

NE-3

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07 AUG 25 to 02 OCT 25



Federal Aviation  
Administration

TM

# U.S. Terminal Procedures Publication

Northeast (NE) Vol 3 of 4

Effective: 0901Z

**07 AUG 2025**

to: 0901Z

**02 OCT 2025**

Consult the Change Notice  
(CN) effective 04 SEP 2025 for  
revised Instrument Procedure  
Charts for this volume



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CORRECTIONS, COMMENTS AND/OR PROCUREMENT

FOR CHARTING ERRORS, OR FOR CHANGES, ADDITIONS, RECOMMENDATIONS ON PROCEDURAL ASPECTS CONTACT:

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

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Frequently asked questions (FAQ) are answered on our website at: <https://www.faa.gov/go/ais>

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

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



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

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

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

(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

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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.

DA  
Visibility  
(RVR 100's of feet)

Aircraft Approach Category  
HAT

200 (200-½)

288 (300-½)

1440/50  
288 (300-1)

1540-1  
361 (400-1)

1640-1  
461 (500-1)

1640-1½  
461 (500-1½)

1740-2  
561 (600-2)

MDA

HAA

Visibility in Statute Miles

Straight-in ILS to Runway 27

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

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

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

COPTER MINIMA ONLY

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

Copter Approach Direction

Height of MDA/DA Above Landing Area (HAL)

No circling minimums are provided

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

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

COLD TEMPERATURE AIRPORTS

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

COLD TEMPERATURE ERROR TABLE  
HEIGHT ABOVE AIRPORT IN FEET

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

AIRCRAFT APPROACH CATEGORIES

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

MANEUVERING TABLE

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

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

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

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

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

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

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GENERAL INFORMATION

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

The FAA uses an internal numbering system on all charts in the TPP. This Approach and Landing (AL) number is located on the top center margin of the chart followed by the organization responsible for the procedure in parentheses, e.g., AL-18 (FAA), AL-11919 (FAA-O). Military procedures do not show AL number, but do show the appropriate authority for the procedure, e.g., (USAF).

CHART CURRENCY INFORMATION

Date of Latest Revision 09365

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



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

MISCELLANEOUS

- ★ Indicates a non-continuously operating facility, see Chart Supplement.
- For Civil (FAA) instrument procedures, "RADAR REQUIRED" in the planview of the chart indicates that ATC radar must be available to assist the pilot when transitioning from the en route environment. "Radar required" in the pilot briefing portion of the chart indicates that ATC radar is required on portions of the procedure outside the final approach segment, including the missed approach. Some military procedures also have equipment requirements such as "Radar Required", but do not conform to the same charting application standards used by the FAA.
- Distances are in nautical miles (except visibility in statute miles and Runway Visual Range in hundreds of feet). Runway dimensions are in feet. Elevations are in feet, Mean Sea Level (MSL). Ceilings are in feet above airport elevation. Radials/bearings/headings/courses are magnetic. Horizontal Datum: Unless otherwise noted on the chart, all coordinates are referenced to North American Datum 1983 (NAD 83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).
- Terrain is scaled within the neat lines (planview boundaries) and does not accurately underlie not-to-scale distance depictions or symbols.

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STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

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

PROCEDURE PBN/EQUIPMENT REQUIREMENTS

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

IAP PBN/Equipment Requirements Notes Box



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

RNAV STAR and DP PBN/Equipment Requirements Notes Box


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

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

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

Available FAA standard approach lighting systems are charted as a negative symbol to indicate pilot 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

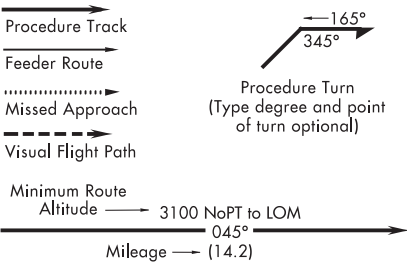
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NE-3, 07 AUG 2025 to 02 OCT 2025



PLANVIEW SYMBOLS

ROUTES



ALTITUDES

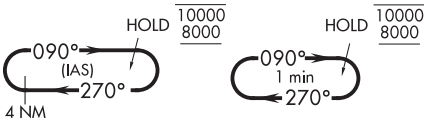
<u>5500</u> Mandatory Altitude	3000 Recommended Altitude
<u>2500</u> Minimum Altitude	<u>5000</u> Mandatory Block
4300 Maximum Altitude	<u>3000</u> Altitude

INDICATED AIRSPEED

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

HOLDING PATTERNS

Hold-in-lieu of Procedure Turn



Missed Approach

Arrival

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.

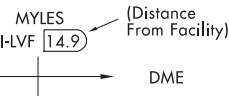
FIXES/ATC REPORTING REQUIREMENTS



Waypoint

MAP WP (Flyby)

MAP WP (Flyover)

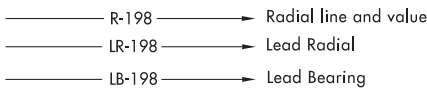


DME



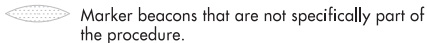
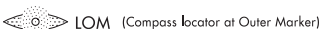
Flyover Point

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



RADIO AIDS TO NAVIGATION

110.1 Underline indicates No Voice transmitted on this frequency

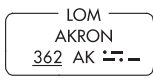
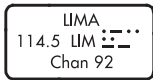


○ LOC/LDA/SDF Transmitter □ LOC/DME

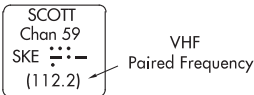
(shown when installation is offset from its normal position off the end of the runway.)

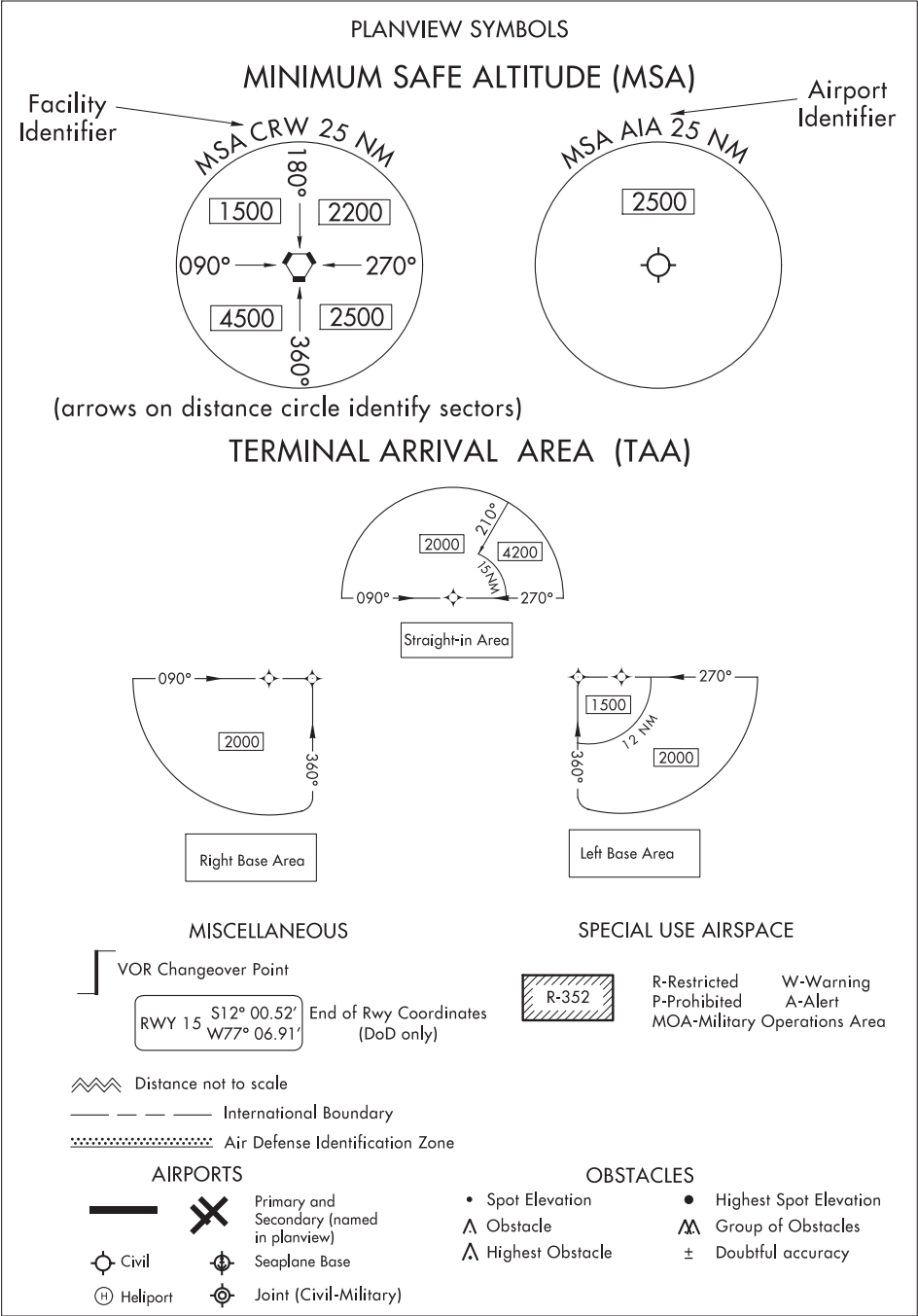
Primary NAVAID

Secondary NAVAID



TACAN or DME NAVAID





## LEGEND 24361

## INSTRUMENT APPROACH PROCEDURES (CHARTS)

## PROFILE VIEW

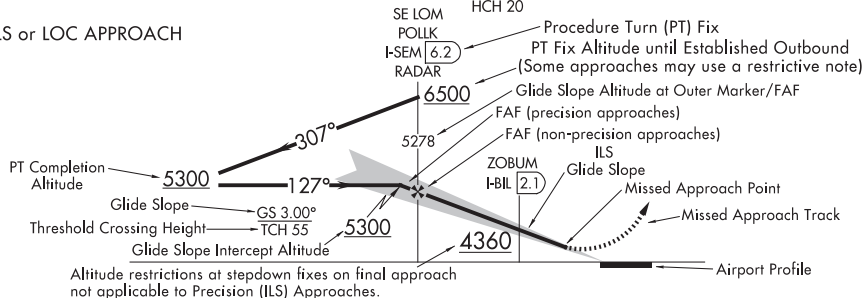
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

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

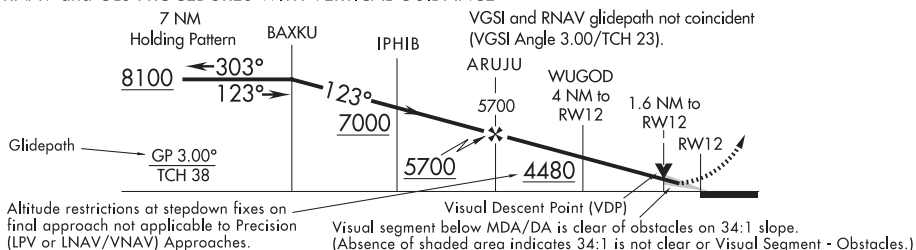
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle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

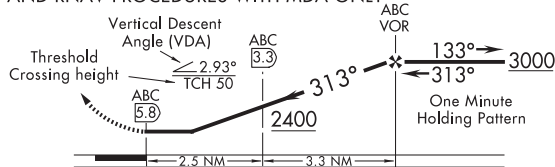
## ILS or LOC APPROACH



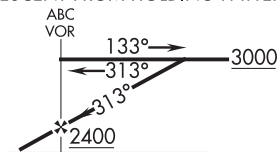
## RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE



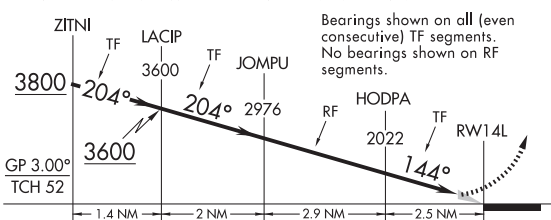
## NON-VERTICALLY GUIDED CONVENTIONAL PROCEDURES AND RNAV PROCEDURES WITH MDA ONLY



## DESCENT FROM HOLDING PATTERN



## RNP APPROACH WITH TF AND RF SEGMENTS



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

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

## PROFILE SYMBOLS

- Glide Slope/Glidepath Intercept Altitude and final approach fix for vertically guided approach procedures.
- Visual Descent Point (VDP)
- Visual Flight Path
- Note: Facilities and waypoints are depicted as a solid vertical line while fixes and intersections are depicted as a dashed vertical line.

## LEGEND 24361

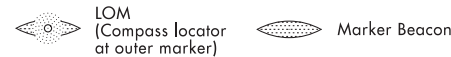
# LEGEND 23334 STANDARD TERMINAL ARRIVAL (STAR) CHARTS

## RADIO AIDS TO NAVIGATION

Compulsory:



Non-Compulsory:

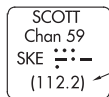


(T) indicates frequency protection range



Underline indicates no voice transmitted on this frequency

TACAN or DME NAVAID Box

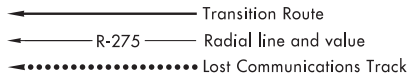


VHF Paired Frequency

(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



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



Block Altitude

Altitude change at other than Radio Aids to Navigation

## INDICATED AIRSPEED

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

## MISCELLANEOUS

Changeover Point

Air Defense Identification Zone

N

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

Ldg KLAS and KHND

Ldg Rwy 16L/C/R

Terminus identifier

## AIRPORTS

Civil Military Joint (Civil-Military)

Airports not served by the procedure shown in screened color

Civil Military Joint (Civil-Military)

## 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

## LEGEND 23334

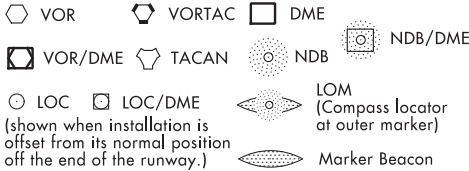
## DEPARTURE PROCEDURE (DP) CHARTS

## RADIO AIDS TO NAVIGATION

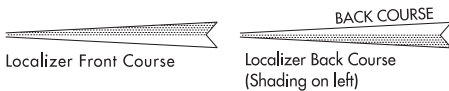
Compulsory:



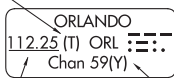
Non-Compulsory:



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

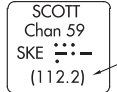


(T) indicates frequency protection range



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

## 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

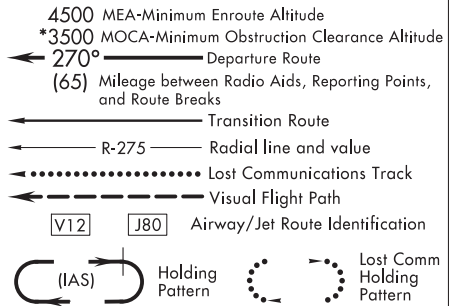
Computer Navigation Fix (CNF) - No ATC Function

## MISCELLANEOUS



Takeoff Minimums and (Obstacle) Departure Procedures entry published.

## ROUTES



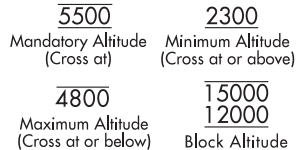
Holding pattern with maximum restricted airspeed (175K) applies to all altitudes (210K) applies to altitudes above 6000' to and including 14000'

## SPECIAL USE AIRSPACE



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

## ALTITUDES



TOP ALTITUDE: 5000

Top altitude restriction

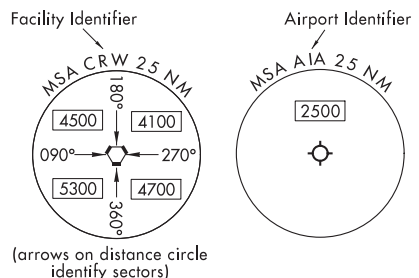
## INDICATED AIRSPEED



## AIRPORTS



## MINIMUM SAFE ALTITUDE (MSA)



(arrows on distance circle identify sectors)

## LEGEND 23334

LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

Hard Surface

Other Than Hard Surface

Taxiways, Parking Areas

Stopways, Overruns, Blast Pads

Metal Surface

Closed Runway

Closed Surface

Non-Movement

Under Construction

Water Runway

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

uni-directional

bi-directional

Jet Barrier

ARRESTING SYSTEM (EMAS)

REFERENCE FEATURES

Displaced Threshold.....

Hot Spot.....

Runway Holding Position Markings.....

Buildings.....

Self-Serve Fuel ##.....

Tanks.....

Obstructions.....

Airport Beacon #.....

Runway Radar Reflectors.....

Bridges.....

Control Tower #..... TWR

Wind Cone..... Unlit Lit

Landing Tee.....

Tetrahedron.....

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

## See appropriate Chart Supplement for information.

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

Helicopter Alighting Areas

Negative Symbols used to identify Copter Procedures landing point.....

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

Runway TDZ elevation.....TDZE 123

Runway Slope..... 0.3% Down.....0.8% UP   
(shown when rounded runway slope is  $\geq 0.3\%$ )

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.

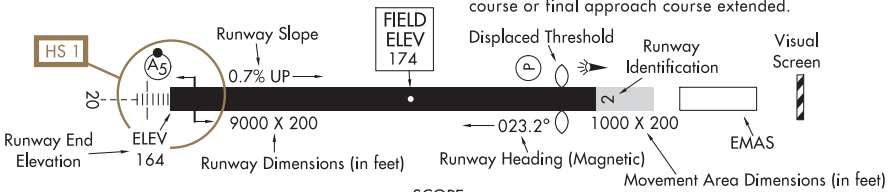
Positional accuracy within  $\pm 600$  feet unless otherwise noted on the chart.

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 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.



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.

LEGEND

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NE-3, 07 AUG 2025 to 02 OCT 2025

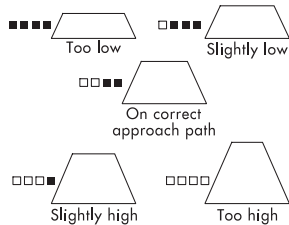
## LEGEND 22195

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.

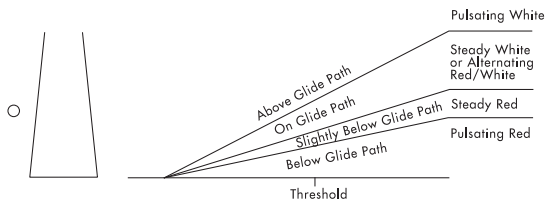
A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A<sub>1</sub>). Negative symbology, e.g., (A<sub>1</sub>), (V) indicates Pilot Controlled Lighting (PCL).

(P) **PRECISION APPROACH  
PATH INDICATOR**

**PAPI**

Legend: □ White ■ Red

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

**PVASI**

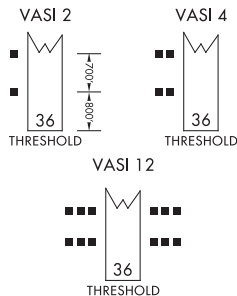
**CAUTION:** When viewing the pulsating visual approach slope indicators in the pulsating white or pulsating red sectors, it is possible to mistake this lighting aid for another aircraft or a ground vehicle. Pilots should exercise caution when using this type of system.

(V) **VISUAL APPROACH  
SLOPE INDICATOR**

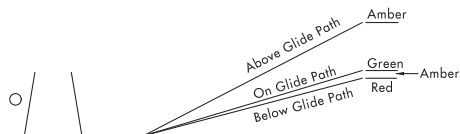
**VASI**

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

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



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

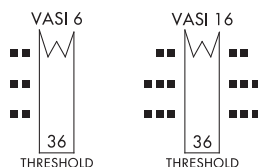
**TRCV**

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

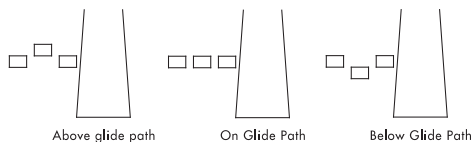
(V<sub>3</sub>) **VISUAL APPROACH  
SLOPE INDICATOR**

**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

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

ABERDEEN PROVING GROUND, MD  
---SEE PHILLIPS AAF

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

ACCOMACK COUNTY  
---SEE MELFA, VA

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

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

BALTIMORE, MD  
BALTIMORE/WASHINGTON INTL THURGOOD  
MARSHALL(BWI)  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
STARS ..... ANTHM FIVE (RNAV) .....Z1  
              MIDY THREE (RNAV) .....Z24  
              RAVN N EIGHT (RNAV) .....Z32  
              TRISH FOUR (RNAV) .....Z41  
              WESTMINSTER SEVEN .....Z50  
IAPS ..... ILS OR LOC RWY 10 .....5  
              ILS OR LOC RWY 15L .....6  
              ILS OR LOC RWY 15R .....7  
              ILS OR LOC RWY 28 .....8  
              ILS OR LOC RWY 33L .....9  
              ILS OR LOC RWY 33R .....10  
              ILS RWY 10 (SA CAT I) .....11  
              ILS RWY 33L (SA CAT I - II) .....12  
              ILS RWY 10 (CAT II - III) .....13  
              RNAV (RNP) X RWY 33L .....14  
              RNAV (RNP) Z RWY 10 .....15  
              RNAV (RNP) Z RWY 15R .....16  
              RNAV (RNP) Z RWY 28 .....17  
              RNAV (RNP) Z RWY 33L .....18  
              RNAV (GPS) RWY 15L .....19  
              RNAV (GPS) RWY 33R .....20  
              RNAV (GPS) Y RWY 10 .....21  
              RNAV (GPS) Y RWY 15R .....22  
              RNAV (GPS) Y RWY 28 .....23  
              RNAV (GPS) Y RWY 33L .....24  
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              DUKPN ONE (RNAV) .....28  
              FIXET FIVE (RNAV) .....30  
              FOXHL ONE (RNAV) .....32  
              LINSE TWO (RNAV) .....34  
              TERPZ EIGHT (RNAV) .....36

MARTIN STATE(MTN)  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
STARS ..... ANTHM FIVE (RNAV) .....Z1  
              MIDY THREE (RNAV) .....Z24  
              RAVN N EIGHT (RNAV) .....Z32  
              TRISH FOUR (RNAV) .....Z41  
              WESTMINSTER SEVEN .....Z50  
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              RNAV (GPS) RWY 15 .....40  
              RNAV (GPS) RWY 33 .....41  
              LOC RWY 15 .....42  
              VOR OR TACAN RWY 15 .....43  
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              LINSE TWO (RNAV) .....47  
              TERPZ EIGHT (RNAV) .....48

BALTIMORE/WASHINGTON INTL THURGOOD  
MARSHALL  
---SEE BALTIMORE, MD

BAY BRIDGE  
---SEE STEVENSVILLE, MD

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<b>BLACKSBURG, VA</b>			<b>CAMBRIDGE, MD</b>		
<b>VIRGINIA TECH/MONTGOMERY EXEC(BCB)</b>			<b>CAMBRIDGE-DORCHESTER RGNL(CGE)</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 13	50	IAPS	RNAV (GPS) RWY 34	70
	RNAV (GPS) RWY 31	51		RNAV (GPS)-A	71
	LOC RWY 13	52			
DPS	BEMAR THREE (RNAV)	53	<b>CAMBRIDGE-DORCHESTER RGNL</b>		
	SETHY FIVE (RNAV)	54	<b>---SEE CAMBRIDGE, MD</b>		
<b>BLACKSTONE, VA</b>			<b>CAMP PEARY LNDG STRIP(W94)</b>		
<b>ALLAN C PERKINSON/BLACKSTONE AAF(BKT)</b>			<b>WILLIAMSBURG, VA</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	IAPS	RNAV (GPS) RWY 05	72
IAPS	RNAV (GPS) RWY 04	55		RNAV (GPS) RWY 23	73
	RNAV (GPS) RWY 22	56		VOR-A	74
	NDB-A	57			
AIRPORT DIAGRAM		58	<b>CAMP SPRINGS, MD</b>		
DPS	BLACKSTONE ONE	59	<b>---SEE JOINT BASE ANDREWS</b>		
<b>BLUE RIDGE</b>			<b>CARROLL COUNTY RGNL/JACK B POAGE FLD</b>		
<b>---SEE MARTINSVILLE, VA</b>			<b>---SEE WESTMINSTER, MD</b>		
<b>BLUEGRASS(9VA5)</b>			<b>CHARLOTTESVILLE, VA</b>		
<b>BLUEMONT, VA</b>			<b>CHARLOTTESVILLE-ALBEMARLE(CHO)</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	COPTER RNAV (GPS) 037	60	ALTERNATE MINIMUMS		M
	COPTER VOR/DME OR TACAN 056	61	IAPS	ILS OR LOC RWY 03	75
				RNAV (GPS) RWY 03	76
<b>BLUEMONT, VA</b>				RNAV (GPS) Y RWY 21	77
<b>---SEE BLUEGRASS</b>				RNAV (GPS) Z RWY 21	78
<b>BOWIE, MD</b>			AIRPORT DIAGRAM		79
<b>FREEWAY(W00)</b>			<b>CHASE CITY, VA</b>		
TAKEOFF MINIMUMS		L	<b>CHASE CITY MUNI(CXE)</b>		
STARS	TIKEE FOUR (RNAV)	Z40	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 18	62	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 36	63	IAPS	RNAV (GPS) RWY 18	80
				RNAV (GPS) RWY 36	81
<b>BRIDGEWATER, VA</b>			<b>CHESAPEAKE RGNL</b>		
<b>BRIDGEWATER AIR PARK(VBW)</b>			<b>---SEE NORFOLK, VA</b>		
TAKEOFF MINIMUMS		L	<b>CHURCHVILLE, MD</b>		
ALTERNATE MINIMUMS		M	<b>HARFORD COUNTY(0W3)</b>		
IAPS	RNAV (GPS) RWY 15	64	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 33	65	ALTERNATE MINIMUMS		M
			IAPS	RNAV (GPS)-B	82
<b>BROOKNEAL, VA</b>			<b>CLAREMONT</b>		
<b>BROOKNEAL/CAMPBELL COUNTY(0V4)</b>			<b>---SEE ELKTON, MD</b>		
TAKEOFF MINIMUMS		L	<b>CLARKSVILLE, VA</b>		
ALTERNATE MINIMUMS		M	<b>LAKE COUNTRY RGNL(W63)</b>		
IAPS	RNAV (GPS) RWY 06	66	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 24	67	ALTERNATE MINIMUMS		M
			IAPS	RNAV (GPS) RWY 04	83
<b>BRUNSWICK COUNTY</b>			<b>CLEARVIEW AIRPARK</b>		
<b>---SEE LAWRENCEVILLE, VA</b>			<b>---SEE WESTMINSTER, MD</b>		
<b>BUMPASS, VA</b>					
<b>LAKE ANNA(7W4)</b>					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
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	RNAV (GPS) RWY 26	69			

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**COLLEGE PARK, MD**  
**COLLEGE PARK(CGS)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... RNAV (GPS) RWY 15 .....84  
RNAV (GPS)-B .....85

**CREWE, VA**  
**CREWE MUNI(W81)**  
TAKEOFF MINIMUMS .....L  
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IAPS ..... RNAV (GPS)-A .....86  
RNAV (GPS)-B .....87

**CRISFIELD, MD**  
**CRISFIELD-SOMERSET COUNTY(W41)**  
TAKEOFF MINIMUMS .....L  
IAPS ..... RNAV (GPS)-B .....88

**CULPEPER, VA**  
**CULPEPER RGNL(CJR)**  
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ALTERNATE MINIMUMS .....M  
STARS ..... HYPER NINE (RNAV) .....Z19  
TIKEE FOUR (RNAV) .....Z40  
TRSTN FOUR (RNAV) .....Z43  
IAPS ..... RNAV (GPS) RWY 04 .....89  
RNAV (GPS) RWY 22 .....90  
LOC RWY 04 .....91  
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**CUMBERLAND, MD**  
**GREATER CUMBERLAND RGNL(CBE)**  
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ALTERNATE MINIMUMS .....M  
IAPS ..... RNAV (GPS) RWY 05 .....94  
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**DANVILLE, VA**  
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**DAVISON AAF(KDAA)**  
**FORT BELVOIR, VA**  
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NUMMY THREE .....Z26  
TIKEE FOUR (RNAV) .....Z40  
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**DELAWARE AIRPARK**  
---SEE DOVER/CHESWOLD, DE

**DELAWARE COASTAL**  
---SEE GEORGETOWN, DE

**DOVER AFB(KDOV)**  
**DOVER, DE**  
TAKEOFF MINIMUMS .....L  
HOT SPOT .....P  
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**DOVER/CHESWOLD, DE**  
**DELAWARE AIRPARK(33N)**  
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**EAGLE'S NEST**  
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<b>EASTON, MD</b>			<b>FORT BELVOIR, VA</b>		
<b>EASTON/NEWMAM FLD(ESN)</b>			<b>---SEE DAVISON AAF</b>		
TAKEOFF MINIMUMS .....	L		<b>FORT EUSTIS, VA</b>		
ALTERNATE MINIMUMS .....	M		<b>---SEE FELKER AAF</b>		
HOT SPOT .....	P		<b>FORT MEADE (ODENTON), MD</b>		
IAPS .....			<b>TIPTON(FME)</b>		
ILS OR LOC RWY 04 .....	125		TAKEOFF MINIMUMS .....	L	
RNAV (GPS) RWY 04 .....	126		ALTERNATE MINIMUMS .....	M	
RNAV (GPS) RWY 15 .....	127		IAPS .....		
RNAV (GPS) RWY 22 .....	128		RNAV (GPS) RWY 10 .....	147	
RNAV (GPS) RWY 33 .....	129		RNAV (GPS) RWY 28 .....	148	
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DPS .....			<b>FRANKLIN RGNL(FKN)</b>		
CONLE FIVE (RNAV) .....	131		TAKEOFF MINIMUMS .....	L	
FOXHL ONE (RNAV) .....	132		ALTERNATE MINIMUMS .....	M	
LINSE TWO (RNAV) .....	133		IAPS .....		
TERPZ EIGHT (RNAV) .....	134		RNAV (GPS) RWY 09 .....	149	
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<b>---SEE EASTON, MD</b>			<b>FREDERICK, MD</b>		
<b>EDGEWOOD, MD</b>			<b>FREDERICK MUNI(FDK)</b>		
<b>---SEE WEIDE AHP (ABERDEEN PROVING</b>			TAKEOFF MINIMUMS .....	L	
<b>GROUND)</b>			ALTERNATE MINIMUMS .....	M	
<b>ELKTON, MD</b>			HOT SPOT .....	P	
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<b>---SEE LYNCHBURG, VA</b>			TAKEOFF MINIMUMS .....	L	
<b>FARMVILLE, VA</b>			ALTERNATE MINIMUMS .....	M	
<b>FARMVILLE RGNL(FVX)</b>			STARS .....		
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<b>FORT EUSTIS, VA</b>			<b>---SEE BOWIE, MD</b>		
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<b>NEW LONDON(W90)</b>			<b>FRONT ROYAL-WARREN COUNTY(FRR)</b>		
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IAPS .....			ALTERNATE MINIMUMS .....	M	
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<b>GAITHERSBURG, MD</b>	
<b>MONTGOMERY COUNTY AIRPARK(GAI)</b>	
TAKEOFF MINIMUMS .....	L
ALTERNATE MINIMUMS .....	M
STARS ..... TRSTN FOUR (RNAV) .....	Z43
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<b>TWIN COUNTY(HLX)</b>		
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**GARRETT COUNTY**  
---SEE OAKLAND, MD

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---SEE CUMBERLAND, MD

# HAGERSTOWN, MD

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

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## 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.

#### ABINGDON, VA

##### VIRGINIA HIGHLANDS (VJI)

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

AMDT 4 31OCT24 (24305) (FAA)

##### TAKEOFF MINIMUMS:

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

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

##### VCOA:

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

##### TAKEOFF OBSTACLE NOTES:

**Rwy 6**, light poles at DER, 112' left of centerline, 2088' MSL.

Tree 39' from DER, 449' left of centerline, 2113' MSL.

Tree, terrain beginning 66' from DER, 352' left of centerline, up to 2114' MSL.

Sign 141' from DER, 481' right of centerline, 2094' MSL.

Tree, terrain, vehicle on road, electrical system beginning 176' from DER, 314' left of centerline, up to 29' AGL/2128' MSL.

Tree 214' from DER, 548' right of centerline, 2111' MSL.

Pole, building beginning 602' from DER, 602' right of centerline, up to 2123' MSL.

Poles, vehicle on road, terrain, vegetation beginning 617' from DER, 318' left of centerline, up to 2147' MSL.

Tree 1304' from DER, 607' right of centerline, 2147' MSL.

Tree 1324' from DER, 713' right of centerline, 2151' MSL.

Trees beginning 1374' from DER, 438' right of centerline, up to 2193' MSL.

Fence, terrain beginning 1496' from DER, 748' left of centerline, up to 2154' MSL.

Tree, vehicle on road beginning 1619' from DER, 408' left of centerline, up to 2171' MSL.

Tree, terrain beginning 1773' from DER, 718' left of centerline, up to 2247' MSL.

Trees, pole, vegetation, building, terrain beginning 1876' from DER, 131' left of centerline, up to 2250' MSL.

Trees, buildings, vehicle on road, terrain, poles beginning 2004' from DER, 44' left of centerline, up to 2272' MSL.

Trees beginning 2197' from DER, 784' right of centerline, up to 2196' MSL.

Trees beginning 2400' from DER, 412' right of centerline, up to 2199' MSL.

Trees beginning 2470' from DER, 768' right of centerline, up to 2204' MSL.

Trees, pole beginning 2776' from DER, 234' right of centerline, up to 2206' MSL.

Tree, pole beginning 3529' from DER, 280' right of centerline, up to 76' AGL/2211' MSL.

Trees, building beginning 3689' from DER, 369' right of centerline, up to 2226' MSL.

Trees, building, sign beginning 3821' from DER, 277' right of centerline, up to 84' AGL/2234' MSL.

Trees beginning 5667' from DER, 1483' left of centerline, up to 2279' MSL.

CON'T

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

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

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## ABINGDON, VA (CON'T)

### VIRGINIA HIGHLANDS (VJI) (CON'T)

**Rwy 6 (CON'T)**, trees, fence, terrain beginning 1 NM from DER, 1161' left of centerline, up to 2344' MSL.

Tree 1.1 NM from DER, 1998' left of centerline, 2270' MSL.

**Rwy 24**, poles beginning 9' from DER, 474' left of centerline, up to 43' AGL/2086' MSL.

Tree, pole beginning 140' from DER, 442' left of centerline, up to 2088' MSL.

Vegetation 167' from DER, 496' right of centerline, 2071' MSL.

Terrain beginning 254' from DER, 548' right of centerline, up to 2075' MSL.

Building 401' from DER, 401' right of centerline, 30' AGL/2091' MSL.

Pole 631' from DER, 647' right of centerline, 2101' MSL.

Pole, vehicle on road beginning 720' from DER, 457' right of centerline, up to 2106' MSL.

Pole 1047' from DER, 551' right of centerline, 2109' MSL.

Trees, pole, vegetation, fence beginning 1191' from DER, 5' right of centerline, up to 2168' MSL.

Trees beginning 2195' from DER, 8' left of centerline, up to 77' AGL/2131' MSL.

Trees beginning 2397' from DER, 14' left of centerline, up to 2142' MSL.

Trees beginning 2603' from DER, 9' left of centerline, up to 58' AGL/2146' MSL.

Tree, fence beginning 2899' from DER, 65' right of centerline, up to 68' AGL/2169' MSL.

Trees beginning 2929' from DER, 79' right of centerline, up to 2178' MSL.

Trees, poles, buildings, vehicle on road beginning 2950' from DER, 49' right of centerline, up to 2209' MSL.

Trees beginning 2990' from DER, 67' left of centerline, up to 58' AGL/2158' MSL.

Tree 3049' from DER, 223' left of centerline, 69' AGL/2159' MSL.

Trees beginning 3050' from DER, 50' left of centerline, up to 59' AGL/2164' MSL.

Trees beginning 3613' from DER, 195' right of centerline, up to 2210' MSL.

Tree 3844' from DER, 1284' right of centerline, 2218' MSL.

Trees beginning 3900' from DER, 420' right of centerline, up to 2224' MSL.

Trees beginning 3989' from DER, 11' left of centerline, up to 2187' MSL.

Trees beginning 4040' from DER, 19' right of centerline, up to 2229' MSL.

Trees beginning 4146' from DER, 109' right of centerline, up to 2234' MSL.

Tree 4727' from DER, 1717' right of centerline, 2231' MSL.

Tree 4777' from DER, 1427' left of centerline, 106' AGL/2198' MSL.

## ANNAPOLIS, MD

### LEE (ANP)

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

ORIG 27DEC01 (01361) (FAA)

##### TAKEOFF MINIMUMS:

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

##### DEPARTURE PROCEDURE:

**Rwy 12**, climb runway heading to 700 before proceeding on course.

**Rwy 30**, climb runway heading to 1000 before proceeding right on course. Climb runway heading to 700 before proceeding left on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 12**, cross DER at or above 35' AGL/66' MSL.

**Rwy 30**, trees, 1433' from DER, 85' left of centerline, 100' AGL/139' MSL.

Cross DER at or above 35' AGL/66' MSL.

## BALTIMORE, MD

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

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

AMDT 10A 21MAY20 (20142) (FAA)

##### TAKEOFF MINIMUMS:

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

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

##### DEPARTURE PROCEDURE:

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

##### TAKEOFF OBSTACLE NOTES:

**Rwy 10**, lighting 9' from DER, 54' left of centerline, 1' AGL/127' MSL.

Lighting 9' from DER, 54' right of centerline, 1' AGL/127' MSL.

Building beginning 51' from DER, 319' left of centerline, up to 10' AGL/133' MSL.

Tree 1143' from DER, 549' left of centerline, 65' AGL/157' MSL.

Trees beginning 1190' from DER, 457' left of centerline, up to 67' AGL/160' MSL.

Tree 1210' from DER, 452' left of centerline, 68' AGL/161' MSL.

Trees beginning 1230' from DER, 384' left of centerline, up to 70' AGL/163' MSL.

**Rwy 15L**, tree 615' from DER, 641' left of centerline, 47' AGL/131' MSL.

Trees beginning 646' from DER, 608' left of centerline, up to 52' AGL/136' MSL.

Tree 748' from DER, 624' left of centerline, 69' AGL/148' MSL.

Trees beginning 773' from DER, 647' left of centerline, up to 73' AGL/152' MSL.

Pole, tree beginning 920' from DER, 617' left of centerline, up to 79' AGL/161' MSL.

Trees beginning 962' from DER, 706' left of centerline, up to 77' AGL/162' MSL.

Antenna 1067' from DER, 640' left of centerline, 68' AGL/164' MSL.

Pole, tree beginning 1068' from DER, 548' left of centerline, up to 75' AGL/169' MSL.

Pole, antenna beginning 1762' from DER, 941' right of centerline, up to 61' AGL/179' MSL.

Trees beginning 1872' from DER, 750' right of centerline, up to 68' AGL/181' MSL.

CON'T

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

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

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## BALTIMORE, MD (CON'T)

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

**Rwy 15L (CON'T)**, trees beginning 2237' from DER, 660' right of centerline, up to 183' MSL.

Tree 2712' from DER, 1182' right of centerline, 73' AGL/194' MSL.

Tree 2740' from DER, 1117' right of centerline, 74' AGL/198' MSL.

Trees beginning 2770' from DER, 1061' right of centerline, up to 207' MSL.

**Rwy 15R**, NAVAID 1' from DER, 85' right of centerline, 2' AGL/130' MSL.

Tree 1086' from DER, 755' right of centerline, 65' AGL/173' MSL.

Trees beginning 1126' from DER, 752' right of centerline, up to 77' AGL/184' MSL.

**Rwy 28**, lighting 50' from DER, 6' left of centerline, 2' AGL/141' MSL.

Lighting 50' from DER, 6' right of centerline, 2' AGL/141' MSL.

Pole 150' from DER, 40' right of centerline, 4' AGL/143' MSL.

Tree 1293' from DER, 842' left of centerline, 79' AGL/174' MSL.

Trees beginning 1389' from DER, 252' left of centerline, up to 87' AGL/182' MSL.

Trees beginning 1582' from DER, 299' left of centerline, up to 96' AGL/188' MSL.

Trees beginning 1632' from DER, 264' left of centerline, up to 197' MSL.

Tree 2830' from DER, 871' right of centerline, 134' AGL/211' MSL.

Trees beginning 2834' from DER, 839' right of centerline, up to 135' AGL/212' MSL.

**Rwy 33L**, fence 161' from DER, 528' right of centerline, 10' AGL/145' MSL.

Fence 203' from DER, 520' right of centerline, 18' AGL/149' MSL.

Pole 516' from DER, 573' right of centerline, 33' AGL/156' MSL.

Tree 910' from DER, 595' left of centerline, 82' AGL/165' MSL.

Trees beginning 1662' from DER, 852' right of centerline, up to 41' AGL/187' MSL.

Tree 1715' from DER, 888' right of centerline, 34' AGL/188' MSL.

Trees beginning 1716' from DER, 904' right of centerline, up to 34' AGL/190' MSL.

Trees beginning 2189' from DER, 940' right of centerline, up to 63' AGL/205' MSL.

Trees beginning 2228' from DER, 877' right of centerline, up to 73' AGL/214' MSL.

Building, antenna, bldg, twr beginning 4693' from DER, 877' right of centerline, up to 146' AGL/265' MSL.

**Rwy 33R**, fence 400' from DER, 601' left of centerline, 1' AGL/157' MSL.

Fence 629' from DER, 600' left of centerline, 2' AGL/159' MSL.

Pole 758' from DER, 677' left of centerline, 19' AGL/176' MSL.

Building 880' from DER, 654' left of centerline, 25' AGL/181' MSL.

Building, pole beginning 951' from DER, 611' left of centerline, up to 29' AGL/184' MSL.

Trees beginning 1072' from DER, 518' right of centerline, up to 54' AGL/188' MSL.

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

Building, sign beginning 1556' from DER, 916' left of centerline, up to 42' AGL/198' MSL.

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

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

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

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

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

Trees beginning 1785' from DER, 846' right of centerline, up to 64' AGL/226' MSL.

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

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

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

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

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

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

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

Electrical system 2452' from DER, 903' left of centerline, 44' AGL/204' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

Trees beginning 3373' from DER, 78' left of centerline, up to 62' AGL/248' MSL.

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

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

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

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

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

Tree 4060' from DER, 1206' left of centerline, 85' AGL/257' MSL.

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

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

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

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

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

CON'T

NE-3, 07 AUG 2025 to 02 OCT 2025

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

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

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## BALTIMORE, MD (CON'T)

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

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

## MARTIN STATE (MTN)

### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 05MAR15 (15064) (FAA)

#### TAKEOFF MINIMUMS:

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

#### VCOA:

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

#### TAKEOFF OBSTACLE NOTES:

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

## BLACKSBURG, VA

### VIRGINIA TECH/MONTGOMERY EXEC (BCB)

### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 10SEP20 (21280) (FAA)

#### TAKEOFF MINIMUMS:

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

#### DEPARTURE PROCEDURE:

**Rwy 13**, climbing right turn to heading 200° to 3400 before proceeding on course.

**Rwy 31**, climbing left turn to heading 235° to 4100 before proceeding on course.

#### TAKEOFF OBSTACLE NOTES:

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

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

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

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## BLACKSTONE, VA

ALLEN C PERKINSON/BLACKSTONE AAF (BKT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 03APR14 (24137) (FAA)

TAKEOFF MINIMUMS:

**Rwys 1, 19, NA** - Environmental.

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 4**, sign and trees beginning 12' from DER, 177' left of centerline, up to 100' AGL/511' MSL.

Trees beginning 779' from DER, 707' right of centerline, up to 100' AGL/508' MSL.

**Rwy 22**, terrain, trees beginning 178' from DER, 426' left of centerline, up to 100' AGL/507' MSL.

Trees beginning 2624' from DER, 325' right of centerline, up to 100' AGL/507' MSL.

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

## BLUEGRASS (9VA5)

BLUEMONT, VA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 08SEP22 (22251) (USN)

DEPARTURE PROCEDURE:

NA.

## BOWIE, MD

FREEWAY (W00)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 22JUN17 (17173) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 18**, tree 134' from DER, 505' right of centerline, 100' AGL/225' MSL.

Trees beginning 174' from DER, 38' right of centerline, up to 100' AGL/228' MSL.

Trees 254' from DER, 195' left of centerline, 100' AGL/232' MSL.

Trees beginning 293' from DER, 144' left of centerline, up to 100' AGL/242' MSL.

Trees beginning 513' from DER, 89' right of centerline, up to 100' AGL/235' MSL.

Tree 593' from DER, 378' left of centerline, 100' AGL/245' MSL.

Tree 632' from DER, 611' left of centerline, 100' AGL/251' MSL.

Trees beginning 812' from DER, 140' right of centerline, up to 100' AGL/245' MSL.

Trees beginning 852' from DER, 93' left of centerline, up to 100' AGL/255' MSL.

Tree 932' from DER, 560' left of centerline, 100' AGL/258' MSL.

Trees beginning 1111' from DER, 8' right of centerline, up to 100' AGL/248' MSL.

Trees beginning 1151' from DER, 42' left of centerline, up to 100' AGL/265' MSL.

Trees beginning 1271' from DER, 123' left of centerline, up to 100' AGL/268' MSL.

Trees beginning 1533' from DER, 30' right of centerline, up to 100' AGL/279' MSL.

Trees beginning 2388' from DER, 72' left of centerline, up to 100' AGL/271' MSL.

Trees beginning 2467' from DER, 20' left of centerline, up to 100' AGL/274' MSL.

Trees beginning 2807' from DER, 203' left of centerline, up to 100' AGL/281' MSL.

Trees beginning 3146' from DER, 152' left of centerline, up to 100' AGL/284' MSL.

Trees beginning 3485' from DER, 1087' left of centerline, up to 100' AGL/297' MSL.

Trees beginning 3590' from DER, 50' left of centerline, up to 100' AGL/319' MSL.

**Rwy 36**, trees beginning 58' from DER, 190' right of centerline, up to 100' AGL/274' MSL.

Vehicles on road beginning 112' from DER, on centerline, 15' AGL/167' MSL.

Tree 138' from DER, 42' left of centerline, 100' AGL/271' MSL.

Trees beginning 178' from DER, 121' left of centerline, up to 100' AGL/274' MSL.

Trees beginning 357' from DER, 8' right of centerline, up to 100' AGL/281' MSL.

Trees beginning 1116' from DER, 355' left of centerline, up to 100' AGL/278' MSL.

Trees beginning 1335' from DER, 163' right of centerline, up to 100' AGL/291' MSL.

Trees beginning 1375' from DER, 70' left of centerline, up to 100' AGL/288' MSL.

Trees beginning 1634' from DER, 32' right of centerline, up to 100' AGL/294' MSL.

Trees beginning 1674' from DER, 18' left of centerline, up to 100' AGL/294' MSL.

Trees beginning 2272' from DER, 83' right of centerline, up to 100' AGL/297' MSL.

Trees beginning 2393' from DER, 616' left of centerline, up to 100' AGL/297' MSL.

Trees beginning 2531' from DER, 4' right of centerline, up to 100' AGL/301' MSL.

T-L tower, trees beginning 2587' from DER, 3' left of centerline, up to 133' AGL/382' MSL.

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

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## BRIDGEWATER, VA

### BRIDGEWATER AIRPARK (VBW)

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

AMDT 3 12JUN25 (25163) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 15**, std w/min climb of 290'/NM to 5500, or 2400-3 for VCOA.**Rwy 33**, 700-2½ w/min climb of 340'/NM to 5700 or std w/min climb of 490'/NM to 4300, or 2400-3 for VCOA.

##### DEPARTURE PROCEDURE:

**Rwy 15**, climb on heading 152° to 1600.**Rwy 33**, climb on heading 347° to 5700.

##### VCOA:

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

##### TAKEOFF OBSTACLE NOTES:

**Rwy 15**, silo, tree beginning 1059' from DER, 211' right of centerline, up to 1279' MSL.

Bldg 1764' from DER, 18' left of centerline, 1259' MSL.

Silo 3654' from DER, 821' right of centerline, 1300' MSL.

Tree 1.9 NM from DER, 3332' right of centerline, 1520' MSL.

**Rwy 33**, trees beginning 31' from DER, 272' left of centerline, up to 1259' MSL.

Tree 33' from DER, 386' right of centerline, 1240' MSL.

Trees beginning 71' from DER, 368' right of centerline, up to 1259' MSL.

Trees beginning 409' from DER, 343' right of centerline, up to 1300' MSL.

Trees beginning 1934' from DER, 369' left of centerline, up to 1280' MSL.

Trees beginning 1.5 NM from DER, 16' left of centerline, up to 1719' MSL.

Trees beginning 1.6 NM from DER, 1454' right of centerline, up to 1579' MSL.

Trees beginning 1.8 NM from DER, 1285' left of centerline, up to 1819' MSL.

Tree 2.1 NM from DER, 1515' right of centerline, 100' AGL/1495' MSL.

## BROOKNEAL, VA

### BROOKNEAL/CAMPBELL COUNTY (0V4)

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

AMDT 1 17OCT13 (13290) (FAA)

##### TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

## BUMPASS, VA

### LAKE ANNA (7W4)

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

ORIG 15DEC11 (11349) (FAA)

##### DEPARTURE PROCEDURE:

**Rwy 8**, climb heading 085° to 800 before turning.**Rwy 26**, climb heading 265° to 800 before turning.

##### TAKEOFF OBSTACLE NOTES:

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

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

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

## CAMBRIDGE, MD

### CAMBRIDGE-DORCHESTER RGNL (CGE)

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

AMDT 2 21JUL16 (16203) (FAA)

##### TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CONT

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

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

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## CAMBRIDGE, MD (CON'T)

### CAMBRIDGE-DORCHESTER RGNL (CGE) (CON'T)

**Rwy 34 (CON'T)**, tree 2824' from DER, 9' left of centerline, 98' MSL.

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

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

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

## CAMP PEARY LNDG STRIP (KW94)

### WILLIAMSBURG, VA

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

AMDT 2 17APR25 (25107) (USA)

##### TAKEOFF OBSTACLE NOTES:

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

**Rwy 23**, pylon 384' from DER, 597' right of centerline, 42' AGL/77' MSL.

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

Pylon 413' from DER, 523' right of centerline, 31' AGL/75' MSL.

## CHARLOTTESVILLE, VA

### CHARLOTTESVILLE-ALBEMARLE (CHO)

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

AMDT 11 16MAY24 (24137) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 3**, 600-3 or std w/min climb of 340'/NM to 1400, or 2300-3 for VCOA.

##### DEPARTURE PROCEDURE:

**Rwy 3**, climb on heading 030° to 1500 then climbing right turn direct GVE VORTAC before proceeding on course.

**Rwy 21**, climb on heading 210° to 1400 then climbing left turn direct GVE VORTAC before proceeding on course.

##### VCOA:

**Rwy 3**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Charlottesville-Albemarle airport at or above 2800 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 3**, antenna 78' from DER, 250' right of centerline, 9' AGL/621' MSL.

Tree 1295' from DER, 789' right of centerline, 659' MSL.

Tree 1490' from DER, 809' right of centerline, 664' MSL.

Tree 2 NM from DER, 3616' right of centerline, 1068' MSL.

Trees beginning 2.1 NM from DER, 2792' right of centerline, up to 1143' MSL.

Antenna 2.2 NM from DER, 3440' right of centerline, 103' AGL/1162' MSL.

Towers, trees beginning 2.2 NM from DER, 2904' right of centerline, up to 107' AGL/1197' MSL.

**Rwy 21**, tree 1603' from DER, 593' left of centerline, 681' MSL.

## CHASE CITY, VA

### CHASE CITY MUNI (CXE)

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

ORIG 27SEP07 (07270) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 18**, trees beginning 191' from DER, 116' left of centerline, up to 100' AGL/609' MSL.

Multiple trees beginning 327' from DER, 133' right of centerline, up to 100' AGL/599' MSL.

**Rwy 36**, trees beginning 164' from DER, 154' right of centerline, up to 100' AGL/649' MSL.

Trees beginning 470' from DER, 124' left of centerline, up to 100' AGL/649' MSL.

## CHURCHVILLE, MD

### HARFORD COUNTY (0W3)

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

AMDT 2 07AUG25 (25219) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 1**, vegetation 152' from DER, 415' right of centerline, 13' AGL/418' MSL.

Tree 848' from DER, 544' right of centerline, 437' MSL.

Trees, buildings beginning 855' from DER, 663' right of centerline, up to 462' MSL.

Trees, buildings, poles, vehicles on road, vegetation beginning 858' from DER, 47' left of centerline, up to 473' MSL.

Trees beginning 1077' from DER, 543' right of centerline, up to 488' MSL.

Trees, vehicles on road, poles beginning 1217' from DER, 6' right of centerline, up to 497' MSL.

Trees beginning 1818' from DER, 187' right of centerline, up to 515' MSL.

Trees beginning 1933' from DER, 62' left of centerline, up to 488' MSL.

Trees beginning 2184' from DER, on centerline, up to 518' MSL.

Tree 2682' from DER, 56' left of centerline, 79' AGL/492' MSL.

Tree 2693' from DER, 13' left of centerline, 88' AGL/498' MSL.

Trees beginning 2695' from DER, 13' left of centerline, up to 94' AGL/506' MSL.

**Rwy 19**, pole, catenary wires beginning 182' from DER, 23' right of centerline, up to 440' MSL.

Tree 268' from DER, 518' left of centerline, 429' MSL.

Tree 352' from DER, 450' left of centerline, 446' MSL.

Trees, poles beginning 365' from DER, 374' left of centerline, up to 456' MSL.

Trees beginning 909' from DER, 295' right of centerline, up to 497' MSL.

CON'T

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

25219

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

25219

## CHURCHVILLE, MD (CON'T)

### HARFORD COUNTY (0W3) (CON'T)

**Rwy 19 (CON'T)**, trees beginning 1025' from DER, 329' right of centerline, up to 112' AGL/511' MSL.

Trees beginning 1367' from DER, 538' right of centerline, up to 519' MSL.

Trees beginning 1394' from DER, 387' right of centerline, up to 115' AGL/523' MSL.

Tree 1654' from DER, 728' left of centerline, 459' MSL.

Trees beginning 1728' from DER, 430' right of centerline, up to 126' AGL/534' MSL.

Tree 2083' from DER, 984' left of centerline, 472' MSL.

Tree 2218' from DER, 1012' left of centerline, 490' MSL.

Trees beginning 2311' from DER, 632' left of centerline, up to 510' MSL.

Trees beginning 2720' from DER, 594' left of centerline, up to 522' MSL.

Trees beginning 2991' from DER, 439' left of centerline, up to 527' MSL.

Trees beginning 3858' from DER, 1101' left of centerline, up to 531' MSL.

Trees beginning 3897' from DER, 877' left of centerline, up to 148' AGL/538' MSL.

## CLARKSVILLE, VA

### LAKE COUNTRY RGNL (W63)

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

AMDT 1 08APR10 (10098) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 4**, trees beginning 5' from DER, 438' left of centerline, up to 100' AGL/539' MSL.

Building 27' from DER, 94' right of centerline, 20' AGL/449' MSL.

Vehicles on road beginning 200' from DER, from left to right of centerline, up to 15' AGL/444' MSL.

Warehouse 313' from DER, on centerline, 75' AGL/495' MSL.

Building 385' from DER, 257' right of centerline, 20' AGL/439' MSL.

Trees beginning 444' from DER, 518' right of centerline, up to 100' AGL/509' MSL.

**Rwy 22**, trees beginning 3' from DER from 452' left of centerline to 547' right of centerline, up to 100' AGL/422' MSL.

Trees beginning 1624' from DER, from 632' left of centerline to 535' right of centerline, up to 100' AGL/485' MSL.

## COLLEGE PARK, MD

### COLLEGE PARK (CGS)

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

AMDT 5 12JUN25 (25163) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 15**, 300-1 w/min climb of 300'/NM to 600, or 1100-3 for VCOA.

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

##### DEPARTURE PROCEDURE:

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

##### VCOA:

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

##### TAKEOFF OBSTACLE NOTES:

**Rwy 15**, tree 1' from DER, 201' left of centerline, 102' AGL/142' MSL.

Trees, fence, beginning 12' from DER, 87' right of centerline, up to 113' AGL/153' MSL.

Trees, beginning 243' from DER, 274' left of centerline, up to 108' AGL/180' MSL.

Trees, buildings, poles, beginning 448' from DER, 26' left of centerline, up to 97' AGL/216' MSL.

Trees, beginning 1188' from DER, 266' right of centerline, up to 115' AGL/154' MSL.

Trees, poles, building, beginning 1393' from DER, 33' right of centerline, up to 118' AGL/157' MSL.

Trees, beginning 2794' from DER, 238' left of centerline, up to 112' AGL/217' MSL.

Trees, beginning 2953' from DER, 671' left of centerline, up to 108' AGL/223' MSL.

Tree 3167' from DER, 780' left of centerline, 97' AGL/226' MSL.

Trees, buildings, beginning 3172' from DER, 502' left of centerline, up to 105' AGL/235' MSL.

Trees, beginning 3368' from DER, 701' left of centerline, up to 101' AGL/239' MSL.

Trees, buildings, beginning 3431' from DER, 580' left of centerline, up to 100' AGL/243' MSL.

Trees, beginning 3610' from DER, 1150' left of centerline, up to 160' AGL/250' MSL.

Trees, buildings, beginning 3648' from DER, 748' left of centerline, up to 167' AGL/258' MSL.

Trees, beginning 4086' from DER, 167' right of centerline, up to 118' AGL/252' MSL.

Tower 1.1 NM from DER, 148' left of centerline, 167' AGL/270' MSL.

Tree 1.5 NM from DER, 3038' left of centerline, 200' AGL/371' MSL.

Tree 1.5 NM from DER, 2770' right of centerline, 200' AGL/335' MSL.

Trees, beginning 1.6 NM from DER, 2037' right of centerline, up to 200' AGL/348' MSL.

Tree 1.6 NM from DER, 2837' left of centerline, 200' AGL/374' MSL.

Trees, beginning 1.6 NM from DER, 387' left of centerline, up to 200' AGL/404' MSL.

Trees, beginning 1.6 NM from DER, 1103' right of centerline, up to 200' AGL/388' MSL.

Trees, beginning 1.6 NM from DER, 547' right of centerline, up to 200' AGL/414' MSL.

Highway, building, trees, beginning 1.6 NM from DER, 8' left of centerline, up to 200' AGL/414' MSL.

Building, trees, beginning 1.6 NM from DER, 10' right of centerline, up to 200' AGL/417' MSL.

Trees, highway, buildings, beginning 2.1 NM from DER, 166' left of centerline, up to 200' AGL/420' MSL.

Buildings, beginning 2.4 NM from DER, 3275' left of centerline, up to 200' AGL/407' MSL.

**Rwy 33**, trees, beginning 48' from DER, 251' right of centerline, up to 100' AGL/150' MSL.

Pole 63' from DER, 238' left of centerline, 8' AGL/67' MSL.

Pole, railroad, beginning 114' from DER, 82' left of centerline, up to 22' AGL/81' MSL.

Trees, beginning 136' from DER, 62' left of centerline, up to 100' AGL/156' MSL.

CON'T

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

25219



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

25219

## COLLEGE PARK, MD (CON'T)

### COLLEGE PARK (CGS) (CON'T)

**Rwy 33 (CON'T)**, trees, fence, railroad, beginning 206' from DER, 81' right of centerline, up to 100' AGL/156' MSL.

Trees, buildings, poles, beginning 432' from DER, 2' right of centerline, up to 100' AGL/160' MSL.

Trees, beginning 451' from DER, 17' left of centerline, up to 100' AGL/160' MSL.

Trees, beginning 871' from DER, 214' left of centerline, up to 117' AGL/166' MSL.

Trees, beginning 954' from DER, 29' left of centerline, up to 118' AGL/168' MSL.

Trees, beginning 1038' from DER, 12' left of centerline, up to 124' AGL/174' MSL.

Trees, pole, beginning 1482' from DER, 164' left of centerline, up to 124' AGL/175' MSL.

Trees, beginning 1772' from DER, 67' left of centerline, up to 129' AGL/184' MSL.

Trees, beginning 2196' from DER, 617' right of centerline, up to 100' AGL/163' MSL.

Trees, beginning 2281' from DER, 61' right of centerline, up to 113' AGL/169' MSL.

Trees, beginning 2463' from DER, 45' right of centerline, up to 126' AGL/183' MSL.

Trees, building, beginning 2581' from DER, 66' right of centerline, up to 128' AGL/186' MSL.

Trees, building, beginning 2590' from DER, 3' left of centerline, up to 136' AGL/194' MSL.

Trees, building, beginning 2876' from DER, 111' right of centerline, up to 100' AGL/196' MSL.

Buildings, trees, beginning 2892' from DER, 15' left of centerline, up to 126' AGL/198' MSL.

Trees, building, beginning 3260' from DER, 136' right of centerline, up to 100' AGL/215' MSL.

Trees, beginning 3645' from DER, 161' right of centerline, up to 100' AGL/219' MSL.

Trees, building, beginning 3871' from DER, 539' right of centerline, up to 100' AGL/228' MSL.

Buildings, trees, beginning 4018' from DER, 9' right of centerline, up to 188' AGL/249' MSL.

Building, trees, beginning 4581' from DER, 344' left of centerline, up to 137' AGL/201' MSL.

Trees, beginning 5012' from DER, 875' left of centerline, up to 100' AGL/205' MSL.

Trees, beginning 5169' from DER, 1052' left of centerline, up to 100' AGL/215' MSL.

Trees, beginning 5396' from DER, 850' left of centerline, up to 100' AGL/225' MSL.

Trees, beginning 5553' from DER, 1027' left of centerline, up to 100' AGL/228' MSL.

Trees, beginning 5711' from DER, 624' left of centerline, up to 100' AGL/235' MSL.

Building, trees, beginning 1 NM from DER, 397' left of centerline, up to 121' AGL/250' MSL.

Trees, beginning 1.1 NM from DER, 170' left of centerline, up to 100' AGL/288' MSL.

Trees, beginning 1.2 NM from DER, 145' left of centerline, up to 100' AGL/294' MSL.

Trees, beginning 1.5 NM from DER, 2604' right of centerline, up to 200' AGL/296' MSL.

Trees, beginning 1.6 NM from DER, 3' right of centerline, up to 200' AGL/368' MSL.

Trees, beginning 1.6 NM from DER, 172' left of centerline, up to 200' AGL/391' MSL.

Trees, beginning 1.7 NM from DER, 28' right of centerline, up to 200' AGL/404' MSL.

Trees, buildings, beginning 1.7 NM from DER, 53' left of centerline, up to 200' AGL/397' MSL.

Trees beginning 1.8 NM from DER, 78' right of centerline, up to 200' AGL/394' MSL.

Trees, poles, tower, transmission line, building, beginning 1.8 NM from DER, 23' left of centerline, up to 200' AGL/420' MSL.

Trees, beginning 1.9 NM from DER, 128' right of centerline, up to 200' AGL/424' MSL.

Trees, beginning 2 NM from DER, 153' right of centerline, up to 200' AGL/427' MSL.

Trees, beginning 2 NM from DER, 376' left of centerline, up to 200' AGL/430' MSL.

Trees, transmission lines, pole, beginning 2.1 NM from DER, 1' right of centerline, up to 200' AGL/433' MSL.

Trees, beginning 2.1 NM from DER, 150' left of centerline, up to 200' AGL/447' MSL.

Trees, beginning 2.2 NM from DER, 51' right of centerline, up to 200' AGL/443' MSL.

Building, trees, beginning 2.2 NM from DER, 100' left of centerline, up to 200' AGL/456' MSL.

Building, trees beginning 2.3 NM from DER, 75' left of centerline, up to 200' AGL/466' MSL.

Trees, beginning 2.5 NM from DER, 25' left of centerline, up to 200' AGL/470' MSL.

Trees, beginning 2.5 NM from DER, adjacent of centerline, up to 200' AGL/447' MSL.

Tree 2.6 NM from DER, 378' right of centerline, 200' AGL/447' MSL.

## CREWE, VA

### CREWE MUNI (W81)

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

ORIG 13JAN11 (11013) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 15**, trees beginning 140' from DER, 464' left of centerline, up to 100' AGL/449' MSL.

Trees beginning 406' from DER, 448' right of centerline, up to 100' AGL/509' MSL.

**Rwy 33**, trees beginning 985' from DER, 587' left of centerline, up to 100' AGL/539' MSL.

Trees beginning 520' from DER, 513' right of centerline, up to 100' AGL/529' MSL.

## CRISFIELD, MD

### CRISFIELD-SOMERSET COUNTY AIRPORT (W41)

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

ORIG-A 20AUG15 (15232) (FAA)

#### TAKEOFF MINIMUMS:

**Rwys 6, 24**, NA-obstacles

#### DEPARTURE PROCEDURE:

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

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

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

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

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## CULPEPER, VA

CULPEPER RGNL (CJR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20DEC07 (07354) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 4**, tree 79' from DER, 418' left of centerline 86' AGL/337' MSL.

Vehicle on road 207' from DER, 367' left of centerline, 15' AGL/330' MSL.

Tree 3396' from DER, 514' right of centerline, 91' AGL/410' MSL.

**Rwy 22**, tree 128' from DER, 332' left of centerline, 25' AGL/334' MSL.

Multiple trees beginning 272' from DER, 179' right of centerline up to 22' AGL/341' MSL.

Pole 1480' from DER, 68' left of centerline, 27' AGL/356' MSL.

## CUMBERLAND, MD

GREATER CUMBERLAND RGNL (CBE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 31MAR16 (16091) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

VCOA:

Obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross

Greater Cumberland Rgnl Airport at or above 3100 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 5**, trees beginning 146' from DER, 388' left of centerline, up to 50' AGL/798' MSL.

Trees beginning 511' from DER, 466' right of centerline, up to 48' AGL/821' MSL.

Trees 2.3 NM from DER, 4178' right of centerline, up to 100' AGL/1439' MSL.

**Rwy 23**, NAVAID 169' from DER, 269' left of centerline, 22' AGL/732' MSL.

Trees 53' from DER, 497' right of centerline, up to 42' AGL/751' MSL.

Trees beginning 1188' from DER, 422' right of centerline, up to 67' AGL/836' MSL.

Tower 2029' from DER, 757' right of centerline, 99' AGL/958' MSL.

Trees 2.4 NM from DER, 729' right of centerline, up to 100' AGL/1679' MSL.

## DANVILLE, VA

DANVILLE RGNL (DAN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 28APR16 (16119) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 2**, trees beginning 285' from DER, 455' right of centerline, up to 22' AGL/587' MSL.**Rwy 20**, tree 1328' from DER, 633' right of centerline, 30' AGL/569' MSL.**Rwy 13**, trees beginning 189' from DER, 90' right of centerline, up to 100' AGL/711' MSL.

Building 1310' from DER, 194' right of centerline, 10' AGL/562' MSL.

Pole 1496' from DER, 277' right of centerline, 29' AGL/590' MSL.

Trees beginning at DER, 8' left of centerline, up to 74' AGL/613' MSL.

**Rwy 31**, Trees beginning 823' from DER, 6' left of centerline, up to 85' AGL/699' MSL.

Pole 1185' from DER, 253' left of centerline, 30' AGL/608' MSL.

Pole 2056' from DER, 253' left of centerline, 38' AGL/626' MSL.

Sign 2196' from DER, 328' left of centerline, 36' AGL/628' MSL.

Tower 1165' from DER, 416' left of centerline, 64' AGL/641' MSL.

Building 568' from DER, 455' left of centerline, 37' AGL/612' MSL.

Building 395' from DER, 573' left of centerline, 28' AGL/602' MSL.

Trees beginning 1358' from DER, 24' right of centerline, up to 73' AGL/700' MSL.

Pole 1540' from DER, 111' right of centerline, 44' AGL/613' MSL.

Pole 1365' from DER, 131' right of centerline, 32' AGL/606' MSL.

Pole 3042' from DER, 174' right of centerline, 75' AGL/681' MSL.

Pole 2897' from DER, 284' right of centerline, 75' AGL/682' MSL.

Building 2308' from DER, 584' right of centerline, 40' AGL/647' MSL.

Sign 1839' from DER, 104' right of centerline, 30' AGL/636' MSL.

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

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

25219

## DAVISON AAF (KDAV)

FORT BELVOIR, VA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 07SEP23 (23250) (USA)

TAKEOFF MINIMUMS:

**Rwy 14**, 300-1½.**Rwy 32**, 400-3, or std w/min climb of 360°/NM to 600.

TAKEOFF OBSTACLE NOTES:

**Rwy 14**, terrain 1.2 NM from DER, 1996' left of centerline, 261' MSL.

Terrain 2334' from DER, 1034' right of centerline, 138' MSL.

**Rwy 32**, pole 2090' from DER, 741' right of centerline, 35' AGL/132' MSL.

Twr 2090' from DER, 741' right of centerline, 35' AGL/132' MSL.

Bldg 139' from DER, 520' right of centerline, 28' AGL/75' MSL.

Bldg 167' from DER, 521' right of centerline, 31' AGL/75' MSL.

## DOVER AFB (KDOV)

DOVER, DE

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

28MAR19 (19087)

TAKEOFF OBSTACLE NOTES:

**Rwy 1**, possible C-5 aircraft/vehicles positioned in the DER, hammerhead just left of rwy cntrln, up to 65' AGL/89' MSL.**Rwy 14**, no obstacles penetrate the obstacle departure surface.**Rwy 19**, possible C-5 aircraft/vehicles positioned in the DER, hammerhead just right of rwy cntrln, up to 65' AGL/92' MSL.**Rwy 32**, building 945 3739' from DER, 614' left of cntrln, 67' AGL/113' MSL.

Multiple C-5s parked on ramp beginning 2047' thru 2529' from DER, 1010' left of cntrln, up to 65' AGL/92' MSL.

Possible large aircraft 2800' from DER, on Twy G just left of cntrln, up to 65' AGL/98' MSL.

Possible taxiing C-5 1091' from DER, 744' left of cntrln, 65' AGL/88' MSL.

Pylon 4876' from DER, 1755' left of cntrln, 85' AGL/120' MSL.

Pylon 5078' from DER, 724' left of cntrln, 85' AGL/124' MSL.

## DOVER/CHESWOLD, DE

DELAWARE AIRPARK (33N)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12OCT17 (17285) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 9**, terrain 13' from DER, 56' right of centerline, 48' MSL.

Tree 65' from DER, 306' left of centerline, 95' AGL/132' MSL.

Tree 74' from DER, 310' right of centerline, 59' MSL.

Trees beginning 83' from DER, 333' left of centerline, up to 97' AGL/134' MSL.

Tree, traverse way, transmission line, poles beginning 131' from DER, 8' right of centerline, up to 125' MSL.

Trees, poles, transmission line beginning 356' from DER, 2' left of centerline, up to 103' AGL/138' MSL.

Trees beginning 2106' from DER, 12' left of centerline, up to 151' MSL.

Trees beginning 2285' from DER, 405' right of centerline, up to 132' MSL.

Trees, tower beginning 2320' from DER, 23' right of centerline, up to 101' AGL/133' MSL.

**Rwy 27**, vertical structure 14' from DER, 67' right of centerline, 5' AGL/50' MSL.

Tree 19' from DER, 314' right of centerline, 105' MSL.

Tree 37' from DER, 413' left of centerline, 72' MSL.

Trees beginning 104' from DER, 353' right of centerline, up to 130' MSL.

Tree 134' from DER, 315' left of centerline, 74' MSL.

Trees beginning 188' from DER, 303' left of centerline, up to 94' MSL.

Tree 417' from DER, 494' right of centerline, 149' MSL.

Trees beginning 418' from DER, 552' left of centerline, up to 96' MSL.

Trees beginning 420' from DER, 414' right of centerline, up to 108' AGL/154' MSL.

Tree 611' from DER, 653' left of centerline, 141' MSL.

Trees beginning 667' from DER, 19' left of centerline, up to 150' MSL.

Trees beginning 884' from DER, 8' right of centerline, up to 161' MSL.

Trees beginning 2360' from DER, 50' left of centerline, up to 102' AGL/151' MSL.

Trees beginning 2500' from DER, 6' left of centerline, up to 105' AGL/155' MSL.

Trees beginning 2634' from DER, 42' left of centerline, up to 161' MSL.

Trees beginning 2697' from DER, 15' left of centerline, up to 106' AGL/163' MSL.

Trees beginning 2972' from DER, 24' right of centerline, up to 113' AGL/165' MSL.

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

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

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

25219

## DUBLIN, VA

### NEW RIVER VALLEY (PSK)

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

AMDT 2 12MAR09 (09071) (FAA)

##### TAKEOFF MINIMUMS:

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

##### DEPARTURE PROCEDURE:

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

**Rwy 24**, climb heading 238° to 4000 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 6**, tree 321' from DER, 493' left of centerline, 100' AGL/2112' MSL.

Terrain 122' from DER, 460' left of centerline, up to 2105' MSL.

**Rwy 24**, pole 1223' from DER, 671' right of centerline, 42' AGL/2161' MSL.

Pole 669' from DER, 558' right of centerline, 18' AGL/2137' MSL.

Pole 4851' from DER, 1170' left of centerline, 32' AGL/2231' MSL.

Tower 5078' from DER 1017' left of centerline, 101' AGL/2300' MSL.

Trees 226' from DER, 271' left of centerline, up to 103' AGL/2302' MSL.

Terrain 68' from DER, 281' right of centerline, up to 2116' MSL.

## EASTON, MD

### EASTON/NEWMAM FLD (ESN)

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

AMDT 1 05MAR15 (21112) (FAA)

##### TAKEOFF MINIMUMS:

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

##### TAKEOFF OBSTACLE NOTES:

**Rwy 4**, pole and vehicles on road beginning 199' from DER, 278' right of centerline, up to 21' AGL/91' MSL.

Poles beginning 834' from DER, 27' right of centerline, up to 34' AGL/100' MSL.

Trees beginning 1508' from DER, 38' left of centerline, up to 37' AGL/116' MSL.

Trees beginning 1484' from DER, 45' right of centerline, up to 54' AGL/133' MSL.

**Rwy 15**, fence 2' from DER, 410' left of centerline, 8' AGL/57' MSL.

Poles beginning 720' from DER, 331' left of centerline, up to 36' AGL/92' MSL.

Trees beginning 861' from DER, 621' left of centerline, up to 89' AGL/148' MSL.

Poles and trees beginning 827' from DER, 514' right of centerline, up to 57' AGL/116' MSL.

Trees beginning 1924' from DER, 237' right of centerline, up to 94' AGL/153' MSL.

Pole and trees beginning 2017' from DER, 182' left of centerline, up to 89' AGL/148' MSL.

**Rwy 22**, trees 1250' from DER, 785' right of centerline, up to 56' AGL/95' MSL.

Trees beginning 1322' from DER, 759' left of centerline, up to 90' AGL/129' MSL.

Tower 1.6 NM from DER, 2374' left of centerline, 276' AGL/290' MSL.

**Rwy 33**, vehicles on road and trees beginning 9' from DER, 405' right of centerline, up to 49' AGL/88' MSL.

Pole 887' from DER, 409' left of centerline, 34' AGL/58' MSL.

Trees 1497' from DER, 19' right of centerline, up to 48' AGL/87' MSL.

Trees beginning 1884' from DER, 209' right of centerline, up to 99' AGL/158' MSL.

Trees 2889' from DER, 682' left of centerline, up to 69' AGL/118' MSL.

## ELKTON, MD

### CLAREMONT (58M)

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

AMDT 1 08JAN15 (15008) (FAA)

##### TAKEOFF MINIMUMS:

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

##### DEPARTURE PROCEDURE:

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

##### TAKEOFF OBSTACLE NOTES:

**Rwy 13**, poles beginning 9' from DER, 39' left of centerline, up to 30' AGL/95' MSL.

Trees beginning 22' from DER, 55' left of centerline, up to 47' AGL/107' MSL.

Trees beginning 154' from DER, 145' left of centerline, up to 93' AGL/153' MSL.

Trees beginning 389' from DER, 14' left of centerline, up to 117' AGL/177' MSL.

Trees beginning 873' from DER, 56' left of centerline, up to 107' AGL/157' MSL.

Poles beginning 37' from DER, 21' right of centerline, up to 36' AGL/86' MSL.

Trees beginning 119' from DER, 34' right of centerline, up to 83' AGL/143' MSL.

Trees beginning 470' from DER, 33' right of centerline, up to 83' AGL/153' MSL.

Tires beginning 1379' from DER, 59' right of centerline, up to 92' AGL/142' MSL.

**Rwy 31**, trees beginning 2' from DER, 231' left of centerline, up to 84' AGL/184' MSL.

Trees beginning 177' from DER, 152' left of centerline, up to 101' AGL/201' MSL.

Trees beginning 655' from DER, 8' left of centerline, up to 99' AGL/199' MSL.

Trees beginning 2214' from DER, 10' left of centerline, up to 109' AGL/189' MSL.

Antenna 1.9 NM from DER, 3436' left of centerline, 345' AGL/620' MSL.

Terrain beginning 6' from DER, 67' right of centerline, 117' MSL.

Trees beginning 256' from DER, 81' right of centerline, up to 60' AGL/170' MSL.

Trees beginning 776' from DER, 23' right of centerline, up to 91' AGL/201' MSL.

Trees beginning 1965' from DER, 15' right of centerline, up to 81' AGL/261' MSL.

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

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

25219

## EMPORIA, VA

EMPORIA-GREENSVILLE RGNL (EMV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 03APR14 (14093) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 16**, trees beginning 188' from DER, 433' left of centerline, up to 42' AGL/141' MSL.

**Rwy 34**, trees beginning 56' from DER, 489' right of centerline, up to 75' AGL/204' MSL.

Trees beginning 2290' from DER, 250' right of centerline, up to 111' AGL/230' MSL.

Trees beginning 2131' from DER, 106' left of centerline, up to 101' AGL/220' MSL.

Trees beginning 1276' from DER, 459' left of centerline, up to 66' AGL/195' MSL.

Trees beginning 1889' from DER, 9' right of centerline, up to 75' AGL/204' MSL.

Trees beginning 1804' from DER, 136' left of centerline, up to 60' AGL/189' MSL.

Trees beginning 1982' from DER, 83' left of centerline, up to 60' AGL/189' MSL.

Trees beginning 571' from DER, 5' right of centerline, up to 23' AGL/152' MSL.

Trees beginning 565' from DER, 57' left of centerline, up to 14' AGL/143' MSL.

Trees beginning 3423' from DER, 256' left of centerline, up to 105' AGL/214' MSL.

Trees beginning 3444' from DER, 140' left of centerline, up to 105' AGL/214' MSL.

Trees beginning 3508' from DER, 44' right of centerline, up to 105' AGL/214' MSL.

## FARMVILLE, VA

FARMVILLE RGNL (FVX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 15SEP16 (16259) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 3**, tree 35' from DER, 406' right of centerline, 436' MSL.

Trees beginning 56' from DER, 403' right of centerline, up to 437' MSL.

Trees beginning 56' from DER, 334' left of centerline, up to 491' MSL.

Trees beginning 66' from DER, 295' left of centerline, up to 496' MSL.

Trees beginning 148' from DER, 332' right of centerline, up to 440' MSL.

Tree 453' from DER, 561' right of centerline, 456' MSL.

Trees beginning 460' from DER, 409' right of centerline, up to 459' MSL.

Trees beginning 518' from DER, 414' right of centerline, up to 467' MSL.

Trees beginning 623' from DER, 413' right of centerline, up to 468' MSL.

Trees beginning 647' from DER, 504' right of centerline, up to 476' MSL.

Trees beginning 661' from DER, 452' right of centerline, up to 480' MSL.

Trees beginning 752' from DER, 402' right of centerline, up to 495' MSL.

Trees beginning 757' from DER, 402' right of centerline, up to 498' MSL.

Trees beginning 837' from DER, 398' right of centerline, up to 502' MSL.

Trees beginning 994' from DER, 295' left of centerline, up to 506' MSL.

Trees beginning 1136' from DER, 153' left of centerline, up to 513' MSL.

**Rwy 21**, terrain and tree beginning abeam DER, 90' right of centerline, up to 471' MSL.

Vehicles on road beginning 2' from DER, 475' left of centerline, up to 413' MSL.

Vehicles on road beginning 22' from DER, 475' left of centerline, up to 414' MSL.

Vehicles on road beginning 116' from DER, 475' left of centerline, up to 415' MSL.

Terrain and vehicles on road beginning 163' from DER, 213' left of centerline, up to 416' MSL.

Terrain, pole, and vehicles on road beginning 199' from DER, 14' left of centerline, up to 26' AGL/429' MSL.

Trees beginning 298' from DER, 427' right of centerline, up to 478' MSL.

Trees beginning 399' from DER, 480' right of centerline, up to 479' MSL.

Tree 450' from DER, 496' right of centerline, 480' MSL.

Trees beginning 482' from DER, 454' right of centerline, up to 483' MSL.

Pole and vehicles on road beginning 506' from DER, 475' left of centerline, up to 30' AGL/438' MSL.

Tree 538' from DER, 539' left of centerline, 471' MSL.

Tree, pole, and vehicles on road beginning 553' from DER, 21' left of centerline, up to 474' MSL.

Tree and fence beginning 570' from DER, 5' right of centerline, up to 489' MSL.

Trees beginning 1798' from DER, 59' left of centerline, up to 475' MSL.

Tree 2118' from DER, 476' left of centerline, 479' MSL.

Trees beginning 2127' from DER, 258' left of centerline, up to 482' MSL.

Trees beginning 2363' from DER, 379' left of centerline, up to 483' MSL.

Trees beginning 2465' from DER, 436' left of centerline, up to 491' MSL.

## FOREST, VA

NEW LONDON (W90)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 31MAY12 (12152) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

**Rwy 18**, climb heading 176° to 2200 before proceeding on course.

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

TAKEOFF OBSTACLE NOTES:

**Rwy 18**, trees beginning at DER, left and right of centerline, up to 100' AGL/ 919' MSL.

**Rwy 36**, trees beginning at DER, left and right of centerline, up to 100' AGL/979' MSL.

Vehicle on roadway, 19' from DER, 186' left of centerline, up to 15' AGL/ 894' MSL.

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

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

25219

## FORT MEADE (ODENTON), MD

### TIPTON (FME)

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

AMDT 1 31OCT24 (24305) (FAA)

#### TAKEOFF MINIMUMS:

**Rwy 28**, 400-2¼ or std w/min climb of 320' per NM to 500, or 1100-3 for VCOA.

#### VCOA:

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

#### TAKEOFF OBSTACLE NOTES:

**Rwy 10**, light poles 19' from DER, 87' left of centerline, 3' AGL/151' MSL.

Vegetation beginning 39' from DER, 184' right of centerline, up to 155' MSL.

Vegetation beginning 165' from DER, 138' right of centerline, up to 162' MSL.

Vegetation 228' from DER, 128' left of centerline, 156' MSL.

Vegetation beginning 297' from DER, 83' left of centerline, up to 158' MSL.

Vegetation 334' from DER, 225' right of centerline, 163' MSL.

Vegetation 345' from DER, 583' right of centerline, 169' MSL.

Tree 477' from DER, 531' left of centerline, 201' MSL.

**Rwy 10 (CON'T)**, vegetation beginning 532' from DER, 2' right of centerline, up to 175' MSL.

Trees beginning 597' from DER, 477' left of centerline, up to 219' MSL.

Trees beginning 844' from DER, 479' right of centerline, up to 220' MSL.

Tree 898' from DER, 568' left of centerline, 220' MSL.

Tree 989' from DER, 630' left of centerline, 237' MSL.

Trees beginning 1027' from DER, 386' right of centerline, up to 225' MSL.

Trees beginning 1070' from DER, 522' left of centerline, up to 240' MSL.

Trees beginning 1144' from DER, 51' right of centerline, up to 229' MSL.

Trees beginning 1213' from DER, 150' left of centerline, up to 244' MSL.

Trees beginning 1497' from DER, 20' left of centerline, up to 245' MSL.

Trees beginning 1646' from DER, 33' right of centerline, up to 248' MSL.

Trees beginning 1761' from DER, 77' left of centerline, up to 246' MSL.

Trees beginning 1771' from DER, 652' right of centerline, up to 263' MSL.

Trees beginning 1810' from DER, 157' right of centerline, up to 275' MSL.

Trees beginning 1902' from DER, 3' right of centerline, up to 277' MSL.

Trees beginning 1952' from DER, 18' left of centerline, up to 251' MSL.

Trees beginning 2370' from DER, 77' left of centerline, up to 260' MSL.

Trees beginning 2452' from DER, 14' left of centerline, up to 264' MSL.

Transmission lines, tree beginning 3005' from DER, 351' left of centerline, up to 128' AGL/267' MSL.

**Rwy 28**, trees beginning 9' from DER, 282' left of centerline, up to 175' MSL.

Light poles 17' from DER, 87' right of centerline, 3' AGL/121' MSL.

Trees beginning 327' from DER, 306' left of centerline, up to 181' MSL.

Trees beginning 835' from DER, 409' left of centerline, up to 184' MSL.

Tree 978' from DER, 473' right of centerline, 163' MSL.

Trees beginning 1022' from DER, 187' right of centerline, up to 177' MSL.

Trees beginning 1045' from DER, 15' left of centerline, up to 186' MSL.

Trees beginning 1070' from DER, 114' right of centerline, up to 192' MSL.

Trees beginning 1112' from DER, 120' left of centerline, up to 188' MSL.

Trees beginning 1183' from DER, 18' right of centerline, up to 201' MSL.

Trees beginning 1305' from DER, 7' right of centerline, up to 204' MSL.

Trees beginning 1353' from DER, 36' left of centerline, up to 189' MSL.

Trees beginning 1388' from DER, 376' left of centerline, up to 206' MSL.

Trees beginning 1400' from DER, 70' left of centerline, up to 217' MSL.

Tree 2097' from DER, 819' left of centerline, 220' MSL.

Trees beginning 2117' from DER, 5' left of centerline, up to 229' MSL.

Trees beginning 2214' from DER, 27' right of centerline, up to 210' MSL.

Trees beginning 2548' from DER, 128' right of centerline, up to 213' MSL.

Trees beginning 2634' from DER, 46' right of centerline, up to 226' MSL.

Trees beginning 2773' from DER, 14' right of centerline, up to 229' MSL.

Trees beginning 2885' from DER, 16' right of centerline, up to 232' MSL.

Trees beginning 2953' from DER, 144' left of centerline, up to 231' MSL.

Trees beginning 3084' from DER, 242' left of centerline, up to 251' MSL.

Tree 3271' from DER, 771' left of centerline, 255' MSL.

Trees beginning 3293' from DER, 6' left of centerline, up to 266' MSL.

Trees beginning 3473' from DER, 56' right of centerline, up to 245' MSL.

Trees beginning 3731' from DER, 33' right of centerline, up to 248' MSL.

Trees beginning 4169' from DER, 211' left of centerline, up to 270' MSL.

Trees beginning 4268' from DER, 100' left of centerline, up to 276' MSL.

Trees beginning 4348' from DER, 94' left of centerline, up to 279' MSL.

Trees beginning 4354' from DER, 2' right of centerline, up to 280' MSL.

Trees beginning 4449' from DER, 63' left of centerline, up to 296' MSL.

Trees beginning 4449' from DER, 403' right of centerline, up to 265' MSL.

Trees beginning 4499' from DER, 24' right of centerline, up to 266' MSL.

Tree 4888' from DER, 1332' left of centerline, 299' MSL.

Trees beginning 4890' from DER, 1446' left of centerline, up to 300' MSL.

Trees beginning 4918' from DER, 13' left of centerline, up to 310' MSL.

CON'T

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

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

25219

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

### TIPTON (FME) (CON'T)

**Rwy 28 (CON'T)**, trees beginning 5067' from DER, 39' right of centerline, up to 268' MSL.

Trees beginning 5367' from DER, 33' right of centerline, up to 275' MSL.

Trees beginning 1 NM from DER, 801' left of centerline, up to 311' MSL.

Trees beginning 1.1 NM from DER, 1073' left of centerline, up to 334' MSL.

Pole 1.4 NM from DER, 2738' right of centerline, 154' AGL/352' MSL.

Terrain beginning 1.5 NM from DER, 3029' right of centerline, 200' AGL/433' MSL.

Terrain beginning 1.5 NM from DER, 3059' left of centerline, up to 200' AGL/414' MSL.

Terrain beginning 1.6 NM from DER, 49' left of centerline, up to 200' AGL/447' MSL.

Terrain beginning 1.6 NM from DER, 1481' right of centerline, up to 200' AGL/463' MSL.

Terrain beginning 1.6 NM from DER, 1562' left of centerline, up to 200' AGL/437' MSL.

Terrain, electrical system, transmission lines beginning 1.6 NM from DER, 236' right of centerline, up to 200' AGL/470' MSL.

Terrain beginning 1.7 NM from DER, 150' right of centerline, up to 200' AGL/476' MSL.

Terrain beginning 1.7 NM from DER, 110' left of centerline, up to 200' AGL/460' MSL.

Terrain beginning 1.9 NM from DER, 350' right of centerline, up to 200' AGL/483' MSL.

Terrain beginning 2.1 NM from DER, 636' right of centerline, up to 200' AGL/499' MSL.

Terrain 2.2 NM from DER, 3024' right of centerline, 200' AGL/466' MSL.

## FRANKLIN, VA

### FRANKLIN RGNL (FKN)

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

AMDT 2B 05DEC19 (19339) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 9**, tree 159' from DER, 306' right of centerline, 69' MSL.

Tree 233' from DER, 315' right of centerline, 73' MSL.

Trees beginning 235' from DER, 386' right of centerline, up to 96' MSL.

Tree and vehicle on road beginning 432' from DER, 191' right of centerline, up to 102' MSL.

Trees beginning 944' from DER, 621' left of centerline, up to 106' MSL.

Trees beginning 1191' from DER, 594' left of centerline, up to 109' MSL.

Trees beginning 1279' from DER, 79' left of centerline, up to 117' MSL.

Trees beginning 1877' from DER, 178' right of centerline, up to 118' MSL.

Tree 2341' from DER, 770' right of centerline, 128' MSL.

Trees beginning 2386' from DER, 931' right of centerline, up to 139' MSL.

Trees beginning 2523' from DER, 312' right of centerline, up to 144' MSL.

Trees beginning 3122' from DER, 901' right of centerline, up to 149' MSL.

Trees beginning 3203' from DER, 415' right of centerline, up to 151' MSL.

Trees beginning 3484' from DER, 107' right of centerline, up to 159' MSL.

Tree 3573' from DER, 20' left of centerline, 131' MSL.

Tree 4245' from DER, 157' left of centerline, 149' MSL.

**Rwy 27**, trees beginning abeam DER, 362' left of centerline, up to 119' MSL.

Trees beginning 211' from DER, 121' right of centerline, up to 55' MSL.

Pole and tree beginning 559' from DER, 470' right of centerline, up to 33' AGL/63' MSL.

Pole 596' from DER, 299' right of centerline, 43' AGL/68' MSL.

Trees beginning 606' from DER, 298' right of centerline, up to 71' MSL.

Tree 946' from DER, 550' right of centerline, 96' MSL.

Trees beginning 997' from DER, 593' right of centerline, up to 107' MSL.

Trees beginning 1017' from DER, 24' right of centerline, up to 109' MSL.

## FREDERICK, MD

### FREDERICK MUNI (FDK)

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

AMDT 4A 30JAN20 (20030) (FAA)

#### TAKEOFF MINIMUMS:

**Rwy 5**, 300-2 or std. w/min. climb of 260' per NM to 600.

**Rwy 12**, 500-2½ or std. w/min. climb of 410' per NM to 800.

**Rwy 30**, std. w/min. climb of 285' per NM to 900 or 1500-2½ for climb in visual conditions.

#### DEPARTURE PROCEDURE:

**Rwy 5**, climbing left turn heading 340° and on FDK VOR R-010 to 2100 before proceeding on course.

**Rwy 12**, climb heading 124° to 900 before proceeding westbound.

**Rwy 23**, climb heading 229° to 1200 before turning right.

**Rwy 30**, climbing right turn heading 040° and on FDK R-010 to 2400 before proceeding on course.

#### VCOA:

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

#### TAKEOFF OBSTACLE NOTES:

**Rwy 5**, light and sign beginning 44' from DER, 123' left of centerline, up to 3' AGL/286' MSL.

Trees beginning 1467' from DER, 630' right of centerline, up to 90' AGL/389' MSL.

Trees beginning 2645' from DER, 610' left of centerline, up to 75' AGL/394' MSL.

Trees beginning 4525' from DER, 597' left of centerline, up to 75' AGL/434' MSL.

Elevator and trees beginning 4824' from DER, 341' right of centerline, up to 76' AGL/435' MSL.

Trees 1.2 NM from DER, 1562' right of centerline, up to 95' AGL/514' MSL.

Trees 1.4 NM from DER, 936' right of centerline, up to 89' AGL/508' MSL.

CON'T

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

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

25219

## FREDERICK, MD (CON'T)

### FREDERICK MUNI (FDK)(CON'T)

**Rwy 12**, wall and trees beginning 45' from DER, 283' right of centerline, up to 14' AGL/308' MSL.  
 Trees beginning 1312' from DER, 228' left of centerline, up to 82' AGL/391' MSL.  
 Trees beginning 1667' from DER, 75' right of centerline, up to 83' AGL/362' MSL.  
 Building and trees beginning 3292' from DER, 45' left of centerline, up to 113' AGL/552' MSL.  
 Tower, pole, grain silos, and trees beginning 3365' from DER, 41' from DER, up to 101' AGL/520' MSL.  
 Trees 2.1 NM from DER, 1377' left of centerline, up to 90' AGL/779' MSL.  
 Trees 2.3 NM from DER, 2711' left of centerline, up to 107' AGL/636' MSL.  
**Rwy 23**, vehicles on road and trees beginning 134' from DER, 376' right of centerline, up to 21' AGL/327' MSL.  
 Pole, buildings, and trees beginning 737' from DER, 286' right of centerline, up to 47' AGL/362' MSL.  
 Poles and trees beginning 1477' from DER, 41' left of centerline, up to 72' AGL/411' MSL.  
 Trees beginning 1701' from DER, 55' right of centerline, up to 78' AGL/397' MSL.  
**Rwy 30**, poles and trees beginning 4' from DER, 320' right of centerline, up to 22' AGL/316' MSL.  
 Antenna on building and trees beginning 1255' from DER, 750' left of centerline, up to 56' AGL/335' MSL.  
 Trees beginning 1096' from DER, 351' right of centerline, up to 77' AGL/336' MSL.  
 Trees 1962' from DER, 105' right of centerline, up to 77' AGL/356' MSL.

## FREDERICKSBURG, VA

### SHANNON (EZF)

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

AMDT 1 10MAR11 (11069) (FAA)

##### TAKEOFF MINIMUMS:

**Rwys 15,33**, NA- Environmental.  
**Rwy 6**, 300-2¼ or std. w/min. climb of 270' per NM to 500.  
**Rwy 24**, 400-3 or std. with a min. climb of 380' per NM to 600.

##### DEPARTURE PROCEDURE:

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

##### TAKEOFF OBSTACLE NOTES:

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

## FRIENDLY, MD

### POTOMAC AIRFIELD (VKX)

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

ORIG-A 07APR11 (11097) (FAA)

##### TAKEOFF MINIMUMS:

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

##### TAKEOFF OBSTACLE NOTES:

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

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

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

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

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## FRONT ROYAL, VA

### FRONT ROYAL-WARREN COUNTY (FRR)

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

AMDT 1 29JUL10 (10210) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 10**, 300-1¼ or std. w/ min. climb of 415' per NM to 1100.**Rwy 28**, NA-obstacles.

##### DEPARTURE PROCEDURE:

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

##### TAKEOFF OBSTACLE NOTES:

**Rwy 10**, vehicles on roadway beginning 221' from DER, left and right of centerline, up to 17' AGL/736' MSL.

Power lines beginning 835' from DER, left and right of centerline, up to 79' AGL/828' MSL.

Trees beginning 1060' from DER, 51' left of centerline, up to 100' AGL/779' MSL.

Trees beginning 1660' from DER, 550' right of centerline, up to 100' AGL/939' MSL.

## GAITHERSBURG, MD

### MONTGOMERY COUNTY AIRPARK (GAI)

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

AMDT 1 05MAR15 (15064) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 14**, building, pole, and trees beginning 217' from DER, 81' right of centerline, up to 52' AGL/601' MSL.

Building, poles, and trees beginning 244' from DER, 196' left of centerline, up to 51' AGL/610' MSL.

Trees 1323' from DER, 841' right of centerline, up to 117' AGL/656' MSL.

Trees beginning 1965' from DER, 628' left of centerline, up to 104' AGL/663' MSL.

**Rwy 32**, trees beginning 26' from DER, 181' left of centerline, up to 77' AGL/556' MSL.

Trees beginning 72' from DER, 202' right of centerline, up to 53' AGL/532' MSL.

Trees beginning 3350' from DER, 903' right of centerline, up to 93' AGL/592' MSL.

## GALAX HILLSVILLE, VA

### TWIN COUNTY (HLX)

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

AMDT 3 31MAY12 (24137) (FAA)

##### TAKEOFF MINIMUMS:

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

##### DEPARTURE PROCEDURE:

**Rwy 19**, climb heading 187° to 3300 before turning left.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 1**, vehicles on roadway beginning 122' from DER, left and right of centerline, up to 15' AGL/2674' MSL.

Tree 195' from DER, 432' right of centerline, 49' AGL/2669' MSL.

Trees beginning 1215' from DER, left and right of centerline, up to 107' AGL/2699' MSL.

Trees beginning 2098' from DER, left and right of centerline, up to 105' AGL/2768' MSL.

Trees beginning 4071' from DER, 1192' left of centerline, up to 79' AGL/2799' MSL.

**Rwy 19**, trees beginning 135' from DER, 455' left of centerline, up to 108' AGL/2748' MSL.

Trees beginning 314' from DER, 434' right of centerline, up to 100' AGL/2760' MSL.

Tree 925' from DER, 254' left of centerline, 80' AGL/2720' MSL.

Trees beginning 1470' from DER, 248' right of centerline, up to 113' AGL/2753' MSL.

## GEORGETOWN, DE

### DELAWARE COASTAL (GED)

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

AMDT 4B 10NOV16 (16315) (FAA)

##### TAKEOFF MINIMUMS:

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

##### TAKEOFF OBSTACLE NOTES:

**Rwy 4**, trees beginning 7' from DER, 459' left of centerline, up to 74' AGL/118' MSL.

Tree 2322' from DER, 428' right of centerline, 61' AGL/109' MSL.

Tree 5161' from DER, 710' left of centerline, 180' MSL.

**Rwy 10**, vehicle on road 94' from DER, 446' left of centerline, 15' AGL/59' MSL.

Trees and pole beginning 443' from DER, 87' left of centerline, up to 100' AGL/144' MSL.

Trees beginning 641' from DER, 109' right of centerline, up to 100' AGL/144' MSL.

Tree 3732' from DER, 37' left of centerline, 100' AGL/149' MSL.

**Rwy 22**, tree 2035' from DER, 781' left of centerline, 172' MSL.

Tower 1 NM from DER, 465' left of centerline, 215' MSL.

**Rwy 28**, trees beginning 358' from DER, 567' left of centerline, up to 100' AGL/149' MSL.

Trees beginning 1299' from DER, 686' right of centerline, up to 100' AGL/149' MSL.

Trees beginning 1595' from DER, 647' right of centerline, up to 100' AGL/154' MSL.

Trees beginning 1892' from DER, crossing centerline, up to 100' AGL/154' MSL.

Tank 4498' from DER, 219' right of centerline, 180' MSL.

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

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

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## GORDONSVILLE, VA

GORDONSVILLE MUNI (GVE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15DEC11 (11349) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 5**, trees beginning 341' from DER, 529' right of centerline, up to 100' AGL/699' MSL.

Vehicles on roadway 738' from DER, 477' left of centerline, up to 17' AGL/476' MSL.

Trees beginning 789' from DER, 507' left of centerline, up to 100' AGL/939' MSL.

Railroad 1111' from DER, 255' right of centerline, up to 23' AGL/482' MSL.

**Rwy 23**, trees beginning 300' from DER, 199' right of centerline, up to 100' AGL/739' MSL.

Trees beginning 805' from DER, 423' left of centerline, up to 100' AGL/739' MSL.

Rising terrain beginning 2.9 NM from DER, 2.5 NM right of centerline, up to 2039' MSL.

## HAGERSTOWN, MD

HAGERSTOWN RGNL/RICHARD A HENSON FLD (HGR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 17OCT13 (21336) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 2**, pole 22' from DER, 434' right of centerline, 20' AGL/719' MSL.

Telephone pylon 98' from DER, 351' right of centerline, 30' AGL/729' MSL.

Pole 100' from DER, 352' right of centerline, 31' AGL/730' MSL.

Catenary 113' from DER, 515' right of centerline, 32' AGL/731' MSL.

Antenna 190' from DER, 392' right of centerline, 38' AGL/737' MSL.

Building 1115' from DER, 289' left of centerline, 10' AGL/749' MSL.

Road 1215' from DER, 8' right of centerline, 3' AGL/742' MSL.

Trees beginning 1295' from DER, left and right of centerline, up to 99' AGL/838' MSL.

**Rwy 9**, MALS R 6' from DER, 5' left of centerline, 48' AGL/687' MSL.

Tree 963' from DER, 754' left of centerline, 75' AGL/714' MSL.

**Rwy 20**, light and poles beginning 334' from DER, left and right of centerline, up to 40' AGL/734' MSL.

Tree 1504' from DER, 342' left of centerline, 36' AGL/735' MSL.

Silo 1590' from DER, 93' left of centerline, 34' AGL/733' MSL.

Tree 2051' from DER, 592' left of centerline, 100' AGL/759' MSL.

Tree 2540' from DER, 722' left of centerline, 100' AGL/779' MSL.

**Rwy 27**, trees beginning 668' from DER, 515' left of centerline, up to 80' AGL/719' MSL.

Building 1895' from DER, 510' left of centerline, 73' AGL/713' MSL.

## HOT SPRINGS, VA

INGALLS FLD (HSP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 13JAN11 (21224) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

## INDIAN HEAD, MD

MARYLAND (2W5)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 24JUL14 (14205) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 2**, trees beginning at DER, 208' right of centerline up to 100' AGL/279' MSL.

Trees beginning 1103' from DER, 366' left of centerline up to 100' AGL/279' MSL.

Trees beginning 1564' from DER, left and right of centerline up to 100' AGL/279' MSL.

Building beginning 1255' from DER, 759' right of centerline, 25' AGL/204' MSL.

**Rwy 20**, trees beginning 404' from DER, 25' right of centerline up to 100' AGL/259' MSL.

Trees beginning at DER, 243' left of centerline up to 100' AGL/249' MSL.

Trees beginning 1069' from DER, 316' right of centerline up to 100' AGL/279' MSL.

Trees beginning 1388' from DER, 332' left of centerline up to 100' AGL/279' MSL.

Building 1401' from DER, 744' right of centerline, 25' AGL/194' MSL.

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

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

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## JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

CAMP SPRINGS, MD

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

20FEB25 (25051) (USAF)

TAKEOFF OBSTACLE NOTES:

**Rwy 1L**, tree 3761' from DER, 1564' left of centerline, 362' MSL.

Tree 3073' from DER, 907' right of centerline, 352' MSL.

Tree 2960' from DER, 767' right of centerline, 351' MSL.

Tree 2842' from DER, 1082' right of centerline, 344' MSL.

Tree 2373' from DER, 742' left of centerline, 335' MSL.

**Rwy 1R**, crane 5460' from DER, 892' right of centerline, 381' MSL.

Stadium light 3036' from DER, 1020' right of centerline, 361' MSL.

Tree 2879' from DER, 362' left of centerline, 349' MSL.

Tree 2626' from DER, 1093' left of centerline, 352' MSL.

Tree 2395' from DER, 918' left of centerline, 344' MSL.

Tree 2355' from DER, 478' right of centerline, 335' MSL.

Tree 1659' from DER, 507' left of centerline, 326' MSL.

Tree 1551' from DER, 641' right of centerline, 327' MSL.

Tree 1585' from DER, 536' right of centerline, 322' MSL.

Tree 1665' from DER, 521' left of centerline, 320' MSL.

Tree 1509' from DER, 857' right of centerline, 333' MSL.

**Rwy 19L**, tree 3696' from DER, 499' left of centerline, 341' MSL.

Tree 3660' from DER, 784' left of centerline, 353' MSL.

Tree 2877' from DER, 1111' right of centerline, 314' MSL.

Tree 2654' from DER, 944' right of centerline, 311' MSL.

Tree 2653' from DER, 1107' right of centerline, 314' MSL.

Tree 1706' from DER, 700' left of centerline, 320' MSL.

Tree 1454' from DER, 852' left of centerline, 317' MSL.

Terrain 270' from DER, 581' left of centerline, 260' MSL.

**Rwy 19R**, twr 4659' from DER, 1650' right of centerline, 355' MSL.

Twr 4624' from DER, 1663' right of centerline, 372' MSL.

Twr 4561' from DER, 1658' right of centerline, 359' MSL.

Twr 4529' from DER, 1590' right of centerline, 358' MSL.

Twr 4473' from DER, 1553' right of centerline, 360' MSL.

Twr 4386' from DER, 1659' right of centerline, 355' MSL.

Tree 2868' from DER, 888' left of centerline, 314' MSL.

Tree 2645' from DER, 891' left of centerline, 314' MSL.

Tree 2645' from DER, 1054' left of centerline, 331' MSL.

Trees beginning 2645' from DER, 1054' left of centerline, 331' MSL.

## JONESVILLE, VA

LEE COUNTY (0VG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 23NOV06 (06327) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 7**, terrain 116' from DER, 72' right of centerline, 1439' MSL.

Terrain 691' from DER, 53' right of centerline, 1459' MSL.

Terrain 267' from DER, 190' left of centerline, 1439' MSL.

Terrain 479' from DER, 68' left of centerline, 1459' MSL.

## KENBRIDGE, VA

LUNENBURG COUNTY (W31)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 13JAN11 (11013) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 2**, trees beginning 219' from DER, left and right of centerline, up to 100' AGL/639' MSL.

Vehicles on roadway, beginning 561' from DER, 519' right of centerline, up to 15' AGL/544' MSL.

**Rwy 20**, trees at DER, left and right of centerline, up to 100' AGL/599' MSL.

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

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

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## LANGLEY AFB (KLF1)

HAMPTON, VA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 17APR25 (25107) (USAF)

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

TAKEOFF OBSTACLE NOTES:

**Rwy 8**, water, boat 1808' from DER, 553' right of centerline, 60' AGL/60' MSL.**Rwy 26**, trees 4080' from DER, 1242' left of centerline, 100' AGL/116' MSL.

Trees 4051' from DER, 689' left of centerline, 99' AGL/115' MSL.

Trees 3807' from DER, 1180' right of centerline, 100' AGL/113' MSL.

Trees 4154' from DER, 338' right of centerline, 100' AGL/113' MSL.

Trees 3866' from DER, 1357' left of centerline, 100' AGL/113' MSL.

Trees 4092' from DER, 83' left of centerline, 99' AGL/111' MSL.

Trees 4038' from DER, 619' right of centerline, 100' AGL/109' MSL.

## LAUREL, DE

LAUREL (N06)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 05APR12 (12096) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

**Rwy 15**, climb heading 148° to 1200 before proceeding on course.**Rwy 33**, climb heading 328° to 1200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 15**, tower 2.4 NM from DER, 253' left of centerline, 500' AGL/542' MSL.

## LAWRENCEVILLE, VA

BRUNSWICK COUNTY (LVL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 30JAN20 (21224) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 18**, trees 1654' from DER, 772' left of centerline, 88' AGL/407' MSL.

Trees 200' from DER, on centerline, 22' AGL/321' MSL.

**Rwy 36**, trees 1487' from DER, 20' left of centerline, 88' AGL/420' MSL.

Trees 113' from DER, 372' right of centerline, 88' AGL/420' MSL.

## LEESBURG, VA

LEESBURG EXEC (JYO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 23SEP10 (21112) (FAA)

DEPARTURE PROCEDURE:

**Rwy 35**, climb heading 351° to 1200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 17**, vehicle on roadway, 320' from DER, 565' left of centerline, up to 15' AGL/414' MSL.

Building 167' from DER, 360' left of centerline, 22' AGL/401' MSL.

Pole 958' from DER, 373' left of centerline, 32' AGL/421' MSL.

Trees beginning 138' from DER, left and right of centerline, up to 100' AGL/464' MSL.

**Rwy 35**, terrain 96' from DER, 453' left of centerline, 381' MSL.

Tree 1078' from DER, 525' left of centerline, up to 100' AGL/413' MSL.

Pole 638' from DER, 642' right of centerline, 49' AGL/428' MSL.

## LEONARDTOWN, MD

ST MARY'S COUNTY RGNL (2W6)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 26DEC24 (24361) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 11**, trees beginning 6' from DER, 274' left of centerline, up to 60' AGL/166' MSL.

Trees beginning 13' from DER, 388' right of centerline, up to 74' AGL/189' MSL.

Trees beginning 264' from DER, 266' left of centerline, up to 68' AGL/172' MSL.

Trees, building beginning 314' from DER, 34' right of centerline, up to 95' AGL/200' MSL.

Tree 708' from DER, 591' left of centerline, 70' AGL/175' MSL.

Trees beginning 850' from DER, 12' left of centerline, up to 83' AGL/186' MSL.

Trees beginning 1717' from DER, 173' left of centerline, up to 89' AGL/196' MSL.

Trees beginning 2036' from DER, 175' left of centerline, up to 101' AGL/203' MSL.

Trees beginning 2372' from DER, 123' left of centerline, up to 97' AGL/209' MSL.

Trees beginning 2456' from DER, 360' left of centerline, up to 82' AGL/212' MSL.

Tree 2558' from DER, 783' left of centerline, 216' MSL.

Trees beginning 2581' from DER, 186' left of centerline, up to 88' AGL/220' MSL.

Trees beginning 2677' from DER, 145' left of centerline, up to 102' AGL/221' MSL.

Trees beginning 2723' from DER, 89' left of centerline, up to 102' AGL/222' MSL.

CONT'

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

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

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## LEONARDTOWN, MD (CON'T)

### ST MARY'S COUNTY RGNL (2W6) (CON'T)

**Rwy 11 (CON'T)**, trees beginning 2785' from DER, 252' left of centerline, up to 105' AGL/226' MSL.

Trees beginning 2816' from DER, 127' left of centerline, up to 109' AGL/229' MSL.

Trees beginning 2821' from DER, 106' right of centerline, up to 73' AGL/201' MSL.

Trees beginning 2834' from DER, 95' right of centerline, up to 75' AGL/204' MSL.

Trees beginning 2851' from DER, 5' right of centerline, up to 77' AGL/211' MSL.

Trees beginning 2851' from DER, 25' left of centerline, up to 111' AGL/233' MSL.

Trees beginning 2872' from DER, 5' right of centerline, up to 79' AGL/219' MSL.

**Rwy 29**, tree 34' from DER, 326' right of centerline, 50' AGL/171' MSL.

Trees beginning 50' from DER, 266' left of centerline, up to 54' AGL/171' MSL.

Tree 108' from DER, 371' right of centerline, 180' MSL.

Trees beginning 131' from DER, 314' right of centerline, up to 68' AGL/187' MSL.

Trees beginning 288' from DER, 27' right of centerline, up to 82' AGL/198' MSL.

Trees beginning 877' from DER, 100' left of centerline, up to 63' AGL/173' MSL.

Trees beginning 995' from DER, 31' left of centerline, up to 92' AGL/209' MSL.

Trees beginning 1300' from DER, 37' right of centerline, up to 90' AGL/200' MSL.

Trees beginning 1453' from DER, 266' right of centerline, up to 97' AGL/208' MSL.

Tree 1587' from DER, 584' right of centerline, 212' MSL.

Trees beginning 1606' from DER, 245' right of centerline, up to 96' AGL/219' MSL.

Tree 1854' from DER, 361' left of centerline, 221' MSL.

## LOUISA, VA

### LOUISA COUNTY/FREEMAN FLD (LKU)

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

AMDT 1 29JUL10 (21280) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 9**, trees beginning abeam DER, 316' right of centerline, up to 100' AGL/589' MSL.

Trees beginning 765' from DER, 644' left of centerline, up to 95' AGL/545' MSL.

Trees beginning 889' from DER, 150' right of centerline, up to 59' AGL/519' MSL.

**Rwy 27**, trees beginning abeam DER, 350' right of centerline, up to 100' AGL/569' MSL.

Trees beginning 212' from DER, 133' right of centerline, up to 100' AGL/569' MSL.

Trees beginning 70' from DER, 513' left of centerline, up to 100' AGL/569' MSL.

Building 148' from DER, 440' left of centerline, 14' AGL/484' MSL.

Trees beginning 587' from DER, left and right of centerline, up to 100' AGL/549' MSL.

## LURAY, VA

### LURAY CAVERNS (LUA)

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

AMDT 2A 26MAR20 (20086) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 4**, std. w/min. climb of 400' per NM to 3900 or 3200-3 for VCOA.

**Rwy 22**, std. w/min. climb of 400' per NM to 4000 or 3200-3 for VCOA.

##### DEPARTURE PROCEDURE:

**Rwy 4**, climb heading 044° to intercept bearing 044° from LUA NDB to 4000 before proceeding on course.

**Rwy 22**, climbing left turn heading 200° to intercept LDN VORTAC R-230 to 5000 before proceeding on course.

##### VCOA:

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

##### TAKEOFF OBSTACLE NOTES:

**Rwy 4**, trees, traverse ways, pole, antennas, and building beginning 113' from DER, 138' right of centerline, up to 44' AGL/938' MSL.

Tree 1080' from DER, 584' right of centerline, 941' MSL.

Trees beginning 1099' from DER, 280' right of centerline, up to 942' MSL.

Trees and poles beginning 1282' from DER, 103' right of centerline, up to 959' MSL.

Trees beginning 1596' from DER, 220' right of centerline, up to 964' MSL.

Trees beginning 1693' from DER, 178' right of centerline, up to 967' MSL.

Trees beginning 1807' from DER, 22' right of centerline, up to 968' MSL.

Trees beginning 2247' from DER, 254' right of centerline, up to 972' MSL.

Tree 2306' from DER, 88' right of centerline, 983' MSL.

Tree 2331' from DER, 187' right of centerline, 985' MSL.

Trees beginning 2360' from DER, 5' left of centerline, up to 976' MSL.

Trees beginning 2422' from DER, 14' right of centerline, up to 987' MSL.

Trees beginning 2459' from DER, 33' right of centerline, up to 93' AGL/995' MSL.

**Rwy 22**, trees beginning 23' from DER, 313' right of centerline, up to 34' AGL/929' MSL.

Tree 68' from DER, 304' left of centerline, 905' MSL.

Tree 135' from DER, 186' left of centerline, 910' MSL.

Trees beginning 261' from DER, 26' left of centerline, up to 65' AGL/955' MSL.

Trees beginning 333' from DER, 184' right of centerline, up to 936' MSL.

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

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

25219

NE-3

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

25219

## LYNCHBURG, VA

FALWELL (W24)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05JUL07 (07186) (FAA)

TAKEOFF MINIMUMS:

**Rwy 10**, 1100-2½ for climb in visual conditions.**Rwy 28**, NA-obstacle.

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 10**, multiple trees 9' from DER, 87' right of centerline, up to 100' AGL/899' MSL.

Multiple power lines 2896' from DER, 1192' right of centerline, up to 149' AGL/968' MSL.

## LYNCHBURG RGNI/PRESTON GLENN FLD (LYH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 13MAR08 (22083) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 4**, trees beginning 2029' from DER, 62' right of centerline up to 81' AGL/999' MSL.

Trees beginning 1422' from DER, 3' left of centerline up to 76' AGL/995' MSL.

Poles beginning 427' from DER, 483' right of centerline up to 44' AGL/1044' MSL.

Obstruction lights on fence beginning 2' from DER, 500' right of centerline up to 30' AGL/ 948' MSL.

Antenna on building 395' from DER, 277' right of centerline 15' AGL/954' MSL.

Light 606' from DER, 599' right of centerline, 18' AGL/982' MSL.

Building 400' from DER, 345' right of centerline, 12' AGL/951' MSL.

**Rwy 17**, trees beginning 284' from DER, 77' left of centerline up to 277' AGL/1195' MSL.

Trees beginning 265' from DER, 178' right of centerline up to 57' AGL/969' MSL.

Obstruction light on pole 9326' from DER 333' left of centerline, 270' AGL/1188MSL.

**Rwy 22**, trees beginning 274' from DER, 245' right of centerline up to 41' AGL/979' MSL.

Trees beginning 2616' from DER, 206' left of centerline up to 41' AGL/ 979' MSL.

Poles beginning 2872' from DER, 603' right of centerline up to 44' AGL/982' MSL.

**Rwy 35**, trees beginning 2955' from DER, 140' right of centerline up to 96' AGL/ 1014' MSL.

Trees beginning 722' from DER, 71' left of centerline up to 119' AGL/1037' MSL.

Pole 36' from DER 98' left of centerline, 25' AGL/ 943' MSL.

## MARION/WYTHEVILLE, VA

MOUNTAIN EMPIRE (MKJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 26JUL12 (12208)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 8**, trees beginning 58' from DER, left and right of centerline, up to 100' AGL/2819' MSL.

Vehicles beginning 225' from DER, left and right of centerline, up to 17' AGL/2540' MSL.

Poles beginning 703' from DER, left and right of centerline, up to 123' AGL/2537' MSL.

**Rwy 26**, trees and vehicles beginning 250' from DER, left and right of centerline, up to 100' AGL/3039' MSL.

## MARTINSVILLE, VA

BLUE RIDGE (MTV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 31DEC20 (20366) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

CON'T

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

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

25219

## MARTINSVILLE, VA (CON'T) BLUE RIDGE (MTV) (CON'T)

### TAKEOFF OBSTACLE NOTES:

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

## MELFA, VA

### ACCOMACK COUNTY (MFV)

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

AMDT 1 25OCT07 (07298) (FAA)

### TAKEOFF OBSTACLE NOTES:

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

## MIDDLETOWN, DE

### SUMMIT (EVY)

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

AMDT 2B 20JUN19 (19171) (FAA)

### TAKEOFF MINIMUMS:

**Rwys 11, 29**, NA-Environmental.  
**Rwy 35**, 300-1% or std. w/min. climb of 300' per NM to 400.

### TAKEOFF OBSTACLE NOTES:

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

## MONETA, VA

### SMITH MOUNTAIN LAKE (W91)

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

AMDT 1 18SEP14 (14261) (FAA)

### TAKEOFF MINIMUMS:

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

### DEPARTURE PROCEDURE:

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

### TAKEOFF OBSTACLE NOTES:

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

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

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## NEWPORT NEWS, VA

### NEWPORT NEWS/WILLIAMSBURG INTL (PHF)

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

AMDT 1 26MAY16 (16147) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 2**, REIL 15' from DER, 150' left of centerline, 43' MSL.  
 Tree and airport sign beginning 21' from DER, 259' left of centerline, up to 50' MSL.  
 Trees beginning 45' from DER, 386' right of centerline, up to 51' MSL.  
 Trees beginning 212' from DER, 375' right of centerline, up to 53' MSL.  
 Tree 366' from DER, 597' right of centerline, 55' MSL.  
 Tree 439' from DER, 487' right of centerline, 56' MSL.  
 Tree 689' from DER, 652' right of centerline, 60' MSL.  
 Pole 840' from DER, 625' left of centerline, 78' MSL.  
 Poles beginning 840' from DER, 522' left of centerline, up to 37' AGL/80' MSL.  
 Trees beginning 898' from DER, 723' right of centerline, up to 124' MSL.  
 Tree and pole beginning 935' from DER, 427' left of centerline, up to 131' MSL.  
 Trees beginning 1067' from DER, 253' right of centerline, up to 135' MSL.  
 Tree and pole beginning 1183' from DER, 498' right of centerline, up to 140' MSL.  
 Trees beginning 1399' from DER, 428' left of centerline, up to 150' MSL.  
 Trees beginning 1629' from DER, 413' right of centerline, up to 151' MSL.  
 Tree and T-tower beginning 1704' from DER, 47' left of centerline, up to 156' MSL.  
 T-1 towers and trees beginning 3347' from DER, 5' left of centerline, up to 163' MSL.  
**Rwy 7**, signs beginning 55' from DER, 282' left of centerline, up to 8' AGL/42' MSL.  
 Tree 368' from DER, 588' left of centerline, 73' MSL.  
 Tree 1557' from DER, 906' right of centerline, 95' MSL.  
 Trees beginning 1557' from DER, 904' right of centerline, up to 96' MSL.  
 Tree 2279' from DER, 932' right of centerline, 99' MSL.  
 Trees beginning 2477' from DER, 909' right of centerline, up to 110' MSL.  
 Tree 3535' from DER, 1395' left of centerline, 140' MSL.  
 Trees beginning 3535' from DER, 1291' left of centerline, up to 141' MSL.  
 Trees beginning 3884' from DER, 965' left of centerline, up to 144' MSL.  
 Trees beginning 3927' from DER, 315' left of centerline, up to 147' MSL.  
 Trees beginning 3958' from DER, 235' left of centerline, up to 153' MSL.  
 Tree 4288' from DER, 454' right of centerline, 154' MSL.  
 T-1 towers beginning 5621' from DER, 1337' left of centerline, up to 189' MSL.  
**Rwy 20**, airport sign 41' from DER, 310' right of centerline, 39' MSL.  
 Bush 96' from DER, 290' left of centerline, 52' MSL.  
 Trees beginning 1038' from DER, 489' left of centerline, up to 90' MSL.  
 Trees beginning 2779' from DER, 1002' right of centerline, up to 111' MSL.  
**Rwy 25**, tree 357' from DER, 563' right of centerline, 48' MSL.  
 Tree 539' from DER, 594' right of centerline, 59' MSL.  
 Trees beginning 623' from DER, 550' right of centerline, up to 71' MSL.  
 Tree 719' from DER, 580' right of centerline, 79' MSL.  
 Trees beginning 776' from DER, 581' right of centerline, up to 86' MSL.  
 Trees beginning 853' from DER, 600' right of centerline, up to 91' MSL.  
 Trees beginning 1021' from DER, 587' right of centerline, up to 97' MSL.  
 Tree 1046' from DER, 672' right of centerline, 112' MSL.  
 Tree 1121' from DER, 726' right of centerline, 115' MSL.  
 Tree 1121' from DER, 745' right of centerline, 119' MSL.  
 Trees beginning 1125' from DER, 335' right of centerline, up to 123' MSL.  
 Tree 3437' from DER, 1126' right of centerline, 139' MSL.

## NEW MARKET, VA

### NEW MARKET (8W2)

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

ORIG 31MAY12 (12152) (FAA)

#### TAKEOFF MINIMUMS:

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

#### DEPARTURE PROCEDURE:

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

#### TAKEOFF OBSTACLE NOTES:

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

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

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## NORFOLK, VA

CHESAPEAKE RGNL (CPK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 09FEB12 (12040) (FAA)

TAKEOFF OBSTACLE NOTES:

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

## HAMPTON ROADS EXEC (PVG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 18SEP14 (21224) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

**Rwy 2**, climb heading 019° to 1600 before turning west.**Rwy 10**, aircraft on taxiway beginning 9' from DER, 390' right of centerline, up to 26' AGL/49' MSL. Exec airport at or above 1600 before proceeding on course. When executing VCOA, notify ATC prior to departure.**Rwy 20**, climb heading 199° to 900 before turning North.**Rwy 28**, climb heading 282° to 1500 before turning North.

TAKEOFF OBSTACLE NOTES:

**Rwy 2**, vehicles on roadway beginning 213' from DER, left and right of centerline, up to 15' AGL/39' MSL.

Trees beginning 663' from DER, left and right of centerline, up to 100' AGL/124' MSL.

**Rwy 10**, aircraft on taxiway beginning 9' from DER, 390' right of centerline, up to 26' AGL/49' MSL.

Bushes beginning 30' from DER, 156' right of centerline, up to 5' AGL/26' MSL.

Bushes beginning 96' from DER, 486' left of centerline, up to 12' AGL/33' MSL.

Trees beginning 2086' from DER, 19' left of centerline, up to 103' AGL/124' MSL.

Trees beginning 2103' from DER, 13' right of centerline, up to 113' AGL/134' MSL.

**Rwy 20**, aircraft on taxiway and buildings beginning 11' from DER, 144' right of centerline, up to 40' AGL/50' MSL.

Vehicles on roadway beginning 97' from DER, 14' left of centerline, up to 23' AGL/47' MSL.

Trains on railroad tracks and trees beginning 333' from DER, 571' left of centerline, up to 100' AGL/124' MSL.

Trains on railroad tracks and trees beginning 796' from DER, 90' right of centerline, up to 100' AGL/124' MSL.

**Rwy 28**, trees beginning 2267' from DER, 1071' left of centerline, up to 100' AGL/121' MSL.

Trees beginning 3793' from DER, 408' left of centerline, up to 113' AGL/134' MSL.

## NORFOLK INTL (ORF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 29MAY14 (14149) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 5**, multiple trees beginning 1521' from DER, 628' right of centerline, up to 85' AGL/95' MSL.

Towers beginning 2974' from DER, 773' right of centerline, up to 127' AGL/131' MSL.

Mobile crane 4334' from DER, 1106' right of centerline, 162' AGL/163' MSL.

Sign 82' from DER, 301' left of centerline, 11' AGL/19' MSL.

Pole 2696' from DER, 1063' left of centerline, 87' AGL/91' MSL.

Multiple towers beginning 2938' from DER, 927' left of centerline, up to 145' AGL/146' MSL.

**Rwy 14**, vehicle on road 2' from DER, 450' right of centerline, up to 10' AGL/36' MSL.

Multiple trees beginning 1193' from DER, 117' right of centerline, up to 82' AGL/97' MSL.

Multiple trees beginning 1755' from DER, 413' right of centerline, up to 85' AGL/100' MSL.

Numerous trees beginning 2109' from DER, 150' right of centerline, up to 121' AGL/136' MSL.

Tree 3323' from DER, 308' right of centerline, 101' AGL/121' MSL.

Poles beginning 1307' from DER, 255' right of centerline, up to 43' AGL/62' MSL.

Numerous trees beginning 1230' from DER, 40' left of centerline, up to 84' AGL/104' MSL.

Pole 1567' from DER, 95' left of centerline, 42' AGL/62' MSL.

Multiple trees beginning 2347' from DER, 57' left of centerline, up to 83' AGL/103' MSL.

Multiple trees beginning 3086' from DER, 235' left of centerline, up to 101' AGL/121' MSL.

**Rwy 23**, trees beginning 324' from DER, 484' right of centerline, up to 28' AGL/43' MSL.

Trees beginning 1989' from DER, 26' right of centerline, up to 61' AGL/76' MSL.

Pole 1012' from DER, 650' right of centerline, 62' AGL/73' MSL.

Pole 2166' from DER, 840' right of centerline, 41' AGL/74' MSL.

Vehicle on road 128' from DER, 508' left of centerline, 10' AGL/31' MSL.

Multiple trees beginning 619' from DER, 560' left of centerline, up to 66' AGL/76' MSL.

Pole 1434' from DER, 739' left of centerline, 57' AGL/71' MSL.

Multiple trees beginning 1801' from DER, 46' left of centerline, up to 65' AGL/85' MSL.

Trees beginning 2797' from DER, 448' left of centerline, up to 103' AGL/113' MSL.

**Rwy 32**, multiple trees beginning 17' from DER, 459' right of centerline, up to 92' AGL/112' MSL.

Vehicles on road beginning 207' from DER, 231' right of centerline, up to 15' AGL/29' MSL.

Tree 317' from DER, 183' right of centerline, 24' AGL/31' MSL.

Trees 775' from DER, 54' right of centerline, up to 61' AGL/71' MSL.

Multiple trees beginning 1085' from DER, 698' right of centerline, up to 88' AGL/98' MSL.

Multiple trees beginning 1696' from DER, 1' right of centerline, up to 85' AGL/95' MSL.

Numerous trees beginning 2128' from DER, 1' right of centerline, up to 103' AGL/113' MSL.

Multiple trees beginning 3955' from DER, 936' right of centerline, up to 124' AGL/134' MSL.

Vehicles on road beginning 265' from DER, on centerline, up to 15' AGL/26' MSL.

Tree 9' from DER, 414' left of centerline, 25' AGL/35' MSL.

CONT

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

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

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## NORFOLK, VA (CON'T)

### NORFOLK INTL (ORF) (CON'T)

**Rwy 32 (CON'T)**, tree 166' from DER, 264' left of centerline, 17' AGL/27' MSL.  
Towers beginning 201' from DER, 86' left of centerline, 12' AGL/27' MSL.  
Vehicle on road 217' from DER, 81' left of centerline, 10' AGL/27' MSL.  
Trees beginning 677' from DER, 568' left of centerline, up to 60' AGL/70' MSL.  
Trees beginning 764' from DER, 109' left of centerline, up to 40' AGL/47' MSL.  
Poles beginning 846' from DER, 223' left of centerline, up to 41' AGL/51' MSL.  
Multiple trees beginning 1110' from DER, 181' left of centerline, up to 49' AGL/59' MSL.  
Tree 1359' from DER, 817' left of centerline, 93' AGL/103' MSL.  
Multiple trees located 1566' from DER, 7' left of centerline, up to 85' AGL/95' MSL.  
Trees beginning 3528' from DER, 186' left of centerline, up to 106' AGL/113' MSL.

## NORFOLK NS (CHAMBERS FLD) (KNGU)

### NORFOLK, VA

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

AMDT 4 26JAN23 (24193) (USN)

##### TAKEOFF MINIMUMS:

**Rwy 10**, ATC restriction to de-conflict with ORF traffic, std w/min CG 400'/NM to 500' MSL, if unable advise ATC, then 300-1.

**Rwy 28**, 500-2/4, or std w/min climb of 240'/NM to 700.

##### TAKEOFF OBSTACLE NOTES:

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

## NORFOLK NS HELIPORT (KNHU)

### NORFOLK, VA

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

AMDT 1 30NOV23 (23334) (USN)

##### TAKEOFF MINIMUMS:

**H01**, std w/min climb of 500'/NM to 500.

##### DEPARTURE PROCEDURE:

Diverse departures NA.

## OAKLAND, MD

### GARRETT COUNTY (2G4)

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

ORIG 10APR08 (08101) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 9**, Multiple trees beginning 75' from DER, 94' left of centerline, up to 100' AGL/2939' MSL.  
Multiple trees beginning 76' from DER, 47' right of centerline, up to 100' AGL/2939' MSL.  
**Rwy 27**, Multiple trees beginning 15' from DER, 334' left of centerline, up to 100' AGL/3019' MSL.  
Multiple trees beginning 19' from DER, 107' right of centerline, up to 100' AGL/3019' MSL.

## OCEAN CITY, MD

### OCEAN CITY MUNI (OXB)

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

AMDT 4 30NOV23 (23334) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 2**, 300-1 or std w/min climb of 275'/NM to 300.

**Rwy 32**, 400-2 or std w/min climb of 275'/NM to 500.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 2**, light poles 9' from DER, 16' right of centerline, 2' AGL/13' MSL.  
Light poles 9' from DER, 16' left of centerline, 2' AGL/13' MSL.  
Tree 1008' from DER, 554' right of centerline, 66' MSL.  
Trees beginning 1029' from DER, 518' left of centerline, up to 104' MSL.  
Trees, pole beginning 1096' from DER, 442' right of centerline, up to 77' MSL.  
Trees, pole beginning 1163' from DER, 17' left of centerline, up to 107' MSL.  
Trees beginning 1373' from DER, 173' right of centerline, up to 92' MSL.  
Tree 1633' from DER, 389' right of centerline, 93' MSL.  
Trees beginning 1649' from DER, 25' right of centerline, up to 99' MSL.  
Trees beginning 2907' from DER, 39' right of centerline, up to 109' MSL.  
Trees beginning 3238' from DER, 56' right of centerline, up to 114' MSL.  
Tank 4707' from DER, 1599' right of centerline, 160' AGL/169' MSL.  
Water tower, tower beginning 4707' from DER, 1598' right of centerline, up to 162' AGL/170' MSL.  
**Rwy 20**, trees beginning at DER, 216' right of centerline, up to 52' MSL.  
Tree 179' from DER, 476' left of centerline, 33' MSL.  
Tree 187' from DER, 518' left of centerline, 43' MSL.  
Trees beginning 332' from DER, 457' left of centerline, up to 48' MSL.

CON'T

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

25219

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

25219

## OCEAN CITY, MD (CON'T)

### OCEAN CITY MUNI (OXB) (CON'T)

**Rwy 20 (CON'T)**, trees beginning 596' from DER, 298' left of centerline, up to 56' MSL.

Trees beginning 604' from DER, 224' right of centerline, up to 56' MSL.

Trees beginning 1267' from DER, 620' right of centerline, up to 76' MSL.

Trees beginning 1420' from DER, 3' right of centerline, up to 80' MSL.

Tree 1722' from DER, 250' left of centerline, 63' MSL.

**Rwy 32**, tree 353' from DER, 550' left of centerline, 52' MSL.

Tree, pole beginning 557' from DER, 544' left of centerline, up to 58' MSL.

Poles beginning 725' from DER, 492' left of centerline, up to 50' AGL/61' MSL.

Tree 1214' from DER, 73' right of centerline, 72' MSL.

Trees beginning 1236' from DER, 139' left of centerline, up to 78' MSL.

Tree 1252' from DER, 257' right of centerline, 83' MSL.

Trees beginning 1339' from DER, 66' right of centerline, up to 100' MSL.

Trees beginning 1355' from DER, 551' left of centerline, up to 80' MSL.

Tree, pole beginning 1384' from DER, 65' left of centerline, up to 82' MSL.

Trees beginning 1432' from DER, 180' left of centerline, up to 86' MSL.

Trees beginning 1477' from DER, 53' right of centerline, up to 107' MSL.

Tree 1563' from DER, 374' left of centerline, 89' MSL.

Trees beginning 1564' from DER, 5' left of centerline, up to 92' MSL.

Trees beginning 1682' from DER, 63' left of centerline, up to 105' MSL.

Antenna, tower beginning 1.6 NM from DER, 928' right of centerline, up to 352' AGL/358' MSL.

## OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

### VIRGINIA BEACH, VA

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

AMDT 4 27JAN22 (22083) (USN)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 5L**, trees 3707' from DER, 98' right of centerline, 91' AGL/114' MSL.

**Rwy 5R**, trees 3706' from DER, 602' left of centerline, 91' AGL/114' MSL.

Trees 966' from DER, 598' right of centerline, 0' AGL/47' MSL.

**Rwy 14R**, trees 286' from DER, 527' right of centerline, 45' MSL.

**Rwy 32L**, terrain 0' from DER, 500' left of centerline, 20' MSL.

Trees 2792' from DER, 6' left of centerline, 89' AGL/104' MSL.

**Rwy 32R**, terrain 0' from DER, 484' right of centerline, 20' MSL.

Trees 2791' from DER, 709' left of centerline, 89' AGL/104' MSL.

## ORANGE, VA

### ORANGE COUNTY (OMH)

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

AMDT 1 29MAY14 (14149) (FAA).

##### DEPARTURE PROCEDURE:

**Rwy 8**, climb heading 075° to 1500 before turning left.

**Rwy 26**, climb heading 255° to 2000 before turning.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 8**, terrain, trees and poles beginning 103' from DER, 361' right of centerline, up to 126' AGL/576' MSL.

Terrain, trees and poles beginning 404' from DER, 600' left of centerline, up to 101' AGL/581' MSL.

**Rwy 26**, terrain, trees, and poles beginning 14' from DER, 429' right of centerline, up to 101' AGL/559' MSL.

Vehicle on road 378' from DER, 406' right of centerline, 17' AGL/463' MSL.

Terrain, trees, poles, building and catenary beginning 101' from DER, 888' left of centerline, up to 102' AGL/522' MSL.

## PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHX)

### PATUXENT RIVER, MD

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

AMDT 1 07AUG25 (25219) (USN)

##### DEPARTURE PROCEDURE:

**Rwy 24**, std w/min climb of 214'/NM to 500 or 300-1½. Alternatively, with std takeoff mins and a std 200'/NM climb gradient takeoff must occur no later than 1400' prior to DER.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 14**, trees 158' from DER, 234' left of centerline, 90' AGL/100' MSL.

**Rwy 24**, twr 3' from DER, 259' right of centerline, 2' AGL/47' MSL.

Terrain 1 NM from DER, 1839' left of centerline, 212' MSL.

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

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

25219

## PETERSBURG, VA

TRI CITIES EXEC/DINWIDDIE COUNTY (PTB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 25APR19 (22363) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 5**, fence 160' from DER, 472' right of centerline, 13' AGL/196' MSL.

Tree 910' from DER, 705' left of centerline, 244' MSL.

Tree 1855' from DER, 551' left of centerline, 252' MSL.

Tree 2342' from DER, 600' left of centerline, 254' MSL.

**Rwy 23**, fence 10' from DER, 475' left of centerline, 10' AGL/199' MSL.

Tree 819' from DER, 658' left of centerline, 253' MSL.

Tree 1040' from DER, 643' left of centerline, 265' MSL.

Tree 1452' from DER, 802' left of centerline, 276' MSL.

Trees beginning 2614' from DER, 534' right of centerline, up to 276' MSL.

Trees beginning 3145' from DER, 69' right of centerline, up to 289' MSL.

Tree 3151' from DER, 527' left of centerline, 281' MSL.

## PHILLIPS AAF (KAPG)

ABERDEEN PROVING GROUND, MD

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 15JUN23 (23166) (USA)

TAKEOFF OBSTACLE NOTES:

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

## QUANTICO MCAF (TURNER FLD) (KNGY)

QUANTICO, VA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 03NOV22 (22307) (USN)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 2**, terrain 5117' from DER, 1871' left of centerline, 151' MSL.

Terrain 5470' from DER, 1723' left of centerline, 157' MSL.

Camera pole 115' from DER, 192' left of centerline, 23' MSL.

Light pole 158' from DER, 297' left of centerline, 30' MSL.

Light pole 173' from DER, 349' left of centerline, 30' MSL.

Light pole 186' from DER, 398' left of centerline, 31' MSL.

Light pole 216' from DER, 280' left of centerline, 30' MSL.

Light pole 273' from DER, 265' left of centerline, 30' MSL.

Light pole 288' from DER, 315' left of centerline, 30' MSL.

Light pole 302' from DER, 366' left of centerline, 31' MSL.

Light pole 3078' from DER, 1139' left of centerline, 116' MSL.

Light pole 2314' from DER, 876' left of centerline, 61' AGL/94' MSL.

Top of brush 1025' from DER, 96' left of centerline, 42' MSL.

Top of brush 1249' from DER, 209' left of centerline, 42' MSL.

Top of brush 909' from DER, 91' right of centerline, 43' MSL.

Top of brush 967' from DER, 123' right of centerline, 43' MSL.

Tree 806' from DER, 344' left of centerline, 50' MSL.

Tree 821' from DER, 302' left of centerline, 52' MSL.

Tree 875' from DER, 318' left of centerline, 51' MSL.

Bldg corner 101' from DER, 413' left of centerline, 22' MSL.

Bldg corner 104' from DER, 420' left of centerline, 19' MSL.

Bldg corner 115' from DER, 459' left of centerline, 19' MSL.

Bldg corner 123' from DER, 260' left of centerline, 20' MSL.

Bldg corner 161' from DER, 397' left of centerline, 20' MSL.

Bldg corner 163' from DER, 404' left of centerline, 19' MSL.

Bldg corner 174' from DER, 443' left of centerline, 19' MSL.

Bldg corner 57' from DER, 466' left of centerline, 25' MSL.

Bldg corner 64' from DER, 276' left of centerline, 22' MSL.

Bldg corner 97' from DER, 455' left of centerline, 25' MSL.

Bldg peak 135' from DER, 411' left of centerline, 26' MSL.

Bldg peak 145' from DER, 451' left of centerline, 26' MSL.

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

Terrain 0' from DER, 500' right of centerline, 40' MSL.

Camera pole 9' from DER, 457' right of centerline, 29' MSL.

Electric box 7' from DER, 283' right of centerline, 13' MSL.

Jetty 393' from DER, 273' right of centerline, 27' MSL.

Top of brush 287' from DER, 439' right of centerline, 33' MSL.

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

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

25219

## QUANTICO MCAF (TURNER FLD) (KNYG) (CON'T)

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 03NOV22 (22307) (USN)

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

## QUINTON, VA

NEW KENT COUNTY (W96)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 19SEP13 (13262) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 11**, trees beginning abeam DER, 189' right of centerline, up to 100' AGL/199' MSL.

Trees beginning abeam DER, 113' left of centerline, up to 100' AGL/209' MSL.

Trees beginning 257' from DER, left and right of centerline, up to 100' AGL/199' MSL.

**Rwy 29**, trees beginning abeam DER, 183' right of centerline, up to 100' AGL/189' MSL.

Trees beginning abeam DER, 209' left of centerline, up to 100' AGL/219' MSL.

Fence 246' from DER, 8' AGL/127' MSL.

Trees beginning 247' from DER, 153' right of centerline up to 100' AGL/199' MSL.

Vehicles on roadway 269' from DER, left and right of centerline, 15' AGL/134' MSL.

Trees beginning 396' from DER, 5' right of centerline, up to 100' AGL/239' MSL.

## RICHLANDS, VA

TAZEWELL COUNTY (JFZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 15DEC11 (11349) (FAA)

TAKEOFF MINIMUMS:

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

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

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

**Rwy 7**, rising terrain beginning at DER, left and right of centerline, up to 2773' MSL.

Vehicles on road beginning at DER, 425' right of centerline, up to 15' AGL/2682' MSL.

Trees beginning at DER, left and right of centerline, up to 100' AGL/2939' MSL.

**Rwy 25**, trees beginning 116' from DER, left and right of centerline, up to 100' AGL/2828' MSL.

DME facility 176' from DER, 256' left of centerline, 28' AGL/2668' MSL.

Fence beginning 566' from DER, 363' left of centerline, up to 10' AGL/2734' MSL.

Rising terrain beginning 620' from DER, 361' left of centerline, up to 2669' MSL.

## RICHMOND, VA

RICHMOND EXEC/CHESTERFIELD COUNTY (FCI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 02MAY13 (21336) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 15**, vehicles on roadway and trees beginning abeam DER, 260' right of centerline, up to 59' AGL/260' MSL.

Trees beginning 99' from DER, 266' left of centerline, up to 57' AGL/258' MSL.

**Rwy 33**, rising terrain, trees and pole beginning 62' from DER, 29' right of centerline, up to 37' AGL/278' MSL.

Trees beginning 1844' from DER, 660' left of centerline, up to 95' AGL/306' MSL.

## RICHMOND INTL (RIC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 05DEC19 (19339) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 2**, lighting 40' from DER, 115' left of centerline, 4' AGL/168' MSL.

Lighting 40' from DER, 115' right of centerline, 3' AGL/168' MSL.

Sign, lighting beginning 47' from DER, 204' right of centerline, up to 4' AGL/169' MSL.

Tree 2340' from DER, 335' left of centerline, 224' MSL.

Tree 2360' from DER, 327' left of centerline, 229' MSL.

Trees beginning 2377' from DER, 316' left of centerline, up to 235' MSL.

Tree 2460' from DER, 813' right of centerline, 232' MSL.

Trees beginning 2483' from DER, 201' left of centerline, up to 236' MSL.

Trees beginning 2540' from DER, 993' right of centerline, up to 241' MSL.

CON'T

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

25219

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

25219

## RICHMOND, VA (CON'T)

### RICHMOND INTL (RIC) (CON'T)

**Rwy 2 (CON'T)**, tree 2557' from DER, 959' right of centerline, 245' MSL.  
 Trees beginning 2623' from DER, 42' right of centerline, up to 253' MSL.  
 Trees beginning 2643' from DER, 1' left of centerline, up to 249' MSL.  
 Trees beginning 2916' from DER, 17' right of centerline, up to 259' MSL.  
 Trees beginning 3051' from DER, 37' left of centerline, up to 251' MSL.  
 Trees beginning 3135' from DER, 357' right of centerline, up to 263' MSL.  
 Trees beginning 3382' from DER, 462' right of centerline, up to 270' MSL.  
 Trees beginning 3385' from DER, 119' right of centerline, up to 275' MSL.  
 Tree 3428' from DER, 368' left of centerline, 252' MSL.  
 Tower 5423' from DER, 1710' left of centerline, 157' AGL/321' MSL.  
**Rwy 16**, lighting 2' from DER, 80' right of centerline, 2' AGL/161' MSL.  
 Lighting 2' from DER, 80' left of centerline, 2' AGL/161' MSL.  
 Trees beginning 1671' from DER, 776' right of centerline, up to 214' MSL.  
 Tree 2873' from DER, 1218' left of centerline, 241' MSL.  
**Rwy 20**, lighting 3' from DER, 5' right of centerline, 1' AGL/160' MSL.  
 Lighting 4' from DER, 4' left of centerline, 1' AGL/160' MSL.  
 Building 724' from DER, 680' right of centerline, 35' AGL/195' MSL.  
 Building 816' from DER, 654' right of centerline, up to 53' AGL/212' MSL.  
 Tree 2304' from DER, 1111' right of centerline, 219' MSL.  
 Trees beginning 2367' from DER, 986' left of centerline, up to 241' MSL.  
 Trees beginning 2567' from DER, 724' right of centerline, up to 253' MSL.  
 Tree 2616' from DER, 1189' right of centerline, 257' MSL.  
 Tree, pole beginning 2637' from DER, 281' right of centerline, up to 264' MSL.  
 Trees beginning 3013' from DER, 1046' left of centerline, up to 251' MSL.  
**Rwy 34**, lighting beginning 1' from DER, 4' left of centerline, up to 1' AGL/168' MSL.  
 Terrain 3' from DER, 6' right of centerline, 167' MSL.  
 Sign 40' from DER, 413' right of centerline, 3' AGL/168' MSL.  
 Pole 1262' from DER, 732' left of centerline, 41' AGL/200' MSL.  
 Tree 2256' from DER, 1090' right of centerline, 231' MSL.  
 Trees beginning 2458' from DER, 952' left of centerline, up to 240' MSL.  
 Tree 2602' from DER, 998' left of centerline, 250' MSL.  
 Tree 2604' from DER, 1172' left of centerline, 251' MSL.  
 Trees beginning 2674' from DER, 952' left of centerline, up to 252' MSL.

## RICHMOND/ASHLAND, VA

### HANOVER COUNTY MUNI (OFF)

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

AMDT 1 30JAN20 (20030) (FAA)

##### TAKEOFF OBSTACLE NOTES:

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

## RIDGELY, MD

### GOODEN AIRPARK (RJD)

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

ORIG 02AUG07 (21168) (FAA)

##### TAKEOFF OBSTACLE NOTES:

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

## ROANOKE, VA

### ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (ROA)

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

AMDT 11A 15AUG19 (22027) (FAA)

##### TAKEOFF MINIMUMS:

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

##### DEPARTURE PROCEDURE:

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

##### VCOA:

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

##### CON'T

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

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

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## ROANOKE, VA (CON'T)

ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (ROA) (CON'T)

### TAKEOFF OBSTACLE NOTES:

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

## SALISBURY, MD

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 18NOV10 (10322) (FAA)

### TAKEOFF OBSTACLE NOTES:

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

## SALUDA, VA

HUMMEL FLD (W75)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 26DEC24 (24361) (FAA)

### TAKEOFF OBSTACLE NOTES:

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

## SOUTH BOSTON, VA

WILLIAM M TUCK (W78)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3B 14JUL22 (22195) (FAA)

### TAKEOFF MINIMUMS:

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

### TAKEOFF OBSTACLE NOTES:

**Rwy 1**, tree, terrain beginning 17' from DER, 352' right of centerline, up to 470' MSL.  
Tree, terrain, antenna, building beginning 52' from DER, 359' right of centerline, up to 484' MSL.  
Vegetation beginning 111' from DER, 188' left of centerline, up to 432' MSL.  
Vegetation beginning 138' from DER, 225' left of centerline, up to 434' MSL.  
Trees beginning 197' from DER, 481' right of centerline, up to 487' MSL.  
Trees, terrain, buildings beginning 240' from DER, 115' right of centerline, up to 496' MSL.  
Vegetation 300' from DER, 329' left of centerline, 435' MSL.  
Tower, trees, building, vegetation beginning 334' from DER, 230' left of centerline, up to 72' AGL/501' MSL.  
Tree 536' from DER, 537' right of centerline, 504' MSL.  
Trees, terrain, poles, vehicles on roads, building beginning 550' from DER, 6' right of centerline, up to 510' MSL.  
Trees, vegetation, pole beginning 846' from DER, 26' left of centerline, up to 505' MSL.  
Tree, pole, vegetation, vehicles on roads beginning 921' from DER, 7' left of centerline, up to 518' MSL.  
Trees, poles beginning 1352' from DER, 42' left of centerline, up to 522' MSL.  
Trees beginning 2423' from DER, 749' right of centerline, up to 513' MSL.  
Trees beginning 2554' from DER, 802' right of centerline, up to 518' MSL.  
Tree 2679' from DER, 832' right of centerline, 519' MSL.  
Trees beginning 2733' from DER, 708' right of centerline, up to 525' MSL.  
Tree 2741' from DER, 1163' left of centerline, 528' MSL.

CON'T

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

25219

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

25219

## SOUTH BOSTON, VA (CON'T)

### WILLIAM M TUCK (W78) (CON'T)

**Rwy 1 (CON'T)**, trees beginning 2801' from DER, 67' left of centerline, up to 536' MSL.

Trees beginning 2857' from DER, 663' right of centerline, up to 527' MSL.

Trees beginning 2996' from DER, 335' right of centerline, up to 532' MSL.

Trees beginning 3111' from DER, 1168' left of centerline, up to 538' MSL.

Trees beginning 3147' from DER, 544' left of centerline, up to 553' MSL.

Trees beginning 3255' from DER, 948' left of centerline, up to 555' MSL.

Trees beginning 3275' from DER, 535' left of centerline, up to 561' MSL.

**Rwy 19**, tree 39' from DER, 307' right of centerline, 405' MSL.

Trees beginning 42' from DER, 278' right of centerline, up to 411' MSL.

Trees beginning 415' from DER, 337' right of centerline, up to 430' MSL.

Trees beginning 457' from DER, 337' right of centerline, up to 433' MSL.

Trees beginning 509' from DER, 451' left of centerline, up to 398' MSL.

Tree 694' from DER, 454' left of centerline, 403' MSL.

## SOUTH HILL, VA

### MECKLENBURG-BRUNSWICK RGNL (AVC)

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

AMDT 2 29JUL10 (10210) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 1**, train on tracks 118' from DER, 514' left of centerline, 23' AGL/452' MSL.

Trees beginning 181' from DER, 408' left of centerline, up to 80' AGL/500' MSL.

Trees beginning 1858' from DER, 600' right of centerline, up to 71' AGL/500' MSL.

**Rwy 19**, trees beginning 191' from DER, 13' left of centerline, up to 77' AGL/457' MSL.

Trees beginning 1176' from DER, 57' right of centerline, up to 76' AGL/500' MSL.

## STAFFORD, VA

### STAFFORD RGNL (RMN)

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

AMDT 2 16MAY24 (24137) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 33**, 300-1% or std w/min climb of 404'/NM to 500.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 15**, light poles 9' from DER, 10' right of centerline, 2' AGL/174' MSL.

Tree 136' from DER, 495' left of centerline, 184' MSL.

Tree 225' from DER, 467' left of centerline, 192' MSL.

Tree 450' from DER, 496' left of centerline, 206' MSL.

Tree 596' from DER, 535' right of centerline, 202' MSL.

Trees beginning 718' from DER, 498' right of centerline, up to 203' MSL.

Tree 1999' from DER, 907' left of centerline, 238' MSL.

**Rwy 33**, NAVAID 3' from DER, on and left of centerline, 6' AGL/224' MSL.

Tree 11' from DER, 192' right of centerline, 230' MSL.

Trees beginning 35' from DER, 234' right of centerline, up to 248' MSL.

Trees beginning 110' from DER, 295' right of centerline, up to 253' MSL.

NAVAID 119' from DER, 237' left of centerline, 16' AGL/229' MSL.

Tree, terrain beginning 261' from DER, 26' right of centerline, up to 255' MSL.

Tree 359' from DER, 496' left of centerline, 259' MSL.

Tree 364' from DER, 472' left of centerline, 264' MSL.

Tree, terrain beginning 443' from DER, 61' left of centerline, up to 268' MSL.

Trees, terrain beginning 582' from DER, 59' left of centerline, up to 269' MSL.

Terrain, tree beginning 759' from DER, 142' right of centerline, up to 257' MSL.

Trees, terrain beginning 781' from DER, 105' left of centerline, up to 283' MSL.

Terrain beginning 841' from DER, 243' right of centerline, up to 259' MSL.

Tree, terrain beginning 870' from DER, 26' right of centerline, up to 264' MSL.

Terrain beginning 962' from DER, 133' right of centerline, up to 265' MSL.

Terrain beginning 1042' from DER, 278' right of centerline, up to 268' MSL.

Terrain, tree beginning 1083' from DER, 34' right of centerline, up to 9' AGL/278' MSL.

Trees, terrain, pole beginning 1163' from DER, 42' right of centerline, up to 293' MSL.

Trees beginning 1431' from DER, 196' left of centerline, up to 298' MSL.

Tree 1592' from DER, 458' left of centerline, 306' MSL.

Trees beginning 1602' from DER, 134' left of centerline, up to 309' MSL.

Trees beginning 2349' from DER, 10' left of centerline, up to 310' MSL.

Trees beginning 2408' from DER, 88' left of centerline, up to 325' MSL.

Trees beginning 2431' from DER, 67' right of centerline, up to 315' MSL.

Trees beginning 2533' from DER, 1045' left of centerline, up to 327' MSL.

Trees beginning 2597' from DER, 135' left of centerline, up to 336' MSL.

Trees beginning 2740' from DER, 223' right of centerline, up to 353' MSL.

Trees beginning 2771' from DER, 25' left of centerline, up to 342' MSL.

Trees beginning 2860' from DER, 101' right of centerline, up to 360' MSL.

Trees beginning 2962' from DER, 866' left of centerline, up to 347' MSL.

Trees beginning 2975' from DER, 49' left of centerline, up to 354' MSL.

Trees beginning 3089' from DER, 538' right of centerline, up to 366' MSL.

CON'T

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

25219



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

25219

## STAFFORD, VA (CON'T)

### STAFFORD RGNL (RMN) (CON'T)

**Rwy 33 (CON'T)**, trees beginning 3162' from DER, 1151' right of centerline, up to 374' MSL.

Trees beginning 3211' from DER, 43' right of centerline, up to 381' MSL.

Trees beginning 3887' from DER, 550' left of centerline, up to 360' MSL.

Trees beginning 4112' from DER, 169' left of centerline, up to 363' MSL.

Trees beginning 4235' from DER, 6' left of centerline, up to 373' MSL.

Tree 5392' from DER, 946' left of centerline, 377' MSL.

Trees beginning 5426' from DER, 230' left of centerline, up to 387' MSL.

Tree 5880' from DER, 1881' right of centerline, 382' MSL.

Tree 5935' from DER, 1528' right of centerline, 384' MSL.

Trees beginning 5968' from DER, 1432' right of centerline, up to 389' MSL.

Trees beginning 1 NM from DER, 11' right of centerline, up to 406' MSL.

Trees beginning 1 NM from DER, 55' left of centerline, up to 402' MSL.

Trees beginning 1.1 NM from DER, 376' left of centerline, up to 415' MSL.

Tower 1.3 NM from DER, 356' left of centerline, 151' AGL/467' MSL.

Antenna 1.3 NM from DER, 350' left of centerline, 152' AGL/468' MSL.

## STAUNTON/WAYNESBORO/HARRISONBURG, VA

### SHENANDOAH VALLEY RGNL (SHD)

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

AMDT 6A 11AUG22 (24137) (FAA)

##### TAKEOFF MINIMUMS:

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

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

##### DEPARTURE PROCEDURE:

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

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

##### VCOA:

**Rwys 5, 23**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Shenandoah

Valley Rgnl airport at or above 3300 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 5**, tree 1812' from DER, 971' right of centerline, 1247' MSL.

Tree 1887' from DER, 893' right of centerline, 1253' MSL.

Tree 2052' from DER, 1025' right of centerline, 1257' MSL.

Tree 2159' from DER, 928' right of centerline, 1259' MSL.

Tree 2271' from DER, 928' right of centerline, 1265' MSL.

**Rwy 23**, general utility 11' from DER, 98' right of centerline, 3' AGL/1176' MSL.

Tree 595' from DER, 647' left of centerline, 1195' MSL.

Tree 693' from DER, 620' left of centerline, 1216' MSL.

Tree 807' from DER, 647' left of centerline, 1222' MSL.

Trees beginning 920' from DER, 597' left of centerline, up to 60' AGL/1231' MSL.

Tree 1115' from DER, 670' left of centerline, 57' AGL/1237' MSL.

Trees beginning 1198' from DER, 497' left of centerline, up to 57' AGL/1240' MSL.

Tree 3379' from DER, 1394' left of centerline, 1266' MSL.

Tree 5409' from DER, 1586' left of centerline, 1310' MSL.

Tree 5523' from DER, 1521' left of centerline, 1317' MSL.

## STEVENSVILLE, MD

### BAY BRIDGE (W29)

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

AMDT 1 10NOV16 (16315) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 29**, 400-2¼ or std. w/min. climb of 220' per NM to 500.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 11**, tree 109' from DER, 513' right of centerline, 71' MSL.

Tree, parking lot, vehicles on road, building, and sign beginning 150' from DER, 23' right of centerline, up to 79' MSL.

Tree 193' from DER, 488' left of centerline, 25' MSL.

Tree 221' from DER, 489' left of centerline, 27' MSL.

Pole and tree beginning 318' from DER, 157' left of centerline, up to 37' MSL.

Tree and vehicles on road beginning 350' from DER, 54' left of centerline, up to 44' MSL.

Pole, vehicles on road, and tree beginning 611' from DER, 120' left of centerline, up to 51' MSL.

Pole and tree beginning 751' from DER, 334' left of centerline, up to 54' MSL.

Pole and tree beginning 876' from DER, 445' left of centerline, up to 83' MSL.

Pole, tree, and building beginning 1195' from DER, 22' left of centerline, up to 87' MSL.

Tree 2141' from DER, 53' left of centerline, 90' MSL.

**Rwy 29**, windsock 14' from DER, 161' left of centerline, 18' MSL.

Trees beginning 17' from DER, 329' left of centerline, up to 46' MSL.

Tree 93' from DER, 502' left of centerline, 52' MSL.

Bridge 2.2 NM from DER, 3052' right of centerline, 377' AGL/377' MSL.

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

25219

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

25219

## SUFFOLK, VA

### SUFFOLK EXEC (SFQ)

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

AMDT 5 02MAY13 (22083) (FAA)

#### TAKEOFF OBSTACLE NOTES:

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

## TANGIER, VA

### TANGIER ISLAND (TGI)

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

ORIG 15JAN09 (09015) (FAA)

#### TAKEOFF OBSTACLE NOTES:

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

## TAPPAHANNOCK, VA

### TAPPAHANNOCK/ESSEX COUNTY (XSA)

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

ORIG 25OCT07 (22027) (FAA)

#### TAKEOFF MINIMUMS:

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

#### TAKEOFF OBSTACLE NOTES:

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

## WALLOPS ISLAND, VA

### WALLOPS FLIGHT FACILITY (WAL)

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

ORIG 07MAY09 (09127) (FAA)

#### TAKEOFF OBSTACLE NOTES:

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

## WAKEFIELD, VA

### WAKEFIELD MUNI (AKQ)

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

AMDT 1 17AUG17 (17229) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 2**, tree, vehicle beginning 54' from DER, 39' left of centerline, up to 183' MSL.  
Tree 277' from DER, 83' right of centerline, 119' MSL.  
Trees beginning 412' from DER, 41' right of centerline, up to 188' MSL.  
Tree 802' from DER, 492' left of centerline, 187' MSL.  
Trees beginning 1012' from DER, 117' left of centerline, up to 197' MSL.  
Tree 3117' from DER, 210' right of centerline, 191' MSL.  
Tree 3203' from DER, 522' right of centerline, 192' MSL.  
**Rwy 20**, pole 16' from DER, 408' left of centerline, 140' MSL.  
Tree, building beginning 67' from DER, 18' right of centerline, up to 170' MSL.  
Tree, pole, beginning 103' from DER, 72' left of centerline, up to 179' MSL.  
Trees beginning 460' from DER, 26' right of centerline, up to 179' MSL.  
Tree 1265' from DER, 567' right of centerline, 193' MSL.  
Trees beginning 1280' from DER, 499' left of centerline, up to 191' MSL.

CONT

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

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

25219

## WAKEFIELD, VA (CON'T)

### WAKEFIELD MUNI (AKQ) (CON'T)

**Rwy 20 (CON'T)**, tree 1299' from DER, 463' right of centerline, 198' MSL.  
Tree, transmission tower, utility line beginning 1344' from DER, 13' right of centerline, up to 206' MSL.  
Tree, transmission tower beginning 1398' from DER, 40' left of centerline, up to 196' MSL.  
Trees beginning 3250' from DER, 556' left of centerline, up to 200' MSL.  
Tree 3919' from DER, 519' left of centerline, 207' MSL.

## WARRENTON, VA

### WARRENTON/FAUQUIER (HWY)

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

ORIG 09APR09 (22027) (FAA)

##### TAKEOFF OBSTACLE NOTES:

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

## WASHINGTON, DC

### MANASSAS RGNL/HARRY P DAVIS FLD (HEF)

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

AMDT 4A 25JUN15 (21112) (FAA)

##### TAKEOFF OBSTACLE NOTES:

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

## RONALD REAGAN WASHINGTON NTL (DCA)

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

AMDT 8B 30JAN20 (21112) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 1**, 600-2 w/min. climb of 275' per NM to 1500 or std. w/min. climb of 460' per NM to 800.  
**Rwy 4**, 300-2 or std. w/min. climb of 210' per NM to 400, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1400' prior to DER.  
**Rwy 15**, 300-1¼ or std. w/min. climb of 215' per NM to 400, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER.  
**Rwy 19**, 300-1¼ or std. w/min. climb of 205' per NM to 300, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.  
**Rwy 22**, 500-2¼ or std. w/min. climb of 305' per NM to 600.  
**Rwy 33**, std. w/min. climb of 285' per NM to 700.

##### DEPARTURE PROCEDURE:

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

CON'T

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

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

25219

## WASHINGTON, DC (CON'T)

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

#### TAKEOFF OBSTACLE NOTES:

**Rwy 1**, building beginning 118' from DER, 331' right of centerline, up to 22' AGL/23' MSL.  
Fence 261' from DER, 514' left of centerline, 10' AGL/20' MSL.  
Tree and pole beginning 995' from DER, 476' left of centerline, up to 47' AGL/49' MSL.  
Trees beginning 1007' from DER, 152' left of centerline, up to 71' AGL/72' MSL.  
Tree 1364' from DER, 333' right of centerline, 50' AGL/51' MSL.  
Monument 1.6 NM from DER, 1785' right of centerline, 556' AGL/595' MSL.  
**Rwy 4**, microwave sensor and terrain beginning 3' from DER, 334' right of centerline, up to 4' AGL/16' MSL.  
Microwave sensor 206' from DER, 260' right of centerline, 7' AGL/18' MSL.  
Tower 857' from DER, 681' left of centerline, 83' MSL.  
Tower 860' from DER, 677' left of centerline, 72' AGL/84' MSL.  
Spire 1.6 NM from DER, 206' right of centerline, 265' MSL.  
**Rwy 15**, lighting beginning 178' from DER, 288' right of centerline, up to 11' AGL/20' MSL.  
Tree 1.4 NM from DER, 12' right of centerline, up to 94' AGL/245' MSL.  
Tree 1.5 NM from DER, 519' right of centerline, up to 80' AGL/239' MSL.  
**Rwy 19**, pole 395' from DER, 549' right of centerline, 18' AGL/22' MSL.  
Tree 3434' from DER, 1134' right of centerline, 105' MSL.  
Building 1.1 NM from DER, 1911' right of centerline, 153' AGL/183' MSL.  
Building 1.1 NM from DER, 1889' right of centerline, 172' AGL/190' MSL.  
Stacks beginning 1.2 NM from DER, 1673' right of centerline, up to 162' AGL/197' MSL.  
Building 1.2 NM from DER, 1691' right of centerline, 198' MSL.  
Building 1.7 NM from DER, 2444' right of centerline, 272' MSL.  
**Rwy 22**, pole 217' from DER, 478' left of centerline, 15' AGL/23' MSL.  
Trees beginning 550' from DER, 498' right of centerline, up to 45' AGL/51' MSL.  
Tree 661' from DER, 566' right of centerline, 56' AGL/57' MSL.  
Tree 1325' from DER, 586' right of centerline, 59' AGL/61' MSL.  
Tree 1351' from DER, 704' right of centerline, 67' AGL/93' MSL.  
Tree, building, pole beginning 1411' from DER, 19' right of centerline, up to 82' AGL/110' MSL.  
Tree 2899' from DER, 605' left of centerline, 102' MSL.  
Building 3336' from DER, 513' right of centerline, 114' AGL/148' MSL.  
Building and pole beginning 3440' from DER, 114' right of centerline, up to 118' AGL/153' MSL.  
Crane 1.5 NM from DER, 1913' right of centerline, 240' AGL/276' MSL.  
Building 2.3 NM from DER, 1067' right of centerline, 336' AGL/440' MSL.  
Building 2.3 NM from DER, 1008' right of centerline, 324' AGL/443' MSL.  
**Rwy 33**, sign 18' from DER, 191' left of centerline, 3' AGL/15' MSL.  
Fence 27' from DER, 332' right of centerline, 8' AGL/18' MSL.  
Pole 93' from DER, 423' right of centerline, 19' AGL/29' MSL.  
Tree, vehicles on road beginning 365' from DER, 344' left of centerline, up to 70' MSL.  
Pole 580' from DER, 481' right of centerline, 31' AGL/41' MSL.  
Trees beginning 699' from DER, 78' right of centerline, up to 56' AGL/60' MSL.  
Trees beginning 882' from DER, 349' left of centerline, up to 84' AGL/93' MSL.  
Crane, tree, pole beginning 1389' from DER, 289' left of centerline, up to 82' AGL/95' MSL.  
Tree 1665' from DER, 236' right of centerline, 62' AGL/62' MSL.  
Tree 1691' from DER, 215' right of centerline, 59' AGL/68' MSL.  
Tree 1715' from DER, 882' right of centerline, 79' MSL.  
Building, pole, antenna beginning 1776' from DER, 247' left of centerline, up to 128' AGL/145' MSL.  
Trees beginning 1784' from DER, 934' right of centerline, up to 79' AGL/83' MSL.  
Pole 2917' from DER, 524' right of centerline, 102' MSL.  
Pole 2925' from DER, 510' right of centerline, 79' AGL/106' MSL.  
Antenna beginning 4608' from DER, 277' left of centerline, up to 115' AGL/151' MSL.  
Tree 1.5 NM from DER, 3046' left of centerline, 81' AGL/254' MSL.  
Pole 1.7 NM from DER, 2115' left of centerline, 101' AGL/308' MSL.  
Trees beginning 1.8 NM from DER, 1912' left of centerline, up to 311' MSL.  
Building and tower beginning 2.2 NM from DER, 1374' right of centerline, up to 353' AGL/420' MSL.  
Building, crane, spire beginning 2.4 NM from DER, 1089' right of centerline, up to 387' AGL/470' MSL.  
Building 2.4 NM from DER, 3481' left of centerline, 178' AGL/387' MSL.  
Building 2.4 NM from DER, 3585' left of centerline, 185' AGL/392' MSL.  
Buildings beginning 2.4 NM from DER, 154' left of centerline, up to 182' AGL/416' MSL.  
Building, antenna beginning 2.4 NM from DER, 2457' left of centerline, up to 196' AGL/427' MSL.  
NOTE: Prohibited area P-56 1.5 NM north of airport.

## WASHINGTON DULLES INTL (IAD)

### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 26JUL12 (12208) (FAA)

#### DEPARTURE PROCEDURE:

**Rwy 12**, climb heading 121° to 700 before turning left.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 1C**, trees 2815' from DER, 1031' left of centerline, up to 80' AGL/345' MSL.

Sign 64' from DER, 303' right of centerline, 13' AGL/272' MSL.

**Rwy 1L**, tower 1917' from DER, 680' left of centerline, 51' AGL/330' MSL.**Rwy 19C**, sign 100' from DER, 472' left of centerline, 4' AGL/289' MSL.

Vehicles on road 24' from DER, 274' right of centerline, up to 15' AGL/293' MSL.

**Rwy 30**, trees 2264' from DER, 1033' right of centerline, up to 72' AGL/383' MSL.

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

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

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## WAYNESBORO, VA

### EAGLE'S NEST (W13)

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

ORIG 30JUN11 (11181) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 6**, std. w/min. climb of 400' per NM to 3300, or 2100-3 for climb in visual conditions.

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

##### DEPARTURE PROCEDURE:

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

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

##### TAKEOFF OBSTACLE NOTES:

**Rwy 6**, hangar at DER, 220' left of centerline, 30' AGL/1469' MSL.

Trees beginning 35' from DER, 158' right of centerline, up to 100' AGL/1539' MSL.

Vehicles on road beginning 131' from DER, 201' left of centerline, up to 15' AGL/1454' MSL.

Trees beginning 263' from DER, 189' left of centerline, up to 100' AGL/1539' MSL.

Towers beginning 1.41NM from DER, 2539' right of centerline, 300' AGL/1670' MSL.

**Rwy 24**, Trees beginning at DER left and right of centerline up to 100' AGL/1579' MSL.

Trees beginning 1259' from DER, 143' right of centerline, up to 100' AGL/1730' MSL.

## WEIDE AHP (ABERDEEN PROVING GROUNDS) (KEDG)

### EDGEWOOD, MD

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

AMDT 1 10AUG23 (23222) (USA)

##### TAKEOFF MINIMUMS:

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

##### DEPARTURE PROCEDURE:

Use JIRET DEPARTURE. Departure visually to the IDF.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 1**, bldg 1715' from DER, 954' right of cntrln, 80' AGL/99' MSL.

Pylon 3118' from DER, 934' right of cntrln, 49' AGL/93' MSL.

Pylon 3149' from DER, 799' right of cntrln, 49' AGL/103' MSL.

Pylon 3191' from DER, 652' right of cntrln, 49' AGL/101' MSL.

Pylon 3215' from DER, 556' right of cntrln, 49' AGL/99' MSL.

Pylon 3355' from DER, 568' right of cntrln, 49' AGL/104' MSL.

Pylon 3497' from DER, 566' right of cntrln, 49' AGL/102' MSL.

Terrain 3950' from DER, 1000' right of cntrln, 122' MSL.

Terrain 3990' from DER, 1000' left of cntrln, 129' MSL.

## WEST POINT, VA

### MIDDLE PENINSULA RGNL (FYJ)

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

ORIG 05JUN08 (08157) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 10**, multiple trees beginning 86' from DER, left and right of centerline, up to 100' AGL/129' MSL.

**Rwy 28**, multiple trees beginning 33' from DER, left and right of centerline, up to 100' AGL/119' MSL.

Ship mast 3427' from DER, left and right of centerline, 135' AGL/135' MSL.

## WESTMINSTER, MD

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

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

AMDT 6 05MAR15 (21140) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 16**, 400-2½ or std. w/min. climb of 255' per NM to 1400.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 16**, trees 1995' from DER, 657' left of centerline, up to 59' AGL/838' MSL.

Tower 2.3 NM from DER, 2042' left of centerline, 195' AGL/1144' MSL.

**Rwy 34**, trees beginning 105' from DER, 423' left of centerline, up to 87' AGL/886' MSL.

Trees beginning 967' from DER, 395' right of centerline, up to 85' AGL/864' MSL.

Terrain and trees beginning 1851' from DER, 123' left of centerline, up to 63' AGL/902' MSL.

Trees beginning 2603' from DER, 470' right of centerline, up to 69' AGL/868' MSL.

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

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

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## WESTMINSTER, MD (CON'T)

CLEARVIEW AIRPARK (2W2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 27AUG09 (09239) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 14**, vehicles and aircraft on road/taxiway 14' from DER, 47' right to left of centerline, 15' AGL/834' MSL.

Trees beginning 35' from DER, 200' left of centerline, up to 100' AGL/939' MSL.

Trees beginning 21' from DER, 90' right of centerline, up to 100' AGL/919' MSL.

**Rwy 32**, vehicle on road 191' from DER, 516' left of centerline, 15' AGL/774' MSL.

Trees beginning 8' from DER, 24' left of centerline, up to 100' AGL/959' MSL.

Trees beginning 60' from DER, 50' right of centerline, up to 100' AGL/859' MSL.

## WILLIAMSBURG, VA

WALTRIP WILLIAMSBURG EXEC AIRPORT (JGG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 15DEC11 (24361) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 13**, boat on creek 468' from DER, 608' left of centerline, up to 35' AGL/35' MSL.

Homes beginning 1399' from DER, 278' left of centerline, up to 25' AGL/94' MSL.

Trees beginning 712' from DER, left and right of centerline, up to 100' AGL/169' MSL.

**Rwy 31**, aircraft on tarmac 2' from DER, 209' right of centerline, up to 20' AGL/79' MSL.

Hanger 418' from DER, 268' right of centerline, up to 25' AGL/84' MSL.

Multiple buildings and homes beginning 320' from DER, left and right of centerline, up to 30' AGL/109' MSL.

Multiple trees beginning 1' from DER, left and right of centerline, up to 100' AGL/199' MSL.

## WILMINGTON, DE

NEW CASTLE (ILG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15MAR07 (07074) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 1**, multiple trees beginning 751' from DER, 32' left of centerline, up to 59' AGL/120' MSL.

Tree 1219' from DER, 482' right of centerline, 57' AGL/118' MSL.

Bush 118' from DER, 385' left of centerline, 4' AGL/65' MSL.

**Rwy 9**, multiple trees beginning 1229' from DER, 30' right of centerline up to 62' AGL/133' MSL.

Tree 975' from DER, 66' left of centerline, 53' AGL/124' MSL.

Light pole 948' from DER, 596' right of centerline, 44' AGL/115' MSL.

Tree 1740' from DER, 458' left of centerline, 83' AGL/134' MSL.

Light pole 945' from DER, 316' right of centerline, 38' AGL/109' MSL.

Rod on building 916' from DER, 457' left of centerline, 29' AGL/100' MSL.

**Rwy 14**, obstacle light 553' from DER, 440' left of centerline, 29' AGL/103' MSL.

Rod on obstacle light 606' from DER, 615' left of centerline, 19' AGL/93' MSL.

**Rwy 19**, antenna on obstruction light tower 4469' from DER, 1684' right of centerline, 153' AGL/228' MSL.

Tree 1575' from DER, 850' right of centerline, 45' AGL/120' MSL.

Obstruction light on sign 971' from DER, 448' left of centerline, 28' AGL/103' MSL.

**Rwy 27**, tree 697' from DER, 533' left of centerline, 68' AGL/147' MSL.

Tree 1110' from DER, 584' right of centerline, 38' AGL/117' MSL.

Pole 793' from DER, 615' right of centerline, 28' AGL/107' MSL.

Bush 408' from DER, 415' left of centerline, 12' AGL/91' MSL.

**Rwy 32**, tree 711' from DER, 207' right of centerline, 29' AGL/104' MSL.

Tree 1162' from DER, 83' right of centerline, 32' AGL/107' MSL.

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

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

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## WINCHESTER, VA

WINCHESTER RGNL (OKV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 11AUG22 (22223) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 14**, tree 496' from DER, 587' right of centerline, 720' MSL.

Tree 591' from DER, 561' left of centerline, 729' MSL.

Tree 594' from DER, 566' left of centerline, 730' MSL.

Tree 1490' from DER, 652' right of centerline, 739' MSL.

Tree 1491' from DER, 666' right of centerline, 743' MSL.

Tree 1971' from DER, 778' right of centerline, 753' MSL.

Tree 2048' from DER, 882' right of centerline, 761' MSL.

Trees beginning 2059' from DER, 876' right of centerline, up to 765' MSL.

**Rwy 32**, terrain beginning 2' from DER, 428' left of centerline, up to 729' MSL.

Tree 86' from DER, 508' left of centerline, 762' MSL.

Tree 94' from DER, 474' left of centerline, 763' MSL.

Tree 102' from DER, 478' left of centerline, 764' MSL.

Trees beginning 118' from DER, 209' left of centerline, up to 772' MSL.

Tree 374' from DER, 596' right of centerline, 774' MSL.

Trees beginning 452' from DER, 482' right of centerline, up to 776' MSL.

Tree 1589' from DER, 243' left of centerline, 774' MSL.

Trees beginning 1610' from DER, 248' left of centerline, up to 777' MSL.

Trees beginning 1718' from DER, 269' left of centerline, up to 782' MSL.

Tree 1754' from DER, 291' left of centerline, 786' MSL.

Tree 1760' from DER, 754' left of centerline, 791' MSL.

Trees beginning 1774' from DER, 27' left of centerline, up to 794' MSL.

Trees beginning 1974' from DER, 9' right of centerline, up to 787' MSL.

Trees beginning 2169' from DER, 625' right of centerline, up to 799' MSL.

Trees beginning 2255' from DER, 742' right of centerline, up to 805' MSL.

## WISE, VA

LONESOME PINE (LNP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 29JUL10 (10210) (FAA)

DEPARTURE PROCEDURE:

**Rwy 6**, climb on heading 062° to 3600 before proceeding on course.**Rwy 24**, climb on heading 247° to 4900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

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

Terrain beginning 86' from DER, left and right of centerline, up to 2728' MSL.

**Rwy 24**, trees beginning 159' from DER, left and right of centerline, up to 100' AGL/2794' MSL.

Obstruction light on LOC 308' from DER 22' left of centerline, 8' AGL/2678' MSL.

Obstruction light on LOC 304' from DER 22' right of centerline, 8' AGL/2678' MSL.

Obstruction light on LOC/DME 306' from DER, 189' right of centerline, 15' AGL/2685' MSL.

Terrain 159' from DER, 363' left of centerline, 2676' MSL.

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

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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. A procedure is not authorized for alternate flight planning purposes when local weather is not available.

MILITARY USERS NOTE: For IFR alternate airport and minima planning, refer to appropriate service directives.

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	

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

NAME ALTERNATE MINIMUMS

**ABINGDON, VA**

VIRGINIA HIGHLANDS (VJI).....**LOC Rwy 24<sup>1</sup>**  
**RNAV (GPS) Rwy 6<sup>2</sup>**  
**RNAV (GPS) Rwy 24<sup>2</sup>**

NA when local weather not available.

<sup>1</sup>Categories A, B, 900-2½, Category C, 900-2½,

Category D, 1000-3.

<sup>2</sup>Category C, 800-2½, Category D, 1000-3.

**BALTIMORE, MD**

BALTIMORE-WASHINGTON INTL THURGOOD  
MARSHALL (BWI).....**ILS or LOC Rwy 10<sup>1</sup>**  
**ILS or LOC Rwy 15R<sup>1</sup>**  
**ILS or LOC Rwy 28<sup>1</sup>**  
**ILS or LOC Rwy 33L<sup>1</sup>**  
**RNAV (GPS) Y Rwy 10<sup>2</sup>**  
**RNAV (GPS) Y Rwy 15R<sup>2</sup>**  
**RNAV (GPS) Y Rwy 28<sup>2</sup>**  
**RNAV (GPS) Y Rwy 33L<sup>2</sup>**

<sup>1</sup>LOC, Category D, 800-2½.

<sup>2</sup>Category D, 800-2½.

NAME ALTERNATE MINIMUMS

**BALTIMORE, MD (CON'T)**

MARTIN STATE (MTN).....**ILS or LOC Rwy 33<sup>12</sup>**  
**LOC Rwy 15<sup>13</sup>**  
**RNAV (GPS) Rwy 15<sup>4</sup>**  
**RNAV (GPS) Rwy 33<sup>4</sup>**  
**VOR or TACAN Rwy 15<sup>5</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>Categories A, B, 900-2; Category C, 900-2½;  
Category D, 900-2½.

<sup>4</sup>Category D, 800-2½.

<sup>5</sup>Categories A, B, 900-2; Category C, 900-2½;  
Category D, 900-3.

**BLACKSBURG, VA**

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

NA when local weather not available.

Category C, 900-2½.

**BLACKSTONE, VA**

ALLAN C PERKINSON/  
BLACKSTONE AAF (BKT).....**NBD-A<sup>1</sup>**  
**RNAV (GPS) Rwy 4**  
**RNAV (GPS) Rwy 22**

NA when local weather not available.

<sup>1</sup>Categories A, B, C, 800-3.



## ALTERNATE MINS

[illegible]

## BRIDGEWATER, VA

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

**BROOKNEAL, VA**

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

**BUMPASS, VA**

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

**CAMBRIDGE, MD**

CAMBRIDGE-DORCHESTER  
RGNL (CGE).....RNAV (GPS) Rwy 34  
RNAV (GPS)-A

Category D, 800-2½.  
NA when local weather not available.

**CHARLOTTESVILLE, VA**

CHARLOTTESVILLE-  
ALBEMARLE (CHO).....ILS or LOC Rwy 3<sup>1</sup>  
RNAV (GPS) Rwy 3<sup>2</sup>  
RNAV (GPS) Y Rwy 21<sup>2</sup>  
RNAV (GPS) Z Rwy 21<sup>3</sup>

NA when local weather not available.

<sup>1</sup>LOC, Category C, 900-2½; Category D, 900-2¾.  
<sup>2</sup>Category C, 900-2½; Category D, 900-2¾.  
<sup>3</sup>Categories, A, B, C, D, 1000-4.

**CHASE CITY, VA**

CHASE CITY  
MUNI (CXE).....RNAV (GPS) Rwy 18<sup>1</sup>  
RNAV (GPS) Rwy 36<sup>2</sup>  
NA when local weather not available.  
<sup>1</sup>Categories A, B, 1100-3.  
<sup>2</sup>Categories A, B, 1000-3.

## CHURCHVILLE, MD

HARFORD COUNTY (0W3).....RNAV (GPS)-B  
NA when local weather not available.

## CLARKSVILLE, VA

LAKE COUNTRY  
 RGNL (W63).....RNAV (GPS) Rwy 4  
 NA when local weather not available.

**COLLEGE PARK, MD**

COLLEGE PARK (CGS).....RNAV (GPS) Rwy 15  
NA when local weather not available.

[illegible]

**CREWE, VA**

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

**CULPEPER, VA**

CULPEPER RGNL (CJR).....LOC Rwy 4  
NDB Rwy 4  
RNAV (GPS) Rwy 4  
RNAV (GPS) Rwy 22  
VOR-A<sup>1</sup>

NA when local weather not available.  
<sup>1</sup>Category D, 800-2½.

**CUMBERLAND, MD**

GREATER CUMBERLAND  
RGNL (CBE).....LOC/DME Rwy 23<sup>14</sup>  
RNAV (GPS) Rwy 5<sup>2</sup>  
RNAV (GPS) Rwy 23<sup>3</sup>

NA when local weather not available.  
<sup>1</sup>Category A, 1000-2; Category B, 1400-2;  
 Category C 1500-3; Category D 1600-3.  
<sup>2</sup>Category A, 1100-2; Category B, 1400-2;  
 Category C, 1500-3; Category D, 1600-3.  
<sup>3</sup>Category A, 1100-2; Category B, 1400-2;  
 Category C, 1500-3.  
<sup>4</sup>NA when CBE FBO closed.

**DANVILLE, VA**

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

**DOVER/CHESWOLD, DE**

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

**DUBLIN, VA**

NEW RIVER  
VALLEY (PSK).....RNAV (GPS) Rwy 6  
RNAV (GPS) Rwy 24  
NA when local weather not available.  
Category D, 800-2¼.

## EASTON, MD

EASTON/NEWMAM  
FLD (ESN).....ILS or LOC Rwy 4<sup>1</sup>  
RNAV (GPS) Rwy 4<sup>2</sup>  
RNAV (GPS) Rwy 22<sup>2</sup>

<sup>1</sup>ILS, LOC, NA when control tower closed.  
<sup>2</sup>NA when local weather not available.



NAME ALTERNATE MINIMUMS

**LURAY, VA**

LURAY CAVERNS (LUA).....RNAV (GPS) Rwy 4<sup>1</sup>  
RNAV (GPS) Rwy 22<sup>2</sup>  
VOR/DME-B<sup>3</sup>

NA when local weather not available.

<sup>1</sup>Categories A, B, 1400-2, Category C, 1400-3.

<sup>2</sup>Categories A, B, 1000-2, Category C, 1000-2½.

<sup>3</sup>Categories A, B, 1300-2, Category C, 1300-3.

**LYNCHBURG, VA**

LYNCHBURG RGNL/PRESTON GLENN  
FLD (LYH).....ILS or LOC Rwy 4<sup>1</sup>  
RNAV (GPS) Rwy 4<sup>2</sup>  
RNAV (GPS) Rwy 17<sup>3</sup>  
RNAV (GPS) Rwy 22<sup>4</sup>  
RNAV (GPS) Rwy 35<sup>3</sup>  
VOR Rwy 22<sup>5</sup>

<sup>1</sup>LOC, Category B, 900-2, Category C, 900-2½,  
Category D, 900-2¾.

<sup>2</sup>Category B, 900-2; Category C, 900-2½;  
Category D, 900-2¾.

<sup>3</sup>Category B, 900-2.

<sup>4</sup>Categories A, B, 1100-2; Categories C, D, 1100-3.

<sup>5</sup>Categories A, B, 900-2; Category C, 900-2½,  
Category D, 900-2¾.

**MARION/WYTHEVILLE, VA**

MOUNTAIN  
EMPIRE (MKJ).....RNAV (GPS) Rwy 26  
Category C, 1900-3.

**MARTINSVILLE, VA**

BLUE RIDGE (MTV).....LOC Rwy 31<sup>1</sup>  
RNAV (GPS) Rwy 13  
RNAV (GPS) Rwy 31

Category D, 900-2¾.

NA when local weather not available.

<sup>1</sup>NA when MTV FBO closed.

**MELFA, VA**

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

**MIDDLETOWN, DE**

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

**NEW MARKET, VA**

NEW MARKET (8W2).....RNAV (GPS)-A  
RNAV (GPS)-B

Categories A, B, 1100-3.

NA when local weather not available.

NAME ALTERNATE MINIMUMS

**NEWPORT NEWS, VA**

NEWPORT NEWS/WILLIAMSBURG  
INTL (PHF).....ILS or LOC Rwy 7<sup>123</sup>  
ILS or LOC Rwy 25<sup>3</sup>  
LOC Rwy 20<sup>14</sup>  
RNAV (GPS) Rwy 2<sup>4</sup>  
RNAV (GPS) Rwy 7<sup>4</sup>  
RNAV (GPS) Rwy 20<sup>4</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>LOC, Category D, 800-2¾.

<sup>4</sup>Category D, 800-2¾.

**NORFOLK, VA**

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

**HAMPTON ROADS**

EXEC (PVG).....RNAV (GPS) Rwy 10  
Category C, 800-2¾.

**NORFOLK**

INTL (ORF).....ILS or LOC Rwy 5<sup>1</sup>  
ILS or LOC Rwy 33<sup>1</sup>  
RNAV (GPS) Rwy 14<sup>2</sup>  
RNAV (GPS) Rwy 32<sup>2</sup>  
RNAV (GPS) Z Rwy 5<sup>2</sup>  
RNAV (GPS) Z Rwy 23<sup>2</sup>  
VOR Rwy 14<sup>2</sup>  
VOR/DME Rwy 32<sup>2</sup>

<sup>1</sup>LOC, Category D, 900-2¾.

<sup>2</sup>Category D, 900-2¾.

**OAKLAND, MD**

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

**OCEAN CITY, MD**

OCEAN CITY  
MUNI (OXB).....LOC Rwy 32<sup>12</sup>  
RNAV (GPS) Rwy 2  
RNAV (GPS) Rwy 14  
RNAV (GPS) Rwy 32

NA when local weather not available.

<sup>1</sup>Category D, 800-2½.

<sup>2</sup>NA when FBO closed.

**ORANGE, VA**

ORANGE  
COUNTY (OMH).....RNAV (GPS) Rwy 8<sup>1</sup>  
RNAV (GPS) Rwy 26<sup>1</sup>  
VOR/DME-A<sup>2</sup>

NA when local weather not available.

<sup>1</sup>Categories A, B, 900-2.

<sup>2</sup>Categories A, B, 1600-2.

NE-3, 07 AUG 2025 to 02 OCT 2025

NAME ALTERNATE MINIMUMS

**PETERSBURG, VA**

TRI CITIES EXEC/DINWIDDIE  
COUNTY (PTB).....LOC Rwy 5<sup>1</sup>  
RNAV (GPS) Rwy 5  
RNAV (GPS) Rwy 23  
VOR Rwy 23

NA when local weather not available.

<sup>1</sup>NA when arpt unattended.

**PHILLIPS AAF (KAPG)**

ABERDEEN PROVING  
GROUND, MD.....RNAV (GPS) Rwy 22  
NA when control tower closed.

**QUINTON, VA**

NEW KENT  
COUNTY (W96).....RNAV (GPS) Rwy 11  
RNAV (GPS) Rwy 29  
NA when local weather not available.

**RICHLANDS, VA**

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

**RICHMOND, VA**

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

**RICHMOND/ASHLAND, VA**

HANOVER COUNTY  
MUNI (OPF).....LOC Rwy 16<sup>1</sup>  
RNAV (GPS) Rwy 16  
RNAV (GPS) Rwy 34<sup>1</sup>  
VOR Rwy 16

Category D, 900-2¾.

<sup>1</sup>NA when local weather not available.

**ROANOKE, VA**

ROANOKE/BLACKSBURG RGNL  
(WOODRUM FLD) (ROA).....ILS or LOC Rwy 34<sup>1</sup>  
LDA Y Rwy 6<sup>2</sup>  
RNAV (GPS) Y Rwy 6<sup>3</sup>  
RNAV (GPS) Y Rwy 24<sup>4</sup>  
RNAV (GPS) Y Rwy 34<sup>5</sup>  
RNAV (RNP) Z Rwy 34<sup>6</sup>

<sup>1</sup>ILS, Categories A, B, C, D, 900-4. LOC,  
Categories A, B, 1000-2; Category C, 1300-3;  
Category D, 1700-3.

<sup>2</sup>LDA/GS, Categories A, B, 800-2; Category C,  
1300-3; Category D, 1700-3. LDA, Category C  
1300-3, Category D, 1700-3.

<sup>3</sup>Categories A, B, 900-2; Category C, 1300-3;  
Category D, 1700-3.

<sup>4</sup>Categories A, B, 1900-2;  
Categories C, D, 1900-3.

<sup>5</sup>Categories A, B, C 1500-5; Category D, 1700-5.

<sup>6</sup>Categories A, B, C, D 1000-4.

NAME ALTERNATE MINIMUMS

**SALISBURY, MD**

SALISBURY-OCEAN CITY  
WICOMICO RGNL (SBY).....ILS or LOC Rwy 32  
RNAV (GPS) Rwy 5  
RNAV (GPS) Rwy 14  
RNAV (GPS) Rwy 23  
RNAV (GPS) Rwy 32

NA when local weather not available.

**SALUDA, VA**

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

**SOUTH BOSTON, VA**

WILLIAM M TUCK (W78).....RNAV (GPS) Rwy 1  
VOR-A<sup>1</sup>  
NA when local weather not available.  
<sup>1</sup>Category C 800-2¾.

**SOUTH HILL, VA**

MECKLENBURG-  
BRUNSWICK RGNL (AVC).....LOC Rwy 1  
NA when AVC FBO closed.

**STAFFORD, VA**

STAFFORD  
RGNL (RMN).....ILS or LOC Rwy 33<sup>1</sup>  
RNAV (GPS) Rwy 33<sup>2</sup>

NA when local weather not available.

<sup>1</sup>LOC, Category D, 900-2¾.

<sup>2</sup>Category D, 900-2¾.

**STAUNTON/WAYNESBORO/**

**HARRISONBURG, VA**  
SHENANDOAH VALLEY  
RGNL (SHD).....ILS or LOC Rwy 5<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 D, 900-2¾.

<sup>2</sup>Category D, 900-2¾.

**STEVENSVILLE, MD**

BAY BRIDGE (W29).....RNAV (GPS) Rwy 29  
NA when local weather not available.

**SUFFOLK, VA**

SUFFOLK  
EXEC (SFQ).....RNAV (GPS) Rwy 7  
RNAV (GPS) Rwy 22  
RNAV (GPS) Rwy 25

NA when local weather not available.

**TAPPAHANNOCK, VA**

TAPPAHANNOCK/  
ESSEX COUNTY (XSA).....RNAV (GPS) Rwy 10  
RNAV (GPS) Rwy 28

NA when local weather not available.

NAME

ALTERNATE MINIMUMS

WAKEFIELD, VA

WAKEFIELD

MUNI (AKQ).....RNAV (GPS) Rwy 20

Categories A, B, C, D, 1100-3.

WALLOPS ISLAND, VA

WALLOPS FLIGHT

FACILITY (WAL).....RNAV (GPS) Rwy 4<sup>1</sup>

RNAV (GPS) Rwy 10<sup>1</sup>

RNAV (GPS) Rwy 17<sup>1</sup>

RNAV (GPS) Rwy 22<sup>1</sup>

RNAV (GPS) Rwy 28<sup>1</sup>

RNAV (GPS) Rwy 35<sup>1</sup>

VOR/DME or TACAN Rwy 10<sup>2</sup>

NA when local weather not available.

<sup>1</sup>Category D, 900-2¼.

<sup>2</sup>Categories A, B, 900-2; Category C, 900-2½;

Category D, 900-2¼.

WARRENTON, VA

WARRENTON/

FAUQUIER (HWY).....RNAV (GPS) Rwy 15

RNAV (GPS) Rwy 33

VOR Rwy 15<sup>1</sup>

NA when local weather not available.

<sup>1</sup>Category D 800-2¼.

WASHINGTON, DC

MANASSAS RGNL/HARRY P DAVIS

FLD (HEF).....ILS or LOC Rwy 16L<sup>1</sup>

RNAV (GPS) Rwy 16L<sup>2</sup>

RNAV (GPS) Rwy 16R<sup>2</sup>

RNAV (GPS) Rwy 34L<sup>2</sup>

RNAV (GPS) Rwy 34R<sup>2</sup>

NA when local weather not available.

<sup>1</sup>ILS, Category C, 700-2; Category D, 700-2¼.

LOC, Category D, 800-2¼.

<sup>2</sup>Category D, 800-2¼.

RONALD REAGAN WASHINGTON

NTL (DCA).....ILS or LOC Rwy 1<sup>1</sup>

LDA Y Rwy 19<sup>2</sup>

LDA Z Rwy 19<sup>3</sup>

RNAV (GPS) Rwy 15<sup>3</sup>

RNAV (GPS) Y Rwy 19<sup>4</sup>

<sup>1</sup>LOC, Category B, 900-2; Category C, 900-2¼;

Category D, 900-3.

<sup>2</sup>Categories A, B, C, D, 1100-3.

<sup>3</sup>Category C, 900-2½; Category D, 900-3.

<sup>4</sup>Categories A, B, C, D, 800-2½.

NAME

ALTERNATE MINIMUMS

WASHINGTON, DC (CON'T)

WASHINGTON DULLES

INTL (IAD).....ILS or LOC Rwy 1C<sup>1</sup>

ILS or LOC Rwy 1L<sup>1</sup>

ILS or LOC Rwy 1R<sup>1</sup>

ILS or LOC Rwy 19C<sup>1</sup>

ILS or LOC Rwy 19R<sup>1</sup>

ILS or LOC/DME Rwy 12<sup>2</sup>

RNAV (GPS) Rwy 12<sup>3</sup>

RNAV (GPS) Y Rwy 1C<sup>4</sup>

RNAV (GPS) Y Rwy 1L<sup>4</sup>

RNAV (GPS) Y Rwy 1R<sup>4</sup>

RNAV (GPS) Y Rwy 19R<sup>4</sup>

RNAV (GPS) Y Rwy 19C<sup>4</sup>

RNAV (GPS) Y Rwy 19L<sup>4</sup>

RNAV (GPS) Y Rwy 30<sup>4</sup>

VOR/DME Rwy 12<sup>3</sup>

<sup>1</sup>LOC, Category D, 900-2¼.

<sup>2</sup>LOC, Category D, 800-2½.

<sup>3</sup>Category D, 800-2½.

<sup>4</sup>Category D, 900-2¼.

WEST POINT, VA

MIDDLE PENINSULA

RGNL (FYJ).....RNAV (GPS)-B

RNAV (GPS) Rwy 10

VOR-A

NA when local weather not available.

WESTMINSTER, MD

CARROLL COUNTY RGNL/JACK B POAGE

FLD (DMW).....RNAV (GPS) Rwy 34

NA when local weather not available.

WILLIAMSBURG, VA

WALTRIP WILLIAMSBURG

EXEC AIRPORT (JGG).....RNAV (GPS)-C

VOR-B

NA when local weather not available.

Categories A, B, C, 1100-3.

WILMINGTON, DE

NEW CASTLE (ILG).....ILS or LOC Rwy 1<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 Rwy 9<sup>4</sup>

VOR Rwy 27<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.

<sup>4</sup>Category C, D, 800-2½.

25219

NAME

ALTERNATE MINIMUMS

NAME

ALTERNATE MINIMUMS

**WINCHESTER, VA**

WINCHESTER

RGNL (OKV).....

RNAV (GPS) Rwy 14<sup>1</sup>

RNAV (GPS) Rwy 32

VOR/DME-A

NA when local weather not available.

<sup>1</sup>Category D, 800-2½.

**WISE, VA**

LONESOME

PINE (LNP).....

RNAV (GPS) Rwy 6

RNAV (GPS) Rwy 24

NA when local weather not available.

Category D, 900-2¾.

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

25219

M7

RADAR INSTRUMENT APPROACH MINIMUMS

NORFOLK NS (CHAMBERS FLD) (KNGU), Norfolk, VA Amdt 9 23MAR23  
(24193) (USN)  
RADAR - (E) 119.2x 120.2x 279.525 322.525 335.8 353.55 **T**

ELEV 15

	<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 <sup>1</sup>	10 <sup>2 3</sup>	3.0°/54/1020	ABCDE	114-¾	100	(100-¾)
	28 <sup>4</sup>	3.0°/37/719	ABCDE	316-¾	302	(400-¾)
PAR W/O GS <sup>1</sup>	28 <sup>5 6</sup>		ABCDE	380-¾	366	(400-¾)
	10 <sup>7 8 9</sup>		AB	440-½	426	(500-½)
			CDE	440-¾	426	(500-¾)
ASR	28 <sup>6 10 11</sup>		AB	420-¾	406	(500-¾)
			CDE	420-1	406	(500-1)
	10 <sup>12</sup>		AB	720-½	706	(800-½)
			CDE	720-1⅙	706	(800-1⅙)
<b>C</b> CIR PAR W/O GS <sup>13 14</sup> 10			A	480-1	465	(500-1)
			B	540-1	525	(600-1)
			C	540-1½	525	(600-1½)
			D	580-2	565	(600-2)
			E	580-2	565	(600-2)
	28		A	480-1	465	(500-1)
			B	540-1	525	(600-1)
			C	540-1½	525	(600-1½)
			D	580-2	565	(600-2)
			E	580-2	565	(600-2)
<b>C</b> CIR ASR <sup>13 14</sup> 28			A	480-1	465	(500-1)
			B	540-1	525	(600-1)
			C	540-1½	525	(600-1½)
			D	580-2	565	(600-2)
			E	580-2	565	(600-2)
	10		AB	720-1	705	(800-1)
			C	720-2	705	(800-2)
			D	720-2¼	705	(800-2¼)
			E	720-2½	705	(800-2½)

NE-3, 07 AUG 2025 to 02 OCT 2025


NE-3, 07 AUG 2025 to 02 OCT 2025

<sup>1</sup>No-NOTAM MP Mon 1030-1430Z++.  
<sup>2</sup>When ALS inop, increase CAT ABCDE vis to ½ mile.  
<sup>3</sup>PAPI RRP/TCH 669/35 not coincident with PAR RPI/TCH 1020/54.  
<sup>4</sup>When ALS inop, increase CAT ABCDE vis to ⅔ mile.  
<sup>5</sup>When ALS inop, increase CAT ABCDE vis to 1 mile.  
<sup>6</sup>Helicopter vis reduction below ¾ mile not authorized.  
<sup>7</sup>When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¼ miles.  
<sup>8</sup>VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 35).  
<sup>9</sup>Step down fix at 3 NM from RPI, 960 min.  
<sup>10</sup>When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅙ miles.  
<sup>11</sup>Step down fix at 3 NM from thld, 1000 min.  
<sup>12</sup>When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 2 miles.  
<sup>13</sup>Cir not auth south of Rwy 10-28.  
<sup>14</sup>Norfolk NS Heliport lctd 1 NM NW, use caution in cir aprch.

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS

OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

Virginia Beach, VA Amdt 8 12JUN25 (25163) (USN)  
RADAR<sup>1</sup> - (E) 124.825 310.8 328.4 346.4 348.75 352.1 363.1 

ELEV 22

	<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>CEIL-VIS</u>
PAR	5R <sup>2</sup>	3.0°/50/947	ABCDE	119-¾	100	(100-¾)
	23L <sup>2</sup>	3.0°/50/962	ABCDE	121-¾	100	(100-¾)
	32L <sup>2</sup>	3.0°/50/952	ABCDE	122-¾	100	(100-¾)
	5L	3.0°/50/956	ABCDE	120-½	100	(100-½)
	23R	3.0°/50/959	ABCDE	120-½	100	(100-½)
	32R	3.0°/50/955	ABCDE	120-½	100	(100-½)
ASR <sup>3</sup>	5R <sup>4</sup>		AB	420-½	401	(400-½)
			CDE	420-¾	401	(400-¾)
	23L <sup>4</sup>		AB	440-½	419	(500-½)
			CDE	440-¾	419	(500-¾)
	32L <sup>4</sup>		AB	440-½	418	(500-½)
			CDE	440-¾	418	(500-¾)
	5L		AB	440-1	420	(500-1)
			CDE	440-1½	420	(500-1½)
	14L		AB	440-1	421	(500-1)
			CDE	440-1¼	421	(500-1¼)
	14R		AB	440-1	419	(500-1)
			CDE	440-1½	419	(500-1½)
	23R		AB	440-1	420	(500-1)
			CDE	440-1½	420	(500-1½)
SIDESTEP <sup>5</sup>	32R		AB	440-1	420	(500-1)
			CDE	440-1½	420	(500-1½)
	5L		AB	440-1	420	(500-1)
			C	440-1½	420	(500-1½)
			DE	440-2	420	(500-2)
	23L		AB	440-1	419	(500-1)
			C	440-1½	419	(500-1½)
			DE	440-2	419	(500-2)
	23R		AB	440-1	420	(500-1)
			C	440-1½	420	(500-1½)
			DE	440-2	420	(500-2)
	32R		AB	440-1	420	(500-1)
			C	440-1½	420	(500-1½)
			DE	440-2	420	(500-2)
CIR	ALL RWY		AB	500-1	478	(500-1)
			C	600-1½	578	(600-1½)
			D	600-2	578	(600-2)
			E	900-3	878	(900-3)

<sup>1</sup>No-NOTAM preventive maint 1100-1300Z++ Tue.  
<sup>2</sup>When ALS inop, increase CAT ABCDE vis to ½ mile.  
<sup>3</sup>Step Down Fix at 3 NM from thld, 1020' min.  
<sup>4</sup>When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1½ miles.  
<sup>5</sup>Sidestep ASR only.

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

RADAR INSTRUMENT APPROACH MINIMUMS



RADAR INSTRUMENT APPROACH MINIMUMS

PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

Patuxent River, MD Amdt 3 07AUG25 (25219) (USN)

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

ELEV 39

	<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 <sup>1</sup>	6 <sup>2</sup>	3.0°/51/1086	ABCDE	139-¾	100	(100-¾)
	24	3.0°/50/949	ABCDE	120-½	100	(100-½)
	14 <sup>3</sup>	3.0°/50/983	ABCDE	127-½	100	(100-½)
	32	3.0°/50/938	ABCDE	118-½	100	(100-½)
ASR	14 <sup>3 4</sup>		ABCDE	400-1	373	(400-1)
	32 <sup>5</sup>		AB	440-1	422	(500-1)
			CDE	440-1¼	422	(500-1¼)
	6 <sup>6 7</sup>		AB	520-½	481	(500-½)
			CDE	520-1	481	(500-1)
	24 <sup>5</sup>		AB	440-1	420	(500-1)
			CDE	440-1½	420	(500-1½)
CIR	6-24, 14-32		A	520-1	481	(500-1)
			B	560-1	521	(600-1)
			C	620-1½	581	(600-1½)
			D	700-2	661	(700-2)
			E	820-2¾	781	(800-2¾)

<sup>1</sup>PAR No-NOTAM preventive maint period Wed 1300-1700Z++.

<sup>2</sup>When ALS inop, increase vis to ½ mile.

<sup>3</sup>CAUTION: High volume VFR traffic in vicinity of FAF during VMC.

<sup>4</sup>Step Down Fix at 2 NM from thld, 700' min.

<sup>5</sup>Step Down Fix at 3 NM from thld, 1020' min.

<sup>6</sup>Step Down Fix at 3 NM from thld, 1040' min.

<sup>7</sup>When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1½ miles.

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

07SEP23 (23250) (USN)

RADAR<sup>1</sup> - 120.925 351.95 353.65 363.15

ELEV 10

	<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>
ASR <sup>2</sup>	2		AB	560-1½	551	(600-1½)
			CD	560-1½	551	(600-1½)
CIR ASR <sup>3</sup>	2		A	560-1½	550	(600-1½)
			B	660-1½	650	(700-1½)
			C	700-2	690	(700-2)
			D	740-2¼	730	(800-2¼)

<sup>1</sup>GCA avbl daily during published field opr hours. Ctc twr for freq asgn.

<sup>2</sup>VGSI and final descent angle not coincident.

<sup>3</sup>Circling NA W of Rwy 2-20.

RADAR INSTRUMENT APPROACH MINIMUMS

18200

LAND AND HOLD-SHORT OPERATIONS (LAHSO)

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

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

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

18200

NE-3, 07 AUG 2025 to 02 OCT 2025

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24361

## HOT SPOTS

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

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

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

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

24361

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POTOMAC APP CON  
133.85 254.25  
BWI D-ATIS  
115.1 127.8  
MTN ATIS  
124.925

(BUBBI.ANTHM5) 24361

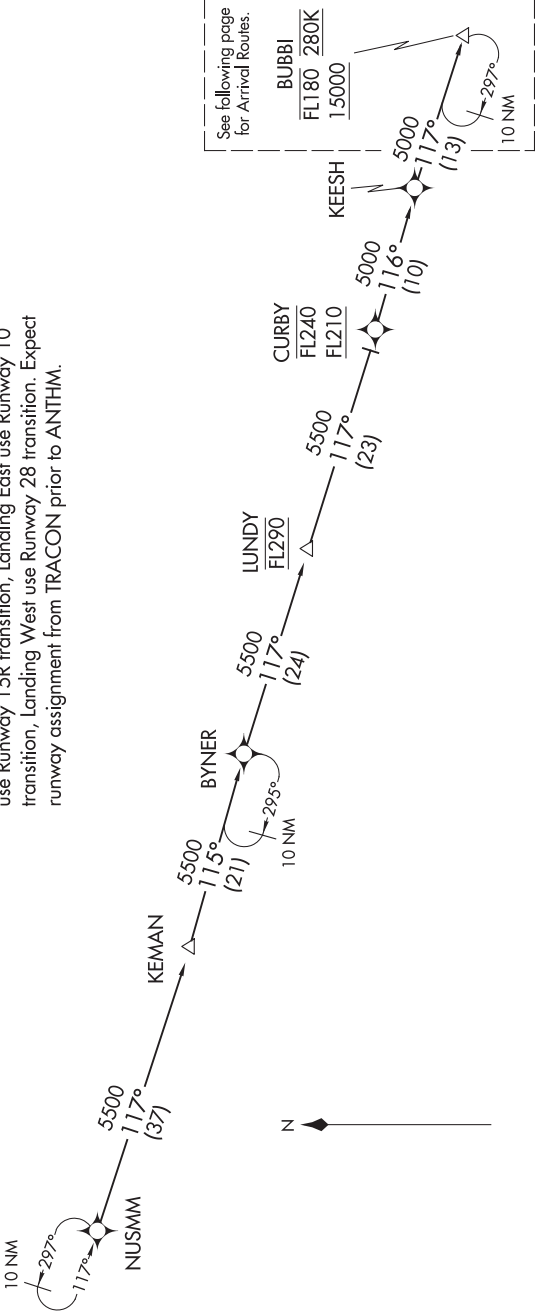
Z1  
AL-804 (FAA)

ANTHM FIVE ARRIVAL (RNAV) Transition Routes

BALTIMORE, MARYLAND

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

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



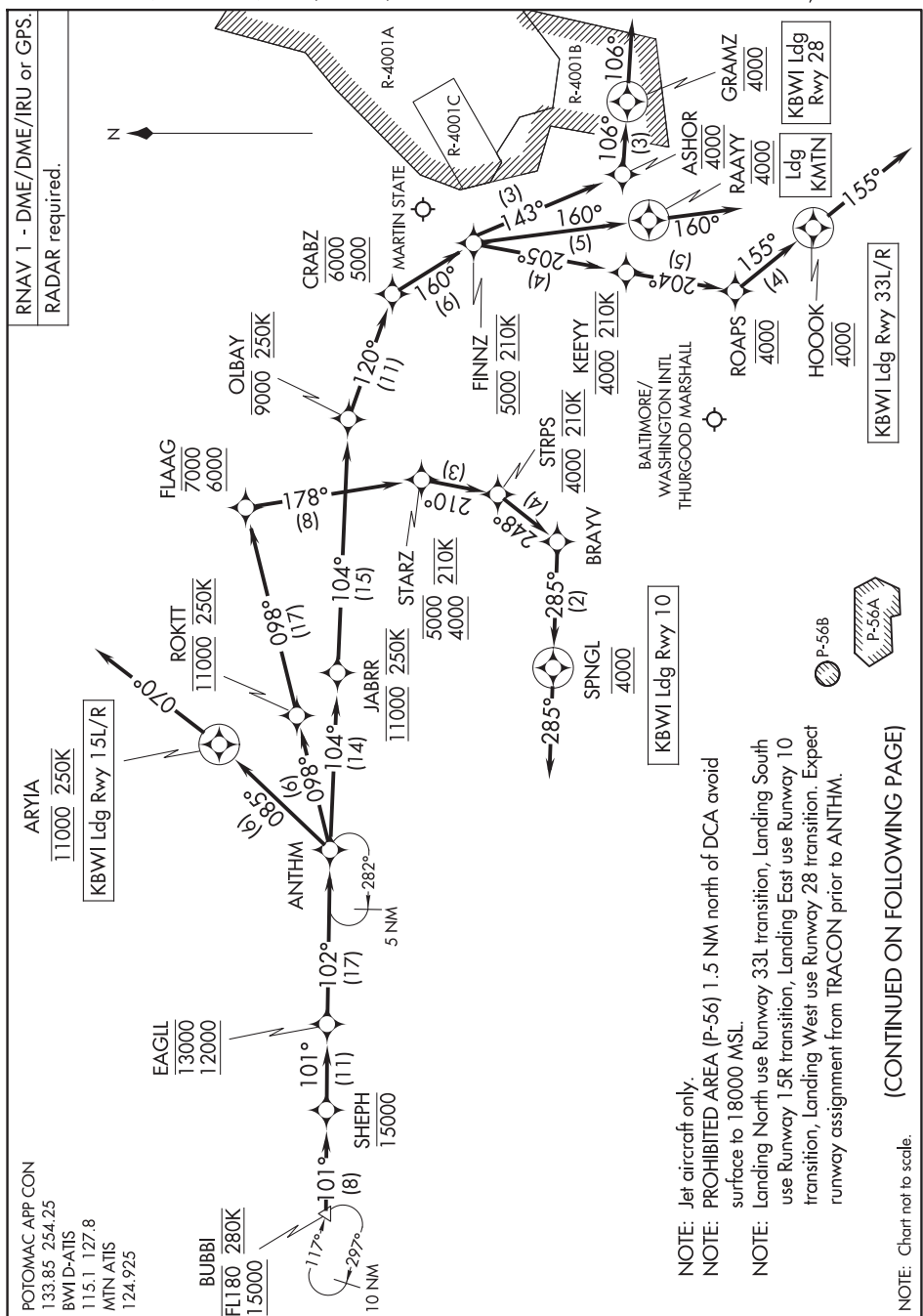
NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGES)

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

## ANTHM FIVE ARRIVAL (RNAV) Arrival Routes

Baltimore, Maryland



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-3, 07 AUG 2025 to 02 OCT 2025

## ANTHM FIVE ARRIVAL (RNAV) Arrival Routes

BALTIMORE, MARYLAND

ARRIVAL ROUTE DESCRIPTION

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

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

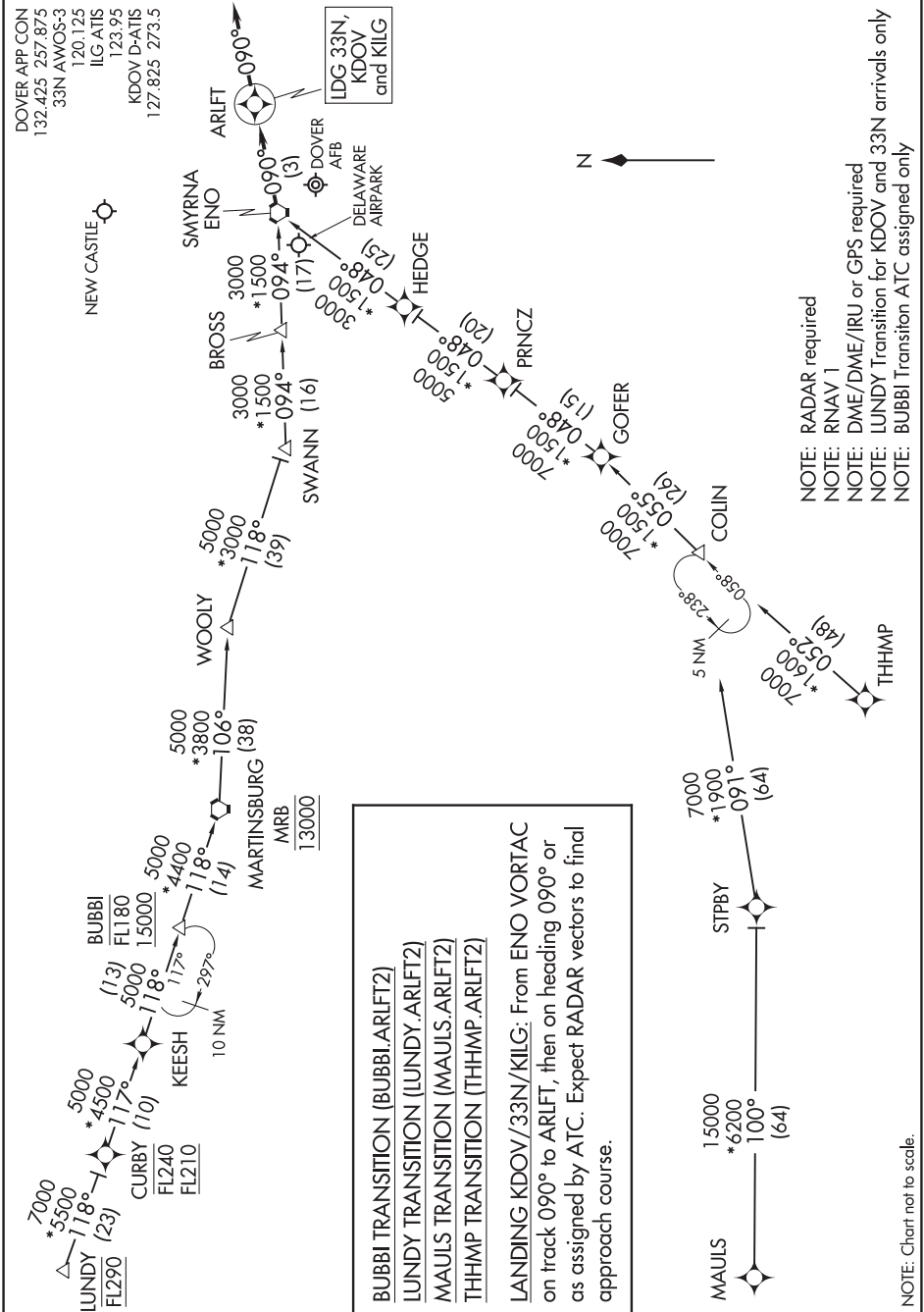
LANDING BWI RUNWAY 15L/R: From ANTHM on track 085° to cross ARYIA at 11000 and at 250K, then on heading 070°. Expect RADAR vectors to final approach course.

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

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

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

NE-3, 07 AUG 2025 to 02 OCT 2025



NE-3, 07 AUG 2025 to 02 OCT 2025

Z5

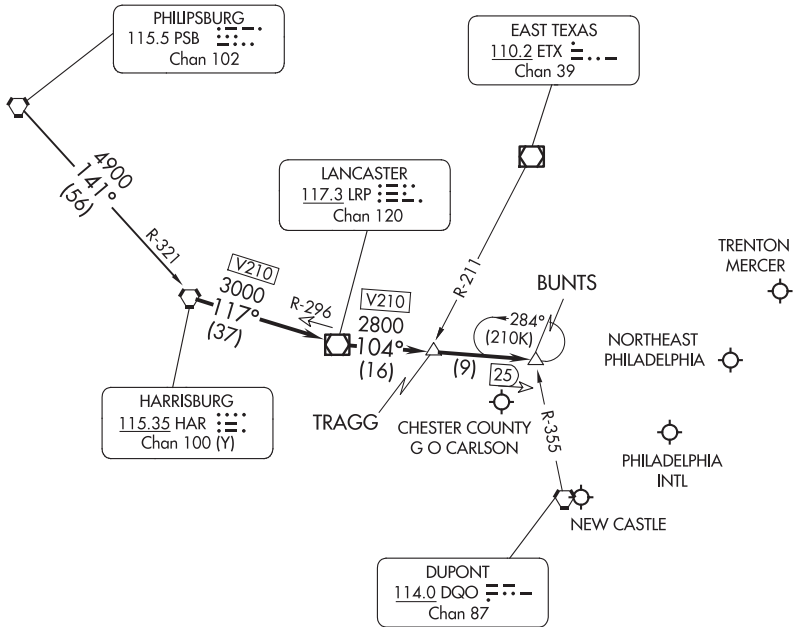
AL-320 (FAA)

(HAR.BUNTS3) 24305

# BUNTS THREE ARRIVAL

PHILADELPHIA, PENNSYLVANIA

PHILADELPHIA APP CON  
128.4 272.575  
ILG ATIS 123.95  
PHL ARR D-ATIS 133.4  
PNE ATIS 121.15  
TTN ATIS 126.775



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

NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

### PHILIPSBURG TRANSITION (PSB.BUNTS3):

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

# BUNTS THREE ARRIVAL

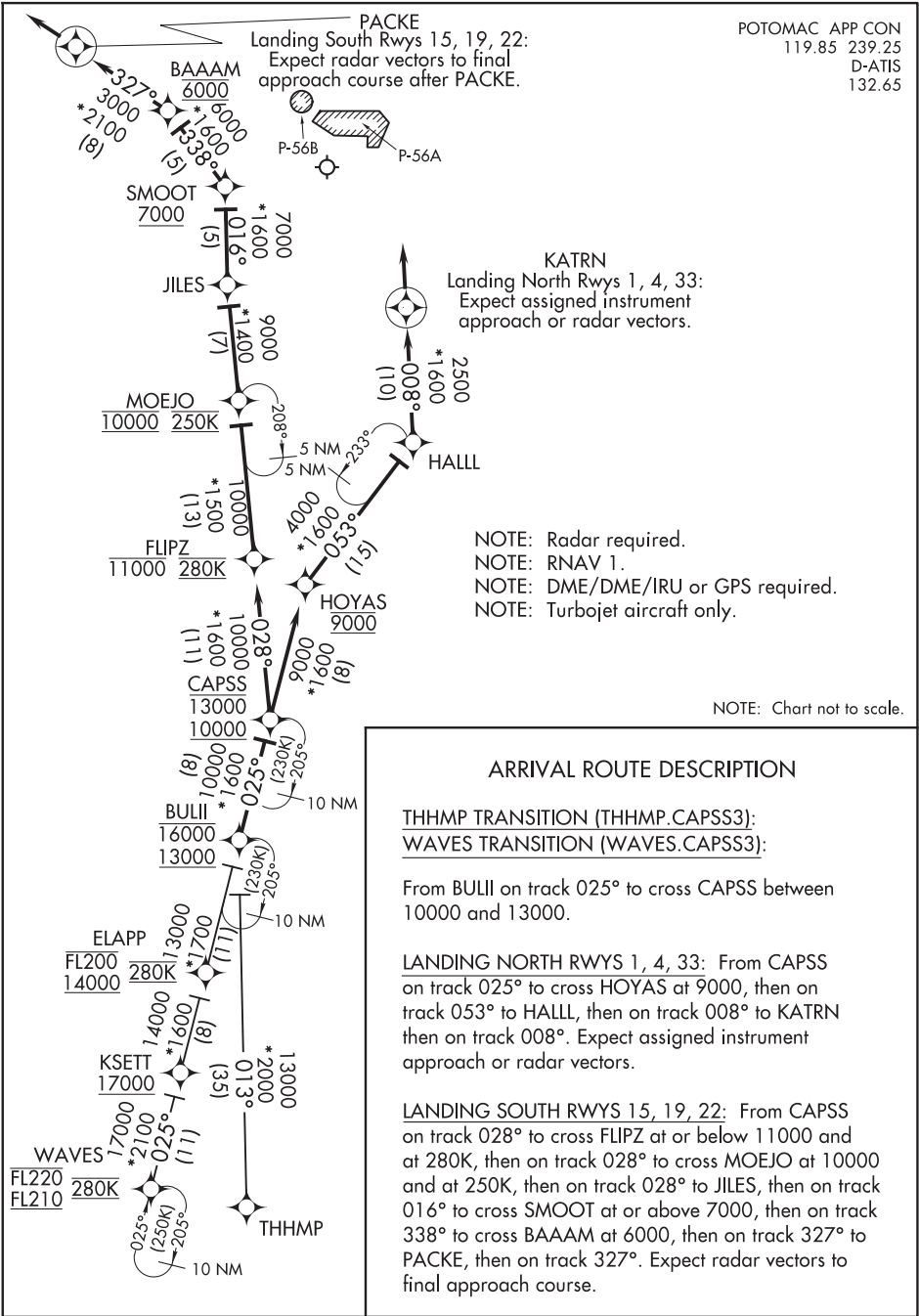
(HAR.BUNTS3) 05OCT23

PHILADELPHIA, PENNSYLVANIA

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

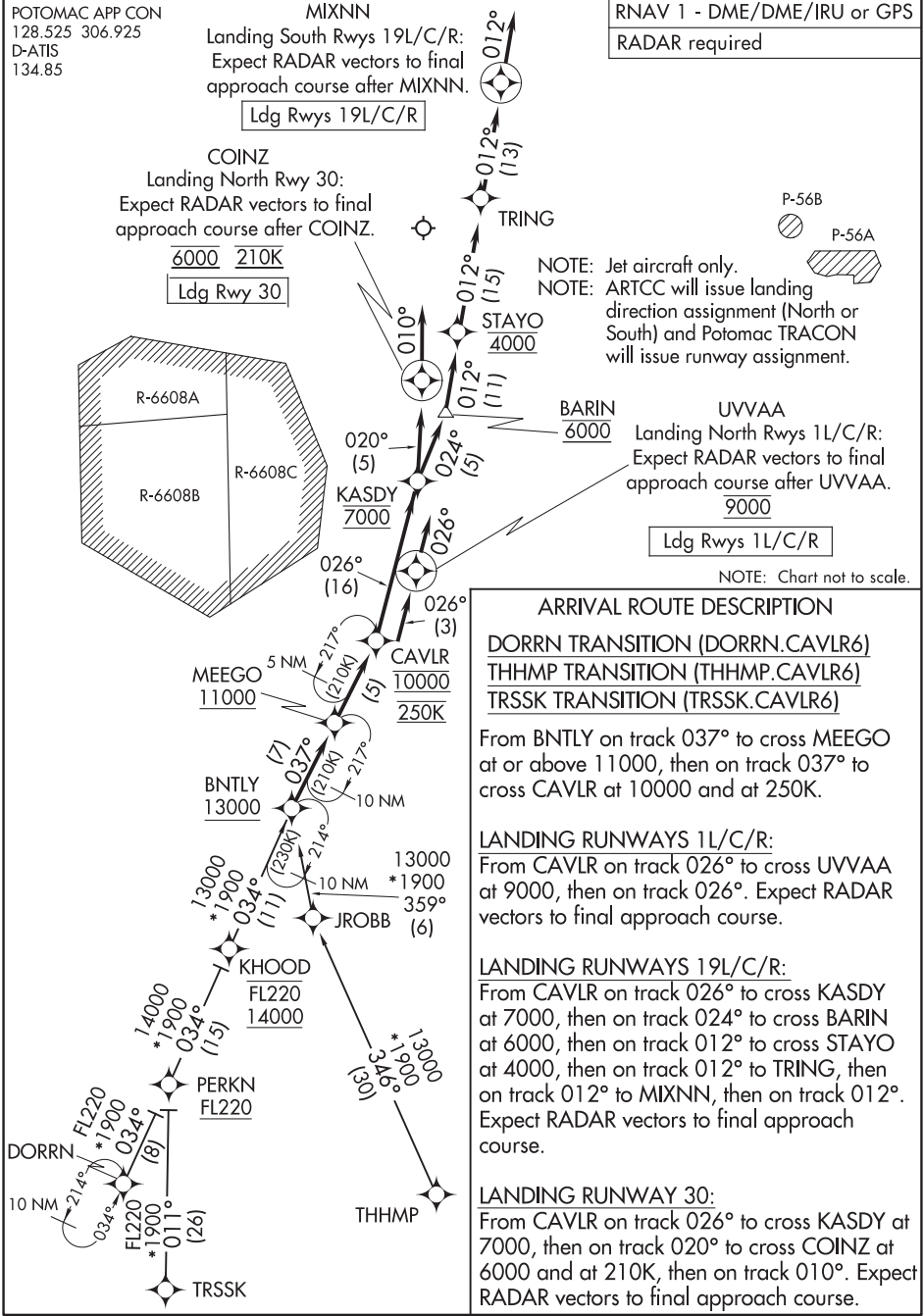




CAVLR SIX ARRIVAL (RNAV)

AL-5100 (FAA)

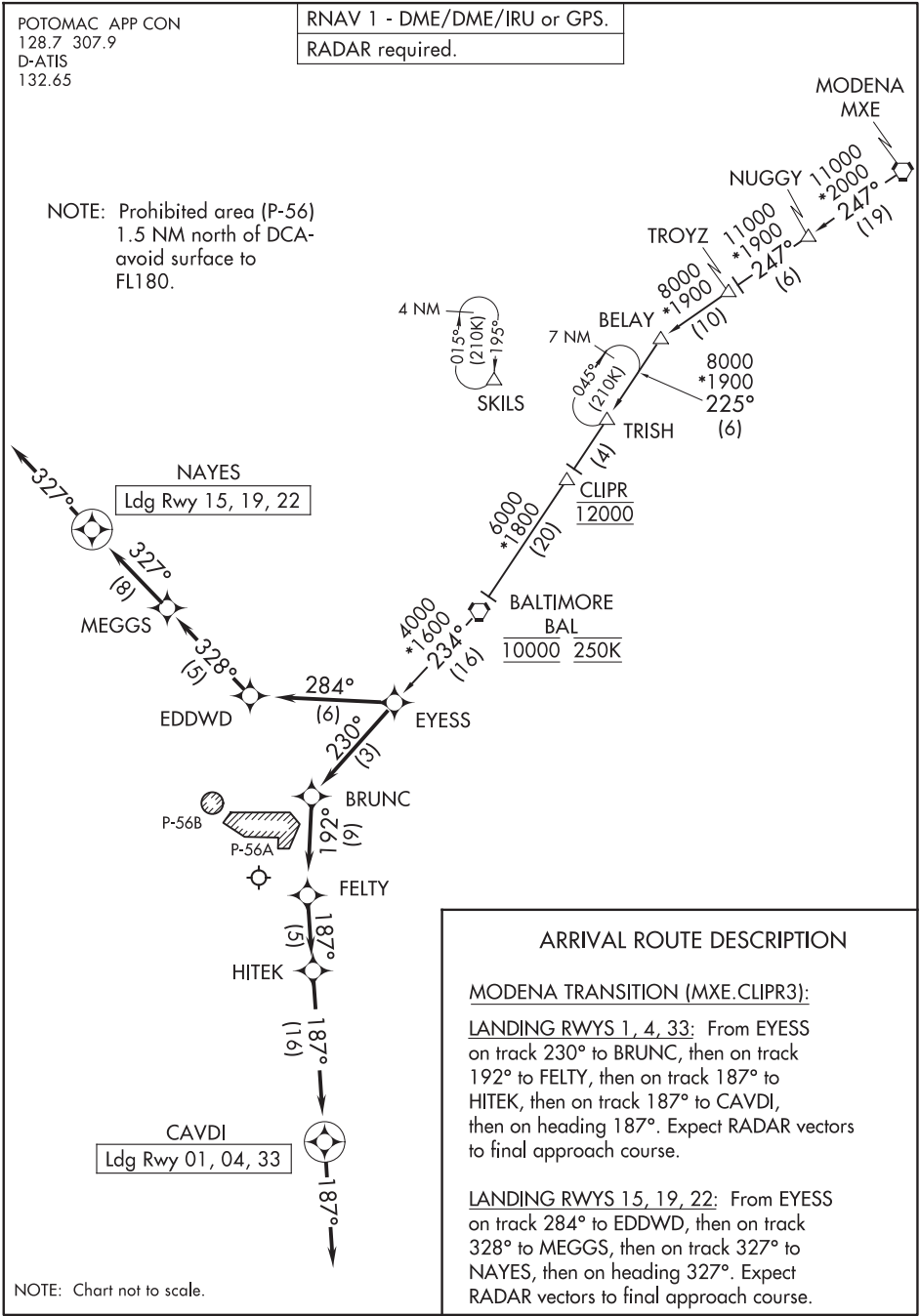
WASHINGTON DULLES INTL (IAD)  
WASHINGTON, DC



NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

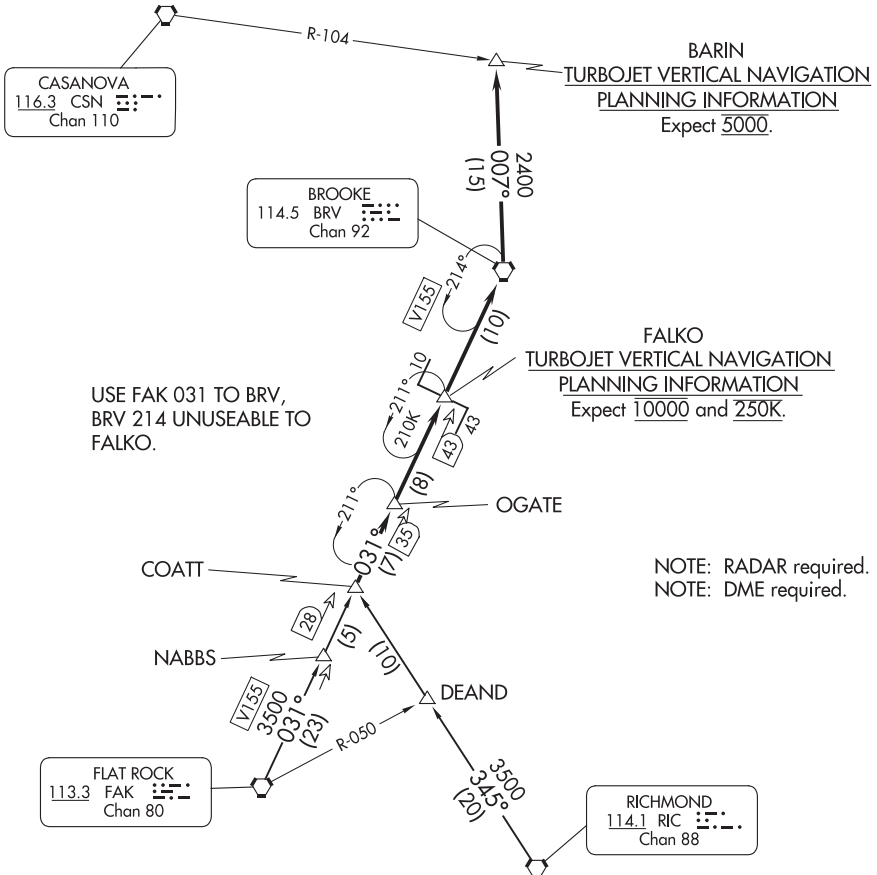
CAVLR SIX ARRIVAL (RNAV)



COATT FIVE ARRIVAL

POTOMAC APP CON  
128.525 306.925  
D-ATIS  
134.85

ARMEL  
113.5 AML  
Chan 82



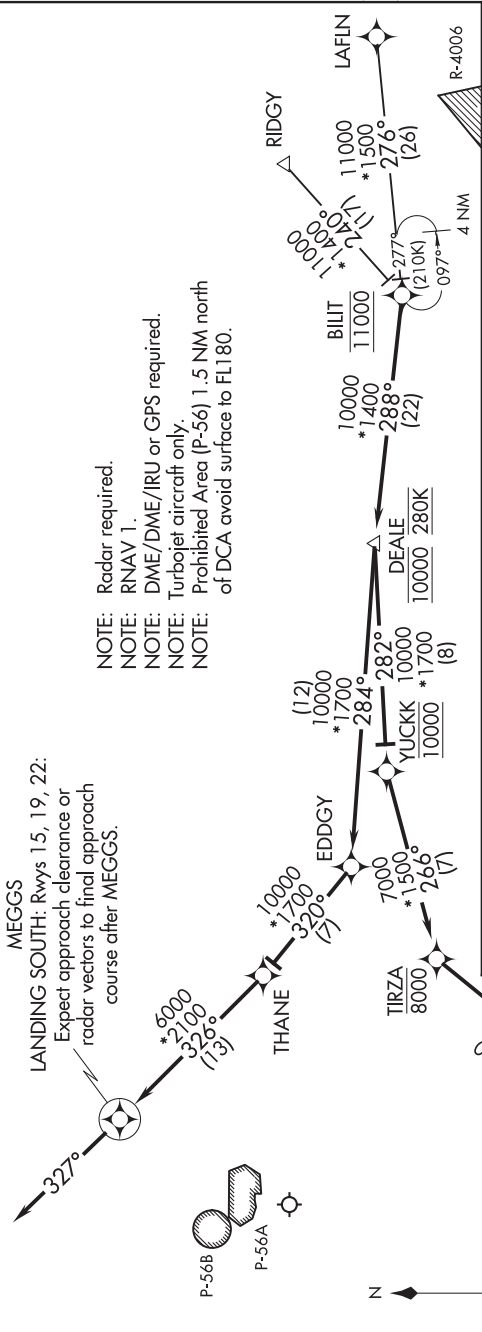
NOTE: Chart not to scale.

FLAT ROCK TRANSITION (FAK.COATT5): From over FAK VORTAC on FAK R-031 to COATT. Thence . . . .  
RICHMOND TRANSITION (RIC.COATT5): From over RIC VORTAC on RIC R-345 to COATT. Thence . . . .  
. . . . From over COATT on FAK R-031 to BRV VORTAC, then on BRV R-007 to BARIN.  
Expect radar vectors to final approach course after BARIN.

COATT FIVE ARRIVAL

POTOMAC APP CON  
124.55 317.425  
D-ATIS  
132.65

DEALE THREE ARRIVAL (RNAV)  
(BILIT.DEALE3) 29MAR18



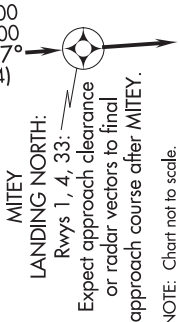
- NOTE: Radar required.  
NOTE: RNAV 1.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: Turbojet aircraft only.  
NOTE: Prohibited Area (P-56) 1.5 NM north  
of DCA avoid surface to FL180.

ARRIVAL ROUTE DESCRIPTION

LAFIN TRANSITION (LAFIN.DEALE3):  
RIDGY TRANSITION (RIDGY.DEALE3):

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

LANDING NORTH RWYS 1, 4, 33: From DEALE on track 282° to cross YUCKK at 10000, then on track 266° to cross TIRZA at or below 8000, then on track 230° to cross HITEK at 7000, then on track 187° to MITEY, then on heading 187°. Expect radar vectors to final approach course.  
LANDING SOUTH RWYS 15, 19, 22: From DEALE on track 284° to EDDGY, then on track 320° to THANE, then on track 326° to MEGGS, then on heading 327°. Expect radar vectors to final approach course.



NOTE: Chart not to scale.

(DELRO.DELRO5) 25163  
DELRO FIVE ARRIVAL

Z11  
AL-5100 (FAA)

WASHINGTON DULLES INTL (IAD)  
WASHINGTON, DC

POTOMAC APP CON  
133.0 288.35  
D-ATIS  
134.85  
DULLES TOWER  
120.1 317.8 (Rwy 1R/19L)  
120.25 348.6 (Rwy 1C/19C)  
134.425 348.6 (1L/19R, 12/30)

RAVINE  
114.6 RAV :--  
Chan 93

LANCASTER  
117.3 LRP :--  
Chan 120

LIRCH  
Turbojets: Expect 14000

DELRO

JOANE

HYPER  
Turbojets: Expect 10000  
Non-turbojets: Expect 8000

MODENA  
113.2 MXE :--  
Chan 79

MARTINSBURG  
112.1 MRB :--  
Chan 58

P-40  
R-4009

FREDERICK  
116.85 FDK :--  
Chan 115(Y)

WESTMINSTER  
117.9 EMI :--  
Chan 126

DUPONT  
114.0 DGO :--  
Chan 87

BALTIMORE  
115.1 BAL :--  
Chan 98

NOTE: Chart not to scale.

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

ARRIVAL ROUTE DESCRIPTION

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

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

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

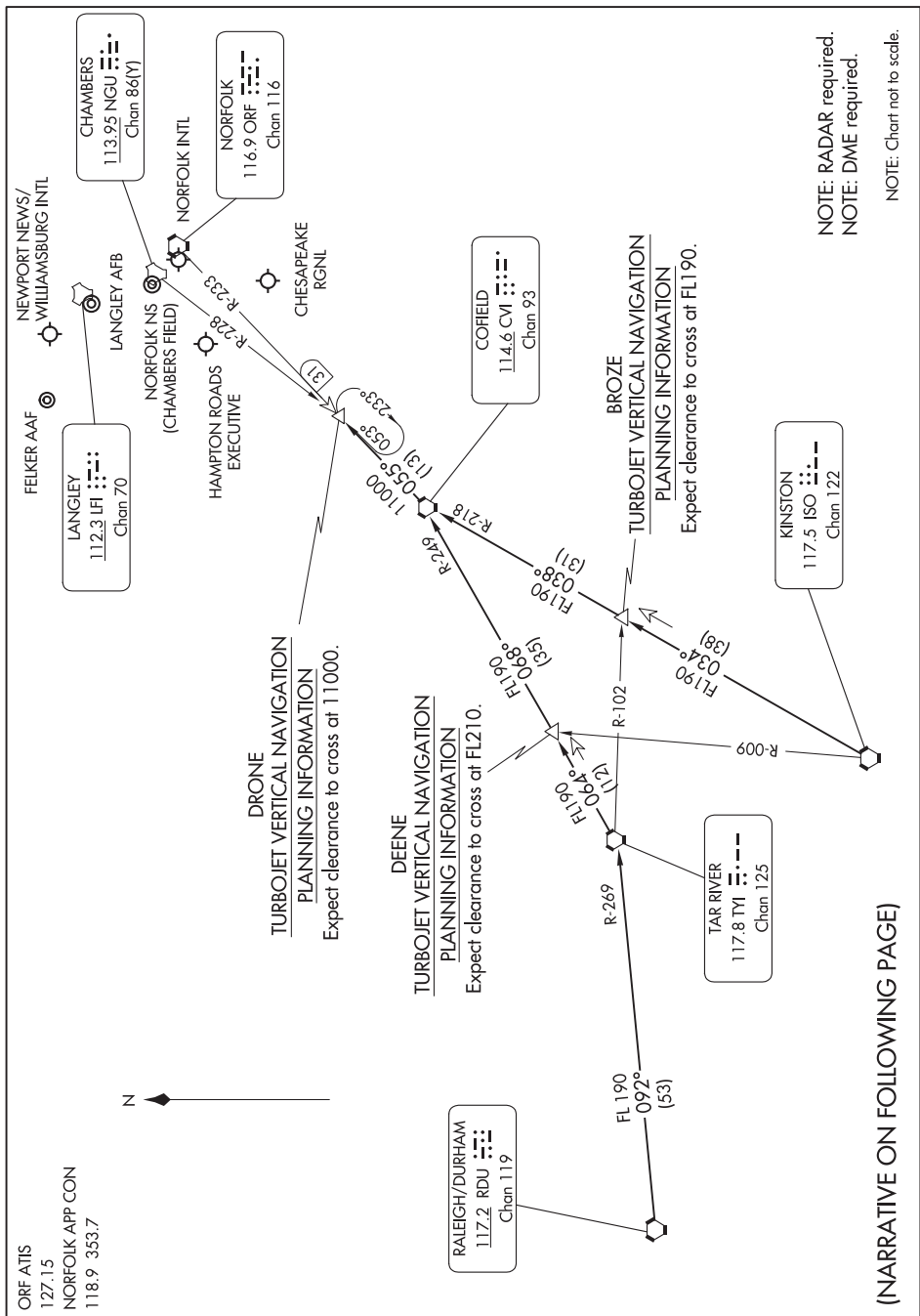
DELRO FIVE ARRIVAL  
(DELRO.DELRO5) 28FEB19

WASHINGTON, DC  
WASHINGTON DULLES INTL (IAD)

NE-3, 07 AUG 2025 to 02 OCT 2025

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## DRONE TWO ARRIVAL



ARRIVAL DESCRIPTION

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

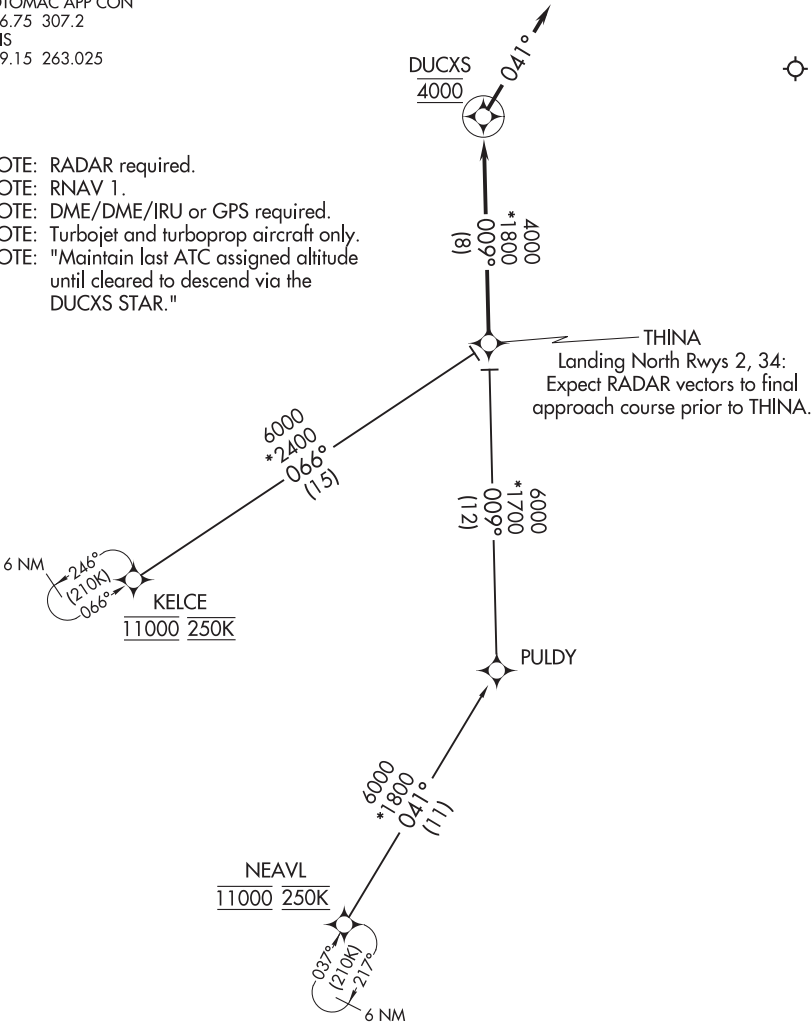
RALEIGH/DURHAM TRANSITION (RDU.DRONE2): From over RDU VORTAC on RDU R-092 and TYI R-269 to TYI VORTAC, then on TYI R-064 and CVI R-249 to CVI VORTAC, then on CVI R-055 to DRONE. Thence. . .

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



POTOMAC APP CON  
126.75 307.2  
ATIS  
119.15 263.025

- NOTE: RADAR required.  
NOTE: RNAV 1.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: Turbojet and turboprop aircraft only.  
NOTE: "Maintain last ATC assigned altitude until cleared to descend via the DUCXS STAR."



NOTE: Chart not to scale.

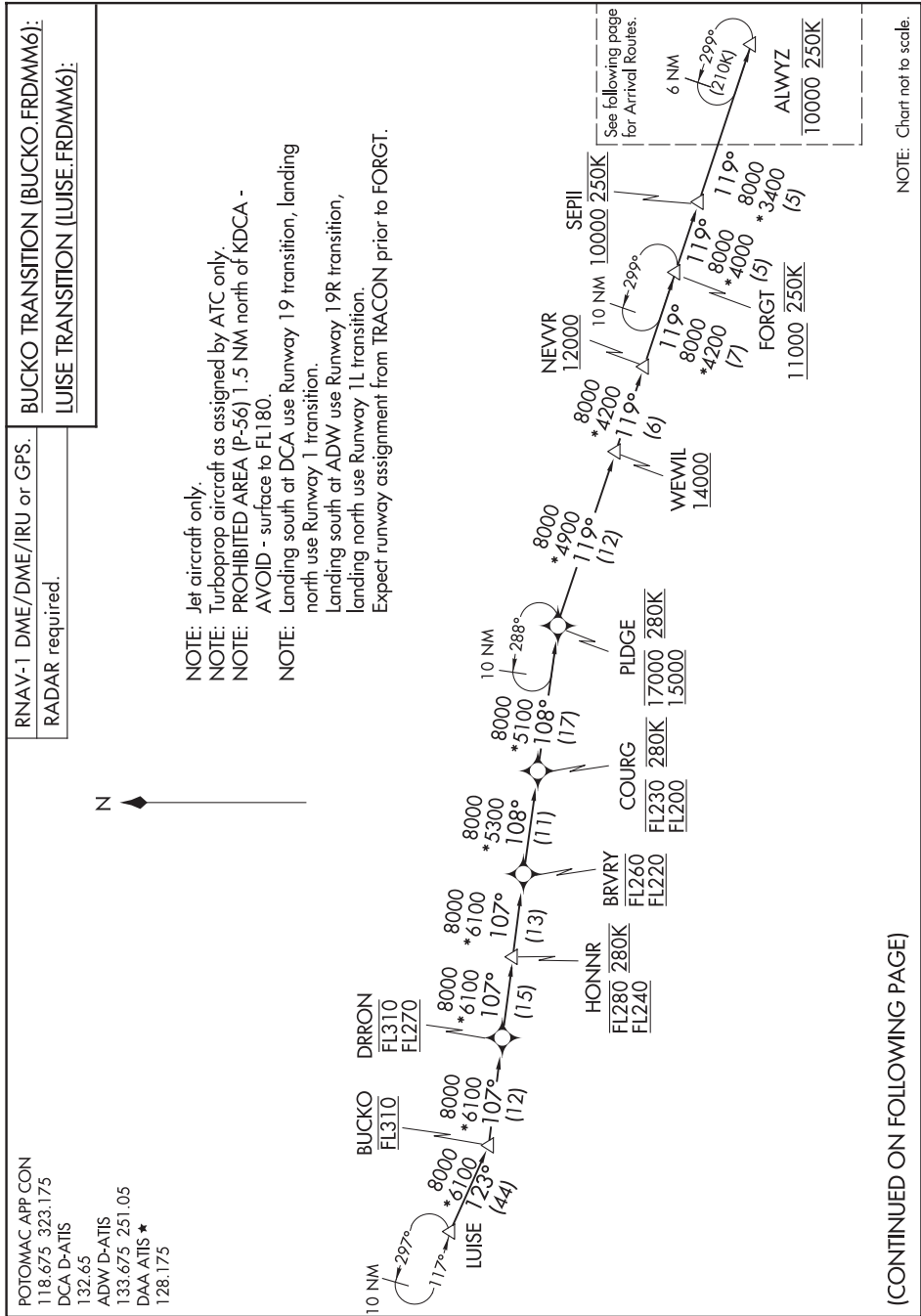
ARRIVAL ROUTE DESCRIPTION

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

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

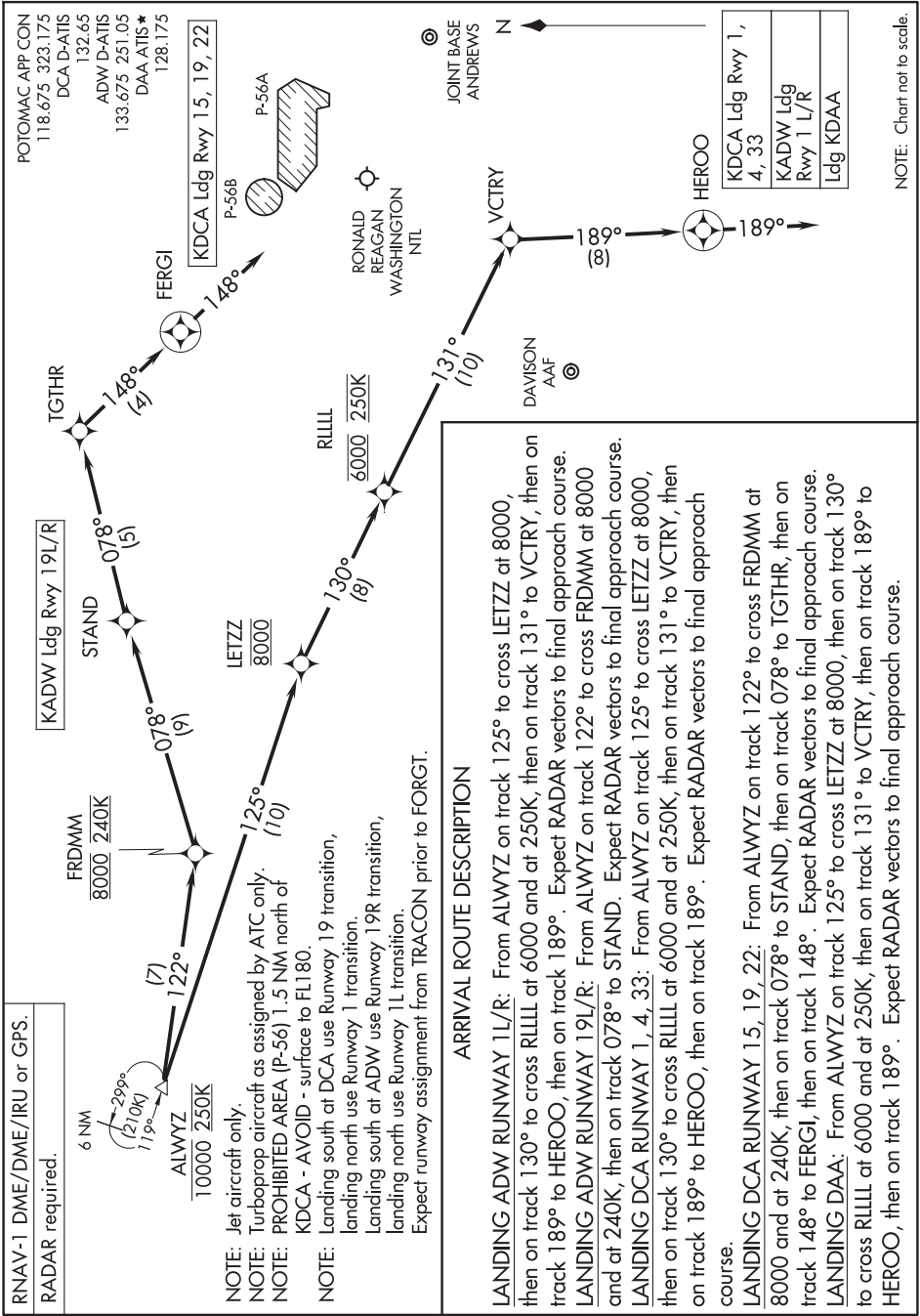
FRDMM SIX ARRIVAL (RNAV) Transition Routes

WASHINGTON, DC

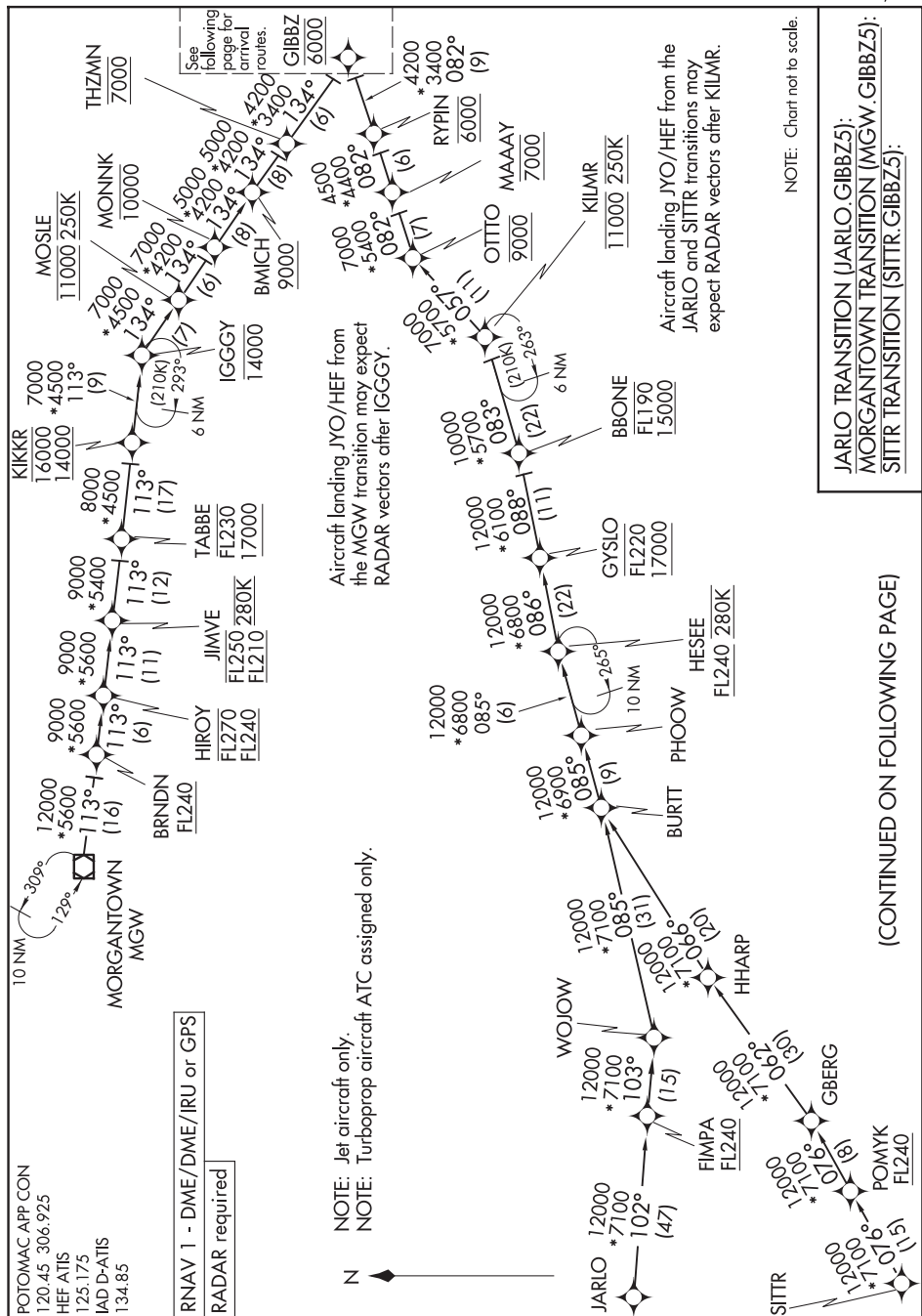


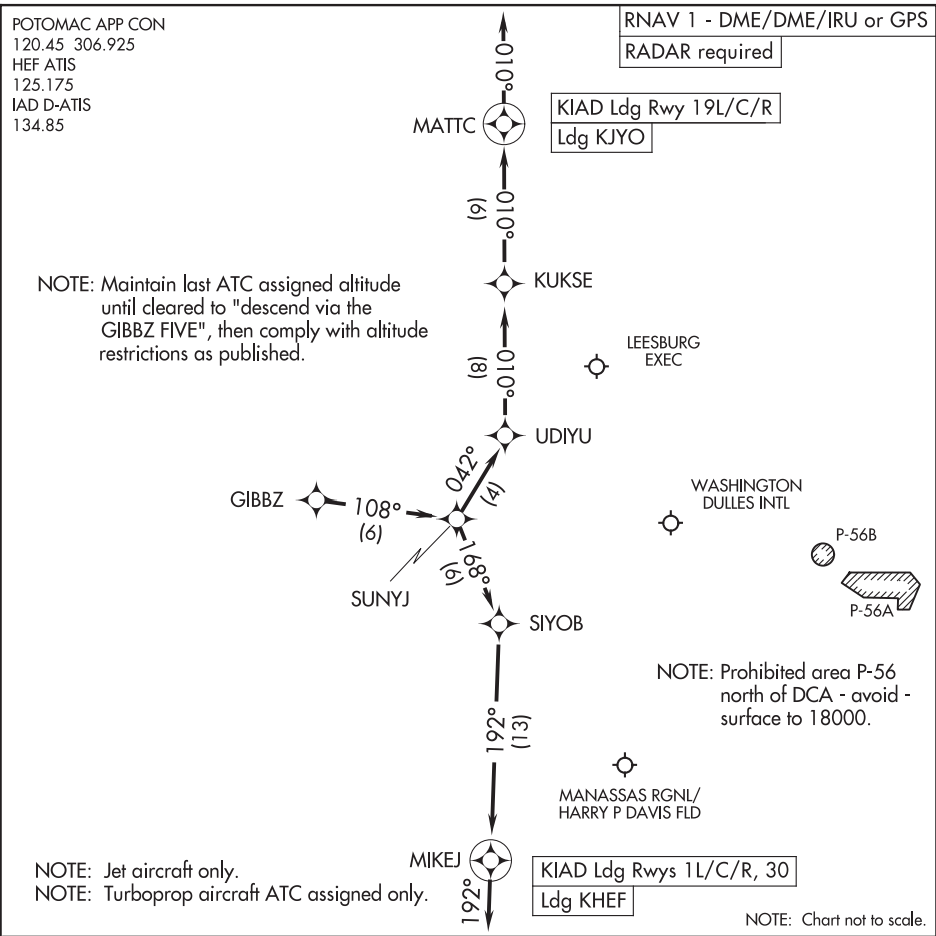
WASHINGTON, DC

(CONTINUED ON FOLLOWING PAGE)



NOTE: Chart not to scale.

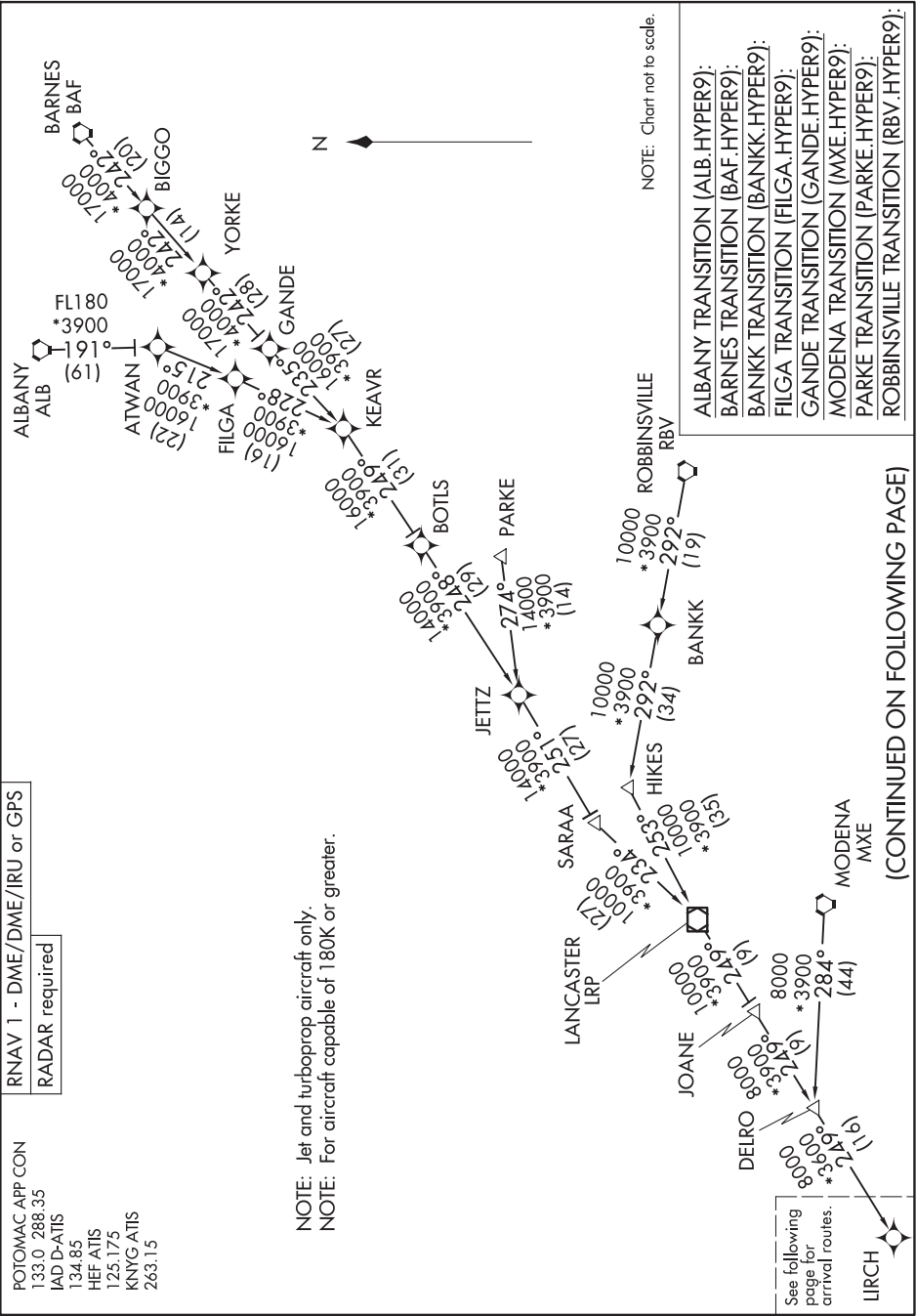




ARRIVAL ROUTE DESCRIPTION	
<b>LANDING KIAD RUNWAYS 11L/C/R, 30:</b>	From GIBBZ on track 108° to SUNYJ, then on track 168° to SIYOB, then on track 192° to MIKEJ, then on track 192°.
Expect RADAR vectors to final approach course.	
<b>LANDING KIAD RUNWAYS 19L/C/R:</b>	From GIBBZ on track 108° to SUNYJ, then on track 042° to UDIYU, then on track 010° to KUKSE, then on track 010° to MATTC, then on track 010°.
Expect RADAR vectors to final approach course.	
<b>LANDING KHEF:</b>	From GIBBZ on track 108° to SUNYJ, then on track 168° to SIYOB, then on track 192° to MIKEJ, then on track 192°. Expect RADAR vectors to final approach course.
<b>LANDING KJYO:</b>	From GIBBZ on track 108° to SUNYJ, then on track 042° to UDIYU, then on track 010° to KUKSE, then on track 010° to MATTC, then on track 010°.
Expect RADAR vectors to final approach course.	

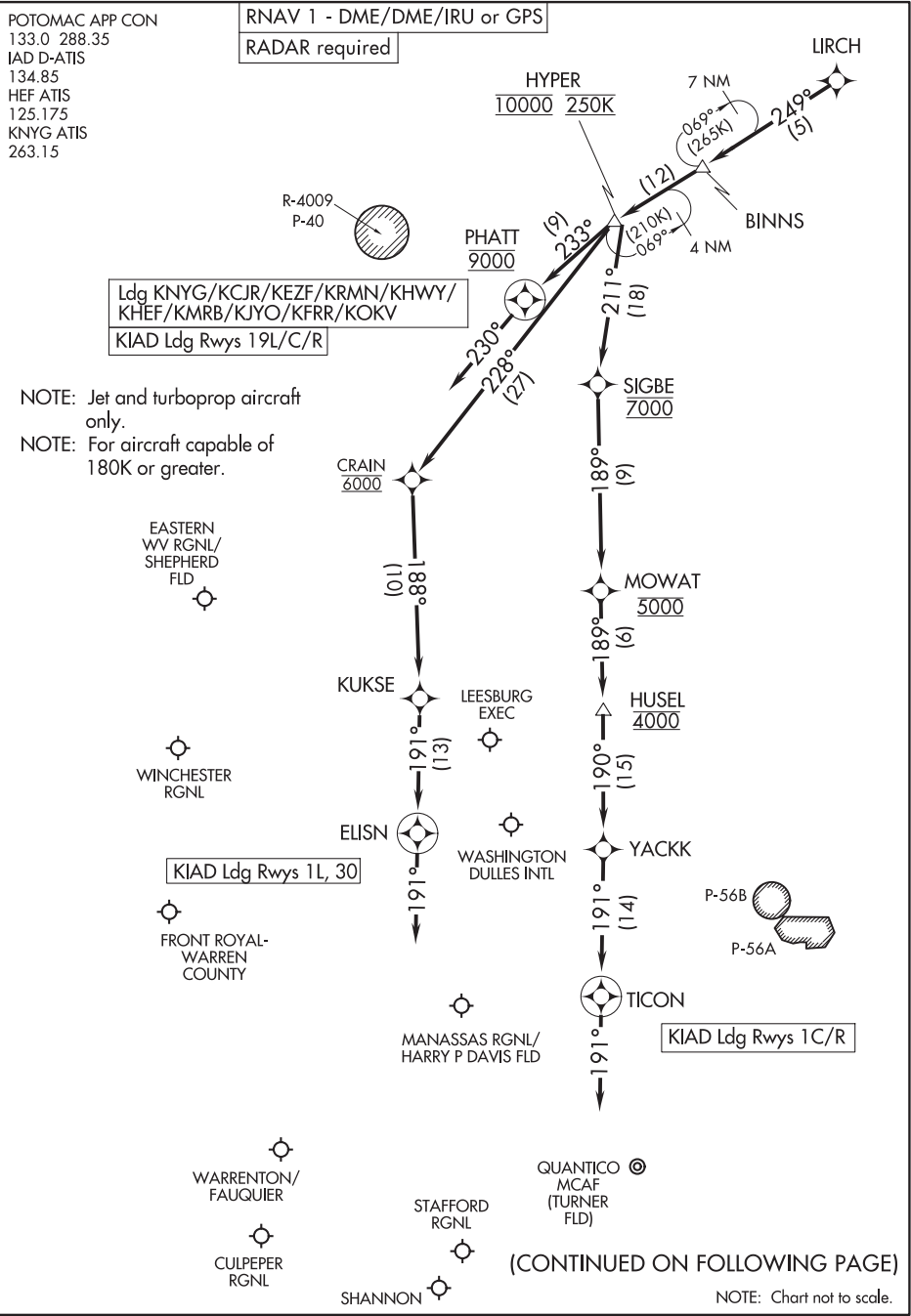
HYPER NINE ARRIVAL (RNAV) Transition Routes

WASHINGTON, DC



HYPER NINE ARRIVAL (RNAV) Transition Routes

WASHINGTON, DC



ARRIVAL ROUTE DESCRIPTION

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

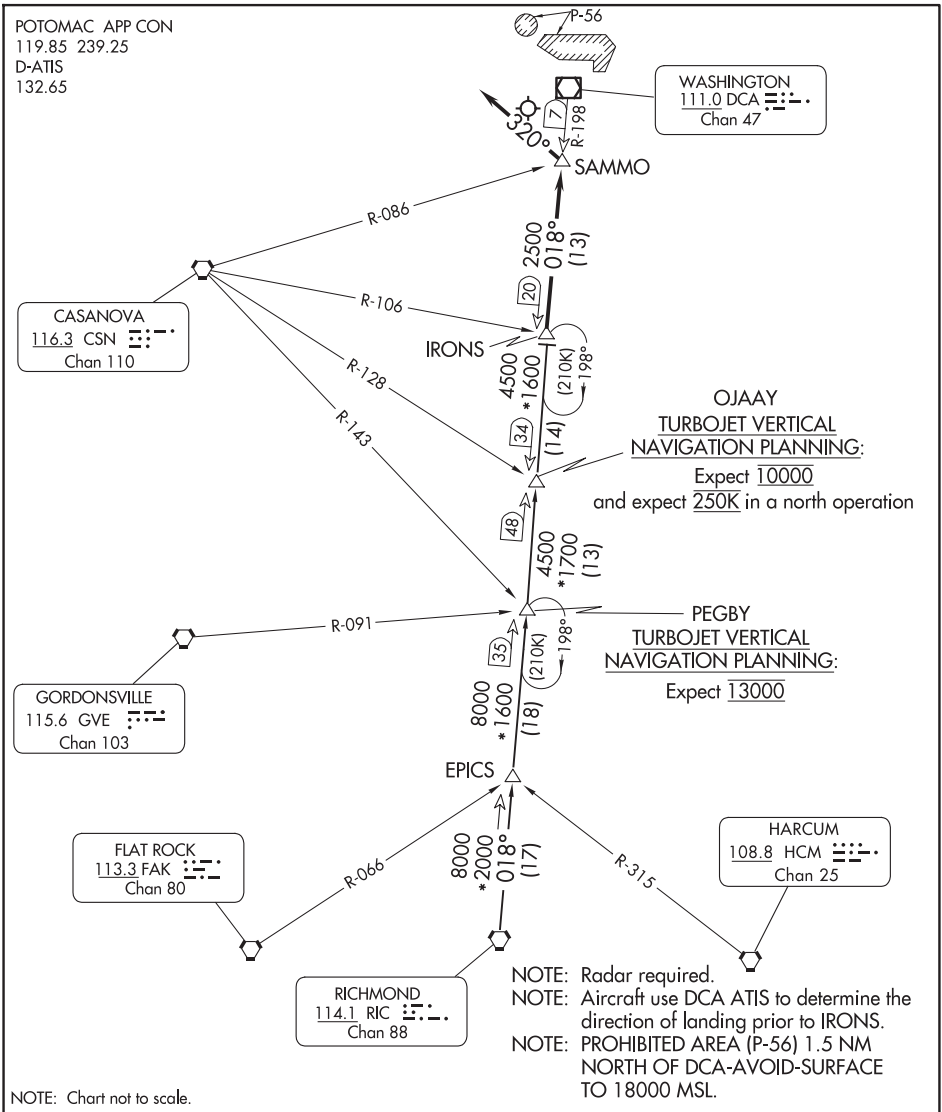
LANDING KIAD RWY 1C/R: From HYPER on track 211° to cross SIGBE at 7000, then on track 189° to cross MOWAT at 5000, then on track 189° to cross HUSEL at 4000, then on track 190° to YACKK, then on track 191° to TICON, then on track 191°. Expect RADAR vectors to final approach course.

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

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

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





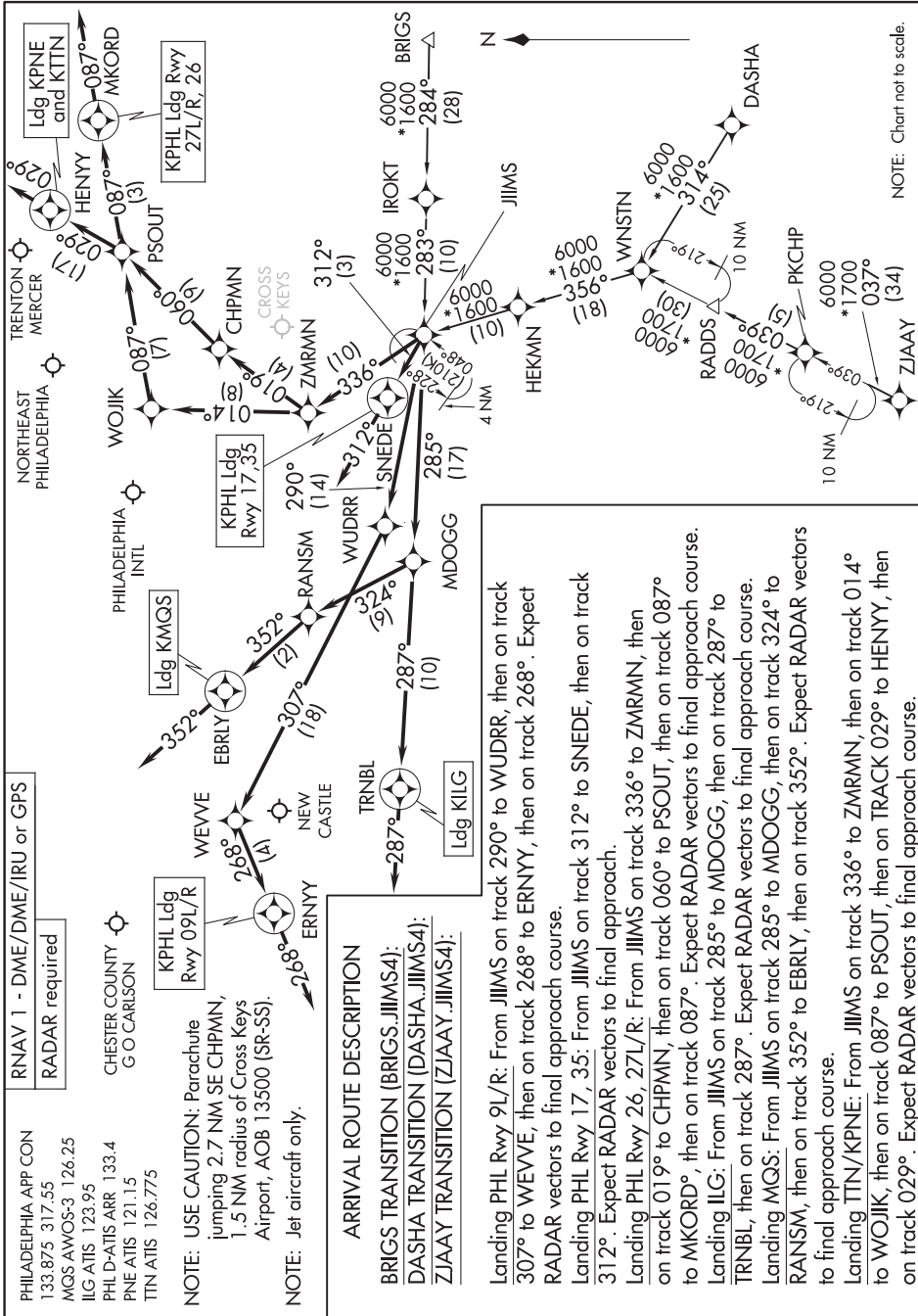
ARRIVAL ROUTE DESCRIPTION

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

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

JIIMS FOUR ARRIVAL (RNAV)

PHILADELPHIA, PENNSYLVANIA



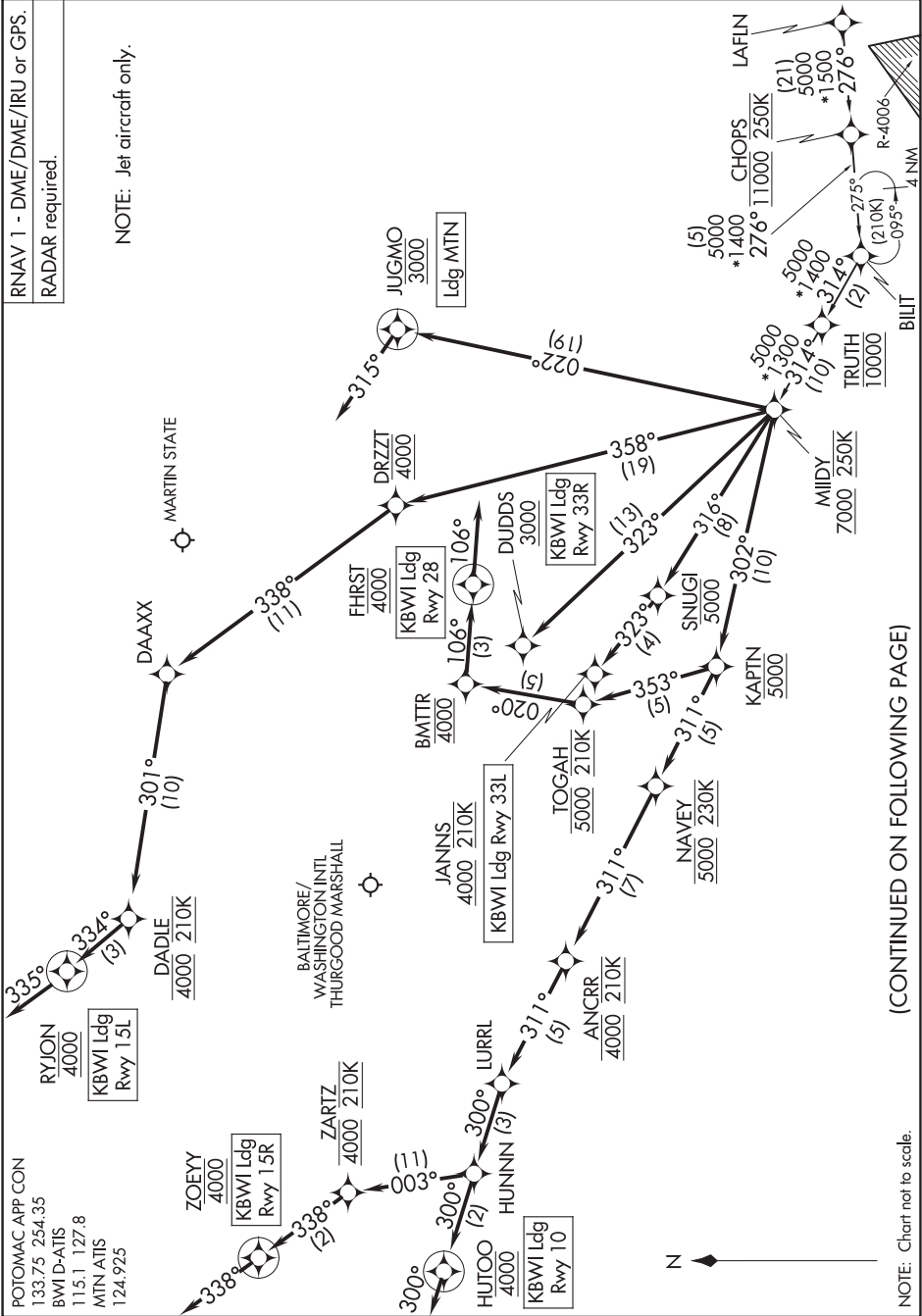
JIIMS FOUR ARRIVAL (RNAV)

PHILADELPHIA, PENNSYLVANIA

MIIDY THREE ARRIVAL (RNAV)

BALTIMORE, MARYLAND

NE-3, 07 AUG 2025 to 02 OCT 2025



MIIDY THREE ARRIVAL (RNAV)

BALTIMORE, MARYLAND

NE-3, 07 AUG 2025 to 02 OCT 2025

ARRIVAL ROUTE DESCRIPTION

LAFLN TRANSITION (LAFLN.MIIDY3)

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

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

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

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

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

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

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

## WASHINGTON, DC

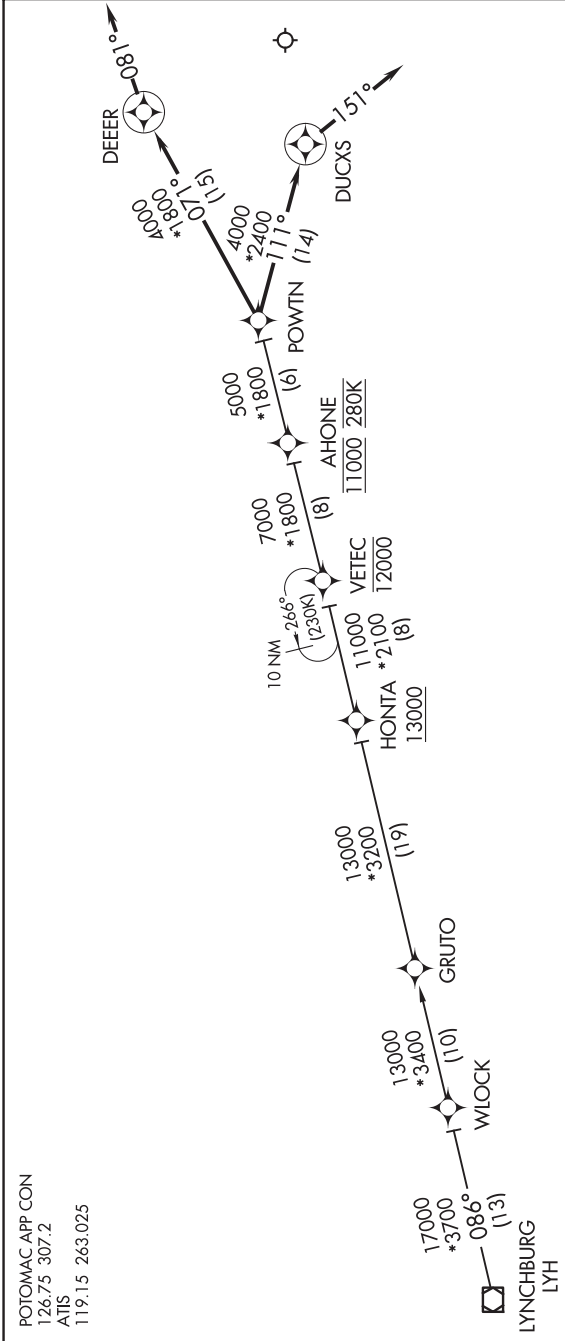
NOTE: Chart not to scale.

NE-3, 07 AUG 2025 to 02 OCT 2025

(POWTN.POWTN5) 20254  
POWTN FIVE ARRIVAL (RNAV)

Z27  
AL-347 (FAA)

RICHMOND INTL (RIC)  
RICHMOND, VIRGINIA



ARRIVAL ROUTE DESCRIPTION

LYNCHBURG TRANSITION (LYH.POWTN5)

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

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

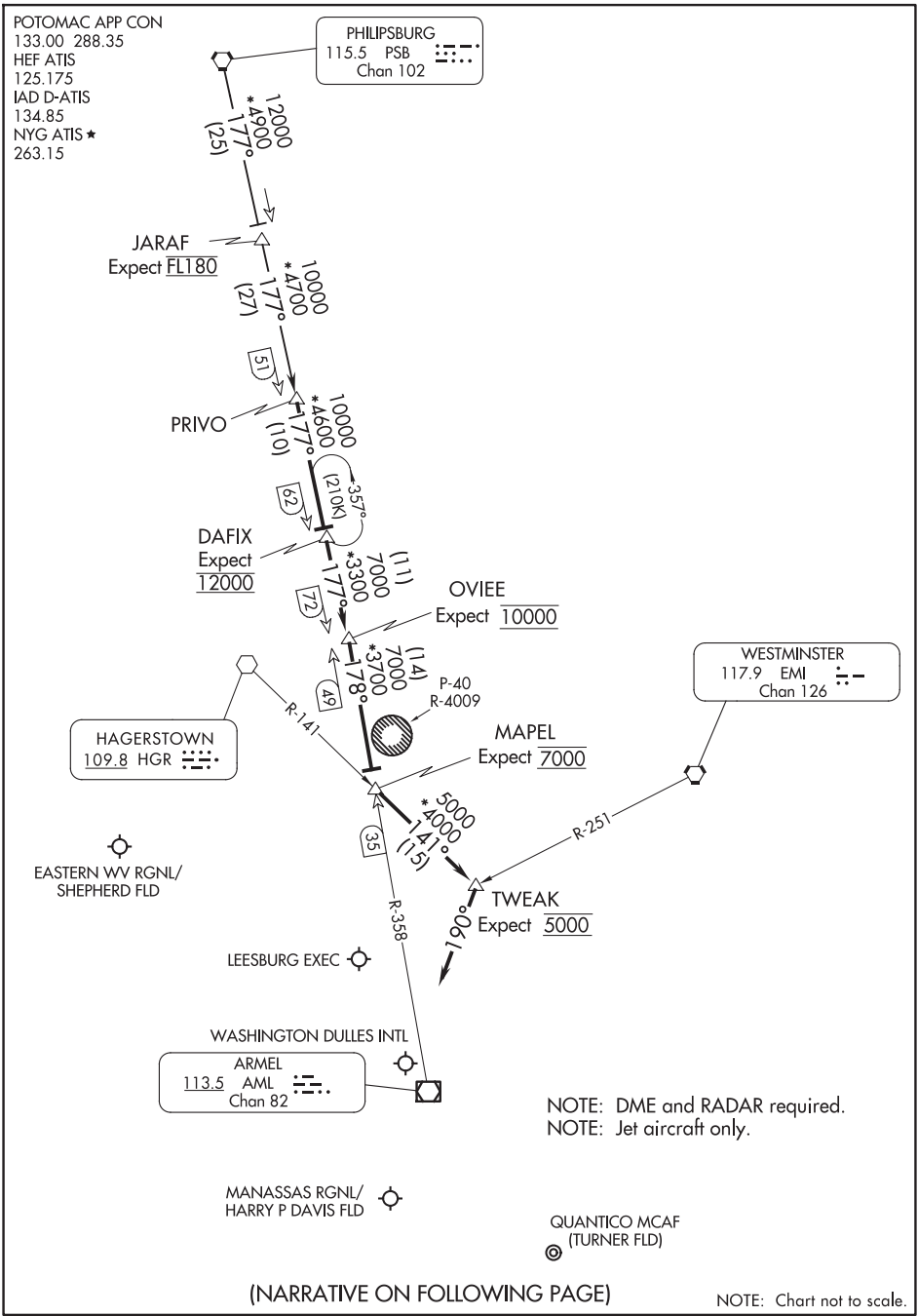


- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbojet aircraft only.
- NOTE: Maintain last ATC assigned altitude until cleared to "descend via the POWTN STAR".
- NOTE: ARTCC will issue landing direction assignment (north or south) and Potomac TRACON will issue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

NOTE: Chart not to scale.

POWTN FIVE ARRIVAL (RNAV)  
(POWTN.POWTN5) 10SEP20

RICHMOND, VIRGINIA  
RICHMOND INTL (RIC)



ARRIVAL ROUTE DESCRIPTION

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

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

LANDING RWYS 1L/C/R and 30: Expect RADAR vectors to final approach course  
after TWEAK.

LANDING RWYS 19L/C/R and 12: Expect RADAR vectors to final approach course  
after MAPEL.

LANDING KHEF and KNYG: Expect RADAR vectors to destination airport after TWEAK.

LANDING KMRB and KJYO: Expect RADAR vectors to destination airport after MAPEL.

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025



(PRTZL.PRTZL1) 24081

AL-5100 (FAA)

WASHINGTON DULLES INTL (IAD)  
WASHINGTON, DC

PRTZL ONE ARRIVAL (RNAV)

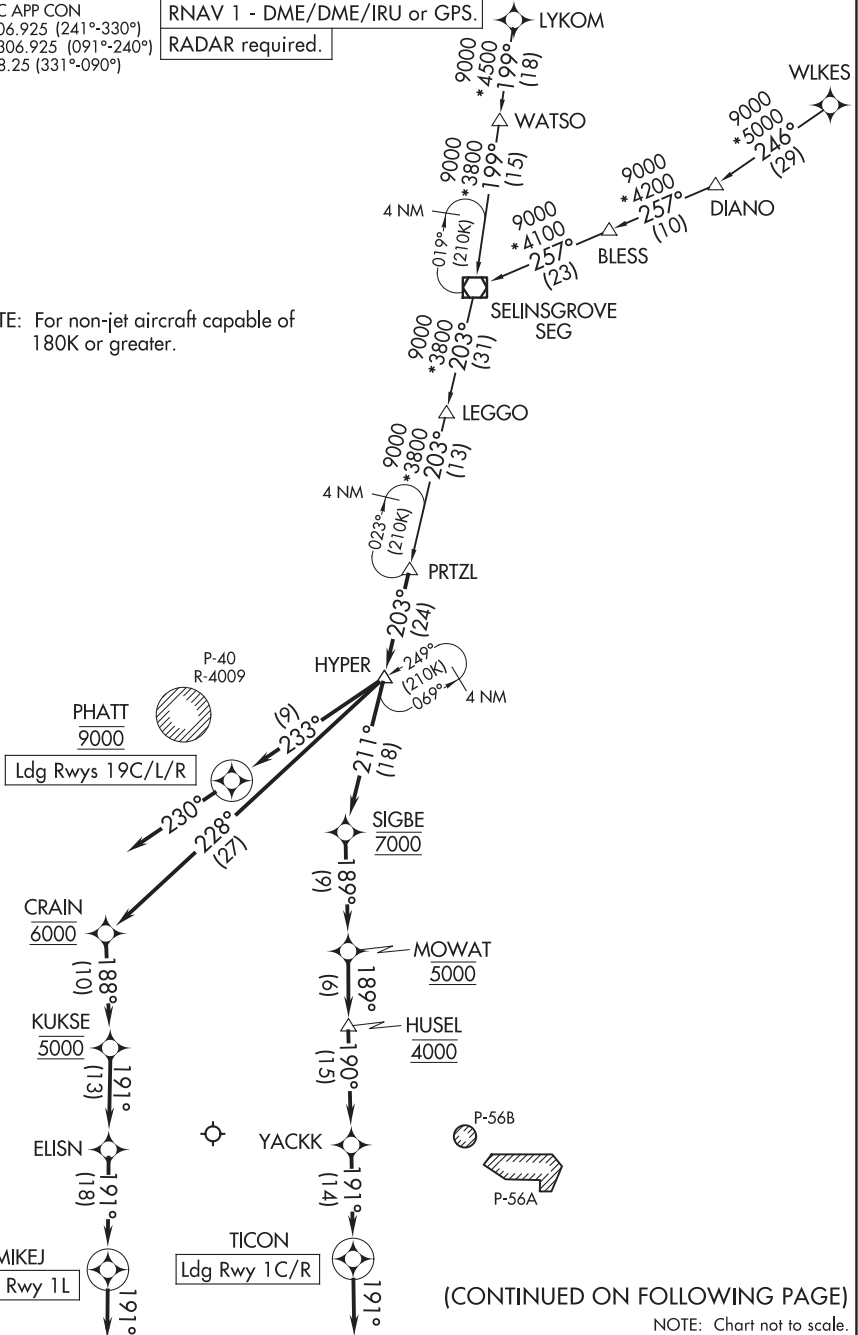
POTOMAC APP CON  
120.45 306.925 (241°-330°)  
128.525 306.925 (091°-240°)  
126.1 338.25 (331°-090°)  
D-ATIS  
134.85

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.

LYKOM

NOTE: For non-jet aircraft capable of  
180K or greater.



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

PRTZL ONE ARRIVAL (RNAV)

(PRTZL.PRTZL1) 21MAR24

WASHINGTON, DC  
WASHINGTON DULLES INTL (IAD)

PRTZL ONE ARRIVAL (RNAV)

ARRIVAL ROUTE DESCRIPTION

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

From PRTZL on track 203° to HYPER.

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

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

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

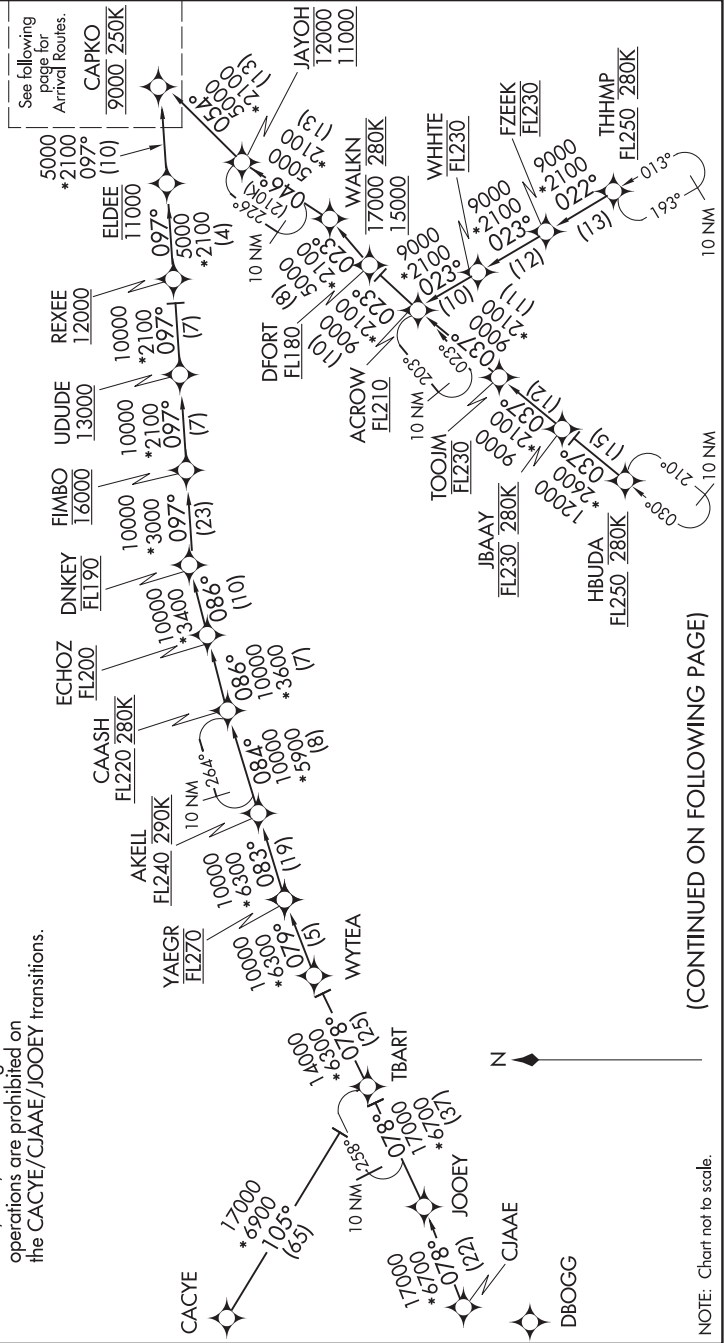
NE-3, 07 AUG 2025 to 02 OCT 2025

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

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

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

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



NE-3, 07 AUG 2025 to 02 OCT 2025

Z33

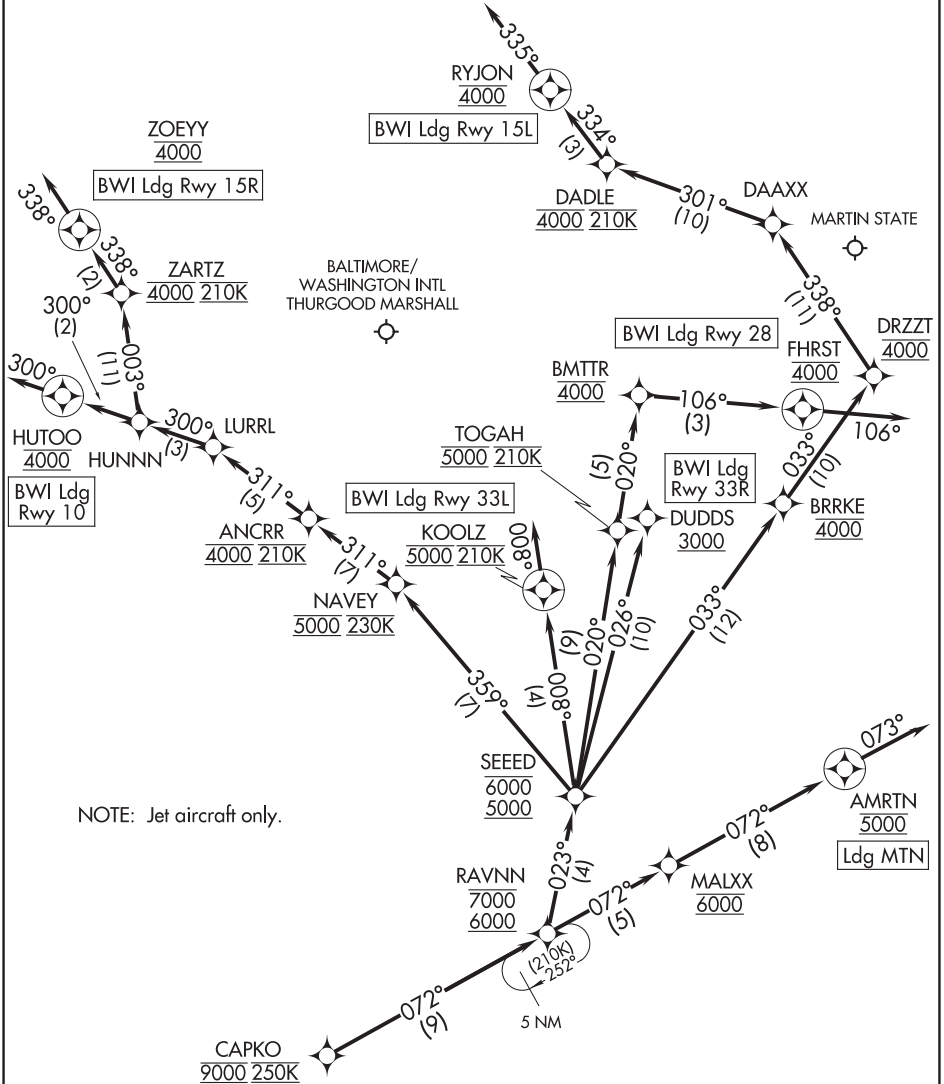
(CAPKO.RAVNN8) 25107

RAVNN EIGHT ARRIVAL (RNAV) Arrival Routes

BALTIMORE, MARYLAND

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

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



NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

RAVNN EIGHT ARRIVAL (RNAV) Arrival Routes

BALTIMORE, MARYLAND

(CAPKO.RAVNN8) 17APR25

ARRIVAL ROUTE DESCRIPTION

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

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

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

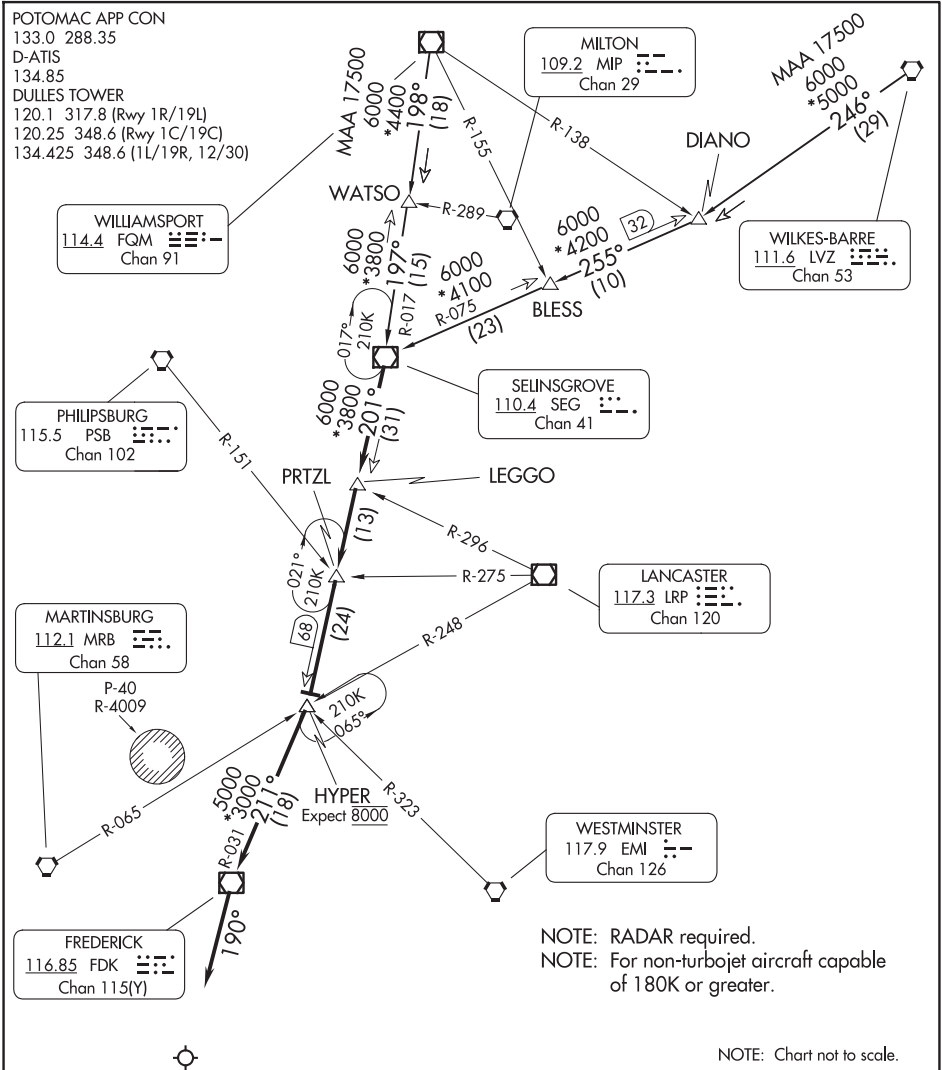
LANDING BWI RUNWAY 15R: From RAVNN on track 023° to cross SEED between 5000 and 6000, then on track 359° to cross NAVEY at 5000 and at 230K, then on track 311° to cross ANCR at 4000 and at 210K, then on track 311° to LURRL, then on track 300° to HUNNN, then on track 003° to cross ZARTZ at 4000 and at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

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

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

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

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

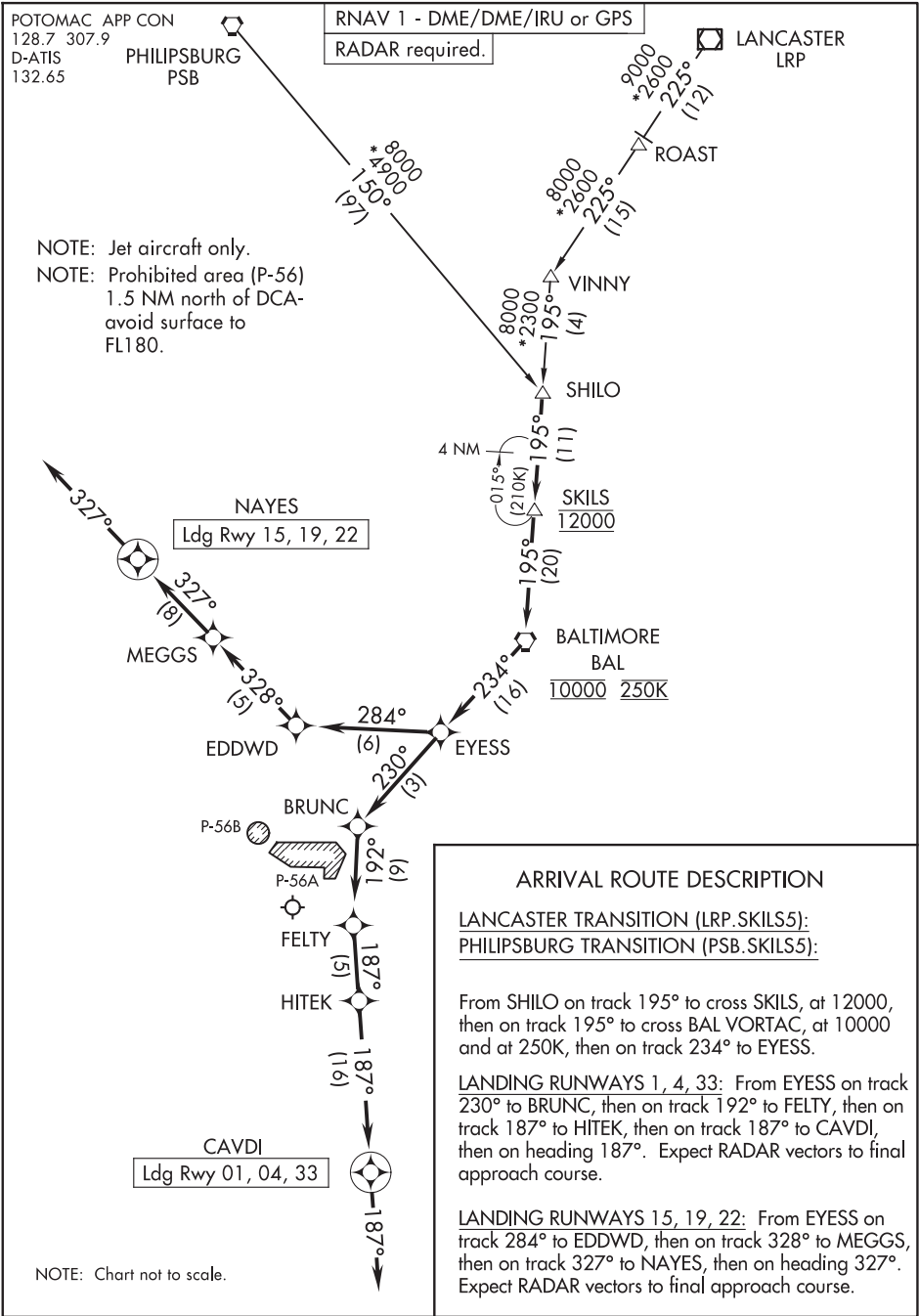


ARRIVAL ROUTE DESCRIPTION

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

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

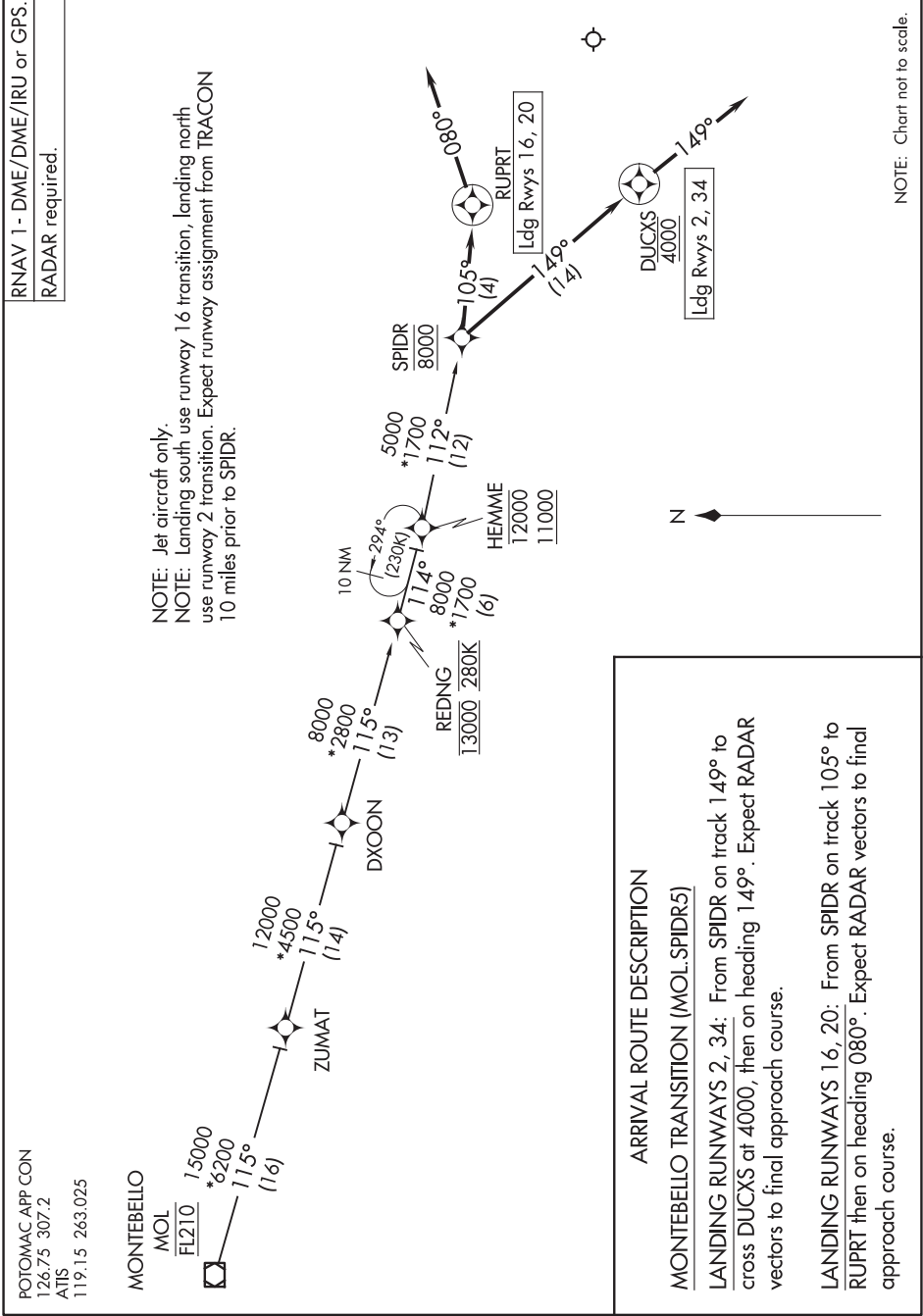
....From SEG VOR/DME on SEG R-201 to LEGGO, then on SEG R-201 to PRTZL, then on SEG R-201 to HYPER, then on FDK R-031 to FDK VOR/DME, then on heading 190° or as assigned by ATC. Expect RADAR vectors to final approach course.



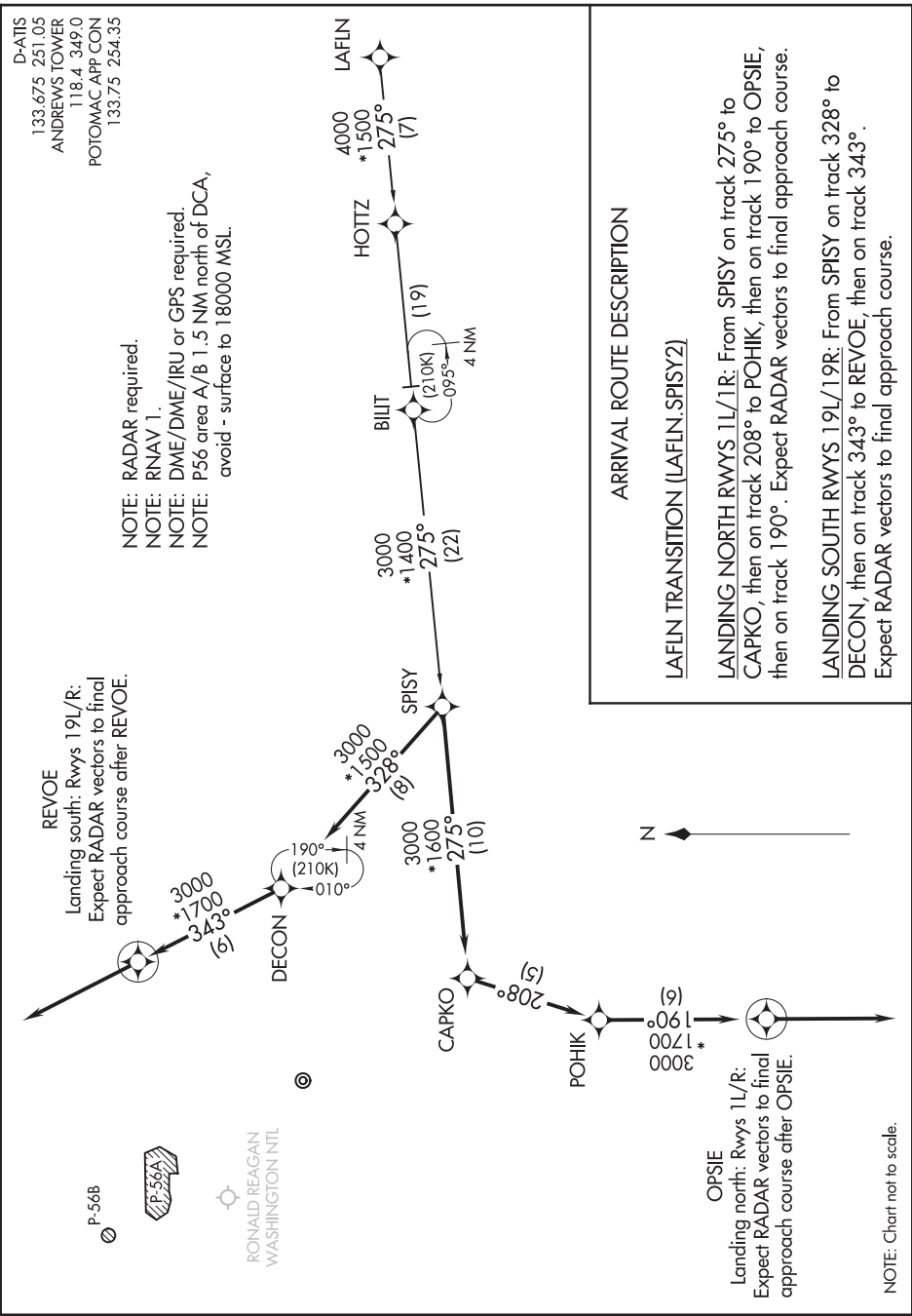
(SPIDR.SPIDR5) 25023  
SPIDR FIVE ARRIVAL (RNAV)

Z37  
AL-347 (FAA)

RICHMOND INTL (RIC)  
RICHMOND, VIRGINIA







TERKS TWO ARRIVAL

NORFOLK, VIRGINIA

NORFOLK APP CON  
118.9 353.7  
KNGU ATIS  
118.425 342.0  
KNTU ATIS ★  
317.6  
ORF ATIS  
127.15

TURBOJET VERTICAL  
NAVIGATION PLANNING  
INFORMATION

Expect clearance to cross  
at 14,000'.

MONTEBELLO  
115.3 MOL  
Chan 100

HARCUM  
108.8 HCM  
Chan 25

CAPE CHARLES  
112.2 CCV  
Chan 59

FLAT ROCK  
113.3 FAK  
Chan 80

TURBOJET VERTICAL  
NAVIGATION PLANNING  
INFORMATION

Expect clearance to cross  
at 16,000'.

TURBOJET VERTICAL  
NAVIGATION PLANNING  
INFORMATION

Expect clearance to cross  
20 NM west at FL 210.

NOTE: For aircraft at or  
above 14,000' only.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

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

TERKS TWO ARRIVAL

NORFOLK, VIRGINIA

## TIKEE FOUR ARRIVAL (RNAV)

WASHINGTON, DC

ARRIVAL ROUTE DESCRIPTION

BBONE TRANSITION (BBONE.TIKEE4):

KESSEL TRANSITION (ESL.TIKEE4):

### SEALZ TRANSITION (SEALZ.TIKEE4):

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

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

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

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

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.

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

KESSEL  
ESL  
FL190

$$\begin{array}{r} 7000 \\ * 6300 \\ - 178^\circ \\ (37) \end{array}$$

Figure 1 is a schematic diagram of the proposed flight path for the Quantico MCAF (Turner FLD) mission. The path is shown as a series of connected segments between various waypoints. The waypoints are labeled as follows: BBONE, LURAY, JETIS, TIKEE, LLBEE, GILFF, HIGPO, and SHANNON. The path is marked with various symbols (circles, diamonds, triangles) and includes altitude and distance data. Key points include BBONE (7000, 6300, 107°), LURAY (7000, 6300, 107°), JETIS (5200, 090°), TIKEE (6300, 087°), LLBEE (9000, 086°), GILFF (3000, 090°), and HIGPO (3000, 090°). The path is labeled with (12), (7), (9), (42), (41), and (3) at various points. The path is also labeled with (12), (7), (9), (42), (41), and (3) at various points.

NOTE: Chart not to scale

## TIKEE FOUR ARRIVAL (RNAV)

WASHINGTON, DC

(TRISH.TRISH4) 24249

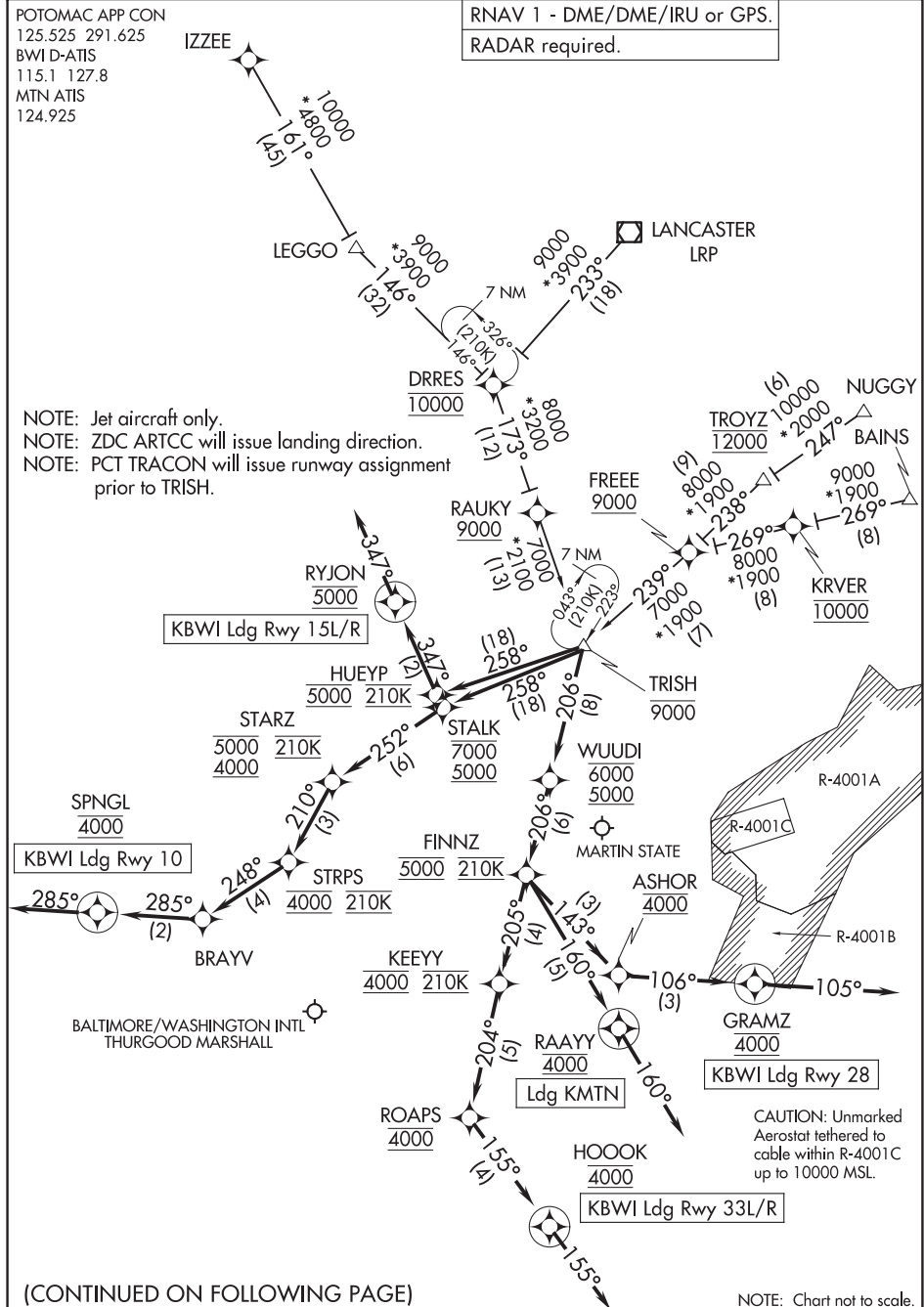
# TRISH FOUR ARRIVAL (RNAV)

BALTIMORE, MARYLAND

POTOMAC APP CON  
125.525 291.625  
BWI D-ATIS  
115.1 127.8  
MTN ATIS  
124.925

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

NOTE: Jet aircraft only.  
NOTE: ZDC ARTCC will issue landing direction.  
NOTE: PCT TRACON will issue runway assignment prior to TRISH.



(CONTINUED ON FOLLOWING PAGE)

# TRISH FOUR ARRIVAL (RNAV)

(TRISH.TRISH4) 05SEP24

BALTIMORE, MARYLAND

ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

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

(TRSTN.TRSTN4) 25051

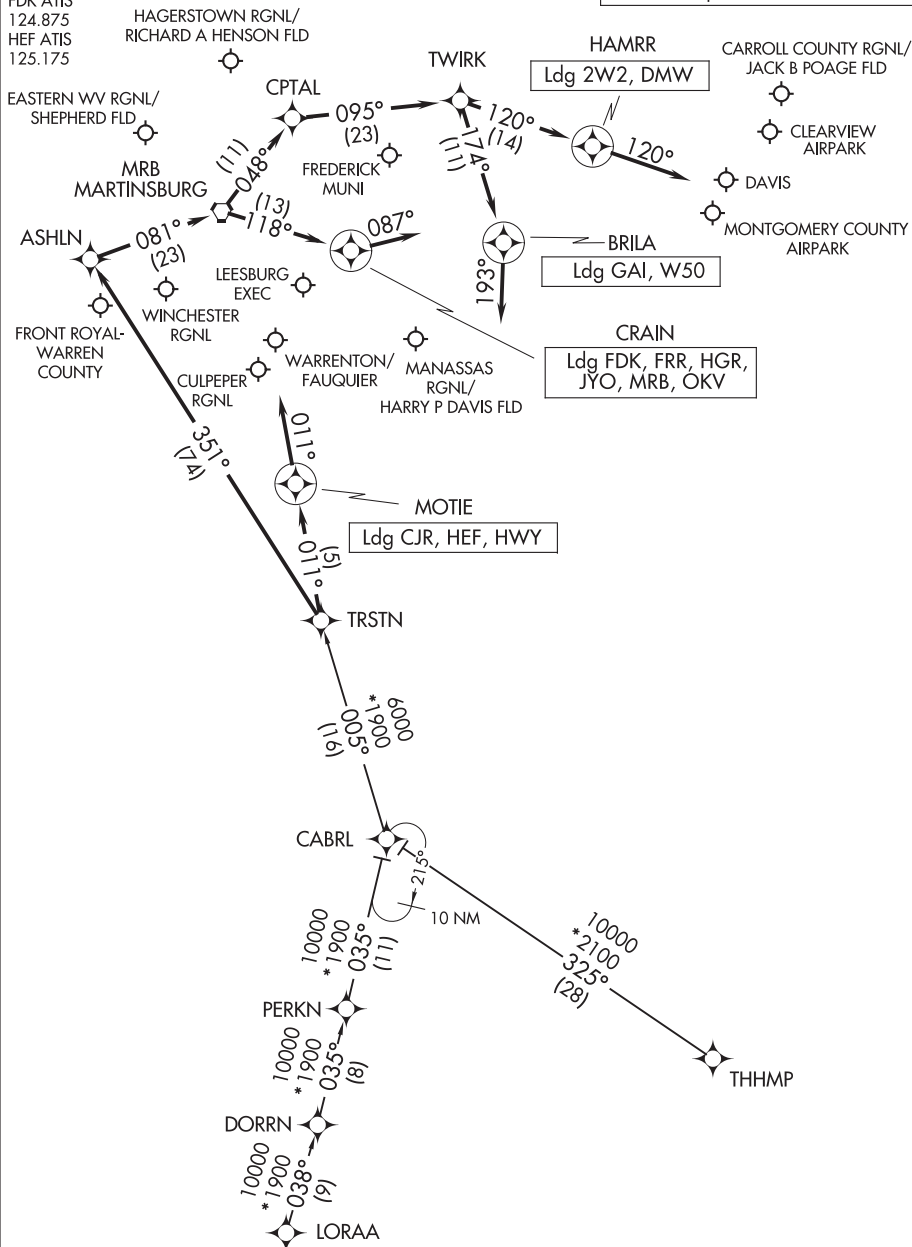
TRSTN FOUR ARRIVAL (RNAV)

AL-5326

WASHINGTON, D.C.

POTOMAC APP CON  
126.75 307.2  
FDK ATIS  
124.875  
HEF ATIS  
125.175

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



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

TRSTN FOUR ARRIVAL (RNAV)

(TRSTN.TRSTN4) 20FEB25

WASHINGTON, D.C.

ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

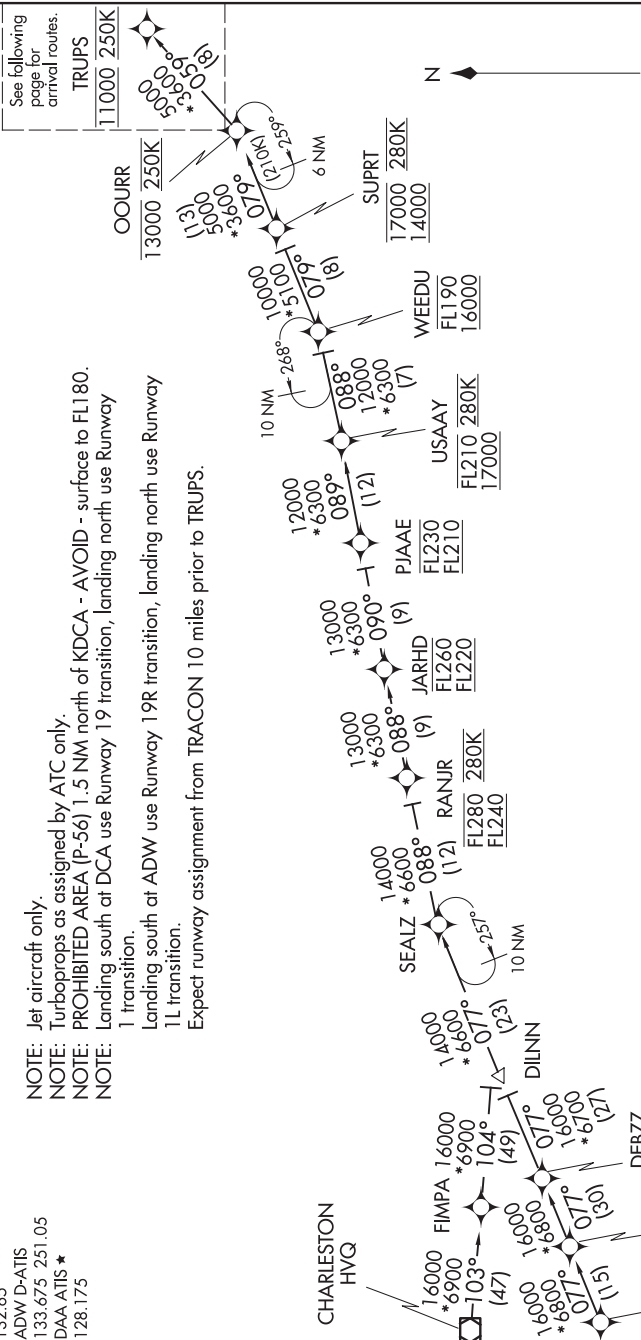
(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

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

NE-3, 07 AUG 2025 to 02 OCT 2025

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



WASHINGTON, DC



NE-3, 07 AUG 2025 to 02 OCT 2025

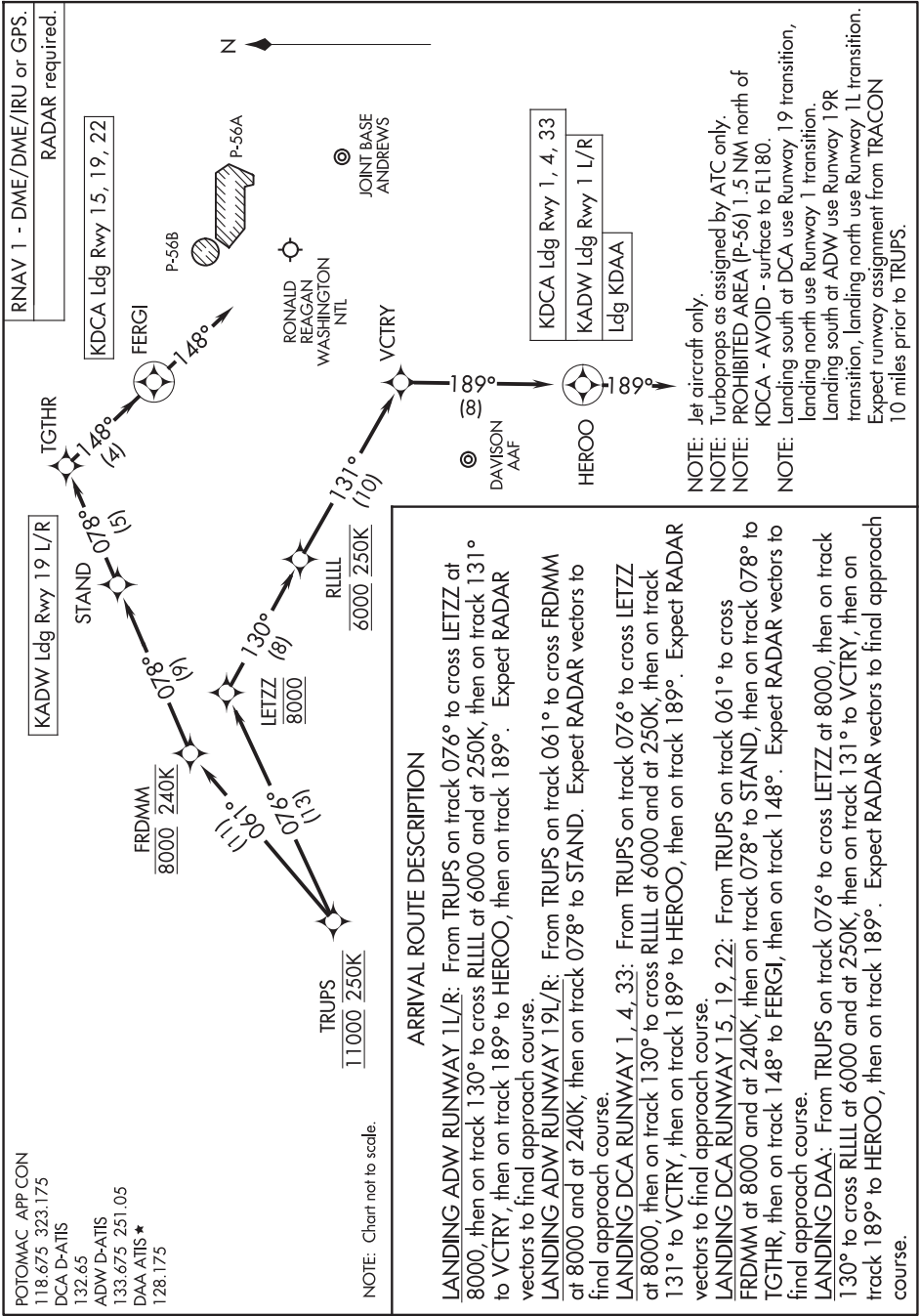
POTOMAC APP CON  
118.675 323.175  
DCA D-ATIS  
132.65  
ADW D-ATIS  
133.675 251.05  
DAA ATIS ★  
128.175

(TRUPS.TRUPS5) 24137

AL-443 (FAA)

TRUPS FIVE ARRIVAL (RNAV) Arrival Routes

WASHINGTON, DC



NE-3, 07 AUG 2025 to 02 OCT 2025

TRUPS FIVE ARRIVAL (RNAV) Arrival Routes

WASHINGTON, DC

(TRUPS.TRUPS5) 16MAY24

Z47

AL-561

(VUDOO.VUDOO2) 25219

VUDOO TWO ARRIVAL (RNAV) Transition Routes

JOINT BASE ANDREWS (KADW)  
CAMP SPRINGS, MARYLAND

POTOMAC APP CON  
126.4 282.375  
D-ATIS  
133.675 251.05  
TOWER  
118.4 349.0

R-6611A & B

R-6613A

See following page  
for arrival routes

VUDOO  
9000

9000  
\*1500  
045°  
(10)

R-4006

TRUKK

9000  
\*1500  
078°  
(16)

BEEVR  
12000

6 NM

218°  
(210K)  
9000  
\*1500  
038°  
(16)

GOLOE  
13000

10 NM

11000  
\*2000  
031°  
(10)

HANKC

13000  
\*2000  
022°  
(16)

THHMP

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

10 NM

VIIPR

1230K  
190°

13000  
\*1600  
010°  
(26)

CIBAC

(CONTINUED ON FOLLOWING PAGE)

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

NOTE: Chart not to scale.

VUDOO TWO ARRIVAL (RNAV) Transition Routes

(VUDOO.VUDOO2) 10DEC15

CAMP SPRINGS, MARYLAND  
JOINT BASE ANDREWS (KADW)

NE-3, 07 AUG 2025 to 02 OCT 2025

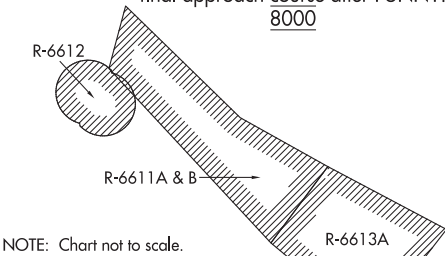
NE-3, 07 AUG 2025 to 02 OCT 2025

POTOMAC APP CON  
126.4 282.375  
D-ATIS  
133.675 251.05  
TOWER  
118.4 349.0

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

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

FUNNY  
Landing north: Rwy 1L/R:  
Expect RADAR vectors to  
final approach course after FUNNY.  
8000



ARRIVAL ROUTE DESCRIPTION

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

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

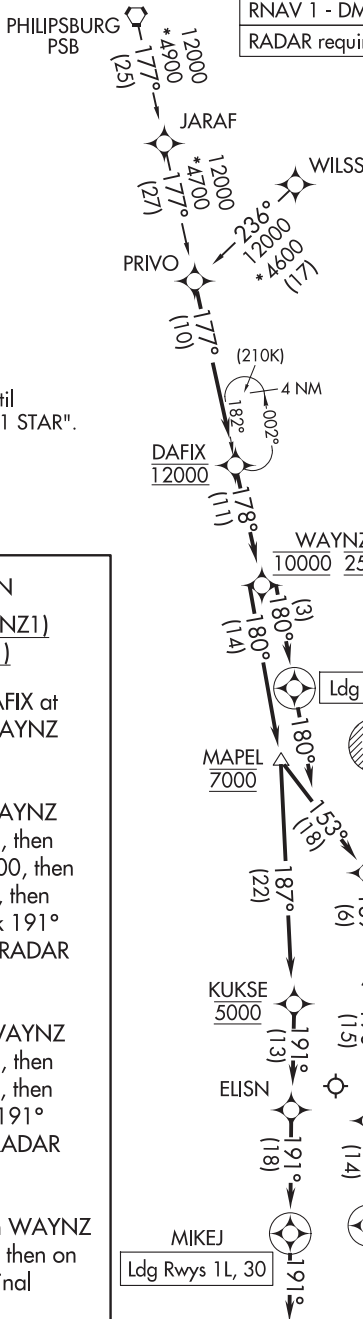
(PRIVO.WAYNZ1) 24081

# WAYNZ ONE ARRIVAL (RNAV)

Z49  
AL-5100 (FAA)

WASHINGTON DULLES INTL (IAD)  
WASHINGTON, DC

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



NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

### PHILPSBURG TRANSITION (PSB.WAYNZ1)

### WILSS TRANSITION (WILSS.WAYNZ1)

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

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

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

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

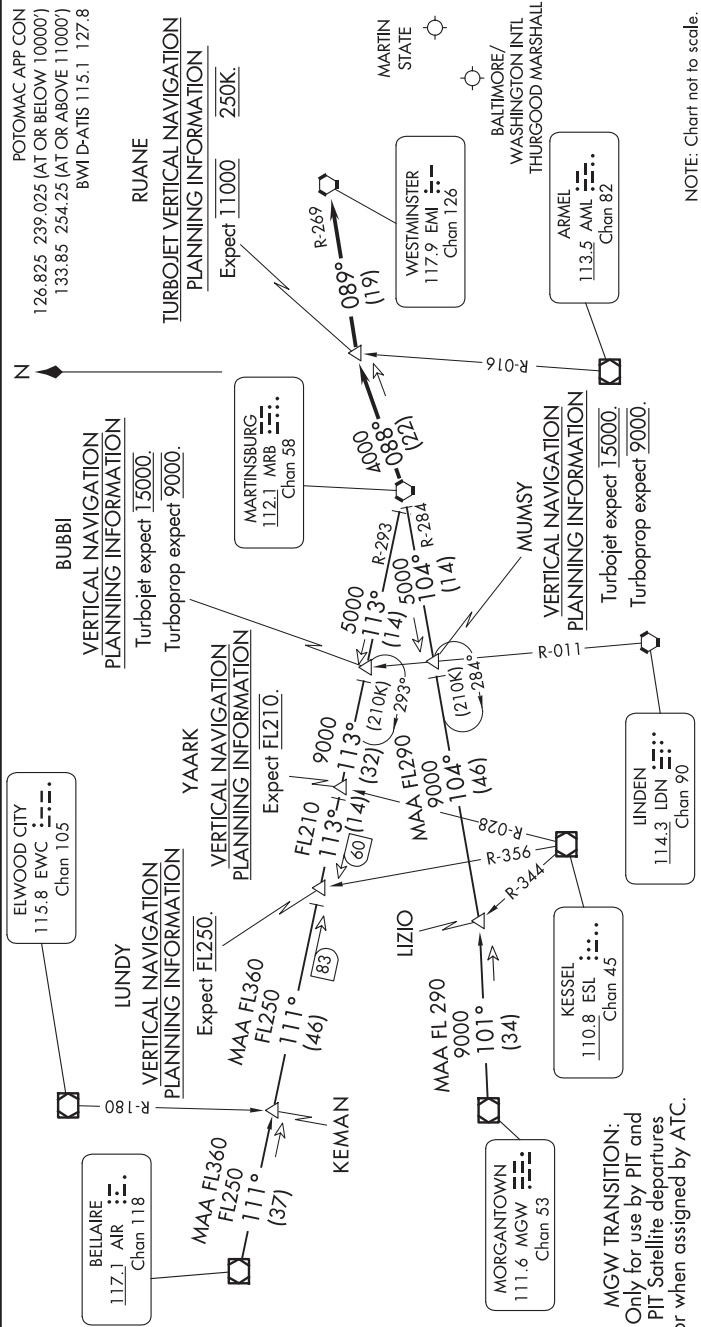
# WAYNZ ONE ARRIVAL (RNAV)

(PRIVO.WAYNZ1) 21MAR24

WASHINGTON, DC  
WASHINGTON DULLES INTL (IAD)

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025



ARRIVAL ROUTE DESCRIPTION

**BELAIRE TRANSITION (AIR.EMI7):** From over AIR VOR/DME on AIR R-111 to LUNDY, then on MRB VORTAC R-293 to MRB VORTAC. Thence . . .  
**KEMAN TRANSITION (KEMAN.EMI7):** From over KEMAN on AIR R-111 to LUNDY, then on MRB VORTAC R-293 to MRB VORTAC. Thence . . .  
**MORGANTOWN TRANSITION (MGW.EMI7):** From over MGW VOR/DME on MGW R-101 to LIZIO, then on MRB VORTAC R-284 to MRB VORTAC. Thence . . .  
. . . . from MRB on MRB R-088 to RUANE, then on EMI VORTAC R-269 to EMI. Expect vectors to final approach course after EMI.

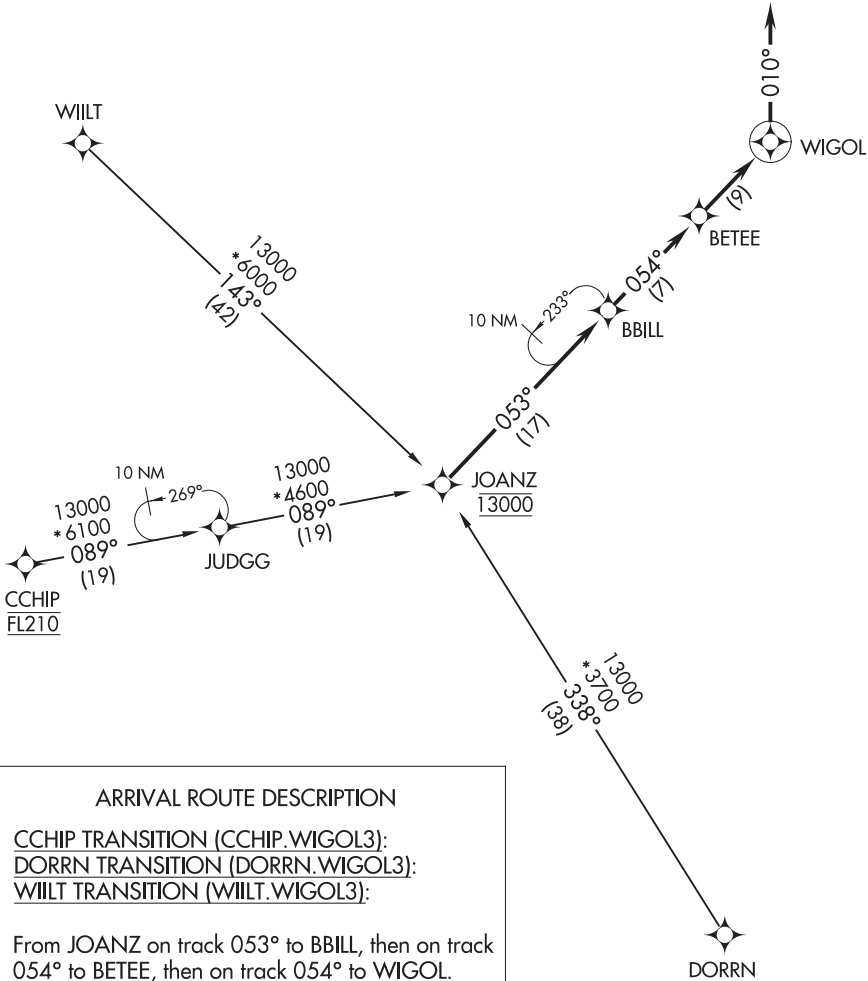
NE-3, 07 AUG 2025 to 02 OCT 2025

POTOMAC APP CON  
132.85 323.125  
D-ATIS  
134.85

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.

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



ARRIVAL ROUTE DESCRIPTION

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

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

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

NOTE: Chart not to scale.

WAAS CH <b>82411</b> <b>W06A</b>	APP CRS <b>061°</b>	Rwy Idg TDZE Apt Elev <b>5500</b> <b>2065</b> <b>2087</b>
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RNAV (GPS) RWY 6

VIRGINIA HIGHLANDS (VJI)

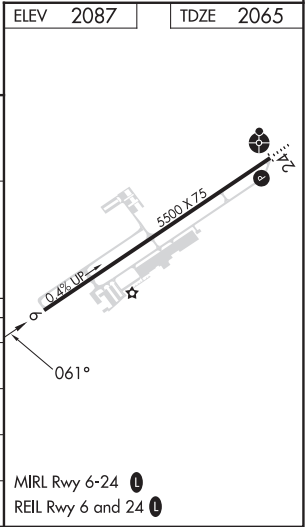
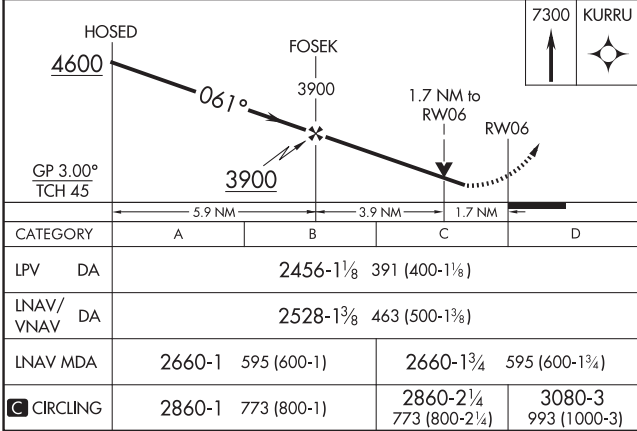
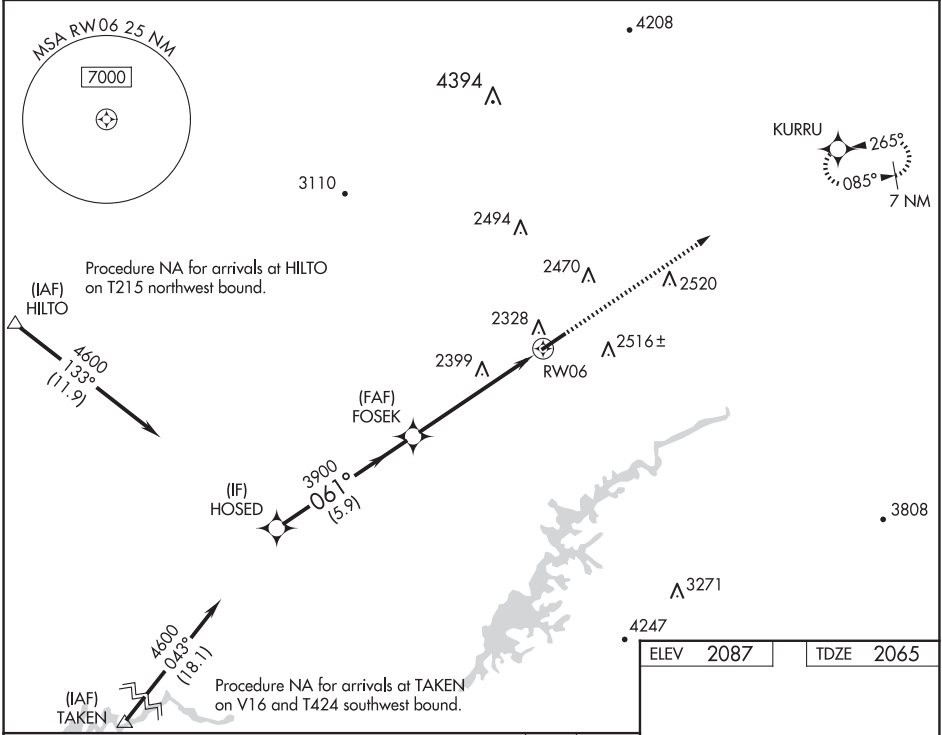
RNP APCH - GPS.

T

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

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

AWOS-3 <b>128.125</b>	TRI CITY APP CON ★ <b>125.25 349.0</b>	UNICOM <b>122.8 (CTAF) ①</b>
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ABINGDON, VIRGINIA

AL-5719 (FAA)

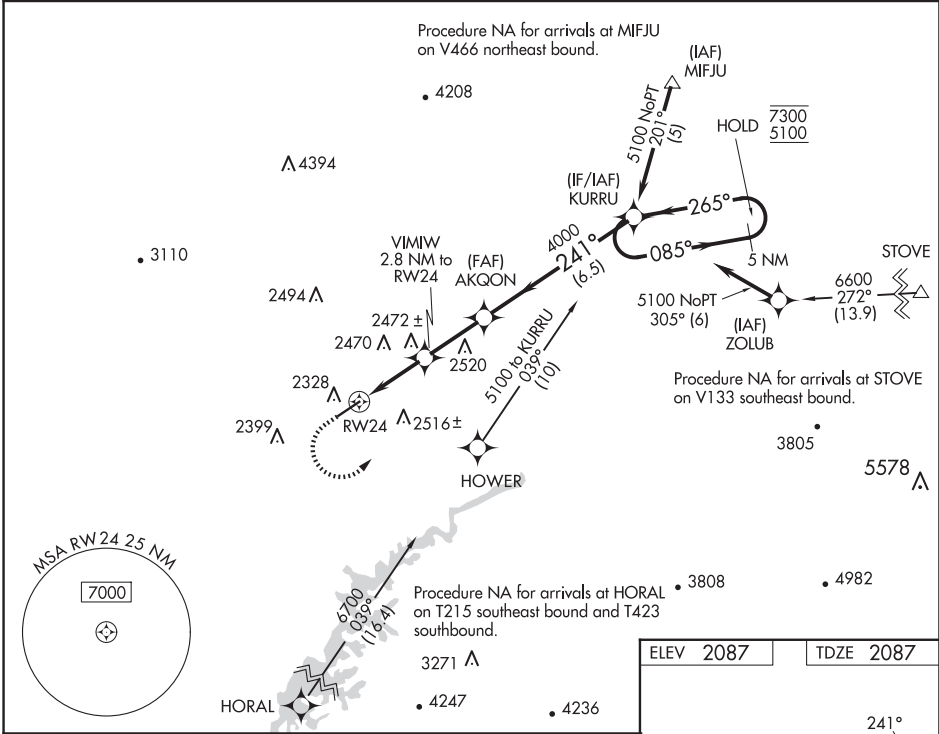
24361

WAAS CH <b>77827</b> <b>W24A</b>	APP CRS <b>241°</b>	Rwy Idg TDZE Apt Elev <b>5500</b> <b>2087</b> <b>2087</b>
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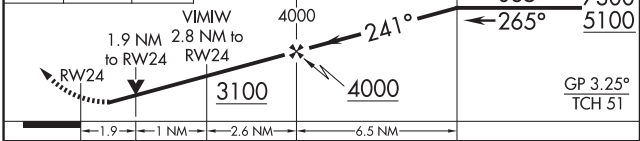
RNAV (GPS) RWY 24  
VIRGINIA HIGHLANDS (VJI)

RNP APCH - GPS. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Rwy 24 helicopter visibility reduction below 3/4 SM NA. Inop table does not apply to LPV. For inop ALS, increase LNAV/VNAV Cat A/B visibility to 1 3/4 SM.	ODALS 	MISSED APPROACH: Climb to 2900 then climbing left turn to 7300 direct KURRU and hold, continue climb-in-hold.
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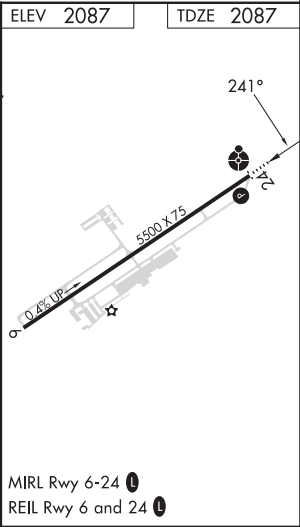
AWOS-3 <b>128.125</b>	TRI CITY APP CON ★ <b>125.25 349.0</b>	UNICOM <b>122.8 (CTAF) 0</b>
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2900	7300	KURRU	VGSI and RNAV glidepath not coincident (VGSI Angle 3.25/TCH 23).	5 NM Holding Pattern
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CATEGORY	A	B	C	D
LPV DA		2451-1	364 (400-1)	
LNAV/VNAV DA		2682-1 5/8	595 (600-1 5/8)	
LNAV MDA	2760-3/4	673 (700-3/4)	2760-1 3/4	673 (700-1 3/4)
CIRCLING	2860-1	773 (800-1)	2860-2 1/4 773 (800-2 1/4)	3080-3 993 (1000-3)



ABINGDON, VIRGINIA  
Amdt 3 31OCT24

36°41'N-82°02'W

VIRGINIA HIGHLANDS (VJI)  
RNAV (GPS) RWY 24




NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025



LOC/DME I-VJI <b>108.3</b> Chn <b>20</b>	APP CRS <b>241°</b>	Rwy Idg <b>5500</b> TDZE <b>2087</b> Apt Elev <b>2087</b>
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LOC RWY 24  
VIRGINIA HIGHLANDS (VJI)

RNP APCH - GPS.		ODALS 	MISSED APPROACH: (Do not exceed 210K until AKQON) Climb to 3900 then climbing left turn to 4800 direct AKQON and hold.
DME or RADAR required.			
 Rwy 24 helicopter visibility reduction below $\frac{3}{4}$ SM NA. VDP NA when using TRI altimeter setting. Inop table does not apply to S-LOC 24 Cat C and D. For inop ALS, increase BUNTE fix minimums S-LOC 24 Cat C and D visibility to 1 $\frac{1}{2}$ SM.			
AWOS-3 <b>128.125</b>	TRI CITY APP CON ★ <b>125.25 349.0</b>	UNICOM <b>122.8</b> (CTAF) 	

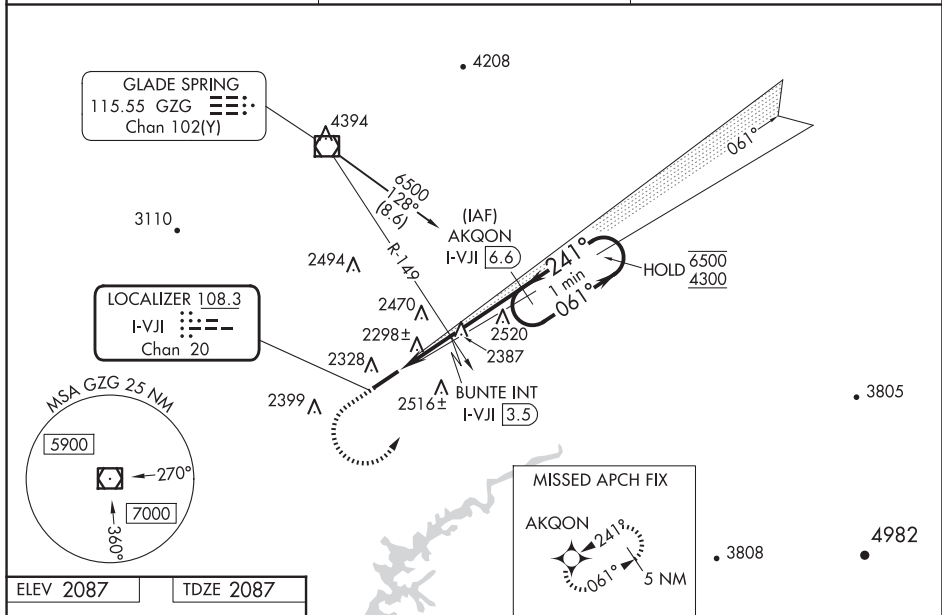


Diagram illustrating the BUNTE FIX MINIMUMS and approach procedure. The diagram shows a 10.4% up-slope, a 5500 x 75 ft runway, and a 241° heading. It includes a table for CATEGORY A, B, C, and D, and a table for S-LOC 24 and CIRCLING. The diagram also shows the BUNTE INT I-VJI 3.5 and the AKQON I-VJI 6.6. The diagram includes a table for CATEGORY A, B, C, and D, and a table for S-LOC 24 and CIRCLING.

CATEGORY	A	B	C	D
S-LOC 24 *	2940-3/4 853 (900-3/4)	2940-1 853 (900-1)	2940-2 1/2	853 (900-2 1/2)
<b>C</b> CIRCLING	2940-1 1/4	853 (900-1 1/4)	2940-2 1/2 853 (900-2 1/2)	3080-3 993 (1000-3)

BUNTE FIX MINIMUMS					
S-LOC 24	2640-3/4	553 (600-3/4)	2640-1 3/8	553 (600-1 3/8)	
<b>C</b> CIRCLING	2860-1	773 (800-1)	2860-2 1/4 773 (800-2 1/4)	3080-3 993 (1000-3)	

APP CRS <b>298°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>34</b>
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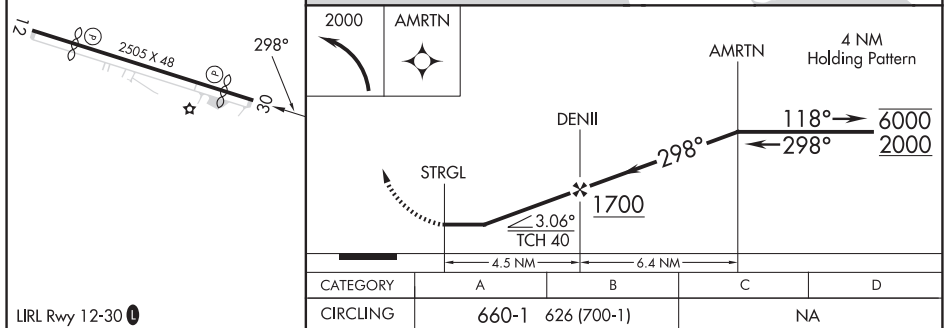
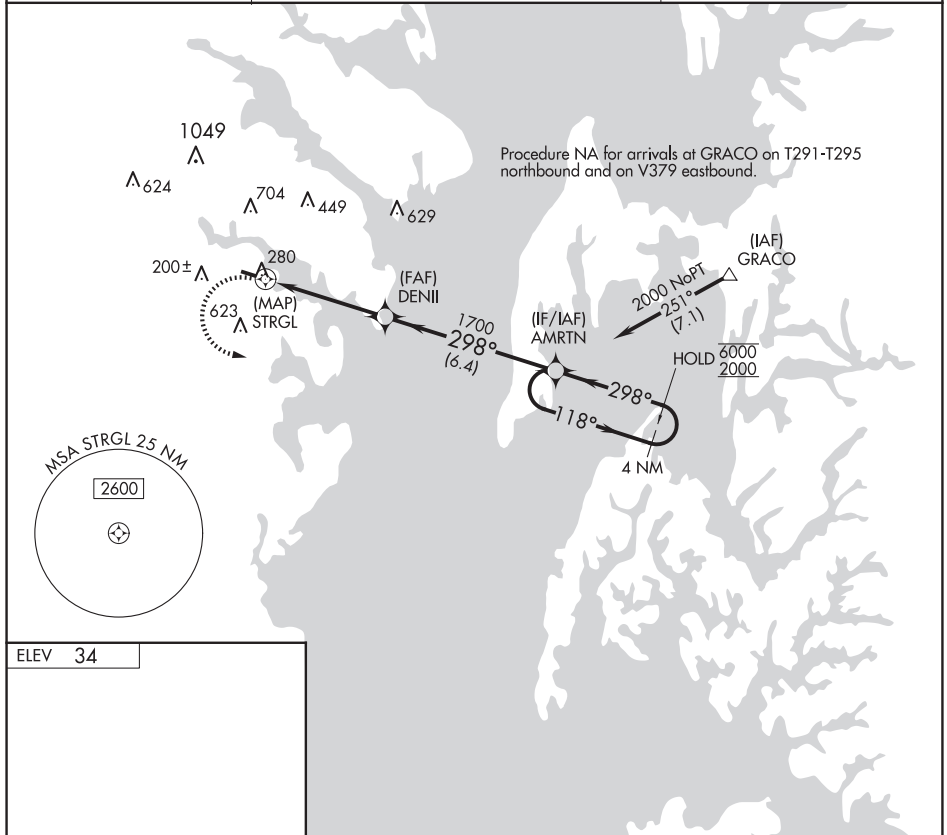
RNAV (GPS)-A  
LEE (ANP)

RNP APCH - GPS.

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

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

BWI ASOS <b>115.1 127.8</b>	POTOMAC APP CON <b>119.7 290.475</b>	CTAF <b>122.9 0</b>
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ANNAPOLIS, MARYLAND  
Orig-C 31OCT24

38°57'N-76°34'W



LEE (ANP)  
RNAV (GPS)-A

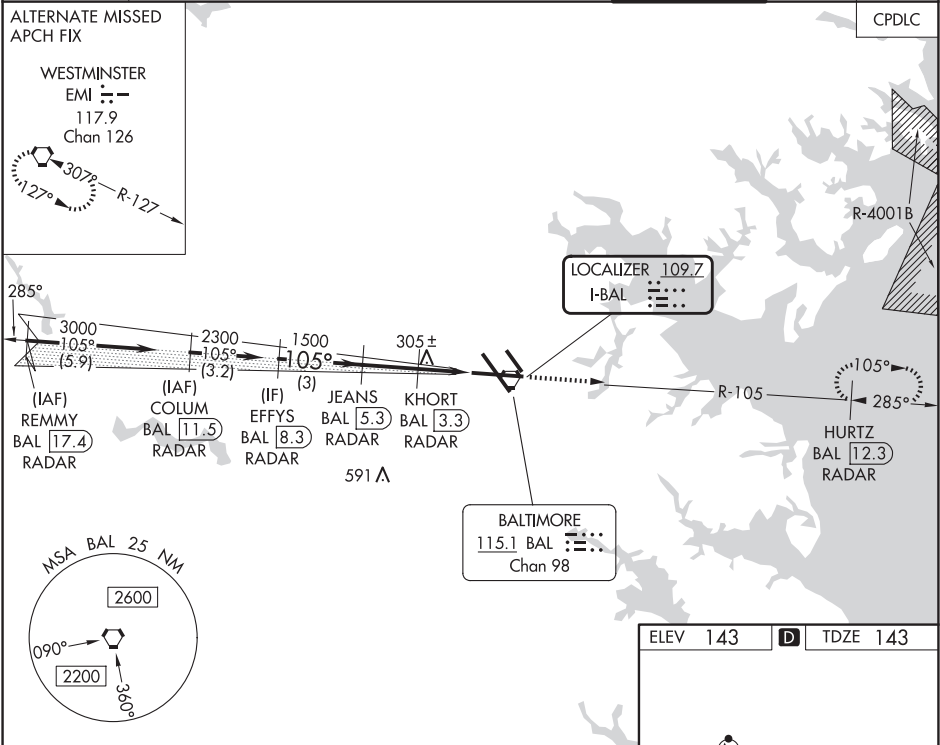
NE-3, 07 AUG 2025 to 02 OCT 2025

LOC I-BAL <b>109.7</b>	APP CRS <b>105°</b>	Rwy Ldg <b>9953</b> TDZE <b>143</b> Apt Elev <b>143</b>
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BALTIMORE/  
WASHINGTON INTL THURGOOD MARSHALL (BWI)

ILS or LOC RWY 10

RADAR required for procedure entry. DME or RADAR required.			MISSED APPROACH: Climb to 2500 on BAL VORTAC R-105 to HURTZ/BAL 12.3 DME/RADAR and hold.			
						
D-ATIS 115.1 127.8	POTOMAC APP CON (020°-100°) 119.7 290.475 (131°-180°) 124.55 317.425 (101°-130°) 128.7 307.9 (181°-019°)		BALTIMORE TOWER 119.4 257.8	GND CON 121.9	CLNC DEL 118.05	



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).				ELEV 143	TDZE 143
				HURTZ BAL [12.3]	
GS 3.00% TCH 55					
CATEGORY	A	B	C	D	
S-ILS 10		343/18	200 (200-½)		
S-LOC 10	580/24	437 (500-½)	580/40	437 (500-¾)	
CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)	700-1½ 557 (600-1½)	880-2¼ 737 (800-2¼)	
FDZ/CL Rwy 10 and 33L REIL Rwy 15L and 33R HIRL all Rwy					
FAF to MAP 4.1 NM					
Knots					60 90 120 150 180
Min:Sec					4:06 2:44 2:03 1:38 1:22

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

BALTIMORE, MARYLAND

AL-804 (FAA)

25219

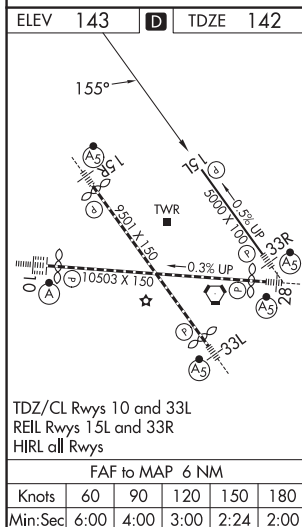
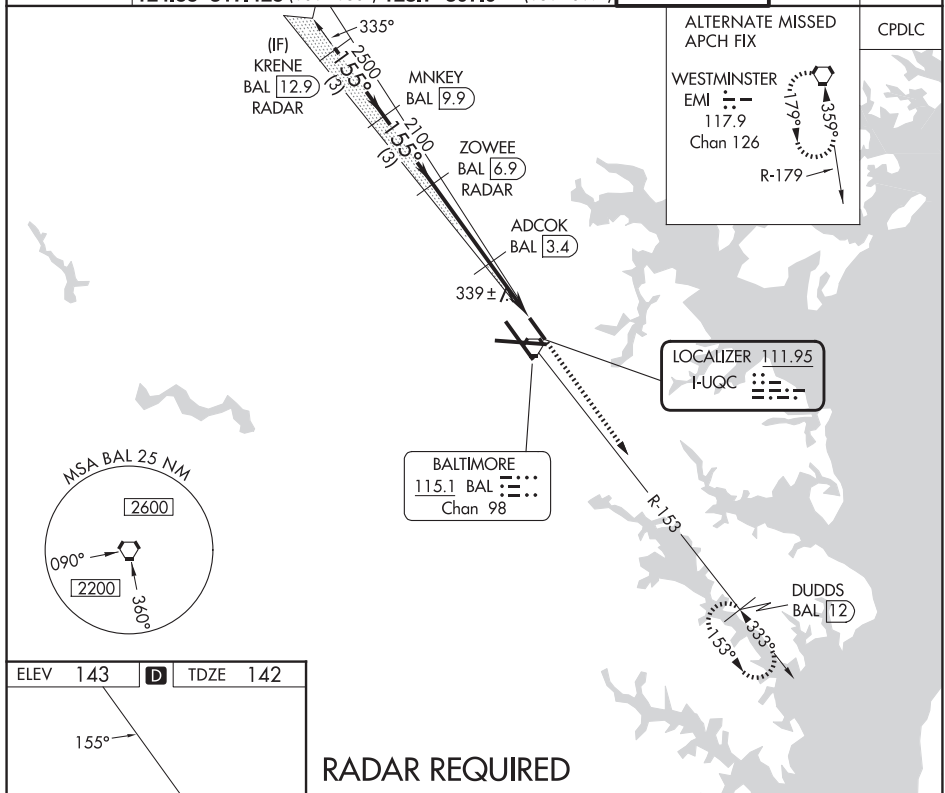
LOC I-UQC <b>111.95</b>	APP CRS <b>155°</b>	Rwy Ldg TDZE Apt Elev <b>5000</b> <b>142</b> <b>143</b>
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BALTIMORE/  
WASHINGTON INTL THURGOOD MARSHALL (BWI)**ILS or LOC RWY 15L**

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

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

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

	KRENE BAL 12.9 RADAR	MNKEY BAL 9.9 RADAR	ZOWEE BAL 6.9 RADAR	2500 hdg 155°	BAL R-153	DUDDS BAL 12
	3000	2100	2100	2100	*980	*LOC only.
	GS 3.00° TCH 47					
	3 NM	3 NM	3.5 NM	1.3 NM	1.2 NM	
CATEGORY	A	B	C	D		
S-ILS 15L	544-1 $\frac{3}{8}$	402 (500-1 $\frac{3}{8}$ )		NA		
S-LOC 15L	560/55	418 (500-1)		NA		
CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)		NA		

BALTIMORE, MARYLAND  
Amdt 4A 23APR20BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)  
39°11'N-76°40'W**ILS or LOC RWY 15L**

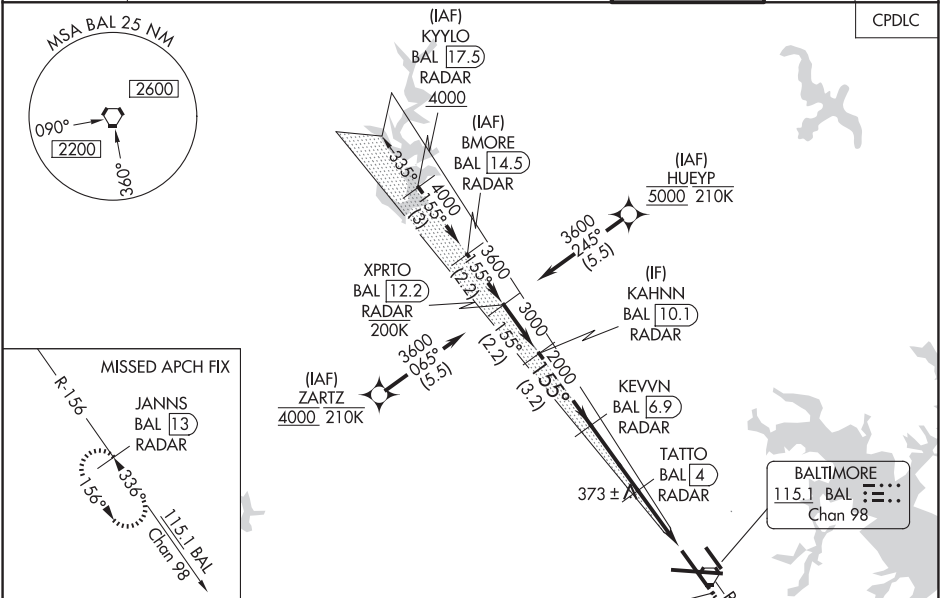
LOC I-FND	APP CRS	Rwy Ldg	8301
111.7	155°	TDZE	138
		Apt Elev	143

BALTIMORE/  
WASHINGTON INTL THURGOOD MARSHALL (BWI)

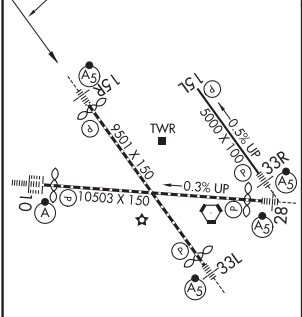
ILS or LOC RWY 15R

RNP APCH - GPS. From HUEYP or ZARTZ.	MALSR	MISSED APPROACH: Climb to 2500 on BAL VORTAC R-156 to JANNIS/BAL 13 DME/RADAR and hold.
DME or RADAR required. RADAR required for procedure entry at KYILO or BMORE.		
Simultaneous approach authorized with Rwy 15L. DME from BAL VORTAC. For inop ALS, increase LOC Cat C/D visibility to 1 3/8 SM. * RVR 1800 authorized with use of FD or AP or HUD to DA.		

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



ELEV 143	D	TDZE 138
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TDZ/CL Rwy 10 and 33L REIL Rwy 15L and 33R HIRL all Rwy					
FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 73).				
CATEGORY	A	B	C	D
S-ILS 15R*	338/24 200 (200-1/2)			
S-LOC 15R	640/24	502 (500-1/2)	640/55	502 (500-1)
CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)	700-1 1/2 557 (600-1 1/2)	880-2 1/4 737 (800-2 1/4)

ILS or LOC RWY 28  
 FL THURGOOD MARSHALL (BWI)

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

A5

CPDLC

1500 ↑	2600 hdg 319°	BAL R-311	YANNI △	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 75).		MCKAY BAL [9.4] RADAR
CATEGORY	A B C D					
S-ILS 28 *	343/24 200 (200-½)					
S-LOC 28	620/24		477 (500-½)		620/50 477 (500-1)	
CIRCLING	660-1		517 (600-1)		700-1½ 557 (600-1½) 880-2¼ 737 (800-2¼)	
ZIXUS FIX MINIMUMS (DME REQUIRED)						
S-LOC 28	460/24 317 (400-½)					
CIRCLING	660-1		517 (600-1)		700-1½ 557 (600-1½) 880-2¼ 737 (800-2¼)	

ILS or LOC RWY 28

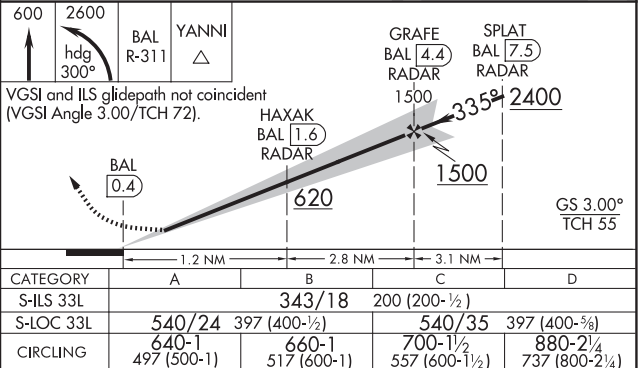
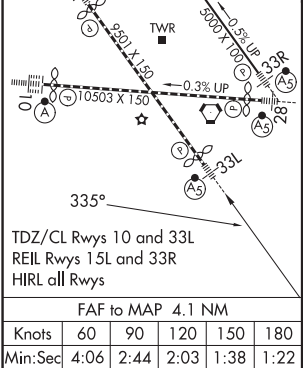
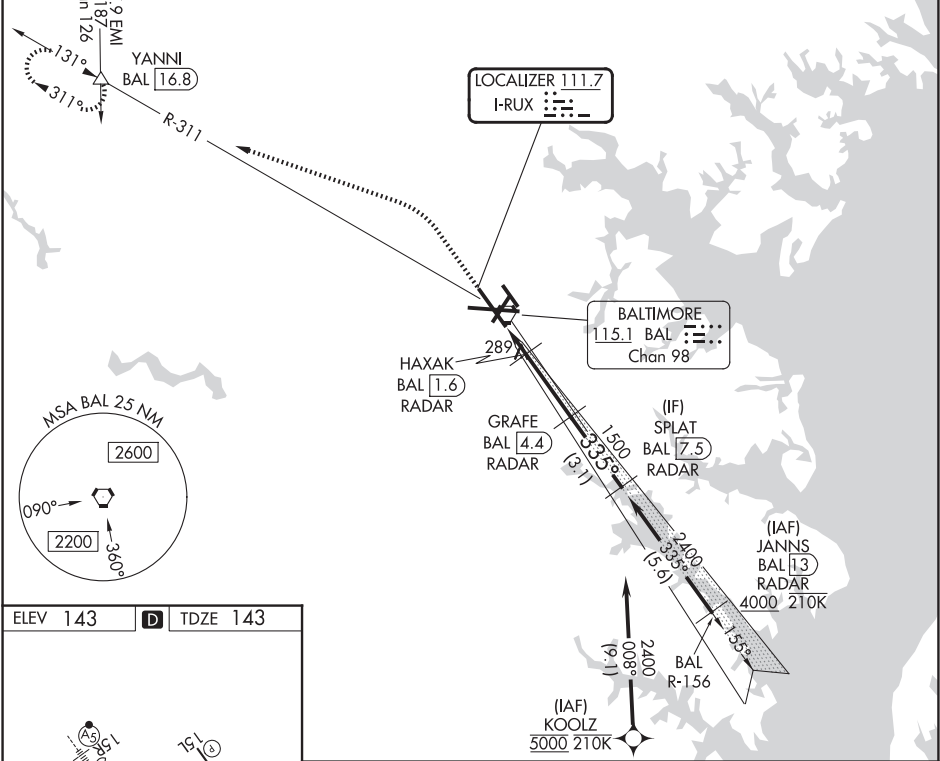
LOC I-RUX <b>111.7</b>	APP CRS <b>335°</b>	Rwy Ldg TDZE <b>143</b> Apt Elev <b>143</b>
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BALTIMORE/  
WASHINGTON INTL THURGOOD MARSHALL (BWI)

ILS or LOC RWY 33L

RNP APCH - GPS. From KOOLZ.	MALSR	MISSED APPROACH: Climb to 600 then climbing left turn to 2600 on heading 300° and BAL VORTAC R-311 to YANNI INT/BAL 16.8 DME and hold.
RADAR required for procedure entry. DME or RADAR required.	AS	
Simultaneous approach authorized with ILS or LOC Rwy 33R. DME from BAL VORTAC. DME use requires simultaneous reception of I-RUX and BAL DME.		

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



NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

BALTIMORE, MARYLAND


AL-804 (FAA)

25219

LOC I-BWI <b>111.95</b>	APP CRS <b>335°</b>	Rwy Ldg TDZE <b>124</b> Apt Elev <b>143</b>
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BALTIMORE/  
WASHINGTON INTL THURGOOD MARSHALL (BWI)



**ILS or LOC RWY 33R**


▼ DME required. DME from BAL VORTAC. Simultaneous reception of I-BWI and BAL DME required. Simultaneous approach authorized with Rwy 33L. Inoperative table does not apply to S-ILS 33R. For inoperative MALSR, increase S-LOC 33R visibility to RVR 5000. Helicopter visibility reduction below RVR 4000 NA.	MALSR 	MISSED APPROACH: Climb to 3000 on heading 335° and BAL VORTAC R-337 to KRENE/BAL 12.9 DME and hold.
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D-ATIS <b>115.1 127.8</b>	POTOMAC APP CON <b>119.0 282.275</b> (020°-100°) <b>119.7 290.475</b> (131°-180°) <b>124.55 317.425</b> (101°-130°) <b>128.7 307.9</b> (181°-019°)	BALTIMORE TOWER <b>119.4 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>118.05</b>
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## RADAR REQUIRED


ALTERNATE MISSED  
APCH FIX

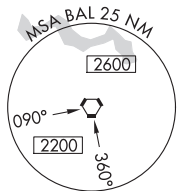
 WESTMINSTER  
EMI  117.9  
Chan 126


 R-179

CPDLC



LOCALIZER 111.95  
I-BWI 



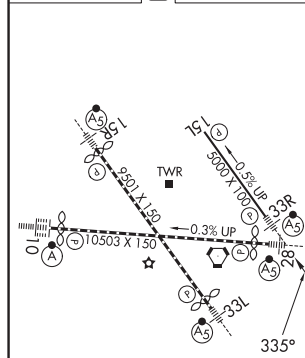
BALTIMORE  
115.1 BAL  Chan 98

EXEVE  
BAL 2.5  
RADAR

ORIOR  
BAL 5.8  
RADAR

(IF)  
DUDDS  
BAL 12  
RADAR

ELEV 143	<b>D</b>	TDZE 124
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FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

3000 hdg 335°	BAL R-337	KRENE BAL 12.9	ORIOR BAL 5.8 RADAR	DUDDS BAL 12 RADAR
*LOC only.	*BAL 1.3	EXEVE BAL 2.5 RADAR	2000	3000
GS 3.00° TCH 47				
1.2 NM 1.3 NM 3.3 NM 6.3 NM				
CATEGORY	A	B	C	D
S-ILS 33R	333/40	209 (200-¾)	NA	
S-LOC 33R	540/40	416 (400-¾)	NA	
CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)	NA	

BALTIMORE, MARYLAND  
Amdt 3 04FEB16

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)  
39°11'N-76°40'W

**ILS or LOC RWY 33R**

NE-3, 07 AUG 2025 to 02 OCT 2025

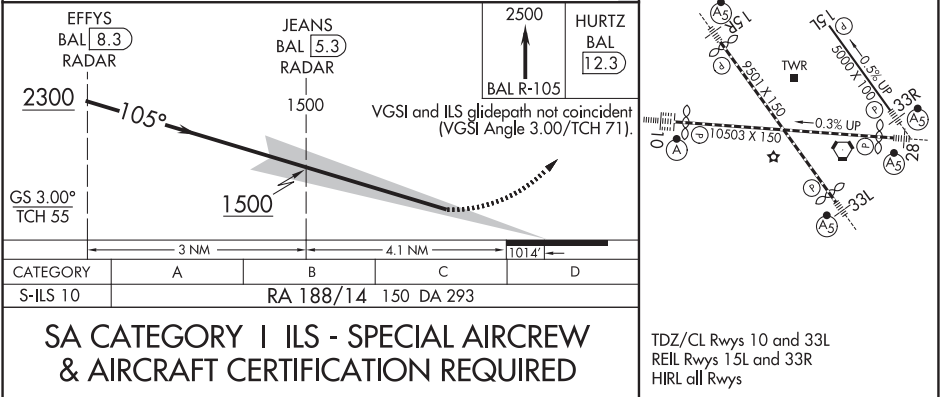
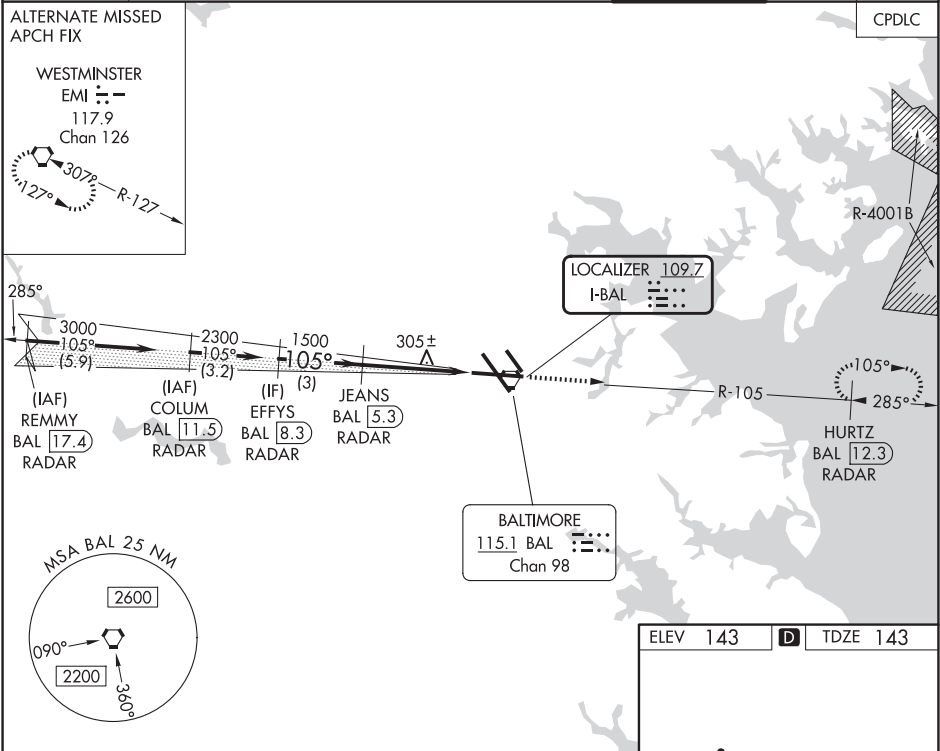


LOC I-BAL <b>109.7</b>	APP CRS <b>105°</b>	Rwy Ldg <b>9953</b> TDZE <b>143</b> Apt Elev <b>143</b>
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BALTIMORE/  
WASHINGTON INTL THURGOOD MARSHALL (BWI)

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

RADAR required for procedure entry. DME or RADAR required.		ALSIF-2 	MISSED APPROACH: Climb to 2500 on BAL VORTAC R-105 to HURTZ/BAL 12.3 DME/RADAR and hold.		
Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.					
D-ATIS <b>115.1 127.8</b>	POTOMAC APP CON <b>119.0 282.275</b> (020°-100°) <b>119.7 290.475</b> (131°-180°) <b>124.55 317.425</b> (101°-130°) <b>128.7 307.9</b> (181°-019°)		BALTIMORE TOWER <b>119.4 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>118.05</b>



NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

BALTIMORE, MARYLAND

AL-804 (FAA)

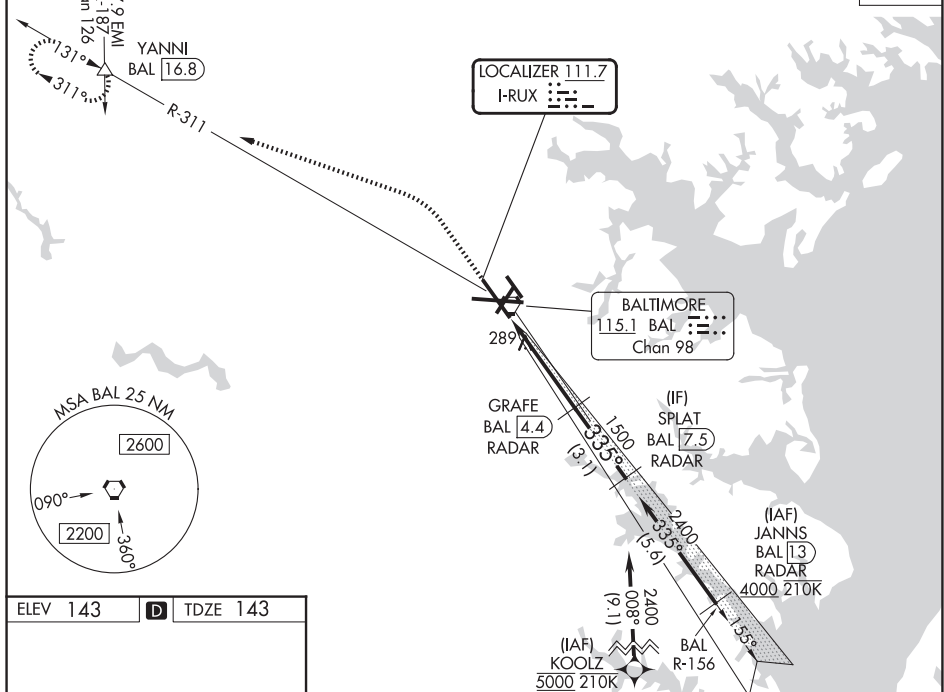
25219

LOC I-RUX <b>111.7</b>	APP CRS <b>335°</b>	Rwy Ldg TDZE <b>143</b> Apt Elev <b>143</b>
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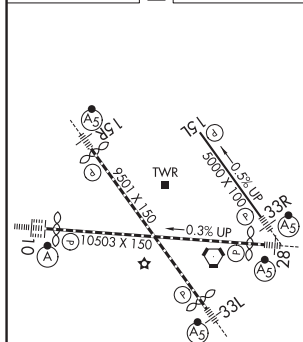
# ILS RWY 33L (SA CAT I & II)

## BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

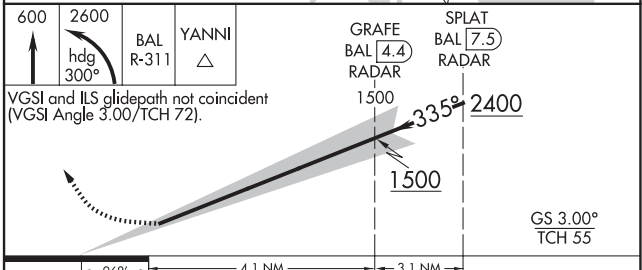
RNP APCH - GPS, From KOOLZ.			MALSR		<div>MISSED APPROACH: Climb to 600 then climbing left turn to 2600 on heading 300° and BAL VORTAC R-311 to YANNI INT/ BAL 16.8 DME and hold.</div>	
RADAR required for procedure entry. DME or RADAR required.			<div><div><div><div></div></div><div><div></div></div></div><div><div></div></div></div>			
<div><div><div><div></div></div><div><div></div></div></div><div>Simultaneous approach authorized with ILS or LOC Rwy 33R. DME from BAL VORTAC. DME use requires simultaneous reception of I-RUX and BAL DME. SA Cat I &amp; II: Requires specific OPSPEC, MSPEC, or LOA approval.</div></div>						
D-ATIS <b>115.1 127.8</b>		POTOMAC APP CON <b>119.0 282.275</b> (020°-100°) <b>119.7 290.475</b> (131°-180°) <b>124.55 317.425</b> (101°-130°) <b>128.7 307.9</b> (181°-019°)		<b>BALTIMORE TOWER</b> <b>119.4 257.8</b>	<b>GND CON</b> <b>121.9</b>	<b>CLNC DEL</b> <b>118.05</b>
117.1 & 117.2 Chg						CPDLC



ELEV <b>143</b>	<b>D</b>	TDZE <b>143</b>
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TDZ/CL Rwy 10 and 33L  
REIL Rwy 15L and 33R  
HIRL all Rwy



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

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

BALTIMORE, MARYLAND  
Amdt 13 05SEP24

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)  
39°11'N-76°40'W

## ILS RWY 33L (SA CAT I & II)

NE-3, 07 AUG 2025 to 02 OCT 2025

LOC I-BAL <b>109.7</b>	APP CRS <b>105°</b>	Rwy Ldg TDZE Apt Elev	<b>9953</b> <b>143</b> <b>143</b>
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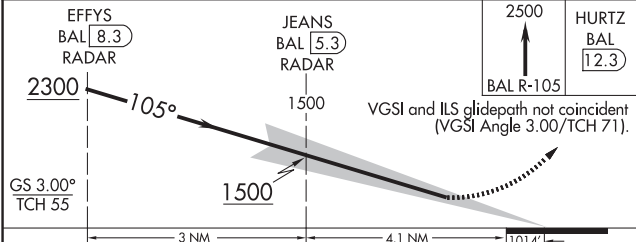
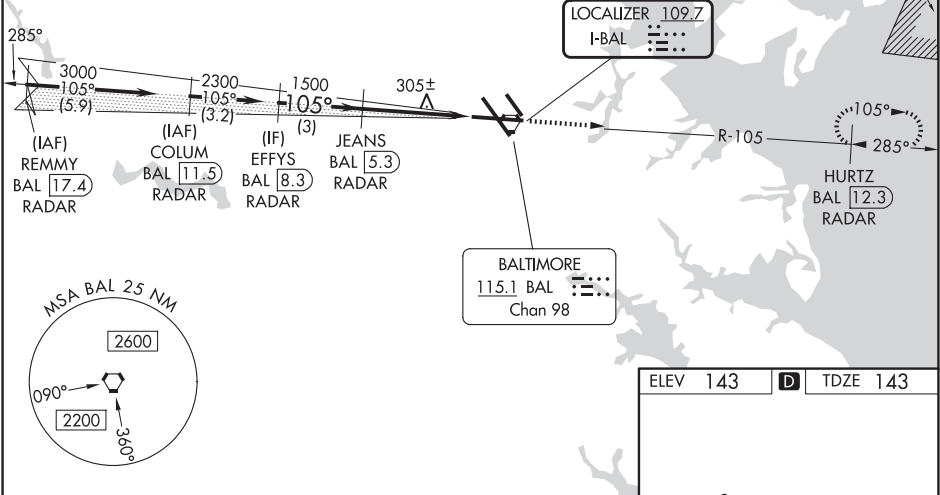
BALTIMORE/ ILS RWY 10 (CAT II & III)  
WASHINGTON INTL THURGOOD MARSHALL (BWI)

RADAR required for procedure entry. DME or RADAR required.	ALSIF-2 	MISSED APPROACH: Climb to 2500 on BAL VORTAC R-105 to HURTZ/BAL 12.3 DME/RADAR and hold.
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D-ATIS <b>115.1 127.8</b>	POTOMAC APP CON <b>119.0 282.275</b> (020°-100°) <b>119.7 290.475</b> (131°-180°) <b>124.55 317.425</b> (101°-130°) <b>128.7 307.9</b> (181°-019°)	BALTIMORE TOWER <b>119.4 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>118.05</b>
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ALTERNATE MISSED  
APCH FIX

WESTMINSTER  
EMI   
117.9  
Chan 126



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

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

ELEV 143	<b>D</b>	TDZE 143
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TDZ/CL Rwy 10 and 33L  
REIL Rwy 15L and 33R  
HIRL all Rwy

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

BALTIMORE, MARYLAND

AL-804 (FAA)

25219

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

# RNAV (RNP) X RWY 33L

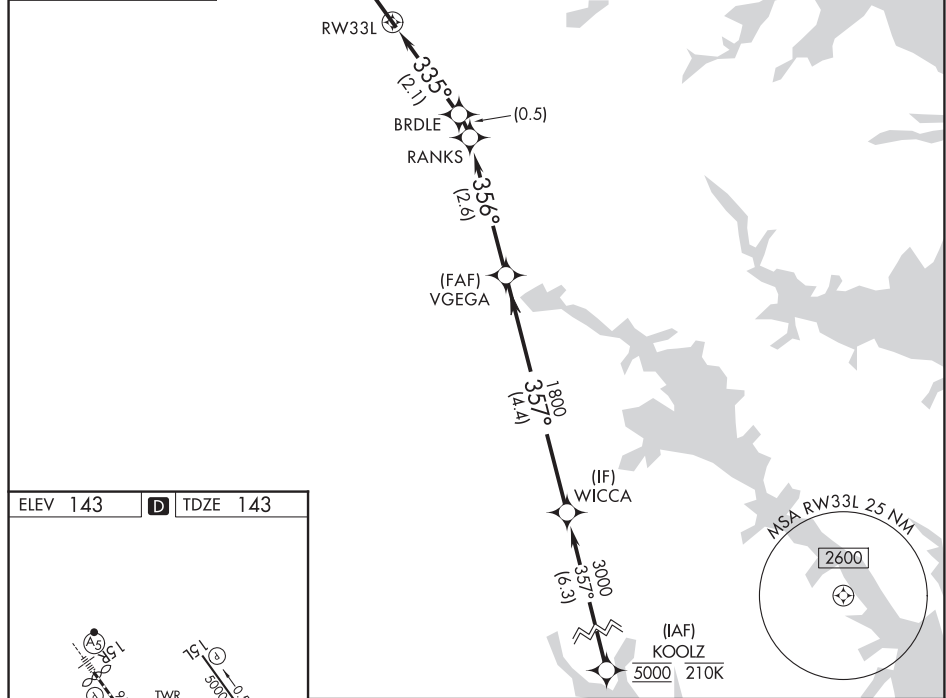
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

RNP AR APCH - GPS, RF.	MALSR	MISSED APPROACH: Climb to 3000 direct BMORE and hold.
▼ For uncompensated Baro-VNAV systems, procedure NA below -11°C or above 54°C.		

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

MISSED APCH FIX

CPDLC



ELEV 143 TDZE 143

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

3000	BMORE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 72).		WICCA
		BRDLE	RANKS	VEGGA
		839	986	1800
				357°
				1800
				GP 3.00°
				TCH 55
		2.1 NM	0.5 NM	2.6 NM
				4.4 NM
CATEGORY	A	B	C	D
RNP 0.30 DA	479/26 336 (400-½)			

AUTHORIZATION REQUIRED

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

APP CRS  
**105°**

Rwy Ldg  
TDZE  
**143**

Apt Elev  
**143**

**RNAV (RNP) Z RWY 10**

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below -11°C or above 54°C. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 4500, increase RNP 0.30 all Cats visibility to 1 3/8 SM.

ALSF-2

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

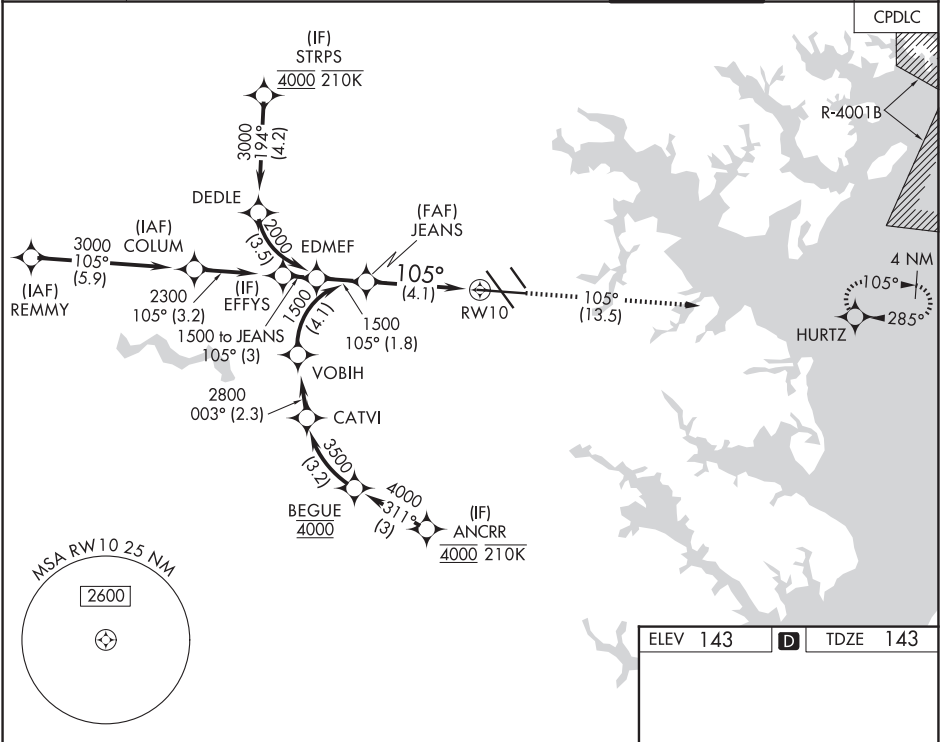
D-ATIS  
**115.1 127.8**

POTOMAC APP CON  
**119.0 282.275** (020°-100°) **119.7 290.475** (131°-180°)  
**124.55 317.425** (101°-130°) **128.7 307.9** (181°-019°)

BALTIMORE TOWER  
**119.4 257.8**

GND CON  
**121.9**

CLNC DEL  
**118.05**



JEANS 1500

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

2500 HURTZ

tr 105°

1500

105°

GP 3.00° TCH 55

See planview for multiple IF locations.

RW10

4.1 NM

CATEGORY	A	B	C	D
RNP 0.11 DA		444/24	301 (400-1/2)	
RNP 0.30 DA		628/50	485 (500-1)	

**AUTHORIZATION REQUIRED**

ELEV 143

D

TDZE 143

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

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)


**MISSED APPROACH:** Climb to 2500 on track 155° to JANNIS and hold.

CLNC DEL  
**118.05**

MISSED APCH FIX  
JANNS  
155°  
335°  
4 NM

ELEV 143	<b>D</b>	TDZE 138
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VGSI and RNAV glidepath not coincident  
(VGSI Angle 3.00/TCH 73).

2500 ↑ tr 155°	JANNS 
----------------------	--

KAHNN

3000 |

KEVVN

2000

RW15R

GP 3.00°  
TCH 56

[illegible]

CATEGORY	DESCRIPTION	DATE	AMOUNT	REMARKS
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100				

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B

RNP 0.11 DA

513

35 375 (400-<sup>5</sup>/<sub>8</sub>)

RNP 0.30 DA

587

4.5 449 (500-7/8)

**AUTHORIZATION REQUIRED**

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

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

39°11'N-76°40'W

RNAV (RNP) Z RWY 15R

NE-3, 07 AUG 2025 to 02 OCT 2025

APP CRS  
285°

Rwy Ldg  
TDZE  
143

Apt Elev  
143

RNAV (RNP) Z RWY 28

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

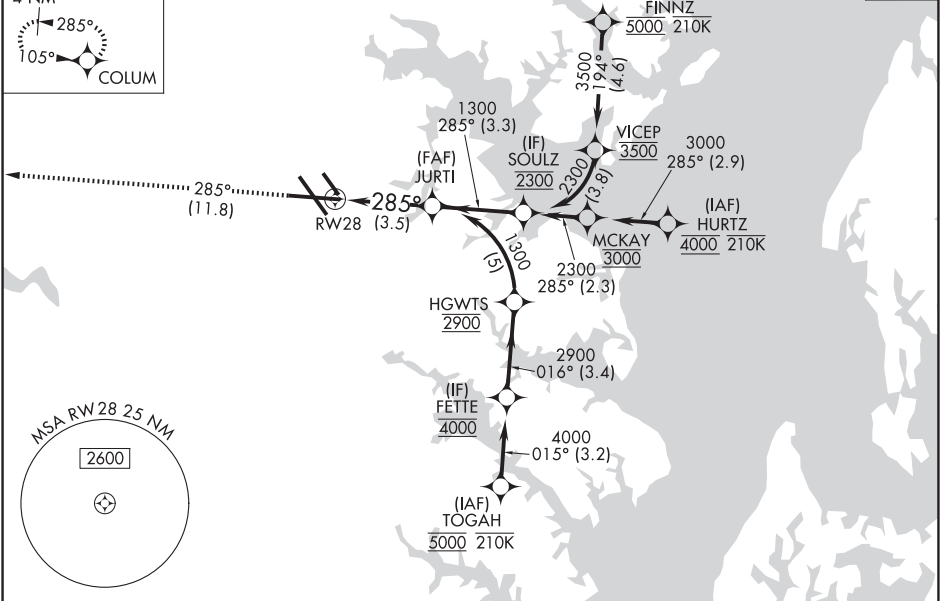
RNP AR APCH - GPS.

▼ For uncompensated Baro-VNAV systems, procedure NA below -11°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 5500.

MALSR

MISSED APPROACH: Climb to 2500 on track 285° to COLUM and hold.

D-ATIS 115.1 127.8	POTOMAC APP CON (020°-100°) 119.0 282.275 (101°-130°) 124.55 317.425	(131°-180°) 119.7 290.475 (181°-019°) 128.7 307.9	BALTIMORE TOWER 119.4 257.8	GND CON 121.9	CLNC DEL 118.05
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ELEV 143

D

TDZE 143

2500

COLUM

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

See planview for multiple IF locations.

CATEGORY	A	B	C	D
RNP 0.30 DA	521/35	378 (400-%)		

AUTHORIZATION REQUIRED

BALTIMORE, MARYLAND

AL-804 (FAA)

25219

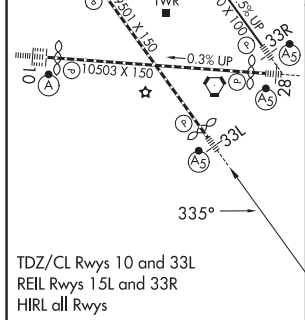
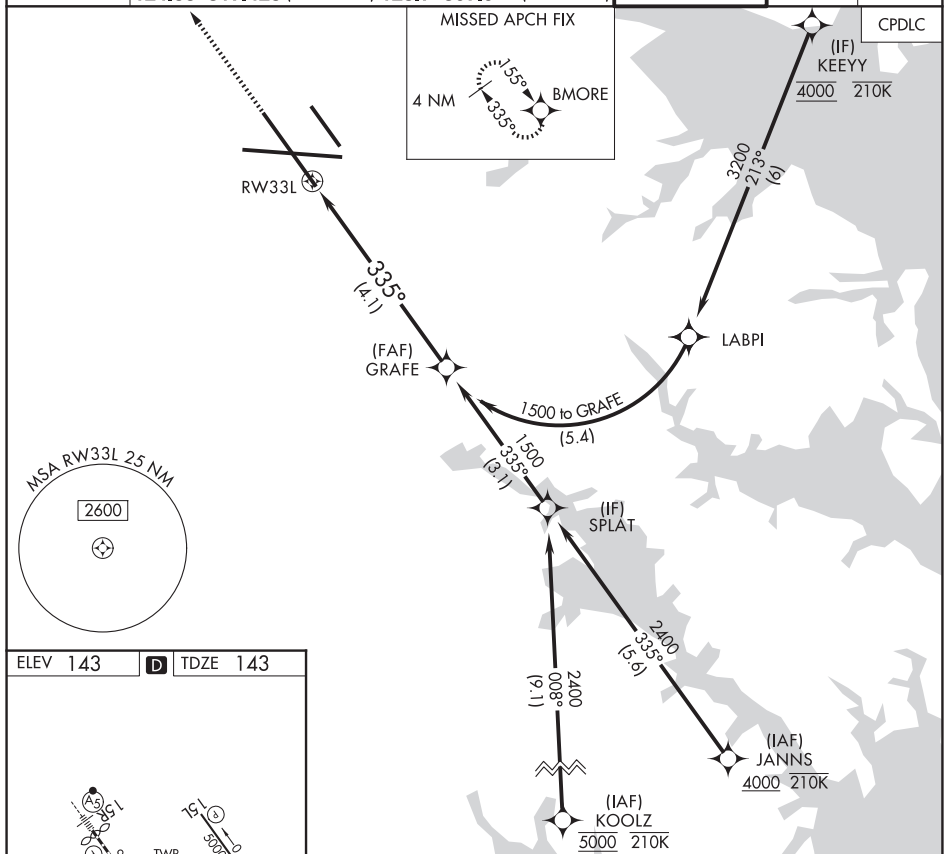
APP CRS	Rwy Ldg	8301
335°	TDZE	143
	Apt Elev	143



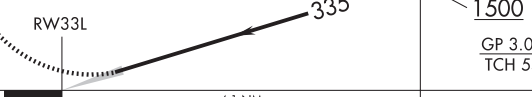
# RNAV (RNP) Z RWY 33L

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

RNP APCH - GPS. From KEEYY: RF.	MALSR	MISSED APPROACH: Climb to 3000 direct BMORE and hold.
For uncompensated Baro-VNAV systems, procedure NA below -11°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 5500.		

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



3000	BMORE	See planview for multiple IF locations. VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).			GRAFE	
					1500	
						
CATEGORY	A	B	C	D		
RNP 0.30 DA	496/30 353 (400-5%)					
AUTHORIZATION REQUIRED						

BALTIMORE, MARYLAND  
Amdt 4 05SEP24

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)  
39°11'N-76°40'W  
RNAV (RNP) Z RWY 33L

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025



WAAS  
CH **40108**  
**W15A**

APP CRS  
**155°**

Rwy Ldg  
TDZE  
Apt Elev

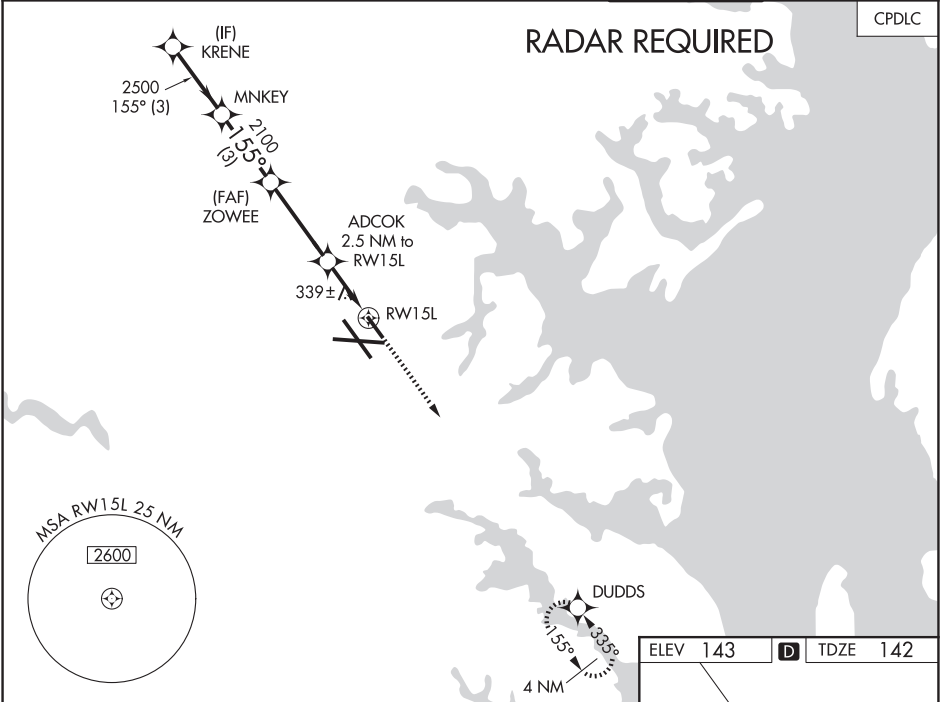
**5000**  
**142**  
**143**

BALTIMORE/ **RNAV (GPS) RWY 15L**  
WASHINGTON INTL THURGOOD MARSHALL (BWI)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below RVR 4000 NA. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations.

MISSED APPROACH:  
Climb to 2500 direct  
DUDDS and hold.

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



KRENE

3000

155°

2500

MNKEY

2100

ZOWEE

2100

ADCOK

2.5 NM to RW15L

\*1.3 NM to RW15L

RW15L

DUDDS

4 NM

155°

2500

\*LNAV only.

GP 3.00°

TCH 47

CATEGORY	A	B	C	D
LPV DA	544-1 $\frac{3}{8}$	402 (500-1 $\frac{3}{8}$ )	NA	
LNAV/ VNAV DA	656-1 $\frac{3}{4}$	514 (600-1 $\frac{3}{4}$ )	NA	
LNAV MDA	600/55	458 (500-1)	NA	
CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)	NA	

ELEV 143

D

TDZE 142

BALTIMORE, MARYLAND

WAAS CH <b>69208</b> <b>W33B</b>	APP CRS <b>335°</b>	Rwy Ldg <b>5000</b> TDZE <b>124</b> Apt Elev <b>143</b>
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BALTIMORE/ **RNAV (GPS) RWY 33R**  
WASHINGTON INTL THURGOOD MARSHALL (BWI)

RNP APCH - GPS.

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



**MISSED APPROACH:**  
Climb to 3000 direct  
KRENE and hold.

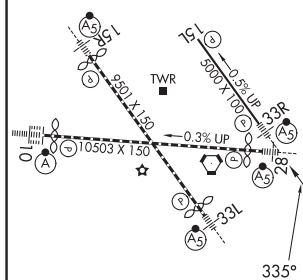
D-ATIS	POTOMAC APP CON				BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.0 282.275	(020°-100°)	119.7 290.475	(131°-180°)	119.4 257.8	121.9	118.05
	124.55 317.425	(101°-130°)	128.7 307.9	(181°-019°)			

CPDLC

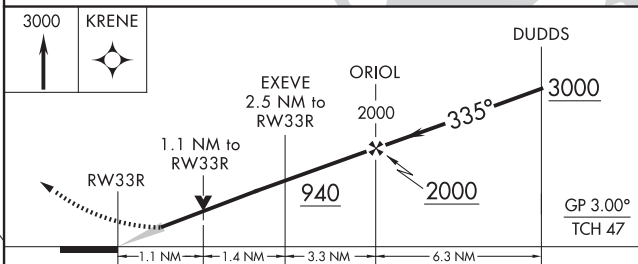


## RADAR REQUIRED

ELEV 143	<b>D</b>	TDZE 124
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TDZ/CL Rwy 10 and 33L  
REIL Rwy 15L and 33R  
HIRL all Rwy



CATEGORY		A	B	C	D
LPV	DA	333/40	209 (200-3 <sub>4</sub> )		NA
LNAV/ VNAV	DA	406/40	282 (300-3 <sub>4</sub> )		NA
LNAV	MDA	520/40	396 (400-3 <sub>4</sub> )		NA
CIRCLING		640-1 497 (500-1)	660-1 517 (600-1)		NA

BALTIMORE, MARYLAND  
Amdt 4B 11AUG22

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)  
39°11'N-76°40'W      DNIAV (CPS) BWI 33D

RNAV (GPS) RWY 33R

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>53707</b> <b>W10A</b>	APP CRS <b>105°</b>	Rwy Ldg <b>9953</b> TDZE <b>143</b> Apt Elev <b>143</b>
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**RNAV (GPS) Y RWY 10**  
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

RNP APCH - GPS.	
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**T** For uncompensated Baro-VNAV systems, LNAV/VNAV  
**A** NA below -11°C or above 54°C.

ALSF-2

MISSED APPROACH: Climb to 2500  
direct HURTZ and hold.

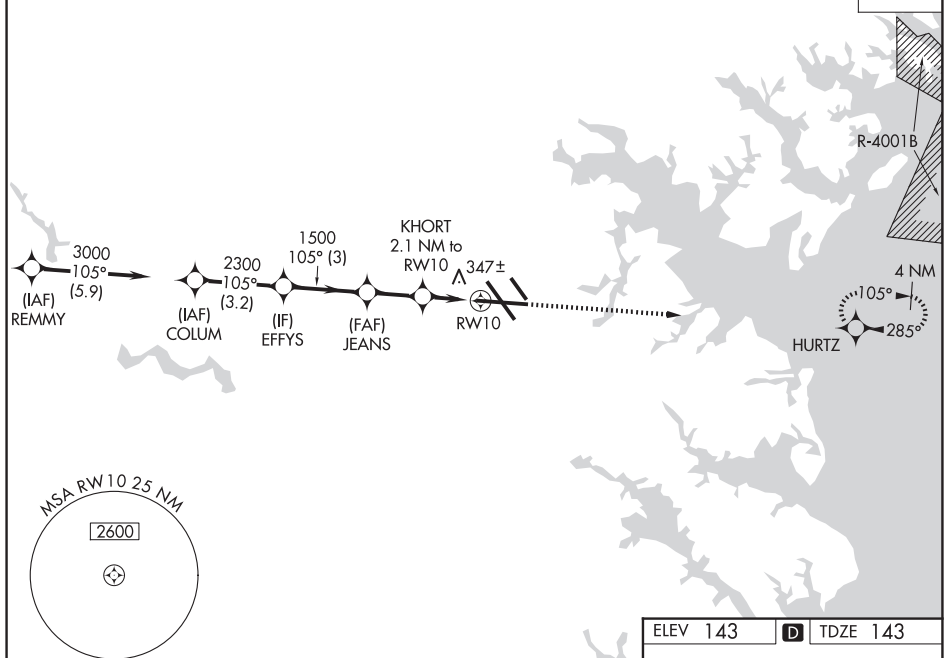
D-ATIS		POTOMAC APP CON			
115.1	127.8	119.0	282.275	(020°-100°)	119.7 290.475 (131°-180°)
		124.55	317.425	(101°-130°)	128.7 307.9 (181°-019°)

BALTIMORE TOWER
119.4 257.8

GND CON  
**121.9**

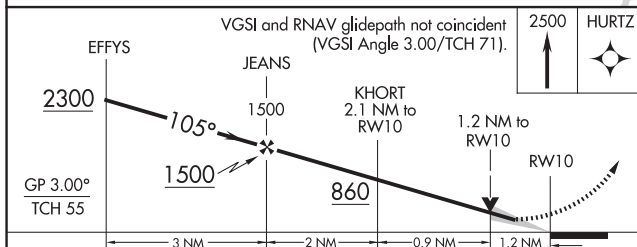
CLNC DEL  
**118.05**

CPDLC

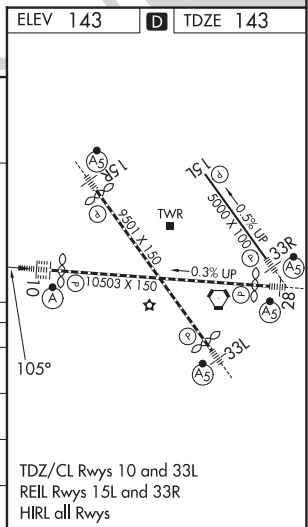


NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025



CATEGORY	A	B	C	D
LPV DA	343/18 200 (200-½)			
RNAV/ VNAV DA	600/45 457 (500-¾)			
RNAV MDA	600/24 457 (500-½)		600/45 457 (500-¾)	
CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)	700-1½ 557 (600-1½)	880-2¼ 737 (800-2¼)



BALTIMORE, MARYLAND  
Amdt 4 05SEP24

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)  
39°11'N-76°40'W      BNAV / (GPS) Y BNAV 10

RNAV (GPS) Y RWY 10

BALTIMORE, MARYLAND


AL-804 (FAA)

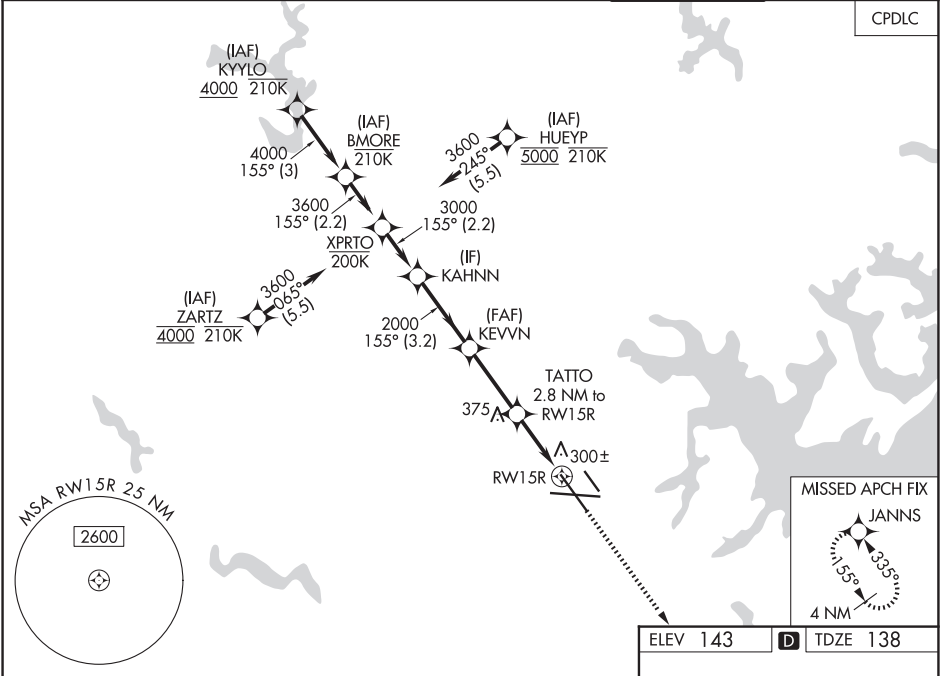
25219

WAAS CH <b>66007</b> <b>W15B</b>	APP CRS <b>155°</b>	Rwy Ldg TDZE <b>138</b> Apt Elev <b>143</b>	<b>8301</b>
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RNAV (GPS) Y RWY 15R

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

RNP APCH - GPS.					MALS R	MISSED APPROACH: Climb to 2500 direct JANNS and hold.
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. ▲ Simultaneous approach authorized with Rwy 15L. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000. * RVR 1800 authorized with use of FD or AP or HUD to DA.						
D-ATIS 115.1 127.8	POTOMAC APP CON (020°-100°) 119.7 290.475 (131°-180°) 124.55 317.425 (101°-130°) 128.7 307.9 (181°-019°)			BALTIMORE TOWER 119.4 257.8	GND CON 121.9	CLNC DEL 118.05



<p>KAHNN</p> <p>3000</p> <p>155°</p> <p>2000</p> <p>1080</p> <p>GP 3.00° TCH 56</p> <p>3.2 NM</p> <p>2.9 NM</p> <p>1.7 NM</p> <p>1.1</p> <p>2500</p> <p>JANNS</p> <p>VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 73).</p> <p>KEVVN</p> <p>TATTO 2.8 NM to RW15R</p> <p>1.1 NM to RW15R</p> <p>RW15R</p>				<p>155°</p> <p>15</p> <p>2</p> <p>3</p> <p>4</p> <p>5</p> <p>6</p> <p>7</p> <p>8</p> <p>9</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p> <p>26</p> <p>27</p> <p>28</p> <p>29</p> <p>30</p> <p>31</p> <p>32</p> <p>33</p> <p>34</p> <p>35</p> <p>36</p> <p>37</p> <p>38</p> <p>39</p> <p>40</p> <p>41</p> <p>42</p> <p>43</p> <p>44</p> <p>45</p> <p>46</p> <p>47</p> <p>48</p> <p>49</p> <p>50</p> <p>51</p> <p>52</p> <p>53</p> <p>54</p> <p>55</p> <p>56</p> <p>57</p> <p>58</p> <p>59</p> <p>60</p> <p>61</p> <p>62</p> <p>63</p> <p>64</p> <p>65</p> <p>66</p> <p>67</p> <p>68</p> 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<p>981</p> <p>982</p> <p>983</p> <p>984</p> <p>985</p> <p>986</p> <p>987</p> <p>988</p> <p>989</p> <p>990</p> <p>991</p> <p>992</p> <p>993</p> <p>994</p> <p>995</p> <p>996</p> <p>997</p> <p>998</p> <p>999</p> <p>1000</p> <p>1001</p> <p>1002</p> <p>1003</p> <p>1004</p> <p>1005</p> <p>1006</p> <p>1007</p> <p>1008</p> <p>1009</p> <p>1010</p> <p>1011</p> <p>1012</p> <p>1013</p> <p>1014</p> <p>1015</p> <p>1016</p> <p>1017</p> <p>1018</p> <p>1019</p> <p>1020</p> <p>1021</p> <p>1022</p> <p>1023</p> <p>1024</p> <p>1025</p> <p>1026</p> <p>1027</p> <p>1028</p> <p>1029</p> <p>1030</p> <p>1031</p> <p>1032</p> <p>1033</p> <p>1034</p> <p>1035</p> <p>1036</p> <p>1037</p> <p>1038</p> <p>1039</p> <p>1040</p> <p>1041</p> <p>1042</p> <p>1043</p> <p>1044</p> <p>1045</p> <p>1046</p> <p>1047</p> <p>1048</p> <p>1049</p> <p>1050</p> <p>1051</p> <p>1052</p> <p>1053</p> <p>1054</p> <p>1055</p> <p>1056</p> <p>1057</p> <p>1058</p> <p>1059</p> <p>1060</p> <p>1061</p> <p>1062</p> <p>1063</p> <p>1064</p> <p>1065</p> 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<p>1149</p> <p>1150</p> <p>1151</p> <p>1152</p> <p>1153</p> <p>1154</p> <p>1155</p> <p>1156</p> <p>1157</p> <p>1158</p> <p>1159</p> <p>1160</p> <p>1161</p> <p>1162</p> <p>1163</p> <p>1164</p> <p>1165</p> <p>1166</p> <p>1167</p> <p>1168</p> <p>1169</p> <p>1170</p> <p>1171</p> <p>1172</p> <p>1173</p> <p>1174</p> <p>1175</p> <p>1176</p> <p>1177</p> <p>1178</p> <p>1179</p> <p>1180</p> <p>1181</p> <p>1182</p> <p>1183</p> <p>1184</p> <p>1185</p> <p>1186</p> <p>1187</p> <p>1188</p> <p>1189</p> <p>1190</p> <p>1191</p> <p>1192</p> <p>1193</p> <p>1194</p> <p>1195</p> <p>1196</p> <p>1197</p> <p>1198</p> <p>1199</p> <p>1200</p> <p>1201</p> <p>1202</p> <p>1203</p> <p>1204</p> <p>1205</p> <p>1206</p> <p>1207</p> <p>1208</p> <p>1209</p> <p>1210</p> <p>1211</p> <p>1212</p> <p>1213</p> <p>1214</p> <p>1215</p> <p>1216</p> <p>1217</p> <p>1218</p> <p>1219</p> <p>1220</p> <p>1221</p> <p>1222</p> <p>1223</p> <p>1224</p> <p>1225</p> <p>1226</p> <p>1227</p> <p>1228</p> <p>1229</p> <p>1230</p> <p>1231</p> 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<p>1315</p> <p>1316</p> <p>1317</p> <p>1318</p> <p>1319</p> <p>1320</p> <p>1321</p> <p>1322</p> <p>1323</p> <p>1324</p> <p>1325</p> <p>1326</p> <p>1327</p> <p>1328</p> <p>1329</p> <p>1330</p> <p>1331</p> <p>1332</p> <p>1333</p> <p>1334</p> <p>1335</p> <p>1336</p> <p>1337</p> <p>1338</p> <p>1339</p> <p>1340</p> <p>1341</p> <p>1342</p> <p>1343</p> <p>1344</p> <p>1345</p> <p>1346</p> <p>1347</p> <p>1348</p> <p>1349</p> <p>1350</p> <p>1351</p> <p>1352</p> <p>1353</p> <p>1354</p> <p>1355</p> <p>1356</p> <p>1357</p> <p>1358</p> <p>1359</p> <p>1360</p> <p>1361</p> <p>1362</p> <p>1363</p> <p>1364</p> <p>1365</p> <p>1366</p> <p>1367</p> <p>1368</p> <p>1369</p> <p>1370</p> <p>1371</p> <p>1372</p> <p>1373</p> <p>1374</p> <p>1375</p> <p>1376</p> <p>1377</p> <p>1378</p> <p>1379</p> <p>1380</p> <p>1381</p> <p>1382</p> <p>1383</p> <p>1384</p> <p>1385</p> <p>1386</p> <p>1387</p> <p>1388</p> <p>1389</p> <p>1390</p> <p>1391</p> <p>1392</p> <p>1393</p> <p>1394</p> <p>1395</p> <p>1396</p> <p>1397</p> <p>1398</p> <p>1399</p> <p>1400</p> <p>1401</p> <p>1402</p> <p>1403</p> <p>1404</p> <p>1405</p> <p>1406</p> <p>1407</p> <p>1408</p> <p>1409</p> <p>1410</p> <p>1411</p> <p>1412</p> <p>1413</p> <p>1414</p> <p>1415</p> <p>1416</p> <p>1417</p> <p>1418</p> <p>1419</p> <p>1420</p> <p>1421</p> <p>1422</p> <p>1423</p> <p>1424</p> <p>1425</p> <p>1426</p> <p>1427</p> <p>1428</p> <p>1429</p> <p>1430</p> <p>1431</p> <p>1432</p> <p>1433</p> <p>1434</p> <p>1435</p> <p>1436</p> <p>1437</p> <p>1438</p> <p>1439</p> <p>1440</p> <p>1441</p> <p>1442</p> <p>1443</p> <p>1444</p> <p>1445</p> <p>1446</p> <p>1447</p> <p>1448</p> <p>1449</p> <p>1450</p> <p>1451</p> <p>1452</p> <p>1453</p> <p>1454</p> <p>1455</p> <p>1456</p> <p>1457</p> <p>1458</p> <p>1459</p> <p>1460</p> <p>1461</p> <p>1462</p> <p>1463</p> <p>1464</p> <p>1465</p> <p>1466</p> <p>1467</p> <p>1468</p> <p>1469</p> <p>1470</p> <p>1471</p> <p>1472</p> <p>1473</p> <p>1474</p>			
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BALTIMORE, MARYLAND  
Amdt 3 05SEP24

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)  
39°11'N-76°40'W

RNAV (GPS) Y RWY 15R


NE-3, 07 AUG 2025 to 02 OCT 2025

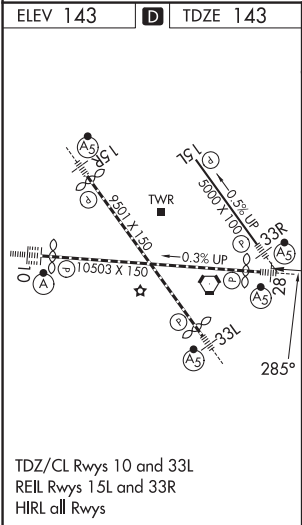
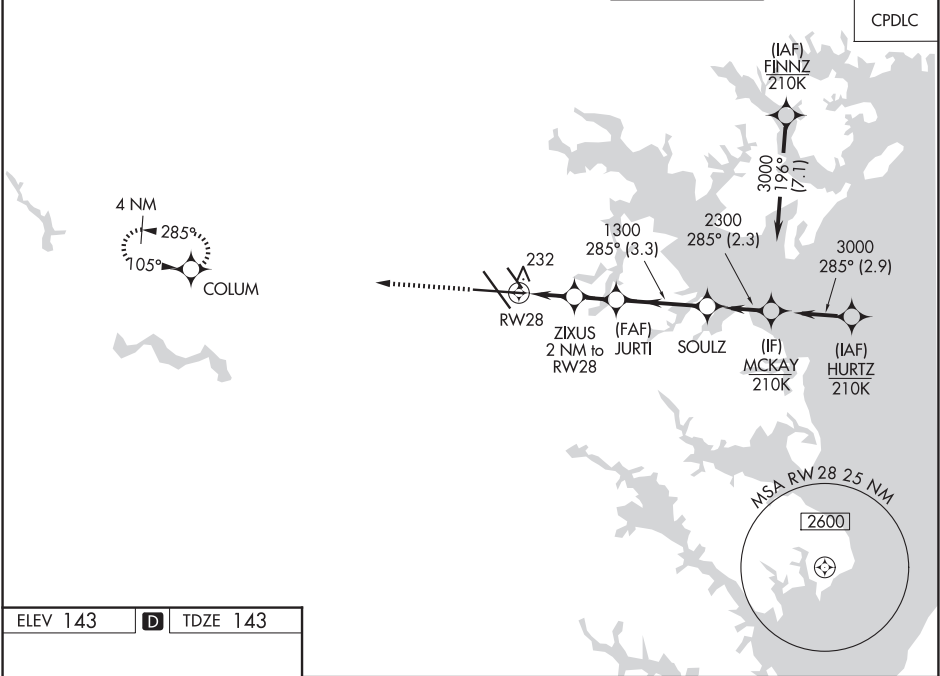
NE-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>48808</b> <b>W28A</b>	APP CRS <b>285°</b>	Rwy Ldg TDZE Apt Elev	<b>9803</b> <b>143</b> <b>143</b>
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RNAV (GPS) Y RWY 28

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

RNP APCH - GPS.				MALSR		MISSED APPROACH: Climb to 2500 direct COLUM and hold.	
<div>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4000 and LNAV Cats C and D visibility to RVR 5500. * RVR 1800 authorized with use of FD or AP or HUD to DA.</div>				<div> (AS)</div>			
D-ATIS <b>115.1 127.8</b>		POTOMAC APP CON (020°-100°) <b>119.7 282.275</b> (101°-130°) <b>124.55 317.425</b>		BALTIMORE TOWER <b>119.4 257.8</b>		GND CON <b>121.9</b>	CLNC DEL <b>118.05</b>
		(131°-180°) <b>119.7 290.475</b> (181°-019°) <b>128.7 307.9</b>					



2500 COLUM		VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 75).				MCKAY	
		ZIXUS 2 NM to RWY 28		JURTI 1300		SOULZ	
RWY 28		0.9 NM to RWY 28		820		2300	
		0.9 NM		1.1 NM		1.5 NM	
		3.3 NM		2.3 NM			
CATEGORY		A		B		C	
LPV DA *		343/24		200 (200-½)			
LNAV/VNAV DA		395/24		252 (300-½)			
LNAV MDA		500/24		357 (400-½)		500/30 357 (400-¾)	
CIRCLING		660-1		517 (600-1)		700-1½ 557 (600-1½) 880-2¼ 737 (800-2¼)	

BALTIMORE, MARYLAND

AL-804 (FAA)

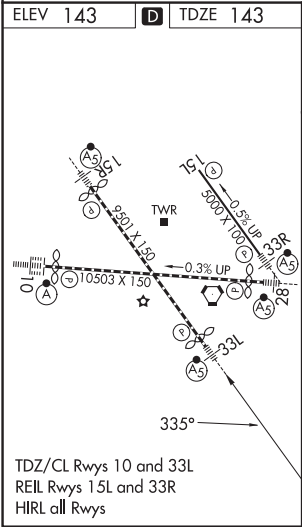
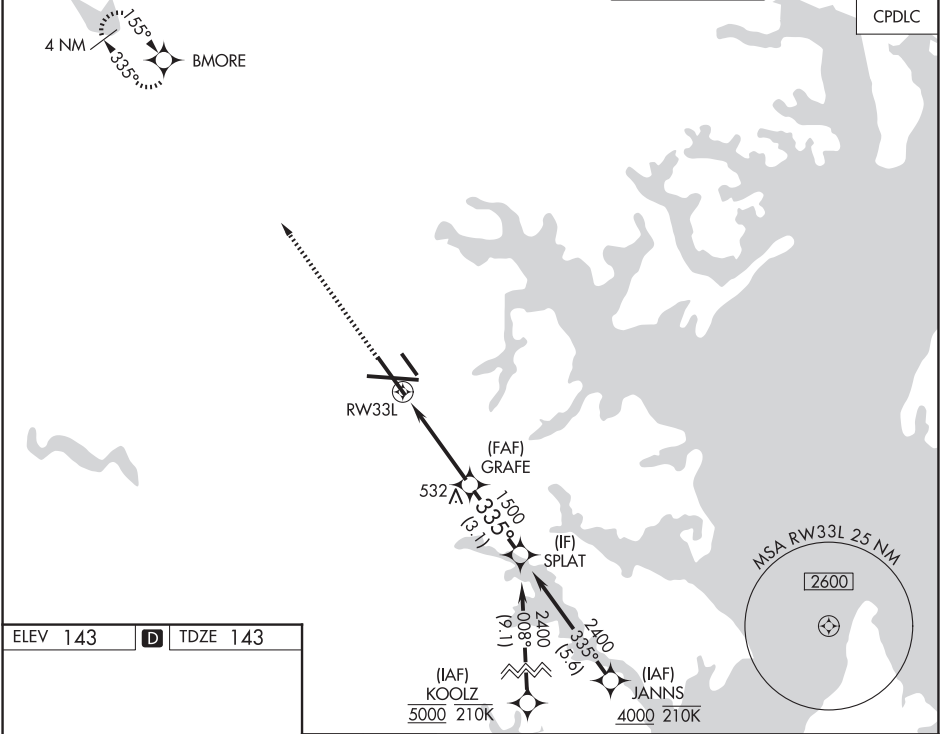
25219

WAAS CH <b>82207</b> <b>W33A</b>	APP CRS <b>335°</b>	Rwy Ldg TDZE <b>143</b> Apt Elev <b>143</b>	<b>8301</b>
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RNAV (GPS) Y RWY 33L

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

RNP APCH-GPS.		MALS R	MISSED APPROACH: Climb to 3000 direct BMORE and hold.	
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C.				
D-ATIS <b>115.1 127.8</b>	POTOMAC APP CON <b>119.0 282.275</b> (020°-100°) <b>119.7 290.475</b> (131°-180°) <b>124.55 317.425</b> (101°-130°) <b>128.7 307.9</b> (181°-019°)	BALTIMORE TOWER <b>119.4 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>118.05</b>



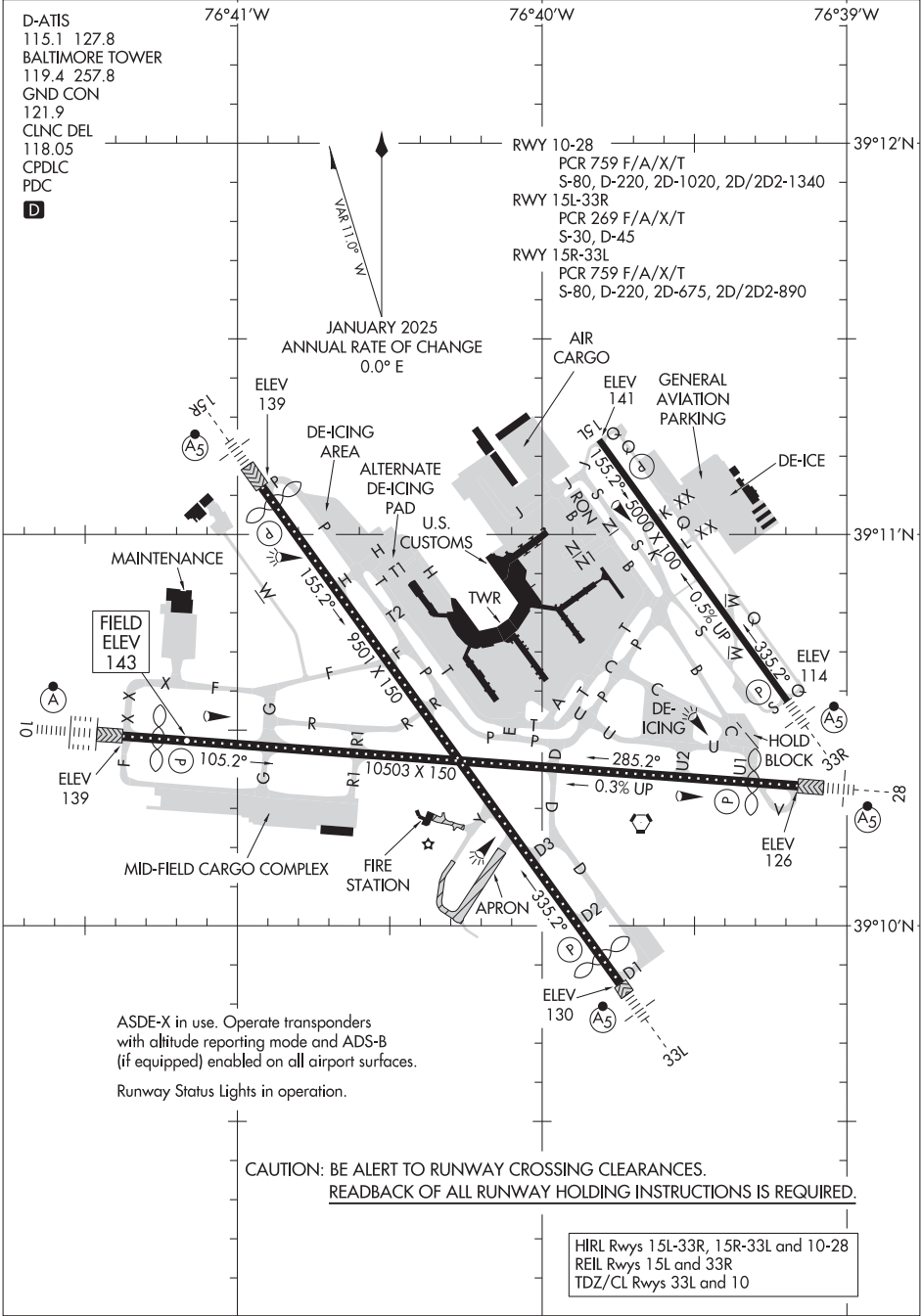
3000	BMORE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).			SPLAT
RW33L		1.2 NM	2.9 NM	3.1 NM	
CATEGORY		A	B	C	D
LPV	DA	343/18		200 (200-½)	
LNAV/ VNAV	DA	432/24		289 (300-½)	
LNAV MDA		600/24	457 (500-½)	600/45	457 (500-¾)
CIRCLING		640-1 497 (500-1)	660-1 517 (600-1)	700-1½ 557 (600-½)	880-2¼ 737 (800-2¼)

BALTIMORE, MARYLAND  
Amdt 5 05SEP24

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)  
39°11'N-76°40'W  
RNAV (GPS) Y RWY 33L

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025



(CONLE5.CONLE) 24193

AL-804 (FAA)

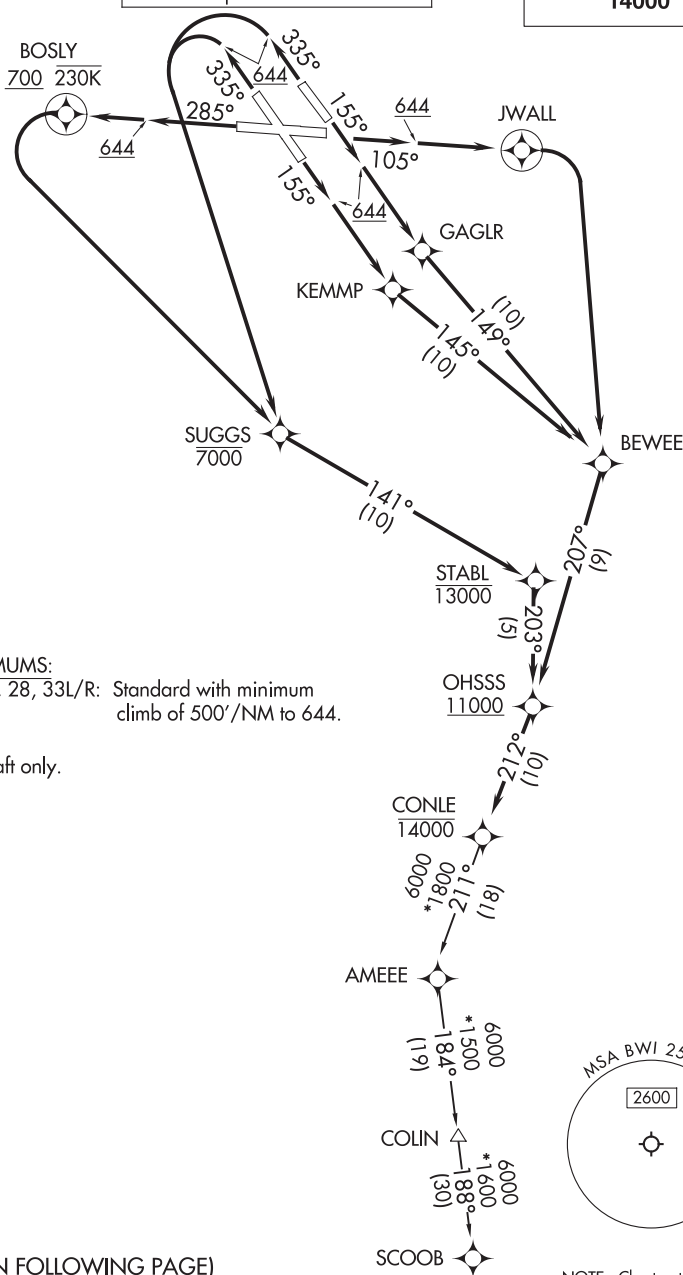
BALTIMORE/  
WASHINGTON INTL THURGOOD MARSHALL (BWI)  
BALTIMORE, MARYLAND

# CONLE FIVE DEPARTURE (RNAV)

POTOMAC DEP CON  
124.55 317.425  
D-ATIS  
115.1 127.8  
CLNC DEL  
118.05  
CPDLC  
GND CON  
121.9  
BALTIMORE TOWER  
119.4 257.8

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

**TOP ALTITUDE:  
14000**



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

CONLE FIVE DEPARTURE (RNAV)  
(CONLE5.CONLE) 11JUL24

BALTIMORE/  
WASHINGTON INTL THURGOOD MARSHALL (BWI)  
BALTIMORE, MARYLAND





DEPARTURE ROUTE DESCRIPTION

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

TAKEOFF RUNWAY 15L: Climb on heading 155° to 644, then direct GAGLR, then on track 149° to BEWEE, then on track 207° to cross OHSSS at or above 11000, thence....

TAKEOFF RUNWAY 15R: Climb on heading 155° to 644, then direct KEMMP, then on track 145° to BEWEE, then on track 207° to cross OHSSS at or above 11000, thence....

TAKEOFF RUNWAY 28: Climb on heading 285° to 644, then direct BOSLY to cross at or above 700 and at or below 230K, then left turn direct SUGGS to cross at or below 7000, then on track 141° to cross STABL at or below 13000, then on track 203° to cross OHSSS at or above 11000, thence....

TAKEOFF RUNWAYS 33L/R: Climb on heading 335° to 644, then left turn direct SUGGS to cross at or below 7000, then on track 141° to cross STABL at or below 13000, then on track 203° to cross OHSSS at or above 11000, thence...

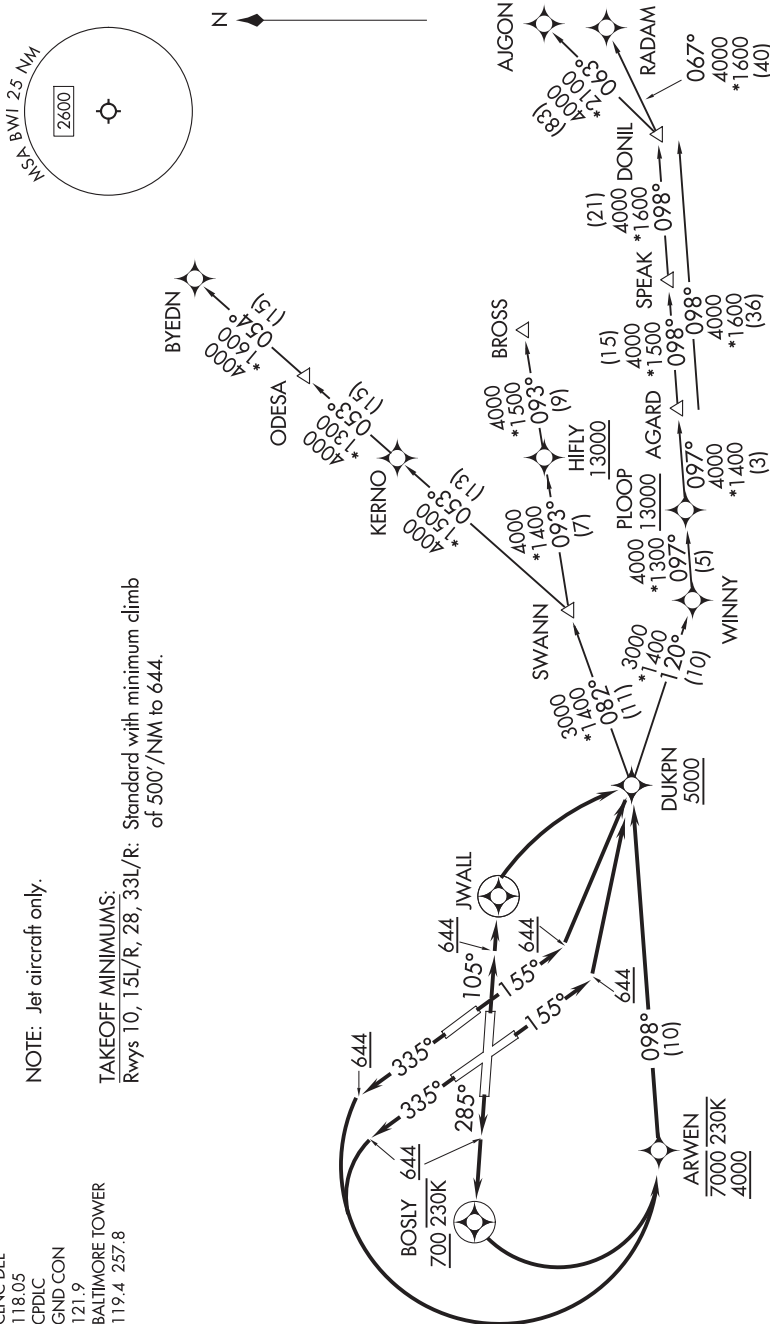
....on track 212° to cross CONLE at or below 14000, then on assigned transition. Maintain 14000. Expect clearance to filed altitude within 10 minutes after departure.

COLIN TRANSITION (CONLE5.COLIN)  
SCOOB TRANSITION (CONLE5.SCOOB)

BALTIMORE, MARYLAND

Rwys 10, 15L/R, 28, 33L/R: Standard with minimum climb of 500'/NM to 644.

**TOP ALTITUDE:**  
**14000**



NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

NE-3, 07 AUG 2025 to 02 OCT 2025

DUKPN ONE DEPARTURE (RNAV)  
(DUKPN1.DUKPN) 11 JUL24

BALTIMORE/ BALTIMORE, MARYLAND  
WASHINGTON INTL THURGOOD MARSHALL (BWI)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb on heading 105° to 644, then direct JWALL, then right turn direct DUKPN to cross at or above 5000, thence...

TAKEOFF RUNWAYS 15L/R: Climb on heading 155° to 644, then left turn direct DUKPN to cross at or above 5000, thence...

TAKEOFF RUNWAY 28: Climb on heading 285° to 644, then direct BOSLY to cross at or above 700 and at or below 230K, then left turn direct ARWEN to cross between 4000 and 7000 and at or below 230K, then on track 098° to cross DUKPN at or above 5000, thence...

TAKEOFF RUNWAYS 33L/R: Climb on heading 335° to 644, then left turn direct ARWEN to cross between 4000 and 7000 and at or below 230K, then on track 098° to cross DUKPN at or above 5000, thence...

...then on assigned transition. Maintain 14000. Expect clearance to filed altitude within 10 minutes after departure.

- AJGON TRANSITION (DUKPN1.AJGON)
- BROSS TRANSITION (DUKPN1.BROSS)
- BYEDN TRANSITION (DUKPN1.BYEDN)
- DONIL TRANSITION (DUKPN1.DONIL)
- RADAM TRANSITION (DUKPN1.RADAM)
- SPEAK TRANSITION (DUKPN1.SPEAK)
- SWANN TRANSITION (DUKPN1.SWANN)

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

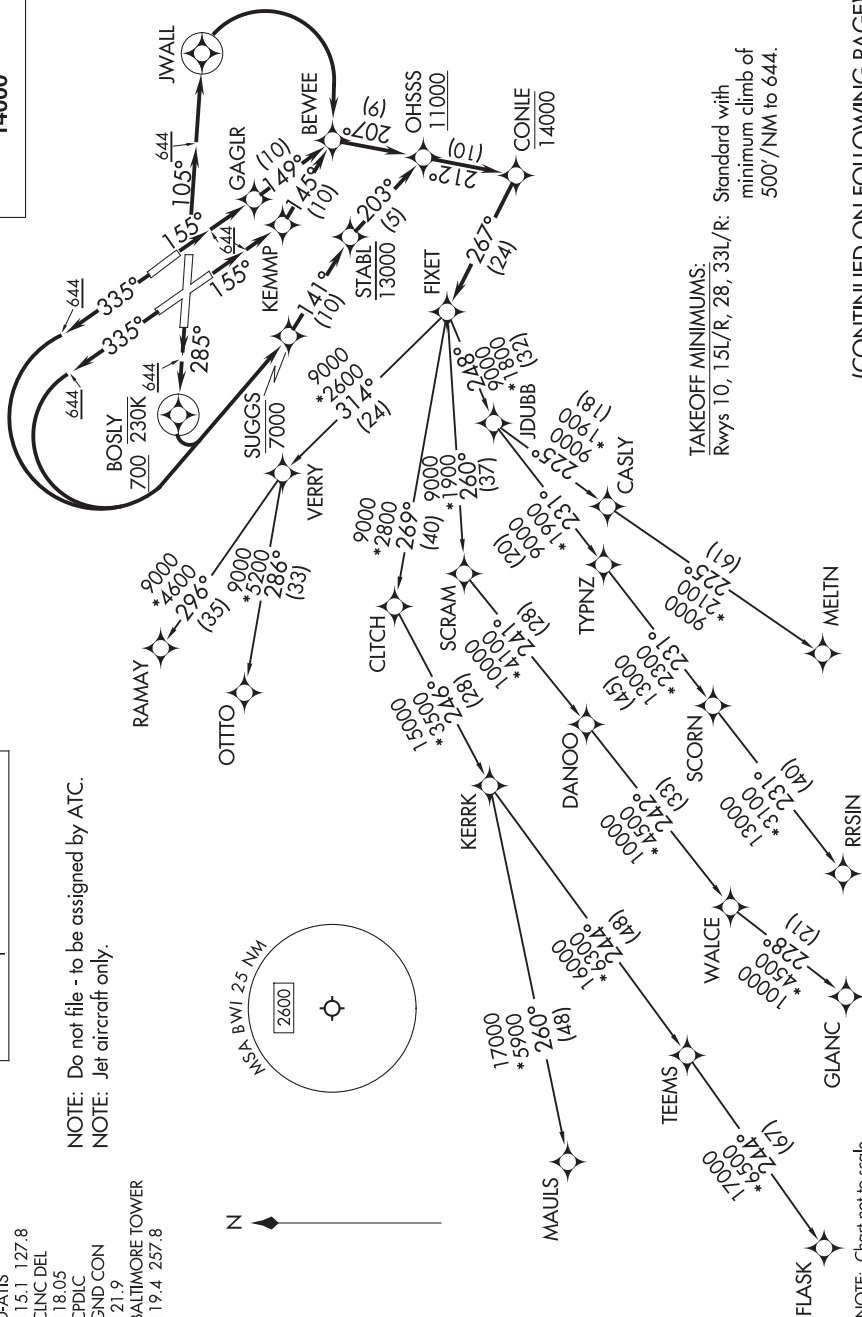
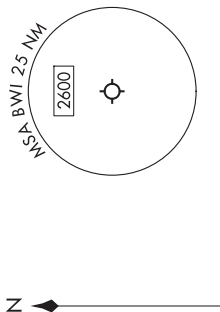
## FIXET FIVE DEPARTURE (RNAV)

**TOP ALTITUDE:**  
**14000**

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

POTOMAC DEP CON  
124.55 317.425  
D-ATIS  
115.1 127.8  
CLINC DEL  
118.05  
CPDLC  
GND CON  
121.9  
BALTIMORE TOWER  
119.4 257.8

NOTE: Do not file - to be assigned by ATC.  
NOTE: Jet aircraft only.



**TAKEOFF MINIMUMS:**  
Rwys 10, 15L/R, 28, 33L/R: Standard with minimum climb of 500'/NM to 644.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)



DEPARTURE ROUTE DESCRIPTION

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

TAKEOFF RUNWAY 15L: Climb on heading 155° to 644, then direct GAGLR, then on track 149° to BEWEE, then on track 207° to cross OHSSS at or above 11000, thence . . . .

TAKEOFF RUNWAY 15R: Climb on heading 155° to 644, then direct KEMMP, then on track 145° to BEWEE, then on track 207° to cross OHSSS at or above 11000, thence . . . .

TAKEOFF RUNWAY 28: Climb on heading 285° to 644, then direct BOSLY to cross at or above 700 and at or below 230K, then left turn direct SUGGS to cross at or below 7000, then on track 141° to cross STABL at or below 13000, then on track 203° to cross OHSSS at or above 11000, thence . . . .

TAKEOFF RUNWAYS 33L/R: Climb on heading 335° to 644, then left turn direct SUGGS to cross at or below 7000, then on track 141° to cross STABL at or below 13000, then on track 203° to cross OHSSS at or above 11000, thence . . . .

. . . . on track 212° to cross CONLE at or below 14000, then on track 267° to FIXET, then on assigned transition. Maintain 14000. Expect clearance to filed altitude within 10 minutes after departure.

FLASK TRANSITION (FIXET5.FLASK):

GLANC TRANSITION (FIXET5.GLANC):

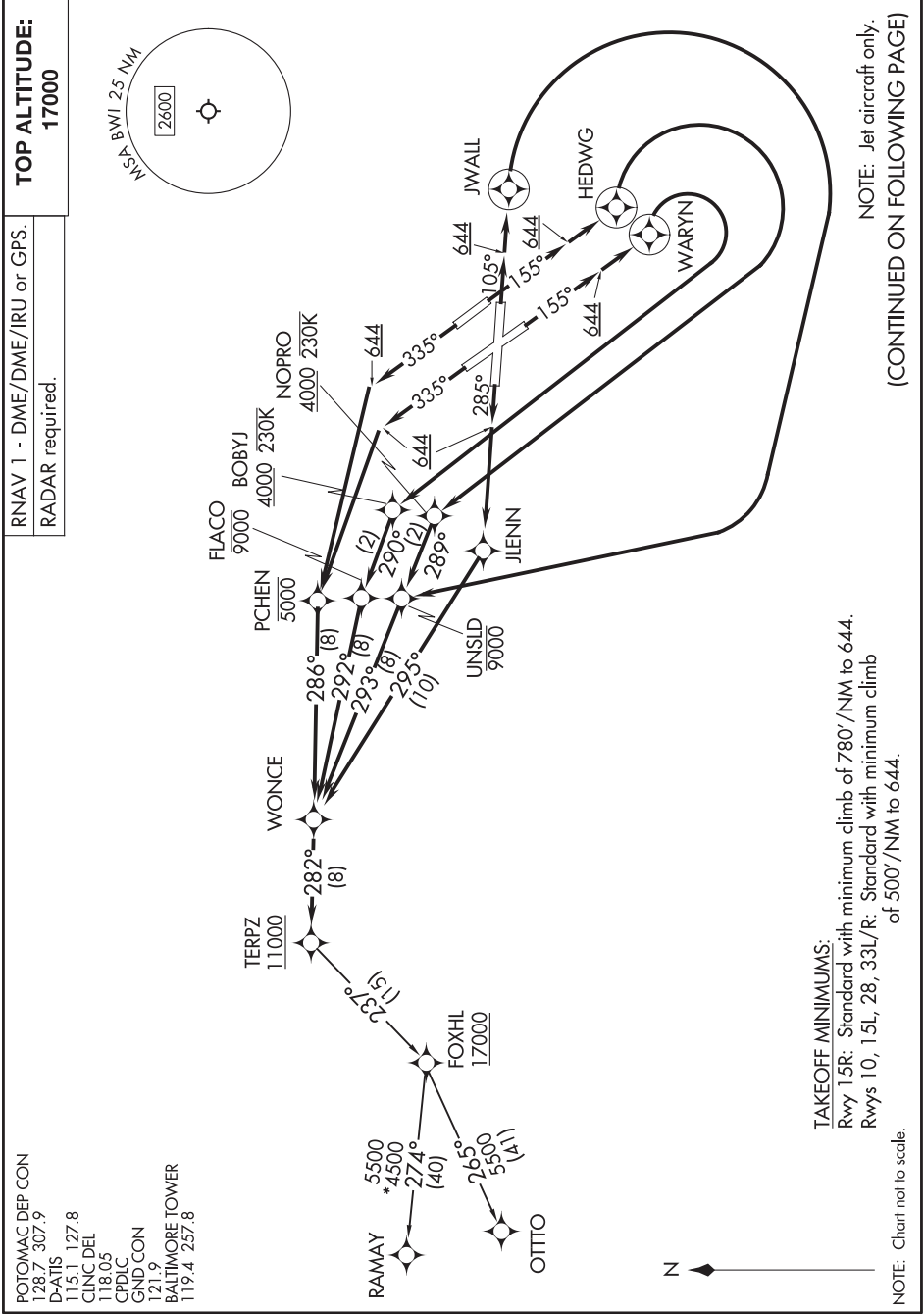
MAULS TRANSITION (FIXET5.MAULS):

MELTN TRANSITION (FIXET5.MELTN):

OTTO TRANSITION (FIXET5.OTTO):

RAMAY TRANSITION (FIXET5.RAMAY):

RRSIN TRANSITION (FIXET5.RRSIN):





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb on heading 105° to 644, then direct JWALL, then right turn direct UNSLD at or below 9000, then on track 293° to WONCE, then on track 282° to cross TERPZ at or above 11000, thence....

TAKEOFF RUNWAY 15L: Climb on heading 155° to 644, then direct HEDWG, then right turn direct NOPRO at or above 4000 and at or below 230K, then on track 289° to cross UNSLD at or below 9000, then on track 293° to WONCE, then on track 282° to cross TERPZ at or above 11000, thence....

TAKEOFF RUNWAY 15R: Climb on heading 155° to 644, then direct WARYN, then right turn direct BOBYJ at or above 4000 at or below 230K, then on track 290° to cross FLACO at or below 9000, then on track 292° to WONCE, then on track 282° to cross TERPZ at or above 11000, thence....

TAKEOFF RUNWAY 28: Climb on heading 285° to 644, then direct JLENN, then on track 295° to WONCE, then on track 282° to cross TERPZ at or above 11000, thence....

TAKEOFF RUNWAYS 33L/R: Climb on heading 335° to 644, then left turn direct PCHEN at or below 5000, then on track 285° to WONCE, then on track 282° to cross TERPZ at or above 11000, thence....

...then on track 237° to cross FOXHL at or above 17000, then on assigned transition. Maintain 17000, expect filed altitude 10 minutes after departure.

ALL AIRCRAFT ATC CLIMB GRADIENT: If unable to accept climb rate advise ATC prior to taxi. Runway 15R: 780'/NM to 644' MSL.

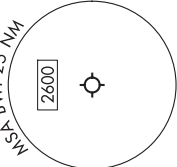
OTTTO TRANSITION (FOXHL1.OTTTO)  
RAMAY TRANSITION (FOXHL1.RAMAY)

(LINSE2.LINSE) 25051

LINSE TWO DEPARTURE (RNAV)

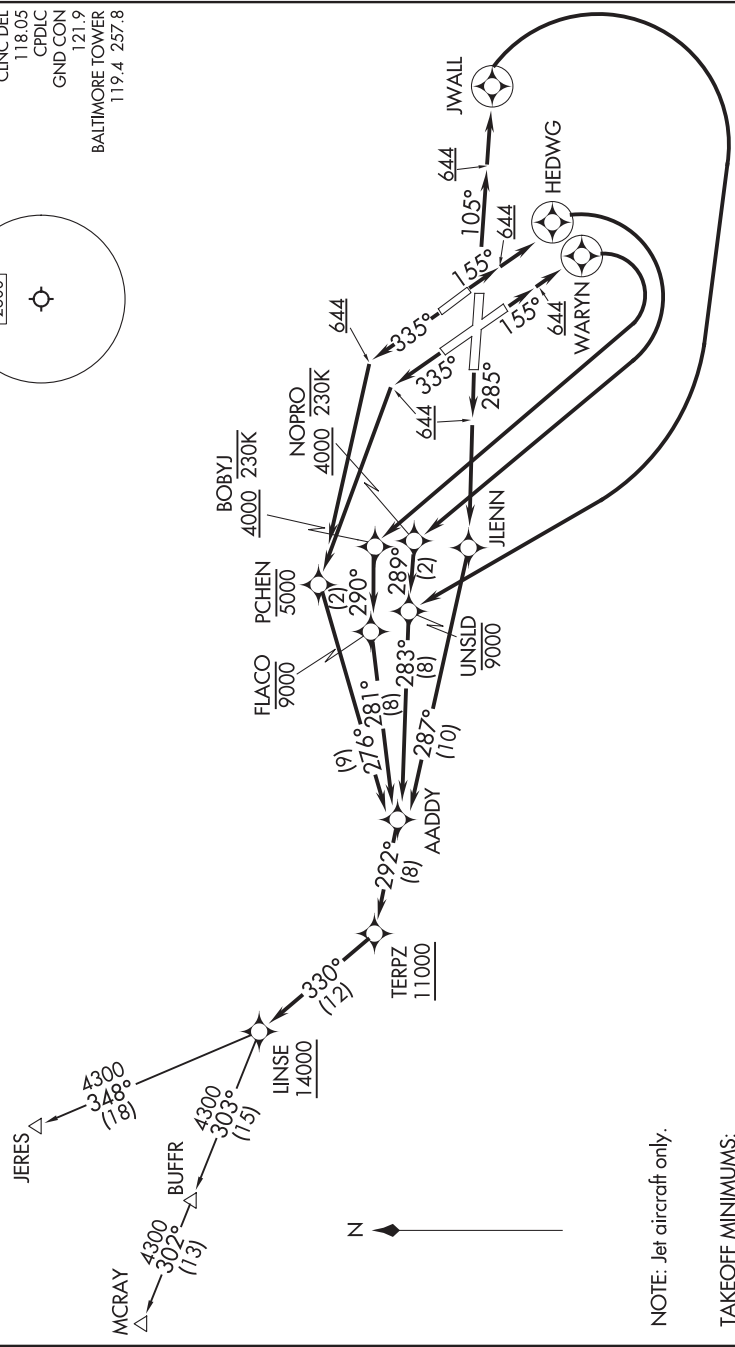
BALTIMORE/  
WASHINGTON INTL THURGOOD MARSHALL (BWI)  
BALTIMORE, MARYLAND

POTOMAC DEP CON 128.7 307.9  
D-ATIS 115.1 127.8  
CLNC DEL 118.05  
CPDIC  
GND CON 121.9  
BALTIMORE TOWER 119.4 257.8



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

TOP ALTITUDE:  
16000



NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:  
Rwy 15R: Standard with minimum climb of 780'/NM to 644.  
Rwys 10, 15L, 28, 33L/R: Standard with minimum climb of 500'/NM to 644.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

LINSE TWO DEPARTURE (RNAV)  
(LINSE2.LINSE) 20FEB25

BALTIMORE/  
WASHINGTON INTL THURGOOD MARSHALL (BWI)  
BALTIMORE, MARYLAND





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb on heading 105° to 644, then direct JWALL, then right turn direct UNSLD at or below 9000, then on track 283° to AADDY, then on track 292° to cross TERPZ at or above 11000, thence....

TAKEOFF RUNWAY 15L: Climb on heading 155° to 644, then direct HEDWG, then right turn direct NOPRO at or above 4000 and at or below 230K, then on track 289° to cross UNSLD at or below 9000, then on track 283° to AADDY, then on track 292° to cross TERPZ at or above 11000, thence....

TAKEOFF RUNWAY 15R: Climb on heading 155° to 644, then direct WARYN, then right turn direct BOBYJ at or above 4000 at or below 230K, then on track 290° to cross FLACO at or below 9000, then on track 281° to AADDY, then on track 292° to cross TERPZ at or above 11000, thence....

TAKEOFF RUNWAY 28: Climb on heading 285° to 644, then direct JLENN, then on track 287° to AADDY, then on track 292° to cross TERPZ at or above 11000, thence....

TAKEOFF RUNWAYS 33L/R: Climb on heading 335° to 644, then left turn direct PCHEN at or below 5000, then on track 276° to AADDY, then on track 292° to cross TERPZ at or above 11000, thence....

....then on track 330° to cross LINSE at or above 14000. Then on assigned transition. Maintain 16000, expect filed altitude 10 minutes after departure.

ALL AIRCRAFT ATC CLIMB GRADIENT: If unable to accept climb rate advise ATC prior to taxi. Rwy 15R: 780'/NM until 644' MSL.

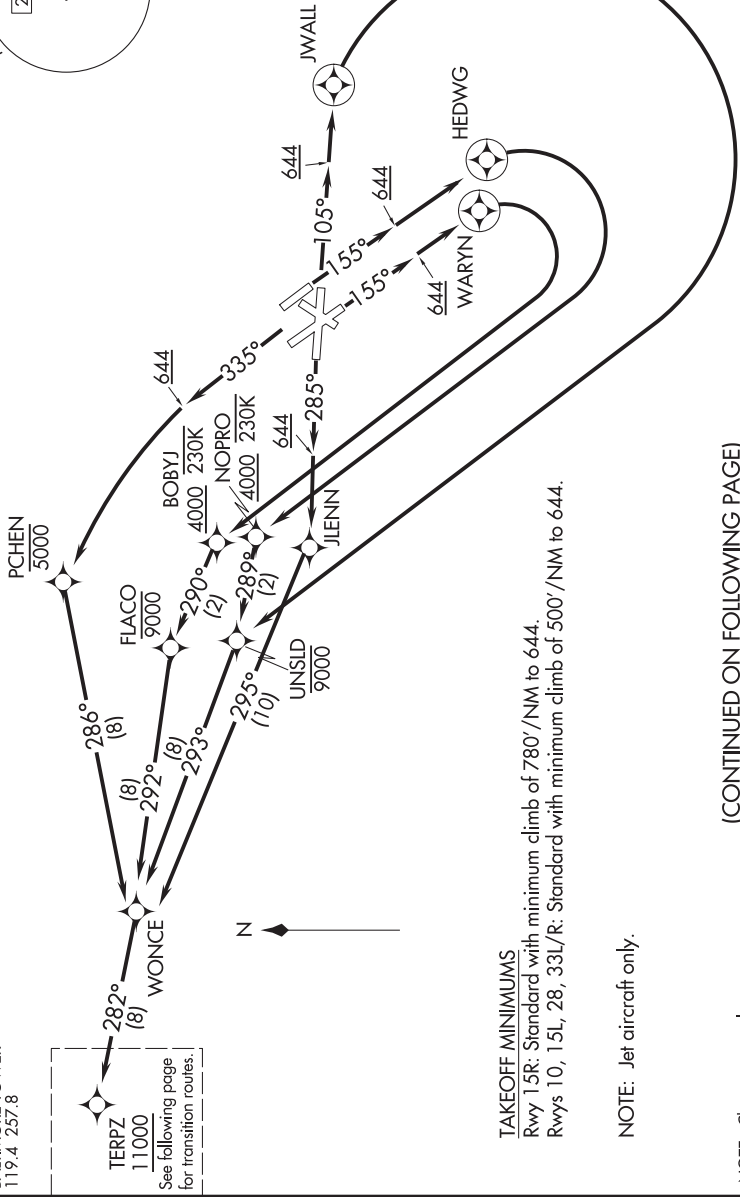
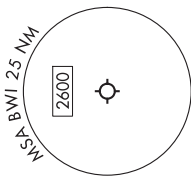
JERES TRANSITION (LINSE2.JERES)

MCRAY TRANSITION (LINSE2.MCRAY)

POTOMAC DEP CON  
128.7 307.9  
D-415  
115.1 127.8  
CLNC DEL  
118.05  
CPDIC  
GND CON  
121.9  
BALTIMORE TOWER  
119.4 257.8

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

TOP ALTITUDE:  
17000



TAKEOFF MINIMUMS  
Rwy 15R: Standard with minimum climb of 780' /NM to 644.  
Rwys 10, 15L, 28, 33L/R: Standard with minimum climb of 500' /NM to 644.

NOTE: Jet aircraft only.

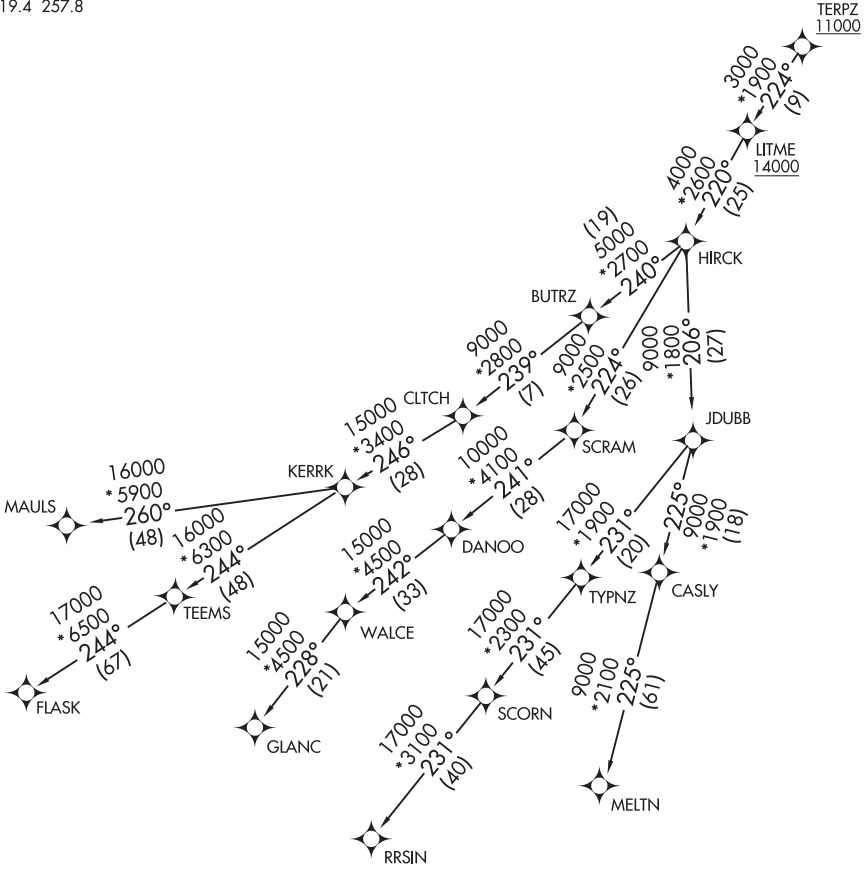
(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

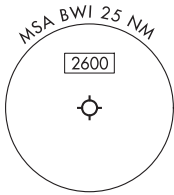
POTOMAC DEP CON  
128.7 307.9  
D-ATIS  
115.1 127.8  
CLNC DEL  
118.05  
CPDLC  
GND CON  
121.9  
BALTIMORE TOWER  
119.4 257.8

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

TOP ALTITUDE:  
17000



NOTE: Jet aircraft only.



NOTE: Chart not to scale. (CONTINUED ON FOLLOWING PAGE)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb on heading 105° to 644, then direct JWALL, then right turn direct UNSLD at or below 9000, then on track 293° to WONCE, thence . . . .

TAKEOFF RUNWAY 15L: Climb on heading 155° to 644, then direct HEDWG, then right turn direct NOPRO at or above 4000 at or below 230K, then on track 289° to cross UNSLD at or below 9000, then on track 293° to WONCE, thence . . . .

TAKEOFF RUNWAY 15R: Climb on heading 155° to 644, then direct WARYN, then right turn direct BOBYJ at or above 4000 at or below 230K, then on track 290° to cross FLACO at or below 9000, then on track 292° to WONCE, thence . . . .

TAKEOFF RUNWAY 28: Climb on heading 285° to 644, then direct JLENN, then on track 295° to WONCE, thence . . . .

TAKEOFF RUNWAYS 33L/R: Climb on heading 335° to 644, then left turn direct PCHEN at or below 5000, then on track 286° to WONCE, thence . . . .

. . . . then on track 282° to cross TERPZ at or above 11000, then on (transition).  
Maintain 17000, expect filed altitude within 10 minutes after departure.

All aircraft ATC climb gradient: if unable to accept climb rate advise ATC prior to taxi. Rwy 15R: 780'/NM to 644 MSL.

CLTCH TRANSITION (TERPZ8.CLTCH)

FLASK TRANSITION (TERPZ8.FLASK)

GLANC TRANSITION (TERPZ8.GLANC)

MAULS TRANSITION (TERPZ8.MAULS)

MELTN TRANSITION (TERPZ8.MELTN)

RRSIN TRANSITION (TERPZ8.RRSIN)

LOC/DME I-MTN	APP CRS	Rwy Idg	6997
<b>110.7</b>	<b>326°</b>	TDZE	<b>14</b>
Chan <b>44</b>		Apt Elev	<b>22</b>

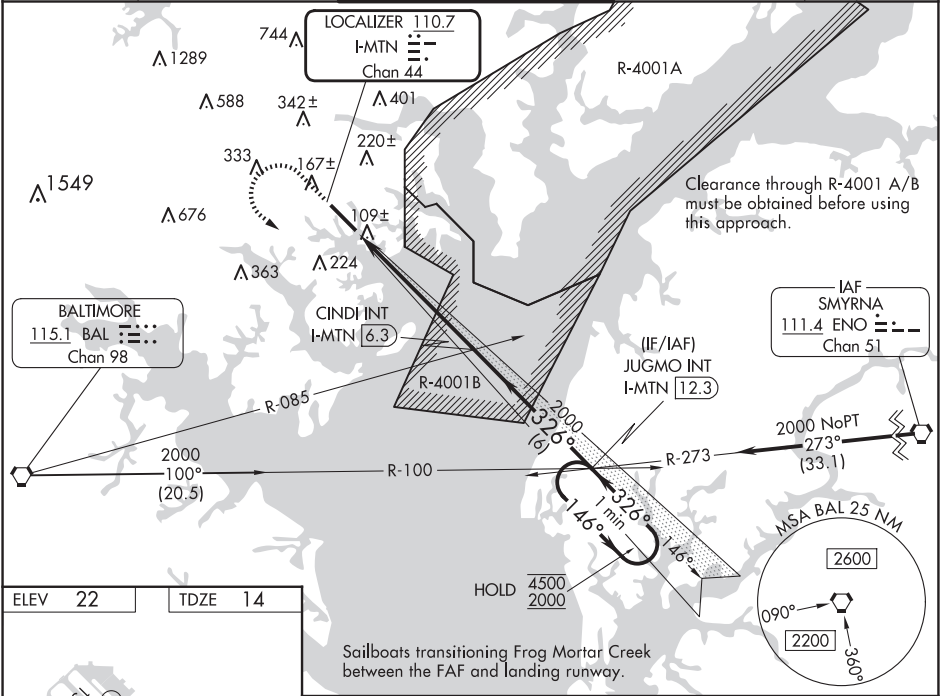
ILS or LOC RWY 33

MARTIN STATE (MTN)

**⚠** Circling NA for Cat D northeast of Rwy 15-33. Rwy 33 helicopter visibility reduction below ¾ SM NA. VDP NA when using Baltimore/Washington Intl Thurgood Marshall altimeter setting. When local altimeter setting not received, use Baltimore/Washington Intl Thurgood Marshall altimeter setting; increase S-ILS 33 DA to 266 feet; increase all MDAs 60 feet and S-LOC 33 visibility Cat C/D ¼ SM, and Circling visibility Cat C/D ¼ SM.

**MISSED APPROACH:** Climb to 800 then climbing left turn to 2000 on heading 146° and on BAL VORTAC R-100 to JUGMO INT/I-MTN 12.3 DME and hold.

ATIS	POTOMAC APP CON	MARTIN TOWER ★	GND CON	UNICOM
<b>124.925</b>	<b>119.0 282.275</b>	<b>121.3(CTAF) 254.425</b>	<b>121.8 253.4</b>	<b>122.95</b>



ELEV 22	TDZE 14
HIRL Rwy 15-33 REIL Rwy 15 and 33 Rwy 33 Idg 8100' (Military Operations Only) Rwy 15 take-off 8100' (Military Operations Only)	
FAF to MAP 6.1 NM	
Knots	60 90 120 150 180
Min:Sec	6:06 4:04 3:03 2:26 2:02
<b>Ⓢ</b> CIRCLING	

800	2000	BAL R-100	JUGMO INT	CINDI INT I-MTN 6.3	JUGMO INT I-MTN 12.3	One Minute Holding Pattern
						GS 3.00° TCH 49
CATEGORY	A	B	C	D		
S-ILS 33		214-1	200 (200-1)			
S-LOC 33		380-1	366 (400-1)			
	540-1	518 (600-1)	580-1½ 558 (600-1½)	740-2¼ 718 (800-2¼)		

BALTIMORE, MARYLAND

AL-5222 (FAA)

24305

WAAS CH <b>45622</b> <b>W15A</b>	APP CRS <b>146°</b>	Rwy ldg TDZE Apt Elev <b>6997</b> <b>22</b> <b>22</b>
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# RNAV (GPS) RWY 15

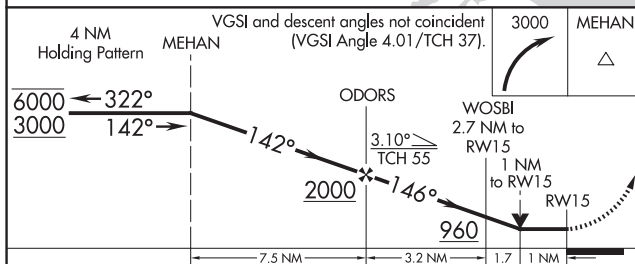
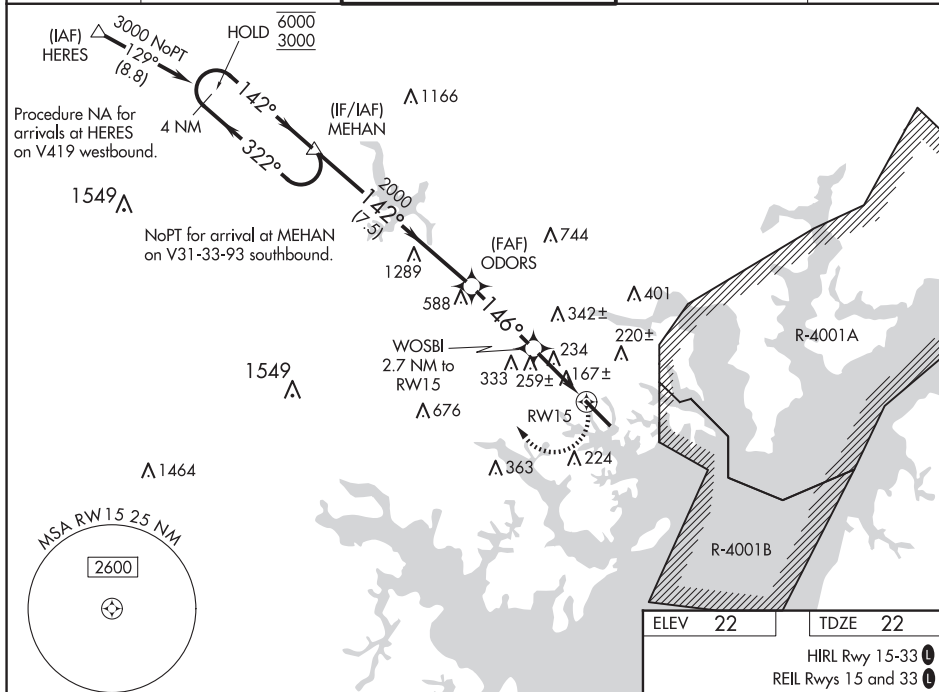
## MARTIN STATE (MTN)

## RNP APCH.

**⚠** Rwy 15 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. When local altimeter setting not received, use Baltimore/Washington Intl Thurgood Marshall altimeter setting; increase all MDA 60 feet and increase LP Cats C and D visibility  $\frac{1}{8}$  SM, UNAV Cats C and D visibility  $\frac{1}{4}$  SM and Circling Cat C and D visibility  $\frac{1}{4}$  SM. Circling Cat D NA northeast of Rwy 15-33.

**MISSED APPROACH:**  
Climbing right turn to 3000 direct MEHAN and hold.

ATIS <b>124.925</b>	POTOMAC APP CON <b>119.0 282.275</b>	MARTIN TOWER ★ <b>121.3(CTAF) 0 254.425</b>	GND CON <b>121.8 253.4</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LP MDA	500-1	478 (500-1)	500-1 $\frac{3}{8}$	478 (500-1 $\frac{3}{8}$ )
UNAV MDA	520-1	498 (500-1)	520-1 $\frac{3}{8}$	498 (500-1 $\frac{3}{8}$ )
CIRCLING	560-1	538 (600-1)	680-1 $\frac{3}{4}$ 658 (700-1 $\frac{3}{4}$ )	740-2 $\frac{1}{4}$ 718 (800-2 $\frac{1}{4}$ )

Rwy 33 ldg 8100'  
(Military Operations Only)  
Rwy 15 take-off 8100'  
(Military Operations Only)

BALTIMORE, MARYLAND

Amdt 1C 17JUN21

39°20'N-76°25'W

MARTIN STATE (MTN)

# RNAV (GPS) RWY 15

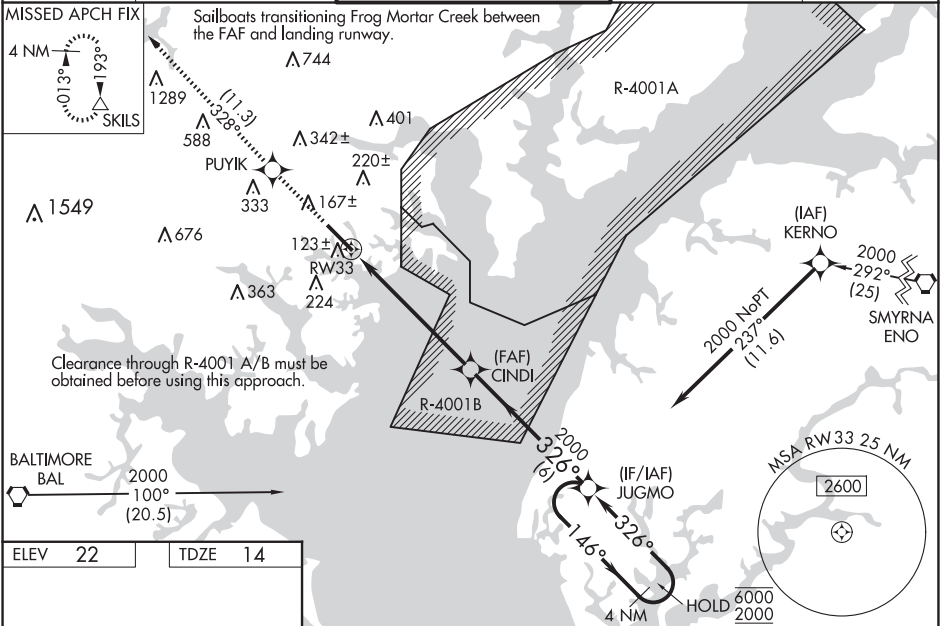
NE-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>40307</b> <b>W33A</b>	APP CRS <b>326°</b>	Rwy ldg TDZE Apt Elev	<b>6997</b> <b>14</b> <b>22</b>
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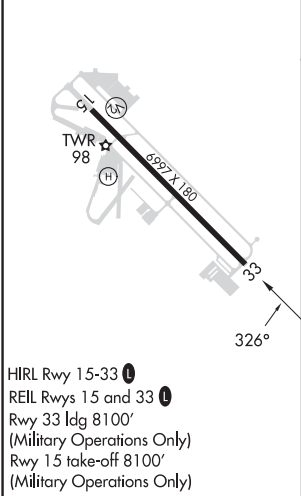
RNAV (GPS) RWY 33  
MARTIN STATE (MTN)

RNP APCH - GPS.	<p><b>⚠</b> Circling NA for Cat D northeast of Rwy 15-33. Baro-VNAV and VDP NA when using Baltimore/Washington Intl Thurgood Marshall altimeter setting. Rwy 33 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Baltimore/Washington Intl Thurgood Marshall altimeter setting: increase LPV DA to 266 feet; increase LNAV/VNAV DA to 356 feet and all visibilities ½ SM; increase all MDAs 60 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C/D ¼ SM.</p>	<p><b>MISSED APPROACH:</b> Climb to 3000 direct PUYIK and on track 328° to SKILS and hold.</p>
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ATIS <b>124.925</b>	POTOMAC APP CON <b>119.0 282.275</b>	MARTIN TOWER ★ <b>121.3 (CTAF) 0 254.425</b>	GND CON <b>121.8 253.4</b>	UNICOM <b>122.95</b>
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ELEV 22	TDZE 14
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3000	PUYIK	tr 328°	SKILS	
		1 NM to RW33		
			CINDI 2000	JUGMO
				4 NM Holding Pattern
				6000 2000
				GP 3.00° TCH 49
CATEGORY	A	B	C	D
LPV DA		214-1	200 (200-1)	
LNAV/VNAV DA		304-1	290 (300-1)	
LNAV MDA		380-1	366 (400-1)	
CIRCLING	540-1	518 (600-1)	580-1½ 558 (600-1½)	740-2¼ 718 (800-2¼)

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025





VORTAC BAL	BAL	Rwy Idg	6997
115.1	14.7	TDZE	22
Chan 98	Arc	Apt Elev	22

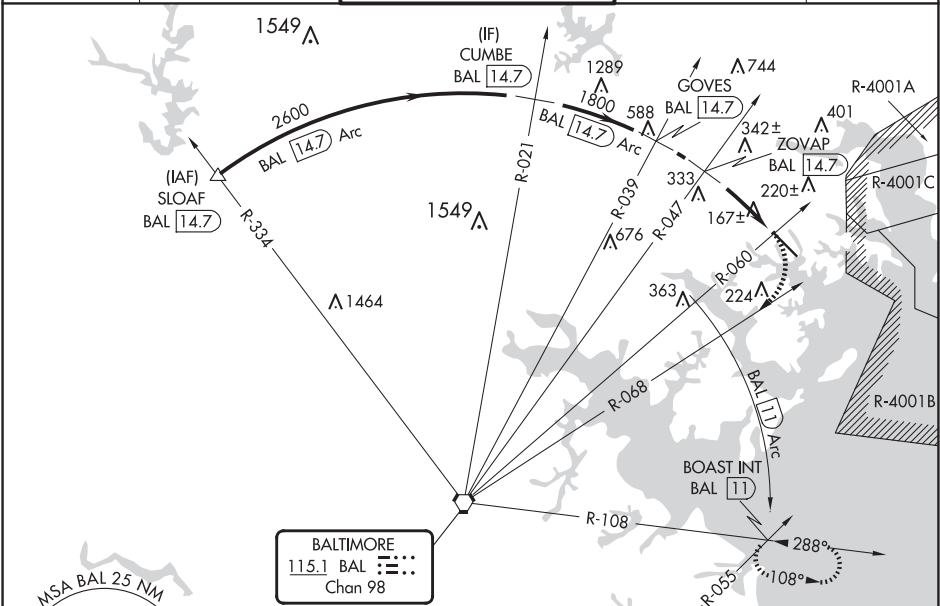
VOR or TACAN RWY 15  
MARTIN STATE (MTN)

DME required.

▼ Rwy 15 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Baltimore/Washington Intl Thurgood Marshall altimeter setting and increase all MDA 60 feet, and increase S-15 Cat B visibility ¼ SM, Cat C/D ½ SM and Circling Cats B/C ¼ SM. Circling NA northeast of Rwy 15-33.

⚠ MISSED APPROACH: Climbing right turn to 2500 on BAL VORTAC R-068 and BAL 11 DME Arc clockwise to BOAST INT/BAL 11 DME and hold.

ATIS 124.925	POTOMAC APP CON 119.0 282.275	MARTIN TOWER ★ 121.3(CTAF) 254.425	GND CON 121.8 253.4	UNICOM 122.95
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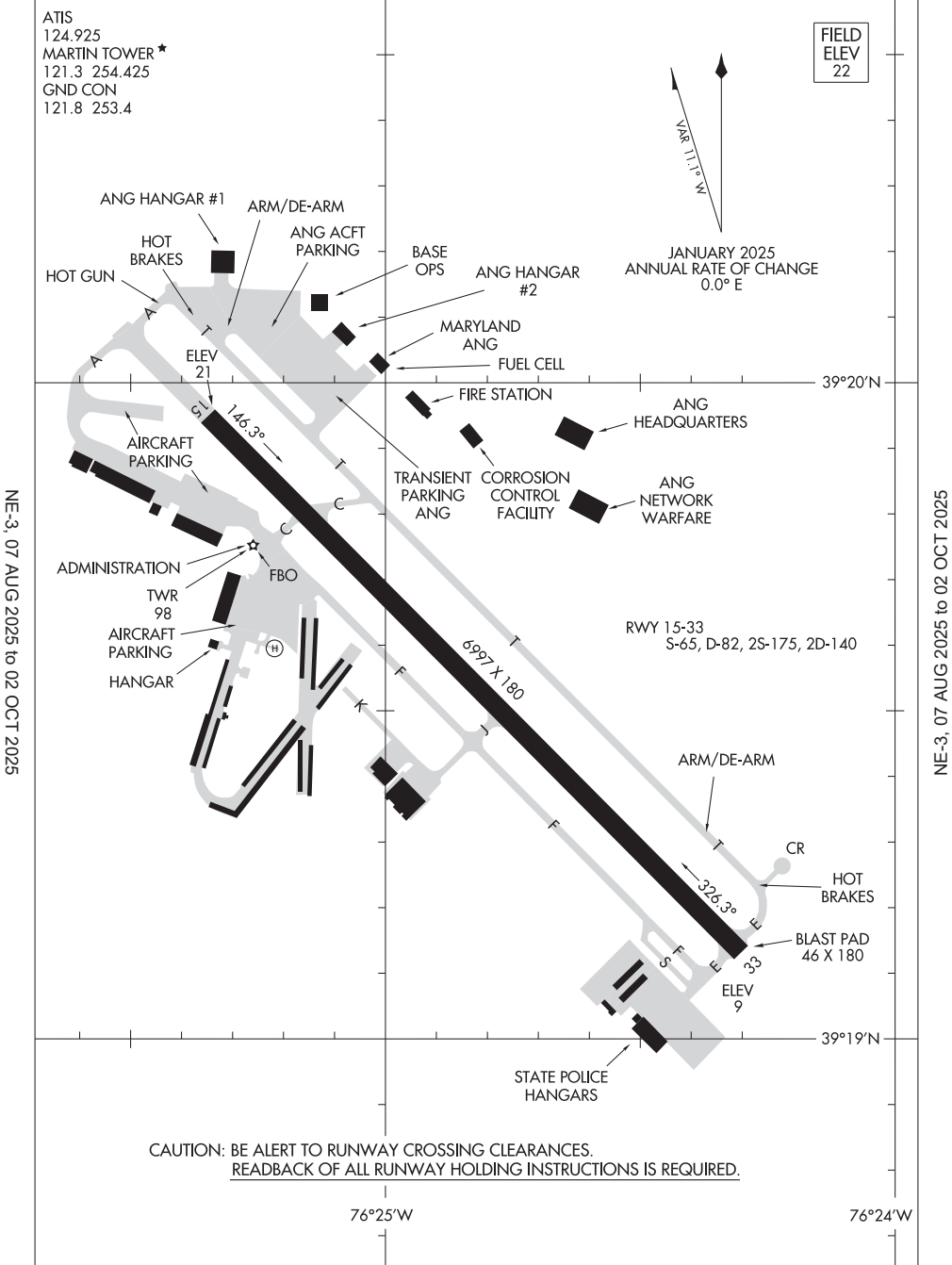


SLOAF BAL 14.7	CUMBE BAL 14.7	GOVES BAL 14.7	2500 BAL 11 Arc CW	BOAST INT
2600	2600	1800	ZOVAP BAL 14.7	BAL R-060 14.7
1260				

Rwy 33 Idg 8100' (Military Operations only)  
Rwy 15 take-off 8100' (Military Operations only)

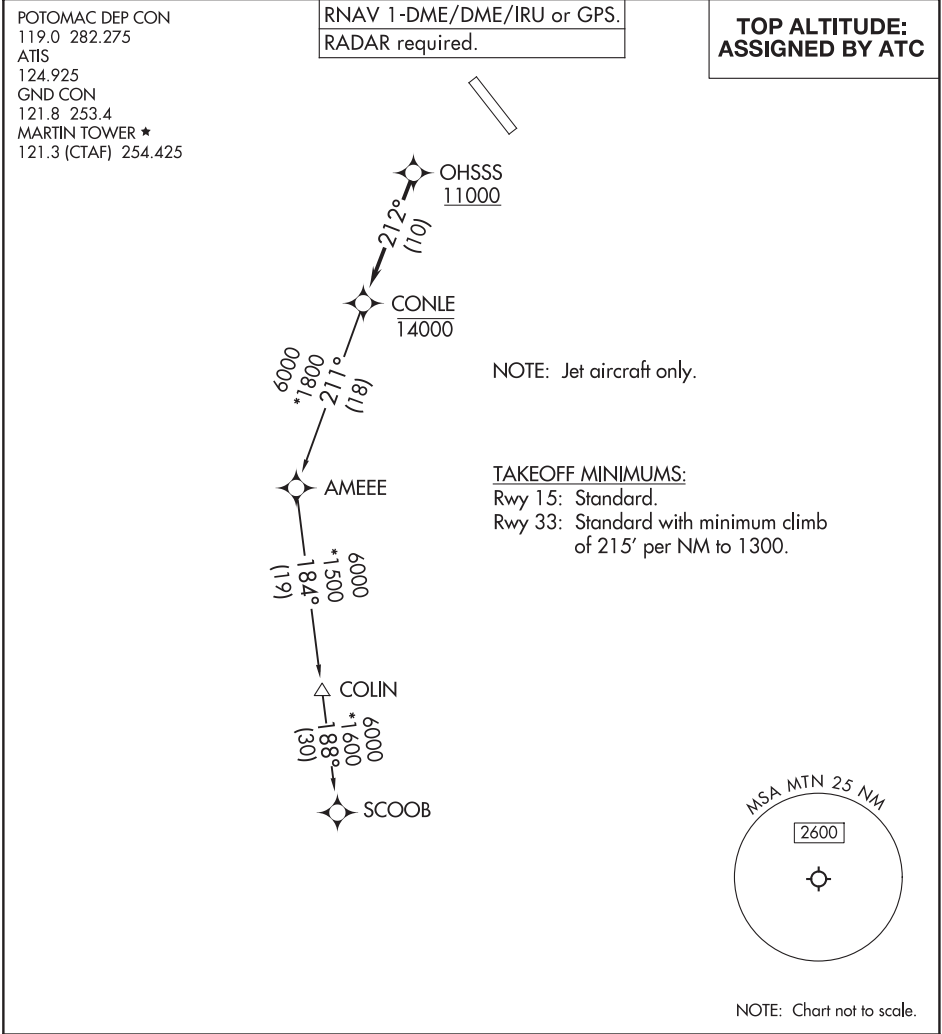
HIRL Rwy 15-33  
REIL Rwy 15 and 33

CATEGORY	A	B	C	D
S-15	920-1¼	898 (900-1¼)	920-2½	898 (900-2½)
CIRCLING	920-1¼	898 (900-1¼)	920-2¾ 898 (900-2¾)	920-3 898 (900-3)



NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025



T

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to cross OHSSS at or above 11000, then on track 212° to cross CONLE at or below 14000, then on assigned transition. Maintain ATC assigned altitude. Expect clearance to filed altitude within 10 minutes after departure.

COLIN TRANSITION (CONLE5.COLIN)

SCOOB TRANSITION (CONLE5.SCOOB)

(FOXHL1.FOXHL) 24193

AL-5222 (FAA)

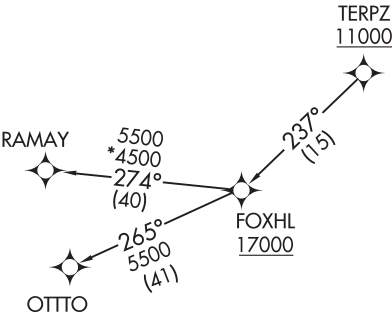
MARTIN STATE (MTN)  
BALTIMORE, MARYLAND

FOXHL ONE DEPARTURE (RNAV)

POTOMAC DEP CON  
119.0 282.275  
ATIS  
124.925  
GND CON  
121.8 253.4  
MARTIN TOWER ★  
121.3 254.425

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

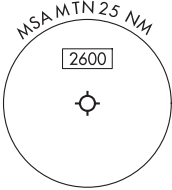
TOP ALTITUDE:  
17000



NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:

Rwy 15: Standard.  
Rwy 33: Standard with minimum climb of  
215'/NM to 1300.



NOTE: Chart not to scale.



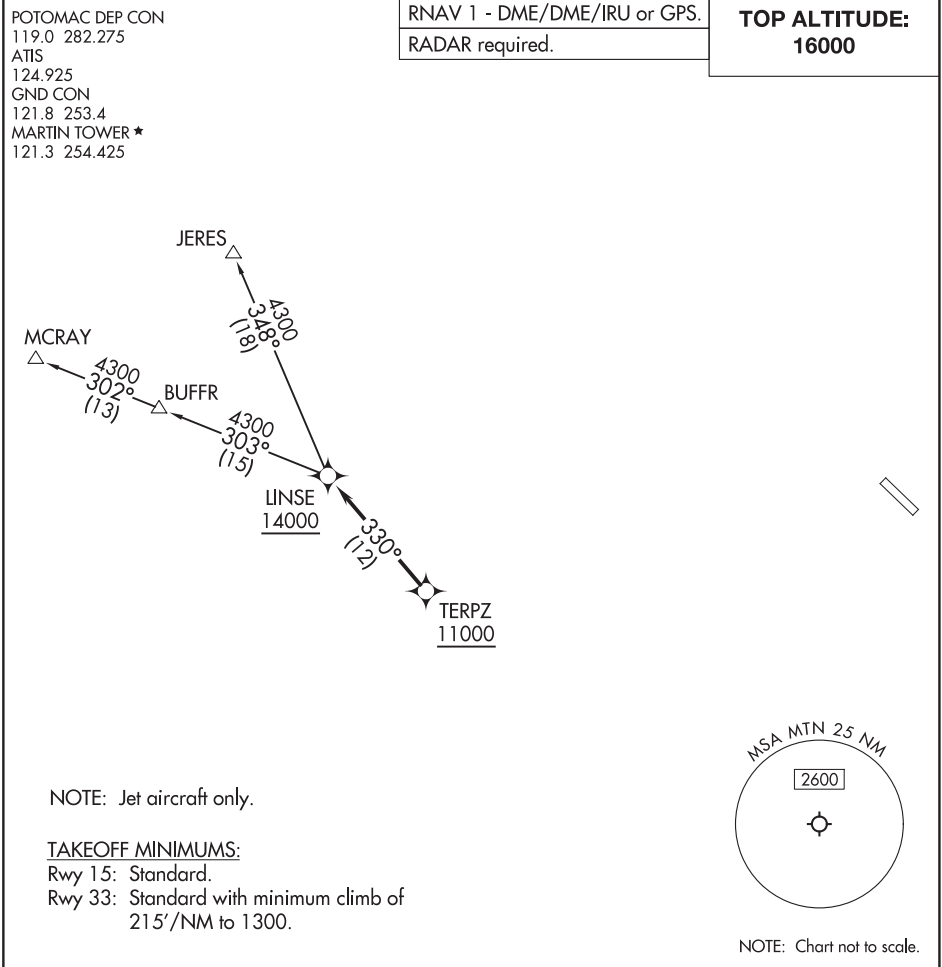
DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to cross TERPZ at or above 11 000, thence....

....then on track 237° to cross FOXHL at or above 17000, then on assigned transition. Maintain 17000, expect filed altitude 10 minutes after departure.

OTTTO TRANSITION (FOXHL1.OTTTO)

RAMAY TRANSITION (FOXHL1.RAMAY)



T

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to cross TERPZ at or above 11000, thence....

....then on track 330° to cross LINSE at or above 14000. Then on assigned transition. Maintain 16000, expect filed altitude 10 minutes after departure.

JERES TRANSITION (LINSE2.JERES)

MCRAY TRANSITION (LINSE2.MCRAY)





DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to WONCE, thence. . . .  
. . . then on track 282° to cross TERPZ at or above 11000, then on assigned transition.  
Maintain 17000, expect filed altitude 10 minutes after departure.

- CLTCH TRANSITION (TERPZ8.CLTCH)
- FLASK TRANSITION (TERPZ8.FLASK)
- GLANC TRANSITION (TERPZ8.GLANC)
- MAULS TRANSITION (TERPZ8.MAULS)
- MELTN TRANSITION (TERPZ8.MELTN)
- RRSIN TRANSITION (TERPZ8.RRSIN)

NE-3, 07 AUG 2025 to 02 OCT 2025

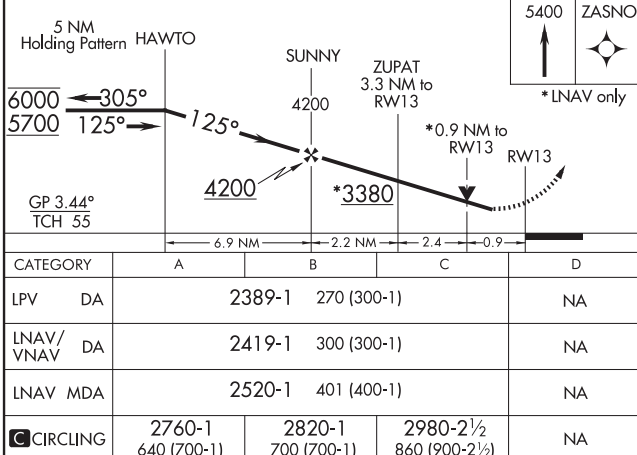
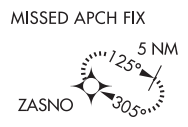
NE-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 13

## VIRGINIA TECH/MONTGOMERY EXEC (BCB)

ODALS

**MISSED APPROACH:** Climb to 5400 direct ZASNO and hold, continue climb-in-hold to 5400.

UNICOM  
123.05 (CTAF) **L**

VIRGINIA TECH/MONTGOMERY EXEC (BCB)

37°13'N-80°25'W

RNAV (GPS) RWY 13

NE-3, 07 AUG 2025 to 02 OCT 2025



WAAS  
CH **86743**  
**W31A**

APP CRS  
**305°**

Rwy Ldg  
TDZE **2120**  
Apt Elev **2120**

**RNAV (GPS) RWY 31**

VIRGINIA TECH/MONTGOMERY EXEC (BCB)

RNP APCH.

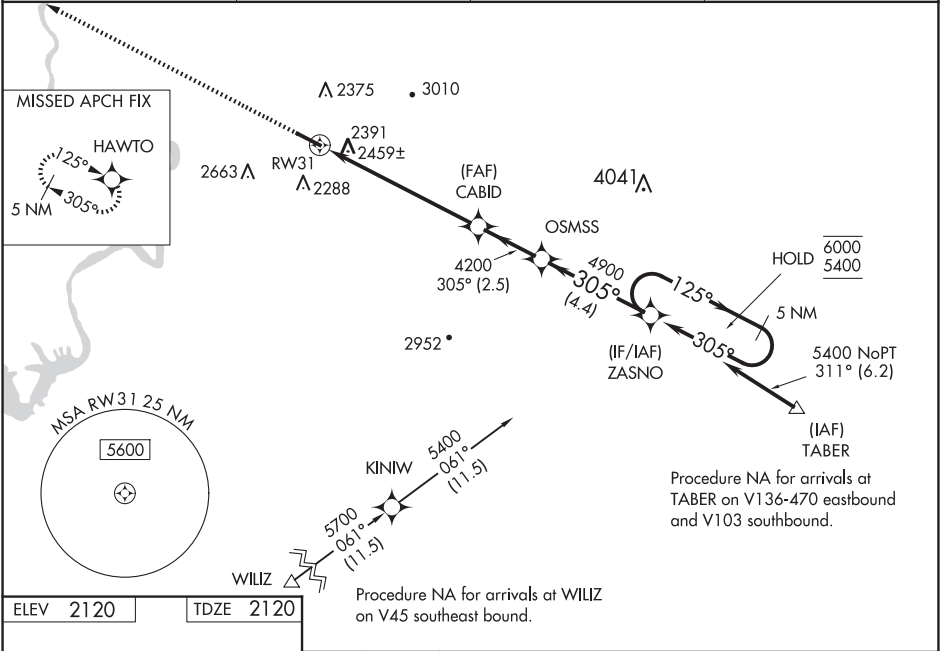
▼

▲

Rwy 31 helicopter visibility reduction below ¾ SM NA.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

MISSED APPROACH: Climb to 5900 direct HAWTO and hold, continue climb-in-hold to 5900.

AWOS-3 <b>133.325</b>	ROANOKE APP CON <b>126.9 339.8</b>	CLNC DEL <b>124.85</b>	UNICOM <b>123.05 (CTAF) 0</b>
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ELEV 2120    TDZE 2120

5900 HAWTO

\* LNAV only.

RW31

CABID 4200

OSMSS 4900

ZASNO

1.8 NM

4.6 NM

2.5 NM

4.4 NM

125°

305°

305°

125°

6000

5400

GP 3.00°

TCH 50

CATEGORY	A	B	C	D
LPV DA	2412-7/8	292 (300-7/8)		NA
LNAV/VNAV DA	2740-1 3/4	620 (700-1 3/4)		NA
LNAV MDA	2740-1	620 (700-1)	2740-1 3/4 620 (700-1 3/4)	NA
CIRCLING	2760-1 640 (700-1)	2820-1 700 (700-1)	2980-2 1/2 860 (900-2 1/2)	NA

BLACKSBURG, VIRGINIA

AL-5475 (FAA)

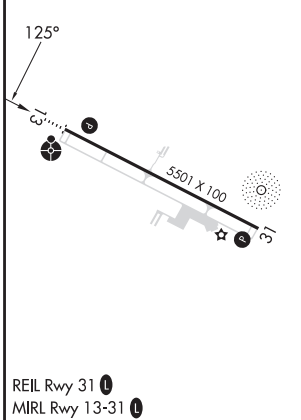
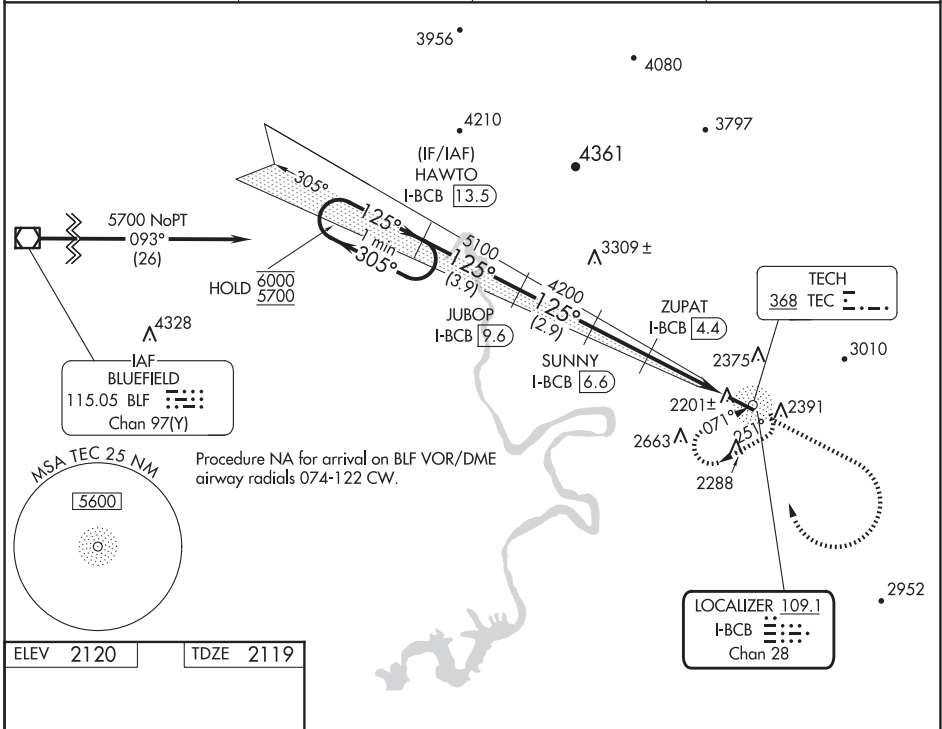
25163

LOC/DME I-BCB <b>109.1</b> Chan <b>28</b>	APP CRS <b>125°</b>	Rwy Ldg TDZE Apt Elev <b>5501</b> <b>2119</b> <b>2120</b>
---	------------------------	---

LOC RWY 13

VIRGINIA TECH/MONTGOMERY EXEC (BCB)

ADF and DME required.		ODALS	MISSED APPROACH: Climb to 3600 then climbing right turn to 5700 direct TEC NDB and hold, continue climb-in-hold to 5700.
Rwy 13 helicopter visibility reduction below 1 SM NA. Inop table does not apply.			
AWOS-3 <b>133.325</b>	ROANOKE APP CON <b>126.9 339.8</b>	CLNC DEL <b>124.85</b>	UNICOM <b>123.05 (CTAF)</b>



One Minute Holding Pattern		HAUTO I-BCB 13.5		JUBOP I-BCB 9.6	SUNNY I-BCB 6.6	ZUPAT I-BCB 4.4	<div>3600</div> <div>5700</div> <div>TEC</div>	
<div>6000</div> <div>5700</div>		←305° 125°→		5100	25°	4200	3.44° TCH 55	3380
							I-BCB 1.9	I-BCB 1.1
								0.8
CATEGORY	A	B	C	D				
S-13	2480-1 361 (400-1)						NA	
CIRCLING	2760-1 640 (700-1)	2820-1 700 (700-1)	2980-2½ 860 (900-2½)					NA

BLACKSBURG, VIRGINIA

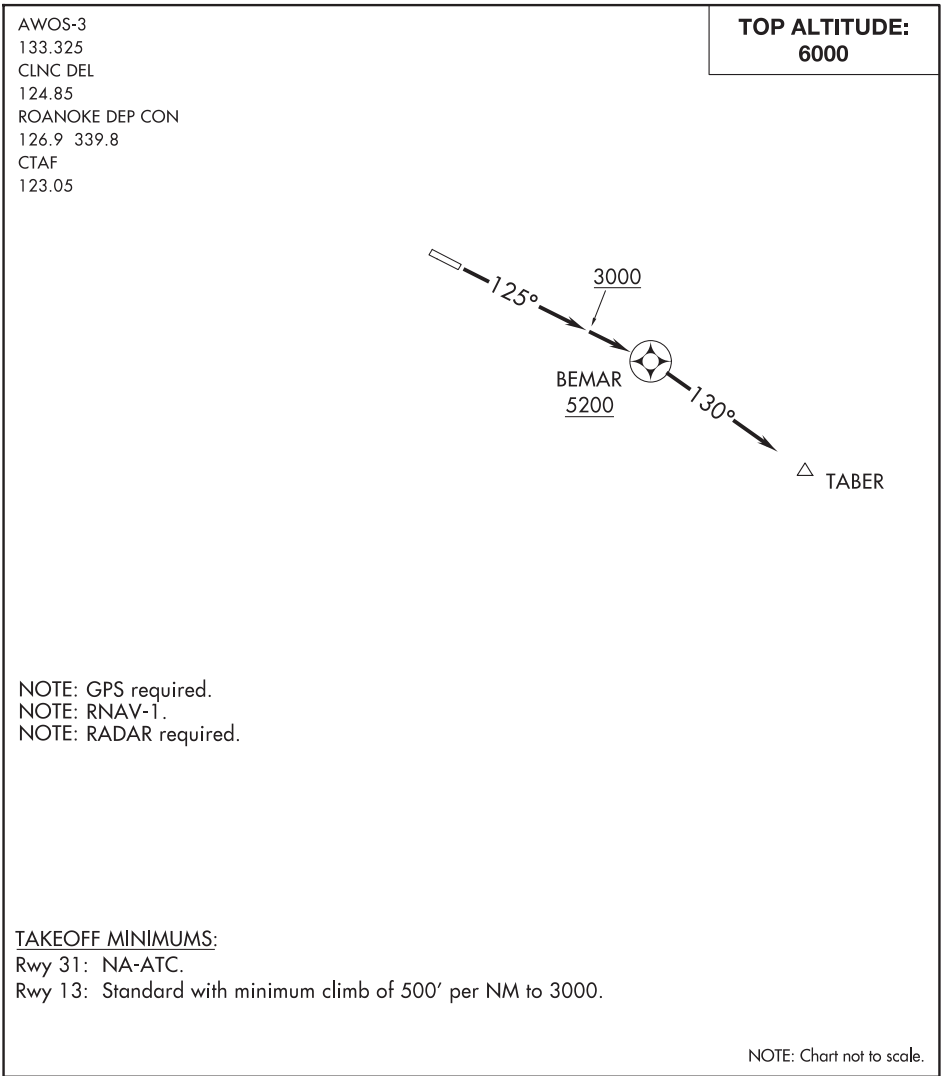
Amdt 2 10SEP20

VIRGINIA TECH/MONTGOMERY EXEC (BCB)

37°13'N-80°25'W

LOC RWY 13

NE-3, 07 AUG 2025 to 02 OCT 2025

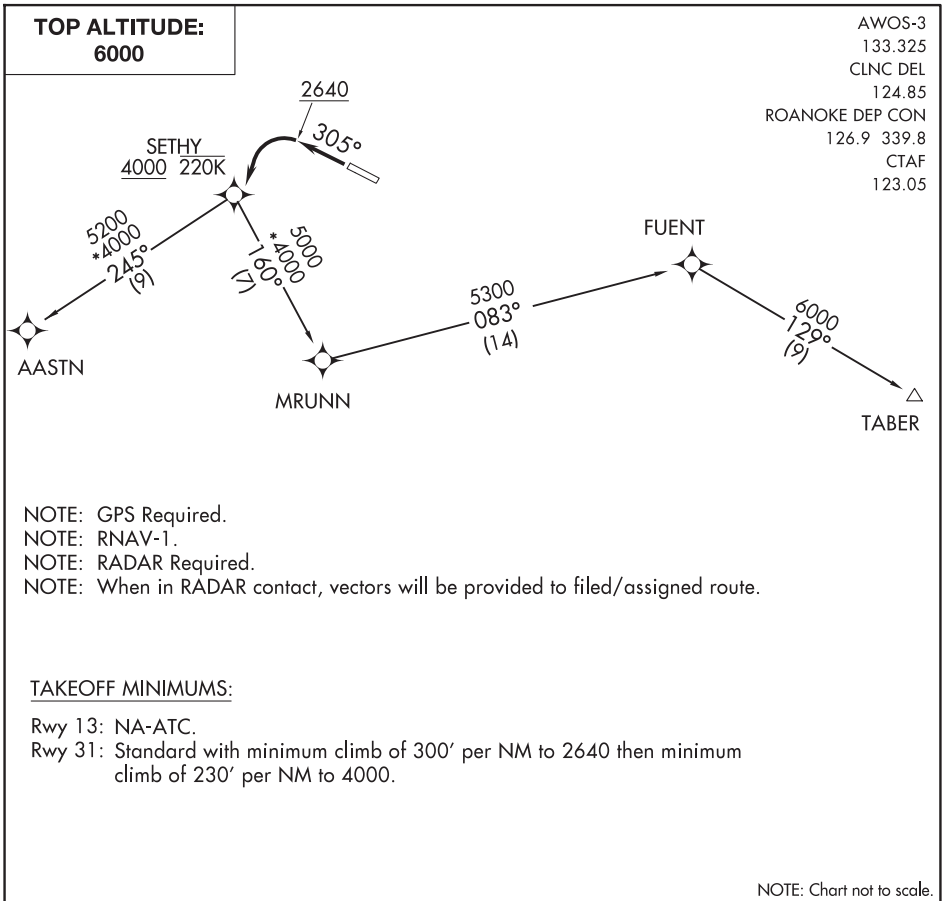


▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb heading 125° to 3000, then direct BEMAR, cross BEMAR at or above 5200, then fly heading 130° or assigned by ATC, thence...

....For radar vectors to filed route, maintain 6000, expect clearance to filed altitude/ flight level 10 minutes after departure.





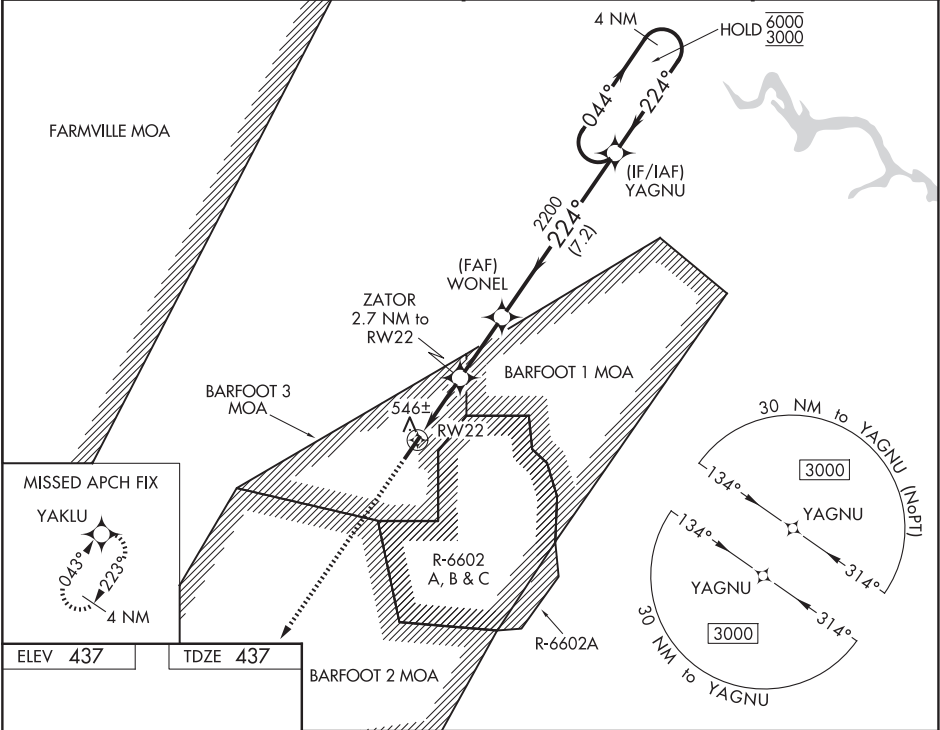
WAAS CH <b>53734</b> <b>W22A</b>	APP CRS <b>224°</b>	Rwy Ldg <b>5333</b> TDZE <b>437</b> Apt Elev <b>437</b>
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# RNAV (GPS) RWY 22

ALLAN C PERKINSON/BLACKSTONE AAF (BKT)

RNP APCH - GPS. <div><div></div><div></div></div> <div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling NA southeast of Rwy 4-22. Rwy 22 helicopter visibility reduction below ¾ SM NA.</div>		MISSED APPROACH: Climb to 3000 direct YAKLU and hold.
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ATIS <b>119.225</b>	WASHINGTON CENTER <b>118.75 377.1</b>	BLACKSTONE TOWER ★ <b>134.7 (CTAF) 0 292.7</b>	GND CON <b>127.625</b>
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<div>3000 ↑</div>		<div>YAKLU ✦</div>		<div>YAGNU 4 NM Holding Pattern</div>	
<div><div>WONEL 2200</div><div>ZATOR 2.7 NM to RW22</div><div>RW22 1.4 NM to RW22</div></div>		<div><div>1340</div><div>2200</div></div>		<div><div>044° → 6000</div><div>← 224° 3000</div></div>	
<div><div>1.4 NM</div><div>1.3</div><div>2.7 NM</div><div>7.2 NM</div></div>		<div>GP 3.00° TCH 60</div>			
CATEGORY		A	B	C	D
LPV DA		698-1	261 (300-1)		NA
LNAV/VNAV DA		698-1	261 (300-1)		NA
LNAV MDA		940-1	503 (600-1)	940-1½ 503 (600-1½)	NA
CIRCLING		940-1	503 (600-1)	1000-1½ 563 (600-1½)	NA

# RNAV (GPS) RWY 22

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

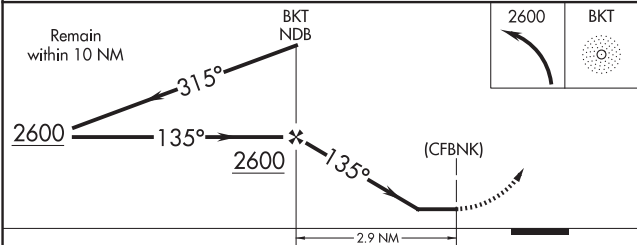
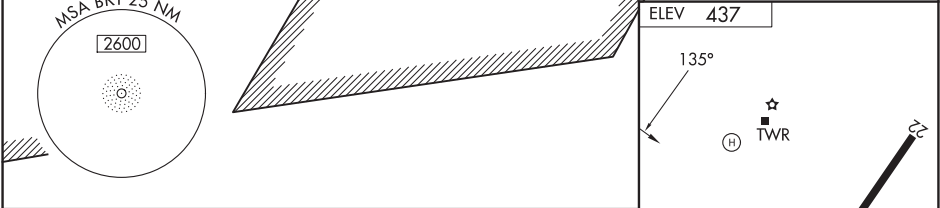
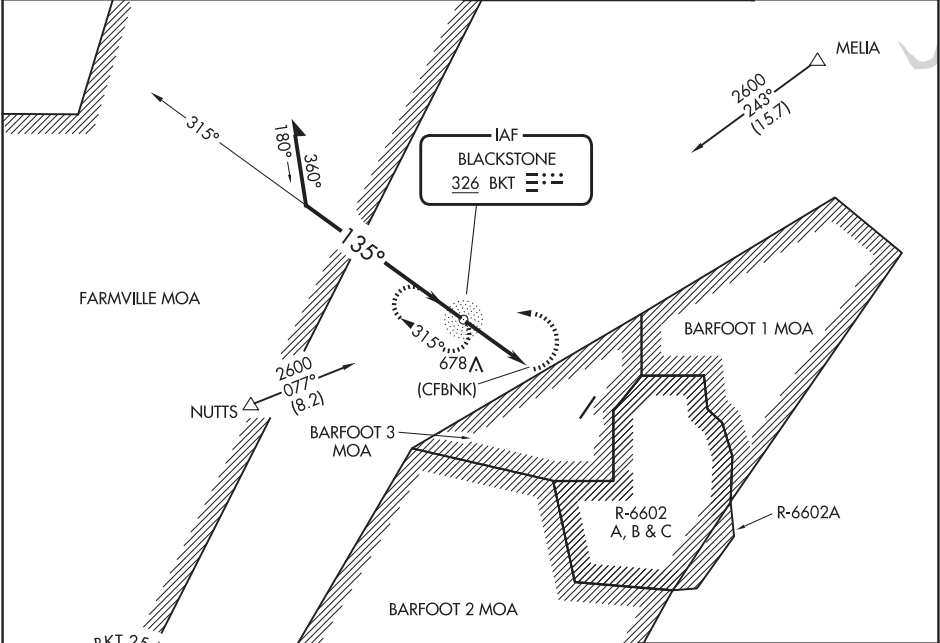
NDB BKT <b>326</b>	APP CRS <b>135°</b>	Rwy Ldg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>437</b>
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NDB-A

ALLAN C PERKINSON/BLACKSTONE AAF (BKT)

	Circling NA east of Rwy 4-22.	MISSED APPROACH: Climbing left turn to 2600 direct BKT NDB and hold, continue climb-in-hold to 2600.
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ATIS <b>119.225</b>	WASHINGTON CENTER <b>118.75 377.1</b>	BLACKSTONE TOWER★ <b>134.7 (CTAF) 292.7</b>	GND CON <b>127.625</b>
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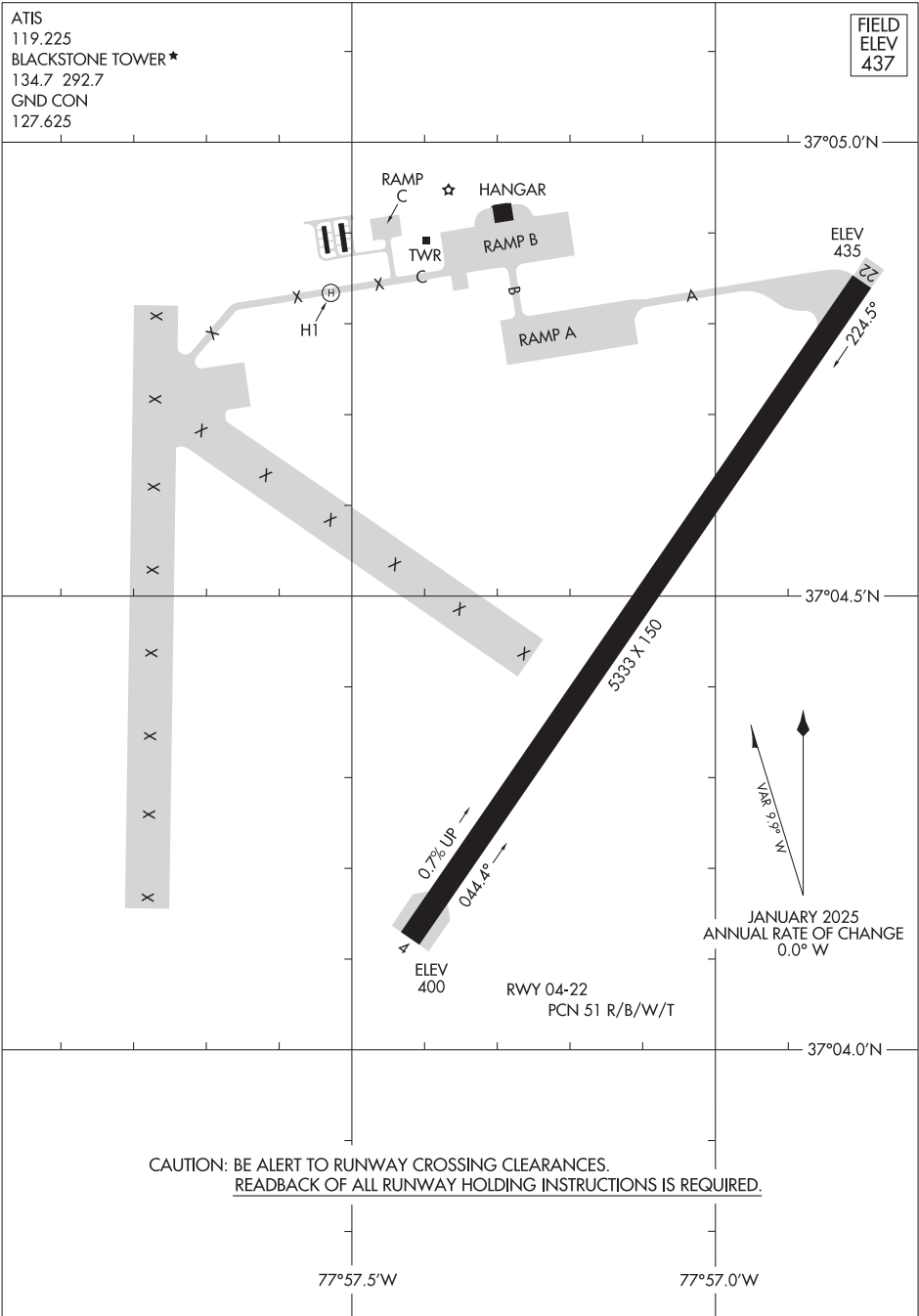


CATEGORY	A	B	C	D	FAF to MAP 2.9 NM					
CIRCLING	980-3	543 (600-3)	1000-3 563 (600-3)	NA	Knots	60	90	120	150	180
					Min:Sec	2:54	1:56	1:27	1:10	0:58

NDB-A

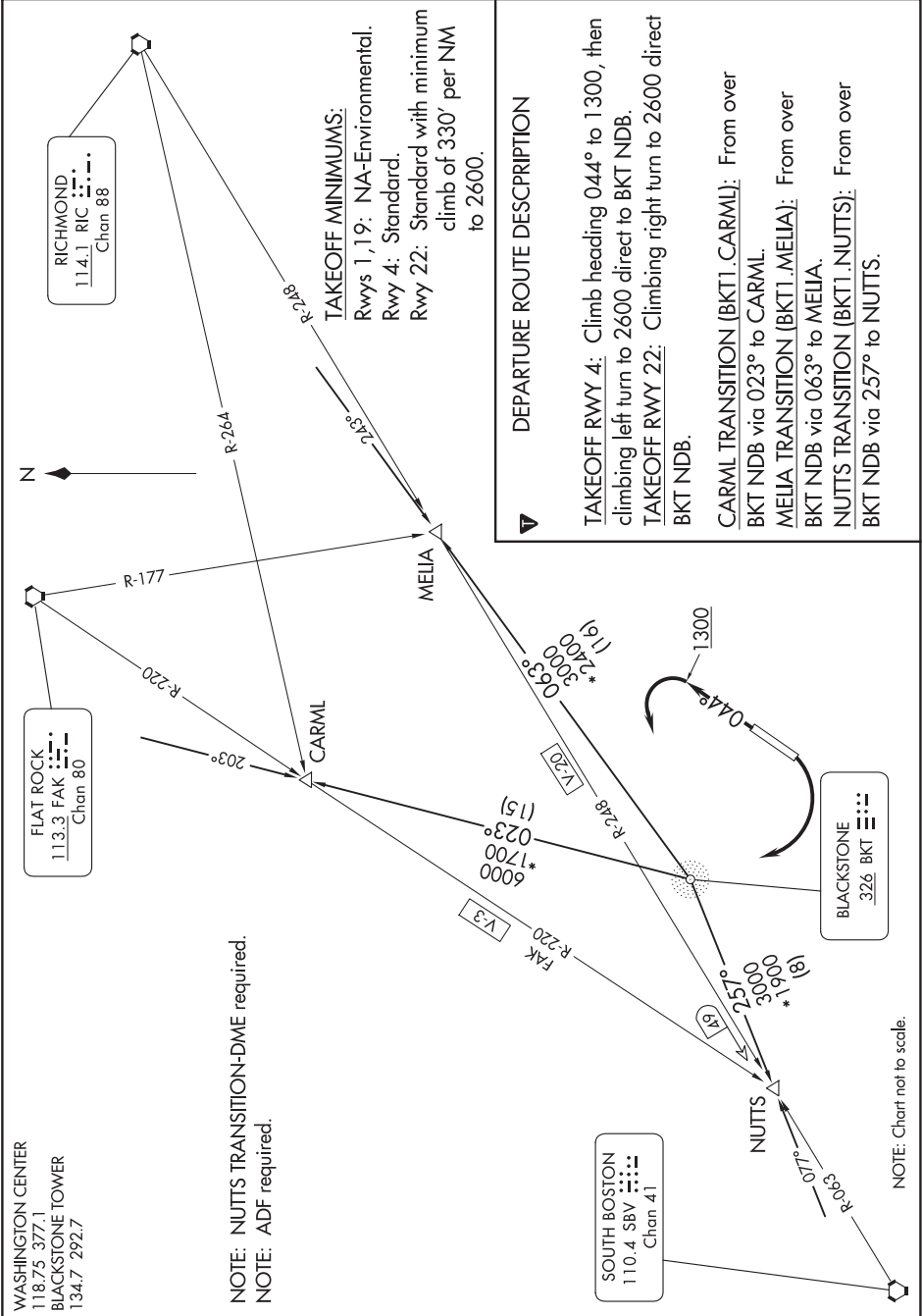
NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025





BLACKSTONE ONE DEPARTURE



BLACKSTONE ONE DEPARTURE

## COPTER RNAV (GPS) 037°

BLUEGRASS (9VA5)

RNP APCH

**V** Obtain local altimeter on Bluegrass Advdy, when not rcvd use DULLES Intl altimeter. FEMA SPECIAL FACILITY (Bluegrass) normal opr 0745-1630L Mon-Fri. Phone 504-542-3014 for PPR.

**MISSED APPROACH:** Climb to 2700 then climbing right turn to 3000 direct ANDOZ and hold.

POTOMAC APP CON

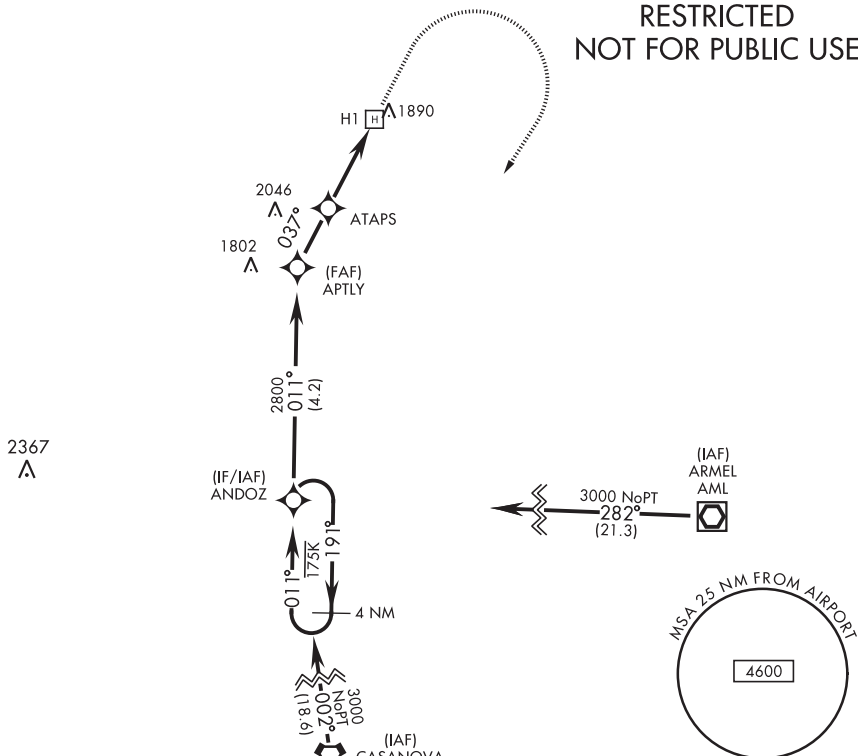
120.45 306.925

BLUEGRASS ADVISORY ★

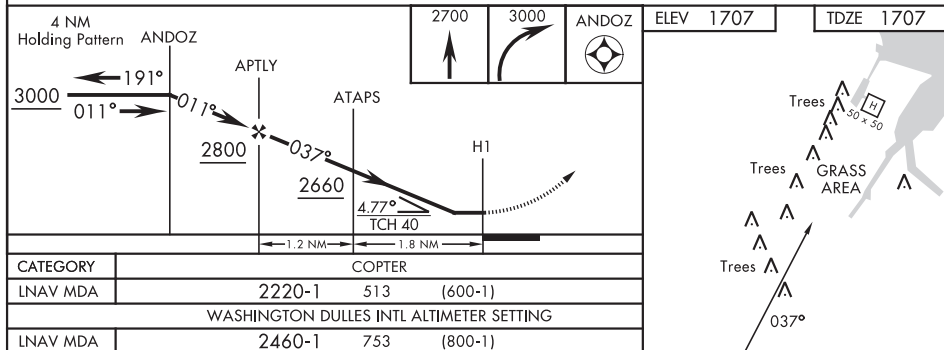
126.2 241.0

### Visibility reduction by Helicopters NA.

RESTRICTED  
NOT FOR PUBLIC USE



EMERG SAFE ALT 100 NM 6200



BLUEMONT, VIRGINIA

39°04'N-77°53'W

BLUEGRASS (9VA5)

Amdt 1 08SEP22

## COPTER RNAV (GPS) 037°

NE-3, 07 AUG 2025 to 02 OCT 2025

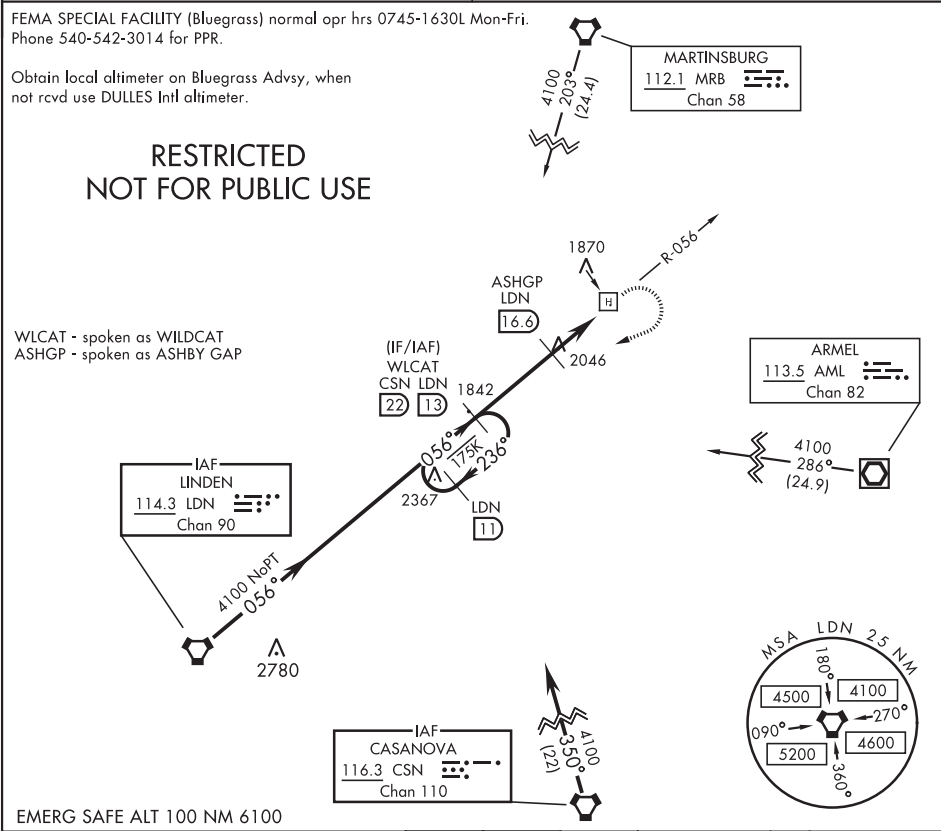
▼

Circling not authorized.  
Visibility reduction by helicopter NA.

MISSED APPROACH: Climb to 4000, then right turn to intercept LDN VORTAC R-056 to WLCAT and hold.

POTOMAC APP CON  
120.45 306.925

BLUEGRASS ADVISORY ★  
126.2 241.0



CATEGORY	COPTER	
H-056	2440-1	733 (800-1)
DULLES INTL ALTIMETER SETTING		
H-056	2680-1 ¼	973 (1000-1 ¼)

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

BOWIE, MARYLAND

AL-6997 (FAA)

23054

APP CRS	Rwy Idg	2420
190°	TDZE	168
	Apt Elev	168

RNAV (GPS) RWY 18

FREEWAY (W00)

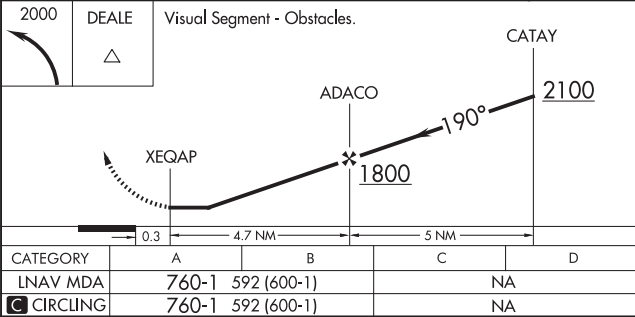
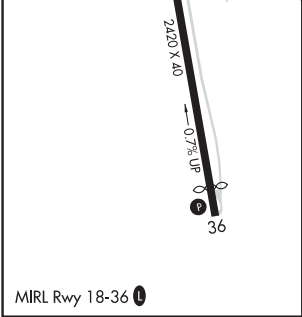
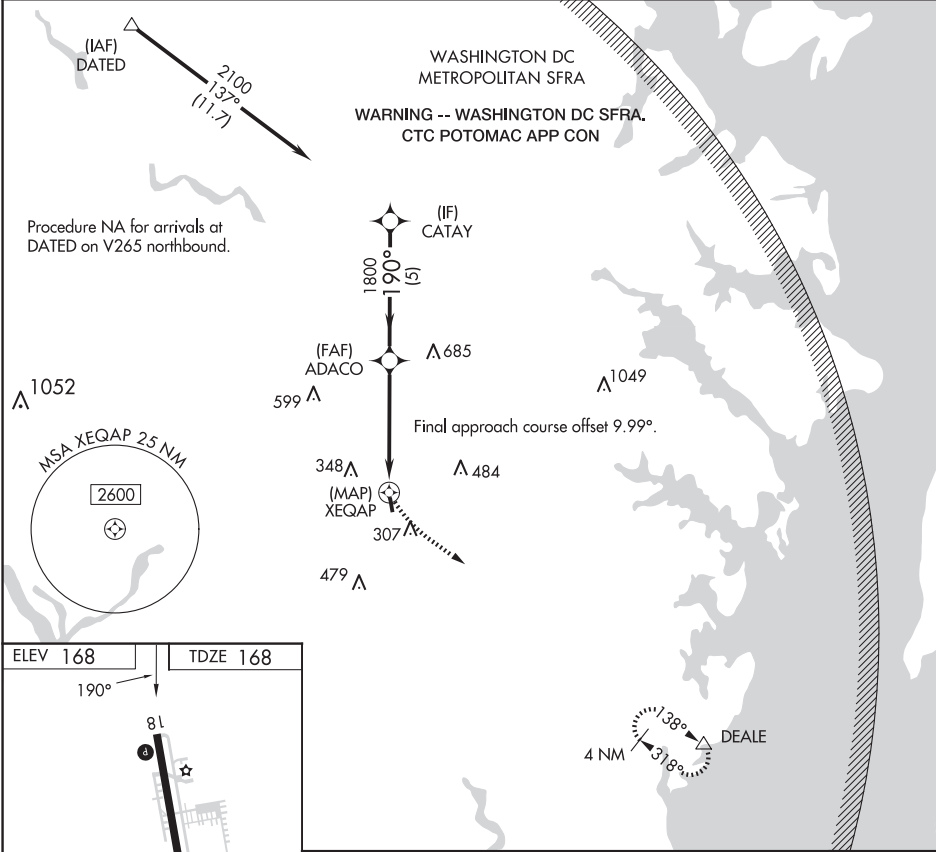
▼

NA

Rwy 18 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA.  
Procedure NA at night. Use Fort Meade (Odenton) altimeter setting; when not received, use College Park altimeter setting and increase all MDA 20 feet.

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

FME AWOS-3 123.925	POTOMAC APP CON 128.0 335.5	UNICOM 123.075 (CTAF) 0
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BOWIE, MARYLAND  
Amdt 2 22JUN17

38°56'N - 76°46'W

FREEWAY (W00)

RNAV (GPS) RWY 18

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

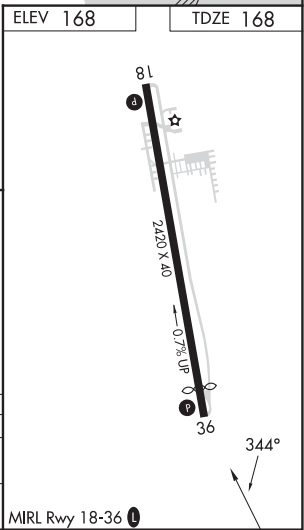
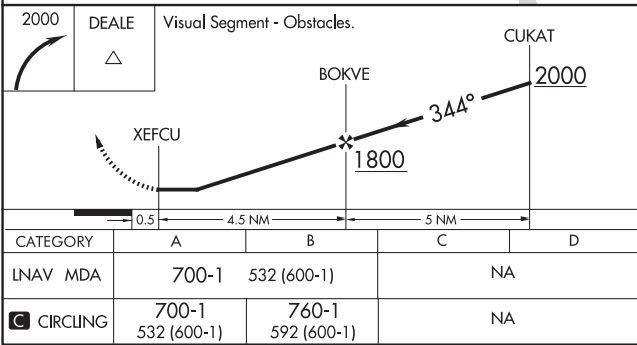
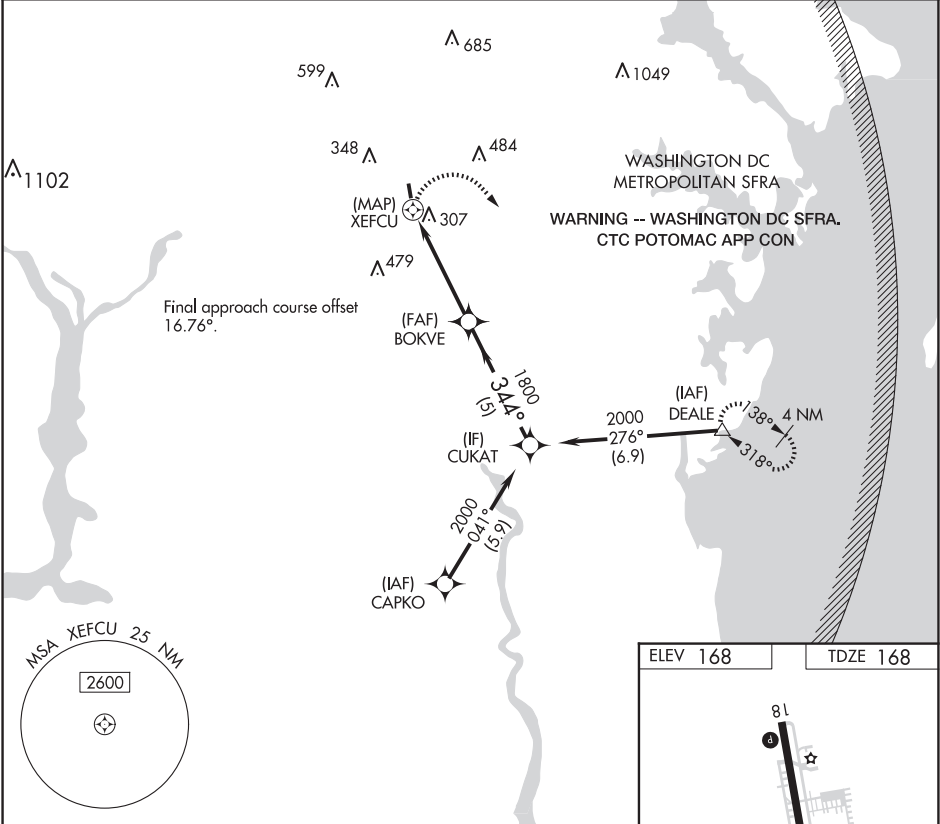
APP CRS	Rwy Idg	2190
344°	TDZE	168
	Apt Elev	168

RNAV (GPS) RWY 36

FREEWAY (W00)

RNP APCH.	Procedure NA at night. Rwy 36 helicopter visibility reduction below 1 SM NA. Use Fort Meade (Odenton) altimeter setting; when not received, use College Park altimeter setting and increase all MDAs to 20 feet.	MISSED APPROACH: Climbing right turn to 2000 direct DEALE and hold.
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FME AWOS-3 123.925	POTOMAC APP CON 128.0 335.5	UNICOM 123.075 (CTAF) 0
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NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

BRIDGEWATER, VIRGINIA

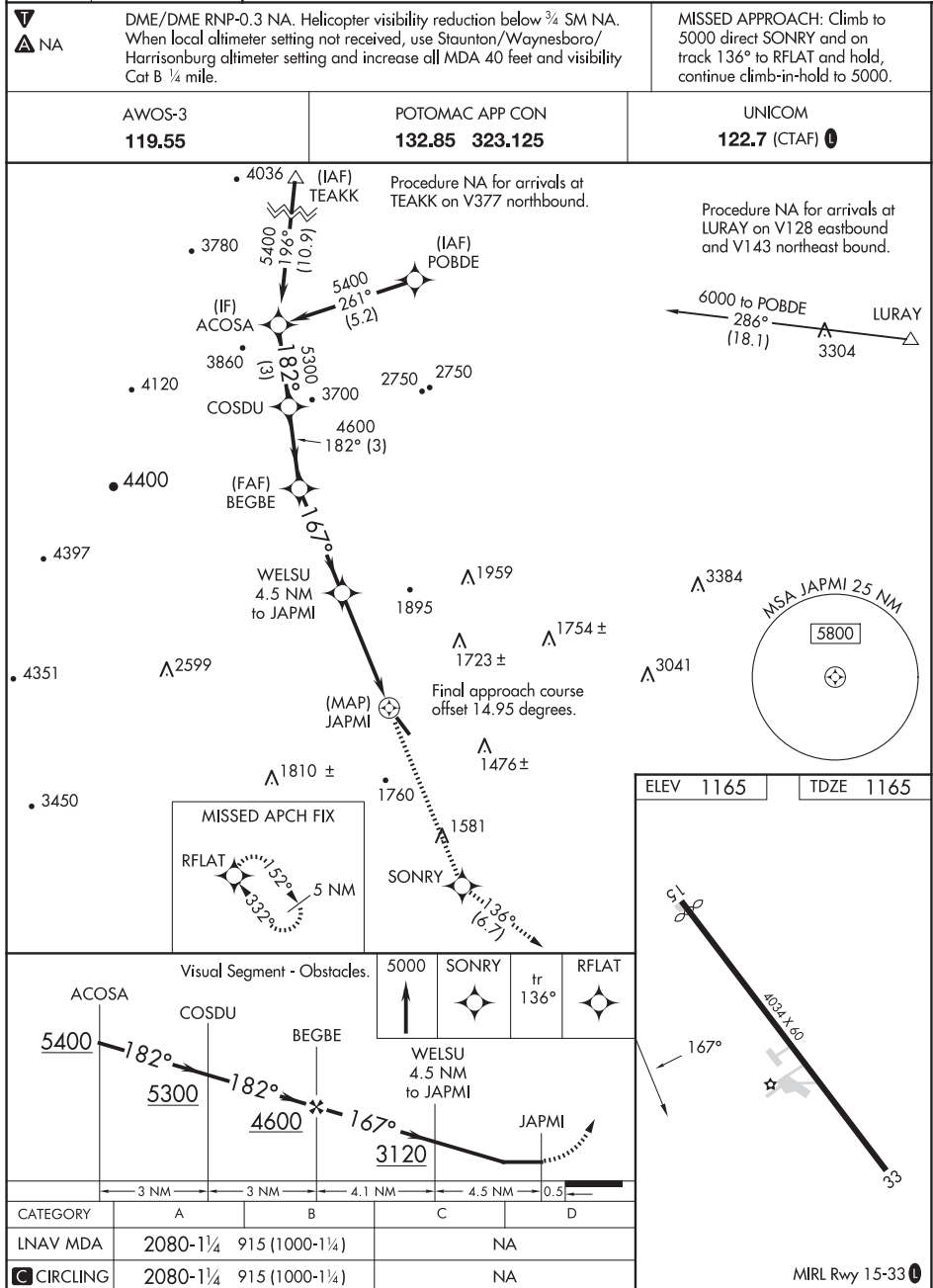
AL-5637 (FAA)

24137

APP CRS	Rwy Idg	<b>3889</b>
<b>167°</b>	TDZE	<b>1165</b>
	Apt Elev	<b>1165</b>

**RNAV (GPS) RWY 15**

BRIDGEWATER AIR PARK (VBW)



BRIDGEWATER, VIRGINIA

Amdt 1 15SEP16

38°22'N-78°58'W

BRIDGEWATER AIR PARK (VBW)

**RNAV (GPS) RWY 15**

25163

RNAV (GPS) RWY 33  
BRIDGEWATER AIR PARK (VBW)

**MISSED APPROACH:** Climbing left turn to 6000 direct MOL VOR/DME and hold.

AWOS-3 <b>119.55</b>	POTOMAC APP CON <b>132.85 323.125</b>	UNICOM <b>122.7 (CTAF) 0</b>
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The diagram illustrates a complex flight path starting from TTUMS at 1895 ft. It descends through several waypoints: 1723±, 1754±, 1515±, and 1760. A key point is RW33 at 1581 ft. The path continues to (FAF) BEEDY, then RIVKE, and HESKU. A significant climb occurs to 4100 ft, followed by a descent to 332° (2.9). The path then turns right to 152°, passing 3374 ft, and enters a 5 NM hold pattern around 332°. After the hold, it proceeds to (IAF) MITER at 5000 NoPT, which involves a turn to 274° (10.4). The final segment leads to the HOLD point at 3290 ft. A circular inset provides details for the Minimum Safe Altitude (MSA) for RW33 25 NM, indicating a 5800 ft minimum.

MISSED APCH FIX

5 NM

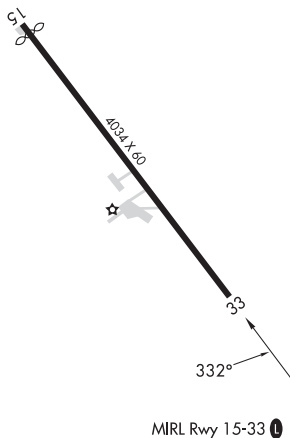
275°

095°

MONTEBELLO

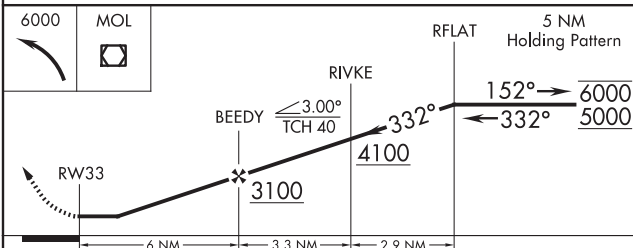
MOI


ELEV	1165		TDZE	1163
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MONTEBELLO  
MOL

Procedure NA for arrival on MOL VOR/DME  
airway radials 009 CW 115.



CATEGORY	A	B	C	D
LNAV MDA	1780-1	617 (700-1)	NA	
 CIRCLING	1860-1 695 (700-1)	1940-1¼ 775 (800-1¼)	NA	

RNAV (GPS) RWY 33

NE-3, 07 AUG 2025 to 02 OCT 2025

BROOKNEAL, VIRGINIA

AL-6852 (FAA)

23110

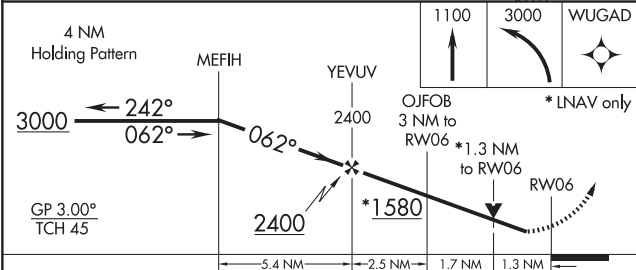
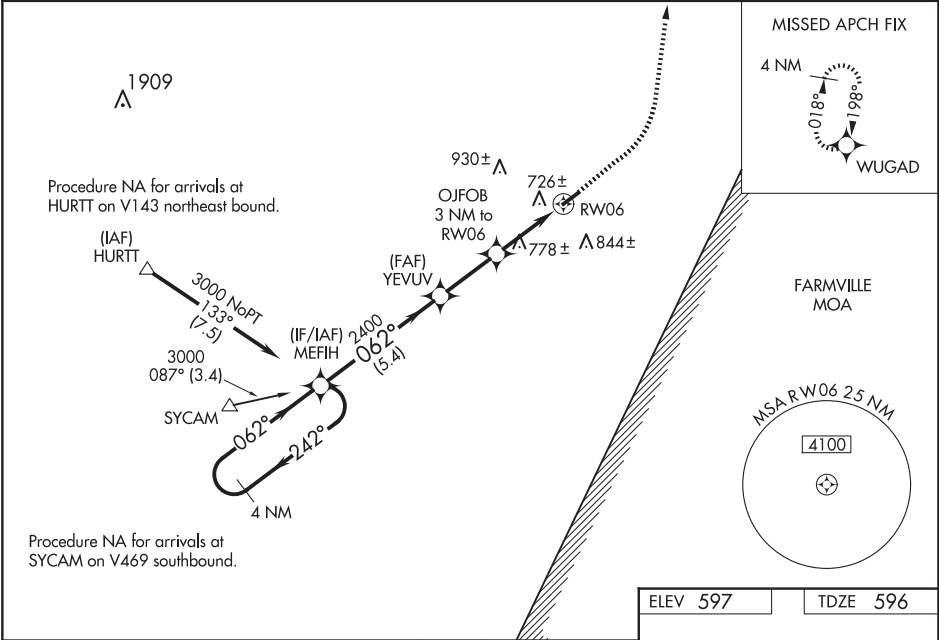
WAAS CH <b>82333</b> <b>W06A</b>	APP CRS <b>062°</b>	Rwy Idg TDZE Apt Elev	<b>3798</b> <b>596</b> <b>597</b>
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**RNAV (GPS) RWY 6**  
BROOKNEAL/CAMPBELL COUNTY (ØV4)

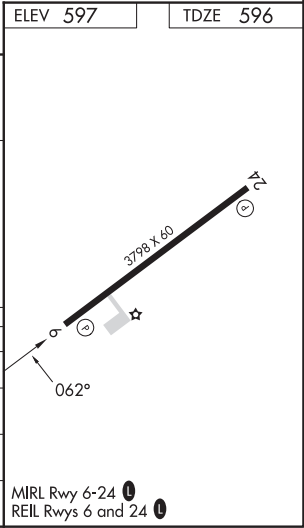
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (3°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lynchburg Rgnl/Preston Glenn Fld altimeter setting and increase all DA 81 feet and all MDA 100 feet, increase LPV all Cats visibility ½ mile, and increase LNAV/VNAV all Cats visibility ¼ mile. Rwy 6 helicopter visibility reduction below ¾ SM NA. Baro VNAV and VDP NA when using Lynchburg Rgnl/Preston Glenn Fld altimeter setting.

**MISSED APPROACH:** Climb to 1100 then climbing left turn to 3000 direct WUGAD and hold.

AWOS-3 <b>120.575</b>	ROANOKE APP CON <b>135.0 254.325</b>	UNICOM <b>122.7 (CTAF) Ø</b>
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CATEGORY	A	B	C	D
LPV DA	868-1	272 (300-1)		NA
LNAV/VNAV DA	1031-1½	435 (500-1½)		NA
LNAV MDA	1040-1	444 (500-1)		NA
CIRCLING	1120-1 523 (600-1)	1180-1 583 (600-1)		NA



BROOKNEAL, VIRGINIA  
Orig-B 22JUN17

37°09'N-79°01'W

**RNAV (GPS) RWY 6**  
BROOKNEAL/CAMPBELL COUNTY (ØV4)

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

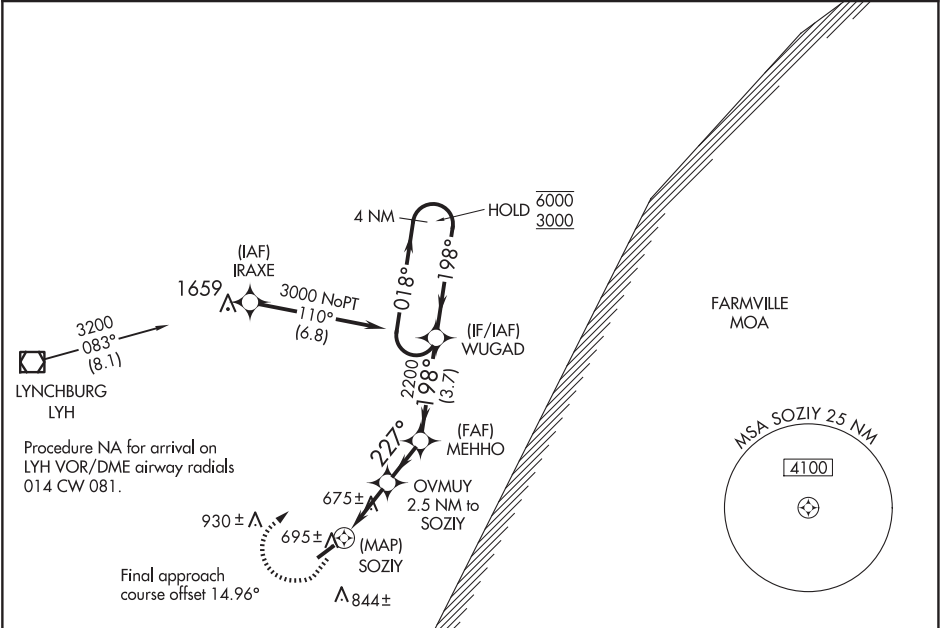


WAAS CH <b>97334</b> <b>W24A</b>	APP CRS <b>227°</b>	Rwy Idg <b>3798</b> TDZE <b>596</b> Apt Elev <b>597</b>
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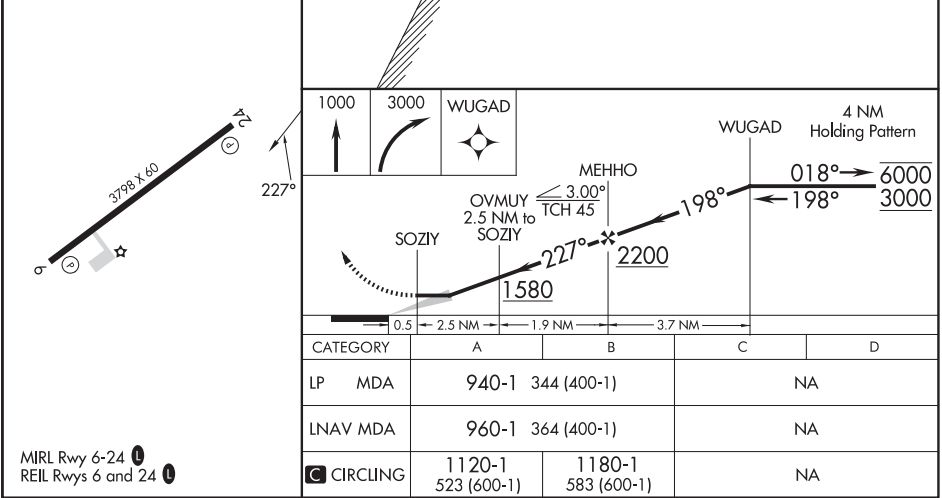
RNAV (GPS) RWY 24  
BROOKNEAL/CAMPBELL COUNTY (ØV4)

RNP APCH.	MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct WUGAD and hold.
When local altimeter setting not received, use Lynchburg Rgnl/Preston Glenn Fld altimeter setting and increase all MDA 100 feet.	

AWOS-3 <b>120.575</b>	ROANOKE APP CON <b>135.0 254.325</b>	UNICOM <b>122.7 (CTAF) Ø</b>
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ELEV <b>597</b>	TDZE <b>596</b>
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NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

BUMPASS, VIRGINIA

AL-10652 (FAA)

21084

APP CRS	Rwy Idg	2558
085°	TDZE	351
	Apt Elev	351

RNAV (GPS) RWY 8

LAKE ANNA (7W4)

RNP APCH.

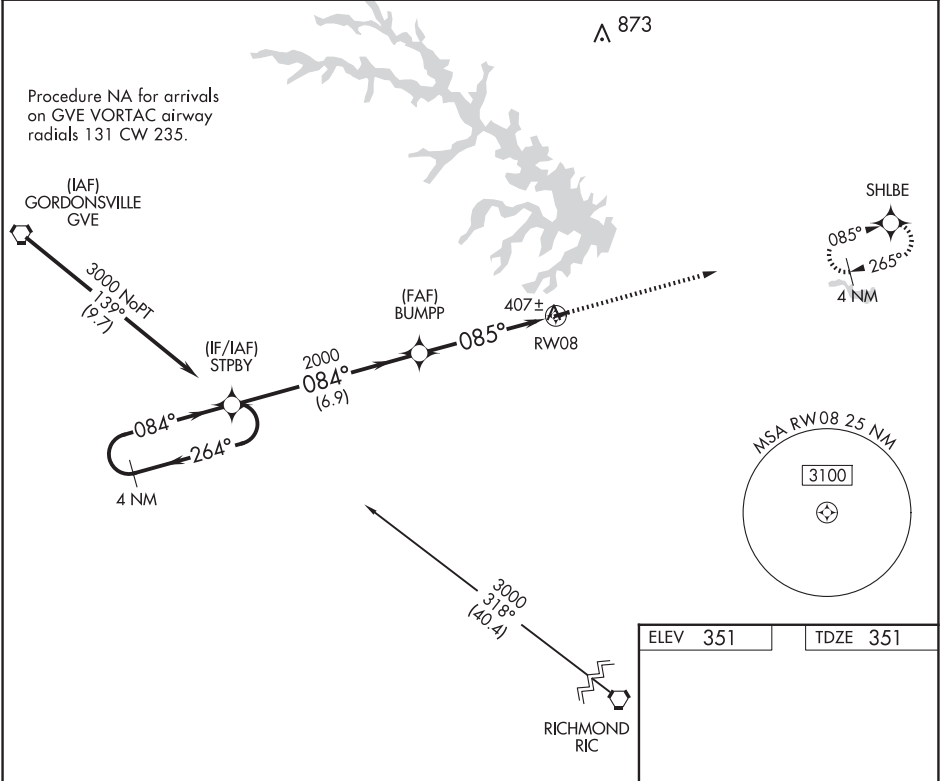
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Procedure NA at night. When local altimeter setting not received, use Louisa altimeter setting and increase all MDA 60 feet. Helicopter visibility reduction below 3 SM NA.

MISSED APPROACH: Climb to 3000 direct SHLBE and hold.

AWOS-3 120.775	LKU AWOS-3 119.475	POTOMAC APP CON 126.75 307.2	CTAF 122.9
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4 NM Holding Pattern

3000

264°

084°

STPBY

Visual Segment - Obstacles.

3000

SHLBE

BUMPP

2000

084°

085°

RW08

6.9 NM

5.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1360-3	1009 (1100-3)	NA	
CIRCLING	1360-3	1009 (1100-3)	NA	

ELEV 351

TDZE 351

2558 X 50

26

085° to RW08

MIRL Rwy 8-26

BUMPASS, VIRGINIA  
Orig-B 25MAR21

37°58'N-77°45'W

LAKE ANNA (7W4)

RNAV (GPS) RWY 8

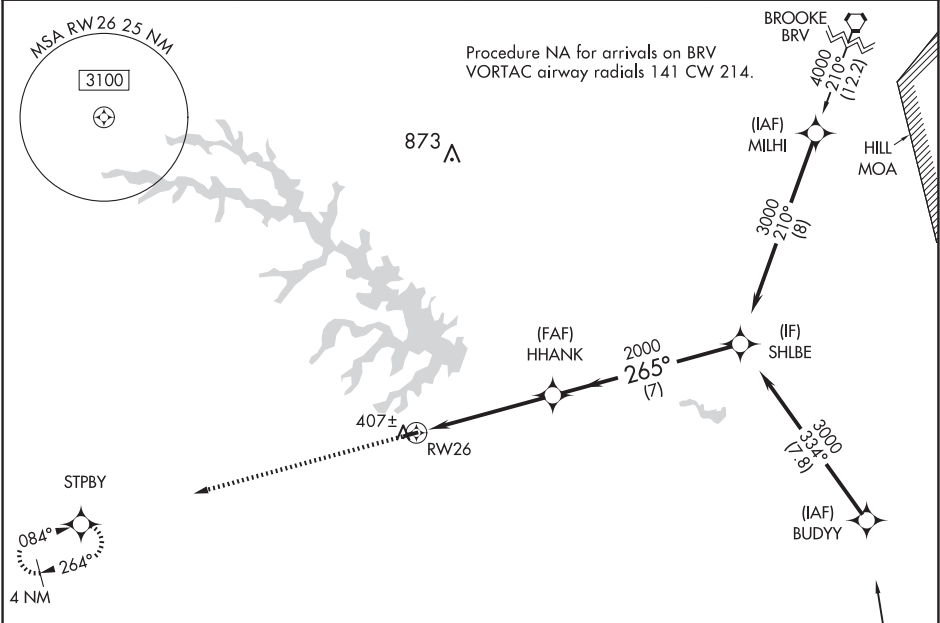
APP CRS	Rwy Idg	2558
265°	TDZE	351
	Apt Elev	351

RNAV (GPS) RWY 26

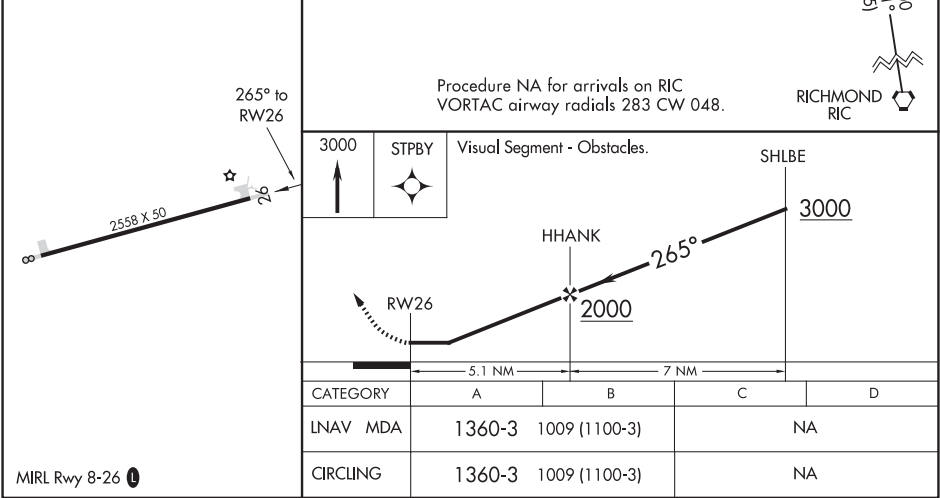
LAKE ANNA (7W4)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct STPBY and hold.
<div><div>▼</div><div>▲</div></div> Procedure NA at night. When local altimeter setting not received, use Louisa altimeter setting and increase all MDA 60 feet. Helicopter visibility reduction below 3 SM NA.	

AWOS-3 120.775	LKU AWOS-3 119.475	POTOMAC APP CON 126.75 307.2	CTAF 122.9 0
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ELEV 351	TDZE 351
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RNAV (GPS) RWY 34  
CAMBRIDGE-DORCHESTER RGNL (CGE)

**MISSED APPROACH:** Climb to 2000 direct OVAYO and hold.

Procedure NA for arrivals at TRPOD  
on T303 northeast bound and T335  
southbound.

CAMBRIDGE-DORCHESTER RGNL (CGE)  
RNAV (GPS) RWY 34

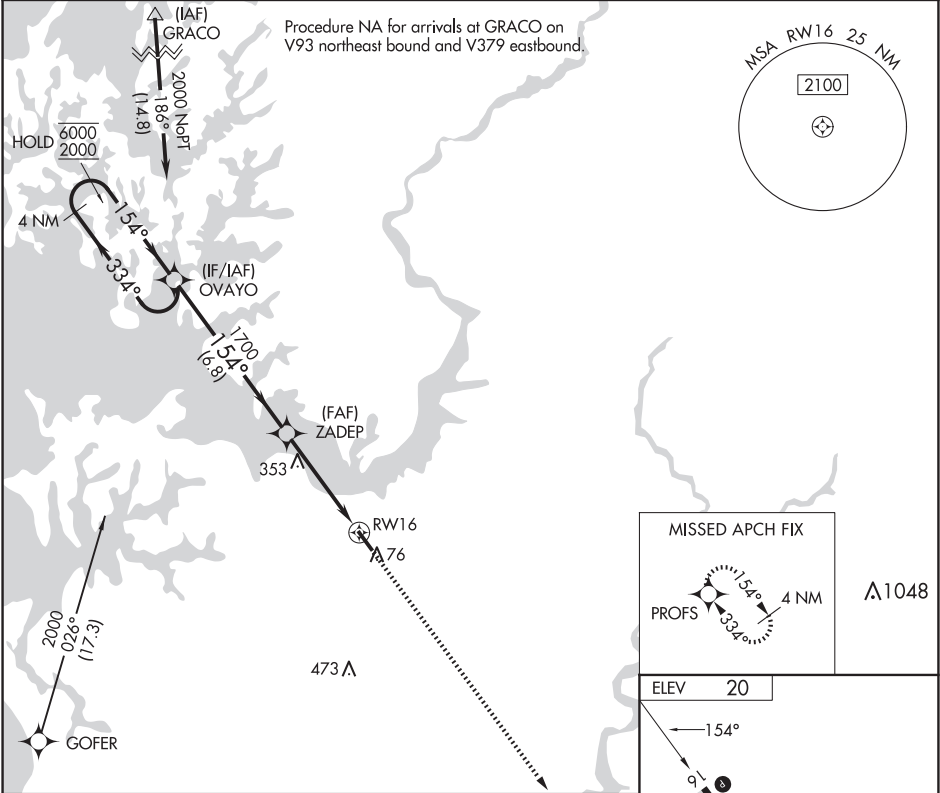
APP CRS	Rwy Idg	N/A
154°	TDZE	N/A
	Apt Elev	20

RNAV (GPS)-A

CAMBRIDGE-DORCHESTER RGNL (CDE)

RNP APCH.	<div><div>▼</div><div>▲</div></div> <div>Circling Rwy 16 NA at night. Rwy 16 helicopter visibility reduction below 1 SM NA.</div>	MISSED APPROACH: Climb to 2000 direct PROFS and hold.
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AWOS-3 120.675	PATUXENT APP CON ★ 121.0 250.3	UNICOM 122.7 (CTAF)	121.9 0
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4 NM Holding Pattern		Visual Segment - Obstacles.		2000	PROFS
OVAYO		ZADEP		RW16	
6000 ← 334°		154° →		1700	
2000		6.8 NM		4.4 NM	
CATEGORY	A	B	C	D	
CIRCLING	740-1	720 (800-1)	740-2 720 (800-2)	780-2½ 760 (800-2½)	

WILLIAMSBURG, VIRGINIA

RNAV (GPS) RWY 5

APCH CRS	Rwy Idg	5018
050°	TDZE	41
	Arpt Elev	41

[USA]

CAMP PEARY LNDG STRIP (KW94)

RNP APCH - GPS

▼ Restricted airfield, PPR. Contact Camp Peary Ops prior to landing.  
Williamsburg Jamestown (KJGG) primary altimeter setting.

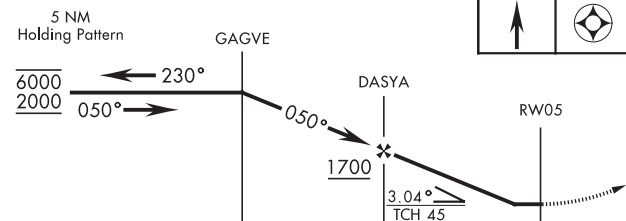
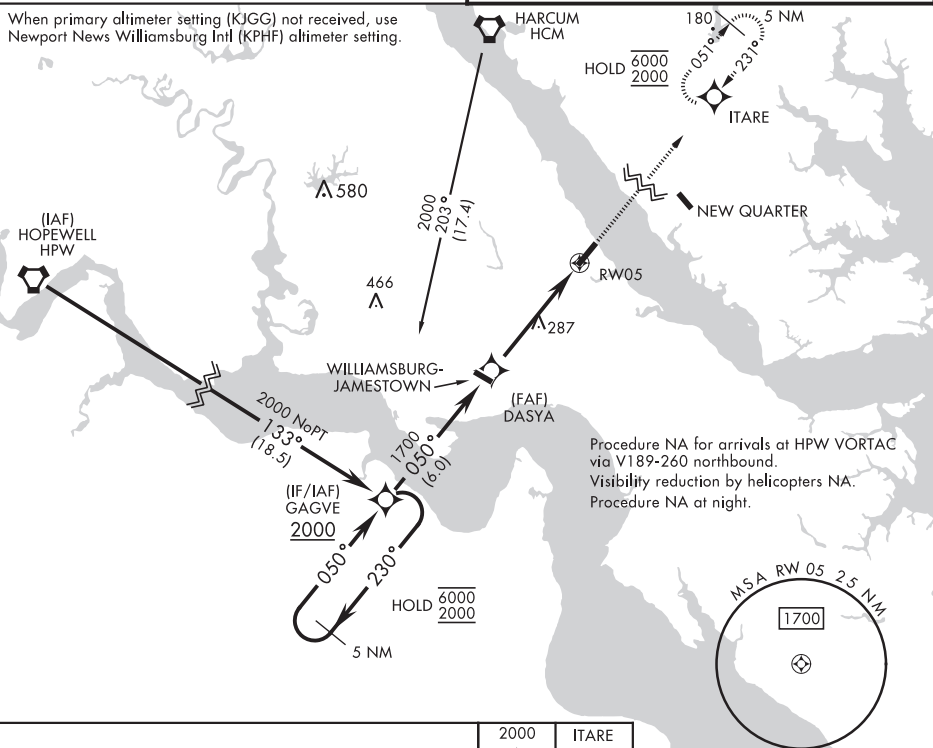
Available
Type
Unknown

MISSED APPROACH: Climb to 2000 direct  
ITARE and hold.

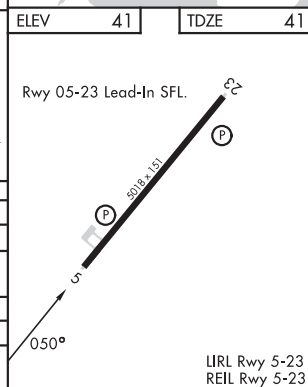
WILLIAMSBURG-JAMESTOWN AWOS-3  
**120.625**

NORFOLK APP CON  
**125.7 335.625**

When primary altimeter setting (KJGG) not received, use  
Newport News Williamsburg Intl (KPHF) altimeter setting.



CATEGORY	A	B	C	D
LNAV MDA	600-1	559 (600-1)	600-1½	559 (600-1½)
CIRCLING	600-1	620-1	620-1½	760-2¼
	559 (600-1)	579 (600-1)	579 (600-1½)	719 (800-2¼)
NEWPORT NEWS / WILLIAMSBURG INTL ALTIMETER SETTING				
LNAV MDA	640-1	599 (600-1)	640-1¾	599 (600-1¾)
CIRCLING	640-1	599 (600-1)	640-1¾	780-2¼
			599 (600-1¾)	739 (800-2¼)



WILLIAMSBURG, VIRGINIA

37°18'N-76°38'W

CAMP PEARY LNDG STRIP (KW94)

Amdt 1 02NOV23

RNAV (GPS) RWY 5

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 23

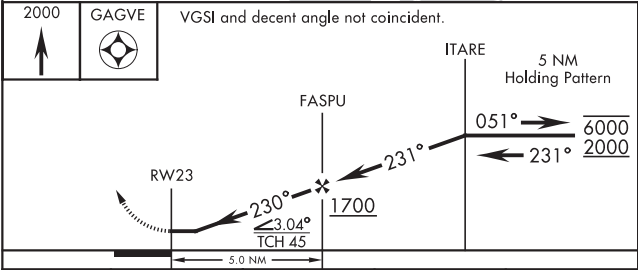
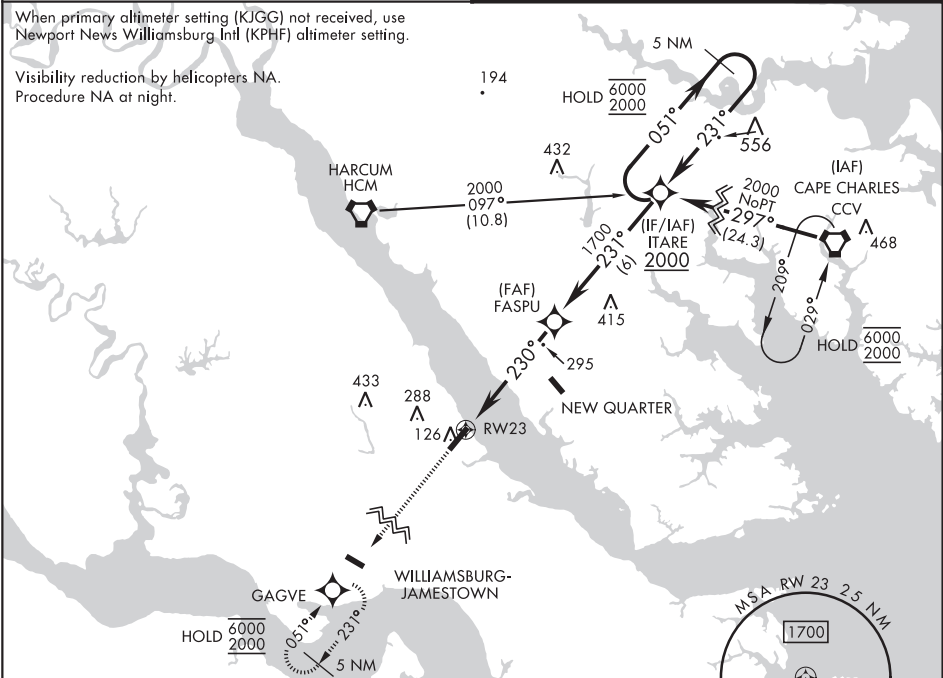
APCH CRS	Rwy ldg
230°	TDZE
	Arpt Elev
	5018
	34
	41

[USA]

CAMP PEARY LNDG STRIP (KW94)

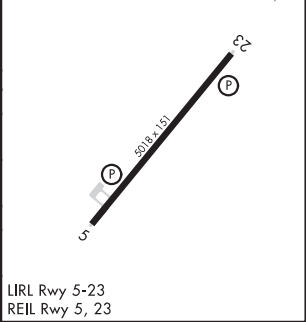
RNP APCH - GPS	Available Type Unknown	MISSED APPROACH: Climb to 2000 direct GAGVE and hold.
Restricted airfield, PPR. Contact Camp Peary Ops prior to landing. Williamsburg Jamestown (KJGG) Primary altimeter setting.		

WILLIAMSBURG-JAMESTOWN AWOS-3 120.625	NORFOLK APP CON 125.7 335.625
--	----------------------------------



CATEGORY	A	B	C	D
LNAV MDA	560-1	526 (600-1)	560-1½	526 (600-1½)
CIRCLING	560-1 519 (600-1)	620-1 579 (600-1)	620-1½ 579 (600-1½)	760-2¼ 719 (800-2¼)
NEWPORT NEWS / WILLIAMSBURG INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	580-1	546 (600-1)	580-1½	546 (600-1½)
CIRCLING	580-1 539 (600-1)	620-1 579 (600-1)	620-1½ 579 (600-1½)	780-2¼ 739 (800-2¼)

ELEV	41	TDZE	34
Rwy 05-23 Lead-In SFL.			



RNAV (GPS) RWY 23

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

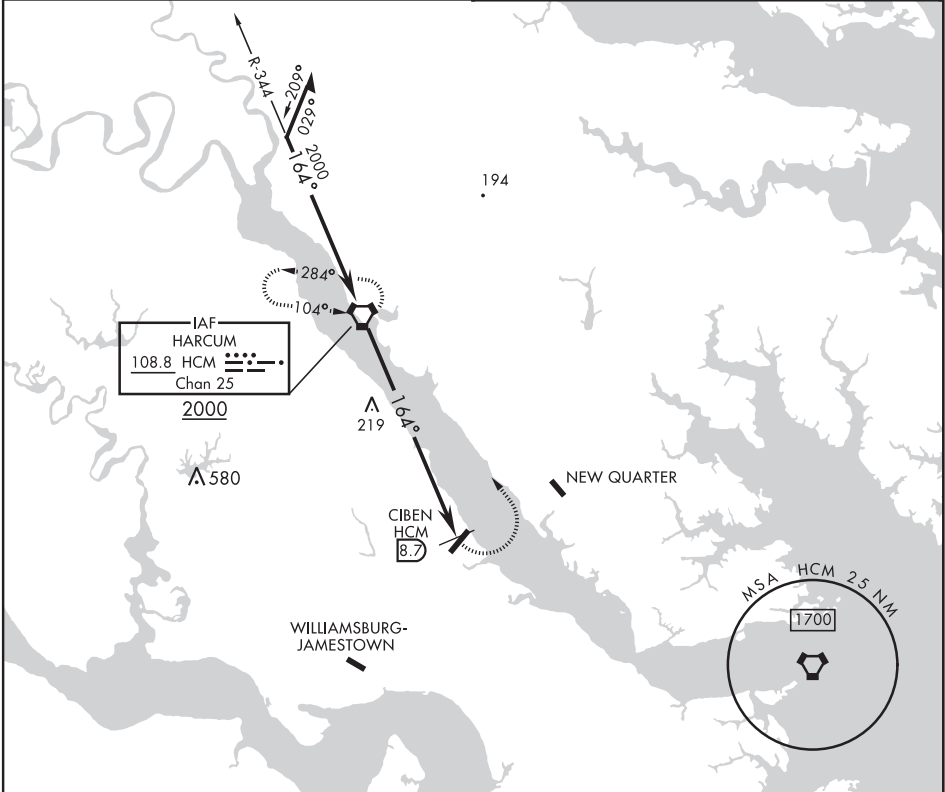
WILLIAMSBURG, VIRGINIA

VOR-A

VORTAC HCM <b>108.8</b> Chan <b>25</b>	APCH CRS <b>164°</b>	Rwy Idg TDZE Arpt Elev <b>5018</b> <b>N/A</b> <b>41</b>	[USA]	CAMP PEARY LNDG STRIP (KW94)
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<b>V</b> * Circling to Rwy 23 not authorized at night. Restricted airfield, PPR. Contact Camp Peary Ops prior to landing.	Available Type Unknown	MISSED APPROACH: Climbing left turn to 2000 direct HCM VORTAC and hold.
--	------------------------------	--

WILLIAMSBURG-JAMESTOWN AWOS-3 <b>120.625</b>	NORFOLK APP CON <b>125.7 335.625</b>
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2000

HCM

2000

HCM VORTAC

344°

164°

Remain within 10 NM of HCM VORTAC

CIBEN HCM

8.7

8.7 NM

ELEV

41

164°

5018 x 151

Rwy 05-23 Lead-In SFL.

LIRL Rwy 5-23

REIL Rwy 5-23

CATEGORY	A	B	C	D
CIRCLING*	620-1 579 (600-1)	620-1½ 579 (600-1½)	620-2 579 (600-2)	
NEWPORT NEWS / WILLIAMSBURG INTL ALTIMETER SETTING				
CIRCLING*	640-1 599 (600-1)	640-1½ 599 (600-1½)	640-2 599 (600-2)	

FAF to MAP 8.7 NM

Knots	60	90	120	150	180
Min:Sec	8:42	5:48	4:21	3:29	2:54

WILLIAMSBURG, VIRGINIA

37°18'N-76°38'W

CAMP PEARY LNDG STRIP (KW94)

Orig

VOR-A

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025



LOC/DME I-CHO	APP CRS	Rwy Idg	6801
111.7	030°	TDZE	640
Chan 54		Apt Elev	640

ILS or LOC RWY 3

CHARLOTTESVILLE-ALBEMARLE (CHO)

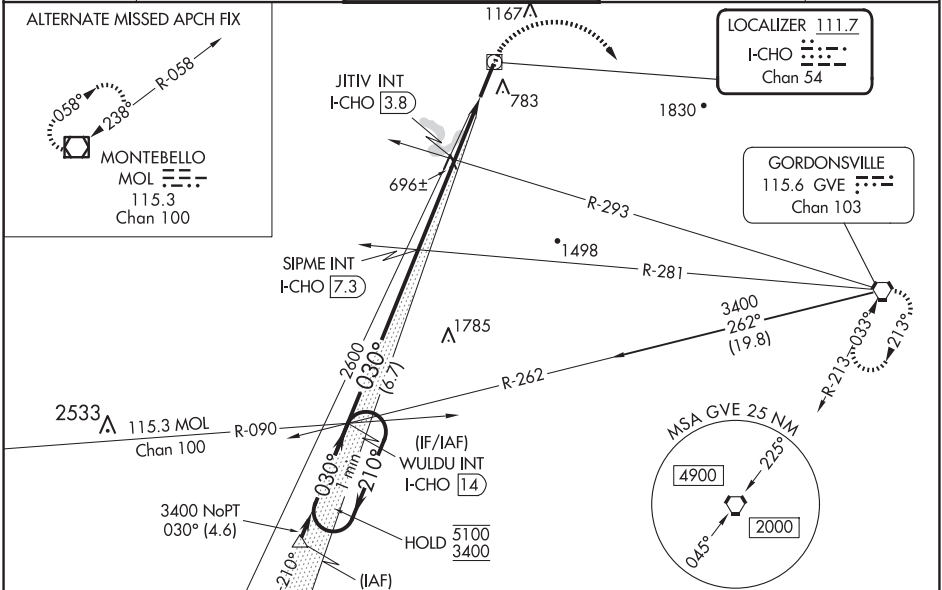
▼ VDP NA when using Orange altimeter setting. When local altimeter setting not received, use Orange altimeter setting and increase S-ILS 3 DA to 911 and all MDA 80 feet;

▲ increase S-LOC 3 JTTIV fix minimums Cats C/D, S-LOC 3 Cats C/D, Circling Cats C/D, and JTTIV fix minimums Circling Cats C/D visibility ¼ SM. For inop ALS when using Orange altimeter setting, increase S-ILS 3 all Cats visibility to ¾ SM, S-LOC 3 Cats C/D visibility to 2 SM, and S-LOC 3 JTTIV fix minimums Cats C/D visibility to 1 ½ SM.

MALSR

MISSED APPROACH:  
Climb to 2000 then  
climbing right turn to  
4000 direct GVE  
VORTAC and hold.

ATIS	POTOMAC APP CON	CHARLOTTESVILLE TOWER ★	GND CON	UNICOM
118.425	132.85 323.125	124.5 (CTAF) 338.275	121.9 338.275	122.95



	ELEV 640	TDZE 640
	WULDU INT I-CHO [14]	SIPME INT I-CHO [7.3]
	JTTIV INT I-CHO [3.8]	I-CHO [2.2]
	I-CHO [1.3]	
	GS 3.00° TCH 54	
	*1360 when using Orange altimeter setting.	
	6.7 NM	3.5 NM
	1.6 NM	0.9 NM
CATEGORY	A	B
S-ILS 3	840-1 2	200 (200-1 2)
S-LOC 3	1280-1 2	640 (700-1 2)
CIRCLING	1280-1	640 (700-1)
	1500-2 1 2	1500-2 3 4
	860 (900-2 1 2)	860 (900-2 3 4)
	JTTIV FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)	
S-LOC 3	980-1 2	340 (400-1 2)
CIRCLING	1100-1	460 (500-1)
	1500-2 1 2	1500-2 3 4
	860 (900-2 1 2)	860 (900-2 3 4)
	Knots	60 90 120 150 180
	Min:Sec	6:00 4:00 3:00 2:24 2:00

CHARLOTTESVILLE, VIRGINIA

AL-765 (FAA)

23166

WAAS CH <b>61105</b> <b>W03A</b>	APP CRS <b>030°</b>	Rwy Idg <b>6801</b> TDZE <b>640</b> Apt Elev <b>640</b>
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# RNAV (GPS) RWY 3

CHARLOTTESVILLE-ALBEMARLE (CHO)

RNP APCH.

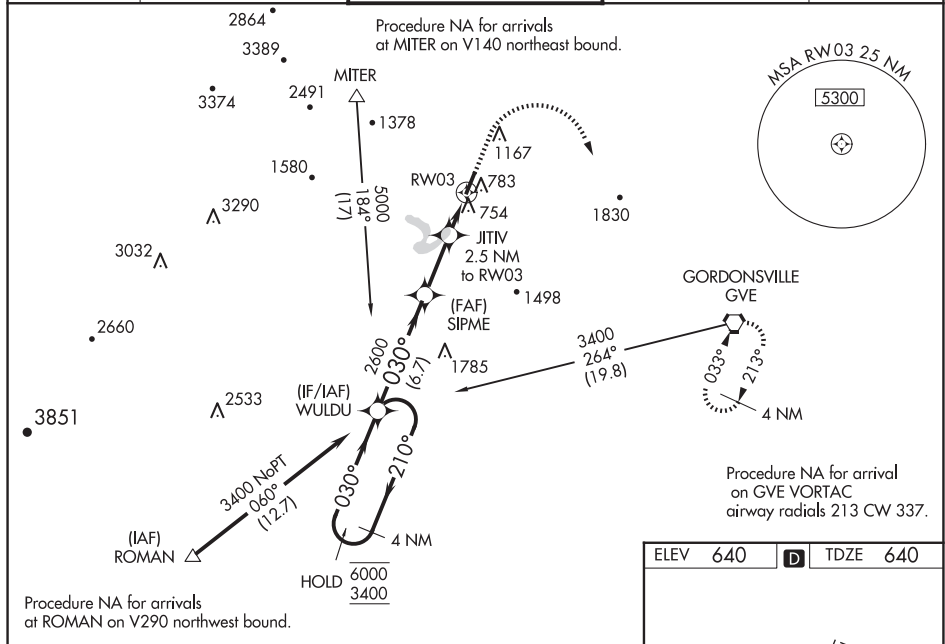
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C.  
▲ When local altimeter setting not received, use Orange altimeter setting and increase LPV DA to 910, LNAV/VNAV DA to 985, and all MDA 80 feet; increase LNAV/VNAV all Cats visibility ½ SM, LNAV Cat C/D visibility ¼ SM and Circling Cats C/D visibility ¼ SM.  
Baro-VNAV and VDP NA when using Orange altimeter setting. For Inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM and LNAV Cats C/D visibility to 1 SM. For Inop ALS when using Orange altimeter setting, increase LPV all Cats visibility to ¾ SM, and LNAV/VNAV all Cats visibility to 1 SM.

MALSR



MISSED APPROACH:  
Climb to 2000 then climbing right turn to 4000 direct GVE VORTAC and hold.

ATIS <b>118.425</b>	POTOMAC APP CON <b>132.85 323.125</b>	CHARLOTTESVILLE TOWER ★ <b>124.5 (CTAF) 0 338.275</b>	GND CON <b>121.9 338.275</b>	UNICOM <b>122.95</b>
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4 NM Holding Pattern

6000

3400

GP 3.00° TCH 54

WULDU

SIPME

JITIV  
2.5 NM to RW03

RW03

2000

4000

GVE

←210°

030°→

030°

2600

\*1480

\*1 NM to RW03

\*LNAV only

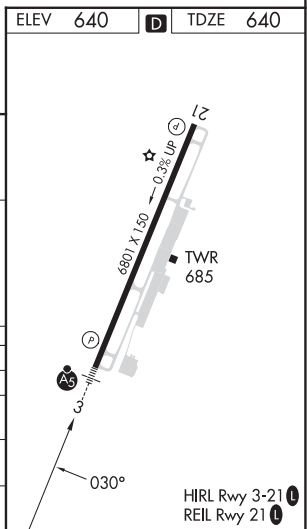
6.7 NM

3.5 NM

1.5 NM

1 NM

CATEGORY	A	B	C	D
LPV DA		840-½	200 (200-½)	
LNAV/VNAV DA		915-½	275 (300-½)	
LNAV MDA	1020-½	380 (400-½)	1020-⅝	380 (400-⅝)
CIRCLING	1100-1	460 (500-1)	1500-2½ 860 (900-2½)	1500-2¾ 860 (900-2¾)



CHARLOTTESVILLE, VIRGINIA  
Amdt 3A 22APR21

38°08'N-78°27'W

CHARLOTTESVILLE-ALBEMARLE (CHO)  
RNAV (GPS) RWY 3

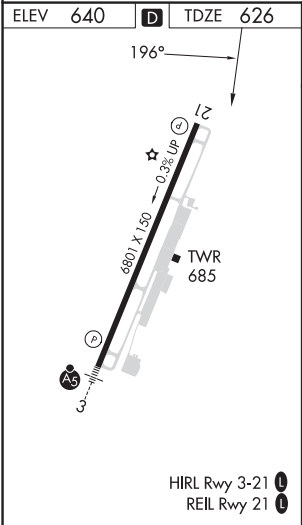
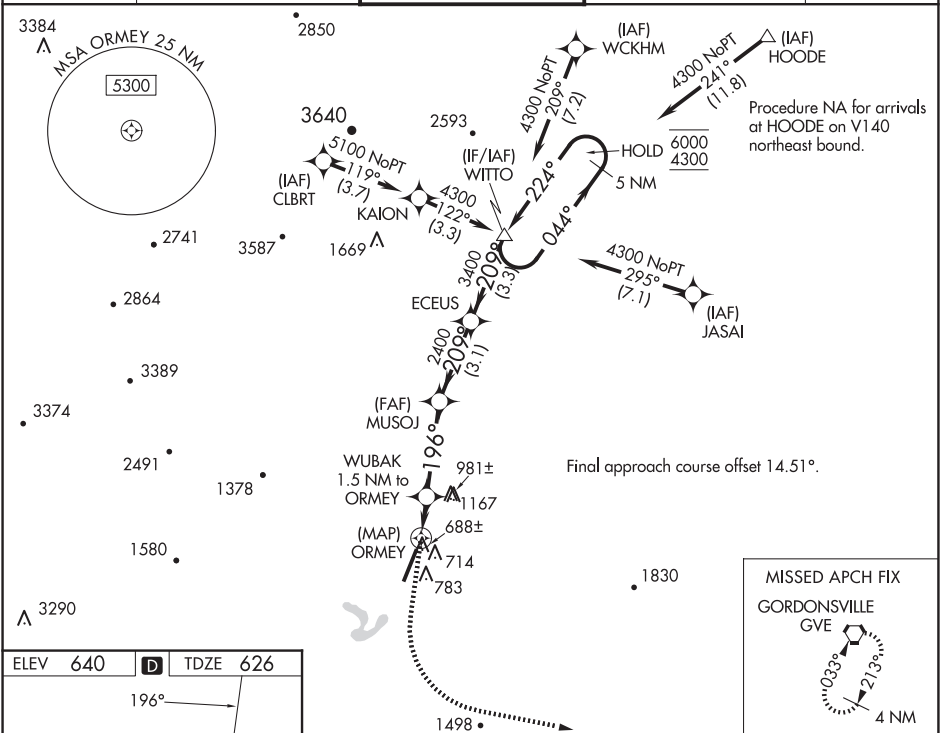
NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>62831</b> <b>W21A</b>	APP CRS <b>196°</b>	Rwy Idg TDZE <b>626</b> Apt Elev <b>640</b>
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RNAV (GPS) Y RWY 21  
CHARLOTTESVILLE-ALBEMARLE (CHO)

RNP APCH - GPS.		MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct GVE VORTAC and hold.		
ATIS <b>118.425</b>	POTOMAC APP CON <b>132.85 323.125</b>	CHARLOTTESVILLE TOWER ★ <b>124.5 (CTAF) 0 338.275</b>	GND CON <b>121.9 338.275</b>	UNICOM <b>122.95</b>



1100		4000	GVE	5 NM Holding Pattern	
↑		↶	⬢		
ORMEY		WUBAK 1.5 NM to ORMEY	MUSOJ	ECEUS	WITTO
1300		196°	2400	209°	044°
0.5-1.5 NM		3.5 NM	3.1 NM	3.3 NM	
CATEGORY	A	B	C	D	
LP	MDA	960-1 334 (400-1)			
LNAV	MDA	1100-1 474 (500-1)	1100-1 3/8 474 (500-1 3/8)		
CIRCLING	1100-1 460 (500-1)	1500-2 1/2 860 (900-2 1/2)	1500-2 3/4 860 (900-2 3/4)		

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

CHARLOTTESVILLE, VIRGINIA

AL-765 (FAA)

23166

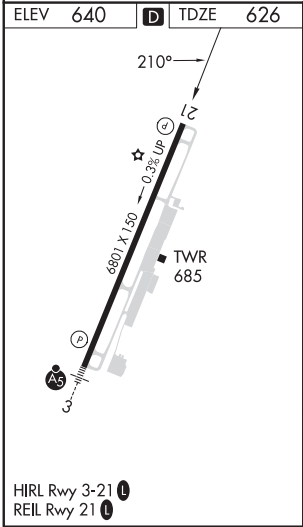
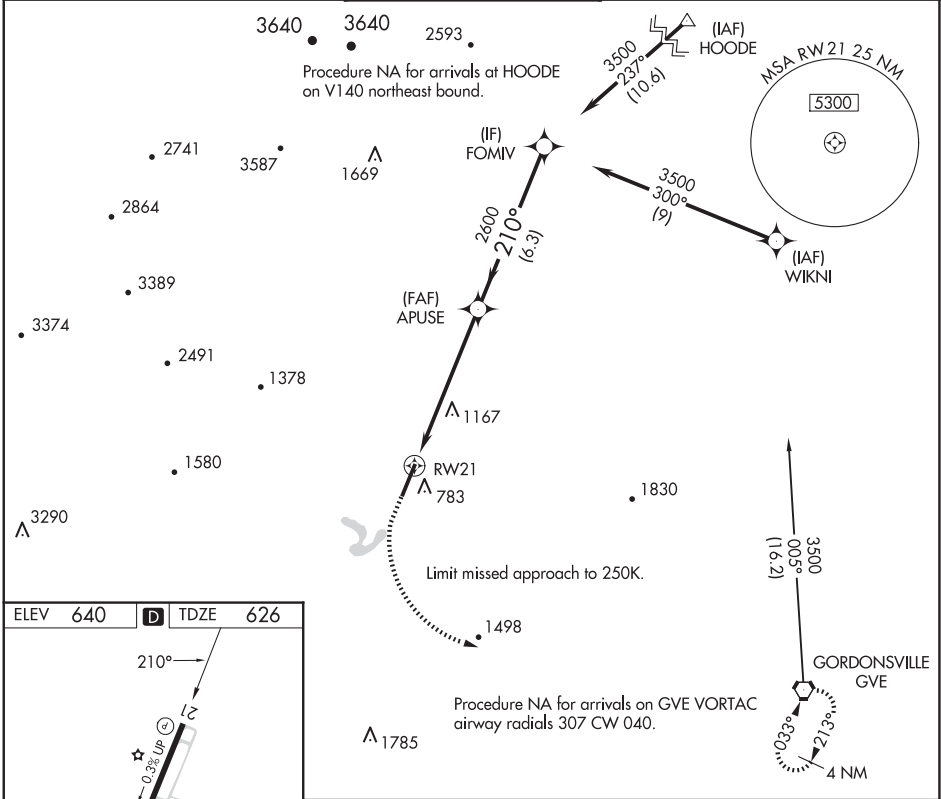
WAAS CH <b>45602</b> <b>W21B</b>	APP CRS <b>210°</b>	Rwy ldg TDZE Apt Elev	<b>6801</b> <b>626</b> <b>640</b>
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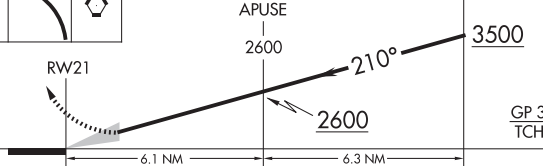
# RNAV (GPS) Z RWY 21

CHARLOTTESVILLE-ALBEMARLE (CHO)

RNP APCH.	Baro-VNAV NA when using Staunton/Waynesboro/Harrisonburg altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -16°C or above 54°C. When local altimeter setting not received, use Staunton/Waynesboro/Harrisonburg altimeter setting and increase all DA 130 feet and LPV visibility ½ mile.	MISSED APPROACH: Climb to 1100, then climbing left turn to 4000 direct GVE VORTAC and hold.
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ATIS <b>118.425</b>	POTOMAC APP CON <b>132.85 323.125</b>	CHARLOTTESVILLE TOWER ★ <b>124.5 (CTAF) 0 338.275</b>	GND CON <b>121.9 338.275</b>	UNICOM <b>122.95</b>
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1100	4000	GVE				
						
						
CATEGORY			A	B	C	D
LPV	DA	826-1 200 (200-1)				
LNAV/ VNAV	DA	1588-4 962 (1000-4)				

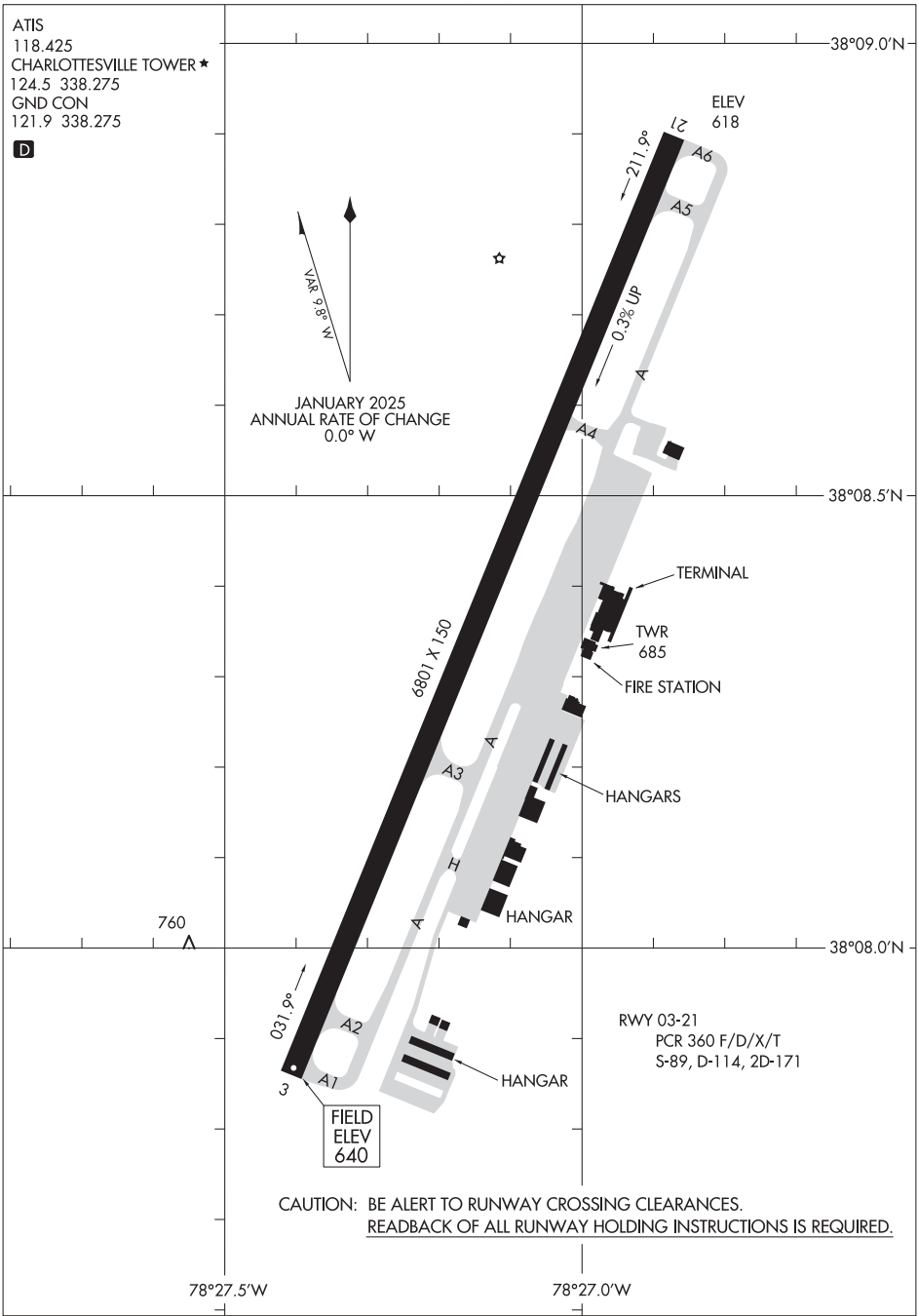
CHARLOTTESVILLE, VIRGINIA  
Amdt 1B 28FEB19

38°08'N-78°27'W

CHARLOTTESVILLE-ALBEMARLE (CHO)  
RNAV (GPS) Z RWY 21

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025



NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

CHASE CITY, VIRGINIA

AL-6263 (FAA)

22307

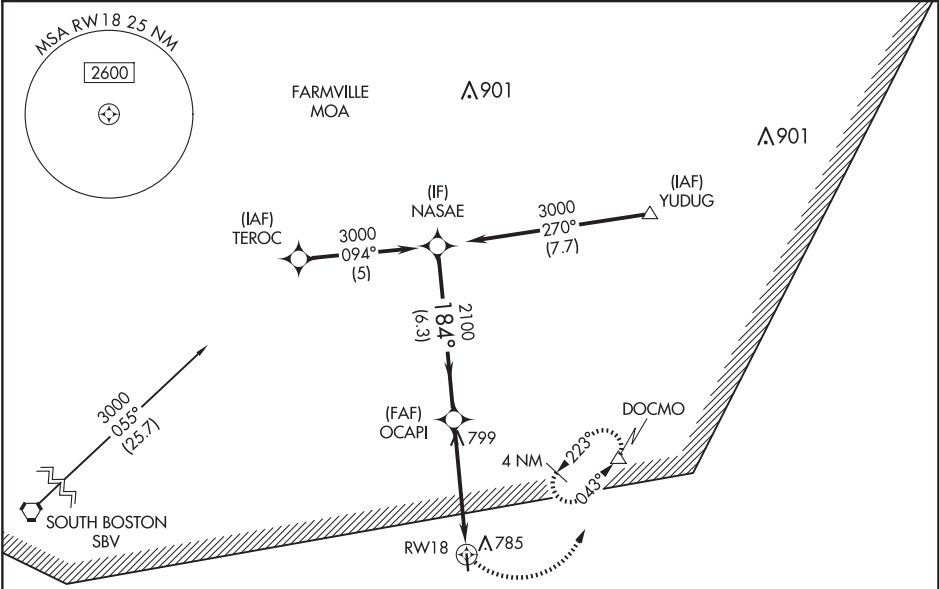
APP CRS	Rwy Idg	3400
184°	TDZE	503
	Apt Elev	503

RNAV (GPS) RWY 18

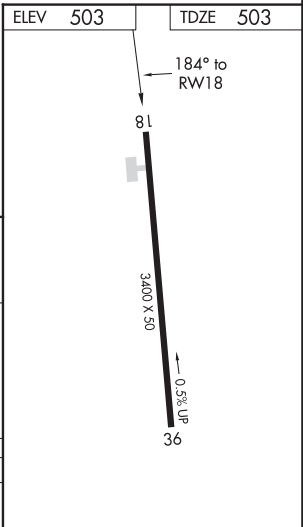
CHASE CITY MUNI (CXE)

RNP APCH - GPS.	MISSED APPROACH: Climbing left turn to 3000 direct DOCMO and hold, continue climb-in-hold to 3000.
<div><div></div><div>Procedure NA at night. Rwy 18 helicopter visibility reduction below 1 SM NA.</div></div>	

AWOS-3 121.225	WASHINGTON CENTER 118.75 377.1	CTAF 122.9
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NASAE		OCAPI		RWY18	
3000		2100			
6.3 NM		4.9 NM			
CATEGORY	A	B	C	D	
LNAV MDA	1520-3	1017 (1100-3)	NA		



CHASE CITY, VIRGINIA  
Amdt 1D 03NOV22

36°47'N-78°30'W

CHASE CITY MUNI (CXE)

RNAV (GPS) RWY 18

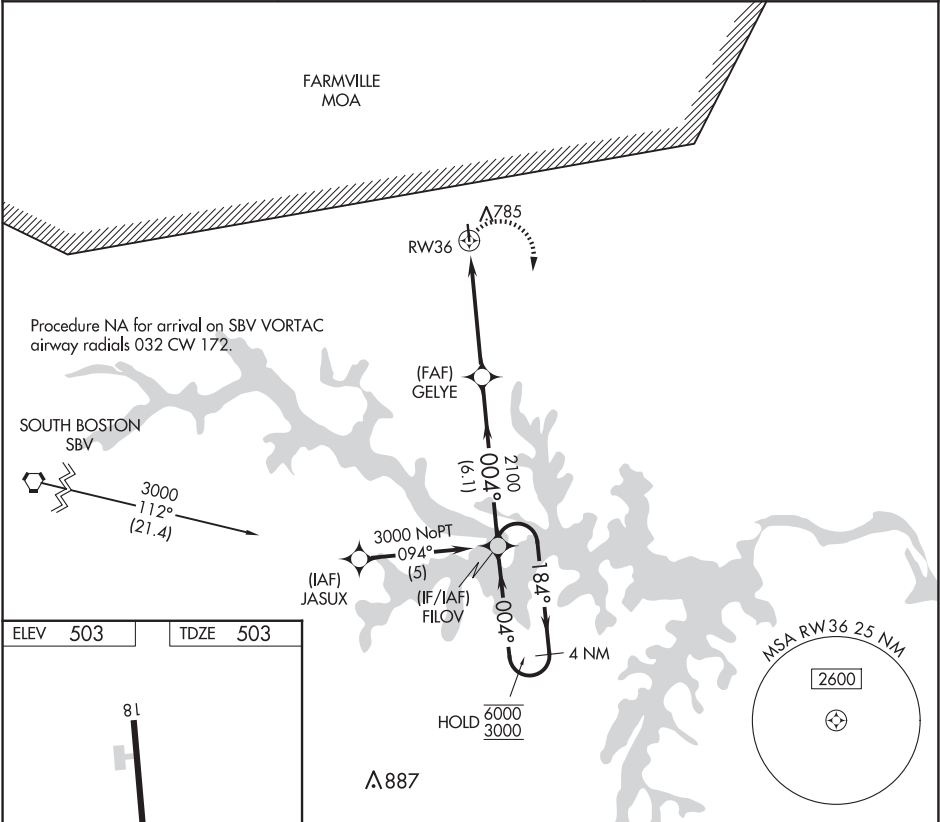
APP CRS	Rwy Idg	3400
004°	TDZE	503
	Apt Elev	503

RNAV (GPS) RWY 36

CHASE CITY MUNI (CXE)

RNP APCH - GPS.	MISSED APPROACH: Climbing right turn to 3000 direct FILOV and hold.
<div><div>▼</div><div>▲</div></div> Procedure NA at night. Rwy 36 helicopter visibility reduction below 1 SM NA.	

AWOS-3 121.225	WASHINGTON CENTER 118.75 377.1	CTAF 122.9
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<div><div><div>3400 X 50</div><div>0.5% UP</div><div>36</div><div>004° to RW36</div></div></div>	<div><div><div>3000</div><div>FILOV</div></div><div>Visual Segment - Obstacles.</div><div><div><div>RW36</div><div>GELYE</div><div>2100</div></div><div><div>4.9 NM</div><div>6.1 NM</div></div><div><div>CATEGORY</div><div>LNAV MDA</div></div><div><div>A</div><div>1500-3</div></div><div><div>B</div><div>997 (1000-3)</div></div><div><div>C</div><div>NA</div></div><div><div>D</div><div></div></div></div></div>	<div><div><div>FILOV</div><div>4 NM Holding Pattern</div><div><div>184° → 6000</div><div>← 004° 3000</div></div></div></div>
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NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

CHURCHVILLE, MARYLAND

AL-9277 (FAA)

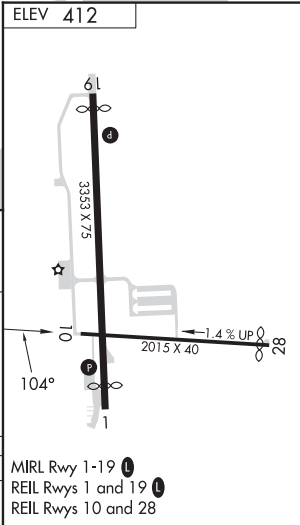
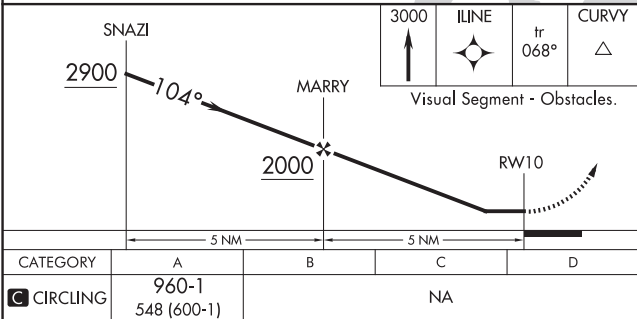
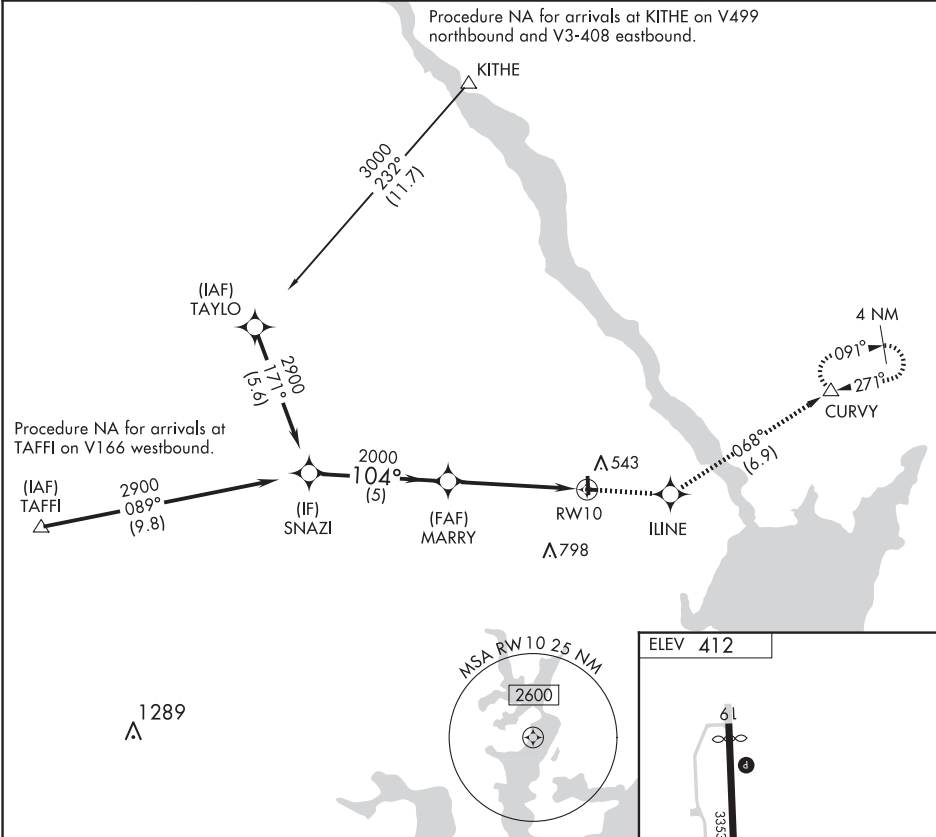
24305

APP CRS	Rwy Idg	N/A
104°	TDZE	N/A
	Apt Elev	412

RNAV (GPS)-B  
HARFORD COUNTY (ØW3)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct ILINE and on track 068° to CURVY and hold, continue climb-in-hold to 3000.
▼ ▲ Rwy 1, 19, 10 and 28 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Aberdeen Proving Grounds (Aberdeen) altimeter setting and increase all MDAs 80 feet. Procedure NA at night.	

AWOS-3PT 132.725	KAPG ATIS ★ 124.425	POTOMAC APP CON 125.525 291.625	UNICOM 122.8 (CTAF) 0
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CHURCHVILLE, MARYLAND  
Orig-C 05SEP24

39°34'N - 76°12'W

HARFORD COUNTY (ØW3)  
RNAV (GPS)-B

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025



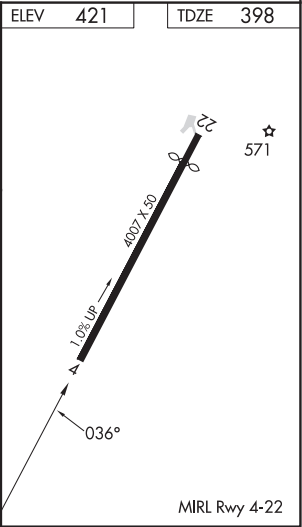
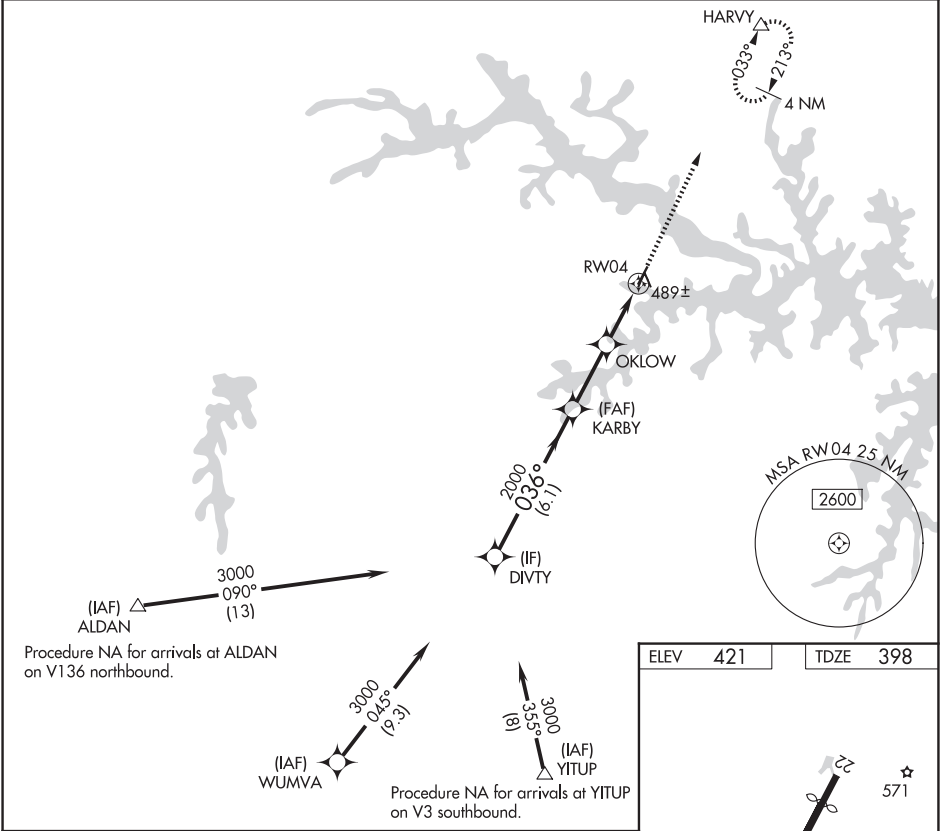
APP CRS	Rwy Ldg	4007
036°	TDZE	398
	Apt Elev	421

RNAV (GPS) RWY 4

LAKE COUNTRY RGNL (W63)

RNP APCH - GPS.	MISSED APPROACH: Climb to 900 then climb to 3000 direct HARVY and hold, continue climb-in-hold.
▼ Rwy 4 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use CXE altimeter setting and increase all MDA 40 feet. Procedure NA at night.	

AWOS-3 118.225	WASHINGTON CENTER 118.75 377.1	CTAF 122.9
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CATEGORY	A		B		C		D	
	740-1		342 (400-1)		NA		NA	
CIRCLING	920-1		980-1		NA		NA	
	499 (500-1)		559 (600-1)					

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

COLLEGE PARK, MARYLAND

AL-6720 (FAA)

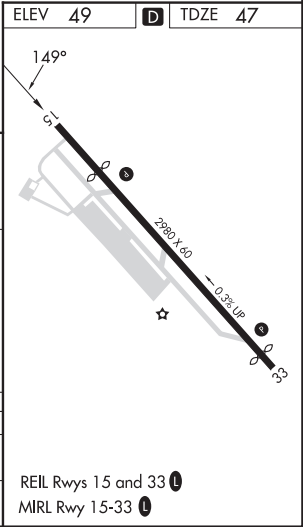
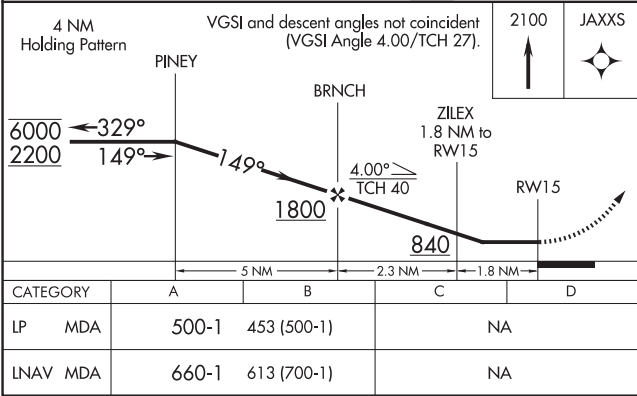
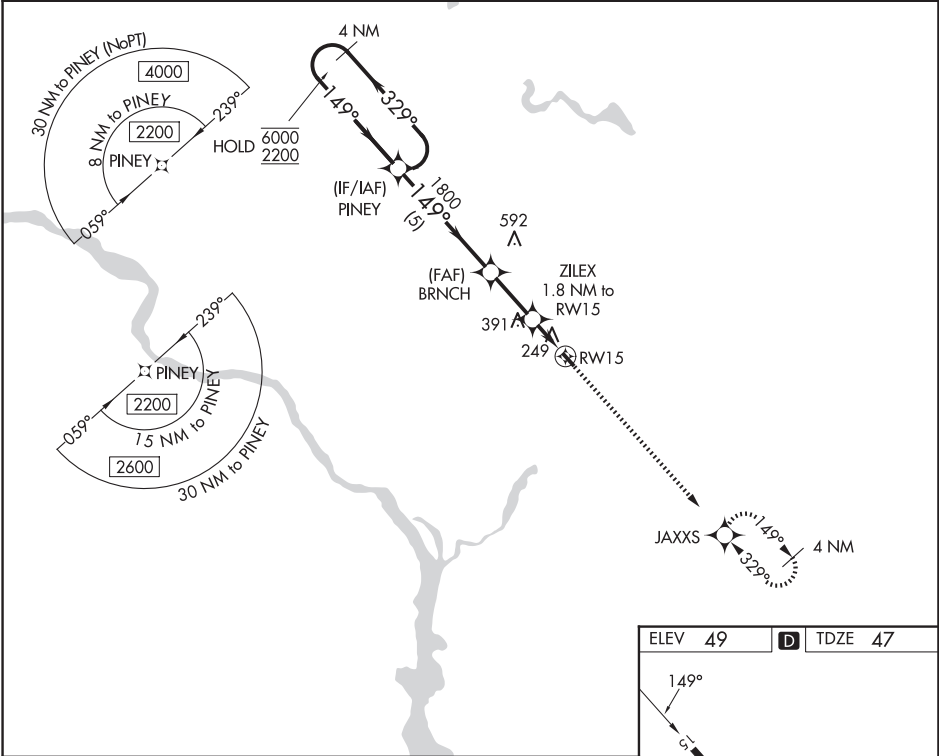
25219

WAAS CH <b>69644</b> <b>W15A</b>	APP CRS <b>149°</b>	Rwy Ldg <b>2176</b> TDZE <b>47</b> Apt Elev <b>49</b>
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RNAV (GPS) RWY 15  
COLLEGE PARK (CGS)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2100 direct JAXXS and hold.
<div><div></div><div>Rwy 15 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use DCA altimeter setting and increase all MDAs 40 feet.</div></div>	

AWOS-3 <b>121.225</b>	POTOMAC APP CON <b>125.65 348.725</b>	UNICOM <b>122.975</b> (CTAF) <b>1</b>
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COLLEGE PARK, MARYLAND  
Orig 07AUG25

38°59'N-76°55'W

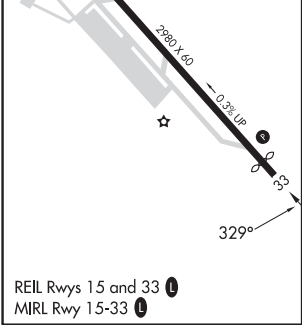
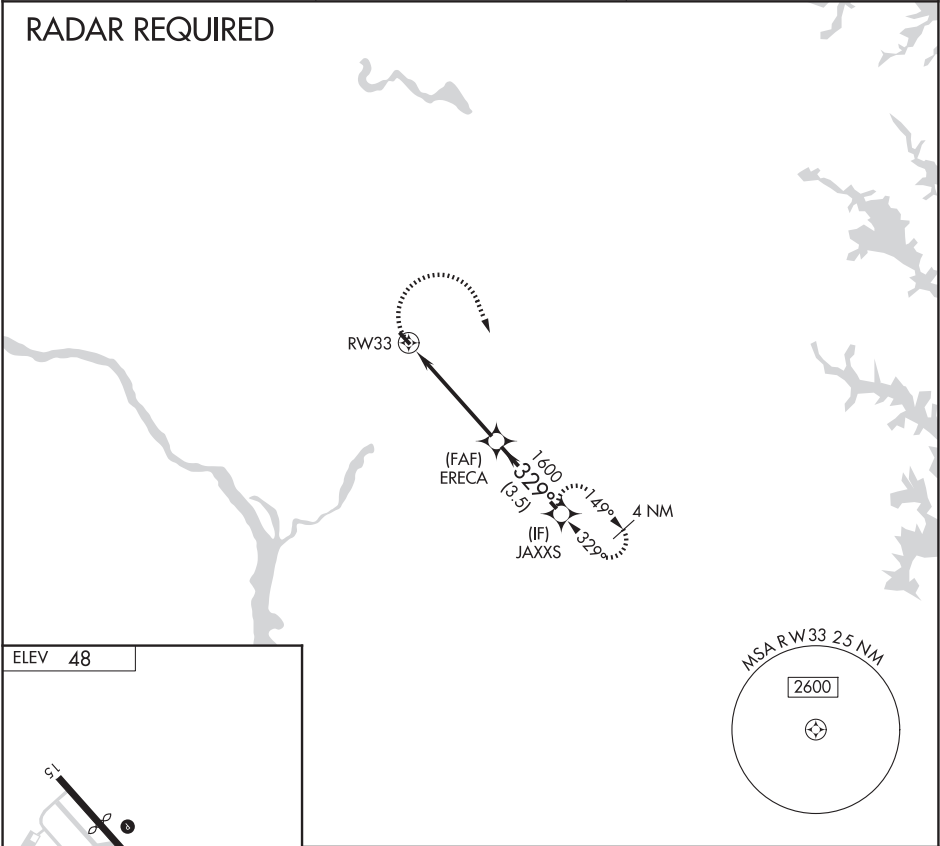
COLLEGE PARK (CGS)  
RNAV (GPS) RWY 15

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

APP CRS 329°	Rwy Ldg TDZE Apt Elev	N/A N/A 48	RNAV (GPS)-B COLLEGE PARK (CGS)	
RNP APCH.			MISSED APPROACH: Climbing right turn to 2400 direct JAXXS and hold.	
T				
AWOS-3 121.225		POTOMAC APP CON 125.65 348.725		UNICOM 122.975 (CTAF) 1

RADAR REQUIRED



2400	JAXXS	Visual Segment - Obstacles.		JAXXS
		ERECA	1600	2400
RW33		4.8 NM	3.5 NM	
CATEGORY	A	B	C	D
CIRCLING	680-1 632 (700-1)	720-1 672 (700-1)	NA	

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

CREWE, VIRGINIA

AL-10445 (FAA)

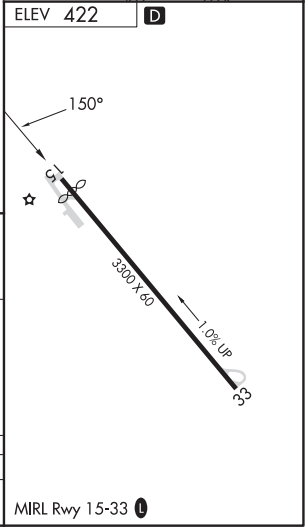
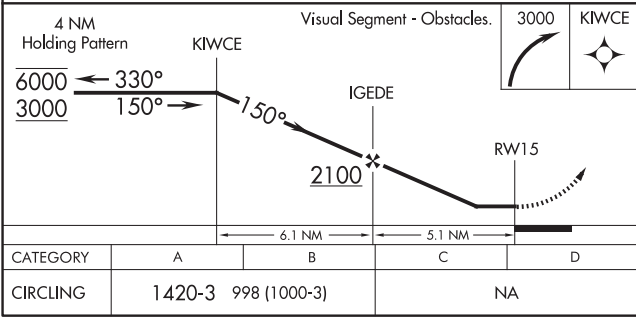
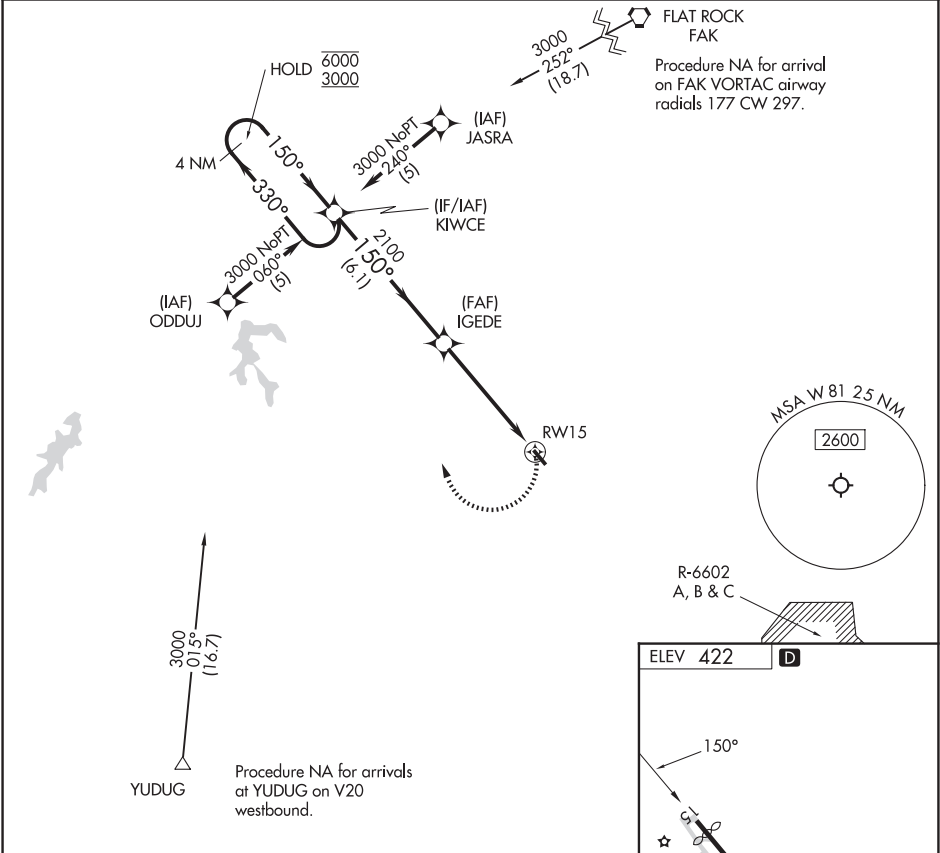
25219

APP CRS	Rwy Ldg	N/A
150°	TDZE	N/A
	Apt Elev	422

RNAV (GPS)-A  
CREWE MUNI (W81)

RNP APCH - GPS.	MISSED APPROACH: Climbing right turn to 3000 direct KIWCCE and hold.
<div>▼ Procedure NA at night.</div> <div>▲ Rwy 15 helicopter visibility reduction below 1 SM NA.</div>	

AWOS-3 119.05	WASHINGTON CENTER 118.75 377.1	UNICOM 122.8 (CTAF) ①
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CREWE, VIRGINIA  
Orig-A 07OCT21

37°11'N-78°06'W

CREWE MUNI (W81)  
RNAV (GPS)-A

NE-3, 07 AUG 2025 to 02 OCT 2025

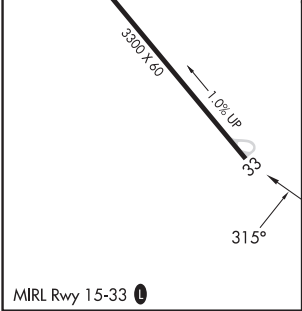
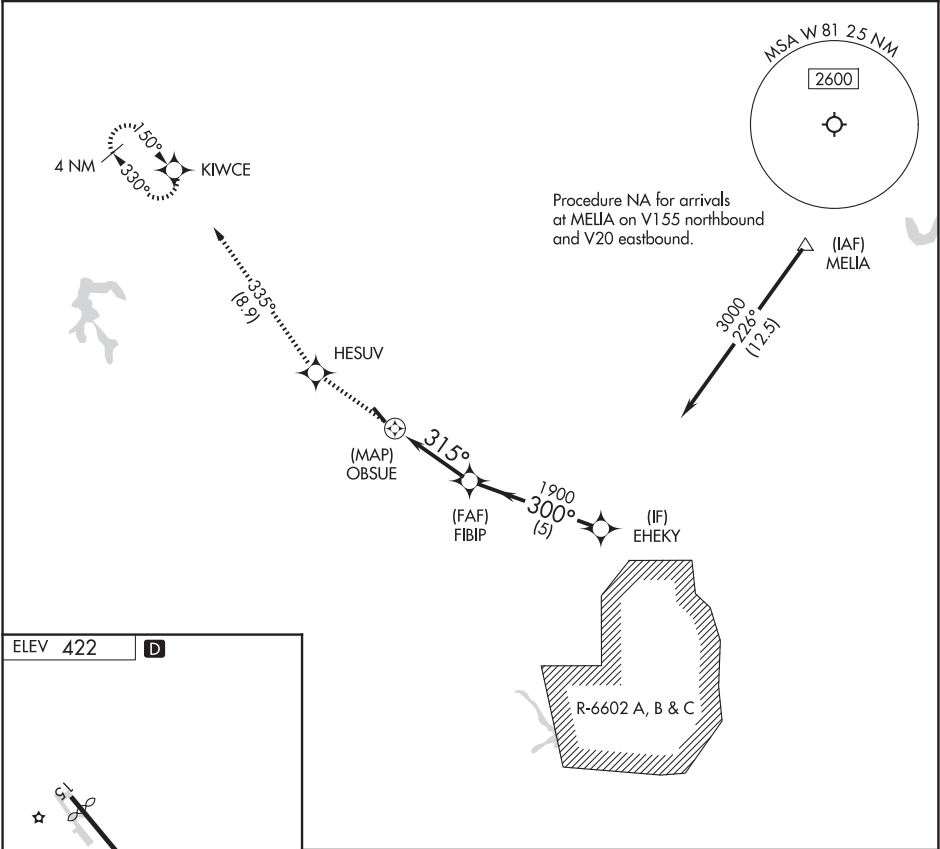
NE-3, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	N/A
315°	TDZE	N/A
	Apt Elev	422

RNAV (GPS)-B  
CREWE MUNI (W81)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct HESUV and on track 335° to KIWCCE and hold.
Procedure NA at night. Rwy 15 helicopter visibility reduction below 1 SM NA.	

AWOS-3 119.05	WASHINGTON CENTER 118.75 377.1	UNICOM 122.8 (CTAF) 0
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3000	HESUV	tr 335°	KIWCCE	
			FIBIP	EHEKY
			1900	3000
			3.3 NM	5 NM
CATEGORY	A	B	C	D
CIRCLING	1420-3	998 (1000-3)	NA	

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

CRISFIELD, MARYLAND

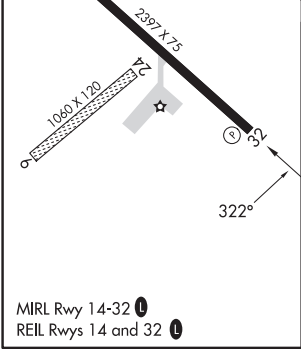
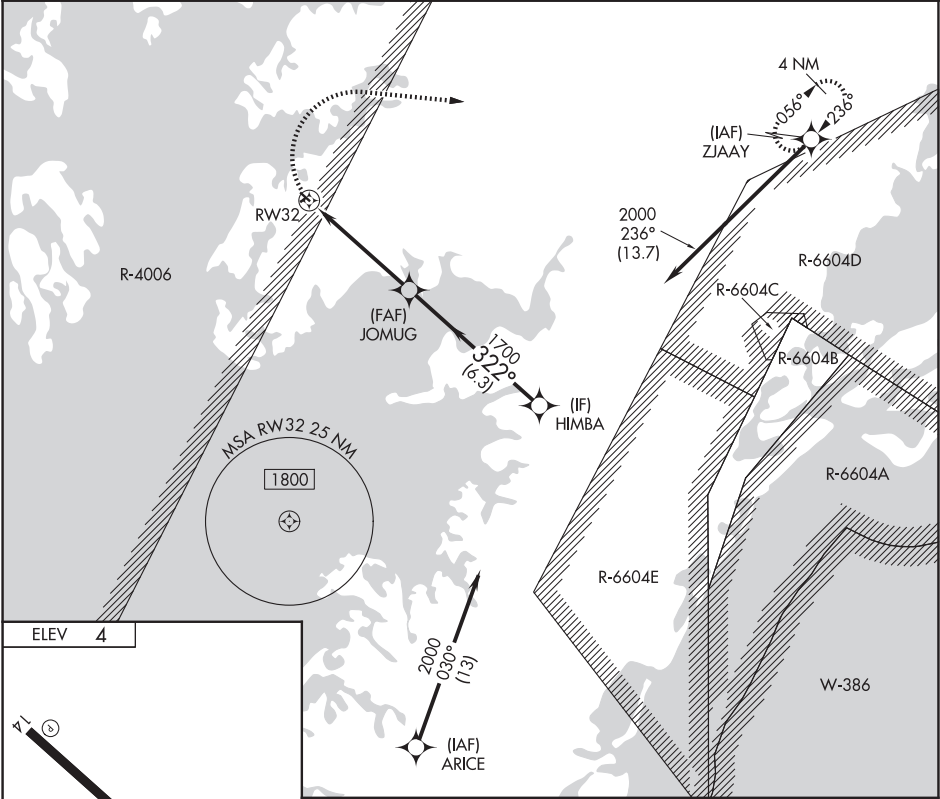
AL-10239 (FAA)



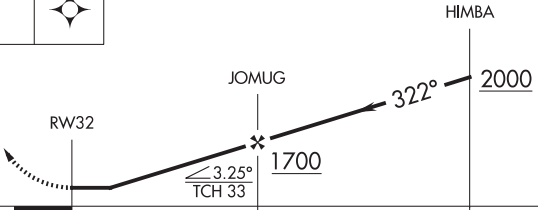
25219

APP CRS <b>322°</b>	Rwy Ldg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>4</b>
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**RNAV (GPS)-B**  
CRISFIELD-SOMERSET COUNTY (W41)

RNP APCH - GPS.		MISSED APPROACH: Climbing right turn to 2000 direct ZJAA and hold.
WAL ASOS <b>119.175</b>	PATUXENT APP CON ★ <b>127.95 314.0</b>	UNICOM <b>122.8 (CTAF) 0</b>



2000	ZJAA				
					
					
CATEGORY	A	B	C	D	
CIRCLING	520-1 516 (600-1)	560-1 556 (600-1)	NA		

CRISFIELD, MARYLAND  
Amdt 1 12JUN25

38°01'N-75°50'W

CRISFIELD-SOMERSET COUNTY (W41)  
**RNAV (GPS)-B**

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>77606</b> <b>W04A</b>	APP CRS <b>038°</b>	Rwy Idg TDZE <b>316</b> Apt Elev <b>316</b>
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RNAV (GPS) RWY 4

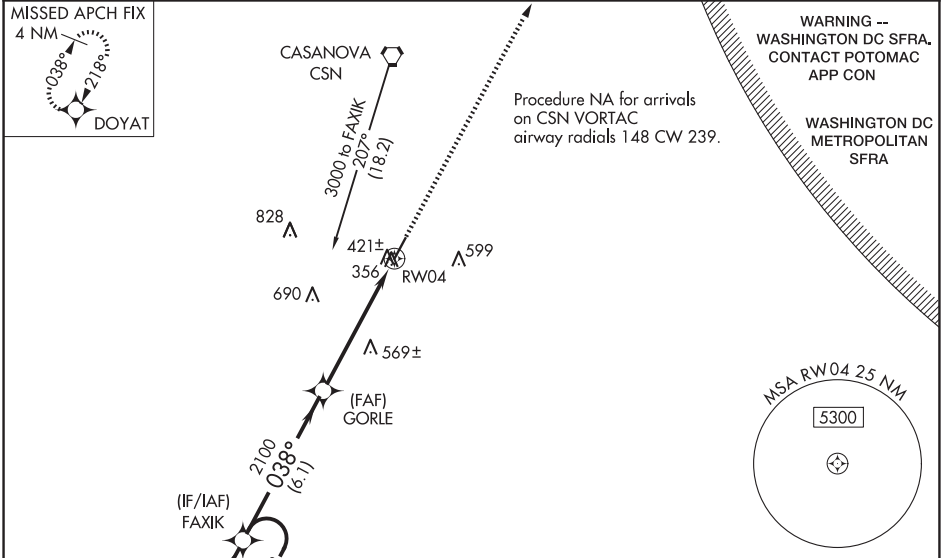
CULPEPER RGNL (CJR)

RNP APCH - GPS.

Rwy 4 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA when using IAD alimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. When local alimeter setting not received, use IAD alimeter setting and increase LPV DA to 683 feet; increase LNAV/VNAV DA to 906 feet; increase all MDAs 80 feet and visibility Cats C/D ¼ SM. Straight-in Rwy 4 at night, Circling Rwy 4, 22 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH:  
Climb to 3000 direct DOYAT and hold.

AWOS-3 <b>119.325</b>	POTOMAC APP CON <b>128.525 306.925</b>	CLNC DEL <b>121.6</b>	UNICOM <b>123.075</b> (CTAF) <b>1</b>
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ELEV 316

TDZE 316

REIL Rwy 4 and 22 **1**

MIRL Rwy 4-22 **1**

4 NM Holding Pattern

FAXIK

3000 DOYAT

6000 3000

GP 3.00° TCH 40

218° 038°

2100

6.1 NM 5.4 NM

RW04

CATEGORY	A	B	C	D
LPV DA	610-1 294 (300-1)			
LNAV/VNAV DA	833-1¾ 517 (600-1¾)			
LNAV MDA	820-1 504 (600-1)		820-1½ 504 (600-1½)	

CULPEPER, VIRGINIA

AL-5877 (FAA)

25051

WAAS CH <b>56306</b> <b>W22A</b>	APP CRS <b>218°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>315</b> <b>316</b>
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RNAV (GPS) RWY 22

CULPEPER RGNL (CJR)

RNP APCH - GPS.

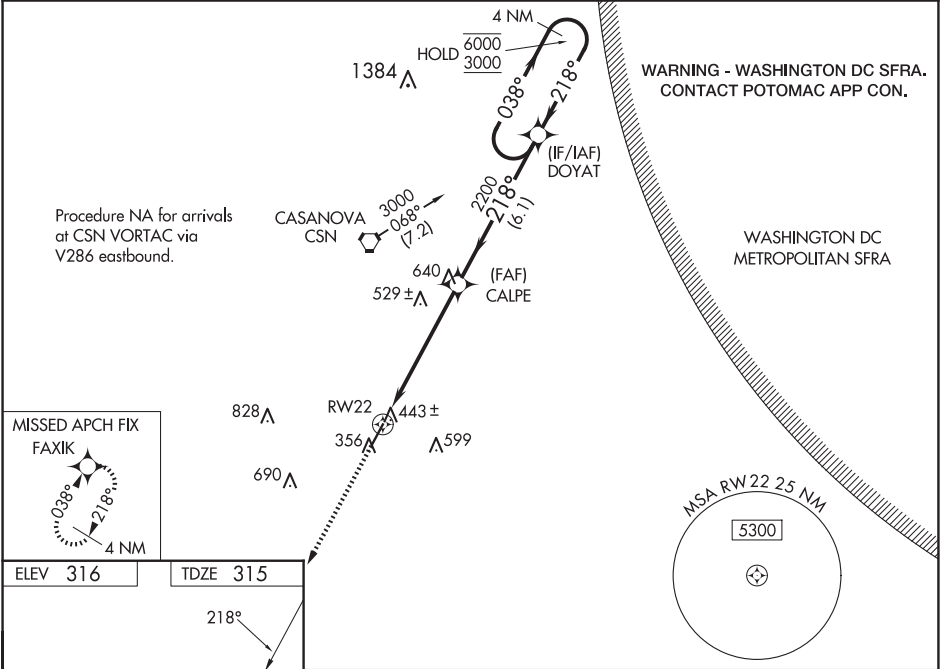
▼

▲

Rwy 22 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA when using IAD altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. When local altimeter setting not received, use IAD altimeter setting and increase LPV DA to 730 feet; increase LNAV/VNAV DA to 776 feet; increase all MDAs 80 feet and visibility Cats C ¼ SM and D ½ SM. Straight-in Rwy 22 at night, Circling Rwy 4, 22 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH:  
Climb to 3000 direct FAXIK and hold.

AWOS-3 <b>119.325</b>	POTOMAC APP CON <b>128.525 306.925</b>	CLNC DEL <b>121.6</b>	UNICOM <b>123.075 (CTAF) 0</b>
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ELEV 316

TDZE 315

218°

3000

FAXIK

DOYAT

4 NM Holding Pattern

CALPE

2200

5.7 NM

6.1 NM

CATEGORY	A	B	C	D
LPV DA	657-1¼ 342 (400-1¼)			
LNAV/VNAV DA	703-1½ 388 (400-1½)			
LNAV MDA	800-1	485 (500-1)	800-1¼ 485 (500-1¼)	800-1½ 485 (500-1½)

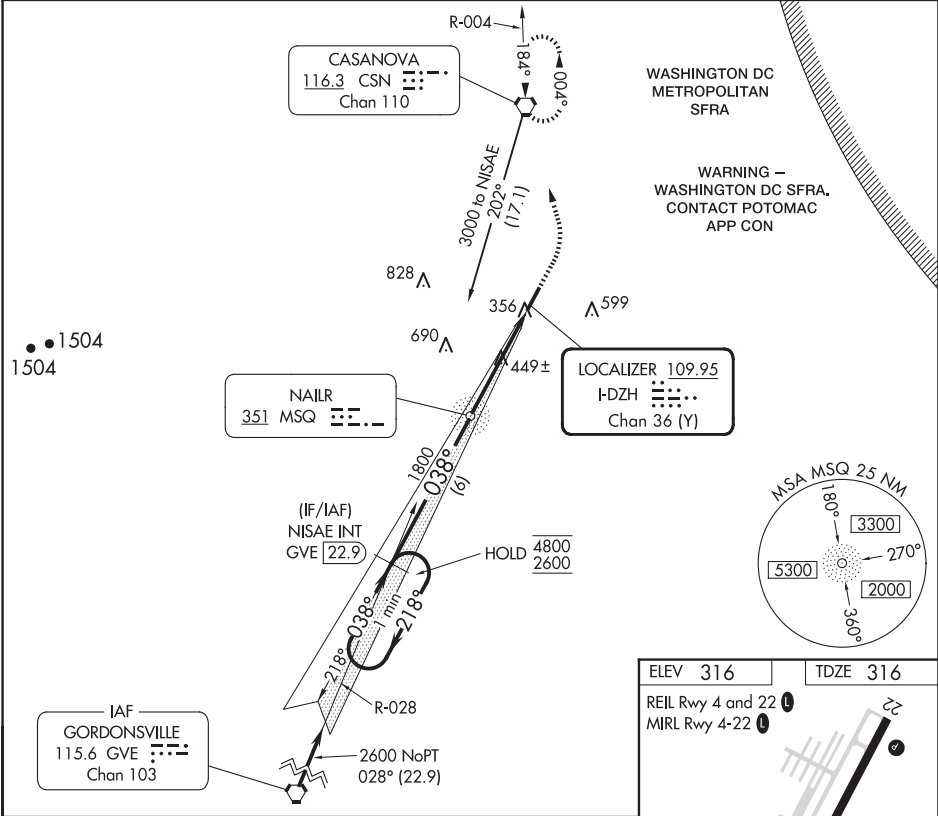


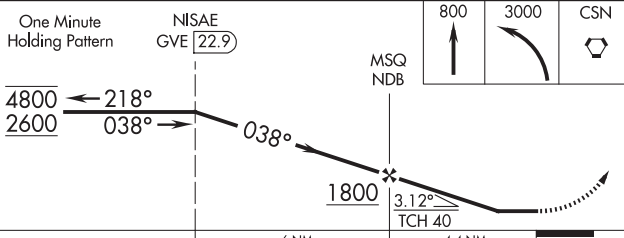
LOC/DME I-DZH	APP CRS	Rwy ldg	5000
109.95	038°	TDZE	316
Chan 36 (Y)		Apt Elev	316

LOC RWY 4  
CULPEPER RGNL (CJR)

ADF required.	MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct CSN VORTAC and hold, continue climb-in-hold to 3000.
<div><div>▼</div><div>▲</div></div> <div>Straight-in Rwy 4 at night, Circling Rwy 4, 22 at night, operational VGSJ required, remain on or above VGSJ glidepath until threshold.</div>	

AWOS-3 119.325	POTOMAC APP CON 128.525 306.925	CLNC DEL 121.6	UNICOM 123.075 (CTAF) 1
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One Minute Holding Pattern	NISAE GVE 22.9			800	3000	CSN
				↑	↷	⬡
CATEGORY	A	B	C	D		
S-4	700-1 384 (400-1)				NA	
CIRCLING	920-1 604 (700-1)	960-1 644 (700-1)	960-1 3/4 644 (700-1 3/4)	NA		

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CULPEPER, VIRGINIA

AL-5877 (FAA)

25051

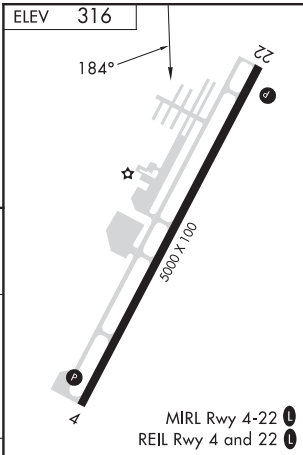
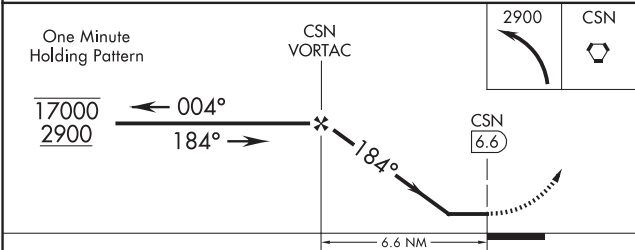
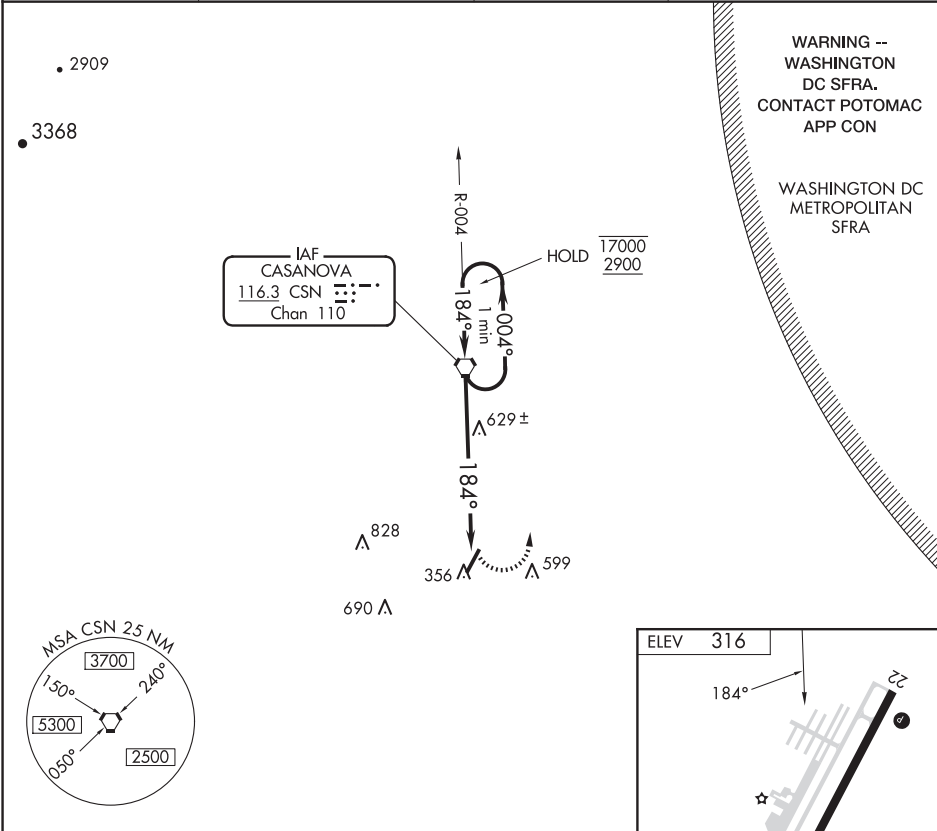
VORTAC CSN <b>116.3</b> Chan <b>110</b>	APP CRS <b>184°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>316</b>
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**VOR-A**  
CULPEPER RGNL (CJR)

**⚠** Rwy 4, 22 helicopter visibility reduction below 1 SM NA. When Circling to Rwy 4, 22 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. When local altimeter setting not received, use IAD altimeter setting and increase all MDAs 80 feet, Circling Cats C and D visibility ¼ SM.

**MISSED APPROACH:** Climbing left turn to 2900 direct CSN VORTAC and hold.

AWOS-3 <b>119.325</b>	POTOMAC APP CON <b>128.525 306.925</b>	CLNC DEL <b>121.6</b>	UNICOM <b>123.075 (CTAF)</b> <b>📻</b>
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CATEGORY	A	B	C	D	FAF to MAP 6.6 NM					
CIRCLING	920-1 604 (700-1)	960-1 644 (700-1)	960-1¾ 644 (700-1¾)	1100-2½ 784 (800-2½)	Knots	60	90	120	150	180
					Min:Sec	6:36	4:24	3:18	2:38	2:12

CULPEPER, VIRGINIA  
Amdt 5B 20FEB25

38°32'N-77°-52'W

CULPEPER RGNL (CJR)  
**VOR-A**

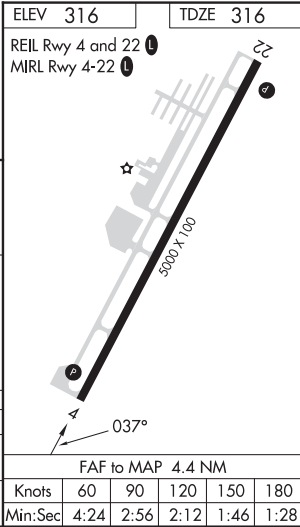
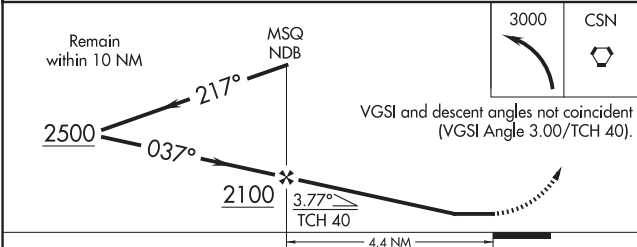
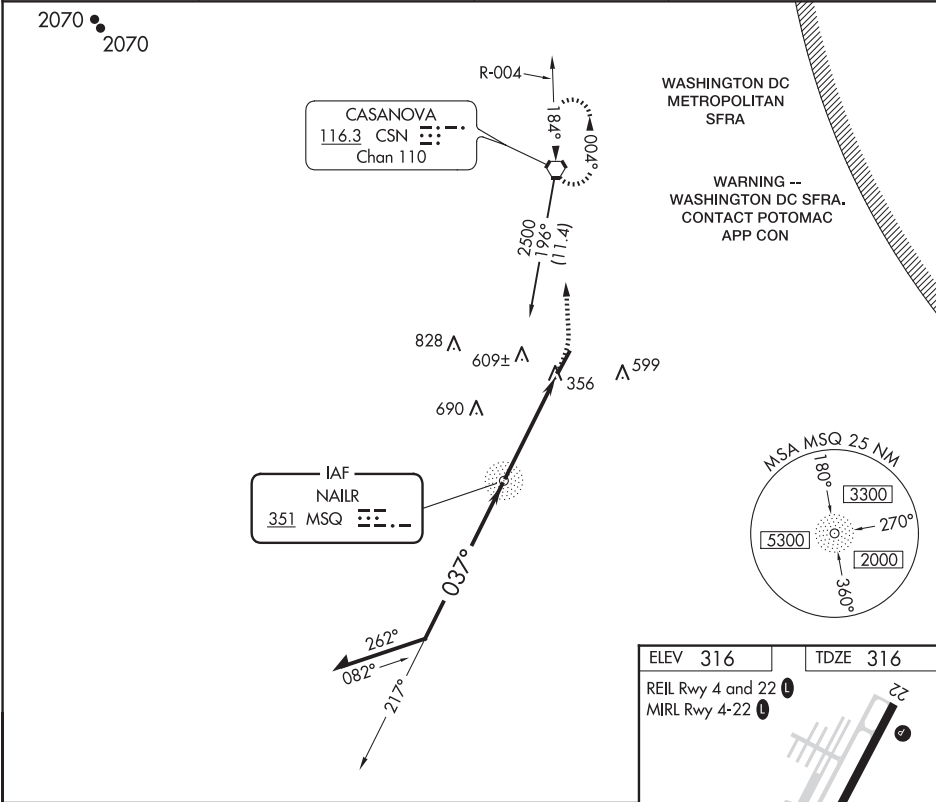
NDB	MSQ	APP CRS	Rwy Idg	5000
	351	037°	TDZE	316
			Apt Elev	316

NDB RWY 4  
CULPEPER RGNL (CJR)

⚠ Straight-in Rwy 4 at night, Circling Rwy 4, 22 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

⚠ MISSED APPROACH: Climbing left turn to 3000 direct CSN VORTAC and hold, continue climb-in-hold to 3000.

AWOS-3 119.325	POTOMAC APP CON 128.525 306.925	CLNC DEL 121.6	UNICOM 123.075 (CTAF) 0
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NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

CUMBERLAND, MARYLAND

AL-5263 (FAA)

25163

WAAS CH <b>99336</b> <b>W05A</b>	APP CRS <b>029°</b>	Rwy Ldg TDZE Apt Elev	<b>5047</b> <b>746</b> <b>775</b>
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# RNAV (GPS) RWY 5

GREATER CUMBERLAND RGNL (CBE)

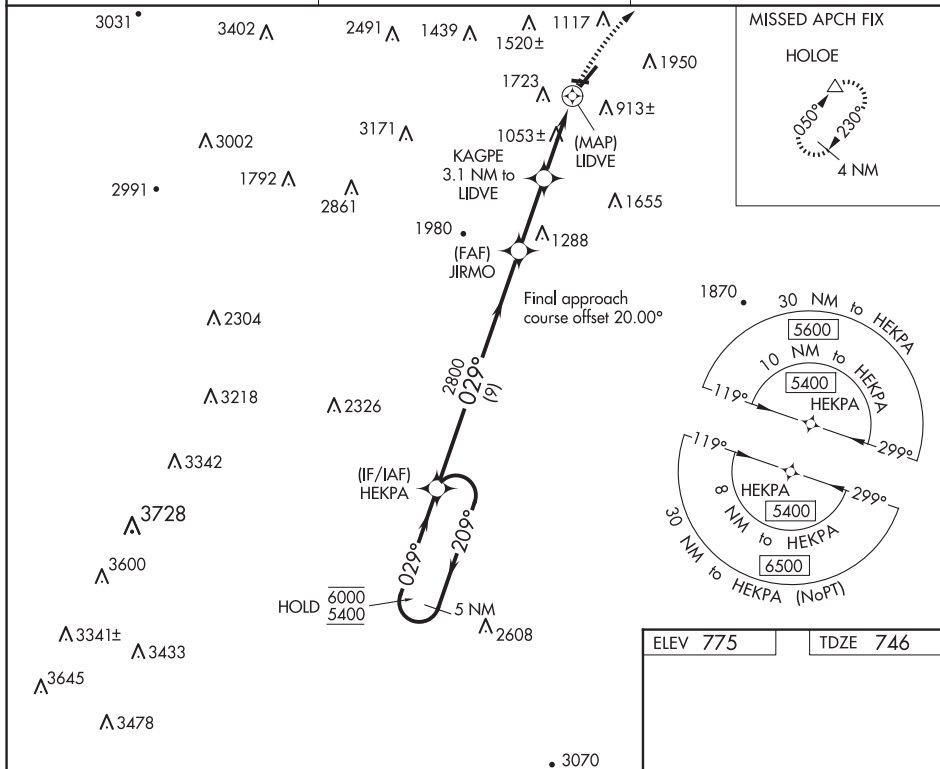
RNP APCH.

**V**  
**A**  
**M** -14°C

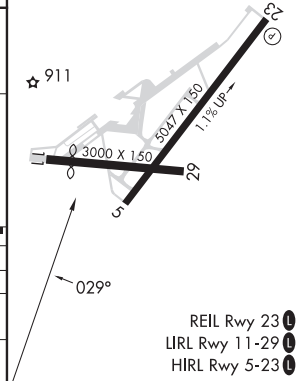
Circling NA northwest of Rwy 5-23. Rwy 5 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 5 NA at night, Circling Rwy 5, 29 NA at night.

MISSED APPROACH: Climbing right turn to 4500 direct HOLOE and hold, continue climb-in-hold to 4500.

AWOS-3 <b>128.625</b>	JOHNSTOWN APP CON ★ <b>121.2 299.2</b>	UNICOM <b>122.8 (CTAF) 0</b>
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5 NM Holding Pattern		HEKPA	Visual Segment - Obstacles.		4500	HOLOE
6000 ← 209°		5400 → 029°	JIRMO		KAGPE 3.1 NM to LIDVE	
		029°	2800		LIDVE	
		029°	1920			
		029°	9 NM		2.8 NM	
		029°			3.1 NM	
		029°			0.5 NM	
CATEGORY	A	B	C	D		
LP MDA	1420-1	674 (700-1)	1420-1 $\frac{7}{8}$	674 (700-1 $\frac{7}{8}$ )		
LNAV MDA	1820-1 $\frac{1}{4}$ 1074 (1100-1 $\frac{1}{4}$ )	1820-1 $\frac{1}{2}$ 1074 (1100-1 $\frac{1}{2}$ )	1820-3	1074 (1100-3)		
CIRCLING	1820-1 $\frac{1}{4}$ 1045 (1100-1 $\frac{1}{4}$ )	2140-1 $\frac{1}{2}$ 1365 (1400-1 $\frac{1}{2}$ )	2260-3 1485 (1500-3)	2340-3 1565 (1600-3)		



CUMBERLAND, MARYLAND

Amdt 3 25FEB21

39°37'N-78°46'W

GREATER CUMBERLAND RGNL (CBE)

# RNAV (GPS) RWY 5




NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>63021</b> <b>W23A</b>	APP CRS <b>229°</b>	Rwy Ldg TDZE Apt Elev	<b>5047</b> <b>775</b> <b>775</b>
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## RNAV (GPS) RWY 23

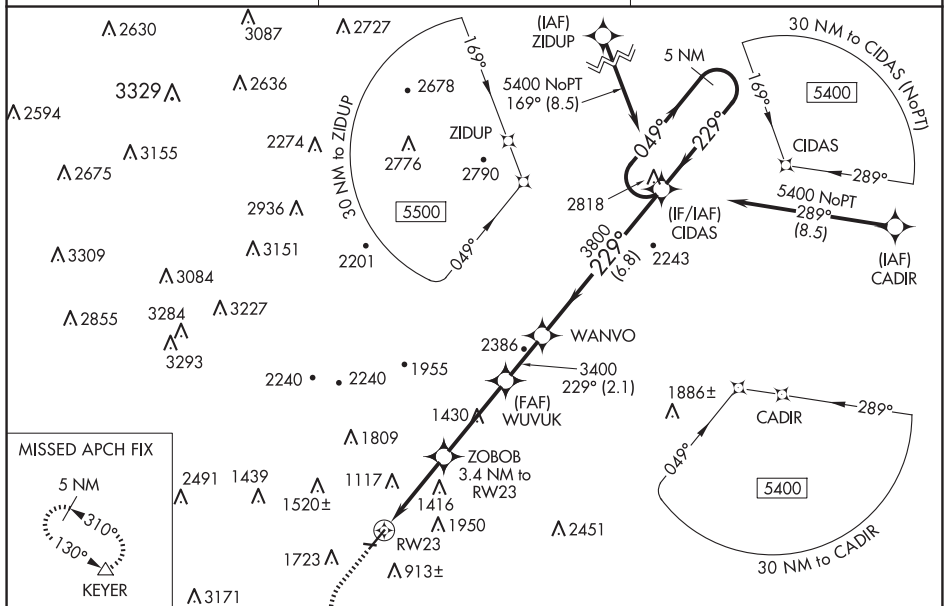
## GREATER CUMBERLAND RGNL (CBE)

   -14°C

Circling NA NW of Rwy 5-23. Baro-VNAV and VDP NA when using Winchester altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Winchester altimeter setting and increase all DAs/MDAs 100 feet; increase all LPV visibilities  $\frac{1}{4}$  SM. Rwy 5, 29 helicopter visibility reduction below 1 SM NA. Circling Rwy 5, 29 NA at night. Missed approach requires minimum climb of 424 feet per NM to 1950.

**MISSED APPROACH:** Climb to 1220 then climbing left turn to 5000 direct KEYSER and hold, continue climb-in-hold to 5000.

AWOS-3 <b>128.625</b>	JOHNSTOWN APP CON ★ <b>121.2 299.2</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 775

TDZE 775

1220

5000

KEYER

VGSI and RNAV glidepath not coincident  
(VGSI Angle 3.59°/TCH 29°).

5 NM Holding Pattern

229°

049°

229°

5400

GP 3.50°

TCH 55

3800

3400

3400

2.6 NM

0.8 NM

3.5 NM

2.1 NM

6.8 NM

WUWUK

3400

ZOBOB

3.4 NM to RW23

\*2.6 NM to RW23

\*LNAV only.

RW23

CATEGORY

A

B

C

D

#LPV

DA

NA

1088-7/8  
313 (400-7/8)

NA

LPV

DA

1025-3/4 250 (300-3/4)

2168-5  
1393 (1400-5)

NA

LNAV/VNAV

DA

1930-4 1155 (1200-4)

NA

LNAV

MDA

1780-1 1/4  
1005 (1100-1 1/4)

1780-1 1/2  
1005 (1100-1 1/2)

1780-3  
1005 (1100-3)

NA

CIRCLING

1780-1 1/4  
1005 (1100-1 1/4)

2140-1 1/2  
1365 (1400-1 1/2)

2260-3  
1485 (1500-3)

NA

911

3000 X 150

5047 X 150

1.1% Up

29

0

0

REIL Rwy 29

LIRL Rwy 11-29

HIRL Rwy 5-23

LOC/DME I-CBE <b>110.5</b> Chan <b>42</b>	APP CRS <b>228°</b>	Rwy Ldg <b>5047</b> TDZE <b>775</b> Apt Elev <b>775</b>
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LOC/DME RWY 23  
GREATER CUMBERLAND RGNL (CBE)

**T** When local altimeter setting not received, use Winchester altimeter  
**A** setting and increase all MDA 100 feet, increase S-23 Cat B visibility  
**✱** ¼ mile, Cats C and D ½ mile. Night landing: Rwy 5, 11, 29 NA.  
-14°C Circling NA northwest of Rwy 5/23. Helicopter visibility reduction  
below ¾ SM NA.

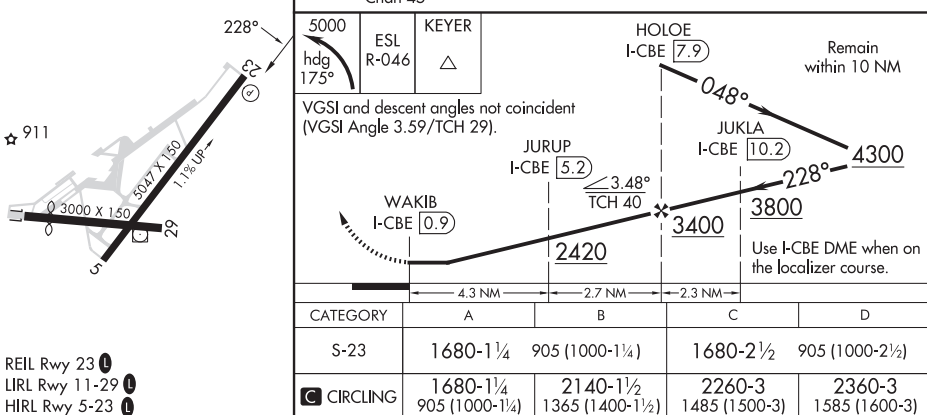
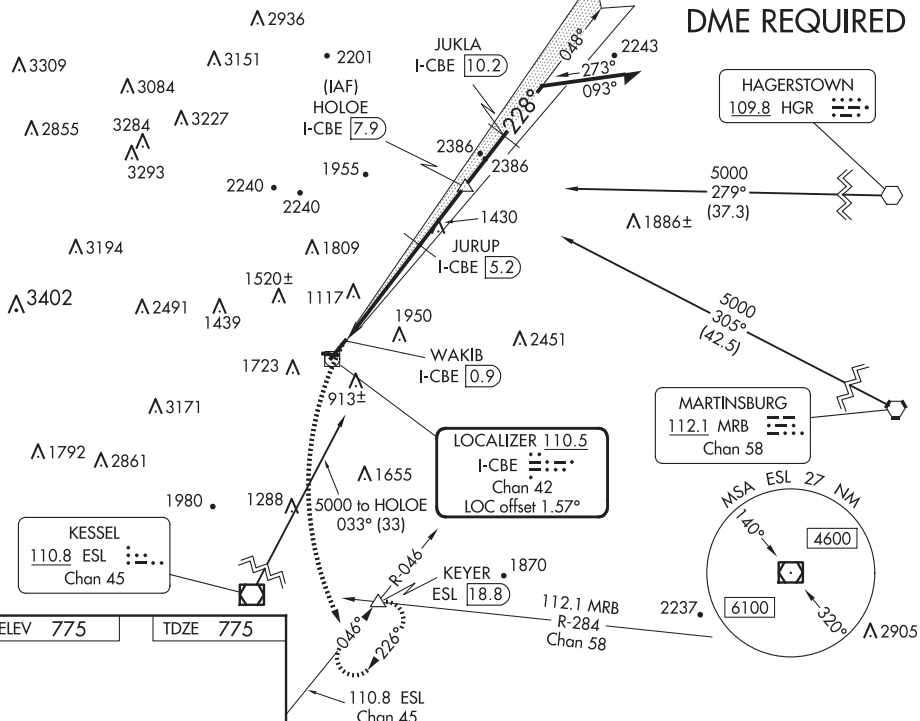
**MISSED APPROACH:** Climbing left turn to 5000 on heading 175° and on ESL VOR/DME R-046 to KEYER/ESL 18.8 DME and hold, continue climb-in-hold to 5000.

AWOS-3  
**128.625**

JOHNSTOWN APP CON ★  
121.2 299.2

UNICOM  
122.8 (CTAF) **L**

## DME REQUIRED



CUMBERLAND, MARYLAND  
Amdt 7 31MAR16

GREATER CUMBERLAND RGNL (CBE)  
LOC/DME RWY 23

39°37'N-78°46'W

NE-3, 07 AUG 2025 to 02 OCT 2025

LOC I-DAN <b>110.7</b>	APP CRS <b>025°</b>	Rwy Idg TDZE Apt Elev <b>5600</b> <b>559</b> <b>571</b>
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ILS or LOC RWY 2  
DANVILLE RGNL (DAN)

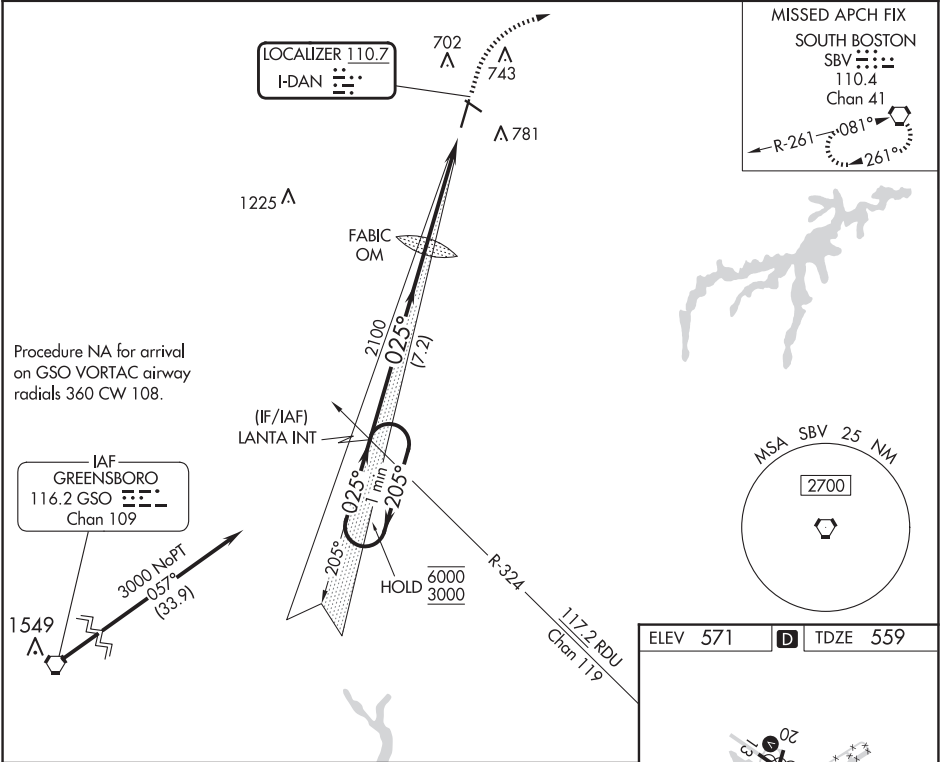
**T**  
**A**

For inop ALS, increase S-LOC 2 Cat C/D visibility to 1½ SM.

MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct SBV VORTAC and hold.

ASOS <b>128.125</b>	WASHINGTON CENTER <b>124.05 352.0</b>	UNICOM <b>123.05 (CTAF)</b> <b>1</b>
------------------------	--	---



One Minute Holding Pattern

6000

3000

←205°

→025°

GS 3.00°

TCH 54

LANTA INT

2019

2100

7.2 NM

4.5 NM

FABIC OM

2000

3000

SBV

CATEGORY

S-ILS 2

A

B

C

D

S-LOC 2

1020-½

461 (500-½)

1020-1

461 (500-1)

CIRCLING

1120-1

549 (600-1)

1120-1½

549 (600-1½)

1200-2

629 (700-2)

759-½

200 (200-½)

FAF to MAP 4.5 NM

Knots

60

90

120

150

180

Min:Sec

4:30

3:00

2:15

1:48

1:30

623

5900 X 100

3910 X 100

1.1% Up

0.5% Up

025°

4.5 NM

HIRL Rwy 2-20

MIRL Rwy 13-31

REIL Rwys 13, 20 and 31

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

DANVILLE, VIRGINIA

AL-599 (FAA)

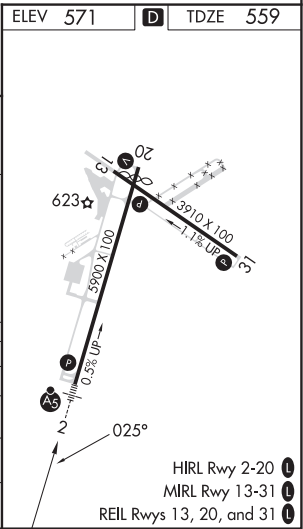
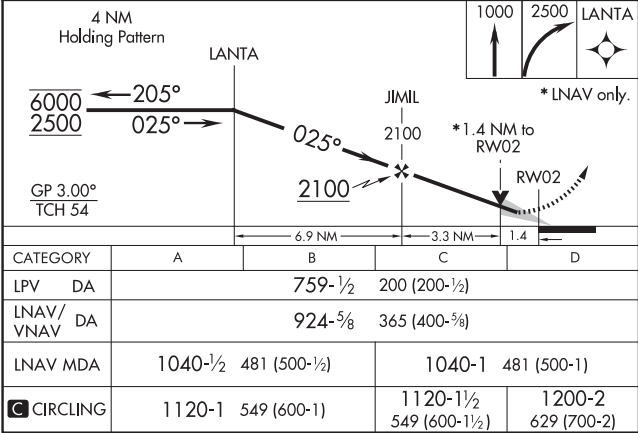
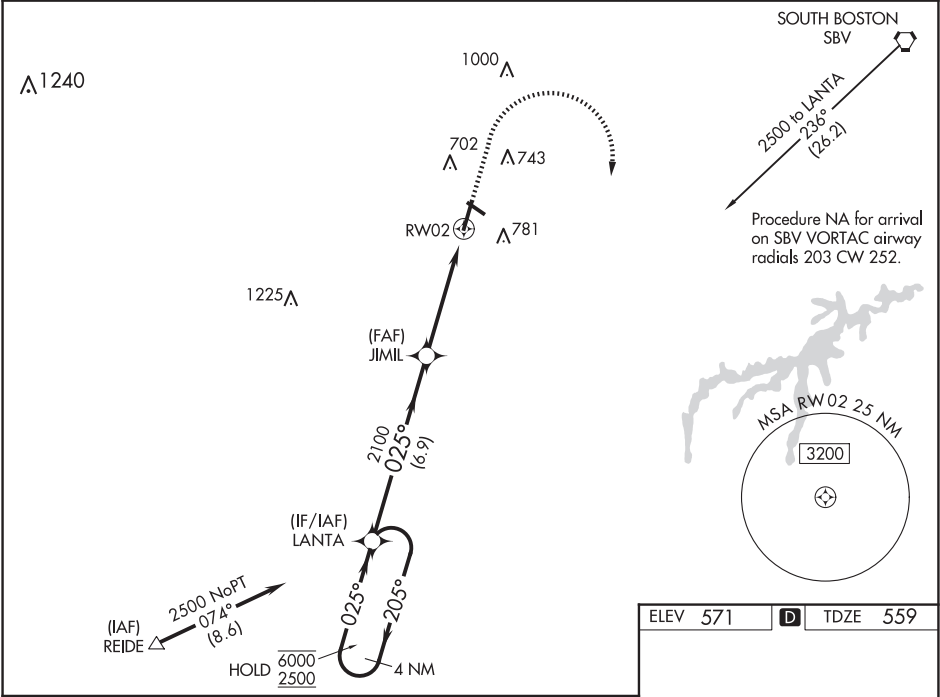
24249

WAAS CH <b>42916</b> <b>W02A</b>	APP CRS <b>025°</b>	Rwy Idg TDZE <b>5600</b> 559 Apt Elev <b>571</b>
--	------------------------	---

RNAV (GPS) RWY 2

DANVILLE RGNL (DAN)

RNP APCH.		MALSR	MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct LANTA and hold.
<div><div>▼</div><div>▲</div></div> For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. For inop ALS increase LNAV/VNAV all Cats visibility to 1 SM. Increase LNAV Cats C/D visibility to 1 3⁄8 SM.		<div><div><div></div><div>A5</div></div></div>	
ASOS <b>128.125</b>	WASHINGTON CENTER <b>124.05 352.0</b>	UNICOM <b>123.05 (CTAF) 0</b>	



DANVILLE, VIRGINIA

Amdt 1 10SEP20

36°34'N-79°20'W

DANVILLE RGNL (DAN)

RNAV (GPS) RWY 2

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025



WAAS CH <b>87116</b> <b>W20A</b>	APP CRS <b>205°</b>	Rwy Idg TDZE Apt Elev	<b>5600</b> <b>568</b> <b>571</b>
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RNAV (GPS) RWY 20

DANVILLE RGNL (DAN)

RNP APCH.

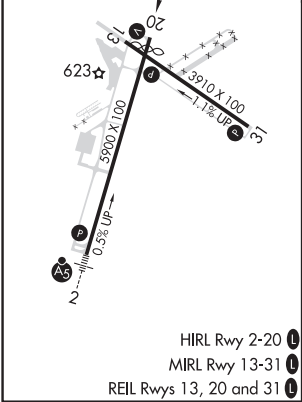
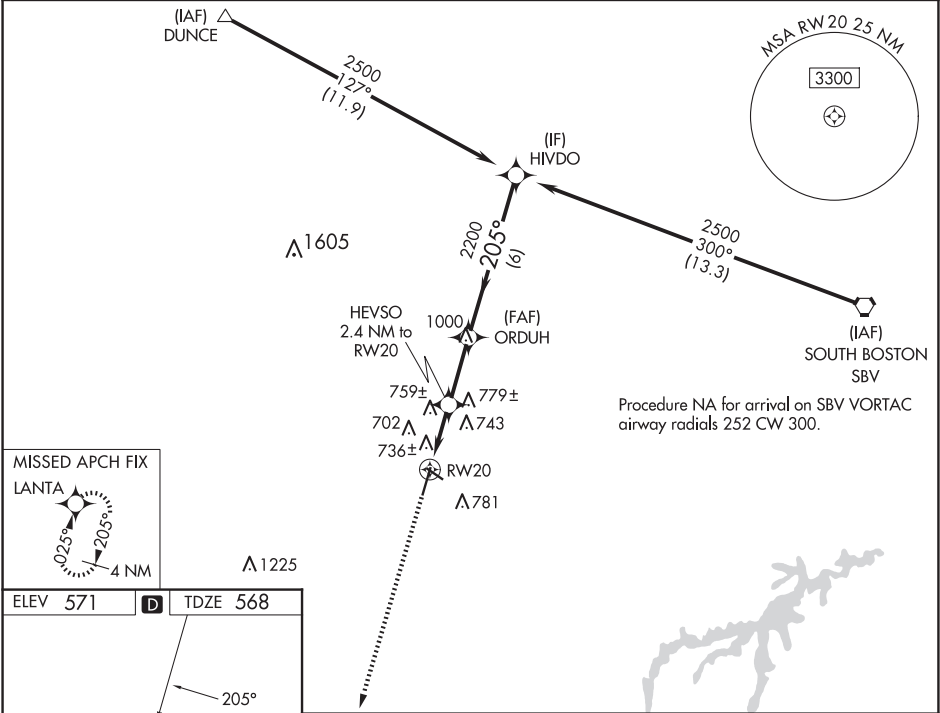
▼

▲

Baro-VNAV NA when using Roxboro, NC altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. When local altimeter setting not received, use Roxboro, NC altimeter setting and increase all DA 62 feet and all MDA 80 feet; increase LPV and LNAV/VNAV all Cats visibility ¼ mile and LNAV Cats C and D ¼ mile. VDP NA with Roxboro, NC altimeter setting.

MISSED APPROACH: Climb to 2500 direct LANTA and hold.

ASOS <b>128.125</b>	WASHINGTON CENTER <b>124.05 352.0</b>	UNICOM <b>123.05 (CTAF) 0</b>
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2500	LANTA	HEVSO 2.4 NM to RW20	ORDUH 2200	HIVDO 2500
*LNAV only.				
RW20 1.3 NM to RW20				
1380*				
1.3 NM 1.1 NM 2.5 NM 6 NM				
CATEGORY	A	B	C	D
LPV DA	768-1 200 (200-1)			
LNAV/VNAV DA	1026-1½ 458 (500-1½)			
LNAV MDA	1020-1	452 (500-1)	1020-1¼ 452 (500-1¼)	1020-1½ 452 (500-1½)

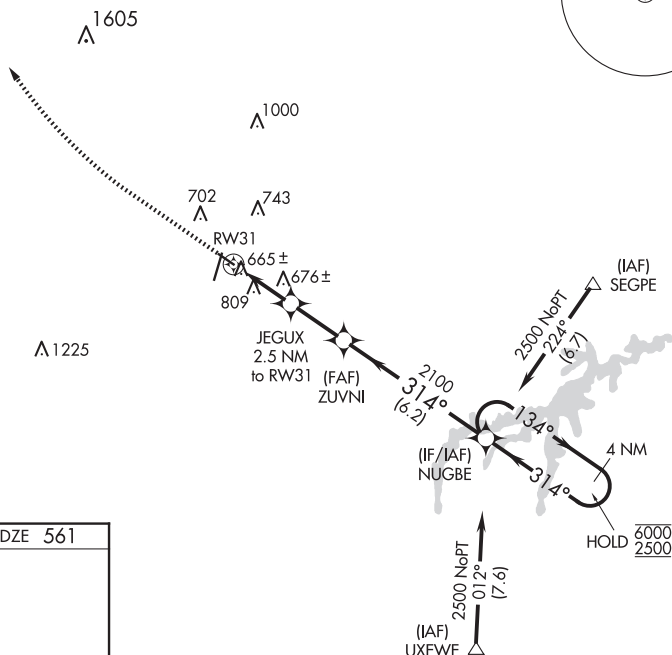
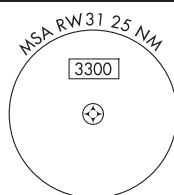
NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 31  
DANVILLE RGNL (DAN)

**T**  
**A** Rwy 31 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

**MISSED APPROACH:** Climb to 1000 then climbing right turn to 3300 direct ENTUK and hold.

UNICOM  
123.05 (CTAF) **L**

REIL Rwy 13, 20 and 31 L

1000 ↑	3300 ↗	ENTUK ✳	Visual Segment - Obstacles.		4 NM Holding Pattern
CATEGORY	A	B	C	D	
LP MDA	920-1 359 (400-1)			NA	
UNAV MDA	1060-1 499 (500-1)			NA	

DANVILLE RGNL (DAN)  
RNAV (GPS) RWY 31

NE-3, 07 AUG 2025 to 02 OCT 2025

FORT BELVOIR, VIRGINIA

ILS or LOC RWY 32

LOC/DME I-DAA	APCH CRS	Rwy Idg
108.9	322°	4529'
Chan 26		TDZE 68
		Arpt Elev 74

[USA]

DAVISON AAF (KDAV)

RADAR required for procedure entry from DCA VOR.

- \* When ALS inop, increase RVR to 45, vis to 7/8 mile.
- \*\* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CD vis to 1 1/8 miles.
- \*\*\* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CD vis to 1 1/8 miles.

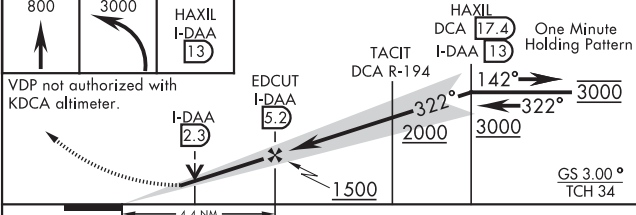
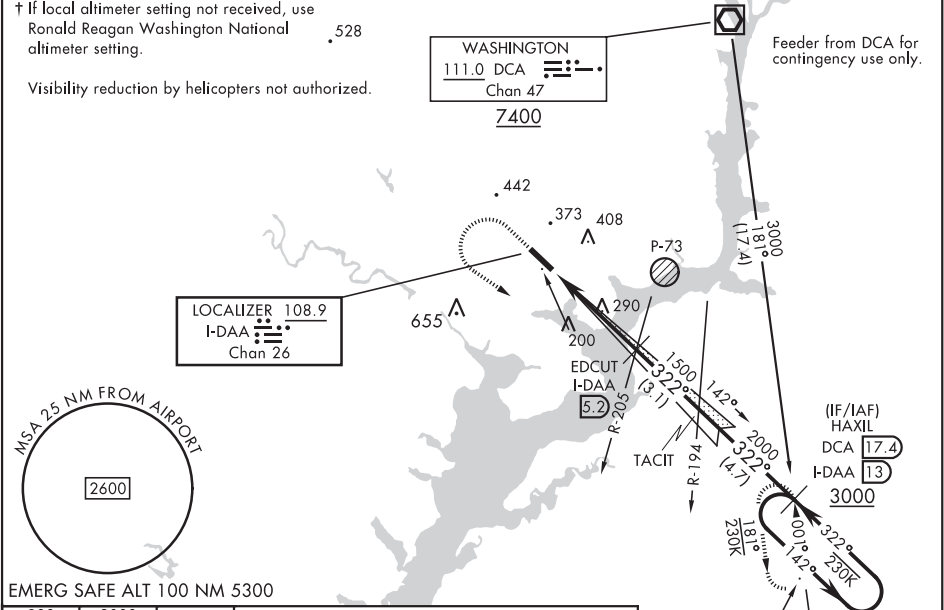


MISSED APPROACH: Climb to 800, then climbing left turn to 3000 direct to HAXIL (DCA R-181/ 17.4 DME) and hold. Continue climb in hold to 3000.

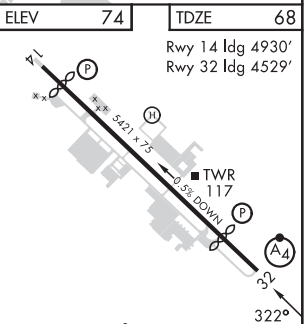
ATIS	POTOMAC APP CON	TOWER ★	GND CON	CLNC DEL
128.175	118.95 319.1	124.275 (CTAF) 229.4	121.9 351.8	351.8

† If local altimeter setting not received, use Ronald Reagan Washington National altimeter setting.

Visibility reduction by helicopters not authorized.



CATEGORY	A	B	C	D
S-ILS 32*	348/40	280	(300-3/4)	
S-LOC 32**	580/40 512 (600-3/4)	580-1 1/4 512 (600-1 1/4)		
CIRCLING	680-1 606 (700-1)	720-1 646 (700-1)	760-2 686 (700-2)	1000-3 926 (1000-3)
† RONALD REAGAN WASHINGTON NATIONAL ALTIMETER SETTING MINIMUMS				
S-ILS 32	388/40	320	(400-3/4)	
S-LOC 32***	620/40 552 (600-3/4)	620-1 1/8 552 (600-1 1/8)		
CIRCLING	720-1 646 (700-1)	760-1 686 (700-1)	800-2 726 (800-2)	1040-3 966 (1000-3)



FORT BELVOIR, VIRGINIA

38°43'N-77°11'W

DAVISON AAF (KDAV)

Amtd 1 23JAN25

ILS or LOC RWY 32

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

FORT BELVOIR, VIRGINIA

RNAV (GPS) RWY 14

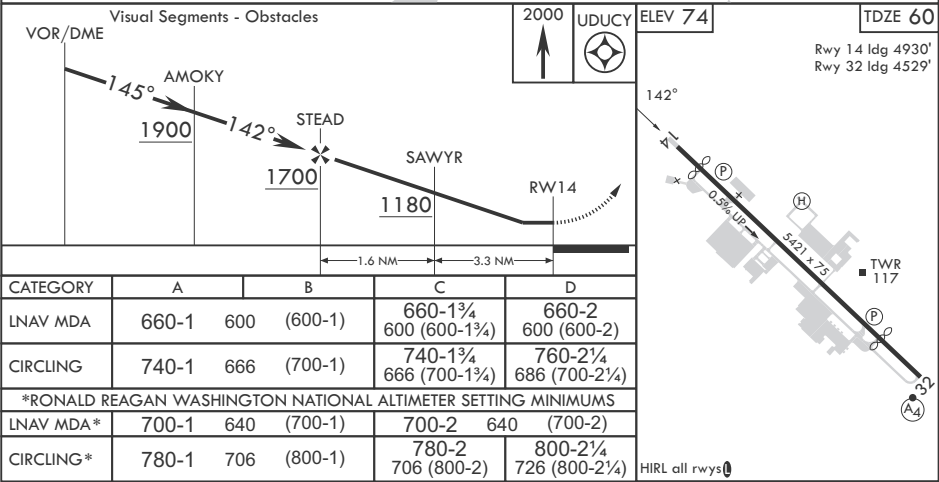
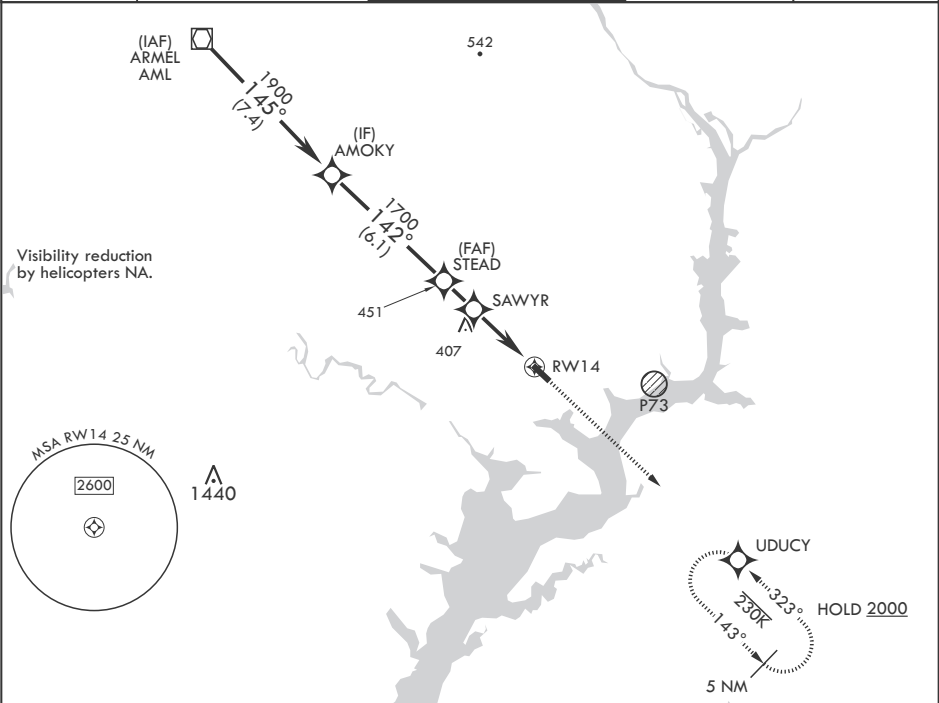
APCH CRS	Rwy Idg	4930
142°	TDZE	60
	Arprt Elev	74

-(USA)

DAVISON AAF (KDAV)

RNP APCH - GPS	MISSED APPROACH: Climb to 2000 direct UDCY and hold.
* If local altimeter setting not received, use Ronald Reagan Washington National altimeter setting.	

ATIS 128.175	POTOMAC APP CON 118.95 319.1	TOWER * 124.275 (CTAF) 0 229.4	GND CON 121.9 351.8	CLNC DEL 351.8
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FORT BELVOIR, VIRGINIA

38°43'N - 77°11'W

DAVISON AAF (KDAV)

Amdt 3 30NOV23

RNAV (GPS) RWY 14

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 91281 W32A	APCH CRS 323°	Rwy ldg TDZE 68 Arprt Elev 74
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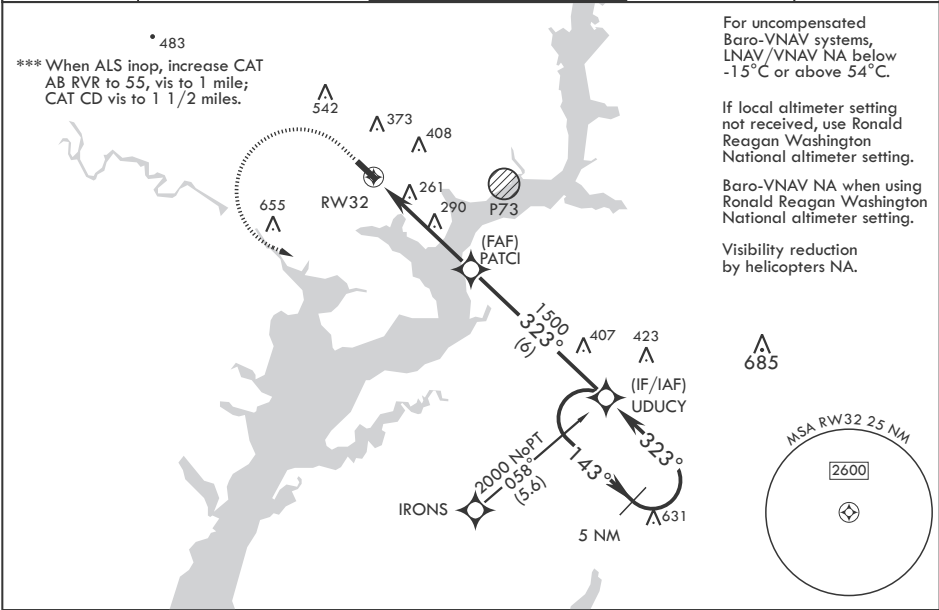
-(USA)

RNAV (GPS) RWY 32

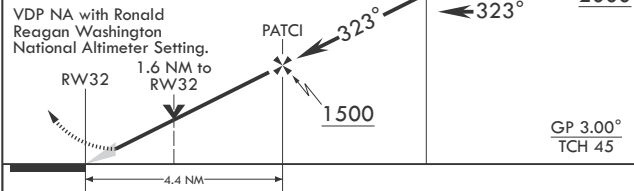
DAVISON AAF (KDAV)

RNP APCH-GPS	MALS	MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct UDCY and hold.
▼ * When ALS inop, increase RVR to 45, vis to 7/8 mile. ** When ALS inop, increase vis to 1 3/8 miles.	A4	

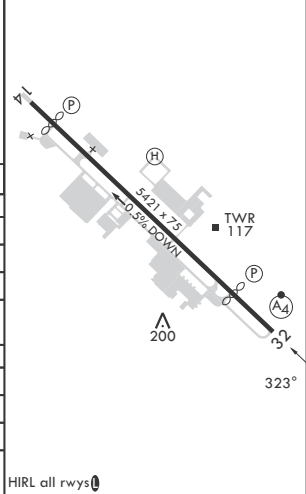
ATIS 128.175	POTOMAC APP CON 118.95 319.1	TOWER* 124.275 (CTAF) 0 229.4	GND CON 121.9 351.8	CLNC DEL 351.8
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600 crs 322°	2000 UDCY	VGSI and RNAV GP not coincident (VGSI Angle 3.00/TCH 35).	UDCY	5 NM Holding Pattern	ELEV 74	TDZE 68
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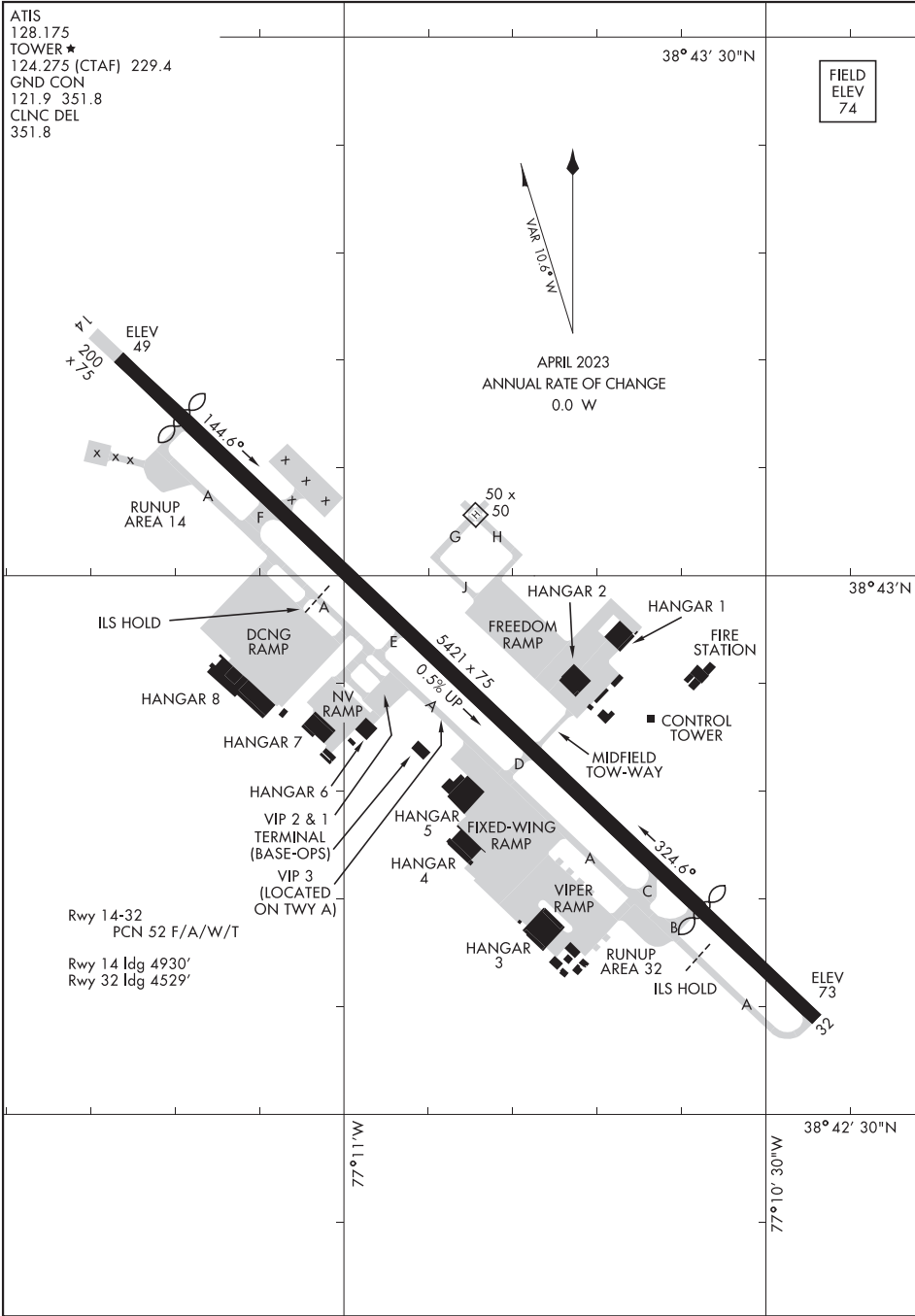
CATEGORY	A	B	C	D
LPV DA*	351/40	283	(300-¾)	
LNAV/VNAV DA**	481/50	413	(500-1)	
LNAV MDA***	540/40 472 (500-¾)	540/60 472 (500-1½)		
CIRCLING	700-1 626 (700-1)	740-1 666 (700-1)	800-2 726 (800-2)	1000-3 926 (1000-3)
RONALD REAGAN WASHINGTON NATIONAL ALTIMETER MINIMUMS				
LPV DA*	384/40	316	(400-¾)	
LNAV/VNAV DA	514/55	446	(500-1)	
LNAV MDA***	580/40 512 (600-¾)	580-1¼ 512 (600-1¼)		
CIRCLING	720-1 646 (700-1)	780-1 706 (800-1)	820-2¼ 746 (800-2¼)	1040-3 966 (1000-3)



RNAV (GPS) RWY 32

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025



NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

## CLTCH THREE DEPARTURE (RNAV)

**TOP ALTITUDE:**  
**3000**

P-56B

P-56A



## DEPARTURE ROUTE DESCRIPTION

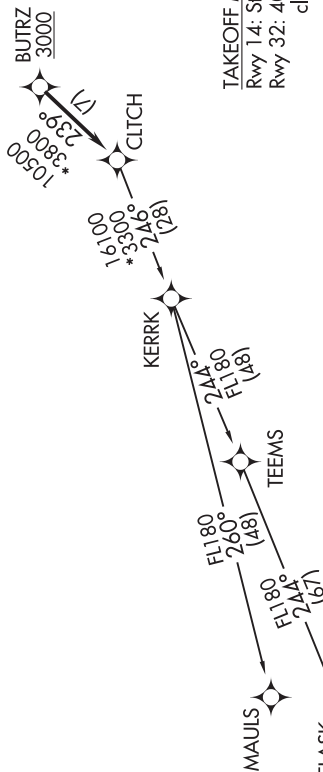
Climb on heading assigned by ATC, expect RADAR vectors to BUTRZ, then on track 239° to CLTCH, thence....

.....on assigned transition, maintain altitude assigned by ATC, expect clearance to filed altitude within ten (10) minutes after departure.

FLASK TRANSITION (CLTCH3.FLASK)  
MAULS TRANSITION (CLTCH3.MAULS)

POTOMAC DEP CON  
118.95 257.2  
ATIS  
128.175  
CLINC DEL  
351.8  
GND CON  
121.9 351.8  
DAVISON TOWER ★  
124.275 (CTAF) 229.7

NOTE: RNAV 1.  
NOTE: RADAR required.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: Turbo-jets only.



### TAKEOFF MINIMUMS:

Rwy 14: Standard.

Rwy 32: 400-2 or Standard with minimum climb of 300' per NM to 500.

NOTE: Chart not to scale.

CLTCH THREE DEPARTURE (RNAV)  
(CLTCH3.CLTCH) 31DEC20

FORT BELVOIR, VIRGINIA  
DAVISON AAF (KDAA)

(JDUBB4.JDUBB) 25219

AL-5504 (FAA)

DAVISON AAF (KDA A)  
FORT BELVOIR, VIRGINIA

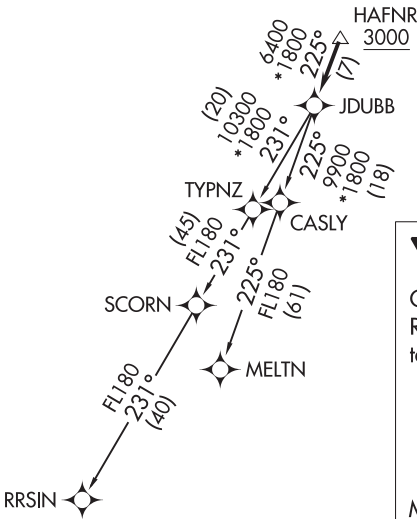
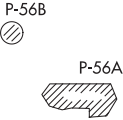
JDUBB FOUR DEPARTURE (RNAV)

ATIS  
128.175  
CLNC DEL  
351.8  
GND CON  
121.9 351.8  
DAVISON TOWER ★  
124.275 (CTAF) 229.4  
POTOMAC DEP CON  
118.95 257.2

TOP ALTITUDE:  
3000

TAKEOFF MINIMUMS:

Rwy 14: Standard.  
Rwy 32: 400-2 or standard with minimum  
climb of 300' per NM to 500.



NOTE: RNAV 1.  
NOTE: RADAR required.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: Turbo-jets only.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect  
RADAR vectors to HAFNR, then on track 225°  
to JDUBB, thence....

....on assigned transition, maintain 3000,  
expect clearance to filed altitude within  
ten (10) minutes after departure.

MELTN TRANSITION (JDUBB4.MELTN)  
RRSIN TRANSITION (JDUBB4.RRSIN)

NOTE: Chart not to scale.

JDUBB FOUR DEPARTURE (RNAV)

(JDUBB4.JDUBB) 31DEC20

FORT BELVOIR, VIRGINIA  
DAVISON AAF (KDA A)

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025



## FORT BELVOIR, VIRGINIA

NOTE: Chart not to scale.

**TOP ALTITUDE:**  
**3000**

P-56B

P-56A

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to POOCH, then on track 240° to SCRAM, thence....

.....as depicted. Maintain 3000, expect clearance to filed altitude within ten (10) minutes after departure.

GLANC TRANSITION (SCRAM6.GLANC):

ATIS  
128.175  
CLINC DEL  
351.8  
GND CON  
121.9 351.8  
DAVISON TOWER ★  
124.275 (CTAF) 229.4  
POTOMAC DEP CON  
118.95 257.2

NOTE: RNAV 1.  
NOTE: RADAR required.  
NOTE: DME/DME/IRU o  
NOTE: Turbo-jets only.

**TAKEOFF MINIMUMS:**  
Rwy 14: Standard.  
Rwy 32: 400-2 or standard with minimum  
climb of 300' per NM to 500.

SCRAM SIX DEPARTURE (RNAV)  
(SCRAM6.SCRAM) 31DEC20

FORT BELVOIR, VIRGINIA  
DAVISON AAF (KDAA)

DOVER, DELAWARE

WAAS CH <b>52207</b> <b>W01A</b>	APCH CRS <b>015°</b>	Rwy Idg <b>9602</b> TDZE <b>25</b> Arpt Elev <b>29</b>
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[USAF]

DOVER AFB (KDOV)

## ILS or LOC or RNAV (GPS) RWY 1

RNP APCH. RNAV1-GPS or RADAR required for ILS, LOC.

- V** \* When TDZL/CL inop, increase RVR to 24, RVR of 18 authorized with use of FD or AP or HUD to DA.  
When ALS inop, increase RVR to 40, vis to  $\frac{3}{4}$  mile.
- \*\* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to  $1\frac{1}{8}$  miles.
- \*\*\* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CD vis to  $1\frac{1}{8}$  miles.

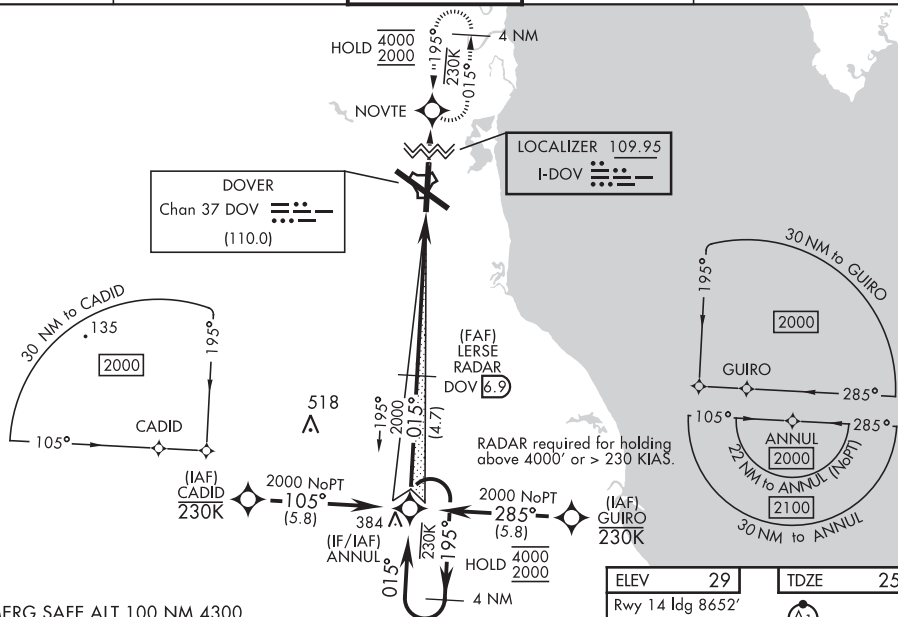
ALSF-2



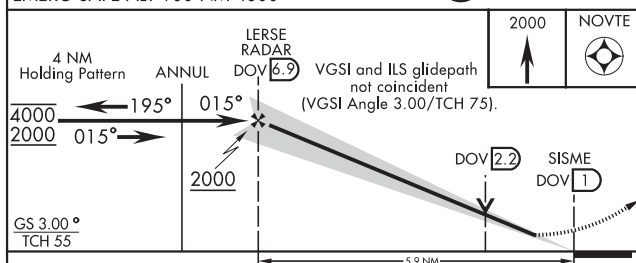
**MISSED APPROACH:** Climb to 2000 direct NOVTE and hold.

ALTERNATE MISSED APPROACH: Fly runway heading, climb and maintain 2000, expect radar vectors from ATC.

ATIS	APP CON	TOWER	GND CON	CLNC DEL
127.825 273.5	132.425 257.875	126.35 279.625	118.875 225.4	125.55 289.4

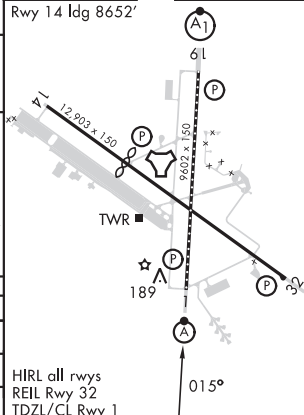


EMERG SAFE ALT 100 NM 4300



CATEGORY	A	B	C	D	E
S-ILS 1 *	225/18		200	(200-½)	
LPV DA *	225/18		200	(200-½)	
S-LOC 1 **	500/24	475 (500-½)	500/50		475 (500-1)
LNAV MDA ***	500/24	475 (500-½)	500/50	475 (500-1)	NA
CIRCLING	540-1	511 (600-1)	620-1½ 591 (600-1½)	620-2 591 (600-2)	1080-3 1051 (1100-3)

ELEV	29	TDZE	25
Rwy 14	8652'		



HIRL all rwys  
REIL Rwy 32  
TDZL/CL Rwy 1

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

DOVER, DELAWARE

39°08'N-75°28'W

DOVER AFB (KDOV)

Amdt 2 26DEC24

ILS or LOC or RNAV (GPS) RWY 1

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

DOVER, DELAWARE

ILS or LOC or RNAV (GPS) RWY 19

WAAS CH <b>52208</b> <b>W19A</b>	APCH CRS <b>195°</b>	Rwy Idg <b>9602</b> TDZE <b>23</b> Arpt Elev <b>29</b>
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[USAF]

DOVER AFB (KDOV)

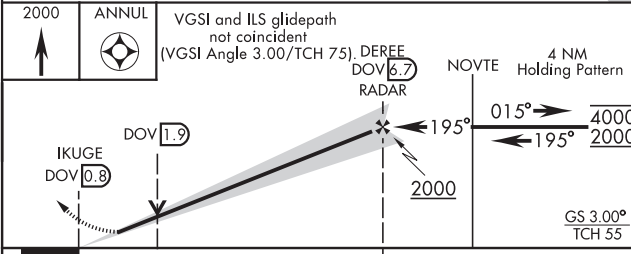
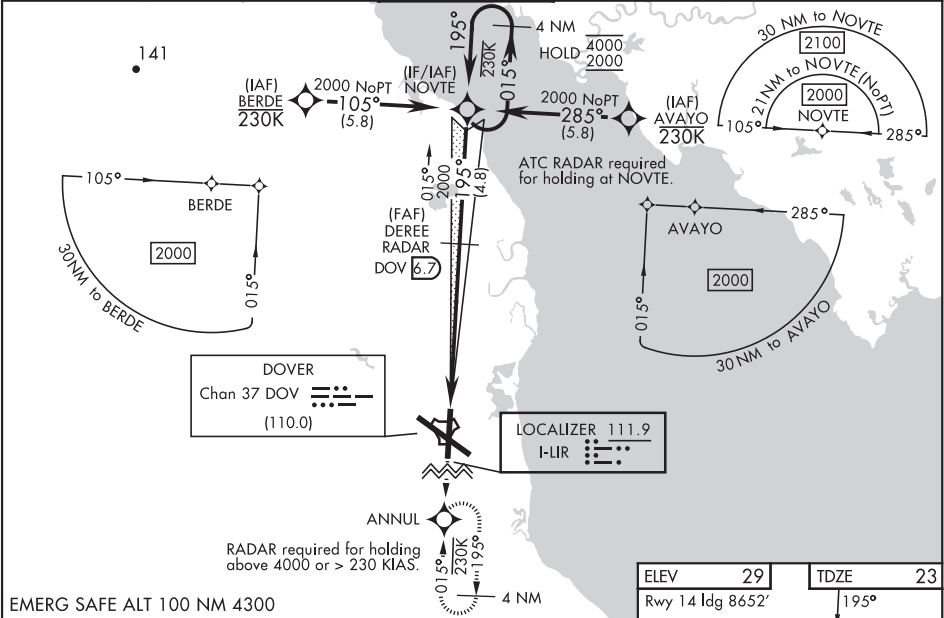
RNP APCH: RNAV1 - GPS or RADAR required for ILS, LOC

- \* When ALS inop, increase RVR to 40, vis to 3/4 mile.  
RVR of 18 authorized with use of FD or AP or HUD to DA.
- \*\* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile,  
CAT CDE vis to 1 1/8 miles.
- \*\*\* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile,  
CAT CD vis to 1 1/8 miles.

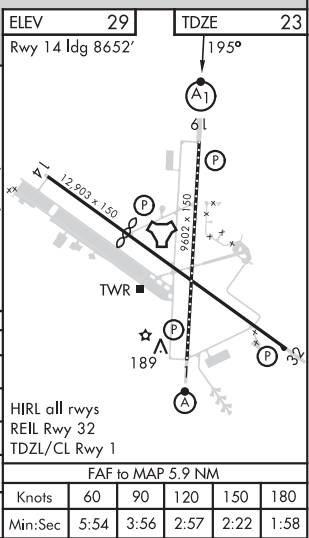


MISSED APPROACH: Climb to 2000 direct ANNUL and hold.  
ALTERNATE MISSED APPROACH: Fly runway heading, climb and maintain 2000, expect radar vectors from ATC.

ATIS <b>127.825 273.5</b>	APP CON <b>132.425 257.875</b>	TOWER <b>126.35 279.625</b>	GND CON <b>118.875 225.4</b>	CLNC DEL <b>125.55 289.4</b>
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CATEGORY	A	B	C	D	E
S-ILS 19*	223/24		200	(200-1/2)	
LPV DA*	223/24		200	(200-1/2)	NA
S-LOC 19**	480/24 457 (500-1/2)		480/45 457 (500-7/8)		
RNAV MDA***	480/24 457 (500-1/2)		480/45 457 (500-7/8)		NA
CIRCLING	540-1 511 (600-1)		620-1 1/2 591 (600-1/2)	620-2 591 (600-2)	1080-3 1051 (1100-3)



DOVER, DELAWARE  
Amdt 4 26DEC24

39°08'N-75°28'W

DOVER AFB (KDOV)

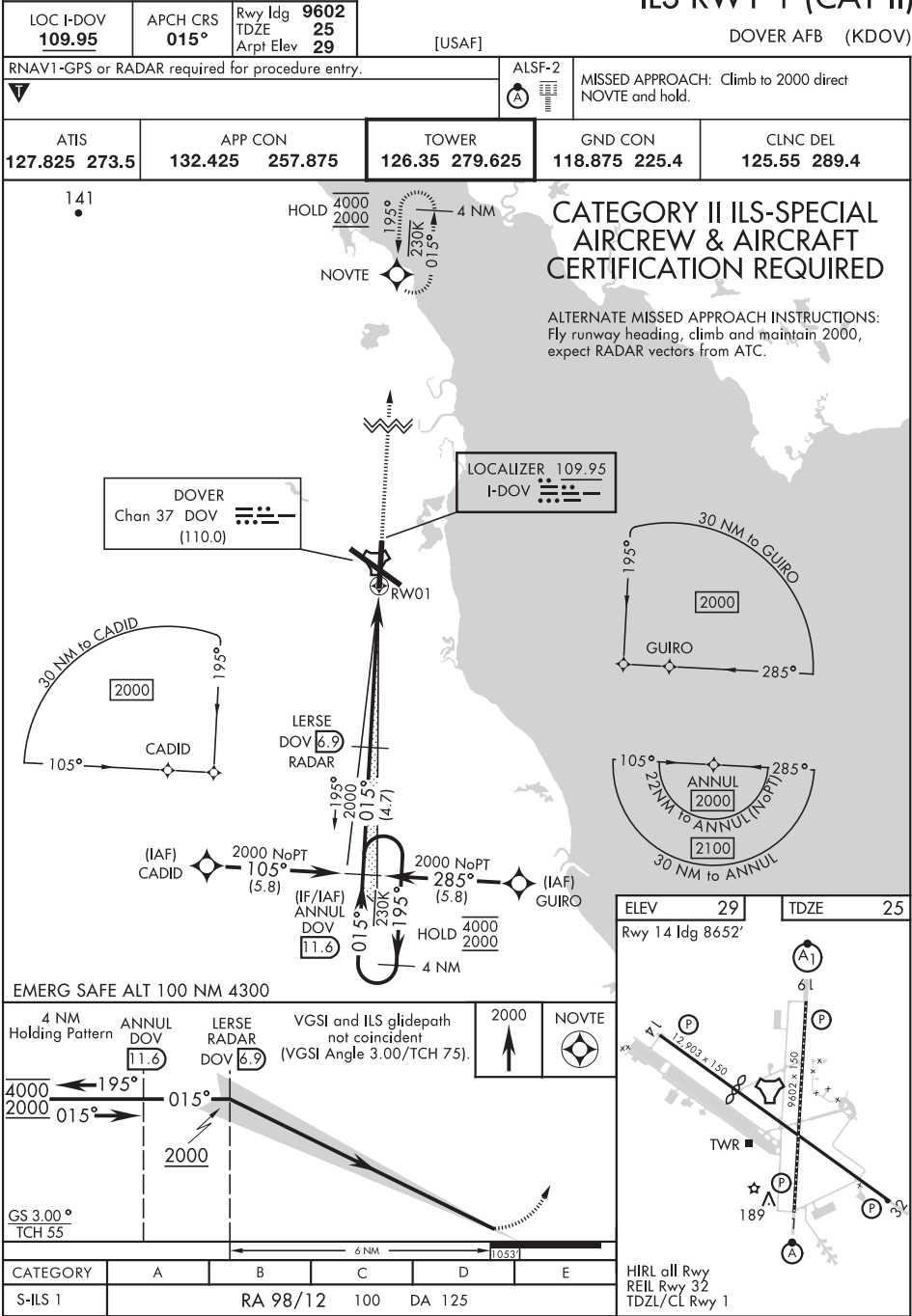
ILS or LOC or RNAV (GPS) RWY 19

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

DOVER, DELAWARE

ILS RWY 1 (CAT II)



NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

ILS RWY 1 (CAT II)

DOVER, DELAWARE

# RNAV (GPS) RWY 32

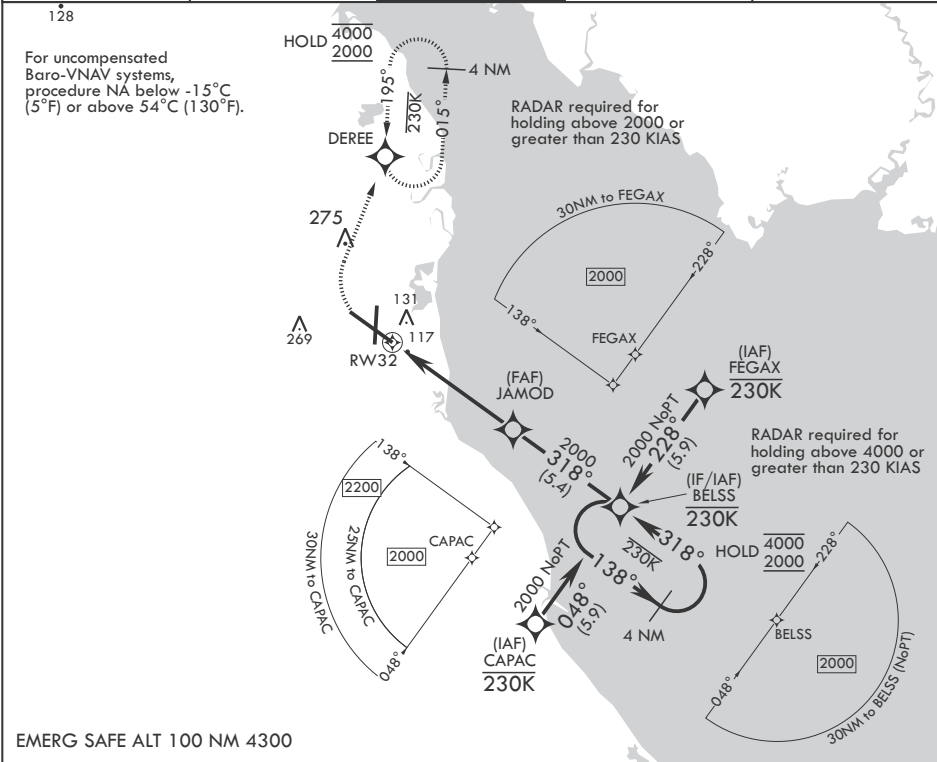
WAAS CH 91360 W32A	APCH CRS 318°	Rwy ldg TDZE 26 Arpt Elev 29
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(USAF)

DOVER AFB (KDOV)

RNP APCH-GPS	MISSED APPROACH: (Do not exceed 230 KIAS) Climb to 600 then climbing right turn to 2000 direct DEREE and hold.
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ATIS 127.825 273.5	APP CON 132.425 257.875	TOWER 126.35 279.625	GND CON 118.875 225.4	CLNC DEL 125.55 289.4
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600 crs 318°	2000	DEREE	VGSI and RNAV glidepath not coincident (VGSI Angle 2.93/TCH 69).				ELEV 29	TDZE 26
				4 NM Holding Pattern				Rwy 14 ldg 8652'
				GP 3.00° TCH 55				
CATEGORY	A	B	C	D				
LPV DA	226-3/4	200	(200-3/4)					
LNAV/VNAV DA	277-3/4 251 (300-3/4)	316-7/8 290 (300-7/8)	326-7/8 300 (300-7/8)					
LNAV MDA	460-1 434 (500-1)	460-1 1/4 434 (500-1 1/4)	620-2 591 (600-2)					
CIRCLING	540-1 511 (600-1)	620-2 591 (600-2)						

DOVER, DELAWARE

39°08'N - 75°28'W

DOVER AFB (KDOV)

Amtdt 6 26DEC24

# RNAV (GPS) RWY 32

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025



DOVER, DELAWARE

TACAN RWY 19

TACAN DOV Chan 37	APCH CRS 204°	Rwy ldg TDZE 23 Arpt Elev 29
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-(USAF)

DOVER AFB (KDOV)

▼ \* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 3/8 miles.

ALSF-1

MISSED APPROACH: Climb to 2000 via DOV TACAN R-194 to LERSE/DOV 6.9 DME and hold.

ATIS 127.825 273.5	APP CON 132.425 257.875	TOWER 126.35 279.625	GND CON 118.875 225.4	CLNC DEL 125.55 289.4
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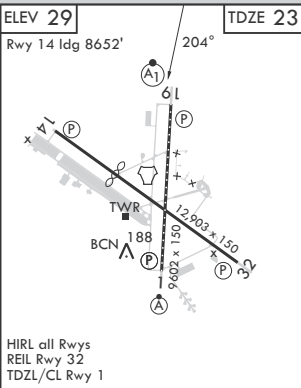
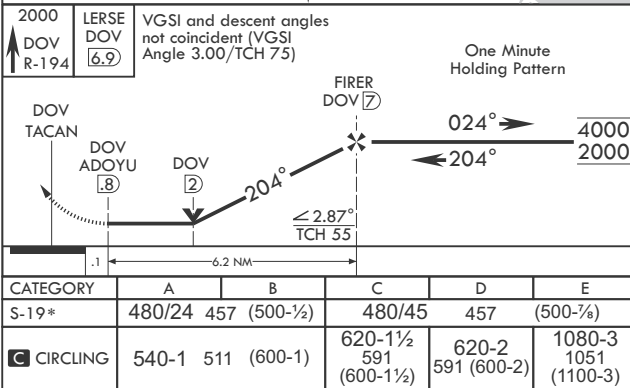
CAUTION: When Rwy 14 VGSi inop, circling to Rwy 14 not authorized at night.

RADAR required for holding above 4000 or > 230 KIAS

RADAR required for holding above 2000 or > 230 KIAS

RADAR required for holding above 4000 or > 230 KIAS

EMERG SAFE ALT 100 NM 4300



DOVER, DELAWARE

39°08'N - 75°28'W

DOVER AFB (KDOV)

Amtd 4 26DEC24

TACAN RWY 19

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

DOVER, DELAWARE

TACAN RWY 32

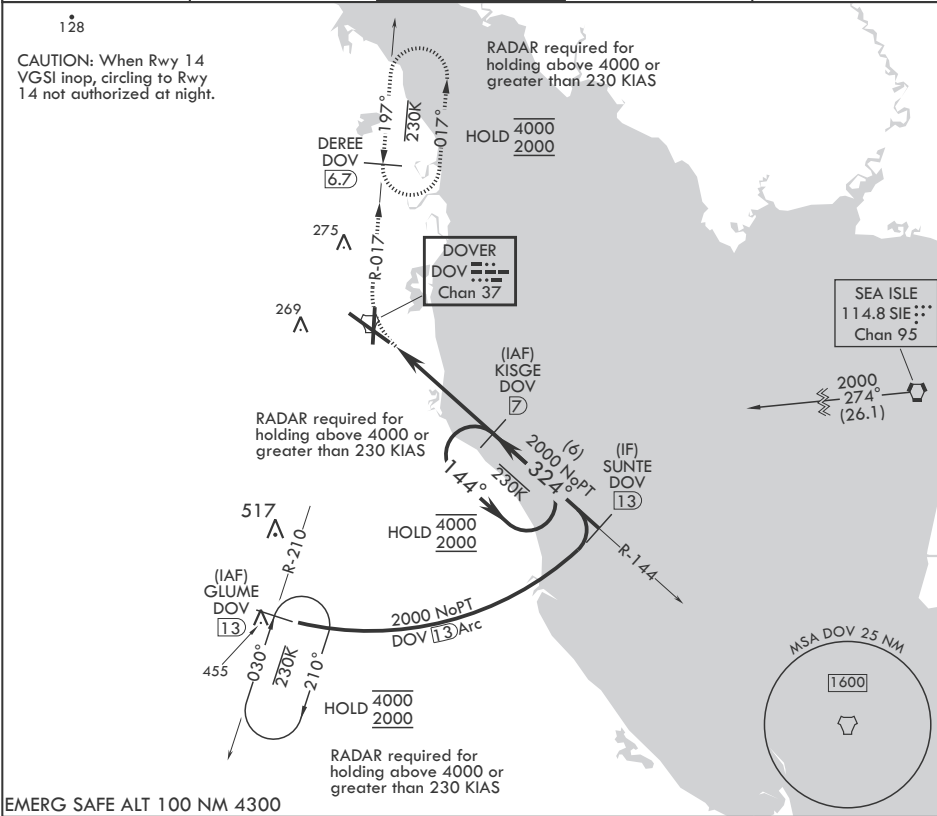
TACAN DOV Chan 37	APCH CRS 324°	Rwy Idg TDZE Arpt Elev	12,903 26 29
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- (USAF)

DOVER AFB (KDOV)

<b>▼</b>	MISSED APPROACH: Climbing right turn to 2000, intercept DOV TACAN R-017 to DERE/DOV 6.7 DME and hold.
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ATIS 127.825 273.5	APP CON 132.425 257.875	TOWER 126.35 279.625	GND CON 118.875 225.4	CLNC DEL 125.55 289.4
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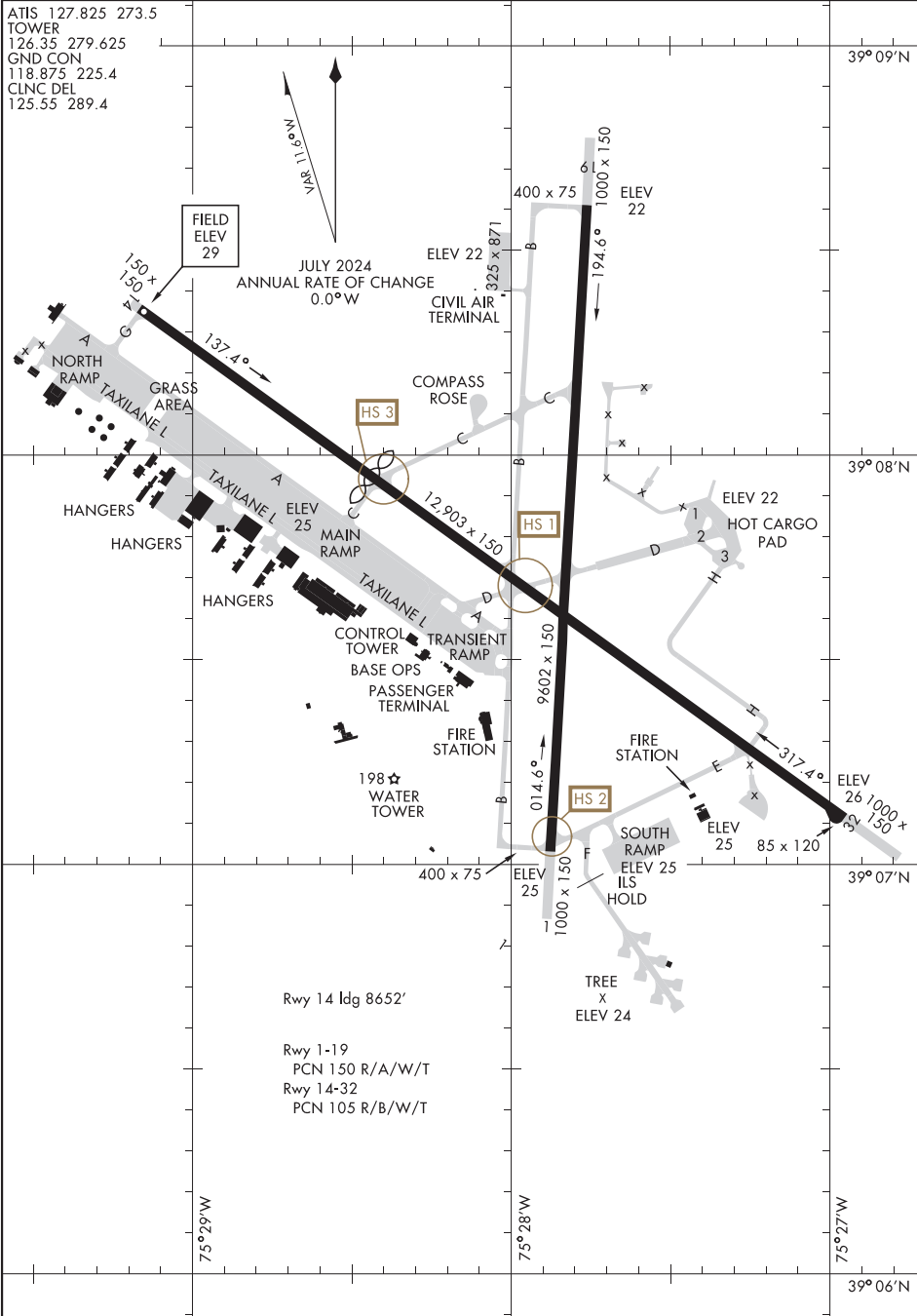


EMERG SAFE ALT 100 NM 4300

<b>2000</b> DOV R-017	<b>DERE</b> DOV 6.7	VGSI and descent angles not coincident (VGSI Angle 2.93/TCH 69)	<b>ELEV 29</b>	<b>TDZE 26</b>	
Rwy 14 Idg 8652'					
<b>DOV TACAN</b>					
<b>DUTSE</b> DOV 1.5					
<b>DOV</b> 2.4					
324°					
≤ 3.11° TCH 55					
.3 5.5 NM					
CATEGORY	A	B	C	D	E
S-32	460-1	434 (500-1)	460-1¼	434 (500-1¼)	
<b>C</b> CIRCLING	540-1	511 (600-1)	620-1½ 591 (600-1½)	620-2 591 (600-2)	1080-3 1051 (1100-3)
DOVER, DELAWARE 39°08'N - 75°28'W					DOVER AFB (KDOV)
Amdt 6 26DEC24					TACAN RWY 32

HIRL all Rwys  
REIL Rwy 32  
TDZL/CL Rwy 1

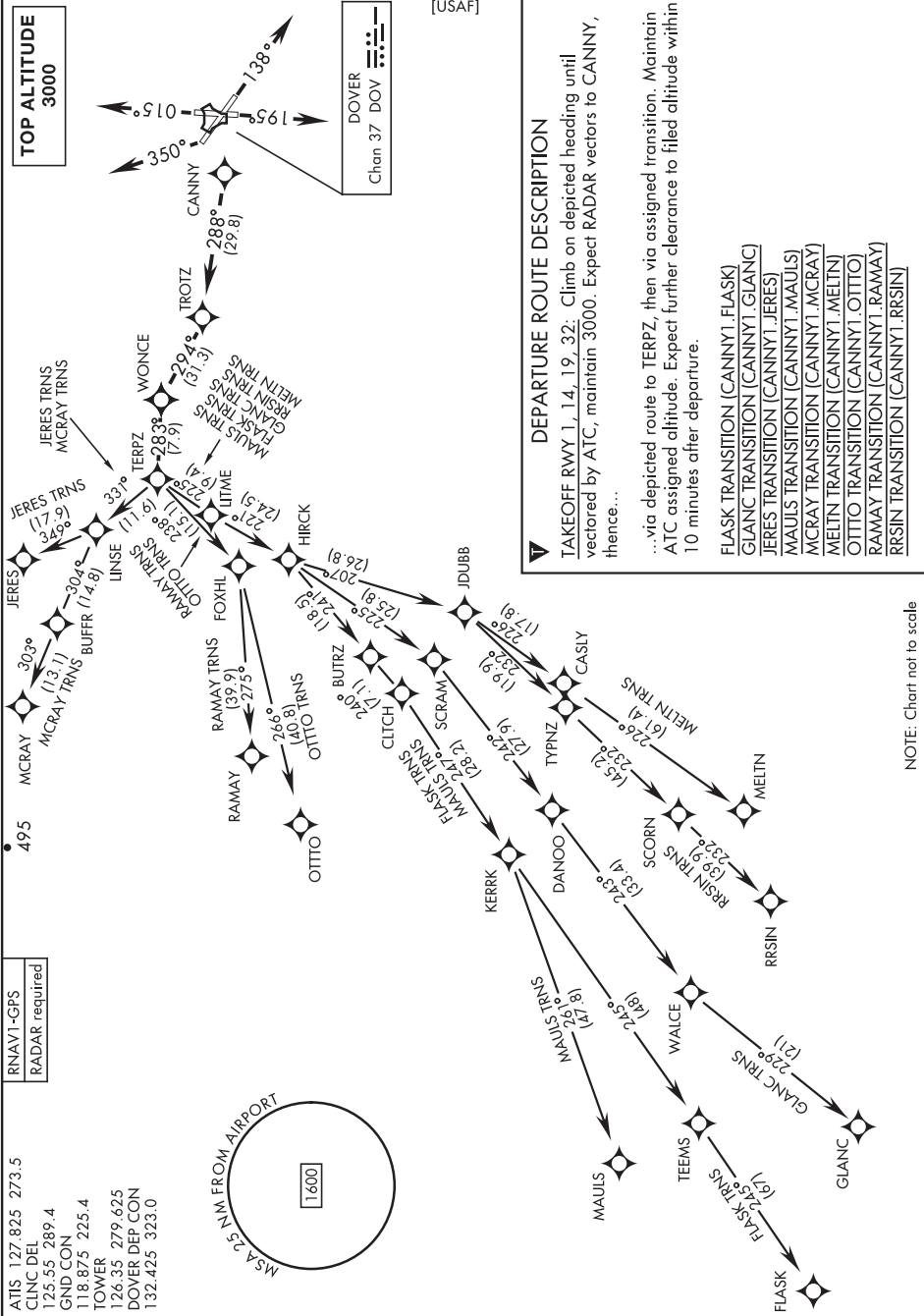




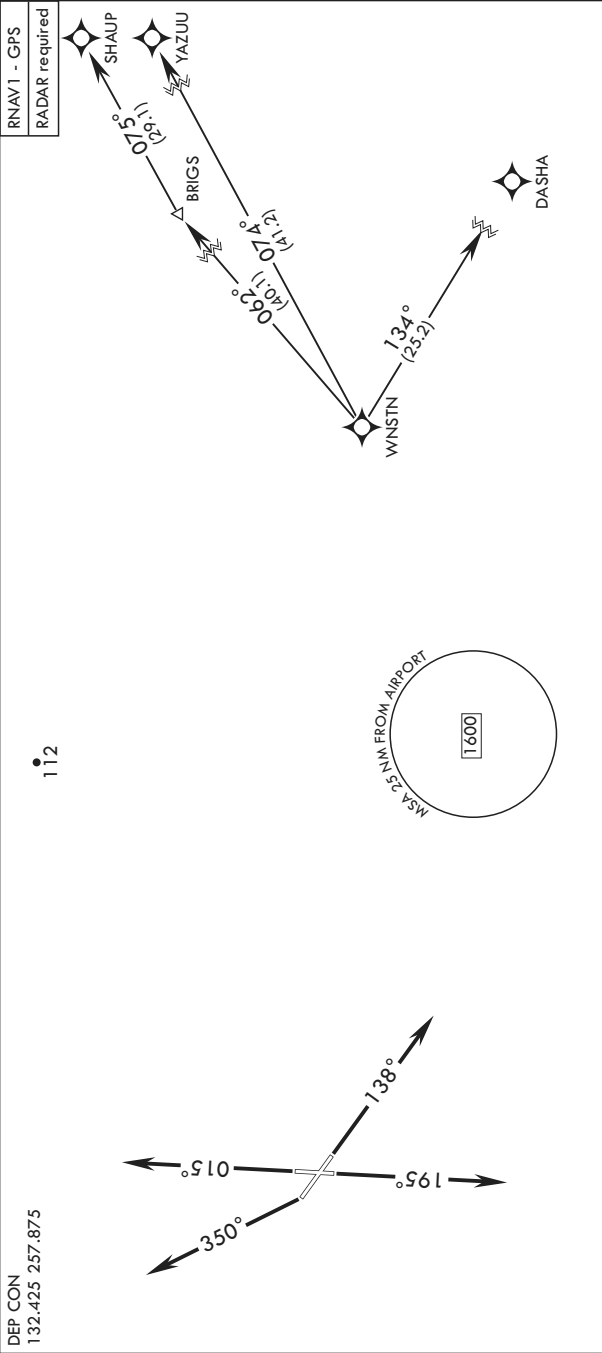
NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025



WNSTN ONE DEPARTURE (RNAV) (WNSTN1.WNSTN)



DOVER/CHESWOLD, DELAWARE

AL-5365 (FAA)

23138

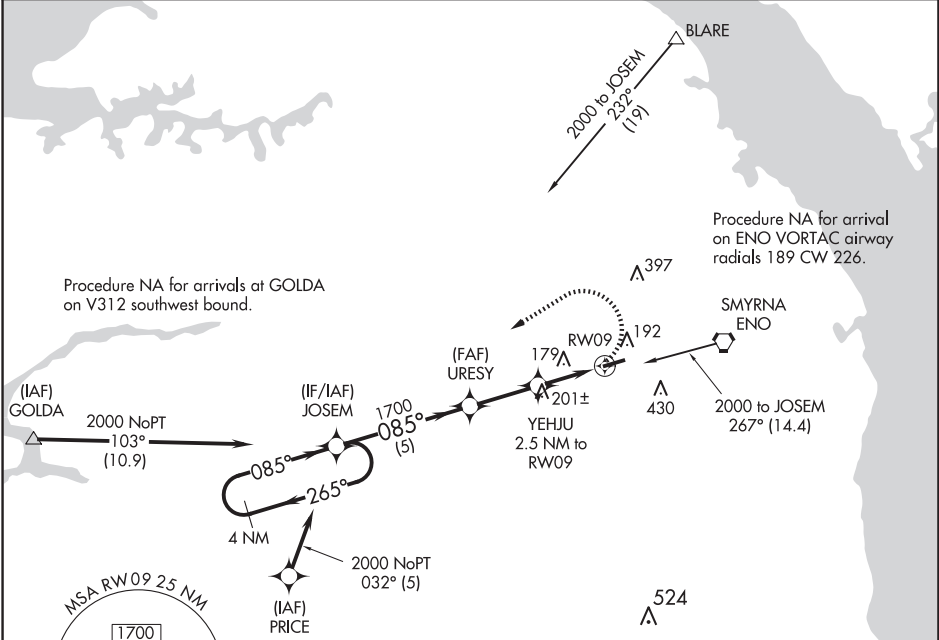
APP CRS	Rwy Idg	4201
085°	TDZE	55
	Apt Elev	55

# RNAV (GPS) RWY 9

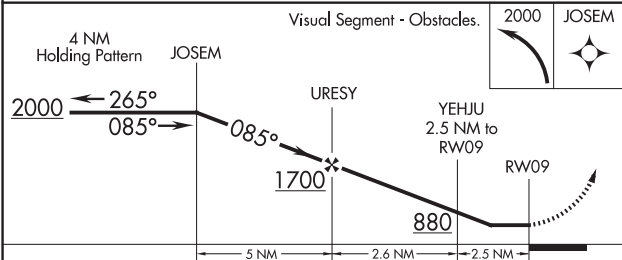
DELAWARE AIRPARK (33N)

RNP APCH.	When local altimeter setting not received, use Dover AFB altimeter setting. Rwy 9 helicopter visibility reduction below ¾ SM NA.	MISSED APPROACH: Climbing left turn to 2000 direct JOSEM and hold.
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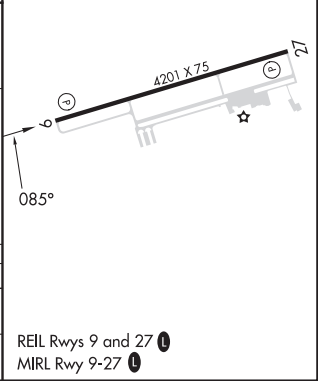
AWOS-3 120.125	DOVER APP CON 132.425 257.875	CLNC DEL 125.55	UNICOM 123.075 (CTAF) 0
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ELEV 55	TDZE 55
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CATEGORY	A	B	C	D
LNNAV MDA	460-1	405 (500-1)	460-1 1/8	405 (500-1 1/8)
CIRCLING	520-1 465 (500-1)	820-1 765 (800-1)	820-2 1/4 765 (800-2 1/4)	820-2 1/2 765 (800-2 1/2)



DOVER/CHESWOLD, DELAWARE  
Orig-B 05NOV20

39°13'N-75°36'W

# DELAWARE AIRPARK (33N)

## RNAV (GPS) RWY 9

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

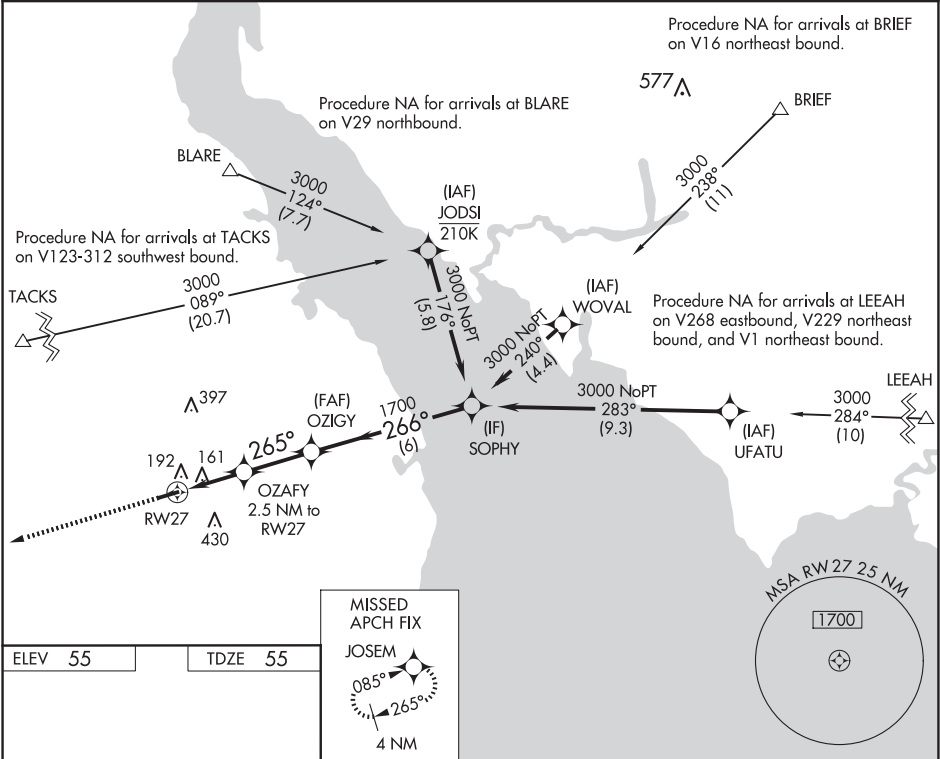
WAAS CH <b>78041</b> <b>W27A</b>	APP CRS <b>265°</b>	Rwy Idg TDZE <b>55</b> Apt Elev <b>55</b>	<b>4201</b>
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RNAV (GPS) RWY 27

DELAWARE AIRPARK (33N)

RNP APCH.	MISSED APPROACH: Climb to 2000 direct JOSEM and hold.
When local altimeter setting not received, use Dover AFB altimeter setting. Rwy 27 helicopter visibility reduction below ¾ SM NA.	

AWOS-3 <b>120.125</b>	DOVER APP CON <b>132.425 257.875</b>	CLNC DEL <b>125.55</b>	UNICOM <b>123.075 (CTAF)</b>
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ELEV 55	TDZE 55	MISSED APCH FIX JOSEM 085° 265° 4 NM	2000 JOSEM	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 43).	SOPHY 3000
RWY 27		OZAFY 2.5 NM to RWY 27	OZIGY	1700	
2.5 NM		2.5 NM	6 NM		
CATEGORY	A	B	C	D	
LP MDA	440-1	385 (400-1)	440-1½	385 (400-1½)	
LNAV MDA	480-1	425 (500-1)	480-1¼	425 (500-1¼)	
CIRCLING	520-1 465 (500-1)	820-1 765 (800-1)	820-2¼ 765 (800-2¼)	820-2½ 765 (800-2½)	

DOVER/CHESWOLD, DELAWARE

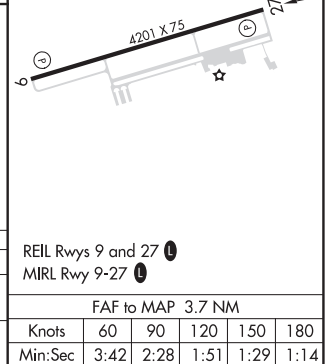
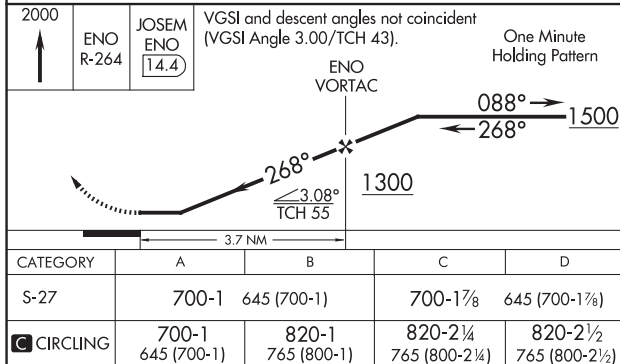
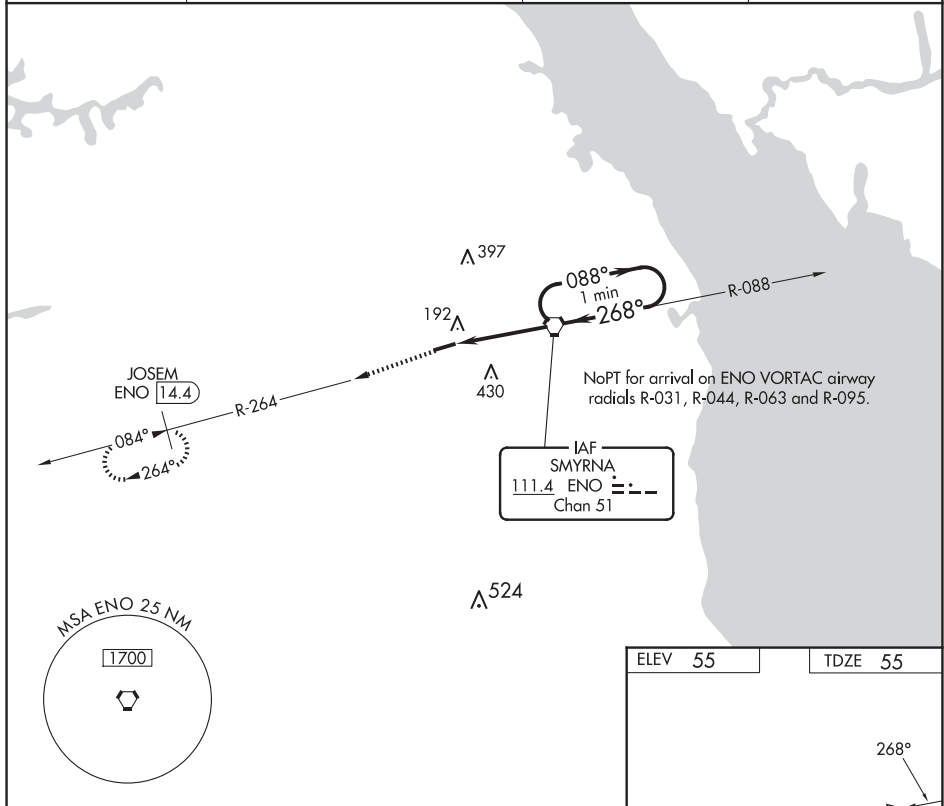
AL-5365 (FAA)

23054

VORTAC ENO	APP CRS	Rwy Idg	4201
111.4	268°	TDZE	55
Chan 51		Apt Elev	55

VOR RWY 27  
DELAWARE AIRPARK (33N)

DME required.		MISSED APPROACH: Climb to 2000 on ENO VORTAC R-264 to JOSEM/14.4 DME and hold.	
▼ When local altimeter setting not recieved, use Dover AFB altimeter setting. Rwy 27 helicopter visibility reduction below ¾ SM NA.			
AWOS-3 120.125	DOVER APP CON 132.425 257.875	CLNC DEL 125.55	UNICOM 123.075 (CTAF) 0



DOVER/CHESWOLD, DELAWARE  
Orig-C 05NOV20

39°13'N-75°36'W

DELAWARE AIRPARK (33N)  
VOR RWY 27

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

DME required.

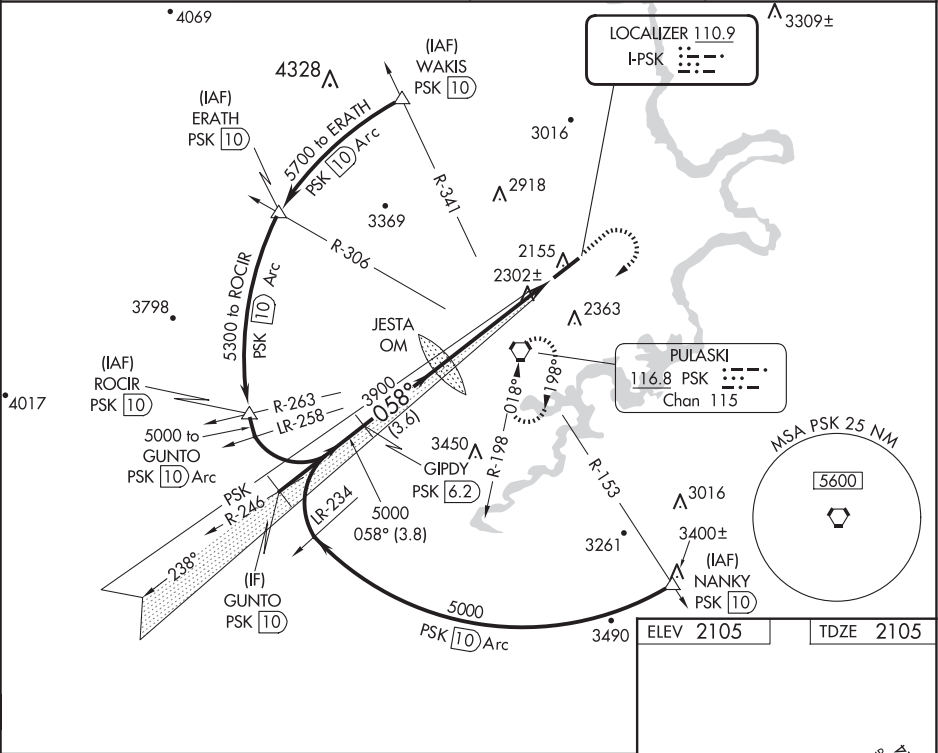
NA

Circling NA for Cat D northwest of Rwy 6-24. Inop table does not apply to S-ILS 6 all Cats and S-LOC 6 Cats A and B. For inop ALS, increase S-LOC 6 Cat C/D visibility to 1 3/8 SM.

MALSR

MISSED APPROACH: Climb to 3000 then climbing right turn to 5000 direct PSK VORTAC and hold, continue climb-in-hold to 5000.

AWOS-3 127.375	ROANOKE APP CON 126.0 339.8	ROANOKE CLNC DEL 121.7	UNICOM 122.7 (CTAF)
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<div><div>3000</div><div>5000</div><div>PSK</div></div>				
<div><div>GUNTO PSK 10</div><div>GIPDY PSK 6.2</div><div>JESTA OM</div><div>5000</div><div>058°</div><div>5000</div><div>3823</div><div>3900</div><div>GS 3.00° TCH 58</div><div>3.8 NM</div><div>3.6 NM</div><div>5.1 NM</div></div>				
CATEGORY	A	B	C	D
S-ILS 6	2305-1 200 (200-1)			
S-LOC 6	2560-1 455 (500-1)			
CIRCLING	2620-1 515 (600-1)	2680-1 575 (600-1)	2780-2 675 (700-2)	2780-2 1/4 675 (700-2 1/4)
<div><div>FAF to MAP 5.1 NM</div><div><div>Knots</div><div>60 90 120 150 180</div><div>Min:Sec</div><div>5:06 3:24 2:33 2:02 1:42</div></div></div>				

DUBLIN, VIRGINIA

AL-5084 (FAA)

25163

LOC I-PSK <b>110.9</b>	APP CRS <b>058°</b>	Rwy Ldg TDZE Apt Elev <b>6201</b> <b>2105</b> <b>2105</b>
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# ILS or LOC Z RWY 6 NEW RIVER VALLEY (PSK)

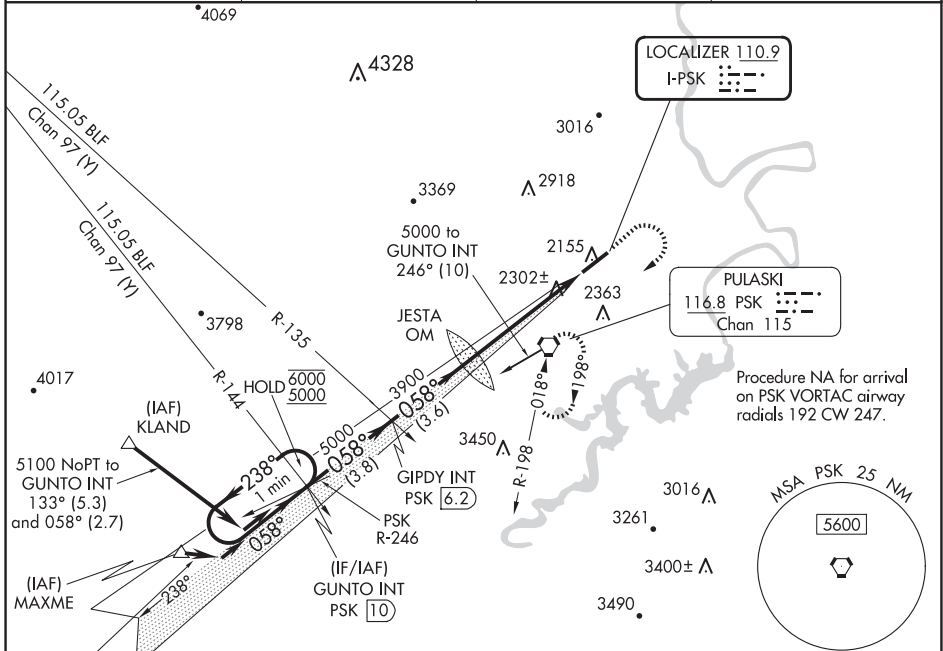
**NA**

Inop table does not apply to S-ILS 6 all Cats and S-LOC 6 Cats A and B. For inop ALS, increase S-LOC 6 Cat C/D visibility to 1 3/8 SM. Circling NA for Cat D northwest of Rwy 6-24.

**MALSR**

**MISSED APPROACH:** Climb to 3000 then climbing right turn to 5000 direct PSK VORTAC and hold, continue climb-in-hold to 5000.

AWOS-3 <b>127.375</b>	ROANOKE APP CON <b>126.0 339.8</b>	ROANOKE CLNC DEL <b>121.7</b>	UNICOM <b>122.7 (CTAF)</b>
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ELEV 2105

TDZE 2105

One Minute Holding Pattern

GUNTO INT PSK [10]

GIPDY INT PSK [6.2]

JESTA OM

3823

3900

3000

5000

PSK

6000

5000

238°

058°

058°

GS 3.00° TCH 58

3.8 NM

3.6 NM

5.1 NM

0.5% UP

6201 X 150

AS

058°

HIRL Rwy 6-24

REIL Rwy 24

CATEGORY	A	B	C	D
S-ILS 6		2305-1	200 (200-1)	
S-LOC 6		2560-1	455 (500-1)	
CIRCLING	2620-1 515 (600-1)	2680-1 575 (600-1)	2780-2 675 (700-2)	2780-2 1/4 675 (700-2 1/4)

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

DUBLIN, VIRGINIA  
Amdt 5B 25FEB21

37°08'N-80°41'W

NEW RIVER VALLEY (PSK)  
ILS or LOC Z RWY 6



NE-3, 07 AUG 2025 to 02 OCT 2025

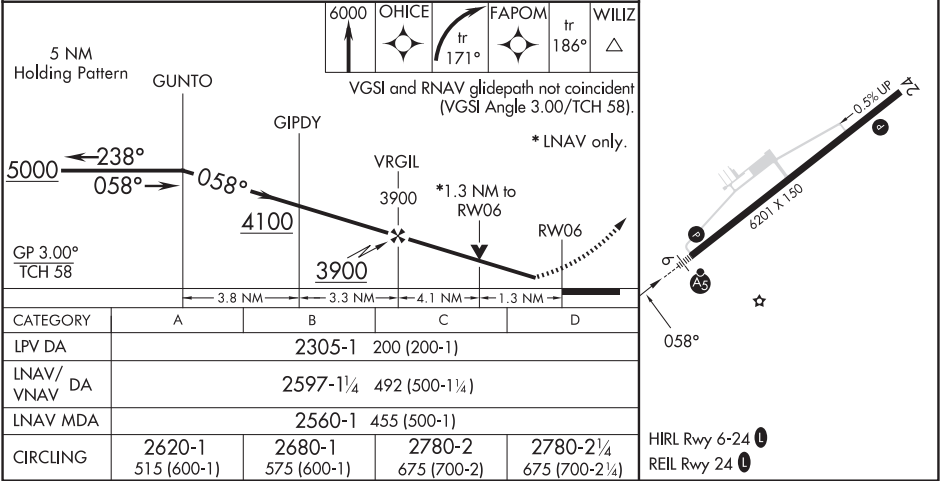
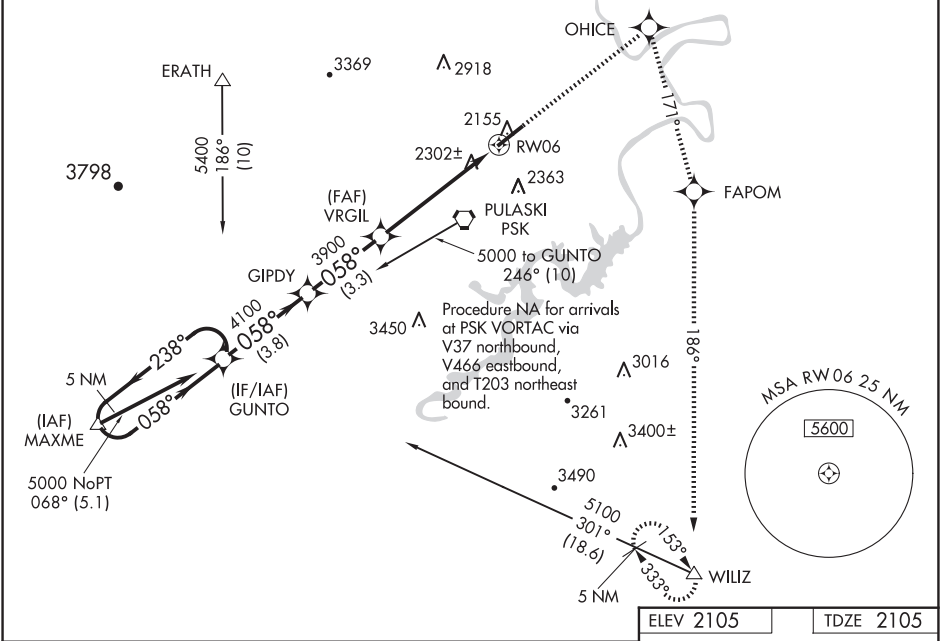
NE-3, 07 AUG 2025 to 02 OCT 2025



WAAS CH <b>87015</b> <b>W06A</b>	APP CRS <b>058°</b>	Rwy Ldg TDZE Apt Elev	<b>6201</b> <b>2105</b> <b>2105</b>
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RNAV (GPS) RWY 6  
NEW RIVER VALLEY (PSK)

RNP APCH.			<div>MALSR</div> <div></div>	MISSED APPROACH: Climb to 6000 direct OHICE and right turn via track 171° to FAPOM and via track 186° to WILIZ and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 44°C. When local altimeter setting not received, use Blacksburg altimeter setting and increase all DA 36 feet, and all MDA 40 feet. VDP and Baro-VNAV NA when using Blacksburg altimeter setting. Inop table does not apply to LPV all Cats and LNAV Cats A and B. For inop MALSR, increase LNAV Cat C visibility to 1½ SM. Circling NA for Cat D northwest of Rwy 6-24.				
AWOS-3 127.375	ROANOKE APP CON 126.0 339.8	ROANOKE CLNC DEL 121.7	UNICOM 122.7 (CTAF) 	



CATEGORY	A	B	C	D
LPV DA	2305-1	200 (200-1)		
LNAV/DA	2597-1¼	492 (500-1¼)		
LNAV MDA	2560-1	455 (500-1)		
CIRCLING	2620-1 515 (600-1)	2680-1 575 (600-1)	2780-2 675 (700-2)	2780-2¼ 675 (700-2¼)

DUBLIN, VIRGINIA  
Orig-B 02DEC21

37°08'N-80°41'W

NEW RIVER VALLEY (PSK)  
RNAV (GPS) RWY 6

RNAV (GPS) RWY 24  
NEW RIVER VALLEY (PSK)

**MISSED APPROACH:** Climb to 5500 direct GUNTO and hold, continue climb-in-hold.

UNICOM  
122.7 (CTAF) 

GP 3.05°

Diagram illustrating the layout of REIL Rwy 24 and HIRL Rwy 6-24. The diagram shows a runway with a 0.5% UP slope, a length of 6201 x 150, and a heading of 238°. A star symbol is located near the runway. The diagram also shows a 0.5% UP slope and a heading of 238°.

NEW RIVER VALLEY (PSK)  
RNAV (GPS) RWY 24

NE-3, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-FGH	APP CRS	Rwy Idg
<b>109.35</b>	<b>041°</b>	<b>4775</b>
Chan <b>30</b> (Y)		TDZE <b>58</b>
		Apt Elev <b>72</b>

ILS or LOC RWY 4

EASTON/NEWNAM FLD (ESN)

RADAR and DME required for procedure entry. DME required for LOC only.

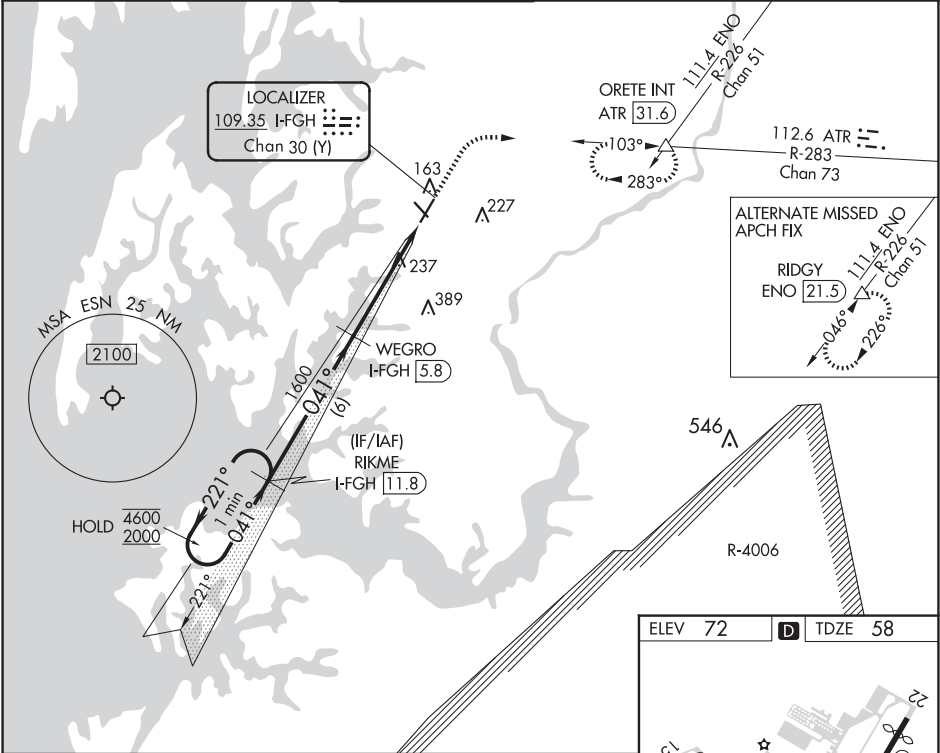
▼

▲

Circling Rwy 15, 33 NA at night. Autopilot coupled approach NA below 1000.

MISSED APPROACH: Climb to 2000 on heading 041° and on ATR VOR/DME R-283 to ORETE INT/ATR 31.6 DME and hold.

ATIS	POTOMAC APP CON	EASTON TOWER ★	GND CON	CLNC DEL
<b>124.475</b>	<b>133.75 254.35</b>	<b>118.525</b> (CTAF) <b>0</b>	<b>119.075</b>	<b>119.075</b>



One Minute Holding Pattern

GS unusable below 600.

2000

ATR R-283

ORETE

4600

2000

GS 3.00° TCH 44

RIKME I-FGH 11.8

WEGRO I-FGH 5.8

1600

1600

3.4 NM

1.4 NM

\* LOC only

CATEGORY	A	B	C	D
S-ILS 4		600-1 <sup>5</sup> / <sub>8</sub>	542 (600-1 <sup>5</sup> / <sub>8</sub> )	
S-LOC 4	540-1	482 (500-1)	540-1 <sup>3</sup> / <sub>8</sub>	482 (500-1 <sup>3</sup> / <sub>8</sub> )
CIRCLING	540-1 468 (500-1)	640-1 568 (600-1)	640-1 <sup>1</sup> / <sub>2</sub> 568 (600-1 <sup>1</sup> / <sub>2</sub> )	740-2 <sup>1</sup> / <sub>4</sub> 668 (700-2 <sup>1</sup> / <sub>4</sub> )

ELEV 72

D

TDZE 58

TWR

33

0.5% UP

4003 X 100

5500 X 100

0.7% UP

HIRL Rwy 4-22

REIL Rws 15, 22 and 33

MIRL Rws 15-33

EASTON, MARYLAND

AL-5596 (FAA)

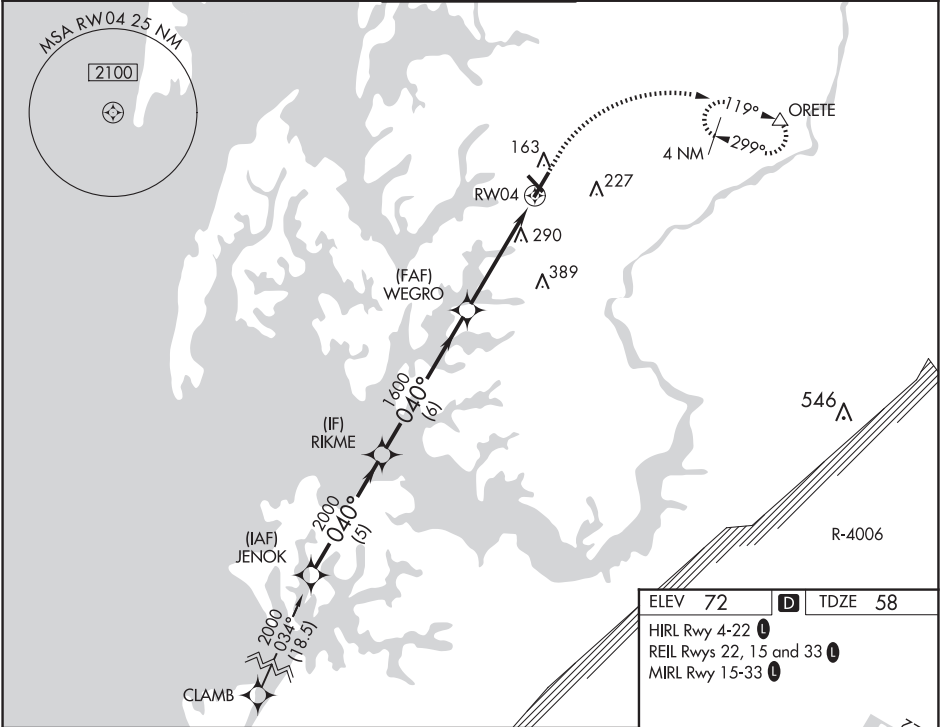
23110

WAAS CH <b>86905</b> <b>W04A</b>	APP CRS <b>040°</b>	Rwy Idg <b>4775</b> TDZE <b>58</b> Apt Elev <b>72</b>
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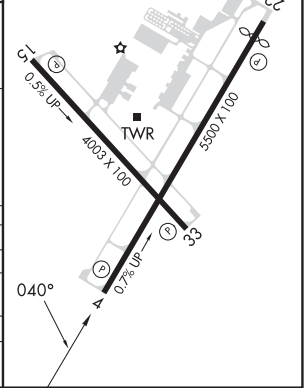
**RNAV (GPS) RWY 4**  
EASTON/NEWNAM FLD (ESN)

RNP APCH - GPS. ⚠ When local altimeter setting not received, use Cambridge altimeter setting; increase LPV DA to 303 feet, LNAV/VNAV DA to 670 feet and visibility ½ SM; increase all MDAs 60 feet and visibility LNAV Cat C/D and Circling Cat C ½ SM, and Circling Cat D ¼ SM. VDP and Baro-VNAV NA when using Cambridge altimeter setting. Circling Rwy 15, 33 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.	MISSED APPROACH: Climb to 700 then climbing right turn to 2000 direct ORETE and hold.
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ATIS <b>124.475</b>	POTOMAC APP CON <b>133.75 254.35</b>	EASTON TOWER ★ <b>118.525</b> (CTAF) <b>0</b>	GND CON <b>119.075</b>	CLNC DEL <b>119.075</b>
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	JENOK	RIKME	WEGRO	700	2000	ORETE
	2000	2000	1600	1600		
	040°	040°				
GP 3.00° TCH 44						
	5 NM	6 NM	3.1 NM	1.6		
CATEGORY	A	B	C	D		
LPV DA		258-¾	200 (200-¾)			
LNAV/VNAV DA		625-1½	567 (600-1½)			
LNAV MDA	600-1	542 (600-1)	600-1½	542 (600-1½)		
CIRCLING	600-1 528 (600-1)	640-1 568 (600-1)	640-1½ 568 (600-1½)	740-2 668 (700-2)		



EASTON, MARYLAND  
Amdt 1B 11AUG22

38°48'N - 76°04'W

**EASTON/NEWNAM FLD (ESN)**  
**RNAV (GPS) RWY 4**

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

APP CRS  
**148°**

Rwy Idg  
TDZE  
**47**

Apt Elev  
**72**

**RNAV (GPS) RWY 15**

EASTON/NEWNAM FLD (ESN)

RNP APCH.  
Rwy 15 helicopter visibility reduction below 1 SM NA.  
Straight-in Rwy 15 NA at night, Circling Rwy 15, 33 NA at night.

MISSED APPROACH: Climb to 2000 direct TUKIE and on track 052° to ORETE and hold.

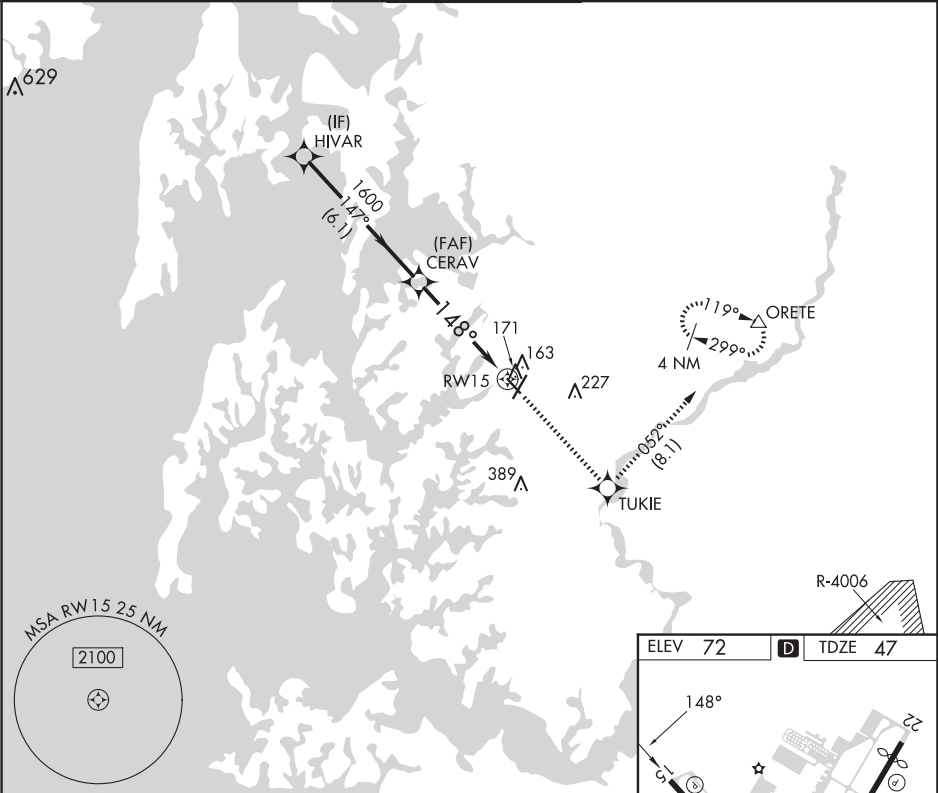
ATIS  
**124.475**

POTOMAC APP CON  
**133.75 254.35**

EASTON TOWER ★  
**118.525 (CTAF) 0**

GND CON  
**119.075**

CLNC DEL  
**119.075**



Visual Segment - Obstacles.				
HIVAR		2000	TUKIE	ORETE
		↑	★	tr 052°
				△
2000		CERAV	RW15	
		147°	148°	
		1600		
		6.1 NM	4.7 NM	
CATEGORY	A	B	C	D
LNAV MDA	440-1	393 (400-1)	440-1½ 393 (400-1½)	440-1½ 393 (400-1½)
CIRCLING	480-1 408 (500-1)	640-1 568 (600-1)	640-1½ 568 (600-1½)	740-2 668 (700-2)
EASTON, MARYLAND				
Orig-C 15AUG19				
38°48'N - 76°04'W				
EASTON/NEWNAM FLD (ESN)				
RNAV (GPS) RWY 15				

EASTON, MARYLAND

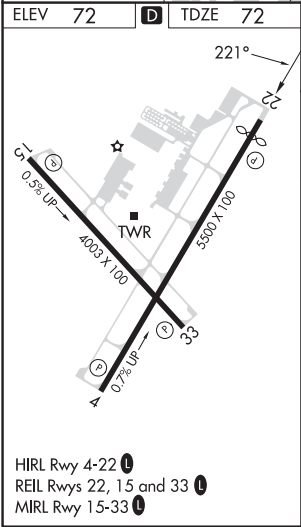
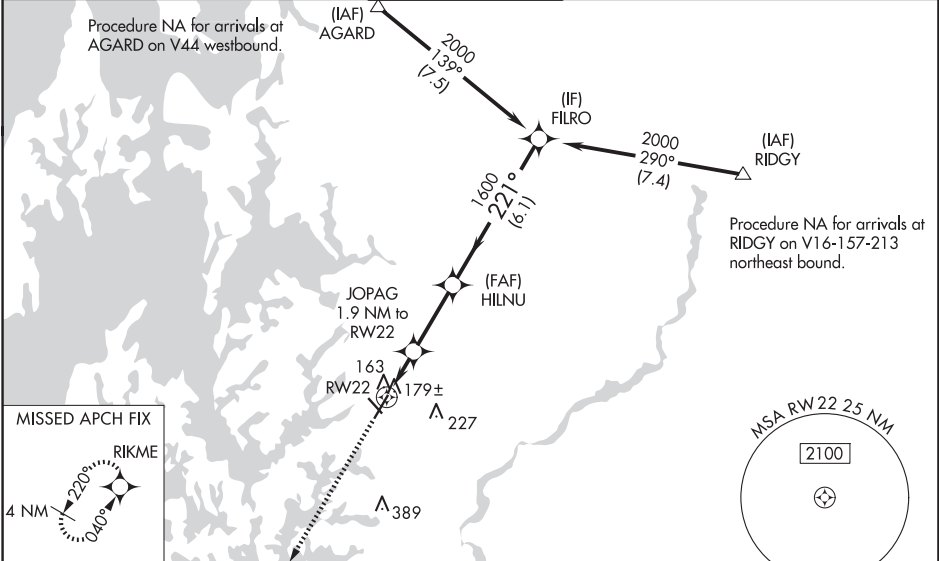
AL-5596 (FAA)

WAAS CH <b>40207</b> <b>W22A</b>	APP CRS <b>221°</b>	Rwy Idg <b>5175</b> TDZE <b>72</b> Apt Elev <b>72</b>
--	------------------------	---

**RNAV (GPS) RWY 22**  
EASTON/NEWNAM FLD (E/SN)

RNP APCH.	<p>Baro-VNAV NA when using Baltimore altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C. Rwy 22 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Baltimore altimeter setting and increase all DA 93 feet and all MDA 100 feet; increase LPV all Cats visibility 1/2 SM, increase LNAV/VNAV all Cats visibility 1/4 SM, and increase LNAV Cats C and D 1/4 SM.</p>	MISSED APPROACH: Climb to 2000 direct RIKME and hold.
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ATIS <b>124.475</b>	POTOMAC APP CON <b>133.75 254.35</b>	EASTON TOWER ★ <b>118.525 (CTAF) 0</b>	GND CON <b>119.075</b>	CLNC DEL <b>119.075</b>
------------------------	---	---	---------------------------	----------------------------



ELEV 72	D	TDZE 72
<p>2000 RIKME</p> <p>*LNAV only</p> <p>HILNU 1600</p> <p>JOPAG 1.9 NM to RW22</p> <p>RW22</p> <p>700*</p> <p>6.1 NM</p> <p>GP 3.00° TCH 45</p>		
CATEGORY	A	B C D
LPV DA		322-1 250 (300-1)
LNAV/VNAV DA		362-1 290 (300-1)
LNAV MDA		440-1 368 (400-1)

EASTON, MARYLAND  
Amdt 1C 18JUL19

38°48'N-76°04'W

EASTON/NEWNAM FLD (E/SN)  
**RNAV (GPS) RWY 22**

NE-3, 07 AUG 2025 to 02 OCT 2025

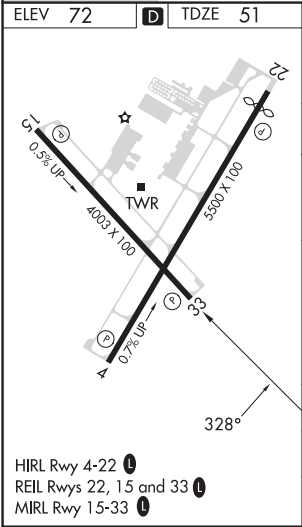
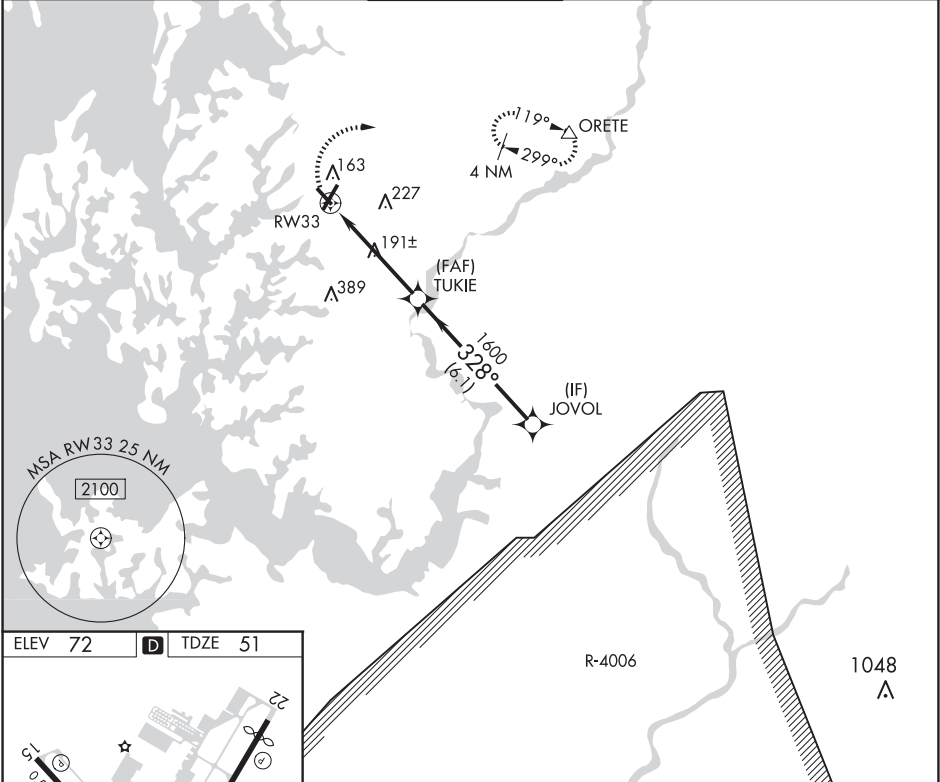
NE-3, 07 AUG 2025 to 02 OCT 2025



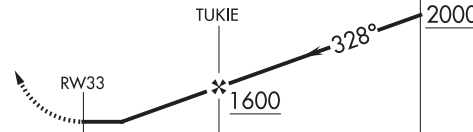

APP CRS	Rwy Idg	4003
328°	TDZE	51
	Apt Elev	72

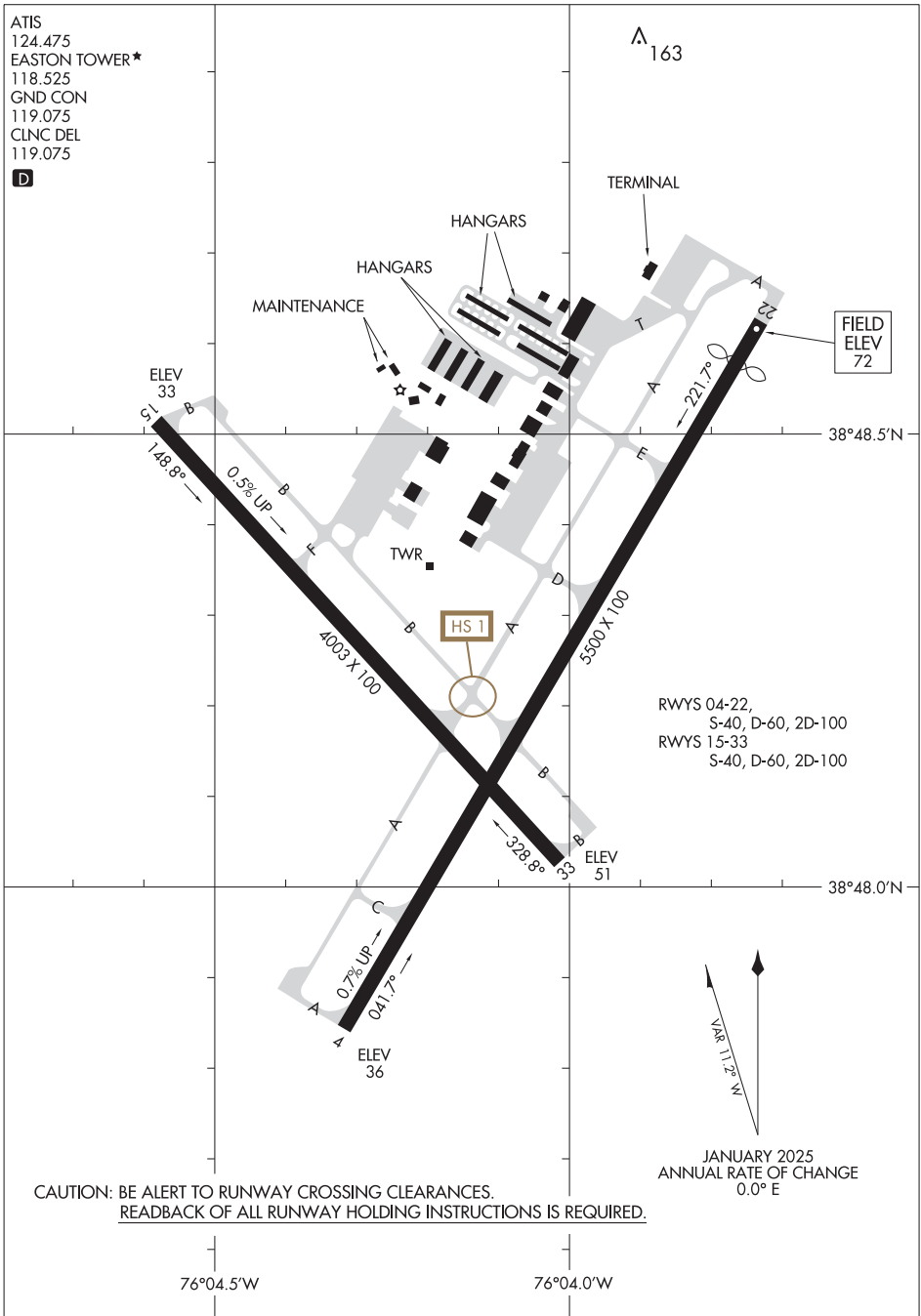
RNAV (GPS) RWY 33

EASTON/NEWNAM FLD (ESN)

RNP APCH.		MISSED APPROACH: Climbing right turn to 2000 direct ORETE and hold.		
Straight-in Rwy 33 NA at night, Circling Rwy 15, 33 NA at night. Helicopter visibility reduction below 1 SM NA.				
ATIS 124.475	POTOMAC APP CON 133.75 254.35	EASTON TOWER ★ 118.525 (CTAF) 0	GND CON 119.075	CLNC DEL 119.075



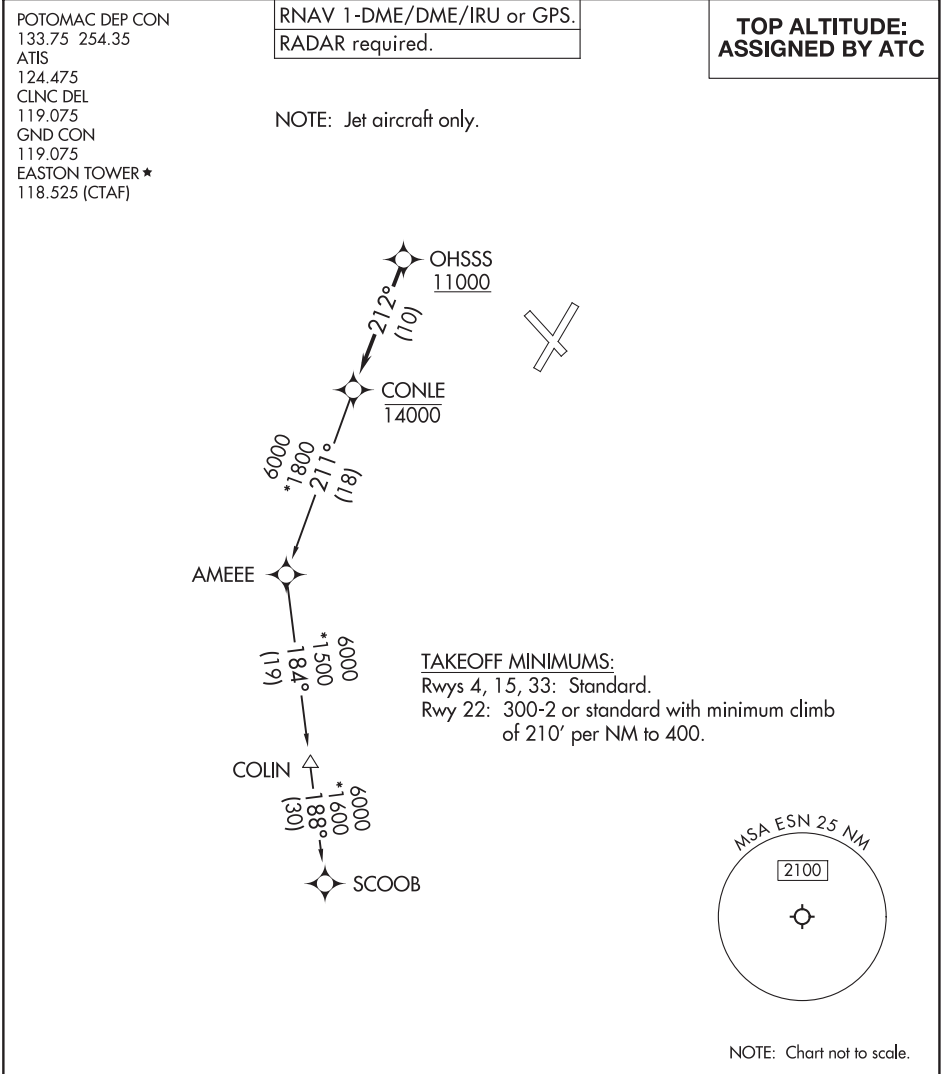
<div>2000</div> <div></div>		<div>ORETE</div> <div></div>		Visual Segment - Obstacles.	
<div></div>					
CATEGORY	A		B	C	D
LNAV MDA	520-1 469 (500-1)			520-1 $\frac{3}{8}$ 469 (500-1 $\frac{3}{8}$ )	520-1 $\frac{1}{2}$ 469 (500-1 $\frac{1}{2}$ )
 CIRCLING	520-1 448 (500-1)	640-1 568 (600-1)	640-1 $\frac{1}{2}$ 568 (600-1 $\frac{1}{2}$ )	740-2 668 (700-2)	



NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025





▼

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to cross OHSSS at or above 11000, then on track 212° to cross CONLE at or below 14000, then on assigned transition. Maintain ATC assigned altitude. Expect clearance to filed altitude within 10 minutes after departure.

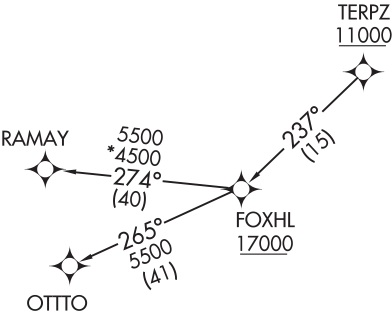
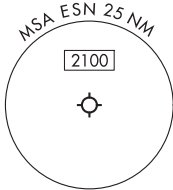
COLIN TRANSITION (CONLE5.COLIN)

SCOOB TRANSITION (CONLE5.SCOOB)

POTOMAC DEP CON  
133.75 254.35  
ATIS  
124.475  
CLNC DEL  
119.075  
GND CON  
119.075  
EASTON TOWER ★  
118.525

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

TOP ALTITUDE:  
17000



NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:  
Rwys 4, 15, 33: Standard.  
Rwy 22: 300-2 or Standard with minimum climb  
of 210'/NM to 400.



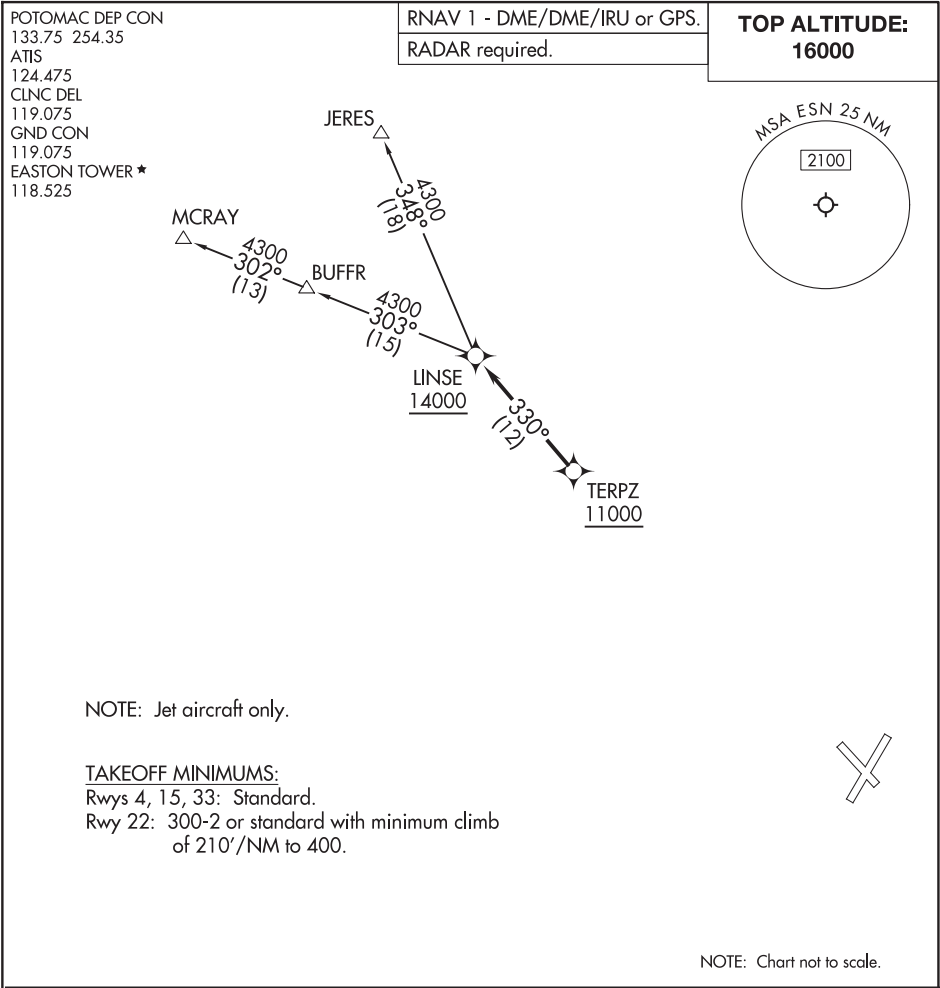
NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to cross TERPZ at or above 11000, thence....  
  
...then on track 237° to cross FOXHL at or above 17000, then on assigned transition. Maintain 17000, expect filed altitude 10 minutes after departure.

- OTTTO TRANSITION (FOXHL1.OTTTO)
- RAMAY TRANSITION (FOXHL1.RAMAY)



▼

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to cross TERPZ at or above 11000, thence....

....then on track 330° to cross LINSE at or above 14000. Then on assigned transition. Maintain 16000, expect filed altitude 10 minutes after departure.

JERES TRANSITION (LINSE2.JERES)

MCRAY TRANSITION (LINSE2.MCRAY)

(TERPZ8.TERPZ) 24193

AL-5596 (FAA)

EASTON/NEWNAM FLD (ESN)

TERPZ EIGHT DEPARTURE (RNAV)

EASTON, MARYLAND

POTOMAC DEP CON  
133.75 254.35  
ATIS  
124.475  
CLNC DEL  
119.075  
GND CON  
119.075  
EASTON TOWER ★  
118.525 (CTAF)

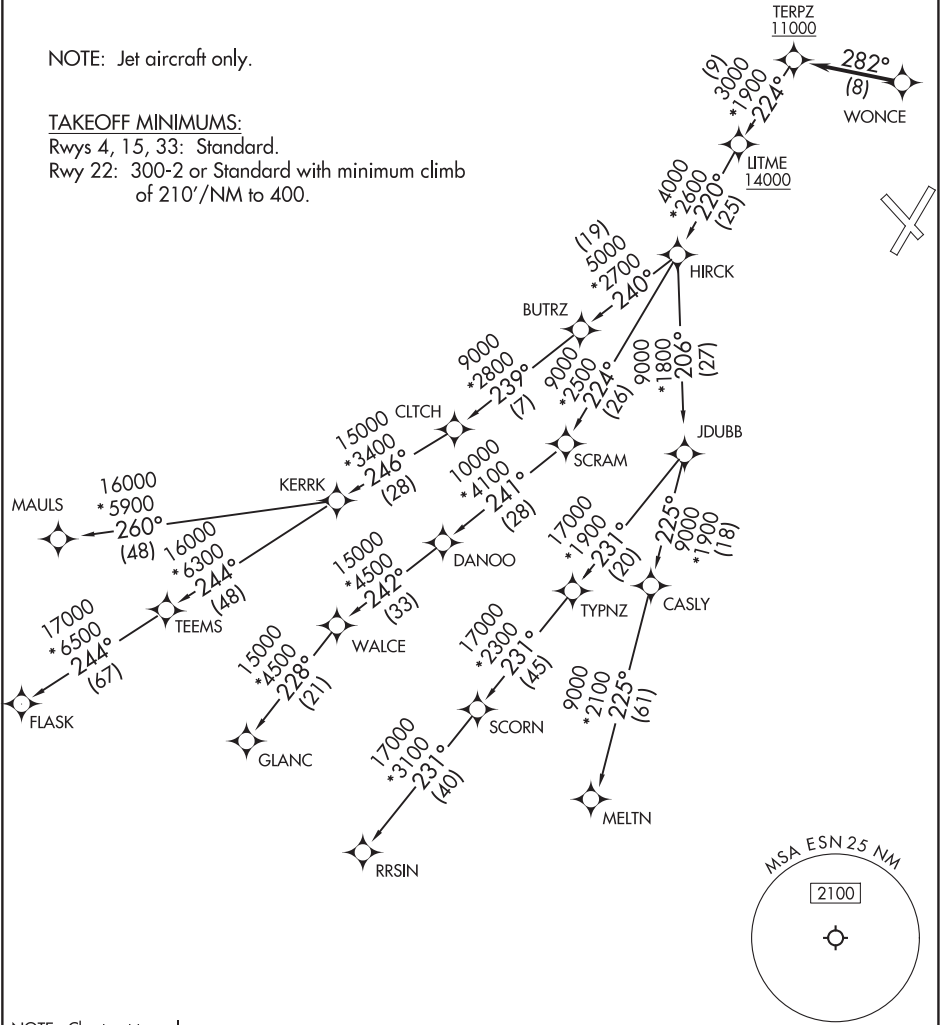
RNAV 1 - DME/DME/IRU or GPS.  
RADAR required.

TOP ALTITUDE:  
17000

NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:

Rwys 4, 15, 33: Standard.  
Rwy 22: 300-2 or Standard with minimum climb  
of 210'/NM to 400.



NOTE: Chart not to scale.

TERPZ EIGHT DEPARTURE (RNAV)

(TERPZ8.TERPZ) 11JUL24

EASTON, MARYLAND  
EASTON/NEWNAM FLD (ESN)

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

▼		
DEPARTURE ROUTE DESCRIPTION		
<p>Climb on assigned heading for RADAR vectors to WONCE, thence. . . .</p> <p>. . . then on track 282° to cross TERPZ at or above 11000, then on assigned transition. Maintain 17000, expect filed altitude 10 minutes after departure.</p>		
<p><u>CLTCH TRANSITION (TERPZ8.CLTCH)</u></p> <p><u>FLASK TRANSITION (TERPZ8.FLASK)</u></p> <p><u>GLANC TRANSITION (TERPZ8.GLANC)</u></p> <p><u>MAULS TRANSITION (TERPZ8.MAULS)</u></p> <p><u>MELTN TRANSITION (TERPZ8.MELTN)</u></p> <p><u>RRSIN TRANSITION (TERPZ8.RRSIN)</u></p>		

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025


ELKTON, MARYLAND

AL-9807 (FAA)

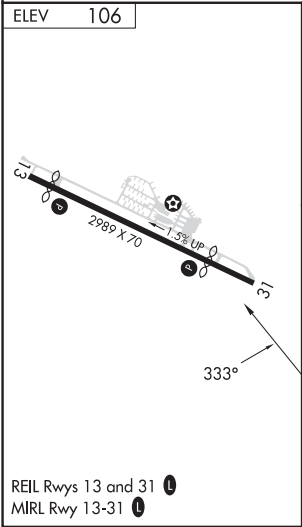
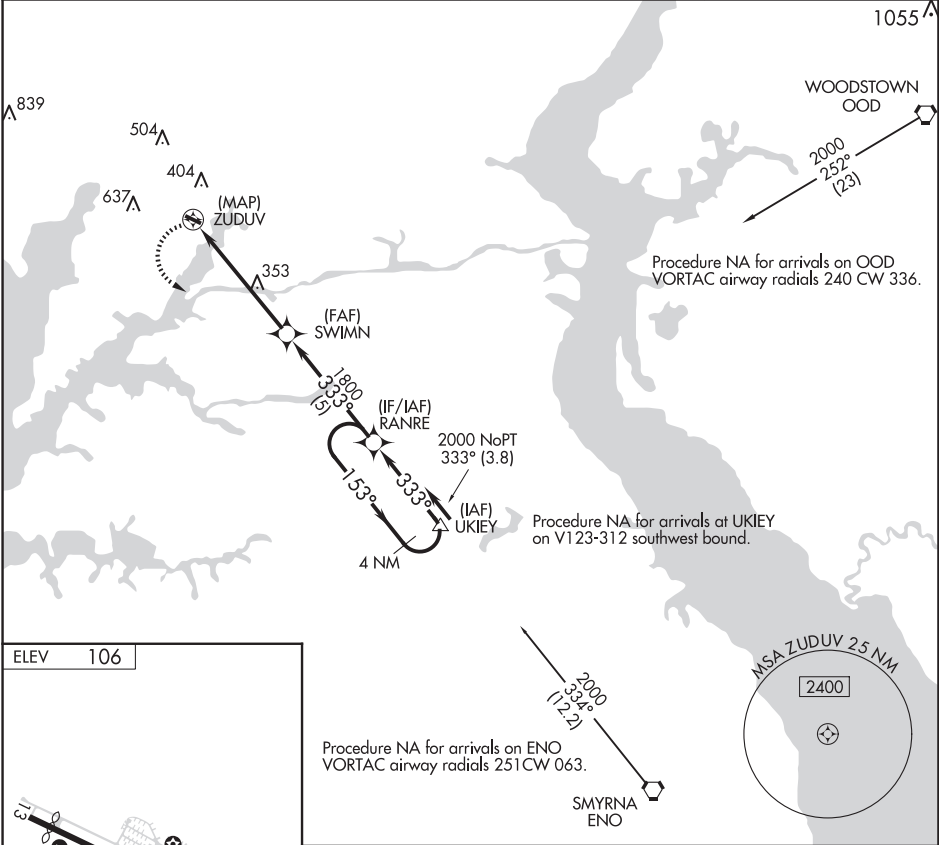
24137

APP CRS	Rwy Idg	NA
333°	TDZE	NA
	Apt Elev	106

RNAV (GPS)-B  
CLAREMONT (58M)

 DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Middletown, DE altimeter setting; when not received use Wilmington, DE altimeter setting and increase all MDA 20 feet.	MISSED APPROACH: Climbing left turn to 2000 direct RANRE and hold.
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EVY AWOS-3 132.325	PHILADELPHIA APP CON 118.35 323.1	UNICOM 122.8 (CTAF)	123.0 0
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<div>2000</div> <div>RANRE</div>					
<div><div></div><div></div></div>		4 NM Holding Pattern			
		SWIMN			
		RANRE			
		153° → 2000			
		← 333°			
		ZUDUV			
		1800			
		5.3 NM		5 NM	
CATEGORY	A	B	C	D	
CIRCLING	760-1	800-1	NA		
	654 (700-1)	694 (700-1)			

ELKTON, MARYLAND  
Orig 10NOV16

39°34'N-75°52'W

CLAREMONT (58M)  
RNAV (GPS)-B

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy ldg	5010
155°	TDZE	127
	Apt Elev	127

RNAV (GPS) RWY 16  
EMPORIA-GREENSVILLE RGNL (EMV)

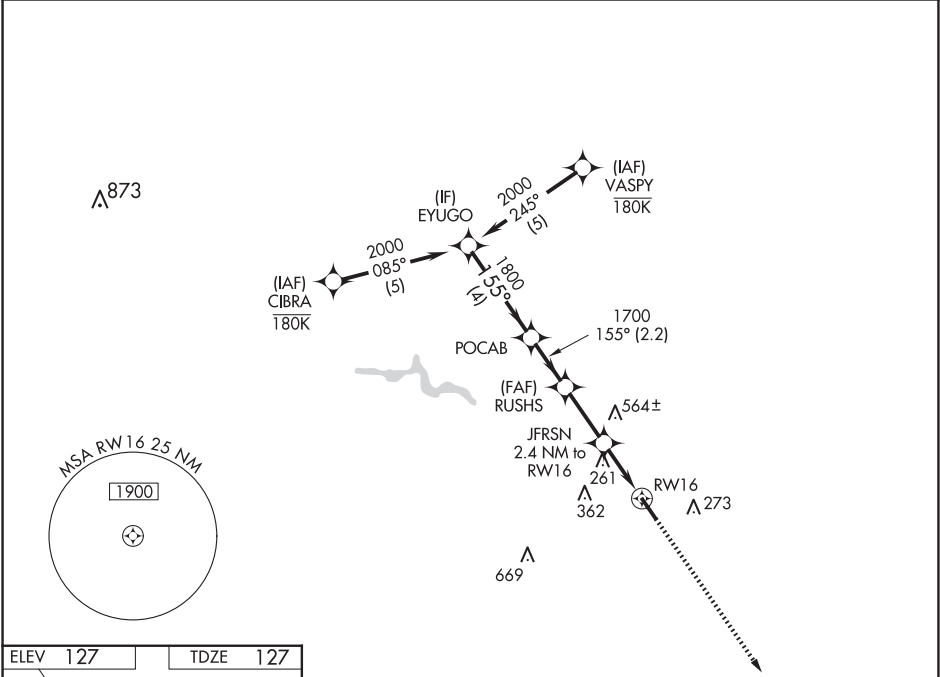
RNP APCH.



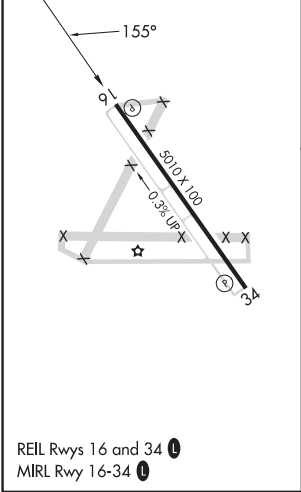
Rwy 16 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 3000 direct JUSPO and hold.

AWOS-3 124.175	WASHINGTON CENTER 132.025 290.425	UNICOM 123.0 (CTAF) 0
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ELEV 127	TDZE 127
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Visual Segment - Obstacles.					3000	JUSPO
EYUGO	POCAB	RUSHS	JFRSN 2.4 NM to RW16	1.1 NM to RW16		
2000	1800	1700	920			
4 NM		2.2 NM	2.4 NM	1.3 NM	1.1	
CATEGORY	A	B	C	D		
LNAV MDA	520-1	393 (400-1)	NA			
CIRCLING	580-1	453 (500-1)	680-1½ 553 (600-1½)		NA	

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

EMPORIA, VIRGINIA

AL-5534 (FAA)

22363

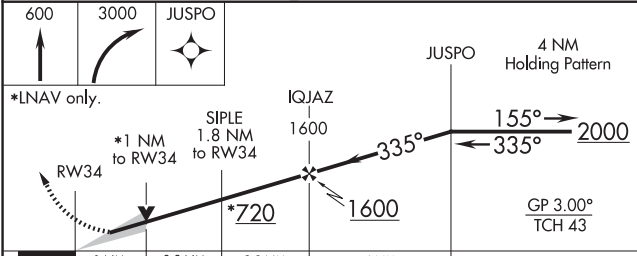
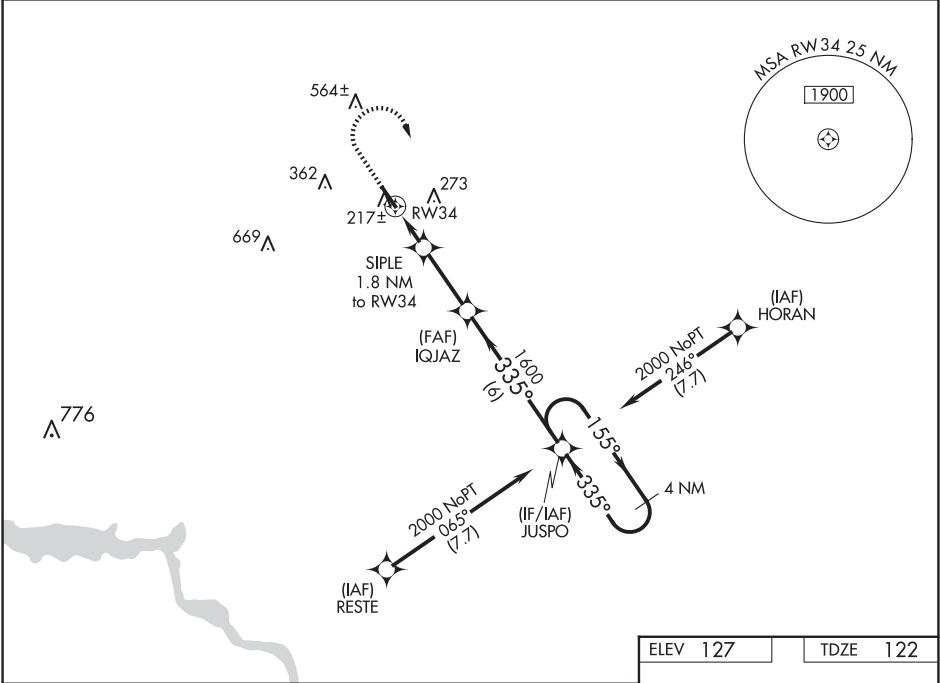
WAAS CH <b>63226</b> <b>W34A</b>	APP CRS <b>335°</b>	Rwy Idg TDZE Apt Elev	<b>5010</b> <b>122</b> <b>127</b>
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**RNAV (GPS) RWY 34**  
EMPORIA-GREENSVILLE RGNL (EMV)

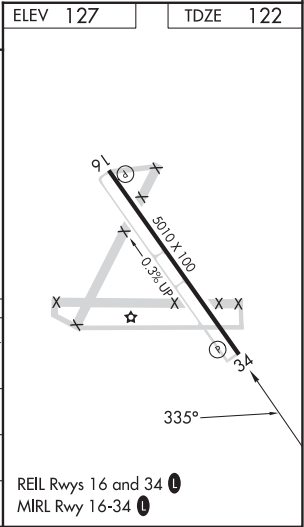
For uncompensated Baro-VNAV systems, LNAV/VNAV NA  
below -15°C (5°F) or above 54°C (130°F).  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 600 then climbing right turn to  
3000 direct JUSPO and hold, continue climb-in-hold to 3000.

AWOS-3 <b>124.175</b>	WASHINGTON CENTER <b>132.025 290.425</b>	UNICOM <b>123.0 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA	372-1	250 (300-1)		NA
LNAV/VNAV DA	372-1	250 (300-1)		NA
LNAV MDA	480-1	358 (400-1)		NA
CIRCLING	580-1	453 (500-1)	680-1½ 553 (600-1½)	NA



EMPORIA, VIRGINIA  
Amdt 2 22JUN17

36°41'N-77°29'W

EMPORIA-GREENSVILLE RGNL (EMV)  
**RNAV (GPS) RWY 34**

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

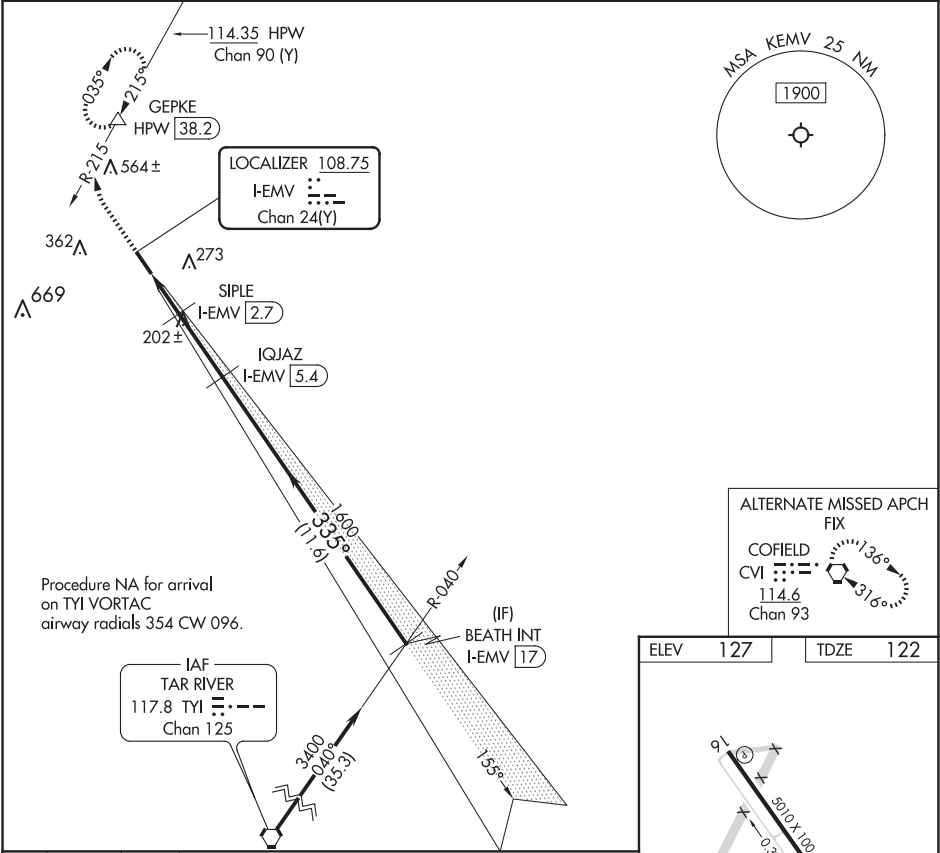


LOC/DME I-EMV <b>108.75</b> Chan <b>24(Y)</b>	APP CRS <b>335°</b>	Rwy Idg TDZE <b>122</b> Apt Elev <b>127</b>
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LOC RWY 34  
EMPORIA-GREENSVILLE RGNL (EMV)

DME required. ▼ ▲ NA	MISSED APPROACH: Climb to 600 then climbing right turn to 5000 on HPW VORTAC R-215 to GEPKE/HPW 38.2 DME and hold, continue climb-in-hold to 5000.
----------------------------	--

AWOS-3 <b>124.175</b>	WASHINGTON CENTER <b>132.025 290.425</b>	UNICOM <b>123.0 (CTAF) 0</b>
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600	5000	GEPKE	SIPL	IQJAZ	BEATH INT
HPW R-215	I-EMV 1.8	I-EMV 2.7	I-EMV 5.4	I-EMV 17	
1 NM	0.8 NM	2.7 NM	11.6 NM		
CATEGORY	A	B	C	D	
S-LOC 34	460-1	338 (400-1)	NA		
CIRCLING	580-1	453 (500-1)	680-1½ 553 (600-1½)	NA	

ELEV 127	TDZE 122
ALTERNATE MISSED APCH FIX COFIELD CVI 114.6 Chan 93	
REIL Rwy 16 and 34 MIRL Rwy 16-34	
FAF to MAP 4.6 NM	
Knots	60 90 120 150 180
Min:Sec	4:36 3:04 2:18 1:50 1:32

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

FARMVILLE, VIRGINIA

AL-5805 (FAA)

23222

WAAS CH <b>49017</b> <b>W03A</b>	APP CRS <b>029°</b>	Rwy Idg <b>4400</b> TDZE <b>410</b> Apt Elev <b>416</b>
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# RNAV (GPS) RWY 3

FARMVILLE RGNL (FVX)

RNP APCH-GPS.

Baro-VNAV NA when using Lynchburg Rgnl/Preston Glenn Fld altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Straight-in/Circling Rwy 3 procedure NA at night. When local altimeter setting not received, use Lynchburg Rgnl/Preston Glenn Fld altimeter setting and increase LPV DA to 878 feet and all visibilities  $\frac{3}{8}$  SM. Increase LNAV/VNAV DA to 970 feet and all visibilities  $\frac{1}{2}$  SM. Increase all MDAs 160 feet and LNAV visibility Cat C  $\frac{1}{4}$  SM, and Circling visibility Cat C  $\frac{1}{2}$  SM. Rwy 3 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:  
Climb to 3000 direct  
BODRY and hold.

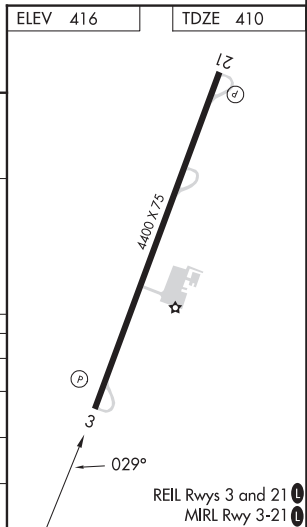
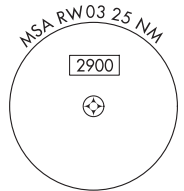
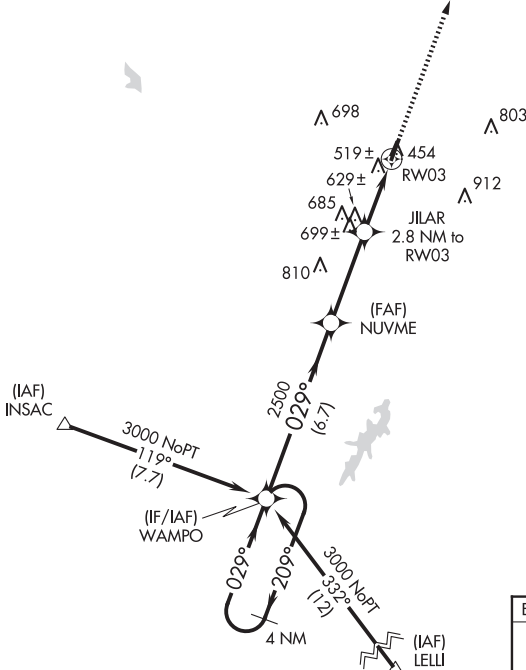
AWOS-3  
**132.725**

ROANOKE APP CON  
**135.0 254.325**

UNICOM  
**122.8 (CTAF)**

• 1151

MISSED APCH FX



4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 44).		3000	BODRY
WAMPO		NUVME		2500	JILAR 2.8 NM to RW03
3000 ← 209°		2500		*1360	
GP 3.00° TCH 56		6.7 NM		3.5 NM	
209°		029°		029°	
2500		1360		RW03	
CATEGORY		A		D	
LPV DA		720-1 310 (400-1)		NA	
LNAV/VNAV DA		812-1 $\frac{1}{8}$ 402 (400-1 $\frac{1}{8}$ )		NA	
LNAV MDA		880-1 470 (500-1)		NA	
CIRCLING		900-1 484 (500-1)		NA	

FARMVILLE, VIRGINIA  
Orig-B 10AUG23

37°21'N-78°26'W

FARMVILLE RGNL (FVX)  
RNAV (GPS) RWY 3

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>70517</b> <b>W21A</b>	APP CRS <b>209°</b>	Rwy Idg <b>4400</b> TDZE <b>416</b> Apt Elev <b>416</b>
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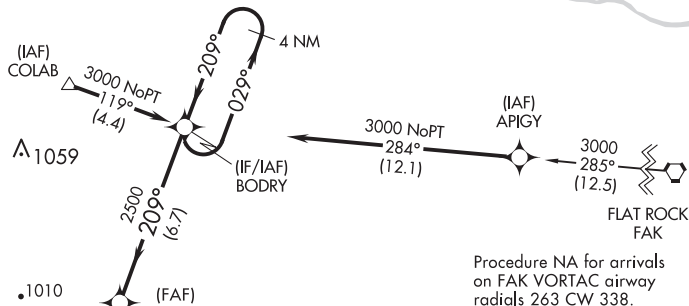
RNAV (GPS) RWY 21  
FARMVILLE RGNL (FVX)

RNP APCH-GPS.

**T** Baro-VNAV NA when using Lynchburg Rgnl/Preston Glenn Fld altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Lynchburg Rgnl/Preston Glenn Fld altimeter setting and increase LPV DA to 854 feet and all visibilities ½ SM, increase LNAV/VNAV DA to 1024 feet and all visibilities ¾ SM, increase all MDAs 160 feet and LNAV visibility Cat C ¾ SM. Circling Rwy 3 NA at night. Rwy 21 helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:**  
Climb to 3000 direct  
WAMPO and hold.

AWOS-3 132.725	ROANOKE APP CON 135.0 254.325	UNICOM 122.8 (CTAF) 0
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MISSED APCH FIX  
WAMPO

029° 209°  
4 NM

ELEV 416	TDZE 416
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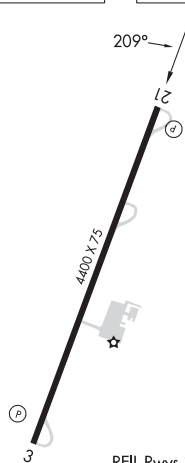


Diagram illustrating the 3000 WAMPO holding pattern. The pattern is a 4 NM holding pattern with a GP 3.00° TCH 52. The pattern consists of a 3.2 NM leg from RW21 to SIBTE, a 3.1 NM leg from SIBTE to DEPOY, and a 6.7 NM leg from DEPOY to BODRY. The pattern is a 4 NM holding pattern with a GP 3.00° TCH 52. The pattern is a 4 NM holding pattern with a GP 3.00° TCH 52.

CATEGORY	A	B	C	D
LPV DA	696-1	280 (300-1)		NA
LNAV/VNAV	866-1 $\frac{3}{8}$	450 (500-1 $\frac{3}{8}$ )		NA
LNAV MDA	860-1	444 (500-1)	860-1 $\frac{3}{8}$ 444 (500-1 $\frac{3}{8}$ )	NA
CIRCLING	900-1	484 (500-1)	1000-1 $\frac{1}{2}$ 584 (600-1 $\frac{1}{2}$ )	NA

FORT EUSTIS, VIRGINIA

RNAV (GPS) RWY 14

APCH CRS	Rwy Idg	3025
139°	TDZE	12
	Arpt Elev	12

[USA]

FELKER AAF (KFAF)

RNP APCH - GPS

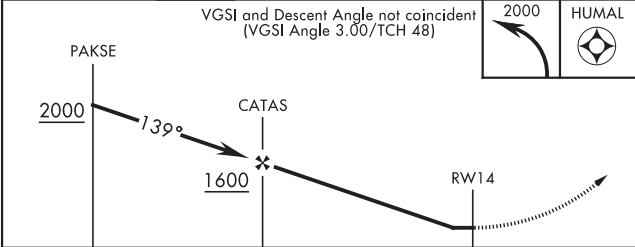
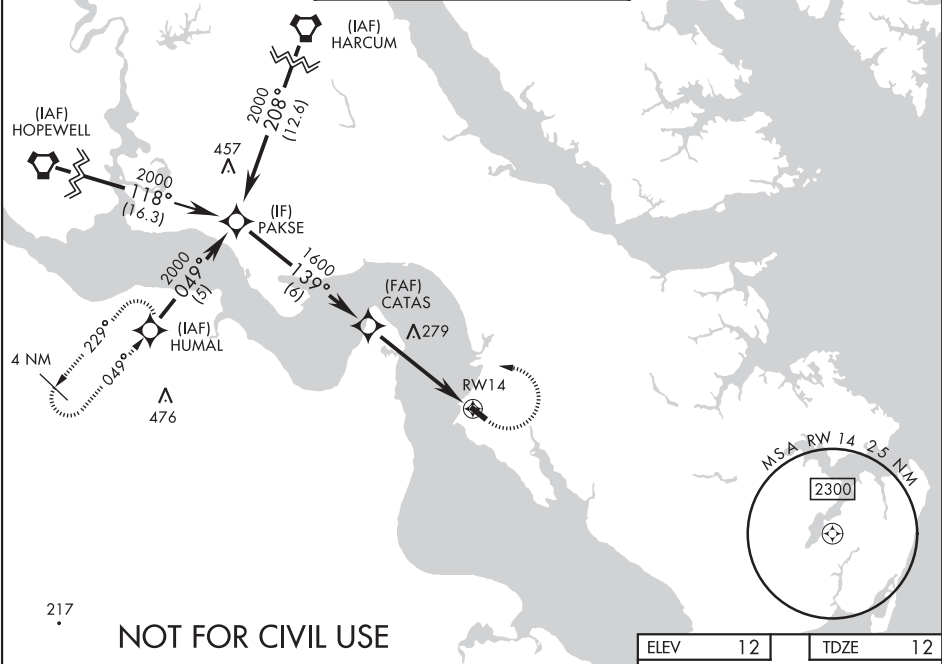
ODALS



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

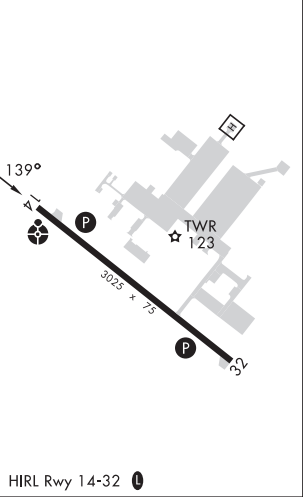
Procedure NA at night.  
When local altimeter setting not received, use Newport News/Williamsburg Intl altimeter setting. Rwy 14 helicopter visibility reduction below 1 SM NA.

NORFOLK APP CON	TOWER ★	GND CON
125.7 335.625	126.3 (CTAF) 0 269.25	121.35 229.4



CATEGORY	A	B	C	D
LNAV MDA	480-1	468 (500-1)	NA	
CIRCLING	480-1 468 (500-1)	560-1 548 (600-1)	NA	
NEWPORT NEWS /WILLIAMSBURG INTL ALTIMETER				
LNAV MDA	500-1	488 (500-1)	NA	
CIRCLING	500-1 488 (500-1)	580-1 568 (600-1)	NA	

ELEV 12	TDZE 12
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FORT EUSTIS, VIRGINIA

37°08'N-76°37'W

FELKER AAF (KFAF)

Amdt 3 30NOV23

RNAV (GPS) RWY 14

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

COPTER RNAV (GPS) RWY 14

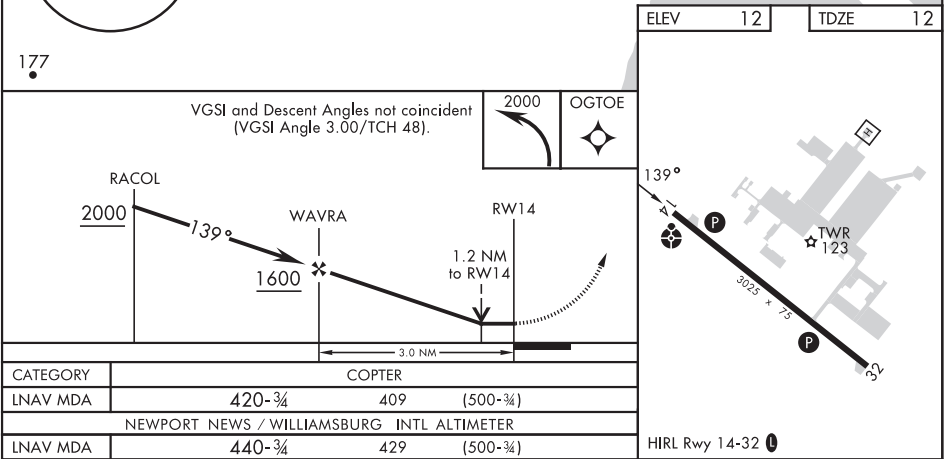
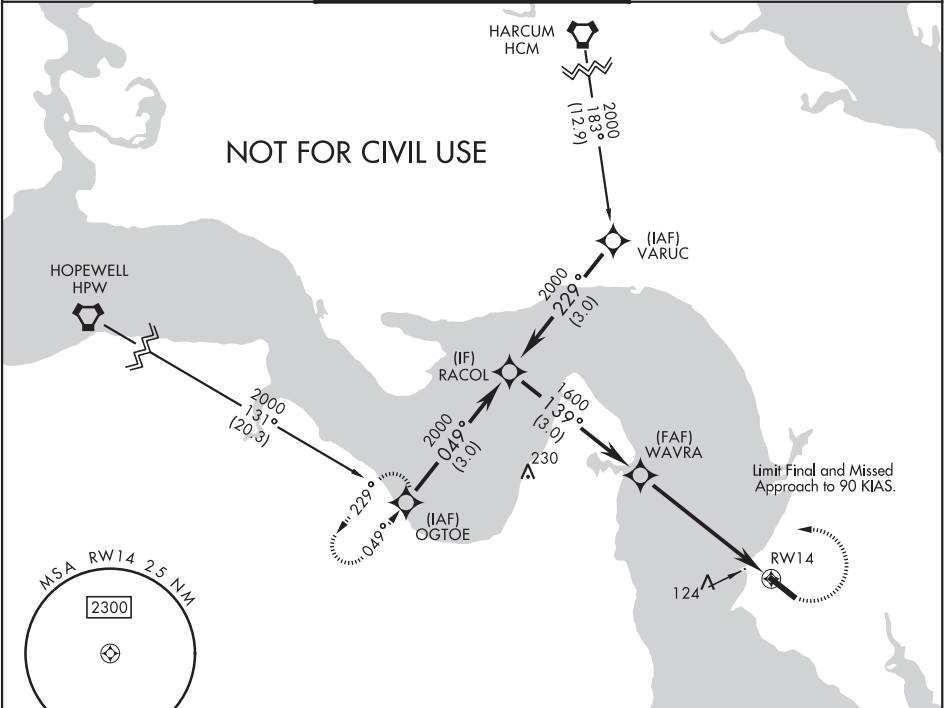
APCH CRS	Rwy Idg	3025
139°	TDZE	12
	Arpt Elev	12

[USA]

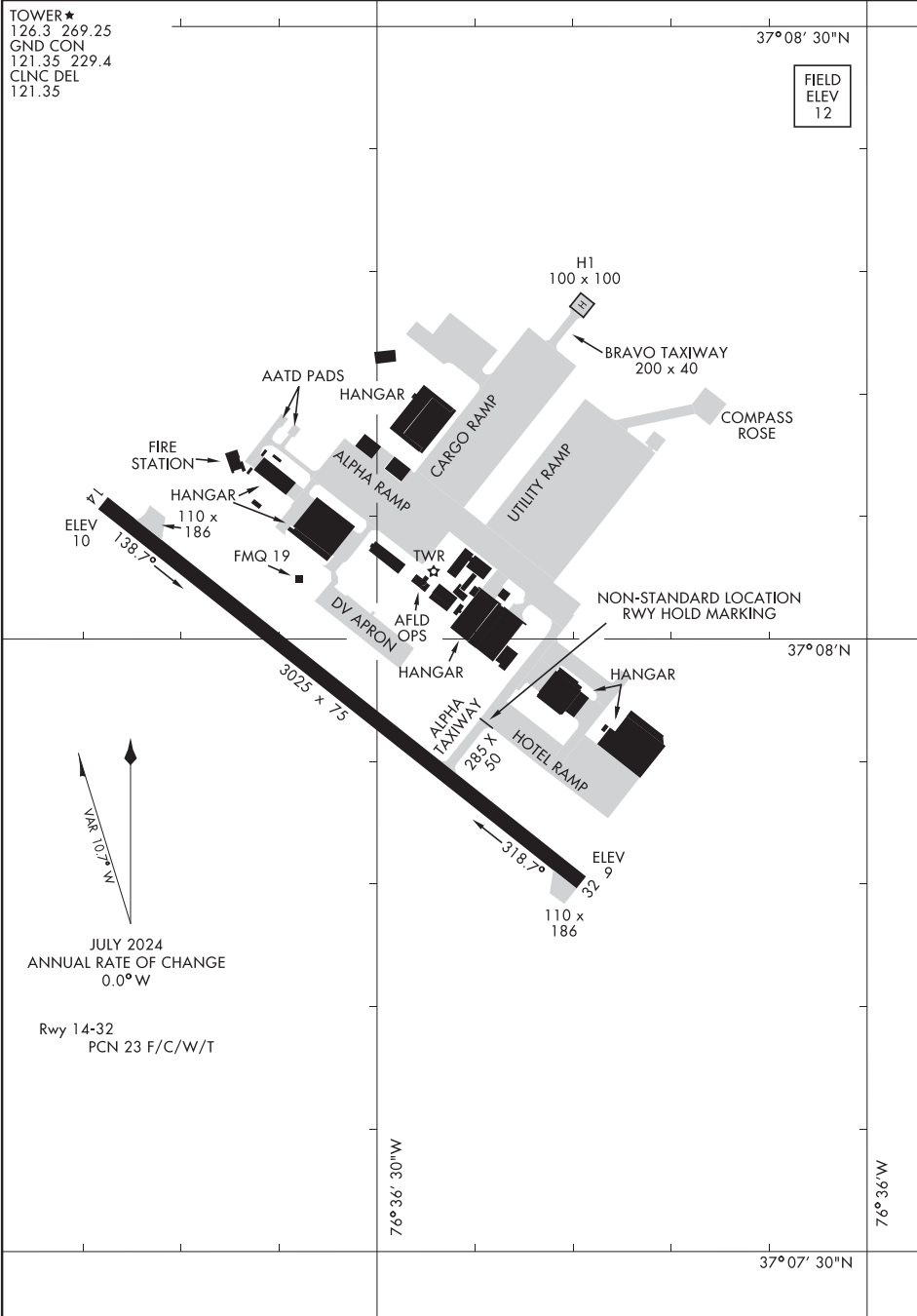
FELKER AAF (KFAF)

RNP APCH - GPS	ODALS	MISSED APPROACH: Climbing left turn to 2000 direct OGTOE and hold.
When local altimeter setting not received, use Newport News/Williamsburg Intl altimeter setting. VDP NA when using Newport News/Williamsburg Intl altimeter setting. Procedure NA at night.		

NORFOLK APP CON 125.7 335.625	FELKER TOWER ★ 126.3 (CTAF) 0 269.25	GND CON 121.35 229.4
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COPTER RNAV (GPS) RWY 14





FOREST, VIRGINIA

APP CRS <b>356°</b>	Rwy Idg <b>3164</b> TDZE <b>831</b> Apt Elev <b>842</b>
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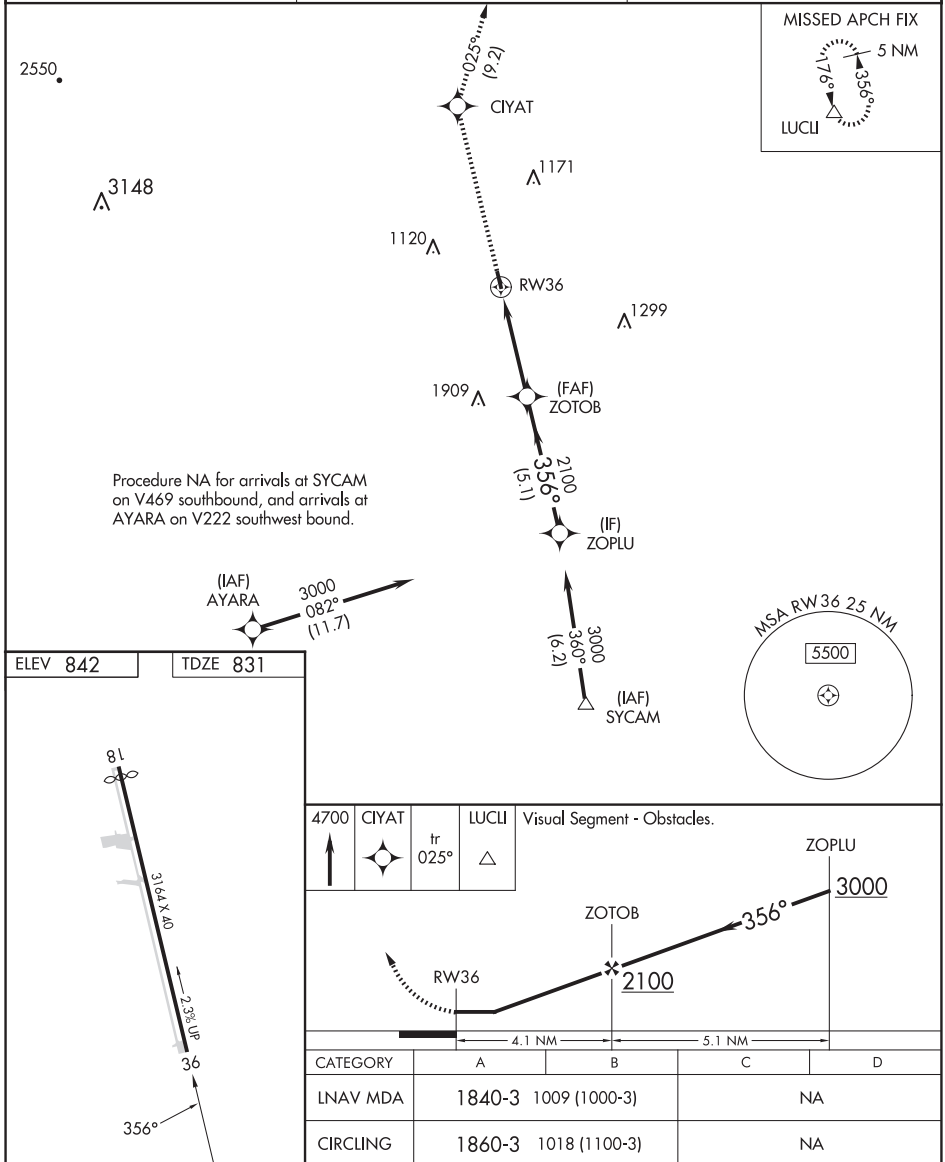
RNAV (GPS) RWY 36  
NEW LONDON (W90)

RNP APCH.

**T** Rwy 36 helicopter visibility reduction below 1 SM NA. Use  
**A** NA Lynchburg altimeter setting. Procedure NA at night.

MISSED APPROACH: Climb to 4700 direct CIYAT and on track 025° to LUCU and hold.

LYH ASOS <b>119.8</b>	ROANOKE APP CON <b>135.0 254.325</b>	UNICOM <b>122.8</b> (CTAF)
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FOREST, VIRGINIA

Orig-B 30JAN20

37°16'N-79°20'W

NEW LONDON (W90)

## RNAV (GPS) RWY 36

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025



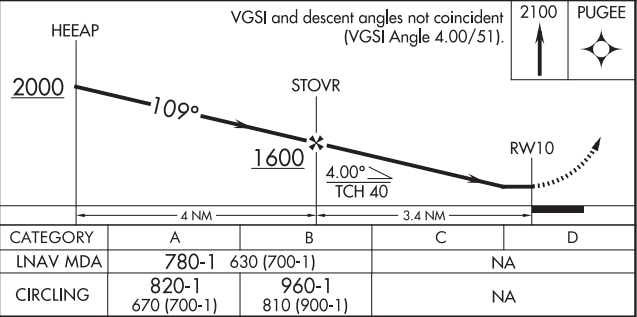
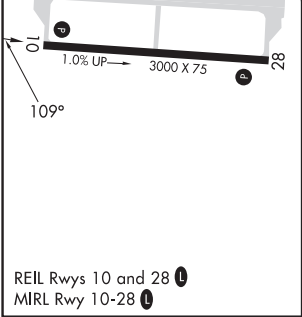
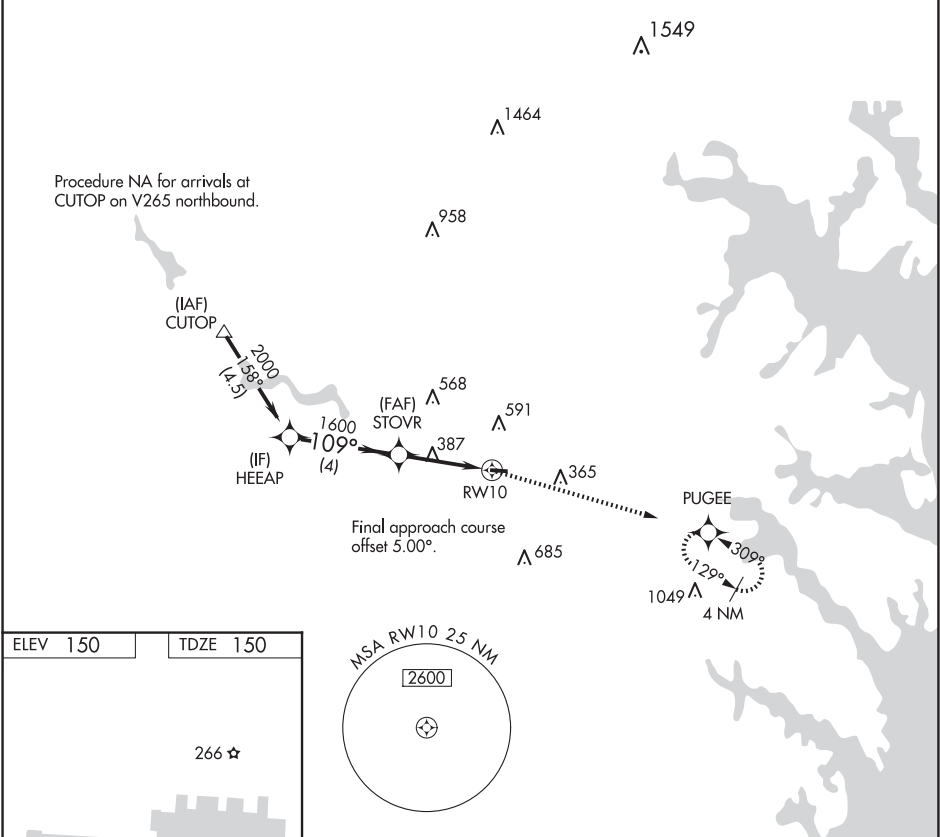
APP CRS	Rwy Idg	3000
109°	TDZE	150
	Apt Elev	150

RNAV (GPS) RWY 10

TIPTON (FME)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2100 direct PUGEE and hold.
<div><div>▼</div>Rwy 10 helicopter visibility reduction below 1 SM NA.</div> <div><div>▲</div>Straight-in Rwy 10 NA at night, Circling Rwy 10 NA at night.</div>	

AWOS-3 123.925	POTOMAC APP CON 119.7 290.475	UNICOM 123.05 (CTAF) 0
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APP CRS  
**090°**

Rwy Idg  
TDZE  
Apt Elev

**4977**  
**35**  
**40**

RNAV (GPS) RWY 9

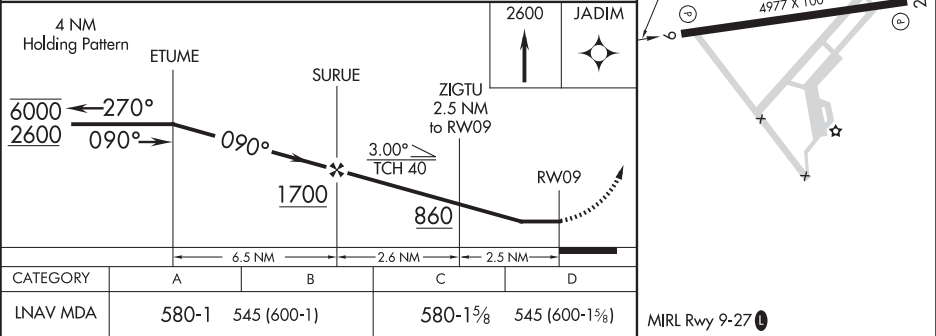
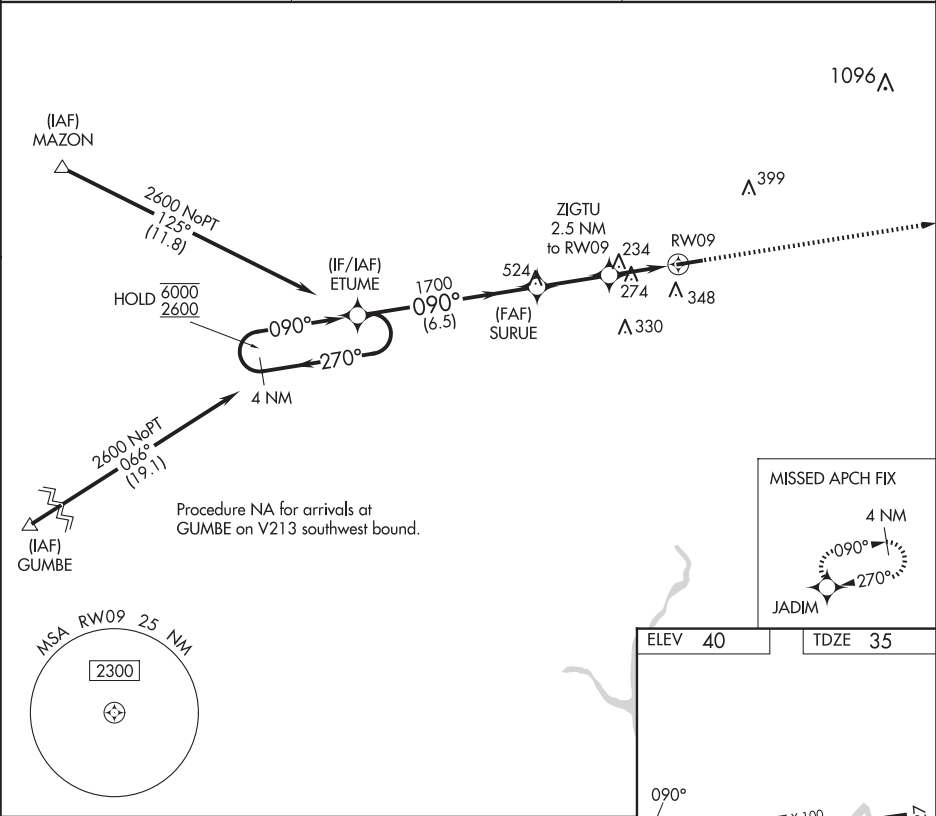
FRANKLIN RGNL (FKN)

RNP APCH - GPS.

Procedure NA at night. Rwy 9 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:  
Climb to 2600 direct  
JADIM and hold.

AWOS-3PT <b>124.675</b>	NORFOLK APP CON <b>127.9 269.425</b>	UNICOM <b>122.8 (CTAF) 1</b>
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RNP APCH - GPS.

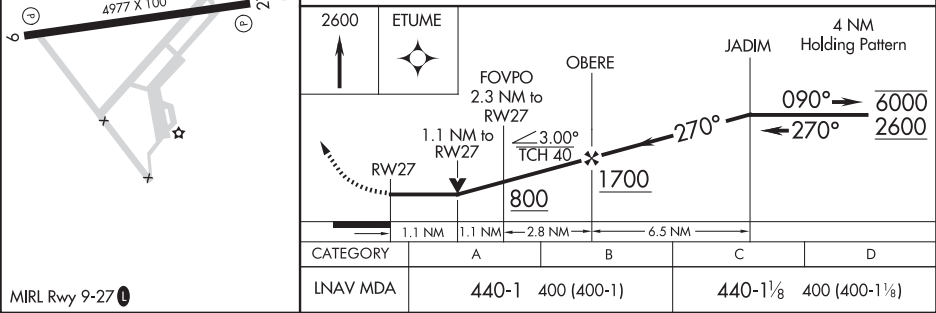
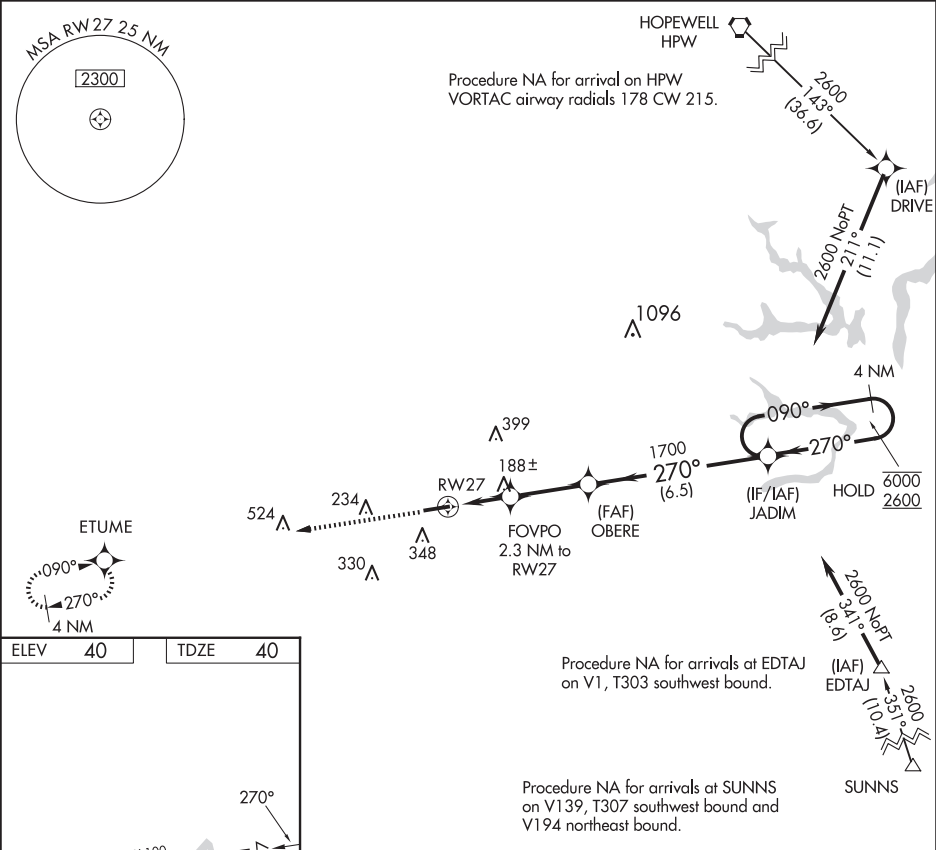
T

A

Rwy 27 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:  
Climb to 2600 direct  
ETUME and hold.

AWOS-3PT 124.675	NORFOLK APP CON 127.9 269.425	UNICOM 122.8 (CTAF) 0
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NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

25163

# ILS or LOC RWY 23

**MISSED APPROACH:** Climb to 1300 then climbing left turn to 2800 on FDK VOR R-048 to NUMBE INT and hold.

ATIS 124.875	POTOMAC APP CON 126.1 338.25	FREDERICK TOWER ★ 132.4 (CTAF) 0	GND CON 127.425	CLNC DEL 127.425	CLNC DEL 126.9 (When twr closed)	UNICOM 122.95
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WASHINGTON DC  
METROPOLITAN SFRA  
WARNING -- WASHINGTON DC SFRA.  
CTC POTOMAC APP CON

1300  
↑  
2800  
FDK  
R-048  
NUMBE  
INT

\* LOC only.

ZIBAT INT  
RICKE INT  
FESAN INT  
NUMBE INT

1700  
1700  
1700  
1700

049° → 4500  
← 229° 2800

229°  
2200

\*1080  
1700

2.8 NM  
1.5 NM  
3 NM  
3 NM

GS 3.00°  
TCH 54

One Minute  
Holding Pattern

CATEGORY	A	B	C	D
S-ILS 23	689-1		392 (400-1)	
S-LOC 23	1080- $\frac{3}{4}$ 783 (800- $\frac{3}{4}$ )	1080-1 783 (800-1)	1080-2	783 (800-2)
<b>C</b> CIRCLING	1080-1 774 (800-1)	1080-1 $\frac{1}{4}$ 774 (800-1 $\frac{1}{4}$ )	1100-2 $\frac{1}{2}$ 794 (800-2 $\frac{1}{2}$ )	1140-2 $\frac{3}{4}$ 834 (900-2 $\frac{3}{4}$ )
ZIBAT FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-LOC 23	1020- $\frac{3}{4}$	723 (800- $\frac{3}{4}$ )	1020-2	723 (800-2)
<b>C</b> CIRCLING	1020-1	714 (800-1)	1100-2 $\frac{1}{4}$ 794 (800-2 $\frac{1}{4}$ )	1140-2 $\frac{3}{4}$ 834 (900-2 $\frac{3}{4}$ )

ILS or LOC RWY 23

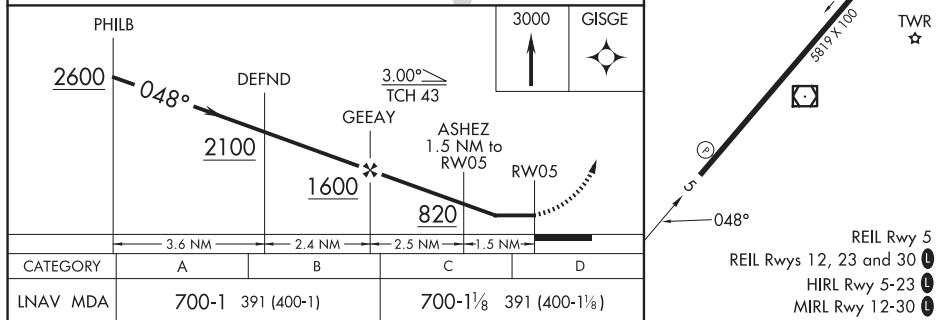
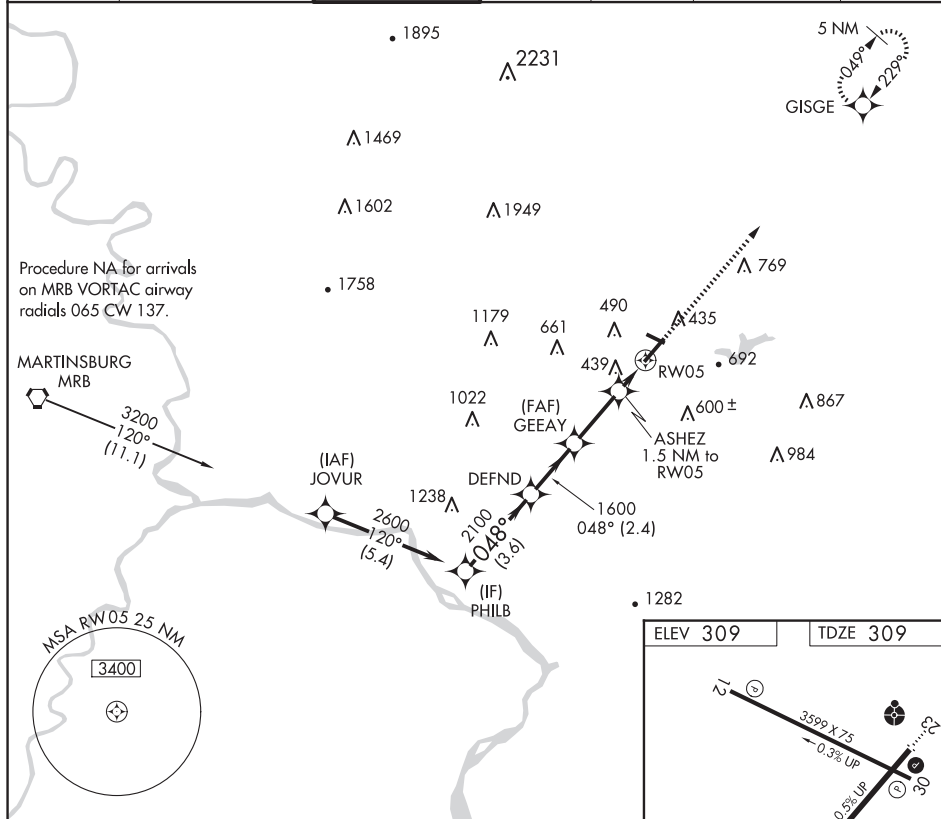
APP CRS <b>048°</b>	Rwy Ldg TDZE Apt Elev	<b>5819</b> <b>309</b> <b>309</b>
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RNAV (GPS) RWY 5  
FREDERICK MUNI (FDK)

**T**  
**A** Rwy 5 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

**MISSED APPROACH:** Climb to 3000 direct GISGE and hold, continue climb-in-hold to 3000.

ATIS <b>124.875</b>	POTOMAC APP CON <b>126.1 338.25</b>	FREDERICK TOWER ★ <b>132.4</b> (CTAF) <b>0</b>	GND CON <b>127.425</b>	CLNC DEL <b>127.425</b>	CLNC DEL <b>126.9</b> (When twr closed)	UNICOM <b>122.95</b>
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FREDERICK MUNI (FDK)  
RNAV (GPS) RWY 5

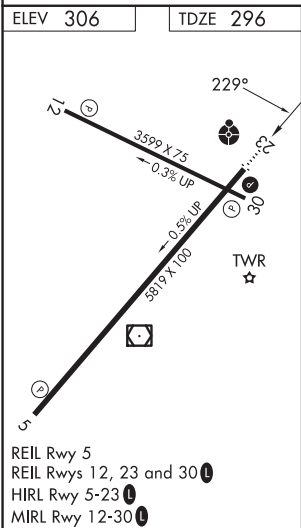
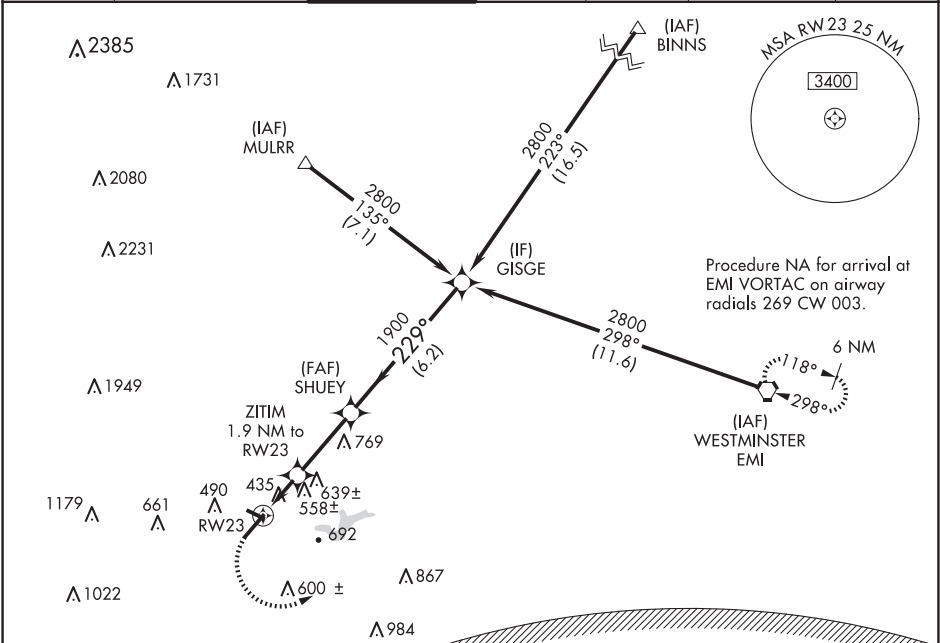
NE-3, 07 AUG 2025 to 02 OCT 2025



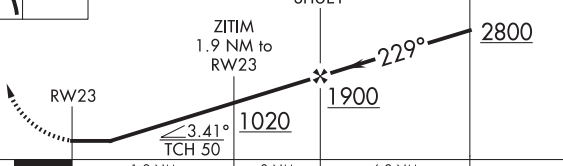

APP CRS	Rwy Ldg	5819
229°	TDZE	296
	Apt Elev	306

RNAV (GPS) Y RWY 23  
FREDERICK MUNI (F'DK)

RNP APCH.	ODALS	MISSED APPROACH: Climbing left turn to 3000 direct EMI VORTAC and hold.
Inop table does not apply to Cat C. Rwy 23 helicopter visibility reduction below ¾ SM NA. Circling Rwy 30 NA at night.		

ATIS 124.875	POTOMAC APP CON 126.1 338.25	FREDERICK TOWER ★ 132.4 (CTAF) 0	GND CON 127.425	CLNC DEL 127.425	CLNC DEL 126.9 (When twr closed)	UNICOM 122.95
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3000	EMI	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 54).		Procedure Turn NA	
					
CATEGORY		A	B	C	D
LNAV MDA		820-3/4 524 (600-3/4)		820-1 1/2 524 (600-1 1/2)	820-1 3/4 524 (600-1 3/4)
 CIRCLING		920-1 614 (700-1)		1100-2 1/4 794 (800-2 1/4)	1200-2 3/4 894 (900-2 3/4)

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

FREDERICK, MARYLAND

AL-5089 (FAA)

25163

WAAS CH <b>81802</b> <b>W23A</b>	APP CRS <b>229°</b>	Rwy Ldg TDZE <b>296</b> Apt Elev <b>306</b>
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# **RNAV (GPS) Z RWY 23** **FREDERICK MUNI (FDK)**

RNP APCH.

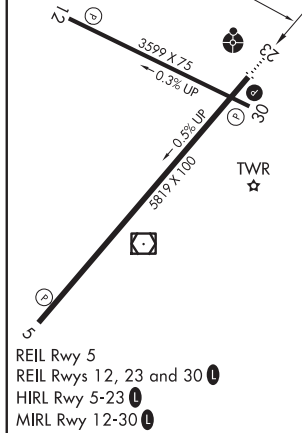
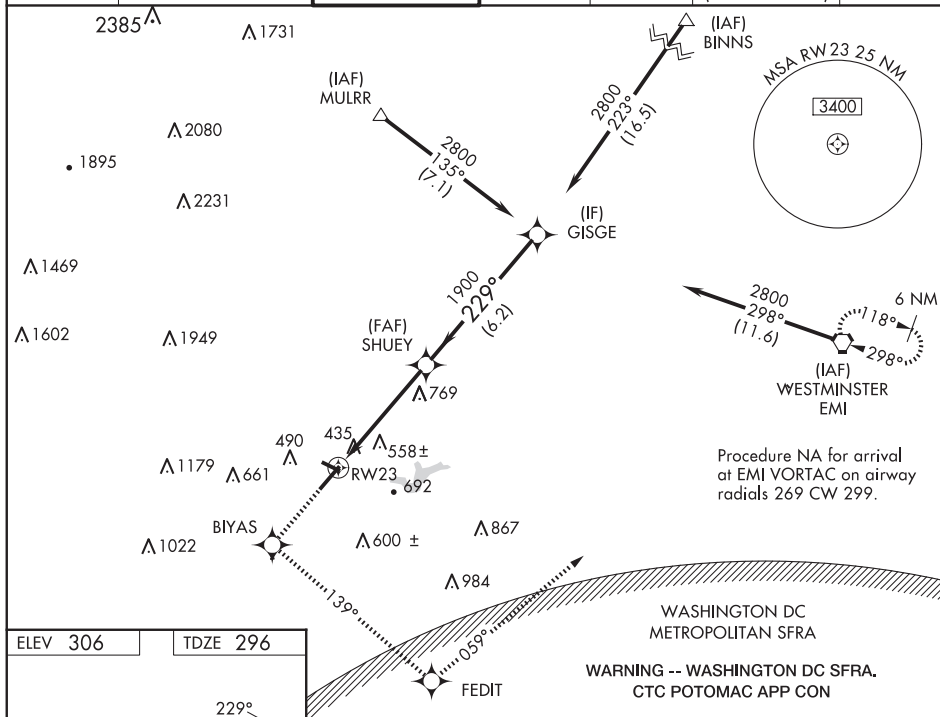
**⚠** Rwy 23 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. Circling Rwy 30 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Inop table does not apply to LPV, LNAV/VNAV all Cats, and LNAV Cat C.

ODALS



**MISSED APPROACH:** Climb to 3000 direct BIYAS WP and via 139° track to FEDIT WP and via 059° track to EMI VORTAC and hold.

ATIS <b>124.875</b>	POTOMAC APP CON <b>126.1 338.25</b>	FREDERICK TOWER ★ <b>132.4</b> (CTAF) <b>0</b>	GND CON <b>127.425</b>	CLNC DEL <b>127.425</b>	CLNC DEL <b>126.9</b> (When twr closed)	UNICOM <b>122.95</b>
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3000	BIYAS	FEDIT	EMI	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 54).
↑	tr 139°	tr 059°		
*LNAV only.				
		*2.2 NM to RWY23	SHUEY	GISGE
			1900	2800
				GP 3.00° TCH 50
	2.2	2.7 NM	6.2 NM	
CATEGORY	A	B	C	D
LPV DA	690-1½ 394 (400-1½)			
LNAV/VNAV DA	1020-2½ 724 (800-2½)			
LNAV MDA	1020-¾ 724 (800-¾)	1020-2 724 (800-2)	1020-2½ 724 (800-2½)	1020-2½ 724 (800-2½)
<b>C</b> CIRCLING	1020-1 714 (800-1)	1100-2¼ 794 (800-2¼)	1200-2¾ 894 (900-2¾)	

FREDERICK, MARYLAND

Orig-G 30JAN20

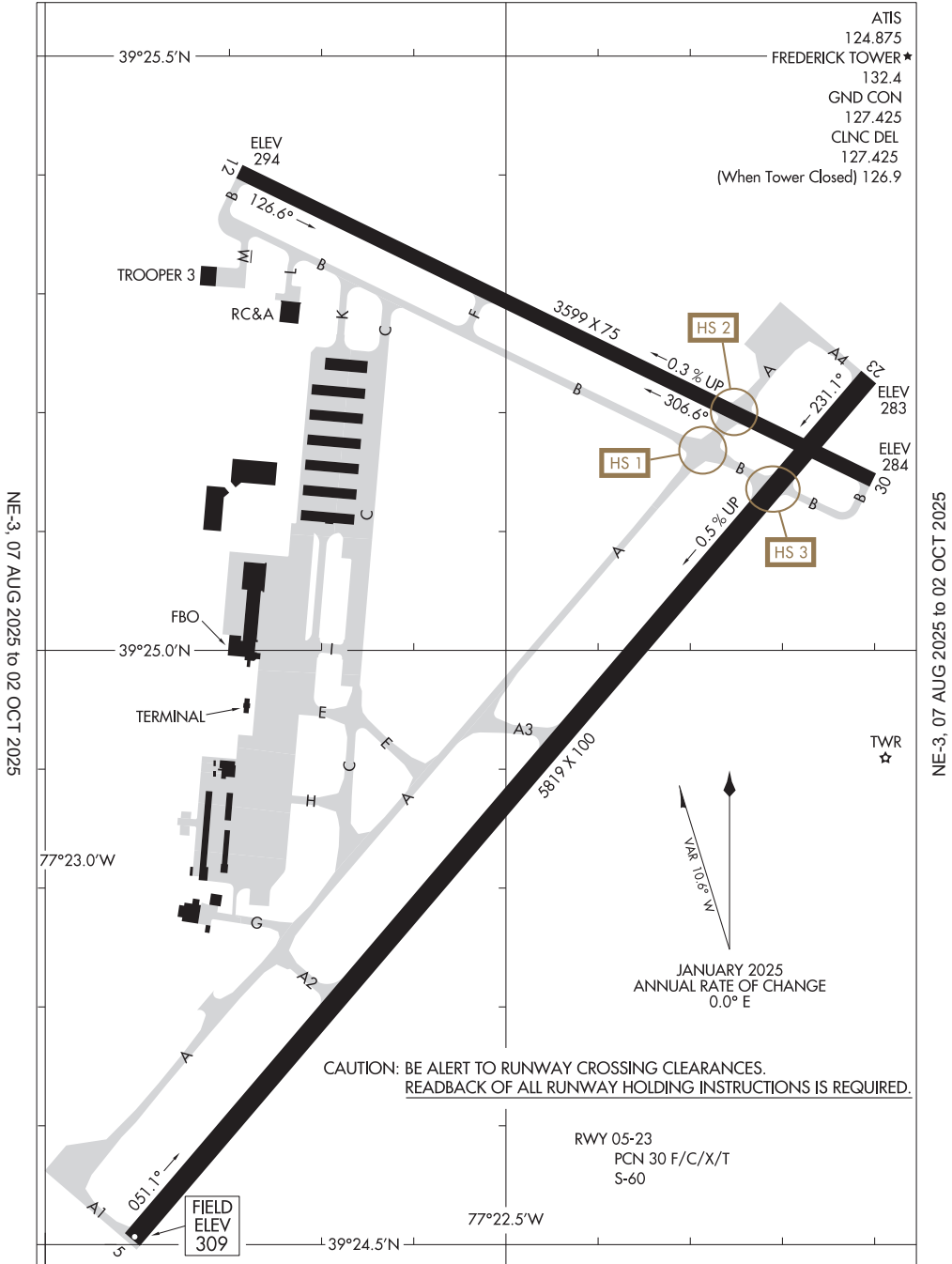
39°25'N-77°22'W

FREDERICK MUNI (FDK)

# **RNAV (GPS) Z RWY 23**

NE-3, 07 AUG 2025 to 02 OCT 2025





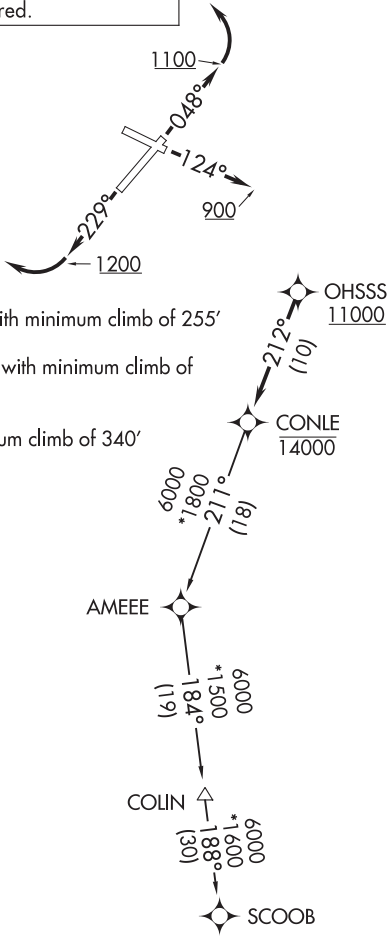
(CONLE5.CONLE) 24193 AL-5089 (FAA)  
CONLE FIVE DEPARTURE (RNAV)

FREDERICK MUNI (F'DK)  
FREDERICK, MARYLAND

POTOMAC DEP CON  
126.1 338.25  
ATIS  
124.875  
CLNC DEL  
127.425  
126.9 (when twr closed)  
GND CON  
127.425  
FREDERICK TOWER ★  
132.4 (CTAF)

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

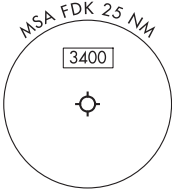
TOP ALTITUDE:  
ASSIGNED BY ATC



TAKEOFF MINIMUMS:

- Rwy 5: 400-3 or standard with minimum climb of 255' per NM to 600.
- Rwy 12: 500-2¾ or standard with minimum climb of 410' per NM to 800.
- Rwy 23: Standard.
- Rwy 30: Standard with minimum climb of 340' per NM to 2400.

NOTE: Jet aircraft only.



NOTE: Chart not to scale.

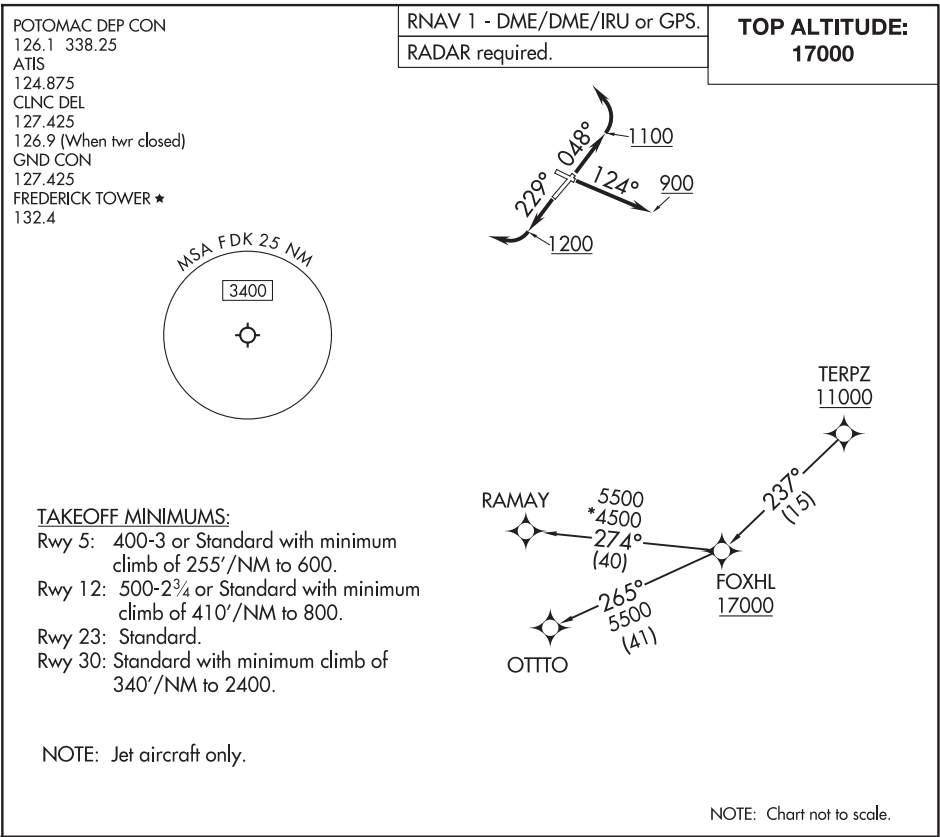


DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 5: Climb on heading 048° to 1100 before turning left.
- TAKEOFF RUNWAY 12: Climb on heading 124° to 900 before proceeding westbound.
- TAKEOFF RUNWAY 23: Climb on heading 229° to 1200 before turning right.

Climb on assigned heading for RADAR vectors to cross OHSSS at or above 11000, then on track 212° to cross CONLE at or below 14000, then on assigned transition. Maintain ATC assigned altitude. Expect clearance to filed altitude within 10 minutes after departure.

- COLIN TRANSITION (CONLE5.COLIN)
- SCOOB TRANSITION (CONLE5.SCOOB)



(LINSE2.LINSE) 25051

FREDERICK MUNI (F'DK)

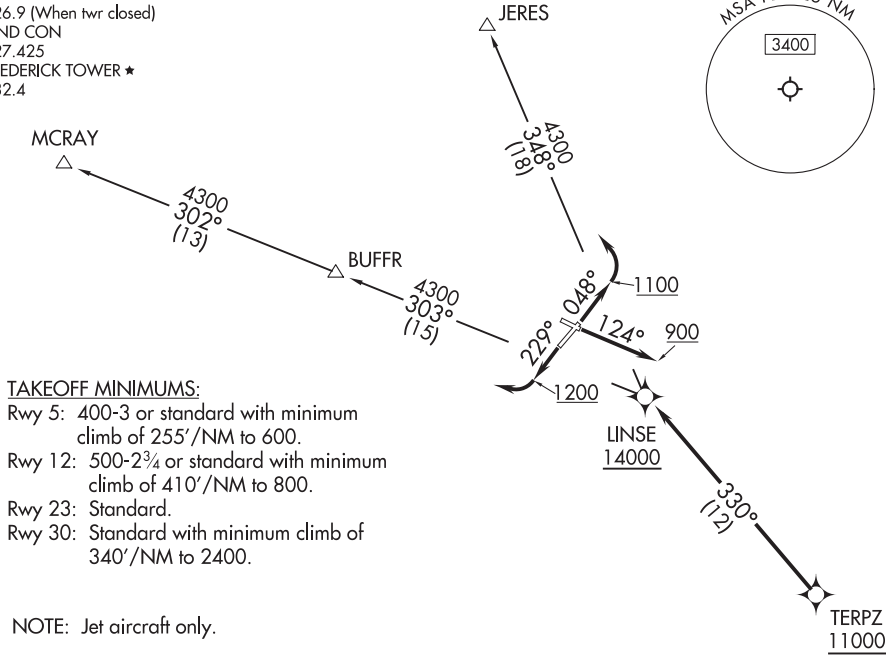
FREDERICK, MARYLAND

LINSE TWO DEPARTURE (RNAV)

POTOMAC DEP CON  
126.1 338.25  
ATIS  
124.875  
CLNC DEL  
127.425  
126.9 (When twr closed)  
GND CON  
127.425  
FREDERICK TOWER ★  
132.4

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

TOP ALTITUDE:  
16000



TAKEOFF MINIMUMS:

- Rwy 5: 400-3 or standard with minimum climb of 255'/NM to 600.
- Rwy 12: 500-2¾ or standard with minimum climb of 410'/NM to 800.
- Rwy 23: Standard.
- Rwy 30: Standard with minimum climb of 340'/NM to 2400.

NOTE: Jet aircraft only.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 5: Climb on heading 048° to 1100 before turning left.
- TAKEOFF RUNWAY 12: Climb on heading 124° to 900 before proceeding westbound.
- TAKEOFF RUNWAY 23: Climb on heading 229° to 1200 before turning right.

Climb on assigned heading for RADAR vectors to cross TERPZ at or above 11000, thence....

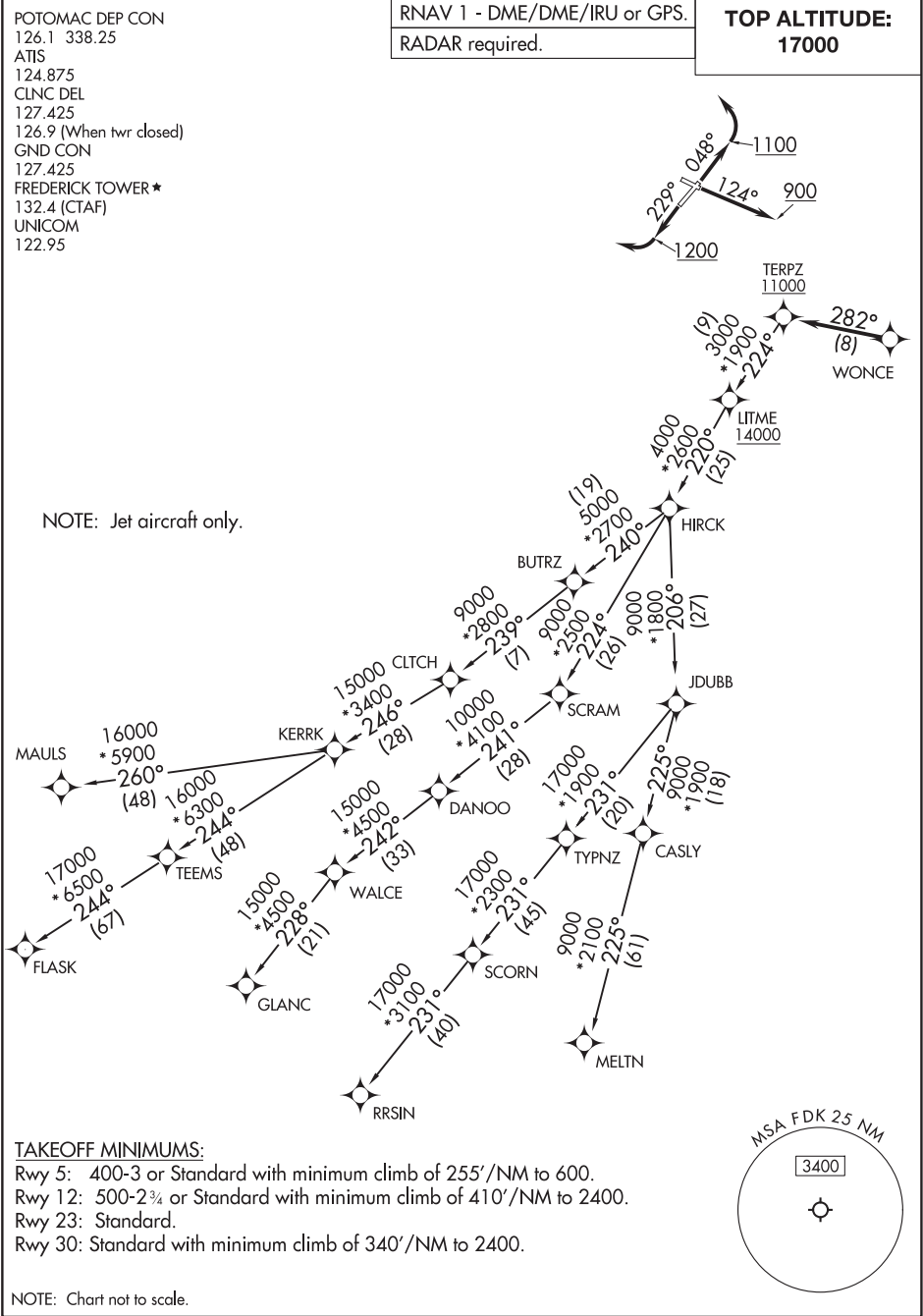
....then on track 330° to cross LINSE at or above 14000. Then on assigned transition. Maintain 16000, expect filed altitude 10 minutes after departure.

- JERES TRANSITION (LINSE2.JERES)
- MCRA Y TRANSITION (LINSE2.MCRA Y)

LINSE TWO DEPARTURE (RNAV)

(LINSE2.LINSE) 20FEB25

FREDERICK, MARYLAND  
FREDERICK MUNI (F'DK)



TERPZ EIGHT DEPARTURE (RNAV)

FREDERICK, MARYLAND



DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 5: Climb on heading 048° to 1100 before turning left.
- TAKEOFF RUNWAY 12: Climb on heading 124° to 900 before proceeding westbound.
- TAKEOFF RUNWAY 23: Climb on heading 229° to 1200 before turning right.

Climb on assigned heading for RADAR vectors to WONCE, thence. . . .  
. . . then on track 282° to cross TERPZ at or above 11000, then on assigned transition.  
Maintain 17000, expect filed altitude 10 minutes after departure.

- CLTCH TRANSITION (TERPZ8.CLTCH)
- FLASK TRANSITION (TERPZ8.FLASK)
- GLANC TRANSITION (TERPZ8.GLANC)
- MAULS TRANSITION (TERPZ8.MAULS)
- MELTN TRANSITION (TERPZ8.MELTN)
- RRSIN TRANSITION (TERPZ8.RRSIN)

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025



FREDERICKSBURG, VIRGINIA

AL-5172 (FAA)

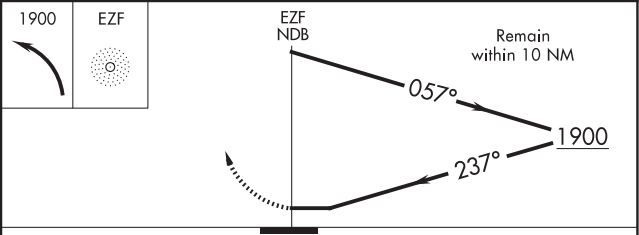
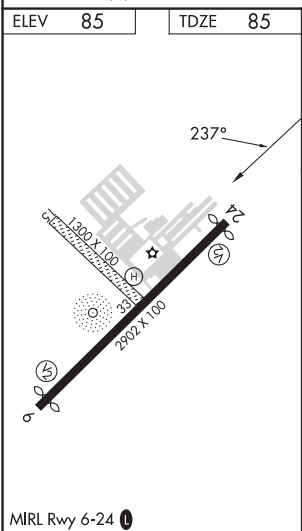
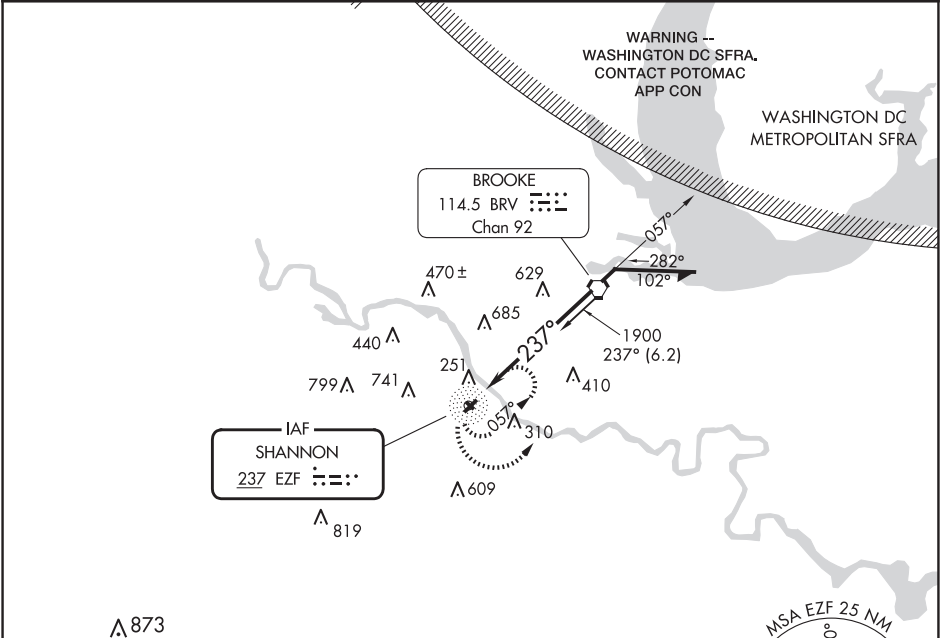
25163

NDB EZF	APP CRS	Rwy Ldg	2822
237	237°	TDZE	85
		Apt Elev	85

NDB RWY 24  
SHANNON (EZF)

▼ ▲ NA	Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received use Stafford altimeter setting and increase all MDA 40 feet. Procedure NA at night. Circling NA to Rwy 15-33.	MISSED APPROACH: Climbing left turn to 1900 in EZF NDB holding pattern.
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AWOS-3 128.125	QUANTICO APP CON ★ 127.05 290.375	GCO 135.075	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-24	1100-3	1015 (1100-3)		NA
CIRCLING	1100-3	1015 (1100-3)		NA

FREDERICKSBURG, VIRGINIA  
Amdt 3A 11DEC14

38°16'N-77°27'W

SHANNON (EZF)  
NDB RWY 24

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025



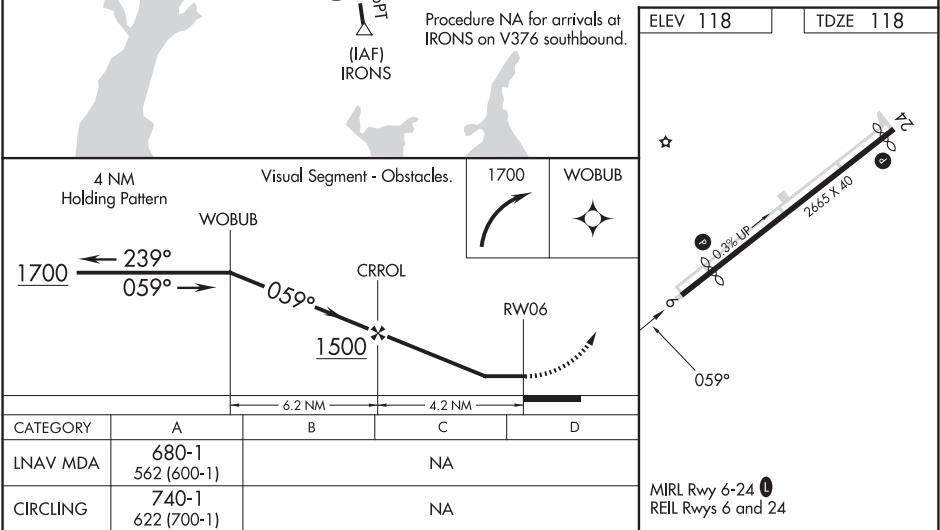
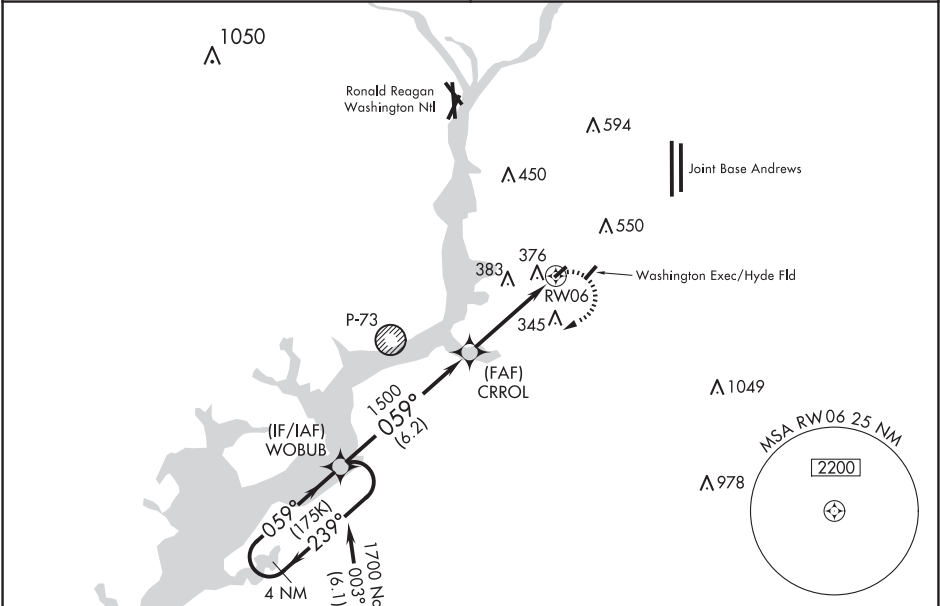
APP CRS	Rwy Idg	2289
059°	TDZE	118
	Apt Elev	118

RNAV (GPS) RWY 6

POTOMAC AIRFIELD (VKX)

RNP APCH - GPS.	
<div><div>▽</div><div>NA</div></div>	Circling NA SE of Rwy 6-24. Circling Rwy 24 NA at night. If local altimeter setting not received, use Joint Base Andrews altimeter setting and increase all MDAs 40 feet. Rwy 6 helicopter visibility reduction below 1 SM NA.
MISSED APPROACH: Climbing right turn to 1700 direct WOBUB and hold.	

POTOMAC APP CON	UNICOM
124.7 338.2	122.8 (CTAF) 0



NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

FRONT ROYAL, VIRGINIA

AL-10327 (FAA)

24193

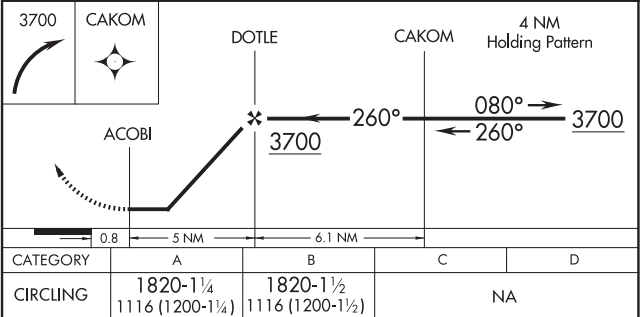
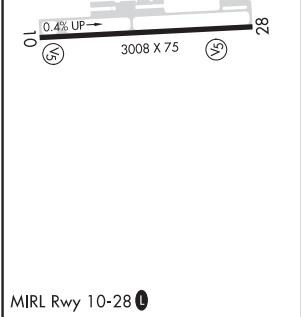
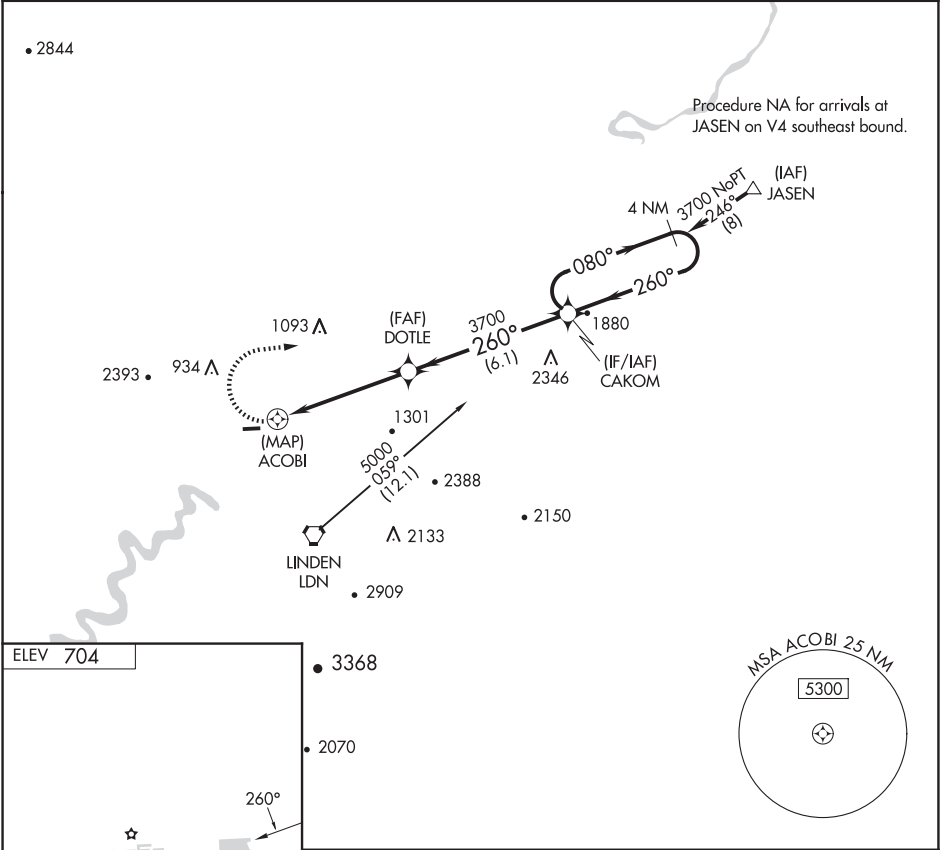
APP CRS	Rwy Idg	N/A
260°	TDZE	N/A
	Apt Elev	704

RNAV (GPS) -A

FRONT ROYAL-WARREN COUNTY (FRR)

RNP APCH.	Procedure NA at night. When local altimeter setting not received, use Winchester altimeter setting and increase all MDA 40 feet.	MISSED APPROACH: Climbing right turn to 3700 direct CAKOM and hold.
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AWOS-3 121.85	OKV AWOS-3 124.85	POTOMAC APP CON 120.45	UNICOM 123.0 (CTAF) 0
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FRONT ROYAL, VIRGINIA  
Orig-C 27FEB20

38°55'N - 78°15'W

FRONT ROYAL-WARREN COUNTY (FRR)  
RNAV (GPS) -A

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

WAAS  
CH **77502**  
**W14A**

APP CRS  
**136°**

Rwy Ldg  
TDZE  
Apt Elev  
**4202**  
**520**  
**539**

**RNAV (GPS) RWY 14**

MONTGOMERY COUNTY AIRPARK (GAI)

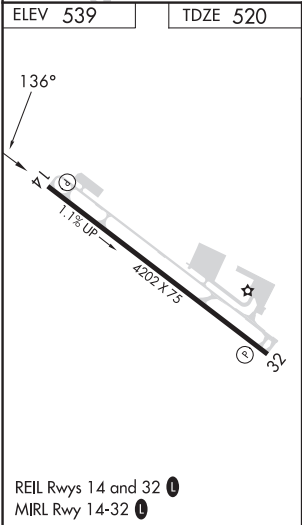
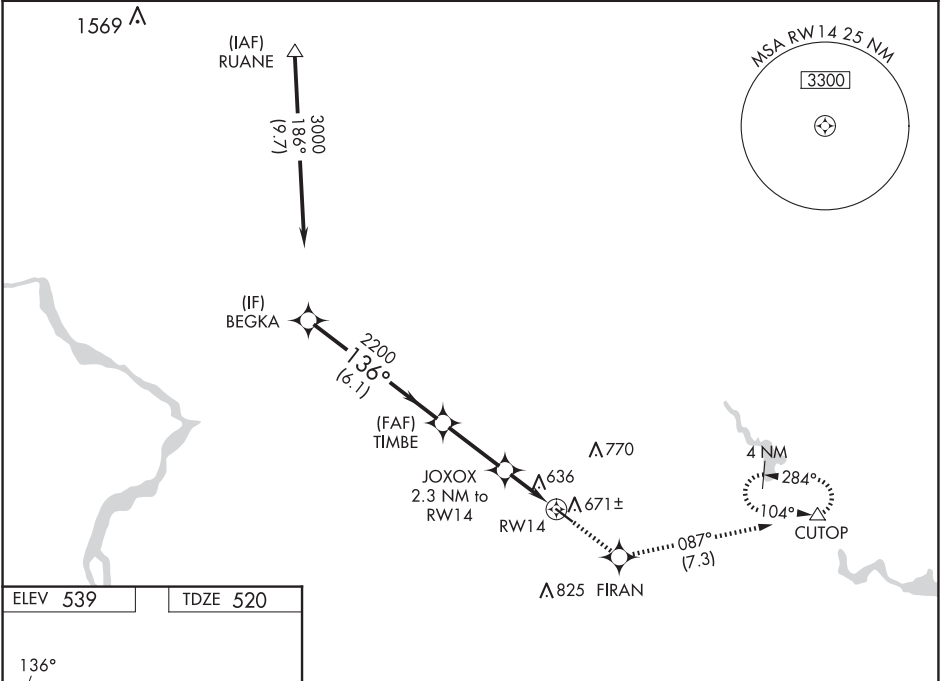
RNP APCH.

⚠

Baro-VNAV NA when using Washington Dulles Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 36°C. When local altimeter setting not received, use Washington Dulles Intl altimeter setting and increase all DA/MDAs 80 feet and all visibilities ¼ mile. Rwy 14 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2100 direct FIRAN and on track 087° to CUTOP and hold.

AWOS-3PT <b>128.275</b>	POTOMAC APP CON <b>128.7 307.9</b>	CLNC DEL <b>121.6</b>	UNICOM <b>123.075 (CTAF) 1</b>
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).				2100 ↑	FIRAN ✦	tr 087°	CUTOP △
BEGKA				*LNAV only			
3000				TIMBE 2200	JOXOX 2.3 NM to RW14		
GP 3.00° TCH 40				136°	*1280	*1.4 NM to RW14	
				2200		RW14	
				6.1 NM	2.8 NM	1 NM	1.4 NM
CATEGORY	A	B	C	D			
LPV DA	789-1 269 (300-1)						
LNAV/ VNAV DA	919-1½ 399 (400-1½)						
LNAV MDA	980-1 460 (500-1)		980-1½ 460 (500-1½)		980-1½ 460 (500-1½)		


GAITHERSBURG, MARYLAND

AL-5212 (FAA)

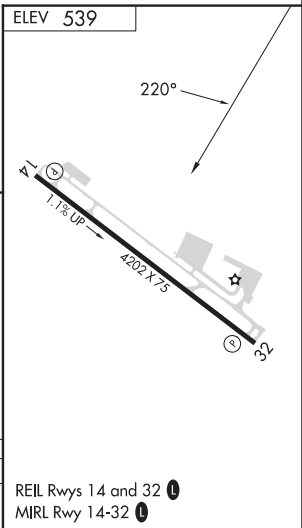
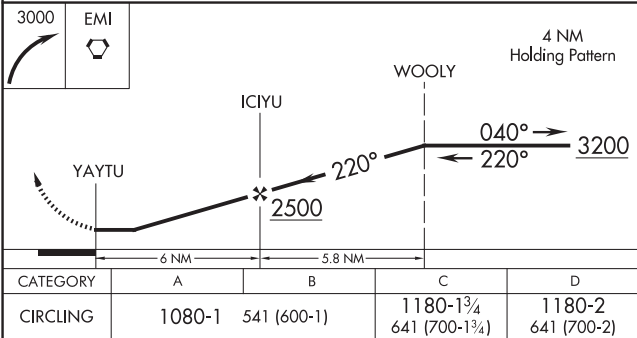
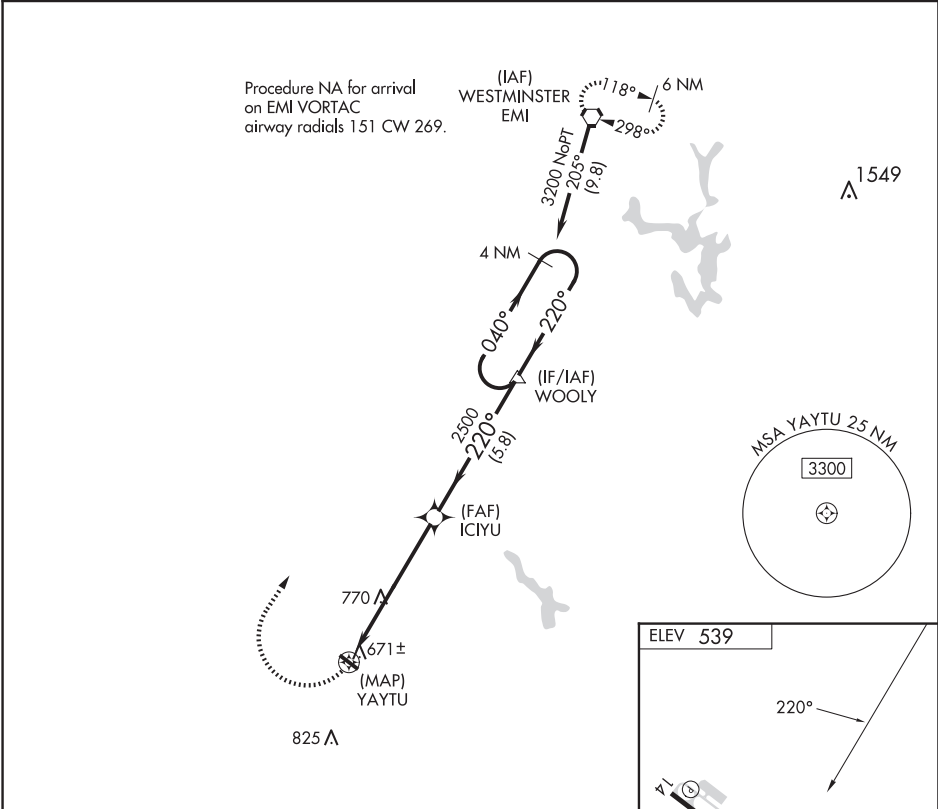
25163

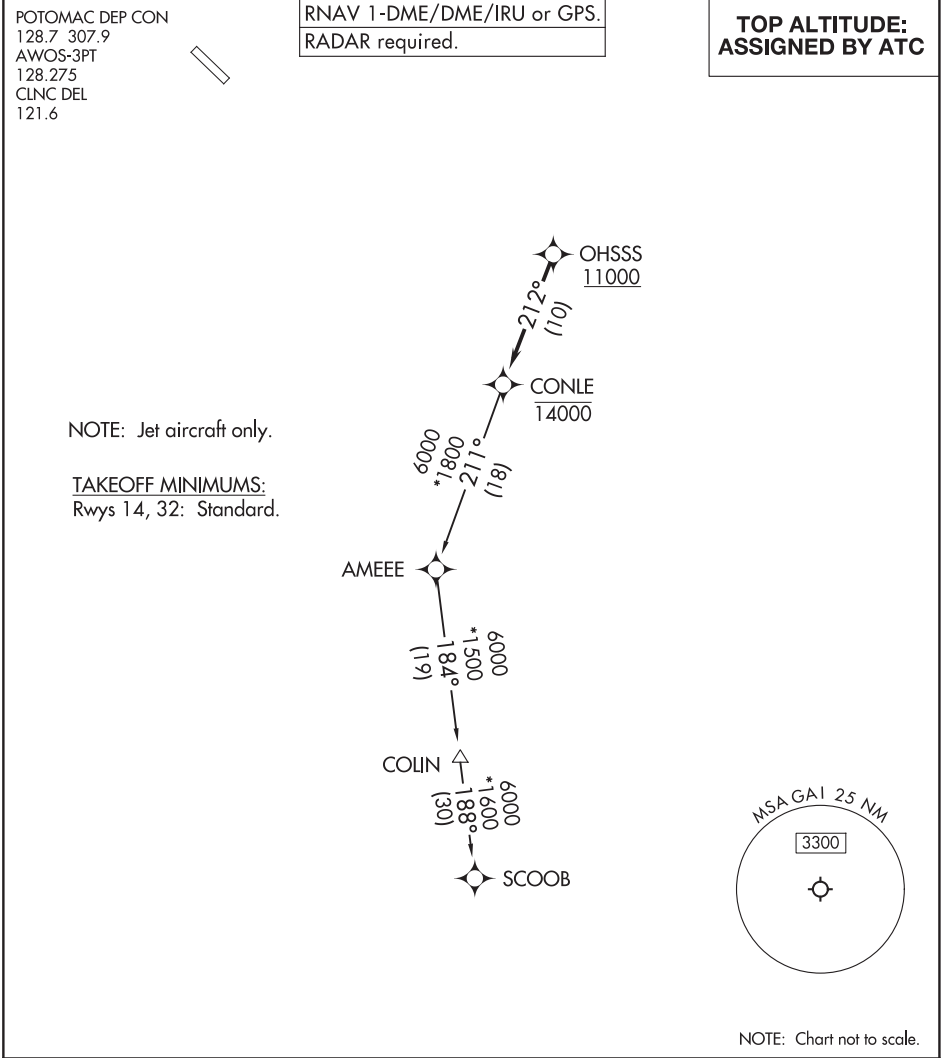
APP CRS <b>220°</b>	Rwy Ldg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>539</b>
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**RNAV (GPS)-A**  
MONTGOMERY COUNTY AIRPARK (GAI)

RNP APCH.	MISSED APPROACH: Climbing right turn to 3000 direct EMI VORTAC and hold.
 When local altimeter setting not received use Washington Dulles Intl altimeter setting and increase all MDA 80 feet and Circling Cats C/D visibility ¼ SM.	

AWOS-3PT <b>128.275</b>	POTOMAC APP CON <b>128.7 307.9</b>	CLNC DEL <b>121.6</b>	UNICOM <b>123.075 (CTAF) 0</b>
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DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to cross OHSSS at or above 11000, then on track 212° to cross CONLE at or below 14000, then on assigned transition. Maintain ATC assigned altitude. Expect clearance to filed altitude within 10 minutes after departure.

COLIN TRANSITION (CONLE5.COLIN)

SCOOB TRANSITION (CONLE5.SCOOB)

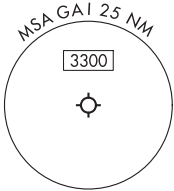
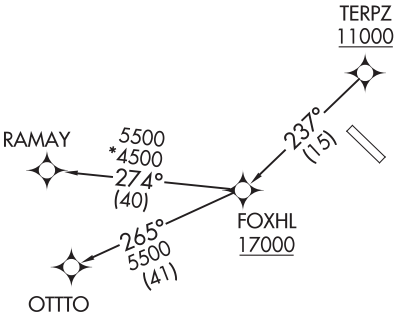
NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

POTOMAC DEP CON  
128.7 307.9  
AWOS-3PT  
128.275  
CLNC DEL  
121.6

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

TOP ALTITUDE:  
17000



NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:  
Rwy 14, 32: Standard.

NOTE: Chart not to scale.

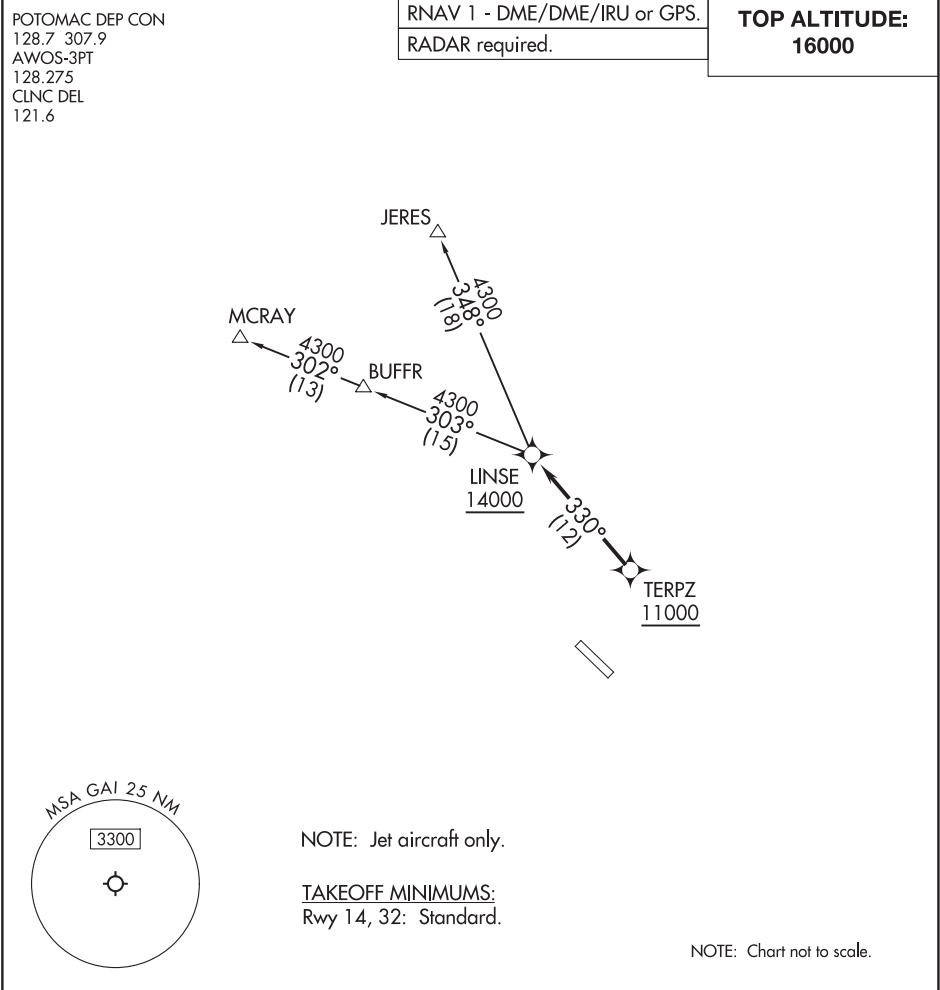


DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to cross TERPZ at or above 11000, thence....

....then on track 237° to cross FOXHL at or above 17000, then on assigned transition. Maintain 17000, expect filed altitude 10 minutes after departure.

- OTTO TRANSITION (FOXHL1.OTTO)
- RAMAY TRANSITION (FOXHL1.RAMAY)



▼

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to cross TERPZ at or above 11000, thence....

....then on track 330° to cross LINSE at or above 14000. Then on assigned transition. Maintain 16000, expect filed altitude 10 minutes after departure.

JERES TRANSITION (LINSE2.JERES)

MCRAJ TRANSITION (LINSE2.MCRAJ)

(TERPZ8.TERPZ) 24193

AL-5212 (FAA)

MONTGOMERY COUNTY AIRPARK (GAI)

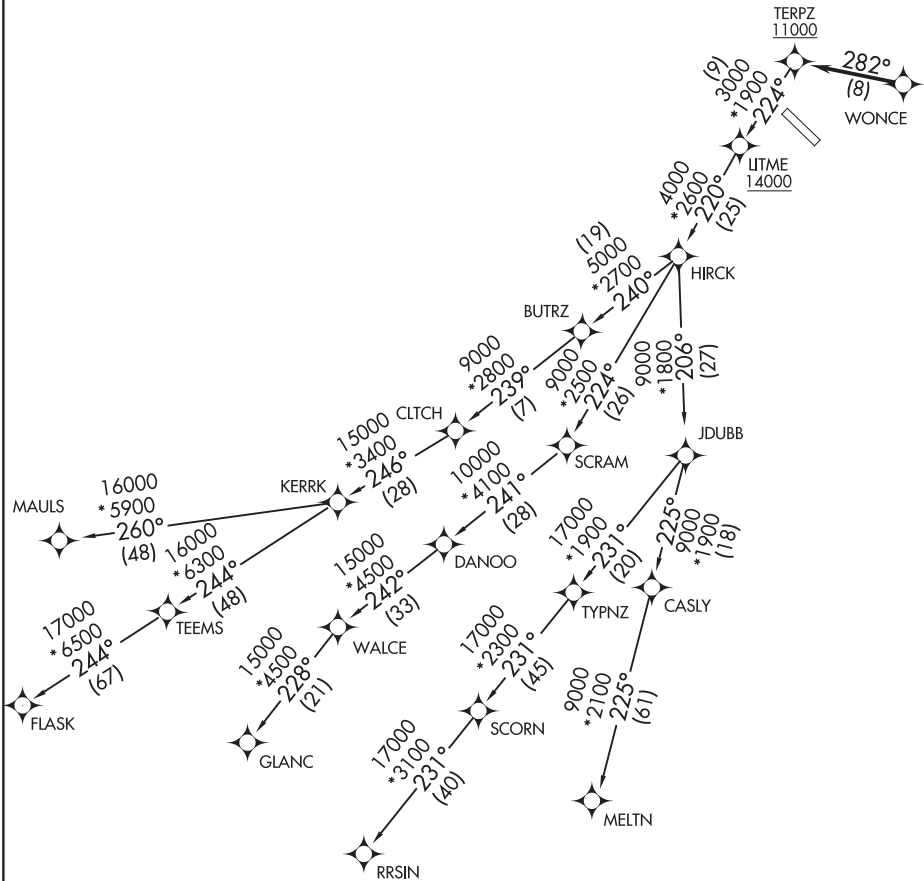
TERPZ EIGHT DEPARTURE (RNAV)

GAITHERSBURG, MARYLAND

POTOMAC DEP CON  
128.7 307.9  
AWOS-3PT  
128.275  
CLNC DEL  
121.6  
UNICOM  
123.075 (CTAF)

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

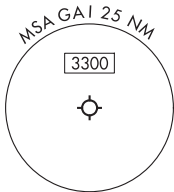
TOP ALTITUDE:  
17000



NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:  
Rwy 14, 32: Standard.

NOTE: Chart not to scale.



TERPZ EIGHT DEPARTURE (RNAV)

(TERPZ8.TERPZ) 11JUL24

GAITHERSBURG, MARYLAND  
MONTGOMERY COUNTY AIRPARK (GAI)

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025





## DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to WONCE, thence. . .

... then on track 282° to cross TERPZ at or above 11 000, then on assigned transition. Maintain 17000, expect filed altitude 10 minutes after departure.

CLTCH TRANSITION (TERPZ8.CLTCH)

## FLASK TRANSITION (TERPZ8.FLASK)

GLANC TRANSITION (TERPZ8.GLANC)

## MAULS TRANSITION (TERPZ8.MAULS)

MELTN TRANSITION (TERPZ8.MELTN)

RRSIN TRANSITION (TERPZ8.RRSIN)

GALAX HILLSVILLE, VIRGINIA

AL-5631 (FAA)

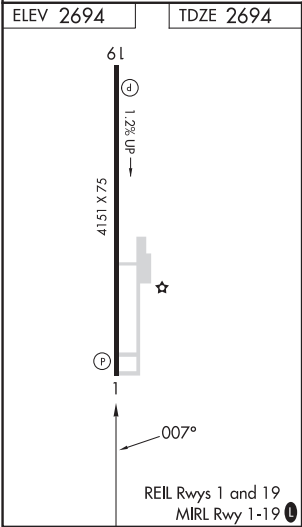
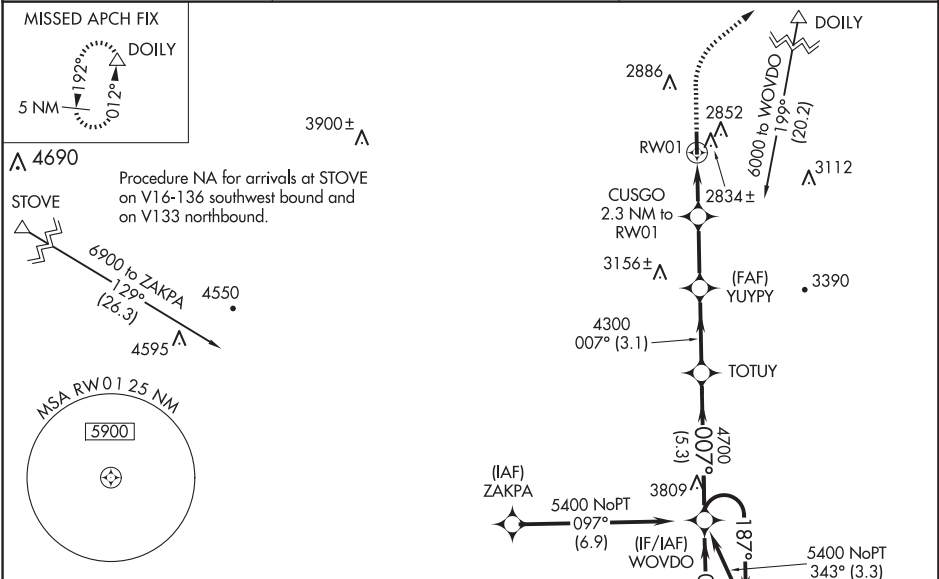
25107

WAAS CH <b>69527</b> <b>W01A</b>	APP CRS <b>007°</b>	Rwy Idg TDZE <b>2694</b> Apt Elev <b>2694</b>	<b>4151</b>
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**RNAV (GPS) RWY 1**  
TWIN COUNTY (HLX)

RNP APCH - GPS. ▼ Baro-VNAV NA when using Dublin altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. Rwy 1 helicopter visibility reduction below ¾ SM NA. VDP NA with Dublin altimeter setting. When local altimeter setting not received, use Dublin altimeter setting: increase LPV DA to 3103 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 3154 feet and all visibilities ½ SM; increase all MDAs 140 feet and visibility LNAV Cats C and D ½ SM and Circling Cat C ¼ SM and Cat D ½ SM.	MISSED APPROACH: Climb to 3200 then climbing right turn to 5100 direct DOILY and hold, continue climb-in-hold to 5100.
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AWOS-3 <b>118.375</b>	ROANOKE APP CON <b>126.0 339.8</b>	UNICOM <b>122.8 (CTAF) 0</b>
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3200	5100	DOILY	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 21).	5 NM Holding Pattern
*LNAV only.	CUSGO 2.3 NM to RW01	YUYPY 4300	TOTUY 4700	WOYDO 5400
GP 3.00° TCH 55				
1.2 NM 1.1 NM 2.6 NM 3.1 NM 5.3 NM				
CATEGORY	A	B	C	D
LPV DA	2965-1		271 (300-1)	
LNAV/VNAV DA	3016-1		322 (400-1)	
LNAV MDA	3100-1 406 (500-1)		3100-1½ 406 (500-1½)	
CIRCLING	3200-1 506 (600-1)		3200-1½ 506 (600-1½) 3440-2½ 746 (800-2½)	

GALAX HILLSVILLE, VIRGINIA  
Amdt 1C 06OCT22

36°46'N-80°49'W

TWIN COUNTY (HLX)  
**RNAV (GPS) RWY 1**

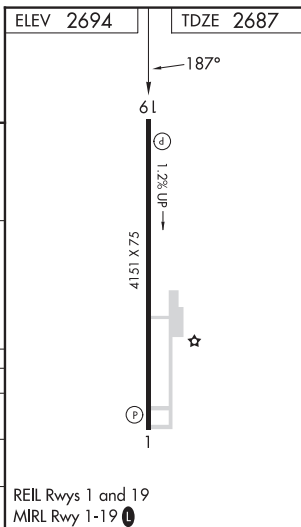
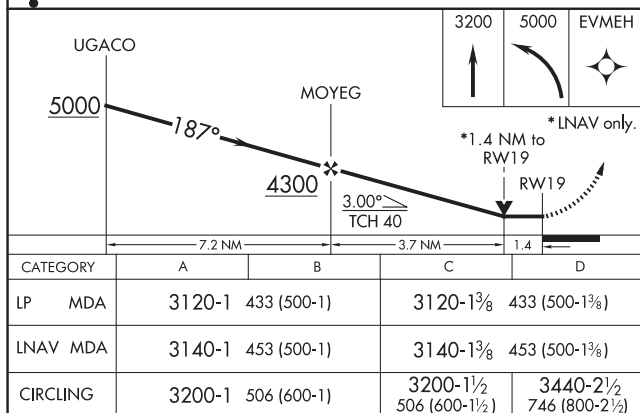
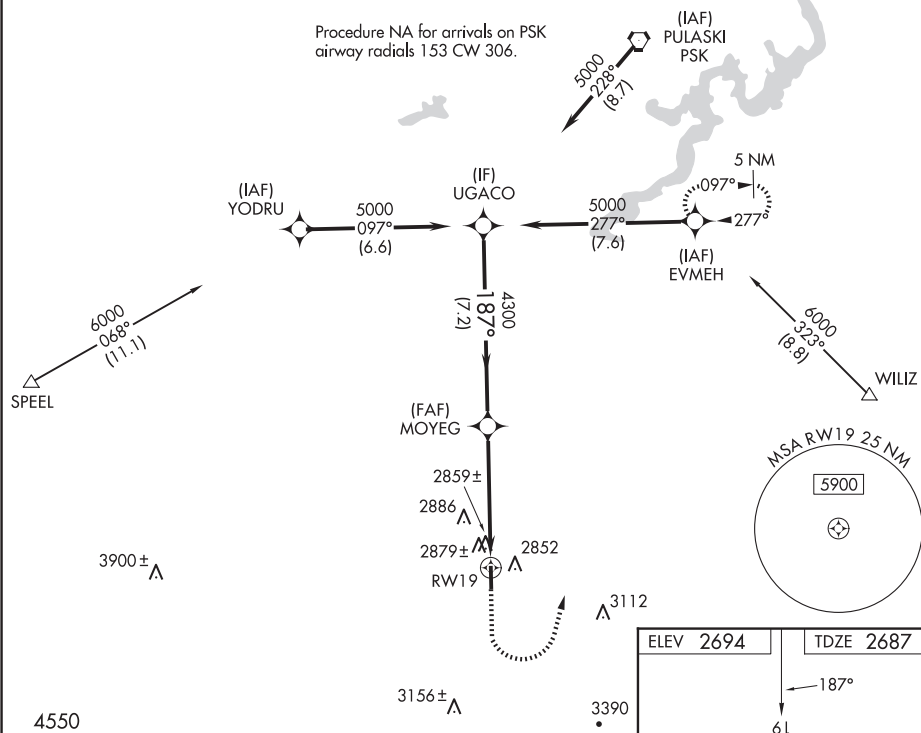
NE-3, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 19  
TWIN COUNTY (HLX)

**T** Rwy 19 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. VDP NA with Dublin altimeter setting.  
**A** When local altimeter setting not received, use Dublin altimeter setting: increase all MDAs 140 feet and visibility IP Cats C and D  $\frac{3}{4}$  SM and Circling Cat C  $\frac{1}{4}$  SM and Cat D  $\frac{1}{2}$  SM

**MISSED APPROACH:** Climb to 3200 then climbing left turn to 5000 direct EVMEH and hold.

ROANOKE APP CON  
126.0 339.8

UNICOM  
122.8 (CTAF) **L**

NE-3, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 4  
DELAWARE COASTAL (GED)

**MISSED APPROACH:**  
Climb to 2000 direct  
HUVOX and hold.

UNICOM

ELEV 53

TDZE 51

5500' X 150'

3109' X 75'

045°

REIL Rws 4, 22, 10, and 28

MRL Rws 4-22 and 10-28

WAAS CH <b>60921</b> <b>W22A</b>	APP CRS <b>225°</b>	Rwy Idg <b>5331</b> TDZE <b>51</b> Apt Elev <b>53</b>
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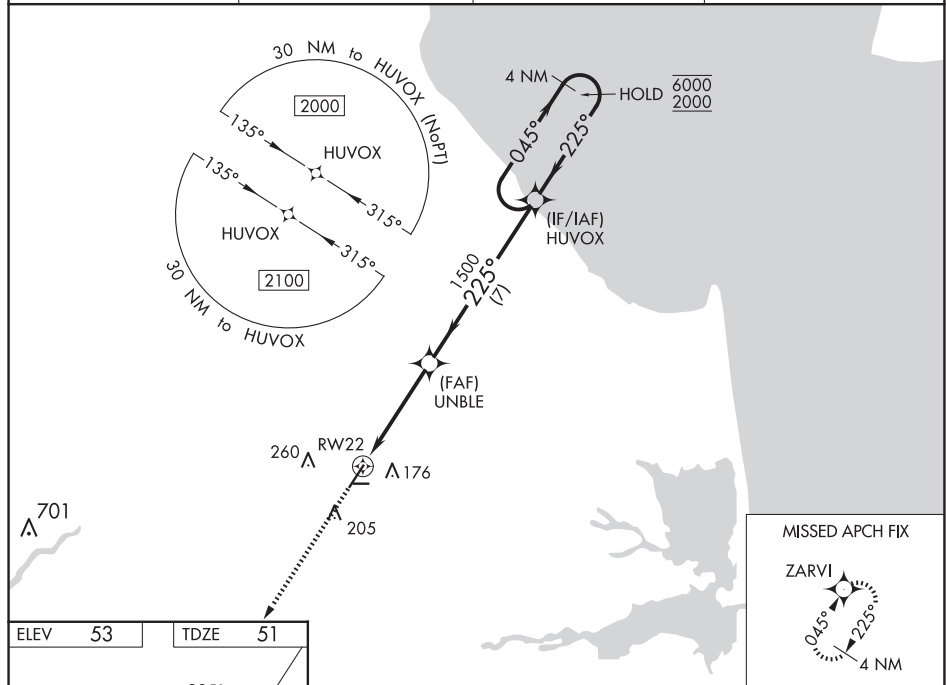
RNAV (GPS) RWY 22  
DELAWARE COASTAL (GED)

RNP APCH.

**T**  
**A** Rwy 22 helicopter visibility reduction below  $\frac{3}{4}$  NA.  
For uncompensated Baro-VNAV systems. LNAV/VNAV NA below -11°C or above 54°C.

**MISSED APPROACH:** Climb to 2000 direct ZARVI and hold.

ASOS <b>118.375</b>	DOVER APP CON <b>132.425 257.875</b>	GCO <b>125.55</b>	UNICOM <b>123.0</b> (CTAF) <b>L</b>
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[illegible]

GEORGETOWN, DELAWARE

AL-935 (FAA)

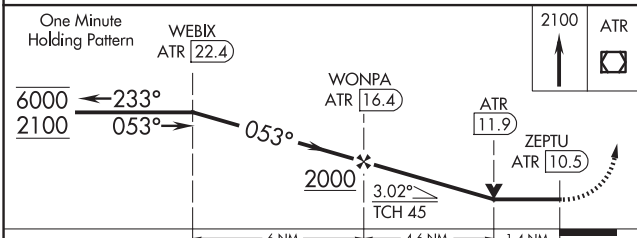
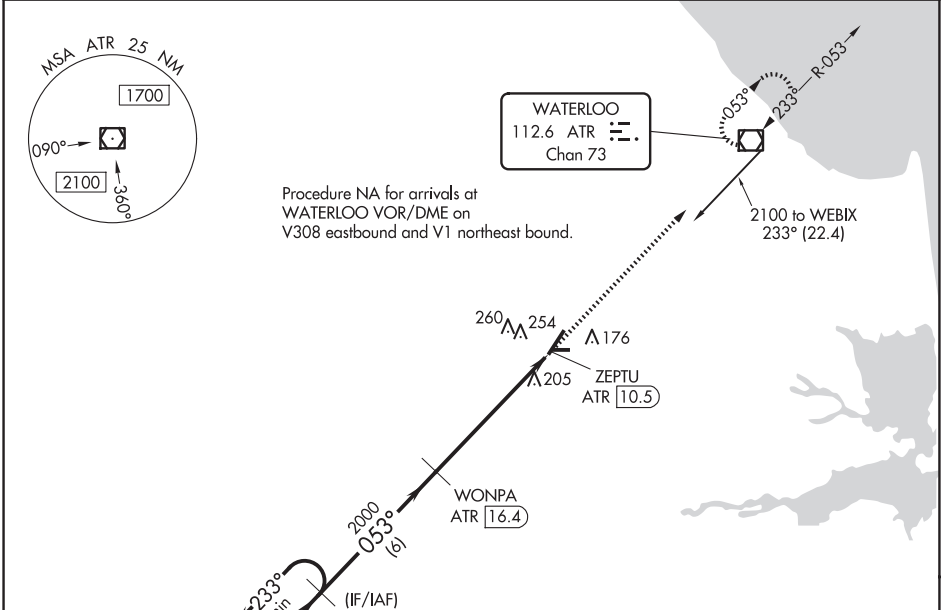
25163

VOR/DME	ATR	APP CRS	Rwy Ldg	5130
112.6		053°	TDZE	51
Chan 73			Apt Elev	53

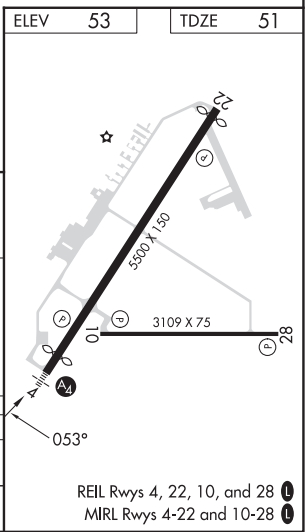
VOR RWY 4  
DELAWARE COASTAL (GED)

DME required.	MALS	MISSED APPROACH: Climb to 2100 direct ATR VOR/DME and hold.
Rwy 4 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Salisbury altimeter setting increase all MDA 60 feet; increase S-4 Cats C/D visibility 1/8 mile, and Cat C Circling visibility 3/8 SM. Inop table does not apply.		

ASOS 118.375	DOVER APP CON 132.425 257.875	GCO 125.55	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
S-04	540-1	489 (500-1)	540-1 3/8	489 (500-1 3/8)
CIRCLING	560-1 507 (600-1)	580-1 527 (600-1)	580-1 1/2 527 (600-1 1/2)	620-2 567 (600-2)



NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

VOR/DME	ATR	APP CRS	Rwy Idg	5331
112.6		234°	TDZE	51
Chan 73			Apt Elev	53

VOR RWY 22

DELAWARE COASTAL (GED)

⚠

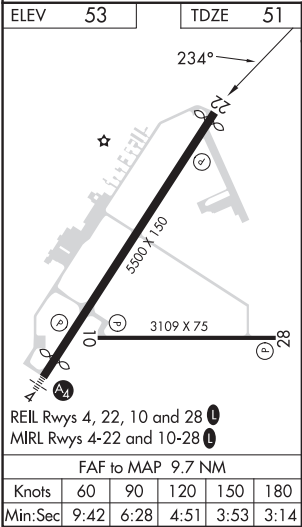
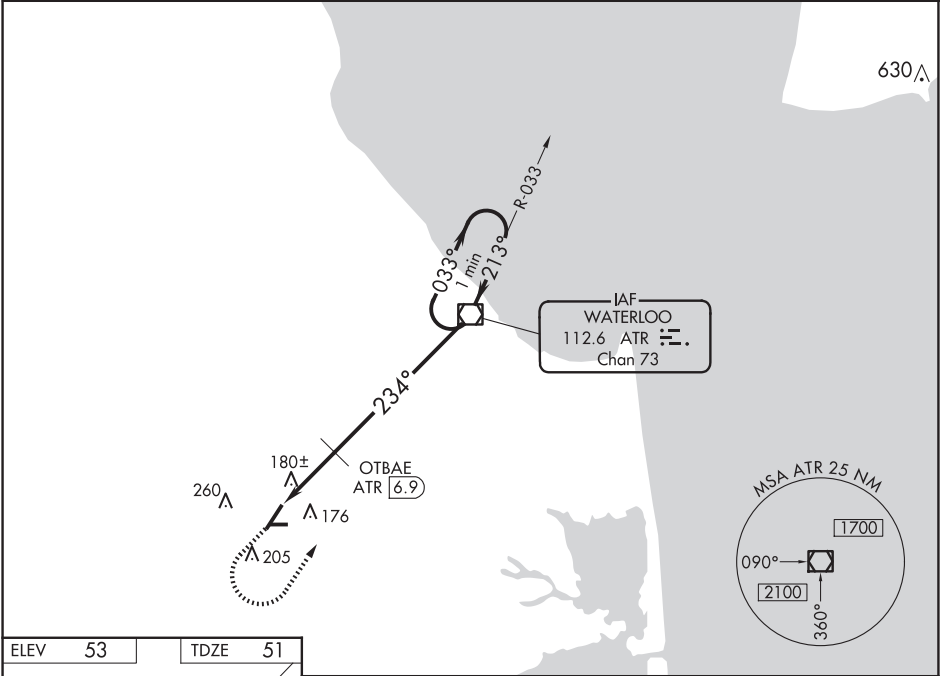
Rwy 22 helicopter visibility reduction below 1 SM NA.

⚠

Rwy 22 Straight-In and Circling minimums NA at night.

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct ATR VOR/DME and hold.

ASOS	DOVER APP CON	GCO	UNICOM
118.375	132.425 257.875	125.55	123.0 (CTAF) 0



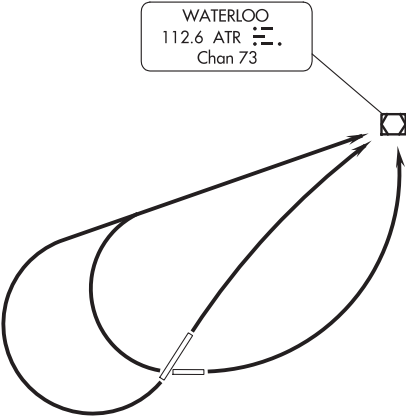
800	3000	ATR	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 45).	One Minute Holding Pattern
CATEGORY				
S-22	680-1	629 (700-1)	680-1 3/4	629 (700-1 3/4)
CIRCLING	680-1	627 (700-1)	720-1 3/4 667 (700-1 3/4)	720-2 667 (700-2)
OTBAE FIX MINIMUMS				
S-22	440-1	389 (400-1)	440-1 1/8	389 (400-1 1/8)
CIRCLING	560-1 507 (600-1)	580-1 527 (600-1)	720-1 3/4 667 (700-1 3/4)	720-2 667 (700-2)

GEORGETOWN ONE DEPARTURE

DELAWARE COASTAL (GED)  
GEORGETOWN, DELAWARE

DOVER APP CON  
132.425 257.875  
DOVER CLNC DEL  
125.55  
ASOS  
118.375  
UNICOM  
123.0

TOP ALTITUDE:  
2000



TAKEOFF MINIMUMS:

Rwys 4, 10, 28: Standard.  
Rwy 22: 200-1¼ or standard with a minimum climb of 201’ per NM to 300, or alternatively with standard takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1100’ prior to DER.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

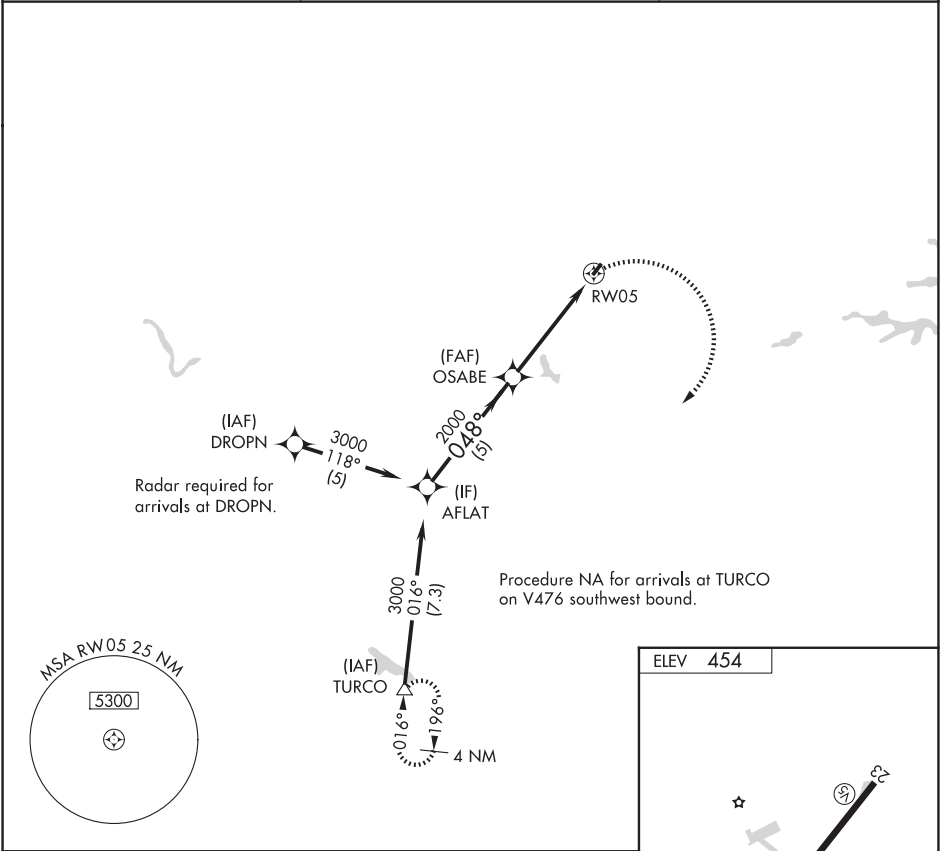
- TAKEOFF RUNWAY 4: Turn right direct ATR VOR/DME, thence . . .
- TAKEOFF RUNWAY 10: Turn left direct ATR VOR/DME, thence . . .
- TAKEOFF RUNWAY 22: Turn right direct ATR VOR/DME, thence . . .
- TAKEOFF RUNWAY 28: Turn right direct ATR VOR/DME, thence . . .
- . . . maintain 2000. Expect clearance to filed altitude three (3) minutes after departure.



APP CRS <b>048°</b>	Rwy Ldg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>454</b>	<div>RNAV (GPS)-A</div> <div>GORDONSVILLE MUNI (GVE)</div>
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<div><div>▼</div><div>NA</div></div> <div>When local altimeter setting not received, use Orange County altimeter setting and increase all MDA 20 ft. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.</div>	<div>MISSED APPROACH: Climbing right turn to 3300 direct TURCO and hold.</div>
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AWOS-3 <b>120.225</b>	POTOMAC APP CON <b>132.85 323.125</b>	UNICOM <b>123.0 (CTAF) 0</b>
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AFLAT		Visual Segment - Obstacles.		3300	TURCO
3000		048°		△	
		OSABE			
		2000		RW05	
5 NM		4.7 NM			
CATEGORY	A	B	C	D	
CIRCLING	1520-3	1066 (1100-3)	NA		

2300 X 50

⑤

048°

MIRL Rwy 5-23 ①

GORDONSVILLE, VIRGINIA

AL-10643 (FAA)

25219

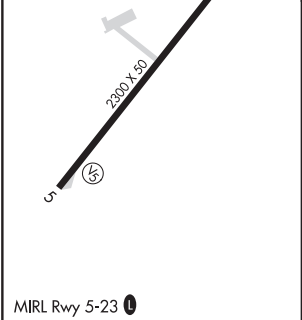
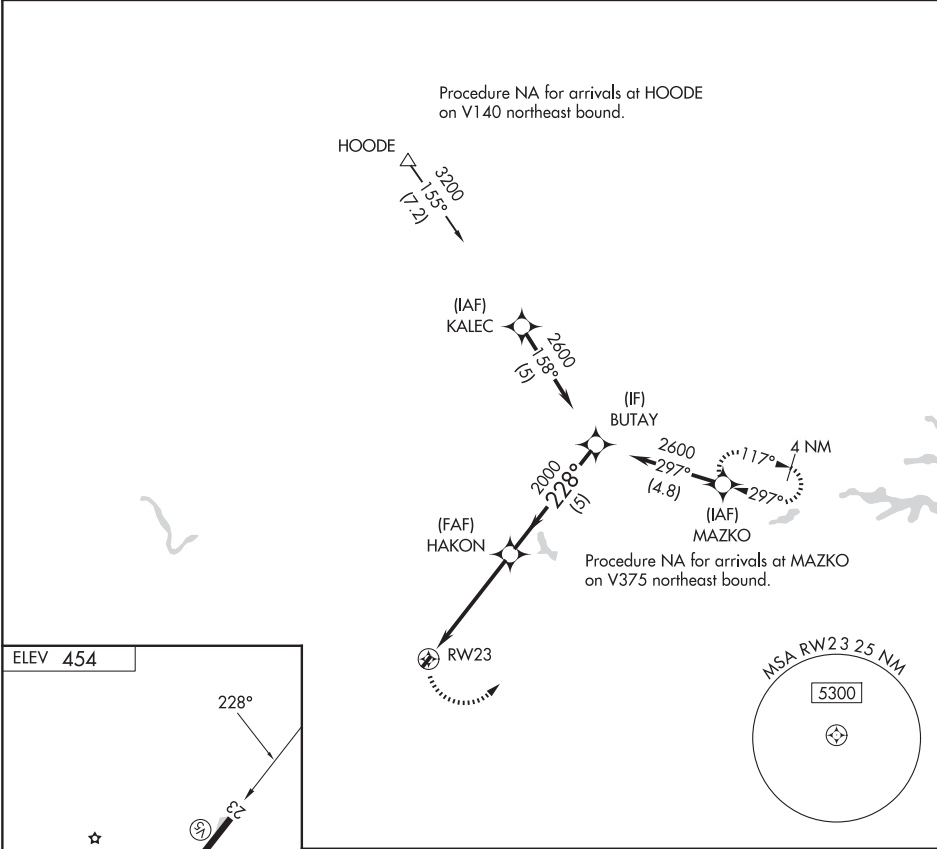
APP CRS	Rwy Ldg	N/A
228°	TDZE	N/A
	Apt Elev	454



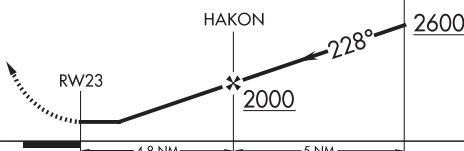
RNAV (GPS)-B

GORDONSVILLE MUNI (GVE)

<div><div>▼</div><div>NA</div></div> <div>When local altimeter setting not received, use Orange County altimeter setting and increase all MDA 20 ft. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.</div>	MISSED APPROACH: Climbing left turn to 3000 direct MAZKO and hold.
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AWOS-3 120.225	POTOMAC APP CON 132.85 323.125	UNICOM 123.0 (CTAF)
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3000	MAZKO	Visual Segment - Obstacles.			
					
CATEGORY	A	B	C	D	
CIRCLING	1520-3	1066 (1100-3)	NA		

GORDONSVILLE, VIRGINIA  
Orig-A 12OCT17

38°09'N-78°10'W

GORDONSVILLE MUNI (GVE)  
RNAV (GPS)-B

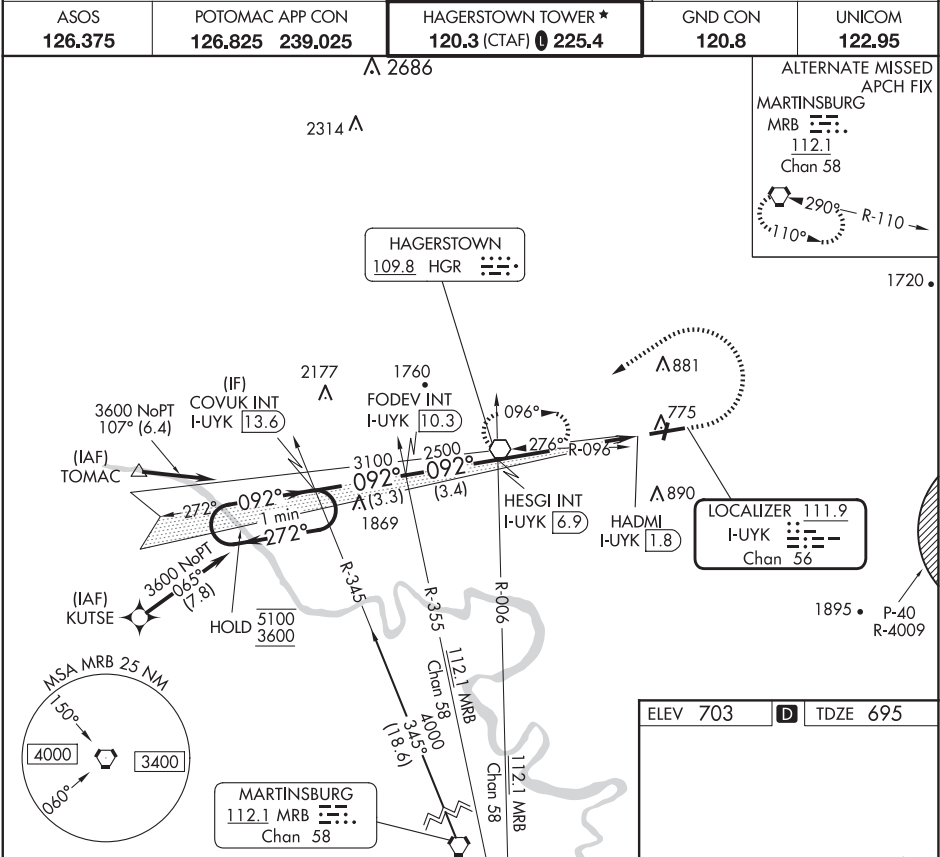
NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

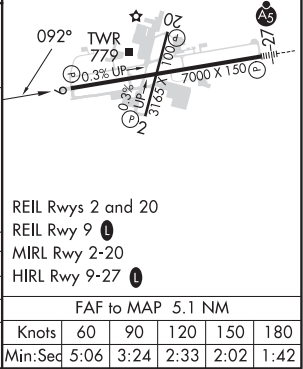
LOC/DME I-UYK	APP CRS	Rwy Idg	7000
111.9	092°	TDZE	695
Chan 56		Apt Elev	703

ILS or LOC RWY 9  
HAGERSTOWN RGNL/RICHARD A HENSON FLD (HGR)

RNP APCH - GPS.		MISSED APPROACH: Climb to 1400 then climbing left turn to 3600 direct HGR VOR and hold, continue climb-in-hold to 3600.		
ASOS	POTOMAC APP CON	HAGERSTOWN TOWER ★	GND CON	UNICOM
126.375	126.825 239.025	120.3 (CTAF) 0 225.4	120.8	122.95



One Minute Holding Pattern		COVUK INT I-UYK 13.6		FODEV INT I-UYK 10.3		1400 ↑		3600 ↖		HGR ⬡	
5100 ← 272° 3600		092° →		092°		3100		2500 HESGI INT I-UYK 6.9		HADMI I-UYK 1.8	
GS 3.00° TCH 55											
		3.3 NM		3.4 NM		5.1 NM		0.5			
CATEGORY	A		B		C		D				
S-ILS 9	895-¾ 200 (200-¾)										
S-LOC 9	1000-1		305 (300-1)		1000-⅞		305 (300-⅞)				
CIRCLING	1160-1		457 (500-1)		1200-1½ 497 (500-1½)		1300-2 597 (600-2)				



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NE-3, 07 AUG 2025 to 02 OCT 2025



WAAS CH <b>49011</b> <b>W09A</b>	APP CRS <b>091°</b>	Rwy Idg <b>7000</b> TDZE <b>695</b> Apt Elev <b>703</b>
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## RNAV (GPS) RWY 9

HAGERSTOWN RGNL/RICHARD A HENSON FLD (HGR)

RNP APCH - GPS.

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

**MISSED APPROACH:**  
Climb to 4000 direct  
HAIGS and hold.

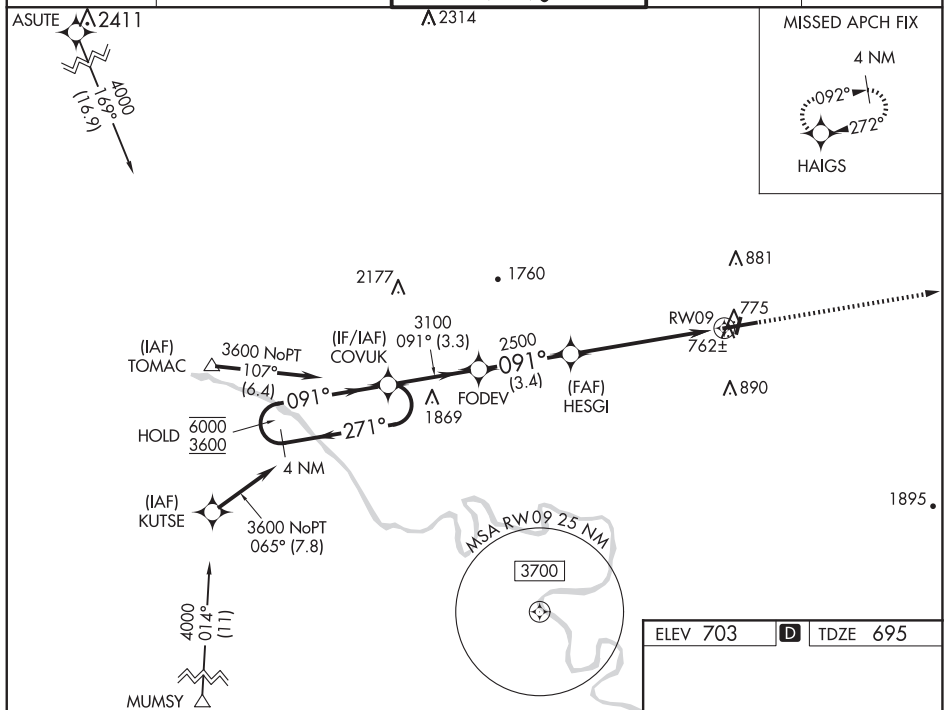
ASOS 126.375	POTOMAC APP CON 126.825 239.025	HAGERSTOWN TOWER ★ 120.3 (CTAF) 0 225.4	GND CON 120.8	UNICOM 122.95
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ASUTE  2411

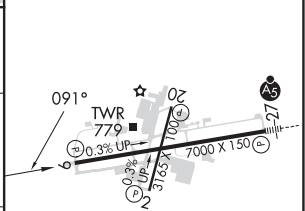
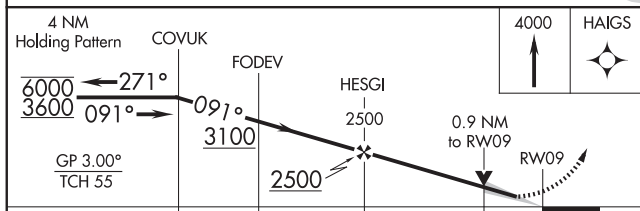
Δ 2314

MISSED APCH FIX

4 NM



ELEV 703	<b>D</b>	TDZE 695
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CATEGORY		A		B		C		D	
LPV	DA			895- <sup>3</sup> / <sub>4</sub>		200 (200- <sup>3</sup> / <sub>4</sub> )			
LNAV/ VNAV	DA			945- <sup>3</sup> / <sub>4</sub>		250 (300- <sup>3</sup> / <sub>4</sub> )			
LNAV	MDA			1020-1		325 (400-1)			
<b>C</b> CIRCLING		1160-1		457 (500-1)		1200-1 <sup>1</sup> / <sub>2</sub> 497 (500-1 <sup>1</sup> / <sub>2</sub> )		1300-2 597 (600-2)	

REIL Rwy 2 and 20  
REIL Rwy 9 **L**  
MIRL Rwy 2-20  
HIRL Rwy 9-27 **L**

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>86911</b> <b>W27A</b>	APP CRS <b>272°</b>	Rwy Idg <b>7000</b> TDZE <b>701</b> Apt Elev <b>703</b>
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HAGERSTOWN RGNL/RICHARD A HENSON FLD (HGR)

**T**  
**A**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C.



**MISSED APPROACH:** Climb to 3600 direct COVUK and hold, continue climb-in-hold to 3600.

ASOS  
126.37

POTOMAC APP CON  
126.825 239.025

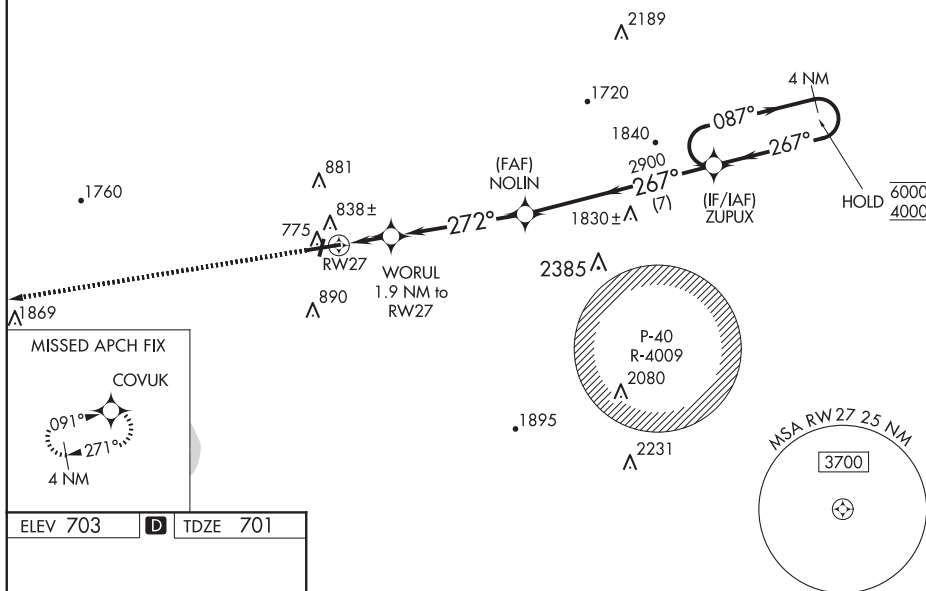
HAGERSTOWN TOWER ★

120.3 (CTAF) **Q** 225.4

GND CON  
**120.8**

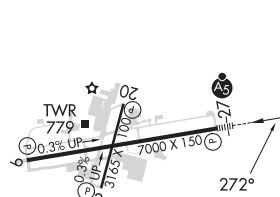
UNICOM  
122.95

A 2314



ELEV 703

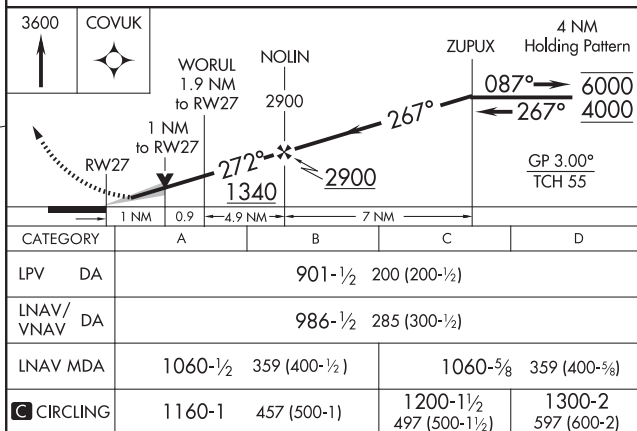
D	TDZE 701
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REIL Rwys 2 and 20

REIL Rwy 9 

MIRL Rwy 2-20

HIRL Rwy 9-27 **L**

HAGERSTOWN, MARYLAND

Amdt 2 05OCT23

HAGERSTOWN RGNL/RICHARD A HENSON FLD (HGR)

39°43'N-77°44'W

RNAV (GPS) RWY 27

NE-3, 07 AUG 2025 to 02 OCT 2025

VOR HGR <b><u>109.8</u></b>	APP CRS <b>091°</b>	Rwy Idg TDZE Apt Elev	<b>7000</b> <b>695</b> <b>703</b>
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VOR RWY 9

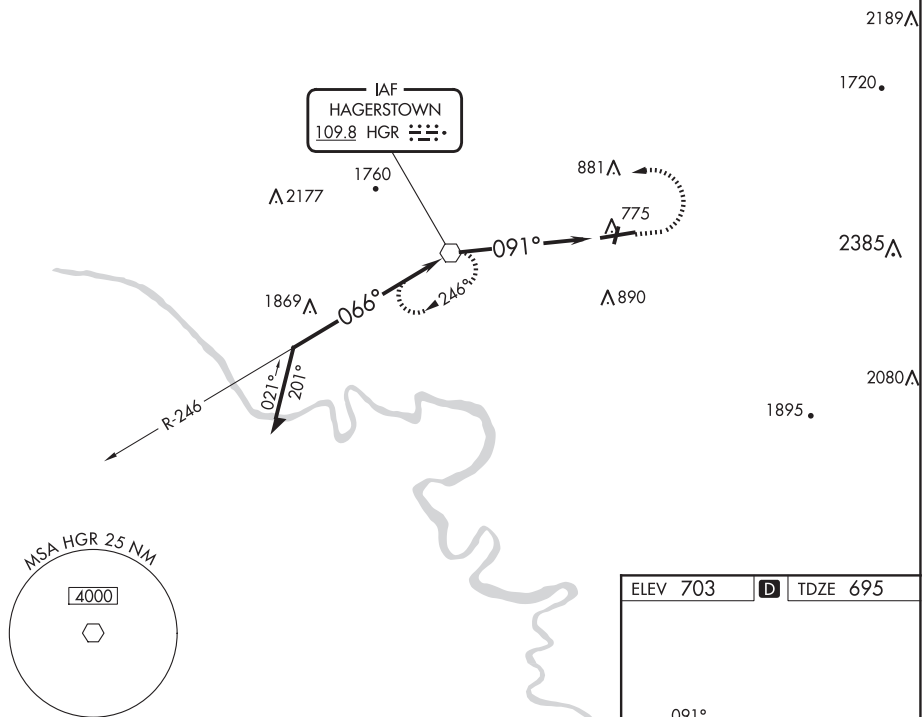
HAGERSTOWN RGNL/RICHARD A HENSON FLD (HGR)



Circling Rwy 20 NA at night.

**MISSED APPROACH:** Climb to 1300 then climbing left turn to 3600 direct HGR VOR and hold, continue climb-in-hold to 3600.

ASOS 126.375	POTOMAC APP CON 126.825 239.025	HAGERSTOWN TOWER ★ 120.3 (CTAF) 0 225.4	GND CON 120.8	UNICOM 122.95
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CATEGORY	A	B	C	D
S-9	1080-1	385 (400-1)	1080-1½	385 (400-1½)
<b>C</b> CIRCLING	1160-1	457 (500-1)	1200-1½ 497 (500-1½)	1320-2 617 (700-2)

HAGERSTOWN, MARYLAND

AL-5114 (FAA)

25107

APP CRS	Rwy Idg	<b>7000</b>
<b>091°</b>	TDZE	<b>695</b>
	Apt Elev	<b>703</b>

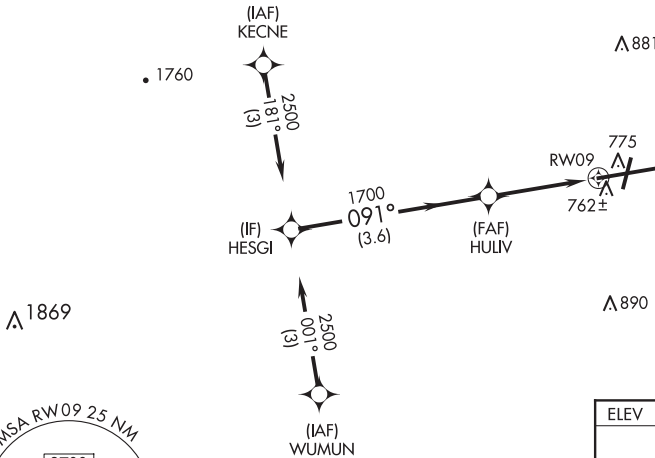
**COPTER RNAV (GPS) RWY 9**

HAGERSTOWN RGNL/RICHARD A HENSON FLD (HGR)

<b>▼</b> DME/DME RNP-0.3 NA. VDP NA with Martinsburg altimeter setting. When local altimeter setting not received, use Martinsburg altimeter setting and increase MDA 80 feet.	<b>MISSED APPROACH:</b> Climb to 1200 then climbing left turn to 2500 direct YIYUN and hold.
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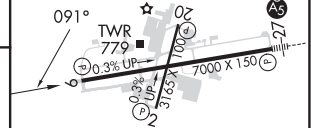
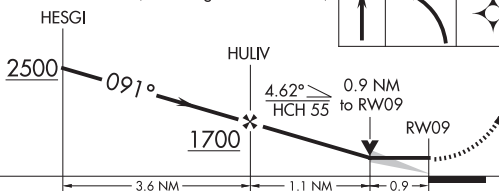
ASOS <b>126.375</b>	POTOMAC APP CON <b>126.825 239.025</b>	HAGERSTOWN TOWER ★ <b>120.3 (CTAF) 0 225.4</b>	GND CON <b>120.8</b>	UNICOM <b>122.95</b>
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Limit initial and intermediate approach to 90K.  
Limit final and missed approach to 70K.  
Increase to 90K upon reaching the missed approach altitude.

ELEV 703 **D** TDZE 695

VGSI and descent angles not coincident  
(VGSI Angle 3.00/TCH 55).

1200 2500 YIYUN



REIL Rwy 2 and 20  
REIL Rwy 9 **0**  
MIRL Rwy 2-20  
HIRL Rwy 9-27 **0**

CATEGORY	COPTER
LNAV MDA	1020-1/2 325 (400-1/2)

HAGERSTOWN, MARYLAND

Orig-A 22JUN17

HAGERSTOWN RGNL/RICHARD A HENSON FLD (HGR)

39°43'N-77°44'W

**COPTER RNAV (GPS) RWY 9**

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025



APP CRS  
**272°**

Rwy Idg  
**7000**

TDZE  
**701**

Apt Elev  
**703**

COPTER RNAV (GPS) RWY 27

HAGERSTOWN RGNL/RICHARD A HENSON FLD (HGR)

▼

Inop table does not apply.  
DME/DME RNP-0.3 NA. VDP NA with Martinsburg altimeter setting.  
When local altimeter setting not received, use Martinsburg altimeter setting and increase MDA 80 feet.

MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 2500 direct YIYUN and hold.

ASOS <b>126.375</b>	POTOMAC APP CON <b>126.825 239.025</b>	HAGERSTOWN TOWER ★ <b>120.3 (CTAF) 0 225.4</b>	GND CON <b>120.8</b>	UNICOM <b>122.95</b>
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Limit initial and intermediate approach to 90K.  
Limit final and missed approach to 70K.  
Increase to 90K upon reaching the missed approach altitude.

ELEV 703

D

TDZE 701

REIL Rwy 2 and 20

REIL Rwy 9

MIRL Rwy 2-20

HIRL Rwy 9-27

1200

2500

YIYUN

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 55).

4.98°

HCH 55

1 NM to RWY 27

1 NM

1 NM

4.8 NM

272°

1800

2500

NOLIN

JOMES

RWY 27

CATEGORY	COPTER
LNAV MDA	1060-1/2 359 (400-1/2)

HAGERSTOWN, MARYLAND

Orig-A 22JUN17

HAGERSTOWN RGNL/RICHARD A HENSON FLD (HGR)

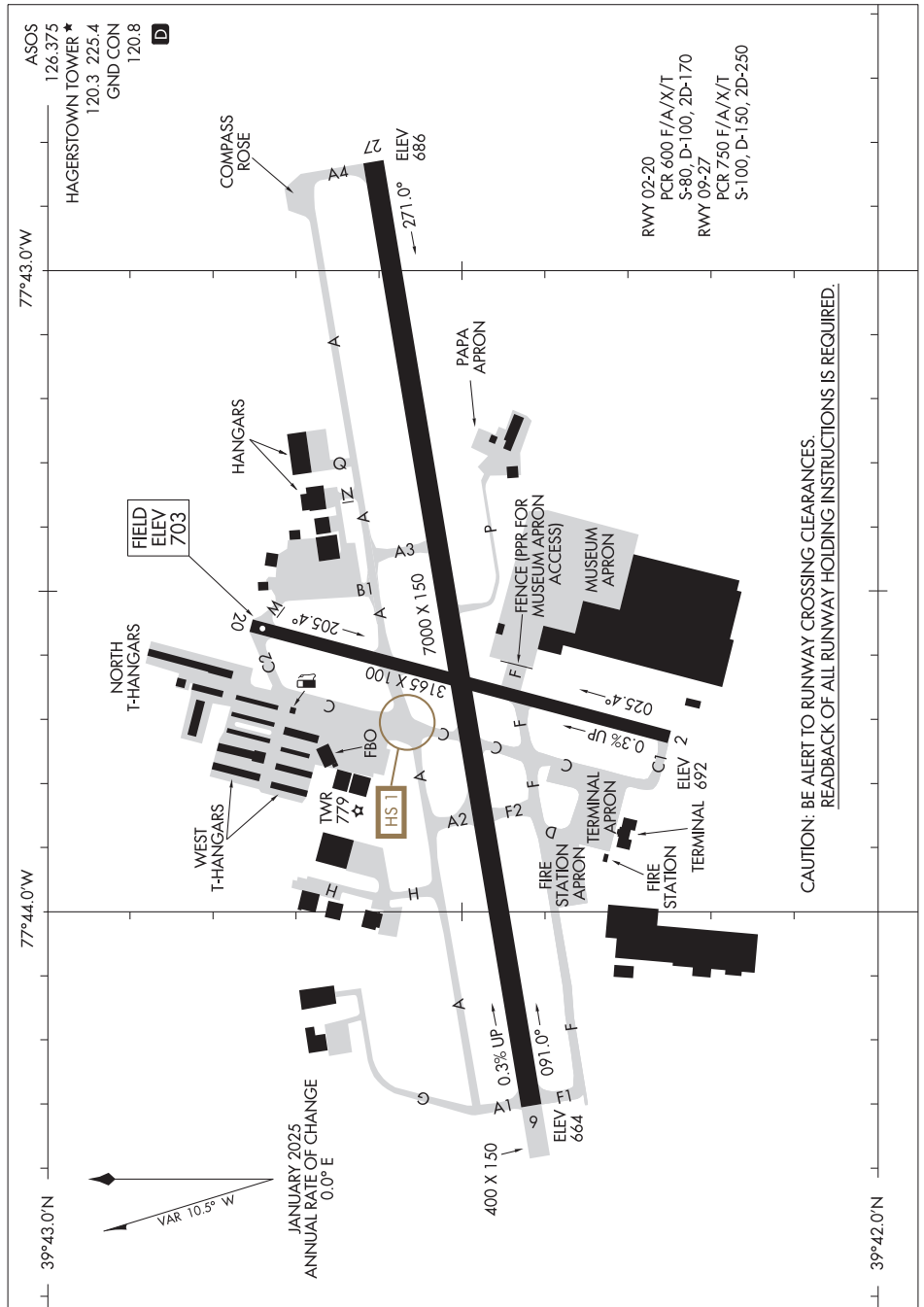
39°43'N-77°44'W

COPTER RNAV (GPS) RWY 27

187

## AIRPORT DIAGRAM

HAGERSTOWN RGNL/RICHARD A HENSON FLD (HGR)  
AL-5114 (FAA) HAGERSTOWN, MARYLAND



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-3, 07 AUG 2025 to 02 OCT 2025

## AIRPORT DIAGRAM

HAGERSTOWN, MARYLAND  
HAGERSTOWN RGNL/RICHARD A HENSON FLD (HGR)

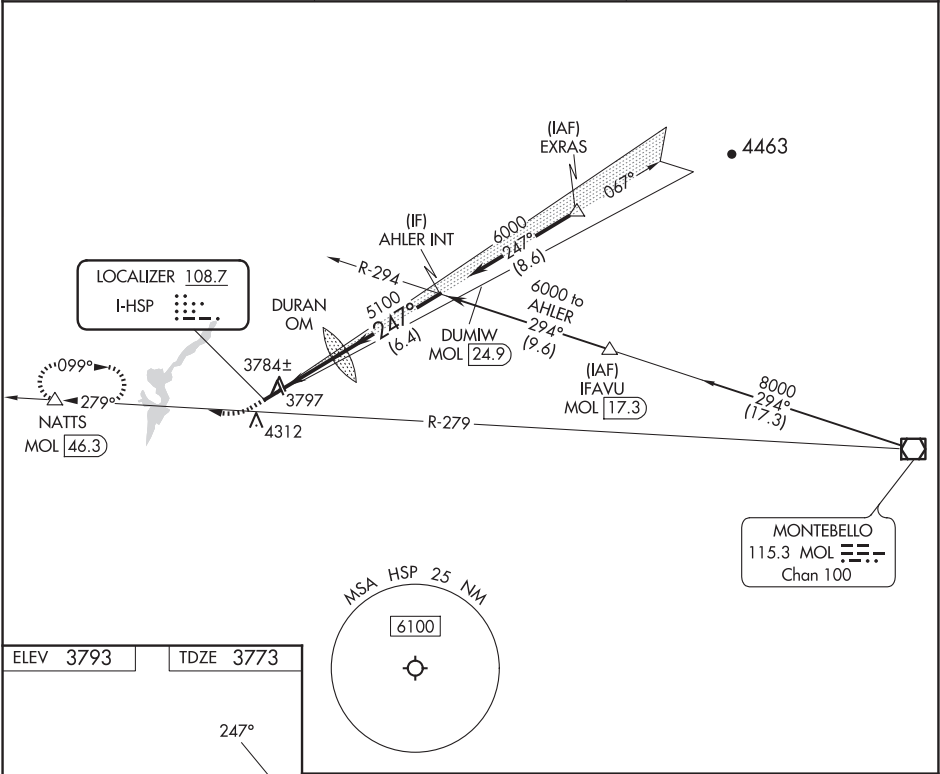
LOC I-HSP	APP CRS	Rwy Idg
108.7	247°	5600
		TDZE
		3773
		Apt Elev
		3793

ILS or LOC RWY 25

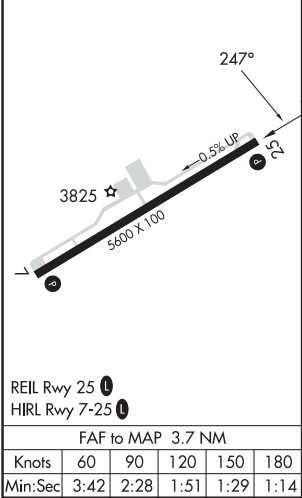
INGALLS FLD (HSP)

DME required.	MISSED APPROACH: Climb to 4360, then climbing right turn to 6200 on heading 270° and MOL R-279 to NATTS/MOL 46.3 DME and hold. (DME required).
<div><div></div><div>NA</div></div> Circling to Rwy 7 NA at night. Circling NA southeast of Rwy 7-25.	

AWOS-3 118.8	WASHINGTON CENTER 134.4 353.9	UNICOM 123.0 (CTAF) 0
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ELEV 3793	TDZE 3773
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4360	6200	NATTS	
↑	hdg 270°	MOL R-279	△
		DURAN OM	
		5002	
		5100	
		6000	
			GS 3.00°
			TCH 59
	3.7 NM	6.4 NM	
CATEGORY	A	B	C
S-ILS 25	4073-7/8	300 (300-7/8)	
S-LOC 25	4240-1	467 (500-1)	4240-1 3/8 467 (500-1 3/8)
CIRCLING	4440-1 647 (700-1)	4480-1 687 (700-1)	4480-2 687 (700-2) 4480-2 1/4 687 (700-2 1/4)

HOT SPRINGS, VIRGINIA

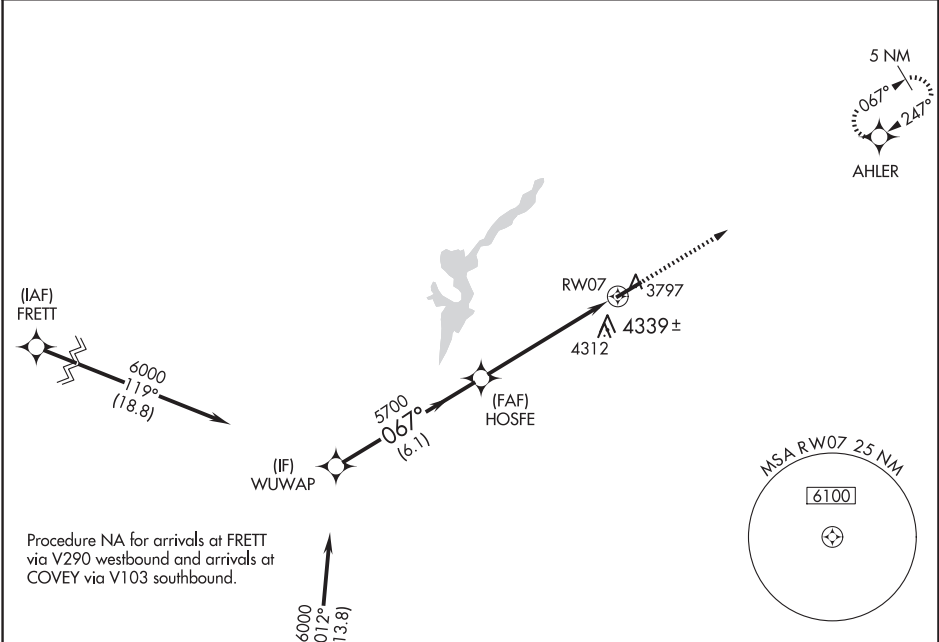
AL-5246 (FAA)

21224

WAAS CH <b>86813</b> <b>W07A</b>	APP CRS <b>067°</b>	Rwy Idg TDZE Apt Elev	<b>5600</b> <b>3793</b> <b>3793</b>
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RNAV (GPS) RWY 7  
INGALLS FLD (HSP)

<b>T</b> <b>A</b> Circling NA southeast of Rwy 7-25. Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, procedure NA.		MISSED APPROACH: Climb to 6000 direct AHLER and hold.
AWOS-3 <b>118.8</b>	WASHINGTON CENTER <b>134.4 353.9</b>	UNICOM <b>123.0 (CTAF) 0</b>



ELEV 3793		TDZE 3793	
Procedure Turn NA		6000 AHLER	
GP 3.00° TCH 60		RWY 7	
WUWAP		HOSFE	
6.1 NM		5.7 NM	
CATEGORY	A	B	C
LPV DA	4143-1¼	350 (400-1¼)	
LNAB/VNAV DA	4619-3	826 (900-3)	
LNAB MDA	4700-1¼ 907 (1000-1¼)	4700-2¾ 907 (1000-2¾)	4700-3 907 (1000-3)
CIRCLING	4700-1¼ 907 (1000-1¼)	4700-2¾ 907 (1000-2¾)	4700-3 907 (1000-3)

HOT SPRINGS, VIRGINIA  
Orig-A 26MAR20

37°57'N-79°50'W

INGALLS FLD (HSP)  
RNAV (GPS) RWY 7

NE-3, 07 AUG 2025 to 02 OCT 2025

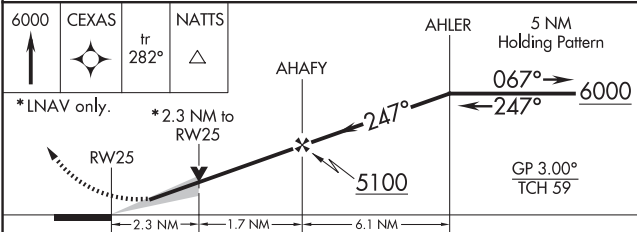
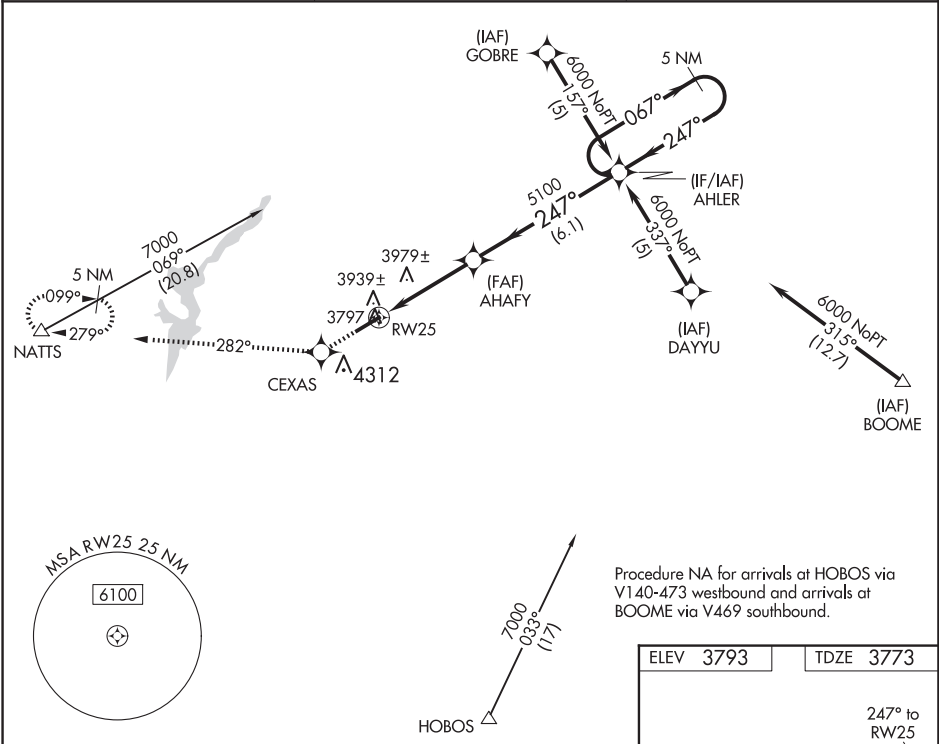
NE-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>53713</b> <b>W25A</b>	APP CRS <b>247°</b>	Rwy Idg TDZE <b>3773</b> Apt Elev <b>3793</b>
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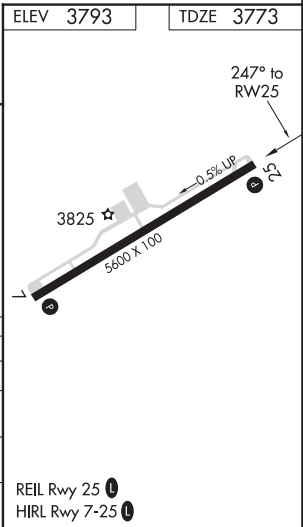
RNAV (GPS) RWY 25  
INGALLS FLD (HSP)

<p><b>▼</b> Circling NA SE of Rwy 7-25. Baro-VNAV NA. <b>▲</b> DME/DME RNP-0.3 NA. When local altimeter setting not received, procedure NA.</p>	<p>MISSED APPROACH: Climb to 6000 direct CEXAS and via track 282° to NATTS and hold.</p>
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AWOS-3 <b>118.8</b>	WASHINGTON CENTER <b>134.4 353.9</b>	UNICOM <b>123.0 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA	4164-1¼ 391 (400-1¼)			
RNAV/VNAV	4309-2 536 (600-2)			
RNAV MDA	4560-1 787 (800-1)	4560-1¼ 787 (800-1¼)	4560-2¼ 787 (800-2¼)	4560-2½ 787 (800-2½)
<b>C</b> CIRCLING	4560-1 767 (800-1)	4560-1¼ 767 (800-1¼)	4560-2¼ 767 (800-2¼)	4560-2½ 767 (800-2½)



INDIAN HEAD, MARYLAND

AL-9370 (FAA)

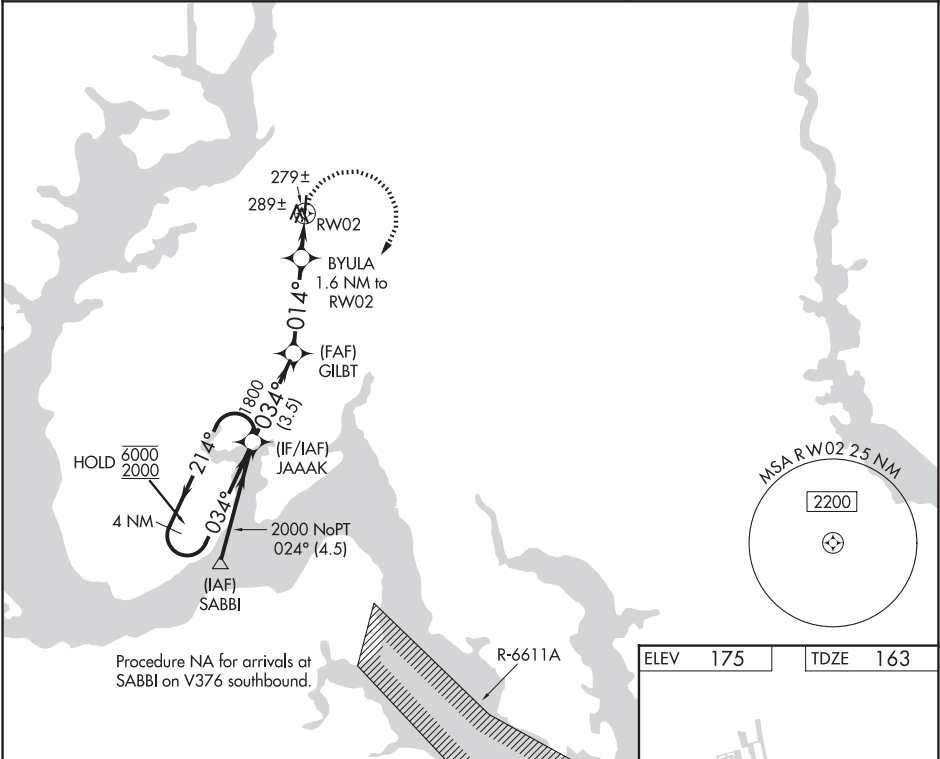
25219

WAAS CH <b>78036</b> <b>W02A</b>	APP CRS <b>014°</b>	Rwy Ldg TDZE <b>163</b> Apt Elev <b>175</b>
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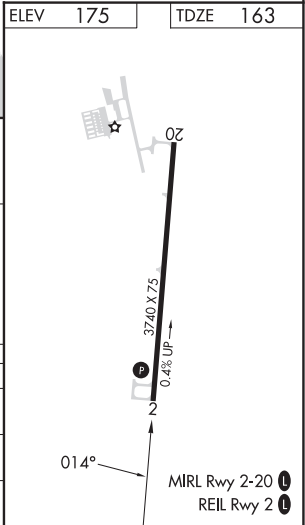
RNAV (GPS) RWY 2  
MARYLAND (2W5)

RNP APCH: NA	Circling Rwy 20 NA at night. Rwy 2 helicopter visibility reduction below 3/4 SM NA. Use Ronald Reagan Washington Ntl altimeter setting.	MISSED APPROACH: Climbing right turn to 2000 direct JAAAK and hold.
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DCA ASOS <b>132.65</b>	POTOMAC APP CON <b>124.7 338.2</b>	UNICOM <b>122.7</b> (CTAF) <b>0</b>
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	4 NM Holding Pattern	JAAAK	2000	JAAAK
	6000 ← 214°	034° →	034°	GILBT
	2000		1800	BYULA 1.6 NM to RWY 2
			3.00° TCH 40	700
				RWY 2
		3.5 NM	3.4 NM	1.6 NM
CATEGORY	A	B	C	D
LP MDA	600-1	437 (500-1)	NA	
LNAV MDA	620-1	457 (500-1)	NA	
CIRCLING	700-1	525 (600-1)	NA	



INDIAN HEAD, MARYLAND  
Amdt 1B 13SEP18

38°36'N-77°04'W

MARYLAND (2W5)  
RNAV (GPS) RWY 2

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

## ILS or LOC RWY 1L

LOC I-RWS <b><u>111.5</u></b>	APCH CRS <b>010°</b>	Rwy Idg <b>10,310</b> TDZE <b>261</b> Arpt Elev <b>280</b>
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(USAF) JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

RADAR or DME required
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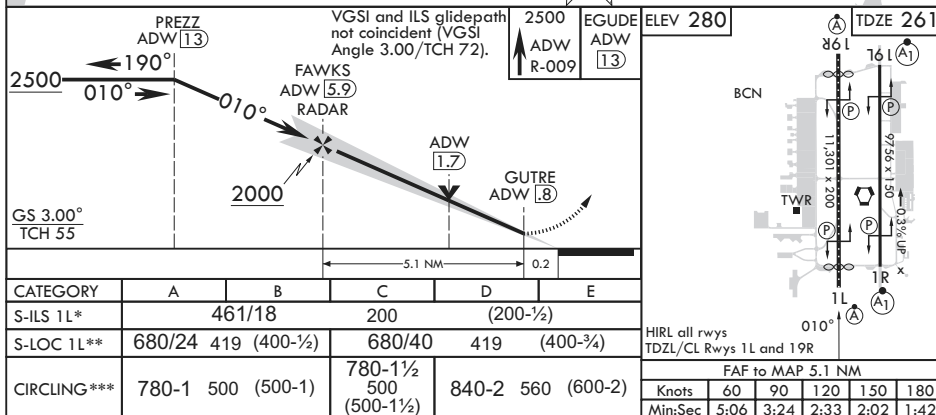
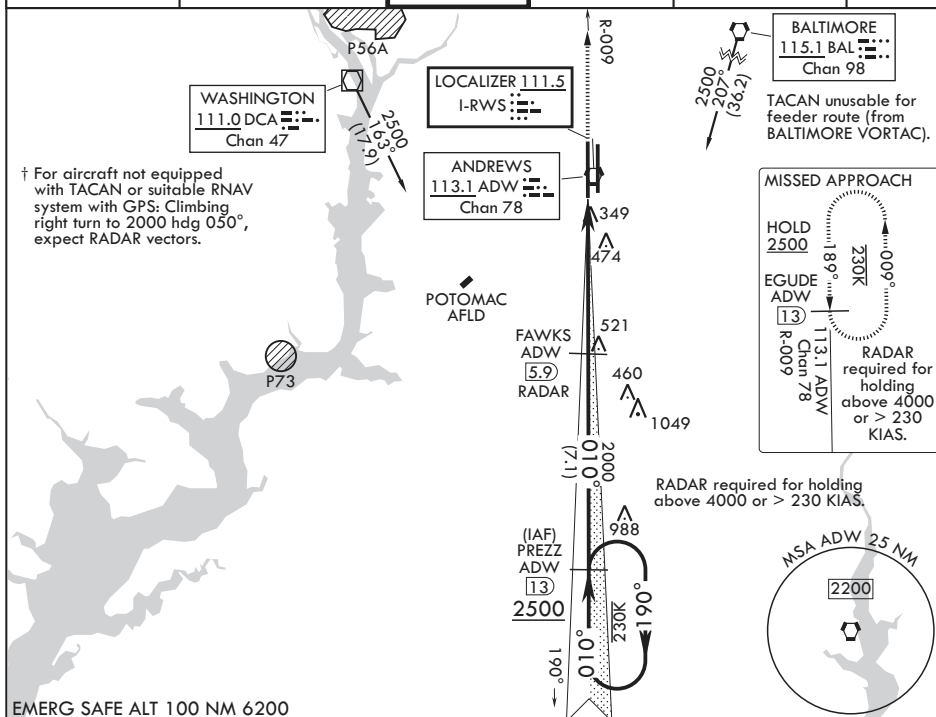
ALSF-2

† MISSED APPROACH: Climbing to 2500, intercept ADW VORTAC R-009 to EGUDE and hold.

**T** \* When ALS inop, increase RVR to 40, vis to 3/4 mile. When TDZL/CL inop, increase RVR to 24.  
 \*\* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE RVR to 60, vis to 1 1/8 miles.  
 \*\*\* Circling not authorized W of Rwy 1L-19R.

	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2
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ATIS 133.675 251.05	POTOMAC APP CON 128.0 335.5	TOWER 118.4 349.0	GND CON 121.8 275.8	CLNC DEL 127.55 285.475	CPDLC
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CAMP SPRINGS, MARYLAND

38°49'N - 76°52'W JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

Amdt 7 06OCT22

## ILS or LOC RWY 1L

CAMP SPRINGS, MARYLAND

## ILS or LOC RWY 1R

LOC I-VJM <b>110.5</b>	APCH CRS <b>010°</b>	Rwy Idg TDZE Arpt Elev	<b>9756</b> <b>265</b> <b>280</b>
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(USAF) JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

RADAR required

RADAR or DME required at FAF

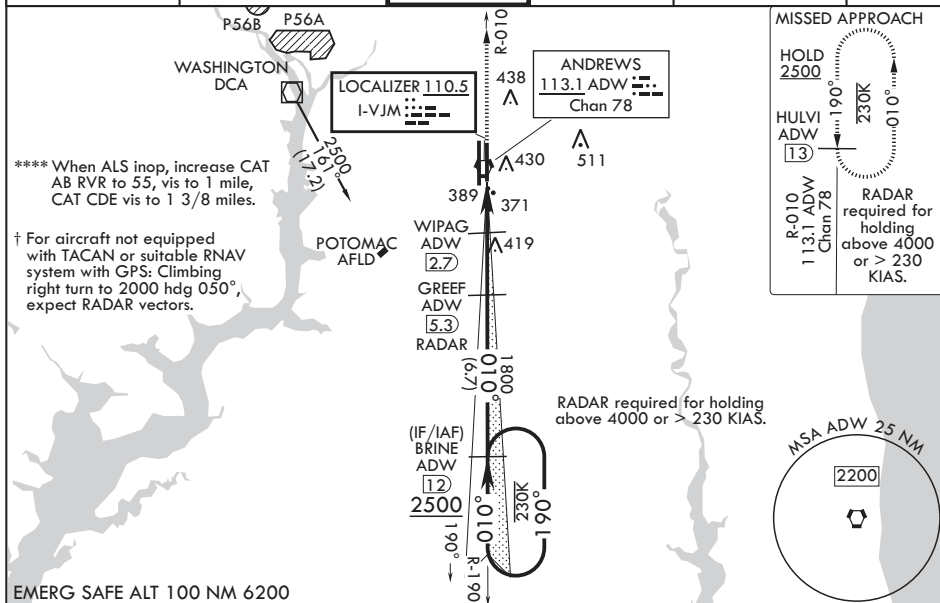
▼ \* When ALS inop, increase RVR to 40, vis to 3/4 mile. RVR 18 authorized with use of Flight Director System or Autopilot System or Heads-Up-Display to DA.  
 \*\* When ALS inop, increase RVR to 55, vis to 1 mile.  
 \*\*\* Circling not authorized W of Rwy 1L-19R.

ALS-F-1



† MISSED APPROACH:  
 Climb to 2500 via ADW  
 VORTAC R-010 to  
 HULVI/ADW 13 DME  
 and hold.

ATIS <b>133.675 251.05</b>	POTOMAC APP CON <b>128.0 335.5</b>	TOWER <b>118.4 349.0</b>	GND CON <b>121.8 275.8</b>	CLNC DEL <b>127.55 285.475</b>	CPDLC
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BRINE ADW [12]	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 61).	2500 ADW R-010	HULVI ADW [13]	ELEV 280	TDZE 265
2500 190° 010°	GREEF ADW [5.3] RADAR	WIPAG ADW [2.7]	ADW [1.6]	VORTAC AREKE ADW [6]	
GS 3.00° TCH 47	1800	980	2.6 NM	2.1 NM	
CATEGORY	A	B	C	D	E
S-ILS 1R*	465/24	200	(200-½)		
S-LOC 1R**	640/24 375 (400-½)	640/35	375 (400-¾)		
CIRCLING***	780-1 500 (500-1)	780-1½ 500 (500-1½)	840-2 560 (600-2)		
NON-DME					
S-LOC 1R****	720/24 455 (500-½)	720/45	455 (500-¾)		
CIRCLING***	780-1 500 (500-1)	780-1½ 500 (500-1½)	840-2 560 (600-2)		
HIRL all rwys TDZL/CL Rwy 1L and 19R					
FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CAMP SPRINGS, MARYLAND

38°49'N - 76°52'W JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

Amdt 1 18MAY23

## ILS or LOC RWY 1R

NE-3, 07 AUG 2025 to 02 OCT 2025



CAMP SPRINGS, MARYLAND

ILS or LOC RWY 19L

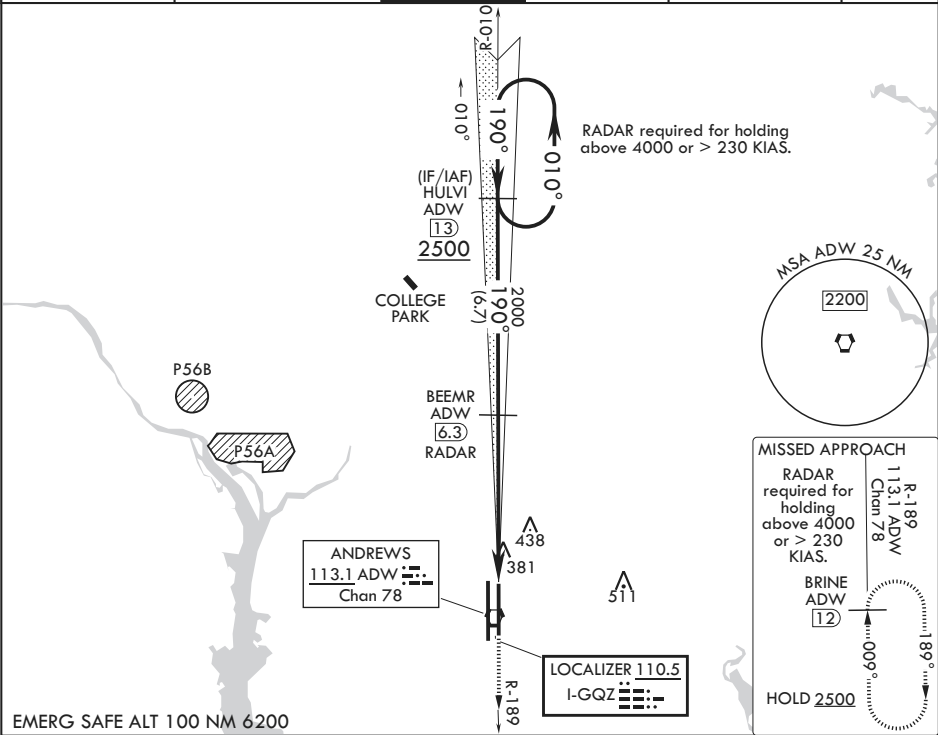
LOC I-GQZ 110.5	APCH CRS 190°	Rwy Idg TDZE Arpt Elev	9756 279 280
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(USAF) JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

RADAR or DME required at FAF	ALSIF-1 A1
* When ALS inop, increase RVR to 40, vis to 3/4. ** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 60, vis to 1 1/8 mile. *** Circling not authorized W of Rwy 1L-19R.	

MISSED APPROACH: Climb to 2500 via ADW R-189 to BRINE/ADW 12 DME and hold.
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ATIS 133.675 251.05	POTOMAC APP CON 128.0 335.5	TOWER 118.4 349.0	GND CON 121.8 275.8	CLNC DEL 127.55 285.475	CPDLC
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					2500 ADW R-189		BRINE ADW 12		ELEV 280		TDZE 279			
GS 3.00° TCH 56									430 A					
CATEGORY					A		B		C		D		E	
S-ILS 19L*					479/24		200		(200-½)					
S-LOC 19L**					680/24 401 (400-½)		680/40 401 (400-¾)							
CIRCLING***					780-1 500 (500-1)		780-1½ 500 (500-1½)		840-2 560 (600-2)					
HIRL all rwys TDZL/CL Rws 1L and 19R														
FAF to MAP 5.2 NM														
Knots		60		90		120		150		180				
Min:Sec		5:12		3:28		2:36		2:05		1:44				

CAMP SPRINGS, MARYLAND

Amdt 1 18MAY23

38°49'N - 76°52'W JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

ILS or LOC RWY 19L

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

CAMP SPRINGS, MARYLAND

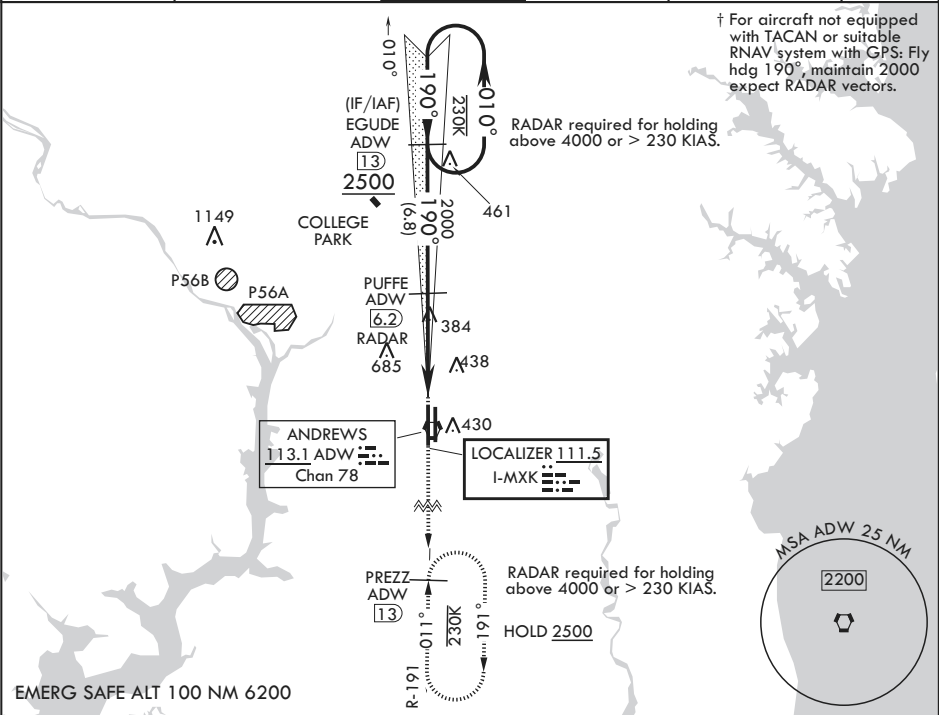
ILS or LOC RWY 19R

LOC I-MXK <b>111.5</b>	APCH CRS <b>190°</b>	Rwy Idg TDZE Arprt Elev	<b>10,309</b> <b>274</b> <b>280</b>
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(USAF) JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

RADAR or DME required		ALSF-2	† MISSED APPROACH: Climb to 2500, intercept ADW VORTAC R-191 to PREZZ and hold.
* When ALS inop, increase RVR to 40, vis to 3/4 mile. When TDZL/CL inop, increase RVR to 24. ** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE RVR to 60, vis to 1 1/8 miles. *** Circling NA West of Rwy 1L-19R.			

ATIS <b>133.675 251.05</b>	POTOMAC APP CON <b>128.0 335.5</b>	TOWER <b>118.4 349.0</b>	GND CON <b>121.8 275.8</b>	CLNC DEL <b>127.55 285.475</b>	CPDLC
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		EGUDE ADW 13	PUFFE ADW 6.2 RADAR	ADW 2.1	BARLE ADW 1.5	PREZZ ADW 13	ELEV 280	190°	TDZE 274			
CATEGORY		A	B	C	D	E						
S-ILS 19R*		474/18		200	(200-½)							
S-LOC 19R**		660/24	386 (400-½)	660/35	386	(400-¾)						
CIRCLING***		780-1	500 (500-1)	780-1½ 500 (500-1½)	840-2	560 (600-2)						
							FAF to MAP 4.7 NM					
							Knots	60	90	120	150	180
							Min:Sec	4:42	3:08	2:21	1:53	1:34

CAMP SPRINGS, MARYLAND

Amtdt 4 06OCT22

38°49'N - 76°52'W JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

ILS or LOC RWY 19R


NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

ILS RWY 1L (CAT II & III)

LOC I-RWS <b><u>111.5</u></b>	APCH CRS <b>010°</b>	Rwy Idg <b>10,310</b> TDZE <b>261</b> Arpt Elev <b>280</b>
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[USAF] JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

RADAR or DME required		† MISSED APPROACH: Climbing to 2500, intercept ADW VORTAC R-009 to EGUDE and hold.
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ATIS	POTOMAC APP CON	TOWER	GND CON	CLNC DEL	CPDLC
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8	127.55 285.475	

541 CATEGORY II & III ILS SPECIAL  
AIRCREW & AIRCRAFT  
CERTIFICATION REQUIRED E


WASHINGTON  
111.0 DCA   
Chan 47

LOCALIZER 111.5  
I-RWS

ANDREWS  
113.1 ADW  
Chan 78

HOLD 2500  
RADAR requires  
for holding

TACAN unusable  
for feeder route

BALTIMORE  
115.1 BAL   
Chan 98

† For aircraft not equipped with TACAN or suitable RNAV system with GPS: climbing right turn to 2000 heading 050°, expect RADAR vectors.

FAWKS  
ADW 5.9  
RADAR

(IAF)  
PREZZ  
ADW 13

HOLD 2500  
RADAR required  
for holding  
above 4000 or  
> 230 KIAS

EMERG SAFE ALT 100 NM 6200

2500  
↑  
ADW  
VORTAC

EGUDE  
ADW  
R-009  
13

VGS1 and descent angle  
not coincident (VGS1  
Angle 3.00/TCH 72).

FAWKS  
ADW 5.9  
RADAR

PREZZ  
ADW 13

190°  
2500  
010°  
2500

010°  
2000

5.3 NM

GS 3.00°  
TCH 55

CATEGORY	A	B	C	D	E
S-ILS 1L	CAT II RA 108/12 100 DA 361				
S-ILS 1L	CAT IIIa			RVR 07	
S-ILS 1L	CAT IIIb			RVR 06	
S-ILS 1L	CAT IIIc			NA	

CAMP SPRINGS, MARYLAND

38°49'N-76°52'W

JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

Orig 06OCT22

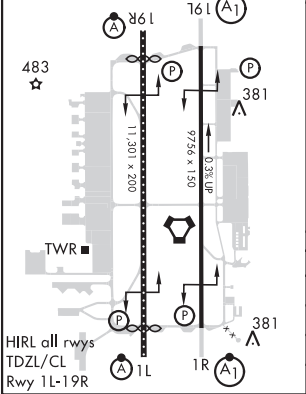
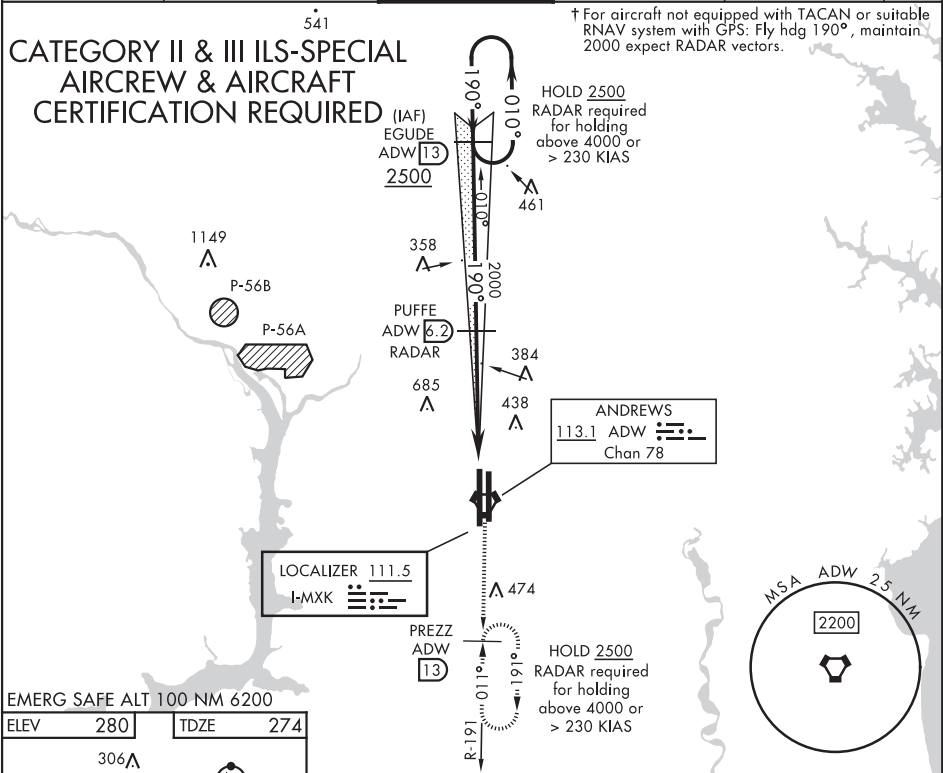
ILS RWY 1L (CAT II &amp; III)

CAMP SPRINGS, MARYLAND

ILS RWY 19R (CAT II & III)

LOC I-MXK <b>111.5</b>	APCH CRS <b>190°</b>	Rwy Idg <b>10,309</b> TDZE <b>274</b> Arpt Elev <b>280</b>	[USAF]	JOINT BASE ANDREWS (ANDREWS AFB) (KADW)
RADAR or DME required			ALSF-2	† MISSED APPROACH: Climbing to 2500, intercept ADW VORTAC R-191 to PREZZ and hold.

ATIS <b>133.675 251.05</b>	POTOMAC APP CON <b>128.0 335.5</b>	TOWER <b>118.4 349.0</b>	GND CON <b>121.8 275.8</b>	CLNC DEL <b>127.55 285.475</b>	CPDLC
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EGUDE ADW 13		PUFFE ADW 6.2 RADAR		VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 71).		2500	PREZZ ADW R-191 13
190° 010° 2500 2000 190°		GS 3.00° TCH 55		5.2 NM 109°		ADW VORTAC	
CATEGORY	A	B	C	D	E		
S-ILS 19R	CAT II	RA 99/12	100	DA 374			
S-ILS 19R		CAT IIIa	RVR 07				
S-ILS 19R		CAT IIIb	RVR 06				
S-ILS 19R		CAT IIIc	NA				

CAMP SPRINGS, MARYLAND  
Orig 06OCT22

38°49'N-76°52'W

JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

ILS RWY 19R (CAT II & III)

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

CAMP SPRINGS, MARYLAND

RNAV (RNP) Y RWY 1L

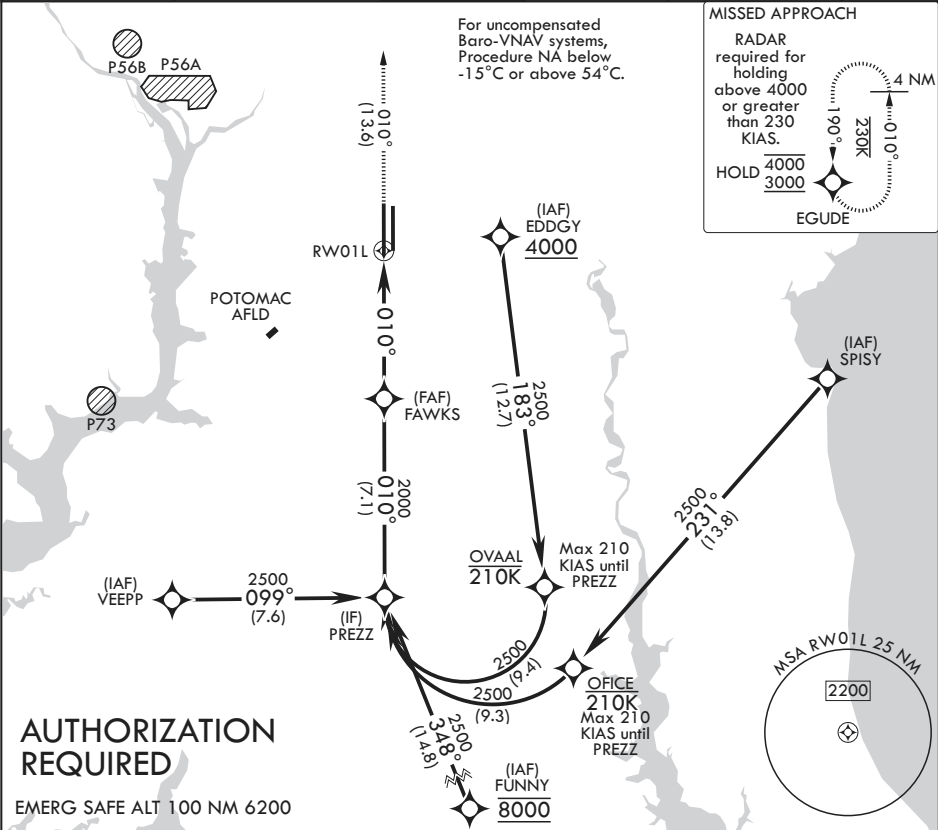
APCH CRS	Rwy Idg	10,310
010°	TDZE	261
	Arpt Elev	280

(USAF) JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

RNP AR APCH. From SPISY, EDDGY: RF.  
\* When ALS inop, increase RVR to 55, vis to 1 mile.  
\*\* When ALS inop, increase vis to 1 3/8 miles.

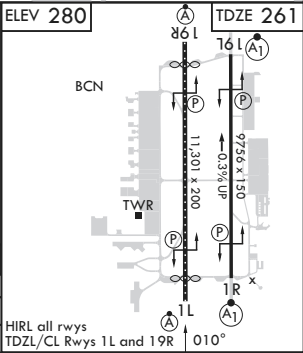
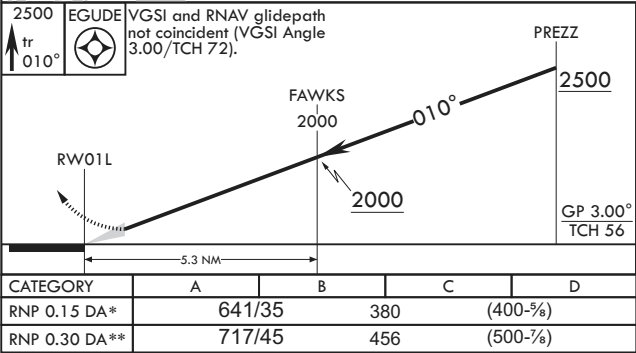
ALSF-2 MISSED APPROACH: Climb to 2500 on track 010° to EGUDE and hold.

ATIS 133.675 251.05	POTOMAC APP CON 128.0 335.5	TOWER 118.4 349.0	GND CON 121.8 275.8	CLNC DEL 127.55 285.475	CPDLC
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AUTHORIZATION REQUIRED

EMERG SAFE ALT 100 NM 6200



CAMP SPRINGS, MARYLAND

Amndt 2 18MAY23

38°49'N - 76°52'W JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

RNAV (RNP) Y RWY 1L

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

CAMP SPRINGS, MARYLAND

WAAS CH 52206 W01B	APCH CRS 010°	Rwy ldg TDZE 265 Arprt Elev 280
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(USAF) JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

# RNAV (GPS) RWY 1R

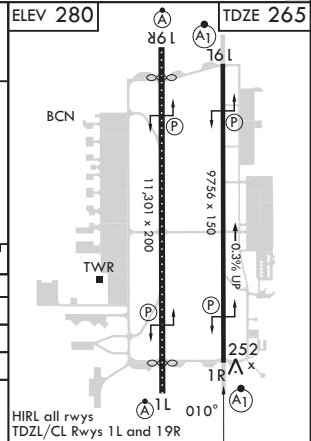
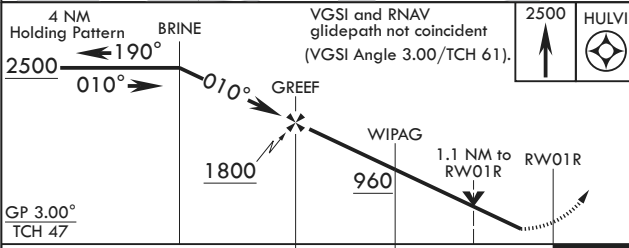
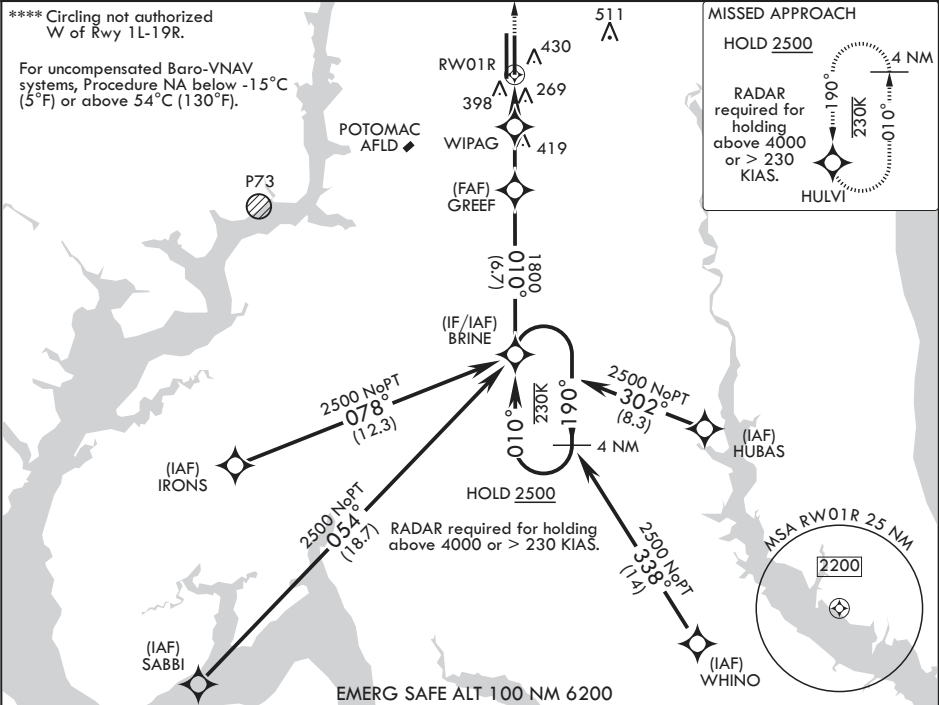
DME/DME RNP-0.3 NA

▲ \* 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.  
\*\*\* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile;  
CAT CDE RVR to 60, vis to 1 1/8 miles.

ALSF-1

MISSED APPROACH: Climb to 2500 direct HULVI and hold.

ATIS 133.675 251.05	POTOMAC APP CON 128.0 335.5	TOWER 118.4 349.0	GND CON 121.8 275.8	CLNC DEL 127.55 285.475	CPDLC
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CATEGORY	A	B	C	D	E
LPV DA*	465/24	200	(200-½)		
LNAV/VNAV DA**	660/35	395	(400-¾)		
LNAV MDA***	660/24 395 (400-½)	660/35 395 (400-¾)			
CIRCLING****	780-1 500 (500-1)	780-1½ 500 (500-1½)	840-2 560 (600-2)		

CAMP SPRINGS, MARYLAND

Amdt 3 18MAY23

38°49'N - 76°52'W JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

# RNAV (GPS) RWY 1R

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

CAMP SPRINGS, MARYLAND

WAAS CH 52203 W19A	APCH CRS 190°	Rwy ldg TDZE Arpt Elev	9756 279 280
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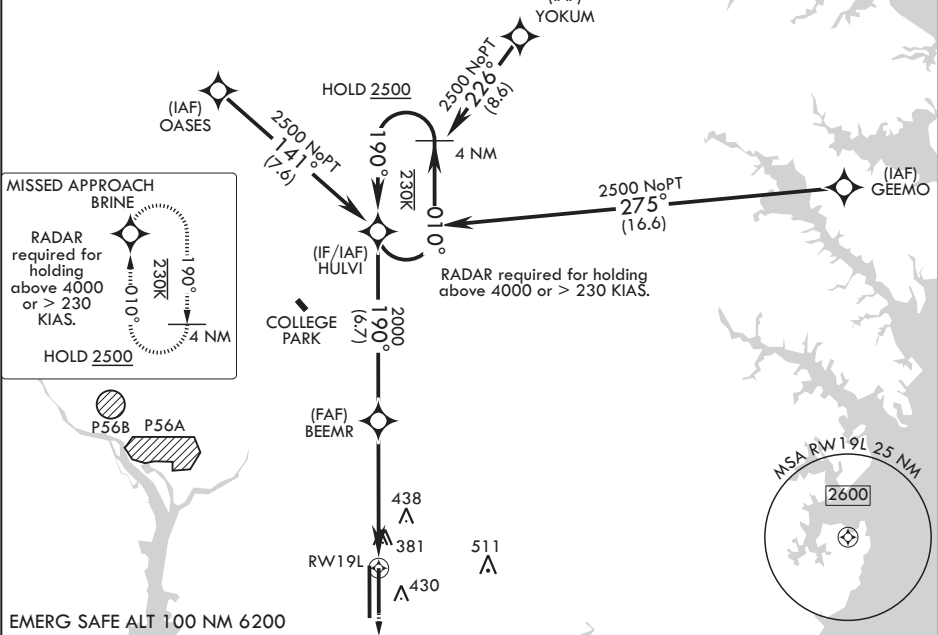
RNAV (GPS) RWY 19L

(USAF) JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

DME/DME RNP-0.3 NA	ALSF-1	MISSED APPROACH: Climb to 2500 direct BRINE and hold.
* 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. *** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 60, vis to 1 1/8 miles.		

ATIS 133.675 251.05	POTOMAC APP CON 128.0 335.5	TOWER 118.4 349.0	GND CON 121.8 275.8	CLNC DEL 127.55 285.475	CPDLC
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\*\*\*\* Circling not authorized W of Rwy 1L-19R.  
Visibility reduction by helicopters NA.  
For uncompensated Baro-VNAV systems, Procedure NA below -15°C (5°F) or above 54°C (130°F).



EMERG SAFE ALT 100 NM 6200	4 NM Holding Pattern HULVI	2500	BRINE	ELEV 280	TDZE 279
GP 3.00° TCH 56	190°	190°	190°	190°	190°
CATEGORY	A	B	C	D	E
LPV DA*	479/24	200	(200-½)		
LNAV/VNAV DA**	680/40	401	(400-¾)		
LNAV MDA***	680/24 401 (400-½)	680/40	401 (400-¾)		
CIRCLING****	780-1 500 (500-1)	780-1½ 500 (500-1½)	840-2 560 (600-2)		

CAMP SPRINGS, MARYLAND

Amdt 1 18MAY23

38°49'N - 76°52'W JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

RNAV (GPS) RWY 19L

CAMP SPRINGS, MARYLAND

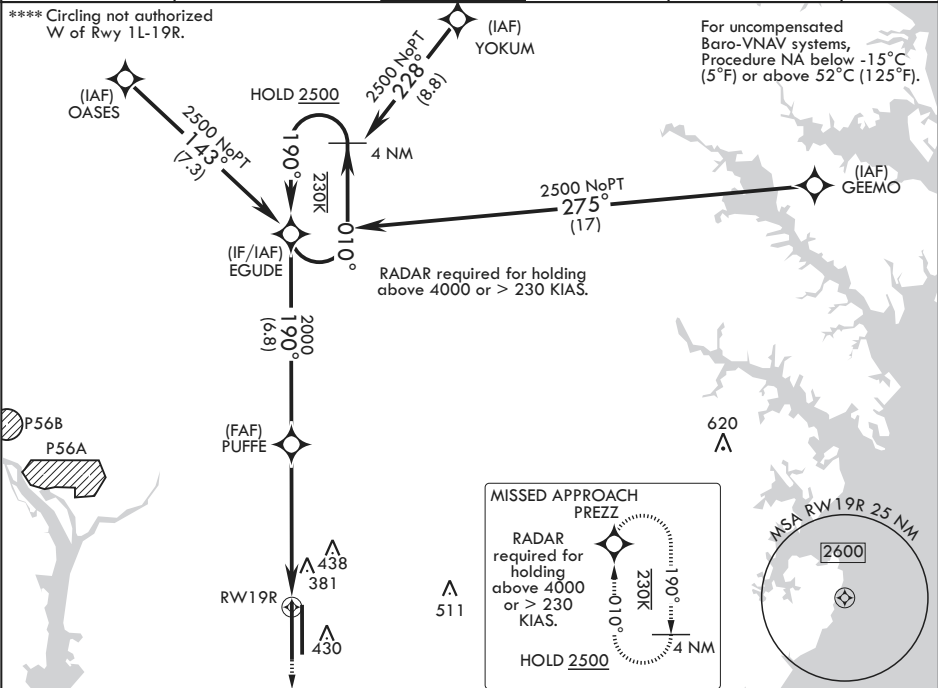
RNAV (GPS) RWY 19R

WAAS CH 52204 W19B	APCH CRS 190°	Rwy ldg TDZE Arprt Elev	10,309 274 280
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(USAF) JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

DME/DME RNP-0.3 NA	ALSF-2	MISSED APPROACH: Climb to 2500 direct PREZZ and hold.
* When ALS inop, increase RVR to 40, vis to 3/4. When TDZ/CL lights inop, increase RVR to 24. ** When ALS inop, increase vis to 1 1/4 miles. *** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 1/4 miles.		

ATIS 133.675 251.05	POTOMAC APP CON 128.0 335.5	TOWER 118.4 349.0	GND CON 121.8 275.8	CLNC DEL 127.55 285.475	CPDLC
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4 NM Holding Pattern	EGUDE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70.62).	2500	PREZZ	ELEV 280	TDZE 274
GP 3.00° TCH 55	PUFFE	1.1 NM to RWY19R	2000	5.2 NM	11.301 x 200	0.3% UP
CATEGORY	A	B	C	D	E	
LPV DA*	474/18	200	(200-½)			
LNAV/VNAV DA**	697/40	423	(500-¾)			
LNAV MDA***	700/24 426 (500-½)	700/40 426 (500-¾)				
CIRCLING****	780-1 500 (500-1)	780-1½ 500 (500-1½)	840-2 560 (600-2)			

CAMP SPRINGS, MARYLAND

Amdt 1 18MAY23

38°49'N - 76°52'W JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

RNAV (GPS) RWY 19R

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025



CAMP SPRINGS, MARYLAND

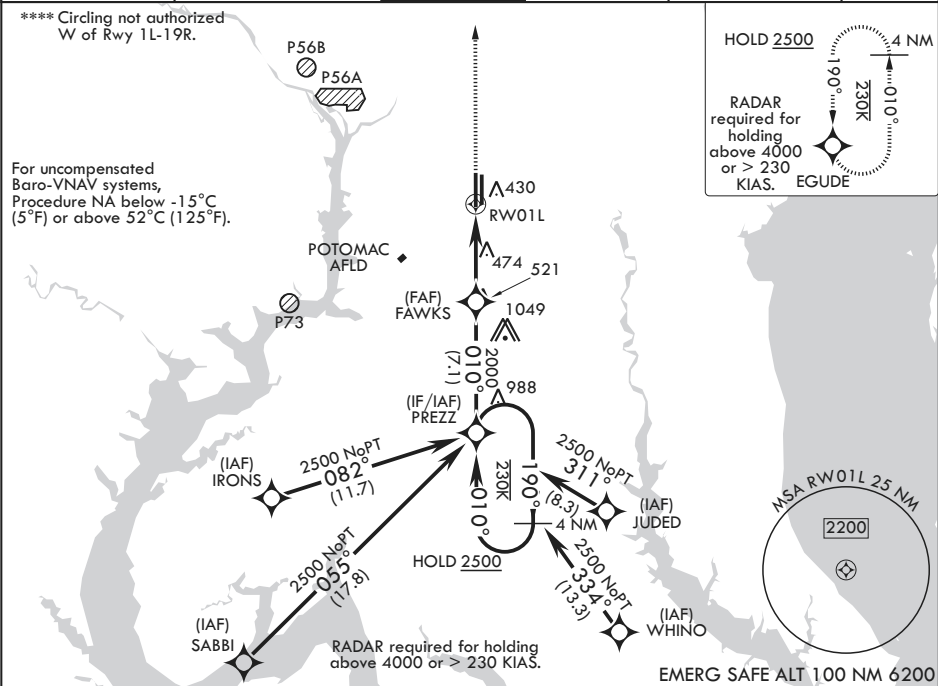
RNAV (GPS) Z RWY 1L



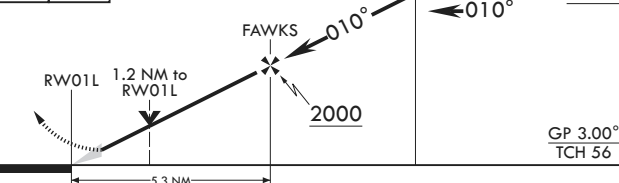
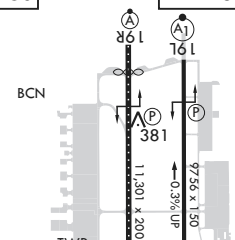
WAAS CH 52205 W01A	APCH CRS 010°	Rwy ldg TDZE Arpt Elev	10,310 261 280
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(USAF) JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

DME/DME RNP-0.3 NA	ALSF-2	MISSED APPROACH: Climb to 2500 direct EGUDE and hold.
<p>▼ * When ALS inop, increase RVR to 40, vis to ¾. When TDZ/CL lights inop, increase RVR to 24. ** When ALS inop increase vis to 1 1/4 miles. *** When ALS inop increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 1/4 miles.</p>		

ATIS 133.675 251.05	POTOMAC APP CON 128.0 335.5	TOWER 118.4 349.0	GND CON 121.8 275.8	CLNC DEL 127.55 285.475	CPDLC
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2500 EGUDE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).					PREZZ	4 NM Holding Pattern		ELEV 280	TDZE 261	
							GP 3.00° TCH 56				
CATEGORY	A		B	C	D	E					
LPV DA*	461/18		200	(200-½)							
LNAV/VNAV DA**	687/40		426	(500-¾)							
LNAV MDA***	700/24 439 (500-½)			700/40 439 (500-¾)							
CIRCLING****	780-1 500 (500-1)			780-1½ 500 (500-1½)		840-2 560 (600-2)		HIRL all rwys TDZL/CL Rwys 1L and 19R			
							A 349				

CAMP SPRINGS, MARYLAND

Amdt 5 18MAY23

38°49'N - 76°52'W JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

RNAV (GPS) Z RWY 1L

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

CAMP SPRINGS, MARYLAND

RNAV (GPS)-A

(USAF) JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

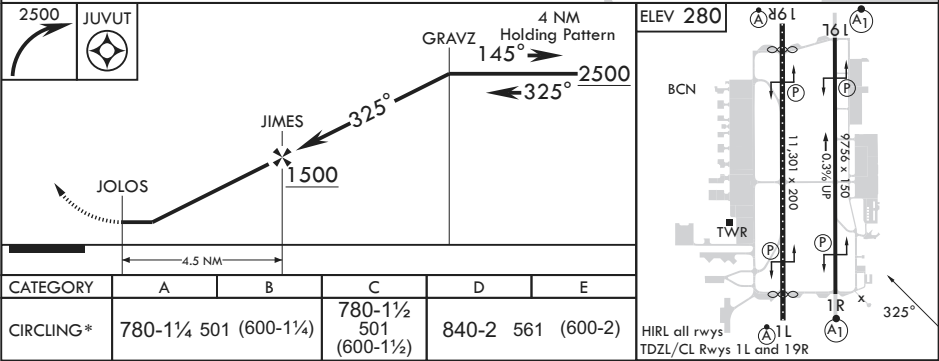
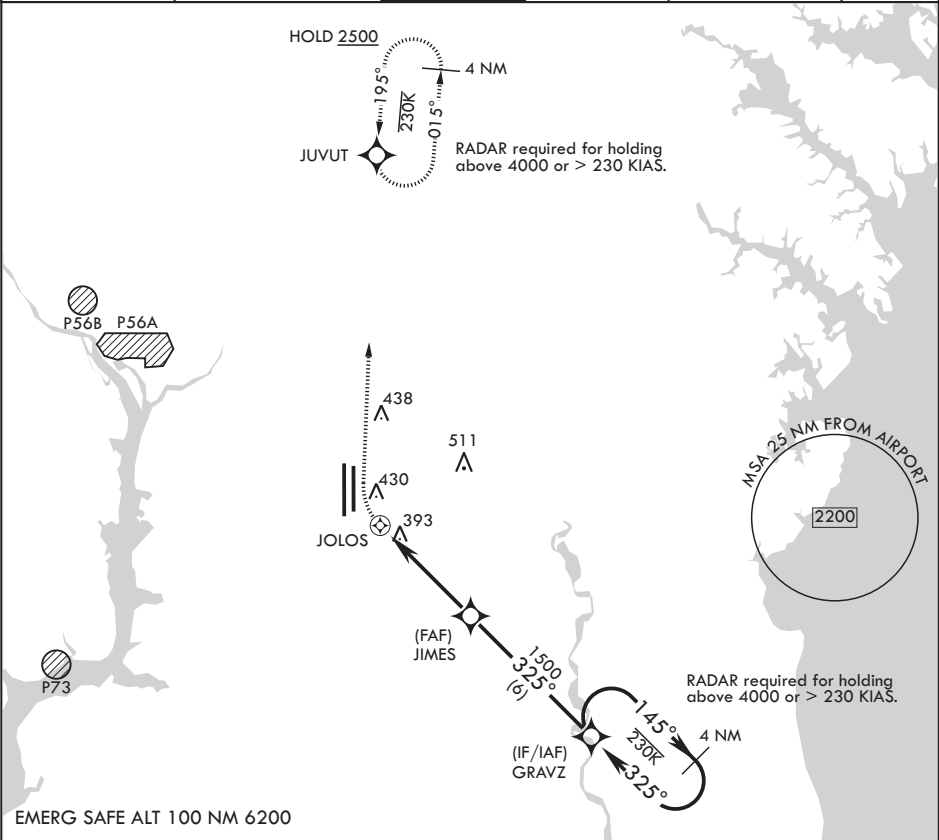
APCH CRS 325°	Rwy Idg TDZE Arpt Elev N/A N/A 280
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DME/DME RNP - 0.3 NA

MISSED APPROACH: Climbing right turn to 2500 direct JUVUT and hold.

\* Circling not authorized W of Rwy 1L-19R.

ATIS 133.675 251.05	POTOMAC APP CON 128.0 335.5	TOWER 118.4 349.0	GND CON 121.8 275.8	CLNC DEL 127.55 285.475	CPDLC
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CAMP SPRINGS, MARYLAND

Amdt 1 18MAY23

38°49'N - 76°52'W JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

RNAV (GPS)-A

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

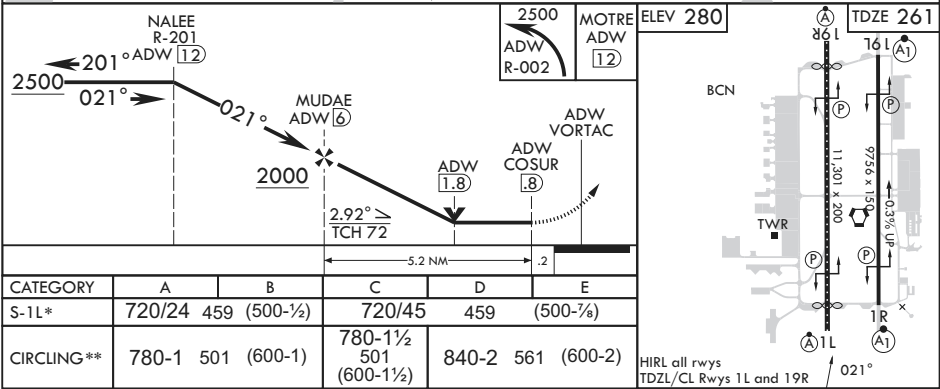
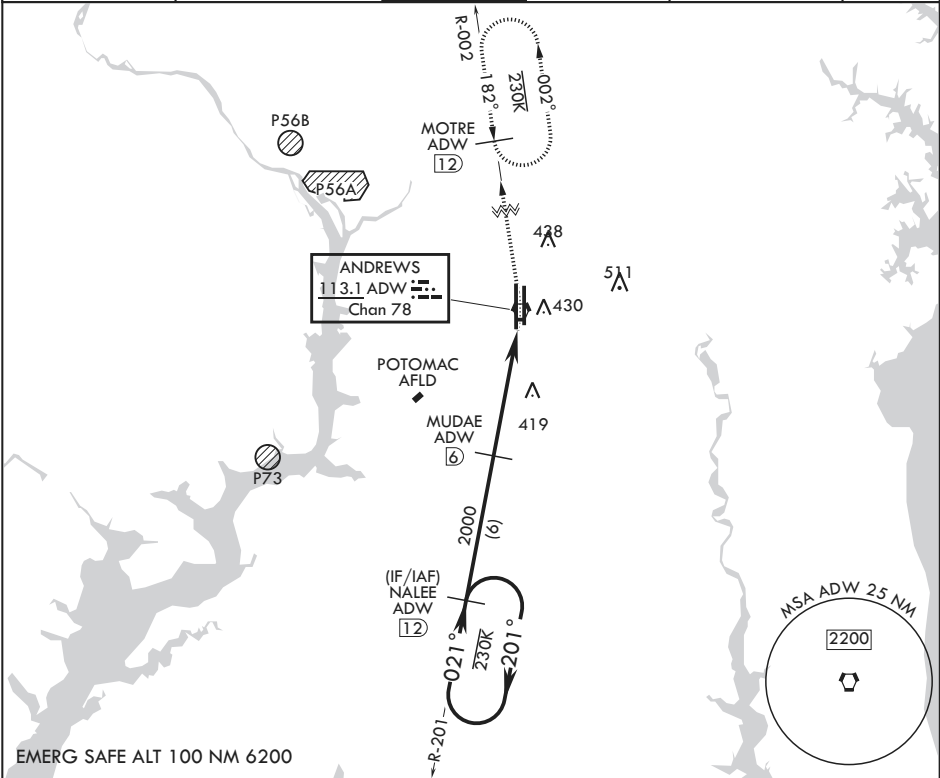
TACAN RWY 1L

VORTAC ADW 113.1 Chan 78	APCH CRS 021°	Rwy Idg TDZE Arpt Elev	10,310 261 280
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(USAF) JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

RADAR required	ALSF-2	MISSED APPROACH: Climb to 2500 via ADW VORTAC R-002 to MOTRE/ADW 12 DME and hold.
* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1 3/8 miles. ** Circling not authorized W of Rwy 1L-19R.		

ATIS 133.675 251.05	POTOMAC APP CON 128.0 335.5	TOWER 118.4 349.0	GND CON 121.8 275.8	CLNC DEL 127.55 285.475	CPDLC
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TACAN RWY 1L

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

CAMP SPRINGS, MARYLAND

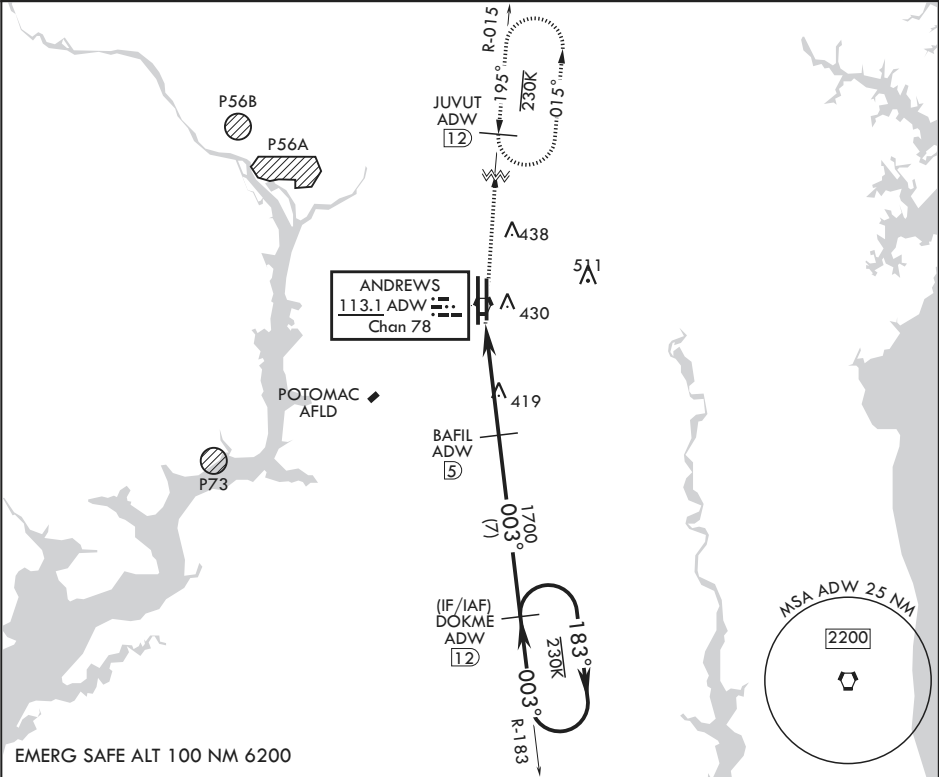
TACAN RWY 1R

VORTAC ADW 113.1 Chan 78	APCH CRS 003°	Rwy Idg TDZE Arpt Elev	9756 265 280
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(USAF) JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

RADAR required	ALSF-1	MISSED APPROACH: Climb to 2500 via ADW VORTAC R-015 to JUVUT and hold.
* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1 3/8 miles. ** Circling not authorized W of Rwy 1L-19R.		

ATIS 133.675 251.05	POTOMAC APP CON 128.0 335.5	TOWER 118.4 349.0	GND CON 121.8 275.8	CLNC DEL 127.55 285.475	CPDLC
------------------------	--------------------------------	----------------------	------------------------	----------------------------	-------



2500 ADW R-015	JUVUT ADW 12	DOKME R-183 ADW 12			ELEV 280	TDZE 265
CATEGORY		A	B	C	D	E
S-1R*		720/24	455 (500-½)	720/45	455 (500-¾)	
CIRCLING**		780-1	501 (600-1)	780-1½ 501 (600-1½)	840-2	561 (600-2)

CAMP SPRINGS, MARYLAND

Amdt 3 18MAY23

38°49'N - 76°52'W JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

TACAN RWY 1R

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

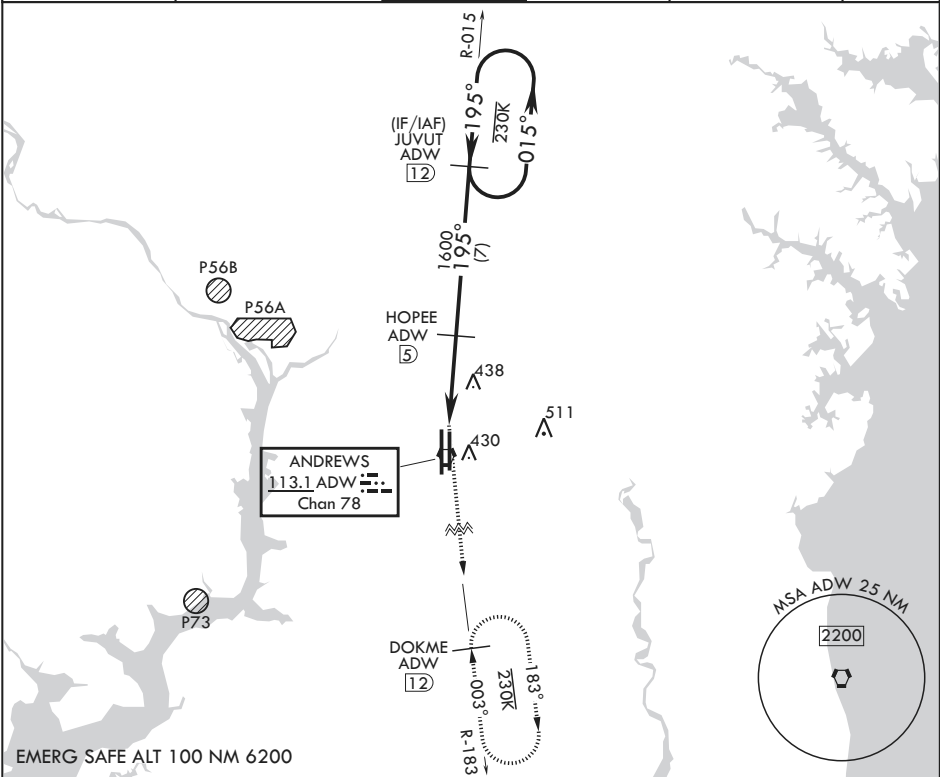
TACAN RWY 19L

VORTAC ADW 113.1 Chan 78	APCH CRS 195°	Rwy Idg TDZE 279	9756 Arpt Elev 280
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(USAF) JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

RADAR required	ALSF-1	MISSED APPROACH: Climbing to 2500 via ADW VORTAC R-183 to DOKME and hold.
* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1 3/8 miles. ** Circling not authorized W of Rwy 1L-19R.		

ATIS 133.675 251.05	POTOMAC APP CON 128.0 335.5	TOWER 118.4 349.0	GND CON 121.8 275.8	CLNC DEL 127.55 285.475	CPDLC
------------------------	--------------------------------	----------------------	------------------------	----------------------------	-------



2500 ADW R-183	DOKME ADW 12	JUVUT R-015 ADW 12	ELEV 280	TDZE 279
CATEGORY A B C D E				
S-19L* 740/24 461 (500-1/2) 740/50 461 (500-1)				
CIRCLING** 780-1 501 (600-1) 780-1 1/2 501 (600-1/2) 840-2 561 (600-2)				

TACAN RWY 19L

CAMP SPRINGS, MARYLAND

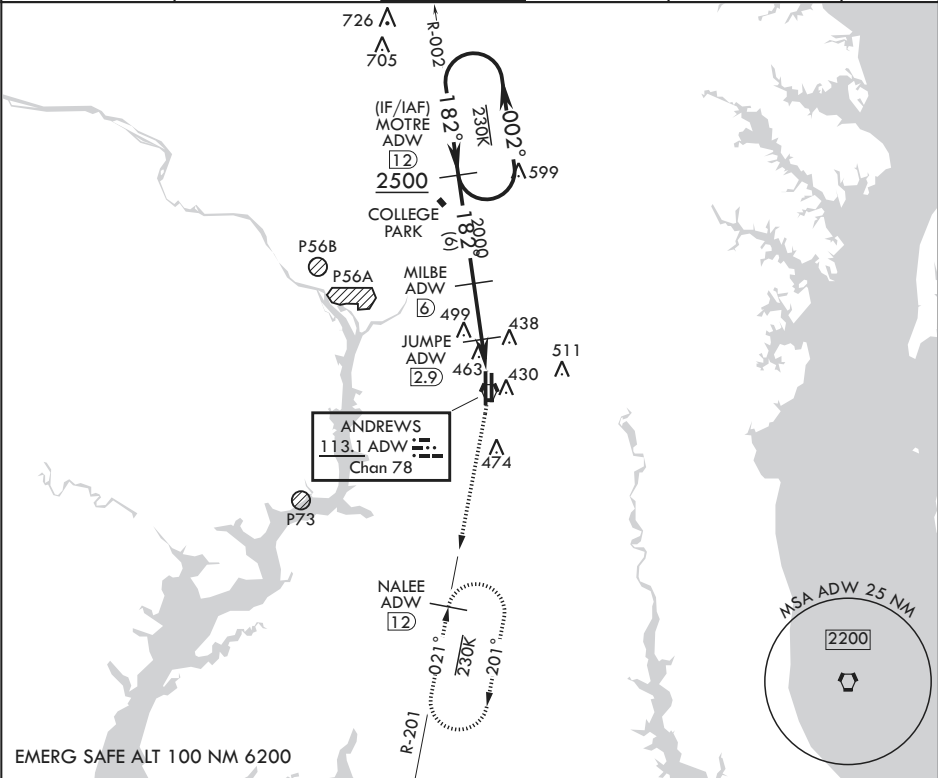
TACAN RWY 19R

VORTAC ADW 113.1 Chan 78	APCH CRS 182°	Rwy Idg TDZE Arpt Elev	10,309 274 280
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(USAF) JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

RADAR required	ALSIF-2	MISSED APPROACH: Climbing to 2500, intercept ADW VORTAC R-201 to NALEE and hold.
* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1 3/8 miles. ** Circling not authorized W of Rwy 1L-19R.		

ATIS 133.675 251.05	POTOMAC APP CON 128.0 335.5	TOWER 118.4 349.0	GND CON 121.8 275.8	CLNC DEL 127.55 285.475	CPDLC
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MOTRE R-002 ADW 12		2500		NALEE ADW 12		ELEV 280		TDZE 274	
2500		182°		182°		182°		182°	
MILBE to MAP		MILBE ADW 6		JUMPE ADW 2.9		ADW 2.2		ADW VORTAC	
3.11°		TCH 71		3.1 NM		1.7 NM		.2	
CATEGORY	A	B	C	D	E				
S-19R*	740/24	466 (500-½)	740/50	466	(500-1)				
CIRCLING**	780-1	501 (600-1)	780-1½ 501 (600-1½)	840-2	561 (600-2)				
HIRL all rwys TDZL/CL Rwy 1L and 19R						BCN			

CAMP SPRINGS, MARYLAND

Amndt 2 18MAY23

38°49'N - 76°52'W JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

TACAN RWY 19R

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

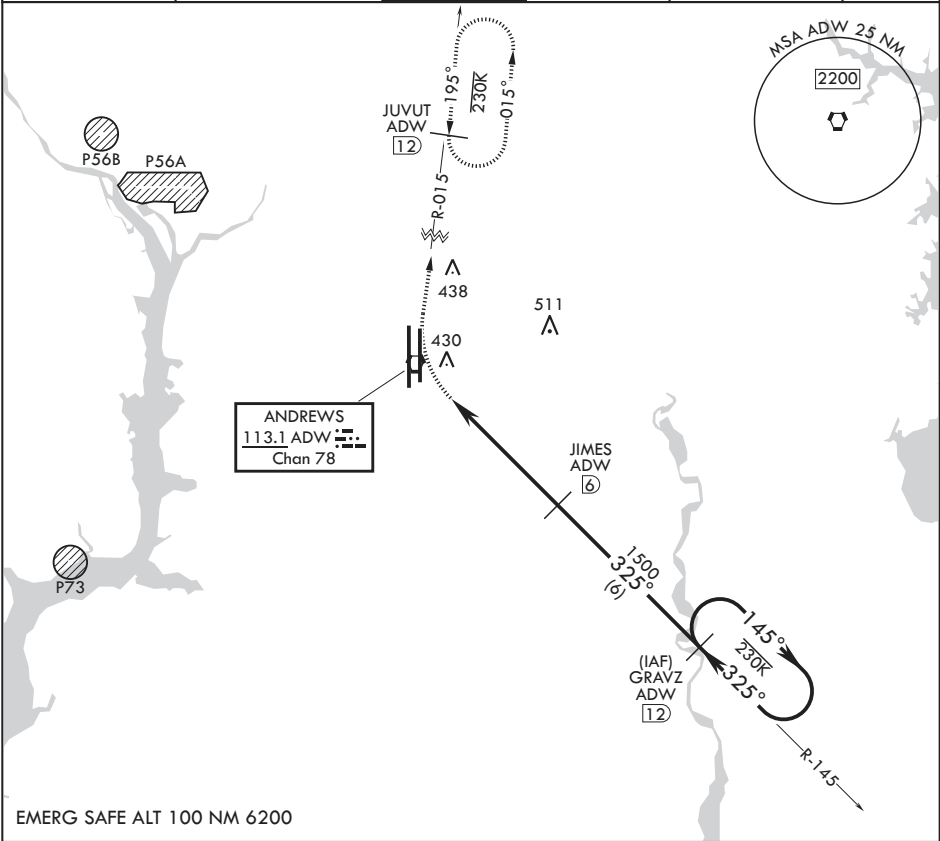
TACAN-B

VORTAC ADW 113.1 Chan 78	APCH CRS 325°	Rwy Idg TDZE Arprt Elev	N/A N/A 280
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(USAF) JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

RADAR required	MISSED APPROACH: Climbing right turn to 2500 via ADW R-015 to JUVUT and hold.
* Circling not authorized west of Rwy 1L-19R.	

ATIS 133.675 251.05	POTOMAC APP CON 128.0 335.5	TOWER 118.4 349.0	GND CON 121.8 275.8	CLNC DEL 127.55 285.475	CPDLC
------------------------	--------------------------------	----------------------	------------------------	----------------------------	-------



2500 ADW R-015	JUVUT ADW 12	GRAVZ ADW 12	145°	2500	ELEV 280	BCN	TWR	1L	1R	325°
ADW VORTAC	JOLOS ADW 1.5	JAMES ADW 6	325°	1500	145°	9756 x 150	11,201 x 200	0.3% up	325°	
4.5 NM										
CATEGORY	A	B	C	D	E	HIRL all rws TDZL/CL Rws 1L and 19R				
CIRCLING*	780-1¼ 500 (500-1¼)		780-1½ 500 (500-1½)	840-2 560 (600-2)						

TACAN-B

25219

## AIRPORT DIAGRAM

[USAF]

JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

CAMP SPRINGS, MARYLAND

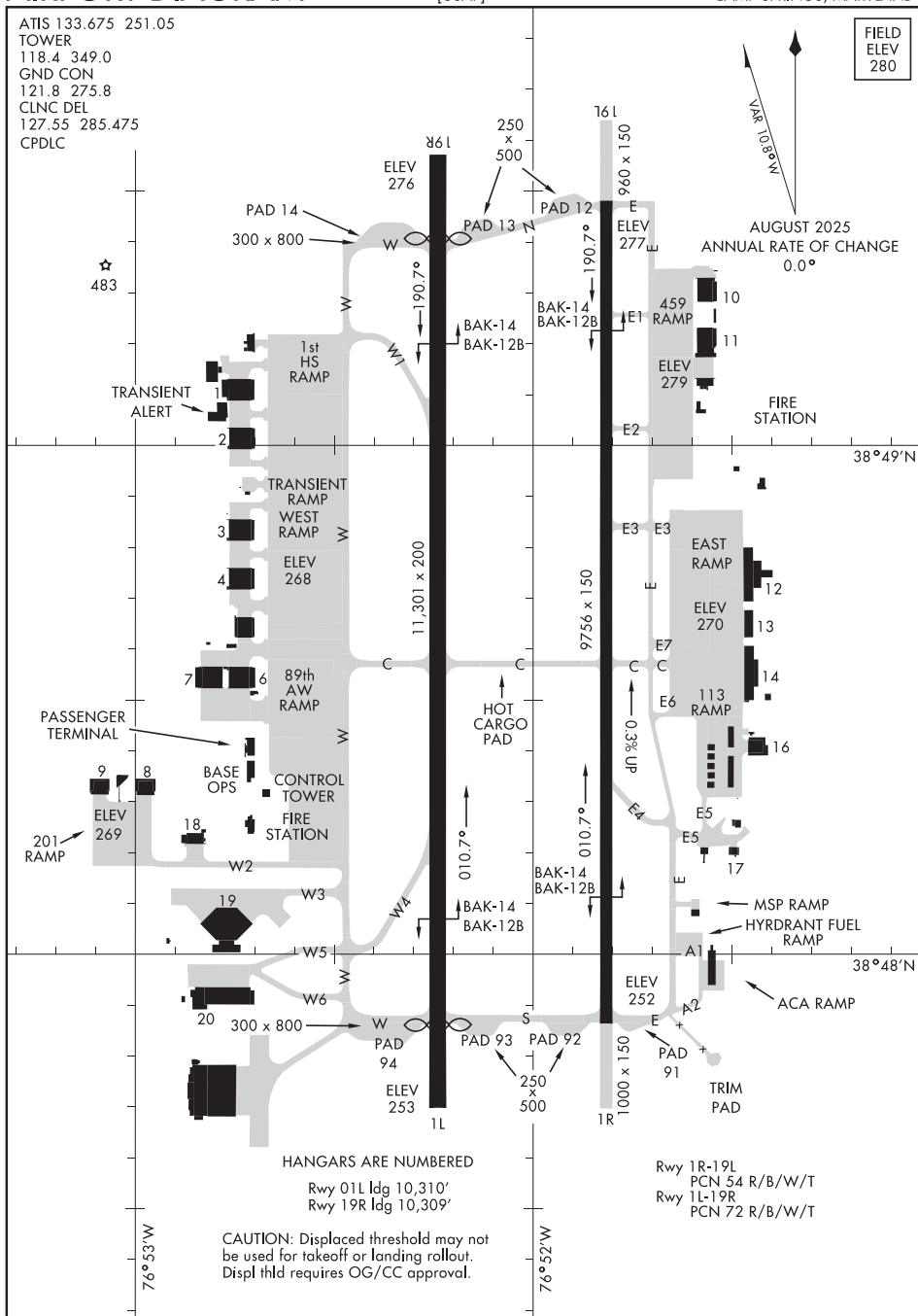
ATIS 133.675 251.05  
 TOWER  
 118.4 349.0  
 GND CON  
 121.8 275.8  
 CLNC DEL  
 127.55 285.475  
 CPDLC

FIELD  
 ELEV  
 280

AUGUST 2025  
 ANNUAL RATE OF CHANGE  
 0.0°

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025



HANGARS ARE NUMBERED

Rwy 01L ldg 10,310'

Rwy 19R ldg 10,309'

CAUTION: Displaced threshold may not  
 be used for takeoff or landing rollout.  
 Displ thld requires OG/CC approval.

Rwy 1R-19L PCN 54 R/B/W/T

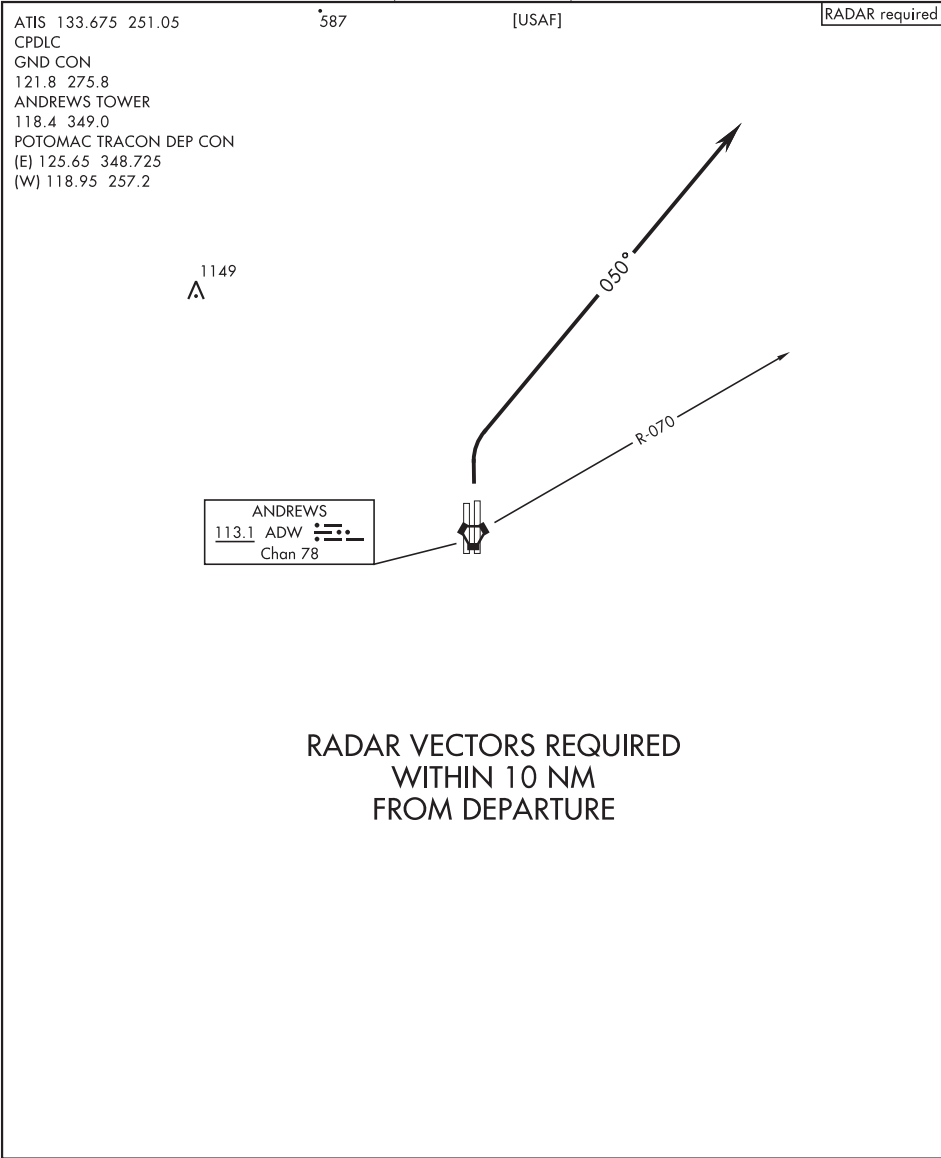
Rwy 11-19R PCN 72 R/B/W/T

## AIRPORT DIAGRAM

CAMP SPRINGS, MARYLAND

JOINT BASE ANDREWS (ANDREWS AFB) (KADW)





T	DEPARTURE ROUTE DESCRIPTION
	<u>TAKEOFF RWY 1L/1R:</u> Climbing right turn to 3000 heading 050°. Expect radar vectors to intercept ADW VORTAC R-070.

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

25219

CAMP SPRINGS ONE DEPARTURE (CAMP1.ADW)

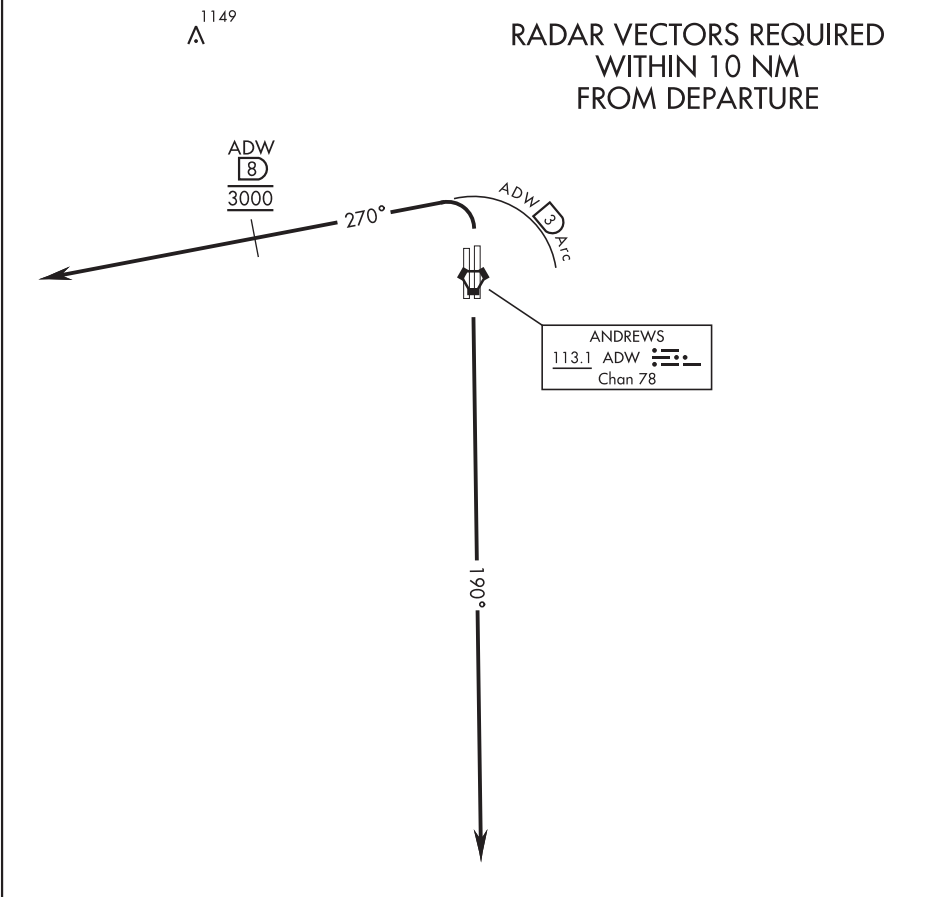
JOINT BASE ANDREWS (ANDREWS AFB) (KADW)  
[USAF] CAMP SPRINGS, MARYLAND

ATIS 133.675 251.05  
CPDLC  
GND CON  
121.8 275.8  
ANDREWS TOWER  
118.4 349.0  
POTOMAC TRACON DEP CON  
(E) 125.65 348.725  
(W) 118.95 257.2

RADAR required  
554\*

Rwy	Knots	60	120	180	240	300	360
1L/R	V/V(fpm)	380	760	1140	1520	1900	2280

ATC Climb Rate to 3000  
  
If unable to make published climb gradient  
advise ATC prior to departure.



T

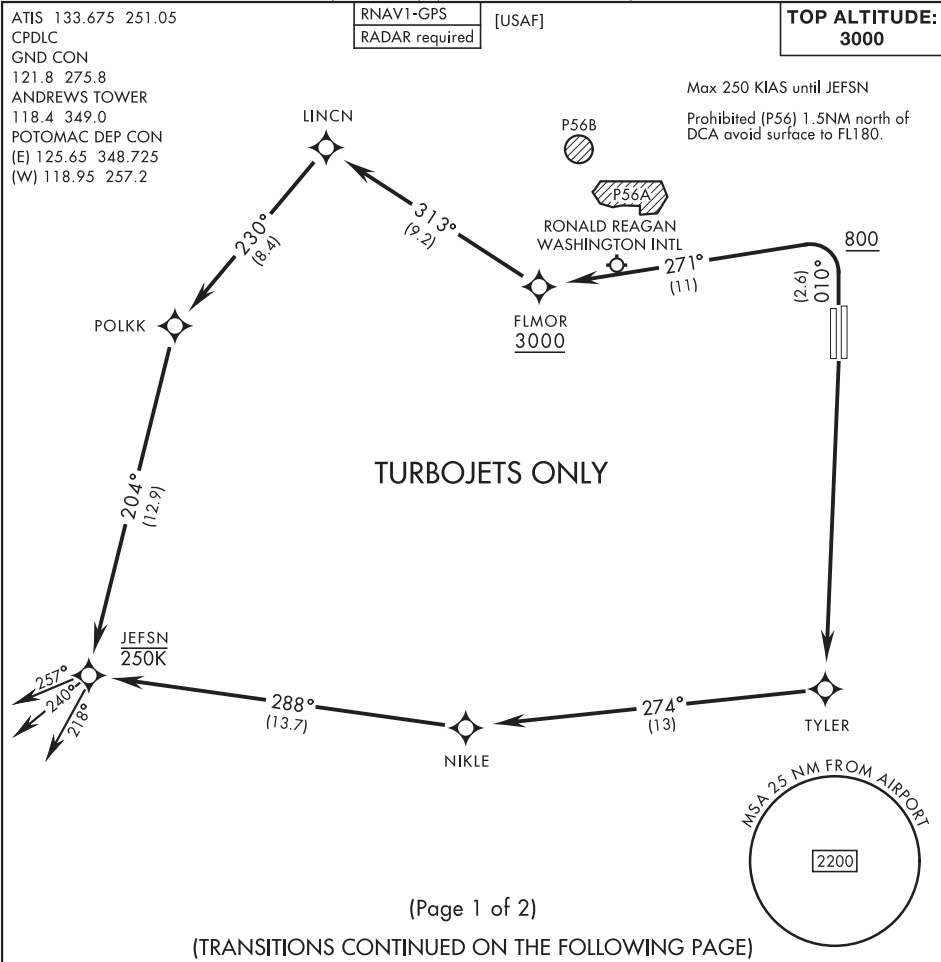
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1L/1R: Turn left climb on heading 270° within 3 DME of ADW VORTAC, cross ADW 8 DME at 3000. Expect radar vectors.

TAKEOFF RWY 19R/19L: Climb on heading 190° to 3000. Expect radar vectors to the west.

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025



T

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1L/R: Climb on heading 010° to 800, then climbing left turn to 3000 direct FLMOR. Then via depicted route to JEFNSN, thence...

TAKEOFF RWY 19L/R: Climb direct TYLER then via depicted route to JEFNSN, thence...

... on assigned transition. Maintain 3000, expect further clearance to filed alt within ten (10) minutes after departure.

FLASK TRANSITION (JEFSN2.FLASK)

GLANC TRANSITION (JEFSN2.GLANC)

MAULS TRANSITION (JEFSN2.MAULS)

MELTN TRANSITION (JEFSN2.MELTN)

RRSIN TRANSITION (JEFSN2.RRSIN)

JEFSN TWO DEPARTURE (RNAV) (JEFSN2.JEFSN)

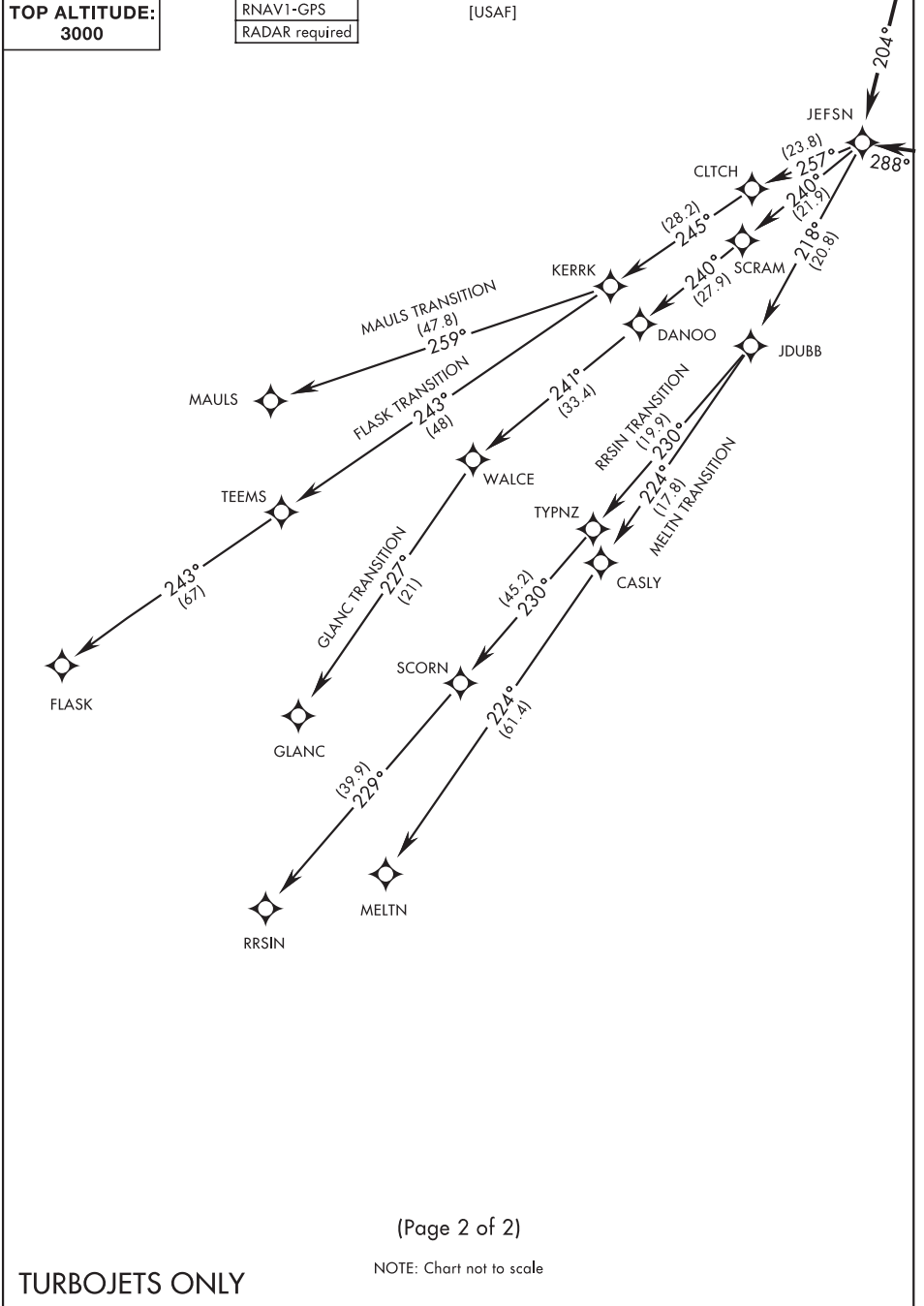
JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

CAMP SPRINGS, MARYLAND

TOP ALTITUDE:  
3000

RNAV1-GPS  
RADAR required

[USAF]



NE-3, 07 AUG 2025 to 02 OCT 2025

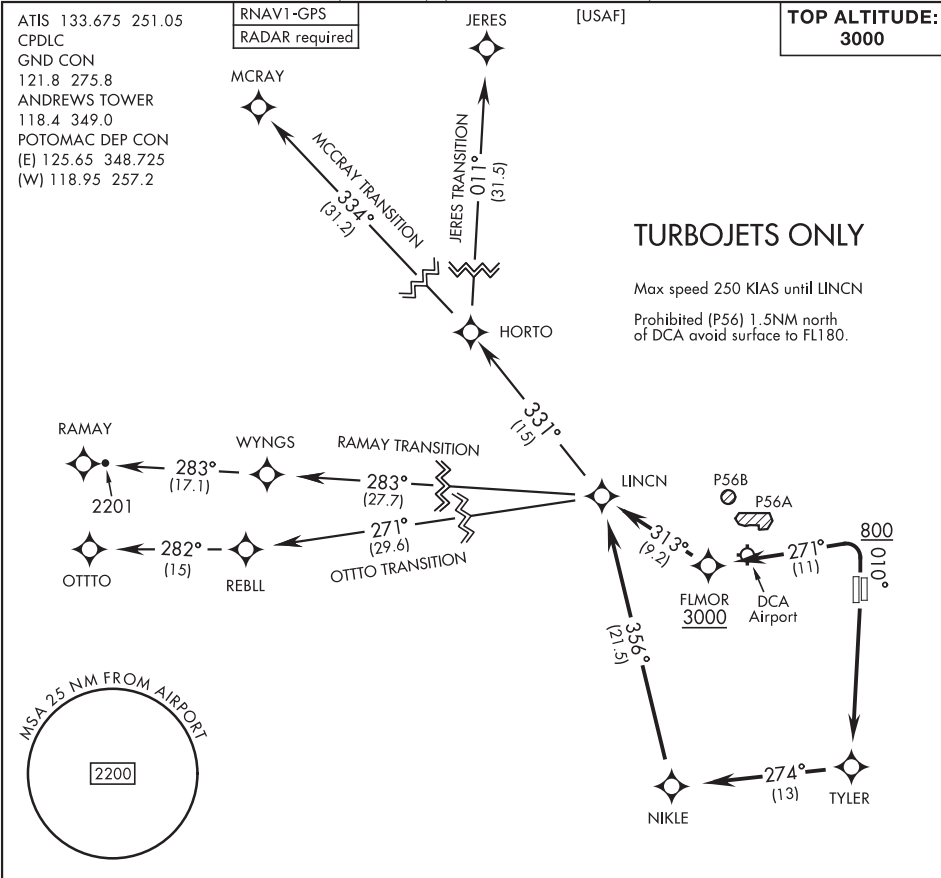
NE-3, 07 AUG 2025 to 02 OCT 2025

JEFSN TWO DEPARTURE (RNAV) (JEFSN2.JEFSN)

Orig 31OCT24

JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

CAMP SPRINGS, MARYLAND



DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RWY 01L/R:** Climb heading 010° to 800, then climbing left turn to 3000 direct FLMOR. Then via depicted route to LINCN, thence...

**TAKEOFF RWY 19L/R:** Climb direct TYLER then via depicted route to LINCN, thence...

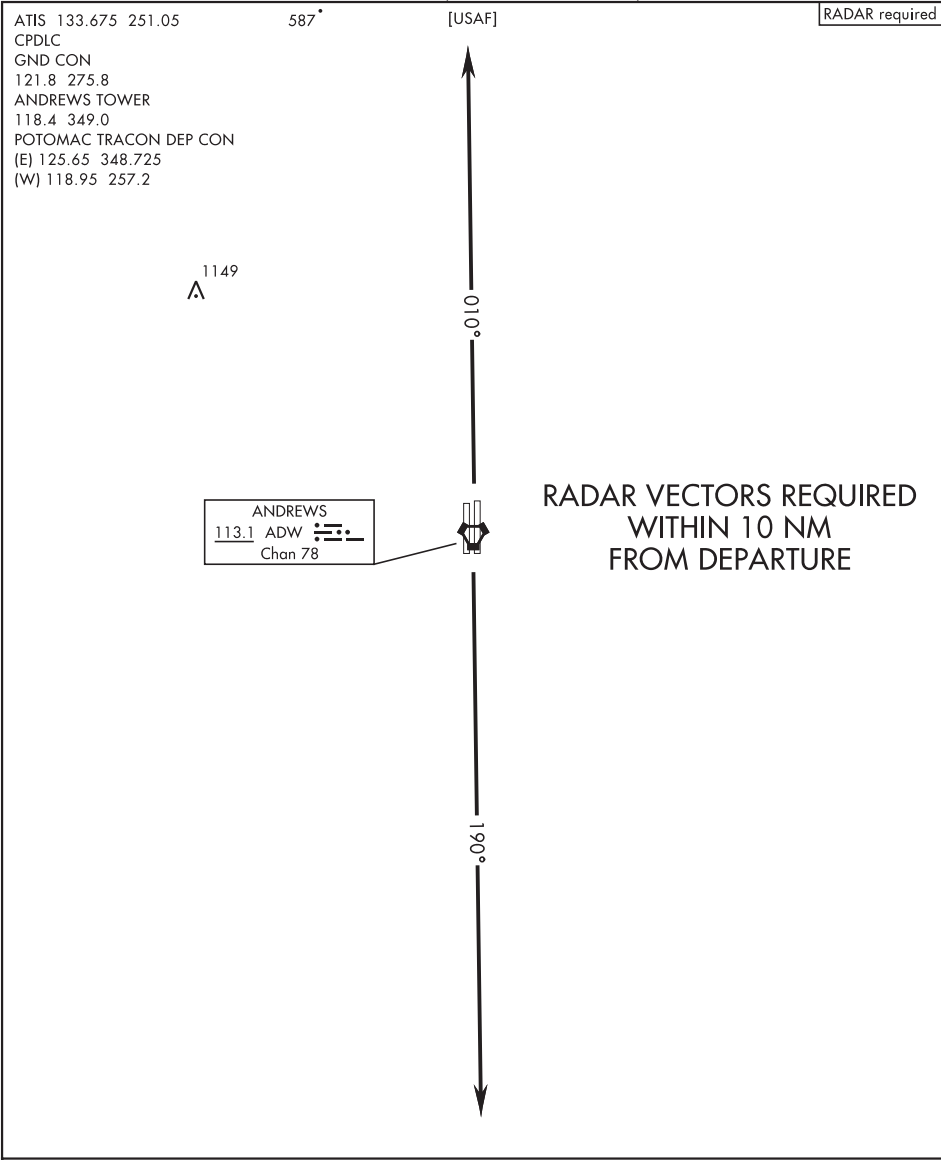
...on assigned transition. Maintain 3000, expect further clearance to filed alt within ten (10) minutes after departure.

JERES TRANSITION (LINCN2.JERES)

MCCRAY TRANSITION (LINCN2.MCCRAY)

OTTO TRANSITION (LINCN2.OTTO)

RAMAY TRANSITION (LINCN2.RAMAY)



T	DEPARTURE ROUTE DESCRIPTION
	<u>TAKEOFF RWY 1L/1R:</u> Climb on heading 010° to 3000. Expect radar vectors.
	<u>TAKEOFF RWY 19R/19L:</u> Climb on heading 190° to 3000. Expect radar vectors to the South or East.

WAAS CH <b>78430</b> <b>W07A</b>	APP CRS <b>066°</b>	Rwy Ldg TDZE <b>1393</b> Apt Elev <b>1411</b>
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RNAV (GPS) RWY 7

LEE COUNTY (ØVG)

▼

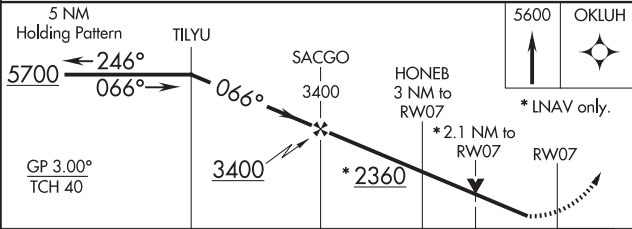
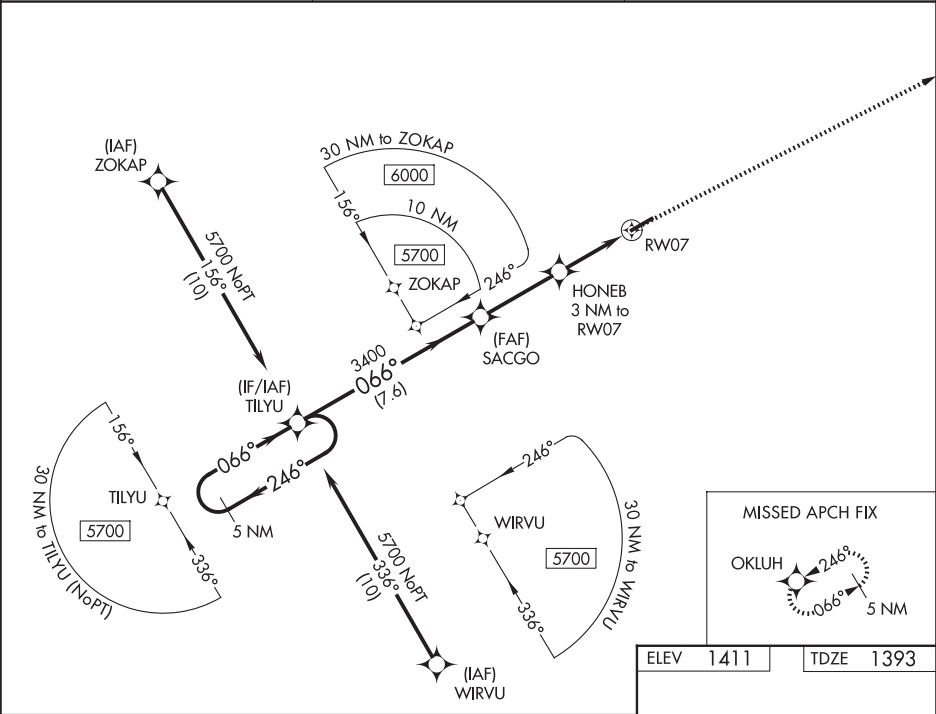
DME/DME RNP-0.3 NA. Rwy 07 helicopter visibility reduction below ¾ SM NA.

▲

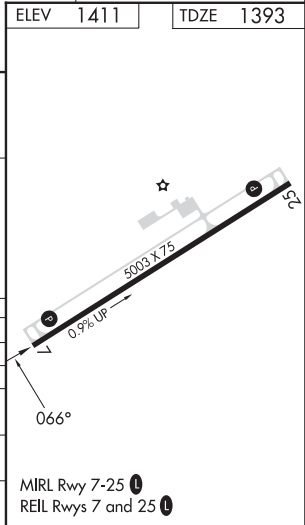
\*\* Missed approach requires minimum climb gradient of 240 feet per NM to 3400.

MISSED APPROACH: Climb to 5600 direct OKLUH and hold, continue climb-in-hold to 5600.

AWOS-3 <b>120.125</b>	ATLANTA CENTER <b>127.55 269.50</b>	CTAF <b>122.9 0</b>
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CATEGORY	A	B	C	D
LPV DA	** 1643-1	250 (300-1)		NA
LPV DA	1881-1¾	488 (500-1¾)		NA
RNAV/VNAV DA	2024-2½	631 (700-2½)		NA
RNAV MDA	2080-1	687 (700-1)	2080-1¾ 687 (700-1¾)	NA
CIRCLING	2140-1 729 (800-1)	2180-1 769 (800-1)	2600-3 1189 (1200-3)	NA



JONESVILLE, VIRGINIA

AL-9373 (FAA)

25219

WAAS CH <b>82717</b> <b>W25A</b>	APP CRS <b>246°</b>	Rwy Ldg TDZE Apt Elev	<b>5003</b> <b>1411</b> <b>1411</b>
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# RNAV (GPS) RWY 25

LEE COUNTY (ØVG)



Helicopter visibility reduction below  $\frac{3}{4}$  SM NA.  
DME/DME RNP-0.3 NA.

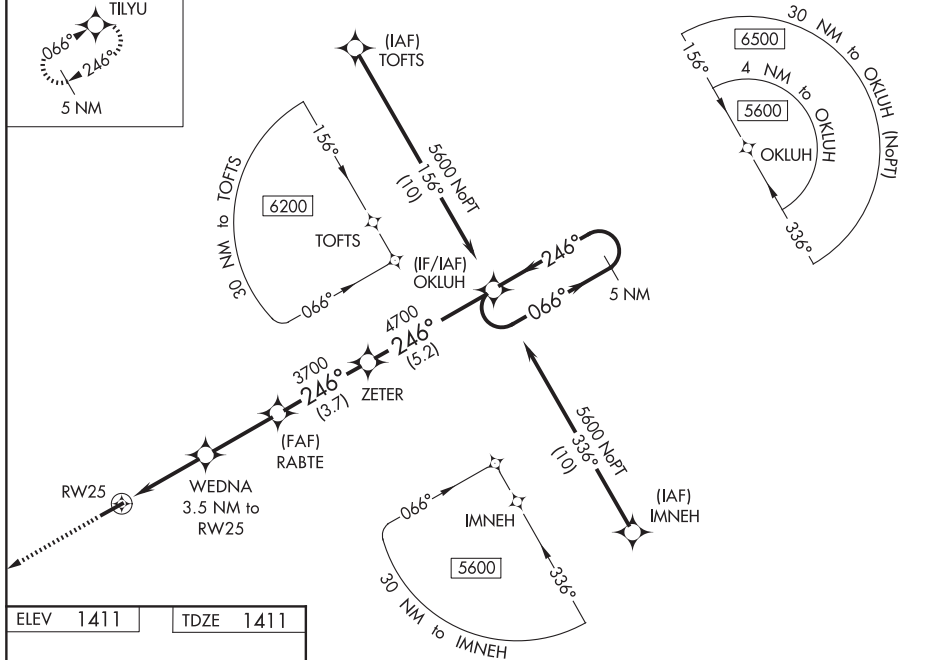
MISSED APPROACH: Climb to 5000  
direct TILYU and hold, continue  
climb-in-hold to 5000.

AWOS-3  
**120.125**

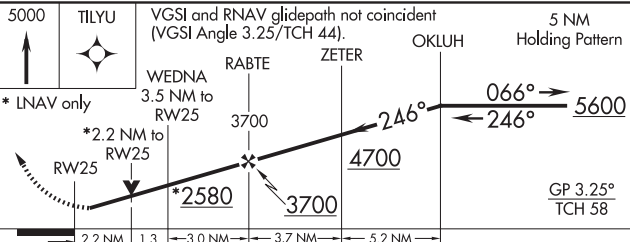
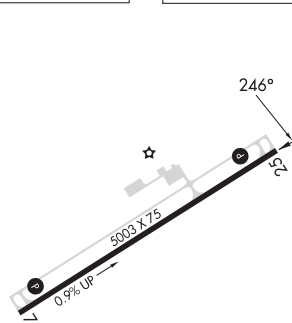
ATLANTA CENTER  
**127.55 269.50**

CTAF  
**122.90**

MISSED APCH FIX



ELEV **1411** TDZE **1411**



CATEGORY	A	B	C	D
LPV DA	1714-1 303 (400-1)			NA
LPV/ VNAV DA	2284-3 873 (900-3)			NA
LPV MDA	2220-1 809 (900-1)	2220-1¼ 809 (900-1¼)	2220-2½ 809 (900-2½)	NA
CIRCLING	2220-1 809 (900-1)		2600-3 1189 (1200-3)	NA

MIRL Rwy 7-25  
REIL Rwy 7 and 25

JONESVILLE, VIRGINIA

Amdt 2 02MAR17

36°39'N-83°13'W

LEE COUNTY (ØVG)

# RNAV (GPS) RWY 25

NE-3, 07 AUG 2025 to 02 OCT 2025



APP CRS  
**034°**

Rwy Ldg  
TDZE  
Apt Elev

**N/A**  
**N/A**  
**526**

**RNAV (GPS)-A**

LUNENBURG COUNTY (W31)

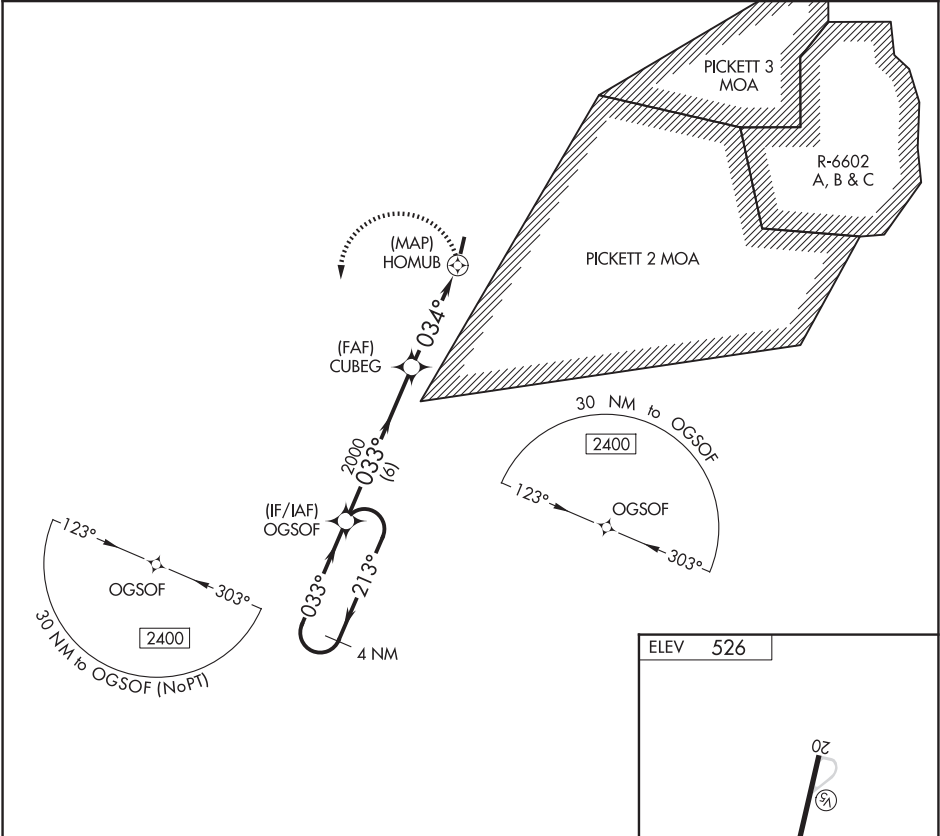
▼

▲

Helicopter visibility reduction below 1 SM NA.  
DME/DME RNP-0.3 NA. Procedure NA at night.  
When local altimeter setting not received, use Blackstone altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing left turn to 2400 direct OGSOF and hold.

AWOS-3 <b>123.875</b>	WASHINGTON CENTER <b>118.75 377.1</b>	UNICOM <b>122.7 (CTAF)</b>
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4 NM Holding Pattern

OGSOF

2400 ← 213° 033° →

CUBEG

HOMUB

2000

034°

6 NM

4 NM

0.5

2400 OGSOF

CATEGORY	A	B	C	D
CIRCLING	1000-1 474 (500-1)	1080-1 554 (600-1)	NA	

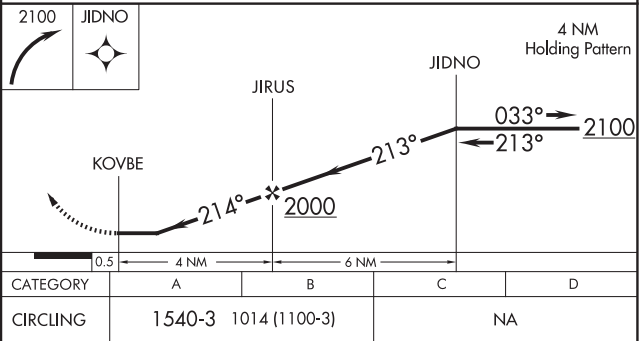
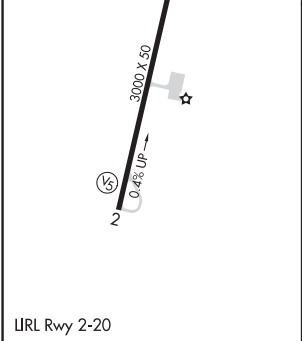
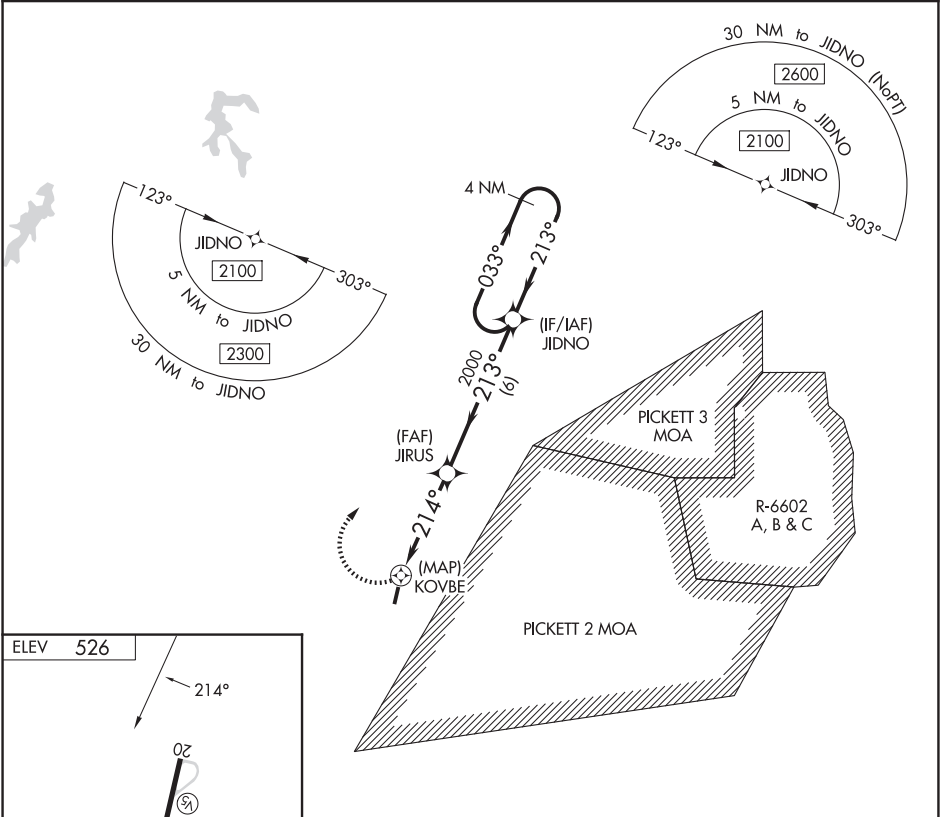
ELEV 526

LRL Rwy 2-20

APP CRS	Rwy Ldg	N/A
214°	TDZE	N/A
	Apt Elev	526

RNAV (GPS)-B  
LUNENBURG COUNTY (W31)

<div><div></div><div></div></div> <div>Helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Procedure NA at night. When local altimeter setting not received, use Blackstone altimeter setting and increase all MDA 60 feet.</div>		MISSED APPROACH: Climbing right turn to 2100 direct JIDNO and hold.
AWOS-3 123.875	WASHINGTON CENTER 118.75 377.1	UNICOM 122.7 (CTAF)



ILS or LOC Y RWY 8

LOC I-LFI

109.9

APCH CRS

078°

Rwy Ldg

10,002

TDZE

8

Arpt Elev

8

[USAF]

LANGLEY AFB (KLF1)

RADAR or DME 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 CDE vis to 1¾ miles.

ALSF-1

MISSED APPROACH: Climb to 3000 on LFI TACAN R-073 to JRAYE LFI 20 DME, then as instructed by ATC.

ATIS ★

270.1

NORFOLK APP CON

125.7 335.625

TOWER ★

125.0 253.5

GND CON

121.7 275.8

CLNC DEL

118.85 257.625

\*\*\* Circling not authorized S of Rwy 8-26.

Expect RADAR vectors to IAF or Final Approach course.

Glideslope unusable for coupled approach below 750' MSL.

ELEV 8

TDZE 8

WOPAT LFI 18

3000

WUBUT LFI 12

2000

BIMLE RADAR LFI 6.1

1600

VINCR LFI 3.9

760

ZOMPI LFI 1.4

0.5 NM

GS 2.80°

TCH 54

2.6 NM

2.1 NM

0.5 NM

JRAYE LFI 20

3000

R-073

Category

A

B

C

D

E

S-ILS 8 \*

208/24

200

(200-½)

S-LOC 8 \*\*

480/24

472 (500-½)

480/50

472 (500-1)

CIRCLING \*\*\*

520-1

560-1

700-2

740-2¼

740-2½

512 (600-1)

552 (600-1)

692 (700-2)

732 (800-2¼)

732 (800-2½)

HIRL Rwy 8-26

FAF to MAP 4.7 NM

Knots

60

90

120

150

180

Min:Sec

4:42

3:08

2:21

1:53

1:34

HAMPTON, VIRGINIA

37°05'N-76°22'W

LANGLEY AFB (KLF1)

Amtd 8 17APR25

ILS or LOC Y RWY 8

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

221

HAMPTON, VIRGINIA

LOC I-ABM <b><u>109.9</u></b>	APCH CRS <b>258°</b>	Rwy Idg <b>10,002</b> TDZE <b>8</b> Arpt Elev <b>8</b>
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[USAF]

LANGLEY AFB (KLFI)

RADAR or DME required

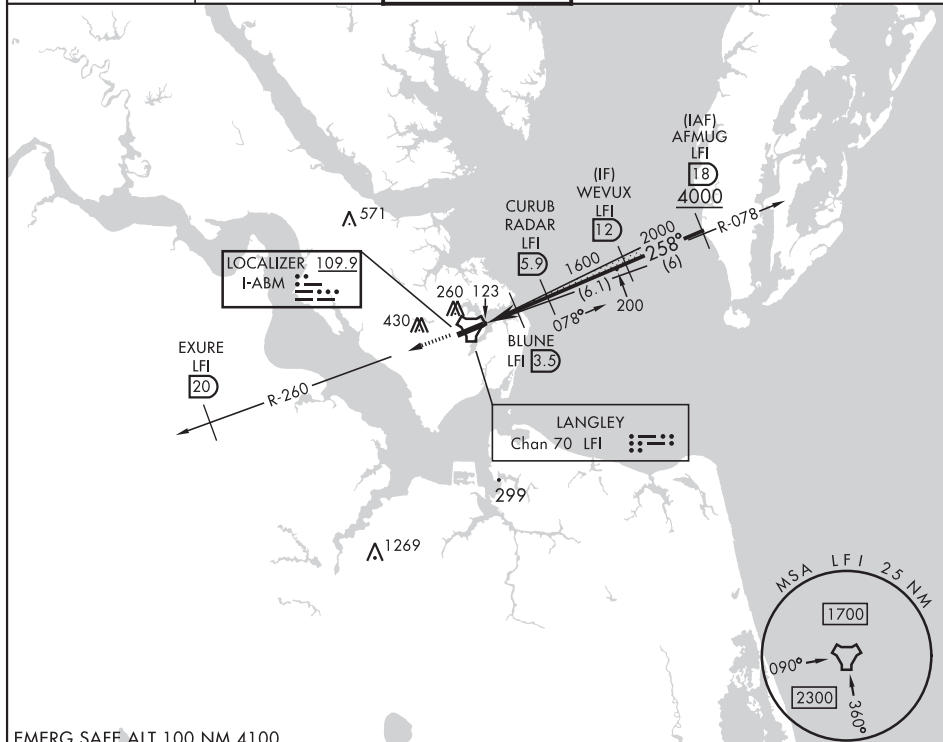
**T** \* When ALS inop, increase RVR to 40 and vis to  $\frac{3}{4}$  miles.  
 \*\* When ALS inop, increase RVR to 55 and vis to 1 mile.  
 \*\*\* Circling S of Rwy 8-26 not authorized.

ALSF-1

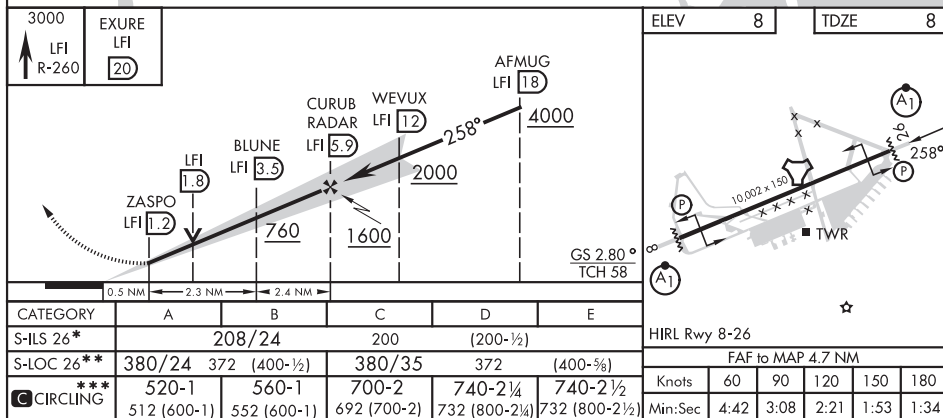


**MISSED APPROACH:** Climb to 3000 on LFI  
TACAN R-260 to EXURE LFI 20 DME, then as  
instructed by ATC.

ATIS ★ 270.1	NORFOLK APP CON 125.7 335.625	TOWER ★ 125.0 253.5	GND CON 121.7 275.8	CLNC DEL 118.85 257.625
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EMERG SAFE ALT 100 NM 4100



HAMPTON, VIRGINIA

37°05'N-76°22'W

LANGLEY AFB (KLFI)

Amdt 8 17APR25

ILS or LOC Y RWY 26

NE-3, 07 AUG 2025 to 02 OCT 2025

HAMPTON, VIRGINIA

RNAV (GPS) RWY 8

WAAS CH 41170 W08A	APCH CRS 078°	Rwy ldg TDZE Arprt Elev	10,002 8 8
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- (USAF)

LANGLEY AFB (KLFJ)

RNP APCH-GPS

▼ \* When ALS inop, increase RVR to 40, vis to 3/4 mile.  
\*\* When ALS inop, increase vis to 1 3/8 miles.



MISSED APPROACH: Climb to 600 then climbing to 3000 direct JRAYE, then as instructed by ATC.

ATIS★ 270.1	NORFOLK APP CON/DEP CON 125.7 335.625	TOWER★ 125.0 253.5	GND CON 121.7 275.8	CLNC DEL 118.85 257.625
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\*\*\* When ALS inop, increase CAT  
AB RVR to 55, vis to 1 mile;  
CAT CDE vis to 1 3/8 miles.  
\*\*\* Circling NA S of RWY 8-26

For uncompensated  
Baro-VNAV systems,  
LNAV/VNAV not authorized  
below -6°C or above 54°C.

Average Cold Temperature  
based on Standard  
-30.00°C ISA deviation.



WUBUT	2000	ACOYU	1600	GENUU	800	1.4 NM to RWY 08	RWY 08	JRAYE	ELEV 8	TDZE 8
GP 2.80° TCH 53		2.6 NM		2.6 NM						
CATEGORY	A	B	C	D	E					
LPV DA*	208/24		200	(200-½)						
LNAV/VNAV DA**	474/50		466	(500-1)						
LNAV MDA***	480/24	472 (500-½)	480/50	472	(500-1)					
✈ CIRCLING****	520-1 512 (600-1)	560-1 552 (600-1)	700-2 692 (700-2)	740-2¼ 732 (800-2¼)	740-2½ 732 (800-2½)					

HIRL all Rwy

HAMPTON, VIRGINIA

37°05'N - 76°22'W

LANGLEY AFB (KLFJ)

Amtd 2 17APR25

RNAV (GPS) RWY 8

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

HAMPTON, VIRGINIA

RNAV (GPS) RWY 26

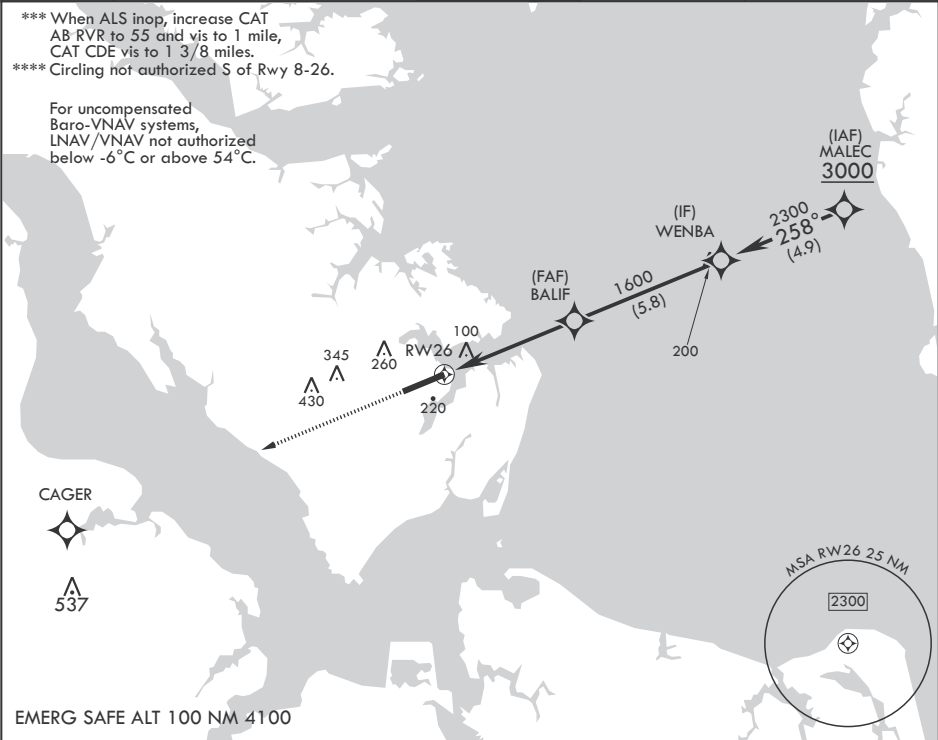
WAAS CH 41171 W26A	APCH CRS 258°	Rwy ldg TDZE Arpt Elev	10,002 8
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- (USAF)

LANGLEY AFB (KLFJ)

RNP APCH-GPS	ALSIF-1	MISSED APPROACH: Climb to 500 then climbing left to 3000 direct CAGER, then as instructed by ATC.
* When ALS inop, increase RVR to 40, vis to 3/4 mile. ** When ALS inop, increase RVR to 55, vis to 1 mile.		

ATIS★ 270.1	NORFOLK APP CON/DEP CON 125.7 335.625	TOWER★ 125.0 253.5	GND CON 121.7 275.8	CLNC DEL 118.85 257.625
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500	3000	CAGER						ELEV 8	TDZE 8
CATEGORY			A	B	C	D	E		
LPV DA*			208/24		200	(200-½)			
LNAV/VNAV DA**			369/35 361		(400-¾)		373/35 365	(400-¾)	
LNAV MDA***			480/24 472 (500-½)		480/50 472		(500-1)		
CIRCLING****			520-1 512 (600-1)	560-1 552 (600-1)	700-2 692 (700-2)	740-2¼ 732 (800-2¼)	740-2½ 732 (800-2½)		

WENBA 2300

BALIF 1600

GP 2.80°

TCH 57

258°

1.4 NM to RW26

5.2 NM

RW26

MALEC

10.002 x 150

BCN

207

212

TWR

A1

P

258°

HIRL all Rws

HAMPTON, VIRGINIA

37°05'N - 76°22'W

LANGLEY AFB (KLFJ)

Amdt 8 17APR25

RNAV (GPS) RWY 26

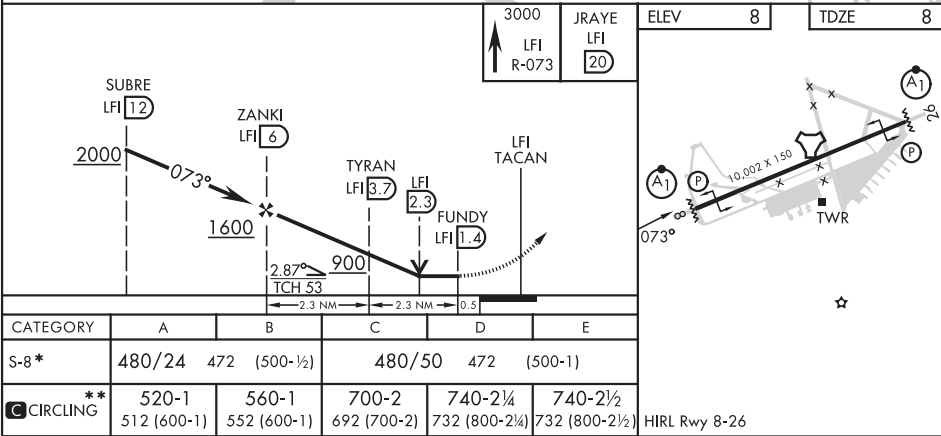
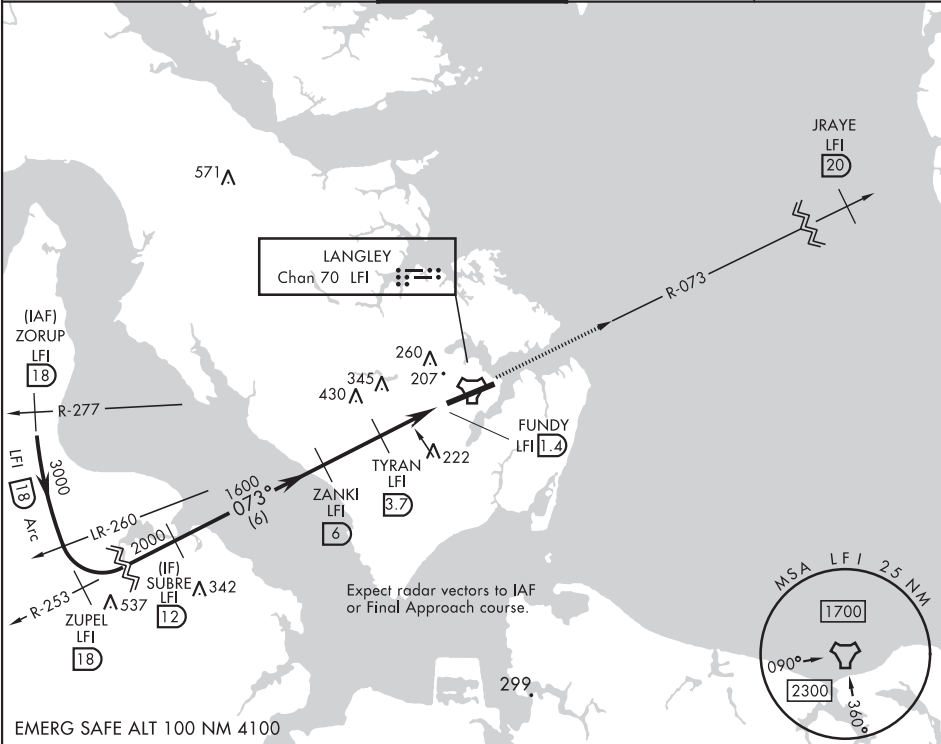
NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

TACAN Y RWY 8

TACAN LFI Chan 70	APCH CRS 073°	Rwy Idg 10,002 TDZE 8 Arpt Elev 8	[USAF]	LANGLEY AFB (KLFI)
*When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 3/8 miles. **Circling not authorized S of Rwy 8-26.			ALSF-1 A1	MISSED APPROACH: Climb to 3000 on LFI TACAN R-073 to JRAYE LFI 20 DME, then as instructed by ATC.

ATIS ★ 270.1	NORFOLK APP CON 125.7 335.625	TOWER ★ 125.0 253.5	GND CON 121.7 275.8	CLNC DEL 118.85 257.625
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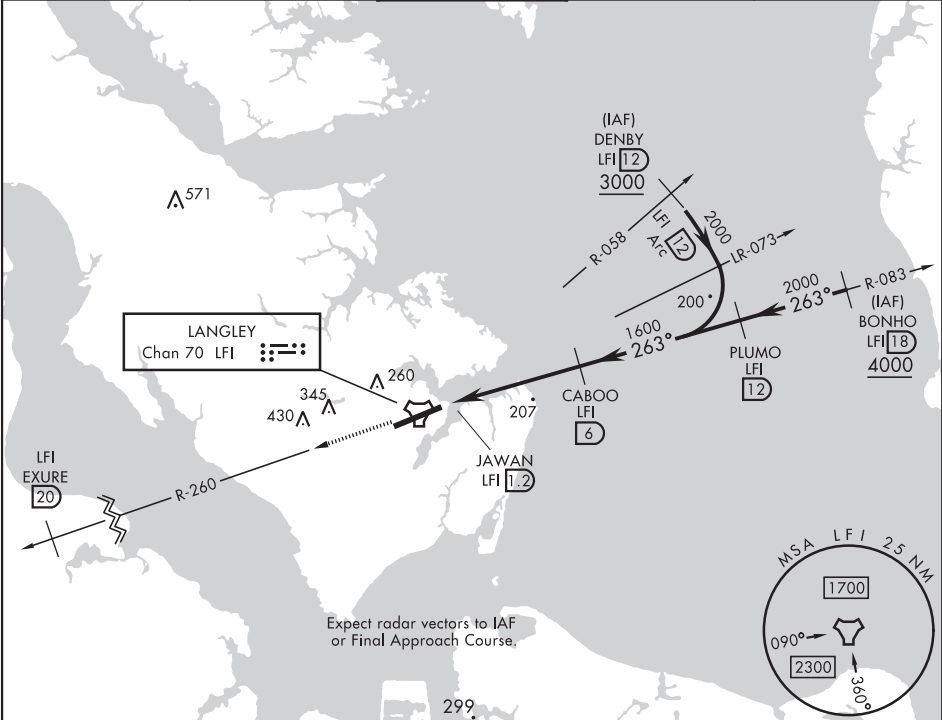
TACAN Y RWY 8

HAMPTON, VIRGINIA

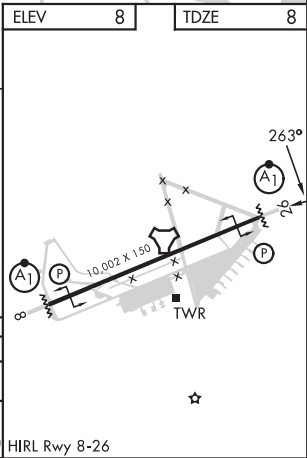
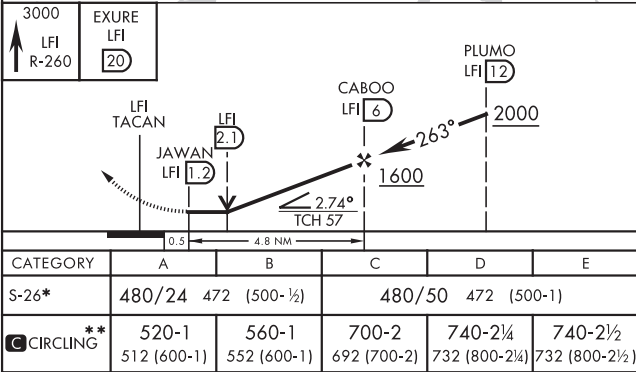
TACAN Y RWY 26

TACAN LFI Chan <b>70</b>	APCH CRS <b>263°</b>	Rwy ldg <b>10,002</b> TDZE <b>8</b> Arprt Elev <b>8</b>	[USAF]	LANGLEY AFB (KLFI)
▼ *When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles. **Circling not authorized S of Rwy 8-26.			ALSF-1 	MISSED APPROACH: Climb to 3000 on LFI TACAN R-260 to EXCURE LFI 20 DME, then as instructed by ATC.

ATIS ★ <b>270.1</b>	NORFOLK APP CON <b>125.7 335.625</b>	TOWER ★ <b>125.0 253.5</b>	GND CON <b>121.7 275.8</b>	CLNC DEL <b>118.85 257.625</b>
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EMERG SAFE ALT 100 NM 4100



HAMPTON, VIRGINIA

37°05'N-76°22'W

LANGLEY AFB (KLFI)

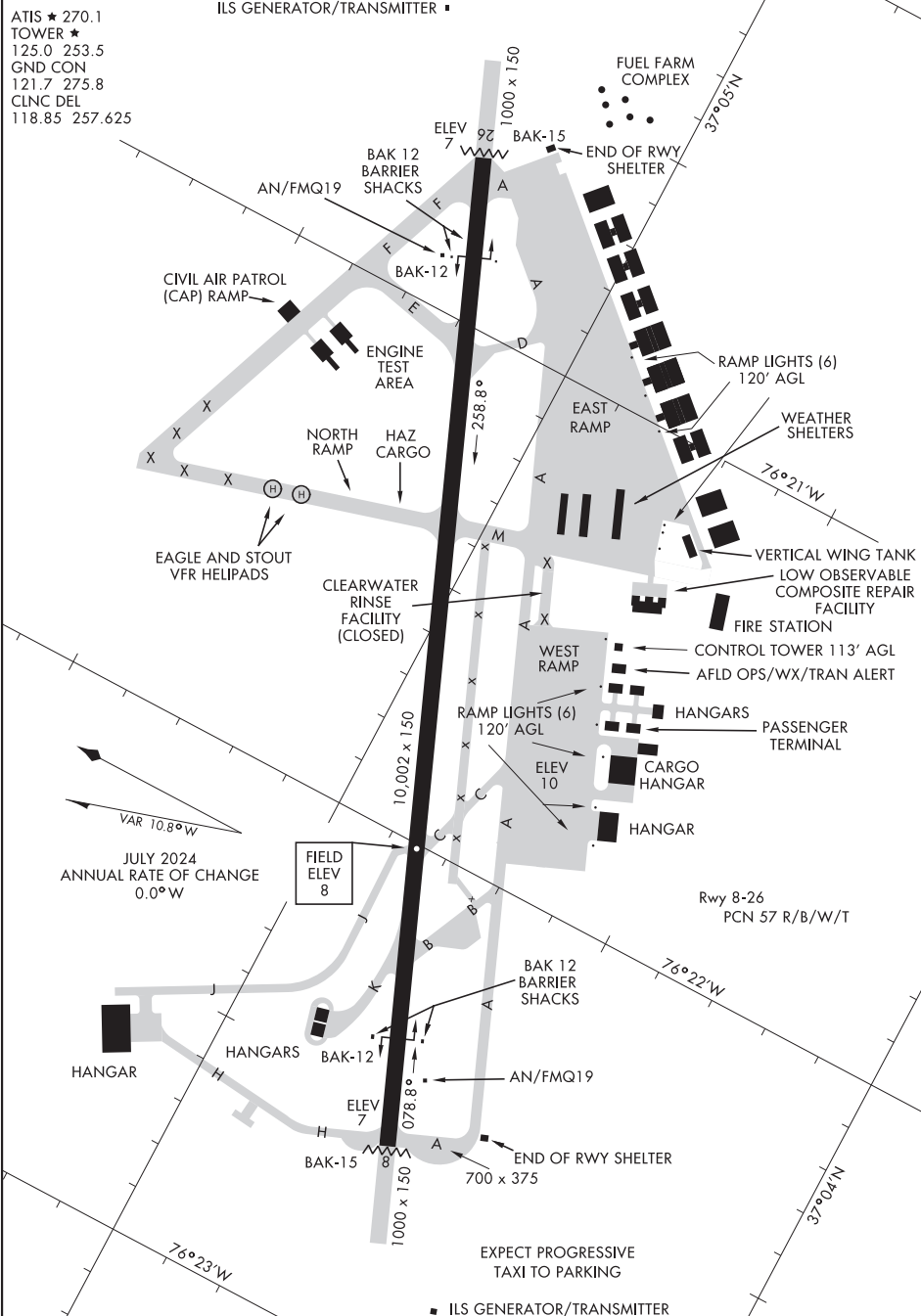
Amdt 7 17APR25

TACAN Y RWY 26

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025





NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

LAUREL, DELAWARE


AL-6983 (FAA)

25219

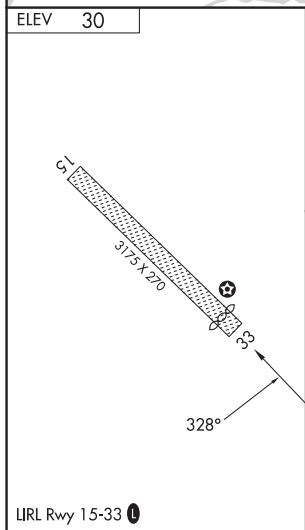
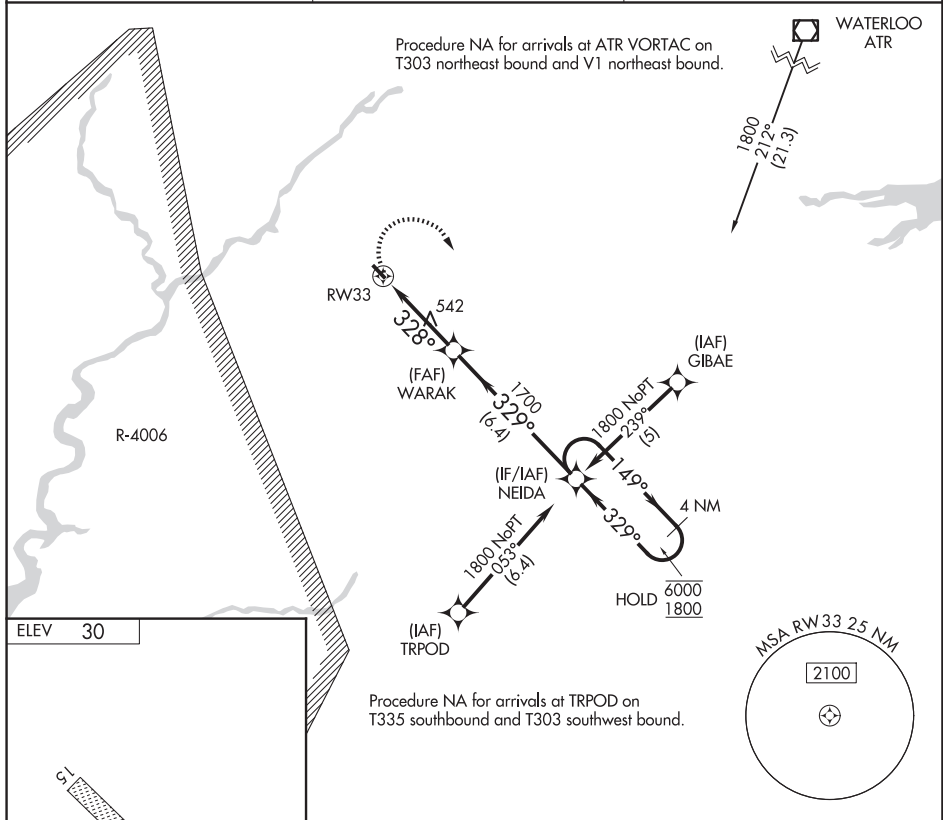
APP CRS	Rwy Ldg TDZE	N/A
328°	Apt Elev	N/A
		30


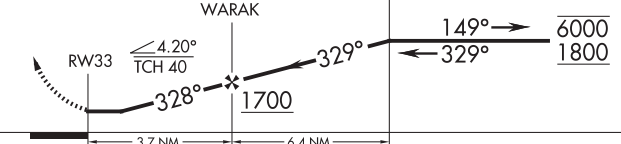
# RNAV (GPS)-A

LAUREL (N06)

RNP APCH - GPS.		MISSED APPROACH: Climbing right turn to 1800 direct NEIDA and hold.
	Procedure NA at night. Use SBY altimeter setting; when not received, use GED altimeter setting and increase all MDAs 20 feet.	

SBY ASOS 118.325	PATUXENT APP CON ★ 127.95 314.0	UNICOM 122.8 (CTAF) ①
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1800 NEIDA		4 NM Holding Pattern	
			
RW33		WARAK	
328°		329°	
3.7 NM		6.4 NM	
CATEGORY	A	B	C D
CIRCLING	880-1¼	850 (900-1¼)	NA

LAUREL, DELAWARE  
Amdt 1 07AUG25

38°33'N- 75°36'W

LAUREL (N06)  
RNAV (GPS)-A

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

APP CRS  
**180°**

Rwy Ldg  
TDZE  
Apt Elev  
**N/A**  
**N/A**  
**329**

**RNAV (GPS)-A**  
BRUNSWICK COUNTY (LVL)

RNP APCH.

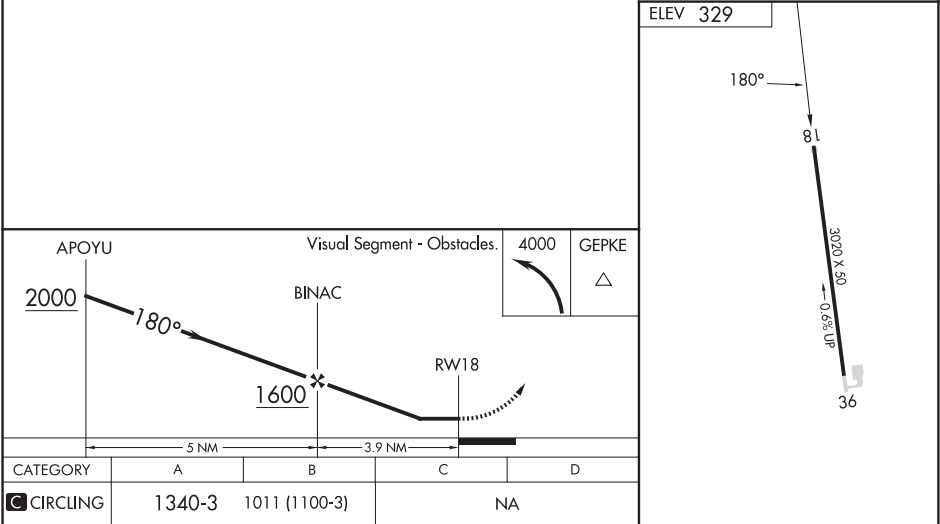
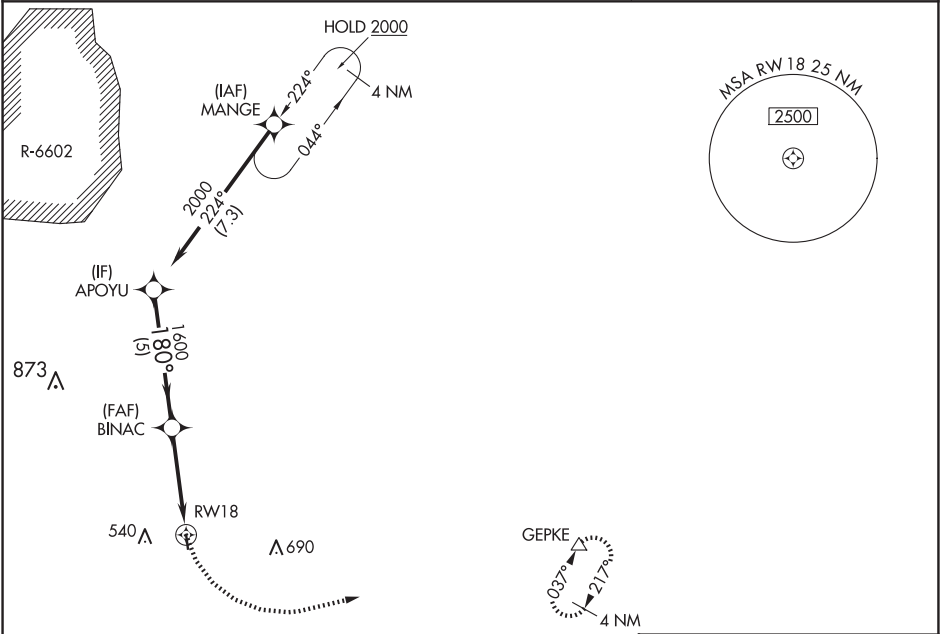
▼

▲

Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use South Hill altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing left turn to 4000 direct GEPKE and hold, continue climb-in-hold to 4000.

AWOS-3 <b>119.625</b>	WASHINGTON CENTER <b>118.75 377.1</b>	UNICOM <b>122.8</b> (CTAF)
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LAWRENCEVILLE, VIRGINIA

AL-5359 (FAA)

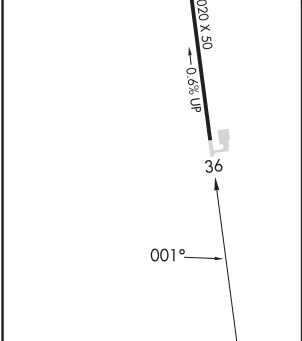
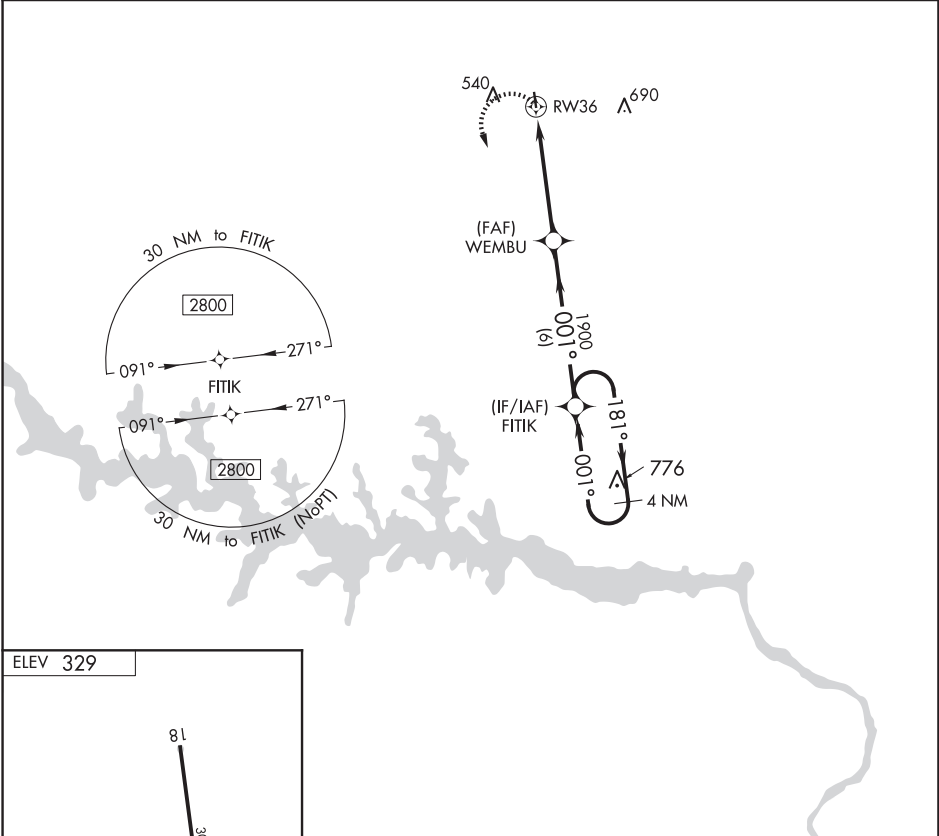
25135

APP CRS	Rwy Ldg	N/A
001°	TDZE	N/A
	Apt Elev	329

RNAV (GPS)-B  
BRUNSWICK COUNTY (LVL)

RNP APCH.	Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use South Hill altimeter setting and increase all MDA 60 feet.	MISSED APPROACH: Climbing left turn to 3000 direct FITIK and hold.
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AWOS-3 119.625	WASHINGTON CENTER 118.75 377.1	UNICOM 122.8 (CTAF)
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3000	FITIK	Visual Segment - Obstacles.	4 NM Holding Pattern
CATEGORY	A	B	C D
CIRCLING	1340-3	1011 (1100-3)	NA

LAWRENCEVILLE, VIRGINIA  
Orig-A 30JAN20

36°46'N-77°48'W

BRUNSWICK COUNTY (LVL)  
RNAV (GPS)-B

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-JYO <b>111.75</b> Chan <b>54</b> (Y)	APP CRS <b>171°</b>	Rwy Ldg TDZE Apt Elev	<b>5500</b> <b>383</b> <b>390</b>
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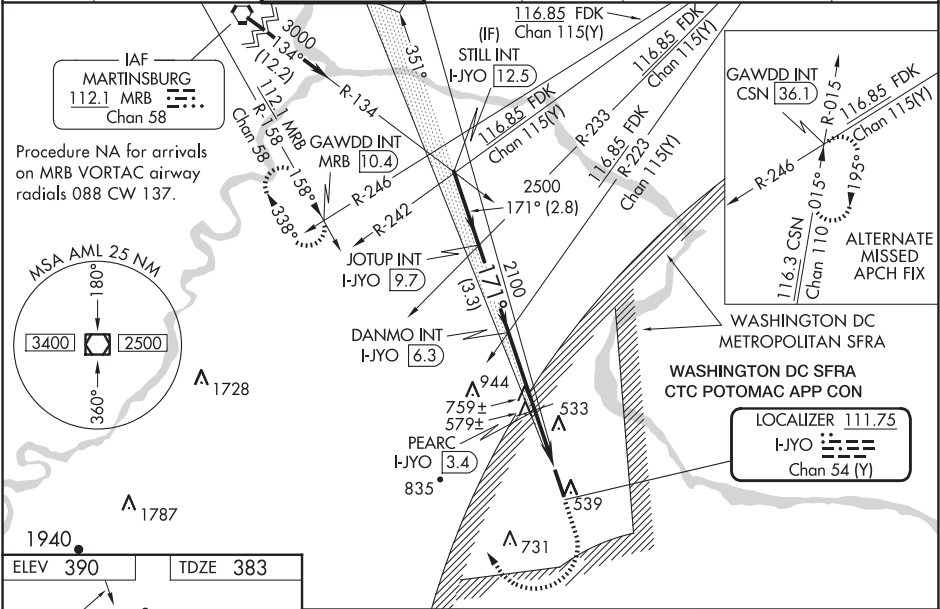
ILS or LOC RWY 17  
LEESBURG EXEC (JYO)

**NA** Inop table does not apply to S-ILS 17 all Cats and S-LOC 17 Cats C/D. For inop ALS when using Washington Dulles Intl altimeter setting, increase visibility S-ILS 17 Cats A/B to ¾ SM and inop table does not apply to S-LOC 17 Cats C/D. When local altimeter setting not received, use Washington Dulles Intl altimeter setting: increase S-ILS 17 DA to 665 feet; increase all MDA 40 feet and visibility S-LOC 17 Cat A and Circling Cat C ¼ SM and PEARC fix minimums S-LOC 17 Cat C/D ½ SM and Circling Cat C ¼ SM. For inop ALS, increase PEARC fix minimums S-LOC 17 Cats C/D visibility to 1¾.

**ODALS**

MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 on heading 340° and MRB VORTAC R-158 to GAWDD INT/MRB 10.4 DME and hold, continue climb-in hold to 4000.

AWOS-3 <b>125.225</b>	POTOMAC <b>125.05</b>	APP CON <b>338.25</b>	LEESBURG TOWER ★ <b>127.5</b> (CTAF) <b>0</b>	GND CON <b>120.5</b>	CLNC DEL <b>120.5</b>	CLNC DEL <b>118.55</b> (When twr closed)	UNICOM <b>122.975</b>
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ELEV <b>390</b>	TDZE <b>383</b>
REIL Rws 17 and 35 <b>0</b> HIRL Rwy 17-35 <b>0</b>	
FAF to MAP 5.3 NM	
Knots	60 90 120 150 180
Min:Sec	5:18 3:32 2:39 2:07 1:46

STILL INT I-JYO <b>12.5</b>	*1280 when using Washington Dulles Intl altimeter setting.		1200	4000	MRB R-158	GAWDD INT
JOTUP INT I-JYO <b>9.7</b>	DANMO INT I-JYO <b>6.3</b>	PEARC I-JYO <b>3.4</b>	I-JYO <b>1.1</b>			
GS 3.00° TCH 45						
2.8 NM 3.3 NM 2.9 NM 2.3 NM						
CATEGORY	A	B	C	D		
S-ILS 17	633-¾ 250 (300-¾)					
S-LOC 17	1240-¾ 857 (900-¾)	1240-1 857 (900-1)	1240-2½ 857 (900-2½)	857 (900-2½)		
CIRCLING	1240-1¼ 850 (900-1¼)	1240-2½ 850 (900-2½)		1300-3 910 (1000-3)		
PEARC FIX MINIMUMS						
S-LOC 17	840-¾ 457 (500-¾)	840-1⅛ 457 (500-1⅛)		457 (500-1⅛)		
CIRCLING	860-1 470 (500-1)	1040-1¾ 650 (700-1¾)		1300-3 910 (1000-3)		

LEESBURG, VIRGINIA

AL-5288 (FAA)

23166

WAAS CH <b>60902</b> <b>W17A</b>	APP CRS <b>171°</b>	Rwy Idg TDZE <b>383</b> Apt Elev <b>390</b>
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# RNAV (GPS) RWY 17

LEESBURG EXEC (JYO)

RNP APCH - GPS.

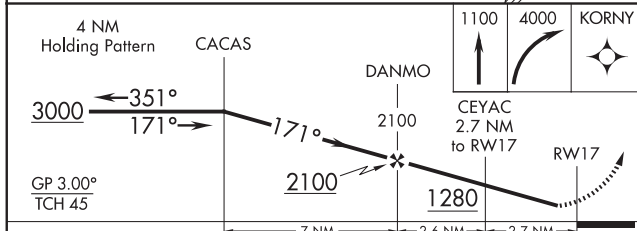
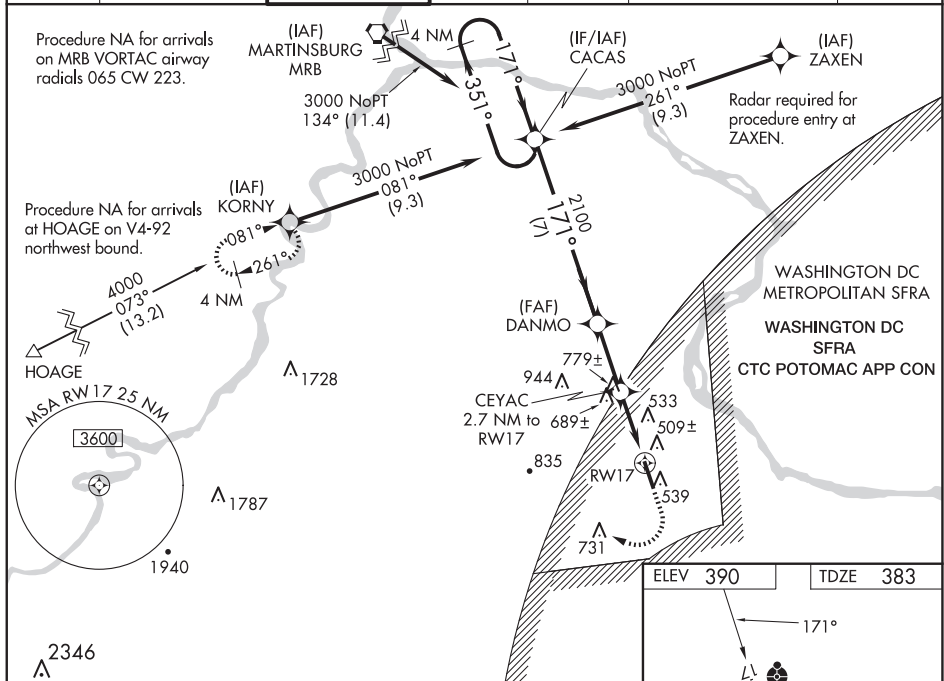
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 41°C.  
**⚠** When local altimeter setting not received, use Washington Dulles Intl altimeter setting: increase LPV DA to 665 feet; increase LNAV/VNAV DA to 757 feet and increase all visibilities ½ SM; increase all MDA 40 feet and visibility LNAV Cat C/D and Circling Cat C ¼ SM. Inop table does not apply to LPV all Cats. For inop ALS when using Washington Dulles Intl altimeter setting, increase visibility LPV Cats A/B to ¾ SM and inop table does not apply to LNAV/VNAV all Cats. Baro-VNAV NA when using Washington Dulles Intl altimeter setting. For inop ALS, increase visibility LNAV/VNAV Cats A/B to 1 and LNAV Cats C/D to 1½.

ODALS

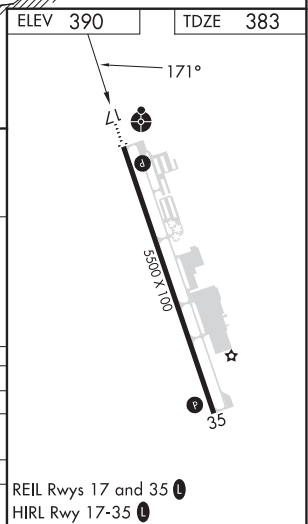


**MISSED APPROACH:**  
Climb to 1100 then  
climbing right turn to  
4000 direct KORNÝ  
and hold.

AWOS-3 <b>125.225</b>	POTOMAC APP CON <b>125.05 338.25</b>	LEESBURG TOWER ★ <b>127.5</b> (CTAF) <b>0</b>	GND CON <b>120.5</b>	CLNC DEL <b>120.5</b>	CLNC DEL <b>118.55</b> (When twr closed)	UNICOM <b>122.975</b>
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CATEGORY	A	B	C	D
LPV DA		633-¾	250 (300-¾)	
LNAV/VNAV DA		725-¾	342 (400-¾)	
LNAV MDA	940-¾ 557 (600-¾)		940-1⅜ 557 (600-1⅜)	
CIRCLING	940-1 550 (600-1)		1040-1¾ 650 (700-1¾)	1300-3 910 (1000-3)



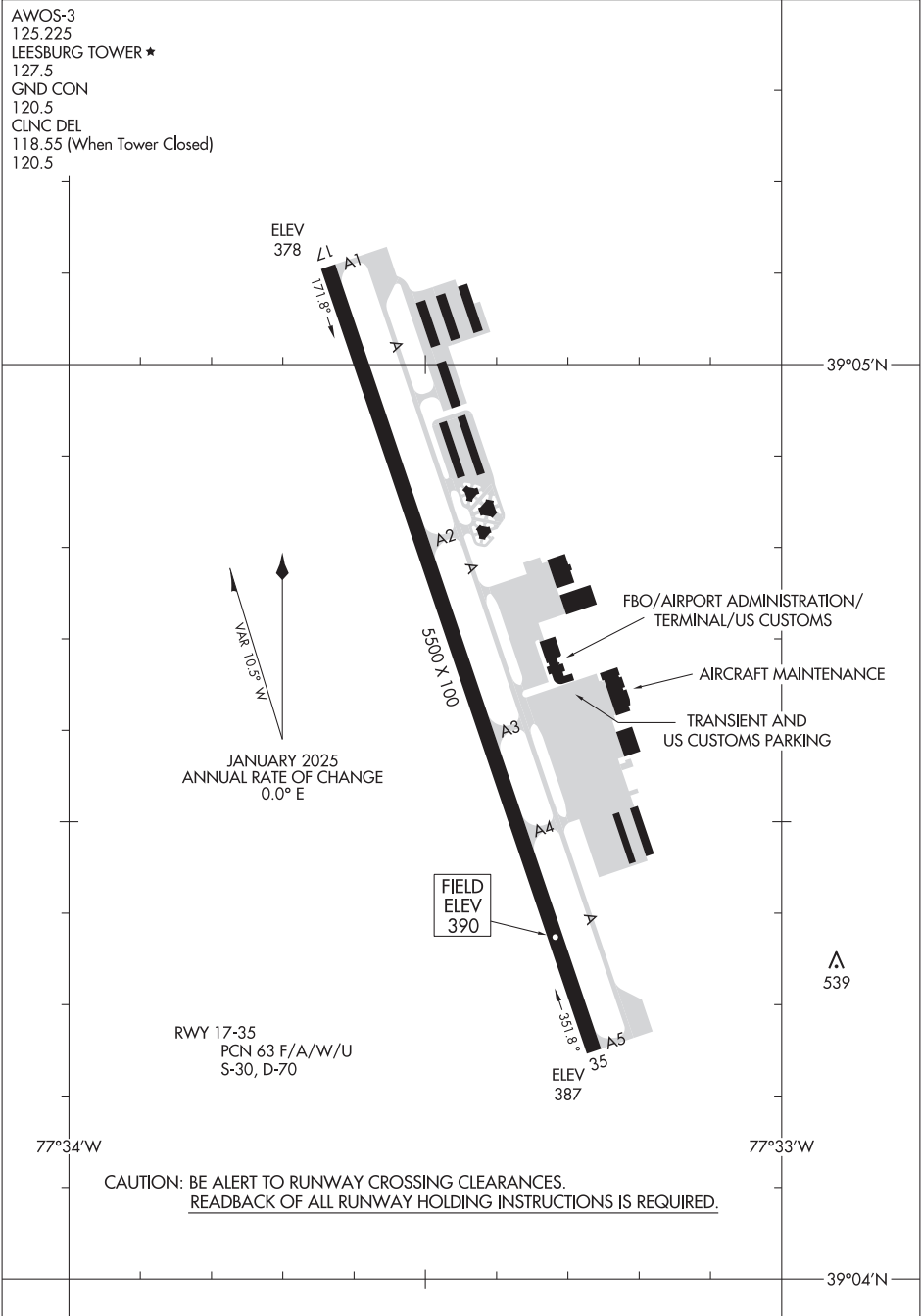
LEESBURG, VIRGINIA  
Amdt 3C 06OCT22

39°05'N-77°33'W

# RNAV (GPS) RWY 17

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

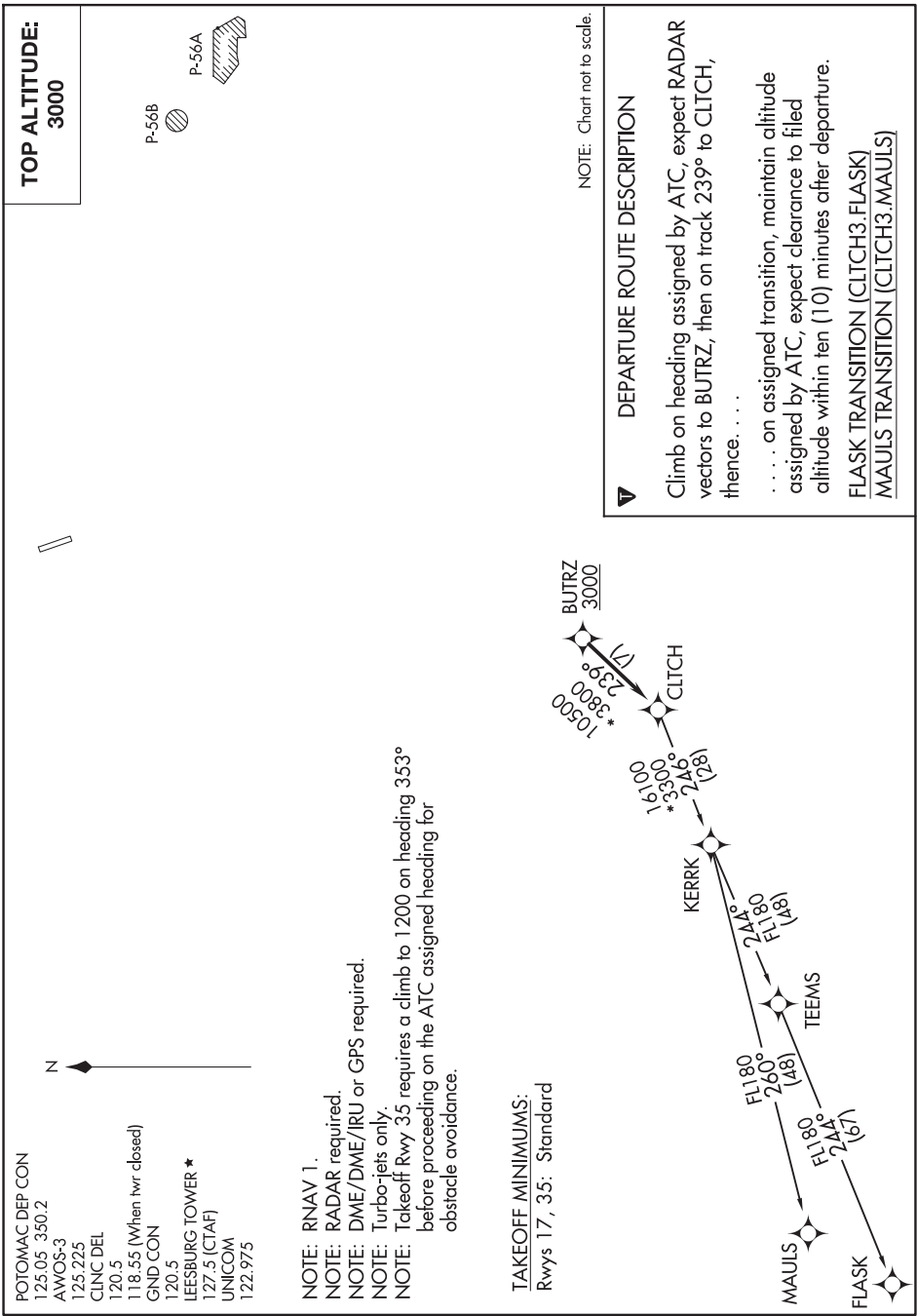


(CLTCH3.CLTCH) 24193

AL-5288 (FAA)

LEESBURG EXEC (JYO)  
LEESBURG, VIRGINIA

CLTCH THREE DEPARTURE (RNAV)



CLTCH THREE DEPARTURE (RNAV)  
(CLTCH3.CLTCH) 31DEC20

LEESBURG, VIRGINIA  
LEESBURG EXEC (JYO)

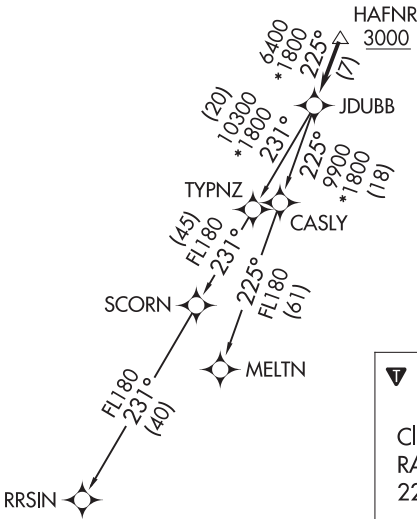
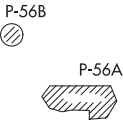


AWOS-3  
125.225  
CLNC DEL  
120.5  
118.55 (When twr closed)  
GND CON  
120.5  
LEESBURG TOWER ★  
127.5 (CTAF)  
UNICOM  
122.975  
POTOMAC DEP CON  
125.05 350.2

TOP ALTITUDE:  
3000

TAKEOFF MINIMUMS:  
Rwys 17, 35: Standard

- NOTE: RNAV 1.  
NOTE: RADAR required.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: Turbo-jets only.  
NOTE: Takeoff Rwy 35 requires a climb to 1200 on heading 353° before proceeding on the ATC assigned heading for obstacle avoidance.

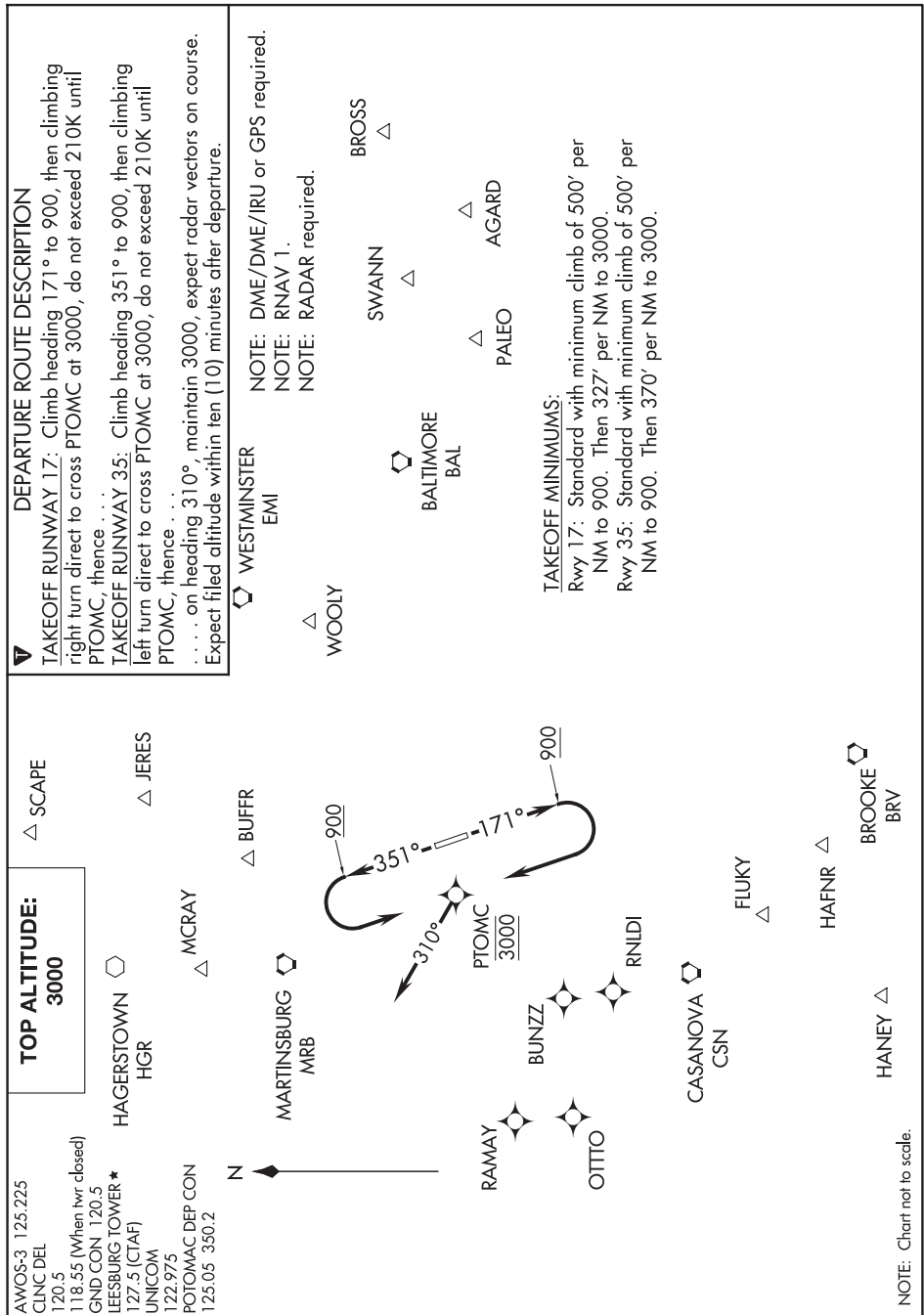


NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to HAFNR, then on track 225° to JDUBB, thence. . . .  
. . . . on assigned transition, maintain 3000, expect clearance to filed altitude within ten (10) minutes after departure.

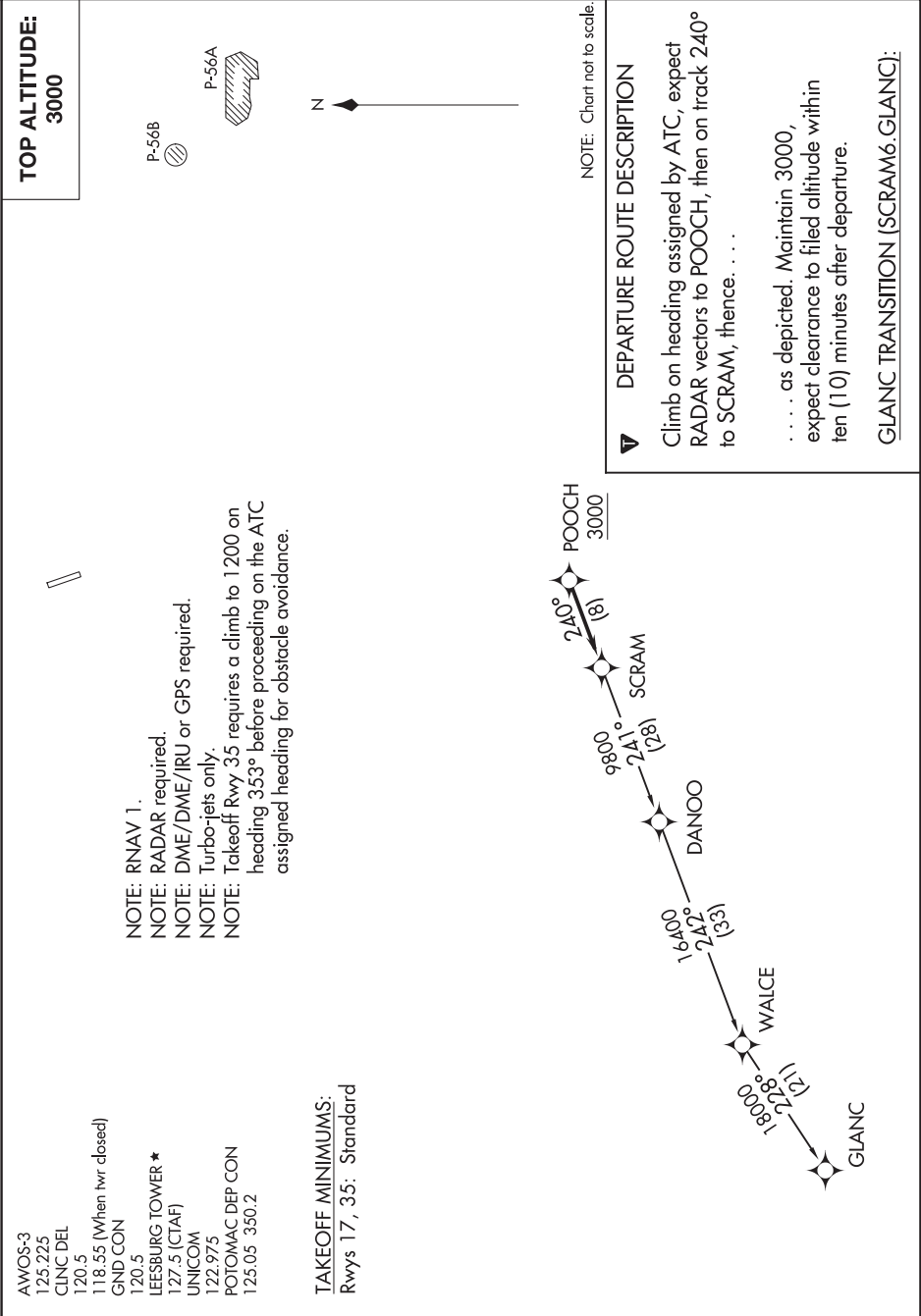
MELTN TRANSITION (JDUBB4.MELTN)  
RRSIN TRANSITION (JDUBB4.RRSIN)



NE-3, 07 AUG 2025 to 02 OCT 2025

(SCRAM6.SCRAM) 21112  
SCRAM SIX DEPARTURE (RNAV)

AL-5288 (FAA)  
LEESBURG EXEC (JYO)  
LEESBURG, VIRGINIA



NE-3, 07 AUG 2025 to 02 OCT 2025

LEONARDTOWN, MARYLAND

AL-6344 (FAA)

24361

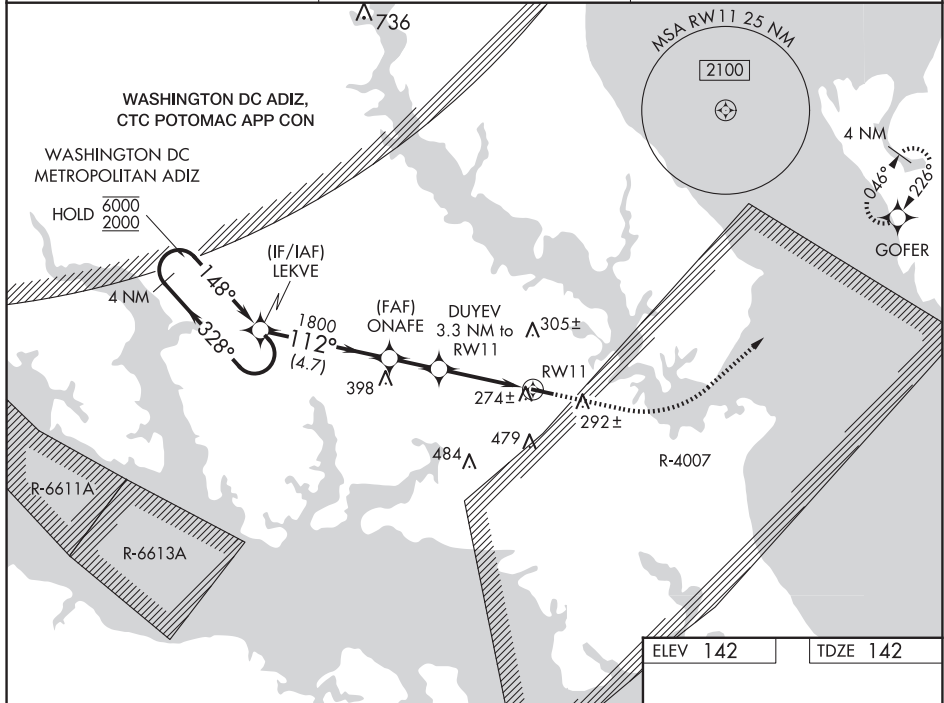
WAAS CH <b>70502</b> <b>W11A</b>	APP CRS <b>112°</b>	Rwy Idg TDZE <b>142</b> Apt Elev <b>142</b>	<b>5350</b>
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# RNAV (GPS) RWY 11

ST MARY'S COUNTY RGNL (2W6)

RNP APCH - GPS.	<p>▼ Circling Rwy 29 NA at night. Rwy 11 helicopter visibility reduction below ¾ SM NA. ▲ NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.</p>	MISSED APPROACH: Climb to 620 then climbing left turn to 2000 direct GOFER and hold.
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AWOS-3 <b>119.575</b>	PATUXENT APP CON ★ <b>121.0 250.3</b>	UNICOM <b>123.0 (CTAF) 0</b>
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4 NM Holding Pattern		LEKVE		ONAFE		DUYEV		3.3 NM to RW11		1.1 NM to RW11		RW11		GOFER																						
6000 ← 328°		2000 → 148°		1800		1220		1200		274±		292±		305±																						
GP 3.00°		TCH 42		1800		1220		1200		274±		292±		305±																						
4.7 NM		1.8 NM		2.1 NM		1.1 NM																														
CATEGORY	A	B	C	D																																
LPV DA	419-1 277 (300-1)																																			
LNAV/VNAV DA	503-1 361 (400-1)																																			
LNAV MDA	540-1	398 (400-1)	540-1½	398 (400-1½)																																
CIRCLING	660-1	518 (600-1)	840-2	698 (700-2)	840-2¼	698 (700-2¼)																														
REIL Rwy 11 and 29 0 MIRL Rwy 11-29 0																																				

LEONARDTOWN, MARYLAND

Amdt 3 26DEC24

38°19'N-76°33'W

# ST MARY'S COUNTY RGNL (2W6)

## RNAV (GPS) RWY 11

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

WAAS

CH **61313**

**W29A**

APP CRS

**292°**

Rwy Idg

**5350**

TDZE

**137**

Apt Elev

**142**

**RNAV (GPS) RWY 29**

ST MARY'S COUNTY RGNL (2W6)

RNP APCH - GPS.

▼

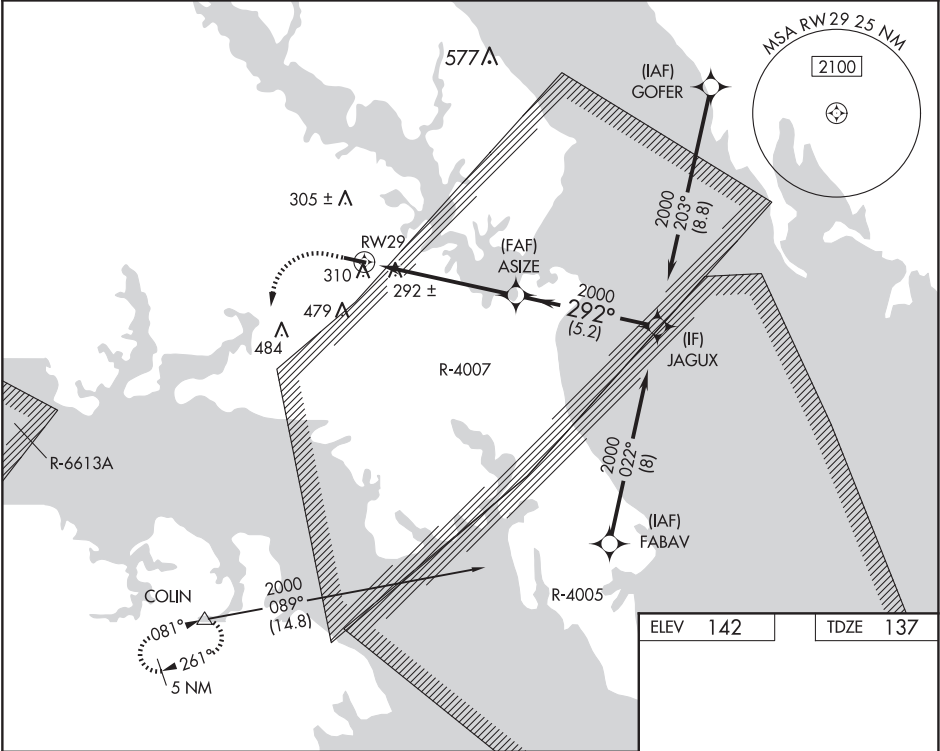
NA

Rwy 29 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Patuxent River altimeter setting: increase LPV DA to 475 feet and all visibilities ½ SM, increase LNAV/VNAV DA to 688 feet and all visibilities ¼ SM. Increase all MDAs 40 feet and LNAV visibility Cats C/D ½ SM.

MISSED APPROACH:

Climb to 700 then climbing left turn to 5000 direct COLIN and hold, continue climb in hold to 5000.

AWOS-3 <b>119.575</b>	PATUXENT APP CON ★ <b>121.0 250.3</b>	UNICOM <b>123.0 (CTAF) 0</b>
--------------------------	--	---------------------------------



700

5000

COLIN

ASIZE

2000

JAGUX

1.5 NM to RW29

292°

2000

GP 3.10° TCH 40

1.5 NM

4.1 NM

5.2 NM

CATEGORY	A	B	C	D
LPV DA	441-7/8	304 (300-7/8)		
LNAV/VNAV DA	654-1 3/8	517 (600-1 3/8)		
LNAV MDA	620-1 483 (500-1)	620-1 3/8 483 (500-1 3/8)		
CIRCLING	660-1 518 (600-1)	840-2 698 (700-2)	840-2 1/4 698 (700-2 1/4)	

REIL Rwy 11 and 29 0

MIRL Rwy 11-29 0

LOUISA, VIRGINIA

AL-6909 (FAA)

23278

WAAS CH <b>48843</b> <b>W09A</b>	APP CRS <b>092°</b>	Rwy Idg TDZE <b>489</b> Apt Elev <b>494</b>
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RNAV (GPS) RWY 9  
LOUISA COUNTY/FREEMAN FLD (LKU)

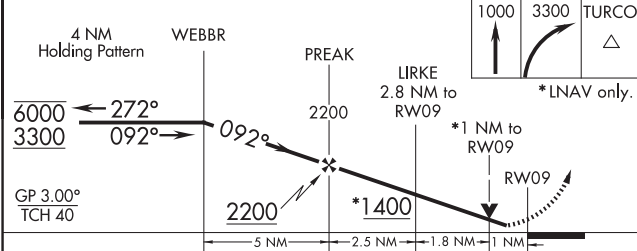
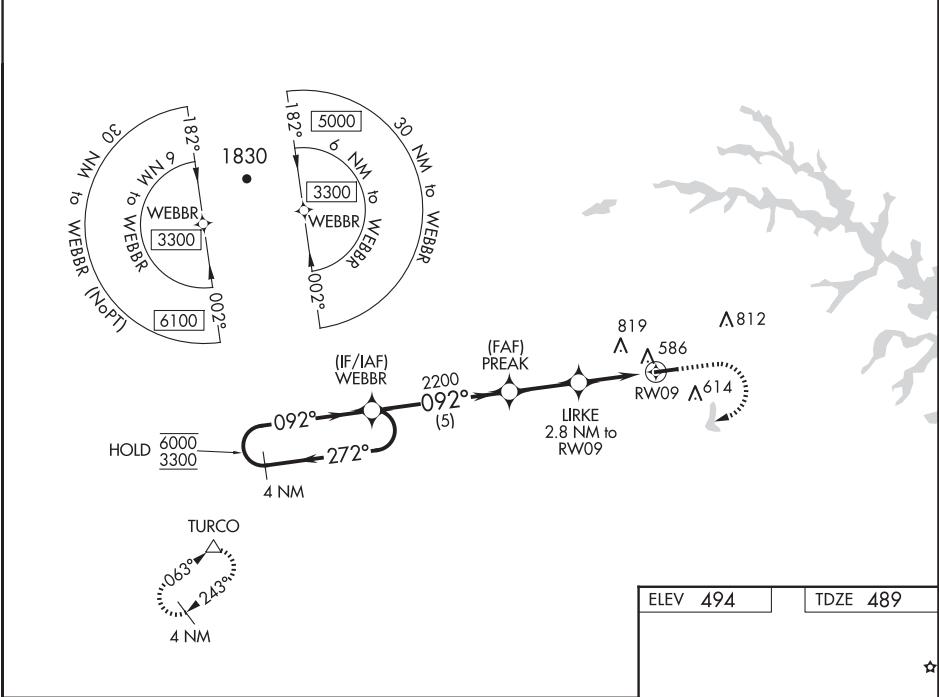
RNP APCH.

- ▼** Circling NA north of Rwy 9-27. Rwy 9 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

**▲** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Orange altimeter setting and increase LPV DA to 775 feet, LNAV/VNAV DA to 784 feet and MDA 40 feet; increase LPV and LNAV/VNAV visibility  $\frac{1}{8}$  SM. Baro-VNAV and VDP NA when using Orange altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3300 direct TURCO and hold.

AWOS-3 <b>119.475</b>	POTOMAC APP CON <b>132.85 323.125</b>	UNICOM <b>122.975 (CTAF) 0</b>
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ELEV 494

TDZE 489

CATEGORY	A	B	C	D
LPV DA	739- $\frac{3}{4}$	250 (300- $\frac{3}{4}$ )	NA	
LNAV/VNAV DA	748- $\frac{3}{4}$	259 (300- $\frac{3}{4}$ )	NA	
LNAV MDA	840-1	351 (400-1)	NA	
CIRCLING	900-1 406 (500-1)	960-1 466 (500-1)	NA	

REIL Rwy 9 and 27 0

MIRL Rwy 9-27 0

LOUISA, VIRGINIA  
Amdt 1 15AUG19

38°01'N-77°58'W

LOUISA COUNTY/FREEMAN FLD (LKU)  
RNAV (GPS) RWY 9

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

LOUISA, VIRGINIA

AL-6909 (FAA)

23278

WAAS CH <b>58318</b> <b>W27A</b>	APP CRS <b>272°</b>	Rwy Idg <b>4300</b> TDZE <b>494</b> Apt Elev <b>494</b>
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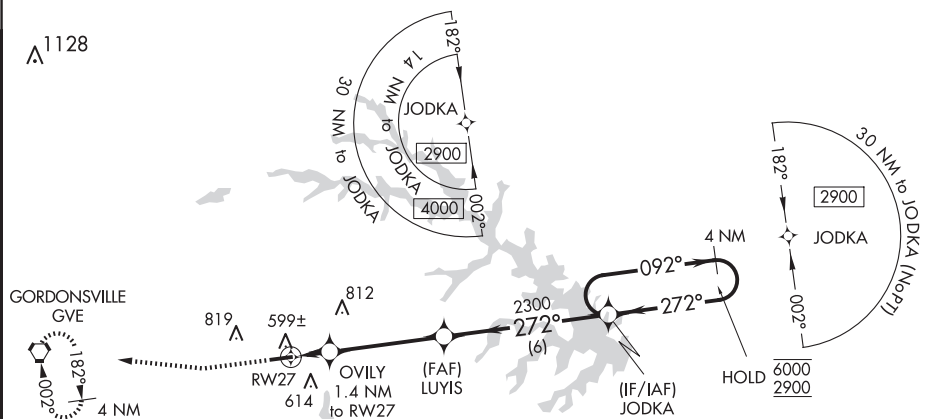
RNAV (GPS) RWY 27  
LOUISA COUNTY/FREEMAN FLD (LKU)

RNP APCH.

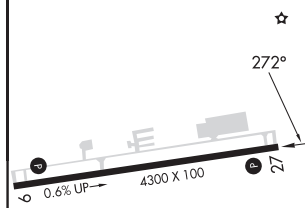
- T** Circling NA north of Rwy 9-27. Baro-VNAV NA when using Orange  
**A** altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA  
below -15°C or above 54°C. When local altimeter setting not received,  
use Orange altimeter setting and increase all DA to 780 feet and all MDA 40 feet  
and increase LPV and LNAV/VNAV visibility 1/2 SM.

**MISSED APPROACH:** Climb to 1000 then climbing right turn to 2900 direct GVE VORTAC and hold, continue climb-in-hold to 2900.

AWOS-3 <b>119,475</b>	POTOMAC APP CON <b>132.85 323,125</b>	UNICOM <b>122,975 (CTAF) 0</b>
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ELEV 494		TDZE 494
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1000  
2900  
GVE

\*LNAV only

4 NM Holding Pattern

JODKA

092° → 6000  
← 272° 2900

OVILY 1.4 NM to RW27

2300

2300

\*980

RW27

1.4 NM 4.2 NM 6 NM

GP 3.00°  
TCH 40

CATEGORY	A	B	C	D
LPV DA	744-3/4	250 (300-3/4)	NA	
INAV/VNAV DA	744-3/4	250 (300-3/4)	NA	
INAV MDA	860-1	366 (400-1)	NA	
<b>C</b> CIRCLING	900-1 406 (500-1)	960-1 466 (500-1)	NA	

LOUISA, VIRGINIA  
Amdt 2 15AUG19

LOUISA COUNTY/FREEMAN FLD (LKU)  
RNAV (GPS) RWY 27

38°01'N - 77°58'W  
241

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

LOUISA, VIRGINIA

AL-6909 (FAA)

23278

LOC I-LKU <b>108.55</b>	APP CRS <b>272°</b>	Rwy Idg TDZE Apt Elev	<b>4300</b> <b>494</b> <b>494</b>
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**LOC RWY 27**

LOUISA COUNTY/FREEMAN FLD (LKU)

DME required.



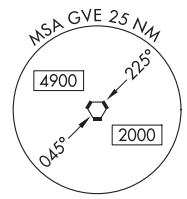
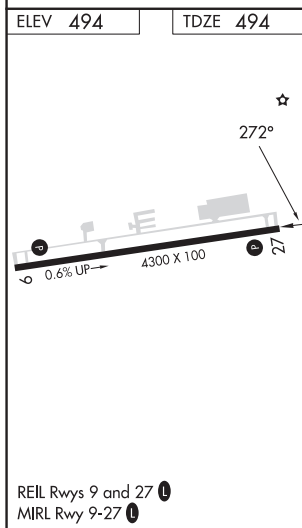
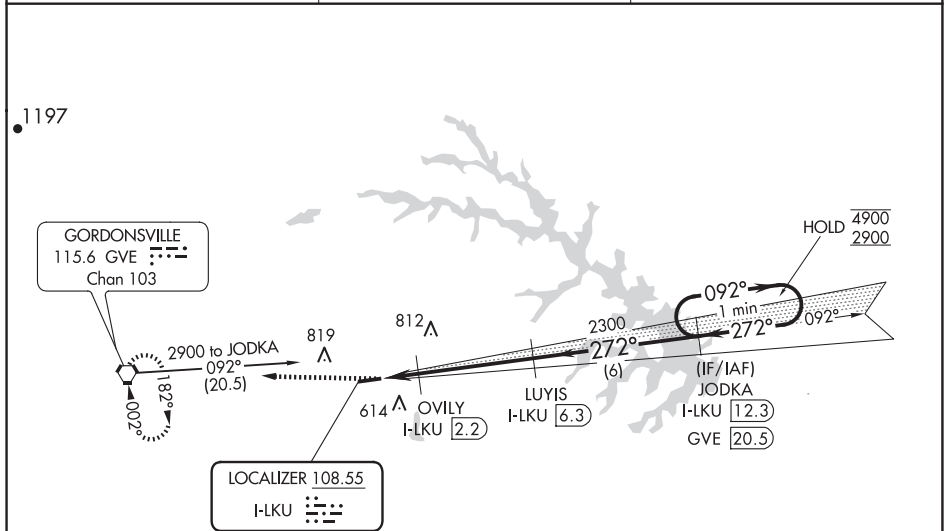
Circling NA north of Rwy 9-27. When local altimeter setting not received, use Orange altimeter setting and increase all MDA 40 feet.  
VDP NA when using Orange altimeter setting.

MISSED APPROACH:  
Climb to 2900 direct  
GVE VORTAC and hold.

AWOS-3  
**119.475**

POTOMAC APP CON  
**132.85 323.125**

UNICOM  
**122.975 (CTAF) 0**



	A	B	C	D
2900	GVE	OVILY I-LKU 2.2	LUYIS I-LKU 6.3	JODKA I-LKU 12.3
272°	I-LKU 0.8	I-LKU 1.7	2300	One Minute Holding Pattern
0.9 NM	0.5 NM	4.2 NM	6 NM	
CATEGORY	A	B	C	D
S-LOC 27	820-1	326 (400-1)	NA	NA
CIRCLING	900-1 406 (500-1)	960-1 466 (500-1)	NA	NA

LOUISA, VIRGINIA  
Amdt 4 15AUG19

LOUISA COUNTY/FREEMAN FLD (LKU)

38°01'N-77°58'W

**LOC RWY 27**

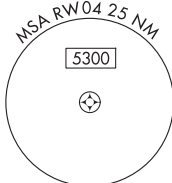
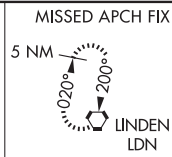
NE-3, 07 AUG 2025 to 02 OCT 2025



25051

RNAV (GPS) RWY 4  
LURAY CAVERNS (LUA)

**MISSED APPROACH:** Climb to 5000 direct JORGI and on track 063° to LDN VORTAC and hold.

UNICOM  
122.8 (CTAF) **L**TDZE 903

38°40'N-78°30'W  
243

LURAY CAVERNS (LUA)  
RNAV (GPS) RWY 4

LURAY, VIRGINIA

AL-6229 (FAA)

24081

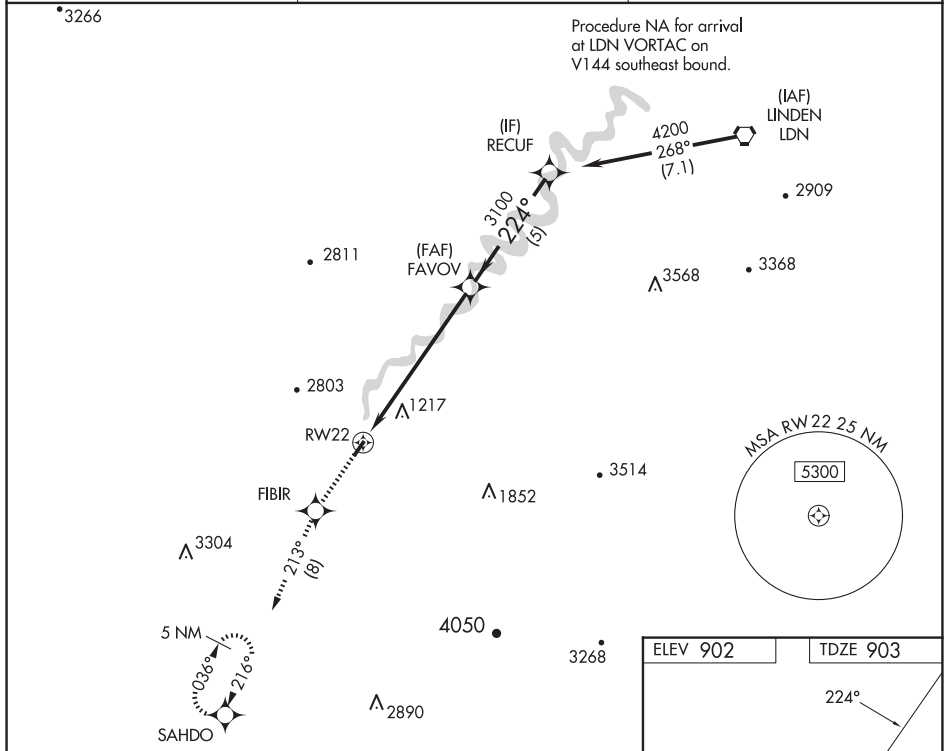
WAAS CH <b>77627</b> <b>W22A</b>	APP CRS <b>224°</b>	Rwy Idg TDZE <b>903</b> Apt Elev <b>902</b>	<b>3126</b>
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# RNAV (GPS) RWY 22

LURAY CAVERNS (LUA)

<p><b>▽</b> DME/DME RNP-0.3 NA. Helicopter visibility reduction below <math>\frac{3}{4}</math> SM NA. When local altimeter setting not received, use Staunton/Waynesboro/Harrisonburg altimeter setting and increase all MDA 120 feet; increase LNAV Cat B and Circling Cat B visibility <math>\frac{1}{4}</math> mile.</p> <p><b>▲</b></p>	<p>MISSED APPROACH: Climb to 6000 direct FIBIR and on track 213° to SAHDO and hold, continue climb-in-hold to 6000.</p>
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AWOS-3 <b>118.275</b>	WASHINGTON CENTER <b>133.2 282.2</b>	UNICOM <b>122.8 (CTAF) 0</b>
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6000

FIBIR

tr 213°

SAHDO

FAVOV

RECUF

4200

RW22

224°

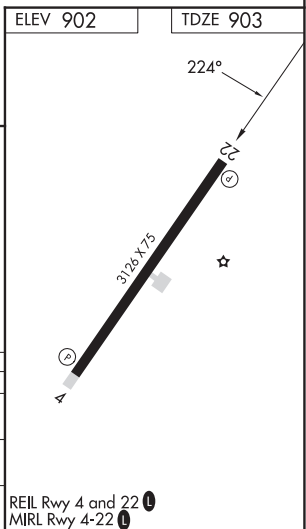
3100

3.00° TCH 40

6.8 NM

5 NM

CATEGORY	A	B	C	D
LP MDA	1460-1	557 (600-1)	NA	NA
LNAV MDA	1820-1¼	917 (1000-1¼)	NA	NA
CIRCLING	1820-1¼	918 (1000-1¼)	NA	NA



LURAY, VIRGINIA  
Amdt 1C 25MAR21

38°40'N-78°30'W

# RNAV (GPS) RWY 22

NE-3, 07 AUG 2025 to 02 OCT 2025

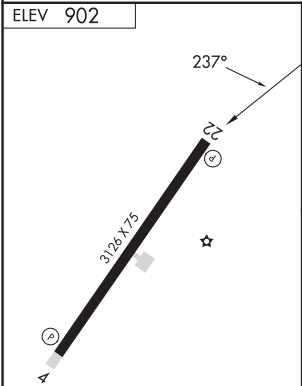
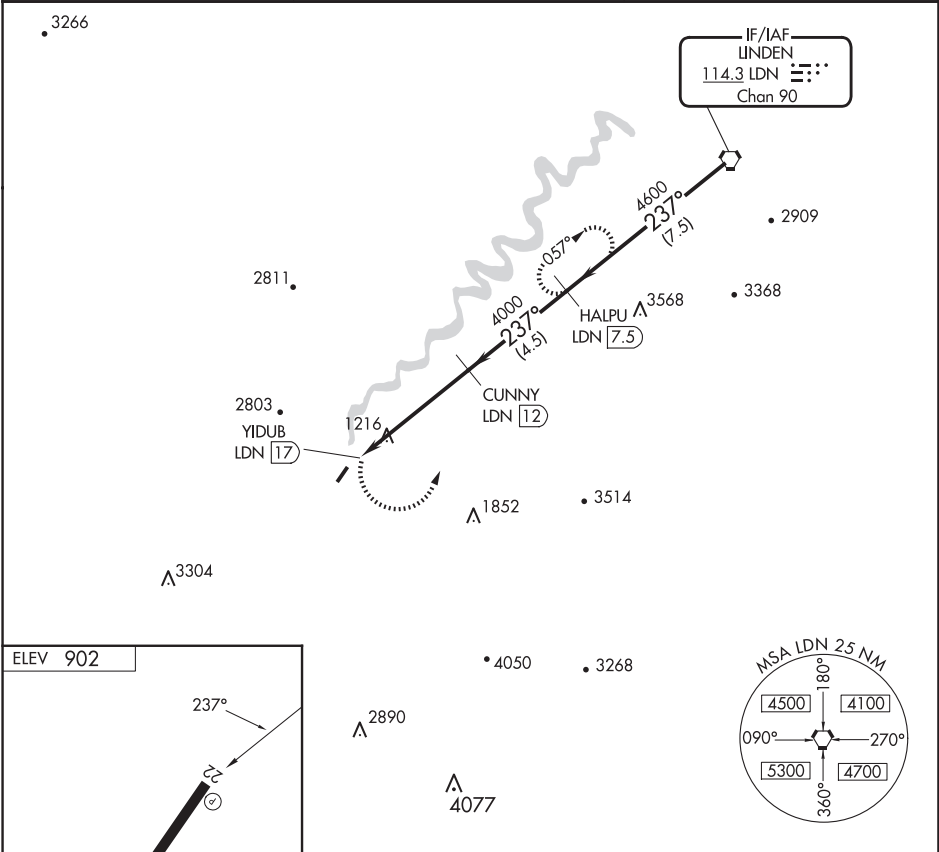
NE-3, 07 AUG 2025 to 02 OCT 2025

VORTAC LDN <b>114.3</b> Chan <b>90</b>	APP CRS <b>237°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>902</b>
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VOR/DME-B  
LURAY CAVERNS (LUA)

 Visibility reduction by helicopters NA. When local altimeter setting not received, use Staunton/Waynesboro/Harrisburg altimeter setting and increase all MDA 120 feet.	MISSED APPROACH: Climbing left turn to 4900 on LDN VORTAC R-237 to HALPU/LDN 7.5 DME and hold, continue climb-in-hold to 4900.
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AWOS-3 <b>118.275</b>	WASHINGTON CENTER <b>133.2 282.2</b>	UNICOM <b>122.8</b> (CTAF) <b>1</b>
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REIL Rwy 4 and 22 **1**  
MIRL Rwy 4-22 **1**

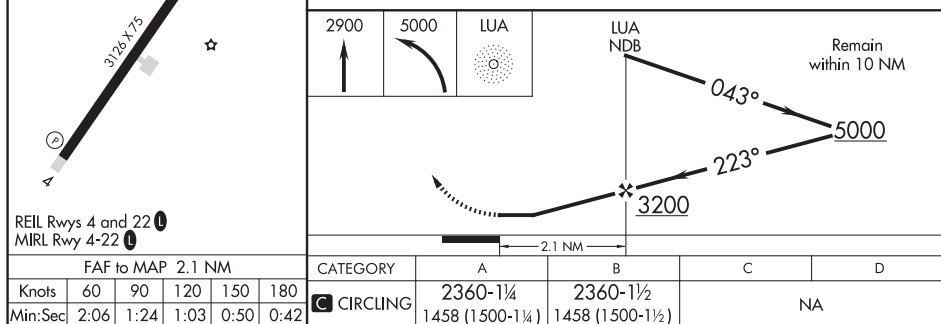
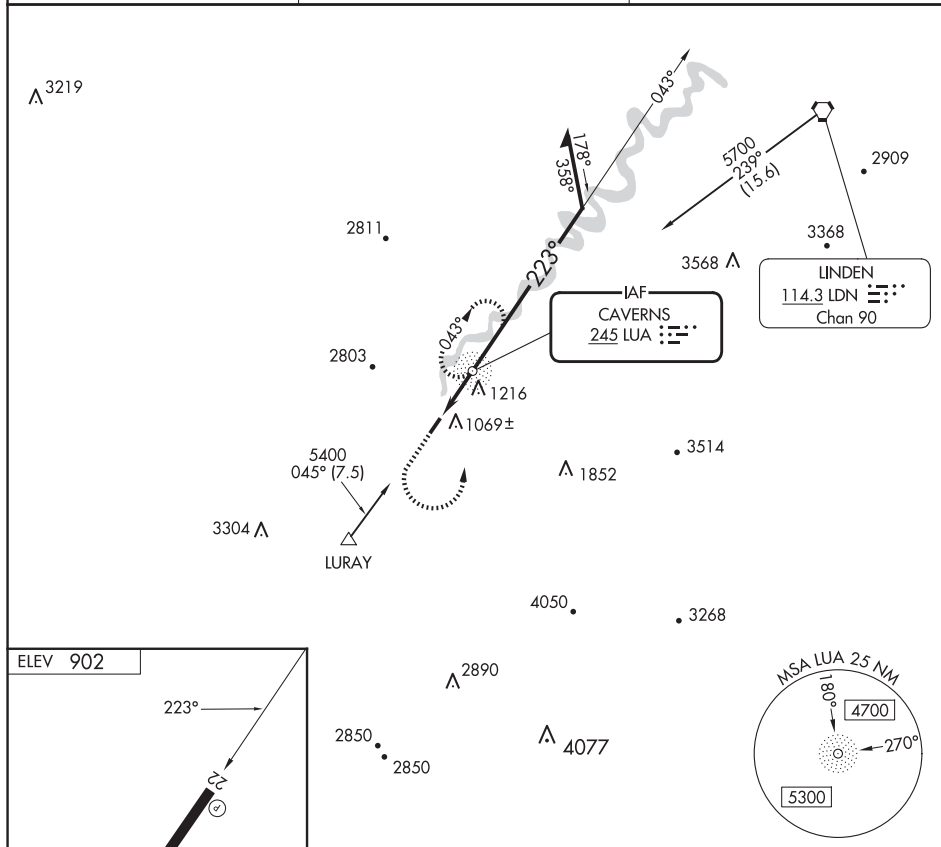
LURAY, VIRGINIA

NDB LUA <b><u>245</u></b>	APP CRS <b>223°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>902</b>
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NDB-A  
LURAY CAVERNS (LUA)

<p><b>NA</b> Rwy 22 helicopter visibility reduction below 1 SM NA.</p>	<p><b>MISSED APPROACH:</b> Climb to 2900 then climbing left turn to 5000 direct LUA NDB and hold, continue climb-in-hold to 5000.</p>
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AWOS-3 <b>118.275</b>	WASHINGTON CENTER <b>133.2 282.2</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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LURAY, VIRGINIA  
Amdt 7C 08SEP22

LURAY CAVERNS (LUA)  
NDB-A

38°40'N-78°30'W

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

APP CRS  
283°

Rwy Idg  
2932

TDZE  
939

Apt Elev  
939

RNAV (GPS) RWY 28

FALWELL (W24)

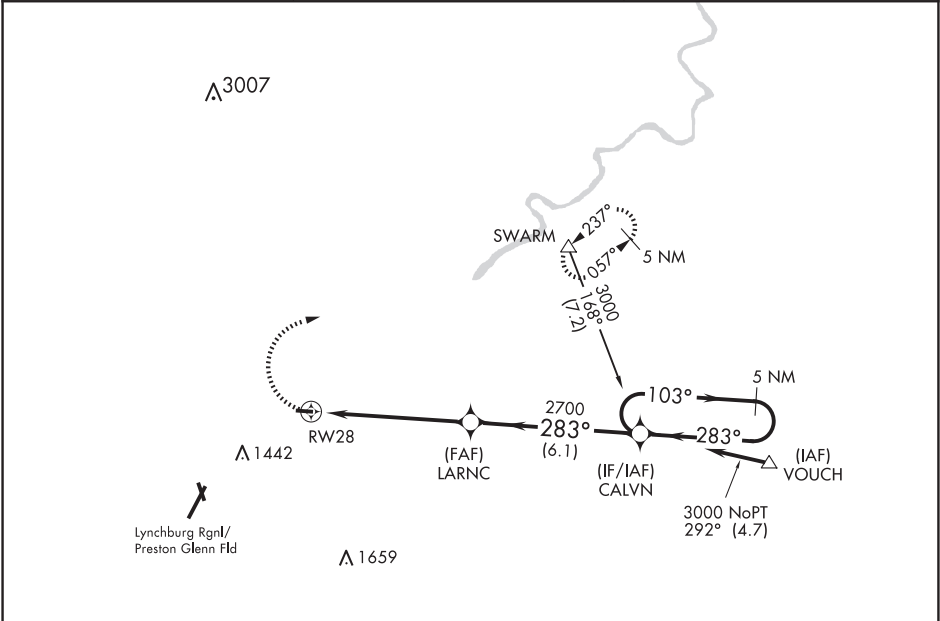
▼

⚠ NA

DME/DME RNP-0.3 NA. Use Lynchburg Regional/Preston Glenn Fld altimeter setting, when not received use Farmville altimeter setting and increase all MDA 160 feet. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 3500 direct SWARM and hold.

LYH ASOS 119.8	ROANOKE APP CON 135.0 254.325	UNICOM 123.0 (CTAF)
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ELEV 939

TDZE 939

10

283°

4.7% UP

2932 X 50

MSA RW 28 25 NM

5500

3500

SWARM

Visual Segment - Obstacles

CALVN

5 NM Holding Pattern

RW28

LARNC

2700

283°

103°

283°

3000

5.7 NM

6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1460-1	521 (600-1)		NA

LYNCHBURG, VIRGINIA

AL-499 (FAA)

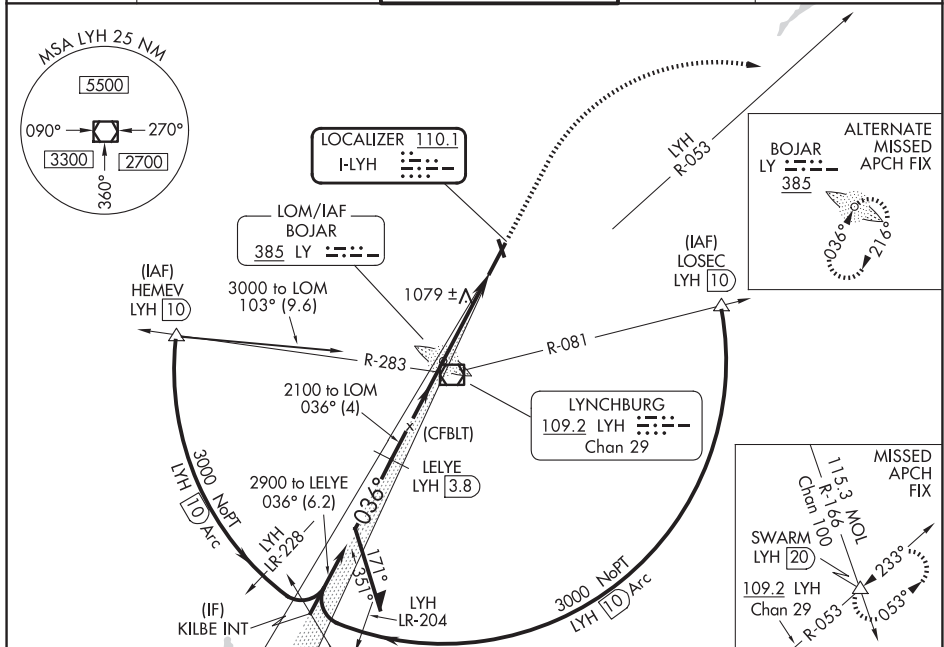
25219

LOC I-LYH <b>110.1</b>	APP CRS <b>036°</b>	Rwy Ldg TDZE Apt Elev <b>6800</b> <b>905</b> <b>938</b>
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# ILS or LOC RWY 4

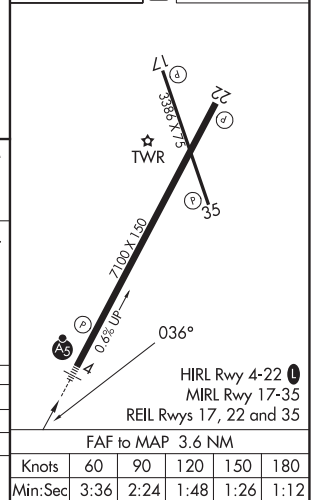
LYNCHBURG RGNL/PRESTON GLENN FLD (LYH)

ADF required for LOC only. DME required.			MALSR	MISSED APPROACH: Climb to 1800 then climbing right turn to 3500 on heading 080° and on LYH VOR/DME R-053 to SWARM INT/LYH 20 DME and hold.
⚠ Circling Rwy 17 NA at night. DME from LYH VOR/DME. Simultaneous reception of I-LYH and LYH DME required.			⚠	
⚠ ** RVR 1800 authorized with use of FD or AP or HUD to DA.				
ATIS	ROANOKE APP CON	LYNCHBURG TOWER ★	GND CON	UNICOM
119.8	135.0 254.325	127.65 (CTAF) 0 257.8	121.9	122.95



ELEV 938	D	TDZE 905
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Remain within 10 NM		LY LOM	1800	3500	SWARM
3000		LELYE LYH 3.8	2900	2092	
GS 3.00° TCH 55		*2900	*2100		
2900		1.4 NM	2.6 NM	3.6 NM	
CATEGORY	A	B	C	D	
S-ILS 4 **	1105/24 200 (200-½)				
S-LOC 4	1320/24	415 (400-½)	1320/40	415 (400-¾)	
CIRCLING	1660-1 722 (800-1)	1780-1¼ 842 (900-1¼)	1800-2½ 862 (900-2½)	1800-2¾ 862 (900-2¾)	



LYNCHBURG, VIRGINIA  
Amdt 17B 03JAN19

LYNCHBURG RGNL/PRESTON GLENN FLD (LYH)  
37°20'N-79°12'W  
ILS or LOC RWY 4

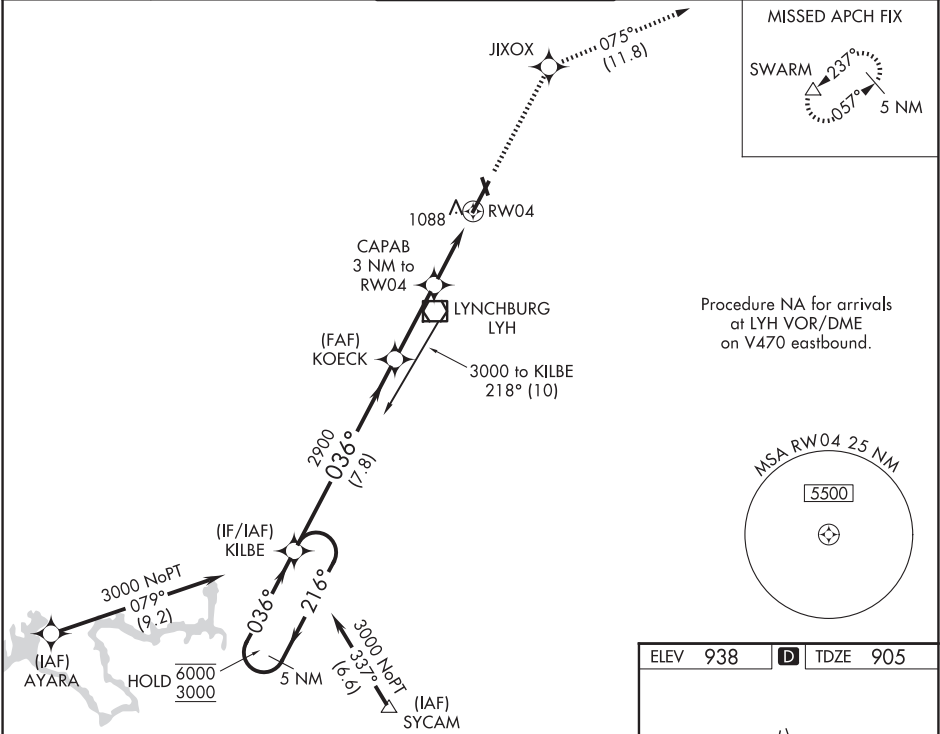
WAAS CH <b>58205</b> <b>W04A</b>	APP CRS <b>036°</b>	Rwy Ldg TDZE <b>905</b> Apt Elev <b>938</b>
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RNAV (GPS) RWY 4

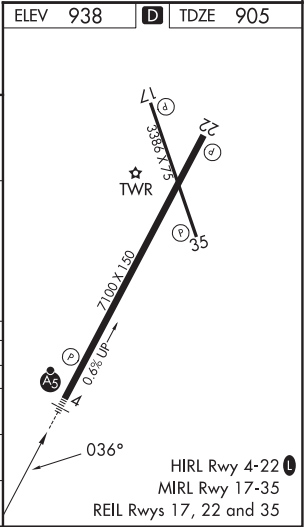
LYNCHBURG RGNL/PRESTON GLENN FLD (LYH)

RNP APCH. ⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. For inop ALS, increase LNAV Cat A and B visibility to RVR 5000. ⚠ Circling Rwy 17 NA at night.	MALSR 	MISSED APPROACH: Climb to 3500 direct JIXOX and track 075° to SWARM and hold.
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ATIS <b>119.8</b>	ROANOKE APP CON <b>135.0 254.325</b>	LYNCHBURG TOWER ★ <b>127.65 (CTAF) 0 257.8</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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5 NM Holding Pattern		3500 ↑		JIXOX ✦		tr 075° ↗		SWARM △	
KILBE		KOECK		CAPAB		RW04		*LNAV only	
6000 ← 216° 3000 → 036°		2900		3 NM to RW04		*1.4 NM to RW04			
GP 3.00° TCH 58		2900		*1900		RW04			
7.8 NM		3 NM		1.6 NM		1.4 NM			
CATEGORY	A		B		C		D		
LPV DA	1175/40		270 (300-¾)						
LNAV/VNAV DA	1394/60		489 (500-1¼)						
LNAV MDA	1400/40 495 (500-¾)		1400/50 495 (500-1)						
CIRCLING	1660-1 722 (800-1)		1780-1¼ 842 (900-1¼)		1800-2½ 862 (900-2½)		1800-2¾ 862 (900-2¾)		



NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>48934</b> <b>W17A</b>	APP CRS <b>169°</b>	Rwy Ldg <b>3386</b> TDZE <b>933</b> Apt Elev <b>938</b>
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LYNCHBURG RGNL/PRESTON GLENN FLD (LYH)

T	Procedure NA at night.
A	Rwy 17 helicopter visibility reduction below 1 SM NA.

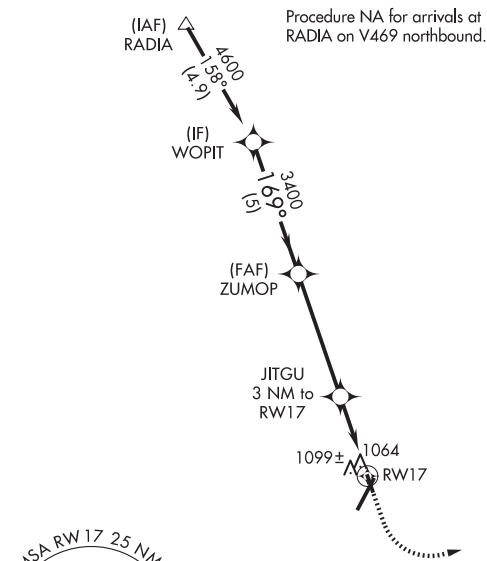
**MISSED APPROACH:** Climb to 1400 then climbing left turn to 3400 direct CONCO and hold.

ATIS  
119.8

ROANOKE APP CON  
135.0 254.325

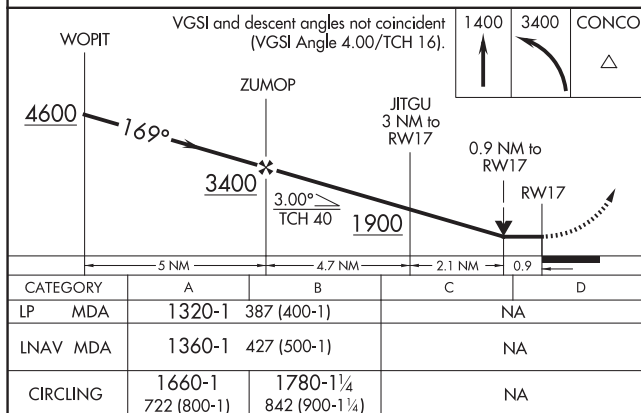
LYNCHBURG TOWER ★  
127.65 (CTAF) **L** 257.8

GND CON  
121.9

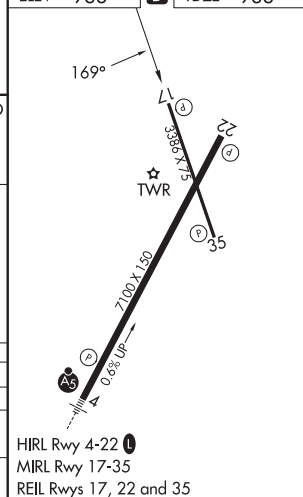
UNICOM  
122.95

MSA RW 17 25 NM

5500



ELEV 938	<b>D</b>	TDZE 933
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LYNCHBURG, VIRGINIA  
Orig-B 06DEC18

LYNCHBURG RGNL/PRESTON GLENN FLD (LYH)

37°20'N-79°12'W

RNAV (GPS) RWY 17

NE-3, 07 AUG 2025 to 02 OCT 2025



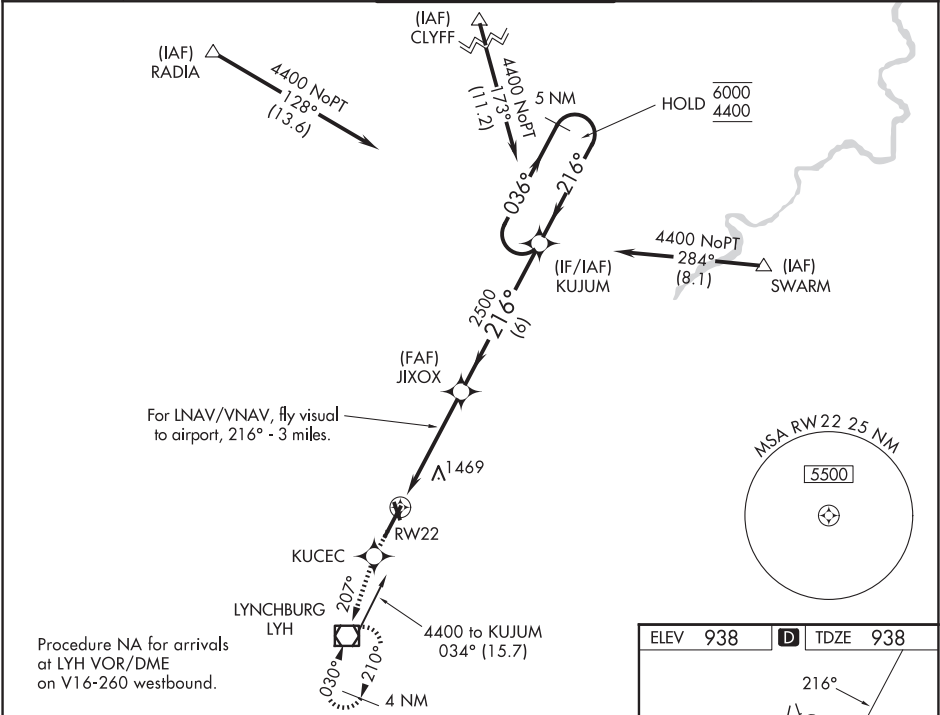
WAAS CH <b>97705</b> <b>W22A</b>	APP CRS <b>216°</b>	Rwy Ldg TDZE <b>938</b> Apt Elev <b>938</b>
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RNAV (GPS) RWY 22

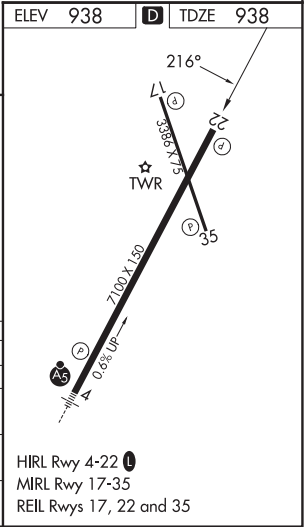
LYNCHBURG RGNL/PRESTON GLENN FLD (LYH)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct KUCEC and track 207° to LYH VOR/DME and hold, continue climb-in hold to 3000.
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. Rwy 22 helicopter visibility reduction below ¾ SM NA. Circling Rwy 17 NA at night.	

ATIS <b>119.8</b>	ROANOKE APP CON <b>135.0 254.325</b>	LYNCHBURG TOWER ★ <b>127.65 (CTAF) 0 257.8</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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3000	KUCEC	tr 207°	LYH	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45).
				5 NM Holding Pattern
				GP 3.00° TCH 51
				4.7 NM 6 NM
CATEGORY	A	B	C	D
LPV DA		1250-1	312 (400-1)	
LNAV/VNAV DA	1939-2	1001 (1100-2)	1939-3	1001 (1100-3)
LNAV MDA	1720-1 782 (800-1)	1720-1 ¼ 782 (800-1 ¼)	1720-2 ¼ 782 (800-2 ¼)	1720-2 ½ 782 (800-2 ½)
CIRCLING	1720-1 782 (800-1)	1780-1 ¼ 842 (900-1 ¼)	1800-2 ½ 862 (900-2 ½)	1800-2 ¾ 862 (900-2 ¾)



NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

LYNCHBURG, VIRGINIA

AL-499 (FAA)

25219

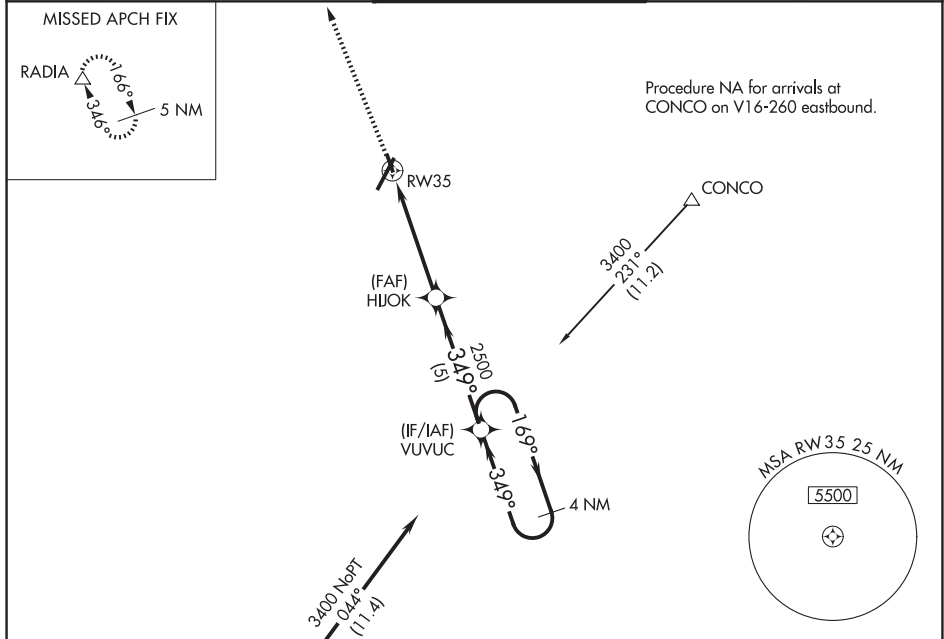
WAAS CH <b>93634</b> <b>W35A</b>	APP CRS <b>349°</b>	Rwy Ldg TDZE <b>933</b> Apt Elev <b>938</b>
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# RNAV (GPS) RWY 35

LYNCHBURG RGNL/PRESTON GLENN FLD (LYH)

RNP APCH.	MISSED APPROACH: Climb to 4900 direct RADIA and hold.
Circling Rwy 17 NA at night. Rwy 35 helicopter visibility reduction below 3/4 SM NA.	

ATIS <b>119.8</b>	ROANOKE APP CON <b>135.0 254.325</b>	LYNCHBURG TOWER ★ <b>127.65 (CTAF) 0 257.8</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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Procedure NA for arrivals at SYCAM on V469 southbound.

4900	RADIA	VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 17).
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\*LNAV only

CATEGORY	A	B	C	D
LP MDA	1480-1	547 (600-1)	NA	
LNAV MDA	1500-1	567 (600-1)	NA	
CIRCLING	1660-1 722 (800-1)	1780-1 1/4 842 (900-1 1/4)	NA	

ELEV 938 TDZE 933

HIRL Rwy 4-22   
MIRL Rwy 17-35  
REIL Rwy 17, 22 and 35

LYNCHBURG, VIRGINIA

Orig-B 06DEC18

LYNCHBURG RGNL/PRESTON GLENN FLD (LYH)

37°20'N-79°12'W

# RNAV (GPS) RWY 35

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

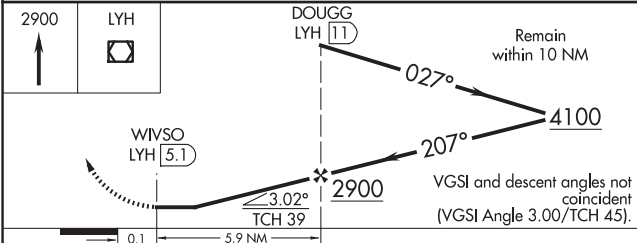
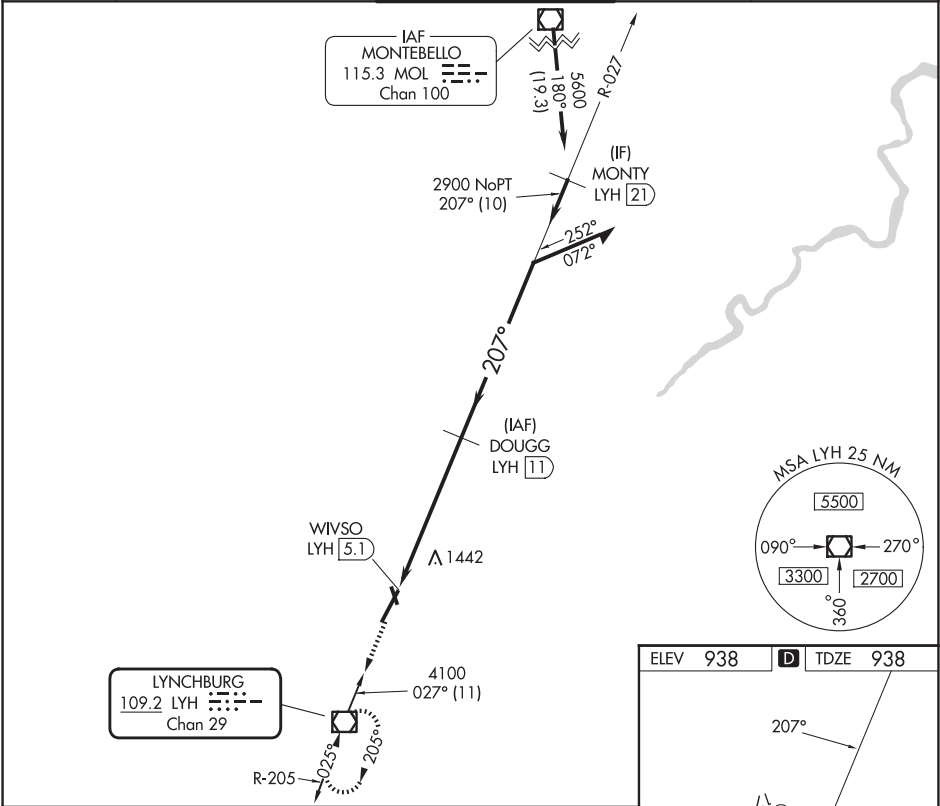
VOR/DME LYH	APP CRS	Rwy Ldg	7100
109.2	207°	TDZE	938
Chan 29		Apt Elev	938

VOR RWY 22

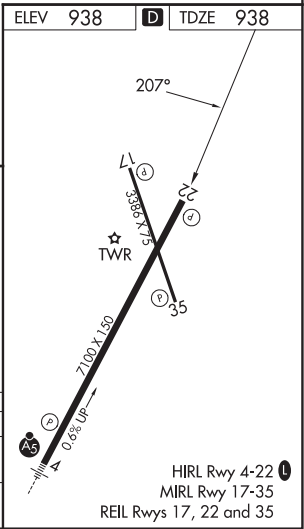
LYNCHBURG RGNL/PRESTON GLENN FLD (LYH)

DME required.	MISSED APPROACH: Climb to 2900 direct LYH VOR/DME and hold.
<div><div></div><div>Rwy 22 helicopter visibility reduction below ¾ SM NA.</div></div> <div><div></div><div>Circling Rwy 17 NA at night.</div></div>	

ATIS 119.8	ROANOKE APP CON 135.0 254,325	LYNCHBURG TOWER ★ 127.65 (CTAF) 257.8	GND CON 121.9	UNICOM 122.95
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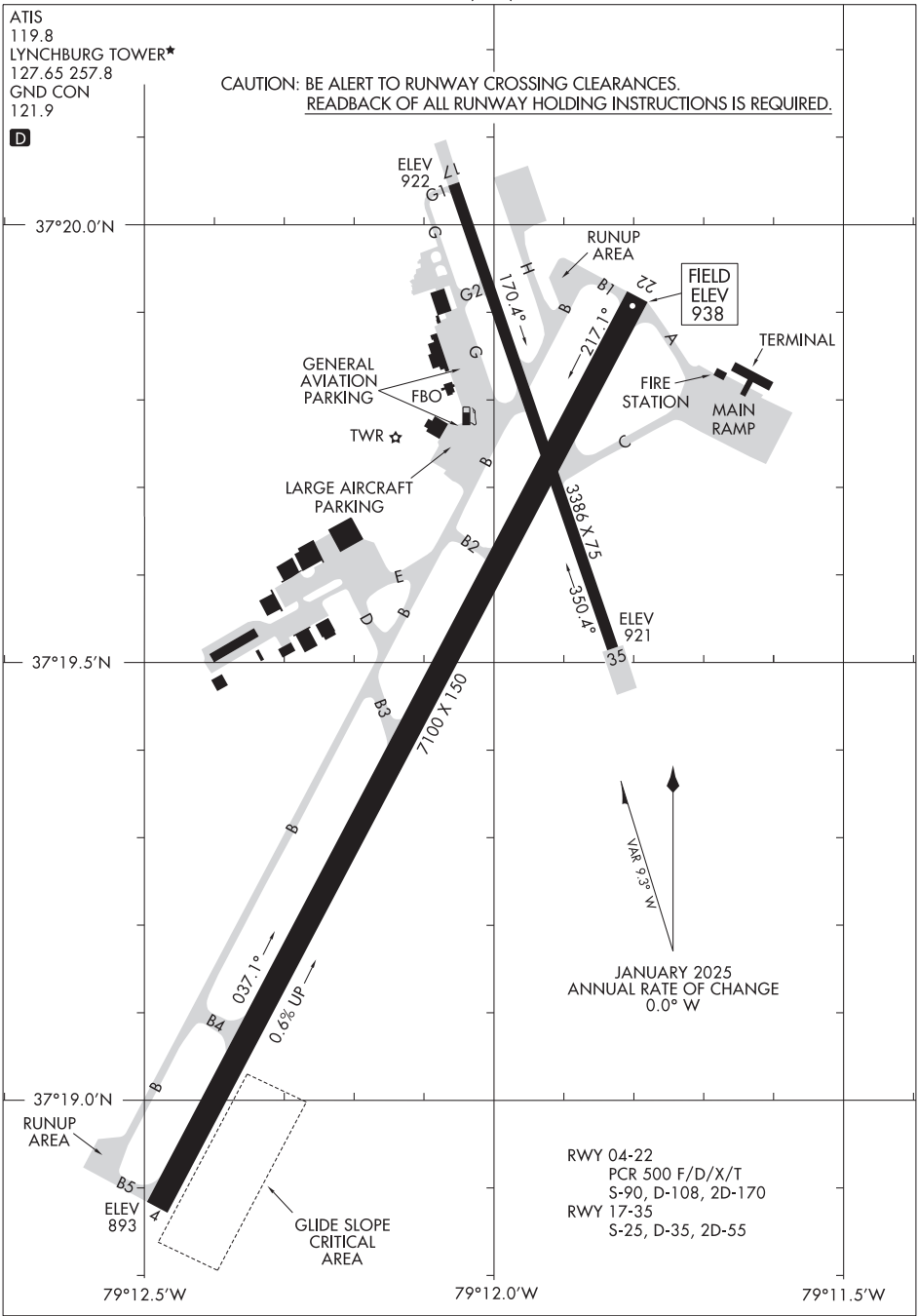


CATEGORY	A	B	C	D
S-22	1740-1 802 (900-1)	1740-1¼ 802 (900-1¼)	1740-2¼ 802 (900-2¼)	1740-2½ 802 (900-2½)
CIRCLING	1740-1 802 (900-1)	1780-1¼ 842 (900-1¼)	1800-2½ 862 (900-2½)	1800-2¾ 862 (900-2¾)



NE-3, 07 AUG 2025 to 02 OCT 2025

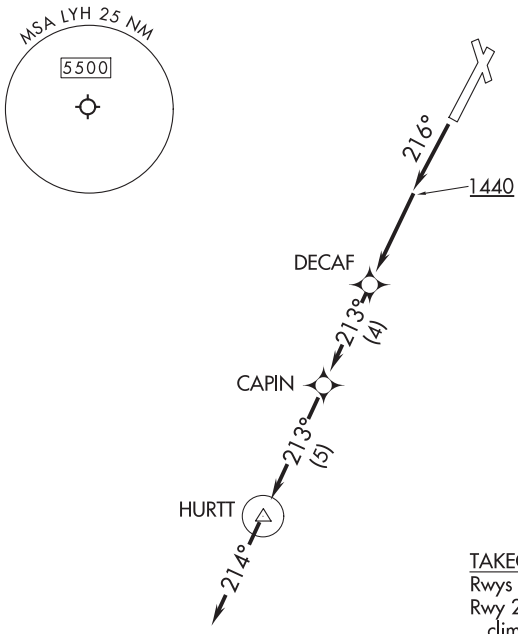
NE-3, 07 AUG 2025 to 02 OCT 2025



NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

ROANOKE DEP CON 135.0 254.325 ATIS 119.8 GND CON 121.9 LYNCHBURG TOWER ★ 127.65 (CTAF) 257.8	RNAV 1 - DME/DME/IRU or GPS required. RADAR required. RADAR required for non-GPS equipped aircraft.	TOP ALTITUDE: 4000
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TAKEOFF MINIMUMS:  
Rwys 4, 17, 35: NA-ATC.  
Rwy 22: Standard with minimum  
climb of 500' per NM to 1440.

NOTE: Chart not to scale.

▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 22: Climb on heading 216° to 1440, then direct DECAF, then on depicted route to HURTT, then on heading 214° for RADAR vectors. Maintain 4000, expect filed altitude within 10 minutes after departure.

(LIBRT3.LIBRT) 22083

AL-499 (FAA)

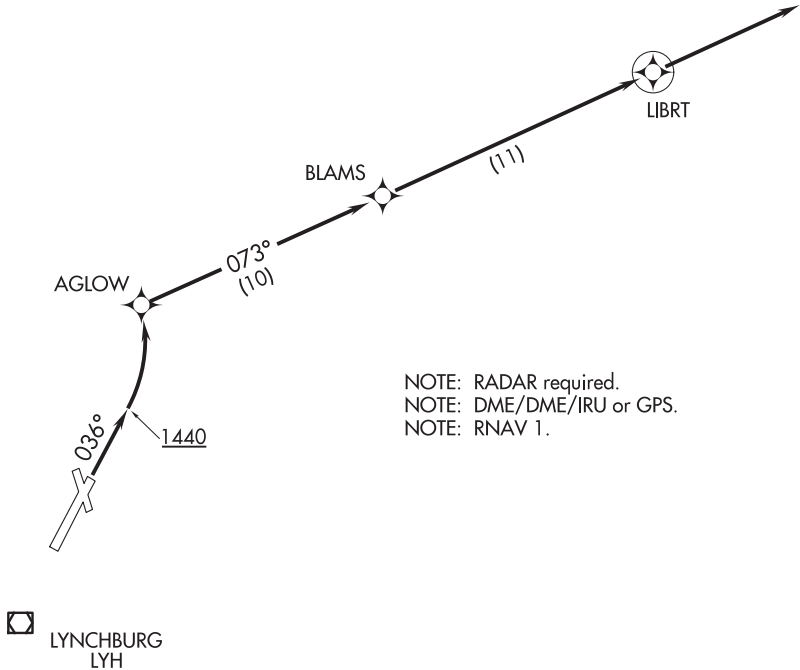
LYNCHBURG RGNL/PRESTON GLENN FLD (LYH)  
LYNCHBURG, VA

LIBRT THREE DEPARTURE (RNAV)

ATIS 119.8  
GND CON  
121.9  
LYNCHBURG TOWER ★  
127.65 (CTAF) 257.8  
ROANOKE DEP CON  
135.0 254.325

TAKEOFF MINIMUMS:  
Rwys 17, 22, 35: NA-ATC.  
Rwy 4: Standard with minimum  
climb of 500' per NM to 4000.

**TOP ALTITUDE:**  
**4000**



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb heading 036° to 1440, then left turn direct AGLOW, then on depicted route to LIBRT, then on heading 073°, expect vectors on course. Maintain 4000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

LIBRT THREE DEPARTURE (RNAV)

(LIBRT3.LIBRT) 03JAN19

LYNCHBURG, VA  
LYNCHBURG RGNL/PRESTON GLENN FLD (LYH)

WAAS CH <b>72802</b> <b>W26A</b>	APP CRS <b>259°</b>	Rwy Ldg TDZE <b>2519</b> Apt Elev <b>2558</b>
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RNAV (GPS) RWY 26

MOUNTAIN EMPIRE (MKJ)

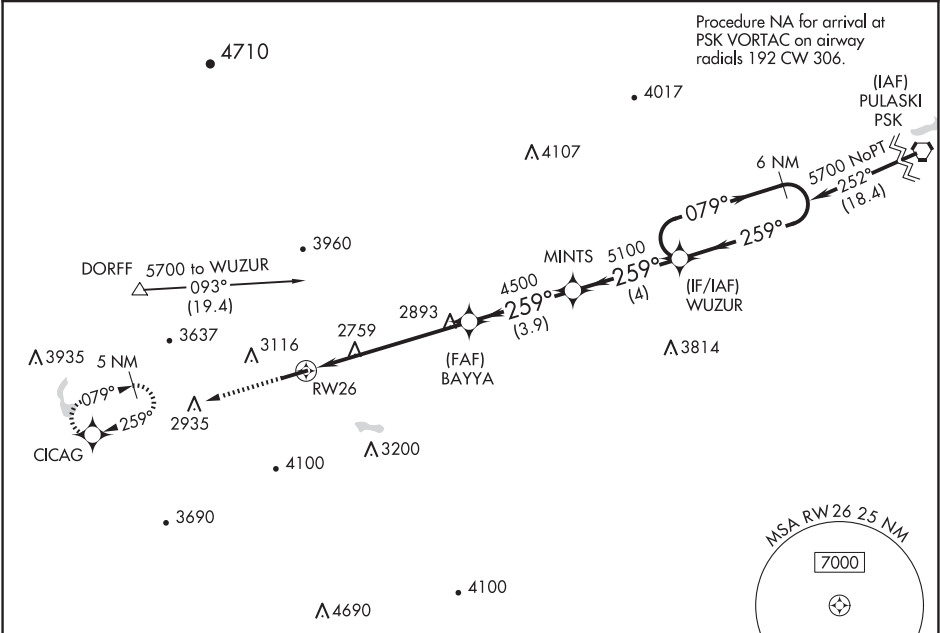
▼

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). Circling NA north of Rwy 8-26. Rwy 26 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

MISSED APPROACH:

Climb to 6200 direct CICAG and hold, continue climb-in-hold to 6200.

AWOS-3 <b>123.875</b>	ATLANTA CENTER <b>127.85 269.3</b>	UNICOM <b>122.7 (CTAF) 0</b>
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ELEV 2558	TDZE 2519
-----------	-----------

6200

CICAG

VGSI and RNAV glidepath not coincident (VGSI Angle 3.75/TCH 47).

6 NM Holding Pattern

\*LNAV only.

5252 X 75

1.1% UP

1.5 NM

4.6 NM

3.9 NM

4 NM

5100

4500

5700

GP 3.00°

TCH 51

CATEGORY	A	B	C	D
LPV DA	3096-2		577 (600-2)	NA
LNAV/VNAV DA	3159-2½		640 (700-2½)	NA
LNAV MDA	3140-1	621 (600-1)	3140-1¾ 621 (600-1¾)	NA
CIRCLING	3260-1	702 (800-1)	4440-3 1882 (1900-3)	NA

REIL Rwys 8 and 26

MIRL Rwy 8-26 0

MARION/WYTHEVILLE, VIRGINIA

AL-6416 (FAA)

25163

LOC/DME I-MKJ <b>110.5</b> Chan <b>42</b>	APP CRS <b>259°</b>	Rwy Ldg TDZE Apt Elev <b>5252</b> <b>2519</b> <b>2558</b>
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# LOC RWY 26

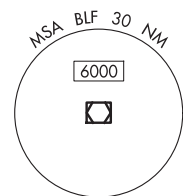
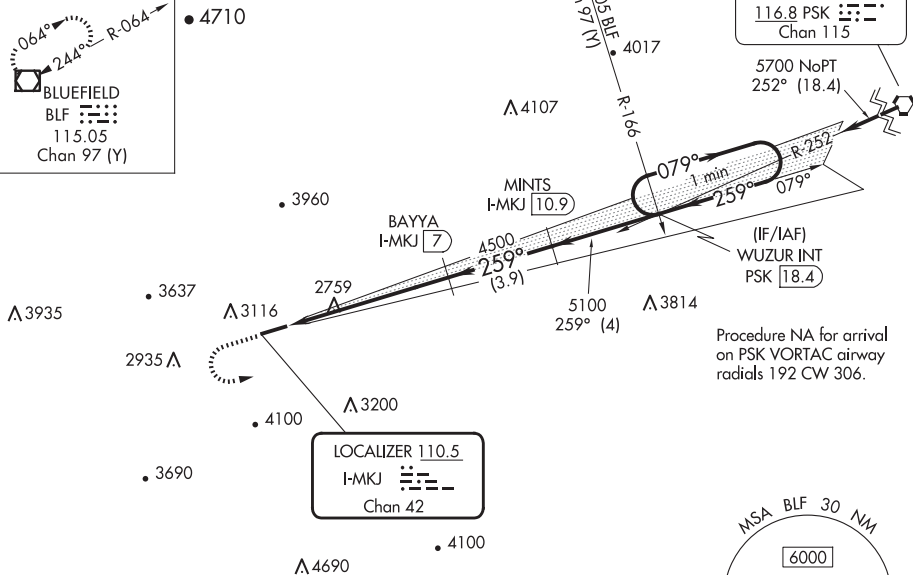
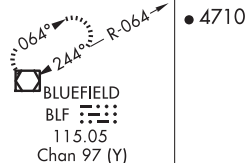
## MOUNTAIN EMPIRE (MKJ)

**NA** Circling NA north of Rwy 8-26.  
Helicopter visibility reduction below 3/4 SM NA.  
DME required.

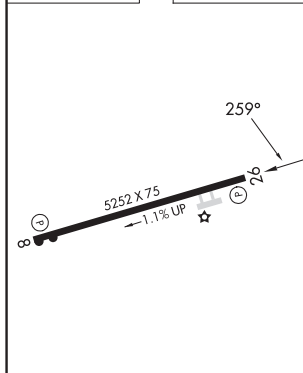
MISSED APPROACH: Climb to 4600 then climbing left turn to 6000 on heading 070° and PSK VORTAC R-252 to WUZUR INT and hold.

AWOS-3 <b>123.875</b>	ATLANTA CENTER <b>127.85 269.3</b>	UNICOM <b>122.7 (CTAF) 0</b>
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ALTERNATE MISSED  
APCH FIX






ELEV 2558	TDZE 2519
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REIL Rwy 8 and 26  
MIRL Rwy 8-26 0

FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

<div>4600</div> <div></div>		<div>6000</div> <div></div> <div>hdg 070°</div>	<div>PSK R-252</div>	<div>WUZUR INT</div>	<div>VGSI and descent angles not coincident (VGSI Angle 3.75°/TCH 47°).</div> <div>WUZUR INT PSK 18.4</div> <div>One Minute Holding Pattern</div>	
		<div>I-MKJ 0.9</div>	<div>BAYYA I-MKJ 7</div>	<div>MINTS I-MKJ 10.9</div>	<div>079° →</div> <div>← 259°</div> <div>5700</div>	
		<div>I-MKJ 2.4</div>	<div>3.01° TCH 47</div>	<div>4500</div>	<div>259°</div>	<div>5100</div>
<div>1.5 NM</div>		<div>4.6 NM</div>	<div>3.9 NM</div>	<div>4 NM</div>		
CATEGORY	A		B		C	D
S-26	3160-1		641 (700-1)		3160-1 <sup>7</sup> / <sub>8</sub> 641 (700-1 <sup>7</sup> / <sub>8</sub> )	NA
 CIRCLING	3260-1		702 (800-1)		4440-3 1882 (1900-3)	NA

MARION/WYTHEVILLE, VIRGINIA

Amdt 3 22JUN17

36°54'N-81°21'W

MOUNTAIN EMPIRE (MKJ)

LOC RWY 26

NE-3, 07 AUG 2025 to 02 OCT 2025



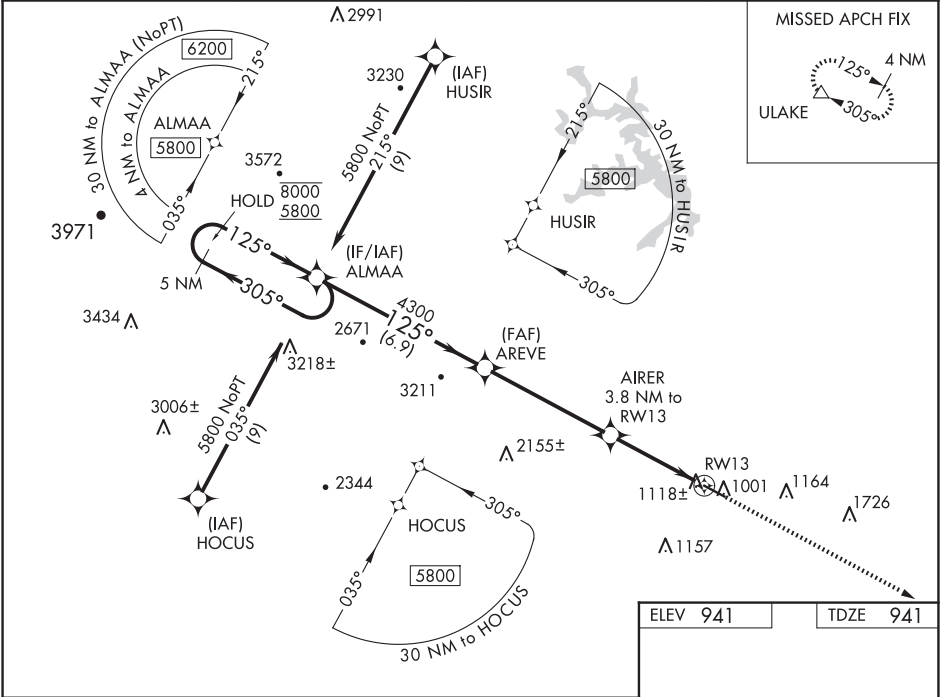
WAAS CH <b>50218</b> <b>W13A</b>	APP CRS <b>125°</b>	Rwy Idg TDZE Apt Elev	<b>5002</b> <b>941</b> <b>941</b>
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RNAV (GPS) RWY 13

BLUE RIDGE (MTV)

RNP APCH-GPS.	MISSED APPROACH: Climb to 3000 direct ULAKE and hold.
<div><div><div></div><div>Rwy 13 helicopter visibility reduction below <math>\frac{3}{4}</math> SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 46°C.</div></div><div><div></div><div>-17°C</div></div></div>	

AWOS-3 <b>118.45</b>	GREENSBORO APP CON <b>124.35 269.225</b>	CINC DEL <b>124.85</b>	UNICOM <b>122.7 (CTAF)</b> <b>0</b>
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5 NM Holding Pattern	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).	3000	ULAKE
8000 5800	AREVE 4300	AIRER 3.8 NM to RW13	*1.3 NM to RW13 *RNAV only.
GP 3.50° TCH 40	4300	RW13	
	6.9 NM	5.1 NM	2.5 NM
CATEGORY	A	B	C
LPV DA		1301-1	360 (400-1)
LNAV/DA VNAV		1324-1½	383 (400-1½)
LNAV MDA	1380-1	439 (500-1)	1380-1¼ 439 (500-1¼)
CIRCLING	1420-1 479 (500-1)	1440-1 499 (500-1)	1540-1½ 599 (600-1½) 1800-2¾ 859 (900-2¾)

MARTINSVILLE, VIRGINIA

AL-5648 (FAA)

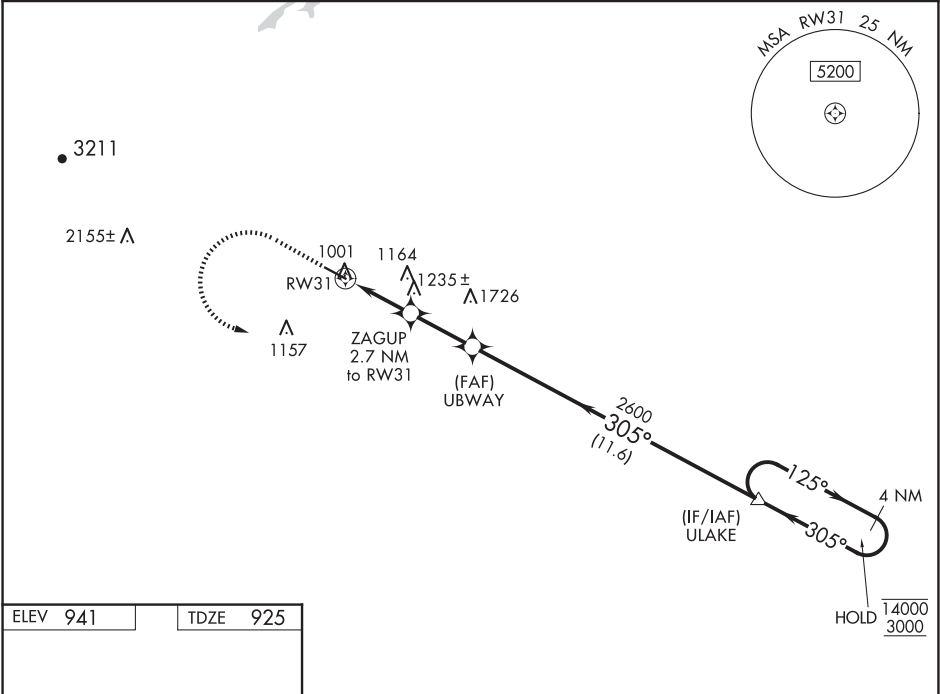
24081

WAAS CH <b>65802</b> <b>W31A</b>	APP CRS <b>305°</b>	Rwy Idg <b>5002</b> TDZE <b>925</b> Apt Elev <b>941</b>
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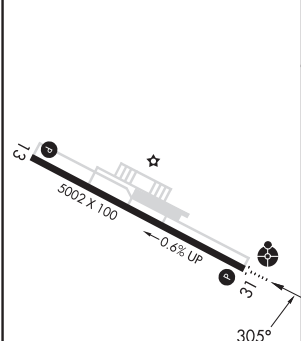
**RNAV (GPS) RWY 31**  
BLUE RIDGE (MTV)

RNP APCH - GPS.	ODALS	MISSED APPROACH: Climb to 1800, then climbing left turn to 3000 direct ULAKE and hold.
<div><div>▼</div><div>⚠</div><div>❄</div></div> <div>Rwy 31 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to LPV and LNAV/VNAV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.</div>	<div><div>⬆</div><div>⬆</div><div>⬆</div></div>	

AWOS-3 <b>118.45</b>	GREENSBORO APP CON <b>124.35 269.225</b>	CLNC DEL <b>124.85</b>	UNICOM <b>122.7 (CTAF) 0</b>
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ELEV 941	TDZE 925
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1800	3000	ULAKE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 47).	4 NM Holding Pattern
<div><div>↑</div><div>↶</div><div>△</div></div>	<div><div>UBWAY</div><div>ZAGUP 2.7 NM to RW31</div><div>2600</div><div>305°</div><div>125°</div><div>14000</div><div>3000</div><div>GP 3.00° TCH 40</div></div>	<div><div>1.4 NM to RW31</div><div>1.2 NM</div><div>2.5 NM</div><div>11.6 NM</div></div>		
CATEGORY	A	B	C	D
LPV DA	1175-¾ 250 (300-¾)			
LNAV/VNAV DA	1432-1⅜ 507 (500-1⅝)			
LNAV MDA	1420-¾	495 (500-¾)	1420-1¼	495 (500-1¼)
<div>Ⓢ</div> CIRCLING	1420-1 479 (500-1)	1440-1 499 (500-1)	1540-1½ 599 (600-1½)	1800-2¾ 859 (900-2¾)

MIRL Rwy 13-31 0  
REIL Rwy 13 and 31 0

MARTINSVILLE, VIRGINIA  
Amdt 3B 21MAR24

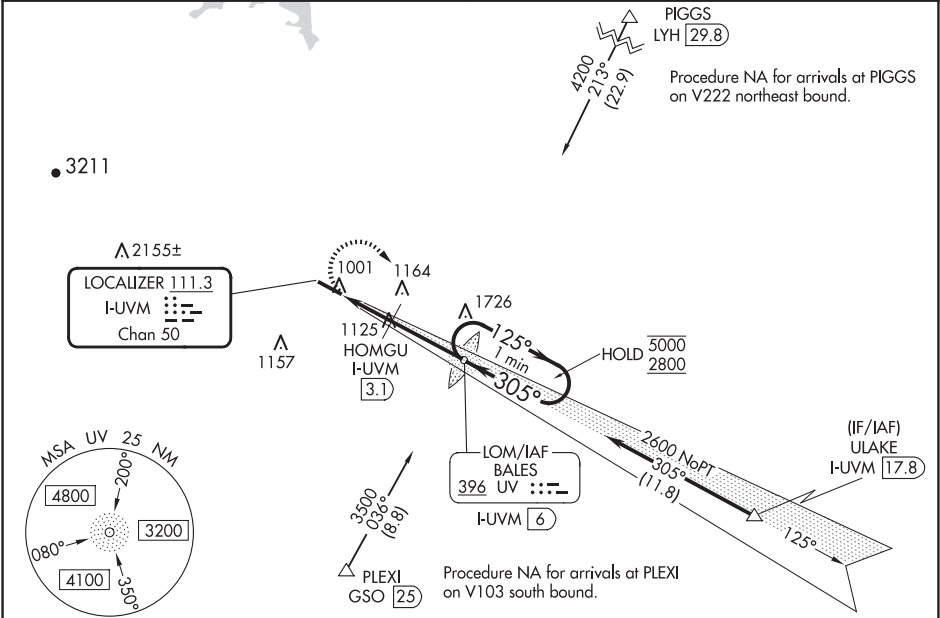
36°38'N-80°01'W

BLUE RIDGE (MTV)  
**RNAV (GPS) RWY 31**

LOC/DME I-UVM <b>111.3</b> Chan <b>50</b>	APP CRS <b>305°</b>	Rwy Idg <b>5002</b> TDZE <b>925</b> Apt Elev <b>941</b>	LOC RWY 31 BLUE RIDGE (MTV)
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ADF or DME required for procedure entry. ADF required.	ODALS 	MISSED APPROACH: Climbing right turn to 2800 direct BALES LOM/I-UVM 6 DME and hold, continue climb in hold to 2800.
Rwy 31 helicopter visibility reduction below 3/4 SM NA. For inop ALS while using HOMGU fix minimums, increase Cat C/D visibility to 1 1/2 SM.		
-17°C		

AWOS-3 <b>118.45</b>	GREENSBORO APP CON <b>124.35 269.225</b>	CLNC DEL <b>124.85</b>	UNICOM <b>122.7 (CTAF) 0</b>
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2800		BALES		VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 47).		One Minute Holding Pattern	
HOMGU I-UVM [3.1]		UV LOM I-UVM [6]		125° → 5000		← 305° 2800	
I-UVM [2.3]		1620		305°		2600	
I-UVM [1]		1.3 NM		0.8 NM		2.9 NM	
CATEGORY	A	B	C	D			
S-31	1620-3/4	695 (700-3/4)	1620-1 1/8	695 (700-1 1/8)			
CIRCLING	1620-1	679 (700-1)	1620-2 679 (700-2)	1800-2 3/4 859 (900-2 3/4)			
HOMGU FIX MINIMUMS							
S-31	1380-3/4	455 (500-3/4)	1380-1 1/8	455 (500-1 1/8)			
CIRCLING	1420-1 479 (500-1)	1440-1 499 (500-1)	1540-1 1/2 599 (600-1 1/2)	1800-2 3/4 859 (900-2 3/4)			
MRL Rwy 13-31 0							
REIL Rwy 13 and 31 0							
FAF to MAP 5 NM							
Knots	60	90	120	150	180		
Min:Sec	5:00	3:20	2:30	2:00	1:40		



APP CRS  
214°

Rwy Idg  
5000

TDZE  
48

Apt Elev  
48

RNAV (GPS) RWY 21  
ACCOMACK COUNTY (MFV)

RNP APCH - GPS.

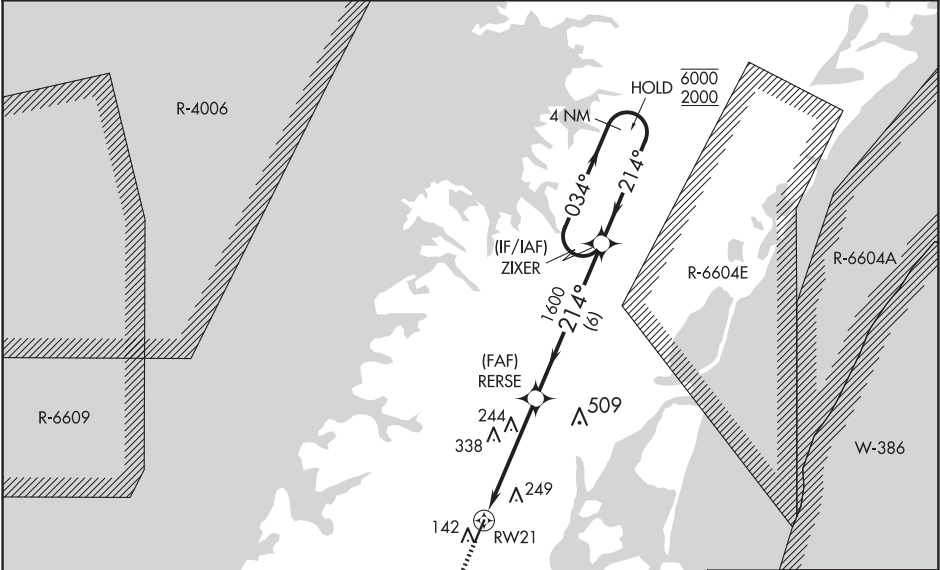
T

A

Rwy 21 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct UCGEL and hold.

AWOS-3 118.175	PATUXENT APP CON ★ 127.95 314.0	UNICOM 122.8 (CTAF) 0
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Procedure NA for arrivals at OUTLA on T303 southbound and T307 southwest bound.

ELEV 48

TDZE 48

OUTLA

2000 to ZIXER  
040°  
(32.4)

MSA RWY 21 25 NM  
1800

MISSED APCH FIX

UCGEL

034°  
214°  
4 NM



2000 UCGEL

4 NM Holding Pattern

RWY 21

1.3 NM to RWY 21

1600

3.00° TCH 40

1.3 NM

3.5 NM

6 NM

CATEGORY	A	B	C	D
LNAV MDA	500-1	452 (500-1)	500-1 3/8	452 (500-1 3/8)
CIRCLING	500-1 452 (500-1)	560-1 512 (600-1)	700-1 3/4 652 (700-1 3/4)	700-2 652 (700-2)

MIRL Rwy 3-21 0

REIL Rwy 3 and 21 0

ACCOMACK COUNTY (MFV)

RNAV (GPS) RWY 21

MELFA, VIRGINIA

AL-5598 (FAA)

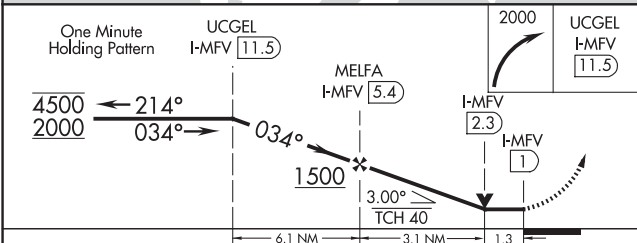
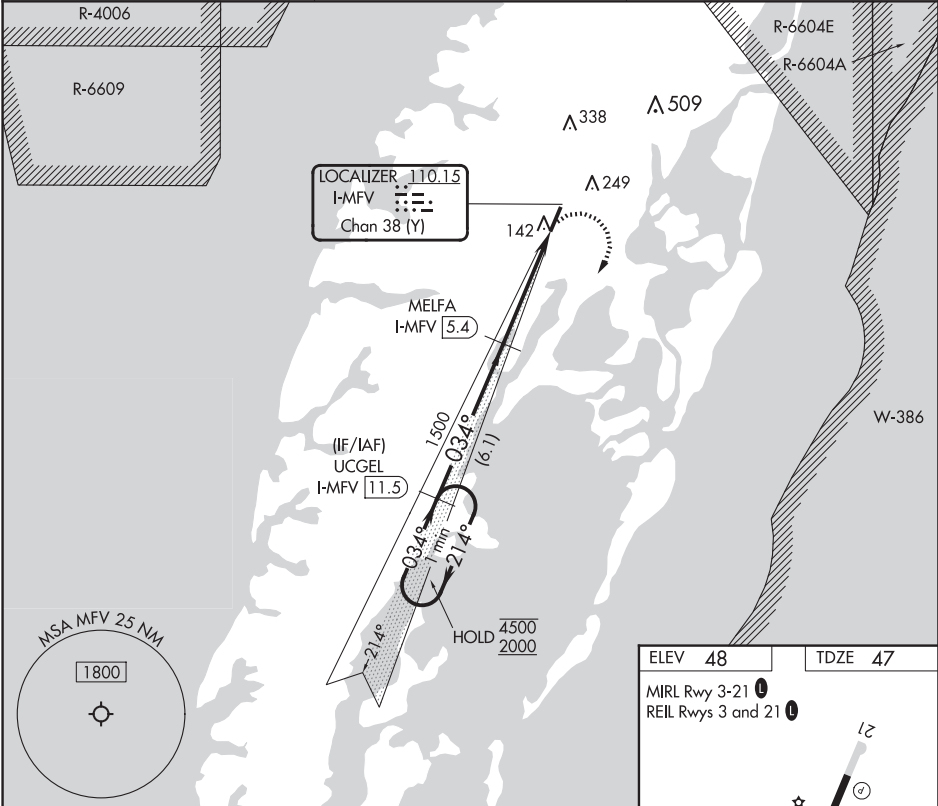
24361

LOC/DME I-MFV <b>110.15</b> Chan <b>38</b> (Y)	APP CRS <b>034°</b>	Rwy ldg TDZE <b>47</b> Apt Elev <b>48</b>
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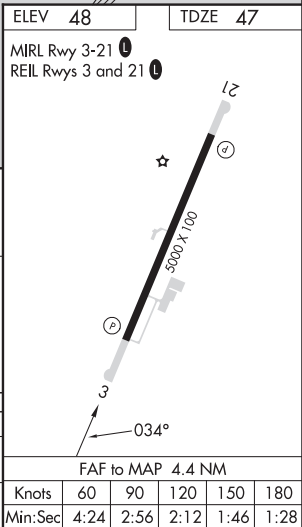
LOC RWY 3  
ACCOMACK COUNTY (MFV)

RNP APCH - GPS. Rwy 3 helicopter visibility reduction below ¾ SM NA.	MISSED APPROACH: Climbing right turn to 2000 direct UCGEL and hold.
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AWOS-3 <b>118.175</b>	PATUXENT APP CON ★ <b>127.95 314.0</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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CATEGORY	A	B	C	D
S-3	500-1 453 (500-1)	500-1 ¾ 453 (500-1 ¾)	500-1 ¾ 652 (700-1 ¾)	700-2 652 (700-2)
CIRCLING	500-1 452 (500-1)	560-1 512 (600-1)	700-1 ¾ 652 (700-1 ¾)	700-2 652 (700-2)



MELFA, VIRGINIA  
Amdt 2 26DEC24

37°39'N-75°46'W

ACCOMACK COUNTY (MFV)  
LOC RWY 3

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

WAAS

CH **49002**

**W17A**

APP CRS

**175°**

Rwy Idg

**4488**

TDZE

**70**

Apt Elev

**70**

**RNAV (GPS) RWY 17**

SUMMIT (EVY)

RNP APCH - GPS.

▼

Procedure NA at night. Rwy 17 helicopter visibility reduction below 1 SM NA.

▲

For uncompensated Baro-VNAV systems, UNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2000 direct WENDS and hold.

AWOS-3 <b>132.325</b>	PHILADELPHIA APP CON <b>118.35 323.1</b>	UNICOM <b>122.725</b> (CTAF)	<b>123.5</b>
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EPKAW

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 41).

2000

175°

1700

WENDS

2000

GP 3.53° TCH 56

1700

RW17

6.1 NM

4.2 NM

CATEGORY	A	B	C	D
LPV DA	541-1 $\frac{3}{8}$	471 (500-1 $\frac{3}{8}$ )		NA
UNAV/VNAV DA	619-1 $\frac{3}{8}$	549 (600-1 $\frac{3}{8}$ )		NA
UNAV MDA	560-1	490 (500-1)	560-1 $\frac{3}{8}$ 490 (500-1 $\frac{3}{8}$ )	NA

REIL Rwy 11 and 29

REIL Rwy 17 and 35

LIRL Rwy 11-29

MIRL Rwy 17-35

MIDDLETOWN, DELAWARE

Amdt 2D 03NOV22

39°31'N-75°43'W

265

SUMMIT (EVY)

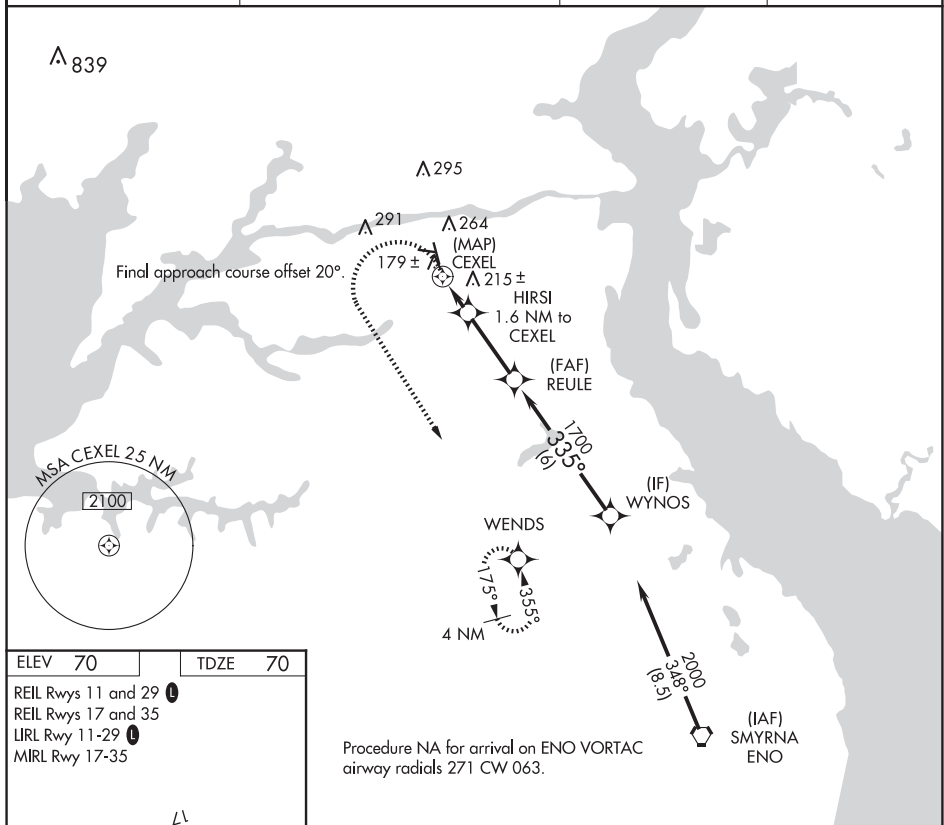
**RNAV (GPS) RWY 17**

RNAV (GPS) Y RWY 35  
SUMMIT (EVY)

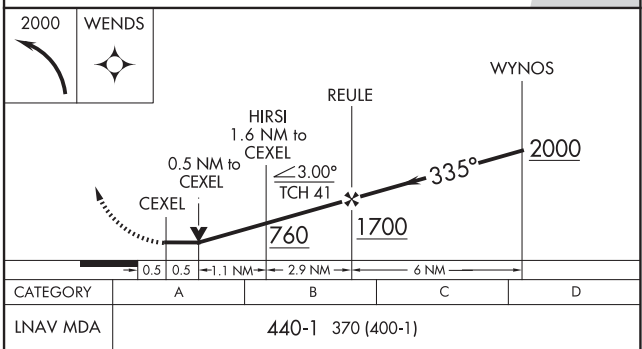
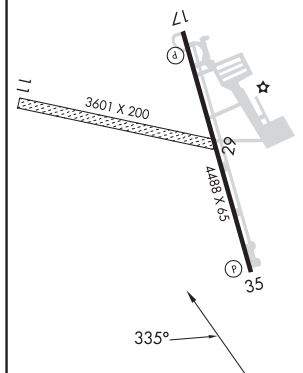
**T**  
**A** Rwy 35 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

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

AWOS-3 <b>132.325</b>	PHILADELPHIA APP CON <b>118.35 323.1</b>	UNICOM <b>122.725</b> (CTAF)	<b>123.5</b> 
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ELEV 70	TDZE 70
REIL Rwy 11 and 29 <b>L</b>	
REIL Rwy 17 and 35	
LIRL Rwy 11-29 <b>L</b>	
MIRL Rwy 17-35	



## RNAV (GPS) Y RWY 35

NE-3, 07 AUG 2025 to 02 OCT 2025



WAAS

CH **40302**

**W35A**

APP CRS

**355°**

Rwy Idg

**4488**

TDZE

**70**

Apt Elev


**70**

**RNAV (GPS) Z RWY 35**

**SUMMIT (EYV)**

Rwy 35 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 2000 direct EPKAW and hold.

AWOS-3 <b>132.325</b>	PHILADELPHIA APP CON <b>118.35 323.1</b>	UNICOM <b>122.725 (CTAF)</b>	<b>123.5</b> 
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ELEV 70

TDZE 70

2000



CATEGORY	A	B	C	D
LPV DA		320- $\frac{3}{4}$	250 (300- $\frac{3}{4}$ )	
LNAV/VNAV DA		385- $\frac{7}{8}$	315 (400- $\frac{7}{8}$ )	
LNAV MDA		440-1	370 (400-1)	

MIDDLETOWN, DELAWARE

Amdt 2 09SEP21

39°31'N-75°43'W

267

SUMMIT (EYV)

**RNAV (GPS) Z RWY 35**

MONETA, VIRGINIA

AL-6865 (FAA)

25051

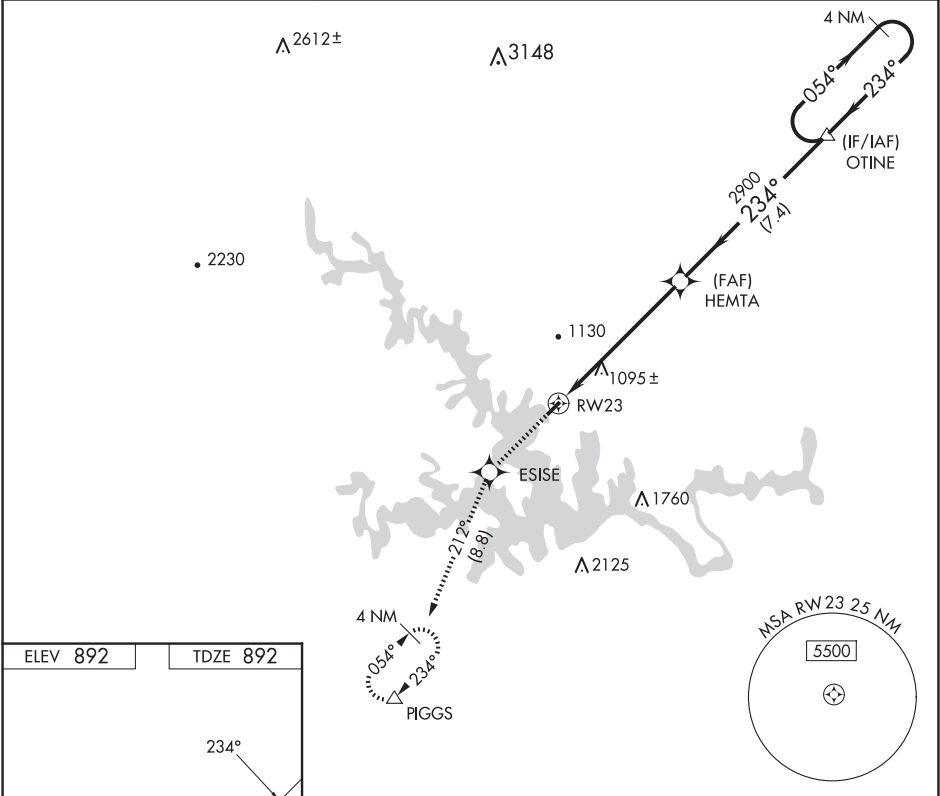
APP CRS	Rwy Idg	3058
234°	TDZE	892
	Apt Elev	892

# RNAV (GPS) RWY 23

SMITH MOUNTAIN LAKE (W91)

<p><b>NA</b></p> <p>DME/DME RNP-0.3 NA. Use Lynchburg altimeter setting; when not received, use Roanoke altimeter setting and increase all MDA 40 feet. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.</p>	<p>MISSED APPROACH: Climb to 4000 direct ESISE and on track 212° to PIGGS and hold.</p>
---	---

LYH ASOS 119.8	ROANOKE APP CON 135.0 254.325	UNICOM 122.975 (CTAF) <b>1</b>
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ELEV 892	TDZE 892				
4000	ESISE	tr 212°	PIGGS	Visual Segment - Obstacles. 4 NM Holding Pattern	
RW23		HEMTA		OTINE	
2900		234°		054° 3000	
6.2 NM		7.4 NM			
CATEGORY	A	B	C	D	
LNAV MDA	1900-3	1008 (1100-3)	NA		
CIRCLING	1900-3	1008 (1100-3)	NA		

MONETA, VIRGINIA  
Orig-D 04NOV21

37°06'N-79°36'W

# SMITH MOUNTAIN LAKE (W91)

# RNAV (GPS) RWY 23

NE-3, 07 AUG 2025 to 02 OCT 2025

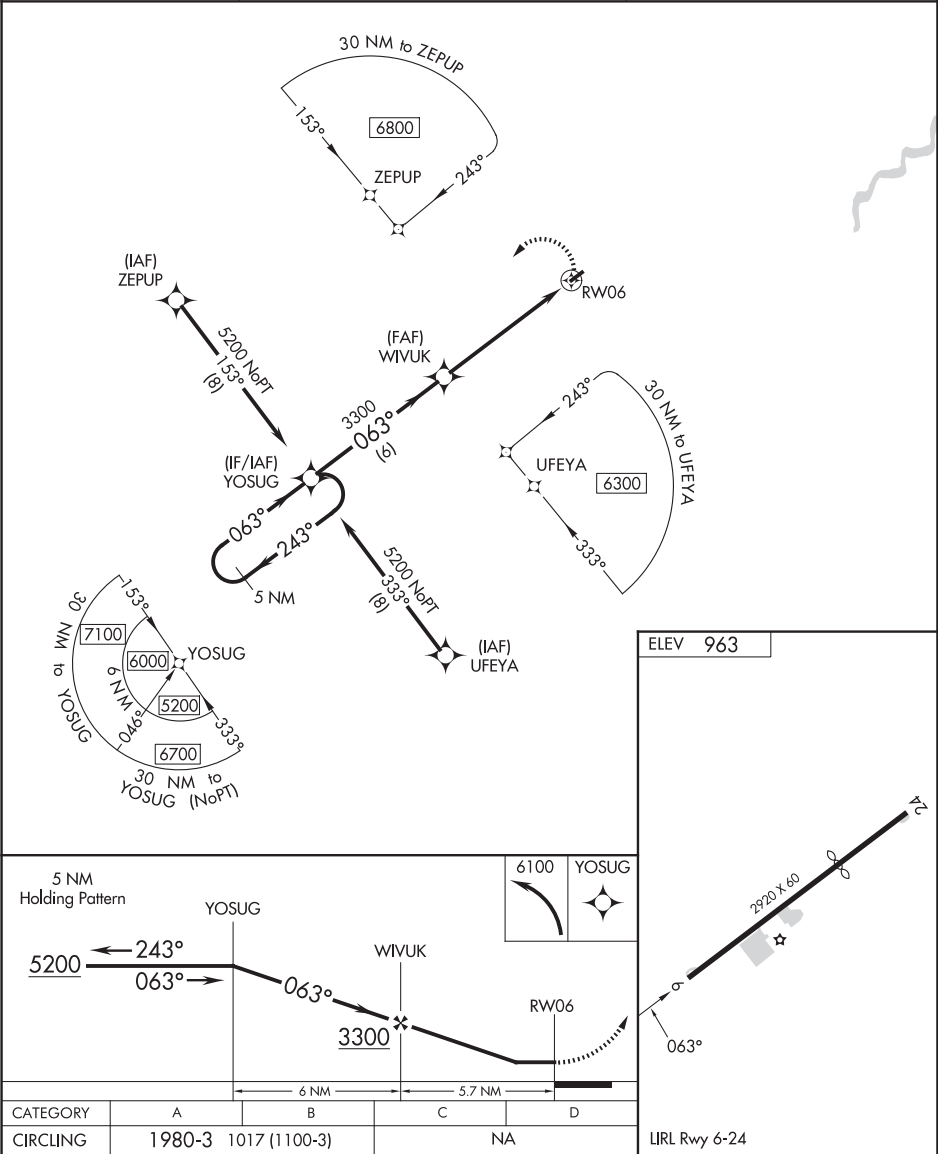
NE-3, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	NA
063°	TDZE	NA
	Apt Elev	963

RNAV (GPS)-A

NEW MARKET (8W2)

<div><div><div></div><div></div></div><div>DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, Use Staunton/Waynesboro/Harrisonburg altimeter setting and increase all MDA 100 feet.</div></div>	<div>MISSED APPROACH: Climbing left turn to 6100 direct YOSUG and hold, continue climb-in-hold to 6100.</div>	
<div>AWOS-3 118.175</div>	<div>WASHINGTON CENTER 133.2 282.2</div>	<div>UNICOM 122.8 (CTAF)</div>



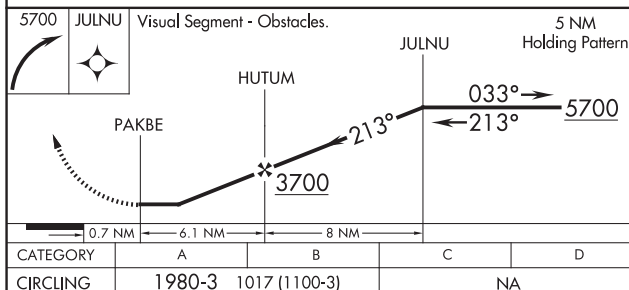
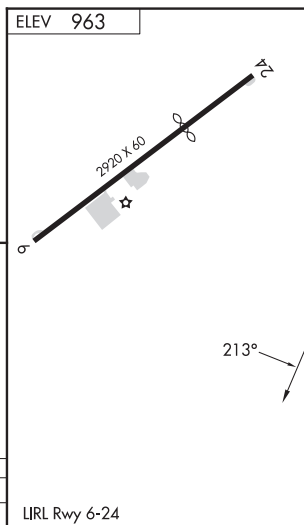
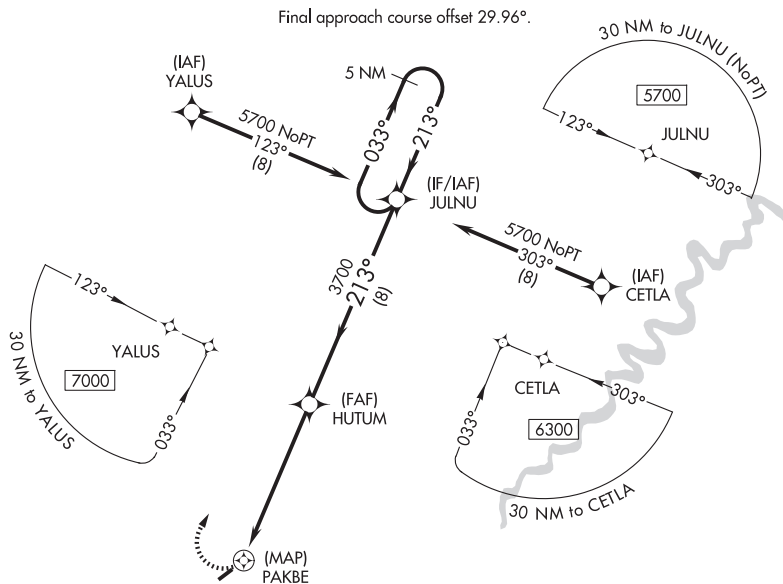
RNAV (GPS)-B  
NEW MARKET (8W2)

<b>T A</b>	Procedure NA at night. When local altimeter setting not received, use Staunton/Waynesboro/Harrisonburg altimeter setting and increase all MDA 100 feet.
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**MISSED APPROACH:** Climbing right turn to 5700 direct JULNU and hold, continue climb-in-hold to 5700.

WASHINGTON CENTER  
133.2 282.2

UNICOM  
122.8 (CTAF)



Orig-A 28FEB19

38°39'N-78°43'W

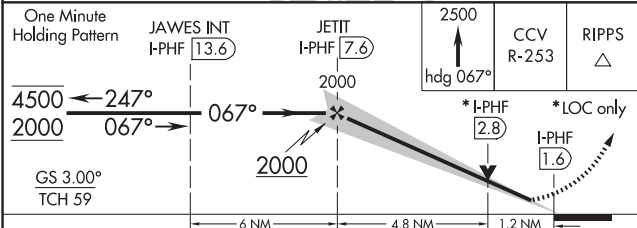
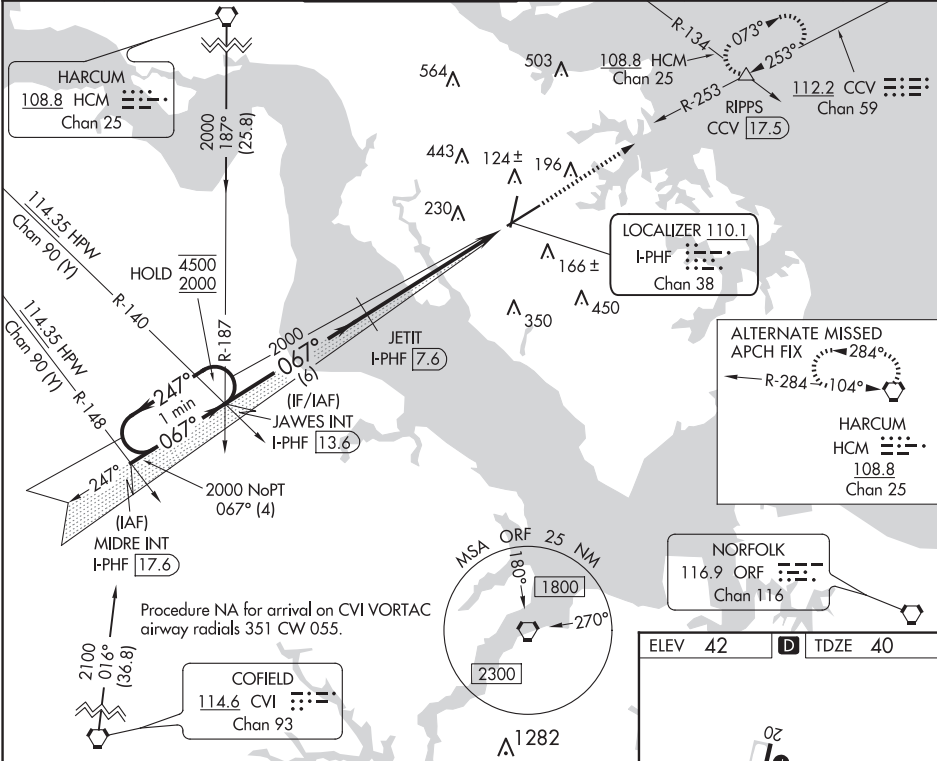
NEW MARKET (8W2)  
RNAV (GPS)-B

LOC/DME I-PHF	APP CRS	Rwy Idg	8003
<b>110.1</b>	<b>067°</b>	TDZE	40
Chan 38		Apt Elev	42

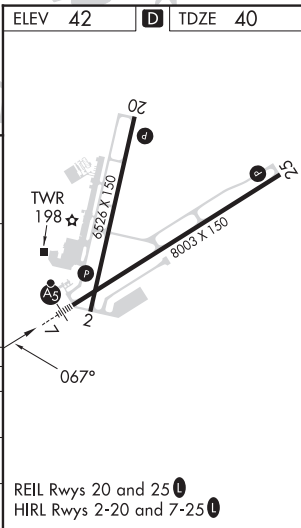
ILS or LOC RWY 7  
NEWPORT NEWS/WILLIAMSBURG INTL (PHF)

DME required.		MALSR	MISSED APPROACH: Climb to 2500 on heading 067° and on CCV VORTAC R-253 to RIPPS INT/CCV 17.5 DME and hold, continue climb-in-hold to 2500.	
# RVR 1800 authorized with use of FD or AP or HUD to DA.				

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER*	GND CON	CLNC DEL	UNICOM
128.65	125.7 335.625	118.7 (CTAF) 0 257.9	121.9 348.6	121.65 225.4	122.95



CATEGORY	A	B	C	D
S-ILS 7 #	240/24		200 (200-½)	
S-LOC 7	480/24	440 (500-½)	480/40	440 (500-¾)
CIRCLING	520-1 478 (500-1)	540-1 498 (500-1)	760-2 718 (800-2)	780-2¼ 738 (800-2¼)



NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

NEWPORT NEWS, VIRGINIA

AL-957 (FAA)

23278

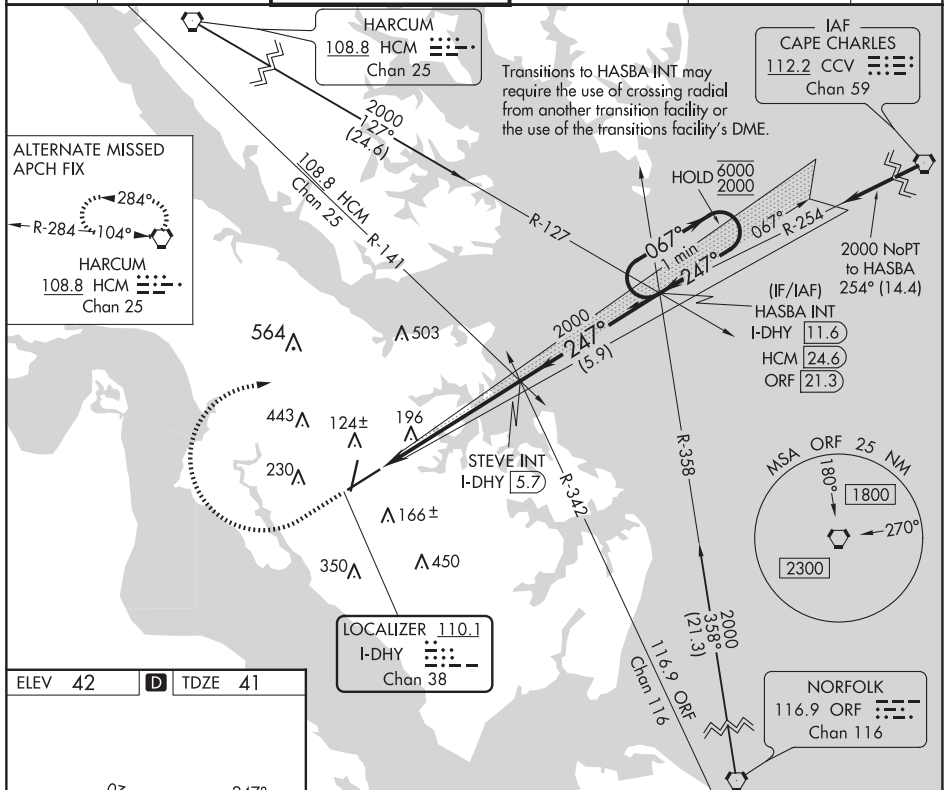
LOC/DME I-DHY	APP CRS	Rwy Idg	8003
<b>110.1</b>	<b>247°</b>	TDZE	<b>41</b>
Chan <b>38</b>		Apt Elev	<b>42</b>

# ILS or LOC RWY 25

## NEWPORT NEWS/WILLIAMSBURG INTL (PHF)

**MISSED APPROACH:** Climb to 500 then climbing right turn to 2500 on heading 080° and CCV VORTAC R-254 to HASBA INT/I-DHY 11.6 DME and hold.

ATIS <b>128.65</b>	NORFOLK APP CON <b>125.7</b>	NEWPORT NEWS TOWER ★ <b>118.7 (CTAF) 257.9</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.65 225.4</b>	UNICOM <b>122.95</b>
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TWR 198

6526 X 150

8003 X 150

247°

500

↑

2500

hdg 080°

CCV R-254

HASBA INT

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

STEVE INT I-DHY [5.7]

HASBA INT I-DHY [11.6]

One Minute Holding Pattern

\*LOC only

I-DHY [0.3]

\*I-DHY [0.9]

2000

247°

067°

6000

2000

GS 3.00° TCH 55

1.2

4.8 NM

5.9 NM

CATEGORY	A		B		C		D	
S-ILS 25	241-¾ 200 (200-¾)							
S-LOC 25	480-1 439 (500-1)				480-1¼ 439 (500-1¼)			
CIRCLING	520-1 478 (500-1)		540-1 498 (500-1)		760-2 718 (800-2)		780-2¼ 738 (800-2¼)	

REIL Rwy 20 and 25

HIRL Rwy 2-20 and 7-25

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

NEWPORT NEWS, VIRGINIA

Amdt 2A 20JUN19

NEWPORT NEWS/WILLIAMSBURG INTL (PHF)

37°08'N-76°30'W

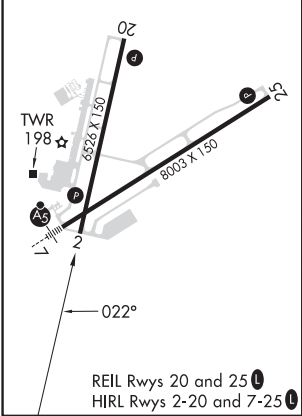
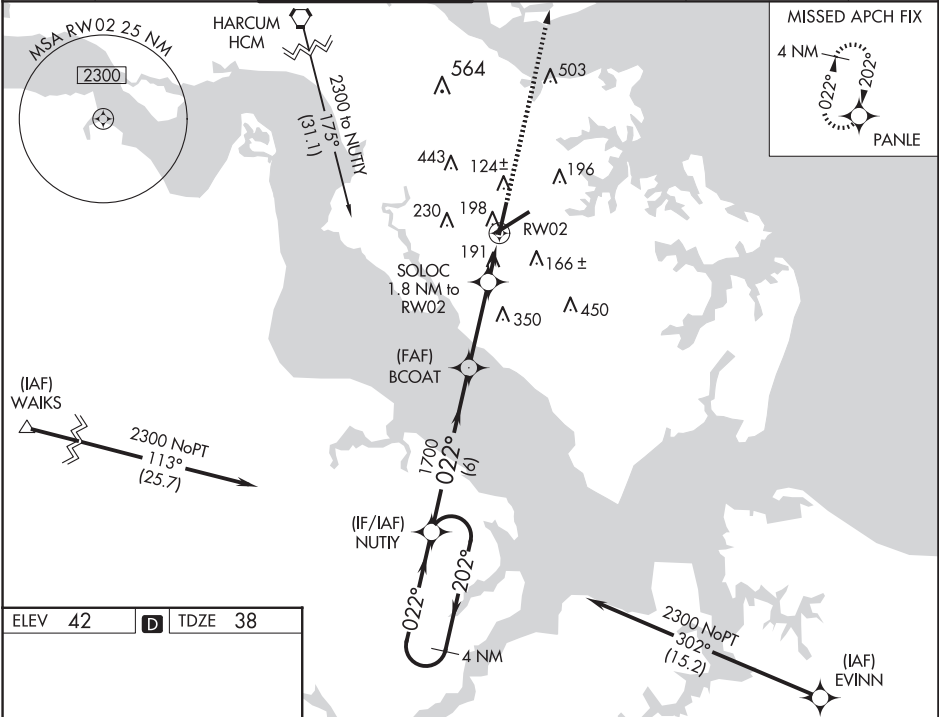
# ILS or LOC RWY 25


NE-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>61020</b> <b>W02A</b>	APP CRS <b>022°</b>	Rwy Idg TDZE Apt Elev	<b>6526</b> <b>38</b> <b>42</b>
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RNAV (GPS) RWY 2  
NEWPORT NEWS/WILLIAMSBURG INTL (PHF')

RNP APCH.				MISSED APPROACH: Climb to 2000 direct PANLE and hold.	
<div><div><div></div><div></div></div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C.</div></div>					
ATIS 128.65	NORFOLK APP CON 125.7 335.625	NEWPORT NEWS TOWER★ 118.7(CTAF) 0 257.9	GND CON 121.9 348.6	CLNC DEL 121.65 225.4	UNICOM 122.95



4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 53).		2000	PANLE
2300 ← 202°		1700 → 022°		*LNAV only	
GP 3.00° TCH 60		*660			
6 NM		3.2 NM		0.7	
1.1 NM		1.1 NM			
CATEGORY	A	B	C	D	
LPV DA	241-1 203 (200-1)				
LNAV/ VNAV DA	476-1½ 438 (500-1½)				
LNAV MDA	460-1 422 (500-1)		460-1¼ 422 (500-1¼)		
 CIRCLING	520-1 478 (500-1)	540-1 498 (500-1)	760-2 718 (800-2)	780-2¼ 738 (800-2¼)	

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 7

## NEWPORT NEWS/WILLIAMSBURG INTL (PHF)

The diagram shows the intersection of two runway systems. The REIL (Runway End Identifier Lights) runways are 20 and 25, with a width of 60 feet. The HIRL (High Intensity Runway Lights) runways are 2-20 and 7-25, with a width of 80 feet. The intersection angle is 067°. A TWR (Tower) is located at 198 feet. The diagram also shows the 45° and 150° angles of the runways.

NEWPORT NEWS/WILLIAMSBURG INTL (PHF)  
37°08'N-76°30'W  
RNAV (GPS) RWY 7

NE-3, 07 AUG 2025 to 02 OCT 2025



WAAS  
CH 97420  
W20A

APP CRS  
202°

Rwy Idg  
TDZE  
Apt Elev

6526  
42  
42

RNAV (GPS) RWY 20

NEWPORT NEWS/WILLIAMSBURG INTL (PHF)

RNP APCH.

T

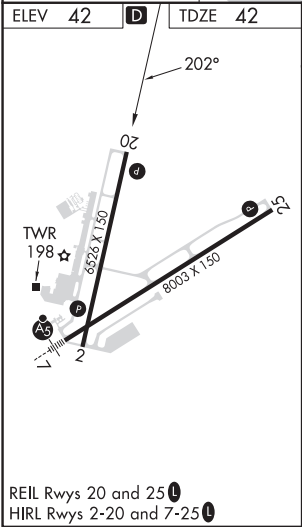
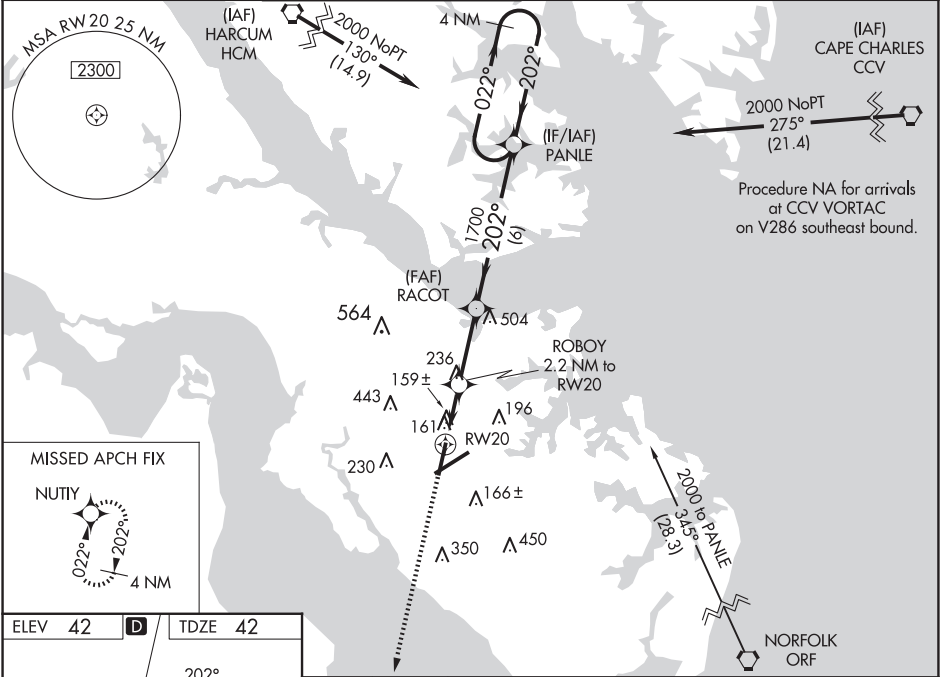
A

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C.  
Rwy 20 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:

Climb to 2300 direct NUTTY and hold.

ATIS 128.65	NORFOLK APP CON 125.7 335.625	NEWPORT NEWS TOWER ★ 118.7(CTAF) 0 257.9	GND CON 121.9 348.6	CLNC DEL 121.65 225.4	UNICOM 122.95
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2300	NUTTY				
* LNAV only	ROBOY 2.2 NM to RW20	RACOT 1700	PANLE 4 NM Holding Pattern	2000	GP 3.00° TCH 42
	* 1.1 NM to RW20	* 780	1700		
	1.1 NM	1.1 NM	2.8 NM	6 NM	
CATEGORY	A	B	C	D	
LPV DA	379-1½ 337 (400-1½)				
LNAV/VNAV DA	474-1½ 432 (500-1½)				
LNAV MDA	440-1 398 (400-1)		440-1½ 398 (400-1½)		
CIRCLING	520-1 478 (500-1)	540-1 498 (500-1)	760-2 718 (800-2)	780-2¼ 738 (800-2¼)	

NEWPORT NEWS, VIRGINIA

AL-957 (FAA)

23278

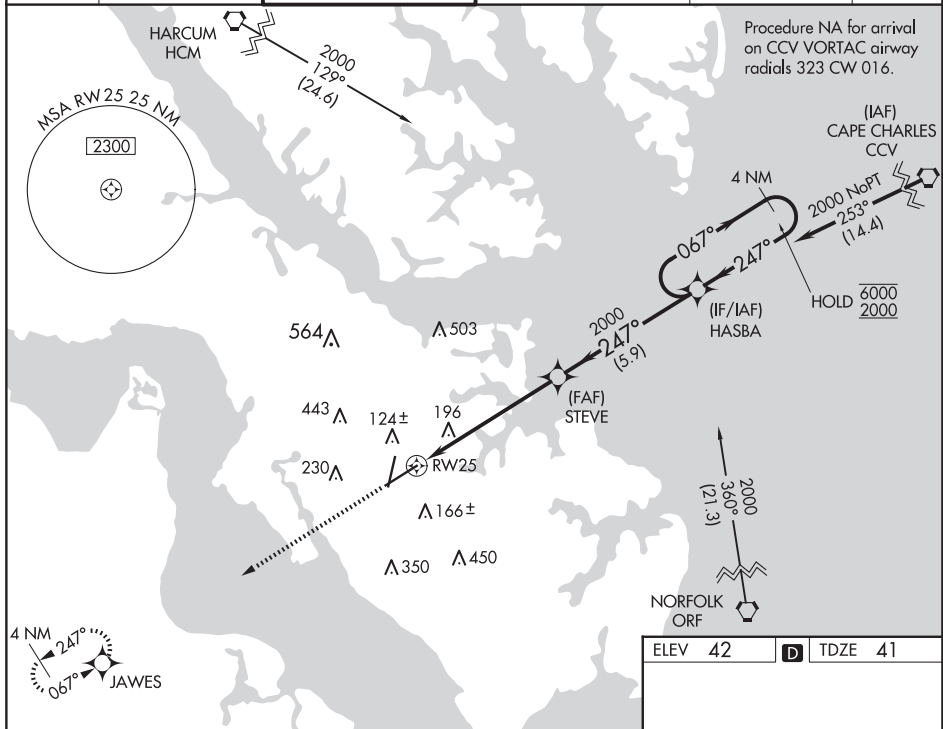
WAAS CH <b>45510</b> <b>W25A</b>	APP CRS <b>247°</b>	Rwy Idg <b>8003</b> TDZE <b>41</b> Apt Elev <b>42</b>
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# RNAV (GPS) RWY 25

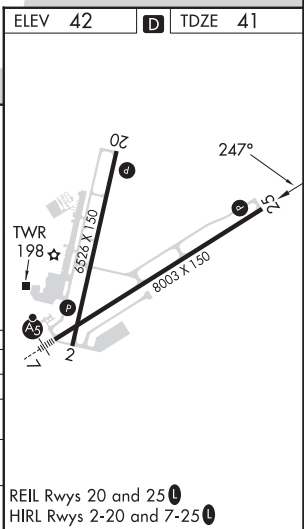
NEWPORT NEWS/WILLIAMSBURG INTL (PHF')

RNP APCH.	MISSED APPROACH: Climb to 2000 direct JAWES and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11° C or above 54° C.	

ATIS <b>128.65</b>	NORFOLK APP CON <b>125.7</b>	NEWPORT NEWS TOWER★ <b>118.7(CTAF) 257.9</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.65 225.4</b>	UNICOM <b>122.95</b>
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2000 JAWES	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).			
	STEVE HASBA 4 NM Holding Pattern			
*LNAV only	RW25 2000 067° 247° 6000 2000 GP 3.00° TCH 55			
*1.2 NM to RW25				
1.2 4.8 NM 5.9 NM				
CATEGORY	A	B	C	D
LPV DA	241-¾ 200 (200-¾)			
LNAV/VNAV DA	516-1⅝ 475 (500-1⅝)			
LNAV MDA	480-1 439 (500-1)		480-1¼ 439 (500-1¼)	
CIRCLING	520-1 478 (500-1)	540-1 498 (500-1)	760-2 718 (800-2)	780-2 ¼ 738 (800-2¼)



NEWPORT NEWS, VIRGINIA  
Amdt 3A 20JUN19

NEWPORT NEWS/WILLIAMSBURG INTL (PHF')  
37°08'N-76°30'W  
**RNAV (GPS) RWY 25**

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

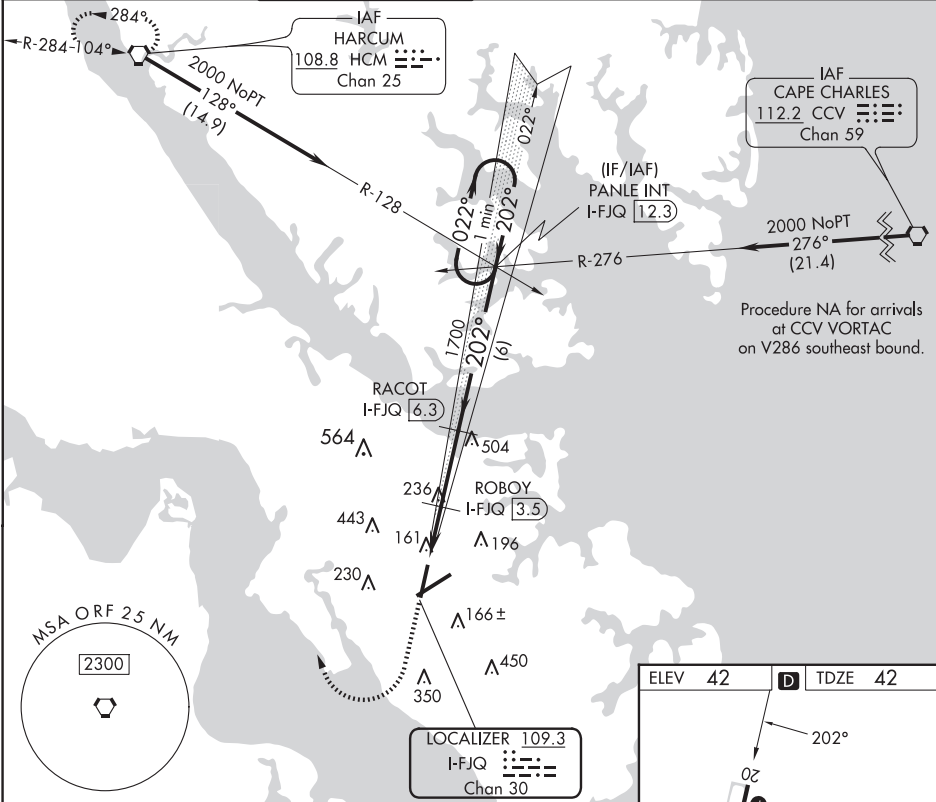
LOC/DME I-FJQ	APP CRS	Rwy Idg	6526
109.3	202°	TDZE	42
Chan 30		Apt Elev	42




LOC RWY 20

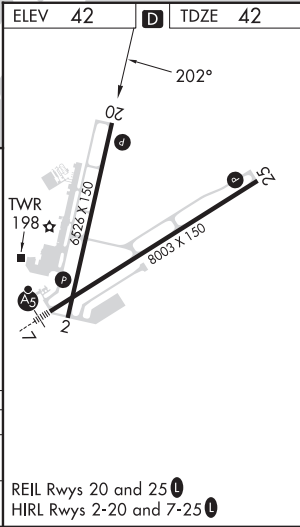
NEWPORT NEWS/WILLIAMSBURG INTL (PHF')

DME required.		MISSED APPROACH: Climb to 2000 then right turn direct HCM VORTAC and hold.			
Rwy 20 helicopter visibility reduction below 3/4 SM NA.					

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER★	GND CON	CLNC DEL	UNICOM
128.65	125.7 335.625	118.7(CTAF) 257.9	121.9 348.6	121.65 225.4	122.95



2000			HCM 	PANLE INT I-FJQ 12.3				One Minute Holding Pattern	
				RACOT I-FJQ 6.3					
				ROBOY I-FJQ 3.5					
				I-FJQ 2.3					
				I-FJQ 1.3					



LOC RWY 20

# AIRPORT DIAGRAM

NEWPORT NEWS/WILLIAMSBURG INTL (PHF)  
AL-957 (FAA) NEWPORT NEWS, VIRGINIA

ATIS	128.65
NEWPORT NE	118.7 257.9
GND CON	121.9 348.6
CLNC DEL	121.65 225.4

**D**

- 37°09'N

JANUARY 2025  
ANNUAL RATE OF CHANGE  
0.0° W

FIELD  
ELEV  
42

03

RWY 02-20  
PCR 540 R/C/W/U  
S-100, D-200, 2D-350  
RWY 07-25  
PCR 628 F/B/W/U  
S-100, D-200, 2D-350

ELEV

39

37°08'N

NORTH C  
RAMP

GA  
1115

TW

198 ■ AIR CARRIER

WEST CORPORATE

HOLD LINE

FIFTEEN

37

SOUTH  
CORPORATE  
RAMP

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

76°30'W

76°29'W

- 37°07'N

# AIRPORT DIAGRAM

25107

NEWPORT NEWS, VIRGINIA  
NEWPORT NEWS/WILLIAMSBURG INTL (PHF)

(HENRY4.PHF) 25219  
HENRY FOUR DEPARTURE

NEWPORT NEWS/WILLIAMSBURG INTL (PHF)  
NEWPORT NEWS, VIRGINIA  
AL-957 (FAA)

RADAR required.

NORFOLK DEP CON  
124.9 335.625  
ATIS  
128.65  
CLNC DEL  
121.65 225.4  
GND CON  
121.9 348.6  
NEWPORT NEWS TOWER ★  
118.7 257.9 348.6

FLAT ROCK  
113.3 FAK  
Chan 80

HARCUM  
108.8 HCM  
Chan 25

JAMIE

HOPEWELL  
114.35 HPW  
Chan 90 (Y)

WAKS △

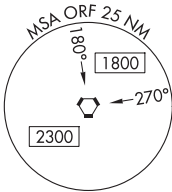
NORFOLK  
116.9 ORF  
Chan 116

TAKEOFF MINIMUMS  
Rwys 2, 7, 20, 25: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 022° to 2000, then . . .  
TAKEOFF RUNWAY 7: Climb on heading 067° to 2000, then . . .  
TAKEOFF RUNWAY 20: Climbing right turn to 2000 on heading 250°, then . . .  
TAKEOFF RUNWAY 25: Climb on heading 247° to 2000, then . . .  
... on vectors to assigned route/fix. Expect requested altitude 10 minutes after departure.



HENRY FOUR DEPARTURE  
(HENRY4.PHF) 07AUG25

NEWPORT NEWS, VIRGINIA  
NEWPORT NEWS/WILLIAMSBURG INTL (PHF)

NORFOLK, VIRGINIA

AL-6488 (FAA)

24025

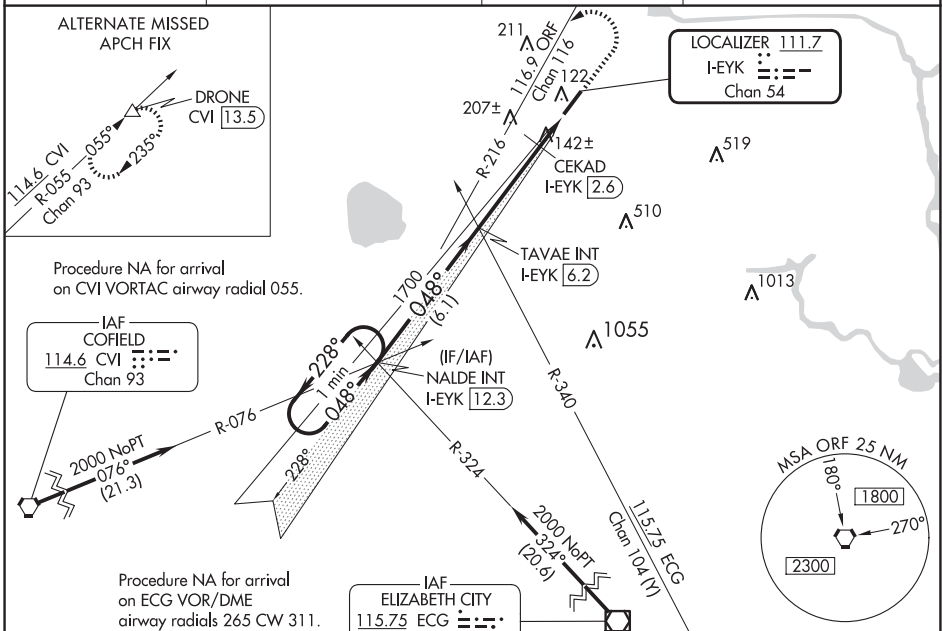
LOC/DME I-EYK <b>111.7</b> Chan <b>54</b>	APP CRS <b>048°</b>	Rwy Idg <b>5500</b> TDZE <b>18</b> Apt Elev <b>19</b>
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# ILS or LOC RWY 5

CHESAPEAKE RGNL (CPK)

<p><b>⚠</b> When local altimeter setting not received, use Norfolk Intl altimeter setting and increase all DA 36 feet and all MDA 40 feet; increase CEKAD Fix Minimums S-LOC 5 Cats C and D visibility <math>\frac{1}{8}</math> mile. For inoperative MALSR, increase S-LOC 5 Cats C and D visibility to <math>1\frac{1}{8}</math> mile.</p>	<p><b>MALSR</b></p>	<p><b>MISSED APPROACH:</b> Climb to 500 then climbing left turn to 2000 on ORF VORTAC R-216 to NALDE INT/I-EYK 12.3 DME and hold.</p>
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<b>AWOS-3</b> <b>123.675</b>	<b>NORFOLK APP CON</b> <b>118.9 353.7</b>	<b>GCO</b> <b>135.075</b>	<b>UNICOM</b> <b>123.075 (CTAF) 1</b>
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<b>ELEV 19</b>	<b>TDZE 18</b>
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<p>VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 43).</p> <p>One Minute Holding Pattern</p> <p>NALDE INT I-EYK 12.3</p> <p>2000 ← 228° → 048° → 048°</p> <p>GS 3.00° TCH 43</p> <p>6.1 NM → 3.7 NM → 1.5 NM</p>				<p>500</p> <p>2000</p> <p>ORF R-216</p> <p>NALDE INT</p> <p>*520 when using Norfolk Intl altimeter setting. ↑ LOC only.</p> <p>TAVAE INT I-EYK 6.2</p> <p>CEKAD I-EYK 2.6</p> <p>I-EYK 1.1</p> <p>↑*480</p>
CATEGORY	A	B	C	D
S-ILS 5	218- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$ )			
S-LOC 5	480- $\frac{1}{2}$	462 (500- $\frac{1}{2}$ )	480-1	462 (500-1)
CIRCLING	480-1	461 (500-1)	520-1 $\frac{1}{2}$ 501 (600-1 $\frac{1}{2}$ )	580-2 561 (600-2)
CEKAD FIX MINIMUMS				
S-LOC 5	400- $\frac{1}{2}$	382 (400- $\frac{1}{2}$ )	400- $\frac{5}{8}$	382 (400- $\frac{5}{8}$ )
CIRCLING	460-1 441 (500-1)	480-1 461 (500-1)	520-1 $\frac{1}{2}$ 501 (600-1 $\frac{1}{2}$ )	580-2 561 (600-2)

NORFOLK, VIRGINIA

Amdt 1C 30DEC21

36°40'N - 76°19'W

# CHESAPEAKE RGNL (CPK)

# ILS or LOC RWY 5

NE-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>78222</b> <b>W05A</b>	APP CRS <b>048°</b>	Rwy Idg TDZE <b>18</b> Apt Elev <b>19</b>
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RNAV (GPS) RWY 5

CHESAPEAKE RGNL (CPK)

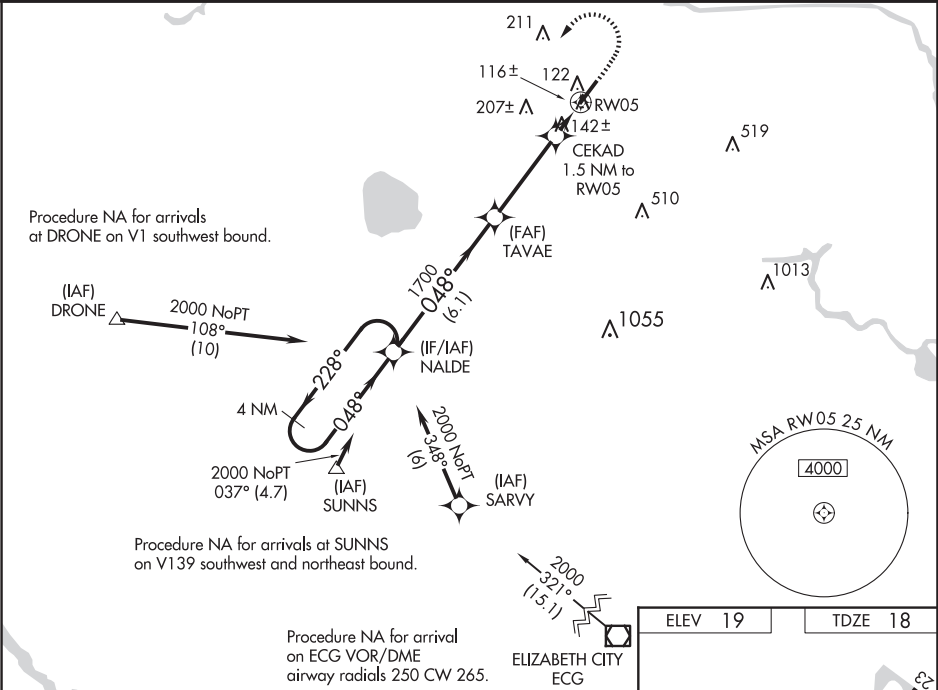
RNP APCH.

When local altimeter setting not received, use Norfolk Intl altimeter setting and increase all DA 36 feet and all MDA 40 feet; increase LNAV Cats C and D visibility  $\frac{1}{8}$  mile. Baro-VNAV NA when using Norfolk Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 43°C (109°F). For inoperative MALSR, increase LNAV/VNAV all Cats visibility to  $\frac{3}{8}$  mile.

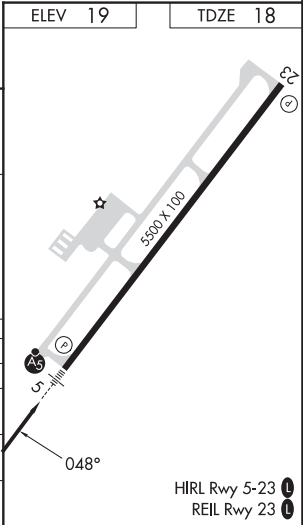
MALSR

MISSED APPROACH:  
Climb to 500 then climbing left turn to 2300 direct NALDE and hold.

AWOS-3 <b>123.675</b>	NORFOLK APP CON <b>118.9 353.7</b>	GCO <b>135.075</b>	UNICOM <b>123.075 (CTAF) 0</b>
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 43).		500	2300	NALDE
2000		NALDE				
GP 3.00° TCH 43		TAVAE				
		1700				
		*520				
		6.1 NM				
		3.7 NM				
		1.5 NM				
CATEGORY	A	B	C	D		
LPV DA		218- $\frac{1}{2}$	200 (200- $\frac{1}{2}$ )			
LNAV/VNAV DA		278- $\frac{1}{2}$	260 (300- $\frac{1}{2}$ )			
LNAV MDA	400- $\frac{1}{2}$	382 (400- $\frac{1}{2}$ )	400- $\frac{5}{8}$	382 (400- $\frac{5}{8}$ )		
CIRCLING	460-1 441 (500-1)	480-1 461 (500-1)	520-1 $\frac{1}{2}$ 501 (600-1 $\frac{1}{2}$ )	580-2 561 (600-2)		



NORFOLK, VIRGINIA

AL-6488 (FAA)

24025

WAAS CH <b>65922</b> <b>W23A</b>	APP CRS <b>228°</b>	Rwy Idg TDZE <b>19</b> Apt Elev <b>19</b>
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RNAV (GPS) RWY 23

CHESAPEAKE RGNL (CPK)

RNP APCH. ▼ ▲ Rwy 23 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Norfolk Intl altimeter setting and increase all DA 36 feet and all MDA 40 feet. Baro-VNAV and YDP NA with Norfolk Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C.		MISSED APPROACH: Climb to 2000 direct NALDE and hold.	
AWOS-3 <b>123.675</b>	NORFOLK APP CON <b>118.9 353.7</b>	GCO <b>135.075</b>	UNICOM <b>123.075 (CTAF) 0</b>

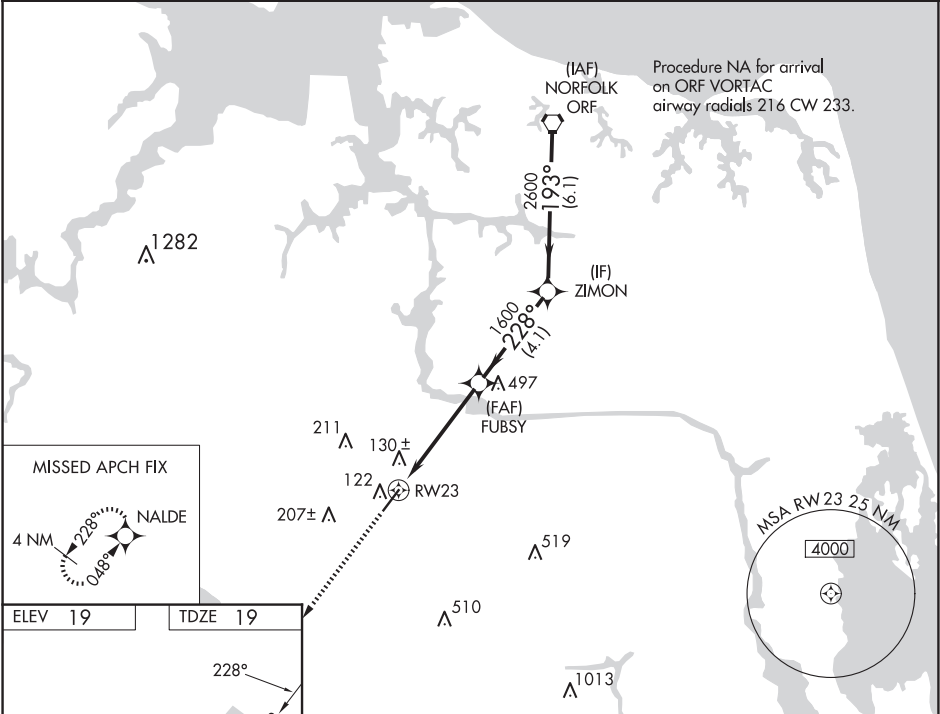


Diagram of runway 5-23 and 23. Runway 5-23 is 5500 x 100 feet. Runway 23 is 3000 feet long. The diagram shows the runway layout, including the runway centerline, edge lights, and the runway end safety lights (RESL). The runway is labeled with '5500 x 100' and '3000'.

2000

↑

NALDE

✦

VGSI and RNAV glidepath not coincident

(VGSI Angle 3.00/TCH 42).

ORF VORTAC

3000

\*LNAV only

\*1.3 NM to RW23

RW23

FUBSY

1600

ZIMON

2600

193°

228°

1600

GP 3.00° TCH 56

1.3

3.5 NM

4.1 NM

6.1 NM

CATEGORY	A	B	C	D
LPV DA	311-1 292 (300-1)			
LNAV/VNAV DA	312-1 293 (300-1)			
LNAV MDA	480-1 461 (500-1)		480-1 3/8 461 (500-1 3/8)	

HIRL Rwy 5-23

REIL Rwy 23

NORFOLK, VIRGINIA

Orig-B 07NOV19

36°40'N - 76°19'W

CHESAPEAKE RGNL (CPK)

RNAV (GPS) RWY 23

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025



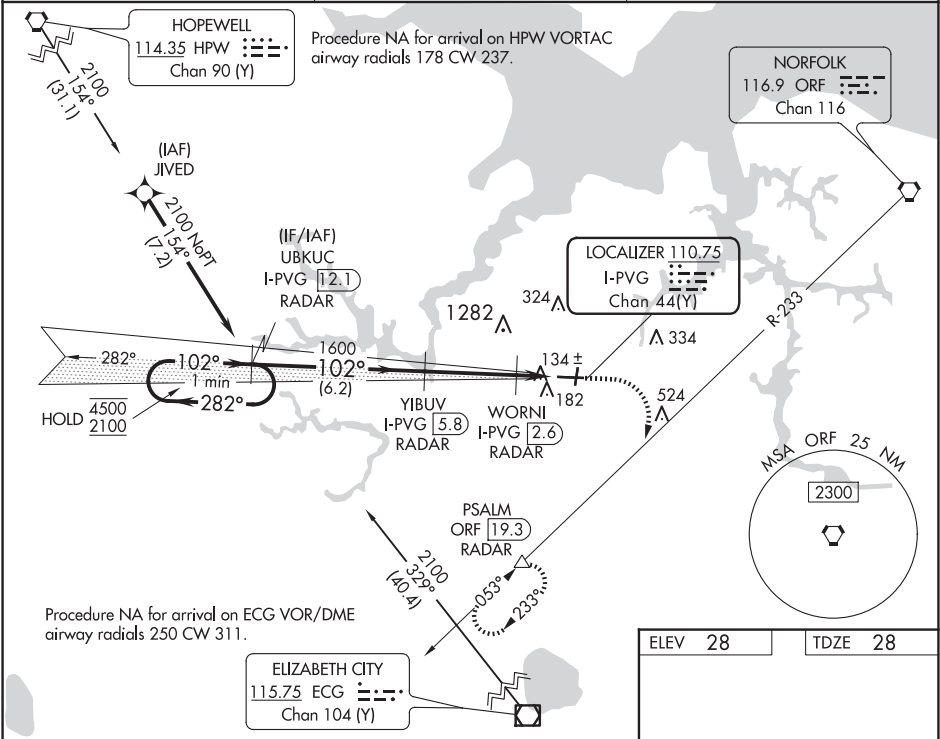
LOC/DME I-PVG	APP CRS	Rwy Idg	5350
110.75	102°	TDZE	28
Chan 44 (Y)		Apt Elev	28

ILS or LOC RWY 10

HAMPTON ROADS EXEC (PVG)

RNAV 1-GPS or RADAR required for procedure entry. DME or RADAR required.	MISSED APPROACH: Climb to 1600 then climbing right turn to 2500 on ORF VORTAC R-233 to PSALM/ORF 19.3 DME/RADAR and hold.
<div>NA</div> Circling NA to Rwy's 2 and 20. Circling NA for Cat C north of Rwy's 10-28.	
<div>NA</div> Autopilot coupled approach NA below 800.	

AWOS-3PT 118.375	NORFOLK APP CON 118.9 353.7	UNICOM 122.725 (CTAF) 0
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One Minute Holding Pattern	UBKUC I-PVG 12.1 RADAR		YIBUV I-PVG 5.8 RADAR		1600 ↑	2500 ↗	ORF R-233	PSALM △
	4500 2100	←282° 102°→	102°	1600	* LOC only.			
GS 3.00° TCH 45		1600		WORN1 I-PVG 2.6 RADAR		I-PVG 1		
		6.2 NM		3.3 NM		1.5 NM		
CATEGORY	A	B	C	D				
S-ILS 10	228-¾		200 (200-¾)		NA			
S-LOC 10	400-1		372 (400-1)		NA			
C CIRCLING	500-1	472 (500-1)		780-2¼ 752 (800-2¼)		NA		

ELEV 28	TDZE 28
<p>Diagram of runway layout showing HIRL, REIL, and MIRL lights.</p>	
HIRL Rwy 10-28 0	
REIL Rwy's 10 and 28 0	
MIRL Rwy's 2-20 0	
FAF to MAP 4.8 NM	
Knots	60 90 120 150 180
Min:Sec	4:48 3:12 2:24 1:55 1:36

NORFOLK, VIRGINIA

AL-5870 (FAA)

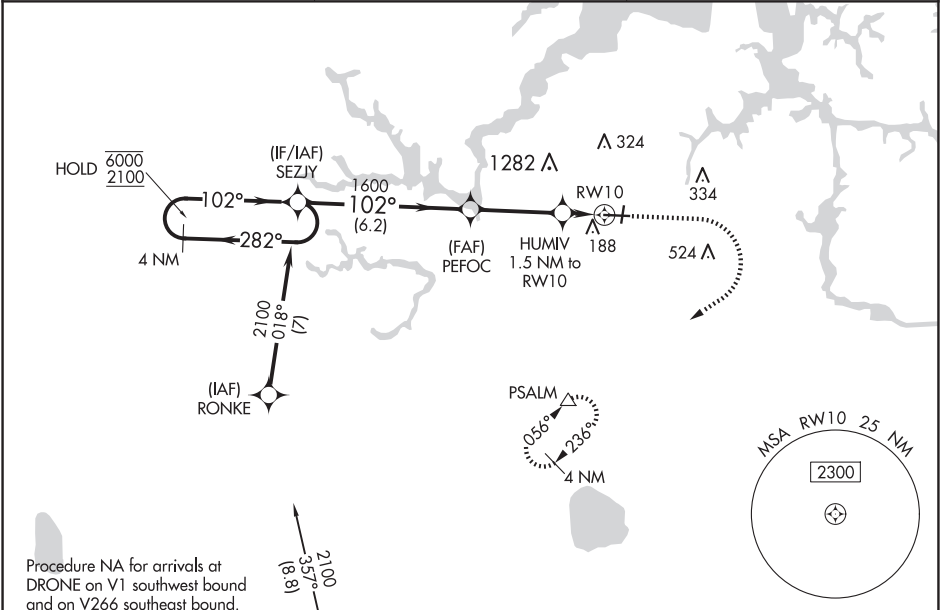
23278

WAAS CH <b>58236</b> <b>W10A</b>	APP CRS <b>102°</b>	Rwy Idg <b>5350</b> TDZE <b>28</b> Apt Elev <b>28</b>
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RNAV (GPS) RWY 10  
HAMPTON ROADS EXEC (PVG)

RNP APCH.	<p><b>⚠</b> Circling NA to Rwys 2 and 20. Circling Cat C NA north of Rwy 10-28. <b>⚠</b> Rwy 10 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.</p>	MISSED APPROACH: Climb to 1600 then climbing right turn to 2500 direct PSALM and hold.
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AWOS-3PT <b>118.375</b>	NORFOLK APP CON <b>118.9 353.7</b>	UNICOM <b>122.725 (CTAF) 0</b>
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ELEV 28		TDZE 28	
<p>4 NM Holding Pattern SEZJY</p> <p>GP 3.00° TCH 45</p> <p>6000 2100</p> <p>282° 102°</p> <p>1600</p> <p>PEFOC</p> <p>HUMIV 1.5 NM to RW10</p> <p>RW10</p> <p>1600</p> <p>6.2 NM 3.3 NM 1.5 NM</p> <p>PSALM</p> <p>*LNAV only.</p> <p>*540</p>			
CATEGORY	A	B	D
LPV DA	228-¾	200 (200-¾)	NA
LNAV/VNAV DA	338-7/8	310 (400-7/8)	NA
LNAV MDA	420-1	392 (400-1)	NA
CIRCLING	500-1	472 (500-1)	NA

HIRL Rwy 10-28 0

REIL Rwys 10 and 28 0

MRL Rwy 2-20 0

NORFOLK, VIRGINIA  
Amdt 1 15AUG19

36°47'N-76°27'W

HAMPTON ROADS EXEC (PVG)  
RNAV (GPS) RWY 10

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

23278

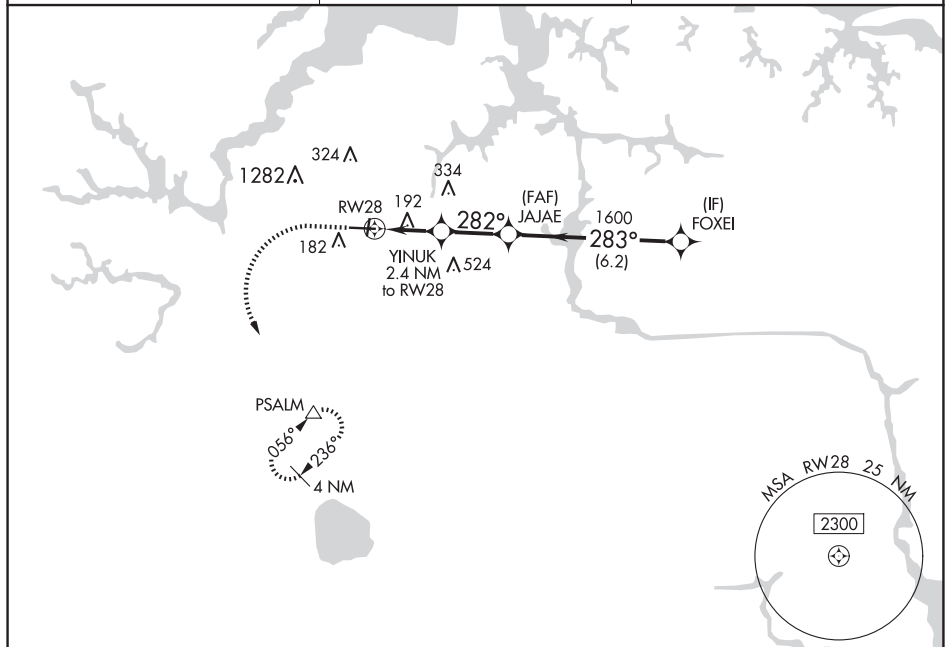
# RNAV (GPS) RWY 28

## HAMPTON ROADS EXEC (PVG)

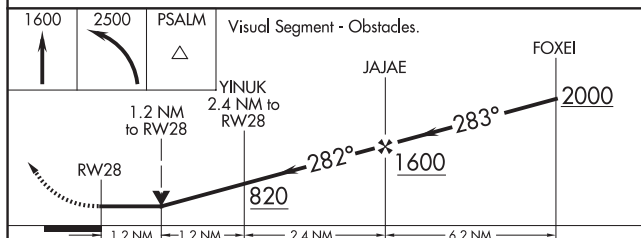
**T** Circling NA to Rwy 2 and 20.  
Circling Cat C NA north of Rwy 10-28.  
Rwy 28 helicopter visibility reduction below 1 SM NA.


**MISSED APPROACH:** Climb to 1600 then climbing left turn to 2500 direct PSALM and hold.

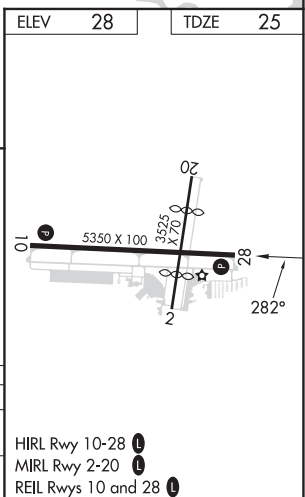
AWOS-3PT <b>118.375</b>	NORFOLK APP CON <b>118.9 353.7</b>	UNICOM <b>122.725 (CTAF) ①</b>
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ELEV	28	TDZE	25
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CATEGORY	A	B	C	D
INAV MDA	460-1	435 (500-1)	460-1 $\frac{1}{4}$ 435 (500-1 $\frac{1}{4}$ )	NA
 CIRCLING	500-1	472 (500-1)	780-2 752 (800-2)	NA



Orig 15AUG19

36°47'N-76°27'W

HAMPTON ROADS EXEC (PVG)

RNAV (GPS) RWY 28

285


NE-3, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 5  
NORFOLK INTL (ORF)

**MISSED APPROACH:**  
Climb to 2000 direct  
CCV VORTAC and hold.

CLNC DEL  
118.5

REIL Rwy 14 and 32  
HIRL Rwy 5-23  
MIRL Rwy 14-32

2000 ↑	CCV 
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\* LOC only

CATEGORY	A	B	C	D
S-LS 5 **	226/24 200 (200-½)			
S-LOC 5	440/24	414 (500-½)	440/40	414 (500-¾)
CIRCLING	480-1 453 (500-1)	540-1 513 (600-1)	540-1½ 513 (600-1½)	900-2¾ 873 (900-2¾)

Hand-drawn sketch map of the FAF to MAP 4.8 NM. The map shows two intersecting flight paths. Path 1 is labeled 'HIRL Rwy 5-23' and 'MIRL Rwy 14-32'. Path 2 is labeled '4376 X 150' and '9001 X 150'. A 'TWR' (Tower) is marked with a diamond symbol. A '5' is marked with a star symbol. A '047°' heading is indicated. A scale bar at the bottom shows distances in knots (60, 90, 120, 150, 180) and minutes/seconds (4:48, 3:12, 2:24, 1:55, 1:36).

NORFOLK INTL (ORF)  
ILS or LOC RWY 5

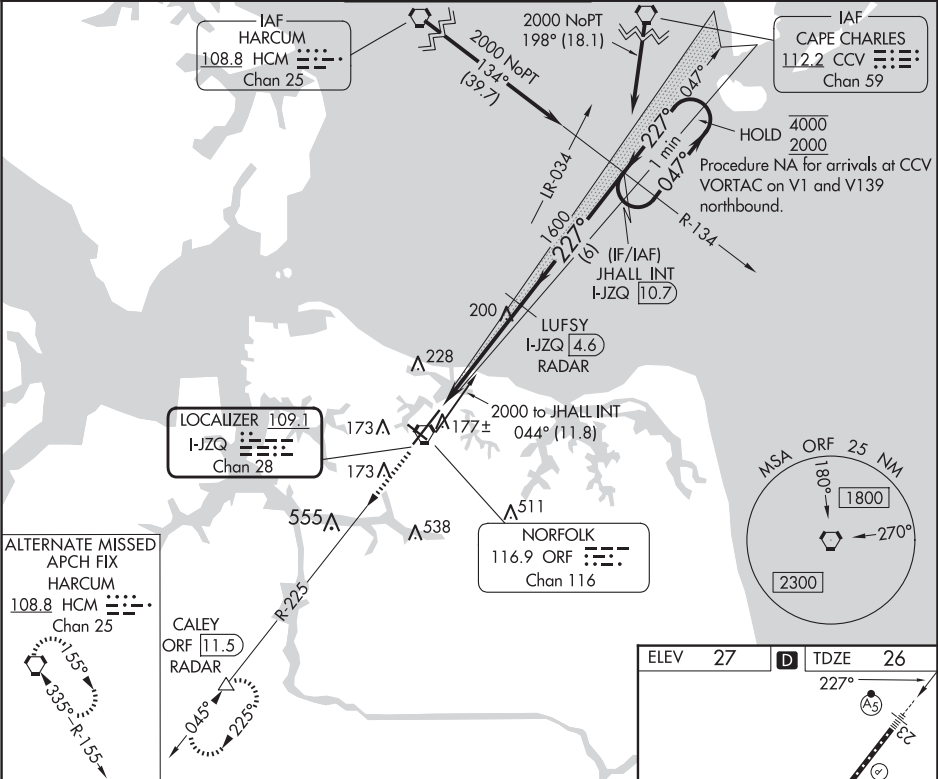
NE-3, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-JZQ <b>109.1</b> Chan <b>28</b>	APP CRS <b>227°</b>	Rwy Ldg TDZE <b>26</b> Apt Elev <b>27</b>	<b>8995</b>
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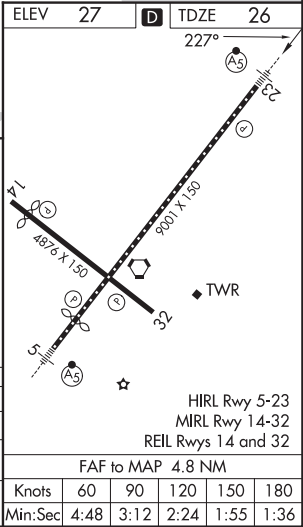
ILS or LOC RWY 23  
NORFOLK INTL (ORF)

DME or RADAR required.			MALSR	MISSED APPROACH: Climb to 2000 on ORF VORTAC R-225 to CALEY/ORF 11.5 DME/RADAR and hold.

ATIS <b>127.15</b>	NORFOLK APP CON <b>118.9 353.7</b>	NORFOLK TOWER <b>120.8 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>118.5</b>
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2000	ORF R-225	CALEY	JHALL INT I-JZQ 10.7	One Minute Holding Pattern
*LOC only.	I-JZQ DME ANTENNA I-JZQ 0.2	*I-JZQ 1.1	LUFSY I-JZQ 4.6 RADAR 1600	047° → 4000 ← 227° 2000
	1.2 NM	3.6 NM	6 NM	GS 3.00° TCH 55
CATEGORY	A	B	C	D
S-ILS 23	226-½ 200 (200-½)			
S-LOC 23	460-½	434 (500-½)	460-¾	434 (500-¾)
CIRCLING	480-1 453 (500-1)	540-1 513 (600-1)	540-1½ 513 (600-1½)	900-2¾ 873 (900-2¾)



NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

NORFOLK, VIRGINIA

AL-291 (FAA)

25163

APP CRS <b>047°</b>	Rwy Ldg	<b>7809</b>
	TDZE	<b>26</b>
	Apt Elev	<b>27</b>

# RNAV (RNP) Y RWY 5

NORFOLK INTL (ORF)

**▼**

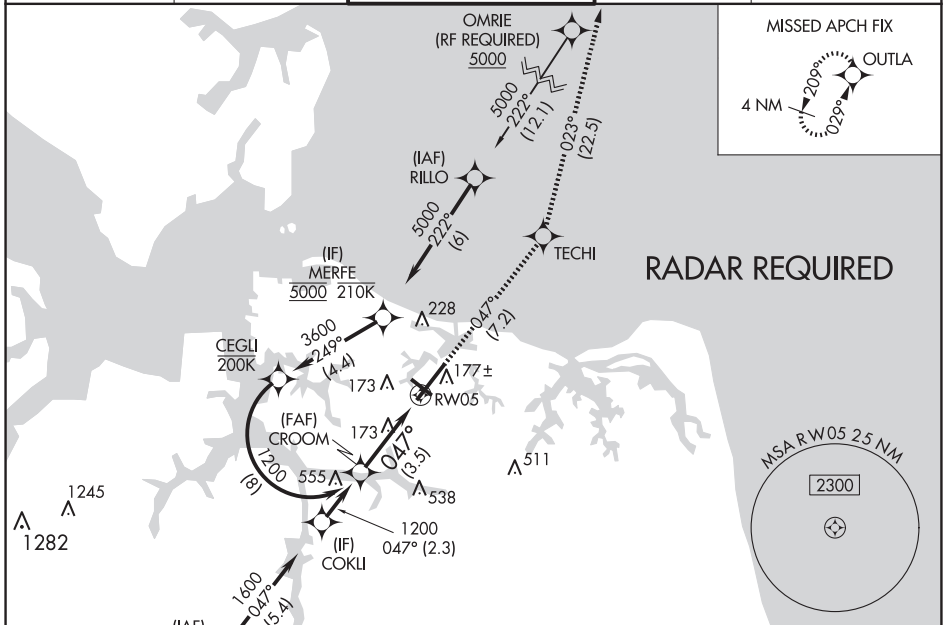
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C (16°F) or above 54°C (130°F). GPS required.

**MALSR**

**A5**

**MISSED APPROACH:** Climb to 2000 on track 047° to TECHI and on track 023° to OUTLA and hold.

ATIS <b>127.15</b>	NORFOLK APP CON <b>118.9 353.7</b>	NORFOLK TOWER <b>120.8 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>118.5</b>
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See planview for multiple IF locations.

**2000** ↑ **tr 047°** **TECHI** **tr 023°** **OUTLA**

**CROOM** 1200

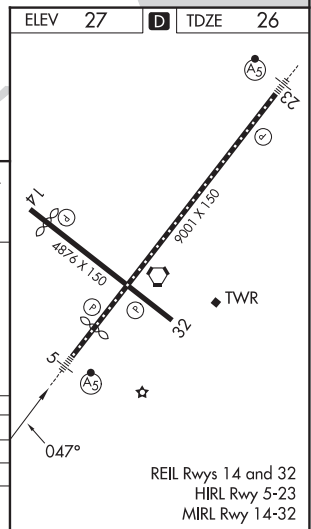
**1200** ↘ **047°** ↘ **RW05**

**GP 3.00°**  
**TCH 56**

**3.5 NM**

CATEGORY	A	B	C	D
RNP 0.10 DA		350/26	324 (400-½)	
RNP 0.30 DA		454/40	428 (500-¾)	

**AUTHORIZATION REQUIRED**



NORFOLK, VIRGINIA

Amtd 1 01FEB18

36°54'N-76°12'W

NORFOLK INTL (ORF)

# RNAV (RNP) Y RWY 5

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	8995
227°	TDZE	26
	Apt Elev	27

RNAV (RNP) Y RWY 23

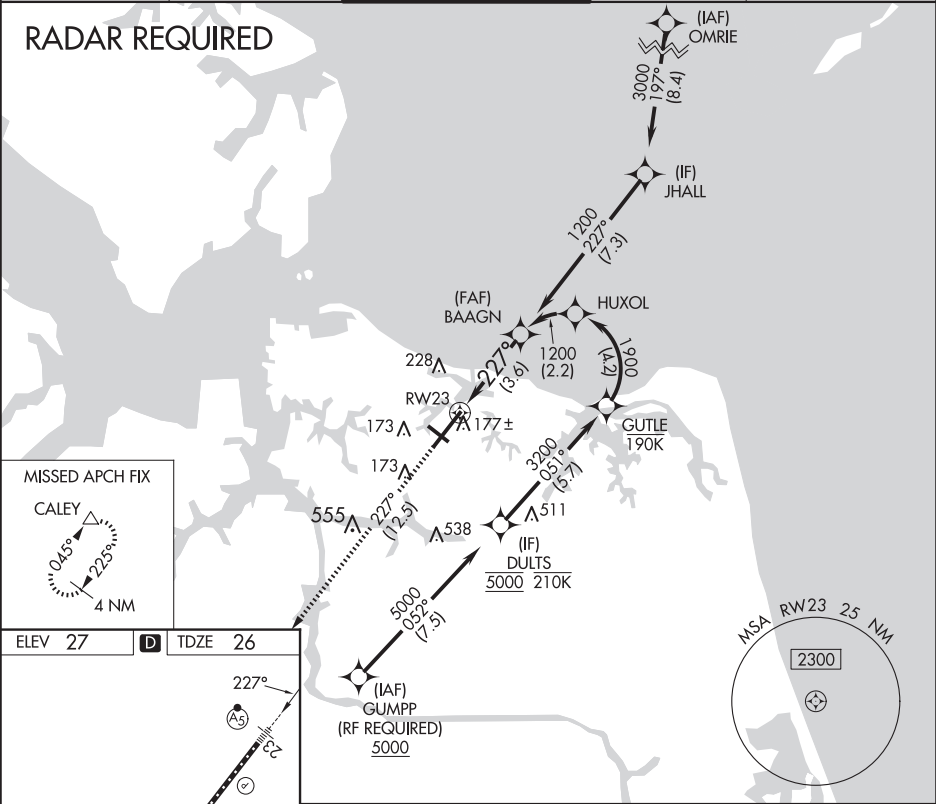
NORFOLK INTL (ORF)

For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 54°C (130°F). GPS required. For inop ALS, increase RNP 0.10 DA visibility all Cats to 1½ SM, increase RNP 0.30 DA visibility all Cats to 1¾ SM.

MALSR

MISSED APPROACH: Climb to 2000 on track 227° to CALEY and hold.

ATIS 127.15	NORFOLK APP CON 118.9 353.7	NORFOLK TOWER 120.8 257.8	GND CON 121.9	CLNC DEL 118.5
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ELEV 27

D

TDZE 26

2000

tr 227°

CALEY

See planview for multiple IF locations.

BAAGN

1200

1200

GP 3.00°

TCH 55

RW23

227°

3.6 NM

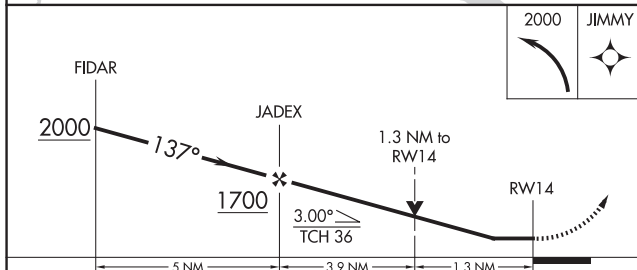
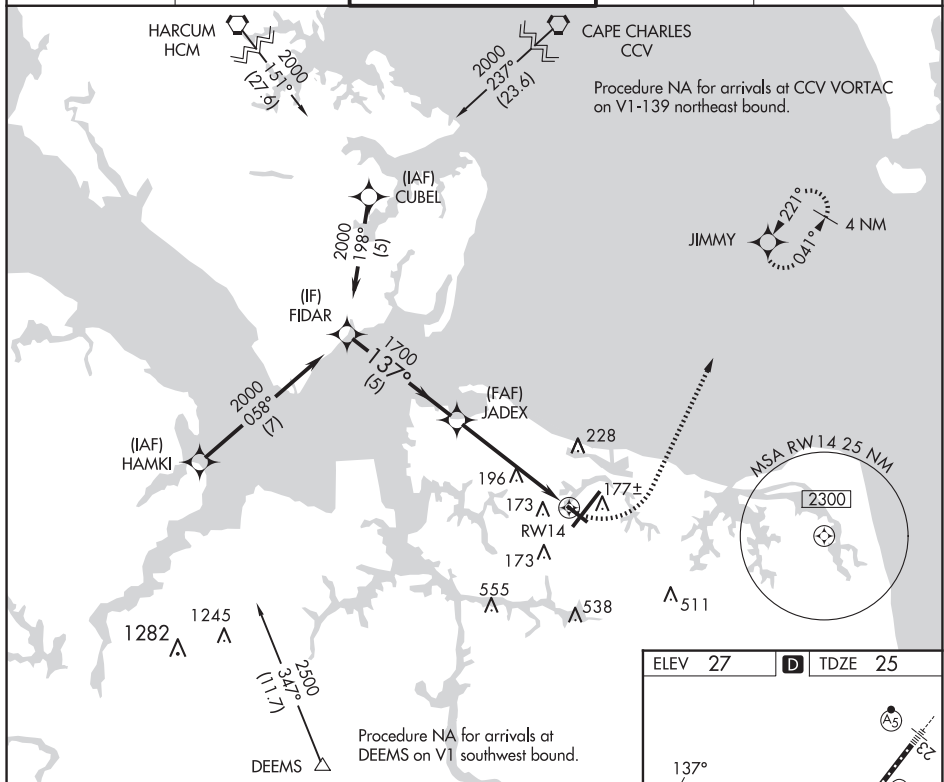
CATEGORY	A	B	C	D
RNP 0.10 DA		432-¾	406 (500-¾)	
RNP 0.30 DA		491-1	465 (500-1)	


AUTHORIZATION REQUIRED

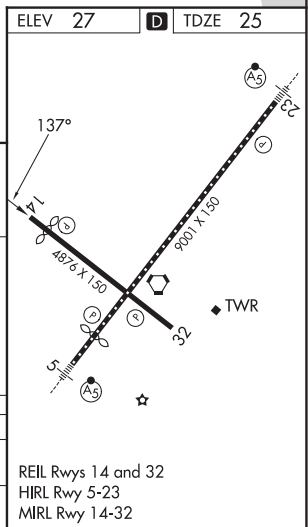
RNAV (GPS) RWY 14  
NORFOLK INTL (ORF)

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

ATIS 127.15	NORFOLK APP CON 118.9 353.7	NORFOLK TOWER 120.8 257.8	GND CON 121.9	CLNC DEL 118.5
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CATEGORY	A	B	C	D
LNNAV MDA	460-1 435 (500-1)		460-1¼ 435 (500-1¼)	
 CIRCLING	480-1 453 (500-1)	540-1 513 (600-1)	540-1½ 513 (600-1½)	900-2¾ 873 (900-2¾)



NE-3, 07 AUG 2025 to 02 OCT 2025

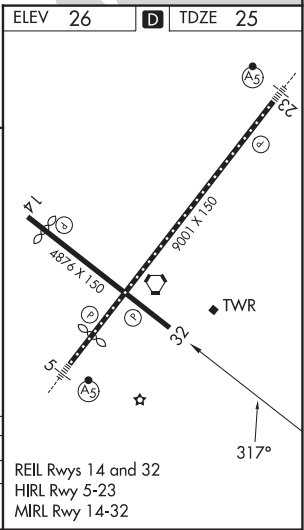
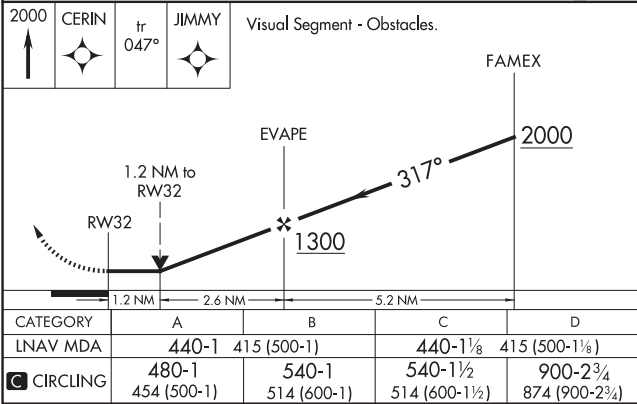
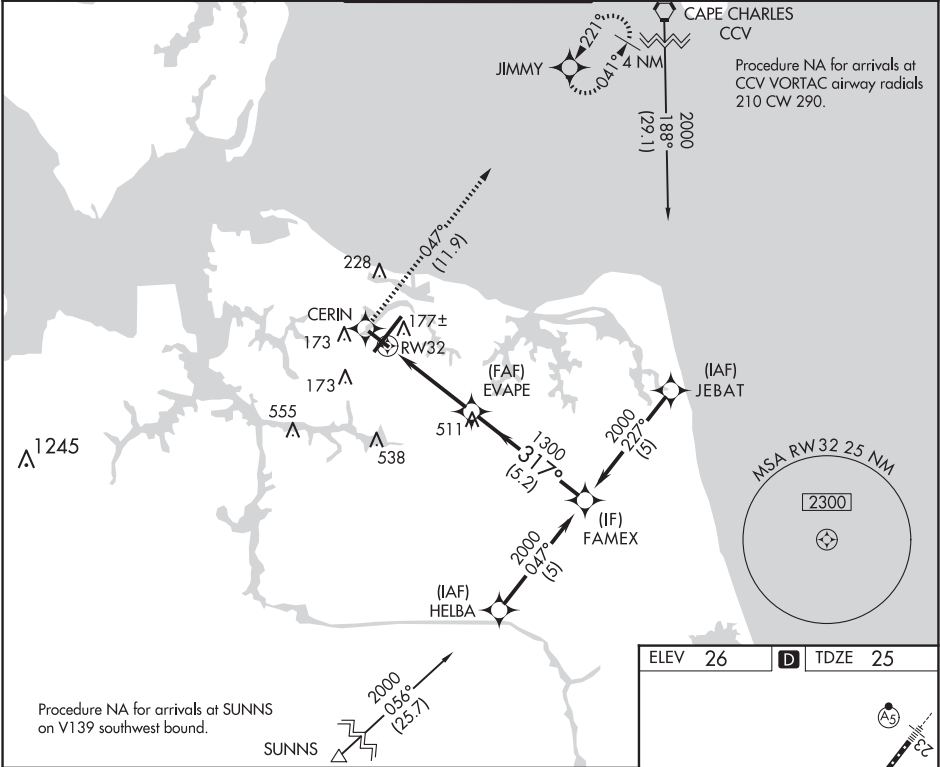


APP CRS	Rwy Ldg	3901
317°	TDZE	25
	Apt Elev	26

RNAV (GPS) RWY 32  
NORFOLK INTL (ORF)

<div><div></div><div>DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.</div></div> <div><div></div><div>MISSED APPROACH: Climb to 2000 direct CERIN and on track 047° to JIMMY and hold.</div></div>
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ATIS 127.15	NORFOLK APP CON 118.9 353.7	NORFOLK TOWER 120.8 257.8	GND CON 121.9	CLNC DEL 118.5
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NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

NORFOLK, VIRGINIA

AL-291 (FAA)

25163

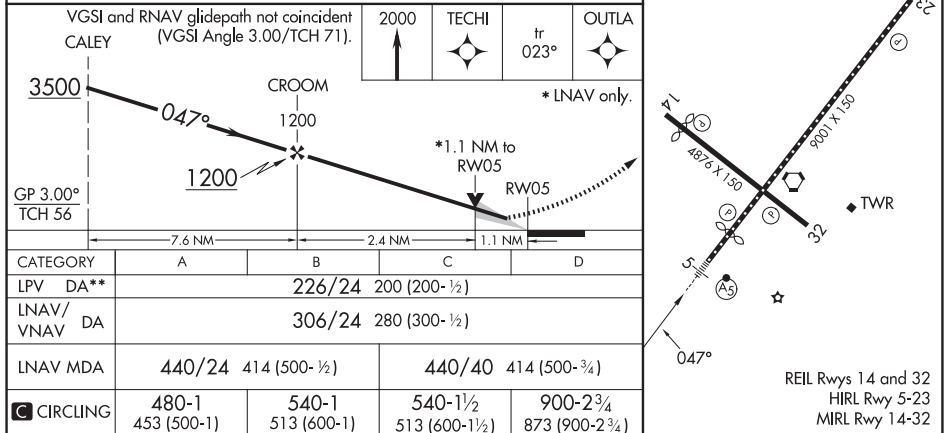
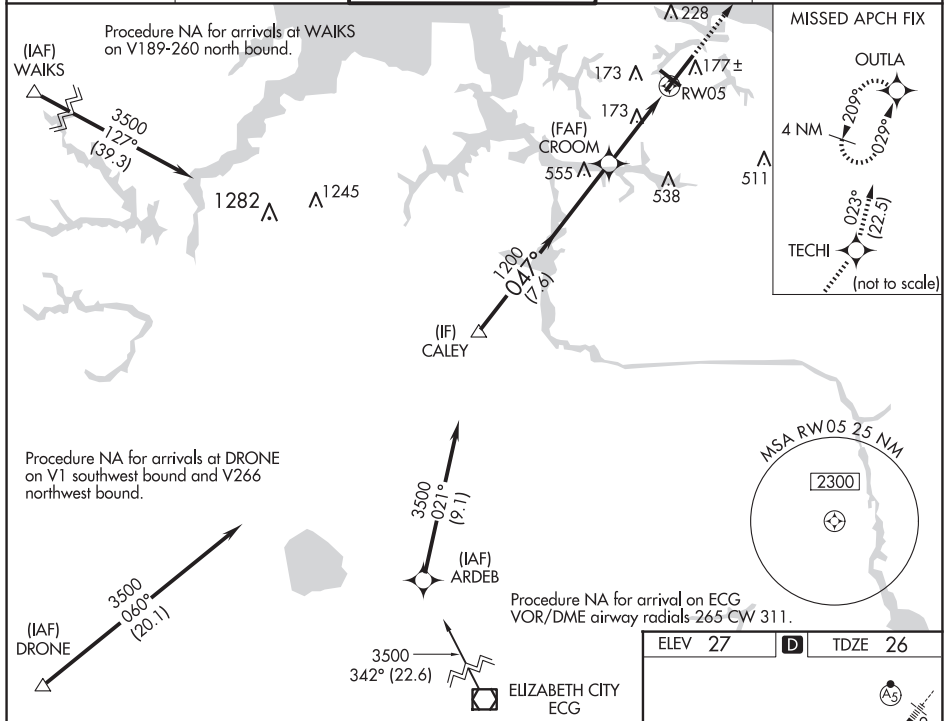
WAAS CH <b>50222</b> <b>W05A</b>	APP CRS <b>047°</b>	Rwy Ldg TDZE <b>26</b> Apt Elev <b>27</b>
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# RNAV (GPS) Z RWY 5

NORFOLK INTL (ORF)

RNP APCH. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 54°C. ▲ For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV Cats C and D visibility to RVR 6000. **RVR 1800 authorized with use of FD or AP or HUD to DA.	MALSR 	MISSED APPROACH: Climb to 2000 direct TECHI then on track 023° to OUTLA and hold.
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ATIS <b>127.15</b>	NORFOLK APP CON <b>118.9 353.7</b>	NORFOLK TOWER <b>120.8 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>118.5</b>
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NORFOLK, VIRGINIA

Amdt 2A 10OCT19

36°54'N-76°12'W

NORFOLK INTL (ORF)

# RNAV (GPS) Z RWY 5

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>56322</b> <b>W23A</b>	APP CRS <b>227°</b>	Rwy Ldg TDZE <b>26</b> Apt Elev <b>27</b>
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RNAV (GPS) Z RWY 23

NORFOLK INTL (ORF)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C (16°F) or above 54°C (130°F).  
DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 2000 direct CALEY and hold.

ATIS <b>127.15</b>	NORFOLK APP CON <b>118.9 353.7</b>	NORFOLK TOWER <b>120.8 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>118.5</b>
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MISSED APCH FIX					
CALEY					
0.45°					
225°					
4 NM					
1245					
2000					
CALEY					
* LNAV only.					
*1.3 NM to RW23					
RW23					
1.3 NM					
2.3 NM					
7.3 NM					
CATEGORY					
LPV DA					
LNAV/VNAV DA					
LNAV MDA					
CIRCLING					
A					
B					
C					
D					
226-½					
200 (200-½)					
403-¾					
377 (400-¾)					
480-½					
454 (500-½)					
480-7/8					
454 (500-7/8)					
480-1					
453 (500-1)					
540-1					
513 (600-1)					
540-1½					
513 (600-1½)					
900-2¾					
873 (900-2¾)					

NORFOLK, VIRGINIA

Amtd 2 01FEB18

36°54'N-76°12'W

293

NORFOLK INTL (ORF)

RNAV (GPS) Z RWY 23

NORFOLK, VIRGINIA



AL-291 (FAA)

25163

VORTAC ORF <b>116.9</b> Chan <b>116</b>	APP CRS <b>326°</b>	Rwy Ldg TDZE <b>25</b> Apt Elev <b>26</b>
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# VOR/DME RWY 32

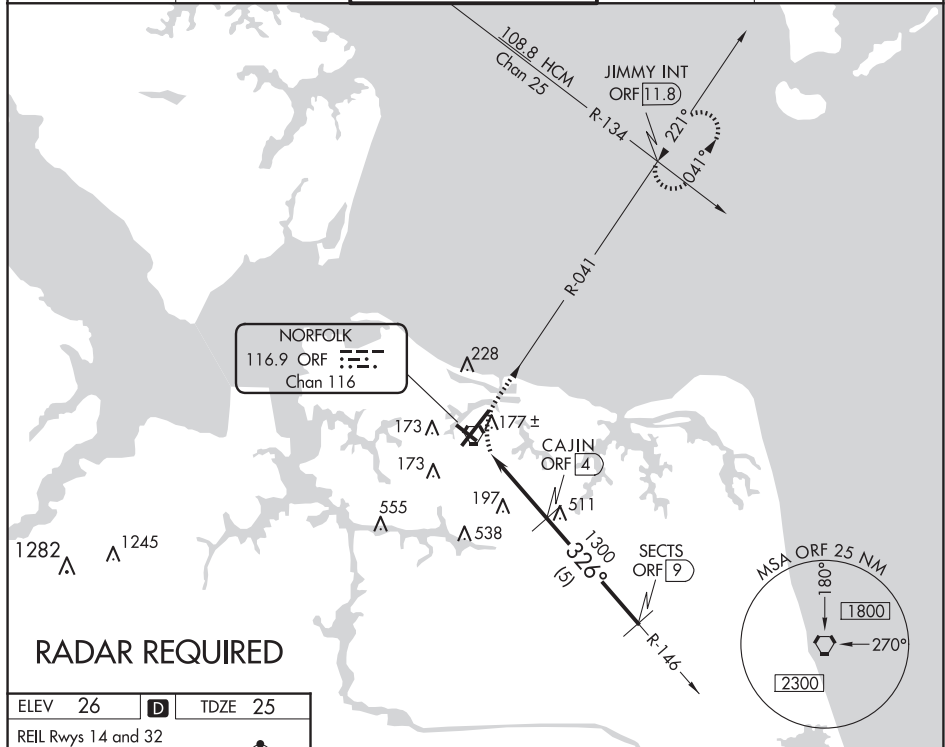
NORFOLK INTL (ORF)




Visibility reduction by helicopters NA.

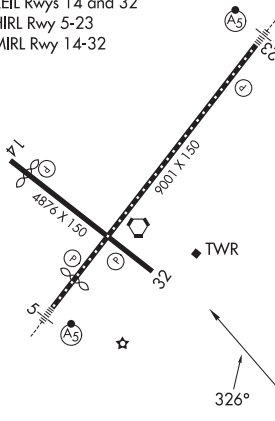
MISSED APPROACH: Climbing right turn to 2000 via ORF R-041 to JIMMY Int/11.8 DME and hold.


ATIS <b>127.15</b>	NORFOLK APP CON <b>118.9 353.7</b>	NORFOLK TOWER <b>120.8 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>118.5</b>
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ELEV 26  TDZE 25

REIL Rws 14 and 32  
HIRL Rwy 5-23  
MIRL Rwy 14-32



	2000 ORF R-041		JIMMY INT	SECTS ORF 9	
	ORF 0.2		CAJIN ORF 4	1600	
3.07° TCH 35		1300		326°	
3.8 NM		5 NM			
CATEGORY	A	B	C	D	
S-32	460-1	435 (500-1)	460-1¼ 435 (500-1¼)	460-1½ 435 (500-1½)	
CIRCLING	480-1 454 (500-1)	540-1 514 (600-1)	540-1½ 514 (600-1½)	900-2¾ 874 (900-2¾)	

NORFOLK, VIRGINIA  
Amdt 4F 08OCT20

36°54'N - 76°12'W

# NORFOLK INTL (ORF)

## VOR/DME RWY 32

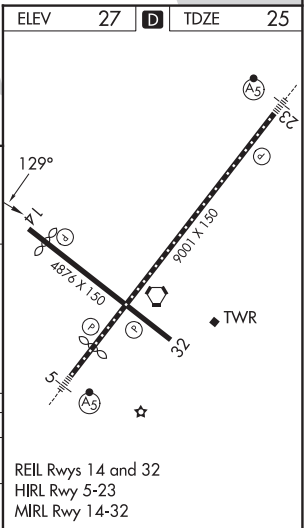
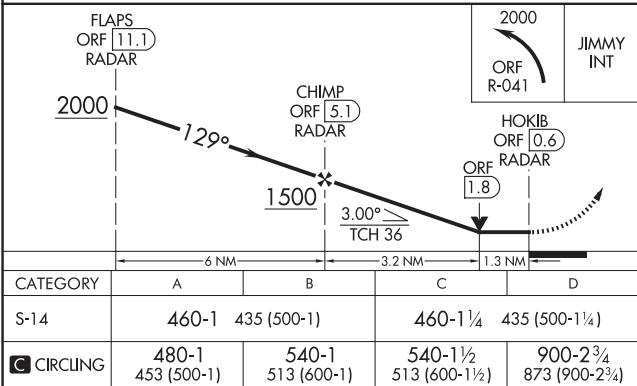
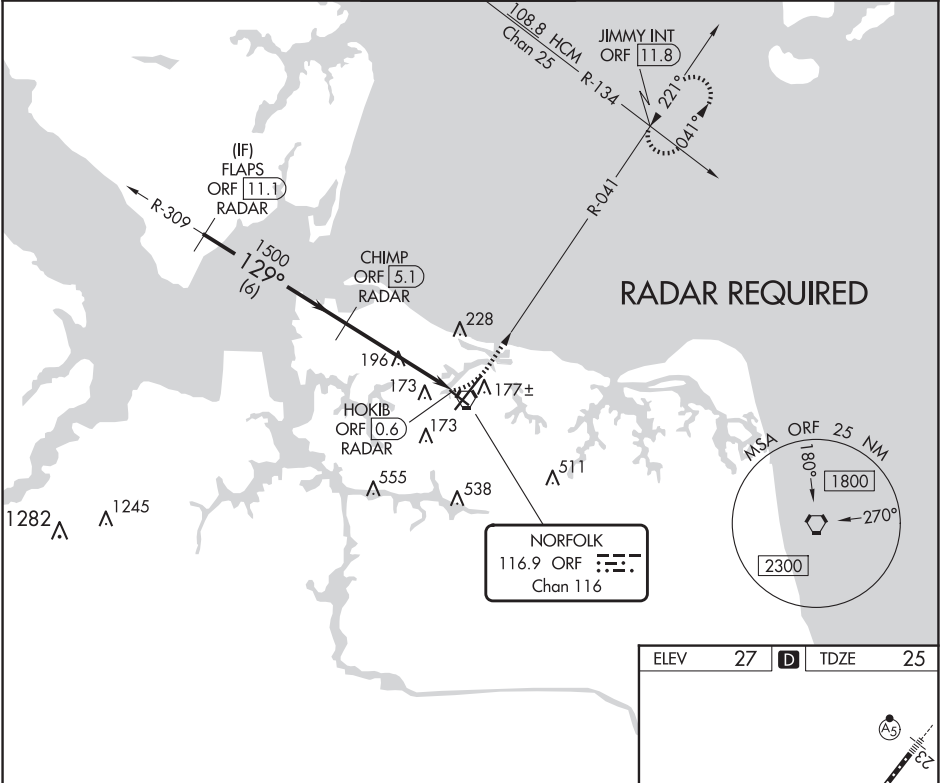
NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

VORTAC ORF <b>116.9</b> Chan <b>116</b>	APP CRS <b>129°</b>	Rwy Ldg TDZE Apt Elev	<b>4301</b> <b>25</b> <b>27</b>
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VOR RWY 14  
NORFOLK INTL (ORF)

<div><div></div><div></div></div>	Rwy 14 helicopter visibility reduction below ¾ SM NA. DME required.			MISSED APPROACH: Climbing left turn to 2000 on ORF VORTAC R-041 to JIMMY INT/ORF 11.8 DME and hold.	
	ATIS 127.15	NORFOLK APP CON 118.9 353.7	NORFOLK TOWER 120.8 257.8	GND CON 121.9	CLNC DEL 118.5



NE-3, 07 AUG 2025 to 02 OCT 2025

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Orig-A 23334

# RIVER VISUAL RWY 5

AL-291 (FAA)

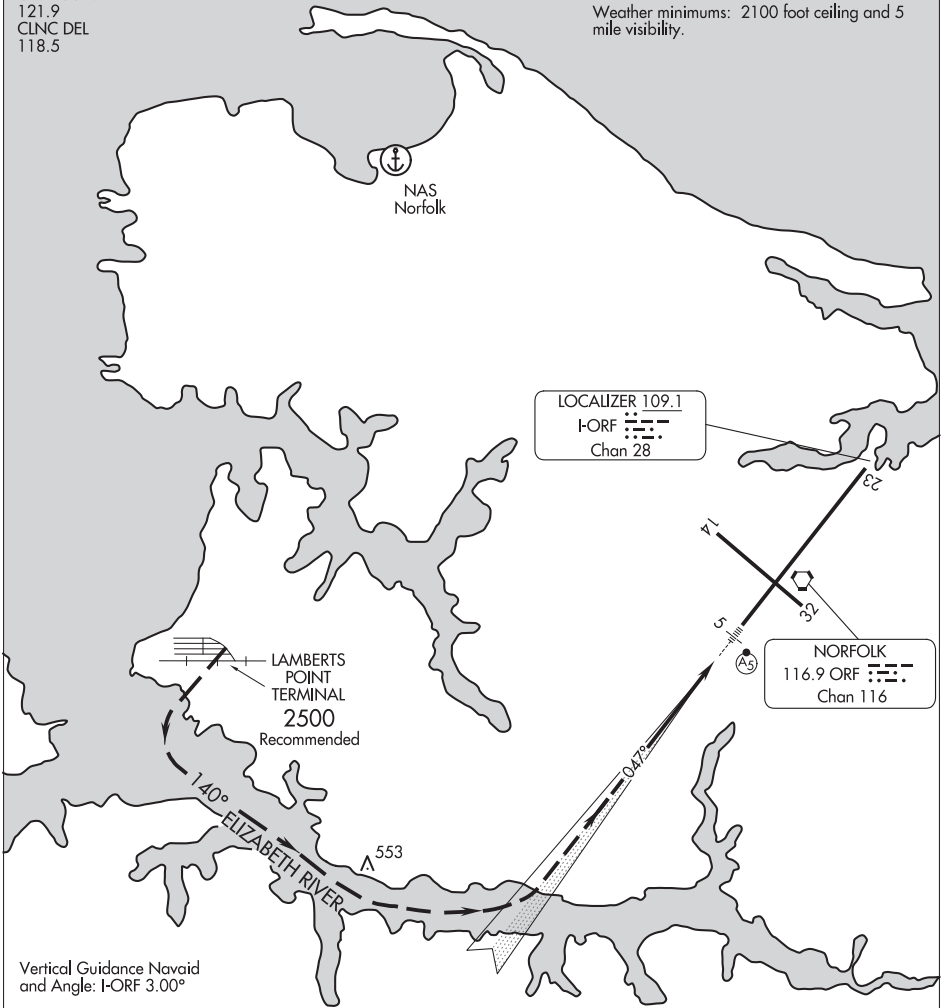
NORFOLK INTL (ORF)  
NORFOLK, VIRGINIA

ATIS 127.15  
NORFOLK APP CON  
118.9 353.7  
NORFOLK TOWER  
120.8 257.8  
GND CON  
121.9  
CLNC DEL  
118.5

Procedure not authorized at night.

## RADAR REQUIRED

Weather minimums: 2100 foot ceiling and 5 mile visibility.



NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

1 NM	2	3	4	5	6
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## RIVER VISUAL RWY 5

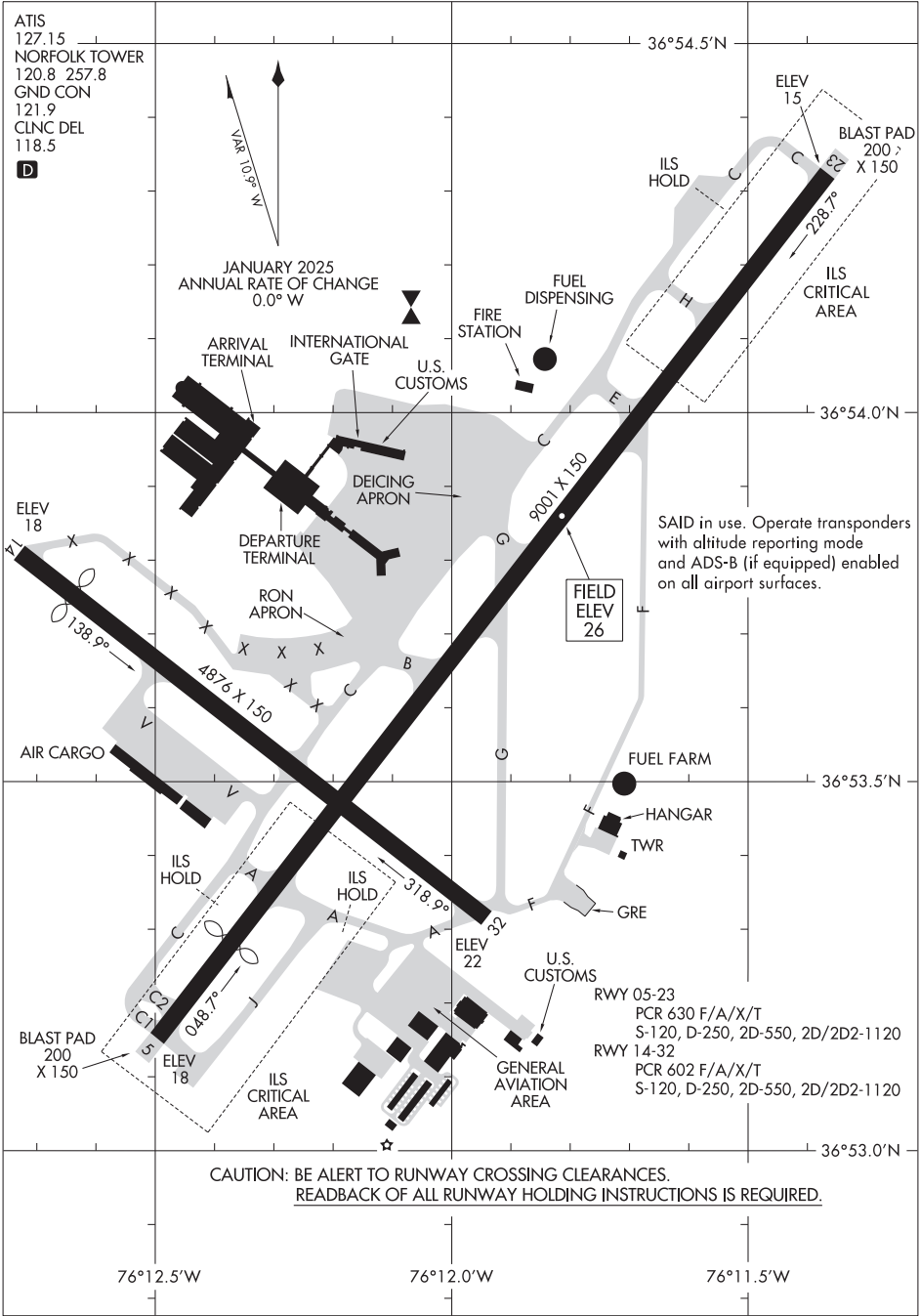
RADAR vectors will be provided to the Lamberts Point Terminal. Proceed visually along the Elizabeth River to the extended centerline of Rwy 5. The I-ORF and MALSRS are available for supplemental guidance.

# RIVER VISUAL RWY 5

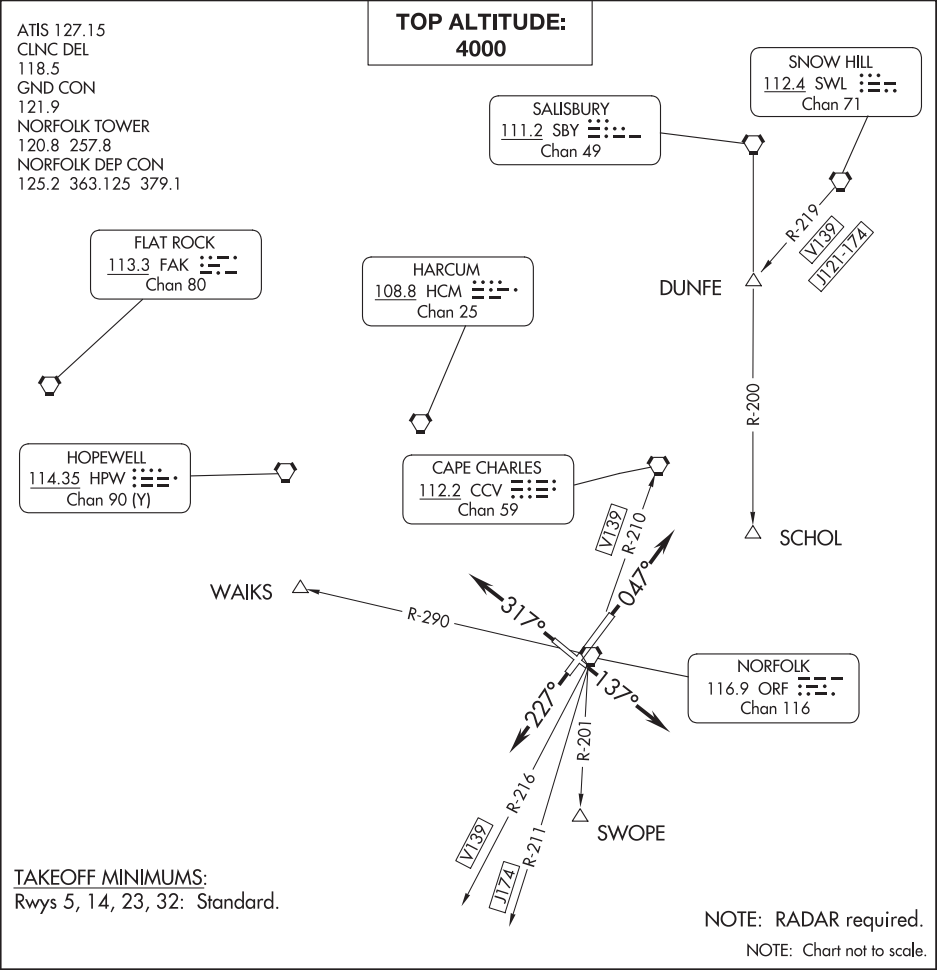
36°54'N-76°12'W

NORFOLK, VIRGINIA  
NORFOLK INTL (ORF)

Orig-A 30NOV23




KISRR THREE DEPARTURE





## ILS or LOC/DME RWY 10

LOC I-NGU <b><u>108.95</u></b>	APCH CRS <b>101°</b>	Rwy Idg <b>8071</b> TDZE <b>14</b> Arprt Elev <b>15</b>	[USN]	NORFOLK NS (CHAMBERS FLD) (KNGU)		
TACAN required <b>▼</b> * When ALS inop, increase vis to ¾ mile. ** When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¼ miles. *** Circling not authorized S of Rwy 10-28.			ALSF-2 	MISSED APPROACH: Climbing left turn to 2100 via NGU TACAN R-053 to RUVNE and hold.		
ATIS <b>118.425 338.225</b>		APP CON <b>118.9 273.475</b>	CHAMBERS TOWER <b>124.3 379.15</b>	GND CON <b>121.8 370.85</b>	CLNC DEL <b>120.7 339.8</b>	ASR/PAR

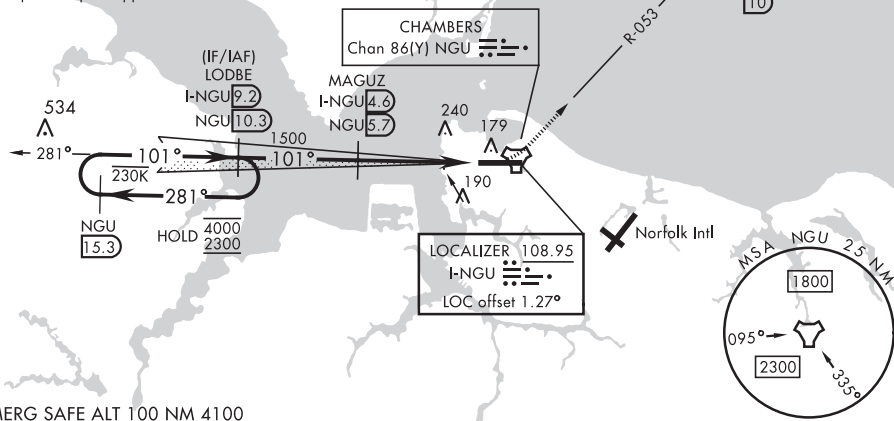
NORFOLK NS HELIPORT 1 NM NW  
Use caution in circling approach

**CAUTION:** Do not mistake Norfolk Intl 5 NM SE for Chambers Fld. Chambers Fld has a single runway, Norfolk Intl has intersecting runways.

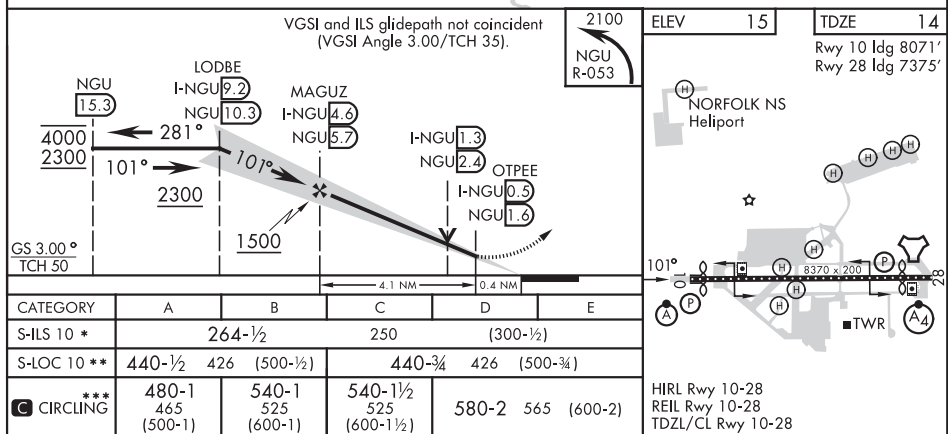
PAR RPI 1020/TCH 54 not  
coincident with ILS RPI 950/TCH 50.

Final approach course offset  $1.27^\circ$  and passes 59' from rwy threshold.

Autopilot coupled approach NA below 250'.



EMERG SAFE ALT 100 NM 4100



NORFOLK, VIRGINIA

36° 56' N-76° 17' W

NORFOLK NS (CHAMBERS FLD) (KNGU)

## ILS or LOC/DME RWY 10






NORFOLK, VIRGINIA

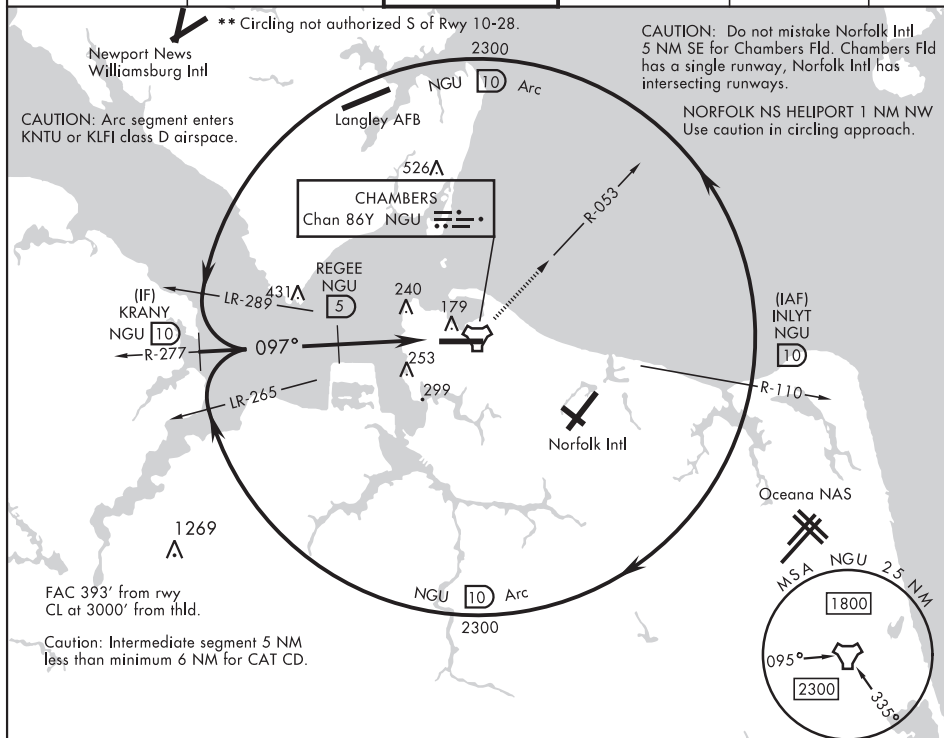
TACAN Z RWY 10

TACAN NGU Chan <b>86Y</b>	APCH CRS <b>097°</b>	Rwy Idg <b>8071</b> TDZE <b>14</b> Arpt Elev <b>15</b>
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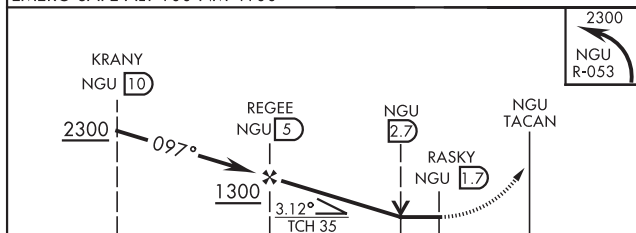
[USN]

NORFOLK NS (CHAMBERS FLD) (KNGU)

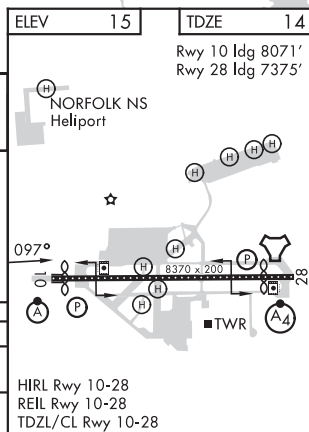
RADAR required		ALSIF-2	MISSED APPROACH: Climbing left turn to 2300 on NGU TACAN R-053 then as directed by ATC.		
* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1½ miles.					
ATIS 118.425 338.225	APP CON 118.9 273.475	CHAMBERS TOWER 124.3 379.15	GND CON 121.8 370.85	CLNC DEL 120.7 339.8	ASR/PAR



EMERG SAFE ALT 100 NM 4100



CATEGORY	A	B	C	D
S-10*	520-½	506 (600-½)	520-1	506 (600-1)
CIRCLING**	520-1 505 (600-1)	540-1 525 (600-1)	540-1½ 525 (600-½)	580-2 565 (600-2)



NORFOLK, VIRGINIA

36°56'N-76°17'W

NORFOLK NS (CHAMBERS FLD) (KNGU)

Orig 26JAN23

TACAN Z RWY 10

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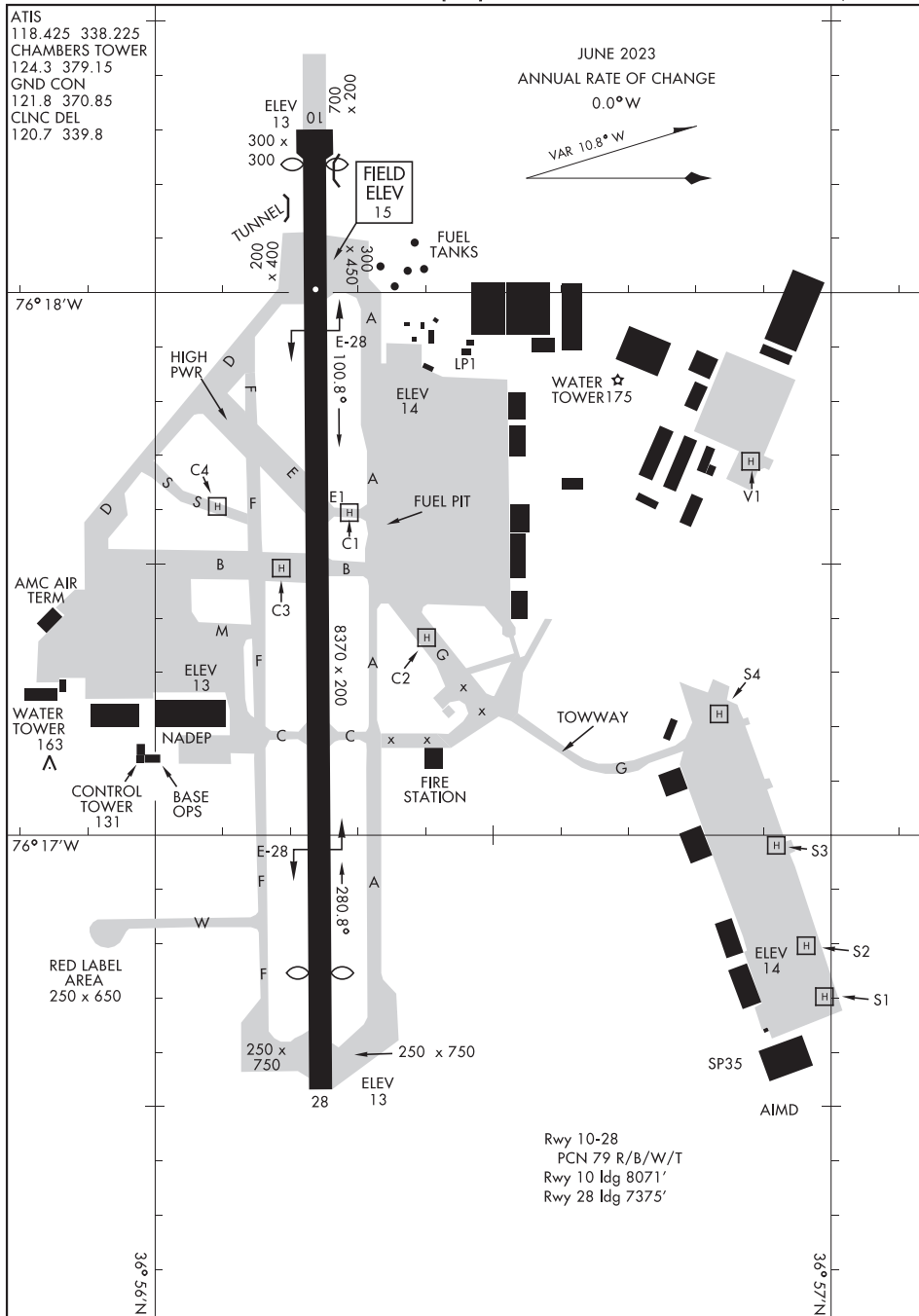
24193

## AIRPORT DIAGRAM

[USN]

NORFOLK NS (CHAMBERS FLD) (KNGU)

NORFOLK, VIRGINIA



NE-3, 07 AUG 2025 to 02 OCT 2025

## AIRPORT DIAGRAM

NORFOLK, VIRGINIA

NORFOLK NS (CHAMBERS FLD) (KNGU)

NORFOLK NS (CHAMBERS FLD) (KNGU)

NOTE: chart not to scale

① 1.3 NM from Rwy 28  
② 0.26 NM from Rwy 10

NE-3, 07 AUG 2025 to 02 OCT 2025

[USN]



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10: Climbing left turn heading 050°. Thence...

TAKEOFF RWY 28: Climb heading 280°. Thence...

...via RADAR vectors to assigned transition. Maintain 2000 or assigned altitude. Expect clearance to requested altitude/flight level 10 minutes after departure.

ATLIC TRANSITION (NGU2.ATLIC): Via vectors to ATLIC.

CAPE CHARLES TRANSITION (NGU2.CCV): Via vectors to CCV VORTAC. (NOTE: For altitudes 5000 and below).

ELIZABETH CITY TRANSITION (NGU2.ECG): Via vectors to SWOPE, then via ORF VORTAC R-201 to VISOW (ORF R-201/33 DME), then direct ECG VOR/DME.

FLAT ROCK TRANSITION (NGU2.FAK): Via vectors to WAIKS, then via ORF VORTAC R-290 to KELLE, then direct FAK VORTAC.

HARCUM TRANSITION (NGU2.HCM): Via vectors to HCM VORTAC.

HOPEWELL TRANSITION (NGU2.HPW): Via vectors to HPW VORTAC.

J174 TRANSITION (NGU2.ORF): Via vectors to J174.

V139 TRANSITION (NGU2.ORF): Via vectors to V139.

NOTE: Transitions are part of the Preferred Departure Route (PDR) system and established as an Air Traffic flow procedure from the Norfolk Terminal Area. These fixes are to be used as the initial filing point out of NS Norfolk.

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025



APCH CRS	Rwy ldg	N/A
141°	TDZE	N/A
	Arpt Elev	10

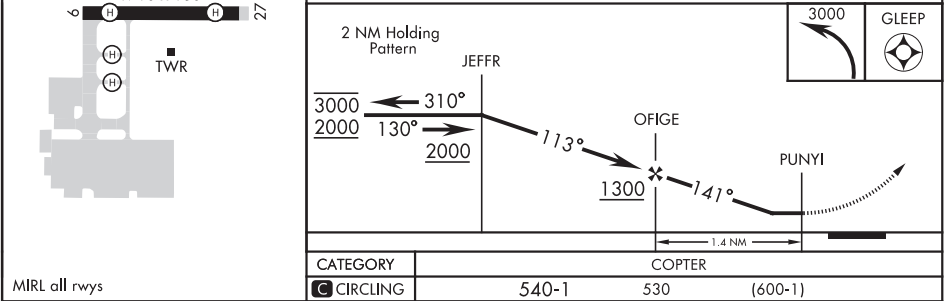
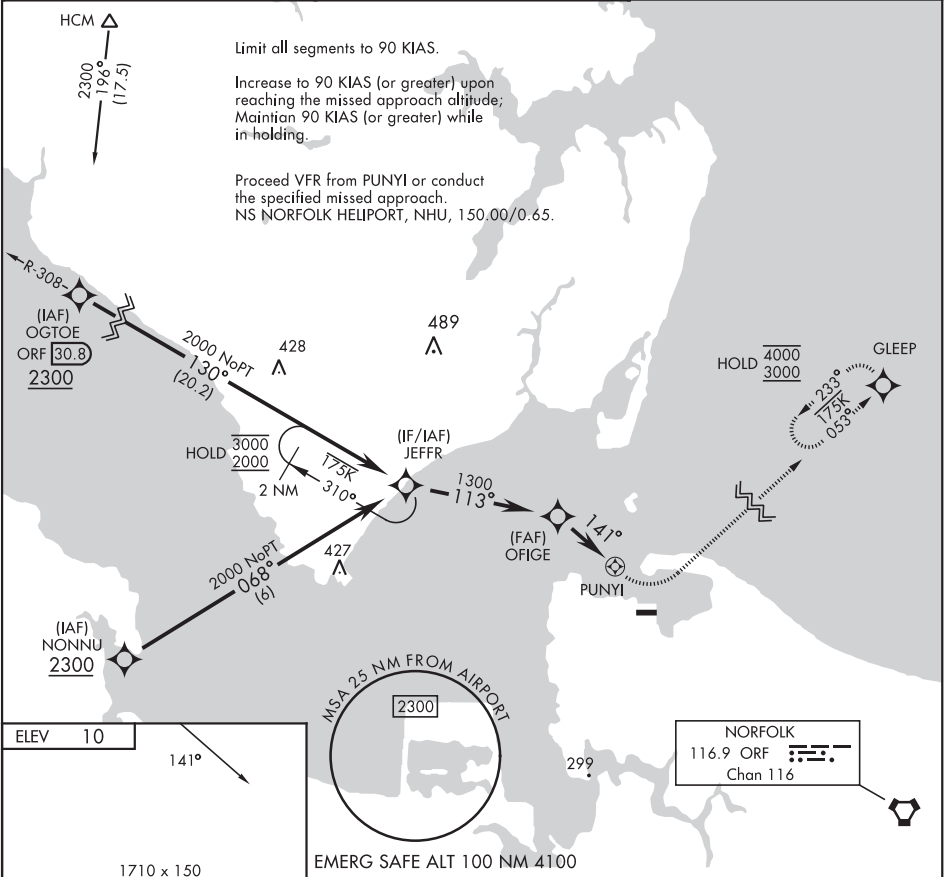
[USN]

NORFOLK NS HELIPORT (KNHU)

RNP APCH
<div><div></div><div>Circling visibility reduction by helicopters NA.</div></div>

MISSED APPROACH: Climbing left turn to 3000 direct GLEEP and hold.

CHAMBERS TOWER 124.3 379.15	NAVY NORFOLK HEL TOWER 126.375 290.5	GND CON 298.95
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NORFOLK, VIRGINIA

COPTER RNAV (GPS) 276°

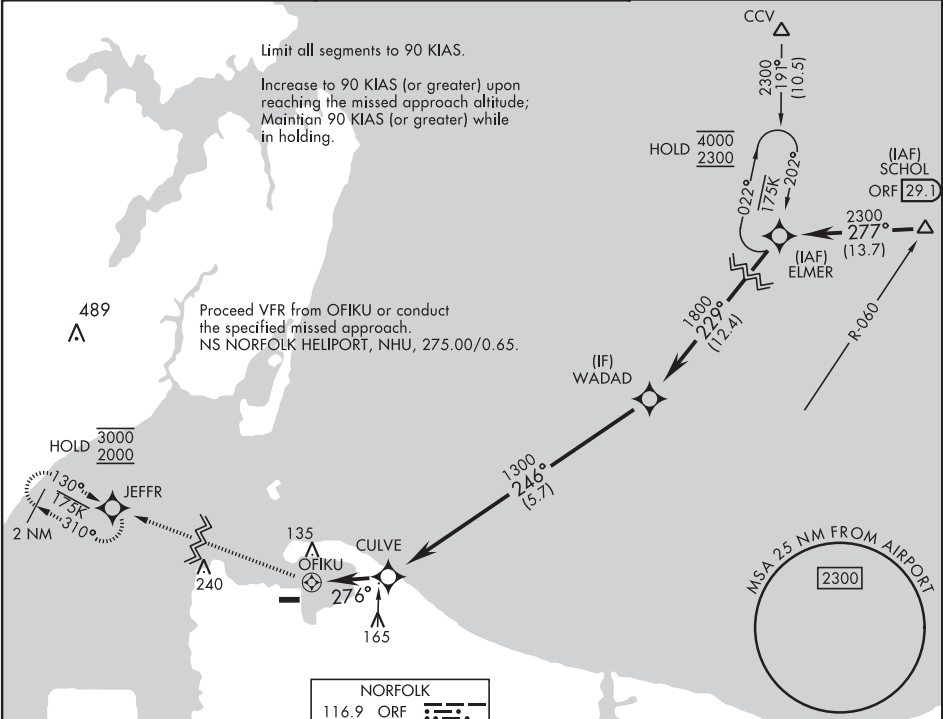
APCH CRS	Rwy Idg	N/A
276°	TDZE	N/A
	Arpt Elev	10

[USN]

NORFOLK NS HELIPORT (KNHU)

RNP APCH	MISSED APPROACH: Climbing right turn to 2000 direct JEFFR and hold.
Circling visibility reduction by helicopters NA.	

CHAMBERS TOWER 124.3 379.15	NAVY NORFOLK HEL TOWER 126.375 290.5	GND CON 298.95
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EMERG SAFE ALT 100 NM 4100

2000 JEFFR

OFIKU

CULVE

WADAD

1.4 NM

CATEGORY	COPTER		
CIRCLING	540-1	530	(600-1)

ELEV 10

276°

1710 x 150

TWR

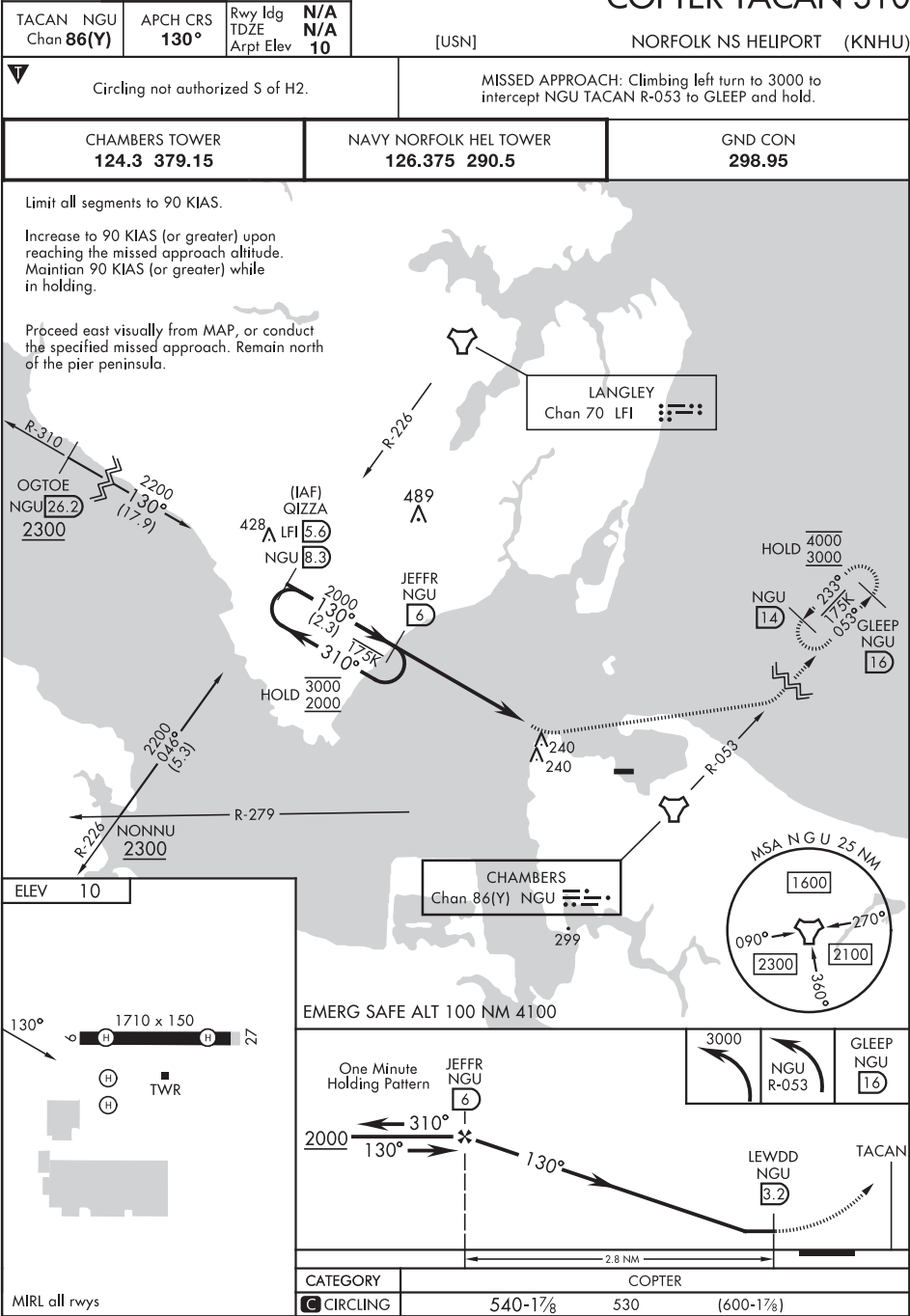
MRL all rwys

COPTER RNAV (GPS) 276°

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

COPTER TACAN 310



NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

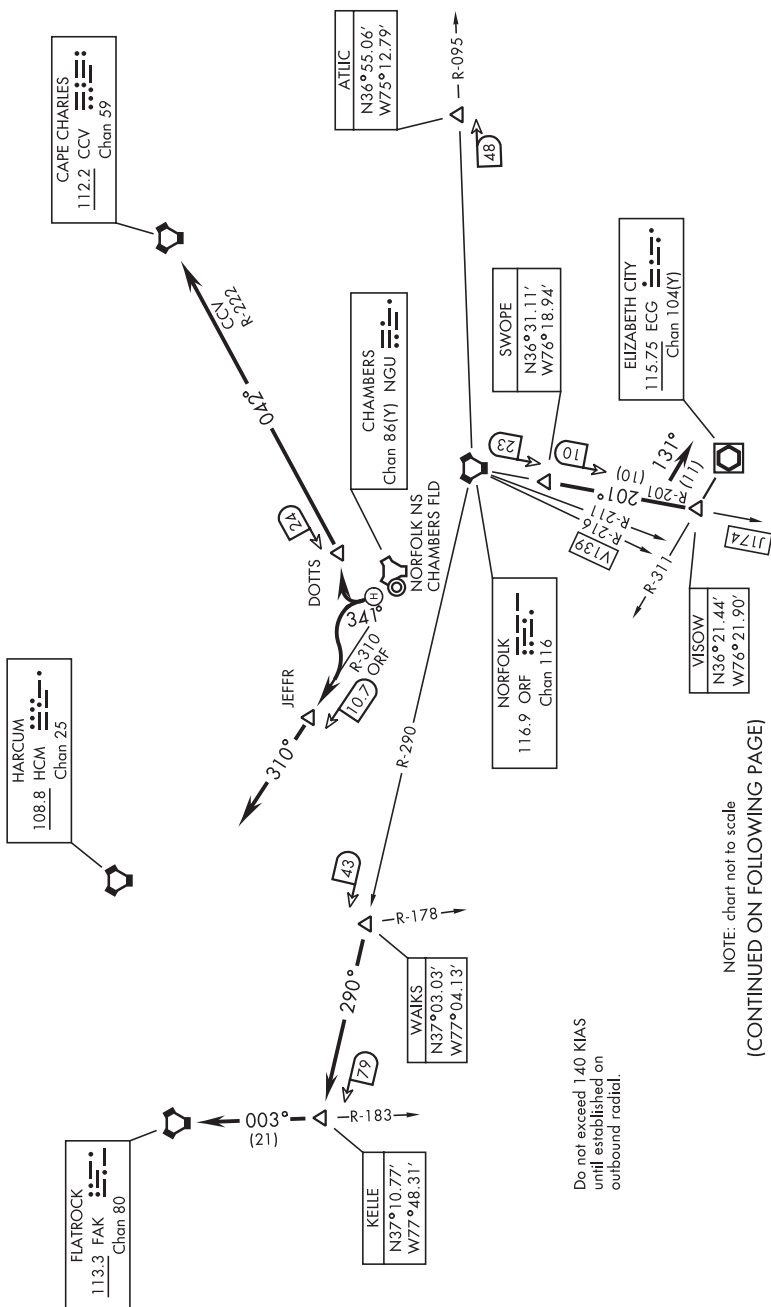
## COPTER PRIDE TWO DEPARTURE (NHU2.NHU) [USN]

Rwy	Knots	60	120	180	240	300	360
H1	V/V(fpm)	500	1000	1500	2000	2500	3000

Minimum Climb Rate to 500

Minimum Climb Rate to 500

NE-3, 07 AUG 2025 to 02 OCT 2025



NOTE: chart not to scale  
(CONTINUED ON FOLLOWING PAGE)

NE-3, 07 AUG 2025 to 02 OCT 2025

Do not exceed 140 KIAS until established on outbound radial.

GND CON  
298.95  
CHAMBERS  
124.3 379.  
NAVY NOR  
126.375 29

## COPTER PRIDE TWO DEPARTURE (NHU2.NHU)

Amdt 2 07AUG25

NORFOLK, VIRGINIA

NORFOLK NS HELIPORT (KNHU)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF HELIPORT WESTBOUND: Climb heading 341° then climbing left turn to JEFFR, minimum climb rate 500 ft/NM to 500, thence...

TAKEOFF HELIPORT EASTBOUND: Climb heading 341° then climbing right turn to DOTTS, minimum climb rate 500 ft/NM to 500, thence...

...via RADAR vectors to assigned transition. Maintain 2000 or assigned altitude. Expect clearance to requested altitude/flight level 10 minutes after departure.

ATLIC TRANSITION (NHU2.ATLIC): Via vectors to ATLIC.

CAPE CHARLES TRANSITION (NHU2.CCV): Via vectors to CCV VORTAC. (NOTE: For altitudes 5000 and below).

ELIZABETH CITY TRANSITION (NHU2.ECG): Via vectors to SWOPE, then via ORF VORTAC R-201 to VISOW (ORF R-201/33 DME), then direct ECG VOR/DME.

FLAT ROCK TRANSITION (NHU2.FAK): Via vectors to WAKS, then via ORF VORTAC R-290 to KELLE, then direct FAK VORTAC.

HARCUM TRANSITION (NHU2.HCM): Via vectors to HCM VORTAC.

V139 TRANSITION (NHU2.OLF): Via vectors to V139.

NOTE: Transitions are part of the Preferred Departure Route (PDR) system and established as an Air Traffic flow procedure from the Norfolk Terminal Area. These fixes are to be used as the initial filing point out of NS Norfolk.

OAKLAND, MARYLAND

AL-5876 (FAA)

25163

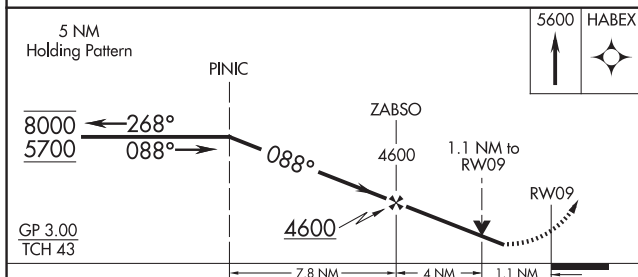
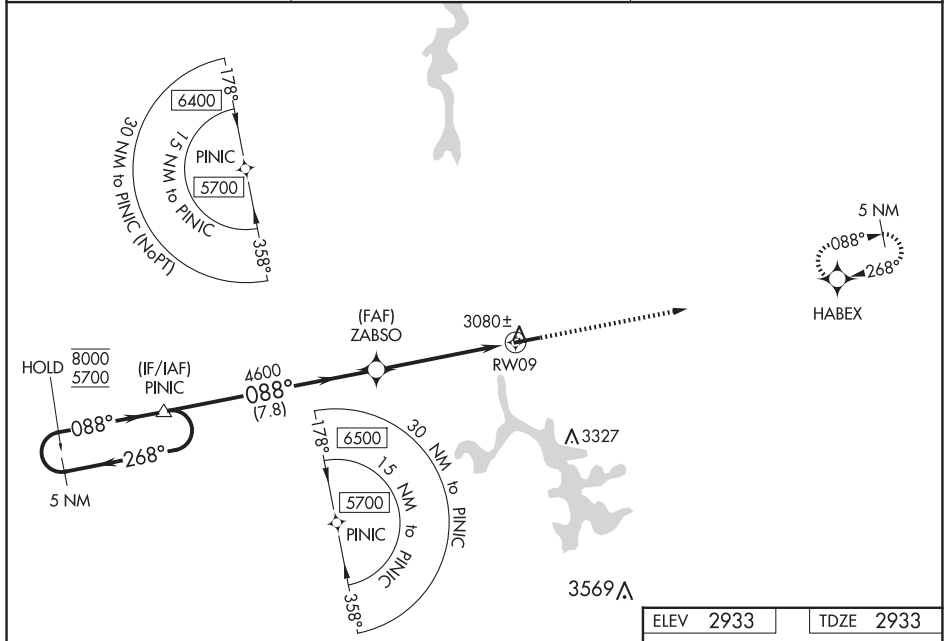
WAAS CH <b>69624</b> <b>W09A</b>	APP CRS <b>088°</b>	Rwy Ldg <b>5000</b> TDZE <b>2933</b> Apt Elev <b>2933</b>
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# RNAV (GPS) RWY 9

GARRETT COUNTY (2G4)

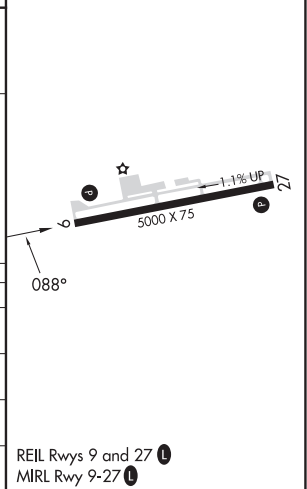
RNP APCH - GPS.	<p><b>⚠</b> Rwy 9 helicopter visibility reduction below <math>\frac{3}{4}</math> SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. Baro-VNAV and VDP NA when using MGW altimeter setting. When local altimeter setting not received, use MGW altimeter setting and increase LPV DA to 3483 feet and all visibilities <math>\frac{1}{2}</math> SM. Increase LNAV/VNAV DA to 3538 feet and all visibilities <math>\frac{1}{2}</math> SM; increase all MDAs 300 feet and LNAV visibility Cat C <math>\frac{1}{2}</math> SM, and Circling visibility Cat C 1 SM.</p>	<p><b>MISSED APPROACH:</b> Climb to 5600 direct HABEX and hold, continue climb-in-hold to 5600.</p>
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AWOS-3 <b>120.125</b>	CLARKSBURG APP CON ★ <b>119.425 284.65</b>	UNICOM <b>123.0 (CTAF) 0</b>
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ELEV <b>2933</b>	TDZE <b>2933</b>
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CATEGORY	A	B	C	D
LPV DA	3183- $\frac{3}{4}$	250 (300- $\frac{3}{4}$ )		NA
LNAV/VNAV DA	3238- $\frac{7}{8}$	305 (400- $\frac{7}{8}$ )		NA
LNAV MDA	3340-1	407 (500-1)	3340-1 $\frac{1}{8}$ 407 (500-1 $\frac{1}{8}$ )	NA
CIRCLING	3380-1 447 (500-1)	3400-1 467 (500-1)	3500-1 $\frac{1}{2}$ 567 (600-1 $\frac{1}{2}$ )	NA



OAKLAND, MARYLAND  
Amdt 3 05SEP24

39°35'N-79°20'W

# RNAV (GPS) RWY 9

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>86524</b> <b>W27A</b>	APP CRS <b>268°</b>	Rwy Ldg TDZE <b>2925</b> Apt Elev <b>2933</b>
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RNAV (GPS) RWY 27

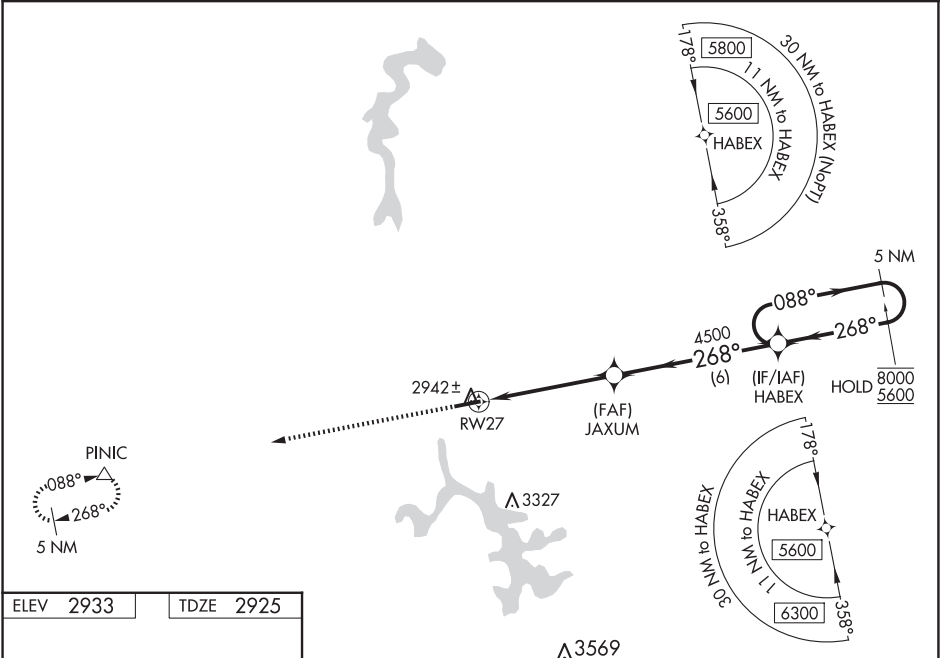
GARRETT COUNTY (2G4)

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. Baro-VNAV and VDP NA when using MGW altimeter setting. When local altimeter setting not received, use MGW altimeter setting and increase LPV DA to 3425 feet and all visibilities ¾ SM. Increase LNAV/VNAV DA to 3475 feet and all visibilities ¾ SM; increase all MDAs 300 feet and LNAV visibility Cat C ¾ SM, and Circling visibility Cat C 1 SM.

MISSED APPROACH:  
Climb 5700 direct  
PINIC and hold.

AWOS-3 <b>120.125</b>	CLARKSBURG APP CON ★ <b>119.425 284.65</b>	UNICOM <b>123.0 (CTAF) 1</b>
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ELEV 2933	TDZE 2925
5700 PINIC 5000 X 75 1-1% UP 268°	<div><div>5700 PINIC △</div><div><div>JAXUM 4500</div><div>HABEX 4500</div><div>5 NM Holding Pattern 088° → 8000 ← 268° 5600</div></div><div>GP 3.00° TCH 42</div></div>
RWY 27 0.9 NM to RWY 27 0.9 4.1 NM 6 NM	
CATEGORY	A B C D
LPV DA	3125-1 200 (200-1) NA
LNAV/VNAV DA	3175-1 250 (300-1) NA
LNAV MDA	3200-1 275 (300-1) NA
CIRCLING	3380-1 447 (500-1) 3400-1 467 (500-1) 3500-1½ 567 (600-1½) NA

OAKLAND, MARYLAND

AL-5876 (FAA)

25163

VOR/DME MGW <b>111.6</b> Chan <b>53</b>	APP CRS <b>092°</b>	Rwy Ldg TDZE Apt Elev	<b>5000</b> <b>2933</b> <b>2933</b>
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# VOR RWY 9

GARRETT COUNTY (2G4)

DME required.

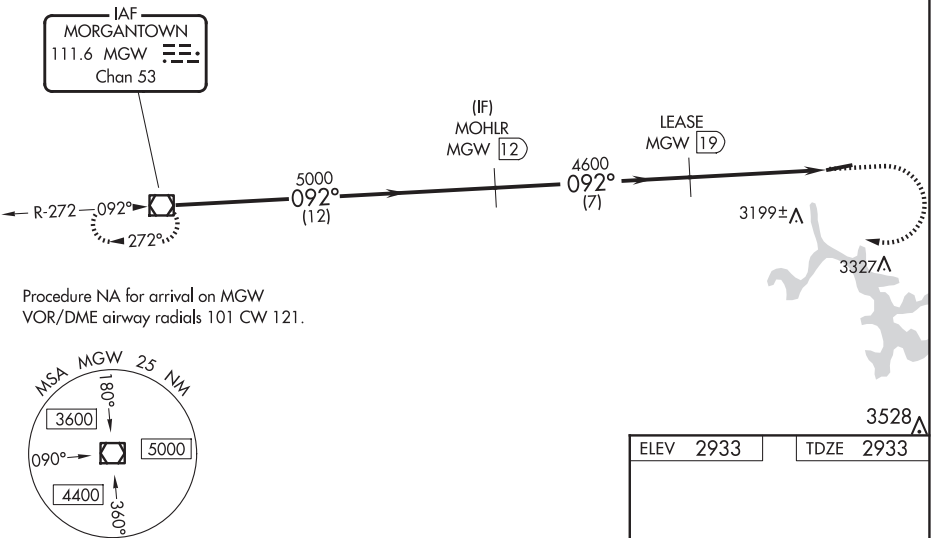
**T** Rwy 09 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. When local altimeter setting not received, use Morgantown altimeter setting and increase all MDA 300 feet; increase S-09 Cat B and Circling Cat A and B visibility  $\frac{1}{4}$  SM and S-09 and Circling Cat C visibility 1 SM.

MISSED APPROACH: Climb to 3500 then climbing right turn to 5000 direct MGW VOR/DME and hold.

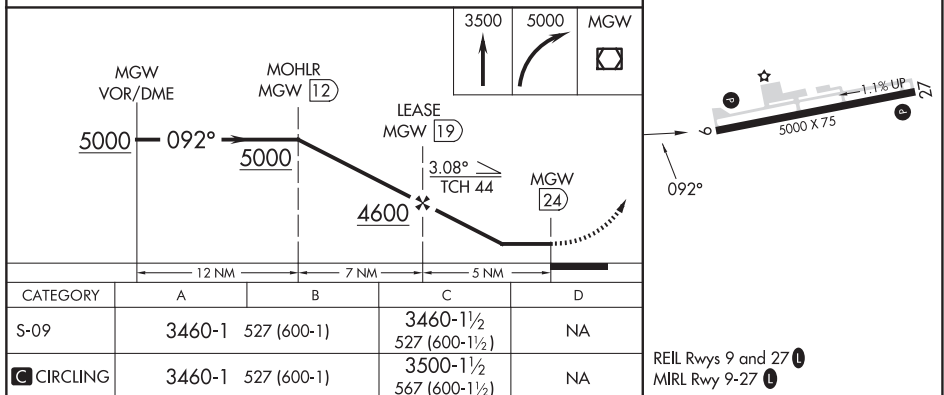
AWOS-3  
**120.125**

CLARKSBURG APP CON ★  
**119.425 284.65**

UNICOM  
**123.0** (CTAF) **1**



ELEV 2933 TDZE 2933



OAKLAND, MARYLAND

Orig-B 20JUN19

39°35'N-79°20'W

GARRETT COUNTY (2G4)

VOR RWY 9

NE-3, 07 AUG 2025 to 02 OCT 2025



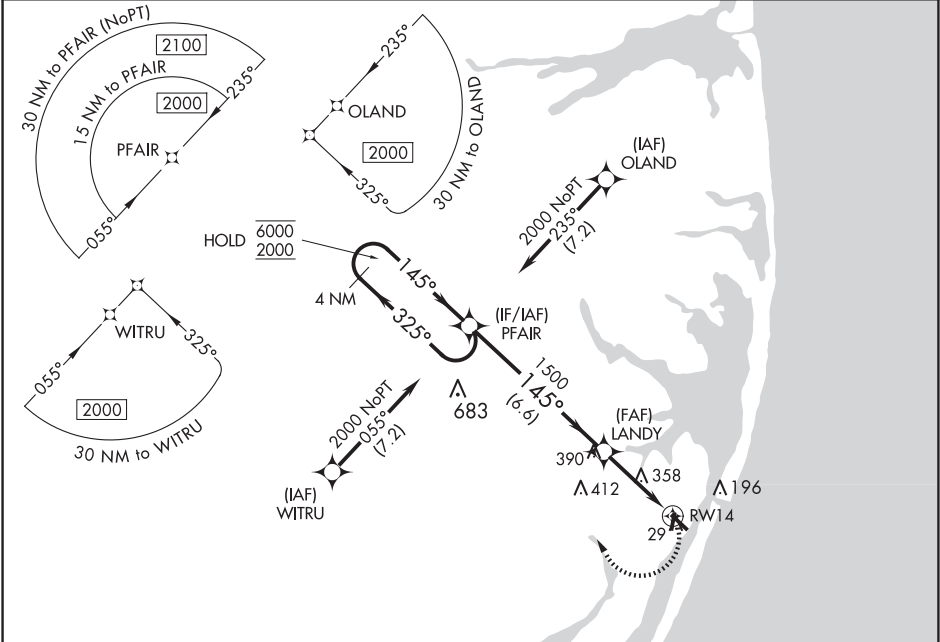


APP CRS	Rwy Idg	4074
145°	TDZE	16
	Apt Elev	16

RNAV (GPS) RWY 14  
OCEAN CITY MUNI (OXB)

RNP APCH - GPS.	MISSED APPROACH: Climbing right turn to 2000 direct PFAIR and hold.
<div><div>▼</div><div>▲</div></div> Rwy 14 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 14 NA at night, Circling Rwy 14, 20 NA at night.	

ASOS 119.025	PATUXENT APP CON ★ 127.95 314.0	CLNC DEL 121.75	UNICOM 123.05 (CTAF) 0
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					ELEV 16	TDZE 16
<div><div>4 NM Holding Pattern</div><div>PFAIR</div><div>LANDY</div><div>RW14</div><div>6000</div><div>2000</div><div>325°</div><div>145°</div><div>145°</div><div>1500</div><div>4.00°</div><div>TCH 48</div><div>6.6 NM</div><div>3.4 NM</div></div>					<div><div>2000</div><div>PFAIR</div></div> <div><div>145°</div><div>02</div><div>1</div><div>2</div><div>32</div><div>72</div><div>3204 X 75</div><div>4074 X 75</div></div>	
CATEGORY	A	B	C	D		
LNAV MDA	700-1	684 (700-1)		NA	REIL Rws 2 and 20	
CIRCLING	700-1	684 (700-1)		NA	REIL Rws 14 and 32 ①	
					MIRL Rws 2-20 and 14-32	

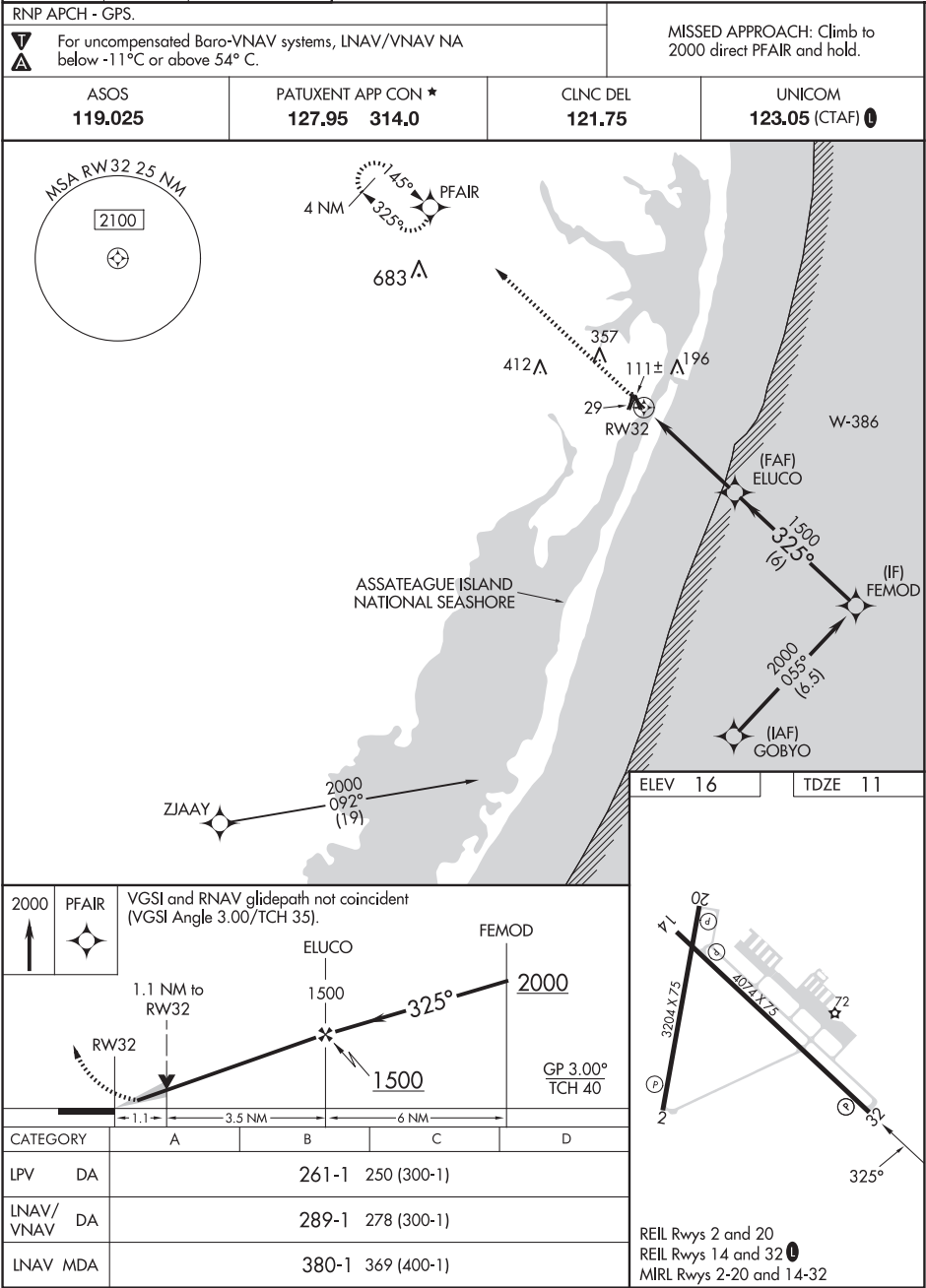
NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>61246</b> <b>W32A</b>	APP CRS <b>325°</b>	Rwy Idg <b>4074</b> TDZE <b>11</b> Apt Elev <b>16</b>
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RNAV (GPS) RWY 32

OCEAN CITY MUNI (OXB)



OCEAN CITY, MARYLAND

AL-5284 (FAA)

25163

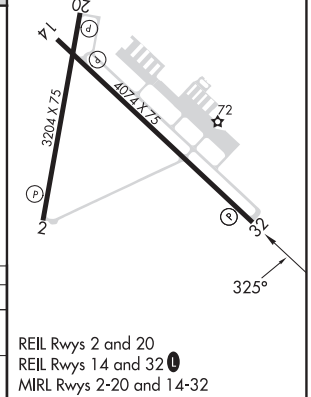
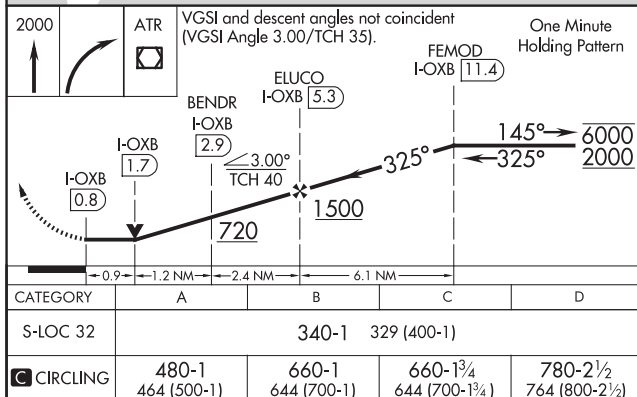
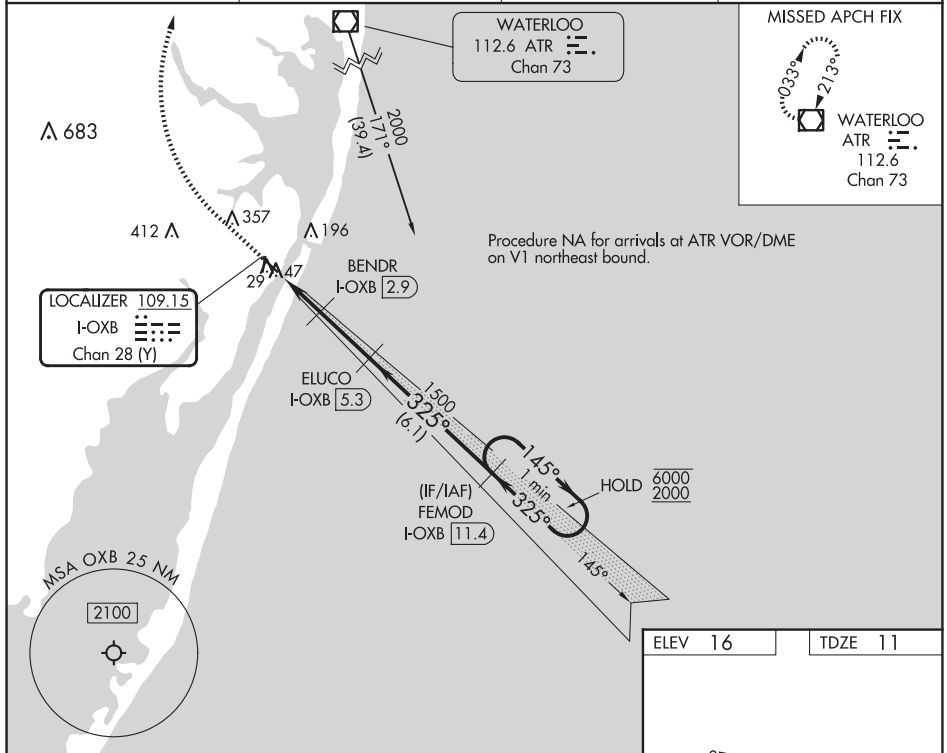
LOC/DME I-OXB <b>109.15</b> Chan <b>28</b> (Y)	APP CRS <b>325°</b>	Rwy Ldg TDZE Apt Elev <b>16</b>
Rwy Ldg <b>4074</b> TDZE <b>11</b>		

# LOC RWY 32

OCEAN CITY MUNI (OXB)

DME required.	MISSED APPROACH: Climb to 2000 then climbing right turn direct ATR VOR/DME and hold.
Circling Rwy 14, 20 NA at night.	

ASOS <b>119.025</b>	PATUXENT APP CON ★ <b>127.95 314.0</b>	CLNC DEL <b>121.75</b>	UNICOM <b>123.05</b> (CTAF)
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OCEAN CITY, MARYLAND  
Orig-A 12JUN25

38°19'N-75°07'W

OCEAN CITY MUNI (OXB)  
**LOC RWY 32**

REIL Rwy 2 and 20  
REIL Rwy 14 and 32   
MRL Rwy 2-20 and 14-32

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

VIRGINIA BEACH, VIRGINIA

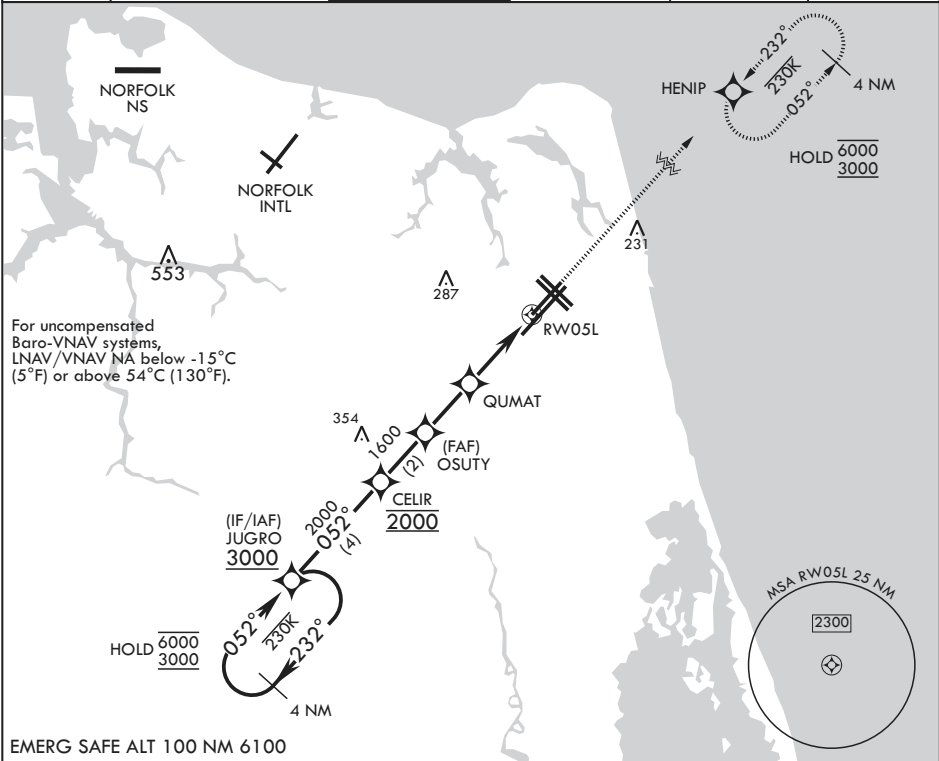
RNAV (GPS) RWY 5L

WAAS CH 63997 W05A	APCH CRS 052°	Rwy ldg TDZE Arpt Elev	8000 20 22
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- (USN) OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

RNP APCH-GPS	MISSED APPROACH: Climb to 3000 direct HENIP and hold. Continue climb in hold to 3000.
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ATIS 317.6	APP CON/DEP CON 123.9 266.8	TOWER 127.075 360.2	GND CON 119.6 336.4	CLNC DEL 254.4	ASR/PAR
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4 NM Holding Pattern JUGRO	3000	HENIP	ELEV 22	TDZE 20
6000 3000	232°	052°	052°	052°
GP 3.00° TCH 55	CELIR	OSUTY	QUMAT	RW05L
2000	1600	960	1.1 NM to RW05L	
			2 NM	2.8 NM
CATEGORY	A	B	C	D
LPV DA	220-3/4	200	(200-3/4)	
LNAV/VNAV DA	305-7/8 285 (300-7/8)	316-7/8 296 (300-7/8)	324-7/8 304 (400-7/8)	335-7/8 315 (400-7/8)
LNAV MDA	440-1 420 (500-1)	440-1 420 (500-1)	600-1 578 (600-1)	600-2 578 (600-2)
CIRCLING	500-1 478 (500-1)	500-1 478 (500-1)	600-1 578 (600-1)	600-2 578 (600-2)

VIRGINIA BEACH, VIRGINIA

36°49'N - 76°02'W OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

Amdt 5 12JUN25

RNAV (GPS) RWY 5L

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

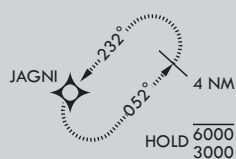
## RNAV (GPS) RWY 5R

OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

**MISSED APPROACH:** Climb to 3000 direct JAGNI and hold. Continue climb in hold to 3000.

**T** \* When ALS inop increase vis to 3/4 mile.  
\*\* When ALS inop increase vis to 7/8 mile.

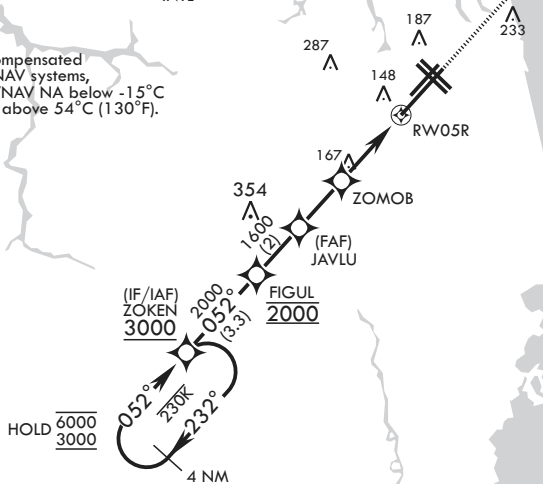
\*\*\* When ALS inop, increase CAT AB vis to 1 mile; CAT CD vis to 1 1/8 miles.



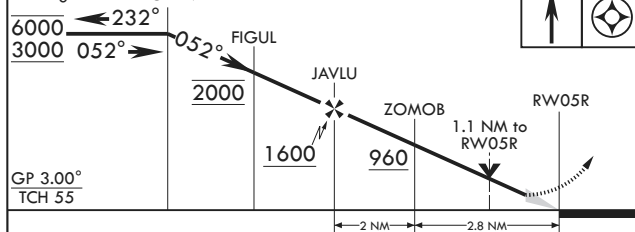
NORFOLK  
NS

NORFOLK  
INTL

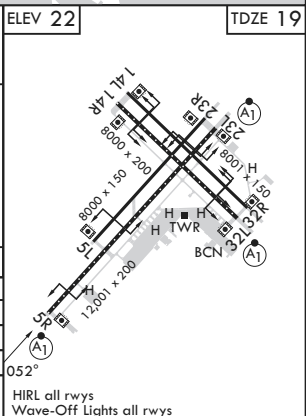
For uncompensated  
Baro-VNAV systems,  
LNAV/VNAV NA below -15°C  
(5°F) or above 54°C (130°F).



EMERG SAFE ALT 100 NM 6100



CATEGORY	A	B	C	D
LPV DA*	219-½	200	(200-½)	
RNAV/VNAV DA**	333-½	314	(400-½)	
RNAV MDA***	420-½	401 (400-½)	420-¾	401 (400-¾)
CIRCLING	500-1	478 (500-1)	600-1½ 578 (600-1½)	600-2 578 (600-2)



36°49'N - 76°02'W OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

Amdt 5 12JUN25

## RNAV (GPS) RWY 5R

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

VIRGINIA BEACH, VIRGINIA

RNAV (GPS) RWY 23L

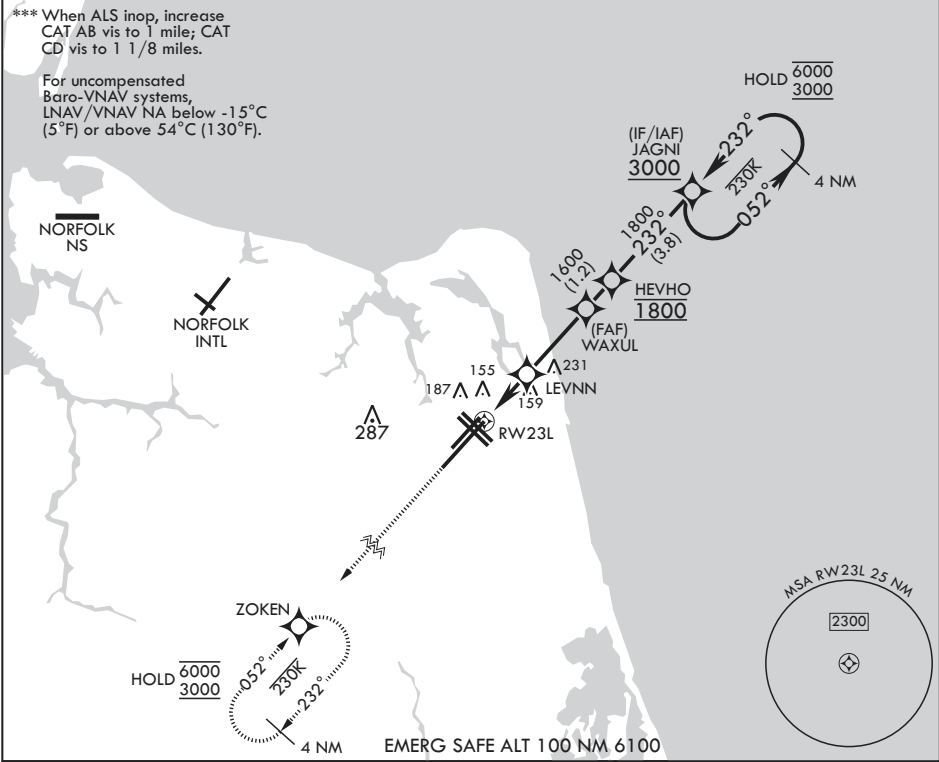
WAAS CH <b>67300</b> <b>W23A</b>	APCH CRS <b>232°</b>	Rwy ldg TDZE Arprt Elev	<b>12,001</b> <b>21</b> <b>22</b>
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- (USN)

OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

RNP APCH-GPS	ALSF-1	MISSED APPROACH: Climb to 3000 direct ZOKEN and hold.
* When ALS inop, increase vis to 3/4 mile. ** When ALS inop, increase vis to 7/8 mile.		

ATIS <b>317.6</b>	APP CON/DEP CON <b>123.9 266.8</b>	TOWER <b>127.075 360.2</b>	GND CON <b>119.6 336.4</b>	CLNC DEL <b>254.4</b>	ASR/PAR
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3000	ZOKEN	JAGNI	4 NM Holding Pattern	ELEV 22	TDZE 21
↑	⊙	HEVHO	052° 6000 232° 3000		
RW23L	LEVNN	WAXUL	GP 3.00° TCH 55		
1.1 NM to RW23L	700	1600			
2 NM	2.8 NM				
CATEGORY	A	B	C	D	
LPV DA*	221-1/2	200	(200-1/2)		
LNAV/VNAV DA**	324-1/2	303	(400-1/2)		
LNAV MDA***	420-1/2	399 (400-1/2)	420-5/8 399 (400-5/8)		
CIRCLING	500-1	478 (500-1)	600-1 1/2 578 (600-1 1/2)	600-2 578 (600-2)	
					HIRL all rwys Wave-Off Lights all rwys

VIRGINIA BEACH, VIRGINIA

36°49'N - 76°02'W OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

Amdt 5 12JUN25

RNAV (GPS) RWY 23L

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

VIRGINIA BEACH, VIRGINIA

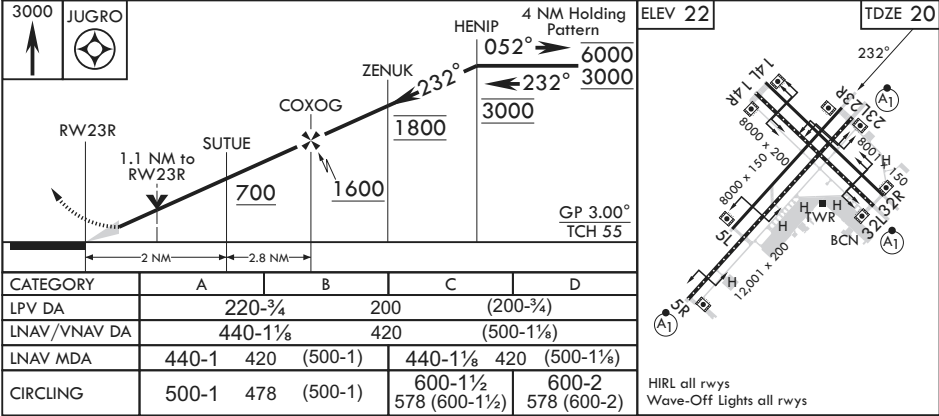
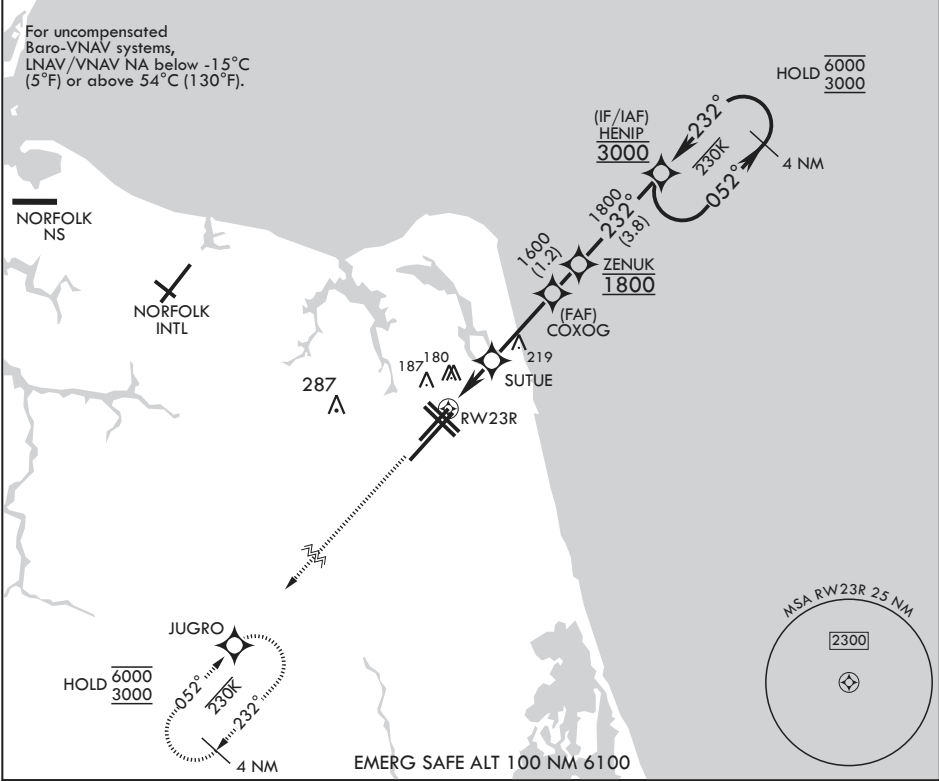
RNAV (GPS) RWY 23R

WAAS CH 71079 W23B	APCH CRS 232°	Rwy ldg TDZE Arpt Elev	8000 20 22
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- (USN) OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

RNP APCH-GPS MISSED APPROACH: Climb to 3000 direct JUGRO and hold.

ATIS 317.6	APP CON/DEP CON 123.9 266.8	TOWER 127.075 360.2	GND CON 119.6 336.4	CLNC DEL 254.4	ASR/PAR
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VIRGINIA BEACH, VIRGINIA

36°49'N - 76°02'W OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

Amdt 5 12JUN25

RNAV (GPS) RWY 23R

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

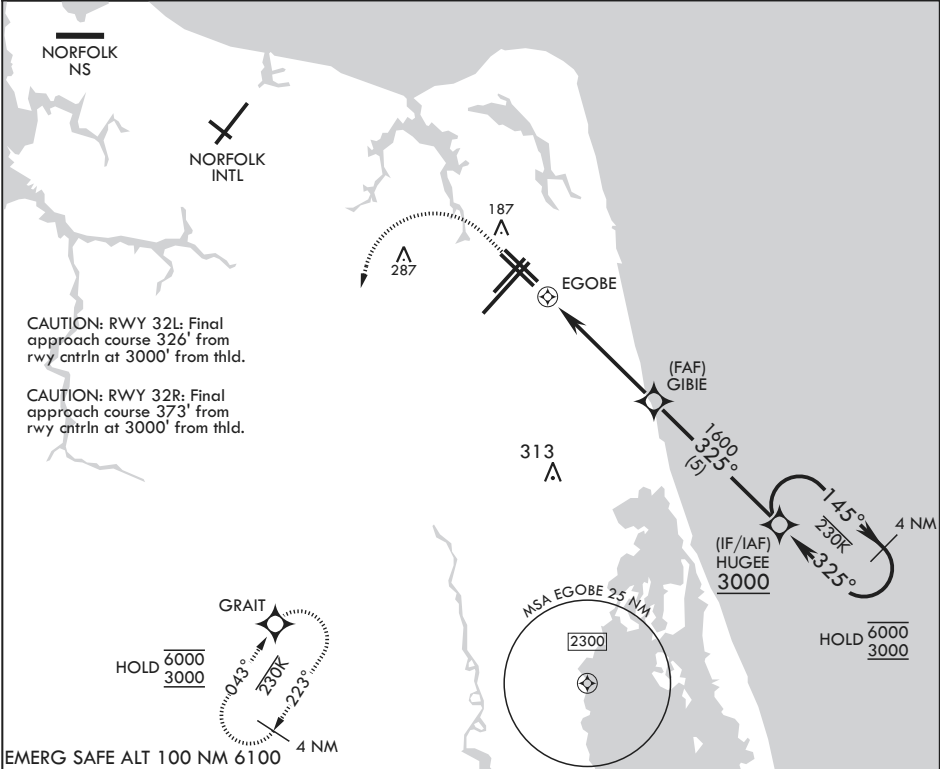


RNAV (GPS) RWY 32L/R

APCH CRS 325°	Rwy Idg	32L	32R
		8000	8001
		22	20
		Arpt Elev	22

- (USN) OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

RNP APCH-GPS		Rwy 32L ALSF-1	MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct GRAIT and hold.		
▼ * When ALS inop increase CAT AB vis to 1 mile, CAT CD vis to 1 1/8 miles.					
ATIS 317.6	APP CON/DEP CON 123.9 266.8	TOWER 127.075 360.2	GND CON 119.6 336.4	CLNC DEL 254.4	ASR/PAR



EMERG SAFE ALT 100 NM 6100 4 NM		ELEV 22		TDZE 32L 22 TDZE 32R 20	
CATEGORY	A	B	C	D	
LNAV MDA 32R	460-1	440 (500-1)	460-1 1/4	440 (500-1 1/4)	
LNAV MDA 32L*	460-1/2	438 (500-1/2)	460-3/4	438 (500-3/4)	
CIRCLING	500-1	478 (500-1)	600-1 1/2 578 (600-1 1/2)	600-2 578 (600-2)	

RNAV (GPS) RWY 32L/R

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

VIRGINIA BEACH, VIRGINIA

TACAN Y RWY 5L

TACAN NTU Chan 113	APCH CRS 043°	Rwy Idg 8000 TDZE 20 Arprt Elev 22
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[USN]

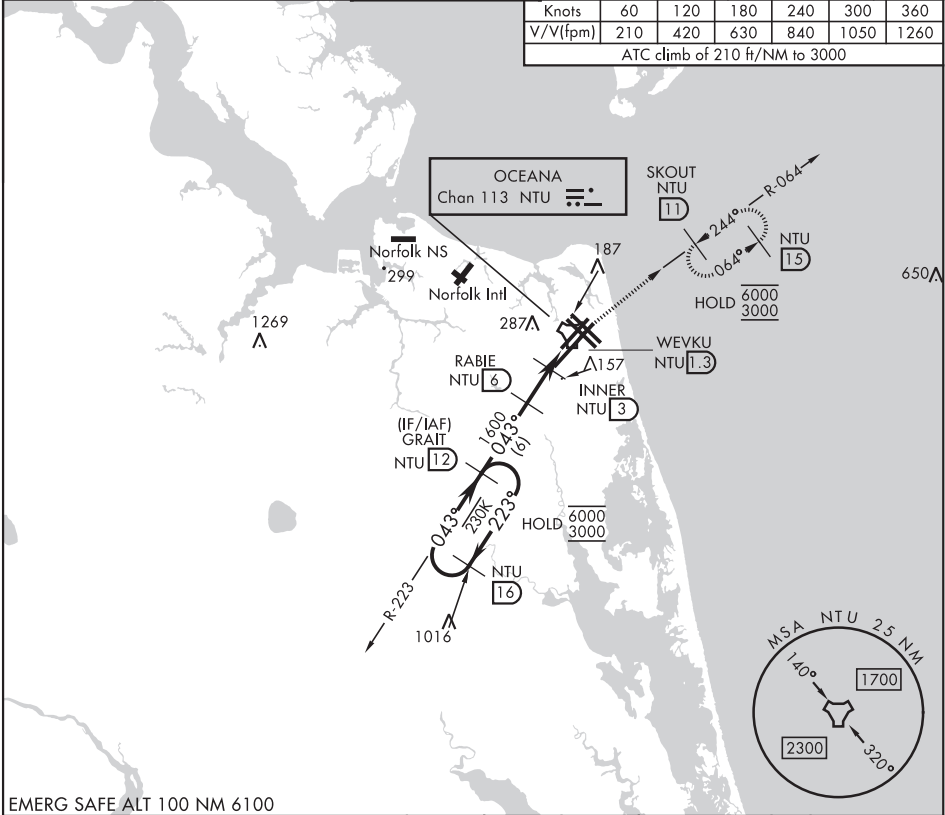
OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)



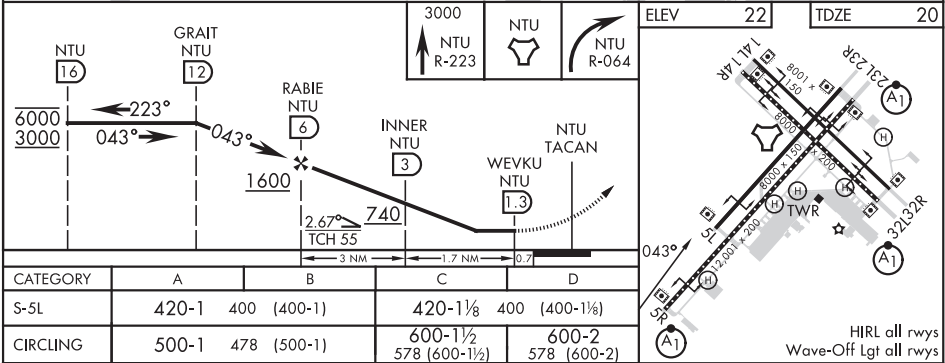
MISSED APPROACH: Climb to 3000 via R-223 to NTU TACAN then via R-064 to SKOUT and hold.

ATIS 317.6	APP/DEP CON 123.9 266.8	TOWER 127.075 360.2	GND CON 119.6 336.4	CLNC DEL 254.4	ASR/ PAR
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Knots	60	120	180	240	300	360
V/V(fpm)	210	420	630	840	1050	1260
ATC climb of 210 ft/NM to 3000						



EMERG SAFE ALT 100 NM 6100



VIRGINIA BEACH, VIRGINIA

36° 49' N-76° 02' W

OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

Amtd 1 12JUN25

TACAN Y RWY 5L

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

TACAN Y RWY 5R

TACAN NTU	APCH CRS	Rwy Idg
Chan 113	043°	TDZE 12,001
		Arprt Elev 19 22

[USN]

OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

▼

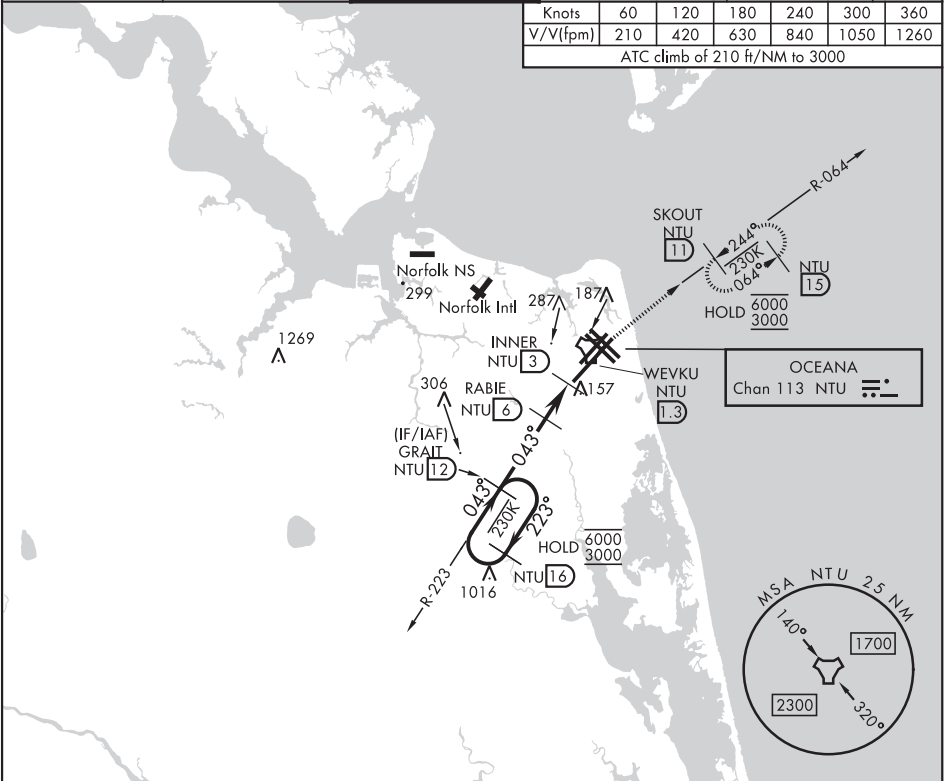
\* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1½ miles.

ALSF-1

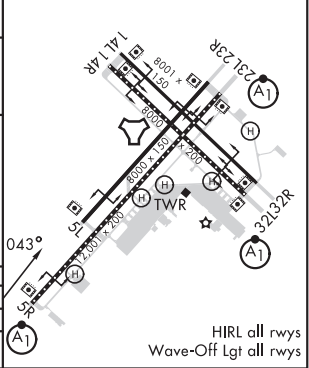
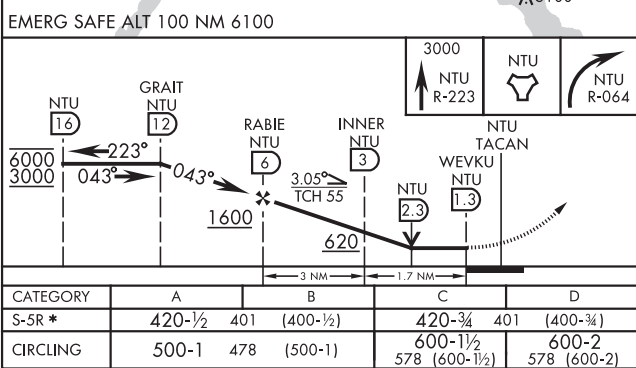
MISSED APPROACH: Climb to 3000 via R-223 to NTU TACAN then via R-064 to SKOUT and hold.

ATIS 317.6	APP/DEP CON 123.9 266.8	TOWER 127.075 360.2	GND CON 119.6 336.4	CLNC DEL 254.4	ASR/ PAR
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Knots	60	120	180	240	300	360
V/V(fpm)	210	420	630	840	1050	1260
ATC climb of 210 ft/NM to 3000						



ELEV 22	TDZE 19
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TACAN Y RWY 5R

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

VIRGINIA BEACH, VIRGINIA

TACAN Y RWY 23L/R

TACAN NTU Chan <b>113</b>	APCH CRS <b>244°</b>	Rwy Idg 23L <b>12,001</b> TDZE 23L <b>21</b> Arpt Elev <b>22</b>	23R <b>8000</b> <b>20</b>
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[USN]  
OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

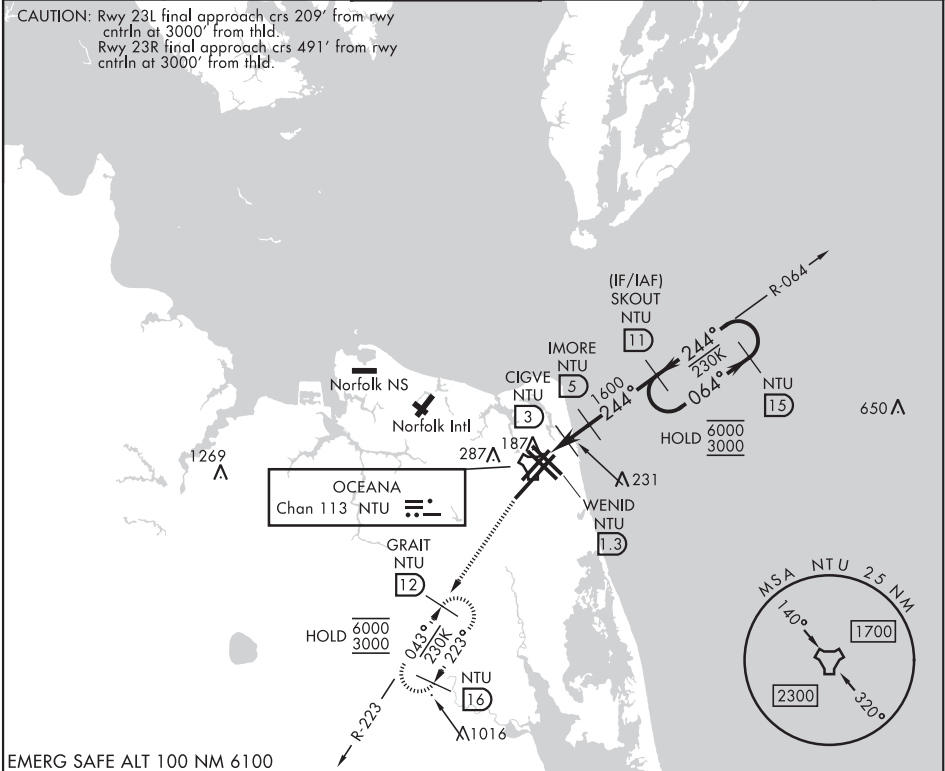
⚠ \* When ALS inop, increase CAT AB vis to 1 mile,  
CAT CD vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 3000 via R-064 to NTU  
TACAN then via R-223 to GRAIT and hold.

ATIS <b>317.6</b>	APP/DEP CON <b>123.9 266.8</b>	TOWER <b>127.075 360.2</b>	GND CON <b>119.6 336.4</b>	CLNC DEL <b>254.4</b>	ASR/ PAR
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CAUTION: Rwy 23L final approach crs 209° from rwy  
cntrln at 3000' from thld.  
Rwy 23R final approach crs 491° from rwy  
cntrln at 3000' from thld.



EMERG SAFE ALT 100 NM 6100

3000 NTU R-064

NTU R-223

CATEGORY	A	B	C	D
S-23L *	440-½	419 (500-½)	440-¾	419 (500-¾)
S-23R	440-1	420 (500-1)	440-1⅛	420 (500-1⅛)
CIRCLING	500-1	478 (500-1)	600-1½ 578 (600-½)	600-2 578 (600-2)

ELEV 22

TDZE 23L 21  
TDZE 23R 20

HIRL all rwy  
Wave-Off Lgt all rwy

VIRGINIA BEACH, VIRGINIA

36°49'N-76°02'W

OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

Amtd 1 12JUN25

TACAN Y RWY 23L/R

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

TACAN NTU Chan 113	APCH CRS 309°	Rwy Idg 32L 8000 32R 8001
		TDZE 32L 22 32R 20
		Arpt Elev 22

[USN]  
OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

TACAN Y RWY 32L/R

ALSF-1

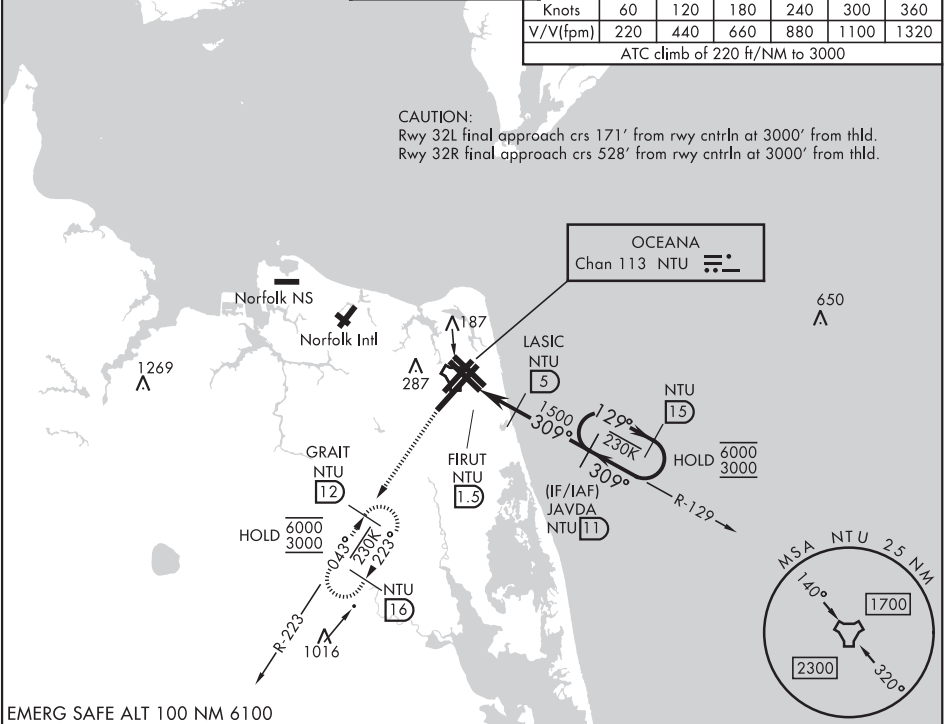
\* When ALS inop, increase CAT AB vis to 1 mile,  
CAT CD vis to 1¼ miles.

MISSED APPROACH: Climbing left turn to 3000,  
intercept NTU TACAN R-223 to GRAIT and hold.

ATIS 317.6	APP/DEP CON 123.9 266.8	TOWER 127.075 360.2	GND CON 119.6 336.4	CLNC DEL 254.4	ASR/ PAR
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Knots	60	120	180	240	300	360
V/V(fpm)	220	440	660	880	1100	1320
ATC climb of 220 ft/NM to 3000						

CAUTION:  
Rwy 32L final approach crs 171° from rwy cntrln at 3000' from thld.  
Rwy 32R final approach crs 528° from rwy cntrln at 3000' from thld.



EMERG SAFE ALT 100 NM 6100

3000 NTU R-223

GRAIT NTU 12

NTU TACAN

FIRUT NTU 1.5

LASIC NTU 5

JAVDA NTU 11

NTU 15

6000 3000

129°

309°

309°

3.31° TCH 55 Rwy 32L

3.33° TCH 55 Rwy 32R

3.5 NM

ELEV 22

TDZE 32L 22

TDZE 32R 20

CATEGORY	A	B	C	D
S-32L *	460-1/2	438 (500-1/2)	460-3/4	438 (500-3/4)
S-32R	460-1	440 (500-1)	460-1 1/4	440 (500-1 1/4)
CIRCLING	500-1	478 (500-1)	600-1 1/2 578 (600-1/2)	600-2 578 (600-2)

HIRL all rwy's  
Wave-Off Lgt all rwy's

TACAN Y RWY 32L/R

## AIRPORT DIAGRAM

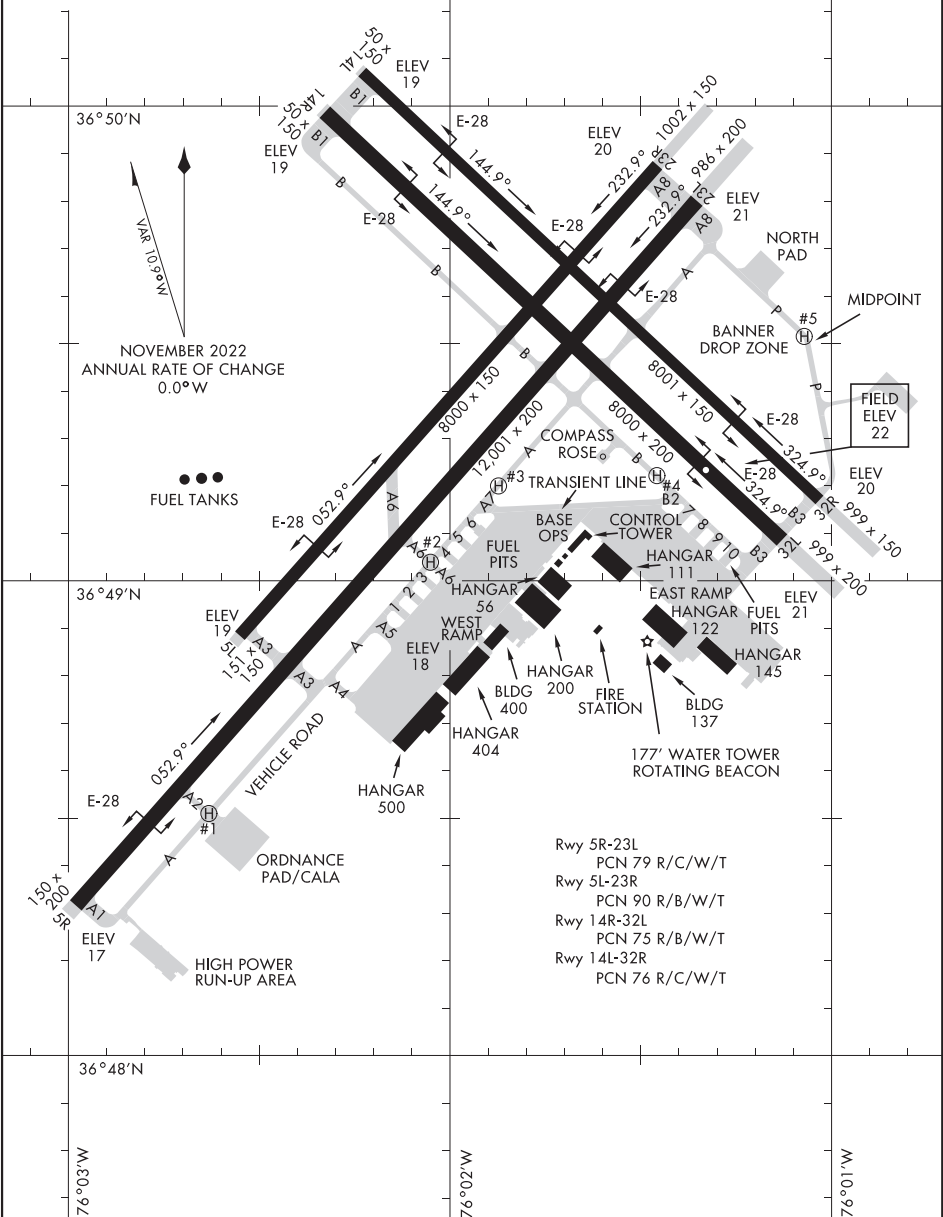
[USN]

OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

VIRGINIA BEACH, VIRGINIA

ATIS 317.6  
OCEANA TOWER  
127.075 360.2  
GND CON  
119.6 336.4  
CLNC DEL  
254.4

NE-3, 07 AUG 2025 to 02 OCT 2025



NE-3, 07 AUG 2025 to 02 OCT 2025

## AIRPORT DIAGRAM

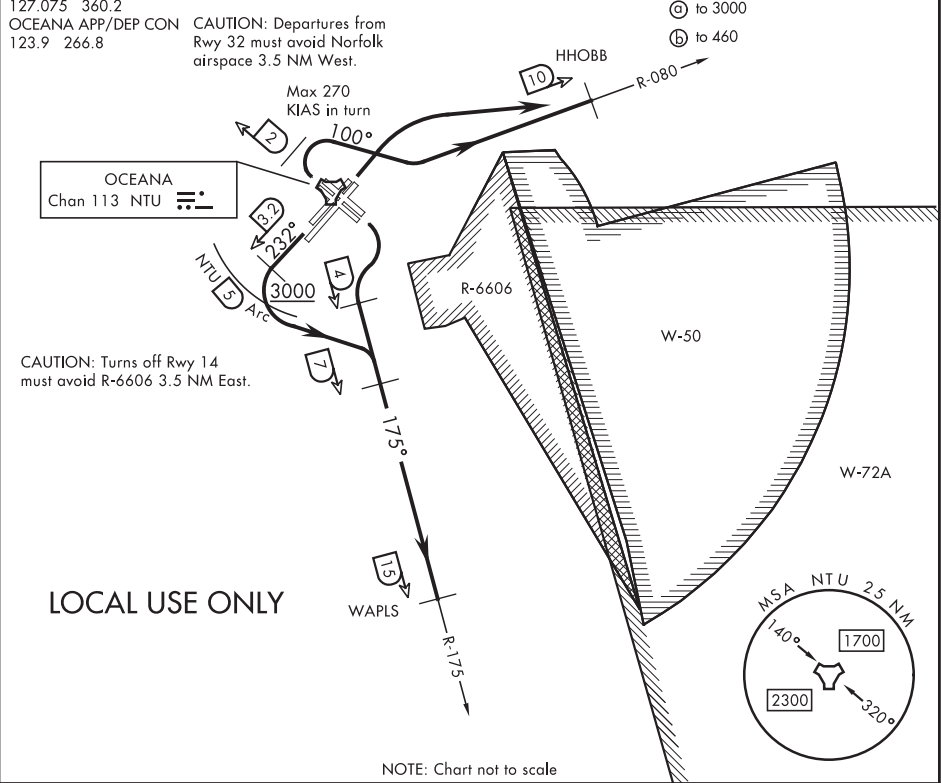
VIRGINIA BEACH, VIRGINIA  
OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

ATIS 317.6	TACAN required	Rwy	Knots	60	120	180	240	300	360
CLNC DEL		23L	⊙ V/V(fpm)	805	1610	2415	3220	4025	4830
254.4		23R	⊙ V/V(fpm)	683	1366	2049	2732	3415	4098
GND CON		32L/R	⊙ V/V(fpm)	280	560	840	1120	1400	1680
119.6 336.4									
TOWER									
127.075 360.2									
OCEANA APP/DEP CON									
123.9 266.8									

CAUTION: Departures from Rwy 32 must avoid Norfolk airspace 3.5 NM West.

ATC Climb Rate

- ⓐ to 3000
- ⓑ to 460



NOTE: Chart not to scale

▼

DEPARTURE ROUTE DESCRIPTION

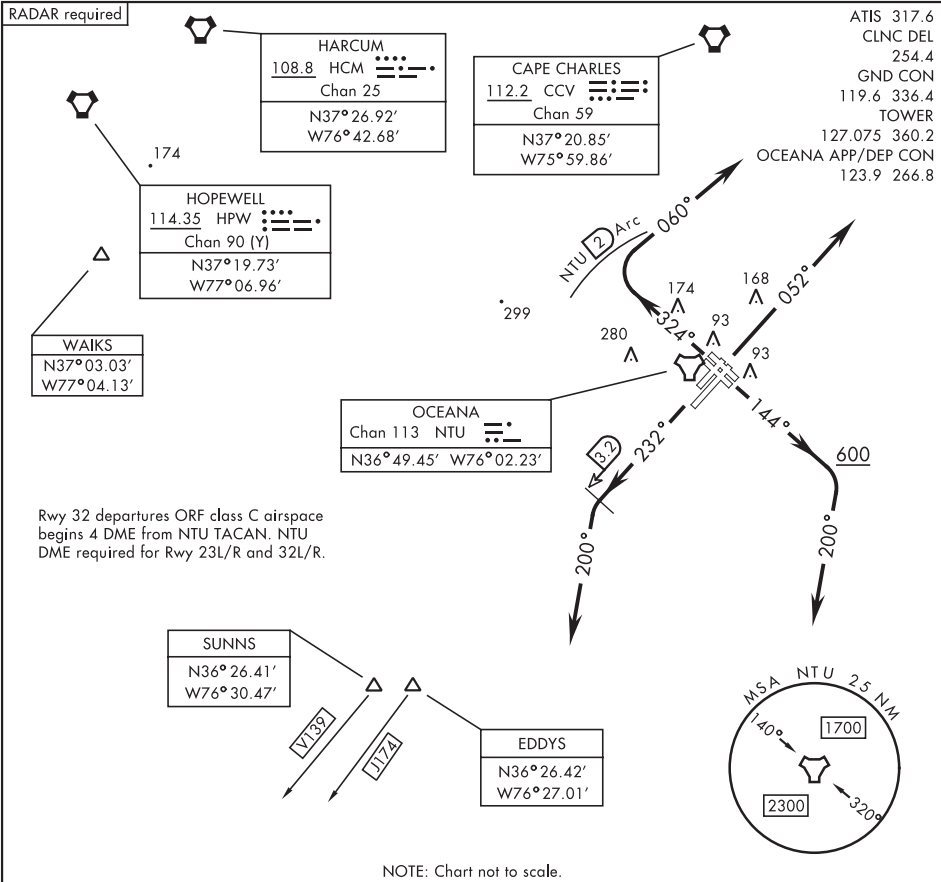
TAKEOFF RWY 5L/R: Climbing right turn to intercept NTU TACAN R-080 to HHOB.

TAKEOFF RWY 14L/R: Climbing right turn to intercept NTU TACAN R-175 no later than 4 DME to WAPLS.

TAKEOFF RWY 23L/R: Climb via heading 322°, crossing NTU TACAN 3.2 DME turn left to intercept NTU R-175 no later than 7 DME to WAPLS. Cross NTU 5 DME Arc at or above 3000.

TAKEOFF RWY 32L/R: Climbing right turn heading 100° within NTU TACAN 2 DME, intercept NTU R-080 to HHOB. Do not exceed 270 KIAS on initial turn.

...Thence maintain 4000 or ATC assigned altitude.



**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RWY 5L/R:** Climb heading 052°. Thence...

**TAKEOFF RWY 14L/R:** Climb heading 144° to 600 then climbing right turn heading 200°. Thence...

**TAKEOFF RWY 23L/R:** Climb heading 232°, crossing NTU TACAN 3.2 DME, turn left heading 200°. Thence...

**TAKEOFF RWY 32L/R:** Climb heading 324° to assigned altitude, turn right heading 060° within NTU TACAN 2 DME. Thence...  
...maintain 4000 or assigned lower altitude.

**CAPE CHARLES TRANSITION (NTU6.CCV):** Via RADAR vectors to CCV VORTAC.

**EDDYS TRANSITION (NTU6.EDDYS):** Via RADAR vectors to EDDYS.

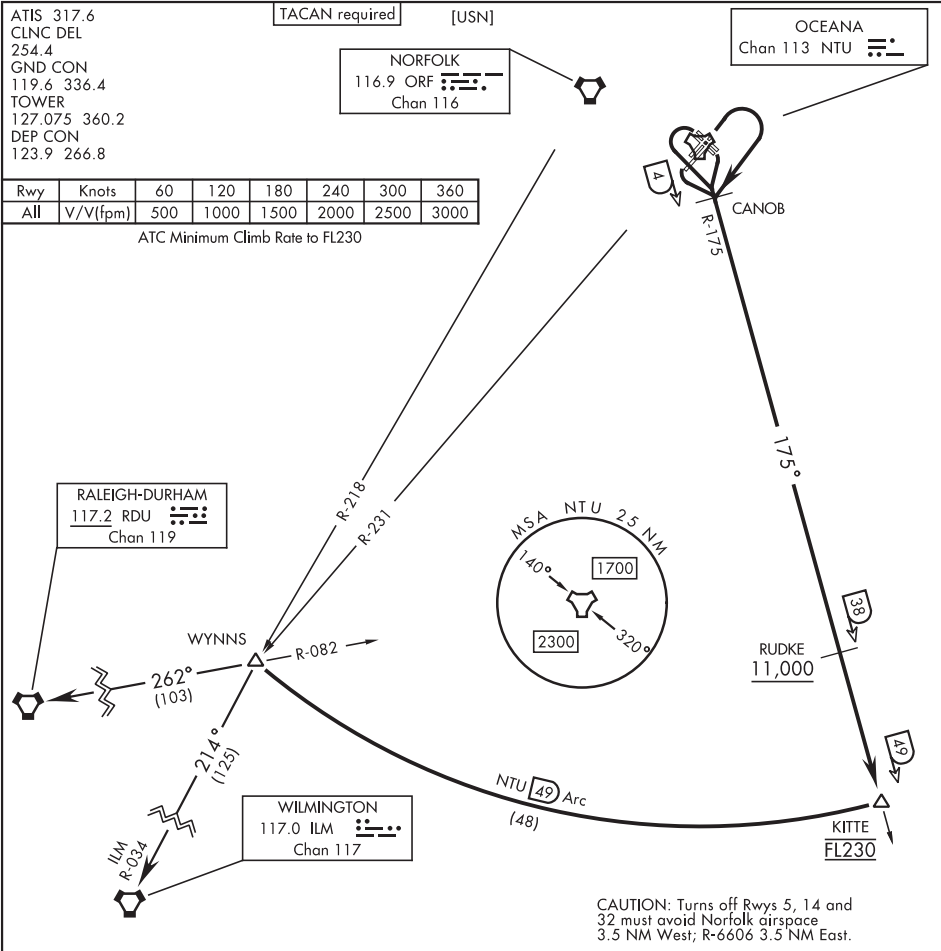
**HARCUM TRANSITION (NTU6.HCM):** Via RADAR vectors to HCM VORTAC.

**HOPEWELL TRANSITION (NTU6.HPW):** Via RADAR vectors to HPW VORTAC.  
(At or below 17,000 only).

**SUNNS TRANSITION (NTU6.SUNNS):** Via RADAR vectors to SUNNS.  
(At or below 17,000 only).

**WAIKS TRANSITION (NTU6.WAIKS):** Via RADAR vectors to WAIKS.







WAAS CH <b>56447</b> <b>W26A</b>	APP CRS <b>255°</b>	Rwy Ldg TDZE <b>464</b> Apt Elev <b>464</b>
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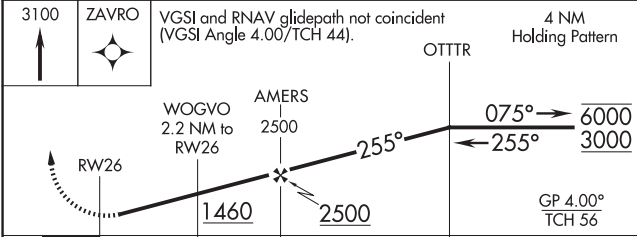
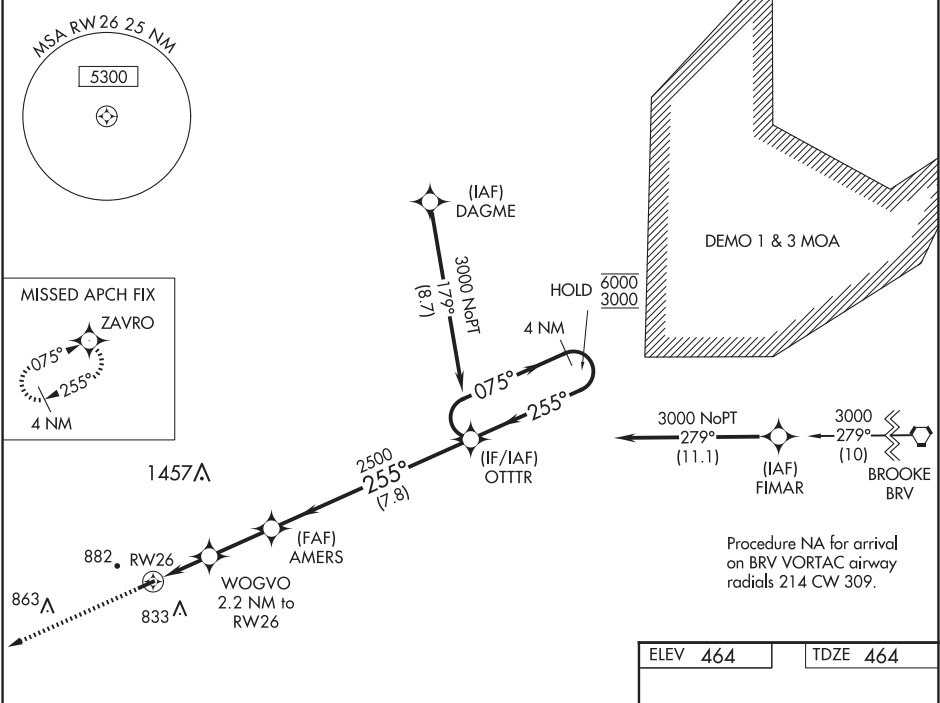
RNAV (GPS) RWY 26

ORANGE COUNTY (OMH)

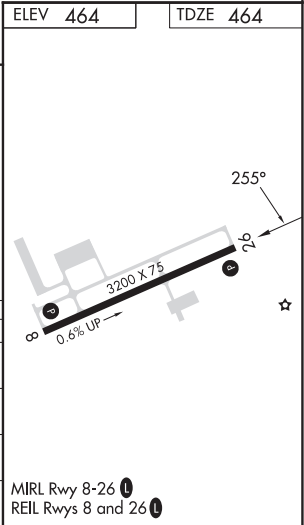
RNP APCH - GPS.

<div><div>Procedure NA at night. Rwy 26 helicopter visibility reduction below 1SM NA.</div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.</div></div>	MISSED APPROACH: Climb to 3100 direct ZAVRO and hold.
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AWOS-3 <b>118.075</b>	POTOMAC APP CON <b>132.85 323.125</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA	808-1	344 (400-1)	NA	
LNAV/VNAV DA	914-1 $\frac{3}{8}$	450 (500-1 $\frac{3}{8}$ )	NA	
LNAV MDA	1000-1	536 (600-1)	NA	
<b>C</b> CIRCLING	1320-1 $\frac{1}{4}$	856 (900-1 $\frac{1}{4}$ )	NA	



NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

ORANGE, VIRGINIA

AL-6565 (FAA)

22363

VORTAC GVE	APP CRS	Rwy Idg	N/A
115.6	026°	TDZE	N/A
Chan 103		Apt Elev	464

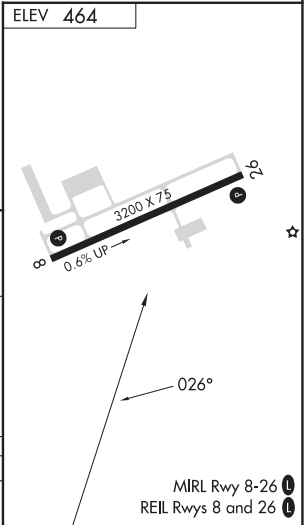
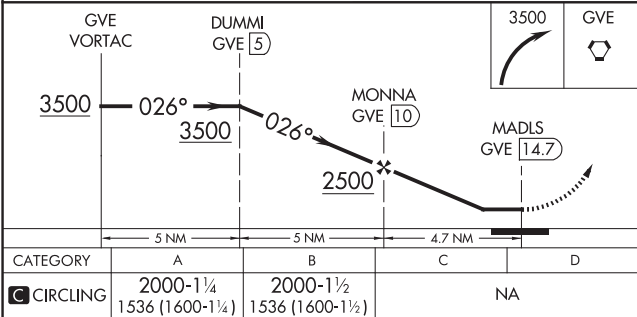
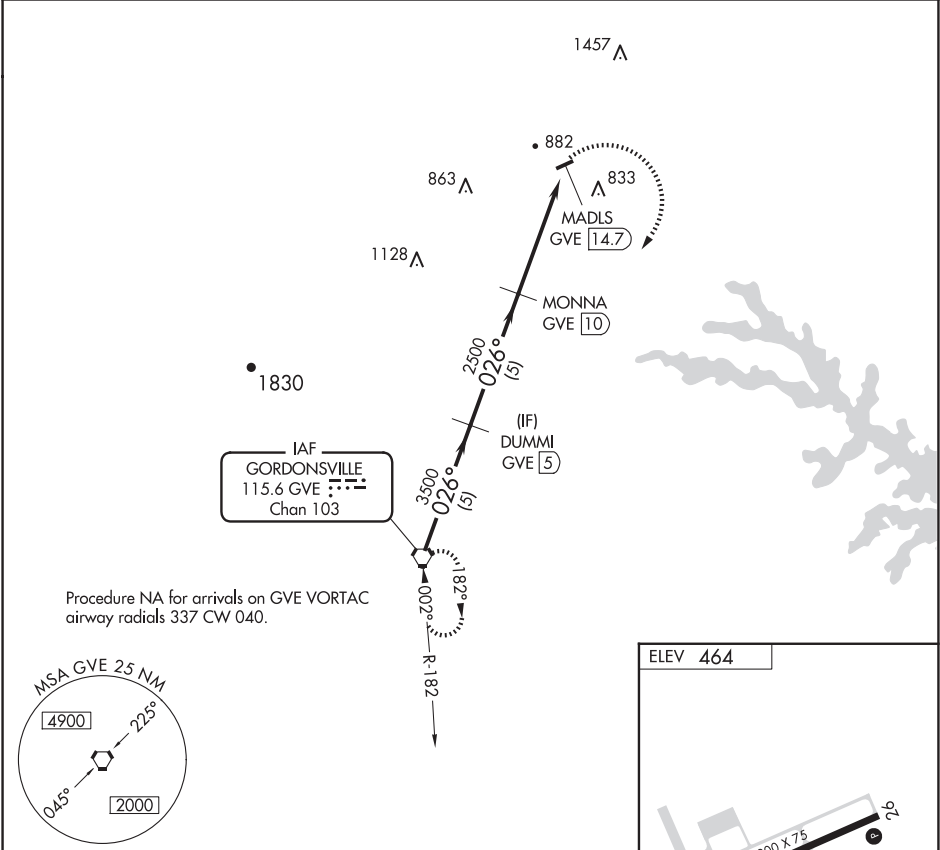
VOR/DME-A  
ORANGE COUNTY (OMH)

**T** Circling to Rwy 26 NA at night. When local altimeter setting not received, use Charlottesville altimeter setting and increase all MDA 80 feet.

**A** Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 3500 direct GVE VORTAC and hold.

AWOS-3 118.075	POTOMAC APP CON 132.85 323.125	UNICOM 122.8 (CTAF) <b>0</b>
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ORANGE, VIRGINIA  
Amdt 3 29MAY14

38°15'N - 78°03'W

ORANGE COUNTY (OMH)  
VOR/DME-A

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

PATUXENT RIVER, MARYLAND

ILS or LOC RWY 6

LOC/DME I-NHK <b>108.7</b> Chan <b>24</b>	APCH CRS <b>059°</b>	Rwy Idg <b>11,799</b> TDZE <b>39</b> Arpt Elev <b>39</b>
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[USN]

PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

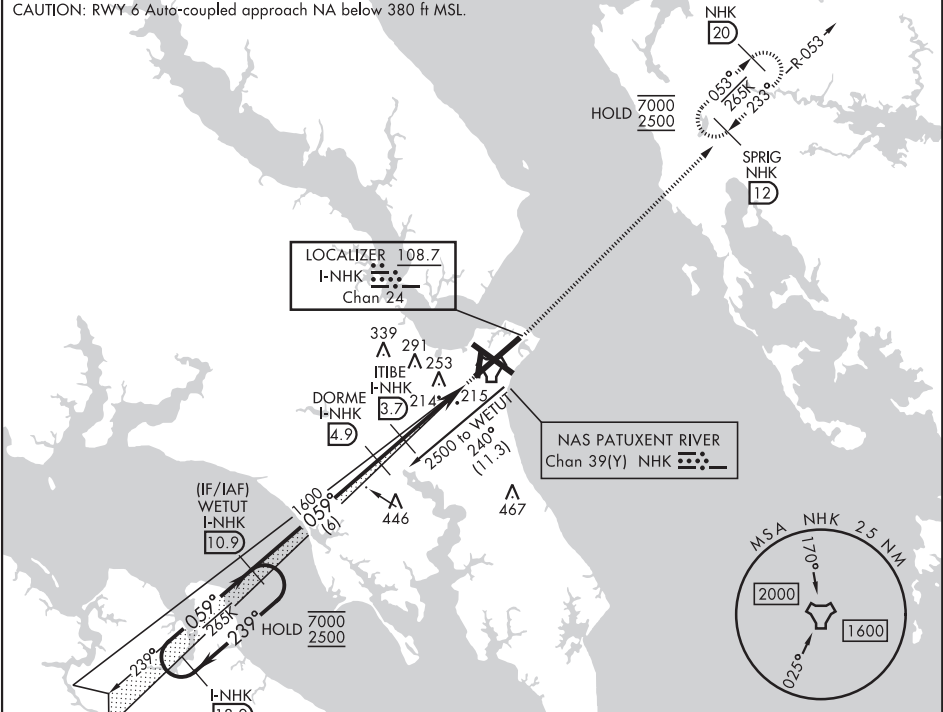
▼ \* When ALS inop, increase vis to ¾ mile.  
\*\* When ALS inop, increase CAT AB vis to 1 mile;  
CAT CDE vis to 1½ miles.

ALSF-1

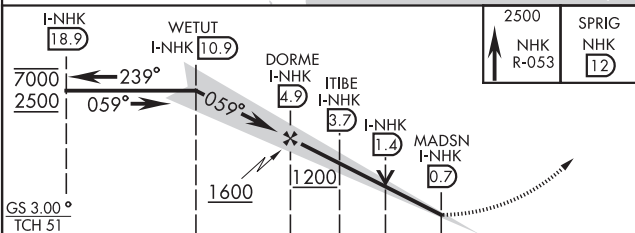
MISSED APPROACH: Climb to 2500 heading 059° and intercept NHK TACAN R-053 to SPRIG and hold.

ATIS <b>322.425</b>	APP/DEP CON * <b>121.0 250.3</b>	TOWER <b>123.7 343.65</b>	GND CON <b>120.6 336.4</b>	CLNC DEL <b>135.2 316.125</b>	ASR/PAR
------------------------	-------------------------------------	------------------------------	-------------------------------	----------------------------------	---------

CAUTION: RWY 6 Auto-coupled approach NA below 380 ft MSL.



EMERG SAFE ALT 100 NM 5200



CATEGORY	A	B	C	D	E
S-ILS 6 *	239-½		200	(200-½)	
S-LOC 6 **	480-½	441 (500-½)	480-¾	441 (500-¾)	
CIRCLING	520-1 481	560-1 521	620-1½ 581	700-2 661	820-2¾ 781
	(500-1)	(600-1)	(600-1½)	(700-2)	(800-2¾)

PATUXENT RIVER, MARYLAND

38° 17' N-76° 25' W

PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

Amtd 1 07AUG25

ILS or LOC RWY 6

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

PATUXENT RIVER, MARYLAND

WAAS CH <b>54738</b> <b>W06A</b>	APCH CRS <b>059°</b>	Rwy Idg <b>11,799</b> TDZE <b>39</b> Arpt Elev <b>39</b>
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(USN)

PATUXENT RIVER NAS (TRAPNELL FLD) (KNHK)

RNP APCH-GPS

**T** \* When ALS inop, increase vis to 3/4 mile.  
 \*\* When ALS inop, increase vis to 1 3/8 miles.  
 \*\*\* When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1 3/8 miles.

ALSF-1

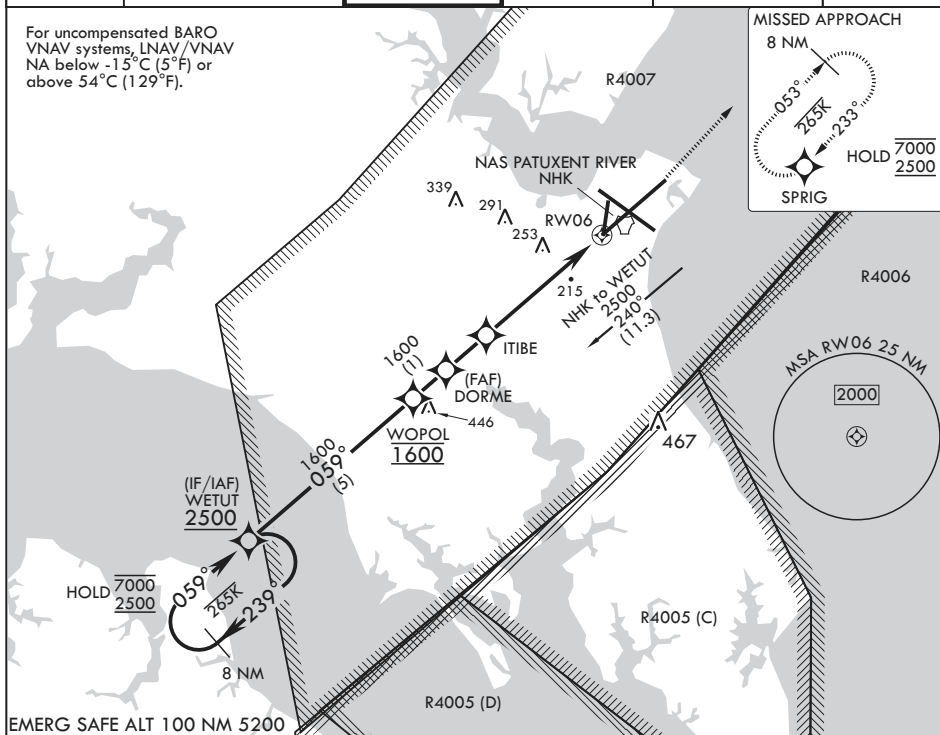


**MISSED APPROACH:** Climb to 600 then climbing left turn to 2500 direct SPRIG and hold.


ATIS 322.425	APP CON/DEP CON* 121.0 250.3	TOWER 123.7 343.65	GND CON 120.6 336.4	CLNC DEL 135.2 316.125	ASR/PAR
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For uncompensated BARO  
VNAV systems, LNAV/VNAV  
NA below -15°C (5°F) or  
above 54°C (129°F).

**MISSED APPROACH**



EMERG SAFE ALT 100 NM 5200

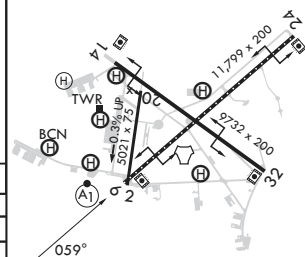
8 NM Holding Pattern <sub>WETUT</sub>	600 ↑ crs 059°	2500 ↶	SPRIG 	ELEV 39	TDZE 39
7000 ← 239°					

7000 239°  
2500 059°  
GP 3.00°  
TCH 51  
1600 WOPOL DORME  
1600 1

GP 3.00
TCH 5

A diagram of a double-stranded DNA molecule. It consists of two horizontal lines representing the DNA strands. On the left, the strands are connected by a vertical line segment labeled "1.2 nm". To the right of this segment, the two strands continue horizontally and are separated by a gap labeled "3.5 nm".

CATEGORY	A	B	C	D	E
LPV DA*	239-½		200	(200-½)	
LNAV/VNAV DA**	480-½		441	(500-½)	
LNAV MDA***	480-½	441 (500-½)	480-½	441	(500-½)
CIRCLING	520-1 481 (500-1)	560-1 521 (600-1)	620-1½ 581 (600-1½)	700-2 661 (700-2)	820-2¾ 781 (800-2¾)



HIRL Rwy 6-24 and 14-32  
TDZL/CL Rwy 6

PATUXENT RIVER, MARYLAND

38°17'N - 76°25'W PATUXENT RIVER NAS (TRAPNELL FLD) (KNHK)

Amdt 4 07AUG25

RNAV (GPS) RWY 6

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

PATUXENT RIVER, MARYLAND

WAAS CH <b>87821</b> <b>W14A</b>	APCH CRS <b>136°</b>	Rwy ldg TDZE <b>27</b> Arpt Elev <b>39</b>
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(USN)

# RNAV (GPS) RWY 14

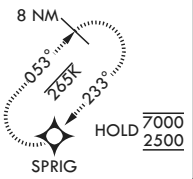
PATUXENT RIVER NAS (TRAPNELL FLD) (KNHK)

RNP APCH-GPS	MISSED APPROACH: Climb to 600, then climbing left turn to 2500 direct SPRIG and hold.
RADAR required	

ATIS <b>322.425</b>	APP CON/DEP CON* <b>121.0 250.3</b>	TOWER <b>123.7 343.65</b>	GND CON <b>120.6 336.4</b>	CLNC DEL <b>135.2 316.125</b>	ASR/PAR
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For uncompensated Baro-VNAV systems, Procedure NA below -15°C (5°F) or above 54°C (129°F).

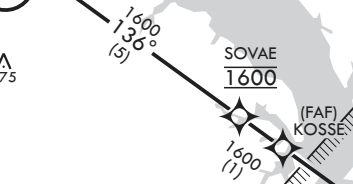
## MISSED APPROACH



HOLD 7000  
2500



475



CAUTION: High volume VFR traffic in vicinity of KOSSE during VMC.

R4007

339

291

253

215

NHK to STEVR

NAS PATUXENT RIVER NHK

RWY 14

215

MSA RW14 25 NM

2000

EMERG SAFE ALT 100 NM 5200

8 NM Holding Pattern

7000  
2500

STEVR

316°

136°

SOVAE

1600

KOSSE

1600

RWY 14

1.3 NM to RWY 14

4.8 NM

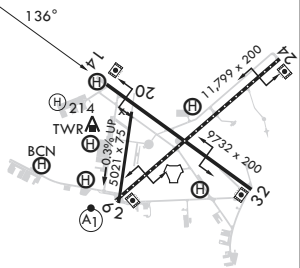
GP 3.00°  
TCH 50

CATEGORY	A	B	C	D	E
LPV DA	227-¾		200	(200-¾)	
LNAV/VNAV DA	379-1 352 (400-1)	390-1 363 (400-1)	398-1 371 (400-1)	409-1½ 382 (400-1½)	
LNAV MDA	500-1 473 (500-1)		500-1½ 473 (500-1½)		
CIRCLING	520-1 481 (500-1)	560-1 521 (600-1)	620-1½ 581 (600-1½)	700-2 661 (700-2)	820-2¾ 781 (800-2¾)

SPRIG

ELEV 39

TDZE 27



PATUXENT RIVER, MARYLAND

38°17'N - 76°25'W PATUXENT RIVER NAS (TRAPNELL FLD) (KNHK)

Amtrd 4 07AUG25

# RNAV (GPS) RWY 14

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

PATUXENT RIVER, MARYLAND

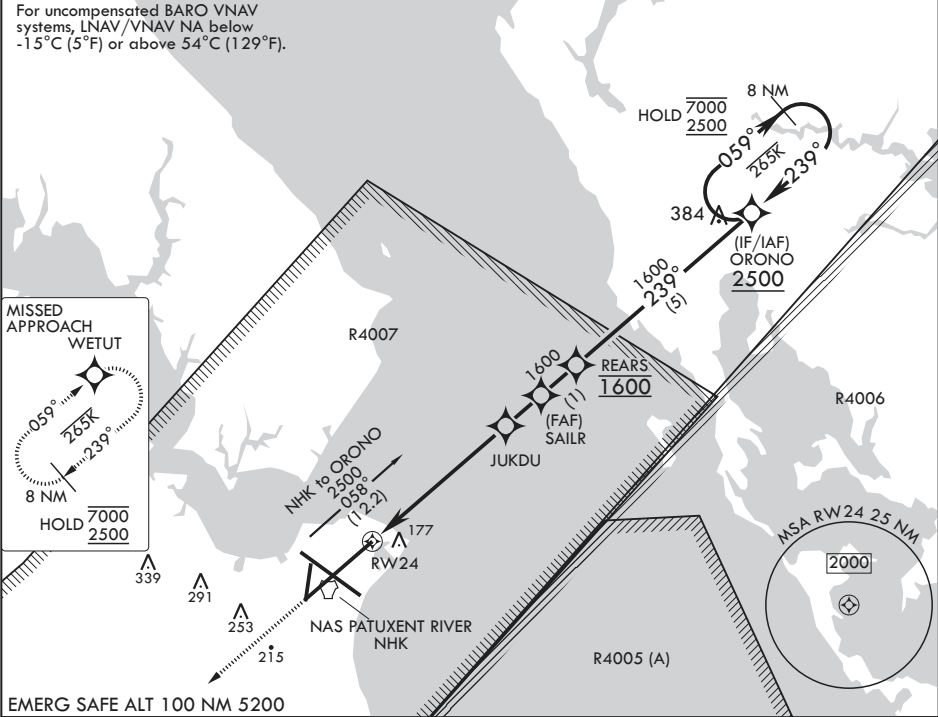
RNAV (GPS) RWY 24

WAAS CH 72589 W24A	APCH CRS 239°	Rwy ldg TDZE Arpt Elev	11,799 20 39
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(USN) PATUXENT RIVER NAS (TRAPNELL FLD) (KNHK)

RNP APCH-GPS MISSED APPROACH: Climb to 2500 direct WETUT and hold.

ATIS 322.425	APP CON/DEP CON* 121.0 250.3	TOWER 123.7 343.65	GND CON 120.6 336.4	CLNC DEL 135.2 316.125	ASR/PAR
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EMERG SAFE ALT 100 NM 5200

2500 WETUT

ORONO Holding Pattern

GP 3.00° TCH 50

CATEGORY	A	B	C	D	E
LPV DA	220-¾		200	(200-¾)	
LNAV/VNAV DA	308-¾ 288 (300-¾)	319-¾ 299 (300-¾)	327-¾ 307 (300-¾)	338-¾ 318 (300-¾)	
LNAV MDA	440-1 420 (500-1)	440-1½ 420 (500-1½)			
CIRCLING	520-1 481 (500-1)	560-1 521 (600-1)	620-1½ 581 (600-1½)	700-2 661 (700-2)	820-2¾ 781 (800-2¾)

HIRL Rwy 6-24 and 14-32  
TDZL/CL Rwy 6

PATUXENT RIVER, MARYLAND

38°17'N - 76°25'W PATUXENT RIVER NAS (TRAPNELL FLD) (KNHK)

Amtrd 4 07AUG25

RNAV (GPS) RWY 24

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

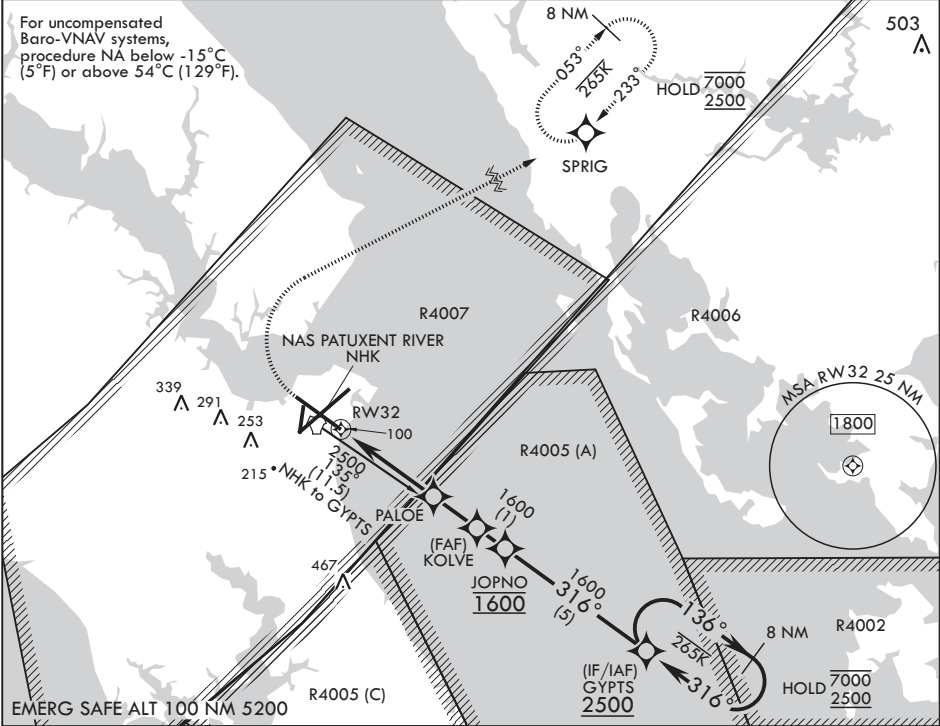


WAAS CH <b>66540</b> <b>W32A</b>	APCH CRS <b>316°</b>	Rwy Idg TDZE <b>18</b> Arpt Elev <b>39</b>
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(USN) PATUXENT RIVER NAS (TRAPNELL FLD) (KNHK)

RNP APCH-GPS	MISSED APPROACH: Climb to 600, then climbing right turn to 2500 direct SPRIG and hold.
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ATIS <b>322.425</b>	APP CON/DEP CON* <b>121.0 250.3</b>	TOWER <b>123.7 343.65</b>	GND CON <b>120.6 336.4</b>	CLNC DEL <b>135.2 316.125</b>	ASR/PAR
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600

crs 316°

2500

SPRIG

8 NM

Holding Pattern

GYPTS

136°

7000

316°

2500

KOLVE

JOPNO

316°

1600

GP 3.00°

TCH 50

PALOE

1100

1600

RW32

1.1 NM to RW32

3.3 NM

1.5 NM

CATEGORY	A	B	C	D	E
LPV DA	221-¾		203	(200-¾)	
LNAV/VNAV DA	295-¾ 277 (300-¾)	306-¾ 288 (300-¾)	314-¾ 296 (300-¾)	325-¾	307 (300-¾)
LNAV MDA	420-1	402 (400-1)	420-1½	402	(400-1½)
CIRCLING	520-1 481 (500-1)	560-1 521 (600-1)	620-1½ 581 (600-1½)	700-2 661 (700-2)	820-2¾ 781 (800-2¾)

14

20

24

11 799 x 200

9732 x 200

164

5021 x 250

5021 x 250

5021 x 250

316°

BCN

TWR

A1

6-24

14-32

HIRL Rwy 6-24 and 14-32

TDZL/CL Rwy 6

RNAV (GPS) RWY 32

# TACAN Z RWY 6

PATUXENT RIVER NAS (TRAPNELL FLD) (KNHK)

**MISSED APPROACH:** Climb to 2500 direct NHK TACAN and intercept NHK R-053 to SPRIG and hold.

CATEGORY	A	B	C	D	E
S-6*	520-½ 481 (500-½)		520-1 481 (500-1)		
CIRCLING	520-1 481 (500-1)	560-1 521 (600-1)	620-1½ 581 (600-1½)	700-2 661 (700-2)	820-2¾ 781 (800-2¾)

HIRL Rwy 6-24 and 14-32  
TDZL/CL Rwy 6

38°17'N - 76°25'W PATUXENT RIVER NAS (TRAPNELL FLD) (KNHK)

Amdt 1 07AUG25

TACAN Z RWY 6

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

PATUXENT RIVER, MARYLAND

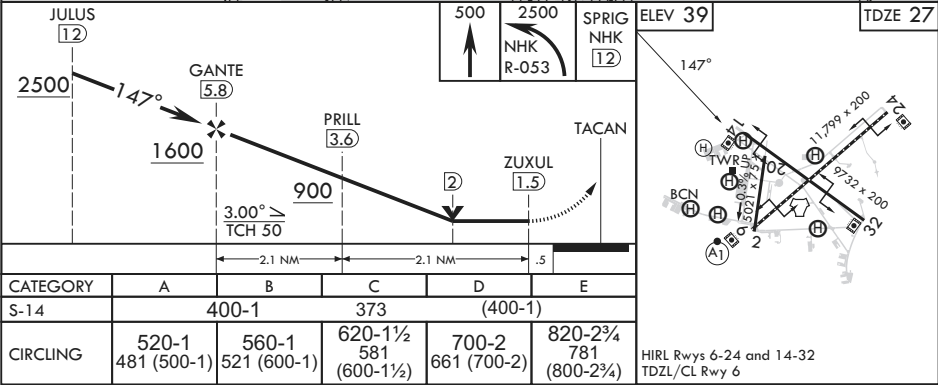
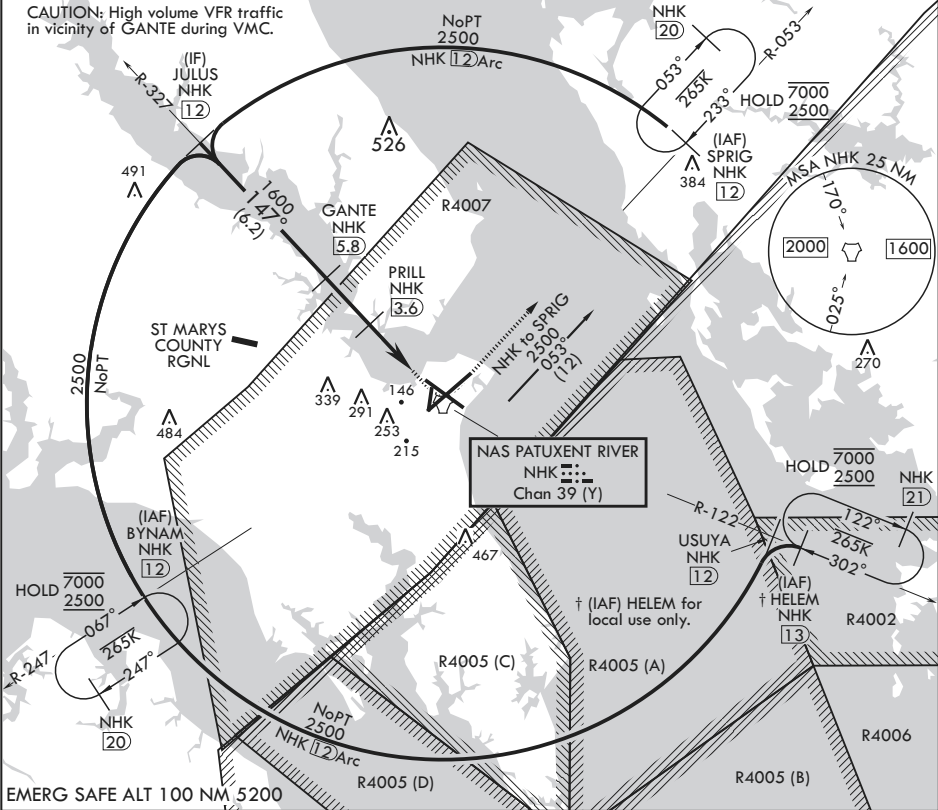
TACAN Z RWY 14

TACAN NHK Chan 39 (Y)	APCH CRS 147°	Rwy ldg TDZE Arpt Elev	9732 27 39
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(USN) PATUXENT RIVER NAS (TRAPNELL FLD) (KNHK)

MISSED APPROACH: Climb to 500, then climbing left turn to 2500 on NHK TACAN R-053 to SPRIG and hold.
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ATIS 322.425	APP CON/DEP CON* 121.0 250.3	TOWER 123.7 343.65	GND CON 120.6 336.4	CLNC DEL 135.2 316.125	ASR/PAR
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PATUXENT RIVER, MARYLAND

38°17'N - 76°25'W PATUXENT RIVER NAS (TRAPNELL FLD) (KNHK)

Amdt 1 07AUG25

TACAN Z RWY 14

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

PATUXENT RIVER, MARYLAND

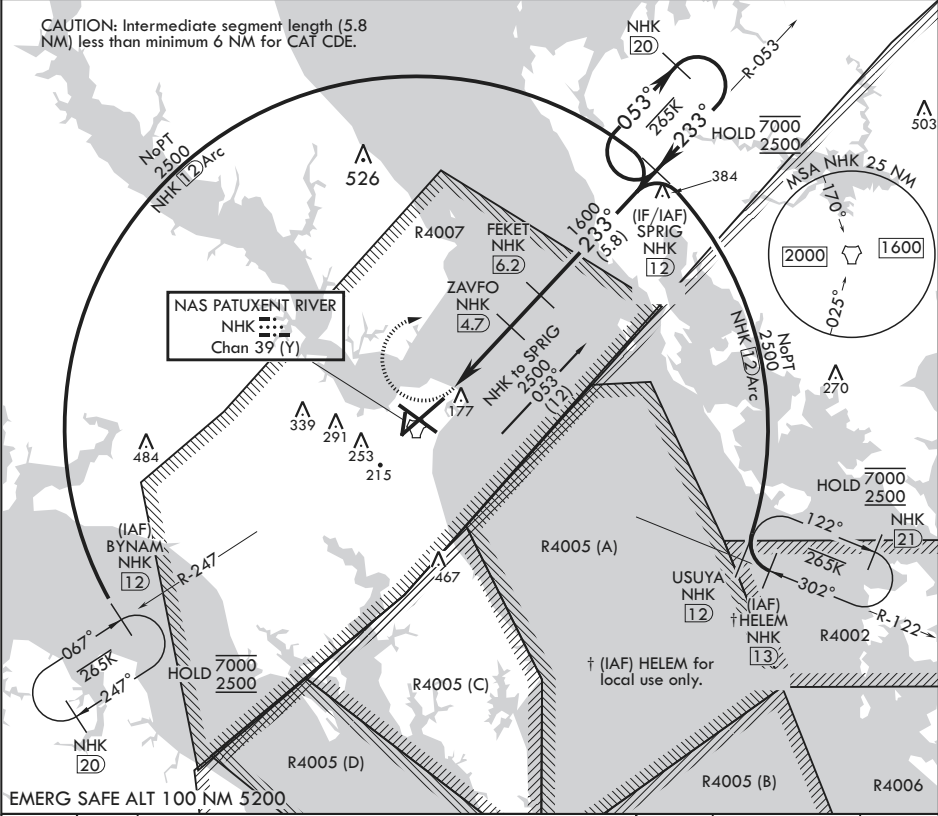
TACAN Z RWY 24

TACAN NHK Chan 39 (Y)	APCH CRS 233°	Rwy ldg TDZE Arpt Elev	11,799 20 39
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(USN) PATUXENT RIVER NAS (TRAPNELL FLD) (KNHK)

MISSED APPROACH: Climbing right turn to 2500 and intercept NHK TACAN R-053 to SPRIG and hold.

ATIS 322.425	APP CON/DEP CON* 121.0 250.3	TOWER 123.7 343.65	GND CON 120.6 336.4	CLNC DEL 135.2 316.125	ASR/PAR
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2500 NHK R-053 SPRIG NHK 12

TACAN

ZOSAX 1.9

ZAVFO 4.7

FEEKET 6.2

SPRIG 12

053°

233°

233°

7000

2500

1600

11 20

2.8 NM

1.5 NM

≤ 3.00°

TCH 50

CATEGORY	A	B	C	D	E
S-24	440-1 420 (500-1)		440-1½ 420 (500-1½)		
CIRCLING	520-1 481 (500-1)	560-1 521 (600-1)	620-1½ 581 (600-1½)	700-2 661 (700-2)	820-2¾ 781 (800-2¾)

ELEV 39

TDZE 20

233°

233°

20

11,799 x 200

9732 x 200

5021 x 75

41 x 20

TWR

BCN

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PATUXENT RIVER, MARYLAND

38°17'N - 76°25'W PATUXENT RIVER NAS (TRAPNELL FLD) (KNHK)

Amdt 1 07AUG25

TACAN Z RWY 24

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

PATUXENT RIVER, MARYLAND

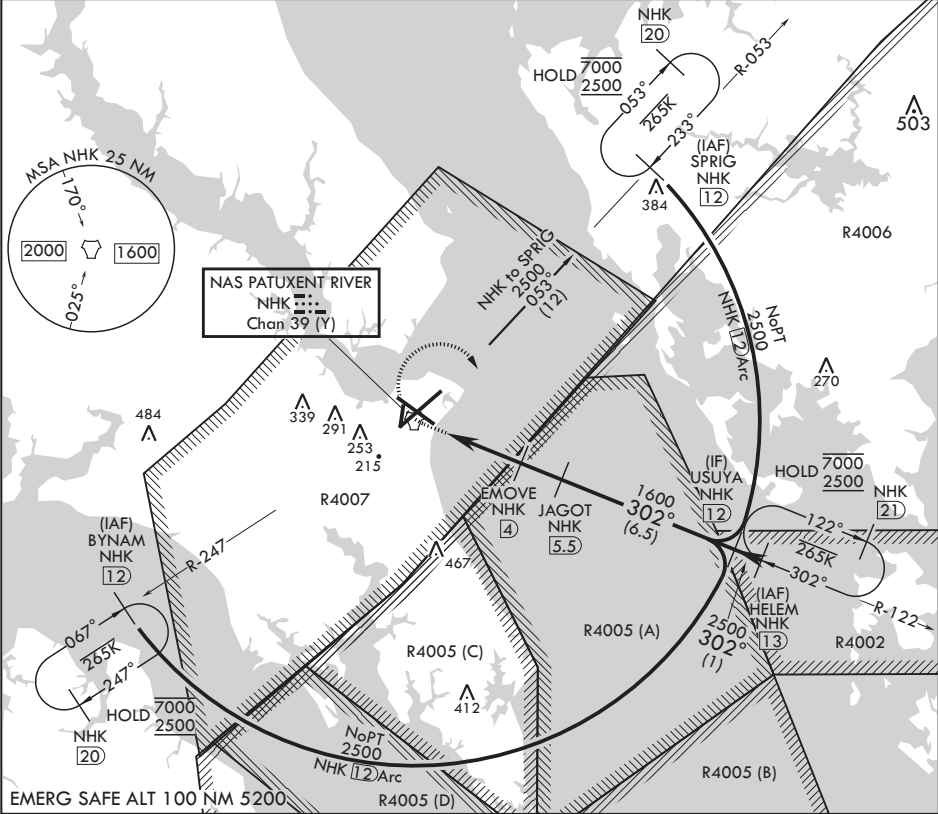
TACAN Z RWY 32

TACAN NHK Chan 39 (Y)	APCH CRS 302°	Rwy ldg TDZE 18 Arpt Elev 39
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(USN) PATUXENT RIVER NAS (TRAPNELL FLD) (KNHK)

<b>T</b>	MISSED APPROACH: Climb to 500, then climbing right turn to 2500 on NHK TACAN R-122 to HELEM and hold.
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ATIS 322.425	APP CON/DEP CON* 121.0 250.3	TOWER 123.7 343.65	GND CON 120.6 336.4	CLNC DEL 135.2 316.125	ASR/PAR
-----------------	---------------------------------	-----------------------	------------------------	---------------------------	---------



500	2500	HELEM NHK 13	USUYA 12	ELEV 39	TDZE 18
TACAN	ZAROL 1.2	EMOVE 4	JAGOT 5.5		
	1.7	1100	1600		
	2.8 NM	1.5 NM			
CATEGORY	A	B	C	D	E
S-32	380-1	362	(400-1)		
CIRCLING	520-1 481 (500-1)	560-1 521 (600-1)	620-1½ 581 (600-1½)	700-2 661 (700-2)	820-2¾ 781 (800-2¾)
HIRL Rws 6-24 and 14-32 TDZL/CL Rwy 6					

PATUXENT RIVER, MARYLAND 38°17'N - 76°25'W PATUXENT RIVER NAS (TRAPNELL FLD) (KNHK)

Amdt 1 07AUG25

TACAN Z RWY 32

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

24305

## AIRPORT DIAGRAM

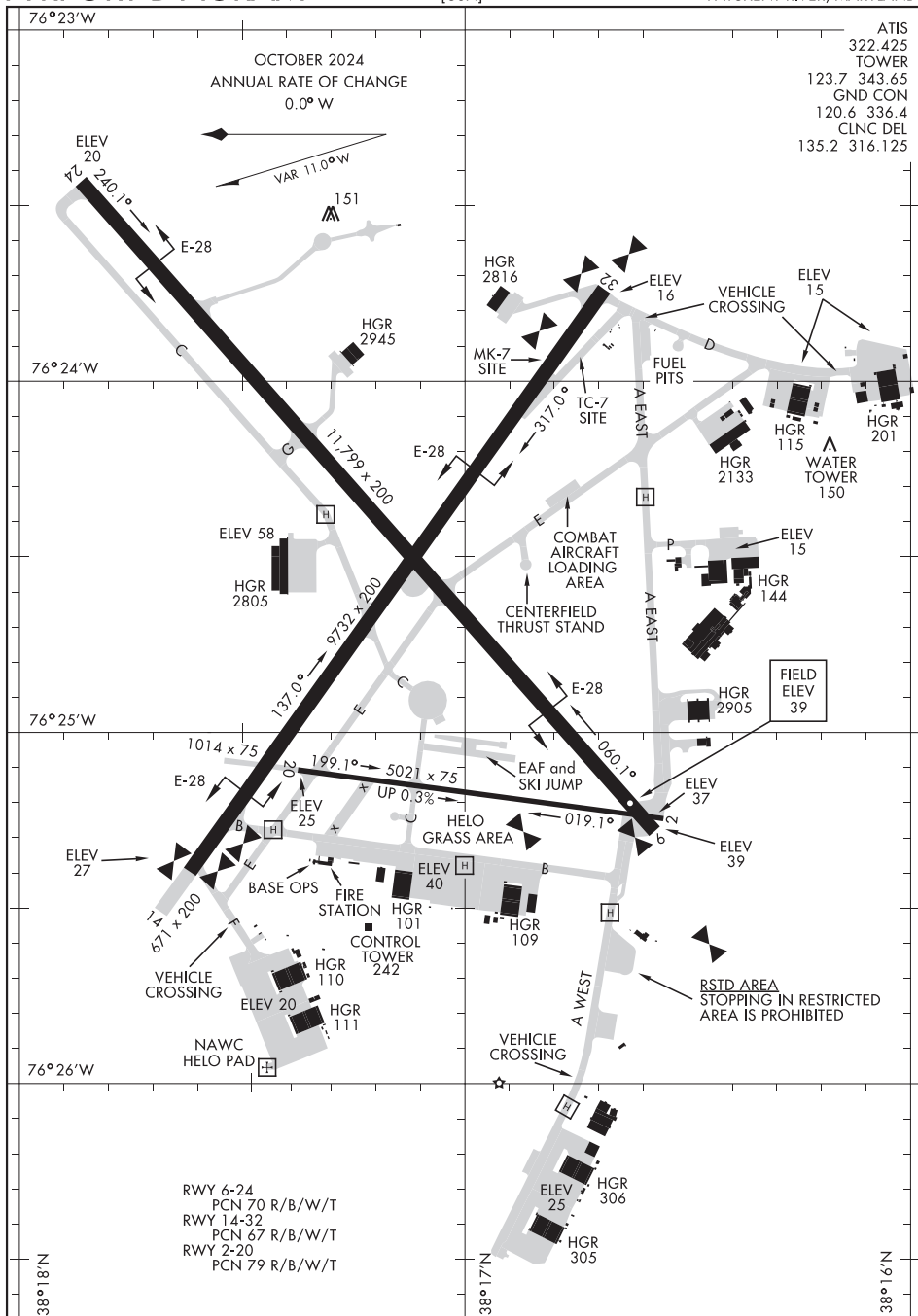
[USN]

PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

PATUXENT RIVER, MARYLAND

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025



## AIRPORT DIAGRAM

PATUXENT RIVER, MARYLAND

PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

[USN]

PATUXENT RIVER, MARYLAND

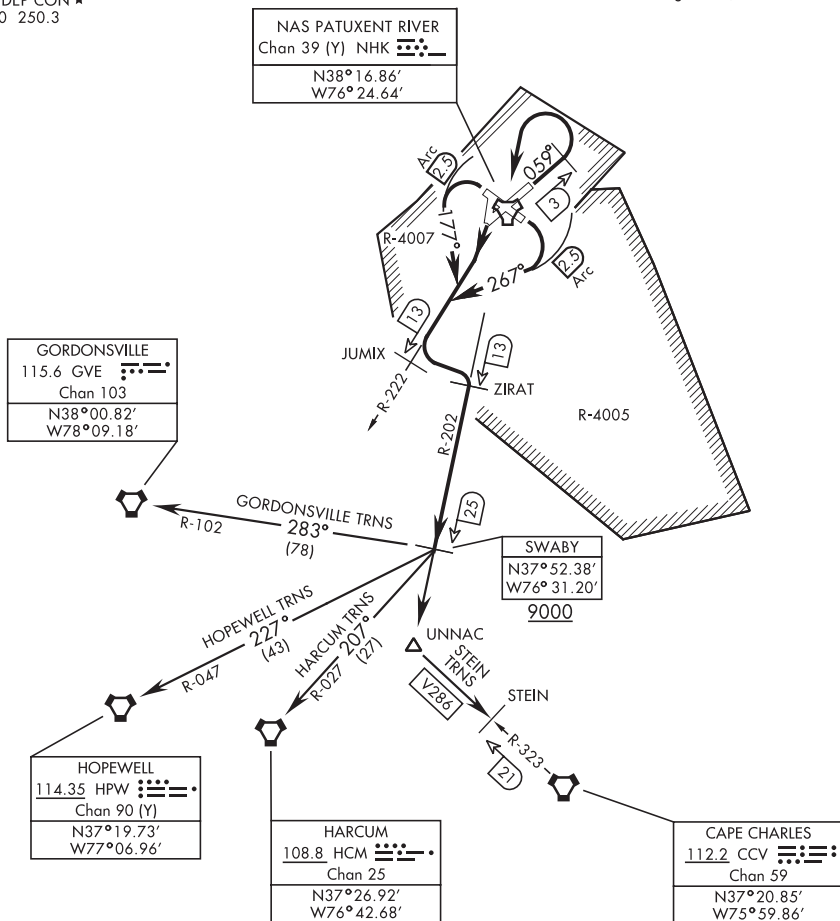
ATIS	322.425
CLNC DEL	
135.2	316.125
GND CON	
120.6	336.4
TOWER	
123.7	343.65
APP/DEP CON ★	
121.0	250.3

TACAN required
----------------

Rwy	Knots	60	120	180	240	300	360
24	V/V(fpm)	214	428	642	856	1070	1284

Minimum climb rate to 500

Departure Rwy 2-20 not authorized.  
Minimum filing alt 10,000.



ATC BRIEF  
REQUIRED

135.2 316.125

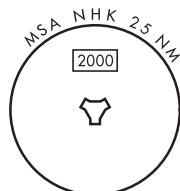
Note: Chart not to scale  
(CONTINUED ON FOLLOWING PAGE)

SWABY ONE (OBSTACLE) DEPARTURE (SWABY1.SWABY)

PATUXENT RIVER, MARYLAND

Amdt 1 07AUG25

PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)



NE-3, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 6: Climb heading 059°, at NHK TACAN 3 DME turn left direct NHK thence...

TAKEOFF RWY 14: Climbing right turn heading 267° within NHK TACAN 2.5 DME to intercept NHK R-222, thence...

TAKEOFF RWY 24: Climbing left turn to intercept NHK TACAN R-222, thence...

TAKEOFF RWY 32: Climbing left turn heading 177°, to intercept NHK TACAN R-222, thence...

...then on NHK R-222 to JUMIX. Climbing left turn to intercept 13 DME arc to ZIRAT, then turn right on R-202 to SWABY. Then on assigned transition or expect radar vectors.

GORDONSVILLE TRANSITION (SWABY1.GVE): Cross SWABY at or above 9,000, then on GVE VORTAC R-102 to GVE.

HARCUM TRANSITION (SWABY1.HCM): Cross SWABY at or above 9,000, then on HCM VORTAC R-027 to HCM.

HOPEWELL TRANSITION (SWABY1.HPW): Cross SWABY at or above 9,000, then on HPW VORTAC R-047 to HPW.

STEIN TRANSITION (SWABY1.STEIN): Cross SWABY at or above 9,000, then on NHK R-202 to UNNAC, then on CCV VORTAC R-323 to STEIN.

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025



WAAS CH <b>70705</b> <b>W05A</b>	APP CRS <b>051°</b>	Rwy Idg <b>5002</b> TDZE <b>193</b> Apt Elev <b>193</b>
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RNAV (GPS) RWY 5  
TRI CITIES EXEC/DINWIDDIE COUNTY (PTB)

RNP APCH - GPS

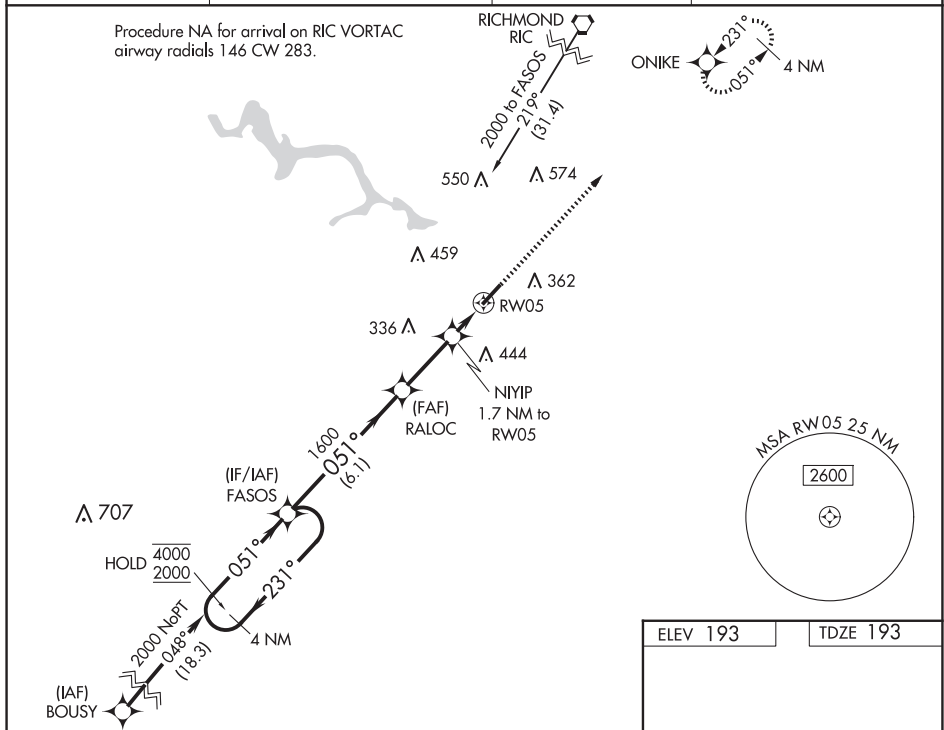
**V** Inop table does not apply to LPV all Cats, LNAV/VNAV all Cats and LNAV Cat A and B.  
**A** Rwy 5 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below  $-15^{\circ}\text{C}$  or above  $54^{\circ}\text{C}$ .

ODALS

**MISSED APPROACH:**  
Climb to 2000 direct  
ONIKE and hold.

AWOS-3 <b>133.325</b>	POTOMAC APP CON <b>126.75 307.2</b>	GCO <b>135.075</b>	UNICOM <b>122.7 (CTAF) ①</b>
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Procedure NA for arrival on RIC VORTAC  
airway radials 146 CW 283.



4 NM Holding Pattern

FASOS

RALOC

NIYIP 1.7 NM to RW05

1.1 NM to RW05

RW05

GP 3.00 TCH 42

2000

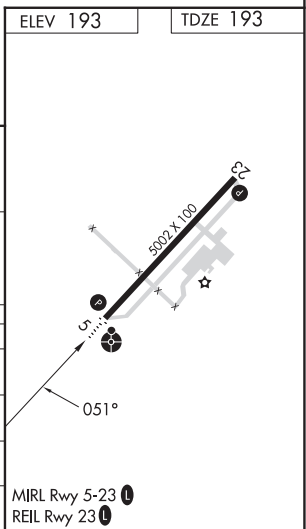
ONIKE

6.1 NM

2.6 NM

0.5 NM

1.1 NM



NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

PETERSBURG, VIRGINIA

AL-5664 (FAA)

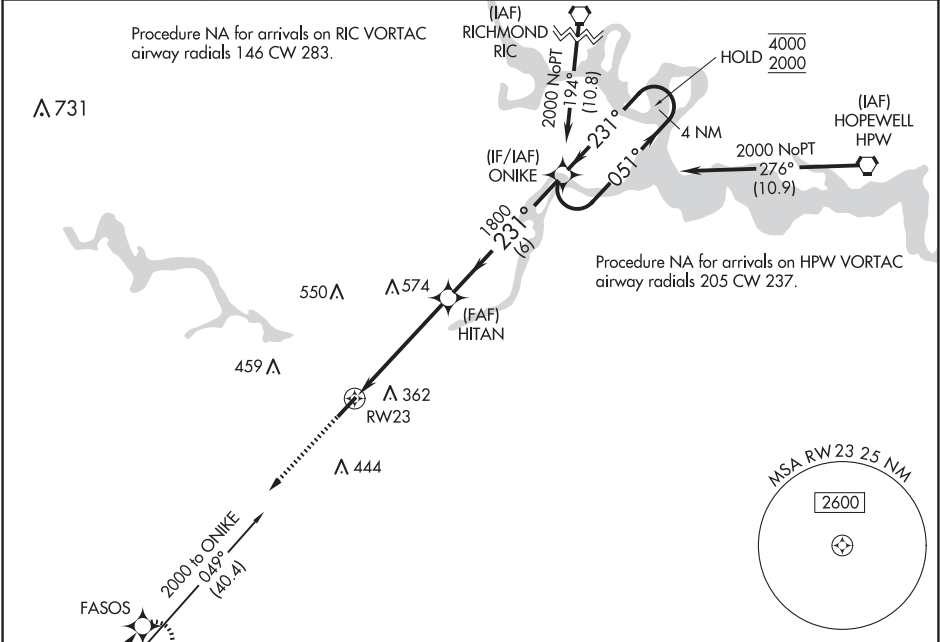
24081

WAAS CH <b>86706</b> <b>W23A</b>	APP CRS <b>231°</b>	Rwy Idg TDZE <b>191</b> Apt Elev <b>193</b>	<b>5002</b>
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**RNAV (GPS) RWY 23**  
TRI CITIES EXEC/DINWIDDIE COUNTY (PTB)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2000 direct FASOS and hold.
<div><div>V</div><div>A</div></div>	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.	

AWOS-3 <b>133.325</b>	POTOMAC APP CON <b>126.75 307.2</b>	GCO <b>135.075</b>	UNICOM <b>122.7 (CTAF) 0</b>
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ELEV 193		TDZE 191	
2000		FASOS	
1.2 NM to RW23		HITAN 1800	
ONIKE 1800		4 NM Holding Pattern	
RW23		GP 3.00	
1.2 NM		TCH 40	
3.8 NM		6 NM	
CATEGORY	A	B	C
LPV DA	441-3/4	250 (300-3/4)	NA
LNAV/VNAV DA	490-7/8	299 (300-7/8)	NA
LNAV MDA	600-1	409 (500-1)	600-1 1/8 409 (500-1 1/8)
CIRCLING	680-1	487 (500-1)	760-1 1/2 567 (600-1 1/2)

PETERSBURG, VIRGINIA  
Amdt 3 21MAR24

37°11'N-77°30'W

TRI CITIES EXEC/DINWIDDIE COUNTY (PTB)  
**RNAV (GPS) RWY 23**

LOC/DME I-JLS	APP CRS	Rwy Idg	5002
110.3	051°	TDZE	193
		Apt Elev	193

LOC RWY 5

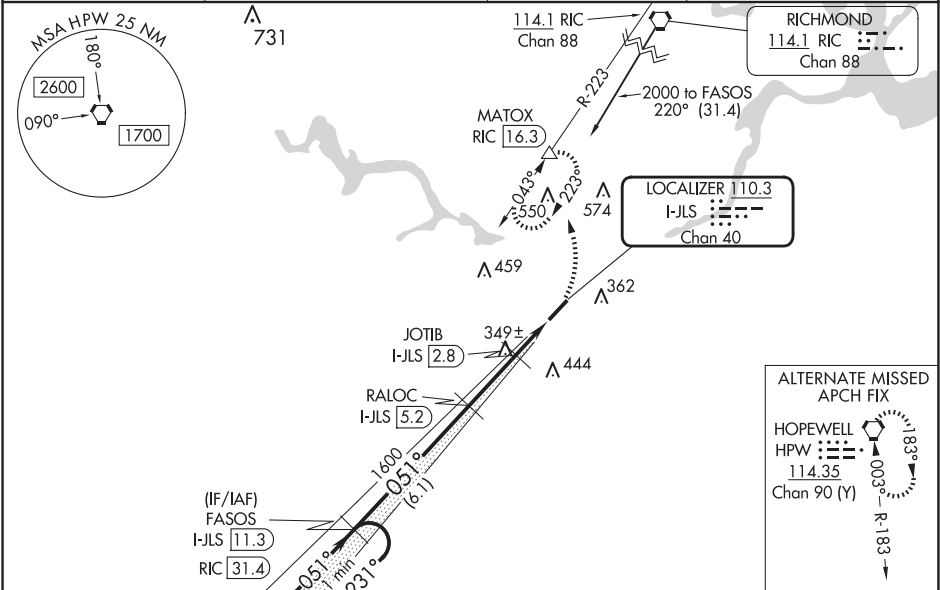
TRI CITIES EXEC/DINWIDDIE COUNTY (PTB)

**DME required.** Helicopter visibility reduction below ¾ SM NA. VDP NA when using Richmond Exec/Chesterfield County altimeter setting. When local altimeter setting not received, use Richmond Exec/Chesterfield County altimeter setting and increase all MDA 40 feet; increase S-LOC 5 Cat C visibility ¼ mile and Circling Cat C visibility ¼ mile. For inop ODALS, increase S-LOC 5 Cat C visibility to 1½ mile. Inop table does not apply to S-LOC 5 Cat A and B. Inop table does not apply to S-LOC Cat A and B when using Richmond Exec/Chesterfield County altimeter setting.

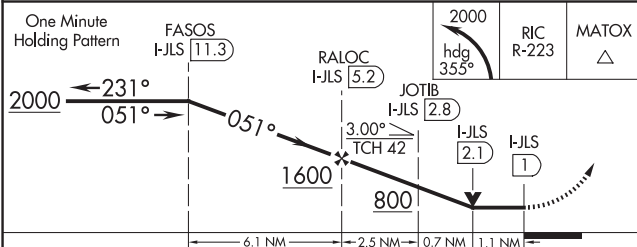
**ODALS**

**MISSED APPROACH:** Climbing left turn to 2000 on heading 355° and on RIC VORTAC R-223 to MATOX/RIC 16.3 DME and hold.

AWOS-3	POTOMAC APP CON	GCO	UNICOM
133.325	126.75 307.2	135.075	122.7 (CTAF) 0



DME REQUIRED



CATEGORY	A	B	C	D
S-5	600-1	407 (500-1)		NA
CIRCLING	680-1	487 (500-1)	760-1½ 567 (600-1½)	NA

ELEV 193

TDZE 193

MIRL Rwy 5-23

REIL Rwy 23

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

LOC RWY 5

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

VOR RWY 23  
TRI CITIES EXEC/DINWIDDIE COUNTY (PTB)

MISSED APPROACH: Climb to 2000 on heading 214° and HPW R-244 to FASOS/HPW 30.8 DME and hold.

[illegible]

NE-3, 07 AUG 2025 to 02 OCT 2025

ABERDEEN, MARYLAND

WAAS CH 70342 W22A	APCH CRS 218°	Rwy ldg TDZE Arpt Elev	7998 45 45
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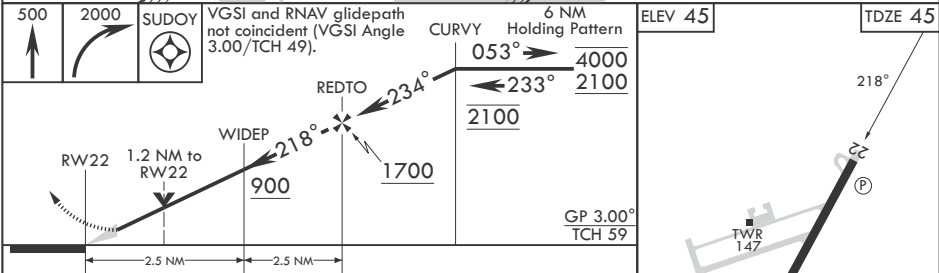
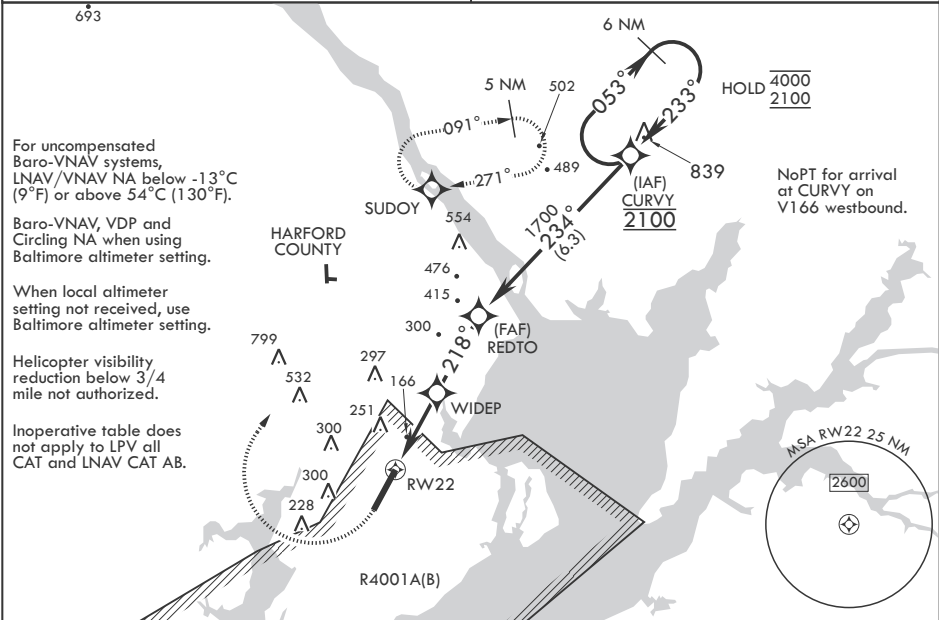
-(USA)

# RNAV (GPS) RWY 22

PHILLIPS AAF (ABERDEEN PROVING GROUND) (KAPG)

RNP APCH-GPS	MISSED APPROACH: Climb to 500, then climbing right turn to 2000 direct SUDOY and hold.
▼**Circling NA SE of RWY 4-22.	

POTOMAC APP CON/DEP CON 125.525 291.625	ADVSY* 126.15 (CTAF) 0
--	---------------------------



CATEGORY	A	B	C	D
LPV DA	295-1	250	(300-1)	
LNAV/VNAV DA	560-1 $\frac{3}{8}$	515	(600-1 $\frac{3}{8}$ )	
LNAV MDA	560-1 515 (600-1)	560-1 $\frac{3}{8}$ 515 (600-1 $\frac{3}{8}$ )		
CIRCLING**	560-1 515 (600-1)	640-1 595 (600-1)	680-1 $\frac{3}{8}$ 635 (700-1 $\frac{3}{8}$ )	880-2 $\frac{3}{4}$ 835 (900-2 $\frac{3}{4}$ )
BALTIMORE WASHINGTON INTL ALTIMETER SETTING MINIMUMS				
LPV DA	376-1 $\frac{1}{4}$	281	(300-1 $\frac{1}{4}$ )	
LNAV/VNAV DA	657-1 $\frac{3}{4}$	612	(600-1 $\frac{3}{4}$ )	
LNAV MDA	660-1 $\frac{1}{4}$ 515 (700-1 $\frac{1}{4}$ )	660-1 $\frac{3}{4}$ 515 (700-1 $\frac{3}{4}$ )		
CIRCLING**	660-1 615 (700-1 $\frac{1}{4}$ )	740-1 $\frac{1}{4}$ 695 (700-1 $\frac{1}{4}$ )	780-2 735 (800-2)	961-3 916 (1000-3)

ABERDEEN, MARYLAND

39°28'N - 76°10'W PHILLIPS AAF (ABERDEEN PROVING GROUND) (KAPG)

Amtdt 3 15JUN23

# RNAV (GPS) RWY 22

HIRL all Rwy's  
REIL Rwy 22.0

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

QUANTICO, VIRGINIA

ILS or LOC/DME RWY 2

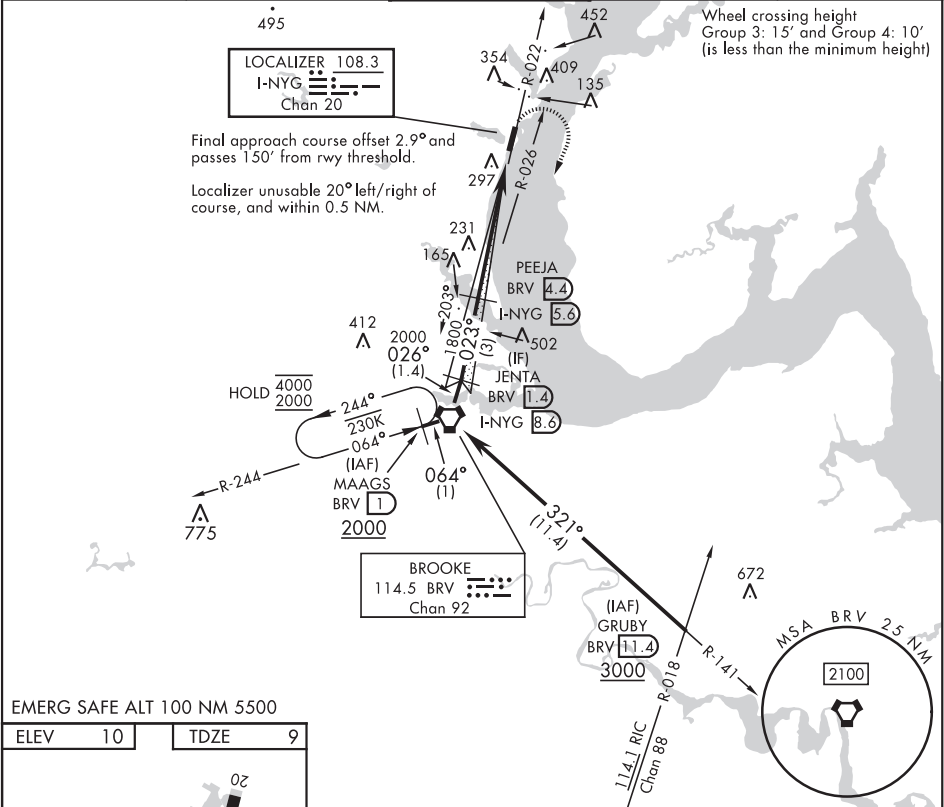
LOC/DME I-NYG <b>108.3</b> Chan <b>20</b>	APCH CRS <b>023°</b>	Rwy Idg TDZE Arpt Elev <b>4250</b> <b>9</b> <b>10</b>
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[USN]

QUANTICO MCAF (TURNER FLD) (KNYG)

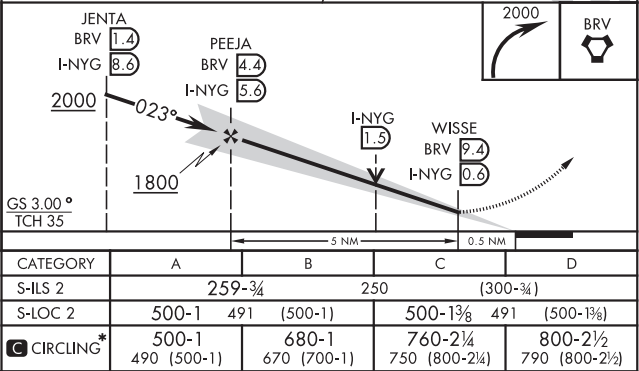
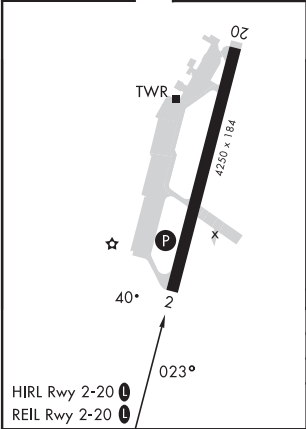
TACAN required. * Circling not authorized W of Rwy 2-20.	MISSED APPROACH: Climbing right turn to 2000 direct BRV VORTAC, then via Rwy R-244 to MAGGS and hold.
---	---

ATIS <b>263.15</b>	POTOMAC APP/DEP CON <b>128.525 306.925</b>	TOWER ★ <b>118.6 (CTAF) 0360.2</b>	GND CON <b>121.75 348.7</b>	ASR
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EMERG SAFE ALT 100 NM 5500

ELEV	10	TDZE	9
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QUANTICO, VIRGINIA

38°30'N-77°18'W

QUANTICO MCAF (TURNER FLD) (KNYG)

Amtd 1 29DEC22

ILS or LOC/DME RWY 2

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 2

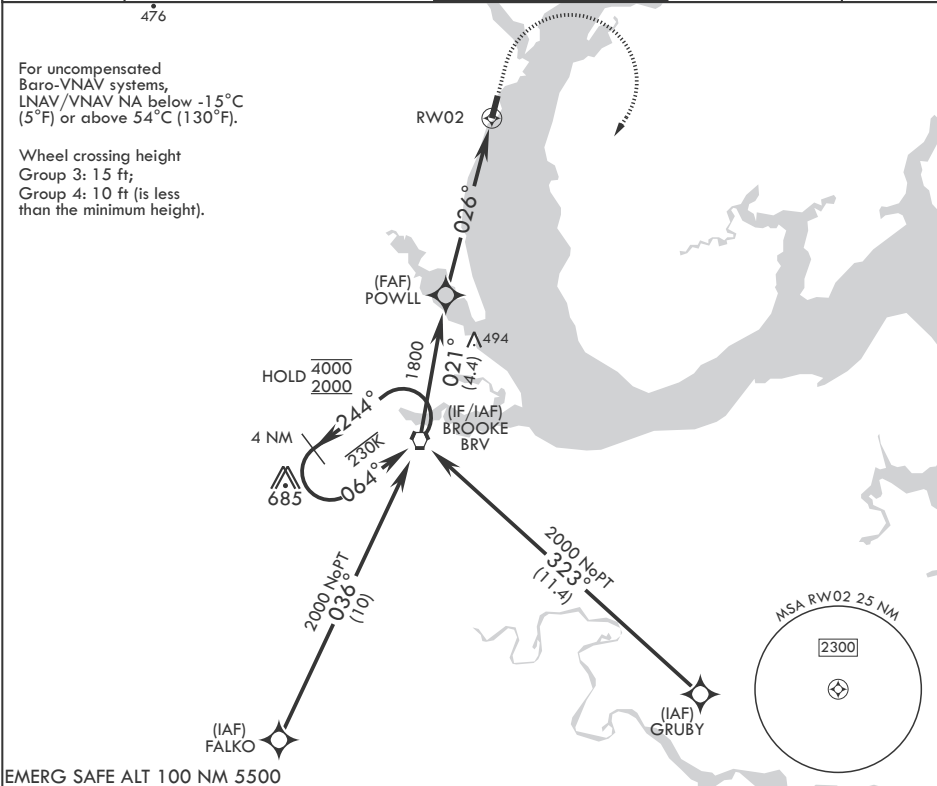
APCH CRS	Rwy Idg	4250
026°	TDZE	9
	Arprt Elev	10

- (USN)

QUANTICO MCAF (TURNER FLD) (KNYG)

RNP APCH	MISSED APPROACH: Climb to 600, then climbing right turn to 2000 direct BRV VORTAC and hold.
* Circling not authorized W of Rwy 2-20.	

ATIS★ 263.15	POTOMAC APP CON/DEP CON 128.525 306.925	TOWER★ 118.6 (CTAF) 360.2	GND CON 121.75 348.7	ASR
-----------------	--	------------------------------	-------------------------	-----



4 NM Holding Pattern		VORTAC	600 crs 026°	2000	BRV	ELEV 10	TDZE 9
4000 2000		244° 064°	021°	026°	1800	1.6 NM to RWY02	
GP 3.00° TCH 35						5.5 NM	
CATEGORY	A	B	C	D			
LNAV/VNAV DA	429-1 <sup>1</sup> / <sub>8</sub> 420 (500-1 <sup>1</sup> / <sub>8</sub> )	440-1 <sup>1</sup> / <sub>4</sub> 431 (500-1 <sup>1</sup> / <sub>4</sub> )	448-1 <sup>1</sup> / <sub>4</sub> 439 (500-1 <sup>1</sup> / <sub>4</sub> )	459-1 <sup>3</sup> / <sub>8</sub> 450 (500-1 <sup>3</sup> / <sub>8</sub> )			
LNAV MDA	560-1 551 (600-1)	560-1 551 (600-1)	560-1 <sup>5</sup> / <sub>8</sub> 551 (600-1 <sup>5</sup> / <sub>8</sub> )	560-1 <sup>5</sup> / <sub>8</sub> 551 (600-1 <sup>5</sup> / <sub>8</sub> )			
CIRCLING*	560-1 550 (600-1)	660-1 650 (700-1)	700-2 690 (700-2)	740-2 <sup>1</sup> / <sub>4</sub> 730 (800-2 <sup>1</sup> / <sub>4</sub> )			
					HIRL all Rwys 0 026°		
					REIL all Rwys 0 026°		

RNAV (GPS) RWY 2

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

QUANTICO, VIRGINIA

TACAN RWY 2

BRV VORTAC <b>114.5</b> Chan <b>92</b>	APCH CRS <b>022°</b>	Rwy Idg <b>4250</b> TDZE <b>9</b> Arpt Elev <b>10</b>
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[USN]

QUANTICO MCAF (TURNER FLD) (KNYG)

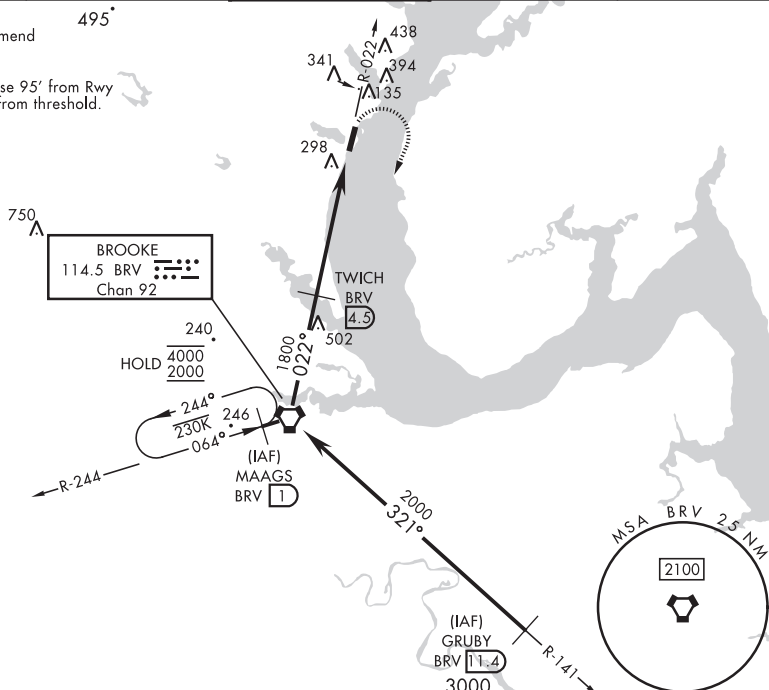
**T** \*Circling not authorized W of Rwy 2-20.

**MISSED APPROACH:** Climbing right turn to 2000 direct BRV VORTAC, then via BRV R-244 to MAAGS and hold.

ATIS 263.15	POTOMAC APP/DEP CON 128.525 306.925	TOWER ★ 118.6 (CTAF) 0360.2	GND CON 121.75 348.7	ASR
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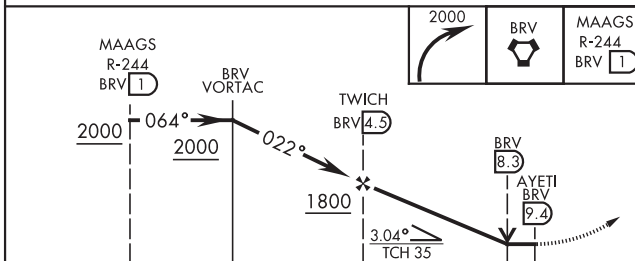
**CAUTION:** Short intermediate, recommend early configuration.

Final approach course 95' from Rwy  
centerline at 3000' from threshold.



NE-3, 07 AUG 2025 to 02 OCT 2025

EMERG SAFE ALT 100 NM 5500



CATEGORY	A	B	C	D
S-2	560-1	551 (600-1)	560-1½	551 (600-1½)
<b>C</b> CIRCLING*	560-1 550 (600-1)	660-1 650 (700-1)	700-2 690 (700-2)	740-2¼ 730 (800-2¼)

ELEV	10	TDZE	9
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QUANTICO, VIRGINIA

38°30'N-77°18'W

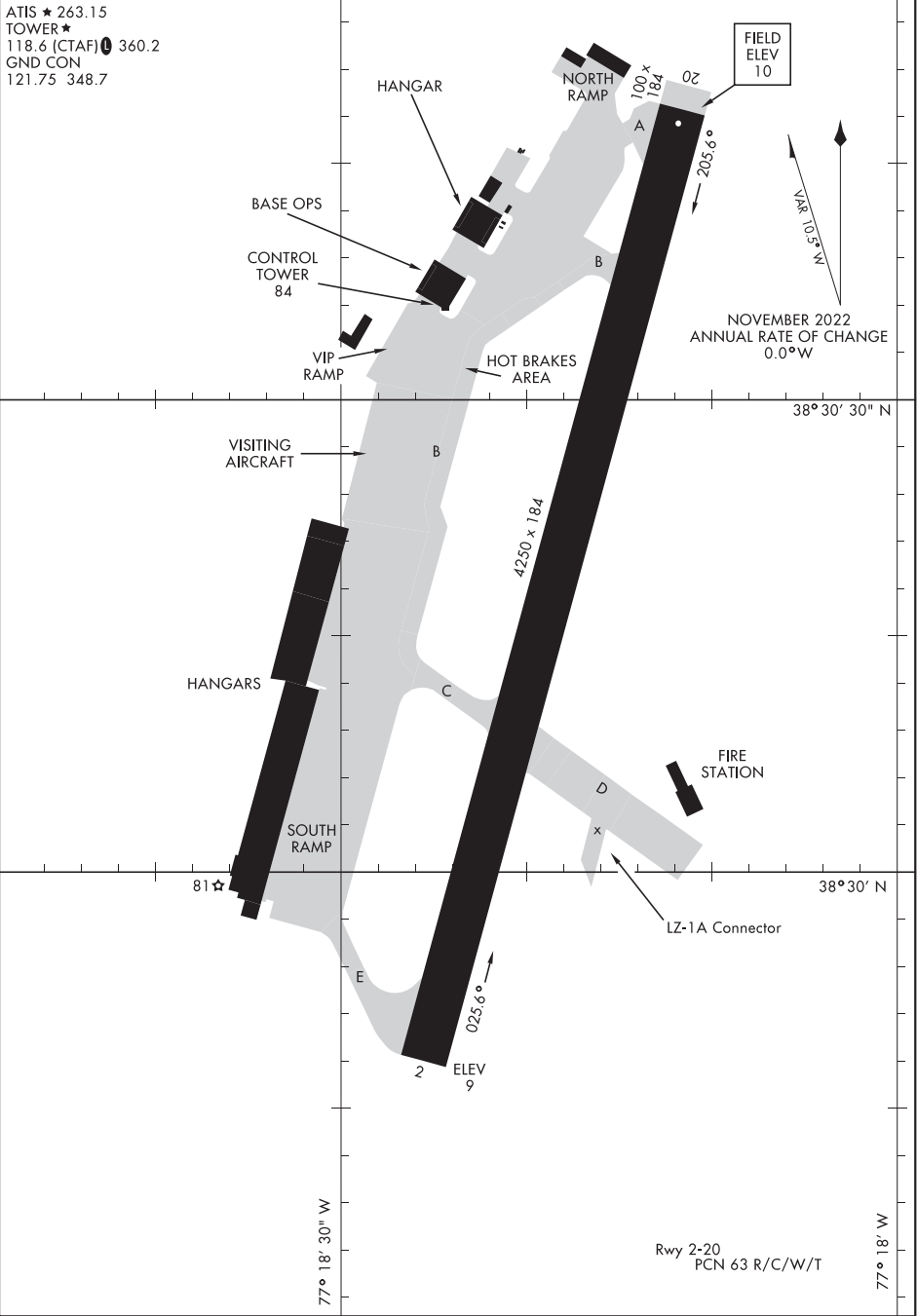
QUANTICO MCAF (TURNER FLD) (KNYG)

Amdt 4 10AUG23

## TACAN RWY 2



ATIS ★ 263.15  
TOWER ★  
118.6 (CTAF) 360.2  
GND CON  
121.75 348.7



QUINTON, VIRGINIA

AL-6855 (FAA)

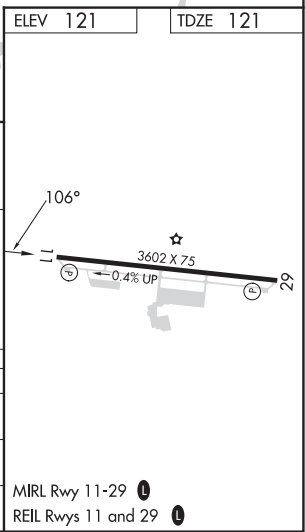
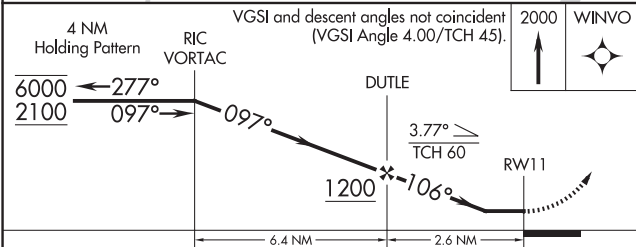
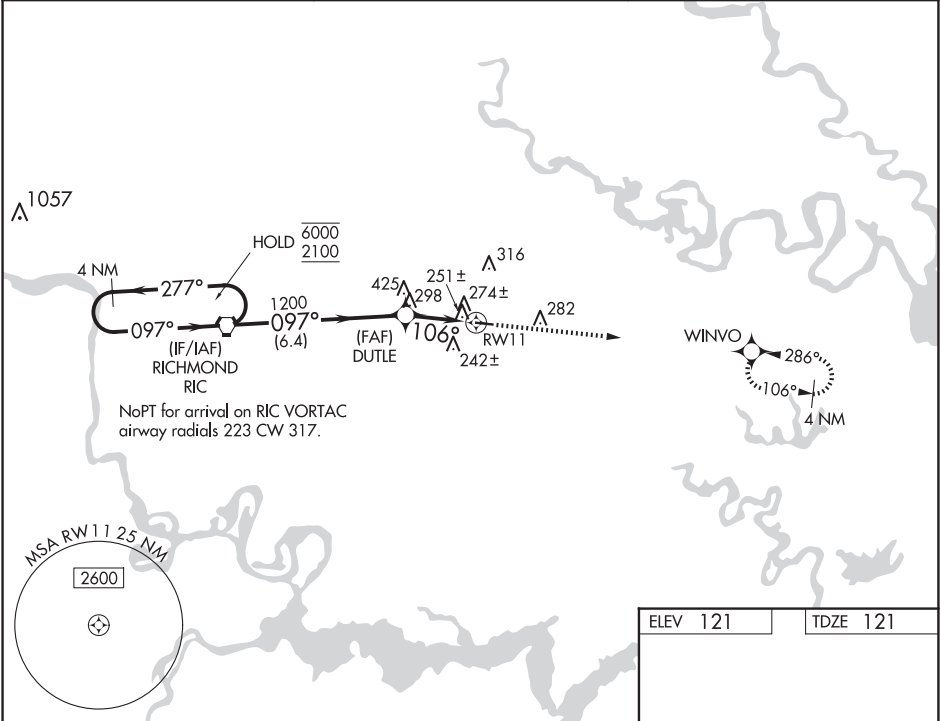
24361

WAAS CH <b>45932</b> <b>W11A</b>	APP CRS <b>106°</b>	Rwy Idg TDZE Apt Elev	<b>3602</b> <b>121</b> <b>121</b>
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**RNAV (GPS) RWY 11**  
NEW KENT COUNTY (W96)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2000 direct WINVO and hold.
<div><div></div><div>Procedure NA at night. Rwy 11 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use RIC altimeter setting: increase all MDAs 40 feet and LNAV visibility Cat C ½ SM; increase LP and Circling visibility Cat C ¼ SM.</div></div>		

AWOS-3 <b>119.875</b>	POTOMAC APP CON <b>126.4 282.375</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LP MDA	540-1	419 (500-1)	540-1 1/8 419 (500-1 1/8)	NA
LNAV MDA	560-1	439 (500-1)	560-1 1/4 439 (500-1 1/4)	NA
CIRCLING	620-1	499 (500-1)	760-1 3/4 639 (700-1 3/4)	NA

QUINTON, VIRGINIA  
Amdt 3 26DEC24

37°30'N-77°08'W

NEW KENT COUNTY (W96)  
**RNAV (GPS) RWY 11**

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

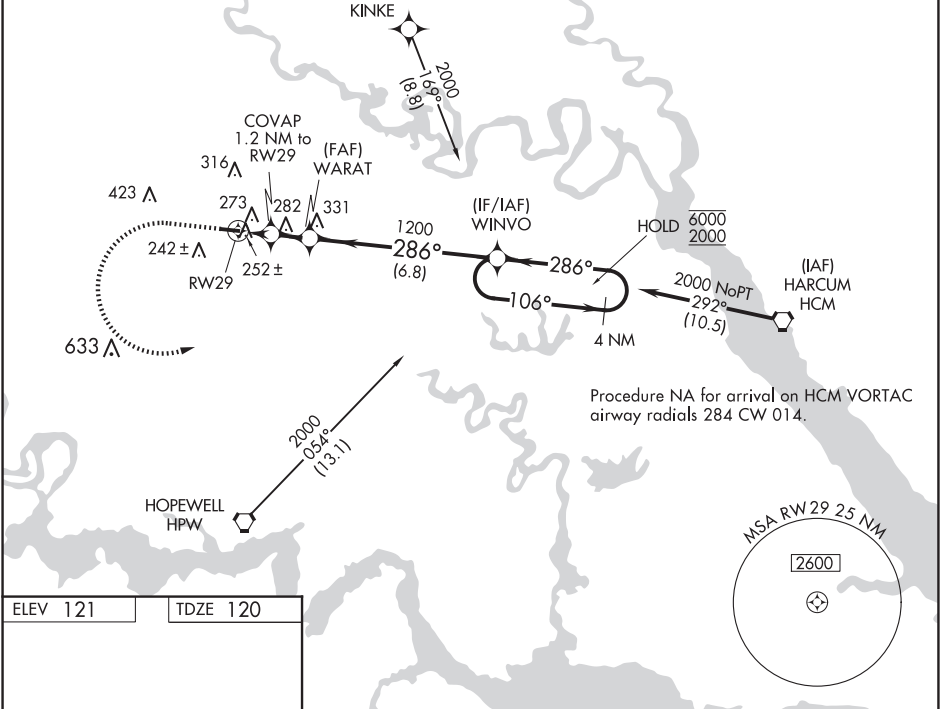
WAAS CH <b>90532</b> <b>W29A</b>	APP CRS <b>286°</b>	Rwy Idg TDZE <b>120</b> Apt Elev <b>121</b>
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RNAV (GPS) RWY 29

NEW KENT COUNTY (W96)

RNP APCH - GPS.	MISSED APPROACH: Climb to 900 then climbing left turn to 2000 direct WINVO and hold.
<div><div>▼</div><div>▲</div></div> <div>Rwy 29 helicopter visibility reduction below 1 SM NA. Procedure NA at night. When local altimeter setting not received, use RIC altimeter setting: increase all MDAs 40 feet and LNAV visibility Cat C ½ SM; increase LP and Circling visibility Cat C ¼ SM.</div>	

AWOS-3 <b>119.875</b>	POTOMAC APP CON <b>126.4 282.375</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 121

TDZE 120

11

3602 X 75

0.4% UP

29

286°

MIRL Rwy 11-29

REIL Rws 11 and 29

900	2000	WINVO	VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 45).	4 NM Holding Pattern
<div><div>COVAP 1.2 NM to RW29</div><div>WARAT</div><div>WINVO</div><div>106° → 6000</div><div>← 286° 2000</div><div>1200</div><div>3.77° TCH 60</div><div>640</div><div>1.2 NM</div><div>1.4 NM</div><div>6.8 NM</div></div>				
CATEGORY	A	B	C	D
LP MDA	540-1	420 (500-1)	540-1 ⅛ 420 (500-1 ⅛)	NA
LNAV MDA	560-1	440 (500-1)	560-1 ¼ 440 (500-1 ¼)	NA
CIRCLING	620-1	499 (500-1)	760-1 ¾ 639 (700-1 ¾)	NA

QUINTON, VIRGINIA

AL-6855 (FAA)

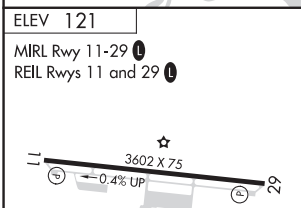
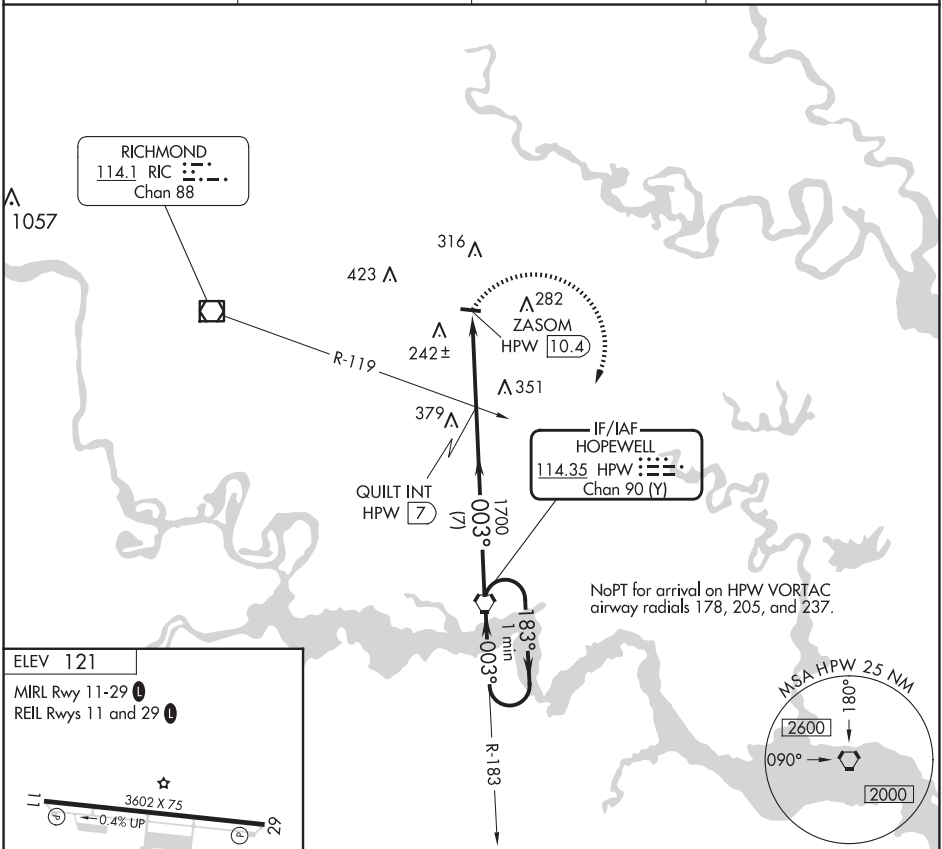
24249

VORTAC HPW <b>114.35</b> Chan <b>90 (Y)</b>	APP CRS <b>003°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>121</b>
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**VOR-A**  
NEW KENT COUNTY (W96)

<b>NA</b> Use Richmond Intl altimeter setting. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climbing right turn to 2000 direct HPW VORTAC and hold.
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AWOS-3 <b>119.875</b>	RIC ASOS <b>119.15 263.025</b>	POTOMAC APP CON <b>126.4 282.375</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 121		MIRA Rwy 11-29		REIL Rwy 11 and 29	
003°		3602 X 75		0.4% UP	
2000		HPW		One Minute Holding Pattern	
ZASOM HPW [10.4]		QUILT INT HPW [7]		1700	
3.4 NM		7 NM		183°	
FAF to MAP 3.4 NM		CATEGORY		C	
Knots		60		180	
Min:Sec		3:24		1:08	
CIRCLING		660-1 539 (600-1)		760-134 639 (700-134)	

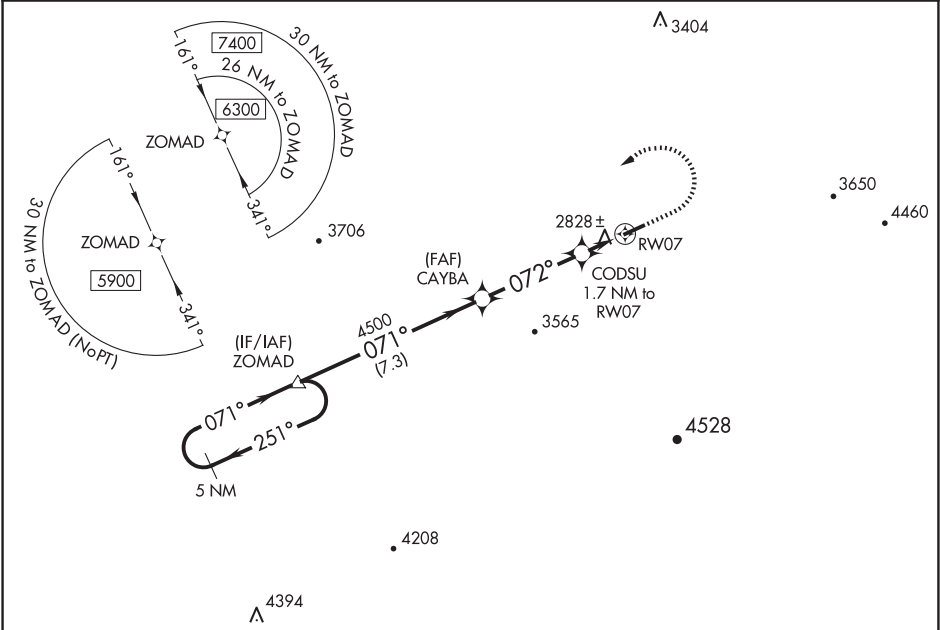
WAAS CH <b>63224</b> <b>W07A</b>	APP CRS <b>072°</b>	Rwy Idg TDZE <b>2653</b> Apt Elev <b>2653</b>
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RNAV (GPS) RWY 7

TAZEWELL COUNTY (JF'Z)

<div> <div>                     ▼                 </div>                     DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wise altimeter setting and increase all MDA 100 feet, increase LP and LNAV Cat C visibility ¼ mile and Circling Cat C visibility ½ mile. Procedure NA at night. Circling NA for Cat C south of Rwy 7-25.                 </div>	<div>                     MISSED APPROACH: Climb to 3200 then climbing left turn to 5900 direct ZOMAD and hold, continue climb-in-hold to 5900.                 </div>
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AWOS-3 <b>118.075</b>	ATLANTA CENTER <b>127.85 269.3</b>	GCO <b>135.075</b>	UNICOM <b>123.05</b> (CTAF) <b>1</b>
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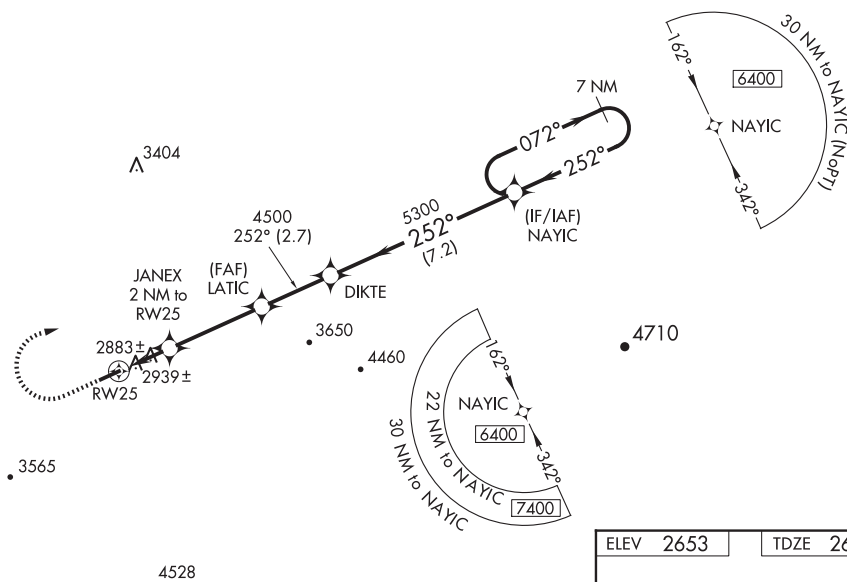
ELEV 2653					TDZE 2653			
<div><div><div>5 NM Holding Pattern</div><div>← 251°</div><div>→ 071°</div></div><div><div>VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 47).</div><div>ZOMAD</div></div><div><div>3200</div><div>5900</div><div>ZOMAD</div><div>△</div></div><div><div>5900</div><div>071°</div><div>071°</div><div>CAYBA</div><div>3.00°</div><div>TCH 54</div><div>CODSU 1.7 NM to RW07</div><div>RW07</div><div>4500</div><div>072°</div><div>3240</div><div>7.3 NM</div><div>3.9 NM</div><div>1.7 NM</div></div></div>							<div><div>072°</div><div>4299 X 75</div><div>25</div></div>	
CATEGORY	A		B		C	D		
LP MDA	3080-1 427 (500-1)		3080-1¼ 427 (500-1¼)		NA			
LNAV MDA	3080-1 427 (500-1)		3080-1¼ 427 (500-1¼)		NA			
CIRCLING	3240-1 587 (600-1)		3240-1½ 587 (600-1½)		NA			
MIRL Rwy 7-25 REIL Rws 7 and 25								

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 25

**MISSED APPROACH:**  
Climb to 3800 then  
climbing right turn to  
6400 direct NAYIC  
and hold, continue  
climb-in-hold to 6400.

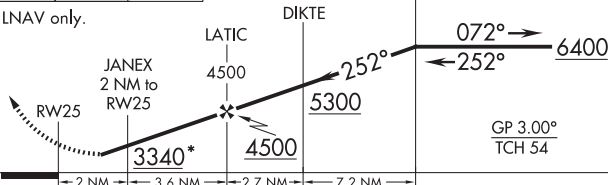
UNICOM  
123.05 (CTAF) **L**

ELEV	2653		TDZE	2653
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 47).

7 NM  
Holding Pattern

\* LNAV only.



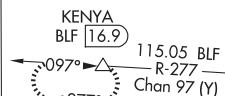
CATEGORY	27 NM	50 NM	27 NM	7.2 NM	C	D
LPV DA	3201-1 $\frac{7}{8}$		548 (600-1 $\frac{7}{8}$ )			NA
LNAV/ VNAV DA	3210-1 $\frac{7}{8}$		557 (600-1 $\frac{7}{8}$ )			NA
LNAV MDA	3200-1		547 (600-1)		3200-1 $\frac{7}{8}$ 547 (600-1 $\frac{7}{8}$ )	NA
<b>C</b> CIRCLING	3240-1		587 (600-1)		3240-1 $\frac{7}{8}$ 587 (600-1 $\frac{7}{8}$ )	NA

MIRL Rwy 7-25 **L**  
REIL Rwy 7 and 25 **L**

TAZEWELL COUNTY (JFZ)  
RNAV (GPS) RWY 25

LOC/DME RWY 25  
TAZEWELL COUNTY (JFZ)

**MISSED APPROACH:** Climbing right turn to 6000 on heading 324° and GZG R-011 to STACY INT/GZG 31.4 DME and hold.

ALTERNATE MISSED APCH FIX

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

RICHMOND, VIRGINIA

AL-6066 (FAA)

23278

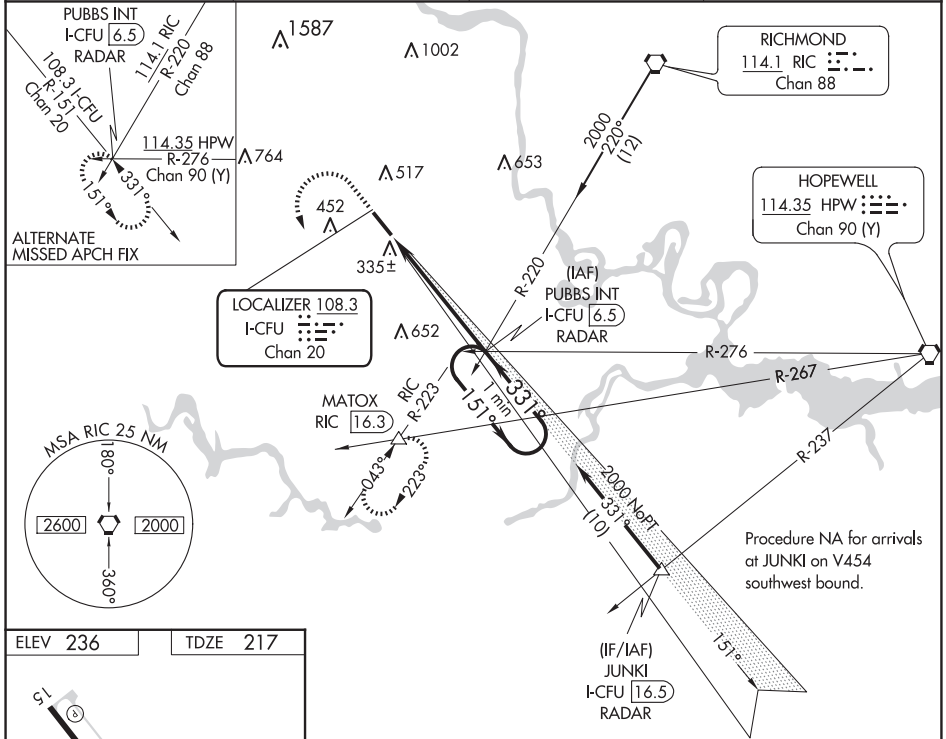
LOC/DME I-CFU <b>108.3</b> Chan <b>20</b>	APP CRS <b>331°</b>	Rwy ldg TDZE Apt Elev	<b>5500</b> <b>217</b> <b>236</b>
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# ILS or LOC RWY 33

## RICHMOND EXEC/CHESTERFIELD COUNTY (F'CI)

<p><b>T</b> When local altimeter setting not received, use Richmond Intl altimeter setting; increase DA to 453 feet; increase all MDAs 40 feet and S-LOC 33 visibility Cat C/D <math>\frac{1}{8}</math> SM and Circling visibility Cat D <math>\frac{1}{4}</math> SM. VDP NA with Richmond Intl altimeter setting.</p> <p><b>NA</b></p>	<p><b>MALSR</b></p> <p><b>MISSED APPROACH:</b> Climb to 800, then climbing left turn to 2000 via heading 148° and RIC VORTAC R-223 to MATOX INT/RIC 16.3 DME and hold.</p>
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AWOS-3PT <b>128.625</b>	POTOMAC APP CON <b>126.75 307.2</b>	CLNC DEL <b>124.6</b>	UNICOM <b>123.05 (CTAF) 0</b>
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ELEV <b>236</b>	TDZE <b>217</b>
<p>REIL Rwy 15 <b>0</b></p> <p>HIRL Rwy 15-33 <b>0</b></p> <p>FAF to MAP <b>5.4 NM</b></p>	
Knots	60 90 120 150 180
Min:Sec	5:24 3:36 2:42 2:10 1:48

800	2000	RIC R-223	MATOX	PUBBS INT I-CFU 6.5 RADAR	One Minute Holding Pattern
hdg 148°					
*LOC only.	*I-CFU 1.1	*I-CFU 2.4			
151°	331°	2000	2000		GS 3.00° TCH 49
1.3 NM	4.1 NM				
CATEGORY	A	B	C	D	
S-ILS 33	417- $\frac{1}{2}$	200 (200- $\frac{1}{2}$ )			
S-LOC 33	660- $\frac{1}{2}$	443 (500- $\frac{1}{2}$ )	660- $\frac{7}{8}$	443 (500- $\frac{7}{8}$ )	
CIRCLING	720-1 484 (500-1)	760-1 524 (600-1)	760-1 $\frac{1}{2}$ 524 (600-1 $\frac{1}{2}$ )	1020-2 $\frac{1}{2}$ 784 (800-2 $\frac{1}{2}$ )	

RICHMOND, VIRGINIA

Amdt 2E 02DEC21

RICHMOND EXEC/CHESTERFIELD COUNTY (F'CI)

37°24'N - 77°31'W

ILS or LOC RWY 33

NE-3, 07 AUG 2025 to 02 OCT 2025



WAAS  
CH **63216**  
**W15A**

APP CRS  
**151°**

Rwy Idg  
TDZE  
Apt Elev

**5500**  
**236**  
**236**

**RNAV (GPS) RWY 15**

RICHMOND EXEC/CHESTERFIELD COUNTY (F'CI)

RNP APCH.

NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Richmond Intl altimeter setting and increase all DA 36 feet, and all MDA 40 feet, increase LNAV/VNAV all Cats visibility ¼ mile. VDP and Baro-VNAV NA when using Richmond Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct PUBBS and hold.

AWOS-3PT  
**128.625**

POTOMAC APP CON  
**126.75 307.2**

CLNC DEL  
**124.6**

UNICOM  
**123.05 (CTAF) 1**

The main chart displays the RNAV (GPS) RWY 15 approach. It starts from Richmond RIC (2600, 295°, 18.8 NM) and proceeds via waypoints DOCEV (2200, 151°, 7.1 NM), SECOV (2200, 151°, 3.9 NM), and PUBBS (2000, 151°, 0.7 NM) to the runway. The chart includes various altitudes (e.g., 1511, 1587, 1002, 764, 517, 357, 452, 335±, 653, 652) and distances (e.g., 4 NM, 2600, 2000). It also shows the MSA (Minimum Safe Altitude) for RWY 15 at 25 NM (2600) and the RNP APCH (Required Navigation Performance) for the approach.

ELEV 236

TDZE 236

151°

15

33

5500 X 100

0.7% UP

AS

4 NM Holding Pattern

DOCEV

SECOV

COYRO 2 NM to RW15

2000

PUBBS

\*LNAV only.

2600

331°

151°

151°

2200

\*900

1.3 NM to RW15

RW15

7.1 NM

3.9 NM

0.7 NM

1.3 NM

GP 3.00°

TCH 43

CATEGORY	A	B	C	D
LPV DA	486-1	250 (300-1)		
LNAV/VNAV DA	692-1½	456 (500-1½)		
LNAV MDA	680-1	444 (500-1)	680-1¾ 444 (500-1¾)	680-1½ 444 (500-1½)

RICHMOND, VIRGINIA

Amdt 1D 07NOV19

RICHMOND EXEC/CHESTERFIELD COUNTY (F'CI)

37°24'N - 77°31'W

363

RNAV (GPS) RWY 15

RICHMOND, VIRGINIA

AL-6066 (FAA)

23278

WAAS CH <b>56221</b> <b>W33A</b>	APP CRS <b>331°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>217</b> <b>236</b>
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RNAV (GPS) RWY 33

RICHMOND EXEC/CHESTERFIELD COUNTY (F'CI)

▼

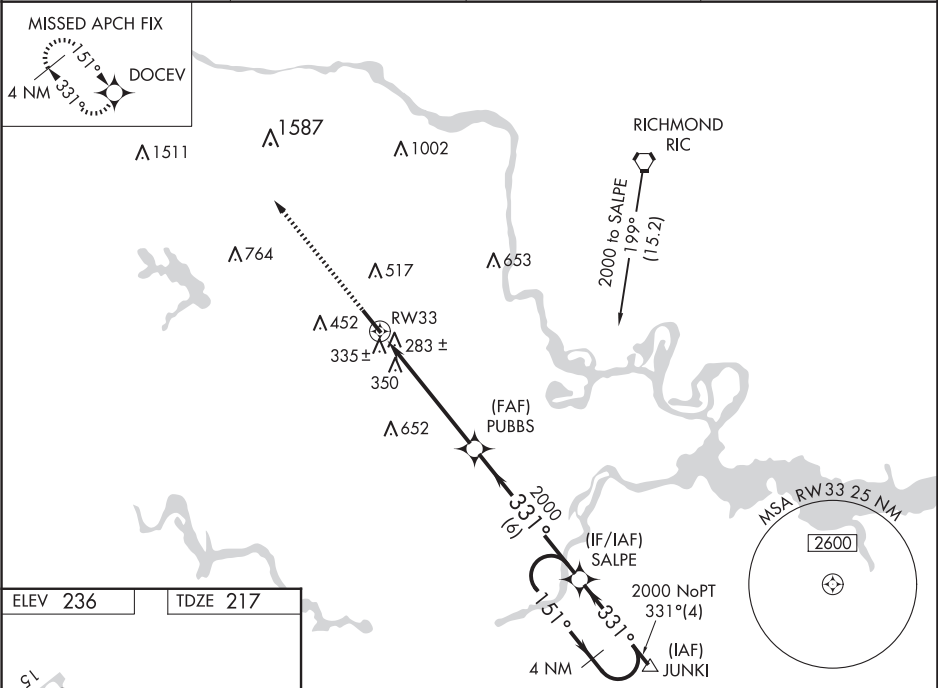
⚠ NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). When local altimeter setting not received, use Richmond Intl altimeter setting; increase LPV DA to 546 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 634 feet and all visibilities ½ SM; increase all MDAs 40 feet and LNAV visibility Cat C/D ½ SM and Circling visibility Cat D ½ SM. DME/DME RNP-0.3 NA. For inop MALSR, increase LPV all Cats visibility to 1 mile and LNAV Cat C/D to 1½ mile. For inop MALSR when using Richmond Intl altimeter setting, increase LPV all Cats visibility to 1 ½ mile. Baro-VNAV and VDP NA when using Richmond Intl altimeter setting.

MALSR

MISSED APPROACH:  
Climb to 3000 direct  
DOCEV and hold.

AWOS-3PT <b>128.625</b>	POTOMAC APP CON <b>126.75 307.2</b>	CLNC DEL <b>124.6</b>	UNICOM <b>123.05 (CTAF) 0</b>
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ELEV 236	TDZE 217
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3000

DOCEV

\*LNAV only

4 NM Holding Pattern

PUBBS 2000

SALPE

331° 151° 2000

331° 2000

GP 3.00° TCH 49

CATEGORY	A	B	C	D
LPV DA	510-½ 293 (300-½)			
LNAV/VNAV DA	598-⅞ 381 (400-⅞)			
LNAV MDA	720-½ 503 (500-½)		720-1 503 (500-1)	
CIRCLING	720-1 484 (500-1)	760-1 524 (600-1)	760-1½ 524 (600-1½)	1020-2½ 784 (800-2½)

RICHMOND, VIRGINIA  
Orig-E 02DEC21

RICHMOND EXEC/CHESTERFIELD COUNTY (F'CI)  
37°24'N - 77°31'W  
RNAV (GPS) RWY 33

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

LOC I-EZD <b>110.9</b>	APP CRS <b>023°</b>	Rwy Ldg TDZE Apt Elev <b>6607</b> <b>161</b> <b>168</b>
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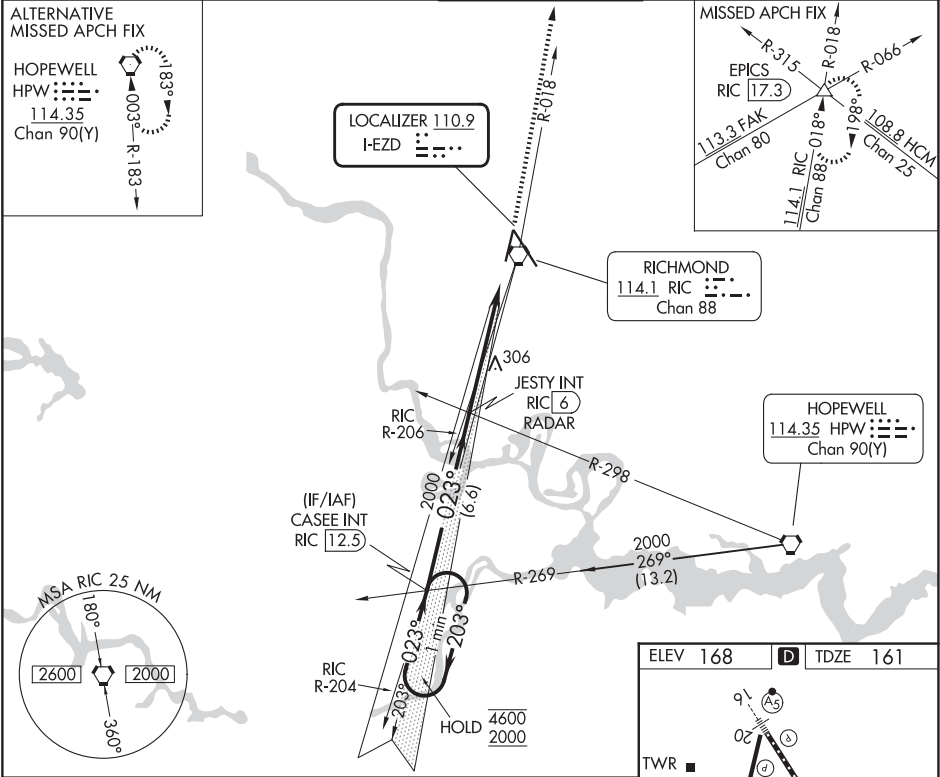
ILS or LOC RWY 2  
RICHMOND INTL (RIC)

**⚠** Rwy 2 helicopter visibility reduction below ¾ SM NA.  
For inop ALS, increase S-ILS 2 all Cats visibility to ⅝ SM and S-LOC 2 Cats A and B visibility to 1 SM.

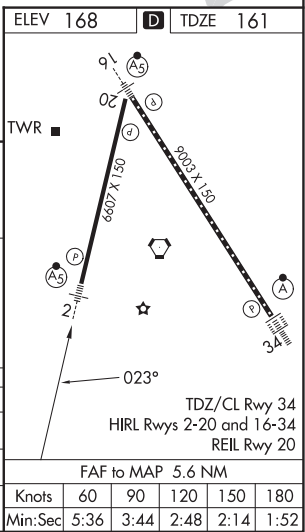
MALS R

MISSED APPROACH: Climb to 2000 on RIC VORTAC R-018 to EPICS INT/ RIC 17.3 DME and hold.

ATIS <b>119.15 263.025</b>	POTOMAC APP CON <b>126.4 282.375</b> (001°-185°) <b>126.75 307.2</b> (186°-360°)	RICHMOND TOWER <b>121.1 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>127.55 348.6</b>
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One Minute Holding Pattern	CASEE INT RIC 12.5	JESTY INT RIC 6 RADAR	2000	EPICS △
4600 ← 203°	2000 → 023°	2000	2000	RIC R-018
GS 3.00°	TCH 50	2000	2000	RIC 0.5
	6.6 NM	5.6 NM		
CATEGORY	A	B	C	D
S-ILS 2	457- ¾ 296 (300-¾)			
S-LOC 2	560- ¾ 399 (400-¾)			
CIRCLING	660-1 492 (500-1)		700-1½ 532 (600-1½)	720-2 552 (600-2)



NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025



LOC I-BNE <b><u>110.7</u></b>	APP CRS <b>337°</b>	Rwy Ldg TDZE Apt Elev	<b>9003</b> <b>161</b> <b>168</b>
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ILS or LOC RWY 34  
RICHMOND INTL (RIC)

	DME required for LOC only.
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**T** For inop ALS, increase S-ILS 34 Cat E visibility to RVR 4000 and S-LOC 34 Cat E visibility to 1% SM. DME from RIC VORTAC. DME use requires simultaneous reception of I-BNE and RIC DME.

ALSF-2



MISSED APPROACH: Climb to 800 then climbing right turn to 2000 on RIC VORTAC R-018 to EPICS INT/RIC 17.3 DME and hold.

ATIS		POTOMAC APP CON		RICHMOND TOWER		GND CON		CLNC DEL	
119.15	263.025	126.4	282.375 (001°-185°)	121.1	257.8	121.9	348.6	127.55	348.6
		126.75	307.2 (186°-360°)						

RICHMOND, VIRGINIA



AL-347 (FAA)

25219

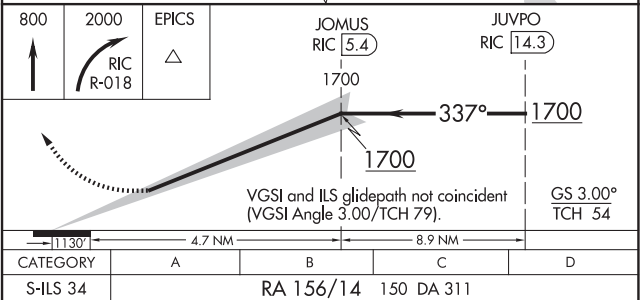
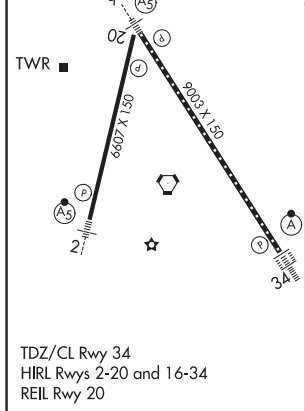
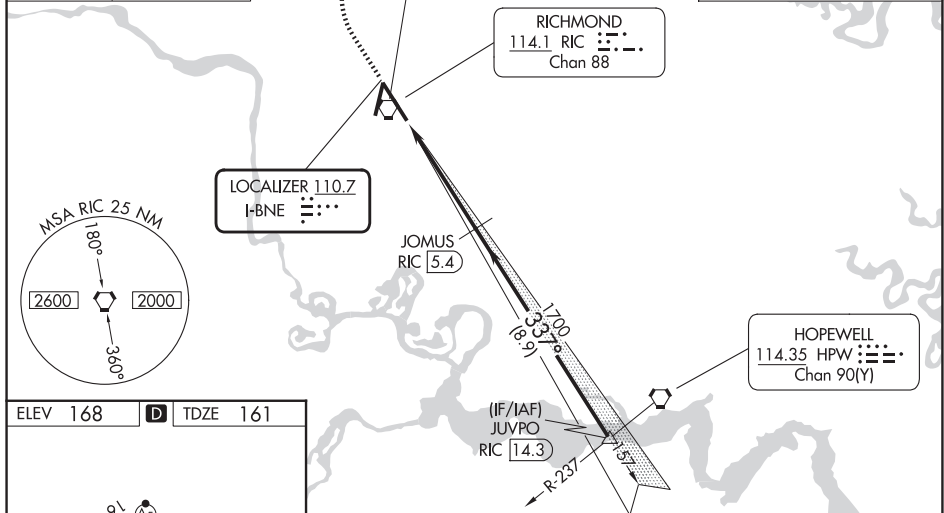
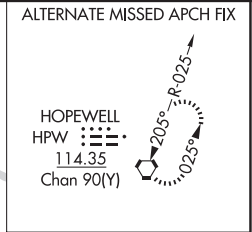
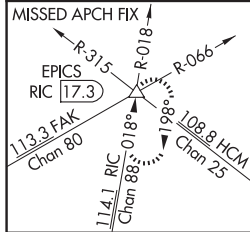
LOC I-BNE <b>110.7</b>	APP CRS <b>337°</b>	Rwy Ldg TDZE <b>161</b> Apt Elev <b>168</b>
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# ILS RWY 34 (SA CAT I)

RICHMOND INTL (RIC)

 Requires specific OPSPEC, MSPEC, or LOA approval. DME from RIC VORTAC. DME use requires simultaneous reception of I-BNE and RIC DME.	ALSIF-2 	MISSED APPROACH: Climb to 800 then climbing right turn to 2000 on RIC VORTAC R-018 to EPICS INT/RIC 17.3 DME and hold.
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ATIS <b>119.15 263.025</b>	POTOMAC APP CON <b>126.4 282.375</b> (001°-185°) <b>126.75 307.2</b> (186°-360°)	RICHMOND TOWER <b>121.1 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>127.55 348.6</b>
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**SA CATEGORY I ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED**

RICHMOND, VIRGINIA  
Amdt 15A 15JUN23

37°30'N-77°19'W

RICHMOND INTL (RIC)  
**ILS RWY 34 (SA CAT I)**

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

LOC I-BNE <b><u>110.7</u></b>	APP CRS <b>337°</b>	Rwy Ldg TDZE Apt Elev	<b>9003</b> <b>161</b> <b>168</b>
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**ILS RWY 34 (CAT II & III)**  
RICHMOND INTL (RIC)

**T** DME from RIC VORTAC. DME use requires simultaneous reception of I-BNE and RIC DME. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

ALSF-2



**MISSED APPROACH:** Climb to 800 then climbing right turn to 2000 on RIC VORTAC R-018 to EPICS INT/ RIC 17.3 DME and hold.

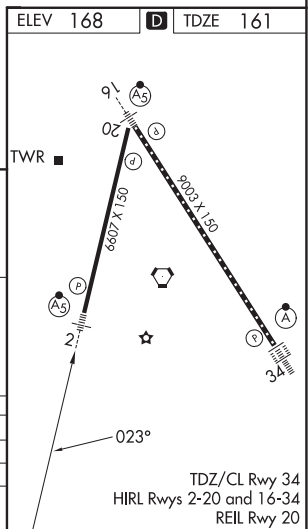
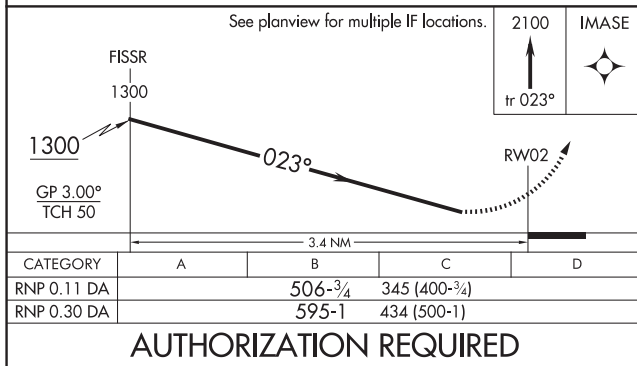
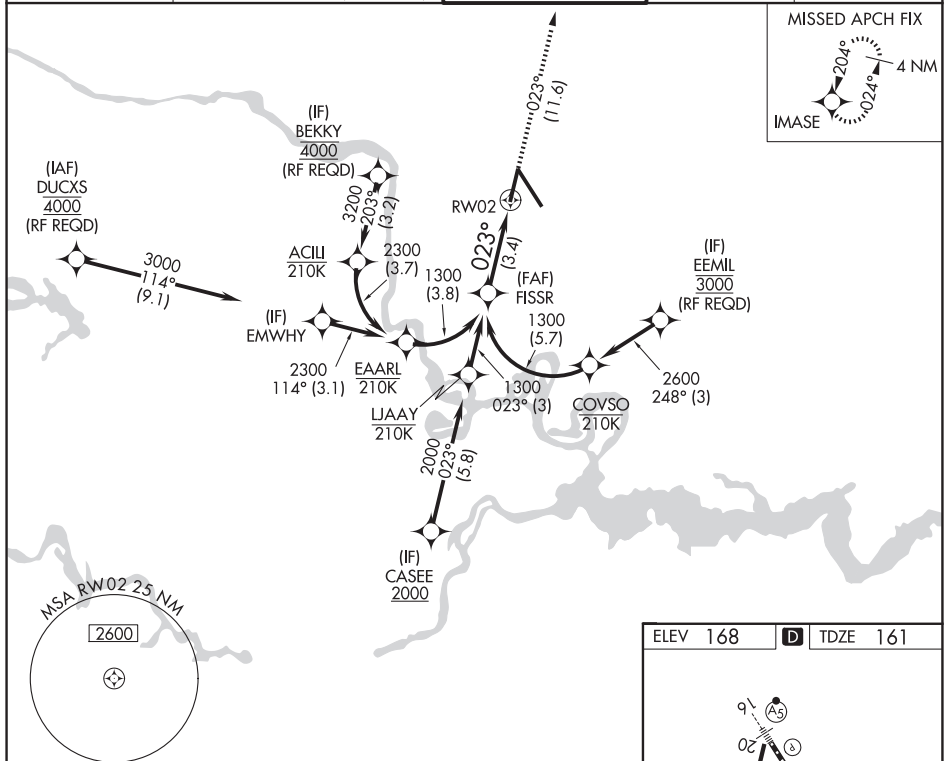
ATIS		POTOMAC APP CON		RICHMOND TOWER		GND CON		CLNC DEL	
119.15	263.025	126.4	282.375 (001°-185°)	121.1	257.8	121.9	348.6	127.55	348.6
		126.75	307.2 (186°-360°)						

APP CRS	Rwy Ldg	6607
023°	TDZE	161
	Apt Elev	168

# RNAV (RNP) Y RWY 2

RICHMOND INTL (RIC)

RNP AR APCH.		MALSR		MISSED APPROACH: Climb to 2100 on track 023° to IMASE and hold.	
▼ For uncompensated Baro-VNAV systems, procedure NA below -11°C (13°F) or above 54°C (130°F). Rwy 2 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase RNP 0.11 all Cats visibility to 1 SM and RNP 0.3 all Cats visibility to 1¼ SM.					
ATIS	POTOMAC APP CON	RICHMOND TOWER		GND CON	CLNC DEL
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8		121.9 348.6	127.55 348.6



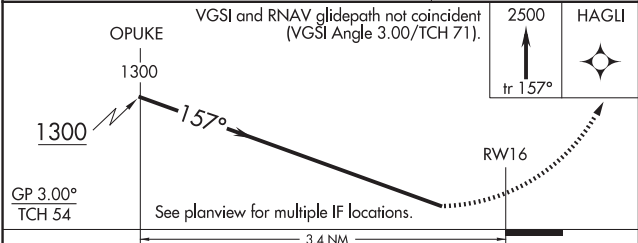
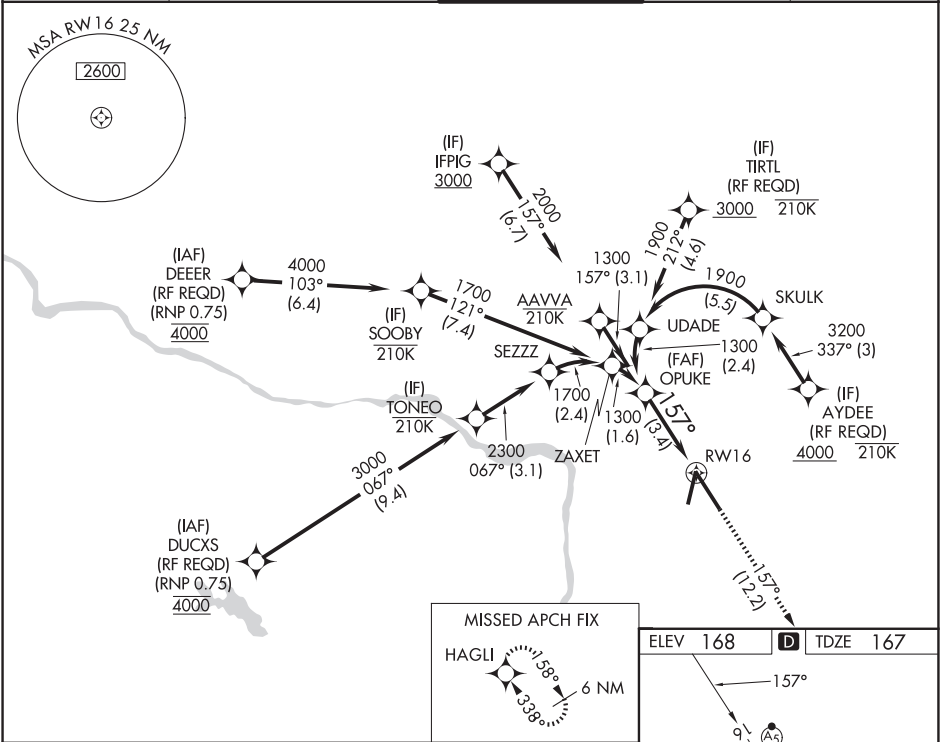


APP CRS	Rwy Ldg	9003
157°	TDZE	167
	Apt Elev	168

# RNAV (RNP) Y RWY 16

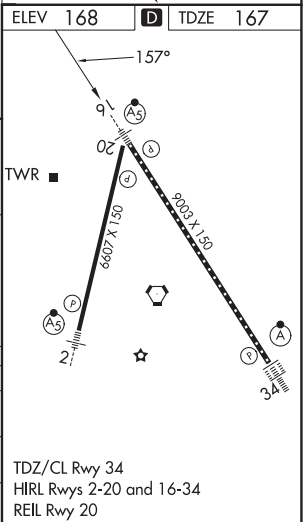
RICHMOND INTL (RIC)

RNP AR APCH.		MALS R	MISSED APPROACH: Climb to 2500 on track 157° to HAGLI and hold.	
▼ For uncompensated Baro-VNAV systems, procedure NA below -11°C (13°F) or above 54°C (130°F). For inop ALS, increase RNP 0.11 all Cats visibility to RVR 5500 and RNP 0.30 all Cats visibility to 1½ SM.				
ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6	127.55 348.6



CATEGORY	A	B	C	D
RNP 0.11 DA	506/40 339 (400-¾)			
RNP 0.30 DA	606/50 439 (500-1)			

AUTHORIZATION REQUIRED



NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025



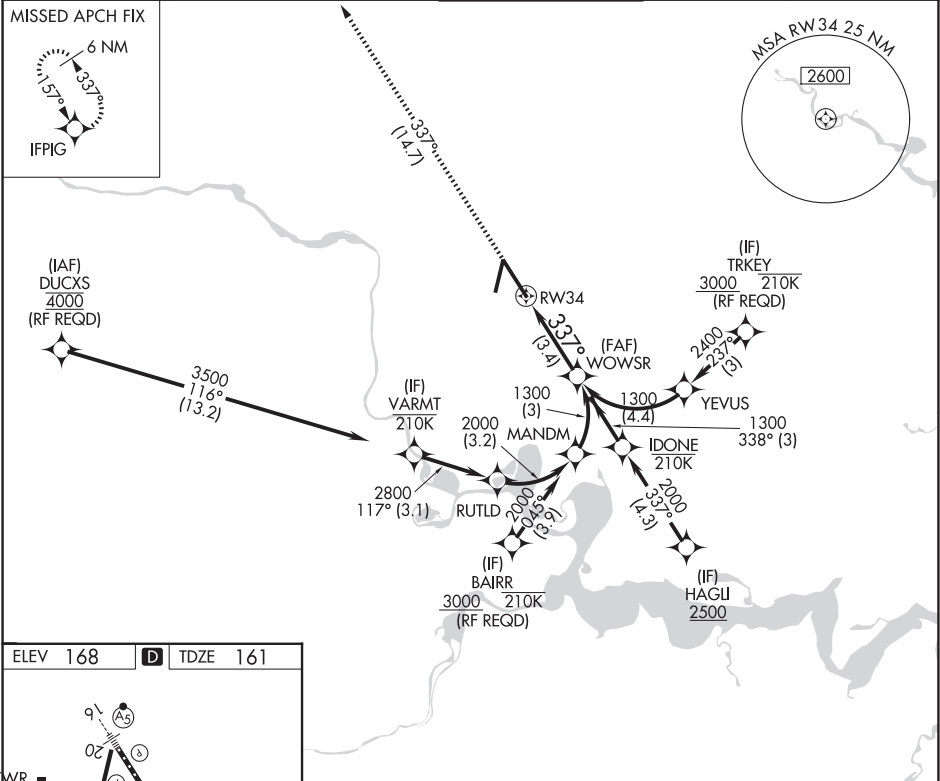
APP CRS	Rwy Ldg	9003
337°	TDZE	161
	Apt Elev	168

RNAV (RNP) Y RWY 34

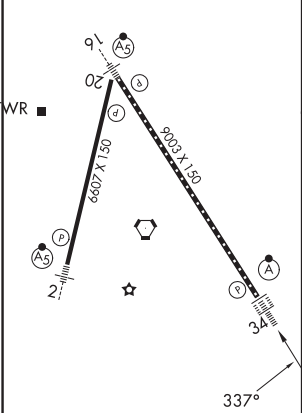
RICHMOND INTL (RIC)

RNP AR APCH.	ALSF-2	MISSED APPROACH: Climb to 2500 on track 337° to IFPIG and hold.
For uncompensated Baro-VNAV systems, procedure NA below -11°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to 1¼ SM.		

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	126.4 282.375 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6	127.55 348.6



ELEV 168	D	TDZE 161
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2500	IFPIG	See planview for multiple IF locations. VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 79).	WOWSR
<div>↑ fr 337°</div>	<div>✦</div>		1300
<div><div><div>RW34</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></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><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></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><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></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><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></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><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></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><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></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><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></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><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></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><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></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><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></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><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></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><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></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><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></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><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></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><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></div><div></div><div></div><div></di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AUTHORIZATION REQUIRED

RICHMOND, VIRGINIA

AL-347 (FAA)

25219

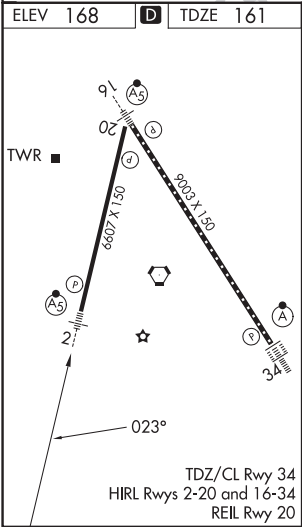
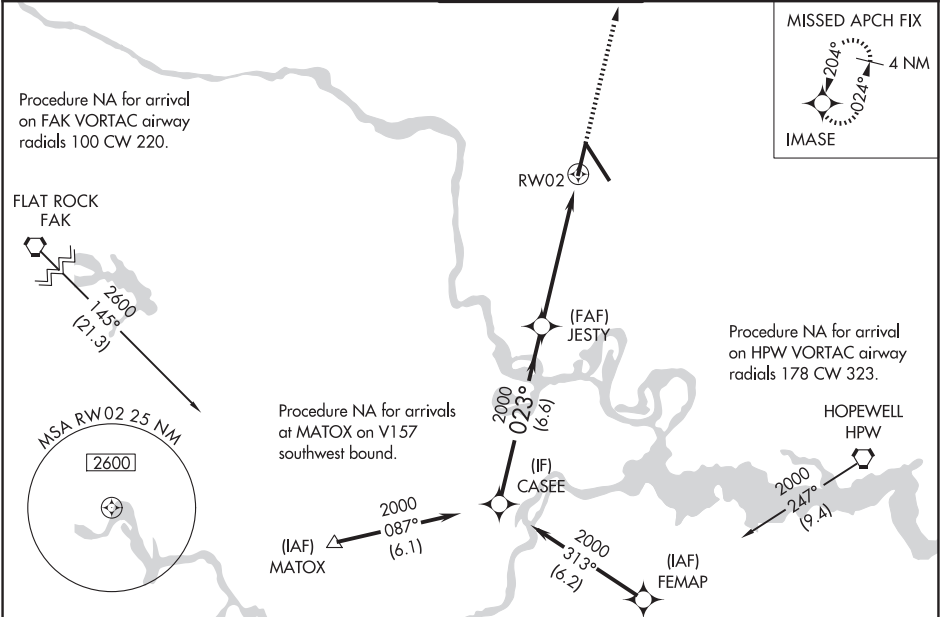
WAAS CH <b>72716</b> <b>W02A</b>	APP CRS <b>023°</b>	Rwy Ldg TDZE <b>161</b> Apt Elev <b>168</b>
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RNAV (GPS) Z RWY 2

RICHMOND INTL (RIC)

RNP APCH. <div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). Rwy 2 helicopter visibility reduction below ¾ SM NA.</div>	MALSR 	MISSED APPROACH: Climb to 2000 direct IMASE and hold.
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ATIS <b>119.15 263.025</b>	POTOMAC APP CON <b>126.4 282.375</b> (001°-185°) <b>126.75 307.2</b> (186°-360°)	RICHMOND TOWER <b>121.1 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>127.55 348.6</b>
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	CASEE	JESTY		
	2000	2000	2000	IMASE
	GP 3.00° TCH 50	2000	2000	
	6.6 NM	4.3 NM	1.3 NM	
CATEGORY	A	B	C	D
LPV DA		457-¾	296 (300-¾)	
LNAV/VNAV DA		568-⅞	407 (400-⅞)	
LNAV MDA	620-¾	459 (500-¾)	620-1	459 (500-1)
CIRCLING	660-1	492 (500-1)	700-1½ 532 (600-1½)	720-2 552 (600-2)

RICHMOND, VIRGINIA

Amdt 1C 19JUL18

37°30'N-77°19'W

RICHMOND INTL (RIC)


RNAV (GPS) Z RWY 2

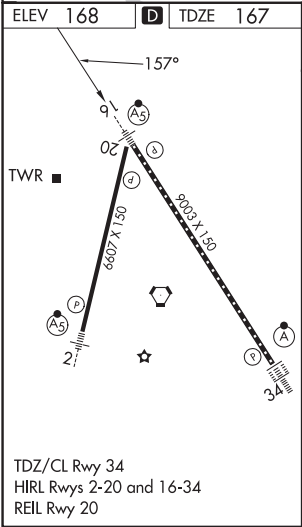
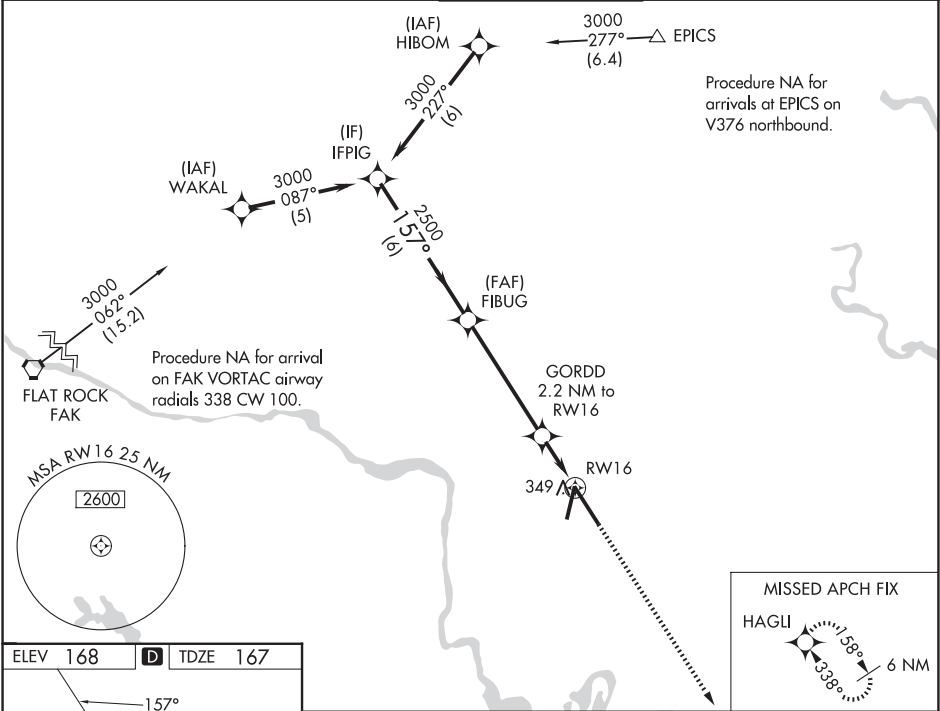
NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>72720</b> <b>W16A</b>	APP CRS <b>157°</b>	Rwy Ldg TDZE <b>167</b> Apt Elev <b>168</b>
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RNAV (GPS) Z RWY 16  
RICHMOND INTL (RIC)

RNP APCH: ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). For inop ALS increase LNAV/VNAV all Cats visibility to RVR 5400. ** RVR 1800 authorized with use of FD or AP or HUD to DA.		MALSR 	MISSED APPROACH: Climb to 2500 direct HAGLI and hold.	
ATIS <b>119.15 263.025</b>	POTOMAC APP CON <b>126.4 282.375</b> (001°-185°) <b>126.75 307.2</b> (186°-360°)	RICHMOND TOWER <b>121.1 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>127.55 348.6</b>



VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 71).				2500	HAGLI
GP 3.00° TCH 54				*LNAV only.	
IFPIG 3000 157° FIBUG 2500 GORDD 2.2 NM to RW16				RW16	
2500 920*				1.2 NM to RW16	
6 NM 5 NM 1 NM 1.2 NM					
CATEGORY	A	B	C	D	
LPV DA **	367/24 200 (200-½)				
LNAV/VNAV DA	504/31 337 (400-⅝)				
LNAV MDA	600/24 433 (500-½)		600/40 433 (500-¾)		
CIRCLING	660-1 492 (500-1)		700-1½ 532 (600-1½)		720-2 552 (600-2)

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

RICHMOND, VIRGINIA

AL-347 (FAA)

25219

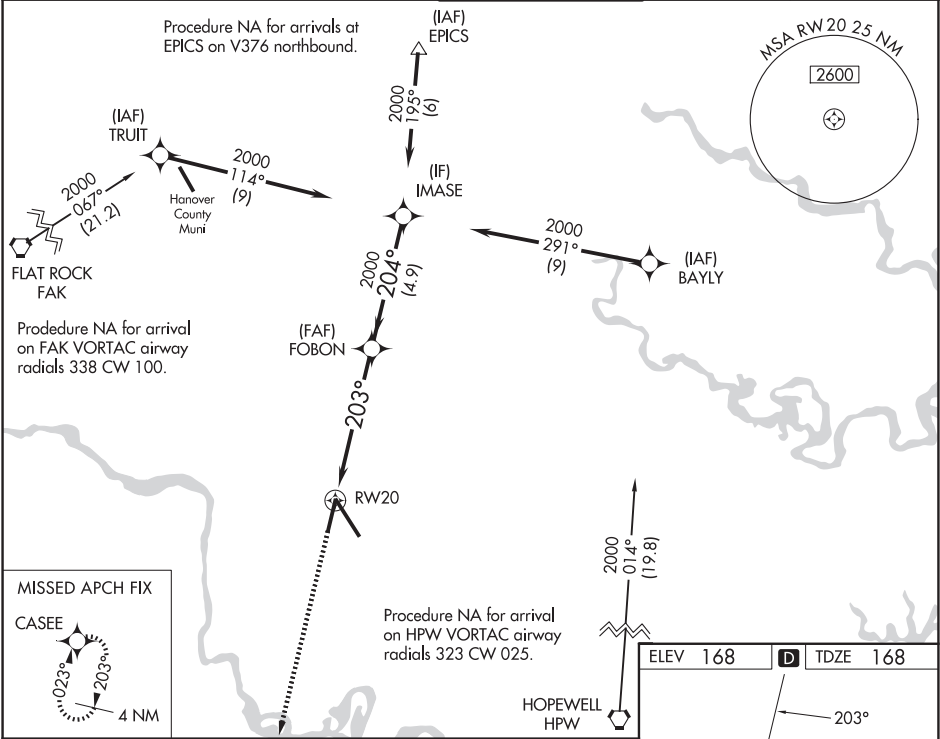
WAAS CH <b>69320</b> <b>W20A</b>	APP CRS <b>203°</b>	Rwy Ldg TDZE <b>168</b> Apt Elev <b>168</b>
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# RNAV (GPS) Z RWY 20

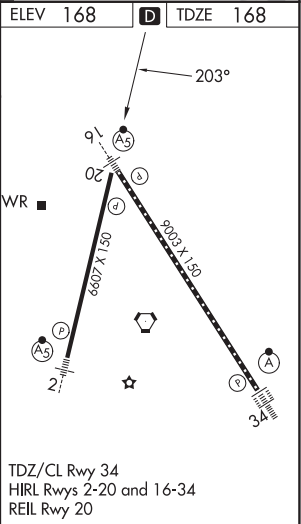
RICHMOND INTL (RIC)

RNP APCH. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). Rwy 20 helicopter visibility reduction below ¾ SM NA.	MISSED APPROACH: Climb to 2000 direct CASEE and hold.
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ATIS <b>119.15 263.025</b>	POTOMAC APP CON <b>126.4 282.375</b> (001°-185°) <b>126.75 307.2</b> (186°-360°)	RICHMOND TOWER <b>121.1 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>127.55 348.6</b>
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2000	CASEE	*LNAV only.	FOBON	IMASE
↑	✱	*1.5 NM to RW20	2000	2000
RW20		203°	204°	2000
1.5 NM		4.1 NM	4.9 NM	GP 3.00° TCH 49
CATEGORY	A	B	C	D
LPV DA	464-7/8		296 (300-7/8)	
LNAV/VNAV DA	603-1 1/2		435 (500-1 1/2)	
LNAV MDA	680-1	512 (600-1)	680-1 3/8	512 (600-1 3/8)
CIRCLING	680-1	512 (600-1)	700-1 1/2 532 (600-1 1/2)	720-2 552 (600-2)



RICHMOND, VIRGINIA  
Amdt 2C 19JUL18

37°30'N-77°19'W

# RNAV (GPS) Z RWY 20

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

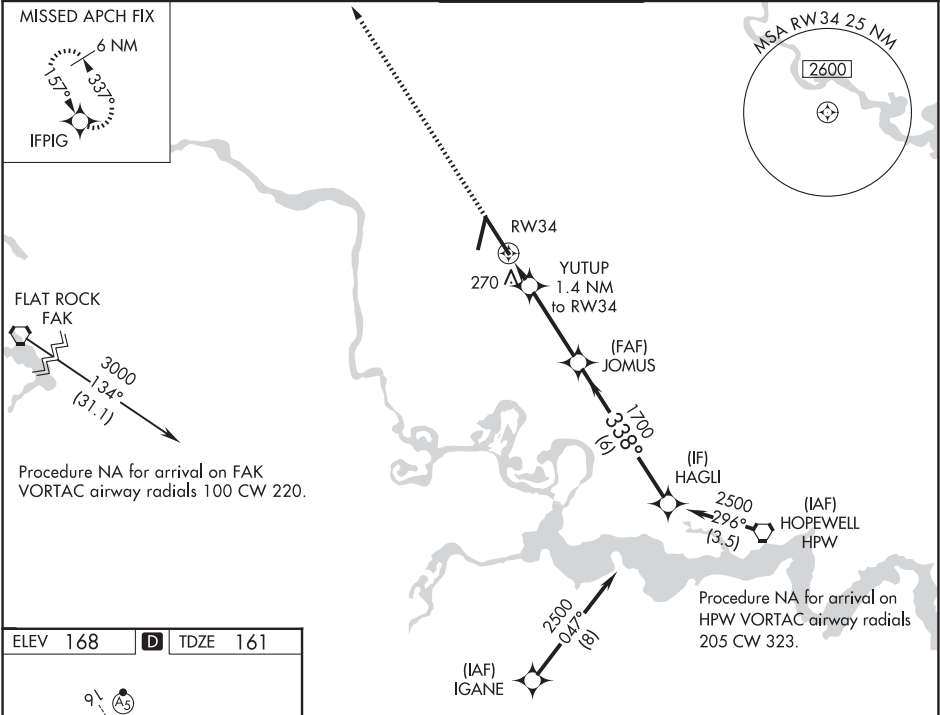
WAAS CH <b>97520</b> <b>W34A</b>	APP CRS <b>338°</b>	Rwy Ldg <b>9003</b> TDZE <b>161</b> Apt Elev <b>168</b>
--	------------------------	---

# RNAV (GPS) Z RWY 34

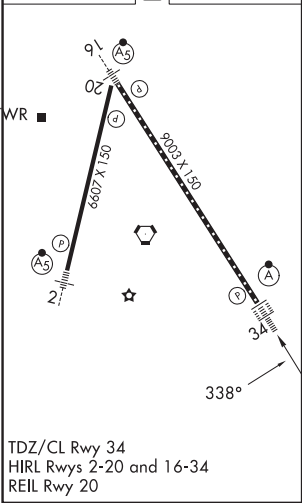
RICHMOND INTL (RIC)

RNP APCH. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1¼ SM and LNAV Cats C and D visibility to RVR 5500.	ALSF-2 A MISSED APPROACH: Climb to 2500 direct IFPIG and hold.
---	--

ATIS <b>119.15 263.025</b>	POTOMAC APP CON <b>126.4 282.375</b> (001°-185°) <b>126.75 307.2</b> (186°-360°)	RICHMOND TOWER <b>121.1 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>127.55 348.6</b>
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ELEV <b>168</b>	<b>D</b>	TDZE <b>161</b>
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2500	IFPIG	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 79).	HAGLI	2500
*LNAV only.	YUTUP 1.4 NM to RW34	JOMUS 1700	338°	1700
RW34	1.4 NM	3.3 NM	6 NM	GP 3.00° TCH 54
CATEGORY	A	B	C	D
LPV DA		361/18	200 (200-½)	
LNAV/VNAV DA		530/37	369 (400-¾)	
LNAV MDA	520/24	359 (400-½)	520/30	359 (400-¾)
CIRCLING	660-1	492 (500-1)	700-1½ 532 (600-1½)	720-2 552 (600-2)

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

VORTAC RIC	APP CRS	Rwy Ldg	6607
<b>114.1</b>	<b>041°</b>	TDZE	<b>162</b>
Chan <b>88</b>		Apt Elev	<b>167</b>

# VOR RWY 2

RICHMOND INTL (RIC)

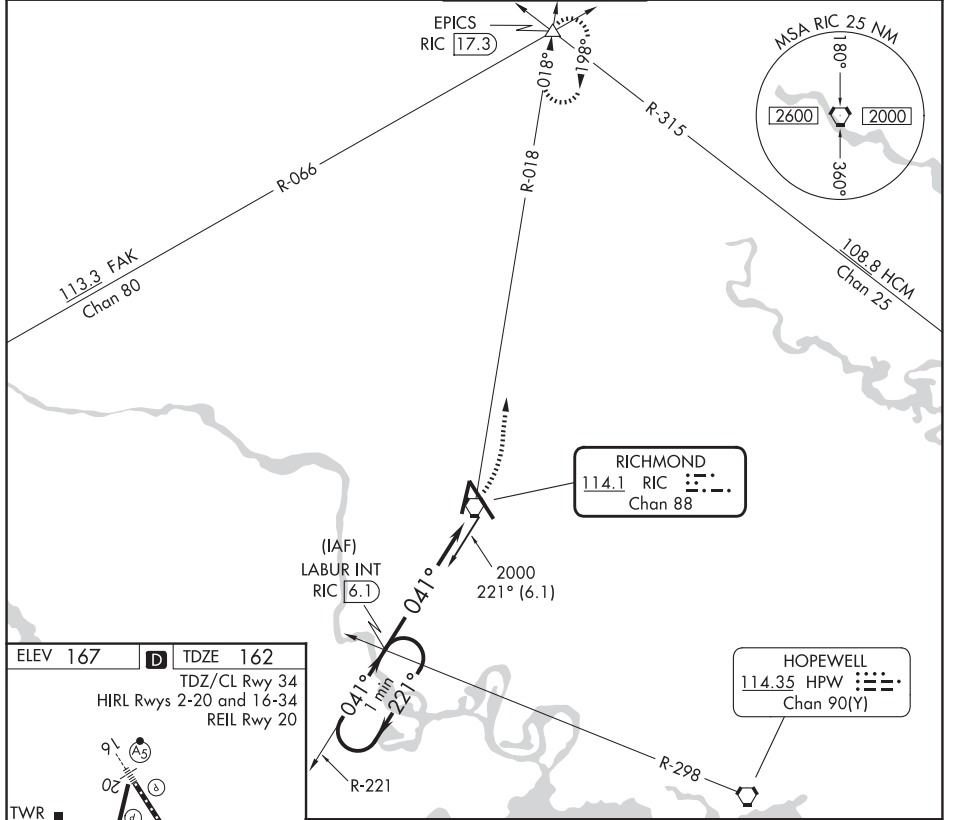
**⚠** Rwy 2 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For inop ALS, increase S-2 Cat A/B visibility to 1 SM, and Cat C/D to 1 $\frac{1}{2}$  SM.

**MALSR**

**AS**

**MISSED APPROACH:** Climbing left turn to 2000 on RIC VORTAC R-018 to EPICS INT/RIC 17.3 DME and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
<b>119.15 263.025</b>	<b>126.4 282.375</b> (001°-185°)	<b>121.1 257.8</b>	<b>121.9 348.6</b>	<b>127.55 348.6</b>
	<b>126.75 307.2</b> (186°-360°)			



ELEV 167 **D** TDZE 162

TDZ/CL Rwy 34  
HIRL Rws 2-20 and 16-34  
REIL Rwy 20

TWR

6607 X 150

9003 X 150

041°

2

34

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

One Minute Holding Pattern		LABUR INT RIC 6.1	2000 RIC R-018	EPICS
2000 ← 221° 041° →		041°	RIC 1.7 VORTAC	
		2.98° TCH 49	4.3 NM	1.4
CATEGORY	A	B	C	D
S-2	640- $\frac{3}{4}$	478 (500- $\frac{3}{4}$ )	640-1	478 (500-1)
CIRCLING	660-1	493 (500-1)	700-1 $\frac{1}{2}$ 533 (600-1 $\frac{1}{2}$ )	720-2 553 (600-2)

NE-3, 07 AUG 2025 to 02 OCT 2025

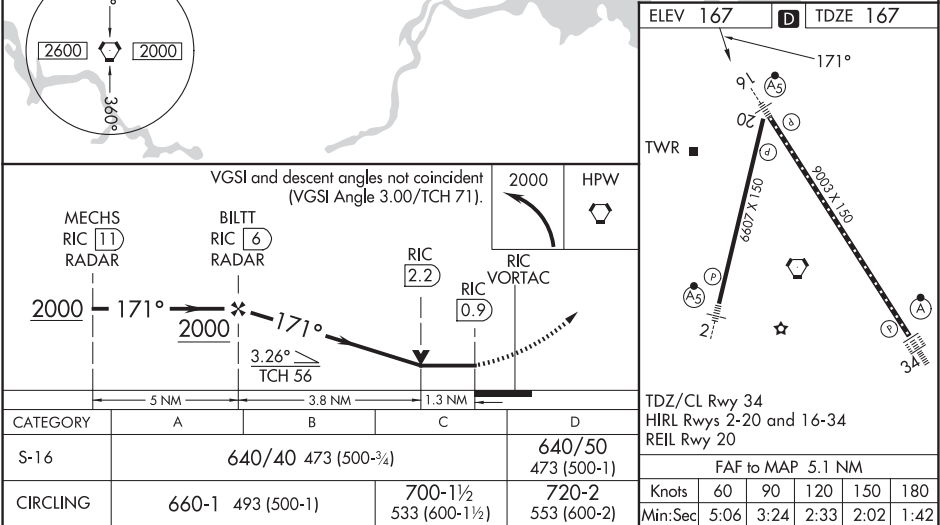
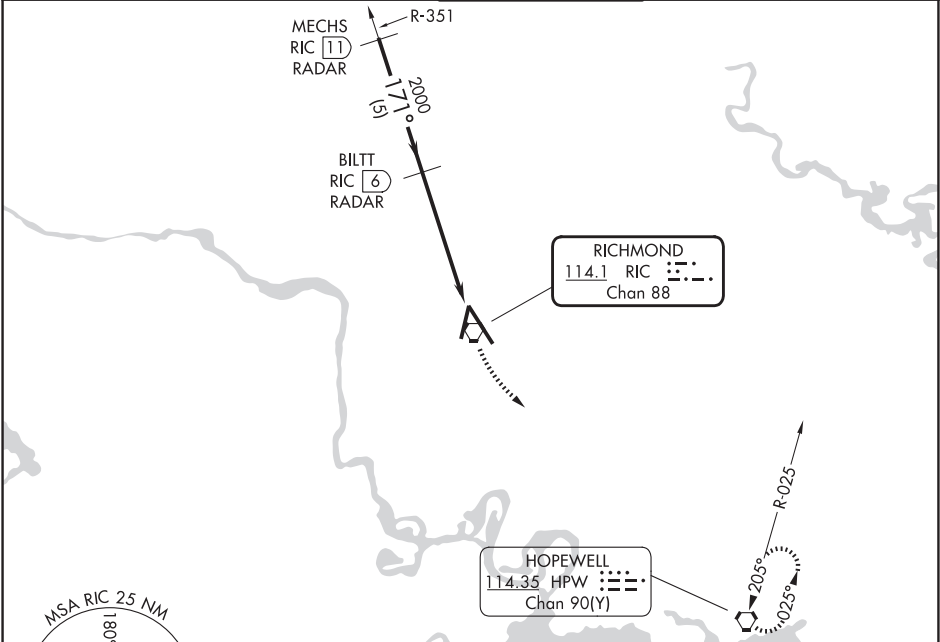
NE-3, 07 AUG 2025 to 02 OCT 2025



VORTAC RIC <b>114.1</b> Chan <b>88</b>	APP CRS <b>171°</b>	Rwy Ldg TDZE <b>167</b> Apt Elev <b>167</b>	<b>9003</b>	VOR RWY 16 RICHMOND INTL (RIC)	
--	------------------------	---	-------------	-----------------------------------	--

DME or RADAR required. RADAR required for procedure entry.				MALSR 	MISSED APPROACH: Climbing left turn to 2000 direct HPW VORTAC and hold.
▼ Rwy 16 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-16 Cat A/B visibility to RVR 5500, and Cat C/D to 1½ SM.					

ATIS <b>119.15 263.025</b>	POTOMAC APP CON <b>126.4 282.375</b> (001°-185°) <b>126.75 307.2</b> (186°-360°)	RICHMOND TOWER <b>121.1 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>127.55 348.6</b>
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RICHMOND, VIRGINIA

AL-347 (FAA)

25219

VORTAC RIC	APP CRS	Rwy Ldg	6607
114.1	188°	TDZE	168
Chan 88		Apt Elev	168

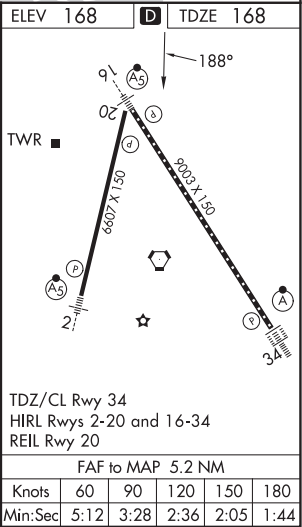
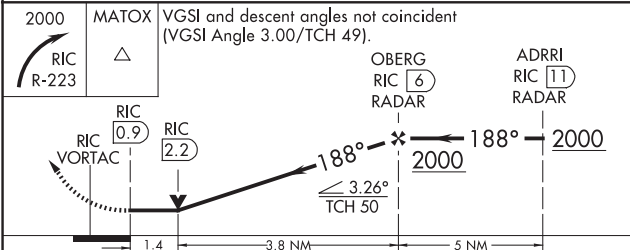
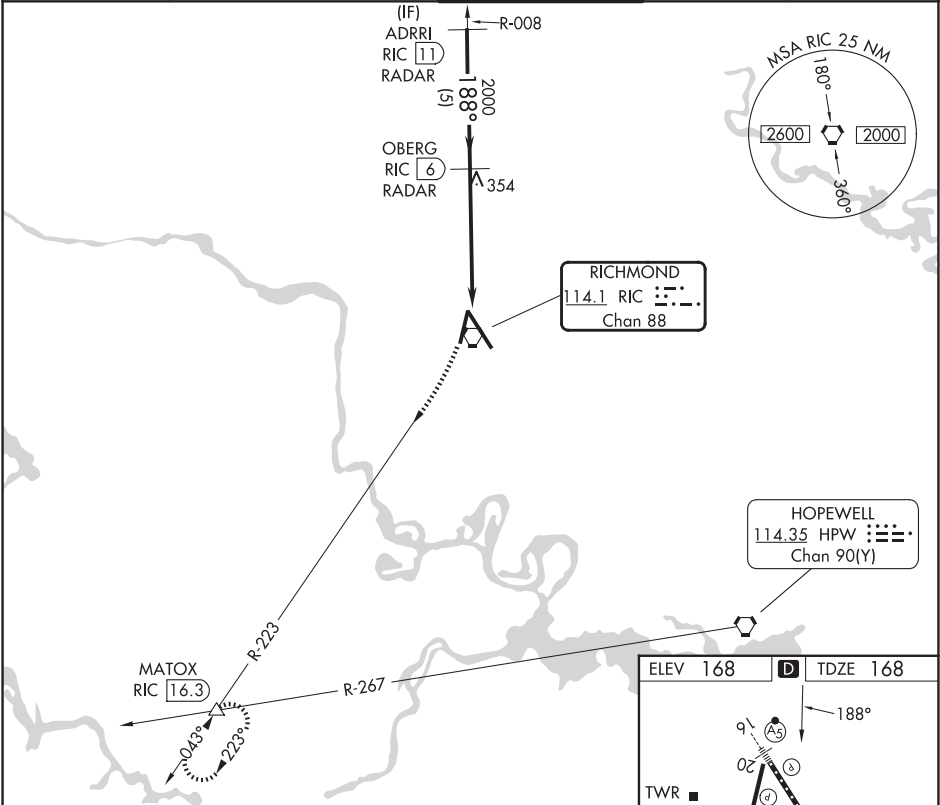
VOR RWY 20  
RICHMOND INTL (RIC)

RADAR required for procedure entry. DME or RADAR required.

MISSED APPROACH: Climbing right turn to 2000 on RIC R-223 to MATOX INT/RIC 16.3 DME and hold.

Rwy 20 helicopter visibility reduction below ¾ SM NA.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6	127.55 348.6



CATEGORY	A	B	C	D
S-20	660-1 492 (500-1)		660-1 492 (500-1 3/8)	
CIRCLING	660-1 492 (500-1)		700-1 532 (600-1 1/2)	720-2 552 (600-2)

RICHMOND, VIRGINIA  
Amdt 1E 03DEC20

37°30'N-77°19'W

RICHMOND INTL (RIC)  
VOR RWY 20

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

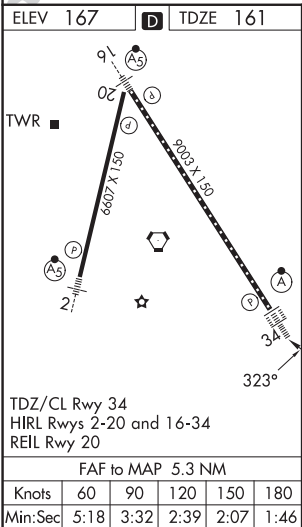
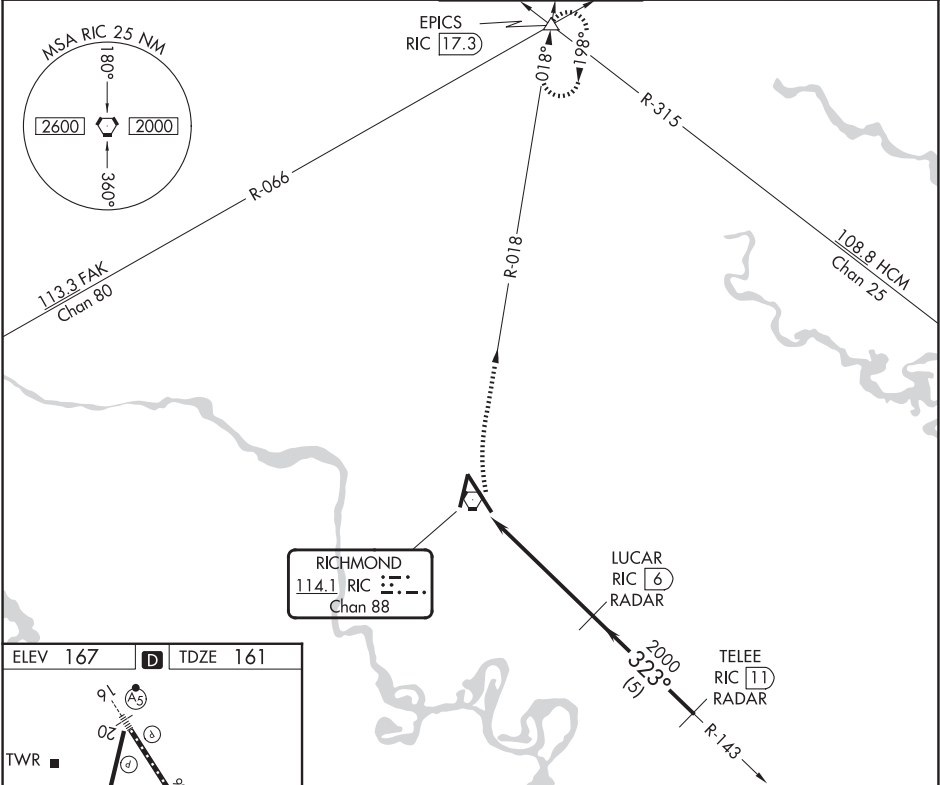
VORTAC RIC	APP CRS	Rwy Ldg	9003
114.1	323°	TDZE	161
Chan 88		Apt Elev	167

VOR RWY 34

RICHMOND INTL (RIC)

DME or RADAR required. RADAR required for procedure entry.	ALSF-2	MISSED APPROACH: Climbing right turn to 2000 via RIC R-018 to EPICS INT and hold.
For inop ALS, increase S-34 Cat C/D visibility to RVR 5500.		

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	126.4 282.375 (001°-185°)	121.1 257.8	121.9 348.6	127.55 348.6
	126.75 307.2 (186°-360°)			



2000	EPICS	VGSI and descent angles not coincident (VGSI Angle 3/00/TCH 79).		
RIC R-018	△	LUCAR RIC 6 RADAR	TELEEE RIC 11 RADAR	
RIC VORTAC	RIC 1.7	RIC 0.8	323°	2000
RIC 0.8	RIC 1.7	323°	2000	2000
1 NM	4.3 NM	5 NM		
CATEGORY	A	B	C	D
S-34	540/24 379 (400-½)		540/40 379 (400-¾)	540/50 379 (400-1)
CIRCLING	660-1 493 (500-1)		700-1½ 533 (600-1½)	720-2 553 (600-2)

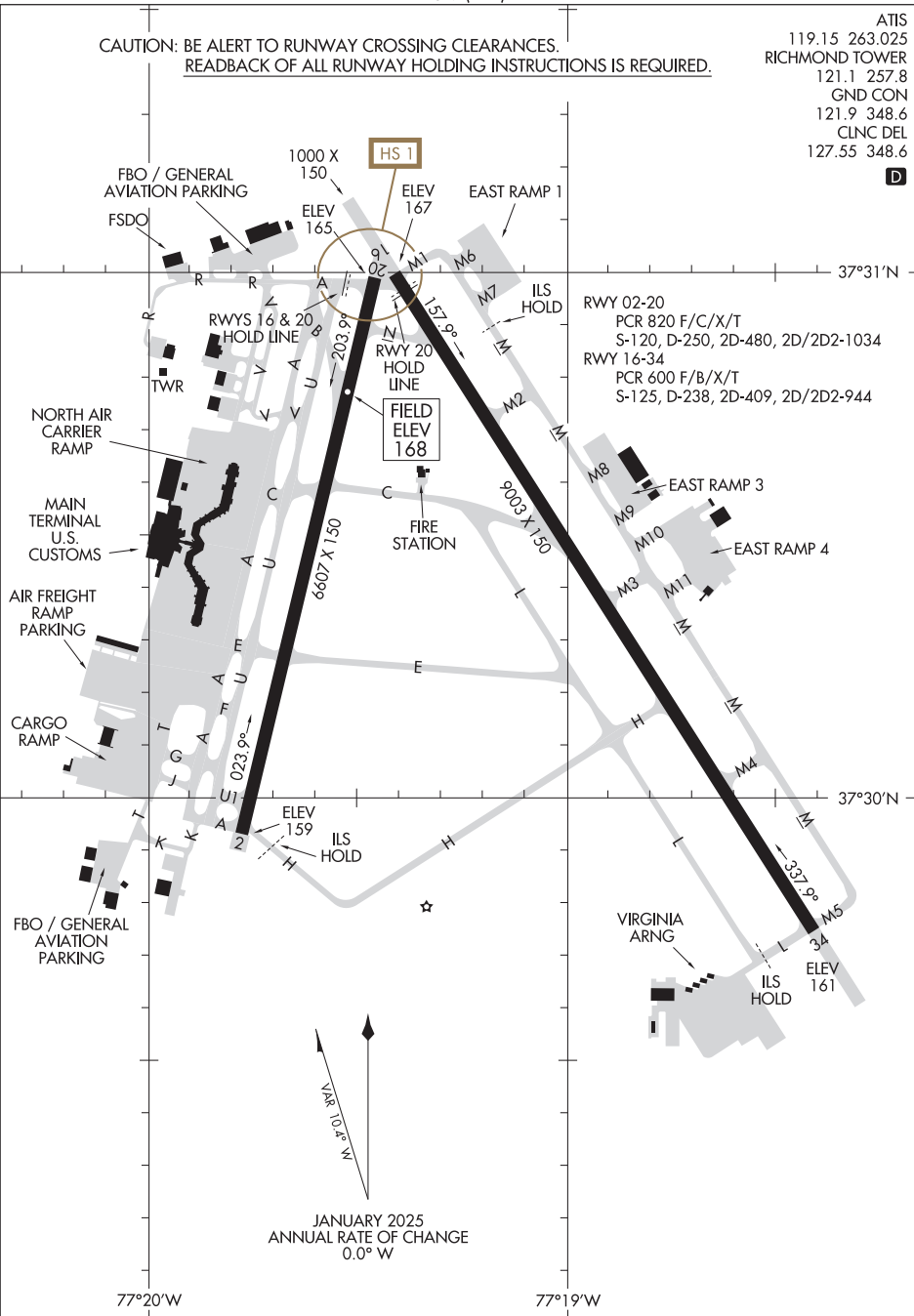
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

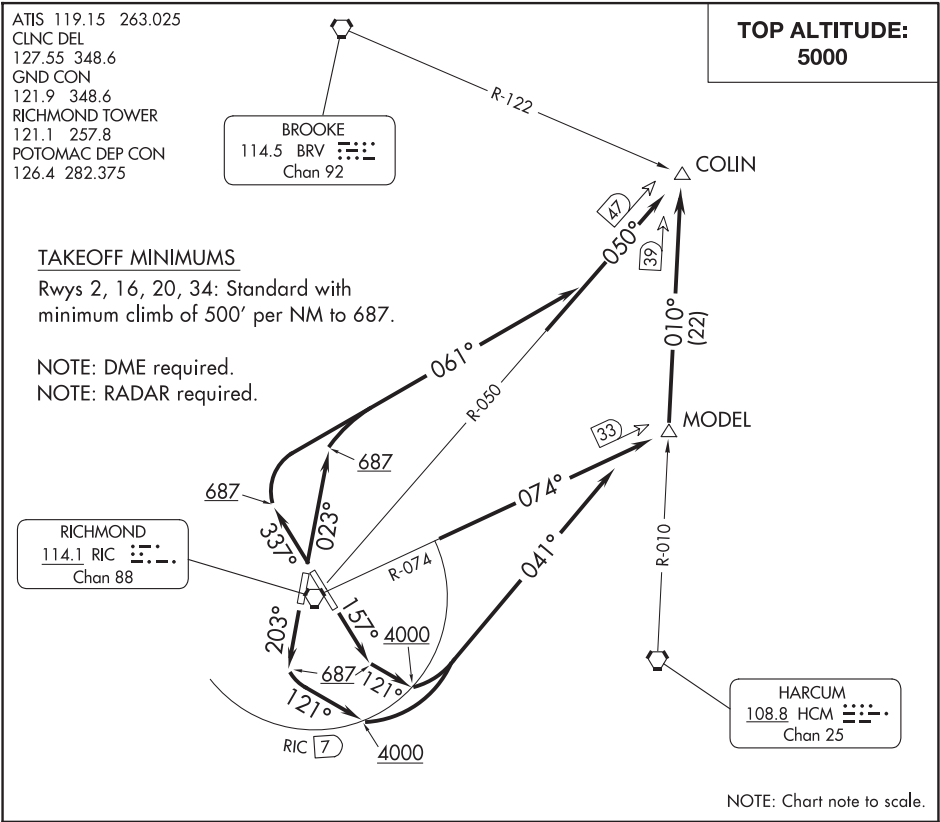
ATIS  
119.15 263.025  
RICHMOND TOWER  
121.1 257.8  
GND CON  
121.9 348.6  
CLNC DEL  
127.55 348.6

D

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025





▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 023° to 687, then climbing right turn heading 061° to intercept RIC VORTAC R-050 to COLIN INT/RIC 47 DME, thence . . .

TAKEOFF RUNWAY 16: Climb heading 157° to 687, then climbing left turn heading 121° to cross RIC VORTAC 7 DME at or above 4000, then climbing left turn heading 041° to intercept RIC VORTAC R-074 to MODEL INT/RIC 33 DME, then on HCM VORTAC R-010 to COLIN INT/HCM 39 DME, thence . . .

TAKEOFF RUNWAY 20: Climb heading 203° to 687, then climbing left turn heading 121° to cross RIC VORTAC 7 DME at or above 4000, then climbing left turn heading 041° to intercept RIC VORTAC R-074 to MODEL INT/RIC 33 DME, then on HCM VORTAC R-010 to COLIN INT/HCM 39 DME, thence . . .

TAKEOFF RUNWAY 34: Climb heading 337° to 687, then climbing right turn heading 061° to intercept RIC VORTAC R-050 to COLIN INT/RIC 47 DME, thence . . .

. . . maintain 5000 or assigned altitude. Expect filed altitude within ten minutes after departure.

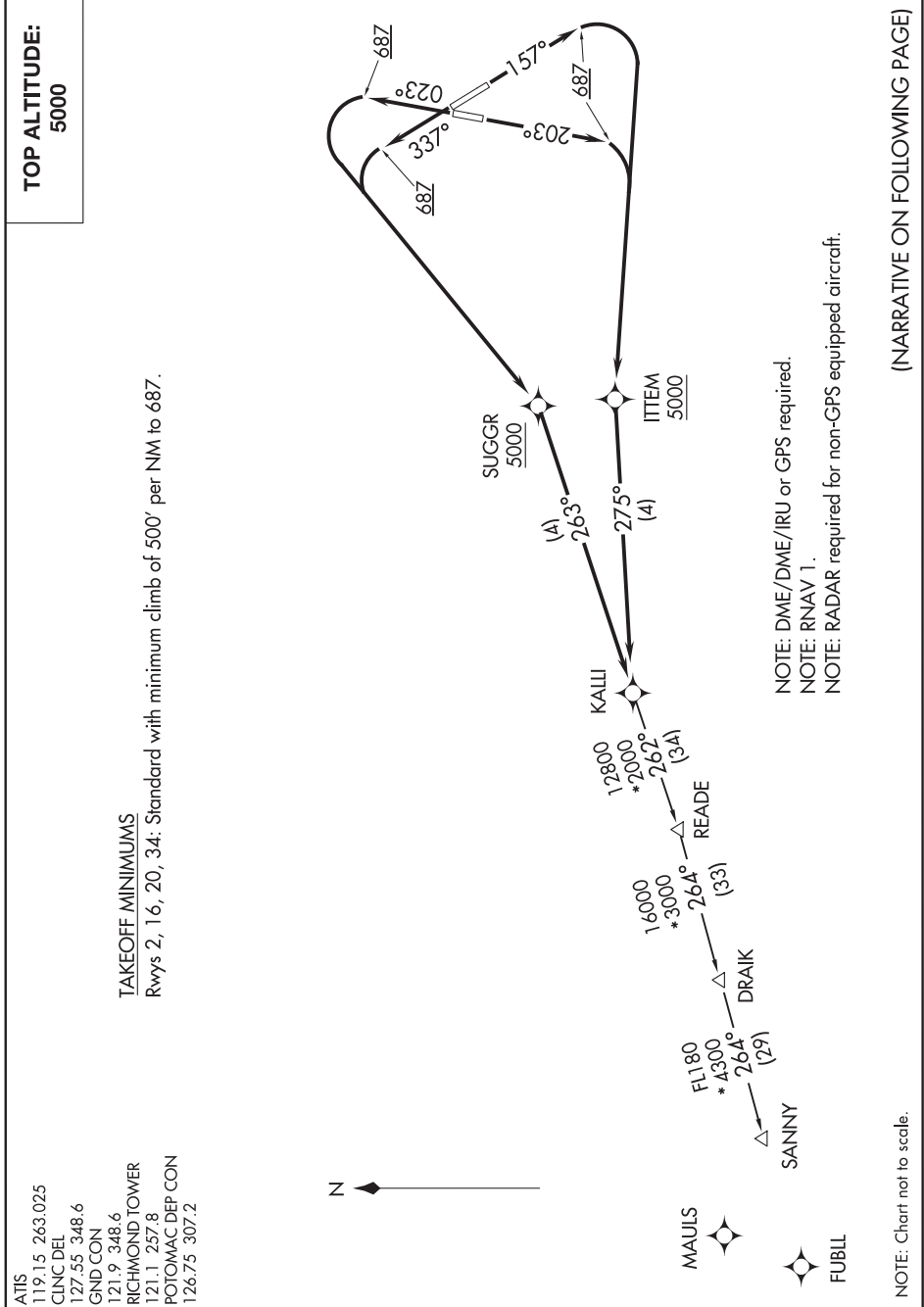
ATIS  
119.15 263.025  
CINC DEL  
127.55 348.6  
GND CON  
121.9 348.6  
RICHMOND TOWER  
121.1 257.8  
POTOMAC DEP CON  
126.75 307.2

KALLI SEVEN DEPARTURE (RNAV)  
(KALLI7.KALLI) 02DEC21

KALLI SEVEN DEPARTURE (RNAV)  
(KALLI7.KALLI) 24109

AL-347 (FAA)

RICHMOND INTL (RIC)  
RICHMOND, VIRGINIA





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 023° to 687, then climbing left turn direct to cross SUGGR at or above 5000, then on track 263° to KALLI, thence....  
TAKEOFF RUNWAY 16: Climb on heading 157° to 687, then climbing right turn direct to cross ITTEM at or above 5000, then on track 275° to KALLI, thence....  
TAKEOFF RUNWAY 20: Climb on heading 203° to 687, then climbing right turn direct to cross ITTEM at or above 5000, then on track 275° to KALLI, thence....  
TAKEOFF RUNWAY 34: Climb on heading 337° to 687, then climbing left turn direct to cross SUGGR at or above 5000, then on track 263° to KALLI, thence....

....(transition). Maintain 5000, expect filed altitude ten minutes after departure.

DRAIK TRANSITION (KALLI7.DRAIK)  
READE TRANSITION (KALLI7.READE)  
SANNY TRANSITION (KALLI7.SANNY)

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

(LUCYL6.LUCYL) 24109

## LUCYL SIX DEPARTURE (RNAV)

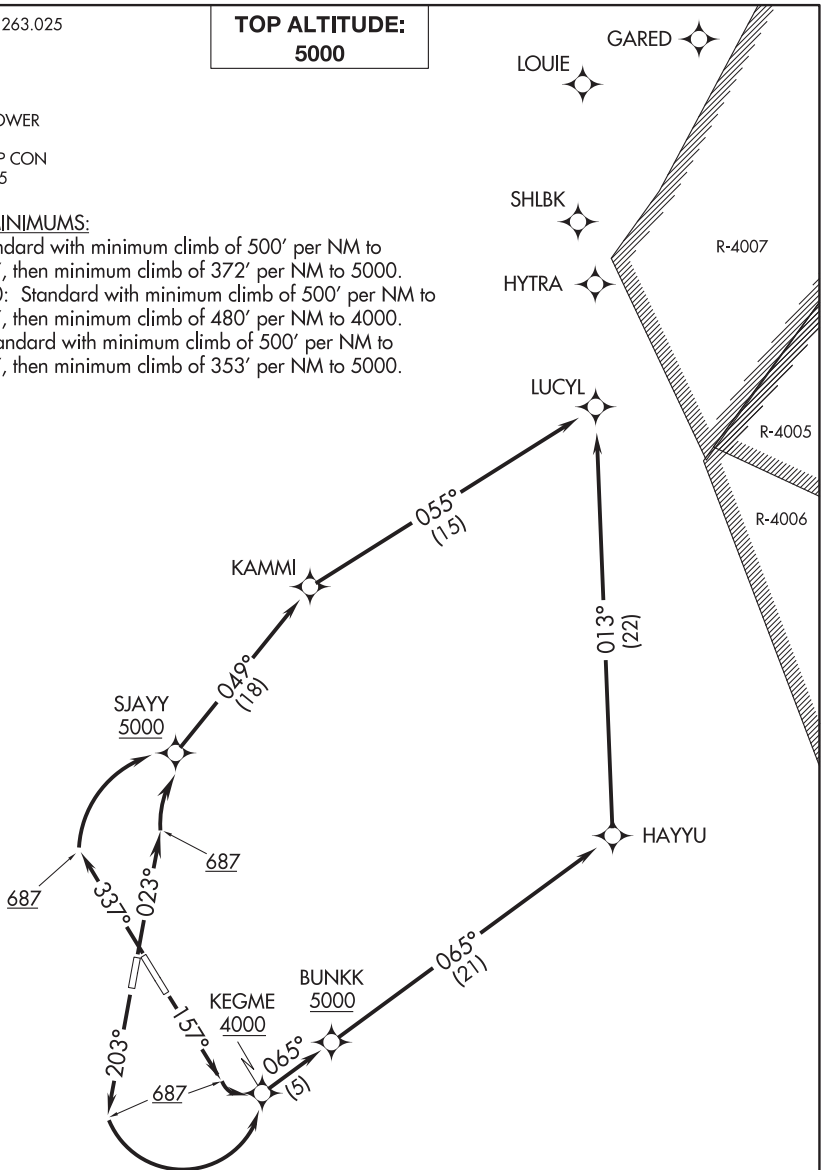
RICHMOND INTL (RIC)  
RICHMOND, VIRGINIA

ATIS 119.15 263.025  
CLNC DEL  
127.55 348.6  
GND CON  
121.9 348.6  
RICHMOND TOWER  
121.1 257.8  
POTOMAC DEP CON  
126.4 282.375

**TOP ALTITUDE:**  
**5000**

TAKEOFF MINIMUMS:

Rwy 2: Standard with minimum climb of 500' per NM to 687, then minimum climb of 372' per NM to 5000.  
Rwys 16, 20: Standard with minimum climb of 500' per NM to 687, then minimum climb of 480' per NM to 4000.  
Rwy 34: Standard with minimum climb of 500' per NM to 687, then minimum climb of 353' per NM to 5000.



NOTE: RNAV 1.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: RADAR required for non-GPS equipped aircraft.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

## LUCYL SIX DEPARTURE (RNAV)

(LUCYL6.LUCYL) 05DEC19

RICHMOND, VIRGINIA  
RICHMOND INTL (RIC)





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 023° to 687 MSL, then climbing right turn direct to cross SJAYY at or above 5000, then on depicted route to LUCYL, thence. . . .

TAKEOFF RUNWAY 16: Climb on heading 157° to 687 MSL, then climbing left turn direct to cross KEGME at or above 4000, then on track 065° to cross BUNKK at or above 5000, then on depicted route to LUCYL, thence. . . .

TAKEOFF RUNWAY 20: Climb on heading 203° to 687 MSL, then climbing left turn direct to cross KEGME at or above 4000, then on track 065° to cross BUNKK at or above 5000, then on depicted route to LUCYL, thence. . . .

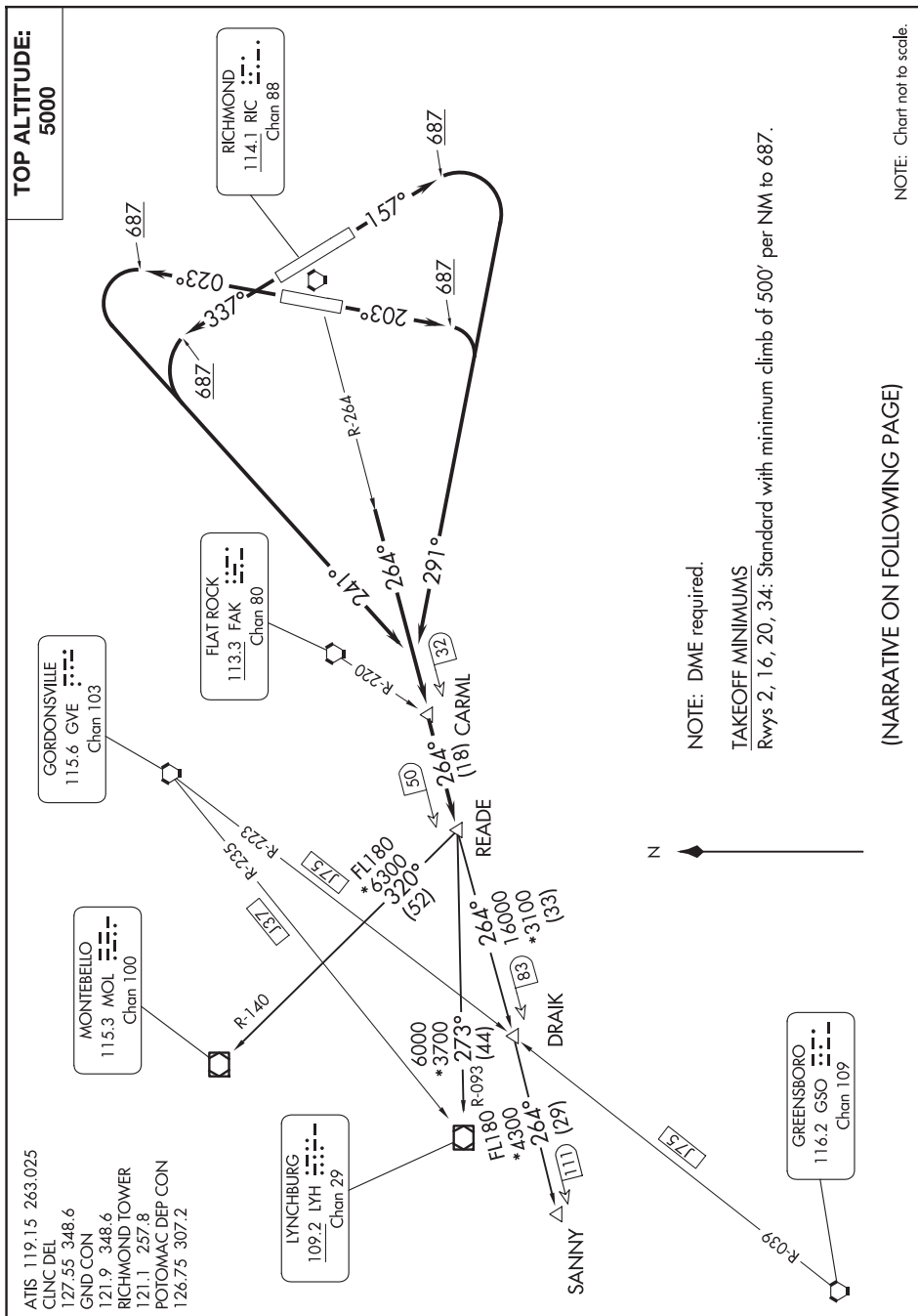
TAKEOFF RUNWAY 34: Climb on heading 337° to 687 MSL, then climbing right turn direct to cross SJAYY at or above 5000, then on depicted route to LUCYL, thence. . . .

. . . .maintain 5000, expect filed altitude within ten (10) minutes after departure.

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

## READE SEVEN DEPARTURE





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 023° to 687, then climbing left turn heading 241°, thence . . . .  
TAKEOFF RUNWAY 16: Climb heading 157° to 687, then climbing right turn heading 291°, thence . . . .  
TAKEOFF RUNWAY 20: Climb heading 203° to 687, then climbing right turn heading 291°, thence . . . .  
TAKEOFF RUNWAY 34: Climb heading 337° to 687, then climbing left turn heading 241°, thence . . . .

. . . . intercept RIC VORTAC R-264 to CARML INT/RIC 32 DME, then on RIC VORTAC R-264 to READE INT/RIC 50 DME, then on assigned transition, maintain 5000. Expect filed altitude within ten minutes after departure.

DRAIK TRANSITION (READE7.DRAIK): From over READE INT/RIC 50 DME on RIC R-264 to DRAIK INT.  
LYNCHBURG TRANSITION (READE7.LYH): From over READE INT/RIC 50 DME on LYH R-093 to LYH VOR/DME.  
MONTEBELLO TRANSITION (READE7.MOL): From over READE INT/RIC 50 DME on MOL R-140 to MOL VOR/DME.  
SANNY TRANSITION (READE7.SANNY): From over READE INT/RIC 50 DME on RIC R-264 to SANNY.

WAAS CH <b>42904</b> <b>W16A</b>	APP CRS <b>159°</b>	Rwy Idg TDZE <b>207</b> Apt Elev <b>207</b>
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RNAV (GPS) RWY 16

HANOVER COUNTY MUNI (OFP)

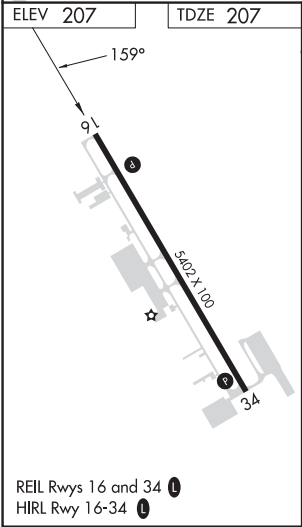
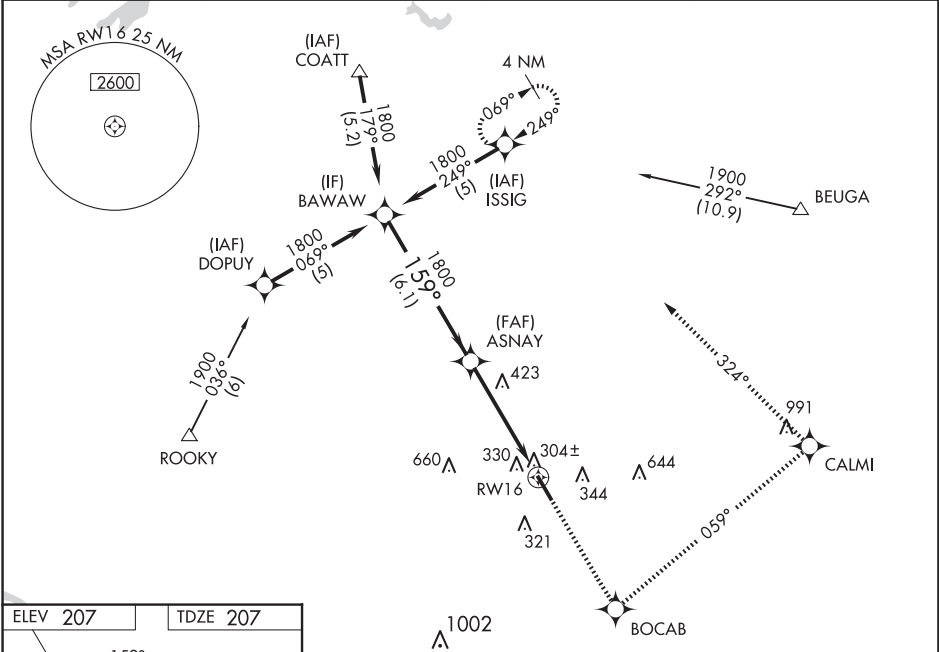
RNP APCH.

⚠

When local altimeter setting not received, use Richmond Intl altimeter setting and increase all DA 37 feet and all MDA 40 feet; increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ¼ mile. Baro-VNAV NA when using Richmond Intl altimeter setting. For uncompensated Baro-VNAV systems LNAV/VNAV NA below -15°C or above 54°C. Rwy 16 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:  
Climb to 2000 direct BOCAAB and left turn via 059° track to CALMI and left turn via 324° track to ISSIG and hold.

ASOS <b>119.025</b>	POTOMAC APP CON (001°-185°) <b>126.4 307.2</b> (186°-360°) <b>126.75 307.2</b>	CLNC DEL <b>125.4</b>	UNICOM <b>122.7 (CTAF) 0</b>
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BAWAW	<div>2000 BOCAAB tr 059° CALMI tr 324° ISSIG</div>			
	ASNAY VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).			
Procedure Turn NA				
GP 3.00° TCH 40				
CATEGORY	A	B	C	D
LPV DA	535-1¼ 328 (400-1¼)			
LNAV/VNAV DA	564-1¼ 357 (400-1¼)			
LNAV MDA	700-1 493 (500-1)	700-1¼ 493 (500-1¼)	700-1½ 493 (500-1½)	
CIRCLING	700-1 493 (500-1)	900-2 693 (700-2)	1020-2¾ 813 (900-2¾)	

NE-3, 07 AUG 2025 to 02 OCT 2025

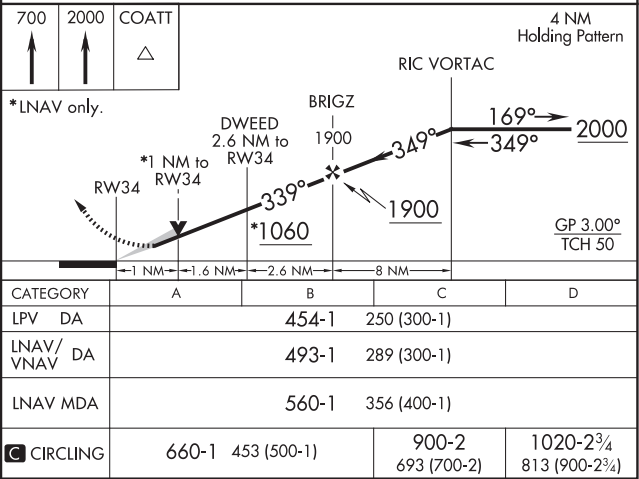
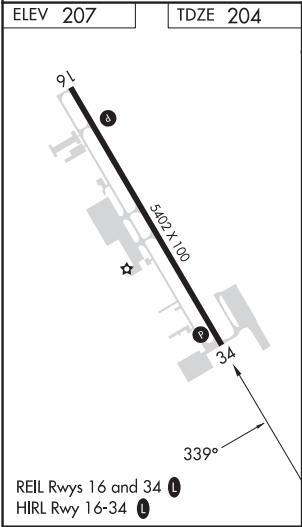
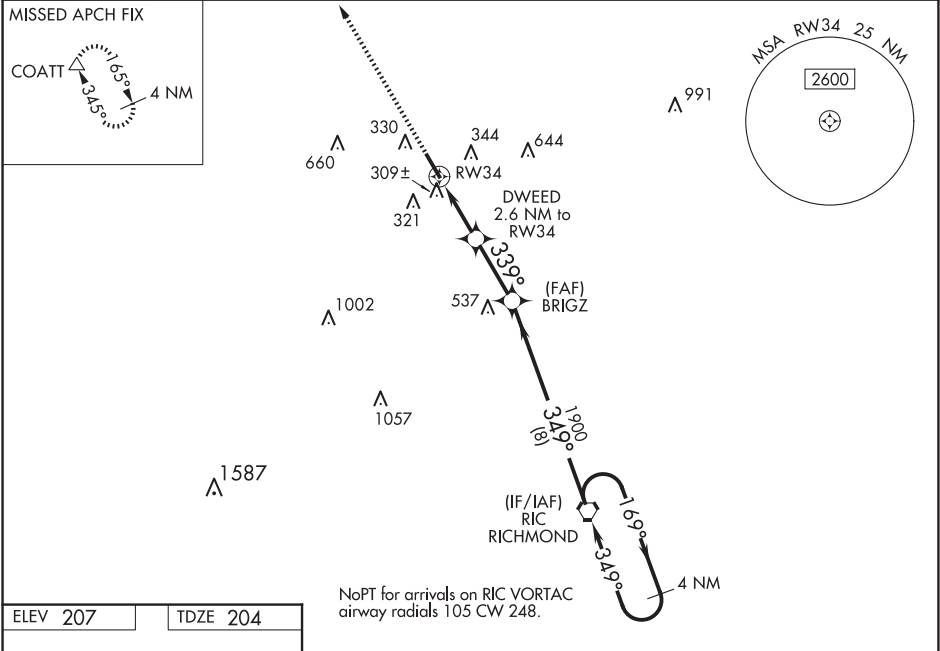
NE-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>72937</b> <b>W34A</b>	APP CRS <b>339°</b>	Rwy Idg TDZE <b>204</b> Apt Elev <b>207</b>	<b>RNAV (GPS) RWY 34</b> HANOVER COUNTY MUNI (OFP)
--	------------------------	---	---

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Richmond Intl altimeter setting and increase all DA 37 feet and all MDA 40 feet; increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ½ mile. Baro-VNAV and VDP NA when using Richmond Intl altimeter setting.

**MISSED APPROACH:** Climb to 700 then climb to 2000 direct COATT and hold.

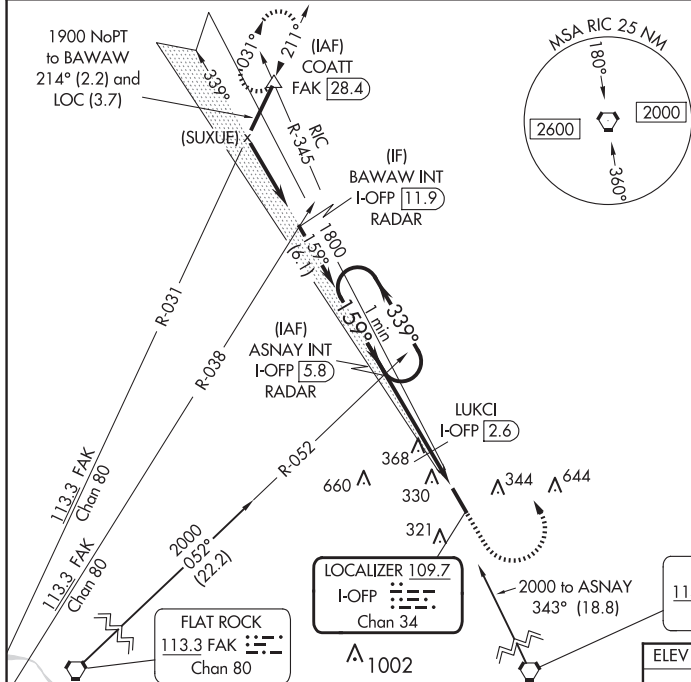
ASOS <b>119.025</b>	POTOMAC APP CON (001°-185°) <b>126.4 307.2</b> (186°-360°) <b>126.75 307.2</b>	CLNC DEL <b>125.4</b>	UNICOM <b>122.7 (CTAF) 0</b>
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LOC RWY 16  
HANOVER COUNTY MUNI (OFP)

- T** Helicopter visibility reduction below  $\frac{3}{4}$  SM NA. When local altimeter setting not received, use Richmond Intl altimeter setting and increase all MDAs 40 feet; increase LUKKI fix minimums 5-16 Cat C visibility  $\frac{1}{8}$  SM.

Diagram illustrating an alternate missed approach fix for BEUGA. The fix is located 113.3 FAK (Channel 80) from the start of the approach. The approach is on a heading of 059 degrees. The missed approach procedure is a climb on a heading of 239 degrees.



### One Minute Holding Pattern

ASNAY INT  
I-OF 5.8

700

3
---

	C
--	---

2000 ← 339°  
159° →

\* 700 when using Richmond Intl altimeter setting.

RADAR

---

R-3

--	--

\* 700 when using Richmond Intl altimeter setting.

1800 | 20

1-OF

2.6

CATEGORY	A		B		C		D	
	S-16	660-1	453 (500-1)			660-1 $\frac{3}{8}$ 453 (500-1 $\frac{3}{8}$ )		660-1 $\frac{1}{2}$ 453 (500-1 $\frac{1}{2}$ )
<b>C</b> CIRCLING	660-1	453 (500-1)			900-2 693 (700-2)		1020-2 $\frac{3}{4}$ 813 (900-2 $\frac{3}{4}$ )	
LUCKY FIX MINIMUMS								
S-16			560-1	353 (400-1)			560-1 $\frac{1}{4}$ 353 (400-1 $\frac{1}{4}$ )	
<b>C</b> CIRCLING	660-1	453 (500-1)			900-2 693 (700-2)		1020-2 $\frac{3}{4}$ 813 (900-2 $\frac{3}{4}$ )	

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

VORTAC RIC	APP CRS	Rwy Idg	5402
114.1	165°	TDZE	207
Chan 88		Apt Elev	207

VOR RWY 16

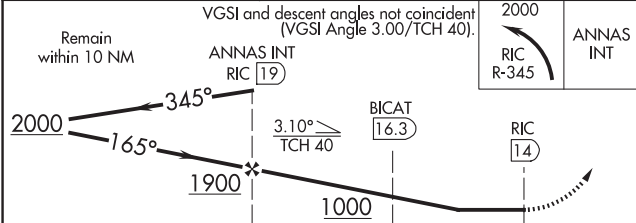
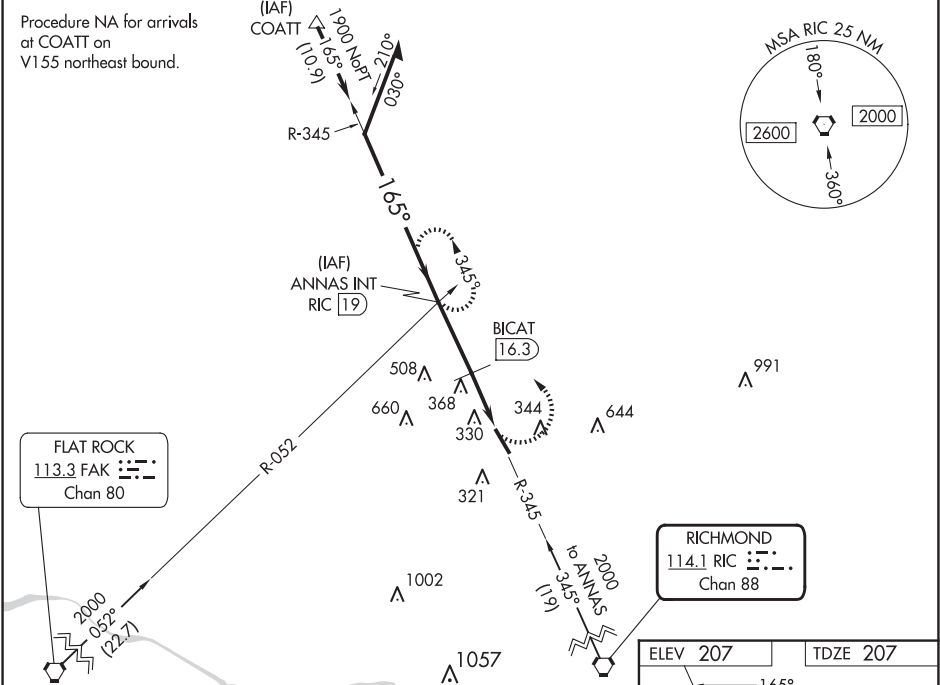
HANOVER COUNTY MUNI (OFP)

⚠

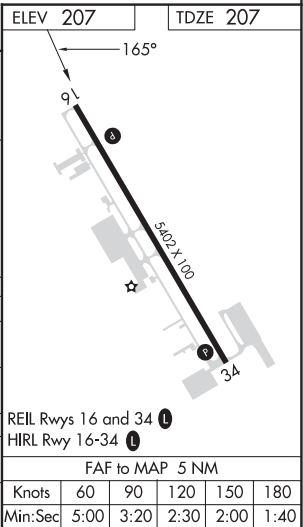
When local altimeter setting not received, use Richmond Intl altimeter setting and increase all MDA 40 feet. Rwy 16 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing left turn to 2000 via RIC R-345 to ANNAS INT/19 DME and hold.

ASOS 119.025	POTOMAC APP CON (001°-185°) 126.4 307.2 (186°-360°) 126.75 307.2	CLNC DEL 125.4	UNICOM 122.7 (CTAF) <b>Ⓛ</b>
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CATEGORY	A	B	C	D
S-16	1000-1 793 (800-1)	1000-1¼ 793 (800-1¼)	1000-2¼ 793 (800-2¼)	1000-2½ 793 (800-2½)
<b>C</b> CIRCLING	1000-1 793 (800-1)	1000-1¼ 793 (800-1¼)	1000-2¼ 793 (800-2¼)	1020-2¾ 813 (900-2¾)
BICAT FIX MINIMUMS (DME REQUIRED)				
S-16	820-1	613 (700-1)	820-1¾	613 (700-1¾)
<b>C</b> CIRCLING	820-1	613 (700-1)	900-2 693 (700-2)	1020-2¾ 813 (900-2¾)



RIDGELY, MARYLAND

AL-10248 (FAA)

25219

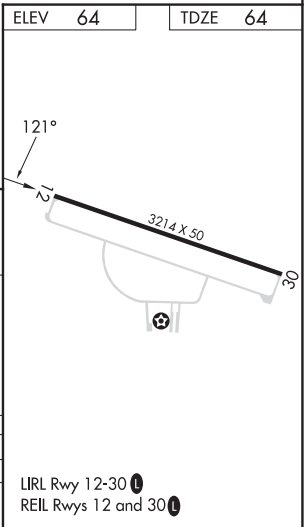
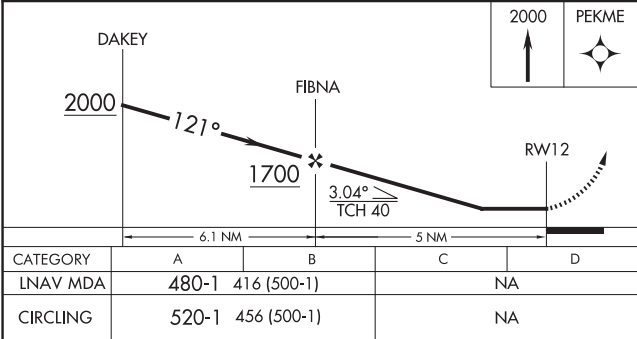
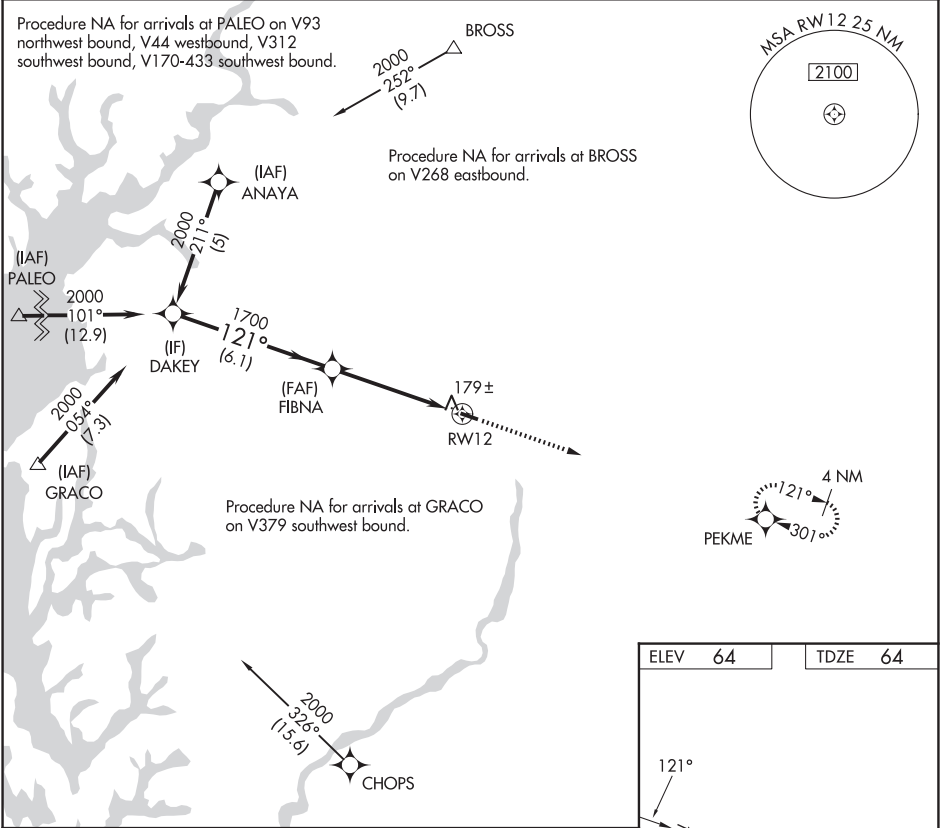
APP CRS	Rwy Ldg	3214
121°	TDZE	64
	Apt Elev	64

# RNAV (GPS) RWY 12

GOODEN AIRPARK (RJD)

RNP APCH - GPS.	Procedure NA at night. Use Easton altimeter setting: when not received, procedure NA. Rwy 12 helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climb to 2000 direct PEKME and hold.
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ESN AWOS-3PT 124.475	POTOMAC APP CON 124.55 317.425	UNICOM 122.8 (CTAF) 0
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RIDGELY, MARYLAND  
Orig-C 20APR23

38°58'N-75°52'W

# GOODEN AIRPARK (RJD)

## RNAV (GPS) RWY 12

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025



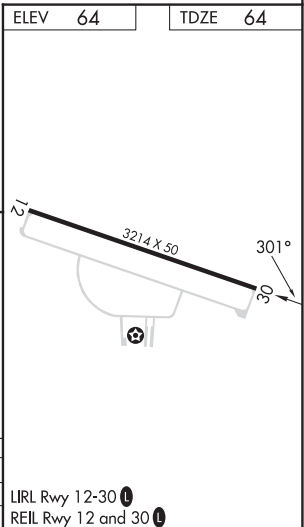
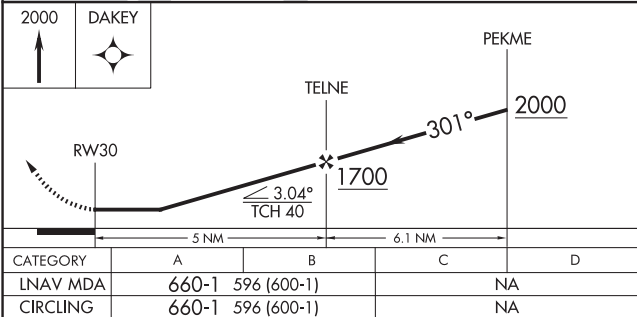
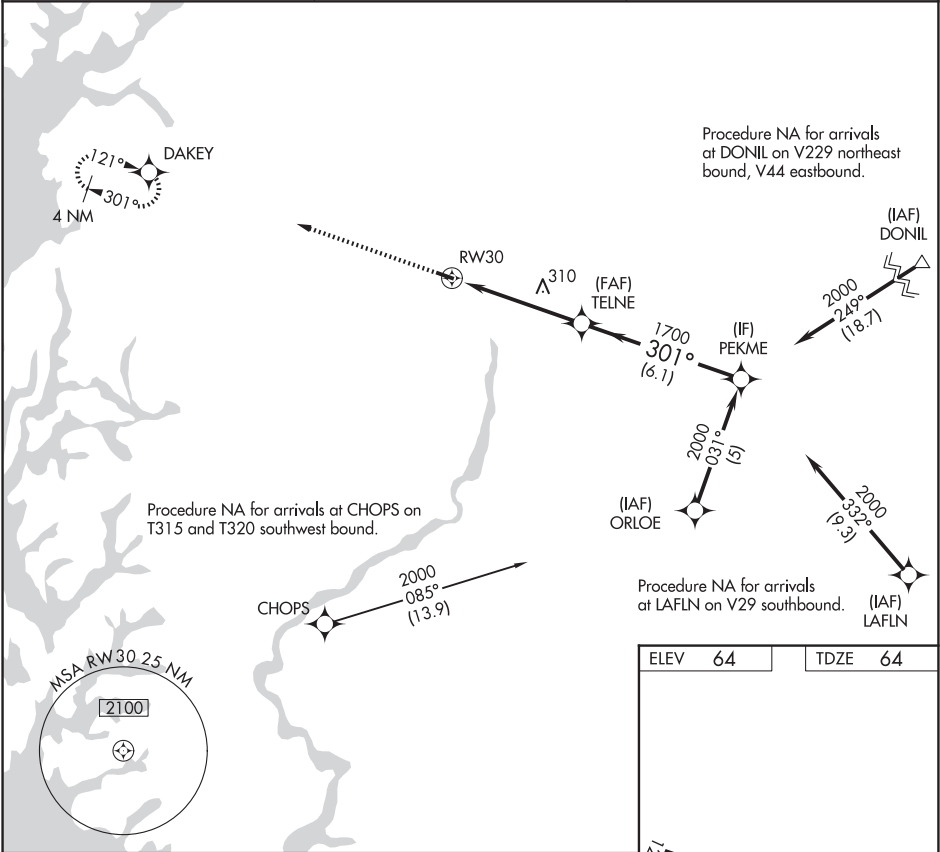
APP CRS	Rwy Ldg	3214
301°	TDZE	64
	Apt Elev	64

RNAV (GPS) RWY 30

GOODEN AIRPARK (RJD)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2000 direct DAKEY and hold.
▼ ▲ NA	Procedure NA at night. Use Easton altimeter setting; when not received, procedure NA. Rwy 30 helicopter visibility reduction below 1 SM NA.

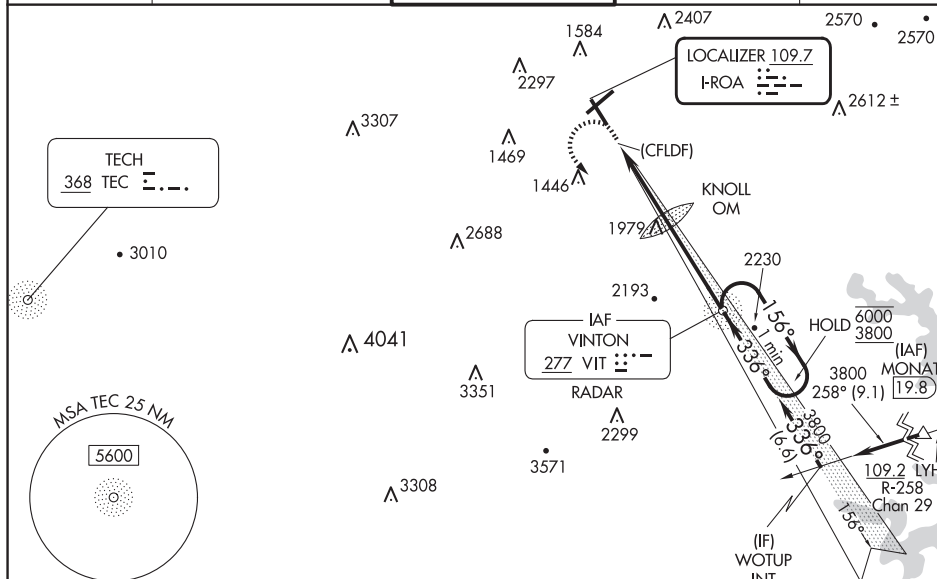
ESN AWOS-3PT 124.475	DOVER APP CON 132.425 257.875	UNICOM 122.8 (CTAF) 0
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ILS or LOC RWY 34  
ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (R0A)

MALSR

**MISSED APPROACH:** Climb to 2300 then climbing left turn to 4500 direct VIT NDB and hold. Continue climb-in-hold to 4500. # Missed approach requires minimum climb of 425 feet per NM to 3700.

CLNC DEL  
1197

REIL Rwy's 6 and 24  
HIRL Rwy's 6-24 and 16-34

FAF to MAP 7.1 NM					
Knots	60	90	120	150	180
Min:Sec	7:06	4:44	3:33	2:50	2:22

ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (ROA)  
37°20'N-79°59'W ILS or LOC RWY 34

ILS or LOC RWY 34

NE-3, 07 AUG 2025 to 02 OCT 2025

APP CRS  
**058°**

Rwy Ldg  
TDZE  
**1175**

Apt Elev  
**1175**

RNAV (RNP) Z RWY 6

ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (R.O.A)

RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems,  
procedure NA below -14°C or above 54°C.  
For inop ALS, increase RNP 0.20 all Cats  
visibility to ¾ SM.

MALSR

MISSED APPROACH: (Do not exceed 240K until  
DEWET) Climb to 1600 then climbing right turn  
to 5000 direct DEWET and hold, continue  
climb-in-hold to 5000. \*Missed approach requires  
minimum climb of 370 feet per NM to 2900.

ATIS <b>132.375</b>	ROANOKE APP CON <b>126.9 339.8</b>	ROANOKE TOWER <b>118.3 257.8</b>	GND CON <b>121.9 257.8</b>	CLNC DEL <b>119.7</b>
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ELEV 1175

**D**

TDZE 1175

GP 3.00°  
TCH 58

DIXXY

YONTE

PKMAN

MJAYY

BRADB

GARCA

RW06

1600

5000

DEWET

CATEGORY	A	B	C	D
RNP 0.20 DA*		1444-½	269 (300-½)	
RNP 0.30 DA		1605-¾	430 (500-¾)	

**AUTHORIZATION REQUIRED**

REIL Rwy 6 and 24

HIRL Rwy 6-24 and 16-34

ROANOKE, VIRGINIA

Orig-A 25JAN24

ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (R.O.A)

37°20'N-79°59'W

397

RNAV (RNP) Z RWY 6

ROANOKE, VIRGINIA

AL-349 (FAA)

24025

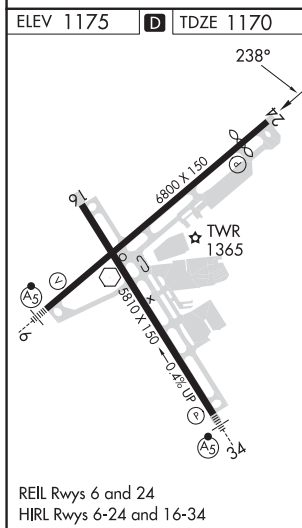
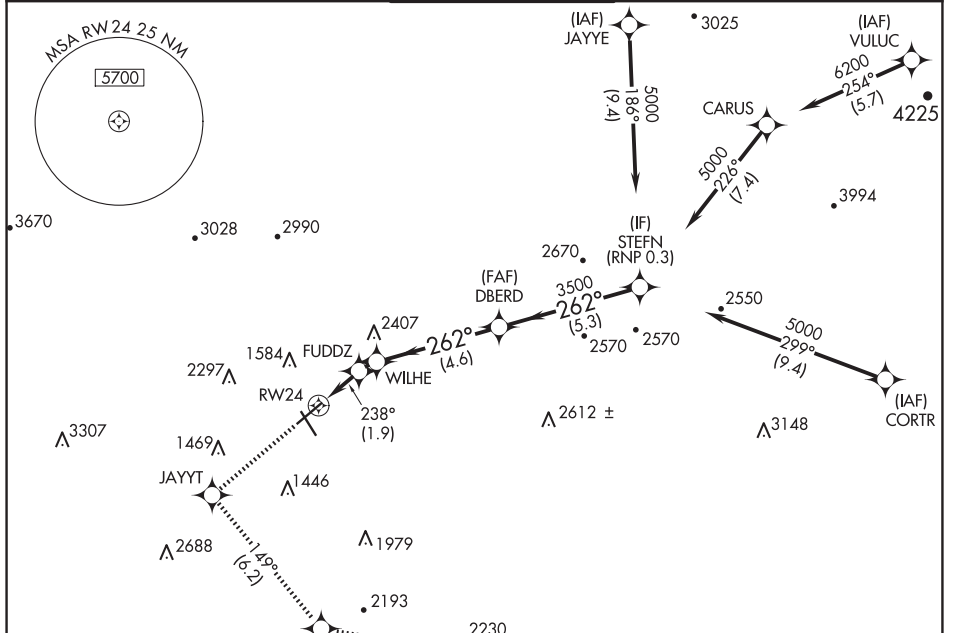
APP CRS	Rwy Idg	6010
238°	TDZE	1170
	Apt Elev	1175

# RNAV (RNP) Z RWY 24

ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (R.O.A)

RNP AR APCH - GPS.	MISSED APPROACH: Climb to 4000 direct JAYYT and on track 149° to TPUCK and on track 107° to MONAT and hold. # Missed approach requires minimum climb of 230 feet per NM to 3200.
For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C.	

ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON	CLNC DEL
132.375	126.9 339.8	118.3 257.8	121.9 257.8	119.7



<div>TPUCK 107° 16.3</div> <div>MONAT 078° 258° 4 NM</div>				
4000	JAYYT	TPUCK	MONAT	
<div>↑</div>	<div>✧</div>	<div>tr 149°</div>	<div>✧ tr 107°</div>	
<div><div><div>RW24</div><div>1815</div></div><div><div>FUDDZ</div><div>2045</div></div><div><div>DBERD</div><div>3500</div></div><div><div>STEFN</div><div>5000</div></div></div> <div><div>238°</div><div>262°</div></div> <div><div>GP 3.00</div><div>TCH 55</div></div>				
<div>1.9 NM0.7 NM4.6 NM5.3 NM</div>				
CATEGORY	A	B	C	D
#RNP 0.15 DA	1491-1		321 (400-1)	
RNP 0.30 DA	1633-1½		463 (500-1½)	
AUTHORIZATION REQUIRED				

APP CRS  
**336°**

Rwy Ldg  
TDZE  
**1160**

Apt Elev  
**1175**

ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (R.O.A)

**RNAV (RNP) Z RWY 34**

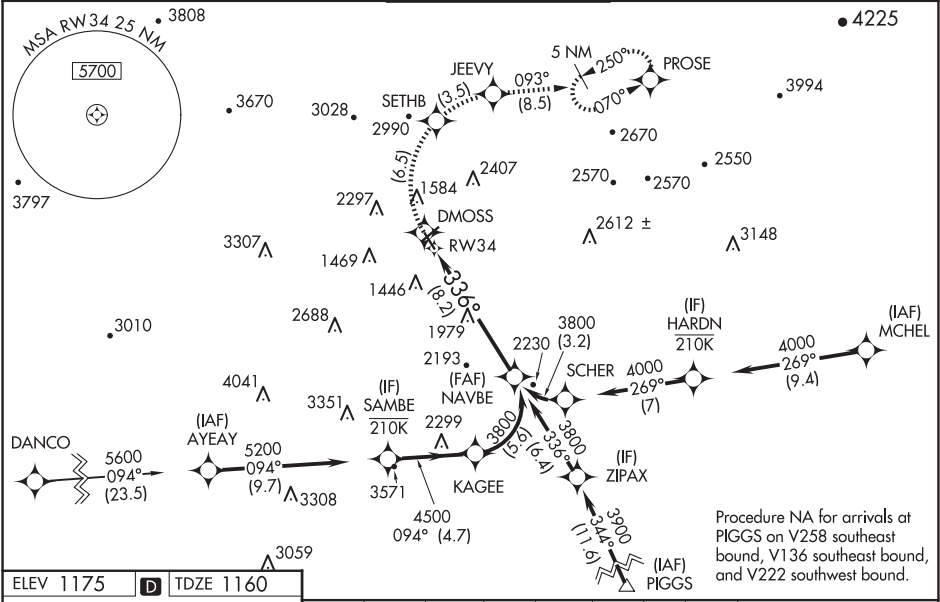
RNP AR APCH. RF required.

Missed approach requires RNP less than 1.0. For inop ALS, increase RNP 0.30 \* all Cats visibility to 1 3/8 SM. Inop table does not apply to RNP 0.30. For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C.

MALSR

MISSED APPROACH: Climb to 6000 on track 336° to DMOSS, right turn to SETHB, right turn to JEEVY and on track 093° to PROSE and hold. \* Missed approach requires minimum climb of 350 feet per NM to 4100. # Missed approach requires minimum climb of 415 feet per NM to 4100.

ATIS <b>132.375</b>	ROANOKE APP CON <b>126.9 339.8</b>	ROANOKE TOWER <b>118.3 257.8</b>	GND CON <b>121.9 257.8</b>	CLNC DEL <b>119.7</b>
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ELEV 1175

**D**

TDZE 1160

6000

DMOSS

↑

tr 336°

SETHB

↗

JEEVY

↗

PROSE

tr 093°

NAVBE

3800

See planview for multiple IF locations.

RW34

↖

336°

8.2 NM

3800

GP 3.00°

TCH 56°

CATEGORY	A	B	C	D
RNP 0.15 DA #	1495-1/2 335 (400-1/2)			
RNP 0.30 DA*	1646-1 486 (500-1)			
RNP 0.30 DA	2115-4 955 (1000-4)			

**AUTHORIZATION REQUIRED**

ROANOKE, VIRGINIA

AL-349 (FAA)

25163

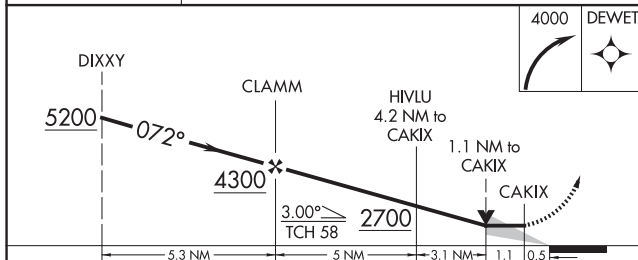
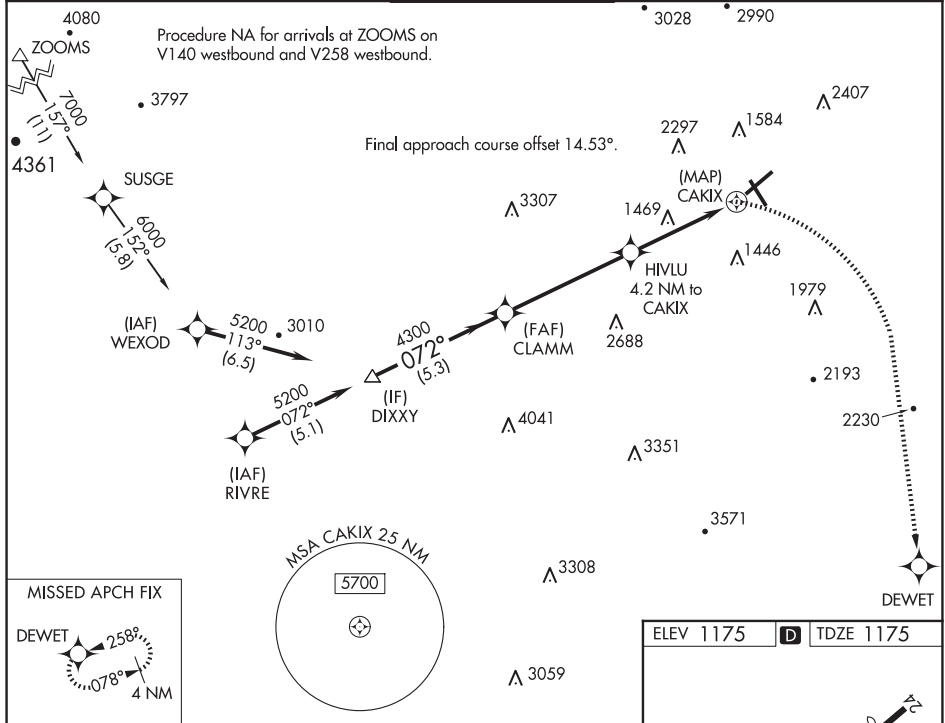
APP CRS	Rwy Ldg	6800
072°	TDZE	1175
	Apt Elev	1175

# RNAV (GPS) Y RWY 6

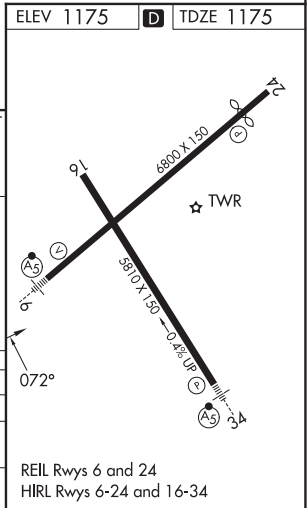
ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (R.O.A)

RNP APCH - GPS.	MALSR	MISSED APPROACH: Climbing right turn to 4000 direct DEWET and hold. ** Missed approach requires minimum climb of 276 feet per NM to 2700.
 -13°C		

ATIS 132.375	ROANOKE APP CON 126.9 339.8	ROANOKE TOWER 118.3 257.8	GND CON 121.9 257.8	CLNC DEL 119.7
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CATEGORY	A	B	C	D
LNAV MDA**	1720-1/2	545 (600-1/2)	1720-1 1/8	545 (600-1 1/8)
LNAV MDA	1980-1/2 805 (900-1/2)	1980-3/4 805 (900-3/4)	1980-1 1/8	805 (900-1 1/8)
CIRCLING	1980-1 805 (900-1)	1980-1 1/4 805 (900-1 1/4)	2460-3 1285 (1300-3)	2800-3 1625 (1700-3)

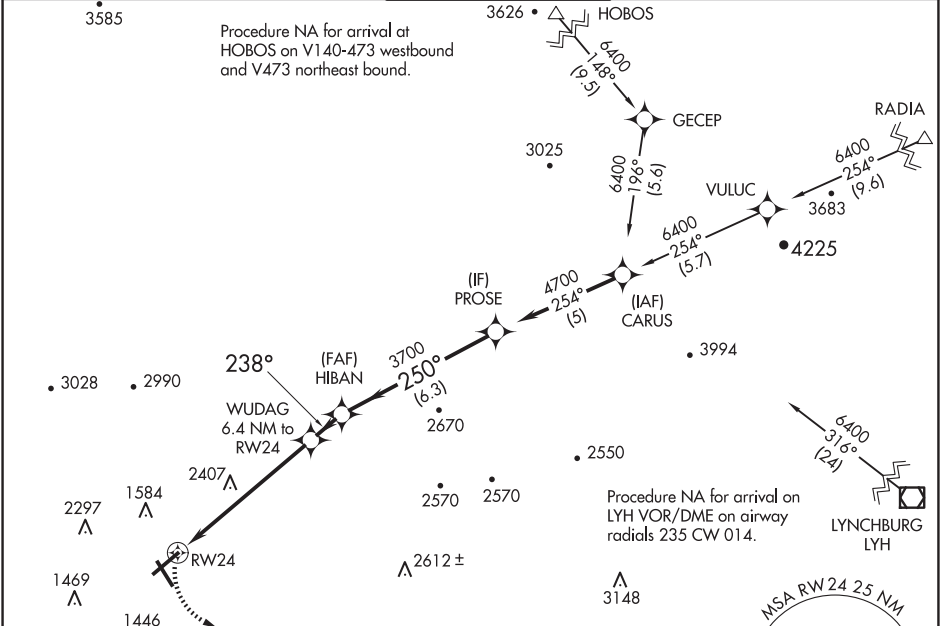


WAAS CH <b>99522</b> <b>W24A</b>	APP CRS <b>238°</b>	Rwy Ldg TDZE <b>1170</b> Apt Elev <b>1175</b>
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RNAV (GPS) Y RWY 24

ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (R.O.A)

RNP APCH.		MISSED APPROACH: Climbing left turn to 4000 direct MONAT and hold.	
⚠ -13°C			
ATIS <b>132.375</b>	ROANOKE APP CON <b>126.9 339.8</b>	ROANOKE TOWER <b>118.3 257.8</b>	GND CON <b>121.9 257.8</b>
		CLNC DEL <b>119.7</b>	



ELEV 1175	TDZE 1170	MISSED APCH FIX MONAT 078° 258° 4 NM		Visual Segment - Obstacles.	
RWY 24		WUDAG 6.4 NM to RWY 24		HIBAN	
RWY 24		3220		3700	
RWY 24		6.4 NM		1.4 NM	
RWY 24		6.3 NM		D	
CATEGORY		A		B	
LP MDA		2500-1¼ 1330 (1400-1¼)		2500-1½ 1330 (1400-1½)	
LNAV MDA		3000-1¼ 1830 (1900-1¼)		3000-1½ 1830 (1900-1½)	
CIRCLING		3000-1¼ 1825 (1900-1¼)		3000-1½ 1825 (1900-1½)	
		3000-3		1830 (1900-3)	
		3000-3		1825 (1900-3)	

WAAS CH <b>70722</b> <b>W34A</b>	APP CRS <b>336°</b>	Rwy Ldg <b>5810</b> TDZE <b>1160</b> Apt Elev <b>1175</b>
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ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (ROA)

**T** Circling NA northwest of Rwy 6-24. Rwy 34 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. Inop table does not apply to LPV, LNAV/VNAV or LNAV Cat C/D. For inop ALS, increase LPV# all Cats visibility to  $\frac{1}{8}$  SM.



**MISSED APPROACH:** (Do not exceed 240K until PROSE) Climb to 2800 then climbing right turn to 6000 direct PROSE and hold, continue climb-in-hold to 6000. # Missed approach requires minimum climb of 405 feet per NM to 3900.

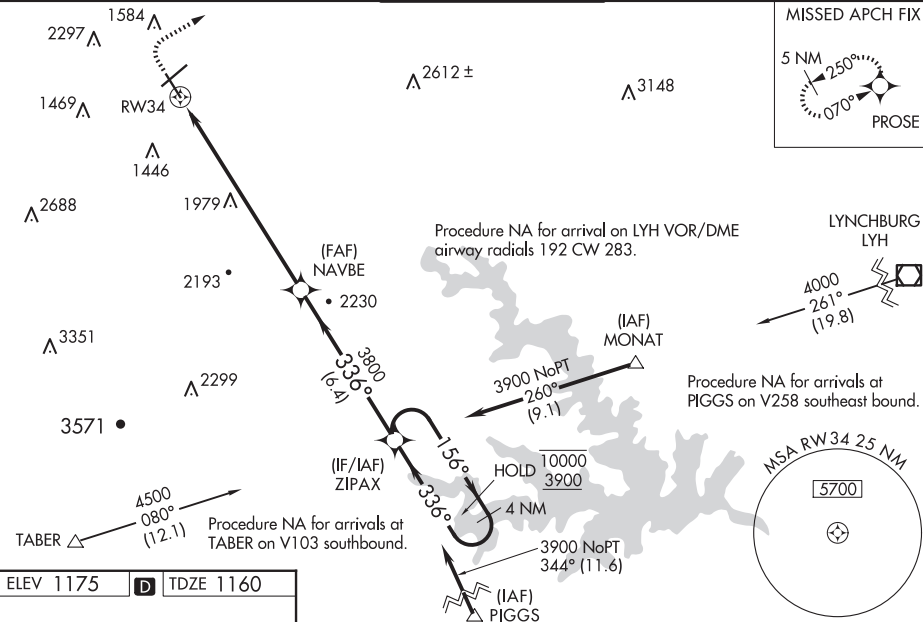
ATIS  
132.375

ROANOKE APP CON  
126.9 339.8

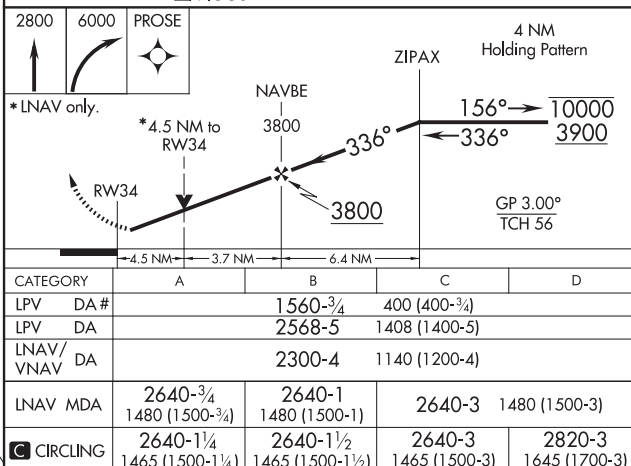
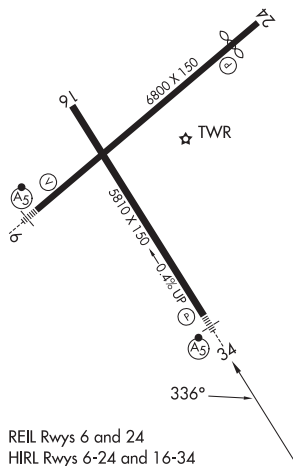
ROANOKE TOWER  
118.3 257.8

GND CON  
121.9 257.8

CLNC DEL  
**119.7**



ELEV 1175		TDZE 1160
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Amdt 2 15AUG19

37°20'N-79°59'W

RNAV (GPS) Y RWY 34

NE-3, 07 AUG 2025 to 02 OCT 2025

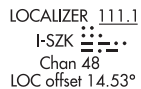


LDA Y RWY 6  
ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (ROA)

**MISSED APPROACH:** Climb to 2200 then climbing right turn to 5000 direct VIT NDB and hold, continue climb-in-hold to 5000.



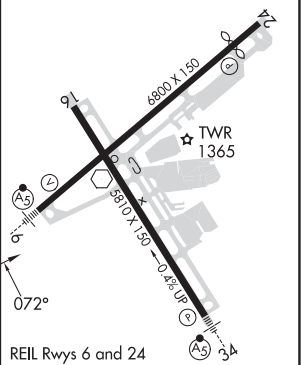
	GND CON	CLNC DEL
	121.9 257.8	119.7



VINTON

## LDA/GLIDE SLOPE

ELEV 1175	<b>D</b>	TDZE 1175
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HIRL Rwy's 6-24 and 16-34					
FAF to MAP 8.5 NM					
Knots	60	90	120	150	180
Min:Sec	8:30	5:40	4:15	3:24	2:50


ROANOKE, VIRGINIA

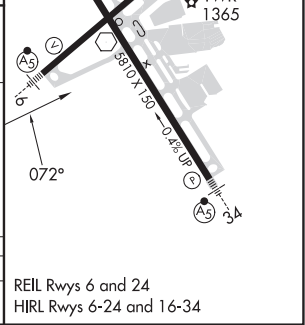
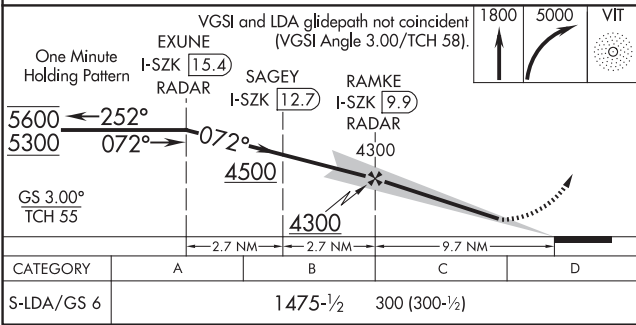
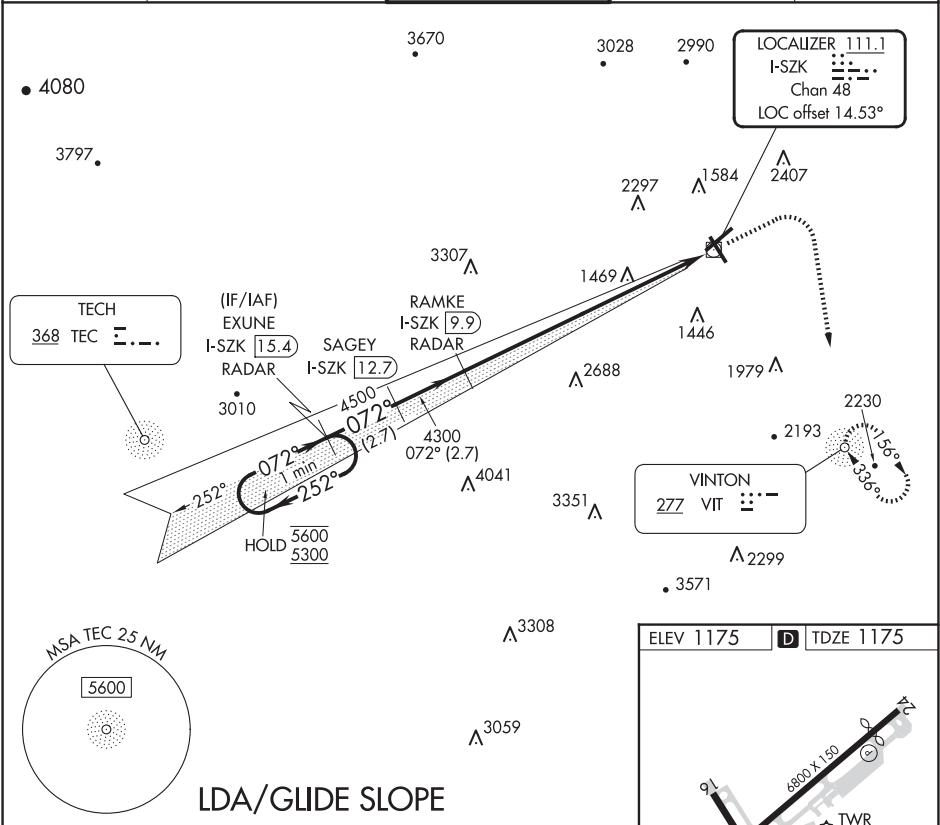
AL-349 (FAA)

25051

LOC/DME I-SZK <b>111.1</b> Chan <b>48</b>	APP CRS <b>072°</b>	Rwy Idg <b>6800</b> TDZE <b>1175</b> Apt Elev <b>1175</b>
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LDA Z RWY 6  
ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (R.O.A)

ADF required. RADAR required for procedure entry.			MALSR 		MISSED APPROACH: Climb to 1800 then climbing right turn to 5000 direct VIT NDB and hold, continue climb-in-hold to 5000. Missed approach requires minimum climb of 350 feet per NM to 3600.
ATIS <b>132.375</b>	ROANOKE APP CON <b>126.9 339.8</b>	ROANOKE TOWER <b>118.3 257.8</b>	GND CON <b>121.9 257.8</b>	CLNC DEL <b>119.7</b>	



ROANOKE, VIRGINIA  
Amdt 1 05SEP24

ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (R.O.A)  
37°20'N-79°59'W  
LDA Z RWY 6

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

## AIRPORT DIAGRAM

ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (ROA)  
AL-349 (FAA) ROANOKE, VIRGINIA

ATIS	
132.375	
ROANOKE TOWER	
118.3 257.8	
GND CON	
121.9 257.8	
CLNC DEL	
119.7	

RWY 06-24  
PCR 530 F/B/X/T  
S-150, D-200, 2D-310  
RWY 16-34  
PCR 484 F/A/X/T  
S-150, D-200, 2D-310

ELEV	BLAST PAD
1151	150 X 200

- 37°20'N

EMAS

BLAST PAD  
300 X 200

ELEV  
1166

FIRE  
STATION

FIELD  
ELEV  
1175

156.7°

6800 X

CARGO RAMP

DE-ICE AREA

HANGAR  
#4

 TWR  
 ★  
 ← HELICOPTER PARKING

TRY

## GENERAL

FBC

^TERMINAL

ELEV  
11.52

A diagram showing a vertical line and a line segment labeled 'N'. The angle between the vertical line and the segment 'N' is labeled as  $8.8^\circ$ .

JANUARY 2025  
ANNUAL RATE OF CHANGE  
0.0° W

-37°19'N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

79°59'W

79°58'W

## AIRPORT DIAGRAM

25163

ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (ROA)

ROANOKE, VIRGINIA

405

NE-3, 07 AUG 2025 to 02 OCT 2025

(BUFIY4.BUFIY) 24305

ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (R.O.A.)

BUFIY FOUR DEPARTURE (RNAV)

AL-349 (FAA)

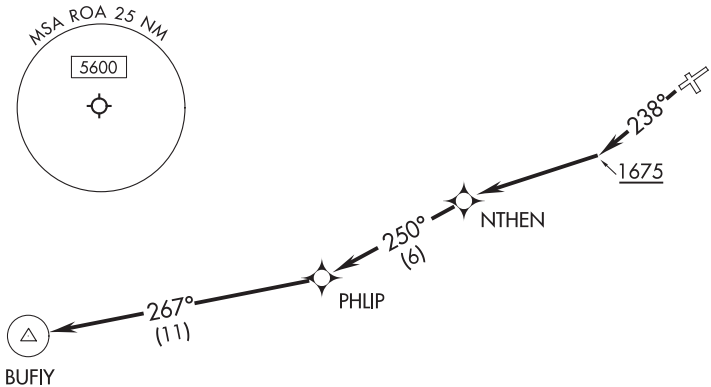
ROANOKE, VIRGINIA

ATIS 132.375  
CLNC DEL  
119.7  
GND CON  
121.9 257.8  
ROANOKE DEP CON  
126.9 339.8  
ROANOKE TOWER  
118.3 257.8

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

RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE:  
5000



TAKEOFF MINIMUMS:

Rwys 6, 16, 34: NA-Air Traffic.  
Rwy 24: Standard with minimum climb  
of 500' per NM to 1675.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24: Climb on heading 238° to 1675, then direct NTHEN,  
then on track 250° to PHILIP, then on track 267° to BUFIY, thence...  
...maintain 5000, expect filed altitude within 10 minutes after departure.

BUFIY FOUR DEPARTURE (RNAV)

(BUFIY4.BUFIY) 31OCT24

ROANOKE, VIRGINIA

ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (R.O.A.)

NE-3, 07 AUG 2025 to 02 OCT 2025

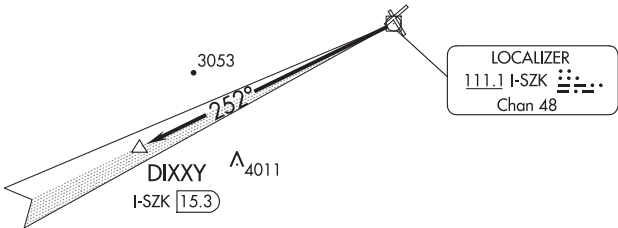
NE-3, 07 AUG 2025 to 02 OCT 2025

ATIS  
132.375  
CLNC DEL  
119.7  
GND CON  
121.9 257.8  
ROANOKE TOWER  
118.3 257.8  
ROANOKE DEP CON  
126.9 339.8

TOP ALTITUDE:  
4200

NOTE: RADAR required.  
NOTE: DME required.

TAKEOFF MINIMUMS:  
Rwys 6, 16, 34: NA - ATC.  
Rwy 24: Standard with minimum climb  
of 242' per NM to 2800.



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24: Climb on I-SZK LDA Localizer west course to 4200 to DIXXY I-SZK 15.3 DME. Expect RADAR vectors to filed/assigned route.

ATIS  
132.375  
CLNC DEL  
119.7  
GND CON  
121.9 257.8  
ROANOKE DEP CON  
126.9 339.8  
ROANOKE TOWER  
118.3 257.8

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

RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE:  
5000

TAKEOFF MINIMUMS:  
Rwys 6, 24, 34: NA-Air Traffic.  
Rwy 16: Standard with minimum climb  
of 500' per NM to 1675.

The diagram illustrates the MONAT FOUR DEPARTURE (RNAV) route. It begins with a heading of 156° leading to the altitude 1675. From there, the route proceeds on track 122° (with a 10-degree tolerance) to the MONAT station. A Minimum Safe Altitude (MSA) circle is shown with a radius of 25 NM and a minimum altitude of 5600 feet.

NOTE: Chart not to scale.

▼

DEPARTURE ROUTE DESCRIPTION

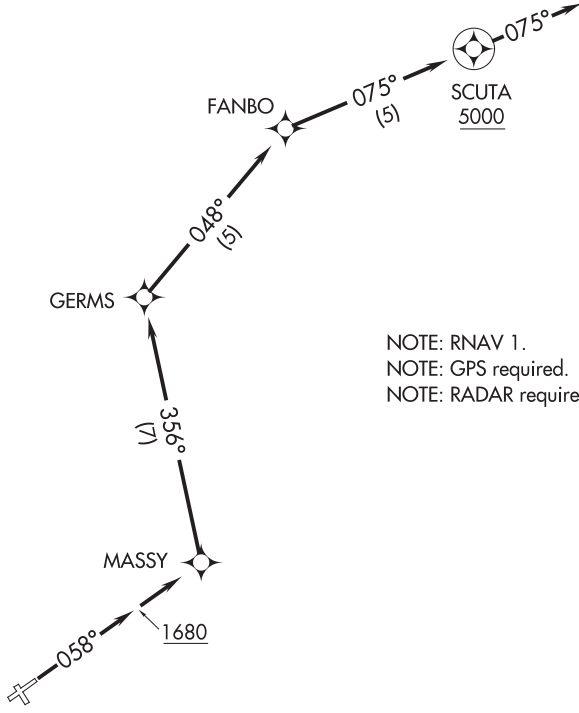
TAKEOFF RUNWAY 16: Climb on heading 156° to 1675, then left turn direct JEMES then on track 122° to MONAT, thence...

...maintain 5000, expect filed altitude within 10 minutes after departure.

ATIS  
132.375  
CLNC DEL  
119.7  
GND CON  
121.9 257.8  
ROANOKE DEP CON  
126.9 339.8  
ROANOKE TOWER  
118.3 257.8

TOP ALTITUDE:  
5000

TAKEOFF MINIMUMS  
Rwys 16, 24, 34: NA - Air Traffic.  
Rwy 6: Standard with minimum climb  
of 560' per NM to 2900.



NOTE: RNAV 1.  
NOTE: GPS required.  
NOTE: RADAR required.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 058° to 1680, then direct MASSY.  
Then on depicted route to cross SCUTA at or above 5000 on heading 075° for  
RADAR vectors. Maintain 5000 or assigned altitude, expect clearance to filed  
altitude 10 minutes after departure.

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

SALISBURY, MARYLAND


AL-977 (FAA)

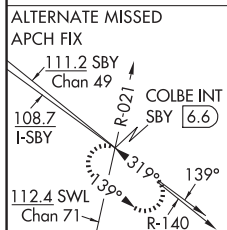
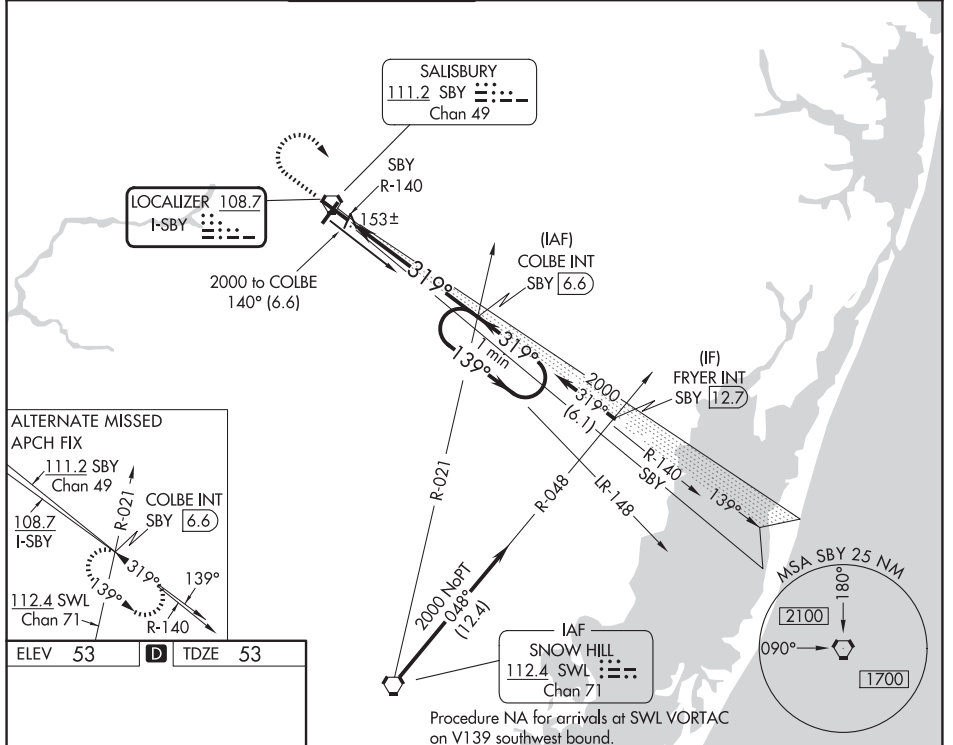
25219

LOC I-SBY <b>108.7</b>	APP CRS <b>319°</b>	Rwy Ldg TDZE Apt Elev	<b>6400</b> <b>53</b> <b>53</b>
---------------------------	------------------------	-----------------------------	---------------------------------------

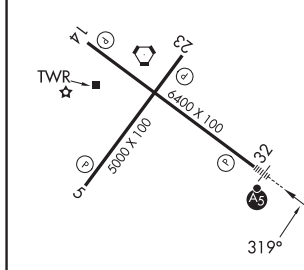
# ILS or LOC RWY 32

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

<b>⚠</b> When local altimeter setting not received, use Georgetown altimeter setting: increase DA to 305 feet; increase all MDA 60 feet and S-LOC 32 Cat C and Circling Cat D visibility ¼ SM.			<b>MALSR</b> 		<b>MISSED APPROACH:</b> Climb to 700 then climbing right turn to 2000 on heading 170° and on SBY VORTAC R-140 to COLBE INT/SBY VORTAC 6.6 DME and hold.	
<b>ASOS</b> <b>118.325</b>	<b>PATUXENT APP CON★</b> <b>127.95 314.0</b>	<b>SALISBURY TOWER★</b> <b>119.425 (CTAF) 0</b>	<b>GND CON</b> <b>123.775</b>	<b>CLNC DEL</b> <b>123.775</b>	<b>CLNC DEL</b> <b>132.45</b> (When twr closed)	<b>UNICOM</b> <b>122.95</b>



ELEV 53	<b>D</b>	TDZE 53
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REIL Rwy 5, 14 and 23	1
MIRL Rwy 5-23	1
HIRL Rwy 14-32	1
FAF to MAP 5.9 NM	
Knots	60 90 120 150 180
Min:Sec	5:54 3:56 2:57 2:22 1:58

700	2000	SBY R-140	COLBE INT	COLBE INT SBY 6.6	One Minute Holding Pattern
*LOC only					
SBY 0.8	SBY 1.8	2000	2000	2000	GS 3.00° TCH 54
1 NM 4.9 NM					
CATEGORY	A	B	C	D	
S-ILS 32	253-½ 200 (200-½)				
S-LOC 32	420-½ 367 (400-½)				
CIRCLING	480-1 427 (500-1)	520-1 467 (500-1)	560-1½ 507 (600-1½)	420-¾ 367 (400-¾) 700-2 647 (700-2)	

SALISBURY, MARYLAND  
Amdt 8A 25MAR21

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)  
38°20'N-75°31'W  
**ILS or LOC RWY 32**

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025



WAAS CH <b>62820</b> <b>W05A</b>	APP CRS <b>049°</b>	Rwy Ldg TDZE <b>47</b> Apt Elev <b>53</b>
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RNAV (GPS) RWY 5

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

RNP APCH - GPS.

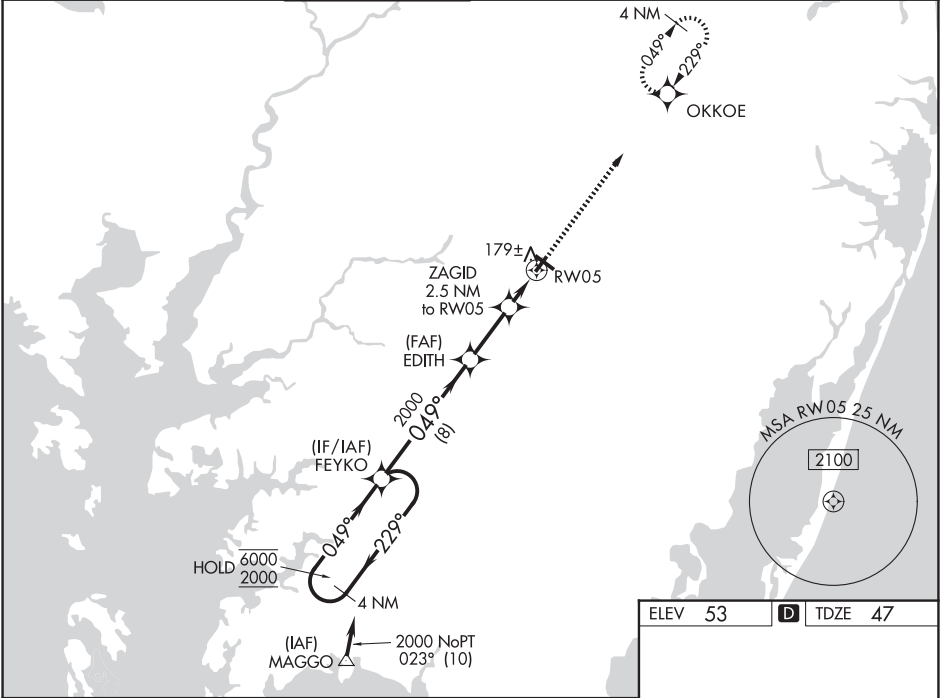
⚠

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 54°C. Rwy 5 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct OKKOE and hold.

ASOS <b>118.325</b>	PATUXENT APP CON★ <b>127.95 314.0</b>	SALISBURY TOWER★ <b>119.425</b> (CTAF) <b>0</b>	GND CON <b>123.775</b>	CLNC DEL <b>123.775</b>	CLNC DEL <b>132.45</b> (When twr closed)	UNICOM <b>122.95</b>
------------------------	--	--	---------------------------	----------------------------	--	-------------------------



4 NM Holding Pattern

FEYKO

EDITH

ZAGID

2000 OKKOE

6000

2000

229°

049°

2000

049°

880

1.1 NM to RW05

RW05

GP 3.00°

TCH 45

8 NM

3.5 NM

1.4 NM

1.1

CATEGORY	A	B	C	D
LPV DA		345-7/8	298 (300-7/8)	
LNAV/VNAV DA		460-1 1/8	413 (500-1 1/8)	
LNAV MDA	440-1	393 (400-1)	440-1 1/8	393 (400-1 1/8)
CIRCLING	480-1 427 (500-1)	520-1 467 (500-1)	560-1 1/2 507 (600-1 1/2)	700-2 647 (700-2)

ELEV 53 D TDZE 47

TWR

14

23

1

2

3

4

5

6

7

8

9

10

11

12

13

14

15

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17

18

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100

REIL Rwy 5, 14 and 23 **0**  
MIRL Rwy 5-23 **0**  
HIRL Rwy 14-32 **0**

SALISBURY, MARYLAND

AL-977 (FAA)

25219

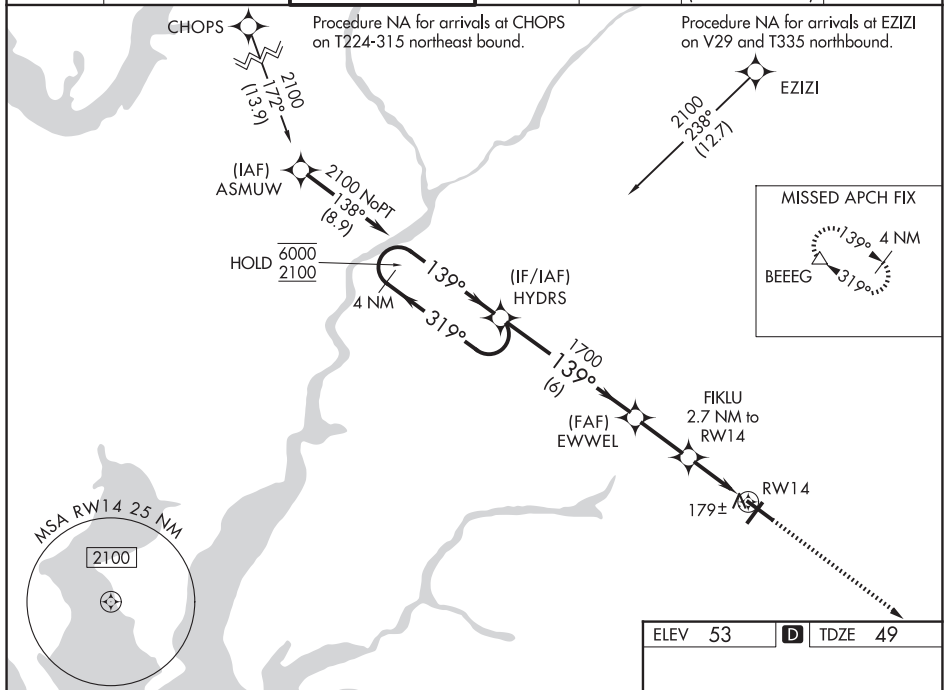
WAAS CH <b>56320</b> <b>W14A</b>	APP CRS <b>139°</b>	Rwy Ldg TDZE Apt Elev	<b>6400</b> <b>49</b> <b>53</b>
--	------------------------	-----------------------------	---------------------------------------

# RNAV (GPS) RWY 14

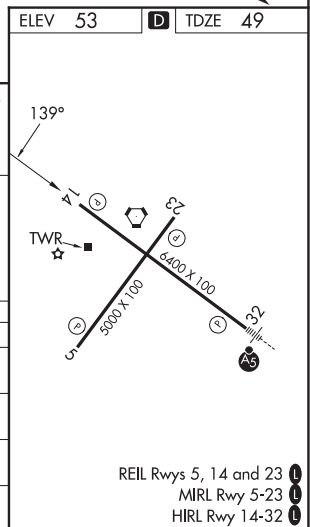
SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2000 direct BEEEG and hold.
<div><div>T</div><div>A</div></div>	Rwy 14 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9° C or above 54° C.	

ASOS <b>118.325</b>	PATUXENT APP CON ★ <b>127.95 314.0</b>	SALISBURY TOWER ★ <b>119.425</b> (CTAF) <b>0</b>	GND CON <b>123.775</b>	CLNC DEL <b>123.775</b>	CLNC DEL <b>132.45</b> (When twr closed)	UNICOM <b>122.95</b>
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4 NM Holding Pattern		HYDRS	EWWEL	FIKLU 2.7 NM to RW14	2000 BEEEG
6000 ← 319°		2100 → 139°	1700	1.1 NM to RW14	△
GP 3.00° TCH 45		1700	940	RW14	
		6 NM	2.4 NM	1.6 NM	1.1 NM
CATEGORY	A	B	C	D	
LPV DA	299- $\frac{3}{4}$		250 (300- $\frac{3}{4}$ )		
LNAV/VNAV DA	436-1 $\frac{1}{8}$		387 (400-1 $\frac{1}{8}$ )		
LNAV MDA	440-1 391 (400-1)		440-1 $\frac{1}{8}$ 391 (400-1 $\frac{1}{8}$ )		
CIRCLING	480-1 427 (500-1)	520-1 467 (500-1)	560-1 $\frac{1}{2}$ 507 (600-1 $\frac{1}{2}$ )	700-2 647 (700-2)	



SALISBURY, MARYLAND

Amdt 2 07AUG25

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

38°20'N-75°31'W

# RNAV (GPS) RWY 14

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>78018</b> <b>W23A</b>	APP CRS <b>229°</b>	Rwy Ldg TDZE Apt Elev	<b>5000</b> <b>49</b> <b>53</b>
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RNAV (GPS) RWY 23

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

RNP APCH - GPS.

Rwy 23 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 54°C.

MISSED APPROACH:  
Climb to 2000 direct  
FEYKO and hold.

ASOS <b>118.325</b>	PATUXENT APP CON ★ <b>127.95 314.0</b>	SALISBURY TOWER ★ <b>119.425</b> (CTAF) <b>0</b>	GND CON <b>123.775</b>	CLNC DEL <b>123.775</b>	CLNC DEL <b>132.45</b> (When twr closed)	UNICOM <b>122.95</b>
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Procedure NA for arrival at EZIZI on V29 and T335 northbound.

MISSED APCH FIX

FEYKO

049°

229°

4 NM

(IAF) EZIZI

2000 NoPT

147°

19.5

4 NM

049°

229°

HOLD

6000

2000

(IF/IAF) OKKOE

1700

229°

(6.1)

(FAF) NUTPY

ZASBA

1.6 NM to RW23

172±

A

172±

AS

229°

4 NM

MSA RW23 25 NM

2100

ELEV 53

D

TDZE 49

229°

2000

FEYKO

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45).

4 NM Holding Pattern

OKKOE

049°

229°

6000

2000

GP 3.04° TCH 51

1700

600

1.1 NM to RW23

1.6 NM to RW23

NUTPY

ZASBA

1.1 NM

0.5

3.4 NM

6.1 NM

CATEGORY	A	B	C	D
LPV DA	374-1		325 (400-1)	
LNAV/VNAV DA	451-1½		402 (400-1½)	
LNAV MDA	440-1 391 (400-1)		440-1½ 391 (400-1½)	
CIRCLING	480-1 427 (500-1)	520-1 467 (500-1)	560-1½ 507 (600-1½)	700-2 647 (700-2)

REIL Rwy 5, 14 and 23

MIRL Rwy 5-23

HIRL Rwy 14-32

SALISBURY, MARYLAND  
Amdt 1C 07AUG25

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

38°20'N-75°31'W

RNAV (GPS) RWY 23

413

NE-3, 07 AUG 2025 to 02 OCT 2025

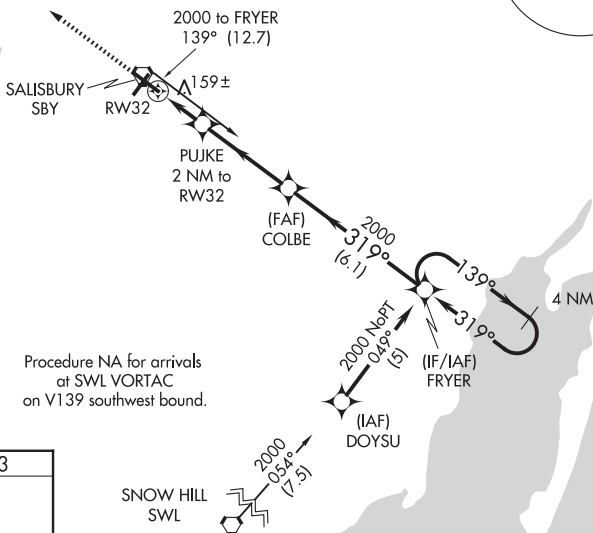
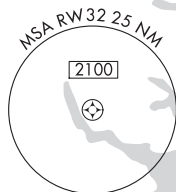
NE-3, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 32

## SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

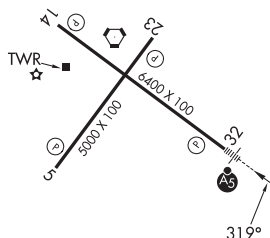
MISSED APPROACH.  
Climb to 2100 direct  
HYDRS and hold.

122.95



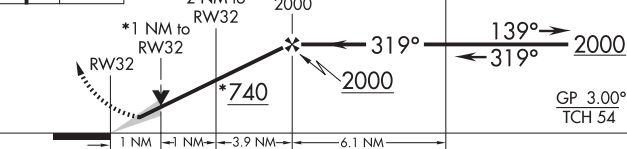
Procedure NA for arrivals  
at SWL VORTAC  
on V139 southwest bound.

53



REIL Rwy 5, 14 and 23 **L**  
MIRL Rwy 5-23 **L**  
HIRL Rwy 14-32 **L**

2100	HYDRS	* INAV only
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CATEGORY	A	B	C	D
LPV DA	253-1/2 200 (200-1/2)			
RNAV/DA	458-1 405 (500-1)			
RNAV MDA	420-1/2 367 (400-1/2)			420-1 367 (400-1)
CIRCLING	480-1 427 (500-1)	520-1 467 (500-1)	560-1 1/2 507 (600-1 1/2)	700-2 647 (700-2)

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

38°20'N-75°31'W

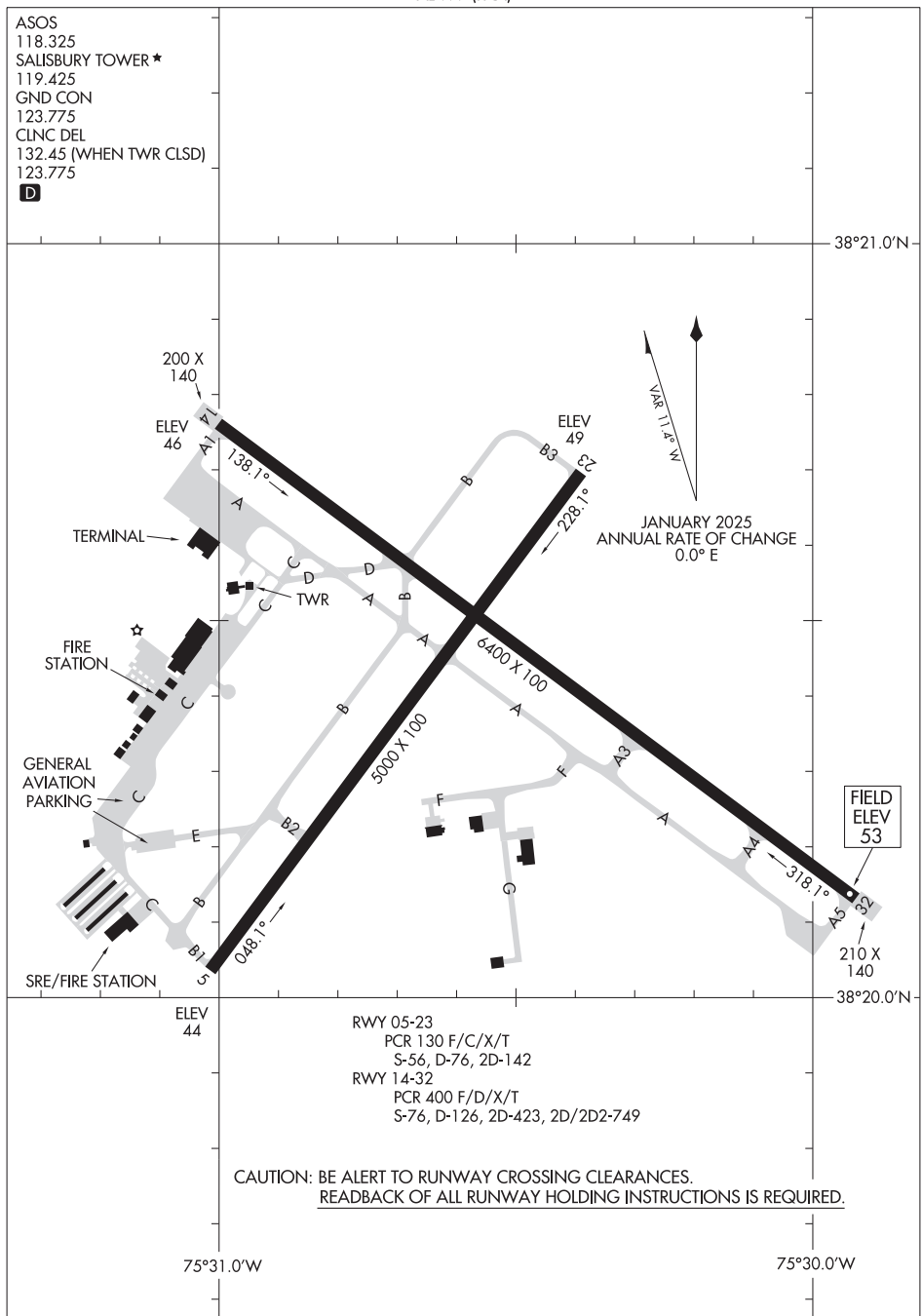
RNAV (GPS) RWY 32

NE-3, 07 AUG 2025 to 02 OCT 2025

# AIRPORT DIAGRAM

ASOS  
118.325  
SALISBURY TOWER ★  
119.425  
GND CON  
123.775  
CLNC DEL  
132.45 (WHEN TWR CLSD)  
123.775

**D**



## AIRPORT DIAGRAM

25219

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

NE-3, 07 AUG 2025 to 02 OCT 2025

SALUDA, VIRGINIA

AL-9364 (FAA)

25163

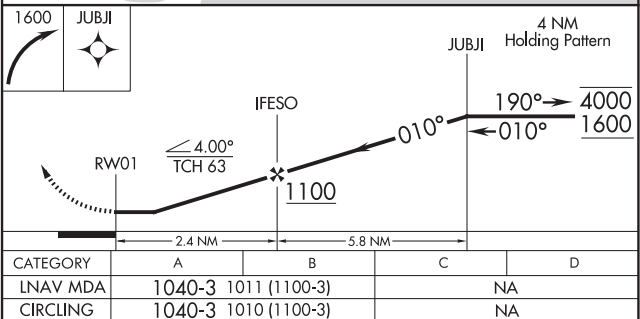
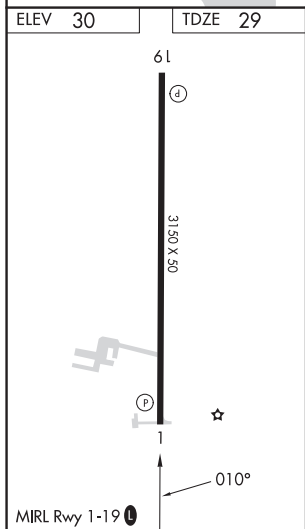
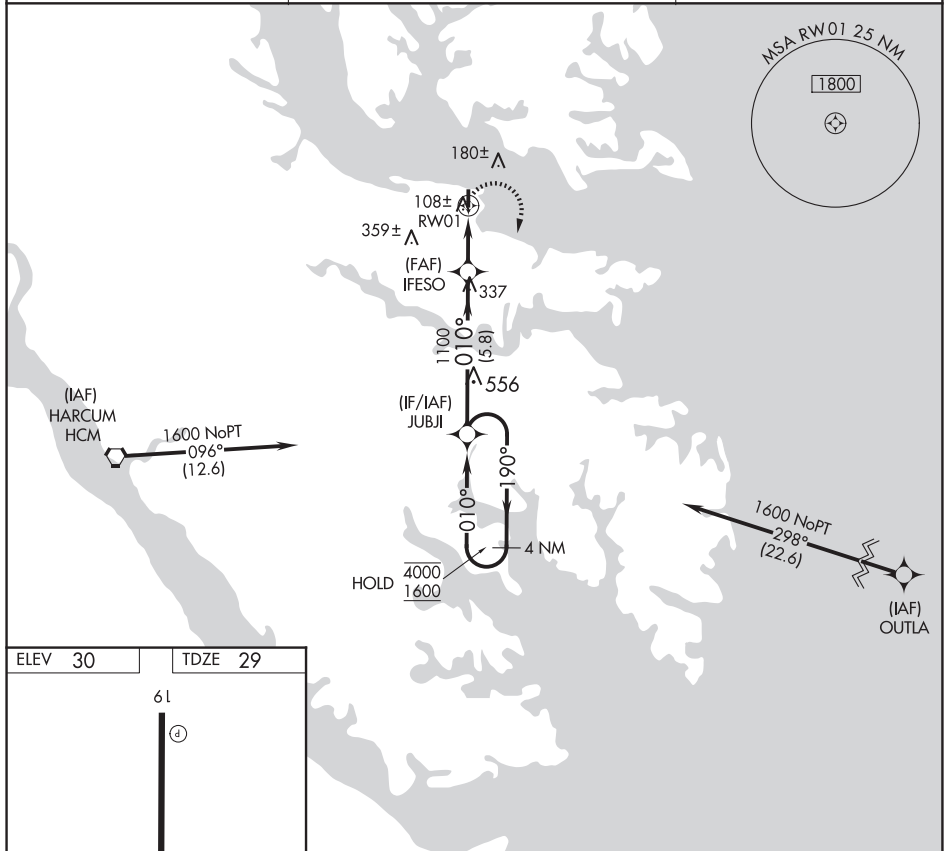
APP CRS	Rwy Ldg	3150
010°	TDZE	29
	Apt Elev	30

# RNAV (GPS) RWY 1

HUMMEL FLD (W75)

RNP APCH - GPS.	MISSED APPROACH: Climbing right turn to 1600 direct JUBJI and hold.
Procedure NA at night. Rwy 1 helicopter visibility reduction below 1 SM NA.	

AWOS-3 118.45	NORFOLK APP CON 126.05 370.925	UNICOM 123.0 (CTAF)
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SALUDA, VIRGINIA  
Amdt 1 26DEC24

37°36'N - 76°27'W

# RNAV (GPS) RWY 1

HUMMEL FLD (W75)

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

WAAS

CH **77614**

**W01A**

APP CRS

**005°**

Rwy Ldg

**4003**

TDZE

**410**

Apt Elev

**420**

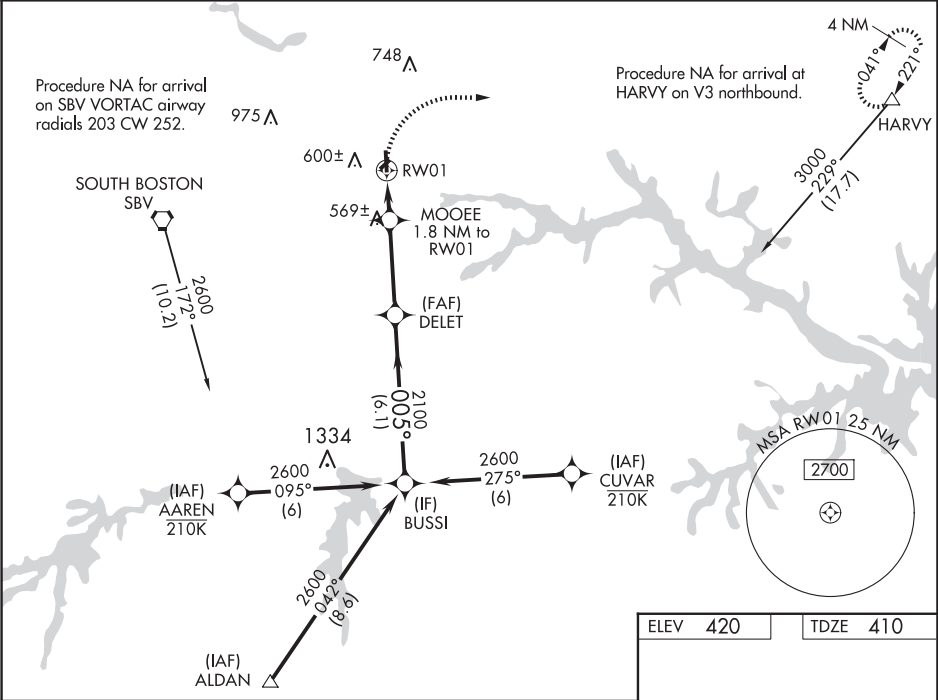
**RNAV (GPS) RWY 1**

WILLIAM M TUCK (W78)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).  
**⚠** DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Danville altimeter setting and increase LPV DA to 739 feet and LNAV/VNAV DA to 785 feet and all MDA 100 feet; increase LPV all Cats visibility ¼ mile and LNAV/VNAV all Cats visibility and Circling Cat C visibility ¼ mile and LNAV Cat C visibility ½ mile. Night landing: Rwy 19 NA. Baro-VNAV and VDP NA when using Danville altimeter setting. Circling NA to Rwys 6-24.

MISSED APPROACH:  
Climbing right turn to 3000 direct HARVY and hold.

AWOS-3 <b>119.425</b>	WASHINGTON CENTER <b>124.05 352.0</b>	UNICOM <b>122.8 (CTAF)</b> <b>0</b>
--------------------------	--	--



3000 HARVY  $\Delta$

\*LNAV only.

RW01

\*1.2 NM to RW01

MOOEE 1.8 NM to RW01

DELET 2100

BUSSI 2600

005°

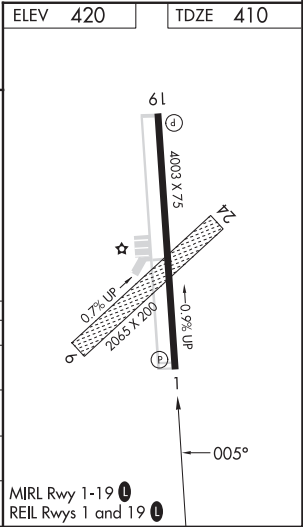
2100

1000

GP 3.00° TCH 59

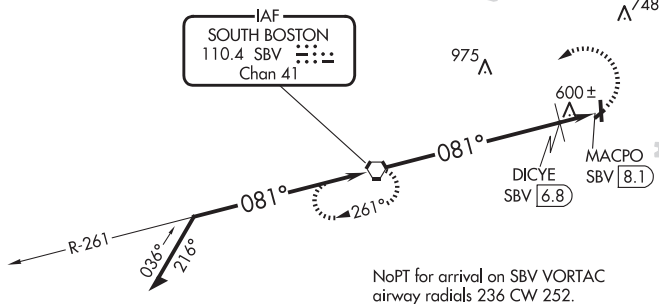
1.2 NM 0.6 NM 3.4 NM 6.1 NM

CATEGORY	A	B	C	D
LPV DA	660-1	250 (300-1)		NA
LNAV/VNAV DA	706-1	296 (300-1)		NA
LNAV MDA	820-1	410 (400-1)	820-1 1/8 410 (400-1 1/8)	NA
<b>C</b> CIRCLING	960-1	540 (600-1)	1060-1 3/4 640 (700-1 3/4)	NA



WILLIAM M TUCK (W78)

**MISSED APPROACH:**  
Climbing left turn to 3000  
direct SBV VORTAC and hold.

UNICOM  
122.8 (CTAF) **L**

NoPT for arrival on SBV VORTAC  
airway radials 236 CW 252.



Knots	60	90	120	150	180
Min:Sec	8:06	5:24	4:03	3:14	2:42

VOR-A



WAAS  
CH **63118**  
**W01A**

APP CRS  
**007°**

Rwy Idg  
TDZE **417**  
Apt Elev **441**

**RNAV (GPS) RWY 1**

MECKLENBURG-BRUNSWICK RGNL (A/C)

▼

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.  
Rwy 1 helicopter visibility reduction below ¾ SM NA.  
For inop ALS, increase LPV all visibility to 1½ SM.

ODALS

MISSED APPROACH:

Climb to 900 then climbing right turn to 3000 direct BIDKY and hold.

AWOS-3  
**127.525**

WASHINGTON CENTER  
**118.75 377.1**

UNICOM  
**122.8 (CTAF) 0**

The chart illustrates the RNAV (GPS) RWY 1 approach. Key features include:

- Waypoints:** YEKUC, WUKMU, BRERR, MACBE, RW01, BIDKY.
- Altitudes:** 3000, 2000, 1160, 900, 441.
- Angles:** 097°, 187°, 277°, 007°.
- Distances:** 30 NM to YEKUC, 2.3 NM to RW01, 4 NM to BIDKY, 30 NM to WUKMU (NoPT).
- Obstacles:** 707, 492±, 930.
- Procedures:** (FAF) BRERR, (IF/IAF) WUKMU, (IAF) YEKUC, (IAF) BIDKY.

ELEV 441

TDZE 417

4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).

GP 3.00° TCH 51

WUKMU

BRERR

MACBE

RW01

BIDKY

\* LNAV only.

\* 1160

6 NM

2.6 NM

1.2 NM

1.1 NM

900

3000

BIDKY

61

5002 X 75

1.3° UP

007° to RW01

CATEGORY	A	B	C	D
LPV DA		714-1	297 (300-1)	
LNAV/VNAV DA		692-1	275 (300-1)	
LNAV MDA		760-1	343 (400-1)	
CIRCLING	860-1 419 (500-1)	900-1 459 (500-1)	1060-1¾ 619 (700-1¾)	1060-2 619 (700-2)

MIRL Rwy 1-19 0

REIL Rws 1 and 19 0

SOUTH HILL, VIRGINIA

Amtd 1 27APR17

MECKLENBURG-BRUNSWICK RGNL (A/C)

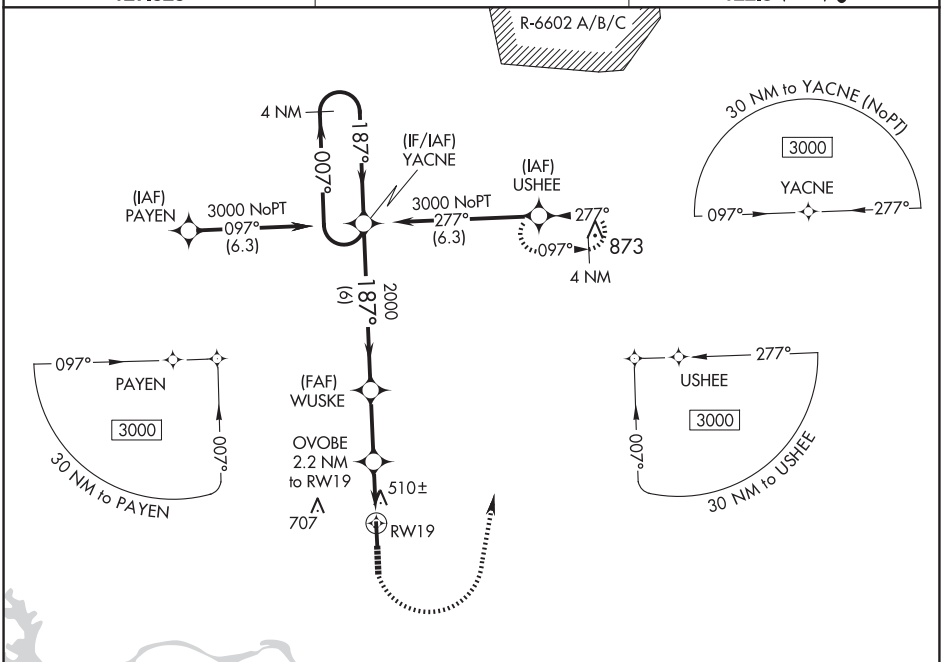
36°41'N-78°03'W


**RNAV (GPS) RWY 1**

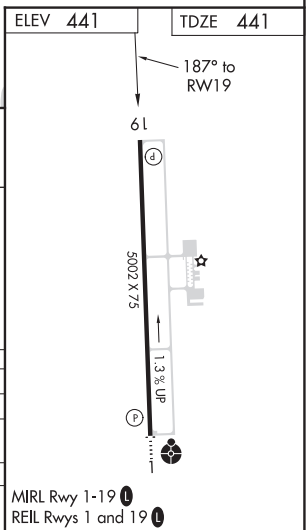
419

RNAV (GPS) RWY 19  
MECKLENBURG-BRUNSWICK RGNL (AVC)

<p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rwy 19 helicopter visibility reduction below <math>\frac{3}{4}</math> SM NA.</p>	<p>MISSED APPROACH: Climb to 900 then climbing left turn to 3000 direct USHEE and hold.</p>
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UNICOM  
122.8 (CTAF) **L**

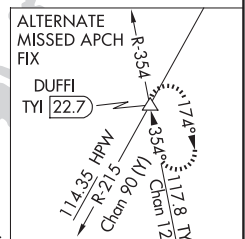
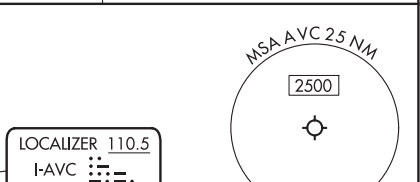
CATEGORY		A	B	C	D
LPV	DA		691-1	250 (300-1)	
INAV/ VNAV	DA		710-1	269 (300-1)	
INAV	MDA		760-1	319 (400-1)	
 CIRCLING		860-1 419 (500-1)	900-1 459 (500-1)	1060-1 <sup>3⁄4</sup> 619 (700-1 <sup>3⁄4</sup> )	1060-2 619 (700-2)



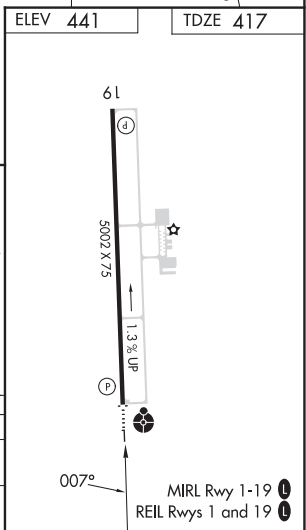
MECKLENBURG-BRUNSWICK RGNL (A VC)  
36°41'N-78°03'W **RNAV (GPS) RWY 19**


LOC RWY 1  
MECKLENBURG-BRUNSWICK RGNL (AVC)

**MISSED APPROACH:** Climb to 900 then climbing left turn to 3000 on heading 310° and SBV VORTAC R-086 to HARVY INT/SBV 26.5 DME and hold.

UNICOM  
122.8 (CTAF) **L**

ELEV 441	TDZE 417
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	1.1 NM	1.1 NM	2.6 NM	6 NM	
CATEGORY	A	B	C	D	
S-01	760-1 343 (400-1)				
 CIRCLING	860-1 419 (500-1)	900-1 459 (500-1)	1060-1 <sup>3</sup> / <sub>4</sub> 619 (700-1 <sup>3</sup> / <sub>4</sub> )	1060-2 619 (700-2)	

ILS or LOC RWY 33  
STAFFORD RGNL (RMN)

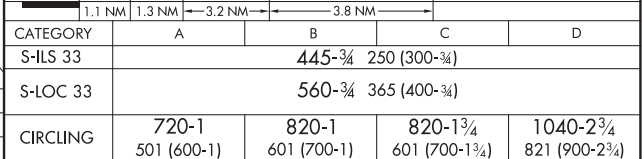
**MISSED APPROACH:** Climb to 700 then climbing left turn to 2100 direct BRV VORTAC and hold, continue climb-in-hold to 2100.



UNICOM  
122.725 (CTAF) 

TDZE 195

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



STAFFORD RGNL (RMN)  
ILS or LOC RWY 33



STAFFORD, VIRGINIA

AL-9743 (FAA)

25219

VORTAC BRV	APP CRS	Rwy Ldg	6000
114.5	314°	TDZE	196
Chan 92		Apt Elev	219

# VOR RWY 33

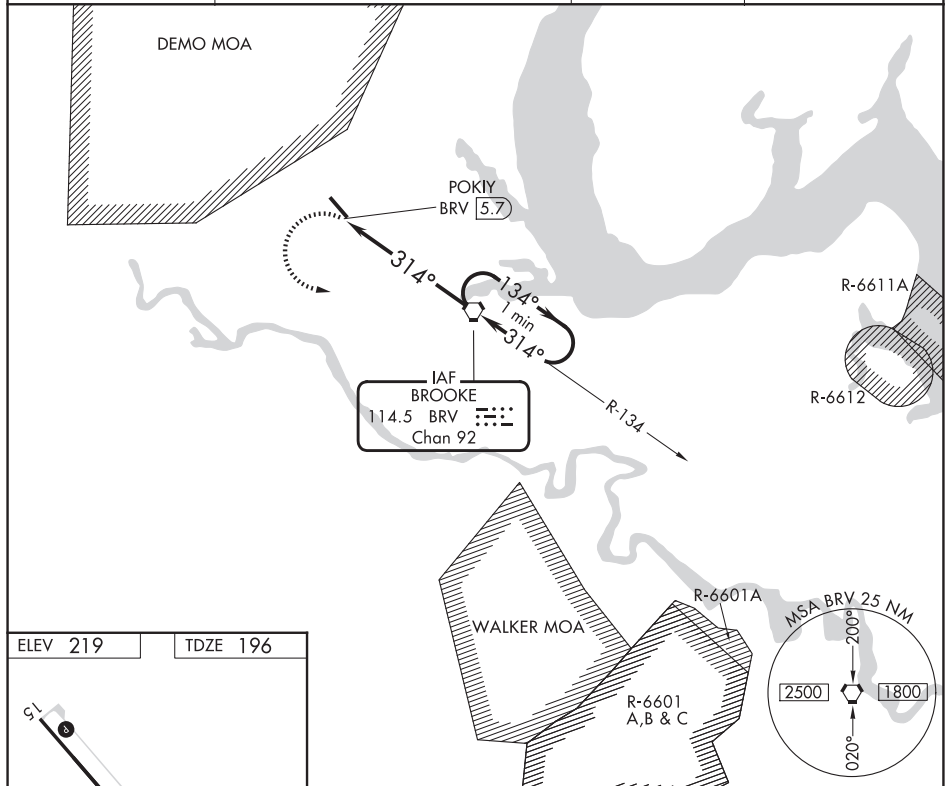
STAFFORD RGNL (RMN)

Inoperative table does not apply to Cat C.  
Circling Rwy 15 NA at night.

MALS

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

AWOS-3 126.325	QUANTICO APP CON ★ 127.05 290.375	GCO 135.075	UNICOM 122.725 (CTAF)
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ELEV 219 TDZE 196

REIL Rwys 15-33  
HIRL Rwy 15-33

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

2000 BRV

BRV VORTAC

One Minute Holding Pattern

CATEGORY	A	B	C	D
S-33	740- $\frac{3}{4}$ 544 (600- $\frac{3}{4}$ )	740-1 $\frac{1}{2}$ 544 (600-1 $\frac{1}{2}$ )	740-1 $\frac{3}{4}$ 544 (600-1 $\frac{3}{4}$ )	740-1 $\frac{3}{4}$ 544 (600-1 $\frac{3}{4}$ )
CIRCLING	740-1 521 (600-1)	820-1 601 (700-1)	820-1 $\frac{3}{4}$ 601 (700-1 $\frac{3}{4}$ )	1040-2 $\frac{3}{4}$ 821 (900-2 $\frac{3}{4}$ )

STAFFORD, VIRGINIA  
Amdt 1B 16MAY24

38°24'N - 77°27'W

STAFFORD RGNL (RMN)  
VOR RWY 33

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

LOC I-SHD

109.5

APP CRS

047°

Rwy Idg

6002

TDZE

1184

Apt Elev

1201

AL-5369 (FAA)

ILS or LOC RWY 5

SHENANDOAH VALLEY RGNL (SHD)

ADF required.

Autopilot coupled approach NA below 1533 feet. When local altimeter setting not received, use Charlottesville altimeter setting and increase all DA 130 feet and all MDA 140 feet. Increase S-ILS visibility ¼ SM all Cats, S-LOC 5 visibility Cat C/D ¼ SM, Circling Cat C ½ SM, Cat D ¼ SM. For inop ALS when using Charlottesville altimeter setting, increase S-ILS 5 visibility to 1¼ SM.

MALSR

MISSED APPROACH:

Climb to 2600 then climbing left turn to 3600 direct SH LOM and hold.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
124.925	132.85 323.125	118.35	123.0 (CTAF) 0

ELEV 1201

TDZE 1184

REIL Rwy 23

HIRL Rwy 5-23

115.3

Chan 100

115.3

Chan 100

CATEGORY	A	B	C	D
S-ILS 5		1384-½	200 (200-½)	
S-LOC 5	1620-½	436 (500-½)	1620-¾ 436 (500-¾)	1620-1 436 (500-1)
CIRCLING	1660-1 459 (500-1)	1760-1 559 (600-1)	1900-2 699 (700-2)	2060-2¾ 859 (900-2¾)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

STAUNTON/WAYNESBORO/HARRISONBURG, VIRGINIA

SHENANDOAH VALLEY RGNL (SHD)

Amtd 9B 11AUG22

ILS or LOC RWY 5

38°16'N-78°54'W

425

WAAS CH <b>81913</b> <b>W05A</b>	APP CRS <b>047°</b>	Rwy Idg TDZE Apt Elev	<b>6002</b> <b>1184</b> <b>1201</b>
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AL-5369 (FAA)

# RNAV (GPS) RWY 5

SHENANDOAH VALLEY RGNL (SHD)

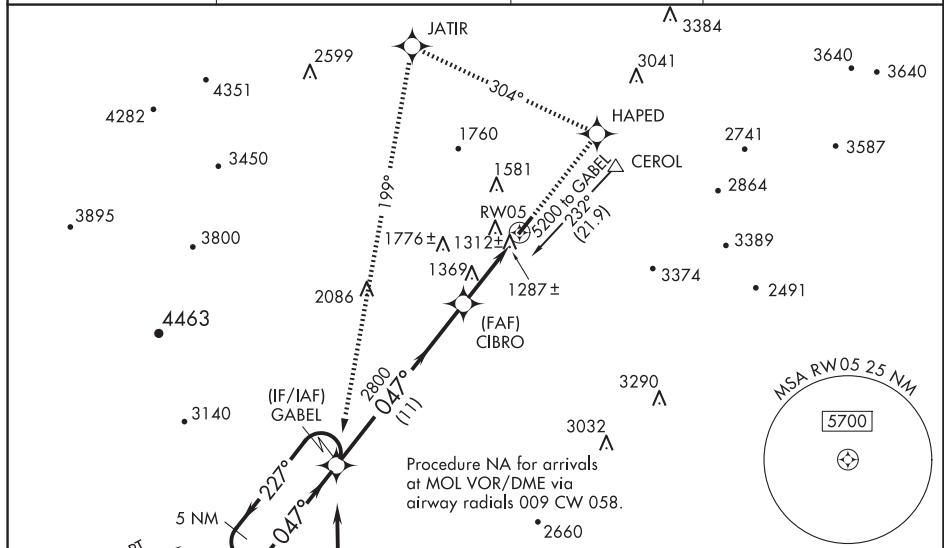
RNP APCH.

**⚠** For inoperative MALSRL when using Charlottesville altimeter setting, increase LPV visibility to 1½ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C. Baro-VNAV and VDP NA when using Charlottesville altimeter setting. When local altimeter setting not received, use Charlottesville altimeter setting and increase all DA 130 feet and all MDA 140 feet. Increase LPV all Cats visibility ¼ SM, LNAV/VNAV all Cats ½ SM, LNAV Cat C/D ¼ SM, Circling Cat C ½ SM and Cat D ¼ SM.

MALSRL

MISSED APPROACH: Climb to 5200 direct HAPED and left turn via track 304° to JATIR and left turn via track 199° to GABEL and hold.

AWOS-3 <b>124.925</b>	POTOMAC APP CON <b>132.85 323.125</b>	CLNC DEL <b>118.35</b>	UNICOM <b>123.0 (CTAF) 0</b>
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5 NM Holding Pattern

GABEL

5200 ← 227°

047° →

GP 3.00°

TCH 56

2800

11 NM

3.7 NM

1.2

5200

HAPED

JATIR

GABEL

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 56).

\* 1.2 NM to RW05

\* LNAV only.

CATEGORY	A	B	C	D
LPV DA	1384-½ 200 (200-½)			
LNAV/VNAV DA	1563-¾ 379 (400-¾)			
LNAV MDA	1620-½ 436 (500-½)	1620-¾ 436 (500-¾)	1620-1 436 (500-1)	
CIRCLING	1660-1 459 (500-1)	1760-1 559 (600-1)	1900-2 699 (700-2)	2060-2¾ 859 (900-2¾)

ELEV 1201

TDZE 1184

REIL Rwy 23 0

HIRL Rwy 5-23 0

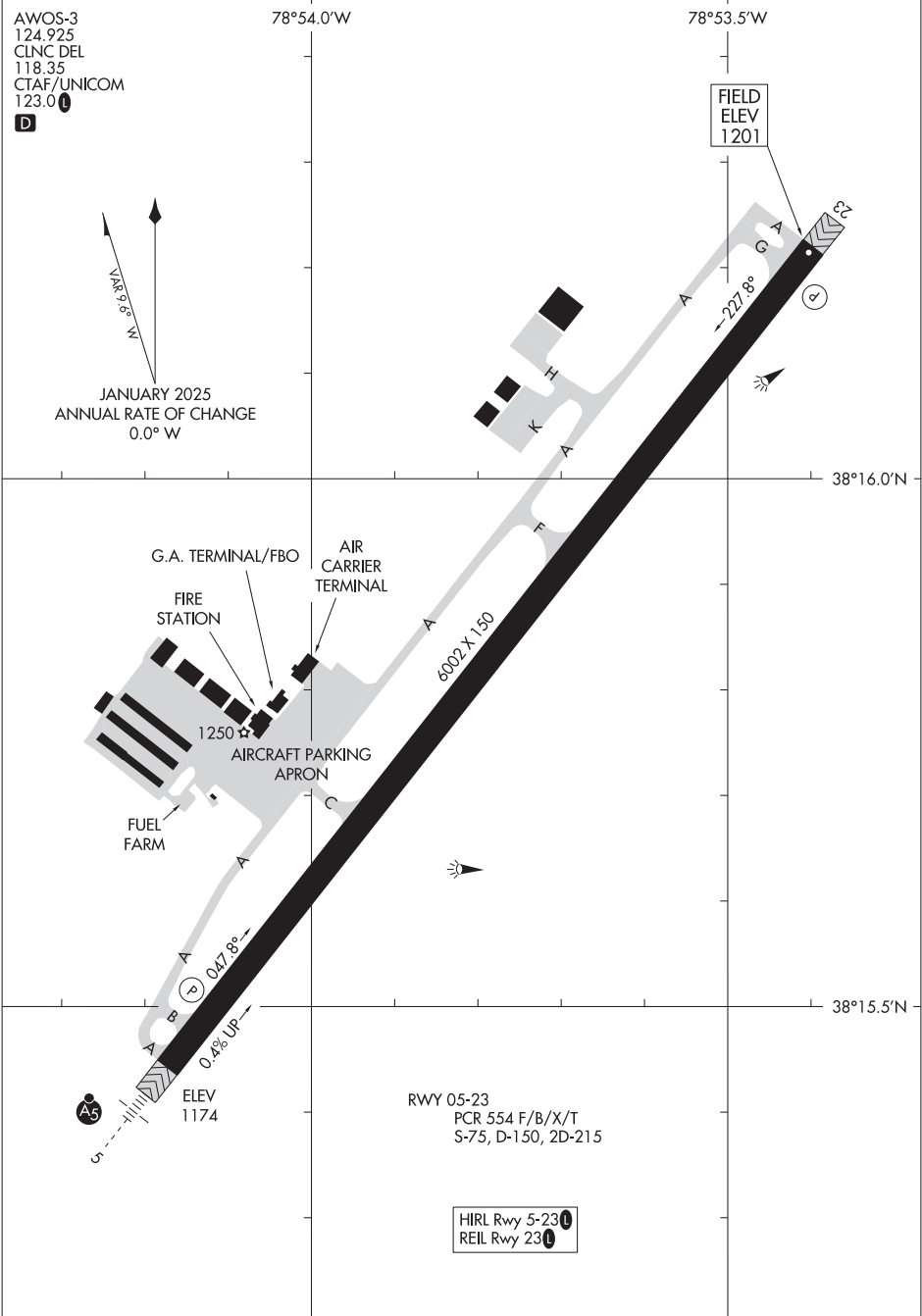




25107

AIRPORT DIAGRAM

AL-5369 (FAA)    SHENANDOAH VALLEY RGNL (SHD)  
STAUNTON/WAYNESBORO/HARRISONBURG, VIRGINIA

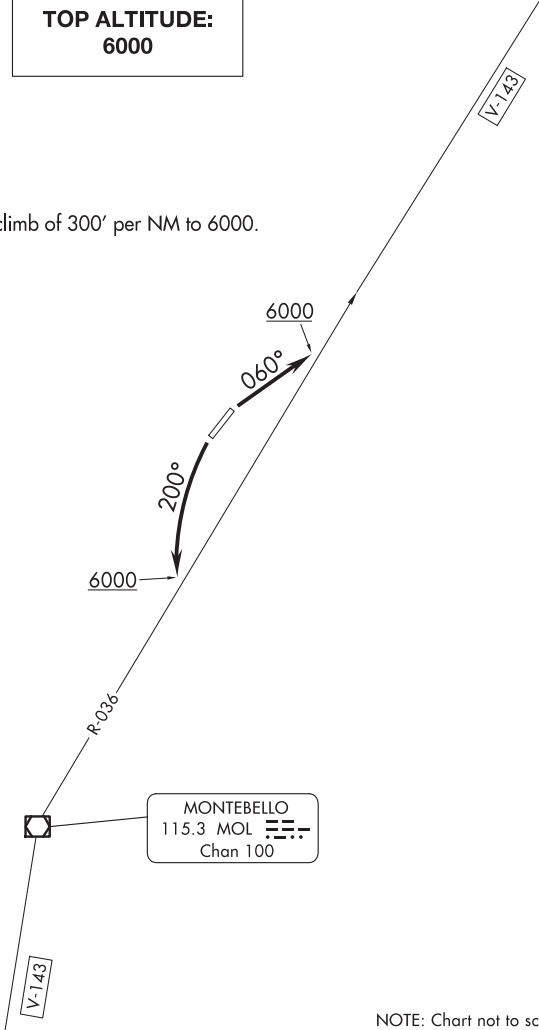


AWOS-3  
124.925  
CTAF  
123.0  
CLNC  
118.35  
POTOMAC DEP CON  
132.85 323.125

TOP ALTITUDE:  
6000

TAKEOFF MINIMUMS:  
Rwys 5, 23: Standard with minimum climb of 300' per NM to 6000.

NOTE: RADAR required.



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 060° to 6000 to intercept MOL VOR/DME R-036 outbound, thence....  
TAKEOFF RUNWAY 23: Climbing left turn to 6000 heading 200° to intercept MOL VOR/DME R-036 inbound, thence....

....expect radar vectors to filed/assigned route. Expect clearance to filed altitude/flight level 10 minutes after departure.

STEVENSVILLE, MARYLAND

AL-9148 (FAA)

24137

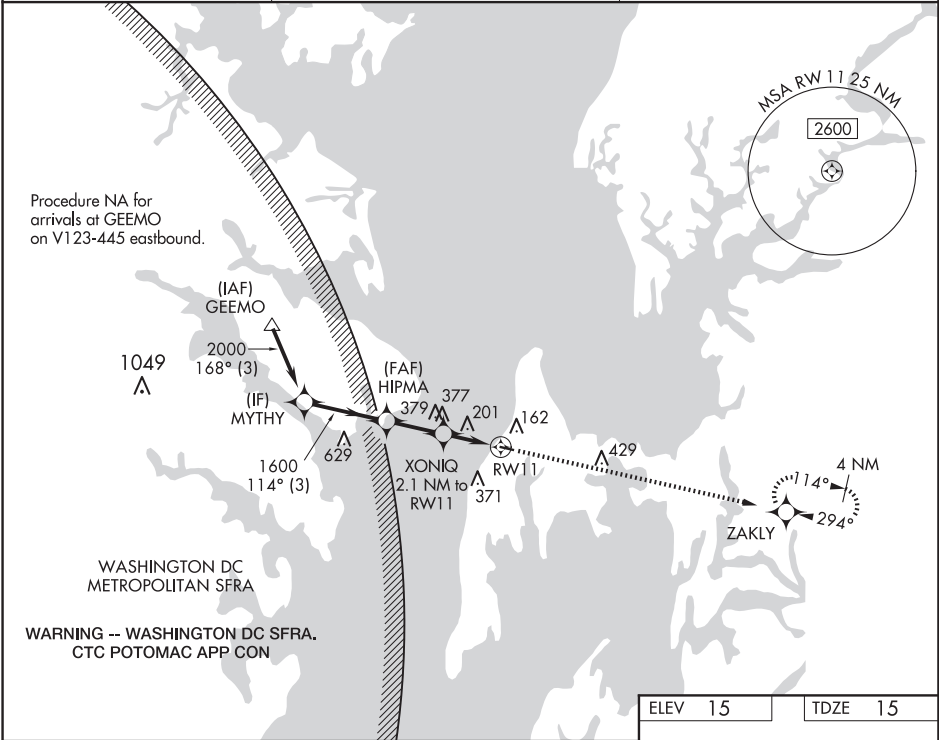
WAAS CH <b>56639</b> <b>W11A</b>	APP CRS <b>114°</b>	Rwy Idg <b>2714</b> TDZE <b>15</b> Apt Elev <b>15</b>
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RNAV (GPS) RWY 11

BAY BRIDGE (W29)

RNP APCH.	MISSED APPROACH: Climb to 2100 direct ZAKLY and hold.
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AWOS-3 <b>120.575</b>	POTOMAC APP CON <b>119.0 282.275</b>	UNICOM <b>122.725 (CTAF) 0</b>
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VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 30).		2100	ZAKLY
GP 3.50° TCH 40		*LNAV only.	
MYTHY		114°	
HIPMA		1600	
XONIQ		2.1 NM to RW11	
RW11		*1.3 NM to RW11	
3 NM		2.1 NM	
0.8 NM		1.3 NM	
CATEGORY	A	B	C
LPV DA	265-1	250 (300-1)	NA
LNAV/ VNAV	489-1 3/8	474 (500-1 3/8)	NA
LNAV MDA	460-1	445 (500-1)	NA
CIRCLING	500-1 485 (500-1)	800-1 785 (800-1)	NA

STEVENSVILLE, MARYLAND  
Amdt 1B 26MAR20

38°59'N-76°20'W

BAY BRIDGE (W29)

RNAV (GPS) RWY 11

APP CRS  
294°

Rwy Idg  
TDZE  
Apt Elev

2714  
15  
15

RNAV (GPS) RWY 29

BAY BRIDGE (W29)

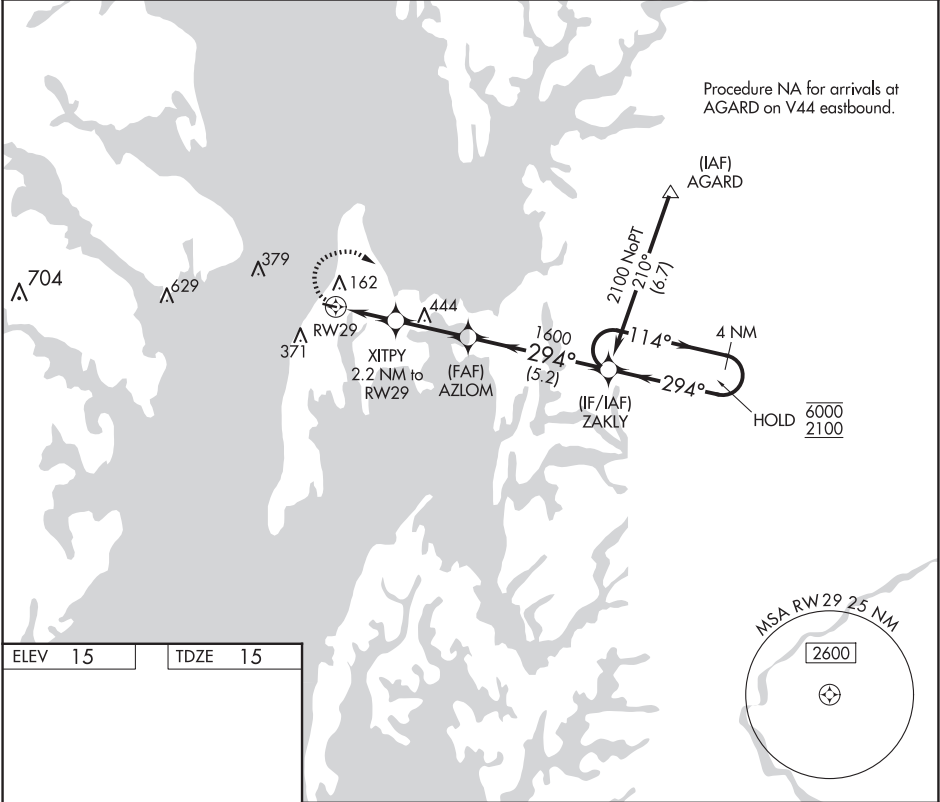
RNP APCH.

▼  
▲

Rwy 29 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:  
Climbing right turn to 2100  
direct ZAKLY and hold.

AWOS-3 120.575	POTOMAC APP CON 119.0 282.275	UNICOM 122.725 (CTAF) 0
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ELEV 15

TDZE 15

2100

ZAKLY

Visual Segment - Obstacles.

4 NM Holding Pattern

XITPY 2.2 NM to RW29

AZLOM

ZAKLY

1600

294°

114°

6000

2100

740

2.2 NM

2.7 NM

5.2 NM

CATEGORY	A	B	C	D
LNAV MDA	480-1	465 (500-1)	NA	
CIRCLING	500-1 485 (500-1)	800-1 785 (800-1)	NA	

REIL Rws 11 and 29 0  
MIRL Rwy 11-29 0

SUFFOLK, VIRGINIA

AL-6498 (FAA)

25051

WAAS CH <b>65824</b> <b>W04A</b>	APP CRS <b>040°</b>	Rwy Idg TDZE Apt Elev	<b>5007</b> <b>66</b> <b>70</b>
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RNAV (GPS) RWY 4

SUFFOLK EXEC (SFQ)

RNP APCH.

For uncompensated Baro-VNAV systems,  
LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH:  
Climb to 600 then climbing left  
turn to 2000 direct OLUCE and hold.

AWOS-3  
119.375

NORFOLK APP CON  
127.9 269.425

UNICOM  
122.7 (CTAF) **0**

568 A 373 193 A 130 RW04 179± 486 A (FAF) ZAXIB 2000 040° (7) 6000 2000 HOLD 2000 040° 220° 4 NM 2000 NoPT 033° (9.6) (IAF) COFIELD CVI Procedure NA for arrival on CVI VORTAC airway radials 351 CW 086. 2000 NoPT 310° (10) (IAF) SUFSD

Procedure NA for arrival on ORF VORTAC airway radials 216 CW 233. NORFOLK ORF 2000 221° (33.8)

MSA RW04 25 NM 2300

ELEV 70 TDZE 66

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 39).

4 NM Holding Pattern

OLUCE ZAXIB SIMLE 1.8 NM to RW04 \*1.1 NM to RW04 RW04

600 2000 OLUCE

\*LNAV only.

GP 3.00° TCH 45

2000 220° 040° 040° 2000 680 7 NM 4.1 NM 0.7 1.1

REIL Rwy 4 and 22 **0**  
HIRL Rwy 4-22 **0**

CATEGORY	A	B	C	D
LPV DA		322-7 <sup>3</sup> / <sub>8</sub>	256 (300-7 <sup>3</sup> / <sub>8</sub> )	
LNAV/VNAV DA		474-1 <sup>3</sup> / <sub>8</sub>	408 (500-1 <sup>3</sup> / <sub>8</sub> )	
LNAV MDA		440-1	374 (400-1)	
<b>C</b> CIRCLING	500-1 430 (500-1)	560-1 490 (500-1)	680-1 <sup>3</sup> / <sub>4</sub> 610 (700-1 <sup>3</sup> / <sub>4</sub> )	680-2 610 (700-2)

SUFFOLK, VIRGINIA  
Amdt 4A 08NOV18

36°41'N-76°36'W

SUFFOLK EXEC (SFQ)

RNAV (GPS) RWY 4

NE-3, 07 AUG 2025 to 02 OCT 2025

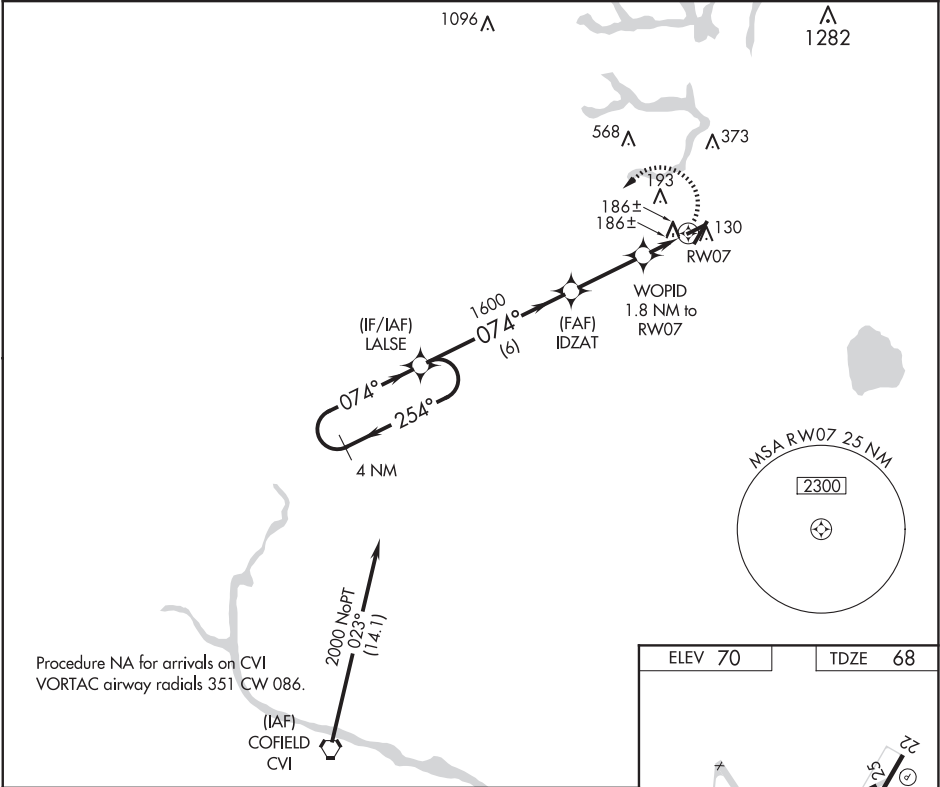
NE-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>78424</b> <b>W07A</b>	APP CRS <b>074°</b>	Rwy Idg <b>3750</b> TDZE <b>68</b> Apt Elev <b>70</b>
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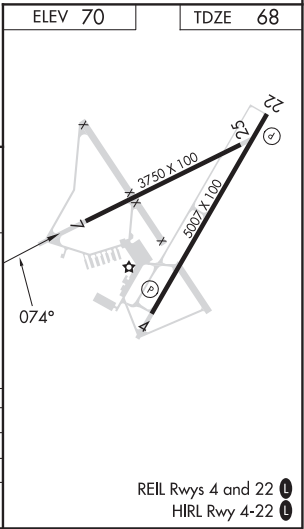
RNAV (GPS) RWY 7  
SUFFOLK EXEC (SFQ)

<div><div></div><div></div></div> <div>DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDA 60 feet.</div>	MISSED APPROACH: Climbing left turn to 2000 direct LALSE and hold.
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AWOS-3 <b>119.375</b>	NORFOLK APP CON <b>127.9 269.425</b>	UNICOM <b>122.7 (CTAF)</b>
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4 NM Holding Pattern		Visual Segment - Obstacles.		2000	LALSE
2000 ← 254° 074° →		LALSE		IDZAT	WOPID 1.8 NM to RW07
074°		1600		680	RW07
		6 NM		2.9 NM	1.8 NM
CATEGORY	A	B	C	D	
LP MDA	480-1	412 (500-1)		NA	
LNAY MDA	500-1	432 (500-1)		NA	
CIRCLING	500-1 430 (500-1)	560-1 490 (500-1)		NA	



NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 22  
SUFFOLK EXEC (SFQ)

**MISSED APPROACH:**  
Climb to 2000 direct  
OLUCE and hold.

1096

568

193

177±

130

242

221

373

1282

1800

2220°  
(7.5)

(FAF) WOLIB

JOVAM  
1.6 NM to  
RW22

(IF) ZAKEN

(IAF) VEGHE

2300  
304°  
(8.2)

Procedure NA for arrivals at VEGHE on V1 northeast bound.

MSA RW22 25  
2300

ELEV 70

TDZE 69

220°

3750 X 100

5007 X 100

22

4

REIL Rwy 4 and 22

HIRL Rwy 4-22

NE-3, 07 AUG 2025 to 02 OCT 2025



APP CRS	Rwy Idg	3750
254°	TDZE	69
	Apt Elev	70

RNAV (GPS) RWY 25

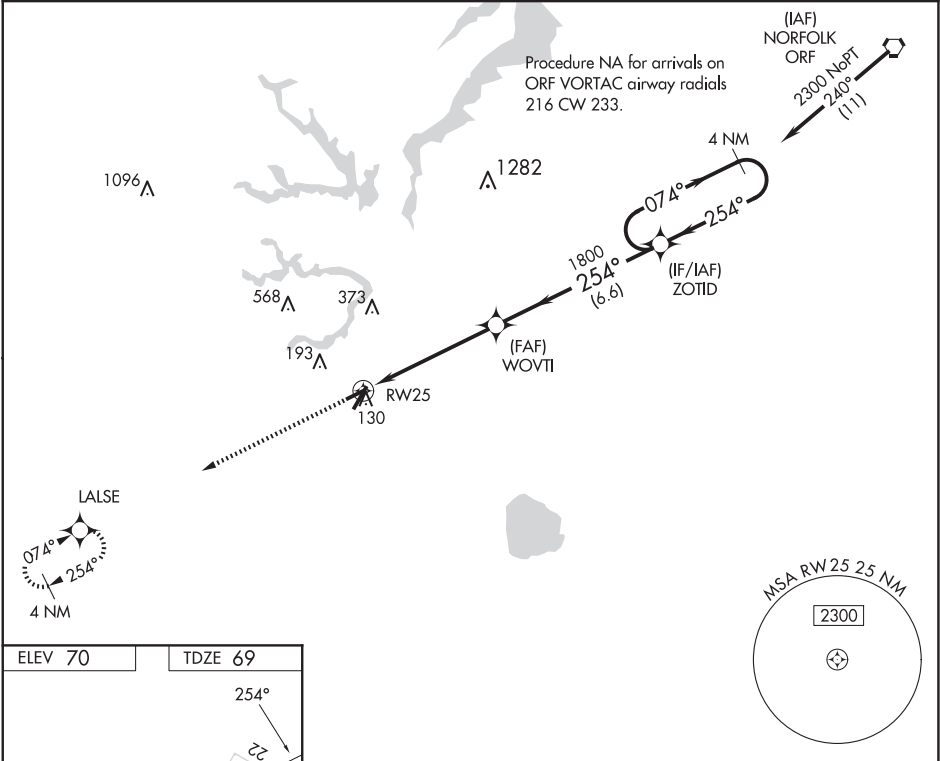
SUFFOLK EXEC (SF'Q)

⚠

DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2000 direct LALSE and hold.

AWOS-3 119.375	NORFOLK APP CON 127.9 269.425	UNICOM 122.7 (CTAF)
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ELEV 70

TDZE 69

2000

LALSE

Visual Segment - Obstacles.

4 NM Holding Pattern

ZOTID

074° → 2300

← 254°

WOVTI

1800

RW25

5.3 NM

6.6 NM

CATEGORY	A	B	C	D
LNAV MDA	480-1	411 (500-1)	NA	
CIRCLING	500-1 430 (500-1)	560-1 490 (500-1)	NA	

REIL Rwy 4 and 22

HIRL Rwy 4-22

SUFFOLK, VIRGINIA

AL-6498 (FAA)

25051

LOC/DME I-RKH	APP CRS	Rwy Idg	5007
109.95	040°	TDZE	66
Chan 36(Y)		Apt Elev	70

# LOC RWY 4

SUFFOLK EXEC (SF'Q)

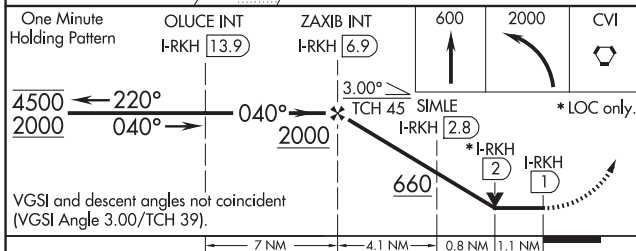
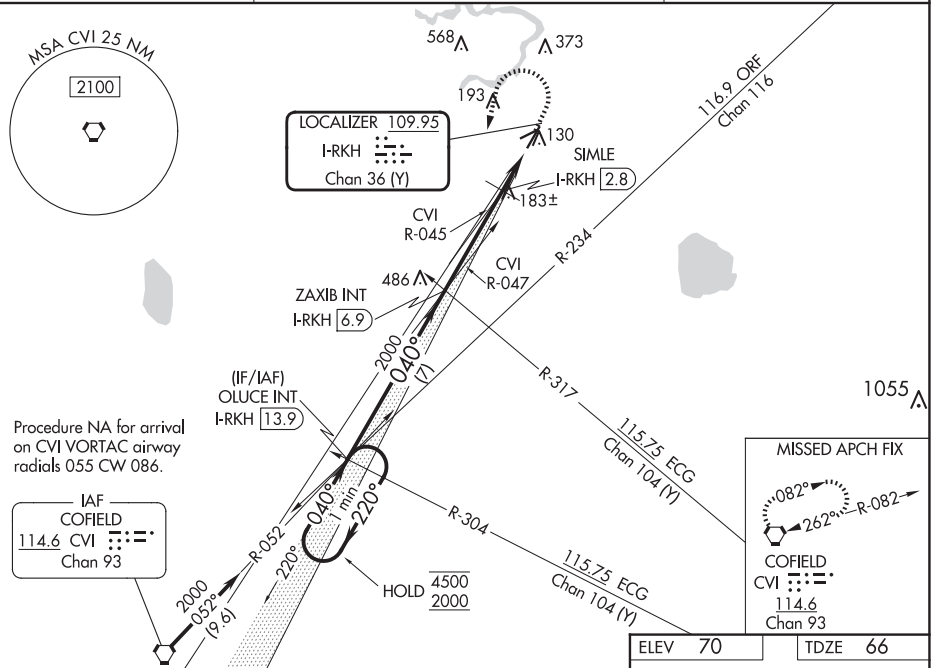


MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct CVI VORTAC and hold.

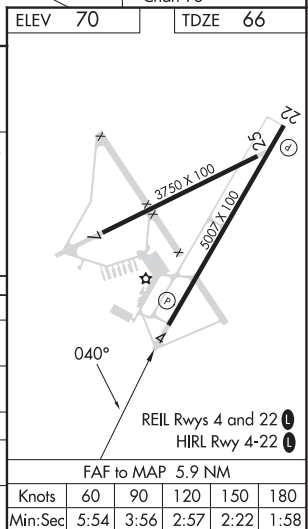
AWOS-3  
119.375

NORFOLK APP CON  
127.9 269.425

UNICOM  
122.7 (CTAF) 0



CATEGORY	A	B	C	D
S-4	660-1 594 (600-1)		660-1 594 (600-1 3/4)	
CIRCLING	660-1 590 (600-1)		680-1 610 (700-1 3/4)	680-2 610 (700-2)
SIMLE FIX MINIMUMS (DME REQUIRED)				
S-4	440-1 374 (400-1)			
CIRCLING	500-1 430 (500-1)	560-1 490 (500-1)	680-1 610 (700-1 3/4)	680-2 610 (700-2)



SUFFOLK, VIRGINIA  
Amdt 6 08NOV18

36°41'N-76°36'W

SUFFOLK EXEC (SF'Q)  
LOC RWY 4

NE-3, 07 AUG 2025 to 02 OCT 2025

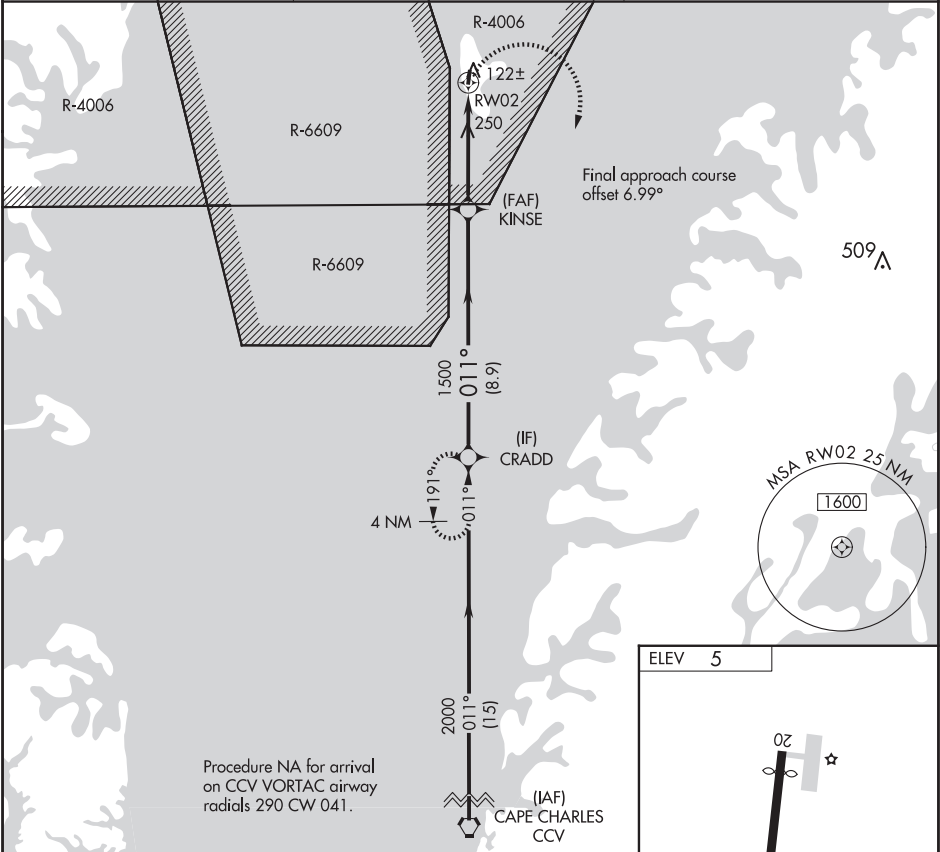
NE-3, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	N/A
011°	TDZE	N/A
	Apt Elev	5

RNAV (GPS)-B  
TANGIER ISLAND (TGI)

<p><b>▽</b> DME/DME RNP-0.3 NA. When local altimeter setting not received, use Patuxent River NAS altimeter setting and increase all MDAs 100 feet. Specific clearance from Patuxent App Con required before proceeding northbound from CRADD. Approach is within R-6609 and underlies R-4006. Procedure NA at night.</p>	<p>MISSED APPROACH: Climbing right turn to 2000 direct CRADD and hold.</p>
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AWOS-3 119.8	PATUXENT APP CON ★ 121.0 250.3	UNICOM 122.8 (CTAF)
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				<div>2000</div> <div></div>	<div>CRADD</div> <div></div>
CATEGORY	A	B	C	D	
CIRCLING	560-1	555 (600-1)	NA		

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

TAPPAHANNOCK, VIRGINIA

AL-10331 (FAA)

25219

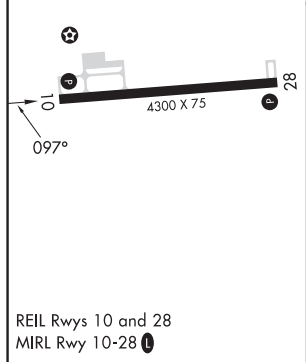
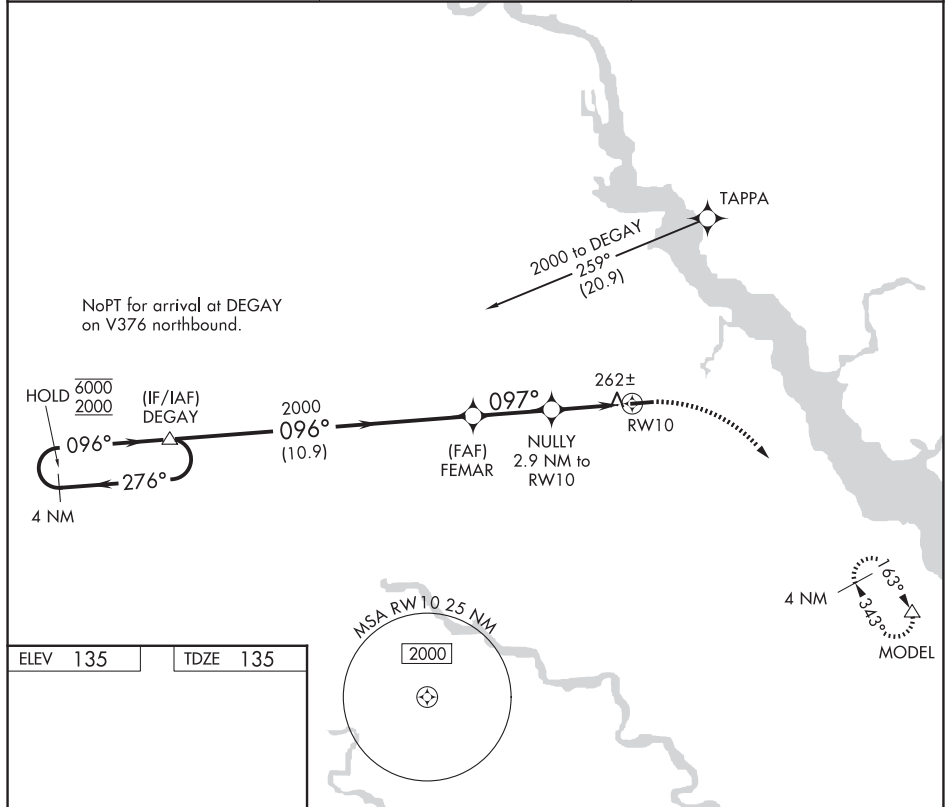
APP CRS	Rwy Ldg	4300
097°	TDZE	135
	Apt Elev	135

# RNAV (GPS) RWY 10

TAPPAHANNOCK/ESSEX COUNTY (XSA)

RNP APCH - GPS.	MISSED APPROACH: Climbing right turn to 2000 direct MODEL and hold.
Rwy 10 helicopter visibility reduction below 3/4 SM NA.	

AWOS-3 125.775	POTOMAC APP CON 126.4 282.375	UNICOM 122.8 (CTAF)
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4 NM Holding Pattern		Visual Segment - Obstacles.		2000	MODEL
DEGAY		FEMAR		NULY	
6000 ← 276° → 2000		2000		2.9 NM to RWY 10	
096° → 096°		097°		1.1 NM to RWY 10	
10.9 NM		2.8 NM		1.8	1.1
CATEGORY	A	B	C	D	
LNAV MDA	540-1	405 (500-1)	NA		
CIRCLING	580-1 445 (500-1)	640-1 505 (600-1)	820-2 685 (700-2)	NA	

TAPPAHANNOCK, VIRGINIA  
Amdt 2A 10AUG23

TAPPAHANNOCK/ESSEX COUNTY (XSA)  
37°52'N-76°54'W  
RNAV (GPS) RWY 10

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 28  
TAPPAHANNOCK/ESSEX COUNTY (XSA)

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below  
**A** -15°C or above 54°C.

**MISSED APPROACH:** Climb to 600 then climbing left turn to 2000 direct SVLL and hold.

MSA RW28 25 NM

2000

DUPEY

2200  
14.3°  
(5.7)

(IAF) DURGE

2000  
187°  
(6)

(IF) DESAC

1800  
277°  
(6)

(FAF) GUTME

239±

RW28

MINTZ  
1.8 NM to  
RW28

SVILL

228°  
048°  
4 NM

(IAF) BEDPE

2000  
007°  
(6)

2000  
002°  
(8.61)

HARCUM HCM

ELEV 135

TDZE 129

Procedure NA for arrival on HCM VORTAC airway radials 010 CW 107.

REIL Rwy 10 and 28  
MIRL Rwy 10-28 **L**

NE-3, 07 AUG 2025 to 02 OCT 2025

WAKEFIELD, VIRGINIA

AL-5781 (FAA)

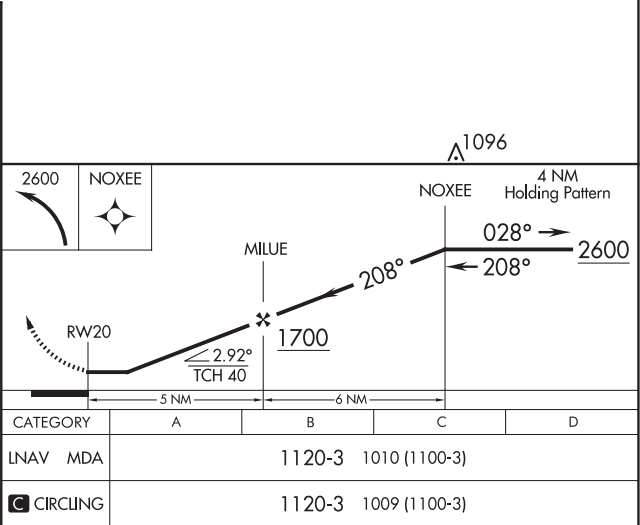
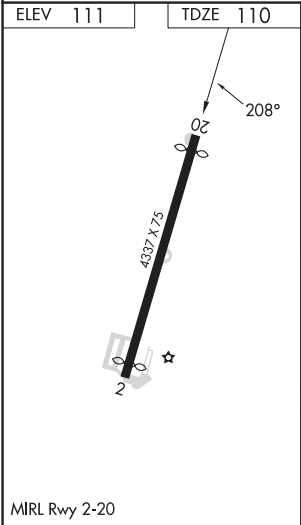
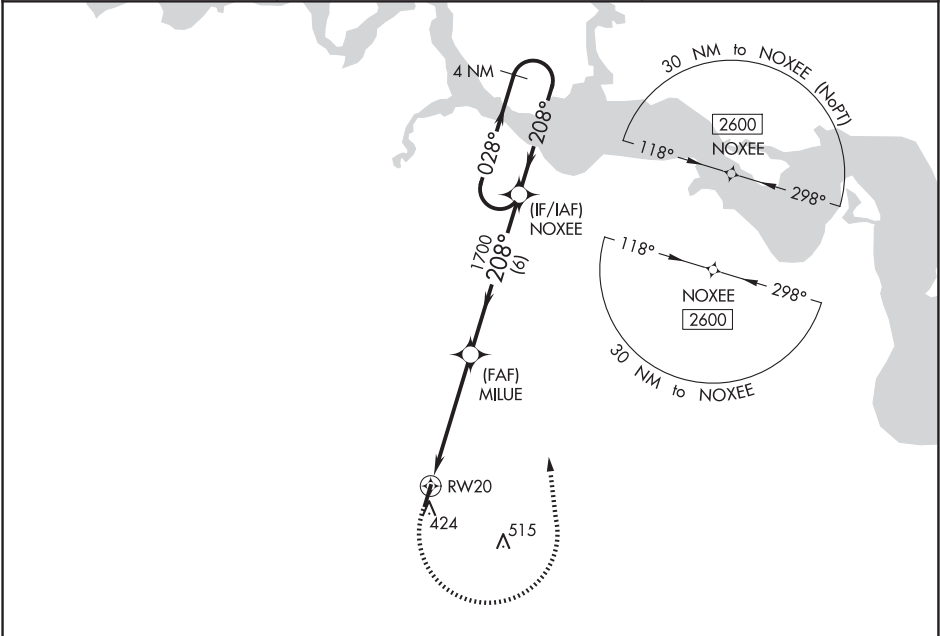
23054

APP CRS	Rwy Idg	3866
208°	TDZE	110
	Apt Elev	111

RNAV (GPS) RWY 20  
WAKEFIELD MUNI (AKQ)

 	DME/DME RNP-0.3 NA. Procedure NA at night.	MISSED APPROACH: Climbing left turn 2600 direct NOXEE and hold.
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ASOS 128.325	NORFOLK APP CON 127.9 269.425	UNICOM 122.8 (CTAF)
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WAKEFIELD, VIRGINIA  
Amdt 1 17AUG17

36°59'N-77°00'W

WAKEFIELD MUNI (AKQ)  
RNAV (GPS) RWY 20

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025



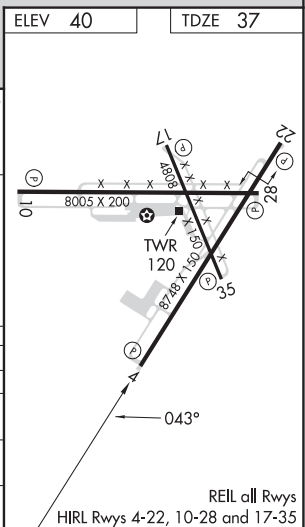
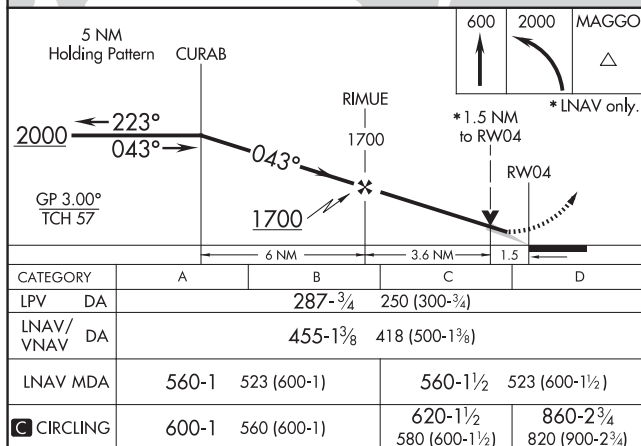
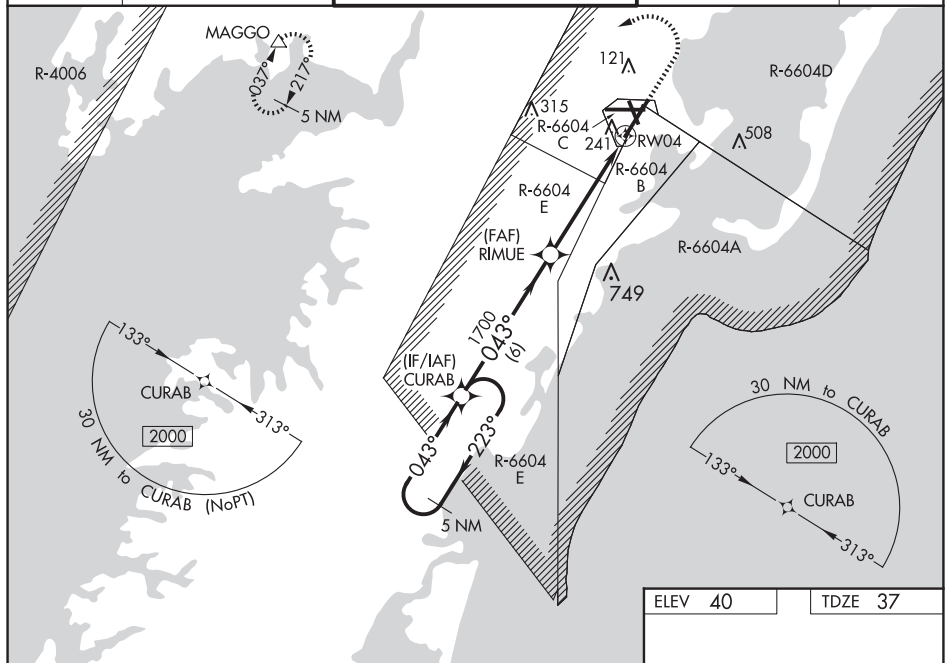
WAAS CH <b>56331</b> <b>W04A</b>	APP CRS <b>043°</b>	Rwy Idg <b>8748</b> TDZE <b>37</b> Apt Elev <b>40</b>
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RNAV (GPS) RWY 4  
Wallops Flight Facility (WAL)

**V** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Salisbury altimeter setting; increase LPV DA to 342 and all Cats visibility ¼ mile; increase LNAV/VNAV DA to 510 and all Cats visibility ¼ mile; increase all MDA 60 feet and LNAV Cats C/D and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Salisbury altimeter setting.

**MISSED APPROACH:** Climb to 600 then climbing left turn to 2000 direct MAGGO and hold.

ASOS <b>119.175</b>	PATUXENT APP CON ★ <b>127.95 314.0</b>	WALLOPS TOWER ★ <b>126.5 (CTAF) 0 306.975 (CTAF) 0</b>	GND CON <b>127.875 269.325</b>	CLNC DEL <b>121.7</b>
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WALLOPS ISLAND, VIRGINIA  
Amdt 1B 21JUL16

37°56'N-75°28'W

WALLOPS FLIGHT FACILITY (WAL)  
RNAV (GPS) RWY 4

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025



WAAS CH <b>99732</b> <b>W10A</b>	APP CRS <b>101°</b>	Rwy ldg <b>8005</b> TDZE <b>38</b> Apt Elev <b>40</b>
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RNAV (GPS) RWY 10

Wallops Flight Facility (WAL)

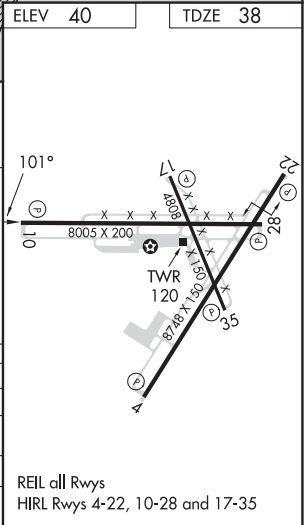
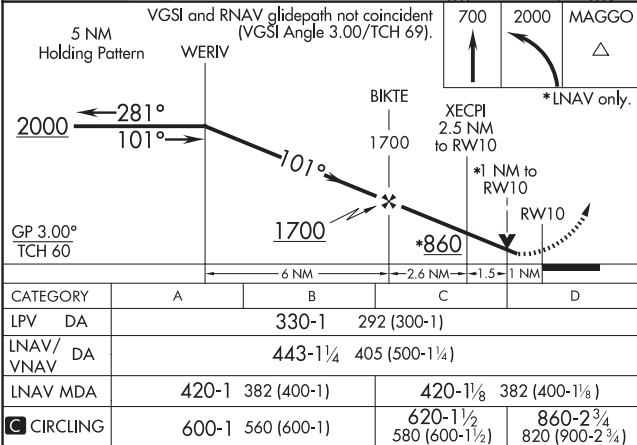
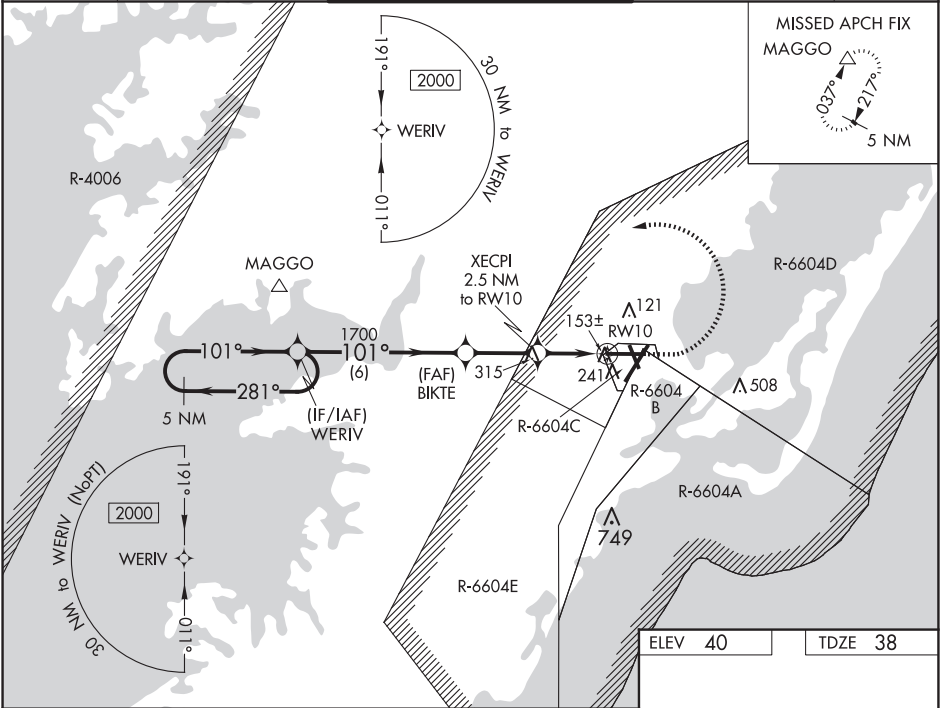
▼

⚠

DME/DME RNP -0.3 NA. Rwy 10 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Salisbury altimeter setting and increase all DA 60 feet and all visibilities ¼ SM. Increase all MDA 60 feet and all Cat C and D visibilities ¼ SM. Baro-VNAV and VDP NA when using Salisbury altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct MAGGO and hold.

ASOS <b>119.175</b>	PATUXENT APP CON ★ <b>127.95 314.0</b>	WALLOPS TOWER ★ <b>126.5 (CTAF) 306.975 (CTAF)</b>	GND CON <b>127.875 269.325</b>	CLNC DEL <b>121.7</b>
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RNAV (GPS) RWY 17  
WALLOPS FLIGHT FACILITY (WAL)

**MISSED APPROACH:** Climb to 600 then climbing right turn to 2000 direct MAGGO and hold.

[illegible]

VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 63).

5 NM Holding Pattern

DOVAY

2000 ← 349°  
169° →

GP 3.00°  
TCH 55

1700

GELTE

1700

\*1.3 NM to RW17

RW17

6 NM

3.8 NM

1.3 NM

\*LNAV only.

600

2000

MAGGO

WALLOPS FLIGHT FACILITY (WAL)  
RNAV (GPS) RWY 17

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>86234</b> <b>W22A</b>	APP CRS <b>223°</b>	Rwy Idg <b>8748</b> TDZE <b>36</b> Apt Elev <b>40</b>
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RNAV (GPS) RWY 22

Wallops Flight Facility (WAL)

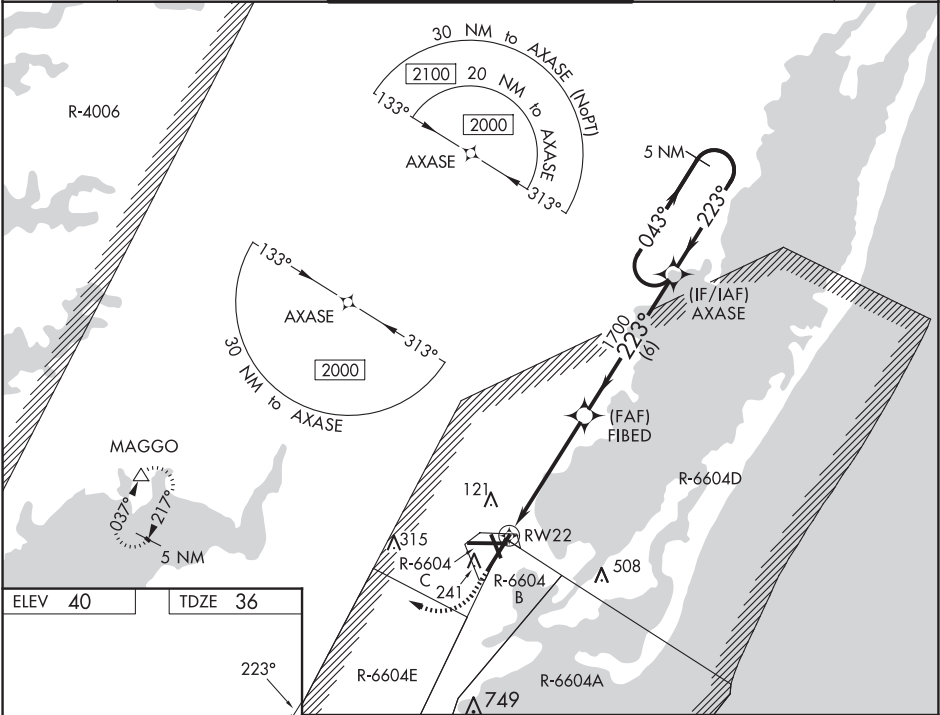
⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). DME/DME-RNP 0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Salisbury altimeter setting: increase LPV DA to 367 and all Cats visibility ¼ mile; increase LNAV/VNAV DA to 489 and all Cats visibility ½ mile; increase all MDA 60 feet and LNAV Cats C/D visibility ½ mile and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Salisbury altimeter setting.

MISSED APPROACH:

Climb to 600 then climbing right turn to 2000 direct MAGGO and hold.

ASOS <b>119.175</b>	PATUXENT APP CON ★ <b>127.95 314.0</b>	Wallops Tower ★ <b>126.5 (CTAF) 0 306.975 (CTAF) 0</b>	GND CON <b>127.875 269.325</b>	CLNC DEL <b>121.7</b>
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ELEV 40

TDZE 36

223°

8005 X 200

TWR 120

87.48 X 150

35

600

2000

MAGGO

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 60).

\* LNAV only.

\* 1.3 NM to RW22

1700

1700

223°

043°

2000

GP 3.00°

TCH 50

1.3 NM

3.8 NM

6 NM

CATEGORY	A	B	C	D
LPV DA	314-7⁄8 278 (300-7⁄8)			
LNAV/VNAV DA	436-1⁄8 400 (400-1⁄8)			
LNAV MDA	500-1	464 (500-1)	500-1³⁄8	464 (500-1³⁄8)
CIRCLING	600-1	560 (600-1)	620-1½ 580 (600-1½)	860-2¾ 820 (900-2¾)

WAAS CH <b>45534</b> <b>W28A</b>	APP CRS <b>281°</b>	Rwy Idg TDZE Apt Elev	<b>8005</b> <b>40</b> <b>40</b>
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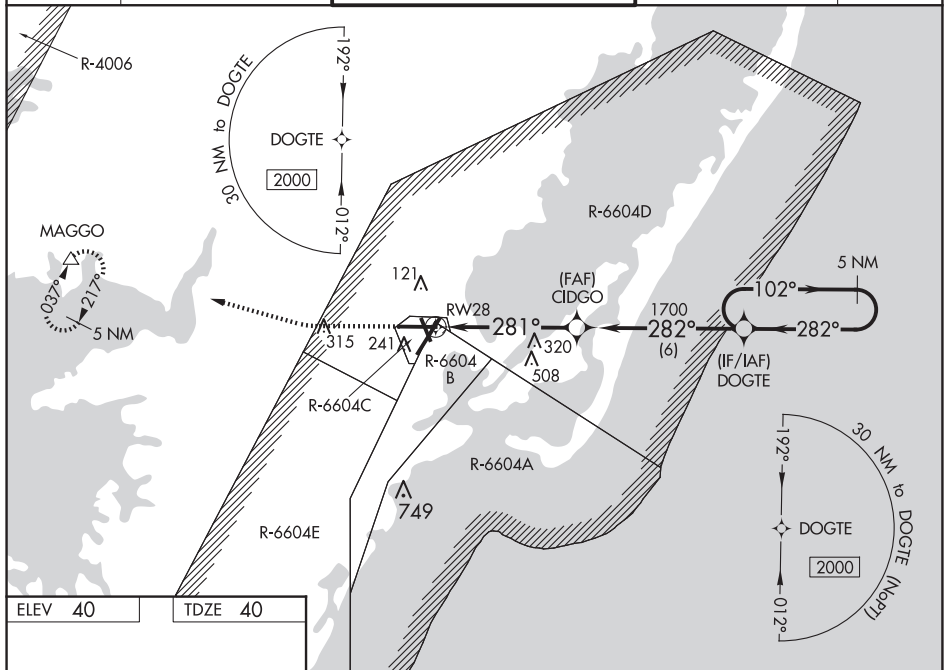
# RNAV (GPS) RWY 28

Wallops Flight Facility (WAL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Salisbury altimeter setting: increase LPV DA to 343 and all Cats visibility ¼ mile; increase LNAV/VNAV DA to 453 and all Cats visibility ¼ mile; increase all MDA 60 feet and LNAV Cats C/D and Girding Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Salisbury altimeter setting.

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct MAGGO and hold.

ASOS <b>119.175</b>	PATUXENT APP CON ★ <b>127.95 314.0</b>	Wallops Tower ★ <b>126.5 (CTAF) 306.975 (CTAF)</b>	GND CON <b>127.875 269.325</b>	CLNC DEL <b>121.7</b>
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ELEV <b>40</b>	TDZE <b>40</b>
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600 2000 MAGGO

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 61).

5 NM Holding Pattern

\*LNAV only.

1.3 NM to RW28

CIDGO 1700

DOGTE 282° 102° 2000

GP 3.00° TCH 50

CATEGORY	A	B	C	D
LPV DA	290-3/4 250 (300-3/4)			
LNAV/VNAV DA	400-1 1/8 360 (400-1 1/8)			
LNAV MDA	520-1	480 (500-1)	520-1 3/8	480 (500-1 3/8)
CIRCLING	600-1	560 (600-1)	620-1 1/2	860-2 3/4

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>53732</b> <b>W35A</b>	APP CRS <b>349°</b>	Rwy Idg TDZE Apt Elev	<b>4808</b> <b>39</b> <b>40</b>
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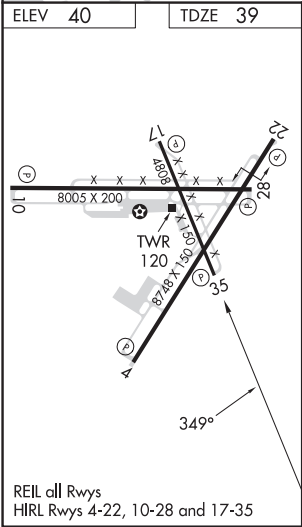
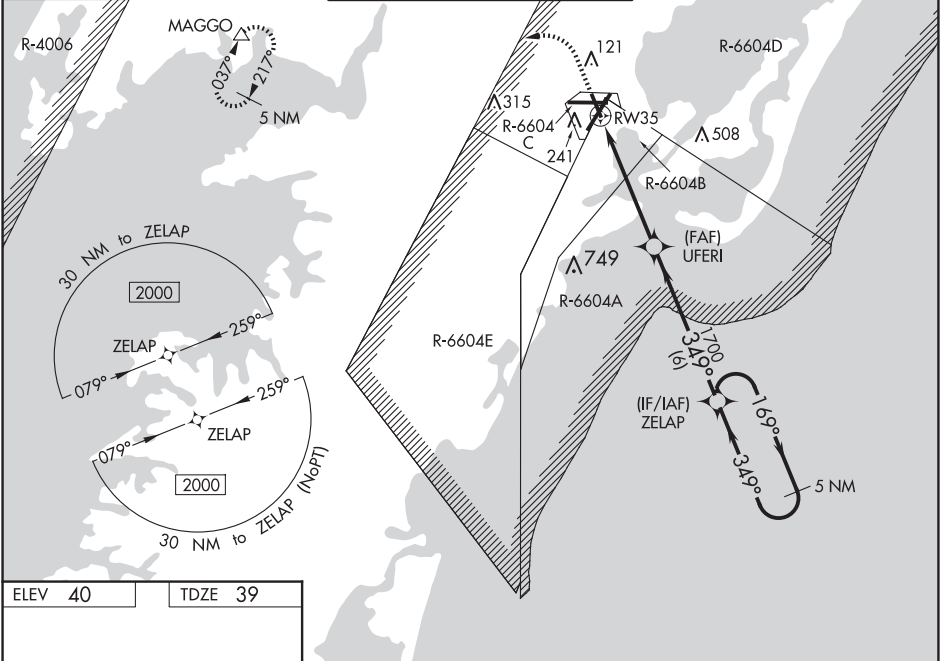
RNAV (GPS) RWY 35

Wallops Flight Facility (WAL)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local alimeter setting not received, use Salisbury alimeter setting: increase LPV DA to 343; increase LNAV/VNAV DA to 464 and all Cats visibility ¼ mile; increase all MDA 60 feet and LNAV Cats C/D visibility ½ mile and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Salisbury alimeter setting. Helicopter visibility reduction below ¾ SM NA. Procedure NA when R-6604 active.

**MISSED APPROACH:** Climb to 600 then climbing left turn to 2000 direct MAGGO and hold.

ASOS <b>119.175</b>	PATUXENT APP CON ★ <b>127.95 314.0</b>	Wallops Tower ★ <b>126.5 (CTAF) 0 306.975 (CTAF) 0</b>	GND CON <b>127.875 269.325</b>	CLNC DEL <b>121.7</b>
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600

↑

2000

↘

MAGGO

△

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 59).

5 NM Holding Pattern

\*LNAV only.

\*1.2 NM to RW35

UFERI 1700

1700

169°

349°

2000

GP 3.00° TCH 45

1.2

3.9 NM

6 NM

CATEGORY	A		B	C	D
LPV DA			289-1	250 (300-1)	
LNAV/VNAV DA			410-1¼	371 (400-1¼)	
LNAV MDA	460-1	421 (500-1)	460-1¼ 421 (500-1¼)		
CIRCLING	600-1	560 (600-1)	620-1½ 580 (600-1½)	860-2¾ 820 (900-2¾)	

WALLOPS ISLAND, VIRGINIA

AL-639 (FAA)

24193

VORTAC SBY <b>111.2</b> Chan <b>49</b>	APP CRS SBY <b>24.1</b> Arc	Rwy Idg TDZE <b>38</b> Apt Elev <b>40</b>
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# VOR/DME or TACAN RWY 10

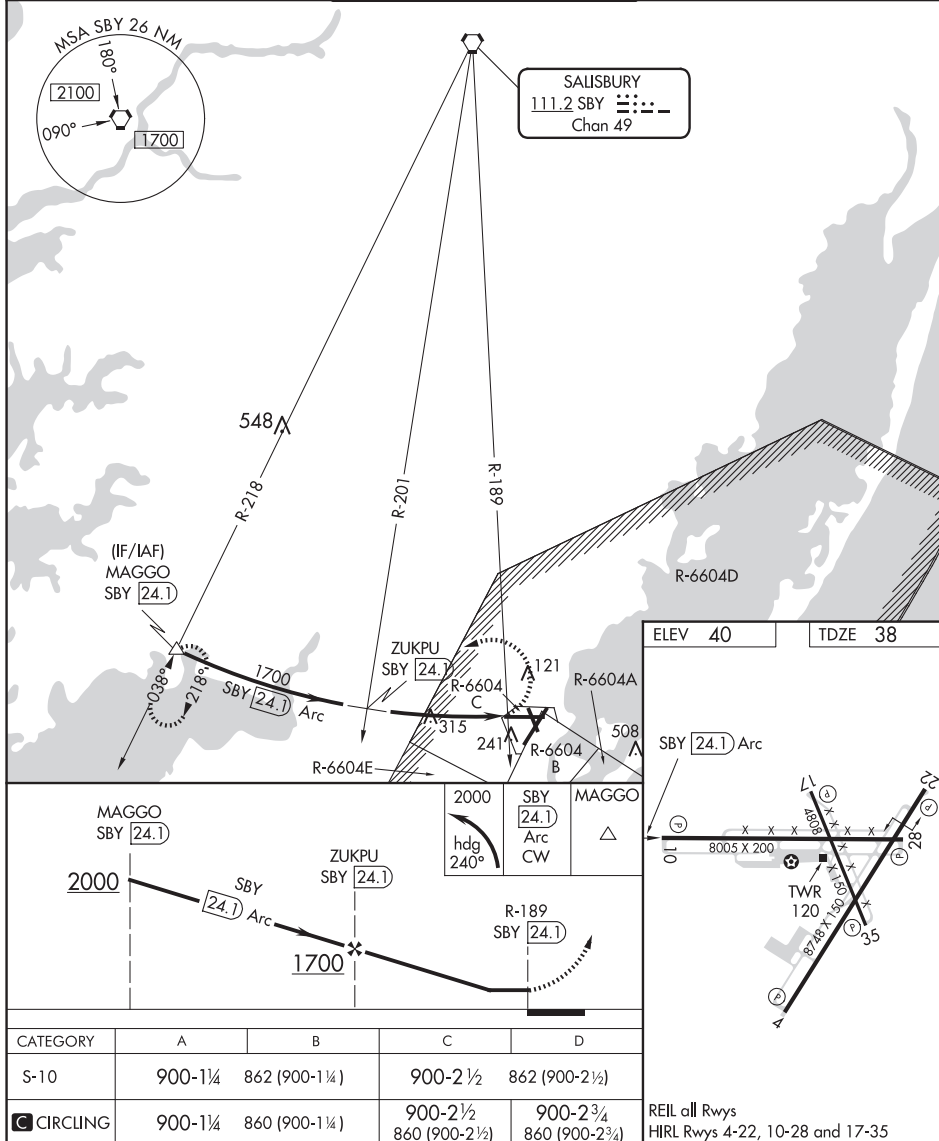
WALLOPS FLIGHT FACILITY (WAL)



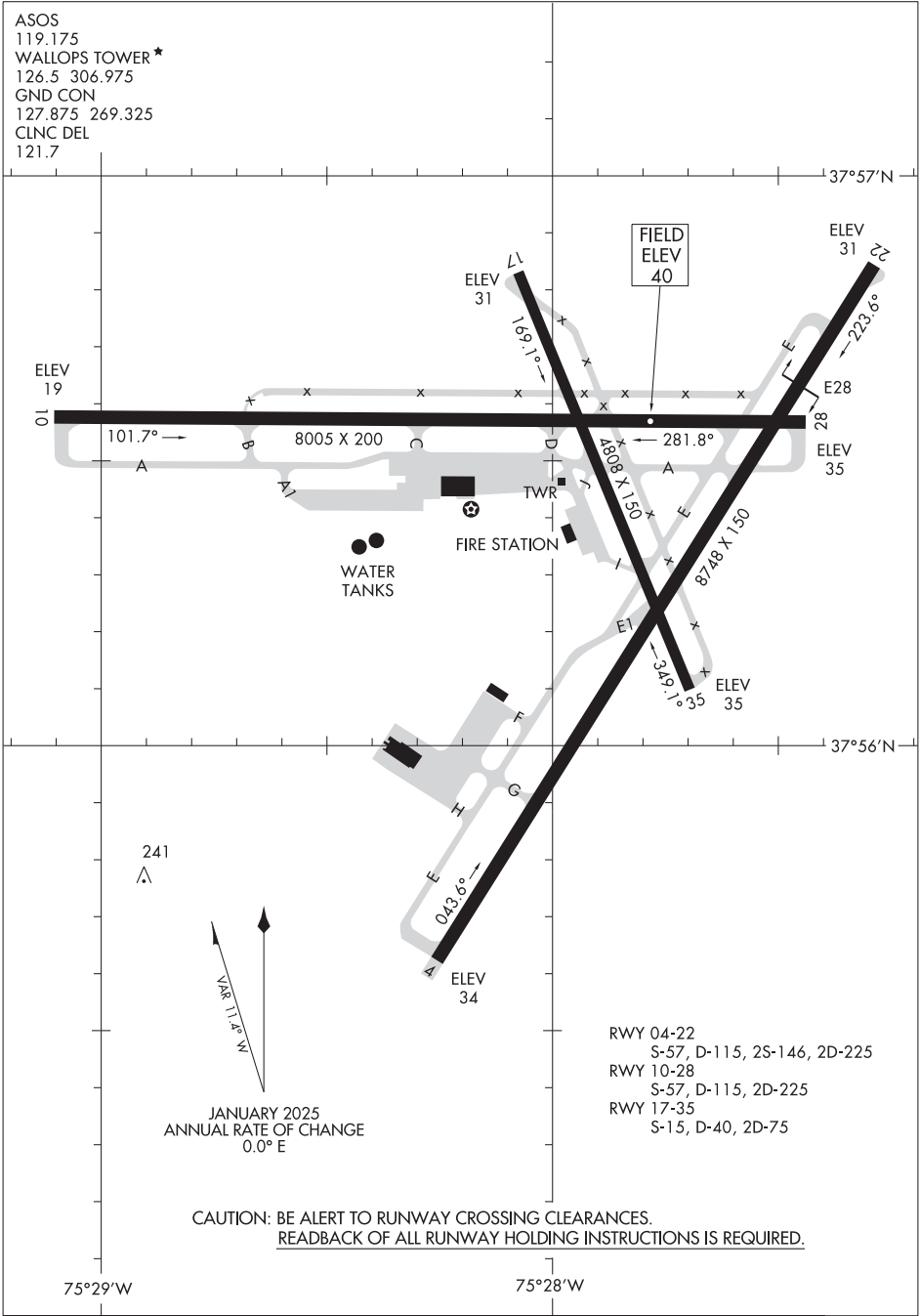
When local altimeter setting not received, use Salisbury altimeter setting and increase all MDA 60 feet and Circling Cts C/D visibility  $\frac{1}{4}$  mile. Helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

MISSED APPROACH: Climbing left turn to 2000 on heading 240° and SBY VORTAC 24.1 DME Arc clockwise to MAGGO/SBY 24.1 DME and hold.

ASOS <b>119.175</b>	PATUXENT APP CON ★ <b>127.95 314.0</b>	WALLOPS TOWER ★ <b>126.5 (CTAF) 0 306.975 (CTAF) 0</b>	GND CON <b>127.875 269.325</b>	CLNC DEL <b>121.7</b>
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NE-3, 07 AUG 2025 to 02 OCT 2025



WARRENTON, VIRGINIA

AL-5747 (FAA)

23278

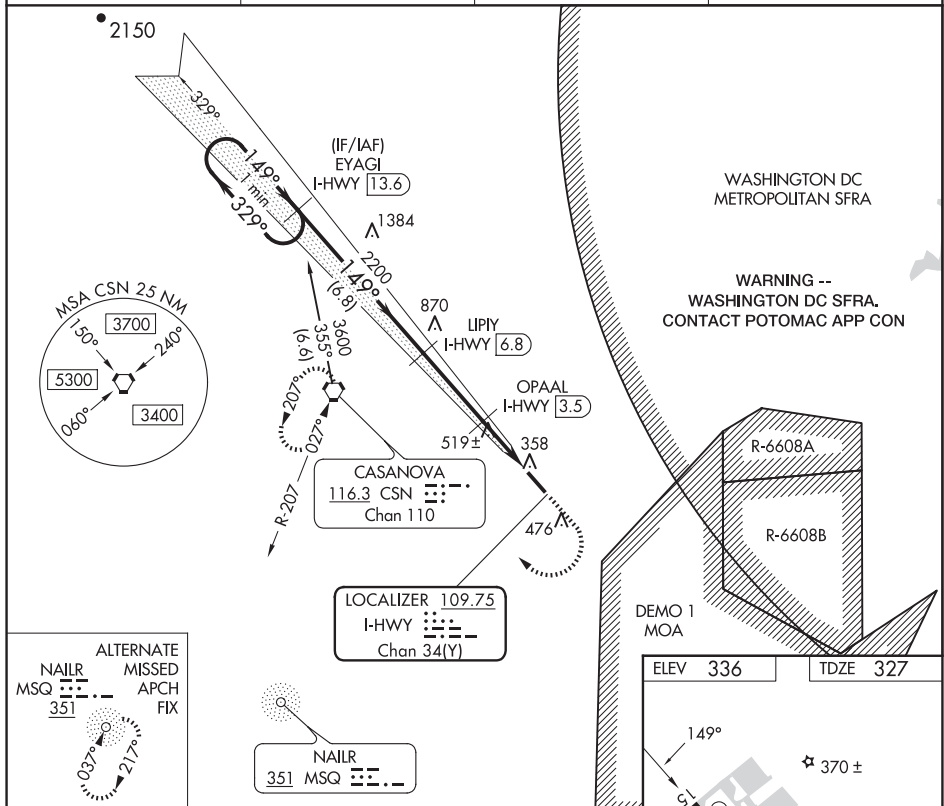
LOC/DME I-HWY	APP CRS	Rwy Idg	5000
109.75	149°	TDZE	327
Chan 34 (Y)		Apt Elev	336

# LOC/DME RWY 15

## WARRENTON/FAUQUIER (HWY)

<p>▼ Helicopter visibility reduction below <math>\frac{3}{4}</math> SM NA. VDP NA with Culpeper altimeter setting. When local altimeter setting not received, use Culpeper altimeter setting and increase all MDAs 40 feet and Circling Cat D visibility <math>\frac{1}{4}</math> SM.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 direct CSN VORTAC and hold.</p>
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AWOS-3	CJR AWOS-3	POTOMAC APP CON	UNICOM
120.35	119.325	128.525 306.925	122.7 (CTAF) ①



One Minute Holding Pattern		EYAGI I-HWY 13.6	LIPIY I-HWY 6.8	OPAAL I-HWY 3.5	I-HWY 2.3	I-HWY 1	CSN
3600 ← 329°		149° →	149°	3.00° TCH 53	2200	1160	
6.8 NM		3.3 NM	1.2 NM	1.3			
CATEGORY	A	B	C	D			
S-15	780-1	453 (500-1)	780-1 $\frac{3}{8}$	453 (500-1 $\frac{3}{8}$ )			
CIRCLING	780-1 444 (500-1)	800-1 464 (500-1)	880-1 $\frac{1}{2}$ 544 (600-1 $\frac{1}{2}$ )	980-2 644 (700-2)			

WARRENTON, VIRGINIA

Orig-B 15JUL21

38°35'N-77°43'W

WARRENTON/FAUQUIER (HWY)

LOC/DME RWY 15

REIL Rwy 15 and 33

HIRL Rwy 15-33 ①

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025



WAAS CH <b>81926</b> <b>W15A</b>	APP CRS <b>149°</b>	Rwy Idg <b>5000</b> TDZE <b>327</b> Apt Elev <b>336</b>
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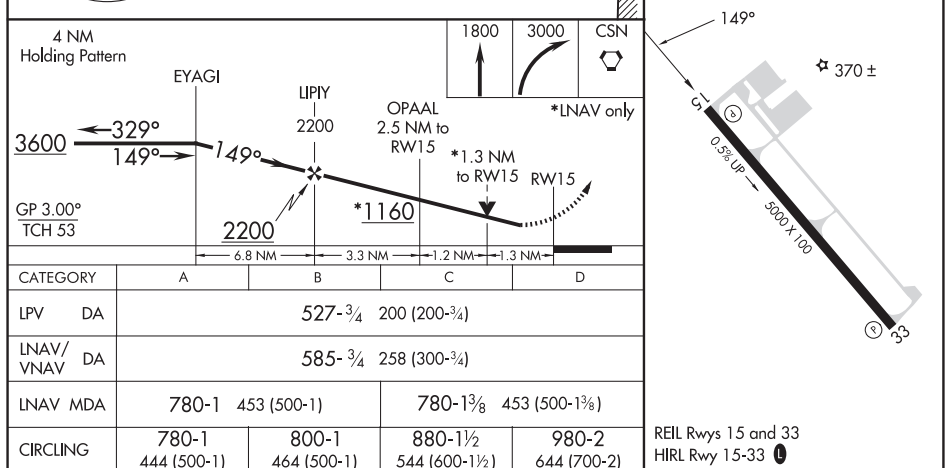
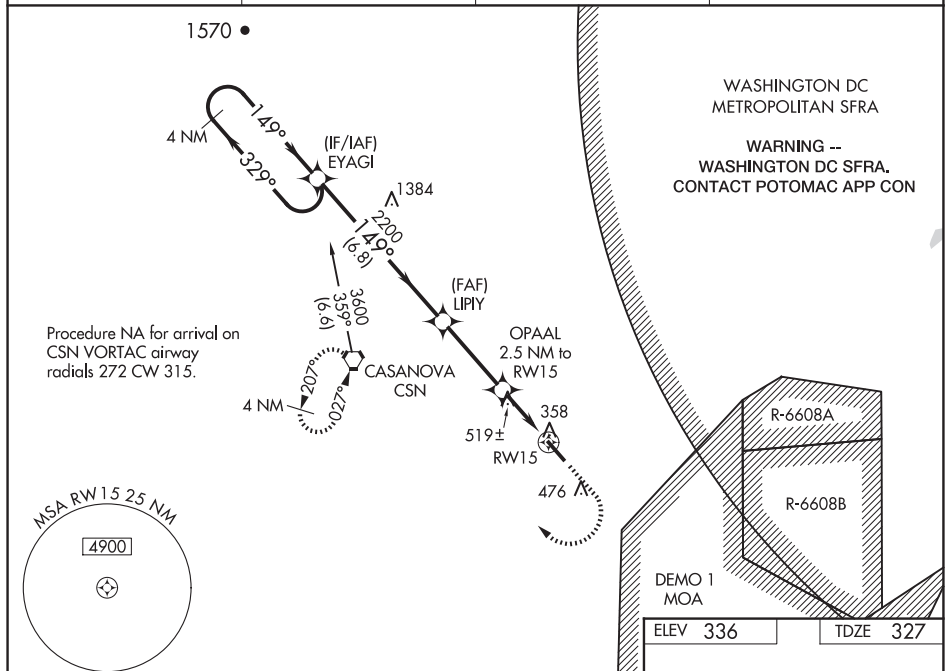
# RNAV (GPS) RWY 15

## WARRENTON/FAUQUIER (HWY)

**A** Baro-VNAV NA when using Culpaper altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below  $\frac{3}{4}$  SM NA. When local altimeter setting not received, use Culpaper altimeter setting: increase LPV DA to 549 feet; increase LNAV/VNAV DA to 607 feet and all visibilities  $\frac{1}{2}$  SM; increase all MDAs 40 feet and Circling Cat D visibility  $\frac{1}{4}$  SM.

**MISSED APPROACH:**  
Climb to 1800 then  
climbing right turn to  
3000 direct CSN  
VORTAC and hold.

AWOS-3 <b>120.35</b>	CJR AWOS-3 <b>119.325</b>	POTOMAC APP CON <b>128.525 306.925</b>	UNICOM <b>122.7 (CTAF) 1</b>
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WAAS CH <b>70426</b> <b>W33A</b>	APP CRS <b>329°</b>	Rwy Idg TDZE <b>336</b> Apt Elev <b>336</b>	<b>5000</b>
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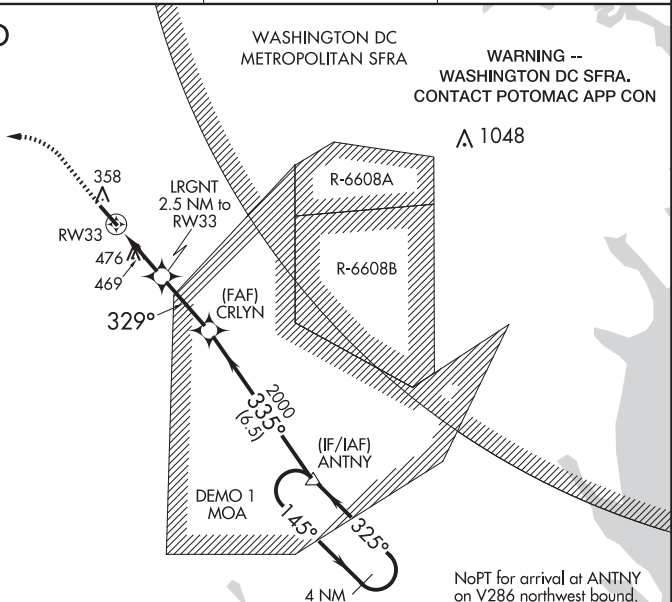
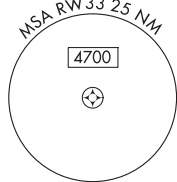
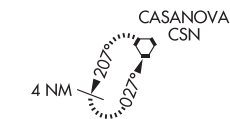
# RNAV (GPS) RWY 33

WARRENTON/FAUQUIER (HWY)

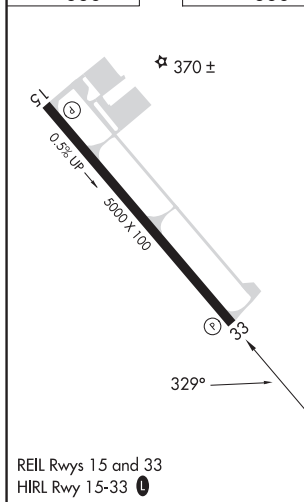
<b>⚠</b> DME/DME RNP-0.3 NA. When local altimeter setting not received, use Culpeper altimeter setting; increase all MDA 40 feet, increase LP Cat C/D visibility ½ SM, increase LNAV Cat C/D and Circling Cat D visibility ¼ SM.	<b>⚠</b> MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct CSN VORTAC and hold, continue climb in hold to 3000.
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AWOS-3 <b>120.35</b>	CJR AWOS-3 <b>119.325</b>	POTOMAC APP CON <b>128.525 306.925</b>	UNICOM <b>122.7 (CTAF) 0</b>
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## RADAR REQUIRED



ELEV <b>336</b>	TDZE <b>336</b>
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Procedure NA when DEMO 1 MOA active.

800		3000		CSN	4 NM Holding Pattern			
↑		↶		⬡				
RW33		1.1 NM to RW33		LRGNT 2.5 NM to RW33	CRLYN			
1.1 NM		1.4 NM		2.6 NM	6.5 NM			
CATEGORY	A	B	C	D				
LP MDA	720-1	384 (400-1)	720-1½	384 (400-1½)				
LNAV MDA	740-1	404 (500-1)	740-1½	404 (500-1½)				
CIRCLING	760-1	800-1	880-1½	980-2				
	424 (500-1)	464 (500-1)	544 (600-1½)	644 (700-2)				

VORTAC CSN	APP CRS	Rwy Idg	5000
116.3	119°	TDZE	327
Chan 110		Apt Elev	336

VOR RWY 15

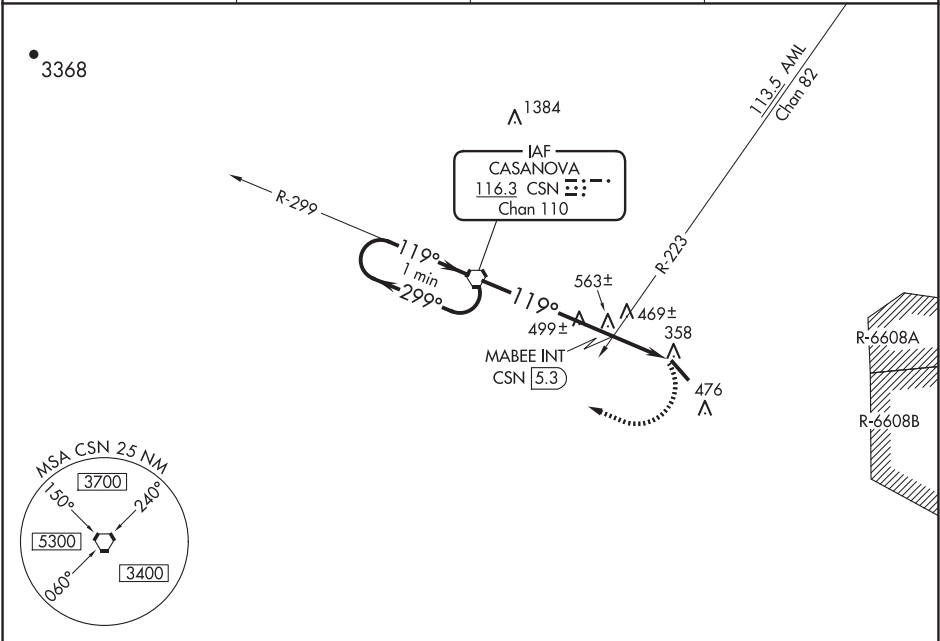
WARRENTON/FAUQUIER (HWY)

⚠

When local altimeter setting not received, use Culpeper altimeter setting and increase all MDA 40 feet; increase S-15 Cats C/D and Circling Cats C/D visibility ½ SM; increase MABEE fix minimums S-15 Cats C/D and Circling Cat D visibility ¼ SM. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing right turn to 2800 direct to CSN VORTAC and hold.

AWOS-3 120.350	CJR AWOS-3 119.325	POTOMAC APP CON 128.525 306.925	UNICOM 122.7 (CTAF) 0
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One Minute Holding Pattern

2800 ← 299°  
119° → 2800

\*1100 when using Culpeper altimeter setting.

CSN VORTAC

MABEE INT CSN 5.3

3.01° TCH 52

5.3 NM

2.3 NM

CSN 7.6

119°

370 ±

0.5% UP → 5000 X 100

33

CATEGORY	A	B	C	D
S-15	1060-1 733 (800-1)	1060-1¼ 733 (800-1¼)	1060-2 733 (800-2)	1060-2¼ 733 (800-2¼)
CIRCLING	1060-1	724 (800-1)	1060-2 724 (800-2)	1060-2¼ 724 (800-2¼)
MABEE FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-15	820-1	493 (500-1)	820-1⅜	493 (500-1⅜)
CIRCLING	820-1	484 (500-1)	880-1½ 544 (600-1½)	980-2 644 (700-2)

REIL Rwy 15 and 33  
HIRL Rwy 15-33 0

FAF to MAP 7.6 NM

Knots	60	90	120	150	180
Min:Sec	7:36	5:04	3:48	3:02	2:32

LOC I-HEF <b>109.1</b>	APP CRS <b>161°</b>	Rwy Ldg TDZE Apt Elev	<b>6200</b> <b>192</b> <b>192</b>
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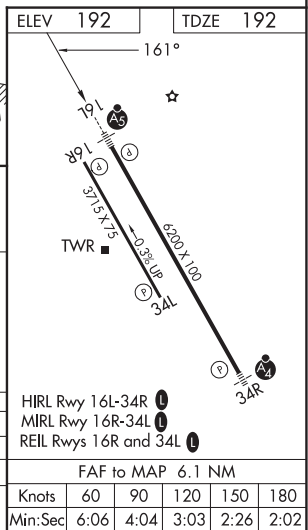
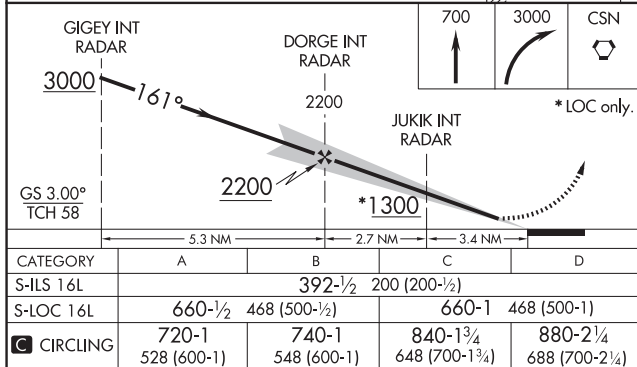
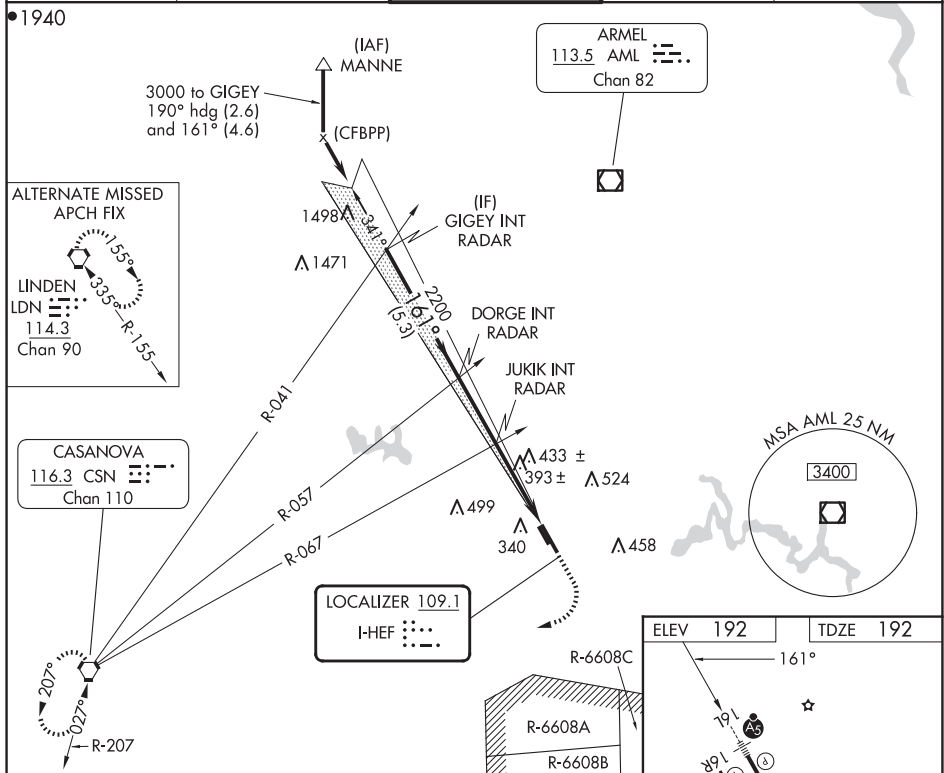
ILS or LOC RWY 16L  
MANASSAS RGNL/HARRY P DAVIS FLD (HEF)

**⚠** When local altimeter setting not received, use Dulles altimeter setting and increase DA 49 feet, all MDA 60 feet, and increase Cat C/D Circling visibility ¼ mile.

**MALSR**

**MISSED APPROACH:** Climb to 700, then climbing right turn to 3000 direct CSN VORTAC and hold.

ATIS <b>125.175</b>	POTOMAC APP CON <b>128.525 306.925</b>	MANASSAS TOWER ★ <b>133.1 (CTAF) 0 360.75</b>	GND CON <b>121.8</b>	CLNC DEL <b>120.2</b>
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WAAS CH <b>70302</b> <b>W16A</b>	APP CRS <b>161°</b>	Rwy Ldg <b>6200</b> TDZE <b>192</b> Apt Elev <b>192</b>
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## RNAV (GPS) RWY 16L

MANASSAS RGNL/HARRY P DAVIS FLD (HEF)

RNP APCH - GPS.

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LNAV Cat C/D visibility to 1 3/8 SM.

---

MALSR

**MISSED APPROACH:** Climb to 700 then climbing right turn to 3000 direct CSN VORTAC and hold.

ATIS 125.175	POTOMAC APP CON 128.525 306.925	MANASSAS TOWER ★ 133.1 (CTAF) 0 360.75	GND CON 121.8	CLNC DEL 120.2
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WASHINGTON D.C.

AL-5326 (FAA)

25163

WAAS CH <b>78035</b> <b>W16B</b>	APP CRS <b>161°</b>	Rwy Ldg <b>3715</b> TDZE <b>186</b> Apt Elev <b>192</b>
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# RNAV (GPS) RWY 16R

MANASSAS RGNL/HARRY P DAVIS FLD (HEF)

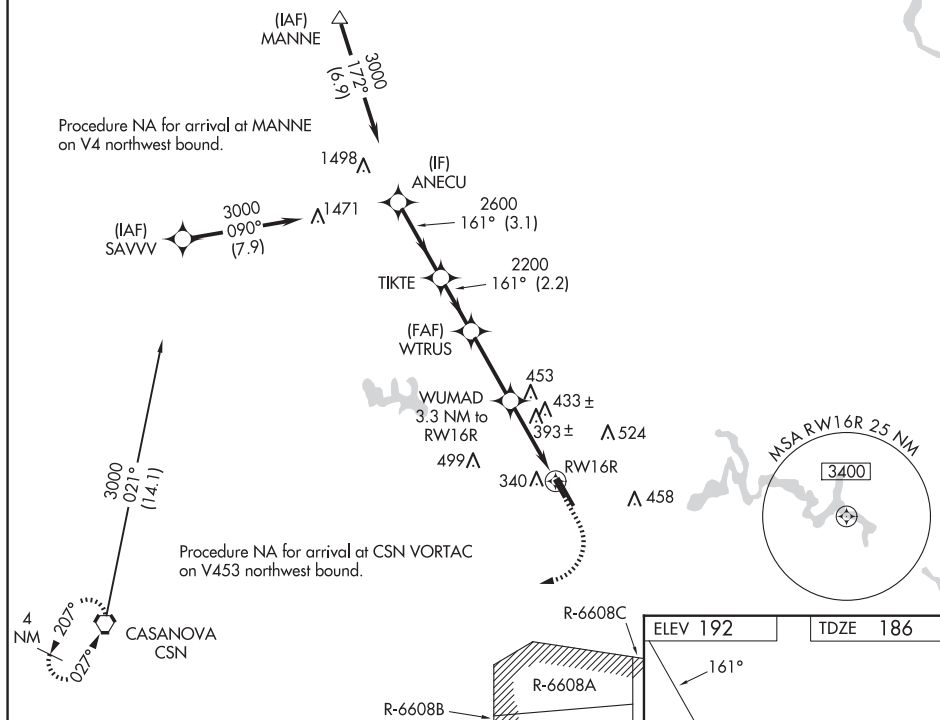
RNP APCH - GPS.

- ▼ Rwy 16R 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 700 then climbing right turn to 3000 direct CSN VORTAC and hold.

ATIS	POTOMAC APP CON	MANASSAS TOWER *	GND CON	CLNC DEL
<b>125.175</b>	<b>128.525 306.925</b>	<b>133.1 (CTAF) 0 360.75</b>	<b>121.8</b>	<b>120.2</b>

• 1940



CATEGORY	A	B	C	D
LPV DA	494- $\frac{7}{8}$	308 (400- $\frac{7}{8}$ )		
LNAV/VNAV DA	675-1 $\frac{3}{8}$	489 (500-1 $\frac{3}{8}$ )		
LNAV MDA	660-1	474 (500-1)	660-1 $\frac{3}{8}$	474 (500-1 $\frac{3}{8}$ )
CIRCLING	720-1 528 (600-1)	740-1 548 (600-1)	840-1 $\frac{3}{4}$ 648 (700-1 $\frac{3}{4}$ )	880-2 $\frac{1}{4}$ 688 (700-2 $\frac{1}{4}$ )

WASHINGTON D.C.

Amdt 2 29DEC22

MANASSAS RGNL/HARRY P DAVIS FLD (HEF)

38°43'N-77°31'W

# RNAV (GPS) RWY 16R

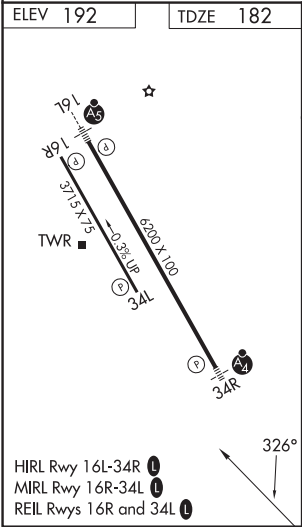
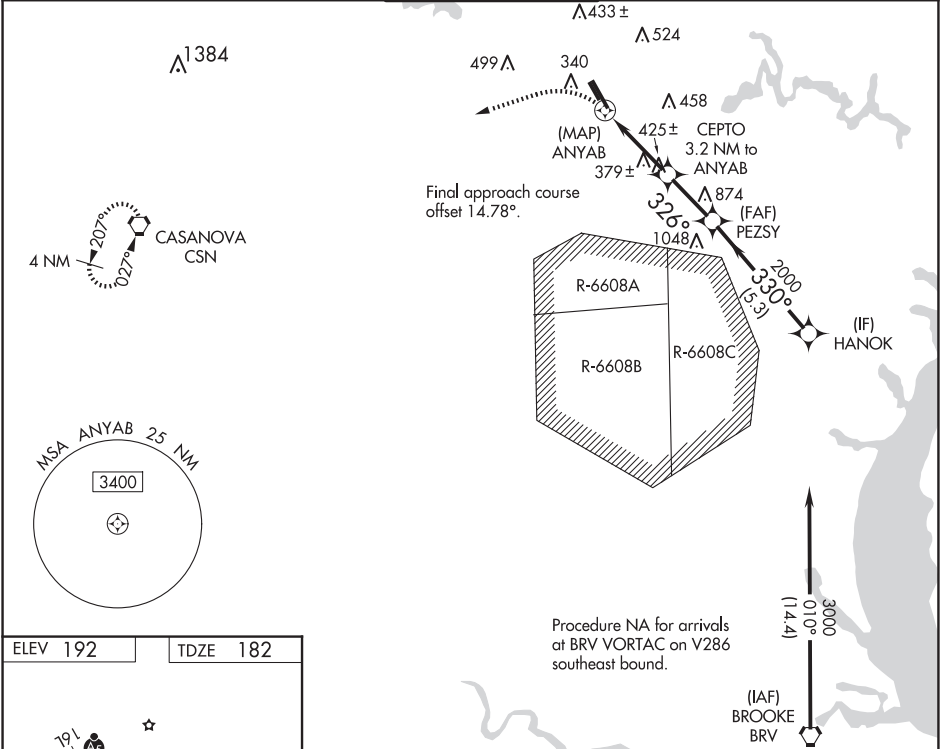
NE-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>56239</b> <b>W34B</b>	APP CRS <b>326°</b>	Rwy Ldg <b>3715</b> TDZE <b>182</b> Apt Elev <b>192</b>
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RNAV (GPS) RWY 34L

MANASSAS RGNL/HARRY P DAVIS FLD (HEF)

<div><div>⚠</div><div>⚠</div></div>	DME/DME RNP-0.3 NA. When local altimeter setting not received, use Washington Dulles Intl altimeter setting and increase all MDA 60 feet; increase LNAV Cat C/D and Circling Cat C and D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.		MISSED APPROACH: Climbing left turn to 3000 direct CSN VORTAC and hold.	
	ATIS 125.175	POTOMAC APP CON 128.525 306.925	MANASSAS TOWER ★ 133.1 (CTAF) 0 360.75	GND CON 121.8



3000 CSN		VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 43).		HANOK	
0.9 NM to ANYAB		CEPTO 3.2 NM to ANYAB		330°	
ANYAB		1260		2000	
0.4		0.9		2.3 NM	
CATEGORY	A	B	C	D	
LP MDA	640-1	458 (500-1)	640-1 3/8	458 (500-1 3/8)	
LNAV MDA	680-1	498 (500-1)	680-1 3/8	498 (500-1 3/8)	
CIRCLING	720-1	740-1	840-1 3/4	880-2 1/4	
	528 (600-1)	548 (600-1)	648 (700-1 3/4)	688 (700-2 1/4)	

WAAS CH <b>63130</b> <b>W34A</b>	APP CRS <b>326°</b>	Rwy Ldg TDZE <b>178</b> Apt Elev <b>192</b>
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RNAV (GPS) RWY 34R  
MANASSAS RGNL/HARRY P DAVIS FLD (HEF)

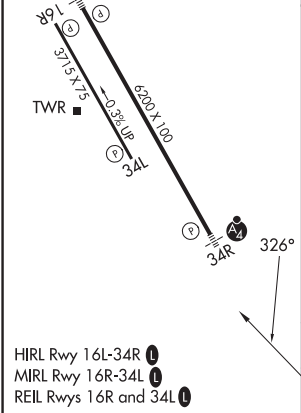
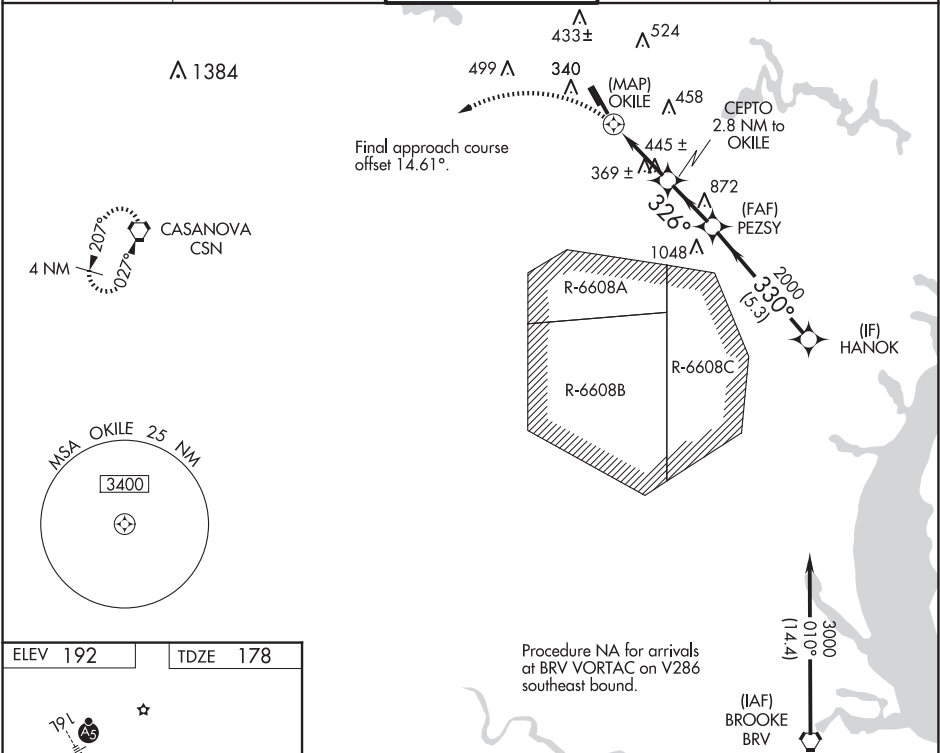
RNP APCH.




▼ Rwy 34R helicopter visibility reduction below ¾ SM NA. For inop ALS, increase LP and LNAV Cats C/D visibility to 1¾ SM.

MALSF  
A

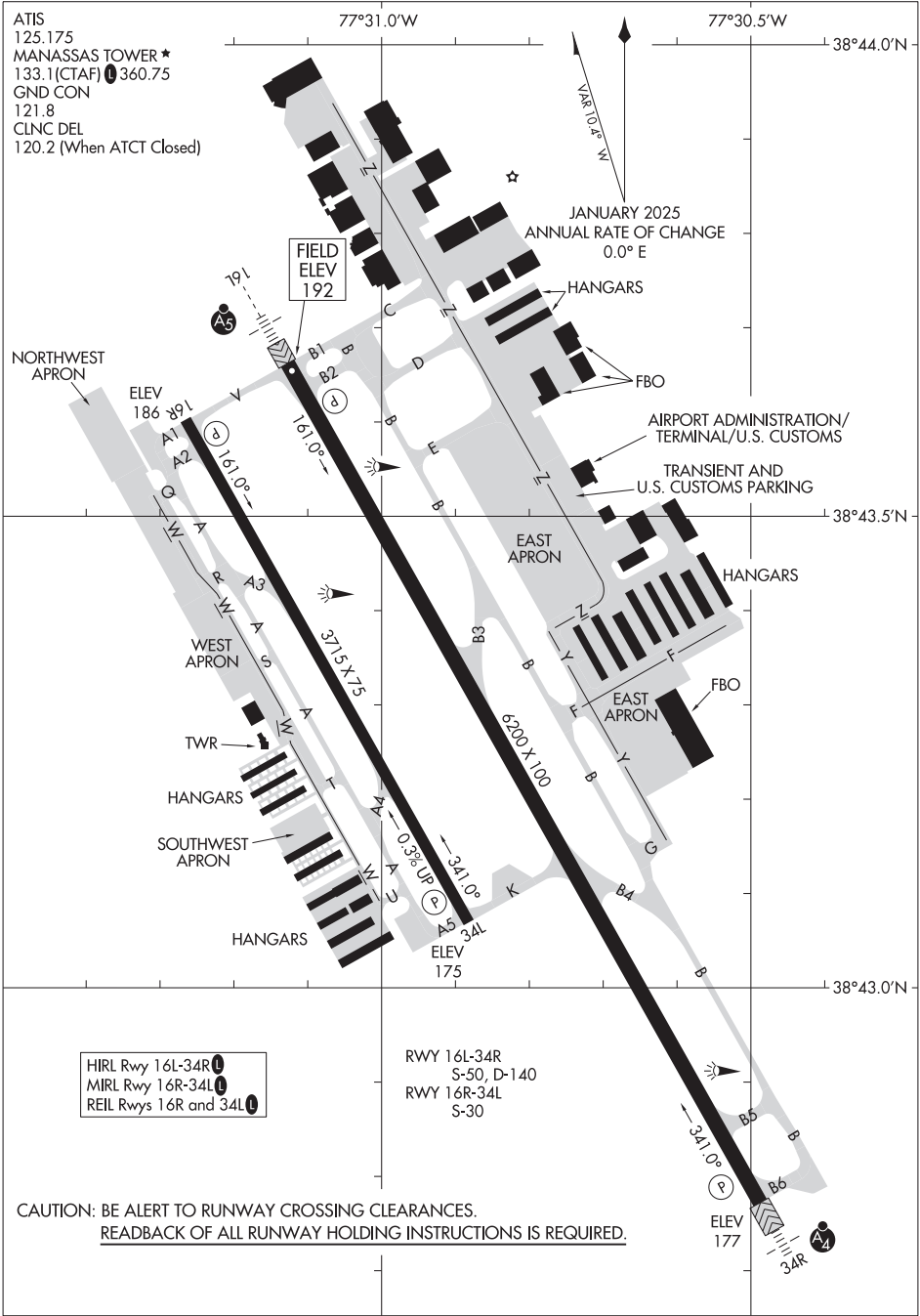
MISSED APPROACH: Climbing left turn to 3000 direct CSN VORTAC and hold.

ATIS <b>125.175</b>	POTOMAC APP CON <b>128.525 306.925</b>	MANASSAS TOWER ★ <b>133.1 (CTAF) 0 360.75</b>	GND CON <b>121.8</b>	CLNC DEL <b>120.2</b>
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3000		CSN		HANOK	
					
		OKILE		PEZSY	
1 NM to OKILE		CEPTO 2.8 NM to OKILE		HANOK	
0.5		1 NM		3000	
A		B		C	
1.8 NM		2.3 NM		5.3 NM	
CATEGORY		A		B	
LP MDA		620-1		442 (500-1)	
LNAV MDA		640-1 462 (500-1)		640-1½ 462 (500-1½)	
CIRCLING		700-1 508 (600-1)		840-1¾ 648 (700-1¾)	
		740-1 548 (600-1)		920-2¼ 728 (800-2¼)	

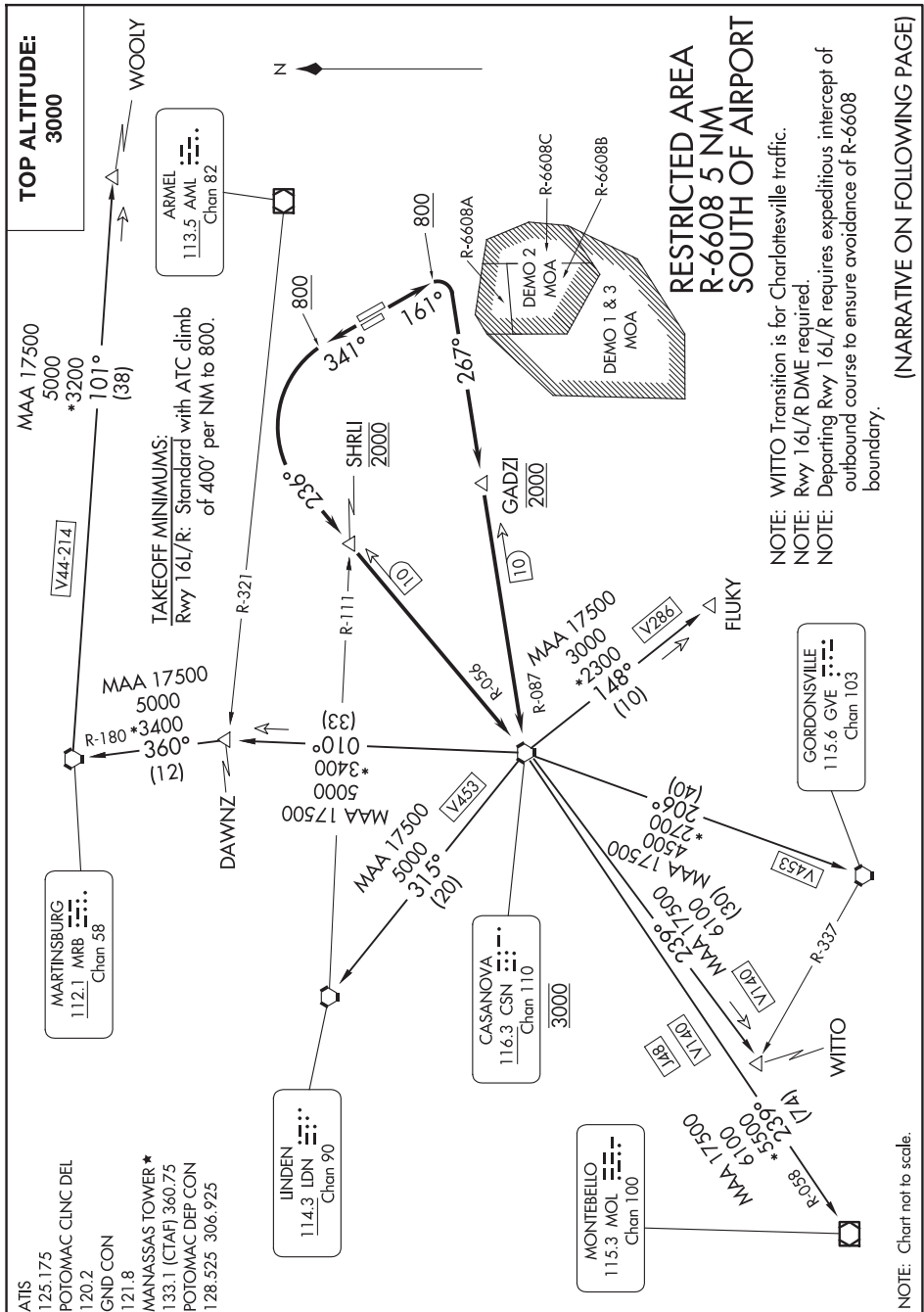




NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

WASHINGTON, D.C.



NOTE: Chart not to scale.

NE-3, 07 AUG 2025 to 02 OCT 2025

WASHINGTON, D.C.

(ARSNL5.CSN) 21JUL16

MANASSAS RGNL/HARRY P DAVIS FLD (HEF)

▼	DEPARTURE ROUTE DESCRIPTION
	<p>TAKEOFF RWY 34L/R: Climb heading 341° to 800, then climbing left turn on CSN VORTAC R-056. Cross SHRLI INT/CSN 10 DME at 2000, cross CSN VORTAC at 3000. Thence....</p> <p>TAKEOFF RWY 16L/R: Climb heading 161° to 800, then climbing right turn on CSN VORTAC R-087, cross GADZI/CSN 10 DME at 2000, cross CSN VORTAC at 3000. Thence....</p> <p>....via assigned transition.</p> <p><u>FLUKY TRANSITION (ARSNL5.FLUKY)</u>: From over CSN VORTAC on CSN R-148 to FLUKY INT.</p> <p><u>GORDONSVILLE TRANSITION (ARSNL5.GVE)</u>: From over CSN VORTAC on CSN R-206 to GVE VORTAC.</p> <p><u>LINDEN TRANSITION (ARSNL5.LDN)</u>: From over CSN VORTAC on CSN R-315 to LDN VORTAC.</p> <p><u>MARTINSBURG TRANSITION (ARSNL5.MRB)</u>: From over CSN VORTAC on CSN R-010 to DAWNZ INT, then on MRB R-180 to MRB VORTAC.</p> <p><u>MONTEBELLO TRANSITION (ARSNL5.MOL)</u>: From over CSN VORTAC on CSN R-239 and MOL R-058 to MOL VOR/DME.</p> <p><u>WITTO TRANSITION (ARSNL5.WITTO)</u>: From over CSN VORTAC on CSN R-239 to WITTO INT.</p> <p><u>WOOLY TRANSITION (ARSNL5.WOOLY)</u>: From over CSN VORTAC on CSN R-010 to DAWNZ INT, then on MRB R-180 to MRB VORTAC, then on MRB R-101 to WOOLY INT.</p>

(GABBE3.GABBE) 24193

GABBE THREE DEPARTURE(RNAV) AL-5326 (FAA)

MANASSAS RGNL/HARRY P DAVIS FLD (HEF')

WASHINGTON, DC

POTOMAC DEP CON

128.525 306.925

ATIS

125.175

CLNC DEL

120.2

GND CON

121.8

MANASSAS TOWER ★

133.1 (CTAF) 360.75

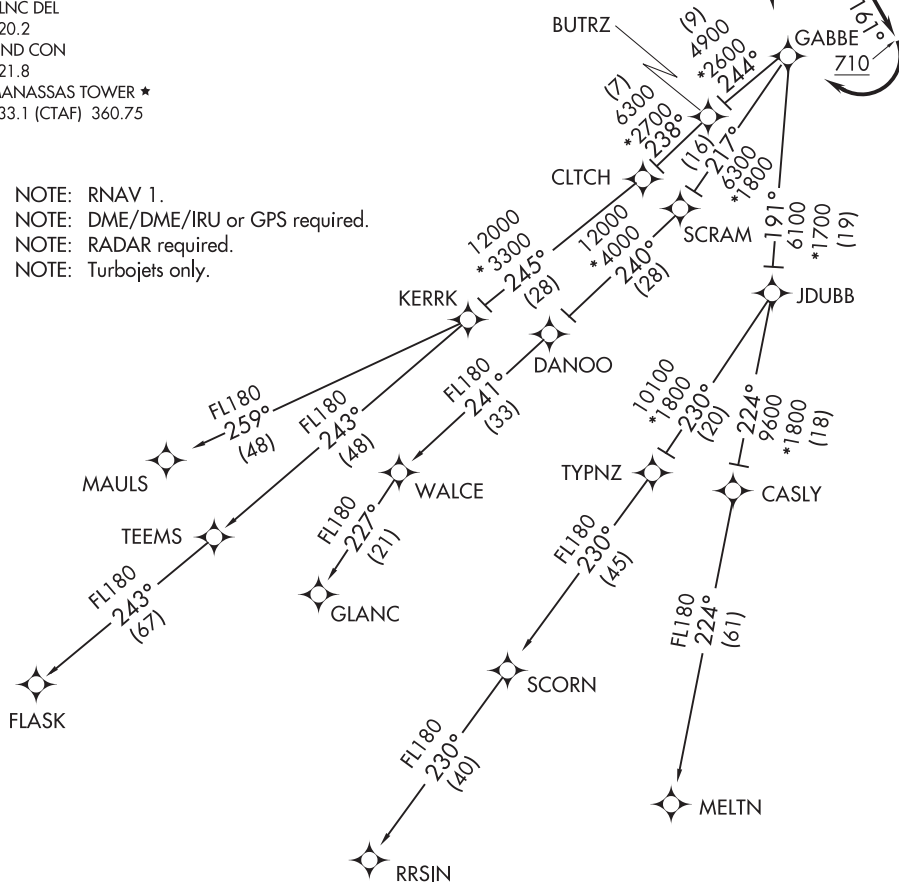
**TOP ALTITUDE:**  
**3000**

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: RADAR required.

NOTE: Turbojets only.

TAKEOFF MINIMUMS:
 Rwy 16L/R, 34L/R: Standard with minimum climb  
 of 500' per NM to 710.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

GABBE THREE DEPARTURE(RNAV)

(GABBE3.GABBE) 26MAR20

WASHINGTON, DC

MANASSAS RGNL/HARRY P DAVIS FLD (HEF')



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 16L/R: Climb on heading 161° to 710, then right turn direct GABBE, thence....  
TAKEOFF RWY 34L/R: Climb on heading 341° to 710, then left turn direct GABBE, thence....  
  
....on assigned transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

- FLASK TRANSITION (GABBE3.FLASK):
- GLANC TRANSITION (GABBE3.GLANC):
- MAULS TRANSITION (GABBE3.MAULS):
- MELTN TRANSITION (GABBE3.MELTN):
- RRSIN TRANSITION (GABBE3.RRSIN):

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

(HIICH2.HIICH) 23334

## HIICH TWO DEPARTURE (RNAV)

AL-5326

MANASSAS RGNL/HARRY P DAVIS FLD (HEF)  
WASHINGTON, DC

ATIS  
125.175  
CLNC DEL  
120.2  
GND CON  
121.8  
MANASSAS TOWER ★  
133.1 (CTAF) 360.75  
POTOMAC DEP CON  
128.525 306.925

**TOP ALTITUDE:  
3000**

JERES

MCRAY

15000  
\*4400  
041°  
(24)14300  
\*3800  
035°  
(16)13000  
\*3450  
030°  
(11)11700  
\*3600  
017°  
(15)9000  
\*3100  
051°  
(13)14000  
\*3500  
084°  
(26)11700  
\*3600  
017°  
(15)9000  
\*3100  
051°  
(13)14000  
\*3500  
084°  
(26)11700  
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017°  
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\*3600  
017°  
(15)9000  
\*3100  
051°  
(13)14000  
\*3500  
084°  
(26)

NOTE: DME/DME/IRU or GPS required.  
NOTE: RNAV 1.  
NOTE: RADAR required.  
NOTE: Turbojets only.

## TAKEOFF MINIMUMS:

Rwys 16L/R: Standard with minimum  
climb of 500' per NM to 710.

Rwys 34L/R: Standard with minimum  
climb of 500' per NM to 710, then  
minimum climb of 335' per NM to 3800.

RAMAY

9400  
\*4600  
301°  
(15)

BUNZZ

6500  
\*3200  
326°  
(14)

OTTO

8600  
\*5100  
298°  
(14)

RNLDI

5700  
\*3600  
306°  
(10)

HIICH

269°  
341°  
161°  
710

GABBE

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

NOTE: Chart not to scale.

## HIICH TWO DEPARTURE (RNAV)

(HIICH2.HIICH) 31MAR16

MANASSAS RGNL/HARRY P DAVIS FLD (HEF)  
WASHINGTON, DC



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 16L/R: Climb heading 161° to 710, then right turn direct GABBE, then on track 336° to HIICH, thence . . . .

TAKEOFF RUNWAYS 34L/R: Climb heading 341° to intercept course 269° to HIICH, thence . . . .

. . . . on assigned transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

- JERES TRANSITION (HIICH2.JERES)
- MCRAY TRANSITION (HIICH2.MCRAY)
- OTTO TRANSITION (HIICH2.OTTO)
- RAMAY TRANSITION (HIICH2.RAMAY)
- WOOLY TRANSITION (HIICH2.WOOLY)

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

WASHINGTON, DC

AL-443 (FAA)

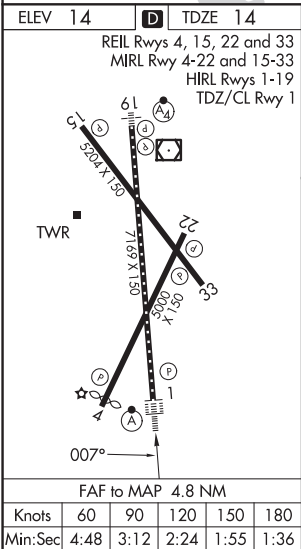
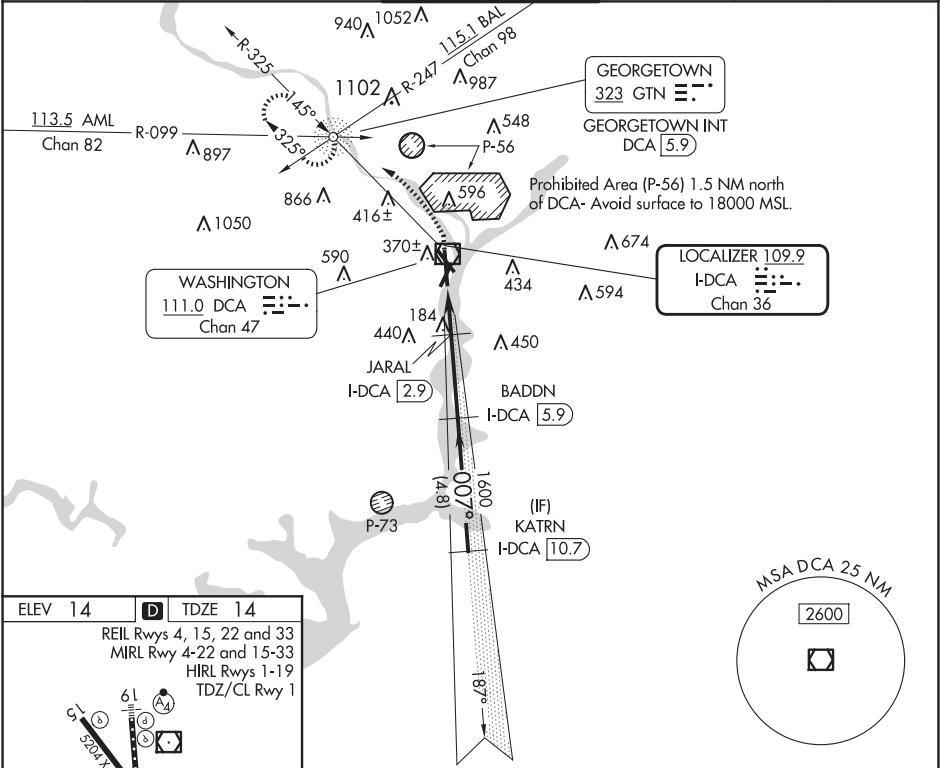
25163





LOC/DME I-DCA	APP CRS	Rwy Ldg	6869
109.9	007°	TDZE	14
Chan 36		Apt Elev	14

ILS or LOC RWY 1  
RONALD REAGAN WASHINGTON NTL (DCA)

DME required. RADAR required for procedure entry.		ALSIF-2	MISSED APPROACH: Climb to 420 then climbing left turn to 2200 on DCA VOR/DME R-325 to GTN NDB/INT/DCA 5.9 DME and hold.
Circling NA northeast of Rwy 15-33. For inop ALS, increase S-LOC 1 Cats C and D visibility to 1 3/8 SM.			

D-ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON	CLNC DEL	CPDLC
132.65	119.85 239.25 (WEST/SOUTH) 124.2 360.8 (EAST)	119.1 257.6	121.7 257.6	128.25	



420 ↑	2200 DCA R-325	GTN 	Use I-DCA DME when on the localizer course.			
			BADDN I-DCA 5.9	KATRN I-DCA 10.7		
			JARAL I-DCA 2.9	1600	007°	2500
			620	1600	GS 3.00° TCH 54	
1.3 NM			0.5 NM	3 NM	4.8 NM	
CATEGORY	A		B	C	D	
S-ILS 1			214/18		200 (200-½)	
S-LOC 1	480/24		466 (500-½)		480/50 466 (500-1)	
 CIRCLING	720-1		900-1¼		900-3	
	706 (800-1)		886 (900-1¼)		886 (900-2¾) 886 (900-3)	

WASHINGTON, DC  
Amdt 41D 23FEB23



RONALD REAGAN WASHINGTON NTL (DCA)  
38°51'N-77°02'W  
ILS or LOC RWY 1

NE-3, 07 AUG 2025 to 02 OCT 2025

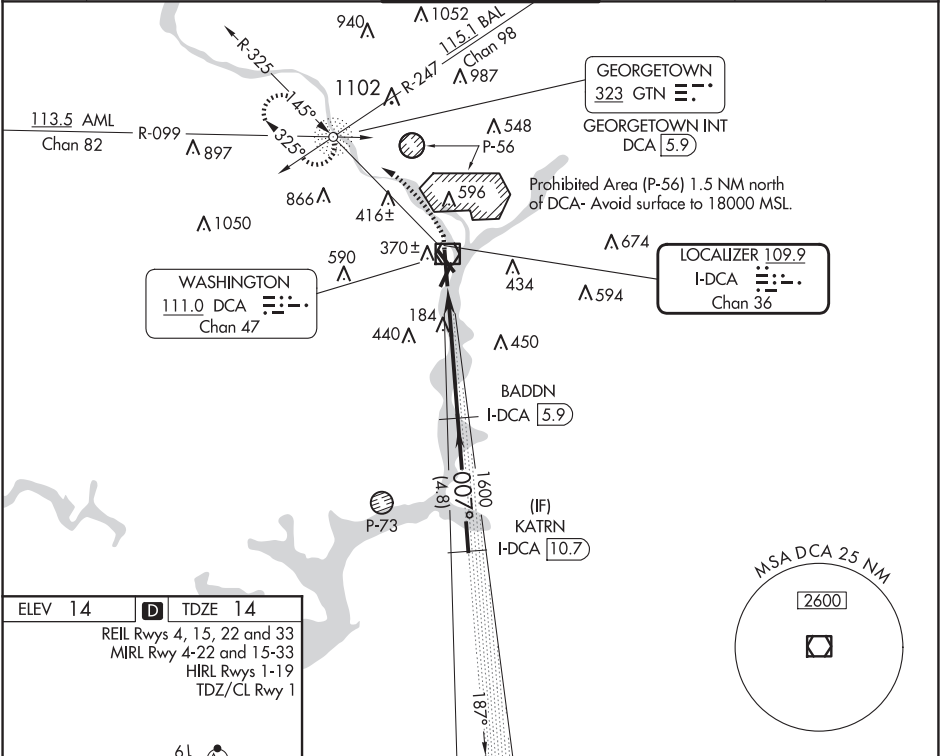
NE-3, 07 AUG 2025 to 02 OCT 2025



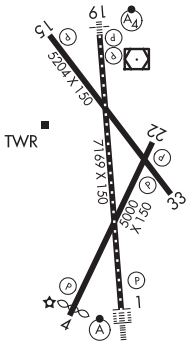
LOC/DME I-DCA <b>109.9</b> Chan <b>36</b>	APP CRS <b>007°</b>	Rwy Ldg TDZE <b>14</b> Apt Elev <b>14</b>	ILS RWY 1 (SA CAT I)	
RONALD REAGAN WASHINGTON NTL (DCA)				

DME required. RADAR required for procedure entry.		ALSIF-2	MISSED APPROACH: Climb to 420 then climbing left turn to 2200 on DCA VOR/DME R-325 to GTN NDB/INT/DCA 5.9 DME and hold.
	Requires specific OPSPEC, MSPEC, or LOA approval.		

D-ATIS <b>132.65</b>	POTOMAC APP CON <b>119.85 239.25</b> (WEST/SOUTH) <b>124.2 360.8</b> (EAST)	WASHINGTON TOWER <b>119.1 257.6</b>	GND CON <b>121.7 257.6</b>	CLNC DEL <b>128.25</b>	CPDLC
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ELEV 14	<b>D</b>	TDZE 14
REIL Rwy 4, 15, 22 and 33 MIRL Rwy 4-22 and 15-33 HIRL Rwy 1-19 TDZ/CL Rwy 1		



420	2200	GTN		
DCA R-325			BADDN I-DCA 5.9	KATRN I-DCA 10.7
			1600	2500
			GS 3.00° TCH 54	
			4.8 NM	4.8 NM
CATEGORY	A	B	C	D
S-ILS 1	RA 156/14		150 DA 164	

SA CATEGORY I ILS- SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

WASHINGTON, DC

AL-443 (FAA)

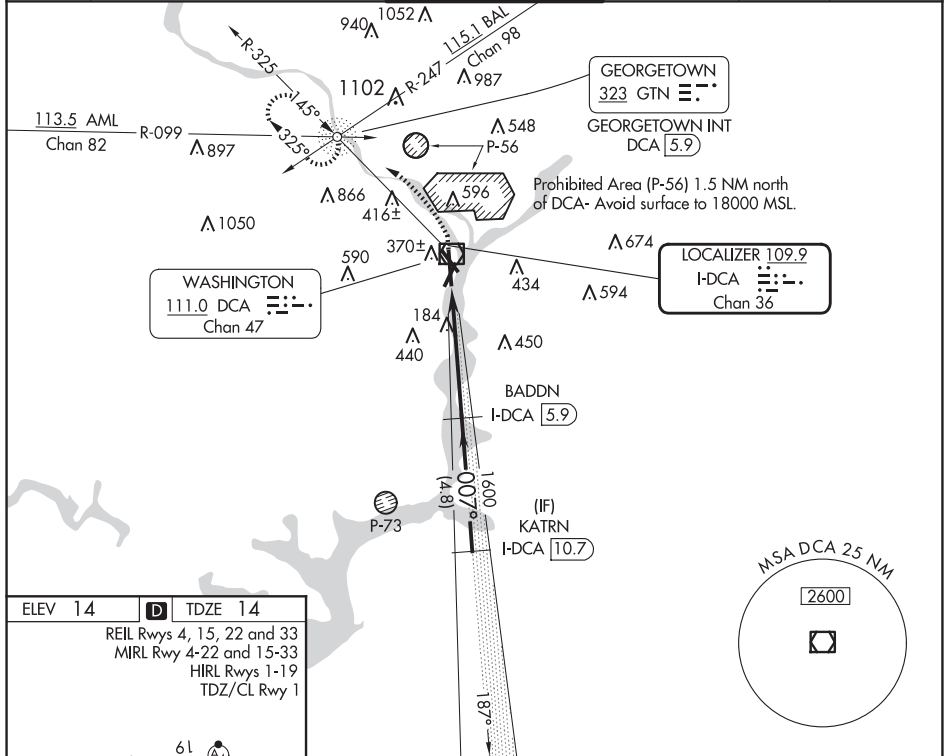
25163

LOC/DME I-DCA	APP CRS	Rwy Ldg	6869
109.9	007°	TDZE	14
Chan 36		Apt Elev	14

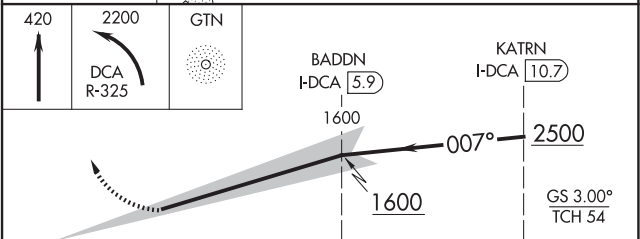
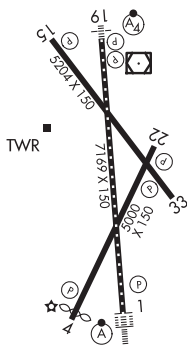
ILS RWY 1 (CAT II)  
RONALD REAGAN WASHINGTON NTL (DCA)

DME required. RADAR required for procedure entry.	ALS F-2	MISSED APPROACH: Climb to 420 then climbing left turn to 2200 on DCA VOR/DME R-325 to GTN NDB/INT/DCA 5.9 DME and hold.		

D-ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON	CLNC DEL	CPDLC
132.65	119.85 239.25 (WEST/SOUTH) 124.2 360.8 (EAST)	119.1 257.6	121.7 257.6	128.25	



ELEV 14	D	TDZE 14
REIL Rwy 4, 15, 22 and 33		
MIRL Rwy 4-22 and 15-33		
HIRL Rwy 1-19		
TDZ/CL Rwy 1		



CATEGORY	A	B	C	D
S-ILS 1		RA 106/12	100 DA 114	

CATEGORY II ILS- SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

WASHINGTON, DC  
Amdt 41D 23FEB23

RONALD REAGAN WASHINGTON NTL (DCA)  
38°51'N-77°02'W  
ILS RWY 1 (CAT II)

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	<b>6869</b>
<b>007°</b>	TDZE	<b>14</b>
	Apt Elev	<b>14</b>

## RNAV (RNP) RWY 1

RONALD REAGAN WASHINGTON NTL (DCA)

**T** For uncompensated Baro-VNAV systems, procedure NA below -10°C (14°F) or above 48°C (120°F). RF required. GPS required. Missed approach requires RNP less than 1.0. For inop ALS, increase RNP 0.30 all Cats visibility to 1¾ mile.

ALSF-2



**MISSED APPROACH:** (Do not exceed 185K until FIVUD) Climb to 2200 left turn to FIVUD and on track 327° to HESLO and on track 327° to GTN NDB and hold.

D-ATIS	POTOMAC APP CON		
<b>132.65</b>	<b>119.85</b>	<b>239.25</b>	(WEST/SOUTH)
	<b>124.2</b>	<b>360.8</b>	(EAST)

WASHINGTON TOWER  
119.1 257.6

GND CON  
121.7 257.6

CLNC DEL  
**128.25**

CPDLC

MISSED APCH FIX



GEORGETOWN  
GTN

$$\begin{array}{r} \Lambda \\ 897 \end{array}$$

Δ 1050

Prohibited area (P-56) 1.5 NM north of DCA- avoid surface to 18000 MSL.

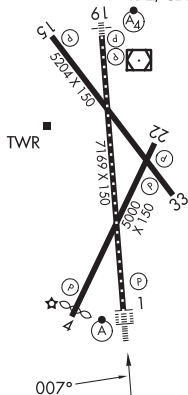
P-73





BADDN

(IF)  
MRION

ELEV	14		TDZE	14
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REIL Rlys 4, 22, 15 and 33  
MIRL Rly 4-22 and 15-33  
HIRL Rlys 1-19  
TDZ/CL Rly 1



2200	FIVUD	HESLO	GTN
	 tr 327°	 tr 327°	

BADDN

MRION

2500

1600

GP 3.00°  
TCH 54

CATEGORY
----------

A

---

D

RNP 0.30 DA

552/60	538 (600-1½)
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**AUTHORIZATION REQUIRED**

WASHINGTON, DC  
Amdt 1B 26APR18

RONALD REAGAN WASHINGTON NTL (DCA)

38°51'N-77°02'W

RNAV (RNP) RWY 1

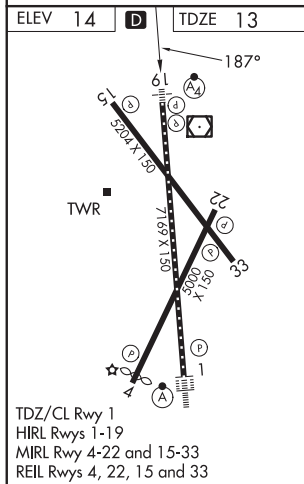
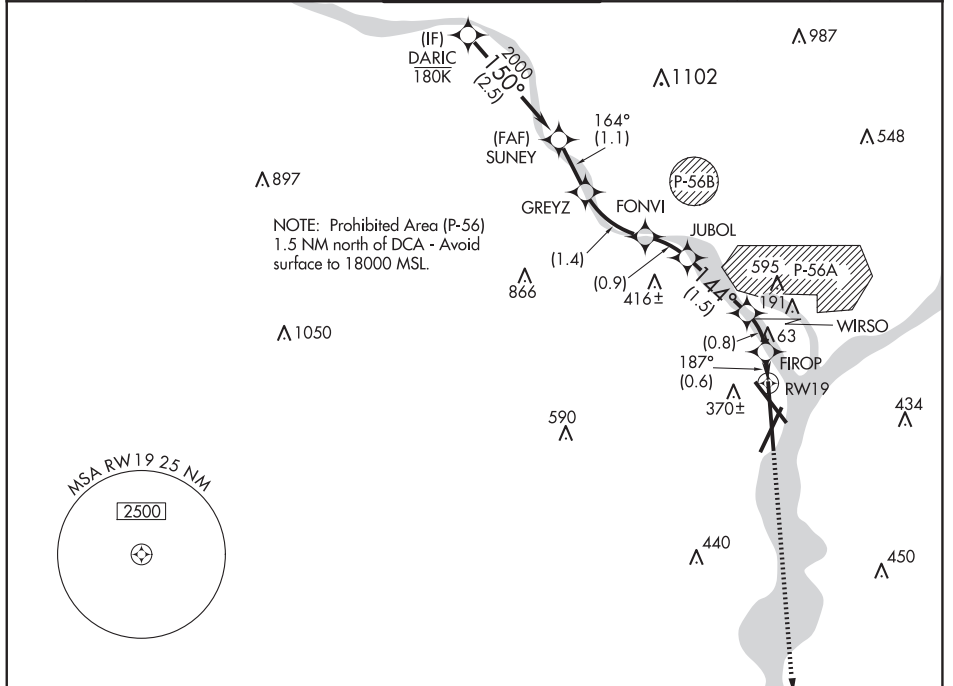
APP CRS	Rwy Ldg	<b>6869</b>
<b>187°</b>	TDZE	<b>13</b>
	Apt Elev	<b>14</b>

# RNAV (RNP) Z RWY 19

RONALD REAGAN WASHINGTON NTL (DCA)

RNP AR APCH - GPS.	MALSF	MISSED APPROACH: Climb to 3000 on the final approach track to RW19 then direct BADDN and hold, continue climb-in-hold to 3000.
Inop table does not apply. For uncompensated Baro-VNAV systems, procedure NA below -8°C or above 54°C.		

D-ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON	CLNC DEL	CPDLC
<b>132.65</b>	<b>119.85 239.25</b> (WEST/SOUTH)	<b>119.1 257.6</b>	<b>121.7 257.6</b>	<b>128.25</b>	
	<b>124.2 360.8</b> (EAST)				



DARIC	SUNEY	GREYZ	FONVI	JUBOL	WIRSO	FIROP	Final App tr to RW19	BADDN
2700	2000	1666	1226	954	492	241		
GP 3.00° TCH 50	150°	164°	144°	187°				
2.5 NM	1.1 NM	1.4 NM	0.9 NM	1.5 NM	0.8	0.6 NM		
CATEGORY	A	B	C	D				
RNP 0.11 DA		491/60	478 (500-1¼)					
RNP 0.30 DA		550-1½	537 (600-1½)					
AUTHORIZATION REQUIRED								

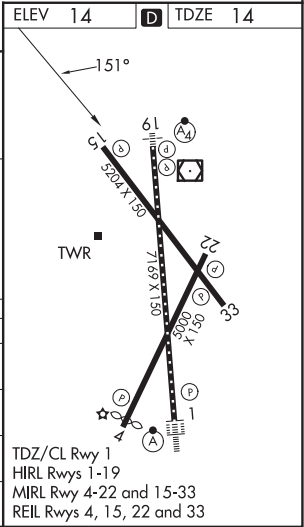
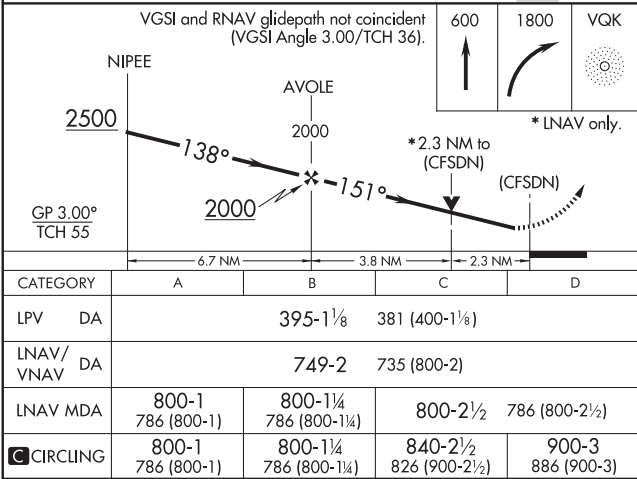
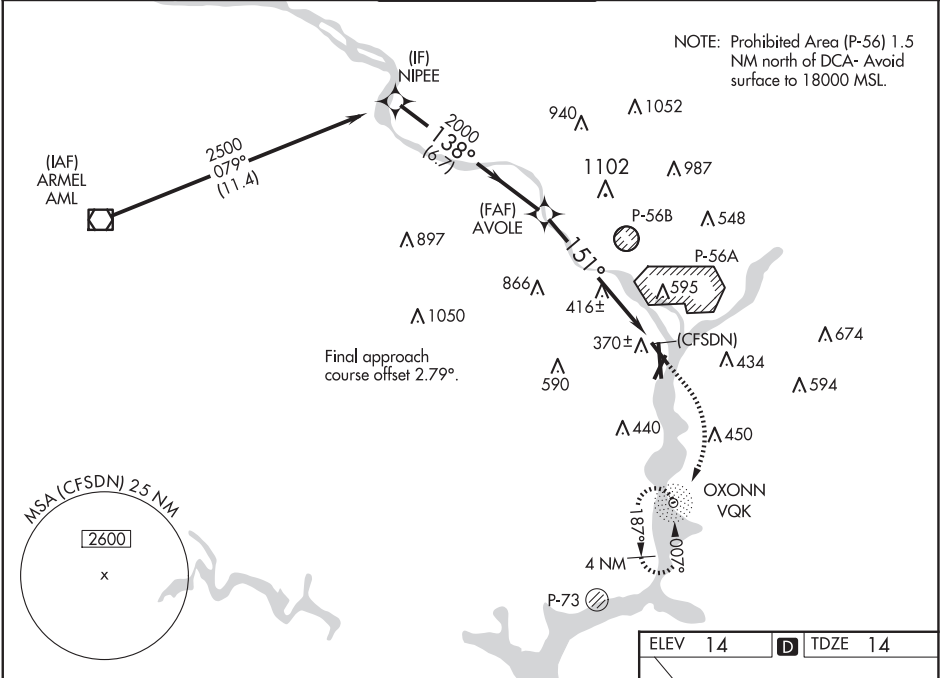
NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>70737</b> <b>W15A</b>	APP CRS <b>151°</b>	Rwy Ldg <b>5204</b> TDZE <b>14</b> Apt Elev <b>14</b>
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**RNAV (GPS) RWY 15**  
RONALD REAGAN WASHINGTON NTL (DCA)

RNP APCH - GPS.		MISSED APPROACH: (Do not exceed 210K until reaching 600 feet MSL) Climb to 600 then climbing right turn to 1800 direct VQK NDB and hold.		
▼ Circling NA northeast of Rwy 15-33. Rwy 15 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C.				
D-ATIS <b>132.65</b>	POTOMAC APP CON <b>119.85 239.25</b> (WEST/SOUTH) <b>124.2 360.8</b> (EAST)	WASHINGTON TOWER <b>119.1 257.6</b>	GND CON <b>121.7 257.6</b>	CLNC DEL <b>128.25</b>
		CPDLC		



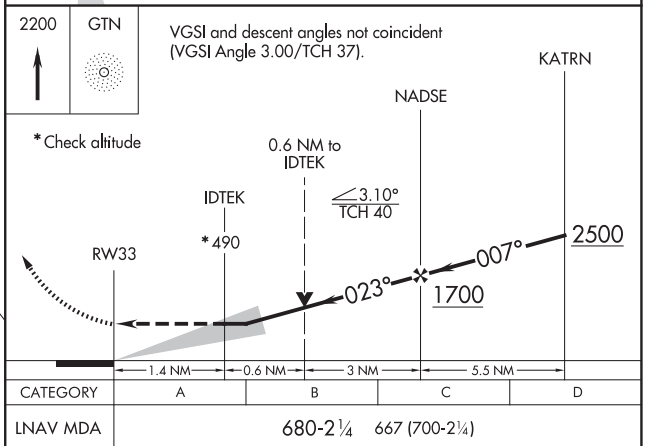
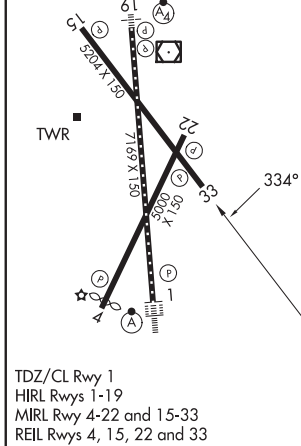
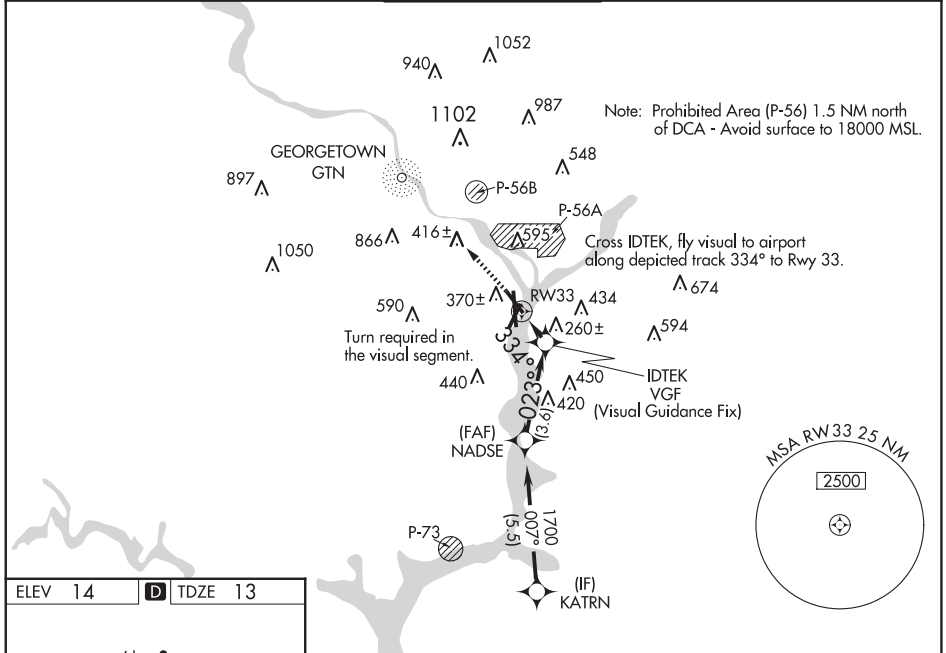
NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

APP CRS <b>334°</b>	Rwy Ldg <b>5204</b> TDZE <b>13</b> Apt Elev <b>14</b>
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RNP APCH - GPS.  
RADAR required.

D-ATIS 132.65	POTOMAC APP CON 119.85 239.25 (WEST/SOUTH) 124.2 360.8 (EAST)	WASHINGTON TOWER 119.1 257.6	GND CON 121.7 257.6	CLNC DEL 128.25	CPDLC
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RNAV (GPS) RWY 33

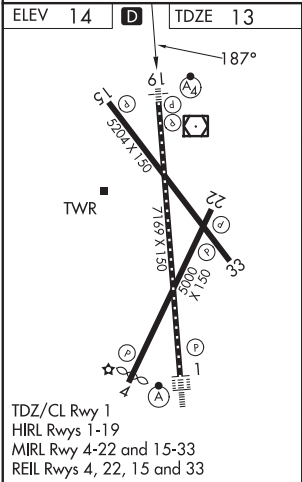
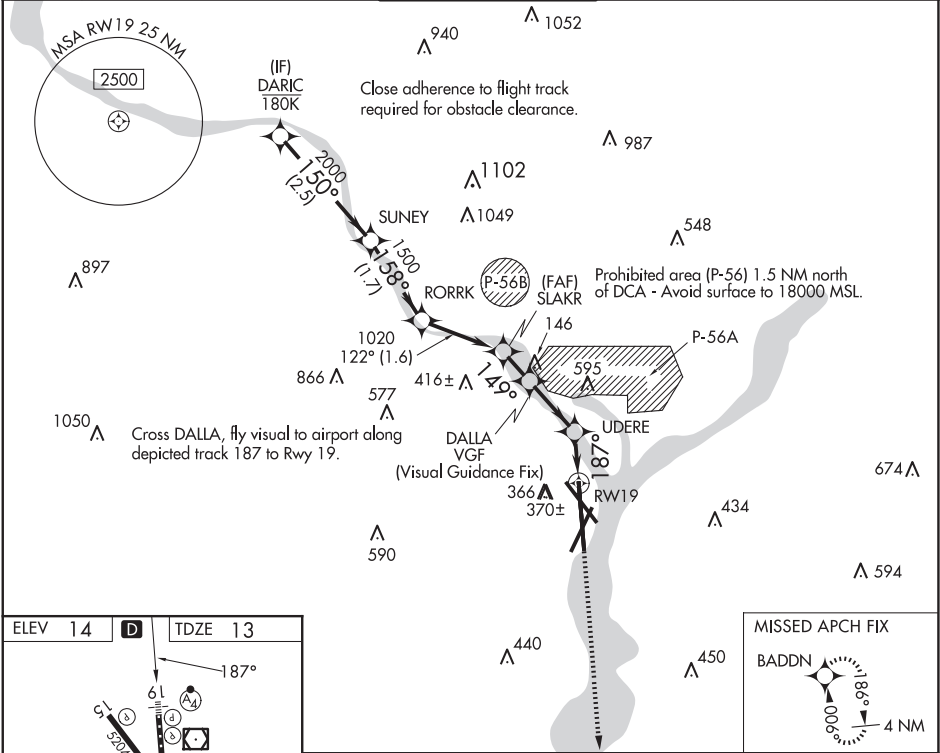
NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	6869
187°	TDZE	13
	Apt Elev	14

RNAV (GPS) Y RWY 19  
RONALD REAGAN WASHINGTON NTL (DCA)

RNP APCH - GPS.		MALSF 	MISSED APPROACH: (Do not exceed 165K until Rwy 19) Climb to 3000 on FMS lateral path to Rwy 19, then direct BADDN and hold, continue climb-in-hold to 3000. If unable to follow the FMS lateral path, climb to 3000 and turn to heading 187° direct BADDN and hold, continue climb-in-hold to 3000.			
RADAR required.						
<div><div><div>▼</div><div>▲</div></div><div>Rwy 19 helicopter visibility reduction below ¾ SM NA. Inop table does not apply.</div></div>						
D-ATIS 132.65	POTOMAC APP CON 119.85 239.25 (WEST/SOUTH) 124.2 360.8 (EAST)	WASHINGTON TOWER 119.1 257.6	GND CON 121.7 257.6	CLNC DEL 128.25	CPDLC	



3000 ↑	FMS Lateral to RWY19	BADDN 	*Check altitude. Turns required in the visual segment.				
CATEGORY		A		B		C	D
LNAV MDA				780-2½		767 (800-2½)	

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

WASHINGTON, DC

AL-443 (FAA)

25163

LOC/DME I-ASO <b>109.9</b> Chan <b>36</b>	APP CRS <b>149°</b>	Rwy Ldg TDZE Apt Elev <b>13</b> <b>14</b>
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# LDA Y RWY 19

## RONALD REAGAN WASHINGTON NTL (DCA)

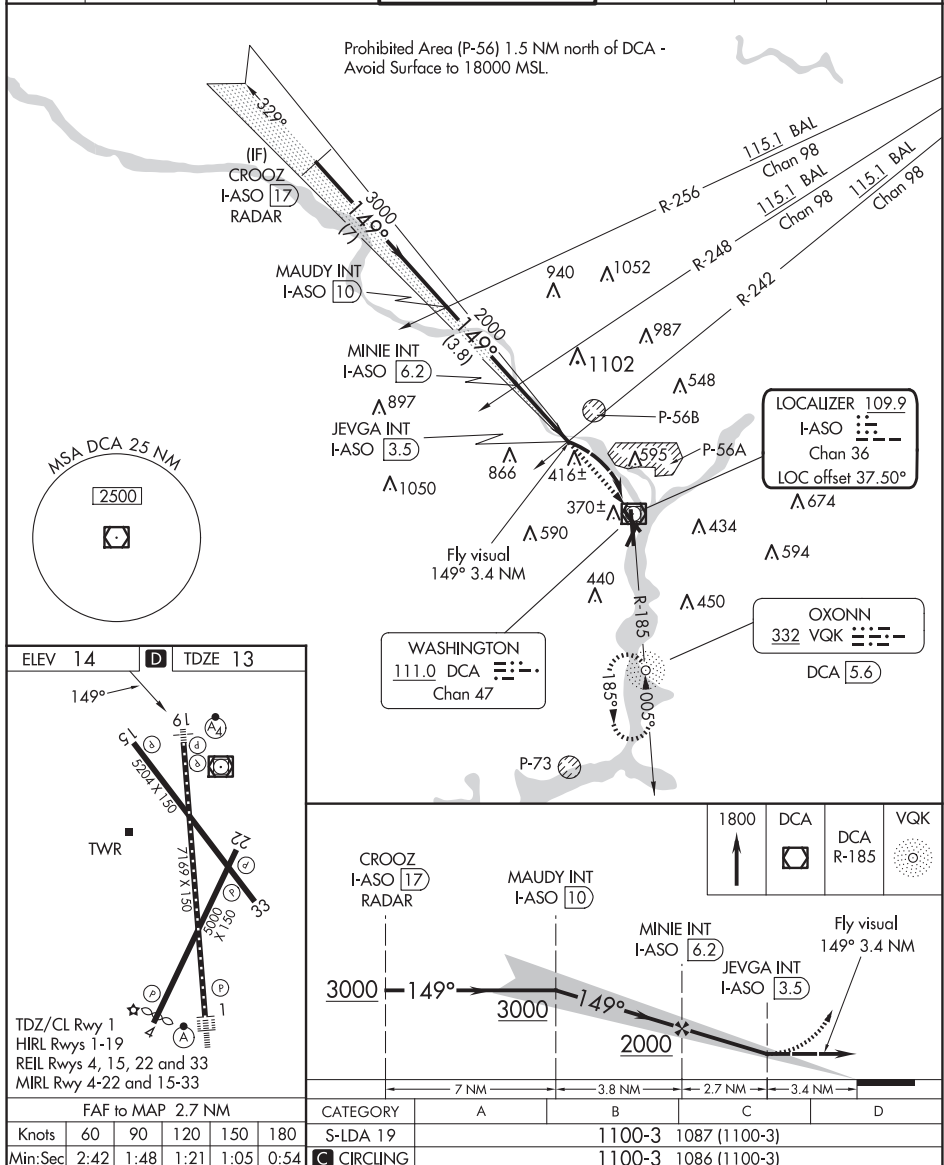
RADAR required for procedure entry. ADF or DME required.

- Circling NA northeast of Rwy 15-33. Inop table does not apply.  
 Rwy 19 helicopter visibility reduction below 1 SM NA.

MALSF  

MISSED APPROACH: Climb to 1800 direct  
DCA VOR/DME and on DCA VOR/DME R-185  
to OXONN NDB/DCA 5.6 DME and hold.

D-ATIS <b>132.65</b>	POTOMAC APP CON <b>119.85 239.25</b> (WEST/SOUTH) <b>124.2 360.8</b> (EAST)	WASHINGTON TOWER <b>119.1 257.6</b>	GND CON <b>121.7 257.6</b>	CLNC DEL <b>128.25</b>	CPDLC
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WASHINGTON, DC

Amdt 2 11JUL24

RONALD REAGAN WASHINGTON NTL (DCA)

38°51'N-77°02'W

LDA Y RWY 19

NE-3, 07 AUG 2025 to 02 OCT 2025



LOC/DME I-VVWH <b>111.35</b> Chan <b>50 (Y)</b>	APP CRS <b>147°</b>	Rwy Ldg <b>6869</b> TDZE <b>13</b> Apt Elev <b>14</b>
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LDA Z RWY 19

RONALD REAGAN WASHINGTON NTL (DCA)

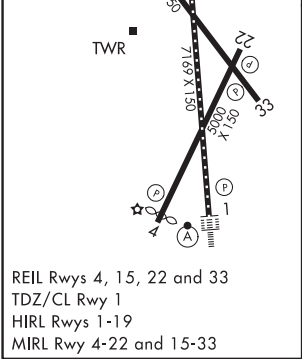
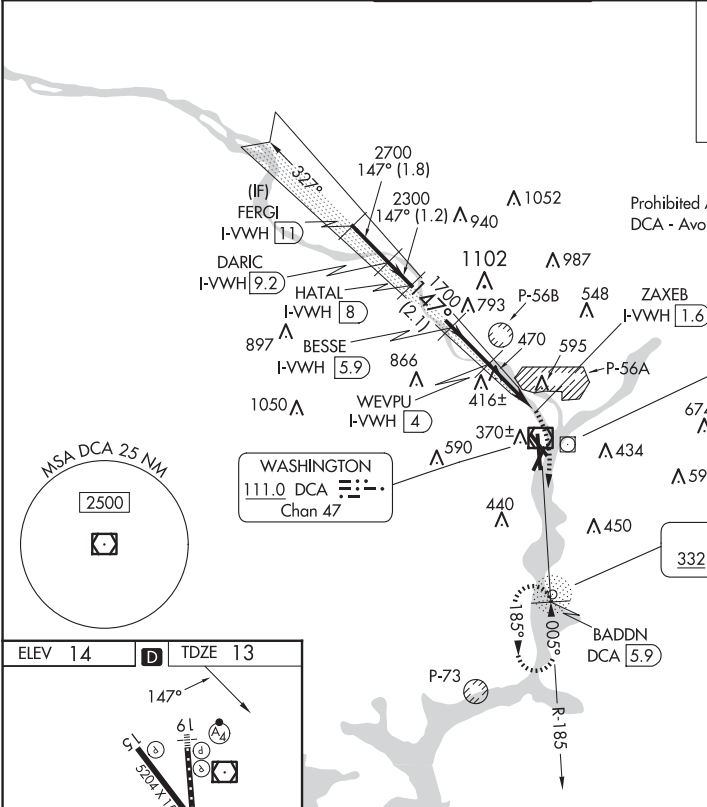
DME required. RADAR required for procedure entry.	MALSF	MISSED APPROACH: Climbing right turn to 3000 on DCA VOR/DME R-185 to BADDN/DCA VOR/DME 5.9 DME and hold, continue climb-in-hold to 3000.
▼ Rwy 19 helicopter visibility reduction below 1 SM NA. ▲ Circling NA northeast of Rwy 15-33. Inop table does not apply.		

D-ATIS <b>132.65</b>	POTOMAC APP CON <b>119.85 239.25 124.2 360.8</b> (WEST/SOUTH) (EAST)	WASHINGTON TOWER <b>119.1 257.6</b>	GND CON <b>121.7 257.6</b>	CLNC DEL <b>128.25</b>	CPDLC
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ALTERNATE MISSED APCH FIX



Prohibited Area (P-56) 1.5 NM north of DCA - Avoid Surface to 18000 MSL.



FERGI I-VVWH 11	DARIC I-VVWH 9.2	HATAL I-VVWH 8	BESSE I-VVWH 5.9	WEVPU I-VVWH 4	ZAXEB I-VVWH 1.6	3000 DCA R-185	BADDN DCA 5.9
3000	2700	2300	1700	1100	3.00° TCH 50		
1.8 NM	1.2 NM	2.1 NM	1.9 NM	2.4 NM	0.9		
CATEGORY	A	B	C	D			
S-19	780/50 767 (800-1)	780/55 767 (800-1)	780-2½ 767 (800-2½)				
CIRCLING	780-1 766 (800-1)	780-1¼ 766 (800-1¼)	840-2½ 826 (900-2½)	900-3 886 (900-3)			

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

WASHINGTON, DC

AL-443 (FAA)

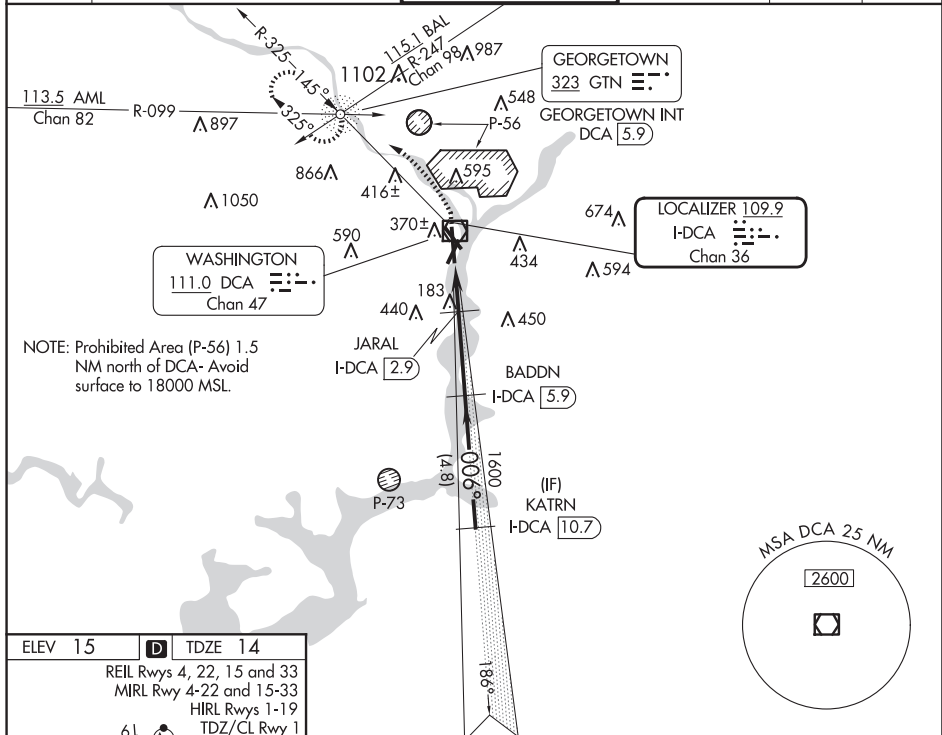
25191

LOC/DME I-DCA	APP CRS	Rwy Ldg
<b>109.9</b>	<b>006°</b>	<b>6869</b>
Chan <b>36</b>	TDZE	<b>14</b>
	Apt Elev	<b>15</b>

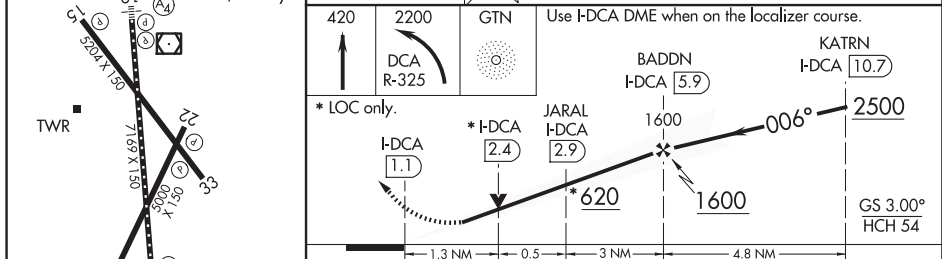
# COPTER ILS or LOC/DME RWY 1

RONALD REAGAN WASHINGTON NTL (DCA)

<b>NA</b>	ALS-F-2	MISSED APPROACH: Climb to 420 then climbing left turn to 2200 on DCA VOR/DME R-325 to GTN NDB/INT/DCA 5.9 DME and hold.			
D-ATIS <b>132.65</b>	POTOMAC APP CON <b>119.85 239.25</b> (WEST/SOUTH) <b>124.2 360.8</b> (EAST)	WASHINGTON TOWER <b>119.1 257.6</b>	GND CON <b>121.7 257.6</b>	CLNC DEL <b>128.25</b>	CPDLC



ELEV 15	<b>D</b>	TDZE 14
REIL Rwys 4, 22, 15 and 33 MIRL Rwy 4-22 and 15-33 HIRL Rwy 1-19 TDZ/CL Rwy 1		



CATEGORY	COPTER
H-ILS 1	114/12 100 (100-¼)
H-LOC 1	480/24 466 (500-½)
H-ILS 1	CAT II RA 106

## COPTER ILS CATEGORY II - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

WASHINGTON, DC

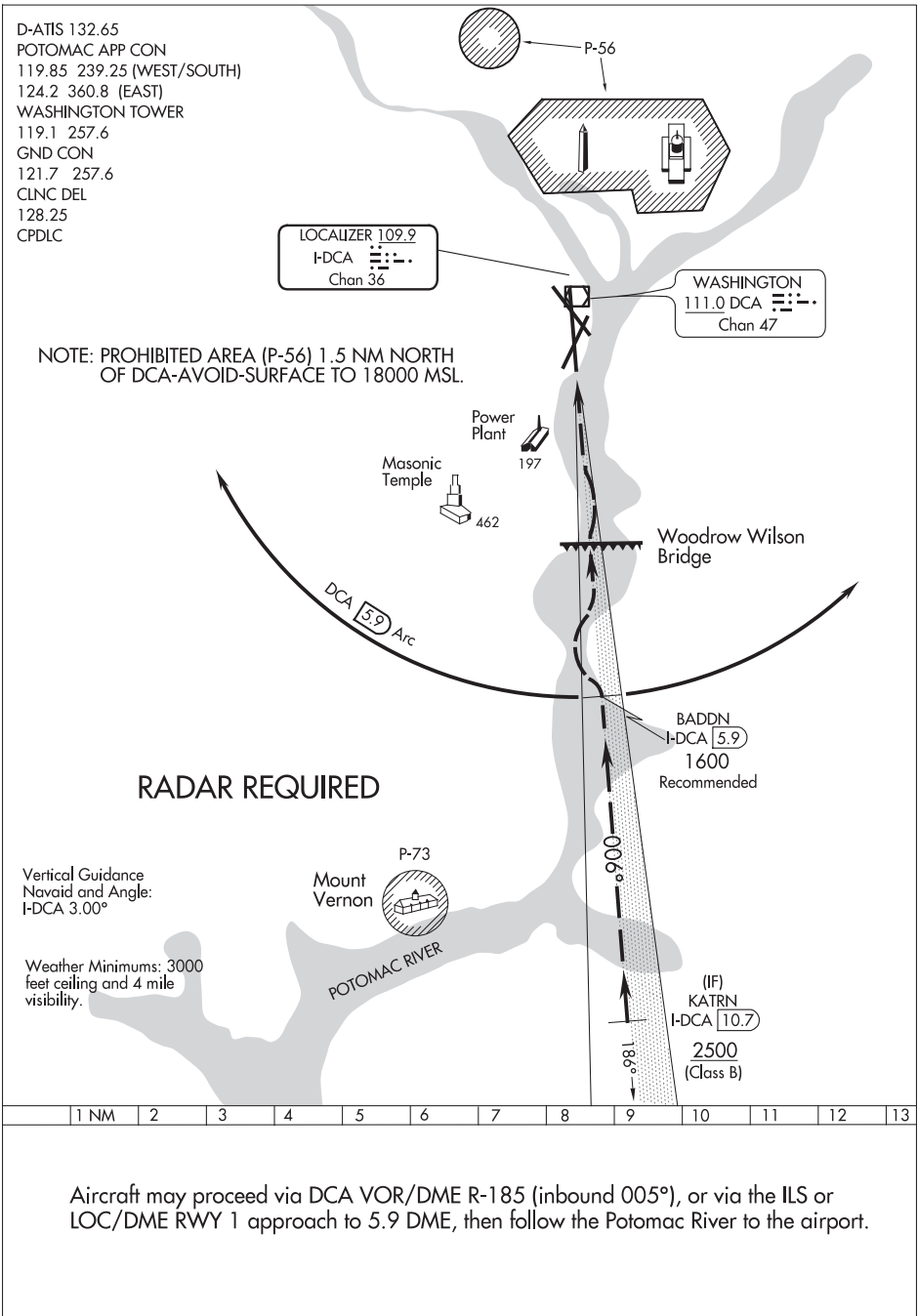
Amdt 1B 16JUN22

38°51'N-77°02'W

RONALD REAGAN WASHINGTON NTL (DCA)

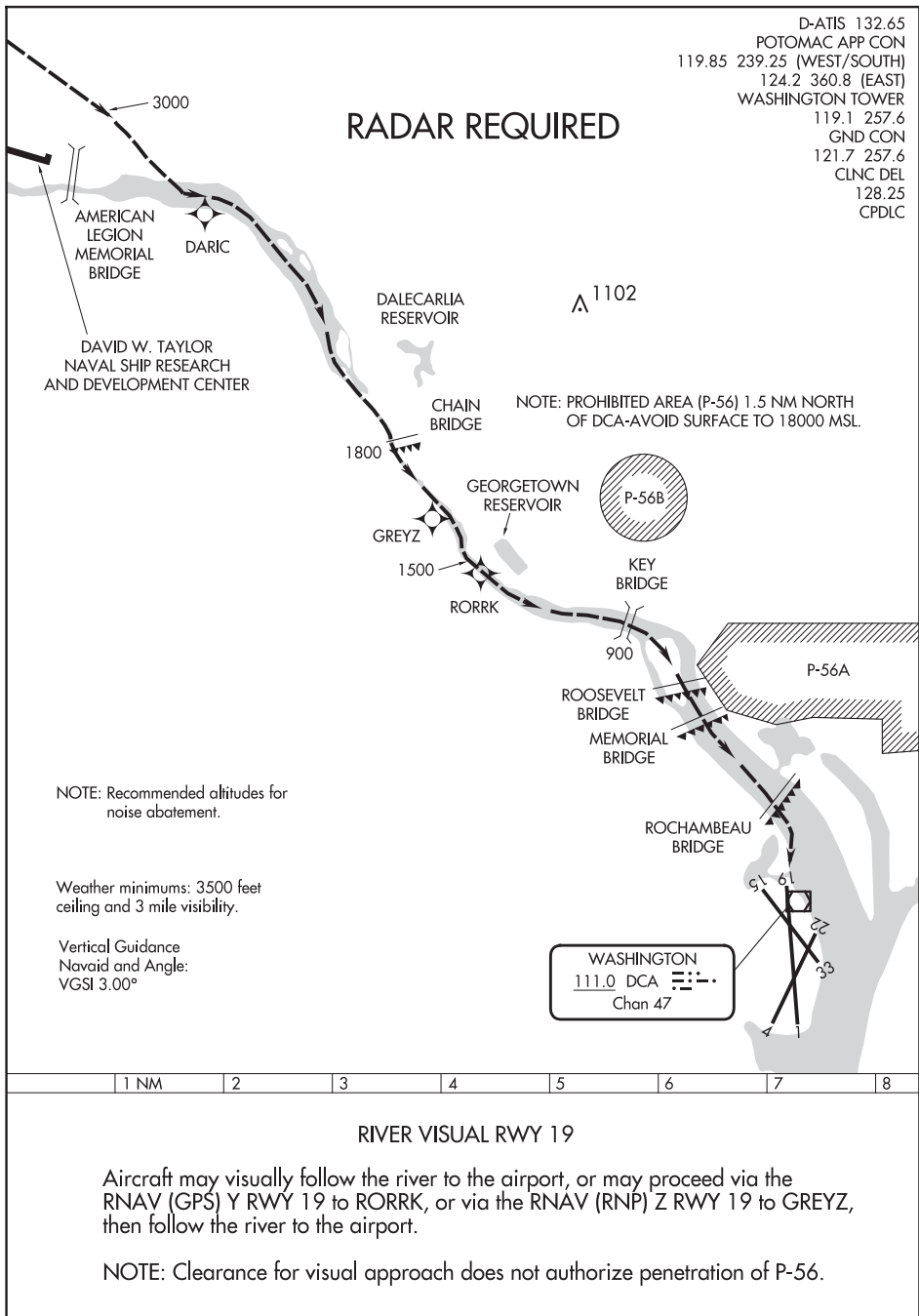
# COPTER ILS or LOC/DME RWY 1

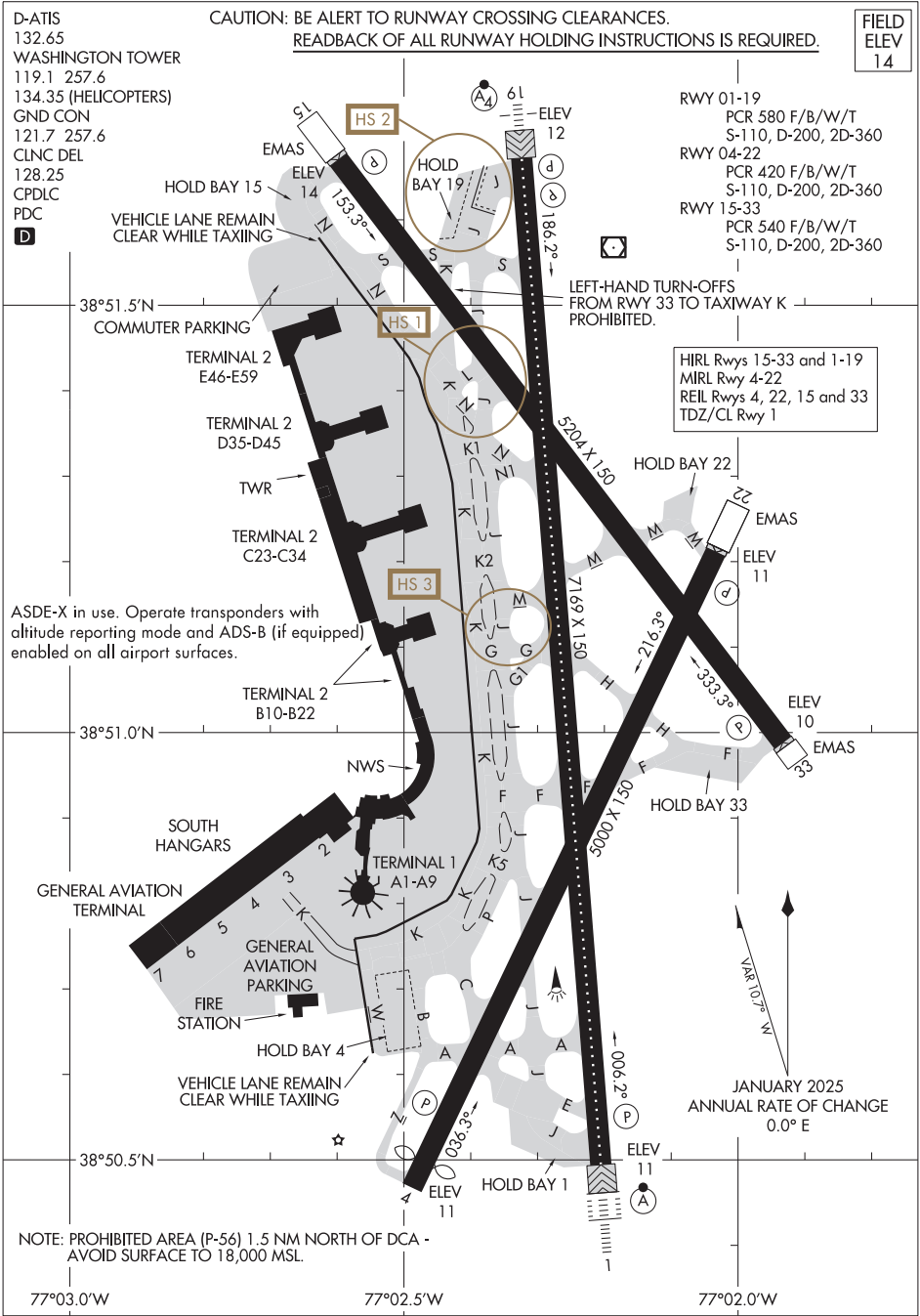
NE-3, 07 AUG 2025 to 02 OCT 2025



NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025





NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

(AMEEE1.AMEEE) 23110

RONALD REAGAN WASHINGTON NTL(DCA)

## AMEEE ONE DEPARTURE (RNAV)

AL-443 (FAA)

WASHINGTON, DC

**TOP ALTITUDE:  
5000**DOGUE  
4000 250K

D-ATIS

132.65

CLNC DEL

128.25

CPDLC

GND CON

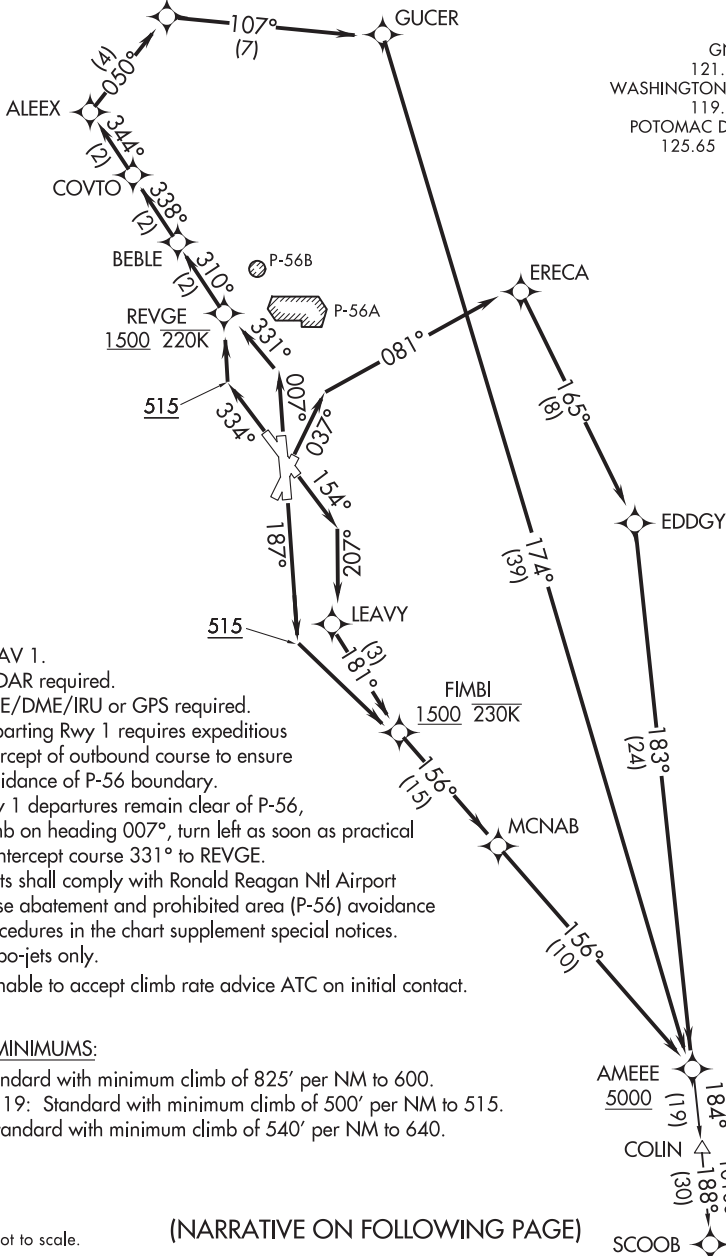
121.7 257.6

WASHINGTON TOWER

119.1 257.6

POTOMAC DEP CON

125.65 348.725



(NARRATIVE ON FOLLOWING PAGE)

## AMEEE ONE DEPARTURE (RNAV)

(AMEEE1.AMEEE) 31DEC20

WASHINGTON, DC

RONALD REAGAN WASHINGTON NTL(DCA)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 007° to intercept course 331° to REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 338° to COVTO, then on track 344° to ALEEX, then on track 050° to DOGUE, cross DOGUE at or above 4000 and at or below 250K, then on track 107° to GUCER, then on track 174° to AMEEE, cross AMEEE at or above 5000, thence....

TAKEOFF RUNWAY 4: Climb on heading 037° to intercept course 081° to ERECA, then on track 165° to EDDGY, then on track 183° to AMEEE, cross AMEEE at or above 5000, thence....

TAKEOFF RUNWAY 15: Climb on heading 154° to intercept course 207° to LEAVY, then on track 181° to FIMBI, cross FIMBI at or above 1500 and at or below 230K, then on track 156° to MCNAB, then on track 156° to AMEEE, cross AMEEE at or above 5000, thence....

TAKEOFF RUNWAY 19: Climb on heading 187° to 515, then direct FIMBI, cross FIMBI at or above 1500 and at or below 230K, then on track 156° to MCNAB, then on track 156° to AMEEE, cross AMEEE at or above 5000, thence....

TAKEOFF RUNWAY 33: Climb on heading 334° to 515, then direct REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 338° to COVTO, then on track 344° to ALEEX, then on track 050° to DOGUE, cross DOGUE at or above 4000 and at or below 250K, then on track 107° to GUCER, then on track 174° to AMEEE, cross AMEEE at or above 5000, thence ....

....on assigned transition. Maintain 5000. Expect clearance to filed altitude within 10 minutes after departure.

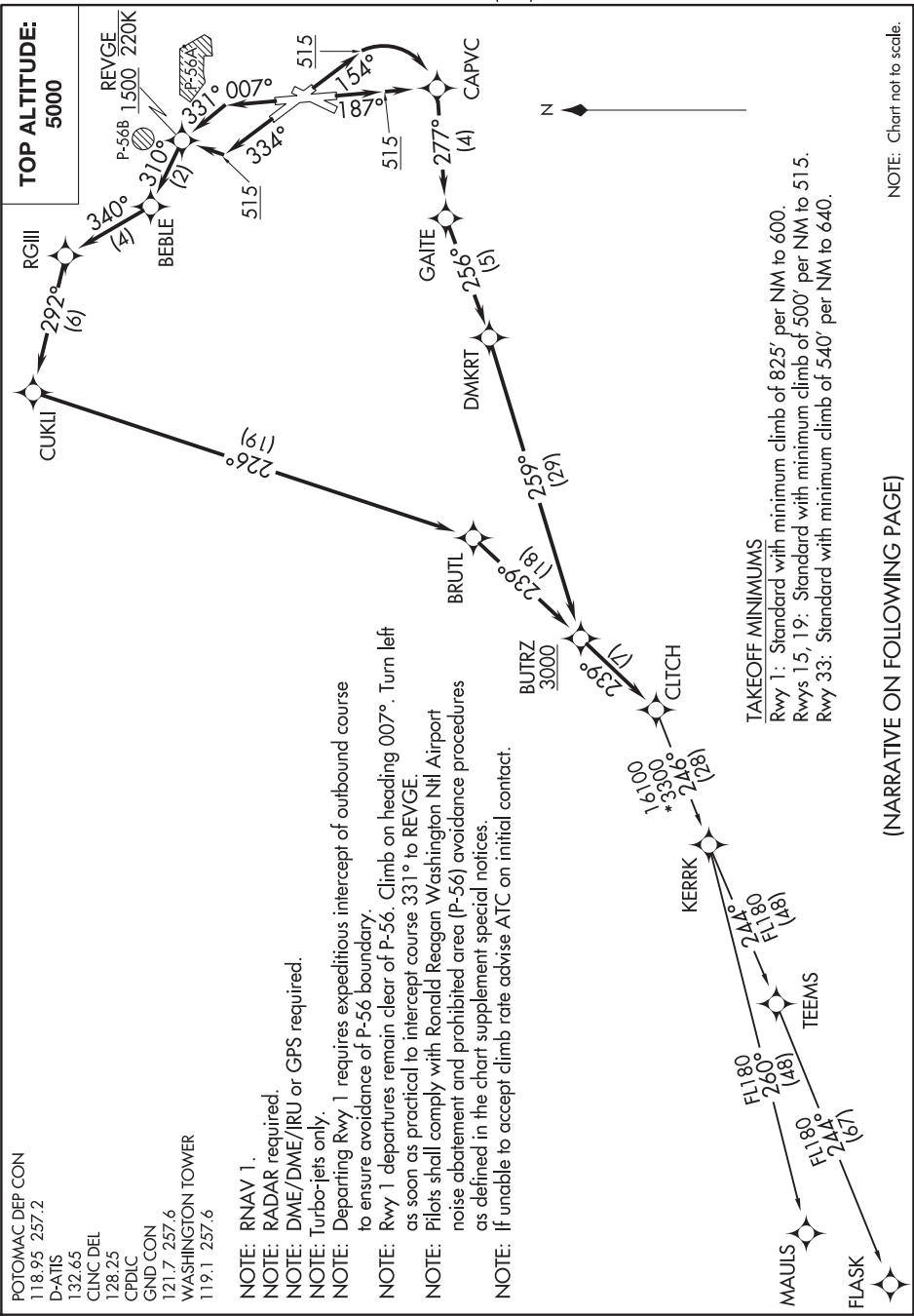
COLIN TRANSITION (AMEEE1.COLIN):

SCOOB TRANSITION (AMEEE1.SCOOB):

(CLTCH3.CLTCH) 24193

CLTCH THREE DEPARTURE(RNAV)

RONALD REAGAN WASHINGTON NTL (DCA)  
WASHINGTON, DC



CLTCH THREE DEPARTURE(RNAV)  
(CLTCH3.CLTCH) 31DEC20

WASHINGTON, DC  
RONALD REAGAN WASHINGTON NTL (DCA)





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 007° to intercept course 331° to REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to CUKLI, then on track 226° to BRUTL, then on track 239° to BUTRZ, cross BUTRZ at or above 3000, then on track 239° to CLTCH, thence . . . .

TAKEOFF RUNWAY 15: Climb on heading 154° to 515, then right turn direct CAPVC, then on track 277° to GAITE, then on track 256° to DMKRT, then on track 259° to BUTRZ, cross BUTRZ at or above 3000, then on track 239° to CLTCH, thence . . . .

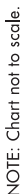
TAKEOFF RUNWAY 19: Climb on heading 187° to 515, then direct CAPVC, then on track 277° to GAITE, then on track 256° to DMKRT, then on track 259° to BUTRZ, cross BUTRZ at or above 3000, then on track 239° to CLTCH, thence . . . .

TAKEOFF RUNWAY 33: Climb on heading 334° to 515, then direct REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to CUKLI, then on track 226° to BRUTL, then on track 239° to BUTRZ, cross BUTRZ at or above 3000, then on track 239° to CLTCH, thence . . . .

. . . . on assigned transition. Maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

FLASK TRANSITION (CLTCH3.FLASK)  
MAULS TRANSITION (CLTCH3.MAULS)

## AL-443 (FAA)



NE-3, 07 AUG 2025 to 02 OCT 2025

WASHINGTON, DC

RONALD REAGAN WASHINGTON NTL (DCA)

DEPARTURE ROUTE DESCRIPTION	
<p>TAKEOFF RUNWAY 1: Climb on heading 007° to intercept course 331° to REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 338° to COVTO, then on track 344 to ALEEX, then on track 050° to DOGUE, cross DOGUE at or above 4000 and at or below 250K, then on track 106° to RIISE, then on track 101° to DOCTR, cross DOCTR at or above 5000, thence....</p> <p>TAKEOFF RUNWAY 4: Climb on heading 037° to intercept course 081° to ERECA, then on track 086° to DOCTR, cross DOCTR at or above 5000, thence....</p> <p>TAKEOFF RUNWAY 15: Climb on heading 154° to intercept course 207° to LEAVY, then on track 181° to FIMBI, cross FIMBI at or above 1500 and at or below 230K, then on track 102° to MOTBE, then on track 042° to GDYUP, then on track 075° to HMBGR, then on track 078° to DOCTR, cross DOCTR at or above 5000, thence....</p> <p>TAKEOFF RUNWAY 19: Climb on heading 187° to 515, then direct FIMBI, cross FIMBI at or above 1500 and at or below 230 K, then on track 102° to MOTBE, then on track 042° to GDYUP, then on track 075° to HMBGR, then on track 078° to DOCTR, cross DOCTR at or above 5000, thence....</p> <p>TAKEOFF RUNWAY 33: Climb on heading 334° to 515, then direct REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 339° to COVTO, then on track 344° to ALEEX, then on track 050° to DOGUE, cross DOGUE at or above 4000 and at or below 250K, then on track 106° to RIISE, then on track 101° to DOCTR, cross DOCTR at or above 5000, thence....</p> <p>....on assigned transition. Maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.</p> <p><u>AGARD TRANSITION (DOCTR5.AGARD)</u></p> <p><u>DUPONT TRANSITION (DOCTR5.DQO)</u></p>	

(HORTO4.HORTO) 21112

HORTO FOUR DEPARTURE (RNAV) AL-443 (FAA)

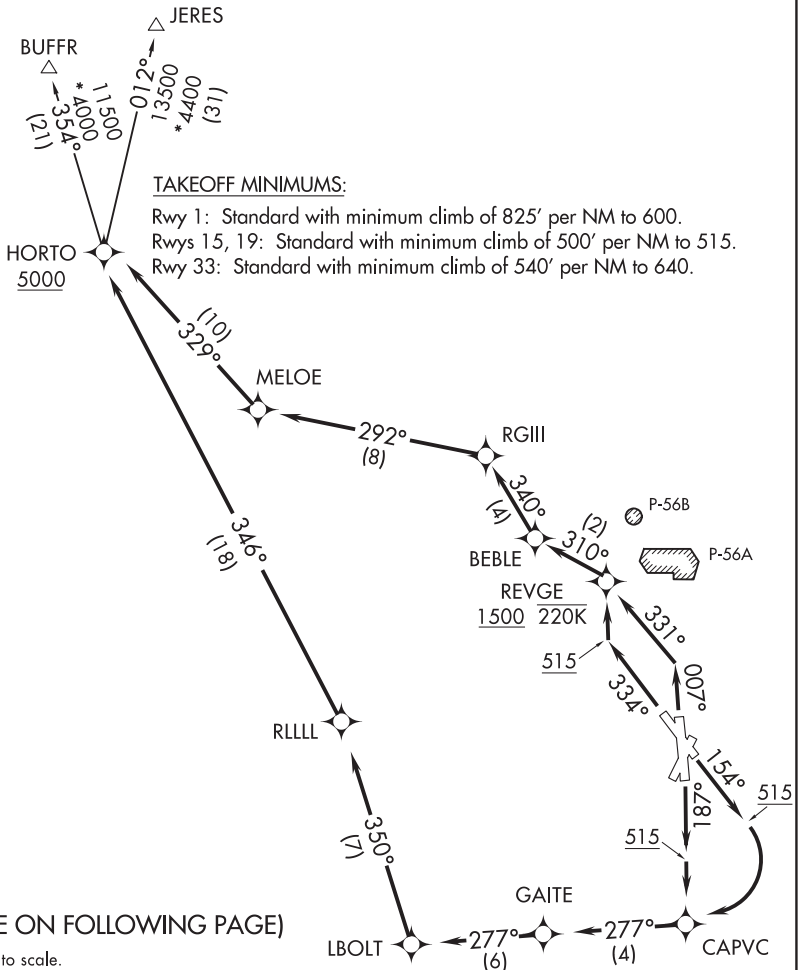
RONALD REAGAN WASHINGTON NTL (DCA)

WASHINGTON, DC

D-ATIS  
132.65  
CLNC DEL  
128.25  
CPDLC  
GND CON  
121.7 257.6  
WASHINGTON TOWER  
119.1 257.6  
POTOMAC DEP CON  
118.95 257.2

NOTE: RNAV 1.  
NOTE: RADAR required.  
NOTE: Turbo-jets only.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: Departing Rwy 1 requires expeditious intercept of outbound course to ensure avoidance of P-56 boundary.  
NOTE: Rwy 1 departures remain clear of P-56, climb on heading 006°, turn left as soon as practical to intercept course 331° to REVGE.  
NOTE: Pilots shall comply with Ronald Reagan Washington Ntl Airport noise abatement and prohibited area (P-56) avoidance procedures as defined in the Chart Supplement special notices.  
NOTE: If unable to accept climb rate, advise ATC on initial contact.

**TOP ALTITUDE:  
5000**



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

HORTO FOUR DEPARTURE (RNAV)

(HORTO4.HORTO) 31DEC20

WASHINGTON, DC

RONALD REAGAN WASHINGTON NTL (DCA)

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 007° to intercept course 331° to REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to MELOE, then on track 329° to HORTO, cross HORTO at or above 5000, thence....

TAKEOFF RUNWAY 15: Climb on heading 154° to 515, then right turn direct CAPVC, then on track 277° to GAITE, then on track 277° to LBOLT, then on track 350° to RLLLL, then on track 346° to HORTO, cross HORTO at or above 5000, thence....

TAKEOFF RUNWAY 19: Climb on heading 187° to 515, then direct CAPVC, then on track 277° to GAITE, then on track 277° to LBOLT, then on track 350° to RLLLL, then on track 346° to HORTO, cross HORTO at or above 5000, thence....

TAKEOFF RUNWAY 33: Climb on heading 334° to 515, then direct REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to MELOE, then on track 329° to cross HORTO at or above 5000, thence....

....on assigned transition. Maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

BUFFR TRANSITION (HORTO4.BUFFR):

JERES TRANSITION (HORTO4.JERES):

(JDUBB4.JDUBB) 21112

## JDUBB FOUR DEPARTURE (RNAV)

AL-443 (FAA)

RONALD REAGAN WASHINGTON NTL (DCA)

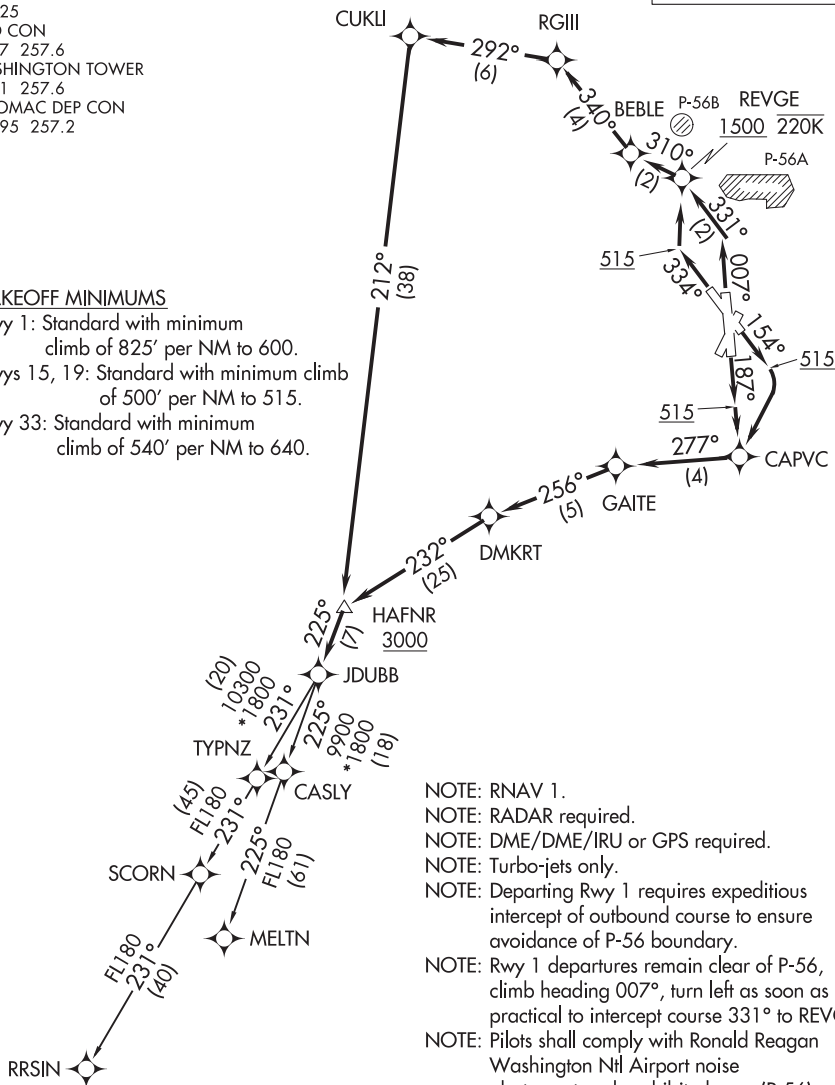
WASHINGTON, DC

D-ATIS  
132.65  
CLNC DEL  
128.25  
GND CON  
121.7 257.6  
WASHINGTON TOWER  
119.1 257.6  
POTOMAC DEP CON  
118.95 257.2

**TOP ALTITUDE:  
5000**

TAKEOFF MINIMUMS

Rwy 1: Standard with minimum  
climb of 825' per NM to 600.  
Rwys 15, 19: Standard with minimum climb  
of 500' per NM to 515.  
Rwy 33: Standard with minimum  
climb of 540' per NM to 640.



NOTE: RNAV 1.

NOTE: RADAR required.

NOTE: DME/DME/IRU or GPS required.

NOTE: Turbo-jets only.

NOTE: Departing Rwy 1 requires expeditious intercept of outbound course to ensure avoidance of P-56 boundary.

NOTE: Rwy 1 departures remain clear of P-56, climb heading 007°, turn left as soon as practical to intercept course 331° to REVGE.

NOTE: Pilots shall comply with Ronald Reagan Washington Ntl Airport noise abatement and prohibited area (P-56) avoidance procedures as defined in the Chart Supplement special notices.

NOTE: If unable to accept climb rate advise ATC on initial contact.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

## JDUBB FOUR DEPARTURE (RNAV)

(JDUBB4.JDUBB) 31DEC20

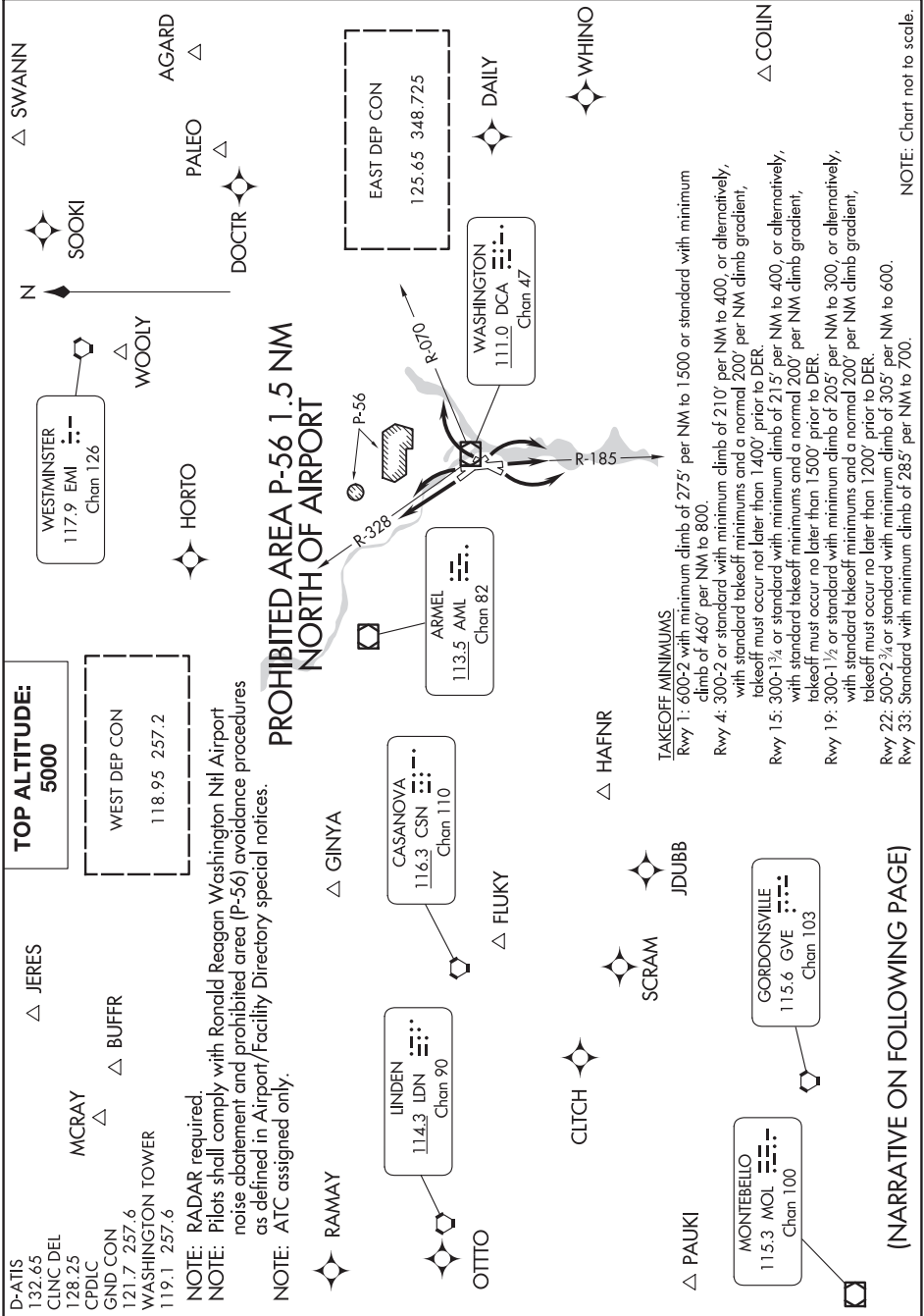
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RONALD REAGAN WASHINGTON NTL (DCA)

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

▼	
DEPARTURE ROUTE DESCRIPTION	
<p><u>TAKEOFF RUNWAY 1:</u> Climb on heading 007° to intercept course 331° to REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to CUKLI, then on track 212° to HAFNR, cross HAFNR at or above 3000, thence . . . .</p> <p><u>TAKEOFF RUNWAY 15:</u> Climb on heading 154° to 515, then right turn direct CAPVC, then on track 277° to GAITE, then on track 256° to DMKRT, then on track 232° to HAFNR, cross HAFNR at or above 3000, thence...</p> <p><u>TAKEOFF RUNWAY 19:</u> Climb on heading 187° to 515, then direct CAPVC, then on track 277° to GAITE, then on track 256° to DMKRT, then on track 232° to HAFNR, cross HAFNR at or above 3000, thence...</p> <p><u>TAKEOFF RUNWAY 33:</u> Climb on heading 334° to 515, then direct REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to CUKLI, then on track 212° to HAFNR, cross HAFNR at or above 3000, thence . . . .</p> <p>. . . . thence on track 225° to JDUBB, then on assigned transition. Maintain 5000. Expect clearance to filed altitude within 10 minutes after departure.</p> <p><u>MELTN TRANSITION (JDUBB4.MELTN)</u></p> <p><u>RRSIN TRANSITION (JDUBB4.RRSIN)</u></p>	







DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climbing left turn as soon as practical to intercept DCA VOR/DME R-328 to 5000 or as assigned, thence . . . .

TAKEOFF RUNWAY 4: Climbing right turn as soon as practical to intercept DCA VOR/DME R-070 to 5000 or as assigned, thence . . . .

TAKEOFF RUNWAY 15: Climbing right turn as soon as practical to intercept DCA VOR/DME R-185 to 5000 or as assigned, thence . . . .

TAKEOFF RUNWAY 19: Climb on DCA VOR/DME R-185 to 5000 or as assigned, thence . . . .

TAKEOFF RUNWAY 22: Climbing left turn as soon as practical to intercept DCA VOR/DME R-185 to 5000 or as assigned, thence . . . .

TAKEOFF RUNWAY 33: Climb on DCA VOR/DME R-328 to 5000 or as assigned, thence . . . .

. . . . expect RADAR vectors to filed/assigned fix. Maintain 5000 or assigned alititude, expect clearance to filed altitude ten (10) minutes after departure.

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

(REBLL5.REBLL) 21112

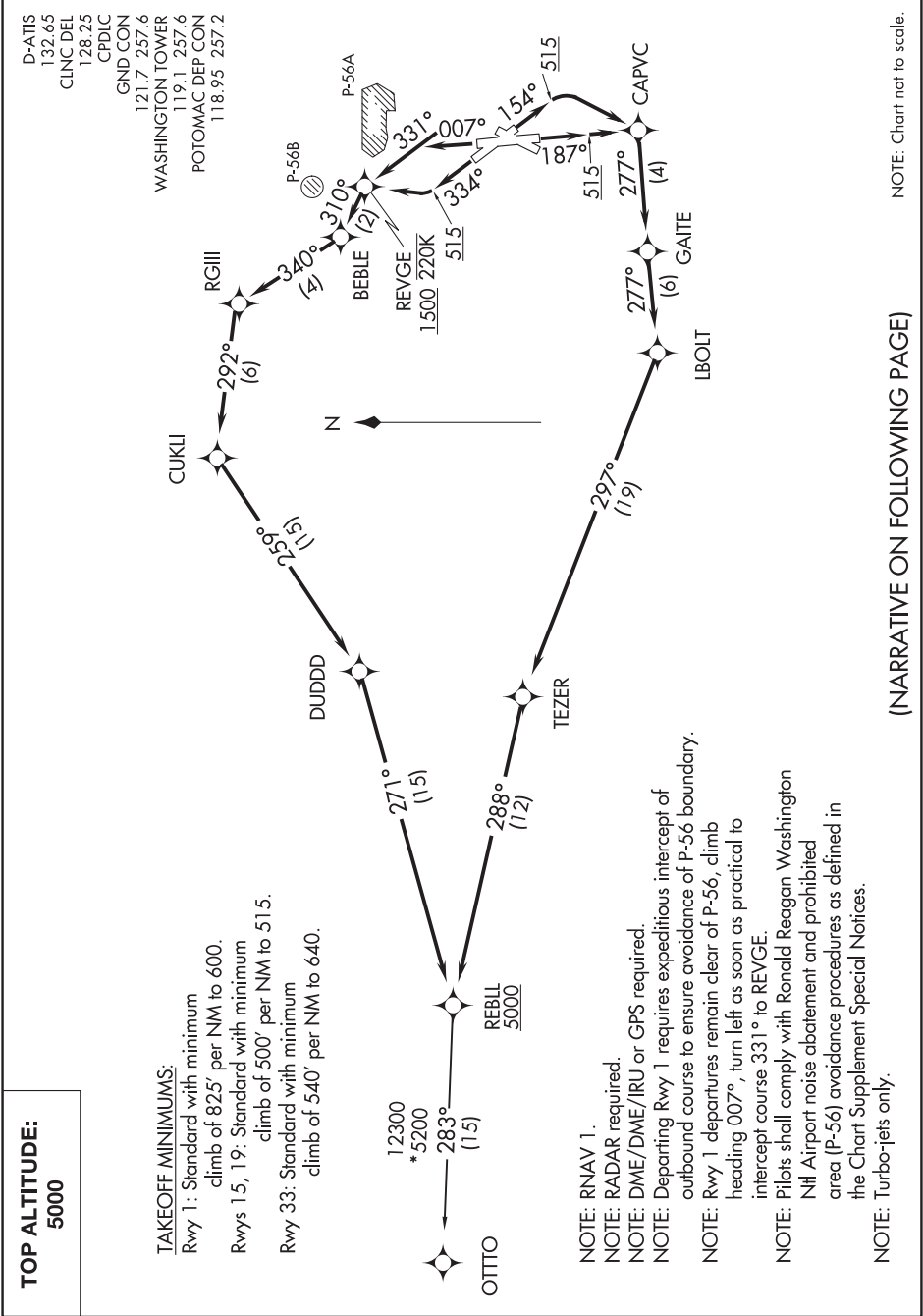
RONALD REAGAN WASHINGTON NTL(DCA)

REBLL FIVE DEPARTURE (RNAV)

AL-443 (FAA)

WASHINGTON, DC

NE-3, 07 AUG 2025 to 02 OCT 2025



REBLL FIVE DEPARTURE (RNAV)

(REBLL5.REBLL) 31DEC20

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RONALD REAGAN WASHINGTON NTL (DCA)

NE-3, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 007° to intercept course 331° to REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to CUKLI, then on track 259° to DUDDD, then on track 271° to REBLL, cross REBLL at or above 5000, thence....

TAKEOFF RUNWAY 15: Climb on heading 154° to 515, then right turn direct CAPVC, then on track 277° to GAITE, then on track 268 to LBOLT, then on track 297° to TEZER, then on track 288° to REBLL, cross REBLL at or above 5000, thence....

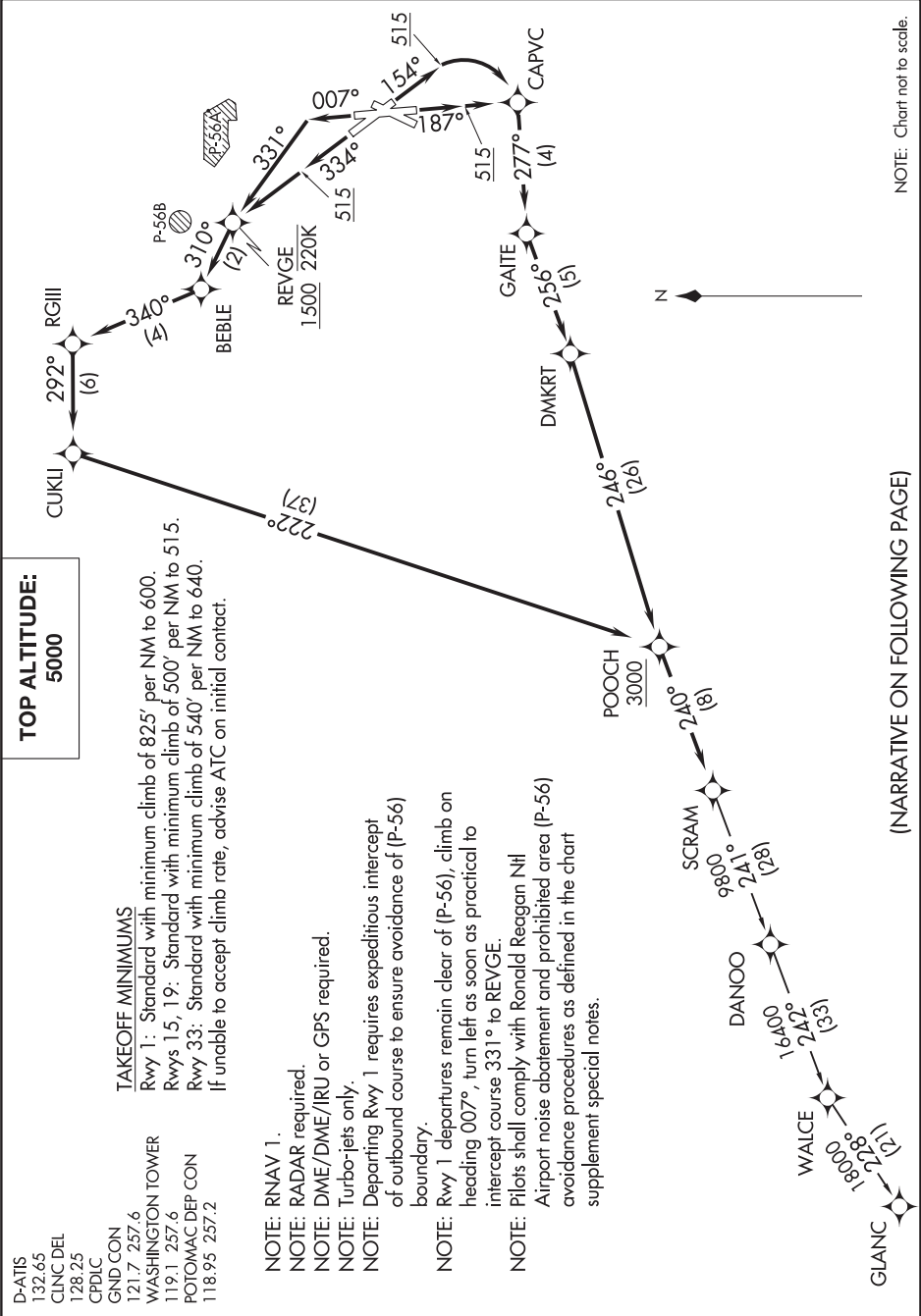
TAKEOFF RUNWAY 19: Climb on heading 187° to 515, then direct CAPVC, then on track 277° to GAITE, then on track 277° to LBOLT, then on track 297° to TEZER, then on track 288° to REBLL, cross REBLL at or above 5000, thence....

TAKEOFF RUNWAY 33: Climb on heading 334° to 515, then direct REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to CUKLI, then on track 259° to DUDDD, then on track 271° to REBLL, cross REBLL at or above 5000, thence....

....on OTTTO transition. Maintain 5000. Expect filed altitude within ten (10) minutes after departure.

OTTTO TRANSITION (REBLL5.OTTTO):

NE-3, 07 AUG 2025 to 02 OCT 2025





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 007° to intercept course 331° to REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to CUKLI, then on track 222° to POOCH, cross POOCH at or above 3000, thence . . . .

TAKEOFF RUNWAY 15: Climb on heading 154° to 515, then right turn direct CAPVC, then on track 277° to GAITE, then on track 256° to DMKRT, then on track 246° to POOCH, cross POOCH at or above 3000, thence . . . .

TAKEOFF RUNWAY 19: Climb on heading 187° to 515, then direct CAPVC, then on track 277° to GAITE, then on track 256° to DMKRT, then on track 246° to POOCH, cross POOCH at or above 3000, thence . . . .

TAKEOFF RUNWAY 33: Climb on heading 334° to 515, then direct REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292 ° to CUKLI, then on track 222° to POOCH, cross POOCH at or above 3000, thence . . . .

. . . . then on track 240° to SCRAM, then as depicted. Maintain 5000.  
Expect clearance to filed altitude within 10 minutes after departure.

GLANC TRANSITION (SCRAM6.GLANC):

(S00KI5.S00KI) 21112

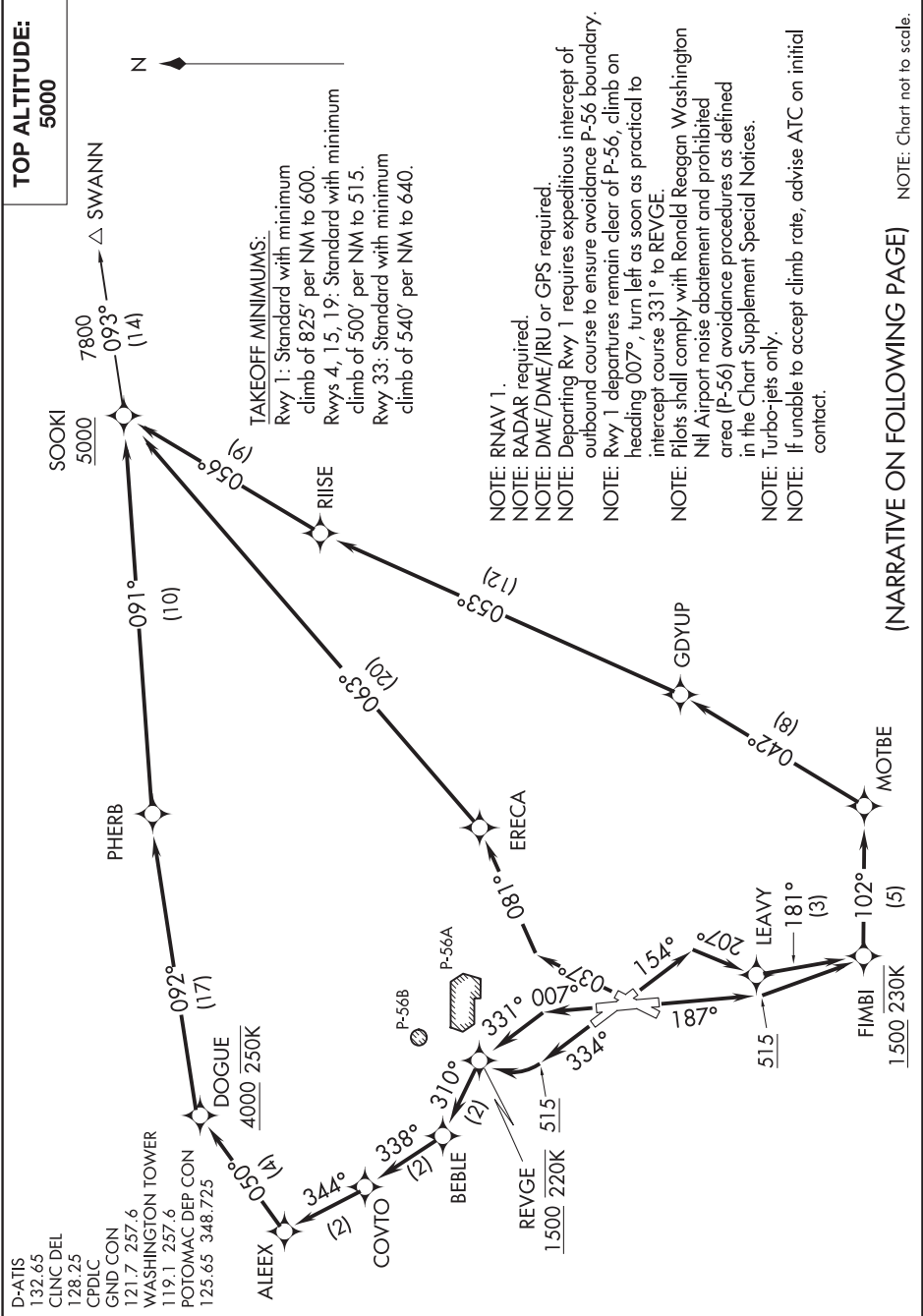
S00KI FIVE DEPARTURE (RNAV)

RONALD REAGAN WASHINGTON NTL(DCA)

AL-443 (FAA)

WASHINGTON, DC

NE-3, 07 AUG 2025 to 02 OCT 2025



S00KI FIVE DEPARTURE (RNAV)

(S00KI5.S00KI) 31DEC20

WASHINGTON, DC

RONALD REAGAN WASHINGTON NTL(DCA)

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DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 007° to intercept course 331° to REVGE, cross REVGE at or above 1500 and at or below 220K, then track 310° to BEBLE, then on track 338° to COVTO, then on track 344° to ALEEX, then on track 050° to DOGUE, cross DOGUE at or above 4000 and at or below 250K, then on track 092° to PHERB, then on track 091° to SOOKI, cross SOOKI at or above 5000, thence....

TAKEOFF RUNWAY 4: Climb on heading 037° to intercept course 081° to ERECA, then on track 063° to SOOKI, cross SOOKI at or above 5000, thence....

TAKEOFF RUNWAY 15: Climb on heading 154° to intercept course 207° to LEAVY, then on track 181° to FIMBI, cross FIMBI at or above 1500 and at or below 230K, then on track 102° to MOTBE, then on track 042° to GDYUP, then on track 053° to RIISE, then on track 056° to SOOKI, cross SOOKI at or above 5000, thence....

TAKEOFF RUNWAY 19: Climb on heading 187° to 515, then direct FIMBI, cross FIMBI at or above 1500 and at or below 230K, then on track 102° to MOTBE, then on track 042° to GDYUP, then on track 053° to RIISE, then on track 056° to SOOKI, cross SOOKI at or above 5000, thence....

TAKEOFF RUNWAY 33: Climb on heading 334° to 515, then direct REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 338° to COVTO, then on track 344° to ALEEX, then on track 050° to DOGUE, cross DOGUE at or above 4000 and at or below 250K, then on track 092° to PHERB, then on track 091° to SOOKI, cross SOOKI at or above 5000, thence....

....on SWANN transition. Maintain 5000. Expect files altitude within 10 minutes after departure.

SWANN TRANSITION (SOOKI5.SWANN)







DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 007° to intercept course 331° to REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to MELOE, then on track 275° to WYNGS, cross WYNGS at or above 5000, thence....

TAKEOFF RUNWAY 15: Climb on heading 154° to 515, then right turn direct CAPVC, then on track 277° to GAITE, then on track 277° to LBOLT, then on track 313° to GINYA, then on track 284° to WYNGS, cross WYNGS at or above 5000, thence....

TAKEOFF RUNWAY 19: Climb on heading 187° to 515, then direct CAPVC, then on track 277° to GAITE, then on track 277° to LBOLT, then on track 313° to GINYA, then on track 284° to WYNGS, cross WYNGS at or above 5000, thence....

TAKEOFF RUNWAY 33: Climb on heading 334° to 515, then direct REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to MELOE, then on track 275° to WYNGS, cross WYNGS at or above 5000, thence....

....on RAMAY transition. Maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

RAMAY TRANSITION (WYNGS5.RAMAY)

ILS or LOC RWY 1C  
WASHINGTON DULLES INTL (IAD)



**MISSED APPROACH:** Climb to 4000 on AML VOR/DME R-010 to CHDMN/AML 16.9 DME/RADAR and hold, continue climb-in-hold to 4000.

**T** Simultaneous approach authorized. DME from AML VOR/DME.  
**A** DME use requires simultaneous reception of I-OSZ and AML DME.  
 For inop ALS, increase S-LOC Cats C/D visibility to RVR 5500.

DULLES TOWER		
120.1	317.8	(Rwy 1R/19L)
120.25	348.6	(Rwy 1C/19C)
134.425	348.6	(Rwys 1L/19R and 12/30)

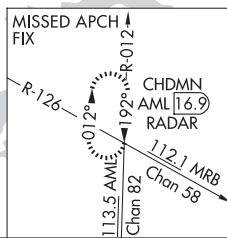
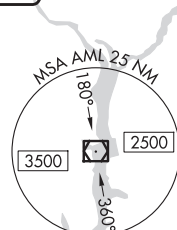
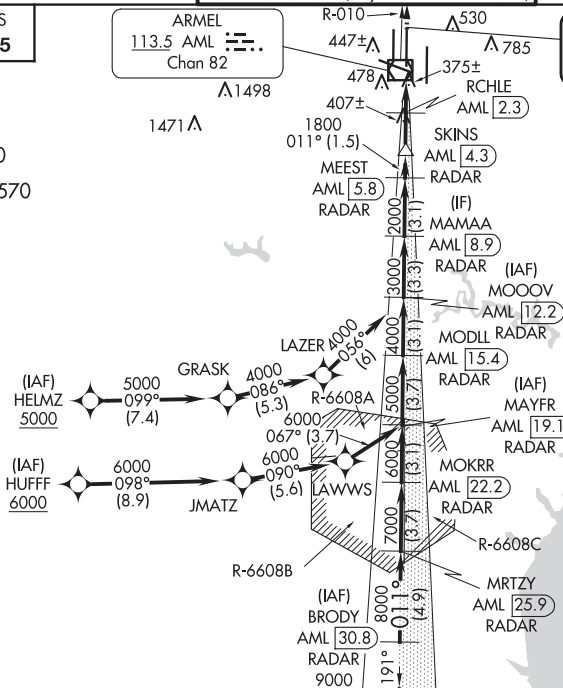
GND CON  
121.9 317.8 (EAST)  
121.625 348.6 (WEST)

CLNC DEL  
**35.7 317.8**

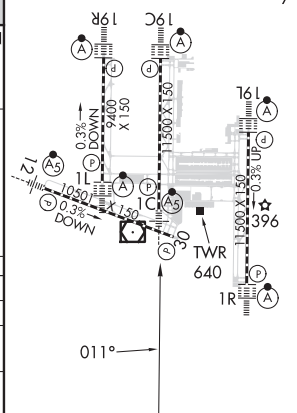
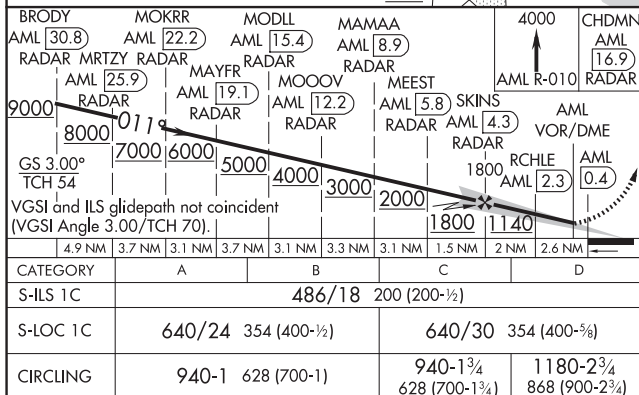
ARMEL  
113.5 AML   
Chan 82  
1498

LOCALIZER 111.3  
I-OSZ

CPDLC



ELEV	312	<b>D</b>	TDZE	286
TDZ/CL Rwy 1C, 1L, 1R, 12, 19C and 19R REIL Rwy 30 HIRL all Rwys				

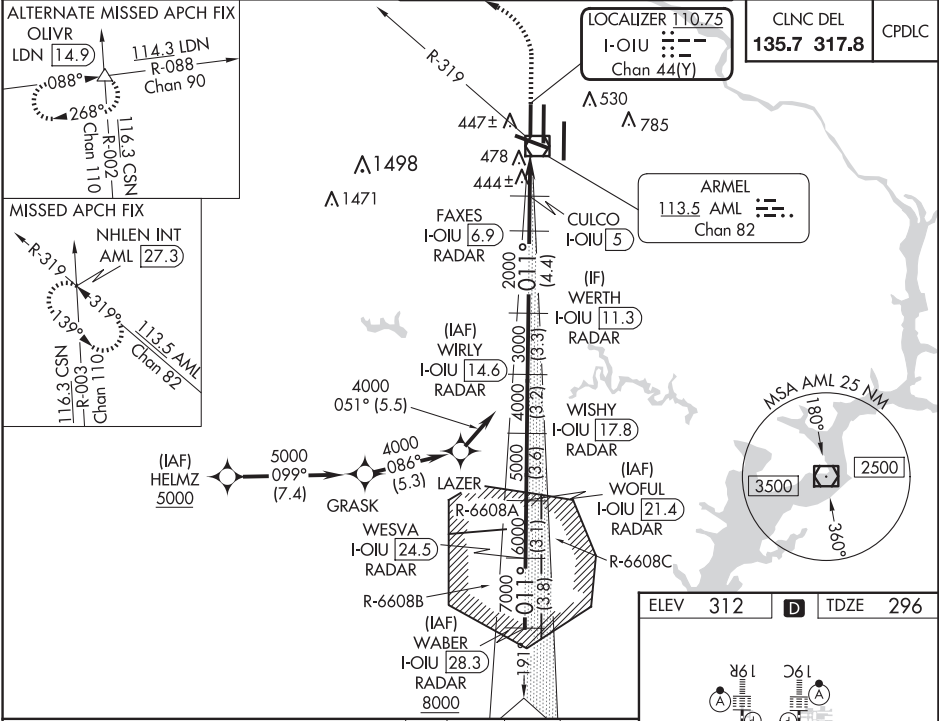


LOC/DME I-OIU <b>110.75</b> Chan <b>44</b> (Y)	APP CRS <b>011°</b>	Rwy Idg TDZE Apt Elev	<b>9400</b> <b>296</b> <b>312</b>
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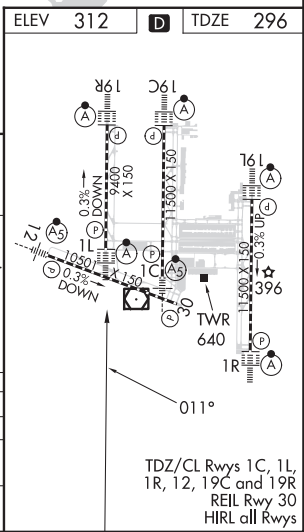
ILS or LOC RWY 1L  
WASHINGTON DULLES INTL (IAD)

RNP APCH - GPS. From HELMZ. DME or RADAR required. DME required for LOC only. RADAR required for procedure entry at WABER.	ALSIF-2 	MISSED APPROACH: Climb to 800 then climbing left turn to 3000 on heading 276° and on AML VOR/DME R-319 to NHLEN INT/AML 27.3 DME and hold.
Simultaneous approach authorized. For inop ALS, increase LOC Cats C/D visibility to RVR 5500.		

D-ATIS <b>134.85</b>	POTOMAC APP CON <b>120.45 306.925</b> (241°-330°) <b>128.525 306.925</b> (091°-240°) <b>126.1 338.25</b> (331°-090°)	DULLES TOWER <b>120.1 317.8</b> (Rwy 1R/19L) <b>120.25 348.6</b> (Rwy 1C/19C) <b>134.425 348.6</b> (Rwys 1L/19R and 12/30)	GND CON <b>121.9 317.8</b> (EAST) <b>121.625 348.6</b> (WEST)
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WABER I-OIU [28.3] RADAR	WOFUL I-OIU [21.4] RADAR	WIRLY I-OIU [14.6] RADAR	WESVA I-OIU [24.5] RADAR	WISHY I-OIU [17.8] RADAR	WERTH I-OIU [11.3] RADAR	FAXES I-OIU [6.9] RADAR	CULCO I-OIU [5] RADAR	WOFUL I-OIU [21.4] RADAR	WABER I-OIU [28.3] RADAR	800 3000 AML R-319 NHLEN INT
8000 071°	7000 071°	6000 071°	5000 071°	4000 071°	3000 071°	2000 071°	1400 071°	1000 071°	800 071°	800 3000 AML R-319 NHLEN INT
3.8 NM	3.1 NM	3.6 NM	3.2 NM	3.3 NM	4.4 NM	1.9 NM	2.4	0.9		
CATEGORY	A				B		C		D	
S-ILS 1L										496/18 200 (200-½)
S-LOC 1L										660/24 364 (400-½) 660/35 364 (400-¾)
CIRCLING										940-1¼ 628 (700-1) 940-1¾ 628 (700-1¾) 1180-2¾ 868 (900-2¾)



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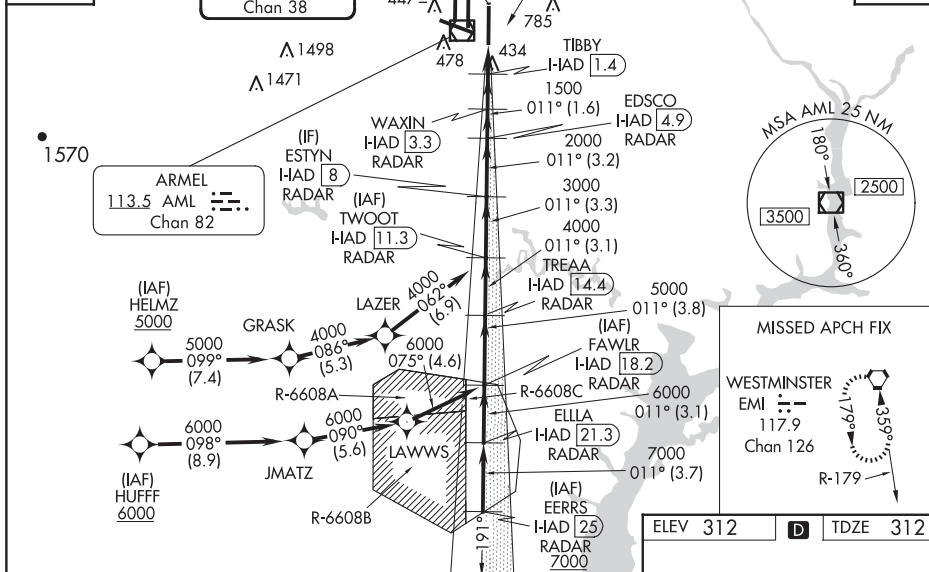
NE-3, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 1R  
WASHINGTON DULLES INTL (IAD)

**MISSED APPROACH:** Climb to 800 then climbing right turn to 3000 on heading 060° and EMJ VORTAC R-219 to EMJ VORTAC and hold.

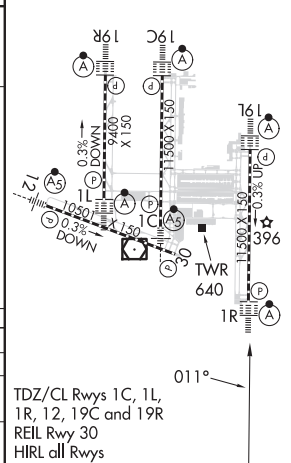


D-ATIS <b>134.85</b>		CPDLC
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**VGSI and ILS glidepath not coincident  
(VGSI Angle 3.00/TCH 72).**

CATEGORY	A	B	C	D
S-ILS 1R		512/18	200 (200-½)	
S-LOC 1R	700/24	388 (400-½)	700/35	388 (400-¾)
CIRCLING	940-1	628 (700-1)	940-1¼ 628 (700-1¼)	1180-2¾ 868 (900-2¾)



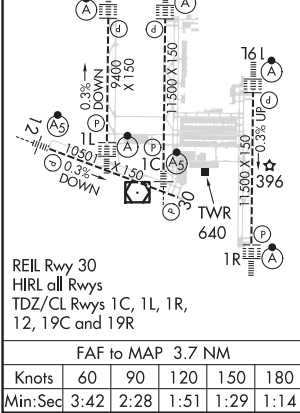
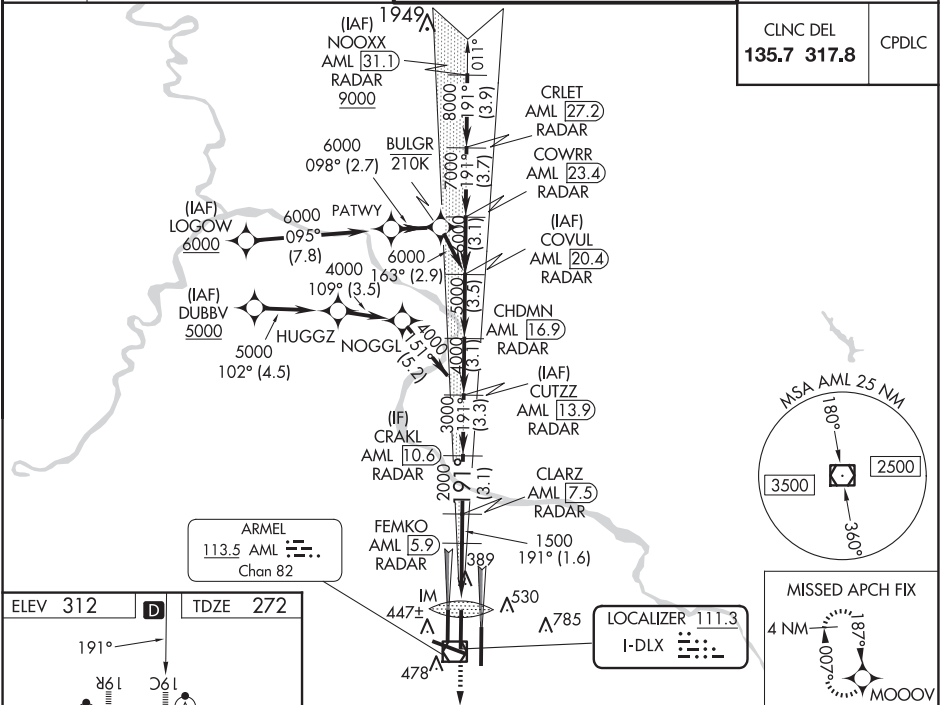
NE-3, 07 AUG 2025 to 02 OCT 2025

LOC I-DLX	APP CRS	Rwy Idg
<b>111.3</b>	<b>191°</b>	<b>11089</b>
		TDZE
		<b>272</b>
		Apt Elev
		<b>312</b>

ILS or LOC RWY 19C  
WASHINGTON DULLES INTL (IAD)

RNP APCH - GPS.	ALSIF-2	MISSED APPROACH: Climb to 3000 direct MOOOV and hold.
RADAR required for procedure entry at NOOXX. DME or RADAR required.		
Simultaneous approach authorized. DME from AML VOR/DME. DME use requires simultaneous reception of I-DLX and AML DME. For inop ALS, increase S-LOC 19C Cat C and D visibility to RVR 5500.		

D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
<b>134.85</b>	<b>120.45 306.925</b> (241°-330°)	<b>120.1 317.8</b> (Rwy 1R/19L)	<b>121.9 317.8</b> (EAST)
	<b>128.525 306.925</b> (091°-240°)	<b>120.25 348.6</b> (Rwy 1C/19C)	<b>121.625 348.6</b> (WEST)
	<b>126.1 338.25</b> (331°-090°)	<b>134.425 348.6</b> (Rwys 1L/19R and 12/30)	



3000 ↑	MOOOV ✧	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).				CRLET AML 27.2	NOOXX AML 31.1					
		FEMKO AML 5.9	CLARZ AML 7.5	CRAKL AML 10.6	CUTZZ AML 13.9	CHDMN AML 16.9	COVUL AML 20.4	COWRR AML 23.4	191°			
		AML 2.2	AML 3.1	500	2000	3000	4000	5000	6000	7000	8000	9000
		IM	✧	1500					GS 3.00° TCH 54			
		0.2	0.7	2.8	1.6 NM	3.1 NM	3.3 NM	3.1 NM	3.5 NM	3.1 NM	3.7 NM	3.9 NM
CATEGORY		A		B		C		D				
S-ILS 19C		472/18				200 (200-½)						
S-LOC 19C		640/24		368 (400-½)		640/35		368 (400-½)				
CIRCLING		940-1		628 (700-1)		940-1¾		1180-2¾				
						628 (700-1¾)		868 (900-2¾)				

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WASHINGTON, DC

AL-5100 (FAA)

25163

LOC/DME I-SGC <b>110.1</b> Chan <b>38</b>	APP CRS <b>191°</b>	Rwy Ldg <b>11500</b> TDZE <b>302</b> Apt Elev <b>312</b>
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# ILS or LOC RWY 19L WASHINGTON DULLES INTL (IAD)

RNP APCH - GPS. From LOGOW, or DUBBV, or LEMIU.

DME or RADAR required. RADAR required for procedure entry at LEMIU.

Simultaneous approach authorized.

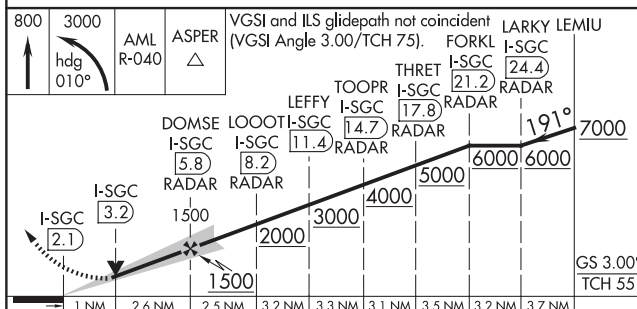
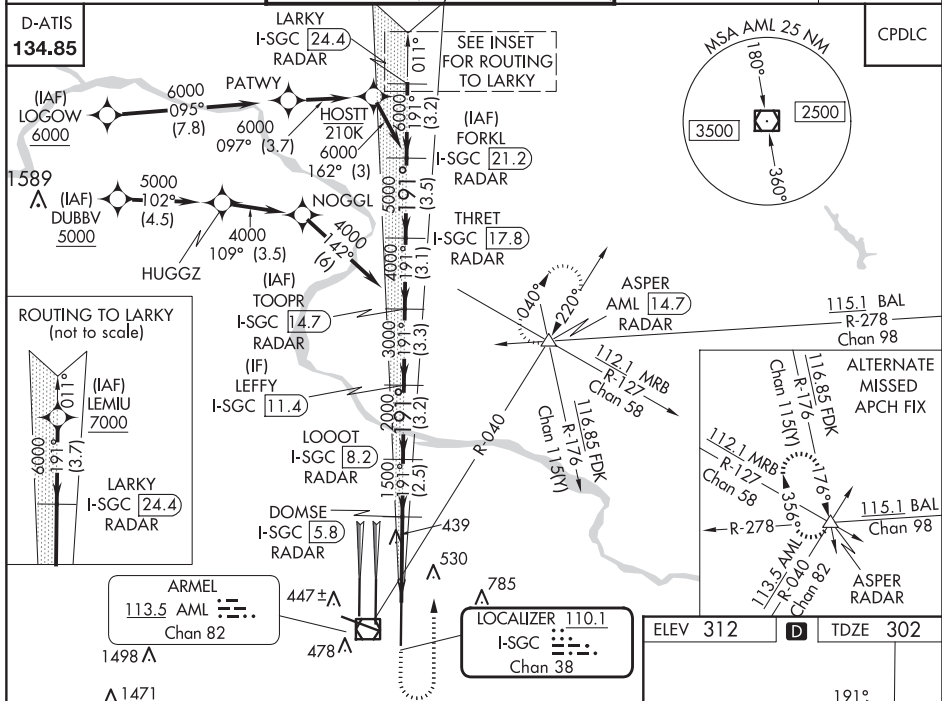
\*RVF 1800 authorized with use of FD or AP or HUD to DA.

ALSF-2

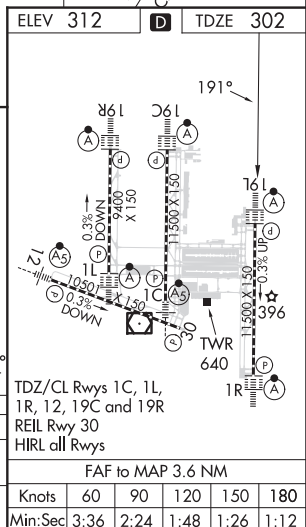


MISSED APPROACH: Climb to 800 then climbing left turn to 3000 on heading 010° and on AML VOR/DME R-040 to ASPER INT/AML 14.7 DME and hold.

POTOMAC APP CON <b>120.45 306.925</b> (241°-330°) <b>128.525 306.925</b> (091°-240°) <b>126.1 338.25</b> (331°-090°)	DULLES TOWER <b>120.1 317.8</b> (Rwy 1R/19L) <b>120.25 348.6</b> (Rwy 1C/19C) <b>134.425 348.6</b> (Rwys 1L/19R and 12/30)	GND CON <b>121.9 317.8</b> (EAST) <b>121.625 348.6</b> (WEST)	CLNC DEL <b>135.7 317.8</b>
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CATEGORY	A	B	C	D
S-ILS 19L *	502/24 200 (200-½)			
S-LOC 19L	700/24 398 (400-½)		700/35 398 (400-¾)	



WASHINGTON, DC

Amdt 16A 20FEB25

38°57'N-77°28'W

# WASHINGTON DULLES INTL (IAD) ILS or LOC RWY 19L

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NE-3, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 19R  
WASHINGTON DULLES INTL (IAD)

**MISSED APPROACH:** Climb to 800 then climbing right turn to 3000 on heading 280° and AML VOR/DME R-264 to AMOSS INT/AML 20.4 DME and hold.

 Simultaneous approach authorized.

[illegible]

TDZ/CL Rwy 1C, 1L,  
1R, 12, 19C and 19R  
REIL Rwy 30  
HIRL all Rwys

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

WASHINGTON DULLES INTL (IAD)  
ILS or LOC RWY 19R



ILS or LOC/DME RWY 12  
WASHINGTON DULLES INTL (IAD)

**MISSED APPROACH:** Climb to 800 then climbing right turn to 5000 via heading 290° and AML VOR/DME R-270 to OLIVR INT/AML 20 DME and hold, continue climb-in-hold to 5000.

GND CON  
121.9 317.8 (EAST)  
121.625 348.6 (WEST)

CLNC DEL  
**35.7 317.8**

## RADAR REQUIRED

ELEV 312		TDZE 310
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Diagram illustrating a non-parallel glidepath scenario. The diagram shows a horizontal ground line with two vertical dashed lines representing radar stations. The left station is labeled "KNUCK INT AML [6.3] RADAR". The right station is labeled "JETMO AML [5.4]". A solid line representing the glidepath starts at the left station at an angle of 12.1° and ends at a point marked with a cross. A dashed line representing the glidepath starts at the right station and extends to the right. The horizontal distance between the stations is 10.9 NM. The horizontal distance from the right station to the end of the solid glidepath is 4.2 NM. The vertical distance from the ground to the end of the solid glidepath is 1700 feet. The vertical distance from the ground to the end of the dashed glidepath is 1700 feet. The glidepath angle is 3.00° (TCH 49). A table in the top right corner shows the AML for each station: KNUCK INT AML [6.3], JETMO AML [5.4], and OLVR AML [1.2]. A note at the top states: "VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 66)". A legend in the top right corner shows symbols for AML (upward arrow), hdg (curved arrow), and OLVR (triangle).

CATEGORY	A	B	C	D
S-ILS 12	510/18 200 (200-½)			
S-LOC 12	740/24	430 (500-½)	740/40	430 (500-¾)
CIRCLING	940-1	628 (700-1)	940-1 <sup>3</sup> 628 (700-1 <sup>3</sup> )	1180-2 <sup>3</sup> 868 (900-2 <sup>3</sup> )

38°57'N-77°28'W

WASHINGTON DULLES INTL (IAD)

ILS or LOC/DME RWY 12

NE-3, 07 AUG 2025 to 02 OCT 2025



**ILS RWY 1L (CAT II & III)**  
**WASHINGTON DULLES INTL (IAD)**

**MISSED APPROACH:** Climb to 800 then climbing left turn to 3000 on heading 276° and on AML VOR/DME R-319 to NHLEN INT/AML 27.3 DME and hold.



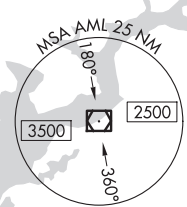
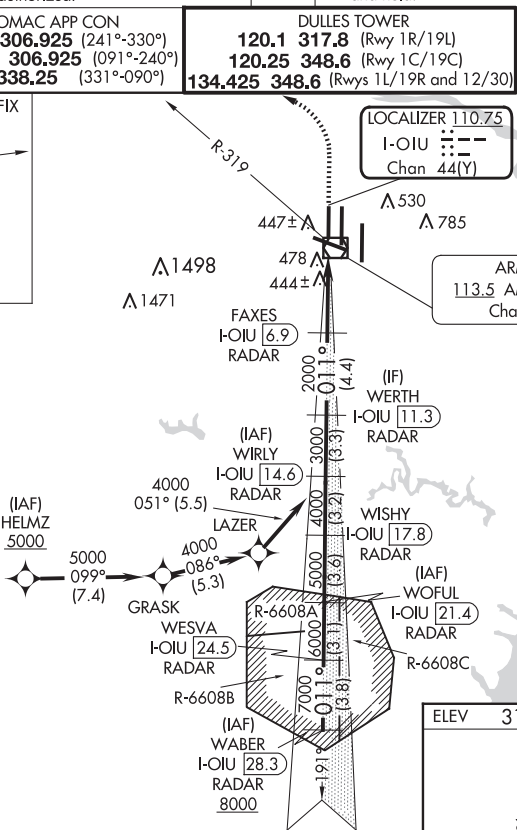
ALTERNATE MISSED APCH FIX

OLIVR  
LDN 14.9

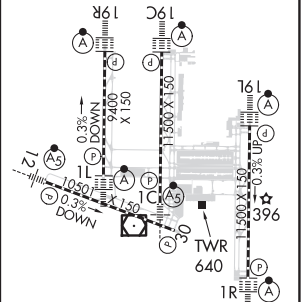
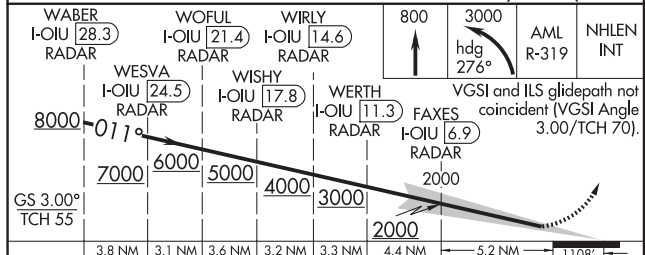
114.3 LDN  
R-088  
Chan 90

116.3 CSN  
R-002  
Chan 110

268°



ELEV	312	<b>D</b>	TDZE	296
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CATEGORY	A	B	C	D
S-ILS 1L	CAT II RA 97/12 100 DA 396			
S-ILS 1L	CAT III RVR 06			

TDZ/CL Rwy 1C, 1L,  
1R, 12, 19C and 19R  
REIL Rwy 30  
HIRL all Rwy 1

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

NE-3, 07 AUG 2025 to 02 OCT 2025

WASHINGTON, DC

AL-5100 (FAA)

25107

LOC/DME I-HAD <b>110.1</b> Chan 38	APP CRS <b>011°</b>	Rwy Idg <b>11500</b> TDZE <b>312</b> Apt Elev <b>312</b>
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# **ILS RWY 1R (CAT II & III)** **WASHINGTON DULLES INTL (IAD)**

RNP APCH-GPS. From HELMZ, or HUFFF.

DME or RADAR required.  
RADAR required for procedure entry at EERSS.

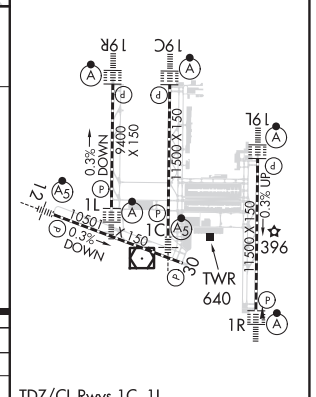
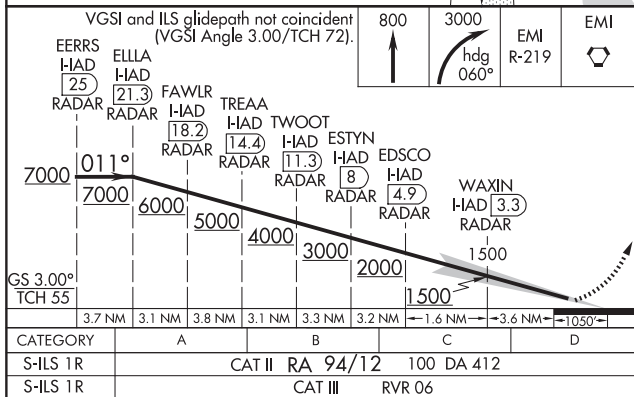
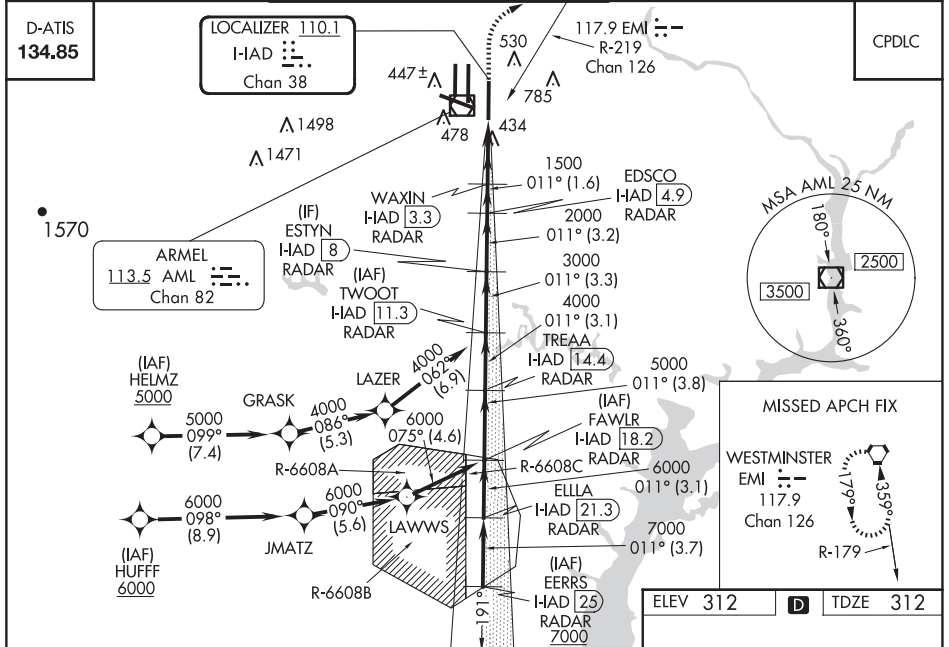
Simultaneous approach authorized.

ALSF-2



MISSED APPROACH: Climb to 800 then climbing right turn to 3000 on heading 060° and EMI VORTAC R-219 to EMI VORTAC and hold.

POTOMAC APP CON <b>120.45 306.925</b> (241°-330°) <b>128.525 306.925</b> (091°-240°) <b>126.1 338.25</b> (331°-090°)	DULLES TOWER <b>120.1 317.8</b> (Rwy 1R/19L) <b>120.25 348.6</b> (Rwy 1C/19C) <b>134.425 348.6</b> (Rwys 1L/19R and 12/30)	GND CON <b>121.9 317.8</b> (EAST) <b>121.625 348.6</b> (WEST)	CLNC DEL <b>135.7 317.8</b>
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CATEGORY	A	B	C	D
S-ILS 1R	CAT II	RA 94/12	100	DA 412
S-ILS 1R	CAT III	RVR 06		

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

TDZ/CL Rwys 1C, 1L,  
1R, 12, 19C and 19R  
REIL Rwy 30  
HIRL all Rwys

WASHINGTON, DC

Amdt 25A 17APR25

38°57'N-77°28'W

WASHINGTON DULLES INTL (IAD)

# **ILS RWY 1R (CAT II & III)**

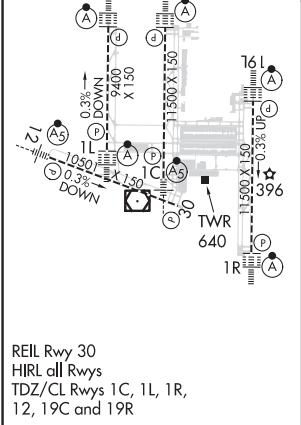
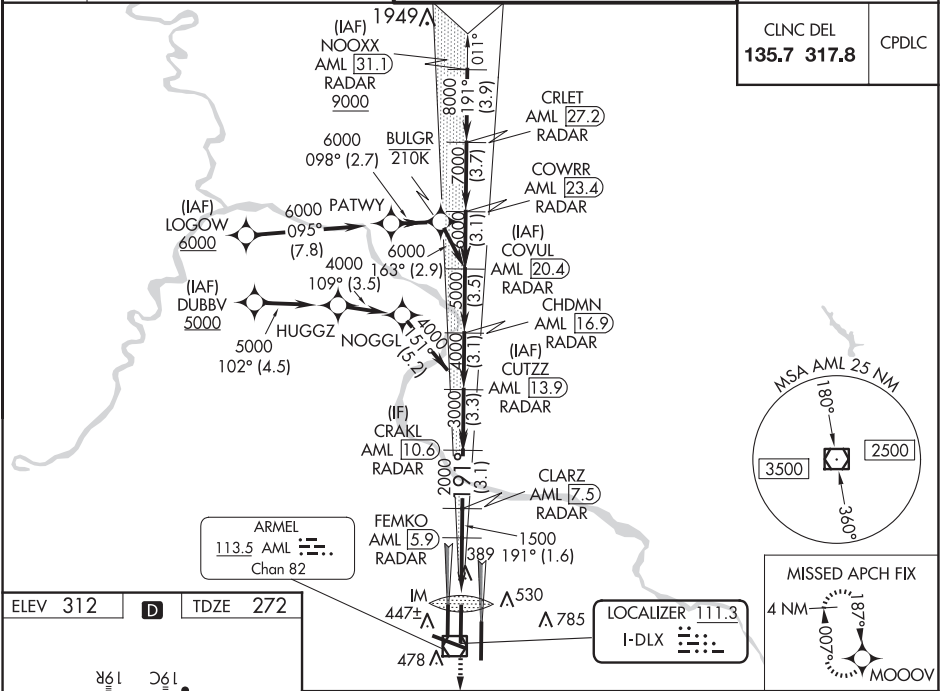
NE-3, 07 AUG 2025 to 02 OCT 2025

LOC I-DLX	APP CRS	Rwy Idg	11089
111.3	191°	TDZE	272
		Apt Elev	312

ILS RWY 19C (CAT II & III)  
WASHINGTON DULLES INTL (IAD)

RNP APCH - GPS.	ALS-F-2	MISSED APPROACH: Climb to 3000 direct MOOOV and hold.
RADAR required for procedure entry at NOOXX. DME or RADAR required.		
Simultaneous approach authorized. DME from AML VOR/DME. DME use requires simultaneous reception of I-DLX and AML DME.		

D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
134.85	120.45 306.925 (241°-330°)	120.1 317.8 (Rwy 1R/19L)	121.9 317.8 (EAST)
	128.525 306.925 (091°-240°)	120.25 348.6 (Rwy 1C/19C)	121.625 348.6 (WEST)
	126.1 338.25 (331°-090°)	134.425 348.6 (Rwys 1L/19R and 12/30)	



3000 MOOOV	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).	NOOXX AML 31.1 RADAR
		CRLET AML 27.2 RADAR
		COWRR AML 23.4 RADAR
		COVUL AML 20.4 RADAR
		CHDMN AML 16.9 RADAR
		CUTZZ AML 13.9 RADAR
		CRACKL AML 10.6 RADAR
		CLARZ AML 7.5 RADAR
		FEMKO AML 5.9 RADAR
		IM 4.7
		GS 3.00% TCH 54
		191° 9000
		7000 8000
		4000 5000 6000
		3000 2000 1500
		1030' 3.7 NM 1.6 NM 3.1 NM 3.3 NM 3.1 NM 3.5 NM 3.1 NM 3.7 NM 3.9 NM
		CATEGORY A B C D
		S-ILS 19C CAT II RA 110/12 100 DA 372
		S-ILS 19C CAT IIIa RVR 07
		S-ILS 19C CAT IIIb RVR 06
		S-ILS 19C CAT IIIc NA
		CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

ILS RWY 19R (CAT II & III)  
WASHINGTON DULLES INTL (IAD)

**MISSED APPROACH:** Climb to 800 then climbing right turn to 3000 on heading 280° and AML VOR/DME R-264 to AMOSS INT/AML 20.4 DME and hold.

**T** Simultaneous approach authorized.

ALTERNATE MISSED APCH FIX

OLIVR  
LDN 15

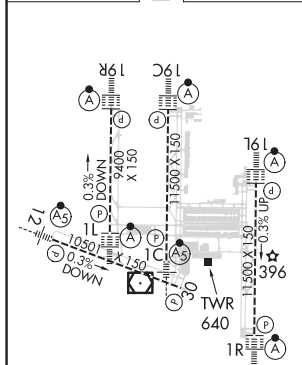
114.3 IDN  
Chan 90

088°  
268°

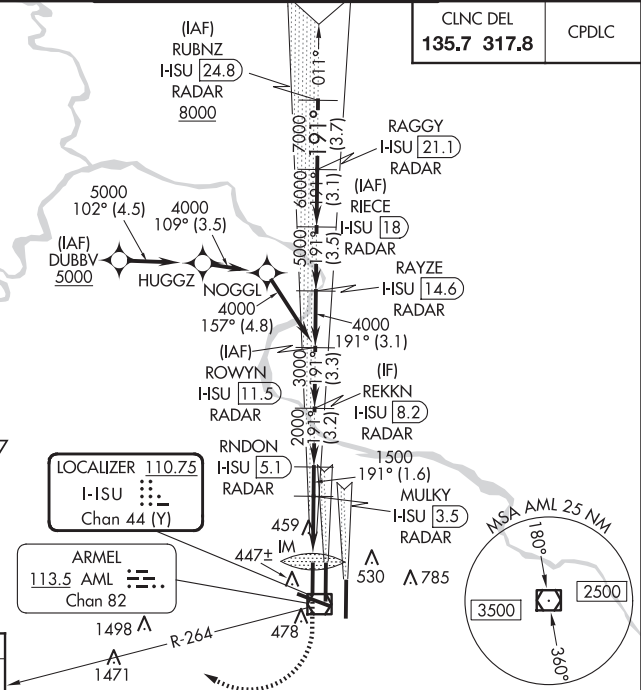
R-002  
R-088

116.3 CSN  
Chan 110

ELEV	312	<b>D</b>	TDZE	278
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TDZ/CL Rwys 1C, 1L,  
1R, 12, 19C and 19R  
REIL Rwy 30  
HIRL all Rwys



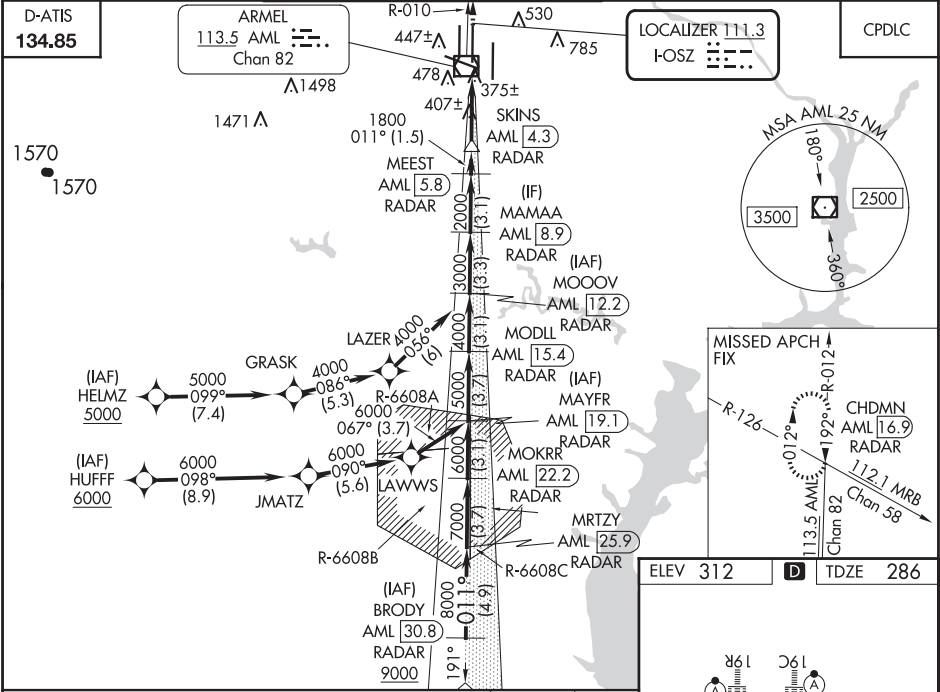
CATEGORY II & III ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

LOC I-OSZ <b>111.3</b>	APP CRS <b>011°</b>	Rwy ldg <b>11500</b> TDZE <b>286</b> Apt Elev <b>312</b>
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ILS RWY 1C (SA CAT II)  
WASHINGTON DULLES INTL (IAD)

RNP APCH-GPS. From HELMZ or HUFF.	MALSR	MISSED APPROACH: Climb to 4000 on AML VOR/DME R-010 to CHDMN/AML 16.9 DME/RADAR and hold, continue climb-in-hold to 4000.
DME or RADAR required. RADAR required for procedure entry at BRODY.		
Simultaneous approach authorized. DME from AML VOR/DME. DME use requires simultaneous reception of I-OSZ and AML DME. Requires specific OPSPEC, MSPEC, or LOA approval.		

POTOMAC APP CON <b>120.45 306.925</b> (241°-330°) <b>128.525 306.925</b> (091°-240°) <b>126.1 338.25</b> (331°-090°)	DULLES TOWER <b>120.1 317.8</b> (Rwys 1R/19L) <b>120.25 348.6</b> (Rwys 1C/19C) <b>134.425 348.6</b> (Rwys 1L/19R and 12/30)	GND CON <b>121.9 317.8</b> (EAST) <b>121.625 348.6</b> (WEST)	CLNC DEL <b>135.7 317.8</b>
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BRODY AML 30.8 RADAR	MOKRR AML 22.2 RADAR	MODLL AML 15.4 RADAR	MAMA AML 8.9 RADAR	CHDMN AML 16.9 RADAR
MRTZY AML 25.9 RADAR	MAYFR AML 19.1 RADAR	MOOOV AML 12.2 RADAR	MEEST AML 5.8 RADAR	SKINS AML 4.3 RADAR
GS 3.00° TCH 54	7000	6000	5000	4000
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).	3000	2000	1800	1600
4.9 NM	3.7 NM	3.1 NM	3.7 NM	3.1 NM
3.3 NM	3.1 NM	1.5 NM	4.6 NM	1050'
CATEGORY	A	B	C	D
S-ILS 1C	RA 104/12 100 DA 386			

SA CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED



ILS RWY 19L (SA CAT II)  
WASHINGTON DULLES INTL (IAD)

AISC-2

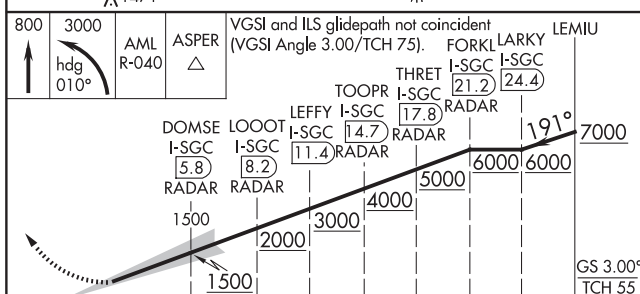
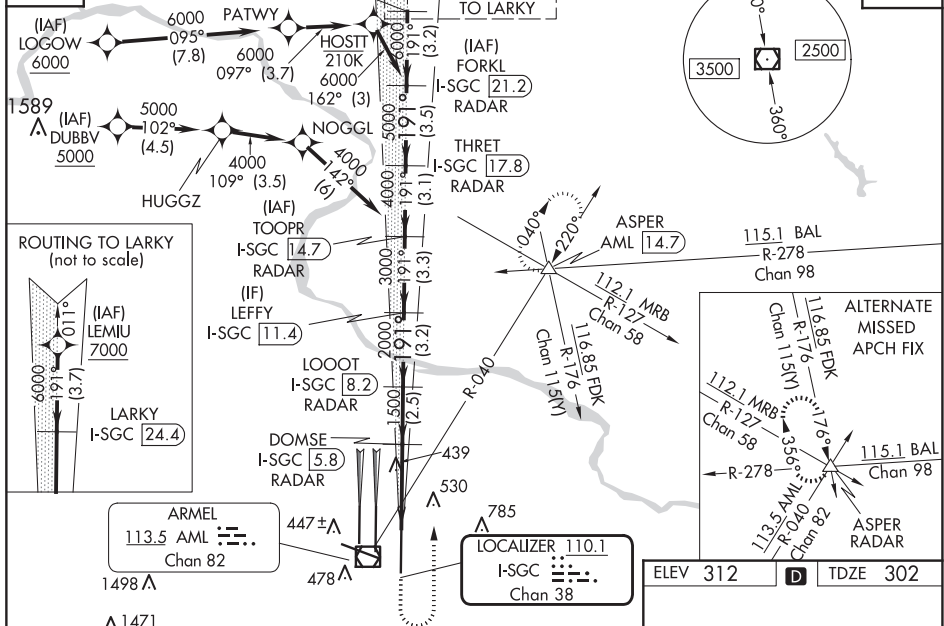
DME or RADAR required. RADAR required for procedure entry at LEMMU.

**T** Simultaneous approach authorized.  
Requires specific OPSPEC, MSPEC, or LOA approval.

**MISSED APPROACH:** Climb to 800 then climbing left turn to 3000 on heading 010° and on AML VOR/DME R-040 to ASPER INT/AML 14.7 DME and hold.

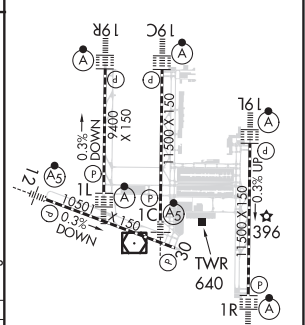
POTOMAC APP CON		DULLES TOWER		GND CON		CLNC DEL	
120.45	306.925 (241°-330°)	120.1	317.8 (Rwy 1R/19L)	121.9	317.8 (EAST)		
128.525	306.925 (091°-240°)	120.25	348.6 (Rwy 1C/19C)	121.625	348.6 (WEST)	135.7	317.8
126.1	338.25 (331°-090°)	134.425	348.6 (Rwys 1L/19R and 12/30)				

D-ATIS <b>134.85</b>	LARKY I-SGC <b>24.4</b>	SEE INSET FOR ROUTING	MSA AML 25 NM 181	CPDLC
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	999	3.6 NM	2.5 NM	3.2 NM	3.3 NM	3.1 NM	3.5 NM	3.2 NM	3.7 NM	
CATEGORY	A		B		C			D		
S-ILS 19L	RA 100/12 100 DA 402									

SA CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwy 1C, 1L,  
1R, 12, 19C and 19R  
REIL Rwy 30  
HIRL all Rwys

APP CRS	Rwy Idg	11500
011°	TDZE	286
	Apt Elev	312

RNAV (RNP) Z RWY 1C

WASHINGTON DULLES INTL (IAD)

RNP AR APCH - GPS. Authorization required.	MALSR	MISSED APPROACH: Climb to 4000 direct CHDMN and hold, continue climb-in-hold to 4000.
<div>Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 4000.</div>	<div></div>	

POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
120.45 306.925 (241°-330°)	120.1 317.8 (Rwy 1R/19L)	121.9 317.8 (EAST)	135.7 317.8
128.525 306.925 (091°-240°)	120.25 348.6 (Rwy 1C/19C)	121.625 348.6 (WEST)	
126.1 338.25 (331°-090°)	134.425 348.6 (Rwys 1L/19R and 12/30)		

D-ATIS	CPDLC
134.85	



ELEV 312		D	TDZE 286
<div>VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).</div> <div></div>			
<div>GP 3.00° TCH 54</div> <div></div>			
CATEGORY	A	B	C
RNP 0.11 DA	540/24	254 (300-½)	
RNP 0.30 DA	730/45	444 (500-¾)	
AUTHORIZATION REQUIRED			
TDZ/CL 1C, 1L, 1R, 12, 19C and 19R REIL Rwy 30 HIRL all Rwys			

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025



WASHINGTON, DC

AL-5100 (FAA)

25107

APP CRS	Rwy Idg	9400
011°	TDZE	296
	Apt Elev	312

# RNAV (RNP) Z RWY 1L

WASHINGTON DULLES INTL (IAD)

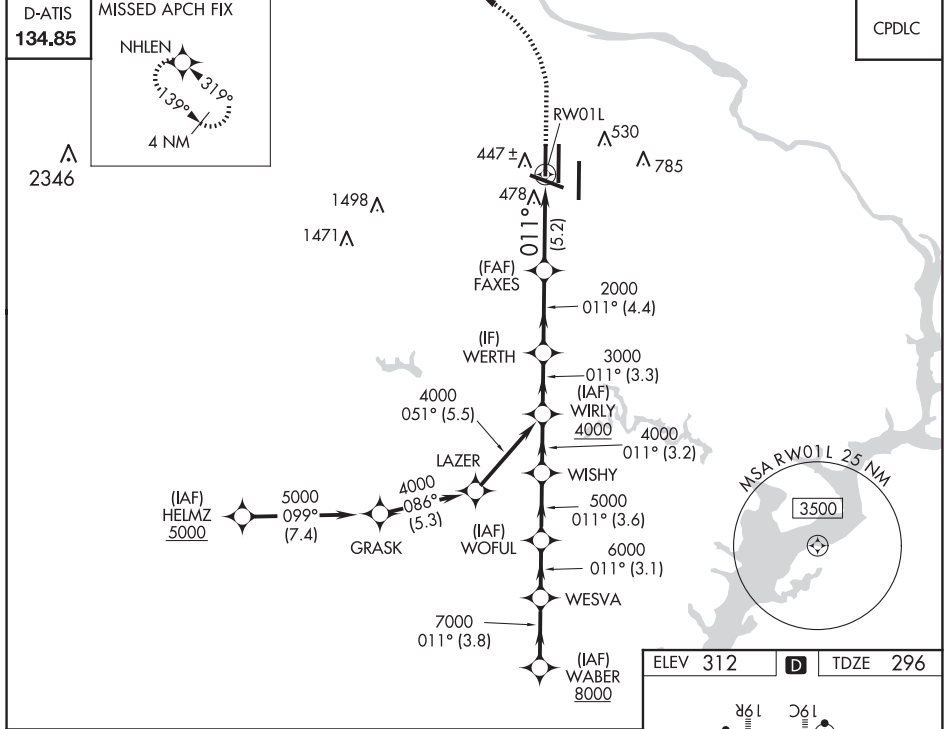
RNP AR APCH - GPS.

▼ For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to RVR 6000.

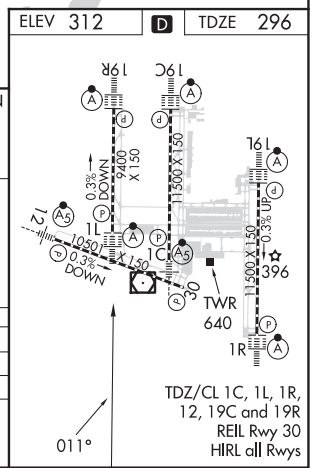
ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct NHLEN and hold.

POTOMAC APP CON 120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	DULLES TOWER 120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	GND CON 121.9 317.8 (EAST) 121.625 348.6 (WEST)	CLNC DEL 135.7 317.8
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).							800	3000	NHLEN
GP 3.00° TCH 55	WABER	WESVA	WOFUL	WISHY	WIRLY	WERTH	FAXES	RW01L	
	8000	7000	6000	5000	4000	3000	2000	2000	
	3.8 NM	3.1 NM	3.6 NM	3.2 NM	3.3 NM	4.4 NM	5.2 NM		
CATEGORY	A		B		C		D		
RNP 0.11 DA			572/24		276 (300-½)				
RNP 0.30 DA			710/40		414 (400-¾)				
AUTHORIZATION REQUIRED									



WASHINGTON, DC  
Orig-A 17APR25

38°57'N-77°28'W

WASHINGTON DULLES INTL (IAD)  
RNAV (RNP) Z RWY 1L

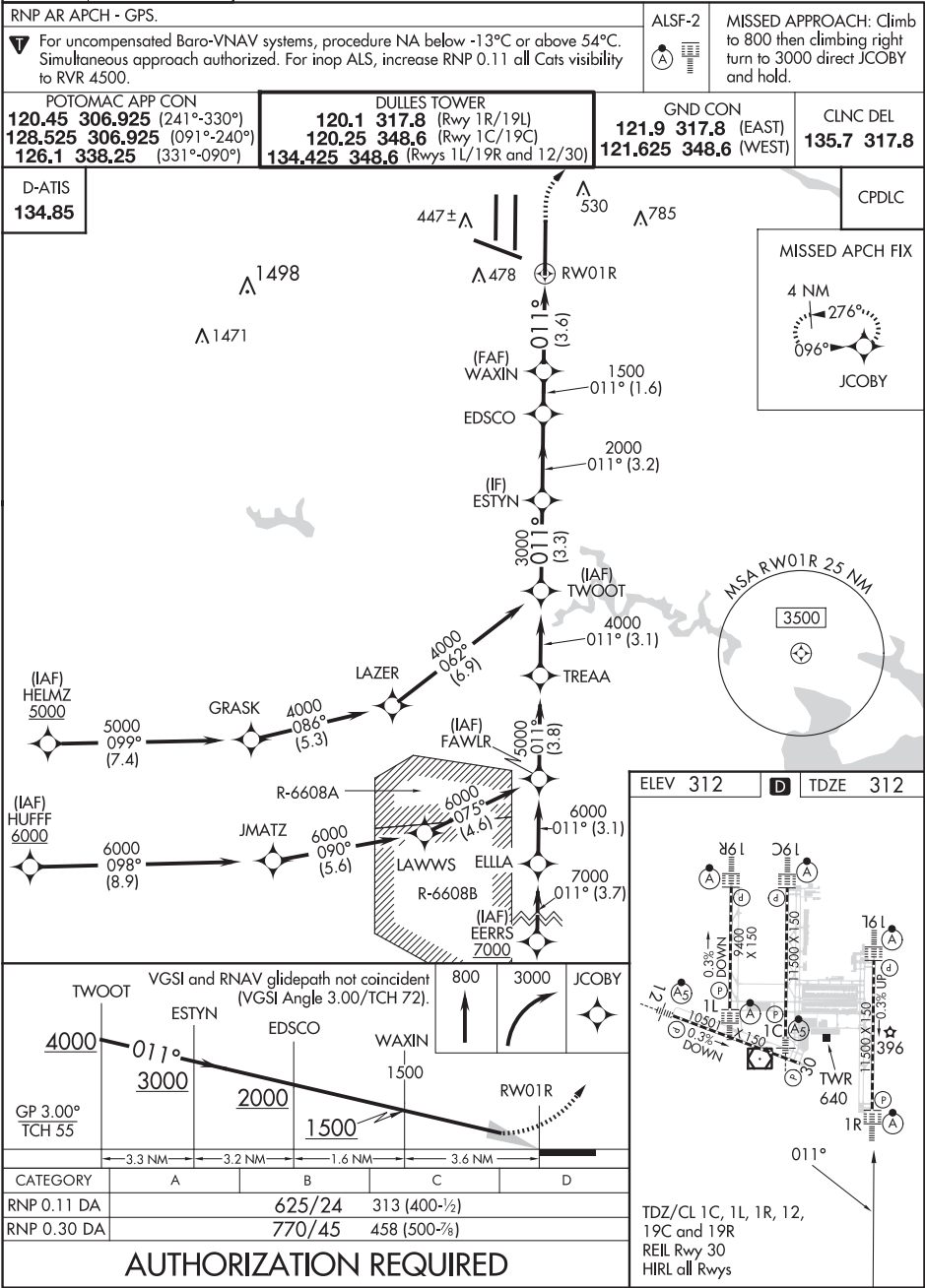
NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025



APP CRS	Rwy Idg	11500
011°	TDZE	312
	Apt Elev	312

RNAV (RNP) Z RWY 1R  
WASHINGTON DULLES INTL (IAD)



NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

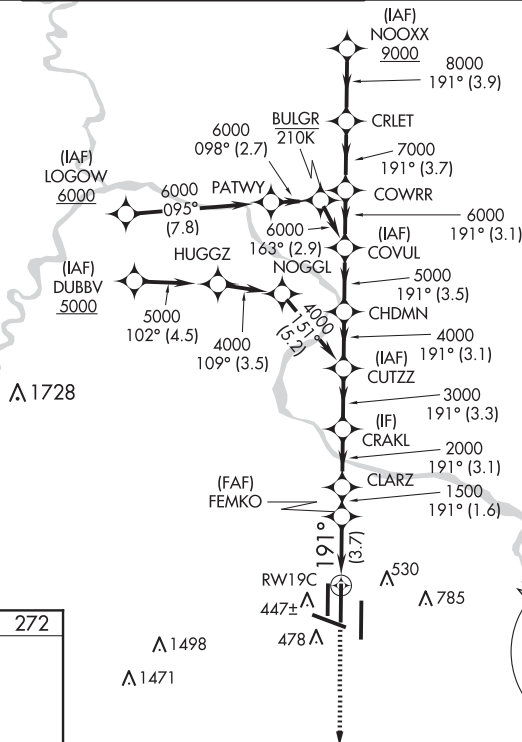
RNAV (RNP) Z RWY 19C  
WASHINGTON DULLES INTL (IAD)

**MISSED APPROACH:** Climb to 3000 direct MOOOV and hold.



CLNC DEL  
135.7 317.8

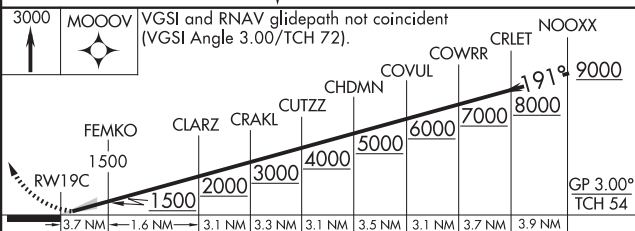
CPDLC



4 NM  $\rightarrow$  007°

TDZ/CL Rwy 1C, 1L,  
1R, 12, 19C and 19R  
REIL Rwy 30  
HIRL all Rwys

3000	MOOOV	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).
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CATEGORY	A	B	C	D
RNP 0.11 DA		554/24	282 (300-½)	
RNP 0.25 DA		624/30	352 (400-⅝)	
RNP 0.30 DA		702/40	430 (400-¾)	

AUTHORIZATION REQUIRED

WASHINGTON DULLES INTL (IAD)  
RNAV (RNP) Z RWY 19C

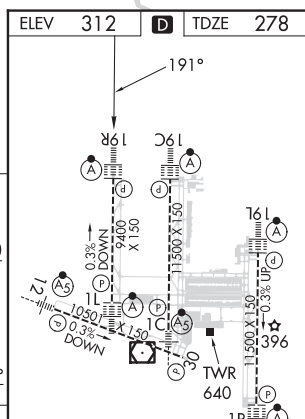


RNAV (RNP) Z RWY 19R  
WASHINGTON DULLES INTL (IAD)

**MISSED APPROACH:**  
Climb to 800 then climbing  
right turn to 3000 direct  
AMOSS and hold.



GND CON  
121.9 317.8 (EAST)  
121.625 348.6 (WEST)



TDZ/CL Rwy's 1C, 1L, 1R, 12,  
19C and 19R  
REIL Rwy 30  
HIRL all Rwy's

**AUTHORIZATION REQUIRED**

WASHINGTON DULLES INTL (IAD)  
RNAV (RNP) Z RWY 19R

APP CRS <b>301°</b>	Rwy Ldg <b>10501</b> TDZE <b>288</b> Apt Elev <b>312</b>
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RNAV (RNP) Z RWY 30  
WASHINGTON DULLES INTL (IAD)

RNP AR APCH - GPS.

**T** For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C.

**MISSED APPROACH:** Climb to 5000 direct HARPP and hold.

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

DULLES TOWER		
120.1	317.8	(Rwy 1R/19L)
120.25	348.6	(Rwy 1C/19C)
134.425	348.6	(Rwys 1L/19R and 12/30)

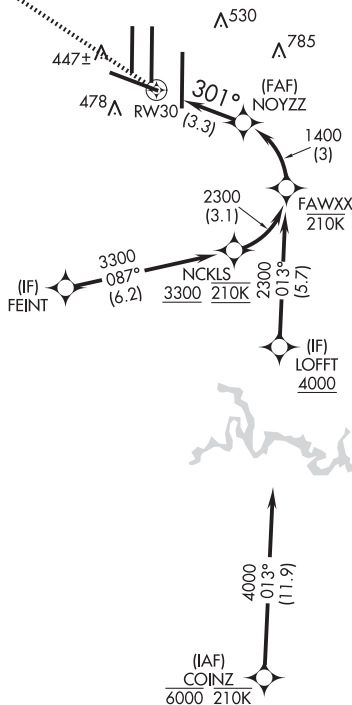
GND CON  
121.9 317.8 (EAST)  
121.625 348.6 (WEST)

CLNC DEL  
**135.7 317.8**

D-ATIS  
**134.85**

CPDLC

MISSED APCH FIX  
HARPP 133° 5 NM  
313°

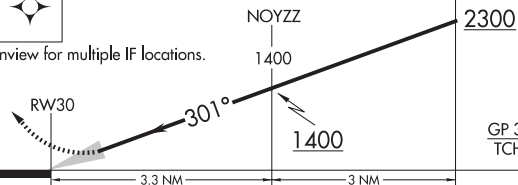


MSA RW30 25 NM

3500

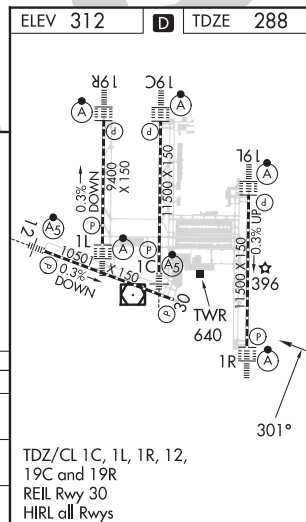
5000	HARPP	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 84).
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See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.11 DA		750-1 $\frac{3}{8}$	462 (500-1 $\frac{3}{8}$ )	
RNP 0.30 DA		808-1 $\frac{3}{8}$	520 (500-1 $\frac{3}{8}$ )	

AUTHORIZATION REQUIRED



WASHINGTON, DC  
Orig-A 07AUG25

38°57'N-77°28'W

WASHINGTON DULLES INTL (IAD)  
RNAV (RNP) Z RWY 30

WASHINGTON, DC

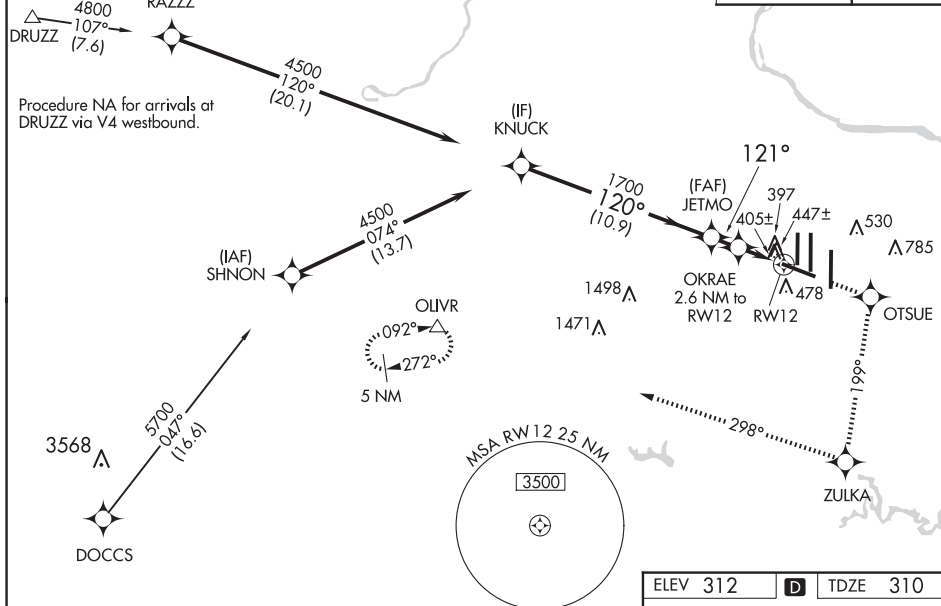
AL-5100 (FAA)





25051

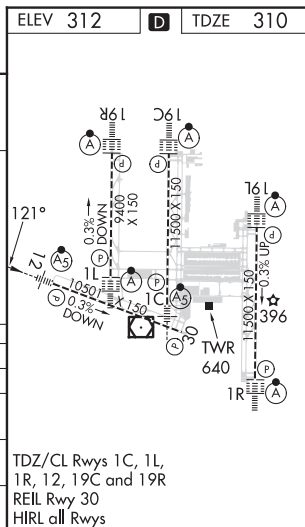
WAAS CH <b>86310</b> <b>W12A</b>	APP CRS <b>121°</b>	Rwy ldg <b>10501</b> TDZE <b>310</b> Apt Elev <b>312</b>
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# **RNAV (GPS) RWY 12** **WASHINGTON DULLES INTL (IAD)**

RNP APCH - GPS.		<div>MALSR</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><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></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><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></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><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></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><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></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><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></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><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></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><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></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><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></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><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></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><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></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><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></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><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></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><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></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><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></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><div></div><div></div><div></div><div></div><div></div><div></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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 66).		5000	OTSUE	ZULKA	OLIVR
					
		↑	tr 199°	tr 298°	△
KNUCK		4500	JETMO	OKRAE	RW12
		1700	1700	1180	1180
Procedure Turn NA		10.9 NM	1.6 NM	1.5 NM	1.1 NM
GP 3.00°					
TCH 49					
CATEGORY	A	B	C	D	
LPV DA		510/18	200 (200-½)		
LNAV/VNAV		737/50	427 (500-1)		
LNAV MDA	720/24	410 (500-½)	720/40	410 (500-¾)	
CIRCLING	940-1	628 (700-1)	940-1¾ 628 (700-1¾)	1180-2¾ 868 (900-2¾)	


 WASHINGTON, DC  
 Amdt 1F 26DEC24

38°57'N-77°28'W

 WASHINGTON DULLES INTL (IAD)  
**RNAV (GPS) RWY 12**

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

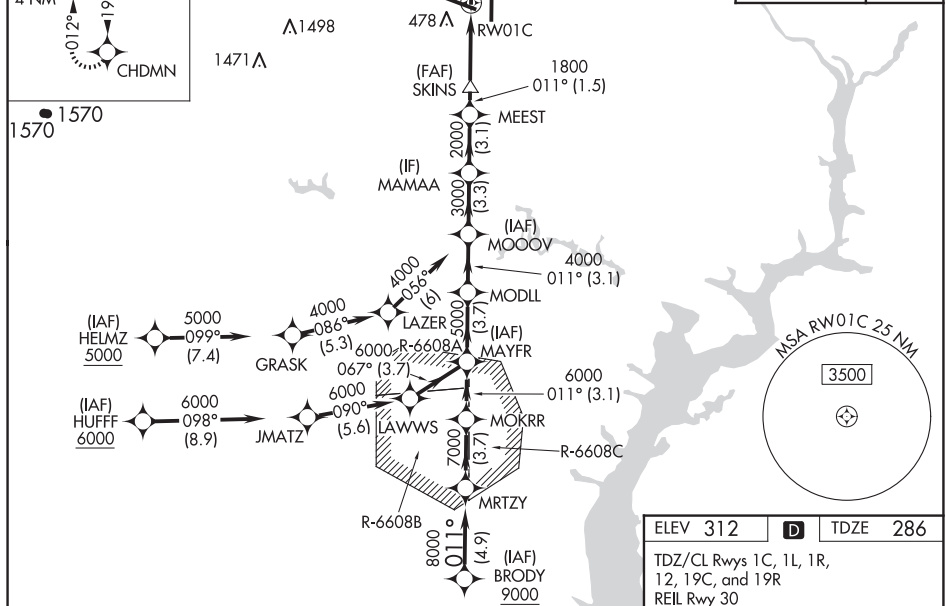
RNAV (GPS) Y RWY 1C  
WASHINGTON DULLES INTL (IAD)

MALSR



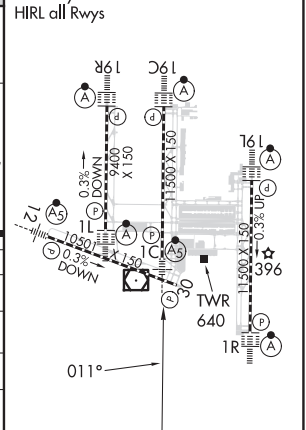
**MISSED APPROACH:**  
Climb to 4000 direct  
CHDMN and hold,  
continue climb-in-hold  
to 4000.

MISSED APCH FIX		CLNC DEL <b>135.7 317.8</b>	CPDLC
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VGSI and RNAV glidepath not coincident  
(VGSI Angle 3.00/TCH 70).

CATEGORY	A	B	C	D
LPV DA	486/18	200 (200-½)		
RNAV/VNAV DA	801/55	515 (500-1)		
RNAV MDA	900/24	614 (600-½)	900-1⅜	614 (600-1⅓)
CIRCLING	940-1	628 (700-1)	940-1¾ 628 (700-1¾)	1180-2¾ 868 (900-2¾)



NE-3, 07 AUG 2025 to 02 OCT 2025

WASHINGTON, DC

AL-5100 (FAA)

25107

WAAS CH <b>99309</b> <b>W01D</b>	APP CRS <b>011°</b>	Rwy ldg <b>9400</b> TDZE <b>296</b> Apt Elev <b>312</b>
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# RNAV (GPS) Y RWY 1L

## WASHINGTON DULLES INTL (IAD)

RNP APCH - GPS.

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized.  
 ▲ For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5500. Increase LNAV Cat C/D visibility to 1½ SM.

ALSF-2



MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct NHLEN and hold.

D-ATIS <b>134.85</b>	POTOMAC APP CON <b>120.45 306.925</b> (241°-330°) <b>128.525 306.925</b> (091°-240°) <b>126.1 338.25</b> (331°-090°)	DULLES TOWER <b>120.1 317.8</b> (Rwy 1R/19L) <b>120.25 348.6</b> (Rwy 1C/19C) <b>134.425 348.6</b> (Rwys 1L/19R and 12/30)	GND CON <b>121.9 317.8</b> (EAST) <b>121.625 348.6</b> (WEST)
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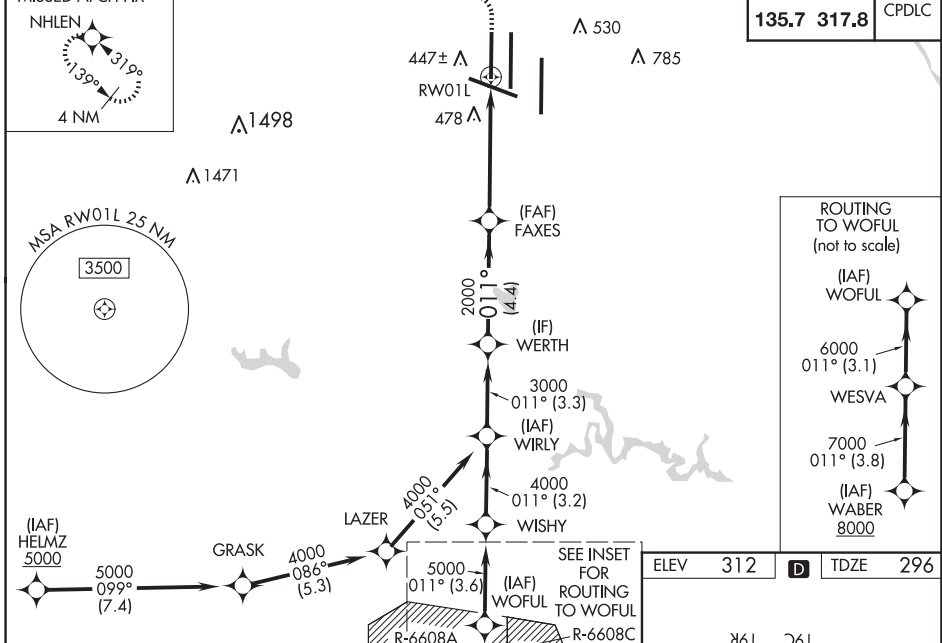
MISSED APCH FIX



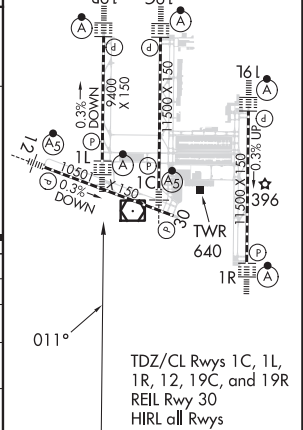
CLNC DEL

**135.7 317.8**

CPDLC



CATEGORY				
LPV	DA	496/18	200 (200-½)	
LNAV/VNAV	DA	658/35	362 (400-¾)	
LNAV	MDA	760/24	464 (500-½)	760/50 464 (500-1)
CIRCLING		940-1 628 (700-1)	940-1¾ 628 (700-1¾)	1180-2¾ 868 (900-2¾)



WASHINGTON, DC  
Amdt 1A 17APR25

38°57'N-77°28'W

WASHINGTON DULLES INTL (IAD)  
RNAV (GPS) Y RWY 1L

NE-3, 07 AUG 2025 to 02 OCT 2025



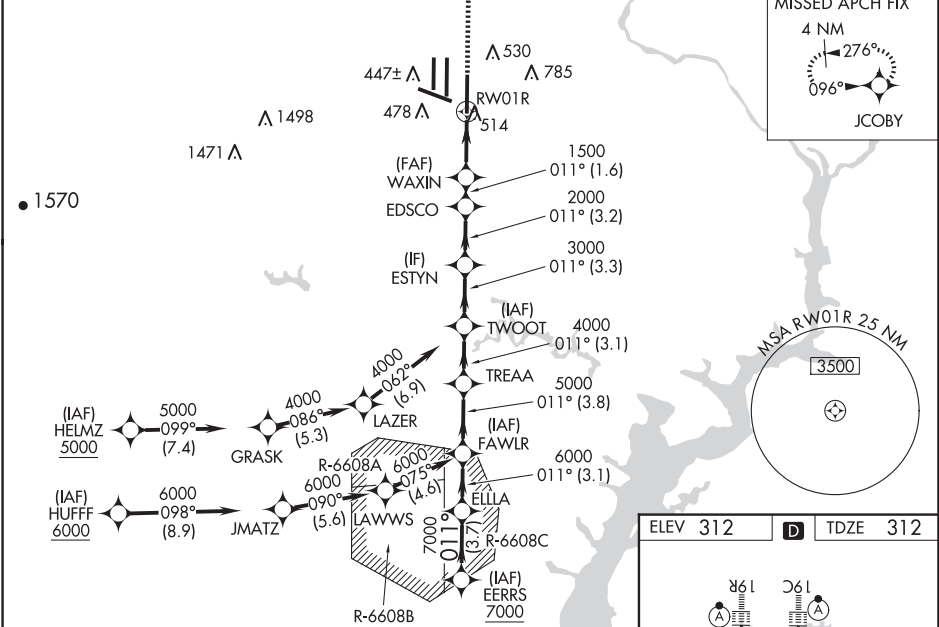
WAAS CH <b>56409</b> <b>W01A</b>	APP CRS <b>011°</b>	Rwy ldg <b>11500</b> TDZE <b>312</b> Apt Elev <b>312</b>
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**RNAV (GPS) Y RWY 1R**  
WASHINGTON DULLES INTL (IAD)

RNP APCH - GPS.	ALSf-2	MISSED APPROACH: Climb to 780, then climbing right turn to 3000 direct JCOBY and hold.
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. ▲ Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000 and LNAV Cat C/D visibility to 1½ SM.		

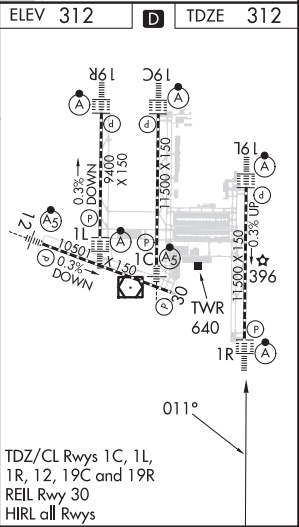
POTOMAC APP CON <b>120.45 306.925</b> (241°-330°) <b>128.525 306.925</b> (091°-240°) <b>126.1 338.25</b> (331°-090°)	DULLES TOWER <b>120.1 317.8</b> (Rwy 1R/19L) <b>120.25 348.6</b> (Rwy 1C/19C) <b>134.425 348.6</b> (Rwys 1L/19R and 12/30)	GND CON <b>121.9 317.8</b> (EAST) <b>121.625 348.6</b> (WEST)	CLNC DEL <b>135.7 317.8</b>
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D-ATIS <b>134.85</b>	CPDLC
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).				780	3000	JCOBY						
				1.2 NM to RW01R								
GP 3.00° TCH 55				7000	6000	5000	4000	3000	2000	1500	1000	700
CATEGORY				A	B	C	D					
LPV DA				512/18 200 (200-½)								
LNAV/ VNAV DA				728/40 416 (500-¾)								
LNAV MDA				780/24	468 (500-½)	780/50	468 (500-1)					
CIRCLING				940-1	628 (700-1)	940-1¾ 628 (700-1¾)	1180-2¾ 868 (900-2¾)					

TDZ/CL Rwy 1C, 1L,  
1R, 12, 19C and 19R  
REL Rwy 30  
HIRL all Rwys



WASHINGTON, DC

AL-5100 (FAA)

24249

WAAS CH <b>40305</b> <b>W19B</b>	APP CRS <b>191°</b>	Rwy Idg TDZE <b>272</b> Apt Elev <b>312</b>
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# RNAV (GPS) Y RWY 19C

WASHINGTON DULLES INTL (IAD)

RNP APCH - GPS.

Simultaneous approach authorized. LNAV procedure NA during simultaneous operations.  
Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C.

ALSF-2

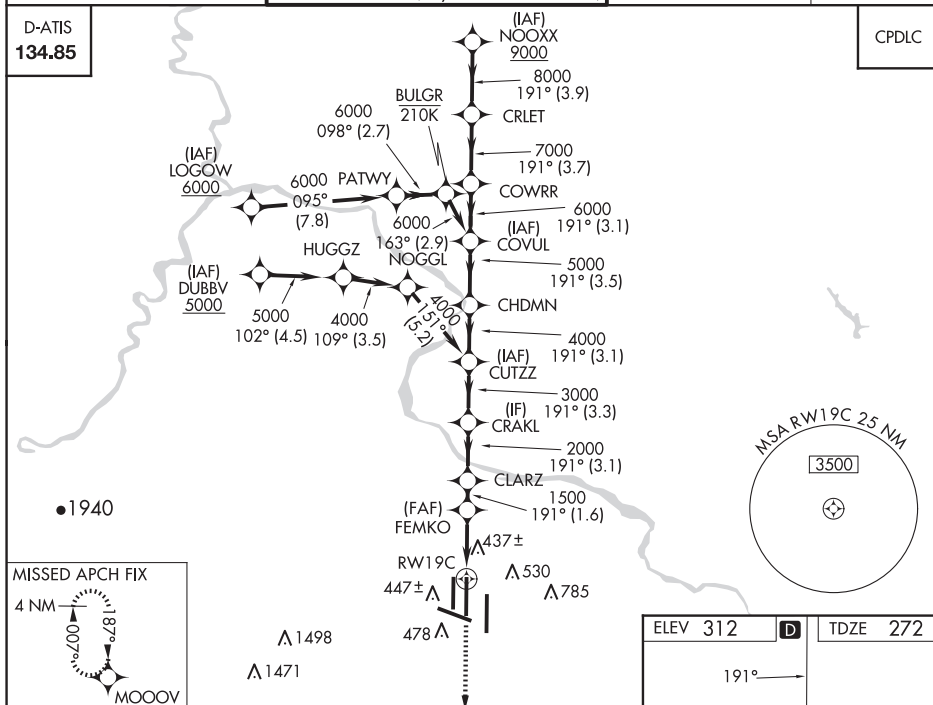


MISSED APPROACH:  
Climb to 3000 direct  
MOOOV and hold.

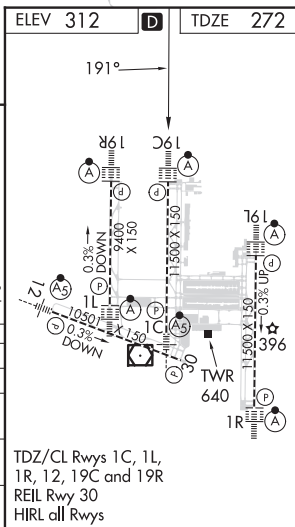
POTOMAC APP CON <b>120.45 306.925</b> (241°-330°) <b>128.525 306.925</b> (091°-240°) <b>126.1 338.25</b> (331°-090°)	DULLES TOWER <b>120.1 317.8</b> (Rwy 1R/19L) <b>120.25 348.6</b> (Rwy 1C/19C) <b>134.425 348.6</b> (Rwys 1L/19R and 12/30)	GND CON <b>121.9 317.8</b> (EAST) <b>121.625 348.6</b> (WEST)	CLNC DEL <b>135.7 317.8</b>
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D-ATIS  
**134.85**

CPDLC



3000	MOOOV	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).				NOOXX
↑	✱	FEMKO	CUTZZ	CHDMN	COVUL	CRLET
		1.1 NM to RWY 19C	1500	2000	3000	4000
		1.1	2.6 NM	1.6 NM	3.1 NM	3.3 NM
		1.1	2.6 NM	1.6 NM	3.1 NM	3.3 NM
CATEGORY	A	B	C	D		
LPV DA	472/18 200 (200-½)					
LNAV/VNAV DA	700/40 428 (400-¾)					
LNAV MDA	700/24 428 (400-½)				700/40 428 (400-¾)	
CIRCLING	940-1 628 (700-1)				940-1¾ 628 (700-1¾)	1180-2¾ 868 (900-2¾)



WASHINGTON, DC

Amdt 4 16MAY24

38°57'N-77°28'W

WASHINGTON DULLES INTL (IAD)

# RNAV (GPS) Y RWY 19C

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>58105</b> <b>W19A</b>	APP CRS <b>191°</b>	Rwy Idg <b>11500</b> TDZE <b>302</b> Apt Elev <b>312</b>
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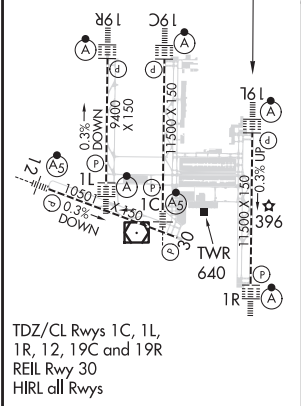
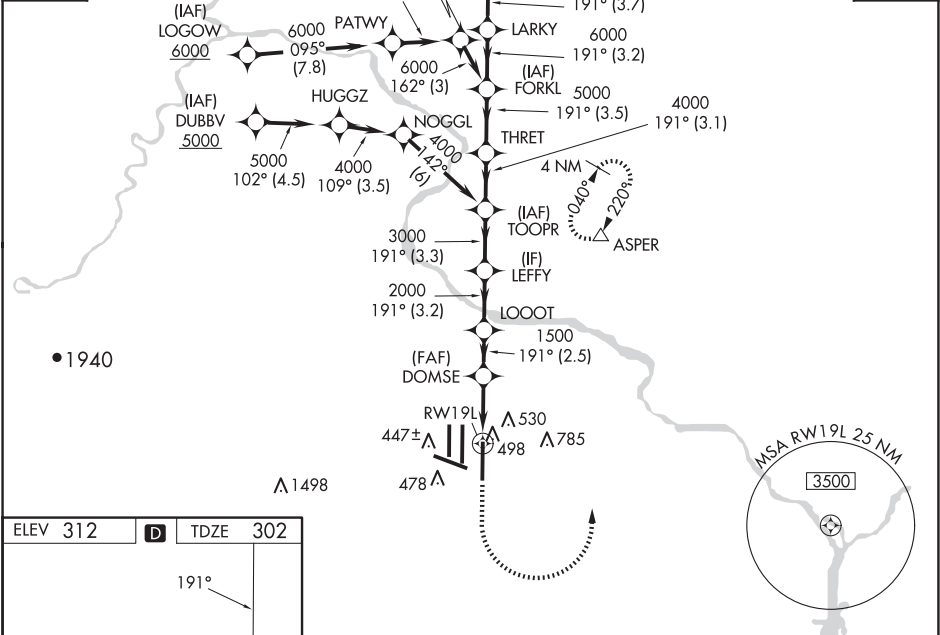
RNAV (GPS) Y RWY 19L

WASHINGTON DULLES INTL (IAD)

RNP APCH - GPS.	ALSF-2	MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct ASPER and hold.
<div>Simultaneous approach authorized. LNAV procedure NA during simultaneous operations.</div> <div>For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C.</div> <div>Use of FD or AP required during simultaneous operations.</div> <div>* RVR 1800 authorized with use of FD or AP or HUD to DA.</div>	<div></div>	

POTOMAC APP CON <b>120.45 306.925</b> (241°-330°) <b>128.525 306.925</b> (091°-240°) <b>126.1 338.25</b> (331°-090°)	DULLES TOWER <b>120.1 317.8</b> (Rwy 1R/19L) <b>120.25 348.6</b> (Rwy 1C/19C) <b>134.425 348.6</b> (Rwys 1L/19R and 12/30)	GND CON <b>121.9 317.8</b> (EAST) <b>121.625 348.6</b> (WEST)	CLNC DEL <b>135.7 317.8</b>
---	---	---	--------------------------------

D-ATIS <b>134.85</b>	CPDLC
-------------------------	-------



800	3000	ASPER	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).	LEMUI
DOMSE	TOOPR	THRET	FORKL	LARKY
1.2 NM 1500 to RWY 19L	LOOOT	LEFFY	5000	6000
1.2	2.4	2.5 NM	3.2 NM	3.3 NM
3.1 NM	3.5 NM	3.2 NM	3.7 NM	
CATEGORY	A	B	C	D
LPV DA*	502/24 200 (200-½)			
LNAV/VNAV DA	760/45 458 (500-¾)			
LNAV MDA	760/24 458 (500-½)		760/45 458 (500-¾)	
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	
			1180-2¾ 868 (900-2¾)	

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>86709</b> <b>W19D</b>	APP CRS <b>191°</b>	Rwy Idg TDZE Apt Elev	<b>9400</b> <b>278</b> <b>312</b>
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# RNAV (GPS) Y RWY 19R

WASHINGTON DULLES INTL (IAD)

RNP APCH - GPS.

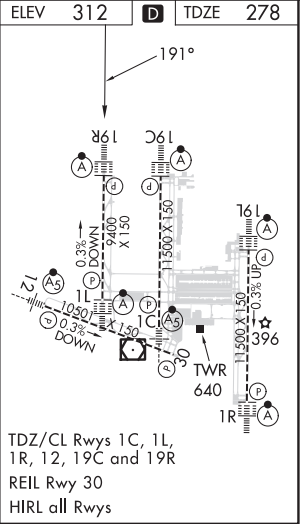
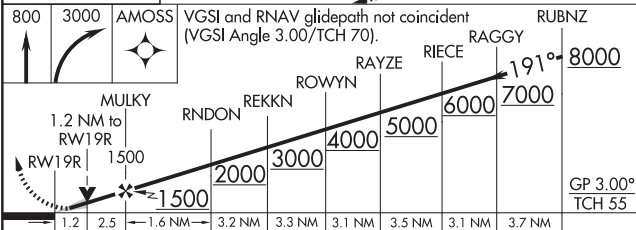
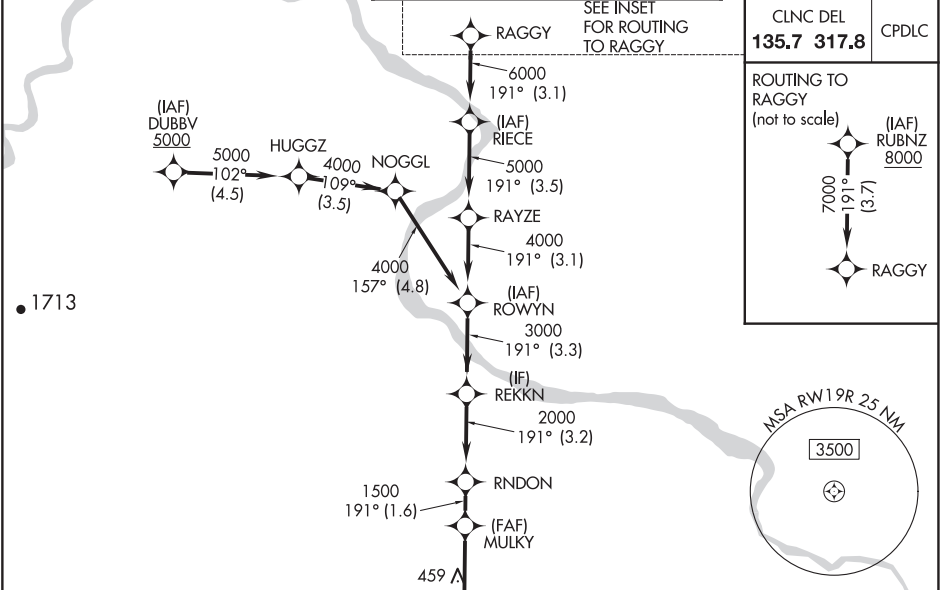
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

ALSF-2



MISSED APPROACH: Climb to 800 then climbing right turn to 3000 direct AMOSS and hold.

D-ATIS <b>134.85</b>	POTOMAC APP CON <b>120.45 306.925</b> (241°-330°) <b>128.525 306.925</b> (091°-240°) <b>126.1 338.25</b> (331°-090°)	DULLES TOWER <b>120.1 317.8</b> (Rwy 1R/19L) <b>120.25 348.6</b> (Rwy 1C/19C) <b>134.425 348.6</b> (Rwy 1L/19R and 12/30)	GND CON <b>121.9 317.8</b> (EAST) <b>121.625 348.6</b> (WEST)
-------------------------	---	--	---



CATEGORY	A	B	C	D
LPV DA	478/18	200 (200-1/2)		
LNAV/VNAV DA	708/40	430 (400-3/4)		
LNAV MDA	720/24	442 (500-1/2)	720/45	442 (500-7/8)
CIRCLING	940-1	628 (700-1)	940-1 3/4 628 (700-1 3/4)	1180-2 3/4 868 (900-2 3/4)

TDZ/CL Rwy 1C, 1L, 1R, 12, 19C and 19R  
REIL Rwy 30  
HIRL all Rwy

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	10501
301°	TDZE	288
	Apt Elev	312

# RNAV (GPS) Y RWY 30

WASHINGTON DULLES INTL (IAD)

RNP APCH - GPS.

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C.

MISSED APPROACH: Climb to 5000 direct HARPP and hold.

POTOMAC APP CON

120.45 306.925 (241°-330°)

128.525 306.925 (091°-240°)

126.1 338.25 (331°-090°)

DULLES TOWER

120.1 317.8 (Rwy 1R/19L)

120.25 348.6 (Rwy 1C/19C)

134.425 348.6 (Rwys 1L/19R and 12/30)

GND CON

121.9 317.8 (EAST)

121.625 348.6 (WEST)

CLNC DEL

135.7 317.8

D-ATIS

134.85

MISSED APCH FIX

HARPP

133° 5 NM

313°

CATEGORY	A	B	C	D
LNAV/VNAV DA	801-1 <sup>3</sup> / <sub>8</sub>	513 (500-1 <sup>3</sup> / <sub>8</sub> )		
LNAV MDA	900/55	612 (600-1)	900-1 <sup>3</sup> / <sub>4</sub>	612 (600-1 <sup>3</sup> / <sub>4</sub> )
CIRCLING	940-1	628 (700-1)	940-1 <sup>3</sup> / <sub>4</sub>	1180-2 <sup>3</sup> / <sub>4</sub>

ELEV 312

**D**

TDZE 288

TDZ/CL 1C, 1L, 1R, 12, 19C and 19R

REIL Rwy 30

HIRL all Rwys

VOR/DME RWY 12  
WASHINGTON DULLES INTL (IAD)



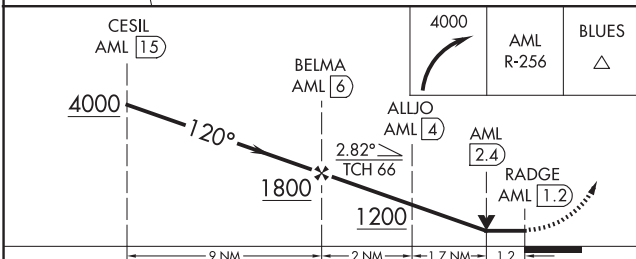
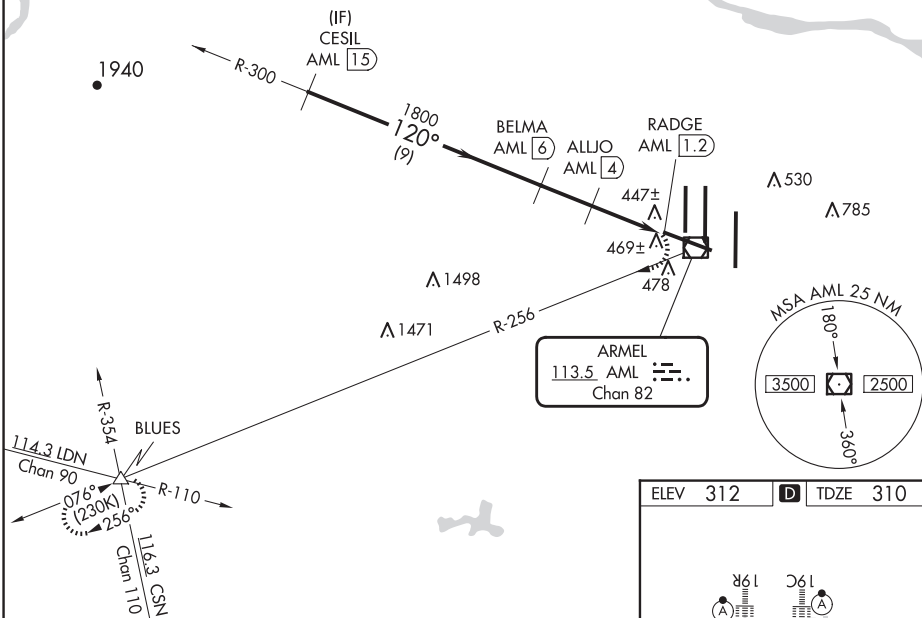
**MISSED APPROACH:** Climbing right turn to 4000 on AML VOR/DME R-256 to BLUES INT and hold.

CLNC DEL  
**35.7 317.8**

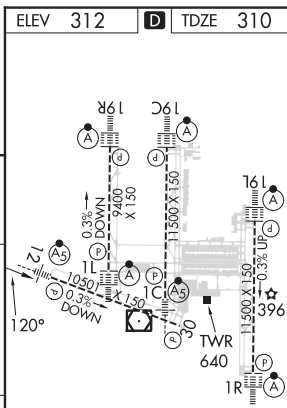
D-ATIS  
**134.85**

## RADAR REQUIRED

CPDLC



CATEGORY	A	B	C	D
S-12	740/24	430 (500-½)	740/40	430 (500-¾)
CIRCLING	940-1	628 (700-1)	940-1¾ 628 (700-1¾)	1180-2¾ 868 (900-2¾)



WASHINGTON, DC  
Amdt 9F 26DEC24

38°57'N-77°28'W

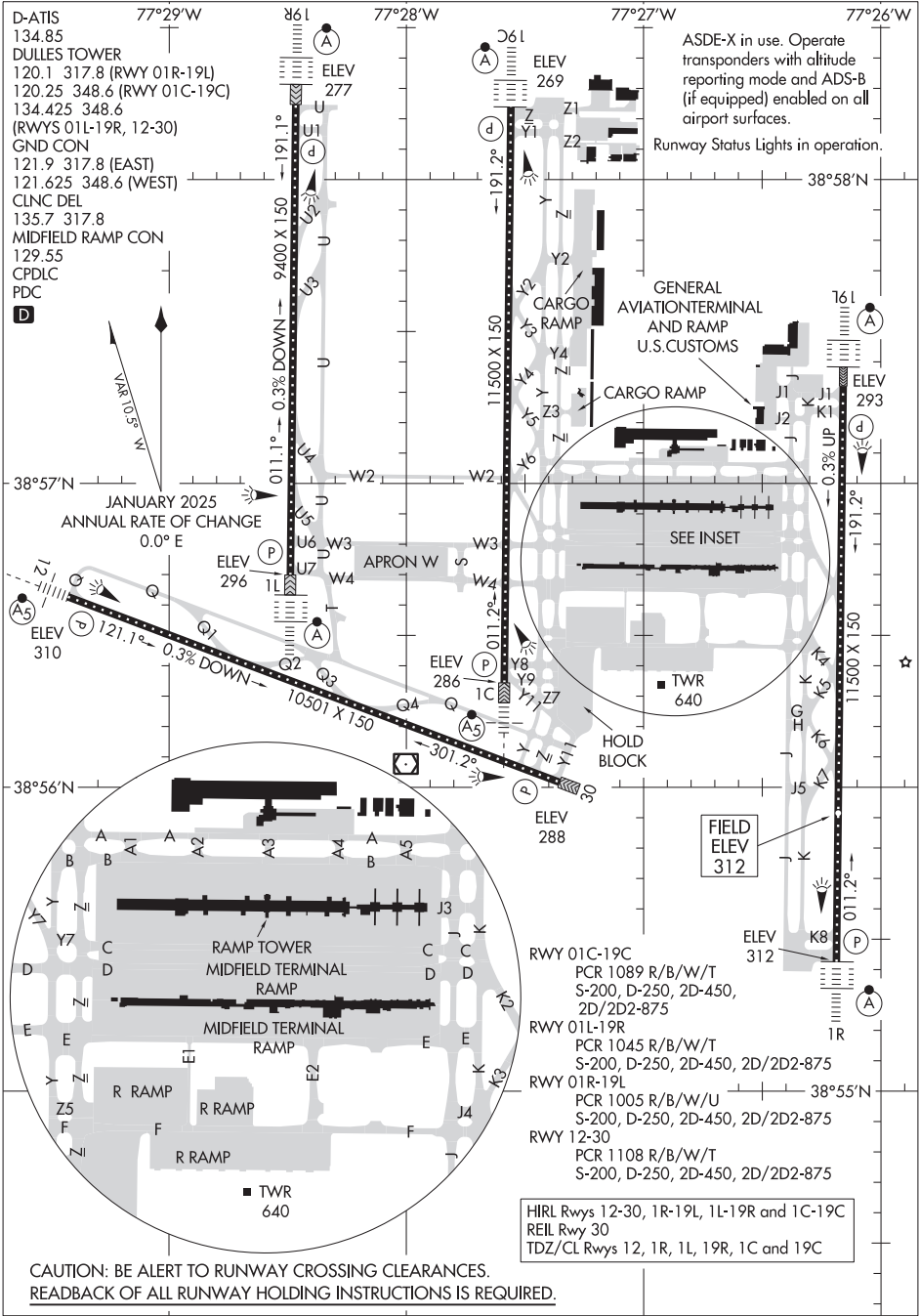
WASHINGTON DULLES INTL (IAD)  
VOR/DME RWY 12

NE-3, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

AL-5100 (FAA)

WASHINGTON DULLES INTL (IAD)  
WASHINGTON, DC



NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

WASHINGTON, DC  
WASHINGTON DULLES INTL (IAD)

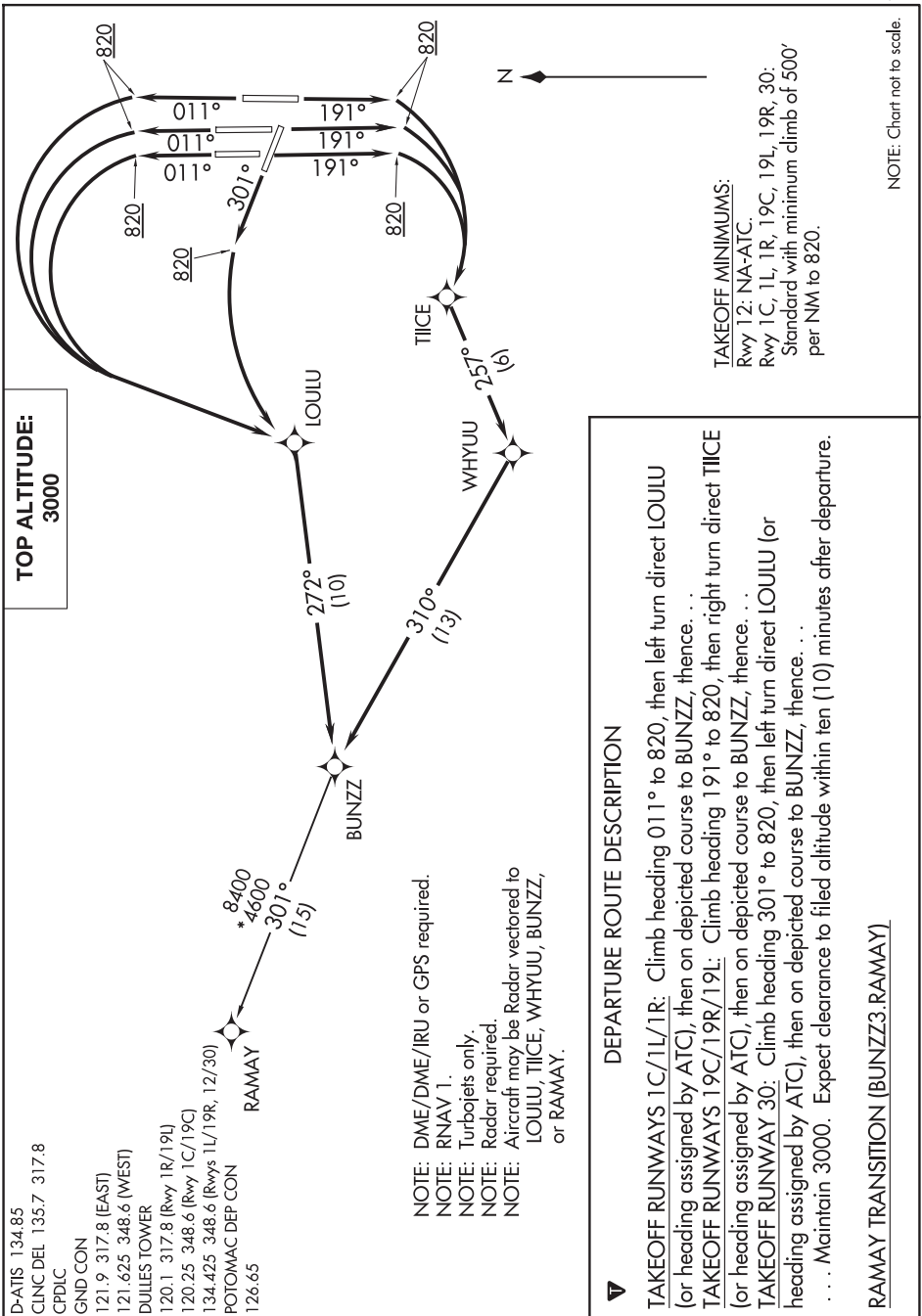
D-ATIS 134.85  
CINC DEL 135.7 317.8  
CPDLC  
GND CON  
121.9 317.8 (EAST)  
121.625 348.6 (WEST)  
DULLES TOWER  
120.1 317.8 (Rwy 1R/19L)  
120.25 348.6 (Rwy 1C/19C)  
134.425 348.6 (Rwys 1L/19R, 12/30)  
POTOMAC DEP CON  
126.65

TOP ALTITUDE:  
3000

(BUNZZ3.BUNZZ) 18032  
BUNZZ THREE DEPARTURE (RNAV)

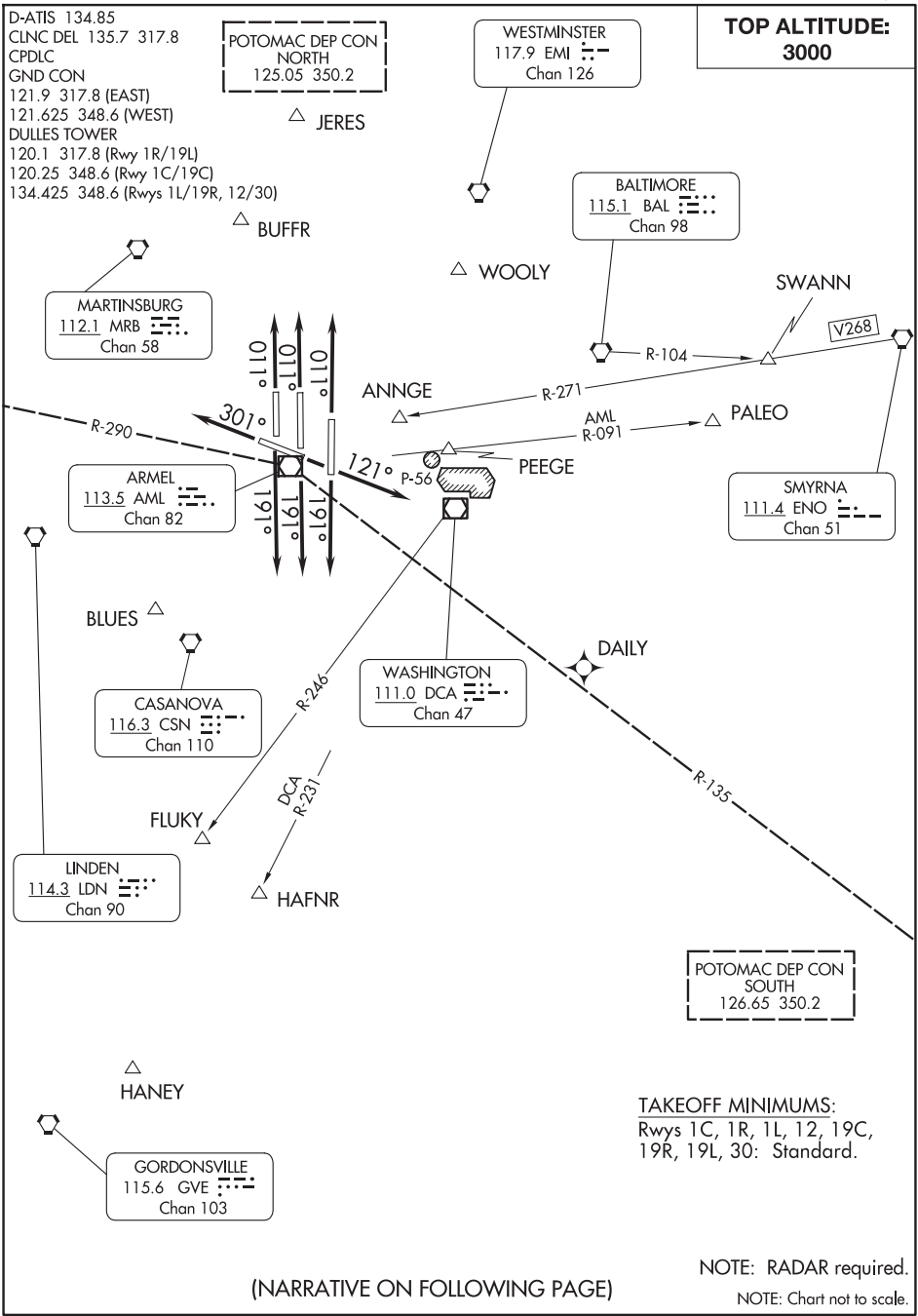
530  
AL-5100 (FAA)

WASHINGTON DULLES INTL (IAD)  
WASHINGTON, DC





CAPITAL ONE DEPARTURE



CAPITAL ONE DEPARTURE

CAPITAL ONE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE OFF RUNWAYS 1C, 1L, 1R: Climb heading 011° or as assigned by ATC,  
Thence. . . .

TAKE OFF RUNWAY 12: Climb heading 121° or as assigned by ATC, Thence. . . .

TAKE OFF RUNWAYS 19C, 19L, 19R: Climb heading 191° or as assigned by ATC,  
Thence. . . .

TAKE OFF RUNWAY 30: Climb heading 301° or as assigned by ATC, Thence. . . .

. . . .Expect radar vectors to filed/assigned route or depicted fix. Maintain 3000,  
expect clearance to filed altitude/flight level 10 minutes after departure.

**SPECIAL INSTRUCTIONS:** For appropriate departure control frequency, see graphic.  
Use frequency depicted within sector where your first Navaid/Fix/Route is located,  
or as assigned.

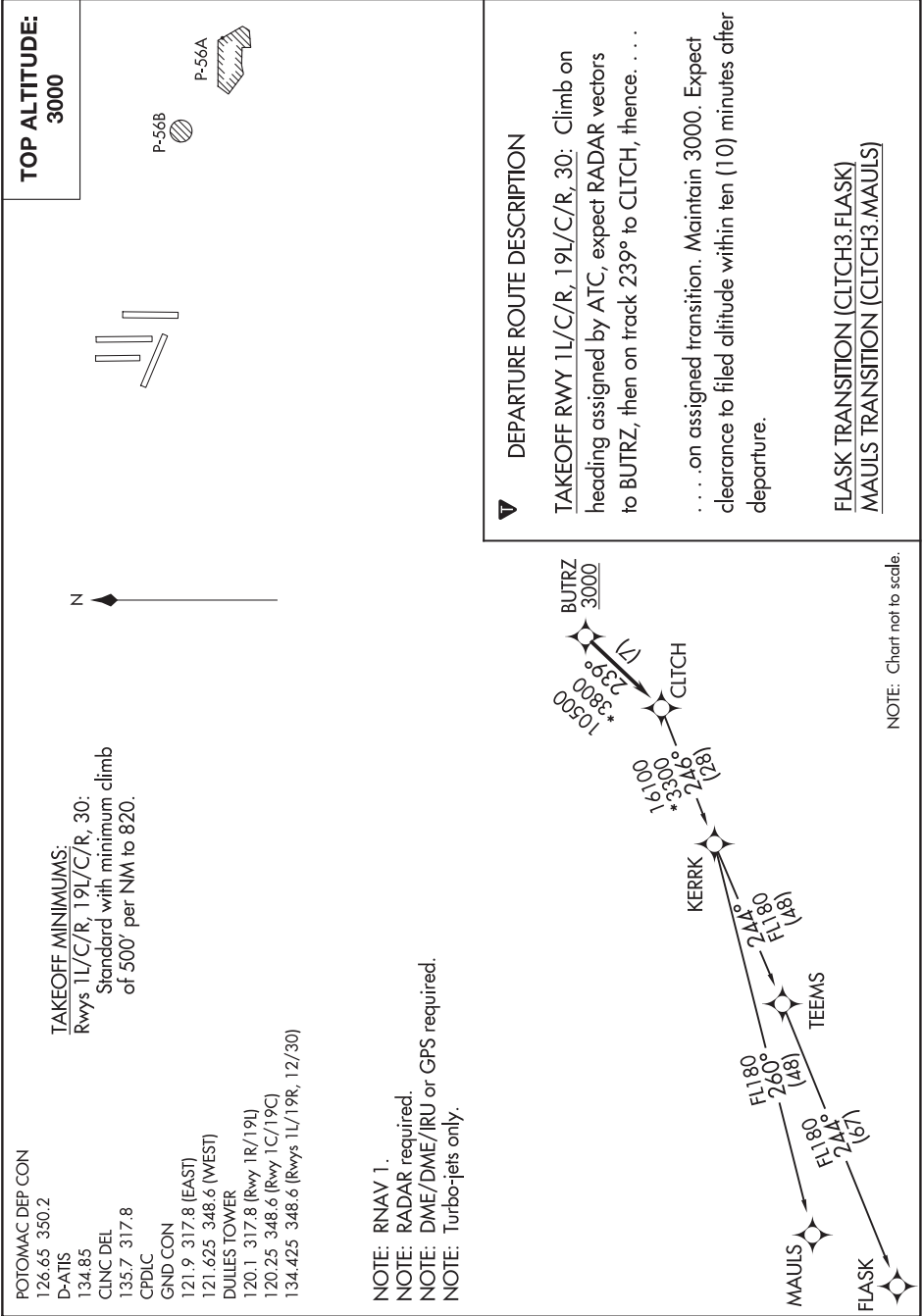
NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

(CLTCH3.CLTCH) 24193  
CLTCH THREE DEPARTURE (RNAV)

AL-5100 (FAA)

WASHINGTON DULLES INTL (IAD)  
WASHINGTON, DC



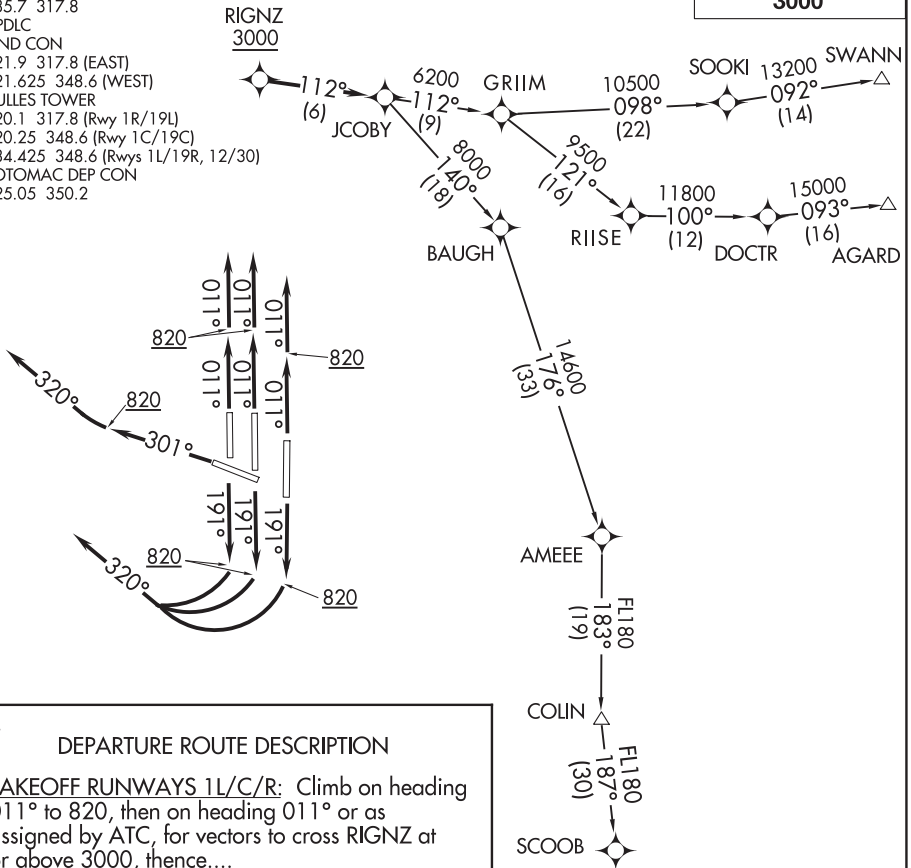
(JCOBY4.JCOBY) 20366

WASHINGTON DULLES INTL (IAD)  
WASHINGTON, DC

# JCOBY FOUR DEPARTURE (RNAV)

D-ATIS 134.85  
CLNC DEL  
135.7 317.8  
CPDLC  
GND CON  
121.9 317.8 (EAST)  
121.625 348.6 (WEST)  
DULLES TOWER  
120.1 317.8 (Rwy 1R/19L)  
120.25 348.6 (Rwy 1C/19C)  
134.425 348.6 (Rwys 1L/19R, 12/30)  
POTOMAC DEP CON  
125.05 350.2

**TOP ALTITUDE:**  
3000



## DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAYS 1L/C/R:** Climb on heading 011° to 820, then on heading 011° or as assigned by ATC, for vectors to cross RIGNZ at or above 3000, thence....

**TAKEOFF RUNWAYS 19L/C/R:** Climb on heading 191° to 820, then turn right heading 320° or as assigned by ATC, for vectors to cross RIGNZ at or above 3000, thence....

**TAKEOFF RUNWAY 30:** Climb on heading 301° to 820, then turn right heading 320° or as assigned by ATC, for vectors to cross RIGNZ at or above 3000, thence....

...on track 112° to JCOBY. Then on assigned transition. Maintain 3000. Expect clearance to filed altitude within ten (10) minutes after departure.

AGARD TRANSITION (JCOBY4.AGARD):

COLIN TRANSITION (JCOBY4.COLIN):

### SCOOB TRANSITION (JCOBY4.SCOOB):

SWANN TRANSITION (JCOBY4.SWANN):

## TAKEOFF MINIMUMS

Rwys 1L/C/R, 19L/C/R, 30:  
Standard with minimum climb of 500'  
per NM to 820.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: RADAR required.

NOTE: Turbojets only.

NOTE: COLIN/SCOOB Transitions -  
Part 121 aircraft only.

NOTE: SWANN/AGARD Transitions -  
Part 121 and Part 129 aircraft only.

NOTE: Chart not to scale.

JCOBY FOUR DEPARTURE (RNAV)

(JCOBY4.JCOBY) 31DEC20

WASHINGTON, DC  
WASHINGTON DULLES INTL (IAD)

NE-3, 07 AUG 2025 to 02 OCT 2025

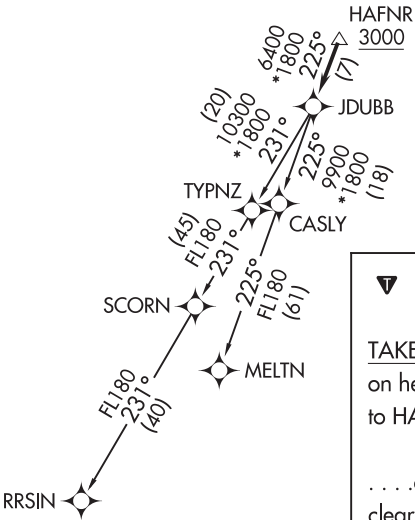
D-ATIS  
134.85  
CLNC DEL  
135.7 317.8  
CPDLC  
GND CON  
121.9 317.8 (EAST)  
121.625 348.6 (WEST)  
DULLES TOWER  
120.1 317.8 (Rwy 1R/19L)  
120.25 348.6 (Rwy 1C/19C)  
134.425 348.6 (Rwys 1L/19R, 12/30)  
POTOMAC DEP CON  
126.65 350.2

TOP ALTITUDE:  
3000



TAKEOFF MINIMUMS:  
Rwys 1L/C/R, 19L/C/R, 30:  
Standard with minimum climb  
of 500' per NM to 820.

- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbo-jets only.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1L/C/R, 19L/C/R, 30: Climb on heading assigned by ATC, expect RADAR vectors to HAFNR, then on track 225° to JDUBB, thence. . . .  
. . . .on assigned transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

- MELTN TRANSITION (JDUBB4.MELTN)
- RRSIN TRANSITION (JDUBB4.RRSIN)

NE-3, 07 AUG 2025 to 02 OCT 2025

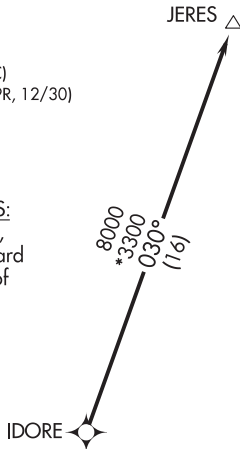
NE-3, 07 AUG 2025 to 02 OCT 2025

JERES TWO DEPARTURE (RNAV)

D-ATIS 134.85  
CLNC DEL 135.7 317.8  
CPDLC  
GND CON  
121.9 317.8 (EAST)  
121.625 348.6 (WEST)  
DULLES TOWER  
120.1 317.8 (Rwy 1R/19L)  
120.25 348.6 (Rwy 1C/19C)  
134.425 348.6 (Rwys 1L/19R, 12/30)  
POTOMAC DEP CON  
125.05 350.2

TOP ALTITUDE:  
3000

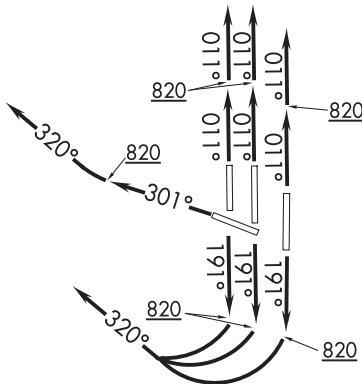
TAKEOFF MINIMUMS:  
Rwys 1C, 1L, 1R, 19L,  
19C, 19R, 30: Standard  
with minimum climb of  
500' per NM to 820.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1C/1L/1R: Climb heading 011° to 820, then on heading 011° or as assigned by ATC, expect RADAR vectors to IDORE, thence....  
TAKEOFF RUNWAY 19L/19C/19R: Climb heading 191° to 820, then right turn heading 320° or as assigned by ATC, expect RADAR vectors to IDORE, thence....  
TAKEOFF RUNWAY 30: Climb heading 301° to 820, then on heading 320° or as assigned by ATC, expect RADAR vectors to IDORE, thence....

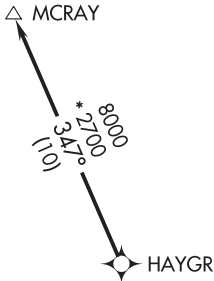
.... on track 030° to JERES, maintain 3000 or as directed by ATC. Expect clearance to filed altitude within ten (10) minutes after departure.



NOTE: RNAV 1.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: RADAR required.  
NOTE: Turbojets only.

NOTE: Chart not to scale.

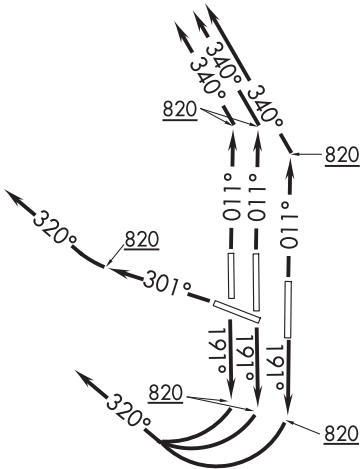
D-ATIS  
134.85  
CLNC DEL  
135.7 317.8  
CPDLC  
GND CON  
121.9 317.8 (EAST)  
121.625 348.6 (WEST)  
DULLES TOWER  
120.1 317.8 (Rwy 1R/19L)  
120.25 348.6 (Rwy 1C/19C)  
134.425 348.6 (Rwys 1L/19R, 12/30)  
POTOMAC DEP CON  
125.05 350.2



TOP ALTITUDE:  
3000

- NOTE: RNAV 1.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: RADAR required.  
NOTE: Turbojets only.

TAKEOFF MINIMUMS:  
Rwys 1L/C/R, 19L/C/R, 30:  
Standard with minimum climb  
of 500' per NM to 820.



NOTE: Chart not to scale.

▼

DEPARTURE ROUTE DESCRIPTION

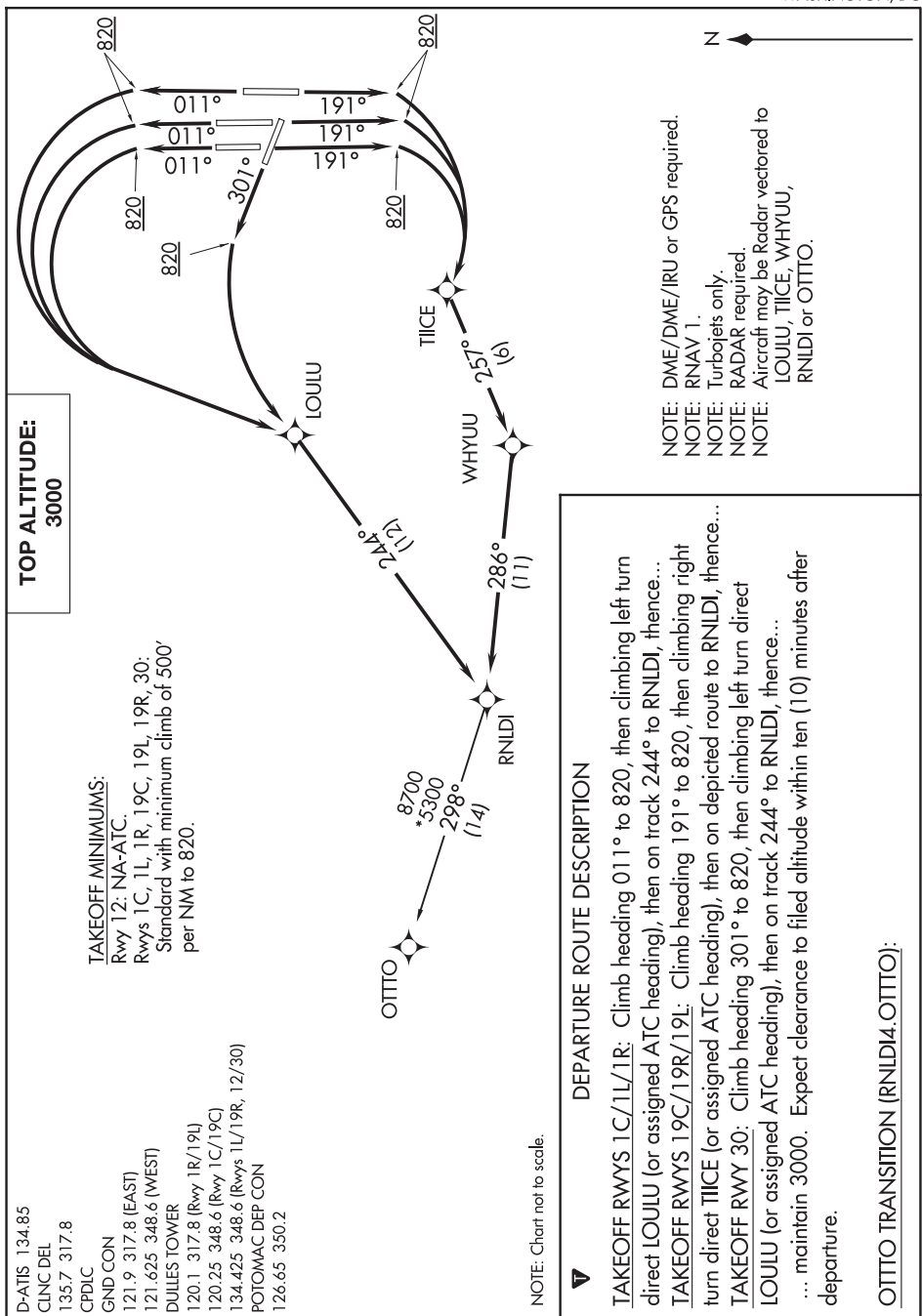
**TAKEOFF RUNWAY 1L/C/R:** Climb heading 011° to 820, then on heading 340° or as assigned by ATC, expect RADAR vectors to HAYGR, thence . . . .

**TAKEOFF RUNWAYS 19L/C/R:** Climb heading 191° to 820, then right turn heading 320° or as assigned by ATC, expect RADAR vectors to HAYGR, thence . . . .

**TAKEOFF RUNWAY 30:** Climb heading 301° to 820, then on heading 320° or as assigned by ATC, expect RADAR vectors to HAYGR, thence . . . .

. . . . on track 347° to MCRAY, maintain 3000 or as directed by ATC. Expect clearance to filed altitude within ten (10) minutes after departure.

## RNLDI FOUR DEPARTURE (RNAV)

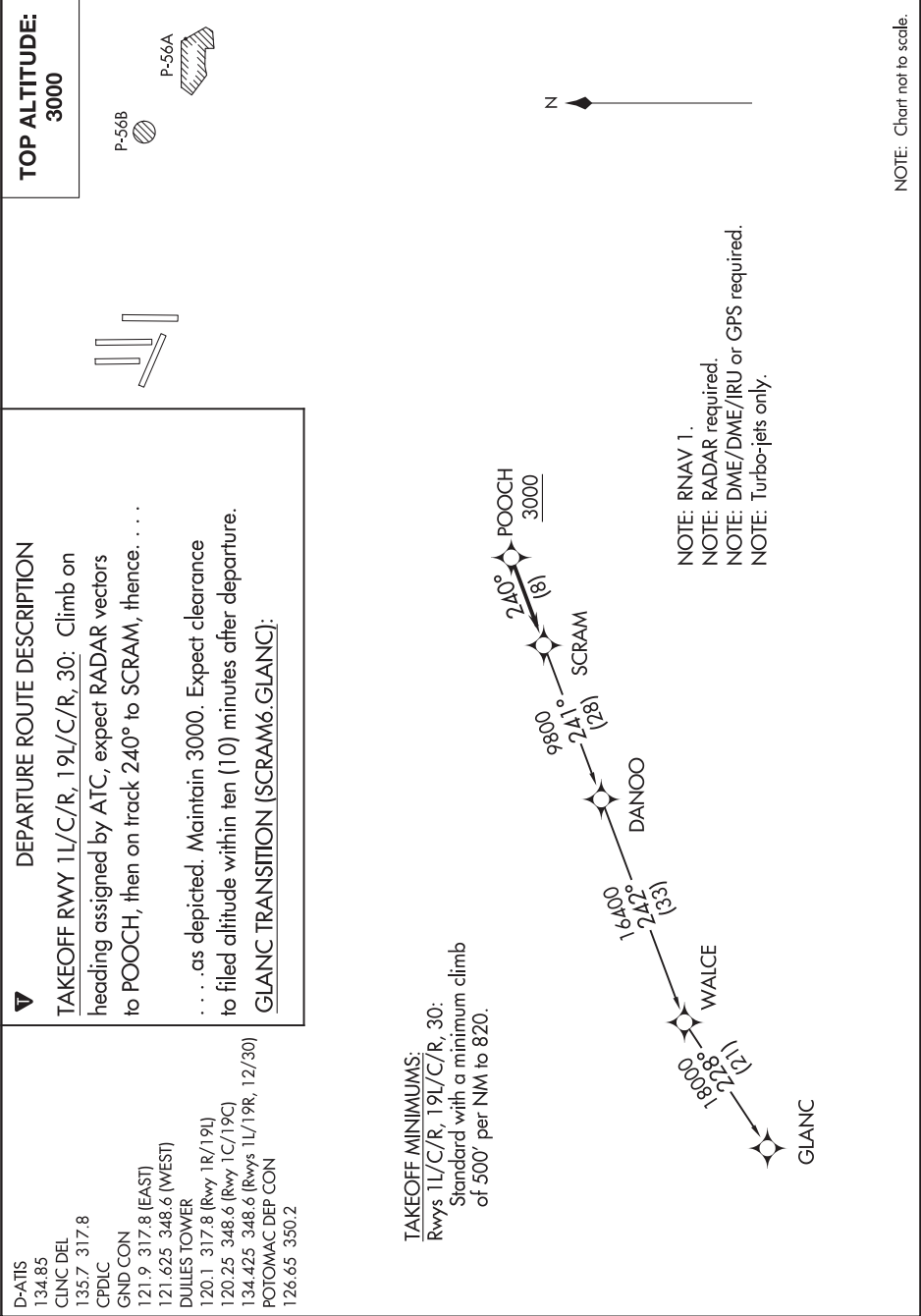


RNLDI FOUR DEPARTURE (RNAV)  
(RNLDI4.RNLDI) 25JUN15

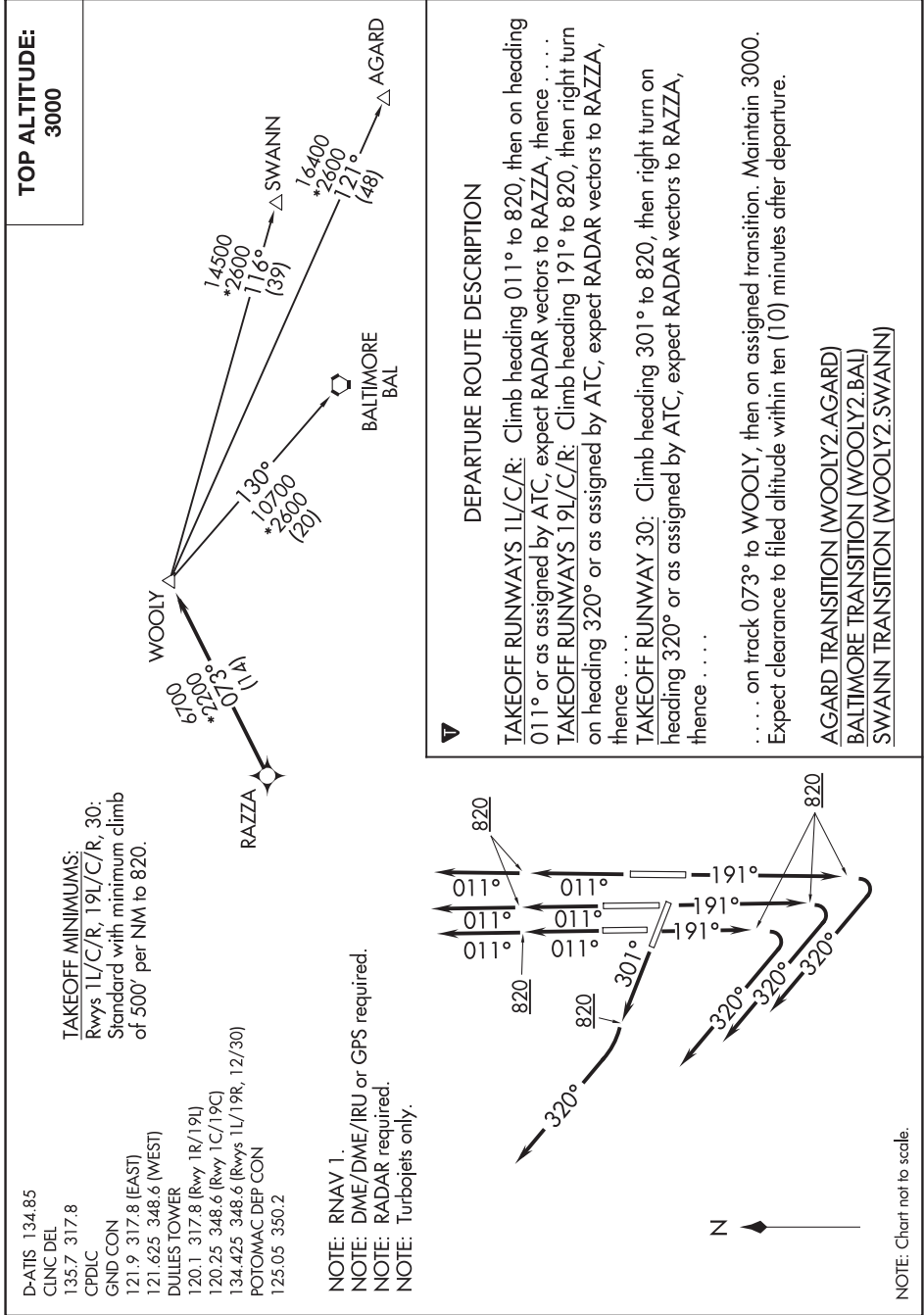
WASHINGTON, DC  
WASHINGTON DULLES INTL (IAD)



NE-3, 07 AUG 2025 to 02 OCT 2025



WOOLY TWO DEPARTURE (RNAV)



APP CRS  
**061°**

Rwy Ldg  
TDZE  
**1436**

Apt Elev  
**1436**

RNAV (GPS) RWY 6

EAGLE'S NEST (W13)

RNP APCH.

NA

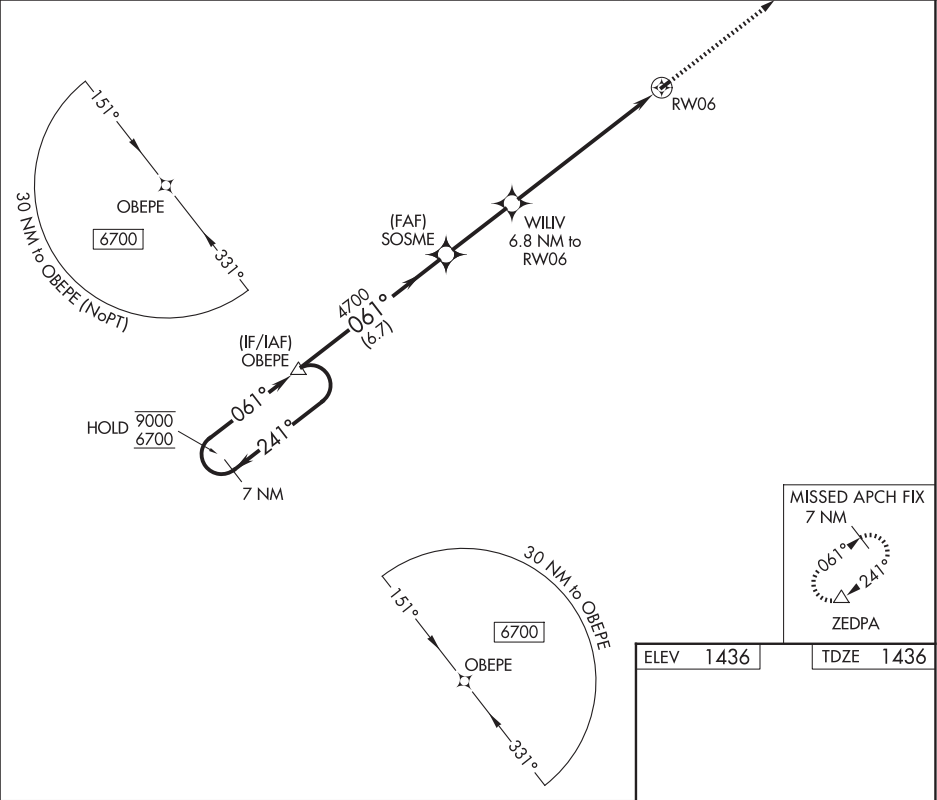
Rwy 6 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 6300 direct ZEDPA and hold, continue climb-in-hold to 6300.

AWOS-3PT  
**118.625**

POTOMAC APP CON  
**132.85 323.125**

UNICOM  
**123.05 (CTAF) 0**



7 NM Holding Pattern		Visual Segment - Obstacles.		6300	ZEDPA
CATEGORY	A	B	C	D	
LNAV MDA	2440-3	1004 (1100-3)	NA		
CIRCLING	2440-3	1004 (1100-3)	NA		

MIRL Rwy 6-24 0

WAYNESBORO, VIRGINIA

AL-10584 (FAA)

25219

APP CRS	Rwy Ldg	2004
241°	TDZE	1436
	Apt Elev	1436

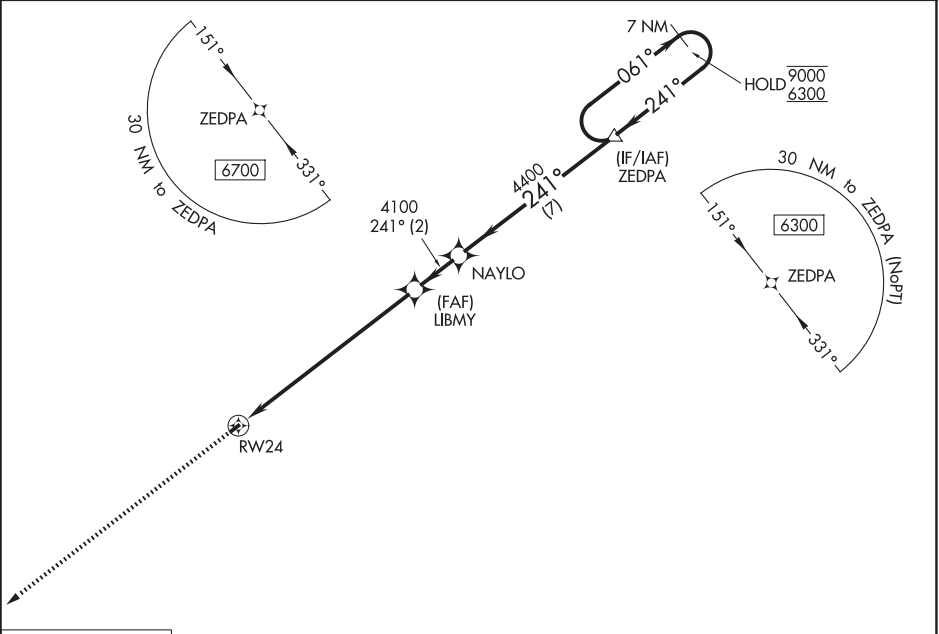
# RNAV (GPS) RWY 24

EAGLE'S NEST (W13)

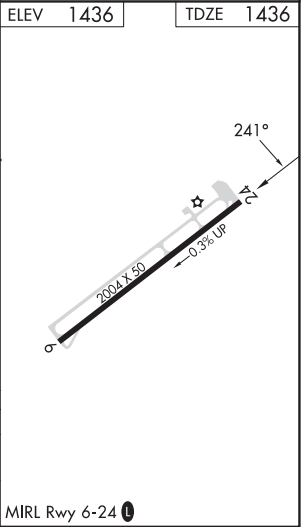
RNP APCH.
NA Procedure NA at night. Rwy 24 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 6700 direct OBEPE and hold, continue climb-in-hold to 6700.

AWOS-3PT 118.625	POTOMAC APP CON 132.85 323.125	UNICOM 123.05 (CTAF) 0
---------------------	-----------------------------------	---------------------------



6700	OBEPE	Visual Segment - Obstacles.	ZEDPA	7 NM Holding Pattern
↑	△			
RW24	LIBMY	NAYLO	4100	4400
8 NM	2 NM	7 NM		
CATEGORY	A	B	C	D
LNVA MDA	2640-3	1204 (1300-3)	NA	
CIRCLING	2640-3	1204 (1300-3)	NA	



WAYNESBORO, VIRGINIA  
Amdt 1A 10SEP20

38°05'N-78°57'W

# RNAV (GPS) RWY 24

EAGLE'S NEST (W13)

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

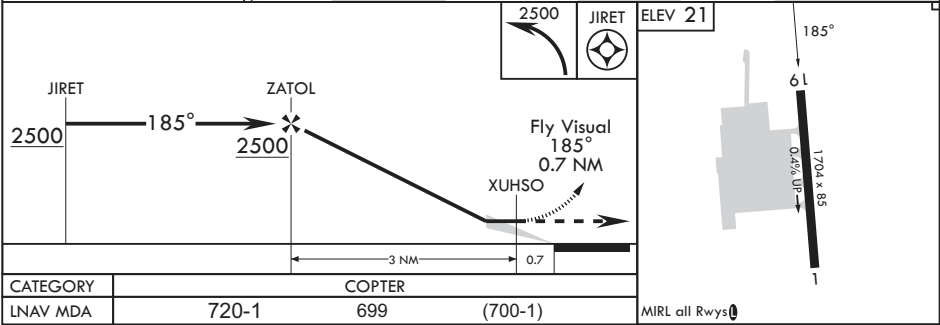
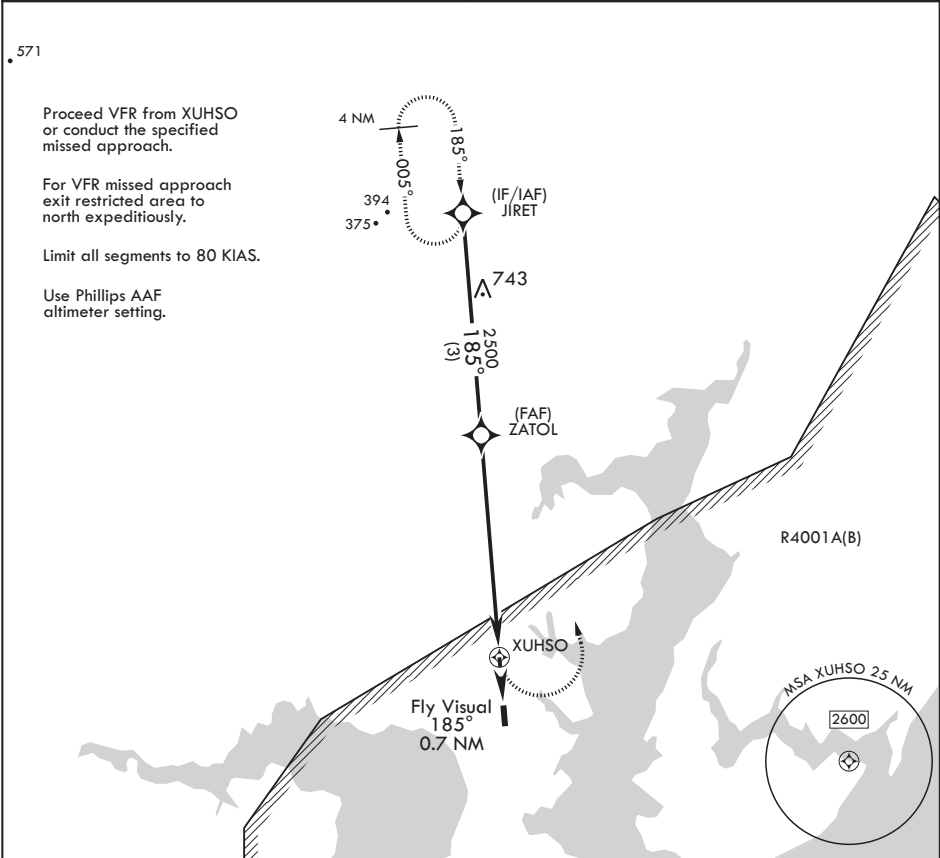
APCH CRS	Rwy Idg	1704
185°	TDZE	N/A
	Arprt Elev	21

AL-11589 (USA)

COPTER RNAV (GPS) 185

WEIDE AHP (ABERDEEN PROVING GROUND) (KEDG)

RNP APCH - GPS	MISSED APPROACH: Climbing left turn to 2500 direct JIRET and hold.
NA	
AWOS-AV 126.2 (CTAF)	POTOMAC APP CON/DEP CON 125.525 291.625



COPTER RNAV (GPS) 185

741	RNAV1-GPS	Rwy	Knots	60	120	180	240	300	360
		01	V/V(fpm)	374	748	1122	1496	1870	2244

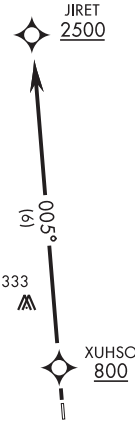
POTOMAC APP CON/DEP CON  
125.525 291.625  
AWOS-AV  
126.2 (CTAF)

ATC Climb Rate XUHSO to JIRET to 2500

Contact POTOMAC APP prior  
to departure.

Use Phillips AAF altimeter setting.

TOP ALTITUDE:  
ASSIGNED BY ATC



NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION

VFR SEGMENT: From VFR climb to XUHSO, cross XUHSO at or above 800.

IFR SEGMENT: From XUHSO climb on track 005° to cross JIRET at or above 2500.

WAAS Ch <b>40317</b> <b>W10A</b>	APP CRS <b>097°</b>	Rwy Ldg TDZE Apt Elev	<b>5000</b> <b>14</b> <b>20</b>
--	------------------------	-----------------------------	---------------------------------------

RNAV (GPS) RWY 10

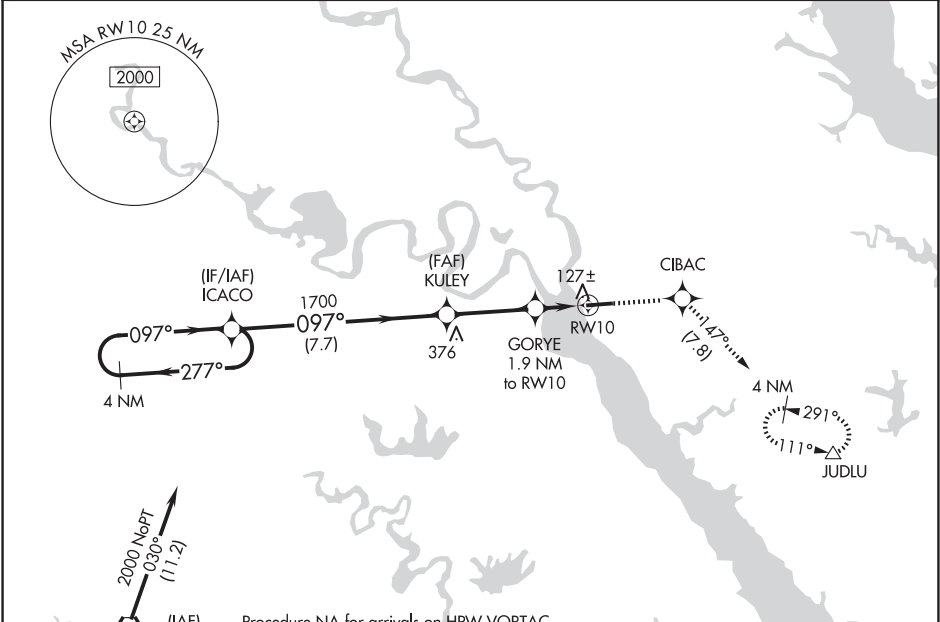
MIDDLE PENINSULA RGNL (F'YJ)

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Newport News altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Newport News altimeter setting: increase LPV DA to 329 feet; increase LNAV/VNAV DA to 420 feet and Cats A/B visibility ¼ SM; increase all MDA 80 feet.

MISSED APPROACH: Climb to 2000 direct CIBAC and on track 147° to JUDLU and hold.

AWOS-3 <b>132.825</b>	POTOMAC APP CON <b>126.4 282.375</b>	UNICOM <b>123.0 (CTAF) 0</b>
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 53).

4 NM Holding Pattern

ICACO

KULEY

GORYE 1.9 NM to RW10

RW10

\*LNAV only

2000

277°

097°

097°

1700

\*660

0.8 NM to RW10

7.7 NM

3.2 NM

1.1 NM

0.8 NM

GP 3.00° TCH 45

2000

CIBAC

tr 147°

JUDLU

10

5000 X 75

28

097°

CATEGORY	A	B	C	D
LPV DA	264-1	250 (300-1)		NA
LNAV/VNAV DA	355-1¼	341 (400-1¼)		NA
LNAV MDA	380-1	366 (400-1)		NA
CIRCLING	480-1 460 (500-1)	620-1 600 (600-1)		NA

MIRL Rwy 10-28 0  
REIL Rwy 10 and 28 0

WEST POINT, VIRGINIA

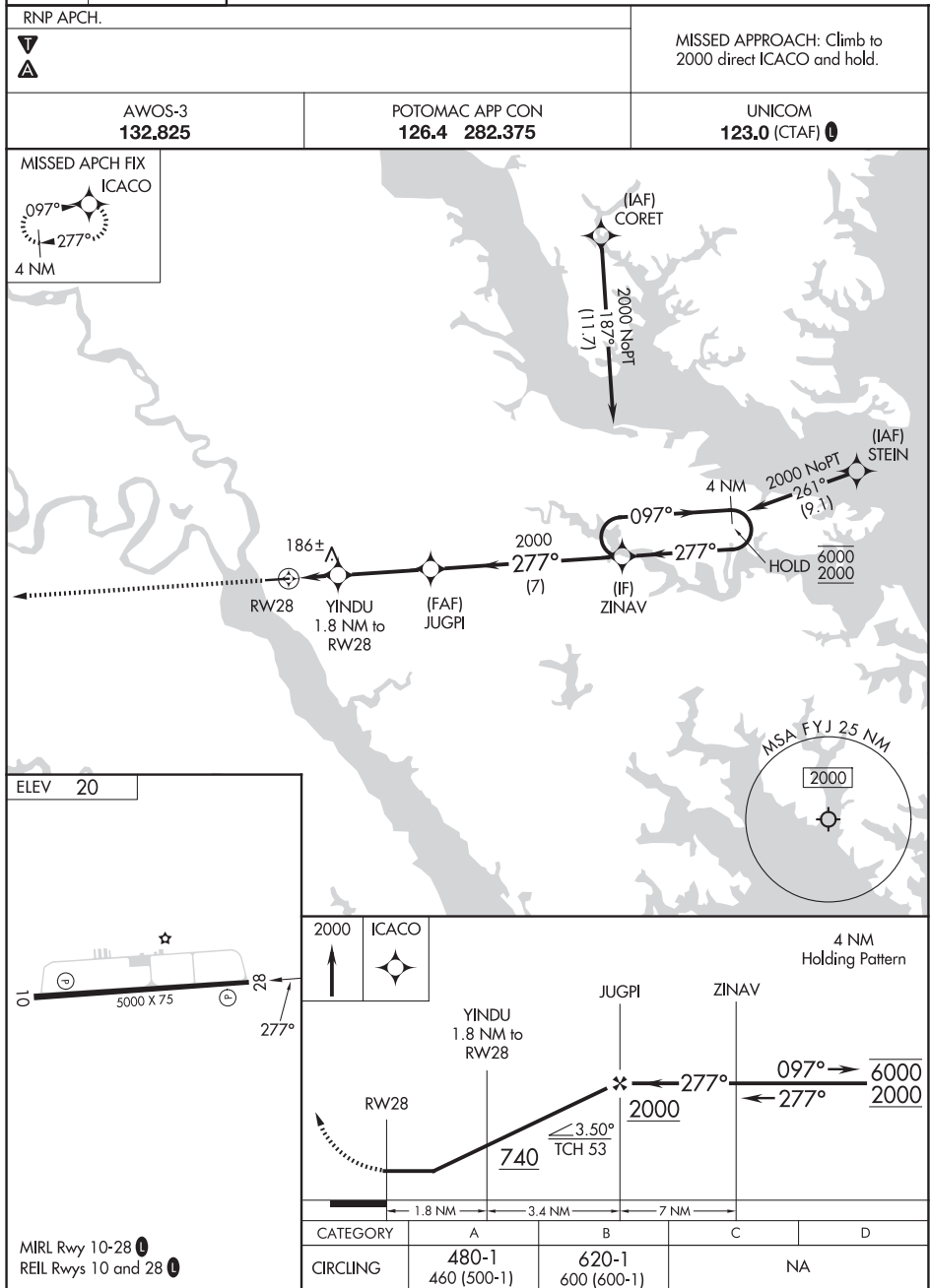
AL-5160 (FAA)

25219

APP CRS	Rwy Ldg	N/A
277°	TDZE	N/A
	Apt Elev	20

# RNAV (GPS)-B

MIDDLE PENINSULA RGNL (F'YJ)



NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

WEST POINT, VIRGINIA  
Orig 10OCT19

37°31'N-76°46'W

MIDDLE PENINSULA RGNL (F'YJ)  
RNAV (GPS)-B





WEST POINT, VIRGINIA

AL-5160 (FAA)

25219

VORTAC HCM	APP CRS	Rwy Ldg	N/A
108.8	337°	TDZE	N/A
Chan 25		Apt Elev	20

VOR-A

MIDDLE PENINSULA RGNL (F'YJ)

When local altimeter setting not received, use Newport News altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing right turn to 1700 direct HCM VORTAC and hold.

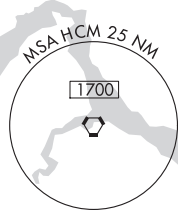
AWOS-3  
132.825

POTOMAC APP CON  
126.4 282.375

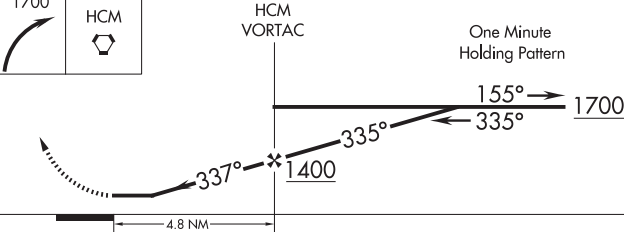
UNICOM  
123.0 (CTAF) 0

NoPT for arrival at HCM VORTAC on V38 westbound.

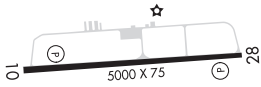
IAF  
HARCUM  
108.8 HCM  
Chan 25



1700 HCM



ELEV 20



MIRL Rwy 10-28 0  
REIL Rwys 10 and 28 0

CATEGORY	A	B	C	D
CIRCLING	480-1 460 (500-1)	620-1 600 (600-1)	NA	

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

WEST POINT, VIRGINIA

Amldt 4A 15SEP16

MIDDLE PENINSULA RGNL (F'YJ)

VOR-A

37°31'N-76°46'W

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>65607</b> <b>W16A</b>	APP CRS <b>159°</b>	Rwy Idg TDZE <b>789</b> Apt Elev <b>789</b>	<b>5100</b>
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RNAV (GPS) RWY 16

CARROLL COUNTY RGNL/JACK B POAGE FLD (DMW)

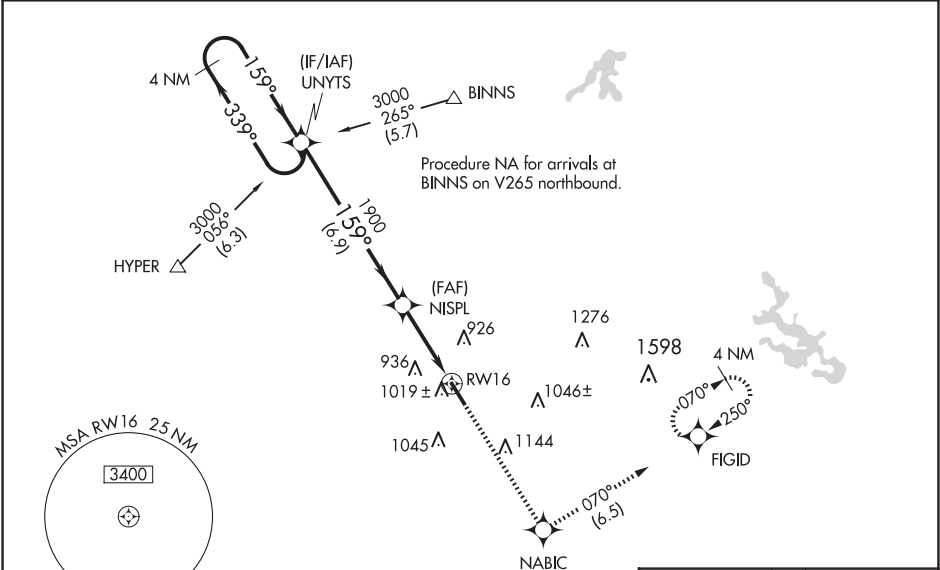
⚠

Baro-VNAV NA when using Frederick altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Frederick altimeter setting and increase LPV DA to 1199 feet, LNAV/VNAV DA to 1307 feet, and all MDAs 120 feet; increase LPV all Cats visibility 1⁄8 SM, LNAV Cat C visibility 3⁄8 SM, and Circling Cat C visibility 1⁄2 SM. When VGSI inop, Straight-in/Circling Rwy 16 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH:

Climb to 2200 direct NABIC then climbing left turn to 3000 on track 070° to FIGID and hold.

AWOS-3 <b>121.25</b>	POTOMAC APP CON <b>125.525 291.625</b>	GCO <b>121.725</b>	UNICOM <b>122.7 (CTAF) 0</b>
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4 NM Holding Pattern

UNYTS

3000 ← 339°

159° →

GP 3.00° TCH 45

1590

1900

2200

NABIC

3000

FIGID

tr 070°

159°

91

5100 x 100

0.3% UP

34

CATEGORY	A	B	C	D
LPV DA	1081-1	292 (300-1)		NA
LNAV/ VNAV DA	1189-1 3⁄8	400 (400-13⁄8)		NA
LNAV MDA	1280-1	491 (500-1)	1280-1 3⁄8 491 (500-13⁄8)	NA
CIRCLING	1320-1 531 (600-1)	1400-1 611 (700-1)	1500-2 711 (800-2)	NA

ELEV 789

TDZE 789

REIL Rwys 16 and 34 0

MIRL Rwy 16-34 0

WESTMINSTER, MARYLAND

AL-5533 (FAA)

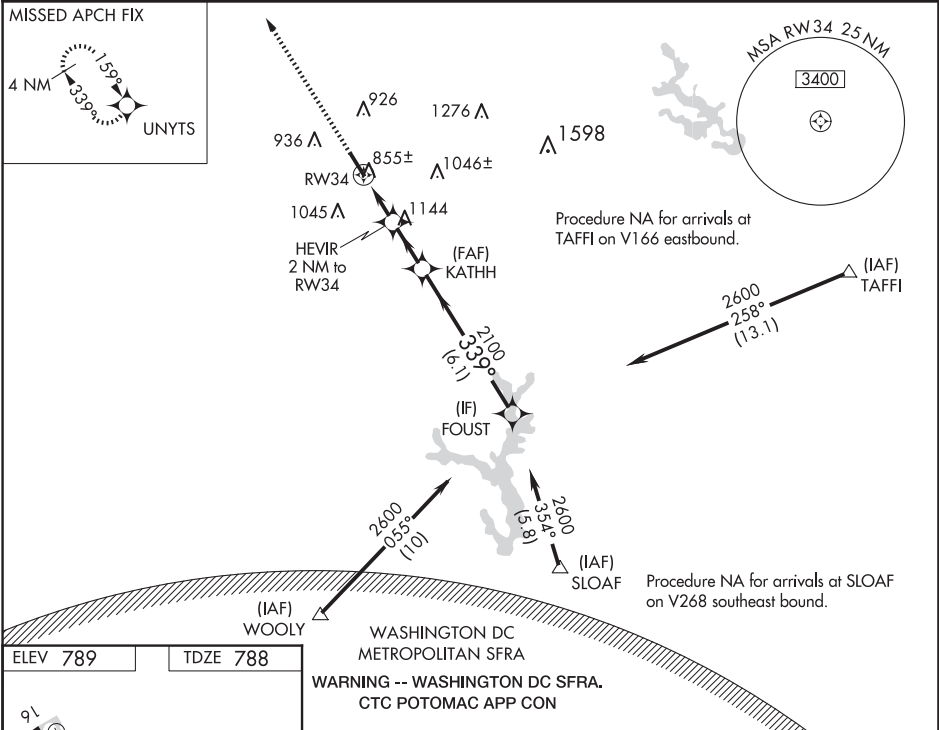
23222

WAAS CH <b>82117</b> <b>W34A</b>	APP CRS <b>339°</b>	Rwy Idg <b>5100</b> TDZE <b>788</b> Apt Elev <b>789</b>
--	------------------------	---

RNAV (GPS) RWY 34  
CARROLL COUNTY RGNL/JACK B POAGE FLD (DMW)

RNP APCH: ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA ▲ below -16°C (4°F) or above 54°C (130°F).	MISSED APPROACH: Climb to 3000 direct UNYTS and hold
--	--

AWOS-3 <b>121.25</b>	POTOMAC APP CON <b>125.525 291.625</b>	GCO <b>121.725</b>	UNICOM <b>122.7 (CTAF)</b> 0
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5100 x 100

0.3% UP

34

339°

REIL Rws 16 and 34

MIRL Rwy 16-34

3000
↑

UNYTS

VGSI and RNAV glidepath not coincident  
(VGSI Angle 3.00/TCH 40).

FOUST
Procedure Turn NA

\* LNAV only.

HEVIR  
2 NM to RW34

KATHH  
2100

RW34

\* 1.2 NM to RW34

\* 1460

2600

339°

2100

1.2 NM

0.8 NM

2 NM

6.1 NM

GP 3.00°  
TCH 45

CATEGORY	A		B		C	D
LPV DA	988-1		200 (200-1)			NA
LNAV/VNAV DA	1105-1¼		317 (400-1¼)			NA
LNAV MDA	1180-1		392 (400-1)			NA
CIRCLING	1320-1 531 (600-1)		1400-1 611 (700-1)		1500-2 711 (800-2)	NA

WESTMINSTER, MARYLAND  
Amdt 1C 20MAY21

CARROLL COUNTY RGNL/JACK B POAGE FLD (DMW)  
39°36'N-77°00'W

RNAV (GPS) RWY 34

NE-3, 07 AUG 2025 to 02 OCT 2025

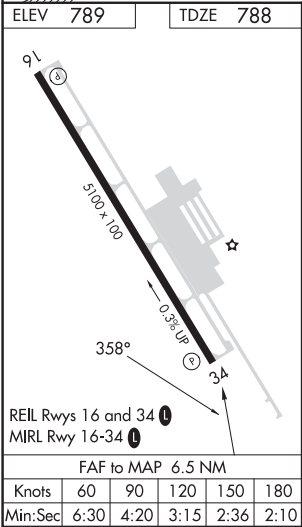
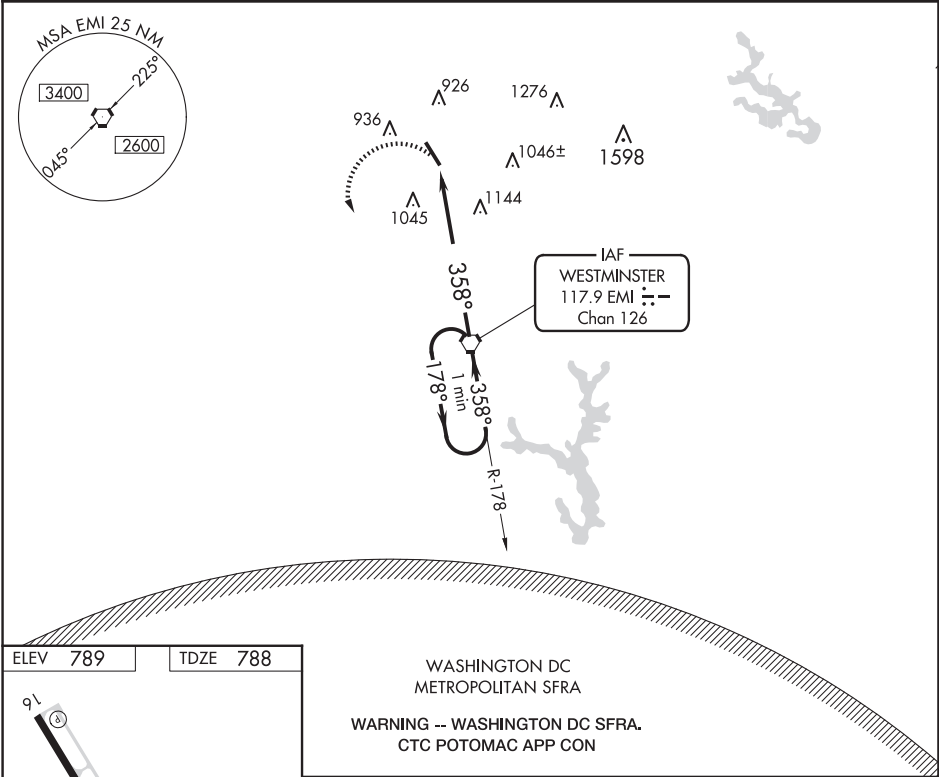
NE-3, 07 AUG 2025 to 02 OCT 2025



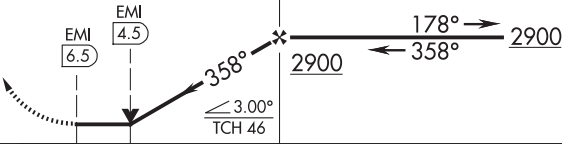
VORTAC EMI <b>117.9</b> Chan <b>126</b>	APP CRS <b>358°</b>	Rwy Idg TDZE <b>788</b> Apt Elev <b>789</b>
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VOR RWY 34

CARROLL COUNTY RGNL/JACK B POAGE FLD (DMW)

MISSED APPROACH: Climbing left turn to 2900 direct EMI VORTAC and hold.	
AWOS-3 <b>121.25</b>	POTOMAC APP CON <b>125.525 291.625</b>
GCO <b>121.725</b>	UNICOM <b>122.7 (CTAF) 0</b>



2900		EMI		EMI VORTAC		One Minute Holding Pattern	
							
							
CATEGORY	A		B		C		D
S-34	1480-1 692 (700-1)		1480-2 692 (700-2)		NA		
CIRCLING	1480-1 691 (700-1)		1500-2 711 (800-2)		NA		

VOR RWY 34

NE-3, 07 AUG 2025 to 02 OCT 2025

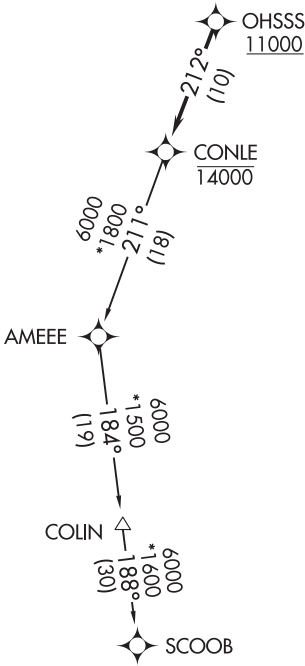
NE-3, 07 AUG 2025 to 02 OCT 2025

POTOMAC DEP CON  
125.525 291.625  
AWOS-3  
121.25



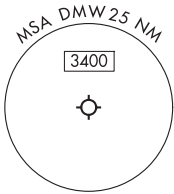
RNAV 1-DME/DME/IRU or GPS.  
RADAR required.

TOP ALTITUDE:  
ASSIGNED BY ATC



NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:  
Rwy 16: 400-2¾ or standard with minimum climb  
of 225' per NM to 1300.  
Rwy 34: Standard.



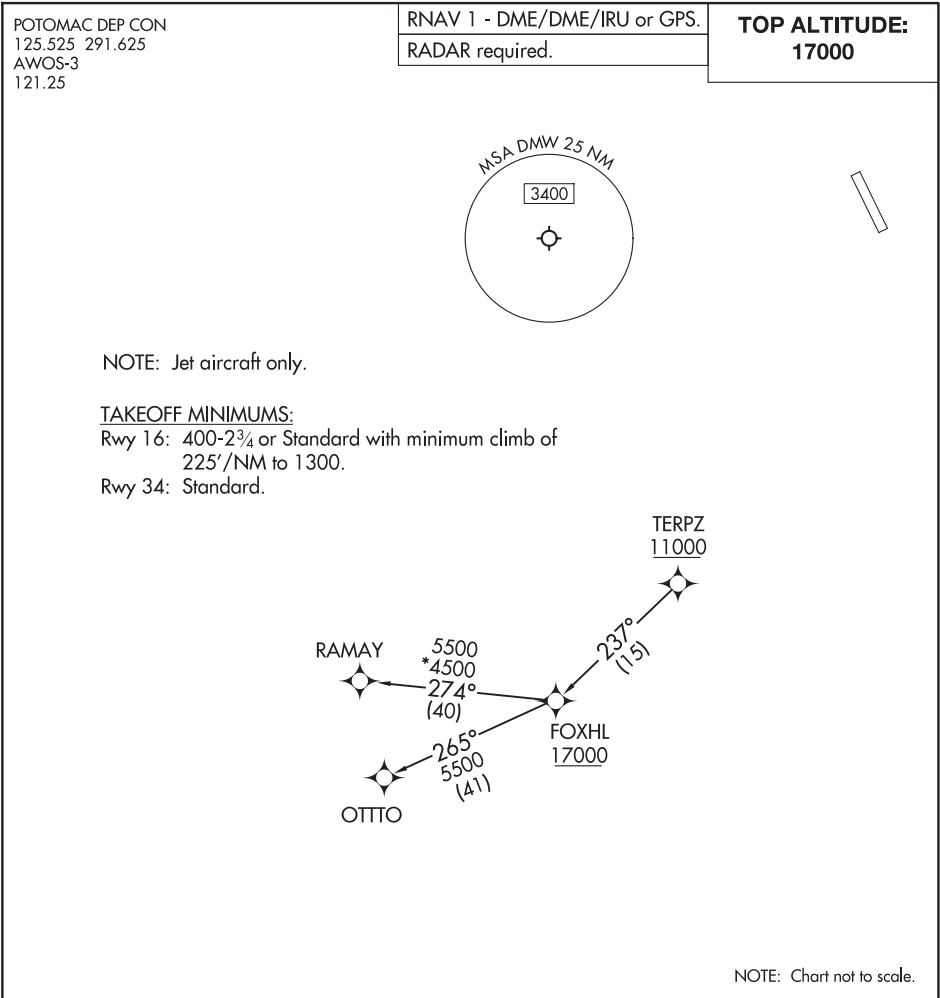
NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to cross OHSSS at or above 11000, then on track 212° to cross CONLE at or below 14000, then on assigned transition. Maintain ATC assigned altitude. Expect clearance to filed altitude within 10 minutes after departure.

COLIN TRANSITION (CONLE5.COLIN)  
SCOOB TRANSITION (CONLE5.SCOOB)



DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to cross TERPZ at or above 11000, thence....

....then on track 237° to cross FOXHL at or above 17000, then on assigned transition. Maintain 17000, expect filed altitude 10 minutes after departure.

OTTO TRANSITION (FOXHL1.OTTO)

RAMAY TRANSITION (FOXHL1.RAMAY)

(LINSE2.LINSE) 25051

AL-5533 (FAA)

LINSE TWO DEPARTURE (RNAV)

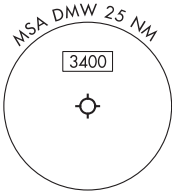
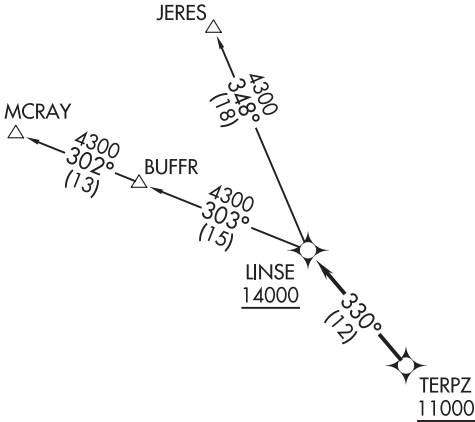
CARROLL COUNTY RGNL/JACK B POAGE FLD(DMW)  
WESTMINSTER, MARYLAND

POTOMAC DEP CON  
125.525 291.625  
AWOS-3  
121.25

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.

TOP ALTITUDE:  
16000



NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:

Rwy 16: 400-2¾ or standard with minimum climb of  
225'/NM to 1300.

Rwy 34: Standard.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to cross TERPZ at or above 11000, thence....

....then on track 330° to cross LINSE at or above 14000. Then on assigned transition. Maintain 16000, expect filed altitude 10 minutes after departure.

JERES TRANSITION (LINSE2.JERES)

MCRAJ TRANSITION (LINSE2.MCRAJ)

LINSE TWO DEPARTURE (RNAV)

(LINSE2.LINSE) 20FEB25

CARROLL COUNTY RGNL/JACK B POAGE FLD(DMW)  
WESTMINSTER, MARYLAND



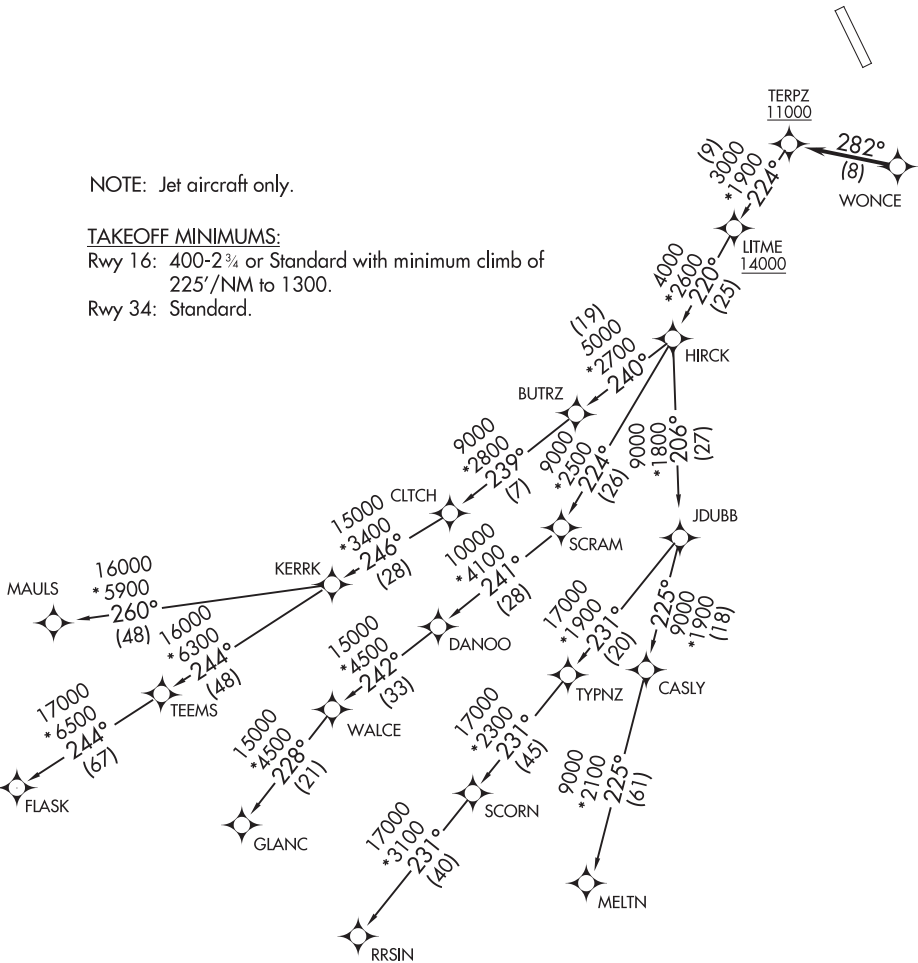
POTOMAC DEP CON  
125.525 291.625  
AWOS-3  
121.25  
UNICOM  
122.7 (CTAF)

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

TOP ALTITUDE:  
17000

NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:  
Rwy 16: 400-2¾ or Standard with minimum climb of  
225'/NM to 1300.  
Rwy 34: Standard.



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to WONCE, thence. . . .  
. . . then on track 282° to cross TERPZ at or above 11000, then on assigned transition.  
Maintain 17000, expect filed altitude 10 minutes after departure.

- CLTCH TRANSITION (TERPZ8.CLTCH)
- FLASK TRANSITION (TERPZ8.FLASK)
- GLANC TRANSITION (TERPZ8.GLANC)
- MAULS TRANSITION (TERPZ8.MAULS)
- MELTN TRANSITION (TERPZ8.MELTN)
- RRSIN TRANSITION (TERPZ8.RRSIN)

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

APP CRS  
135°

Rwy Idg  
TDZE  
Apt Elev

1840  
799  
799

RNAV (GPS) RWY 14

CLEARVIEW AIRPARK (2W2)

RNP APCH.

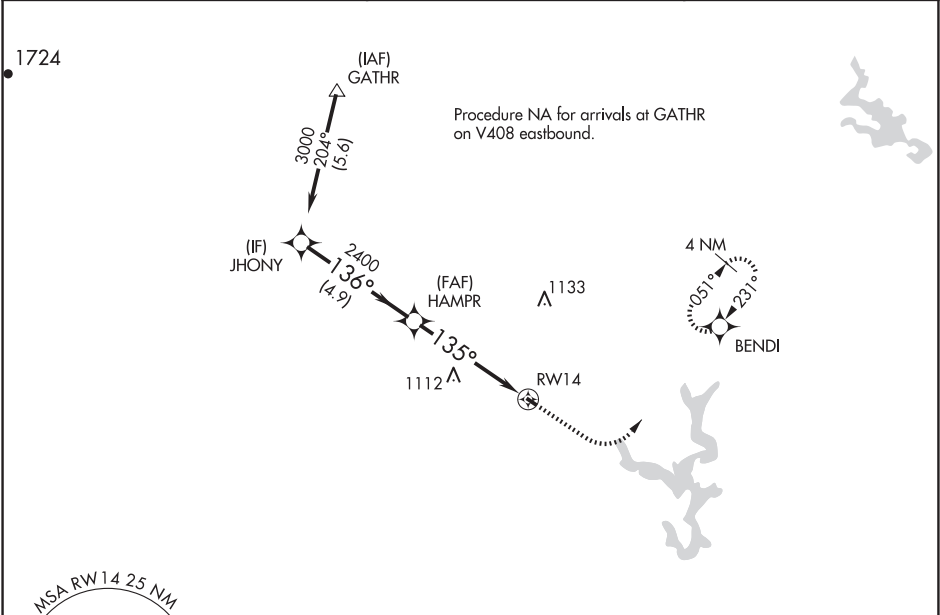
Procedure NA at night. Rwy 14 helicopter visibility reduction below 1 SM NA. Use Carroll County Rgnl/Jack B. Poage Fld altimeter setting, when not received, use Gaithersburg altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct BENDI and hold.

DMW AWOS-3  
121.25

POTOMAC APP CON  
125.525 291.625

UNICOM  
122.8 (CTAF)



ELEV 799

TDZE 799

Visual Segment - Obstacles.

1500

3000

BENDI

JHONY

3000

136°

HAMPR

2400

135°

RW14

4.9 NM

5 NM

CATEGORY	A	B	C	D
LNVA MDA	1360-1 561 (600-1)		NA	
CIRCLING	1360-1 561 (600-1)		NA	

LIRL Rwy 14-32

VORTAC EMI <b>117.9</b> Chgn <b>126</b>	APP CRS <b>235°</b>	Rwy Idg <b>N/A</b> TDZE <b>N/A</b> Apt Elev <b>799</b>
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VOR-A  
CLEARVIEW AIRPARK (2W2)

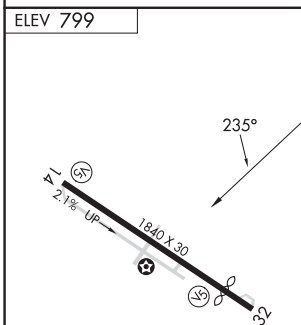
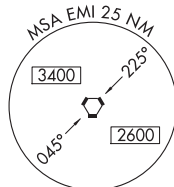
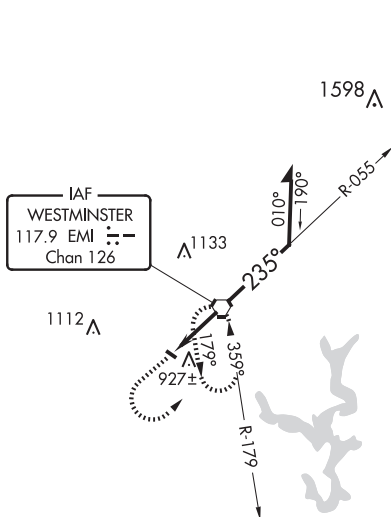
<b>T</b>	Use Carroll County Rgnl/Jack B Poage Fld
<b>A</b> NA	altimeter setting. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:** Climb to 1500, then climbing left turn to 2600 direct EMI VORTAC and hold.

DMW AWOS-3  
**121.25**

POTOMAC APP CON  
125,525 291,625

UNICOM  
122.8 (CTAF) **L**

LIRL Rwy 14-32 **L**

FAF to MAP 2.4 NM

Knots	60	90	120	150	180
Min:Sec	2:24	1:36	1:12	0:58	0:48

The diagram illustrates a navigation scenario starting from point A, located 2.4 NM west of a VORTAC station at point B. The initial heading is 130°. A bearing of 260° is received from the VORTAC. To stay within 5 NM of the station, the course is corrected by 5 degrees, resulting in a new heading of 135°. At this heading, the distance to the VORTAC is 1.90 NM.

Amdt 4B 27JAN22

39°28'N-77°01'W

CLEARVIEW AIRPARK (2W2)

VOR-A

NE-3, 07 AUG 2025 to 02 OCT 2025

25163

RNAV (GPS)-C  
WALTRIP WILLIAMSBURG EXEC AIRPORT (JGG)

**MISSED APPROACH:** Climbing left turn to 2000 direct HCM VORTAC and hold.

UNICOM  
122.8 (CTAF) **L**



NE-3, 07 AUG 2025 to 02 OCT 2025

WALTRIP WILLIAMSBURG EXEC AIRPORT (JGG)  
13'W RNAV (GPS)-C

WILLIAMSBURG, VIRGINIA

AL-6425 (FAA)

25163

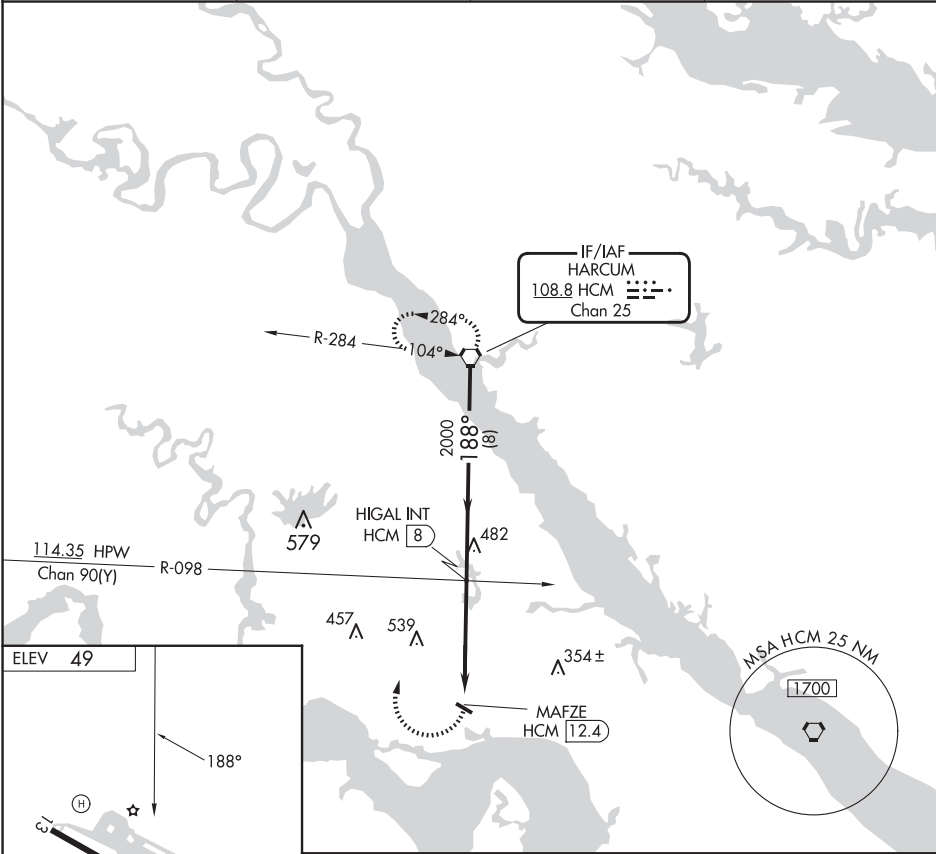
VORTAC HCM	APP CRS	Rwy Ldg	N/A
<b>108.8</b>	<b>188°</b>	TDZE	N/A
Chan <b>25</b>		Apt Elev	<b>49</b>

VOR-B

WALTRIP WILLIAMSBURG EXEC AIRPORT (JGG)

<div><div></div><div></div></div> <div>Procedure NA at night. Rwy 13, 31 helicopter visibility reduction below 1 SM NA.</div>	MISSED APPROACH: Climbing right turn to 2000 direct HCM VORTAC and hold.
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AWOS-3 <b>120.625</b>	NORFOLK APP CON <b>119.45 360.6</b>	GCO <b>135.075</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 49	188°
3204 x 60	0.8% UP
REIL Rwy 13 and 31	MIRL Rwy 13-31
FAF to MAP 4.4 NM	
Knots	60 90 120 150 180
Min:Sec	4:24 2:56 2:12 1:46 1:28

2000	HCM	HIGAL INT HCM (8)	HCM VORTAC	
MAFZE HCM (12.4)	2000	188°	2000	
4.4 NM	8 NM			
CATEGORY	A	B	C	D
CIRCLING	1060-3 1011 (1100-3)			NA

WILLIAMSBURG, VIRGINIA

WALTRIP WILLIAMSBURG EXEC AIRPORT (JGG)

Amdt 3A 07OCT21

37°14'N-76°43'W

VOR-B

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

LOC -ILG <b>110.3</b>	APP CRS <b>015°</b>	Rwy Idg TDZE Apt Elev	<b>7012</b> <b>76</b> <b>80</b>
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ILS or LOC RWY 1

NEW CASTLE (ILG)

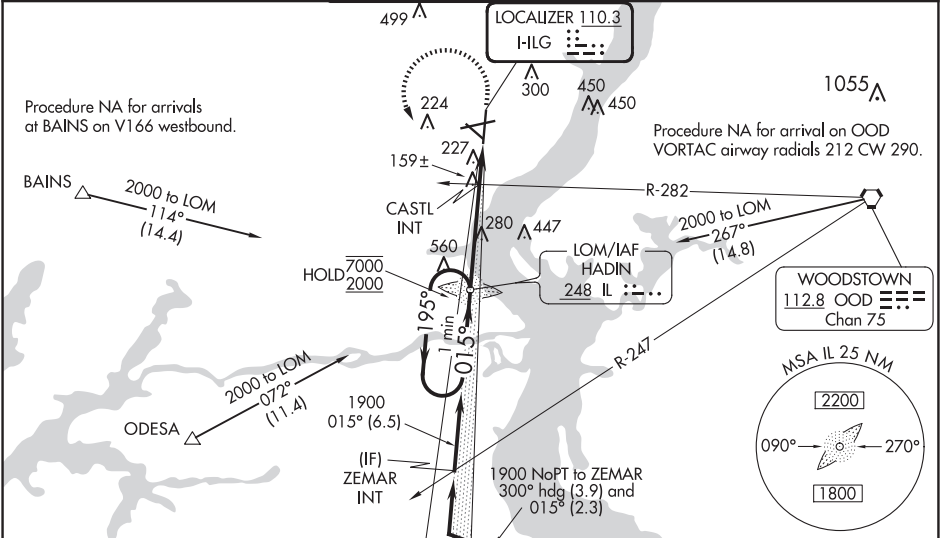
ADF required.  
RADAR required to define BLARE.

When local altimeter setting not received, use Philadelphia altimeter setting increase all DA to 330 feet and all MDA 60 feet; increase S-LOC 1 Cats C/D visibility to 1½ SM and Circling visibility Cat C to 1½ SM, Cat D to 2½ SM; increase CASTL fix minimums S-LOC 1 Cat C/D visibility to RVR 5000 and Circling Cat D to 2½ SM. For inop ALS increase S-LOC 1 Cat C/D to 1½ SM for CASTL fix minimums, increase S-LOC 1 Cats C/D visibility to 1½ SM. For inop ALS when using Philadelphia Intl altimeter setting, increase S-LOC 1 Cat C and D visibility to 1½ SM; CASTL fix minimums S-LOC 1 Cats C/D to 1½ SM. \*\*RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Philadelphia Intl altimeter setting).

MALSR

MISSED APPROACH:  
Climb to 900 then climbing left turn to 2000 direct HADIN LOM and hold.

ATIS <b>123.95</b>	PHILADELPHIA APP CON <b>118.35 323.1</b>	WILMINGTON TOWER * <b>126.0 (CTAF) 352.05</b>	GND CON <b>121.7 275.8</b>	CLNC DEL <b>119.95</b>	UNICOM <b>122.95</b>
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Procedure NA for arrivals at ODESA on V170-214-433-445 southwest bound.

One Minute Holding Pattern

IL LOM

7000 ← 195°  
2000 → 015°

GS 3.00°  
TCH 53

1900

CASTL INT

\*580

3.8 NM

1.5 NM

\*LOC only.

ELEV 80 D TDZE 76

REIL Rwy 9, 19 and 27

HIRL Rwy 1-19 and 9-27

MIRL Rwy 14-32

*640 when using Philadelphia Intl altimeter setting.				
CATEGORY	A	B	C	D
S-ILS 1**	276/24 200 (200-½)			
S-LOC 1	580/24	504 (500-½)	580/55	504 (500-1)
CIRCLING	580-1	500 (500-1)	600-1½ 520 (600-1½)	800-2¼ 720 (800-2¼)
CASTL FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-LOC 1	480/24	404 (400-½)	480/40	404 (400-¾)
CIRCLING	540-1 460 (500-1)	560-1 480 (500-1)	600-1½ 520 (600-1½)	800-2¼ 720 (800-2¼)
FAF to MAP 5.3 NM				
Knots 60 90 120 150 180				
Min:Sec 5:18 3:32 2:39 2:07 1:46				

WAAS CH <b>65815</b> <b>W01A</b>	APP CRS <b>015°</b>	Rwy Idg <b>7012</b> TDZE <b>76</b> Apt Elev <b>80</b>
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RNAV (GPS) RWY 1

NEW CASTLE (ILG)

⚠

⚠

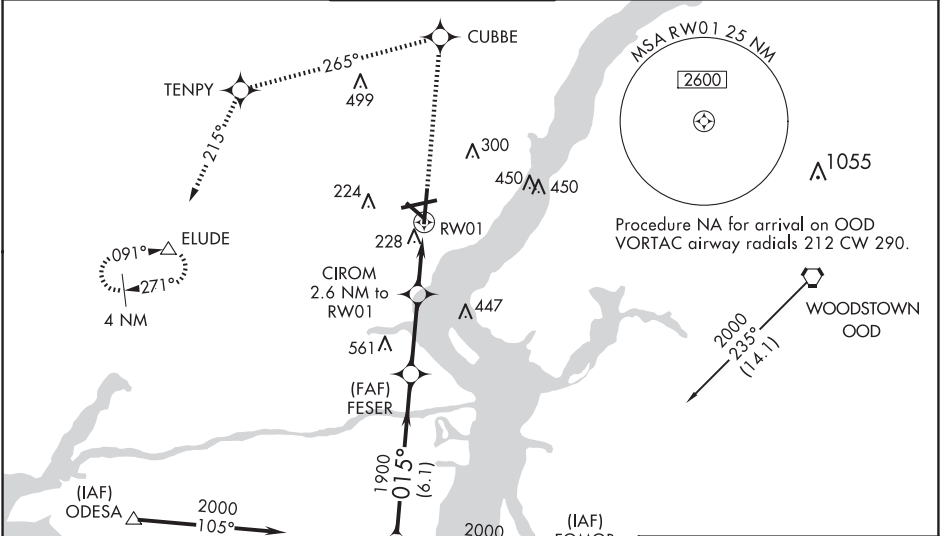
Inoperative table does not apply to LPV all Cats and LNAV Cats A and B.  
Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).  
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Philadelphia Intl altimeter setting: increase LPV DA to 380, LNAV/VNAV DA to 579, and all MDAs 60 feet; increase LNAV/VNAV all Cats visibility to RVR 6000 and Circling Cat D visibility ¼ SM. For inoperative MALSR, increase LNAV Cats C and D visibility ¼ mile. For inoperative MALSR, when using Philadelphia Intl altimeter setting, increase LNAV visibility Cat C ¼ mile.

MALSR

MISSED APPROACH:

Climb to 2000 direct CUBBE and left turn via track 265° to TENPY and via track 214° to ELUDE and hold.

ATIS <b>123.95</b>	PHILADELPHIA APP CON <b>118.35 323.1</b>	WILMINGTON TOWER ★ <b>126.0</b> (CTAF) <b>352.05</b>	GND CON <b>121.7 275.8</b>	CLNC DEL <b>119.95</b>	UNICOM <b>122.95</b>
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ELEV 80 TDZE 76

REIL Rwy 9, 19 and 27

HIRL Rwy 1-19 and 9-27

MIRL Rwy 14-32

2000	CUBBE	TENPY	ELUDE
↑	⬠	⬠	△
	tr 265°	tr 214°	

Procedure Turn NA

GP 3.00° TCH 52

\*LNAV only

\*960

6.1 NM 2.9 NM 2.6 NM

CATEGORY	A	B	C	D
LPV DA	326/50 250 (300-1)			
LNAV/VNAV DA	525/50 449 (500-1)			
LNAV MDA	480/50 404 (400-1)			
CIRCLING	540-1 460 (500-1)	560-1 480 (500-1)	600-1½ 520 (600-1½)	800-2¼ 720 (800-2¼)



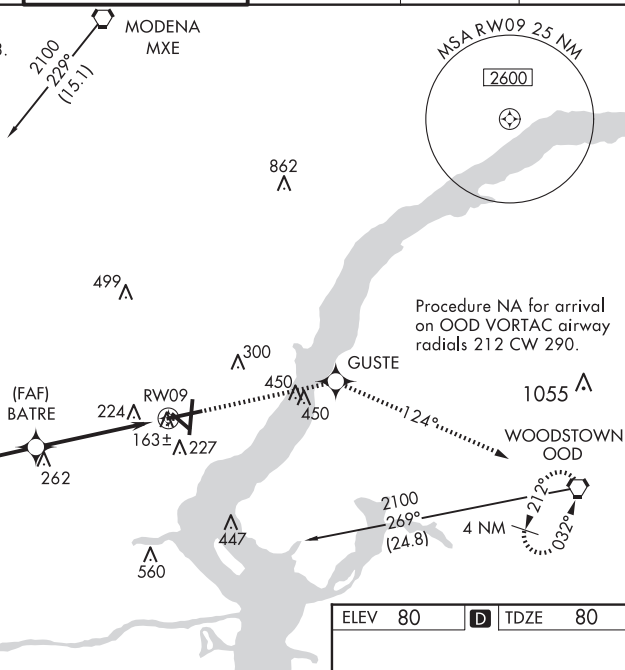
WAAS CH <b>49015</b> <b>W09A</b>	APP CRS <b>088°</b>	Rwy Idg <b>7000</b> TDZE <b>80</b> Apt Elev <b>80</b>
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RNAV (GPS) RWY 9  
NEW CASTLE (ILG)

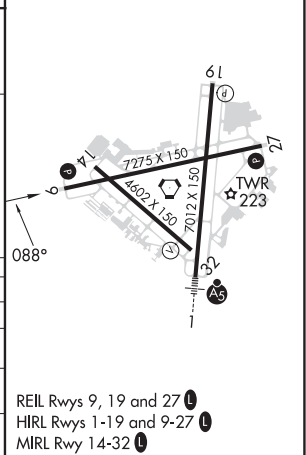
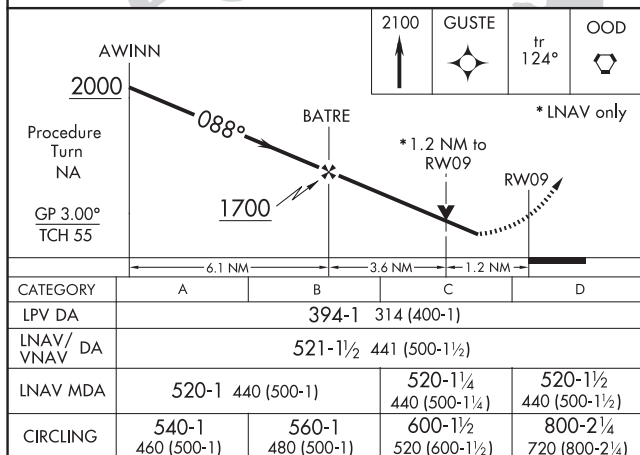
**MISSED APPROACH:**  
Climb to 2100 direct  
GUSTE and via track  
124° to OOD VORTAC  
and hold.

ATIS 123.95	PHILADELPHIA APP CON 118.35 323.1	WILMINGTON TOWER ★ 126.00 (CTAF) 352.05	GND CON 121.7 275.8	CLNC DEL 119.95	UNICOM 122.95
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Procedure NA for arrival on MXE  
VORTAC airway radials 177 CW 283.



ELEV	80	<b>D</b>	TDZE	80
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WAAS CH <b>82115</b> <b>W19A</b>	APP CRS <b>195°</b>	Rwy Idg <b>7012</b> TDZE <b>71</b> Apt Elev <b>80</b>
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# RNAV (GPS) RWY 19

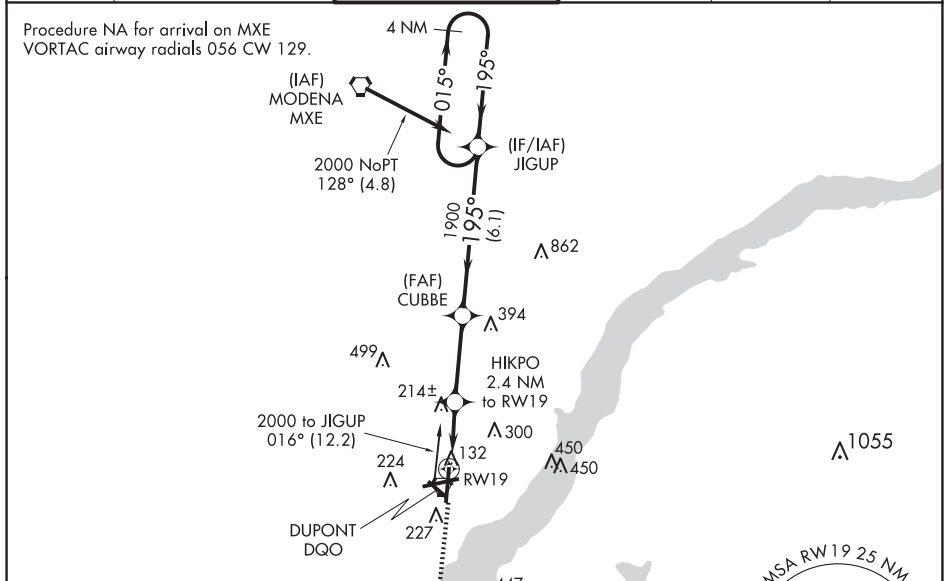
NEW CASTLE (ILG)

**⚠** Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

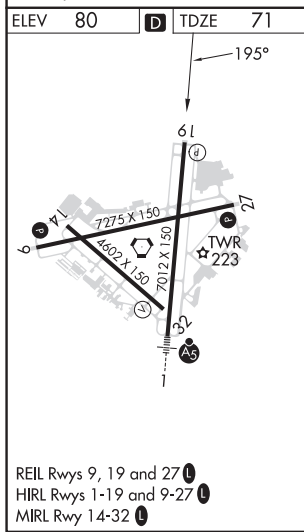
**⚠** Visibility reduction by helicopters NA. When local altimeter setting not received, use Philadelphia Intl altimeter setting: increase LPV DA to 425, LNAV/VNAV DA to 592, and all MDAs 60 feet; increase LPV all Cats and LNAV and Circling Cat D visibility ¼ SM.

MISSED APPROACH:  
Climb to 2000 direct  
FESER and hold.

ATIS <b>123.95</b>	PHILADELPHIA APP CON <b>118.35 323.1</b>	WILMINGTON TOWER ★ <b>126.0 (CTAF) 352.05</b>	GND CON <b>121.7 275.8</b>	CLNC DEL <b>119.95</b>	UNICOM <b>122.95</b>
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Procedure NA for arrival on DQO VORTAC  
airway radials 053 CW 068.



2000

↑

FESER

✧

\*LNAV only.

RW19

2.4 NM

HIKPO

2.4 NM to RW19

CUBBE

3.1 NM

JIGUP

6.1 NM

4 NM Holding Pattern

015°→

←195°

2000

GP 3.00°

TCH 55

880\*

1900

195°

CATEGORY	A	B	C	D
LPV DA	371-1 300 (300-1)			
LNAV/VNAV DA	538-1¾ 467 (500-1¾)			
LNAV MDA	480-1	409 (400-1)	480-1¼	409 (400-1¼)
CIRCLING	540-1 460 (500-1)	560-1 480 (500-1)	600-1½ 520 (600-1½)	800-2¼ 720 (800-2¼)

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>53515</b> <b>W27A</b>	APP CRS <b>268°</b>	Rwy Idg <b>7000</b> TDZE <b>72</b> Apt Elev <b>80</b>
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RNAV (GPS) RWY 27

NEW CASTLE (ILG)

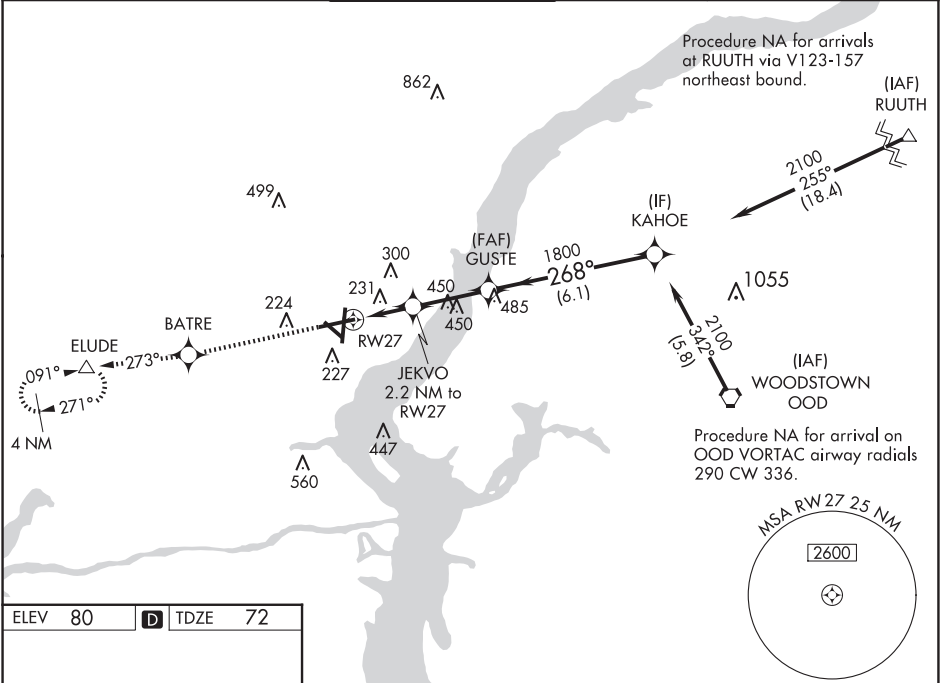
▼

▲

Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV DA NA below -15°C (5°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Philadelphia Intl altimeter setting: increase LPV DA to 480, LNAV/VNAV DA to 584, and all MDAs 60 feet; increase LPV all Cats and LNAV Cat C/D visibility ½ SM and LNAV/VNAV all Cats and Circling Cat D visibility ¼ SM.

MISSED APPROACH: Climb to 2000 direct BATRE and via track 273° to ELUDE and hold.

ATIS <b>123.95</b>	PHILADELPHIA APP CON <b>118.35 323.1</b>	WILMINGTON TOWER★ <b>126.00 (CTAF) 352.05</b>	GND CON <b>121.7 275.8</b>	CLNC DEL <b>119.95</b>	UNICOM <b>122.95</b>
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ELEV 80	D	TDZE 72
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2000

BATRE

tr 273°

ELUDE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 54).

Procedure Turn NA

\*LNAV only.

KAHOE

2100

268°

1800

860\*

JEKVO 2.2 NM to RW27

RW27

2.2 NM

2.8 NM

6.1 NM

GP 3.10°

TCH 68

CATEGORY	A	B	C	D
LPV DA	426-1⅛	354 (400-1⅛)		
LNAV/VNAV DA	530-1⅜	458 (500-1⅜)		
LNAV MDA	500-1	428 (500-1)	500-1¼	428 (500-1¼)
CIRCLING	540-1 460 (500-1)	560-1 480 (500-1)	600-1½ 520 (600-1½)	800-2¼ 720 (800-2¼)

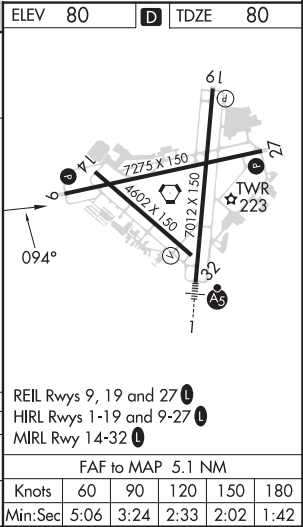
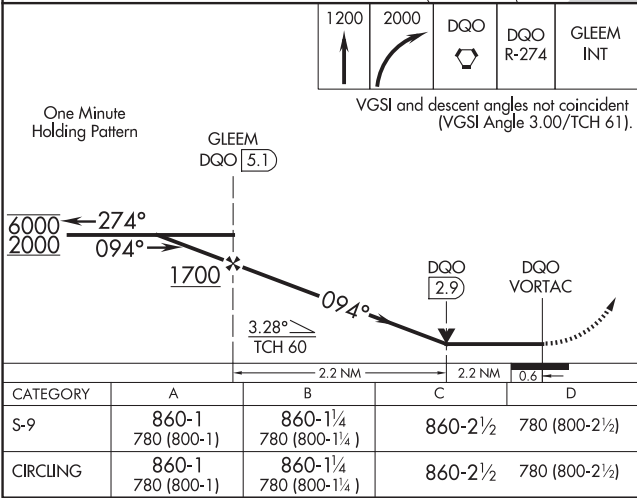
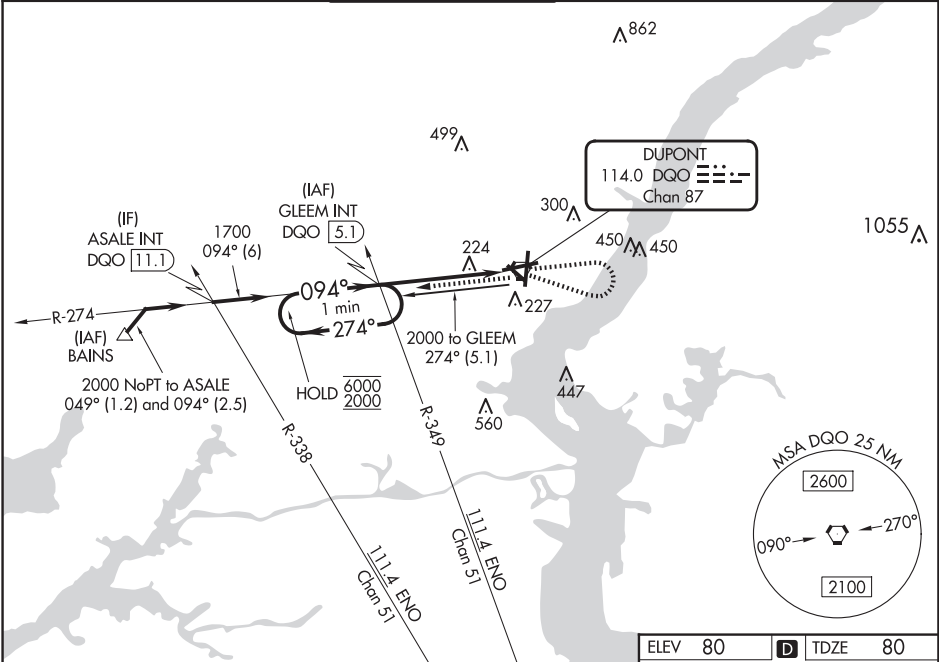
VORTAC DQO	APP CRS	Rwy Idg
114.0	094°	7000
Chan 87		TDZE 80
		Apt Elev 80

VOR RWY 9  
NEW CASTLE (ILG)

VDP NA when using Philadelphia Intl altimeter setting. When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDAs 60 feet and Circling visibility Cats A and D ¼ SM.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2000 direct DQO VORTAC then on DQO VORTAC R-274 to GLEEM INT/DQO 5.1 DME and hold.

ATIS	PHILADELPHIA APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL	UNICOM
123.95	118.35 323.1	126.0 (CTAF) 352.05	121.7 275.8	119.95	122.95



NE-3, 07 AUG 2025 to 02 OCT 2025

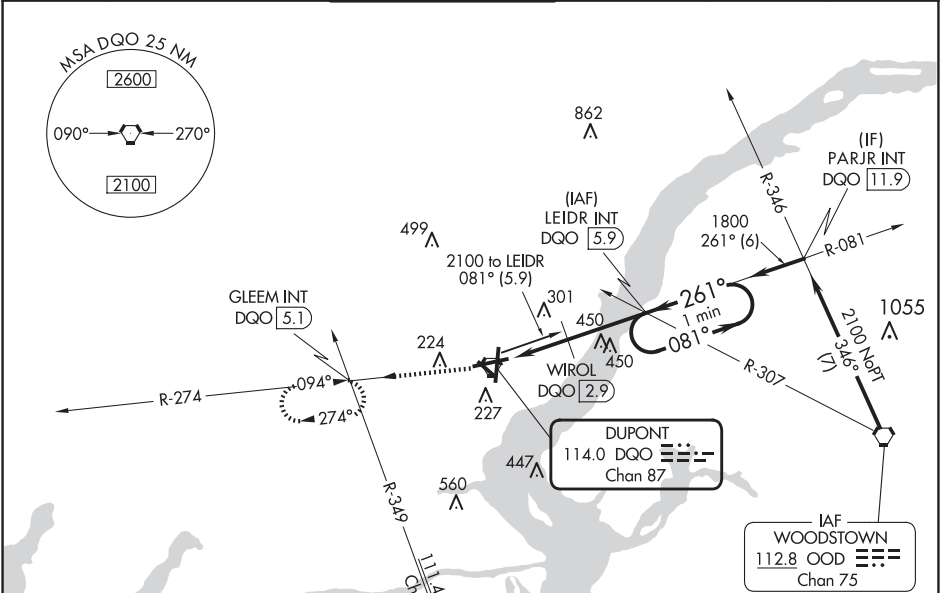
NE-3, 07 AUG 2025 to 02 OCT 2025

VORTAC DQO	APP CRS	Rwy Idg	7000
114.0	261°	TDZE	72
Chan 87		Apt Elev	80

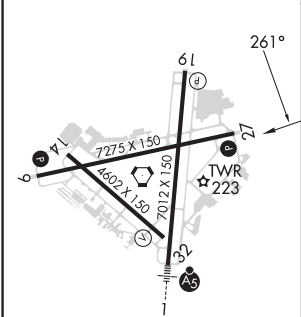
VOR RWY 27  
NEW CASTLE (ILG)

<p><b>⚠</b> Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDAs 60 feet; increase S-27 Cat B and Circling Cat C/D visibility ¼ SM and S-27 Cat C/D visibility ½ SM; WIROL fix minimums S-27 increase Cat C/D and Circling Cat D visibility ¼ SM.</p>	<p>MISSED APPROACH: Climb to 2000 on DQO VORTAC R-274 to GLEEM INT/DQO 5.1 DME and hold.</p>
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ATIS 123.95	PHILADELPHIA APP CON 118.35 323.1	WILMINGTON TOWER ★ 126.0 (CTAF) 352.05	GND CON 121.7 275.8	CLNC DEL 119.95	UNICOM 122.95
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ELEV 80	D	TDZE 72
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REIL Rwy 9, 19 and 27	61
HIRL Rwy 1-19 and 9-27	223
MIRL Rwy 14-32	32
FAF to MAP 5.9 NM	
Knots	60 90 120 150 180
Min:Sec	5:54 3:56 2:57 2:22 1:58

2000	GLEEM INT	LEIDR INT DQO 5.9	One Minute Holding Pattern
DQO R-274	WIROL DQO 2.9	WIROL DQO 2.9	2100
DQO VORTAC	261°	1800	081°
800*	3.00 TCH 54		
0.6	2.3	3 NM	
CATEGORY	A	B	C D
S-27	800-1 728 (800-1)	800-2 728 (800-2)	
CIRCLING	800-1 720 (800-1)	800-2 720 (800-2)	800-2 720 (800-2¼)
WIROL FIX MINIMUMS (DME REQUIRED)			
S-27	560-1 488 (500-1)	560-1½ 488 (500-1½)	
CIRCLING	560-1 480 (500-1)	600-1½ 520 (600-1½)	800-2¼ 720 (800-2¼)

## AL-458 (FAA)

NEW CASTLE (ILG)  
WILMINGTON, DELAWARE



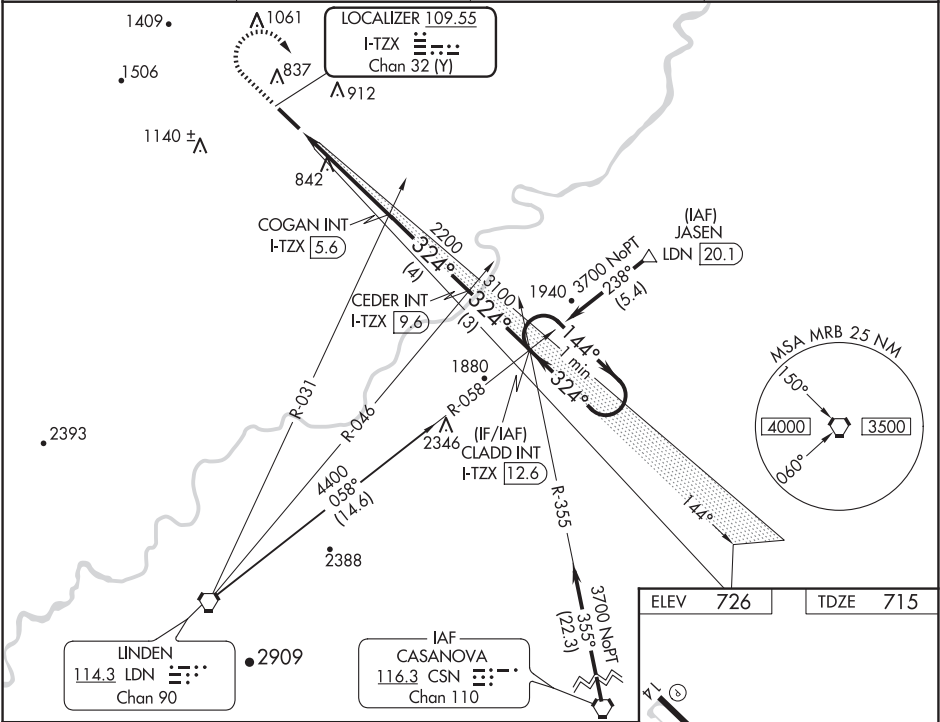
WILMINGTON, DELAWARE  
NEW CASTLE (ILG)

LOC/DME I-TZX	APP CRS	Rwy Idg	5498
109.55	324°	TDZE	715
Chan 32 (Y)		Apt Elev	726

ILS or LOC RWY 32

WINCHESTER RGNL (OKV)

<div><div><div>T</div><div>NA</div></div><div>Rwy 32 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Martinsburg altimeter setting and increase all DA 63 feet and all MDA 80 feet and Circling Cat C visibility ¼ mile. For inoperative MALSRL, increase S-LOC 32 Cat C visibility to 1 mile. For inoperative MALSRL when using Martinsburg altimeter setting, increase S-ILS 32 All Cats visibility ½ mile. VDP NA when using Martinsburg altimeter setting.</div></div>	<div><div>MALSRL</div><div><div><div>A6</div><div><div><div></div><div></div><div></div><div></div><div></div></div></div></div></div></div>	<div>MISSED APPROACH: Climb to 1400 then climbing right turn to 3700 via heading 160° and I-TZX SE course to CLADD INT/I-TZX 12.6 DME and hold.</div>	
<div>AWOS-3</div> <div>124.85</div>	<div>POTOMAC APP CON</div> <div>120.45 306.925</div>	<div>CLNC DEL</div> <div>126.15</div>	<div>UNICOM</div> <div>122.975 (CTAF) 0</div>

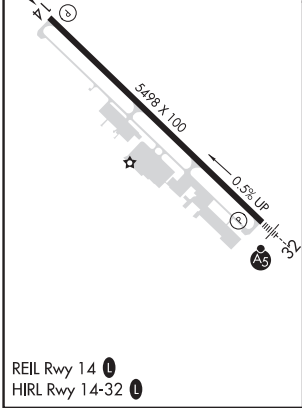
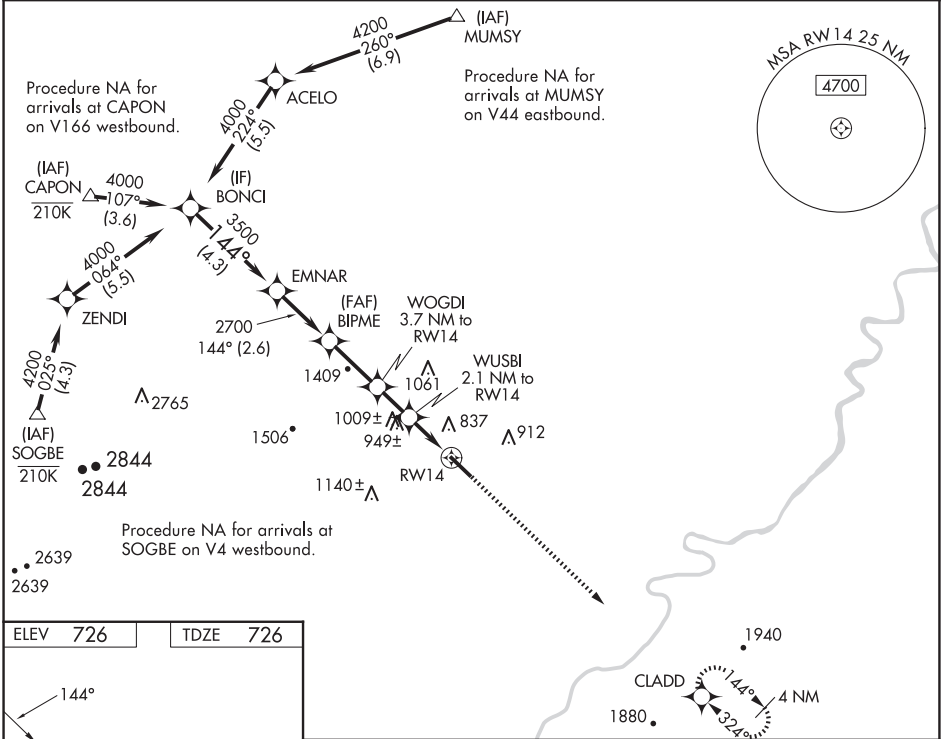


<div>1400</div> <div>3700</div> <div>hdg 160°</div> <div>I-TZX SE crs</div> <div>CLADD INT</div> <div>CLADD INT I-TZX 12.6</div> <div>One Minute Holding Pattern</div> <div>COGAN INT I-TZX 5.6</div> <div>CEDER INT I-TZX 9.6</div> <div>I-TZX 1.1</div> <div>I-TZX 2</div> <div>2200</div> <div>3100</div> <div>3700</div> <div>144°</div> <div>324°</div> <div>GS 3.00°</div> <div>TCH 44</div> <div>0.9 NM</div> <div>3.6 NM</div> <div>4 NM</div> <div>3 NM</div>	<div>CATEGORY</div> <div>S-ILS 32</div> <div>S-LOC 32</div> <div>CIRCLING</div> <div>1180-1</div> <div>454 (500-1)</div> <div>1220-1</div> <div>494 (500-1)</div> <div>1380-1¾</div> <div>654 (700-1¾)</div> <div>1480-2½</div> <div>754 (800-2½)</div> <div>915-½</div> <div>200 (200-½)</div> <div>1040-½</div> <div>325 (400-½)</div> <div>1040-¾</div> <div>325 (400-¾)</div>	<div>REIL Rwy 14 0</div> <div>HIRL Rwy 14-32 0</div> <div>FAF to MAP 4.5 NM</div> <div>Knots</div> <div>60</div> <div>90</div> <div>120</div> <div>150</div> <div>180</div> <div>Min:Sec</div> <div>4:30</div> <div>3:00</div> <div>2:15</div> <div>1:48</div> <div>1:30</div>
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WAAS CH <b>70712</b> <b>W14A</b>	APP CRS <b>144°</b>	Rwy Idg TDZE <b>726</b> Apt Elev <b>726</b>	<b>5498</b>
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**RNAV (GPS) RWY 14**  
WINCHESTER RGNL (OKV)

RNP APCH - GPS.			MISSED APPROACH: Climb to 3700 direct CLADD and hold, continue climb-in-hold to 3700.
<div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div></div><div></div></div></div><div>Rwy 14 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.</div></div>			
AWOS-3 124.85	POTOMAC APP CON 120.45 306.925	CLNC DEL 126.15	UNICOM 122.975 (CTAF) 1



BONCI		EMNAR	BIPME	WOGDI	WUSBI	CLADD
4000		3500	2700	1940	1440	3700
GP 3.00°						
TCH 45						
4.3 NM		2.6 NM	2.4 NM	1.6 NM	0.6 NM	1.5 NM
CATEGORY	A	B	C	D		
LPV	DA	976-3/4	250 (300-3/4)			
LNAV/VNAV	DA	1040-7/8	314 (400-7/8)			
LNAV MDA	1200-1	474 (500-1)	1200-1 3/8	474 (500-1 3/8)		
CIRCLING	1200-1	1220-1	1380-1 3/4	1500-2 1/2		
	474 (500-1)	494 (500-1)	654 (700-1 3/4)	774 (800-2 1/2)		



WAAS CH <b>97512</b> <b>W32A</b>	APP CRS <b>324°</b>	Rwy Idg TDZE <b>715</b> Apt Elev <b>726</b>
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RNAV (GPS) RWY 32

WINCHESTER RGNL (OKV)

RNP APCH

▼

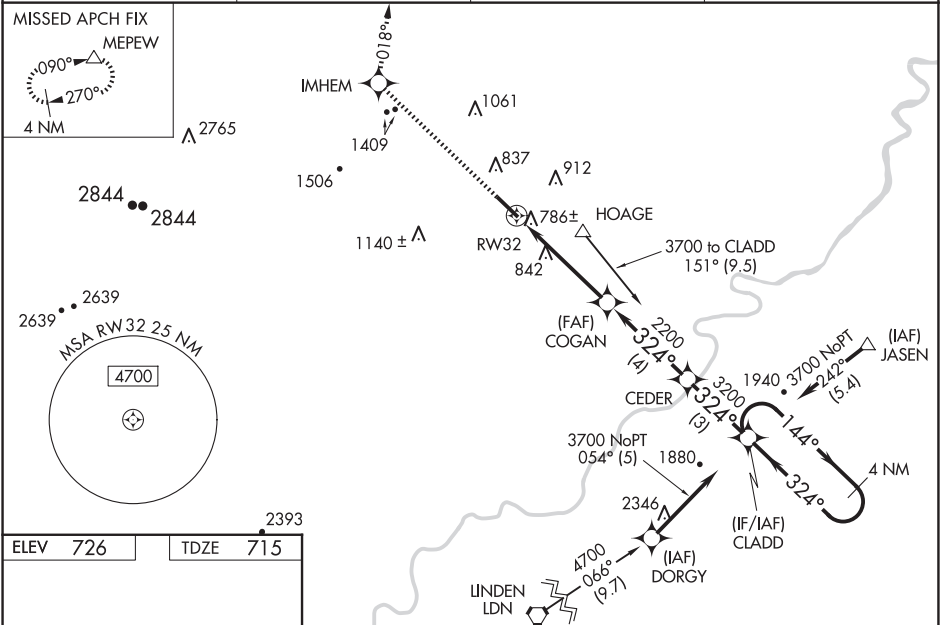
▲

Baro-VNAV NA when using Martinsburg altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C.  
Rwy 32 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Martinsburg altimeter setting and increase all DA 63 feet and all MDA 80 feet, and LNAV/VNAV all Cats and Circling Cat C visibility ¼ mile. For inoperative MALSR, increase LNAV Cats A, B and C visibility to 1 mile and LNAV Cat D visibility to 1¼ mile. Inoperative table does not apply to LPV. For inoperative MALSR when using Martinsburg altimeter setting, increase LPV all Cats and LNAV Cats A and B visibility to 1 mile. VDP NA when using Martinsburg altimeter setting.

MALSR

MISSED APPROACH:  
Climb to 5000 direct IMHEM and via track 018° to MEPEW and hold, continue climb-in-hold to 5000.

AWOS-3 <b>124.85</b>	POTOMAC APP CON <b>120.45 306.925</b>	CLNC DEL <b>126.15</b>	UNICOM <b>122.975 (CTAF) 1</b>
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5000

IMHEM

tr 018°

MEPEW

CLADD 4 NM Holding Pattern

\*LNAV only

\*1.1 NM to RW32

CEDER

324°

3200

2200

144°

3700

GP 3.00° TCH 44

CATEGORY	A	B	C	D
LPV DA	915-¾ 200 (200-¾)			
LNAV/VNAV DA	1056-¾ 341 (400-¾)			
LNAV MDA	1100-¾ 385 (400-¾)			1100-1 385 (400-1)
CIRCLING	1180-1 454 (500-1)	1220-1 494 (500-1)	1380-1¾ 654 (700-1¾)	1480-2½ 754 (800-2½)

WINCHESTER, VIRGINIA

AL-5251 (FAA)

22307

VORTAC MRB <b>112.1</b> Chan <b>58</b>	APP CRS <b>231°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>726</b>
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**VOR/DME-A**  
WINCHESTER RGNL (OKV)



When local altimeter setting not received, use Martinsburg altimeter setting and increase all MDA 80 feet and Cat C visibility 1/4 mile.

MISSED APPROACH: Climbing left turn to 3000 via MRB R-231 to CWINE/MRB 15 DME and hold, continue climb-in-hold to 3000.

AWOS-3

**124.85**

POTOMAC APP CON

**120.45 306.925**

CLNC DEL

**126.15**

UNICOM

**122.975 (CTAF) 0**
**2905**

Procedure NA for arrivals on MRB VORTAC airway radials 223 CW 284.

IF/IAF  
MARTINSBURG  
**112.1** MRB **58**  
Chan 58

3000 NoPT  
231°  
(15)

(IAF)  
CWINE  
MRB **15**

1061  
MADCS  
MRB **20**  
837

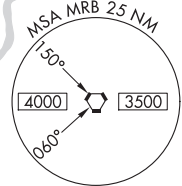
**912**
**2765**

1409

1506

1140 ± **1140**

2844



LINDEN  
**114.3** LDN **90**  
Chan 90

4100

023°

(21.9)

1880

**2346**

3000  
MRB  
R-231

CWINE  
MRB **15**

One Minute  
Holding Pattern

MADCS  
MRB **20**

051°

← 231°

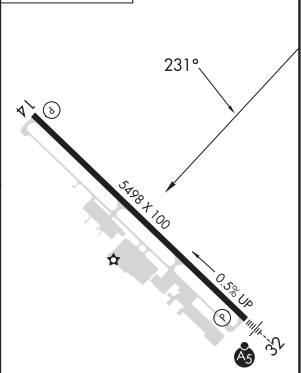
3000

231°

5 NM

CATEGORY	A	B	C	D
CIRCLING	1180-1 454 (500-1)	1220-1 494 (500-1)	1380-1 3/4 654 (700-1 3/4)	1480-2 1/2 754 (800-2 1/2)

ELEV 726



REIL Rwy 14 0

HIRL Rwy 14-32 0

WINCHESTER, VIRGINIA

Amdt 5A 25APR19

39°09'N - 78°09'W

WINCHESTER RGNL (OKV)

**VOR/DME-A**

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025

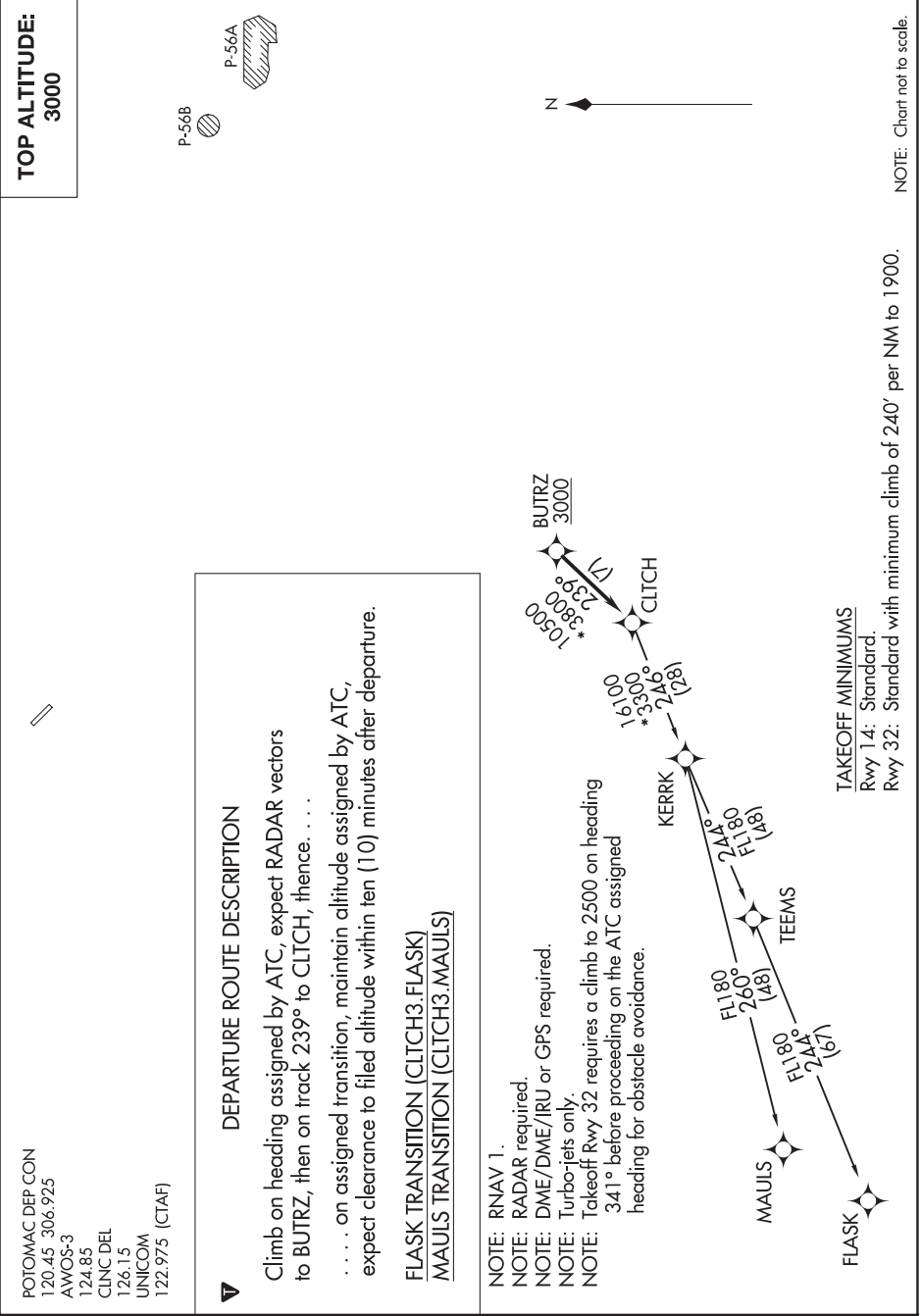
NE-3, 07 AUG 2025 to 02 OCT 2025

(CLTCH3.CLTCH) 24193

CLTCH THREE DEPARTURE (RNAV)

AL-5251 (FAA)

WINCHESTER RGNL (OKV)  
WINCHESTER, VIRGINIA



(JDUBB4.JDUBB) 23026

JDUBB FOUR DEPARTURE (RNAV)

AL-5251 (FAA)

WINCHESTER RGNL (OKV)  
WINCHESTER, VIRGINIA

POTOMAC DEP CON  
120.45 306.925  
AWOS-3  
124.85  
CLNC DEL  
126.15  
UNICOM  
122.975 (CTAF)

TOP ALTITUDE:  
3000

TAKEOFF MINIMUMS

Rwy 14: Standard  
Rwy 32: Standard with minimum climb  
of 240' per NM to 1900.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 14: Climb on heading 144° or as assigned by ATC.  
Expect RADAR vectors to HAFNR, then on track 225° to JDUBB, thence. . .

TAKEOFF RUNWAY 32: Climb on heading 324° or as assigned by ATC.  
Expect RADAR vectors to HAFNR, then on track 225° to JDUBB, thence. . .

. . . on assigned transition. Maintain 3000. Expect clearance  
to filed altitude within ten (10) minutes after departure.

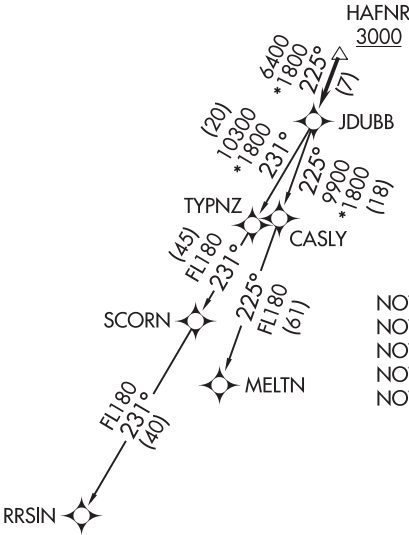
MELTN TRANSITION (JDUBB4.MELTN)

RRSIN TRANSITION (JDUBB4.RRSIN)

P-56B



P-56A



NOTE: RNAV 1.  
NOTE: RADAR required.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: Turbo-jets only.  
NOTE: Takeoff Rwy 32 requires a climb to  
2500 on heading 341° before proceeding  
on the ATC assigned heading for obstacle  
avoidance.

NOTE: Chart not to scale.

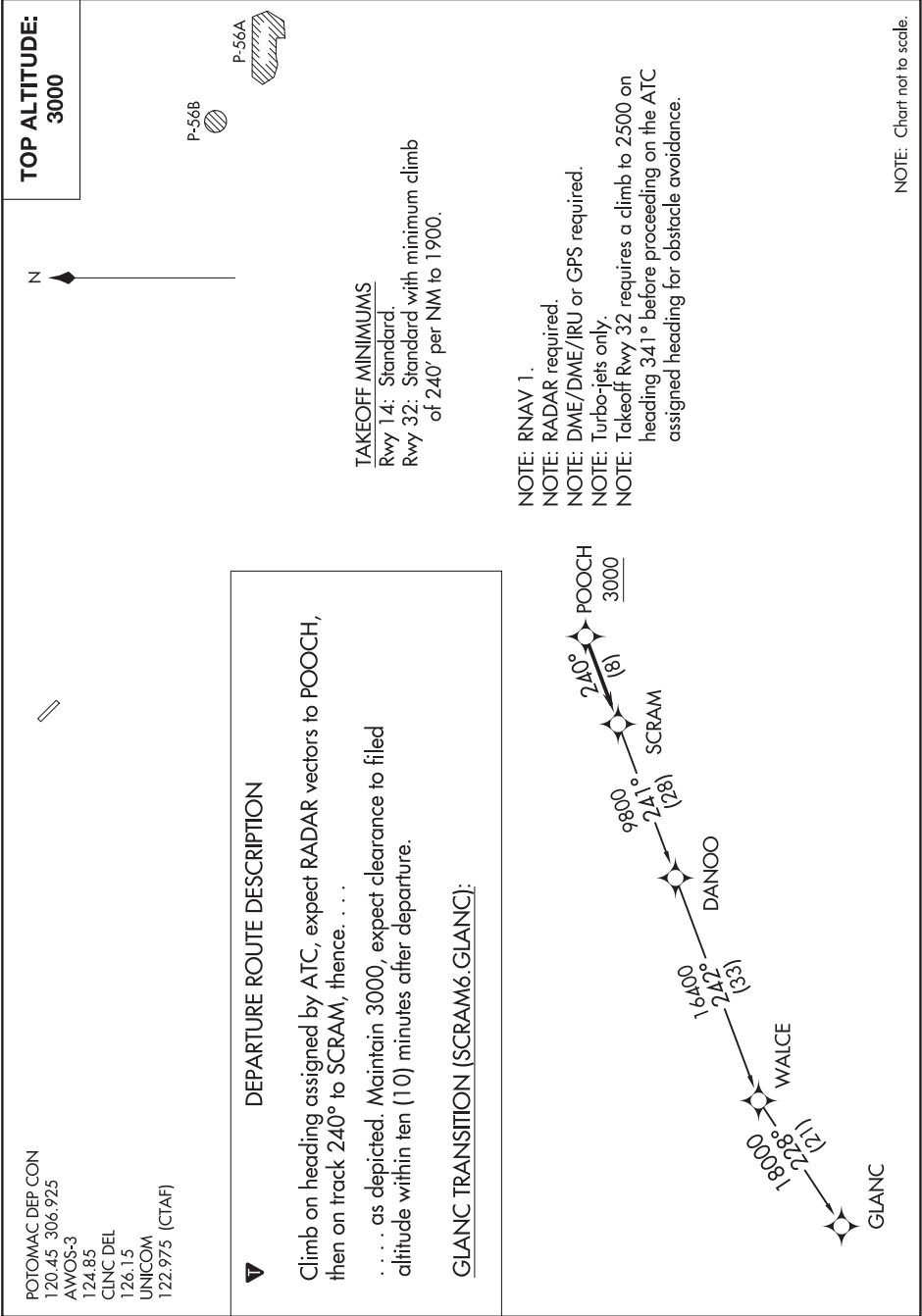
JDUBB FOUR DEPARTURE (RNAV)

(JDUBB4.JDUBB) 31DEC20

WINCHESTER, VIRGINIA  
WINCHESTER RGNL (OKV)

NE-3, 07 AUG 2025 to 02 OCT 2025

NE-3, 07 AUG 2025 to 02 OCT 2025



WISE, VIRGINIA

APP CRS <b>066°</b>	Rwy Idg TDZE Apt Elev	<b>5131</b> <b>2671</b> <b>2684</b>
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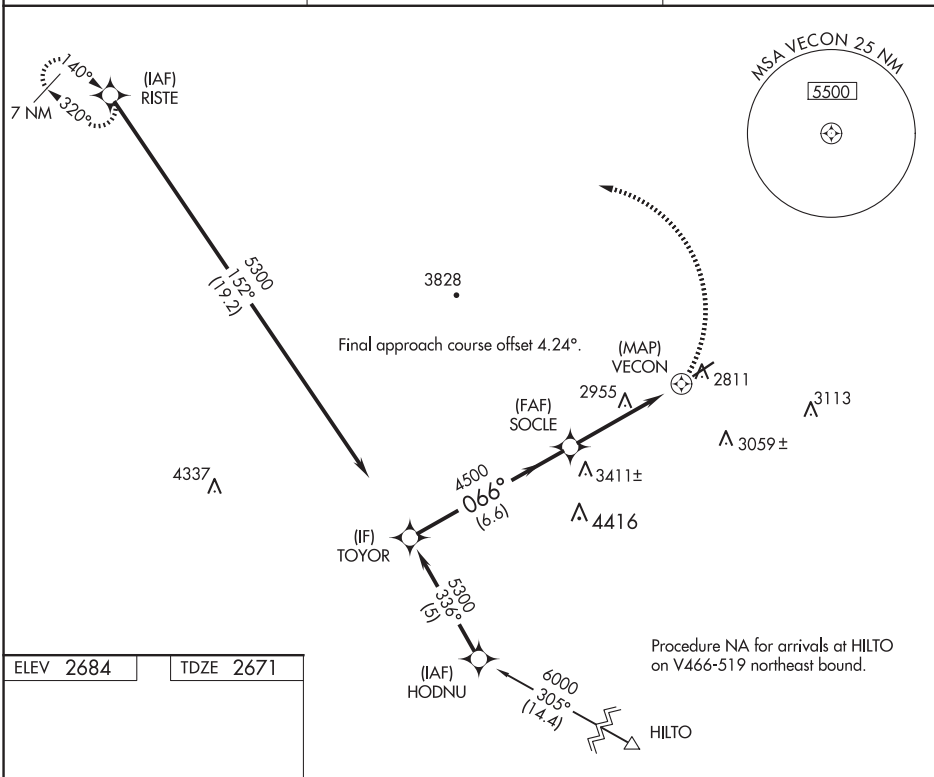
RNAV (GPS) RWY 6  
LONESOME PINE (LNP)

RNP APCH.

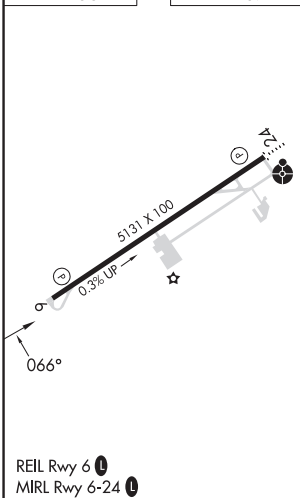
- |   |  |
|---|--|
| T | Procedure NA at night.                               |
| A | Rwy 6 helicopter visibility reduction below 1 SM NA. |

**MISSED APPROACH:** Climbing left turn to 6400 direct RISTE and hold.

AWOS-3 <b>118.6</b>	INDIANAPOLIS CENTER <b>126.575 257.85</b>	UNICOM <b>123.0 (CTAF) 0</b>
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ELEV 2684		TDZE 2671
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VGSI and descent angles not coincident  
(VGSI Angle 3.00/TCH 32).

TOYOR 5300

066°

SOCLE 4500

3.34°  
TCH 34

VECON

6.6 NM

4.6 NM

0.5 NM

6400

RISTE

CATEGORY	A	B	C	D
INAV MDA	3260-1	589 (600-1)	3260-1 <sup>3</sup> / <sub>4</sub>	589 (600-1 <sup>3</sup> / <sub>4</sub> )
<b>C</b> CIRCLING	3260-1 576 (600-1)	3360-1 676 (700-1)	3360-2 676 (700-2)	3560-2 <sup>3</sup> / <sub>4</sub> 876 (900-2 <sup>3</sup> / <sub>4</sub> )

WISE, VIRGINIA  
Orig-B 25FEB21

36°59'N-82°32'W

LONESOME PINE (LNP)

RNAV (GPS) RWY 6

NE-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>77602</b> <b>W24A</b>	APP CRS <b>242°</b>	Rwy ldg TDZE Apt Elev	<b>5131</b> <b>2684</b> <b>2684</b>
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RNAV (GPS) RWY 24

LONESOME PINE (LNP)

RNP APCH.

⚠

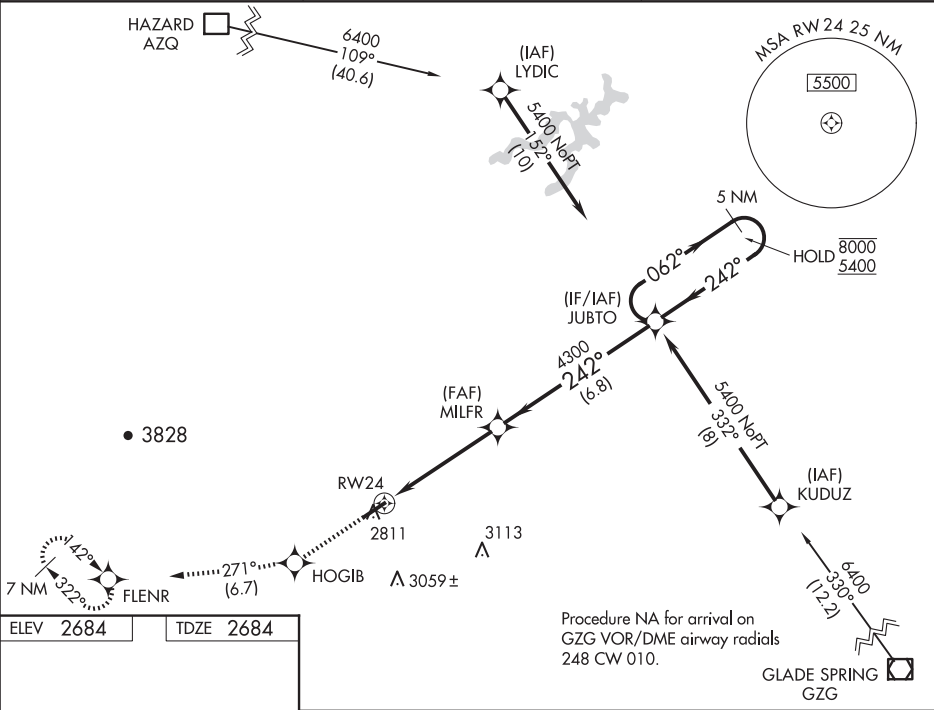
Circling to Rwy 6 NA at night. Rwy 24 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. Inop table does not apply to LPV all Cats and LNAV Cats A/B. For inop ALS, increase LNAV/VNAV Cat A/B visibility to 1½ SM and LNAV Cat C/D visibility to 1¾ SM.

ODALS

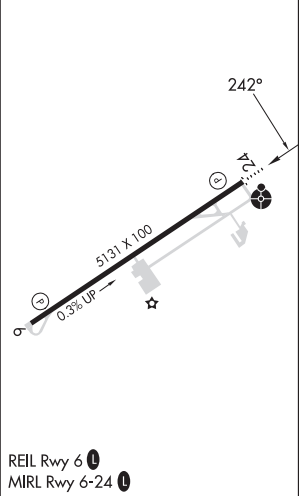
MISSED APPROACH:

Climb to 6400 direct HOGIB and on track 271° to FLENR and hold, continue climb-in-hold to 6400.

AWOS-3 <b>118.6</b>	INDIANAPOLIS CENTER <b>126.575 257.85</b>	UNICOM <b>123.0 (CTAF) 0</b>
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ELEV 2684	TDZE 2684
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6400	HOGIB	tr 271°	FLENR	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 32).	5 NM Holding Pattern
*LNAV only					
		*1.6 NM to RW24	MILFR 4300	242°	JUBTO
				4300	062° 8000
					242° 5400
					GP 3.00° TCH 55
		1.6 NM	3.3 NM	6.8 NM	
CATEGORY	A	B	C	D	
LPV DA		2962-1	278 (300-1)		
LNAV/VNAV DA		3112-1½	428 (500-1½)		
LNAV MDA	3140-1	456 (500-1)	3140-1½	456 (500-1½)	
CIRCLING	3240-1 556 (600-1)	3360-1 676 (700-1)	3360-2 676 (700-2)	3560-2¾ 876 (900-2¾)	

WISE, VIRGINIA

AL-5973 (FAA)

25107

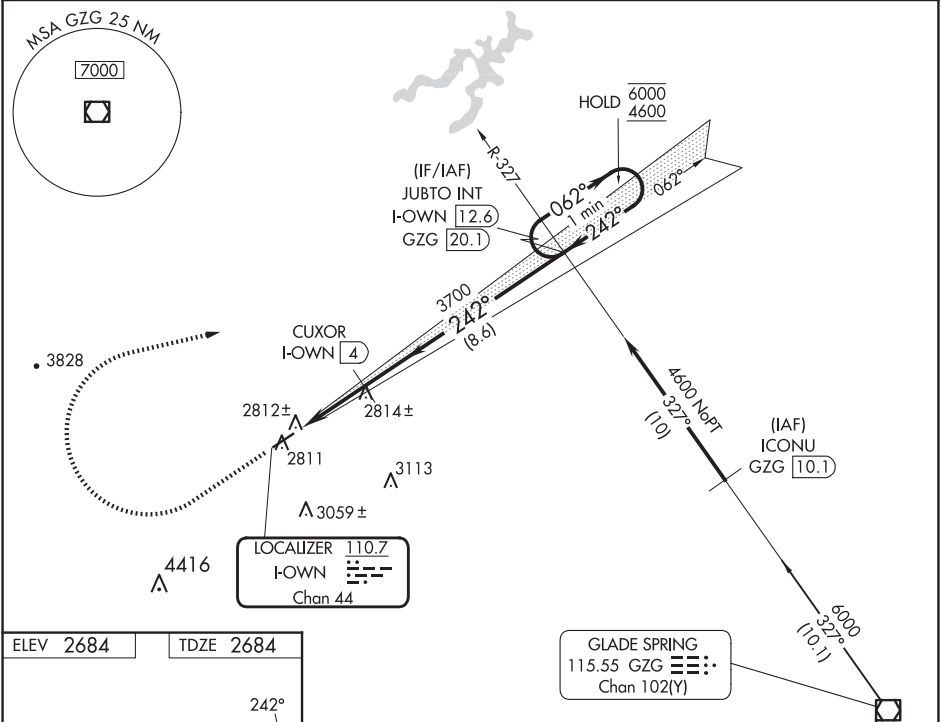
LOC I-OWN <b>110.7</b> Chan <b>44</b>	APP CRS <b>242°</b>	Rwy Idg TDZE Apt Elev	<b>5131</b> <b>2684</b> <b>2684</b>
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# LOC RWY 24

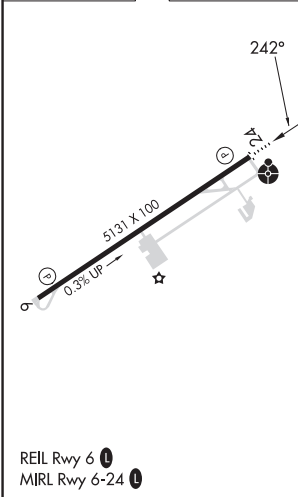
LONESOME PINE (LNP)

DME required. RNAV 1-GPS required.	ODALS	MISSED APPROACH: Climb to 3300 then climbing right turn to 4600 direct JUBTO and hold.
<div> <div></div> <div>NA</div> </div> Circling to Rwy 6 NA at night. Rwy 24 helicopter visibility reduction below $\frac{3}{4}$ SM NA.	<div> <div></div> <div></div> </div>	

AWOS-3 <b>118.6</b>	INDIANAPOLIS CENTER <b>126.575 257.85</b>	UNICOM <b>123.0</b> (CTAF) <b>0</b>
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ELEV 2684	TDZE 2684
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3300	4600	JUBTO INT	One Minute Holding Pattern
Use I-OWN DME when on the localizer course.			
I-OWN 0.9	I-OWN 2.3	CUXOR I-OWN 4	JUBTO INT I-OWN 12.6
3700	3700	3700	3700
1.4 NM	1.7 NM	8.6 NM	
CATEGORY	A	B	C
S-LOC 24	3160-1	476 (500-1)	3160-1 1/4 476 (500-1 1/4)
CIRCLING	3240-1 556 (600-1)	3360-1 676 (700-1)	3360-2 676 (700-2) 3560-2 3/4 876 (900-2 3/4)

WISE, VIRGINIA  
Amdt 1 25FEB21

36°59'N-82°32'W

LONESOME PINE (LNP)  
**LOC RWY 24**

NE-3, 07 AUG 2025 to 02 OCT 2025



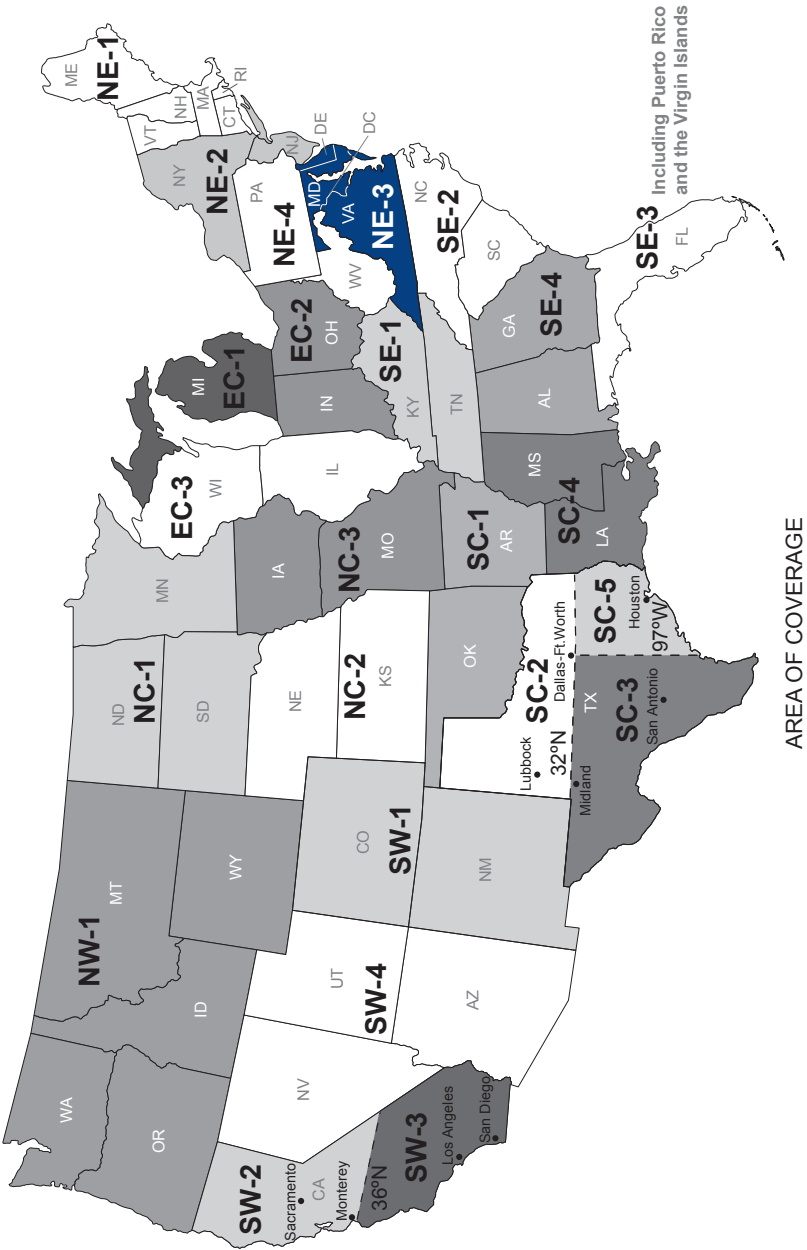
INSIDE BACK COVER

INTENTIONALLY

LEFT

BLANK

U.S. TERMINAL PUBLICATION VOLUMES



FAA Product ID: BTPPNE3



NSN 7641015059584

NGA REF. NO. OK-10-2859 TERMXFAABTPPNE3



EFF. DATE 25219