 (CTAF) 0 353.85	GND CON 121.9 353.85	CLNC DEL 121.9 353.85	UNICOM 122.95
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REIL Rwy 1, 19 and 27 **L**  
HIRL Rwy 9-27 **L**

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18



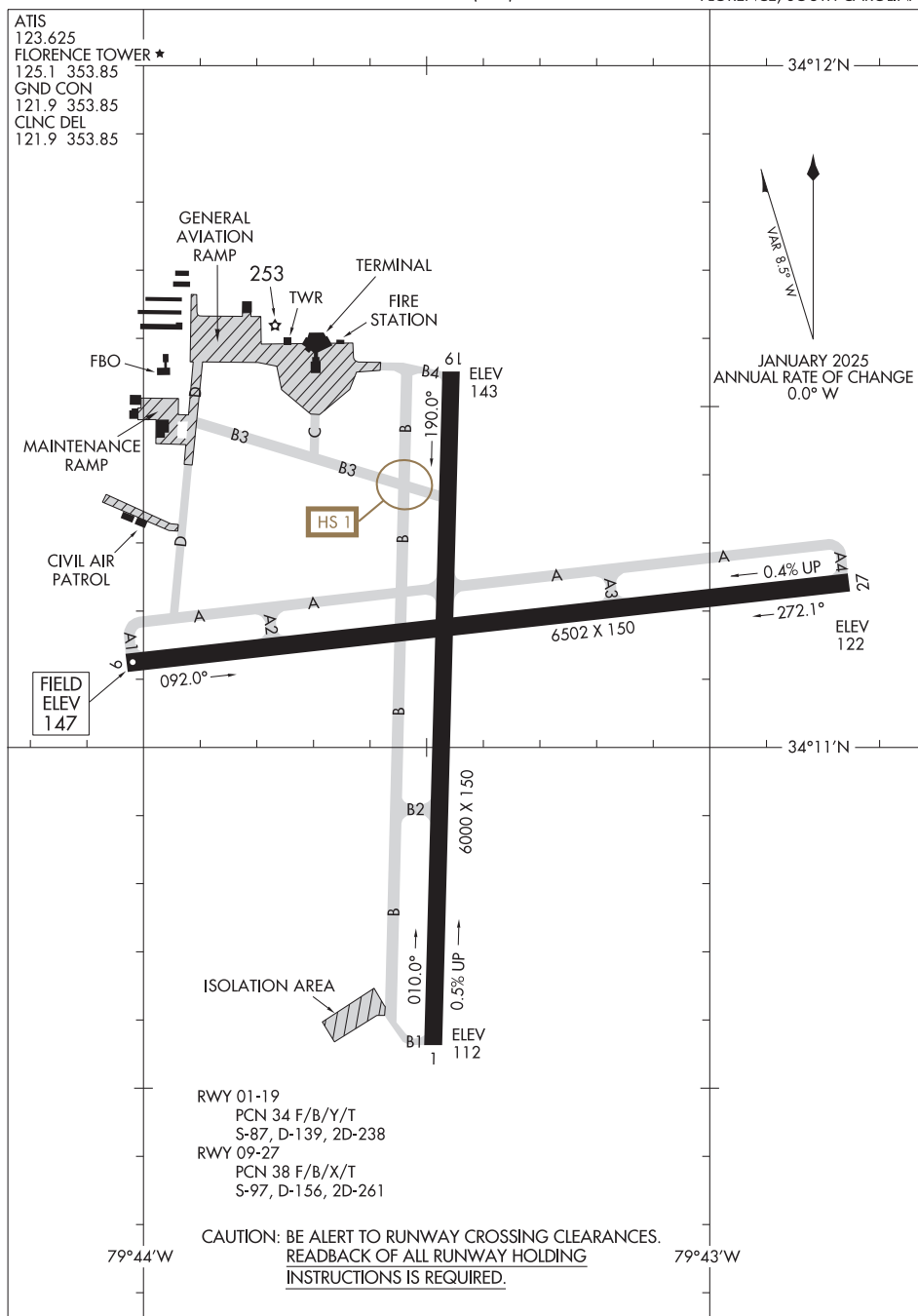
FLORENCE RGNL (FLO)  
VOR or TACAN-A

SE-2, 12 JUN 2025 to 07 AUG 2025



## AIRPORT DIAGRAM

FLORENCE RGNL (FLO)  
FLORENCE, SOUTH CAROLINA



## AIRPORT DIAGRAM

FLORENCE, SOUTH CAROLINA  
FLORENCE RGNL (FLO)

269

SE-2, 12 JUN 2025 to 07 AUG 2025

N/A  
N/A  
2034

# RNAV (GPS)-A

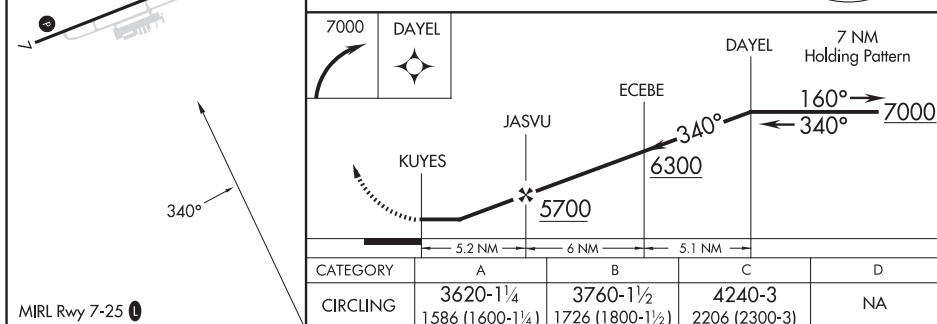
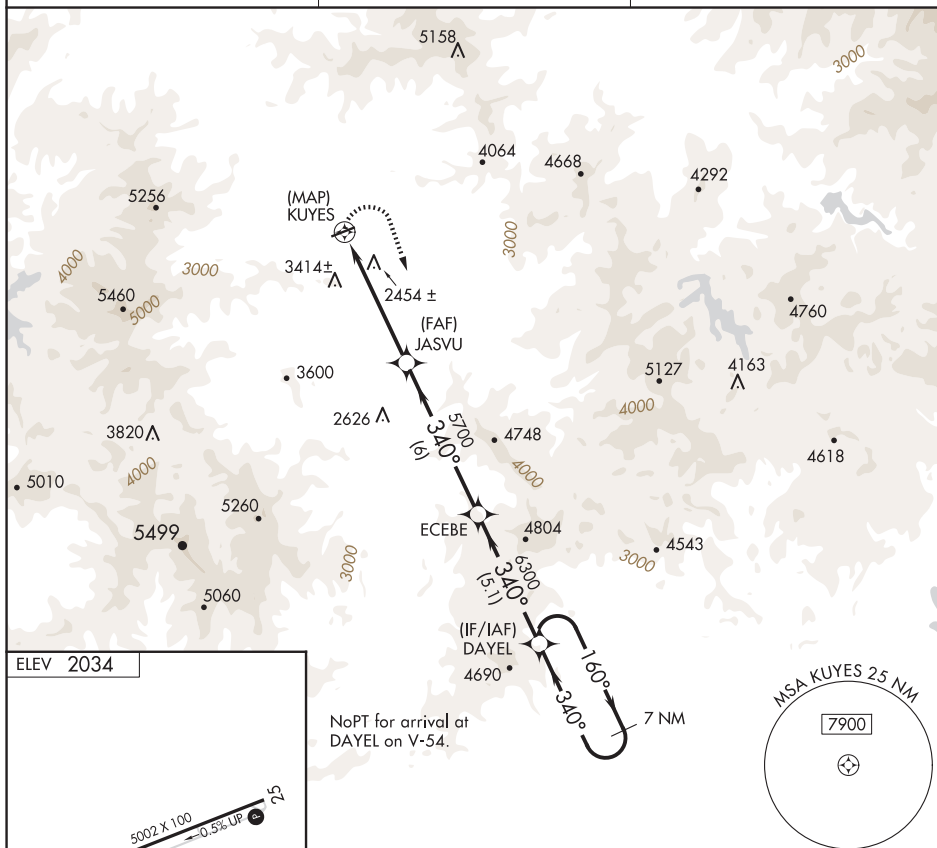
## MACON COUNTY (1A5)

When local altimeter setting not received, Procedure NA.  
DME/DME RNP-0.3 NA.  
Procedure NA at night.

MISSED APPROACH: Climbing right turn to 7000 direct DAYEL and hold.

AWOS-3P  
118.225

ATLANTA CENTER  
134.8 379.95

UNICOM  
123.05 (CTAF) **L**

FRANKLIN, NORTH CAROLINA  
Orig-A 20MAY21

35°13'N-83°25'W

MACON COUNTY (1A5)  
RNAV (GPS)-A

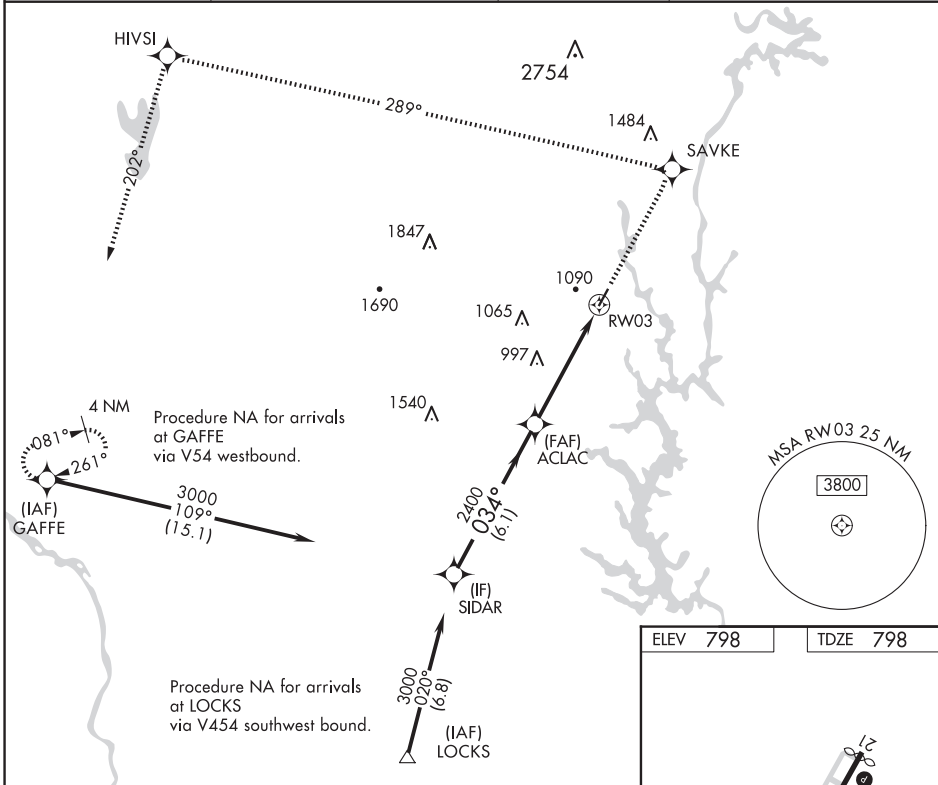
SE-2, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>90302</b> <b>W03A</b>	APP CRS <b>034°</b>	Rwy Idg TDZE Apt Elev	<b>3769</b> <b>798</b> <b>798</b>
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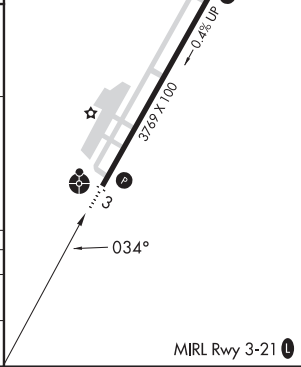
RNAV (GPS) RWY 3  
GASTONIA MUNI (AKH)

RNP APCH. ▼ If local altimeter setting not received, use Charlotte Douglas Intl altimeter setting and increase all DAs/MDAs 40 feet. Inoperative table does not apply.	ODALS ⬢ ⋮	MISSED APPROACH: Climb to 3200 direct SAVKE and via 289° track to HIVSI and 202° track to GAFFE and hold.
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ASOS <b>135.725</b>	CHARLOTTE APP CON <b>120.05 257.2</b>	CLNC DEL <b>127.2</b>	UNICOM <b>123.0 (CTAF)</b> ①
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 29).				3200	SAVKE	HIVSI	GAFFE
Procedure Turn NA				3000	tr 289°	tr 202°	
GP 3.00° TCH 40				2400			
SIDAR				6.1 NM	4.8 NM		
CATEGORY	A	B	C	D			
LPV DA	1118-1¼	320 (400-1¼)		NA			
LNAV MDA	1440-1	642 (700-1)	1440-1¾	NA			
			642 (700-1¾)				



SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

GASTONIA, NORTH CAROLINA

AL-6081 (FAA)

25107

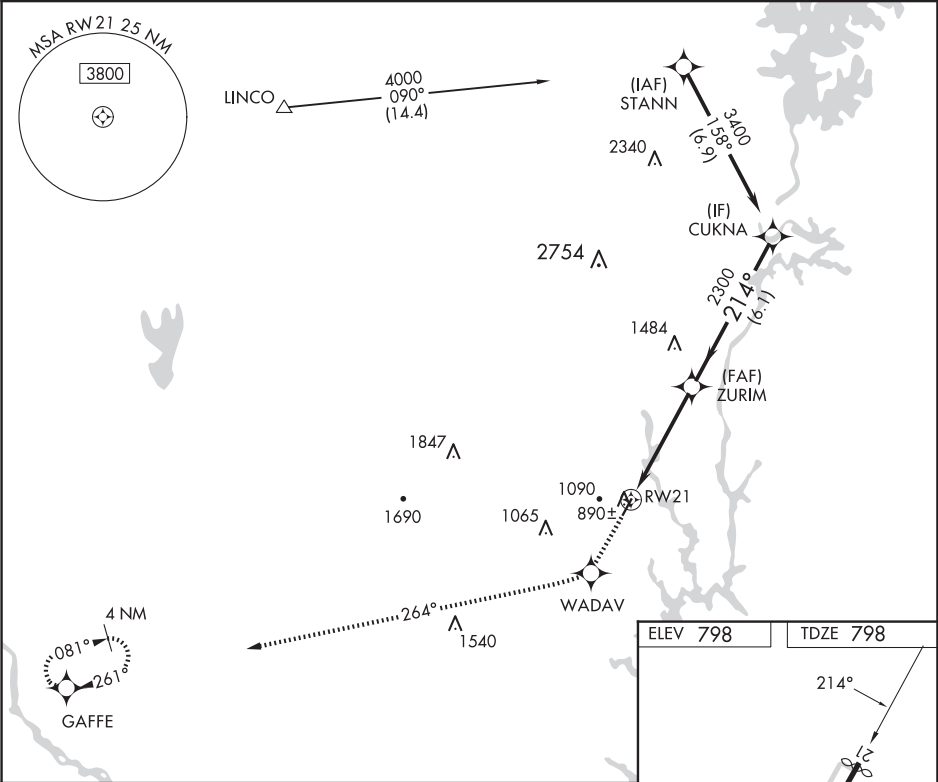
WAAS CH <b>50402</b> <b>W21A</b>	APP CRS <b>214°</b>	Rwy Idg TDZE Apt Elev	<b>3688</b> <b>798</b> <b>798</b>
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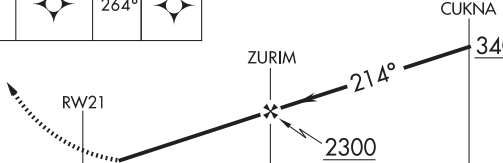
RNAV (GPS) RWY 21

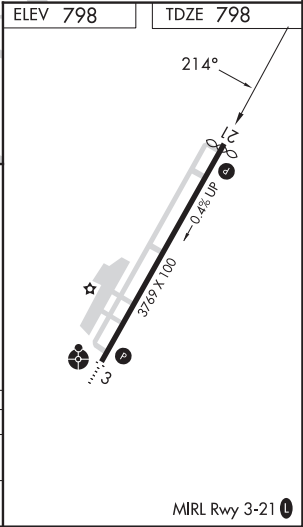
GASTONIA MUNI (AKH)

RNP APCH. If local altimeter setting not received, use Charlotte/Douglas Intl altimeter setting and increase all DA/MDAs 40 feet. Rwy 21 helicopter visibility reduction below ¾ SM NA.		MISSED APPROACH: Climb to 3200 direct WADAV and via 264° track to GAFFE and hold.
---	--	---

ASOS <b>135.725</b>	CHARLOTTE APP CON <b>120.05 257.2</b>	CLNC DEL <b>127.2</b>	UNICOM <b>123.0 (CTAF) 0</b>
------------------------	--	--------------------------	---------------------------------



3200	WADAV	tr 264°	GAFFE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 41).	
					
RW21					
ZURIM					
CUKNA					
3400					
Procedure Turn NA					
GP 3.00° TCH 40					
CATEGORY		A	B	C	D
LPV	DA	1111-1¼ 313 (400-1¼)			NA
LNAV	MDA	1420-1 622 (700-1)		1420-1¾ 622 (700-1¾)	NA



GASTONIA, NORTH CAROLINA  
Orig-B 15AUG19

35°12'N-81°09'W

GASTONIA MUNI (AKH)

RNAV (GPS) RWY 21

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



CHARLOTTE DEP CON  
120.05 257.2  
ASOS  
135.725  
CLNC DEL  
127.2  
UNICOM  
123.0

TOP ALTITUDE:  
3000

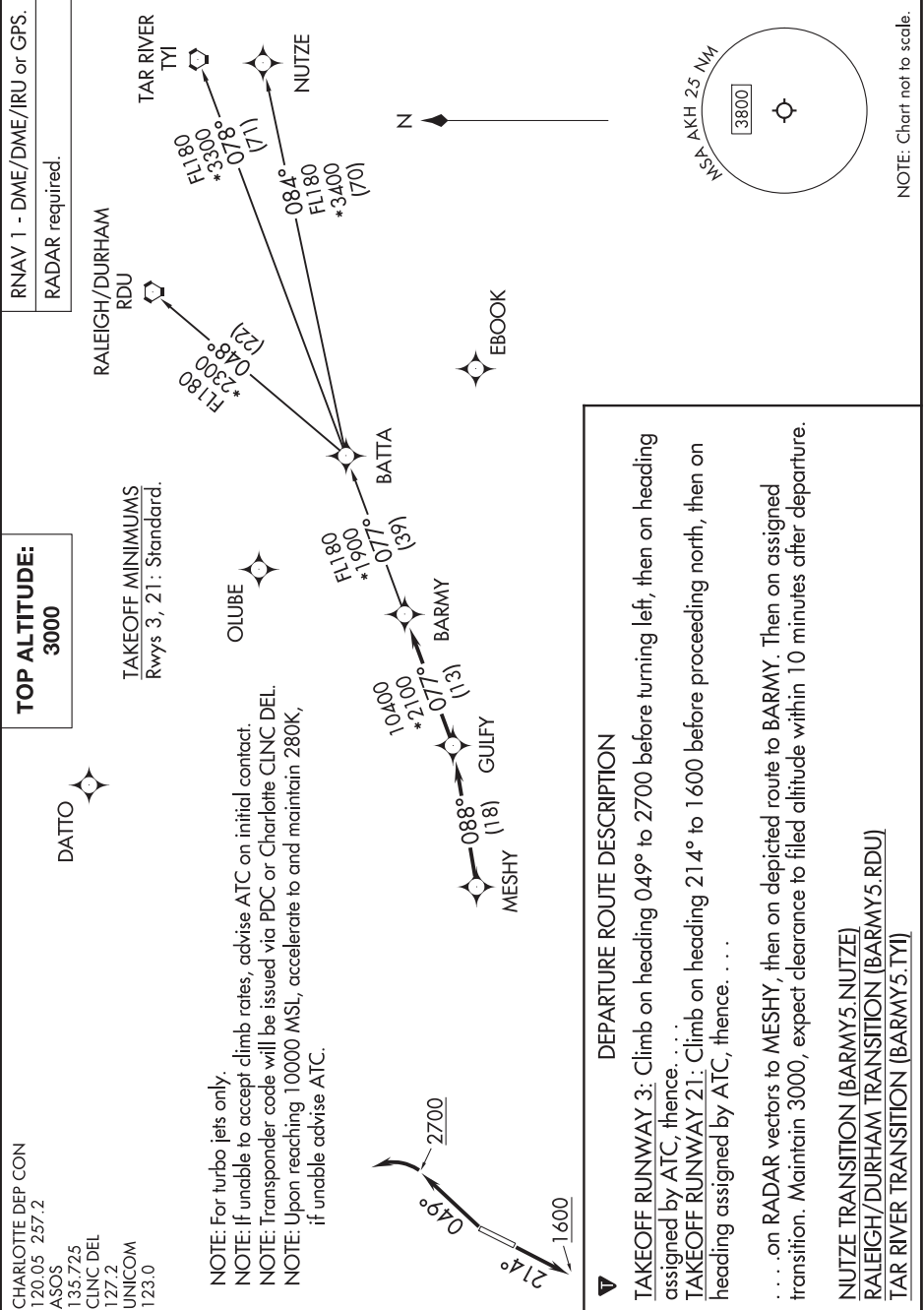
RNAV 1 - DME/DME/IRU or GPS.  
RADAR required.

BARMY FIVE DEPARTURE (RNAV)  
(BARMY5.BARMY) 21MAR24

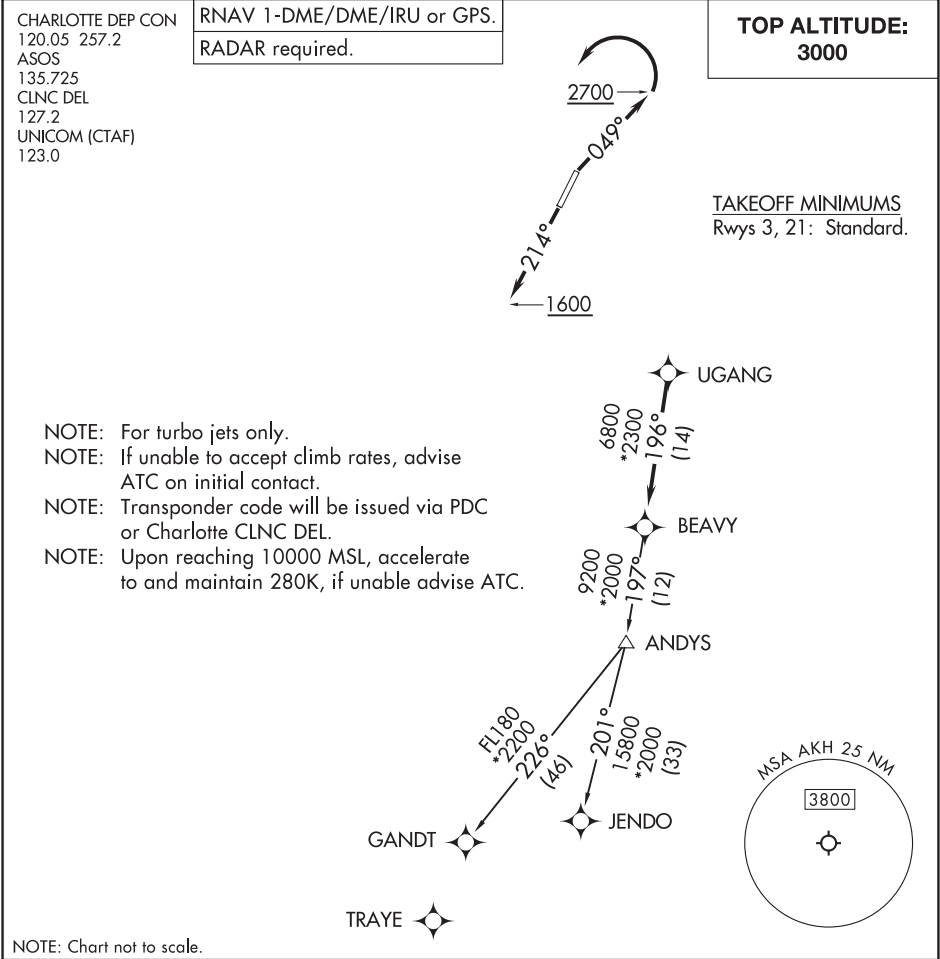
274

AL-6081 (FAA)

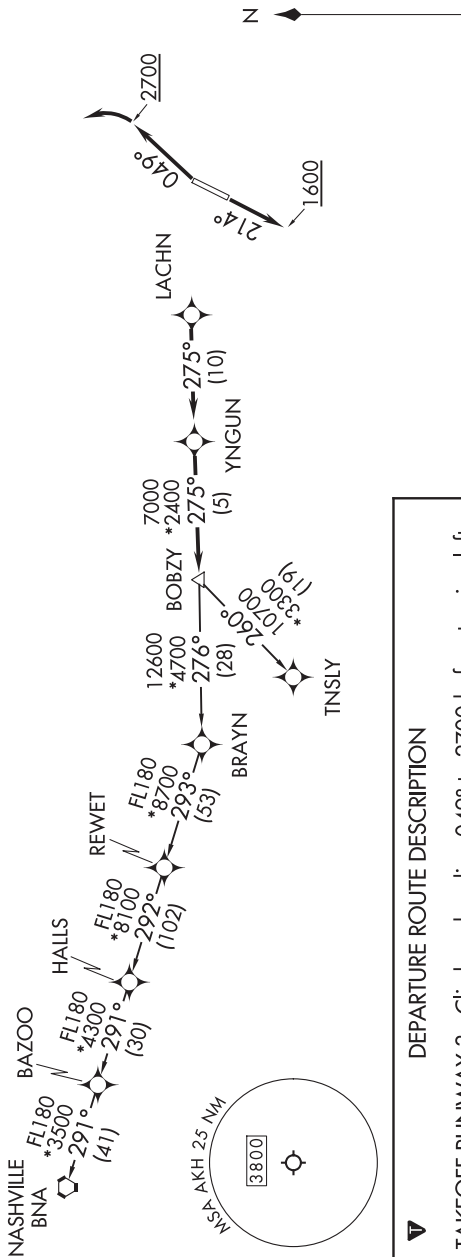
GASTONIA MUNI (AKH)  
GASTONIA, NORTH CAROLINA



GASTONIA, NORTH CAROLINA  
GASTONIA MUNI (AKH)



**TAKEOFF MINIMUMS**  
Rwys 3, 21: Standard.



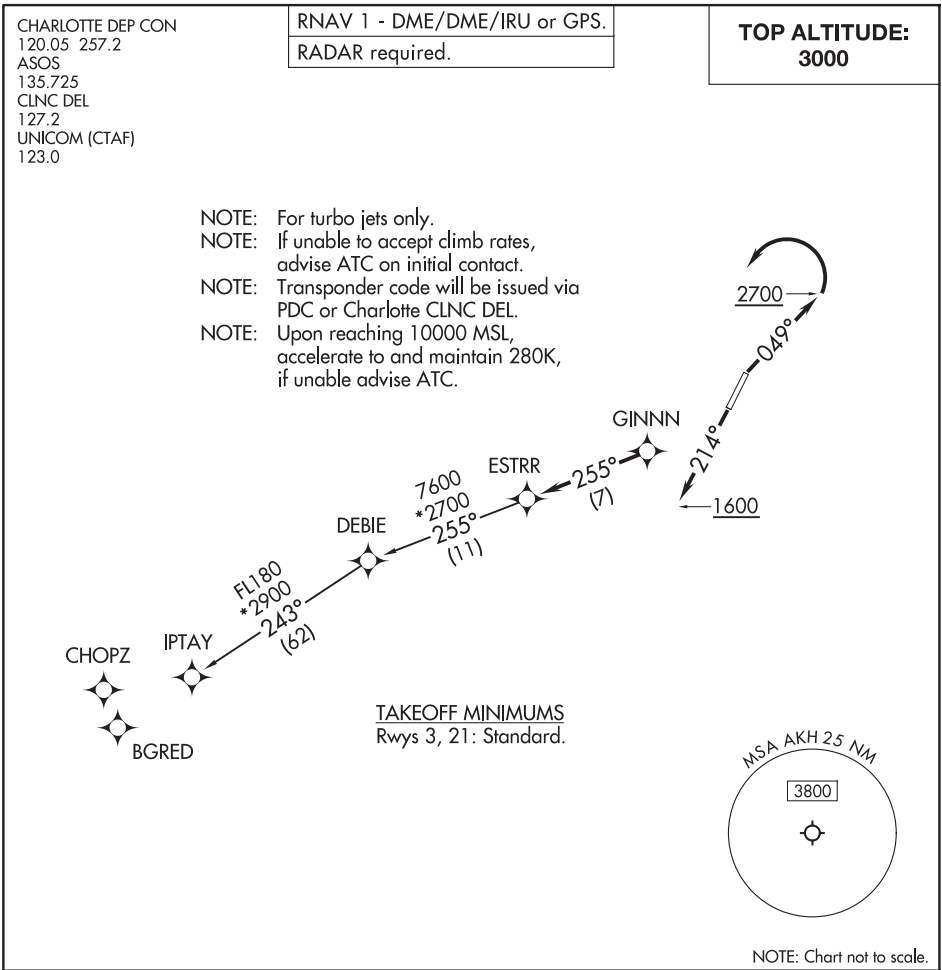
**NOTE:** For turbo jets only.  
**NOTE:** If unable to accept climb rates, advise ATC on initial contact.  
**NOTE:** Transponder code will be issued via PDC or Charlotte CLNC DEL.  
**NOTE:** Upon reaching 10000 MSL, accelerate to and maintain 280K; if unable advise ATC.

NOTE: Chart not to scale.

BOBZY FIVE DEPARTURE (RNAV)  
(BOBZY5.BOBZY) 21MAR24

GASTONIA, NORTH CAROLINA  
GASTONIA MUNI (AKH)





T

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 049° to 2700 before turning left, then on heading assigned by ATC, thence. . . .

TAKEOFF RUNWAY 21: Climb on heading 214° to 1600 before proceeding north, then on heading assigned by ATC, thence. . . .

. . . on RADAR vectors to GINNN, then on track 255° to ESTRR, then on IPTAY Transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

IPTAY TRANSITION (ESTRR5.IPTAY)

ICONS FIVE DEPARTURE (RNAV)

CHARLOTTE DEP CON  
120.05 257.2  
ASOS  
135.725  
CLNC DEL  
127.2  
UNICOM  
123.0

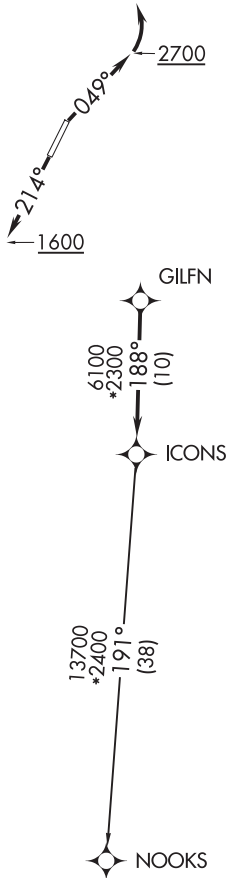
RNAV - 1 DME/DME/IRU or GPS.  
RADAR required.

TOP ALTITUDE:  
3000

TAKEOFF MINIMUMS  
Rwys 3, 21: Standard.

- NOTE: For turbo jets only.  
NOTE: If unable to accept climb rates,  
advise ATC on initial contact.  
NOTE: Transponder code will be issued via  
PDC or Charlotte CLNC DEL.  
NOTE: Upon reaching 10000 MSL,  
accelerate to and maintain 280K,  
if unable advise ATC.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 049° to 2700 before turning left, then on heading assigned by ATC, thence. . . .  
TAKEOFF RUNWAY 21: Climb on heading 214° to 1600 before proceeding north, then on heading assigned by ATC, thence. . . .

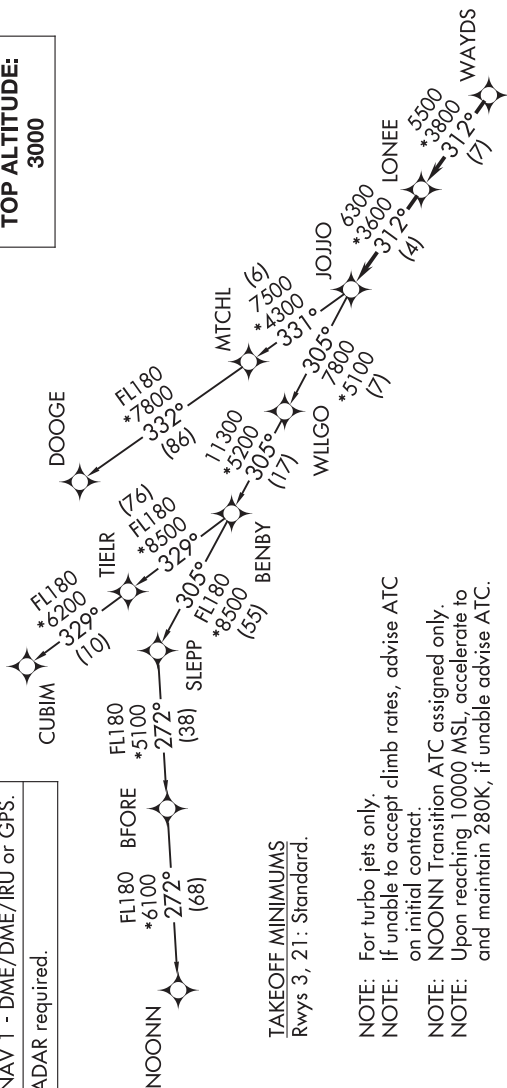
. . . on RADAR vectors to GILFN, then on track 188° to ICONS. Then on NOOKS Transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

NOOKS TRANSITION (ICONS5.NOOKS)

## JOJO FIVE DEPARTURE (RNAV)

CHARLOTTE DEP CON	
120.05	257.2
ASOS	
135.725	
CINC DEL	
127.2	
UNICOM (CTAF)	
123.0	

**TOP ALTITUDE:**  
**3000**



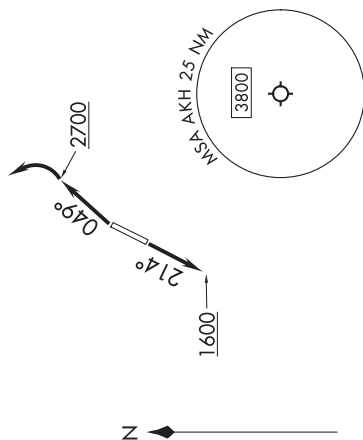
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 049° to 2700 before turning left, then on heading assigned by ATC, thence. . . .

TAKEOFF RUNWAY 21: Climb on heading 214° to 1600 before proceeding north, then on heading assigned by ATC, thence. . . .

... on RADAR vectors to WAYDS, then on depicted route to JOJJO. Then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

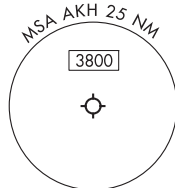
CUBIM TRANSITION (JOJJO5.CUBIM)  
DOOGE TRANSITION (JOJJO5.DOOGE)  
NOONIN TRANSITION (JOJJO5.NOONIN)



NOTE: Chart not to scale.

**TOP ALTITUDE:**  
3000

TAKEOFF MINIMUMS  
Rwys 3, 21: Standard.



NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

GASTONIA, NORTH CAROLINA  
GASTONIA MUNI (AKH)

SE-2, 12 JUN 2025 to 07 AUG 2025



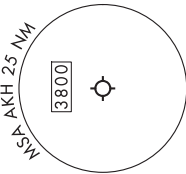
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 049° to 2700, before turning left, thence . . .  
TAKEOFF RUNWAY 21: Climb on heading 214° to 1600 before proceeding north,  
thence . . .

. . . on RADAR vectors to intercept filed/assigned transition or enroute fix/navaid.  
Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

- ANDYS TRANSITION (KER4.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.  
DEBIE TRANSITION (KER4.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.  
HAMLN TRANSITION (KER4.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.  
JOTTA TRANSITION (KER4.JOTTA): From over CLT VOR/DME on CLT R-011 to JOTTA.  
LILLS TRANSITION (KER4.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.  
MERIL TRANSITION (KER4.MERIL): From over CLT VOR/DME on CLT R-076 to MERIL.  
NALEY TRANSITION (KER4.NALEY): From over CLT VOR/DME on CLT R-011 to NALEY.  
NEANO TRANSITION (KER4.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY,  
then on ODF R-070 to NEANO.  
TREAL TRANSITION (KER4.TREAL): From over CLT VOR/DME on CLT R-196 to TREAL.

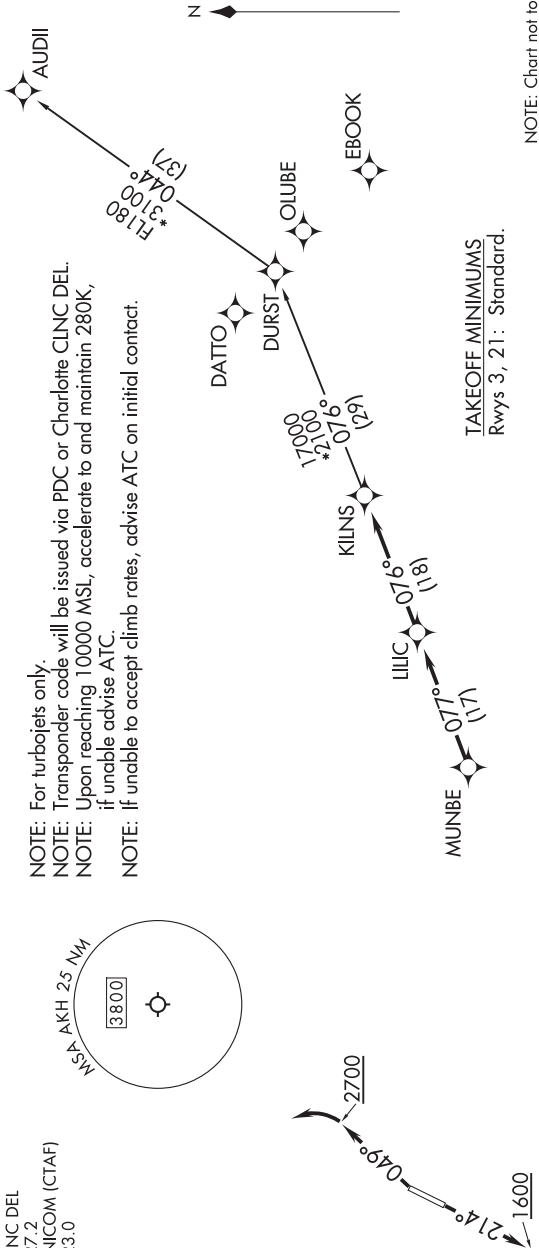
CHARLOTTE DEP CON  
120.05 257.2  
ASOS  
135.725  
CLNC DEL  
127.2  
UNICOM (CTAF)  
123.0



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

NOTE: For turboprops only.  
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.  
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.  
NOTE: If unable to accept climb rates, advise ATC on initial contact.

TOP ALTITUDE:  
3000



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 049° to 2700 before turning left, then on heading assigned by ATC, thence . . . .  
TAKEOFF RUNWAY 21: Climb on heading 214° to 1600 before proceeding north, then on heading assigned by ATC, thence . . . .  
. . . . on RADAR vectors to MUNBE, then on depicted route to KILNS, then on AUDII Transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

AUDII TRANSITION (KILNS5.AUDII)

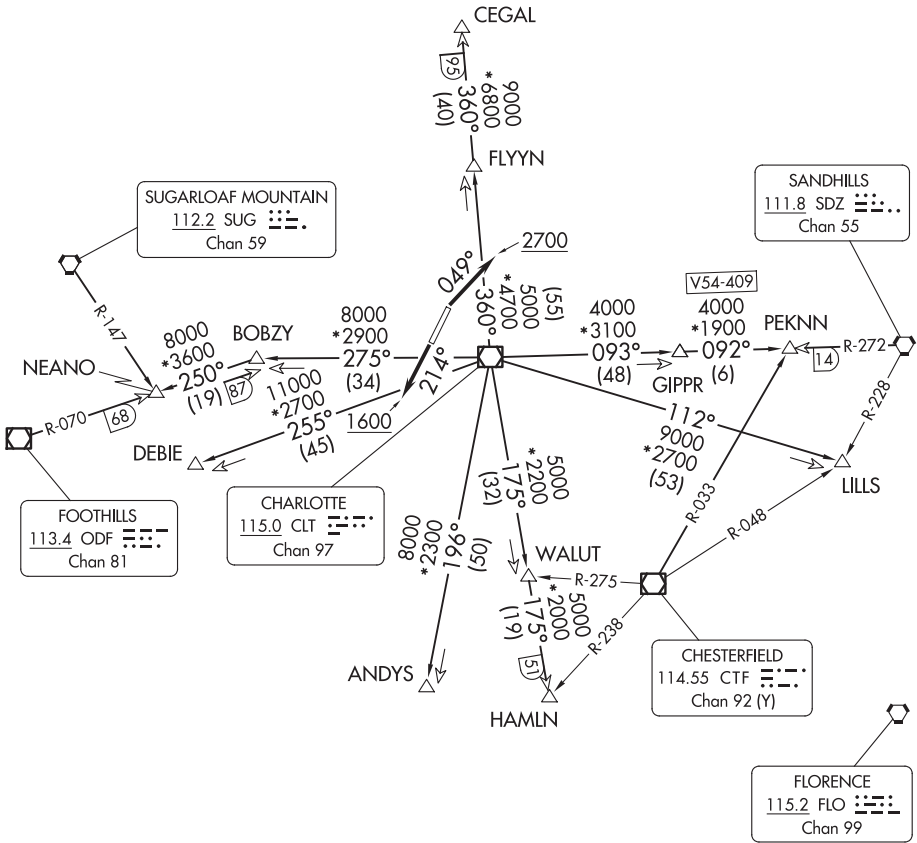
KNIGHTS THREE DEPARTURE

CHARLOTTE DEP CON  
120.05 257.2  
ASOS  
135.725  
CLNC DEL  
127.2  
UNICOM (CTAF)  
123.0

TOP ALTITUDE:  
3000

RADAR and DME required.

TAKEOFF MINIMUMS  
Rwys 3, 21: Standard.



NOTE: For propeller aircraft only.  
NOTE: Turboprops: Operate in a manner that will result in best forward speed and climb rate.  
NOTE: Transponder code will be issued via Charlotte clearance delivery.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

KNIGHTS THREE DEPARTURE

KNIGHTS THREE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

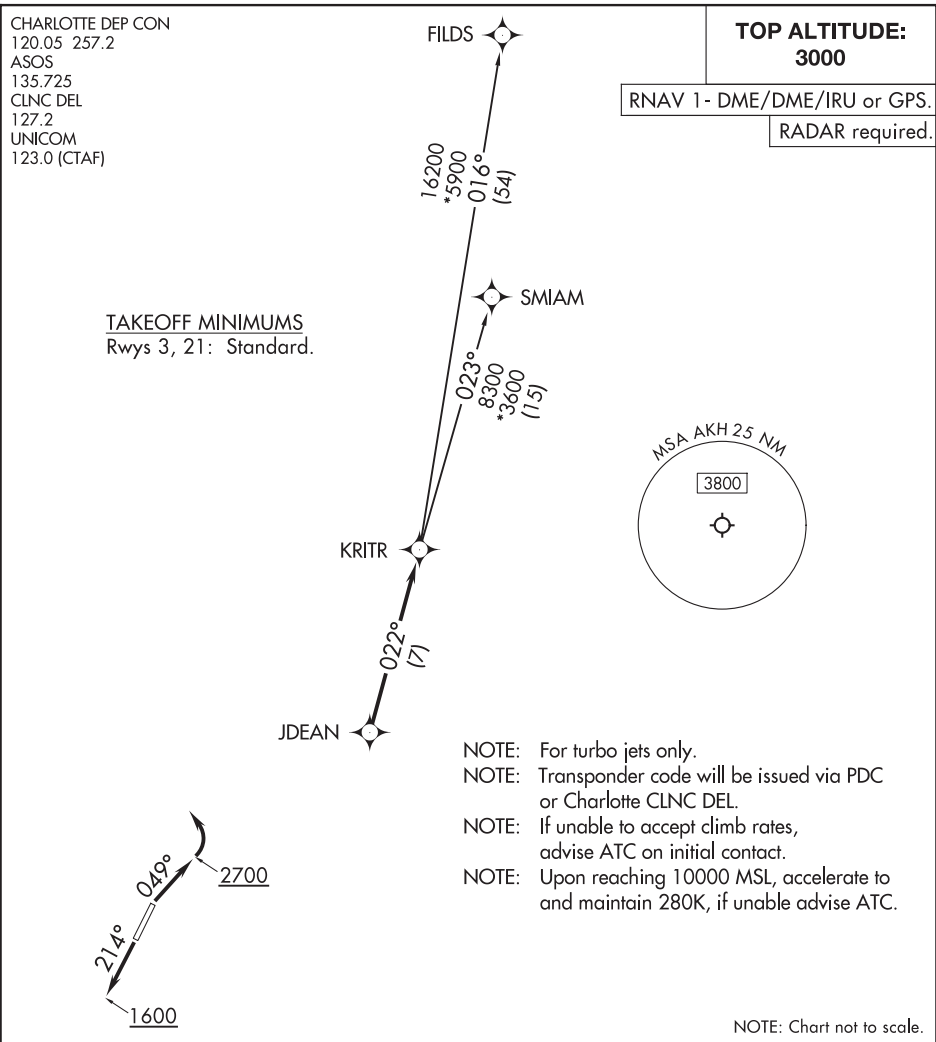
TAKEOFF RUNWAY 3: Climb on heading 049° to 2700, thence. . . .  
TAKEOFF RUNWAY 21: Climb on heading 214° to 1600 before proceeding north, thence. . . .  
. . . .expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid.  
Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (KNI3.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.  
CEGAL TRANSITION (KNI3.CEGAL): From over CLT VOR/DME on CLT R-360 to CEGAL.  
DEBIE TRANSITION (KNI3.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.  
FLYYN TRANSITION (KNI3.FLYYN): From over CLT VOR/DME on CLT R-360 to FLYYN.  
HAMLN TRANSITION (KNI3.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.  
LILLS TRANSITION (KNI3.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.  
NEANO TRANSITION (KNI3.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY,  
then on ODF R-070 to NEANO.  
PEKNN TRANSITION (KNI3.PEKNN): From over CLT VOR/DME on CLT R-093 to GIPPR,  
then on SDZ R-272 to PEKNN.

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025





KWEEN FIVE DEPARTURE (RNAV)

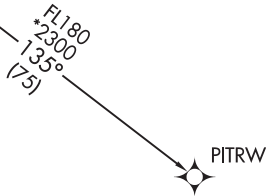
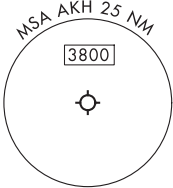
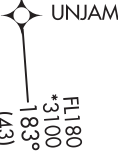
CHARLOTTE DEP CON  
120.05 257.2  
ASOS  
135.725  
CLNC DEL  
127.2  
UNICOM  
123.0

TOP ALTITUDE:  
3000

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

TAKEOFF MINIMUMS  
Rwys 3, 21: Standard.

- NOTE: For turbo jets only.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.



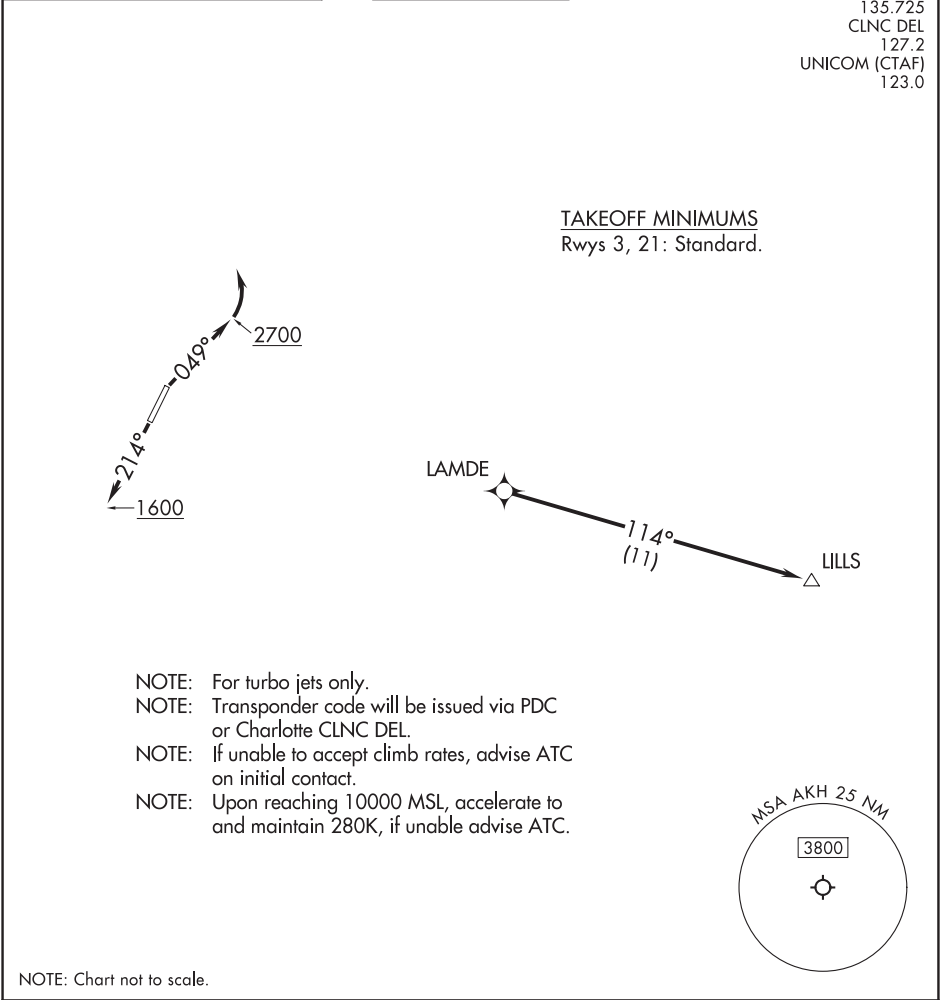
**DEPARTURE ROUTE DESCRIPTION**  
TAKEOFF RUNWAY 3: Climbing on heading 049° to 2700 before turning left, then on heading assigned by ATC, thence...  
TAKEOFF RUNWAY 21: Climb on heading 214° to 1600 before proceeding north, then on heading assigned by ATC, thence...

...on RADAR vectors to HMMPY, then on track 181° to KWEEN. Then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

PITRW TRANSITION (KWEEN5.PITRW)  
UNJAM TRANSITION (KWEEN5.UNJAM)

NOTE: Chart not to scale.

RNAV 1 - DME/DME/IRU or GPS.	TOP ALTITUDE: 3000	CHARLOTTE DEP CON 120.05 257.2 ASOS 135.725 CLNC DEL 127.2 UNICOM (CTAF) 123.0
RADAR required.		



<div>T</div> <div>DEPARTURE ROUTE DESCRIPTION</div> <div>TAKEOFF RUNWAY 3: Climb on heading 049° to 2700 before turning left, then on heading assigned by ATC, thence. . . . TAKEOFF RUNWAY 21: Climb on heading 214° to 1600 before proceeding north, then on heading assigned by ATC, thence. . . . ... on RADAR vectors to LAMDE, then on depicted route to LILLS. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.</div>
--

WEAZL FIVE DEPARTURE (RNAV)

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.

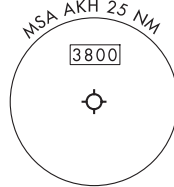
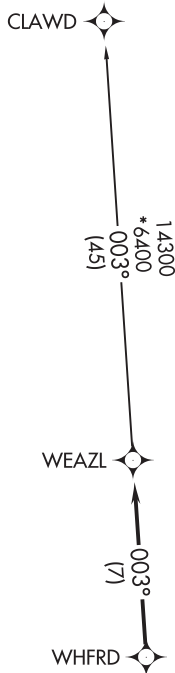
TOP ALTITUDE:  
3000

CHARLOTTE DEP CON  
120.05 307.8  
ASOS  
135.725  
CLNC DEL  
127.2  
UNICOM  
123.0

TAKEOFF MINIMUMS

Rwys 3, 21: Standard.

- NOTE: For turbo jets only.  
NOTE: If unable to accept climb rates,  
advise ATC on initial contact.  
NOTE: Upon reaching 10000 MSL, accelerate to  
and maintain 280K, if unable advise ATC.



NOTE: Chart not to scale.



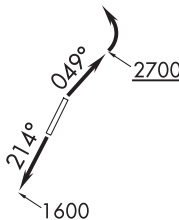
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 049° to 2700 before turning left, then on heading assigned by ATC, thence . . . .

TAKEOFF RUNWAY 21: Climb on heading 214° to 1600 before proceeding north, then on heading assigned by ATC, thence . . . .

. . . . on RADAR vectors to WHFRD, then on track 003° to WEAZL, then on CLAWD Transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

CLAWD TRANSITION (WEAZL5.CLAWD)



RNAV (GPS) RWY 5  
GEORGETOWN COUNTY (GGE)

**MISSED APPROACH:**  
Climb to 2000 direct  
OTVOE and hold.

MSA RW05 25 NM

3100

4 NM

049°

229°

2000 to CEGAC 227° (28.9)

OTVOE

PLANN

329

433

BEVOE 2.1 NM to RW05

183

RW05

164

334

(FAF) JUKLI

1600

049°

229°

4 NM

(IF/IAF) CEGAC

539

2000 NoPT 088° (11)

(IAF) CUBBY

ELEV 40

TDZE 40

W-177A

ELEV 40

TDZE 40

049°

6005 X 100


4539 X 150

0.3% UP

MRL Rwy 11-29

MRL Rwy 5-23

REIL Rwy 5

CATEGORY	A	B	C	D
LPV DA	290- <sup>3</sup> / <sub>4</sub> 250 (300- <sup>3</sup> / <sub>4</sub> )			
LNAV/VNAV DA	304- <sup>3</sup> / <sub>4</sub> 264 (300- <sup>3</sup> / <sub>4</sub> )			
LNAV MDA	480- <sup>3</sup> / <sub>4</sub> 440 (500- <sup>3</sup> / <sub>4</sub> )		480-1 <sup>1</sup> / <sub>8</sub> 440 (500-1 <sup>1</sup> / <sub>8</sub> )	
 CIRCLING	500-1 460 (500-1)	520-1 480 (500-1)	740-2 700 (700-2)	740-2 <sup>1</sup> / <sub>4</sub> 700 (700-2 <sup>1</sup> / <sub>4</sub> )

SE-2, 12 JUN 2025 to 07 AUG 2025

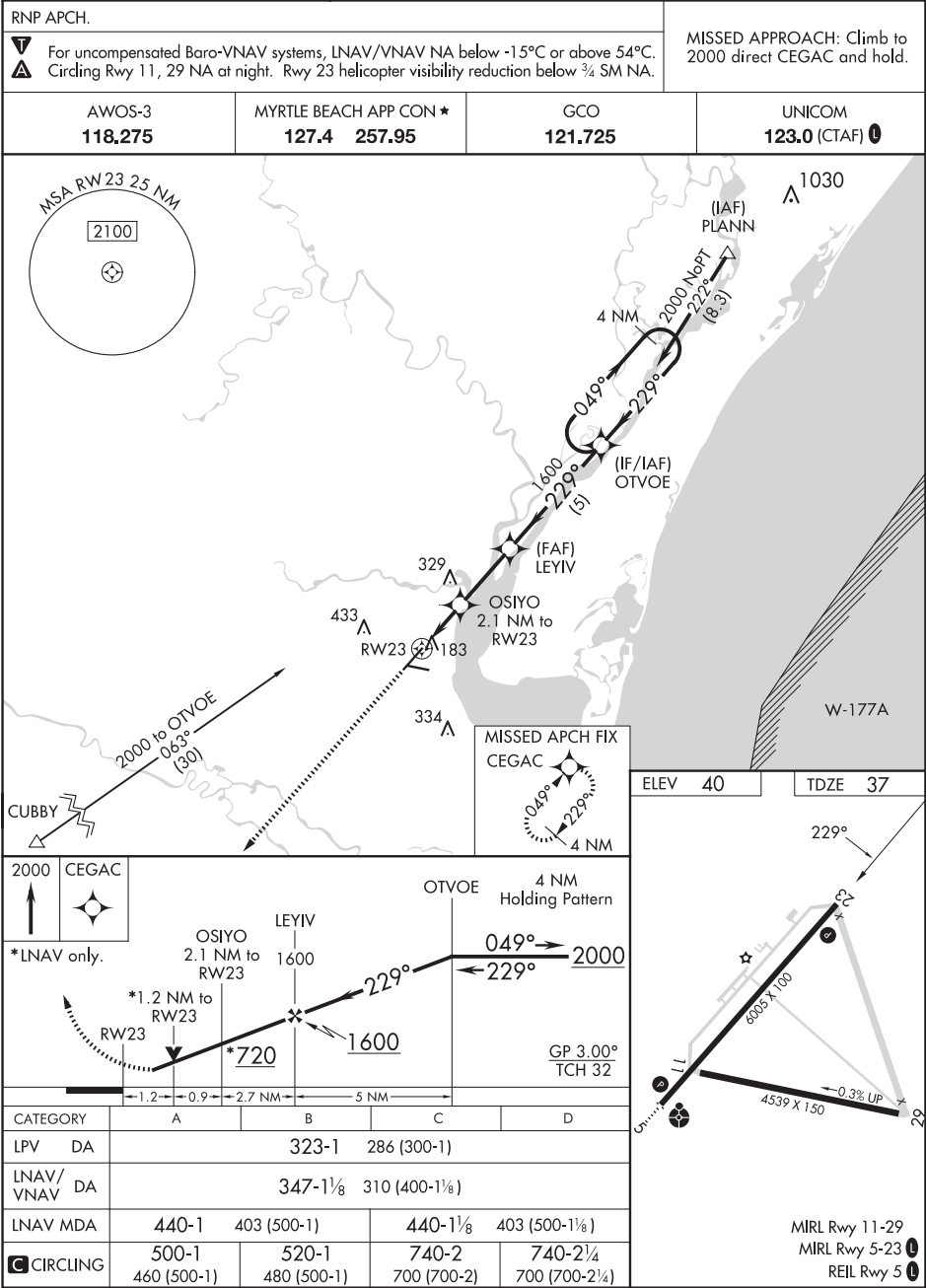
GEORGETOWN, SOUTH CAROLINA

AL-6244 (FAA)

23166

WAAS CH <b>58108</b> <b>W23A</b>	APP CRS <b>229°</b>	Rwy Idg TDZE <b>37</b> Apt Elev <b>40</b>
--	------------------------	---

RNAV (GPS) RWY 23  
GEORGETOWN COUNTY (GGE)



LOC I-UGZ	APP CRS	Rwy Idg	5501
111.9	227°	TDZE	134
		Apt Elev	134

ILS or LOC RWY 23

WAYNE EXEC JETPORT (GWW)

DME or RADAR required.

▼

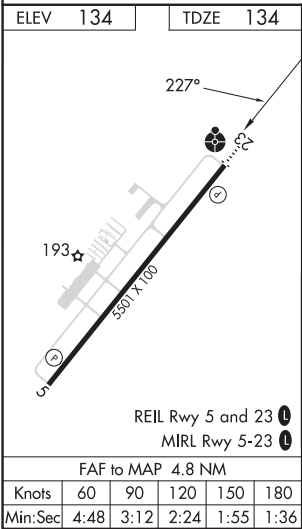
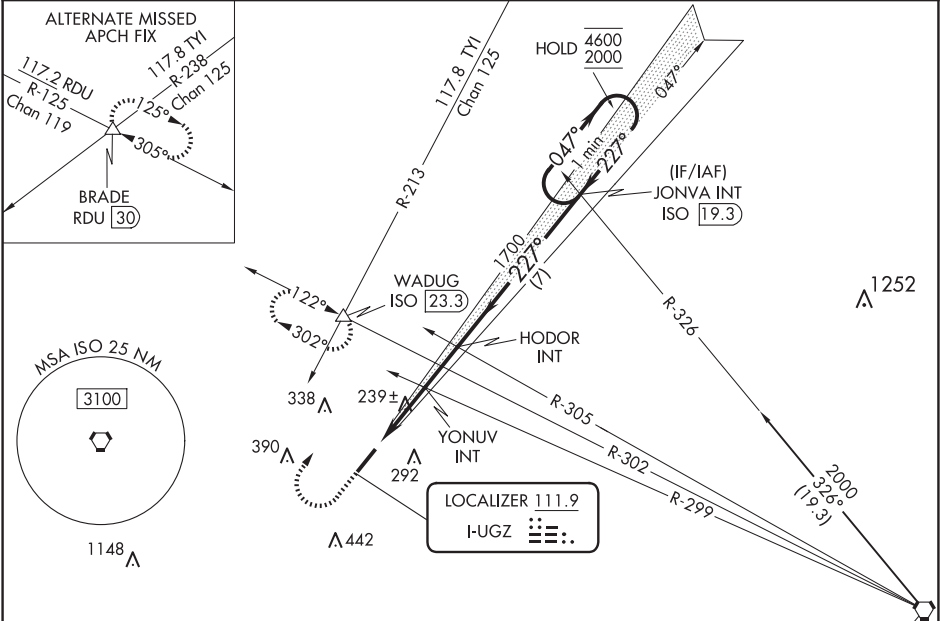
⚠

When local altimeter setting not received, use Smithfield altimeter setting and increase DA to 388 and all MDAs 60 feet, increase S-LOC Cats C/D visibility ¼ SM, Circling Cats C/D ½ SM. Inop table does not apply to S-ILS 23.

ODALS

MISSED APPROACH: Climb to 900 then climbing right turn to 2000 on heading 040° and on ISO VORTAC R-302 to WADUG INT/ISO 23.3 DME and hold.

AWOS-3P	SEYMOUR JOHNSON APP CON ★	UNICOM
118.975	121.175 290.9	122.975 (CTAF) 0



900 2000 ISO WADUG VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 44). One Minute Holding Pattern				
JONVA INT 047° 4600 2000 GS 3.00° TCH 51				
HODOR INT 1700 YONUV INT 1100 1700				
2.9 NM 1.9 NM 7 NM				
CATEGORY	A	B	C	D
S-ILS 23	334-¾ 200 (200-¾)			
S-LOC 23	500-¾ 366 (400-¾)		500-1 366 (400-1)	
CIRCLING	580-1 446 (500-1)		760-1¾ 626 (700-1¾)	
	640-1 506 (600-1)		760-2 626 (700-2)	

GOLDSBORO, NORTH CAROLINA

AL-5770 (FAA)

22307

WAAS CH <b>99624</b> <b>W05A</b>	APP CRS <b>047°</b>	Rwy Idg TDZE <b>132</b> Apt Elev <b>133</b>
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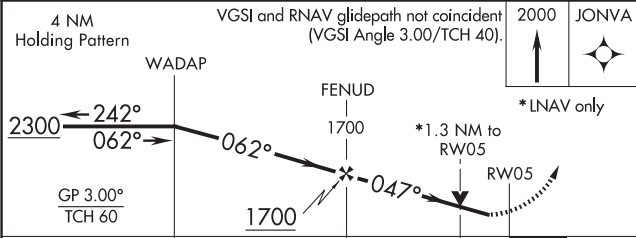
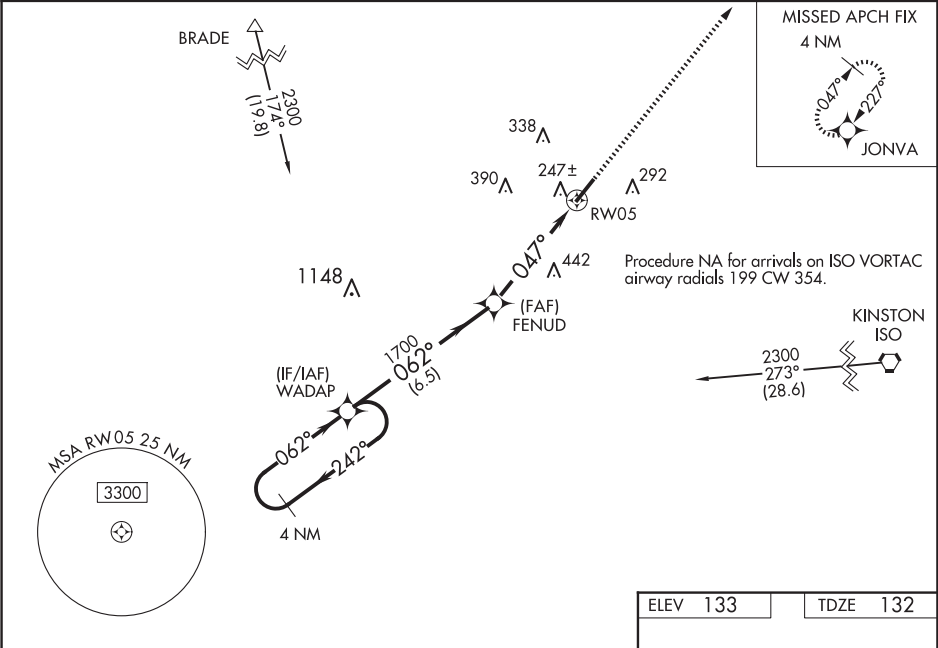
RNAV (GPS) RWY 5

WAYNE EXEC JETPORT (GWW)

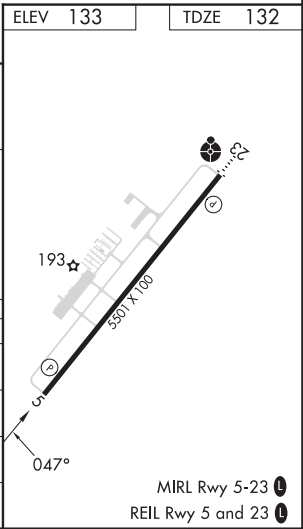
**⚠** Baro-VNAV NA when using Smithfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA.  
**⚠** Helicopter visibility reduction below ¼ SM NA. VDP NA with Smithfield altimeter setting.  
When local altimeter setting not received, use Smithfield altimeter setting and increase LPV DA to 490 feet, LNAV/VNAV DA to 462 and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats visibility ½ SM, and Circling visibility Cat C/D ¼ SM.

MISSED APPROACH:  
Climb to 2000 direct  
JONVA and hold.

AWOS-3P <b>118.975</b>	SEYMOUR JOHNSON APP CON ★ <b>121.175 290.9</b>	UNICOM <b>122.975 (CTAF) 0</b>
---------------------------	---	-----------------------------------



CATEGORY	A	B	C	D
LPV DA		436-1	304 (400-1)	
LNAV/VNAV DA		408-7/8	276 (300-7/8)	
LNAV MDA	580-1	448 (500-1)	580-13/8	448 (500-13/8)
CIRCLING	580-1 447 (500-1)	640-1 507 (600-1)	760-13/4 627 (700-13/4)	760-2 627 (700-2)



GOLDSBORO, NORTH CAROLINA  
Amdt 1B 17JUN21

35°28'N-77°58'W

WAYNE EXEC JETPORT (GWW)  
RNAV (GPS) RWY 5

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



WAAS  
CH **70320**  
**W23A**

APP CRS  
**227°**

Rwy ldg **5501**  
TDZE **133**  
Apt Elev **133**

**RNAV (GPS) RWY 23**

WAYNE EXEC JETPORT (GWW)

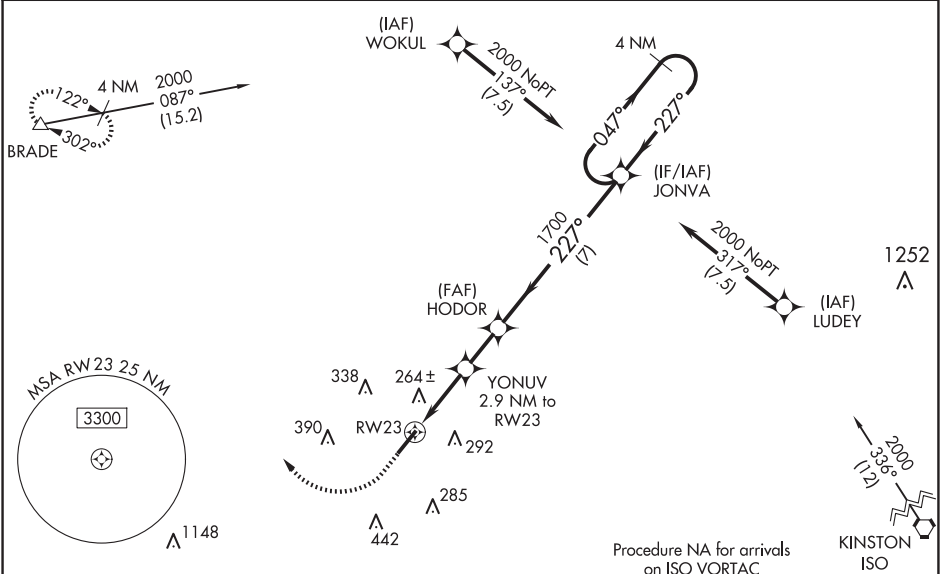
RNP APCH

▼ Baro-VNAV NA when using Smithfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). VDP NA with Smithfield altimeter setting. When local altimeter setting not received, use Smithfield altimeter setting and increase LPV DA to 387 feet, LNAV/VNAV DA to 499 feet and all MDA 60 feet, increase LNAV/VNAV all Cats and LNAV Cats C/D visibilities ½ SM, and Circling Cat C/D ¼ SM. For inop ALS when using Smithfield altimeter setting, increase LNAV/VNAV visibility all Cats to 1 SM and LNAV visibility Cats A/B to 1 SM and Cats C/D to 1½ SM.

ODALS

MISSED APPROACH:  
Climb to 600 then climbing right turn to 2000 direct BRADE and hold.

AWOS-3P <b>118.975</b>	SEYMOUR JOHNSON APP CON ★ <b>121.175 290.9</b>	UNICOM <b>122.975 (CTAF) 0</b>
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ELEV 133

TDZE 133

600

2000

BRADE

227°

193

5501 X 100

\*LNAV only.

YONU 2.9 NM to RW23

HODOR

JONVA

4 NM Holding Pattern

1100\*

1700

2000

GP 3.00° TCH 51

CATEGORY	A	B	C	D
LPV DA		333-¾	200 (200-¾)	
LNAV/VNAV DA		445-⅞	312 (400-⅞)	
LNAV MDA	520-¾	387 (400-¾)	520-1	387 (400-1)
CIRCLING	580-1 447 (500-1)	640-1 507 (600-1)	760-1¾ 627 (700-1¾)	760-2 627 (700-2)

# RNAV (GPS)-A

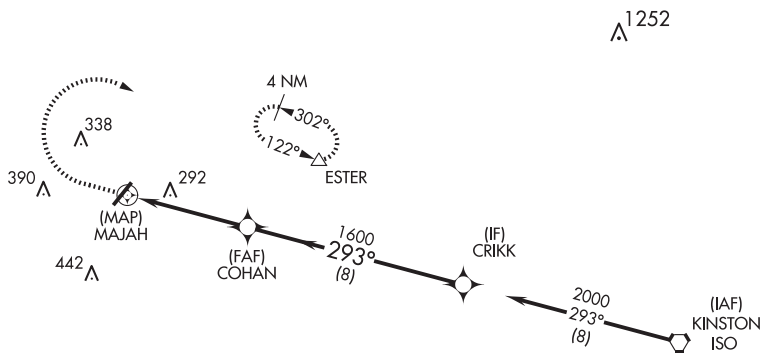
## WAYNE EXEC JETPORT (GWW)

**MISSED APPROACH:** Climb to 600 then climbing right turn to 2000 direct ESTER and hold, continue climb-in-hold to 2000.

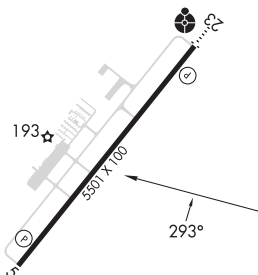
**T** When local altimeter setting not received, use  
**A** Smithfield altimeter setting and increase all MDAs  
60 feet and visibility Cat C/D ¼ SM.

SEYMOUR JOHNSON APP CON★  
121.175 290.9

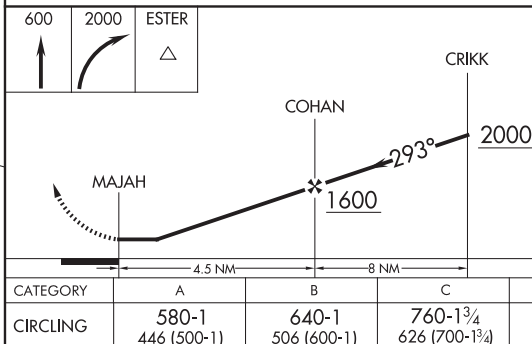
UNICOM  
122.975(CTAF) **L**



ELEV 134



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



GOLDSBORO, NORTH CAROLINA  
Orig 10AUG23

WAYNE EXEC JETPORT (GWW)  
RNAV (GPS)-A

35°28'N-077°58'W

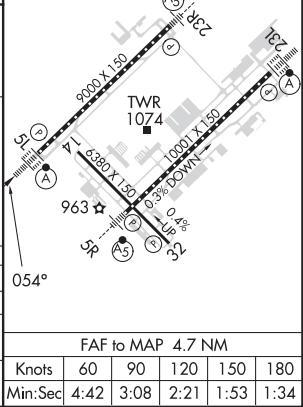
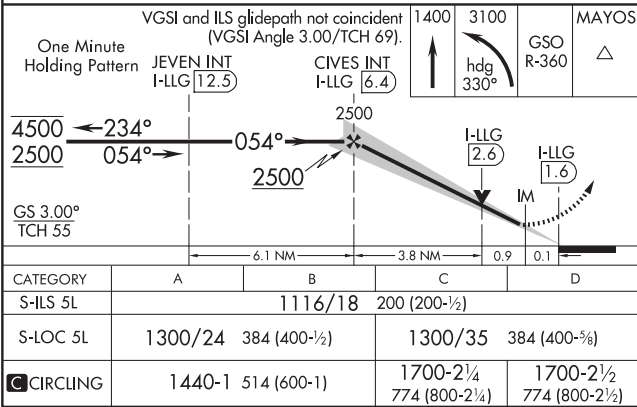
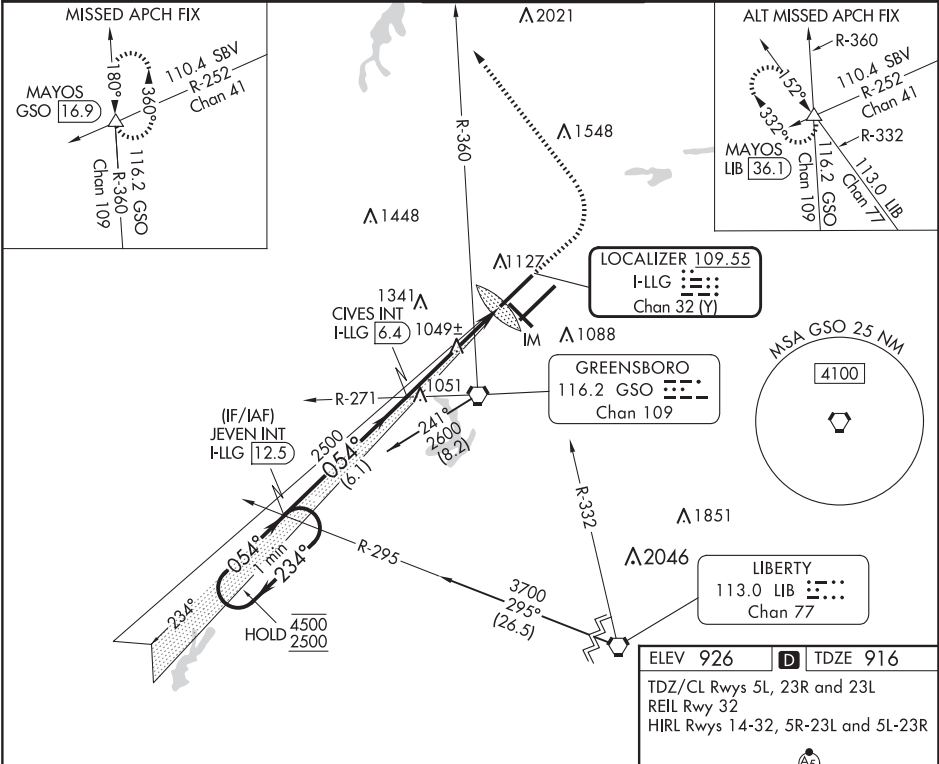
SE-2, 12 JUN 2025 to 07 AUG 2025

LOC/DME	I-LLG	APP CRS	Rwy Idg	9000
109.55		054°	TDZE	916
Chan 32 (Y)			Apt Elev	926

ILS or LOC RWY 5L  
PIEDMONT TRIAD INTL (GSO)

DME or RADAR required for procedure entry at LIB VORTAC.	ALSF-2	MISSED APPROACH: Climb to 1400 then climbing left turn to 3100 on heading 330° and GSO VORTAC R-360 to MAYOS INT/GSO 16.9 DME and hold.
Simultaneous approach authorized. For inop ALS, increase S-LOC 5L Cat C/D visibility to RVR 5500.		

D-ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 126.6 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75



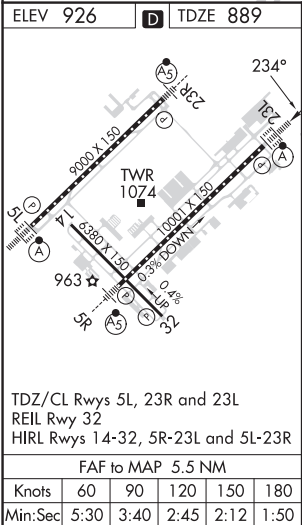
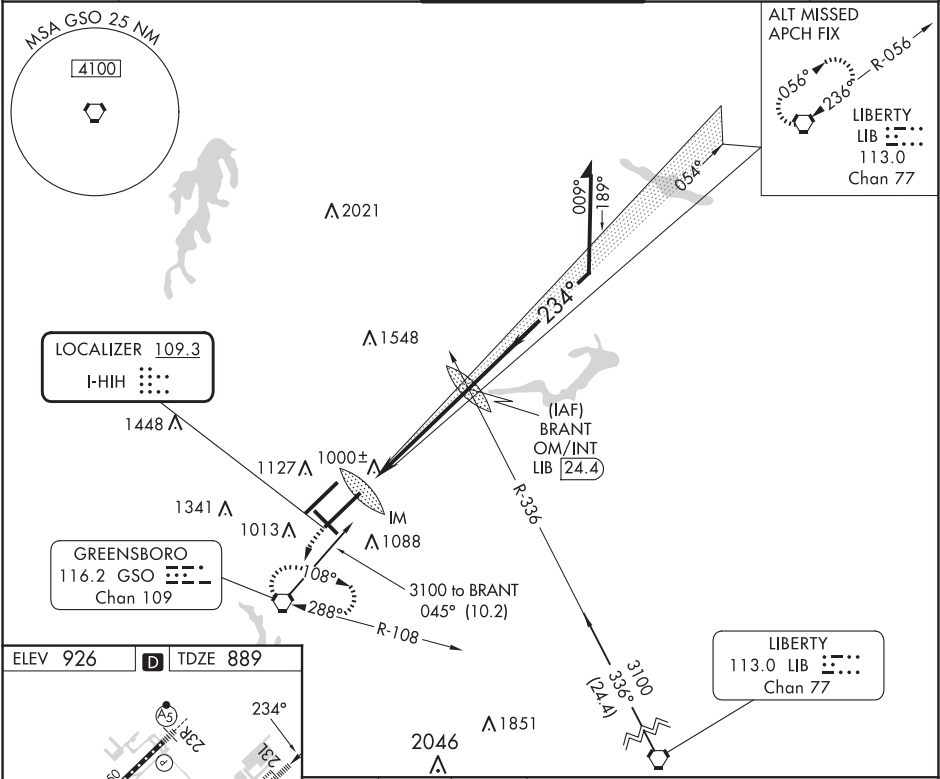


LOC I-HIH	APP CRS	Rwy Idg	9601
109.3	234°	TDZE	889
		Apt Elev	926

ILS or LOC RWY 23L  
PIEDMONT TRIAD INTL (GSO)

<div><div>▼</div><div>▲</div></div> Simultaneous approach authorized with Rwy 23R.	ALSF-2	MISSED APPROACH: Climb to 1300 then climbing left turn to 3100 direct GSO VORTAC and hold, continue climb-in-hold to 3100.
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D-ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 126.6 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75



SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

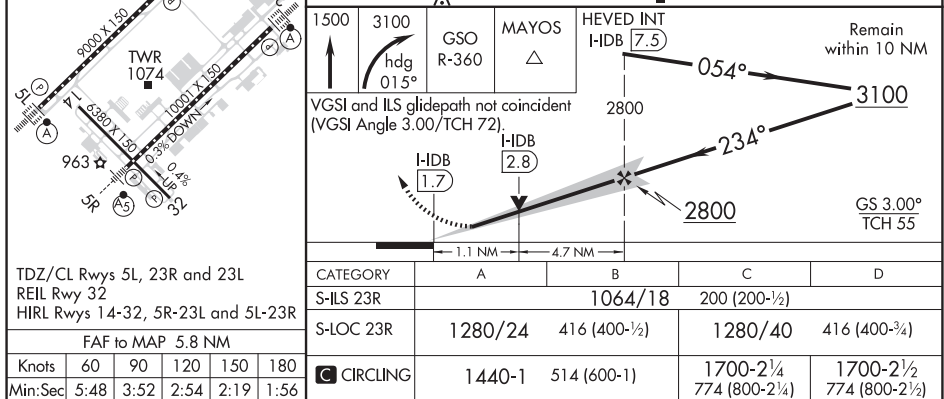
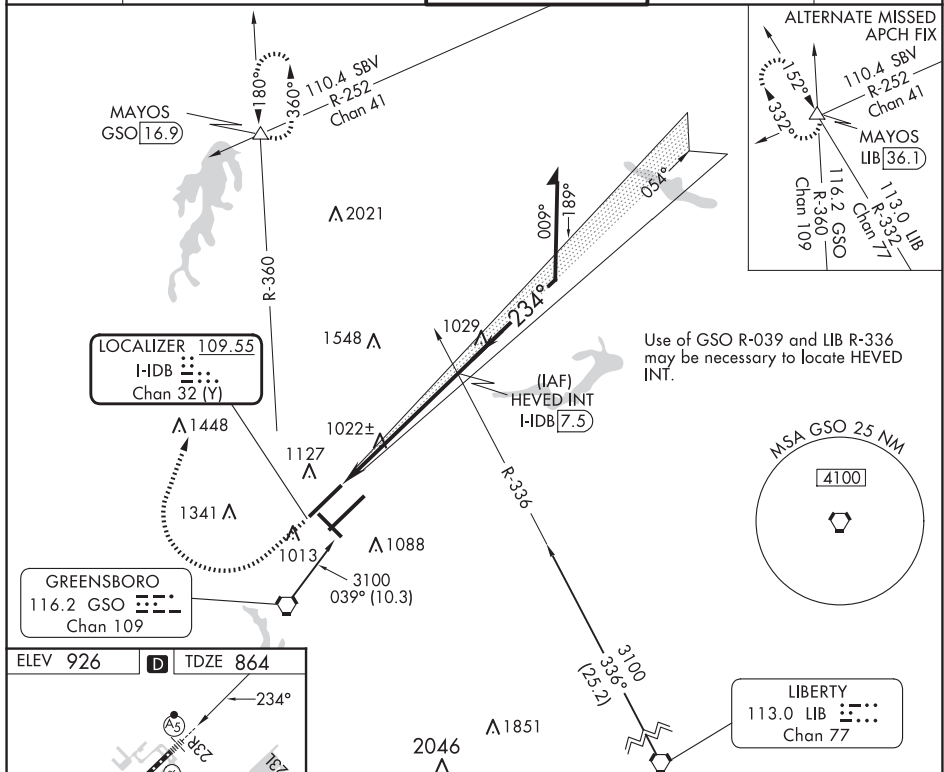
ILS or LOC RWY 23R  
PIEDMONT TRIAD INTL (GSO)

Simultaneous approach authorized.

MALSR

**MISSED APPROACH:** Climb to 1500 then climbing right turn to 3100 on heading 015° and GSO VORTAC R-360 to MAYOS INT/GSO 16.9 DME and hold.

D-ATIS	GREENSBORO APP CON			
128.55	124.35 269.225 (250°-049°)	GREENSBORO TOWER	GND CON	CLNC DEL
	126.6 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75



PIEDMONT TRIAD INTL (GSO)

36°06'N-79°56'W

ILS or LOC RWY 23R

SE-2, 12 JUN 2025 to 07 AUG 2025

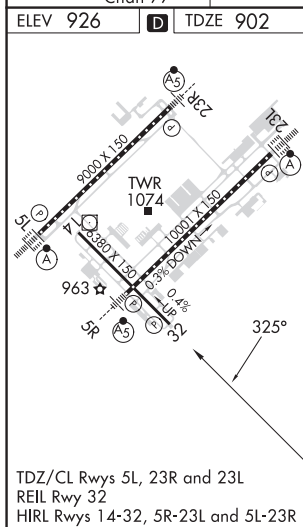
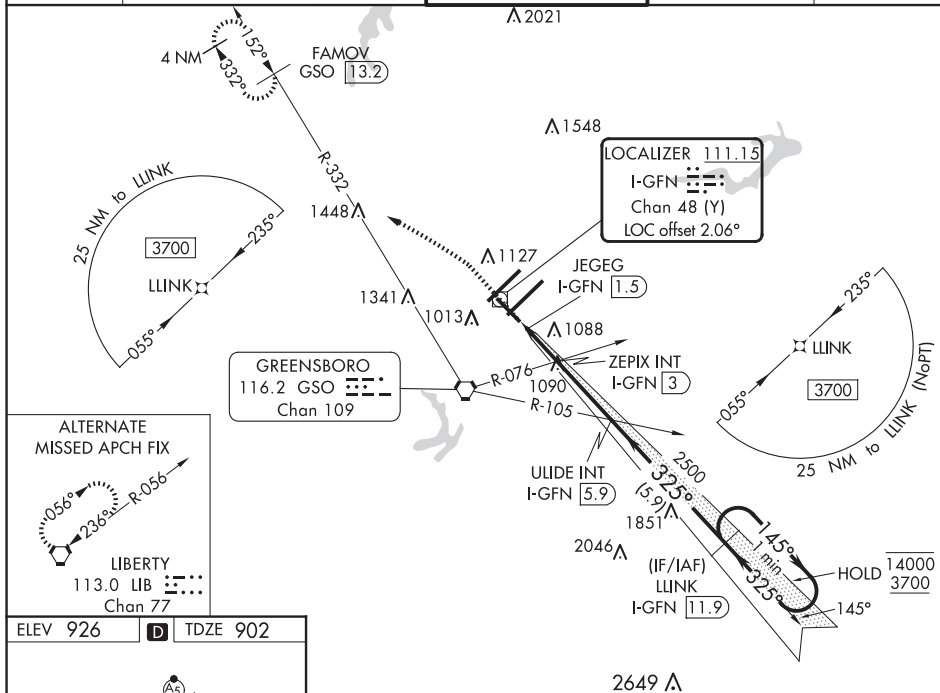
SE-2, 12 JUN 2025 to 07 AUG 2025

ILS Y or LOC Y RWY 32  
PIEDMONT TRIAD INTL (GSO)

**MISSED APPROACH:** Climb to 1400 then climbing left turn to 3700 on heading 307° and GSO VORTAC R-332 to FAMOV/GSO 13.2 DME and hold.

**T**  
**A** Rwy 32 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

D-ATIS	GREENSBORO APP CON		GREENSBORO TOWER		GND CON	CLNC DEL
<b>128.55</b>	<b>124.35</b>	<b>269.225</b> (250°-049°)	<b>119.1</b>	<b>290.325</b>	<b>121.9</b>	<b>348.6</b>
	<b>126.6</b>	<b>327.075</b> (050°-249°)				<b>121.75</b>



1400 ↑	3700 hdg 307°	GSO R-332	FAMOV GSO 13.2	ULIDE INT I-GFN 5.9	LINK I-GFN 11.9	One Minute Holding Pattern
				GS 3.00° TCH 53		
CATEGORY	A		B		C	D
S-ILS 32			1152- <sup>3</sup> / <sub>4</sub>		250 (300- <sup>3</sup> / <sub>4</sub> )	
S-LOC 32	1400-1	498 (500-1)		1400-1 <sup>3</sup> / <sub>8</sub>		498 (500-1 <sup>3</sup> / <sub>8</sub> )
<b>C</b> CIRCLING	1440-1	514 (600-1)		1700-2 <sup>1</sup> / <sub>4</sub> 774 (800-2 <sup>1</sup> / <sub>4</sub> )		1700-2 <sup>1</sup> / <sub>2</sub> 774 (800-2 <sup>1</sup> / <sub>2</sub> )

SE-2, 12 JUN 2025 to 07 AUG 2025

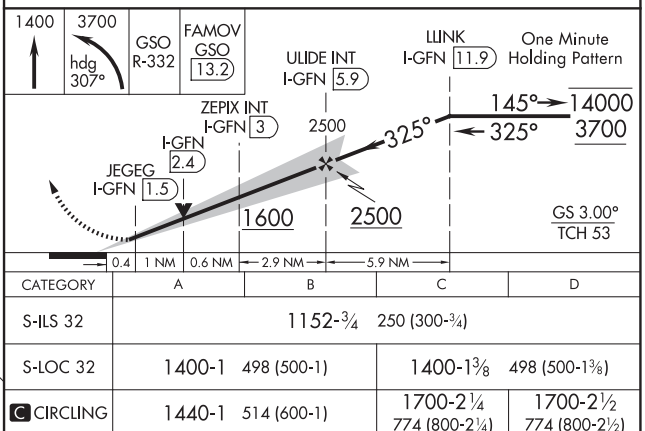
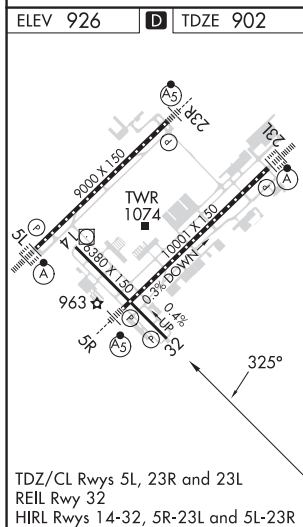
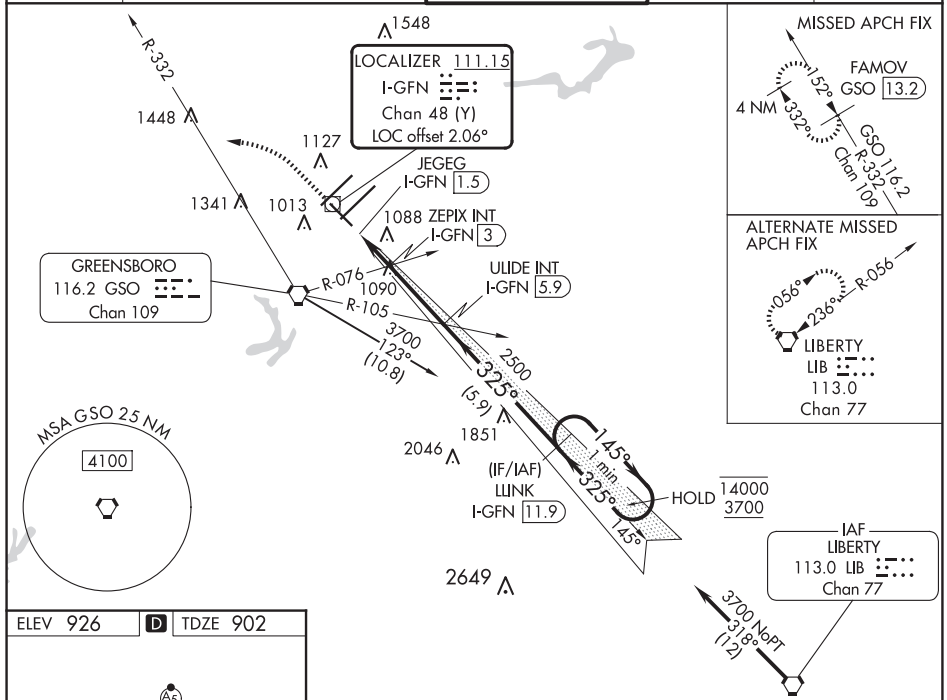
SE-2, 12 JUN 2025 to 07 AUG 2025

ILS Z or LOC Z RWY 32  
PIEDMONT TRIAD INTL (GSO)

 Rwy 32 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

**MISSED APPROACH:** Climb to 1400 then climbing left turn to 3700 on heading 307° and GSO VORTAC R-332 to FAMOV/GSO 13.2 DME and hold.

D-ATIS <b>128.55</b>	GREENSBORO APP CON <b>124.35 269.225</b> (250°-049°) <b>126.6 327.075</b> (050°-249°)	GREENSBORO TOWER <b>119.1 290.325</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.75</b>
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SE-2, 12 JUN 2025 to 07 AUG 2025

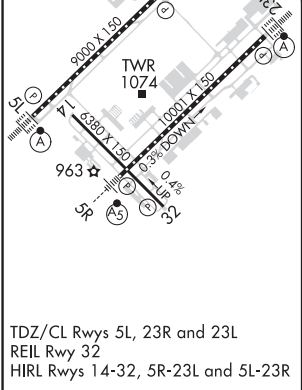
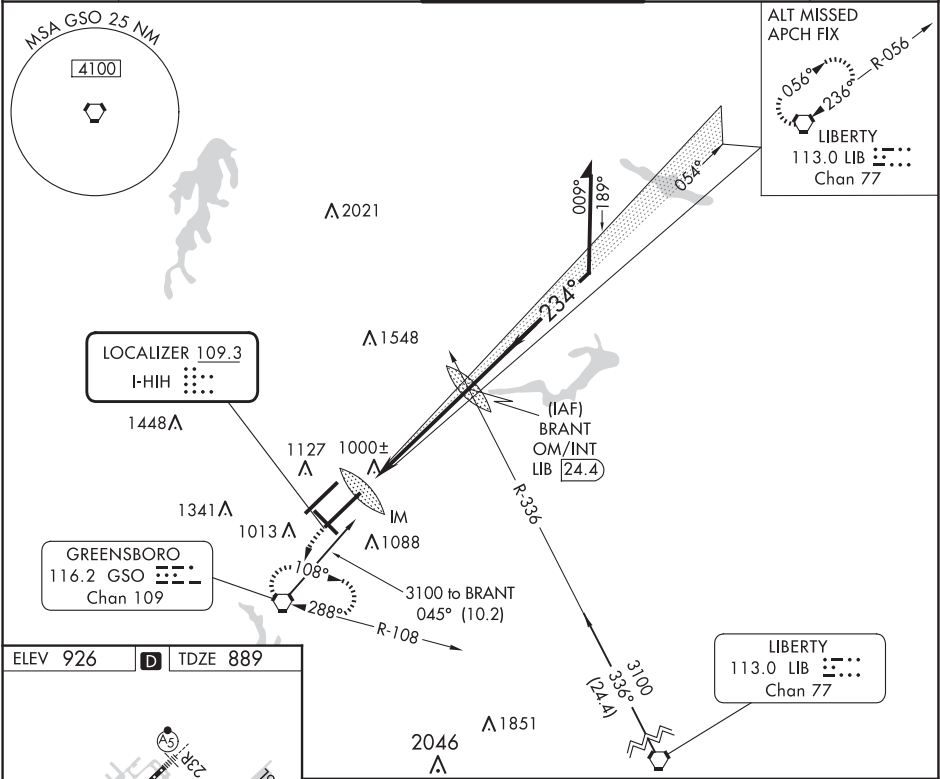


LOC I-HIH <b>109.3</b>	APP CRS <b>234°</b>	Rwy Idg TDZE Apt Elev <b>9601</b> <b>889</b> <b>926</b>
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ILS RWY 23L (CAT II)  
PIEDMONT TRIAD INTL (GSO)

Simultaneous approach authorized with Rwy 23R.	ALSF-2	MISSED APPROACH: Climb to 1300 then climbing left turn to 3100 direct GSO VORTAC and hold, continue climb-in-hold to 3100.
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D-ATIS <b>128.55</b>	GREENSBORO APP CON <b>124.35 269.225</b> <b>126.6 327.075</b> (050°-249°)	GREENSBORO TOWER <b>119.1 290.325</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.75</b>
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<div><div>1300</div><div>3100</div><div>GSO</div></div> <div><div><div>↑</div></div><div><div>↙</div></div><div><div></div></div></div>	<div>BRANT OM/INT LIB <div>24.4</div></div> <div>Remain within 10 NM</div>			
<div>VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 55).</div>	<div><div>2729</div><div>054°</div><div>3100</div><div>234°</div><div>2900</div><div>GS 3.00° TCH 52</div></div>			
<div><div>1052°</div><div>5.5 NM</div></div>				
<div>CATEGORY</div>	<div>A</div>	<div>B</div>	<div>C</div>	<div>D</div>
<div>S-ILS 23L</div>	<div>RA 106/12 100 DA 989</div>			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

GREENSBORO, NORTH CAROLINA

AL-178 (FAA)

24361

LOC/DME I-LLG	APP CRS	Rwy Idg	9000
109.55	054°	TDZE	916
Chan 32(Y)		Apt Elev	926

ILS RWY 5L (CAT II & III)  
PIEDMONT TRIAD INTL (GSO)

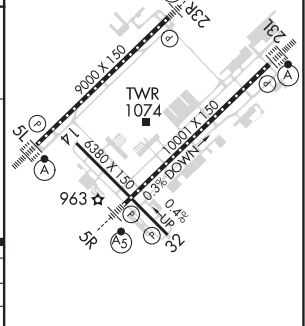
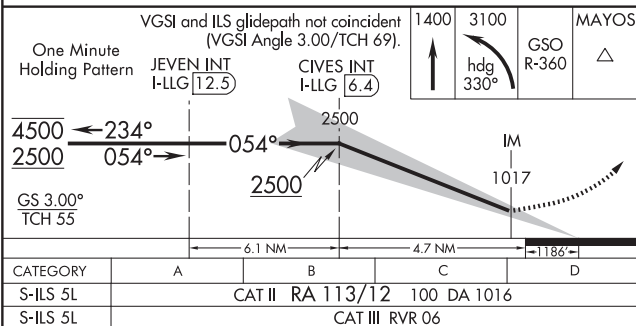
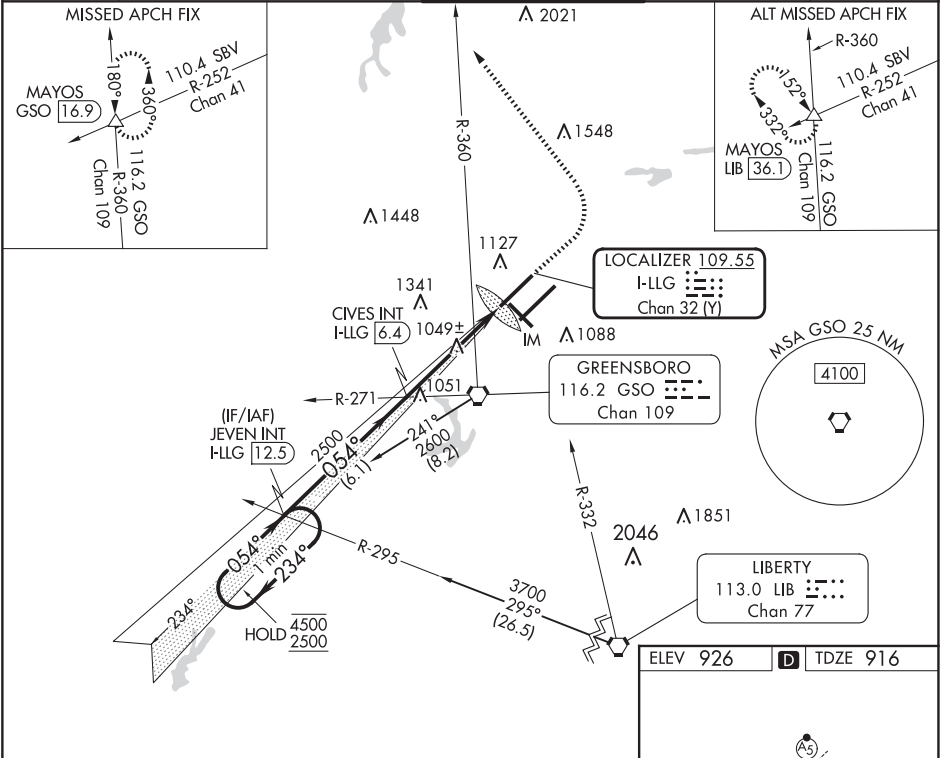
DME or RADAR required for procedure entry at LIB VORTAC.



MISSED APPROACH: Climb to 1400 then climbing left turn to 3100 on heading 330° and GSO VORTAC R-360 to MAYOS INT/GSO 16.9 DME and hold.

Simultaneous approach authorized.

D-ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°)	119.1 290.325	121.9 348.6	121.75
	126.6 327.075 (050°-249°)			



CATEGORY	A	B	C	D
S-ILS 5L	CAT II RA 113/12 100 DA 1016			
S-ILS 5L	CAT III RVR 06			

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

TDZ/CL Rwy 5L, 23R and 23L  
REIL Rwy 32  
HIRL Rwy 14-32, 5R-23L and 5L-23R

GREENSBORO, NORTH CAROLINA  
Orig-D 06OCT22

36°06'N-79°56'W

PIEDMONT TRIAD INTL (GSO)  
ILS RWY 5L (CAT II & III)

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-LZY	APP CRS	Rwy Idg	10001
111.9	054°	TDZE	900
Chan 56		Apt Elev	926

ILS RWY 5R (SA CAT II)

PIEDMONT TRIAD INTL (GSO)

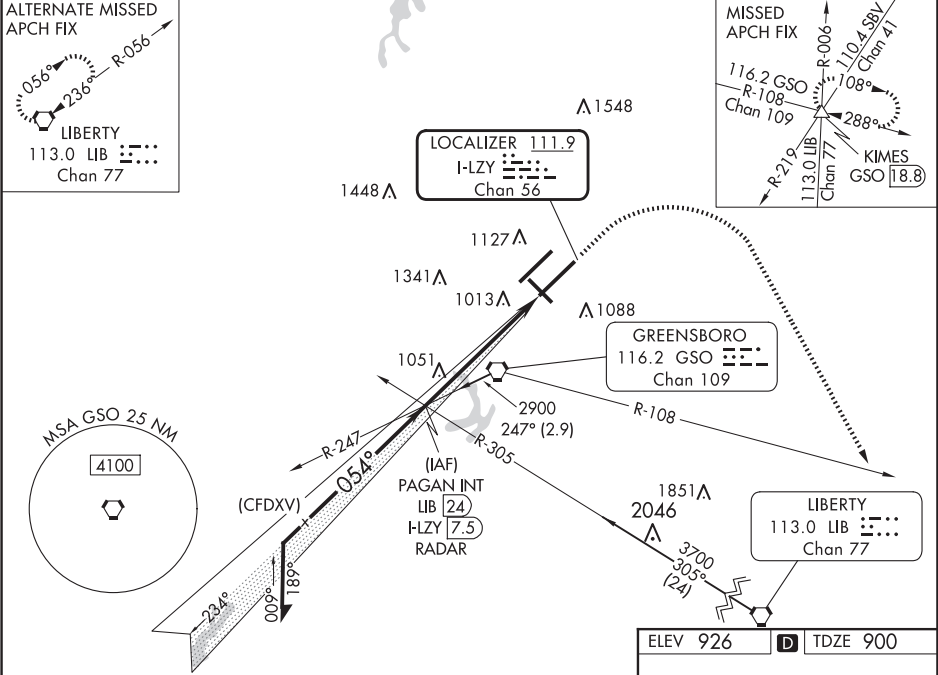
Simultaneous approach authorized.

REDUCED LIGHTING: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 on heading 139° and GSO VORTAC R-108 to KIMES INT/ GSO 18.8 DME and hold.

D-ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°)	119.1 290.325	121.9 348.6	121.75
	126.6 327.075 (050°-249°)			



Remain within 10 NM

2900 234° 054° 2800

GS 3.00° TCH 53

5.7 NM 1000'

CATEGORY	A	B	C	D
S-ILS 5R	RA 122/12 100 DA 1000			

SA CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

1600 3000 GSO KIMES

↑ hdg 139° R-108 △

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

TWR 1074

963 5R

23L 23R

5L 5R

1000' X 150'

6380' X 150'

0.3% DOWN

0.4%

5R

5L

23L

23R

5L

5R

1000' X 150'

6380' X 150'

0.3% DOWN

0.4%

5R

5L

23L

23R

5L

5R

GREENSBORO, NORTH CAROLINA

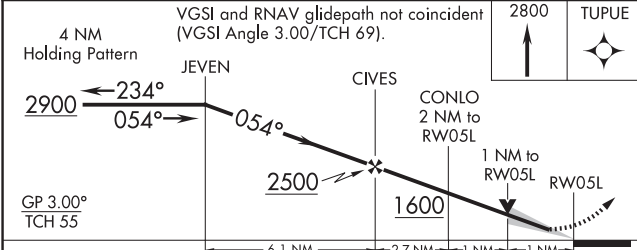
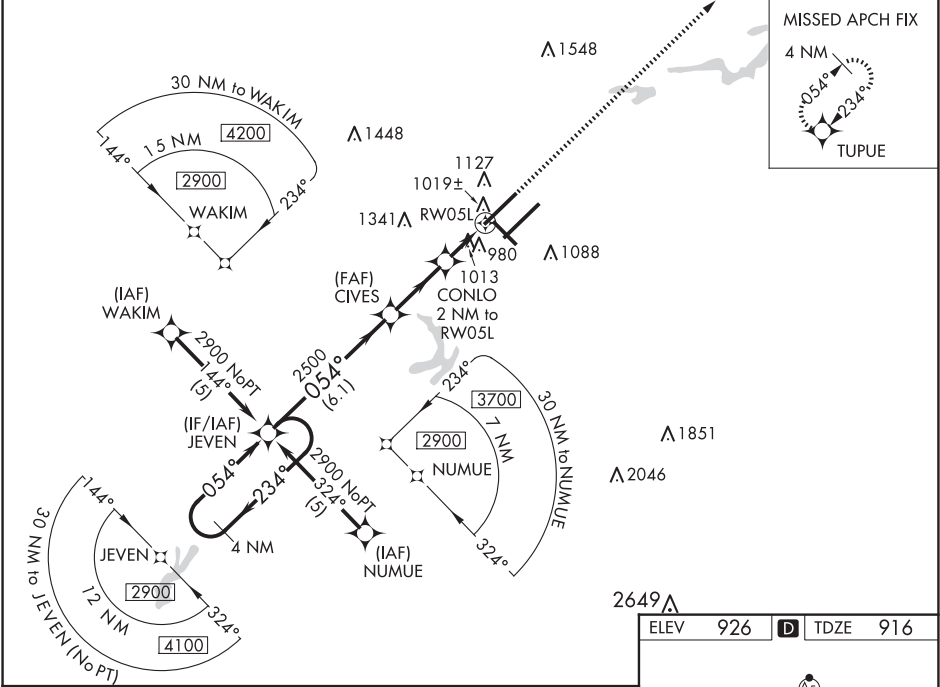
AL-178 (FAA)

24361

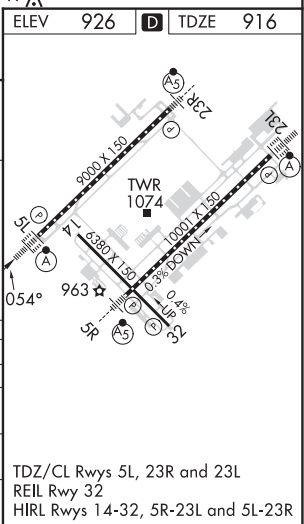
WAAS CH <b>86515</b> <b>W05B</b>	APP CRS <b>054°</b>	Rwy Idg TDZE Apt Elev	<b>9000</b> <b>916</b> <b>926</b>
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**RNAV (GPS) RWY 5L**  
PIEDMONT TRIAD INTL (GSO)

RNP APCH - GPS.				ALSIF-2 	MISSED APPROACH: Climb to 2800 direct TUPUE and hold.
<div><div></div><div>For inop ALS, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. Simultaneous approach authorized with ILS or LOC Rwy 5R, ILS Rwy 5R (CAT II). Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations.</div></div>					
D-ATIS 128.55	GREENSBORO APP CON 124.35 269.225 (250°-049°) 126.6 327.075 (050°-249°)		GREENSBORO TOWER 119.1 290.325	GND CON 121.9 348.6	CLNC DEL 121.75



CATEGORY	A	B	C	D
LPV DA	1116/18		200 (200-½)	
LNAV/VNAV DA	1367/50		451 (500-1)	
LNAV MDA	1300/24	384 (400-½)	1300/35 384 (400-¾)	1300/50 384 (400-1)
CIRCLING	1440-1	514 (600-1)	1700-2¼ 774 (800-2¼)	1700-2½ 774 (800-2½)



GREENSBORO, NORTH CAROLINA  
Orig-E 25JAN24

36°06'N-79°56'W

PIEDMONT TRIAD INTL (GSO)  
**RNAV (GPS) RWY 5L**

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>53610</b> <b>W05A</b>	APP CRS <b>054°</b>	Rwy Idg TDZE Apt Elev	<b>10001</b> <b>900</b> <b>926</b>
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RNAV (GPS) RWY 5R

PIEDMONT TRIAD INTL (GSO)

RNP APCH-GPS.

▼

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

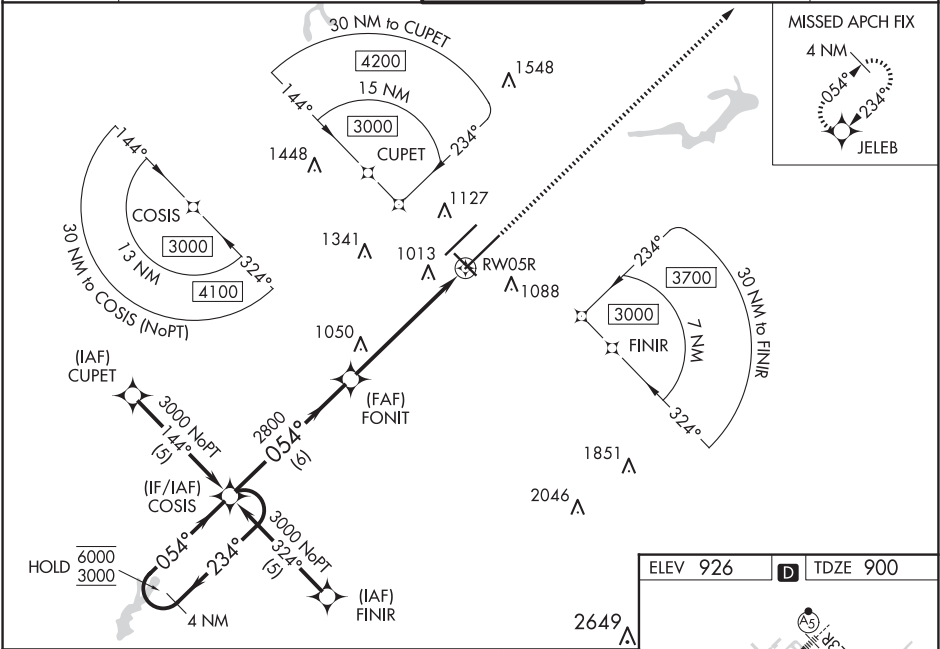
Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations. For inop ALS, increase LNAV Cat C/D visibility to RVR 6000.

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

MALSR

MISSED APPROACH:  
Climb to 3200 direct JELEB and hold.

D-ATIS <b>128.55</b>	GREENSBORO APP CON <b>124.35 269.225</b> (250°-049°) <b>126.6 327.075</b> (050°-249°)	GREENSBORO TOWER <b>119.1 290.325</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.75</b>
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4 NM Holding Pattern

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

GP 3.00° TCH 53

2800

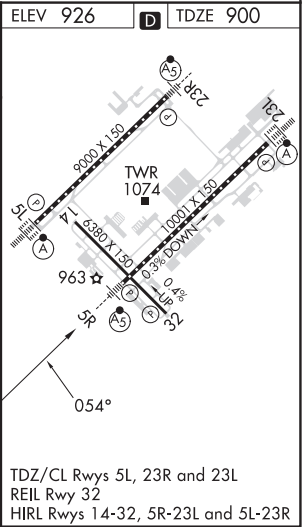
6 NM

4.6 NM

1.1 NM

RW05R

CATEGORY	A	B	C	D
LPV DA**	1100/24 200 (200-½)			
LNAV/VNAV DA	1321/40 421 (400-¾)			
LNAV MDA	1300/24 400 (400-½)		1300/40 400 (400-¾)	
CIRCLING	1440-1 514 (600-1)		1700-2¼ 774 (800-2¼) 1700-2½ 774 (800-2½)	



GREENSBORO, NORTH CAROLINA

AL-178 (FAA)

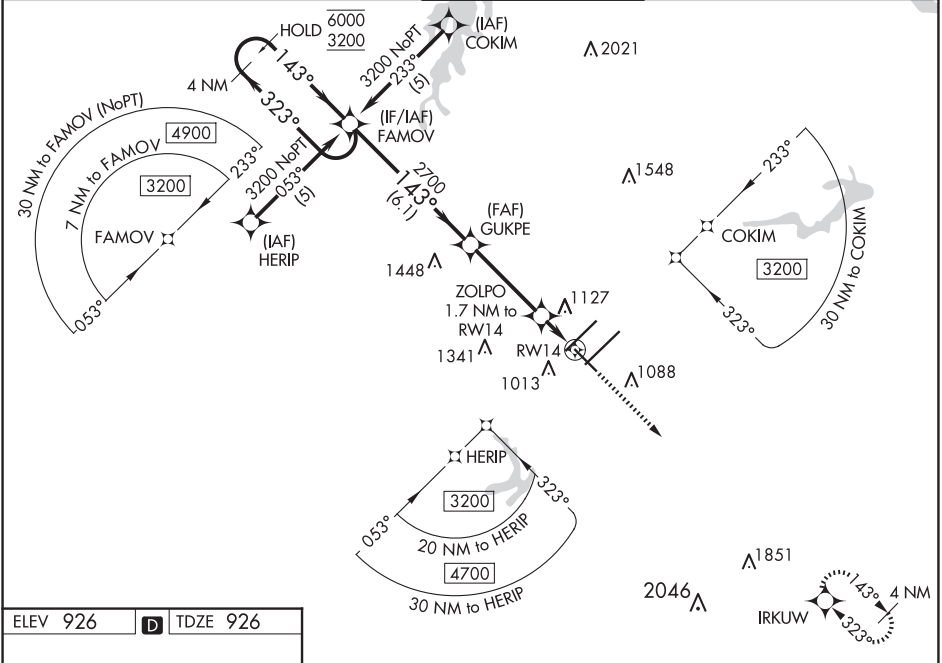
24361

WAAS CH <b>93919</b> <b>W14A</b>	APP CRS <b>143°</b>	Rwy Idg TDZE Apt Elev	<b>6380</b> <b>926</b> <b>926</b>
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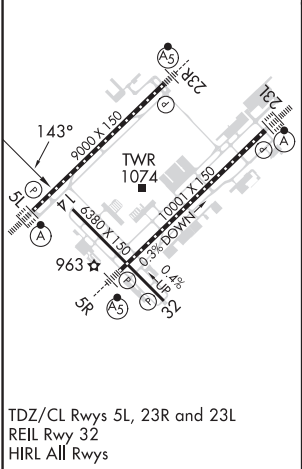
# RNAV (GPS) RWY 14

PIEDMONT TRIAD INTL (GSO)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3700 direct IRKUW and hold, continue climb-in-hold to 3700.		
D-ATIS <b>128.55</b>	GREENSBORO APP CON <b>124.35 269.225</b> (250°-049°) <b>126.6 327.075</b> (050°-249°)	GREENSBORO TOWER <b>119.1 290.325</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.75</b>



ELEV 926	<b>D</b>	TDZE 926
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TDZ/CL Rwy 5L, 23R and 23L  
REIL Rwy 32  
HIRL All Rwy

4 NM Holding Pattern		FAMOV		GUKPE		ZOLPO		3700		IRKUW	
6000 ← 323°				2700		1.7 NM to RW14		↑		✦	
3200 → 143°				2700		1.2 NM to RW14					
GP 3.00° TCH 59				1520		RW14					
		6.1 NM		3.6 NM		0.5		1.2			
CATEGORY		A		B		C		D			
LPV DA				1126-3/4		200 (200-3/4)					
LNAV/VNAV DA				1424-1 3/8		498 (500-1 3/8)					
LNAV MDA		1360-1		434 (500-1)		1360-1 1/4		434 (500-1 1/4)			
CIRCLING		1440-1		514 (600-1)		1700-2 1/4 774 (800-2 1/4)		1700-2 1/2 774 (800-2 1/2)			

GREENSBORO, NORTH CAROLINA  
Amdt 2B 16MAY24

36°06'N-79°56'W

# PIEDMONT TRIAD INTL (GSO)

## RNAV (GPS) RWY 14

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>97710</b> <b>W23A</b>	APP CRS <b>234°</b>	Rwy Idg <b>9601</b> TDZE <b>889</b> Apt Elev <b>926</b>
--	------------------------	---

RNAV (GPS) RWY 23L  
PIEDMONT TRIAD INTL (GSO)

RNP APCH - GPS.

<b>T</b>	Simultaneous approach authorized. LNAV procedure NA during simultaneous operations.
<b>A</b>	Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

ALSF-2



**MISSED APPROACH:**  
Climb to 3000 direct  
COSIS and hold.

D-ATIS	GREENSBORO APP CON		GREENSBORO TOWER		GND CON	CLNC DEL
128.55	124.35	269.225 (250°-049°)	119.1	290.325	121.9 348.6	121.75
	126.6	327.075 (050°-249°)				

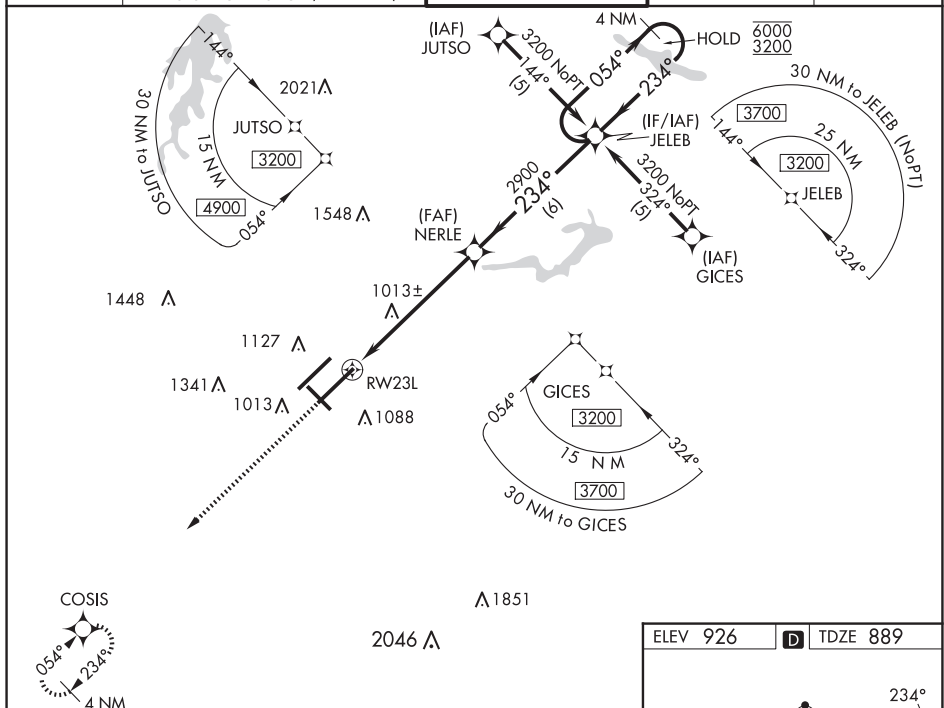
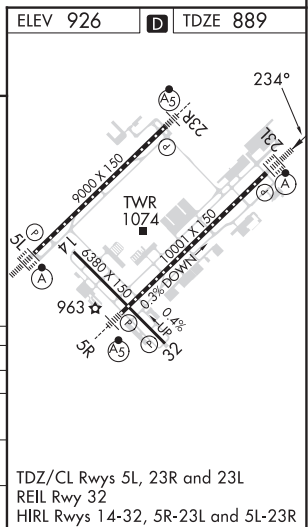


Diagram illustrating the RW23L approach procedure. The diagram shows a 4 NM Holding Pattern at 3200 feet. The approach path starts at 3000 feet, descends to 2900 feet at a 234° angle, and then descends to 3200 feet at a 054° angle. The final approach segment is 1.1 NM to RW23L. The diagram also shows the VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 55).



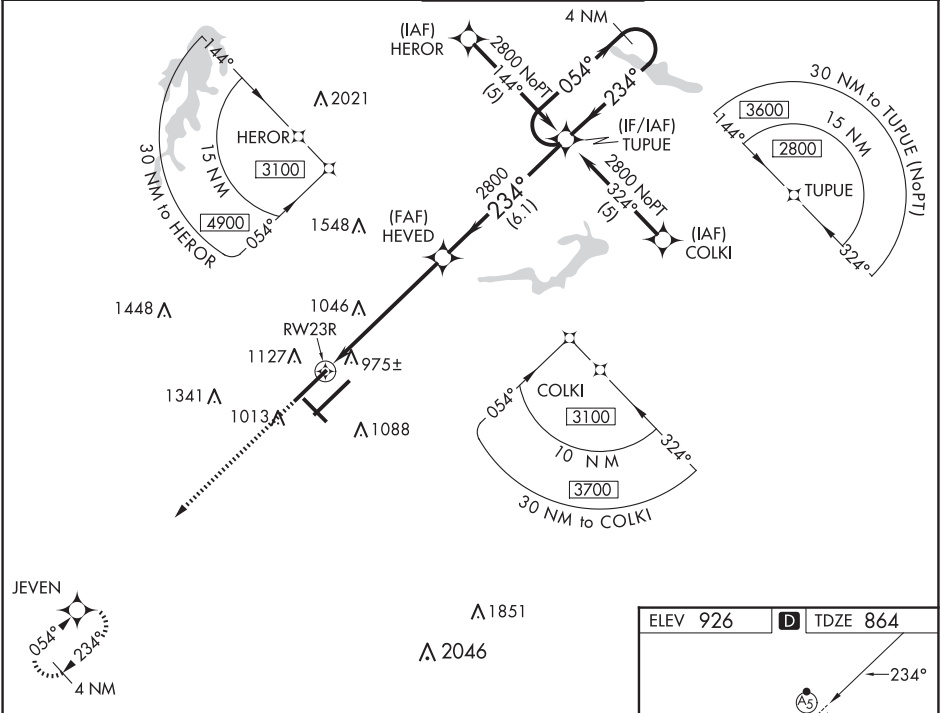
RNAV (GPS) RWY 23L

WAAS CH <b>90315</b> <b>W23B</b>	APP CRS <b>234°</b>	Rwy Idg TDZE <b>864</b> Apt Elev <b>926</b>
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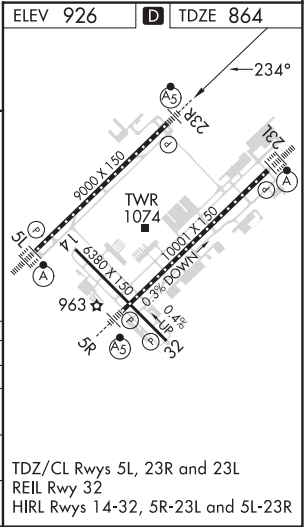
**RNAV (GPS) RWY 23R**  
PIEDMONT TRIAD INTL (GSO)

<p>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with ILS or LOC RWY 23L, ILS RWY 23L CAT (II). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.</p>	<p>MALSR</p> <p>AS</p>	<p>MISSED APPROACH: Climb to 2500 direct JEVEN and hold.</p>
--	------------------------	--

D-ATIS <b>128.55</b>	GREENSBORO APP CON <b>124.35 269.225</b> (250°-049°) <b>126.6 327.075</b> (050°-249°)	GREENSBORO TOWER <b>119.1 290.325</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.75</b>
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2500	JEVEN	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).		4 NM Holding Pattern	
*LNAV only.		HEVED	TUPUE		
		2800			
RW23R			234°	054°→	2800
			2800	←234°	GP 3.00° TCH 55
		1.4 NM	4.4 NM	6.1 NM	
CATEGORY	A	B	C	D	
LPV DA	1064/18		200 (200-½)		
LNAV/ VNAV DA	1414-1½		550 (500-1½)		
LNAV MDA	1340/24	476 (500-½)	1340/50	476 (500-1)	
CIRCLING	1440-1	514 (600-1)	1700-2¼ 774 (800-2¼)	1700-2½ 774 (800-2½)	





WAAS CH <b>61035</b> <b>W32A</b>	APP CRS <b>323°</b>	Rwy Idg <b>6380</b> TDZE <b>902</b> Apt Elev <b>926</b>
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RNAV (GPS) RWY 32  
PIEDMONT TRIAD INTL (GSO)

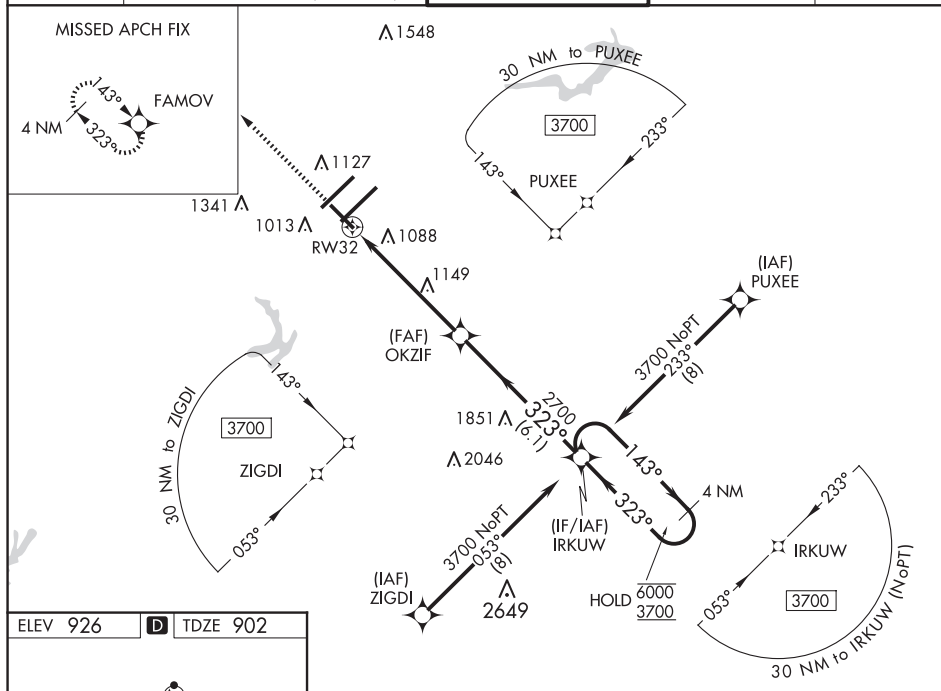
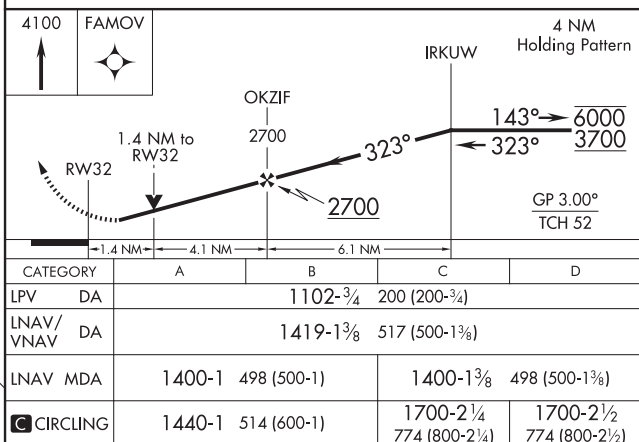
RNP APCH - GPS.	
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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. Rwy 32 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

**MISSED APPROACH:** Climb to 4100 direct FAMOV and hold, continue climb-in-hold to 4100.

D-ATIS	GREENSBORO APP CON		GREENSBORO TOWER		GND CON	CLNC DEL
<b>128.55</b>	<b>124.35</b>	<b>269.225</b> (250°-049°)	<b>119.1</b>	<b>290.325</b>	<b>121.9</b>	<b>348.6</b>
	<b>126.6</b>	<b>327.075</b> (050°-249°)				<b>121.75</b>

[illegible]

GREENSBORO, NORTH CAROLINA

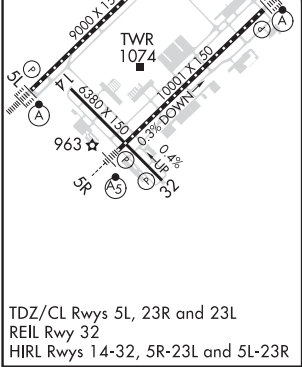
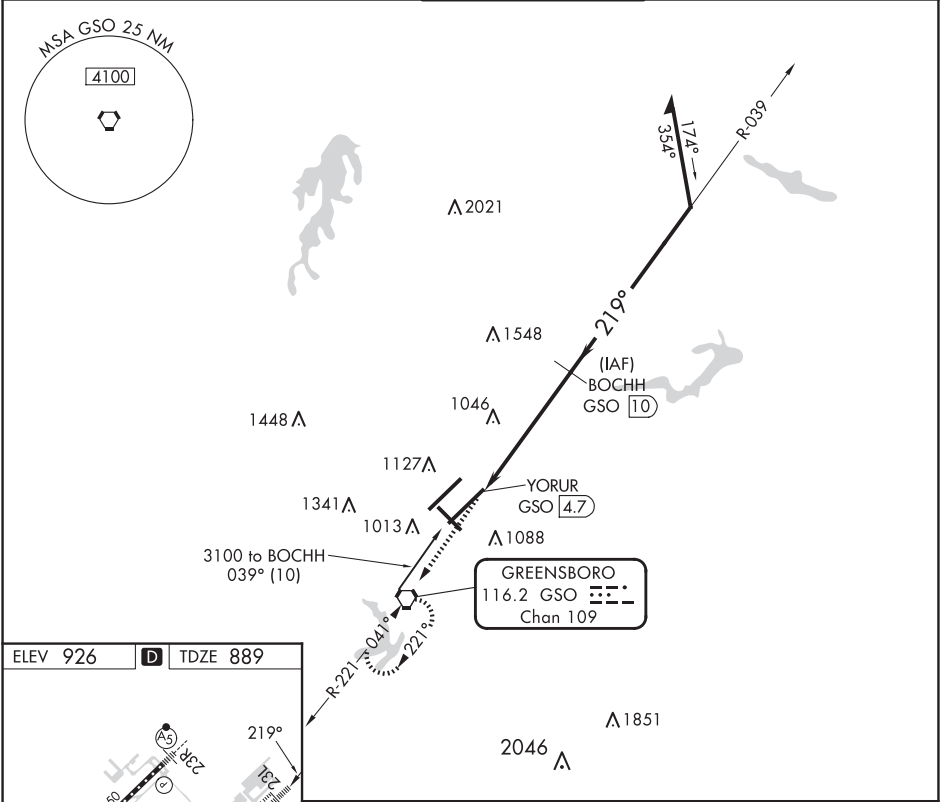
AL-178 (FAA)

24361

VORTAC GSO	APP CRS	Rwy Idg	9601
116.2	219°	TDZE	889
Chan 109		Apt Elev	926

VOR/DME RWY 23L  
PIEDMONT TRIAD INTL (GSO)

<div><div></div><div></div></div> <div>For inop ALS, increase S-23L Cat D visibility to RVR 6000.</div>		<div>ALSF-2</div> <div><div></div><div></div></div>	MISSED APPROACH: Climb to 3100 direct GSO VORTAC and hold, continue climb-in-hold to 3100.	
D-ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 126.6 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75



ELEV 926		D	TDZE 889	
3100		GSO		
			BOCHH GSO 10	
			Remain within 10 NM	
			3100	
			2600	
			2.97° TCH 55	
			1.1 NM 4.2 NM	
CATEGORY	A	B	C	D
S-23L	1300/24	411 (400-½)	1300/40 411 (400-¾)	1300/50 411 (400-1)
CIRCLING	1440-1	514 (600-1)	1700-2¼ 774 (800-2¼)	1700-2½ 774 (800-2½)

GREENSBORO, NORTH CAROLINA  
Amdt 10C 06OCT22

36°06'N-79°56'W

PIEDMONT TRIAD INTL (GSO)  
VOR/DME RWY 23L

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

# AIRPORT DIAGRAM

PIEDMONT TRIAD INTL (GSO)  
GREENSBORO, NORTH CAROLINA

FIELD  
ELEV  
926

JANUARY 2025  
ANNUAL RATE OF CHANGE  
0.0° W

HANGAR

AIR CARGO

HS 1

FIRE  
STATION

TERMIN

TWR

FBO

54.6

3%



SSING

SE-2. 12 JUN 2025 to 07 AUG 2025

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

79°55'W

## AIRPORT DIAGRAM

GREENSBORO, NORTH CAROLINA  
PIEDMONT TRIAD INTL (GSO)

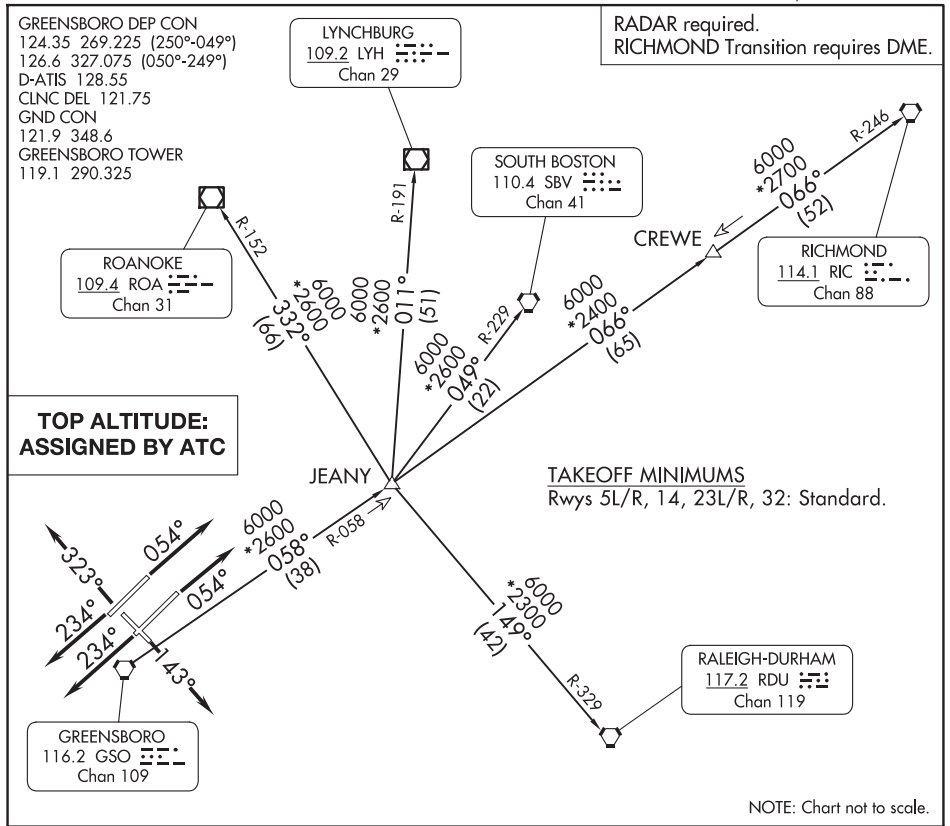
25107

311

(QUAK8.GSO) 24081

PIEDMONT TRIAD INTL (GSO)  
GREENSBORO, NORTH CAROLINA

QUAKER EIGHT DEPARTURE



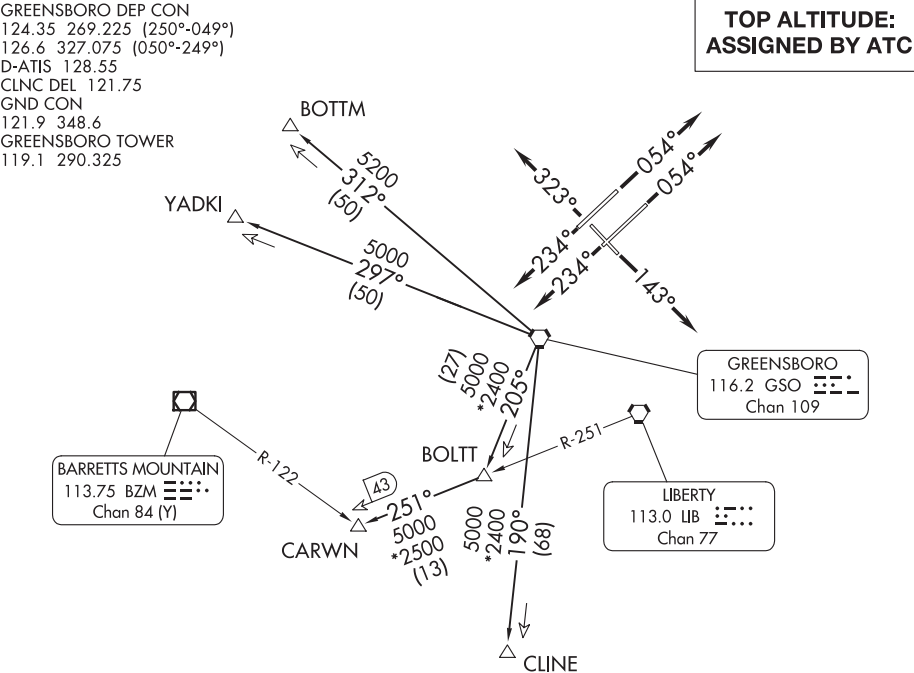
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5L/R: Climb on heading 054°, thence. . .  
TAKEOFF RUNWAY 14: Climb on heading 143°, thence. . .  
TAKEOFF RUNWAYS 23L/R: Climb on heading 234°, thence. . .  
TAKEOFF RUNWAY 32: Climb on heading 323°, thence. . .  
. . . maintain altitude assigned by ATC. RADAR vectors will be provided to intercept assigned radial associated with the issued transition, or if no transition assigned, RADAR vectors will be provided to the appropriate fix. Expect requested altitude/flight level 10 minutes after departure.

LYNCHBURG TRANSITION (QUAK8.LYH): From over GSO VORTAC on GSO R-058 to JEANY then on LYH R-191 to LYH VOR/DME.  
RALEIGH/DURHAM TRANSITION (QUAK8.RDU): From over GSO VORTAC on GSO R-058 to JEANY then on RDU R-329 to RDU VORTAC.  
RICHMOND TRANSITION (QUAK8.RIC): From over GSO VORTAC on GSO R-058 to JEANY then on GSO R-058 and RIC R-246 to CREWE then on RIC R-246 to RIC VORTAC.  
ROANOKE TRANSITION (QUAK8.ROA): From over GSO VORTAC on GSO R-058 to JEANY then on ROA R-152 to ROA VOR/DME.  
SOUTH BOSTON TRANSITION (QUAK8.SBV): From over GSO VORTAC on GSO R-058 to JEANY then on SBV R-229 to SBV VORTAC.

QUAKER EIGHT DEPARTURE  
(QUAK8.GSO) 15JUN23

GREENSBORO, NORTH CAROLINA  
PIEDMONT TRIAD INTL (GSO)



TAKEOFF MINIMUMS  
Rwys 5L/R, 14, 23L/R, 32: Standard.

NOTE: RADAR and DME required.

NOTE: Chart not to scale.



### DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWYS 5L/R: Climb heading 054°, thence. . . .
- TAKEOFF RWY 14: Climb heading 143°, thence. . . .
- TAKEOFF RWYS 23L/R: Climb heading 234°, thence. . . .
- TAKEOFF RWY 32: Climb heading 323°, thence. . . .

. . . .maintain altitude assigned by ATC. Expect vector to intercept assigned radial associated with the issued transition. Proceed via the depicted radial to the transition fix, thence as filed. If no transition assigned, expect vector to the appropriate fix. Expect requested altitude/flight level ten (10) minutes after departure.

- BOTTM TRANSITION (TRI9.BOTTM): Expect vector to intercept GSO R-312 to BOTTM.
- CARWN TRANSITION (TRI9.CARWN): Expect vector to intercept GSO R-205 to BOLTT, then on LIB R-251 to CARWN.
- CLINE TRANSITION (TRI9.CLINE): Expect vector to intercept GSO R-190 to CLINE.
- YADKI TRANSITION (TRI9.YADKI): Expect vector to intercept GSO R-297 to YADKI.

(TRSHA1.TRSHA) 17285

AL-178 (FAA)

PIEDMONT TRIAD INTL (GSO)

## TRSHA ONE DEPARTURE (RNAV)

GREENSBORO, NORTH CAROLINA

**TOP ALTITUDE:  
ASSIGNED BY ATC**

D-ATIS 128.55

CLNC DEL 121.75

GND CON

121.9 348.6

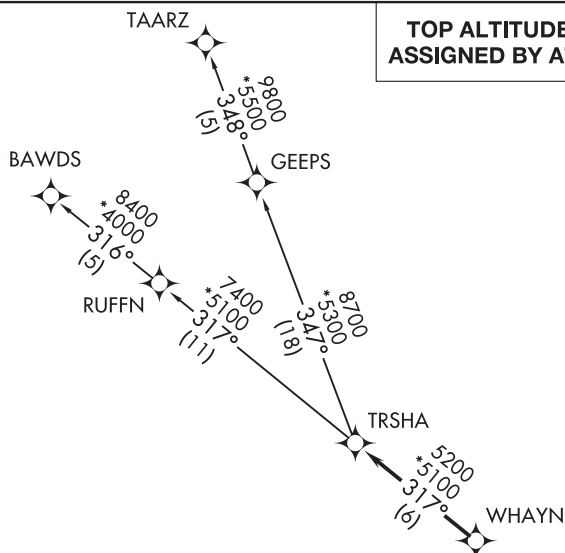
GREENSBORO TOWER

119.1 290.325

GREENSBORO DEP CON

124.35 269.225 (250°-049°)

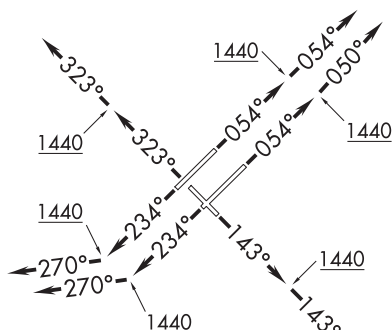
126.6 327.075 (050°-249°)



NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: RADAR required.

NOTE: Transponder code will be issued via  
PDC or Greensboro CLNC DEL.NOTE: If unable to accept climb rates, advise  
ATC on initial contact.TAKEOFF MINIMUMS

Rwys 5L/R, 14, 23L/R, 32: Standard with minimum climb of 500' per NM to 1440.

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5L: Climb heading 054° to 1440, then on heading 054°. Thence. . .TAKEOFF RWY 5R: Climb heading 054° to 1440, then on heading 050°. Thence. . .TAKEOFF RWY 14: Climb heading 143° to 1440, then on heading 143°. Thence. . .TAKEOFF RWY 23L/R: Climb heading 234° to 1440, then on heading 270°. Thence. . .TAKEOFF RWY 32: Climb heading 323° to 1440, then on heading 323°. Thence. . .

. . . expect RADAR vectors to WHAYN, then on track 317° to TRSHA, then on assigned transition. Maintain altitude assigned by ATC. Expect clearance to filed altitude within ten (10) minutes after departure.

BAWDS TRANSITION (TRSHA1.BAWDS)TAARZ TRANSITION (TRSHA1.TAARZ)

## TRSHA ONE DEPARTURE (RNAV)

(TRSHA1.TRSHA) 05JAN17

GREENSBORO, NORTH CAROLINA  
PIEDMONT TRIAD INTL (GSO)



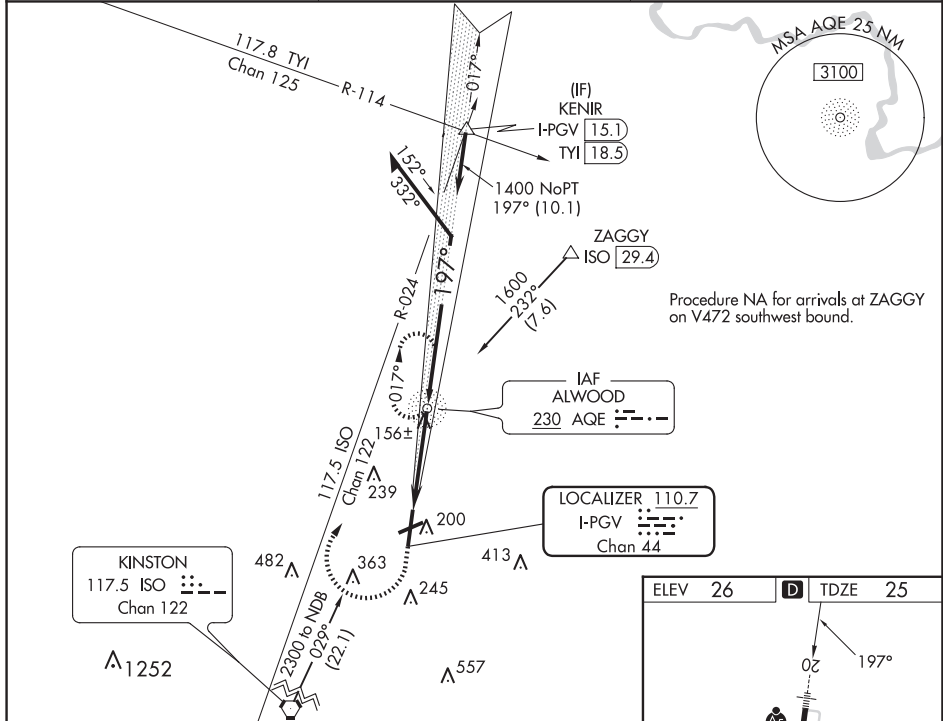
LOC/DME I-PGV <b>110.7</b> Chan <b>44</b>	APP CRS <b>197°</b>	Rwy Idg <b>6505</b> TDZE <b>25</b> Apt Elev <b>26</b>
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ILS Z or LOC Z RWY 20  
PITT-GREENVILLE (PGV)

**NA** ADF required. VDP NA with Washington altimeter setting. When local altimeter setting not received use Washington altimeter setting and increase S-ILS 20 DA to 298 feet; increase all MDAs 60 feet and S-LOC 20 visibility Cat C/D  $\frac{1}{2}$  SM, and Circling visibility Cat D  $\frac{1}{4}$  SM. For inop ALS when using Washington altimeter setting, increase S-ILS 20 all Cats visibility  $\frac{3}{8}$  SM, and S-LOC 20 visibility Cat A/B  $\frac{1}{4}$  SM. Inop table does not apply to S-ILS all Cats. Rwy 20 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For inop ALS, increase S-LOC 20 visibility Cat A/B  $\frac{1}{4}$  SM, Cat C/D  $\frac{3}{8}$  SM.

**MALSR** MISSED APPROACH: Climb to 800 then climbing right turn to 1600 direct AQE NDB and hold.

AWOS-3 <b>128.425</b>	WASHINGTON CENTER <b>123.85 279.65</b>	UNICOM <b>122.8 (CTAF) 1</b>
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800	1600	AQE		
* LOC only	* I-PGV 1.3	* I-PGV 2.2		
GS 3.00° TCH 50				
CATEGORY	A	B	C	D
S-ILS 20		257-3/4	231 (300-3/4)	
S-LOC 20		420-3/4	394 (400-3/4)	
CIRCLING	600-1 574 (600-1)	620-1 594 (600-1)	700-2 674 (700-2)	800-2 1/2 774 (800-2 1/2)

ELEV	26	D	TDZE	25	
HIRL Rwy 2-20 MIRL Rwy 8-26 REIL Rws 2, 8, and 26					
FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



WAAS CH <b>42738</b> <b>W02A</b>	APP CRS <b>017°</b>	Rwy Idg TDZE <b>24</b> Apt Elev <b>26</b>
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RNAV (GPS) RWY 2

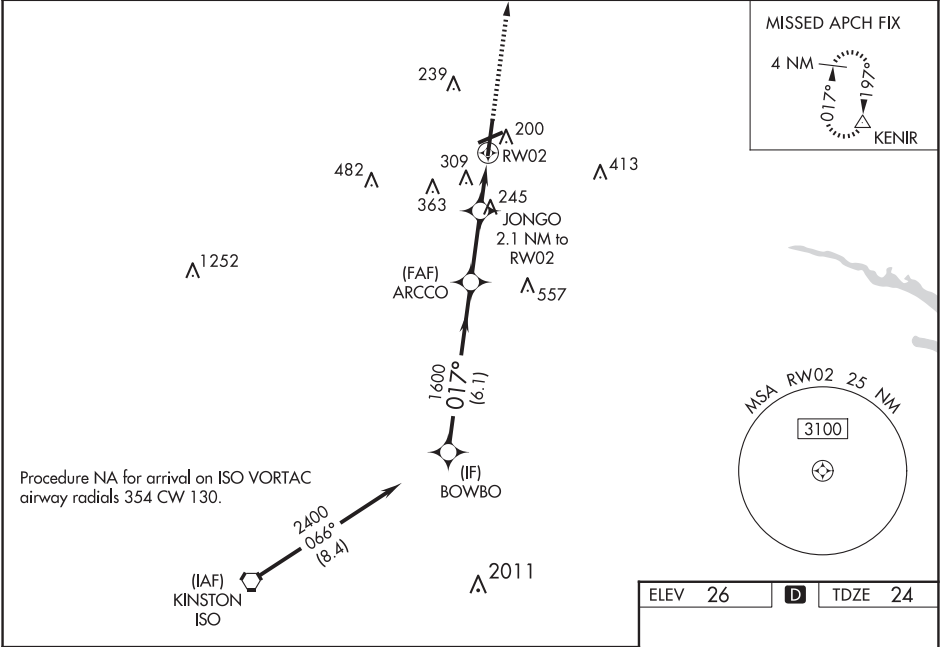
PITT-GREENVILLE (PGV)

RNP APCH-GPS.

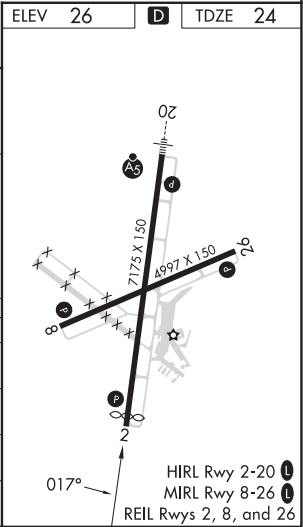
**⚠** Baro-VNAV NA when using Washington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 50°C. Rwy 2 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received use Washington altimeter setting and increase LPV DA to 444 feet, visibility all Cats ½ SM; increase LNAV/VNAV DA to 661; increase all MDAs 60 feet, LNAV visibility Cat C and D and Circling Cat D ¼ SM. VDP NA when using Washington altimeter setting.

MISSED APPROACH:  
Climb to 2100 direct  
KENIR and hold.

AWOS-3 <b>128.425</b>	WASHINGTON CENTER <b>123.85 279.65</b>	UNICOM <b>122.8 (CTAF) 1</b>
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.10/TCH 41).				
GP 3.07° TCH 57				
6.1 NM 2.6 NM 0.6 NM 1.5 NM				
CATEGORY	A	B	C	D
LPV DA	403-1		379 (400-1)	
LNAV/VNAV DA	620-1¾		596 (600-1¾)	
LNAV MDA	540-1	516 (600-1)	540-1⅜	516 (600-1⅜)
CIRCLING	600-1 574 (600-1)	620-1 594 (600-1)	700-2 674 (700-2)	800-2½ 774 (800-2½)



SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

GREENVILLE, NORTH CAROLINA

AL-5521 (FAA)

23110

APP CRS	Rwy Idg	<b>4997</b>
<b>076°</b>	TDZE	<b>24</b>
	Apt Elev	<b>26</b>

# RNAV (GPS) RWY 8

PITT-GREENVILLE (PGV)

RNP APCH - GPS.

**⚠** Rwy 8 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. When local altimeter setting not received use Washington altimeter setting and increase all MDAs 60 feet, LNAV visibility Cat C and D  $\frac{1}{2}$  SM and Circling visibility Cat D  $\frac{1}{4}$  SM.

**MISSED APPROACH:** Climb to 3000 direct AVUTE and via 355° track to KENIR and hold.

AWOS-3  
**128.425**

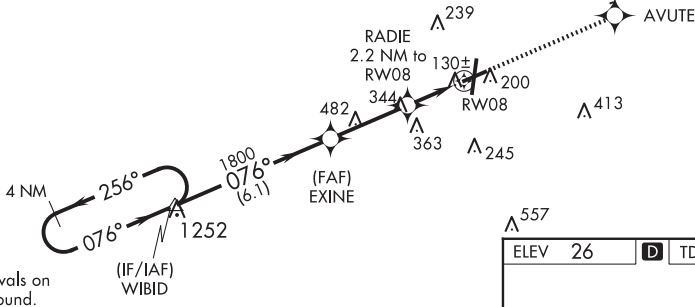
WASHINGTON CENTER  
**123.85 279.65**

UNICOM  
**122.8 (CTAF) ①**

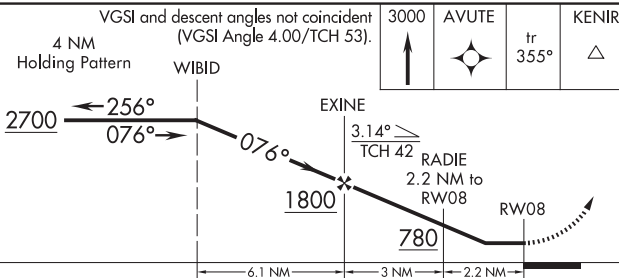
MSA RW08 25 NM

**3100**

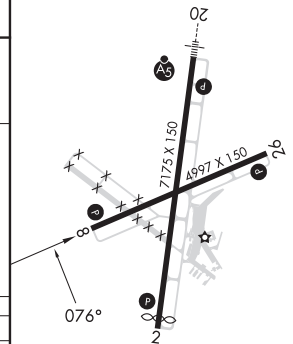
4 NM  
017°  
KENIR



ELEV **26** **D** TDZE **24**



CATEGORY	A	B	C	D
LNAV MDA	500-1 476 (500-1)		500-1 $\frac{3}{8}$ 476 (500-1 $\frac{3}{8}$ )	
CIRCLING	600-1 574 (600-1)	620-1 594 (600-1)	700-2 674 (700-2)	800-2 $\frac{1}{2}$ 774 (800-2 $\frac{1}{2}$ )



HIRL Rwy 2-20 ①  
MIRL Rwy 8-26 ①  
REIL Rwy 2, 8, and 26

GREENVILLE, NORTH CAROLINA

Amdt 2B 24MAR22

35°38'N-77°23'W

# PITT-GREENVILLE (PGV)

## RNAV (GPS) RWY 8

SE-2, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>87011</b> <b>W20A</b>	APP CRS <b>197°</b>	Rwy Idg <b>6505</b> TDZE <b>25</b> Apt Elev <b>26</b>
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RNAV (GPS) RWY 20  
PITT-GREENVILLE (PGV)

RNP APCH - GPS.
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**▼** Baro-VNAV NA when using Washington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 50°C. When local altimeter setting not received use Washington altimeter setting and increase LPV DA to 272 feet; increase LNAV/VNAV DA to 345; increase all MDAs 60 feet and Circling visibility Cat D  $\frac{1}{4}$  SM. For inop ALS, increase LNAV/VNAV all Cats visibility to  $\frac{7}{8}$  mile and LNAV all Cats visibility to 1 mile. For inop ALS when using Washington altimeter setting, increase LNAV/VNAV all Cats visibility  $\frac{1}{8}$  SM, and LNAV visibility Cat A/B  $\frac{1}{4}$  SM. Rwy 20 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

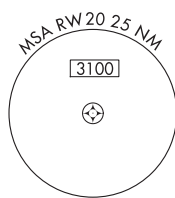
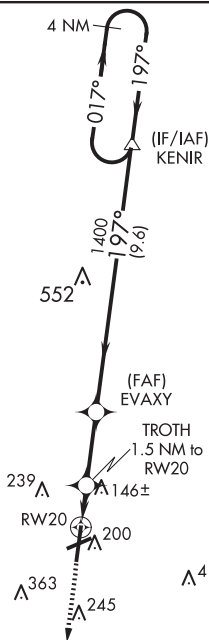
MALSR



**MISSED APPROACH:** Climb to 3100 direct BOWBO and hold, continue climb-in-hold to 3100.

AWOS-3 <b>128.425</b>	WASHINGTON CENTER <b>123.85 279.65</b>	UNICOM <b>122.8 (CTAF) 0</b>
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NoPT for arrivals at KENIR  
on V290 southeast bound.

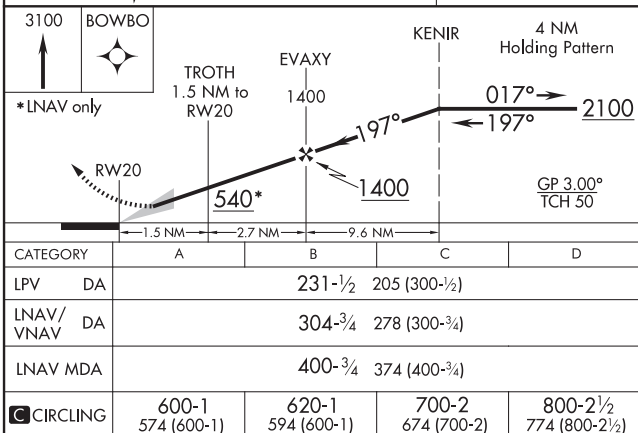


MISSED APCH FIX

BOWBO



Diagram illustrating the intersection of Runway 26 and Runway 8-26. Runway 26 is a vertical runway with a 197° heading. Runway 8-26 is a horizontal runway with a 150° heading. The intersection is marked with a star. Runway 26 is labeled '7175 X 150' and Runway 8-26 is labeled '4997 X 150'. The diagram also shows a 'D' marker and a 'TDZE' marker. The diagram is labeled 'ELEV 26' and '25'.



## RNAV (GPS) RWY 20

GREENVILLE, NORTH CAROLINA

AL-5521 (FAA)

23110

WAAS CH <b>53711</b> <b>W26A</b>	APP CRS <b>256°</b>	Rwy Idg <b>4997</b> TDZE <b>24</b> Apt Elev <b>26</b>
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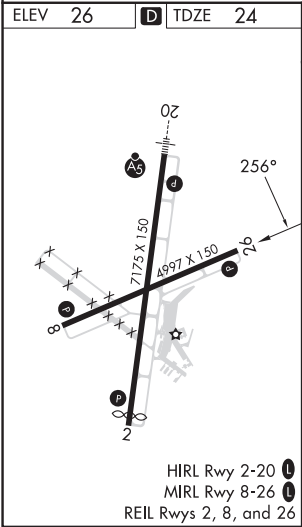
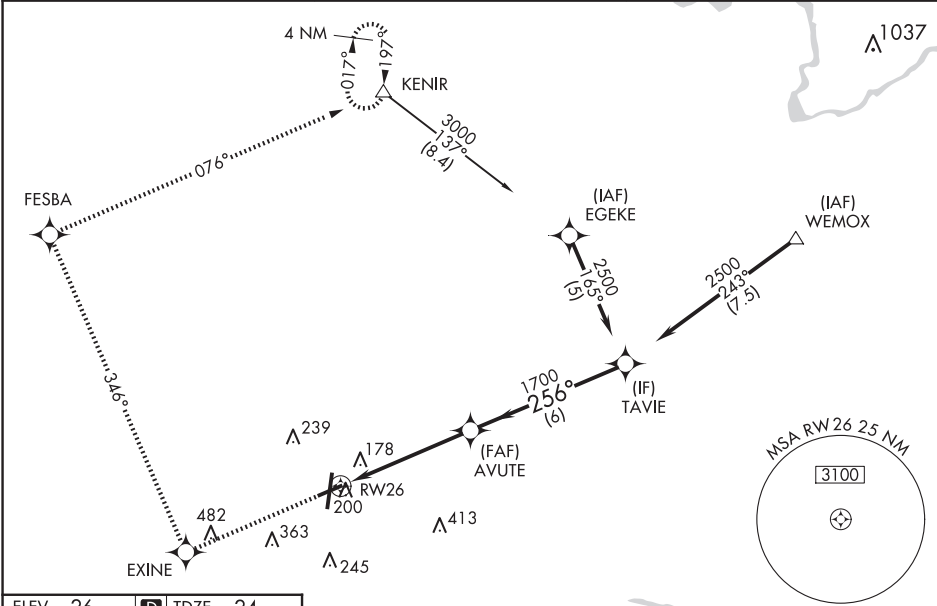
RNAV (GPS) RWY 26  
PITT-GREENVILLE (PGV)

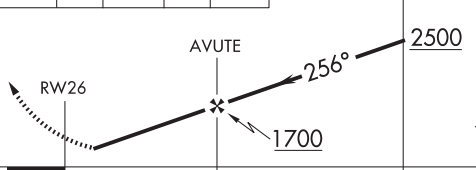
RNP APCH - GPS.

Baro-VNAV NA when using Washington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. Rwy 26 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received use Washington altimeter setting and increase LPV DA to 376 feet, visibility all Cats ¼ SM; increase LNAV/VNAV DA to 505, visibility all Cats ¼ SM; increase all MDAs 60 feet, LNAV visibility Cat C and D and Circling Cat D ¼ SM.

MISSED APPROACH: Climb to 3000 direct EXINE and via 346° track to FESBA and via 076° track to KENIR and hold.

AWOS-3 <b>128.425</b>	WASHINGTON CENTER <b>123.85 279.65</b>	UNICOM <b>122.8 (CTAF) 0</b>
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A 557						
3000 ↑	EXINE ✱	tr 346°	FESBA ✱	tr 076°	KENIR △	
VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 40).						
					Procedure Turn NA	
GP 3.00° TCH 45						
CATEGORY	A		B		C	D
LPV DA			335-7/8		311 (400-7/8)	
LNAV/ VNAV	DA		464-1 1/4		440 (500-1 1/4)	
LNAV MDA	520-1		496 (500-1)		520-1 3/8	496 (500-1 3/8)
CIRCLING	600-1 574 (600-1)		620-1 594 (600-1)		700-2 674 (700-2)	800-2 1/2 774 (800-2 1/2)

GREENVILLE, NORTH CAROLINA

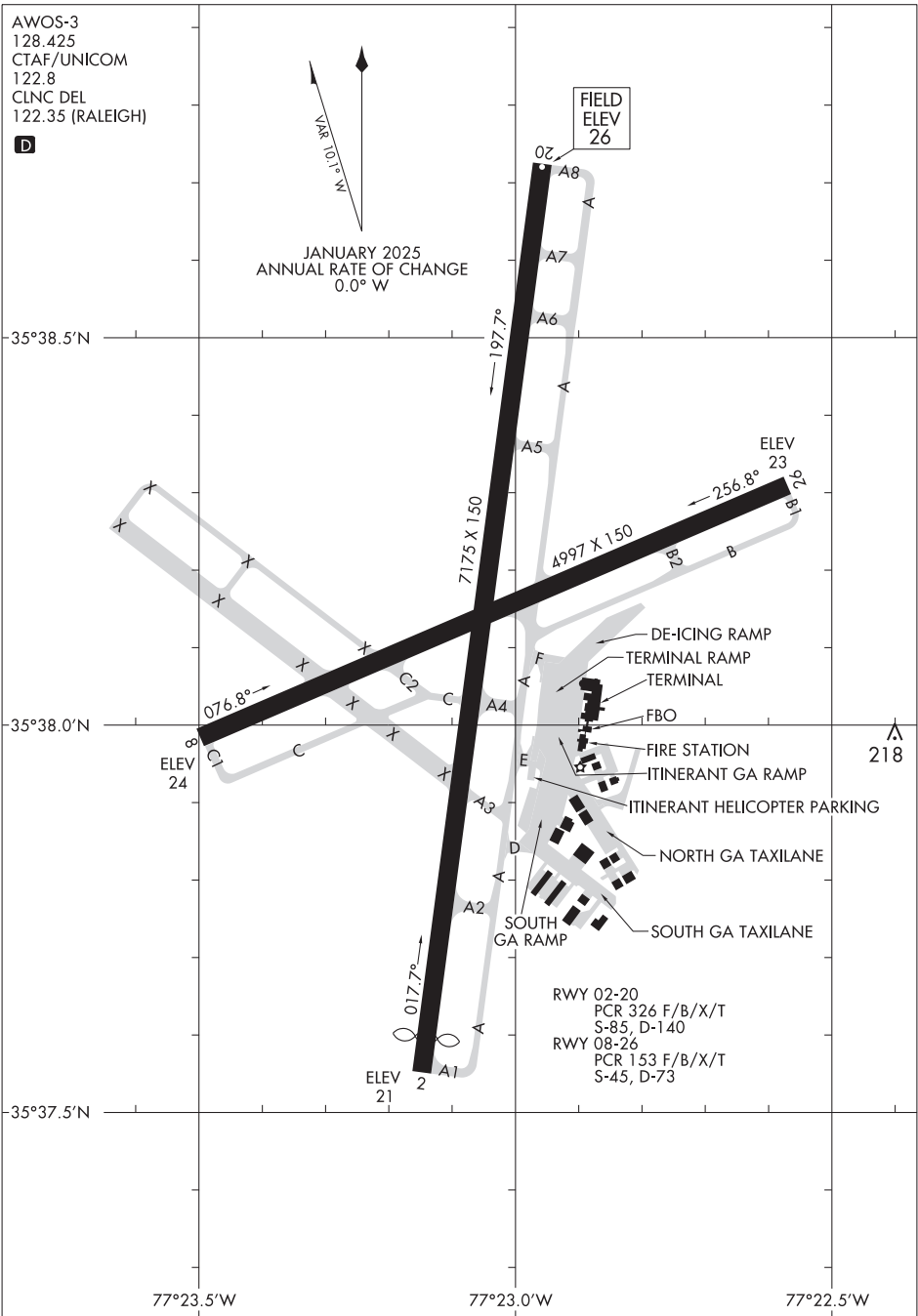
Amdt 2B 24MAR22

35°38'N-77°23'W

PITT-GREENVILLE (PGV)  
RNAV (GPS) RWY 26

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



GREENVILLE, SOUTH CAROLINA

AL-179 (FAA)

23278

LOC/DME I-GYH <b>108.3</b> Chan <b>20</b>	APP CRS <b>047°</b>	Rwy Idg TDZE <b>956</b> Apt Elev <b>956</b>
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# ILS or LOC RWY 5

## DONALDSON FLD (GYH)

RNP APCH - GPS.

DME or RADAR required.

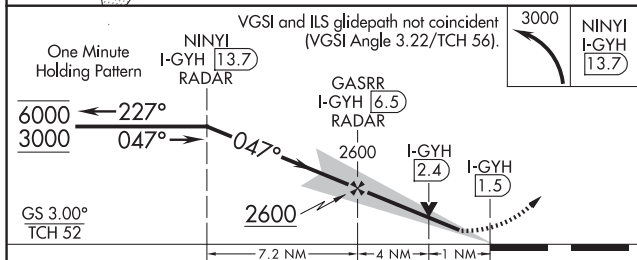
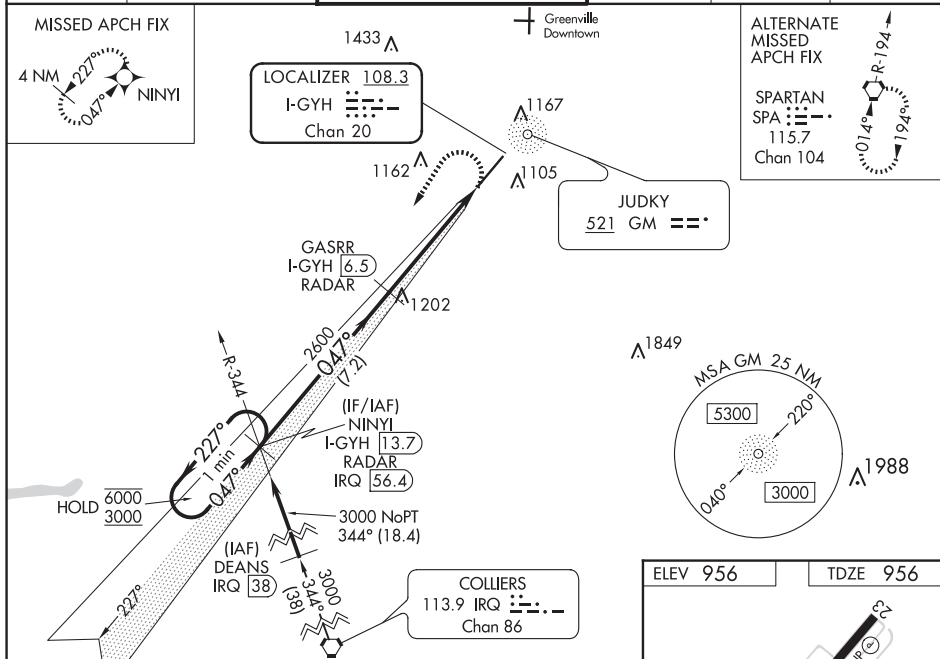
▼ VDP NA when using Greer altimeter setting. When local altimeter setting not received, use Greer altimeter setting and increase S-ILS 5 DA to 1185 feet; increase all MDAs 40 feet and S-LOC 5 visibility Cats C, D, E  $\frac{1}{8}$  SM. For inop ALS, increase S-ILS 5 Cat E visibility to  $\frac{3}{4}$  SM and increase S-LOC 5 Cat E visibility to  $1\frac{1}{8}$  SM. For inop ALS when using Greer altimeter setting, increase S-ILS 5 Cat E visibility to  $\frac{3}{4}$  SM and increase S-LOC 5 Cat E visibility to  $1\frac{1}{8}$  SM. DME required when GSP App Con closed.

MALSR



**MISSED APPROACH:**  
Climbing left turn to 3000 direct NINYI and hold.

AWOS-3 <b>127.325</b>	GREER APP CON ★ <b>118.8 270.275</b>	DONALDSON TOWER ★ <b>133.325 (CTAF) 0 269.25</b>	GND CON <b>121.4</b>	CLNC DEL <b>121.4</b>	UNICOM <b>122.7</b>
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CATEGORY	A	B	C	D	E
S-ILS 5	1156- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$ )				
S-LOC 5	1340- $\frac{1}{2}$	384 (400- $\frac{1}{2}$ )	1340- $\frac{5}{8}$	384 (400- $\frac{5}{8}$ )	
CIRCLING	1420-1 464 (500-1)	1480-1 524 (600-1)	1480-1 $\frac{1}{2}$ 524 (600-1 $\frac{1}{2}$ )	1520-2 564 (600-2)	1560-2 $\frac{1}{4}$ 604 (700-2 $\frac{1}{4}$ )

GREENVILLE, SOUTH CAROLINA

Amdt 6 23FEB23

34°46'N-82°23'W

DONALDSON FLD (GYH)

# ILS or LOC RWY 5

SE-2, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>72603</b> <b>W05A</b>	APP CRS <b>047°</b>	Rwy Idg TDZE Apt Elev	<b>8000</b> <b>956</b> <b>956</b>
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RNAV (GPS) RWY 5

DONALDSON FLD (GYH)

RNP APCH - GPS.

⚠

Baro-VNAV and VDP NA when using Greer altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Greer altimeter setting and increase LPV DA to 1185 feet; increase LNAV/VNAV DA to 1279; increase all MDAs 40 feet and LNAV visibility Cats C and D ½ SM. For inop ALS, increase LNAV/VNAV visibility all Cats to ¾ SM and increase LNAV visibility Cats C/D to 1 ½ SM.

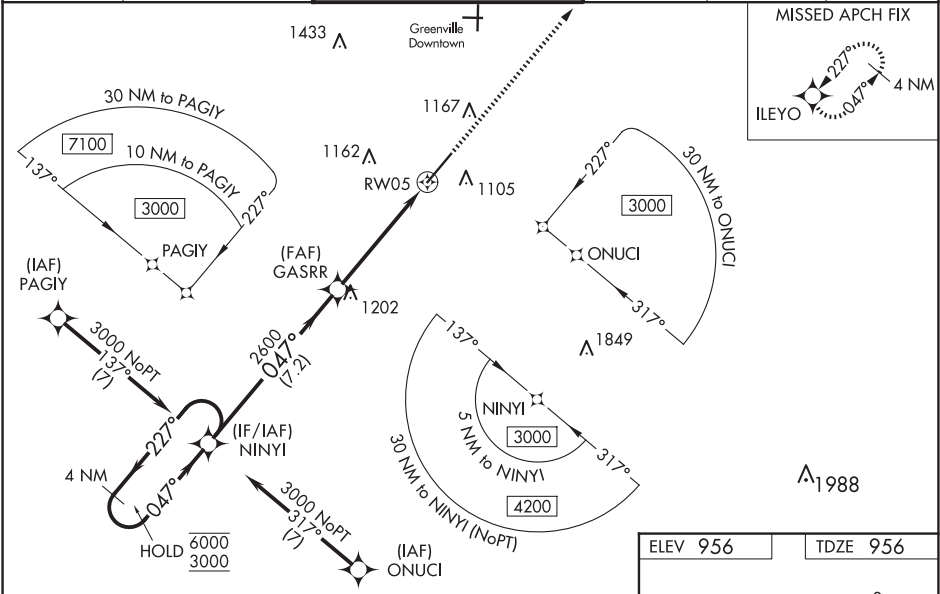
MALSRL

AS

MISSED APPROACH:

Climb to 3000 direct ILEYO and hold.

AWOS-3 <b>127.325</b>	GREER APP CON ★ <b>118.8 270.275</b>	DONALDSON TOWER ★ <b>133.325 (CTAF) 0 269.25</b>	GND CON <b>121.4</b>	CLNC DEL <b>121.4</b>	UNICOM <b>122.7</b>
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.22/TCH 56).		3000	ILEYO
6000 ← 227°		NINYI		↑	✧
3000 → 047°		GASRR		2600	
GP 3.00° TCH 52		2600		1 NM to RW05	
		RW05			
		7.2 NM		4 NM	1 NM
CATEGORY	A	B	C	D	
LPV DA		1156-½	200 (200-½)		
LNAV/VNAV DA		1250-½	294 (300-½)		
LNAV MDA	1360-½	404 (500-½)	1360-¾	404 (500-¾)	
CIRCLING	1420-1 464 (500-1)	1480-1 524 (600-1)	1480-1½ 524 (600-½)	1520-2 564 (600-2)	

ELEV 956

TDZE 956

047°

0.3% DOWN

8000 X 150

0.5% UP

TWR 1038 ±

HIRL Rwy 5-23

GREENVILLE, SOUTH CAROLINA

AL-179 (FAA)

23054

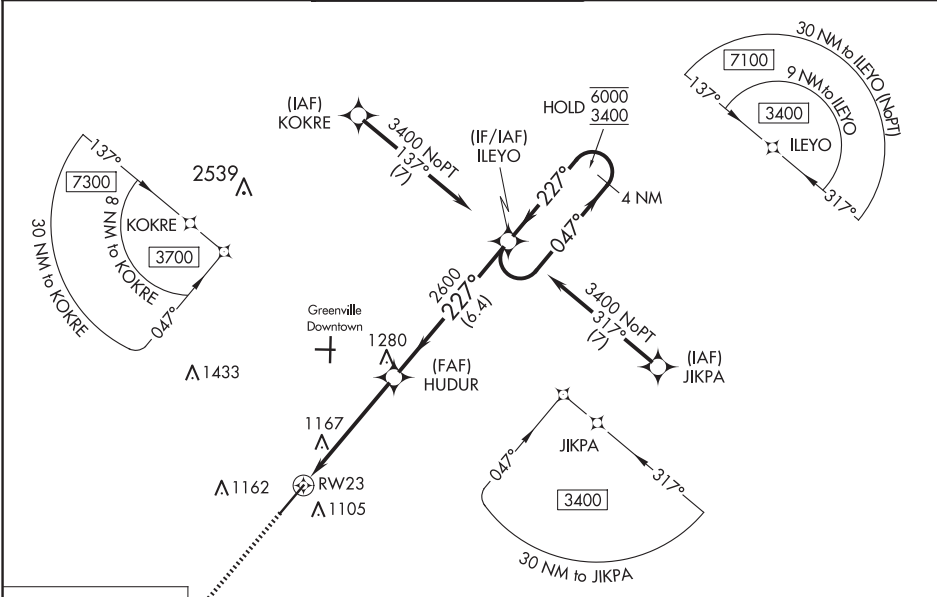
APP CRS	Rwy Idg	8000
227°	TDZE	938
	Apt Elev	956



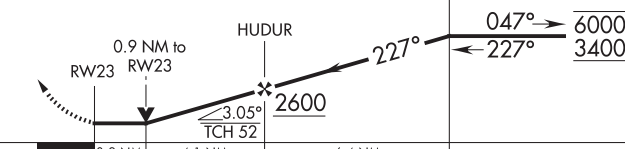
# RNAV (GPS) RWY 23

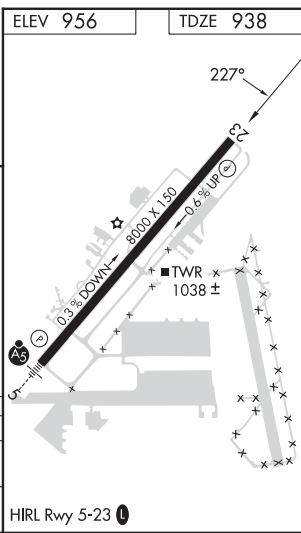
DONALDSON FLD (GYH)

RNP APCH - GPS.	<p>▼ Rwy 23 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Greer altimeter setting and increase all MDAs 40 feet and LNAV visibility Cat C/D ½ SM. VDP NA when using Greer altimeter setting.</p> <p>▲ MISSED APPROACH: Climb to 3000 direct NINYI and hold.</p>
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AWOS-3 127.325	GREER APP CON ★ 118.8 270.275	DONALDSON TOWER ★ 133.325 (CTAF) 0 269.25	GND CON 121.4	CLNC DEL 121.4	UNICOM 122.7
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3000	NINYI	VGSI and descent angles not coincident (VGSI Angle 4.14/TCH 95).			
					
CATEGORY	A	B	C	D	
LNAV MDA	1420-1	482 (500-1)	1420-1 $\frac{3}{8}$	482 (500-1 $\frac{3}{8}$ )	
CIRCLING	1420-1 464 (500-1)	1480-1 524 (600-1)	1480-1 $\frac{1}{2}$ 524 (600-1 $\frac{1}{2}$ )	1520-2 564 (600-2)	



GREENVILLE, SOUTH CAROLINA  
Amdt 1 23FEB23

34°45'N-82°23'W

# RNAV (GPS) RWY 23

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



## AIRPORT DIAGRAM

DONALDSON FLD (GYH)  
GREENVILLE, SOUTH CAROLINA

34°46'N

VAR 7.0° N

JANUARY 2025  
ANNUAL RATE OF CHANGE  
0.1° W

HANGAR

FBO

8000 X 150

BAK-14

TWR 1038 ±

APRON CC

FIELD ELEV 956

047.0°

0.3% DOWN

0.6% UP

227.0°

ELEV 919

34°45'N

82°23'W

RWY 05-23  
PCN 36 R/C/W/T  
S-94, D-121, 2D-199

1043

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

82°22'W

SE-2, 12 JUN 2025 to 07 AUG 2025

## AIRPORT DIAGRAM

GREENVILLE, SOUTH CAROLINA  
DONALDSON FLD (GYH)

BIMMR THREE DEPARTURE (RNAV)

DONALDSON FLD (GYH)  
GREENVILLE, SOUTH CAROLINA

AWOS-3  
127.325  
CLNC DEL  
121.4  
GND CON  
121.4  
DONALDSON TOWER ★  
133.325 269.25  
UNICOM  
122.7  
GREER DEP CON ★  
118.8 270.275

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

**TOP ALTITUDE:  
3000**

TAKEOFF MINIMUMS  
Rwy 23: Standard.  
Rwy 5: 300-1¾ or standard with minimum climb of 223' per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to DER.

NOTE: Do not exceed 250K until advised by ATC.  
NOTE: For turbojets only.

NOTE: Chart not to scale.

▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5, 23: Climb on assigned heading for RADAR vectors to ZNTRM, thence. . . .

. . . .on depicted route to BIMMR. Then on assigned transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

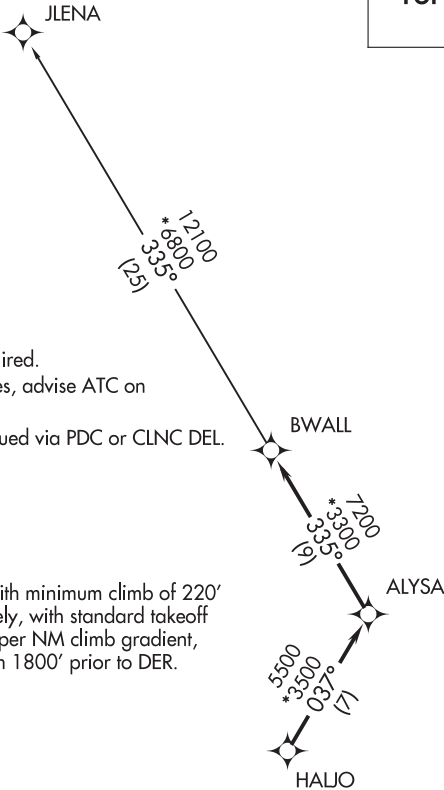
ACERB TRANSITION (BIMMR3.ACERB)  
DRIVN TRANSITION (BIMMR3.DRIVN)

AWOS-3  
127.325  
CLNC DEL  
121.4  
GND CON  
121.4  
DONALDSON TOWER ★  
133.325 269.25  
UNICOM  
122.7  
GREER DEP CON ★  
118.8 270.275

TOP ALTITUDE:  
3000

- NOTE: For turbojets only.  
NOTE: RNAV 1.  
NOTE: RADAR required.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: If unable to accept climb rates, advise ATC on initial contact.  
NOTE: Transponder code will be issued via PDC or CLNC DEL.

TAKEOFF MINIMUMS  
Rwy 23: Standard.  
Rwy 5: 300-1¾ or standard with minimum climb of 220' per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1800' prior to DER.



NOTE: Chart not to scale.

▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to HALJO, then on depicted route to BWALL, thence. . . .

. . . .on JLENA transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

JLENA TRANSITION (BWALL2.JLENA)


GREENVILLE, SOUTH CAROLINA

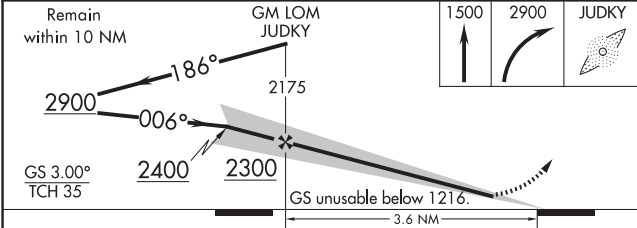
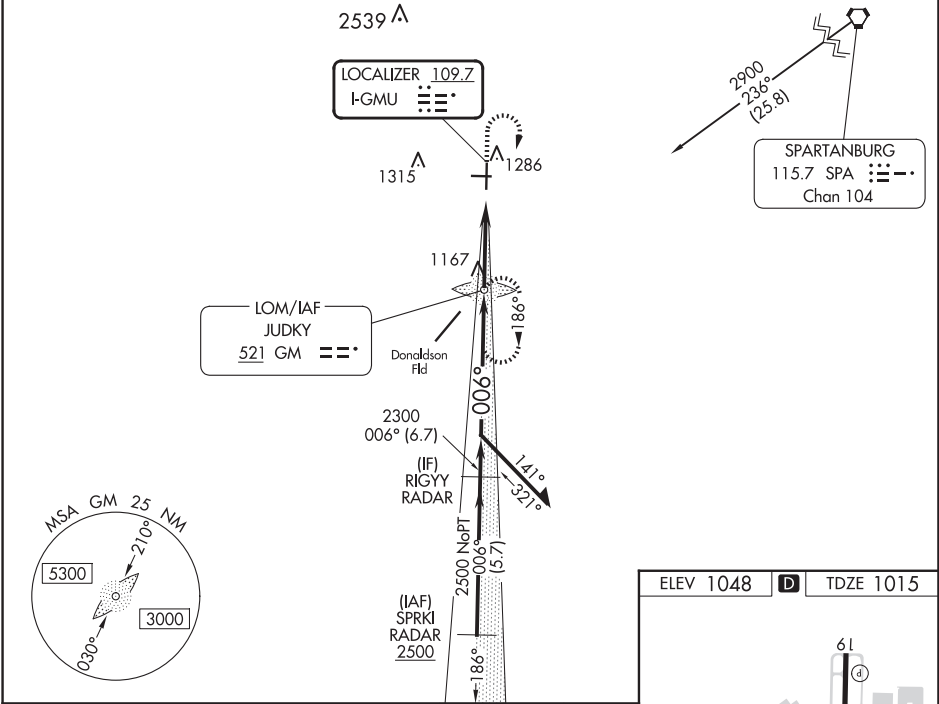
AL-180 (FAA)

25051

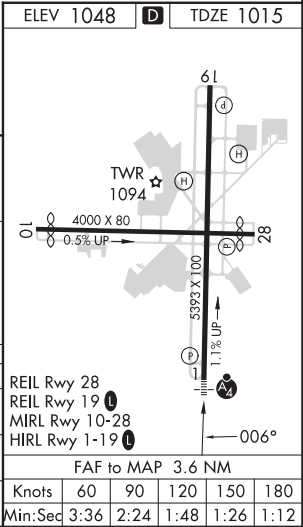
LOC I-GMU <b>109.7</b>	APP CRS <b>006°</b>	Rwy Idg <b>5393</b> TDZE <b>1015</b> Apt Elev <b>1048</b>
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ILS or LOC RWY 1  
GREENVILLE DOWNTOWN (GMU)

ADF required. RADAR required for procedure entry at SPRKI.			
<p><b>⚠</b> Inop table does not apply to S-ILS 1 all Cats. For inop ALS, increase S-LOC 1 visibility Cats C/D to 1½ SM. When local altimeter setting not received, use Greer altimeter setting and increase DA to 1248, increase all MDAs 40 feet and Circling Cat C visibility ¼ SM. For inop ALS when using Greer altimeter setting, increase S-LOC 1 visibility Cat C/D to 1½ SM. When using Greer altimeter setting, inop table does not apply to S-ILS 1 all Cats.</p>		<p>MALSF </p>	
ATIS <b>127.075</b>	GREER APP CON* <b>118.8 270.275</b>	GREENVILLE TOWER* <b>119.9 (CTAF) 0 257.7</b>	GND CON <b>121.25</b>
		UNICOM <b>122.95</b>	



CATEGORY	A	B	C	D
S-ILS 1	1216-3/4 201 (200-3/4)			
S-LOC 1	1420-3/4	405 (400-3/4)	1420-1	405 (400-1)
<b>C</b> CIRCLING	1620-1	572 (600-1)	1780-2 732 (800-2)	1860-2 3/4 812 (900-2 3/4)



GREENVILLE, SOUTH CAROLINA  
Amdt 31 29DEC22

34°51'N-82°21'W

GREENVILLE DOWNTOWN (GMU)  
ILS or LOC RWY 1

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>53413</b> <b>W01A</b>	APP CRS <b>006°</b>	Rwy Idg TDZE <b>1015</b> Apt Elev <b>1048</b>
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RNAV (GPS) RWY 1

GREENVILLE DOWNTOWN (GMU)

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Greer altimeter setting. When local altimeter setting not received, use Greer altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat D and Circling Cat C visibility ¼ mile. Inop table does not apply to LNAV/VNAV all Cats and LNAV Cat C.

MALSF

MISSED APPROACH:

Climb to 3400 direct GEBLL and via track 060° to PELAM and hold.

ATIS <b>127.075</b>	GREER APP CON ★ <b>118.8 270.275</b>	GREENVILLE TOWER ★ <b>119.9 (CTAF) 0 257.7</b>	GND CON <b>121.25</b>	UNICOM <b>122.95</b>
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The main chart displays the RNAV (GPS) RWY 1 approach. Key features include:

- Arrival:** 2400' (6) at the start of the final approach.
- Intermediate Points:** 1167', 1132', 1286'.
- Final Approach:** 1315' to GEBLL, then 1286' to RW01.
- Obstacles:** 18° climb gradient, 1.0 NM to JOGED, 30 NM to JOGED.
- Missed Approach:** Climb to 3400' direct GEBLL, then via track 060° to PELAM.
- Other Points:** JOGED (3000'), ICASY (3700'), RIGYY (3000'), FARUL (2400').

CATEGORY	A	B	C	D
LPV DA	1215-¾	200 (200-¾)		
LNAV/VNAV DA	1415-1½	400 (400-1½)		
LNAV MDA	1440-¾ 425 (400-¾)	1440-1¼ 425 (400-1¼)		
CIRCLING	1620-1 572 (600-1)	1780-2 732 (800-2)	1860-2¾ 812 (900-2¾)	

GP 3.00° TCH 36

4 NM Holding Pattern RIGYY

3000 ← 186° 006° →

2400

6 NM 3 NM 1.3 NM

FARUL RW01

\*1.3 NM to RW01

\*LNAV only.

ELEV 1048	TDZE 1015
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6L

TWR 1094

4000 X 80

0.5% UP

3003 X 100

1.1% UP

006°

GREENVILLE, SOUTH CAROLINA

34°51'N-82°21'W

RNAV (GPS) RWY 1

Orig-D 18JUN20

329

GREENVILLE, SOUTH CAROLINA

AL-180 (FAA)

25051

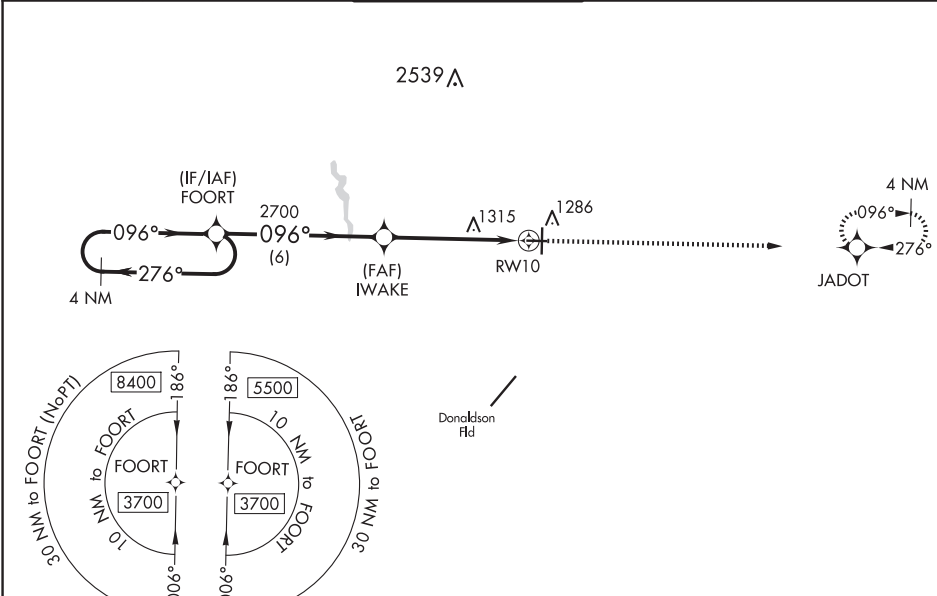
WAAS CH <b>49137</b> <b>W10A</b>	APP CRS <b>096°</b>	Rwy Idg TDZE Apt Elev	<b>3463</b> <b>1013</b> <b>1048</b>
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**RNAV (GPS) RWY 10**  
GREENVILLE DOWNTOWN (GMU)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greer altimeter setting and increase all DA 29 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility 1/8 mile and Circling Cat C visibility 1/4 mile.

**MISSED APPROACH:** Climb to 3700 direct JADOT and hold.

ATIS <b>127.075</b>	GREER APP CON ★ <b>118.8 270.275</b>	GREENVILLE TOWER ★ <b>119.9</b> (CTAF) <b>0 257.7</b>	GND CON <b>121.25</b>	UNICOM <b>122.95</b>
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4 NM Holding Pattern		FOORT		3700	JADOT
GP 3.00° TCH 60		2700		RWY 10	
6 NM		5.2 NM			
CATEGORY	A	B	C	D	
LPV DA	1269-1 256 (300-1)				
LNAV/VNAV DA	1351-1 1/8 338 (400-1 1/8)				
LNAV MDA	1580-1 567 (600-1)		1580-1 5/8 567 (600-1 1/8)		
<b>C</b> CIRCLING	1620-1 572 (600-1)		1780-2 732 (800-2)		1860-2 3/4 812 (900-2 3/4)

ELEV 1048 **D** TDZE 1013

GREENVILLE, SOUTH CAROLINA

Amdt 1A 20AUG15

34°51'N-82°21'W

GREENVILLE DOWNTOWN (GMU)

**RNAV (GPS) RWY 10**

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

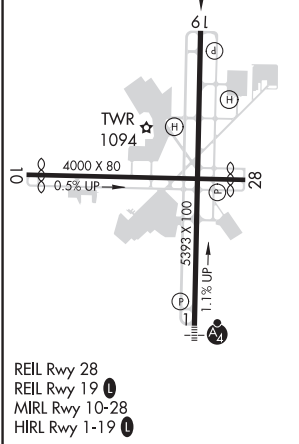
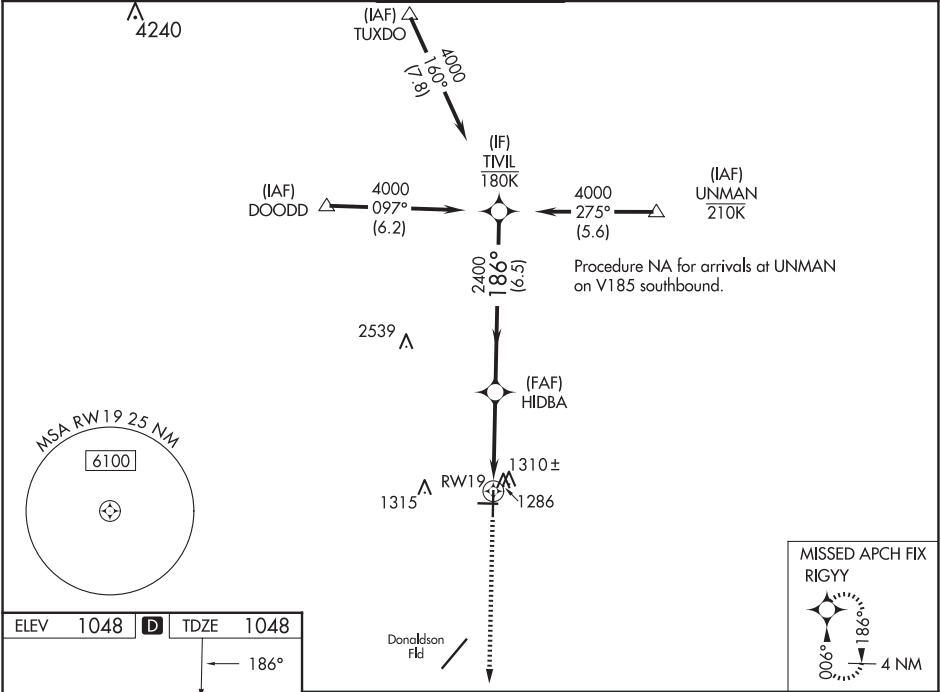
WAAS CH <b>93837</b> <b>W19A</b>	APP CRS <b>186°</b>	Rwy Idg TDZE Apt Elev	<b>5393</b> <b>1048</b> <b>1048</b>
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RNAV (GPS) RWY 19  
GREENVILLE DOWNTOWN (GMU)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F).  
**⚠** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greer altimeter setting and increase all DA 29 feet and all MDA 40 feet; increase LPV and LNAV/VNAV all Cats visibility 1/8 mile, increase LNAV Cats C/D and Circling Cat C visibility 1/4 mile.

**MISSED APPROACH:**  
Climb to 3000 direct RIGYY and hold.

ATIS <b>127.075</b>	GREER APP CON ★ <b>118.8 270.275</b>	GREENVILLE TOWER ★ <b>119.9 (CTAF) 0 257.7</b>	GND CON <b>121.25</b>	UNICOM <b>122.95</b>
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3000

↑

RIGYY

✦

HIDBA

2400

2400

186°

4000

GP 3.50°

TCH 40

TVIL

RW19

3.5 NM

6.5 NM

CATEGORY	A	B	C	D
LPV DA	1373-1 325 (400-1)			NA
LNAV/VNAV DA	1480-1¼ 432 (500-1¼)			NA
LNAV MDA	1560-1 512 (600-1)		1560-1⅓ 512 (600-1⅓)	
CIRCLING	1620-1 572 (600-1)		1780-2 732 (800-2)	1860-2¾ 812 (900-2¾)

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

GREENVILLE, SOUTH CAROLINA

AL-180 (FAA)

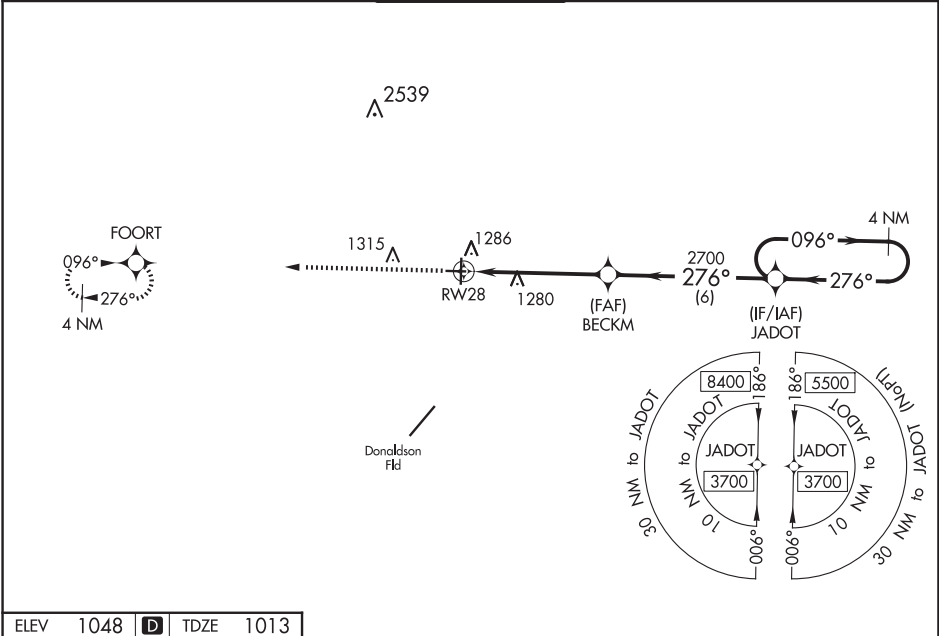
25051

WAAS CH <b>87037</b> <b>W28A</b>	APP CRS <b>276°</b>	Rwy Idg TDZE <b>1013</b> Apt Elev <b>1048</b>
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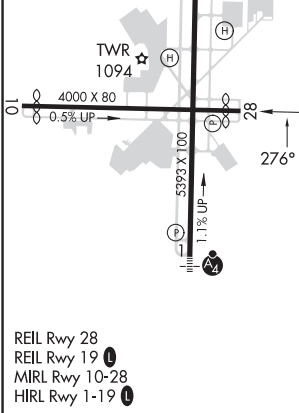
**RNAV (GPS) RWY 28**  
GREENVILLE DOWNTOWN (GMU)

<p>▼ Baro-VNAV NA when using Greer altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.</p> <p>▲ When local altimeter setting not received, use Greer altimeter setting and increase all DA 29 feet and all MDA 40 feet; increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ½ mile. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 19 NA.</p>	MISSED APPROACH: Climb to 3700 direct FOORT and hold.
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ATIS <b>127.075</b>	GREER APP CON ★ <b>118.8 270.275</b>	GREENVILLE TOWER ★ <b>119.9 (CTAF) 0 257.7</b>	GND CON <b>121.25</b>	UNICOM <b>122.95</b>
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ELEV <b>1048</b>	<b>D</b>	TDZE <b>1013</b>
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3700

↑

FOORT

✦

4 NM Holding Pattern

JADOT

096° →

← 276°

3700

BECKM

2700

2700

276°

RW28

GP 3.00° TCH 40

5.2 NM

6 NM

CATEGORY	A	B	C	D
LPV DA	1263-1 250 (300-1)			
LNAV/VNAV DA	1463-1½ 450 (500-1½)			
LNAV MDA	1540-1	527 (500-1)	1540-1½	527 (500-1½)
CIRCLING	1620-1	572 (600-1)	1780-2 732 (800-2)	1860-2¾ 812 (900-2¾)

GREENVILLE, SOUTH CAROLINA

Orig 25JUN15

34°51'N-82°21'W

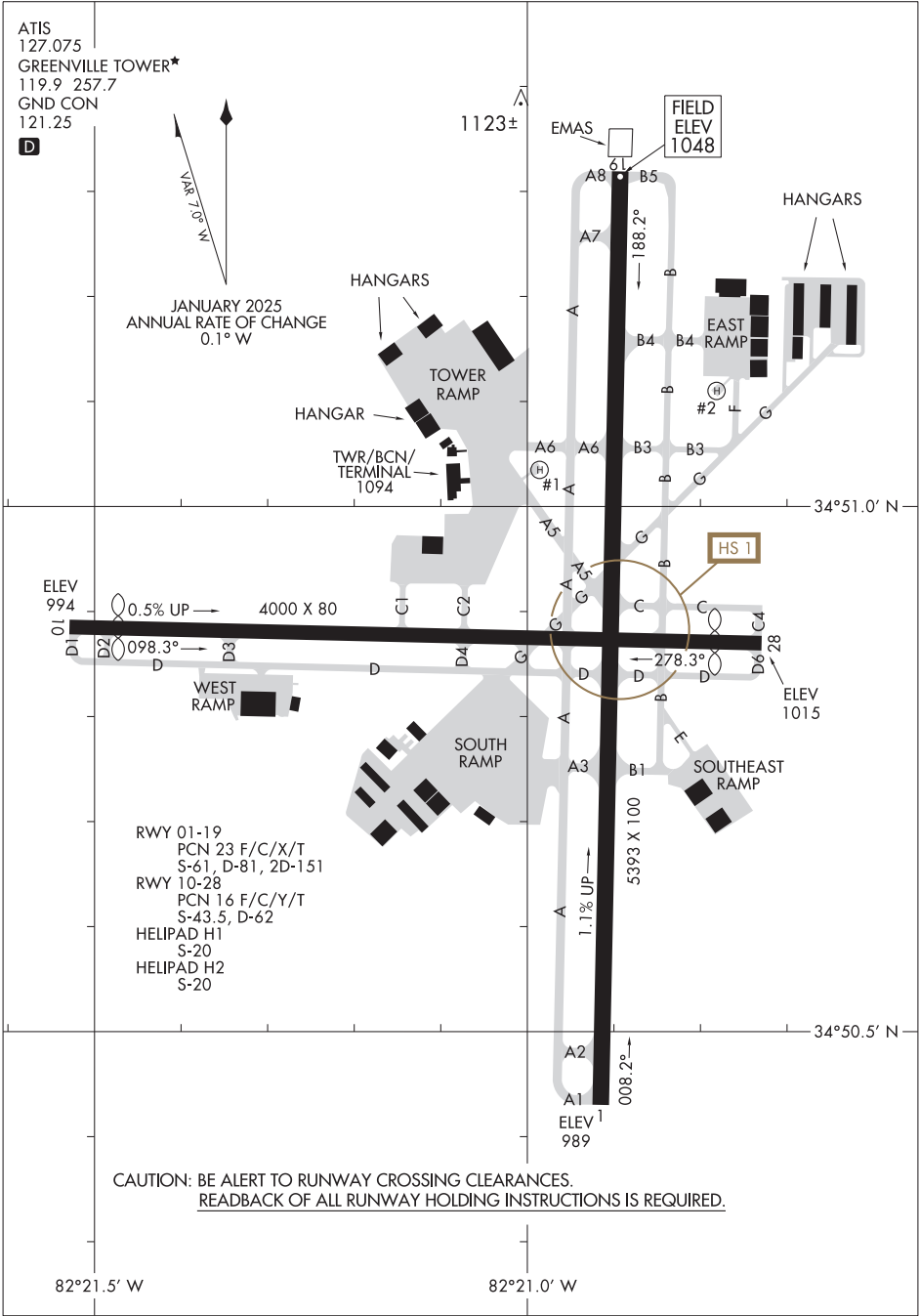
GREENVILLE DOWNTOWN (GMU)

**RNAV (GPS) RWY 28**

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

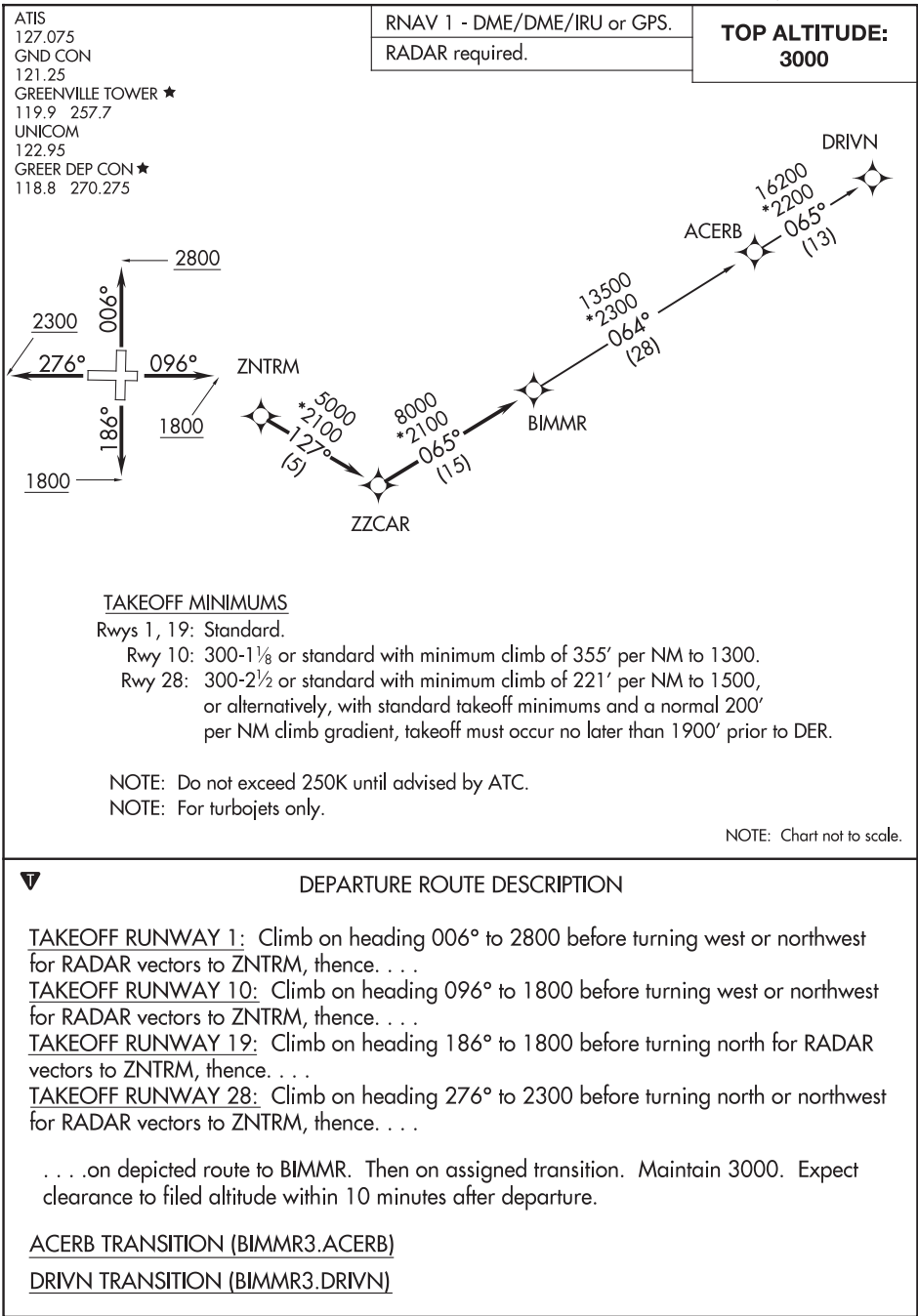




SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

BIMMR THREE DEPARTURE (RNAV)



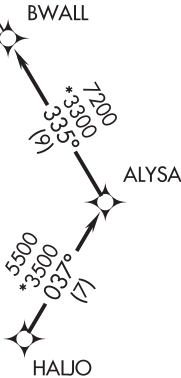
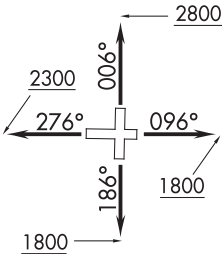
ATIS  
127.075  
GND CON  
121.25  
GREENVILLE TOWER ★  
119.9 257.7  
UNICOM  
122.95  
GREER DEP CON ★  
118.8 270.275

TOP ALTITUDE:  
3000

NOTE: For turbojets only.  
NOTE: RNAV 1.  
NOTE: RADAR required.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: If unable to accept climb rates, advise ATC on initial contact.  
NOTE: Transponder code will be issued via PDC or CLNC DEL.

TAKEOFF MINIMUMS

- Rwy 1, 19: Standard.
- Rwy 10: 300-1 or standard with minimum climb of 355' per NM to 1300.
- Rwy 28: 300-2½ or standard with minimum climb of 220' per NM to 1500, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to DER.



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RWYS: Climb on assigned heading for RADAR vectors to HALJO, then on depicted route to BWALL, thence. . . .

. . . .on JLENA transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

TAKEOFF RWY 1: Climb heading 006° to 2800 before turning west or northwest.

TAKEOFF RWY 10: Climb heading 096° to 1800 before turning west or northwest.

TAKEOFF RWY 19: Climb heading 186° to 1800 before turning north or northwest.

TAKEOFF RWY 28: Climb heading 276° to 2300 before turning north or northwest.

JLENA TRANSITION (BWALL2.JLENA)

WAAS CH <b>78239</b> <b>W09A</b>	APP CRS <b>092°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>631</b> <b>631</b>
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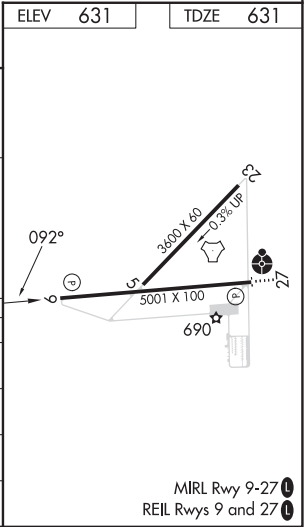
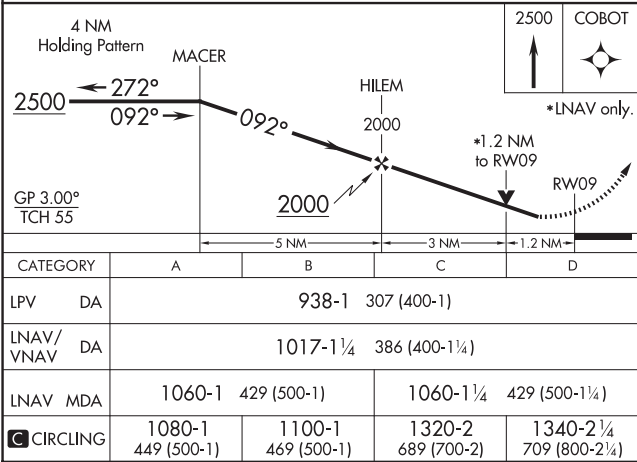
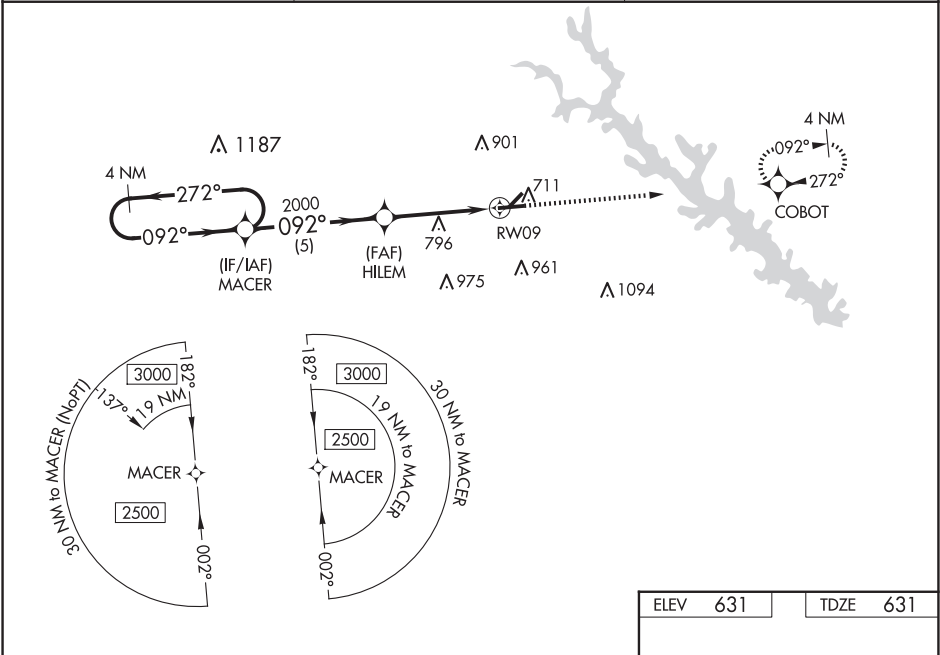
RNAV (GPS) RWY 9

GREENWOOD COUNTY (GRD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Laurens altimeter setting. DME/DME RNP-0.3 NA. Circling Rwy 5, 23 NA at night. When local altimeter setting not received, use Laurens altimeter setting and increase LPV DA to 991 feet and visibility 1/8 SM all Cats, LNAV/VNAV DA to 1070 feet and visibility 1/4 SM all Cats, increase all MDA 60 feet, and LNAV Cat C/D visibility 1/8 SM and Circling Cat C/D visibility 1/4 SM. Rwy 9 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH:  
Climb to 2500 direct  
COBOT and hold.

ASOS <b>121.125</b>	GREER APP CON★ <b>120.6 350.2</b>	UNICOM <b>122.975 (CTAF) ①</b>
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WAAS CH <b>82539</b> <b>W27A</b>	APP CRS <b>272°</b>	Rwy Idg TDZE <b>629</b> Apt Elev <b>631</b>	<b>5001</b>
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AL-183 (FAA)

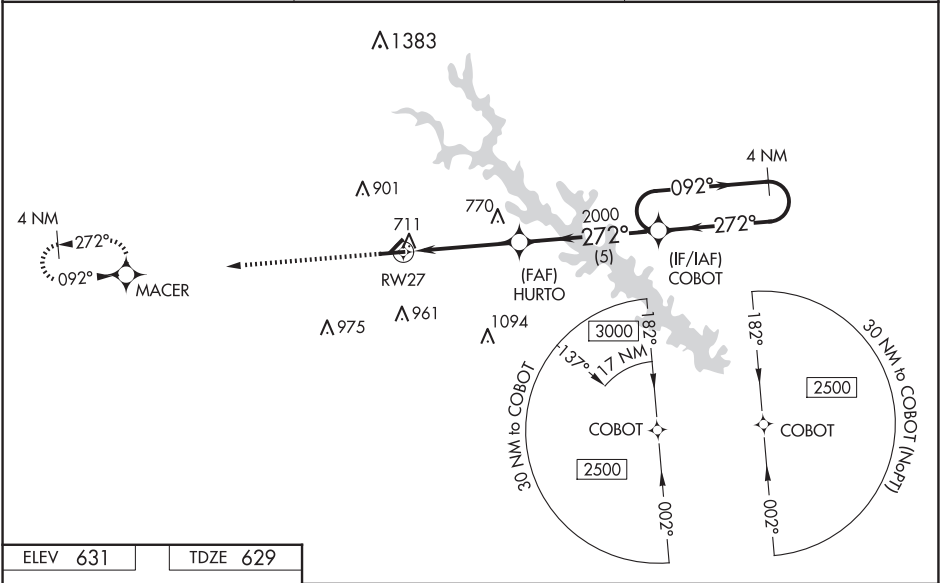
RNAV (GPS) RWY 27  
GREENWOOD COUNTY (GRD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Laurens altimeter setting. DME/DME RNP-0.3 NA. Circling Rwy 5, 23 NA at night. Rwy 27 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Laurens altimeter setting: increase LPV DA to 932 feet and all visibilities ¾ SM; increase LNAV/VNAV DA to 936 feet and all visibilities ¾ SM; increase all MDA 60 feet and LNAV visibility Cats C and D ¾ SM and Circling visibility Cats C and D ¼ SM. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM and LNAV all Cats visibility to 1 SM. For inop ALS when using Laurens altimeter setting, increase LPV and LNAV/VNAV all Cats and LNAV Cats A and B visibility to 1 SM and LNAV Cats C and D visibility to 1 ½ SM.

ODALS

MISSED APPROACH:  
Climb to 2500 direct  
MACER and hold.

ASOS <b>121.125</b>	GREER APP CON ★ <b>120.6 350.2</b>	UNICOM <b>122.975 (CTAF) 0</b>
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ELEV **631**      TDZE **629**

MIRL Rwy 9-27 0  
REIL Rwy 9 and 27 0

2500      MACER

\*LNAV only.

CATEGORY	A	B	C	D
LPV DA	879-¾	250 (300-¾)		
LNAV/VNAV DA	883-¾	254 (300-¾)		
LNAV MDA	980-¾ 351 (400-¾)	980-⅞ 351 (400-⅞)		
CIRCLING	1080-1 449 (500-1)	1100-1 469 (500-1)	1320-2 689 (700-2)	1340-2½ 709 (800-2½)

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

GREER, SOUTH CAROLINA

AL-5124 (FAA)

24081

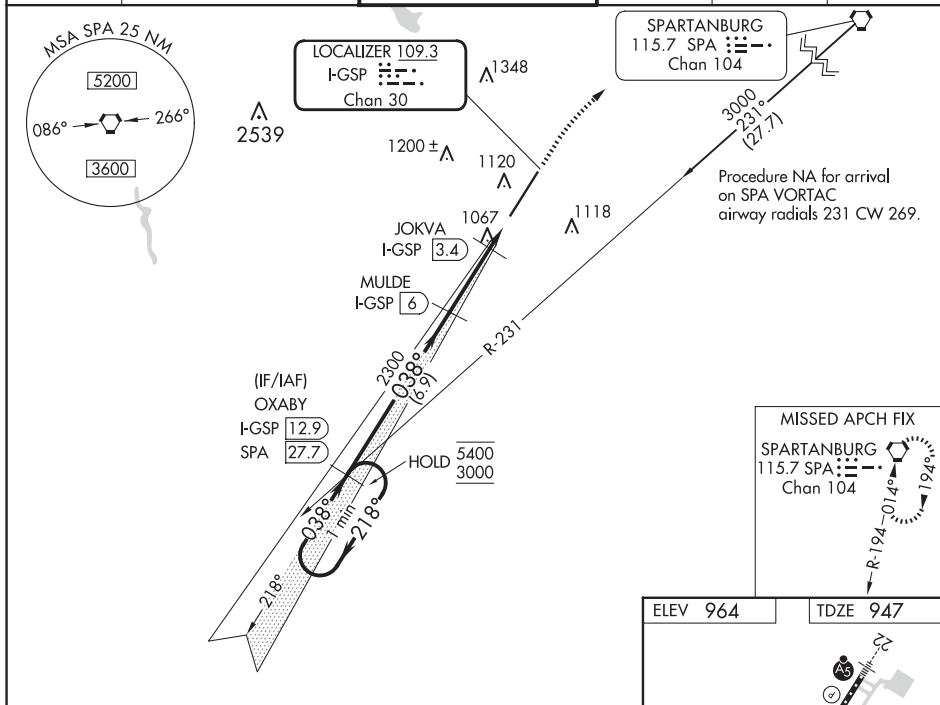
LOC/DME I-GSP	APP CRS	Rwy ldg
<b>109.3</b>	<b>038°</b>	<b>11001</b>
Chan 30		TDZE <b>947</b>
		Apt Elev <b>964</b>

# ILS or LOC RWY 4

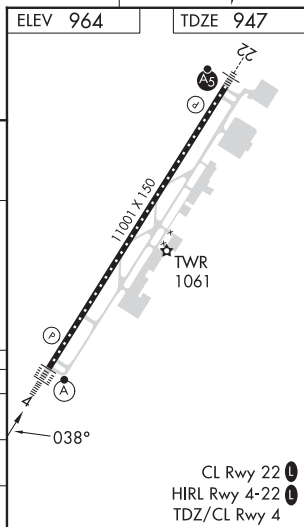
## GREENVILLE SPARTANBURG INTL (GSP)

DME required.	ALS-F-2	MISSED APPROACH: Climb to 3000 then right turn direct SPA VORTAC and hold.
<p>For inop ALS, increase S-LOC 4 Cats C and D visibility to RVR 5500. When local altimeter setting not received, use Greenville Downtown altimeter setting: increase DA to 1176 feet; increase all MDAs 40 feet and visibility S-LOC 4 Cat C/D to RVR 4000 and Circling Cat D ¼ SM. For inop ALS, when using Greenville Downtown altimeter setting, increase S-LOC 4 Cats C/D visibility to RVR 6000.</p>		

ATIS <b>134.25</b>	GREER APP CON★ <b>118.8 270.275</b>	GREER TOWER★ <b>120.1 (CTAF) 251.15</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.9</b>	UNICOM <b>122.95</b>
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One Minute Holding Pattern		OXABY I-GSP 12.9	MULDE I-GSP 6	3000	SPA
5400	← 218°	← 038°	← 038°		
3000					
GS 3.00°					
TCH 55					
	6.9 NM	2.6 NM	1.5 NM		
CATEGORY	A	B	C	D	
S-ILS 4	1147/18 200 (200-½)				
S-LOC 4	1320/24	373 (400-½)	1320/35	373 (400-¾)	
CIRCLING	1440-1	476 (500-1)	1480-1½ 516 (600-1½)	1700-2¼ 736 (800-2¼)	



GREER, SOUTH CAROLINA  
Amdt 25 05DEC19

34°54'N-82°13'W

GREENVILLE SPARTANBURG INTL (GSP)  
ILS or LOC RWY 4

CL Rwy 22  
HIRL Rwy 4-22  
TDZ/CL Rwy 4

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

LOC	I-LMJ	APP CRS	Rwy Idg	11001
	110.7	218°	TDZE	964
			Apt Elev	964

ILS or LOC RWY 22

GREENVILLE SPARTANBURG INTL (GSP)

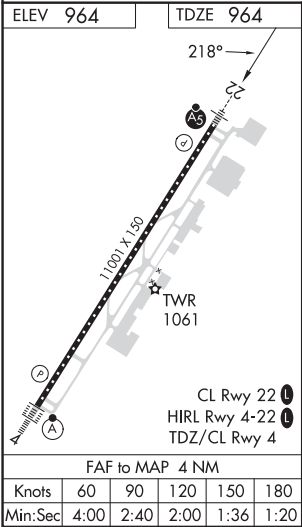
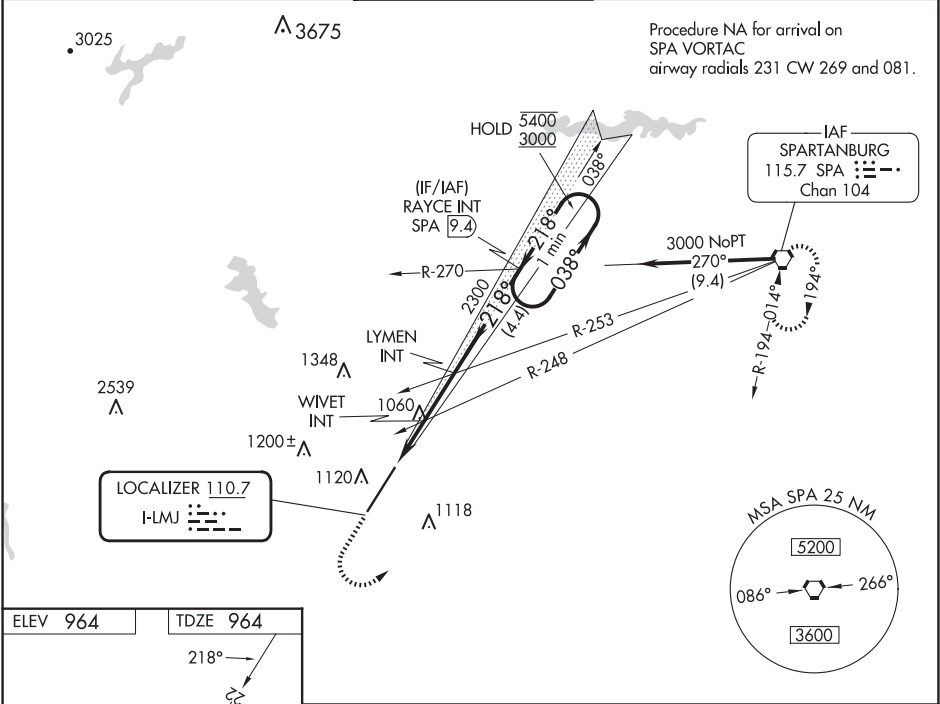
⚠


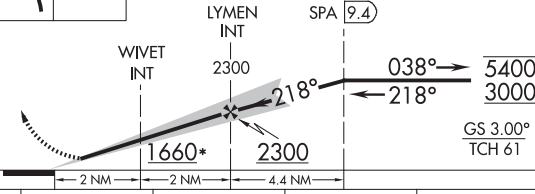

When local altimeter setting not received, use Greenville Downtown altimeter setting: increase DA to 1193; increase all MDAs 40 feet and visibility S-LOC 22 Cats C and D to RVR 3500 and Circling Cat D ¼ SM. For inop ALS, increase S-LOC 22 Cat C/D visibility to RVR 5500.

MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct SPA VORTAC and hold.

ATIS	GREER APP CON★	GREER TOWER★	GND CON	CLNC DEL	UNICOM
134.25	118.8 270.275	120.1(CTAF) 251.15	121.9	121.9	122.95



2000 ↑		3000 ↙	SPA 	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 76).	<div>One Minute Holding Pattern</div> 	
*LOC only.						
CATEGORY	A		B		C	D
S-ILS 22	1164/24 200 (200-½)					
S-LOC 22	1320/24 356 (400-½ )		1320/30 356 (400-¾)			
 CIRCLING	1440-1 476 (500-1)		1480-1½ 516 (600-1½)		1700-2¼ 736 (800-2¼)	

GREER, SOUTH CAROLINA

AL-5124 (FAA)

24081

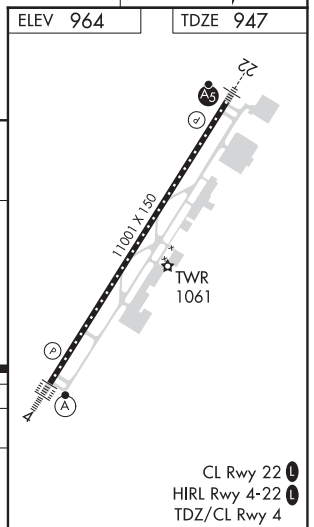
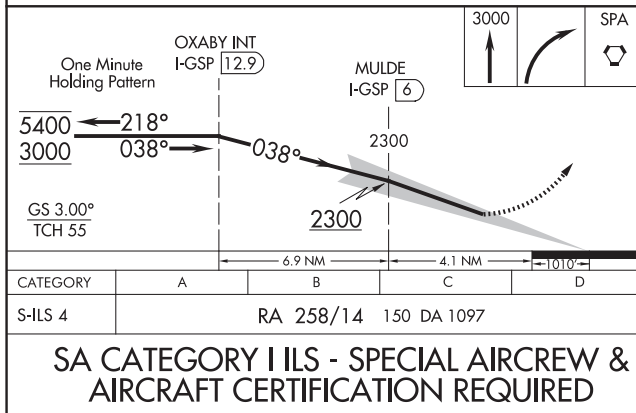
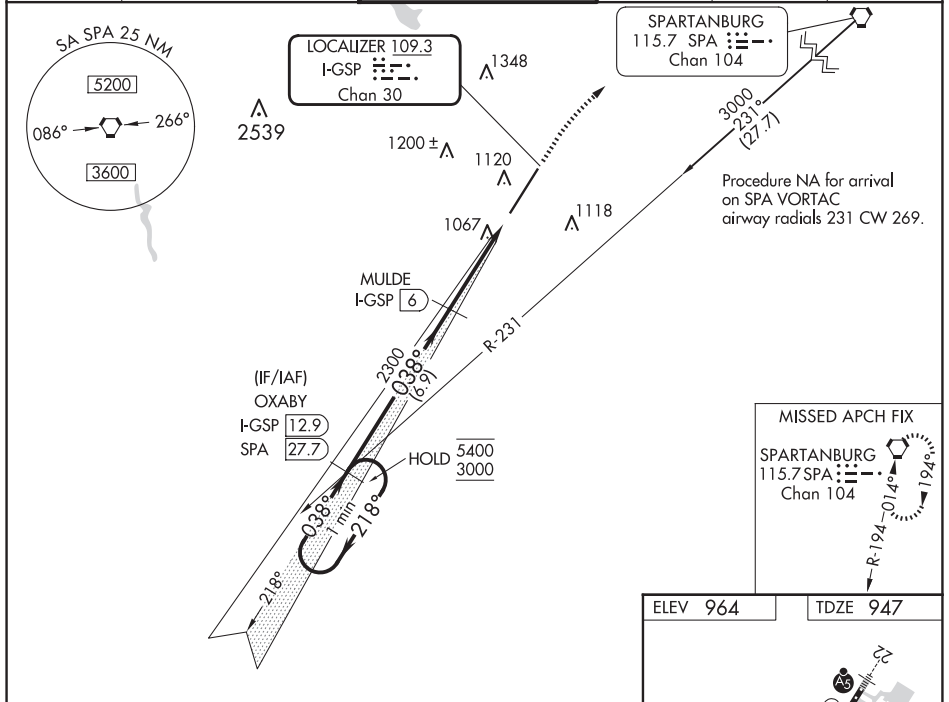
LOC/DME I-GSP	APP CRS	Rwy Idg
<b>109.3</b>	<b>038°</b>	<b>11001</b>
Chan 30	TDZE	<b>947</b>
	Apt Elev	<b>964</b>

# ILS RWY 4 (SA CAT I)

## GREENVILLE SPARTANBURG INTL (GSP)

DME required.	ALSf-2
Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. Procedure NA when control tower closed.	MISSED APPROACH: Climb to 3000 then right turn direct SPA VORTAC and hold.

ATIS <b>134.25</b>	GREER APP CON★ <b>118.8 270.275</b>	GREER TOWER★ <b>120.1 (CTAF) 0 251.15</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.9</b>	UNICOM <b>122.95</b>
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GREER, SOUTH CAROLINA  
Amdt 25 05DEC19

34°54'N-82°13'W

GREENVILLE SPARTANBURG INTL (GSP)  
ILS RWY 4 (SA CAT I)

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



ILS RWY 4 (CAT II & III)  
GREENVILLE SPARTANBURG INTL (GSP)

**TA**

ALSF-2



**MISSED APPROACH:**  
Climb to 3000 then  
right turn direct SPA  
VORTAC and hold.

MSA SPA 25 NM  
5200  
086° → 266°  
3600

LOCALIZER 109.3  
I-GSP  
Chan 30

2539

1200±

1120

1067

MULDE  
I-GSP 6

1118

2300

231

3000

(IF/IAF)  
OXABY  
I-GSP 12.9  
SPA 27.7

HOLD 5400  
3000

218°

1 min

218°

SPARTANBURG  
115.7 SPA  
Chan 104

Procedure NA for arrival on  
SPA VORTAC  
airway radials 231 CW 269.

MISSED APCH FIX  
SPARTANBURG  
115.7 SPA  
Chan 104

194°

R-194-014°

ELEV 964

TDZE 947

CATEGORY	A	B	C	D
S-ILS 4		CAT II RA 142/12	100 DA 1047	
S-ILS 4		CAT IIIa	RVR 07	
S-ILS 4		CAT IIIb	RVR 06	
S-ILS 4		CAT IIIc	NA	

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

ELEV 964

TDZE 947

1001 x 150

TWR 1061

CL Rwy 22

HRL Rwy 4-22

TDZ/CL Rwy 4

GREER, SOUTH CAROLINA

AL-5124 (FAA)

24081

WAAS CH <b>78103</b> <b>W04A</b>	APP CRS <b>038°</b>	Rwy Idg <b>11001</b> TDZE <b>947</b> Apt Elev <b>964</b>
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**RNAV (GPS) RWY 4**  
GREENVILLE SPARTANBURG INTL (GSP)

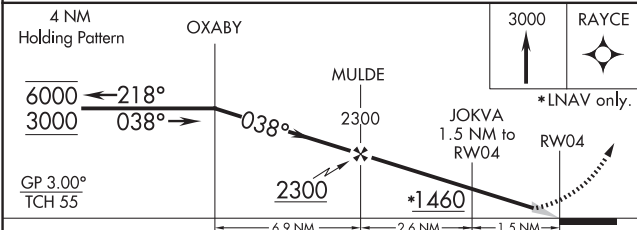
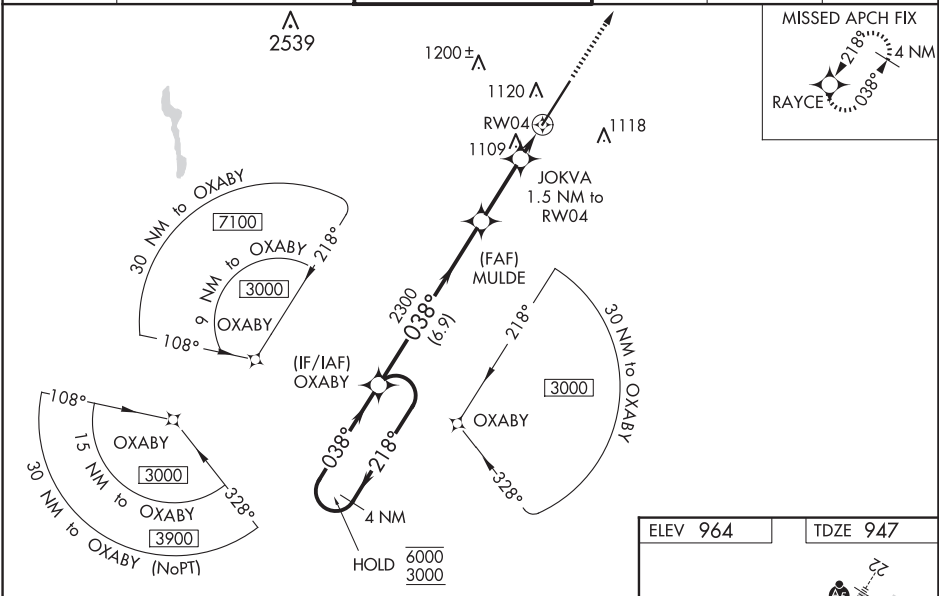
**RNP APCH.**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1½ SM and increase LNAV Cat C/D visibility to RVR 6000. When local altimeter setting not received, use Greenville Downtown altimeter setting; increase LPV DA to 1176 feet and LNAV/VNAV DA to 1450 feet and all Cats visibility to RVR 5500; increase all MDAs 40 feet and visibility LNAV Cats C and D to RVR 4500 and Circling Cat D visibility ¼ SM. For inop ALS, when using Greenville Downtown altimeter setting, increase LNAV/VNAV all Cats visibility to 1½ SM. Baro-VNAV NA when using Greenville Downtown altimeter setting.

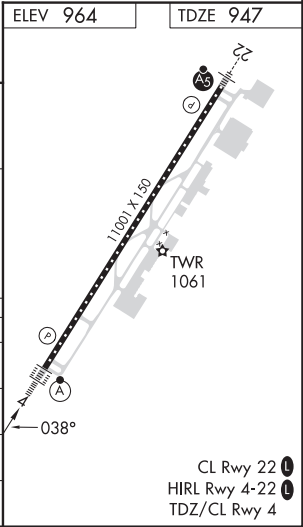
**ALSF-2**

**MISSED APPROACH:**  
Climb to 3000 direct RAYCE and hold.

ATIS <b>134.25</b>	GREER APP CON★ <b>118.8 270.275</b>	GREER TOWER★ <b>120.1 (CTAF) 251.15</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.9</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA		1147/18	200 (200-½)	
LNAV/VNAV DA		1421/50	474 (500-1)	
LNAV MDA	1360/24	413 (400-½)	1360/40	413 (400-¾)
CIRCLING	1440-1	476 (500-1)	1480-1½ 516 (600-1½)	1700-2¼ 736 (800-2¼)



SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

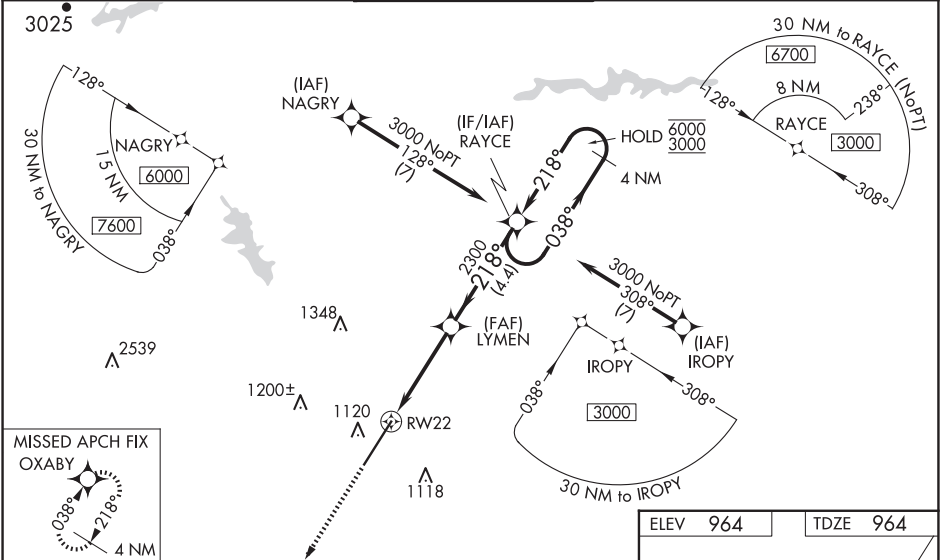
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500. When local altimeter setting not received, use Greenville downtown altimeter setting: increase LPV DA to 1193 feet; increase LNAV/VNAV DA to 1267 feet; increase all MDA 40 feet and LNAV Cat C/D visibility to RVR 4000; increase Circling Cat D visibility to 2½ SM. For inop ALS, when using Greenville downtown altimeter setting, increase LNAV/VNAV all Cats visibility to RVR 4500. VDP and Baro-VNAV NA when using Greenville downtown altimeter setting.

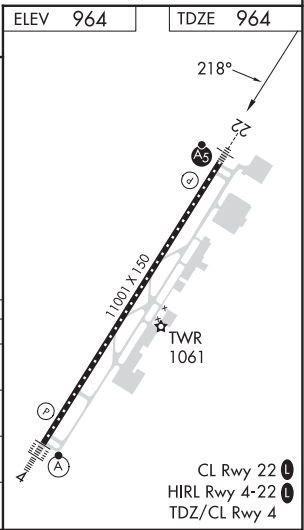
MALSR

MISSED APPROACH:  
Climb to 3000 direct  
OXABY and hold.

ATIS 134.25	GREER APP CON★ 118.8 270.275	GREER TOWER★ 120.1(CTAF) 0 251.15	GND CON 121.9	CLNC DEL 121.9	UNICOM 122.95
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3000		OXABY	VGSJ and RNAV glidepath not coincident (VGSJ Angle 3.00/TCH 76).		RAYCE	4 NM Holding Pattern
*LNAV only.					LYMEN	
1 NM		3 NM	4.4 NM			
CATEGORY	A	B	C	D		
LPV DA		1164/24	200 (200-½)			
LNAV/VNAV DA		1238/24	274 (300-½)			
LNAV MDA	1360/24	396 (400-½)	1360/35	396 (400-¾)		
CIRCLING	1440-1	476 (500-1)	1480-1½ 516 (600-1½)	1700-2¼ 736 (800-2¼)		



25107

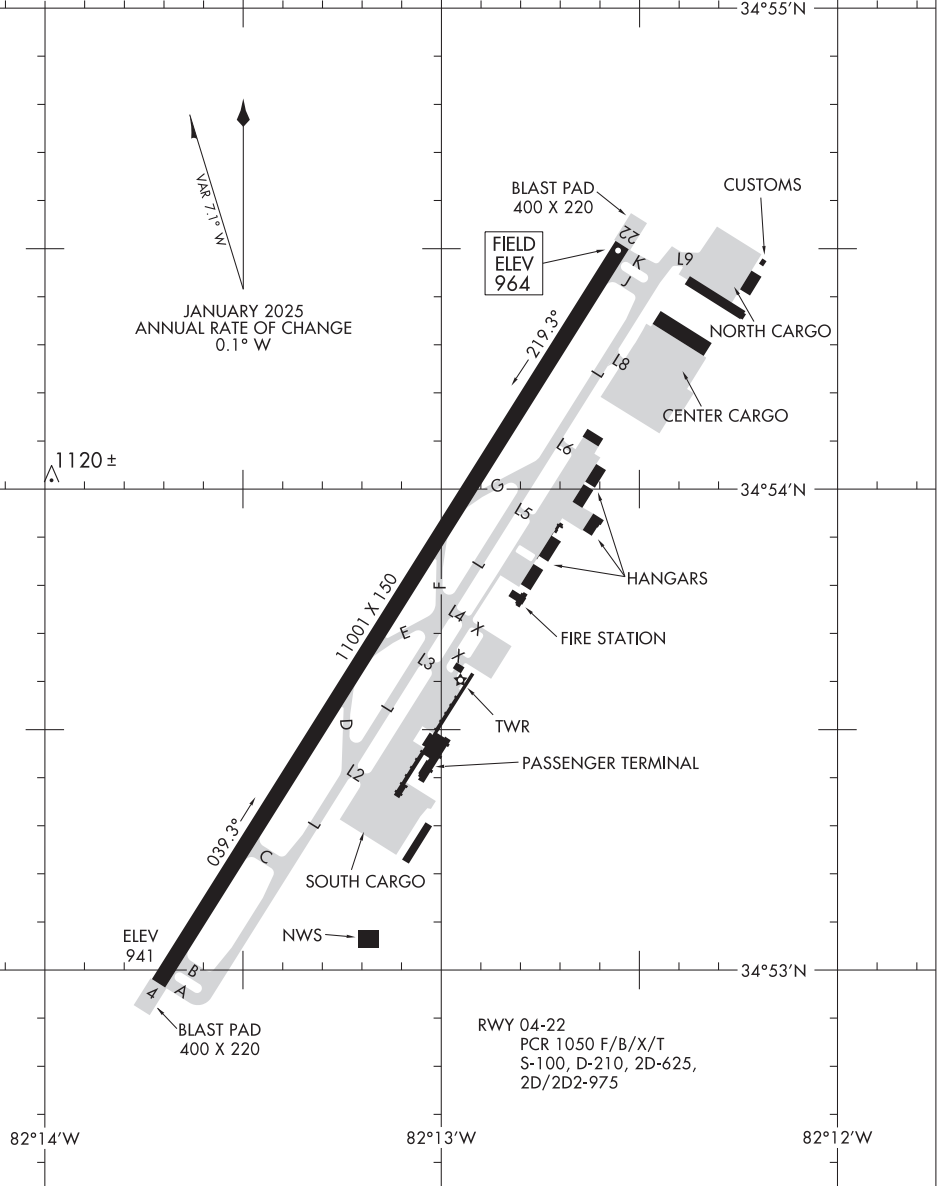
AIRPORT DIAGRAM

GREENVILLE SPARTANBURG INTL (GSP)  
GREER, SOUTH CAROLINA

AL-5124 (FAA)

ATIS  
134.25  
GREER TOWER★  
120.1 251.15  
GND CON  
121.9  
CLNC DEL  
121.9

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



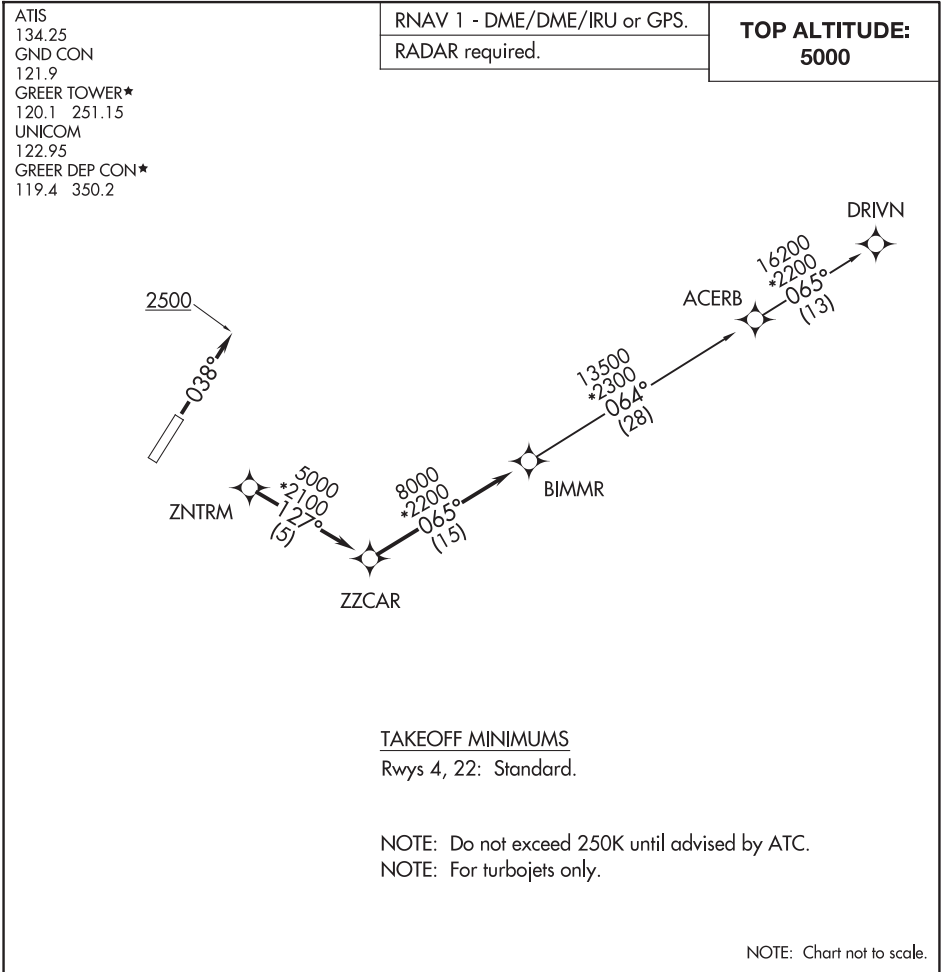
SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM

GREENVILLE SPARTANBURG INTL (GSP)  
GREER, SOUTH CAROLINA

25107



▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb on heading 038° to 2500 before turning west or northwest for RADAR vectors to ZNTRM, thence. . . .

TAKEOFF RUNWAY 22: Climb on assigned heading for RADAR vectors to ZNTRM, thence. . . .

. . . on depicted route to BIMMR. Then on assigned transition. Maintain 5000. Expect clearance to filed altitude within 10 minutes after departure.

ACERB TRANSITION (BIMMR3.ACERB)

DRIVN TRANSITION (BIMMR3.DRIVN)

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

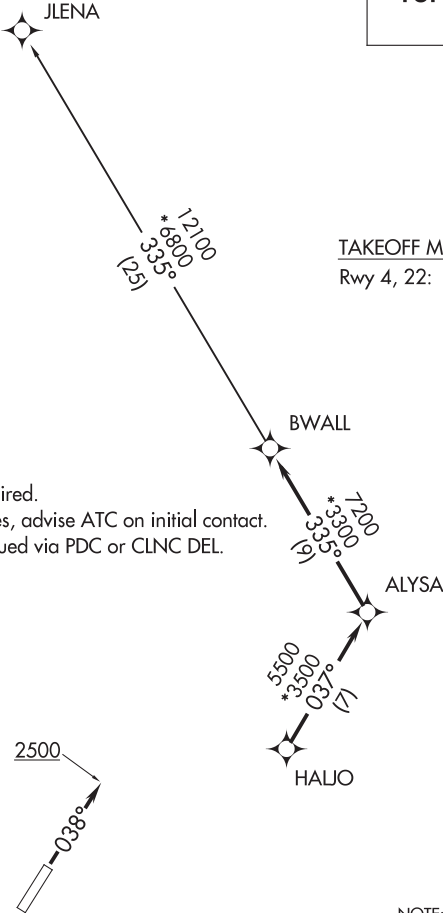
(BWALL2.BWALL) 19339

BWALL TWO DEPARTURE (RNAV)

GREENVILLE SPARTANBURG INTL (GSP)  
GREER, SOUTH CAROLINA

ATIS  
134.25  
GND CON  
121.9  
GREER TOWER★  
120.1 251.15  
UNICOM  
122.95  
GREER DEP CON★  
119.4 350.2

**TOP ALTITUDE:**  
**5000**



TAKEOFF MINIMUMS  
Rwy 4, 22: Standard.

- NOTE: For turbojets only.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Transponder code will be issued via PDC or CLNC DEL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to HALJO, then on depicted route to BWALL, thence. . . .

. . . .on JLENA transition. Maintain 5000. Expect clearance to filed altitude within 10 minutes after departure.

TAKEOFF RUNWAY 4: Climb heading 038° to 2500 before turning left.

JLENA TRANSITION (BWALL2.JLENA)

WAAS CH <b>87140</b> <b>W03A</b>	APP CRS <b>029°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>349</b> <b>364</b>
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RNAV (GPS) RWY 3

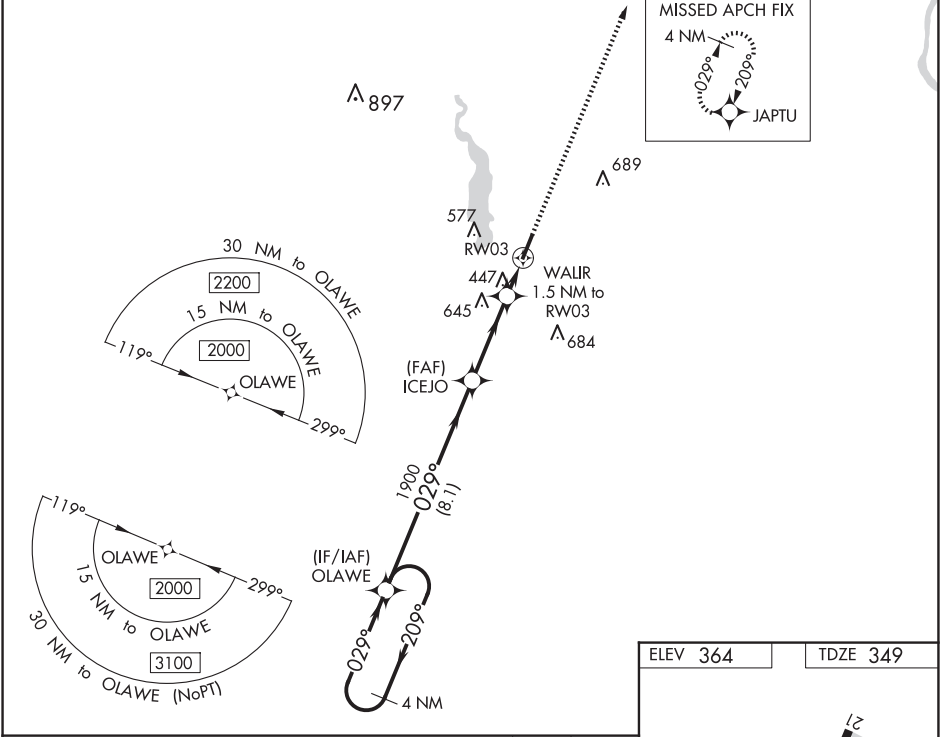
HARTSVILLE RGNL (HVS)

▼

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C (15°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2100 direct JAPTU and hold.

AWOS-3 <b>118.225</b>	SHAW APP CON ★ <b>125.4 318.1</b>	UNICOM <b>122.8 (CTAF) 0</b>
--------------------------	--------------------------------------	---------------------------------



4 NM Holding Pattern

OLAW VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH28).

2100 JAPTU

GP 3.00° TCH 40

OLAW 209° 029° 029° 029°

ICEJO 1900

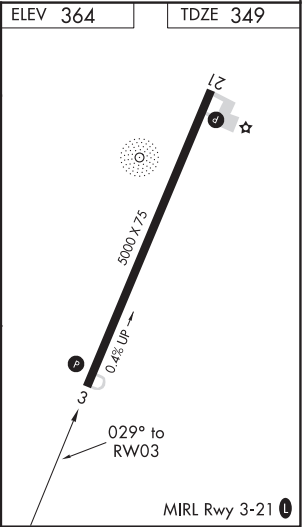
WALIR 1.5 NM to RW03

RW03

\*LNAV only.

8.1 NM 3.3 NM 1.5 NM

CATEGORY	A	B	C	D
LPV DA	599-1	250 (300-1)		NA
LNAV/VNAV DA	599-1	250 (300-1)		NA
LNAV MDA	700-1	351 (400-1)		NA
CIRCLING	800-1 436 (500-1)	840-1 476 (500-1)	960-1½ 596 (600-1½)	NA



HARTSVILLE, SOUTH CAROLINA

AL-5739 (FAA)

22027

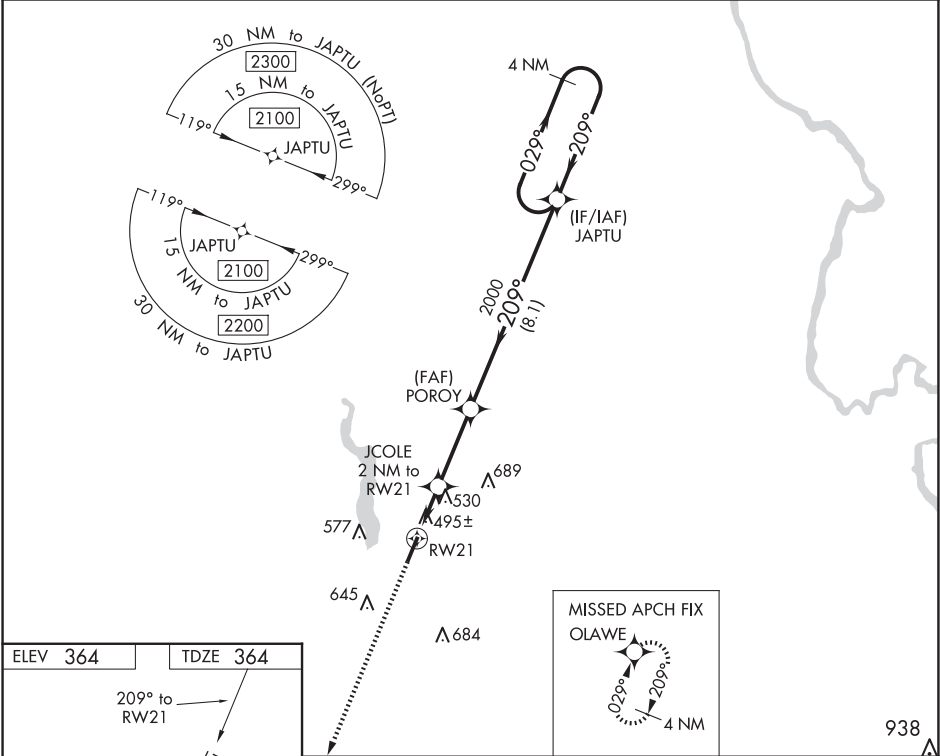
WAAS CH <b>69640</b> <b>W21A</b>	APP CRS <b>209°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>364</b> <b>364</b>
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# RNAV (GPS) RWY 21

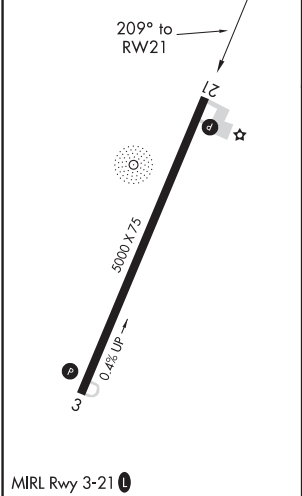
HARTSVILLE RGNL (HVS)

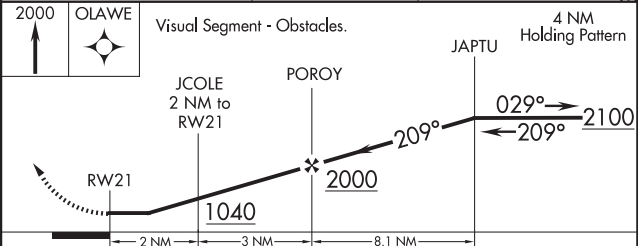
<b>▼</b> Rwy 21 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2000 direct OLawe and hold.
--	---

AWOS-3 <b>118.225</b>	SHAW APP CON★ <b>125.4 381.1</b>	UNICOM <b>122.8 (CTAF) 0</b>
--------------------------	-------------------------------------	---------------------------------



ELEV <b>364</b>	TDZE <b>364</b>
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Visual Segment - Obstacles.			
			
CATEGORY	A	B	C
LP MDA	760-1 396 (400-1)	760-1 396 (400-1 1/8)	NA
LNAV MDA	780-1 416 (500-1)	780-1 416 (500-1 1/8)	NA
CIRCLING	800-1 436 (500-1)	840-1 476 (500-1)	960-1 596 (600-1 1/2)

HARTSVILLE, SOUTH CAROLINA  
Amdt 1 17AUG17

34°24'N-80°07'W

# RNAV (GPS) RWY 21

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



DME required.

MISSED APPROACH: Climbing right turn to 2200 direct CTF VOR/DME and hold.

AWOS-3

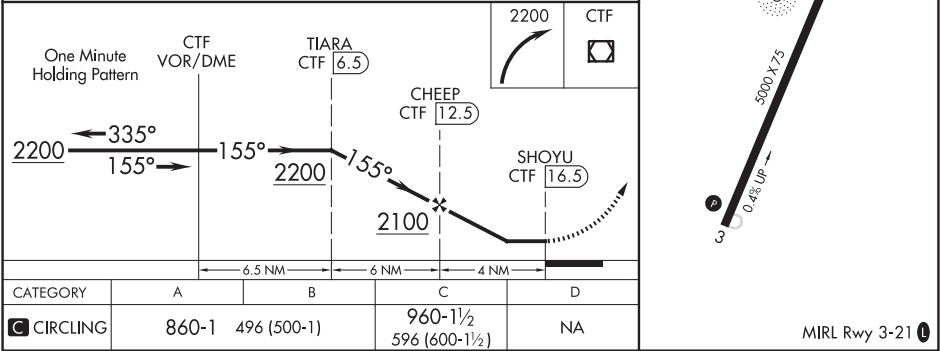
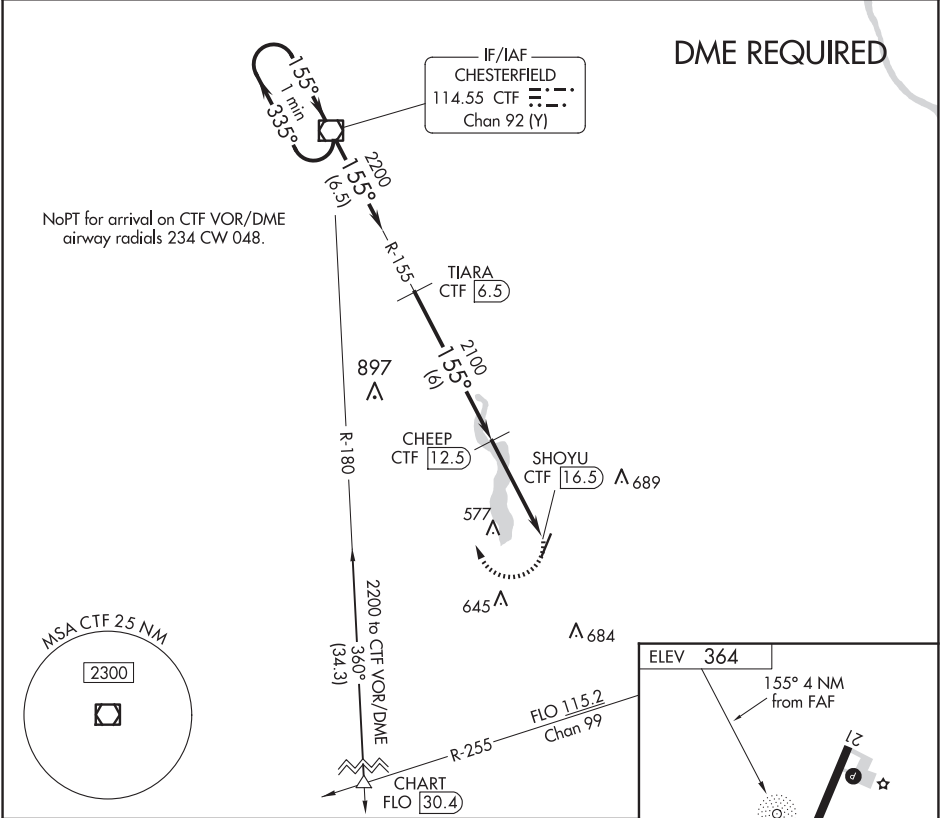
118.225

SHAW APP CON ★

125.4 318.1

UNICOM

122.8 (CTAF) 0



HATTERAS, NORTH CAROLINA

AL-6362 (FAA)

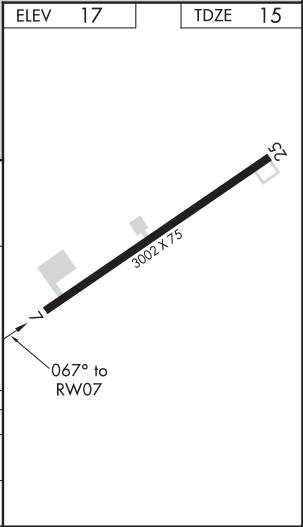
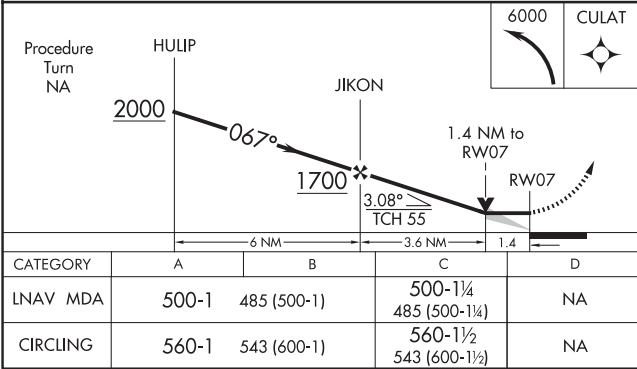
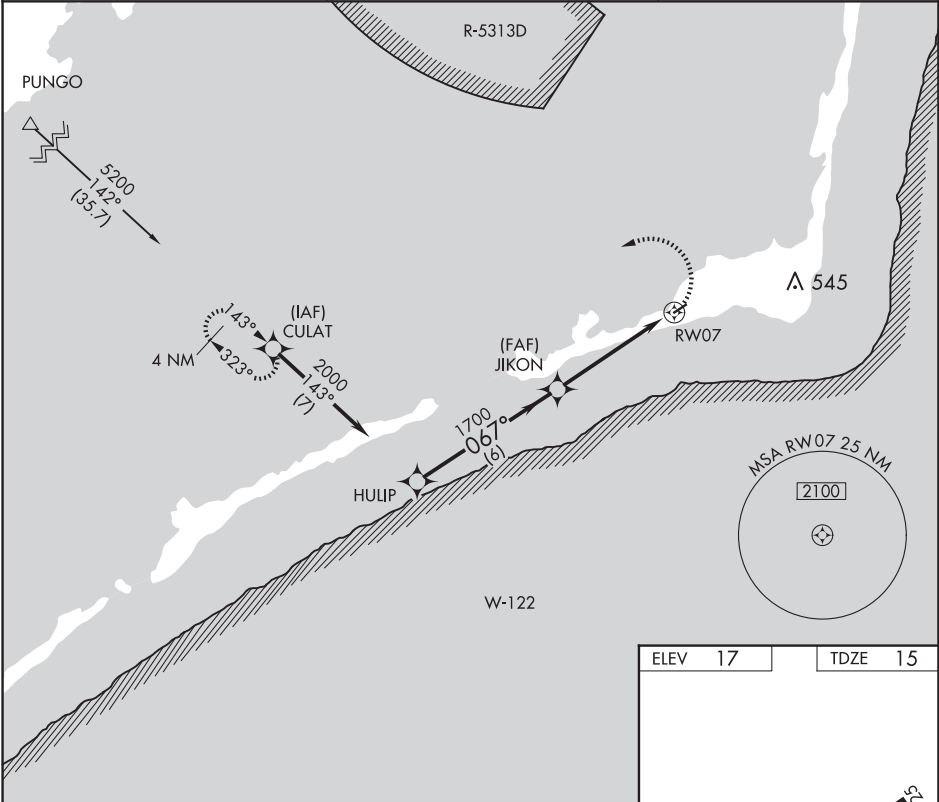
20086

APP CRS <b>067°</b>	Rwy Idg	<b>3002</b>
	TDZE	<b>15</b>
	Apt Elev	<b>17</b>

**RNAV (GPS) RWY 7**  
BILLY MITCHELL (HSE)

NA	Procedure NA at night. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climbing left turn to 6000 direct CULAT WP and hold.
----	---	--

ASOS <b>118.375</b>	CHERRY POINT APP CON <b>119.75 360.775</b>	CTAF <b>122.9</b>
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HATTERAS, NORTH CAROLINA  
Orig 20MAR03

35°14'N-75°37'W

BILLY MITCHELL (HSE)  
**RNAV (GPS) RWY 7**

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

APP CRS  
232°

Rwy Idg  
3002

TDZE  
17

Apt Elev  
17

RNAV (GPS) RWY 25

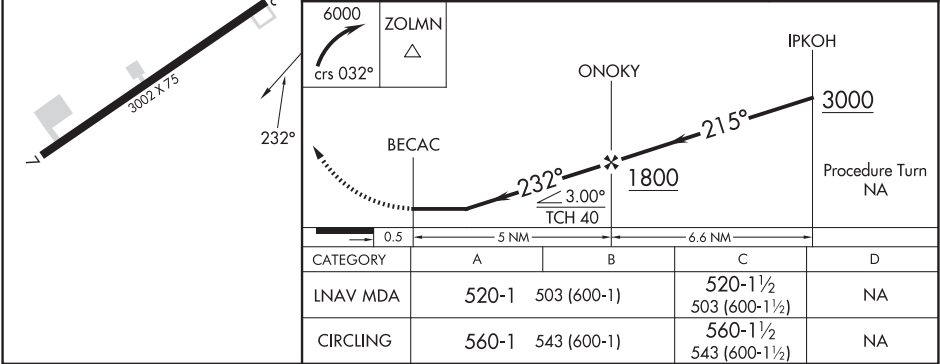
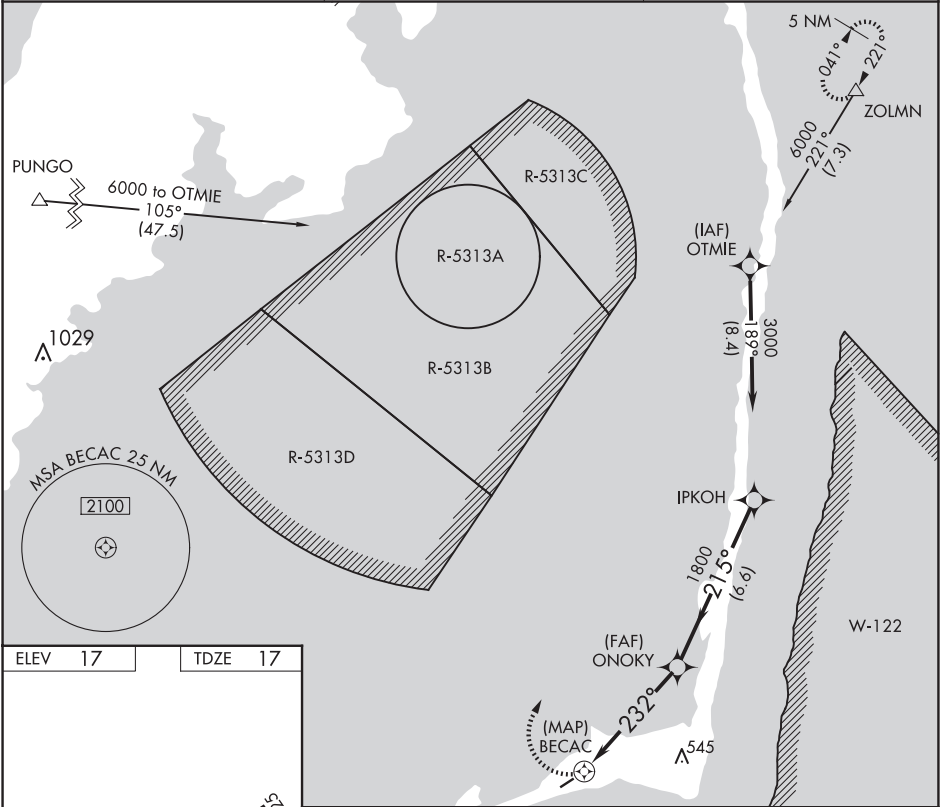
BILLY MITCHELL (HSE)

NA

Procedure NA at night.  
GPS or RNP-0.3 required.  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 6000  
via course 032° to ZOLMN WP and hold.

ASOS 118.375	CHERRY POINT APP CON 119.75 360.775	CTAF 122.9
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HICKORY, NORTH CAROLINA

AL-706 (FAA)

25163

LOC I-HKY <b>108.7</b>	APP CRS <b>241°</b>	Rwy Ldg TDZE Apt Elev <b>6401</b> <b>1190</b> <b>1190</b>
---------------------------	------------------------	--

ILS or LOC RWY 24  
HICKORY RGNL (HKY)

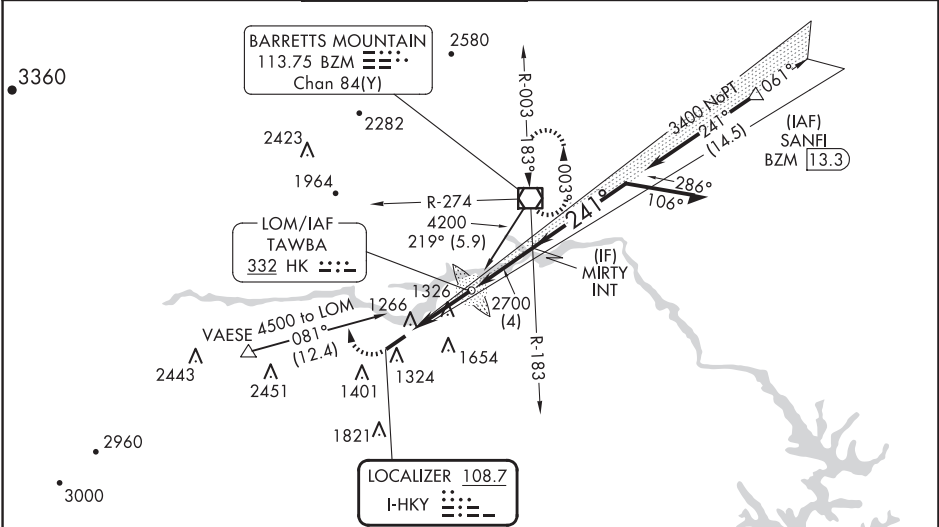
For inop ALS, increase S-LOC 24 Cat C and D visibility  $\frac{1}{8}$  SM.

MALSR

A5

MISSED APPROACH: Climb to 1700 then climbing right turn to 4000 on heading 340° and on BZM VOR/DME R-274 to BZM VOR/DME and hold.

ASOS <b>118.325</b>	ATLANTA CENTER <b>125.15 263.0</b>	HICKORY TOWER ★ <b>128.15 (CTAF) 0</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.7</b>	CLNC DEL <b>124.25</b> (When twr closed)
------------------------	---------------------------------------	---	-------------------------	--------------------------	--



ELEV 1190 D TDZE 1190

241°

0.8% UP

TWR

6401 X 150

HIRL Rwy 6-24 0

REIL Rwy 6

ALTERNATE MISSED APCH FIX

241°

061°

TAWBA HK 332

1700

4000

BZM R-274

BZM

HK LOM TAWBA

Remain within 10 NM

2640

MIRTY INT

241°

3400

3400

2700

GS 3.00°

TCH 53

CATEGORY	A	B	C	D
S-ILS 24	1390- $\frac{1}{2}$		200 (200- $\frac{1}{2}$ )	
S-LOC 24	1580- $\frac{1}{2}$ 390 (400- $\frac{1}{2}$ )		1580- $\frac{5}{8}$ 390 (400- $\frac{5}{8}$ )	
CIRCLING	1640-1 450 (500-1)	1660-1 470 (500-1)	2020-2 $\frac{1}{2}$ 830 (900-2 $\frac{1}{2}$ )	2040-2 $\frac{3}{4}$ 850 (900-2 $\frac{3}{4}$ )

HICKORY, NORTH CAROLINA

Amtd 9 25JAN24

35°44'N-81°23'W

HICKORY RGNL (HKY)  
ILS or LOC RWY 24

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

RNP APCH-GPS.

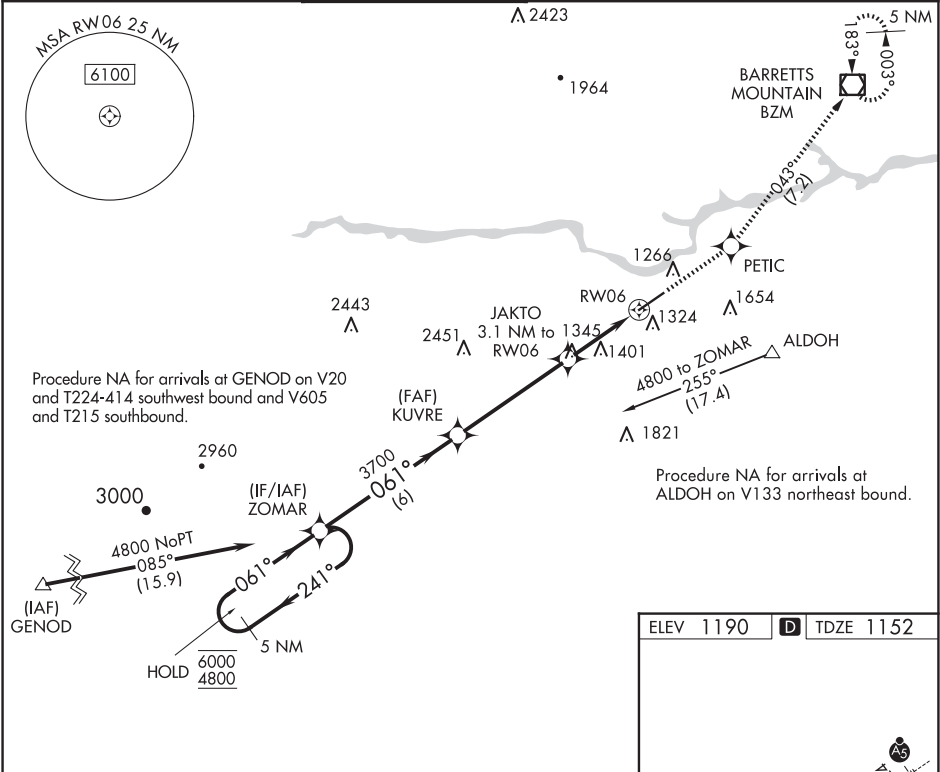
T

A

Rwy 6 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 4100 direct PETIC and on track 043° to BZM VOR/DME and hold, continue climb-in-hold to 4100.

ASOS <b>118.325</b>	ATLANTA CENTER <b>125.15 263.0</b>	HICKORY TOWER ★ <b>128.15 (CTAF) 0</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.7</b>	CLNC DEL <b>124.25</b> (When twr closed)
------------------------	---------------------------------------	---	-------------------------	--------------------------	--



VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 57).

5 NM Holding Pattern

ZOMAR

KUVRE

JAKTO

PETIC

BZM

TWR

HIRL Rwy 6-24

REIL Rwy 6

CATEGORY	A	B	C	D
LP MDA	1600-1	448 (500-1)	1600-1⅓	448 (500-1⅓)
RNAV MDA	1740-1	588 (600-1)	1740-1⅓	588 (600-1⅓)
CIRCLING	1740-1	550 (600-1)	2020-2½ 830 (900-2½)	2040-2¾ 850 (900-2¾)

HICKORY, NORTH CAROLINA

AL-706 (FAA)

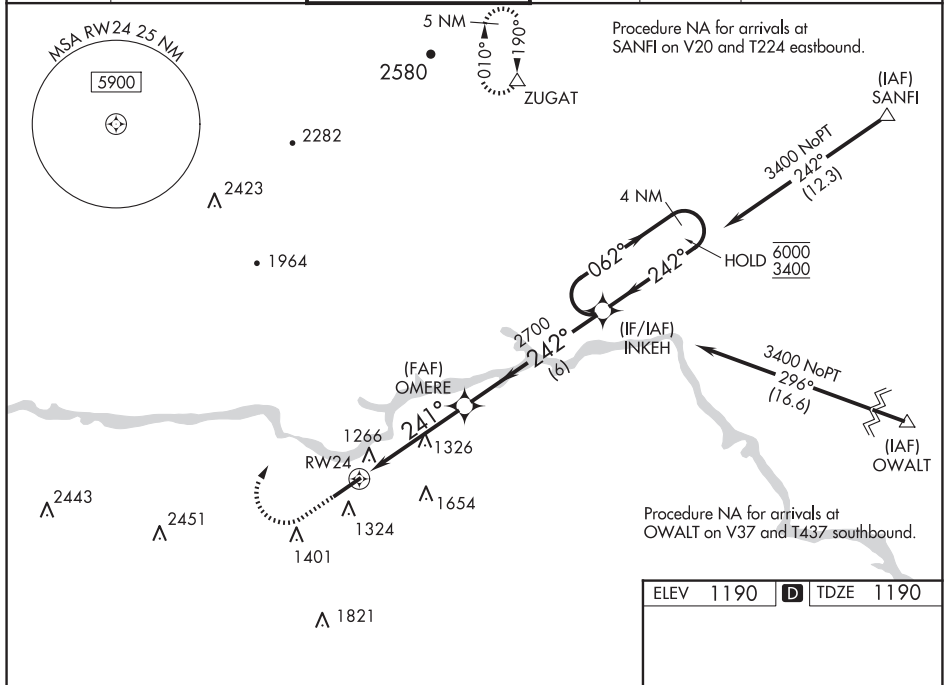
25163

WAAS CH <b>42921</b> <b>W24A</b>	APP CRS <b>241°</b>	Rwy Ldg TDZE Apt Elev	<b>6401</b> <b>1190</b> <b>1190</b>
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# RNAV (GPS) RWY 24

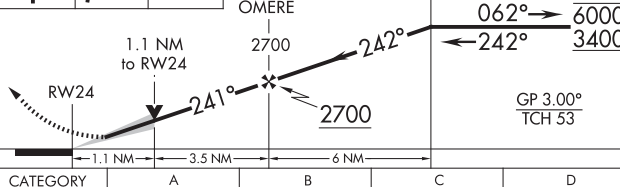
HICKORY RGNL (HKY)

RNP APCH-GPS. <div><div></div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM.</div></div>			MALSR <div><div></div><div></div></div>	MISSED APPROACH: Climb to 2000 then climbing right turn to 5400 direct ZUGAT and hold, continue climb-in-hold to 5400.	
ASOS <b>118.325</b>	ATLANTA CENTER <b>125.15 263.0</b>	HICKORY TOWER ★ <b>128.15 (CTAF) 0</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.7</b>	CLNC DEL <b>124.25</b> (When twr closed)

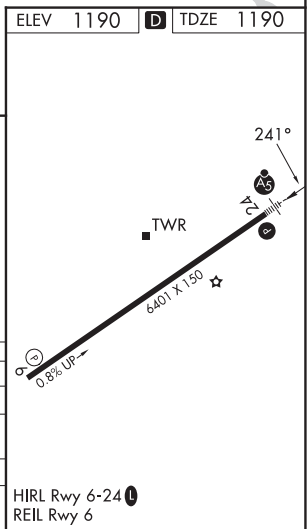


2000	5400	ZUGAT
↑	↗	△

						
1.1 NM to RW24	2700	242°	4 NM Holding Pattern	062° → 6000	← 242° 3400	GP 3.00° TCH 53
1.1 NM	3.5 NM	6 NM				

CATEGORY	A		B		C		D	
LPV DA			1390-½		200 (200-½)			
LNAV/ VNAV DA			1467-½		277 (300-½)			
LNAV MDA	1580-½		390 (400-½)		1580-⅝		390 (400-⅝)	
<b>C</b> CIRCLING	1640-1 450 (500-1)		1660-1 470 (500-1)		2020-2½ 830 (900-2½)		2040-2¾ 850 (900-2¾)	



HICKORY, NORTH CAROLINA  
Amdt 2 25JAN24

35°44'N-81°23'W

# RNAV (GPS) RWY 24

SE-2, 12 JUN 2025 to 07 AUG 2025

25163

VOR/DME RWY 24  
HICKORY RGNL (HKY)

**MISSED APPROACH:** Climbing right turn to 4000 via heading 340° and BZM R-274 to BZM VOR/DME and hold.

• 2821

2580

2282

2423  $\Delta$

1964

R-274

IAF  
BARRETTS MOUNTAIN  
113.75 BZM  
Chan 84 (Y)

064°

244°

3400  
229° (2)

BZM [5] 2700  
229° (3)

BZM [2]

1266  $\Delta$

1300  $\Delta$

1654  $\Delta$

1324  $\Delta$

2451  $\Delta$

1401  $\Delta$

(IAF) RIVYR  
BZM [13]

4000 NoPT  
235° (13)

R-064

(IAF) SANFI  
BZM [13.3]

4000 NoPT  
251° (13.3)

289°  
109°

MSA BZM 25 NM  
[5800]

SE-2, 12 JUN 2025 to 07 AUG 2025

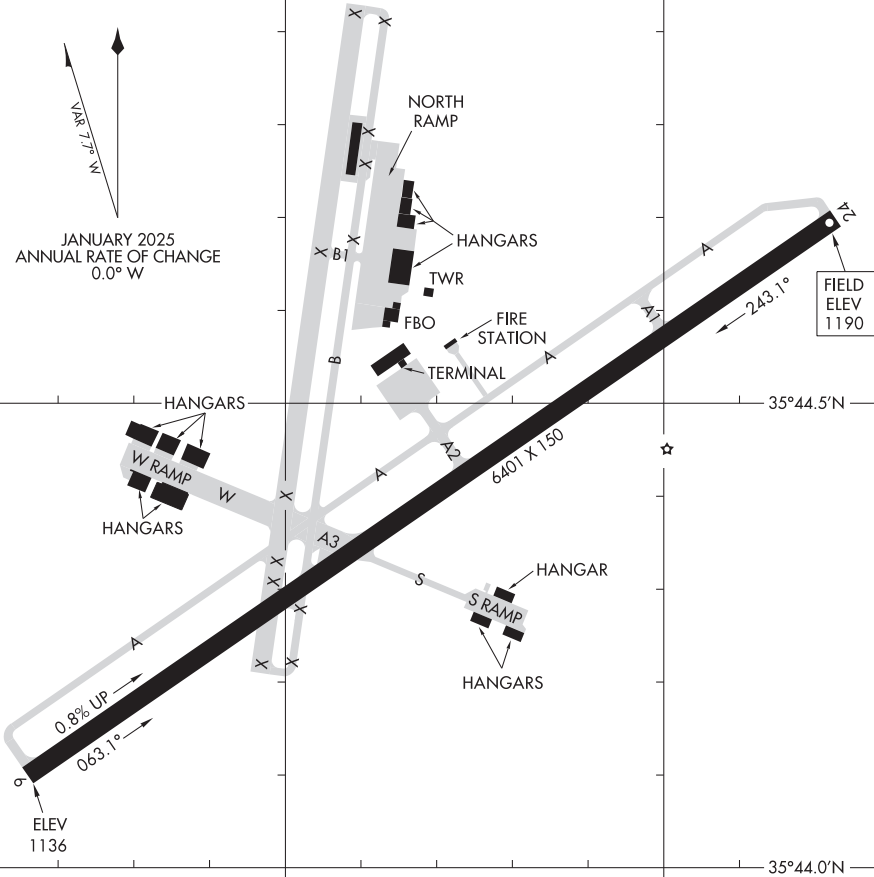
SE-2, 12 JUN 2025 to 07 AUG 2025

HICKORY, NORTH CAROLINA  
Orig-F 14JUL22  
35°44'N-81°23'W  
355  
HICKORY RGNL (HKY)  
VOR/DME RWY 24

ASOS  
118.325  
HICKORY TOWER ★  
128.15  
GND CON  
121.7  
CLNC DEL  
121.7

D

VAR 7° W  
JANUARY 2025  
ANNUAL RATE OF CHANGE  
0.0° W



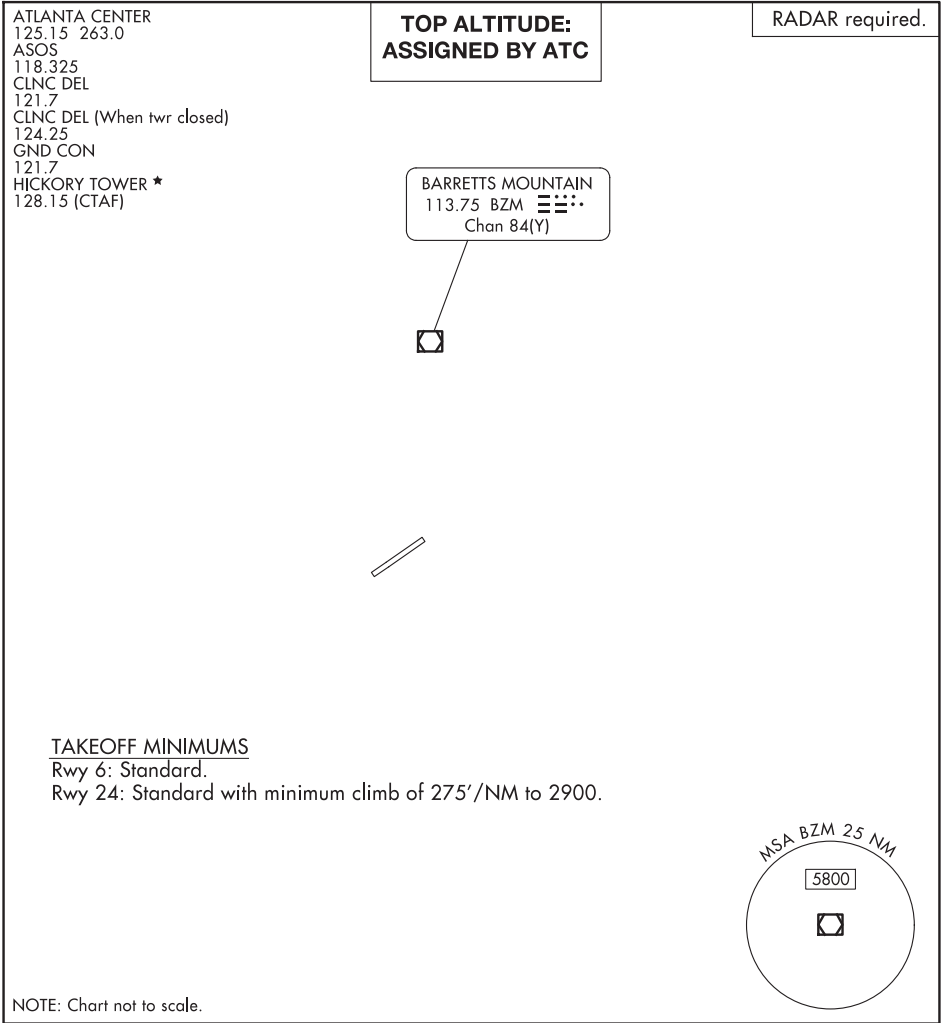
RWY 06-24  
PCR 550 F/B/X/T  
S-120, D-198, 2D-321, 2D/2D2-766

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

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025





DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to assigned route. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

HILTON HEAD ISLAND, SOUTH CAROLINA

AL-5709 (FAA)

25163

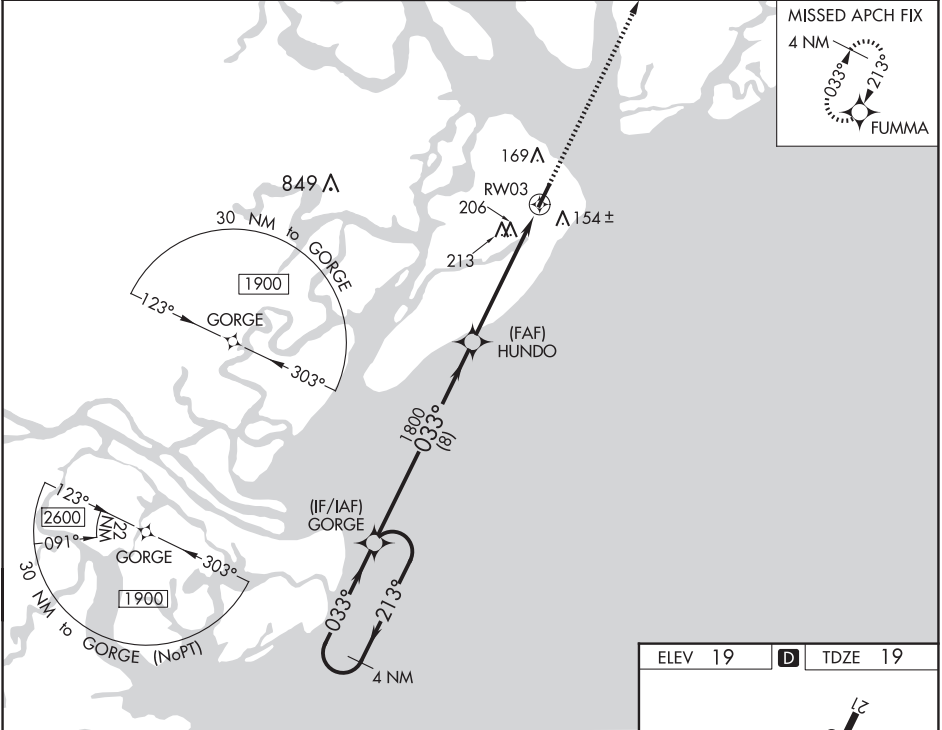
WAAS CH <b>45641</b> <b>W03A</b>	APP CRS <b>033°</b>	Rwy Ldg <b>4703</b> TDZE <b>19</b> Apt Elev <b>19</b>
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**RNAV (GPS) RWY 3**  
HILTON HEAD (HXD)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). Rwy 3 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 1900 direct FUMMA and hold.

ATIS <b>121.4</b>	SAVANNAH APP CON ★ <b>125.3 371.875</b>	HILTON HEAD TOWER ★ <b>118.975 (CTAF) 0</b>	GND CON <b>121.1</b>	CLNC DEL <b>121.1</b>	CLNC DEL <b>123.85</b> (When twr closed)
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4 NM Holding Pattern

GORGE

1900 ← 213° / 033° →

GP 3.00° TCH 40

HUNDO

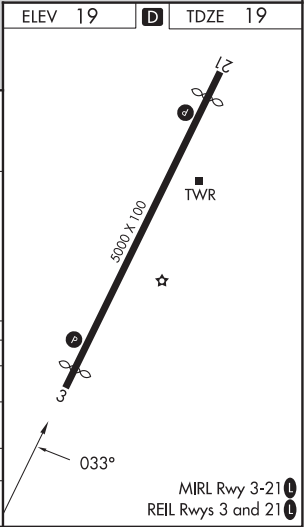
1800

\*1.3 NM to RWY 03

RWY 03

8 NM | 4.2 NM | 1.3 NM

CATEGORY	A	B	C	D
LPV DA		321-1	302 (400-1)	
LNAV/VNAV DA		334-1	315 (400-1)	
LNAV MDA	480-1	461 (500-1)	480-1½	461 (500-1½)
CIRCLING	480-1 461 (500-1)	520-1 501 (600-1)	520-1½ 501 (600-1½)	580-2 561 (600-2)



HILTON HEAD ISLAND, SOUTH CAROLINA  
Amdt 1 07DEC17

32°13'N-80°42'W

**RNAV (GPS) RWY 3**  
HILTON HEAD (HXD)

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

WASS CH <b>77641</b> <b>W21A</b>	APP CRS <b>213°</b>	Rwy Ldg <b>4597</b> TDZE <b>18</b> Apt Elev <b>19</b>
--	------------------------	---

RNAV (GPS) RWY 21  
HILTON HEAD (HXD)

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).  
DME/DME RNP-0.3 NA. Rwy 21 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

**MISSED APPROACH:** Climb to 1900 direct GORGE and hold.

ATIS  
121.4

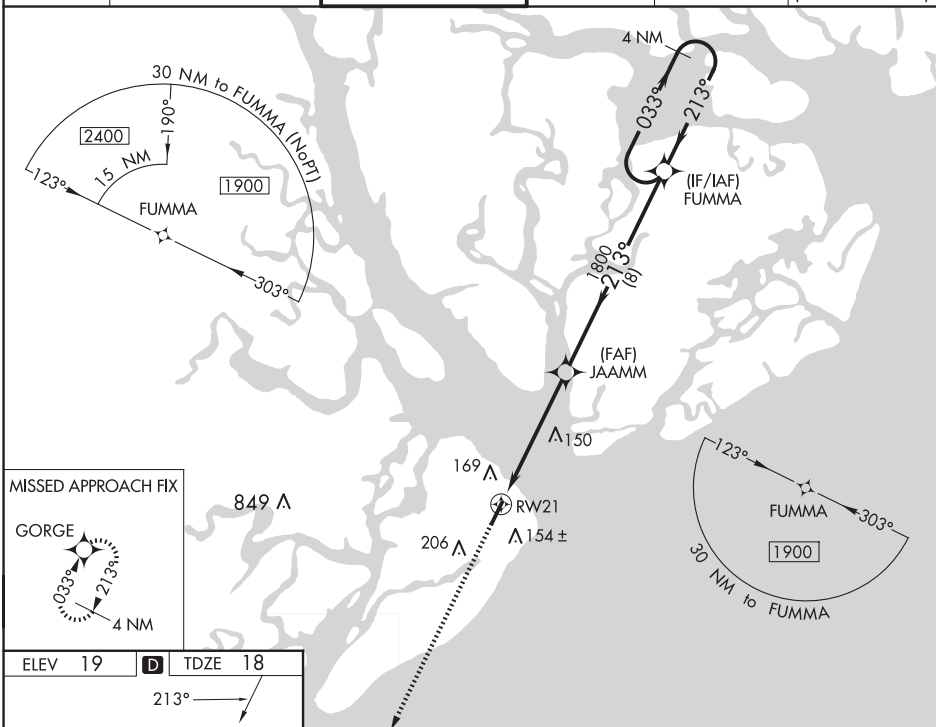
SAVANNAH APP CON ★  
125-3 371-875

HILTON HEAD TOWER ★  
118.975 (CTAF) L

GND CON  
121.1

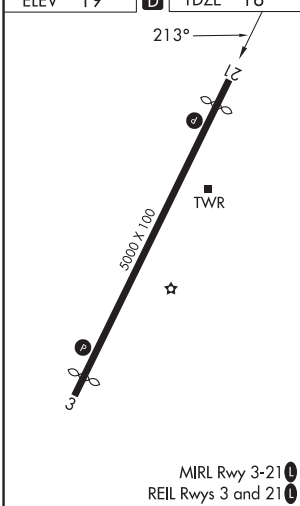
CLNC DEL  
121.1

CLNC DEL  
**123.85**  
(When twr closed)




ELEV	19		TDZE	18
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18

MIRL Rwy 3-21 **L**

REIL Rwy 3 and 21 L

1900	GORGE
	

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 35).

\*LNAV only.

JAAMM

FUMMA 4 NM Holding Pattern

$$\frac{033^\circ \rightarrow}{1900}$$

\*1.1 N

1800

800

GP 3.10°  
TCH 58

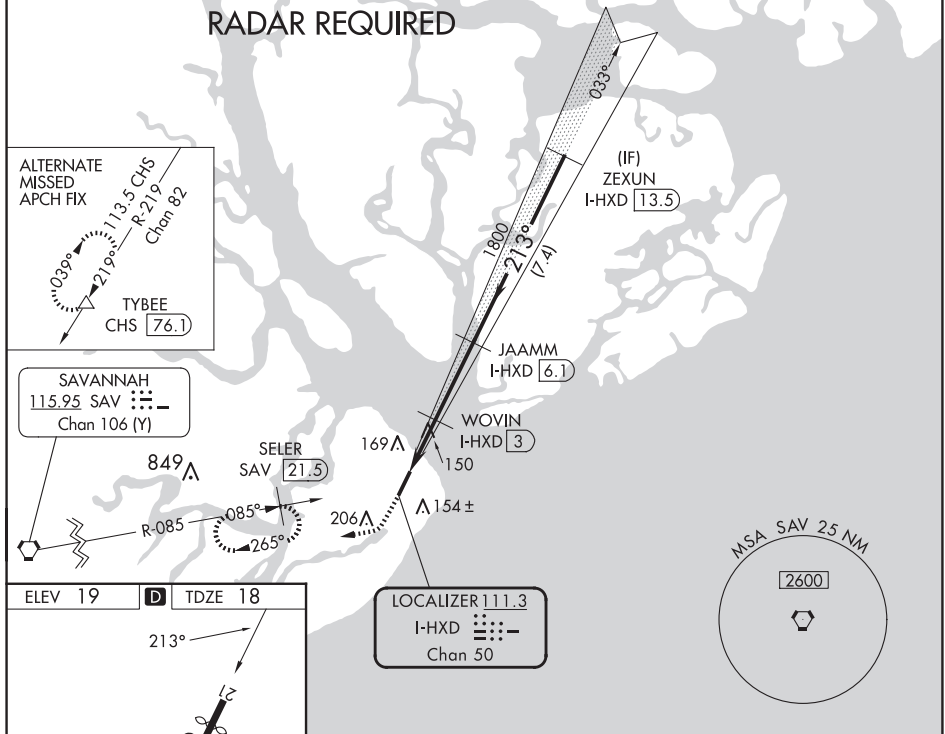
CATEGORY		A	B	C	D
LPV	DA	340-1 322 (400-1)			
LNAV/ VNAV	DA	293- $\frac{7}{8}$ 275 (300- $\frac{7}{8}$ )			
LNAV	MDA	480-1 462 (500-1)		480-1 $\frac{3}{8}$ 462 (500-1 $\frac{3}{8}$ )	
<b>C</b> CIRCLING		480-1 461 (500-1)	520-1 501 (600-1)	520-1 $\frac{1}{2}$ 501 (600-1 $\frac{1}{2}$ )	580-2 561 (600-2)

LOC RWY 21  
HILTON HEAD (HXD)

**MISSED APPROACH:** Climb to 800 then climbing right turn to 2000 on SAV R-085 to SELER/SAV 21.5 DME and hold, continue climb-in-hold to 2000.

ATIS <b>121.4</b>	SAVANNAH APP CON ★ <b>125.3 371.875</b>	HILTON HEAD TOWER ★ <b>118.975 (CTAF) 0</b>	GND CON <b>121.1</b>	CLNC DEL <b>121.1</b>	CLNC DEL <b>123.85</b> (When twr closed)
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# RADAR REQUIRED



Obstacle clearance chart for the approach to Runway 21L. The chart shows a 5000 x 100 ft runway with a 3° glide path. Obstacles are marked with their MSL and AGL altitudes. Key obstacles include TWR (1800 MSL), WOVIN (1800 MSL), JAAMM (1800 MSL), and ZEXUN (1800 MSL). The chart also shows the 760 ft obstacle clearance height and the 3.13° angle of the glide path. The chart is divided into four categories: CATEGORY A, B, C, and D. CATEGORY A includes obstacles with altitudes up to 400-1. CATEGORY B includes obstacles with altitudes up to 520-1. CATEGORY C includes obstacles with altitudes up to 580-2. CATEGORY D includes obstacles with altitudes up to 561 (600-2).

HILTON HEAD (HXD)  
LOC RWY 21

VORTAC SAV  
**115.95**  
Chan **106** (Y)

APP CRS  
**085°**

Rwy Ldg TDZE  
N/A  
Apt Elev  
**19**

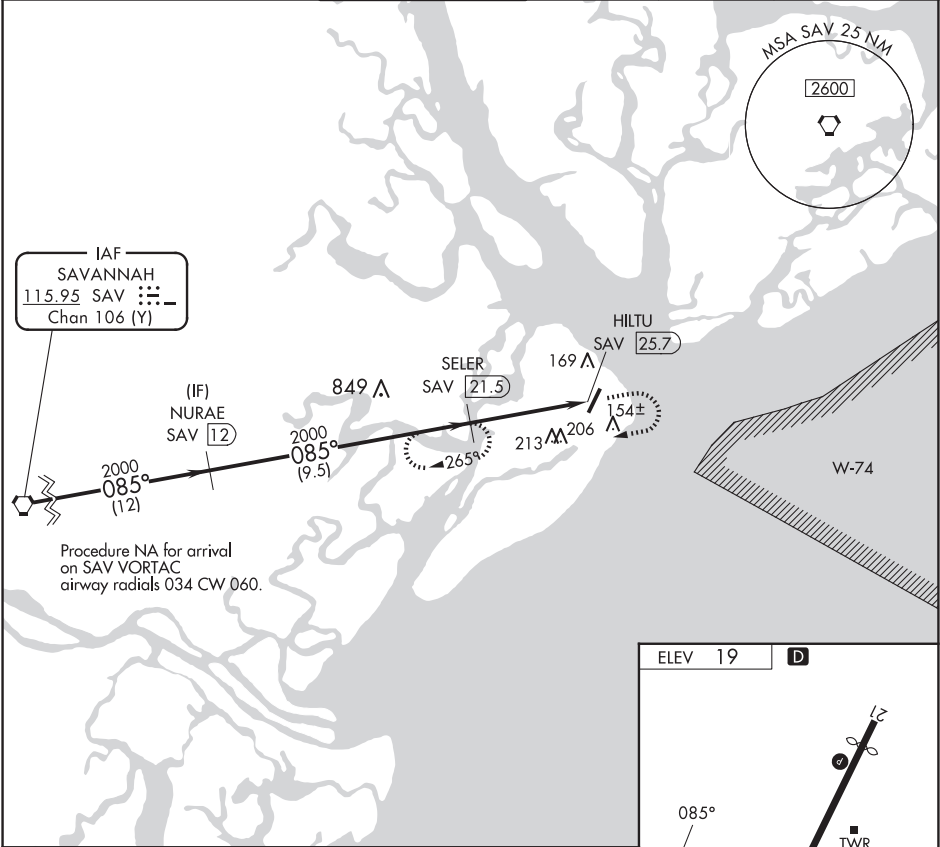
**VOR-A**  
HILTON HEAD (HDX)

**T**

DME required

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 on SAV R-085 to SELER/21.5 DME and hold, continue climb-in-hold to 2000.

ATIS <b>121.4</b>	SAVANNAH APP CON ★ <b>125.3 371.875</b>	HILTON HEAD TOWER ★ <b>118.975 (CTAF) 0</b>	GND CON <b>121.1</b>	CLNC DEL <b>121.1</b>	CLNC DEL <b>123.85</b> (When twr closed)
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SAV VORTAC

NURAE SAV 12

SELER SAV 21.5

HILTU SAV 25.7

2000

2000

2000

800

12 NM

9.5 NM

4.3 NM

800

2000

SELER SAV 21.5

085°

3000 x 100

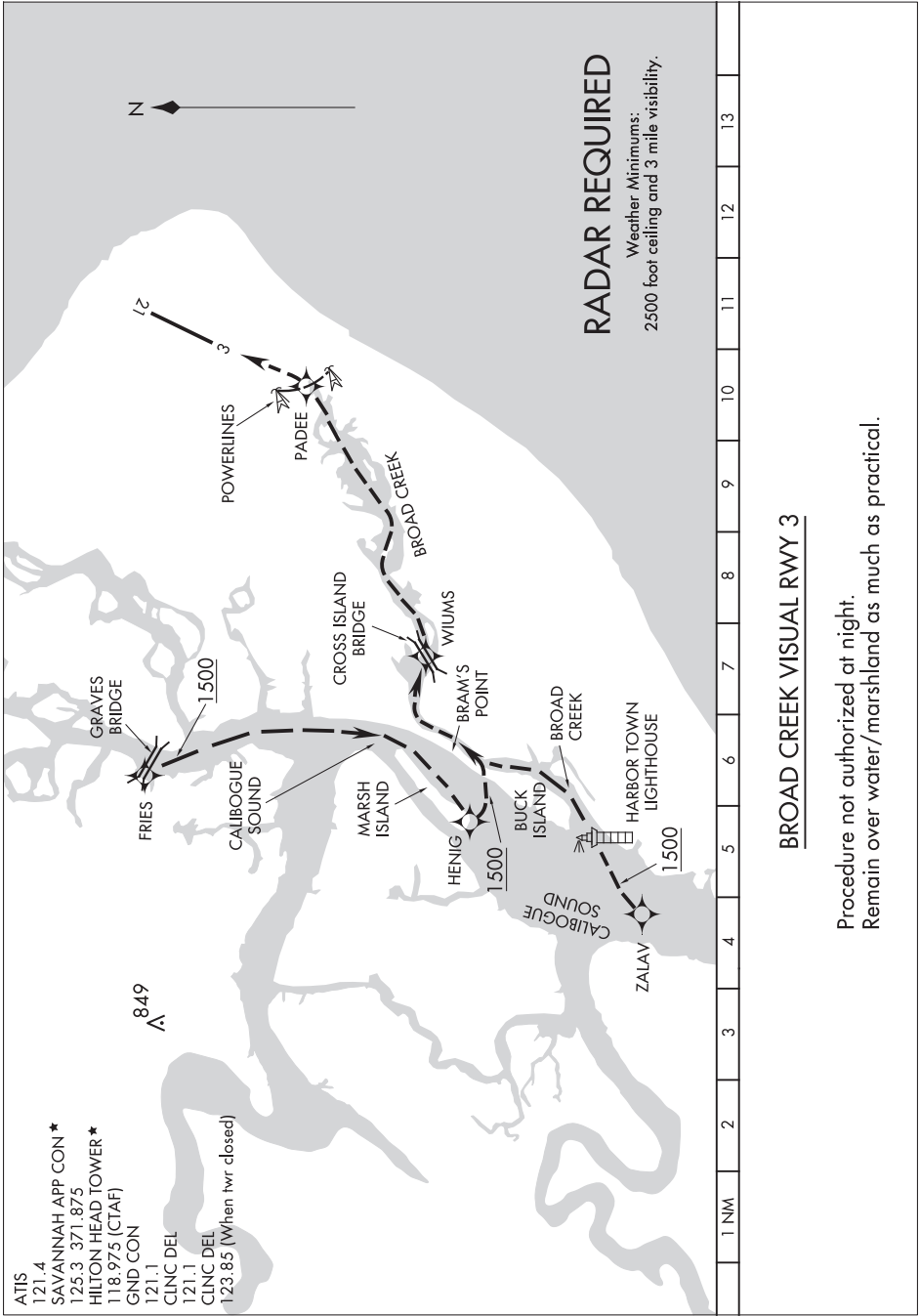
TWR

MIRL Rwy 3-21

REIL Rwy 3 and 21

CATEGORY	A	B	C	D	FAF to MAP 4.3 NM					
CIRCLING	800-1	781 (800-1)	800-2¼ 781 (800-2¼)	800-2½ 781 (800-2½)	Knots	60	90	120	150	180
					Min:Sec	4:18	2:52	2:09	1:43	1:26

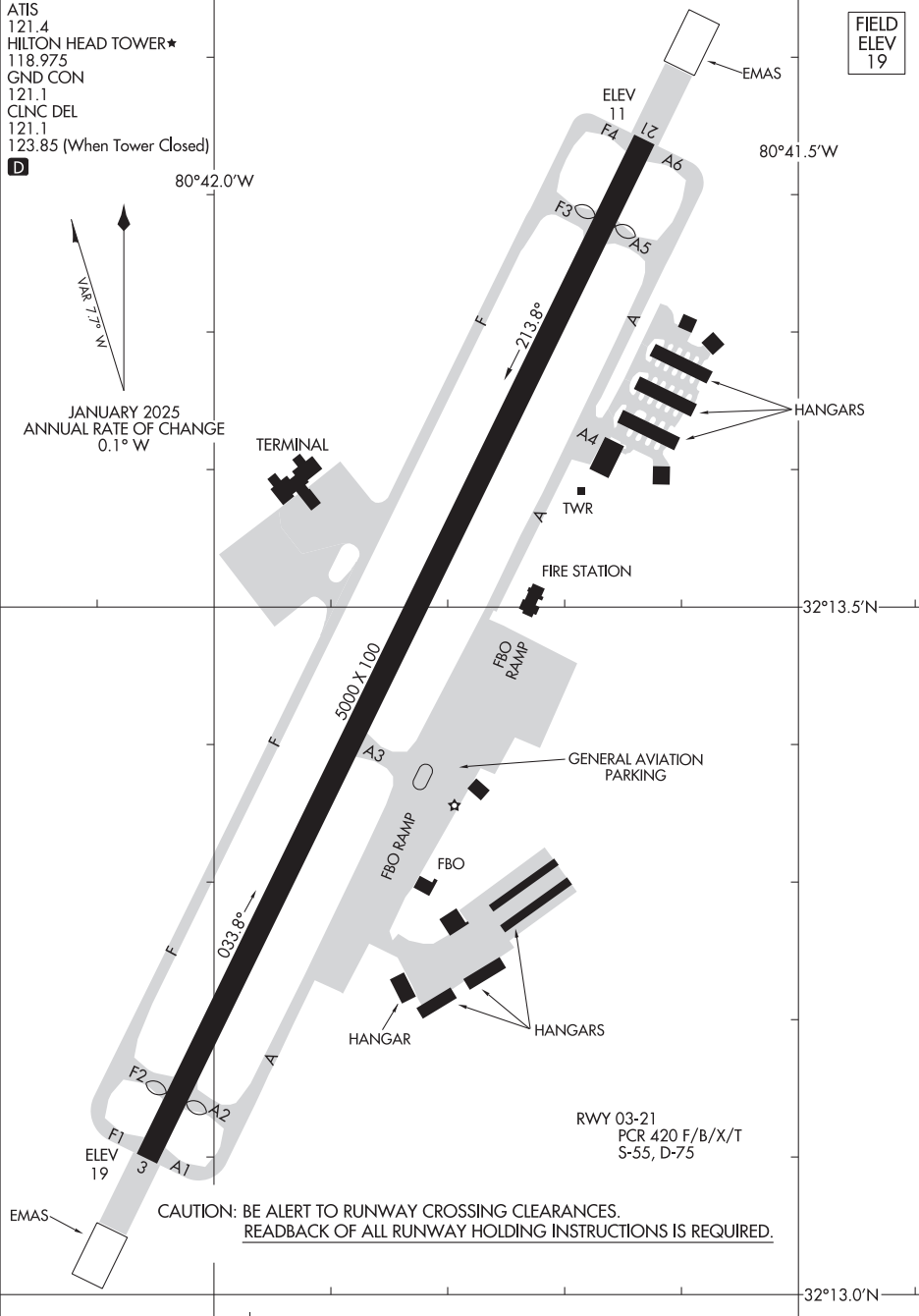
BROAD CREEK VISUAL RWY 3




SE-2, 12 JUN 2025 to 07 AUG 2025

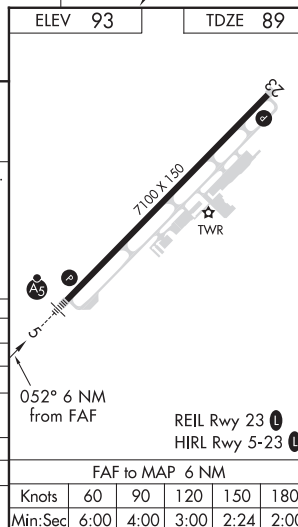
Procedure not authorized at night.  
Remain over water/marshland as much as practical.

SE-2, 12 JUN 2025 to 07 AUG 2025



# ILS or LOC RWY 5

<p>MALSR</p> 	<p>MISSED APPROACH: Climb to 600 then climbing left turn to 2100 direct ELLAS LOM/I-OAJ 7.4 DME and hold.</p>
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ADF or DME REQUIRED[illegible]

SE-2, 12 JUN 2025 to 07 AUG 2025



WAAS CH <b>49009</b> <b>W05A</b>	APP CRS <b>052°</b>	Rwy Idg TDZE <b>89</b> Apt Elev <b>93</b>	<b>7100</b>
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RNAV (GPS) RWY 5

ALBERT J ELLIS (OAJ)

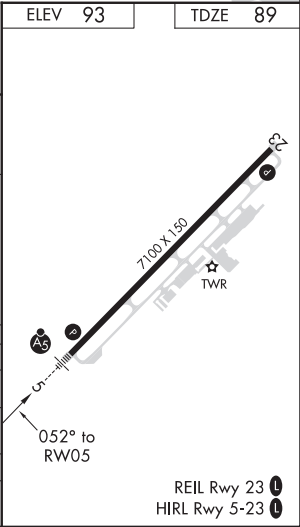
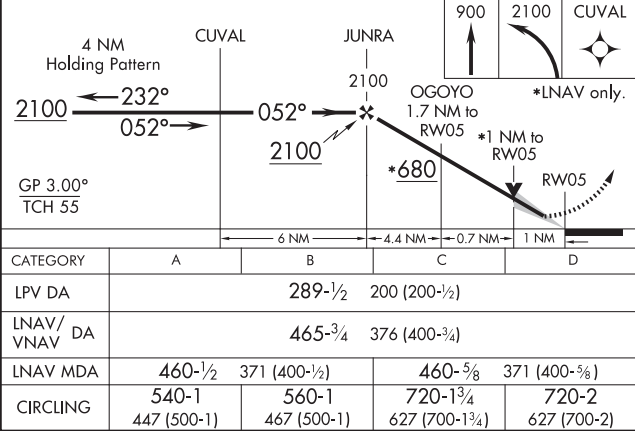
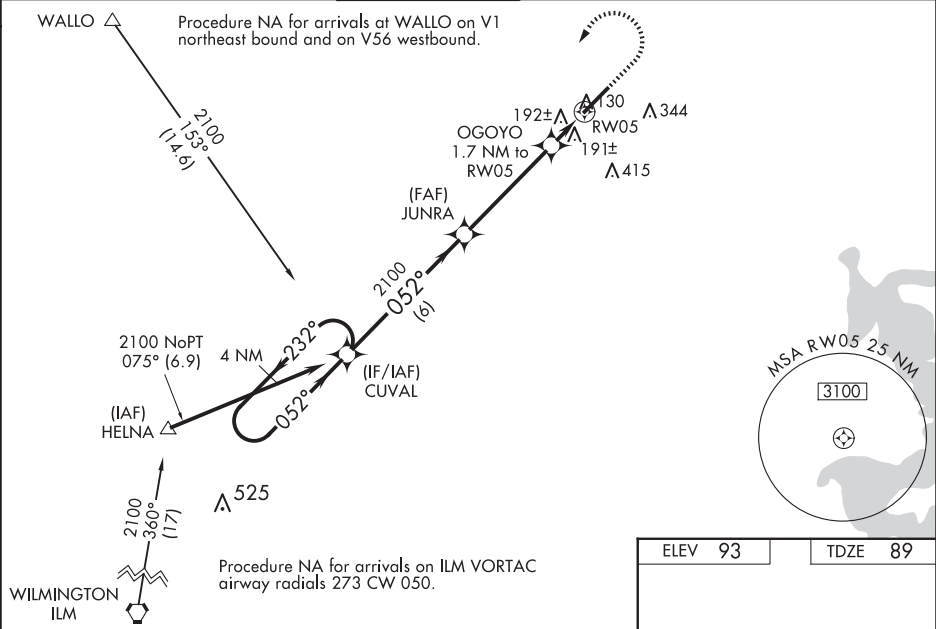
Baro-VNAV NA when using Wilmington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 43°C (109°F). DME/DME RNP -0.3 NA. VDP NA with Wilmington altimeter setting. When local altimeter setting not received, use Wilmington altimeter setting and increase LPV DA to 383 feet; increase LNAV/VNAV DA to 559 feet and all visibilities  $\frac{3}{8}$  SM. Increase all MDAs 100 feet and LNAV visibility Cat C/D  $\frac{3}{8}$  SM, and Circling visibility Cat C/D  $\frac{1}{4}$  SM. For inoperative MALSR, increase LNAV Cat C/D visibility to 1 mile. For inoperative MALSR, when using Wilmington altimeter setting, increase LPV all Cts visibility to  $\frac{3}{8}$  mile, increase LNAV/VNAV all Cts to  $\frac{1}{2}$  mile, and LNAV Cat C/D to  $\frac{1}{8}$  mile.

MALSR



MISSED APPROACH:  
Climb to 900 then climbing left turn to 2100 direct CUVAL and hold.

ATIS <b>124.475</b>	WILMINGTON APP CON ★ <b>135.75 317.425</b>	ELLIS TOWER ★ <b>132.65 (CTAF)</b>	GND CON <b>125.4</b>	CLNC DEL <b>121.4 257.6</b> (when twr closed)	UNICOM <b>122.95</b>
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JACKSONVILLE, NORTH CAROLINA

AL-5880 (FAA)

21364

WAAS CH <b>62827</b> <b>W23A</b>	APP CRS <b>232°</b>	Rwy Idg TDZE <b>93</b> Apt Elev <b>93</b>
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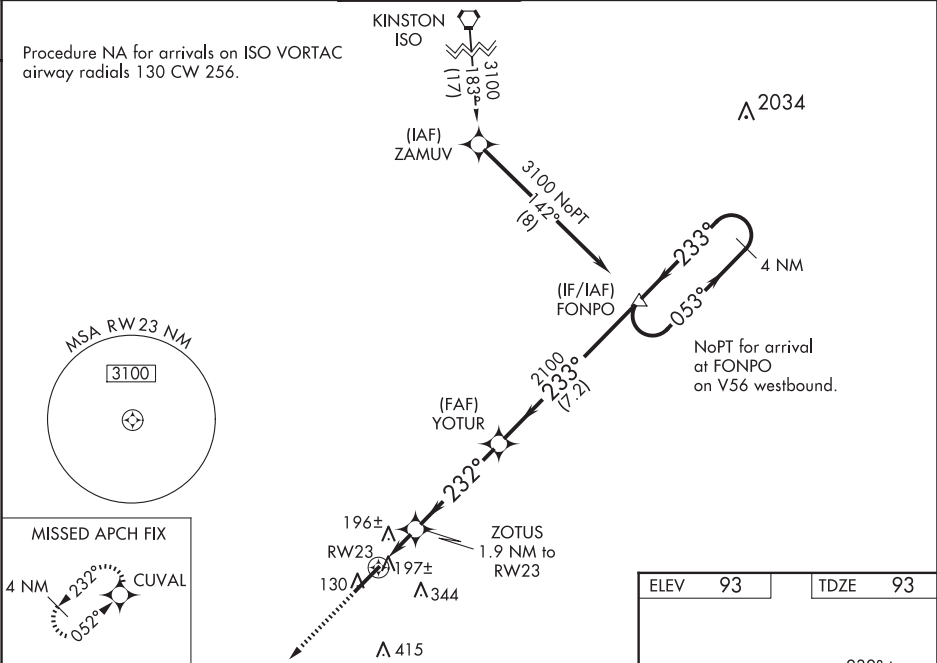
RNAV (GPS) RWY 23  
ALBERT J ELLIS (OAJ)

**⚠** Baro-VNAV NA when using Wilmington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. VDP NA with Wilmington altimeter setting. When local altimeter setting not received, use Wilmington altimeter setting and increase LPV DA to 387 feet and all visibilities ⅓ SM. Increase LNAV/VNAV DA to 591 feet; increase all MDA's 100 feet and LNAV visibility Cat C/D ⅓ SM, and Circling visibility Cat C/D ¼ SM.

MISSED APPROACH:  
Climb to 2100 direct  
CUVAL and hold.

ATIS <b>124.475</b>	WILMINGTON APP CON ★ <b>135.75 317.425</b>	ELLIS TOWER ★ <b>132.65</b> (CTAF) <b>0</b>	GND CON <b>125.4</b>	CLNC DEL <b>121.4 257.6</b> (when twr closed)	UNICOM <b>122.95</b>
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Procedure NA for arrivals on ISO VORTAC  
airway radials 130 CW 256.



2100

CUVAL

↑

✦

\*LNAV only.

RW23

1 NM

0.9 NM

1 NM to RW23

4.3 NM

1.9 NM to RW23

7.2 NM

ZOTUS

2100

YOTUR

233°

232°

233°

2100

FONPO

053°

233°

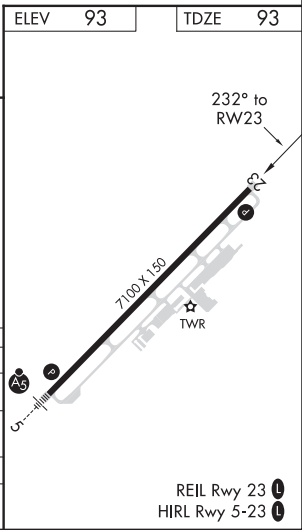
3100

4 NM Holding Pattern

GP 3.00°

TCH 47

CATEGORY	A		B	C	D
LPV DA			293-¾	200 (200-¾)	
LNAV/ VNAV DA			497-1⅓	404 (500-1⅓)	
LNAV MDA			460-1	367 (400-1)	
CIRCLING	540-1 447 (500-1)	560-1 467 (500-1)	720-1¾ 627 (700-1¾)	720-2 627 (700-2)	

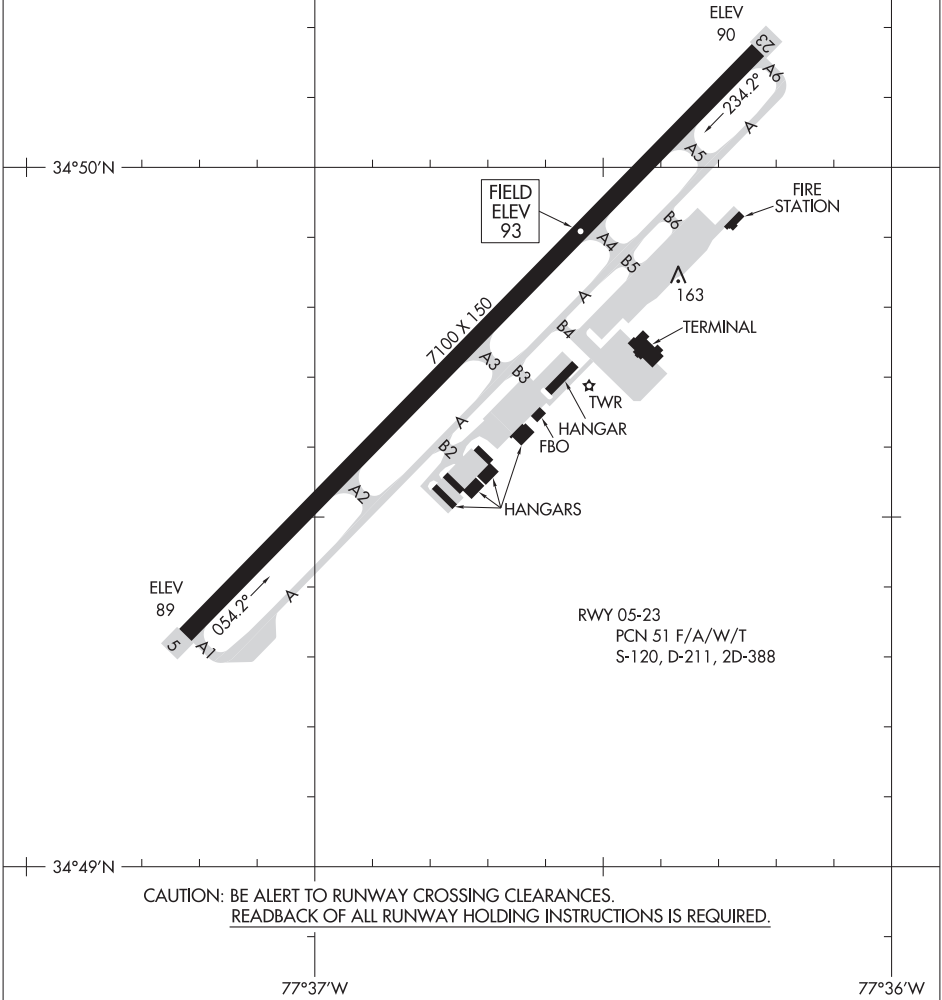


SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

ATIS  
124.475  
ELLIS TOWER★  
132.65  
GND CON  
125.4  
CLNC DEL  
125.4  
121.4 257.6 (When Tower Closed)

VAR 93° W  
JANUARY 2025  
ANNUAL RATE OF CHANGE  
0.0° W



SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

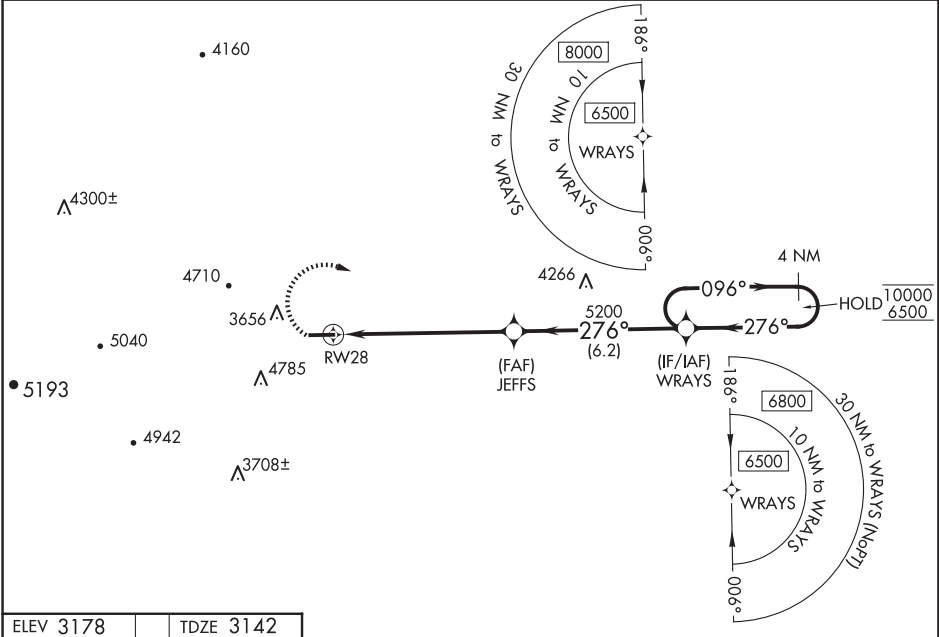
WAAS CH <b>70437</b> <b>W28A</b>	APP CRS <b>276°</b>	Rwy Idg TDZE Apt Elev	<b>5002</b> <b>3142</b> <b>3178</b>
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RNAV (GPS) RWY 28

ASHE COUNTY (GEV)

RNP APCH - GPS.		MISSED APPROACH: Climbing right turn to 6500 direct WRAYS and hold, continue climb-in-hold to 6500. *Missed approach requires minimum climb of 350 feet per NM to 5700.
<div><div><div></div><div></div><div></div></div><div>-16°C</div></div>	Circling to Rwy 10 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 14°C or above 54°C.	

AWOS-3 <b>120.675</b>	ATLANTA CENTER <b>125.15 263.0</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 3178	TDZE 3142	<div><div>6500</div><div>WRAYS</div></div>			
<div><div>10</div><div>5002 X 75</div><div>28</div><div>1.8% UP</div></div>		<div><div>WRAYS</div><div>4 NM Holding Pattern</div><div>10000</div><div>6500</div><div>GP 3.00°</div><div>TCH 48</div></div>			
<div><div>4.5 NM</div><div>2 NM</div><div>6.2 NM</div></div>		<div><div>JEFFS</div><div>5200</div><div>276°</div><div>5200</div></div>			
<div><div>4.5 NM to RW28</div></div>		<div><div>RW28</div></div>			
CATEGORY	A	B	C	D	
LPV DA*	3799-1 $\frac{1}{8}$		657 (700-1 $\frac{1}{8}$ )		
LPV DA	4052-4		910 (900-4)		
LNAV/VNAV DA	4024-4		882 (900-4)		
LNAV MDA	4560-1 $\frac{1}{4}$ 1418 (1400- $\frac{1}{4}$ )	4560-1 $\frac{1}{2}$ 1418 (1400- $\frac{1}{2}$ )	4560-3	1418 (1400-3)	
CIRCLING	4560-1 $\frac{1}{4}$ 1382 (1400-1 $\frac{1}{4}$ )	4560-1 $\frac{1}{2}$ 1382 (1400- $\frac{1}{2}$ )	5140-3 1962 (2000-3)	5180-3 2002 (2100-3)	

LOC/DME I-JUH	APP CRS	Rwy Idg	5002
109.35	276°	TDZE	3142
Chan 30(Y)		Apt Elev	3178

LOC RWY 28

ASHE COUNTY (GEV)

DME required.

▼

▲

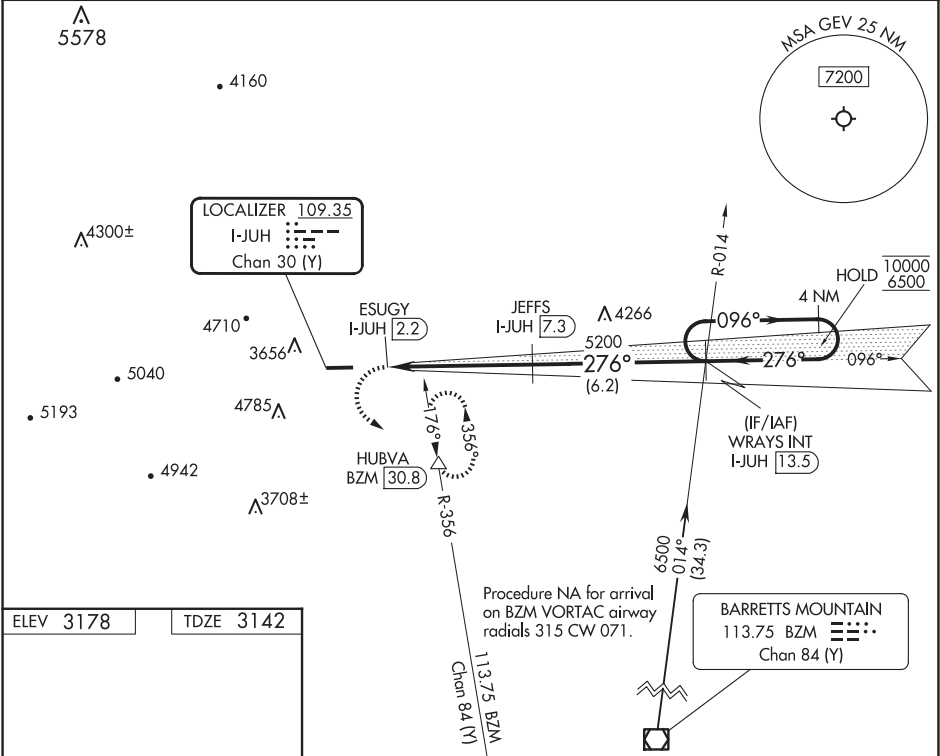
❄

Circling to Rwy 10 NA at night.

-16°C

MISSED APPROACH: Climbing left turn to 7200 on heading 096° and on BZM VOR/DME R-356 to HUBVA/BZM 30.8 DME and hold, continue climb-in-hold to 7200.

AWOS-3 120.675	ATLANTA CENTER 125.15 263.0	UNICOM 122.8 (CTAF) ❶
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ELEV 3178

TDZE 3142

REIL Rwy 28 ❶

MIRL Rwy 10-28 ❶

7200

BZM R-356

HUBVA

JEFFS I-JUH 7.3

WRAYS INT I-JUH 13.5

4 NM Holding Pattern

5002 X 75

1.8% UP

276°

5200

3.00°

TCH 48

1.3

1.3 NM

3.9 NM

6.2 NM

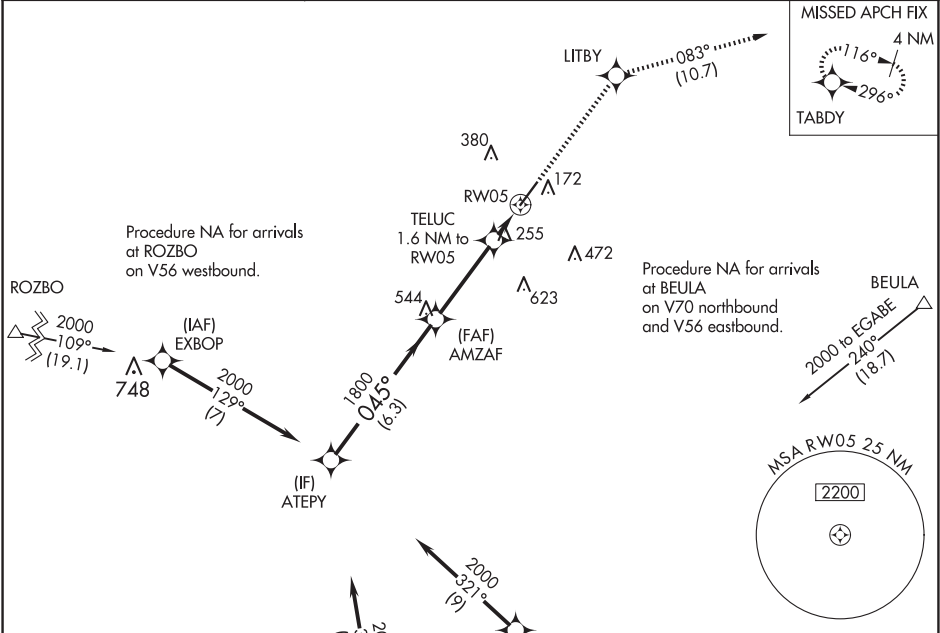
CATEGORY	A	B	C	D
S-LOC 28	3980-1½	838 (900-1½)	3980-2½	838 (900-2½)
❶ CIRCLING	4280-1½	1102 (1200-1½)	5140-3 1962 (2000-3)	5180-3 2002 (2100-3)

WAAS CH <b>63121</b> <b>W05A</b>	APP CRS <b>045°</b>	Rwy Idg TDZE Apt Elev	<b>6003</b> <b>135</b> <b>137</b>
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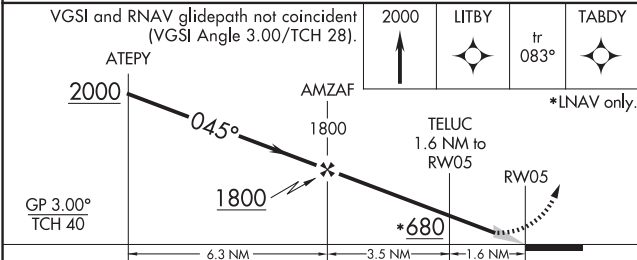
RNAV (GPS) RWY 5  
DUPLIN COUNTY (DPL)

RNP APCH. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. ▲	MISSED APPROACH: Climb to 2000 direct LITBY and on track 083° to TABDY and hold.
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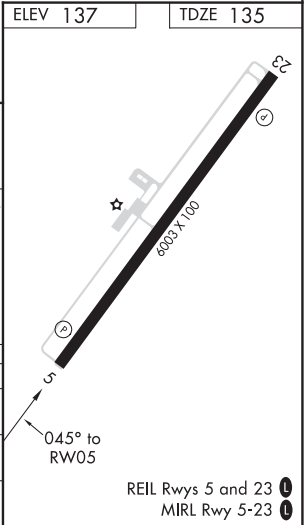
AWOS-3 <b>120.675</b>	SEYMOUR JOHNSON APP CON★ <b>119.7 273.6</b>	UNICOM <b>123.0 (CTAF) 0</b>
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ELEV 137	TDZE 135
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CATEGORY	A	B	C	D
LPV DA		385-¾	250 (300-¾)	
LNAV/VNAV DA		396-7/8	261 (300-7/8)	
LNAV MDA	520-1	385 (400-1)	520-1½	385 (400-1½)



WAAS CH <b>69521</b> <b>W23A</b>	APP CRS <b>225°</b>	Rwy Idg TDZE Apt Elev <b>137</b>	<b>6003</b>
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RNAV (GPS) RWY 23

DUPLIN COUNTY (DPL)

RNP APCH.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct TABDY and hold.

AWOS-3  
**120.675**

SEYMOUR JOHNSON APP CON★  
**119.7 273.6**

UNICOM  
**123.0 (CTAF) 1**

MANWE

2000  
101°  
(5.3)

(IAF) RUTBY

2000  
181°  
(7.9)

(IAF) JOSCH

2000

(IF) UPBID

2000  
295°  
(7)

(IAF) TABDY

4 NM  
116°  
296°

(FAF) LITBY

1700  
225°  
(6)

LICIR  
1.4 NM to RW23

240±  
230±  
172

380

472

623

Procedure NA for arrivals at BEULA on V70 southbound and V56 westbound.

2000  
005°  
(11)

BEULA

MSA RW23 25 NM  
2200

ELEV 137

TDZE 137

225° to RW23

6003 x 100

REIL Rwy 5 and 23 1

MIRL Rwy 5-23 0

1000

2000

TABDY

\*LNAV only.

LITBY 1700

LICIR 1.4 NM to RW23

RW23

\*620

1700

UPBID 2000

GP 3.00° TCH 43

1.4 NM

3.4 NM

6 NM

CATEGORY	A	B	C	D
LPV DA		337-¾	200 (200-¾)	
LNAV/VNAV DA		407-⅞	270 (300-⅞)	
LNAV MDA		480-1	343 (400-1)	

KILL DEVIL HILLS, NORTH CAROLINA

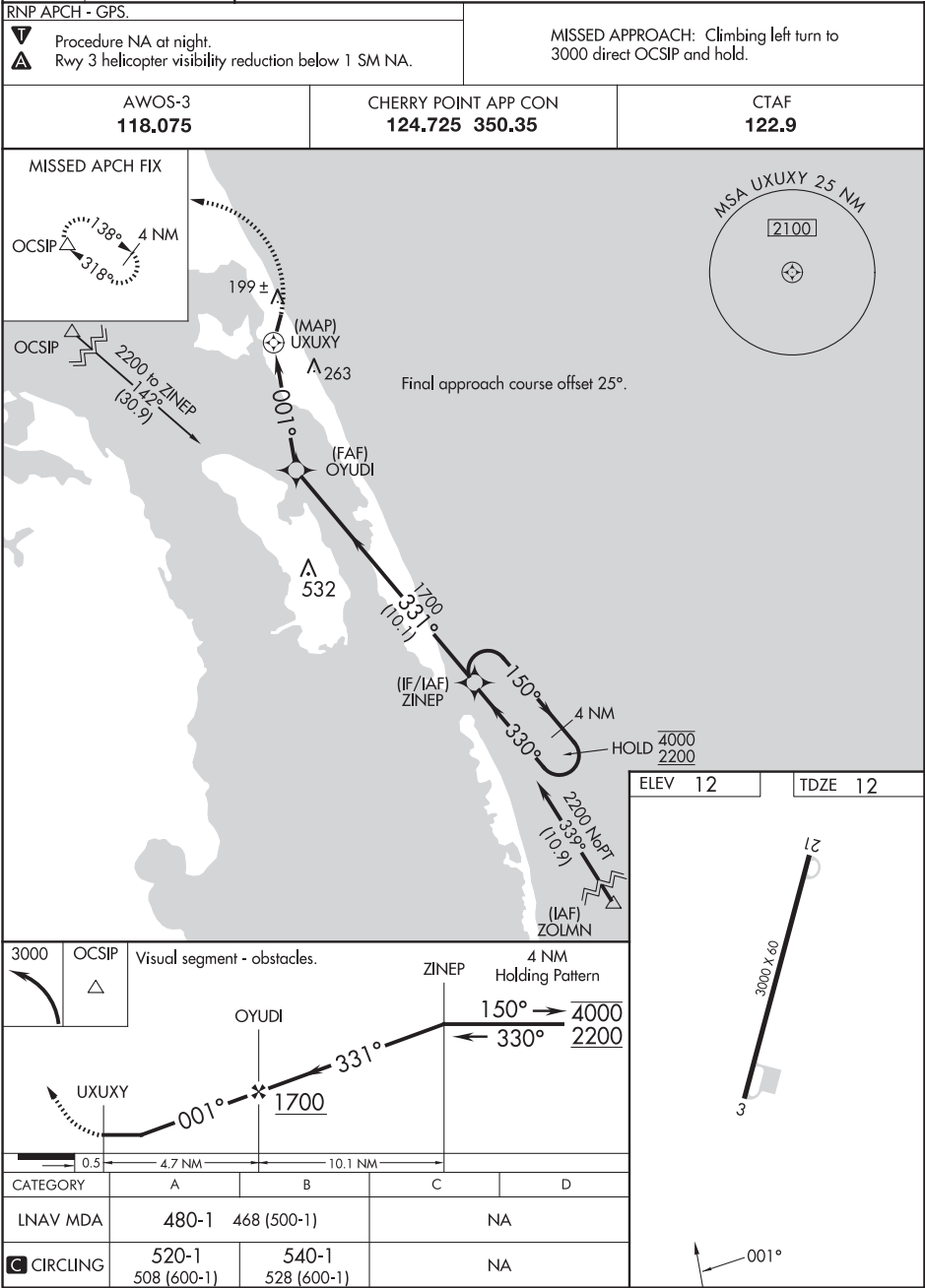
AL-10743 (FAA)

24305

APP CRS	Rwy Idg	3000
001°	TDZE	12
	Apt Elev	12

RNAV (GPS) RWY 3

FIRST FLIGHT (F'F'A)



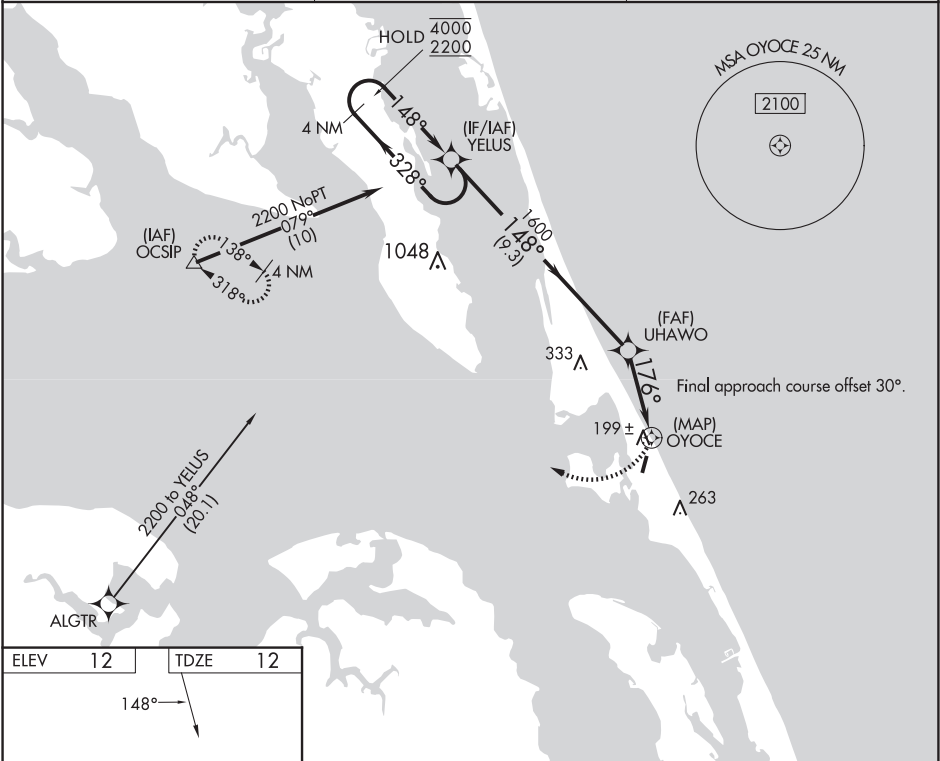


WAAS CH <b>50240</b> <b>W21A</b>	APP CRS <b>176°</b>	Rwy Idg TDZE <b>12</b> Apt Elev <b>12</b>	<b>3000</b>
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RNAV (GPS) RWY 21

FIRST FLIGHT(F F A)

RNP APCH - GPS.		MISSED APPROACH: Climbing right turn to 3000 direct OCSIP and hold.
<div><div></div><div></div></div> <div>Rwy 21 helicopter visibility reduction below 1 SM NA. Procedure NA at night.</div>		
AWOS-3 <b>118.075</b>	CHERRY POINT APP CON <b>124.725 350.35</b>	CTAF <b>122.9</b>



ELEV 12 TDZE 12		3000 OCSIP	
<div>148°</div> <div>21</div> <div>3000 x 40</div> <div>3</div>		<div>4 NM Holding Pattern</div> <div>YELUS</div> <div>4000 ← 328°</div> <div>2200 → 148°</div> <div>UHAWO</div> <div>1600</div> <div>3.75° TCH 40</div> <div>OYOCE</div> <div>9.3 NM</div> <div>3.2 NM</div> <div>0.7 NM</div>	
CATEGORY	A	B	C D
LP MDA	460-1	448 (500-1)	NA
LNAV MDA	500-1	488 (500-1)	NA
<div></div> CIRCLING	520-1 508 (600-1)	540-1 528 (600-1)	NA

KINGSTREE, SOUTH CAROLINA

AL-6221 (FAA)

23166

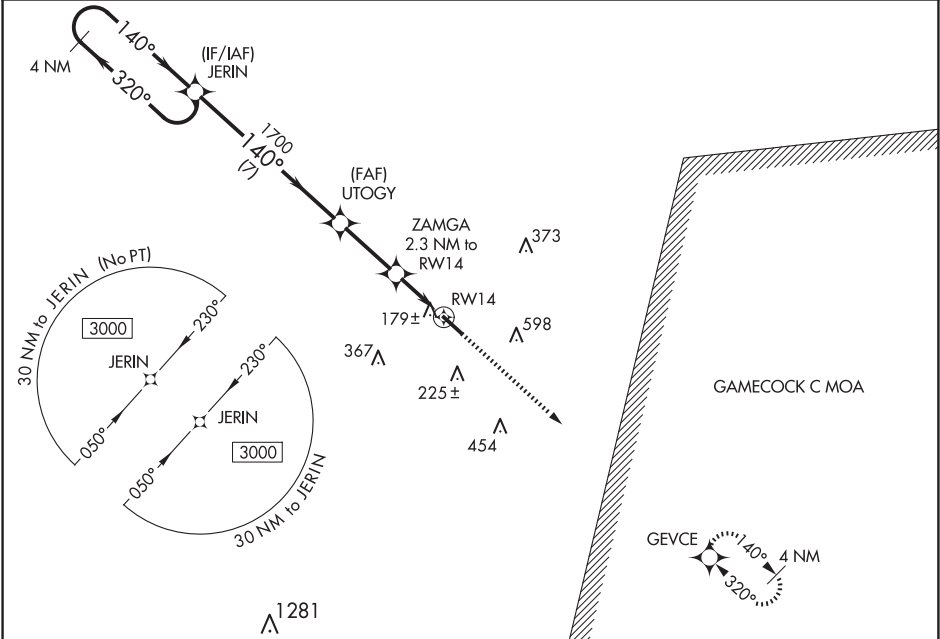
WAAS CH <b>87040</b> <b>W14A</b>	APP CRS <b>140°</b>	Rwy Idg <b>5000</b> TDZE <b>66</b> Apt Elev <b>67</b>
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RNAV (GPS) RWY 14

WILLIAMSBURG RGNL (CKI)

<div><div>⚠</div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Florence Rgnl altimeter setting. DME/DME RNP-0.3 NA.</div></div> <div><div>⚠</div><div>MISSED APPROACH: Climb to 3000 direct GEVCE and hold.</div></div>
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AWOS-3 <b>124.775</b>	MYRTLE BEACH APP CON ★ <b>127.4 257.95</b>	UNICOM <b>122.7 (CTAF) 0</b>
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4 NM Holding Pattern

3000

← 320°

140° →

GP 3.00°

TCH 43

JERIN

UTOGY

ZAMGA 2.3 NM to RW14

RW14

3000

GEVCE

\*LNAV only

7 NM

2.7 NM

1.3 NM

1 NM

CATEGORY	A	B	C	D
LPV DA	334-1 268 (300-1)	334-7/8	268 (300-7/8)	
LNAV/VNAV DA	454-1 1/4 388 (400-1 1/4)			
LNAV MDA	440-1 374 (400-1)			
CIRCLING	480-1 413 (500-1)	580-1 513 (600-1)	960-2 3/4 893 (900-2 3/4)	960-3 893 (900-3)

MIRL Rwy 14-32 0

KINGSTREE, SOUTH CAROLINA  
Orig 17AUG17

33°43'N-79°51'W

WILLIAMSBURG RGNL (CKI)

RNAV (GPS) RWY 14

WAAS CH <b>45740</b> <b>W32A</b>	APP CRS <b>320°</b>	Rwy Idg TDZE <b>67</b> Apt Elev <b>67</b>	<b>5000</b>
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RNAV (GPS) RWY 32  
WILLIAMSBURG RGNL (CKI)

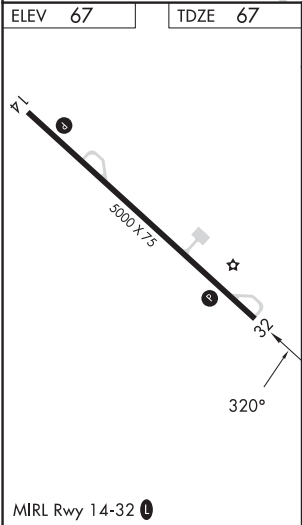
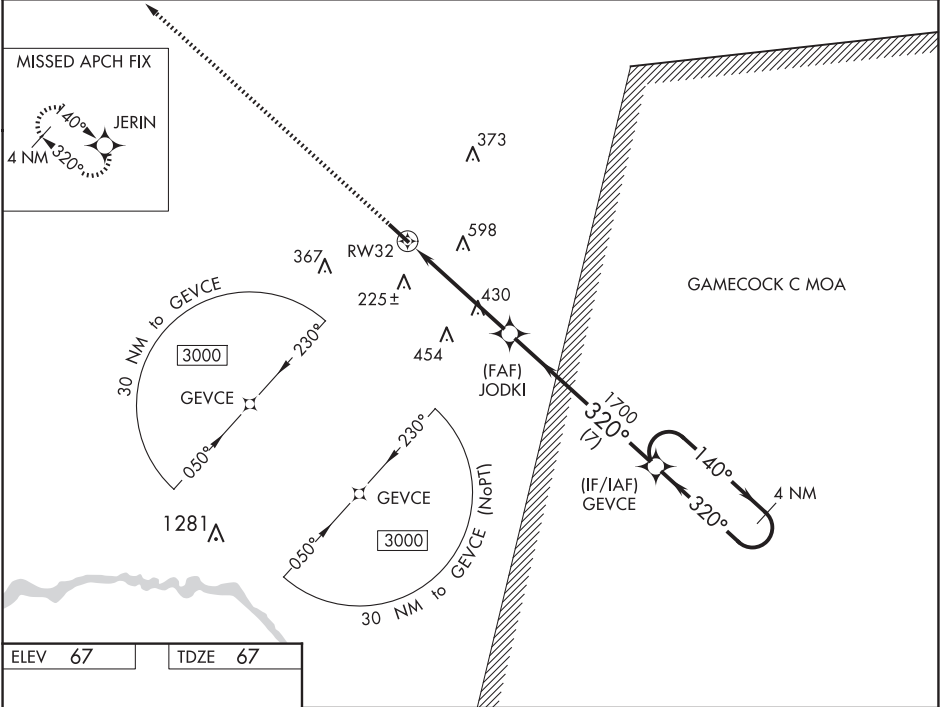
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Florence Rgnl altimeter setting. Rwy 32 helicopter visibility reduction below ¾SM NA. DME/DME RNP-0.3 NA.



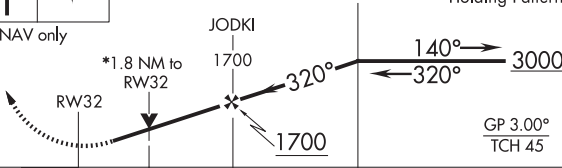

MISSED APPROACH: Climb to 3000 direct JERIN and hold.

AWOS-3  
**124.775**

MYRTLE BEACH APP CON ★  
**127.4 257.95**

UNICOM  
**122.7 (CTAF) 0**



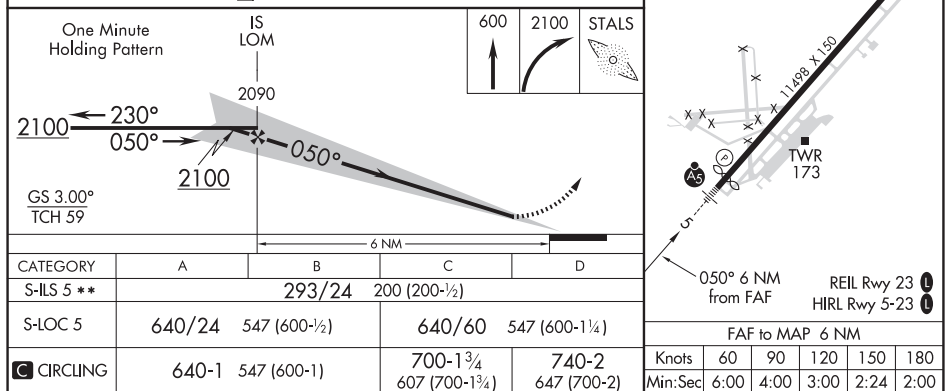
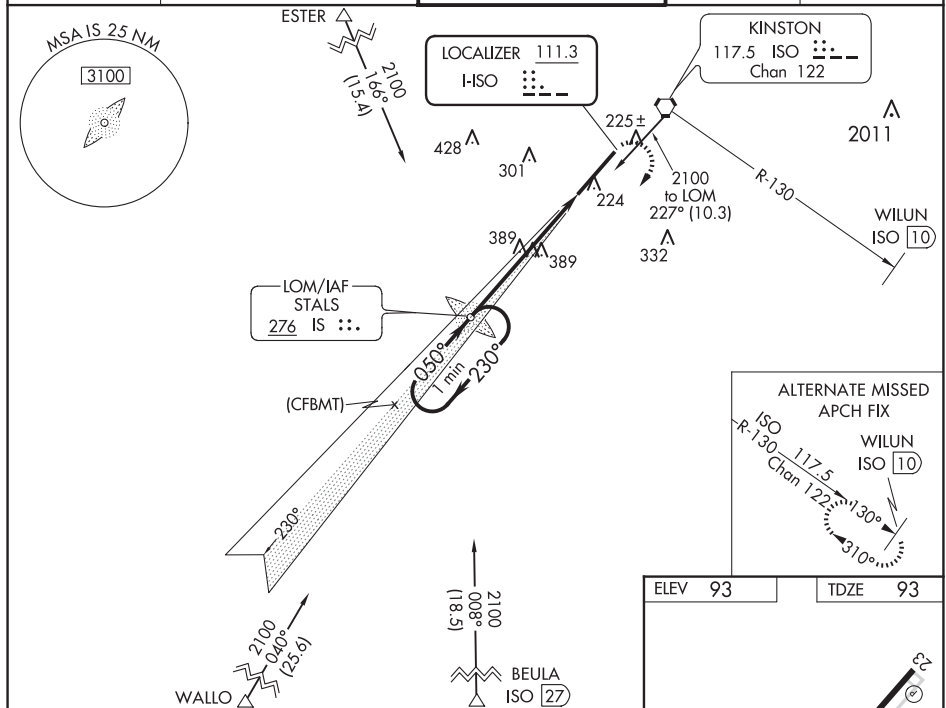
3000	JERIN				
					
*LNAV only					
					
CATEGORY	A	B	C	D	
LPV DA	317-7/8 250 (300-7/8)				
LNAV/VNAV DA	334-7/8 267 (300-7/8)				
LNAV MDA	680-1	613 (700-1)	680-1 3/4	613 (700-1 3/4)	
 CIRCLING	680-1	613 (700-1)	960-2 3/4 893 (900-2 3/4)	960-3 893 (900-3)	

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

KINSTON RGNL JETPORT AT STALLINGS FLD (ISO)

AWOS-3 <b>132.75</b>	SEYMOUR JOHNSON APP CON ★ <b>127.3 273.6</b>	KINSTON TOWER ★ <b>120.6 (CTAF) 0 335.55</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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ILS or LOC RWY 5

SE-2, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>82004</b> <b>W05A</b>	APP CRS <b>050°</b>	Rwy ldg <b>10960</b> TDZE <b>93</b> Apt Elev <b>93</b>
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RNAV (GPS) RWY 5

KINSTON RGNL JETPORT AT STALLINGS FLD (ISO)

RNP APCH - GPS.

▼

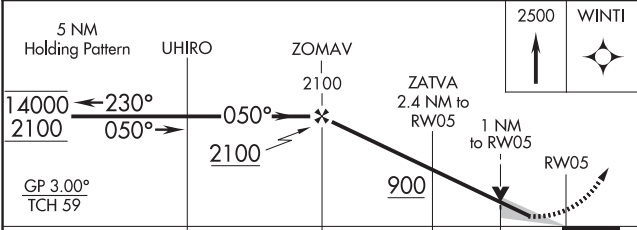
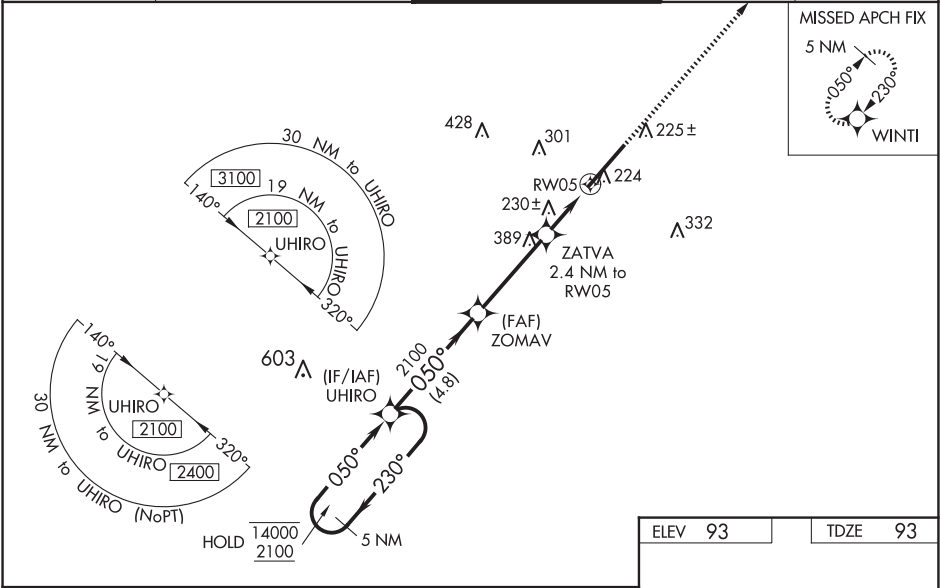
▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C. Baro-VNAV and VDP NA when using GSB altimeter setting. When local altimeter setting not received, use GSB altimeter setting: increase LPV DA to 336 feet; increase LNAV/VNAV DA to 529 feet and all visibilities to RVR 4000; increase all MDAs 60 feet and LNAV visibility Cat C/D to RVR 4500 and Circling visibility Cat D ¼ SM. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV Cats A and B visibility to RVR 5500 and Cats C and D to RVR 6000. For inop ALS when using GSB altimeter setting, increase LNAV Cats A and B visibility to RVR 5500 and Cats C and D to 1 ⅓ mile.  
\* RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using GSB altimeter setting).

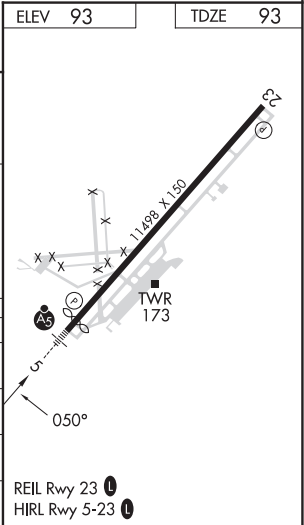
MALSRR

MISSED APPROACH:  
Climb to 2500 direct  
WINTI and hold.

AWOS-3 <b>132.75</b>	SEYMOUR JOHNSON APP CON ★ <b>127.3 273.6</b>	KINSTON TOWER ★ <b>120.6 (CTAF) 0 335.55</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA*	293/24		200 (200-½)	
LNAV/VNAV DA	486/35		393 (400-⅔)	
LNAV MDA	480/24 387 (400-½)		480/35 387 (400-⅔)	
CIRCLING	580-1 487 (500-1)		700-1¾ 607 (700-1¾) 740-2 647 (700-2)	



KINSTON, NORTH CAROLINA

AL-5038 (FAA)

22027

WAAS CH <b>77704</b> <b>W23A</b>	APP CRS <b>230°</b>	Rwy Idg <b>11498</b> TDZE <b>87</b> Apt Elev <b>93</b>
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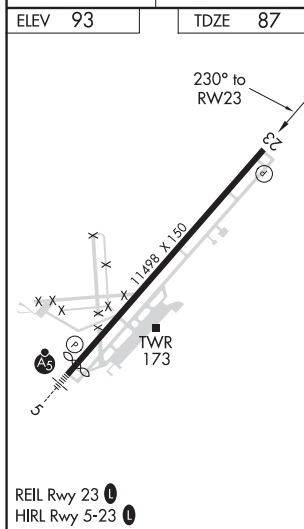
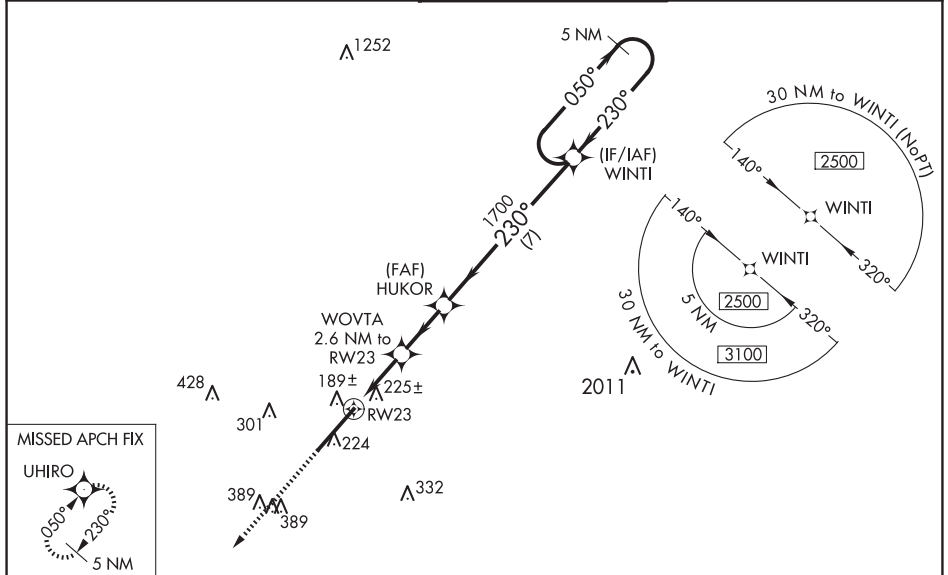
# RNAV (GPS) RWY 23

KINSTON RGNL JETPORT AT STALLINGS FLD (ISO)

**⚠** Baro-VNAV NA when using Seymour Johnson AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Seymour Johnson AFB altimeter setting. Rwy 23 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Seymour Johnson AFB altimeter setting and increase LPV DA to 432, LNAV/VNAV DA to 413, and all MDA 60 feet. Increase LPV all Cats and LNAV Cats C and D visibility ½ mile, and increase LNAV/VNAV all Cats and Circling Cat D visibility ¼ mile.

**MISSED APPROACH:**  
Climb to 2100 direct UHIRO and hold.

AWOS-3 <b>132.75</b>	SEYMOUR JOHNSON APP CON ★ <b>127.3 273.6</b>	KINSTON TOWER ★ <b>120.6 (CTAF) 0 335.55</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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2100 UHIRO	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 74).				5 NM Holding Pattern
*LNAV only.	WOVTA 2.6 NM to RW23	HUKOR 1700	WINTI	050° → 2500	GP 3.00° TCH 50
	*1.2 NM to RW23	1700	230°	← 230°	
	1.2 NM	1.6	2.3	7 NM	
CATEGORY	A	B	C	D	
LPV DA	390-1 303 (300-1)				
LNAV/VNAV DA	437-1½ 350 (400-1½)				
LNAV MDA	540-1	453 (500-1)	540-1¾	453 (500-1¾)	
CIRCLING	580-1	487 (500-1)	700-1¾ 607 (700-1¾)	740-2 647 (700-2)	

KINSTON, NORTH CAROLINA

Amdt 3A 12OCT17

KINSTON RGNL JETPORT AT STALLINGS FLD (ISO)

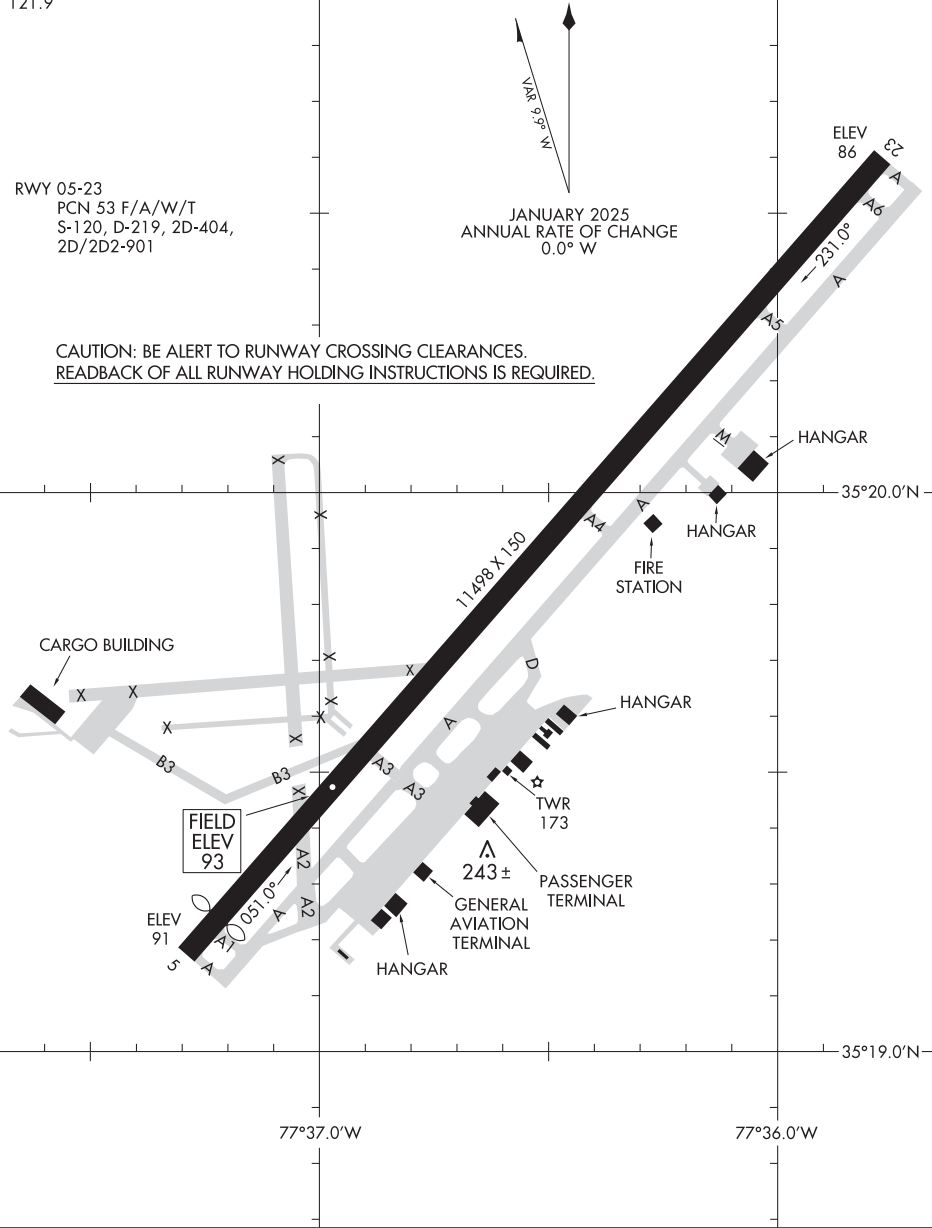
35°20'N-77°37'W

# RNAV (GPS) RWY 23

SE-2, 12 JUN 2025 to 07 AUG 2025

AWOS-3  
132.75  
KINSTON TOWER★  
120.6 335.55  
GND CON  
121.9

RWY 05-23  
PCN 53 F/A/W/T  
S-120, D-219, 2D-404,  
2D/2D2-901



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

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

LAKE CITY, SOUTH CAROLINA

AL-6914 (FAA)

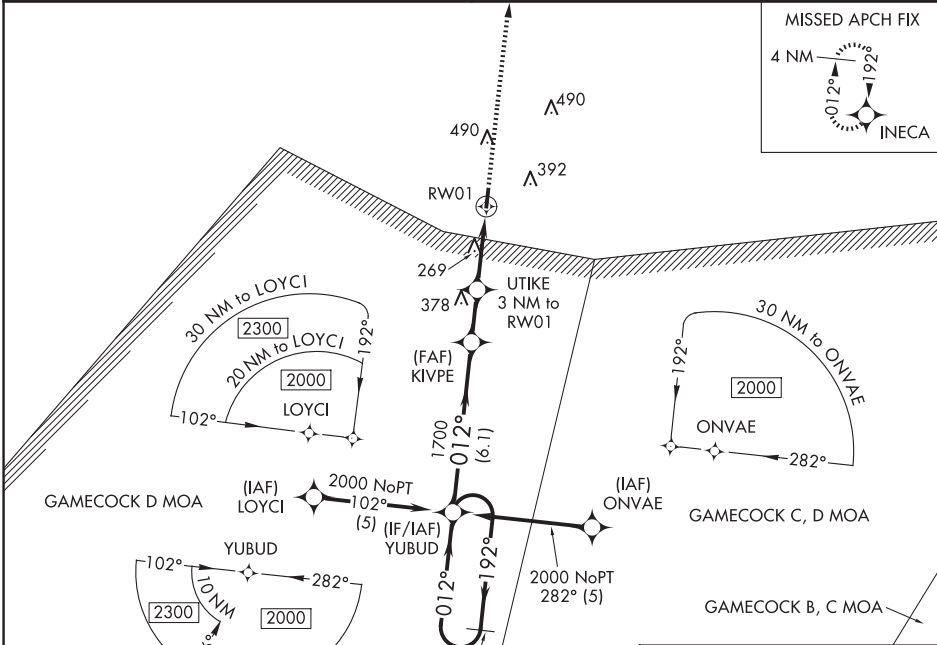
21140

APP CRS	Rwy Idg	3700
012°	TDZE	80
	Apt Elev	80

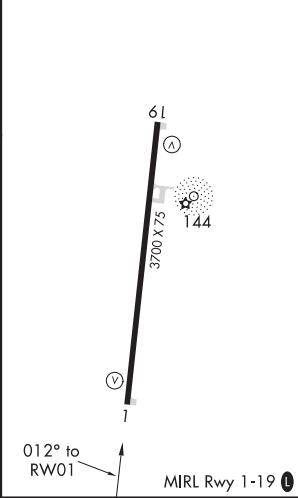
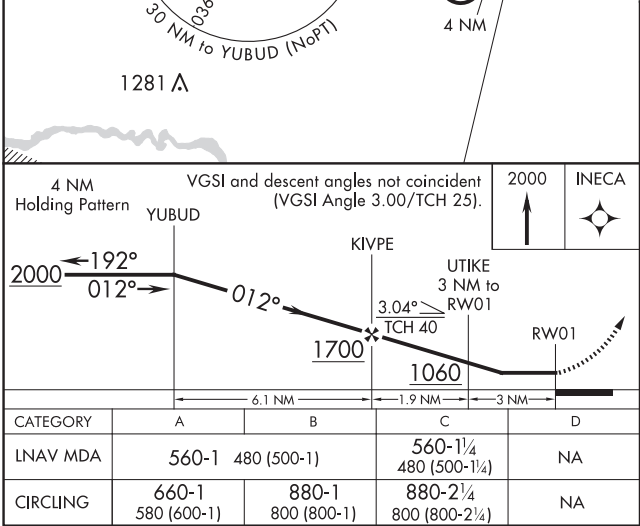
RNAV (GPS) RWY 1  
LAKE CITY MUNI CJ EVANS FLD (51J)

<p><b>NA</b></p> <p>DME/DME RNP-0.3 NA. Straight-in minimums NA at night. Use Kingstree altimeter setting, when not received, use Florence altimeter setting and increase all MDAs 40 feet, increase Circling Cats B/C visibility ¼ SM. Visibility reduction by helicopters NA.</p>	<p>MISSED APPROACH: Climb to 2000 direct INECA and hold.</p>
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CKI AWOS-3 124.775	FLORENCE APP CON ★ 135.25 316.15	CTAF 122.9 0
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ELEV 80	TDZE 80
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LAKE CITY, SOUTH CAROLINA  
Orig-A 20MAY21

33° 51'N-79° 46'W

LAKE CITY MUNI CJ EVANS FLD (51J)  
RNAV (GPS) RWY 1

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



APP CRS  
**192°**

Rwy Idg  
**3700**

TDZE  
**80**

Apt Elev  
**80**

**RNAV (GPS) RWY 19**

LAKE CITY MUNI CJ EVANS FLD (51J)

⚠

NA

Rwy 19 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA.  
Use Kingstree altimeter setting, when not received, use Florence altimeter setting and increase all MDAs 40 feet, increase LNAV Cat B visibility ¼ SM and Cat C visibility ½ SM, increase Circling Cats B/C visibility ¼ SM. Straight-in Rwy 19 NA at night.

MISSED APPROACH:  
Climb to 2000 direct YUBUD and hold.

CKI AWOS-3 <b>124.775</b>	FLORENCE APP CON★ <b>135.25 316.15</b>	CTAF <b>122.9</b>
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The main chart displays the RNAV (GPS) RWY 19 approach. It includes a 30 NM arc to INECA (NoPT) with altitudes of 2000 and 3100. A 4 NM arc to INECA (IF/IAF) is shown with altitudes of 1920 and 1700. A 30 NM arc to JUMEG (IF/IAF) is shown with altitudes of 2000 and 2300. The chart also shows the 615 A, 491 A, 490 A, and 392 A altitudes. The RWY 19 is shown with a 269° heading. The chart includes the GAMECOCK D MOA and GAMECOCK C, D MOA. A missed approach fix is shown with a 4 NM arc to YUBUD and a 192° heading.

ELEV 80

TDZE 80

192° to RW19

61

3700 X 75

144

1

2000

YUBUD

Visual Segment - Obstacles.

HOSGI

INECA Holding Pattern

4 NM

012°

192°

2000

1700

4.9 NM

6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	820-1	740 (800-1)	820-2 740 (800-2)	NA
CIRCLING	820-1 740 (800-1)	880-1 800 (800-1)	880-2¼ 800 (800-2¼)	NA

LAKE CITY, SOUTH CAROLINA

Orig-B 20MAY21

33°51'N-79°46'W

381

LAKE CITY MUNI CJ EVANS FLD (51J)

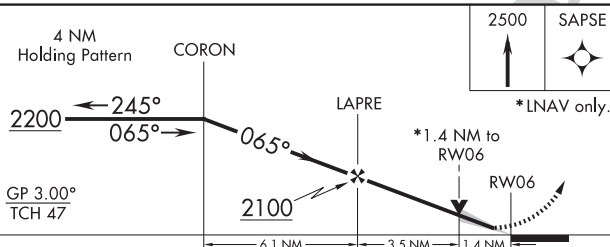
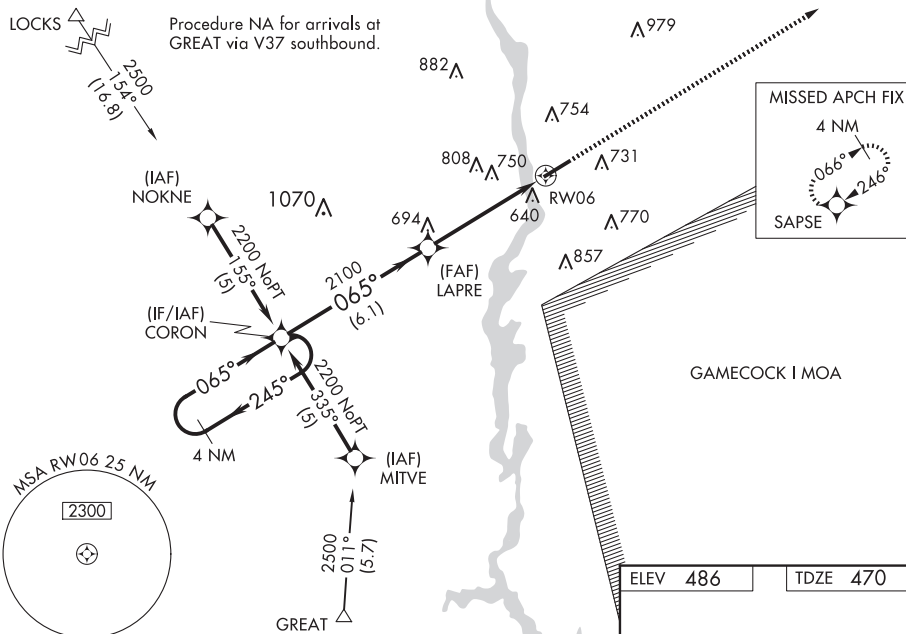
**RNAV (GPS) RWY 19**

# RNAV (GPS) RWY 6

## LANCASTER COUNTY-MC WHIRTER FLD (LKR)

**MISSED APPROACH:**  
Climb to 2500 direct  
SAPSE and hold.

UNICOM  
122.725 (CTAF) 



CATEGORY	A	B	C	D
LPV DA	670- <sup>3</sup> / <sub>4</sub>		200 (200- <sup>3</sup> / <sub>4</sub> )	
LNAV/ VNAV DA	993-2		523 (600-2)	
LNAV MDA	940-1	470 (500-1)	940-1 <sup>1</sup> / <sub>4</sub> 470 (500- <sup>1</sup> / <sub>4</sub> )	940-1 <sup>1</sup> / <sub>2</sub> 470 (500-1 <sup>1</sup> / <sub>2</sub> )
CIRCLING	1040-1 554 (600-1)	1060-1 574 (600-1)	1120-1 <sup>3</sup> / <sub>4</sub> 634 (700-1 <sup>3</sup> / <sub>4</sub> )	1160-2 <sup>1</sup> / <sub>4</sub> 674 (700-2 <sup>1</sup> / <sub>4</sub> )

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

WAAS CH <b>70416</b> <b>W24A</b>	APP CRS <b>246°</b>	Rwy Idg TDZE Apt Elev	<b>6004</b> <b>486</b> <b>486</b>
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RNAV (GPS) RWY 24

LANCASTER COUNTY-MC WHIRTER FLD (LKR)

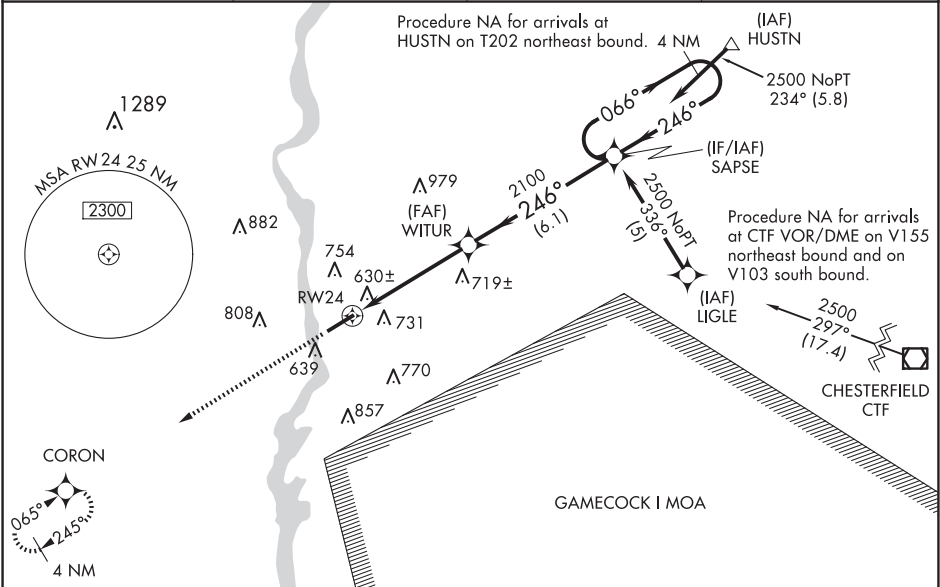
RNP APCH.

⚠

When VGSI inoperative Straight-in/Circling Rwy 24 procedure NA at night. Baro-VNAV NA when using Rock Hill altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 47°C. When local altimeter setting not received, use Rock Hill altimeter setting and increase LPV DA to 805 feet, LNAV/VNAV DA to 1086 feet, and all MDA 80 feet, increase LNAV Cat C and Circling Cats C and D visibility ¼ SM.

MISSED APPROACH:  
Climb to 2200 direct CORON and hold.

AWOS-3 <b>120.825</b>	CHARLOTTE APP CON <b>120.05 307.8</b>	GCO <b>121.725</b>	UNICOM <b>122.725 (CTAF) 1</b>
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ELEV 486	TDZE 486
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2200

CORON

246° to RW24

6004 X 101

0.4% UP

2100

WITUR

246°

2100

4.9 NM

6.1 NM

4 NM Holding Pattern

SAPSE

066°

246°

2500

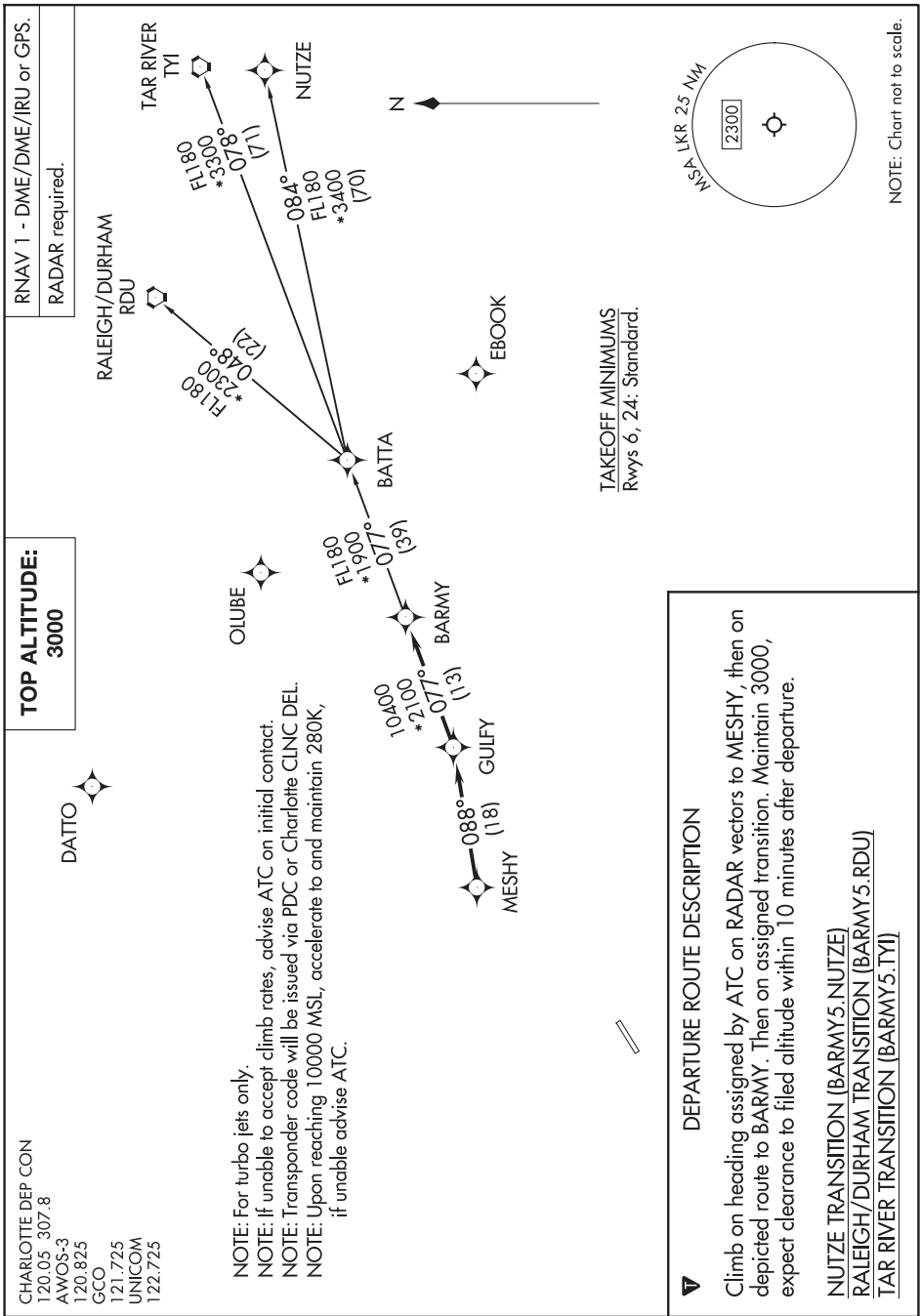
GP 3.00°

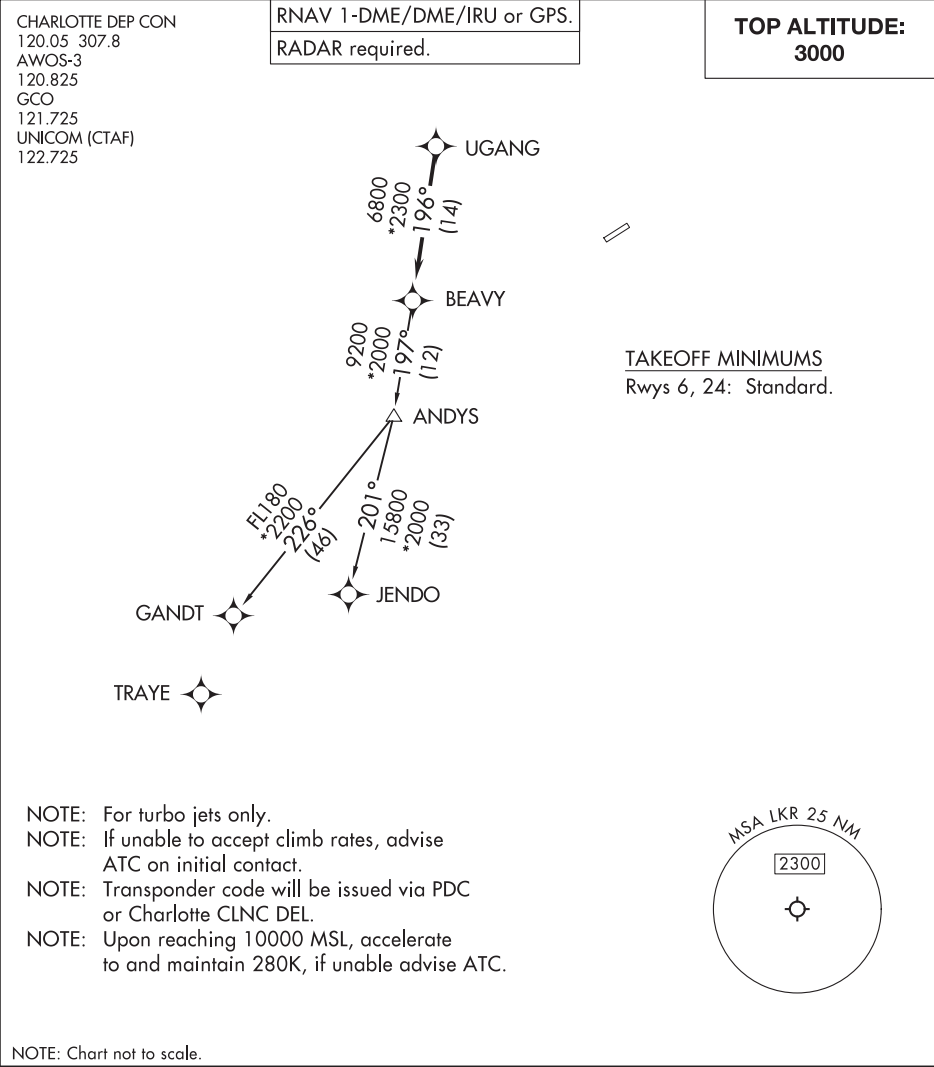
TCH 43

CATEGORY	A	B	C	D
LPV DA		736-1	250 (300-1)	
LNAV/VNAV DA		1017-2	531 (600-2)	
LNAV MDA	960-1	474 (500-1)	960-1½ 474 (500-1½)	960-1½ 474 (500-1½)
CIRCLING	1040-1 554 (600-1)	1060-1 574 (600-1)	1120-1¾ 634 (700-1¾)	1160-2¼ 674 (700-2¼)

MIRL Rwy 6-24 1

REIL Rwy 6 and 24 1





DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, on RADAR vectors to UGANG, then on depicted route to BEAVY. Then on assigned transition maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

GANDT TRANSITION (BEAVY6.GANDT)  
JENDO TRANSITION (BEAVY6.JENDO)

(BOBZY5.BOBZY) 24081

LANCASTER COUNTY-MC WHIRTER FLD (LKR)

LANCASTER, SOUTH CAROLINA

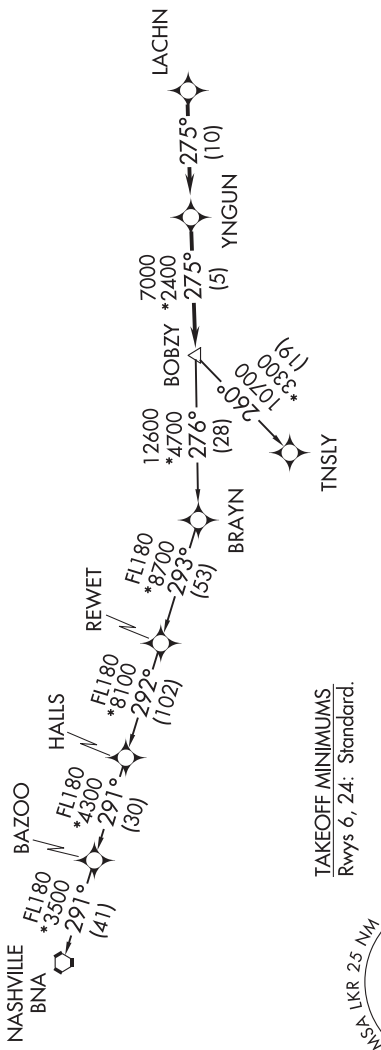
## BOBZY FIVE DEPARTURE (RNAV)

CHARLOTTE DEP CON  
120.05 307.8  
AWOS-3  
120.825  
GCO  
121.725  
UNICOM  
122.725

RNAV 1-DME/DME/IRU or GPS.

RADAR required.

**TOP ALTITUDE:**  
**3000**



**TAKEOFF MINIMUMS**  
Rwys 6, 24: Standard.

## DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, on RADAR vectors to LACHN, then on depicted route to BOBZY, then on assigned transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

NASHVILLE TRANSITION (BOBZY5.BNA)  
TNSLY TRANSITION (BOBZY5.TNSLY)

**NOTE:** For turbo jets only.  
**NOTE:** If unable to accept climb rates, advise ATC on initial contact.  
**NOTE:** Transponder code will be issued via PDC or Charlotte CLNC DEL.  
**NOTE:** Upon reaching 10000 MSL, accelerate to and maintain 280K; if unable advise ATC.

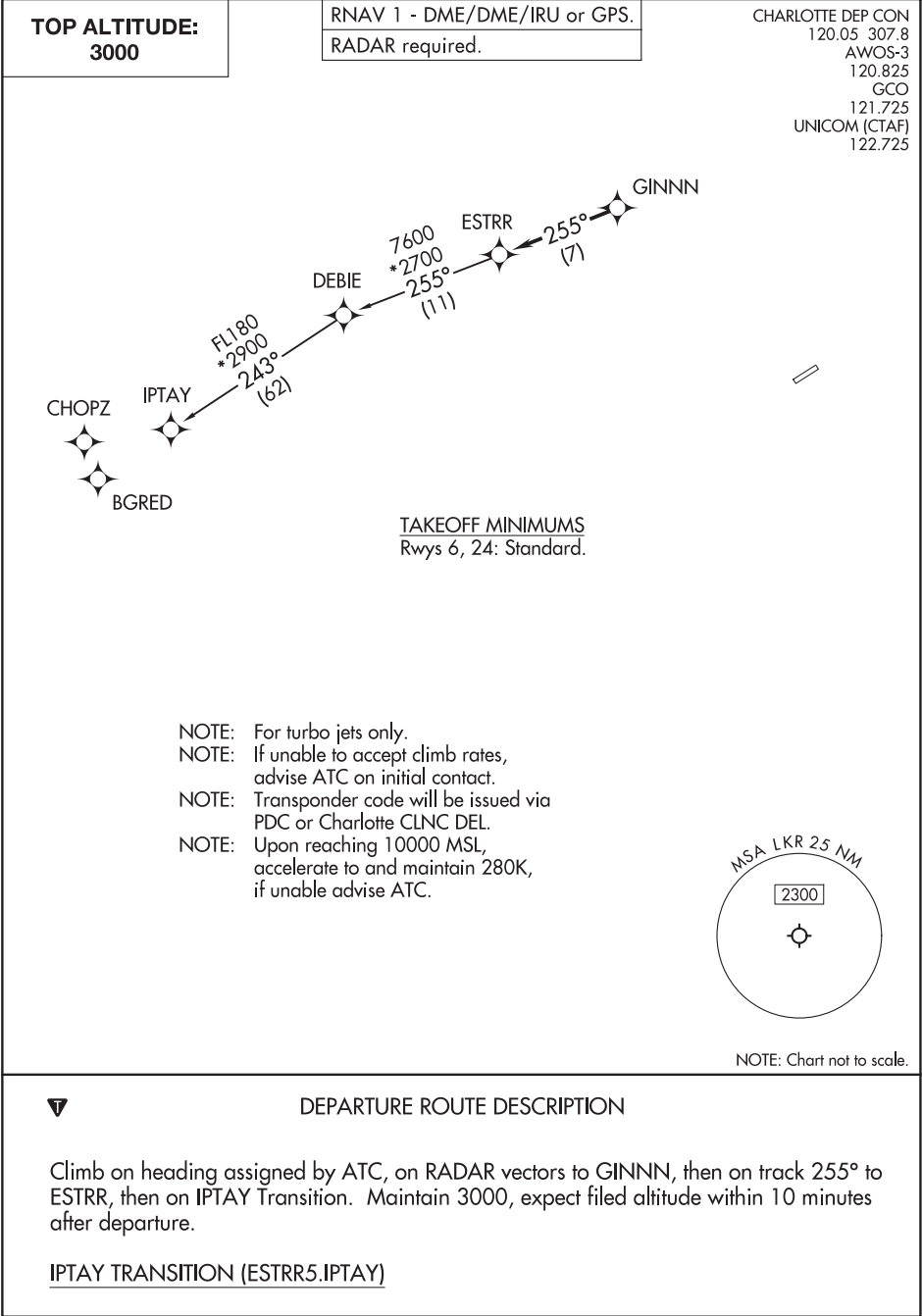
NOTE: Chart not to scale.

BOBZY FIVE DEPARTURE (RNAV)

(BOBZY5.BOBZY) 21MAR24

LANCASTER, SOUTH CAROLINA

LANCASTER COUNTY-MC WHIRTER FLD (LKR)



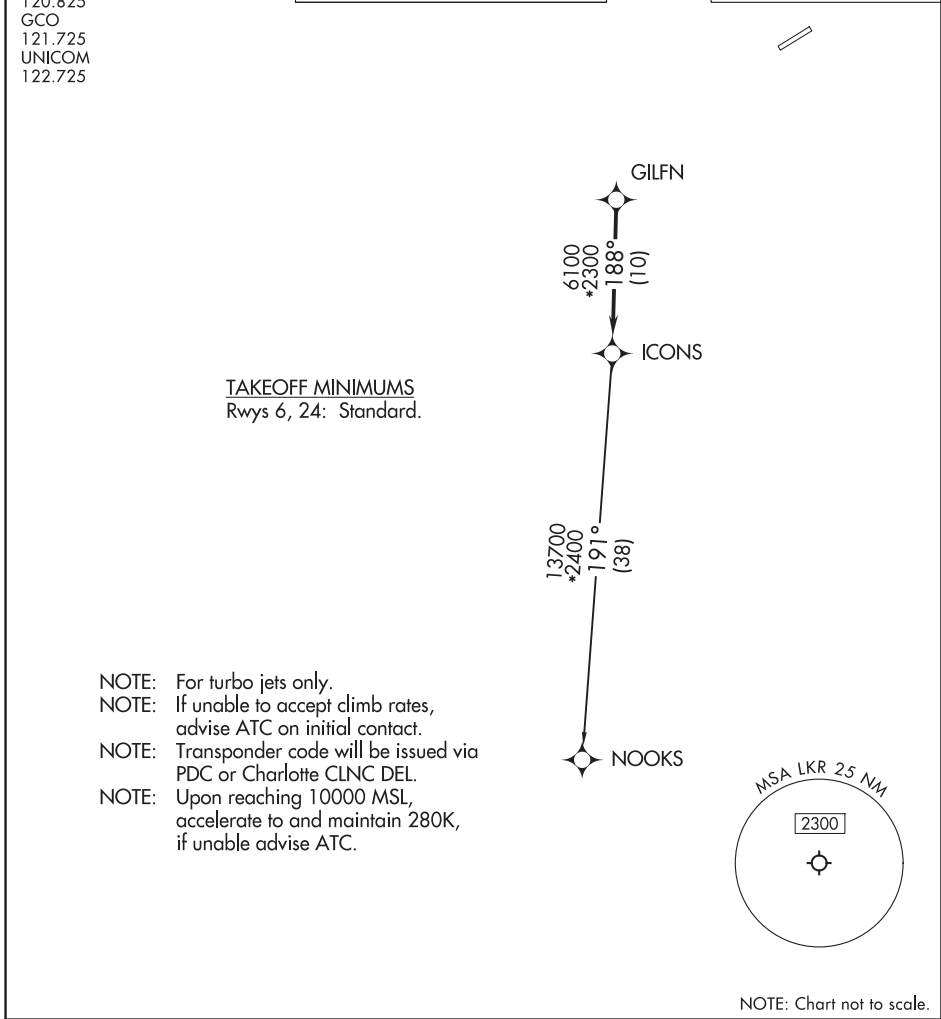
(ICONS5.ICONS) 24081

ICONS FIVE DEPARTURE (RNAV)

CHARLOTTE DEP CON  
120.05 307.8  
AWOS-3  
120.825  
GCO  
121.725  
UNICOM  
122.725

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

TOP ALTITUDE:  
3000



▼

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to GILFN, then on track 188° to ICONS. Then on NOOKS Transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

NOOKS TRANSITION (ICONS5.NOOKS)

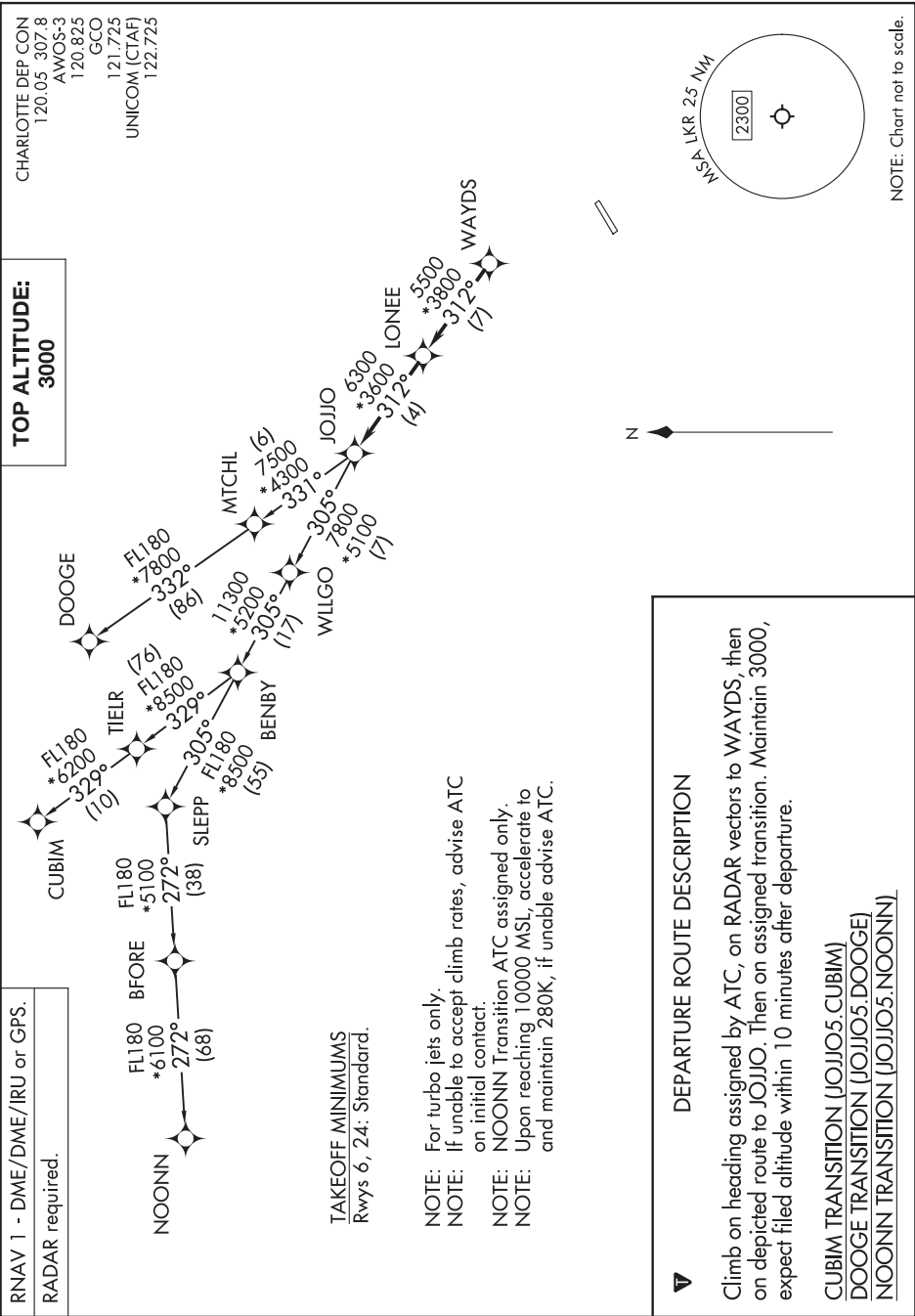
ICONS FIVE DEPARTURE (RNAV)

(ICONS5.ICONS) 21MAR24

LANCASTER, SOUTH CAROLINA  
LANCASTER COUNTY-MC WHIRTER FLD (LKR)



SE-2, 12 JUN 2025 to 07 AUG 2025



(KER4.KER) 24081

## KERMIT FOUR DEPARTURE

LANCASTER COUNTY-MC WHIRTER FLD (LKR)

AL-5853 (FAA)

LANCASTER, SOUTH CAROLINA

CHARLOTTE DEP CON  
120.05 307.8  
AWOS-3  
120.825  
GCO  
121.725  
UNICOM  
122.725

RADAR and DME required.

**TOP ALTITUDE:**  
**3000**

PULASKI  
116.8 PSK  
Chan 115

**TAKEOFF MINIMUMS**  
Rwys 6, 24: Standard.

BARRETS MOUNTAIN  
113.75 BZM  
Chan 84(Y)

LIBERTY  
113.0 LIB  
Chan 77

SUGARLOAF MOUNTAIN  
112.2 SUG  
Chan 59

RALEIGH/DURHAM  
117.2 RDU  
Chan 119

CHARLOTTE  
115.0 CLT  
Chan 97

BOBZY  
8000  
\*3600  
250°  
(19)

DEBIE  
255°  
11000  
\*2700  
(45)

FOOTHILLS  
113.4 ODF  
Chan 81

SANDHILLS  
111.8 SDZ  
Chan 55

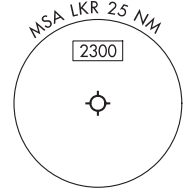
ANDYS

18000  
\*2100  
196°  
(79)

WALUT  
8000  
\*2300  
196°  
(50)

HAMLN

CHESTERFIELD  
114.55 CTF  
Chan 92(Y)



NOTE: For turbo jet aircraft only.  
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.  
NOTE: Transponder code will be issued via Charlotte clearance delivery.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

## KERMIT FOUR DEPARTURE

(KER4.KER) 21MAR24

LANCASTER, SOUTH CAROLINA  
LANCASTER COUNTY-MC WHIRTER FLD (LKR)

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



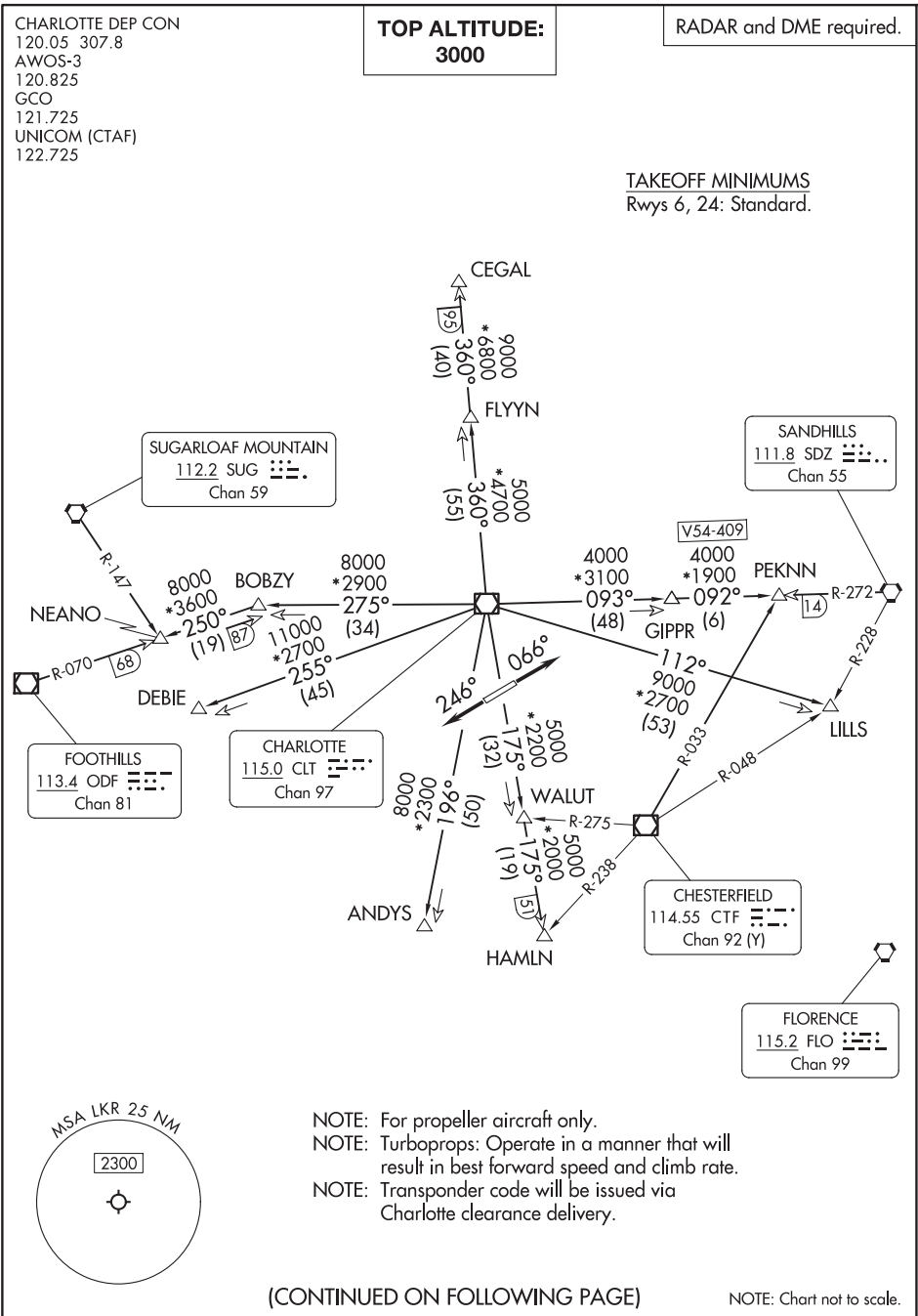
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb on heading 066°, thence . . . .  
TAKEOFF RUNWAY 24: Climb on heading 246°. Thence . . . .

. . . . on RADAR vectors to intercept filed/assigned transition or enroute fix/navaid.  
Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

- ANDYS TRANSITION (KER4.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.  
DEBIE TRANSITION (KER4.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.  
HAMLN TRANSITION (KER4.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.  
JOTTA TRANSITION (KER4.JOTTA): From over CLT VOR/DME on CLT R-011 to JOTTA.  
LILLS TRANSITION (KER4.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.  
MERIL TRANSITION (KER4.MERIL): From over CLT VOR/DME on CLT R-076 to MERIL.  
NALEY TRANSITION (KER4.NALEY): From over CLT VOR/DME on CLT R-011 to NALEY.  
NEANO TRANSITION (KER4.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY,  
then on ODF R-070 to NEANO.  
TREAL TRANSITION (KER4.TREAL): From over CLT VOR/DME on CLT R-196 to TREAL.





(KNI3.KNI) 24081

KNIGHTS THREE DEPARTURE

AL-5853 (FAA)

LANCASTER COUNTY-MC WHIRTER FLD (LKR)

LANCASTER, NORTH CAROLINA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb on heading 066° thence. . . .

TAKEOFF RUNWAY 24: Climb on heading 246° thence. . . .

. . . .expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid.  
Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (KNI3.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.

CEGAL TRANSITION (KNI3.CEGAL): From over CLT VOR/DME on CLT R-360 to CEGAL.

DEBIE TRANSITION (KNI3.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.

FLYYN TRANSITION (KNI3.FLYYN): From over CLT VOR/DME on CLT R-360 to FLYYN.

HAMLN TRANSITION (KNI3.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.

LILLS TRANSITION (KNI3.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.

NEANO TRANSITION (KNI3.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY,  
then on ODF R-070 to NEANO.

PEKNN TRANSITION (KNI3.PEKNN): From over CLT VOR/DME on CLT R-093 to GIPPR,  
then on SDZ R-272 to PEKNN.

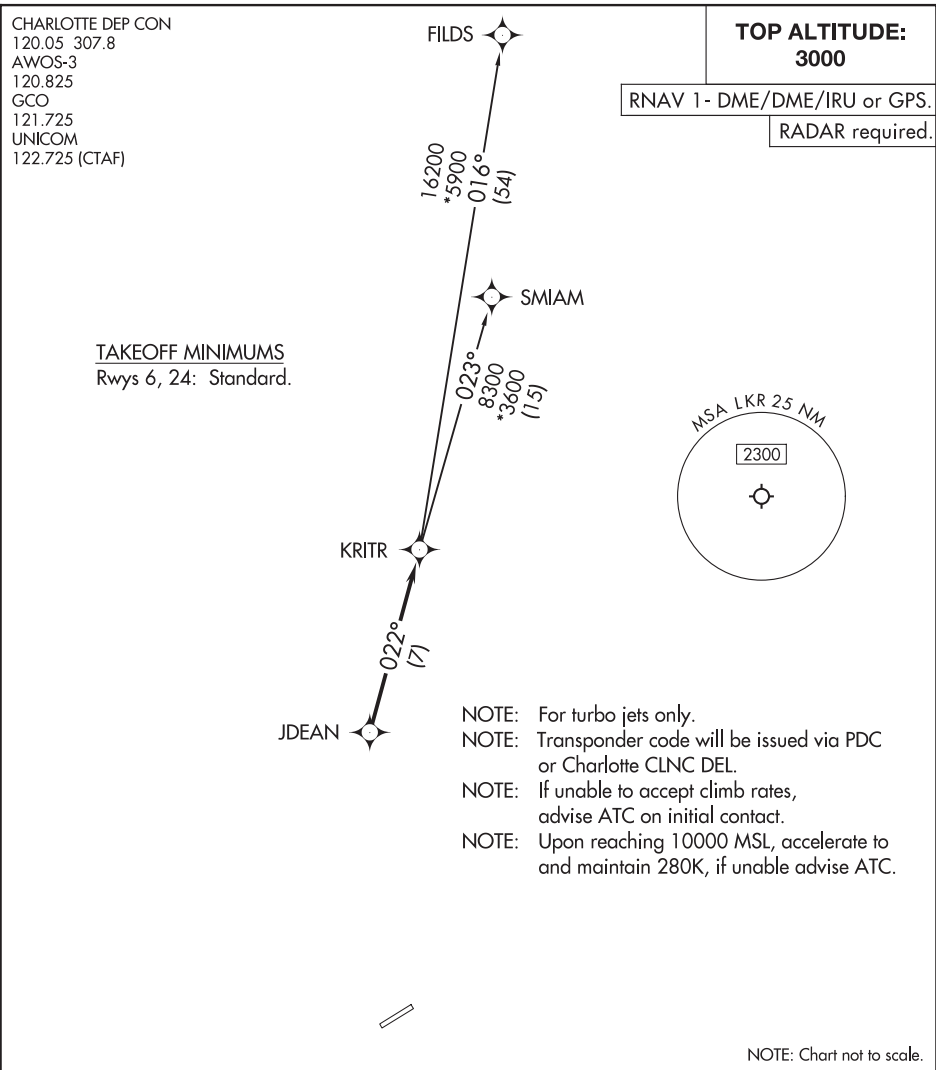
SE-2, 12 JUN 2025 to 07 AUG 2025

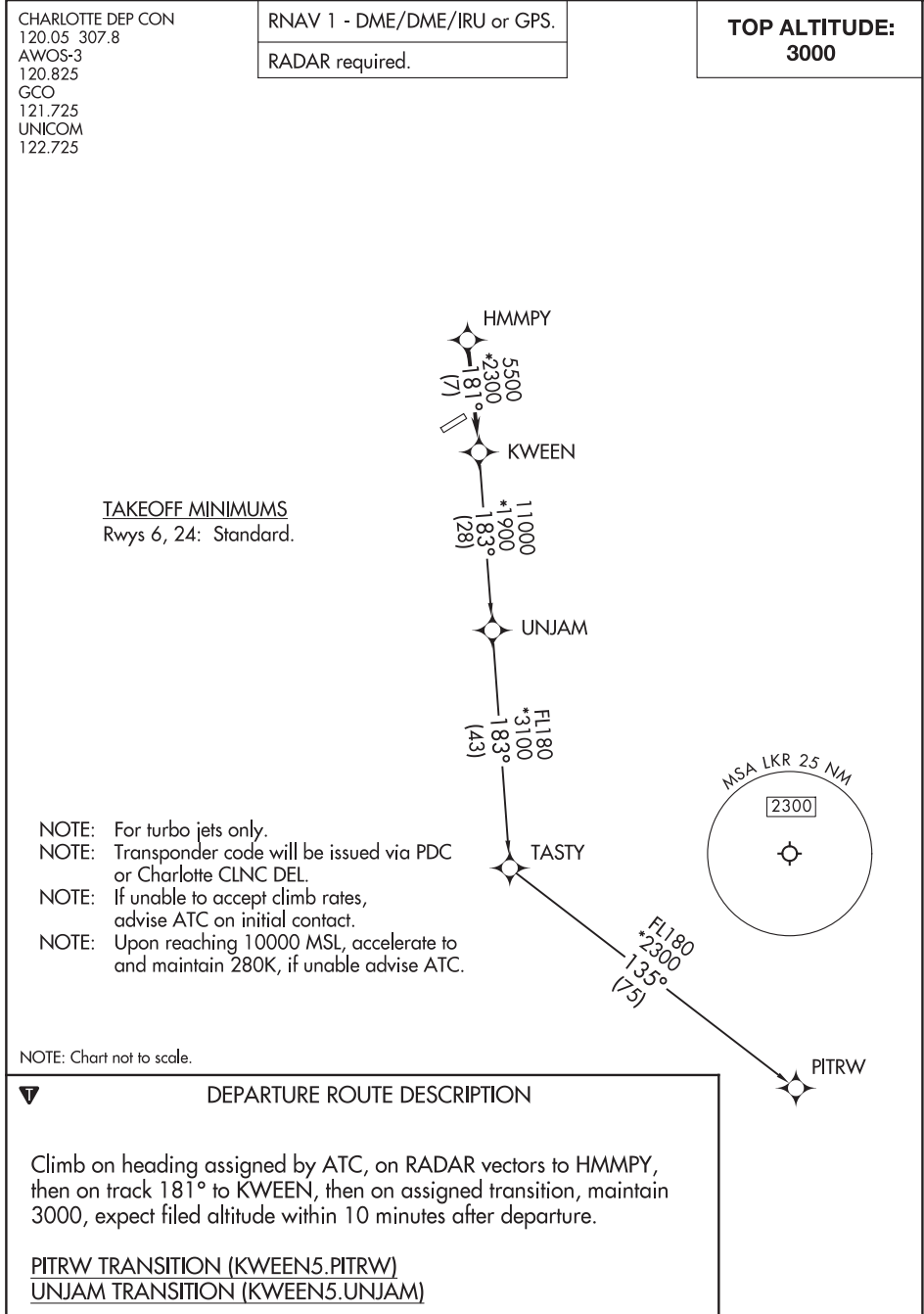
SE-2, 12 JUN 2025 to 07 AUG 2025

KNIGHTS THREE DEPARTURE

(KNI3.KNI) 21MAR24

LANCASTER, NORTH CAROLINA  
LANCASTER COUNTY-MC WHIRTER FLD (LKR)

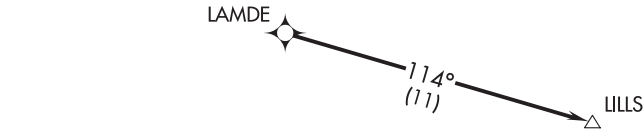




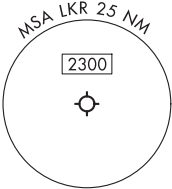


RNAV 1 - DME/DME/IRU or GPS.	TOP ALTITUDE: 3000	CHARLOTTE DEP CON 120.05 307.8 AWOS-3 120.825 GCO 121.725 UNICOM (CTAF) 122.725
RADAR required.		

TAKEOFF MINIMUMS  
Rwys 6, 24: Standard.



- NOTE: For turbo jets only.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.



NOTE: Chart not to scale.

▼	DEPARTURE ROUTE DESCRIPTION
Climb on heading assigned by ATC, on RADAR vectors to LAMDE, then on depicted route to LILLS. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.	

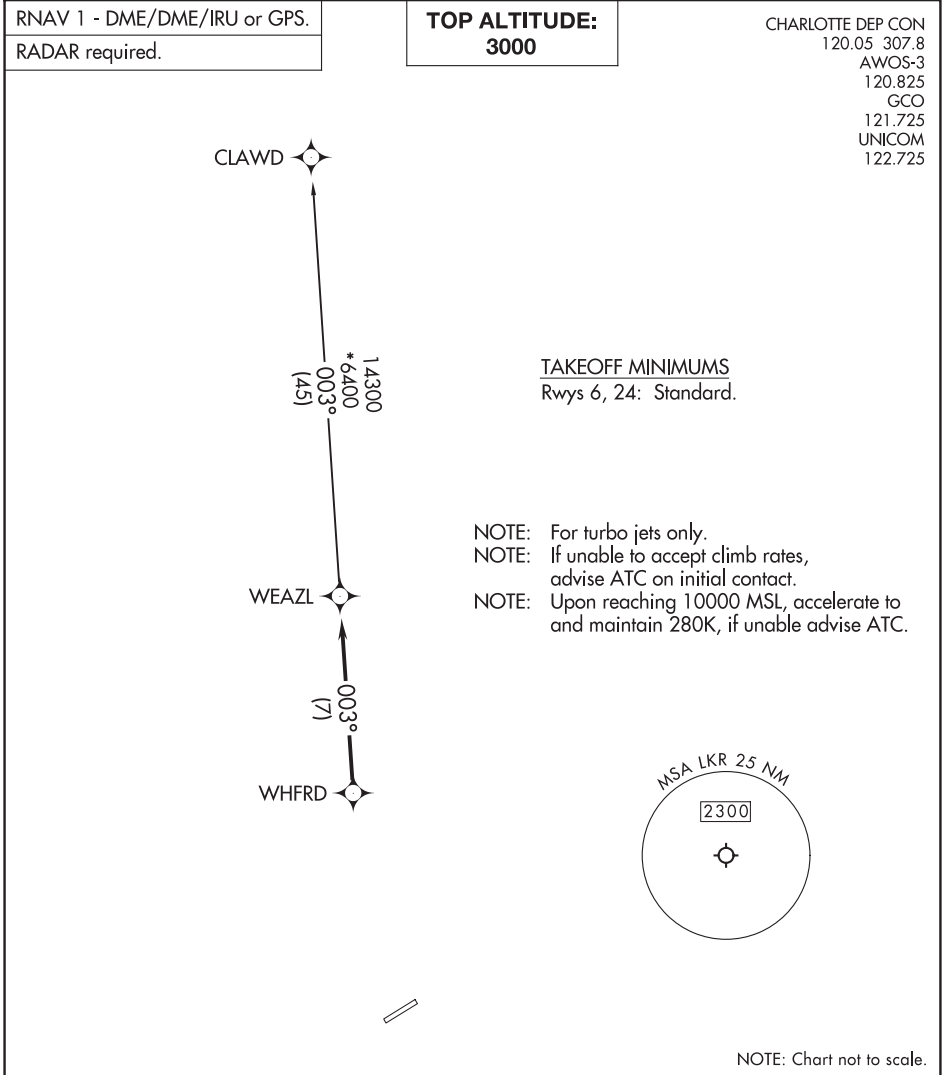
SE-2, 12 JUN 2025 to 07 AUG 2025


SE-2, 12 JUN 2025 to 07 AUG 2025

(WEAZL5.WEAZL) 24081

WEAZL FIVE DEPARTURE (RNAV)

LANCASTER COUNTY-MC WHIRTER FLD (LKR)  
AL-5853 (FAA) LANCASTER, SOUTH CAROLINA



**DEPARTURE ROUTE DESCRIPTION**

Climb on heading assigned by ATC, on RADAR vectors to WHFRD, then on track 003° to WEAZL. Then on CLAWD Transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

CLAWD TRANSITION (WEAZL5.CLAWD)

SE-2, 12 JUN 2025 to 07 AUG 2025

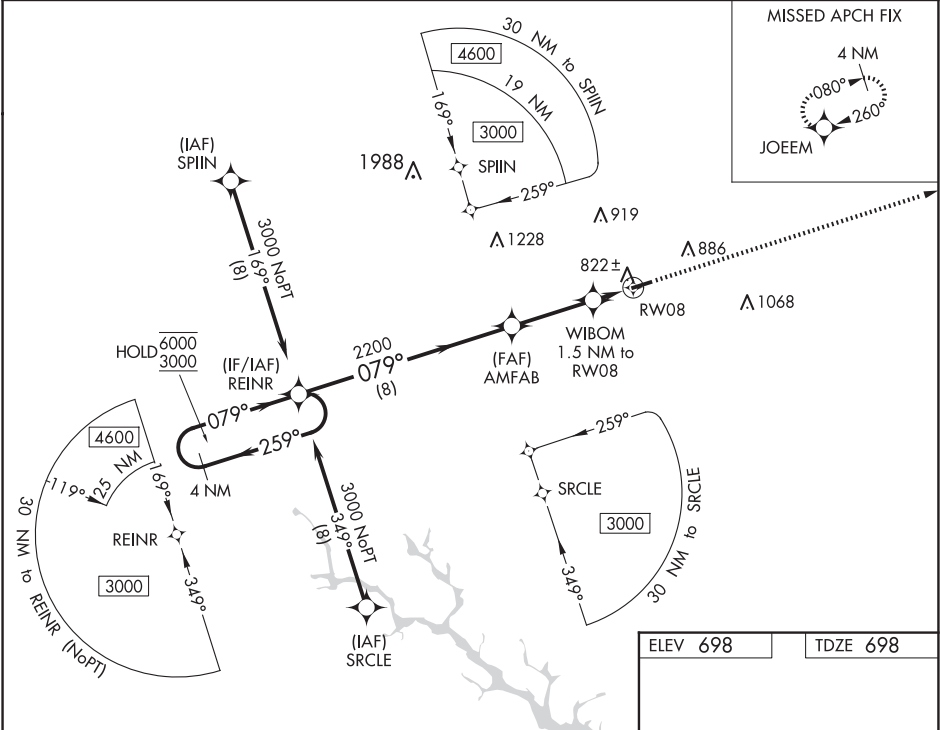
SE-2, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>72635</b> <b>W08A</b>	APP CRS <b>079°</b>	Rwy Idg <b>4051</b> TDZE <b>698</b> Apt Elev <b>698</b>
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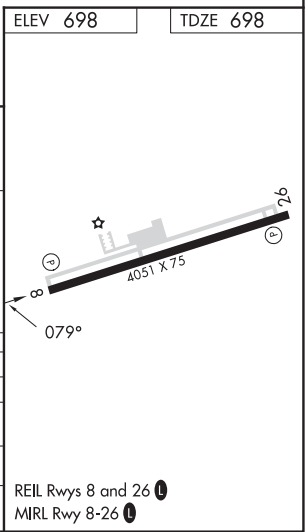
RNAV (GPS) RWY 8  
LAURENS COUNTY (LUX)

RNP APCH-GPS. ▼ Rwy 8 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.	MISSED APPROACH: Climb to 3000 direct JOEEM and hold.
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AWOS-3 <b>123.975</b>	GREER APP CON ★ <b>120.6 350.2</b>	UNICOM <b>122.8 (CTAF) ①</b>
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4 NM Holding Pattern REINR		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45).		3000 JOEEM
6000	3000	2200	1220	*RNAV only.
GP 3.00°	TCH 54	8 NM	3.1 NM	1.5 NM
CATEGORY	A	B	C	D
LPV DA	948-¾	250 (300-¾)	NA	NA
LNAV/VNAV DA	957-¾	259 (300-¾)	NA	NA
LNAV MDA	1080-1	382 (400-1)	NA	NA
CIRCLING	1200-1	502 (600-1)	NA	NA



SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

LAURENS, SOUTH CAROLINA

AL-6166 (FAA)

23110

WAAS CH <b>81935</b> <b>W26A</b>	APP CRS <b>259°</b>	Rwy Idg TDZE <b>696</b> Apt Elev <b>698</b>	<b>4051</b>
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# RNAV (GPS) RWY 26

LAURENS COUNTY (LUX)

RNP APCH-GPS.

▼ Rwy 26 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

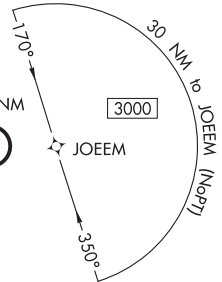
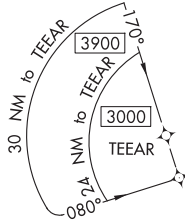
MISSED APPROACH: Climb to 3000 direct REINR and hold.

AWOS-3  
**123.975**

GREER APP CON ★  
**120.6 350.2**

UNICOM  
**122.8 (CTAF) 0**

MISSED APCH FIX



▲ 1988

▲ 1228

▲ 919

▲ 1068

(FAF) EGADE

2200

260°

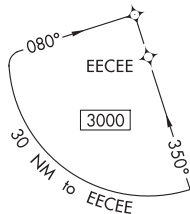
(b)

(IF/IAF) JOEEM

3000 NoPT

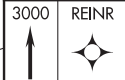
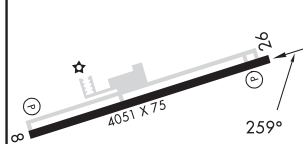
(b)

(IAF) EECCE



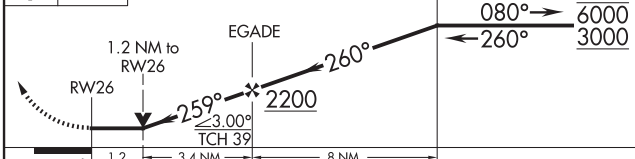
ELEV 698

TDZE 696



VGSI and descent angles not coincident (VGSI Angle 3.25/TCH 53).

4 NM Holding Pattern



CATEGORY	A	B	C	D
LP MDA	1160-1	464 (500-1)	NA	NA
LNAV MDA	1160-1	464 (500-1)	NA	NA
CIRCLING	1200-1	502 (600-1)	NA	NA

LAURENS, SOUTH CAROLINA  
Amdt 1A 20APR23

34°30'N-81°57'W

# RNAV (GPS) RWY 26

SE-2, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-EXX <b>108.75</b> Chan <b>24</b> (Y)	APP CRS <b>058°</b>	Rwy Idg <b>5004</b> TDZE <b>733</b> Apt Elev <b>733</b>
--	------------------------	---

ILS or LOC RWY 6  
DAVIDSON COUNTY EXEC (EXX)

**T** VDP NA with Salisbury altimeter setting. When local altimeter setting not  
**A**<sub>NA</sub> received, use Salisbury altimeter setting and increase all DA 37 feet and  
MDA 40 feet; increase S-ILS 6 all Cats and S-LOC 6 Cat C visibility  $\frac{1}{8}$  mi  
DME required. Rwy 6 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

**MALSR** MISSED APPROACH: Climb to 1200 then climbing left turn to 2600 on heading 052° and GSO VORTAC R-228 to IQPOR/GSO 17.1 DME and hold

AWOS-3 <b>119,825</b>	GREENSBORO APP CON <b>126.6 327,075</b>	GCO <b>135,075</b>	UNICOM <b>122.8 (CTAF) 0</b>
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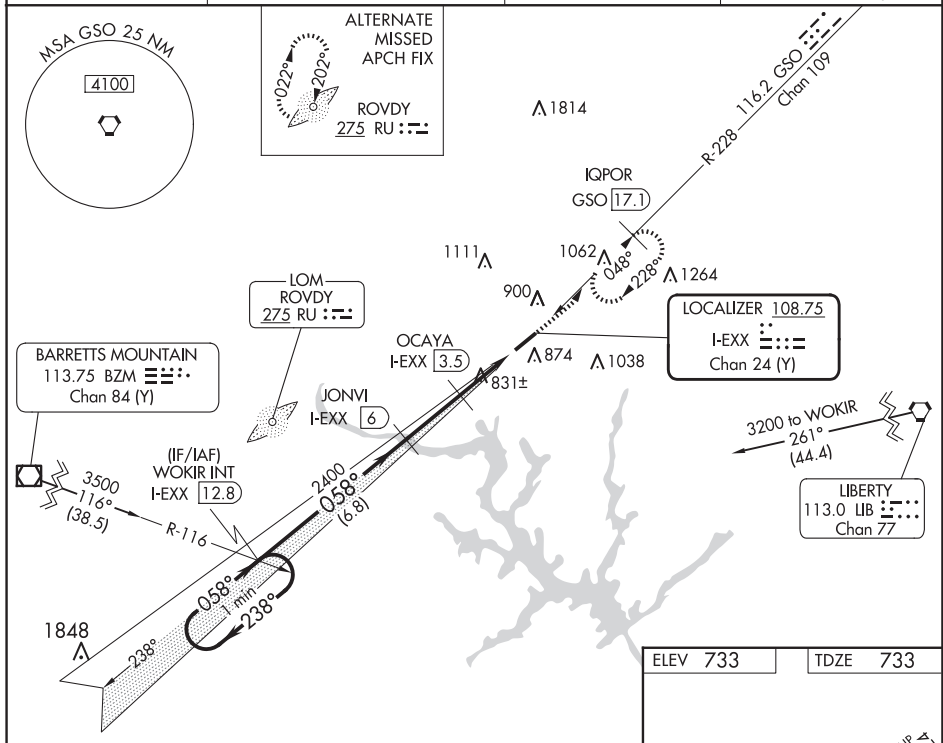


Figure 1-10 illustrates a non-parallel glidepath scenario. The diagram shows a flight path starting at 3000 feet, descending to 2400 feet at WOKIR INT (12.8 NM), then to 1600 feet at JONVI (6.8 NM from WOKIR INT), and finally to 058 degrees at OCAYA (2.5 NM from JONVI). The glidepath is not parallel to the horizontal, with a vertical angle of 058 degrees. The diagram also shows a horizontal glidepath at 2400 feet. The vertical distance between the horizontal and non-parallel glidepaths is 1600 feet. The horizontal distance between the two glidepaths is 6.8 NM. The vertical distance between the horizontal and non-parallel glidepaths is 1600 feet. The horizontal distance between the two glidepaths is 6.8 NM. The vertical distance between the horizontal and non-parallel glidepaths is 1600 feet. The horizontal distance between the two glidepaths is 6.8 NM.

CATEGORY	A	B	C	D
S-ILS 6	983- $\frac{7}{8}$ 250 (300- $\frac{7}{8}$ )			NA
S-LOC 6	1120-1 387 (400-1)		1120-1 $\frac{1}{8}$ 387 (400-1 $\frac{1}{8}$ )	NA
CIRCLING	1220-1 487 (500-1)	1240-1 507 (600-1)	1340-1 $\frac{3}{4}$ 607 (700-1 $\frac{3}{4}$ )	NA

LEXINGTON, NORTH CAROLINA

AL-6294 (FAA)

24305

WAAS CH <b>97628</b> <b>W06A</b>	APP CRS <b>058°</b>	Rwy Idg TDZE Apt Elev	<b>5004</b> <b>733</b> <b>733</b>
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RNAV (GPS) RWY 6

DAVIDSON COUNTY EXEC (E.XX)

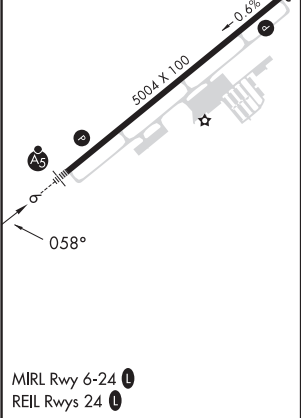
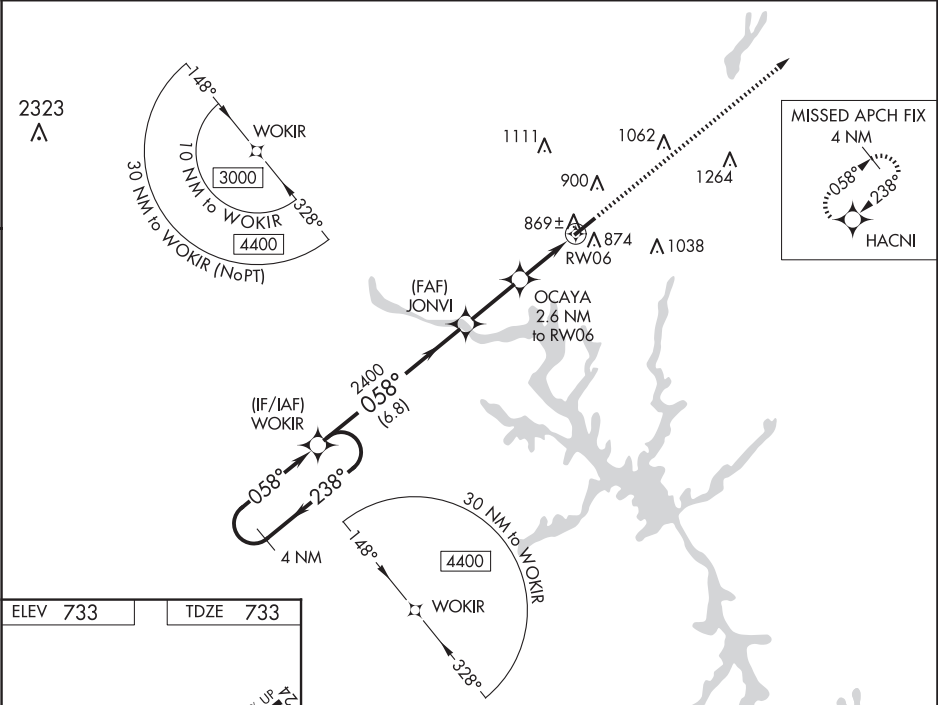
⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Salisbury altimeter setting and increase all DA 37 feet and all MDA 40, increase LPV, LNAV/VNAV all Cats and LNAV Cat C visibility ½ mile. DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Salisbury altimeter setting.

MALSR

MISSED APPROACH:  
Climb to 3000 direct HACNI and hold.

AWOS-3 <b>119.825</b>	GREENSBORO APP CON <b>126.6 327.075</b>	GCO <b>135.075</b>	UNICOM <b>122.8 (CTAF) 0</b>
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VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 28).				3000	HACNI
4 NM Holding Pattern WOKIR					
3000 ← 238° → 058° → 2400				*1600	
GP 3.00° TCH 40				*LNAV only	
JONVI				OCAYA 2.6 NM to RW06	
2400				*0.8 NM to RW06	
RW06					
6.8 NM		2.5 NM		1.8 NM	0.8 NM
CATEGORY	A	B	C	D	
LPV DA	983-7/8	250 (300-7/8)		NA	
LNAV/VNAV DA	1020-1	287 (300-1)		NA	
LNAV MDA	1120-1	387 (400-1)	1120-1 1/8 387 (400-1 1/8)	NA	
CIRCLING	1220-1 487 (500-1)	1240-1 507 (600-1)	1340-1 3/4 607 (700-1 3/4)	NA	

LEXINGTON, NORTH CAROLINA

Orig-B 20MAY21

35°47'N-80°18'W

DAVIDSON COUNTY EXEC (E.XX)

RNAV (GPS) RWY 6

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>69326</b> <b>W24A</b>	APP CRS <b>238°</b>	Rwy Idg TDZE <b>713</b> Apt Elev <b>733</b>
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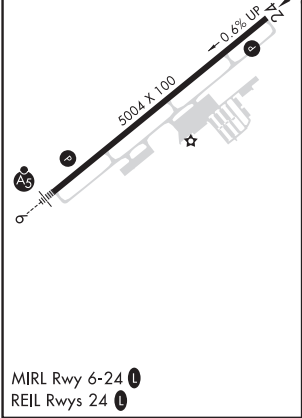
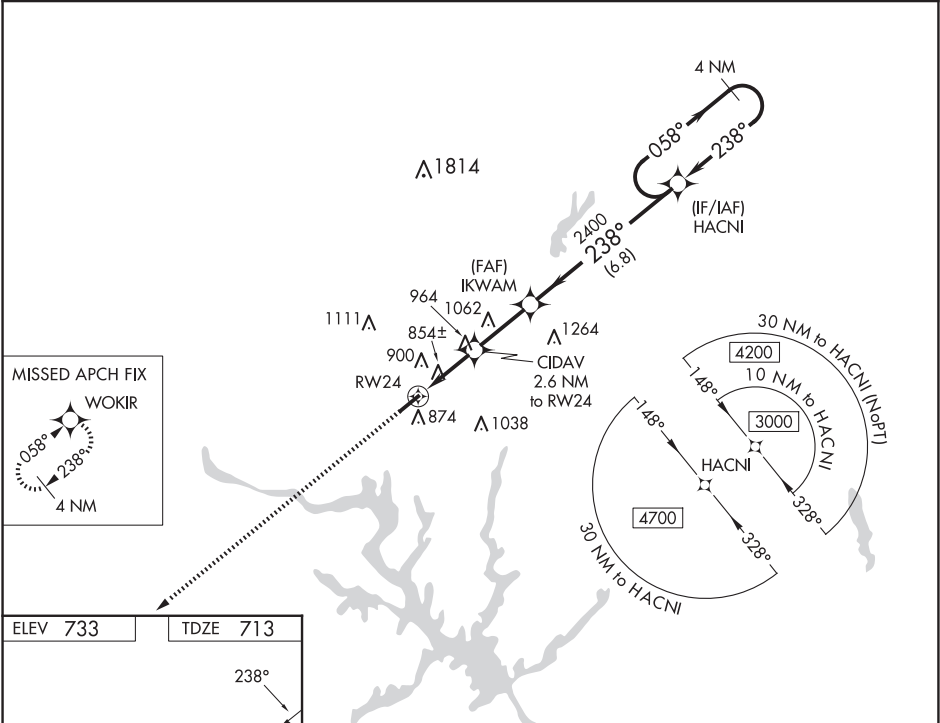
RNAV (GPS) RWY 24

DAVIDSON COUNTY EXEC (E.XX)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Salisbury altimeter setting and increase all DA 37 feet and all MDA 40 feet, increase LPV and LNAV/VNAV all Cnts visibility 1/8 SM, LNAV Cat C visibility 1/4 SM. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Baro-VNAV and VDP NA when using Salisbury altimeter setting.

MISSED APPROACH: Climb to 3000 direct WOKIR and hold.

AWOS-3 <b>119.825</b>	GREENSBORO APP CON <b>126.6 327.075</b>	GCO <b>135.075</b>	UNICOM <b>122.8 (CTAF) 0</b>
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LINCOLNTON, NORTH CAROLINA

AL-6894 (FAA)

21224

LOC/DME I-IPJ	APP CRS	Rwy Idg	5501
111.15	233°	TDZE	872
Chan 48 (Y)		Apt Elev	878

# ILS Y or LOC Y RWY 23

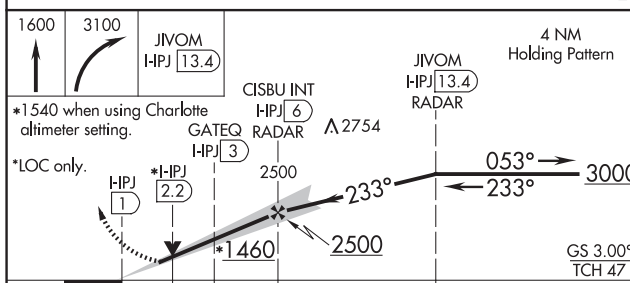
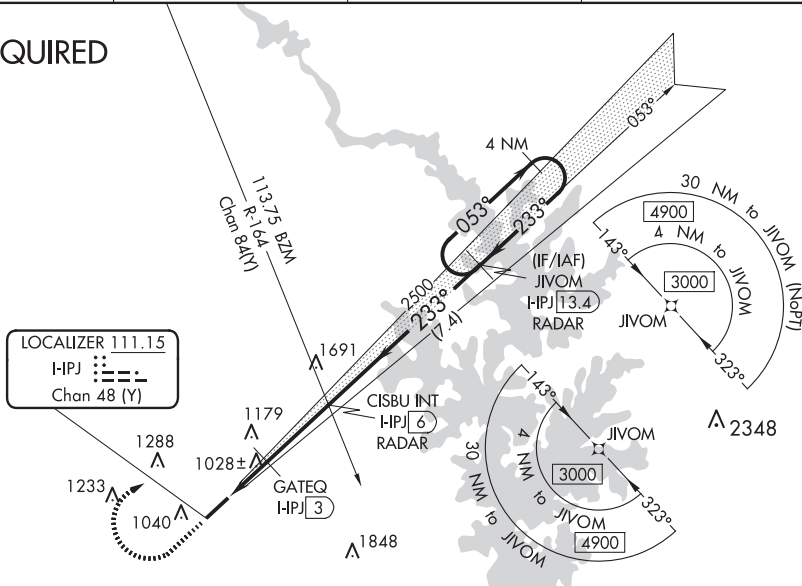
LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

When local altimeter setting not received, use Charlotte altimeter setting: increase DA to 1212 feet and visibility 1/8 SM; increase all MDAs 80 feet and visibility S-LOC 23 Cats C/D 1/8 SM and Circling Cats C/D visibility 1/4 SM and GATEQ Fix Minimums Cats C/D 1/4 SM. VDP NA when using Charlotte altimeter setting. Rwy 23 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 1600 then climbing right turn to 3100 direct JIVOM I-PJ 13.4 DME/RADAR and hold (GPS Required).

AWOS-3 119.675	CHARLOTTE APP CON 134.75 257.2	CLNC DEL (GCO) 124.9	UNICOM 123.05 (CTAF) 1
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## GPS REQUIRED



ELEV 878	TDZE 872
233° 5 NM from FAF	
0.3% UP	
5700 X 100	
REIL Rwys 5 and 23 1	
MIRL Rwy 5-23 1	
FAF to MAP 5 NM	
Knots	60 90 120 150 180
Min:Sec	5:00 3:20 2:30 2:00 1:40

CATEGORY	A	B	C	D
S-ILS 23	1149-7/8 277 (300-7/8)			
S-LOC 23	1460-1	588 (600-1)	1460-1 3/4 588 (600-1 3/4)	
CIRCLING	1460-1	582 (600-1)	1640-2 1/4 762 (800-2 1/4)	1640-2 1/2 762 (800-2 1/2)
GATEQ FIX MINIMUMS				
S-LOC 23	1280-1	408 (500-1)	1280-1 1/8 408 (500-1 1/8)	
CIRCLING	1400-1 522 (600-1)	1440-1 562 (600-1)	1640-2 1/4 762 (800-2 1/4)	1640-2 1/2 762 (800-2 1/2)

LINCOLNTON, NORTH CAROLINA  
Orig-C 10SEP20

LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)  
35°29'N-81°10'W  
ILS Y or LOC Y RWY 23

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



ILS Z or LOC Z RWY 23  
LINCOLN-TOLSON LINCOLN COUNTY RGNL (TPJ)

- MISSED APPROACH:** Climb to 1600 then climbing right turn to 3100 on heading 043° and BZM VOR/DME R-143 to JIVOM INT/I-IPJ 13.4 DME/RADAR and hold.

ALT MISSED APCH FIX

111.15 I-IPJ  
Chan 48 (Y)

R-053

053°  
1 min  
233°

JIVOM INT  
I-IPJ [13.4]  
CLT [26.3]  
R-358  
RADAR

115.0 CLT

113.75 BZM  
Chan 84(Y)

3500  
143°  
(19.6)

R-164

R-143

053°  
1 min  
233°

(IF/IAF)  
JIVOM INT  
I-IPJ [13.4]  
RADAR

2500  
1691  
233°  
(7.4)

CISBU INT  
I-IPJ [6]  
RADAR

R-358

115.0 CLT  
Chan 97

MSA BZM 25 NM  
[5800]

2348  
Λ

1288  
Λ

1028 ±  
Λ

1179  
Λ

GATEQ  
HPJ [3]

1848  
Λ

1233  
Λ

1040  
Λ

ELEV 879

TDZE 872

CATEGORY	A	B	C	D
S-ILS 23	1149-7/8 277 (300-7/8)			
S-LOC 23	1460-1 588 (600-1)	1460-1 588 (600-1)	1460-1 588 (600-1)	1460-1 588 (600-1)
CIRCLING	1460-1 582 (600-1)	1460-1 582 (600-1)	1460-1 582 (600-1)	1460-1 582 (600-1)

GATEQ FIX MINIMUMS				
S-LOC 23	1280-1 408 (500-1)	1280-1 408 (500-1)	1280-1 408 (500-1)	1280-1 408 (500-1)
CIRCLING	1400-1 522 (600-1)	1440-1 562 (600-1)	1640-2 762 (800-2 1/2)	1640-2 762 (800-2 1/2)

RNAV (GPS) RWY 5  
LINCOLN-TOLSON COUNTY RGNL (IPJ)

**T** When local altimeter setting not received, use Charlotte altimeter setting: increase LPV DA to 1395 feet, LNAV/VNAV DA to 1463 feet and visibility LNAV/VNAV  $\frac{1}{4}$  SM; increase all MDAs 80 feet and visibility Cats C and D  $\frac{1}{4}$  SM. Rwy 5 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. Baro-VNAV and VDP NA when using Charlotte altimeter setting.

**A** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below  $-16^{\circ}\text{C}$  or above  $47^{\circ}\text{C}$ .

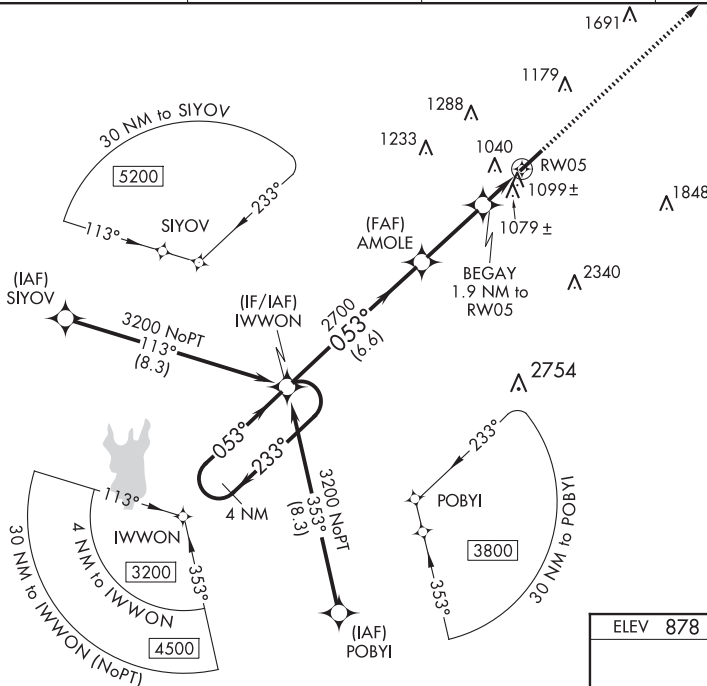
UNICOM  
123.05 (CTAF) 

Diagram illustrating the JIVOM system. A central point is connected to a point labeled "4 NM". The angle between the vertical axis and the line to "4 NM" is 53°. The angle between the vertical axis and the line to the "JIVOM" label is 233°.

4 NM Holding Pattern

VGS and RNAV glidepath not coincident (VGS Angle 3.40/TCH 64).

3200 ← 233°  
053° →

GP 3.40°  
TCH 58

IWWON

AMOLE

BEGAY  
1.9 NM to RW05

2700

2700

\*1620

\*1.2 NM to RW05

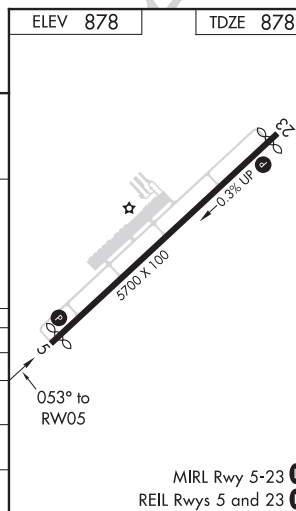
0.7 NM 1.2 NM

3000 ↑

JIVOM

\* LNAV only.

CATEGORY		A	B	C	D
LPV	DA	1332-1 $\frac{3}{8}$	454 (500-1 $\frac{3}{8}$ )		NA
LNAV/ VNAV	DA	1400-1 $\frac{1}{2}$	522 (600-1 $\frac{1}{2}$ )		NA
	MDA	1360-1	482 (500-1)	1360-1 $\frac{3}{8}$	482 (500-1 $\frac{3}{8}$ )
<b>C</b> CIRCLING		1400-1 522 (600-1)	1440-1 562 (600-1)	1640-2 $\frac{1}{4}$ 762 (800-2 $\frac{1}{4}$ )	1640-2 $\frac{1}{2}$ 762 (800-2 $\frac{1}{2}$ )



LINCOLN-TON-LINCOLN COUNTY RGNL (IPJ)  
35°29'N-81°10'W      PNAV (GPS) PWV 5

RNAV (GPS) RWY 5

SE-2, 12 JUN 2025 to 07 AUG 2025

WAAS

CH **69210**

**W23A**

APP CRS

**233°**

Rwy Idg

**5501**

TDZE

**872**

Apt Elev

**878**

RNAV (GPS) RWY 23

LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

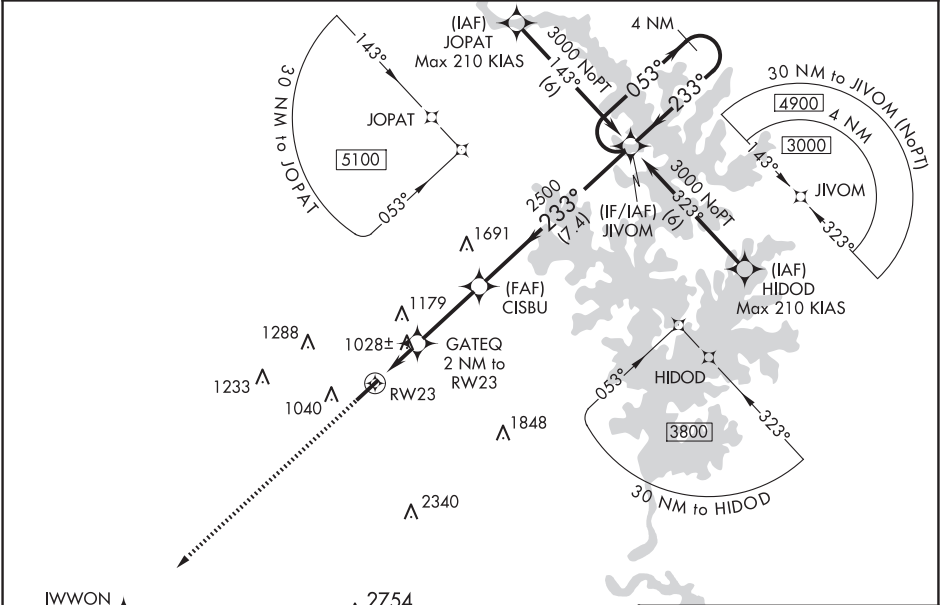
RNP APCH.

⚠

When local altimeter setting not received, use Charlotte altimeter setting: increase LPV DA to 1212 feet, LNAV/VNAV DA to 1204 feet and all visibilities  $\frac{1}{8}$  SM; increase all MDAs 80 feet and visibility Cats C and D  $\frac{1}{4}$  SM. Baro-VNAV and VDP NA when using Charlotte altimeter setting. Rwy 23 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH:  
Climb to 3200 direct IWWON and hold.

AWOS-3 <b>119.675</b>	CHARLOTTE APP CON <b>134.75 257.2</b>	CLNC DEL (GCO) <b>124.9</b>	UNICOM <b>123.05</b> (CTAF) <b>1</b>
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ELEV **878**

TDZE **872**

3200 IWWON

\* LNAV only

RW23

GATEQ 2 NM to RW23

CISBU 2500

JIVOM

4 NM Holding Pattern

GP 3.00° TCH 47

1.2 NM

0.8 NM

3 NM

7.4 NM

1540 \*

2500

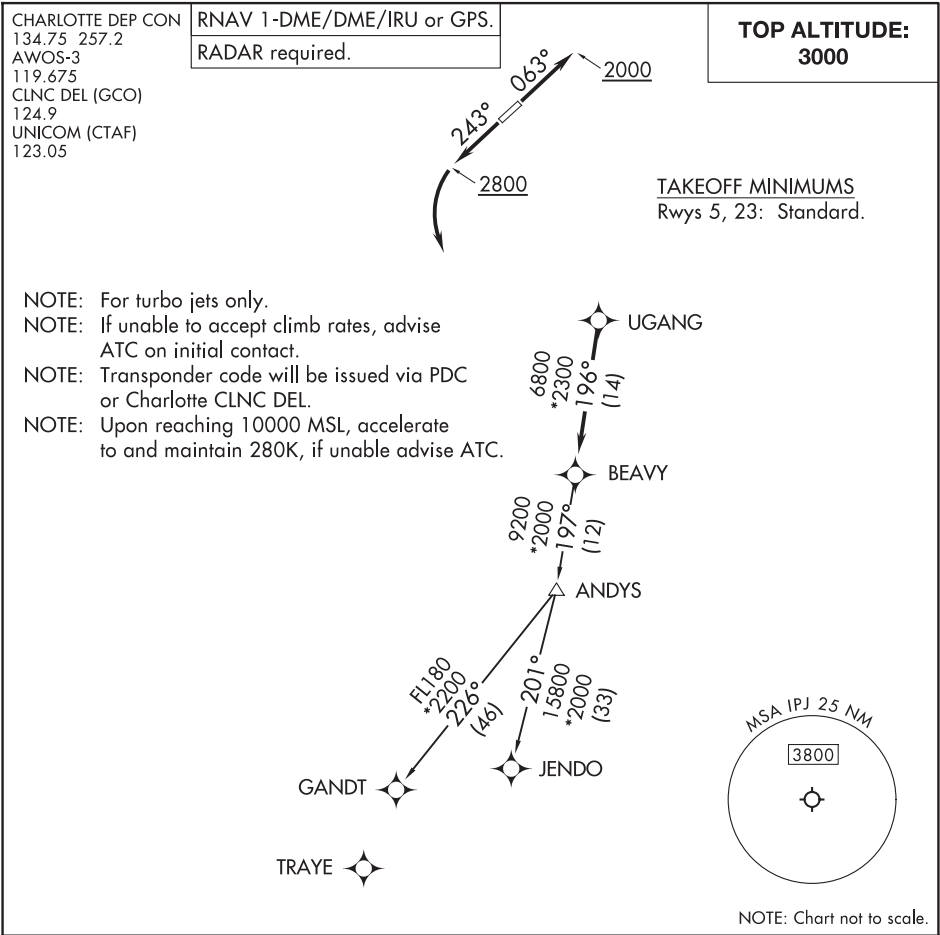
3000

CATEGORY	A	B	C	D
LPV DA		1149- $\frac{7}{8}$	277 (300- $\frac{7}{8}$ )	
LNAV/VNAV DA		1141- $\frac{7}{8}$	269 (300- $\frac{7}{8}$ )	
LNAV MDA	1280-1	408 (500-1)	1280-1 $\frac{1}{8}$	408 (500-1 $\frac{1}{8}$ )
CIRCLING	1400-1 522 (600-1)	1440-1 562 (600-1)	1640-2 $\frac{1}{4}$ 762 (800-2 $\frac{1}{4}$ )	1640-2 $\frac{1}{2}$ 762 (800-2 $\frac{1}{2}$ )

REIL Rwys 5 and 23 **1**

MIRL Rwy 5-23 **1**



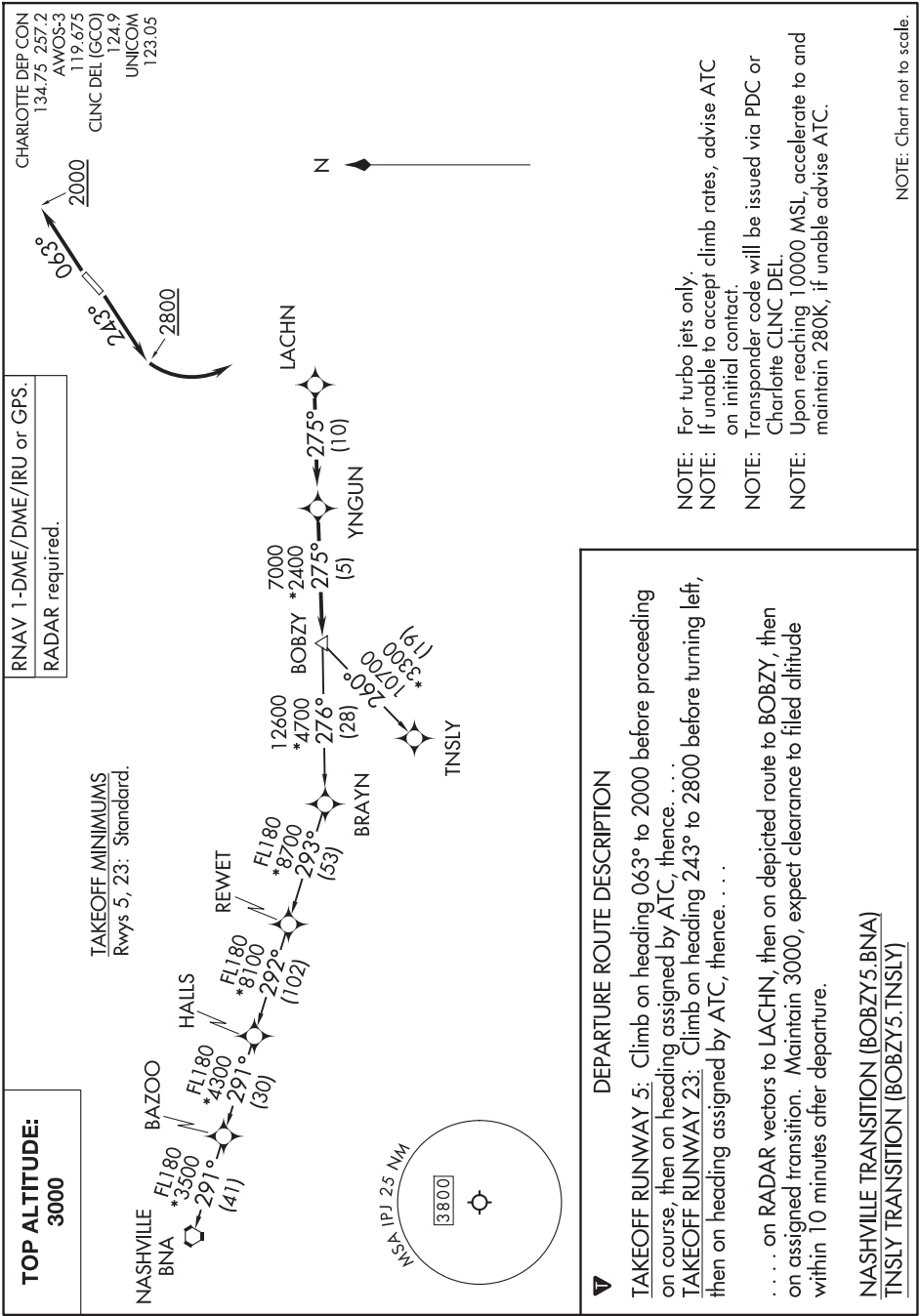


(BOBZY5.BOBZY) 24081

AL-6894 (FAA)

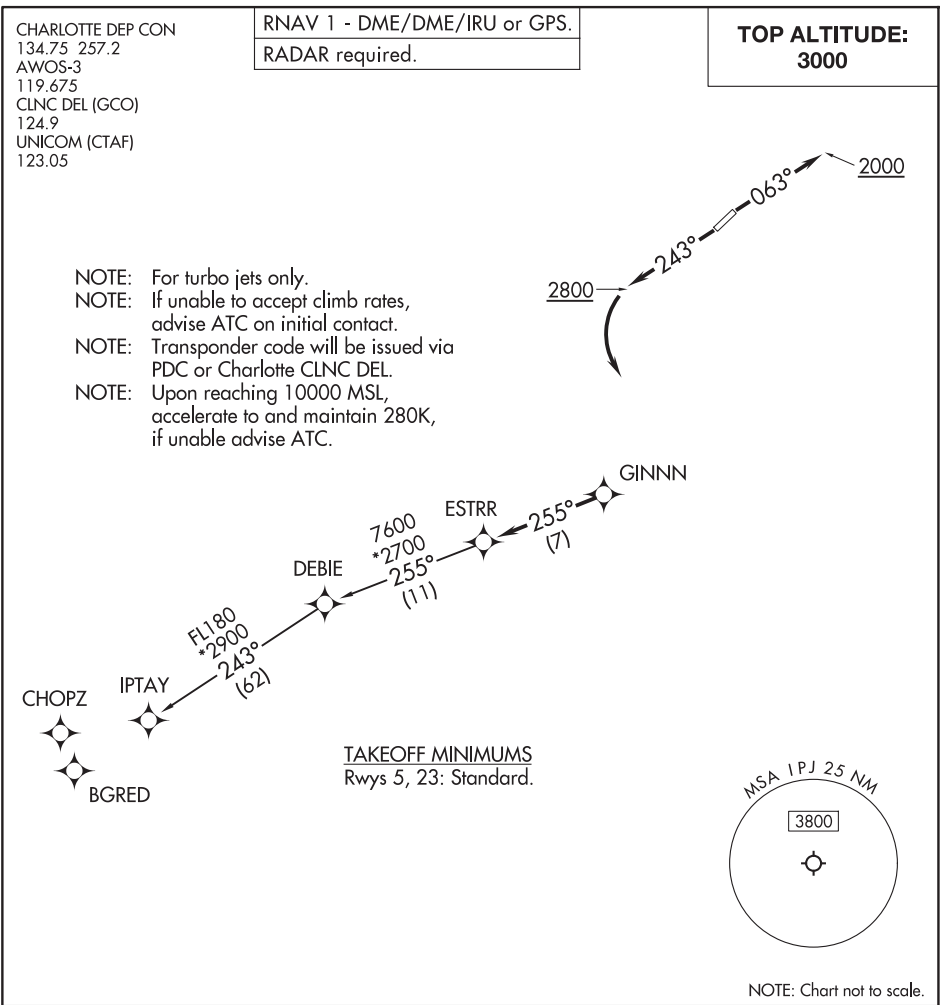
LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)  
LINCOLNTON, NORTH CAROLINA

BOBZY FIVE DEPARTURE (RNAV)



BOBZY FIVE DEPARTURE (RNAV)  
(BOBZY5.BOBZY) 21MAR24

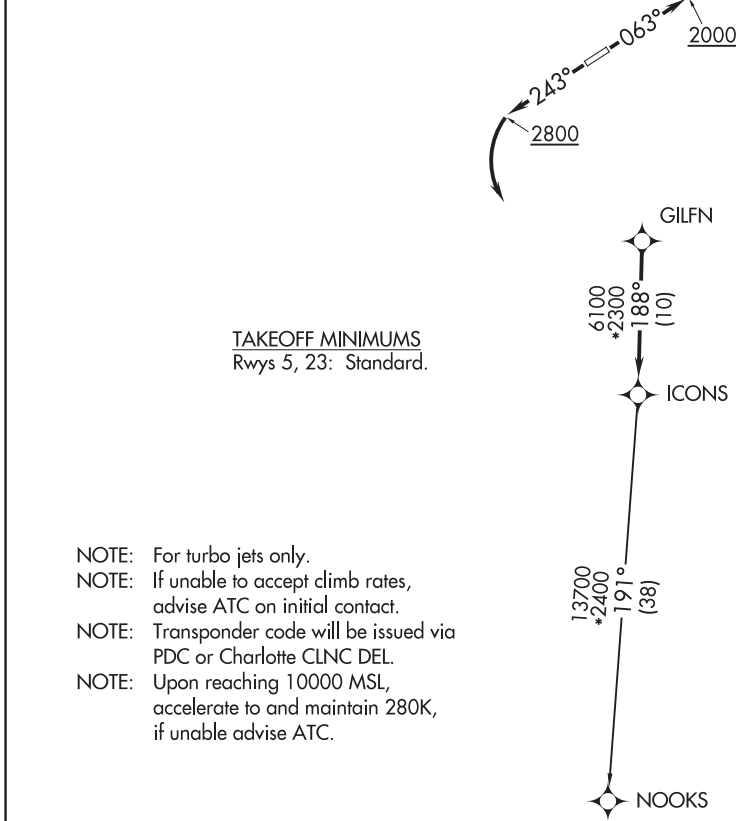
LINCOLNTON, NORTH CAROLINA  
LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)



CHARLOTTE DEP CON  
134.75 257.2  
AWOS-3  
119.675  
CLNC DEL (GCO)  
124.9  
UNICOM  
123.05

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

TOP ALTITUDE:  
3000



TAKEOFF MINIMUMS  
Rwys 5, 23: Standard.

- NOTE: For turbo jets only.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAY 5:** Climb on heading 063° to 2000 before proceeding on course, then on heading assigned by ATC, thence. . . .

**TAKEOFF RUNWAY 23:** Climb on heading 243° to 2800 before turning left, then on heading assigned by ATC, thence. . . .

. . . on RADAR vectors to GILFN, then on track 188° to ICONS. Then on NOOKS Transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

NOOKS TRANSITION (ICONS5.NOOKS)

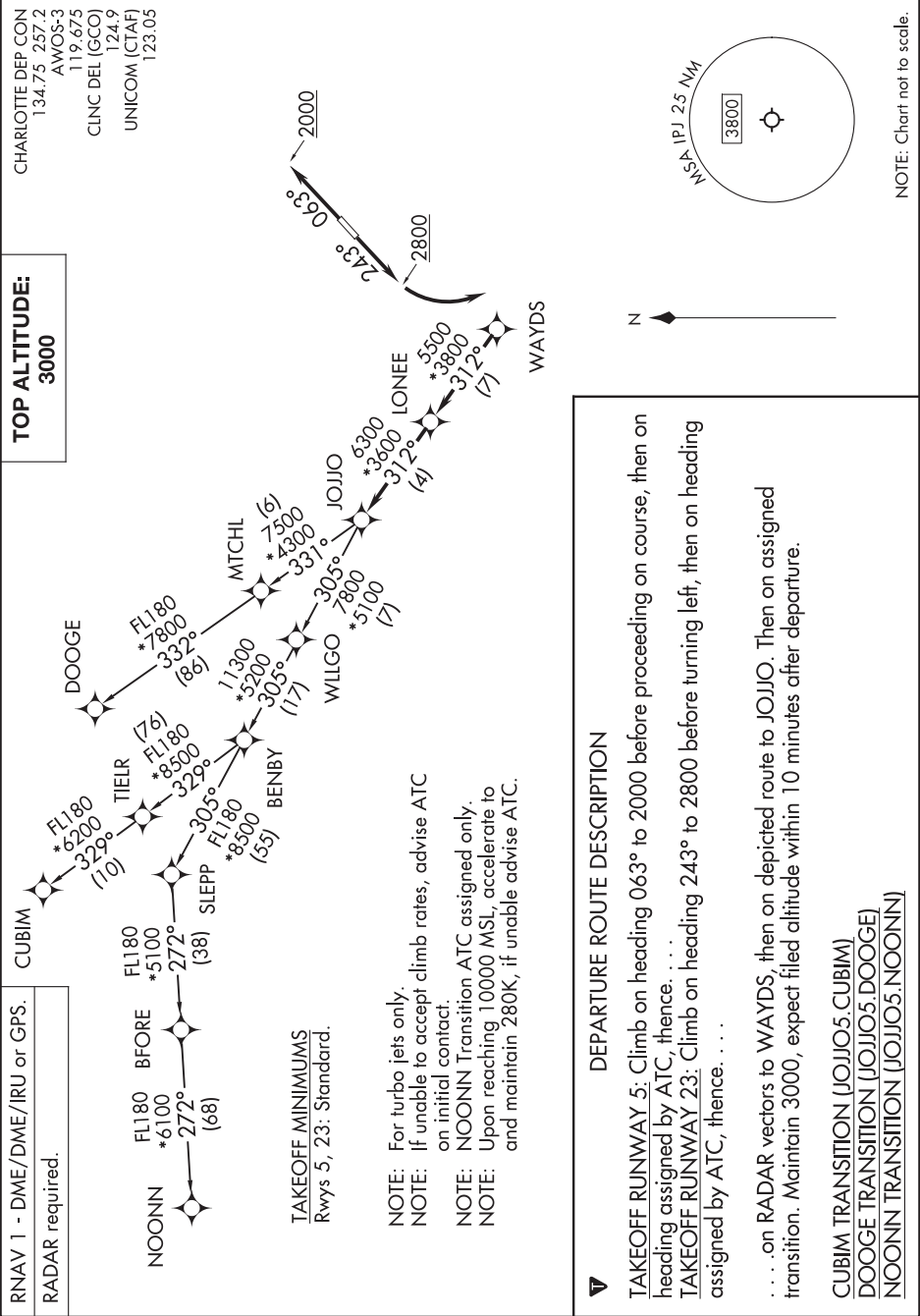


SE-2, 12 JUN 2025 to 07 AUG 2025

(JOJJO5.JOJJO) 24081

JOJJO FIVE DEPARTURE (RNAV)

AL-6894 (FAA) LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)  
LINCOLNTON, NORTH CAROLINA



(KER4.KER) 24081

## KERMIT FOUR DEPARTURE

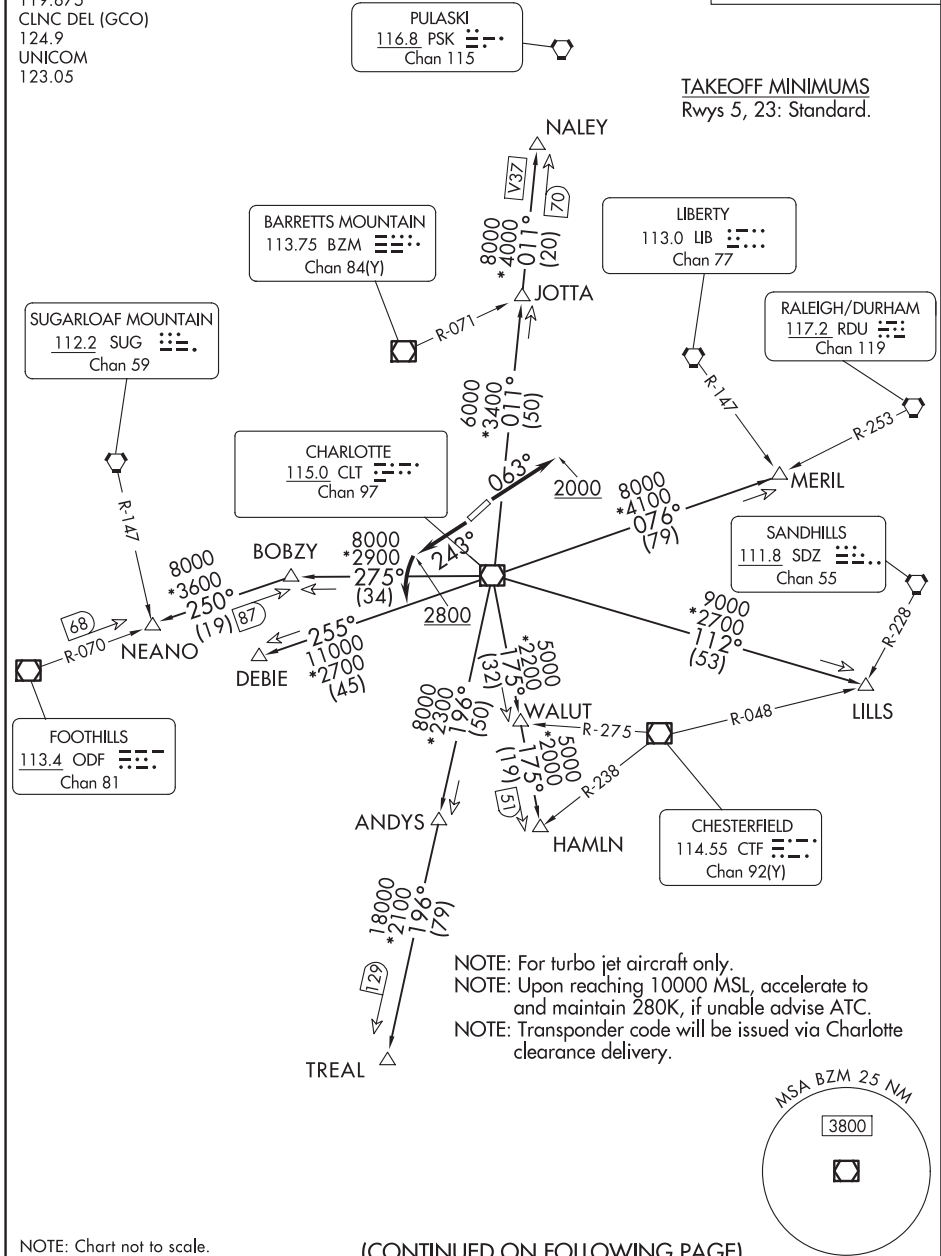
LINCOLN-TON-LINCOLN COUNTY RGNL (IPJ)  
AL-6894 (FAA) LINCOLN-TON, NORTH CAROLINA

CHARLOTTE DEP CON  
134.75 257.2  
AWOS-3  
119.675  
CLNC DEL (GCO)  
124.9  
UNICOM  
123.05

RADAR and DME required.

**TOP ALTITUDE:**  
**3000**

**TAKEOFF MINIMUMS**  
Rwys 5, 23: Standard.



NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

## KERMIT FOUR DEPARTURE

(KER4.KER) 21 MAR 24

LINCOLN-TON, NORTH CAROLINA  
LINCOLN-TON-LINCOLN COUNTY RGNL (IPJ)



DEPARTURE ROUTE DESCRIPTION

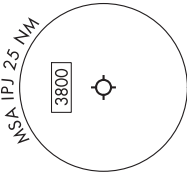
TAKEOFF RUNWAY 5: Climb on heading 063° to 2000 before proceeding on course.  
thence . . . .

TAKEOFF RUNWAY 23: Climb on heading 243° to 2800 before turning left,  
thence . . . .

. . . . on RADAR vectors to intercept filed/assigned transition or enroute fix/navaid.  
Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

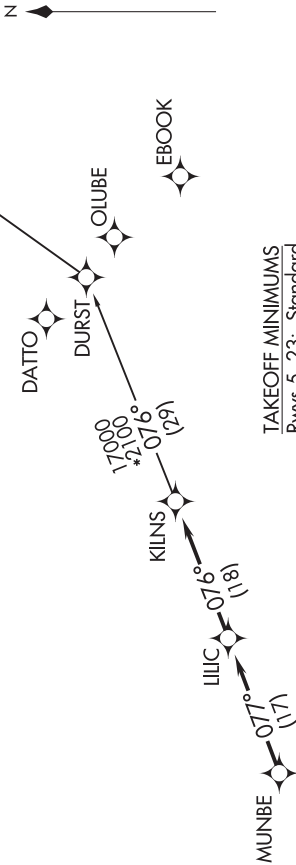
- ANDYS TRANSITION (KER4.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.  
DEBIE TRANSITION (KER4.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.  
HAMLN TRANSITION (KER4.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.  
JOTTA TRANSITION (KER4.JOTTA): From over CLT VOR/DME on CLT R-011 to JOTTA.  
LILLS TRANSITION (KER4.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.  
MERIL TRANSITION (KER4.MERIL): From over CLT VOR/DME on CLT R-076 to MERIL.  
NALEY TRANSITION (KER4.NALEY): From over CLT VOR/DME on CLT R-011 to NALEY.  
NEANO TRANSITION (KER4.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY,  
then on ODF R-070 to NEANO.  
TREAL TRANSITION (KER4.TREAL): From over CLT VOR/DME on CLT R-196 to TREAL.

CHARLOTTE DEP CON  
134.75 257.2  
AWOS-3  
119.675  
CLNC DEL (GCO)  
124.9  
UNICOM (CTAF)  
123.05



NOTE: For turbojets only.  
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.  
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.  
NOTE: If unable to accept climb rates, advise ATC on initial contact.

TOP ALTITUDE:  
3000



TAKEOFF MINIMUMS  
Rwys 5, 23: Standard.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 063° to 2000 before proceeding on course, then on heading assigned by ATC, thence . . . .  
TAKEOFF RUNWAY 23: Climb on heading 243° to 2800 before turning left, then on heading assigned by ATC, thence . . . .

. . . . on RADAR vectors to MUNBE, then on depicted route to KILNS, then on AUDII Transition. Maintain 3000.  
Expect clearance to filed altitude within 10 minutes after departure.

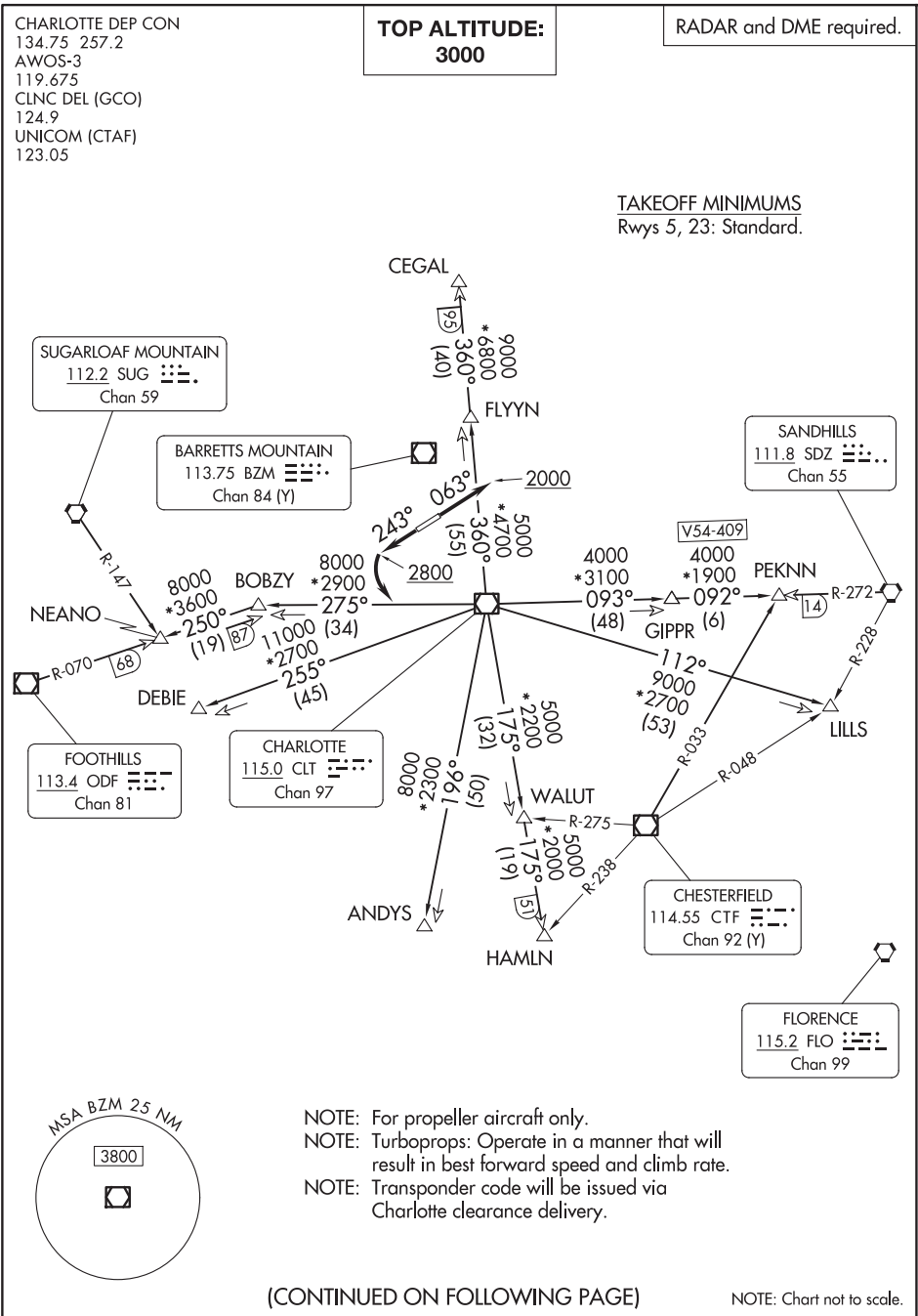
AUDII TRANSITION (KILNS5.AUDII)

KNIGHTS THREE DEPARTURE

AL-6894 (FAA)

LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

LINCOLNTON, NORTH CAROLINA



SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

KNIGHTS THREE DEPARTURE

(KNI3.KNI) 21MAR24

LINCOLNTON, NORTH CAROLINA

LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

(KNI3.KNI) 24081

KNIGHTS THREE DEPARTURE

AL-6894 (FAA)

LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)  
LINCOLNTON, NORTH CAROLINA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 063° to 2000 before proceeding on course, thence. . . .

TAKEOFF RUNWAY 23: Climb on heading 243° to 2800 before turning left, thence. . . .

. . . .expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (KNI3.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.

CEGAL TRANSITION (KNI3.CEGAL): From over CLT VOR/DME on CLT R-360 to CEGAL.

DEBIE TRANSITION (KNI3.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.

FLYYN TRANSITION (KNI3.FLYYN): From over CLT VOR/DME on CLT R-360 to FLYYN.

HAMLN TRANSITION (KNI3.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.

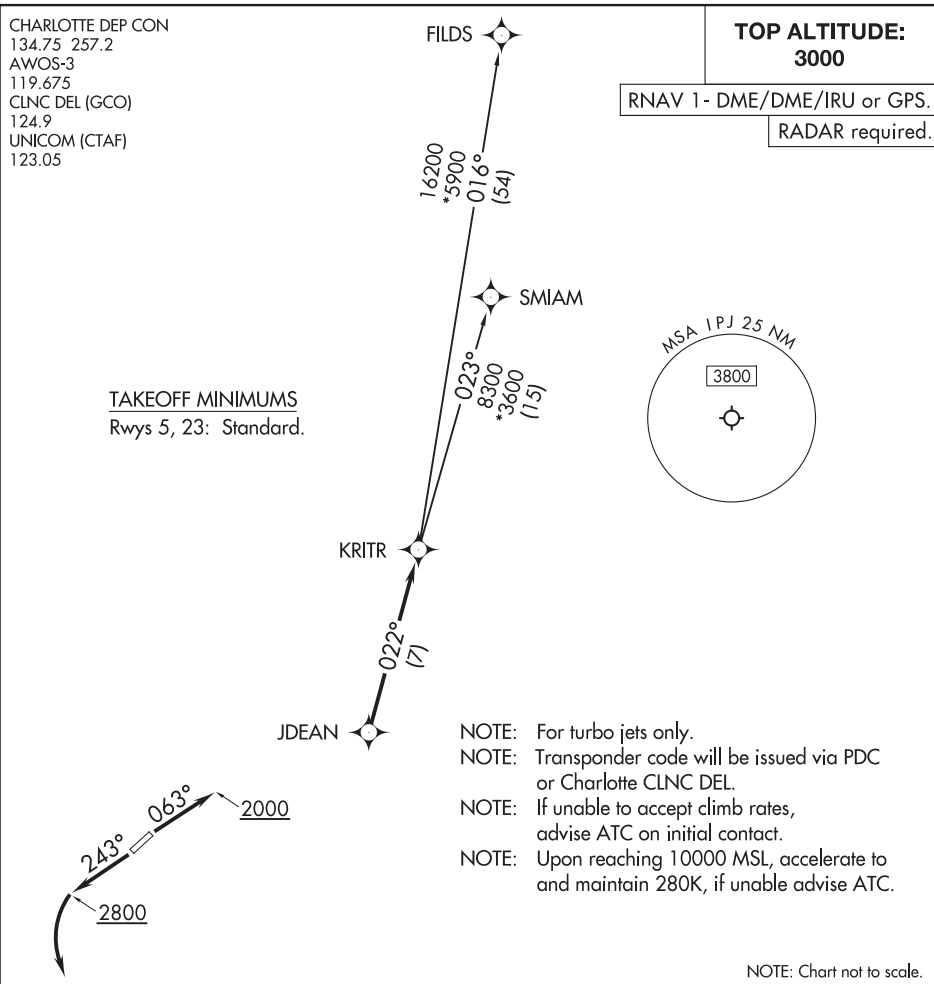
LILLS TRANSITION (KNI3.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.

NEANO TRANSITION (KNI3.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY, then on ODF R-070 to NEANO.

PEKNN TRANSITION (KNI3.PEKNN): From over CLT VOR/DME on CLT R-093 to GIPPR, then on SDZ R-272 to PEKNN.

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



T

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 063° to 2000 before proceeding on course, then on heading assigned by ATC, thence. . . .

TAKEOFF RUNWAY 23: Climb on heading 243° to 2800 before turning left, then on heading assigned by ATC, thence. . . .

. . . .on RADAR vectors to JDEAN, then on track 022° to KRITR, then on assigned transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

FILEDS TRANSITION (KRITR6.FILEDS)

SMIAM TRANSITION (KRITR6.SMIAM)

(KWEEN5.KWEEN) 24081

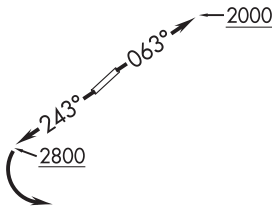
AL-6894 (FAA)

LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

LINCOLNTON, NORTH CAROLINA

# KWEEN FIVE DEPARTURE (RNAV)

CHARLOTTE DEP CON  
134.75 257.2  
AWOS-3  
119.675  
CLNC DEL (GCO)  
124.9  
UNICOM  
123.05

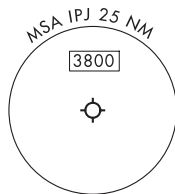
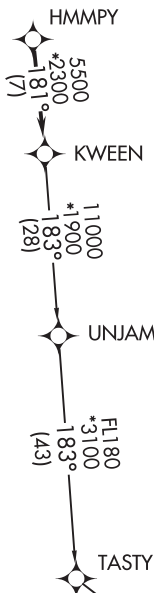


TOP ALTITUDE:  
3000

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.

TAKEOFF MINIMUMS  
Rwys 5, 23: Standard.



- NOTE: For turbo jets only.  
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.  
NOTE: If unable to accept climb rates, advise ATC on initial contact.  
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

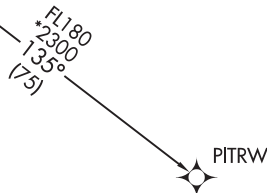
NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAY 5:** Climb on heading 063° to 2000 before proceeding on course, then on heading assigned by ATC, thence...  
**TAKEOFF RUNWAY 23:** Climb on heading 243° to 2800 before turning left, then on heading assigned by ATC, thence...

...on RADAR vectors to HMMPY, then on track 181° to KWEEN. Then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

PITRW TRANSITION (KWEEN5.PITRW)  
UNJAM TRANSITION (KWEEN5.UNJAM)

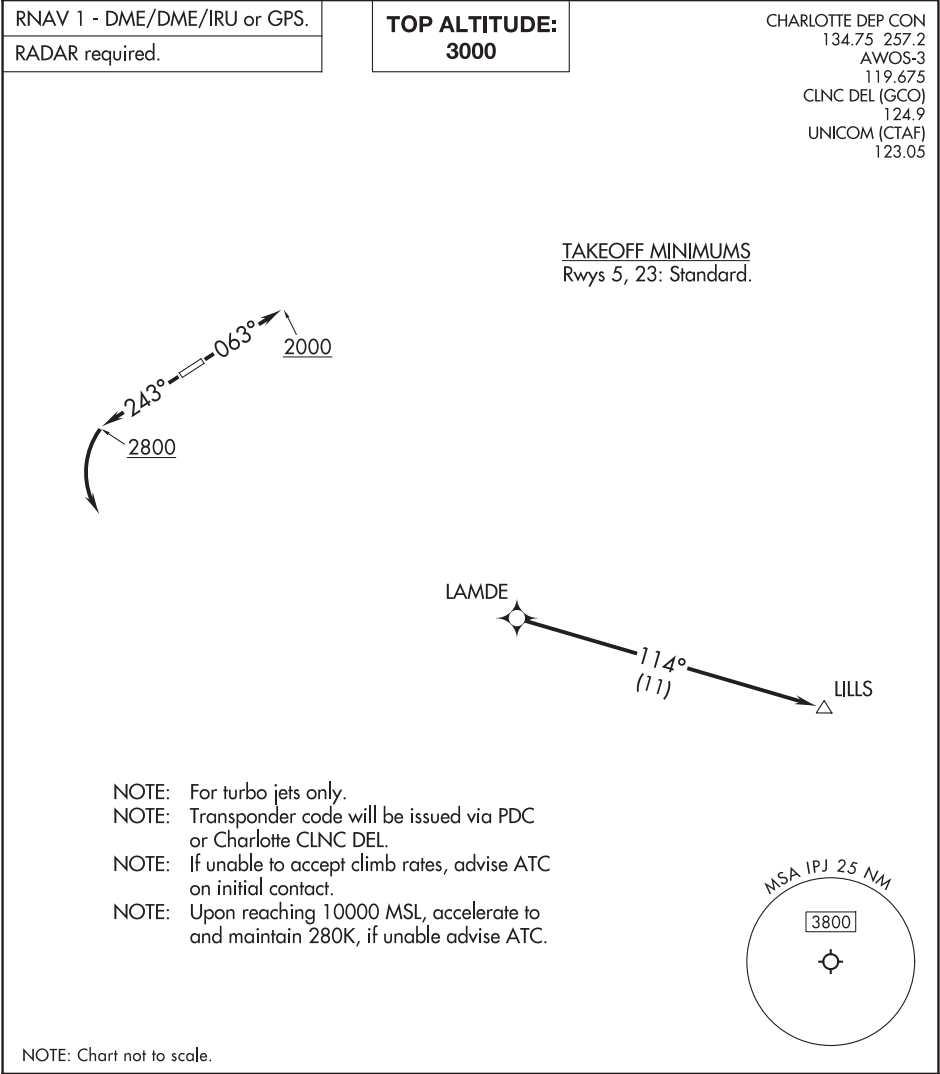


# KWEEN FIVE DEPARTURE (RNAV)

(KWEEN5.KWEEN) 21MAR24

LINCOLNTON, NORTH CAROLINA  
LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)





▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 063° to 2000 before proceeding on course, then on heading assigned by ATC, thence. . . .  
TAKEOFF RUNWAY 23: Climb on heading 243° to 2800 before turning left, then on heading assigned by ATC, thence. . . .  
. . . .on RADAR vectors to LAMDE, then on depicted route to LILLS. Maintain 3000.  
Expect clearance to filed altitude within 10 minutes after departure.

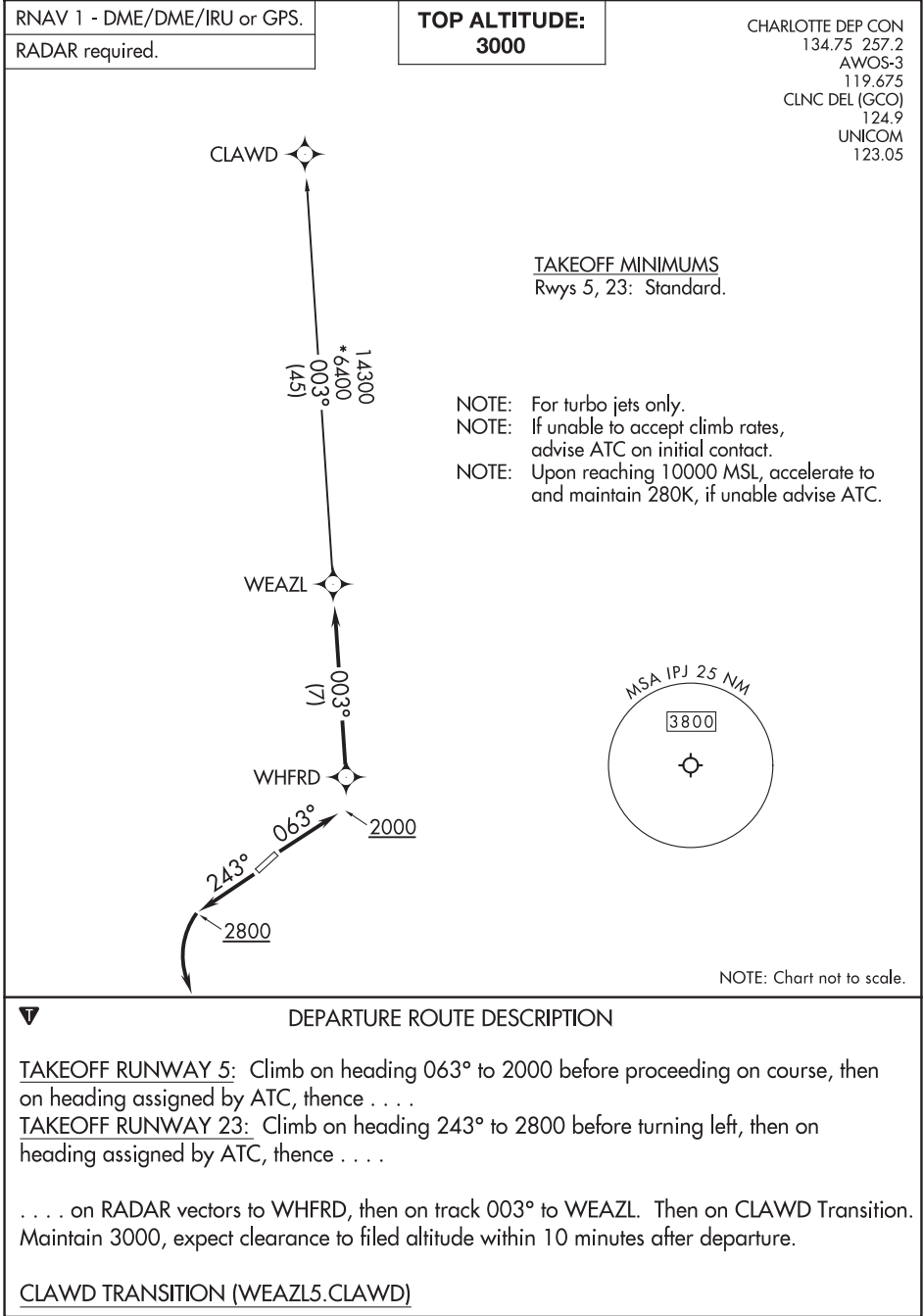
(WEAZL5.WEAZL) 24081

WEAZL FIVE DEPARTURE (RNAV)

LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

AL-6894 (FAA)

LINCOLNTON, NORTH CAROLINA



**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 5:** Climb on heading 063° to 2000 before proceeding on course, then on heading assigned by ATC, thence . . . .

**TAKEOFF RUNWAY 23:** Climb on heading 243° to 2800 before turning left, then on heading assigned by ATC, thence . . . .

. . . . on RADAR vectors to WHFRD, then on track 003° to WEAZL. Then on CLAWD Transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

**CLAWD TRANSITION (WEAZL5.CLAWD)**

WEAZL FIVE DEPARTURE (RNAV)

(WEAZL5.WEAZL) 21MAR24

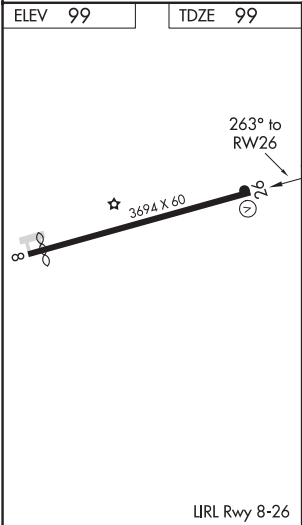
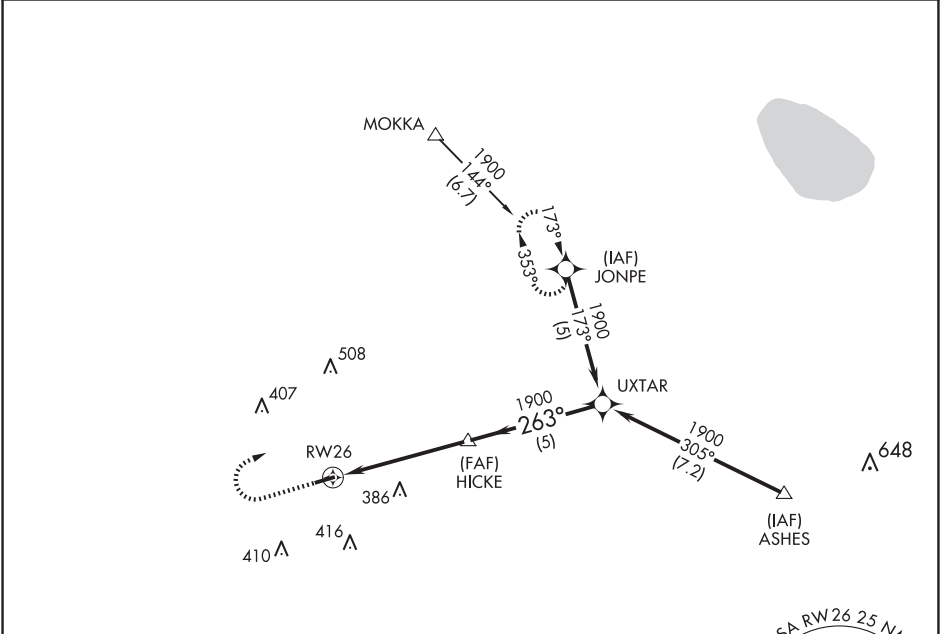
LINCOLNTON, NORTH CAROLINA

LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

<div>▼</div> <div>▲ NA</div>	Use Myrtle Beach Intl altimeter setting. Procedure NA at night. Helicopter visibility below 1 SM NA.	MISSED APPROACH: Climb to 1000 then climbing right turn to 1700 direct JONPE WP and hold.
MYRTLE BEACH APP CON ★ 119.2 350.3		CTAF 122.9



	1000	1700	JONPE	
			Procedure Turn NA	
CATEGORY	A	B	C	D
S-26	540-1	441 (500-1)	NA	
CIRCLING	600-1	501 (600-1)	NA	

ILS or LOC RWY 5  
TRIANGLE NORTH EXEC (LHZ)

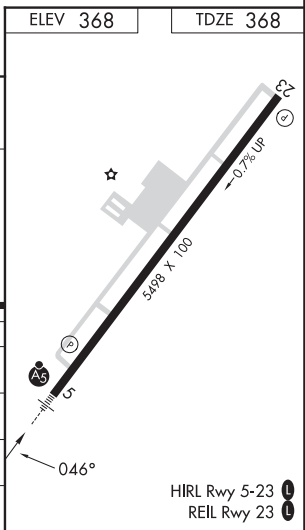
**MISSED APPROACH:** Climb to 1400 then climbing right turn to 2600 on heading 190° and on RDU VORTAC R-092 to ZEBUL INT/RDU 19.6 DME and hold.

TRIANGLE NORTH EXEC (LHZ)  
ILS or LOC RWY 5

SE-2, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 5  
TRIANGLE NORTH EXEC (LHZ)

**MISSED APPROACH:**  
Climb to 2600 direct  
JPSI and hold.

UNICOM  
123.0 (CTAF) **L**

TRIANGLE NORTH EXEC (LHZ)  
RNAV (GPS) RWY 5

SE-2, 12 JUN 2025 to 07 AUG 2025

LOUISBURG, NORTH CAROLINA

AL-9131 (FAA)

23222

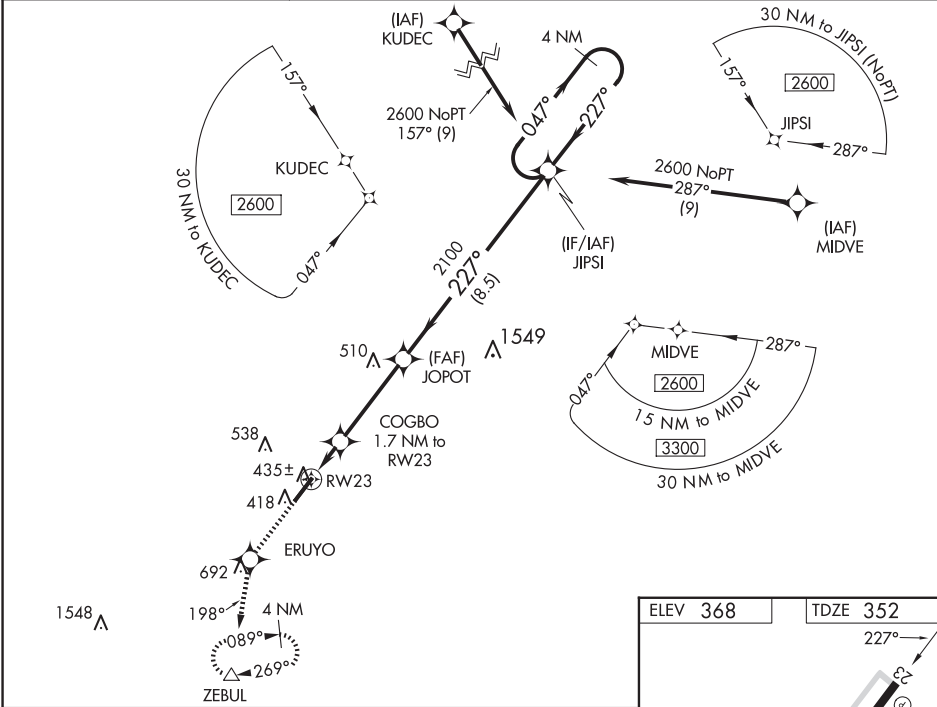
WAAS CH <b>62825</b> <b>W23A</b>	APP CRS <b>227°</b>	Rwy Idg TDZE <b>352</b> Apt Elev <b>368</b>
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RNAV (GPS) RWY 23  
TRIANGLE NORTH EXEC (LHZ)

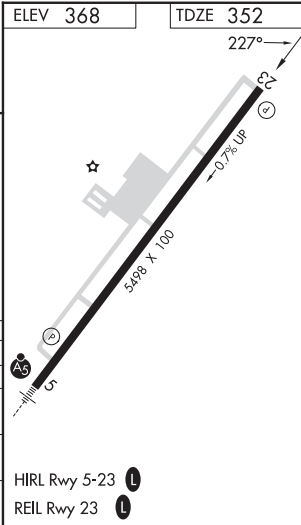
**⚠** Baro-VNAV NA when using Raleigh-Durham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 41°C (105°F). When VGSi inop, Straight-in/Circling Rwy 23 procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Raleigh-Durham altimeter setting and increase LPV DA to 667 feet; LNAV/VNAV DA to 684 feet and all visibilities ½ SM. Increase all MDAs 80 feet and visibility Cats C/D ¾ SM.

**MISSED APPROACH:** Climb to 3300 direct ERUYO and on track 198° to ZEBUL and hold, continue climb-in-hold to 3300.

AWOS-3 <b>118.325</b>	RALEIGH APP CON <b>125.3 353.675</b>	UNICOM <b>123.0 (CTAF) 0</b>
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3300	ERUYO	tr 198°	ZEBUL		
* LNAV only					
COGBO 1.7 NM to RW23					
RW23					
900*					
JOPOT 2100					
JIPSI					
4 NM Holding Pattern					
047° → 2600					
← 227°					
GP 3.00° TCH 46					
CATEGORY		A	B	C	D
LPV	DA	602-1		250 (300-1)	
LNAV/VNAV	DA	619-1		267 (300-1)	
LNAV	MDA	700-1		348 (400-1)	
CIRCLING		800-1 432 (500-1)	840-1 472 (500-1)	980-1¾ 612 (700-1¾)	1000-2 632 (700-2)



LOUISBURG, NORTH CAROLINA  
Amdt 1B 30DEC21

36°01'N-78°20'W

TRIANGLE NORTH EXEC (LHZ)  
RNAV (GPS) RWY 23

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

DME required.

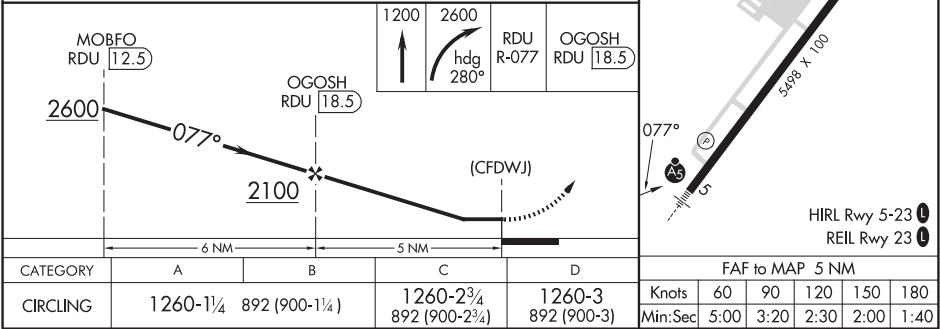
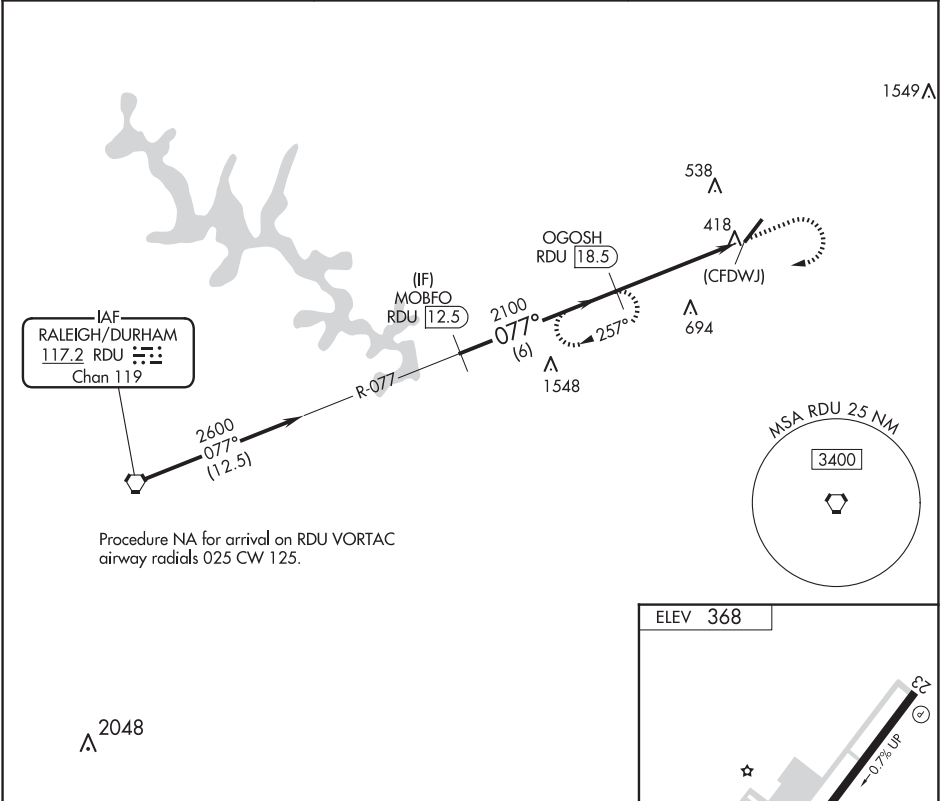
▼

▲

When local altimeter not received, use Raleigh-Durham Intl altimeter setting and increase all MDA 80 feet and Cats B/C visibility ¼ SM.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2600 on heading 280° and on RDU VORTAC R-077 to OGOSH/RDU 18.5 DME and hold.

AWOS-3 <b>118.325</b>	RALEIGH APP CON <b>125.3 353.675</b>	UNICOM <b>123.0 (CTAF) 0</b>
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LUMBERTON, NORTH CAROLINA

AL-800 (FAA)

25163

LOC I-JBD <b>108.95</b>	APP CRS <b>053°</b>	Rwy Idg <b>5343</b> TDZE <b>124</b> Apt Elev <b>125</b>
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# ILS or LOC RWY 5

LUMBERTON RGNL (LBT)

ADF required.

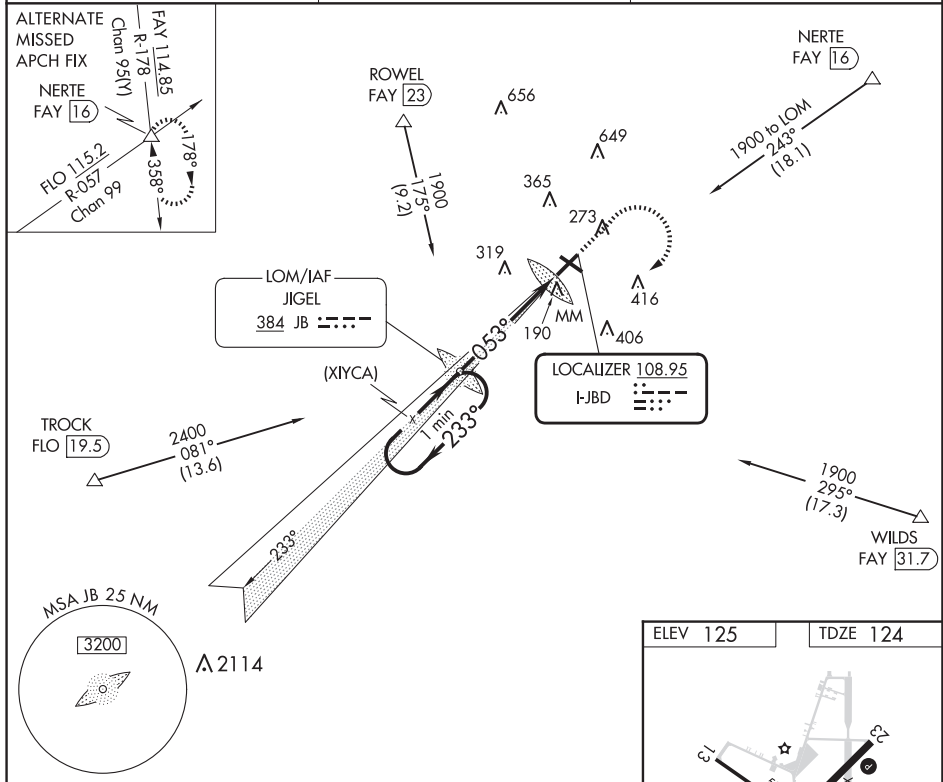
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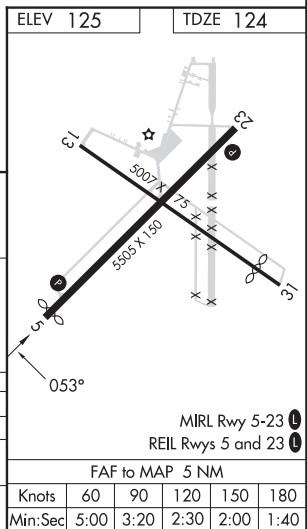
When local altimeter setting not received, use Maxton altimeter setting and increase DA to 416 feet and all visibility  $\frac{1}{8}$  SM; increase all MDA to 60 feet and S-LOC 5 visibility Cat C  $\frac{1}{8}$  SM and Circling visibility Cat C  $\frac{1}{4}$  SM. Circling Rwy 13, 31 NA at night. Autopilot coupled approach NA below 1250.

MISSED APPROACH: Climb to 1000 then climbing right turn to 1900 direct JIGEL LOM and hold.

ASOS <b>134.775</b>	FAYETTEVILLE APP CON <b>133.0 290.25</b>	UNICOM <b>122.8 (CTAF) ①</b>
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One Minute Holding Pattern		JB JIGEL LOM		1000	1900	JB
1900 ← 233°		1799		↑	↷	↻
GS 3.00°		053°		MM		
TCH 60		1900		4.6 NM		
				0.4		
CATEGORY	A	B	C	D		
S-ILS 5	360- $\frac{3}{4}$		236 (300- $\frac{3}{4}$ )	NA		
S-LOC 5	600-1	476 (500-1)	600-1 $\frac{3}{8}$ 476 (500-1 $\frac{3}{8}$ )	NA		
CIRCLING	660-1	535 (600-1)	720-1 $\frac{1}{2}$ 595 (600-1 $\frac{1}{2}$ )	NA		



LUMBERTON, NORTH CAROLINA  
Amdt 1D 12AUG21

34°37'N-79°04'W

# LUMBERTON RGNL (LBT)

## ILS or LOC RWY 5

SE-2, 12 JUN 2025 to 07 AUG 2025



WAAS	APP CRS	Rwy Idg	5343
CH 97421	053°	TDZE	124
W05A		Apt Elev	125

RNAV (GPS) RWY 5

LUMBERTON RGNL (LBT)

RNP APCH - GPS.

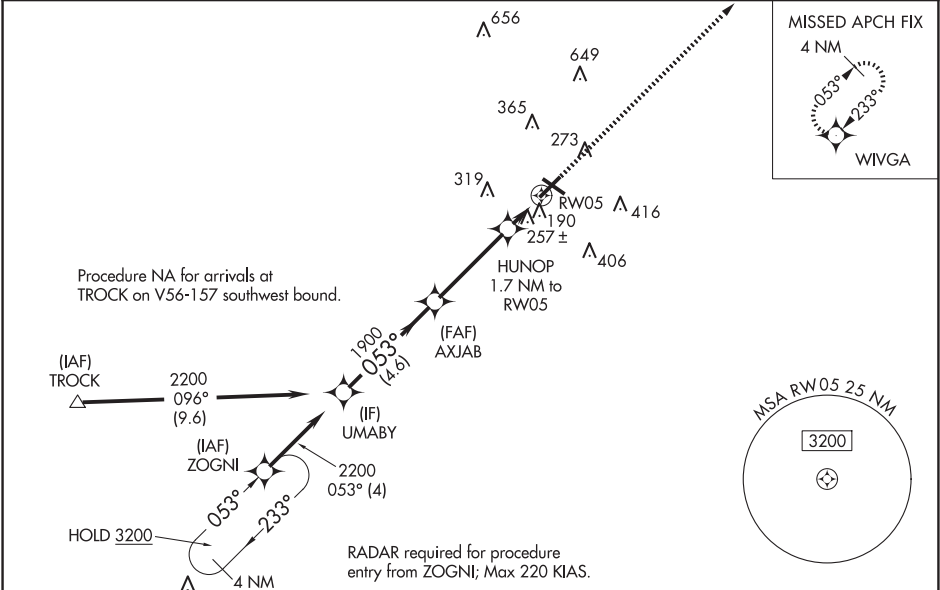
▼

▲

When local altimeter setting not received, use Maxton altimeter setting: increase LPV DA to 383 feet; LNAV/VNAV DA to 594 feet and all visibility ¼ SM; increase all MDAs 60 feet and LNAV visibility Cat C and Circling Cat C ¼ SM. Baro-VNAV and VDP NA when using Maxton altimeter setting. Circling Rwy 13, 31 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH:  
Climb to 2000 direct  
WIVGA and hold.

ASOS 134.775	FAYETTEVILLE APP CON 133.0 290.25	UNICOM 122.8 (CTAF) 1
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2114

ELEV 125

TDZE 124

UMABY

2200

Procedure Turn NA

GP 3.00° TCH 60

053°

1900

720\*

4.6 NM

3.7 NM

0.6

1.1

AXJAB 1900

HUNOP 1.7 NM to RW05

\* 1.1 NM to RW05

RW05

2000

WIVGA

\* LNAV only.

CATEGORY	A	B	C	D
LPV DA	327- $\frac{3}{4}$	203 (300- $\frac{3}{4}$ )		NA
LNAV/VNAV DA	538-1 $\frac{1}{8}$	414 (500-1 $\frac{1}{8}$ )		NA
LNAV MDA	520-1	396 (400-1)	520-1 $\frac{1}{8}$ 396 (400-1 $\frac{1}{8}$ )	NA
CIRCLING	660-1	535 (600-1)	720-1 $\frac{1}{2}$ 595 (600-1 $\frac{1}{2}$ )	NA

13

5007 X 150

5505 X 150

75

31

053°

MIRL Rwy 5-23

REIL Rws 5 and 23

LUMBERTON, NORTH CAROLINA

AL-800 (FAA)

25163

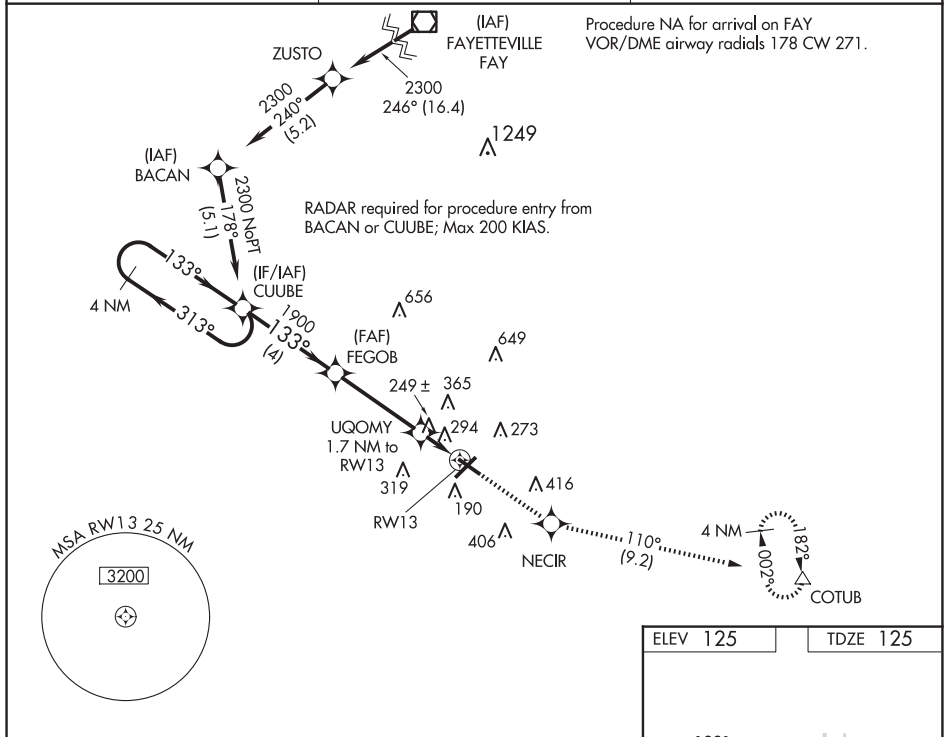
WAAS CH <b>61221</b> <b>W13A</b>	APP CRS <b>133°</b>	Rwy Idg TDZE <b>125</b> Apt Elev <b>125</b>	<b>5007</b>
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# RNAV (GPS) RWY 13

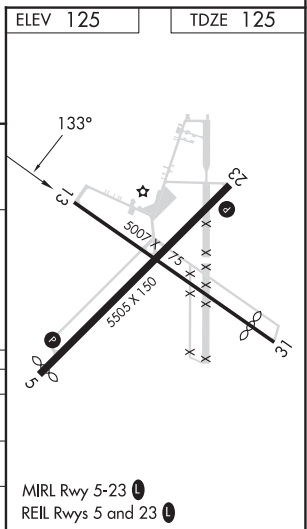
LUMBERTON RGNL (LBT)

RNP APCH-GPS.	MISSED APPROACH: Climb to 3000 direct NECIR and on track 110° to COTUB and hold.
Rwy 13 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Maxton altimeter setting; increase all MDAs 60 feet; increase LP Cat C and Circling Cat C visibility ¼ SM and LNAV Cat C ½ SM. Straight-in Rwy 13 NA at night, Circling Rwy 13, 31 NA at night.	

ASOS <b>134.775</b>	FAYETTEVILLE APP CON <b>133.0 290.25</b>	UNICOM <b>122.8 (CTAF) 0</b>
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4 NM Holding Pattern	CUUBE	3000	NECIR	tr 110°	COTUB
2300	313°	133°	133°	1900	700
4 NM		3.7 NM		1.7 NM	
CATEGORY	A	B	C	D	
LP MDA	500-1 375 (400-1)			NA	
LNAV MDA	600-1 475 (500-1)		600-1 475 (500-1)		NA
CIRCLING	660-1 535 (600-1)		720-1 595 (600-1)		NA



LUMBERTON, NORTH CAROLINA  
Orig-C 12AUG21

34°37'N-79°04'W

# LUMBERTON RGNL (LBT) RNAV (GPS) RWY 13

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

WAAS

CH 50221

W23A

APP CRS

233°

Rwy Idg

5505

TDZE

124

Apt Elev

125

RNAV (GPS) RWY 23

LUMBERTON RGNL (LBT)

RNP APCH - GPS.

▼

⚠

Rwy 23 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Maxton altimeter setting; increase LPV DA to 469 feet and all visibility ½ SM; LNAV/VNAV DA to 495 feet and all visibility ⅓ SM; increase all MDAs 60 feet and Circling visibility Cat C ¼ SM. Baro-VNAV and VDP NA when using Maxton altimeter setting. Circling to Rwy 13 and 31 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH:  
Climb to 2200 direct AXJAB and on track 262° to TROCK and hold.

ASOS 134.775	FAYETTEVILLE APP CON 133.0 290.25	UNICOM 122.8 (CTAF) 0
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The chart displays the RNAV (GPS) RWY 23 approach. Key features include:

- Waypoints:** EYOBI (IAF), WIVGA (IF/IAF), ZEKUT (FAF), YENUB (2.5 NM to RW23), and AXJAB (4 NM from TROCK).
- Altitudes:** 2000 NoPT (232° (4.9)), 1900 (233° (4.1)), 1273, 1249, 656, 649, 365, 311±, 278±, 319, 190, 416, 406.
- Distances:** 4 NM from EYOBI to WIVGA, 4 NM from AXJAB to TROCK.
- Angles:** 053°, 233°, 262° (13.3°).
- MSA:** MSA RW 23 25 NM with a 3200 ft minimum safe altitude.
- Procedure:** Procedure NA for arrivals at EYOBI on V136 northbound.

ELEV 125

TDZE 124

2200

AXJAB

tr 262°

TROCK

VGSI and RNAV glidepath not coincident (VGSI Angle 3.20/TCH 45).

4 NM

Holding Pattern

WIVGA

053°

2000

233°

1900

960 \*

1.3

1.2

2.9 NM

4.1 NM

GP 3.00°

TCH 52

MIRL Rwy 5-23

REIL Rwys 5 and 23

13

5007 X

75

5505 X 150

31

CATEGORY	A	B	C	D
LPV DA	413-7/8	289 (300-7/8)		NA
LNAV/VNAV DA	439-7/8	315 (400-7/8)		NA
LNAV MDA	580-1	456 (500-1)	580-1 3/8 456 (500-1 3/8)	NA
CIRCLING	660-1	535 (600-1)	720-1 1/2 595 (600-1 1/2)	NA

LUMBERTON, NORTH CAROLINA

Orig-C 12AUG21

34°37'N-79°04'W

431

LUMBERTON RGNL (LBT)

RNAV (GPS) RWY 23

CAMP MACKALL, NORTH CAROLINA

## RNAV (GPS) RWY 12

WAAS CH <b>92382</b> W12A	APCH CRS 118°	Rwy Idg <b>4794</b> TDZE <b>375</b> Arpt Elev <b>376</b>
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AL-6315 (USA)

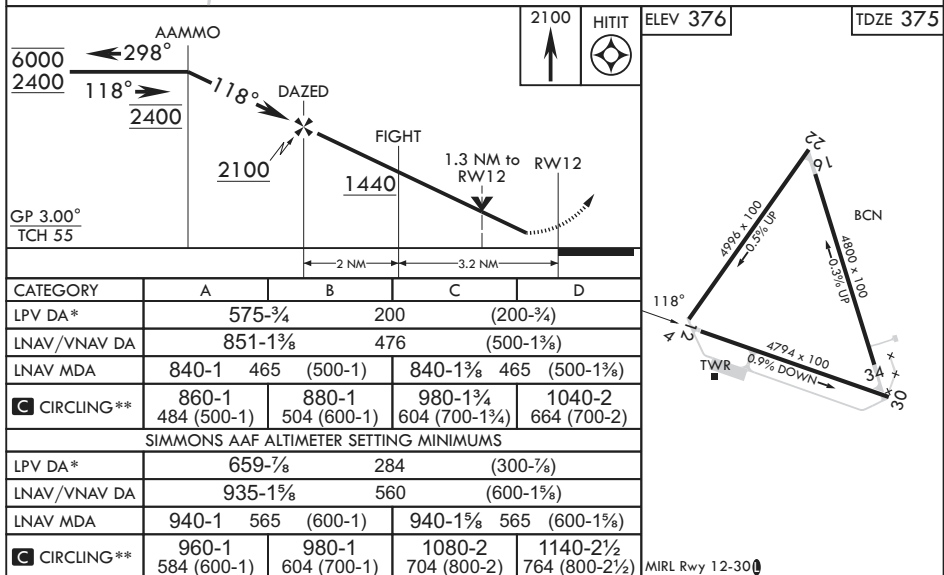
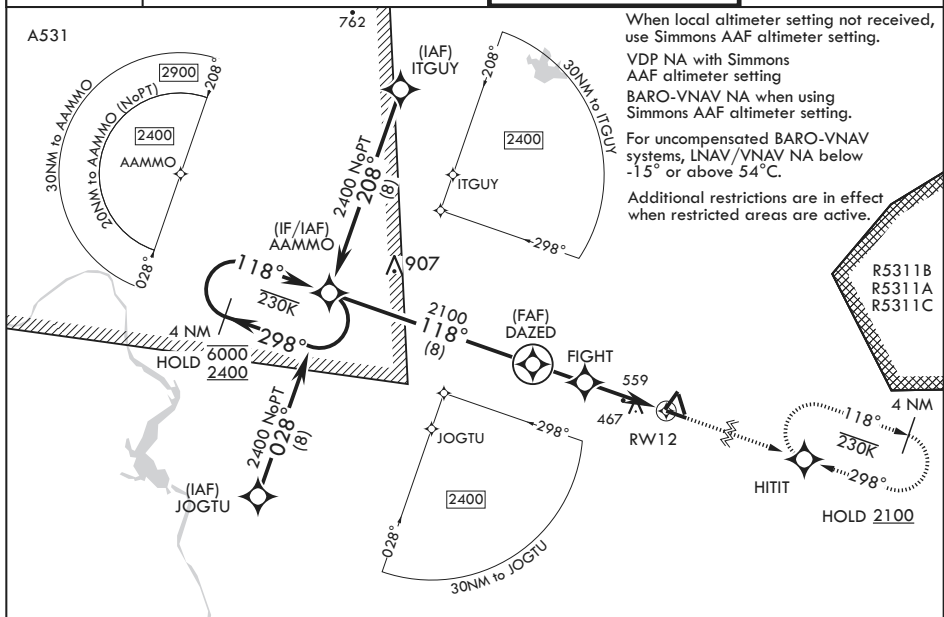
MACKALL AAF (KHFF)

RNP APCH-GPS

**MISSED APPROACH:** Climb to 2100 direct HITIT and hold.

**T** \* When tower closed, increase vis to 1 mile.  
\*\* Circling NA to RWYs 4,16,22, and 34.

D-ATIS 141.4	FAYETTEVILLE APP CON/DEP CON 127.8 343.725	TOWER★ 121.0 (CTAF) 0 254.4	GND CON 128.35 251.05
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CAMP MACKALL, NORTH CAROLINA

35°02'N - 79°30'W

MACKALL AAF (KHFF)

Amdt 1 10AUG23

RNAV (GPS) RWY 12

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

CAMP MACKALL, NORTH CAROLINA

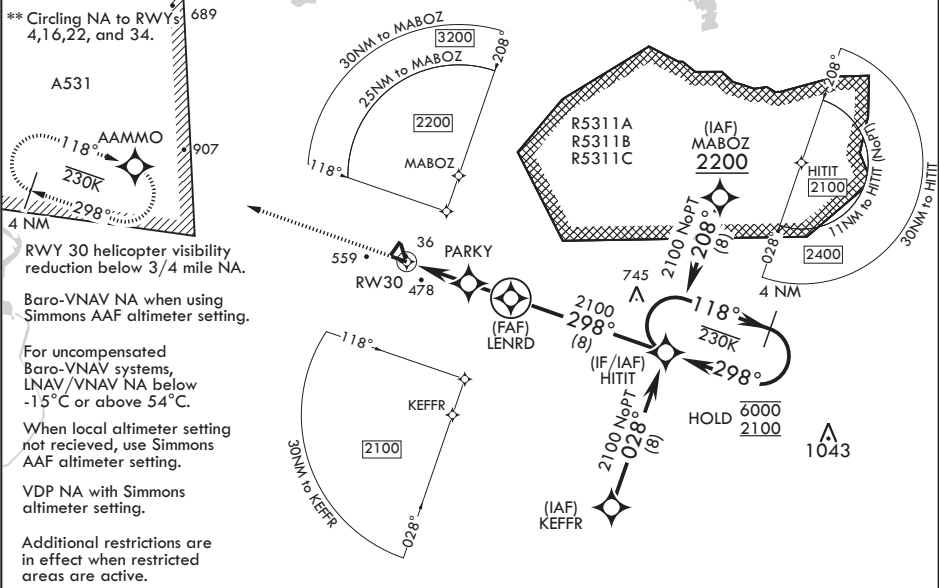
WAAS CH 51219 W30A	APCH CRS 298°	Rwy ldg TDZE Arpt Elev	4794 352 376
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AL-6315 (USA)

MACKALL AAF (KHFF)

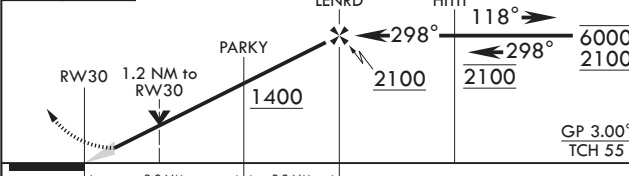
RNP APCH-GPS	MISSED APPROACH: Climb to 2400 direct AAMMO and hold.
RADAR required when special use space active.	
▼ * When tower closed, increase vis to 1 mile.	

D-ATIS 141.4	FAYETTEVILLE APP CON/DEP CON 127.8 343.725	TOWER★ 121.0 (CTAF) 254.4	GND CON 128.35 251.05
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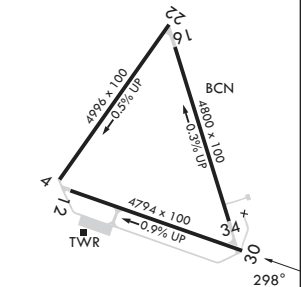


ELEV 376

TDZE 352



CATEGORY	A	B	C	D
LPV DA*	602-3/4	250	(300-3/4)	
LNAV/VNAV DA	793-1 3/8	441	(500-1%)	
LNAV MDA	760-1 408 (400-1)	760-1 408 (400-1%)		
CIRCLING**	860-1 484 (500-1)	880-1 504 (600-1)	980-1 604 (700-1 3/4)	1040-2 664 (700-2)
SIMMONS AAF ALTIMETER SETTING MINIMUMS				
LPV DA	686-1	334	(400-1)	
LNAV/VNAV DA	860-1 3/8	508	(500-1%)	
LNAV MDA	860-1 508 (500-1)	860-1 508 (500-1%)		
CIRCLING**	960-1 584 (600-1)	980-1 604 (700-1)	1080-2 704 (800-2)	1140-2 764 (800-2 1/2)



CAMP MACKALL, NORTH CAROLINA

35°02'N - 79°30'W

MACKALL AAF (KHFF)

Amndt 1 07SEP23

RNAV (GPS) RWY 30

MANNING, SOUTH CAROLINA

AL-5510 (FAA)

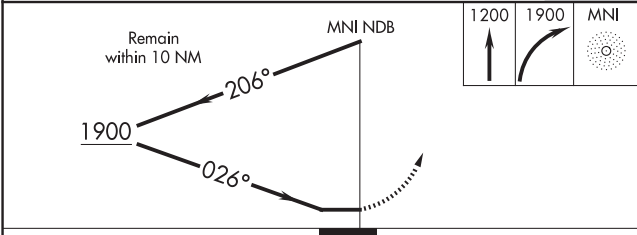
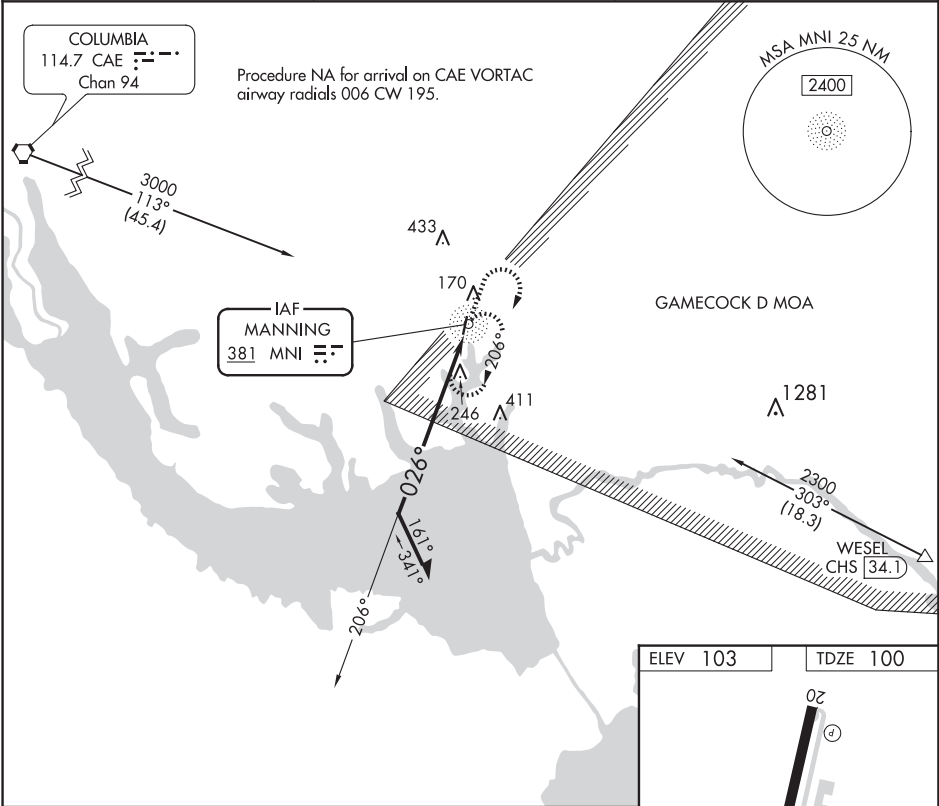
23222

NDB MNI	APP CRS	Rwy Idg	3602
381	026°	TDZE	100
		Apt Elev	103

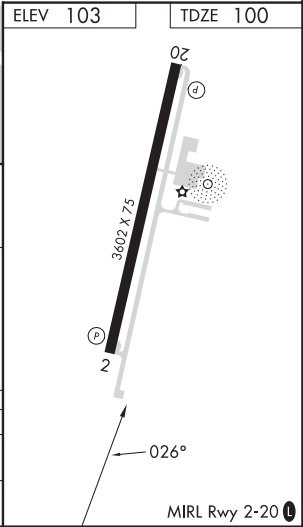
NDB RWY 2  
SANTEE COOPER RGNL (MNI)

▼ ▲ NA	Rwy 2 helicopter visibility reduction below 1 SM NA. Procedure NA at night.	MISSED APPROACH: Climb to 1200, then climbing right turn to 1900 direct MNI NDB and hold, continue climb-in-hold to 1900.
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AWOS-3 120.175	SHAW APP CON★ 125.4 318.1	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-2	660-1	560 (600-1)	660-1½	560 (600-1½)
CIRCLING	660-1	557 (600-1)	800-2 697 (700-2)	800-2¼ 697 (700-2¼)



MANNING, SOUTH CAROLINA  
Amdt 3 10AUG23

33°35'N-80°13'W

SANTEE COOPER RGNL (MNI)  
NDB RWY 2

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>72626</b> <b>W05A</b>	APP CRS <b>047°</b>	Rwy Idg <b>4001</b> TDZE <b>12</b> Apt Elev <b>13</b>
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RNAV (GPS) RWY 5  
DARE COUNTY RGNL (MQI)

RNP APCH - GPS.

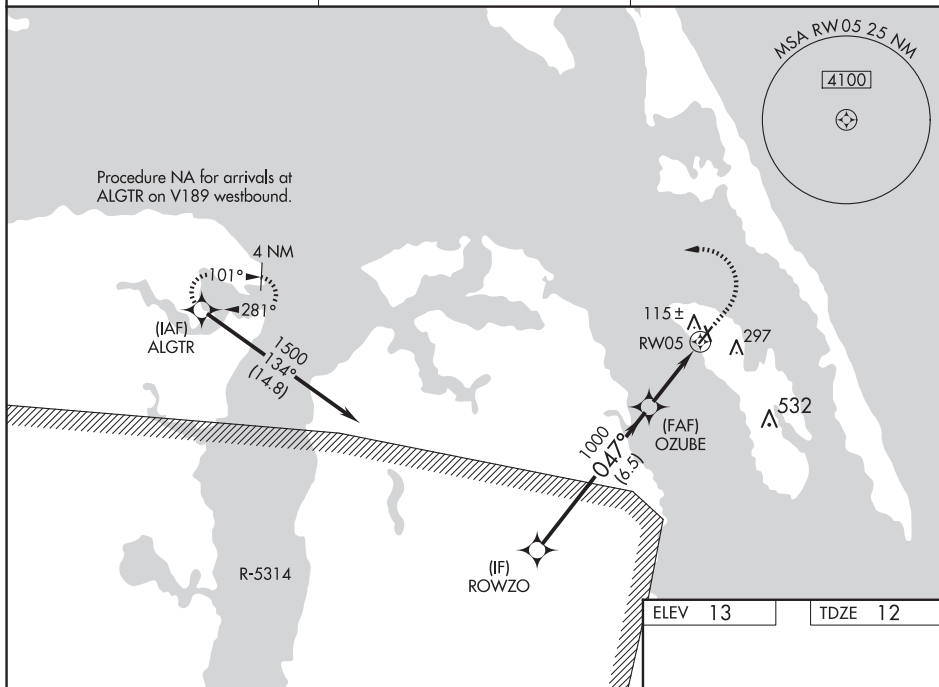


Circling Rwy 17, 23, 35 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C.

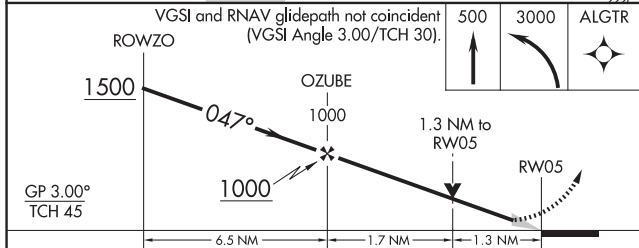
MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct ALGTR and hold.

AWOS-3  
128.275

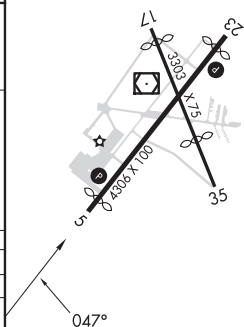
CHERRY POINT APP CON  
124.725 350.35

UNICOM  
122.8 (CTAF) **L**

VGSI and RNAV glidepath not coincident  
(VGSI Angle 3.00/TCH 30).




CATEGORY		A		B		C		D	
LPV	DA	262-3/4		250 (300-3/4)				NA	
LNAV/ VNAV	DA	347-1		335 (400-1)				NA	
LNAV MDA		460-1		448 (500-1)		460-13/8 448 (500-13/8)		NA	
<b>C</b> CIRCLING		600-1		587 (600-1)		600-11/2 587 (600-11/2)		NA	



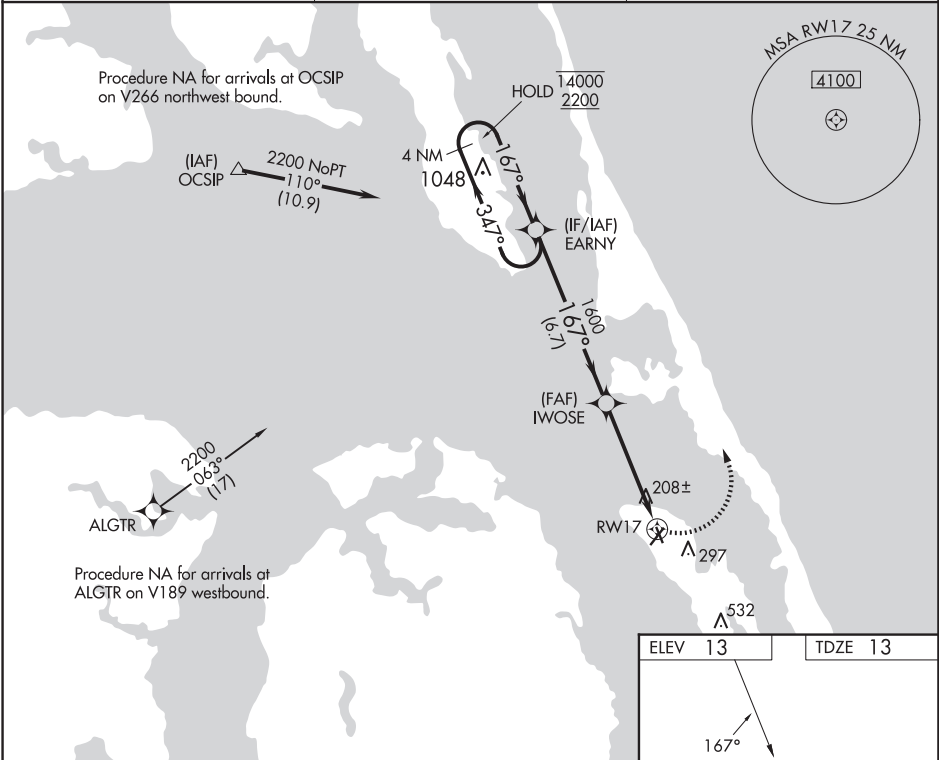
REIL Rwys 5 and 23 **L**  
MIRL Rwys 5-23 and 17-35 **L**

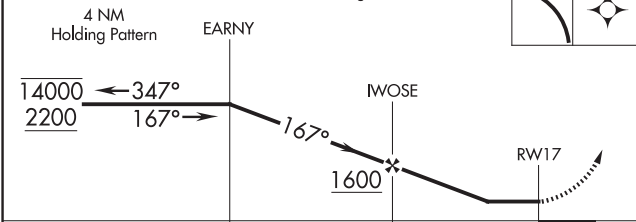



APP CRS <b>167°</b>	Rwy Idg	<b>3013</b>
	TDZE	<b>13</b>
	Apt Elev	<b>13</b>

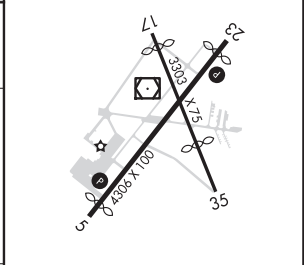
RNAV (GPS) RWY 17  
DARE COUNTY RGNL (MQI)

RNP APCH - GPS.	MISSED APPROACH: Climbing left turn to 2200 direct EARNY and hold.
 Circling Rwy 23, 35 NA at night. Rwy 17 helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwy 17 NA at night.	

AWOS-3 <b>128.275</b>	CHERRY POINT APP CON <b>124.725 350.35</b>	UNICOM <b>122.8(CTAF) 0</b>
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Visual Segment - Obstacles.					2200	EARNY
						
CATEGORY	A	B	C	D		
LNAV MDA	460-1	447 (500-1)	460-1 <sup>3</sup> / <sub>8</sub> 447 (500-1 <sup>3</sup> / <sub>8</sub> )	NA		
 CIRCLING	600-1	587 (600-1)	600-1 <sup>1</sup> / <sub>2</sub> 587 (600-1 <sup>1</sup> / <sub>2</sub> )	NA		



REIL Rwy 5 and 23 0  
MIRL Rwy 5-23 and 17-35 0

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



APP CRS	Rwy Idg	4005
227°	TDZE	12
	Apt Elev	13

RNAV (GPS) RWY 23

DARE COUNTY RGNL (MQI)

RNP APCH - GPS.

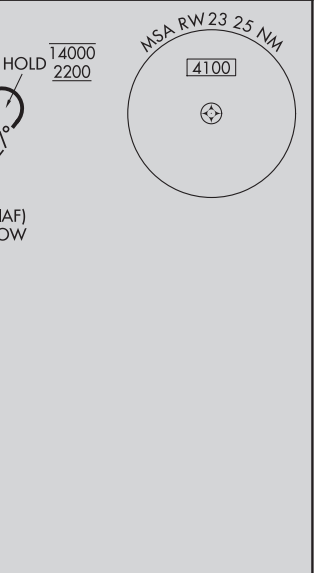
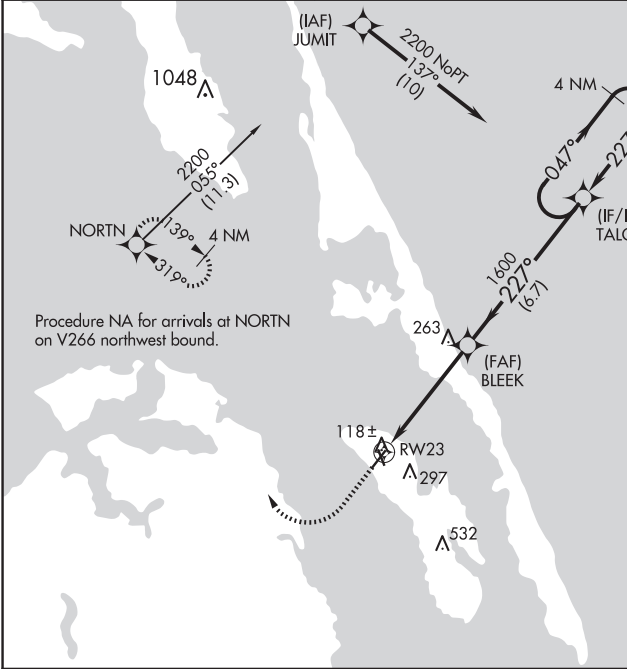
Circling Rwy 17, 35 NA at night. Rwy 23 helicopter visibility reduction below 1 SM NA. Straight-in/Circling Rwy 23 NA at night.

MISSED APPROACH: Climb to 600 then climbing right turn to 4000 direct NORTN and hold, continue climb-in-hold to 4000.

AWOS-3  
128.275

CHERRY POINT APP CON  
124.725 350.35

UNICOM  
122.8(CTAF) 1

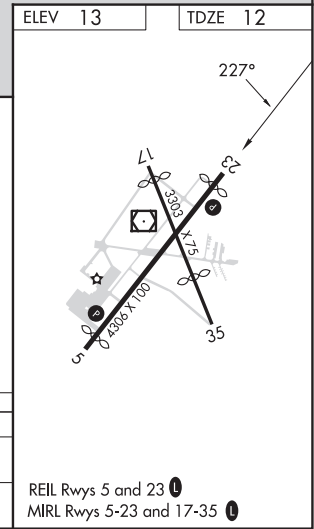
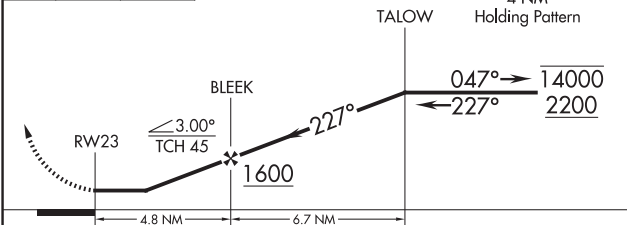


600

4000

NORTN

VGSI and descent angles not coincident  
(VGSI Angle 4.00/TCH 32).



CATEGORY	A	B	C	D
LNVA MDA	520-1 508 (600-1)	520-1 508 (600-1 3/8)	520-1 508 (600-1 3/8)	NA
CIRCLING	600-1 587 (600-1)	600-1 587 (600-1 1/2)	600-1 587 (600-1 1/2)	NA

REIL Rwy 5 and 23 1  
MIRL Rwy 5-23 and 17-35 1

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

25107

AIRPORT DIAGRAM

DARE COUNTY RGNL (MQI)  
MANTEO, NORTH CAROLINA

AWOS-3  
128.275  
CTAF/UNICOM  
122.8

AL-6372 (FAA)

JANUARY 2025  
ANNUAL RATE OF CHANGE  
0.0° W

35°55.5' N

FIELD  
ELEV  
13

ELEV  
13

ELEV  
12

HANGAR

TERMINAL

APRON  
B

APRON  
A

APRON  
C

ELEV  
9

RWY 05-23  
S-48  
RWY 17-35  
S-20

ELEV  
10

HANGAR

HANGARS

HANGARS

HANGARS

35°55.0' N

35°54.5' N

75°42.0' W

75°41.5' W

AIRPORT DIAGRAM

MANTEO, NORTH CAROLINA

DARE COUNTY RGNL (MQI)

25107

SE-2, 12 JUN 2025 to 07 AUG 2025

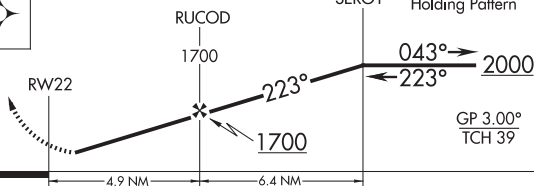
SE-2, 12 JUN 2025 to 07 AUG 2025



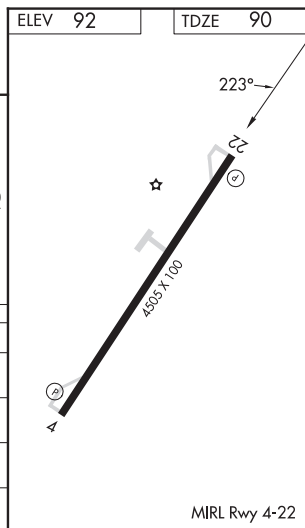
RNAV (GPS) RWY 22  
MARION COUNTY (MAO)

**MISSED APPROACH:**  
Climb to 2000 direct  
OCAGI and hold.

UNICOM  
122.8 (CTAF)



CATEGORY		A		B		C		D	
LPV	DA	396-1				306 (400-1)			
LNAV/ VNAV	DA	577-1 $\frac{5}{8}$				487 (500-1 $\frac{5}{8}$ )			
LNAV	MDA	680-1 590 (600-1)				680-1 $\frac{3}{4}$ 590 (600-1 $\frac{3}{4}$ )			
<b>C</b> CIRCLING		720-1 628 (700-1)				720-1 $\frac{3}{4}$ 628 (700-1 $\frac{3}{4}$ )		960-2 $\frac{3}{4}$ 868 (900-2 $\frac{3}{4}$ )	

MARION COUNTY (MAO)  
RNAV (GPS) RWY 22

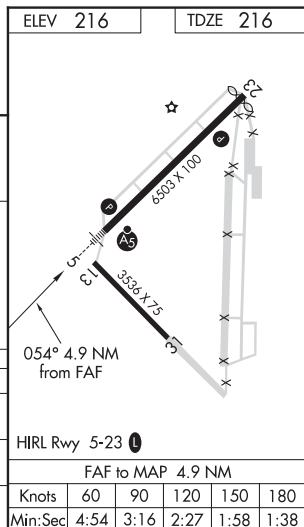
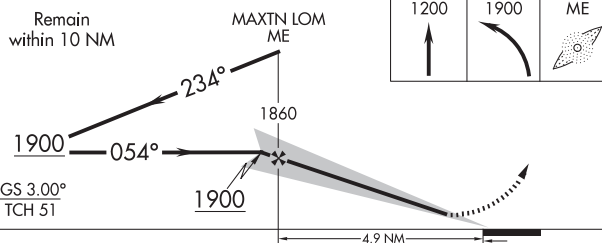
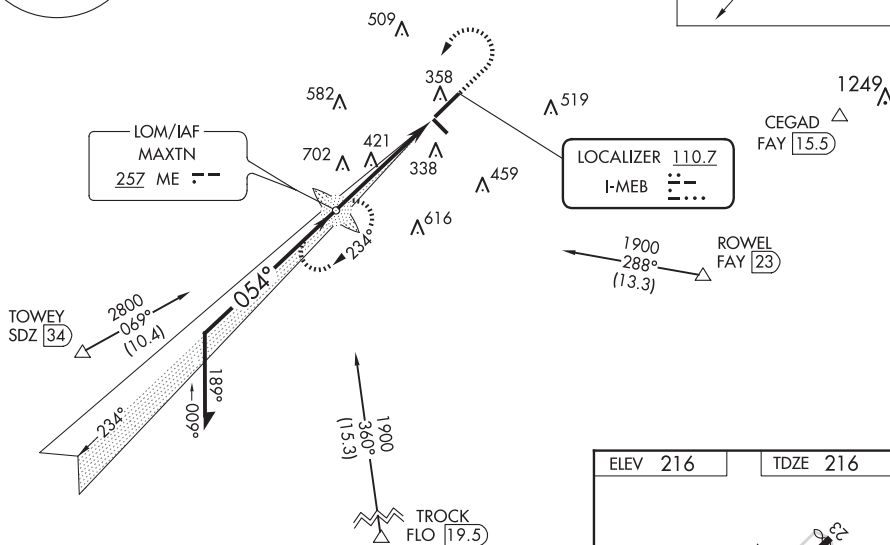
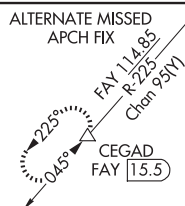
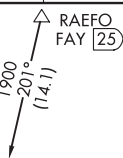
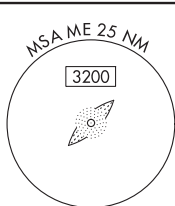
SE-2, 12 JUN 2025 to 07 AUG 2025

Rwy Idg	<b>6503</b>
TDZE	<b>216</b>
Apt Elev	<b>216</b>

ILS or LOC RWY 5  
LAURINBURG/MAXTON (MEB)

MALSR

**MISSED APPROACH:** Climb to 1200 then climbing left turn to 1900 direct MAXTN LOM and hold.

UNICOM  
122.8 (CTAF) 

CATEGORY	A	B	C	D
S-ILS 5	416-1/2 200 (200-1/2)			
S-LOC 5	680-1/2 464 (500-1/2)		680-1 464 (500-1)	
<b>C</b> CIRCLING	740-1 524 (600-1)		780-1 564 (600-1/2)	1020-2 804 (900-2 1/2)

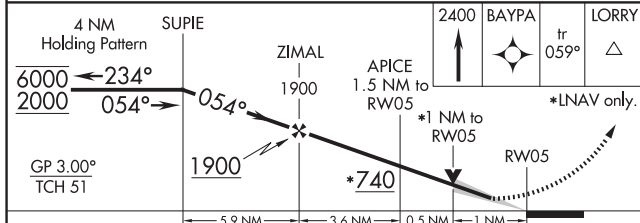
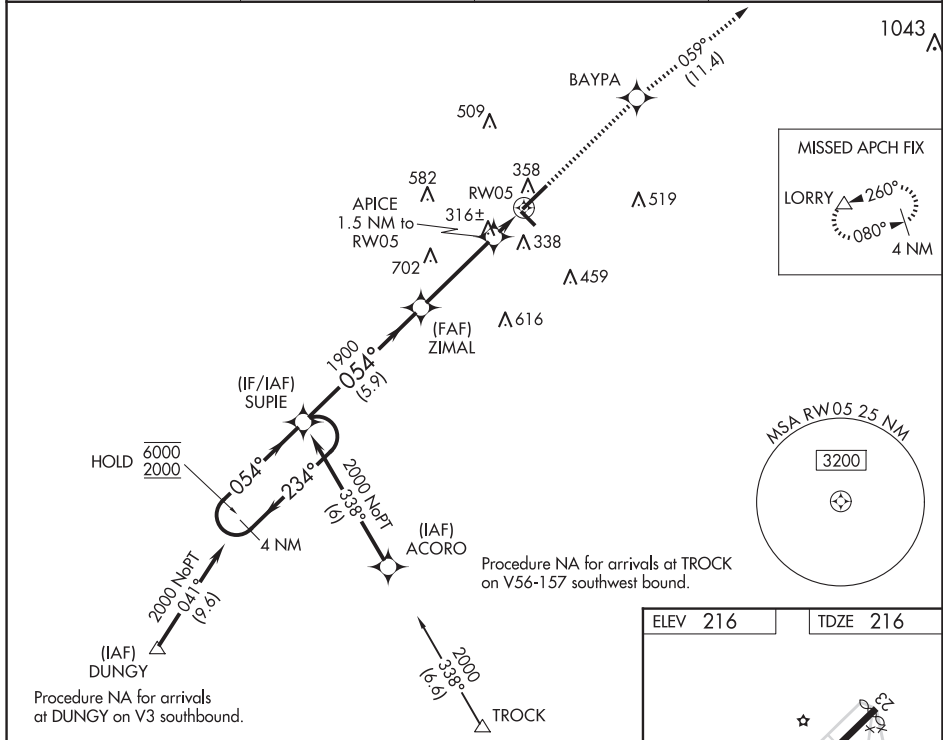
SE-2, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>90423</b> <b>W05A</b>	APP CRS <b>054°</b>	Rwy Idg TDZE <b>216</b> Apt Elev <b>216</b>	<b>6503</b>
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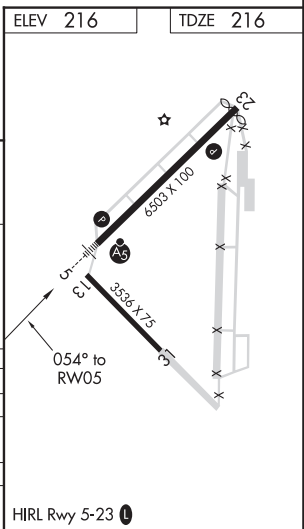
**RNAV (GPS) RWY 5**  
LAURINBURG/MAXTON (MEB)

RNP APCH. ▼ Circling to Rwy 13 and 31 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 42°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM, and LNAV Cat C/D visibility to 1 SM. ▲		MALSR ▲	MISSED APPROACH: Climb to 2400 direct BAYPA and on track 059° to LORRY and hold.
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ASOS <b>134.125</b>	FAYETTEVILLE APP CON <b>127.8 343.725</b>	GCO <b>135.075</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA		416-1/2	200 (200-1/2)	
LNAV/VNAV DA		472-1/2	256 (300-1/2)	
LNAV MDA	580-1/2	364 (400-1/2)	580-5/8	364 (400-5/8)
CIRCLING	740-1	524 (600-1)	780-1 1/2 564 (600-1 1/2)	1020-2 1/2 804 (900-2 1/2)



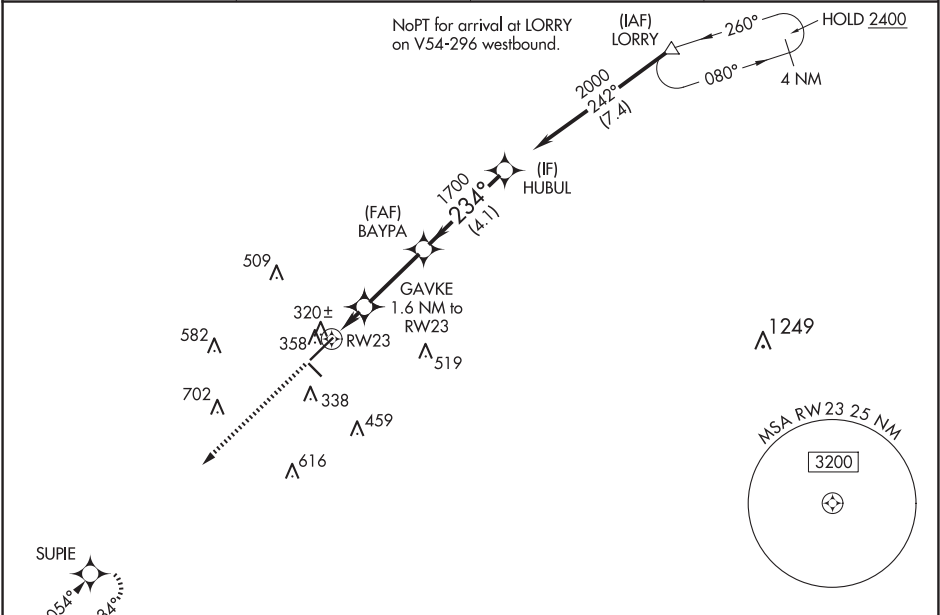
WAAS CH <b>61023</b> <b>W23A</b>	APP CRS <b>234°</b>	Rwy Idg TDZE <b>214</b> Apt Elev <b>216</b>	<b>6316</b> <b>214</b> <b>216</b>
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


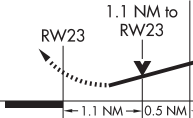
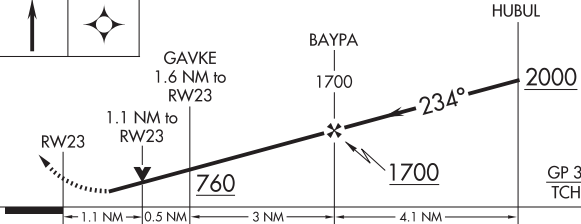

RNAV (GPS) RWY 23

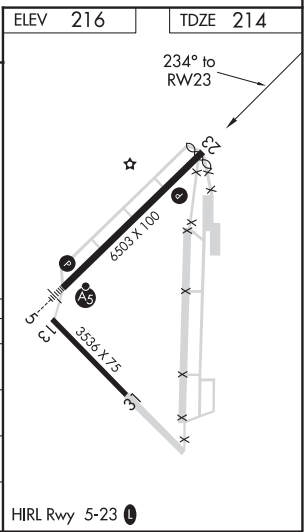
LAURINBURG/MAXTON (MEB)

RNP APCH-GPS.		MISSED APPROACH: Climb to 2000 direct SUPIE and hold.
	Circling to Rwy 13 and 31 NA at night. Rwy 23 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C.	

ASOS <b>134.125</b>	FAYETTEVILLE APP CON <b>127.8 343.725</b>	GCO <b>135.075</b>	UNICOM <b>122.8 (CTAF) 0</b>
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2000 	SUPIE 						
							
RW23 1.1 NM to RW23 1.6 NM to GAVKE		HUBUL 2000 GP 3.00° TCH 38					
760		1700					
1.1 NM		0.5 NM		3 NM		4.1 NM	
CATEGORY	A	B	C	D			
LPV DA	483-7/8						269 (300-7/8)
LNAV/VNAV DA	483-7/8						269 (300-7/8)
LNAV MDA	580-1						366 (400-1)
 CIRCLING	740-1	524 (600-1)	780-1½ 564 (600-1½)		1020-2½ 804 (900-2½)		

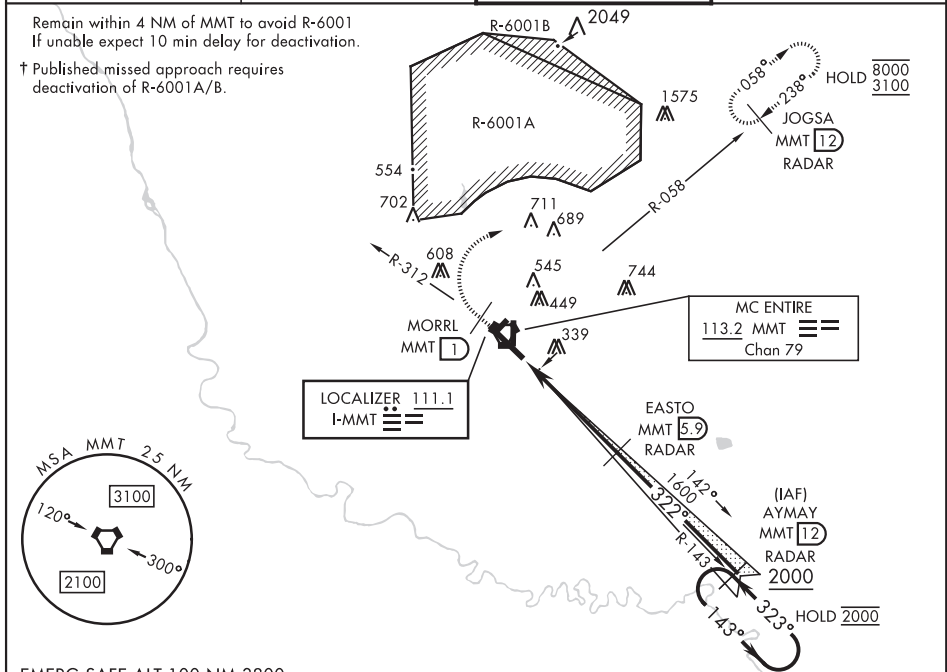


EASTOVER, SOUTH CAROLINA

## ILS or LOC/DME RWY 32

LOC I-MMT <b>111.1</b>	APCH CRS <b>322°</b>	Rwy Idg TDZE Arpt Elev <b>9012</b> <b>243</b> <b>254</b>	[USAF]	MC ENTIRE JNGB (KMMT)
* When ALS inop, increase RVR to 40, and vis to $\frac{3}{4}$ mile. ** When ALS inop, increase RVR to 55, and vis to 1 mile.			ALS F-1 	↑ MISSED APPROACH: Climb to 1100 direct MORRL/1 DME then climbing right to 3100 intercept MMT R-058 direct JOGSA/12 DME and hold.

ATIS ★ <b>327.05</b>	SHAW APP CON <b>125.4 318.1</b>	TOWER ★ <b>132.4 (CTAF) 0253.5</b>	GND CON <b>127.625 226.675</b>
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EMERG SAFE ALT 100 NM 3800

<div>1100 MORRL 1</div>		<div>3100 MMT R-058</div>		<div>JOGSA RADAR MMT 12</div>		<div>ELEV 254</div>		<div>TDZE 243</div>			
<div><div><div><div><div><div>AYMAY MMT 12 RADAR</div><div>143°</div><div>323°</div><div>2000</div></div><div><div>322°</div><div>2000</div></div><div><div>GS 2.50°</div><div>TCH 48</div></div></div><div><div>EASTO MMT 5.9 RADAR</div><div>1600</div></div><div><div>EGULE MMT 1.4</div><div>0.3 NM</div><div>4.5 NM</div></div></div><div><div>322°</div><div>1600</div></div></div></div>											
CATEGORY		A		B		C		D		E	
S-ILS 32 *		443/24				200		(200-½)			
S-LOC 32 **		620/24 377 (400-½)				620/35 377 (400-¾)					
C CIRCLING		740-1 486 (500-1)		840-1 586 (600-1)		880-1¾ 626 (700-1¾)		940-2¼ 686 (700-2¼)		1020-2¾ 766 (800-2¾)	
FAF to MAP 4.5 NM											
Rwy 5H-23H, COPTER ONLY. HIRL Rwy 14-32 MIRL Rwy 5H-23H REIL Rwy 14											
Knots 120 140 160 180 200											
Min:Sec 2:15 1:56 1:41 1:30 1:21											

EASTOVER, SOUTH CAROLINA

33°55'N-80°48'W

MC ENTIRE JNGB (KMMT)

Amdt 4 25MAY17

## ILS or LOC/DME RWY 32

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



TACAN RWY 14

VORTAC MMT <b>113.2</b> Chan <b>79</b>	APCH CRS <b>132°</b>	Rwy Idg TDZE <b>251</b> Arpt Elev <b>254</b>
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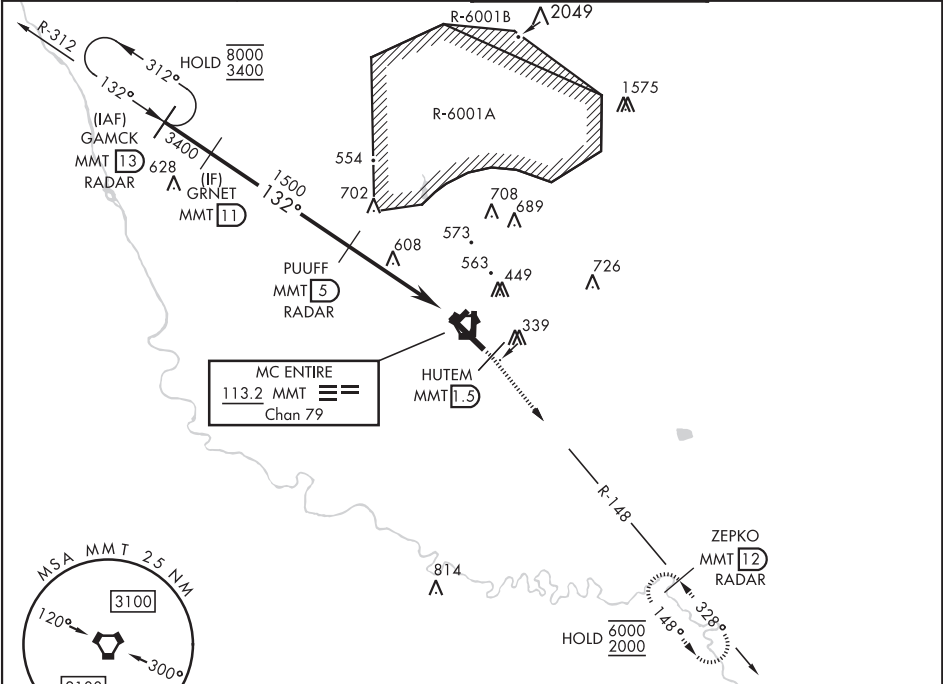
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MC ENTIRE JNGB (KMMT)

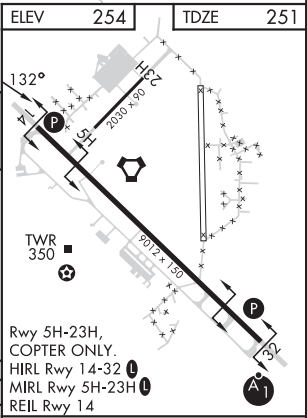
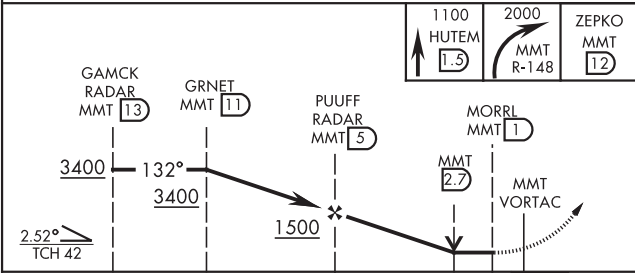
\* Circling to Rwy 05H-23H not authorized at night.

MISSED APPROACH: Climb to 1100 direct HUTEM/1.5 DME then climbing right turn to 2000 intercept MMT R-148 direct ZEPKO/12 DME and hold.

ATIS ★ <b>327.05</b>	SHAW APP CON <b>125.4 318.1</b>	TOWER ★ <b>132.4</b> (CTAF) <b>253.5</b>	GND CON <b>127.625 226.675</b>
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EMERG SAFE ALT 100 NM 3800



CATEGORY	A	B	C	D	E
S-14	880-1 629 (700-1)		880-1¾ 629 (700-1¾)		
CIRCLING*	880-1 626 (700-1)		880-1¾ 626 (700-1¾)	1020-2½ 766 (800-2½)	1020-2¾ 766 (800-2¾)

TACAN RWY 14

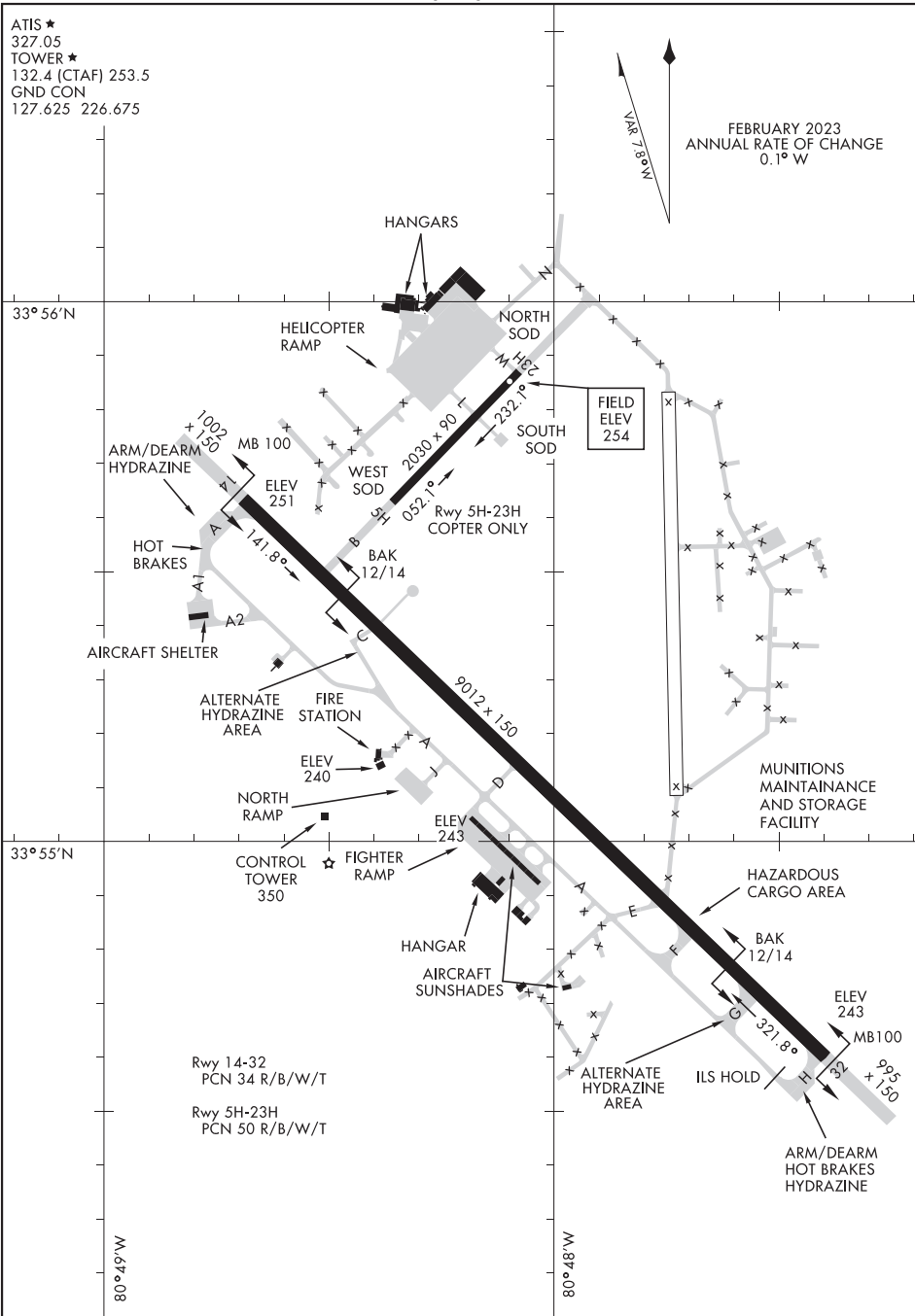
SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



ATIS ★  
327.05  
TOWER ★  
132.4 (CTAF) 253.5  
GND CON  
127.625 226.675

FEBRUARY 2023  
ANNUAL RATE OF CHANGE  
0.1° W



SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

MOCKSVILLE, NORTH CAROLINA

AL-6616 (FAA)

23222

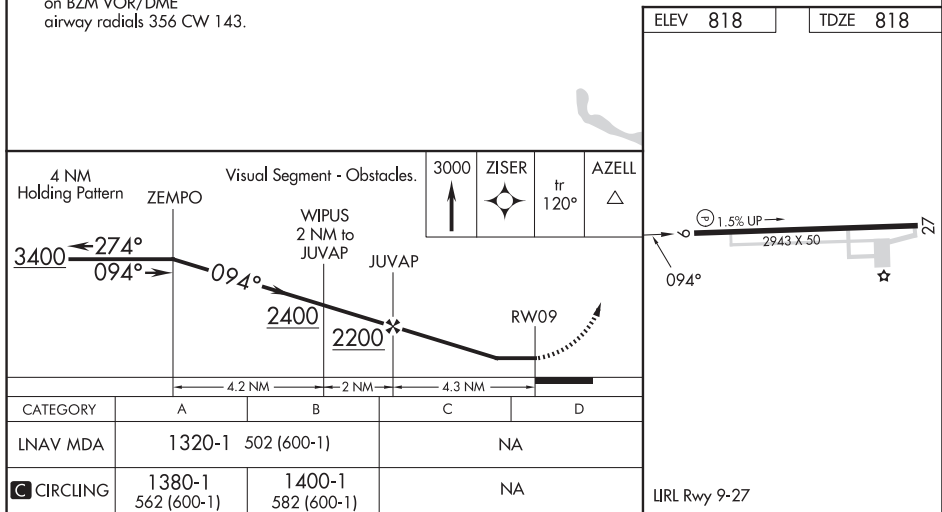
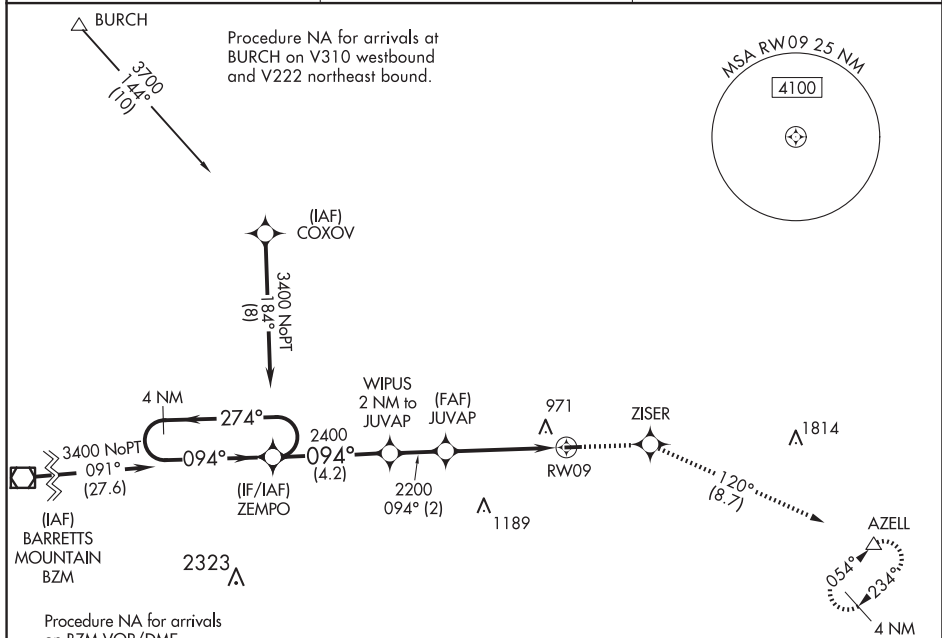
APP CRS	Rwy Idg	2943
094°	TDZE	818
	Apt Elev	818

# RNAV (GPS) RWY 9

TWIN LAKES (8A7)

RNP APCH.	Use Davidson County Exec altimeter setting; when not received, use Smith Reynolds altimeter setting and increase all MDA 40 feet. Procedure NA at night. Rwy 9 helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climb to 3000 direct ZISER and on track 120° to AZELL and hold.
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EXX AWOS-3 119.825	GREENSBORO APP CON 124.35 269.225	UNICOM 122.7 (CTAF)
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MOCKSVILLE, NORTH CAROLINA

Amdt 1B 11OCT18

35°55'N-80°27'W

# RNAV (GPS) RWY 9

TWIN LAKES (8A7)

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

WAAS  
CH **63210**  
**W05A**

APP CRS  
**050°**

Rwy Idg **4351**  
TDZE **74**  
Apt Elev **74**

RNAV (GPS) RWY 5

BERKELEY COUNTY (MKS)

RNP APCH-GPS.

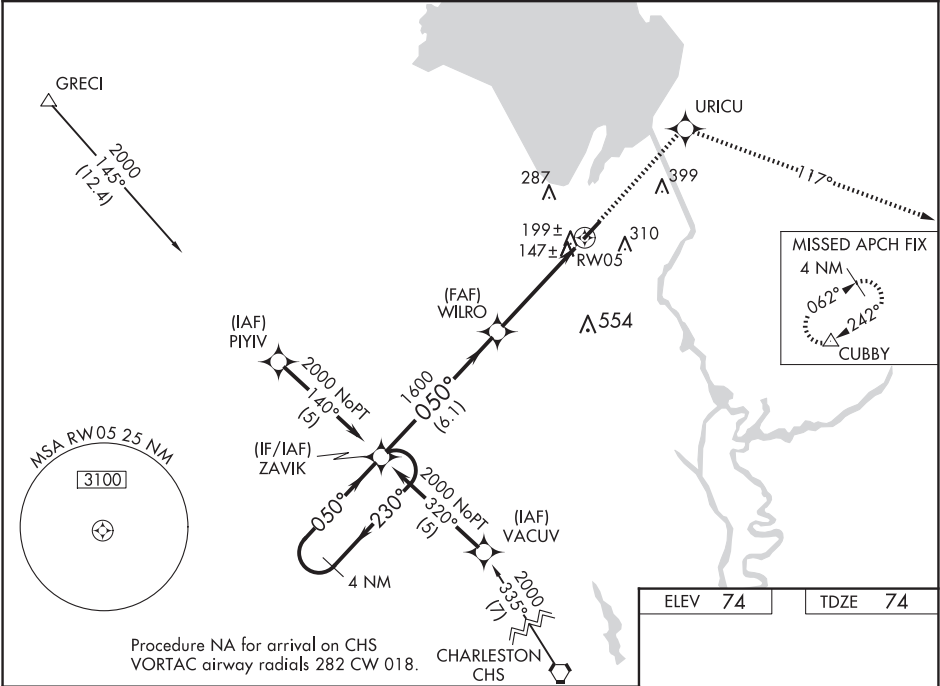
▼

▲ NA

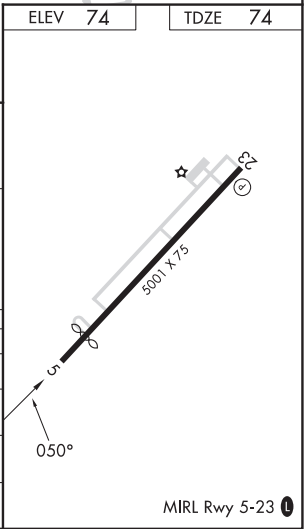
Circling to Rwy 23 NA at night. Baro-VNAV NA when using Charleston AFB/Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C or above 54° C. Visibility reduction by helicopters NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting: increase LPV DA to 451 feet; LNAV/VNAV DA to 513 feet; increase all MDA 60 feet and increase LNAV Cat C and Circling Cat C/D visibility ¼ SM. VDP NA when using Charleston AFB/Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct URICU and via 117° track to CUBBY and hold.

AWOS-3 <b>119.175</b>	CHARLESTON APP CON <b>121.275 379.925</b>	UNICOM <b>123.05 (CTAF) 0</b>
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4 NM Holding Pattern		ZAVIK	2000	URICU	CUBBY
			230°	117° TRK	
			050°		
			GP 3.00° TCH 46		
			1600		
			6.1 NM	3.3 NM	1.3 NM
CATEGORY	A	B	C	D	
LPV DA	407-1¼		333 (400-1¼)		
LNAV/VNAV DA	469-1½		395 (400-1½)		
LNAV MDA	520-1	446 (500-1)	520-1¼ 446 (500-1¼)	520-1½ 446 (500-1½)	
CIRCLING	580-1 506 (600-1)	620-1 546 (600-1)	700-1¾ 626 (700-1¾)	860-2½ 786 (800-2½)	



APP CRS  
**230°**

Rwy Idg  
TDZE  
**74**

**5001**  
Apt Elev  
**74**

**RNAV (GPS) RWY 23**  
BERKELEY COUNTY (MKS)

RNP APCH - GPS.

▼

▲

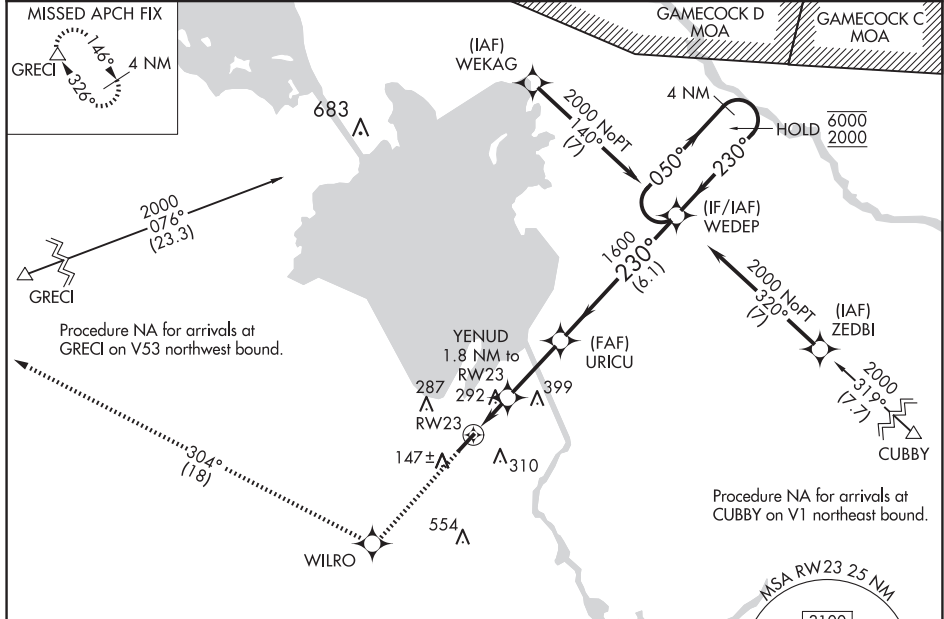
Procedure NA at night. Rwy 23 helicopter visibility reduction below 1 SM NA.  
When local altimeter setting not received, use Charleston AFB/Intl altimeter setting:  
increase all MDAs 60 feet and increase LNAV visibility Cat C and D and Circling  
visibility Cat C and D ¼ SM.

MISSED APPROACH: Climb  
to 2000 direct WILRO and on  
track 304° to GRECI and hold.

AWOS-3  
**119.175**

CHARLESTON APP CON  
**121.275 379.925**

UNICOM  
**123.05** (CTAF) **1**



ELEV **74**

TDZE **74**

Inset chart showing the runway layout and approach path. The runway is 5001 x 75. The approach path is 230°. The chart also shows the MSA (Minimum Safe Altitude) for RWY 23 and 25, with a 3100 MSA.

2000 WILRO 304° tr GRECI

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 44).

4 NM Holding Pattern

YENUD 1.8 NM to RW23 304° TCH 57

URICU

WEDEP

050° 6000 230° 2000

1.8 NM 2.8 NM 6.1 NM

680 1600

CATEGORY	A	B	C	D
LNAV MDA	560-1	486 (500-1)	560-1 <sup>3</sup> / <sub>8</sub>	486 (500-1 <sup>3</sup> / <sub>8</sub> )
CIRCLING	580-1 506 (600-1)	620-1 546 (600-1)	700-1 <sup>3</sup> / <sub>4</sub> 626 (700-1 <sup>3</sup> / <sub>4</sub> )	860-2 <sup>1</sup> / <sub>2</sub> 786 (800-2 <sup>1</sup> / <sub>2</sub> )

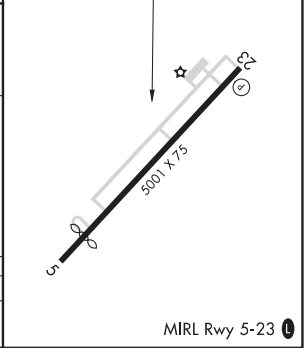
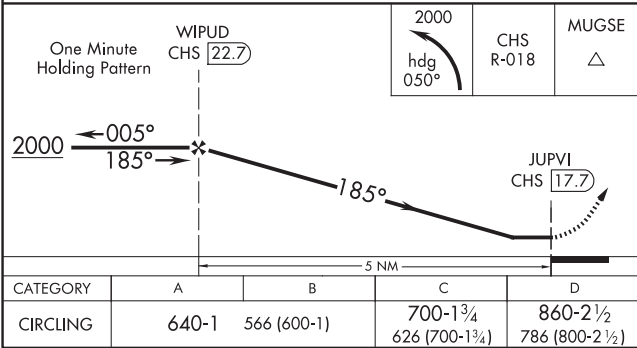
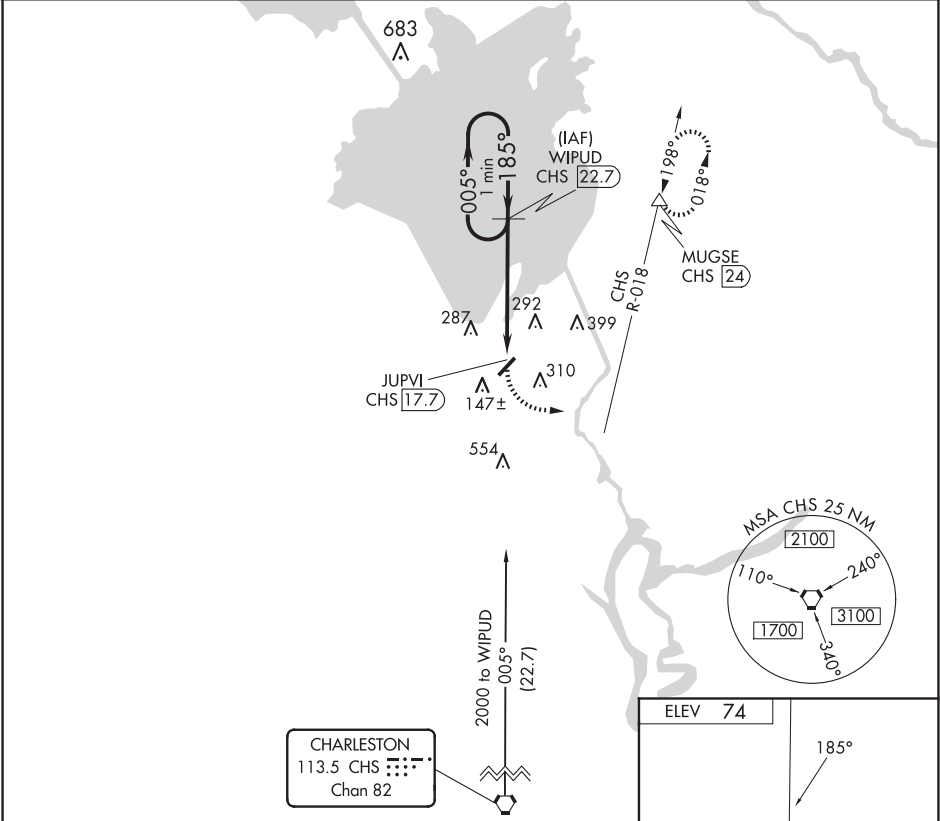
VORTAC CHS 113.5 Chan 82	APP CRS 185°	Rwy Idg TDZE Apt Elev	N/A N/A 74
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VOR/DME-A  
BERKELEY COUNTY (MKS)

Procedure NA at night. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting: increase all MDA 60 feet and Cat C/D visibility ¼ SM. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 2000 via heading 050° and CHS R-018 to MUGSE/CHS 24 DME and hold.

AWOS-3 119.175	CHARLESTON APP CON 121.275 379.925	UNICOM 123.05 (CTAF)
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SE-2, 12 JUN 2025 to 07 AUG 2025

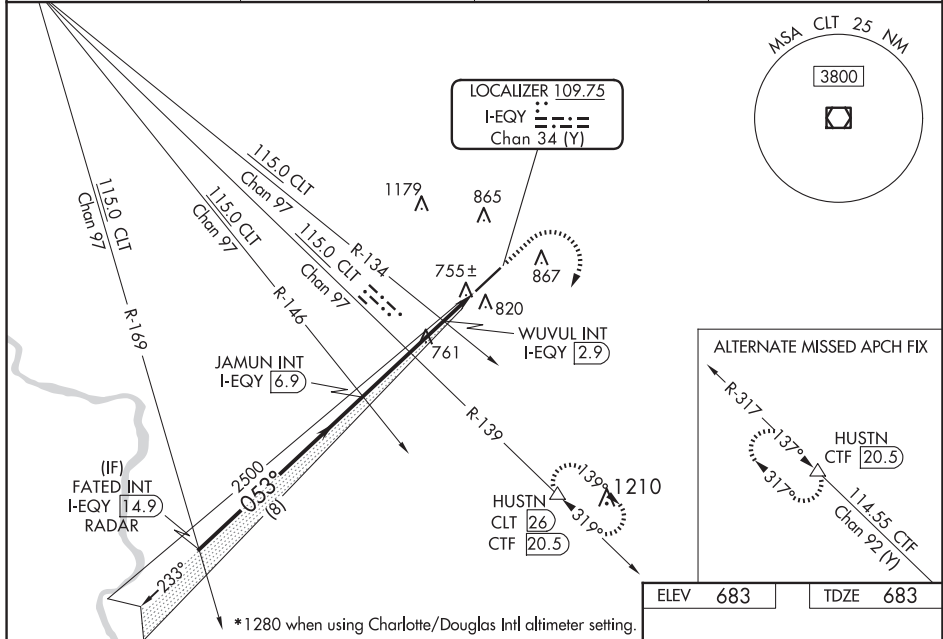
SE-2, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-EQY <b>109.75</b> Chan <b>34</b> (Y)	APP CRS <b>053°</b>	Rwy ldg TDZE Apt Elev <b>7001</b> <b>683</b> <b>683</b>
--	------------------------	--

ILS or LOC RWY 5  
CHARLOTTE/MONROE EXEC (EQY)

DME required. RADAR required for procedure entry.	MALSR 	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on heading 200° and on CLT VOR/DME R-139 to HUSTN/CLT 26 DME and hold, continue climb-in-hold to 3000.
NA Rwy 5 helicopter visibility reduction below 3/4 SM NA. Inop table does not apply to S-ILS 5 all Cats. For inop ALS, increase S-LOC 5 Cat A/B visibility and WUVUL fix minimums S-LOC 5 all Cats visibility to 1 SM.		

ASOS <b>135.775</b>	CHARLOTTE APP CON <b>120.05 307.8</b>	CLNC DEL <b>132.55</b>	UNICOM <b>122.7</b> (CTAF)
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FATED INT I-EQY 14.9 RADAR	JAMUN INT I-EQY 6.9	1500	3000	CLT R-139	HUSTN △
2500	2500	2500	WUVUL INT I-EQY 2.9	I-EQY 2.2	I-EQY 1.3
GS 3.00° TCH 46	8 NM	4 NM	0.7 NM	0.9 NM	
CATEGORY	A	B	C	D	
S-ILS 5	933-3/4 250 (300-3/4)				
S-LOC 5	1220-3/4	537 (600-3/4)	1220-1	537 (600-1)	
CIRCLING	1220-1	537 (600-1)	1220-1 1/2 537 (600-1 1/2)	1480-2 1/2 797 (800-2 1/2)	
WUVUL FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)					
S-LOC 5	1020-3/4 337 (400-3/4)				
CIRCLING	1220-1	537 (600-1)	1220-1 1/2 537 (600-1 1/2)	1480-2 1/2 797 (800-2 1/2)	
FAF to MAP 5.6 NM					
HIRL Rwy 5-23 REIL Rwy 23					
Knots 60 90 120 150 180 Min:Sec 5:35 3:44 2:48 2:14 1:52					



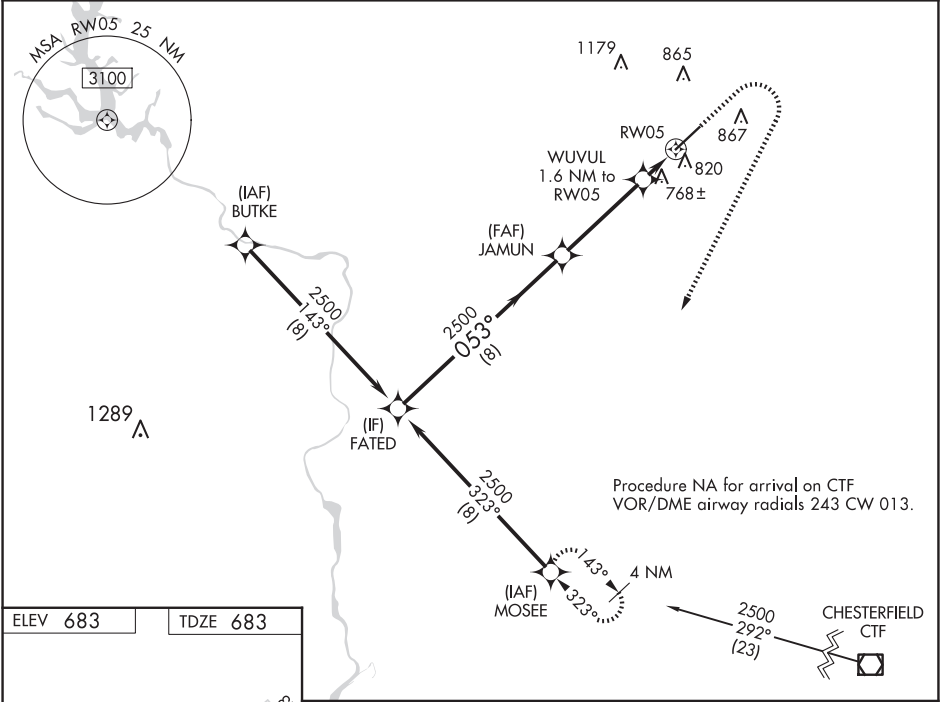
WAAS CH <b>66002</b> <b>W05A</b>	APP CRS <b>053°</b>	Rwy Idg TDZE <b>683</b> Apt Elev <b>683</b>
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RNAV (GPS) RWY 5

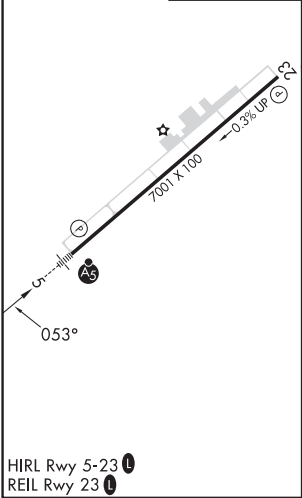
CHARLOTTE/MONROE EXEC (EQY)

RNP APCH-GPS.		MALSR	MISSED APPROACH: Climb to 1140 then climbing right turn to 2500 direct MOSEE and hold.
<div><div></div><div>Rwy 5 helicopter visibility reduction below <math>\frac{3}{4}</math> SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. Inop table does not apply to LPV all Cats. For inop ALS, increase LNAV/VNAV all Cats visibility to <math>\frac{1}{2}</math> SM and LNAV all Cats visibility to 1 SM.</div></div>		<div><div></div><div></div></div>	

ASOS <b>135.775</b>	CHARLOTTE APP CON <b>120.05 307.8</b>	CLNC DEL <b>132.55</b>	UNICOM <b>122.7 (CTAF) 0</b>
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ELEV 683	TDZE 683
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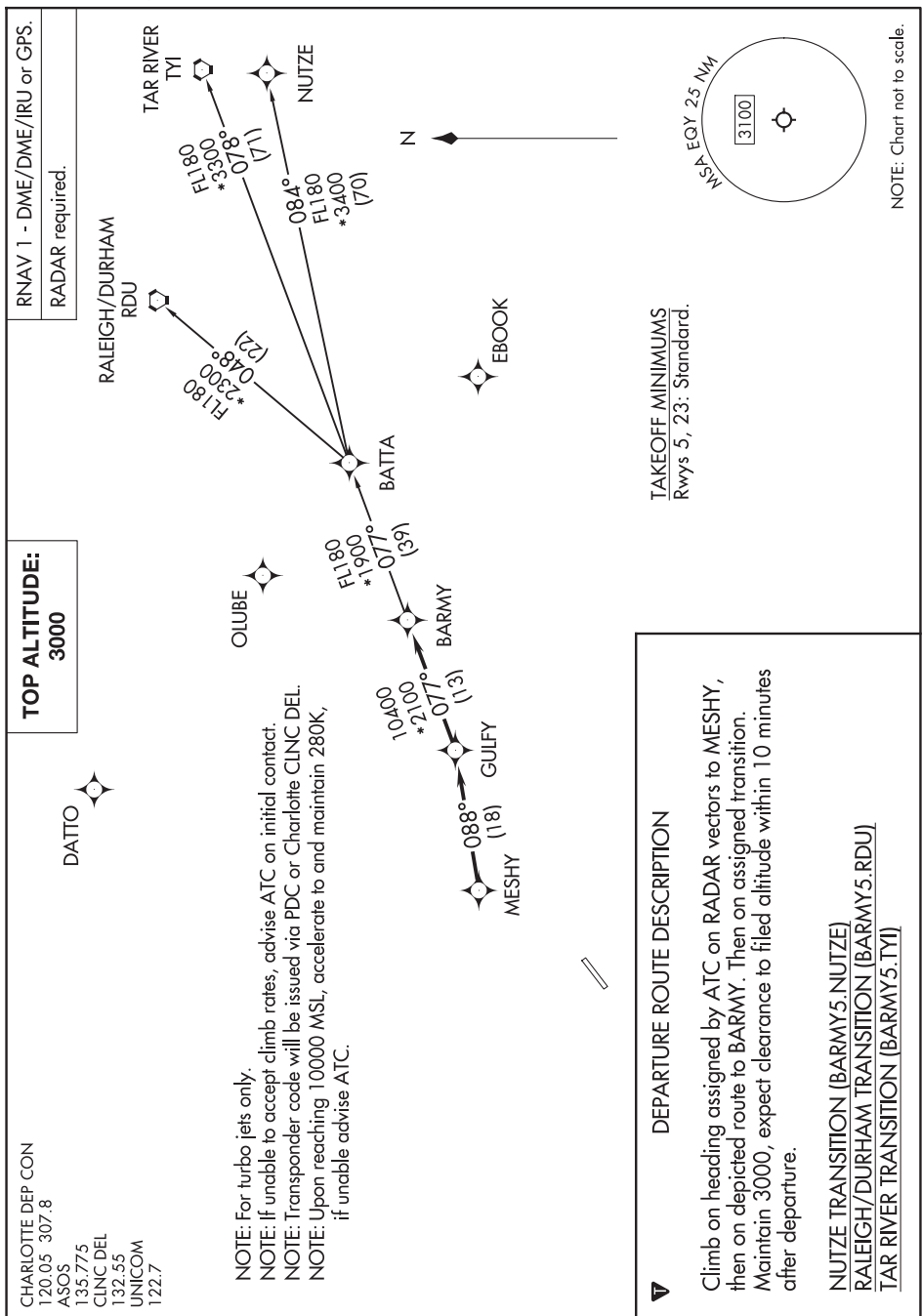
FATED		JAMUN	WUVUL 1.6 NM to RW05	1140	2500	MOSEE
2500		053°	2500	1220	0.9 NM to RW05	
GP 3.00° TCH 46		8 NM	4 NM	0.7 NM	0.9 NM	
CATEGORY	A	B	C	D		
LPV DA	933- $\frac{3}{4}$		250 (300- $\frac{3}{4}$ )			
LNAV/VNAV DA	1001- $\frac{3}{4}$		318 (400- $\frac{3}{4}$ )			
LNAV MDA	1020- $\frac{3}{4}$		337 (400- $\frac{3}{4}$ )			
CIRCLING	1220-1	537 (600-1)	1220-1 $\frac{1}{2}$ 537 (600-1 $\frac{1}{2}$ )	1480-2 $\frac{1}{2}$ 797 (800-2 $\frac{1}{2}$ )		



## BARMY FIVE DEPARTURE (RNAV)

MONROE, NORTH CAROLINA

NOTE: Chart not to scale.



SE-2, 12 JUN 2025 to 07 AUG 2025

(BEAVY6.BEAVY) 24081

CHARLOTTE/MONROE EXEC (EQY)  
MONROE, NORTH CAROLINA

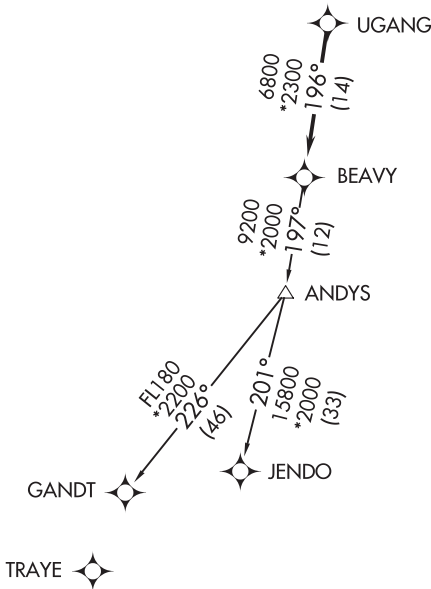
## BEAVY SIX DEPARTURE (RNAV)

CHARLOTTE DEP CON  
120.05 307.8  
ASOS  
135.775  
CLNC DEL  
132.55  
UNICOM (CTAF)  
122.7

RNAV 1-DME/DME/IRU or GPS.

RADAR required.

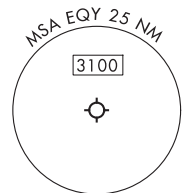
**TOP ALTITUDE:**  
3000



TAKEOFF MINIMUMS  
Rwys 5, 23: Standard.

- NOTE: For turbo jets only.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, on RADAR vectors to UGANG, then on depicted route to BEAVY. Then on assigned transition maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

GANDT TRANSITION (BEAVY6.GANDT)  
JENDO TRANSITION (BEAVY6.JENDO)

BEAVY SIX DEPARTURE (RNAV)  
(BEAVY6.BEAVY) 21MAR24

MONROE, NORTH CAROLINA  
CHARLOTTE/MONROE EXEC (EQY)

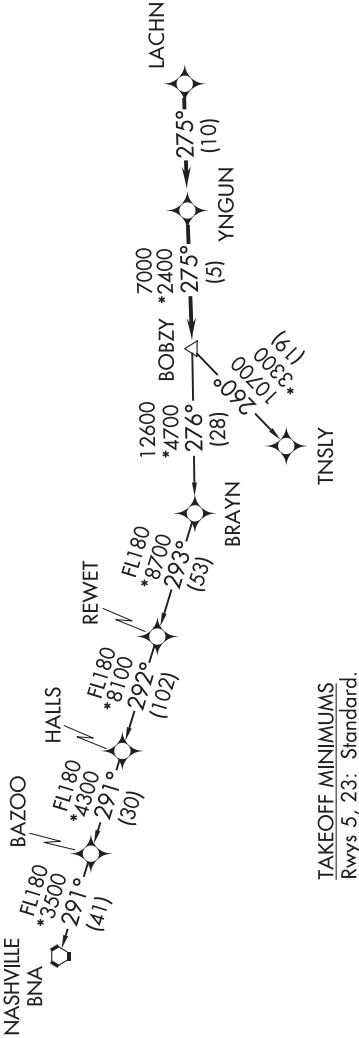
BOBZY FIVE DEPARTURE (RNAV)

SE-2, 12 JUN 2025 to 07 AUG 2025

CHARLOTTE DEP CON  
120.05 307.8  
ASOS  
135.775  
CLNC DEL  
132.55  
UNICOM  
122.7

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

TOP ALTITUDE:  
3000



DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, on RADAR vectors to LACHN, then on depicted route to BOBZY, then on assigned transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

NASHVILLE TRANSITION (BOBZY5.BNA)  
TNSLY TRANSITION (BOBZY5.TNSLY)

- NOTE: For turbo jets only.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

BOBZY FIVE DEPARTURE (RNAV)

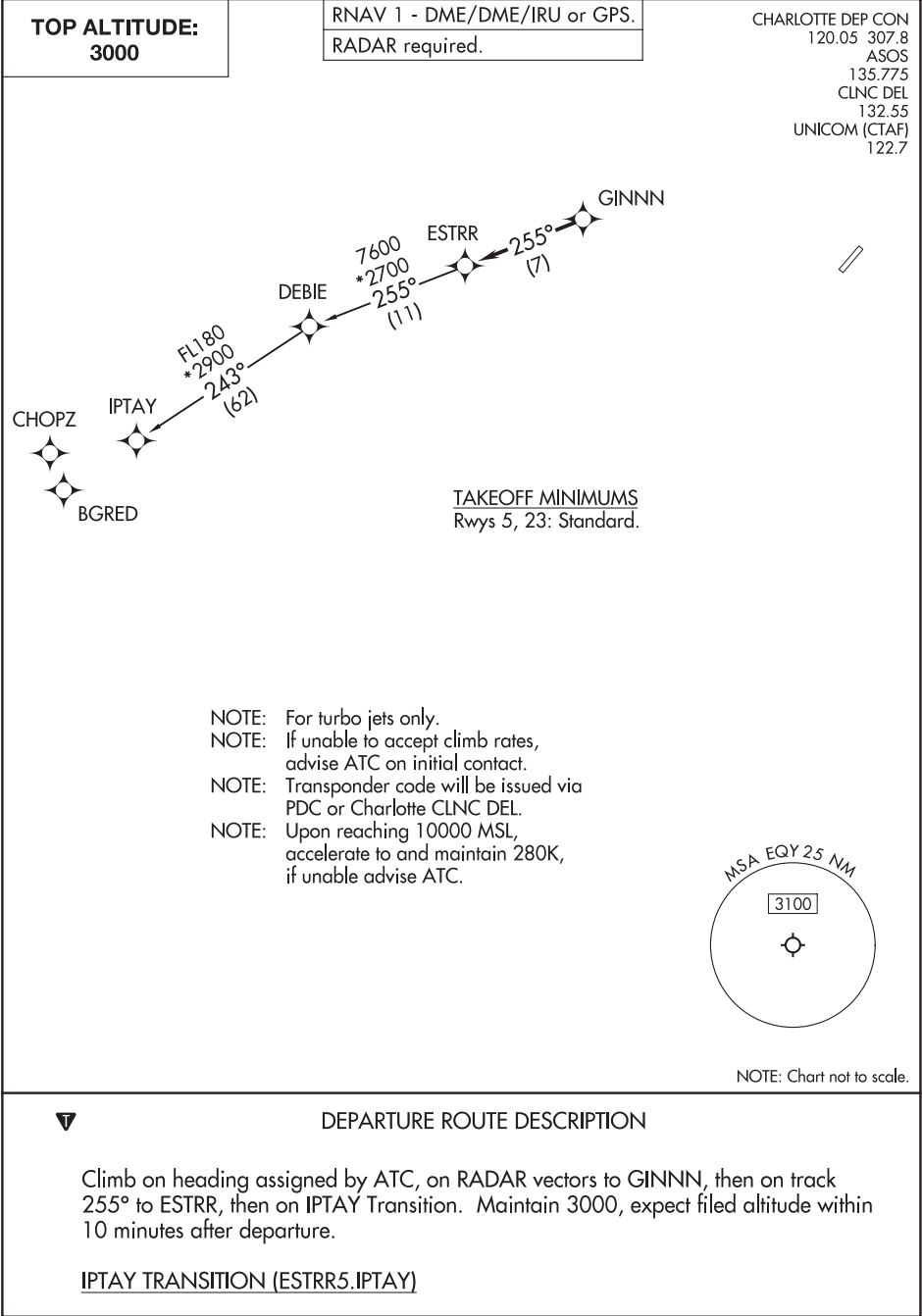
SE-2, 12 JUN 2025 to 07 AUG 2025

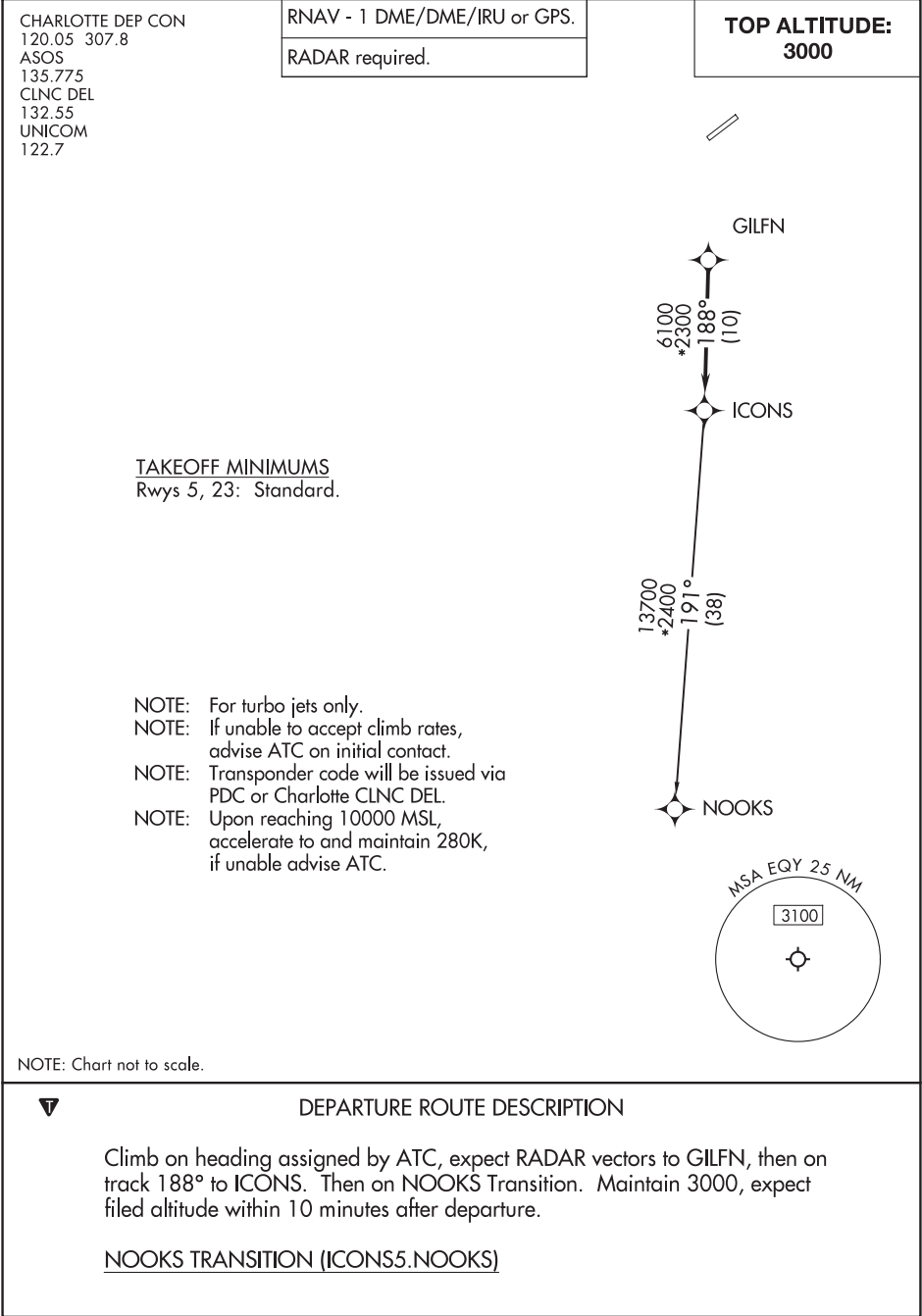
(ESTRR5.ESTRR) 24081

AL-5726 (FAA)

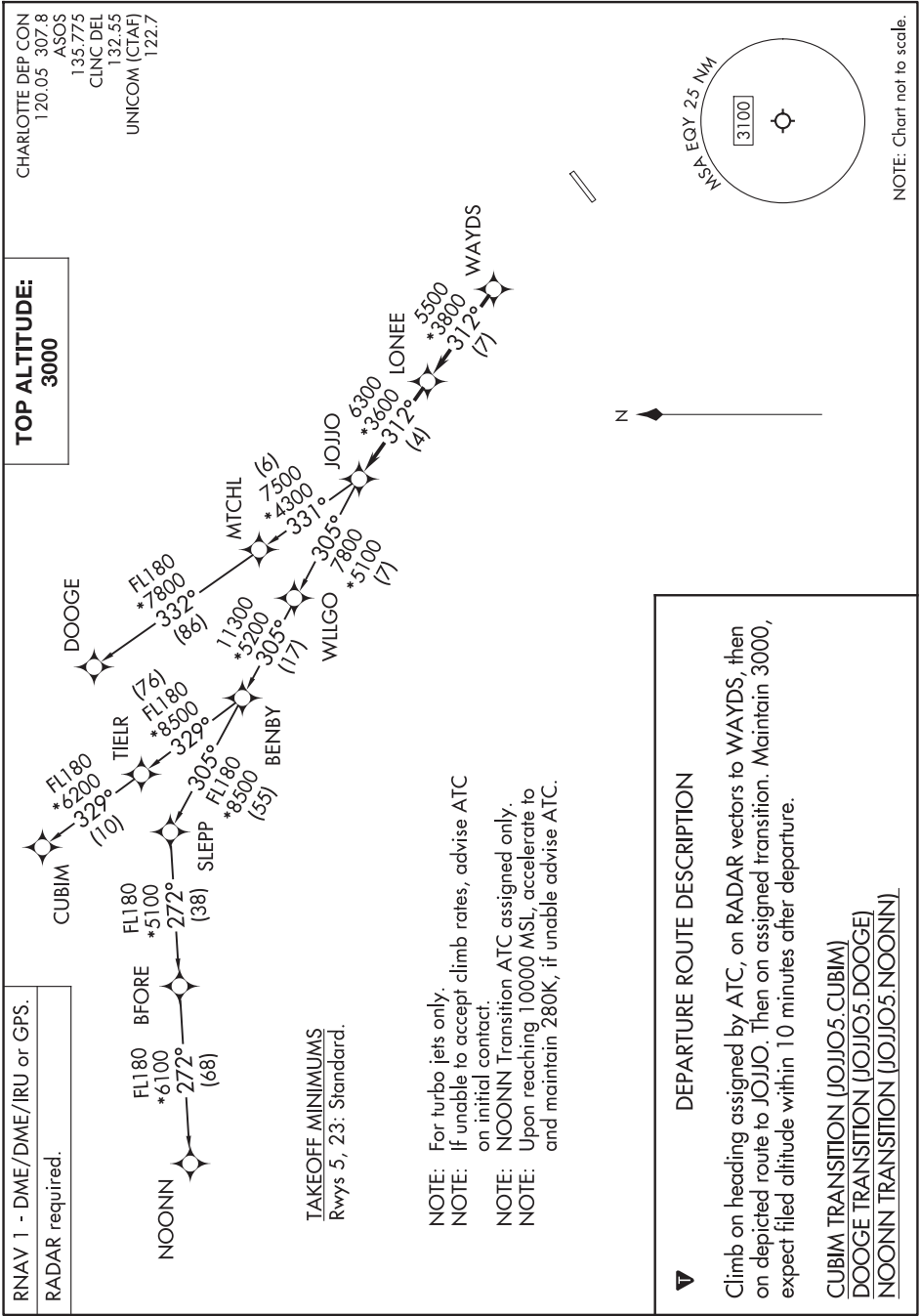
CHARLOTTE/MONROE EXEC (EQY)  
MONROE, NORTH CAROLINA

ESTRR FIVE DEPARTURE (RNAV)





SE-2, 12 JUN 2025 to 07 AUG 2025





(KER4.KER) 24081  
KERMIT FOUR DEPARTURE

CHARLOTTE/MONROE EXEC (EQY)  
MONROE, NORTH CAROLINA

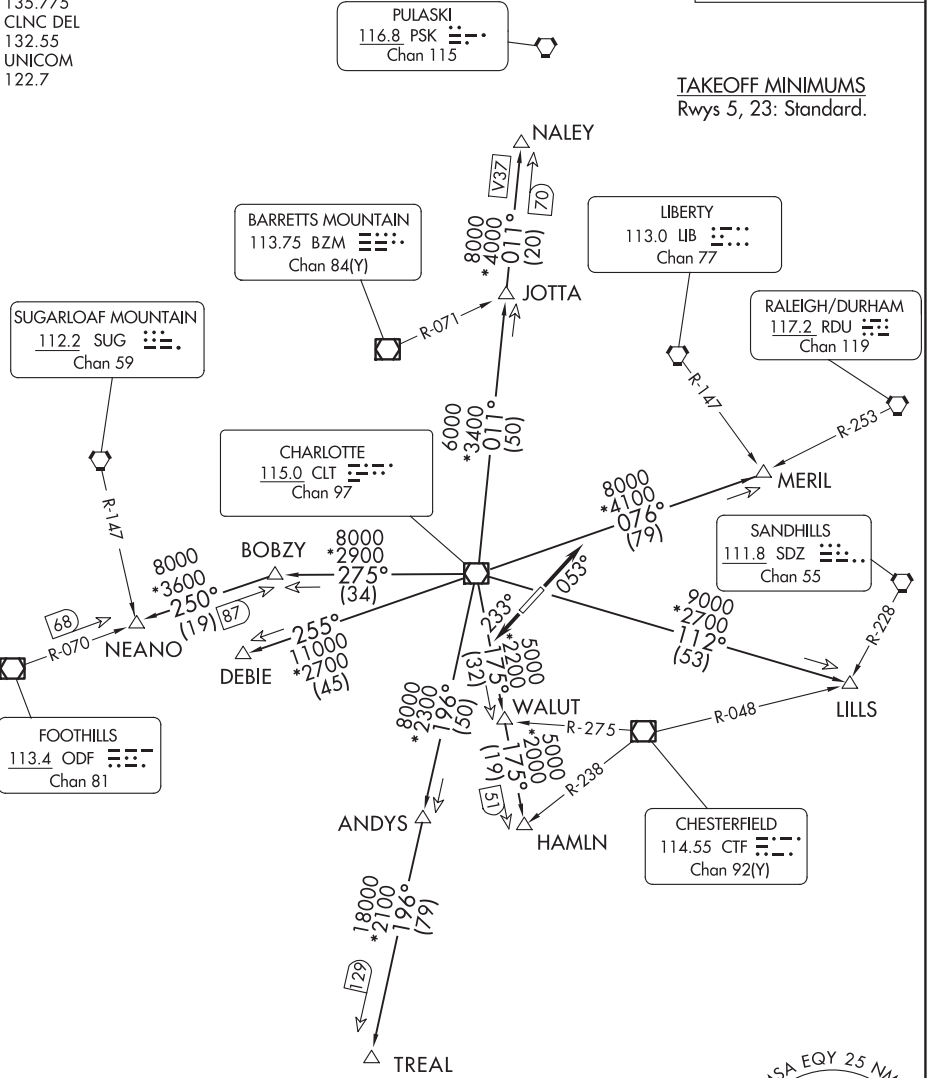
AL-5726 (FAA)

CHARLOTTE DEP CON  
120.05 307.8  
ASOS  
135.775  
CLNC DEL  
132.55  
UNICOM  
122.7

RADAR and DME required.

TOP ALTITUDE:  
3000

TAKEOFF MINIMUMS  
Rwys 5, 23: Standard.



NOTE: For turbo jet aircraft only.  
NOTE: Upon reaching 10000 MSL, accelerate to  
and maintain 280K, if unable advise ATC.  
NOTE: Transponder code will be issued via Charlotte  
clearance delivery.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

KERMIT FOUR DEPARTURE  
(KER4.KER) 21MAR24

MONROE, NORTH CAROLINA  
CHARLOTTE/MONROE EXEC (EQY)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 053°, thence . . . .

TAKEOFF RUNWAY 23: Climb on heading 233°, thence . . . .

. . . . on RADAR vectors to intercept filed/assigned transition or enroute fix/navaid.  
Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (KER4.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.

DEBIE TRANSITION (KER4.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.

HAMLN TRANSITION (KER4.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.

JOTTA TRANSITION (KER4.JOTTA): From over CLT VOR/DME on CLT R-011 to JOTTA.

LILLS TRANSITION (KER4.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.

MERIL TRANSITION (KER4.MERIL): From over CLT VOR/DME on CLT R-076 to MERIL.

NALEY TRANSITION (KER4.NALEY): From over CLT VOR/DME on CLT R-011 to NALEY.

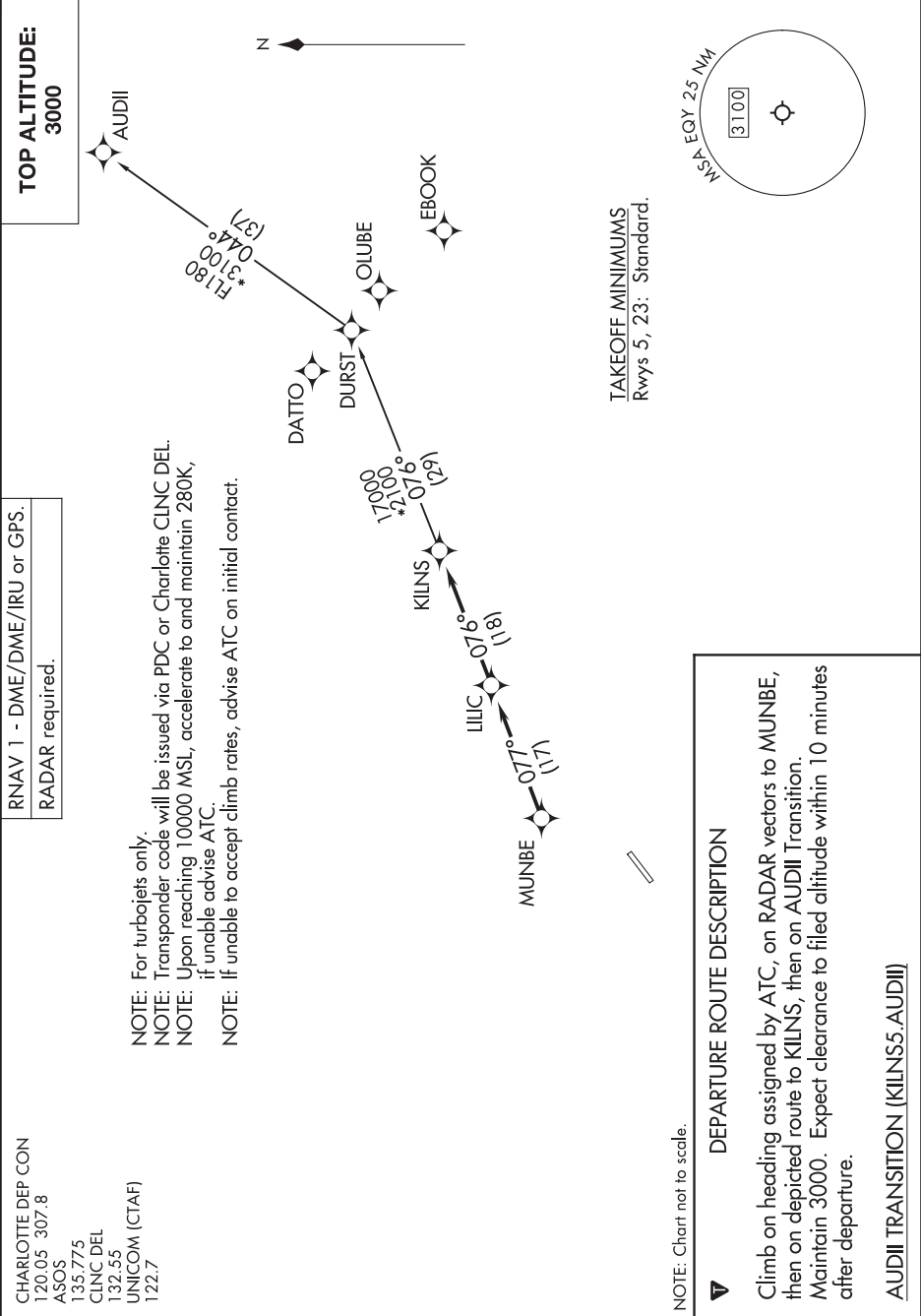
NEANO TRANSITION (KER4.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY,  
then on ODF R-070 to NEANO.

TREAL TRANSITION (KER4.TREAL): From over CLT VOR/DME on CLT R-196 to TREAL.

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



SE-2, 12 JUN 2025 to 07 AUG 2025

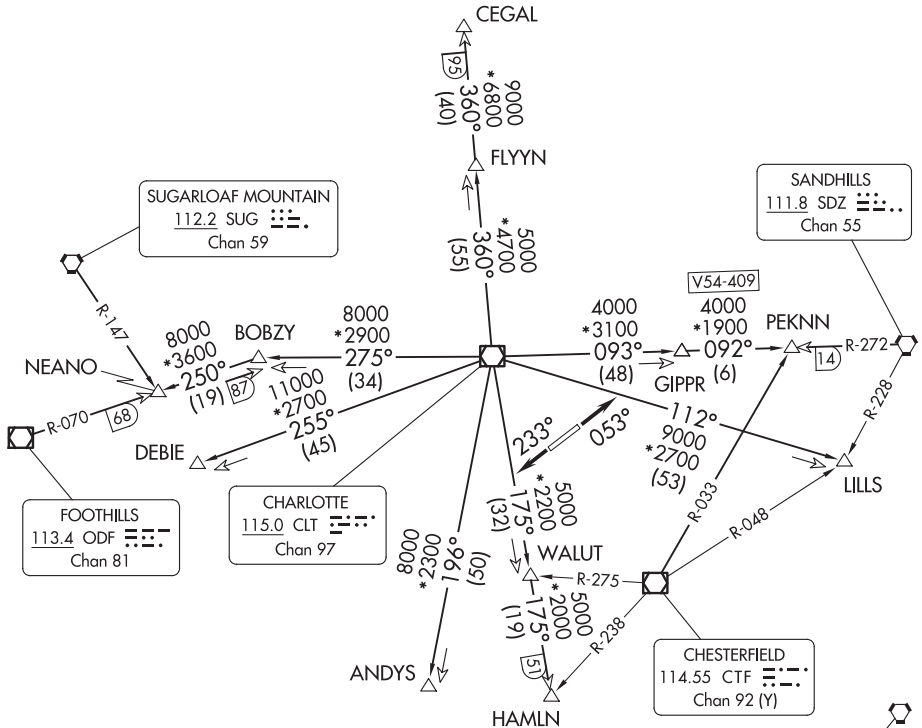
# KNIGHTS THREE DEPARTURE

CHARLOTTE DEP CON  
120.05 307.8  
ASOS  
135.775  
CLNC DEL  
132.55  
UNICOM (CTAF)  
122.7

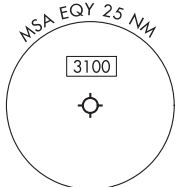
**TOP ALTITUDE:  
3000**

RADAR and DME required.

TAKEOFF MINIMUMS  
Rwys 5, 23: Standard.



NOTE: For propeller aircraft only.  
NOTE: Turboprops: Operate in a manner that will result in best forward speed and climb rate.  
NOTE: Transponder code will be issued via Charlotte clearance delivery.



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

# KNIGHTS THREE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 053°, thence. . . .

TAKEOFF RUNWAY 23: Climb on heading 233°, thence. . . .

. . . .expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid.  
Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (KNI3.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.

CEGAL TRANSITION (KNI3.CEGAL): From over CLT VOR/DME on CLT R-360 to CEGAL.

DEBIE TRANSITION (KNI3.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.

FLYYN TRANSITION (KNI3.FLYYN): From over CLT VOR/DME on CLT R-360 to FLYYN.

HAMLN TRANSITION (KNI3.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.

LILLS TRANSITION (KNI3.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.

NEANO TRANSITION (KNI3.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY,  
then on ODF R-070 to NEANO.

PEKNN TRANSITION (KNI3.PEKNN): From over CLT VOR/DME on CLT R-093 to GIPPR,  
then on SDZ R-272 to PEKNN.

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

(KRITR6.KRITR) 24081

KRITR SIX DEPARTURE (RNAV)

AL-5726 (FAA)

CHARLOTTE/MONROE EXEC (EQY)  
MONROE, NORTH CAROLINA

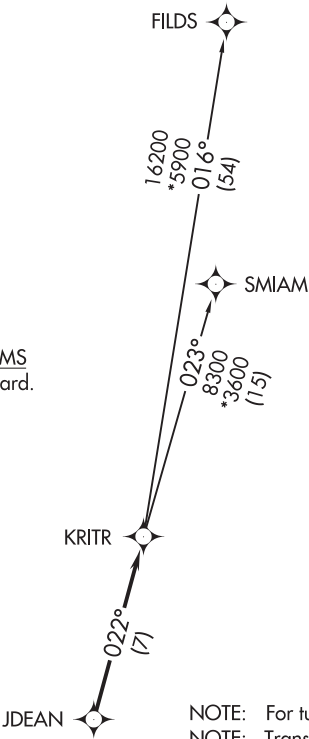
CHARLOTTE DEP CON  
120.05 307.8  
ASOS  
135.775  
CLNC DEL  
132.55  
UNICOM (CTAF)  
122.7

TOP ALTITUDE:  
3000

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.

TAKEOFF MINIMUMS  
Rwys 5, 23: Standard.



- NOTE: For turbo jets only.  
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.  
NOTE: If unable to accept climb rates, advise ATC on initial contact.  
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

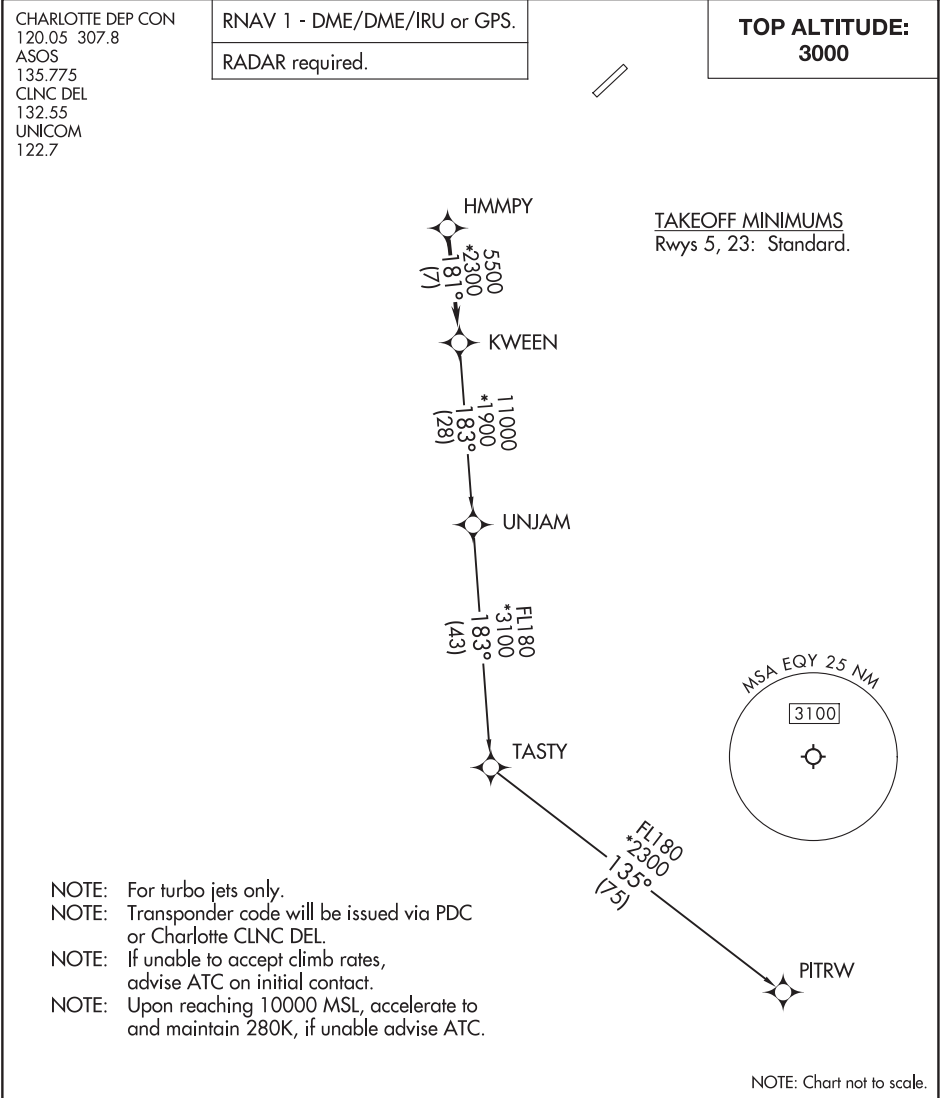
Climb on heading assigned by ATC, on RADAR vectors to JDEAN, then on track 022° to KRITR, then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

FILDS TRANSITION (KRITR6.FILDS)  
SMIAM TRANSITION (KRITR6.SMIAM)

KRITR SIX DEPARTURE (RNAV)

(KRITR6.KRITR) 21MAR24

MONROE, NORTH CAROLINA  
CHARLOTTE/MONROE EXEC (EQY)



(LILLS3.LILLS) 24081

AL-5726 (FAA)

CHARLOTTE/MONROE EXEC (EQY)  
MONROE, NORTH CAROLINA

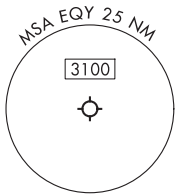
LILLS THREE DEPARTURE (RNAV)

RNAV 1 - DME/DME/IRU or GPS.	TOP ALTITUDE: 3000	CHARLOTTE DEP CON 120.05 307.8 ASOS 135.775 CLNC DEL 132.55 UNICOM (CTAF) 122.7
RADAR required.		

TAKEOFF MINIMUMS  
Rwys 5, 23: Standard.



- NOTE: For turbo jets only.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.



NOTE: Chart not to scale.

▼

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, on RADAR vectors to LAMDE, then on depicted route to LILLS. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

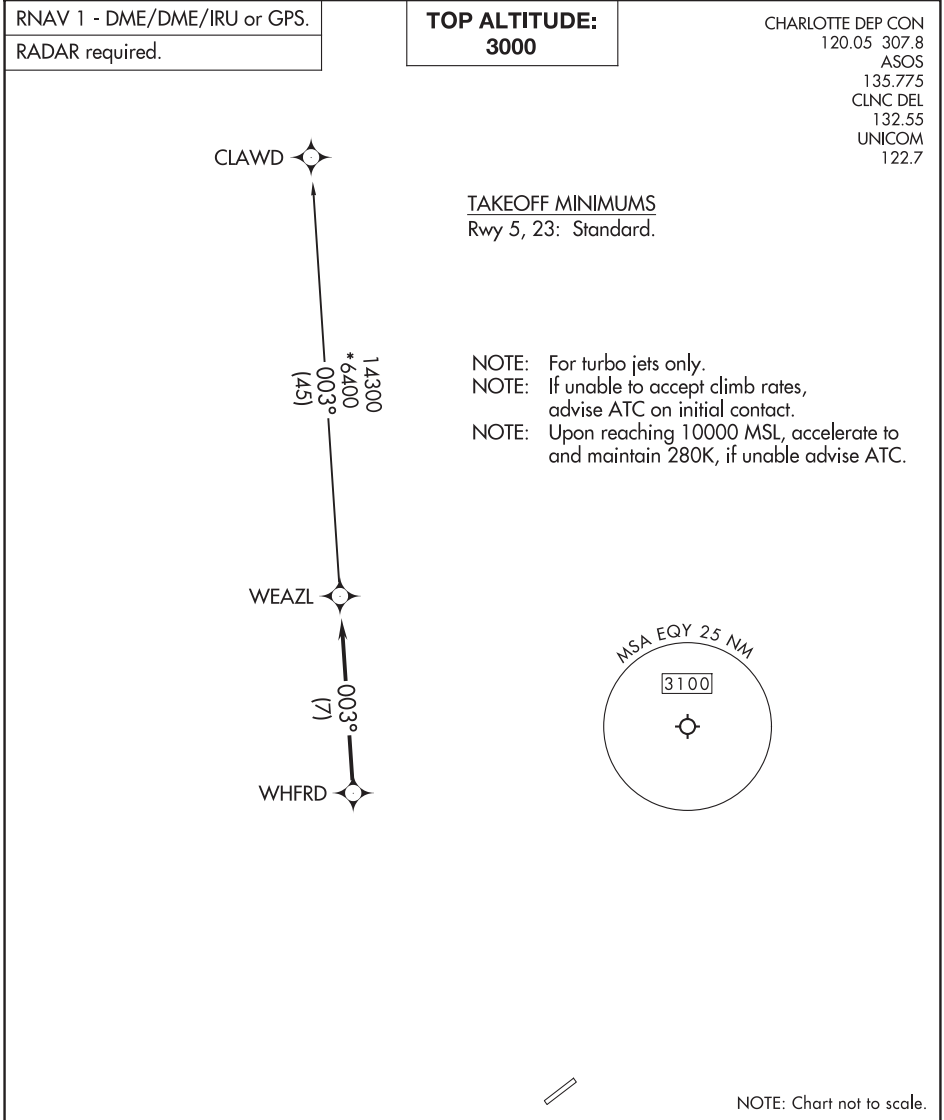
LILLS THREE DEPARTURE (RNAV)  
(LILLS3.LILLS) 21MAR24

MONROE, NORTH CAROLINA  
CHARLOTTE/MONROE EXEC (EQY)

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025





MOORESVILLE, NORTH CAROLINA

AL-10308 (FAA)

22307

APP CRS	Rwy Idg	<b>2962</b>
<b>144°</b>	TDZE	<b>839</b>
	Apt Elev	<b>839</b>

# RNAV (GPS) RWY 14

LAKE NORMAN AIRPARK (14A)

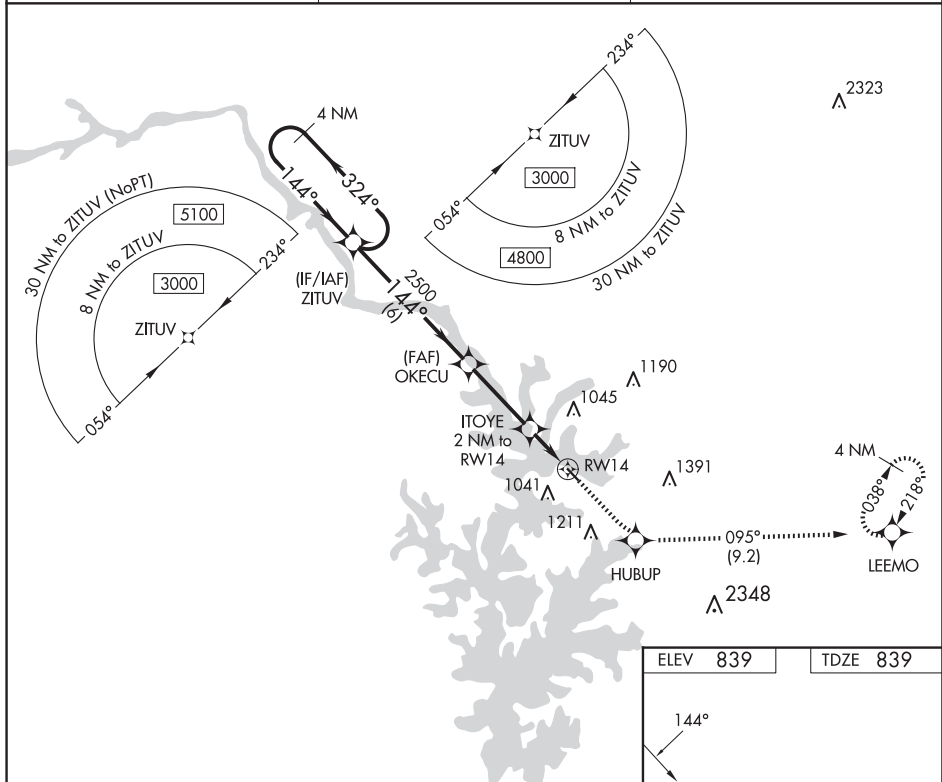
**NA** Procedure NA at night. DME/DME RNP-0.3 NA. Use Statesville altimeter setting; when not received, use Charlotte altimeter setting and increase all MDA 40 feet. Rwy 14, 32 helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:** Climb to 4000 direct HUBUP and on track 095° to LEEMO and hold, continue climb-in-hold to 4000.

SVH AWOS-3  
**119.225**

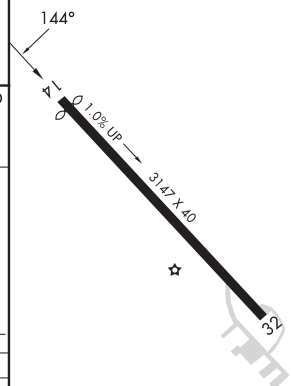
CHARLOTTE APP CON  
**134.75 257.2**

UNICOM  
**122.8 (CTAF) 0**



Visual Segment - Obstacles.			
4 NM Holding Pattern			
ZITUV			
OKECU			
ITOYE 2 NM to RWY 14			
RWY 14			
6 NM			
3.2 NM			
2 NM			
CATEGORY	A	B	C
LNAV MDA	1360-1	521 (600-1)	NA
CIRCLING	1440-1 601 (700-1)	1500-1 661 (700-1)	NA

ELEV 839 TDZE 839



MIRL Rwy 14-32 0

MOORESVILLE, NORTH CAROLINA

Amdt 1B 04NOV21

35°37'N-80°54'W

LAKE NORMAN AIRPARK (14A)

# RNAV (GPS) RWY 14

WAAS CH <b>69322</b> <b>W03A</b>	APP CRS <b>031°</b>	Rwy Idg TDZE <b>1248</b> Apt Elev <b>1270</b>
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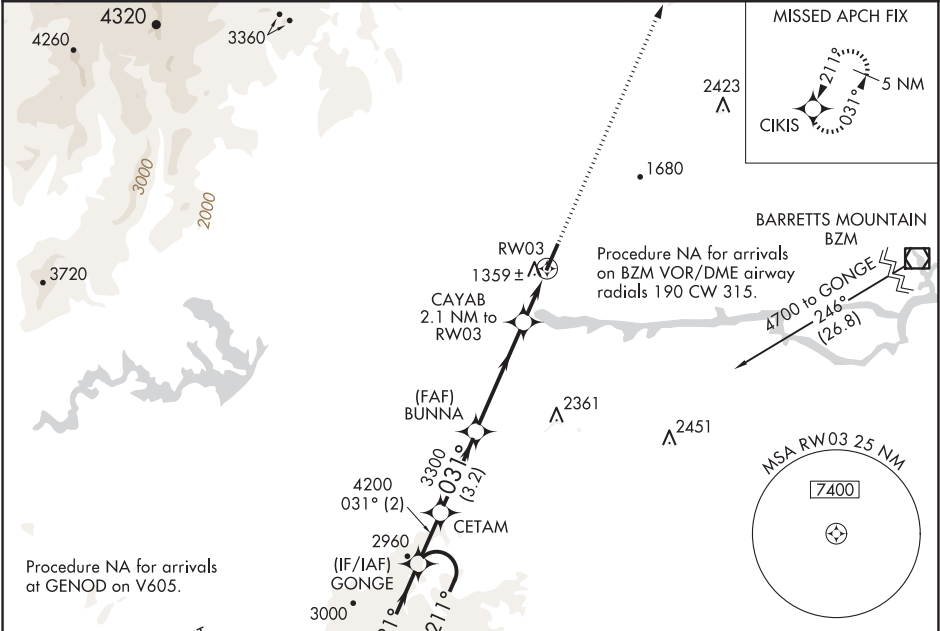
RNAV (GPS) RWY 3

FOOTHILLS RGNL (MRN)

Baro-VNAV NA when using Hickory altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 36°C (96°F). DME/DME RNP-0.3 NA. VDP NA with Hickory altimeter setting. When local altimeter not received use Hickory altimeter: increase LPV DA to 1540 feet, LNAV/VNAV DA to 1600 feet, and visibility LNAV/VNAV all Cats ¼ SM; increase all MDA 60 feet and visibility LNAV Cats C and D ¼ SM and Circling Cat D ¼ SM.

MISSED APPROACH:  
Climb to 4800 direct  
CIKIS and hold.

AWOS-3P <b>124.175</b>	ATLANTA CENTER <b>125.15 263.0</b>	UNICOM <b>122.7 (CTAF) 0</b>
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ELEV 1270    TDZE 1248

MIRL Rwy 3-21 0  
REIL Rwy 3 and 21 0

5 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 66).

GONGE    CETAM    BUNNA    CAYAB 2.1 NM to RW03    \*1 NM to RW03    RW03

GP 3.00° TCH 45

\*1940

\*LNAV only

CIKIS

3500 X 75

0.7% UP

031°

CATEGORY	A	B	C	D
LPV DA		1498-1	250 (300-1)	
LNAV/VNAV DA		1558-1½	310 (300-1½)	
LNAV MDA		1620-1	372 (400-1)	
CIRCLING	1720-1 450 (500-1)	1760-1 490 (500-1)	1800-1½ 530 (600-1½)	2140-2¾ 870 (900-2¾)

RNAV (GPS) RWY 21  
FOOTHILLS RGNL (MRN)

**MISSED APPROACH:** Climb to 2000 then climbing right turn to 4400 direct CIKIS and hold.

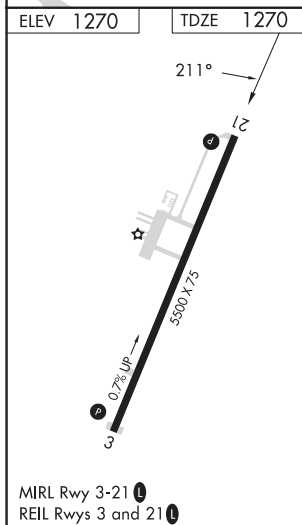
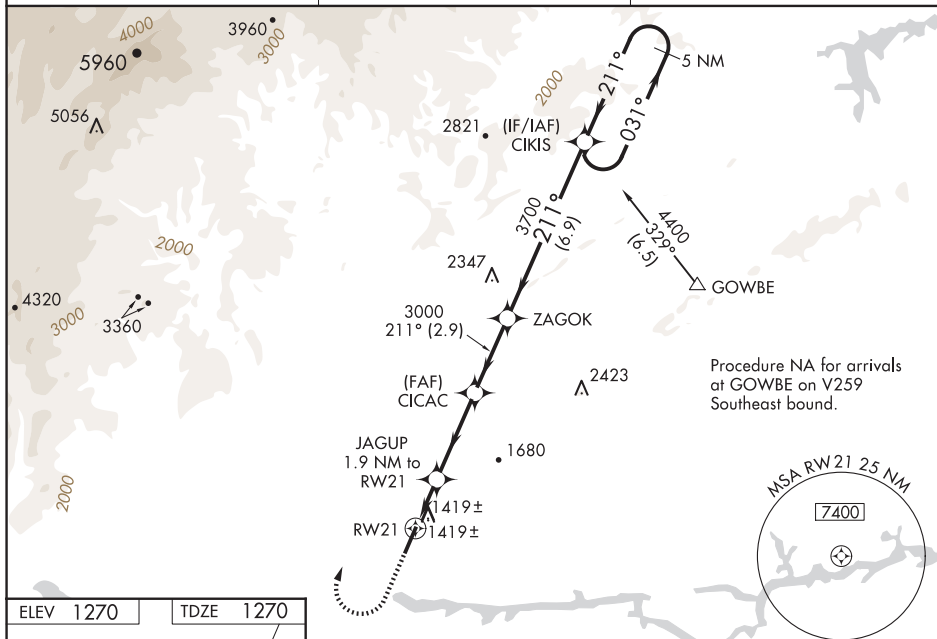
UNICOM  
122.7 (CTAF) **L**

Diagram illustrating the VOR/DME station layout for VOR 120.0 and DME 12.0. The diagram shows the VOR station (VOR 120.0) and the DME station (DME 12.0) separated by 1.9 NM. A holding pattern is shown for the 031° radial, with a 211° turn. The diagram also shows the 031° radial and the 211° turn. The diagram includes a table of frequencies and a table of distances.

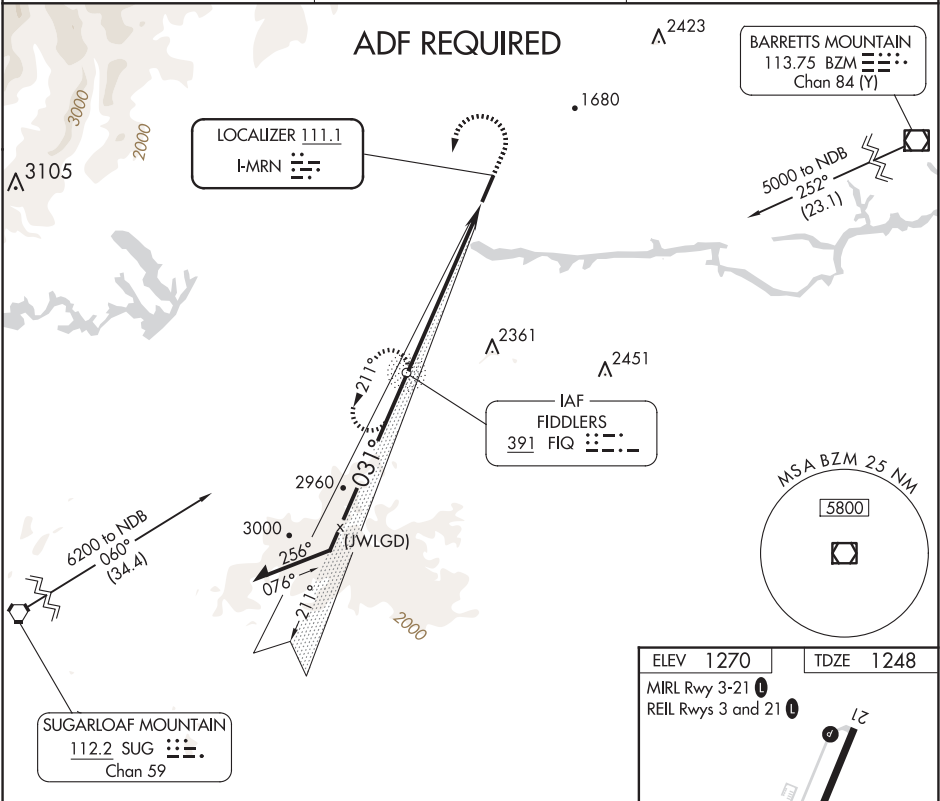
CATEGORY	A	B	C	D
LPV DA	1520-3/4	250 (300-3/4)		
RNAV/ VNAV DA	1600-1 1/8	330 (400-1 1/8)		
RNAV MDA	1680-1	410 (500-1)	1680-1 1/8	410 (500-1 1/8)
CIRCLING	1720-1 450 (500-1)	1760-1 490 (500-1)	1800-1 1/2 530 (600-1 1/2)	2140-2 3/4 870 (900-2 3/4)

FOOTHILLS RGNL (MRN)  
RNAV (GPS) RWY 21

LOC I-MRN <b>111.1</b>	APP CRS <b>031°</b>	Rwy Idg TDZE <b>1248</b> Apt Elev <b>1270</b>	LOC RWY 3 FOOTHILLS RGNL (MRN)
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<div><div></div><div></div></div> <div>ADF required. When local alimeter setting not received, use Hickory alimeter setting: increase all MDA 60 feet and visibility S-3 Cat C ¼ SM.</div>	MISSED APPROACH: Climb to 3200 then climbing left turn to 5000 direct FIQ NDB and hold.
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AWOS-3P <b>124.175</b>	ATLANTA CENTER <b>125.15 263.0</b>	UNICOM <b>122.7 (CTAF) 0</b>
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MOUNT AIRY, NORTH CAROLINA

AL-6492 (FAA)

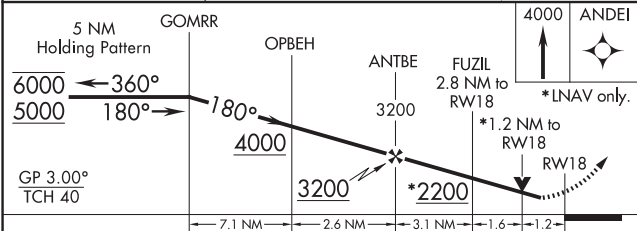
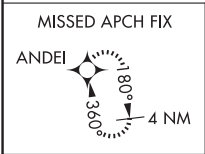
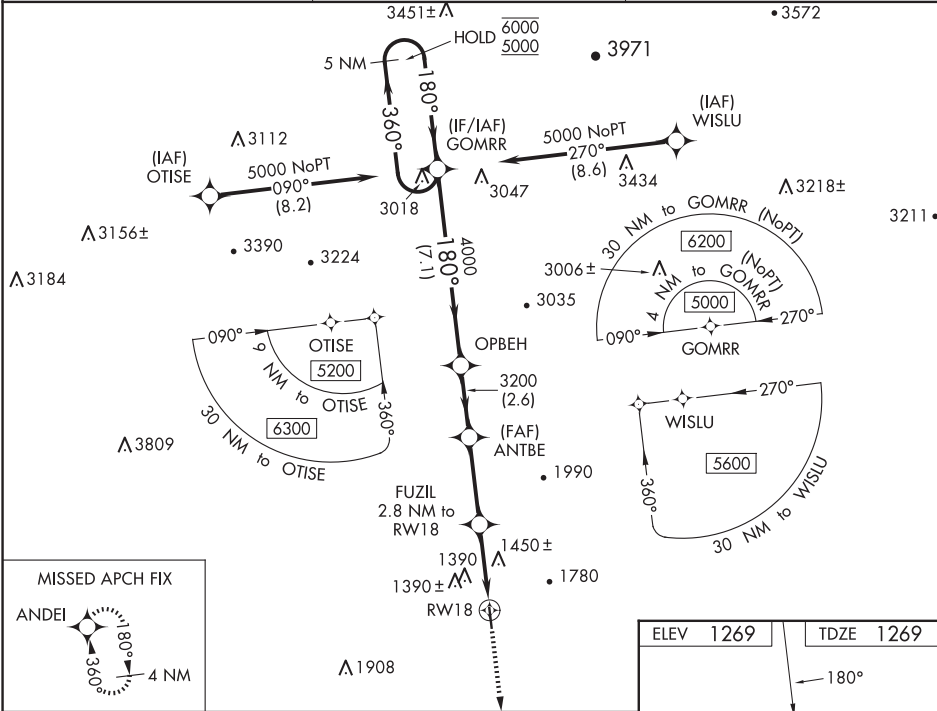
23222

WAAS CH <b>58317</b> <b>W18A</b>	APP CRS <b>180°</b>	Rwy Idg TDZE <b>1269</b> Apt Elev <b>1269</b>
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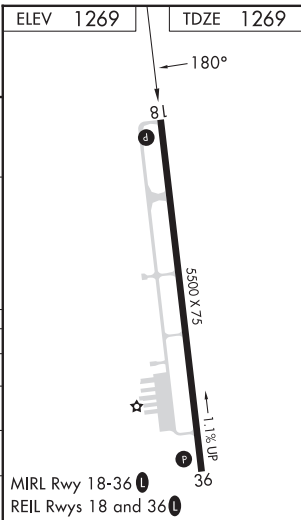
RNAV (GPS) RWY 18  
MOUNT AIRY/SURRY COUNTY (MWK)

RNP APCH.	MISSED APPROACH: Climb to 4000 direct ANDEI and hold.
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AWOS-3 <b>121.125</b>	GREENSBORO APP CON <b>124.35 269.225</b>	UNICOM <b>123.0 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA		1522-1	253 (300-1)	
LNAV/VNAV DA		1742-1 3/8	473 (500-1 3/8)	
LNAV MDA	1700-1	431 (500-1)	1700-1 1/4	431 (500-1 1/4)
CIRCLING	1940-1 671 (700-1)	2040-1 771 (800-1)	2180-2 3/4 911 (1000-2 3/4)	2340-3 1071 (1100-3)



MOUNT AIRY, NORTH CAROLINA  
Amdt 1A 05NOV20

36°28'N-80°33'W

MOUNT AIRY/SURRY COUNTY (MWK)  
RNAV (GPS) RWY 18

SE-2, 12 JUN 2025 to 07 AUG 2025

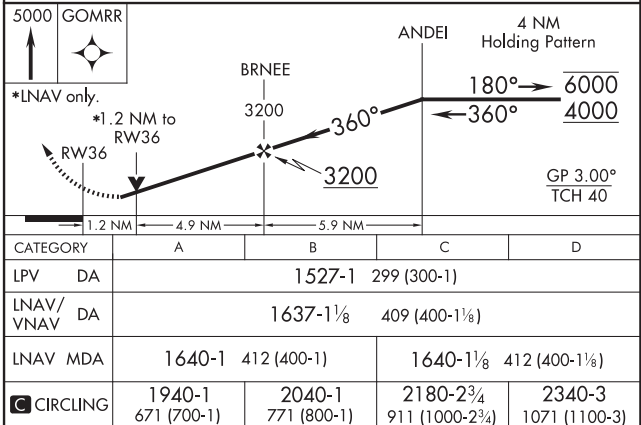
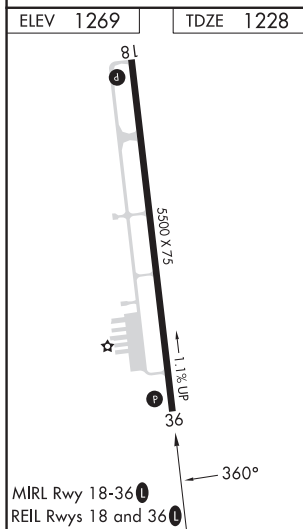
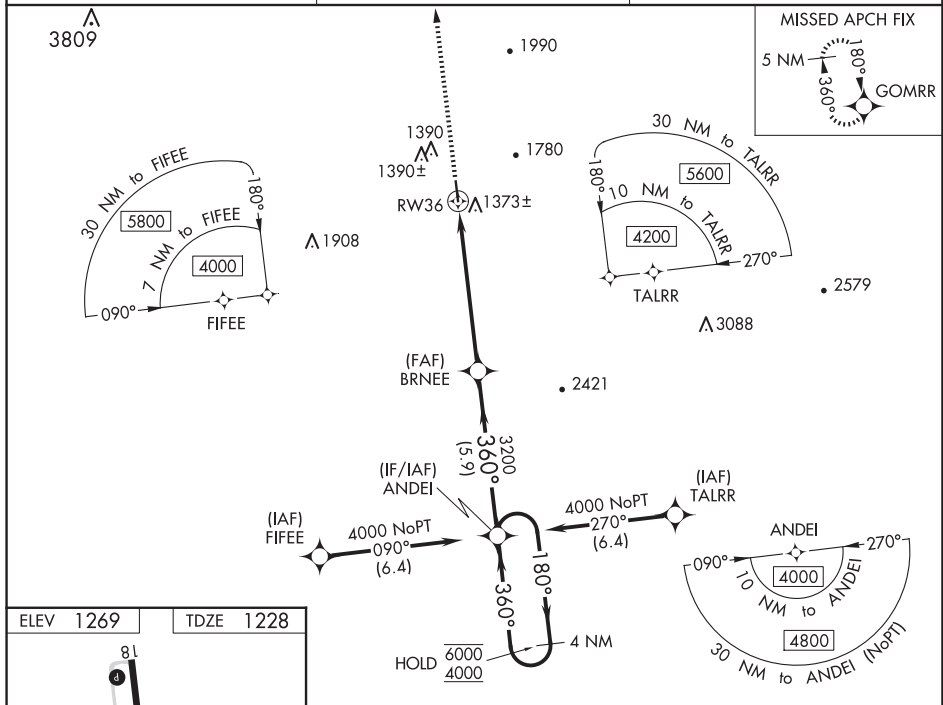
SE-2, 12 JUN 2025 to 07 AUG 2025

23222

RNAV (GPS) RWY 36  
MOUNT AIRY/SURRY COUNTY (MWK)

**MISSED APPROACH:** Climb to 5000 direct GOMRR and hold.

AWOS-3 <b>121.125</b>	GREENSBORO APP CON <b>124.35 269.225</b>	UNICOM <b>123.0 (CTAF) 0</b>
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36°28'N-80°33'W  
475

MOUNT AIRY/SURRY COUNTY (MWK)  
RNAV (GPS) RWY 36

SE-2, 12 JUN 2025 to 07 AUG 2025

MOUNT OLIVE, NORTH CAROLINA

AL-6393 (FAA)

23222

WAAS CH <b>69431</b> <b>W05A</b>	APP CRS <b>049°</b>	Rwy Idg <b>5254</b> TDZE <b>166</b> Apt Elev <b>166</b>
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**RNAV (GPS) RWY 5**  
MOUNT OLIVE MUNI (W40)

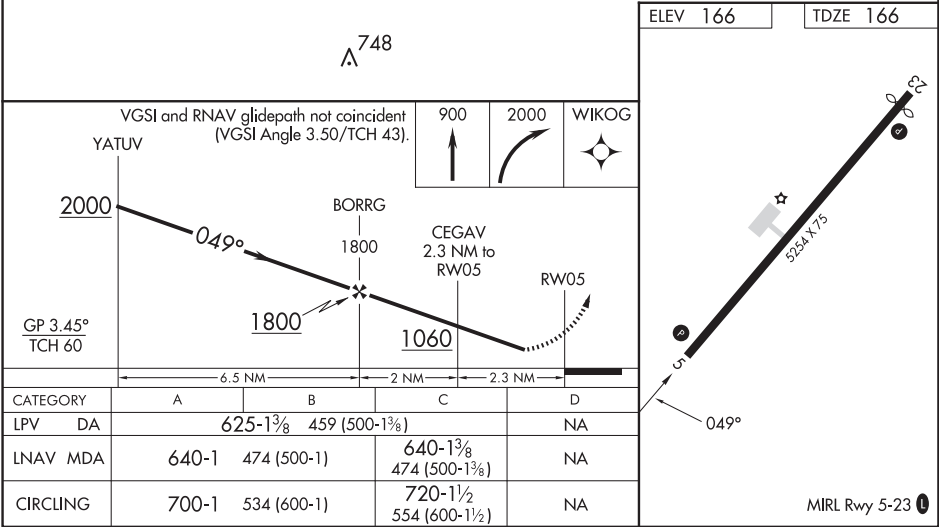
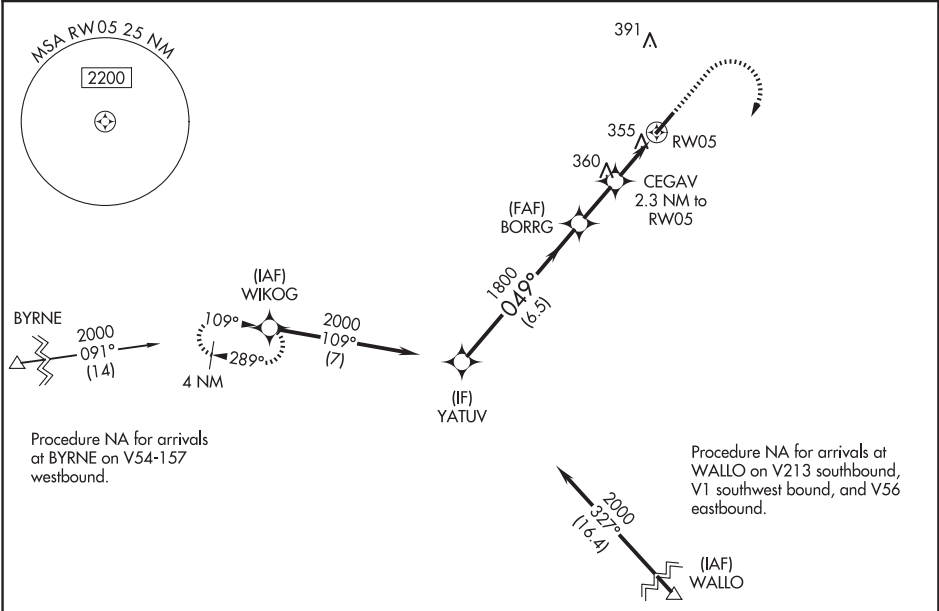
RNP APCH - GPS.



Rwy 5 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Goldsboro altimeter setting.

MISSED APPROACH: Climb to 900 then climbing right turn to 2000 direct WIKOG and hold.

AWOS-3P <b>120.075</b>	SEYMOUR JOHNSON APP CON* <b>119.7 273.6</b>	UNICOM <b>122.8 (CTAF) 0</b>
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MOUNT OLIVE, NORTH CAROLINA  
Orig-E 10AUG23

35°13'N-78°02'W

**RNAV (GPS) RWY 5**  
MOUNT OLIVE MUNI (W40)

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

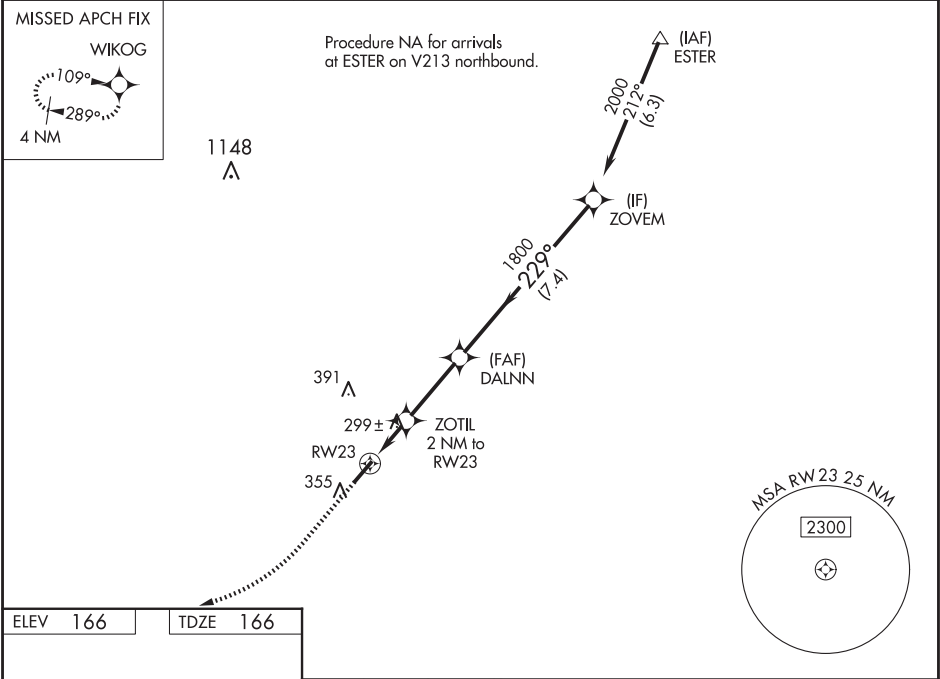


WAAS CH <b>90331</b> <b>W23A</b>	APP CRS <b>229°</b>	Rwy Idg TDZE <b>166</b> Apt Elev <b>166</b>	<b>5000</b> <b>166</b> <b>166</b>
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RNAV (GPS) RWY 23

MOUNT OLIVE MUNI (W40)

RNP APCH - GPS.		MISSED APPROACH: Climb to 700 then climbing right turn to 2000 direct WIKOG and hold.
AWOS-3P <b>120.075</b>	SEYMOUR JOHNSON APP CON* <b>119.7 273.6</b>	UNICOM <b>122.8 (CTAF) 0</b>



SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

MOUNT PLEASANT, SOUTH CAROLINA

AL-6957 (FAA)

25163

WAAS CH <b>62817</b> <b>W17A</b>	APP CRS <b>174°</b>	Rwy Ldg <b>3700</b> TDZE <b>12</b> Apt Elev <b>12</b>
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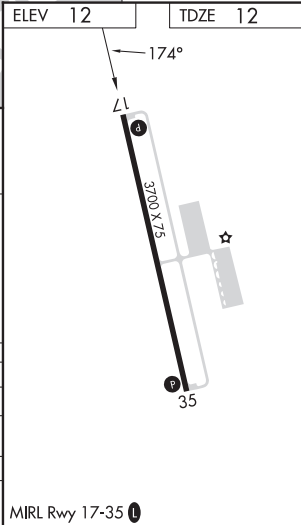
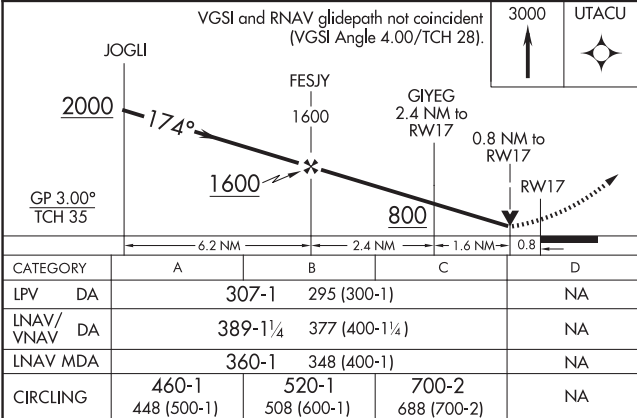
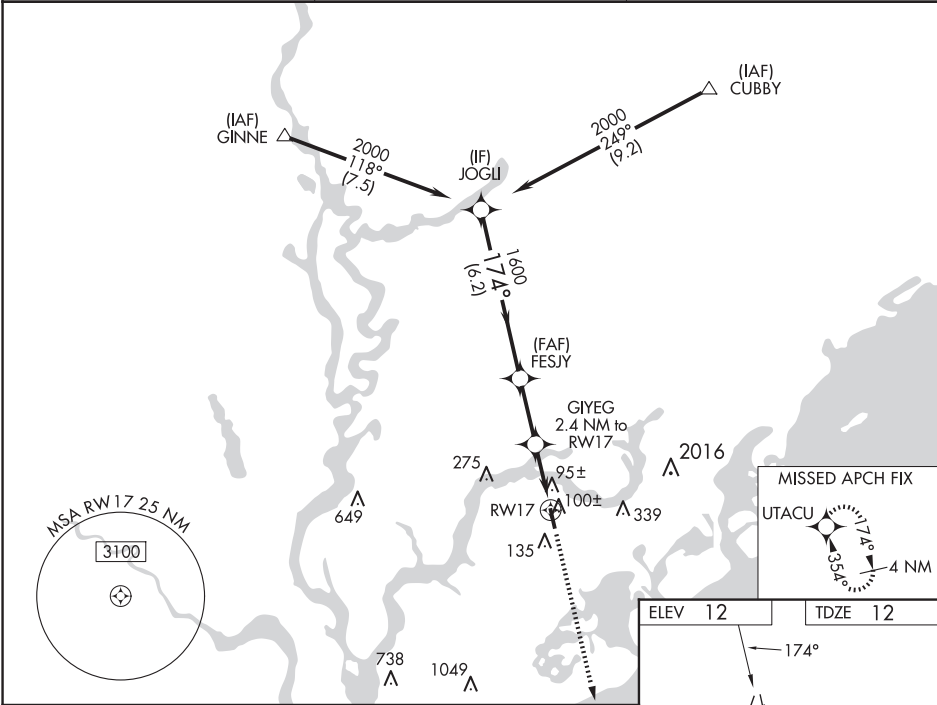
**RNAV (GPS) RWY 17**  
MT PLEASANT RGNL-FAISON FLD (L.R.O)

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 17 helicopter visibility reduction below ¾ SM NA.

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

AWOS-3 <b>118.625</b>	CHARLESTON APP CON <b>121.275 379.925</b>	UNICOM <b>122.7 (CTAF) 0</b>
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SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

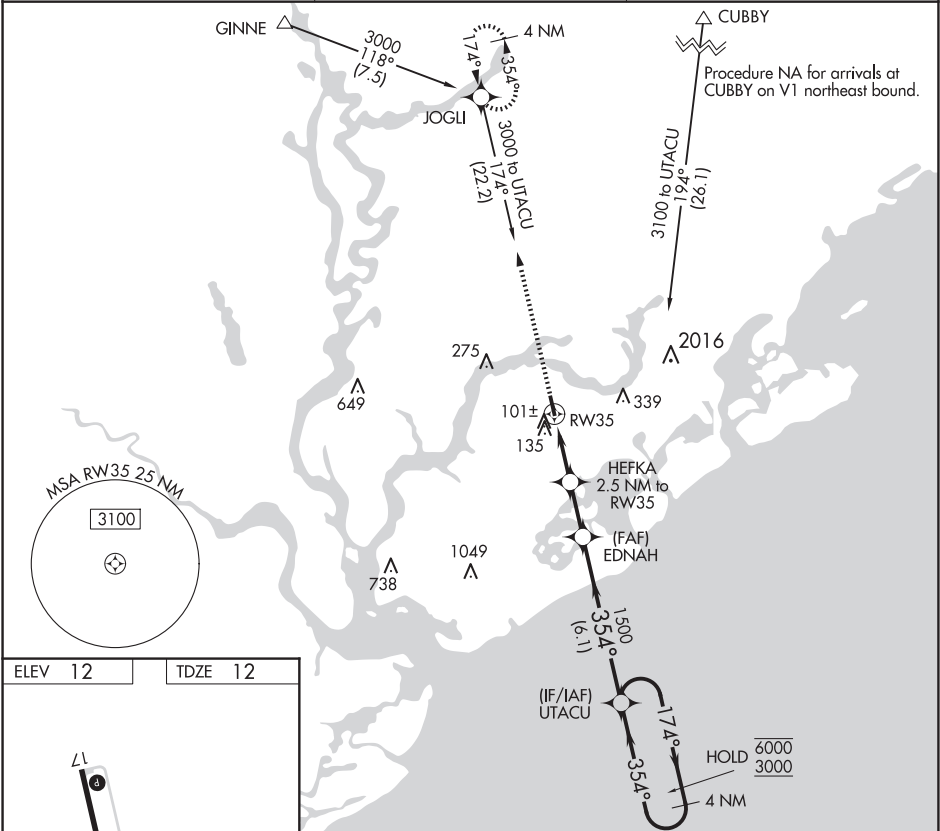
APP CRS	Rwy Ldg	3700
354°	TDZE	12
	Apt Elev	12

RNAV (GPS) RWY 35

MT PLEASANT RGNL-FAISON FLD (L.R.O)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct JOGLI and hold, continue climb-in-hold to 3000.
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AWOS-3 118.625	CHARLESTON APP CON 121.275 379.925	UNICOM 122.7 (CTAF) 0
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MIRL Rwy 17-35

3000	JOGLI	VGSi and descent angles not coincident (VGSi Angle 4.00/TCH 27).		4 NM
		HEFKA 2.5 NM to RW35	EDNAH	UTACU Holding Pattern
0.9 NM to RW35		3.04° TCH 35	354°	174° → 6000 ← 354° 3000
		840	1500	
0.9 NM	1.7 NM	2 NM	6.1 NM	
CATEGORY	A	B	C	D
LNAV MDA	400-1	388 (400-1)	400-1½ 388 (400-1½)	NA
CIRCLING	460-1 448 (500-1)	520-1 508 (600-1)	700-2 688 (700-2)	NA

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MOUNT PLEASANT, SOUTH CAROLINA

AL-6957 (FAA)

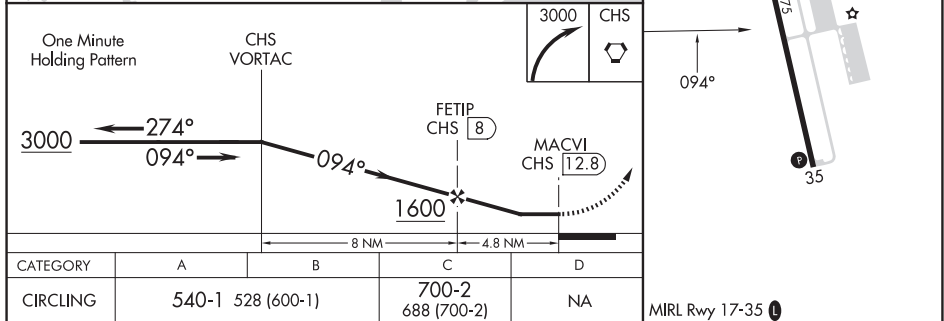
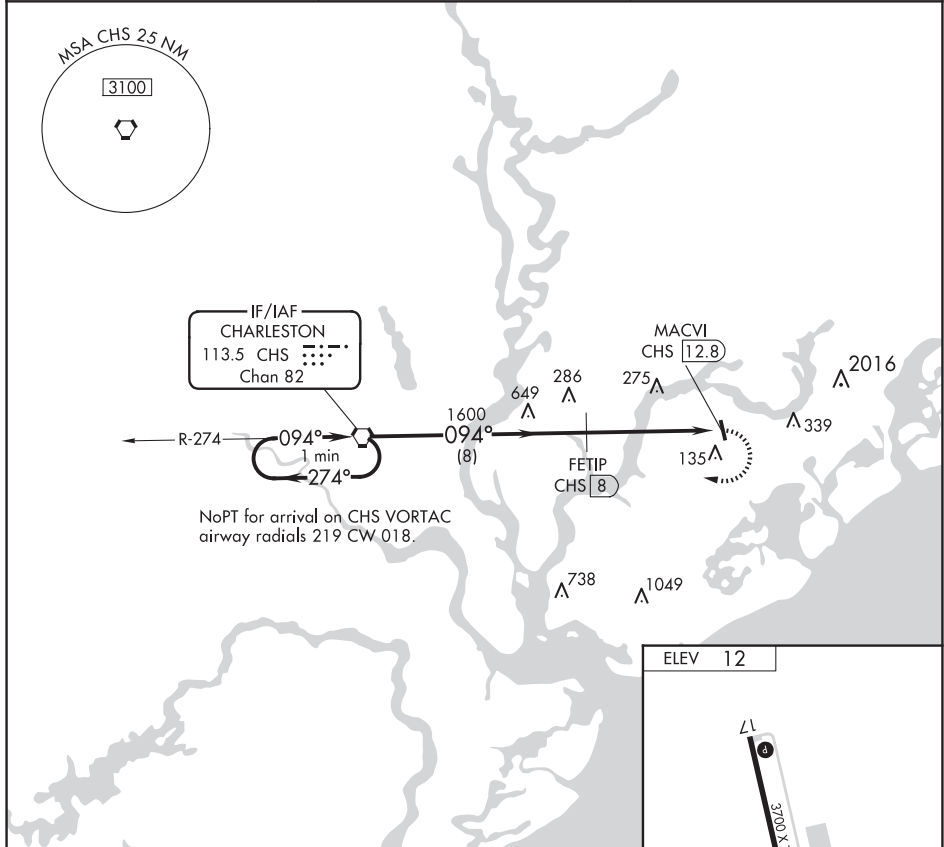
25163

VORTAC	CHS	APP CRS	Rwy Ldg TDZE	N/A
113.5		094°		N/A
Chan 82			Apt Elev	12

VOR/DME-A  
MT PLEASANT RGNL-FAISON FLD (L.R.O)

<div><div>▽</div><div>▲</div></div>	MISSED APPROACH: Climbing right turn to 3000 direct CHS VORTAC and hold.
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AWOS-3 118.625	CHARLESTON APP CON 121.275 379.925	UNICOM 122.7 (CTAF) 0
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MOUNT PLEASANT, SOUTH CAROLINA

Amdt 1D 26DEC24

MT PLEASANT RGNL-FAISON FLD (L.R.O)


32°54'N-79°47'W

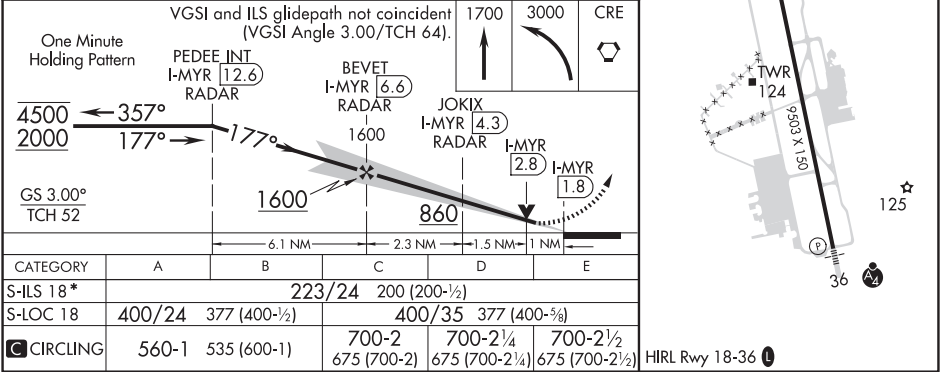
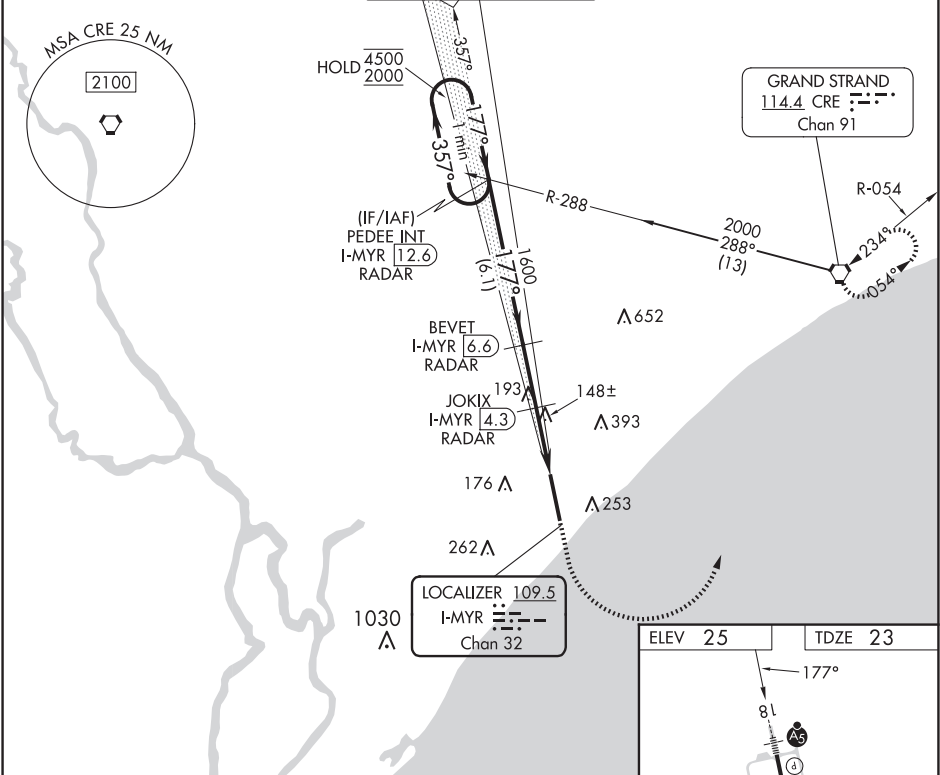
VOR/DME-A

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-MYR <b>109.5</b> Chan <b>32</b>	APP CRS <b>177°</b>	Rwy Idg <b>9503</b> TDZE <b>23</b> Apt Elev <b>25</b>	ILS or LOC RWY 18 MYRTLE BEACH INTL (MYR)
---	------------------------	---	--

DME required.		<div>MALSR</div> <div></div>	MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct CRE VORTAC and hold.		
<div><div>▼</div><div>For inop ALS, increase S-ILS 18 Cat E visibility to RVR 4000 and S-LOC 18 Cats C/D/E visibility to RVR 5500.</div></div> <div><div>▲</div><div>*RVR 1800 authorized with use of FD or AP or HUD to DA.</div></div>					
ATIS <b>123.925</b>	MYRTLE BEACH APP CON ★ (171° - 321°) <b>127.4 257.95</b> (322° - 170°) <b>119.2 350.3</b>	MYRTLE BEACH TOWER ★ <b>128.45</b> (CTAF) <b>0 259.3</b>	GND CON <b>120.3 275.8</b>	CLNC DEL <b>120.3</b>	UNICOM <b>122.95</b>



ILS or LOC RWY 36  
MYRTLE BEACH INTL (MYR)

**MISSED APPROACH:** Climb to 3000 on heading 357° expect RADAR vectors to KOOKE INT/FAY 62.9 DME and hold.

LOCALIZER 111.9  
I-BSQ  $\ddot{\vdots} \vdots \vdots$

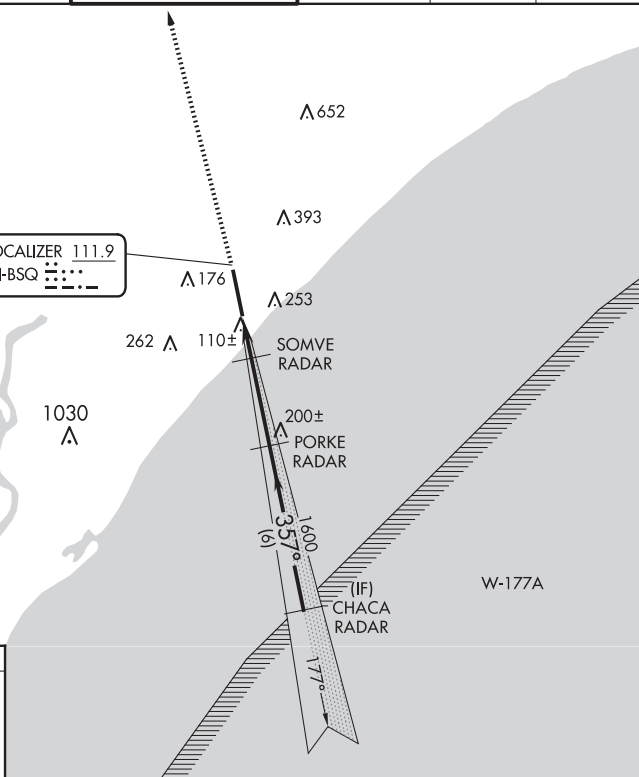
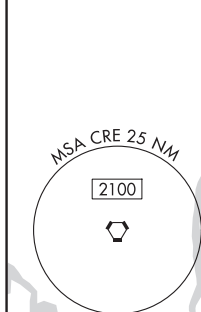


Diagram of HIRL Rwy 18-36 showing a 9503 x 150 ft runway, TWR 124, and various navigation aids (A5, A4, 125, 81, 36). A table below provides FAF to MAP 4.8 NM performance data.

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

3000 ↑	hdg 357°	KOOKE △	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).				
CATEGORY	A	B	C	D	E		
S-ILS 36	225/40		200 (200-¾)				
S-LOC 36	360/40		335 (400-¾)				
<b>C</b> CIRCLING	560-1	535 (600-1)	700-2 675 (700-2)	700-2¼ 675 (700-2¼)	700-2½ 675 (700-2½)		

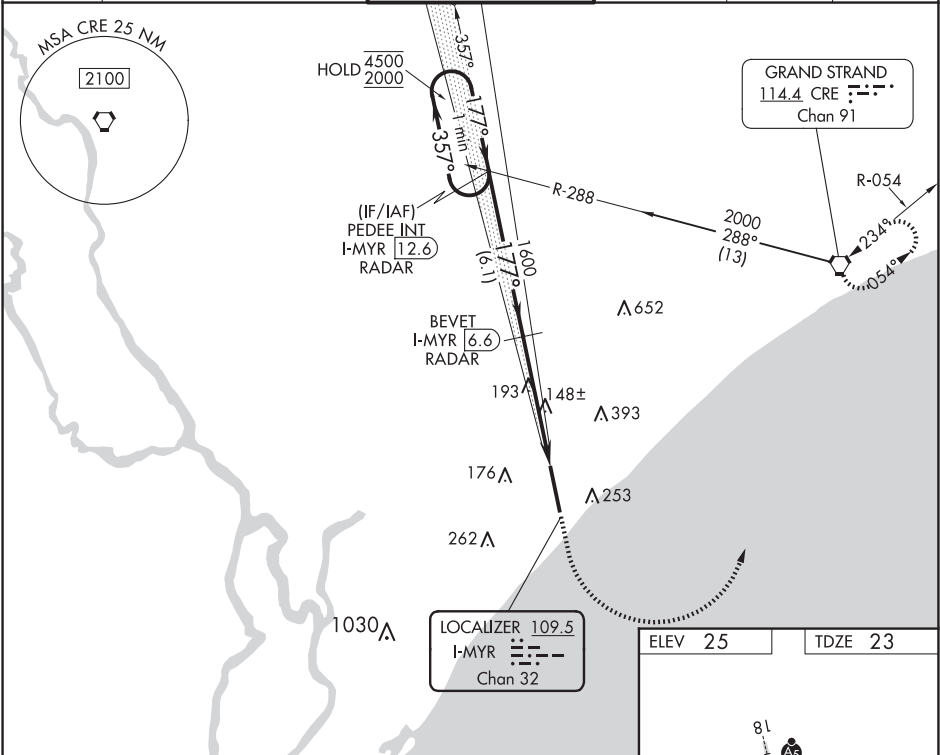
MYRTLE BEACH INTL (MYR)

ILS or LOC RWY 36

SE-2, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-MYR <b>109.5</b> Chan <b>32</b>	APP CRS <b>177°</b>	Rwy Idg TDZE <b>23</b> Apt Elev <b>25</b>	<div>9503</div> <div><b>ILS RWY 18</b> (SA CAT I &amp; II)</div> <div>MYRTLE BEACH INTL (MYR)</div>
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DME required.		MALSR	MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct CRE VORTAC and hold.		
SA CAT I/II: Requires specific OPSPEC, MSPEC, or LOA approval.					
ATIS <b>123.925</b>	MYRTLE BEACH APP CON ★ (171° - 321°) <b>127.4 257.95</b> (322° - 170°) <b>119.2 350.3</b>	MYRTLE BEACH TOWER ★ <b>128.45</b> (CTAF) <b>0 259.3</b>	GND CON <b>120.3 275.8</b>	CLNC DEL <b>120.3</b>	UNICOM <b>122.95</b>



One Minute Holding Pattern

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 64).

PEDEE INT I-MYR 12.6 RADAR

BEVET I-MYR 6.6 RADAR

4500 ← 357°

2000 → 177°

GS 3.00° TCH 52

1600

6.1 NM

4.8 NM

934'

1700

3000

CRE

CATEGORY	A	B	C	D
S-ILS 18	SA CAT I RA 156/14	150 DA 173		
S-ILS 18	SA CAT II RA 101/12	100 DA 123		

SA CATEGORY I & II SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL Rwy 18-36

MYRTLE BEACH, SOUTH CAROLINA

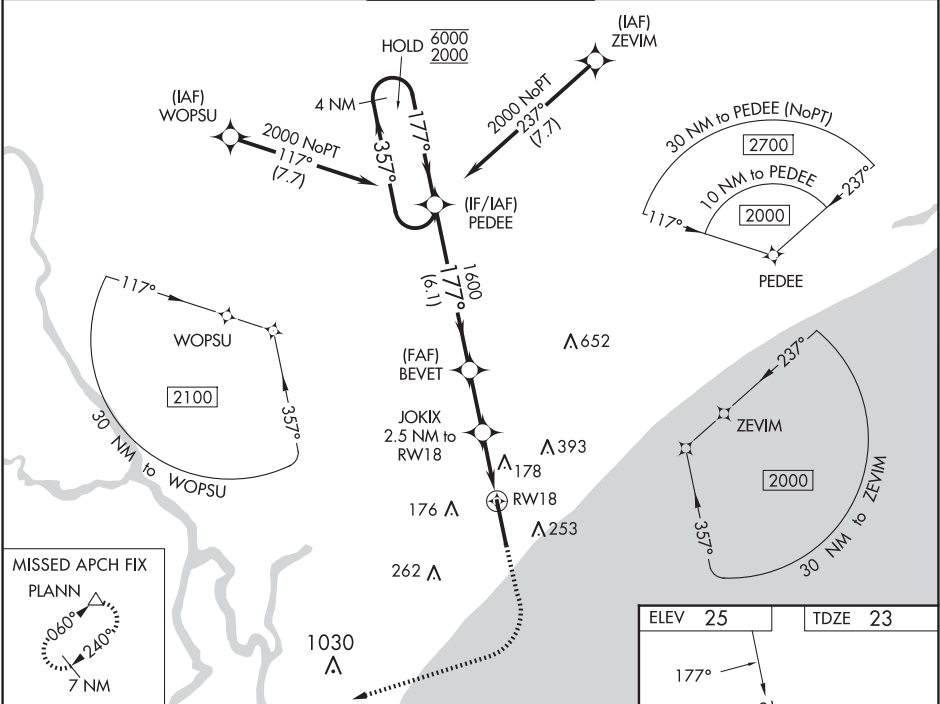
AL-280 (FAA)

24081

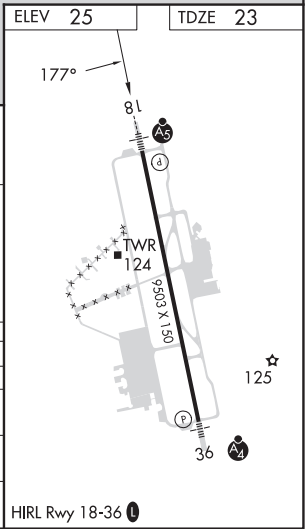
WAAS CH <b>93819</b> <b>W18A</b>	APP CRS <b>177°</b>	Rwy Idg <b>9503</b> TDZE <b>23</b> Apt Elev <b>25</b>
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**RNAV (GPS) RWY 18**  
MYRTLE BEACH INTL (MYR)

RNP APCH - GPS. ⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, increase LNAV/VNAV Cat E visibility to 1½ mile and increase LNAV Cats C, D and E visibility to RVR 6000. *RVR 1800 authorized with use of FD or AP or HUD to DA.			MALSR ⚠	MISSED APPROACH: Climb to 500 then climbing right turn to 3000 direct PLANIN and hold, continue climb-in-hold to 3000.	
ATIS <b>123.925</b>	MYRTLE BEACH APP CON ★ (171° - 321°) <b>127.4 257.95</b> (322° - 170°) <b>119.2 350.3</b>	MYRTLE BEACH TOWER ★ <b>128.45</b> (CTAF) <b>0 259.3</b>	GND CON <b>120.3 275.8</b>	CLNC DEL <b>120.3</b>	UNICOM <b>122.95</b>



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 64).					
4 NM Holding Pattern		PEDEE	BEVET	JOKIX	RW18
6000 ← 357°		2000 → 177°	1600	860	
GP 3.00° TCH 52					
		6.1 NM	2.3 NM	1.3 NM	1.2 NM
CATEGORY	A	B	C	D	E
LPV DA*	223/24		200 (200-½)		
LNAV/VNAV DA	465/50		442 (500-1)		
LNAV MDA	440/24	417 (500-½)	440/40	417 (500-¾)	
CIRCLING	560-1	535 (600-1)	700-2 675 (700-2)	700-2¼ 675 (700-2¼)	700-2½ 675 (700-2½)



MYRTLE BEACH, SOUTH CAROLINA  
Amdt 4C 21MAR24

33°41'N-78°56'W

MYRTLE BEACH INTL (MYR)  
**RNAV (GPS) RWY 18**

SE-2, 12 JUN 2025 to 07 AUG 2025




SE-2, 12 JUN 2025 to 07 AUG 2025

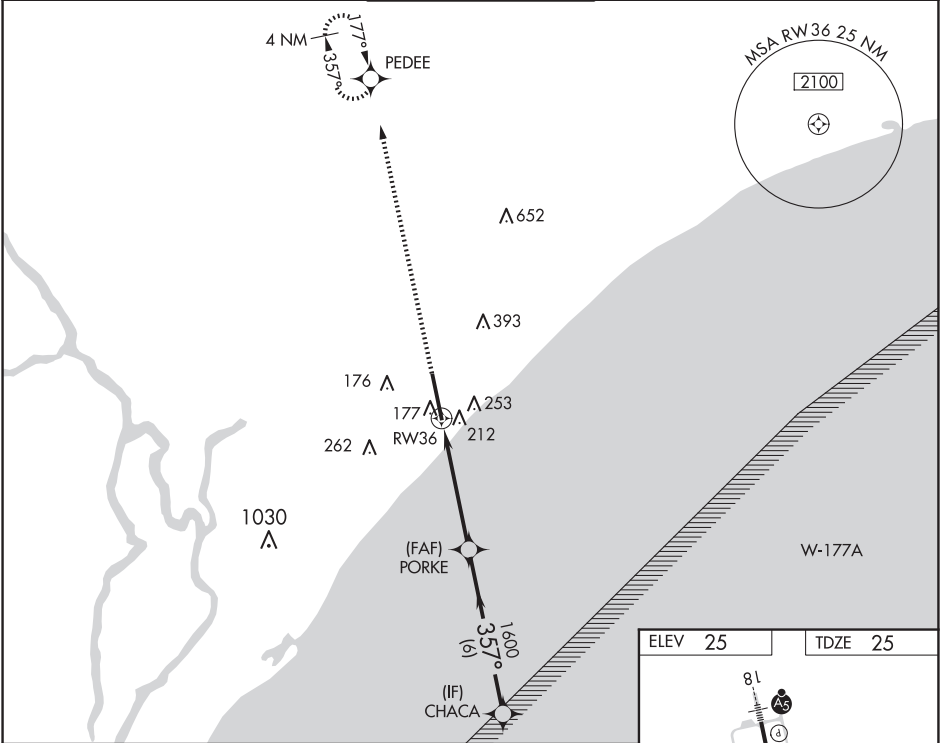


WAAS CH <b>93719</b> <b>W36A</b>	APP CRS <b>357°</b>	Rwy Idg <b>9503</b> TDZE <b>25</b> Apt Elev <b>25</b>
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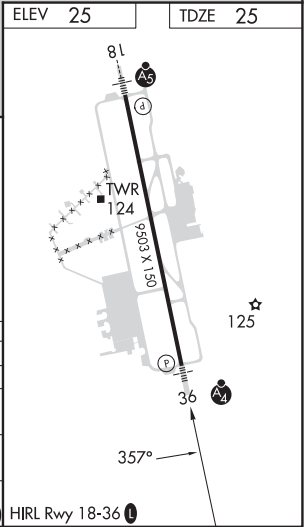
RNAV (GPS) RWY 36

MYRTLE BEACH INTL (MYR)

RNP APCH - GPS.			MALSF 	MISSED APPROACH: Climb to 2000 direct PEDEE and hold.	
 	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Inop table does not apply to LPV. For inop ALS, increase LNAV Cats C, D, and E visibility to 1% SM.				
ATIS <b>123.925</b>	MYRTLE BEACH APP CON ★ (171° - 321°) <b>127.4 257.95</b> (322° - 170°) <b>119.2 350.3</b>	MYRTLE BEACH TOWER ★ <b>128.45</b> (CTAF) <b>259.3</b>	GND CON <b>120.3 275.8</b>	CLNC DEL <b>120.3</b>	UNICOM <b>122.95</b>



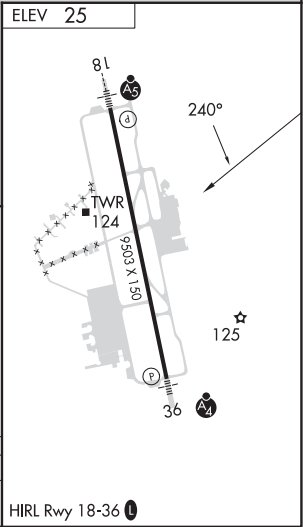
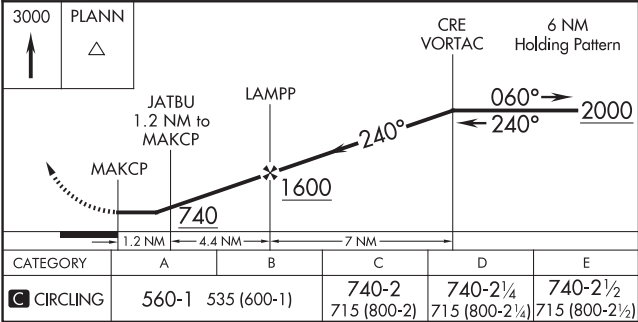
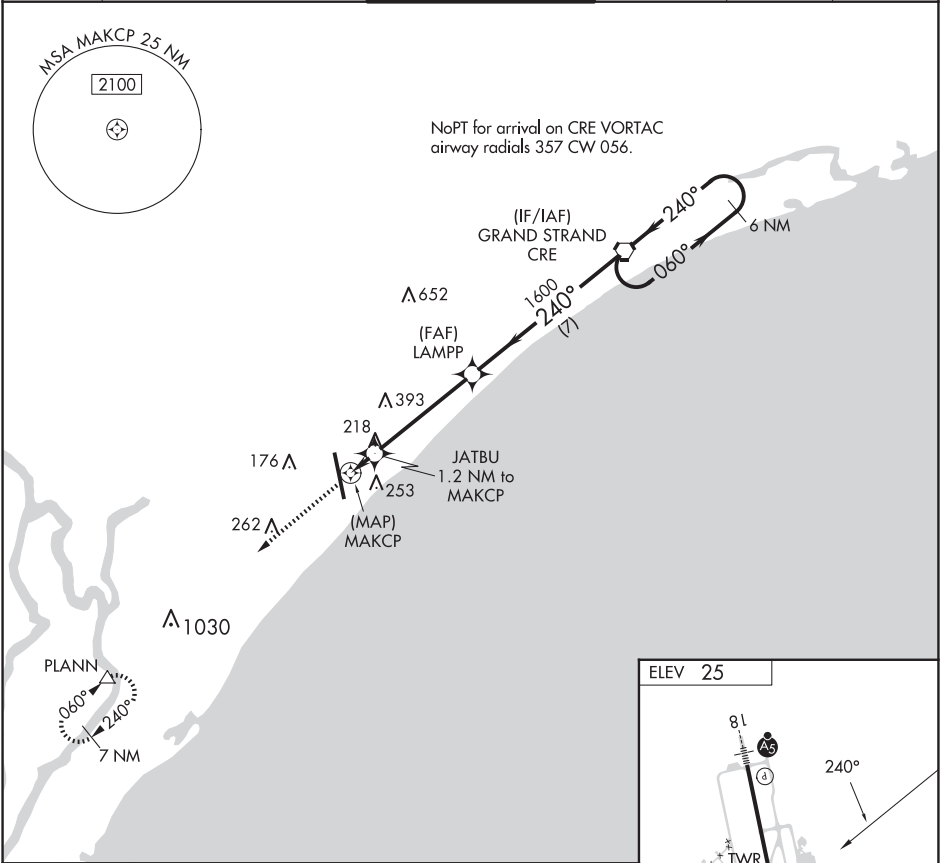
2000	PEDEE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 71).				
		1.2 NM to RW36		1600		
		1.2 NM		357°		
		3.6 NM		1600		
		6 NM		GP 3.00° TCH 52		
CATEGORY		A	B	C	D	E
LPV DA		225/40		200 (200-¾)		
LNAV/ VNAV DA		374/45		349 (400-⅞)		
LNAV MDA		480/40 455 (500-¾)		480/55 455 (500-1)		
CIRCLING		560-1 535 (600-1)		700-2 675 (700-2)	700-2¼ 675 (700-2¼)	700-2½ 675 (700-2½)



APP CRS <b>240°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>25</b>
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**RNAV (GPS)-A**  
MYRTLE BEACH INTL (MYR)

DME/DME RNP-0.3 NA.		MISSED APPROACH: Climb to 3000 direct PLANN and hold.			
ATIS <b>123.925</b>	MYRTLE BEACH APP CON ★ (171° - 321°) <b>127.4 257.95</b> (322° - 170°) <b>119.2 350.3</b>	MYRTLE BEACH TOWER ★ <b>128.45</b> (CTAF) <b>0 259.3</b>	GND CON <b>120.3 275.8</b>	CLNC DEL <b>120.3</b>	UNICOM <b>122.95</b>

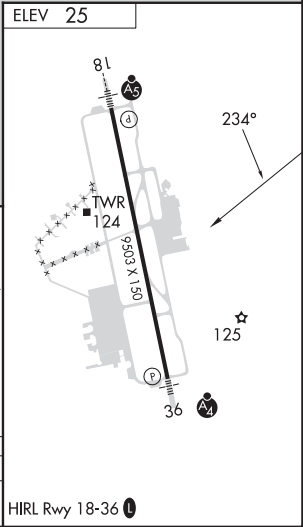
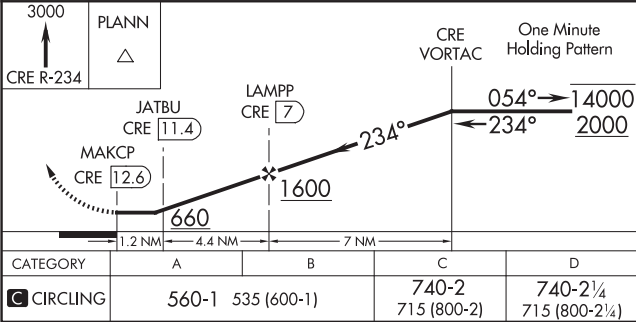
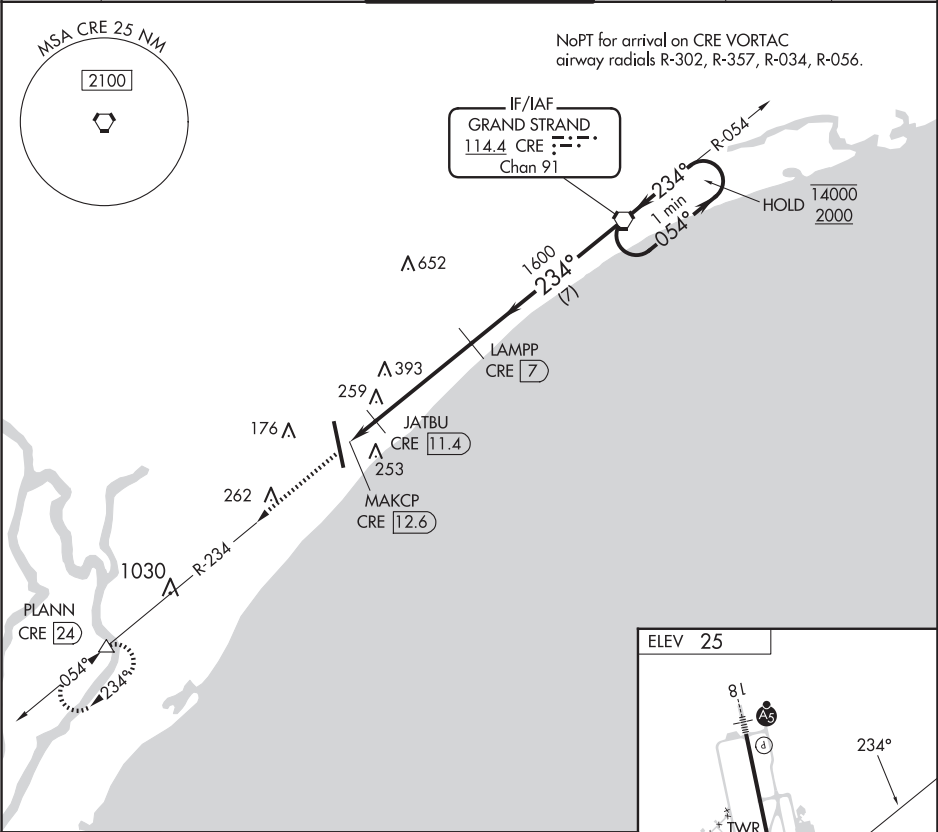


VORTAC CRE	APP CRS	Rwy Idg TDZE	N/A
114.4	234°	Apt Elev	N/A
Chan 91			25

VOR-A

MYRTLE BEACH INTL (MYR)

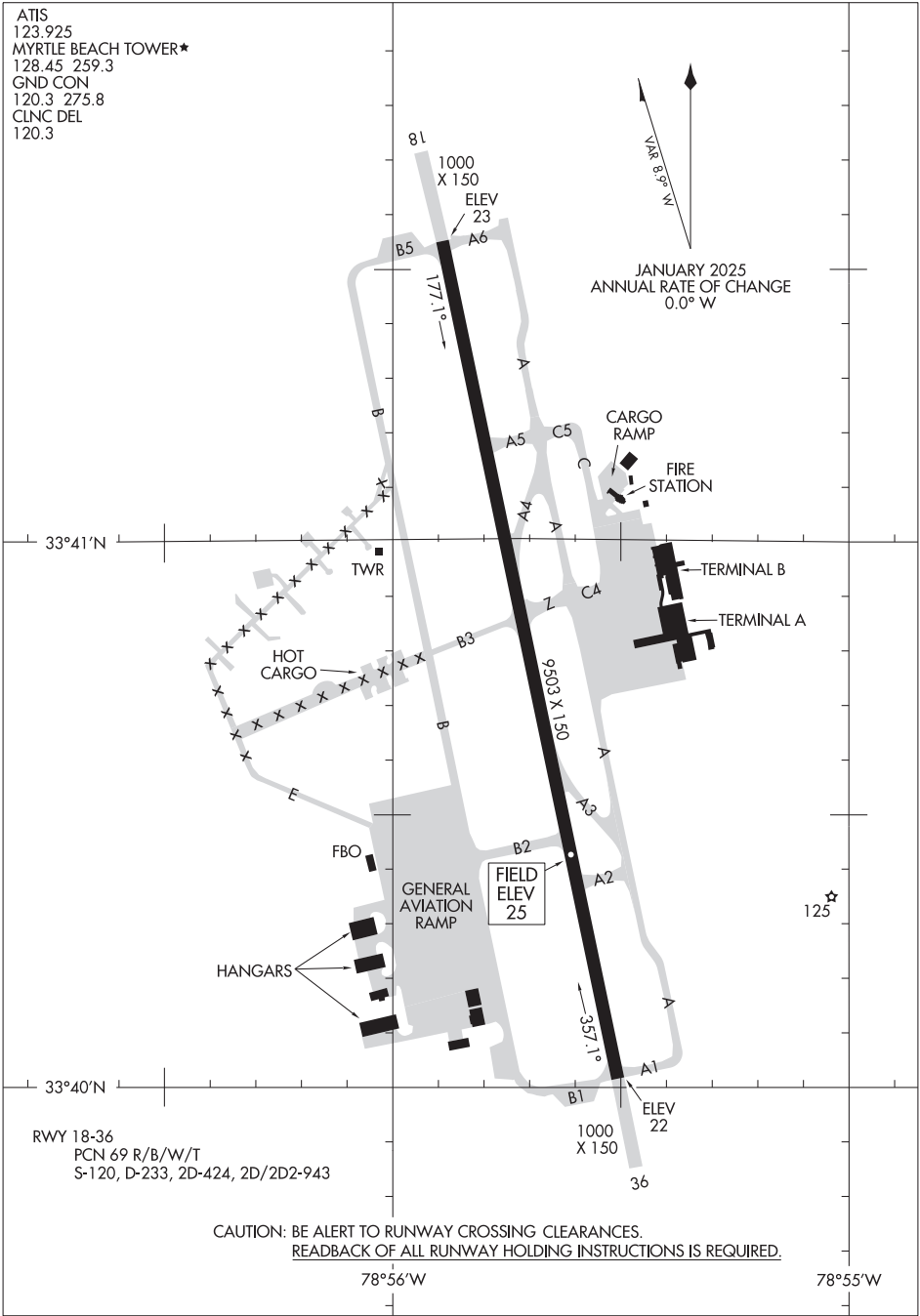
DME required.		MISSED APPROACH: Climb to 3000 on CRE VORTAC R-234 to PLANN/24 DME and hold, continue climb-in-hold to 3000.			
ATIS	MYRTLE BEACH APP CON ★	MYRTLE BEACH TOWER ★	GND CON	CLNC DEL	UNICOM
123.925	(171° - 321°) 127.4 257.95 (322° - 170°) 119.2 350.3	128.45 (CTAF) 259.3	120.3 275.8	120.3	122.95



VOR-A

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



LOC I-EWN  
**110.5**

APP CRS  
**039°**

Rwy Idg  
TDZE **17**  
Apt Elev **18**

ILS or LOC RWY 4  
COASTAL CAROLINA RGNL (EWN)

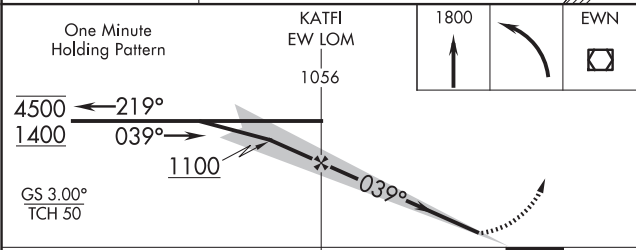
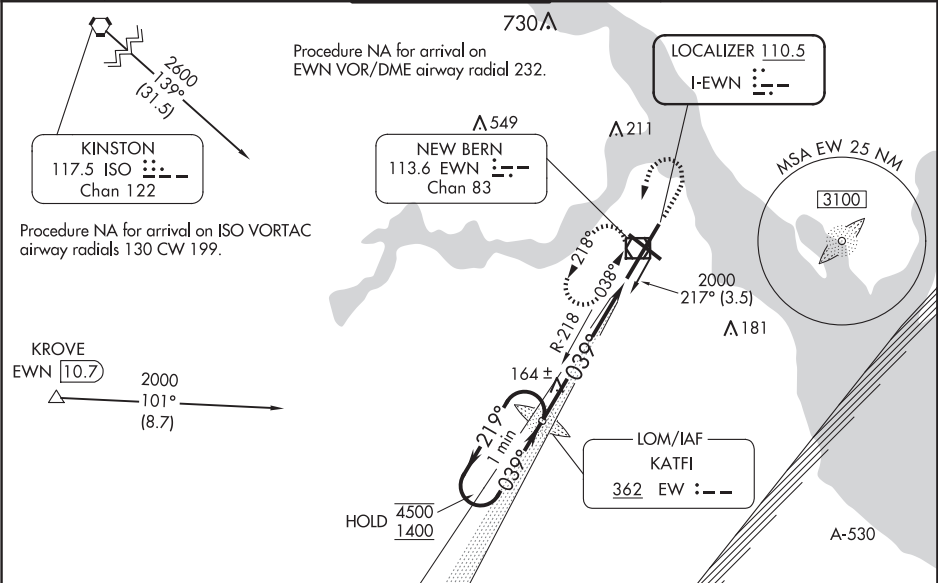
RADAR or ADF required for procedure entry. ADF required for LOC only.

⚠

Circling Rwy 14, 32 NA at night.  
Autopilot coupled approach NA below 540 ft MSL.

MISSED APPROACH: Climb to 1800 then climbing left turn direct EWN VOR/DME and hold.

ASOS <b>118.525</b>	CHERRY POINT APP CON <b>119.35 374.9</b>	NEW BERN TOWER ★ <b>124.25</b> (CTAF) <b>0</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.7</b>	CLNC DEL <b>120.525</b> (when twr closed)
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CATEGORY	A	B	C	D
S-ILS 4		217-3/4	200 (200-3/4)	
S-LOC 4	420-1	403 (500-1)	420-1 1/8	403 (500-1 1/8)
CIRCLING	480-1 462 (500-1)	520-1 502 (600-1)	600-1 1/2 582 (600-1 1/2)	860-2 3/4 842 (900-2 3/4)

ELEV 18 TDZE 17

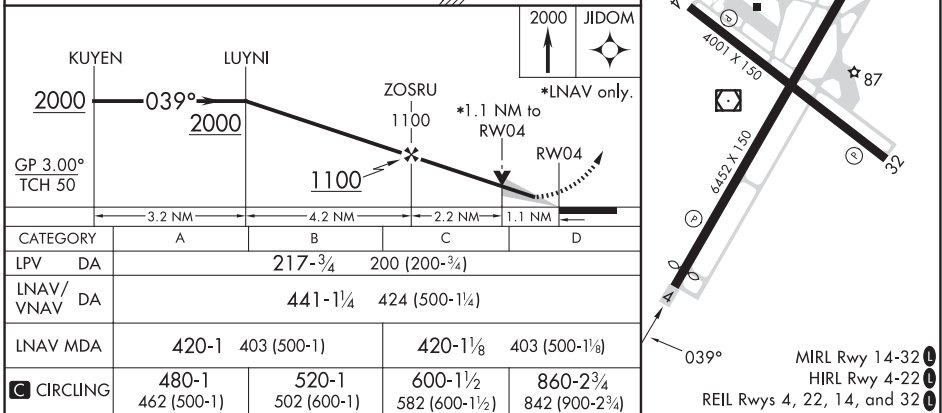
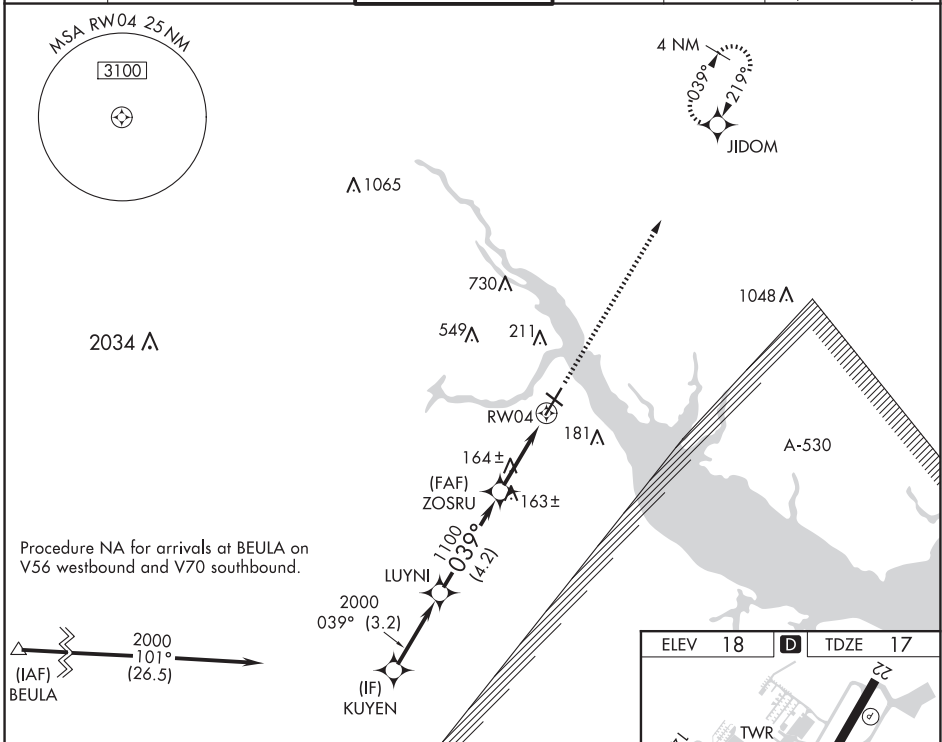
MIRL Rwy 14-32  
HIRL Rwy 4-22  
REIL Rwy 4, 14, 22, and 32  
FAF to MAP 3 NM

Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00

RNAV (GPS) RWY 4  
COASTAL CAROLINA RGNL (EWN)

**T** Circling Rwy 14, 32 NA at night. For uncompensated  
**A** Baro-VNAV systems, LNAV/VNAV NA below -10°C  
or above 54°C.

ASOS <b>118.525</b>	CHERRY POINT APP CON <b>119.35 374.9</b>	NEW BERN TOWER ★ <b>124.25</b> (CTAF) <b>0</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.7</b>	CLNC DEL <b>120.525</b> (when twr closed)
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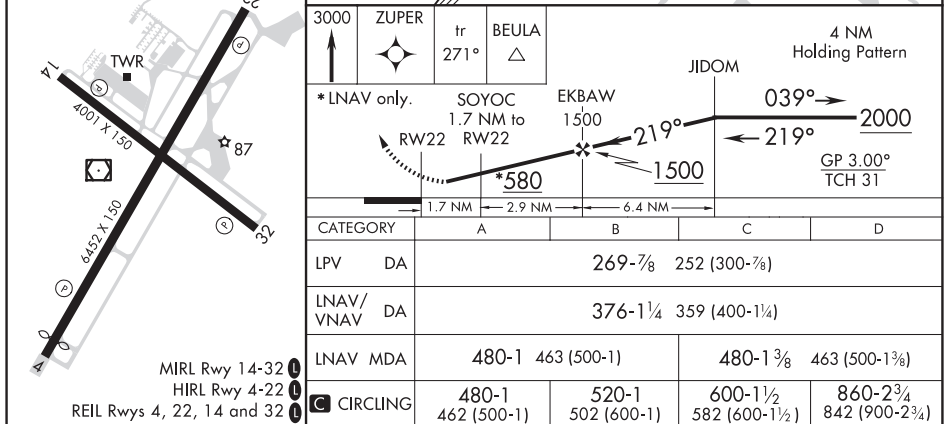
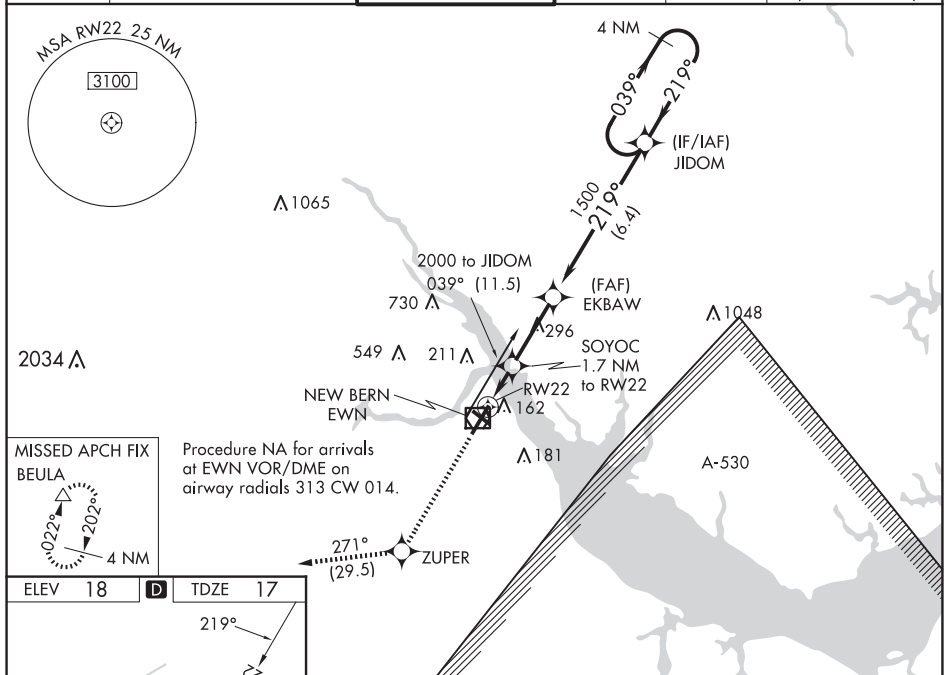
SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 22  
COASTAL CAROLINA RGNL (EWN)

**MISSED APPROACH:**  
Climb to 3000 direct  
ZUPER and on track  
271° to BEULA and  
hold.

ASOS <b>118.525</b>	CHERRY POINT APP CON <b>119.35 374.9</b>	NEW BERN TOWER ★ <b>124.25</b> (CTAF) <b>0</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.7</b>	CLNC DEL <b>120.525</b> (when twr closed)
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NEW BERN, NORTH CAROLINA

AL-670 (FAA)

24081

VOR/DME EWN	APP CRS	Rwy Idg	6153
113.6	226°	TDZE	17
Chan 83		Apt Elev	18

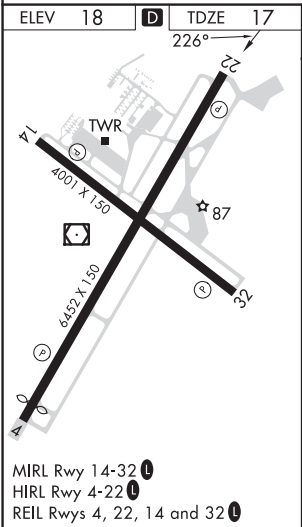
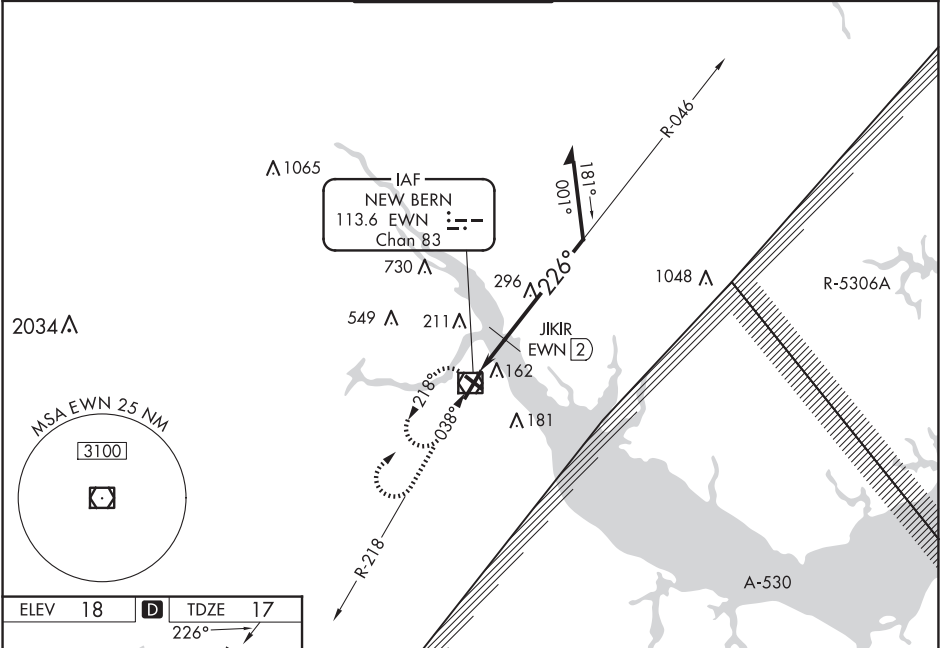
VOR RWY 22  
COASTAL CAROLINA RGNL (EWN)

⚠ Rwy 14, 32 helicopter visibility reduction below 1 SM NA. Rwy 22 helicopter visibility reduction below 3/4 SM NA. Circling Rwy 14, 32 NA at night. JIKIR fix minimums:

⚠ S-22 Cat D minimums NA when using Cherry Point altimeter setting. When local altimeter setting not received, use Cherry Point altimeter setting and increase all MDAs 40 feet and Circling Cat D visibility 1/4 SM and JIKIR fix minimums Circling Cat C/D visibility 1/4 SM.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct EWN VOR/ DME and hold, continue climb-in-hold to 2000.

ASOS	CHERRY POINT APP CON	NEW BERN TOWER ★	GND CON	CLNC DEL	CLNC DEL
118.525	119.35 374.9	124.25 (CTAF) 0	121.7	121.7	120.525 (when twr closed)



1000	2000	EWN	EWN VOR/DME	6000	046°	1800	226°	600*	2 NM
VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 31).									
* 640 when using Cherry Point altimeter setting.									
TCH 55									
3.42°									
Remain within 10 NM									
CATEGORY	A	B	C	D					
S-22	600-1	583 (600-1)	600-1 3/4	583 (600-1 3/4)					
CIRCLING	600-1	582 (600-1)	600-1 3/4 582 (600-1 3/4)	860-2 3/4 842 (900-2 3/4)					
JIKIR FIX MINIMUMS (DME REQUIRED)									
S-22	480-1	463 (500-1)	480-1 3/8	463 (500-1 3/8)					
CIRCLING	480-1 462 (500-1)	520-1 502 (600-1)	600-1 1/2 582 (600-1 1/2)	860-2 3/4 842 (900-2 3/4)					

NEW BERN, NORTH CAROLINA  
Amdt 3C 08OCT20

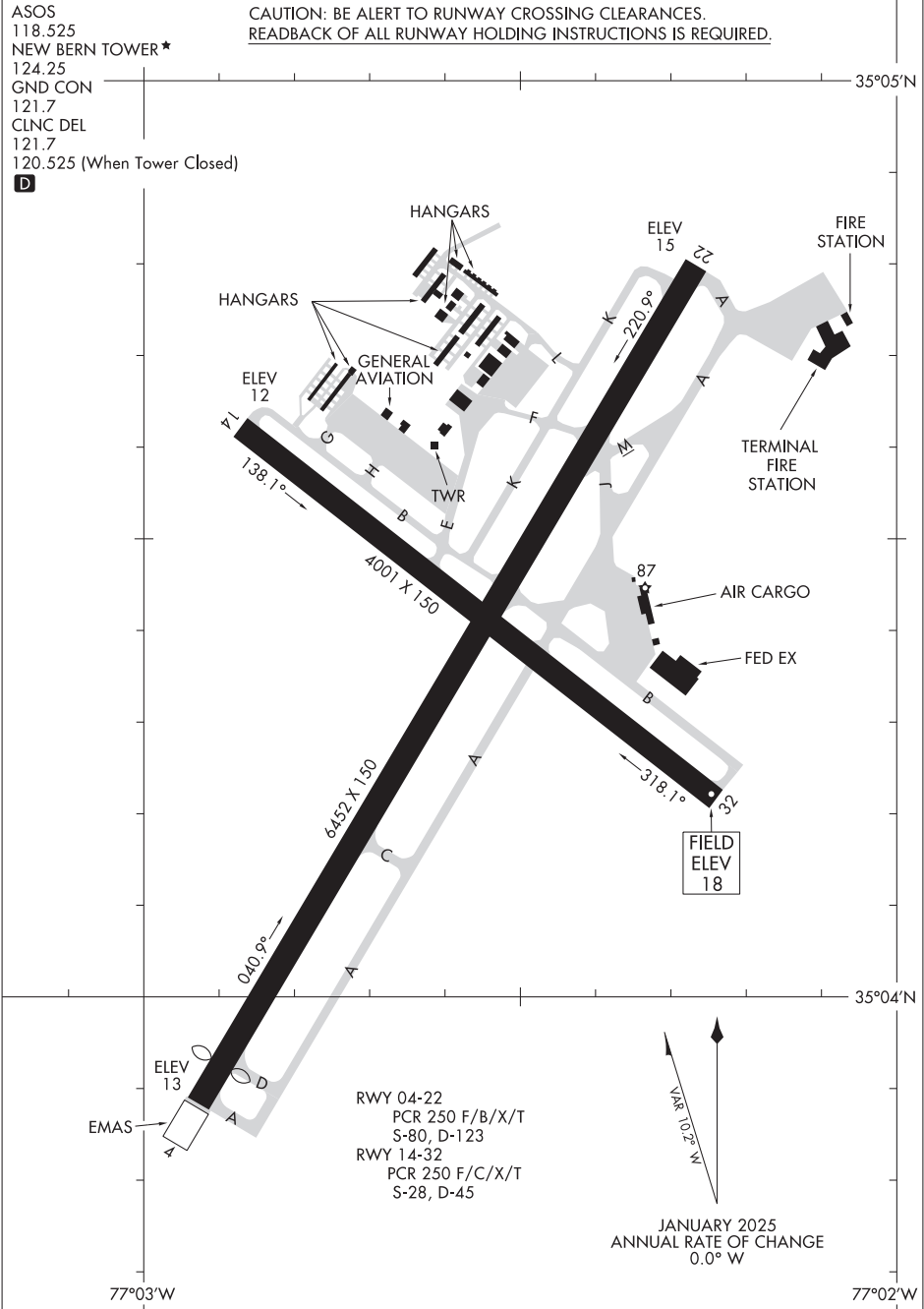
35°04'N-77°03'W

COASTAL CAROLINA RGNL (EWN)  
VOR RWY 22

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025





JACKSONVILLE, NORTH CAROLINA

RNAV (GPS) RWY 1

APCH CRS  
**008°**

Rwy ldg  
**4789**

THRE  
**24**

Arpt Elev  
**26**

RNP APCH

RADAR required

\*When ALS inop, increase vis to 7/8 mile.  
\*\*When ALS inop, increase vis CAT AB to 1 mile,  
CAT CD to 1 1/8 miles.

[USN]

NEW RIVER MCAS (MCCUTCHEON FLD)

(KNCA)

SALSF

MISSED APPROACH: Climb to 1500 direct CILER,  
008° track to KEANN and hold.

ATIS ★  
**288.325**

CHERRY POINT APP CON  
**119.35 377.175**

TOWER ★  
**134.95 (CTAF) 360.2**

GND CON  
**121.8 254.275**

CLNC DEL  
**269.25**

ASR/PAR

Baro VNAV NA below -15°C (5°F)  
and above 54°C (129°F).

EMERG SAFE ALT 100 NM 3400

1500

CILER

KEANN

VGSI and descent angles not coincident  
(VGSI Angle 3.00/TCH 46)

CATEGORY	A	B	C	D
LNAV/ VNAV DA *	311-3/4 287 (300-3/4)	322-3/4 298 (300-3/4)	330-3/4 306 (400-3/4)	341-3/4 317 (400-3/4)
LNAV MDA **	440-3/4 500-1	416 474 (500-1)	440-1 674 (700-2)	416 (500-1) 700-2 1/4 674 (700-2 1/4)
CIRCLING	500-1	474 (500-1)	700-2 674 (700-2)	700-2 1/4 674 (700-2 1/4)

ELEV 26

THRE 24

JACKSONVILLE, NORTH CAROLINA

34° 43'N-77° 26'W

NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

Amtd 5 28DEC23

RNAV (GPS) RWY 1

SE-2, 12 JUN 2025 to 07 AUG 2025

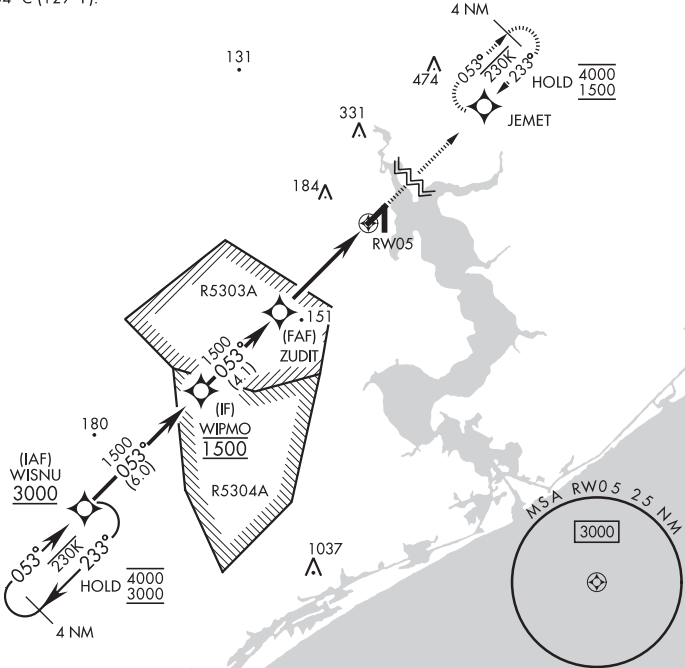
SE-2, 12 JUN 2025 to 07 AUG 2025

JACKSONVILLE, NORTH CAROLINA

RNAV (GPS) RWY 5

WAAS Chan <b>77243</b> <b>W05A</b>		APCH CRS <b>053°</b>		Rwy Idg <b>5125</b> TDZE <b>26</b> Arpt Elev <b>26</b>		[USN] NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)			
RNP APCH						MISSED APPROACH: Climb to 1500 direct JEMET and hold.			
RADAR required									
ATIS ★ <b>288.325</b>		CHERRY POINT APP CON <b>119.35 377.175</b>		TOWER ★ <b>134.95(CTAF) 0★ 360.2</b>		GND CON <b>121.8 254.275</b>		CLNC DEL <b>269.25</b>	ASR/PAR

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



EMERG SAFE ALT 100 NM 3400

WISNU

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 37)

WIPMO

ZUDIT

1500

1500

1.2 NM to RW05

RW05

4.5 NM

GP 3.00° TCH 50

CATEGORY	A	B	C	D
LPV DA	226-3/4		200	(200-3/4)
LNAV/VNAV DA	308-7/8 282 (300-%)	319-7/8 293 (300-%)	327-7/8 301 (400-%)	338-7/8 312 (400-%)
LNAV MDA	440-1	414 (500-1)	440-1 1/8	414 (500-1 1/8)
CIRCLING	500-1	474 (500-1)	700-2 674 (700-2)	700-2 1/4 674 (700-2 1/4)

ELEV 26

TDZE 26

181

TWR

177

5125 x 150

5125 x 150

053°

HIRL all Rwy 0

JACKSONVILLE, NORTH CAROLINA 34°43'N-77°26'W NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

Amtd 8 28DEC23

RNAV (GPS) RWY 5

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

JACKSONVILLE, NORTH CAROLINA

RNAV (GPS) RWY 19

APCH CRS	Rwy Idg	4789
188°	TDZE	23
	Arpt Elev	26

[USN]

NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

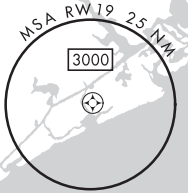
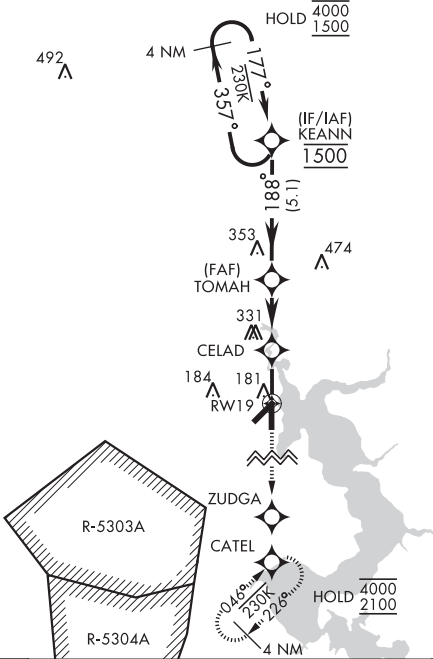
RNP APCH
RADAR required

MISSED APPROACH: Climb to 2100 direct ZUDGA, direct CATEL and hold.

ATIS ★ 288.325	CHERRY POINT APP CON 119.35 377.175	TOWER ★ 134.95(CTAF) 0★ 360.2	GND CON 121.8 254.275	CLNC DEL 269.25	ASR/PAR
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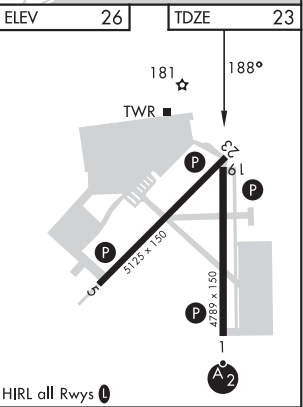
\*154

Baro VNAV NA below -15°C (5°F)  
and above 54°C (129°F).



EMERG SAFE ALT 100 NM 3400

2100	ZUDGA	CATEL	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 41)		4 NM Holding Pattern
↑	✧	⊙	TOMAH		KEANN
1.2 NM to RW19			188°	357°	4000
2 NM			700	1500	1500
2.5 NM			GP 3.00° TCH 50		
CATEGORY	A	B	C	D	
LNAV/ VNAV DA	313-7/8 290 (300-7/8)	323-7/8 300 (300-7/8)	331-7/8 308 (400-7/8)	342-7/8 319 (400-7/8)	
LNAV MDA	440-1	417 (500-1)	440-1 1/8	417 (500-1 1/8)	
CIRCLING	500-1	474 (500-1)	700-2 674 (700-2)	700-2 1/4 674 (700-2 1/4)	



JACKSONVILLE, NORTH CAROLINA

34° 43'N-77° 26'W

NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

Amtd 5 28DEC23

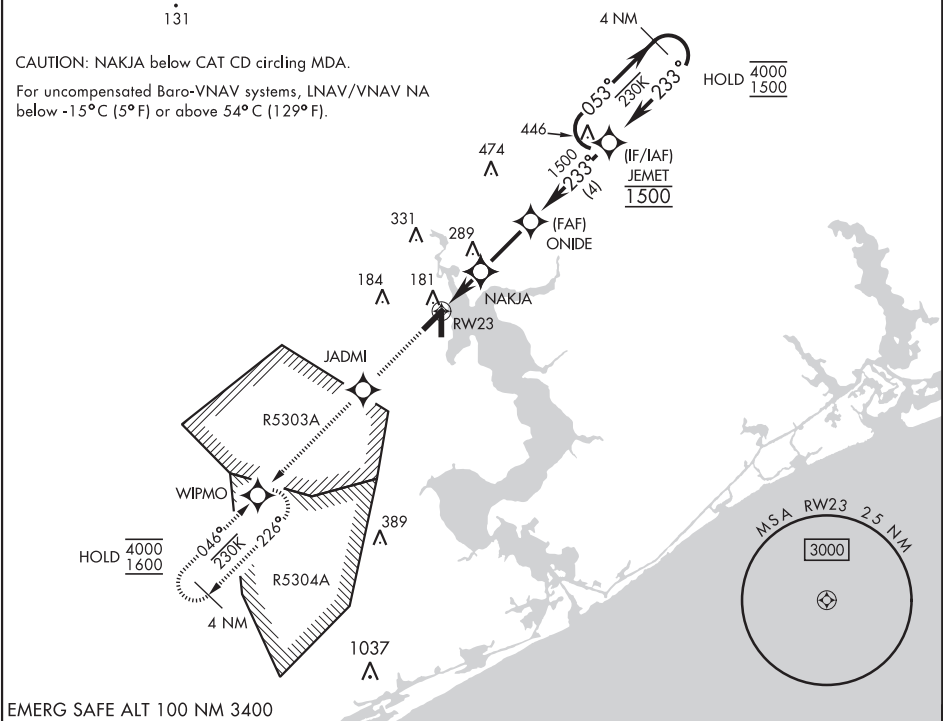
RNAV (GPS) RWY 19

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 23

WAAS Chan <b>92556</b> <b>W23A</b>	APCH CRS <b>233°</b>	Rwy Idg <b>5125</b> TDZE <b>24</b> Arpt Elev <b>26</b>	[USN] NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)		
RNP APCH			MISSED APPROACH: Climb to 1600 direct JADMI, track 233° to WIPMO and hold.		
RADAR required					
ATIS ★ <b>288.325</b>	CHERRY POINT APP CON <b>119.35 377.175</b>	TOWER ★ <b>134.95(CTAF) 0★ 360.2</b>	GND CON <b>121.8 254.275</b>	CLNC DEL <b>269.25</b>	ASR/PAR



EMERG SAFE ALT 100 NM 3400

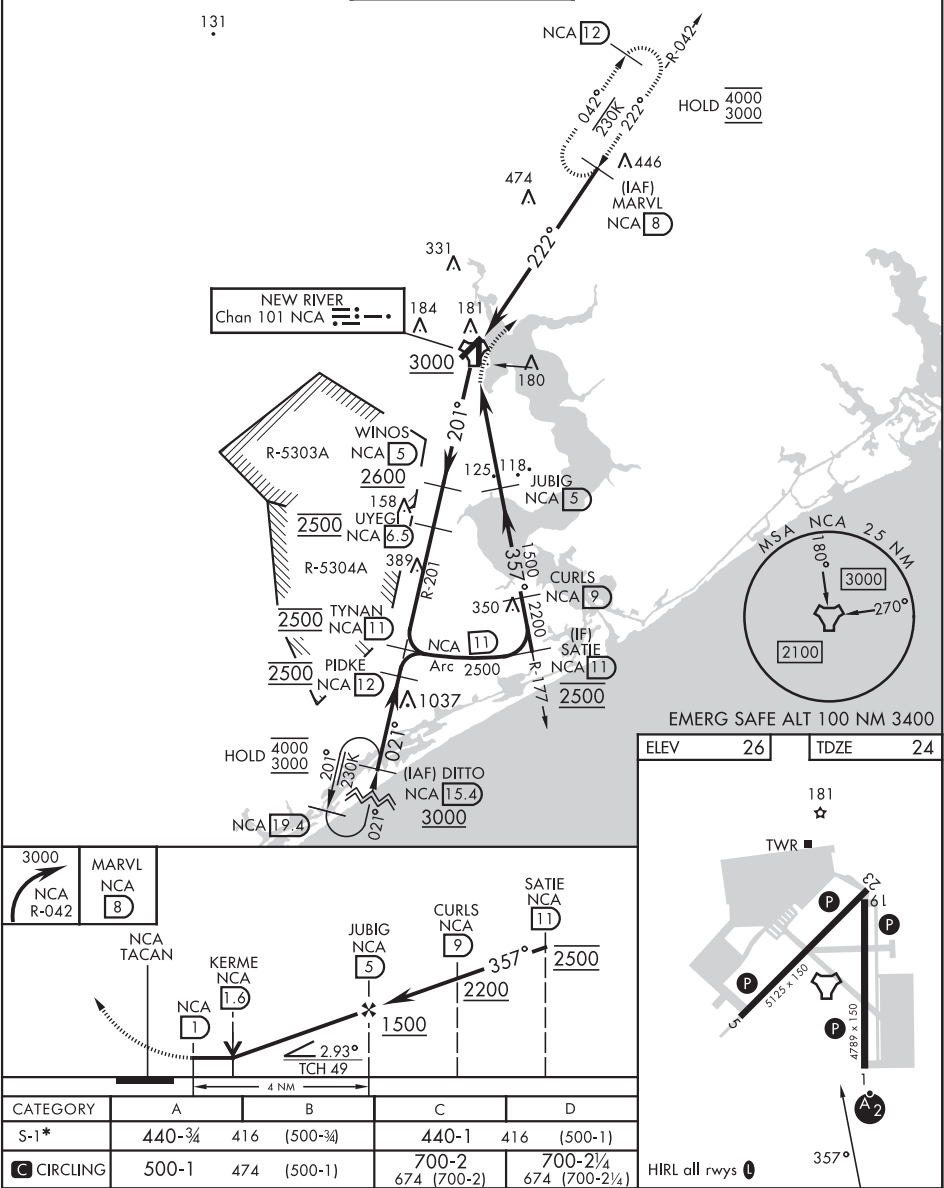
1600 ↑	JADMI	WIPMO	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 37)				ELEV 26	TDZE 24
CATEGORY	A		B		C		D	
LPV DA	224-¾		200		(200-¾)			
LNAV/VNAV DA	312-7/8 288 (300-7/8)		323-7/8 299 (300-7/8)		331-7/8 307 (400-7/8)		342-7/8 318 (400-7/8)	
LNAV MDA	440-1 416 (500-1)		440-1 416 (500-1)		700-2 674 (700-2)		700-2¼ 674 (700-2¼)	
CIRCLING	500-1 474 (500-1)							
HIRL all rwys 1								

RNAV (GPS) RWY 23

JACKSONVILLE, NORTH CAROLINA

TACAN RWY 1

TACAN NCA Chan 101	APCH CRS 357°	Rwy Idg 4789 TDZE 24 Arpt Elev 26	[USN]	NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)			
RADAR required			<div>SALSF</div> <div>A2</div>	MISSED APPROACH: Climbing right turn to 3000 direct MARVL (NCA TACAN R-042/ 8 DME) and hold. Continue climb-in-hold to 3000.			
* When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1½ miles.							
ATIS ★ 288.325	CHERRY POINT APP CON 119.35 377.175		TOWER ★ 134.95(CTAF) 0★ 360.2		GND CON 121.8 254.275	CLNC DEL 269.25	ASR/PAR



SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

JACKSONVILLE, NORTH CAROLINA 34° 43'N-77° 26'W NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

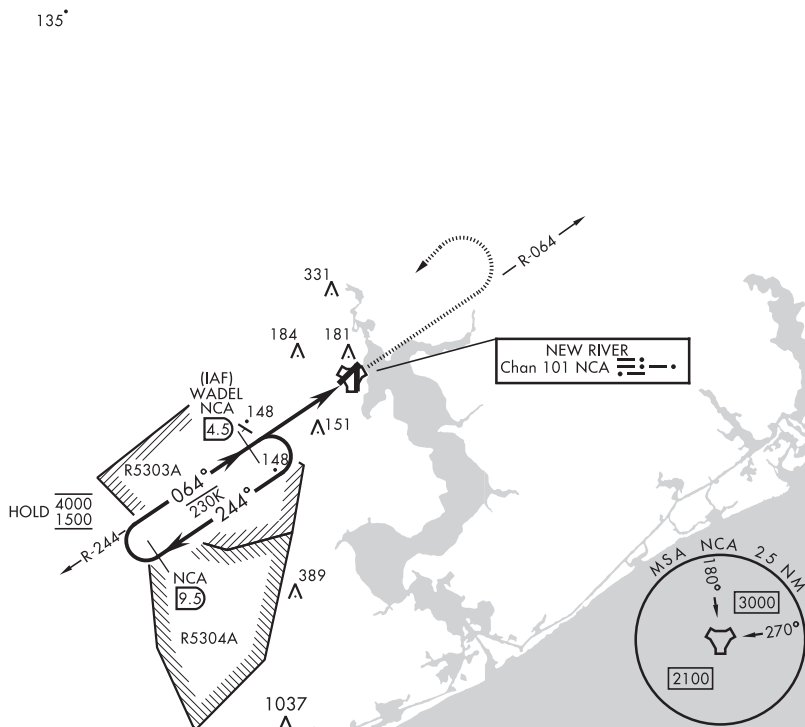
Amtd 4 28DEC23

TACAN RWY 1

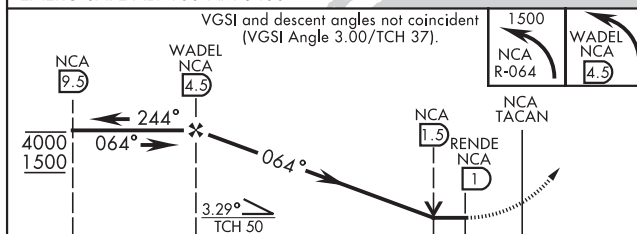
TACAN RWY 5


TACAN RWT 3

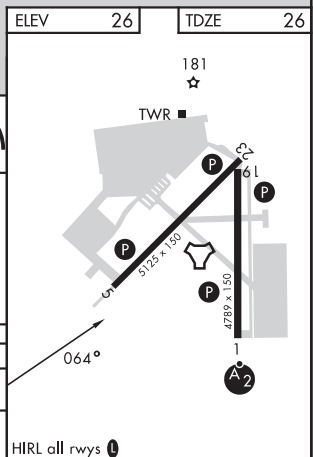
TACAN NCA Chan <b>101</b>	APCH CRS <b>064°</b>	Rwy Idg <b>5125</b> TDZE <b>26</b> Arprt Elev <b>26</b>	[USN]	NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)			
RADAR required			MISSED APPROACH: Climbing left turn to 1500 via NCA TACAN R-064, then left turn direct WADEL and hold.				
ATIS ★ <b>288.325</b>	CHERRY POINT APP CON <b>119.35 377.175</b>		TOWER ★ <b>134.95</b> (CTAF) <b>0★ 360.2</b>		GND CON <b>121.8 254.275</b>	CLNC DEL <b>269.25</b>	ASR/PAR



EMERG SAFE ALT 100 NM 3400



CATEGORY	A	B	C	D
S-5	420-1 394 (400-1)	420-1 $\frac{1}{8}$ 394 (400-1 $\frac{1}{8}$ )		
 CIRCLING	500-1 474 (500-1)	700-2 674 (700-2)	700-2 $\frac{1}{4}$ 674 (700-2 $\frac{1}{4}$ )	



JACKSONVILLE, NORTH CAROLINA

34° 43' N-77° 26' W

NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

Amdt 4 28DEC23

TACAN RWY 5

JACKSONVILLE, NORTH CAROLINA

TACAN RWY 19

TACAN NCA  
Chan 101

APCH CRS  
199°

Rwy Idg  
4789  
TDZE  
23  
Arpt Elev  
26

[USN]NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

RADAR required

MISSED APPROACH: Climbing left turn to 1500 intercept NCA TACAN R-042 direct MARVL (R-042/8 DME) and hold.

ATIS ★  
288.325

CHERRY POINT APP CON  
119.35 377.175

TOWER ★  
134.95(CTAF) 0★ 360.2

GND CON  
121.8 254.275

CLNC DEL  
269.25

ASR/PAR

135

CAUTION: Intmd segment length 3 NM less than CAT AB minimum 5 NM; CAT CD minimum 6 NM.

NEW RIVER  
Chan 101 NCA

R5303A

R5304A

1037

EMERG SAFE ALT 100 NM 3400

NCA R-042

MARVL NCA B

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 41).

NCA TACAN

POSTY NCA 0.5

NCA 1.6

TUDSE NCA 2.1

NAPIE NCA 5

ZUBIL NCA 8

1500

560

2.95°

TCH 50

199°

CATEGORY	A	B	C	D
S-19	440-1 417 (500-1)	440-1 417 (500-1)	440-1 417 (500-1)	440-1 417 (500-1)
CIRCLING	500-1 474 (500-1)	500-1 474 (500-1)	700-2 674 (700-2)	700-2 674 (700-2)

HIRL all rwy 0

ELEV 26

TDZE 23

NEW RIVER  
Chan 101 NCA

JACKSONVILLE, NORTH CAROLINA

Amtd 4 28DEC23

34° 43' N-77° 26' W

NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

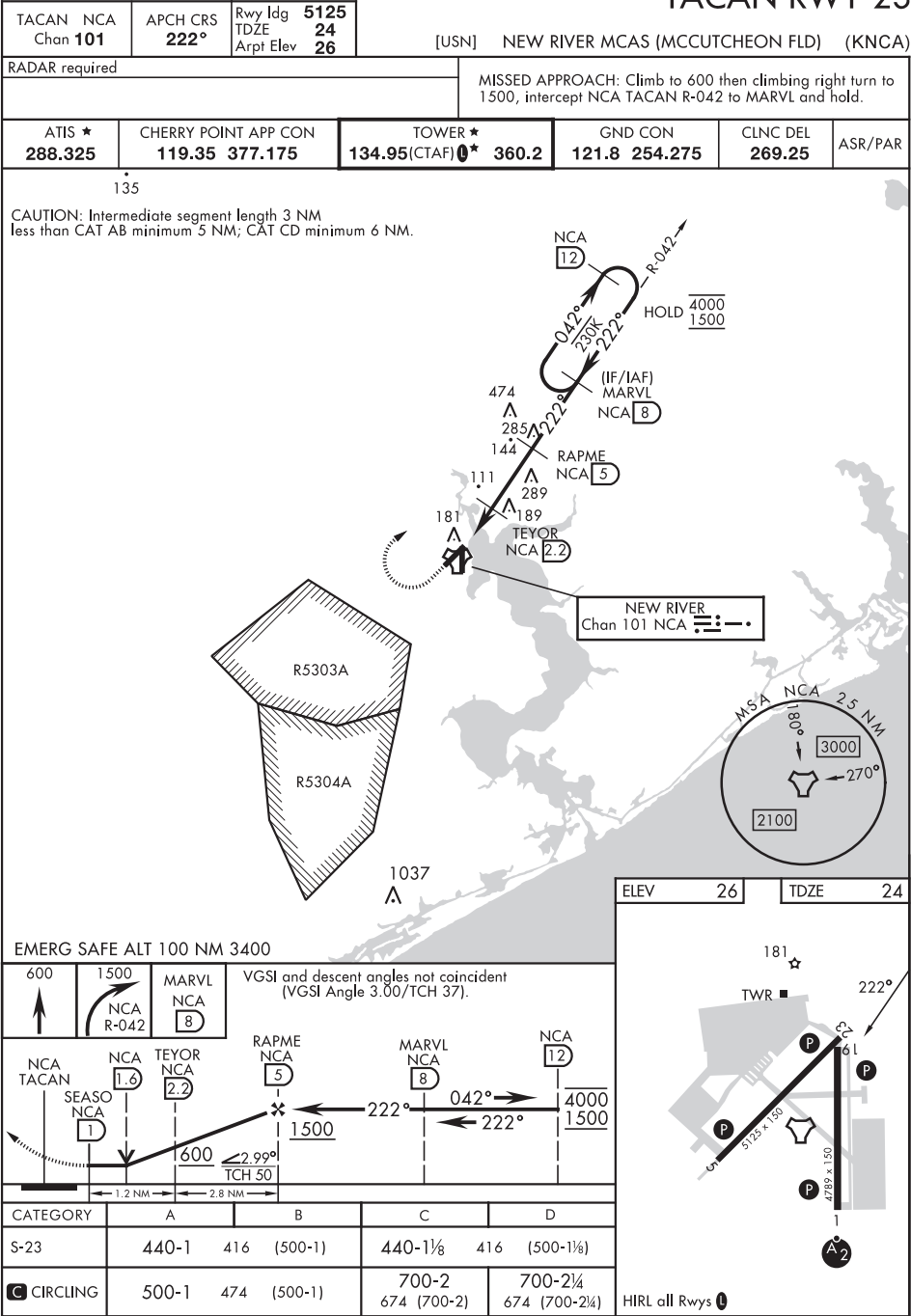
TACAN RWY 19

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



TACAN RWY 23



25023

## AIRPORT DIAGRAM

NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

[USN]

JACKSONVILLE, NORTH CAROLINA

ATIS ★  
288.325  
TOWER ★  
134.95(CTAF) 360.2  
GND CON  
121.8 254.275  
CLNC DEL  
269.25

WATER  
TOWER  
★  
184

MARCH 2022  
ANNUAL RATE OF CHANGE  
0.0° W

HANGARS

FIRE  
STATION

CONTROL  
TOWER HANGAR

34°43'N

HANGARS

HANGAR

ELEV  
40ELEV  
40FUEL  
PITS  
1-4FUEL  
PITS  
5-8

5125 x 150

FIELD  
ELEV  
26

COMBAT AIRCRAFT  
LOADING AREA

RADAR REFLECTORS  
ALL RWYS

34°42'N

Rwy 5-23  
PCN 80 F/B/W/T  
Rwy 1-19  
PCN 80 F/B/W/T

JACKSONVILLE, NORTH CAROLINA

NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

SE-2, 12 JUN 2025 to 07 AUG 2025

## AIRPORT DIAGRAM


APP CRS  
**044°**

Rwy Idg  
TDZE  
Apt Elev

**4001**  
**558**  
**570**

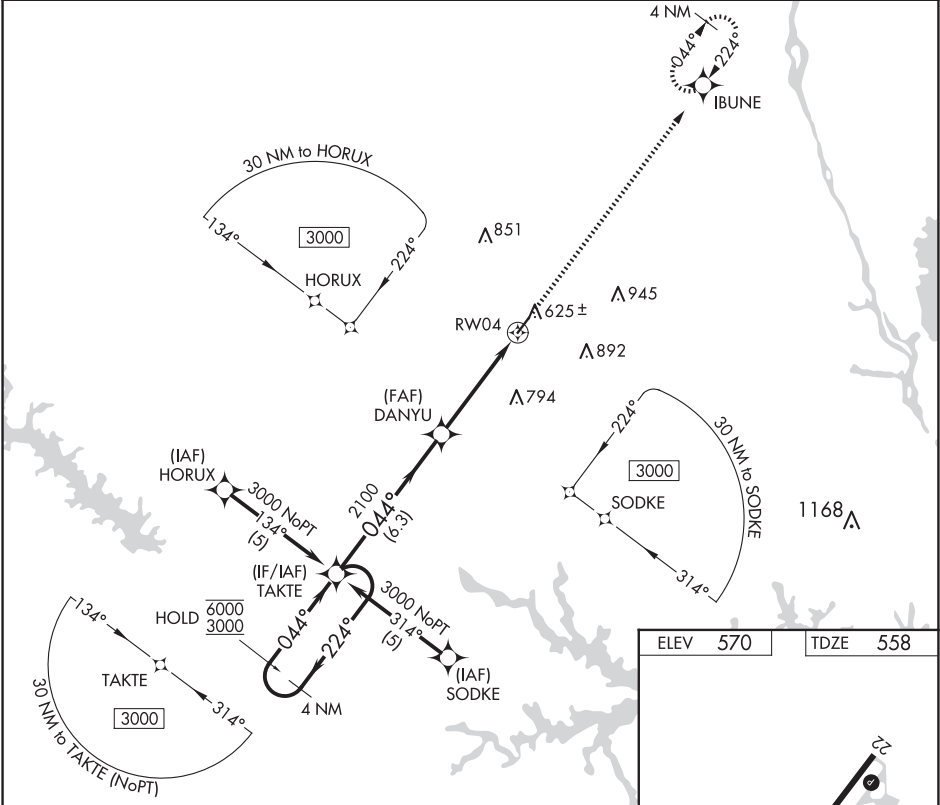
**RNAV (GPS) RWY 4**  
NEWBERRY COUNTY (EOE)

RNP APCH - GPS.



MISSED APPROACH: Climb to 3000 direct IBUNE and hold.

AWOS-3 <b>124.275</b>	COLUMBIA APP CON <b>133.4 285.6</b>	UNICOM <b>122.8 (CTAF) 0</b>
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4 NM Holding Pattern

TAKTE

6000 ← 224°

3000 → 044°

DANYU

2100

1.3 NM to RW04

TCH 42

6.3 NM

3.3 NM

1.3

3000

IBUNE

CATEGORY	A	B	C	D
LNAV MDA	1000-1	442 (500-1)	NA	NA
CIRCLING	1080-1 510 (600-1)	1160-1 590 (600-1)	NA	NA

ELEV 570 TDZE 558

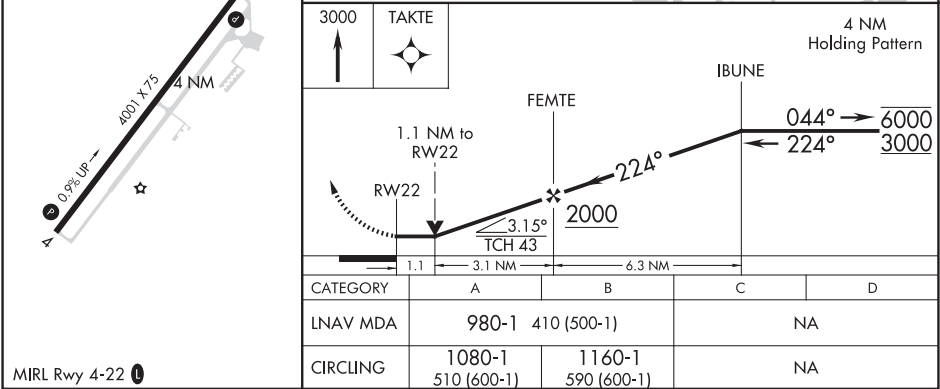
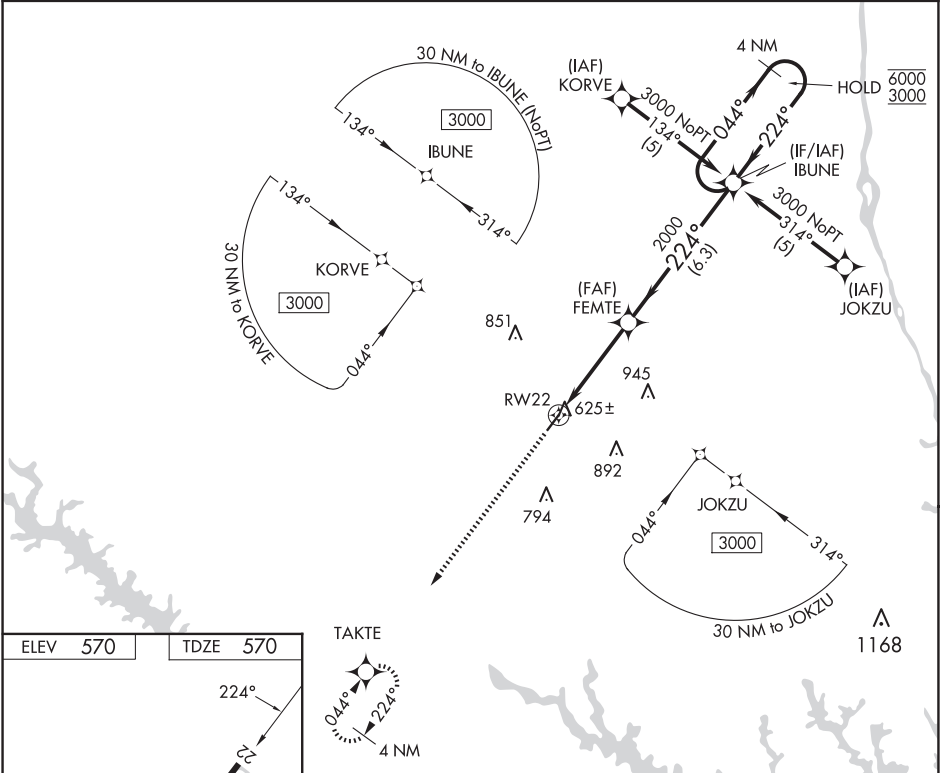
MIRL Rwy 4-22 0

APP CRS	Rwy Idg	4001
224°	TDZE	570
	Apt Elev	570

# RNAV (GPS) RWY 22

NEWBERRY COUNTY (EOE)

RNP APCH - GPS. VDP NA when using GRD altimeter setting. Rwy 22 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use GRD altimeter setting and increase all MDA 80 feet.		MISSED APPROACH: Climb to 3000 direct TAKTE and hold.
AWOS-3 124.275	COLUMBIA APP CON 133.4 285.6	UNICOM 122.8 (CTAF) 1





NORTH, SOUTH CAROLINA

## RNAV (GPS) RWY 6

APCH CRS 061°	Rwy Idg TDZE Arpt Elev	9003 281 321
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AL-3017 (USAF)

NORTH AF AUX (KXNO)

RNP APCH.

**MISSED APPROACH:** Climb to 2000 direct BLOYD and hold.

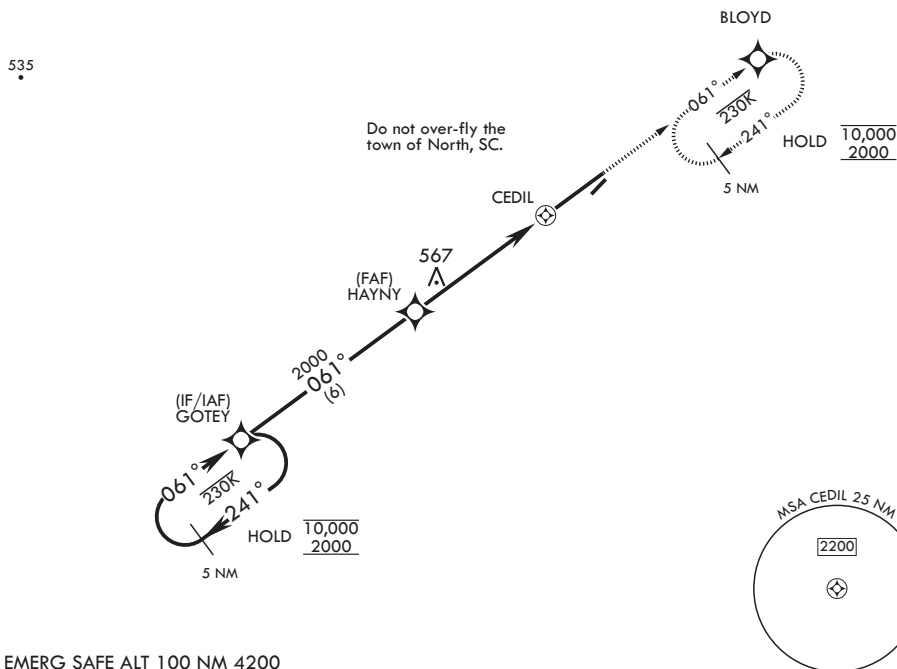
**T** \* Circling NA to Assault Strip.

ASOS  
118.525

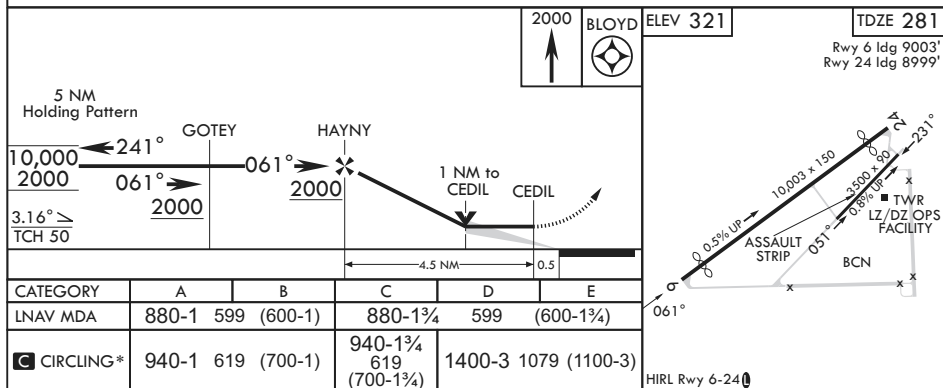
COLUMBIA APP CON/DEP CON  
124.15 338.2

LZ/DZ OPS FAC  
120.475 @ 235.775

CAUTION: Uncontrolled  
airspace below 700 ft AGL.



EMERG SAFE ALT 100 NM 4200



NORTH, SOUTH CAROLINA

33°37'N - 81°05'W

NORTH AF AUX (KXNO)

Amdt 3 29DEC22

RNAV (GPS) RWY 6

SE-2, 12 JUN 2025 to 07 AUG 2025

## NORTH, SOUTH CAROLINA

## RNAV (GPS) RWY 24

AL-3017 (USAF)

NORTH AF AUX (KXNO)

APCH CRS 241°	Rwy Idg TDZE Arpt Elev	8999 316 321
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RNP APCH.

**MISSED APPROACH:** Climb to 2000 direct GOTEY and hold, continue climb-in-hold to 2000.

**T** \* Circling NA to Assault Strip.

ASOS 118.525	COLUMBIA APP CON/DEP CON 124.15 338.2	LZ/DZ OPS FAC 120.475 0 235.775
-----------------	--	------------------------------------

575

CAUTION: Uncontrolled  
airspace below 700ft AGL.

(IF/IAF)  
JARYY  
3000

(FAF  
BLOY

RW24

Do not over-fly the town of North, SC.

5 NM

GOTEY


HOLD	<u>10,000</u> 2000
------	-----------------------

\_\_\_\_\_

MSA RW24 25 NM

2200

EMERG SAFE ALT 100 NM 4200

2000 ↑	GOTEY 
-----------	--

JARYY

TDZE 316

Rwy 6 ldg 9003'
Rwy 24 ldg 8999'

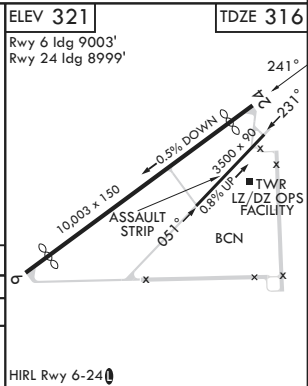
BLOYD

3000

1.4 NM to

 $\angle 2.81^\circ$ 

CATEGORY	A	B	C	D	E
LNAB MDA	880-1 564 (600-1)		880-1 <sup>5</sup> <sub>8</sub>	564 (600-1 <sup>5</sup> <sub>8</sub> )	
<b>C</b> CIRCLING*	940-1 619 (700-1)		940-1 <sup>3</sup> <sub>4</sub> 619 (700-1 <sup>3</sup> <sub>4</sub> )	1400-3 1079 (1100-3)	



NORTH, SOUTH CAROLINA

33°37'N - 81°05'W

NORTH AF AUX (KXNO)

Amdt 3 29DEC22

RNAV (GPS) RWY 24

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

NORTH, SOUTH CAROLINA

VORTAC CAE <b>114.70</b> Chan <b>94</b>	APCH CRS <b>186°</b>	Rwy ldg TDZE Arpt Elev <b>N/A</b> <b>N/A</b> <b>321</b>
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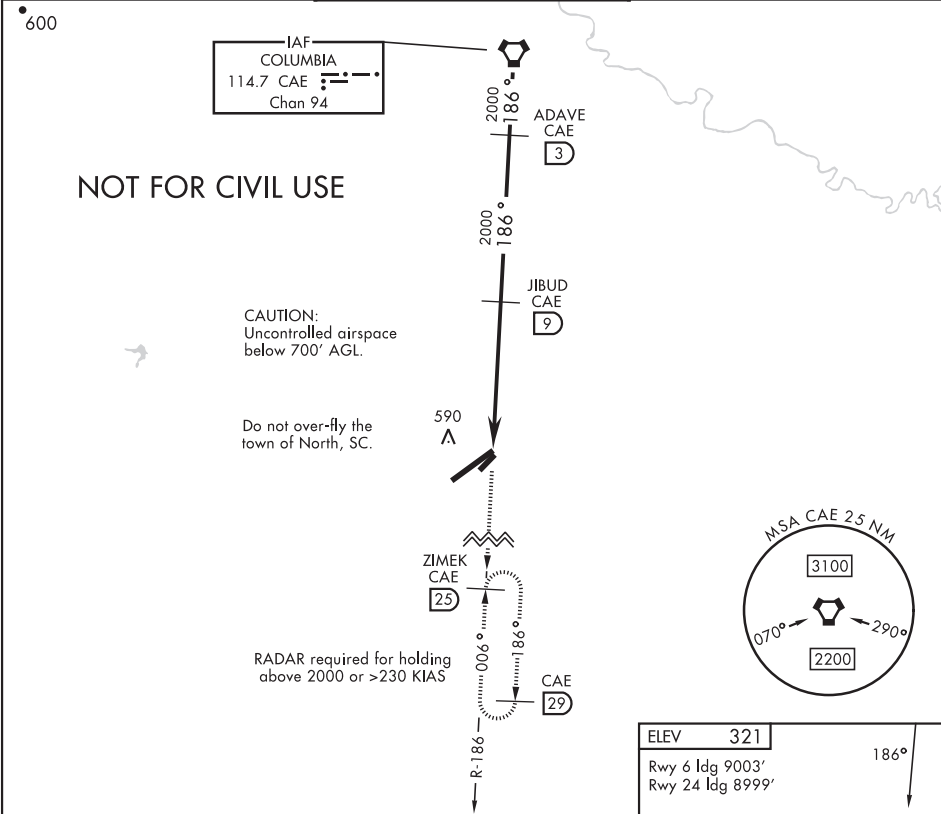
[USAF]

VOR or TACAN A

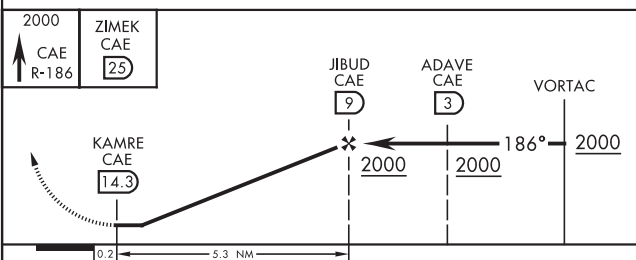
NORTH AF AUX (KXNO)

<b>V</b> *Circling NA to Assault Strip.	MISSED APPROACH: Climb to 2000 via CAE VORTAC R-186 to ZIMEK and hold as published.
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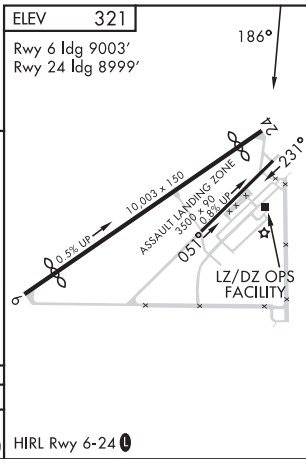
ASOS (KGOB) <b>118.525</b>	LZ/DZ OPS FACILITY <b>120.475 0 235.775</b>	COLUMBIA APP CON <b>124.15 338.2</b>
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EMERG SAFE ALT 100 NM 4800



CATEGORY	A	B	C	D	E
<b>C</b> CIRCLING *	NOT AUTHORIZED		940-1¾ 619 (700-1¾)	1000-2¼ 679 (700-2¼)	1000-2½ 679 (700-2½)



NORTH, SOUTH CAROLINA

33°37'N-81°05'W

NORTH AF AUX (KXNO)

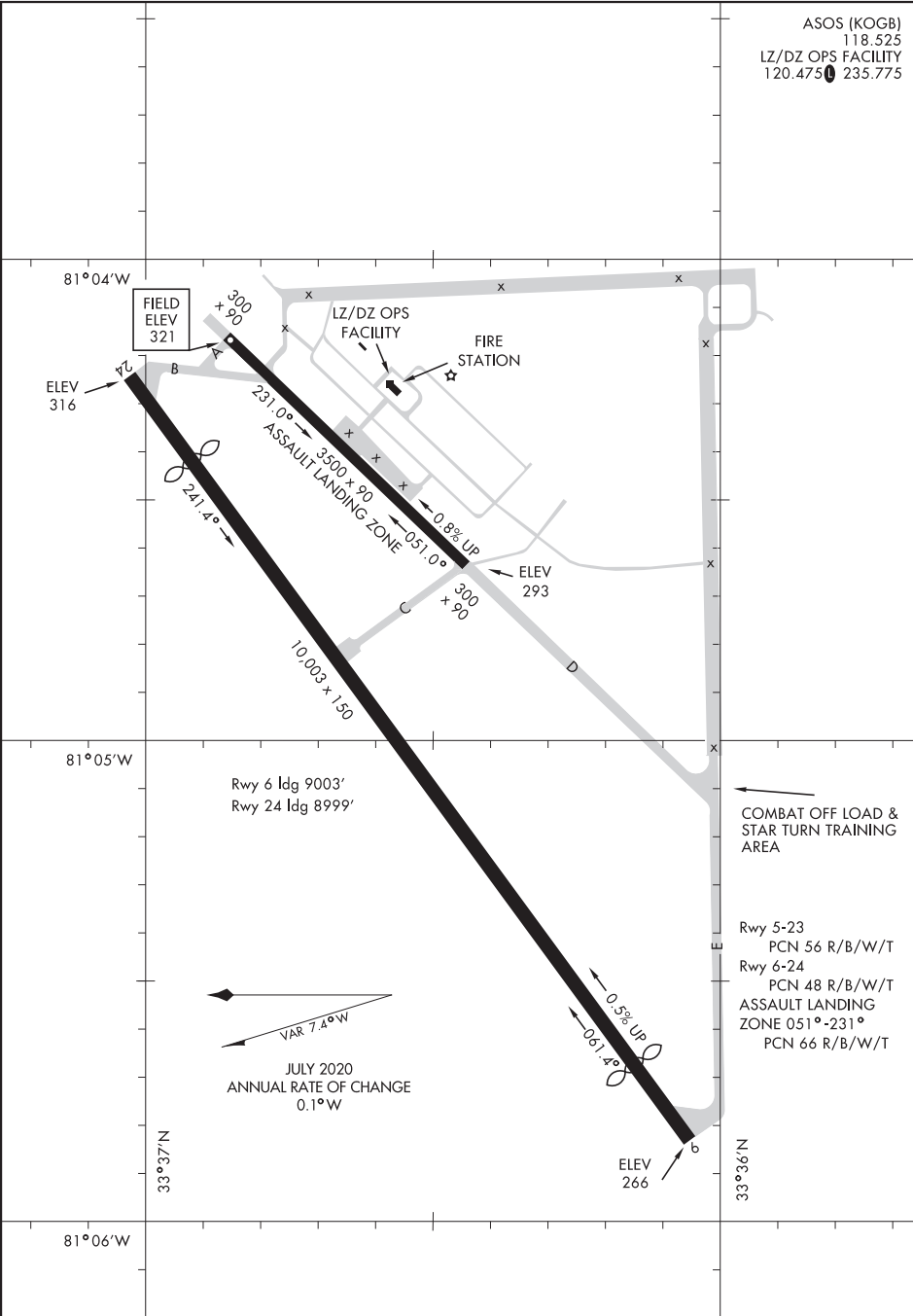
Amdt 5 21MAR24

VOR or TACAN A

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025





ILS or LOC RWY 23  
GRAND STRAND (CRE)

MAISR



.6	CLNC DEL <b>121.8</b>	UNICOM <b>122.95</b>
----	--------------------------	-------------------------

[illegible]

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

GRAND STRAND (CRE)  
ILS or LOC RWY 23

SE-2, 12 JUN 2025 to 07 AUG 2025

WAAS  
CH **82519**  
**W05A**

APP CRS  
**054°**

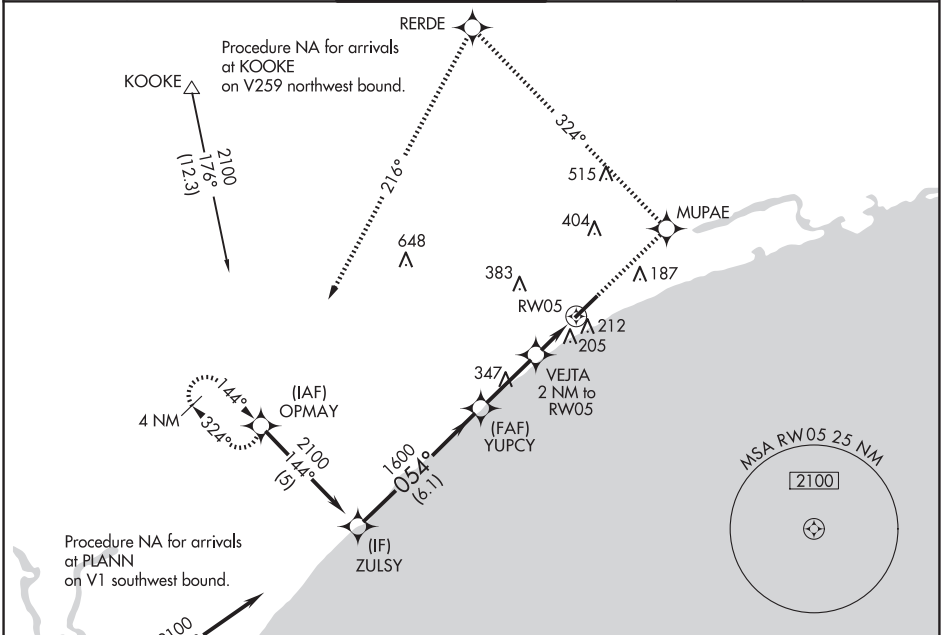
Rwy Idg  
TDZE **31**  
Apt Elev **31**

**RNAV (GPS) RWY 5**  
GRAND STRAND (CRE)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Myrtle Beach Intl altimeter setting and increase all DA 31 feet and all MDA 40 feet. VDP and Baro-VNAV NA with Myrtle Beach Intl altimeter setting.

MISSED APPROACH: Climb to 2100 direct MUPAE and left turn on track 324° to RERDE and left turn on track 216° to OPMAY and hold.

ATIS <b>119.625</b>	MYRTLE BEACH APP CON★ <b>119.2 350.3</b>	STRAND TOWER★ <b>124.6 (CTAF) 0 257.6</b>	GND CON <b>121.8 257.6</b>	CLNC DEL <b>121.8</b>	UNICOM <b>122.95</b>
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ELEV 31

TDZE 31

GP 3.00° TCH 40	ZULSY	YUPCY	VEJTA	RERDE	OPMAY
Procedure Turn NA	2100	1600	2 NM to RW05	216°	*LNAV only.
	054°	1600	*700	324°	
	6.1 NM	2.7 NM	0.8	1.2	
CATEGORY	A	B	C	D	
LPV DA	281-1 250 (300-1)				
LNAV/VNAV DA	496-1¾ 465 (500-1¾)				
LNAV MDA	460-1 429 (500-1)		460-1½ 429 (500-1½)		
CIRCLING	520-1 489 (500-1)		720-2 689 (700-2)		

REIL Rwy 5 0

HIRL Rwy 5-23 0

NORTH MYRTLE BEACH, SOUTH CAROLINA

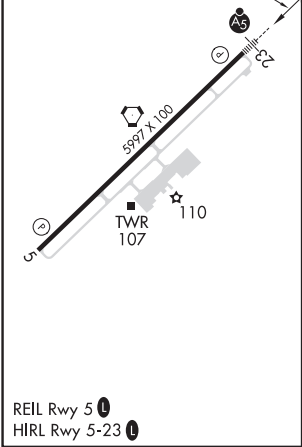
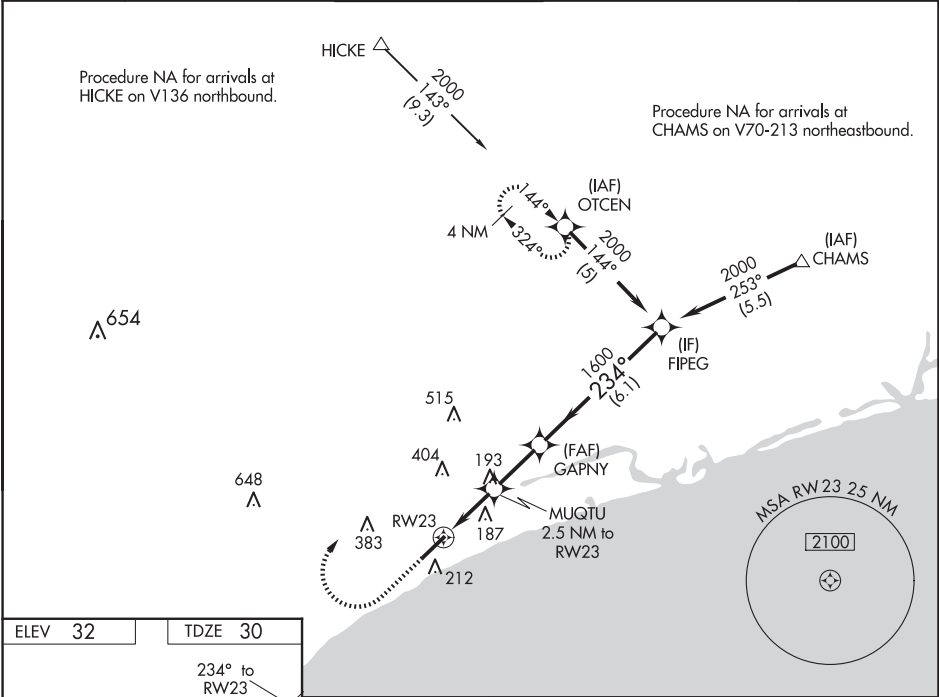
AL-5097 (FAA)

22027

WAAS CH <b>42819</b> <b>W23A</b>	APP CRS <b>234°</b>	Rwy Idg TDZE <b>30</b> Apt Elev <b>32</b>
--	------------------------	---

RNAV (GPS) RWY 23  
GRAND STRAND (CRE)

RNP APCH-GPS. ⚠ Rwy 23 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1½ SM; increase LNAV Cats A/B visibility to 1 SM.		MALSR ⚠	MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct OTCEN and hold.		
ATIS <b>119.625</b>	MYRTLE BEACH APP CON* <b>119.2 350.3</b>	STRAND TOWER* <b>124.6 (CTAF) 0 257.6</b>	GND CON <b>121.8 257.6</b>	CLNC DEL <b>121.8</b>	UNICOM <b>122.95</b>



1000		2000		OTCEN		FIPEG		2000	
		RW23		1.3 NM to RW23		MUQTU		2.5 NM to RW23	
		1.3 NM		1.2 NM		2.3 NM		6.1 NM	
CATEGORY		A		B		C		D	
LPV DA				230-1/2		200 (200-1/2)			
LNAV/VNAV DA				412-3/4		382 (400-3/4)			
LNAV MDA		480-3/4		450 (500-3/4)		480-7/8		450 (500-7/8)	
CIRCLING		520-1		488 (500-1)		720-2 688 (700-2)		720-2 1/4 688 (700-2 1/4)	

NORTH MYRTLE BEACH, SOUTH CAROLINA  
Amdt 1C 27JAN22

33°49'N-78°43'W

GRAND STRAND (CRE)  
RNAV (GPS) RWY 23

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

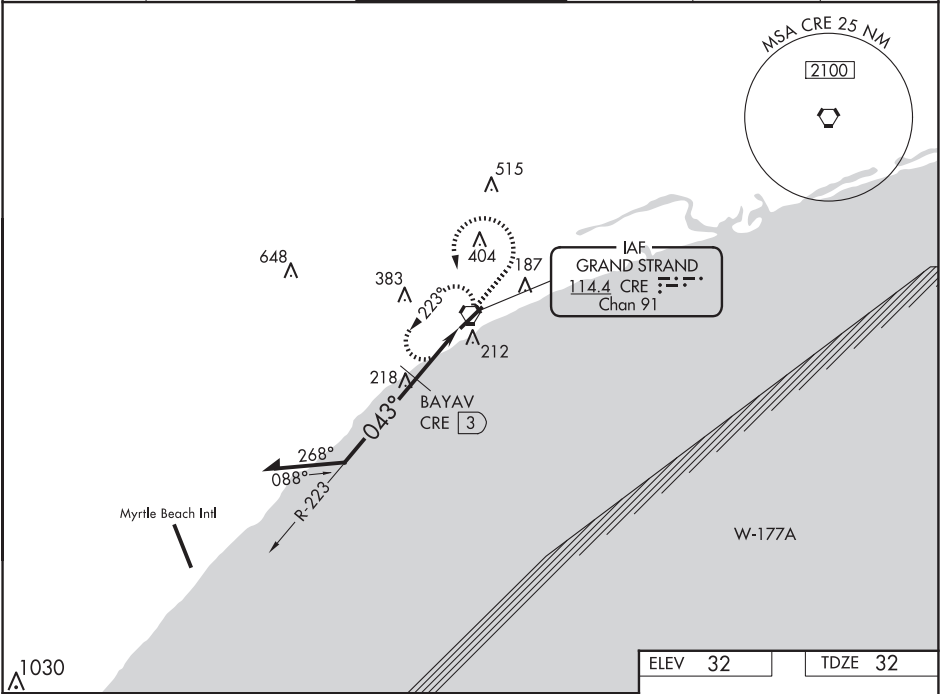
▼

▲

Rwy 5 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 then left turn direct CRE VORTAC and hold.

ATIS 119.625	MYRTLE BEACH APP CON ★ 119.2 350.3	STRAND TOWER ★ 124.6 (CTAF) 0 257.6	GND CON 121.8 257.6	CLNC DEL 121.8	UNICOM 122.95
-----------------	---------------------------------------	--	------------------------	-------------------	------------------



Remain within 10 NM

1700

223°

043°

860

3.05°

TCH 40

1.2 NM

1.3

0.6

CRE VORTAC

2000

CRE

CATEGORY	A	B	C	D
S-5	860-1 828 (900-1)	860-1¼ 828 (900-1¼)	860-2½	828 (900-2½)
CIRCLING	860-1¼	828 (900-1¼)	860-2½ 828 (900-2½)	860-2¾ 828 (900-2¾)
BAYAV FIX MINIMUMS				
S-5	480-1	448 (500-1)	480-1¾	448 (500-1¾)
CIRCLING	520-1	488 (500-1)	720-2 688 (700-2)	720-2¼ 688 (700-2¼)

ELEV 32

TDZE 32

5997 X 100

TWR 107

110

043°

223

REIL Rwy 5

HIRL Rwy 5-23

NORTH MYRTLE BEACH, SOUTH CAROLINA

AL-5097 (FAA)

22363

VORTAC CRE	APP CRS	Rwy Idg	5997
114.4	238°	TDZE	30
Chan 91		Apt Elev	32

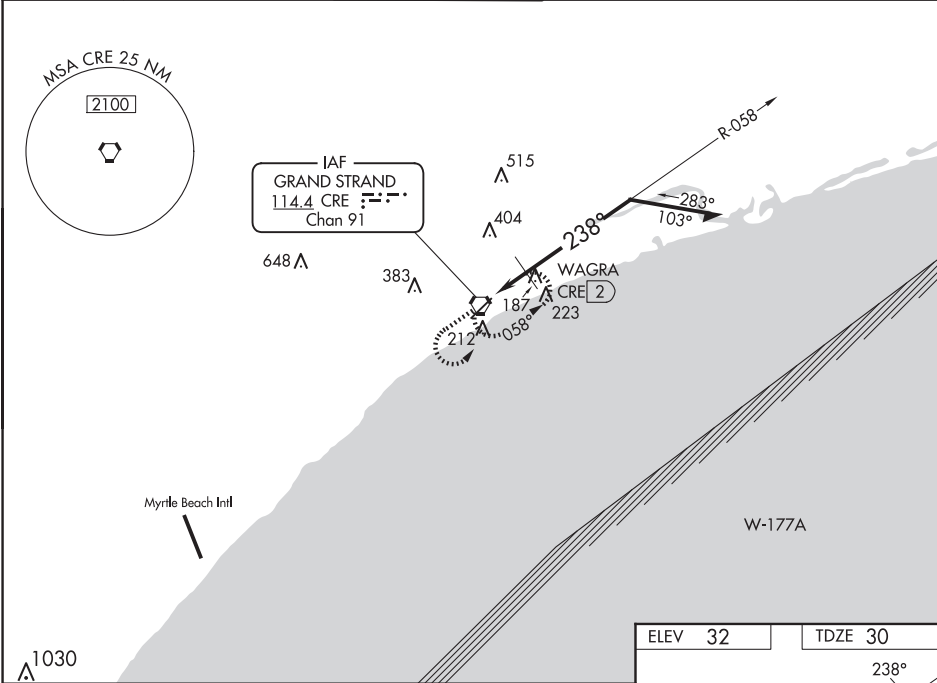
VOR RWY 23  
GRAND STRAND (CRE)

**⚠** Rwy 23 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.  
For inop ALS, increase S-23 Cats A/B visibility to 1 SM.

MALSR

MISSED APPROACH: Climb to 2000 then left turn direct CRE VORTAC and hold.

ATIS 119.625	MYRTLE BEACH APP CON* 119.2 350.3	STRAND TOWER* 124.6 (CTAF) 0 257.6	GND CON 121.8 257.6	CLNC DEL 121.8	UNICOM 122.95
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2000

CRE

CRE VORTAC

WAGRA CRE 2

3.00° TCH 55

058°

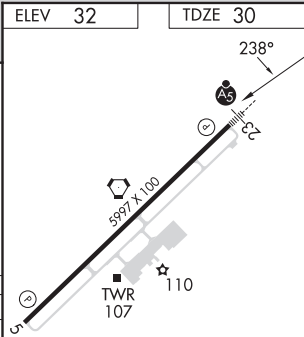
238°

1700

580

Remain within 10 NM

CATEGORY	A	B	C	D
S-23	580- $\frac{3}{4}$	550 (600- $\frac{3}{4}$ )	580-1 $\frac{1}{8}$	550 (600-1 $\frac{1}{8}$ )
<b>C</b> CIRCLING	580-1	548 (600-1)	720-2 688 (700-2)	720-2 $\frac{1}{4}$ 688 (700-2 $\frac{1}{4}$ )
WAGRA FIX MINIMUMS				
S-23	480- $\frac{3}{4}$	450 (500- $\frac{3}{4}$ )	480- $\frac{7}{8}$	450 (500- $\frac{7}{8}$ )
<b>C</b> CIRCLING	520-1	488 (500-1)	720-2 688 (700-2)	720-2 $\frac{1}{4}$ 688 (700-2 $\frac{1}{4}$ )



NORTH MYRTLE BEACH, SOUTH CAROLINA

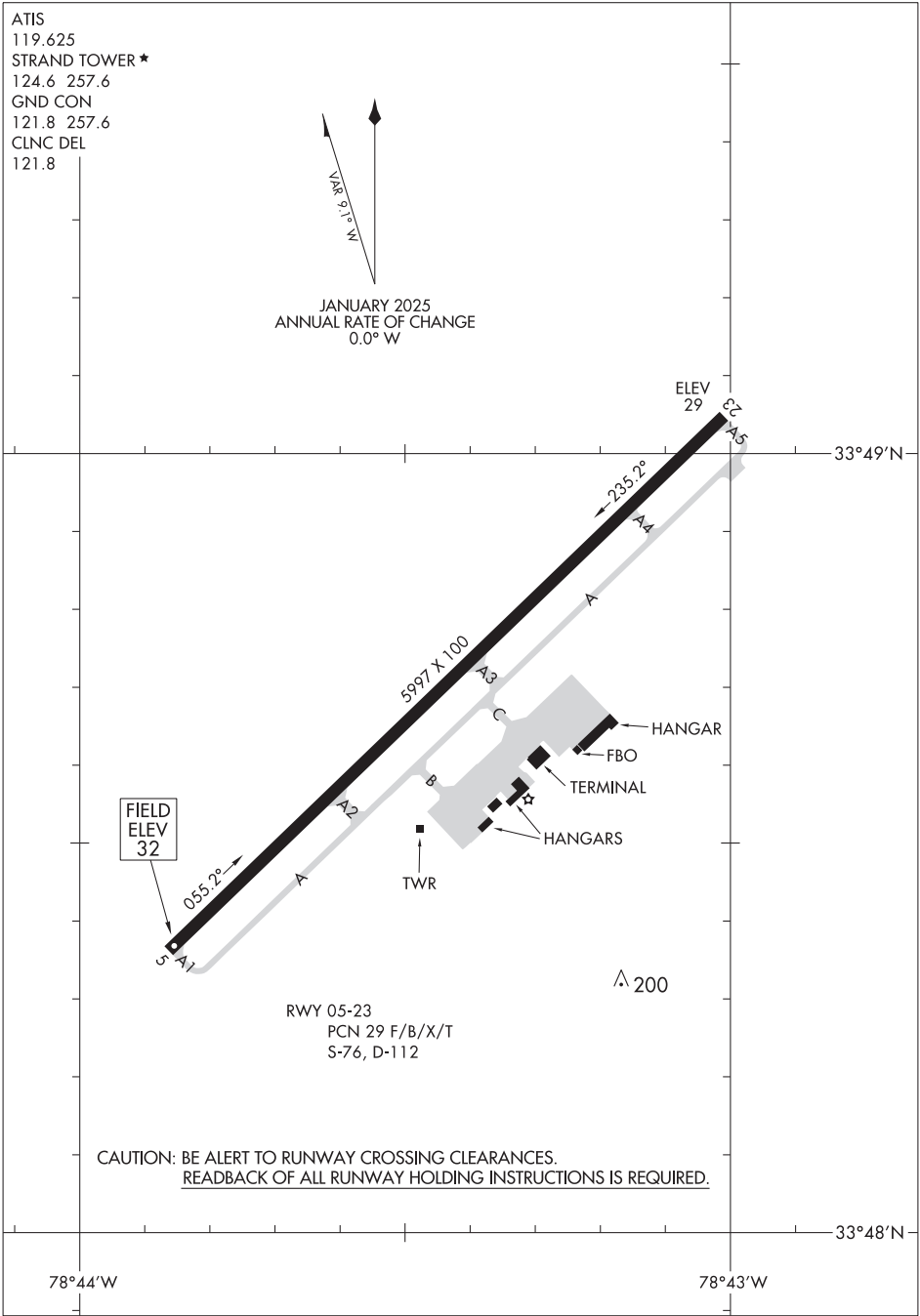
Amdt 20B 27JAN22

33°49'N-78°43'W

GRAND STRAND (CRE)  
VOR RWY 23

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



NORTH WILKESBORO, NORTH CAROLINA


AL-6962 (FAA)

24361

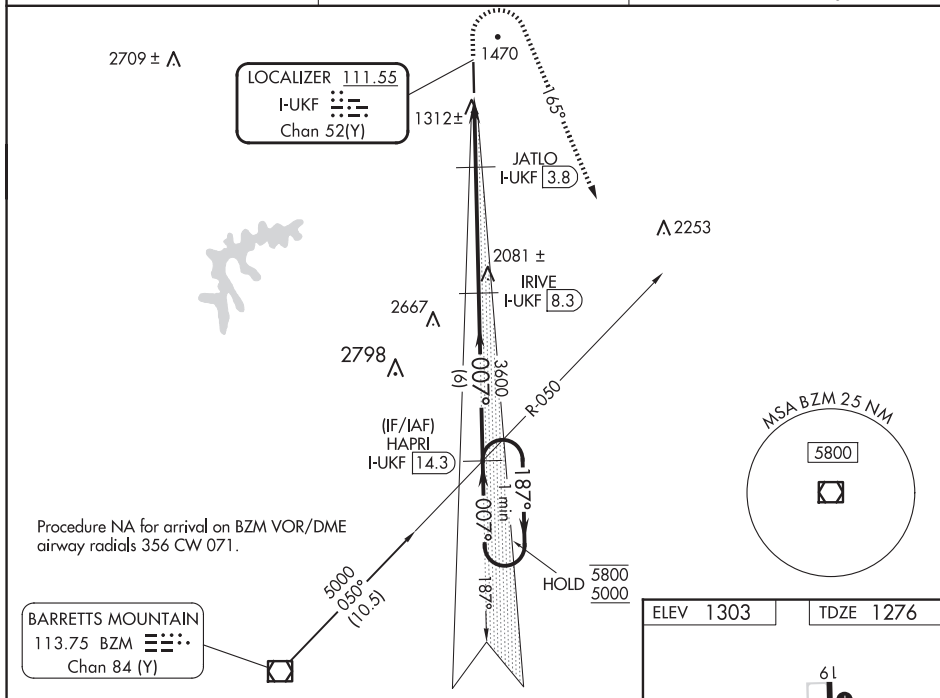
LOC/DME I-UKF <b>111.55</b> Chan <b>52</b> (Y)	APP CRS <b>007°</b>	Rwy Idg TDZE <b>1276</b> Apt Elev <b>1303</b>
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# ILS Y or LOC Y RWY 1

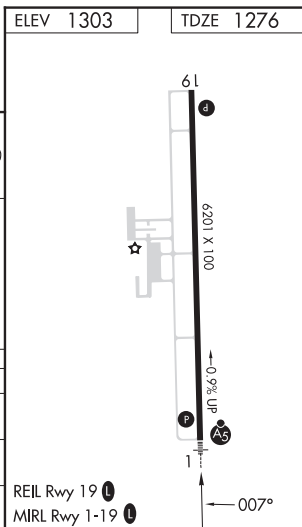
WILKES COUNTY (UKF)

DME required.	MALSR 	MISSED APPROACH: Climb to 1740 then climbing right turn to 5000 heading 165° and BZM VOR/DME R-050 direct HAPRI/I-UKF 14.3 DME and hold, continue climb-in-hold to 5000.
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AWOS-3 <b>126.625</b>	ATLANTA CENTER <b>125.15 263.0</b>	UNICOM <b>122.7</b> (CTAF) 
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One Minute Holding Pattern	HAPRI I-UKF 14.3	IRIVE I-UKF 8.3	1740	5000	BZM R-050	HAPRI I-UKF 14.3
5800 ← 187°	5000 → 007°	3600	JATLO I-UKF 3.8	* I-UKF 2.1	I-UKF 1.1	* LOC only.
G5 3.00° TCH 59	6 NM	4.5 NM	1.7 NM	1 NM		
CATEGORY	A	B	C	D		
S-ILS 1	1476-½		200 (200-½)			
S-LOC 1	1640-½	364 (400-½)	1640-⅝	364 (400-⅝)		
CIRCLING	1800-1 497 (500-1)	1880-1 577 (600-1)	1880-1½ 577 (600-1½)	2240-3 937 (1000-3)		



NORTH WILKESBORO, NORTH CAROLINA

Amdt 1A 16JUL20

36°13'N-81°06'W

WILKES COUNTY (UKF)

# ILS Y or LOC Y RWY 1

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



LOC/DME I-UKF <b>111.55</b> Chan <b>52</b> (Y)	APP CRS <b>007°</b>	Rwy Idg TDZE <b>1276</b> Apt Elev <b>1303</b>
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ILS Z or LOC Z RWY 1

WILKES COUNTY (UKF)

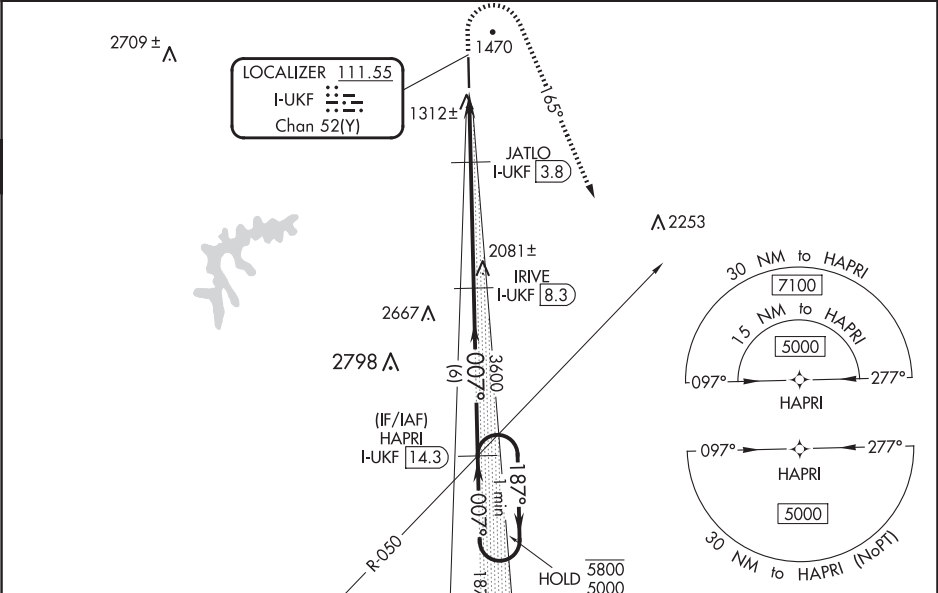
DME required. RNAV 1-GPS required.

VDP NA when using Hickory altimeter setting. When local altimeter setting not received, use Hickory altimeter setting and increase S-ILS DA to 1569 feet and all MDAs 100 feet, and increase S-LOC Cats C/D visibility ¾ SM and Circling Cat C visibility ½ SM. For inop ALS when using Hickory altimeter setting, increase S-ILS all Cats visibility and S-LOC Cat C/D visibility ¾ SM.

MALSR

MISSED APPROACH: Climb to 1740 then climbing right turn to 5000 heading 165° and BZM VOR/DME R-050 direct HAPRI/ I-UKF 14.3 DME and hold, continue climb-in-hold to 5000.

AWOS-3 <b>126.625</b>	ATLANTA CENTER <b>125.15 263.0</b>	UNICOM <b>122.7 (CTAF)</b>
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ELEV 1303

TDZE 1276

One Minute Holding Pattern

HAPRI I-UKF 14.3

IRIVE I-UKF 8.3

JATLO I-UKF 3.8

\*LOC only.

\*I-UKF 2.1

I-UKF 1.1

5800

5000

187°

007°

007°

3600

\*2160

6 NM

4.5 NM

1.7 NM

1 NM

GS 3.00° TCH 59

CATEGORY	A	B	C	D
S-ILS 1	1476-½ 200 (200-½)			
S-LOC 1	1640-½ 364 (400-½)		1640-⅝ 364 (400-⅝)	
CIRCLING	1800-1 497 (500-1)	1880-1 577 (600-1)	1880-1½ 577 (600-1½)	2240-3 937 (1000-3)

REIL Rwy 19

MIRL Rwy 1-19

61

6201 X 100

0.9% up

1

007°

WAAS CH <b>40440</b> <b>W01A</b>	APP CRS <b>007°</b>	Rwy Idg <b>6201</b> TDZE <b>1276</b> Apt Elev <b>1303</b>
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RNAV (GPS) RWY 1  
WILKES COUNTY (UKF)

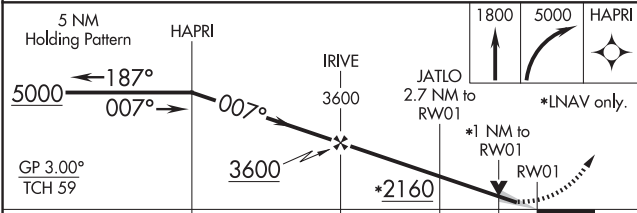
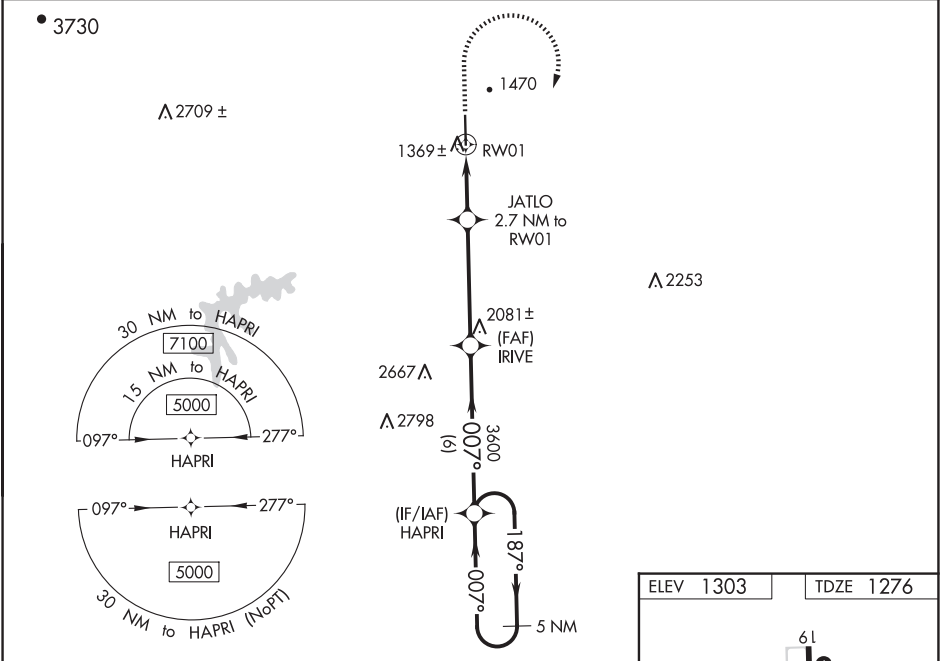
**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hickory altimeter setting and increase LPV DA to 1566 feet and LNAV/VNAV DA to 1669 feet and LNAV/VNAV visibility all Cats ¼ SM. Increase all MDAs 100 feet and LNAV visibility Cats C/D ¼ SM and Circling Cat C ½ SM. For inop ALS when using Hickory altimeter setting, increase LPV all Cats visibility to 1 SM. VDP and Baro-VNAV NA when using Hickory altimeter setting.

MALSR

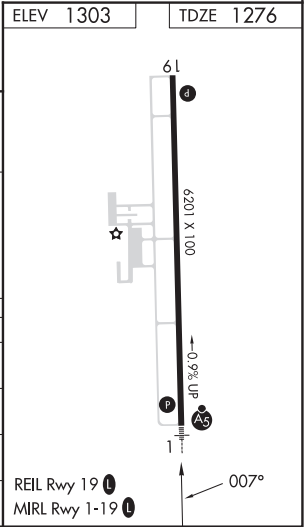
**A5**

MISSED APPROACH: Climb to 1800 then climbing right turn to 5000 direct HAPRI and hold, continue climb-in-hold to 5000.

AWOS-3 <b>126.625</b>	ATLANTA CENTER <b>125.15 263.0</b>	UNICOM <b>122.7 (CTAF)</b> <b>U</b>
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CATEGORY	A	B	C	D
LPV DA	1476-½	200 (200-½)		
LNAV/VNAV DA	1579-⅝	303 (300-⅝)		
LNAV MDA	1620-½ 344 (400-½)	1620-⅝ 344 (400-⅝)		
CIRCLING	1800-1 497 (500-1)	1880-1 577 (600-1)	1880-1½ 577 (600-1½)	2240-3 937 (1000-3)



SE-2, 12 JUN 2025 to 07 AUG 2025

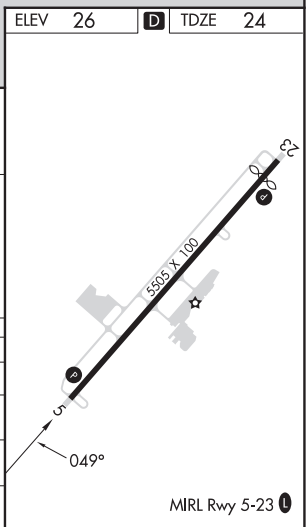
SE-2, 12 JUN 2025 to 07 AUG 2025



CAPE FEAR RGNL JETPORT/HOWIE FRANKLIN FLD (SUT)

**MISSED APPROACH:**  
Climb to 3000 direct  
JONDE and left turn  
on track 304° to  
WYLS and hold.

UNICOM  
123.05 (CTAF) **L**



RNAV (GPS) RWY 5

WAAS CH <b>90527</b> <b>W23A</b>	APP CRS <b>229°</b>	Rwy Idg TDZE <b>26</b> Apt Elev <b>26</b>	<b>5105</b>
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RNAV (GPS) RWY 23

CAPE FEAR RGNL JETPORT/HOWIE FRANKLIN FLD (SU'T)

RNP APCH - GPS.

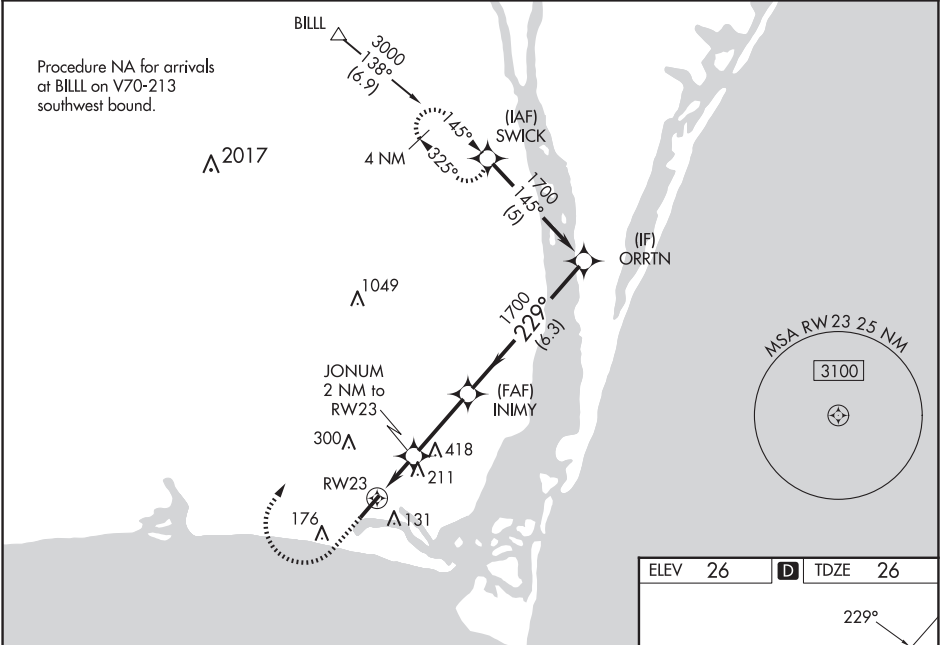
▼

Baro-VNAV NA when using Wilmington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Wilmington altimeter setting and increase LPV DA to 335 feet, increase LNAV/VNAV DA to 327 feet, increase all MDAs 60 feet and Circling visibility Cat C ¼ SM. Rwy 23 helicopter visibility reduction below ¾ SM NA. VDP NA when using Wilmington altimeter setting.

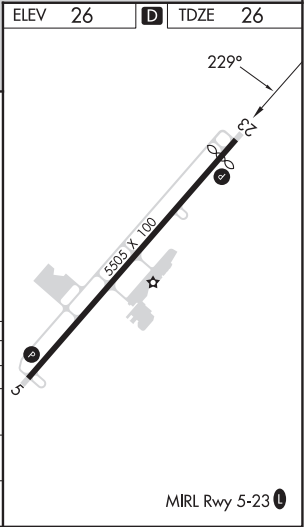
MISSED APPROACH:

Climb to 500 then climbing right turn to 3000 direct SWICK and hold.

AWOS-3P <b>124.175</b>	WILMINGTON APP CON ★ <b>118.25 284.65</b>	UNICOM <b>123.05(CTAF) ①</b>
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500	3000	SWICK	JONUM 2 NM to RW23	INIMY 1700	ORRTN 1700
* LNAV only			* 1 NM to RW23		
RW23			* 720		
			VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 32).		
			GP 3.08° TCH 60		
			1 NM	1 NM	2.9 NM
					6.3 NM
CATEGORY	A	B	C	D	
LPV DA	284-1	258 (300-1)		NA	
LNAV/VNAV DA	276-1	250 (300-1)		NA	
LNAV MDA	480-1	454 (500-1)	480-1 3/8 454 (500-1 3/8)	NA	
CIRCLING	480-1 454 (500-1)	520-1 494 (500-1)	720-2 694 (700-2)	NA	



OCRACOKE, NORTH CAROLINA

AL-6810 (FAA)

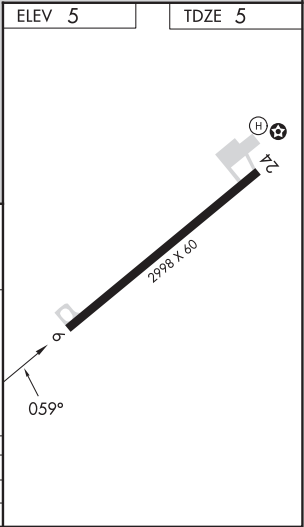
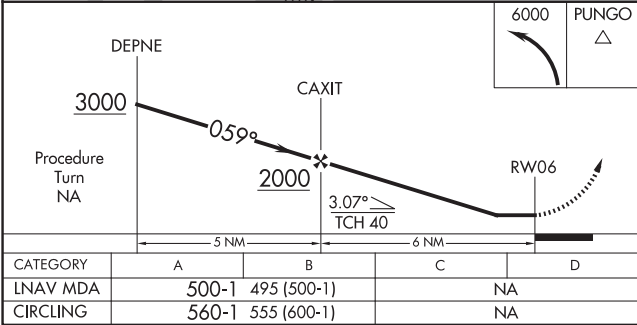
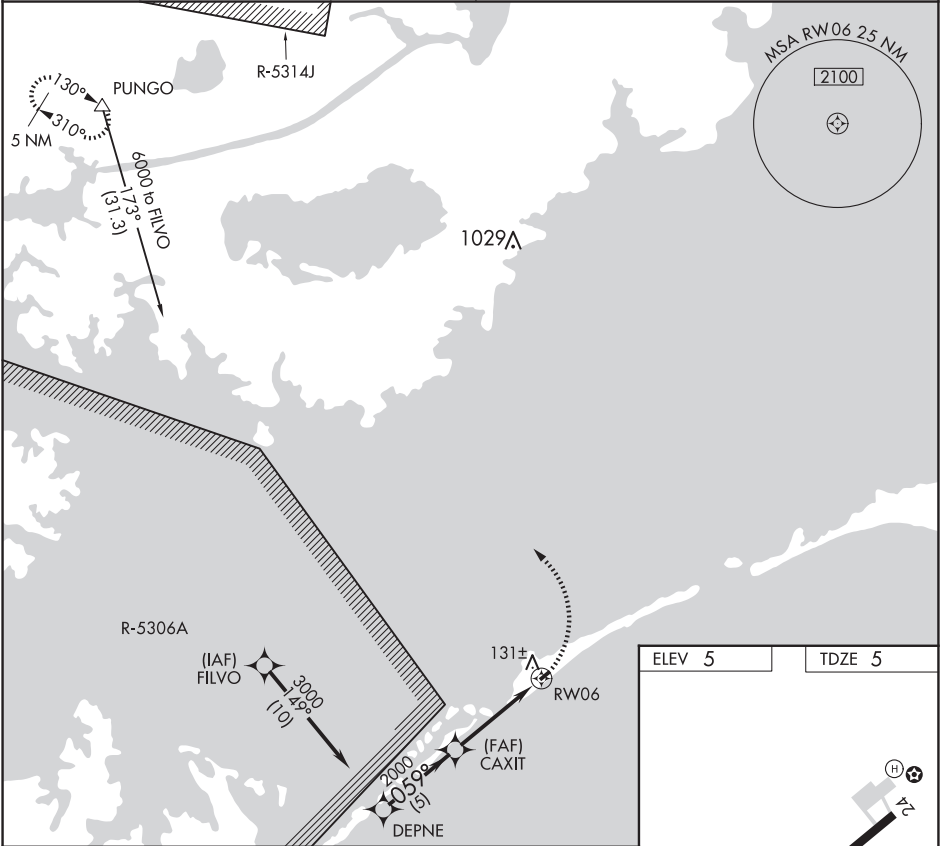
22307

APP CRS <b>059°</b>	Rwy Idg	<b>2998</b>
	TDZE	<b>5</b>
	Apt Elev	<b>5</b>

**RNAV (GPS) RWY 6**  
OCRACOKE ISLAND (W95)

<b>NA</b>	Procedure NA at night. Use Hatteras altimeter setting, when not received procedure NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climbing left turn to 6000 direct PUNGO WP and hold.
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CHERRY POINT APP CON <b>119.75 360.775</b>	CTAF <b>122.9</b>
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OCRACOKE, NORTH CAROLINA  
Orig-A 10DEC15

35°06'N-75°58'W

**RNAV (GPS) RWY 6**  
OCRACOKE ISLAND (W95)


SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

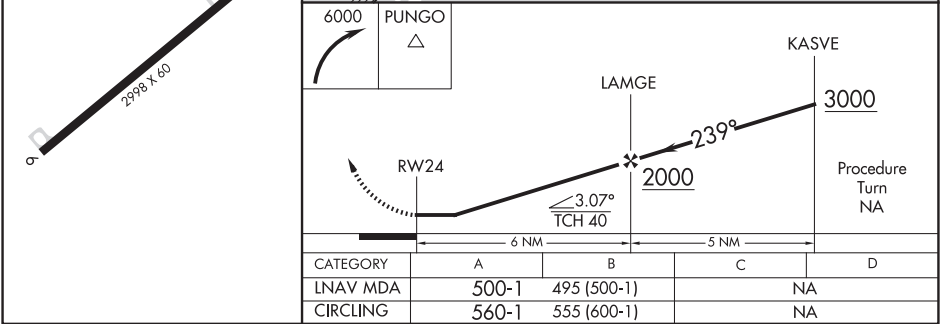
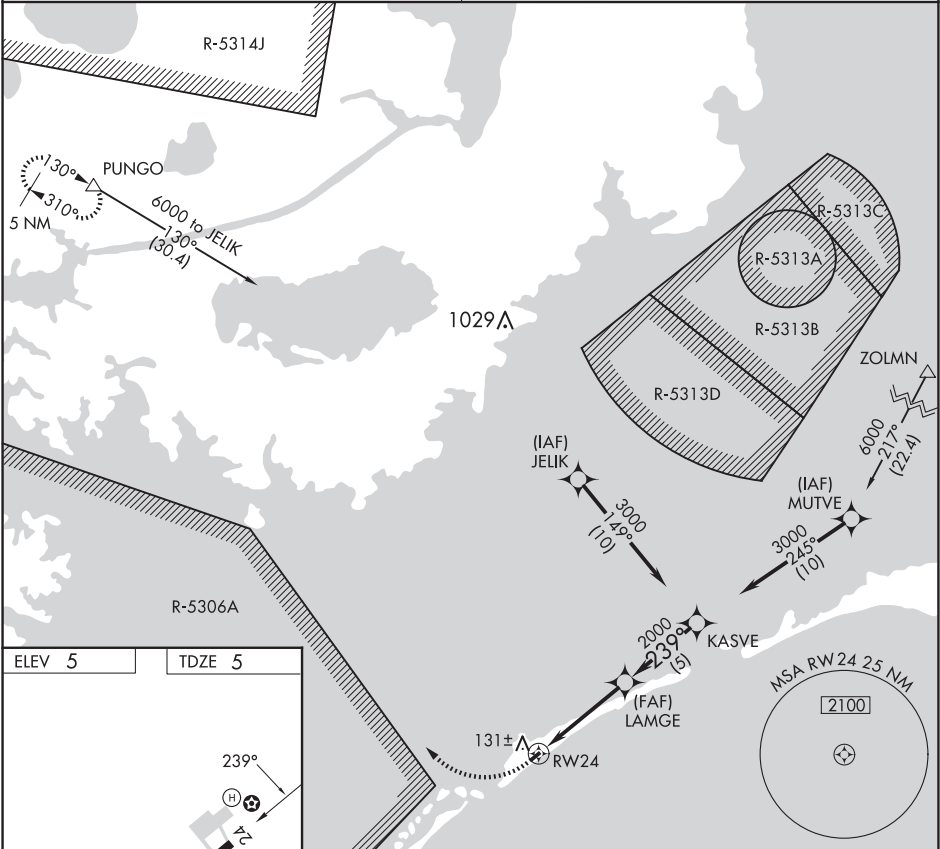
APP CRS <b>239°</b>	Rwy Idg	<b>2998</b>
	TDZE	<b>5</b>
	Apt Elev	<b>5</b>

RNAV (GPS) RWY 24

OCRACOKE ISLAND (W95)

 NA	Procedure NA at night. Use Hatteras altimeter setting, when not received procedure NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climbing right turn to 6000 direct PUNGO WP and hold.

CHERRY POINT APP CON <b>119.75 360.775</b>	CTAF <b>122.9</b>
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SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>57918</b> <b>W05A</b>	APP CRS <b>049°</b>	Rwy Idg TDZE <b>191</b> Apt Elev <b>195</b>
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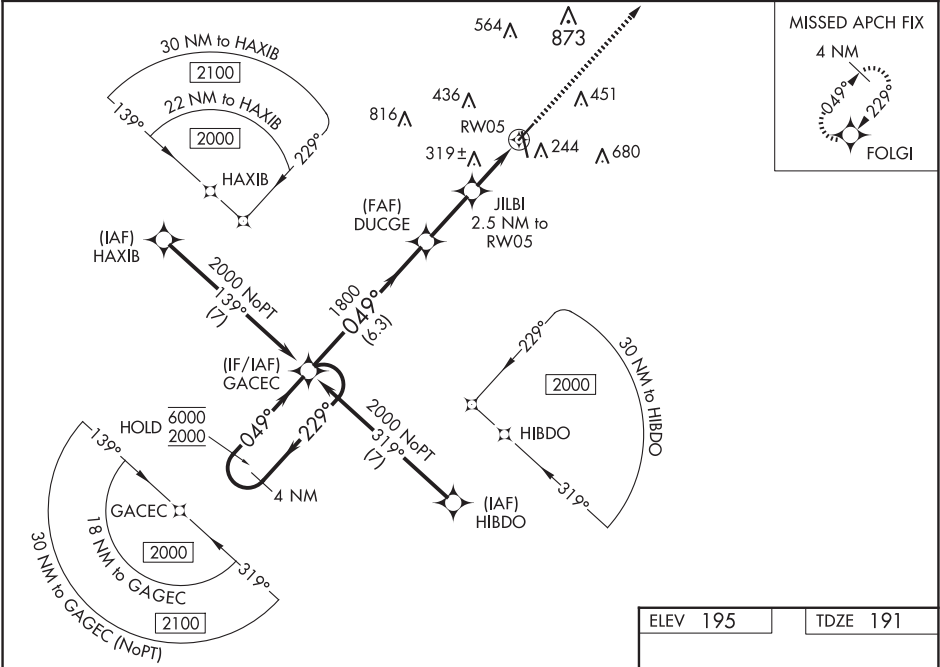
RNAV (GPS) RWY 5  
ORANGEBURG MUNI (OGB)

RNP APCH - GPS.

**⚠** Circling Rwy 17 NA at night. Baro-VNAV and VDP NA when using Columbia Metro altimeter setting. Rwy 5 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. When local altimeter setting not received, use Columbia Metro altimeter setting: increase LPV DA to 542 feet; increase LNAV/VNAV DA to 520 feet; increase all MDAs 80 feet and visibility Cats C and D ¼ SM.

MISSED APPROACH:  
Climb to 2000 direct  
FOLGI and hold.

ASOS <b>118.525</b>	COLUMBIA APP CON <b>124.15 338.2</b>	GCO <b>125.675</b>	UNICOM <b>122.7 (CTAF) 0</b>
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 21).		2000	FOLGI
6000 ← 229°		DUCGE		1800	JILBI
2000 → 049°		1800		1020	2.5 NM to RW05
GP 3.00° TCH 55		1.3		1.2	1.2 NM to RW05
CATEGORY	A	B	C	D	
LPV DA		463-1	272 (300-1)		
LNAV/VNAV DA		441-1	250 (300-1)		
LNAV MDA	580-1	389 (400-1)	580-1½	389 (400-1½)	
CIRCLING	680-1 485 (500-1)	740-1 545 (600-1)	980-2¼ 785 (800-2¼)	980-2½ 785 (800-2½)	

MIRL Rwy 5-23 and 17-35 0  
REIL Rwy 17, 23 and 35 0



APP CRS  
**174°**

Rwy Idg  
**5399**

TDZE  
**181**

Apt Elev  
**195**

RNAV (GPS) RWY 17

ORANGEBURG MUNI (OGB)

RNP APCH-GPS.

When local altimeter setting not received, use Columbia Metro altimeter setting and increase all MDAs 80 feet and visibility Cat C/D ¼ SM, and Circling visibility Cat C/D ¼ SM. VDP NA when using Columbia Metro altimeter setting. Straight-in minimums NA at night, Circling Rwy 17 NA at night. Rwy 17 helicopter visibility reduction below 1 SM NA.

ODALS

MISSED APPROACH:  
Climb to 2000 direct CUGRA and hold.

ASOS <b>118.525</b>	COLUMBIA APP CON <b>124.15 338.2</b>	GCO <b>125.675</b>	UNICOM <b>122.7 (CTAF) 0</b>
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MSA RW17 25 NM  
[2100]

4 NM 164°  
344°  
2000 NoPT (5)  
(IAF) JENAK

(IF/IAF) SUNOE  
2000 NoPT 264° (5)  
(IAF) KAVNE

1800 174°  
(6.3)  
(FAF) YAYUS

564 873  
478  
451  
436 816  
RW17  
244 680

Procedure NA for arrival at ALD VOR via V37 southbound and V157 southwest bound.

2000 028° (39.4)  
ALLEDALE ALD

2000 213° (20.8)  
POINT

MISSED APPROACH CUGRA  
4 NM 354°  
174°

4 NM Holding Pattern

SUNOE

YAYUS

HILMI 3 NM to RW17

2000

CUGRA

1800

3.04° 1180

1.8 NM to RW17

6.3 NM

1.9 NM

1.2 NM

1.8

TCH 42

RW17

CATEGORY	A	B	C	D
RNAV MDA	780-¾ 599 (600-¾)	780-1½ 599 (600-1½)	780-1½ 599 (600-1½)	780-1½ 599 (600-1½)
CIRCLING	780-1 585 (600-1)	800-1 605 (700-1)	1040-2½ 845 (900-2½)	1040-2¾ 845 (900-2¾)

REIL Rwys 17, 23, and 35 0

MRL Rwys 5-23 and 17-35 0

ORANGEBURG, SOUTH CAROLINA

Orig-D 12AUG21

33°28'N-80°51'W

525

ORANGEBURG MUNI (OGB)

RNAV (GPS) RWY 17

WAAS CH <b>99318</b> <b>W23A</b>	APP CRS <b>229°</b>	Rwy Idg <b>4508</b> TDZE <b>195</b> Apt Elev <b>195</b>
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RNAV (GPS) RWY 23

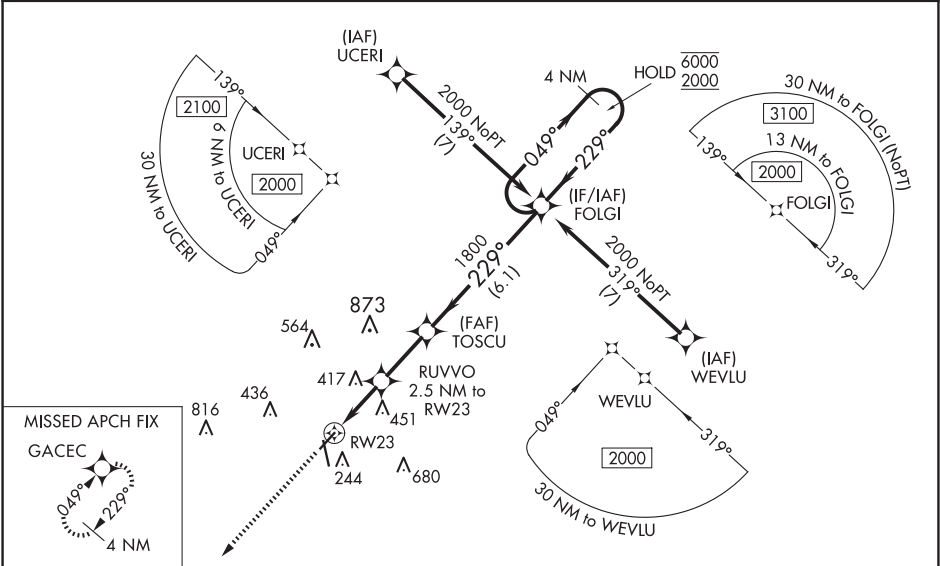
ORANGEBURG MUNI (OGB)

RNP APCH-GPS.

Circling Rwy 17 NA at night. Baro-VNAV and VDP NA when using Columbia Metro altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. When local altimeter setting not received, use Columbia Metro altimeter setting: increase LPV DA to 538 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 740 feet and all visibilities ¼ SM; increase all MDAs 80 feet and visibility Cats C and D ¼ SM.

MISSED APPROACH: Climb to 2000 direct GACEC and hold.

ASOS <b>118.525</b>	COLUMBIA APP CON <b>124.15 338.2</b>	GCO <b>125.675</b>	UNICOM <b>122.7 (CTAF) 0</b>
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ELEV 195

TDZE 195

REIL Rwy 17, 23, and 35 0  
MIRL Rwy 5-23 and 17-35 0

2000 GACEC

4 NM Holding Pattern

GP 3.00°  
TCH 40

CATEGORY	A	B	C	D
LPV DA	459-7⁄8	264 (300-7⁄8)		
LNAV/VNAV DA	660-13⁄8	465 (500-13⁄8)		
LNAV MDA	660-1	465 (500-1)	660-13⁄8	465 (500-13⁄8)
CIRCLING	680-1 485 (500-1)	740-1 545 (600-1)	980-2¼ 785 (800-2¼)	980-2½ 785 (800-2½)

WAAS CH <b>97418</b> <b>W35A</b>	APP CRS <b>354°</b>	Rwy Idg <b>5399</b> TDZE <b>186</b> Apt Elev <b>195</b>
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RNAV (GPS) RWY 35  
ORANGEBURG MUNI (OGB)

RNP APCH - GPS.

**⚠** Circling Rwy 17 NA at night. Baro-VNAV and VDP NA when using Columbia Metro altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. Inop table does not apply to LPV. For inop ALS, increase LNAV/VNAV Cat A/B visibility to ¾ SM and LNAV Cat C/D visibility to 1¾ SM. When local altimeter setting not received, use Columbia Metro altimeter setting: increase LPV DA to 515 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 559 feet and all visibilities ¾ SM; increase all MDAs 80 feet and visibility Cats C and D ¼ SM. For inop ALS when using Columbia Metro altimeter setting, increase LPV and LNAV/VNAV Cat A/B visibility to 1 SM.

ODA

**MISSED APPROACH:**  
Climb to 2000 direct  
SUNOE and hold.

ASOS 118.525	COLUMBIA APP CON 124.15 338.2	GCO 125.675	UNICOM 122.7 (CTAF) ①
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### MISSED APCH FIX

[illegible]

ELEV 195		TDZE 186
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REIL Rwy 17, 23, and 35

MIRL Rwy 5-23 and 17-35

2000	SUNOE
	

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 37).

4 NM  
Holding Pattern

Diagram illustrating the HIPTI 1800° turn geometry. The turn is defined by a 174° right turn and a 354° left turn. The distance from the start of the turn to the HIPTI 1800° point is 1.3 NM. The distance from the HIPTI 1800° point to the end of the turn is 1800. The distance from the end of the turn to the final heading (GP 3.00° TCH 42) is 174°.

CATEGORY		A		B		C		D	
LPV	DA	436- <sup>3</sup> / <sub>4</sub>				250 (300- <sup>3</sup> / <sub>4</sub> )			
RNAV/ RNAV	DA	480- <sup>3</sup> / <sub>4</sub>				294 (300- <sup>3</sup> / <sub>4</sub> )			
RNAV	MDA	640- <sup>3</sup> / <sub>4</sub> 454 (500- <sup>3</sup> / <sub>4</sub> )				640-1 <sup>1</sup> / <sub>8</sub> 454 (500-1 <sup>1</sup> / <sub>8</sub> )			
CIRCLING		680-1 485 (500-1)		740-1 545 (600-1)		980-2 <sup>1</sup> / <sub>4</sub> 785 (800-2 <sup>1</sup> / <sub>4</sub> )		980-2 <sup>1</sup> / <sub>2</sub> 785 (800-2 <sup>1</sup> / <sub>2</sub> )	

RNAV (GPS) RWY 35

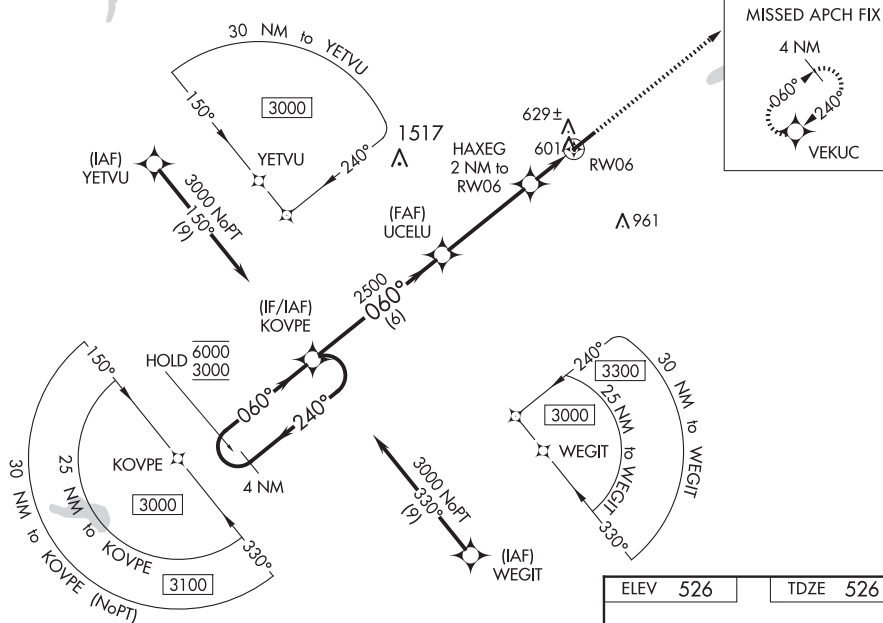
RNAV (GPS) RWY 6  
HENDERSON/OXFORD (HNZ)

**V** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.  
**A** When local altimeter setting not received, use Roxboro altimeter setting: increase all DA to 875 feet and all visibilities  $\frac{1}{8}$  SM; increase all MDA 80 feet and visibility Cats C and D  $\frac{1}{4}$  SM. Baro-VNAV and VDP NA when using Roxboro altimeter setting.  
 Rwy 6 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

MISSED APPROACH: Climb to 3000  
direct VEKUC and hold.

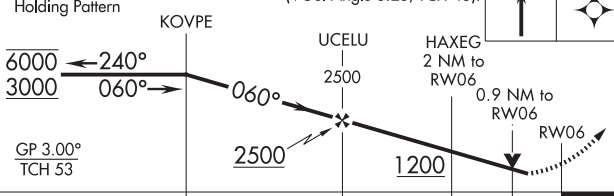
RALEIGH APP CON  
132.35 256.9


UNICOM  
122.8(CTAF) **L**

4 NM  
Holding Pattern

VGSI and RNAV glidepath not coincident  
(VGSI Angle 3.25/TCH 43).

3000	VEKUC
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CATEGORY		A	B	C	D
LPV	DA	811-7 $\frac{7}{8}$		285 (300-7 $\frac{7}{8}$ )	
LNAV/ VNAV	DA	810-7 $\frac{7}{8}$		284 (300-7 $\frac{7}{8}$ )	
LNAV MDA		880-1		354 (400-1)	
 CIRCLING		960-1 434 (500-1)	980-1 454 (500-1)	1100-1 $\frac{1}{2}$ 574 (600-1 $\frac{1}{2}$ )	1280-2 $\frac{1}{2}$ 754 (800-2 $\frac{1}{2}$ )

REIL Rwy 6 **L**  
MIRL Rwy 6-24 **L**

36°22'N-78°32'W

HENDERSON/OXFORD (HNZ)  
RNAV (GPS) RWY 6

WAAS CH <b>63009</b> <b>W24A</b>	APP CRS <b>240°</b>	Rwy Idg <b>5501</b> TDZE <b>523</b> Apt Elev <b>526</b>
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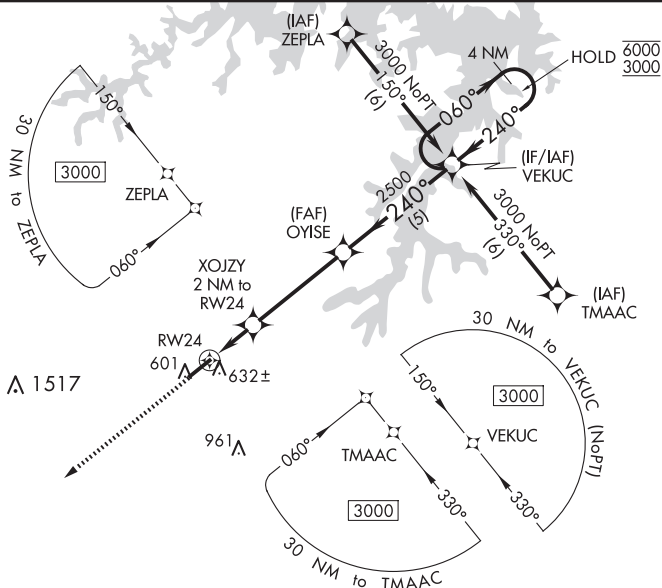
RNAV (GPS) RWY 24  
HENDERSON/OXFORD (HNZ)

RNP APCH - GPS.

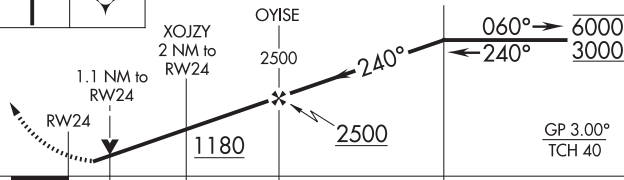
**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using Roxboro altimeter setting. Rwy 24 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Roxboro altimeter setting and increase LPV DA to 837 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 877 feet and all visibilities ½ SM; increase all MDAs 80 feet and LNAV visibility Cat C/D ¾ SM, and Circling visibility Cat C/D ¼ SM.

**MISSED APPROACH:**  
Climb to 3000 direct  
KOVPE and hold.

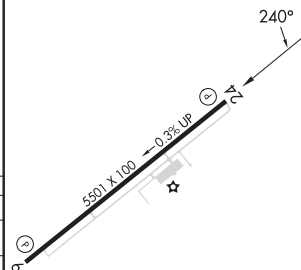
AWOS-3 <b>118.625</b>	RALEIGH APP CON <b>132.35 256.9</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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ELEV 526		TDZE 523
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		1.1	0.9 NM	4.1 NM	5 NM			
CATEGORY		A		B		C		D
LPV	DA			773-3/4		250 (300-3/4)		
LNAV/ VNAV	DA			813-7/8		290 (300-7/8)		
LNAV MDA				900-1		377 (400-1)		
<b>C</b> CIRCLING		960-1 434 (500-1)		980-1 454 (500-1)		1100-1½ 574 (600-1½)		1280-2½ 754 (800-2½)



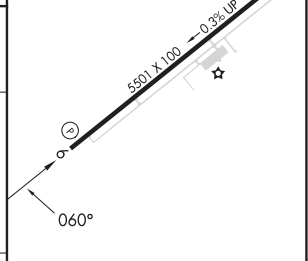
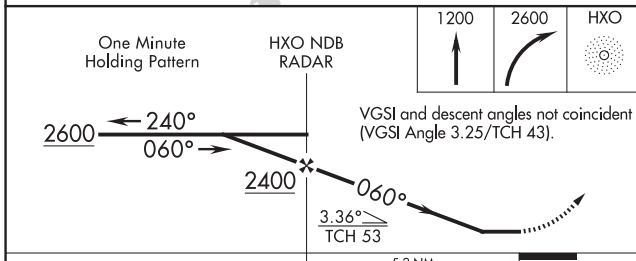
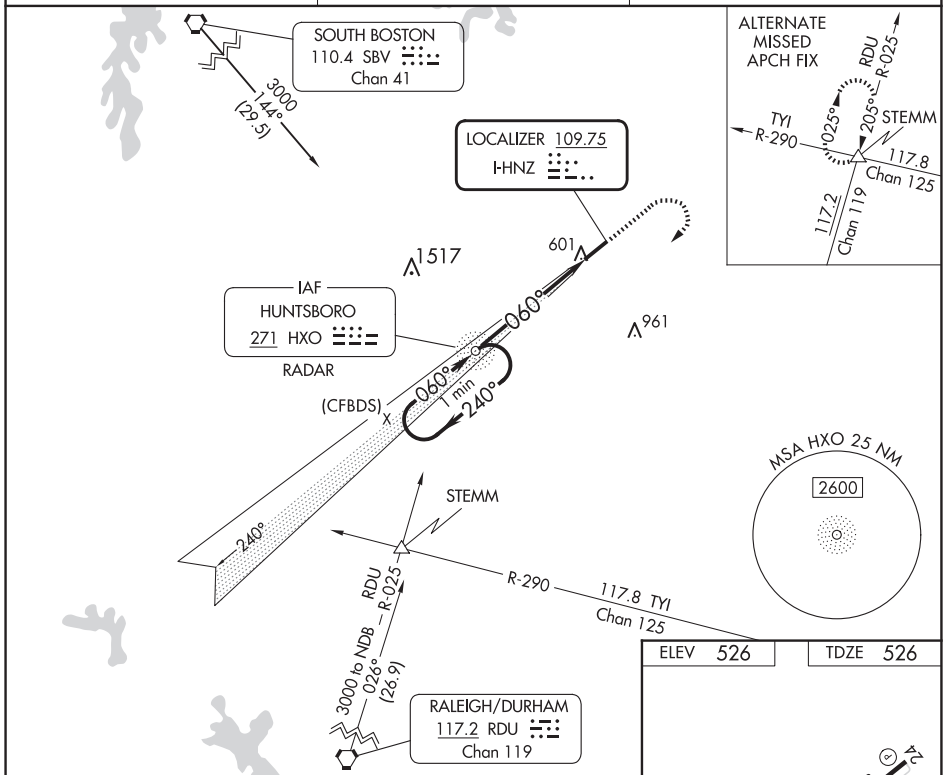
REIL Rwy 6 **L**  
MIRL Rwy 6-24 **L**

LOC RWY 6  
HENDERSON/OXFORD (HNZ)

**MISSED APPROACH:** Climb to 1200 then climbing right turn to 2600 direct HXO NDB/RADAR and hold.

AWOS-3  
118.625

RALEIGH APP CON	
<b>132.35</b>	<b>256.9</b>

UNICOM  
122.8(CTAF) L

REIL Rwy 6 <b>1</b>					
MIRL Rwy 6-24 <b>1</b>					
FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

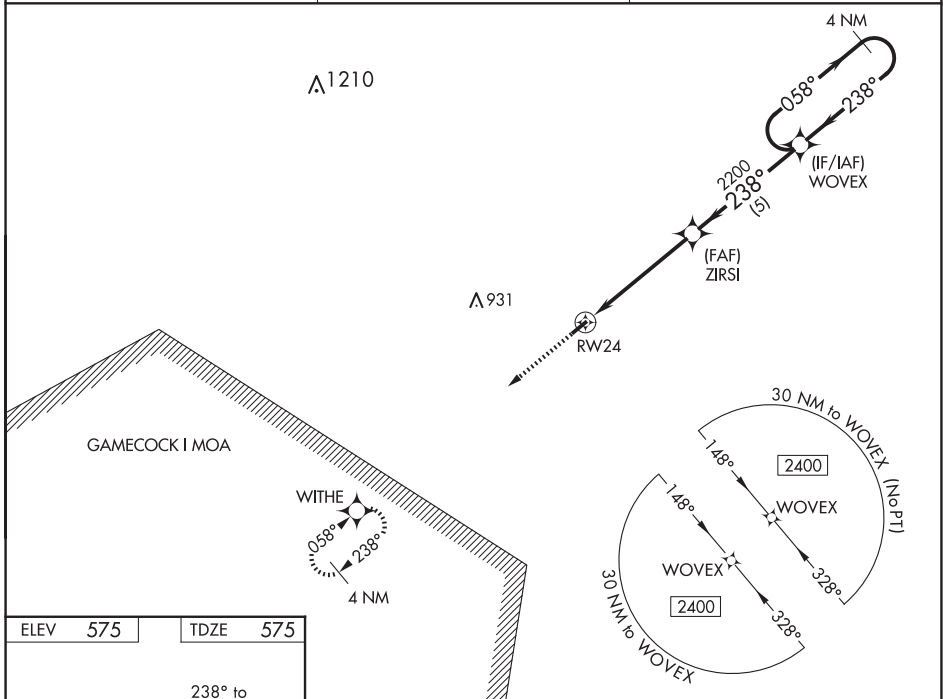
HENDERSON/OXFORD (HNZ)  
LOC RWY 6



RNAV (GPS) RWY 24  
PAGELAND (PYG)

**MISSED APPROACH:**  
Climb to 2400 direct  
WITHE and hold.

EQY ASOS	CHARLOTTE APP CON	(CTAF)
135.775	120.05 307.8	122.9



The diagram illustrates the holding pattern and approach procedure for Runway 24 (RWY 24). The holding pattern is depicted as a series of turns around a fix, with a 4 NM Holding Pattern indicated. The approach path is shown as a straight line from the bottom left towards the runway, labeled with a distance of 3396 X .60 and a climb rate of 0.7% UP. The runway itself is labeled RWY 24 and has a length of 3396 X .60. A 4 NM Holding Pattern is also indicated near the runway end.

SE-2, 12 JUN 2025 to 07 AUG 2025



WAAS  
CH **82526**  
**W18A**

APP CRS  
**178°**

Rwy Idg  
TDZE **452**  
Apt Elev **452**

**RNAV (GPS) RWY 18**  
LEXINGTON COUNTY (6J0)

RNP APCH.

▼

Baro-VNAV NA. Rwy 18 helicopter visibility reduction below ¾ SM NA. Use Columbia Metro altimeter setting; when not received use Jim Hamilton L B Owens altimeter setting and increase all DA 19 feet, all MDA 20 feet and increase LPV and LNAV/VNAV all Cts visibility ½ mile.

▲NA

MISSED APPROACH:  
Climb to 2700 direct ZIDBI and hold.

CAE ASOS <b>120.15</b>	COLUMBIA APP CON <b>124.15 338.2</b>	UNICOM <b>123.0 (CTAF) 0</b>
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Procedure NA for arrivals at LEDAS on V311 northwest bound and V155 southwest bound.

Procedure NA for arrivals at LEDAS on V311 northwest bound and V155 southwest bound.

(IAF) LEDAS 2700 118° (13.5)

Λ 1156

(IF) SOYOP 2100 178° (4)

(FAF) CUSUM 2100

WUSOD 2.1 NM to RW18 803 628 ± 579 ± 508

Λ 736

Λ 749

Λ 748

MSA RW18 25 NM 2500

MISSED APCH FIX ZIDBI 2700 178° 358° 4 NM

ELEV 452 TDZE 452

178° to RW18 81 36 4335 x 75 505 ±

MIRL Rwy 18-36 0

SOYOP 2700		CUSUM 2100		2700	ZIDBI
GP 3.00° TCH 40		2100		WUSOD *2.1 NM to RW18	*LNAV only.
4 NM		3 NM		2.1 NM	
CATEGORY	A	B	C	D	
LPV DA	757-1	305 (400-1)	NA		
LNAV/VNAV DA	797-1½	345 (400-1½)	NA		
LNAV MDA	940-1	488 (500-1)	NA		
CIRCLING	980-1 528 (600-1)	1060-1 608 (700-1)	NA		

PELION, SOUTH CAROLINA  
Orig-C 27JAN22

33°48'N-81°15'W  
533

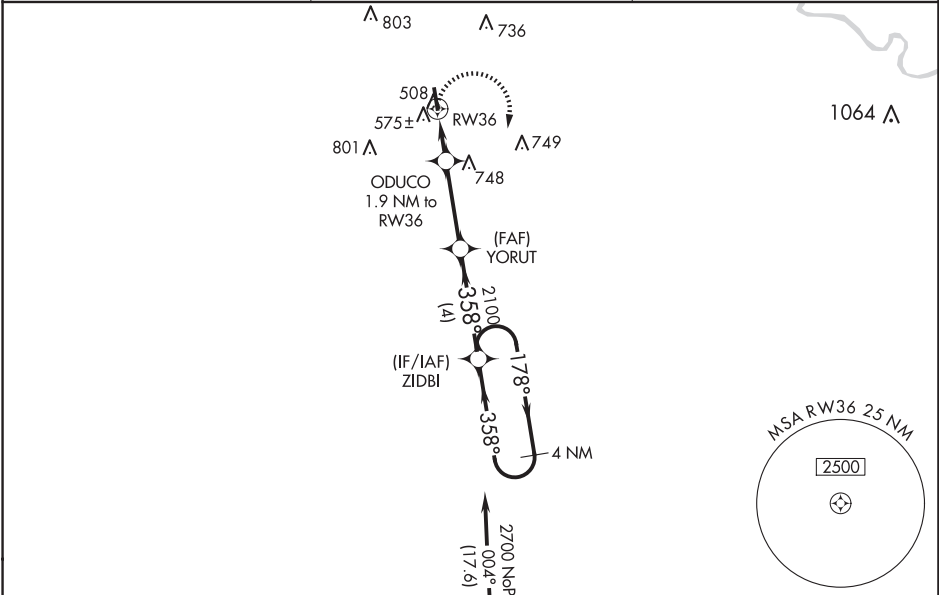
LEXINGTON COUNTY (6J0)  
**RNAV (GPS) RWY 18**

WAAS CH <b>40326</b> <b>W36A</b>	APP CRS <b>358°</b>	Rwy Idg <b>4335</b> TDZE <b>452</b> Apt Elev <b>452</b>
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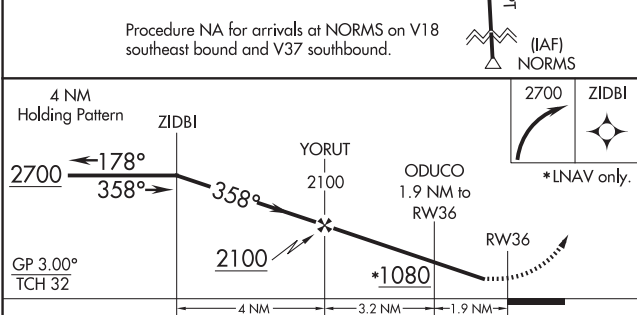
**RNAV (GPS) RWY 36**  
LEXINGTON COUNTY (6J0)

RNP APCH.	Baro-VNAV NA. Rwy 36 helicopter visibility reduction below ¾ SM NA. Use Columbia Metro altimeter setting; when not received use Jim Hamilton L B Owens altimeter setting and increase all DA 19 feet, all MDA 20 feet and increase LPV and LNAV/VNAV all Cats visibility ½ mile.	MISSED APPROACH: Climbing right turn to 2700 direct ZIDBI and hold.
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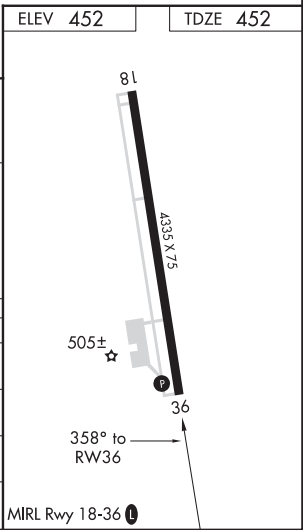
CAE ASOS <b>120.15</b>	COLUMBIA APP CON <b>124.15 338.2</b>	UNICOM <b>123.0 (CTAF) 0</b>
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Procedure NA for arrivals at NORMS on V18 southeast bound and V37 southbound.



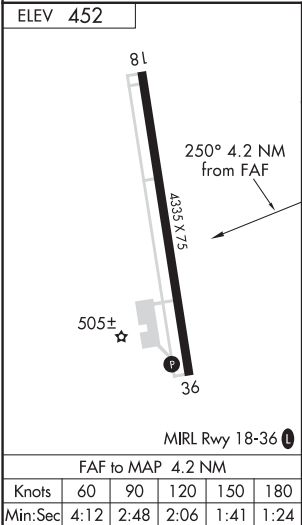
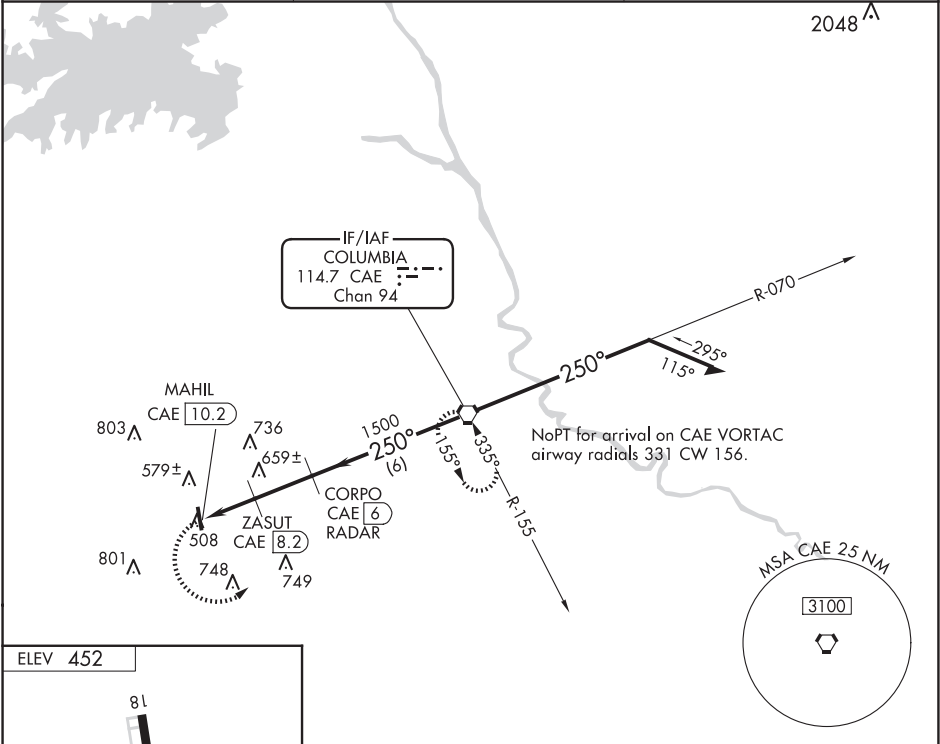
CATEGORY	A	B	C	D
LPV DA	757-1	305 (400-1)		NA
LNAV/VNAV DA	793-1½	341 (400-1½)		NA
LNAV MDA	880-1	428 (500-1)		NA
CIRCLING	980-1 528 (600-1)	1060-1 608 (700-1)		NA



VORTAC CAE <b>114.7</b> Chan <b>94</b>	APP CRS <b>250°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>452</b>	<div>VOR-A</div> <div>LEXINGTON COUNTY (6JØ)</div>
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DME or RADAR required.	MISSED APPROACH: Climbing left turn to 2100 direct CAE VORTAC and hold.
▼ ▲ NA	Use Columbia Metro altimeter setting; when not received, use Jim Hamilton L B Owens altimeter setting and increase all MDA 20 feet.

CAE ASOS <b>120.15</b>	COLUMBIA APP CON <b>124.15 338.2</b>	UNICOM <b>123.0</b> (CTAF) <b>Ø</b>
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2100	CAE			
		CORPO CAE 6 RADAR	CAE VORTAC	Remain within 10 NM
		ZASUT CAE 8.2		
		MAHIL CAE 10.2		
			1500	
			1060*	
			2 NM	6 NM
CATEGORY	A	B	C	D
CIRCLING	1060-1	608 (700-1)	NA	NA
ZASUT FIX MINIMUMS				
CIRCLING	980-1 528 (600-1)	1060-1 608 (700-1)	NA	NA

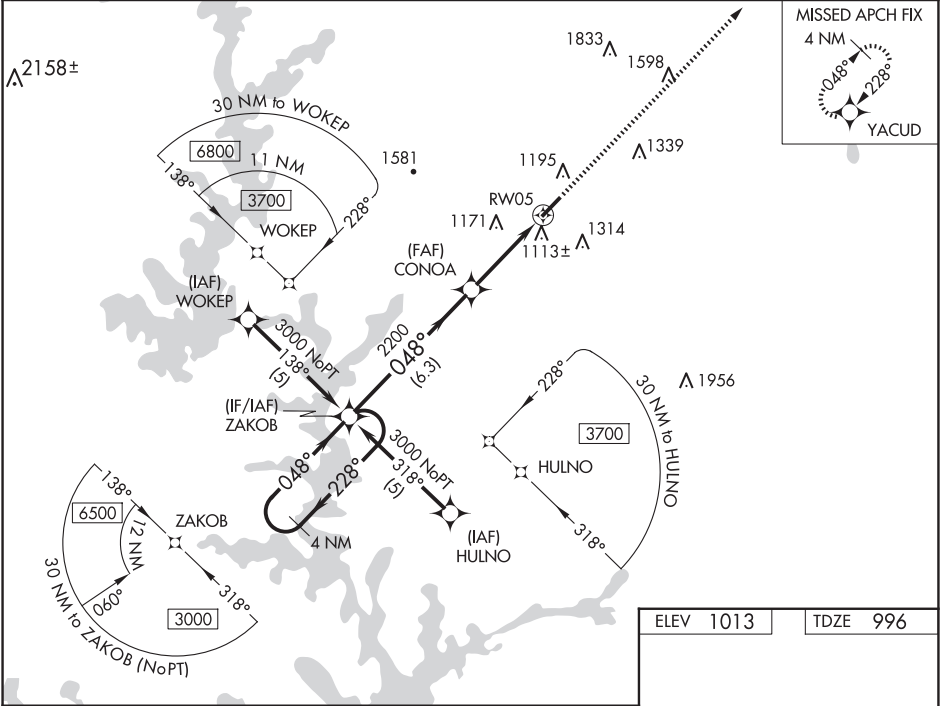
WAAS CH <b>99517</b> <b>W05A</b>	APP CRS <b>048°</b>	Rwy Idg <b>5002</b> TDZE <b>996</b> Apt Elev <b>1013</b>
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**RNAV (GPS) RWY 5**  
PICKENS COUNTY (LQK)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Clemson altimeter setting and increase LPV DA to 1292 feet and visibility all Cats ½ SM; increase LNAV/VNAV DA to 1487 feet; increase all MDAs 60 feet and LNAV Cat C and Circling Cat D visibility ½ SM, and LNAV Cat D visibility ½ SM. Baro-VNAV NA when using Clemson altimeter setting. VDP NA with Clemson altimeter setting.

**MISSED APPROACH:**  
Climb to 4000 direct YACUD and hold.

AWOS-3 <b>120.0</b>	GREER APP CON ★ <b>118.8 270.275</b>	UNICOM <b>122.8 (CTAF) 0</b>
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 35).		4000	YACUD
3000 ← 228°		048° →		*1.2 NM to RW05	
GP 3.00°		TCH 45		*RNAV only	
6.3 NM		2.5 NM		1.2	
CATEGORY	A	B	C	D	
LPV DA	1246-1		250 (300-1)		
LNAV/VNAV DA	1441-1¾		445 (500-1¾)		
LNAV MDA	1380-1	384 (400-1)	1380-1½ 384 (400-1½)	1380-1¼ 384 (400-1¼)	
CIRCLING	1560-1 547 (600-1)	1620-1 607 (700-1)	1620-1¾ 607 (700-1¾)	1780-2½ 767 (800-2½)	

ELEV 1013

TDZE 996

MIRL Rwy 5-23 0

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

WAAS Ch <b>42817</b> <b>W23A</b>	APP CRS <b>228°</b>	Rwy Idg <b>5002</b> TDZE <b>1013</b> Apt Elev <b>1013</b>
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RNAV (GPS) RWY 23

PICKENS COUNTY (LQK)

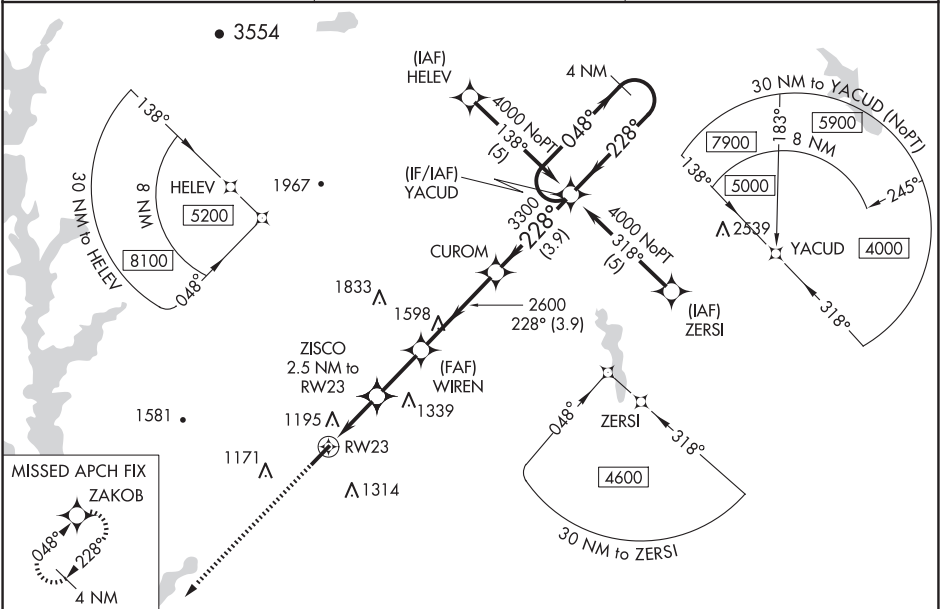
▼

NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Clemson altimeter setting and increase LPV DA to 1356 feet and visibility all Cats ¼ SM; increase LNAV/VNAV DA to 1594 feet; increase all MDAs 60 feet and LNAV Cat C and Circling Cat D visibility ½ SM, increase LNAV Cat D visibility ½ SM. Baro-VNAV NA when using Clemson altimeter setting. VDP NA with Clemson altimeter setting.

MISSED APPROACH:  
Climb to 3000 direct ZAKOB and hold.

AWOS-3 <b>120.0</b>	GREER APP CON ★ <b>118.8 270.275</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 1013	TDZE 1013
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3000

ZAKOB

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 26).

4 NM Holding Pattern

\*LNAV only.

RW23

ZISCO 2.5 NM to RW23

WIREN 2600

CUROM

YACUD

3000

1860\*

2600

048°→

←228°

4000

GP 3.00° TCH 45

1.5 NM

1 NM

2.3 NM

3.9 NM

3.9 NM

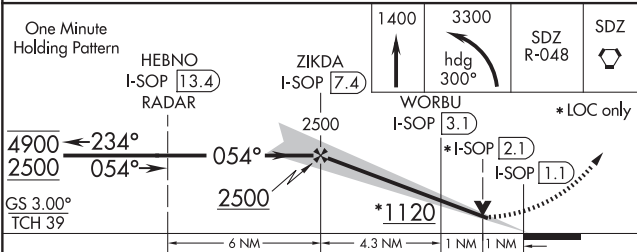
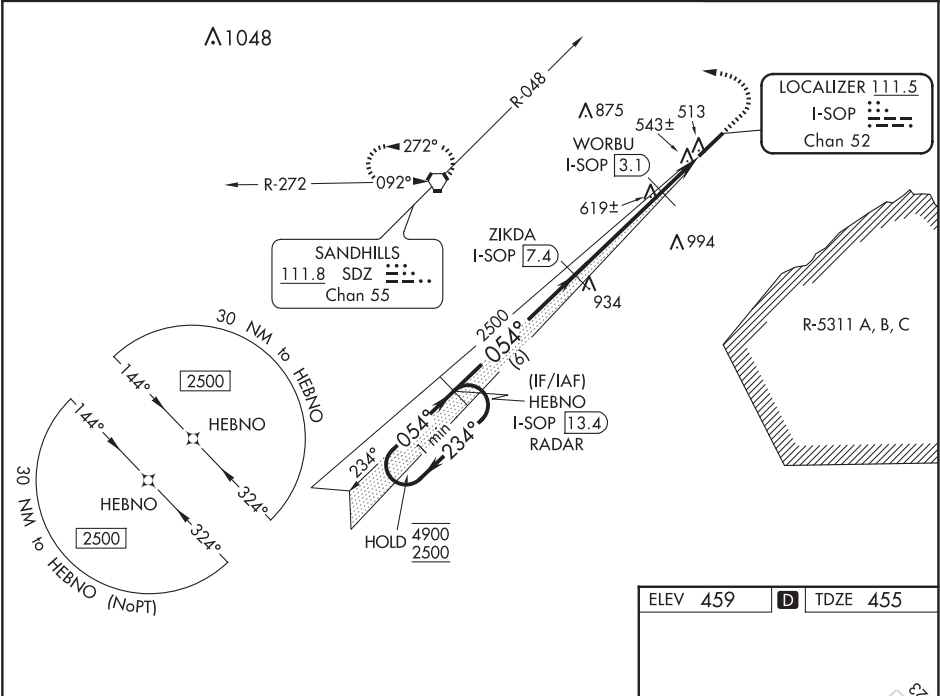
CATEGORY	A	B	C	D
LPV DA	1310-1 297 (300-1)			
LNAV/VNAV DA	1548-2 535 (600-2)			
LNAV MDA	1500-1	487 (500-1)	1500-1½ 487 (500-1½)	1500-1½ 487 (500-1½)
CIRCLING	1560-1 547 (600-1)	1620-1 607 (700-1)	1620-1½ 607 (700-1½)	1780-2½ 767 (800-2½)

LOC/DME I-SOP	APP CRS	Rwy Idg	5502
111.5	054°	TDZE	455
Chan 52		Apt Elev	459

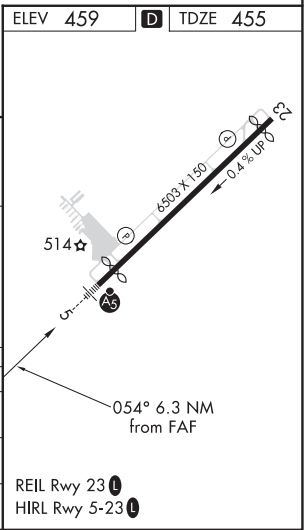
ILS Y or LOC Y RWY 5  
MOORE COUNTY(SOP)

DME required. RNAV-1 GPS or RADAR required.	MALSR	MISSED APPROACH: Climb to 1400 then climbing left turn to 3300 on heading 300° and on SDZ VORTAC R-048 to SDZ VORTAC and hold.

AWOS-3PT 127.575	FAYETTEVILLE APP CON 127.8 343.725	CLNC DEL 127.0	UNICOM 123.05(CTAF) 1
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CATEGORY	A	B	C	D
S-ILS 5	655-1/2	200 (200-1/2)		
S-LOC 5	800-1/2	345 (400-1/2)	800-5/8	345 (400-5/8)
CIRCLING	880-1 421 (500-1)	920-1 461 (500-1)	1100-1 1/4 641 (700-1 1/4)	1360-3 901 (1000-3)



SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



WAAS  
CH **70526**  
**W05A**

APP CRS  
**054°**

Rwy Idg **5502**  
TDZE **455**  
Apt Elev **459**

RNAV (GPS) RWY 5  
MOORE COUNTY (SOP)

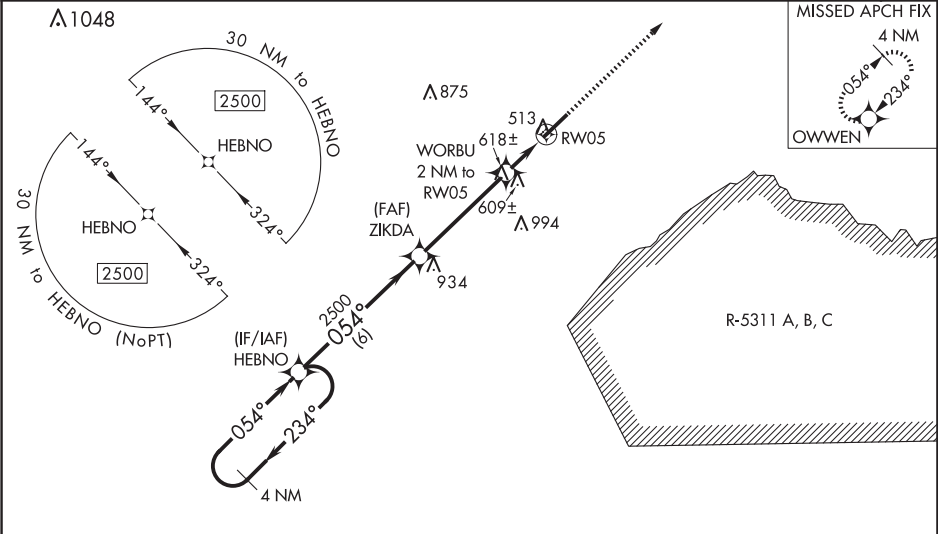
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LNAV/VNAV all Cats visibility to ¾ mile, LNAV Cats A/B visibility to 1 mile and LNAV Cats C/D visibility to 1½ mile. When local altimeter setting not received, use Sanford altimeter setting and increase all DA 88 feet and all MDA 100 feet, increase LNAV/VNAV all Cats visibility ½ mile, LNAV Cats C/D visibility ¼ mile, and Circling Cat C ½ mile. When using Sanford altimeter setting, for inop MALSR increase LNAV/VNAV all Cats visibility to 1½ mile, LNAV Cats A/B visibility to 1 mile, and LNAV Cat C/D visibility to 1½ mile. Baro-VNAV and VDP NA when using Sanford altimeter setting.

MALSR



MISSED APPROACH:  
Climb to 2500 direct  
OWWEN and hold.

AWOS-3PT <b>127.575</b>	FAYETTEVILLE APP CON <b>127.8 343.725</b>	CLNC DEL <b>127.0</b>	UNICOM <b>123.05 (CTAF) 0</b>
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4 NM Holding Pattern HEBNO 2500 ← 234° / 054° → 2500 GP 3.00° TCH 39 6 NM 4.3 NM 0.9 NM 1.1 NM 2500 OWWEN *LNAV only *1120 *1.1 NM to RW05 514 6503 X 150 0.4 NM to RW05 054° to RW05 REIL Rwy 23 0 HIRL Rwy 5-23 0				
ELEV 459	D TDZE 455			
CATEGORY	A	B	C	D
LPV DA	655-½		200 (200-½)	
LNAV/VNAV DA	750-½		295 (300-½)	
LNAV MDA	860-½ 405 (500-½)		860-¾ 405 (500-¾)	
CIRCLING	880-1 421 (500-1)	920-1 461 (500-1)	1100-1¾ 641 (700-1¾)	1360-3 901 (1000-3)



WAAS CH <b>42726</b> <b>W23A</b>	APP CRS <b>234°</b>	Rwy Idg <b>5722</b> TDZE <b>443</b> Apt Elev <b>459</b>
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RNAV (GPS) RWY 23

MOORE COUNTY (SOP)

RNP APCH.

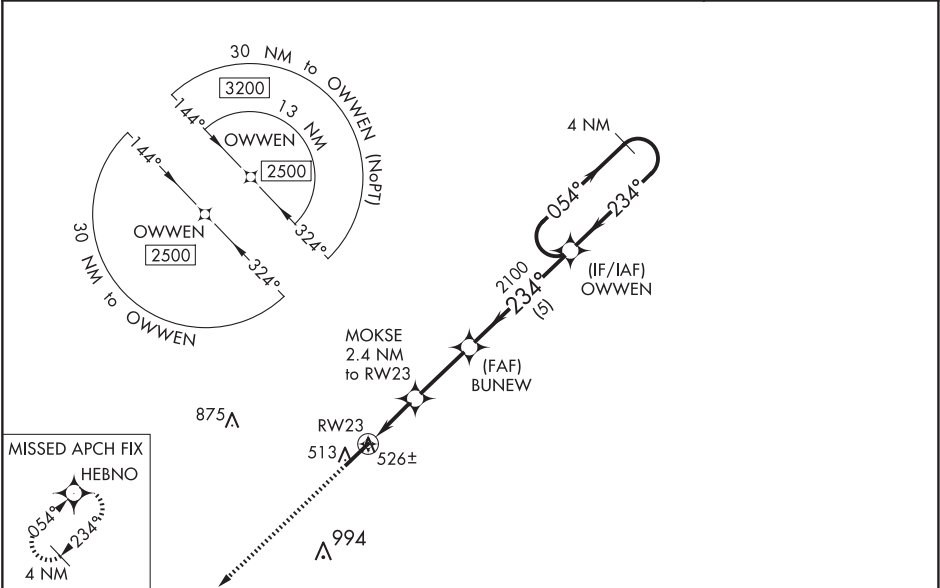
▼

Baro-VNAV NA when using Sanford altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Sanford altimeter setting and increase all DA 88 feet and all MDA 100 feet; increase LNAV Cats C/D visibility  $\frac{3}{8}$  mile and Circling Cat C visibility  $\frac{1}{2}$  mile. Rwy 23 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

MISSED APPROACH:

Climb to 2500 direct HEBNO and hold.

AWOS-3PT <b>127.575</b>	FAYETTEVILLE APP CON <b>127.8    343.725</b>	CLNC DEL <b>127.0</b>	UNICOM <b>123.05</b> (CTAF) <b>1</b>
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ELEV **459**    **D**    TDZE **443**

REIL Rwy 23 **1**  
HIRL Rwy 5-23 **1**

2500 HEBNO VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 41).				
*LNAV only MOKSE 2.4 NM to RW23 BUNEW 2100 OWWEN 4 NM Holding Pattern				
RW23 514 513 526± 994 875 234° 054° 234° 2500 GP 3.00° TCH 54				
CATEGORY	A	B	C	D
LPV DA	693-1 250 (300-1)			
LNAV/VNAV DA	699-1 256 (300-1)			
LNAV MDA	780-1 337 (400-1)			
<b>C</b> CIRCLING	880-1 421 (500-1)	920-1 461 (500-1)	1100-1 $\frac{3}{4}$ 641 (700-1 $\frac{3}{4}$ )	1360-3 901 (1000-3)

PLYMOUTH, NORTH CAROLINA

AL-6249 (FAA)

24193

WAAS CH <b>93825</b> <b>W03A</b>	APP CRS <b>027°</b>	Rwy Idg TDZE <b>36</b> Apt Elev <b>36</b>
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RNAV (GPS) RWY 3

PLYMOUTH MUNI (PMZ)

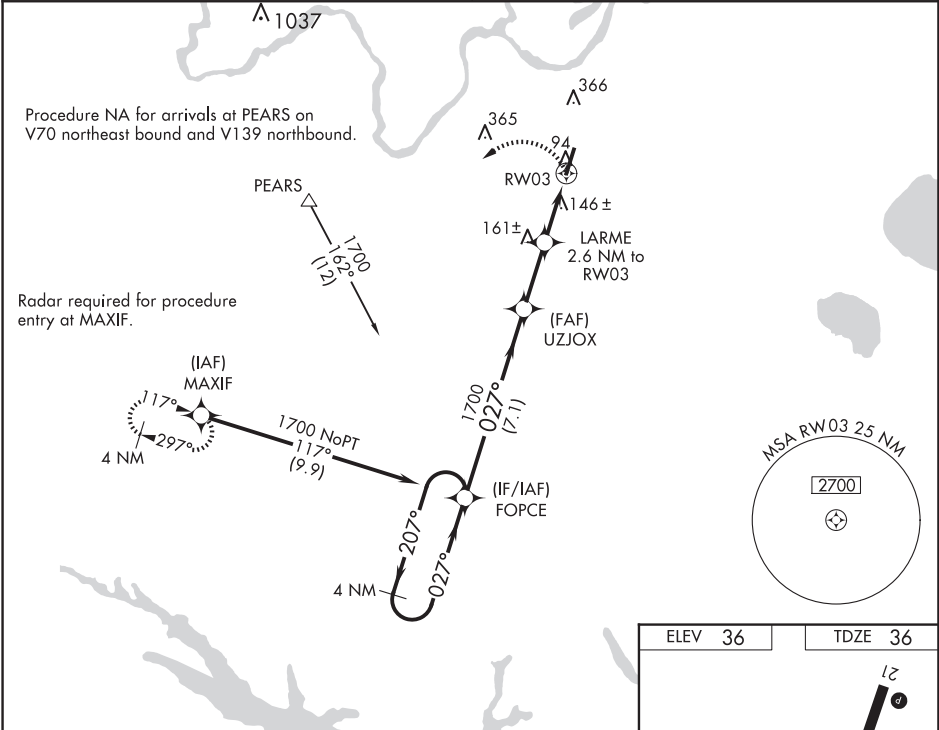
▼

▲ NA

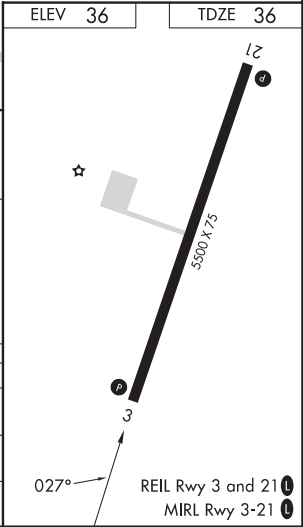
Use Northeastern Rgnl altimeter setting; when not received, use Coastal Carolina Rgnl altimeter setting and increase all MDA 80 feet; increase all Cat C visibilities ½ SM. When VGSI inop, procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

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

CHERRY POINT APP CON <b>119.35 377.175</b>	UNICOM <b>122.8</b> (CTAF) <b>1</b>
---	--



4 NM Holding Pattern		VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 30).		2000	MAXIF
1700 ← 207°		027° → 1700		3.00° TCH 40	
7.1 NM		2.5 NM		2.6 NM	
CATEGORY	A	B	C	D	
LP MDA	440-1	404 (500-1)	440-1½ 404 (500-1½)	NA	
LNAV MDA	460-1	424 (500-1)	460-1¼ 424 (500-1¼)	NA	
CIRCLING	520-1 484 (500-1)	720-1 684 (700-1)	720-2 684 (700-2)	NA	



PLYMOUTH, NORTH CAROLINA  
Orig-B 20MAY21

35°49'N-76°46'W

PLYMOUTH MUNI (PMZ)

RNAV (GPS) RWY 3

SE-2, 12 JUN 2025 to 07 AUG 2025

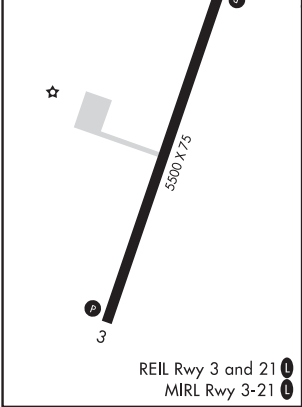
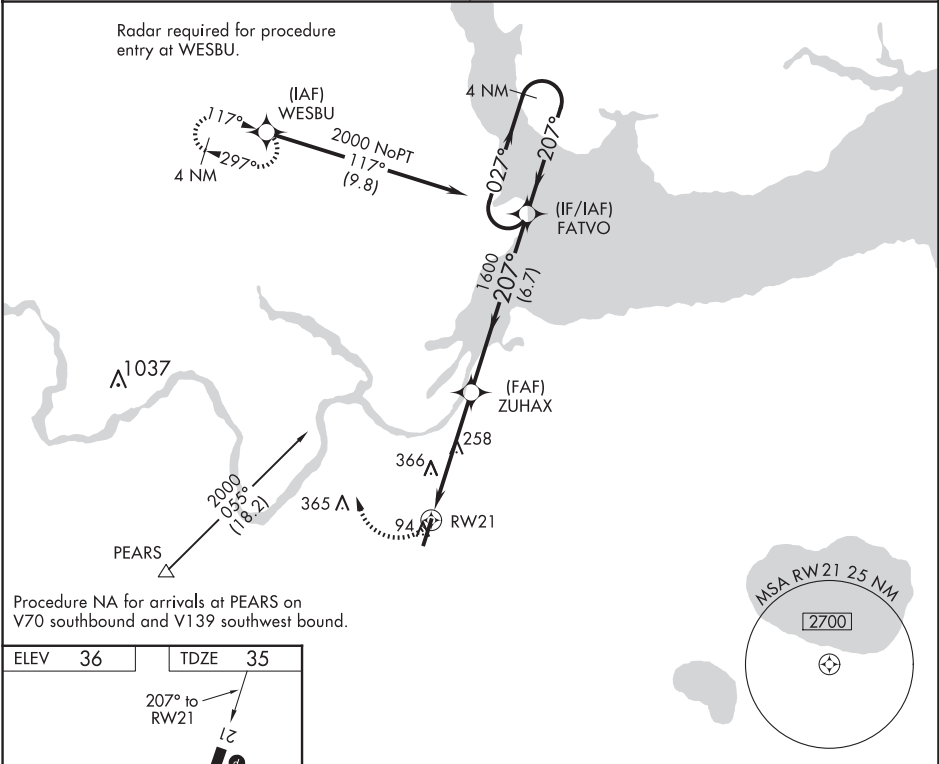
SE-2, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>63125</b> <b>W21A</b>	APP CRS <b>207°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>35</b> <b>36</b>
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RNAV (GPS) RWY 21  
PLYMOUTH MUNI (PMZ)

<p><b>NA</b> Use Northeastern Rgnl altimeter setting; when not received, use Coastal Carolina Rgnl altimeter setting and increase all MDA 80 feet; increase all Cat C visibilities ¼ SM. When VGSi inop, procedure NA at night. DME/DME RNP-0.3 NA.</p>	<p>MISSED APPROACH: Climbing right turn to 2000 direct WESBU and hold.</p>
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CHERRY POINT APP CON <b>119.35 377.175</b>	UNICOM <b>122.8 (CTAF)</b>
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2000	WESBU	VGSi and descent angles not coincident (VGSi Angle 4.00/TCH 28).			4 NM
		FATVO	Holding Pattern		
		ZUHAX			
		RW21			
		1600			
		3.00°			
		TCH 40			
		4.8 NM			
		6.7 NM			
CATEGORY	A	B	C	D	
LP MDA	600-1	565 (600-1)	600-1½ 565 (600-1½)	NA	
LNAV MDA	660-1	625 (700-1)	660-1¾ 625 (700-1¾)	NA	
CIRCLING	660-1 624 (700-1)	720-1 684 (700-1)	720-2 684 (700-2)	NA	

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 23

LOC I-POB <b>110.9</b>	APCH CRS <b>228°</b>	Rwy Idg TDZE Arpt Elev <b>7501</b> <b>200</b> <b>225</b>	[USAF]	POPE AAF (KPOB)
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**RADAR required**

- \* When ALS inop, increase RVR to 40 and vis to ¾ mile.
- \*\* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile; CAT CD RVR to 60, vis to 1½ miles.
- \*\*\* Circling not authorized SE of Rwy 5-23.
- \*\*\*\* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile; CAT CD vis to 1½ miles.

**ATIS**  
**132.3 353.725**

**FAYETTEVILLE APP CON**  
**125.175 285.575** (271° - 090°)  
**133.0 290.25** (091° - 270°)

**TOWER**  
**135.025 291.1**

**GND CON**  
**124.55 275.8**

**CLNC DEL**  
**124.55 275.8**

**MISSED APPROACH:** Climbing right turn to 2000 direct AWGUS and hold.  
For acft not equipped with TACAN or suitable RNAV system with GPS: Climbing right turn to 2000 hdg 350°, expect RADAR vectors.

**CAUTION:** Avoid R-5311 A, B, C located 2.5 DME West of field

**EMERG SAFE ALT 100 NM 5300**

ELEV	<b>225</b>	TDZE	<b>200</b>
Rwy 5 Idg 7501' Rwy 23 Idg 7501'			

**FAF to MAP 3.2 NM**

Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:01

POPE AAF (KPOB)

ILS or LOC RWY 23

SE-2, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 23

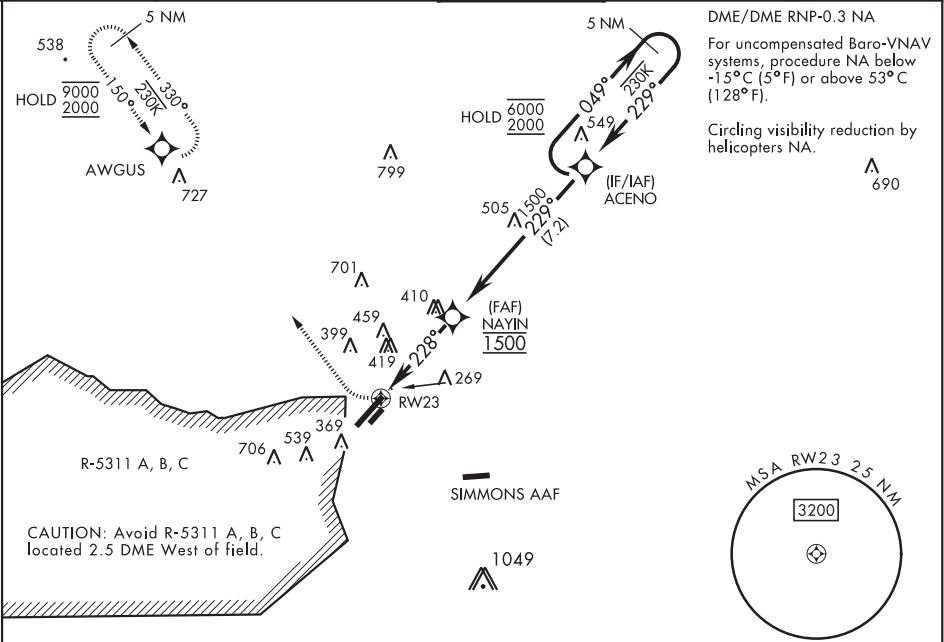
WAAS Chan <b>52202</b> <b>W23A</b>	APCH CRS <b>228°</b>	Rwy Idg TDZE <b>200</b> Arpt Elev <b>225</b>
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[USAF]

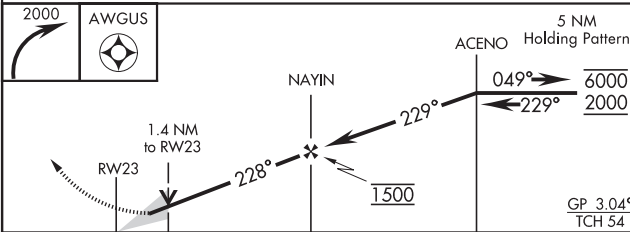
POPE AAF (KPOB)

RADAR required		<div>ALSF-1</div> <div></div>	MISSED APPROACH: Climbing right turn to 2000 direct AWGUS and hold.
<div></div>	<div>*When ALS inop, increase RVR to 40 vis to ¾ mile.</div> <div>**When ALS inop, increase vis to 1¼ mile.</div> <div>***When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile; CAT CD vis to 1¾ miles.</div> <div>**** Circling not authorized SE of Rwy 5-23.</div>		

ATIS <b>132.3 353.725</b>	FAYETTEVILLE APP CON <b>125.175 285.575</b> (271° - 090°) <b>133.0 290.25</b> (091° - 270°)	TOWER <b>135.025 291.1</b>	GND CON <b>124.55 275.8</b>	CLNC DEL <b>124.55 275.8</b>
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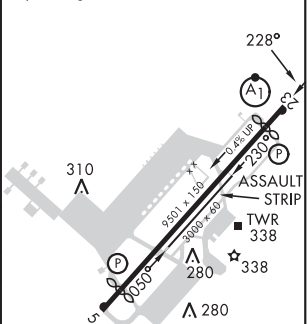
EMERG SAFE ALT 100 NM 5300



CATEGORY	A	B	C	D
LPV *	400/24	200	(200-½)	
LNAV/ **	572/40	372	(400-¾)	
VNAV DA				
***	720/24	520 (600-½)	720/55	520 (600-1)
****	760-1	542 (600-1)	920-2	1060-2¾
CIRCLING			702 (800-2)	842 (900-2¾)

ELEV <b>225</b>	TDZE <b>200</b>
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Rwy 05 Idg 7501'  
Rwy 23 Idg 7501'



RNAV (GPS) RWY 23

TACAN RWY 23

TACAN POB Chan <b>85</b>	APCH CRS <b>232°</b>	Rwy Idg TDZE Arpt Elev <b>7501</b> <b>200</b> <b>225</b>	[USAF]	POPE AAF (KPOB)
RADAR required				ALSF-1 
<p>* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile; CAT CD vis to 1½ miles.</p> <p>** Circling not authorized SE of Rwy 5-23.</p>				MISSED APPROACH: Climbing right turn to 2000 direct AWGUS and hold.
ATIS <b>132.3 353.725</b>	FAYETTEVILLE APP CON <b>125.175 285.575</b> (271° - 090°) <b>133.0 290.25</b> (091° - 270°)	TOWER <b>135.025 291.1</b>	GND CON <b>124.55 275.8</b>	CLNC DEL <b>124.55 275.8</b>

CAUTION: Avoid R-5311 A, B, C located 2.5 DME West of field.

ELEV <b>225</b>	TDZE <b>200</b>
Rwy 05 Idg 7501'	
Rwy 23 Idg 7501'	

CATEGORY	A	B	C	D
S-23 *	760/24 560 (600-½)		760/60 560 (600-1½)	
C CIRCLING **	760-1 542 (600-1)		920-2 702 (800-2)	1060-2¾ 842 (900-2¾)

HIRL Rwy 5-23  
LIRL Rwy 050°-230°  
REIL Rwy 5

POPE AAF (KPOB)

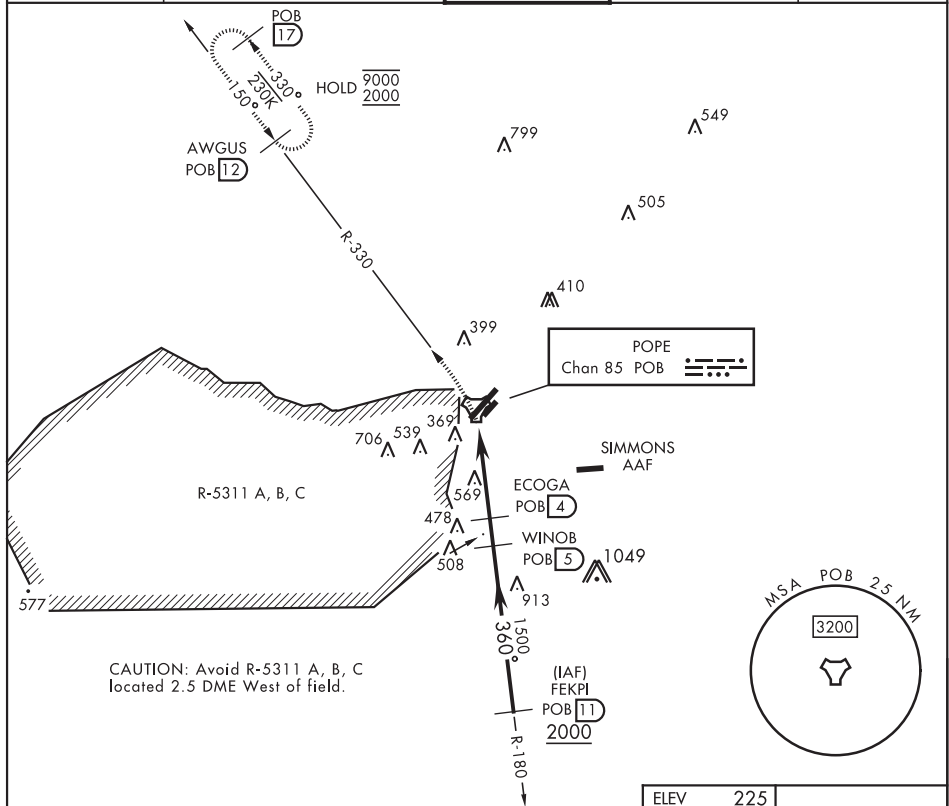
TACAN RWY 23

SE-2, 12 JUN 2025 to 07 AUG 2025

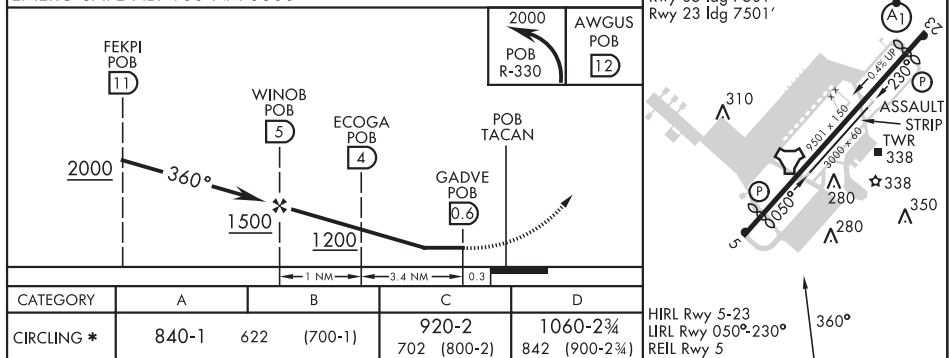
SE-2, 12 JUN 2025 to 07 AUG 2025

## TACAN-A

TACAN POB Chan <b>85</b>	APCH CRS <b>360°</b>	Rwy Idg TDZE Arprt Elev <b>N/A</b> <b>N/A</b> <b>225</b>	[USAF]	TACAN-A POPE AAF (KPOB)			
RADAR required ▼ * Circling not authorized SE of Rwy 5-23.			MISSED APPROACH: Climbing left turn to 2000 via POB R-330 to AWGUS and hold.				
ATIS <b>132.3 353.725</b>	FAYETTEVILLE APP CON <b>125.175 285.575</b> (271° - 090°) <b>133.0 290.25</b> (091° - 270°)		TOWER <b>135.025 291.1</b>	GND CON <b>124.55 275.8</b>		CLNC DEL <b>124.55 275.8</b>	



EMERG SAFE ALT 100 NM 5300



FORT LIBERTY, NORTH CAROLINA

35°10'N-79°01'W

POPE AAF (KPOB)

Amdt 4 24MAY18

# TACAN-A

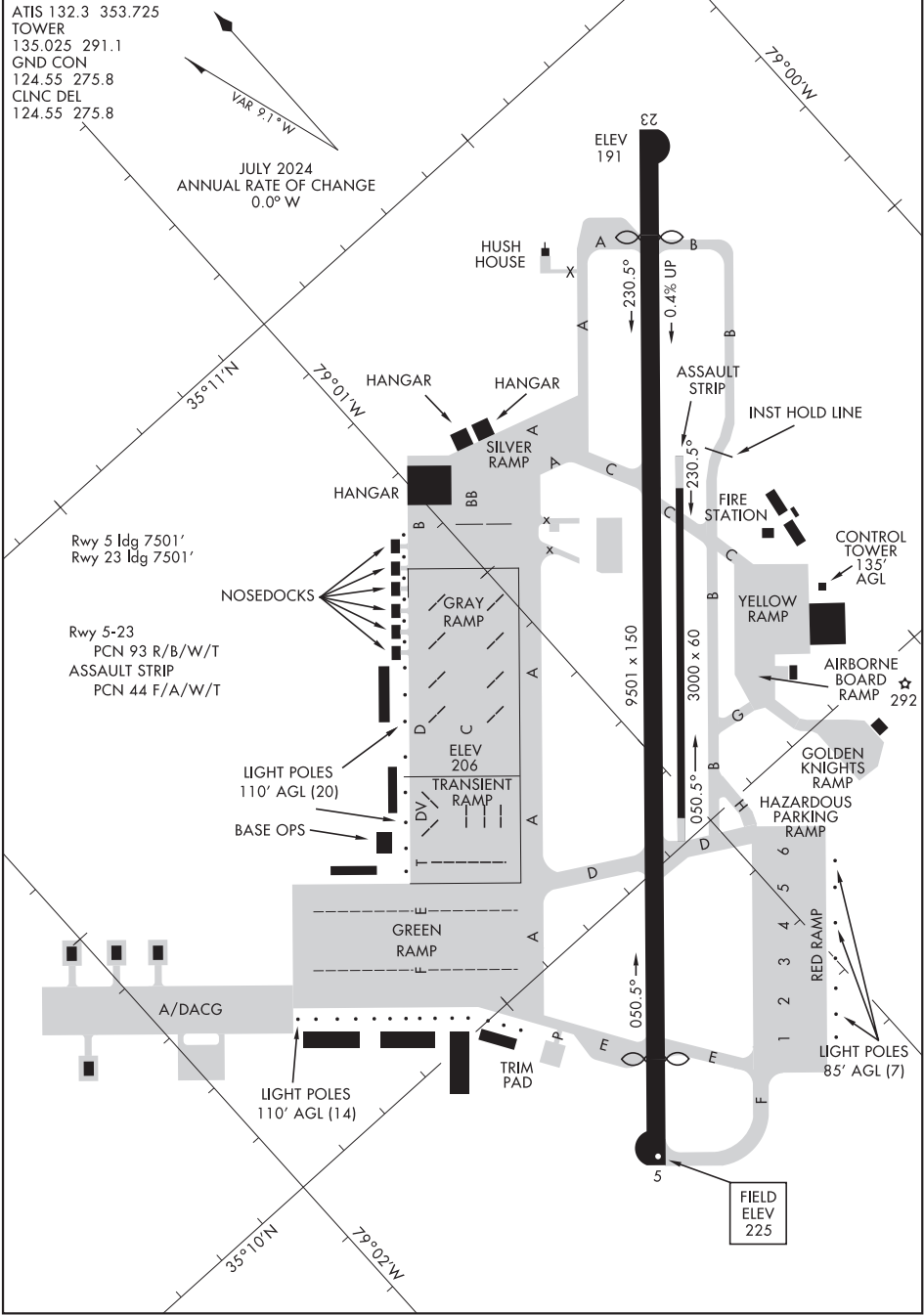
SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM

[USAF]

POPE AAF (KPOB)  
FORT LIBERTY, NORTH CAROLINA



SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM

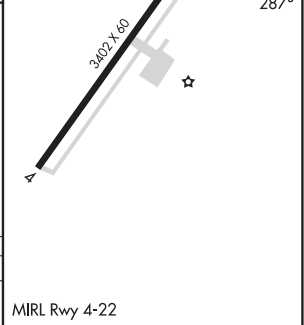
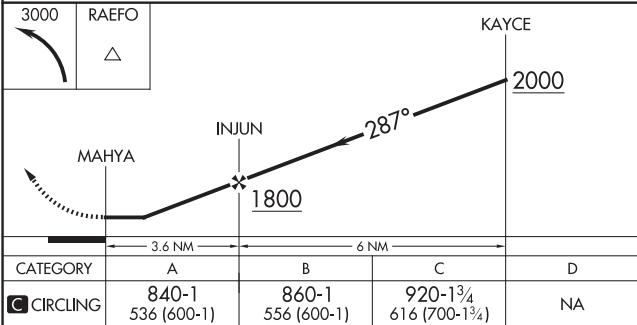
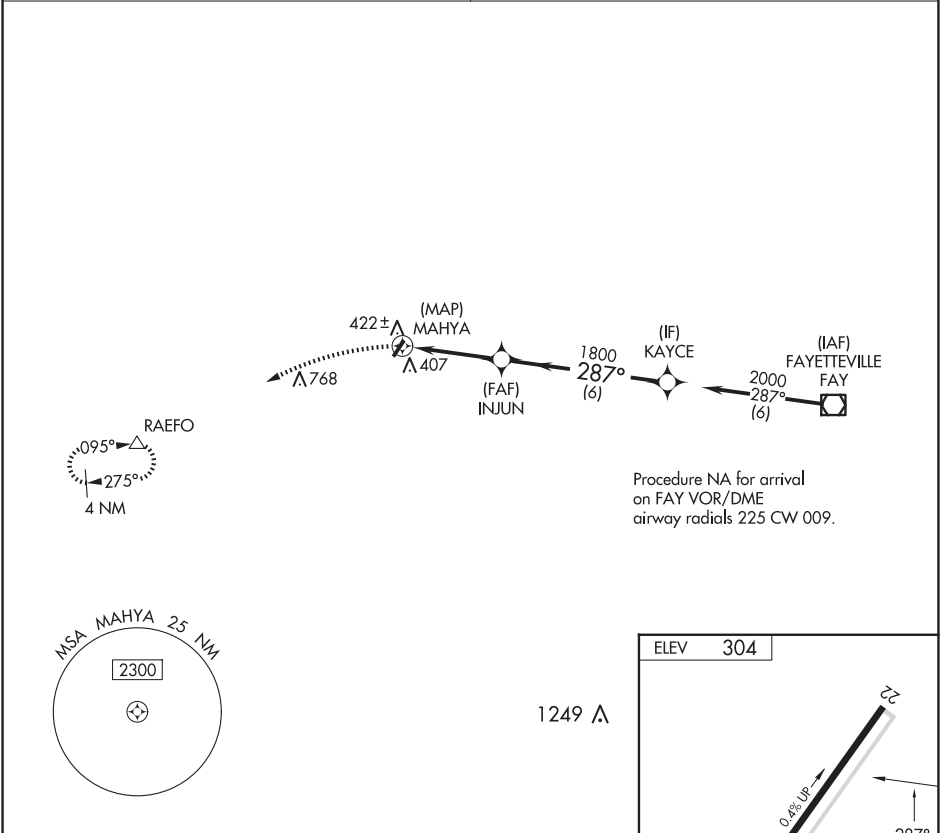
FORT LIBERTY, NORTH CAROLINA  
POPE AAF (KPOB)



APP CRS	Rwy Idg	N/A
287°	TDZE	N/A
	Apt Elev	304

RNAV (GPS)-A  
P K AIRPARK (5W4)

<div><div>▼</div><div>▲ NA</div></div> <div>DME/DME RNP-0.3 NA. Procedure NA at night. Use Fayetteville altimeter setting.</div>	MISSED APPROACH: Climbing left turn to 3000 direct RAEFO and hold.
FAYETTEVILLE APP CON 127.8 290.25	UNICOM 123.0 (CTAF)



SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

RAEFORD, NORTH CAROLINA

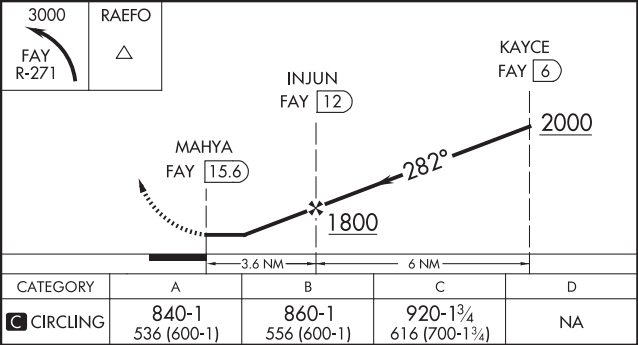
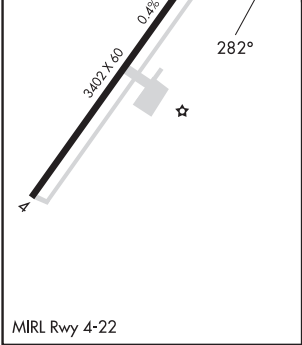
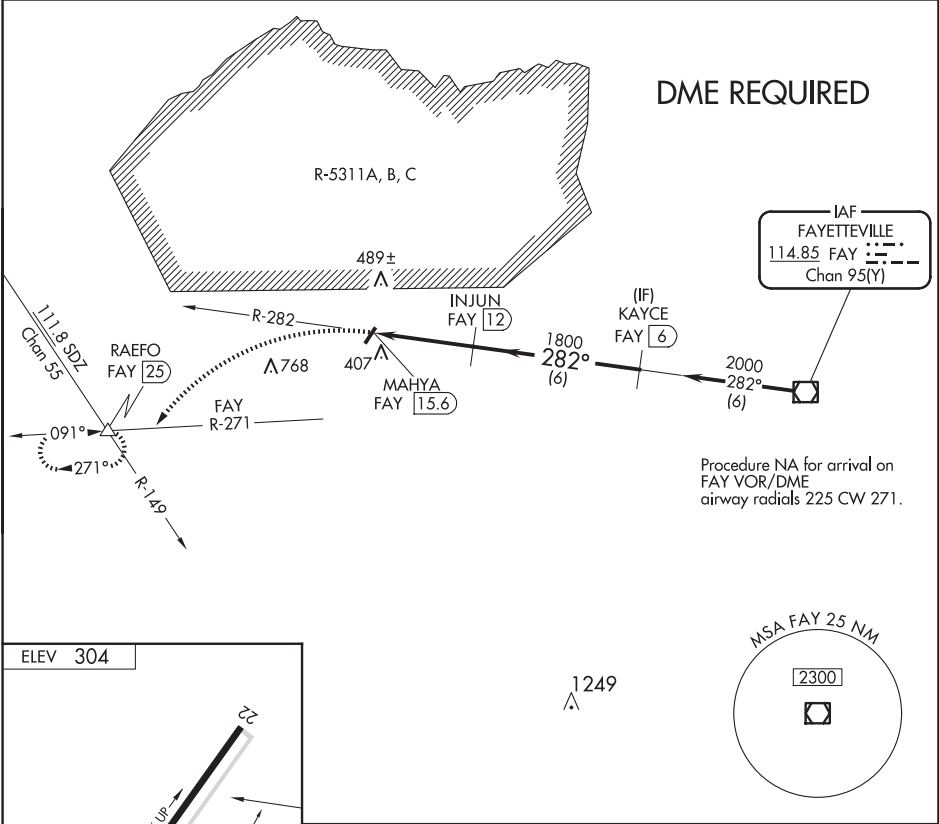
AL-6439 (FAA)

23110

VOR/DME FAY <b>114.85</b> Chan <b>95(Y)</b>	APP CRS <b>282°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>304</b>
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**VOR-A**  
P K AIRPARK (5W4)

<b>▼</b> <b>▲ NA</b> DME required. Procedure NA at night. Use Fayetteville altimeter setting.	MISSED APPROACH: Climbing left turn to 3000 on FAY VOR/DME R-271 to RAEFO/FAY 25 DME and hold.
FAYETTEVILLE APP CON <b>127.8 290.25</b>	UNICOM <b>123.0</b> (CTAF)

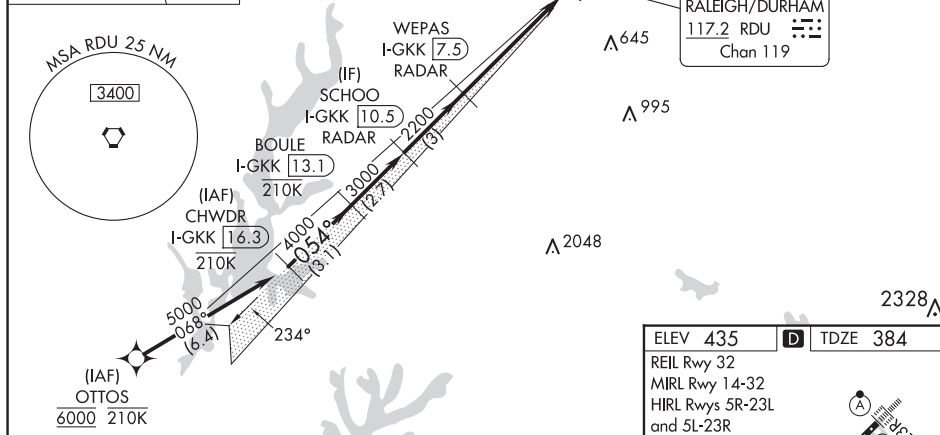


SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 5L  
RALEIGH-DURHAM INTL (RDU)

MISSED APPROACH: Climb to 1000 then climbing left turn to 2200 on heading 310° and RDU VORTAC R-356 to DUHAM INT/RDU 11 DME and hold.



SE-2, 12 JUN 2025 to 07 AUG 2025


SE-2, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-RDU	APP CRS	Rwy Idg	7500
<b>109.5</b>	<b>054°</b>	TDZE	420
Chan 32		Apt Elev	435



ILS or LOC RWY 5R  
RALEIGH-DURHAM INTL (RDU)

RNAV 1-DME/DME/IRU or GPS or RADAR required for procedure entry. DME or RADAR required for LOC only.

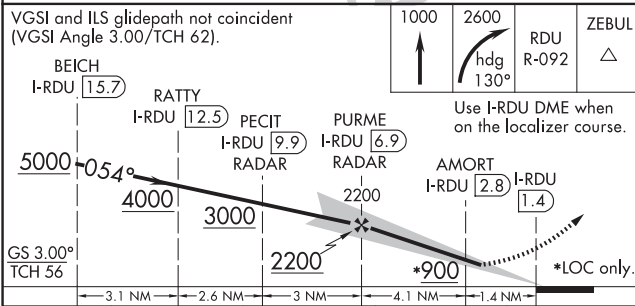
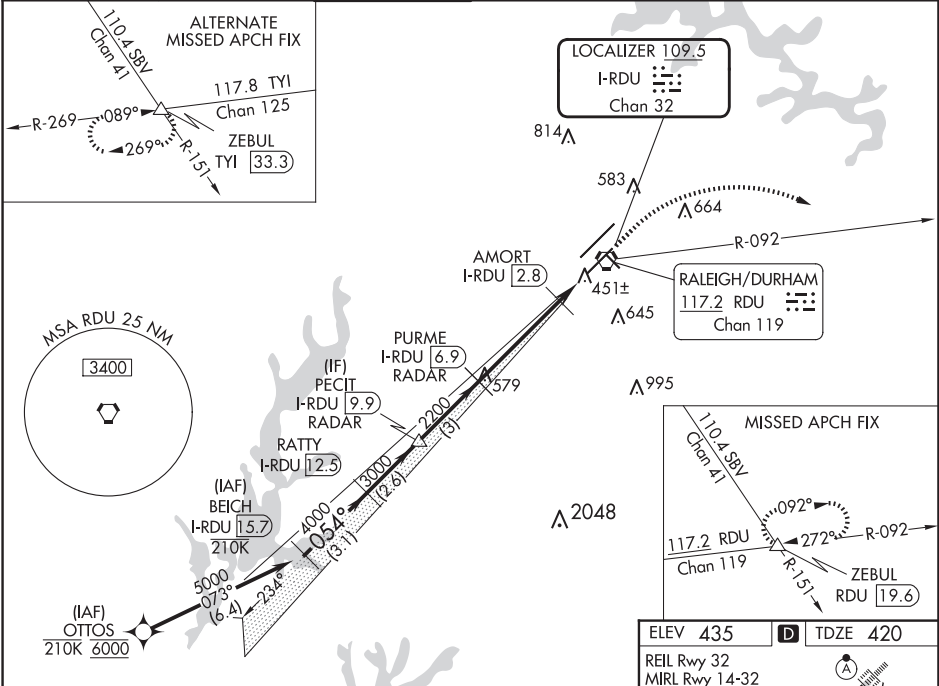
MALSRL




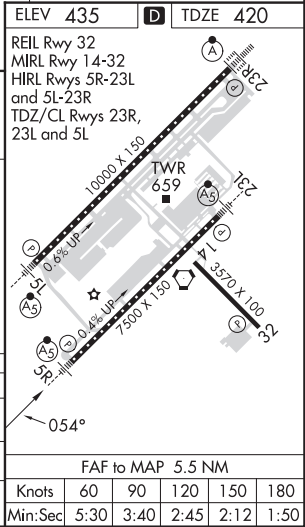
MISSED APPROACH: Climb to 1000 then climbing right turn to 2600 on heading 130° and on RDU VORTAC R-092 to ZEBUL INT/ RDU 19.6 DME and hold.

 Simultaneous approach authorized.  
 # RVR 1800 authorized with use of FD or AP or HUD to DA.

D-ATIS <b>123.8</b>	RALEIGH APP CON <b>127.675 307.9</b>	RALEIGH TOWER <b>127.45 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>120.1</b>	CPDLC
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CATEGORY	A	B	C	D
S-ILS 5R #	620/24 200 (200-½)			
S-LOC 5R	760/24 340 (400-½)		760/26 340 (400-½)	
 CIRCLING	960-1 525 (600-1)		1020-1½ 585 (600-1½)	



SE-2, 12 JUN 2025 to 07 AUG 2025

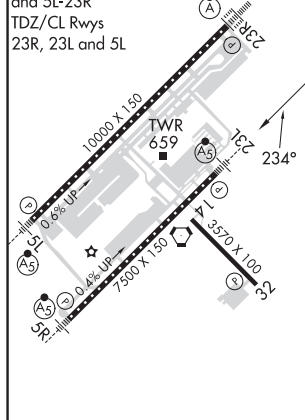
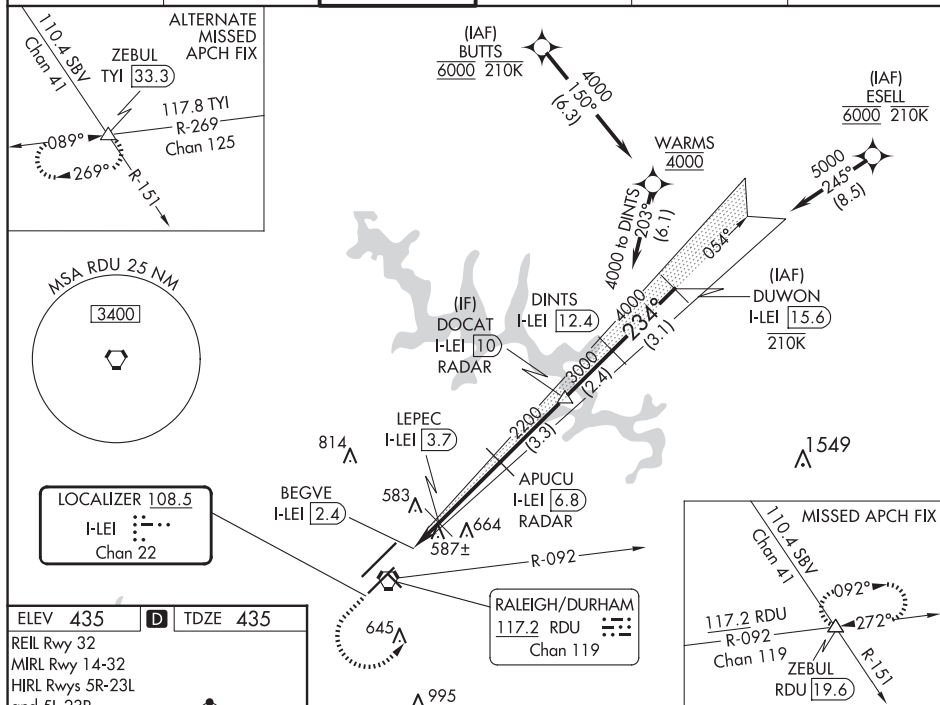
SE-2, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 23L  
RALEIGH-DURHAM INTL (RDU)

MALSR

**MISSED APPROACH:** Climb to 1100 then climbing left turn to 2600 on heading 050° and RDU VORTAC R-092 to ZEBUL INT and hold.

D-ATIS 123.8	RALEIGH APP CON 127.675 307.9	RALEIGH TOWER 127.45 257.8	GND CON 121.9 348.6	CLNC DEL 120.1	CPDLC
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1100 ↑	2600 hdg 050°	RDU R-092	ZEBUL △	Localizer unusable from 1 NM from threshold.	
* LOC only.					
CATEGORY	A		B	C	D
S-ILS 23L			806/35	371 (400-¾)	
S-LOC 23L			840/40	405 (500-¾)	
<b>C</b> CIRCLING	960-1¼	525 (600-1¼)	1020-1½ 585 (600-1½)	1180-2½ 745 (800-2½)	

SE-2, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 23R  
RALEIGH-DURHAM INTL (RDU)

MISSED APPROACH: Climb to 1000 then climbing right turn to 2200 on RDU VORTAC R-356 to DUHAM INT/RDU 11 DME and hold.

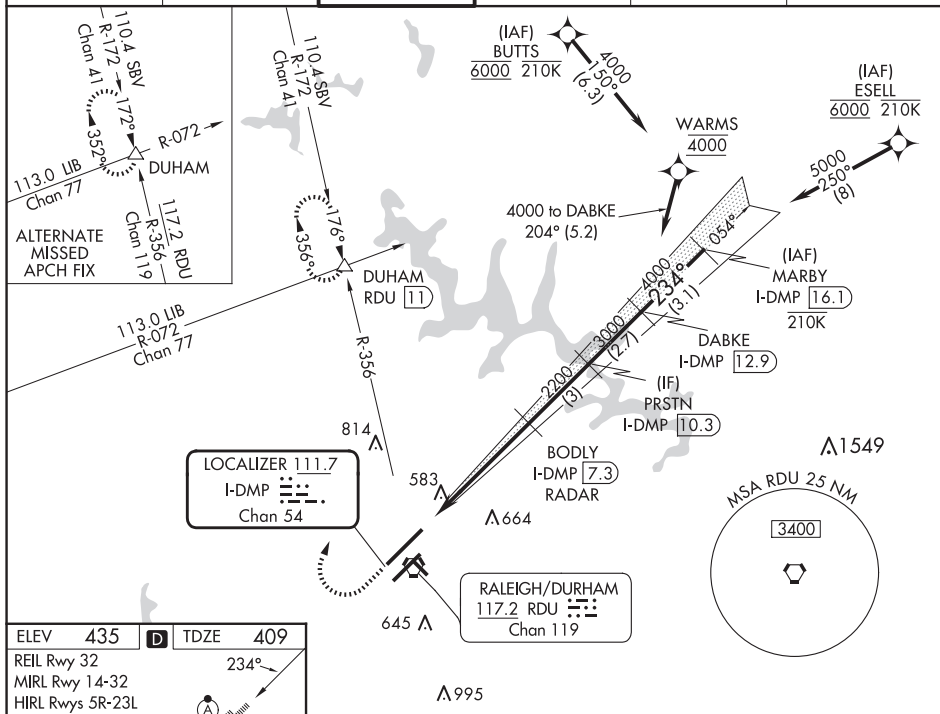



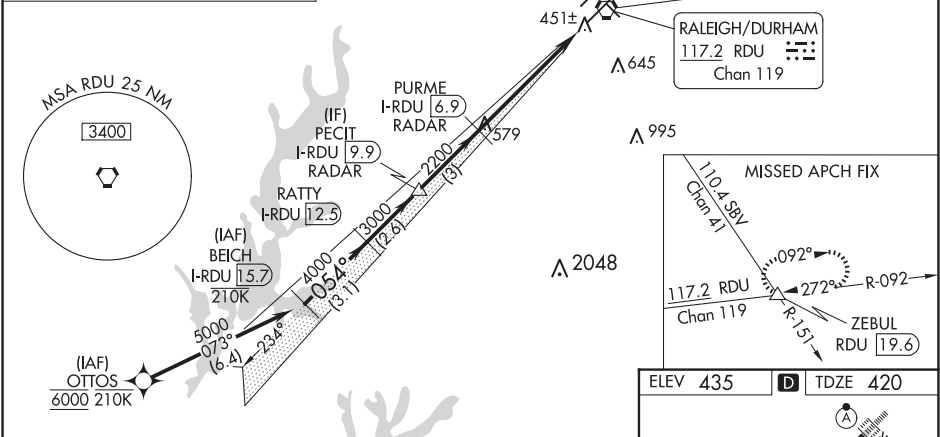
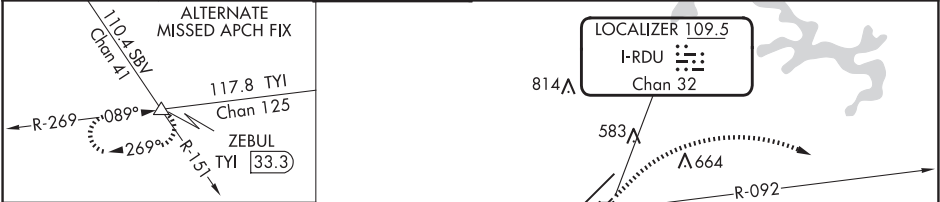
Diagram illustrating the S-LOC 23R approach for Runway 35L. The diagram shows the approach path, including the glide path (GS 3.00°) and the threshold (TCH 55'). Key waypoints and distances are marked: 1.6 NM, 3.9 NM, 3 NM, 2.7 NM, and 3.1 NM. The diagram also shows the RDU R-356, DUHAM, and MARBY waypoints. The approach is labeled as S-LOC 23R with a 23.4° angle.

CATEGORY	A	B	C	D
S-ILS 23R	609/18 200 (200-½)			
S-LOC 23R	980/24 571 (600-½)	980-1¼ 571 (600-1¼)		
CIRCLING	980-1 545 (600-1)	1020-1½ 585 (600-1½)	1180-2½ 745 (800-2½)	

RALEIGH-DURHAM INTL (RDU)  
ILS or LOC RWY 23R

LOC/DME I-RDU <b>109.5</b> Chan <b>32</b>	APP CRS <b>054°</b>	Rwy Idg <b>7500</b> TDZE <b>420</b> Apt Elev <b>435</b>	<b>ILS RWY 5R (SA CAT I &amp; II)</b> RALEIGH-DURHAM INTL (RDU)
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RNAV 1-DME/DME/IRU or GPS or RADAR required for procedure entry.				<div>MALSR</div> <div></div>	MISSED APPROACH: Climb to 1000 then climbing right turn to 2600 on heading 130° and on RDU VORTAC R-092 to ZEBUL INT/RDU 19.6 DME and hold.	
<div><div><div>T</div></div><div>Simultaneous approach authorized. SA CAT I: Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting: Requires specific OPSPEC, MSPEC or LOA approval and use of autoland or HUD to touchdown.</div></div>						
D-ATIS 123.8	RALEIGH APP CON 127.675 307.9	RALEIGH TOWER 127.45 257.8	GND CON 121.9 348.6	CLNC DEL 120.1	CPDLC	



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 62).				1000	2600	RDU R-092	ZEBUL △
				↑	hdg 130°		
				Use I-RDU DME when on the localizer course.			
BEICH I-RDU [15.7]				RATTY I-RDU [12.5]	PECIT I-RDU [9.9] RADAR	PURME I-RDU [6.9] RADAR	
5000				4000	3000	2200	
GS 3.00° TCH 56							
3.1 NM				2.6 NM	3 NM	5.5 NM	1025'
CATEGORY	A		B		C		D
S-ILS 5R	SA CAT I		RA 230/14		150	DA 570	
S-ILS 5R	SA CAT II		RA 183/12		100	DA 520	
SA CATEGORY I & II ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED							

REIL Rwy 32  
MIRL Rwy 14-32  
HIRL Rwys 5R-23L and 5L-23R  
TDZ/CL Rwys 23R, 23L and 5L

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

RALEIGH/DURHAM, NORTH CAROLINA

AL-516 (FAA)

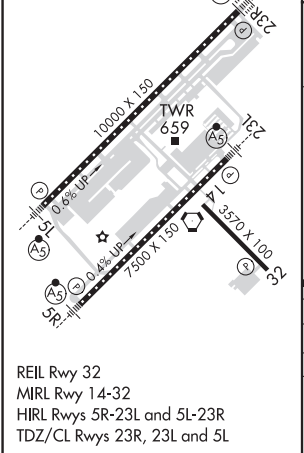
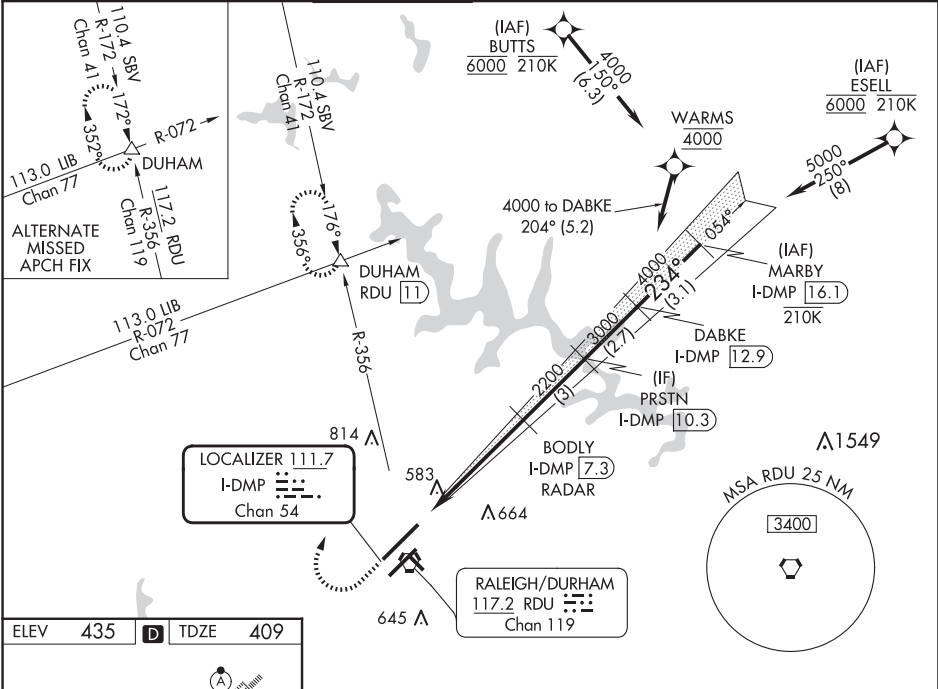
24361

LOC/DME I-DMP	APP CRS	Rwy Idg	10000
111.7	234°	TDZE	409
Chan 54		Apt Elev	435

ILS RWY 23R (CAT II & III)  
RALEIGH-DURHAM INTL (RDU)

RNAV 1-DME/DME/IRU or GPS or RADAR required for procedure entry.	ALSf-2 A	MISSED APPROACH: Climb to 1000 then climbing right turn to 2200 on RDU VORTAC R-356 to DUHAM INT/RDU 11 DME and hold.
Simultaneous approach authorized.		

D-ATIS 123.8	RALEIGH APP CON 127.675 307.9	RALEIGH TOWER 127.45 257.8	GND CON 121.9 348.6	CLNC DEL 120.1	CPDLC
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1000 ↑	2200 ↗	RDU R-356	DUHAM △	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69°).	
		BODY I-DMP 7.3 RADAR	PRSTN I-DMP 10.3	DABKE I-DMP 12.9	MARBY I-DMP 16.1
		2200	3000	4000	5000
		2200			
		234°			
		GS 3.00° TCH 55			
		11.61°	5.5 NM	3 NM	2.7 NM
		3.1 NM			
CATEGORY	A	B	C	D	
S-ILS 23R	CAT II RA 105/12 100 DA 509				
S-ILS 23R	CAT III RVR 06				
CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED					

RALEIGH/DURHAM, NORTH CAROLINA  
Amdt 12 25FEB21

35°53'N-78°47'W

RALEIGH-DURHAM INTL (RDU)

ILS RWY 23R (CAT II & III)

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



APP CRS  
**054°**

Rwy Idg **10000**  
TDZE **384**  
Apt Elev **435**

**RNAV (RNP) Z RWY 5L**  
RALEIGH-DURHAM INTL (RDU)

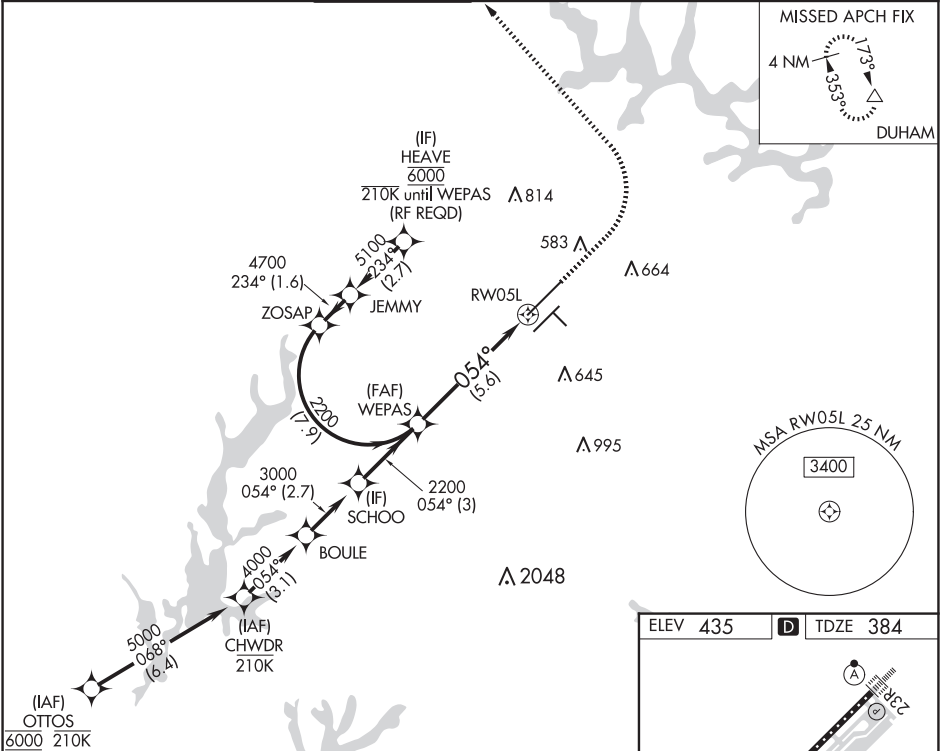
RNP AR APCH-GPS.

▼ For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 54°C. Simultaneous approach authorized, except for arrivals at HEAVE. For inop ALS, increase RNP 0.10 all Cats visibility to RVR 4500.

MALSR

MISSED APPROACH:  
Climb to 1000 then  
climbing left turn to 2200  
direct DUHAM and hold.

D-ATIS <b>123.8</b>	RALEIGH APP CON <b>127.675 307.9</b>	RALEIGH TOWER <b>127.45 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>120.1</b>	CPDLC
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).

GP 3.00° TCH 57

WEPAS 2200

See planview for multiple IF locations.

1000 2200 DUHAM

5.6 NM

2200 054° RW05L

CATEGORY	A	B	C	D
RNP 0.10 DA		684/24	300 (300-½)	
RNP 0.30 DA		780/35	396 (400-⅝)	

**AUTHORIZATION REQUIRED**

ELEV 435

D

TDZE 384

Diagram illustrating the missed approach procedure. The chart shows the glide path (GP) and various altitudes (e.g., 1000, 2200) and distances (e.g., 5.6 NM, 4.1 NM, 2.7 NM, 1.6 NM, 0.8 NM, 0.4 NM, 0.3 NM, 0.2 NM, 0.1 NM). Key waypoints include OTTOS, CHWDR, BOULE, SCHOO, WEPAS, JEMMY, and HEAVE. The chart also shows the missed approach procedure: Climb to 1000 then climbing left turn to 2200 direct DUHAM and hold.

REIL Rwy 32

MIRL Rwy 14-32

HIRL Rwy 5R-23L and 5L-23R

TDZ/CL Rwy 5L, 23L, and 23R

RALEIGH/DURHAM, NORTH CAROLINA

AL-516 (FAA)

24361

APP CRS	Rwy Idg	7500
054°	TDZE	420
	Apt Elev	435

# RNAV (RNP) Z RWY 5R

RALEIGH-DURHAM INTL (RDU)

RNP AR APCH-GPS.

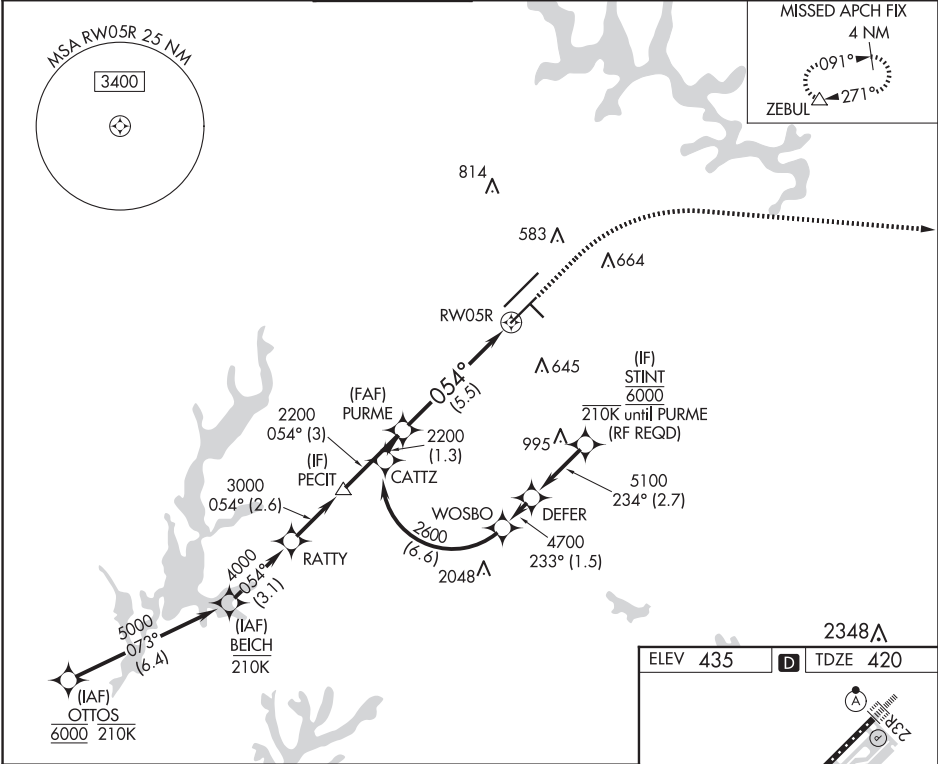
For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 4500. Simultaneous approach authorized, except for arrivals at STINT.

MALSR

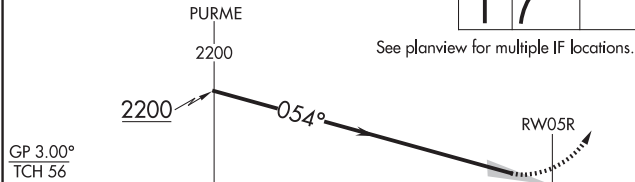


MISSED APPROACH: Climb to 1000 then climbing right turn to 2600 direct ZEBUL and hold.

D-ATIS	RALEIGH APP CON	RALEIGH TOWER	GND CON	CLNC DEL	CPDLC
123.8	127.675 307.9	127.45 257.8	121.9 348.6	120.1	

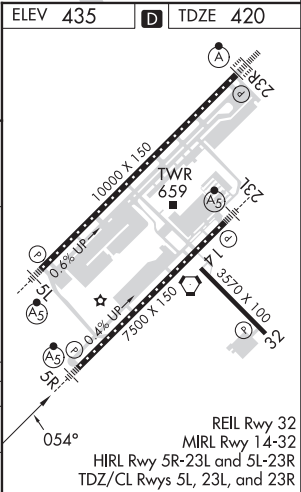


VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 62).



CATEGORY	A	B	C	D
RNP 0.30 DA	721/24 301 (400-½)			

AUTHORIZATION REQUIRED



RALEIGH/DURHAM, NORTH CAROLINA  
Amdt 3A 26DEC24

35°53'N-78°47'W

RALEIGH-DURHAM INTL (RDU)

# RNAV (RNP) Z RWY 5R

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

APP CRS  
234°

Rwy Idg  
7500

TDZE  
435

Apt Elev  
435

RNAV (RNP) Z RWY 23L

RALEIGH-DURHAM INTL (RDU)

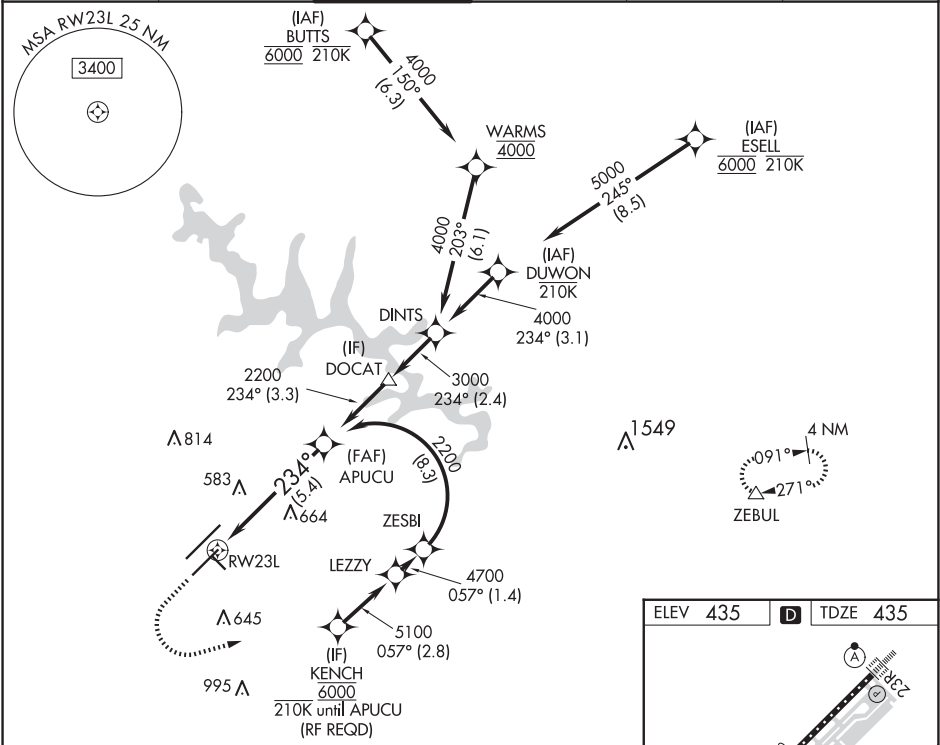
RNP AR APCH-GPS.

For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 54°C. Simultaneous approach authorized, except for arrivals at KENCH. For inop ALS, increase RNP 0.10 all Cats visibility to RVR 5500.

MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 2600 direct ZEBUL and hold.

D-ATIS 123.8	RALEIGH APP CON 127.675 307.9	RALEIGH TOWER 127.45 257.8	GND CON 121.9 348.6	CLNC DEL 120.1	CPDLC
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1100

2600

ZEBUL

See planview for multiple IF locations.

RW23L

234°

2200

GP 3.00°

TCH 56

5.4 NM

CATEGORY	A	B	C	D
RNP 0.10 DA		776/30 341 (400-%)		
RNP 0.30 DA		826/35 391 (400-%)		

AUTHORIZATION REQUIRED

ELEV 435

TDZE 435

TWR 659

REIL Rwy 32

MIRL Rwy 14-32

HIRL Rws 5R-23L and 5L-23R

TDZ/CL Rws 5L, 23L, and 23R

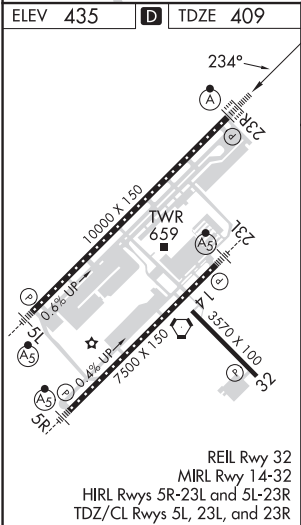
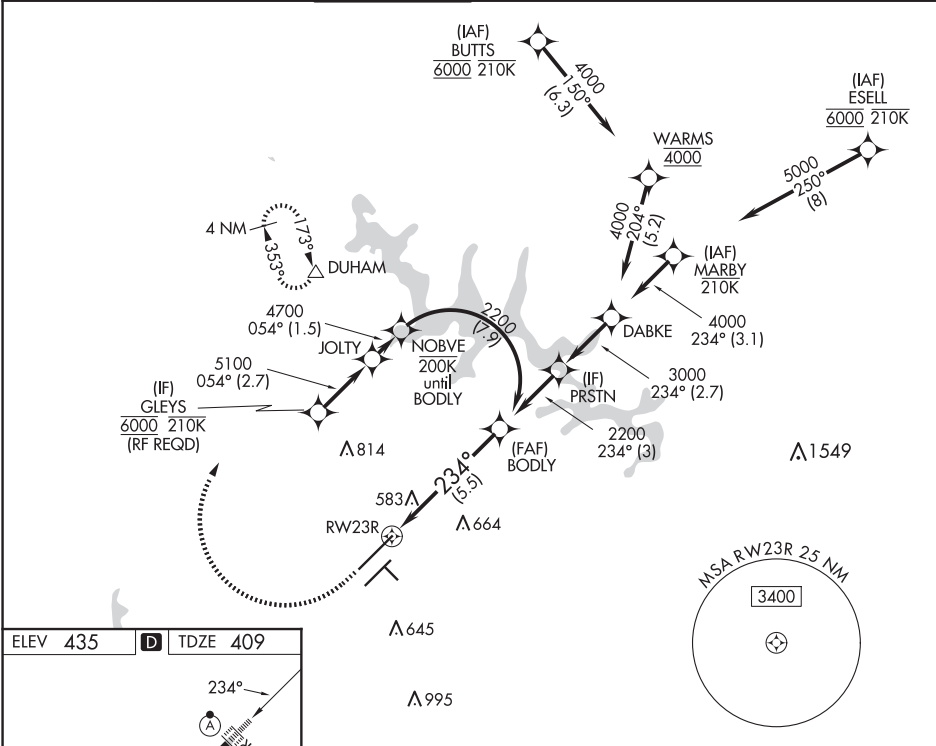
APP CRS	Rwy Idg	10000
234°	TDZE	409
	Apt Elev	435

# RNAV (RNP) Z RWY 23R

RALEIGH-DURHAM INTL (RDU)

RNP AR APCH-GPS.	ALSF-2 	MISSED APPROACH: Climb to 1000 then climbing right turn to 2200 direct DUHAM and hold.
▼ For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 54°C. For inop ALS, increase RNP 0.15 all Cats visibility to RVR 5500, increase RNP 0.30 all Cats visibility to 1½ SM. Simultaneous approach authorized except for arrivals at GLEYS.		

D-ATIS 123.8	RALEIGH APP CON 127.675 307.9	RALEIGH TOWER 127.45 257.8	GND CON 121.9 348.6	CLNC DEL 120.1	CPDLC
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1000 ↑	2200 ↗	DUHAM △	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).	
See planview for multiple IF locations.				
<p>The diagram illustrates the RNAV glidepath (234°) and VGSI glidepath (2200) converging at 5.5 NM from the runway. The runway is RWY 23R. The VGSI angle is 3.00° and TCH is 55 feet.</p>				
CATEGORY	A	B	C	D
RNP 0.15 DA	760/30 351 (400-5/8)			
RNP 0.30 DA	910/55 501 (500-1)			
AUTHORIZATION REQUIRED				

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

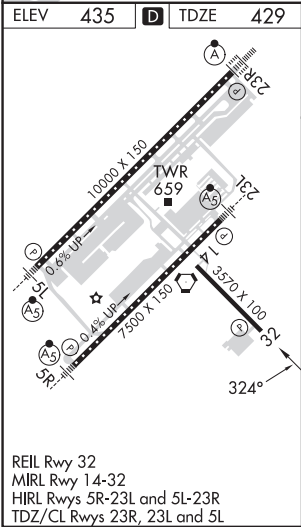
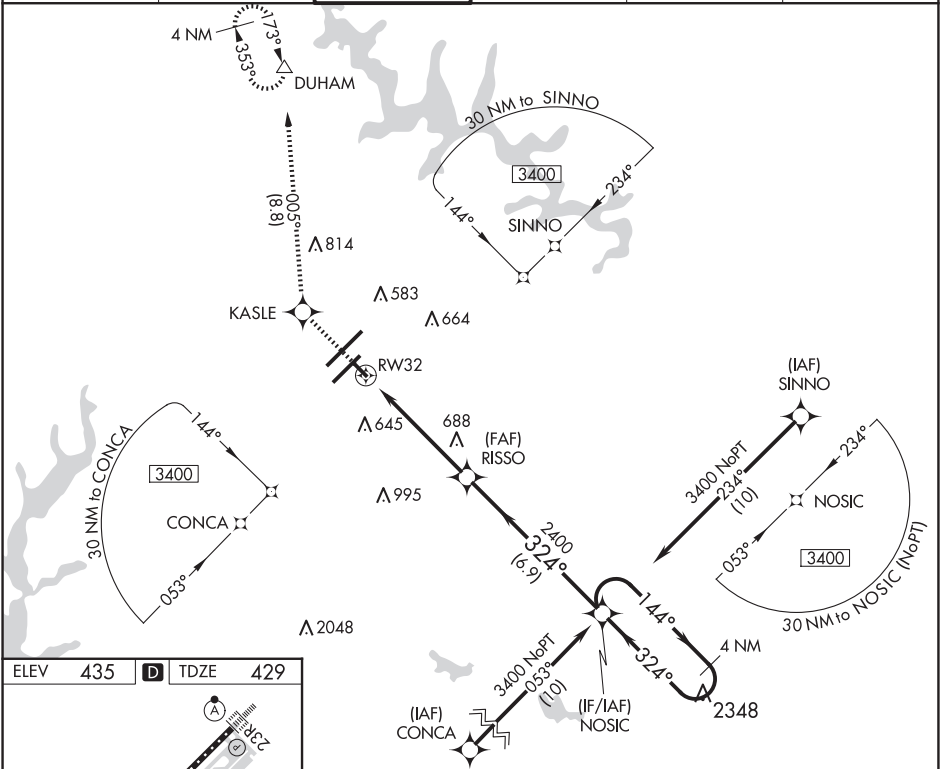
APP CRS	Rwy Idg	3570
324°	TDZE	429
	Apt Elev	435

RNAV (GPS) RWY 32

RALEIGH-DURHAM INTL (RDU)

RNP APCH.	MISSED APPROACH: Climb to 2200 direct KASLE and on track 005° to DUHAM and hold.
Rwy 32 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA below -15°C (5°F) or above 48°C (118°F).	

D-ATIS 123.8	RALEIGH APP CON 127.675 307.9	RALEIGH TOWER 127.45 257.8	GND CON 121.9 348.6	CLNC DEL 120.1	CPDLC
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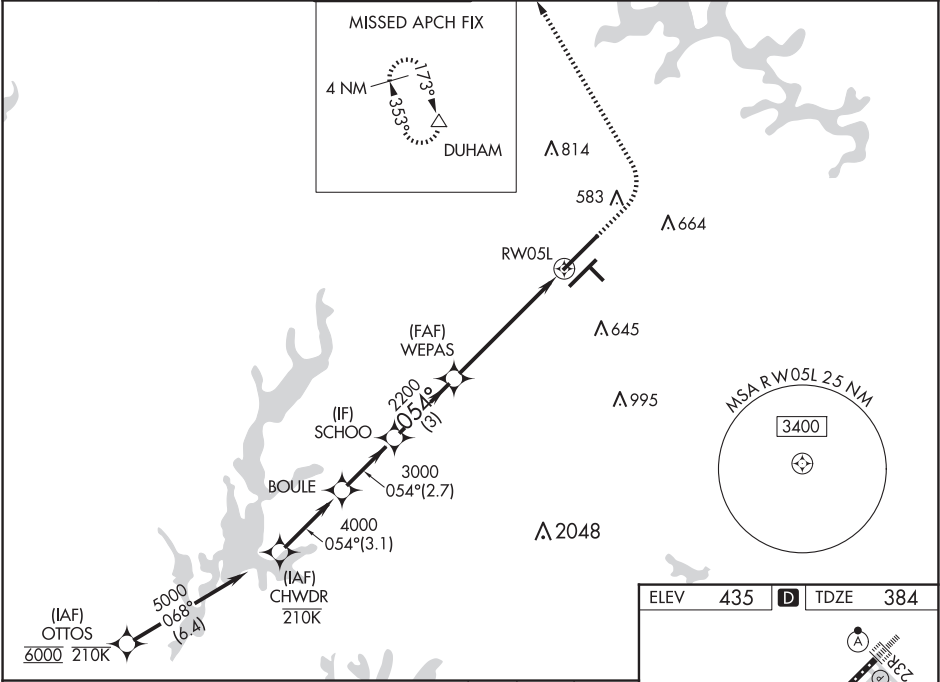
2200	KASLE	tr 005°	DUHAM	4 NM Holding Pattern
*LNAV only:				
RW32				
*1.3 NM to RW32				
1.3 NM 3.8 NM 6.9 NM				
CATEGORY	A	B	C	D
LNAV/VNAV DA	820-1¼ 391 (400-1¼)			NA
LNAV MDA	1000-1	571 (600-1)	1000-1½ 571 (600-1½)	NA
CIRCLING	1000-1¼	565 (600-1¼)	1040-1¾ 605 (700-1¾)	NA

WAAS CH <b>48813</b> <b>W05A</b>	APP CRS <b>054°</b>	Rwy Idg <b>10000</b> TDZE <b>384</b> Apt Elev <b>435</b>
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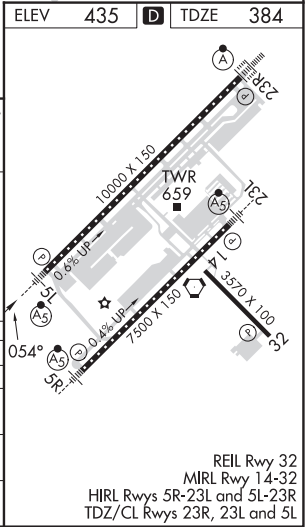
RNAV (GPS) Y RWY 5L  
RALEIGH-DURHAM INTL (RDU)

RNP APCH-GPS. <div>Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5500. Use of FD or AP required during simultaneous operations.</div>				MALSR 	MISSED APPROACH: Climb to 1000 then climbing left turn to 2200 direct DUHAM and hold.
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D-ATIS <b>123.8</b>	RALEIGH APP CON <b>127.675 307.9</b>	RALEIGH TOWER <b>127.45 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>120.1</b>	CPDLC
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72). CHWDR BOULE SCHOO WEPAS DUHAM 5000 4000 3000 2200 1000 2200 GP 3.00° TCH 57 3.1 NM 2.7 NM 3 NM 4.3 NM 1.3 NM CATEGORY A B C D LPV DA 598/18 214 (200-½) LNAV/ VNAV DA 748/35 364 (400-¾) LNAV MDA 840/24 456 (500-½) 840/45 456 (500-¾) CIRCLING 960-1 525 (600-1) 1020-1½ 585 (600-½) 1180-2½ 745 (800-2½)				
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SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

WAAS  
CH **90213**  
**W05B**

APP CRS  
**054°**

Rwy Idg **7500**  
TDZE **420**  
Apt Elev **435**

RNAV (GPS) Y RWY 5R

RALEIGH-DURHAM INTL (RDU)

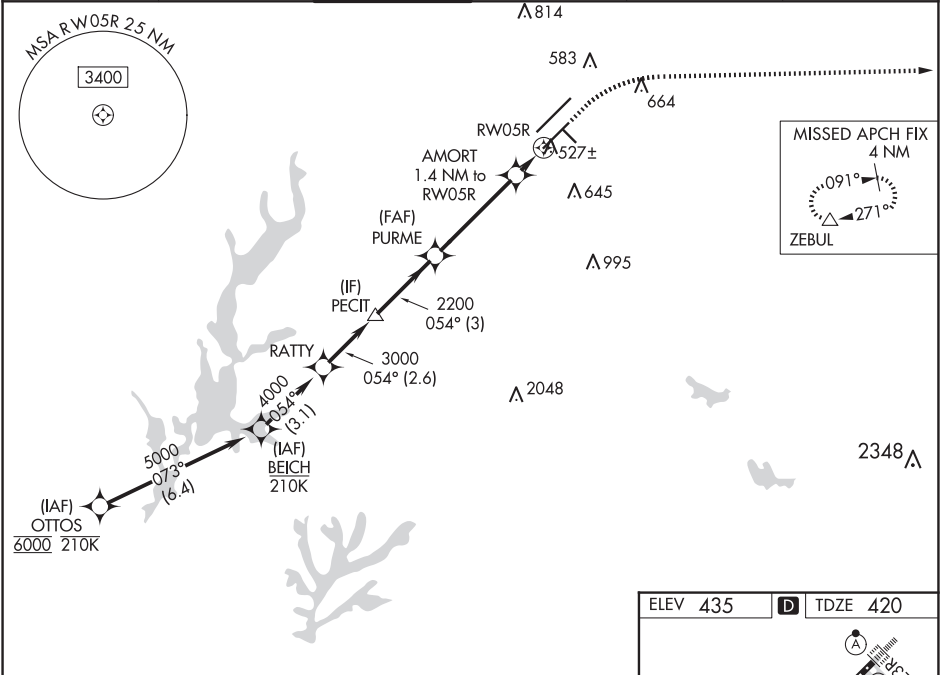
RNP APCH-GPS.





Simultaneous approach authorized. LNAV procedure NA during simultaneous operations.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C.  
Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV Cats C/D visibility to RVR 5500.  
# RVR 1800 authorized with use of FD or AP or HUD to DA.

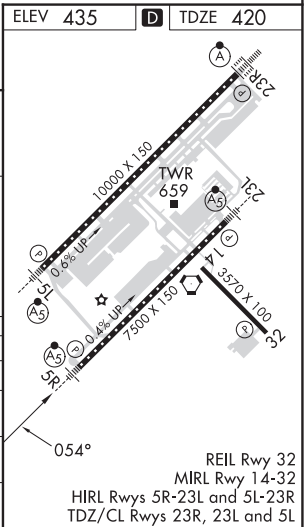
MALSR

MISSED APPROACH:  
Climb to 1000 then climbing right turn to 2600 direct ZEBUL and hold.

D-ATIS <b>123.8</b>	RALEIGH APP CON <b>127.675 307.9</b>	RALEIGH TOWER <b>127.45 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>120.1</b>	CPDLC
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 62).											
BEICH		RATTY		PECIT		PURME		AMORT		ZEBUL	
5000		4000		3000		2200		*900		*LNAV only.	
GP 3.00° TCH 56		054°						1.4 NM to RW05R			
3.1 NM		2.6 NM		3 NM		4.1 NM		1.4 NM			
CATEGORY		A		B		C		D			
LPV DA		#620/24		200 (200-½)							
LNAV/VNAV DA		688/24		268 (300-½)							
LNAV MDA		780/24 360 (400-½)		780/40 360 (400-¾)							
CIRCLING		960-1 525 (600-1)		1020-1½ 585 (600-1½)		1180-2½ 745 (800-2½)					



RALEIGH/DURHAM, NORTH CAROLINA

AL-516 (FAA)

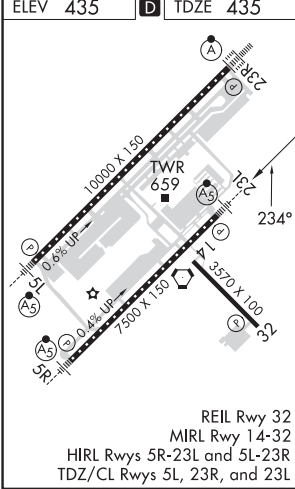
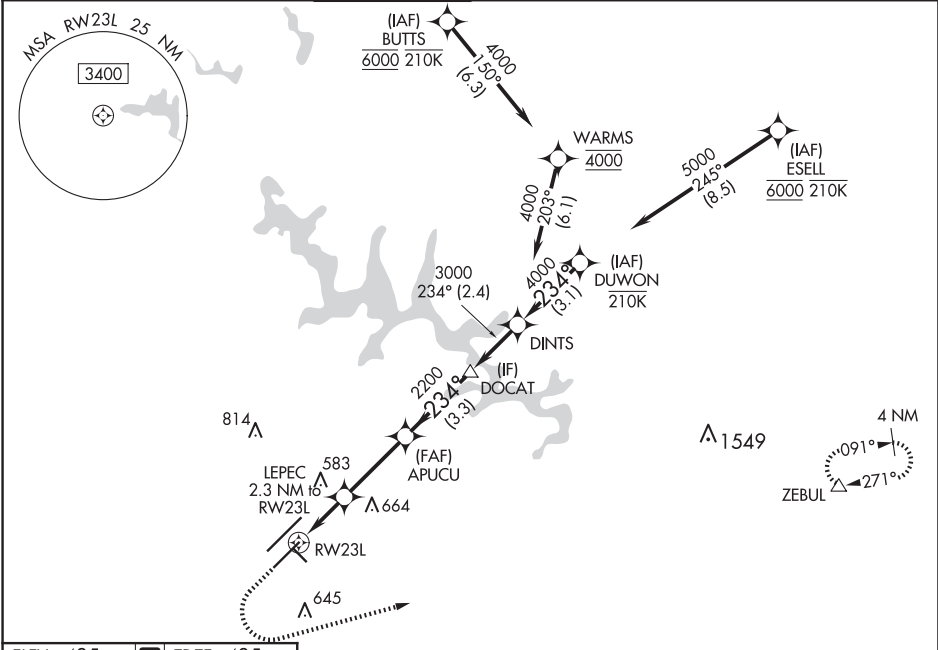
24361

WAAS CH <b>65713</b> <b>W23B</b>	APP CRS <b>234°</b>	Rwy Idg TDZE <b>435</b> Apt Elev <b>435</b>
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RNAV (GPS) Y RWY 23L

RALEIGH-DURHAM INTL (RDU)

RNP APCH-GPS. <div><div>Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.2°C or above 54°C. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV Cat C/D visibility to 1 3/8 SM.</div><div>MALSR </div><div>MISSED APPROACH: Climb to 1100 then climbing left turn to 2600 direct ZEBUL and hold.</div></div>				D-ATIS <b>123.8</b>	RALEIGH APP CON <b>127.675 307.9</b>	RALEIGH TOWER <b>127.45 257.8</b>	GND CON <b>121.9 348.6</b>	CINC DEL <b>120.1</b>	CPDLC
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ELEV 435	TDZE 435	1100	2600	ZEBUL
<div><div>* LNAV only.</div><div></div></div>				
CATEGORY	A	B	C	D
LPV DA	635/18 200 (200-1/2)			
LNAV/VNAV DA	820/35 385 (400-5/6)			
LNAV MDA	920/24	485 (500-1/2)	920/50	485 (500-1)
CIRCLING	960-1	525 (600-1)	1020-1 1/2 585 (600-1 1/2)	1180-2 1/2 745 (800-2 1/2)

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



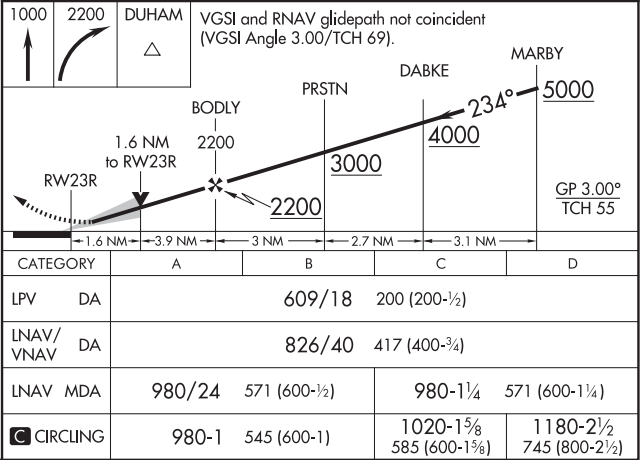
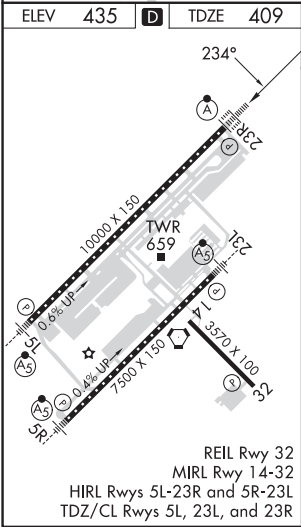
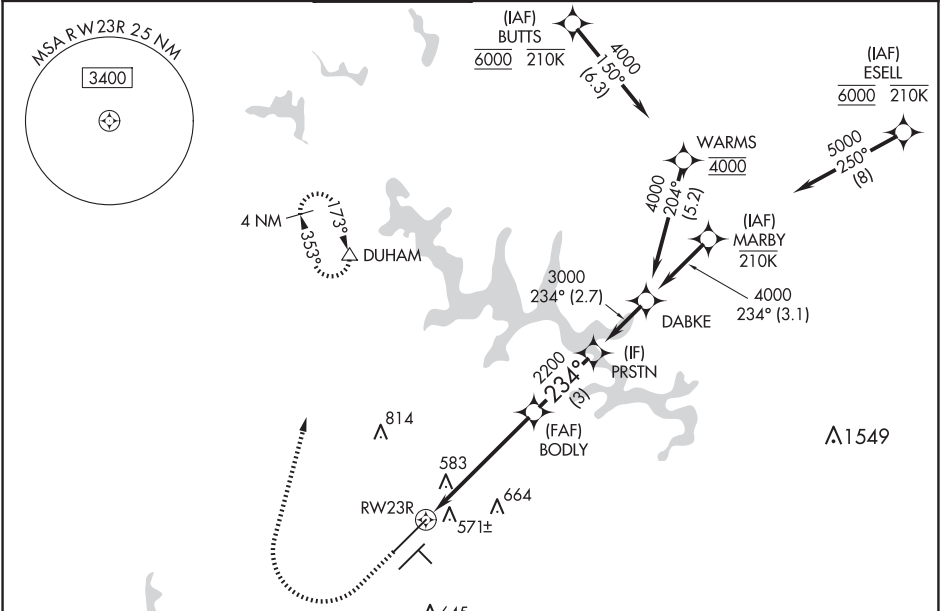
WAAS CH <b>45613</b> <b>W23A</b>	APP CRS <b>234°</b>	Rwy Idg <b>10000</b> TDZE <b>409</b> Apt Elev <b>435</b>
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RNAV (GPS) Y RWY 23R

RALEIGH-DURHAM INTL (RDU)

RNP APCH - GPS	Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000 and LNAV Cat C/D visibility to 1½ NM.	ALSF-2 	MISSED APPROACH: Climb to 1000 then climbing right turn to 2200 direct DUHAM and hold.
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D-ATIS <b>123.8</b>	RALEIGH APP CON <b>127.675 307.9</b>	RALEIGH TOWER <b>127.45 257.8</b>	GND CON <b>121.9 348.6</b>	CINC DEL <b>120.1</b>	CPDLC
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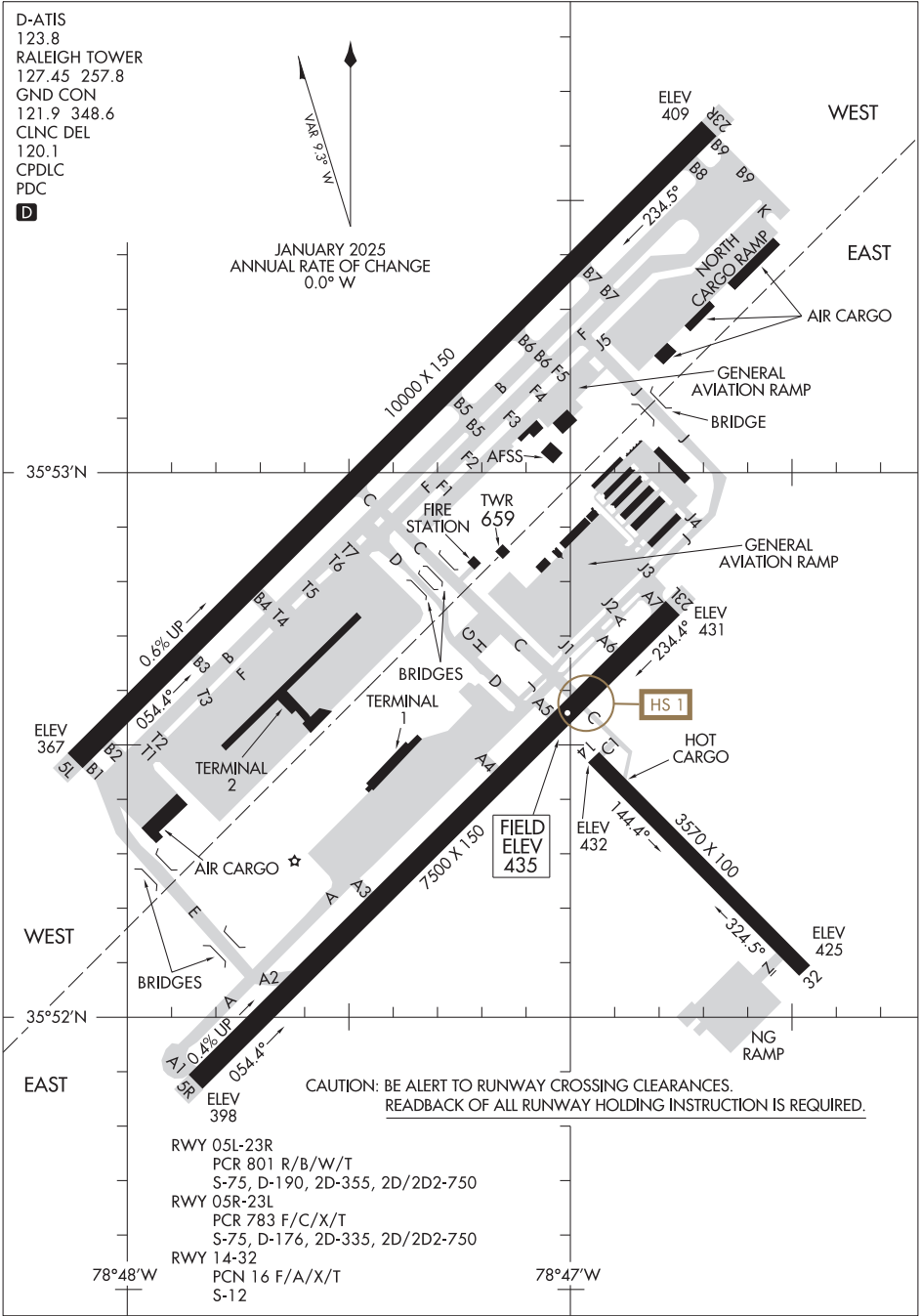


25107

AIRPORT DIAGRAM

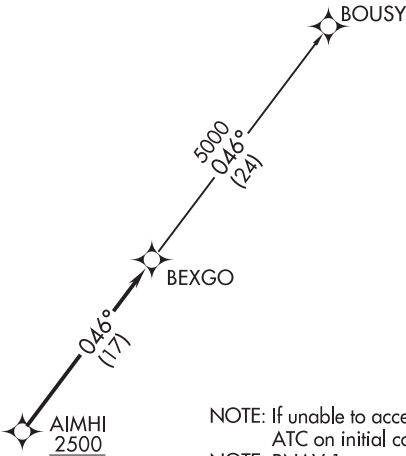
AL-516 (FAA)

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



RALEIGH DEP CON  
132.35 256.9  
D-ATIS  
123.8  
CLNC DEL  
120.1  
CPDLC  
GND CON  
121.9 348.6  
RALEIGH TOWER  
127.45 257.8

TOP ALTITUDE:  
(JETS) 6000  
(PROPS) ASSIGNED BY ATC



NOTE: If unable to accept climb rate, advise ATC on initial contact.  
NOTE: RNAV 1.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: RADAR required.

TAKEOFF MINIMUMS

Rwys 5L/R: Standard.  
Rwy 14: Standard with minimum climb of 310' per NM to 1000.  
Rwy 23L: Standard with minimum climb of 250' per NM to 2300.  
Rwy 23R: Standard with minimum climb of 240' per NM to 2100.  
Rwy 32: 300-1.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5L/R, 14, 23L/R, 32: Climb on assigned heading for RADAR vectors to cross AIMHI at or above 2500, thence. . .

. . . on track 046° to BEXGO. Turbojets maintain 6000, propellers maintain altitude assigned by ATC. Expect clearance to filed altitude within ten minutes after departure.

BOUSY TRANSITION (BEXGO5.BOUSY)

(HOOKZ5.HOOKZ) 25051

AL-516 (FAA)

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

HOOKZ FIVE DEPARTURE (RNAV)

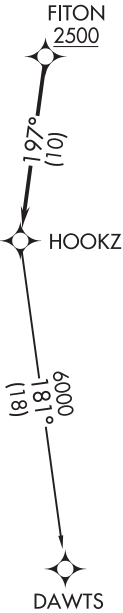
**TOP ALTITUDE:**  
**(JETS) 6000**  
**(PROPS) ASSIGNED BY ATC**

RALEIGH DEP CON  
125.3 353.675  
D-ATIS  
123.8  
CLNC DEL  
120.1  
CPDLC  
GND CON  
121.9 348.6  
RALEIGH TOWER  
127.45 257.8



TAKEOFF MINIMUMS

Rwys 5L/R: Standard.  
Rwy 14: Standard with minimum climb of 310' per NM to 1000.  
Rwy 23L: Standard with minimum climb of 250' per NM to 2300.  
Rwy 23R: Standard with minimum climb of 240' per NM to 2100.  
Rwy 32: 300-1.



NOTE: RNAV 1.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: RADAR required.  
NOTE: If unable to accept climb rate,  
advise ATC on initial contact.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5L/R, 14, 23L/R, 32: Climb on assigned heading for RADAR vectors to cross FITON at or above 2500, thence. . . .

. . . .on track 197° to HOOKZ. Turbojets maintain 6000, propellers maintain altitude assigned by ATC. Expect clearance to filed altitude within ten minutes after departure.

DAWTS TRANSITION (HOOKZ5.DAWTS)

NOTE: Chart not to scale.

HOOKZ FIVE DEPARTURE (RNAV)  
(HOOKZ5.HOOKZ) 02DEC21

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

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

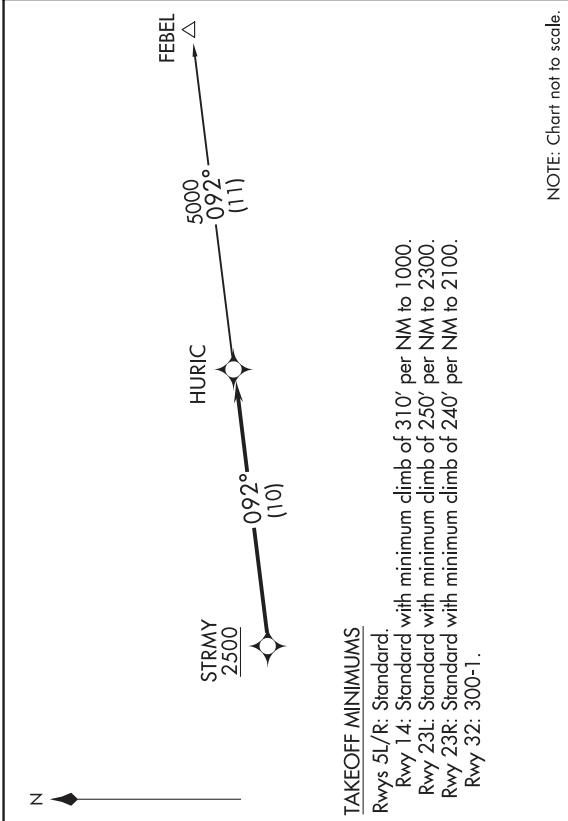
TOP ALTITUDE:  
(JETS) 6000  
(PROPS) ASSIGNED BY ATC

RALEIGH DEP CON  
125.3 353.675  
D-ATIS  
123.8  
CINC DEL  
120.1  
CPDLC  
GND CON  
121.9 348.6  
RALEIGH TOWER  
127.45 257.8

HURIC FOUR DEPARTURE (RNAV)  
(HURIC4.HURIC) 25FEB21

AL-516 (FAA)

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



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5L/R, 14, 23L/R, 32: Climb on assigned heading for RADAR vectors to cross STRMY at or above 2500, thence. . . .

. . . on track 092° to HURIC. Turbojets maintain 6000, propellers maintain altitude assigned by ATC. Expect clearance to filed altitude within ten minutes after departure.

FEBEL TRANSITION (HURIC4.FEBEL)

NOTE: RNAV 1.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: RADAR required.  
NOTE: If unable to accept climb rate, advise ATC on initial contact.

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

(LWOOD5.LWOOD) 24361

AL-516 (FAA)

RALEIGH-DURHAM INTL (RDU)

RALEIGH/DURHAM, NORTH CAROLINA

## LWOOD FIVE DEPARTURE (RNAV)

RALEIGH DEP CON  
132.35 256.9  
D-ATIS  
123.8  
CLNC DEL  
120.1  
CPDLC  
GND CON  
121.9 348.6  
RALEIGH TOWER  
127.45 257.8

**TOP ALTITUDE:  
6000**



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5L/R, 23L/R: Climb on assigned heading for RADAR vectors to cross FOCAL at or above 2500, thence. . .

. . . on depicted route to LWOOD.  
Maintain 6000. Expect clearance to filed altitude within ten minutes after departure.

DANCO TRANSITION (LWOOD5.DANCO)  
DBRAH TRANSITION (LWOOD5.DBRAH)

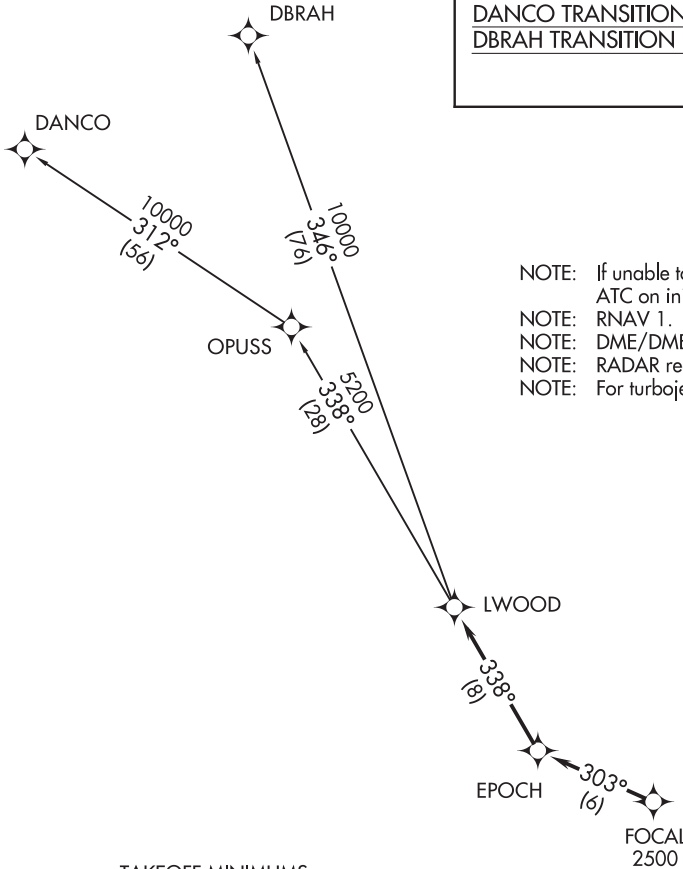
NOTE: If unable to accept climb rate, advise ATC on initial contact.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: RADAR required.

NOTE: For turbojet aircraft only.



## TAKEOFF MINIMUMS

Rwys 14, 32: NA - ATC.

Rwys 5L/R: Standard.

Rwy 23L: Standard with minimum climb of 250' per NM to 2300.

Rwy 23R: Standard with minimum climb of 240' per NM to 2100.

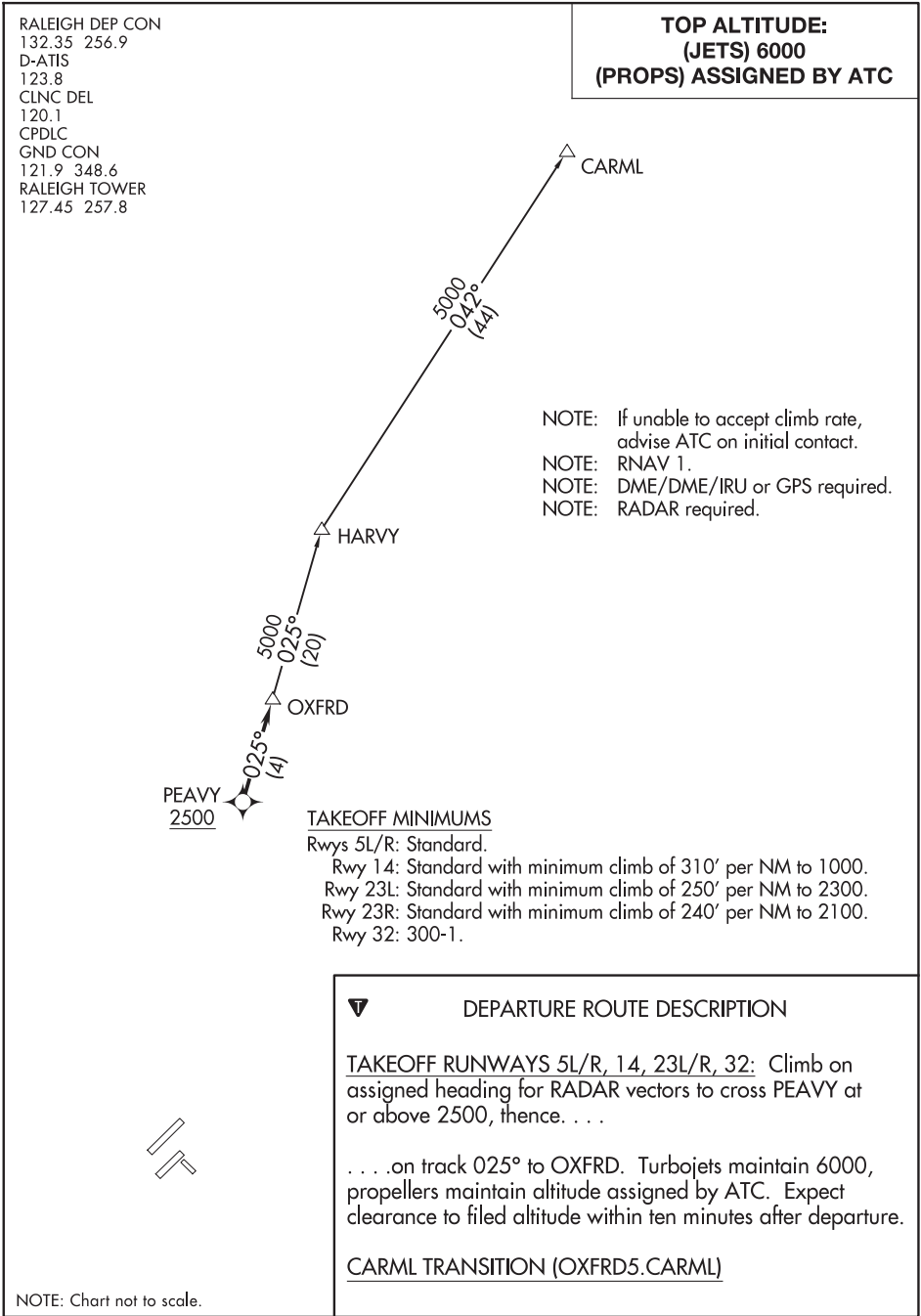
NOTE: Chart not to scale.

## LWOOD FIVE DEPARTURE (RNAV)

(LWOOD5.LWOOD) 02DEC21

RALEIGH/DURHAM, NORTH CAROLINA

RALEIGH-DURHAM INTL (RDU)



(PACK9.RDU) 24193

AL-516 (FAA)

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

## PACKK NINE DEPARTURE

D-ATIS  
123.8  
CLNC DEL  
120.1  
CPDLC  
RALEIGH DEP CON  
125.3 353.675 (055°-229°)  
132.35 256.9 (230°-054°)

**TOP ALTITUDE:  
6000**

FLAT ROCK  
113.3 FAK  
Chan 80

GREENSBORO  
116.2 GSO  
Chan 109

LIBERTY  
113.0 LIB  
Chan 77

RALEIGH-DURHAM  
117.2 RDU  
Chan 119

TAR RIVER  
117.8 TYI  
Chan 125

R-229  
3700  
\*3100  
261°  
(43)  
SHPRD

V194-409  
3100  
274°  
(41)  
R-088

**NORTH DEPARTURE  
132.35 256.9**

**SPECIAL INSTRUCTIONS:**  
For appropriate departure  
control frequency use  
frequency depicted within  
sector for route of flight  
after RDU VORTAC.

NOTE: RADAR required.  
NOTE: Turbojets only.

3200  
215°  
(16)  
EVIGY  
180°  
(39)  
3200 R-360  
181°  
(55)  
\*3100  
5000  
ROZBO

FAYETTEVILLE  
114.85 FAY  
Chan 95(Y)

**SOUTH DEPARTURE  
125.3 353.675**

WILMINGTON  
117.0 ILM  
Chan 117

## TAKEOFF MINIMUMS

Rwy 14, 32: NA-ATC.  
Rwys 5L/R: Standard.  
Rwy 23L: Standard with minimum climb  
of 250' per NM to 2300.  
Rwy 23R: Standard with minimum climb  
of 240' per NM to 2100.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

## PACKK NINE DEPARTURE

(PACK9.RDU) 25FEB21

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

SE-2, 12 JUN 2025 to 07 AUG 2025



PACKK NINE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5L/R: Climb on heading 054°, or as assigned by ATC, thence. . . .

TAKEOFF RUNWAYS 23L/R: Climb on heading 234°, or as assigned by ATC, thence. . . .

. . . .for RADAR vectors to assigned/filed transition/fix/navaid/airway, maintain 6000, expect filed altitude ten minutes after departure.

FAYETTEVILLE TRANSITION (PACK9.FAY): From over RDU VORTAC on RDU R-215 to EVIGY, then on FAY R-360 to FAY VOR/DME.

ROZBO TRANSITION (PACK9.ROZBO): From over RDU VORTAC on RDU R-181 to ROZBO.

SHPRD TRANSITION (PACK9.SHPRD): From over RDU VORTAC on RDU R-274 and LIB R-088 to LIB VORTAC, then on LIB R-261 to SHPRD.

(RDU1.RDU) 24193

## RALEIGH ONE DEPARTURE

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

D-ATIS  
123.8  
CLNC DEL  
120.1  
CPDLC  
RALEIGH DEP CON  
125.3 353.675 (055°-229°)  
132.35 256.9 (230°-054°)

**TOP ALTITUDE:  
AS ASSIGNED BY ATC**

NOTE: RADAR required.  
NOTE: Propeller aircraft only.

SOUTH BOSTON  
110.4 SBV  
Chan 41

FLAT ROCK  
113.3 FAK  
Chan 80

NORTH DEPARTURE  
132.35 256.9

GREENSBORO  
116.2 GSO  
Chan 109

TAR RIVER  
117.8 TYI  
Chan 125

SOUTH DEPARTURE  
125.3 353.675

LIBERTY  
113.0 LIB  
Chan 77

RALEIGH-DURHAM  
117.2 RDU  
Chan 119

SANDHILLS  
111.8 SDZ  
Chan 55

EVIGY  
3200 180° (39)  
R-360  
3200 215° (16)  
3200 234° (30)  
3200 277° (29)  
R-097  
R-047  
R-102  
ROZBO  
5000  
3100  
181° (55)  
FAYETTEVILLE  
114.85 FAY  
Chan 95(Y)

**SPECIAL INSTRUCTIONS:**  
For appropriate departure  
control frequency use  
frequency depicted within  
sector for route of flight  
after RDU VORTAC.

## TAKEOFF MINIMUMS

Rwys 5L/R: Standard.

Rwy 23L: Standard with a minimum climb of 250' per NM to 2300.

Rwy 23R: Standard with a minimum climb of 240' per NM to 2100.

Rwy 14: Standard with a minimum climb of 310' per NM to 1100.

Rwy 32: 300-1.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

## RALEIGH ONE DEPARTURE

(RDU1.RDU) 25FEB21

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



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5L/R: Climb on heading 054° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 14: Climb on heading 144° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAYS 23L/R: Climb on heading 234° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 32: Climb on heading 324° or as assigned by ATC, thence. . . .

. . . .expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid/airway. Maintain altitude assigned by ATC, expect clearance to filed altitude/flight level 10 minutes after departure.

FAYETTEVILLE TRANSITION (RDU1.FAY): From over RDU VORTAC on RDU R-215 to EVIGY, then on FAY R-360 to FAY VOR/DME.

GREENSBORO TRANSITION (RDU1.GSO): From over RDU VORTAC on RDU R-295 to JAYRR, then on GSO R-097 to GSO VORTAC.

ROZBO TRANSITION (RDU1.ROZBO): From over RDU VORTAC on RDU R-181 to ROZBO.

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

(ROZBO5.ROZBO) 25051

576  
AL-516 (FAA)

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

ROZBO FIVE DEPARTURE (RNAV)

RALEIGH DEP CON  
125.3 353.675  
D-ATIS  
123.8  
CLNC DEL  
120.1  
CPDLC  
GND CON  
121.9 348.6  
RALEIGH TOWER  
127.45 257.8

**TOP ALTITUDE:**  
**(JETS) 6000**  
**(PROPS) ASSIGNED BY ATC**



EAGER  
2500

182°  
(34)

ROZBO

NOTE: If unable to accept climb rate,  
advise ATC on initial contact.  
NOTE: RNAV 1.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: RADAR required.

TAKEOFF MINIMUMS

Rwys 5L/R: Standard.

Rwy 14: Standard with minimum climb of 310' per NM to 1000.

Rwy 23L: Standard with minimum climb of 250' per NM to 2300.

Rwy 23R: Standard with minimum climb of 240' per NM to 2100.

Rwy 32: 300-1.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5L/R, 14, 23L/R, 32:

Climb on assigned heading for RADAR vectors to cross EAGER at or above 2500, thence . . .

.... on track 182° to ROZBO, then as assigned. Turbojets maintain 6000, propellers maintain altitude assigned by ATC. Expect clearance to filed altitude within ten minutes after departure.

ROZBO FIVE DEPARTURE (RNAV)

(ROZBO5.ROZBO) 02DEC21

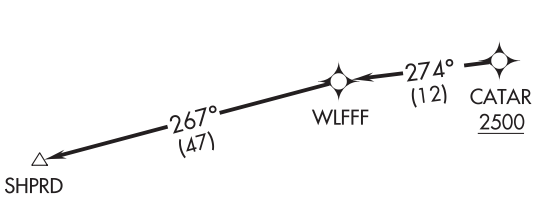
RALEIGH/DURHAM, NORTH CAROLINA  
RALEIGH-DURHAM INTL (RDU)

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

RALEIGH DEP CON  
132.35 256.9  
D-ATIS  
123.8  
CLNC DEL  
120.1  
CPDLC  
GND CON  
121.9 348.6  
RALEIGH TOWER  
127.45 257.8

TOP ALTITUDE:  
6000



- NOTE: If unable to accept climb rate, advise ATC on initial contact.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RADAR required.
- NOTE: For turbojet aircraft only.

TAKEOFF MINIMUMS

- Rwys 14, 32: NA - ATC.
- Rwys 5L/R: Standard.
- Rwy 23L: Standard with minimum climb of 250' per NM to 2300.
- Rwy 23R: Standard with minimum climb of 240' per NM to 2100.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5L/R, 23L/R: Climb on assigned heading for RADAR vectors to cross CATAR at or above 2500, thence. . . .

. . . .on depicted route to SHPRD, then as assigned. Maintain 6000, expect clearance to filed altitude within ten minutes after departure.

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

REIDSVILLE, NORTH CAROLINA

AL-6329 (FAA)

24305

APP CRS  
**132°**

Rwy Idg **4700**  
TDZE **686**  
Apt Elev **694**

# RNAV (GPS) RWY 13

ROCKINGHAM COUNTY NC SHILOH (SIF')

RNP APCH - GPS.

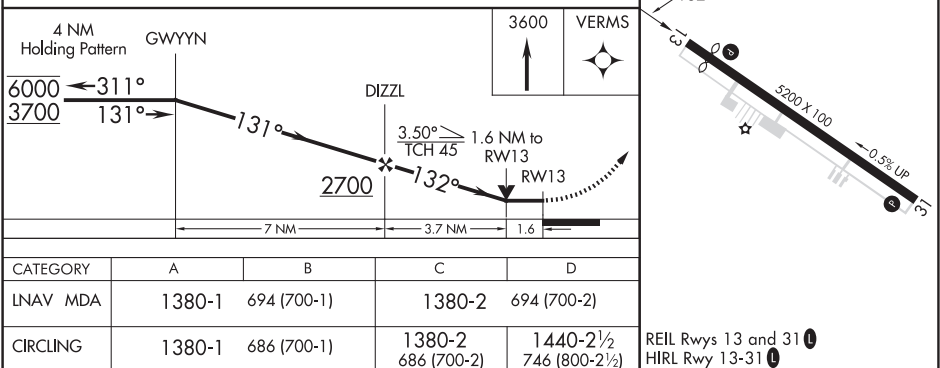
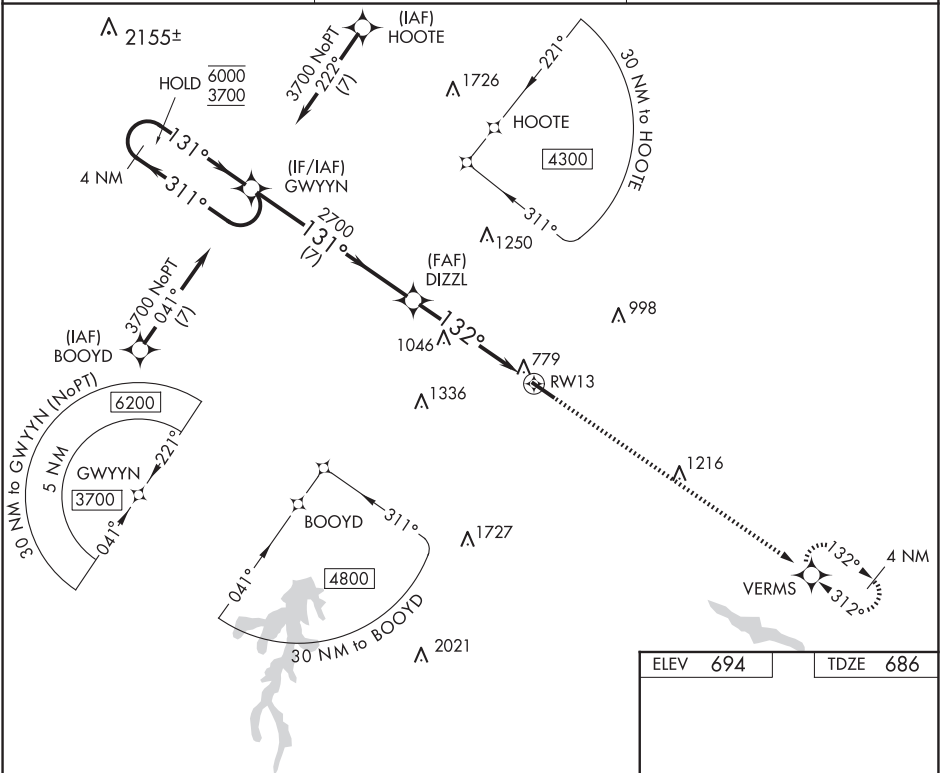
- ▼ VDP NA when using GSO altimeter setting.  
▲ Rwy 13 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

MISSED APPROACH: Climb to 3600 direct VERMS and hold.

AWOS-3  
**119.775**

GREENSBORO APP CON  
**124.35 269.225**

UNICOM  
**122.8 (CTAF) ①**



REIDSVILLE, NORTH CAROLINA

Amdt 1 31OCT24

ROCKINGHAM COUNTY NC SHILOH (SIF')

36°26'N-79°51'W

# RNAV (GPS) RWY 13

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	<b>5200</b>
<b>312°</b>	TDZE	<b>668</b>
	Apt Elev	<b>694</b>

# RNAV (GPS) RWY 31

## ROCKINGHAM COUNTY NC SHILOH (SIF)

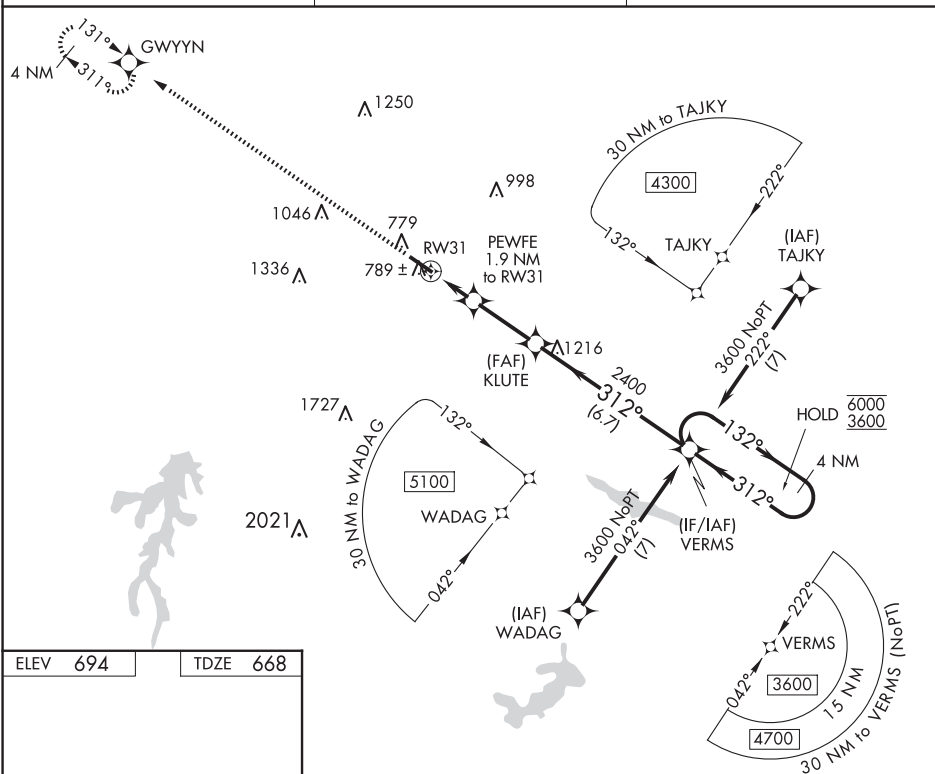
RNP APCH - GPS.

**T** VDP NA when using GSO altimeter setting.  
**A** Rwy 31 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

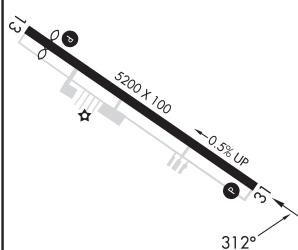
**MISSED APPROACH:** Climb to 3500 direct GWYNN and hold.

AWOS-3  
119,775

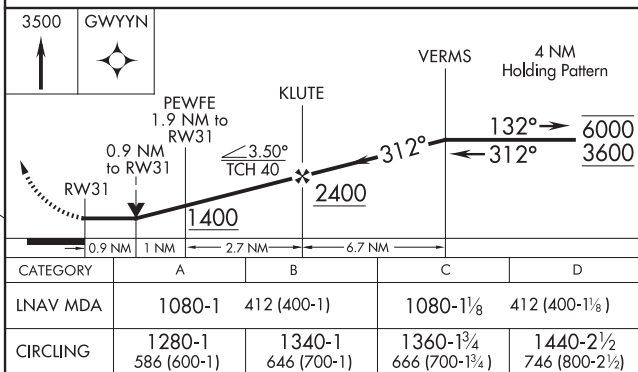
GREENSBORO APP CON  
124.35 269.225

UNICOM  
122.8 (CTAF) **L**

ELEV	694		TDZE	668
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REIL Rwy 13 and 31 **L**  
HIRL Rwy 13-31 **L**

REIDSVILLE, NORTH CAROLINA  
Amdt 1 31OCT24

ROCKINGHAM COUNTY NC SHILOH (SIF)  
36°26'N-79°51'W RNAV (GPS) RWY 31  
579

REIDSVILLE, NORTH CAROLINA

AL-6329 (FAA)

24249

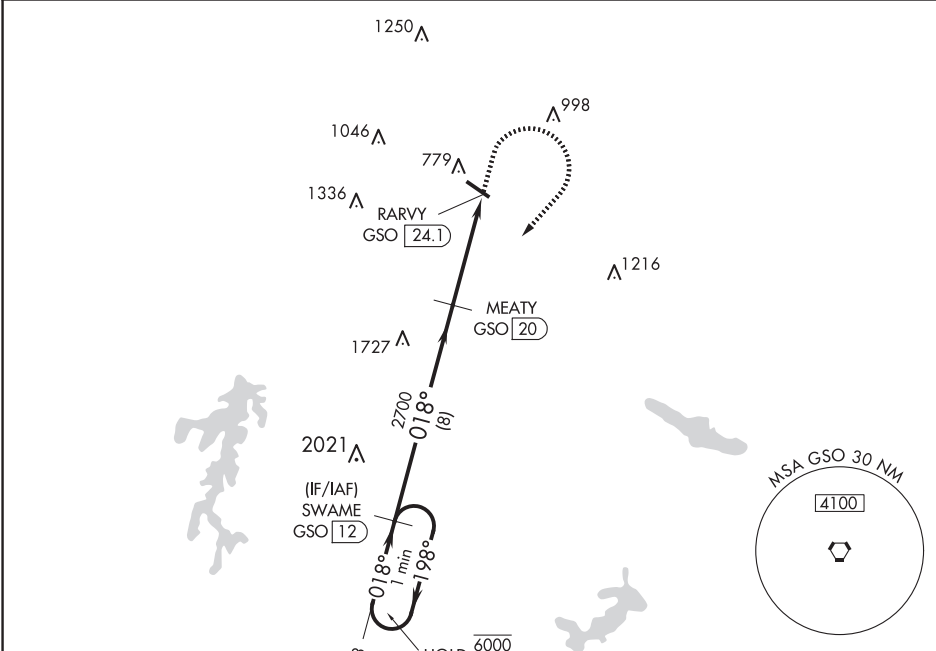
VORTAC GSO	APP CRS	Rwy Idg	N/A
116.2	018°	TDZE	N/A
Chan 109		Apt Elev	694

VOR-A

ROCKINGHAM COUNTY NC SHILOH (SIF')

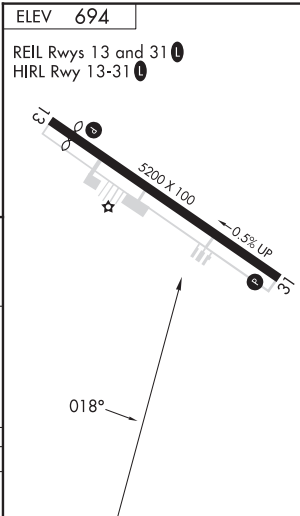
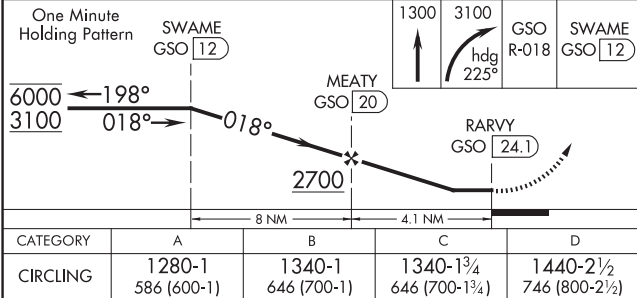
DME required.	MISSED APPROACH: Climb to 1300 then climbing right turn to 3100 on heading 225° and GSO VORTAC R-018 to SWAME/GSO 12 DME and hold.
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AWOS-3 119.775	GREENSBORO APP CON 124.35 269.225	UNICOM 122.8 (CTAF) 0
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Procedure NA for arrival on GSO VORTAC airway radials 337 CW 054.

IAF  
GREENSBORO  
116.2 GSO  
Chan 109



REIDSVILLE, NORTH CAROLINA

Amdt 10 05SEP24

ROCKINGHAM COUNTY NC SHILOH (SIF')

36°26'N-79°51'W

VOR-A

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025





ROANOKE RAPIDS, NORTH CAROLINA

AL-10369 (FAA)

23054

WAAS CH <b>72725</b> <b>W20A</b>	APP CRS <b>199°</b>	Rwy Idg <b>5500</b> TDZE <b>144</b> Apt Elev <b>144</b>
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RNAV (GPS) RWY 20

HALIFAX/NORTHAMPTON RGNL (IXA)

RNP APCH-GPS.

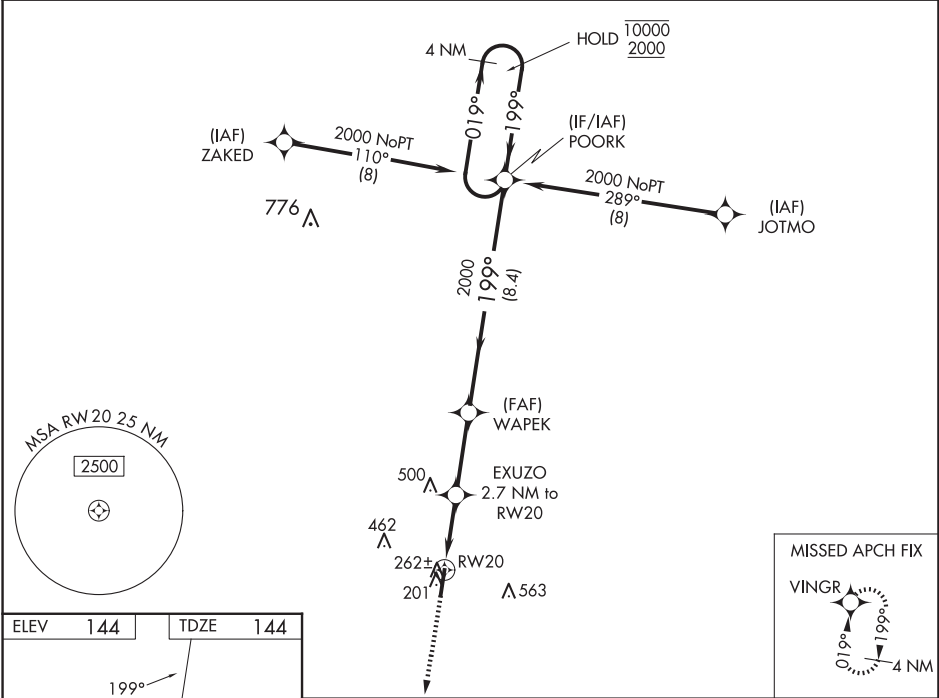
▼

Circling NA east of Rwy 2-20. Rwy 20 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS increase LNAV/VNAV visibility all Cats to ¾ SM and LNAV visibility all Cats to 1 SM.

MALSR

MISSED APPROACH: Climb to 2000 direct VINGR and hold.

AWOS-3PT <b>119.975</b>	WASHINGTON CENTER <b>132.025 290.425</b>	UNICOM <b>123.075 (CTAF) 0</b>
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ELEV <b>144</b>	TDZE <b>144</b>
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199°

02

A5

5500 X 100

2

HIRL Rwy 2-20 0

REIL Rwy 2 0

2000

VINGR

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 24).

EXUZO

2.7 NM to RW20

WAPEK

2000

POORK

4 NM Holding Pattern

019°

10000

2000

GP 3.00°

TCH 51

CATEGORY	A	B	C	D
LPV DA		394-¾	250 (300-¾)	
LNAV/VNAV DA		423-¾	279 (300-¾)	
LNAV MDA		520-¾	376 (400-¾)	
CIRCLING	580-1 436 (500-1)	600-1 456 (500-1)	780-1¾ 636 (700-1¾)	860-2¼ 716 (800-2¼)

ROANOKE RAPIDS, NORTH CAROLINA  
Amdt 2B 06OCT22

36°20'N-77°38'W

HALIFAX/NORTHAMPTON RGNL (IXA)

RNAV (GPS) RWY 20

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

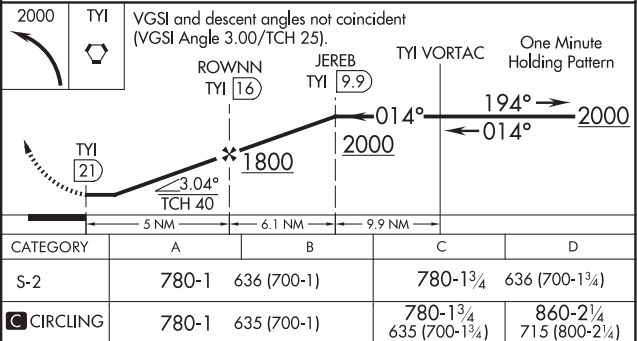
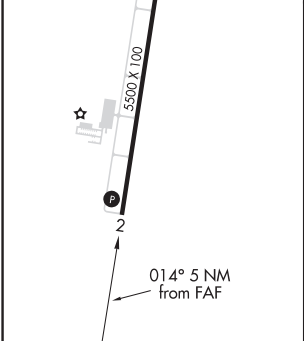
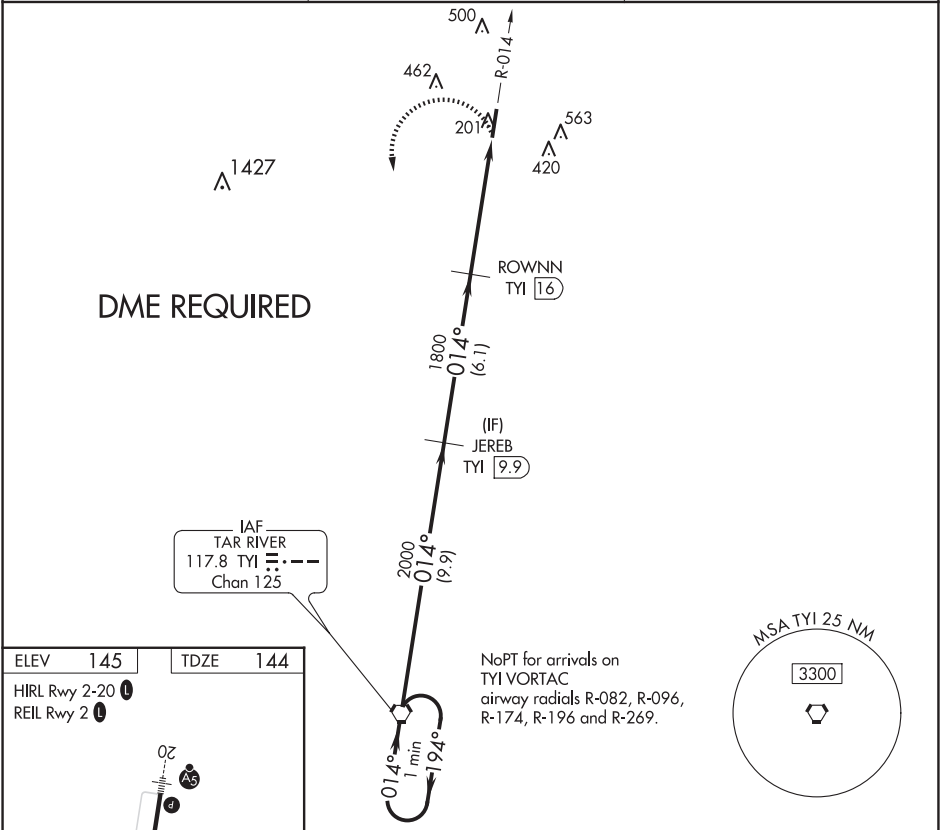
VORTAC TYI	APP CRS	Rwy Idg	5500
117.8	014°	TDZE	144
Chan 125		Apt Elev	145

VOR RWY 2

HALIFAX/NORTHAMPTON RGNL (IXA)

<div><div></div><div></div></div> <div><div>Circling NA east of Rwy 2-20.</div><div>Rwy 2 helicopter visibility reduction below ¾ SM NA.</div><div>DME required.</div></div>	<div>MISSED APPROACH: Climbing left turn to 2000 direct TYI VORTAC and hold.</div>
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AWOS-3PT 119.975	WASHINGTON CENTER 132.025 290.425	UNICOM 123.075 (CTAF)
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SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

ROCK HILL, SOUTH CAROLINA

AL-5361 (FAA)

23334

LOC/DME I- <u>UZA</u>	APP CRS	Rwy Idg	5500
<u>108.5</u>	<u>016°</u>	TDZE	666
Chan <u>22</u>		Apt Elev	666

## ILS Y or LOC Y RWY 2

ROCK HILL/YORK COUNTY/BRYANT FLD (UZA)

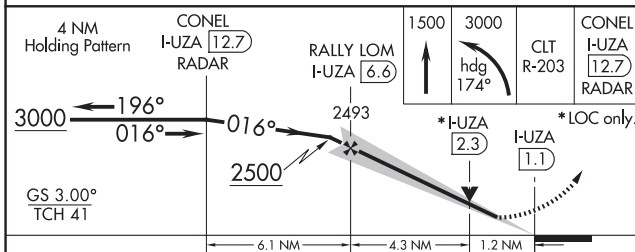
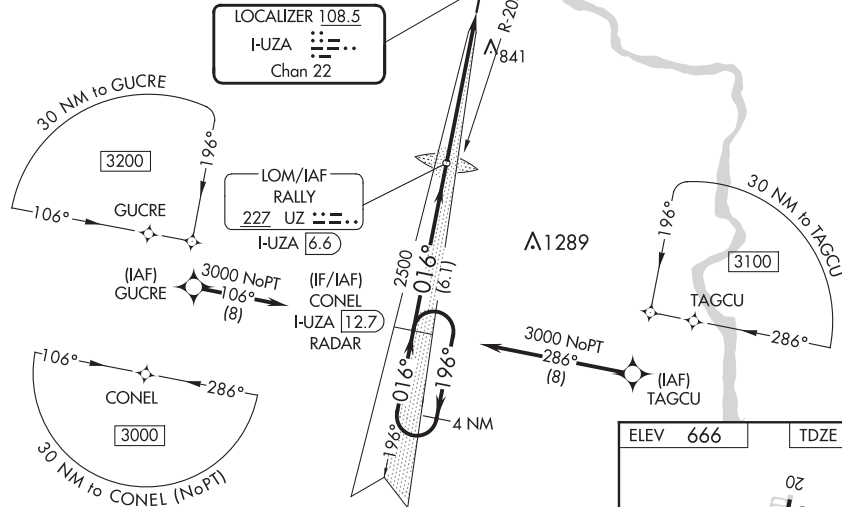
<p><b>V</b> ADF or DME required. VDP NA with Charlotte/Douglas Intl altimeter setting. When local altimeter setting not received, use Charlotte/Douglas Intl altimeter setting and increase all DA 45 feet and all MDA 60 feet. Increase S-LOC 2 Cat C/D visibility 1/4 mile. For inop MALSR, increase S-LOC 2 Cat C/D visibility to 1 1/8 mile. For inop MALSR, when using Charlotte/Douglas Intl altimeter setting, increase S-LOC 2 Cat C/D visibility to 1 1/8 mile.</p>	<p><b>MALSR</b></p>	<p><b>MISSED APPROACH:</b> Climb to 1500 then climbing left turn to 3000 on heading 174° and CLT VOR/DME R-203 to CONEL/I-UZA 12.7 DME/RADAR and hold.</p>
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ASOS <b>120.775</b>	CHARLOTTE APP CON <b>120.05 307.8</b>	GCO <b>121.725</b>	UNICOM <b>123.05 (CTAF) 0</b>
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GPS REQUIRED  
FOR TERMINAL  
ARRIVAL AREA

ALTERNATE MISSED APCH FIX

RALLY  
UZ ::::..  
227  
I-UZA 6.6



CATEGORY	A	B	C	D
S-ILS 2	866-1/2		200 (200-1/2)	
S-LOC 2	1080-1/2 414 (500-1/2)		1080-3/4 414 (500-3/4)	
<b>C</b> CIRCLING	1140-1 474 (500-1)	1160-1 494 (500-1)	1340-2 674 (700-2)	1340-2 1/4 674 (700-2 1/4)

ELEV 666	TDZE 666
FAF to MAP 5.5 NM	
Knots	60 90 120 150 180
Min:Sec	5:30 3:40 2:45 2:12 1:50

ROCK HILL, SOUTH CAROLINA

Amdt 1 13NOV14

ROCK HILL/YORK COUNTY/BRYANT FLD (UZA)


34°59'N-81°03'W

## ILS Y or LOC Y RWY 2

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

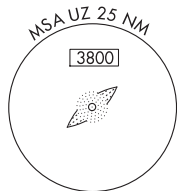
ILS Z or LOC Z RWY 2  
ROCK HILL/YORK COUNTY/BRYANT FLD (UZA)

**MALS R**  **MISSED APPROACH:** Climb to 1500 then climbing left turn to 3000 on heading 174° and CLT VOR/DME R-203 to CONEL/I-UZA 12.7 DME/RADAR and hold.

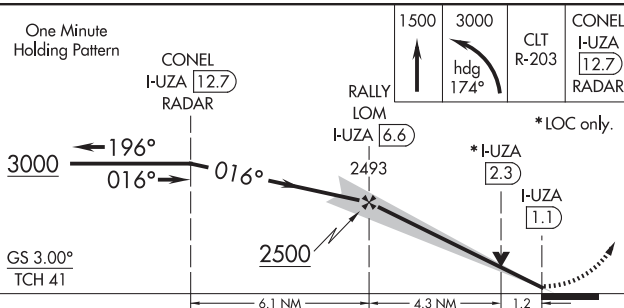
DME or RADAR REQUIRED



RALLY  
UZ 227  
I-UZA 6.6



## One Minute Holding Pattern

[illegible]

ROCK HILL, SOUTH CAROLINA

AL-5361 (FAA)

23334

WAAS CH <b>70425</b> <b>W02A</b>	APP CRS <b>016°</b>	Rwy Idg <b>5500</b> TDZE <b>666</b> Apt Elev <b>666</b>
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# RNAV (GPS) RWY 2

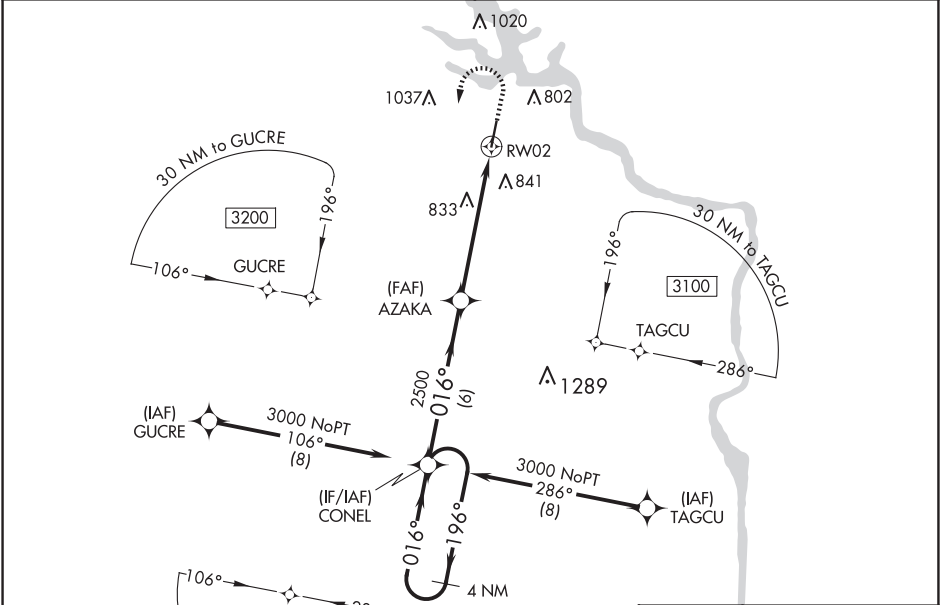
ROCK HILL/YORK COUNTY/BRYANT FLD (UZA)

**V** Baro-VNAV and VDP NA when using Charlotte/Douglas Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C (16°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charlotte/Douglas Intl altimeter setting and increase all DA 45 feet and all MDA 60 feet. Increase LNAV/VNAV all Cats visibility 1/8 mile and LNAV Cat C/D visibility 1/4 mile.

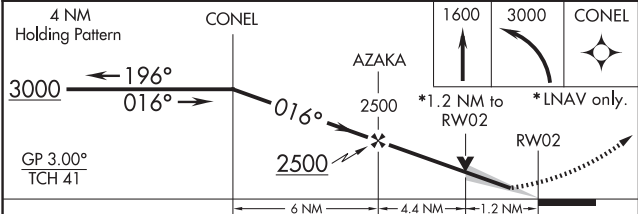


**MISSED APPROACH:**  
Climb to 1600 then climbing left turn to 3000 direct CONEL and hold.

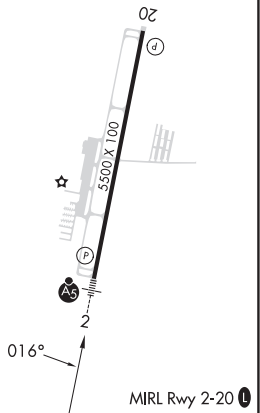
ASOS <b>120.775</b>	CHARLOTTE APP CON <b>120.05 307.8</b>	GCO <b>121.725</b>	UNICOM <b>123.05 (CTAF) 1</b>
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ELEV 666	TDZE 666
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CATEGORY	A	B	C	D
LPV DA	866-1/2 200 (200-1/2)			
LNAV/VNAV DA	1022-3/4 356 (400-3/4)			
LNAV MDA	1100-1/2 434 (500-1/2)	1100-3/4 434 (500-3/4)	1100-3/4 434 (500-3/4)	1100-3/4 434 (500-3/4)
CIRCLING	1140-1 474 (500-1)	1160-1 494 (500-1)	1340-2 674 (700-2)	1340-2 1/4 674 (700-2 1/4)



ROCK HILL, SOUTH CAROLINA  
Amdt 3 13NOV14

ROCK HILL/YORK COUNTY/BRYANT FLD (UZA)  
34°59'N-81°03'W

# RNAV (GPS) RWY 2

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

WAAS  
CH 90325  
W20A

APP CRS  
196°

Rwy Idg  
TDZE  
Apt Elev

5500  
662  
666

RNAV (GPS) RWY 20

ROCK HILL/YORK COUNTY/BRYANT FLD (UZA)

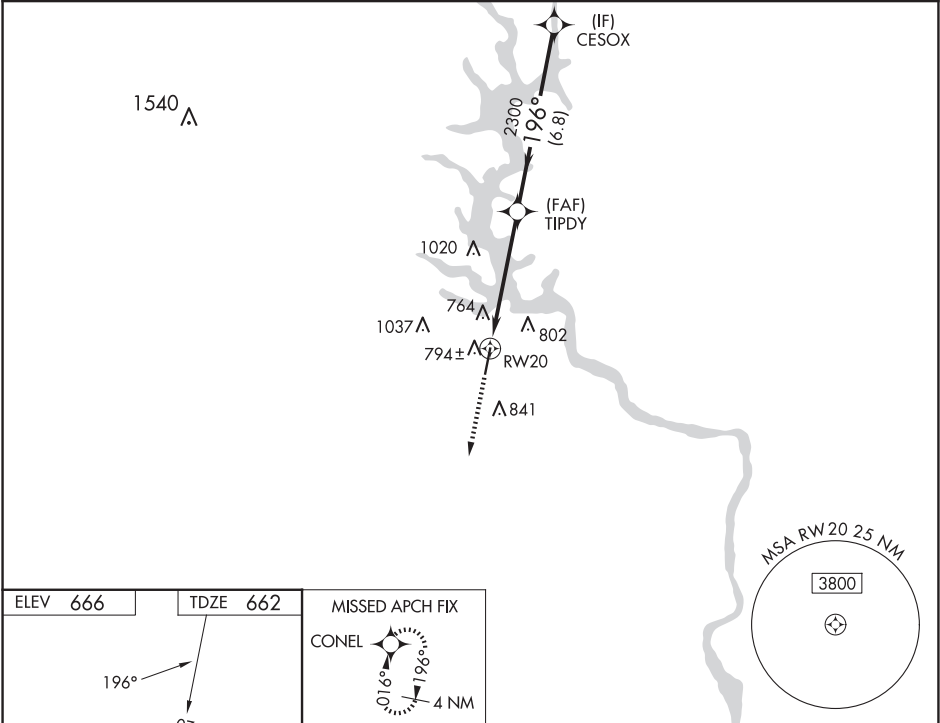
RNP APCH-GPS.

T

For uncompensated Baro-VNAV systems, procedure NA below -16°C or above 39°C.  
When local altimeter setting not received, use Charlotte/Douglas Intl altimeter setting and increase LPV DA to 957 feet, LNAV/VNAV DA to 1084 feet, and all MDAs 60 feet; increase LPV visibility all Cats 1/8 SM, LNAV/VNAV visibility all Cats 1/4 SM, and LNAV visibility Cat C/D 1/4 SM. VDP and Baro-VNAV NA when using Charlotte/Douglas Intl altimeter setting. Rwy 20 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH:  
Climb to 3000 direct CONEL and hold.

ASOS 120.775	CHARLOTTE APP CON 120.05 307.8	GCO 121.725	UNICOM 123.05 (CTAF) 0
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ELEV 666

TDZE 662

MISSED APCH FIX

CONEL

3000

CONEL

\*LNAV only.

\*1.1 NM to RW20

TIPDY 2300

CESOX 2300

196°

2300

GP 3.00° TCH 40

1.1 NM

3.9 NM

6.8 NM

CATEGORY

A

B

C

D

LPV DA

912-3/4

250 (300-3/4)

LNAV/VNAV DA

1039-1

377 (400-1)

LNAV MDA

1060-1

398 (400-1)

1060-1 1/8

398 (400-1 1/8)

CIRCLING

1140-1

1160-1

1340-2

1340-2 1/4

474 (500-1)

494 (500-1)

674 (700-2)

674 (700-2 1/4)

196°

20

3500 X 100

AS

2

MIRL Rwy 2-20 0

CHARLOTTE DEP CON  
120.05 307.8  
ASOS  
120.775  
UNICOM  
123.05

TOP ALTITUDE:  
3000

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

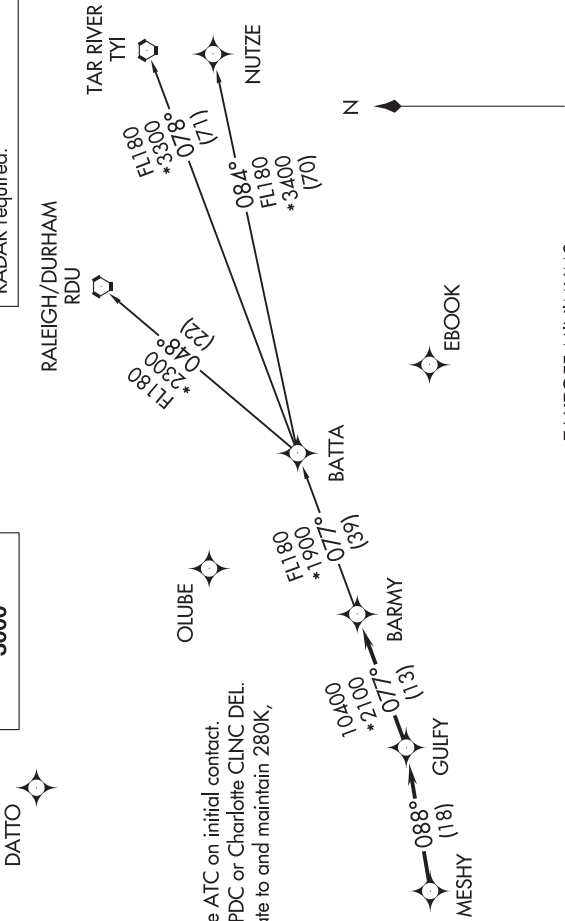
BARMY FIVE DEPARTURE (RNAV)

(BARMY5.BARMY) 24081

AL-5361 (FAA)

ROCK HILL/YORK COUNTY/BRYANT FLD (UZA)  
ROCK HILL, SOUTH CAROLINA

588



TAKEOFF MINIMUMS  
Rwys 2, 20: Standard.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC on RADAR vectors to MESHY, then on depicted route to BARMY. Then on assigned transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

- NUTZE TRANSITION (BARMY5.NUTZE)
- RALEIGH/DURHAM TRANSITION (BARMY5.RDU)
- TAR RIVER TRANSITION (BARMY5.TYI)

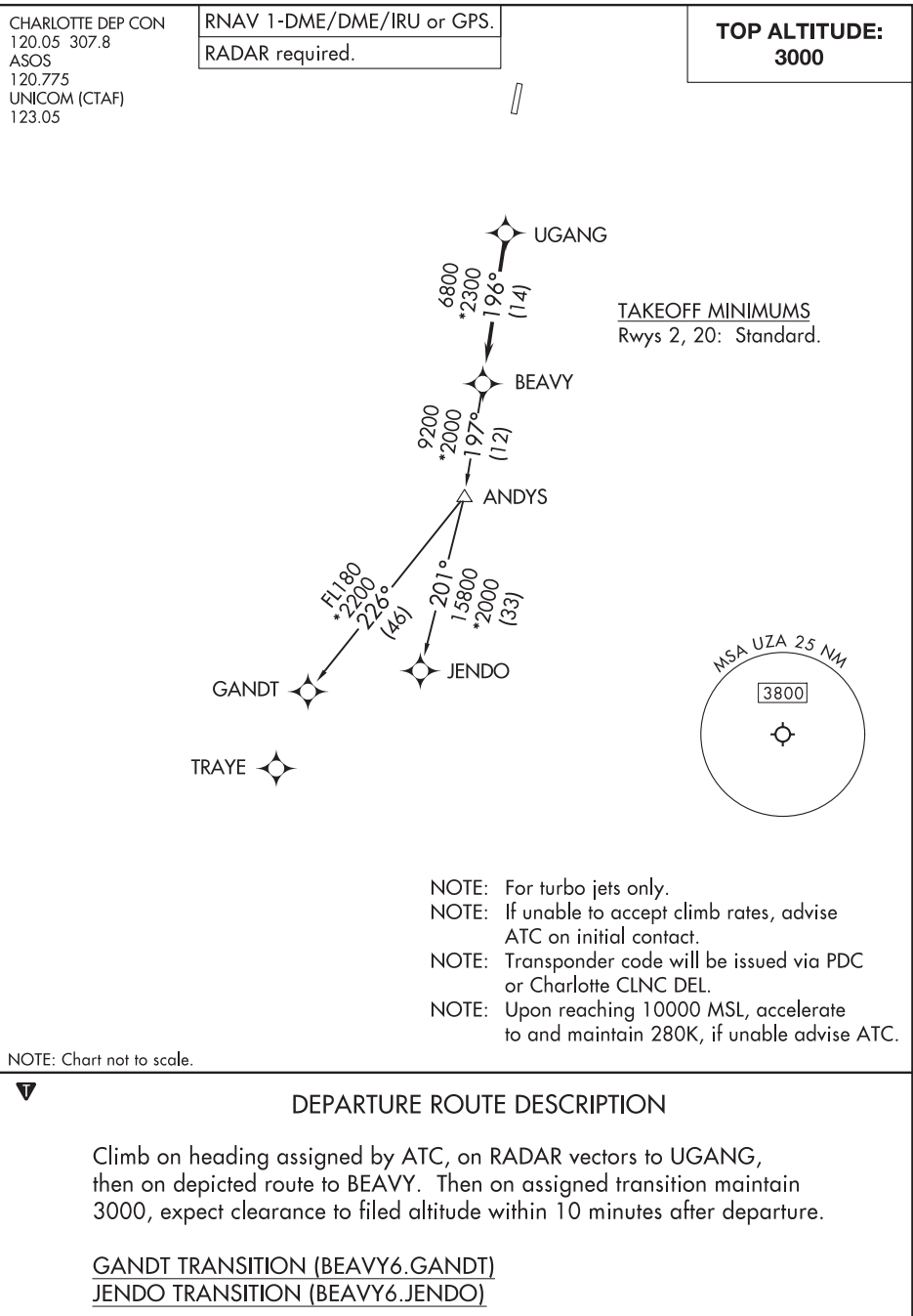
NOTE: Chart not to scale.

BARMY FIVE DEPARTURE (RNAV)

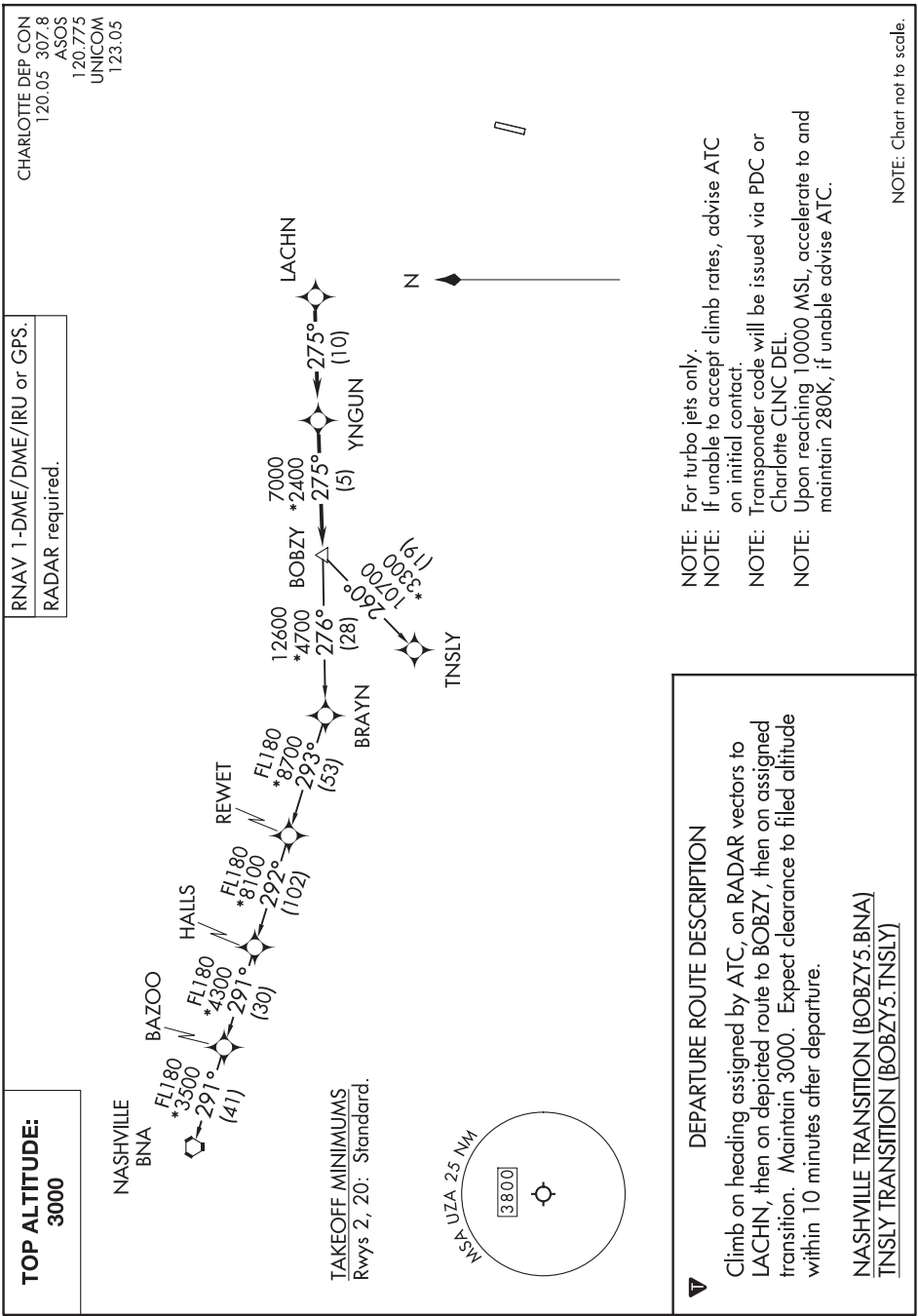
(BARMY5.BARMY) 21MAR24

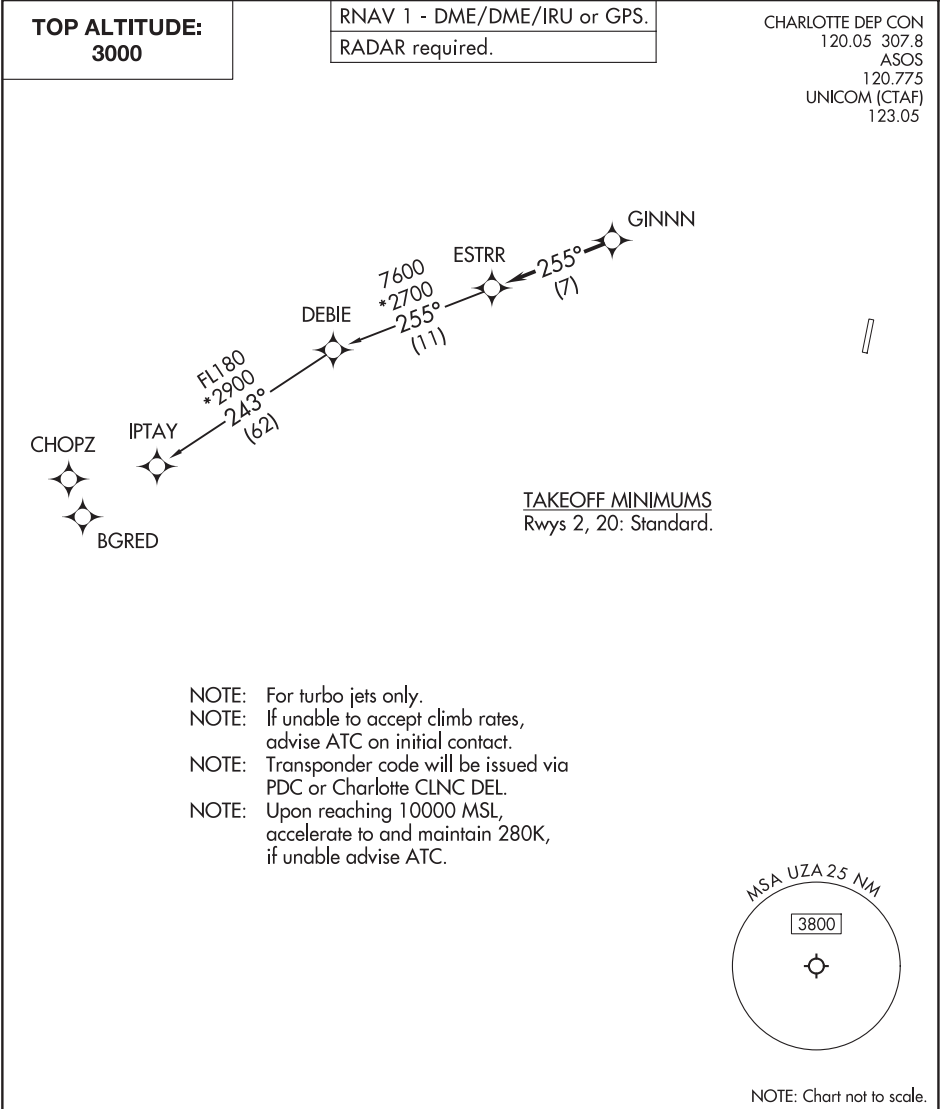
ROCK HILL, SOUTH CAROLINA  
ROCK HILL/YORK COUNTY/BRYANT FLD (UZA)





SE-2, 12 JUN 2025 to 07 AUG 2025





T

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, on RADAR vectors to GINNN, then on track 255° to ESTRR, then on IPTAY Transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

IPTAY TRANSITION (ESTRR5.IPTAY)

(ICONS5.ICONS) 24109

AL-5361 (FAA)

ROCK HILL/YORK CO/BRYANT FLD (UZA)  
ROCK HILL, SOUTH CAROLINA

ICONS FIVE DEPARTURE (RNAV)

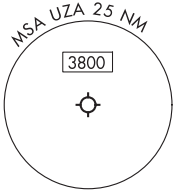
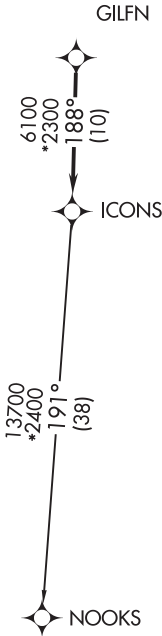
CHARLOTTE DEP CON  
120.05 307.8  
ASOS  
120.775  
UNICOM  
123.05

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

TOP ALTITUDE:  
3000

TAKEOFF MINIMUMS  
Rwys 2, 20: Standard.

- NOTE: For turbo jets only.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, on RADAR vectors to GILFN, then on track 188° to ICONS. Then on NOOKS Transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

NOOKS TRANSITION (ICONS5.NOOKS)

ICONS FIVE DEPARTURE (RNAV)

(ICONS5.ICONS) 21MAR24

ROCK HILL, SOUTH CAROLINA  
ROCK HILL/YORK CO/BRYANT FLD (UZA)

JOJJO FIVE DEPARTURE (RNAV)

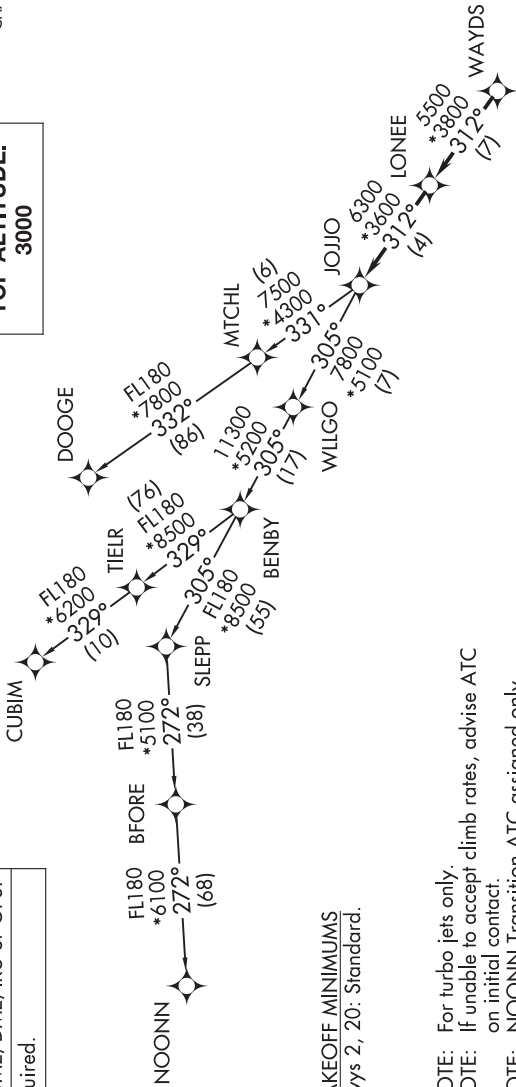
ROCK HILL/YORK COUNTY/BRYANT FLD (UZA)  
AL-5361 (FAA) ROCK HILL, SOUTH CAROLINA

SE-2, 12 JUN 2025 to 07 AUG 2025

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

TOP ALTITUDE:  
3000

CHARLOTTE DEP CON  
120.05 307.8  
ASOS  
120.775  
UNICOM (CTAF)  
123.05



TAKEOFF MINIMUMS  
Rwys 2, 20: Standard.

NOTE: For turbo jets only.  
NOTE: If unable to accept climb rates, advise ATC on initial contact.  
NOTE: NOONN Transition ATC assigned only.  
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, on RADAR vectors to WAYDS, then on depicted route to JOJJO. Then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

CUBIM TRANSITION (JOJJO5.CUBIM)  
DOOGE TRANSITION (JOJJO5.DOOGE)  
NOONN TRANSITION (JOJJO5.NOONN)

NOTE: Chart not to scale.

JOJJO FIVE DEPARTURE (RNAV)

(KER4.KER) 24081

## KERMIT FOUR DEPARTURE

ROCK HILL/YORK COUNTY/BRYANT FLD (UZA)

AL-5361 (FAA)

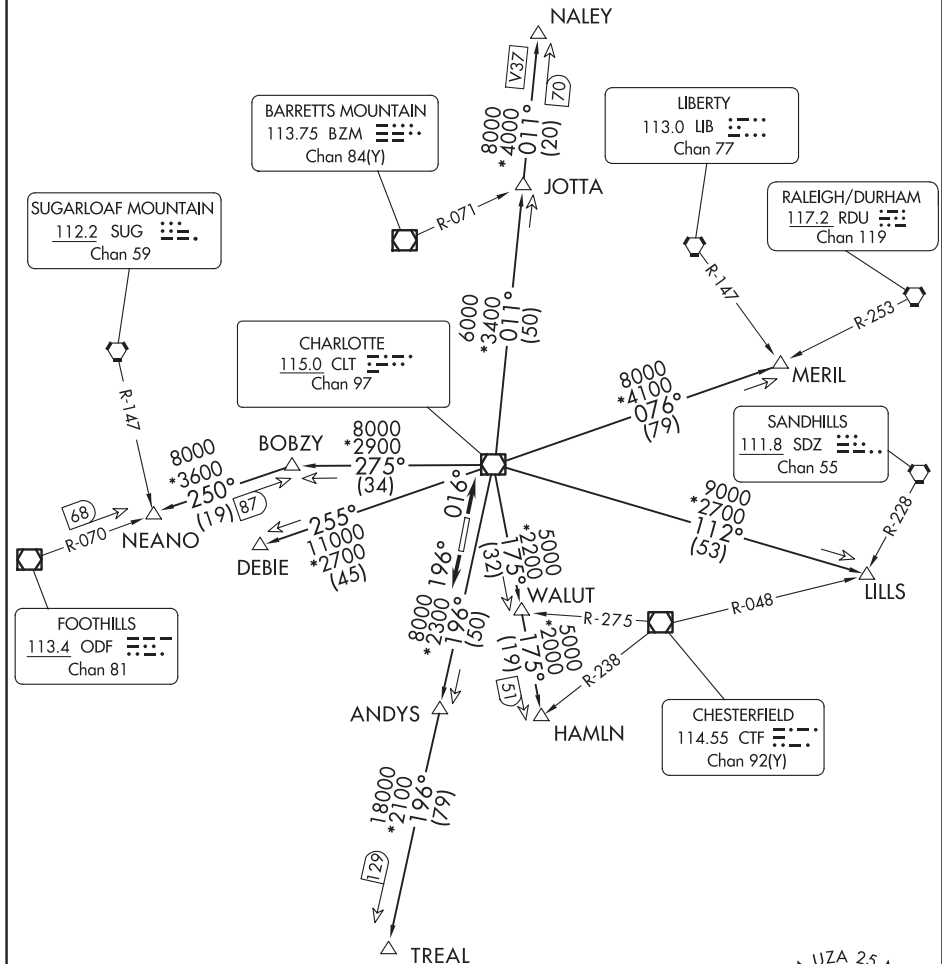
ROCK HILL, SOUTH CAROLINA

CHARLOTTE DEP CON  
120.05 307.8  
ASOS  
120.775  
UNICOM  
123.05

RADAR and DME required.

**TOP ALTITUDE:**  
**3000**

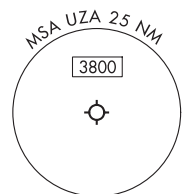
TAKEOFF MINIMUMS  
Rwys 2, 20: Standard.



NOTE: For turbo jet aircraft only.  
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.  
NOTE: Transponder code will be issued via Charlotte clearance delivery.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)



## KERMIT FOUR DEPARTURE

(KER4.KER) 21MAR24

ROCK HILL, SOUTH CAROLINA

ROCK HILL/YORK COUNTY/BRYANT FLD (UZA)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 016°, thence . . . .  
TAKEOFF RUNWAY 20: Climb on heading 196°, thence . . . .

. . . . on RADAR vectors to intercept filed/assigned transition or enroute fix/navaid.  
Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

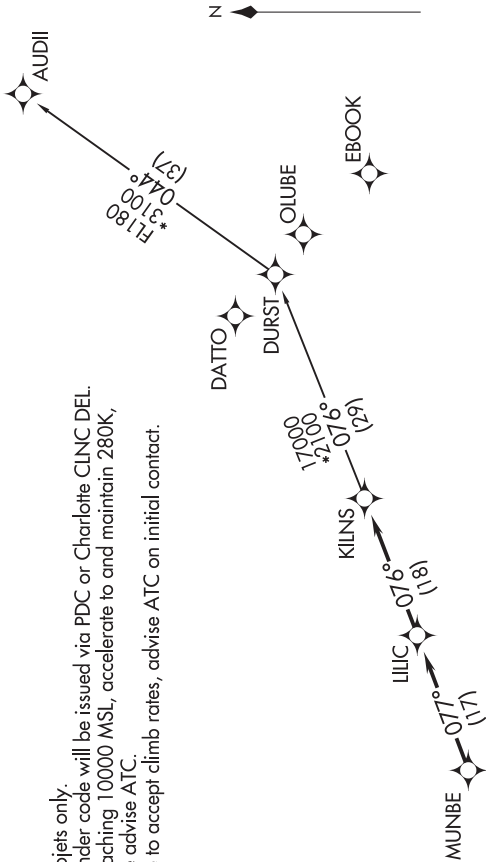
- ANDYS TRANSITION (KER4.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.
- DEBIE TRANSITION (KER4.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.
- HAMLN TRANSITION (KER4.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.
- JOTTA TRANSITION (KER4.JOTTA): From over CLT VOR/DME on CLT R-011 to JOTTA.
- LILLS TRANSITION (KER4.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.
- MERIL TRANSITION (KER4.MERIL): From over CLT VOR/DME on CLT R-076 to MERIL.
- NALEY TRANSITION (KER4.NALEY): From over CLT VOR/DME on CLT R-011 to NALEY.
- NEANO TRANSITION (KER4.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY, then on ODF R-070 to NEANO.
- TREAL TRANSITION (KER4.TREAL): From over CLT VOR/DME on CLT R-196 to TREAL.

CHARLOTTE DEP CON  
120.05 307.8  
ASOS  
120.775  
UNICOM (CTAF)  
123.05

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

NOTE: For turboprops only.  
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.  
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.  
NOTE: If unable to accept climb rates, advise ATC on initial contact.

TOP ALTITUDE:  
3000



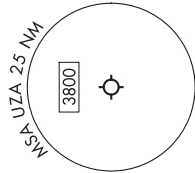
TAKEOFF MINIMUMS  
Rwys 2, 20: Standard.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, on RADAR vectors to MUNBE, then on depicted route to KILNS, then on AUDII Transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

AUDII TRANSITION (KILNS5.AUDII)

NOTE: Chart not to scale.





## KNIGHTS THREE DEPARTURE

AL-5361 (FAA)

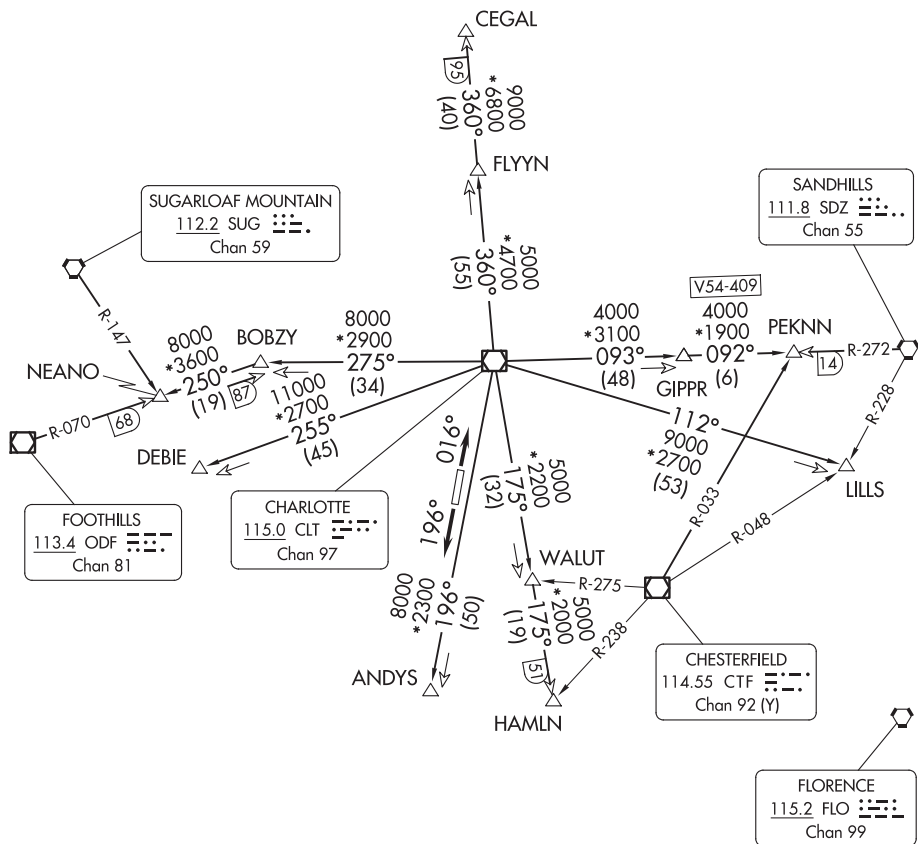
ROCK HILL, SOUTH CAROLINA

CHARLOTTE DEP CON  
120.05 307.8  
ASOS  
120.775  
UNICOM (CTAF)  
123.05

**TOP ALTITUDE:**  
3000

RADAR and DME required.

TAKEOFF MINIMUMS  
Rwys 2, 20: Standard.



NOTE: For propeller aircraft only.

NOTE: Turboprops: Operate in a manner that will result in best forward speed and climb rate.

NOTE: Transponder code will be issued via Charlotte clearance delivery.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

## KNIGHTS THREE DEPARTURE

(KNI3.KNI) 21MAR24

ROCK HILL, SOUTH CAROLINA  
ROCK HILL/YORK COUNTY/BRYANT FLD (UZA)

SE-2, 12 JUN 2025 to 07 AUG 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 016°, thence. . . .

TAKEOFF RUNWAY 20: Climb on heading 196°, thence. . . .

. . . .expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid.  
Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (KNI3.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.

CEGAL TRANSITION (KNI3.CEGAL): From over CLT VOR/DME on CLT R-360 to CEGAL.

DEBIE TRANSITION (KNI3.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.

FLYYN TRANSITION (KNI3.FLYYN): From over CLT VOR/DME on CLT R-360 to FLYYN.

HAMLN TRANSITION (KNI3.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.

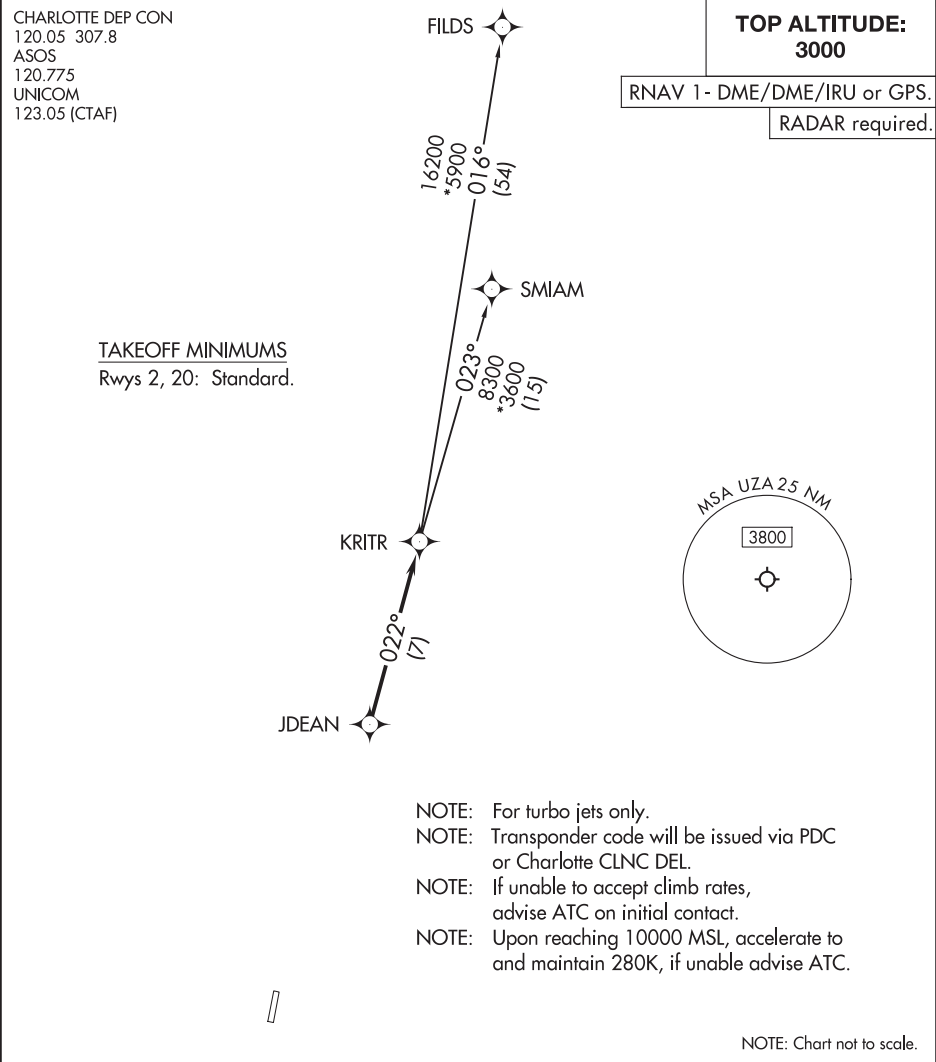
LILLS TRANSITION (KNI3.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.

NEANO TRANSITION (KNI3.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY,  
then on ODF R-070 to NEANO.

PEKNN TRANSITION (KNI3.PEKNN): From over CLT VOR/DME on CLT R-093 to GIPPR,  
then on SDZ R-272 to PEKNN.

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

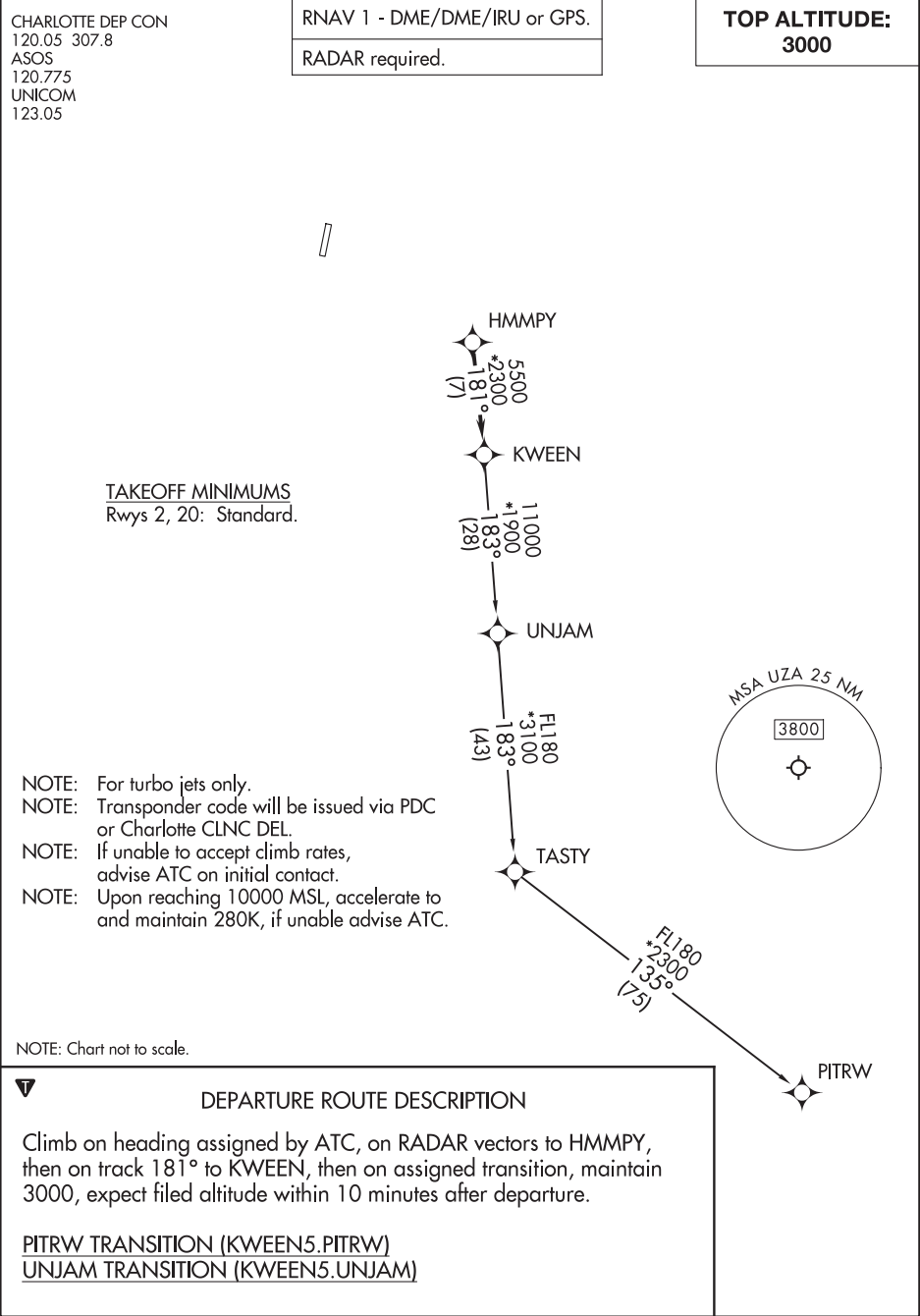


(KWEEN5.KWEEN) 24081

600  
AL-5361 (FAA)

ROCK HILL/YORK COUNTY/BRYANT FLD (UZA)  
ROCK HILL, SOUTH CAROLINA

KWEEN FIVE DEPARTURE (RNAV)



SE-2, 12 JUN 2025 to 07 AUG 2025

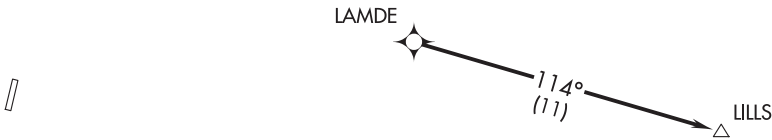
SE-2, 12 JUN 2025 to 07 AUG 2025

KWEEN FIVE DEPARTURE (RNAV)  
(KWEEN5.KWEEN) 21MAR24

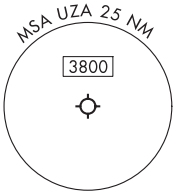
ROCK HILL, SOUTH CAROLINA  
ROCK HILL/YORK COUNTY/BRYANT FLD (UZA)

RNAV 1 - DME/DME/IRU or GPS.	TOP ALTITUDE: 3000	CHARLOTTE DEP CON 120.05 307.8 ASOS 120.775 UNICOM (CTAF) 123.05
RADAR required.		

TAKEOFF MINIMUMS  
Rwys 2, 20: Standard.



- NOTE: For turbo jets only.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

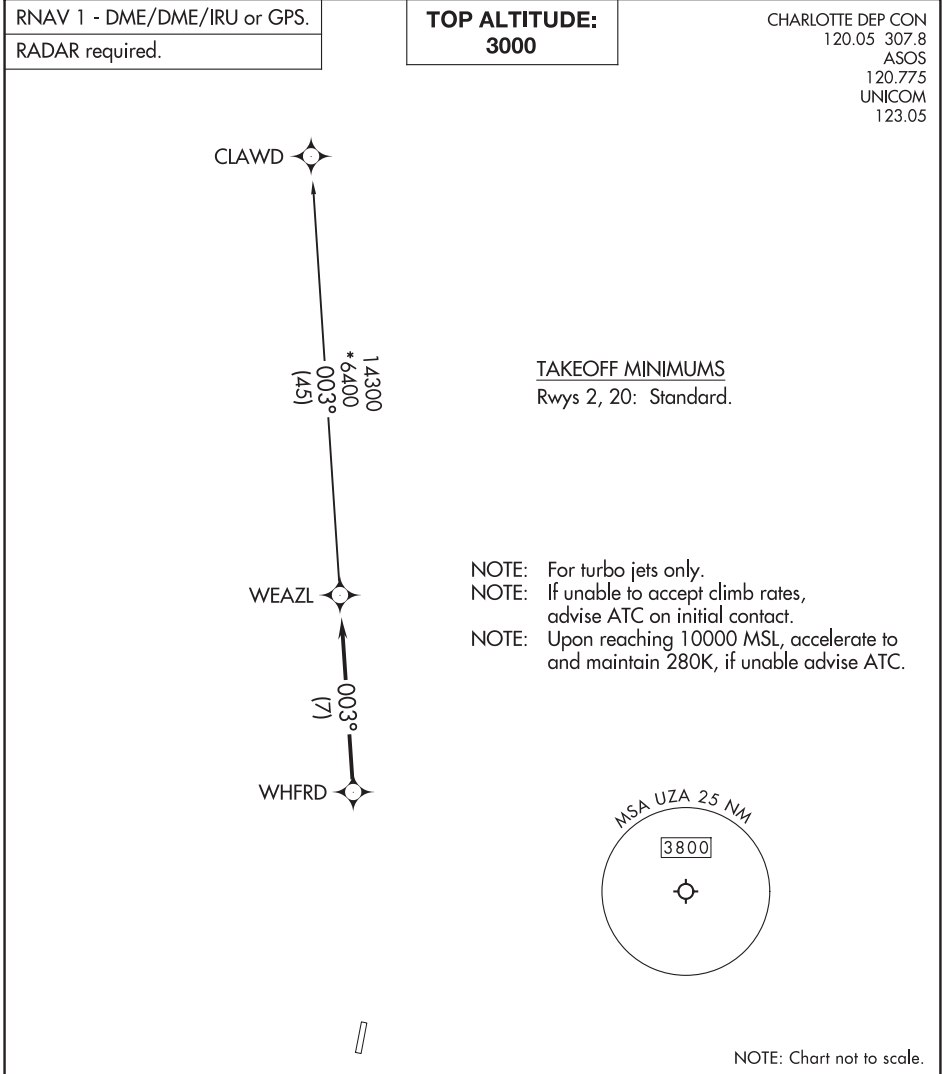


NOTE: Chart not to scale.

▼	DEPARTURE ROUTE DESCRIPTION
Climb on heading assigned by ATC, on RADAR vectors to LAMDE, then on depicted route to LILLS. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.	

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



T

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, on RADAR vectors to WHFRD, then on track 003° to WEAZL. Then on CLAWD Transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

CLAWD TRANSITION (WEAZL5.CLAWD)

WAAS CH <b>63217</b> <b>W32A</b>	APP CRS <b>315°</b>	Rwy Idg <b>4800</b> TDZE <b>356</b> Apt Elev <b>358</b>
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RNAV (GPS) RWY 32

RICHMOND COUNTY (R/CZ)

RNP APCH - GPS.

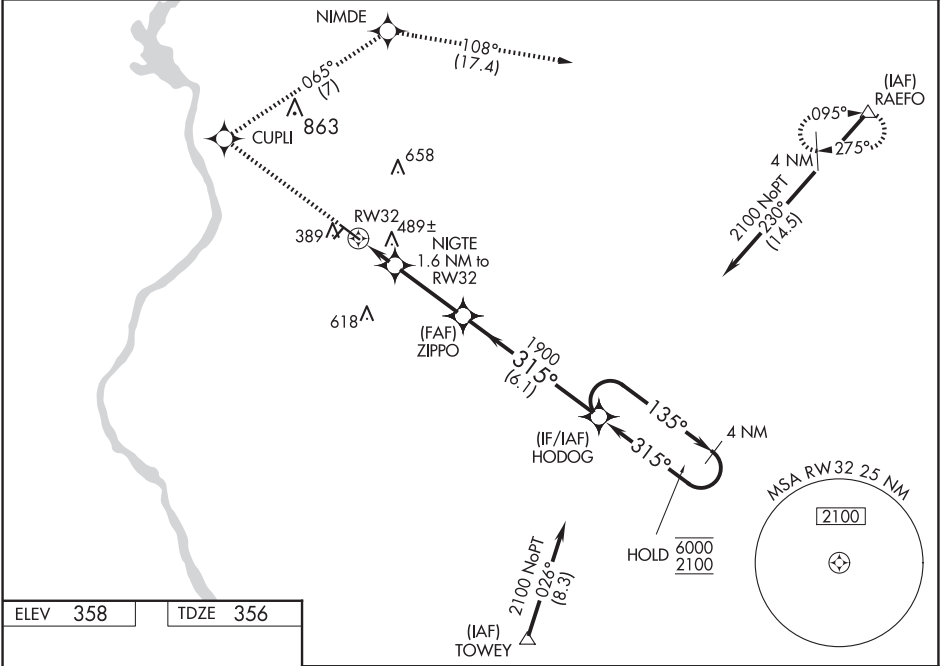
⚠

Circling NA to Rwy 4 and 22. Procedure NA at night. Rwy 32 helicopter visibility reduction below 1 NA. Baro-VNAV NA when using Mackall altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C. When local altimeter setting not received, use Mackall altimeter setting: increase LPV DA to 679 feet; LNAV/VNAV DA to 833 feet and all visibilities  $\frac{1}{8}$  SM; increase all MDAs 40 feet and LNAV visibility Cat C/D  $\frac{1}{8}$  SM.

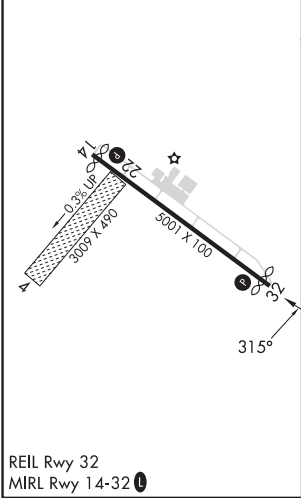
MISSED APPROACH:

Climb to 2400 direct CUPLI and right turn on track 065° to NIMDE and on track 108° to RAEFO and hold.

AWOS-3 <b>118.775</b>	FAYETTEVILLE APP CON <b>127.8 343.725</b>	UNICOM <b>122.8 (CTAF)</b>
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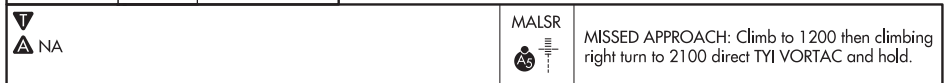


ELEV 358	TDZE 356
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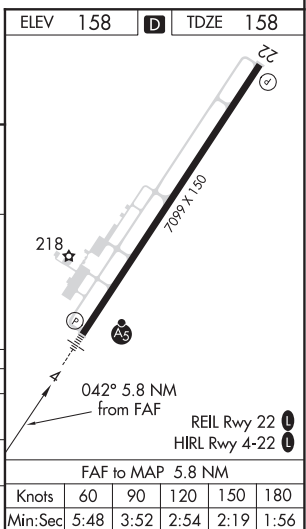
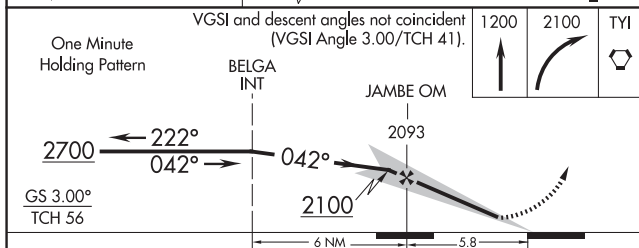
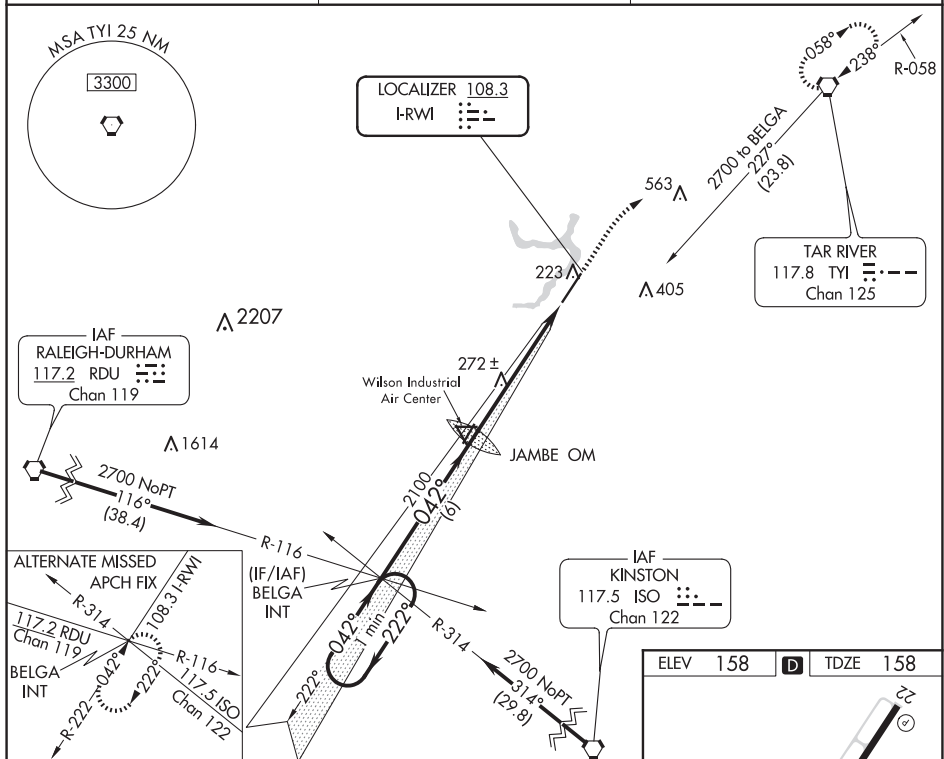


2400	CUPLI	NIMDE	RAEFO	4 NM Holding Pattern
↑	tr 065°	tr 108°	△	
	NIGTE 1.6 NM to RWY 32	ZIPPO 1900		
	900	315°	135°	6000 2100
	1.6 NM	3 NM	6.1 NM	GP 3.00° TCH 40
CATEGORY	A	B	C	D
LPV DA	640-1	284 (300-1)		
LNAV/VNAV DA	794-1¼	438 (500-1¼)		
LNAV MDA	740-1	384 (400-1)	740-1⅛	384 (400-1⅛)
CIRCLING	800-1 442 (500-1)	820-1 462 (500-1)	960-1¾ 602 (700-1¾)	960-2 602 (700-2)

ILS or LOC RWY 4  
ROCKY MOUNT/WILSON RGNL (RWI)



ASOS <b>118.875</b>	WASHINGTON CENTER <b>123.85 279.65</b>	UNICOM <b>123.05 (CTAF) 0</b>
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CATEGORY	A	B	C	D
S-ILS 4	408-½ 250 (300-½)			
S-LOC 4	540-½ 382 (400-½)		540-⅝ 382 (400-⅝)	540-¾ 382 (400-¾)
C CIRCLING	600-1 442 (500-1)	620-1 462 (500-1)	720-1½ 562 (600-1½)	740-2 582 (600-2)

SE-2, 12 JUN 2025 to 07 AUG 2025



WAAS CH <b>56513</b> <b>W04A</b>	APP CRS <b>042°</b>	Rwy Idg TDZE Apt Elev	<b>7099</b> <b>158</b> <b>158</b>
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## RNAV (GPS) RWY 4

ROCKY MOUNT/WILSON RGNL (RWI)

**⚠** Inop table does not apply to LPV when using local altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F). When local altimeter setting not received, use Wayne Exec Jelpport altimeter setting and increase LPV DA to 467; increase LNAV/VNAV DA to 601 and all Cots visibility ¼ mile; increase all MDA 60 feet and LNAV Cots C/D and Circling Cat C visibility ¼ mile. For inop MALSR, increase LNAV Cat A/B visibility to 1 mile. DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Wayne Exec Jelpport altimeter setting.

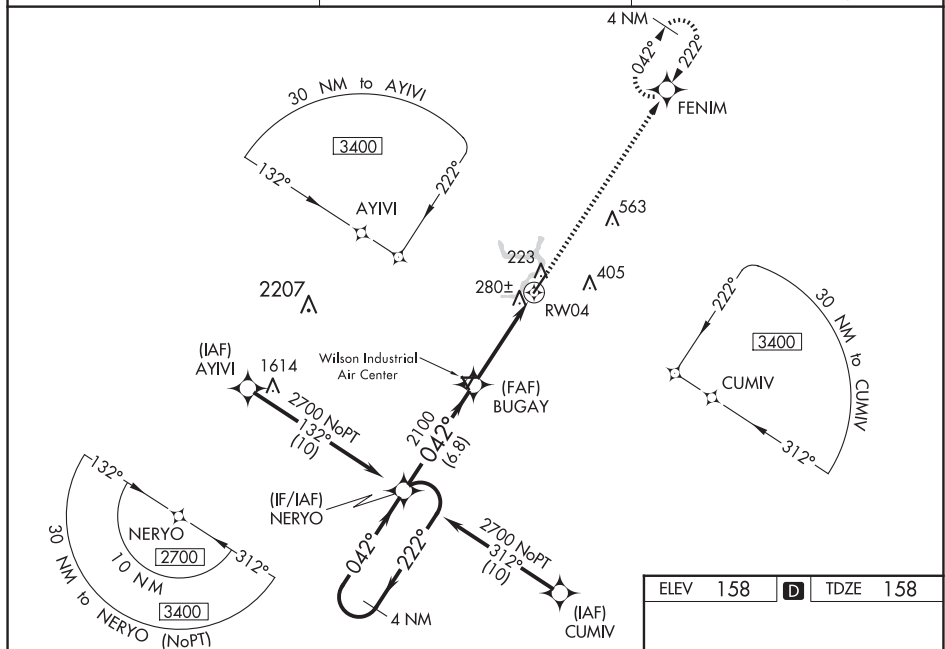
**⚠** Rwy 4 helicopter visibility reduction below ¾ SM NA.

MALSR



**MISSED APPROACH:**  
Climb to 2500 direct  
FENIM and hold.

ASOS <b>118.875</b>	WASHINGTON CENTER <b>123.85 279.65</b>	UNICOM <b>123.05</b> (CTAF) <b>0</b>
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SE-2, 12 JUN 2025 to 07 AUG 2025

ELEV	158	<b>D</b>	TDZE	158
------	-----	----------	------	-----

4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 41).

2700 ← 222°  
042° →

NERYO

BUGAY 2100

2100

\*1.1 NM to RW04

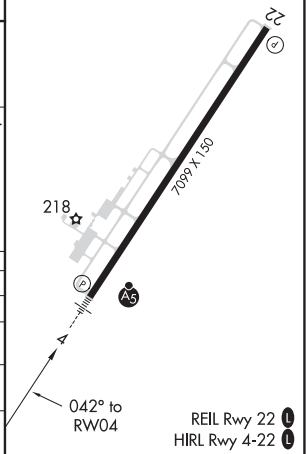
RW04

\*LNAV only

GP 3.00°  
TCH 56

6.8 NM 4.8 NM 1.1

CATEGORY	A	B	C	D
LPV DA		408- <sup>3</sup> / <sub>4</sub>	250 (300- <sup>3</sup> / <sub>4</sub> )	
LNAV/ VNAV DA		542- <sup>3</sup> / <sub>4</sub>	384 (400- <sup>3</sup> / <sub>4</sub> )	
LNAV MDA		560- <sup>3</sup> / <sub>4</sub>	402 (500- <sup>3</sup> / <sub>4</sub> )	
<b>C</b> CIRCLING	600-1 442 (500-1)	620-1 462 (500-1)	720-1½ 562 (600-1½)	760-2 602 (700-2)



ROCKY MOUNT, NORTH CAROLINA

AL-5743 (FAA)

21336

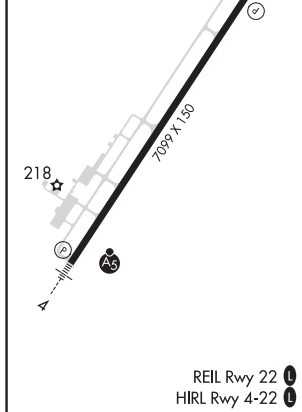
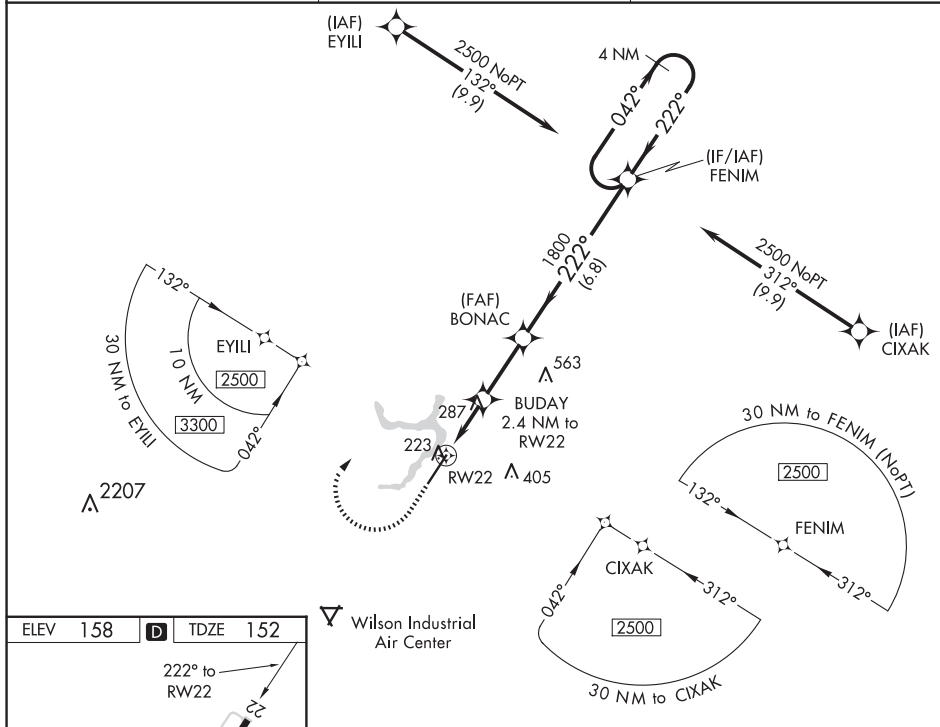
WAAS CH <b>70435</b> <b>W22A</b>	APP CRS <b>222°</b>	Rwy Idg TDZE Apt Elev	<b>6900</b> <b>152</b> <b>158</b>
--	------------------------	-----------------------------	---

# **RNAV (GPS) RWY 22** ROCKY MOUNT/WILSON RGNL (R.WI)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Wayne Exec Jetport altimeter setting. When local altimeter setting not received, use Wayne Exec Jetport altimeter setting and increase all DA 59 feet and all visibilities  $\frac{1}{4}$  mile; increase all MDA 60 feet and LNAV Cats C/D and Circling Cat C visibility  $\frac{1}{4}$  mile. Rwy 22 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

**MISSED APPROACH:**  
Climb to 1000 then climbing right turn to 2500 direct FENIM and hold.

ASOS <b>118.875</b>	WASHINGTON CENTER <b>123.85 279.65</b>	UNICOM <b>123.05 (CTAF) 0</b>
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1000	2500	FENIM	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 42).	4 NM Holding Pattern
*LNAV only.	BUDAY 2.4 NM to RWY 22	BONAC 1800	FENIM	042° → 2500
*1.2 NM to RWY 22	960*	1800	GP 3.00° TCH 52	
1.2	1.2 NM	2.6 NM	6.8 NM	
CATEGORY	A	B	C	D
LPV DA		436-7/8	284 (300-7/8)	
LNAV/VNAV DA		513-1 1/8	361 (400-1 1/8)	
LNAV MDA	560-1	408 (500-1)	560-1 1/8	408 (500-1 1/8)
<b>CIRCLING</b>	600-1 442 (500-1)	620-1 462 (500-1)	720-1 1/2 562 (600-1 1/2)	760-2 602 (700-2)

ROCKY MOUNT, NORTH CAROLINA  
Amdt 2A 22JUN17

35°51'N-77°54'W

ROCKY MOUNT/WILSON RGNL (R.WI)  
**RNAV (GPS) RWY 22**

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

VORTAC TYI <b>117.8</b> Chan <b>125</b>	APP CRS <b>238°</b>	Rwy Idg TDZE Apt Elev	<b>6900</b> <b>152</b> <b>158</b>
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VOR RWY 22

ROCKY MOUNT/WILSON RGNL (RWI)

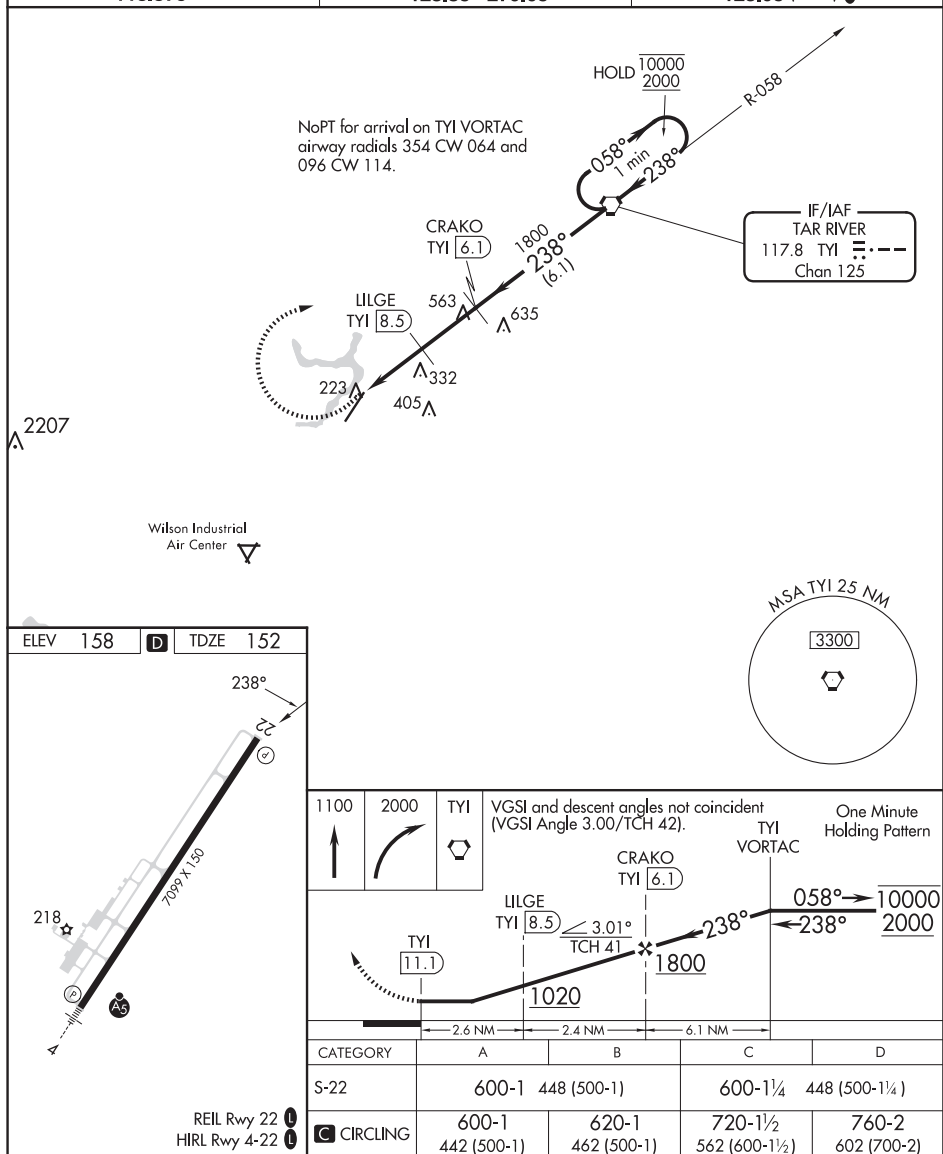
DME required.

- T** Rwy 22 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Wayne Exec Jetport altimeter setting and increase all MDAs 60 feet and S-22 Cat C/D  $\frac{1}{8}$  SM and Circling Cat C visibility  $\frac{1}{4}$  SM. Straight-in Rwy 22 NA at night, Circling Rwy 4, 22 NA at night.

**MISSED APPROACH:** Climb to 1100 then climbing right turn to 2000 direct TYJ VORTAC and hold.

ASOS  
118,875

WASHINGTON CENTER  
123.85 279.65

UNICOM  
123.05 (CTAF) **L**



23222

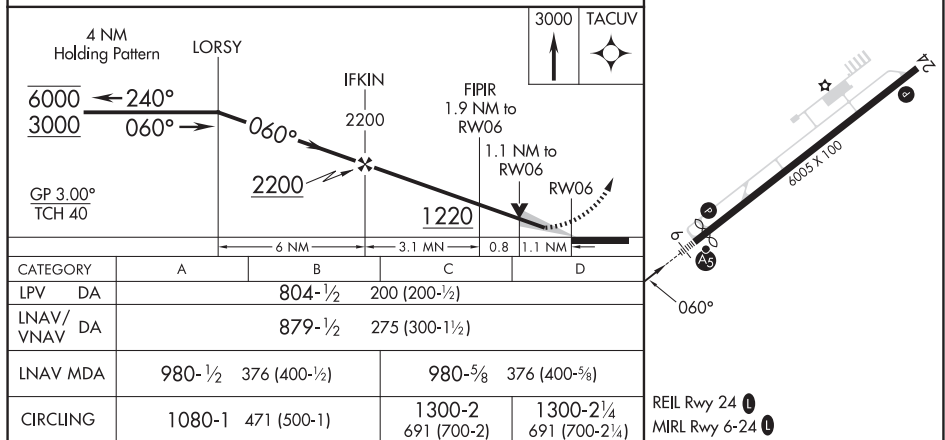
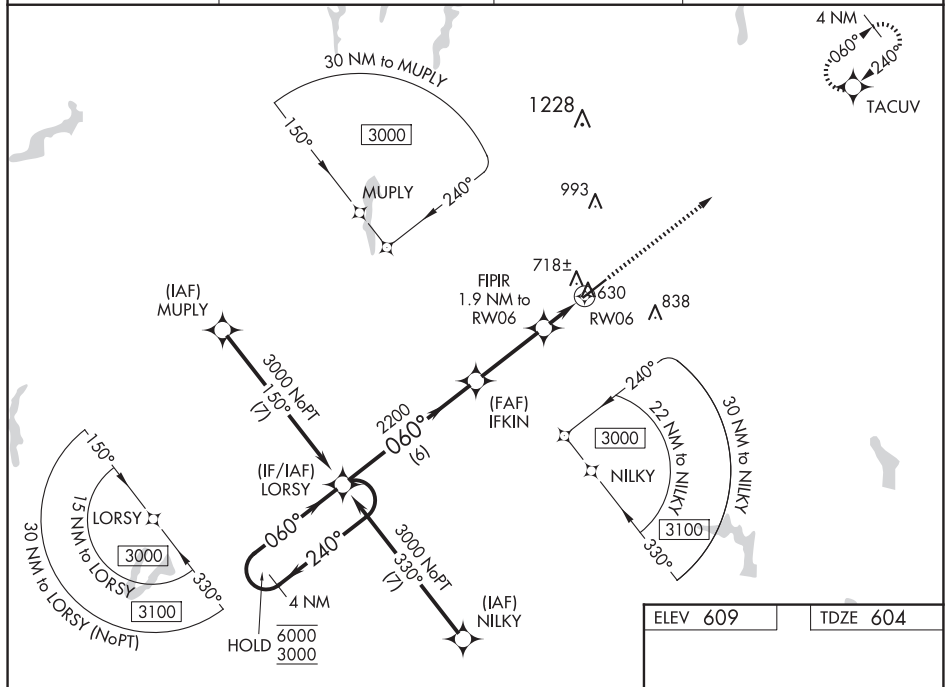
# RNAV (GPS) RWY 6

## RALEIGH RGNL AT PERSON COUNTY (TDF)

**MISSED APPROACH:**  
Climb to 3000 direct  
TACUV and hold.

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or  
**A** above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 7/8 SM  
and LNAV Cat C/D visibility to 1 SM.

AWOS-3 <b>126.725</b>	RALEIGH APP CON <b>132.35 256.9</b>	GCO <b>119.7</b>	UNICOM <b>122.7 (CTAF) ①</b>
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RALEIGH RGNL AT PERSON COUNTY (TDF)  
36°17'N-78°59'W  
609  
RNAV (GPS) RWY 6

609

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 24

## RALEIGH RGNL AT PERSON COUNTY (TDF)

**T** Rwy 24 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated  
**A** Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

**MISSED APPROACH:**  
Climb to 3000 direct  
LORSY and hold.

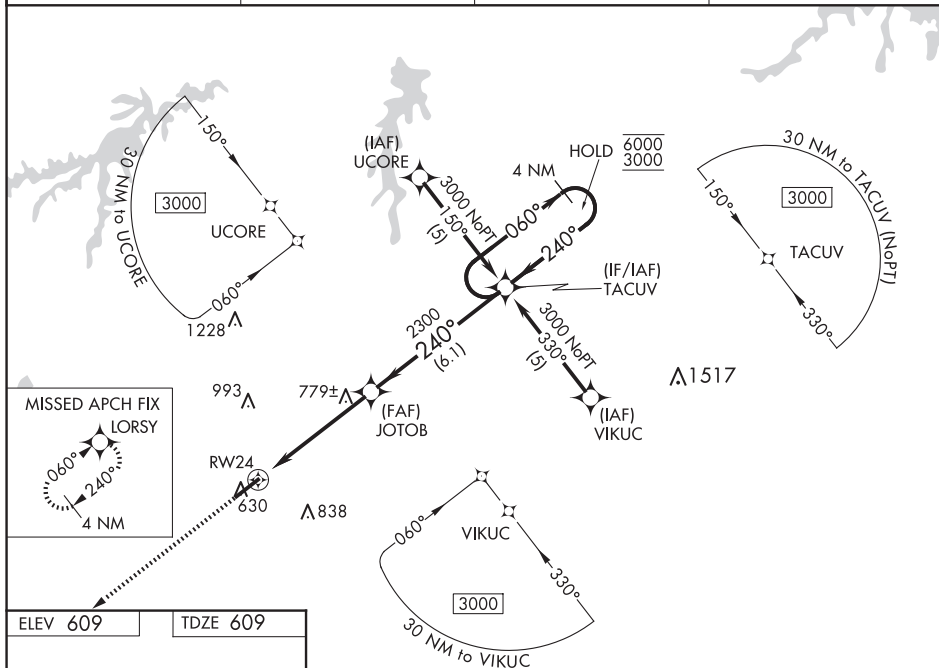
UNICOM  
122.7 (CTAF) **L**

Diagram illustrating the layout of the 6005 X 100 rail section, showing the alignment of REIL Rwy 24 and MIRL Rwy 6-24. The diagram includes a 240° to RW24 angle, a star symbol, and various markings like 45, 2, and 24.

3000  
↑  
LORSY

\*RNAV only

\*1.2 NM to RW24

RW24

JOTOB 2300

TACUV

4 NM Holding Pattern

060° → 6000  
← 240° 3000

GP 3.00°  
TCH 40

1.2 NM 3.9 NM 6.1 NM

CATEGORY	A	B	C	D
LPV DA	920-1	311 (400-1)		
RNAV/VNAV DA	997-1½	388 (400-1½)		
RNAV MDA	1040-1	431 (500-1)	1040-1¼ 431 (500-1¼)	1040-1½ 431 (500-1½)
CIRCLING	1080-1	471 (500-1)	1300-2 691 (700-2)	1300-2¼ 691 (700-2¼)

RALEIGH RGNL AT PERSON COUNTY (TDF)  
36°17'N-78°59'W **RNAV (GPS) RWY 24**

WAAS CH <b>40021</b>	APP CRS <b>009°</b>	Rwy Idg TDZE <b>1059</b>
<b>W01A</b>		Apt Elev <b>1077</b>

RNAV (GPS) RWY 1

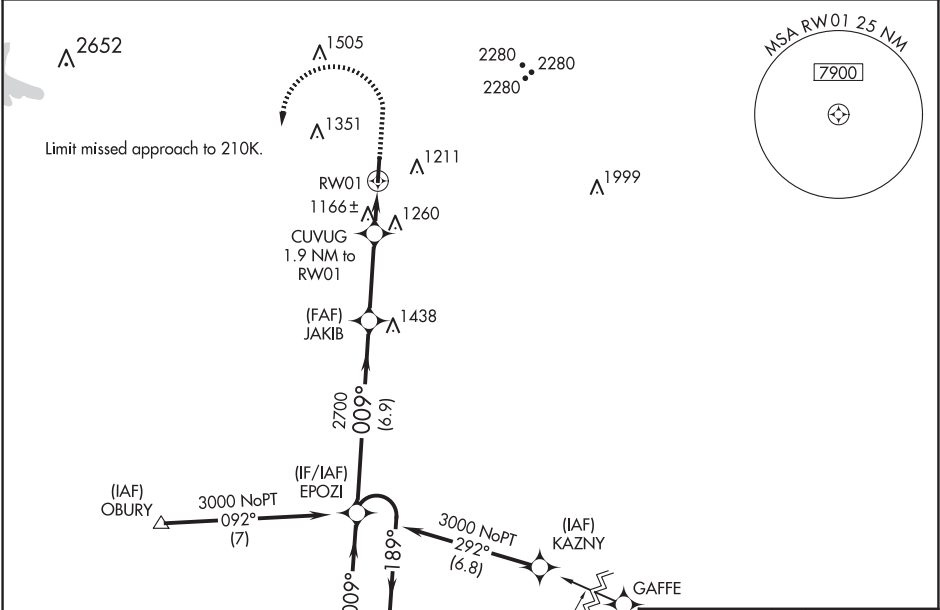
RUTHERFORD COUNTY/MARCHMAN FLD (FQD)

⚠

Baro-VNAV NA when using Shelby-Cleveland County Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below-17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shelby-Cleveland County Rgnl altimeter setting and increase all DA 77 feet, all MDA 80 feet, and increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cats C/D visibility ¼ mile. VDP NA with Shelby-Cleveland County Rgnl altimeter setting.

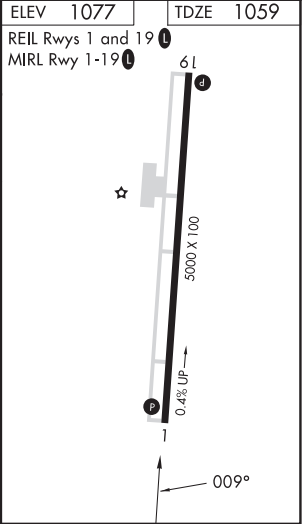
MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct EPOZI and hold.

AWOS-3 <b>118.275</b>	GREER APP CON ★ <b>119.4 350.2</b>	UNICOM <b>122.8 (CTAF) 0</b>
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Procedure NA for arrivals at SPA VORTAC on V605 southbound.	ELEV <b>1077</b>	TDZE <b>1059</b>
	REIL Rwy 1 and 19 <b>0</b>	MIRL Rwy 1-19 <b>0</b>

4 NM Holding Pattern				
EPOZI				
3000 ← 189° / 009° → 2700				
GP 3.00° TCH 40				
JAKIB 2700, CUVUG 1.9 NM to RW01, *1 NM to RW01, RW01				
*1700, 6.9 NM, 3.1 NM, 0.9 NM, 1 NM				
CATEGORY	A	B	C	D
LPV DA		1309-7 <sup>7</sup> / <sub>8</sub>	250 (300-7 <sup>7</sup> / <sub>8</sub> )	
LNAV/VNAV DA		1459-13 <sup>1</sup> / <sub>8</sub>	400 (400-13 <sup>1</sup> / <sub>8</sub> )	
LNAV MDA		1420-1	361 (400-1)	
CIRCLING	1560-1 483 (500-1)	1620-1 543 (600-1)	1640-1½ 563 (600-1½)	1820-2½ 743 (800-2½)



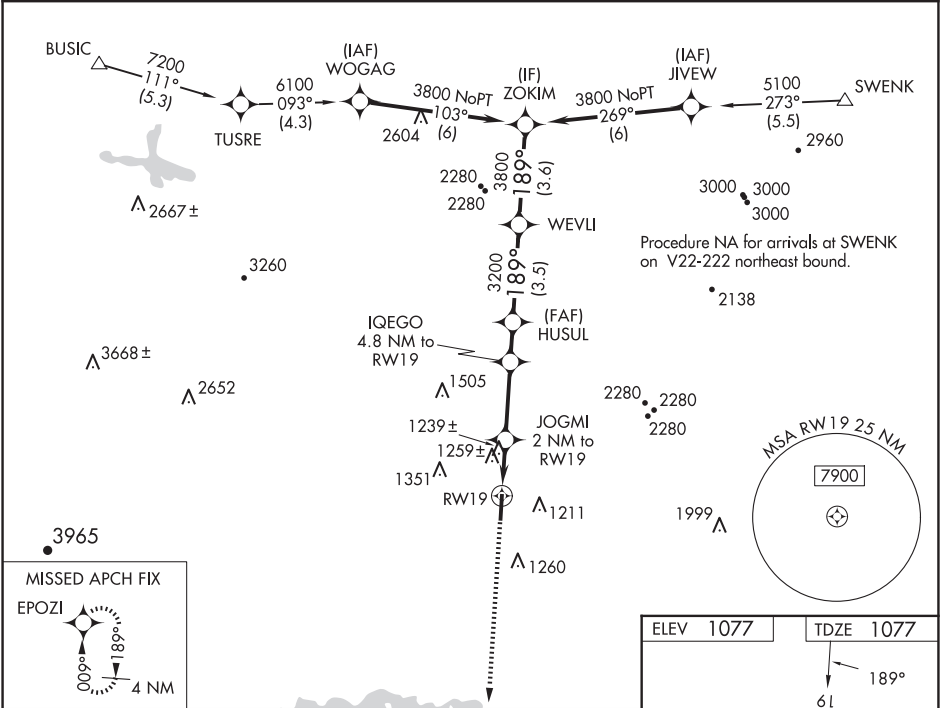
WAAS CH <b>82335</b> <b>W19A</b>	APP CRS <b>189°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>1077</b> <b>1077</b>
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**RNAV (GPS) RWY 19**  
RUTHERFORD COUNTY/MARCHMAN FLD (FQD)

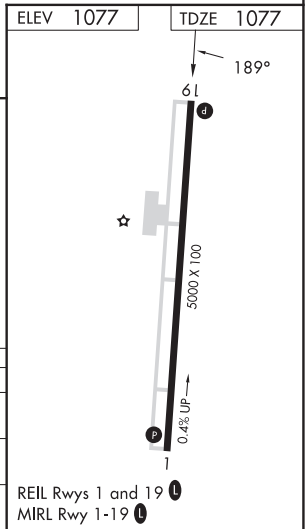
**▼** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shelby-Cleveland County Rgnl altimeter setting and increase all MDA 80 feet and increase LP and LNAV Cat C and D ½ mile, increase Circling Cat C and D visibility ¼ mile. Rwy 19 helicopter visibility reduction below ¾ mile NA.

**MISSED APPROACH:**  
Climb to 3000 direct EPOZI and hold.

AWOS-3 <b>118.275</b>	GREER APP CON ★ <b>119.4 350.2</b>	UNICOM <b>122.8 (CTAF) 0</b>
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3000	EPOZI								
*LNAV only	JOGMI 2 NM to RW19	IQEGO 4.8 NM to RW19	HUSUL	WEVLI	ZOKIM				
	*1 NM to RW19								
	RW19								
	1 NM	1 NM	2.8 NM	1.4 NM	3.5 NM	3.6 NM			
CATEGORY	A	B	C	D					
LP MDA	1500-1	423 (500-1)	1500-1¼	423 (500-1¼)					
LNAV MDA	1520-1	443 (500-1)	1520-1⅓	443 (500-1⅓)					
CIRCLING	1560-1	1620-1	1640-1½	1820-2½					
	483 (500-1)	543 (600-1)	563 (600-1½)	743 (800-2½)					







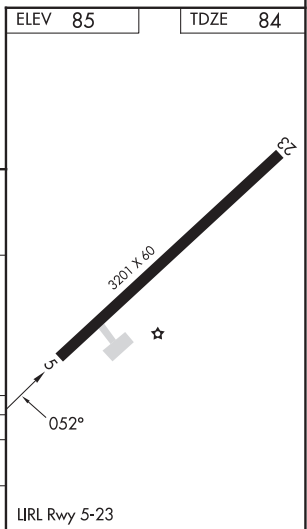
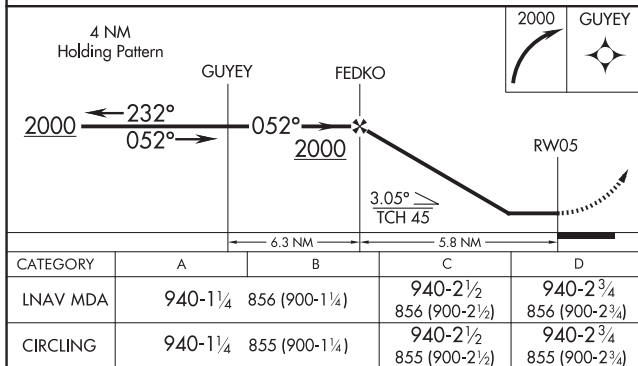
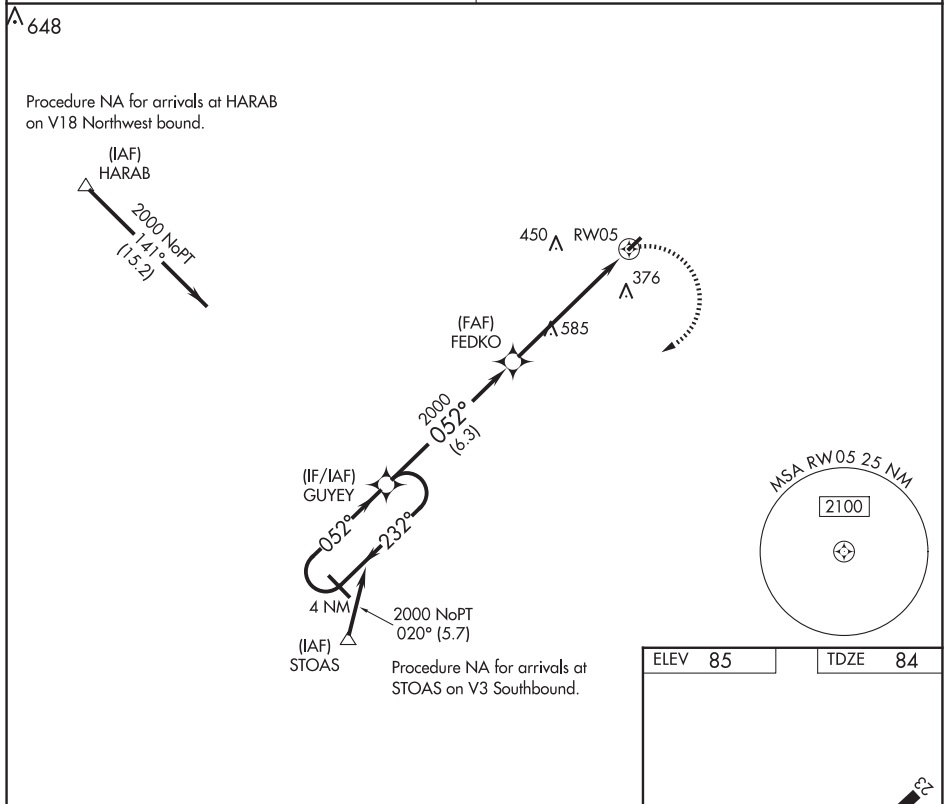
APP CRS	Rwy Idg	3201
052°	TDZE	84
	Apt Elev	85

# RNAV (GPS) RWY 5

ST GEORGE (6J2)

<p>▼</p> <p>▲ NA</p>	<p>DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Summerville altimeter setting; when not received, use Charleston altimeter setting and increase all MDAs 40 feet, increase LNAV and Circling Cat C visibility ¼ mile, increase LNAV and Circling Cat D visibility ½ mile. Procedure NA at night.</p>	<p>MISSED APPROACH: Climbing right turn to 2000 direct GUYEY and hold.</p>
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<p>CHARLESTON APP CON</p> <p>120.7 306.925</p>	<p>UNICOM</p> <p>122.8 (CTAF)</p>
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LOC I-RUQ	APP CRS	Rwy Idg	5501
109.95	202°	TDZE	772
		Apt Elev	772

ILS or LOC RWY 20

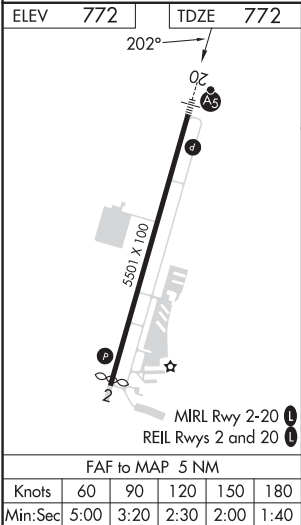
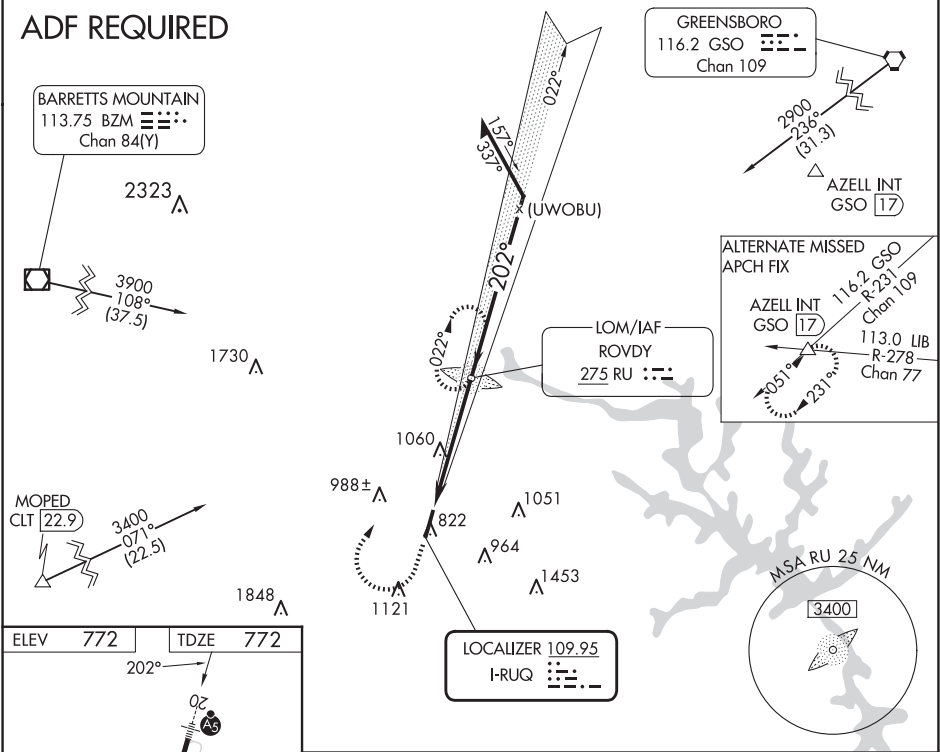
MID-CAROLINA RGNL (RUQ)

ADF required. When local altimeter setting not received, use Lexington altimeter setting and increase all DA 37 feet and all MDA 40 feet; increase S-LOC Cats C/D visibility 1/8 SM and Circling Cat D visibility 1/4 SM. For inop ALS when using Lexington altimeter setting, increase S-LOC 20 Cats C and D visibility to 1 3/4 mile.

MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 2900 direct ROVDY LOM and hold.

AWOS-3	CHARLOTTE APP CON	CLNC DEL	UNICOM
118.175	128.325 307.8	127.35	122.725 (CTAF) 1



	1600	2900	ROVDY	
	↑	↷		
			ROVDY RU LOM	Remain within 10 NM
			2422	022°
				202°
				2500
				2500
				GS 3.00° TCH 46
			5 NM	
CATEGORY	A	B	C	D
S-ILS 20		972-1/2	200 (200-1/2)	
S-LOC 20		1360-1/2 588 (600-1/2)	1360-1/4 588 (600-1/4)	
CIRCLING		1360-1 588 (600-1)	1440-1 3/4 668 (700-1 3/4)	1440-2 668 (700-2)

SALISBURY, NORTH CAROLINA

AL-5551 (FAA)

25163

WAAS CH <b>40321</b> <b>W02A</b>	APP CRS <b>022°</b>	Rwy Ldg TDZE Apt Elev <b>5375</b> <b>772</b> <b>772</b>
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# RNAV (GPS) RWY 2

MID-CAROLINA RGNL (RUQ)

RNP APCH - GPS.

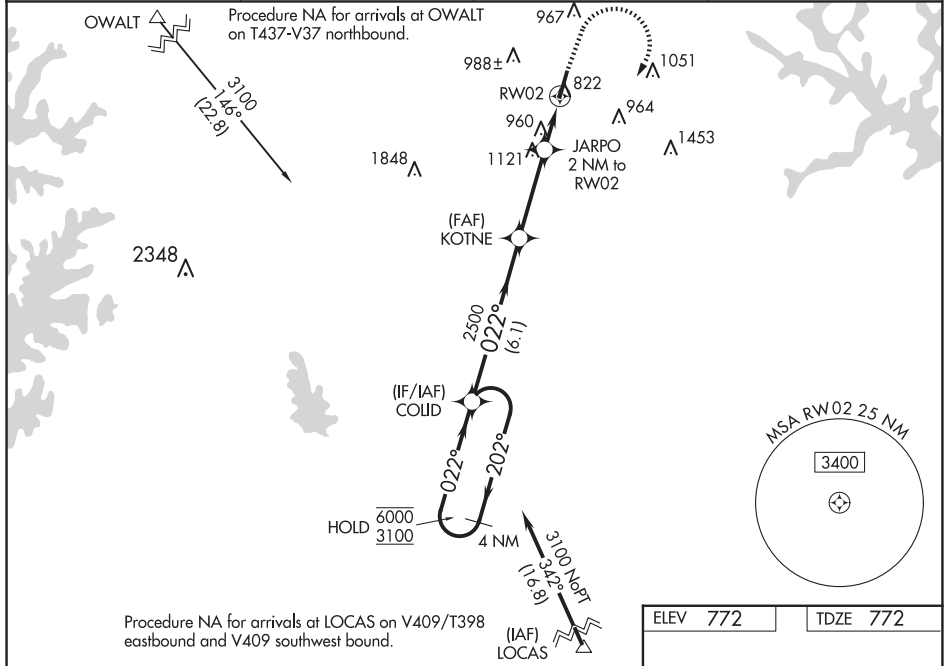
▼

▲

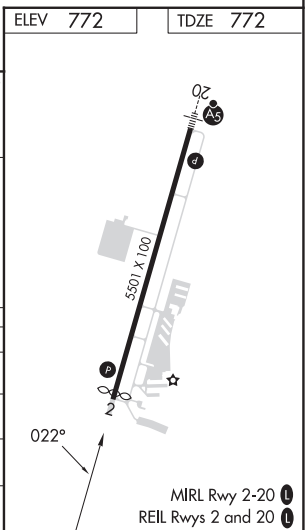
Rwy 2 helicopter visibility reduction below ¾ SM NA.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH:  
Climb to 1500 then  
climbing right turn to  
3100 direct COLID  
and hold.

AWOS-3 <b>118.175</b>	CHARLOTTE APP CON <b>128.325 307.8</b>	CLNC DEL <b>127.35</b>	UNICOM <b>122.725</b> (CTAF) <b>0</b>
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 34).			
4 NM Holding Pattern			
COLID			
GP 3.00° TCH 55			
KOTNE 2500			
JARPO 2 NM to RW02			
1.3 NM to RW02			
RW02			
6.1 NM			
3.3 NM			
0.7 NM			
1.3 NM			
CATEGORY	A	B	C
LPV DA	1138-1	366 (400-1)	
LNAV/VNAV DA	1181-1½	409 (500-1½)	
LNAV MDA	1220-1	448 (500-1)	1220-1¾ 448 (500-1¾)
CIRCLING	1240-1 468 (500-1)	1260-1 488 (500-1)	1440-1¾ 668 (700-1¾) 1440-2 668 (700-2)



SALISBURY, NORTH CAROLINA  
Amdt 2A 12JUN25

35°39'N-80°31'W

# MID-CAROLINA RGNL (RUQ)

## RNAV (GPS) RWY 2

SE-2, 12 JUN 2025 to 07 AUG 2025

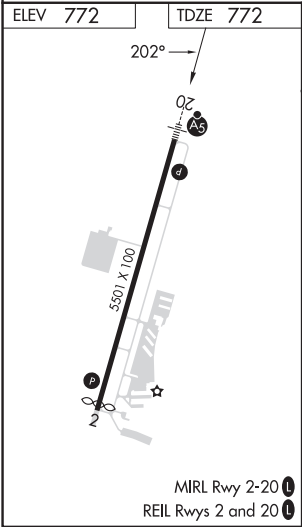
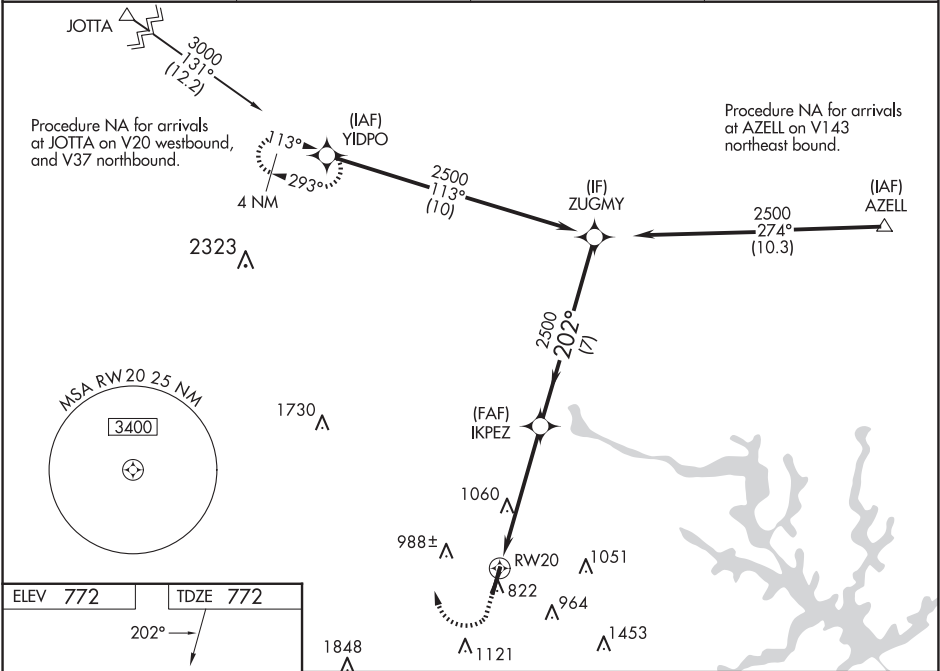
SE-2, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>42521</b> <b>W20A</b>	APP CRS <b>202°</b>	Rwy Idg TDZE <b>772</b> Apt Elev <b>772</b>
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RNAV (GPS) RWY 20  
MID-CAROLINA RGNL (RUQ)

<p><b>⚠</b> For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase all DA 37 feet and all MDA 40 feet, increase LNAV Cat C and D visibility 1/8 SM and Circling Cat C visibility 1/8 SM and Circling Cat D 1/4 SM. For inop ALS when using Lexington altimeter setting, increase LNAV Cat C and D visibility to 1 3/4 SM. VDP and Baro-VNAV NA when using Lexington altimeter setting. For inop ALS, increase LNAV/VNAV visibility to 1/8 SM all Cats.</p>	<p>MALSR</p> <p><b>A5</b></p>	<p>MISSED APPROACH: Climb to 2100 then climbing right turn to 3400 direct YIDPO and hold.</p>
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AWOS-3 <b>118.175</b>	CHARLOTTE APP CON <b>128.325 307.8</b>	CLNC DEL <b>127.35</b>	UNICOM <b>122.725 (CTAF)</b> <b>1</b>
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ELEV 772	TDZE 772
2100	3400
YIDPO	
*LNAV only.	
*1.7 NM to RW20	
RW20	
IKPEZ 2500	
ZUGMY 2500	
GP 3.00° TCH 46	
1.7 NM 3.6 NM 7 NM	
CATEGORY	A B C D
LPV DA	972-1/2 200 (200-1/2)
LNAV/VNAV DA	1032-1/2 260 (300-1/2)
LNAV MDA	1360-1/2 588 (600-1/2) 1360-1/4 588 (600-1/4)
CIRCLING	1360-1 588 (600-1) 1440-1 3/4 668 (700-1 3/4) 1440-2 668 (700-2)

SALISBURY, NORTH CAROLINA

AL-5551 (FAA)

23334

LOM RU	APP CRS	Rwy Idg	5501
275	202°	TDZE	772
		Apt Elev	772

NDB RWY 20  
MID-CAROLINA RGNL (RUQ)

**⚠ NA**

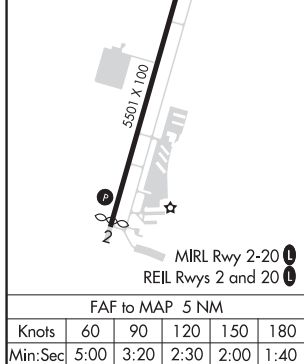
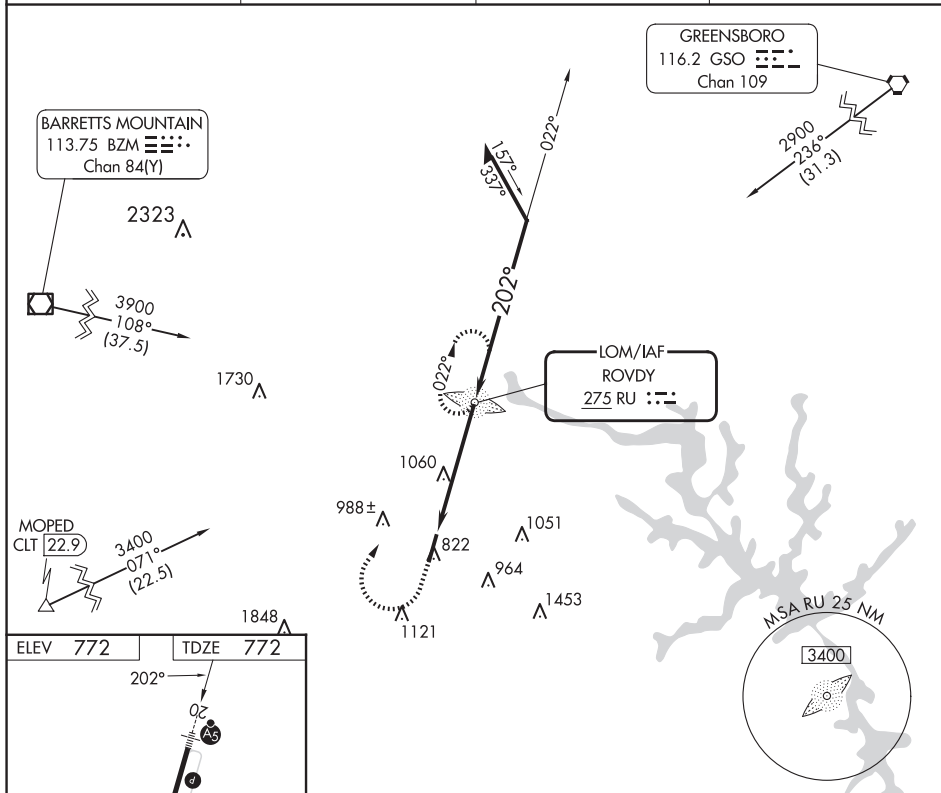
When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 40 feet, increase S-20 Cats C and D, and Circling Cat C visibility ½ SM and Circling Cat D ¼ SM. For inop ALS, increase Cat D visibility to 1 7⁄8 SM. For inop ALS when using Lexington altimeter setting increase Cat D visibility to 2 SM.

**MALSR**

**A5**

**MISSED APPROACH:**  
Climb to 1800 then climbing right turn to 2500 direct ROVDY LOM and hold.

AWOS-3 118.175	CHARLOTTE APP CON 128.325 307.8	CLNC DEL 127.35	UNICOM 122.725 (CTAF) <b>0</b>
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1800	2500	RU	ROVDY RU LOM	6000	022°	Remain within 10 NM
				2500	202°	
					3.20° TCH 39	
					5 NM	
CATEGORY	A	B	C	D		
S-20	1420-3⁄4	648 (700-3⁄4)	1420-1 3⁄8	648 (700-1 3⁄8)		
<b>CIRCLING</b>	1420-1	648 (700-1)	1440-1 7⁄8	668 (700-1 3⁄8)	1440-2	668 (700-2)

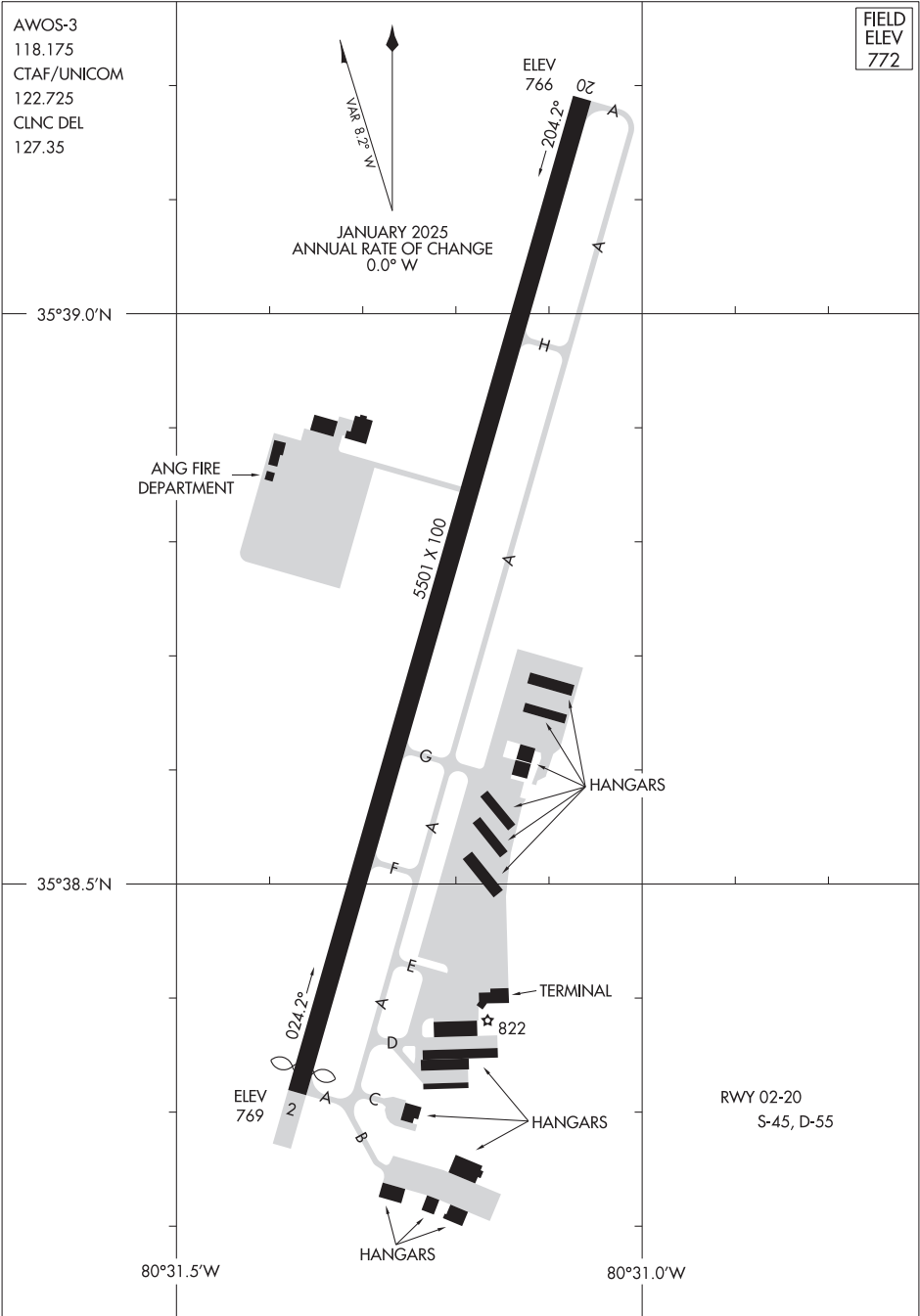
SALISBURY, NORTH CAROLINA  
Amdt 1C 27FEB20

35°39'N-80°31'W

MID-CAROLINA RGNL (RUQ)  
NDB RWY 20

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



CHARLOTTE DEP CON  
128.325 307.8  
AWOS-3  
118.175  
CLNC DEL  
127.35  
UNICOM  
122.725



**TOP ALTITUDE:**  
**3000**

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

RALEIGH/DURHAM  
RDU

TAR RIVER  
TYI

FL180  
0300  
\*3300

078°  
(171)

084°

NUTZE

FL180  
0300  
\*3400

(70)

FL180  
0480  
\*2300

(22)

077°

BATTA

FL180  
077°  
\*1900

(39)

BARMY

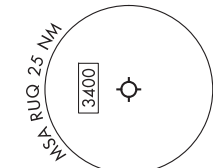
10400  
077°  
\*2100

(13)

GULFY

088°  
(18)

MESHY



**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 2:** Climb on heading assigned by ATC, then...  
**TAKEOFF RUNWAY 20:** Climb on heading 202° to 1700 before turning right, then on heading assigned by ATC, then...

... on RADAR vectors to MESHY, then on depicted route to BARMY. Then on assigned transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

NUTZE TRANSITION (BARMY5.NUTZE)  
RALEIGH/DURHAM TRANSITION (BARMY5.RDU)  
TAR RIVER TRANSITION (BARMY5.TYI)

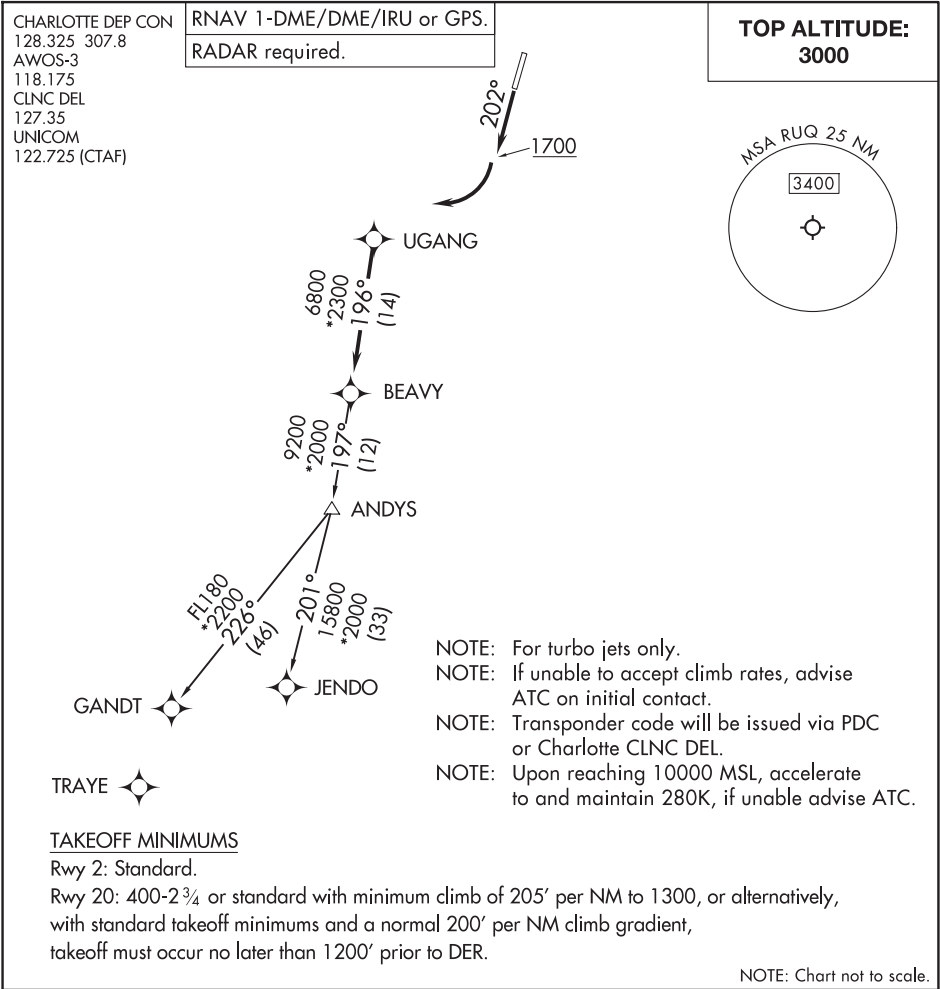
**TAKEOFF MINIMUMS**

Rwy 2: Standard.  
Rwy 20: 400-2¼ or standard with minimum climb of 205' per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

NOTE: For turbo jets only.  
NOTE: If unable to accept climb rates, advise ATC on initial contact.  
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.  
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.





SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading assigned by ATC, thence...

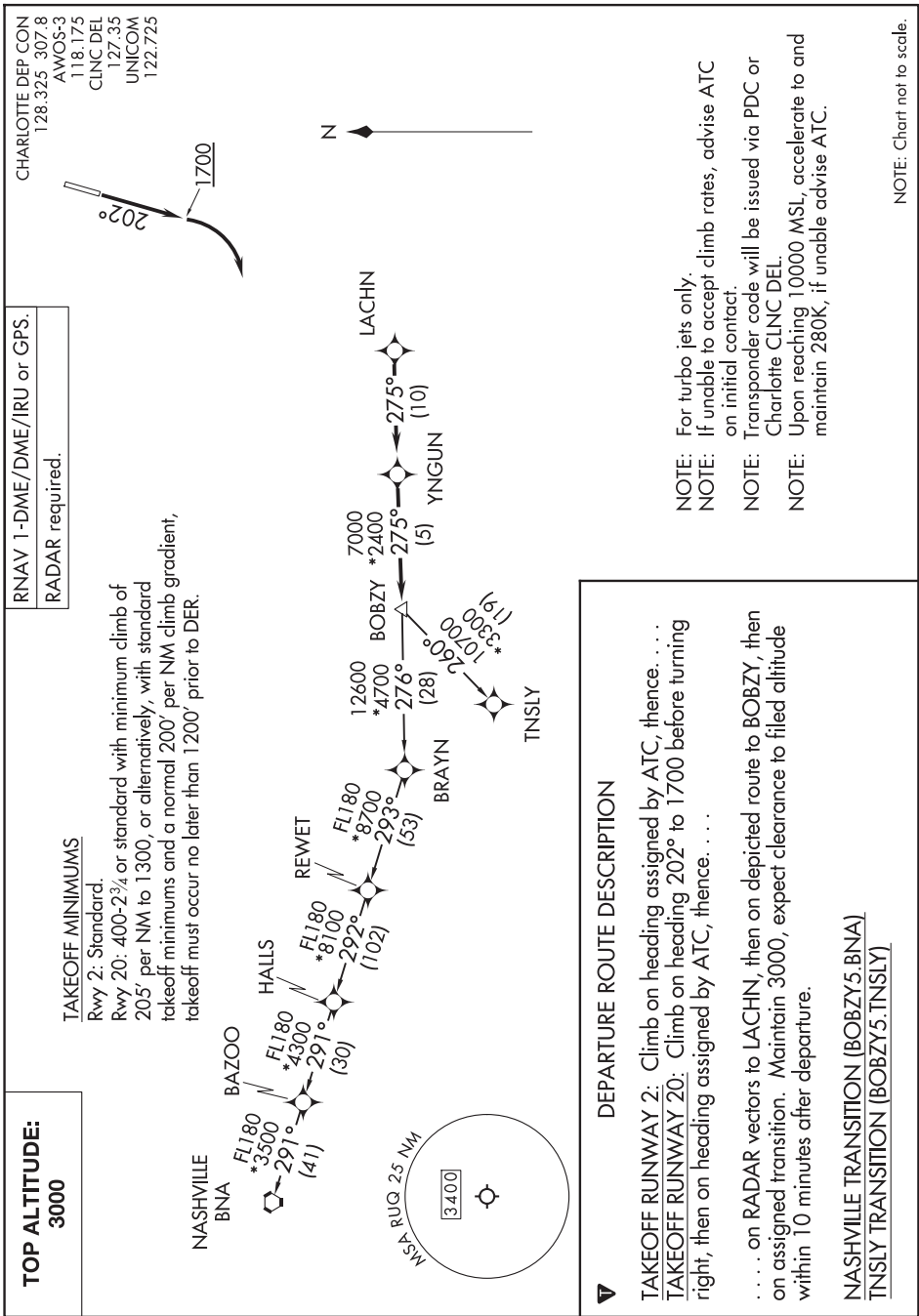
TAKEOFF RUNWAY 20: Climb on heading 202° to 1700 before turning right, then on heading assigned by ATC, thence...

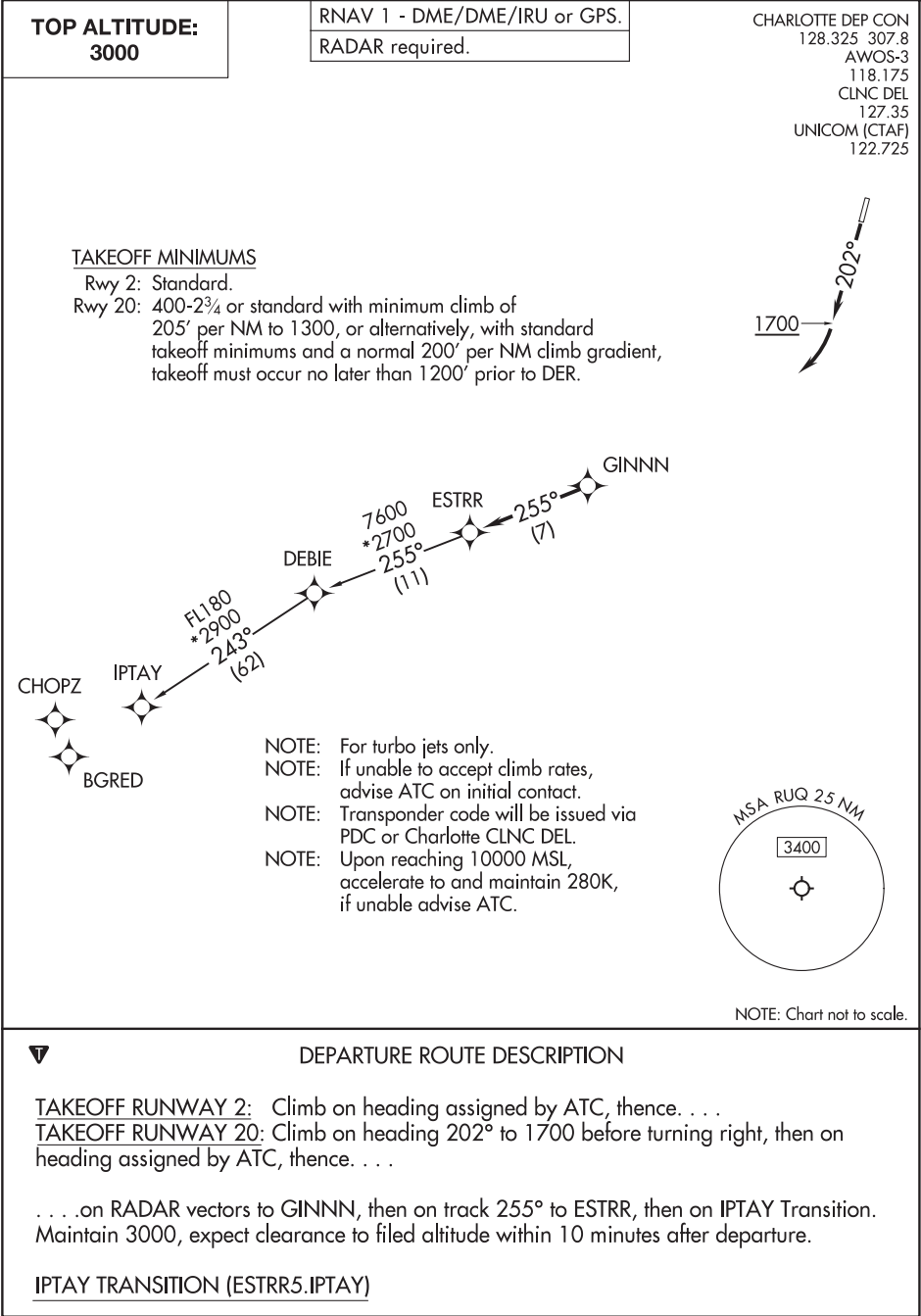
...on RADAR vectors to UGANG, then on track 196° to BEAVY. Then on assigned transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

GANDT TRANSITION (BEAVY6.GANDT)

JENDO TRANSITION (BEAVY6.JENDO)

BOBZY FIVE DEPARTURE (RNAV)





CHARLOTTE DEP CON  
128.325 307.8  
AWOS-3  
118.175  
CLNC DEL  
127.35  
UNICOM  
122.725

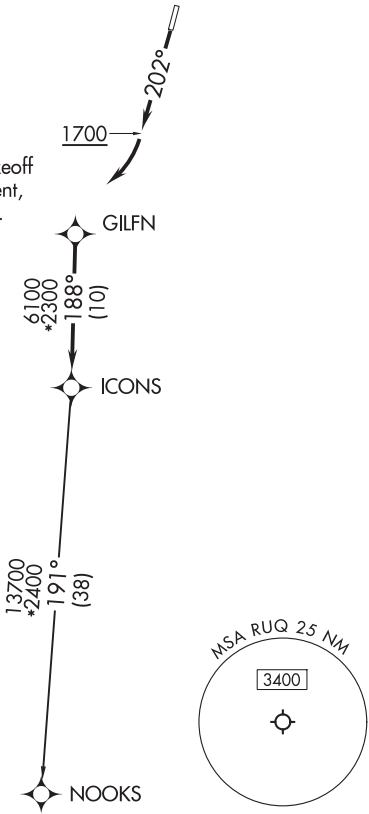
RNAV - 1 DME/DME/IRU or GPS.  
RADAR required.

TOP ALTITUDE:  
3000

TAKEOFF MINIMUMS

Rwy 2: Standard.  
Rwy 20: 400-2¾ or standard with minimum climb of 205' per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

- NOTE: For turbo jets only.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
- NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading assigned by ATC, thence. . . .

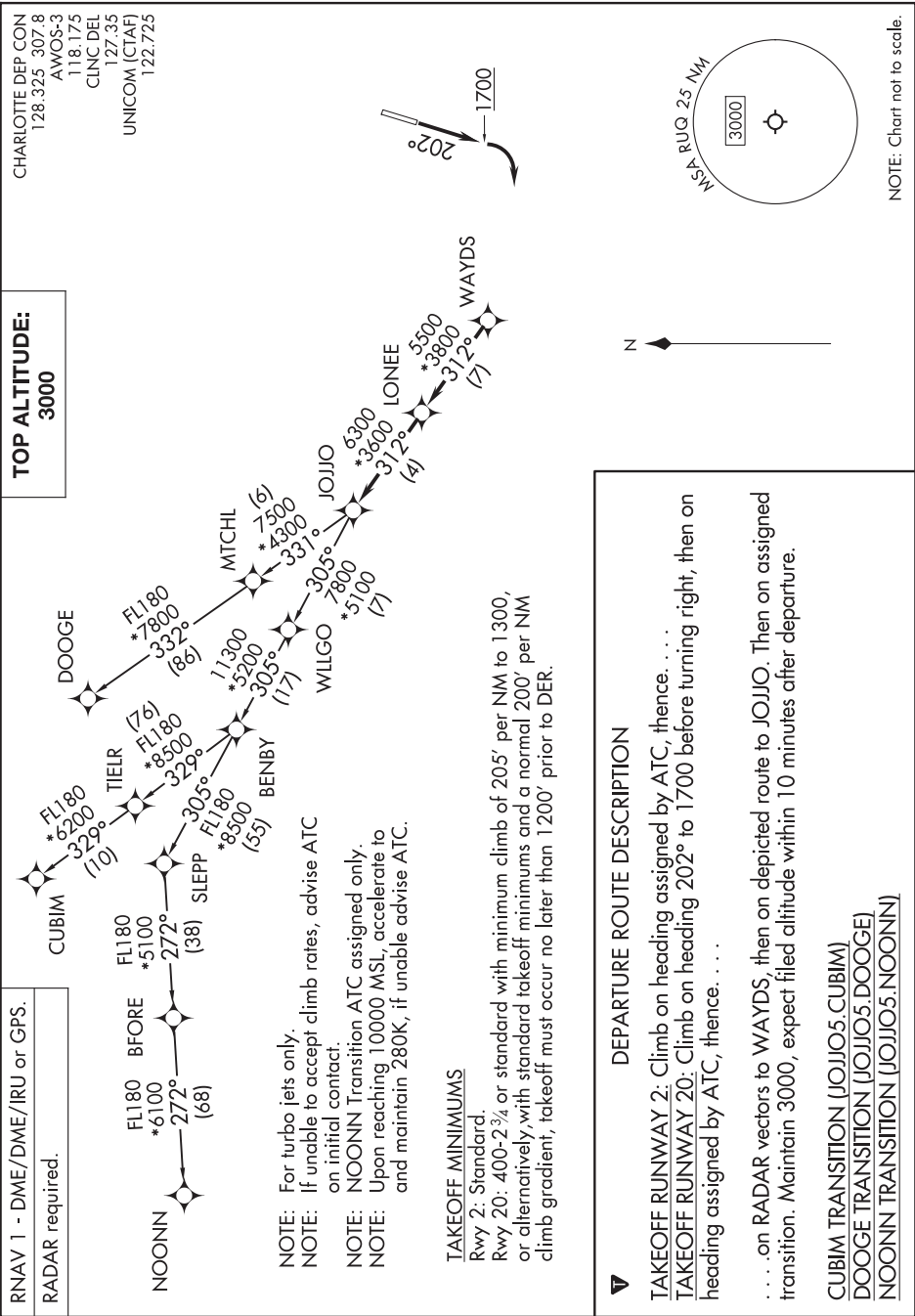
TAKEOFF RUNWAY 20: Climb on heading 202° to 1700 before turning right, then on heading assigned by ATC, thence. . . .

. . . .on RADAR vectors to GILFN, then on track 188° to ICONS. Then on NOOKS Transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

NOOKS TRANSITION (ICONS5.NOOKS)

JOJJO FIVE DEPARTURE (RNAV)

MID-CAROLINA RGNL (RUQ)  
SALISBURY, NORTH CAROLINA



(KER4.KER) 24081

AL-5551 (FAA)

MID-CAROLINA RGNL (RUQ)  
SALISBURY, NORTH CAROLINA

## KERMIT FOUR DEPARTURE

CHARLOTTE DEP CON

128.325 307.8

AWOS-3

118.175

CLNC DEL

127.35

UNICOM

122.725

RADAR and DME required.

**TOP ALTITUDE:  
3000**PULASKI  
116.8 PSK  
Chan 115BARRETT'S MOUNTAIN  
113.75 BZM  
Chan 84(Y)SUGARLOAF MOUNTAIN  
112.2 SUG  
Chan 59CHARLOTTE  
115.0 CLT  
Chan 97BOBZY  
8000  
\*3600  
250°  
(19)DEBIE  
255°  
11000  
\*2700  
(45)

NALEY

V3Z  
8000  
4000  
011°  
(20)LIBERTY  
113.0 LIB  
Chan 77RALEIGH/DURHAM  
117.2 RDU  
Chan 119SANDHILLS  
111.8 SDZ  
Chan 55

LILLS

CHESTERFIELD  
114.55 CTF  
Chan 92(Y)FOOTHILLS  
113.4 ODF  
Chan 81

ANDYS

HAMLN

TREAL  
18000  
2100  
196°  
(79)

NOTE: For turbo jet aircraft only.

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

NOTE: Transponder code will be issued via Charlotte clearance delivery.

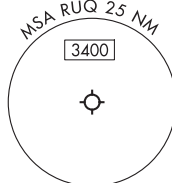
TAKEOFF MINIMUMS

Rwy 2: Standard.

Rwy 20: 400-2¾ or standard with minimum climb of 205' per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)



## KERMIT FOUR DEPARTURE

(KER4.KER) 21 MAR 24

SALISBURY, NORTH CAROLINA  
MID-CAROLINA RGNL (RUQ)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 022°, thence . . . .  
TAKEOFF RUNWAY 20: Climb on heading 202° to 1700 before turning right, thence . . . .  
. . . . on RADAR vectors to intercept filed/assigned transition or enroute fix/navaid.  
Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

- ANDYS TRANSITION (KER4.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.
- DEBIE TRANSITION (KER4.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.
- HAMLN TRANSITION (KER4.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.
- JOTTA TRANSITION (KER4.JOTTA): From over CLT VOR/DME on CLT R-011 to JOTTA.
- LILLS TRANSITION (KER4.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.
- MERIL TRANSITION (KER4.MERIL): From over CLT VOR/DME on CLT R-076 to MERIL.
- NALEY TRANSITION (KER4.NALEY): From over CLT VOR/DME on CLT R-011 to NALEY.
- NEANO TRANSITION (KER4.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY, then on ODF R-070 to NEANO.
- TREAL TRANSITION (KER4.TREAL): From over CLT VOR/DME on CLT R-196 to TREAL.

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

CHARLOTTE DEP CON  
128.325 307.8  
AWOS-3  
118.175  
CLNC DEL  
127.35  
UNICOM (CTAF)  
122.725

NOTE: For turboprops only.  
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.  
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.  
NOTE: If unable to accept climb rates, advise ATC on initial contact.

TOP ALTITUDE:  
3000

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

KILNS FIVE DEPARTURE (RNAV)  
(KILNS5.KILNS) 21MAR24

628  
AL-5551 (FAA)

MID-CAROLINA RGNL (RUQ)  
SALISBURY, NORTH CAROLINA

N



FL180  
3100  
0400  
(37)

DATTO

17000

17100

\*2100

076

(29)

KILNS

076

(18)

LIIC

077

(17)

MUNBE

077

(17)

076

(18)

076

(18)

076

(18)

076

(18)

076

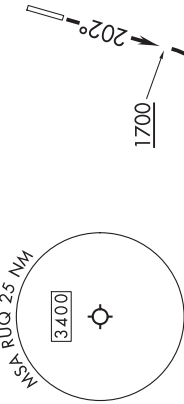
(18)

076

(18)

076

(18)



TAKEOFF MINIMUMS

Rwy 2: Standard.

Rwy 20: 400-23/4 or standard with minimum climb of

205' per NM to 1300, or alternatively, with standard

takeoff minimums and a normal 200' per NM climb gradient,

takeoff must occur no later than 1200' prior to DER.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading assigned by ATC. Thence . . . .

TAKEOFF RUNWAY 20: Climb heading 202° to 1700 before turning

right, then on heading assigned by ATC, thence . . . .

. . . . on RADAR vectors to MUNBE, then on depicted route to KILNS,

then on AUDII Transition. Maintain 3000. Expect clearance to filed

altitude within 10 minutes after departure.

AUDII TRANSITION (KILNS5.AUDII)

NOTE: Chart not to scale.

SALISBURY, NORTH CAROLINA  
MID-CAROLINA RGNL (RUQ)



KNIGHTS THREE DEPARTURE

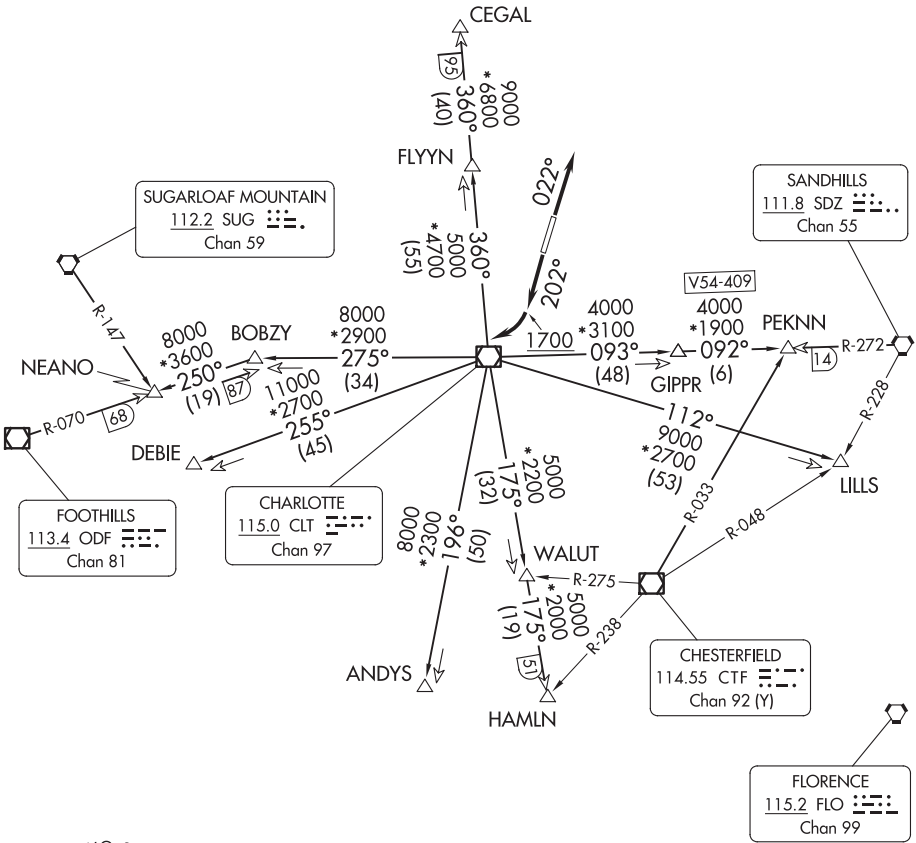
CHARLOTTE DEP CON  
128.325 307.8  
AWOS-3  
118.175  
CLNC DEL  
127.35  
UNICOM (CTAF)  
122.725

TOP ALTITUDE:  
3000

RADAR and DME required.

TAKEOFF MINIMUMS

Rwy 2: Standard.  
Rwy 20: 400-2¾ or standard with minimum climb of 205' per NM to 1300,  
or alternatively, with standard takeoff minimums and a normal 200' per NM  
climb gradient, takeoff must occur no later than 1200' prior to DER.



NOTE: For propeller aircraft only.  
NOTE: Turboprops: Operate in a manner that will  
result in best forward speed and climb rate.  
NOTE: Transponder code will be issued via  
Charlotte clearance delivery.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

KNIGHTS THREE DEPARTURE

KNIGHTS THREE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 022° , thence. . . .

TAKEOFF RUNWAY 20: Climb on heading 202° to 1700 before turning west, thence. . . .

. . . .expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid.  
Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (KNI3.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.

CEGAL TRANSITION (KNI3.CEGAL): From over CLT VOR/DME on CLT R-360 to CEGAL.

DEBIE TRANSITION (KNI3.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.

FLYYN TRANSITION (KNI3.FLYYN): From over CLT VOR/DME on CLT R-360 to FLYYN.

HAMLN TRANSITION (KNI3.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.

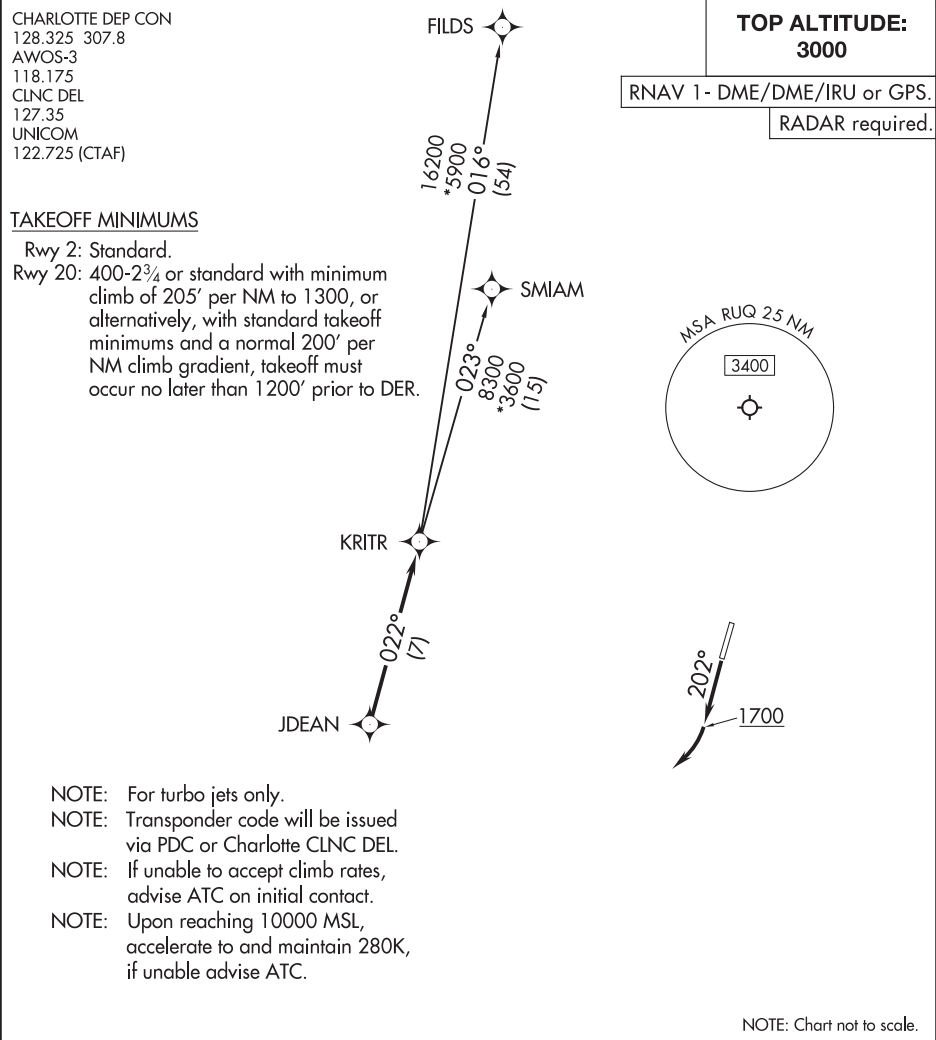
LILLS TRANSITION (KNI3.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.

NEANO TRANSITION (KNI3.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY,  
then on ODF R-070 to NEANO.

PEKNN TRANSITION (KNI3.PEKNN): From over CLT VOR/DME on CLT R-093 to GIPPR,  
then on SDZ R-272 to PEKNN.

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



(KWEEN5.KWEEN) 24081

AL-5551 (FAA)

MID-CAROLINA RGNL (RUQ)  
SALISBURY, NORTH CAROLINA

## KWEEN FIVE DEPARTURE (RNAV)

CHARLOTTE DEP CON  
128.325 307.8  
AWOS-3  
118.175  
CLNC DEL  
127.35  
UNICOM  
122.725

**TOP ALTITUDE:  
3000**

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.

NOTE: For turbo jets only.  
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.  
NOTE: If unable to accept climb rates, advise ATC on initial contact.  
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

## TAKEOFF MINIMUMS

Rwy 2: Standard.

Rwy 20: 400-2¾ or standard with minimum climb of 205' per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

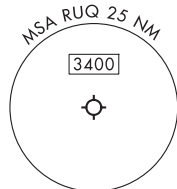
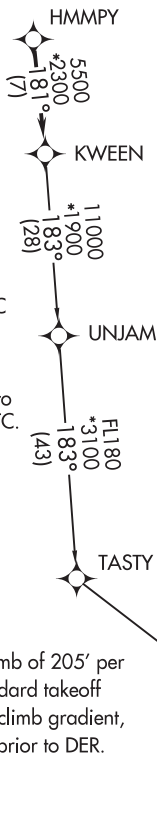
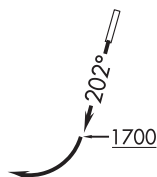
NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading assigned by ATC, thence...TAKEOFF RUNWAY 20: Climb on heading 202° to 1700 before turning right, then on heading assigned by ATC, thence...

...on RADAR vectors to HMMPY, then on track 181° to KWEEN. Then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

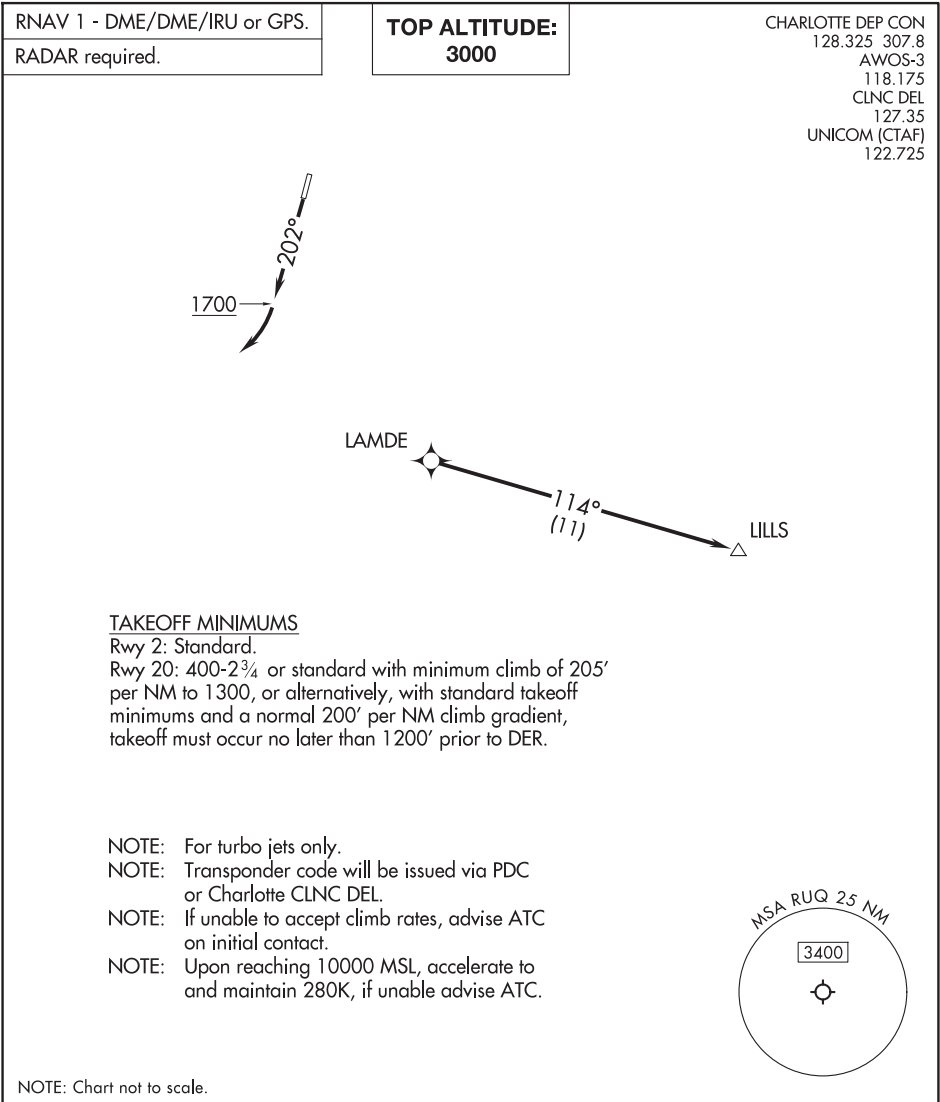
PITRW TRANSITION (KWEEN5.PITRW)  
UNJAM TRANSITION (KWEEN5.UNJAM)



KWEEN FIVE DEPARTURE (RNAV)

(KWEEN5.KWEEN) 21MAR24

SALISBURY, NORTH CAROLINA  
MID-CAROLINA RGNL (RUQ)



▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading assigned by ATC, thence. . . .  
TAKEOFF RUNWAY 20: Climb on heading 202° to 1700 before turning right, then on heading assigned by ATC, thence. . . .  
. . . .on RADAR vectors to LAMDE, then on depicted route to LILLS. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

(WEAZL5.WEAZL) 24081

634

AL-5551 (FAA)

MID-CAROLINA RGNL (RUQ)  
SALISBURY, NORTH CAROLINA

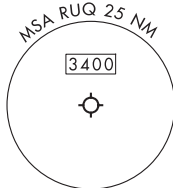
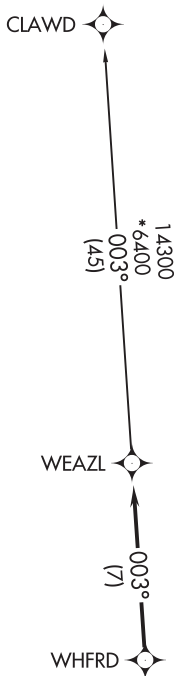
## WEAZL FIVE DEPARTURE (RNAV)

RNAV 1 - DME/DME/IRU or GPS.

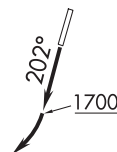
RADAR required.

**TOP ALTITUDE:  
3000**

CHARLOTTE DEP CON  
128.325 307.8  
AWOS-3  
118.175  
CLNC DEL  
127.35  
UNICOM  
122.725



- NOTE: For turbo jets only.  
NOTE: If unable to accept climb rates, advise ATC on initial contact.  
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.



### TAKEOFF MINIMUMS

Rwy 2: Standard.

Rwy 20: 400-2<sup>3</sup>/<sub>4</sub> or standard with minimum climb of 205' per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

NOTE: Chart not to scale.



### DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading assigned by ATC, thence . . . .

TAKEOFF RUNWAY 20: Climb on heading 202° to 1700 before turning right, then on heading assigned by ATC, thence . . . .

. . . . on RADAR vectors to WHFRD, then on track 003° to WEAZL, then on CLAWD Transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

CLAWD TRANSITION (WEAZL5.CLAWD)

## WEAZL FIVE DEPARTURE (RNAV)

(WEAZL5.WEAZL) 21MAR24

SALISBURY, NORTH CAROLINA  
MID-CAROLINA RGNL (RUQ)

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

APP CRS

Rwy Ldg

015°

3189

TDZE

539

Apt Elev

539

RNAV (GPS) RWY 1

SALUDA COUNTY (6J4)

RNP APCH.

T

NA

Procedure NA at night. Rwy 1 helicopter visibility reduction below 1 SM NA. Use Aiken altimeter setting; when not received, use Augusta Rgnl at Bush Fld altimeter setting and increase all MDA 100 feet and increase LNAV Cat C visibility ¼ SM.

MISSED APPROACH:

Climbing left turn to 2500

direct FONLU and hold.

AIK AWOS-3PT

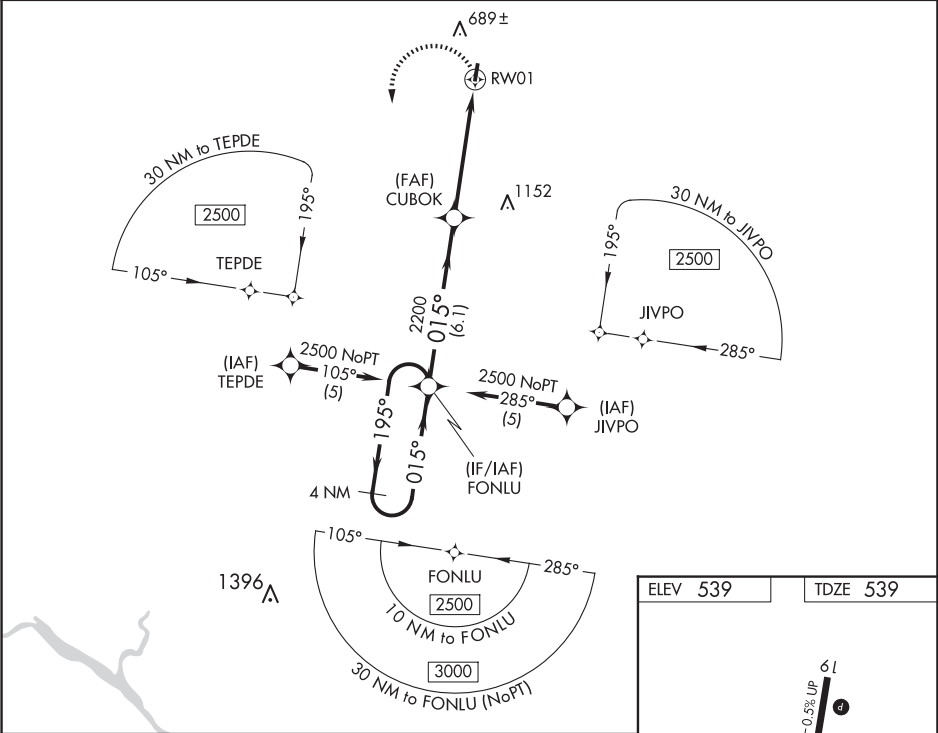
118.025

AUGUSTA APP CON ★

119.15

CTAF

122.9



VGSI and descent angles not coincident  
(VGSI Angle 3.00/TCH 32).

2500

FONLU

4 NM Holding Pattern

FONLU

CUBOK

RW01

2200

3.04° TCH 45

6.1 NM

5 NM

CATEGORY	A	B	C	D
LNAV MDA	1160-1	621 (700-1)	1160-1¾ 621 (700-1¾)	NA

ELEV 539

TDZE 539

61

0.5% Up

3189 X 60

015°

MIRL Rwy 1-19

SALUDA, SOUTH CAROLINA

Orig-B 07NOV19

33°56'N-81°48'W

635

SALUDA COUNTY (6J4)

RNAV (GPS) RWY 1

SALUDA, SOUTH CAROLINA

AL-10393 (FAA)

25163

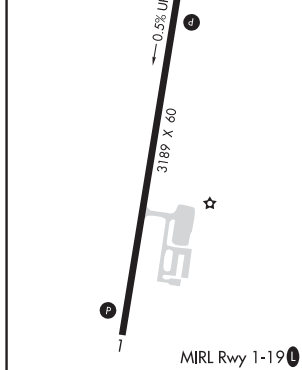
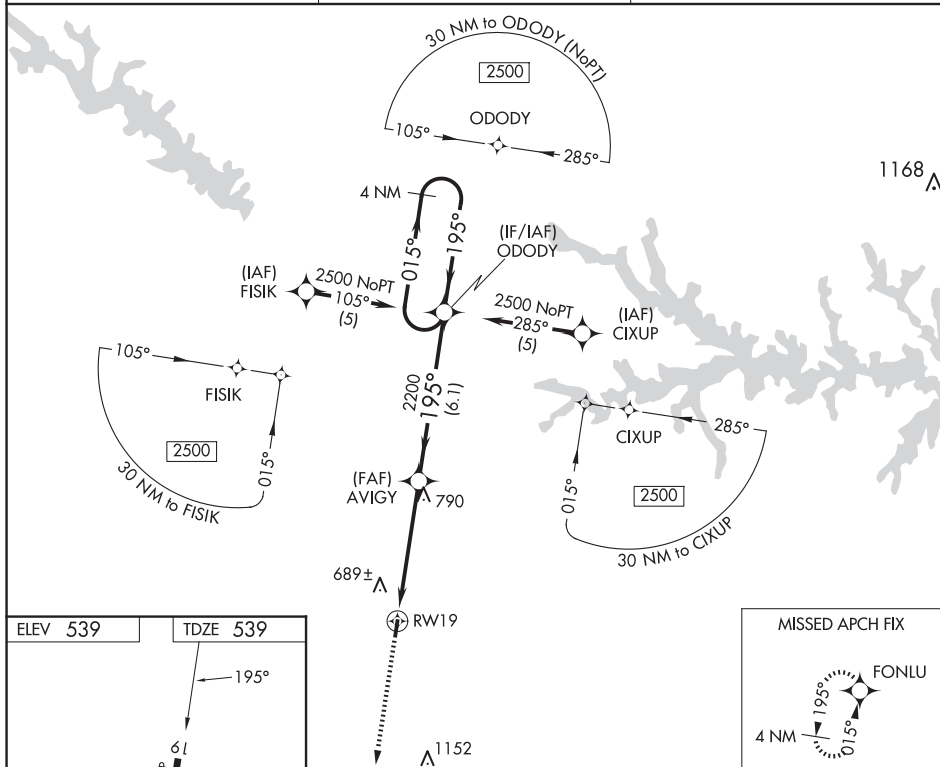
APP CRS	Rwy Ldg	<b>3189</b>
<b>195°</b>	TDZE	<b>539</b>
	Apt Elev	<b>539</b>

# RNAV (GPS) RWY 19

SALUDA COUNTY (6J4)

<p><b>NA</b></p> <p>DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Aiken altimeter setting, when not received, use Augusta Rgnl altimeter setting and increase all MDAs 100 feet, increase LNAV Cat C visibility <math>\frac{1}{4}</math> SM and Circling Cat C visibility <math>\frac{1}{2}</math> SM.</p>	<p>MISSED APPROACH: Climb to 2500 direct FONLU and hold.</p>
---	--

AIK AWOS-3PT <b>118.025</b>	AUGUSTA APP CON ★ <b>119.15</b>	CTAF <b>122.9</b>
--------------------------------	------------------------------------	----------------------



2500 ↑	FONLU ✦	VGSI and descent angles not coincident.		

SALUDA, SOUTH CAROLINA

Orig-A 27JAN22

33°56'N-81°48'W

SALUDA COUNTY (6J4)

# RNAV (GPS) RWY 19

SE-2, 12 JUN 2025 to 07 AUG 2025



LOC/DME I-TTA  
**110.75**  
Chan **44** (Y)

APP CRS  
**029°**

Rwy Idg  
TDZE **247**  
Apt Elev **247**

RALEIGH EXEC JETPORT AT SANFORD-LEE COUNTY (TTA)

ILS Y or LOC Y RWY 3

RNAV 1-GPS required.

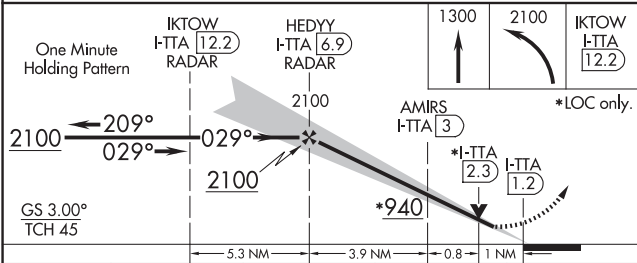
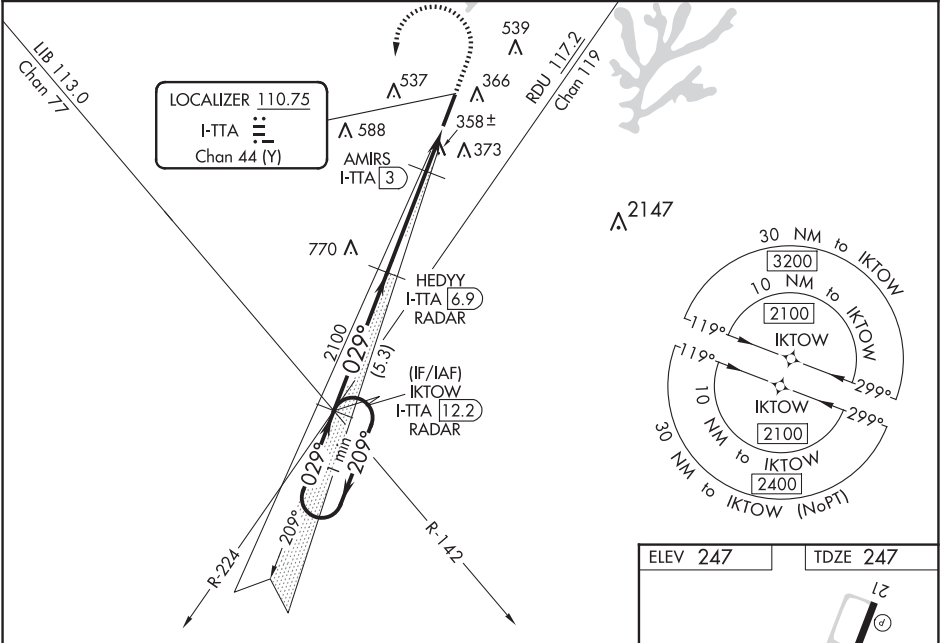
RNAV 1-GPS or RADAR required for procedure entry.

When local altimeter setting not received, use Raleigh/Durham altimeter setting: increase DA to 527 feet; increase all MDAs 100 feet and S-LOC 3 Cats C and D visibility to 1 SM and Circling Cat C visibility to 2 SM and Cat D to 2½ SM. For inop ALS, increase S-LOC 3 Cats C and D visibility to 1 SM. For inop ALS when using Raleigh/Durham altimeter setting, increase S-ILS 3 all Cats visibility to ½ SM and increase S-LOC 3 Cats C and D visibility to 1½ SM. VDP NA when using Raleigh/Durham altimeter setting.

MALSR

MISSED APPROACH: Climb to 1300 then climbing left turn to 2100 direct IKTOW INT/I-TTA 12.2 DME/RADAR and hold.

AWOS-3 <b>120.625</b>	RALEIGH APP CON <b>125.3 353.675</b>	UNICOM <b>123.075</b> (CTAF) <b>1</b>	GCO <b>135.075</b>
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CATEGORY	A	B	C	D
S-ILS 3	447-½		200 (200-½)	
S-LOC 3	620-½	373 (400-½)	620-⅝	373 (400-⅝)
CIRCLING	760-1 513 (600-1)	820-1 573 (600-1)	840-1½ 593 (600-1½)	960-2¼ 713 (800-2¼)

ELEV 247

TDZE 247

REIL Rwy 21 **1**  
HIRL Rwy 3-21 **1**

FAF to MAP 5.7 NM

Knots

Min:Sec

60

90

120

150

180

5:42

3:48

2:51

2:17

1:54

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

ILS Z or LOC Z RWY 3  
RALEIGH EXEC JETPORT AT SANFORD-LEE COUNTY (TTA)

**MISSED APPROACH:**  
Climb to 1300 then  
climbing left turn to  
2100 on heading  
209° and **UB**  
**VORTAC R-142 to**  
**IKTOW INT/I-TTA**  
**12.2 DME/RADAR**  
**and hold.**

Diagram of Runway 21 showing its dimensions (6501 x 100), heading (029°), and elevation (246). It also shows the proximity to Runway 321 and the FAF to MAP distance (5.7 NM).

Diagram illustrating the I-TTA 1.2-2.3-3-4-5-6-7-8-9-10-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-31-32-33-34-35-36-37-38-39-40-41-42-43-44-45-46-47-48-49-50-51-52-5

ILS Z or LOC Z RWY 3

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>72822</b> <b>W03A</b>	APP CRS <b>029°</b>	Rwy Idg TDZE Apt Elev	<b>6501</b> <b>246</b> <b>246</b>
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 3

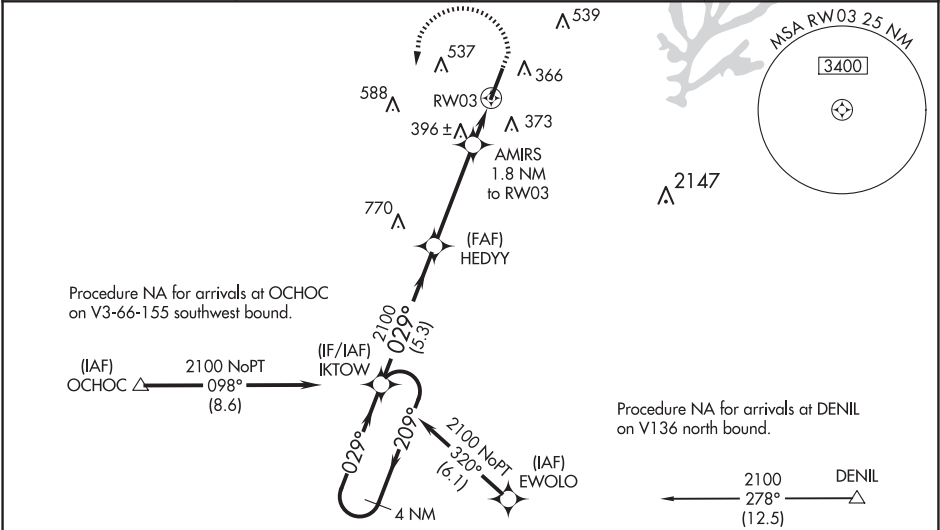
RALEIGH EXEC JETPORT AT SANFORD-LEE COUNTY (TTA)

Baro-VNAV NA when using Raleigh/Durham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Raleigh/Durham altimeter setting and increase all DA 81 feet and all MDA 100 feet. Increase LNAV/VNAV all Cats visibility to 1½ mile, LNAV Cats C and D visibility to 1 mile, and Circling Cat C visibility to 2 mile and Cat D visibility to 2¾ mile. For inop MALSR, increase LNAV/VNAV all Cats visibility to 1¼ mile and LNAV Cats C and D visibility to 1½ mile. For inop MALSR when using Raleigh/Durham altimeter setting, increase LPV all Cats visibility to ¾ mile and LNAV Cats C and D visibility to 1½ mile. VDP NA when using Raleigh/Durham altimeter setting.

MALSR

MISSED APPROACH:  
Climb to 1300 then  
climbing left turn to  
2100 direct IKTOW  
and hold.

AWOS-3 <b>120.625</b>	RALEIGH APP CON <b>125.3 353.675</b>	UNICOM <b>123.075 (CTAF) 0</b>	GCO <b>135.075</b>
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ELEV 246		TDZE 246	
4 NM Holding Pattern		1300 2100 IKTOW	
IKTOW		HEDYY	
2100 209° 029°		2100	
GP 3.00° TCH 45		AMIRS 1.8 NM to RW03	
5.3 NM		3.9 NM	
0.6 NM		1.2 NM	
CATEGORY		A B C D	
LPV DA		446-½ 200 (200-½)	
LNAV/VNAV DA		634-¾ 388 (400-¾)	
LNAV MDA		660-½ 414 (500-½) 660-¾ 414 (500-¾)	
CIRCLING		760-1 514 (600-1) 820-1 574 (600-1) 840-1½ 594 (600-1½) 960-2¼ 714 (800-2¼)	

REIL Rwy 21 0

HIRL Rwy 3-21 0

SANFORD, NORTH CAROLINA

AL-9472 (FAA)

23222

WAAS CH <b>86522</b> <b>W21A</b>	APP CRS <b>209°</b>	Rwy Idg TDZE <b>230</b> Apt Elev <b>247</b>	<b>6501</b>
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# RNAV (GPS) RWY 21

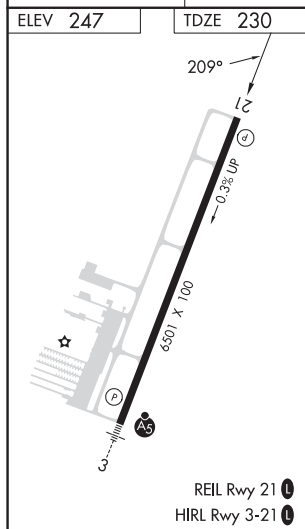
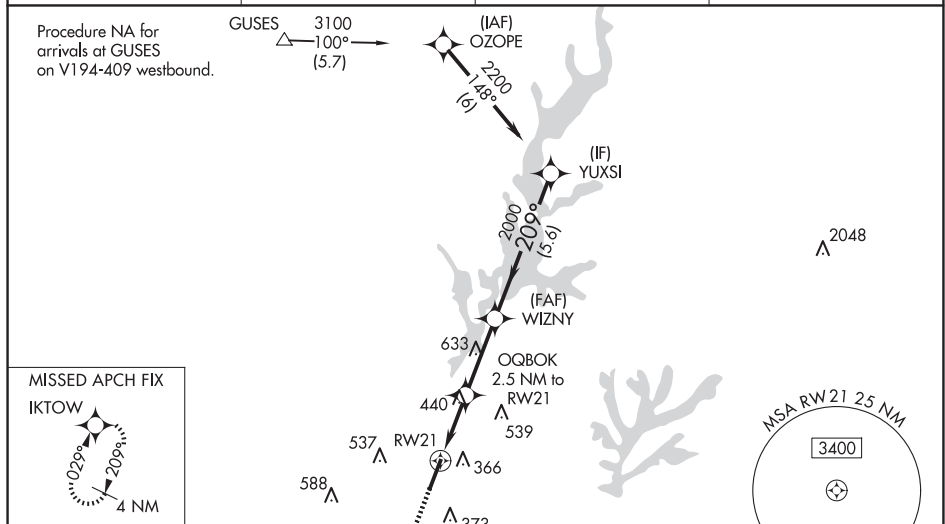
RALEIGH EXEC JETPORT AT SANFORD-LEE COUNTY (TTA)

RNP APCH.

Baro-VNAV NA when using Raleigh/Durham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Raleigh/Durham altimeter setting and increase all DA 81 feet and all MDA 100 feet. Increase LPV all Cats visibility to 1¼ SM, LNAV/VNAV all Cats visibility to 1½ SM, LNAV Cats C and D visibility to 1½ SM, and Circling Cat C visibility to 2 SM and Cat D visibility to 2¾ SM. Rwy 21 helicopter visibility reduction below ¾ SM NA. VDP NA when using Raleigh/Durham altimeter setting.

MISSED APPROACH:  
Climb to 2100 direct  
IKTOW and hold.

AWOS-3 <b>120.625</b>	RALEIGH APP CON <b>125.3 353.675</b>	UNICOM <b>123.075 (CTAF) 0</b>	GCO <b>135.075</b>
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SANFORD, NORTH CAROLINA  
Amdt 2A 12SEP19


RALEIGH EXEC JETPORT AT SANFORD-LEE COUNTY (TTA)  
35°35'N-79°06'W

# RNAV (GPS) RWY 21

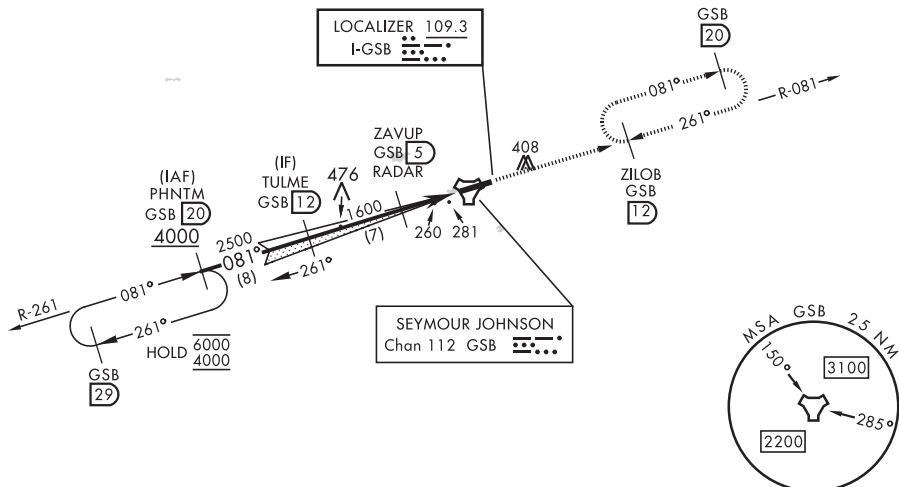
SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

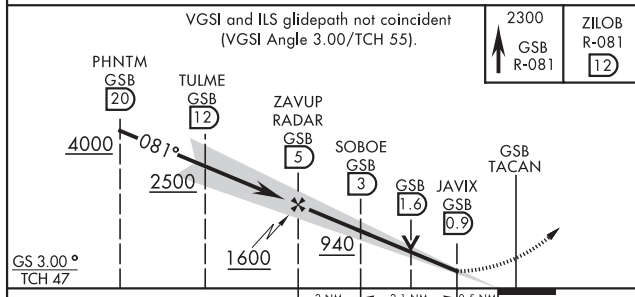
## ILS or LOC Y RWY 8

LOC I-GSB <u>109.3</u>	APCH CRS 081°	Rwy Idg 11,760 TDZE 73 Arprt Elev 109	[USAF]	SEYMOUR JOHNSON AFB	(KGSB)
RADAR or DME required.			ALSF-1 	MISSED APPROACH: Climb to 2300 via GSB R-081 to ZLOB and hold.	
▼ ** 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 1½ miles. *** Circling N of Rwy 8-26 not authorized.					
ATIS ★ 317.625	APP CON 123.7 290.9 (258°-110°) 119.7 273.6 (111°-257°)	TOWER ★ 126.25 370.875			

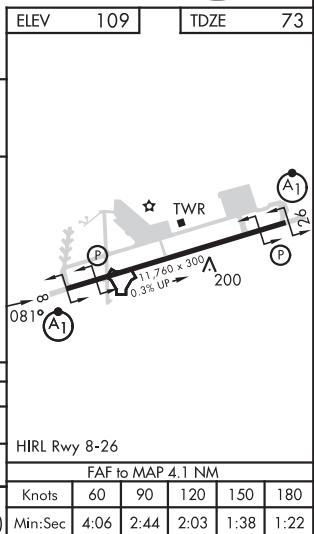
**CAUTION:** Autopilot coupled operations not authorized below 266' MSL.



EMERG SAFE ALT 100 NM 3700



CATEGORY	2 NM		2.1 NM		0.5 NM	
	A	B	C	D	E	
S-ILS 8 *	273/24		200	(200-½)		
S-LOC 8 **	520/24	447 (500-½)	520/45	447	(500-¾)	
<b>C</b> CIRCLING ***	580-1 471 (500-1)	600-1 491 (500-1)	680-1½ 571 (600-1½)	740-2 631 (700-2)	740-2½ 631 (700-2½)	





WAAS CH <b>63600</b> <b>W08A</b>	APCH CRS <b>081°</b>	Rwy ldg TDZE <b>73</b> Arprt Elev <b>109</b>
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- (USAF)

SEYMOUR JOHNSON AFB (KGSB)

RNP APCH-GPS	ALSIF-1 	MISSED APPROACH: Climb to 2300 direct ZILOB and hold.
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ATIS★ <b>317.625</b>	APP CON <b>119.7 273.6</b> (111° -257°) <b>123.7 290.9</b> (258° -110°)	TOWER★ <b>126.25 370.875</b>	GND CON <b>132.45 275.8</b>	CLNC DEL <b>128.025 270.8</b>
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319

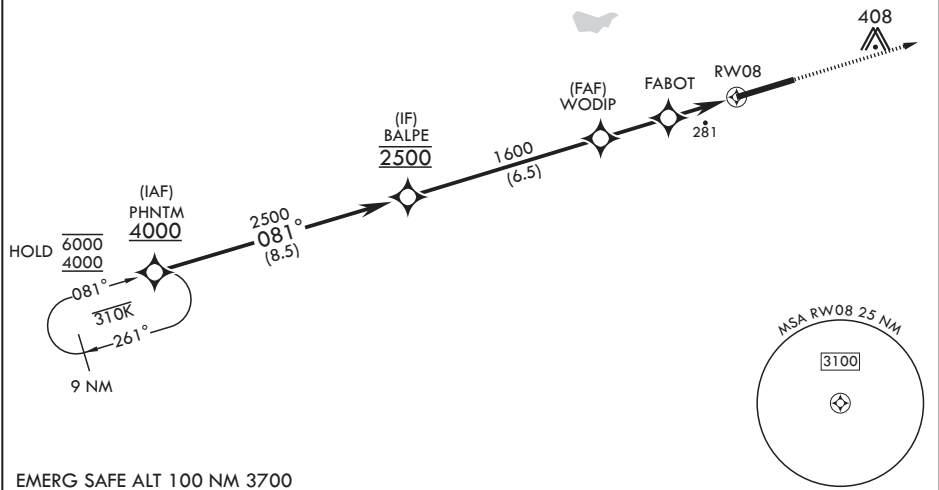
\*\*\* When ALS inop, increase CAT  
AB RVR to 55, vis to 1 mile;  
CAT CDE vis to 1 3/8 miles.

\*\*\*\* Circling NA N of RWY 8-26.

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

MISSED APPROACH 9 NM





PHNTM

4000

081°

BALPE

2500

WODIP

1600

FABOT

840

1.3 NM to RW08

RW08

2.3 NM

2.3 NM

GP 3.00°  
TCH 55°

2300

ZILOB

ELEV 109

TDZE 73

CATEGORY	A	B	C	D	E
LPV DA*	273/24	200	(200-½)		
LNAV/VNAV DA**	540/50	467	(500-1)		
LNAV MDA***	540/24 467 (500-½)	540/50 467 (500-1)			
CIRCLING****	580-1 471 (500-1)	600-1 491 (500-1)	680-1½ 571 (600-½)	740-2 631 (700-2)	740-2¼ 631 (700-2¼)

HIRL all Rws

081°

11 760 x 300

0.3% UP

TWR

A1

P

A1

P

GOLDSBORO, NORTH CAROLINA

RNAV (GPS) RWY 26

WAAS CH <b>95096</b> <b>W26A</b>	APCH CRS <b>261°</b>	Rwy ldg TDZE <b>109</b> Arpt Elev <b>109</b>
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- (USAF)

SEYMOUR JOHNSON AFB (KGSB)

RNP APCH-GPS

▼

\* 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.

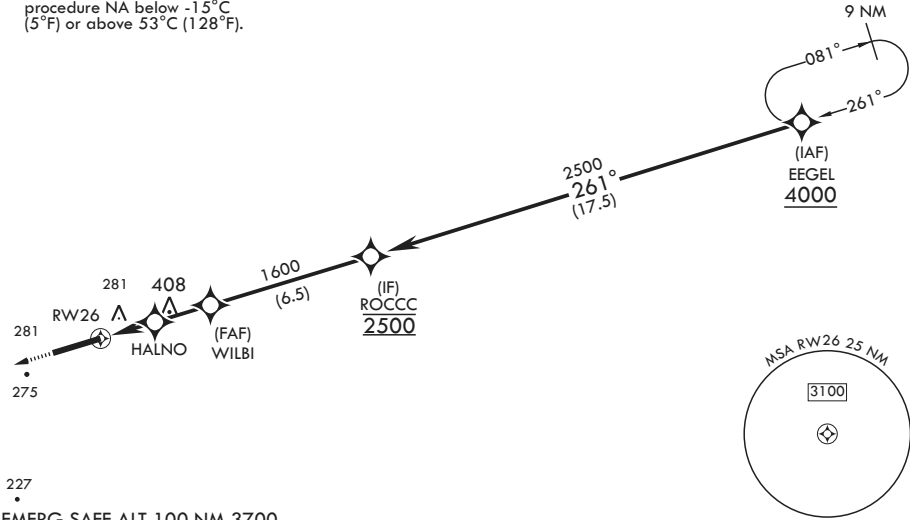
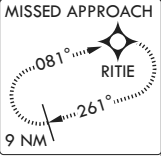
ALS-F-1

MISSED APPROACH: Climb to 2200 direct RITIE and hold.

ATIS★ <b>317.625</b>	APP CON <b>119.7 273.6</b> (111° -257°) <b>123.7 290.9</b> (258° -110°)	TOWER★ <b>126.25 370.875</b>	GND CON <b>132.45 275.8</b>	CLNC DEL <b>128.025 270.8</b>
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\*\*\* When ALS inop, increase CAT  
AB RVR to 55, vis to 1 mile;  
CAT CDE vis to 1 1/4 miles.  
\*\*\*\* Circling NA N of Rwy 8-26.

For uncompensated  
Baro-VNAV systems,  
procedure NA below -15°C  
(5°F) or above 53°C (128°F).



EMERG SAFE ALT 100 NM 3700

2200

RITIE

EEGEL

4000

ROCCC

2500

WILBI

860

HALNO

408

RW26

275

GP 3.04°

TCH 55

ELEV 109

TDZE 109

HIRL all Rwys

CATEGORY	A	B	C	D	E
LPV DA*	309/24	200	(200-1/2)		
LNAV/VNAV DA**	510/40	401	(500-3/4)		
LNAV MDA***	540/24 431 (500-1/2)	540/40 431 (500-3/4)			
CIRCLING****	580-1 471 (500-1)	600-1 491 (500-1)	680-1 1/2 571 (600-1 1/2)	740-2 631 (700-2)	740-2 1/4 631 (700-2 1/4)

GOLDSBORO, NORTH CAROLINA

35°20'N - 77°58'W

SEYMOUR JOHNSON AFB (KGSB)

Amdt 6 11JUL24

RNAV (GPS) RWY 26

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



GOLDSBORO, NORTH CAROLINA

TACAN Y RWY 8

TACAN GSB Chan <b>112</b>	APCH CRS <b>081°</b>	Rwy Idg <b>11,760</b> TDZE <b>73</b> Arpt Elev <b>109</b>
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[USAF]

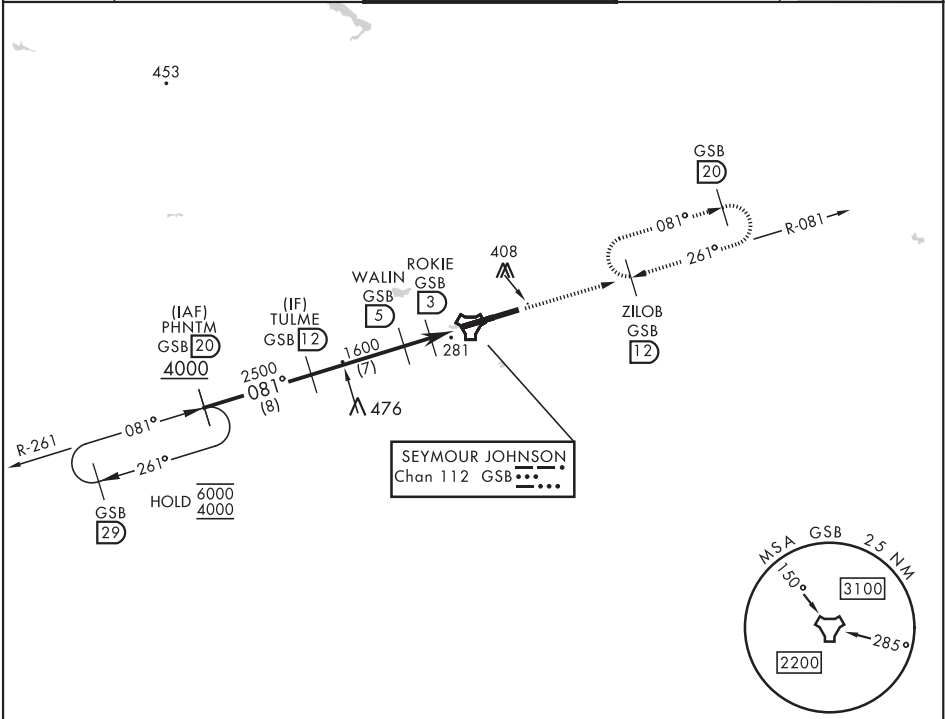
SEYMOUR JOHNSON AFB (KGSB)

**⚠** \* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1½ miles.  
\*\* Circling N of Rwy 8-26 not authorized.

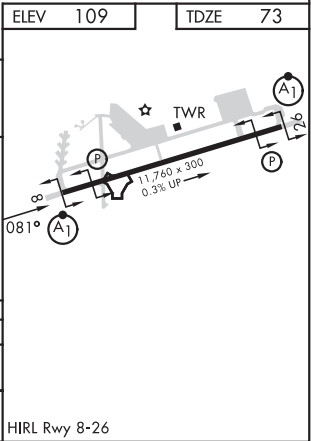
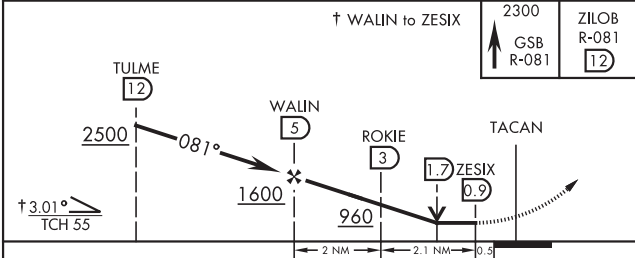


MISSED APPROACH: Climb to 2300 via GSB R-081 to ZILOB and hold.

ATIS ★ <b>317.625</b>	APP CON <b>123.7 290.9</b> (258°- 110°) <b>119.7 273.6</b> (111°- 257°)	TOWER ★ <b>126.25 370.875</b>	GND CON <b>132.45 275.8</b>	CLNC DEL <b>128.025 270.8</b>
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EMERG SAFE ALT 100 NM 3700



GOLDSBORO, NORTH CAROLINA

35°20'N-77°58'W

SEYMOUR JOHNSON AFB (KGSB)

Amdt 8 03NOV22

TACAN Y RWY 8

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

GOLDSBORO, NORTH CAROLINA

TACAN Y RWY 26

TACAN	GSB	APCH CRS	Rwy ldg
Chan 112	261°	TDZE	11,760
		Arpt Elev	109

[USAF]

SEYMOUR JOHNSON AFB (KGSB)

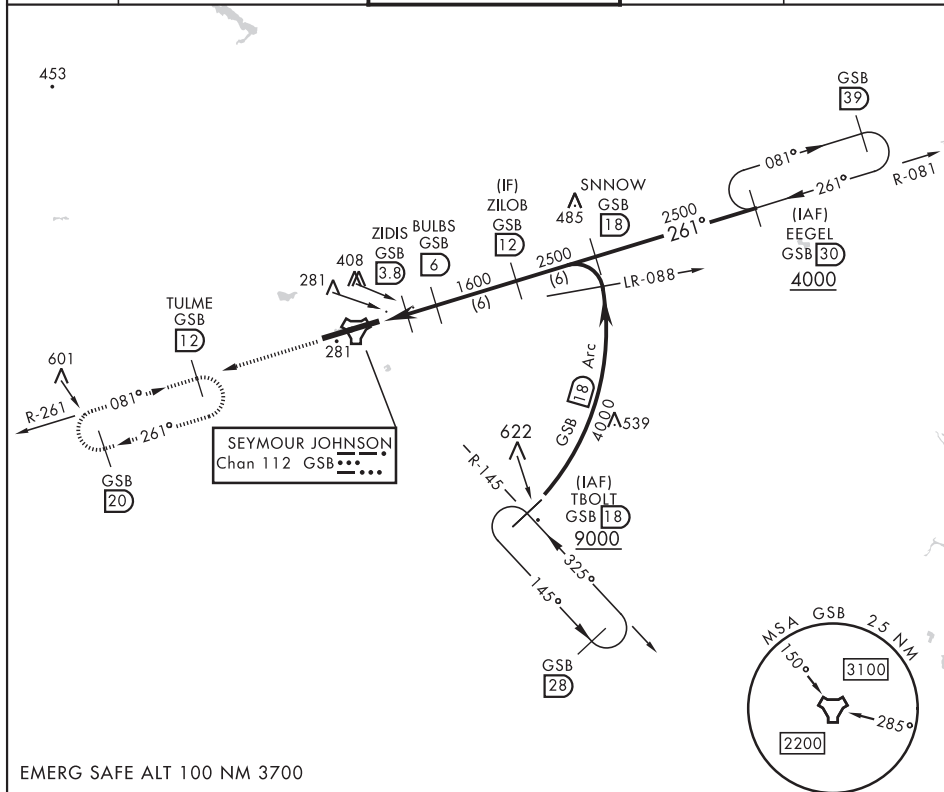
▼ \* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1¼ miles.  
 \*\* Circling N of Rwy 8-26 not authorized.

ALSF-1



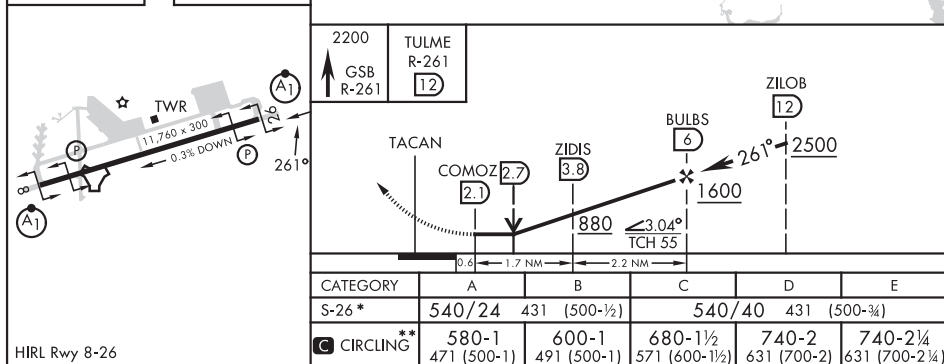
MISSED APPROACH: Climb to 2200 via GSB R-261 to TULME and hold.

ATIS ★ 317.625	APP CON 123.7 290.9 (258°-110°) 119.7 273.6 (111°-257°)	TOWER ★ 126.25 370.875	GND CON 132.45 275.8	CLNC DEL 128.025 270.8
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EMERG SAFE ALT 100 NM 3700

ELEV 109	TDZE 109
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GOLDSBORO, NORTH CAROLINA

35° 20'N-77° 58'W

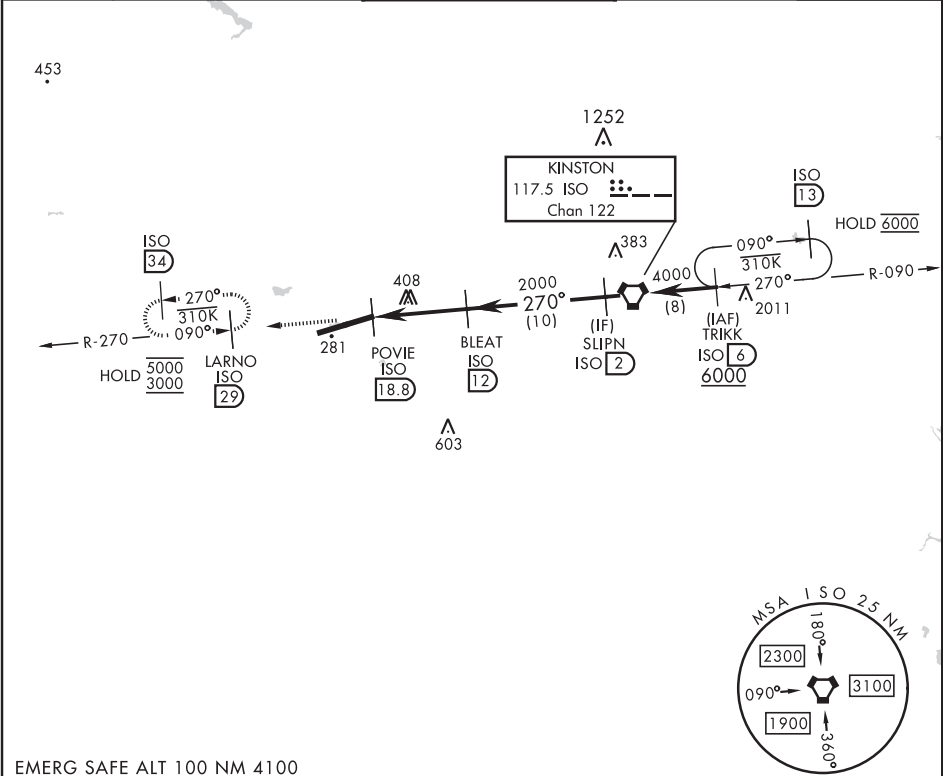
SEYMOUR JOHNSON AFB (KGSB)

Amtd 8 03NOV22

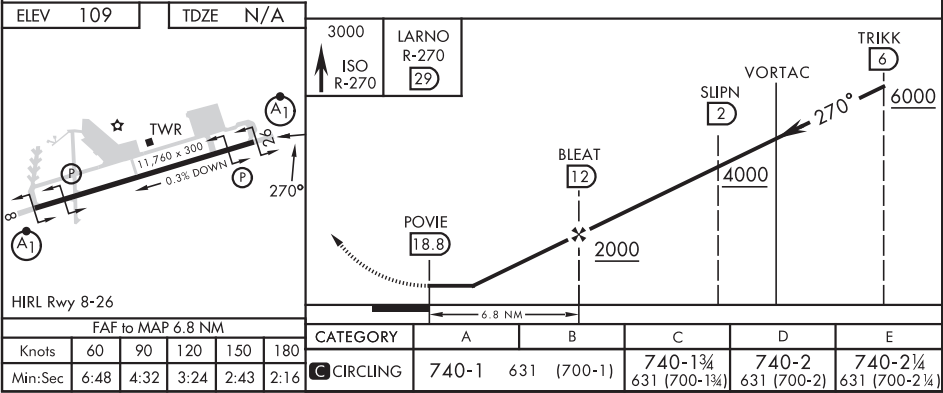
TACAN Y RWY 26

SE-2, 12 JUN 2025 to 07 AUG 2025

KINSTON ISO 117.5 Chan 122	APCH CRS 270°	Rwy Idg TDZE Arprt Elev N/A N/A 109	[USAF]	SEYMOUR JOHNSON AFB (KGSB)
Circling not authorized from Rwy 8 clockwise to RWY 26.			MISSED APPROACH: Climb to 3000 via ISO VORTAC R-270 to LARNO and hold; continue climb-in-hold to 3000.	
ATIS ★ 317.625	APP CON 123.7 290.9 (258°-110°) 119.7 273.6 (111°-257°)	TOWER ★ 126.25 370.875	GND CON 132.45 275.8	CLNC DEL 128.025 270.8



EMERG SAFE ALT 100 NM 4100



## SEYMOUR JOHNSON AFB (KGSB)

GOLDSBORO, NORTH CAROLINA



77°57'W

NOVEMBER 2022  
ANNUAL RATE OF CHANGE  
0.0° W

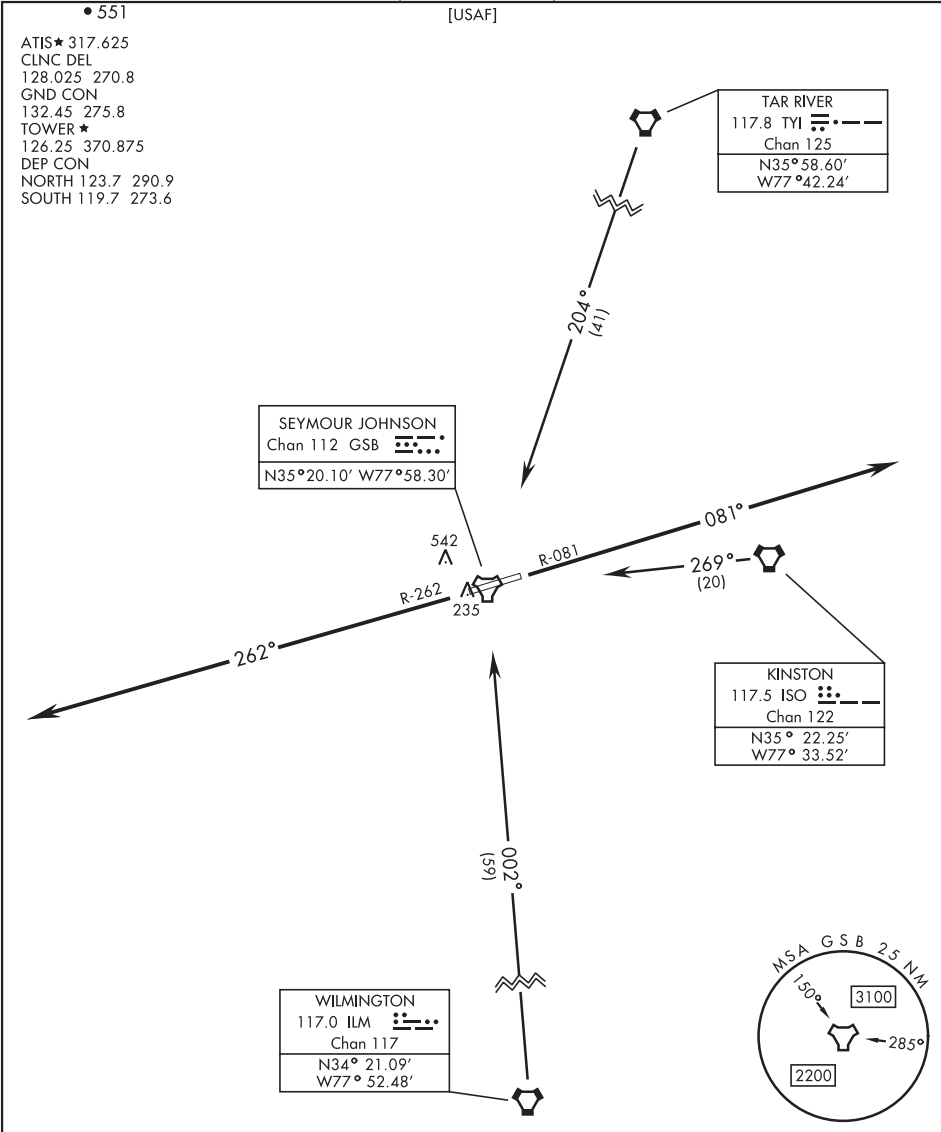
77°58'W

77°59'W

GOLDSBORO, NORTH CAROLINA

SEYMOUR JOHNSON AFB (KGSB)

SE-2, 12 JUN 2025 to 07 AUG 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 8: Track outbound on GSB R-081 until passing 2500, then turn right/left on course climbing to assigned altitude.

TAKEOFF RWY 26: Track outbound on GSB R-262 until passing 2500, then turn right/left on course climbing to assigned altitude.

SUMTER, SOUTH CAROLINA

ILS or LOC Y RWY 4L

LOC I-SSC <b>110.1</b>	APCH CRS <b>043°</b>	Rwy Idg TDZE Arpt Elev	4L <b>10,014</b> <b>240</b> <b>241</b>	4R <b>8014</b> <b>236</b> <b>241</b>
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[USAF]

SHAW AFB (KSSC)

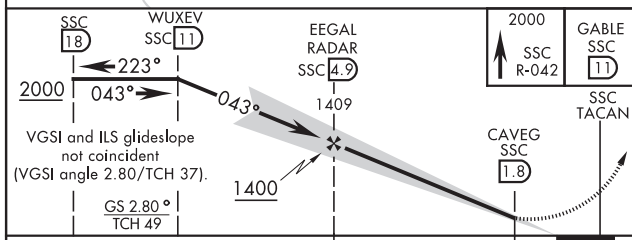
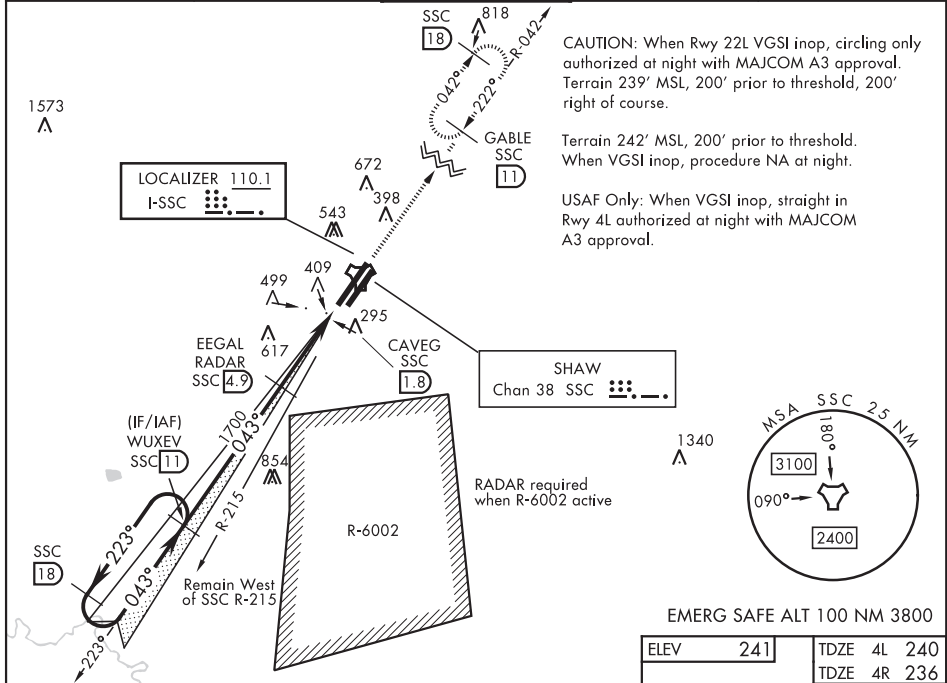
RADAR or DME required.

\* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles.



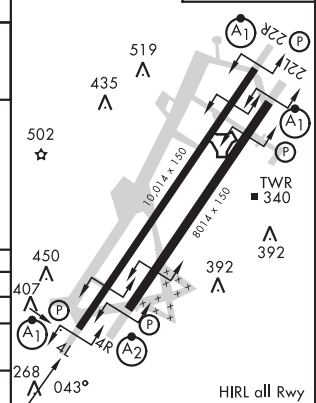
MISSED APPROACH: Climbing to 2000, intercept SSC TACAN R-042 to GABLE and hold.

ATIS ★ <b>132.125 270.1</b>	SHAW APP CON <b>125.4 318.1</b>	SHAW TOWER ★ <b>126.65 254.25</b>	GND CON <b>121.8 289.4</b>	CLNC DEL <b>121.8 289.4</b>
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CATEGORY	A	B	C	D	E
S-ILS 4L	490/50		250	(300-1)	
S-LOC 4L *	780/50	540 (600-1)	780/55	540	(600-1)
SIDESTEP 4R *	780/50	544 (600-¾)	780-1¾	544	(600-1¾)
CIRCLING	820-1	880-1	1000-2¼	1000-2½	1000-2¾
	579 (600-1)	639 (700-1)	759 (800-2¼)	759 (800-2½)	759 (800-2¾)

ELEV 241	TDZE 4L 240
	TDZE 4R 236



FAF to MAP 3.1 NM					
Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

SUMTER, SOUTH CAROLINA

33° 58'N-80° 28'W

SHAW AFB (KSSC)

Amdt 1 10OCT19

ILS or LOC Y RWY 4L

SE-2, 12 JUN 2025 to 07 AUG 2025

SUMTER, SOUTH CAROLINA

ILS or LOC Y RWY 22R

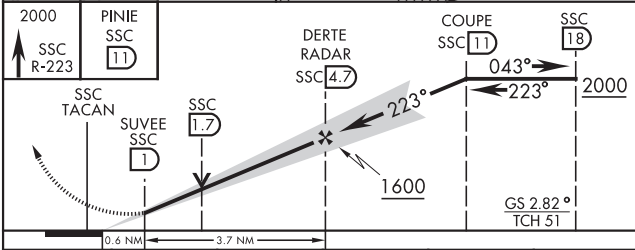
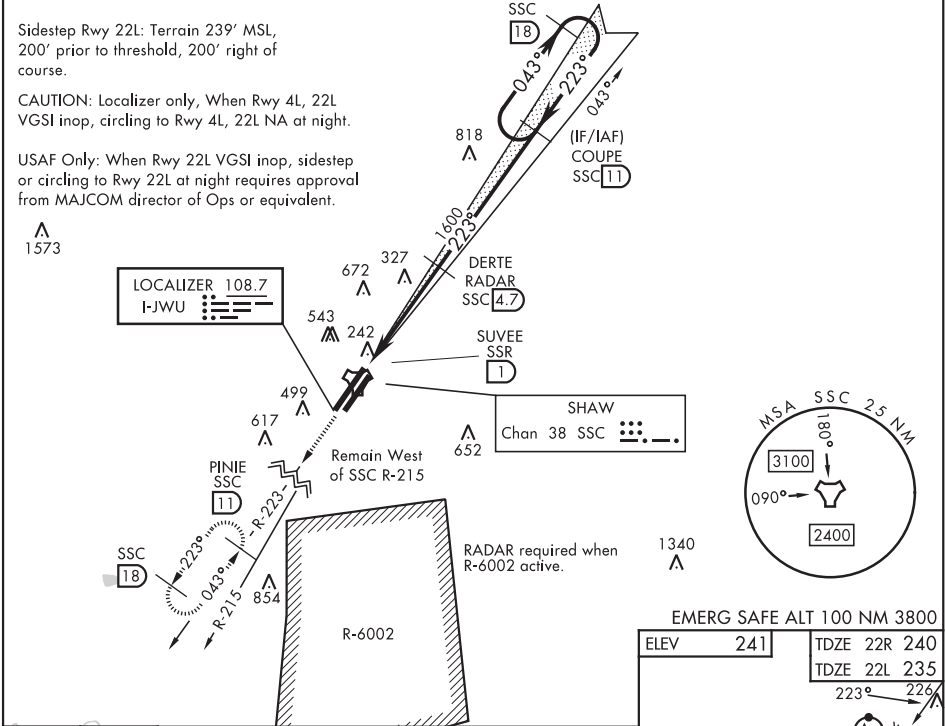
LOC I-JWU	APCH CRS	Rwy Idg	22R	22L
108.7	223°	TDZE	10,014	8014
		Arpt Elev	240	235
			241	241

[USAF]

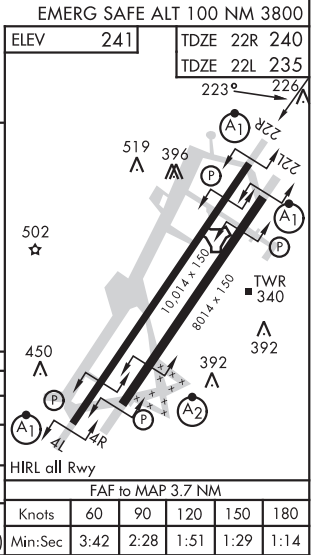
SHAW AFB (KSSC)

RADAR or DME required.	ALSF-1 A1	MISSED APPROACH: Climbing to 2000, intercept SSC TACAN R-223 to PINIE and hold.
* When ALS inop, increase RVR to 40 and vis to ¾ mile. ** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¼ miles.		

ATIS ★	SHAW APP CON	SHAW TOWER ★	GND CON	CLNC DEL
132.125 270.1	125.4 318.1	126.65 254.25	121.8 289.4	121.8 289.4



CATEGORY	A	B	C	D	E
S-ILS 22R*	440/24		200	(200-½)	
S-LOC 22R**	660/24	420 (500-½)	660/40	420	(500-¾)
SIDESTEP ** 22L	660-1	425 (500-1)	660-1¼	425	(500-1¼)
CIRCLING	820-1 579 (600-1)	880-1 639 (700-1)	1000-2¼ 759 (800-2¼)	1000-2½ 759 (800-2½)	1000-2¾ 759 (800-2¾)



SUMTER, SOUTH CAROLINA  
Amdt 1 10OCT19

33° 58'N-80° 28'W

SHAW AFB (KSSC)

ILS or LOC Y RWY 22R

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

SUMTER, SOUTH CAROLINA

TACAN Y RWY 4L

TACAN SSC	APCH CRS	Rwy Idg	4L	4R
Chan <b>38</b>	<b>043°</b>	TDZE	<b>240</b>	<b>236</b>
		Arpt Elev	<b>241</b>	<b>241</b>

[USAF]

SHAW AFB (KSSC)

RADAR required when R-6002 active.

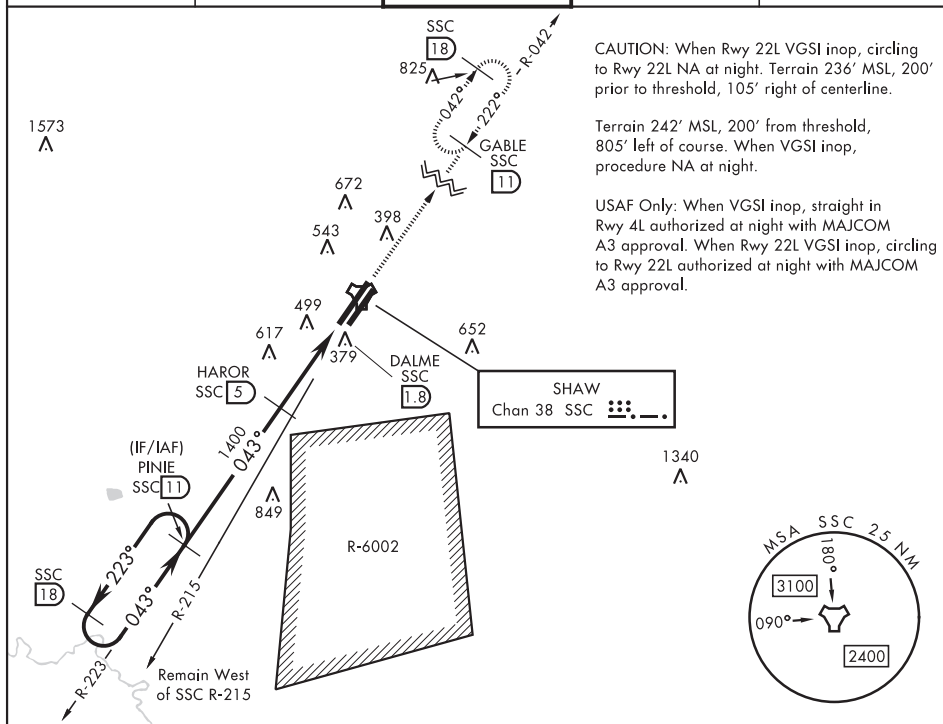
▼ \* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles.

ALSF-1

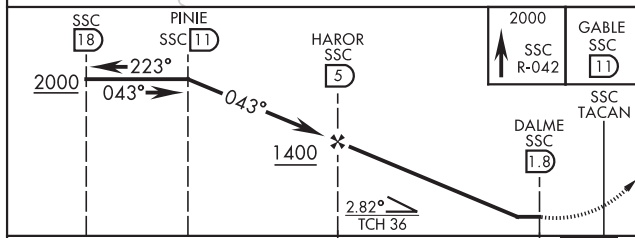


MISSED APPROACH: Climbing to 2000, intercept SSC TACAN R-042 to GABLE and hold.

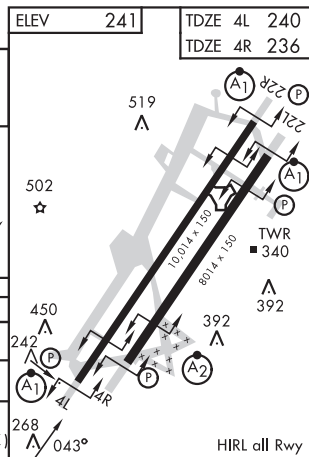
ATIS ★	SHAW APP CON	SHAW TOWER ★	GND CON	CLNC DEL
<b>132.125 270.1</b>	<b>125.4 318.1</b>	<b>126.65 254.25</b>	<b>121.8 289.4</b>	<b>121.8 289.4</b>



EMERG SAFE ALT 100 NM 3800



CATEGORY	A	B	C	D	E
S-4L *	800/50	560 (600-1)	800/60	560 (600-1½)	
SIDESTEP * 4R	800/50	564 (600-1)	800-1½	564 (600-1½)	
CIRCLING	820-1 579 (600-1)	880-1 639 (700-1)	1000-2¼ 759 (800-2¼)	1000-2½ 759 (800-2½)	1000-2¾ 759 (800-2¾)



SUMTER, SOUTH CAROLINA

33° 58' N-80° 28' W

SHAW AFB (KSSC)

Amdt 1 07NOV19

TACAN Y RWY 4L



SUMTER, SOUTH CAROLINA

SUMTER, SOUTH CAROLINA		22R	22L
TACAN	SSC	Rwy Idg	10,014
Chan	38	TDZE	240
		Arpt Elev	241
APCH CRS	222°		8014
			235
			241

[USAF]

SHAW AFB (KSSC)

TACAN Y RWY 22R

RADAR required when R-6002 active.

**T** \* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1½ miles.

ALSF-1

**MISSED APPROACH:** Climbing to 2000, intercept  
SSC TACAN R-223 to PINIE and hold.

ATIS ★ 132.125 270.1	SHAW APP CON 125.4 318.1	SHAW TOWER ★ 126.65 254.25	GND CON 121.8 289.4	CLNC DEL 121.8 289.4
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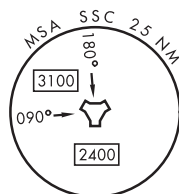
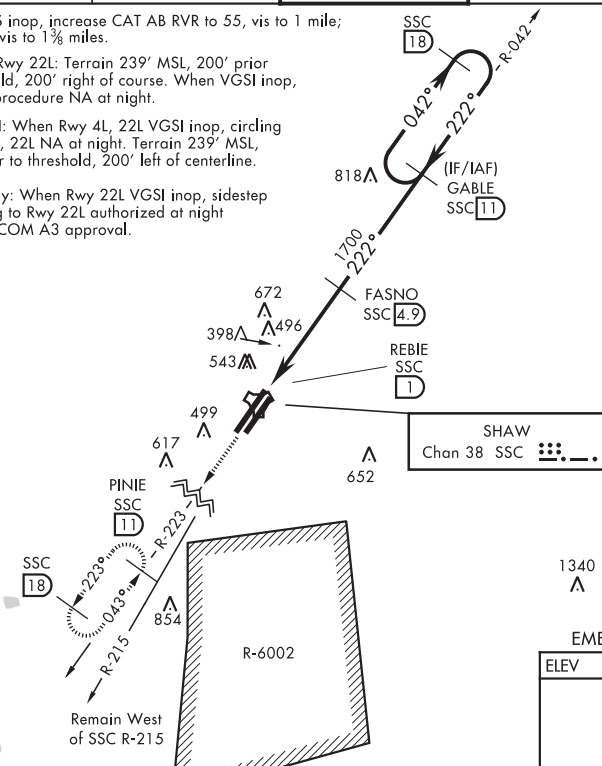
\*\* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile;  
CAT CDE vis to 1  $\frac{3}{8}$  miles.

Sidestep Rwy 22L: Terrain 239' MSL, 200' prior to threshold, 200' right of course. When VGSI inop, sidestep procedure NA at night.

**CAUTION:** When Rwy 4L, 22L VGSI inop, circling to Rwy 4L, 22L NA at night. Terrain 239' MSL, 200' prior to threshold, 200' left of centerline.

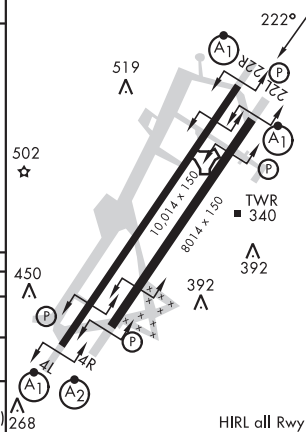
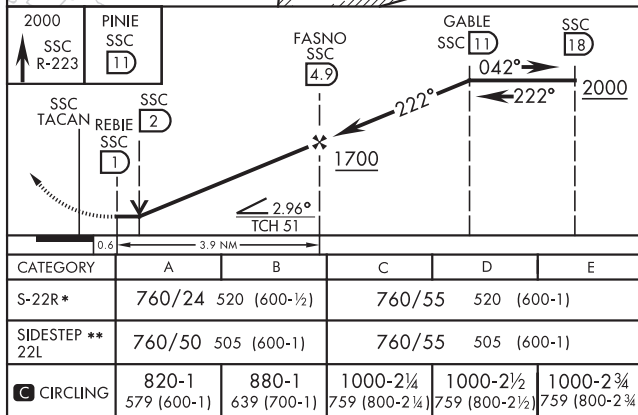
USAF Only: When Rwy 22L VGSi inop, sidestep or circling to Rwy 22L authorized at night with MAJCOM A3 approval.

1573



FMERG SAFE ALT 100 NM 3800

ELEV	241	TDZE 22R	240
		TDZE 22L	235



HIRL gl Rwy

SUMTER, SOUTH CAROLINA

33° 58' N-80° 28' W

SHAW AFB (KSSC)

Amdt 1 07NOV19

TACAN Y RWY 22R

## [USAF]

ATIS ★  
 132.125 270.1  
 TOWER ★  
 126.65 254.25  
 GND CON  
 121.8 289.4  
 CLNC DEL  
 121.8 289.4

JULY 2022

519

VAR 8.0 • W

33°59'N

HANGAR

BLDC

NORTH 

CDF YARD

HANGAR

FIRE STATIC

N-ROV

BASE

33°58'N

R-ROW

P-ROW	
-------	--

SOUTH

ELE  
88

BAK-12

80°29'W

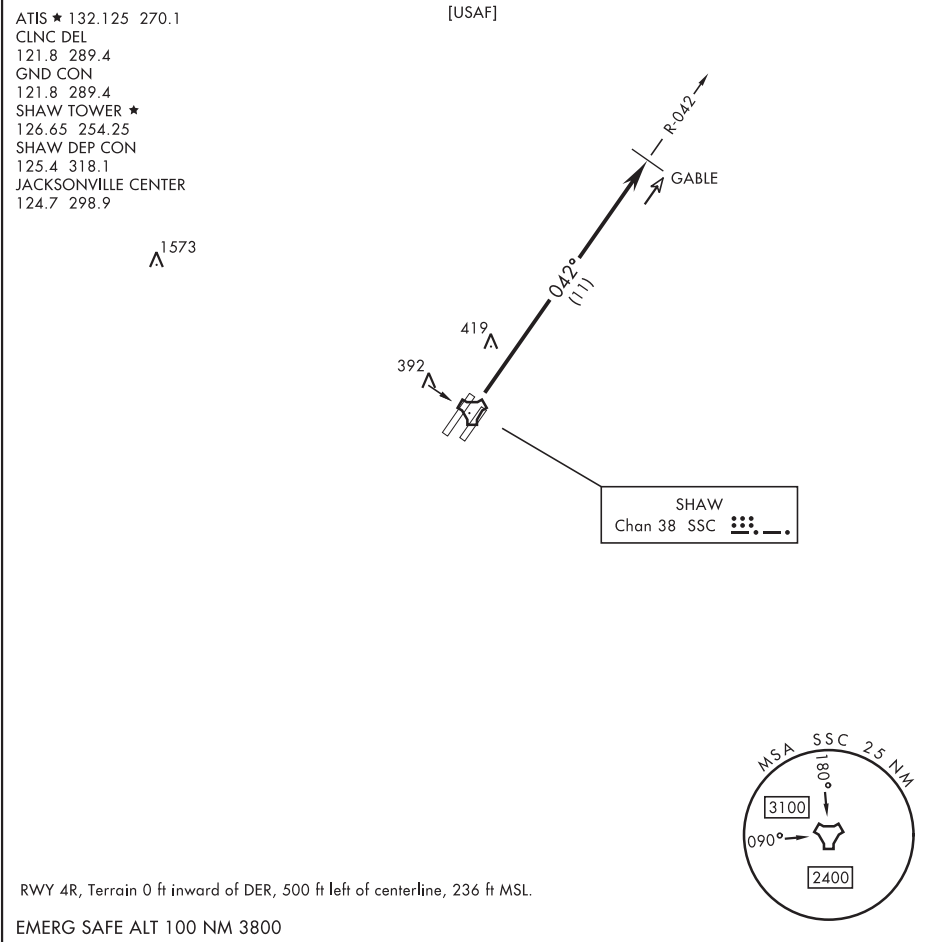
80°28'W

Rwy 4L-22R  
PCN 46 R/B/W/T  
Rwy 4R-22L  
PCN 50 R/B/W/T

## AIRPORT DIAGRAM

SUMTER, SOUTH CAROLINA  
SHAW AFB (KSSC)

SE-2, 12 JUN 2025 to 07 AUG 2025



▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 4R/L: Climbing to 2000, intercept SSC TACAN R-042 until SSC 11 DME, then as directed by ATC.

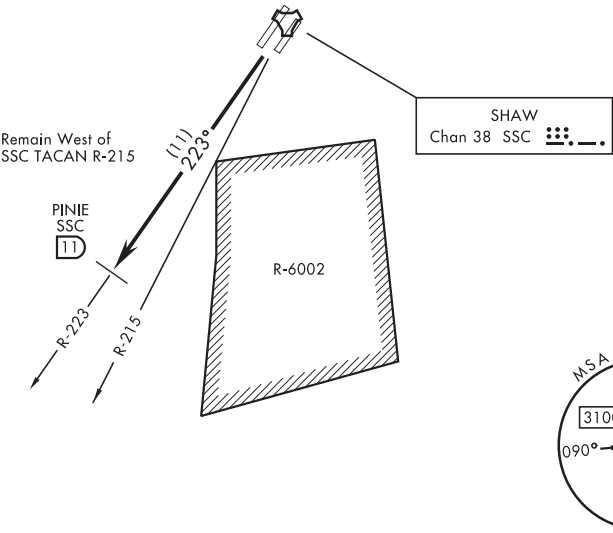
ATIS ★ 132.125 270.1  
CLNC DEL  
121.8 289.4  
GND CON  
121.8 289.4  
SHAW TOWER ★  
126.65 254.25  
SHAW DEP CON  
125.4 318.1  
JACKSONVILLE CENTER  
124.7 298.9

[USAF]

RADAR required when R-6002 active

RWY 22L, Radio-tower 5137' from DER, 1701' left of centerline, 140' AGL/369' MSL.  
RWY 22L, F16 tail 46' from DER, 224' right of centerline, 16' AGL/249' MSL.  
RWY 22L, Terrain 0' inward of DER, 500' right of centerline, 236' MSL.  
RWY 22L, GS-rwy 04L 563' from DER, 500' right of centerline, 40' AGL/273' MSL.

1573  
A



EMERG SAFE ALT 100 NM 3800



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 22L/R: Climbing to 2000, intercept SSC TACAN R-223 until SSC 11 DME, then as directed by ATC.

WAAS  
CH **63124**  
**W05A**

APP CRS  
**050°**

Rwy Idg  
TDZE **847**  
Apt Elev **847**

**RNAV (GPS) RWY 5**

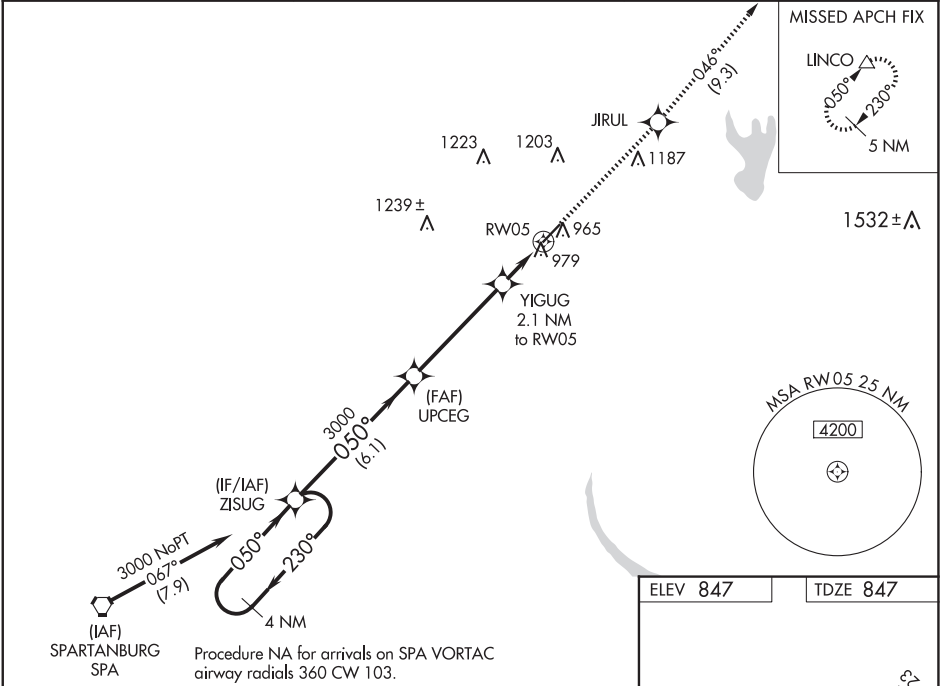
SHELBY-CLEVELAND COUNTY RGNL (EHO)

RNP APCH.

Baro-VNAV NA when using Charlotte altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 38°C. Rwy 5 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Charlotte altimeter setting and increase all DA 88 feet and all MDA 100 feet; increase LPV all Cats visibility ½ SM and LNAV/VNAV all Cats, LNAV Cat C/D visibility ¼ SM.

MISSED APPROACH: Climb to 4000 direct JIRUL and on track 046° to LINCO and hold.

AWOS-3 <b>118.425</b>	CHARLOTTE APP CON <b>120.05 257.2</b>	UNICOM <b>122.8 (CTAF) 0</b>
--------------------------	--	---------------------------------



4000

JIRUL

tr 046°

LINCO

YIGUG 2.1 NM to RW05

\* LNAV only.

RW05

3000

← 230°

→ 050°

GP 3.00°

TCH 41

6.1 NM

4.6 NM

2.1 NM

CATEGORY	A	B	C	D
LPV DA	1097-1 250 (300-1)			
LNAV/VNAV DA	1173-1½ 326 (400-1½)			
LNAV MDA	1240-1 393 (400-1)		1240-1½ 393 (400-1½)	

MIRL Rwy 5-23 0

SHELBY, NORTH CAROLINA

AL-5704 (FAA)

23166

WAAS CH <b>99424</b> <b>W23A</b>	APP CRS <b>230°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>847</b> <b>847</b>
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RNAV (GPS) RWY 23

SHELBY-CLEVELAND COUNTY RGNL (EHO)

RNP APCH.

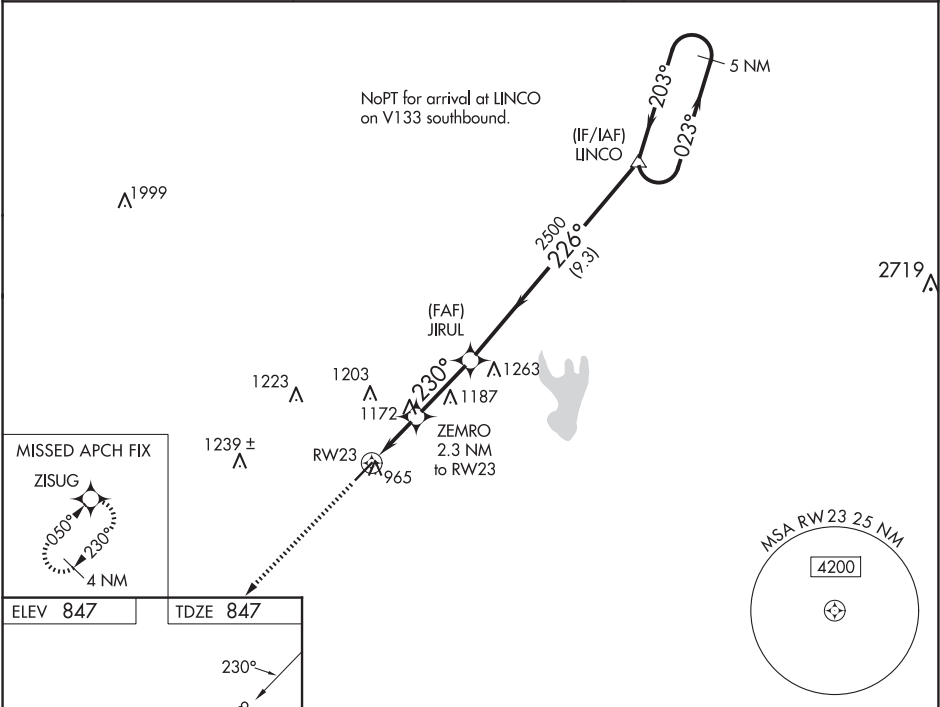
▼

▲

Baro-VNAV NA when using Charlotte altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 38°C. When local altimeter setting not received, use Charlotte altimeter setting and increase all DA 88 feet and all MDA 100 feet; increase LPV all Cats visibility ½ SM and LNAV/VNAV all Cats, LNAV Cat C/D visibility ¼ SM.

MISSED APPROACH:  
Climb to 3000 direct ZISUG and hold.

AWOS-3 <b>118.425</b>	CHARLOTTE APP CON <b>120.05 257.2</b>	UNICOM <b>122.8 (CTAF) 0</b>
--------------------------	--	---------------------------------



5001 X 100

3.00°

4000

MIRL Rwy 5-23 0

		3000		ZISUG		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 28).		5 NM Holding Pattern	
		↑		✱					
		*LNAV only.		ZEMRO 2.3 NM to RW23		JIRUL 2500		LINCO	
		RW23		230°		226°		023° → 4000	
		*1600		2500				← 203°	
								GP 3.00° TCH 40	
		2.3 NM		2.8 NM		9.3 NM			
CATEGORY		A		B		C		D	
LPV	DA			1097-1		250 (300-1)			
LNAV/VNAV	DA			1123-1		276 (300-1)			
LNAV	MDA	1440-1		593 (600-1)		1440-1¾		593 (600-1¾)	

SHELBY, NORTH CAROLINA  
Orig-B 15AUG19

35°15'N-81°36'W

SHELBY-CLEVELAND COUNTY RGNL (EHO)  
RNAV (GPS) RWY 23

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

NDB SLP

417

APP CRS

218°

Rwy Idg

5001

TDZE

847

Apt Elev

847

SHELBY-CLEVELAND COUNTY RGNL (EHO)

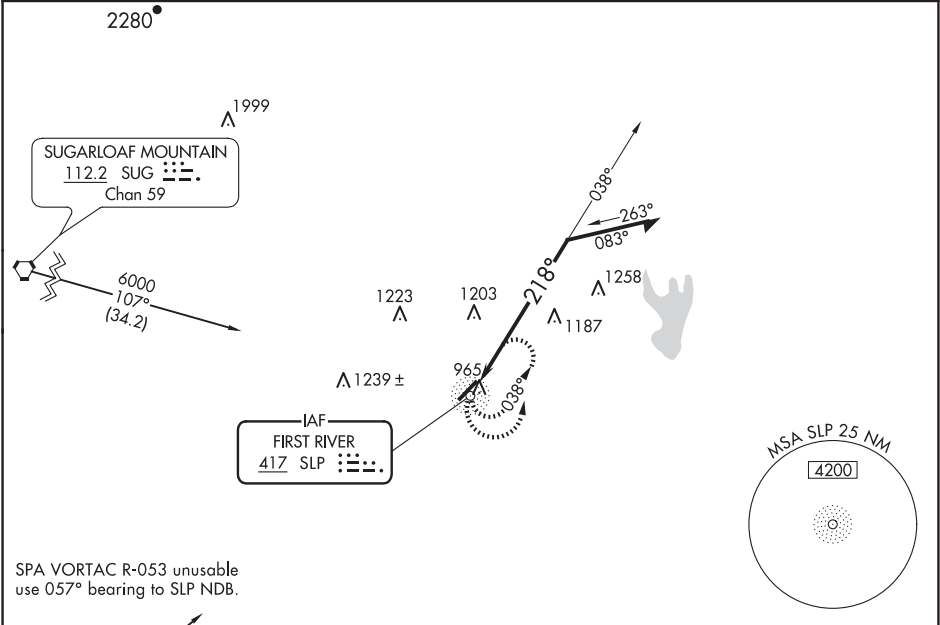
NDB RWY 23

⚠

Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Charlotte altimeter setting and increase all MDA 100 feet and S-23 Cat C and D visibility ¼ mile and Circling Cat C and D visibility ½ mile. RWY 23 Straight-in and Circling and Circling to Rwy 5 NA at night.

MISSED APPROACH: Climbing left turn to 3000 in SLP NDB holding pattern.

AWOS-3 118.425	CHARLOTTE APP CON 120.05 257.2	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-23	1620-1 773 (800-1)	1620-1¼ 773 (800-1¼)	1620-2¼ 773 (800-2¼)	1620-2½ 773 (800-2½)
CIRCLING	1620-1 773 (800-1)	1620-1¼ 773 (800-1¼)	1620-2¼ 773 (800-2¼)	1620-2½ 773 (800-2½)

MIRL Rwy 5-23 0

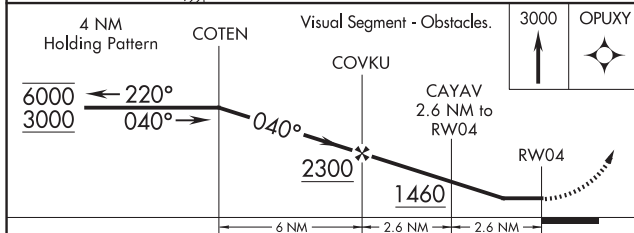
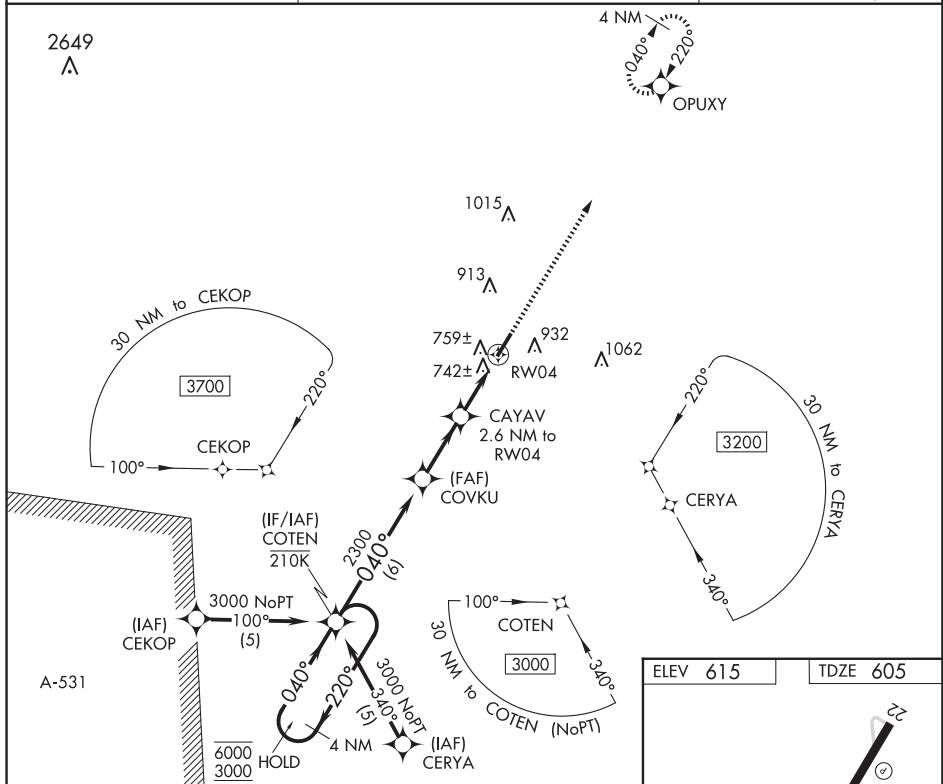
WAAS CH <b>42935</b> <b>W04A</b>	APP CRS <b>040°</b>	Rwy Idg TDZE <b>605</b> Apt Elev <b>615</b>
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# RNAV (GPS) RWY 4

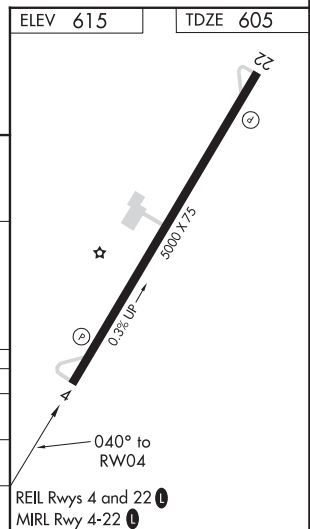
SILER CITY MUNI (SCR)

RNP APCH.	Procedure NA at night. Rwy 4, 22 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Asheboro Rgnl altimeter setting: increase all MDA 60 feet, increase LP and Circling Cat C visibilities ¼ SM, and increase LNAV Cat C visibility ½ SM.	MISSED APPROACH: Climb to 3000 direct OPUXY and hold.
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AWOS-3 <b>125.775</b>	GREENSBORO APP CON <b>126.6 327.075</b>	UNICOM <b>122.7 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LP MDA	1000-1	395 (400-1)	1000-1½ 395 (400-1½)	NA
LNAV MDA	1020-1	415 (500-1)	1020-1¼ 415 (500-1¼)	NA
CIRCLING	1240-1	625 (700-1)	1240-1¾ 625 (700-1¾)	NA





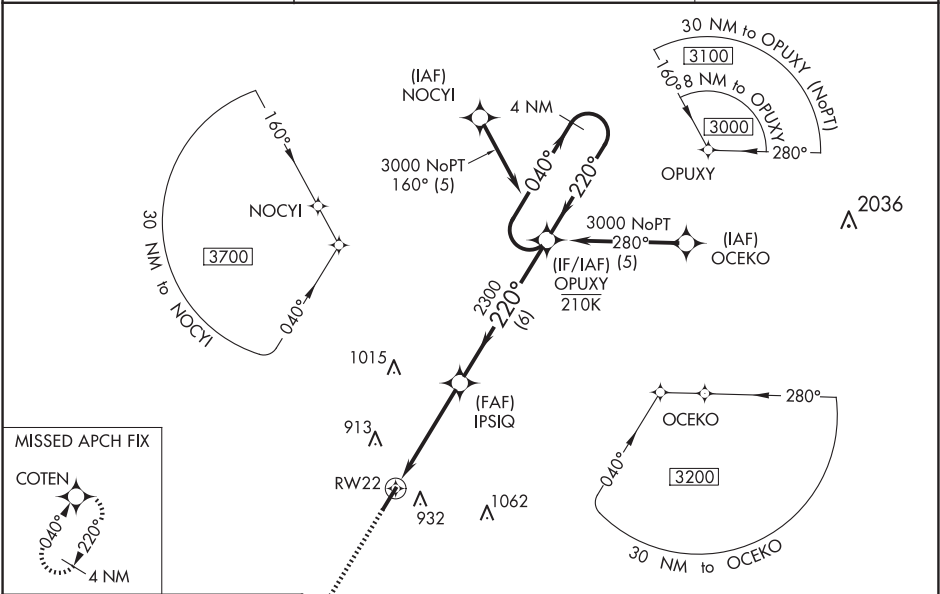
WAAS CH <b>40335</b> <b>W22A</b>	APP CRS <b>220°</b>	Rwy Idg <b>5000</b> TDZE <b>615</b> Apt Elev <b>615</b>
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RNAV (GPS) RWY 22  
SILER CITY MUNI (SCR)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Procedure NA at night. Baro-VNAV NA when using Asheville altimeter setting. Rwy 4, 22 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Asheville altimeter setting: increase all DA 53 feet and all MDA 60 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cat C visibilities 1/8 mile, increase Circling Cat C visibility 1/4 mile.

**MISSED APPROACH:**  
Climb to 3000 direct COTEN and hold.

AWOS-3 <b>125.775</b>	GREENSBORO APP CON <b>126.6 327.075</b>	UNICOM <b>122.7 (CTAF) 0</b>
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ELEV **615** TDZE **615**

**22**  
220°  
0.3% UP

REIL Rwy 4 and 22 **0**  
MIRL Rwy 4-22 **0**

3000 COTEN		VGSi and RNAV glidepath not coincident (VGSi Angle 3.50/TCH 45).		4 NM Holding Pattern	
OPUXY		IPSIQ 2300		040° → 3000	
RW22		2300		GP 3.50° TCH 40	
4.4 NM		6 NM			
CATEGORY	A	B	C	D	
LPV DA	954-1		339 (400-1)		NA
LNAV/VNAV DA	1140-1½		525 (600-1½)		NA
LNAV MDA	1160-1		545 (600-1)		NA
CIRCLING	1240-1		625 (700-1)		NA
			625 (700-1¼)		

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

FORT LIBERTY, NORTH CAROLINA

RNAV (GPS) RWY 9

APCH CRS	Rwy Idg	4121
093°	TDZE	242
	Arpt Elev	243

[USA]

SIMMONS AAF (KFBG)

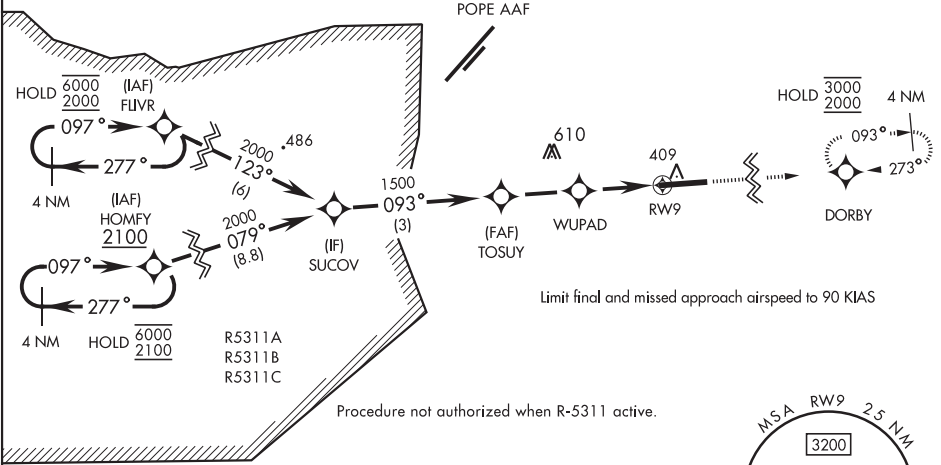
RNP APCH - GPS
RADAR required
▼ When local altimeter setting not received, use Pope AAF altimeter setting.

MISSED APPROACH: Climb to 2000 direct DORBY and hold.

ATIS 139.25	FAYETTEVILLE APP CON 133.0 290.25	TOWER ★ 125.9 240.625	GND CON 121.9 229.4
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Procedure not authorized at night.  
Rwy 9 helicopter visibility reduction below 1 mile not authorized.

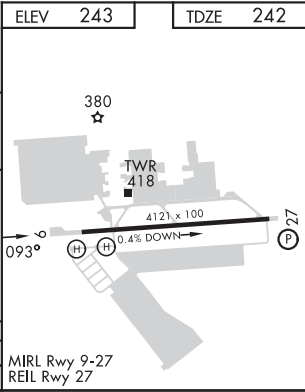
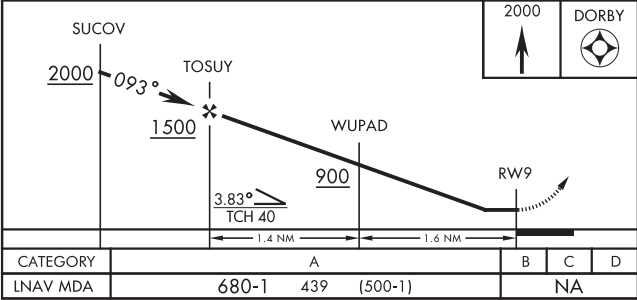
Knots	60	120	180	240	300	360
V/V(fpm)	400	800	1200	1600	2000	2400
Min climb of 400 ft/NM to 2000 - Controlling Obstacle Unk						



SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

FOR HELICOPTER USE ONLY



FORT LIBERTY, NORTH CAROLINA  
Amdt 1 05OCT23

35°08'N-78°56'W

SIMMONS AAF (KFBG)

RNAV (GPS) RWY 9

RNAV (GPS) RWY 27

APCH CRS	Rwy Idg	4121
273°	TDZE	242
	Arpt Elev	243

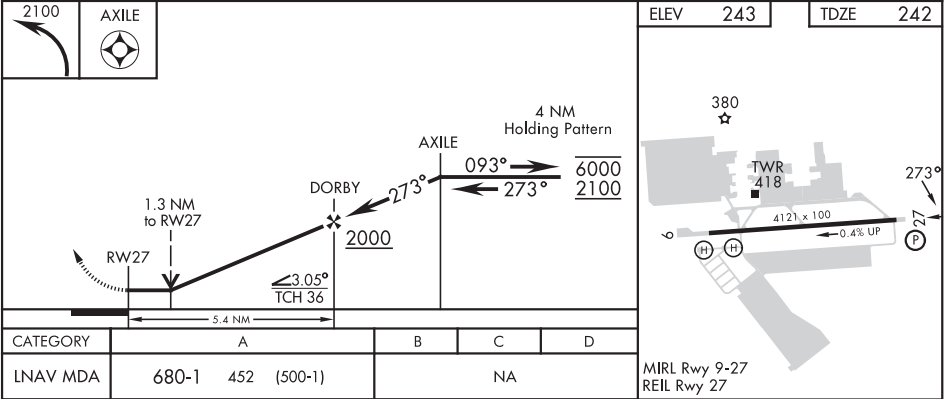
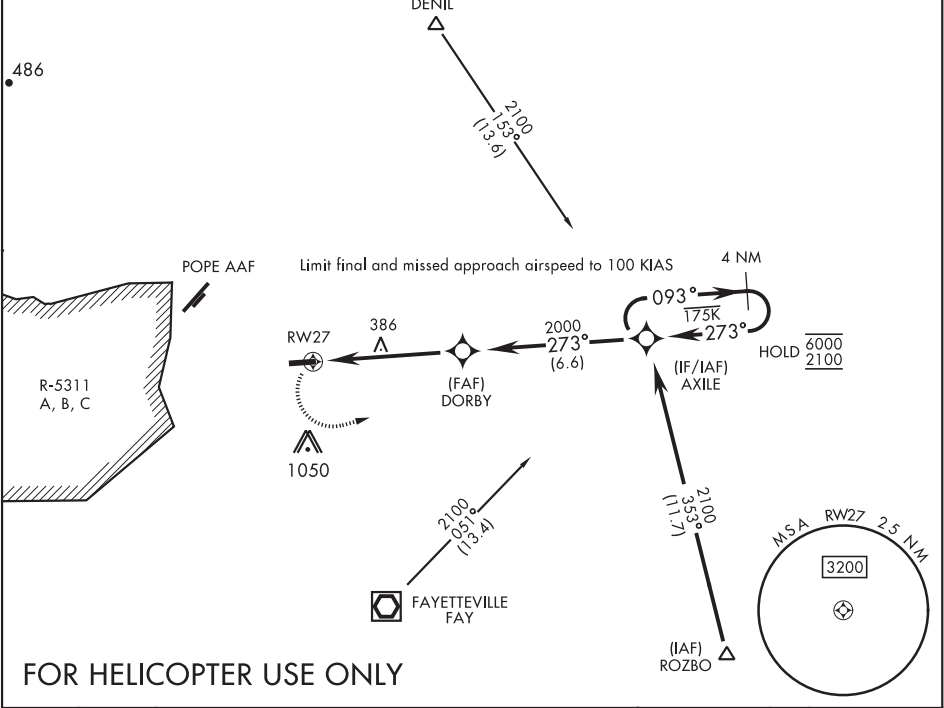
[USA]

SIMMONS AAF (KFBG)

RNP APCH - GPS	MISSED APPROACH: Climbing left turn to 2100 direct AXILE and hold.
When local altimeter setting not received, use Pope AAF altimeter setting.	

ATIS 139.25	FAYETTEVILLE APP CON 133.0 290.25	TOWER ★ 125.9 240.625	GND CON 121.9 229.4
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Rwy 27 helicopter visibility reduction below 3/4 mile not authorized.	Knots	60	120	180	240	300	360
	V/V(fpm)	400	800	1200	1600	2000	2400
	Min climb of 400 ft/NM to 2000 - Controlling Obstacle 1050'						



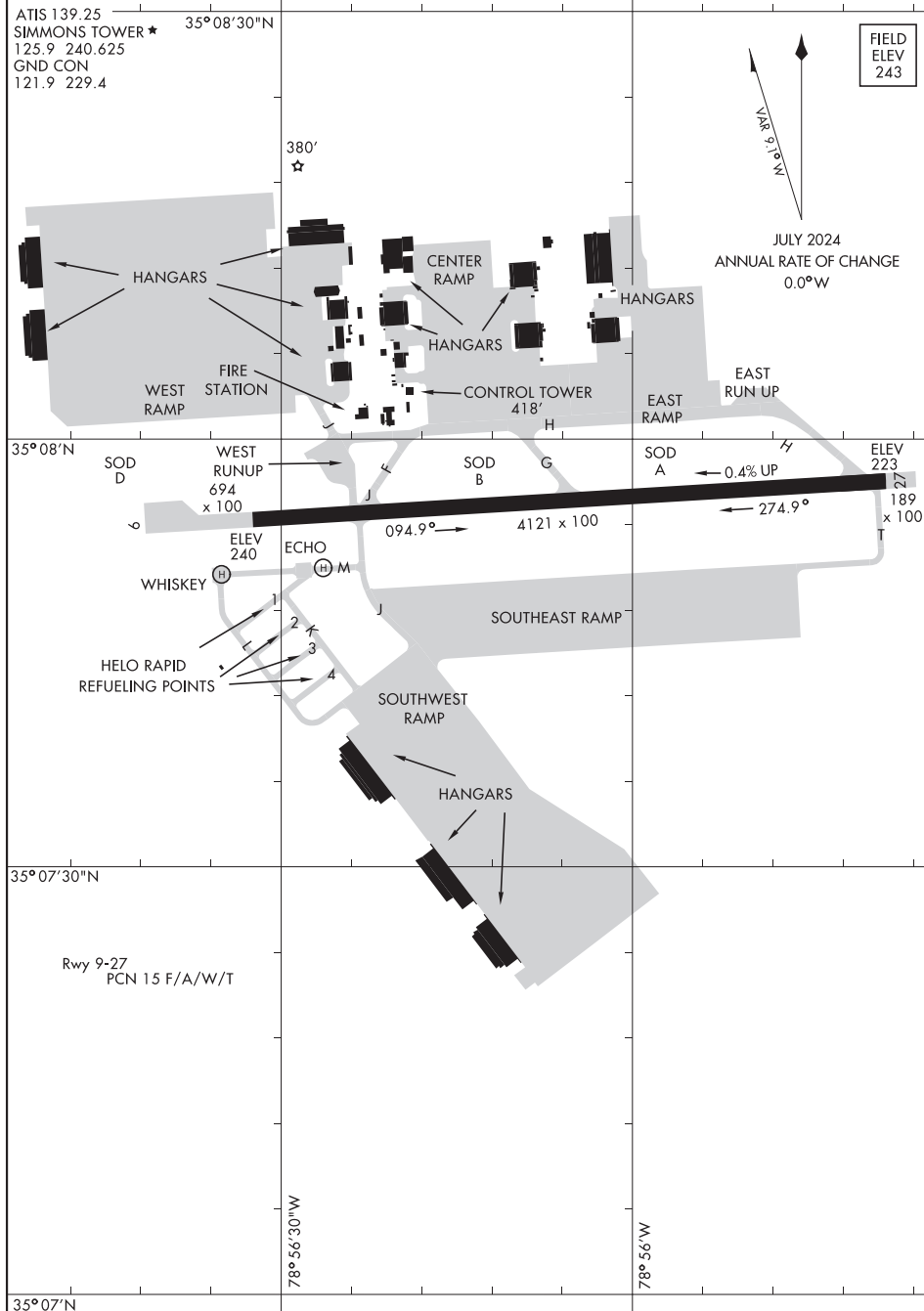
RNAV (GPS) RWY 27

24193

# AIRPORT DIAGRAM

[USA]

SIMMONS AAF (KFBG)  
FORT LIBERTY, NORTH CAROLINA



SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

# AIRPORT DIAGRAM

FORT LIBERTY, NORTH CAROLINA  
SIMMONS AAF (KFBG)

ILS Y or LOC Y RWY 3  
JOHNSTON RGNL (JNX)



UNICOM  
122.725 (CTAF) 

## GPS REQUIRED

3400	JNALL
↑	

ELEV	164		TDZE	147
------	-----	--	------	-----

MIRL Rwy 3-21 **L**  
BEIL Rwy 31 **L**

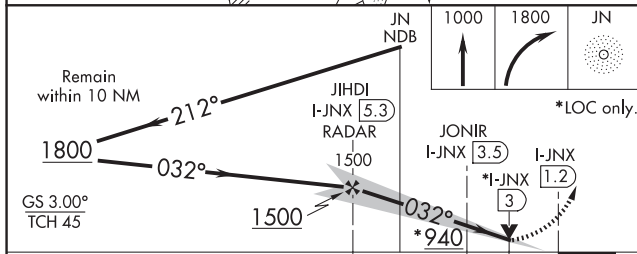
SE-2. 12 JUN 2025 to 07 AUG 2025

ILS Z or LOC Z RWY 3  
JOHNSTON RGNL (JNX)

**NA** VDP NA with Erwin altimeter setting. When local altimeter setting not received, use Erwin altimeter setting; increase DA to 447 feet and all MDAs 60 feet; increase S-LOC 3 Cats C/D and Circling Cat A visibility  $\frac{1}{8}$  SM; JONIR DME fix minimums increase S-LOC 3 Cats C/D visibility  $\frac{1}{8}$  SM and Circling Cat C visibility  $\frac{1}{4}$  SM. For inop ALS, increase S-LOC 3 Cats C/D visibility to  $2\frac{1}{2}$  SM; increase JONIR DME fix minimums Cats C/D visibility to  $1\frac{1}{4}$  SM. For inop ALS when using Erwin altimeter setting, increase S-ILS all Cats visibility to 1 SM.



**MISSED APPROACH:**  
Climb to 1000 then  
climbing right turn to  
1800 direct JN NDB  
and hold.



ELEV 164 TDZE 147

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

ILS Z or LOC Z RWY 3

SE-2, 12 JUN 2025 to 07 AUG 2025





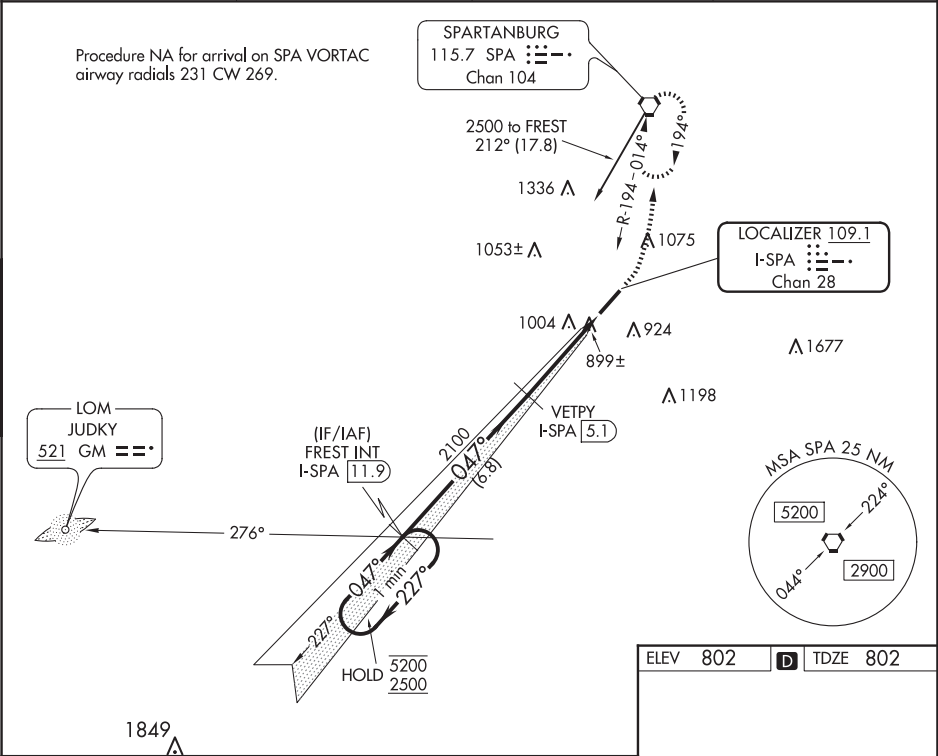


LOC/DME I-SPA	APP CRS	Rwy Idg	5852
109.1	047°	TDZE	802
Chan 28		Apt Elev	802

ILS or LOC RWY 5

SPARTANBURG DOWNTOWN MEML/SIMPSON FLD (SPA)

DME required.		MALSR	MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 direct SPA VORTAC and hold, continue climb-in-hold to 3000.
For inop ALS, increase S-LOC 5 Cats C/D visibility to 1 SM.			
AWOS-3	GREER APP CON ★	CINC DEL	UNICOM
133.925	119.4 350.2	120.55	123.0 (CTAF) 0



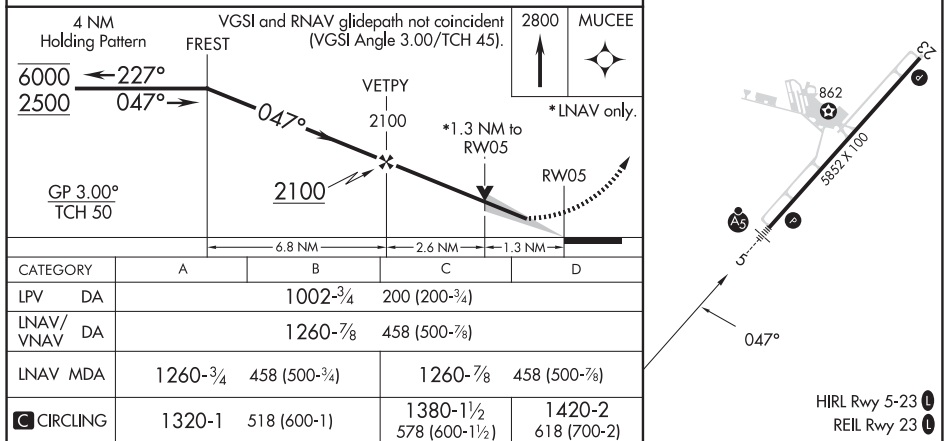
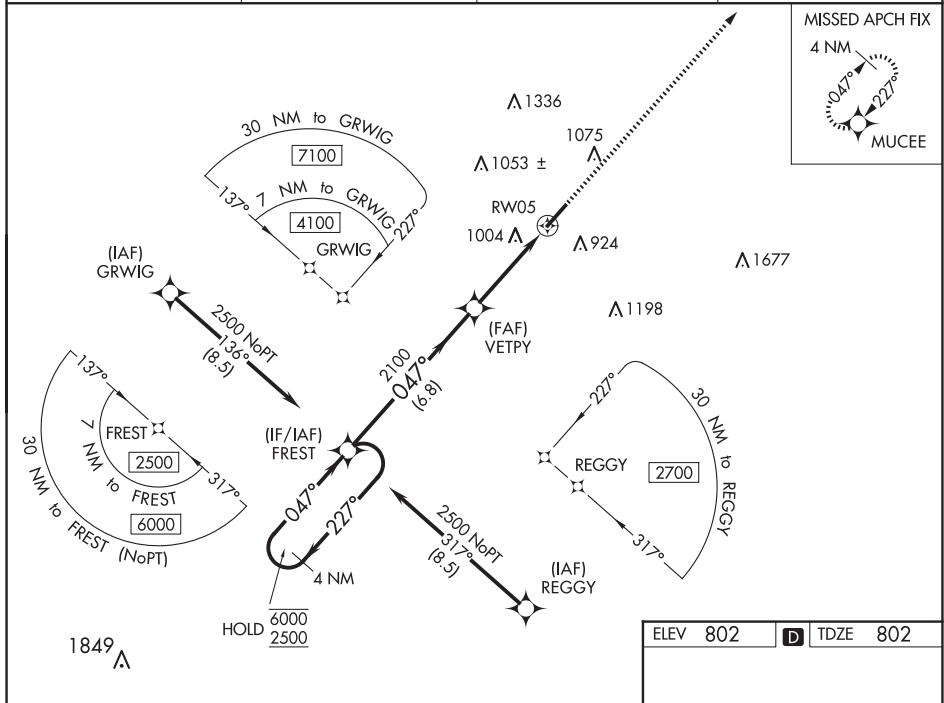
One Minute Holding Pattern		VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 45).		1300	3000	SPA
FREST INT I-SPA 11.9		VETPY I-SPA 5.1		↑	↪	⬡
5200 ← 227°		2100		*LOC only.		
2500 → 047°		2100		*I-SPA 2.1 I-SPA 1.1		
GS 3.00° TCH 50		2100				
6.8 NM		2.9 NM		1 NM		
CATEGORY	A	B	C	D		
S-ILS 5	1002-¾		200 (200-¾)			
S-LOC 5	1160-¾		358 (400-¾)			
CIRCLING	1320-1	518 (600-1)	1380-1½ 578 (600-1½)	1420-2 618 (700-2)	HIRL Rwy 5-23 REIL Rwy 23	

WAAS CH <b>61226</b> <b>W05A</b>	APP CRS <b>047°</b>	Rwy Idg TDZE Apt Elev	<b>5852</b> <b>802</b> <b>802</b>
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RNAV (GPS) RWY 5

SPARTANBURG DOWNTOWN MEML/SIMPSON FLD (SP A)

RNP APCH-GPS. <div><div></div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.</div></div>		MALSR <div><div></div><div></div></div>	MISSED APPROACH: Climb to 2800 direct MUCEE and hold.
AWOS-3 <b>133.925</b>	GREER APP CON ★ <b>119.4 350.2</b>	CLNC DEL <b>120.55</b>	UNICOM <b>123.0 (CTAF)</b> <div></div>



SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



(BIMMR3.BIMMR) 22139

AL-401 (FAA)

SPARTANBURG DOWNTOWN MEML/SIMPSON FLD (SPA)

BIMMR THREE DEPARTURE (RNAV)

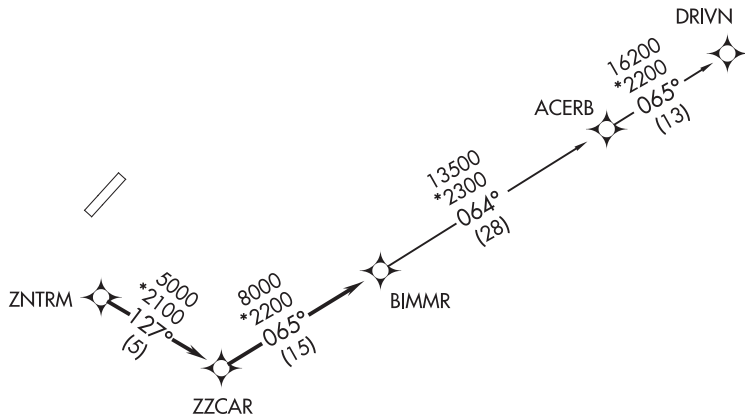
SPARTANBURG, SOUTH CAROLINA

AWOS-3  
133.925  
CLNC DEL  
120.55  
UNICOM  
123.0  
GREER DEP CON ★  
119.4 350.2

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.

TOP ALTITUDE:  
3000



TAKEOFF MINIMUMS

Rwys 5, 23: Standard.

NOTE: Do not exceed 250K until advised by ATC.

NOTE: For turbojets only.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5, 23: Climb on assigned heading for RADAR vectors to ZNTRM, thence. . . .

. . . .on depicted route to BIMMR. Then on assigned transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

ACERB TRANSITION (BIMMR3.ACERB)

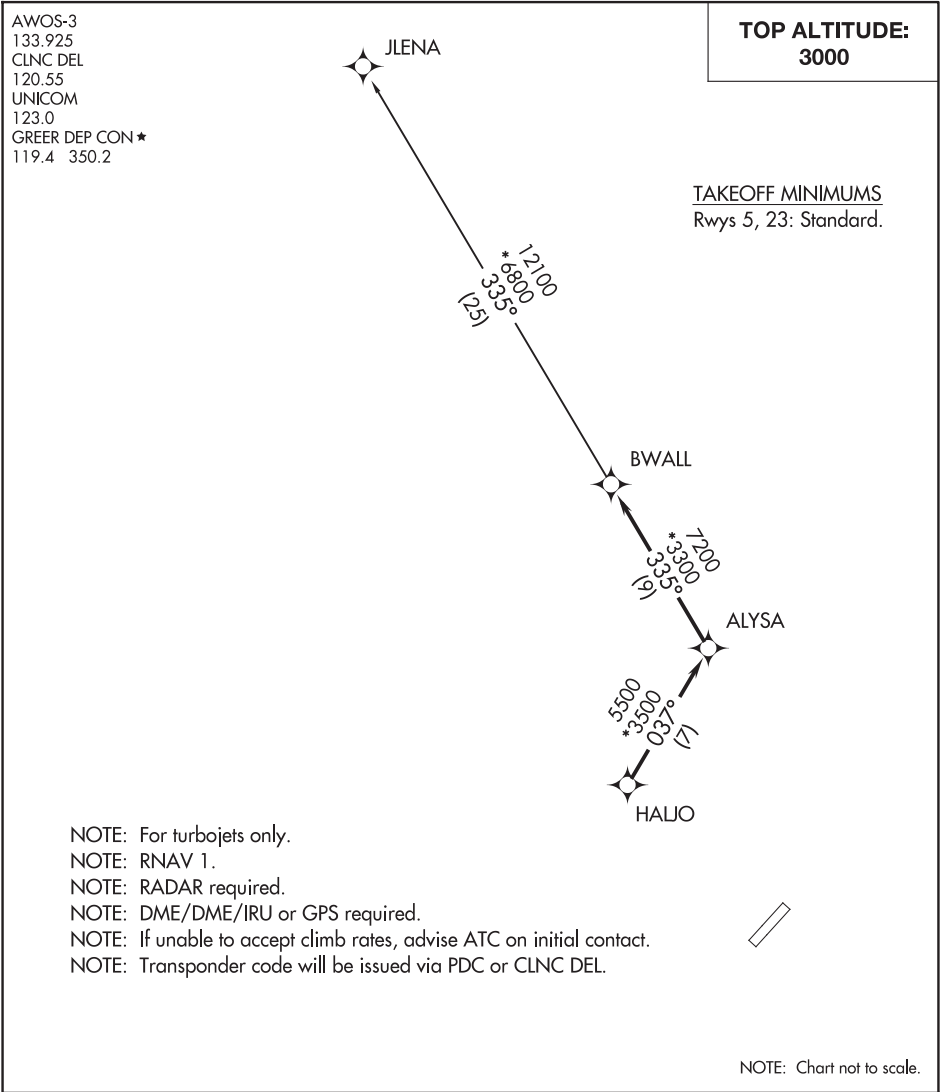
DRVN TRANSITION (BIMMR3.DRVN)

BIMMR THREE DEPARTURE (RNAV)

(BIMMR3.BIMMR) 19MAY22

SPARTANBURG, SOUTH CAROLINA

SPARTANBURG DOWNTOWN MEML/SIMPSON FLD (SPA)



T

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to HALJO, then on depicted route to BWALL, thence. . . .  
... on JLENA transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.  
JLENA TRANSITION (BWALL2.JLENA)

STAR, NORTH CAROLINA

AL-9824 (FAA)

22195

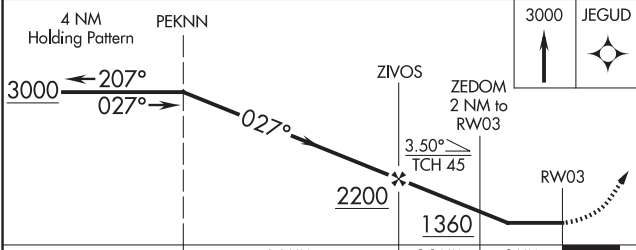
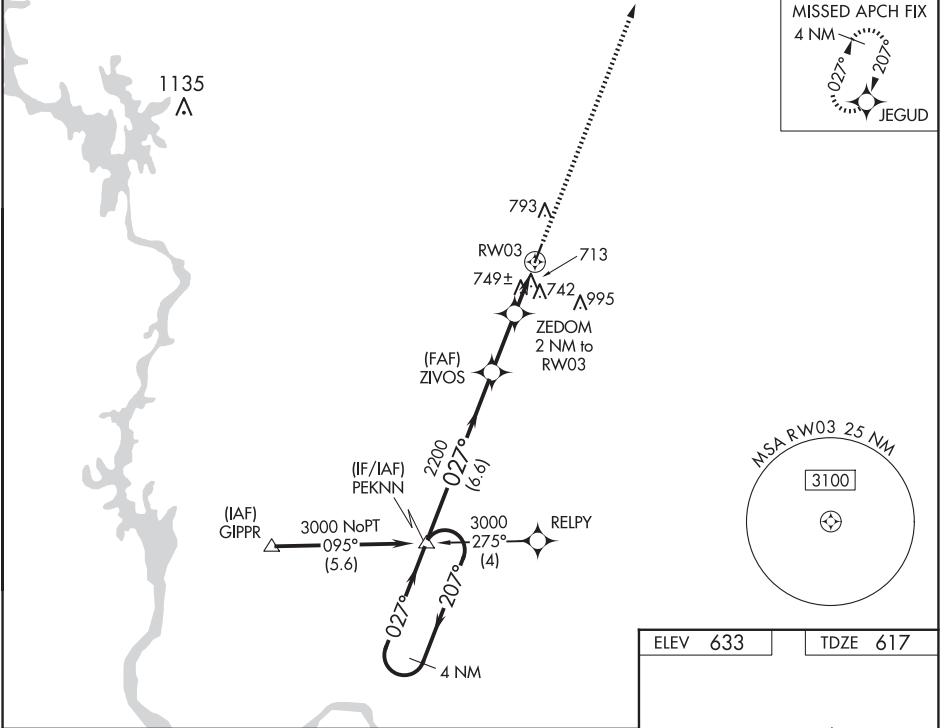
WAAS CH <b>61235</b> <b>W03A</b>	APP CRS <b>027°</b>	Rwy Idg <b>4002</b> TDZE <b>617</b> Apt Elev <b>633</b>
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**RNAV (GPS) RWY 3**  
MONTGOMERY COUNTY (43A)

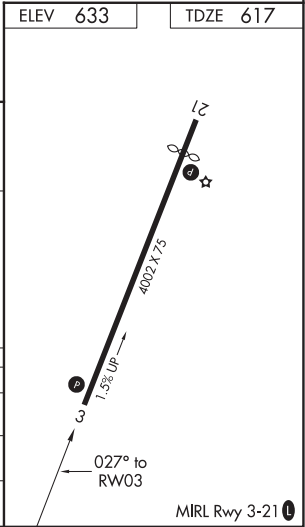
RNP APCH-GPS.

<b>NA</b>	Use Asheville altimeter setting; when not received, use Albemarle altimeter setting. Circling Rwy 21 NA at night. Rwy 3 helicopter visibility reduction below ¾ SM NA.	MISSED APPROACH: Climb to 3000 direct JEGUD and hold.
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HBI AWOS-3 <b>119.275</b>	FAYETTEVILLE APP CON <b>127.8 343.725</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LP MDA	1060-1	443 (500-1)		NA
LNAV MDA	1080-1	463 (500-1)		NA
CIRCLING	1240-1 607 (700-1)	1340-1 707 (800-1)		NA



STAR, NORTH CAROLINA  
Orig-B 07OCT21

35°23'N-79°47'W

MONTGOMERY COUNTY (43A)  
**RNAV (GPS) RWY 3**

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

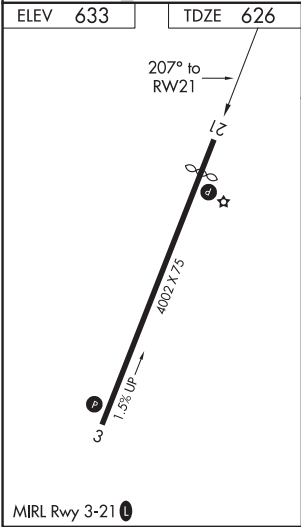
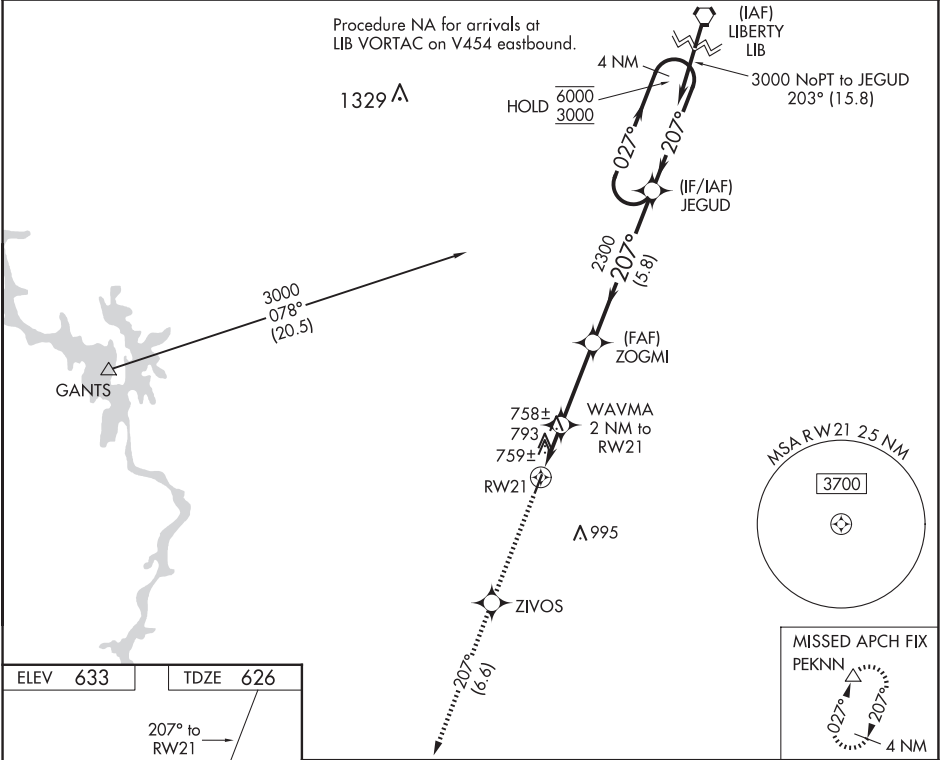
WAAS CH <b>72935</b> <b>W21A</b>	APP CRS <b>207°</b>	Rwy Idg <b>3544</b> TDZE <b>626</b> Apt Elev <b>633</b>
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RNAV (GPS) RWY 21

MONTGOMERY COUNTY (43A)

RNP APCH-GPS.	MISSED APPROACH: Climb to 3000 direct ZIVOS and on track 207° to PEKNN and hold.
Rwy 21 helicopter visibility reduction below 1 SM NA. Use Asheboro altimeter setting; when not received, use Albemarle altimeter setting. Procedure NA at night.	

HBI AWOS-3 <b>119.275</b>	FAYETTEVILLE APP CON <b>127.8 343.725</b>	UNICOM <b>122.8 (CTAF) 1</b>
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3000	ZIVOS	PEKNN	Visual Segment - Obstacles.	
↑	✧	tr 207°	JEGUD 4 NM Holding Pattern	
WAVMA 2 NM to RWY 21		ZOGMI	207° 6000 3000	
RWY 21		2300	207°	
1280		2 NM	3.2 NM	5.8 NM
CATEGORY	A	B	C	D
LP MDA	1060-1	434 (500-1)	NA	
LNAV MDA	1100-1	474 (500-1)	NA	
CIRCLING	1240-1 607 (700-1)	1340-1 707 (800-1)	NA	

STATESVILLE, NORTH CAROLINA

AL-5683 (FAA)

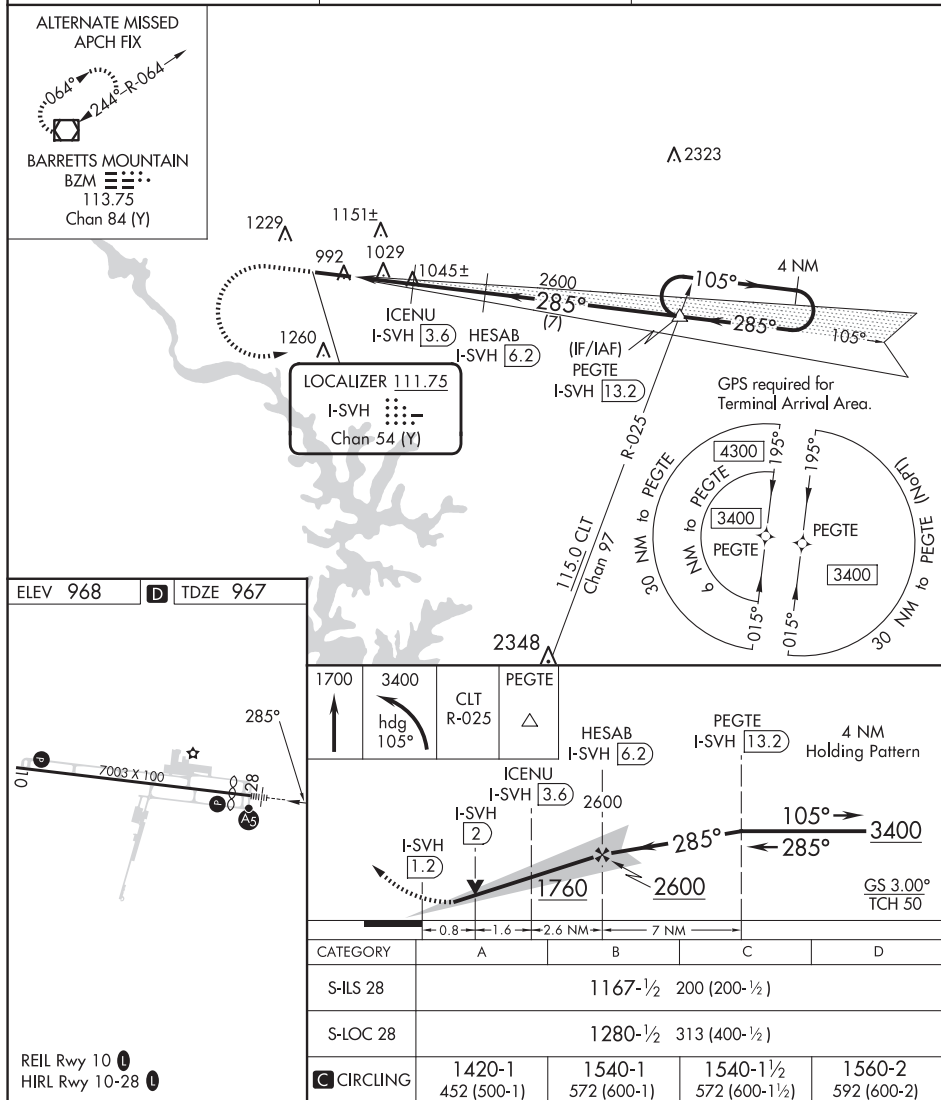
23334

LOC/DME I-SVH <b>111.75</b> Chan <b>54 (Y)</b>	APP CRS <b>285°</b>	Rwy Idg <b>6453</b> TDZE <b>967</b> Apt Elev <b>968</b>
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# ILS Y or LOC Y RWY 28

## STATESVILLE RGNL (SVH)

DME required. ▼ When local altimeter setting not received, use Lincolnton altimeter setting and increase ILS DA to 1219 and all MDA 60 feet; increase S-LOC 28 Cats C/D visibility ½ mile and Circling Cat C visibility ¼ mile. VDP NA when using Lincolnton altimeter setting. For inop MALSRR when using Lincolnton altimeter setting, increase S-ILS 28 all Cats visibility to ¾ mile and S-LOC 28 Cats C/D visibility to 1 mile.	MALSRR AS	MISSED APPROACH: Climb to 1700 then climbing left turn to 3400 on heading 105° and on CLT VOR/DME R-025 to PEGTE INT/I-SVH 13.2 DME and hold.
AWOS-3 <b>119.225</b>	ATLANTA CENTER <b>125.15 263.0</b>	UNICOM <b>123.075 (CTAF) 0</b>



SE-2, 12 JUN 2025 to 07 AUG 2025

STATESVILLE, NORTH CAROLINA  
Orig-B 30NOV23

35°46'N-80°57'W

STATESVILLE RGNL (SVH)  
ILS Y or LOC Y RWY 28

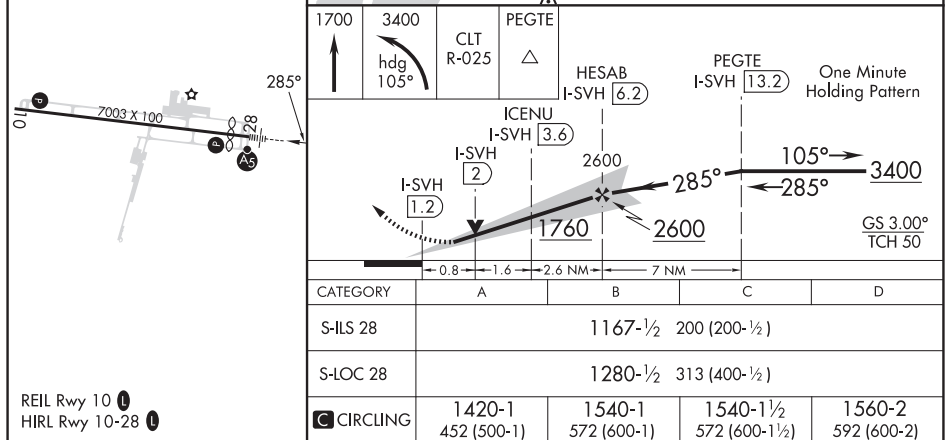
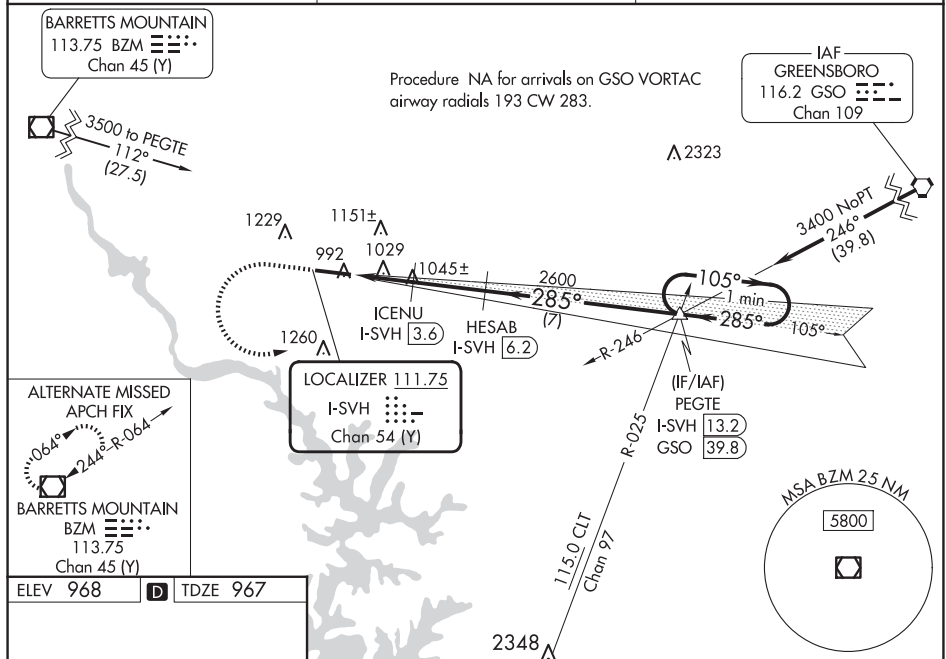


ILS Z or LOC Z RWY 28  
STATESVILLE RGNL (SVH)

MALSR

**MISSED APPROACH:** Climb to 1700 then climbing left turn to 3400 on heading 105° and CLT VOR/DME R-025 to PEGTE INT/I-SVH 13.2 DME and hold.

AWOS-3 <b>119,225</b>	ATLANTA CENTER <b>125.15 263.0</b>	UNICOM <b>123.075 (CTAF) ①</b>
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SE-2, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>99435</b> <b>W10A</b>	APP CRS <b>105°</b>	Rwy Idg <b>6453</b> TDZE <b>968</b> Apt Elev <b>968</b>
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RNAV (GPS) RWY 10  
STATESVILLE RGNL (SVH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

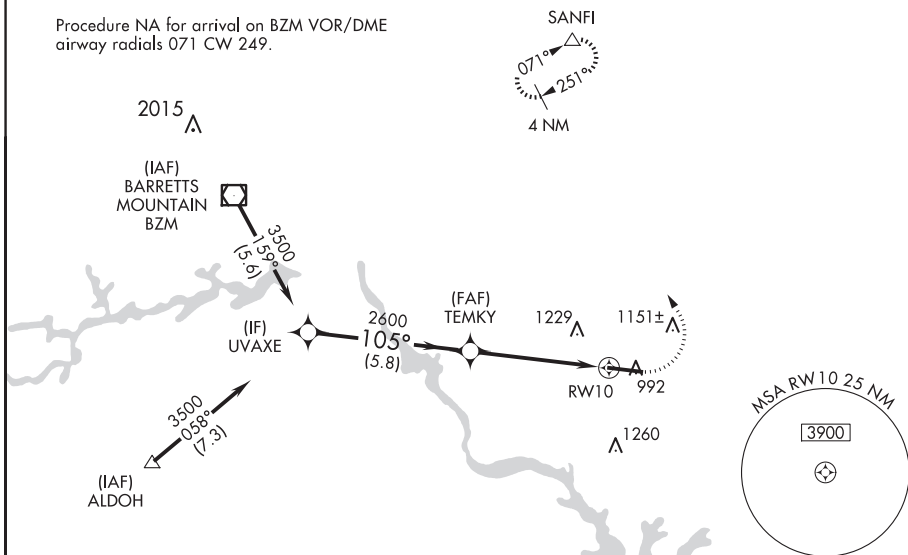
**MISSED APPROACH:** Climb to 1440 then climbing left turn to 3400 direct SANFI and hold.

AWOS-3  
119.225

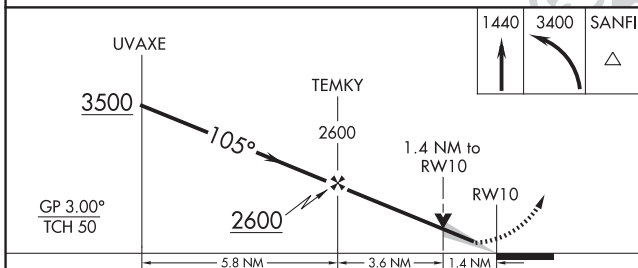
ATLANTA CENTER  
125.15 263.0


UNICOM  
123.075 (CTAF) **L**

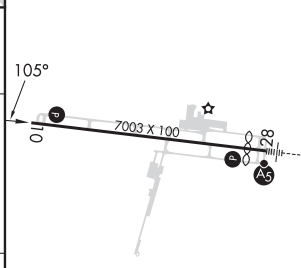
Procedure NA for arrival on BZM VOR/DME  
airway radials 071 CW 249.



ELEV	968		TDZE	968
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CATEGORY		A	B	C	D
LPV	DA	1218-3/4		250 (300-3/4)	
INAV/ VNAV	DA	1479-1 3/8 511 (600-1 3/8)			
INAV	MDA	1440-1	472 (500-1)	1440-1 3/8	472 (500-1 3/8)
 CIRCLING		1440-1 472 (500-1)	1540-1 572 (600-1)	1540-1 1/2 572 (600-1 1/2)	1560-2 592 (600-2)



REIL Rwy 10 **L**  
HIRL Rwy 10-28 **L**

35°46'N-80°57'W

STATESVILLE RGNL (SVH)  
RNAV (GPS) RWY 10

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>60903</b> <b>W28A</b>	APP CRS <b>285°</b>	Rwy Idg TDZE <b>967</b> Apt Elev <b>968</b>
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RNAV (GPS) RWY 28

STATESVILLE RGNL (SVH)


RNP APCH - GPS.

▼

⚠

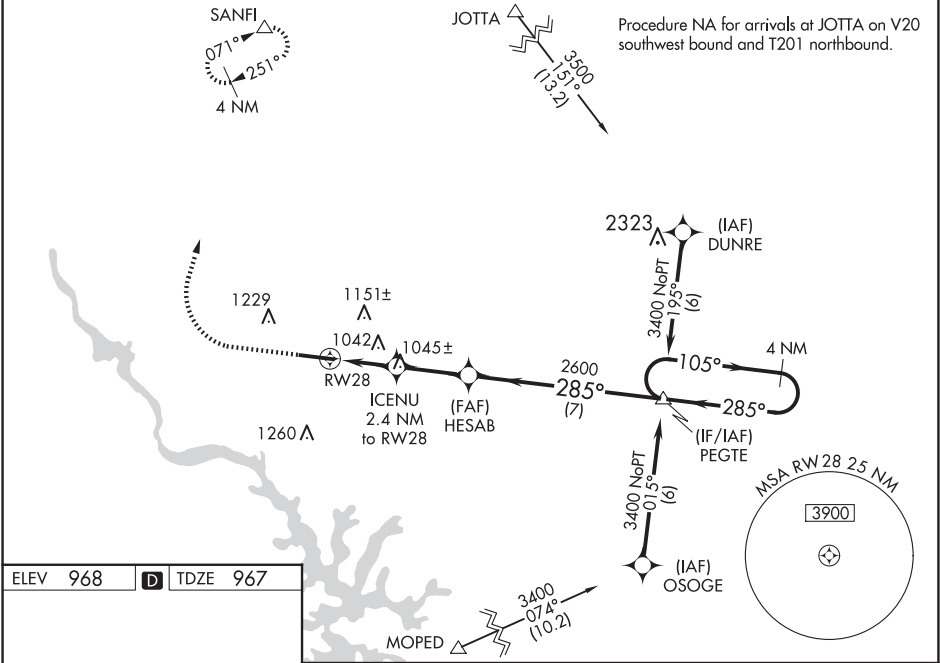
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.  
When local altimeter setting not received, use Lincolnnton altimeter setting and increase LPV DA to 1218, LNAV/VNAV DA to 1269, and all MDA 60 feet; increase LNAV/VNAV all Cats and LNAV Cats C/D visibility  $\frac{1}{8}$ , and Circling Cat C  $\frac{1}{4}$  mile. VDP and Baro-VNAV NA when using Lincolnnton altimeter setting. For inop MALSRL, increase LNAV/VNAV all Cats and LNAV Cats C/D visibility to  $\frac{7}{8}$  mile. For inop MALSRL when using Lincolnnton altimeter setting, increase LNAV/VNAV all Cats and LNAV Cats C/D visibility to 1 mile.

MALSRL

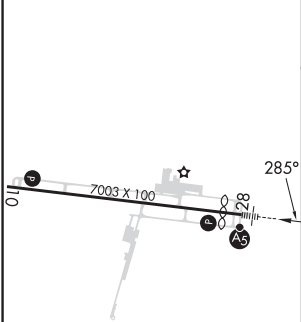



MISSED APPROACH:  
Climb to 1380 then climbing right turn to 3400 direct SANFI and hold.

AWOS-3 <b>119.225</b>	ATLANTA CENTER <b>125.15 263.0</b>	UNICOM <b>123.075 (CTAF) 1</b>
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ELEV 968	<b>D</b>	TDZE 967
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CATEGORY				
A				
B				
C				
D				
LPV	DA	1167- $\frac{3}{4}$	200 (200- $\frac{3}{4}$ )	
LNAV/VNAV	DA	1218- $\frac{3}{4}$	251 (300- $\frac{3}{4}$ )	
LNAV	MDA	1300- $\frac{3}{4}$	333 (400- $\frac{3}{4}$ )	
	CIRCLING	1420-1 452 (500-1)	1540-1 572 (600-1)	1540-1 $\frac{1}{2}$ 572 (600-1 $\frac{1}{2}$ )
				1560-2 592 (600-2)

SUMMERVILLE, SOUTH CAROLINA

AL-9078 (FAA)

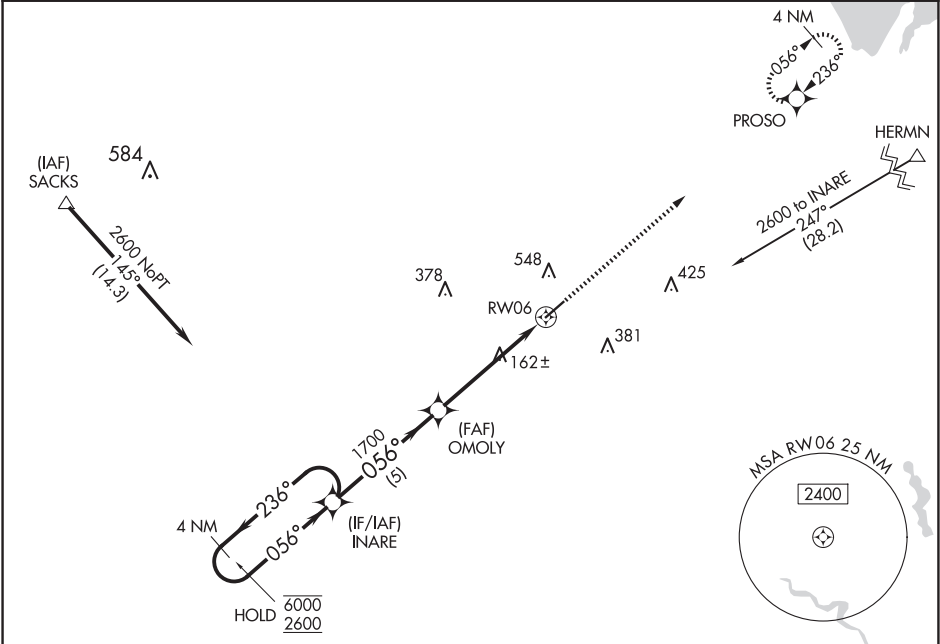
21056

WAAS CH <b>49018</b> <b>W06A</b>	APP CRS <b>056°</b>	Rwy Idg TDZE <b>53</b> Apt Elev <b>56</b>	<b>5000</b>
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**RNAV (GPS) RWY 6**  
SUMMERVILLE (DYB)

RNP APCH.	MISSED APPROACH: Climb to 2600 direct PROSO and hold.
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AWOS-3 <b>119.575</b>	CHARLESTON APP CON <b>120.7 306.925</b>	UNICOM <b>123.0 (CTAF)</b>
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				ELEV 56		TDZE 53	
<div>4 NM Holding Pattern</div> <div>INARE</div> <div>OMOLY</div> <div>GP 3.00° TCH 40</div> <div>*1.4 NM to RW06</div> <div>*LNAV only.</div>				<div>2600</div> <div>PROSO</div>			
<div>6000 ← 236°</div> <div>2600 ← 056°</div> <div>056°</div> <div>1700</div> <div>5 NM</div> <div>3.7 NM</div> <div>1.4 NM</div> <div>RW06</div>				<div>0.8% UP</div> <div>056° to RW06</div> <div>3000 X 75</div>			
CATEGORY	A	B	C	D			
LPV DA	253-¾ 200 (200-¾)			NA			
LNAV/VNAV DA	477-1¼ 424 (500-1¼)			NA			
LNAV MDA	540-1 487 (500-1)		540-1¾ 487 (500-1¾)	NA			
CIRCLING	860-1 804 (900-1)		860-2¼ 804 (900-2¼)	NA	MIRL Rwy 6-24		

SUMMERVILLE, SOUTH CAROLINA  
Amdt 1A 08NOV18

33°04'N-80°17'W

**RNAV (GPS) RWY 6**  
SUMMERVILLE (DYB)

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

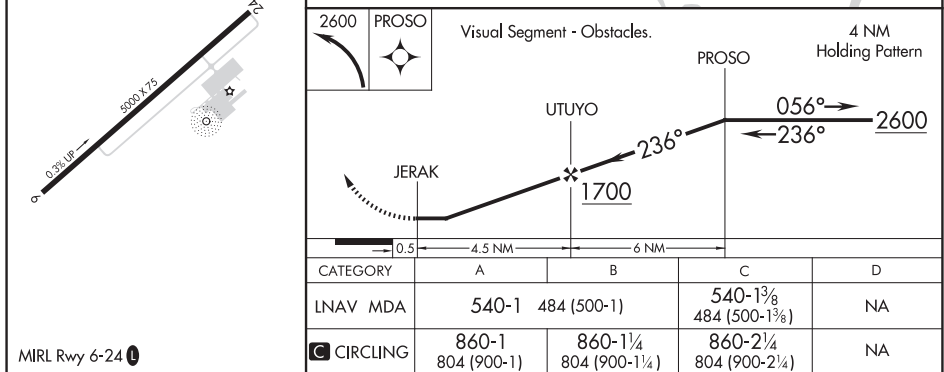
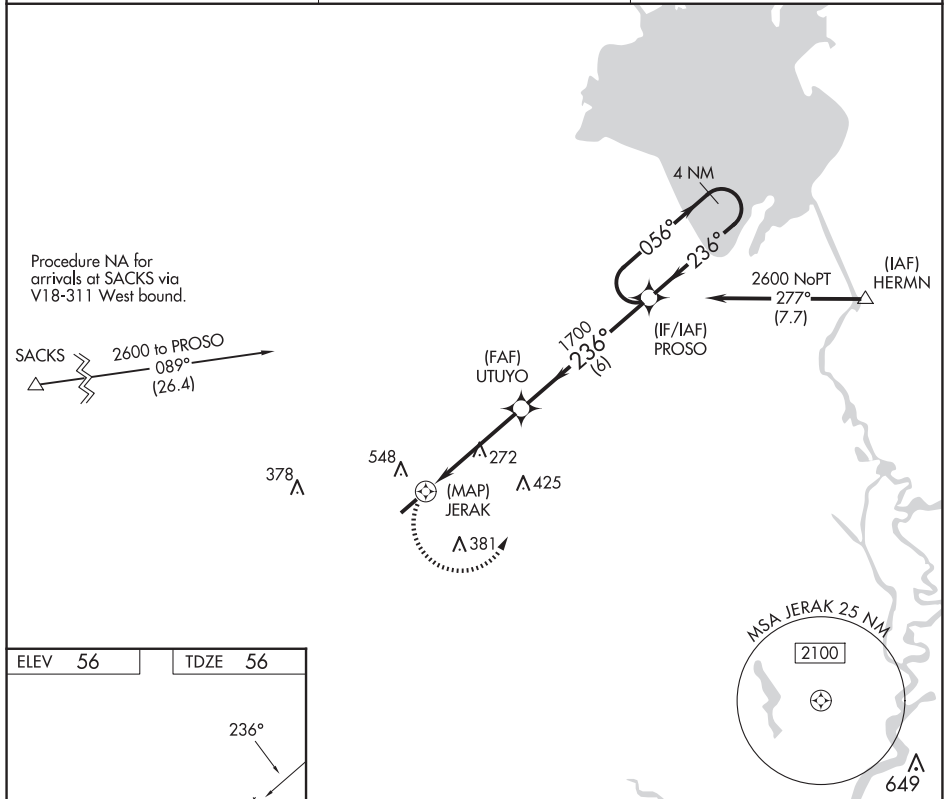
24025

RNAV (GPS) RWY 24  
SUMMERVILLE (DYB)

**T** Straight-in/Circling Rwy 24 NA at night.  
**A** Rwy 24 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 2600 direct PROSO and hold.

AWOS-3 <b>119.575</b>	CHARLESTON APP CON <b>120.7 306.925</b>	UNICOM <b>123.0 (CTAF) 0</b>
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33°04'N-80°17'W  
681

SUMMERVILLE (DYB)  
RNAV (GPS) RWY 24

SE-2, 12 JUN 2025 to 07 AUG 2025

NDB DYB	APP CRS	Rwy Idg	5000
<u>365</u>	<u>067°</u>	TDZE	53
		Apt Elev	56

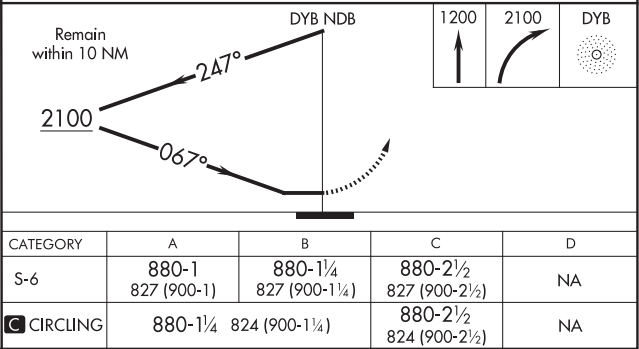
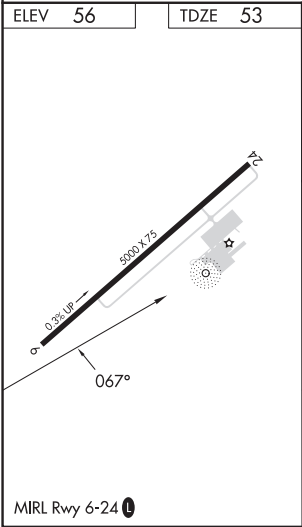
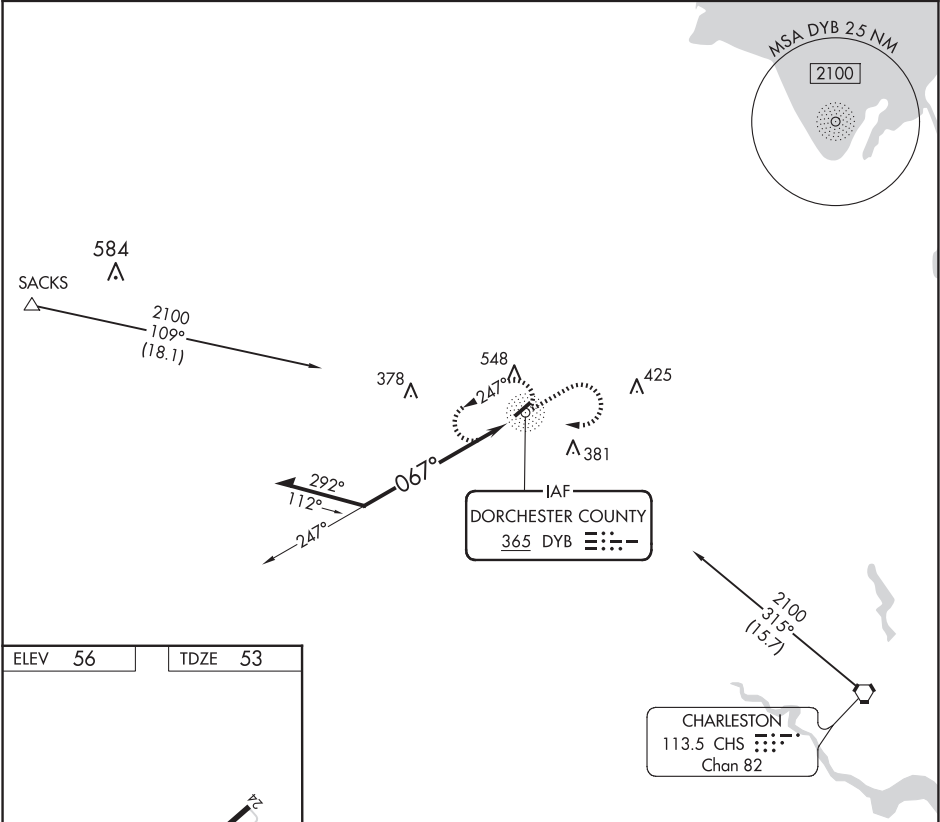
NDB RWY 6  
SUMMERVILLE (DYB)

**NA**

Circling Rwy 24 NA at night.  
Rwy 6 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2100 then climbing right turn to 2100 direct DYB NDB and hold.

AWOS-3 119.575	CHARLESTON APP CON 120.7 306.925	UNICOM 123.0 (CTAF) <b>0</b>
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SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-SMS  
**109.35**  
Chan **30** (Y)

APP CRS  
**230°**

Rwy Idg  
TDZE **182**  
Apt Elev **182**

5501

182

182

ILS or LOC RWY 23

SUMTER (SMS)

DME required.

Circling NA to Rwy's 14 and 32.  
Inop table does not apply to S-ILS 23 all Cats.

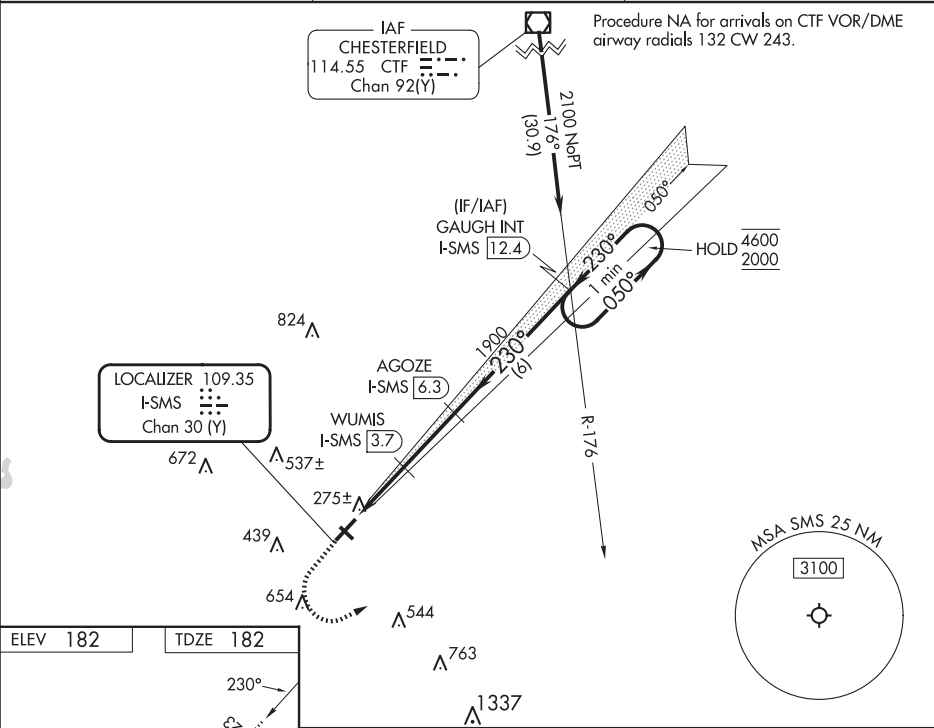
ODALS

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 on heading 050° and CTF VOR/DME R-176 to GAUGH INT/I-SMS 12.4 DME and hold.

AWOS-3  
**118.075**

SHAW APP CON ★  
**125.4**

UNICOM  
**122.7** (CTAF) **1**



ELEV 182

TDZE 182

600

2000

CTF R-176

GAUGH INT

One Minute Holding Pattern

GAUGH/INT I-SMS 12.4

AGOZE I-SMS 6.3

WUMIS I-SMS 3.7

I-SMS 2.1

I-SMS 1.1

050°

230°

4600

2000

1900

1040

GS 3.00°

TCH 44

1 NM

1.6 NM

2.7 NM

6 NM

CATEGORY	A	B	C	D
S-ILS 23		382-¾	200 (200-¾)	
S-LOC 23	540-¾	358 (400-¾)	540-⅞	358 (400-⅞)
CIRCLING	600-1 418 (500-1)	680-1 498 (500-1)	960-2¼ 778 (800-2¼)	960-2½ 778 (800-2½)

SUMTER, SOUTH CAROLINA

AL-5194 (FAA)

23278

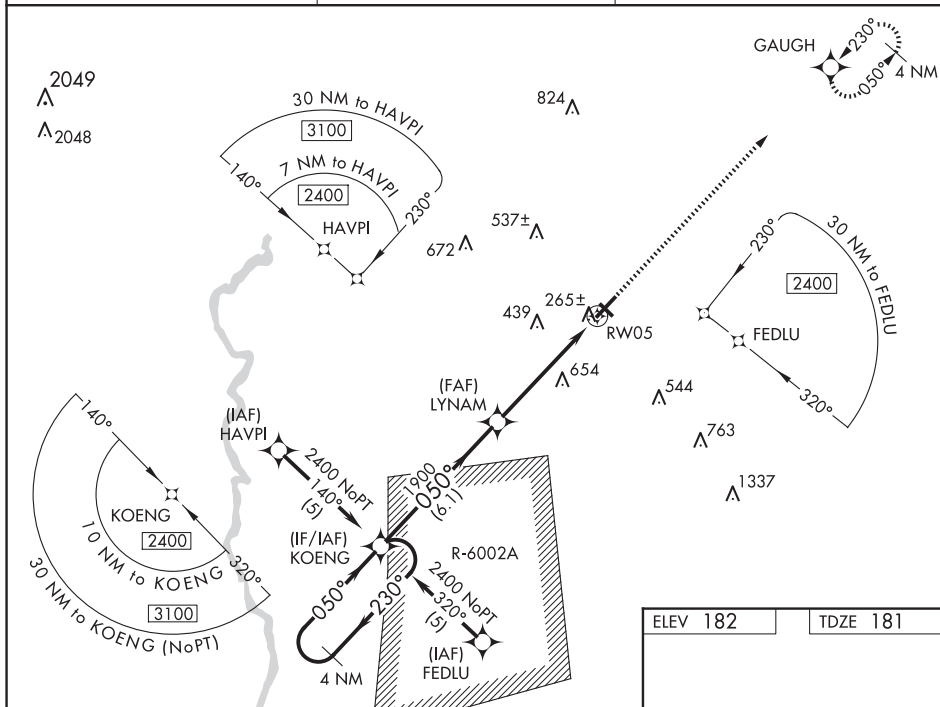
WAAS CH <b>61215</b> <b>W05A</b>	APP CRS <b>050°</b>	Rwy Idg TDZE <b>181</b> Apt Elev <b>182</b>
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# RNAV (GPS) RWY 5

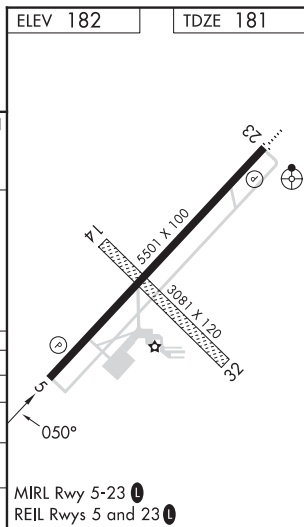
SUMTER (SMS)

<p><b>⚠</b> For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Procedure NA when R-6002A is active. Circling NA to Rwy 14-32. When local altimeter setting not received, use Camden altimeter setting and increase all DA 65 feet and all MDA 80 feet and LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D, and Circling Cats C/D visibilities ¼ mile. VDP and Baro/VNAV NA when using Camden altimeter setting.</p>	<p>MISSED APPROACH: Climb to 2400 direct GAUGH and hold.</p>
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AWOS-3 <b>118.075</b>	SHAW APP CON * <b>125.4</b>	UNICOM <b>122.7</b> (CTAF) <b>0</b>
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45).		2400 GAUGH
2400 ← 230°		050° →		* LNAV only.
GP 3.00°		TCH 40		
6.1 NM		2.9 NM		2.3 NM
CATEGORY	A	B	C	D
LPV DA	381-3/4		200 (200-3/4)	
LNAV/VNAV DA	535-1 1/4		354 (400-1 1/4)	
LNAV MDA	940-1 759 (800-1)	940-1 1/4 759 (800-1 1/4)	940-2 1/4 759 (800-2 1/4)	940-2 1/2 759 (800-2 1/2)
CIRCLING	940-1 758 (800-1)	940-1 1/4 758 (800-1 1/4)	1000-2 1/2 818 (900-2 1/2)	1000-2 3/4 818 (900-2 3/4)



SUMTER, SOUTH CAROLINA  
Orig-A 08OCT20

34°00'N-80°22'W

SUMTER (SMS)  
RNAV (GPS) RWY 5

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



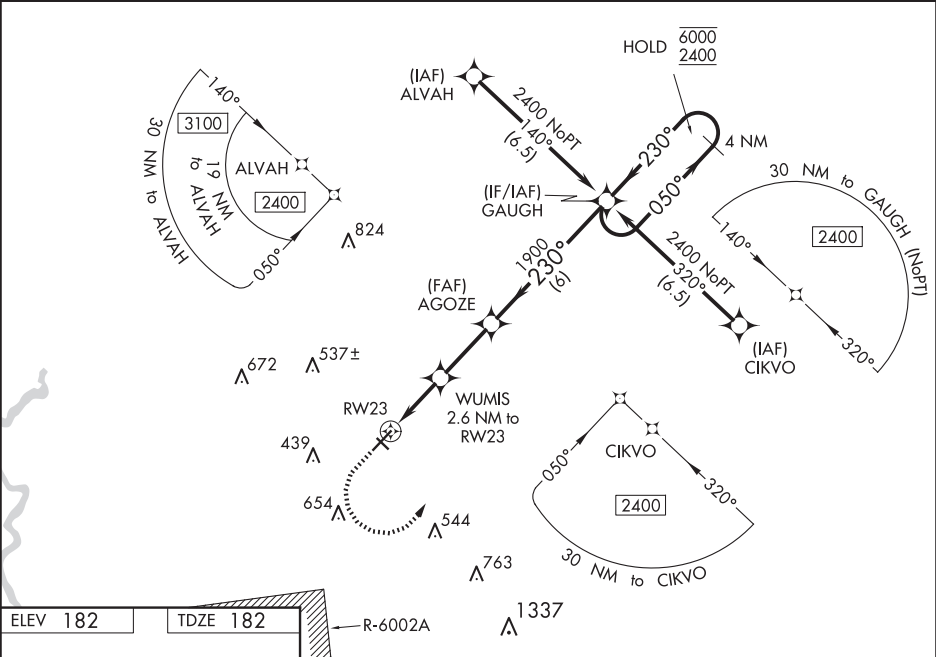
WAAS CH <b>58141</b> <b>W23A</b>	APP CRS <b>230°</b>	Rwy Idg TDZE <b>182</b> Apt Elev <b>182</b>	<b>5501</b>
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RNAV (GPS) RWY 23

SUMTER (SMS)

RNP APCH. <div><div>⚠</div><div>Circling NA to Rwy 14 and 32. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Inop table does not apply to LPV all Cats. For inop ALS increase LNAV/VNAV Cat A/B visibility to ¾ SM.</div></div>	ODALS <div><div>⬆</div><div>⋮</div></div>	MISSED APPROACH: Climb to 600 then climbing left turn to 2400 direct GAUGH and hold.
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AWOS-3 <b>118.075</b>	SHAW APP CON★ <b>125.4</b>	UNICOM <b>122.7 (CTAF)</b> <b>0</b>
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ELEV 182    TDZE 182

230°

30

⬆

14

5501 X 100

3081 X 120

5

600

2400

GAUGH

\*LNAV only.

WUMIS 2.6 NM to RW23

AGOZE 1900

\*1 NM to RW23

RW23

1040\*

1 NM   1.6 NM   2.7 NM   6 NM

GAUGH

4 NM Holding Pattern

050° → 6000

← 230° 2400

GP 3.00° TCH 44

CATEGORY	A	B	C	D
LPV DA	382-¾ 200 (200-¾)			
LNAV/VNAV DA	460-¾ 278 (300-¾)			
LNAV MDA	540-¾ 358 (400-¾)	540-⅞ 358 (400-⅞)		
<div>Ⓢ</div> CIRCLING	600-1 418 (500-1)	680-1 498 (500-1)	1000-2½ 818 (900-2½)	1000-2¾ 818 (900-2¾)

MIRL Rwy 5-23 0

REIL Rwy 5 and 23 0

SYLVA, NORTH CAROLINA

AL-9825 (FAA)

24305

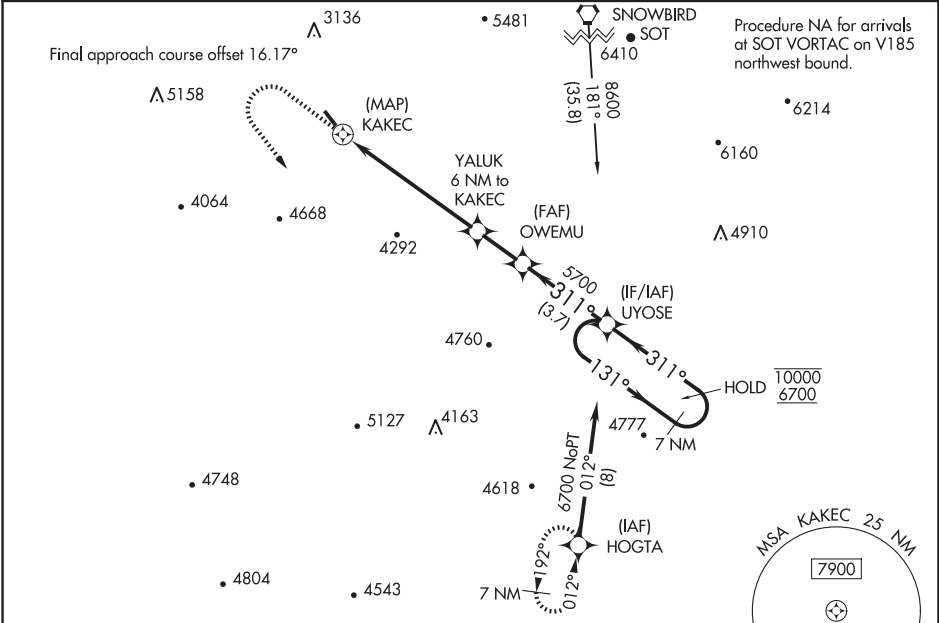
APP CRS	Rwy Idg	3060
311°	TDZE	2807
	Apt Elev	2857

# RNAV (GPS) RWY 33

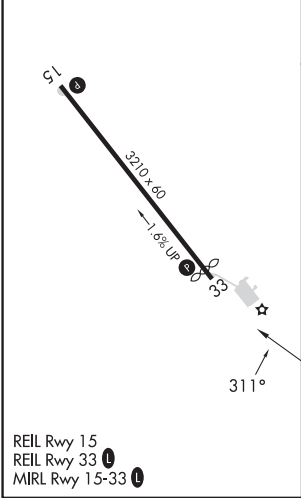
JACKSON COUNTY (24A)

RNP APCH.	MISSED APPROACH: Climb to 5000 then climbing left turn to 8000 direct HOGTA and hold.
▼ Procedure NA at night. ▲ Rwy 33 helicopter visibility reduction below 1 SM NA. ☼ -14°C	

AWOS-3PT 118.9	ATLANTA CENTER 134.8 379.95	UNICOM 123.0 (CTAF) 0
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ELEV 2857	TDZE 2807
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5000	8000	HOGTA	Visual segment - Obstacles.	UYOSE	7 NM Holding Pattern
↑	↶	✦			
0.5 6 NM 2 NM 3.7 NM					
CATEGORY	A	B	C	D	
LNAV MDA	4360-1¼ 1553 (1600-1¼)	4360-1½ 1553 (1600-1½)	NA		
CIRCLING	4360-1¼ 1503 (1600-1¼)	4520-1½ 1663 (1700-1½)	NA		

SYLVA, NORTH CAROLINA

Amdt 1 05DEC19

35°19'N-83°13'W

JACKSON COUNTY (24A)

# RNAV (GPS) RWY 33

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

VORTAC TYI

117.8

Chan 125

APP CRS

291°

Rwy Idg

3999

TDZE

50

Apt Elev

53

VOR/DME or GPS RWY 27

TARBORO-EDGEcombe (ETC)

Use Rocky Mount altimeter setting; when not received

NA use Raleigh-Durham altimeter setting minimums.

MISSED APPROACH: Climb to 2000 direct TYI VORTAC and hold.

AWOS-3P

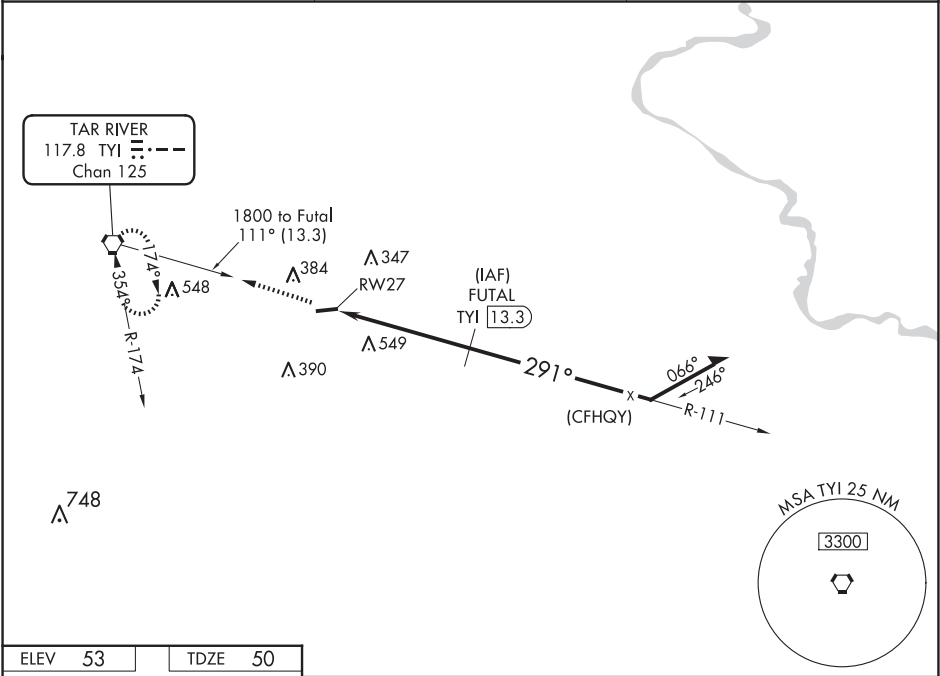
119.575

WASHINGTON CENTER

123.85 279.65

CTAF

122.9 0



ELEV 53

TDZE 50

2000

TYI

FUTA L  
TYI 13.3

Remain within 10 NM

RW27  
TYI 8.3

3999 X 60

291° 5 NM from FAF

CATEGORY	A	B	C	D
S-27	860-1 810 (900-1)	860-1¼ 810 (900-1¼)	860-2¼ 810 (900-2¼)	860-2½ 810 (900-2½)
CIRCLING	860-1 807 (900-1)	860-1¼ 807 (900-1¼)	860-2¼ 807 (900-2¼)	920-2¾ 867 (900-2¾)
RALEIGH-DURHAM ALTIMETER SETTING MINIMUMS				
S-27	1080-1¼ 1030 (1100-1¼)	1080-1½ 1030 (1100-1½)	1080-3	1030 (1100-3)
CIRCLING	1080-1¼ 1027 (1100-1¼)	1080-1½ 1027 (1100-1½)	1080-3	1140-3 1087 (1100-3)

REIL Rwy 27 0

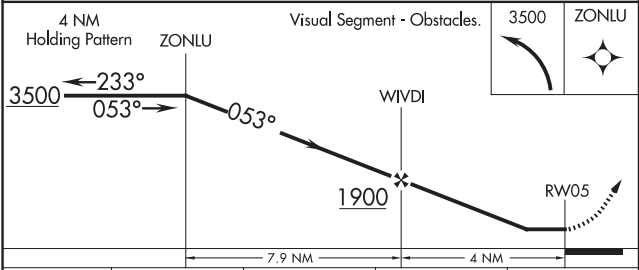
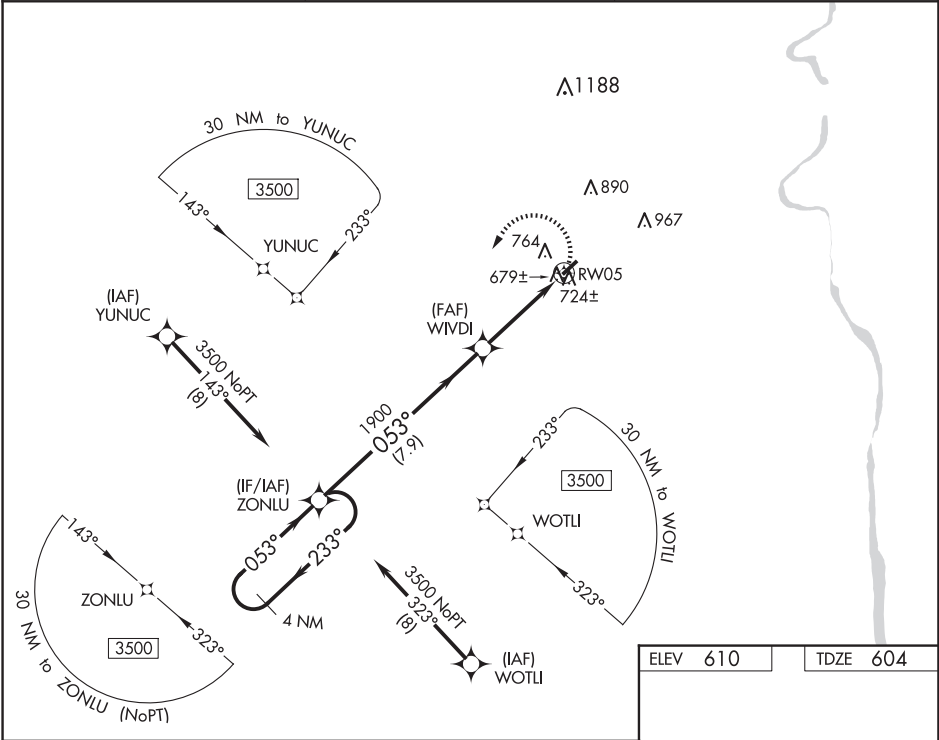
MIRL Rwy 9-27 0

WAAS CH <b>97335</b> <b>W05A</b>	APP CRS <b>053°</b>	Rwy Idg TDZE Apt Elev	<b>3508</b> <b>604</b> <b>610</b>
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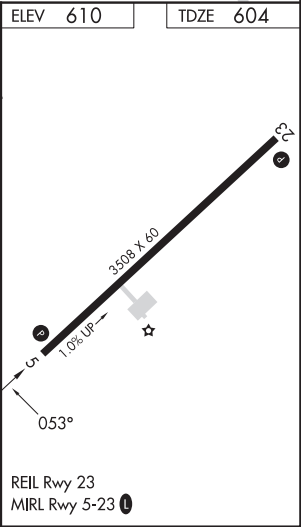
**RNAV (GPS) RWY 5**  
UNION COUNTY, TROY SHELTON FLD (35A)

RNP APCH.	When local altimeter setting not received, use Laurens altimeter setting. Procedure NA at night. Rwy 5 helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climbing left turn to 3500 direct ZONLU and hold.
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AWOS-3PT <b>119.45</b>	GREER APP CON ★ <b>119.4 350.2</b>	UNICOM <b>122.7 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LP MDA	1000-1	396 (400-1)	NA	
LNAV MDA	1040-1	436 (500-1)	NA	
CIRCLING	1180-1	570 (600-1)	NA	



SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

WAAS  
CH 77535  
W23A

APP CRS  
233°

Rwy ldg  
TDZE 610  
Apt Elev 610

3508

610

610

RNAV (GPS) RWY 23

UNION COUNTY, TROY SHELTON FLD (35A)

RNP APCH - GPS.

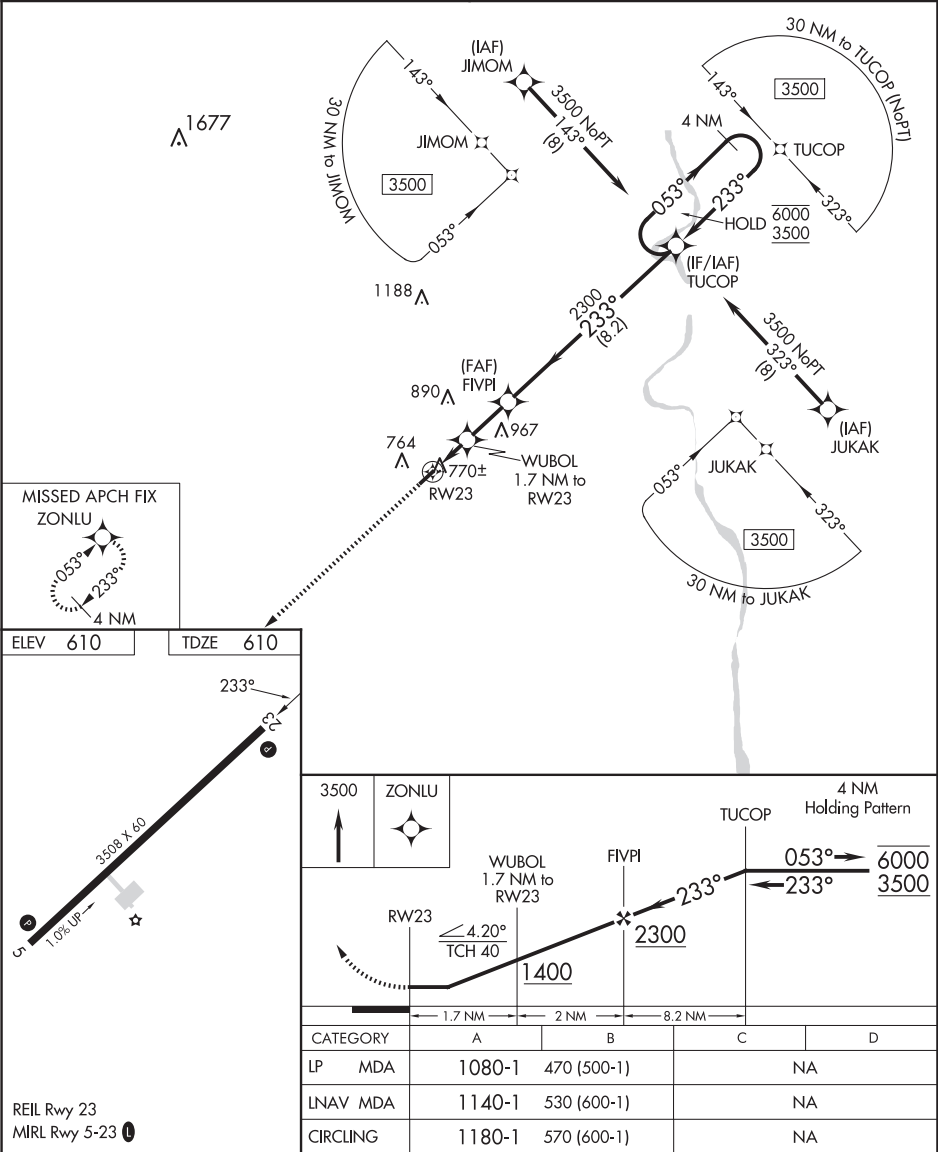
Procedure NA at night. When local altimeter setting not received, use Laurens altimeter setting and increase all MDAs 60 feet.  
Rwy 23 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3500 direct ZONLU and hold, continue climb-in-hold to 3500.

AWOS-3PT  
119.45

GREER APP CON ★  
119.4 350.2

UNICOM  
122.7 (CTAF) 0



SE-2, 12 JUN 2025 to 07 AUG 2025

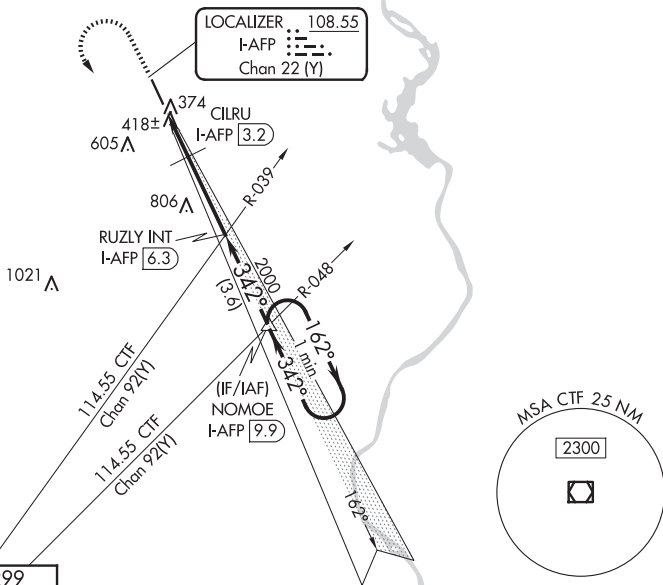
SE-2, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 34  
ANSON COUNTY/JEFF CLOUD FLD (AFP)

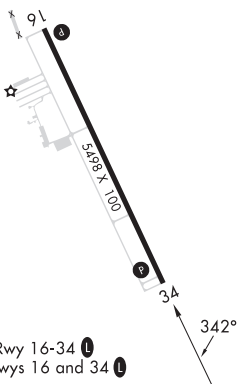
Rwy 34 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

**MISSED APPROACH:** Climb to 1000 then climbing left turn to 3000 on heading 120° and on I-AFP S course (162°) to NOMOE INT/I-AFP 9.9 DME and hold.

AWOS-3 <b>119.325</b>	CHARLOTTE APP CON <b>120.05 307.8</b>	UNICOM <b>122.8 (CTAF) 0</b>
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1000 ↑	3000 hdg 120°	I-AFP S crs	NOMOE △
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MIRL Rwy 16-34 **L**  
REIL Rwy 16 and 34 **L**

FAF to MAP 5.2 NM

CATEGORY	A B C D
S-ILS 34	649-1 350 (400-1)
S-LOC 34	940-1 641 (700-1) 940-1 7/8 641 (700-1 7/8)
CILRU FIX MINIMUMS	
S-LOC 34	820-1 521 (600-1) 820-1 1/2 521 (600-1 1/2)

ANSON COUNTY/JEFF CLOUD FLD (AFB)  
35°01'N-80°05'W  
ILS or LOC RWY 34

APP CRS  
**162°**

Rwy Idg  
TDZE  
**300**

Apt Elev  
**300**

**RNAV (GPS) RWY 16**

ANSON COUNTY/JEFF CLOUD FLD (A/F P)

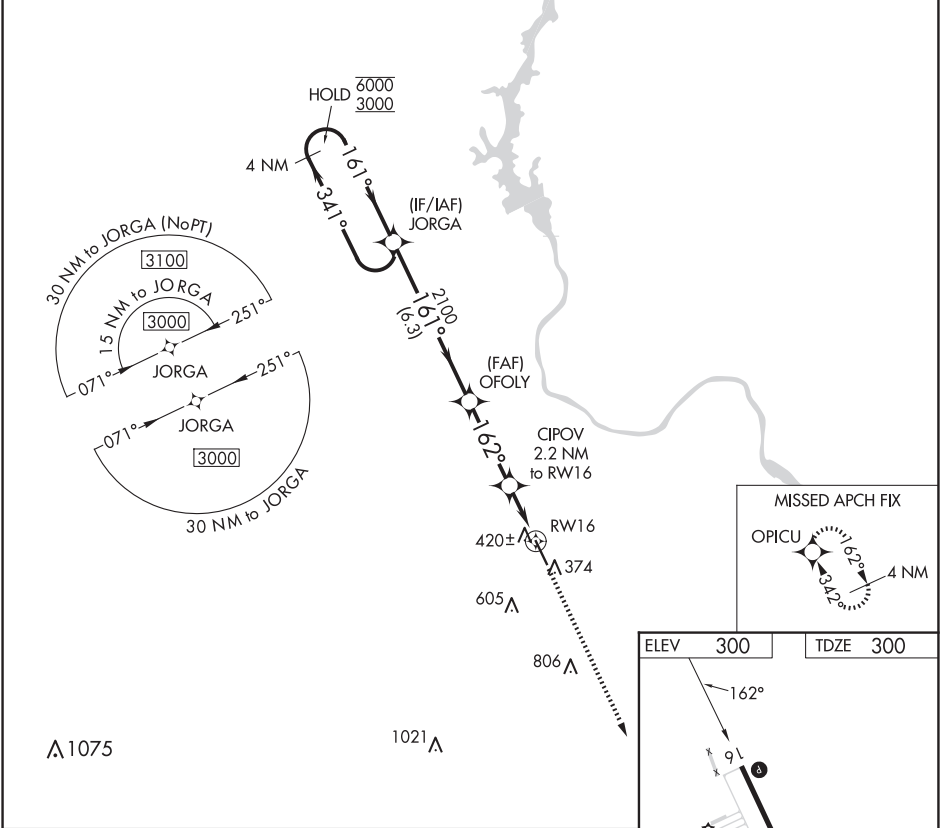
RNP APCH - GPS.

Procedure NA at night.

Rwy 16 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct OPICU and hold.

AWOS-3 <b>119.325</b>	CHARLOTTE APP CON <b>120.05 307.8</b>	UNICOM <b>122.8 (CTAF) 0</b>
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4 NM Holding Pattern

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 44).

3000 OPICU

JORGA

OFOLY

CIPOV 2.2 NM to RW16

RW16

6000 341°

3000 161°

161°

2100

162°

1040

6.3 NM

3.3 NM

2.2 NM

CATEGORY	A	B	C	D
LNAV MDA	680-1 380 (400-1)			

ELEV 300 TDZE 300

162°

91°

5498 X 100

34

MIRL Rwy 16-34

REIL Rwy 16 and 34

WADESBORO, NORTH CAROLINA


AL-6613 (FAA)

23222

WAAS CH <b>69408</b> <b>W34A</b>	APP CRS <b>342°</b>	Rwy Idg TDZE Apt Elev	<b>5498</b> <b>299</b> <b>300</b>
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**RNAV (GPS) RWY 34**  
ANSON COUNTY/JEFF CLOUD FLD (A/P)

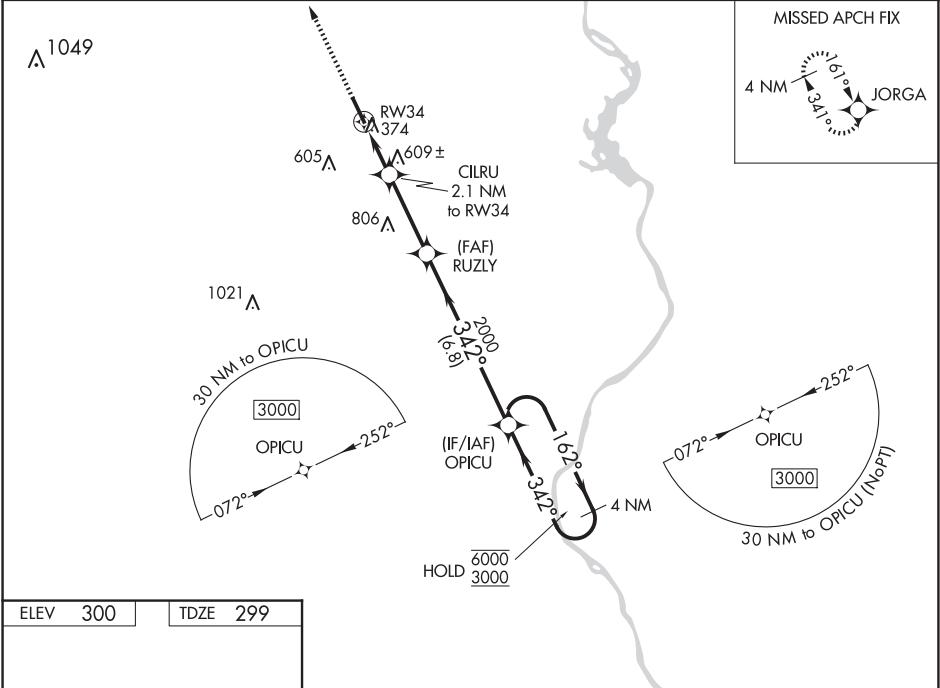
RNP APCH - GPS.



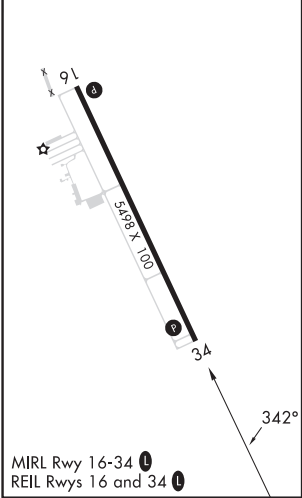
For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 42°C. Rwy 34 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct JORGA and hold.

AWOS-3 <b>119.325</b>	CHARLOTTE APP CON <b>120.05 307.8</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 300	TDZE 299
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3000

↑

JORGA

✦

CILRU

2.1 NM to RW34

RUZLY

2000

OPICU

4 NM Holding Pattern

RW34

↙

162° →

← 342°

6000

3000

GP 3.00°

TCH 42

2.1 NM

3.1 NM

6.8 NM

1000

2000

CATEGORY	A	B	C	D
LPV DA	649-1		350 (400-1)	
LNAV/VNAV DA	957-1½		658 (700-1½)	
LNAV MDA	860-1	561 (600-1)	860-1½	561 (600-1½)
CIRCLING	860-1	560 (600-1)	1080-2¼ 780 (800-2¼)	1080-2½ 780 (800-2½)

WADESBORO, NORTH CAROLINA  
Amdt 2D 03NOV22

ANSON COUNTY/JEFF CLOUD FLD (A/P)  
35°01'N-80°05'W  
**RNAV (GPS) RWY 34**

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

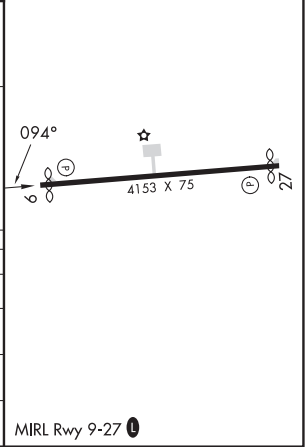
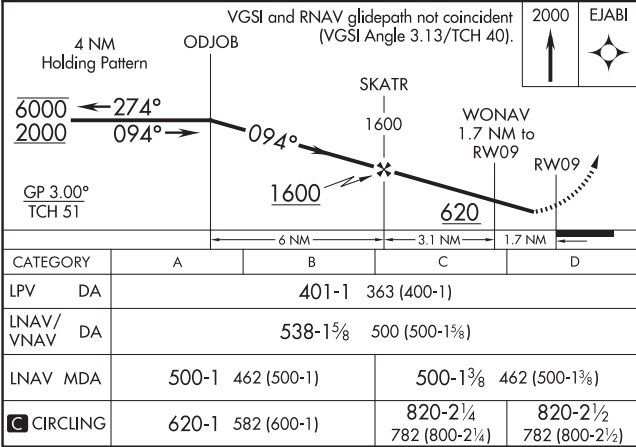
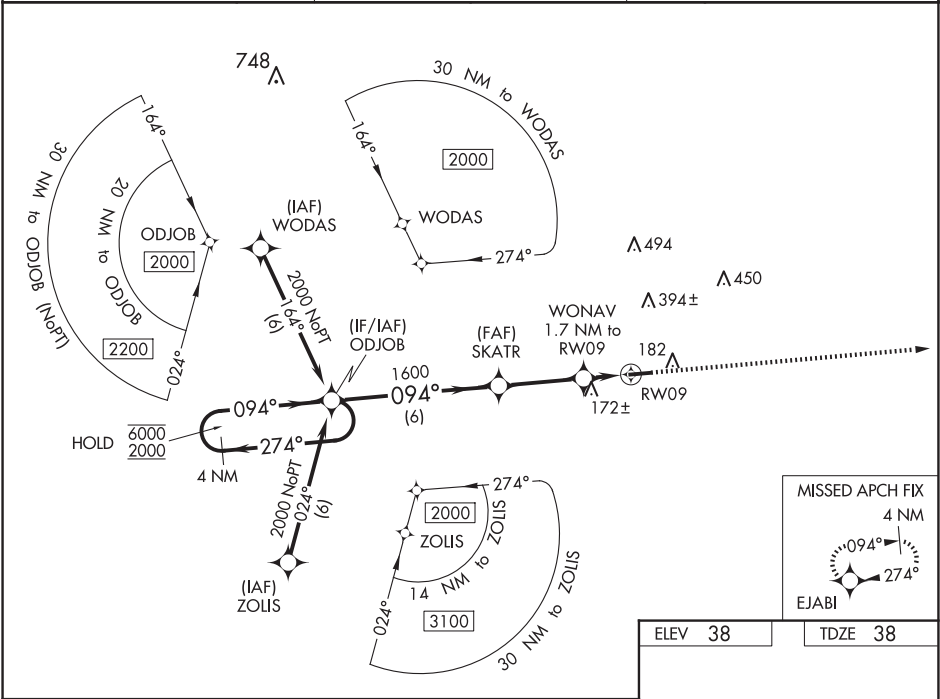


WAAS CH <b>93536</b> <b>W09A</b>	APP CRS <b>094°</b>	Rwy Idg TDZE Apt Elev	<b>4004</b> <b>38</b> <b>38</b>
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RNAV (GPS) RWY 9  
WALLACE-PENDER (ACZ)

RNP APCH - GPS.	<p><b>▽</b> Rwy 9 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA. <b>▲</b> NA When local altimeter not received, use Kenansville altimeter setting. Straight-in and Circling Rwy 9 NA at night.</p>	MISSED APPROACH: Climb to 2000 direct EJABI and hold.

AWOS-3P <b>121.07</b>	WILMINGTON APP CON ★ <b>135.75 317.425</b>	UNICOM <b>122.8 (CTAF) 0</b>
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WALLACE, NORTH CAROLINA

AL-5587 (FAA)

25107

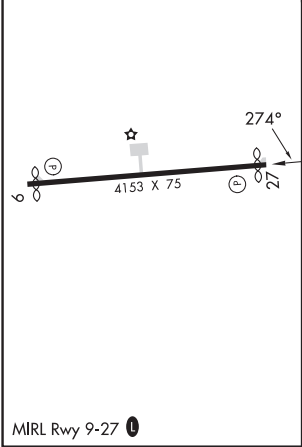
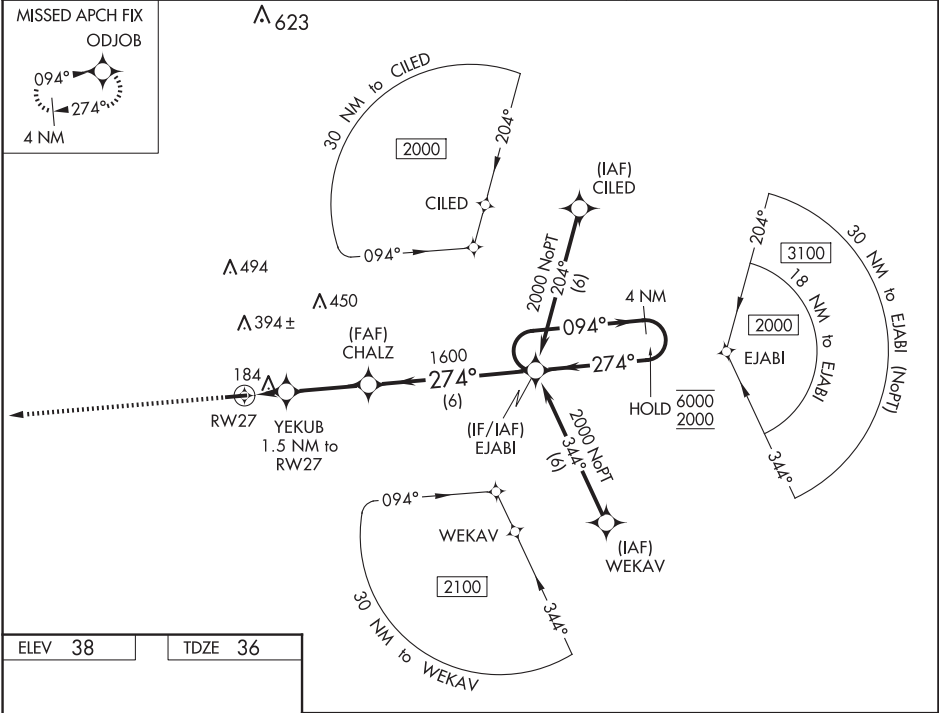
WAAS CH <b>53336</b> <b>W27A</b>	APP CRS <b>274°</b>	Rwy Idg TDZE <b>36</b> Apt Elev <b>38</b>	<b>4002</b>
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RNAV (GPS) RWY 27

WALLACE-PENDER (ACZ)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2000 direct ODJOB and hold.
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AWOS-3P <b>121.07</b>	WILMINGTON APP CON ★ <b>135.75 317.425</b>	UNICOM <b>122.8 (CTAF) 1</b>
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2000	ODJOB	VGSI and RNAV glidepath not coincident (VGSI Angle 3.53/TCH 44).			
		4 NM Holding Pattern			
		GP 3.20° TCH 60			
		EJABI			
		CHALZ			
		YEKUB 1.5 NM to RW27			
		RW27			
		580			
		1600			
		274°			
		094°			
		6000			
		2000			
		1.5 NM 3 NM 6 NM			
CATEGORY		A	B	C	D
LPV DA		406-1	370 (400-1)		NA
LNAV/VNAV DA		599-1¾	563 (600-1¾)		NA
LNAV MDA		560-1	524 (600-1)	560-1½	524 (600-1½)
CIRCLING		620-1	582 (600-1)	820-2¼	820-2½
				782 (800-2¼)	782 (800-2½)

WALLACE, NORTH CAROLINA  
Orig-C 18APR24

34°43'N-78°00'W

WALLACE-PENDER (ACZ)

RNAV (GPS) RWY 27

SE-2, 12 JUN 2025 to 07 AUG 2025

VORTAC GSO	APP CRS	Rwy Idg	2725
116.2	334°	TDZE	631
Chan 109		Apt Elev	631

VOR/DME or GPS RWY 34

MEADOW BROOK FLD (N63)

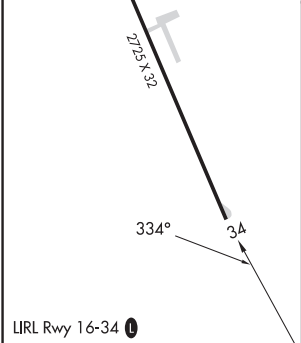
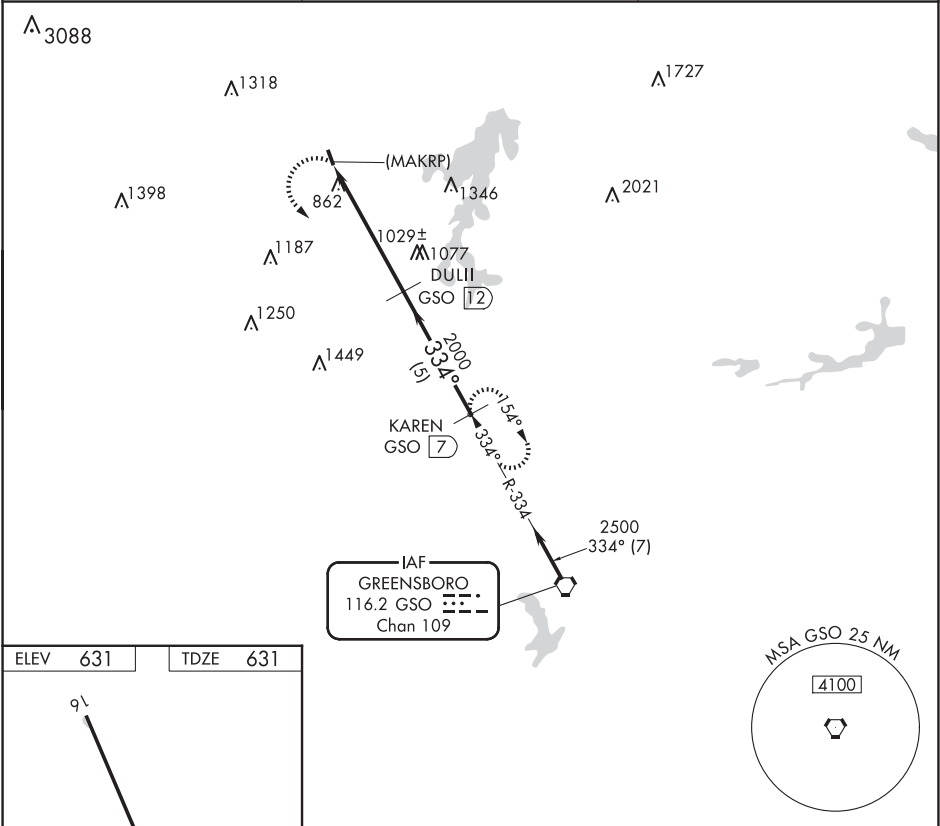
▼

NA

Use Reidsville altimeter setting. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 2500 via GSO R-334 to KAREN GSO 7 DME and hold.

SIF AWOS-3 119.775	GREENSBORO APP CON 124.35 269.225	UNICOM 123.0 (CTAF) 0
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2500 GSO R-334	KAREN GSO 7	DULII GSO 12	KAREN GSO 7	2500
(MAKRP) GSO 17.3	334°		2000	
5.3 NM		5 NM		
CATEGORY	A	B	C	D
S-34	1400-1 769 (800-1)	1400-1¼ 769 (800-1¼)	NA	
CIRCLING	1400-1 769 (800-1)	1440-1¼ 809 (900-1¼)	NA	

Procedure Turn NA

WALTERBORO, SOUTH CAROLINA

AL-5752 (FAA)

24305

LOC/DME I-RBW <b>110.15</b> Chan 38 (Y)	APP CRS <b>229°</b>	Rwy Idg TDZE Apt Elev <b>6002</b> <b>101</b> <b>101</b>
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# ILS Y or LOC Y RWY 23

## LOWCOUNTRY RGNL (R.BW)

DME required.



Rwy 23 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.  
Inop table does not apply to S-LOC 23 all Cats.

ODALS

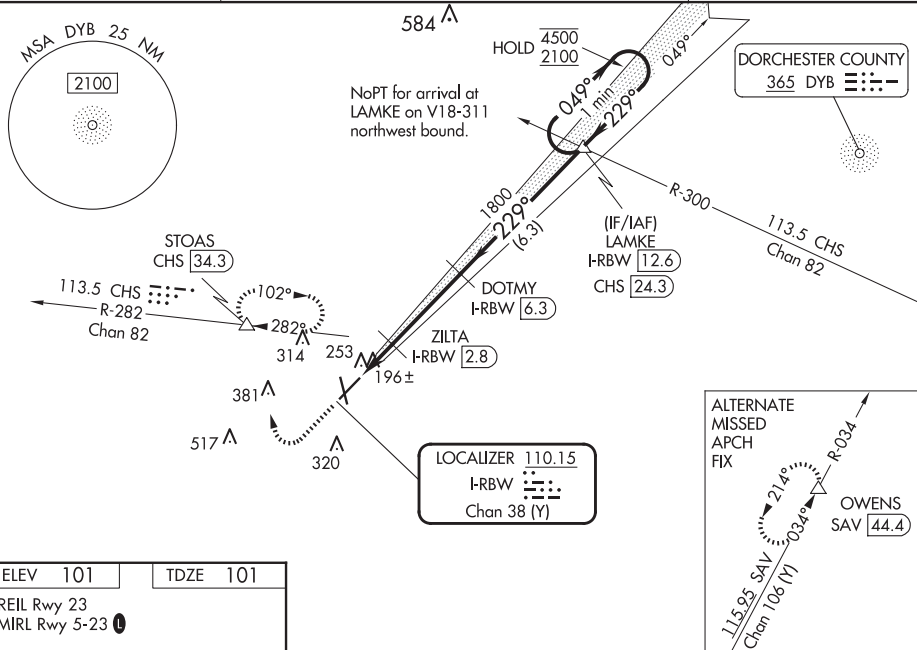


MISSED APPROACH: Climb to 700 then climbing right turn to 2000 on heading 360° and CHS VORTAC R-282 to STOAS/CHS VORTAC 34.3 DME and hold, continue climb-in-hold to 2000, or as directed by ATC.

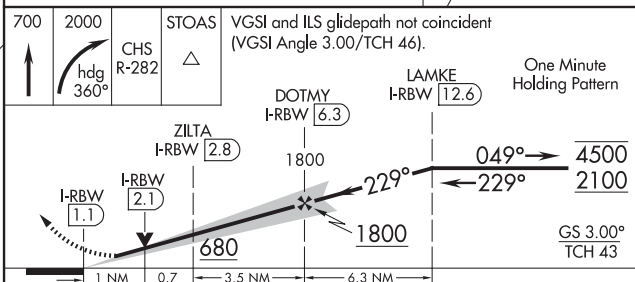
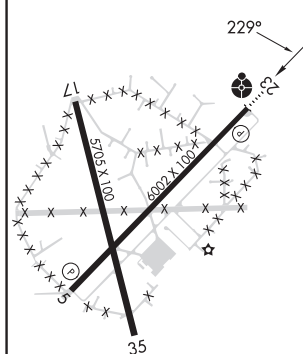
AWOS-3PT  
**118.725**

CHARLESTON APP CON  
**120.7 306.925**

UNICOM  
**122.8 (CTAF)**



ELEV 101	TDZE 101
REIL Rwy 23	MIRL Rwy 5-23



CATEGORY	A	B	C	D
S-ILS 23	301- $\frac{3}{4}$ 200 (200- $\frac{3}{4}$ )			
S-LOC 23	460- $\frac{3}{4}$ 359 (400- $\frac{3}{4}$ )		460- $\frac{7}{8}$ 359 (400- $\frac{7}{8}$ )	
CIRCLING	620-1 519 (600-1)		700-1 $\frac{1}{2}$ 599 (600-1 $\frac{1}{2}$ )	
			700-2 599 (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

WALTERBORO, SOUTH CAROLINA

Amdt 3 30NOV23

32°55'N-80°38'W

# LOWCOUNTRY RGNL (R.BW)

## ILS Y or LOC Y RWY 23

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



WALTERBORO, SOUTH CAROLINA

AL-5752 (FAA)

24305

WAAS CH <b>82232</b> <b>W05A</b>	APP CRS <b>049°</b>	Rwy Idg TDZE <b>96</b> Apt Elev <b>101</b>
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# RNAV (GPS) RWY 5

## LOWCOUNTRY RGNL (RBW)

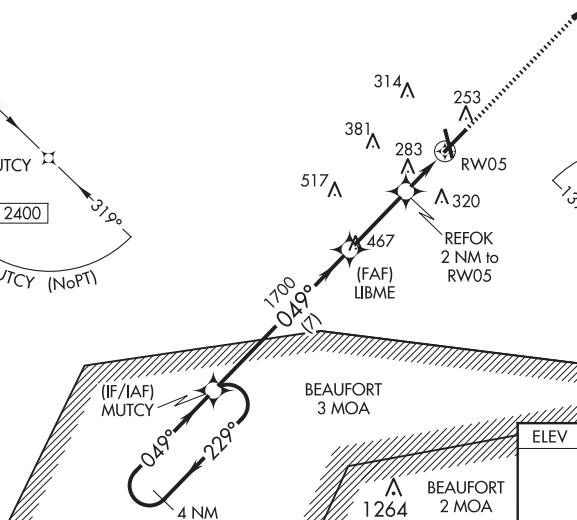
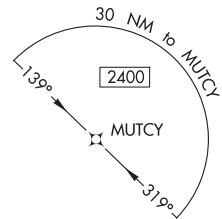
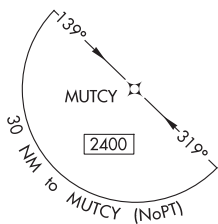
⚠ For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 54°C (130°F).  
 ⚠ DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Charleston AFB/Intl altimeter setting.  
 ⚠ Helicopter visibility reduction below  $\frac{3}{4}$  SM NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all DA 78 feet and all MDA 80 feet; increase LPV, LNAV/VNAV all Cats and Circling Cat D visibility  $\frac{1}{4}$  mile, increase LNAV Cat C - D visibility  $\frac{1}{8}$  mile, increase Circling Cat C visibility  $\frac{1}{2}$  mile.

**MISSED APPROACH:**  
 Climb to 2100 direct  
 LAMKE and hold.

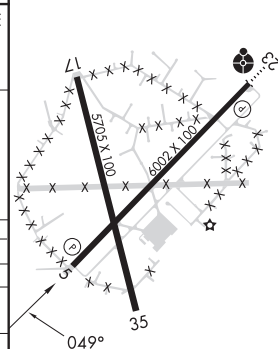
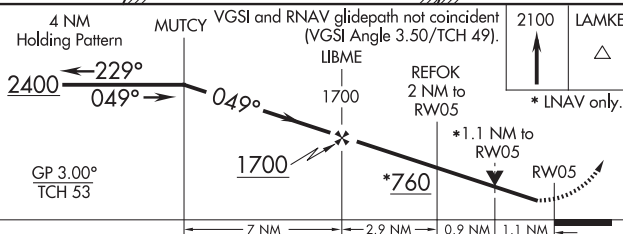
AWOS-3PT  
**118.725**

CHARLESTON APP CON  
**120.7 306.925**

UNICOM  
**122.8 (CTAF) ①**



ELEV 101 TDZE 96



CATEGORY	A	B	C	D
LPV DA		431-1 $\frac{1}{8}$	335 (400-1 $\frac{1}{8}$ )	
LNAV/VNAV DA		507-1 $\frac{3}{8}$	411 (500-1 $\frac{3}{8}$ )	
LNAV MDA	540-1	444 (500-1)	540-1 $\frac{3}{8}$	444 (500-1 $\frac{3}{8}$ )
CIRCLING	620-1 519 (600-1)	640-1 539 (600-1)	700-1 $\frac{1}{2}$ 599 (600-1 $\frac{1}{2}$ )	700-2 599 (600-2)

REIL Rwy 23  
 MRL Rwy 5-23 ①

WALTERBORO, SOUTH CAROLINA

Amdt 1A 29MAY14

32°55'N-80°38'W

# LOWCOUNTRY RGNL (RBW)

## RNAV (GPS) RWY 5

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>93616</b> <b>W17A</b>	APP CRS <b>171°</b>	Rwy Idg TDZE <b>93</b> Apt Elev <b>101</b>	<b>5705</b>
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RNAV (GPS) RWY 17

LOWCOUNTRY RGNL (R.B.W)

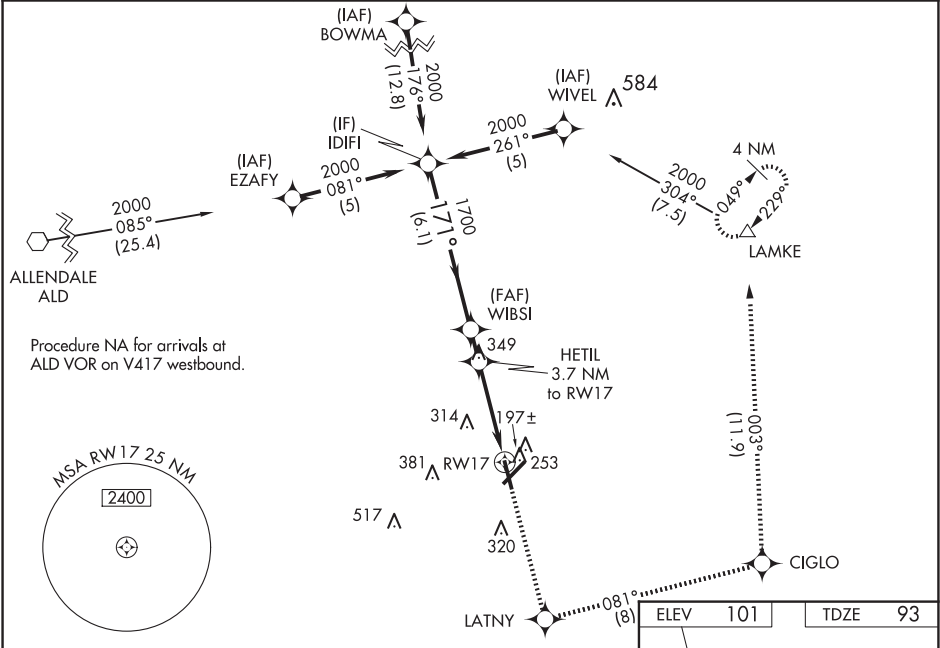
▼

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Charleston Intl/AFB altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting: increase LPV DA to 421 feet and LNAV/VNAV DA to 587 feet and all MDA 80 feet; increase LPV visibility all Cats ½ mile; increase LNAV/VNAV visibility all Cats, LNAV Cats C/D, and Circling Cat D visibility ¼ mile; increase Circling Cat C visibility ½ mile.

MISSED APPROACH:  
Climb to 2100 direct LATNY and on track 081° to CIGLO and track 003° to LAMKE and hold.

AWOS-3PT <b>118.725</b>	CHARLESTON APP CON <b>120.7 306.925</b>	UNICOM <b>122.8 (CTAF) 0</b>
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2100

LATNY

tr 081°

CIGLO

tr 003°

LAMKE

GP 3.00°

TCH 40

2000

171°

1700

3.7 NM to RW17

1300

1.4 NM to RW17

RW17

6.1 NM

1.2 NM

2.3 NM

1.4 NM

\*LNAV only.

REIL Rwy 23

MIRL Rwy 5-23 0

CATEGORY	A	B	C	D
LPV DA	343-1 250 (300-1)			
LNAV/VNAV DA	508-1½ 415 (500-1½)			
LNAV MDA	580-1 487 (500-1)		580-1¾ 487 (500-1¾)	
CIRCLING	620-1 519 (600-1)	640-1 539 (600-1)	700-1½ 599 (600-1½)	700-2 599 (600-2)

WALTERBORO, SOUTH CAROLINA

AL-5752 (FAA)

24305

WAAS CH <b>61016</b> <b>W23A</b>	APP CRS <b>229°</b>	Rwy Idg TDZE Apt Elev	<b>6002</b> <b>101</b> <b>101</b>
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# RNAV (GPS) RWY 23

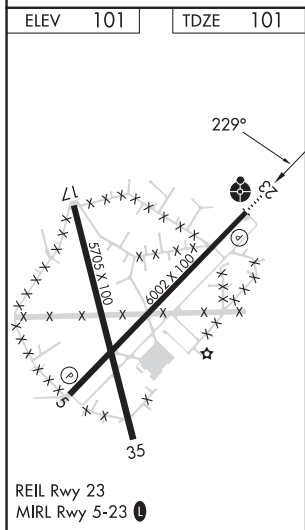
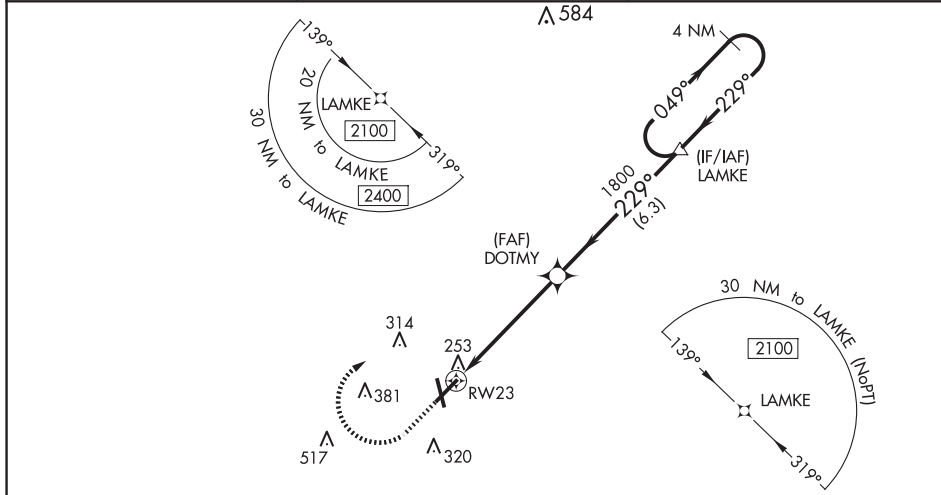
LOWCOUNTRY RGNL (R.BW)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Charleston AFB/Intl altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. For inop ODALS, increase LNAV/VNAV all Cats visibility to 1¼ mile and LNAV Cat D visibility to 1½ mile. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting; increase LPV DA to 379 feet and LNAV/VNAV DA to 542 feet and all MDA 80 feet; increase LNAV/VNAV visibility all Cats, LNAV Cats C/D visibility, and Circling Cat D visibility ¼ mile; increase Circling Cat C visibility ½ mile. For inop ODALS when using Charleston AFB/Intl altimeter setting, increase LPV all Cats visibility to ¾ mile and LNAV/VNAV all Cats and LNAV Cats C/D visibility to 1½ mile.

**ODALS**

MISSED APPROACH: Climb to 1200 then climbing right turn to 2100 direct LAMKE and hold.

AWOS-3PT <b>118.725</b>	CHARLESTON APP CON <b>120.7 306.925</b>	UNICOM <b>122.8 (CTAF)</b>
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1200 2100 LAMKE VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 46). LAMKE 4 NM Holding Pattern				
*INAV only				
*1.3 NM to RW23				
DOTMY 1800 229° 1800 049° 2100 GP 3.00° TCH 43				
1.3 3.9 NM 6.3 NM				
CATEGORY	A	B	C	D
LPV DA	301-¾		200 (200-¾)	
LNAV/VNAV DA	464-1½		363 (400-1½)	
LNAV MDA	560-¾	459 (500-¾)	560-1½	459 (500-1½)
CIRCLING	620-1 519 (600-1)	640-1 539 (600-1)	700-1½ 599 (600-1½)	700-2 599 (600-2)

WALTERBORO, SOUTH CAROLINA  
Amdt 2 03MAR16

32°55'N-80°38'W

# LOWCOUNTRY RGNL (R.BW)

# RNAV (GPS) RWY 23

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



WAAS CH <b>48916</b> <b>W35A</b>	APP CRS <b>351°</b>	Rwy Idg <b>5705</b> TDZE <b>95</b> Apt Elev <b>101</b>
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RNAV (GPS) RWY 35  
LOWCOUNTRY RGNL (RBW)

**▼** For uncompensated baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Charleston AFB/Intl altimeter setting.

**▲** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting: increase LPV DA to 476 feet and LNAV/VNAV DA to 525 feet and all MDA 80 feet; increase LPV visibility all Cats, LNAV/VNAV visibility all Cats, LNAV Cats C/D visibility, and Circling Cat D visibility  $\frac{1}{4}$  mile; increase Circling Cat C visibility  $\frac{1}{2}$  mile.

**MISSED APPROACH:**  
Climb to 2100 direct  
WBSI and on track  
076° to LAMKE and  
hold.

AWOS-3PT <b>118.725</b>	CHARLESTON APP CON <b>120.7 306.925</b>	UNICOM <b>122.8 (CTAF) 0</b>
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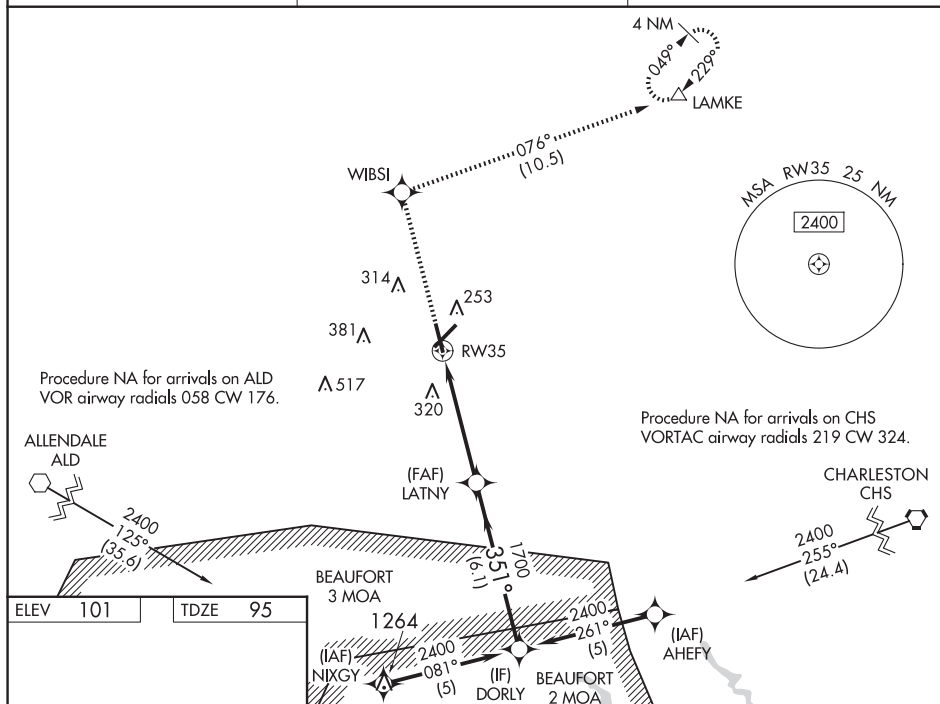


Figure 1 illustrates a 4-segment RNAV approach for RW35. The approach is defined by four segments with the following characteristics:

- Segment 1:** 1.3 NM, 351° heading, 4000' MSL, 3500' TCH, 4000' MDA.
- Segment 2:** 3.6 NM, 351° heading, 4500' MSL, 4000' TCH, 4500' MDA.
- Segment 3:** 6.1 NM, 351° heading, 5000' MSL, 4500' TCH, 5000' MDA.
- Segment 4:** 1.3 NM, 351° heading, 5500' MSL, 5000' TCH, 5500' MDA.

The diagram also shows the 'REIL Rwy 23' and 'MIRL Rwy 5-23'.

WASHINGTON, NORTH CAROLINA

AL-5916 (FAA)

21224

WAAS CH <b>42810</b> <b>W05A</b>	APP CRS <b>045°</b>	Rwy Idg TDZE <b>35</b> Apt Elev <b>37</b>
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RNAV (GPS) RWY 5

WASHINGTON-WARREN (OCW)

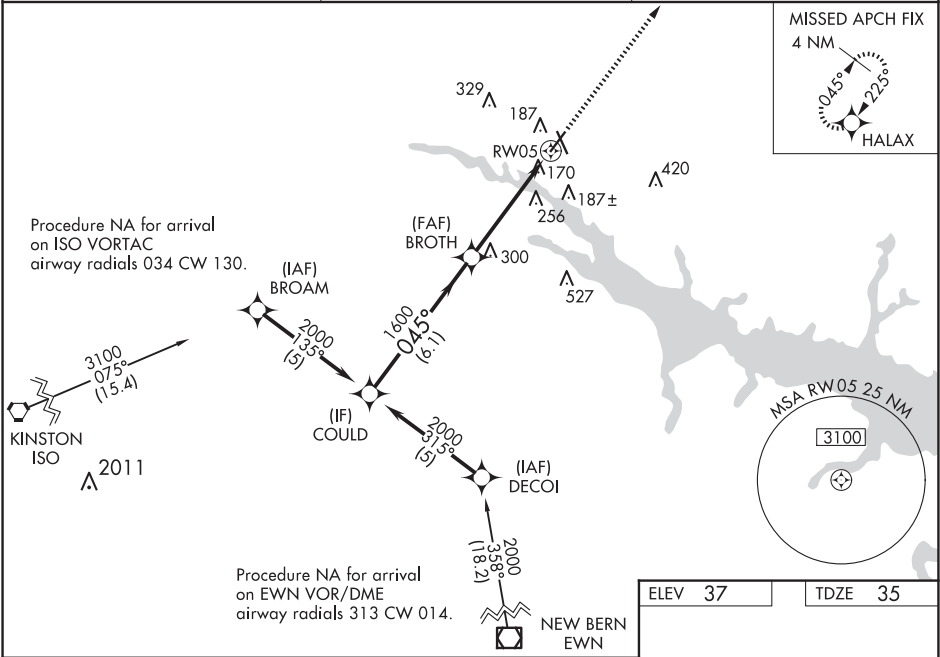
RNP APCH-GPS.

⚠

Circling Rwy 17 NA at night. Baro-VNAV and VDP NA when using Greenville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 5 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Greenville altimeter setting: increase LPV DA to 484 feet and visibility ¼ SM, and LNAV/VNAV DA to 519 feet; increase all MDAs 60 feet and visibility LNAV Cat C/D ¼ SM.

MISSED APPROACH:  
Climb to 2600 direct  
HALAX and hold.

AWOS-3 <b>120.175</b>	CHERRY POINT APP CON <b>119.35 377.175</b>	UNICOM <b>122.7 (CTAF) 0</b>
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COULD VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 46).				
<div>Procedure Turn NA GP 3.00° TCH 40</div> <div>2000 045° 1600 1600 1.5 NM to RW05 RW05</div> <div>6.1 NM 3.2 NM 1.5</div>				
CATEGORY	A	B	C	D
LPV DA	442-1⅞		407 (500-1⅞)	
LNAV/VNAV DA	477-1⅜		442 (500-1⅜)	
LNAV MDA	560-1	525 (600-1)	560-1½	525 (600-1½)
CIRCLING	560-1	523 (600-1)	640-1¼ 603 (700-1¼)	780-2½ 743 (800-2½)

ELEV 37 TDZE 35

REIL Rwy 5 and 23 0  
MIRL Rwy 5-23 0

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>93810</b> <b>W23A</b>	APP CRS <b>225°</b>	Rwy Idg TDZE Apt Elev	<b>4800</b> <b>37</b> <b>37</b>
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RNAV (GPS) RWY 23

WASHINGTON-WARREN (OCW)

RNP APCH-GPS.		MISSED APPROACH: Climb to 2600 direct SODOY and right turn via 335° track to KEKBE and right turn via 081° track to HALAX and hold.
<div><div><div></div><div></div></div><div>Baro-VNAV and VDP NA when using Greenville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Greenville altimeter setting: increase LPV DA to 478 feet and visibility ¼ SM, and LNAV/VNAV DA to 515 feet and visibility ½ SM; increase all MDAs 60 feet and visibility LNAV Cat C/D ¼ SM. Circling Rwy 17 NA at night.</div></div>		
AWOS-3 120.175	CHERRY POINT APP CON 119.35 377.175	UNICOM 122.7 (CTAF) 0

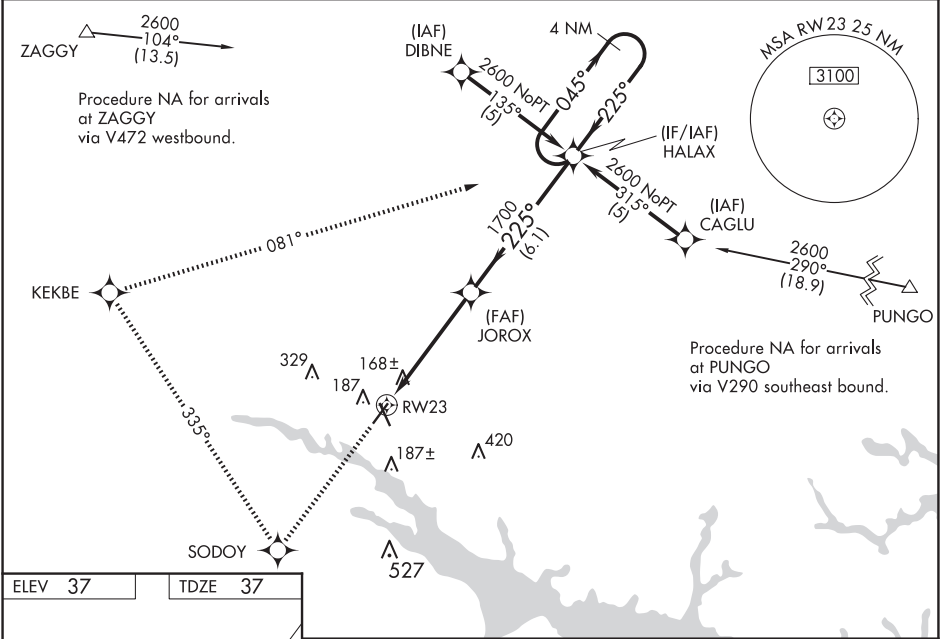


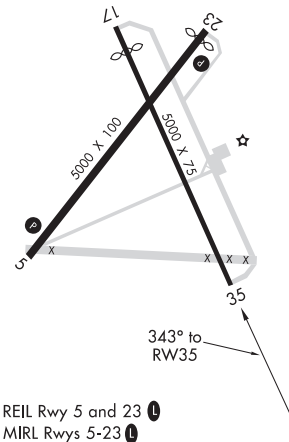
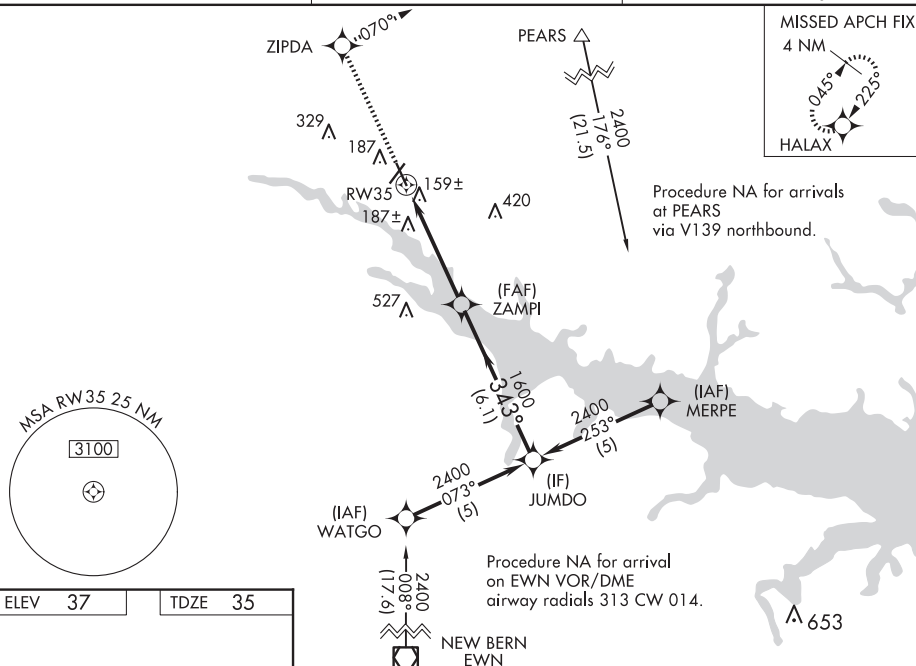
Diagram illustrating the approach path for RW23. The path starts at 2600 feet, descends to 1700 feet at JOROX (4.2 NM from 2600), and then descends to the runway at RW23 (0.9 NM from 1700). The total distance from the 2600 foot altitude to the runway is 5.1 NM. The chart also shows the 045° and 225° tracks and the 2600 foot holding pattern. The diagram includes a 225° heading indicator, a 2600 foot altitude marker, and a 1700 foot altitude marker. The runway is labeled RW23 and the approach is labeled JOROX. The chart also shows the 045° and 225° tracks and the 2600 foot holding pattern. The diagram includes a 225° heading indicator, a 2600 foot altitude marker, and a 1700 foot altitude marker. The runway is labeled RW23 and the approach is labeled JOROX.

REIL Rwy 5 and 23  
MIRL Rwy 5-23

	2600	SODOY	KEKBE	HALAX	VGSI and RNAV glidepath not coincident (VGSI Angle 3.75/TCH 45). 4 NM Holding Pattern			
	↑							
		tr 335°	tr 081°					
						GP 3.00° TCH 40		
CATEGORY	A		B	C	D			
LPV DA	436-1⅛		399 (400-1⅛)					
LNAV/VNAV DA	473-1¼		436 (500-1¼)					
LNAV MDA	420-1	383 (400-1)		420-1⅛	383 (400-1⅛)			
CIRCLING	540-1	503 (600-1)		640-1¾ 603 (700-1¾)	780-2½ 743 (800-2½)			

RNAV (GPS) RWY 35  
WASHINGTON-WARREN (OCW)

**MISSED APPROACH:**  
Climb to 2600 direct  
ZIPDA and via 070°  
track to HALAX  
and hold.

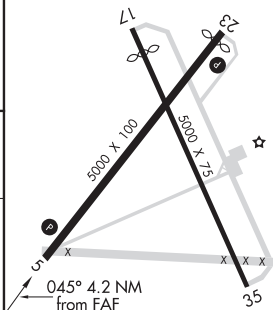
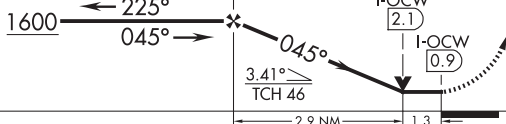
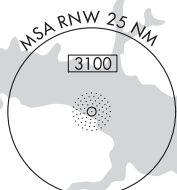
UNICOM  
122.7 (CTAF) **L**

WASHINGTON-WARREN(OCW)  
RNAV (GPS) RWY 35

SE-2, 12 JUN 2025 to 07 AUG 2025

LOC RWY 5  
WASHINGTON-WARREN (OCW)

**MISSED APPROACH:** Climb to 1000, then climbing right turn to 1600 direct RNW NDB and hold.

UNICOM  
122.7 (CTAF) **L**

REIL Rwy 5 and 23 <b>L</b>					
MIRL Rwys 5-23 <b>L</b>					
FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

WAXHAW, NORTH CAROLINA

AL-6246 (FAA)

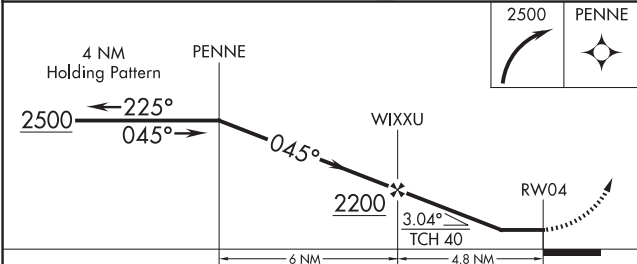
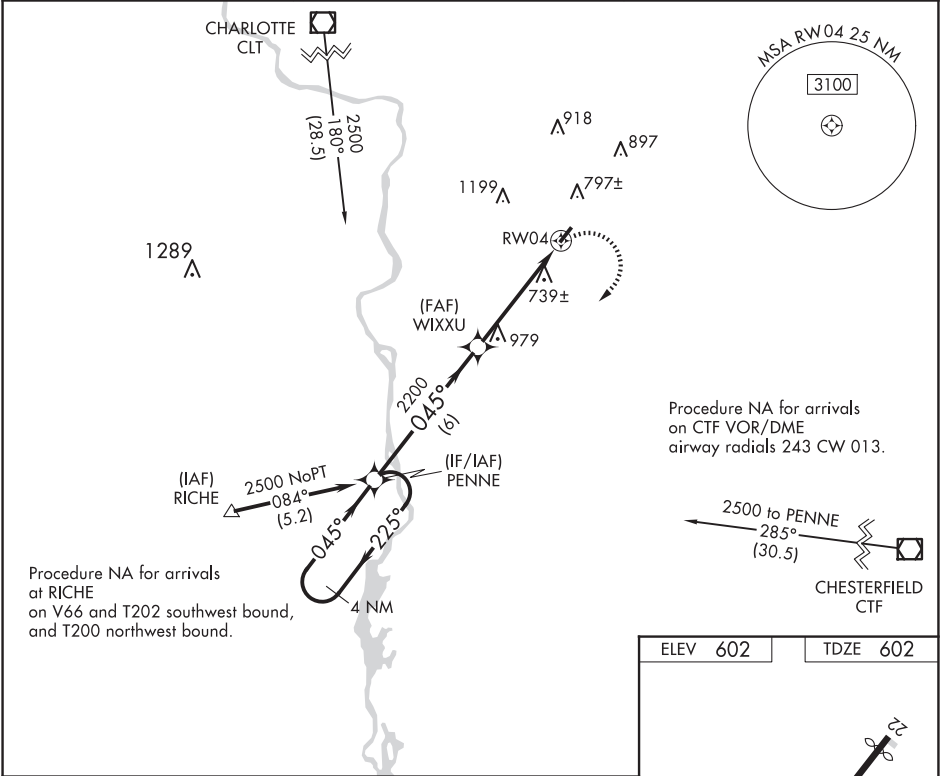
19283

APP CRS	Rwy Idg	3309
045°	TDZE	602
	Apt Elev	602

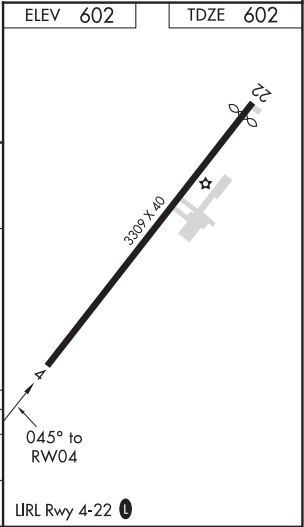
RNAV (GPS) RWY 4  
JAARS-TOWNSEND (N52)

<b>NA</b>	DME/DME RNP-0.3 NA. Use Monroe altimeter setting, when not received use Rock Hill altimeter setting and increase all MDA 20 feet. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climbing right turn to 2500 direct PENNE and hold.
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EQY ASOS 135.775	CHARLOTTE APP CON 120.05 307.8	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
LNNAV MDA	1040-1	438 (500-1)	NA	
CIRCLING	1160-1 558 (600-1)	1220-1 618 (700-1)	NA	



WAXHAW, NORTH CAROLINA  
Orig-A 18SEP14

34°52'N-80°45'W

JAARS-TOWNSEND (N52)  
RNAV (GPS) RWY 4

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

APP CRS  
**240°**

Rwy Idg  
TDZE  
**602**

**3109**  
Apt Elev  
**602**

RNAV (GPS) RWY 22

JAARS-TOWNSEND (N52)

▼

▲

NA

DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Monroe altimeter setting, when not received use Rock Hill altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing left turn to 2500 direct WUXVO and hold.

EQY ASOS <b>135.775</b>	CHARLOTTE APP CON <b>120.05 307.8</b>	UNICOM <b>123.0 (CTAF) 1</b>
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CHARLOTTE CLT

2500 130° (22.8)

Procedure NA for arrivals at CLT VOR/DME on V37 northbound.

MSA REFRI 25 NM

3100

Final approach course offset 15.05°.

918 897 779± 797± 1199 (MAP) REFRI

(FAF) JUDOB

HISOD 1.2 NM to REFRI

(IF/IAF) WUXVO

2300 240° 060° 4 NM

2500 NoPT 211° (14.5) (IAF) LOCAS

Procedure NA for arrivals at LOCAS on T201 northeast bound.

1289

Procedure NA for arrivals on CTF VOR/DME airway radials 243 CW 013.

CHESTERFIELD CTF

2500 331° (24.5)

ELEV 602 TDZE 602

LURL Rwy 4-22 1

2500	WUXVO	4 NM Holding Pattern			
HISOD 1.2 NM to REFRI		JUDOB	WUXVO	240°	2500
REFRI		2300	060°	240°	
0.5 1.2 NM		3.5 NM	6 NM		
CATEGORY	A	B	C	D	
LNAV MDA	1080-1	478 (500-1)	NA		
CIRCLING	1160-1 558 (600-1)	1220-1 618 (700-1)	NA		

WAXHAW, NORTH CAROLINA

34°52'N-80°45'W

JAARS-TOWNSEND (N52)

Orig-A 18SEP14

RNAV (GPS) RWY 22

707

WHITEVILLE, NORTH CAROLINA

AL-6407 (FAA)

25107

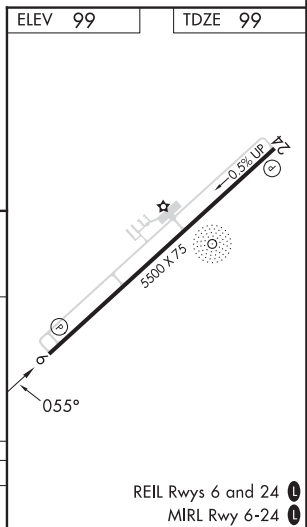
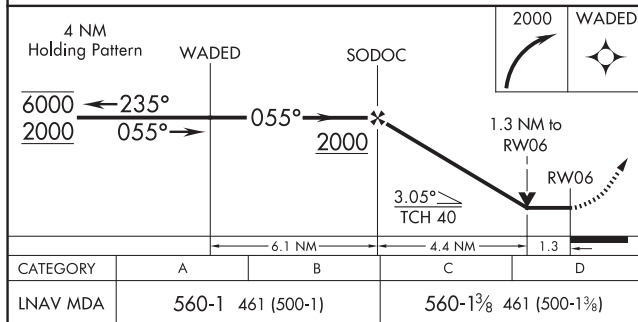
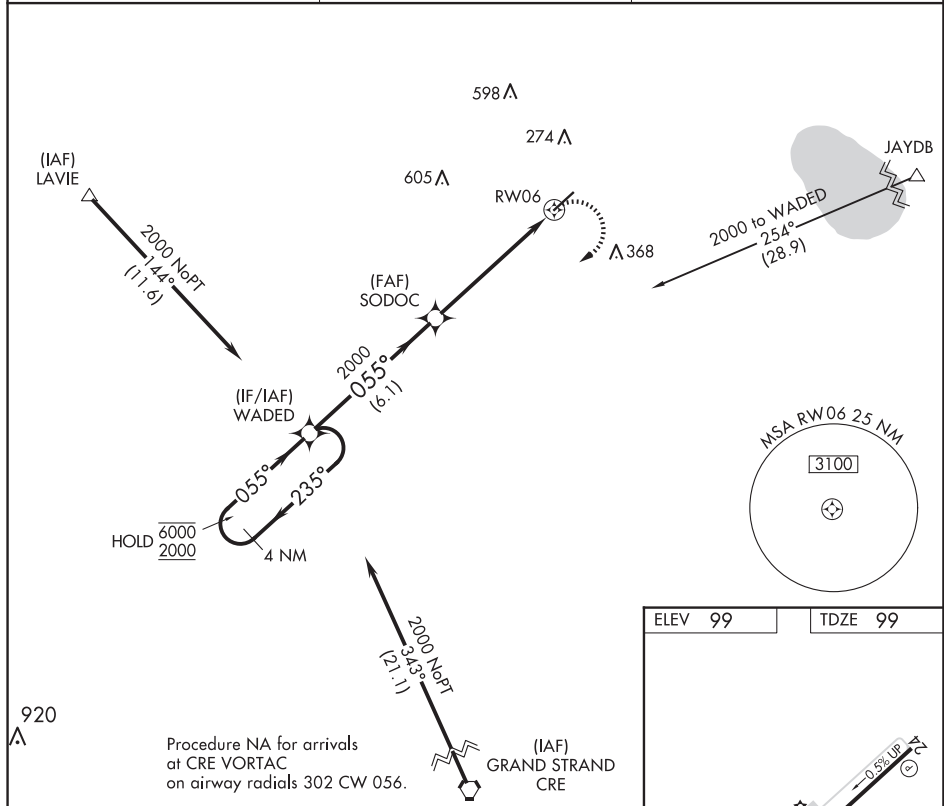
APP CRS	Rwy Idg	5500
055°	TDZE	99
	Apt Elev	99

# RNAV (GPS) RWY 6

COLUMBUS COUNTY RGNL (CPC)

RNP APCH.	VDP NA when using Elizabethtown altimeter setting. Rwy 6 helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Elizabethtown altimeter setting and increase all MDA 60 feet, LNAV Cat C/D visibility $\frac{1}{8}$ SM.	MISSED APPROACH: Climbing right turn to 2000 direct WADED and hold.
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AWOS-3 118.375	MYRTLE BEACH APP CON ★ 119.2 350.3	UNICOM 122.8 (CTAF) ①
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WHITEVILLE, NORTH CAROLINA  
Amdt 1A 15AUG19

34°16'N-78°43'W

COLUMBUS COUNTY RGNL (CPC)  
RNAV (GPS) RWY 6

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025





NDB CPC	APP CRS	Rwy Idg	5500
227	059°	TDZE	99
		Apt Elev	99

NDB RWY 6

COLUMBUS COUNTY RGNL (CPC)

⚠

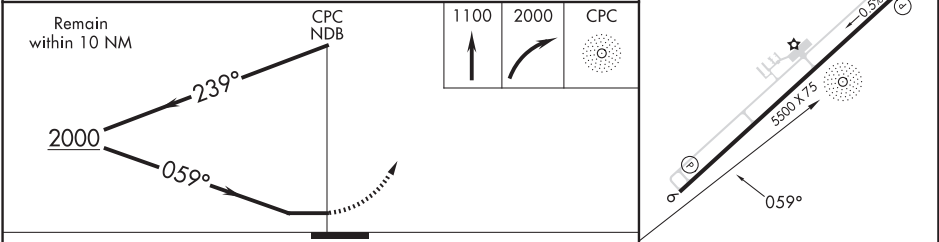
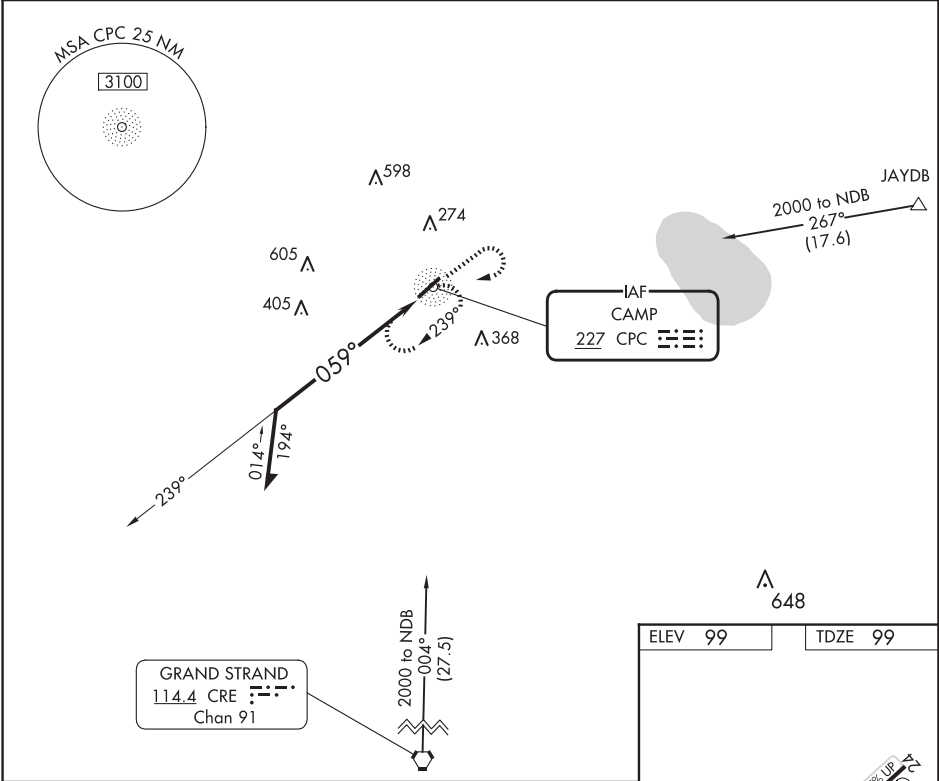
Rwy 6 helicopter visibility reduction below ¾ SM NA.

⚠

When local altimeter setting not received, use Elizabethtown altimeter setting and increase all MDA 60 feet, increase S-6 Cat C/D and Circling Cat C visibility ½ SM and Circling Cat D visibility ¼ SM.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct CPC NDB and hold, continue climb-in-hold to 2000.

AWOS-3 118.375	MYRTLE BEACH APP CON ★ 119.2 350.3	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D
S-6	680-1	581 (600-1)	680-1¾	581 (600-1¾)
CIRCLING	680-1	581 (600-1)	680-1¾ 581 (600-1¾)	780-2¼ 681 (700-2¼)

REIL Rws 6 and 24 ①

MIRL Rwy 6-24 ①

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

APP CRS  
**033°**

Rwy Idg  
TDZE  
**75**

Apt Elev  
**75**

**RNAV (GPS) RWY 3**

MARTIN COUNTY (MCZ)

RNP APCH - GPS.

▼

Rwy 3 helicopter visibility reduction below 1 SM NA.  
Straight-in Rwy 3 NA at night, Circling Rwy 3 NA at night.

MISSED APPROACH:

Climb to 3500 direct WOBGO and hold, continue climb-in-hold to 3500.

AWOS-3P <b>118.65</b>	WASHINGTON CENTER <b>123.85 279.65</b>	UNICOM <b>122.8 (CTAF) 0</b>
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VGSI and descent angles not coincident  
(VGSI Angle 3.00/TCH 35).

3500

WOBGO

4 NM Holding Pattern TALOE

6000

2400

← 213°

→ 033°

FABDA

1600

3.00° TCH 45

640

RWY 3

1.7 NM

CATEGORY	A	B	C	D
LNAV MDA	460-1	385 (400-1)	460-1½	385 (400-1½)
CIRCLING	500-1 425 (500-1)	540-1 465 (500-1)	680-1¾ 605 (700-1¾)	880-2½ 805 (900-2½)

MIRL Rwy 3-21 0

WILLIAMSTON, NORTH CAROLINA

Amdt 1C 10AUG23

35°52'N-77°11'W

MARTIN COUNTY (MCZ)

**RNAV (GPS) RWY 3**

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

711

WILLIAMSTON, NORTH CAROLINA

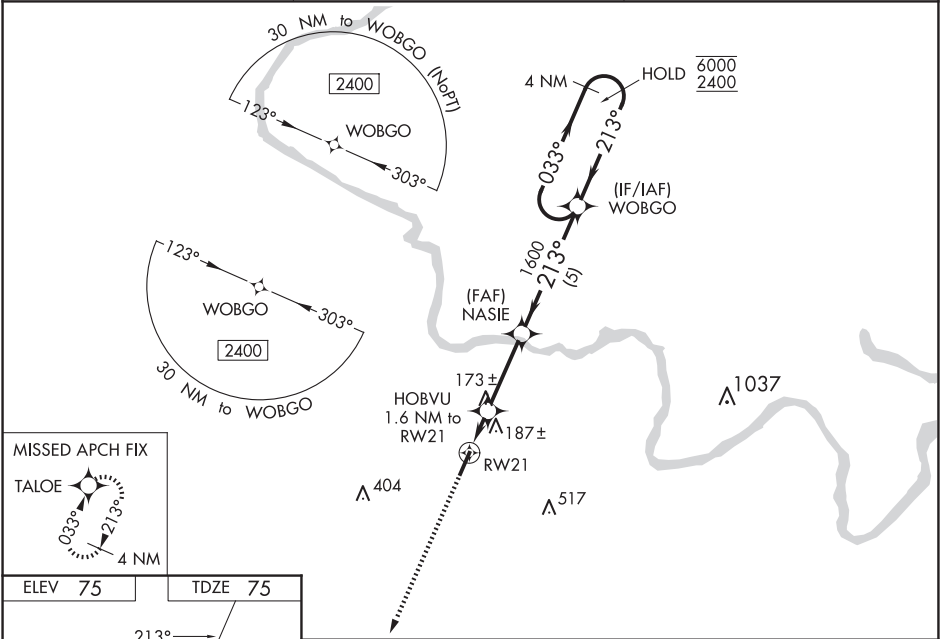
AL-5991 (FAA)

23222

WAAS CH <b>86237</b> <b>W21A</b>	APP CRS <b>213°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>75</b> <b>75</b>
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RNAV (GPS) RWY 21  
MARTIN COUNTY (MCZ)

RNP APCH - GPS. <div><div></div><div></div></div> <div>Circling Rwy 3 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.</div>		MISSED APPROACH: Climb to 2400 direct TALOE and hold, continue climb-in-hold to 2400.	
AWOS-3P <b>118.65</b>	WASHINGTON CENTER <b>123.85 279.65</b>		UNICOM <b>122.8 (CTAF) 0</b>



ELEV 75 TDZE 75		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 24).			
MIRL Rwy 3-21 0		CATEGORY A B C D			
		LPV DA 383-1 308 (400-1)			
		LNAV/VNAV DA 343-1 268 (300-1)			
		LNAV MDA 440-1 365 (400-1)			
		CIRCLING 500-1 540-1 680-1 880-2 425 (500-1) 465 (500-1) 605 (700-1 3/4) 805 (900-2 1/2)			

WILLIAMSTON, NORTH CAROLINA  
Amdt 1C 10AUG23

35°52'N-77°11'W

MARTIN COUNTY (MCZ)  
RNAV (GPS) RWY 21

LOC/DME I-GNM  
**109.95**  
Chan **36** (Y)

APP CRS  
**058°**

Rwy Idg  
TDZE **28**  
Apt Elev **32**

**ILS Y or LOC RWY 6**  
WILMINGTON INTL (ILM)

ADF required.  
DME required.

MISSED APPROACH: Climb to 1800  
direct WILZE LOM and hold.

ATIS  
**124.975**

WILMINGTON APP CON★  
**118.25 284.65** (164°-343°)  
**135.75 317.425** (344°-163°)

WILMINGTON TOWER★  
**119.9** (CTAF) **0 239.3**

GND CON  
**121.9 348.6**

CLNC DEL  
**120.875**

UNICOM  
**122.95**

ALTERNATE MISSED  
APCH FIX

AIRLI  
IL :--..  
**281**

RNAV 1-GPS or RADAR REQUIRED

LOM  
WILZE  
205 GM ==

LOCALIZER **109.95**  
I-GNM  
Chan **36** (Y)

LOM  
AIRLI  
281 IL :--..

MSA GM 25 NM  
**3100**

611 A 176 A 114  
225±  
354 A  
621 A 275 A 154± A 181±  
SAAFO I-GNM **6.7** ZIPVO I-GNM **3.2**  
164±  
A 449

(IF/IAF)  
LURKY  
I-GNM **13.7**

2017 A

1700  
058°  
1 min  
238°

VGSI and ILS glidepath not coincident  
(VGSI Angle 3.00/TCH 57').

1800 GM

One Minute Holding Pattern

LURKY I-GNM **13.7**

SAAFO I-GNM **6.7**

ZIPVO I-GNM **3.2**

\*I-GNM **2.7**

I-GNM **1.6**

\*LOC only.

3100 ← 238° 058° → 058° 1700 \*580

GS 3.00° TCH 60

7 NM 3.5 NM 0.5 1.1 NM

CATEGORY

A

B

C

D

S-ILS 6

228/40

200 (200-¾)

S-LOC 6

420/55

392 (400-1)

420/60

392 (400-1¼)

CIRCLING

560-1

528 (600-1)

720-2

688 (700-2)

920-3

888 (900-3)

ELEV **32**

D

TDZE **28**

HIRL Rwy 6-24 and 17-35  
REIL Rwy 6 and 17

WILMINGTON, NORTH CAROLINA

Amdt 2B 17AUG17

34°16'N-77°54'W

WILMINGTON INTL (ILM)  
ILS Y or LOC RWY 6

713

WILMINGTON, NORTH CAROLINA

AL-459 (FAA)

24361

LOC I-GMX	APP CRS	Rwy Idg	8016
111.55	238°	TDZE	26
		Apt Elev	32

ILS Y or LOC RWY 24  
WILMINGTON INTL (ILM)

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

MALSR

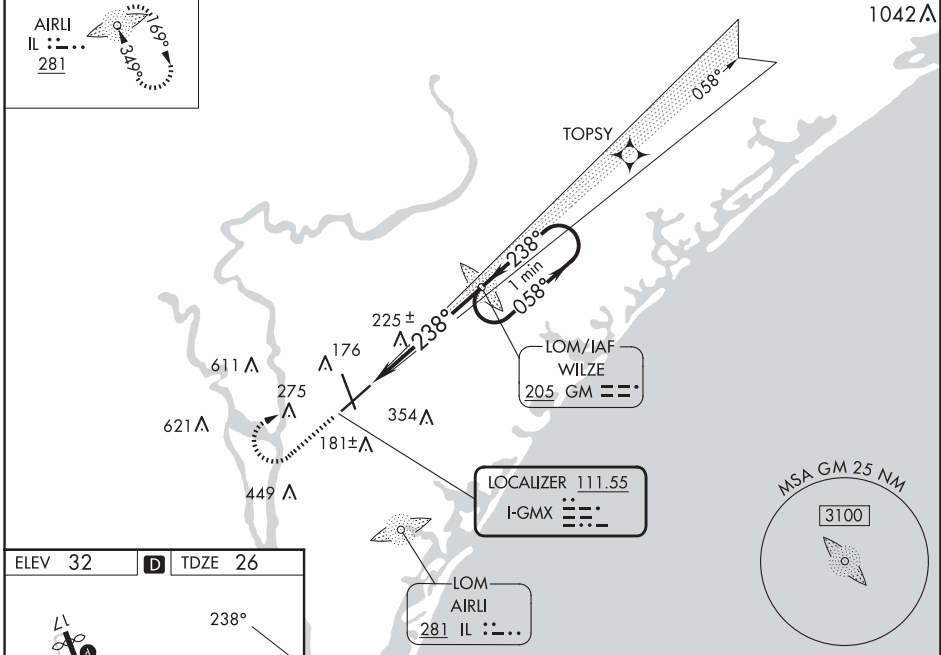
MISSED APPROACH: Climb to 500 then climbing right turn to 1800 direct WILZE LOM and hold.

ATIS	WILMINGTON APP CON★	WILMINGTON TOWER★	GND CON	CLNC DEL	UNICOM
124.975	118.25 284.65 (164°-343°) 135.75 317.425 (344°-163°)	119.9 (CTAF) 0 239.3	121.9 348.6	120.875	122.95

ALTERNATE MISSED APCH FIX

AIRLI  
IL : - . .  
281

RNAV 1-GPS or RADAR REQUIRED



ELEV 32 D TDZE 26

HIRL Rwy 6-24 and 17-35  
REIL Rwy 6 and 17

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

500 1800 GM

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 48).

Diagram of glidepath and holding pattern

WILZE LOM 1798, One Minute Holding Pattern, 058°, 1800, 238°, GS 3.00° TCH 52, 5.3 NM

CATEGORY	A	B	C	D
S-ILS 24**	226/24 200 (200-½)			
S-LOC 24	500/24 474 (500-½)		500/50 474 (500-1)	
CIRCLING	560-1 528 (600-1)		720-2 688 (700-2) 920-3 888 (900-3)	

WILMINGTON, NORTH CAROLINA  
Amdt 2 17AUG17

34°16'N-77°54'W

WILMINGTON INTL (ILM)  
ILS Y or LOC RWY 24

SE-2, 12 JUN 2025 to 07 AUG 2025

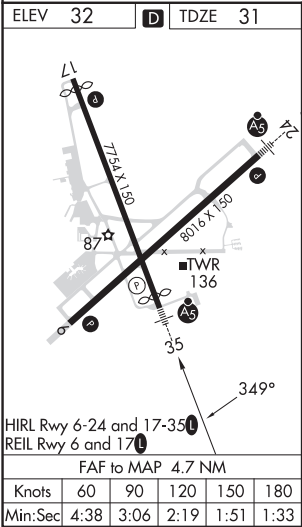
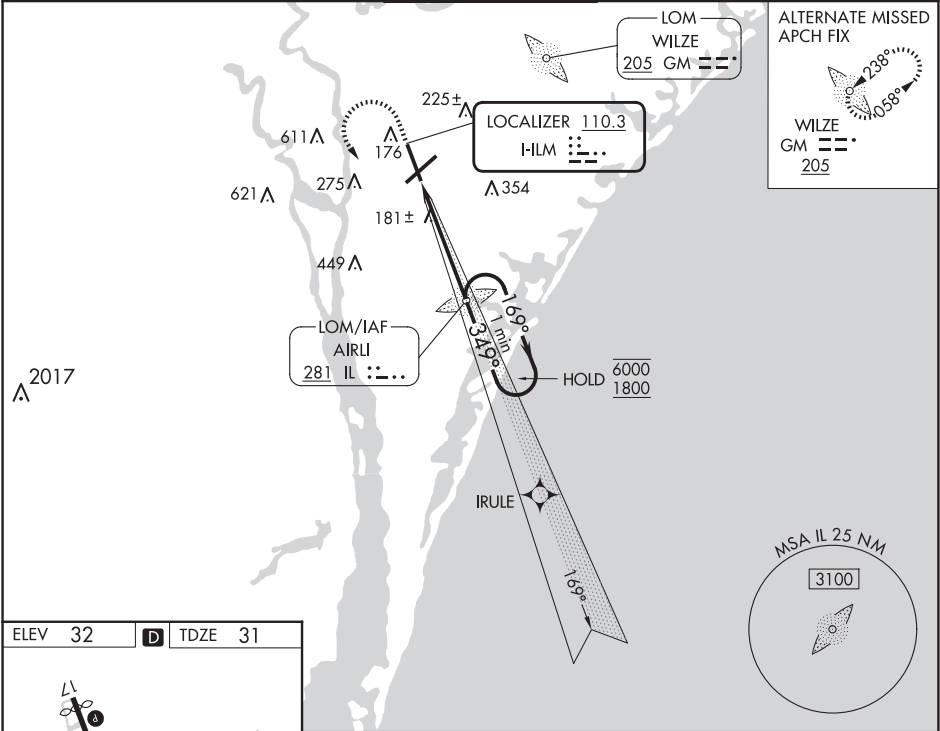
SE-2, 12 JUN 2025 to 07 AUG 2025

LOC I-ILM <b>110.3</b>	APP CRS <b>349°</b>	Rwy Idg TDZE Apt Elev	<b>7204</b> <b>31</b> <b>32</b>
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ILS Y or LOC RWY 35

WILMINGTON INTL (ILM)

ADF required. RADAR required for procedure entry.		MALSR	MISSED APPROACH: Climb to 600 then climbing left turn to 1800 direct AIRL LOM and hold.		
For inop ALS, increase S-LOC 35 Cat C/D visibility to 1½ SM.					
ATIS <b>124.975</b>	WILMINGTON APP CON★ <b>118.25 284.65</b> (164°-343°) <b>135.75 317.425</b> (344°-163°)	WILMINGTON TOWER★ <b>119.9</b> (CTAF) <b>0 239.3</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>120.875</b>	UNICOM <b>122.95</b>



			IL LOM 1576			One Minute Holding Pattern				
							GS 3.00° TCH 37			
CATEGORY	A	B	C	D						
S-ILS 35	242/24 211 (300-½)									
S-LOC 35	500/24 469 (500-½)		500/50 469 (500-1)							
CIRCLING	560-1 528 (600-1)		720-2 688 (700-2)		920-3 888 (900-3)					

WILMINGTON, NORTH CAROLINA

AL-459 (FAA)

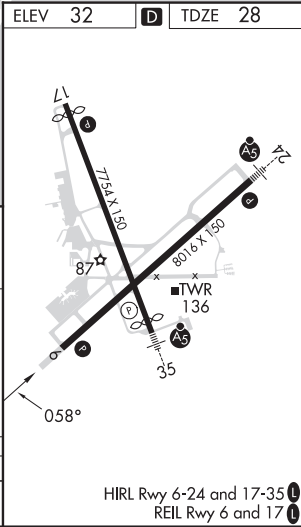
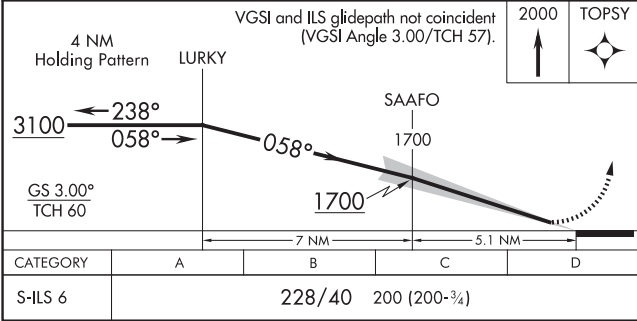
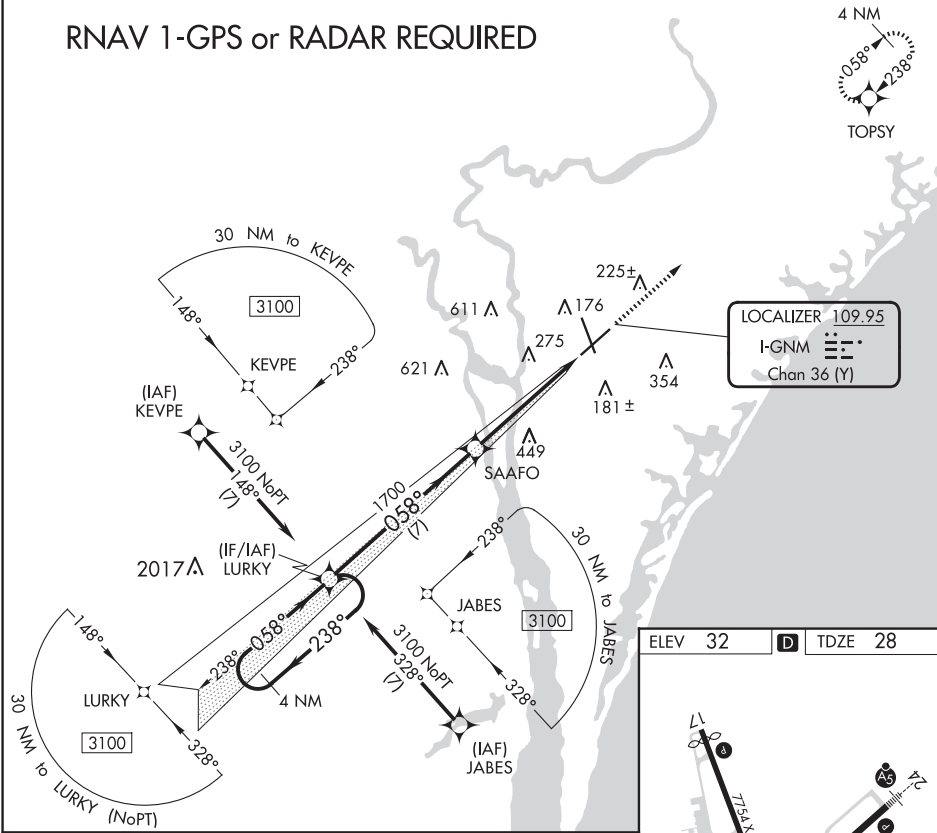
24361

LOC/DME I-GNM <b>109.95</b> Chan <b>36</b> (Y)	APP CRS <b>058°</b>	Rwy Idg TDZE <b>28</b> Apt Elev <b>32</b>	<b>8016</b>
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**ILS Z RWY 6**  
WILMINGTON INTL (ILM)

▼ RNAV 1-GPS required.		▼ MISSED APPROACH: Climb to 2000 direct TOPSY and hold.			
ATIS <b>124.975</b>	WILMINGTON APP CON★ <b>118.25 284.65</b> (164°-343°) <b>135.75 317.425</b> (344°-163°)	WILMINGTON TOWER★ <b>119.9</b> (CTAF) <b>0 239.3</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>120.875</b>	UNICOM <b>122.95</b>

**RNAV 1-GPS or RADAR REQUIRED**



WILMINGTON, NORTH CAROLINA  
Orig-B 17AUG17

34°16'N-77°54'W

WILMINGTON INTL (ILM)  
**ILS Z RWY 6**

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025





WILMINGTON, NORTH CAROLINA

AL-459 (FAA)

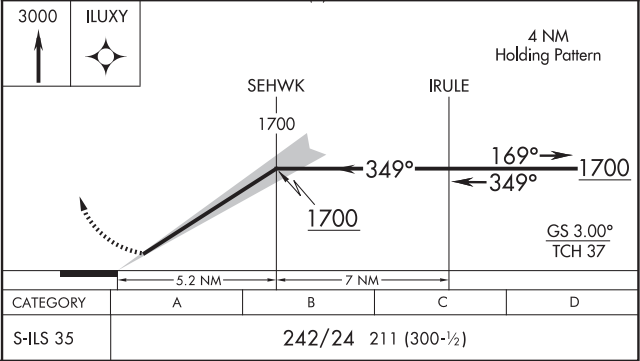
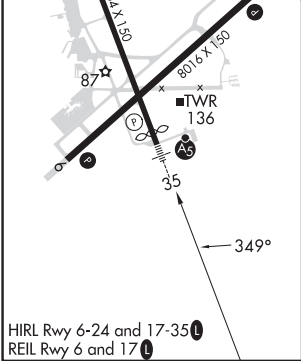
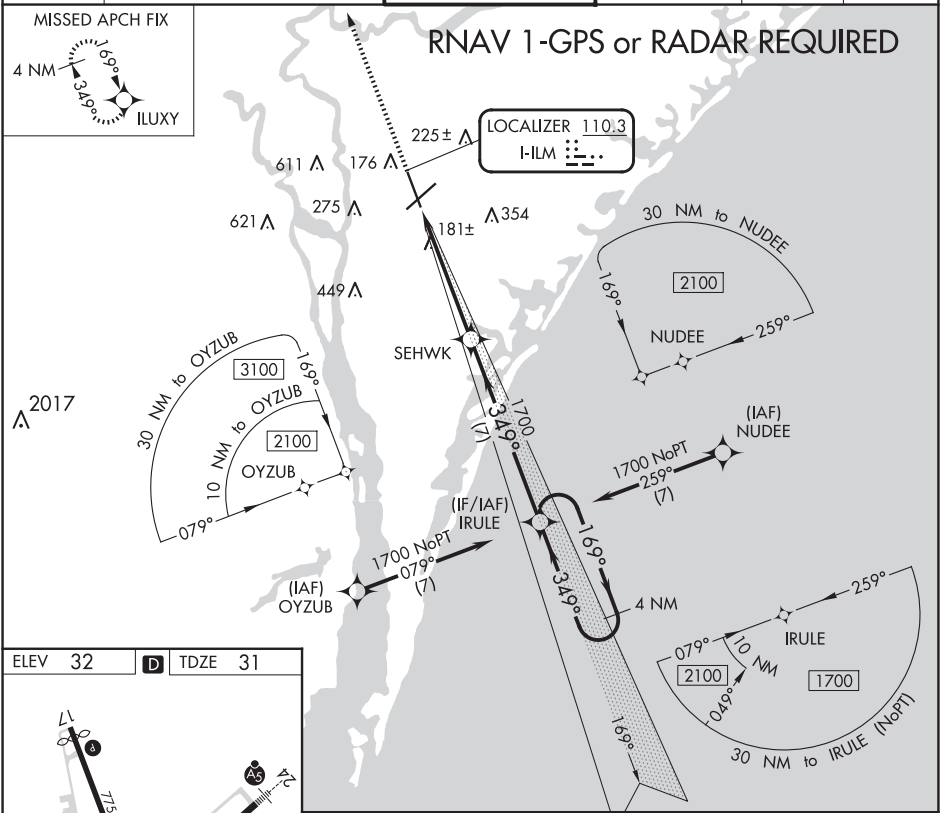
24361

LOC I-ILM <b>110.3</b>	APP CRS <b>349°</b>	Rwy Idg <b>7204</b> TDZE <b>31</b> Apt Elev <b>32</b>
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**ILS Z RWY 35**  
WILMINGTON INTL (ILM)

 NA	RNAV 1-GPS required.		MISSED APPROACH: Climb to 3000 direct ILLUXY and hold.		
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ATIS <b>124.975</b>	WILMINGTON APP CON★ <b>118.25 284.65</b> (164°-343°) <b>135.75 317.425</b> (344°-163°)	WILMINGTON TOWER★ <b>119.9</b> (CTAF) <b>0 239.3</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>120.875</b>	UNICOM <b>122.95</b>
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WILMINGTON, NORTH CAROLINA  
Orig-B 17AUG17

34°16'N-77°54'W

WILMINGTON INTL (ILM)  
**ILS Z RWY 35**

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

LOC I-GMX	APP CRS	Rwy Idg	8016
111.55	238°	TDZE	26
		Apt Elev	32

ILS Y RWY 24 (SA CAT I & II)

WILMINGTON INTL (ILM)

▼

ADF required. SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. Procedure NA when tower closed.

MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 1800 direct WILZE LOM and hold.

ATIS	WILMINGTON APP CON★	WILMINGTON TOWER★	GND CON	CLNC DEL	UNICOM
124.975	118.25 284.65 (164°-343°) 135.75 317.425 (344°-163°)	119.9 (CTAF) 0 239.3	121.9 348.6	120.875	122.95

ALTERNATE MISSED APCH FIX

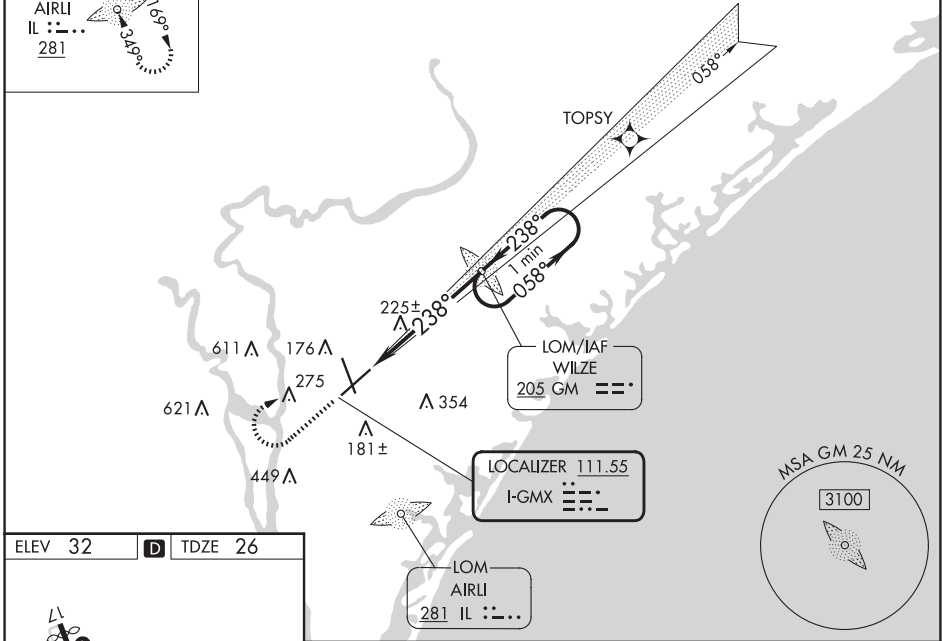
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281

RNAV 1-GPS or RADAR REQUIRED

1042 Δ

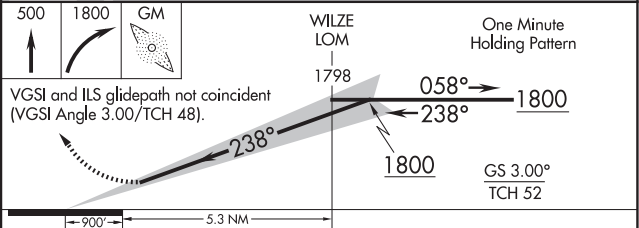


ELEV 32 D TDZE 26

HIRL Rwy 6-24 and 17-35  
REIL Rwy 6 and 17

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D
S-ILS 24	SA CAT I RA 151/14 150 DA 176			
S-ILS 24	SA CAT II RA 108/12 100 DA 126			

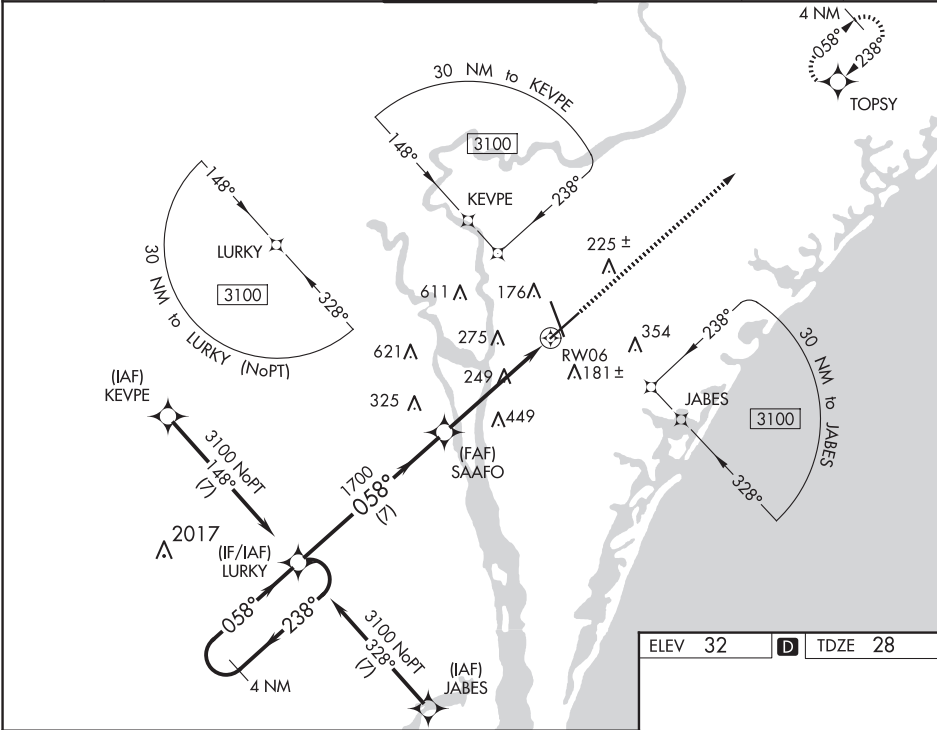
SA CATEGORY I & II ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

WAAS CH <b>86599</b> <b>W06A</b>	APP CRS <b>058°</b>	Rwy Idg TDZE <b>28</b> Apt Elev <b>32</b>	<b>8016</b>
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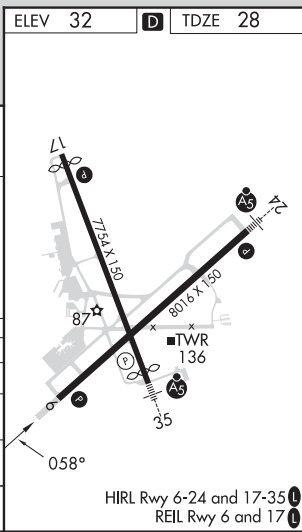
RNAV (GPS) RWY 6

WILMINGTON INTL (ILM)

<div><div></div><div></div></div>	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.		MISSED APPROACH: Climb to 2000 direct TOPSY and hold.		
ATIS 124.975	WILMINGTON APP CON★ 118.25 284.65 (164°-343°) 135.75 317.425 (344°-163°)	WILMINGTON TOWER ★ 119.9 (CTAF) 0 239.3	GND CON 121.9 348.6	CLNC DEL 120.875	UNICOM 122.95



4 NM Holding Pattern LURKY		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 57).		2000	TOPSY
3100 ← 238°		058° →		*LNAV only.	
GP 3.00° TCH 60		058°		*1.3 NM to RW06	
1700		1700		RW06	
7 NM		3.8 NM		1.3 NM	
CATEGORY	A	B	C	D	
LPV DA	228/40		200 (200-¾)		
LNAV/VNAV DA	434/60		406 (500-1¼)		
LNAV MDA	500/55	472 (500-1)	500-1¾	472 (500-1¾)	
CIRCLING	560-1	528 (600-1)	720-2 688 (700-2)	920-3 888 (900-3)	



SE-2, 12 JUN 2025 to 07 AUG 2025

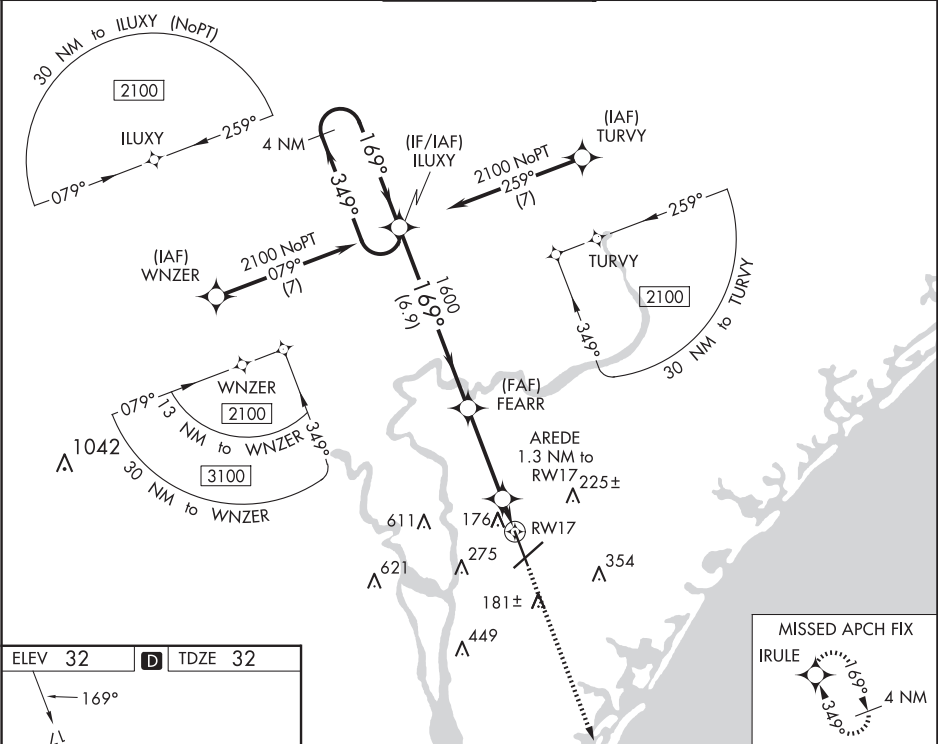
SE-2, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>90499</b> <b>W17A</b>	APP CRS <b>169°</b>	Rwy ldg TDZE <b>32</b> Apt Elev <b>32</b>
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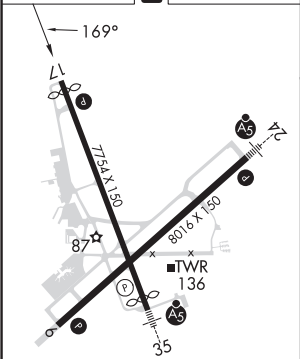
RNAV (GPS) RWY 17

WILMINGTON INTL (ILM)

<div><div></div><div></div></div>	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rwy 17 helicopter visibility reduction below ¾ SM NA.			MISSED APPROACH: Climb to 1700 direct IRULE and hold.		
ATIS 124.975	WILMINGTON APP CON★ 118.25 284.65 (164°-343°) 135.75 317.425 (344°-163°)		WILMINGTON TOWER★ 119.9 (CTAF) 0 239.3	GND CON 121.9 348.6	CLNC DEL 120.875	UNICOM 122.95



ELEV 32	D	TDZE 32
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HIRL Rwy 6-24 and 17-35  
REIL Rwy 6 and 17

WILMINGTON, NORTH CAROLINA  
Amdt 4A 17AUG17

4 NM Holding Pattern		ILUXY	FEARR	AREDE 1.3 NM to RW17	RW17
2100		349°	169°	1600	*480
GP 3.00°		169°			
TCH 50					
		6.9 NM	3.5 NM	1.3 NM	
CATEGORY	A	B	C	D	
LPV DA	369-1½ 337 (400-1½)				
LNAV/VNAV DA	405-1¼ 373 (400-1¼)				
LNAV MDA	420-1 388 (400-1)		420-1½ 388 (400-1½)		
CIRCLING	560-1 528 (600-1)		720-2 688 (700-2)		920-3 888 (900-3)

34°16'N-77°54'W

WILMINGTON INTL (ILM)

RNAV (GPS) RWY 17

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

WILMINGTON, NORTH CAROLINA

AL-459 (FAA)

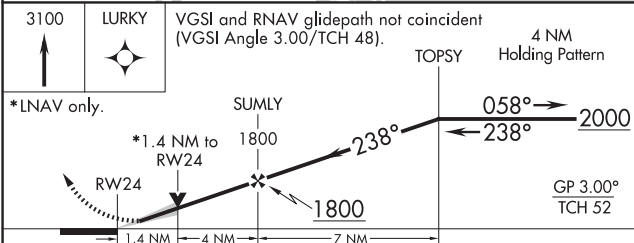
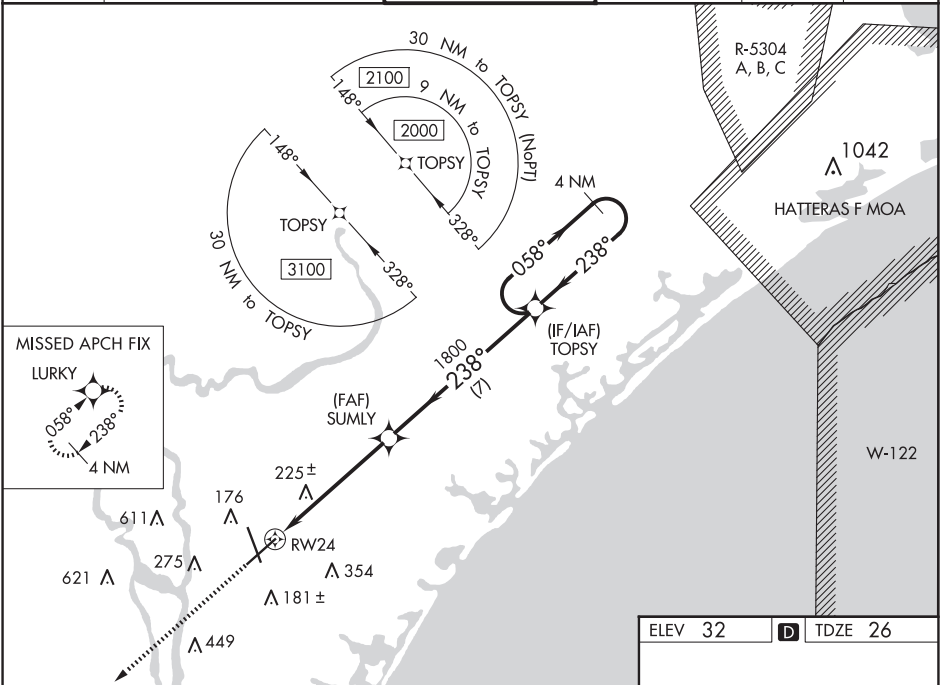
24361

WAAS CH <b>45899</b> <b>W24A</b>	APP CRS <b>238°</b>	Rwy Idg TDZE <b>26</b> Apt Elev <b>32</b>	<b>8016</b>
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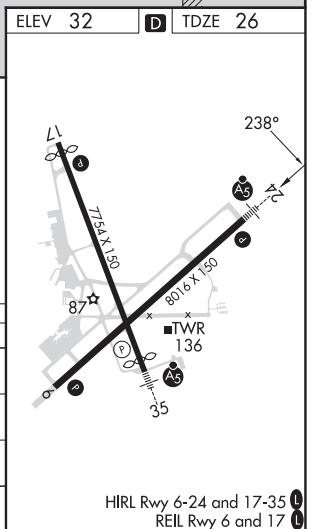
# RNAV (GPS) RWY 24

WILMINGTON INTL (ILM)

<div><div><div></div><div></div></div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. ** RVR 1800 authorized with use of FD or AP or HUD to DA.</div></div>		<div><div>MALSR</div><div><div><div></div><div></div></div><div>AS</div></div></div>	MISSED APPROACH: Climb to 3100 direct LURKY and hold.		
ATIS 124.975	WILMINGTON APP CON★ 118.25 284.65 (164°-343°) 135.75 317.425 (344°-163°)	WILMINGTON TOWER ★ 119.9 (CTAF) 0 239.3	GND CON 121.9 348.6	CLNC DEL 120.875	UNICOM 122.95



CATEGORY	A	B	C	D
LPV DA **	226/24 200 (200-½)			
LNAV/VNAV DA	401/40 375 (400-¾)			
LNAV MDA	500/24 474 (500-½)	500/50 474 (500-1)		
CIRCLING	560-1 528 (600-1)	720-2 688 (700-2)	920-3 888 (900-3)	



WILMINGTON, NORTH CAROLINA  
Amdt 3A 07DEC17

34°16'N-77°54'W



WILMINGTON INTL (ILM)  
RNAV (GPS) RWY 24

SE-2, 12 JUN 2025 to 07 AUG 2025

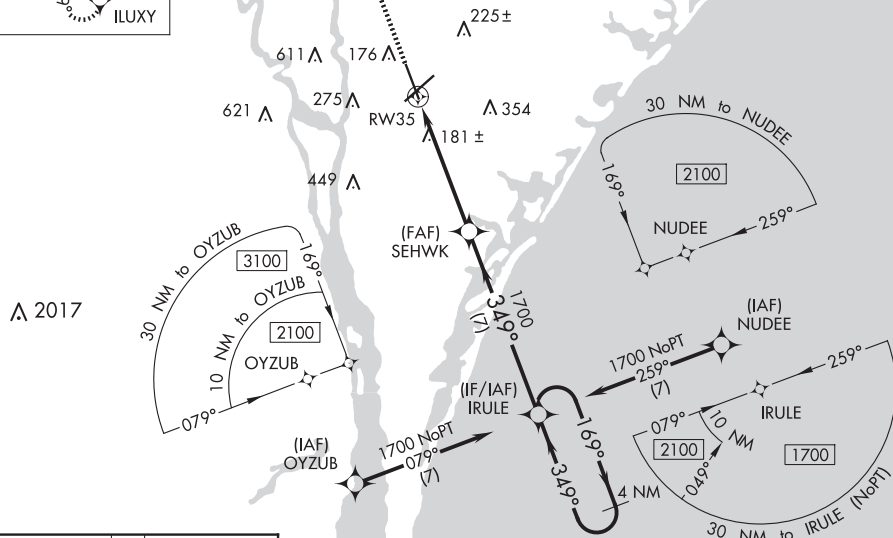
SE-2, 12 JUN 2025 to 07 AUG 2025

WAAS CH <b>50499</b> <b>W35A</b>	APP CRS <b>349°</b>	Rwy Idg <b>7204</b> TDZE <b>31</b> Apt Elev <b>32</b>
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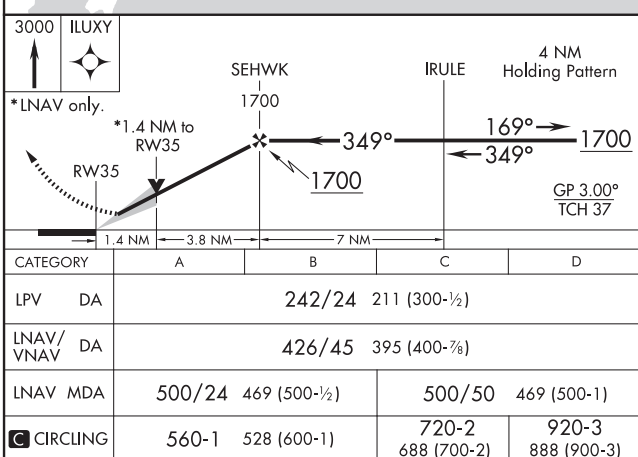
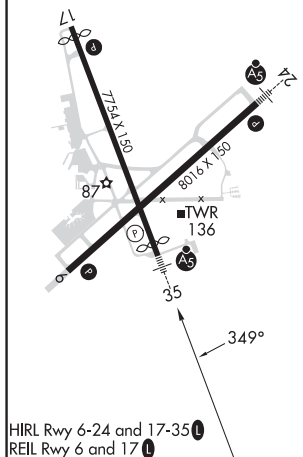
RNAV (GPS) RWY 35  
WILMINGTON INTL (ILM)

 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALS, increase LNAV Cats C/D visibility to 1½ SM.		 MALSR		MISSED APPROACH: Climb to 3000 direct ILUX and hold.	
ATIS <b>124.975</b>	<b>WILMINGTON APP CON★</b> <b>118.25 284.65</b> (164°-343°) <b>135.75 317.425</b> (344°-163°)	<b>WILMINGTON TOWER ★</b> <b>119.9 (CTAF) 0 239.3</b>	<b>GND CON</b> <b>121.9 348.6</b>	<b>CLNC DEL</b> <b>120.875</b>	<b>UNICOM</b> <b>122.95</b>

MISSED APCH FIX



ELEV 32	<b>D</b>	TDZE 31
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WILMINGTON, NORTH CAROLINA

AL-459 (FAA)

24361

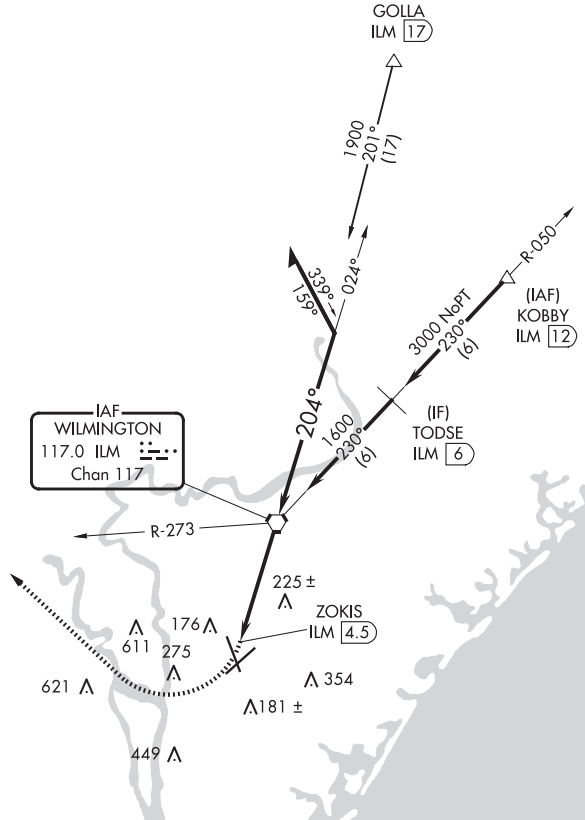
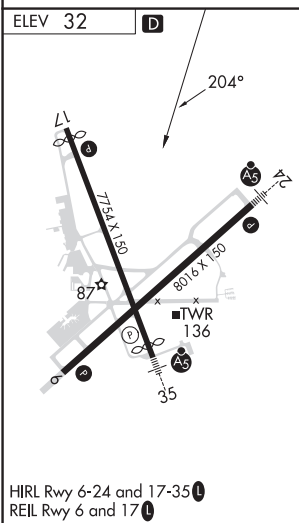
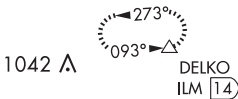
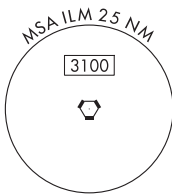
VORTAC ILM <b>117.0</b> Chan <b>117</b>	APP CRS <b>204°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>32</b>
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# TACAN-A

WILMINGTON INTL (ILM)

MISSED APPROACH: Climbing right turn to 3000 heading 320° and ILM R-273 to DELKO/ILM 14 DME and hold.

ATIS <b>124.975</b>	WILMINGTON APP CON★ <b>118.25 284.65</b> (164°-343°) <b>135.75 317.425</b> (344°-163°)	WILMINGTON TOWER★ <b>119.9</b> (CTAF) <b>0 239.3</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>120.875</b>	UNICOM <b>122.95</b>
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3000 hdg 320°	ILM R-273	DELKO	ILM VORTAC	Remain within 10 NM
ZOKIS ILM 4.5		024° 1900		
1600		204°		
4.5 NM				
CATEGORY	A	B	C	D
CIRCLING	560-1 528 (600-1)		720-2 688 (700-2)	920-3 888 (900-3)

WILMINGTON, NORTH CAROLINA  
Amdt 1 10DEC15

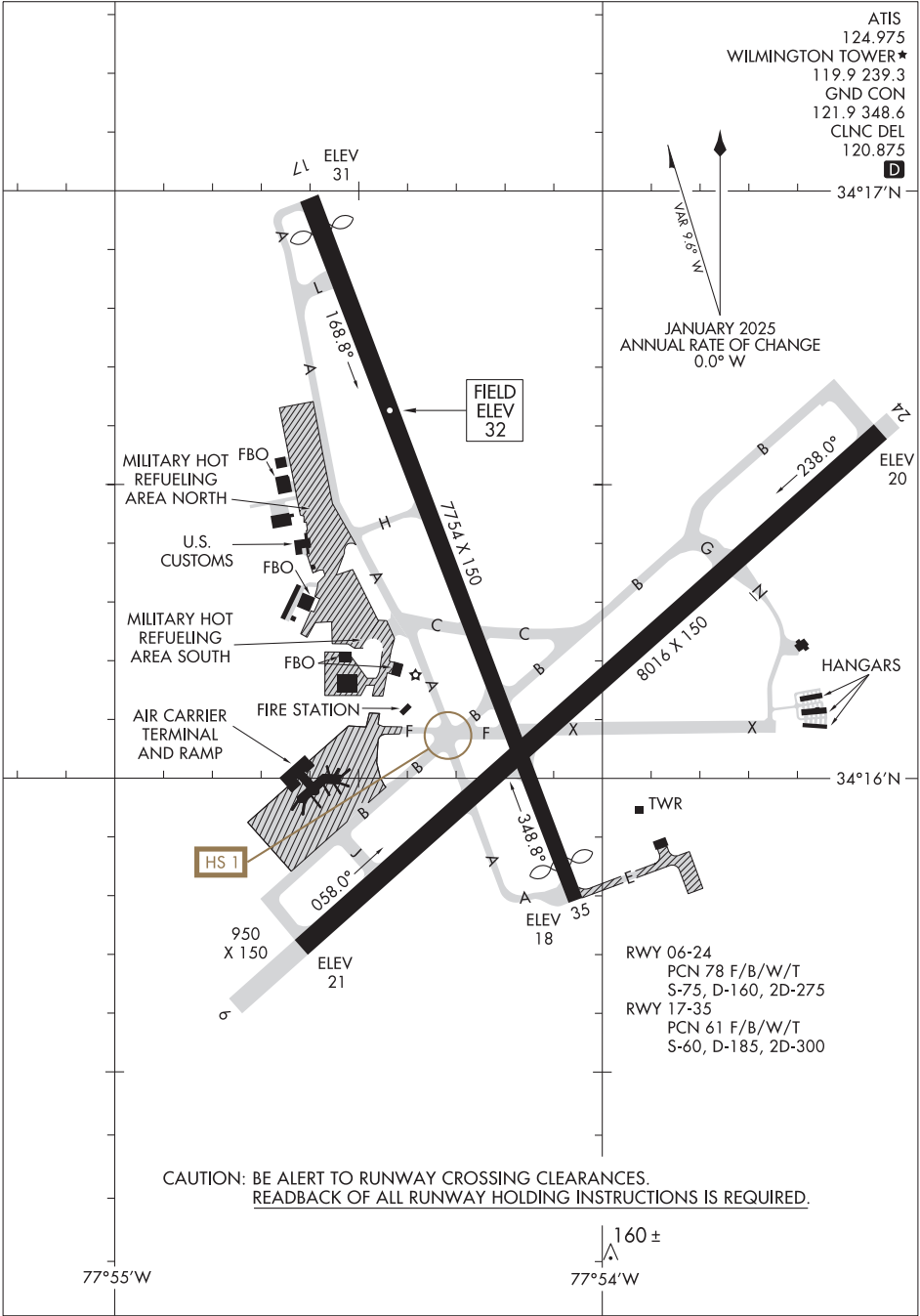
34°16'N-77°54'W

WILMINGTON INTL (ILM)  
**TACAN-A**

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025





WAAS CH <b>69339</b> <b>W03A</b>	APP CRS <b>038°</b>	Rwy Idg TDZE <b>156</b> Apt Elev <b>160</b>	<b>4500</b>
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RNAV (GPS) RWY 3  
WILSON INDUSTRIAL AIR CENTER (W03)

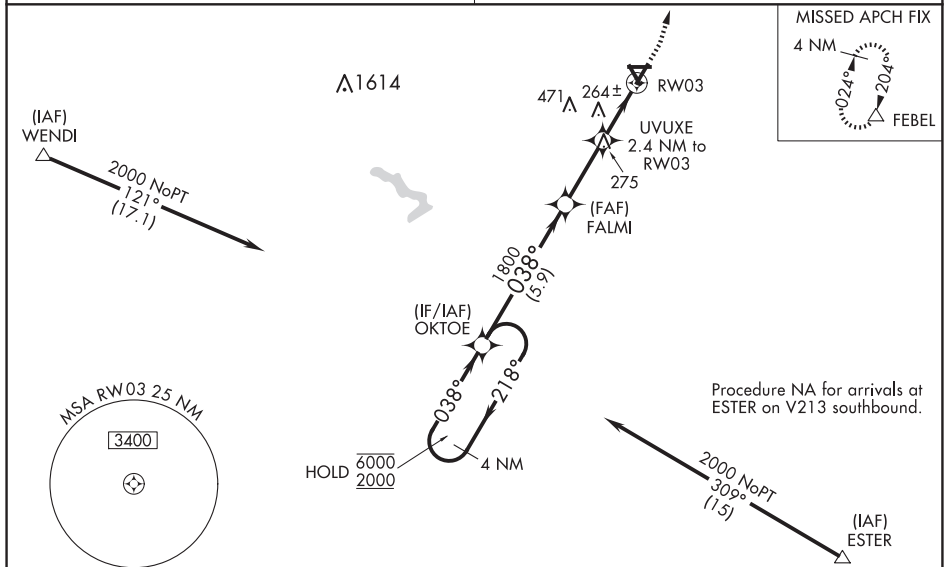
RNP APCH.

Baro-VNAV NA when using Rocky Mount altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

Obtain local altimeter setting on CTAF; when not received, use Rocky Mount altimeter setting: increase LPV DA to 421 and visibility all Cats ½ SM; increase LNAV/VNAV DA to 439; increase all MDA 20 feet and LNAV visibility Cats C and D ½ SM. Circling Rwy 9, 15, 27, 33 NA at night.

MISSED APPROACH: Climb to 700, then climbing left turn to 2500 direct FEBEL and hold.

WASHINGTON CENTER <b>123.85 279.65</b>	UNICOM <b>123.0 (CTAF) 0</b>
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ELEV 160 TDZE 156

4 NM Holding Pattern

OKTOE

FALMI

UVUXE 2.4 NM to RWY 3

RWY 3

CATEGORY	A	B	C	D
LPV DA	406-¾ 250 (300-¾)			
LNAV/VNAV DA	424-7/8 268 (300-7/8)			
LNAV MDA	520-1 364 (400-1)	520-1¾ 364 (400-1¾)	520-2 364 (400-2)	
CIRCLING	660-1 500 (500-1)	780-1¾ 620 (700-1¾)	780-2 620 (700-2)	

REL Rws 3 and 21 0

MIRL Rwy 3-21 0

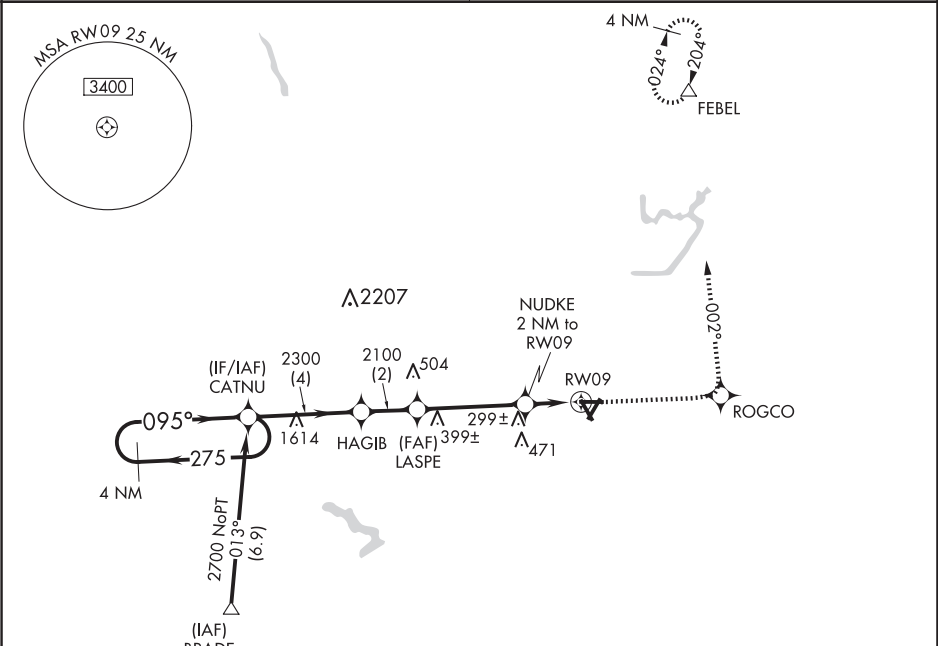
APP CRS	Rwy Idg	4498
095°	TDZE	161
	Apt Elev	160

RNAV (GPS) RWY 9

WILSON INDUSTRIAL AIR CENTER (W03)

<div><div>▼</div><div>NA</div></div> <div>DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received use Rocky Mount altimeter setting.</div>	<div>MISSED APPROACH: Climb to 2500 direct ROGCO then left turn via 002° track to FEBEL and hold.</div>
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WASHINGTON CENTER 123.85 279.65	UNICOM 123.0 (CTAF) 0
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	ELEV 160	TDZE 161
4 NM Holding Pattern	CATNU	2500 ROGCO
2700	HAGIB	FEBEL
275°	LASPE	095° to RW09
095°	NUDK 2 NM to RW09	002° tr
2300	820	
2100		
4 NM	2 NM	3.9 NM
2 NM		
CATEGORY	A	B
LN AV MDA	560-1	399 (400-1)
CIRCLING	660-1	500 (500-1)
	780-1 3/4	620 (700-1 3/4)
	780-2	620 (700-2)
ROCKY MOUNT ALTIMETER SETTING MINIMUMS		
LN AV MDA	580-1	419 (500-1)
	580-1 1/4	419 (500-1 1/4)
CIRCLING	680-1	520 (600-1)
	800-1 3/4	640 (700-1 3/4)
	800-2	640 (700-2)

WILSON, NORTH CAROLINA

AL-6376 (FAA)

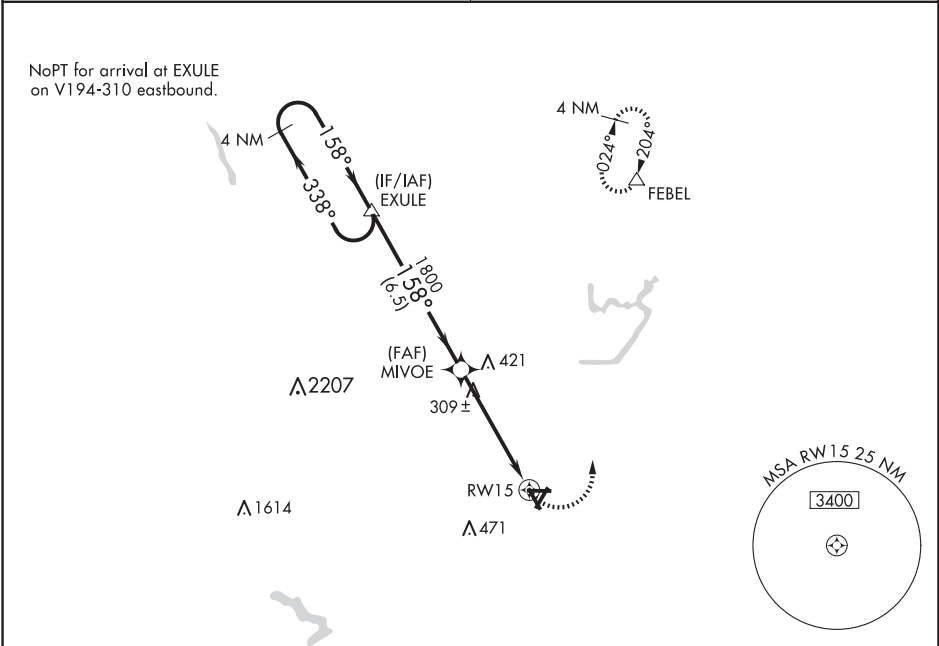
22195

APP CRS	Rwy Idg	4499
158°	TDZE	161
	Apt Elev	160

RNAV (GPS) RWY 15  
WILSON INDUSTRIAL AIR CENTER (W03)

<p>▽ NA</p>	<p>DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received use Rocky Mount altimeter setting.</p>	<p>MISSED APPROACH: Climbing left turn to 2500 direct FEBEL and hold.</p>
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<p>WASHINGTON CENTER 123.85 279.65</p>	<p>UNICOM 123.0 (CTAF) 0</p>
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4 NM Holding Pattern		2500 FEBEL	
CATEGORY	A	B	D
LNAV MDA	560-1	399 (400-1)	560-1¼ 399 (400-1¼)
CIRCLING	660-1	500 (500-1)	780-2 620 (700-2)
ROCKY MOUNT ALTIMETER SETTING MINIMUMS			
LNAV MDA	580-1	419 (500-1)	580-1¼ 419 (500-1¼)
CIRCLING	680-1	520 (600-1)	800-2 640 (700-2)

WILSON, NORTH CAROLINA  
Amdt 1B 14JUL22

35°46'N-77°58'W

WILSON INDUSTRIAL AIR CENTER (W03)  
RNAV (GPS) RWY 15

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

REIL Rwys 3 and 21 0  
MIRL Rwy 3-21 0

WAAS CH <b>72739</b> <b>W21A</b>	APP CRS <b>204°</b>	Rwy Idg TDZE <b>157</b> Apt Elev <b>160</b>
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RNAV (GPS) RWY 21

WILSON INDUSTRIAL AIR CENTER (W03)

RNP APCH.

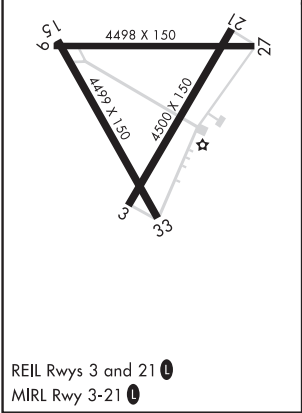
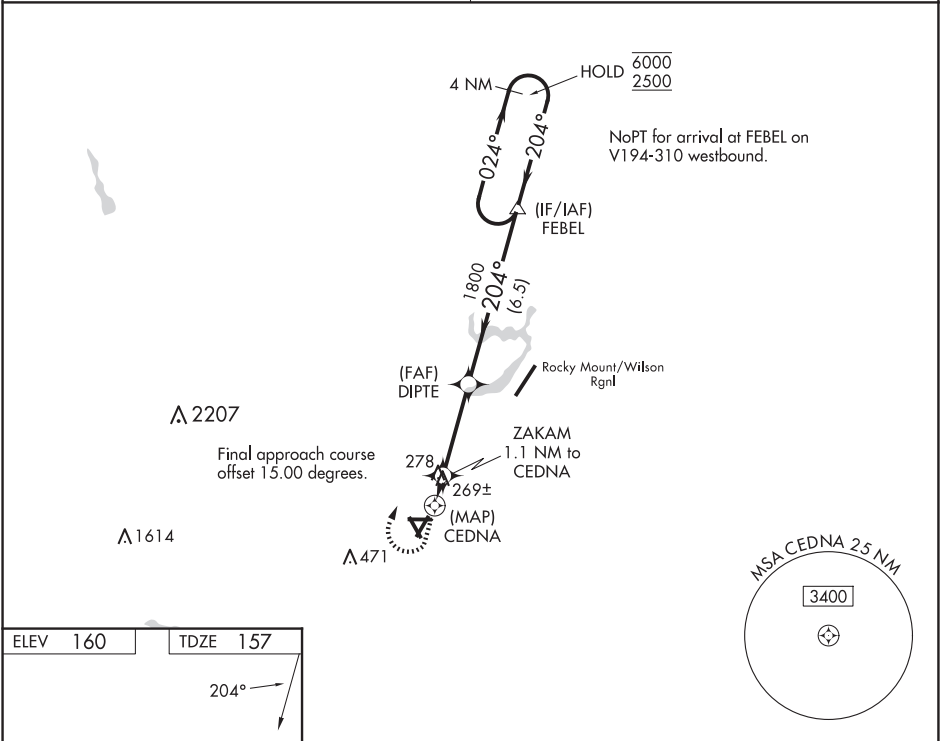
⚠

NA

Circling Rwy 9, 15, 27, 33 NA at night. Obtain local altimeter setting on CTAF; when not received, use Rocky Mount altimeter setting and increase all MDA 20 feet; increase LP Cats C and D visibility 1/8 SM. Rwy 21 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 1000, then climbing right turn to 2500 direct FEBEL and hold.

WASHINGTON CENTER <b>123.85 279.65</b>	UNICOM <b>123.0 (CTAF) 1</b>
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1000		2500		FEBEL		4 NM Holding Pattern	
		CEDNA		ZAKAM 1.1 NM to CEDNA		DIPTE	
CATEGORY		A		B		C	
LP MDA		520-1		363 (400-1)			
LNAV MDA		540-1		383 (400-1)		540-1 3/8 383 (400-1 1/8)	
CIRCLING		660-1		500 (500-1)		780-1 3/4 620 (700-1 3/4) 780-2 620 (700-2)	

SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025

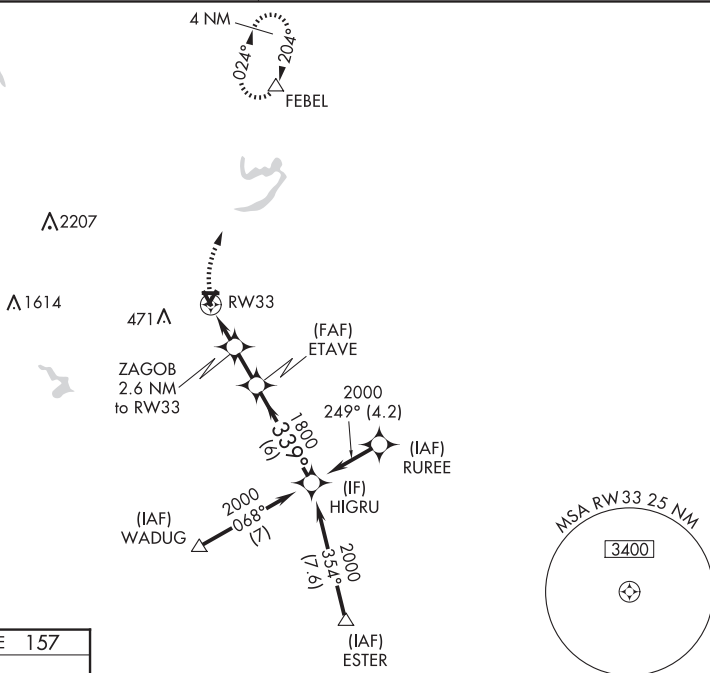
RNAV (GPS) RWY 33  
WILSON INDUSTRIAL AIR CENTER (W03)

**T** Obtain local altimeter setting on CTAf; when not received, use Rocky Mount altimeter setting. Straight-in Rwy 33 NA at night, Circling Rwy 9, 15, 27, 33 NA at night. Rwy 33 helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:** Climbing right turn to 2500 direct FEBEL WP and hold.

WASHINGTON CENTER  
123.85 279.65

UNICOM  
123.0 (CTAF) **L**



REIL Rwy 3 and 21 **L**  
MIRL Rwy 3-21 **L**

CATEGORY	A	B	C	D
LNAV MDA	640-1	483 (500-1)	640-1¼ 483 (500-1¼)	640-1½ 483 (500-1½)
CIRCLING	660-1	500 (500-1)	780-1¾ 620 (700-1¾)	780-2 620 (700-2)

ROCKY MOUNT ALTIMETER SETTING MINIMUMS

LNAV MDA	660-1	503 (500-1)	660-1½	503 (500-1½)
CIRCLING	680-1	520 (600-1)	800-1¾ 640 (700-1¾)	800-2 640 (700-2)

WILSON, NORTH CAROLINA  
Orig-D 14JUL22

35°46'N-77°58'W

WILSON INDUSTRIAL AIR CENTER (W03)  
RNAV (GPS) RWY 33

WAAS CH <b>82329</b> <b>W04A</b>	APP CRS <b>045°</b>	Rwy Idg TDZE Apt Elev	<b>5010</b> <b>578</b> <b>578</b>
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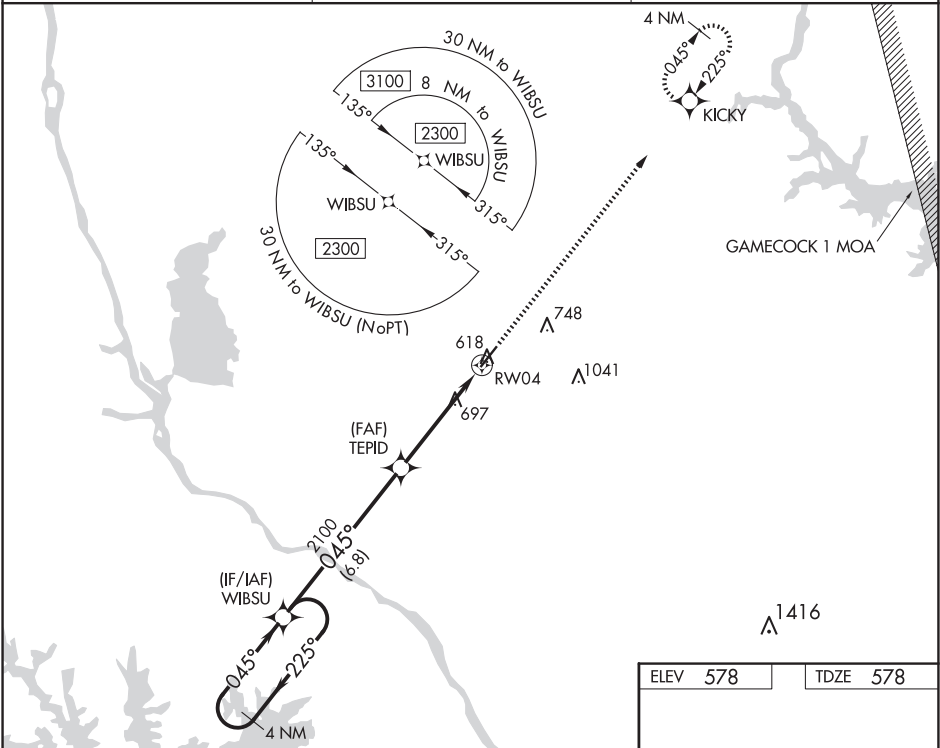
RNAV (GPS) RWY 4

FAIRFIELD COUNTY (FDW)

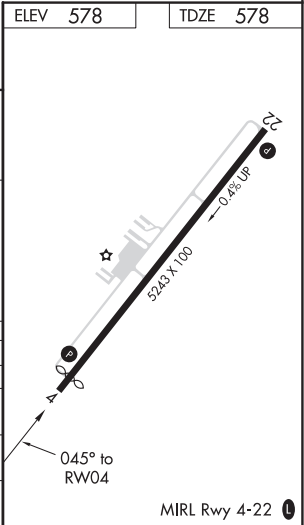
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2300 direct KICKY and hold.

AWOS-3 <b>119.075</b>	COLUMBIA APP CON <b>133.4 285.6</b>	UNICOM <b>123.05 (CTAF) 0</b>
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 32').		2300 KICKY
2300 ← 225° 045° →		TEPID 2100		↑ *LNAV only.
GP 3.00° TCH 40		*1.1 NM to RW04		RW04
		6.8 NM		1.1
		3.6 NM		
CATEGORY	A	B	C	D
LPV DA	828-7/8		250 (300-7/8)	
LNAV/VNAV DA	828-7/8		250 (300-7/8)	
LNAV MDA	960-1 382 (400-1)		960-1 382 (400-1 1/8)	
CIRCLING	980-1 402 (500-1)	1040-1 462 (500-1)	1080-1 1/2 502 (600-1 1/2)	1360-2 1/2 782 (800-2 1/2)



WINNSBORO, SOUTH CAROLINA

AL-6281 (FAA)

21056

WAAS CH <b>97330</b> <b>W22A</b>	APP CRS <b>225°</b>	Rwy Idg TDZE <b>5243</b> Apt Elev <b>578</b>
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RNAV (GPS) RWY 22

FAIRFIELD COUNTY (FDW)

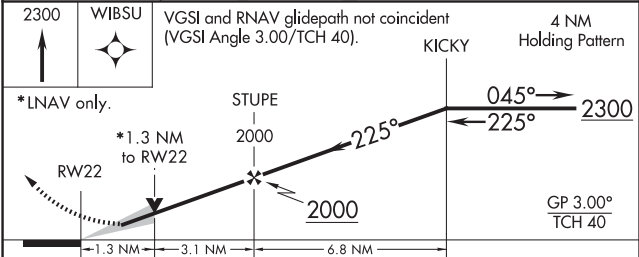
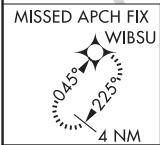
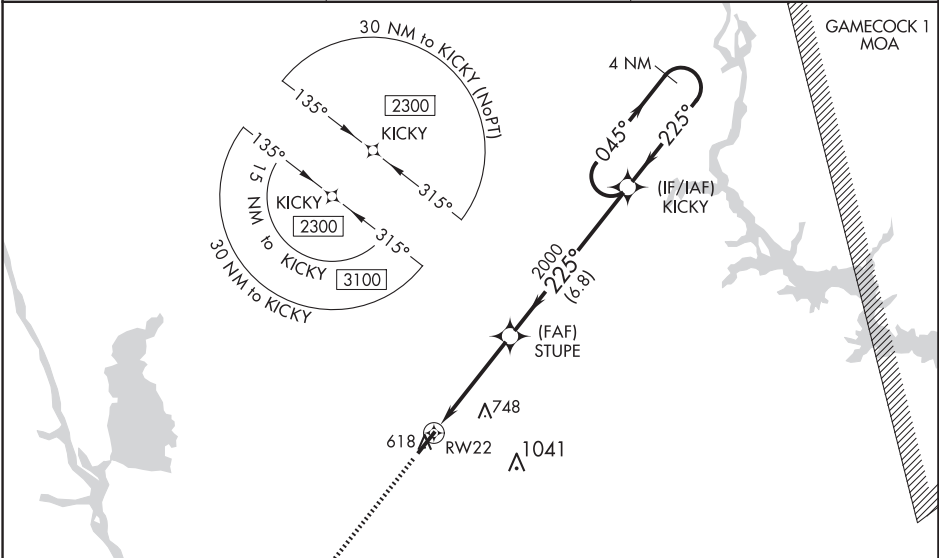
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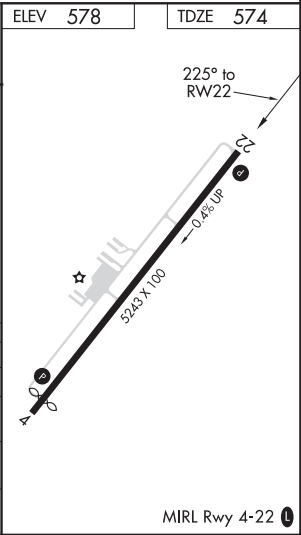
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2300 direct WBSU and hold.

AWOS-3 <b>119.075</b>	COLUMBIA APP CON <b>133.4 285.6</b>	UNICOM <b>123.05 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA	824-7/8	250 (300-7/8)		
LNAV/VNAV DA	824-7/8	250 (300-7/8)		
LNAV MDA	1000-1	426 (500-1)	1000-1 1/4	426 (500-1 1/4)
CIRCLING	1000-1 422 (500-1)	1040-1 462 (500-1)	1080-1 1/2 502 (600-1 1/2)	1360-2 1/2 782 (800-2 1/2)



WINNSBORO, SOUTH CAROLINA  
Amdt 2 07DEC17

34°19'N-81°07'W

FAIRFIELD COUNTY (FDW)  
RNAV (GPS) RWY 22

SE-2, 12 JUN 2025 to 07 AUG 2025


SE-2, 12 JUN 2025 to 07 AUG 2025



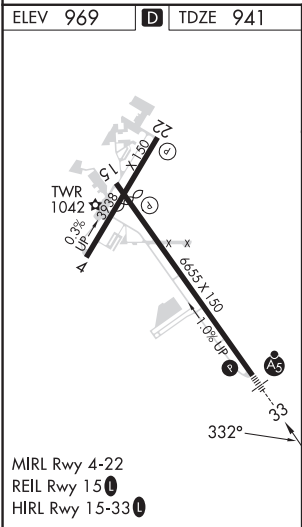
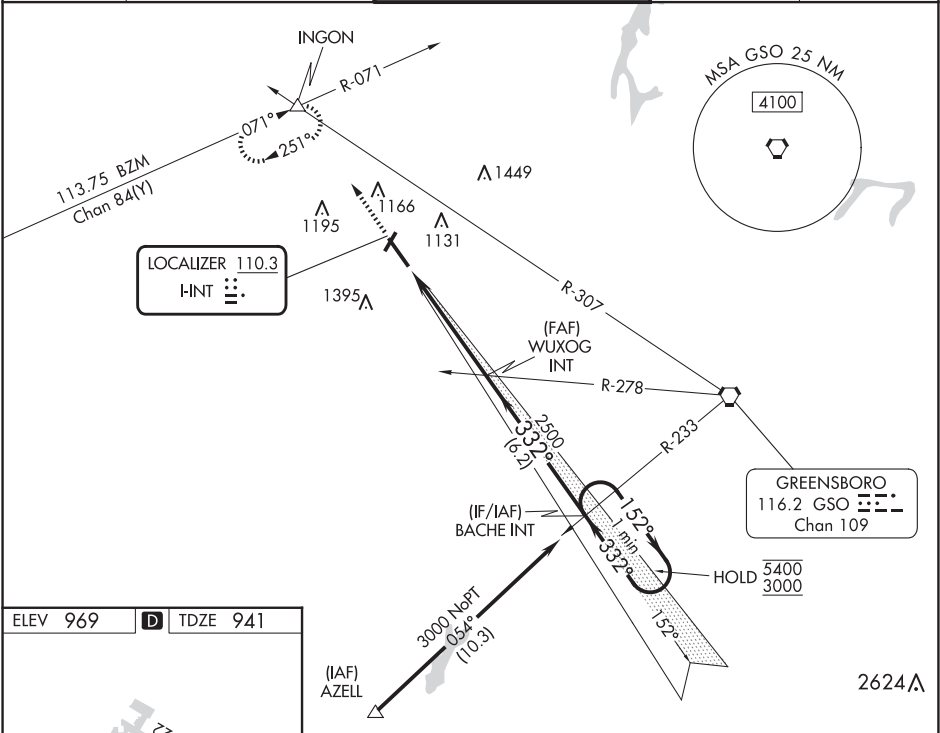
LOC I-INT <b>110.3</b>	APP CRS <b>332°</b>	Rwy Idg <b>6655</b> TDZE <b>941</b> Apt Elev <b>969</b>
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ILS or LOC RWY 33

SMITH REYNOLDS (INT)

RNP APCH-GPS, From AZELL. RADAR required for non-GPS equipped aircraft.	MALSR 	MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 on heading 341° and GSO VORTAC R-307 to INCON INT and hold, continue climb-in-hold to 3500.
*RVR 1800 authorized with use of FD or AP or HUD to DA.		

ATIS <b>121.3</b>	GREENSBORO APP CON <b>124.35 269.225</b>	WINSTON-SALEM TOWER ★ <b>123.75 (CTAF) 0 257.8</b>	GND CON <b>128.25</b>	UNICOM <b>122.95</b>
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1400	3500	INGON			
↑	hdg 341°	GSO R-307	△		
		WUXOG INT		BACHE INT	One Minute Holding Pattern
		2500		152°	5400
		332°		←332°	3000
		2500			GS 3.00° TCH 57
	4.8 NM	6.2 NM			
CATEGORY	A	B	C	D	
S-ILS 33*		1141/24	200 (200-1/2)		
S-LOC 33	1400/24	459 (500-1/2)	1400/45	459 (500-7/8)	
CIRCLING	1480-1 511 (600-1)	1580-1 611 (700-1)	1700-2 731 (800-2)	1760-2 1/2 791 (800-2 1/2)	

SE-2, 12 JUN 2025 to 07 AUG 2025

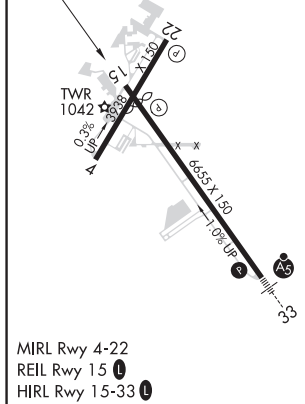
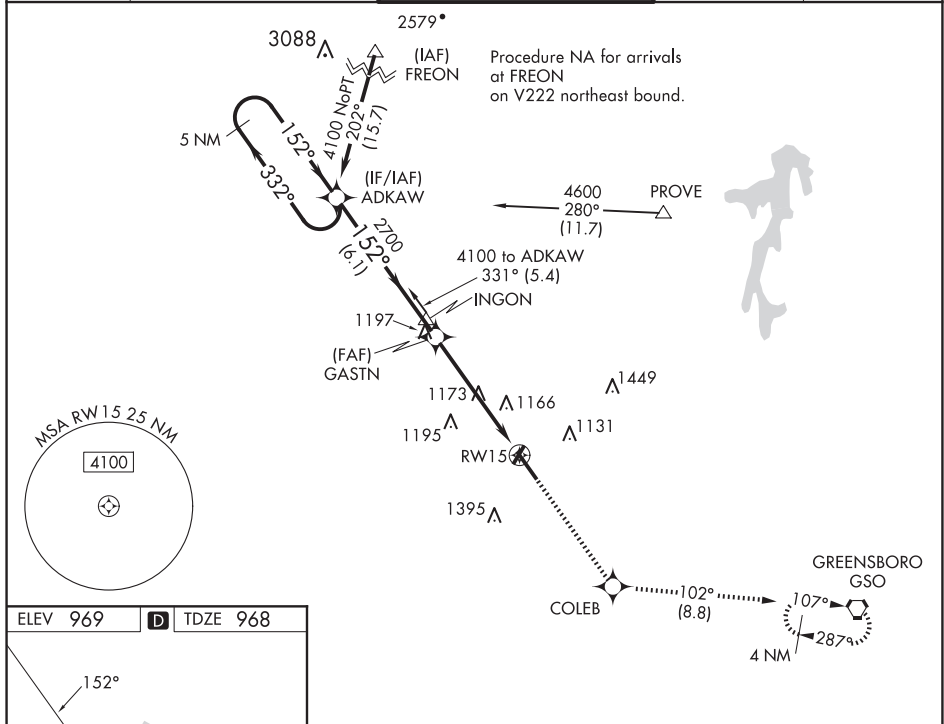
SE-2, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	6069
152°	TDZE	968
	Apt Elev	969

# RNAV (GPS) RWY 15

SMITH REYNOLDS (INT)

RNP APCH.		MISSED APPROACH: Climb to 3000 direct COLEB and on track 102° to GSO VORTAC and hold.		
When local altimeter setting not received, use Piedmont Triad Intl altimeter setting and increase all MDA 40 feet and Circling Cats C/D visibility ¼ SM. Circling Rwy 4, 22 NA at night. Rwy 15 helicopter visibility reduction below ¾ SM NA.				
ATIS	GREENSBORO APP CON	WINSTON-TOWER ★	GND CON	UNICOM
121.3	124.35 269.225	123.75 (CTAF) 0 257.8	128.25	122.95



VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 38).				3000	COLEB	tr 102°	GSO
5 NM Holding Pattern				↑	✦		◻
4100 ← 332° 152° → 2700							
ADKAW GASTN RW15							
3.00° TCH 56							
6.1 NM 5.2 NM							
CATEGORY	A	B	C	D			
LNAV MDA	1440-1	472 (500-1)	1440-1⅓	472 (500-1⅓)			
CIRCLING	1480-1 511 (600-1)	1580-1 611 (700-1)	1700-2 731 (800-2)	1760-2½ 791 (800-2½)			

WAAS CH <b>82011</b> <b>W33A</b>	APP CRS <b>332°</b>	Rwy Idg TDZE <b>941</b> Apt Elev <b>969</b>
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RNAV (GPS) RWY 33

SMITH REYNOLDS (INT)

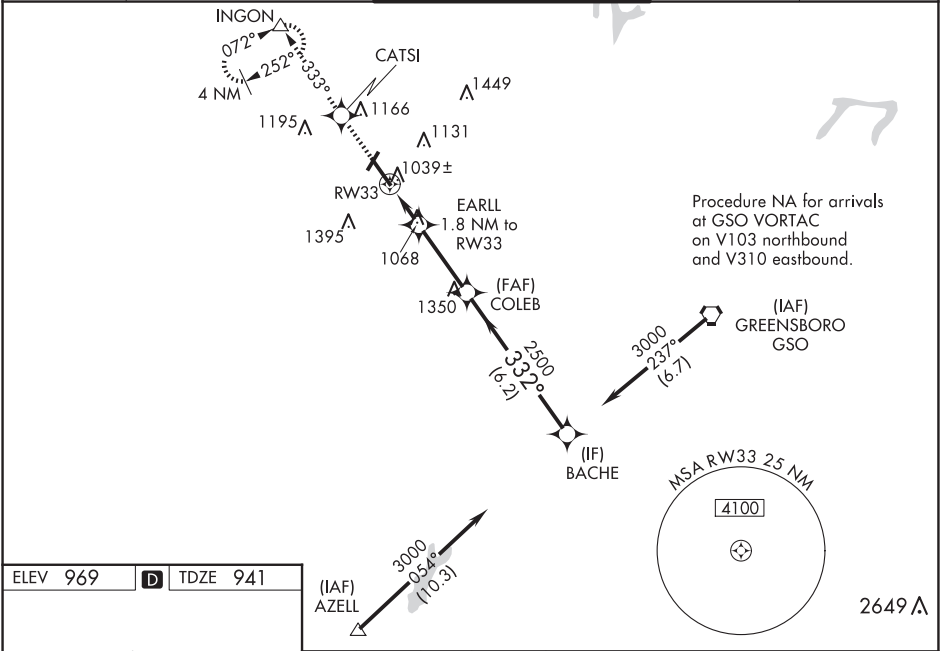
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For inoperative MALSR, when using Piedmont Triad Intl altimeter setting, increase LPV all Cats visibility to 1 mile. Baro-VNAV NA when using Piedmont Triad Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Piedmont Triad Intl altimeter setting; increase LPV DA to 1180 feet, LNAV/VNAV DA to 1446 feet and visibility all Cats ¼ SM; increase all MDA 40 feet and Circling visibility Cats C/D ¼ SM. \*\* RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Piedmont Triad Intl altimeter setting. Circling Rwy 4, 22 NA at night.

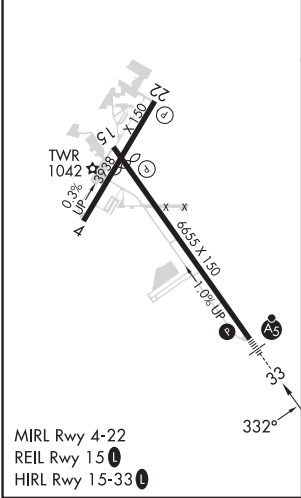
MALSR

MISSED APPROACH:  
Climb to 3500 direct CATSI and on 333° track to INCON and hold, continue climb-in-hold to 3500.

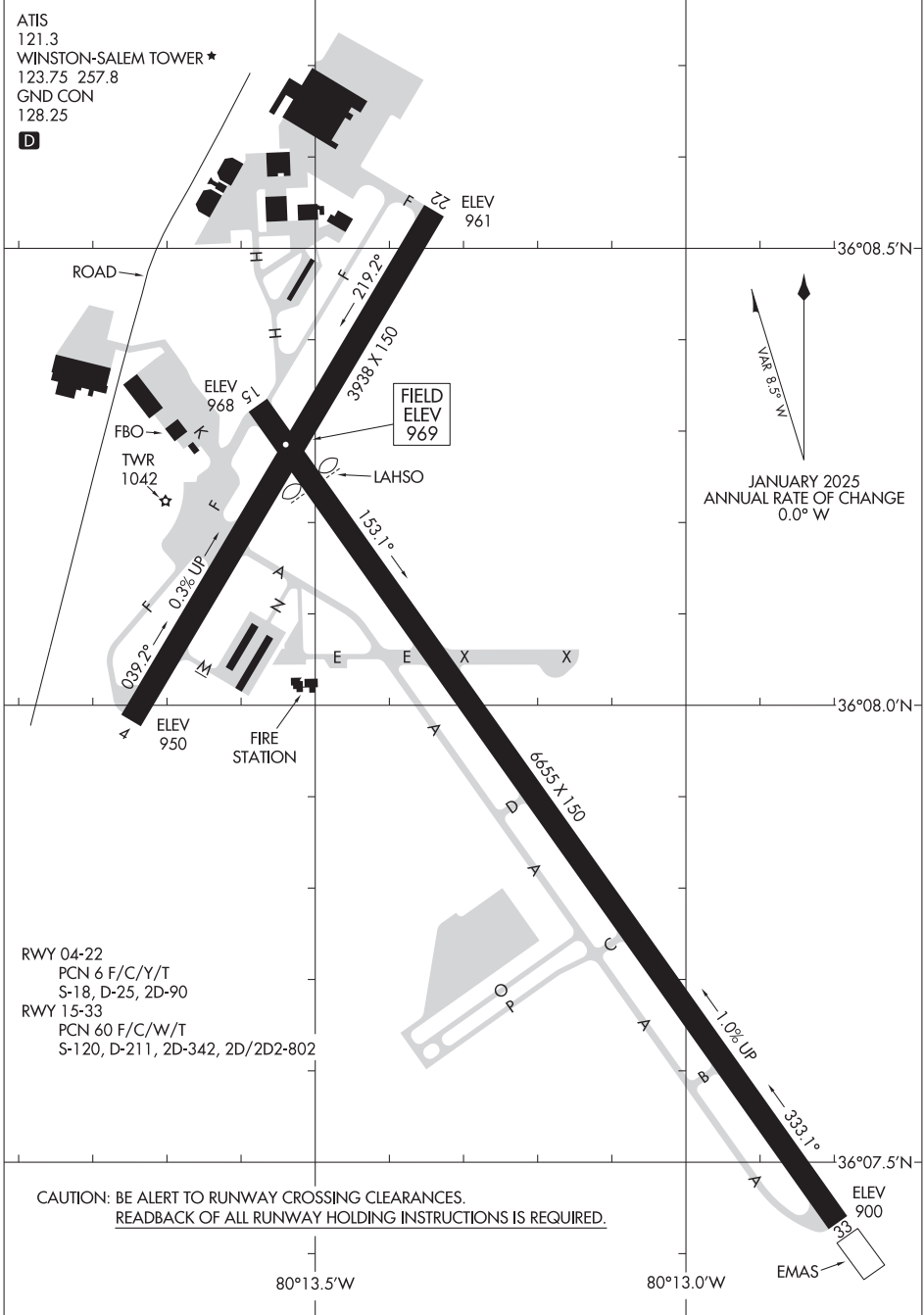
ATIS <b>121.3</b>	GREENSBORO APP CON <b>124.35 269.225</b>	WINSTON-SALEM TOWER ★ <b>123.75 (CTAF) 0 257.8</b>	GND CON <b>128.25</b>	UNICOM <b>122.95</b>
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ELEV 969	<b>D</b>	TDZE 941
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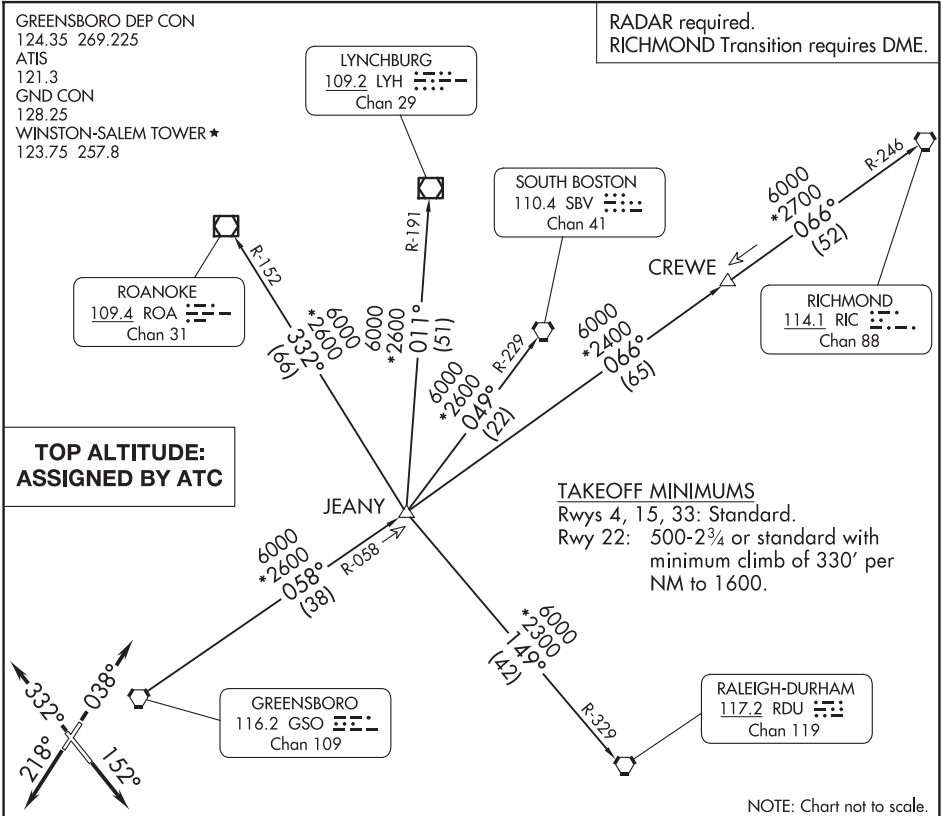


3500	CATSI	tr 333°	INGON	BACHE
*LNAV only.				
EARLL 1.8 NM to RW33				
RW33				
COLEB				
332°				
2500				
1520*				
1.8 NM 3 NM 6.2 NM				
CATEGORY	A	B	C	D
LPV DA**	1141/24 200 (200-½)			
LNAV/VNAV DA	1407/60 466 (500-1¼)			
LNAV MDA	1380/24	439 (500-½)	1380/40 439 (500-¾)	1380/50 439 (500-1)
CIRCLING	1480-1 511 (600-1)	1580-1 611 (700-1)	1700-2 731 (800-2)	1760-2½ 791 (800-2½)



SE-2, 12 JUN 2025 to 07 AUG 2025

SE-2, 12 JUN 2025 to 07 AUG 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb on heading 038°, thence. . . .

TAKEOFF RUNWAY 15: Climb on heading 152°, thence. . . .

TAKEOFF RUNWAY 22: Climb on heading 218°, thence. . . .

TAKEOFF RUNWAY 33: Climb on heading 332°, thence. . . .

. . . .maintain altitude assigned by ATC. RADAR vectors will be provided to intercept assigned radial associated with the issued transition, or if no transition assigned, RADAR vectors will be provided to the appropriate fix. Expect requested altitude/flight level 10 minutes after departure.

LYNCHBURG TRANSITION (QUAK8.LYH): From over GSO VORTAC on GSO R-058 to JEANY then on LYH R-191 to LYH VOR/DME.

RALEIGH/DURHAM TRANSITION (QUAK8.RDU): From over GSO VORTAC on GSO R-058 to JEANY then on RDU R-329 to RDU VORTAC.

RICHMOND TRANSITION (QUAK8.RIC): From over GSO VORTAC on GSO R-058 to JEANY then on GSO R-058 and RIC R-246 to CREWE then on RIC R-246 to RIC VORTAC.

ROANOKE TRANSITION (QUAK8.ROA): From over GSO VORTAC on GSO R-058 to JEANY then on ROA R-152 to ROA VOR/DME.

SOUTH BOSTON TRANSITION (QUAK8.SBV): From over GSO VORTAC on GSO R-058 to JEANY then on SBV R-229 to SBV VORTAC.

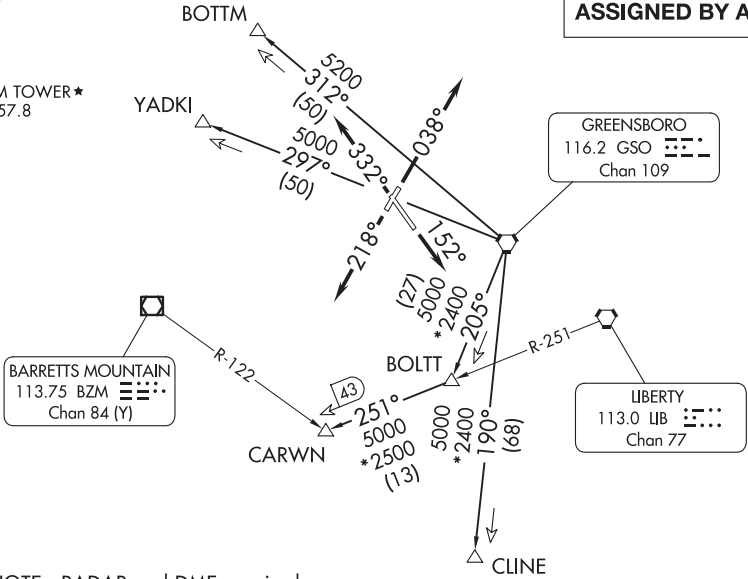
TRIAD NINE DEPARTURE

AL-463 (FAA)

SMITH REYNOLDS (INT')  
WINSTON SALEM, NORTH CAROLINA

GREENSBORO DEP CON  
124.35° 269.225  
ATIS  
121.3  
GND CON  
128.25  
WINSTON-SALEM TOWER\*  
123.75 (CTAF) 257.8

TOP ALTITUDE:  
ASSIGNED BY ATC



NOTE: RADAR and DME required.

TAKEOFF MINIMUMS

Rwys 4, 15, 33: Standard.

Rwy 22: 500-2¾ or standard with minimum climb of 330' per NM to 1600.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb heading 038°, thence . . .

TAKEOFF RUNWAY 15: Climb heading 152°, thence . . .

TAKEOFF RUNWAY 22: Climb heading 218°, thence . . .

TAKEOFF RUNWAY 33: Climb heading 332°, thence . . .

. . . maintain altitude assigned by ATC. Expect vector to intercept assigned radial associated with the issued transition. Proceed via the depicted radial to the transition fix, thence as filed. If no transition assigned, expect vector to the appropriate fix. Expect requested altitude/flight level ten (10) minutes after departure.

- BOTTM TRANSITION (TRI9.BOTTM): Expect vector to intercept GSO R-312 to BOTTM.  
CARWN TRANSITION (TRI9.CARWN): Expect vector to intercept GSO R-205 to BOLTT, then on LIB R-251 to CARWN.  
CLINE TRANSITION (TRI9.CLINE): Expect vector to intercept GSO R-190 to CLINE.  
YADKI TRANSITION (TRI9.YADKI): Expect vector to intercept GSO R-297 to YADKI.

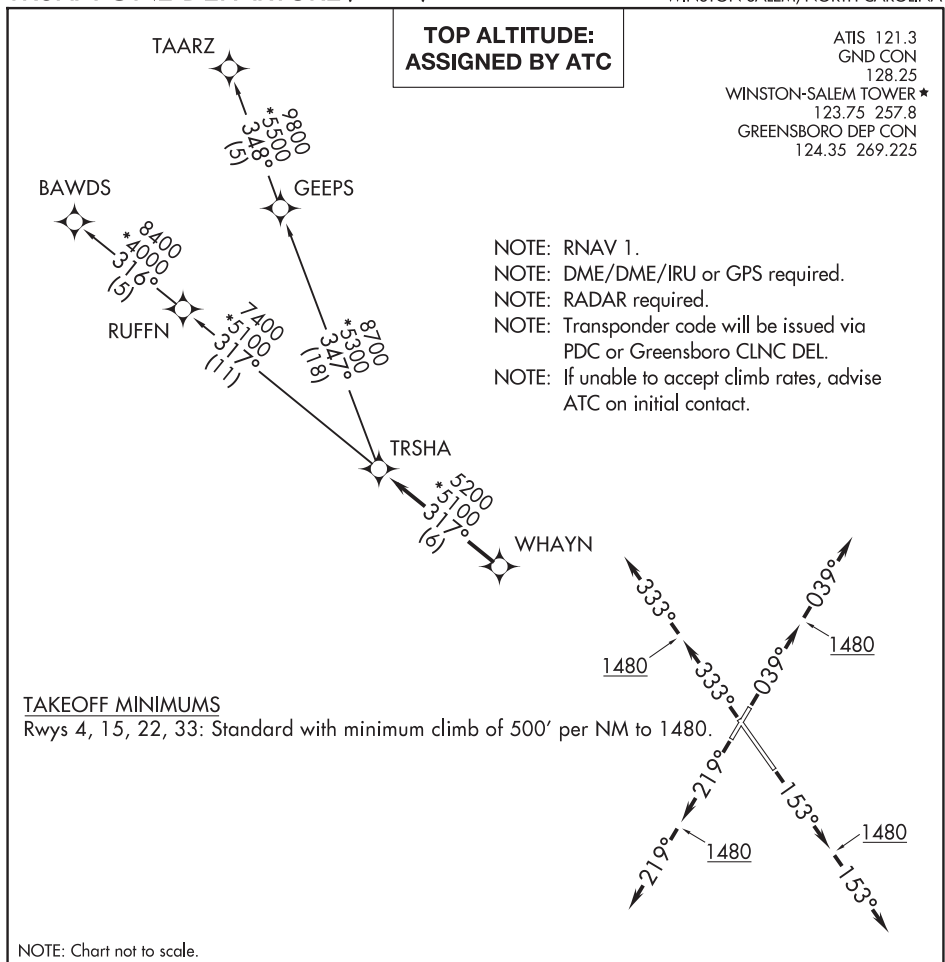
TRIAD NINE DEPARTURE

(TRI9.GSO) 05JAN17

WINSTON SALEM, NORTH CAROLINA  
SMITH REYNOLDS (INT')

## TRSHA ONE DEPARTURE (RNAV)

WINSTON SALEM, NORTH CAROLINA



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb heading 039° to 1480, then on heading 039°. Thence. . .  
 TAKEOFF RUNWAY 15: Climb heading 153° to 1480, then on heading 153°. Thence. . .  
 TAKEOFF RUNWAY 22: Climb heading 219° to 1480, then on heading 219°. Thence. . .  
 TAKEOFF RUNWAY 33: Climb heading 333° to 1480, then on heading 333°. Thence. . .

...expect RADAR vectors to WHAYN, then on track 317° to TRSHA, then on assigned transition. Maintain altitude assigned by ATC. Expect clearance to filed altitude within ten (10) minutes after departure.

BAWDS TRANSITION (TRSHA1.BAWDS)  
TAARZ TRANSITION (TRSHA1.TAARZ)

TRSHA ONE DEPARTURE (RNAV)  
(TRSHA1,TRSHA) 05JAN17

WINSTON SALEM, NORTH CAROLINA  
SMITH REYNOLDS (INT)

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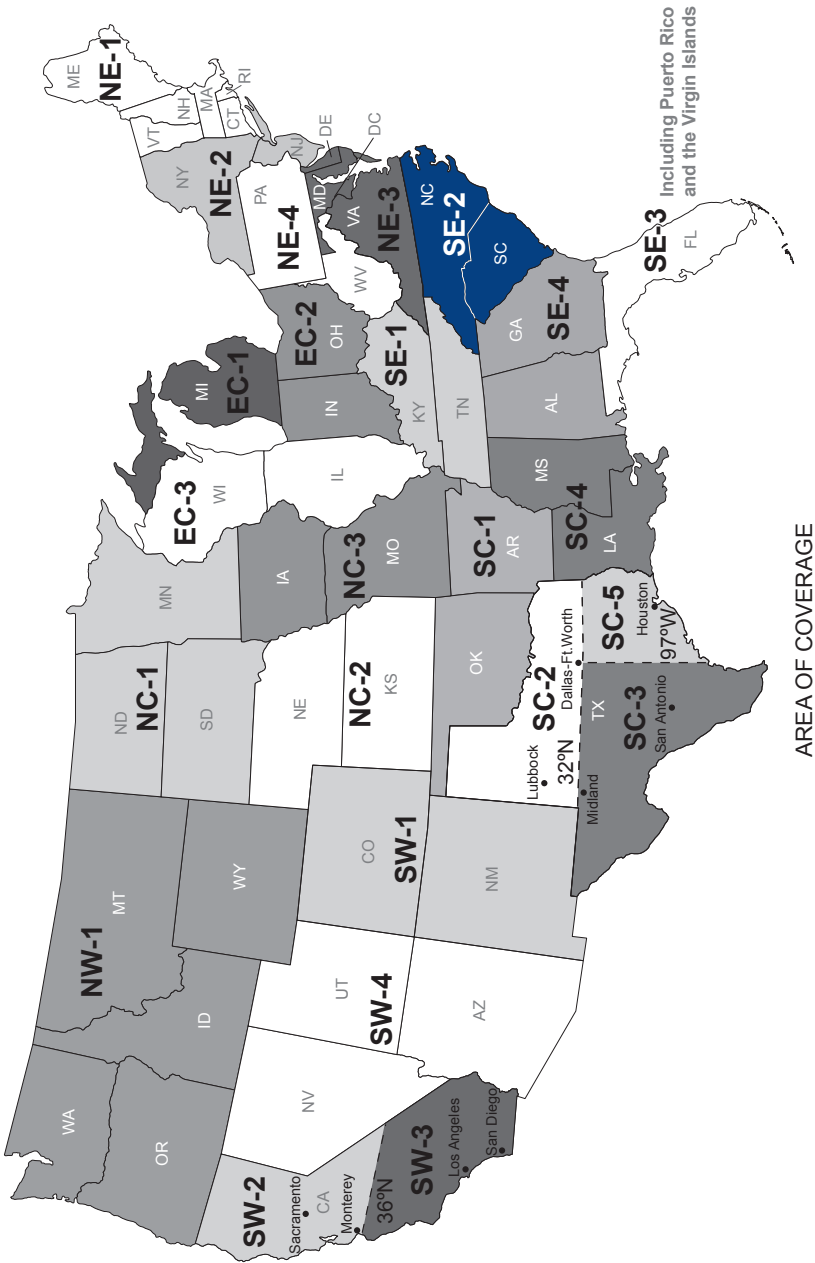
INSIDE BACK COVER

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NSN 7641015059593

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