

NE-4

PA WV

07 AUG 25 to 02 OCT 25



Federal Aviation
Administration

TM

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Northeast (NE) Vol 4 of 4

Effective: 0901Z

07 AUG 2025

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02 OCT 2025

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



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TERMINAL PROCEDURES TABLE OF CONTENTS

Inoperative Components or Visual Aids Table.....	A1
Explanation of Terms/Landing Minima Data.....	B1
General Information.....	C1
Abbreviations.....	D1
Legend—IAP Planview.....	E1
Legend—IAP Profile.....	F1
Legend—Standard Terminal Arrival Charts.....	G1
Legend—Departure Procedure Charts.....	G2
Legend—Airport Diagram/Sketch.....	H1
Legend—Approach Lighting Systems.....	I1
Supplemental Tables—Frequency Pairing.....	J1
Supplemental Tables—Rate of Climb Table.....	J2
Supplemental Tables—Rate of Descent Table.....	J3
Index of Terminal Charts and Minimums.....	K1
IFR Takeoff Minimums, Departure Procedures, and Diverse Vector Area (Radar Vectors).....	L1
IFR Alternate Airport Minimums.....	M1
Radar Minimums.....	N1
Land and Hold-Short Operations (LAHSO).....	O1
Hot Spots.....	P1
Standard Terminal Arrival Charts.....	Z1
Terminal Charts.....	Page 1

CORRECTIONS, COMMENTS AND/OR PROCUREMENT

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

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https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/

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

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

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

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

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

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

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

(1) ILS, PAR, LPV, GLS minima

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

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

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

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

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

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

(4) Sidestep minima (CAT C-D)

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

(5) All Approach Types, All lines of minima

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

TERMS/LANDING MINIMA DATA 20142

IFR LANDING MINIMA

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

LANDING MINIMA FORMAT

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

CATEGORY	A		B		C		D	
	S-ILS 27		S-LOC 27		CIRCLING			
DA	1352/24		1440/24		1540-1		1440/50	
Visibility (RVR 100's of feet)	200		288		461 (500-1)		561 (600-2)	
Aircraft Approach Category	(200-½)		(300-½)		461 (500-1½)			
HAT								
MDA	361 (400-1)		461 (500-1)		461 (500-1½)		561 (600-2)	
HAA								
Visibility in Statute Miles								

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

COPTER MINIMA ONLY

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

Copter Approach Direction

Height of MDA/DA
Above Landing Area (HAL)

No circling minimums are provided

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

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

COLD TEMPERATURE AIRPORTS

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

COLD TEMPERATURE ERROR TABLE
HEIGHT ABOVE AIRPORT IN FEET

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

AIRCRAFT APPROACH CATEGORIES

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

MANEUVERING TABLE

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

TERMS/LANDING MINIMA DATA 20142

TERMS/LANDING MINIMA DATA 25163

CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

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

CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

Circling MDA protected areas use the radius distance shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category, and the altitude of the circling MDA, which accounts for true airspeed increase with altitude.

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

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

Comparable Values of RVR and Visibility

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

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

RADAR MINIMA

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

Radar Minima:

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

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

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

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

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

TERMS/LANDING MINIMA DATA 25163

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

GENERAL INFORMATION

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

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

CHART CURRENCY INFORMATION

Date of Latest Revision 09365

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



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

MISCELLANEOUS

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

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

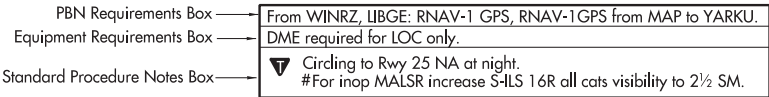
STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

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

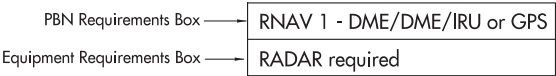
PROCEDURE PBN/EQUIPMENT REQUIREMENTS

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

IAP PBN/Equipment Requirements Notes Box





RNAV STAR and DP PBN/Equipment Requirements Notes Box




PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

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

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

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

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

KEY MIKE

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

FUNCTION

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

ABBREVIATIONS 25107

AAF.....	Army Air Field	D-ATIS.....	Digital-Automatic Terminal Information Service
AAUP.....	Attention All Users Page	DA.....	Decision Altitude
ADF.....	Automatic Direction Finder	DEP.....	Departure
ADIZ.....	Air Defense Identification Zone	DEP CON.....	Departure Control
AFAUX.....	Air Force Auxiliary	DER.....	Departure End of Runway
AFB.....	Air Force Base	DH.....	Decision Height
AFRC.....	Armed Forces Reserve Center/Air Force Reserve Command	DME.....	Distance Measuring Equipment
AGL.....	Above Ground Level	DP.....	Departure Procedure
AFHP.....	Air Force Heliport	DTHR.....	Displaced Runway Threshold
AFIS.....	Automatic Flight Information Service	DVA.....	Diverse Vector Area
AHP.....	Army Heliport	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

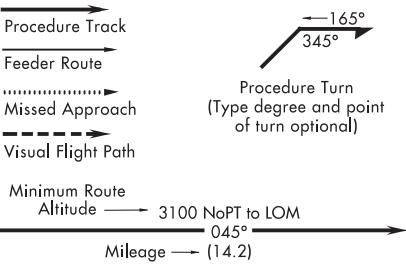
USCG.....	United States Coast Guard
USMC.....	United States Marine Corps
USN.....	United States Navy
USSF.....	United States Space Force
VASI.....	Visual Approach Slope Indicator
VCOA.....	Visual Climb Over Airport
VDA.....	Vertical Descent Angle
VDP.....	Visual Descent Point
VFR.....	Visual Flight Rules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

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

PLANVIEW SYMBOLS

ROUTES



ALTITUDES

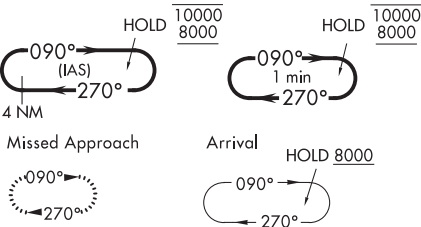
<u>5500</u> Mandatory Altitude	3000 Recommended Altitude
<u>2500</u> Minimum Altitude	<u>5000</u> Mandatory Block
4300 Maximum Altitude	3000 Altitude

INDICATED AIRSPEED

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

HOLDING PATTERNS

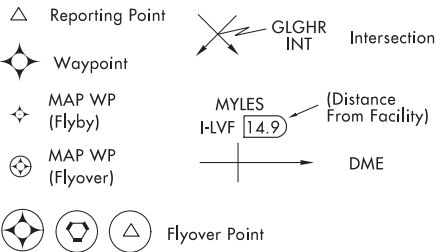
Hold-in-lieu of Procedure Turn



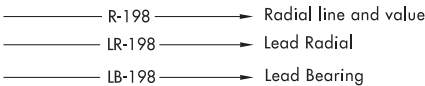
Holding pattern with maximum restricted airspeed: (175K) applies to all altitudes. (210K) applies to altitudes above 6000' to and including 14000'. Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg.

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

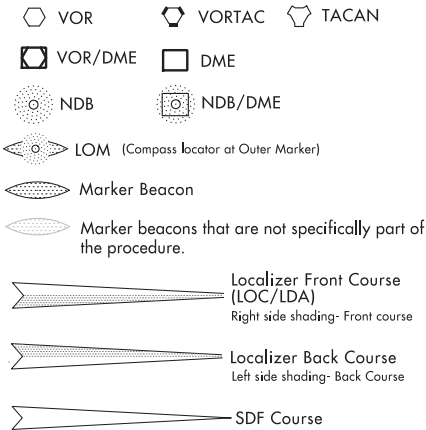


x (CFTSP) Computer Navigation Fix (CNF)-No ATC Function ("x" omitted when it is a MAP)



RADIO AIDS TO NAVIGATION

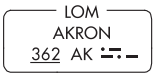
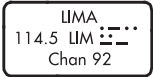
110.1 Underline indicates No Voice transmitted on this frequency



○ 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



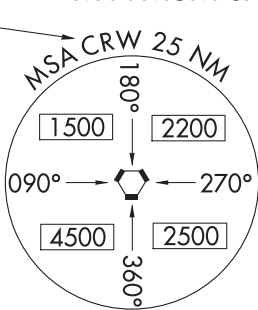
TACAN or DME NAVAID



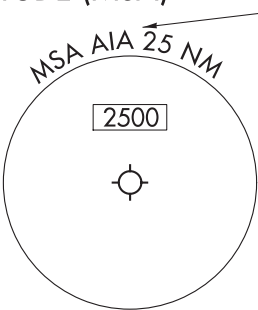
PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)

Facility Identifier

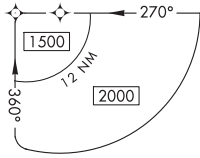
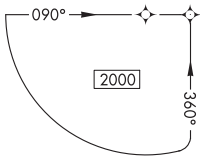
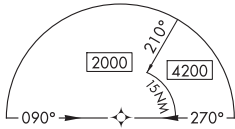


Airport Identifier



(arrows on distance circle identify sectors)

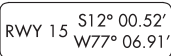
TERMINAL ARRIVAL AREA (TAA)



MISCELLANEOUS



VOR Changeover Point



End of Rwy Coordinates (DoD only)



R-Restricted
P-Prohibited
MOA-Military Operations Area

W-Warning
A-Alert



Distance not to scale



International Boundary



Air Defense Identification Zone

AIRPORTS



Civil



Primary and Secondary (named in planview)



Seaplane Base

Joint (Civil-Military)

OBSTACLES

• Spot Elevation



Highest Obstacle

• Highest Spot Elevation



Group of Obstacles



Doubtful accuracy

LEGEND 24361

INSTRUMENT APPROACH PROCEDURES (CHARTS)

PROFILE VIEW

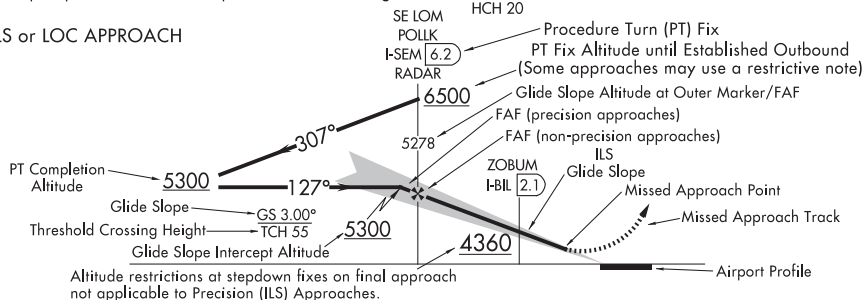
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

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

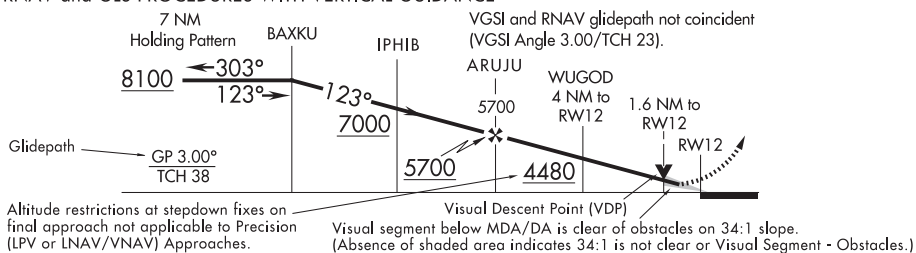
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle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

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

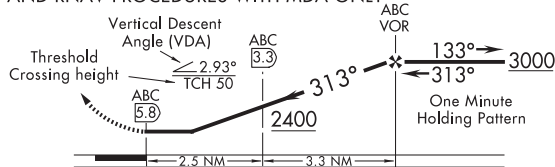
ILS or LOC APPROACH



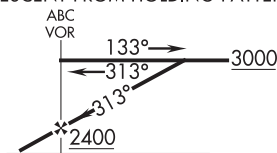
RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE



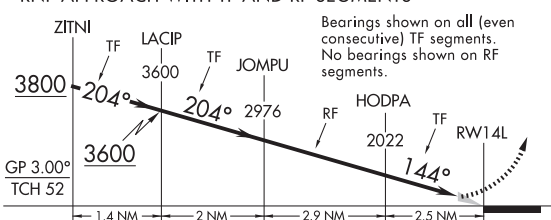
NON-VERTICALLY GUIDED CONVENTIONAL PROCEDURES AND RNAV PROCEDURES WITH MDA ONLY



DESCENT FROM HOLDING PATTERN



RNP APPROACH WITH TF AND RF SEGMENTS



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

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

LEGEND 24361

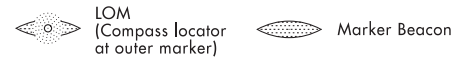
LEGEND 23334 STANDARD TERMINAL ARRIVAL (STAR) CHARTS

RADIO AIDS TO NAVIGATION

Compulsory:



Non-Compulsory:

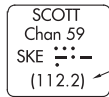


(T) indicates frequency protection range



Underline indicates no voice transmitted on this frequency

TACAN or DME NAVAID Box

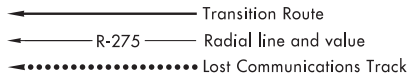


VHF Paired Frequency

(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



V12 J80 Airway/Jet Route Identification



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

SPECIAL USE AIRSPACE



R-Restricted
P-Prohibited
MOA-Military Operations Area

ALTITUDES

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



Block Altitude

Altitude change at other than Radio Aids to Navigation

INDICATED AIRSPEED

175K 120K 250K
Mandatory Airspeed Minimum Airspeed 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

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

LEGEND 23334

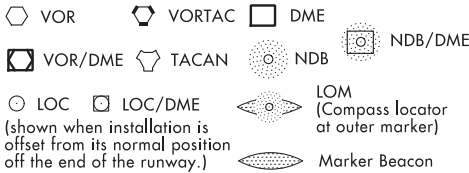
DEPARTURE PROCEDURE (DP) CHARTS

RADIO AIDS TO NAVIGATION

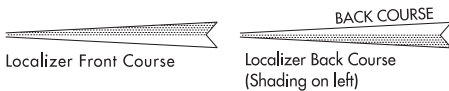
Compulsory:



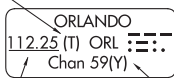
Non-Compulsory:



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



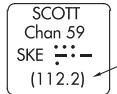
(T) indicates frequency protection range



Underline indicates no voice transmitted on this frequency

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

TACAN or DME NAV AID Box



VHF Paired Frequency

FIXES/ATC REPORTING REQUIREMENTS

→ | Unnamed DME fix

▲ Reporting Point (Compulsory)

△ Reporting Point (Non-Compulsory)

→ Obvious DME (DME mileage matches route mileage) [75] → DME Mileage (when not obvious)

Waypoint (Compulsory) Waypoint (Non-Compulsory)

Flyover Point

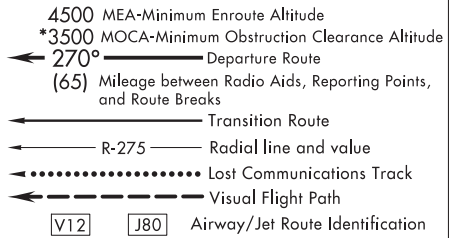
Computer Navigation Fix (CNF) - No ATC Function

MISCELLANEOUS



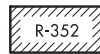
Takeoff Minimums and (Obstacle) Departure Procedures entry published.

ROUTES



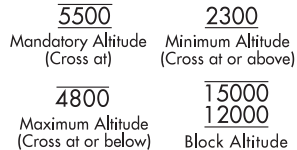
Holding pattern with maximum restricted airspeed (175K) applies to all altitudes (210K) applies to altitudes above 6000' to and including 14000'

SPECIAL USE AIRSPACE



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

ALTITUDES



TOP ALTITUDE: 5000 Top altitude restriction

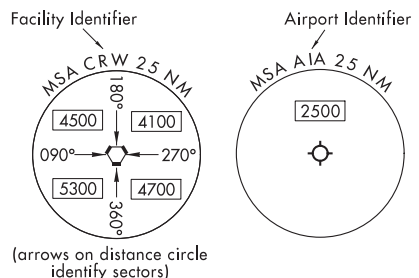
INDICATED AIRSPEED



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 #.....

Wind Cone.....

Landing Tee.....

Tetrahedron.....

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

See appropriate Chart Supplement for information.

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

Helicopter Alighting Areas

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

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

Runway TDZ elevation.....TDZE 123

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

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.

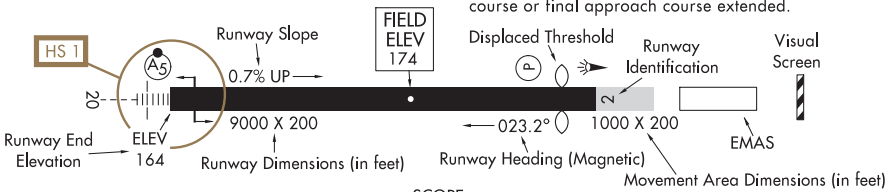
Positional accuracy within ± 600 feet unless otherwise noted on the chart.

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

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

LEGEND 22195

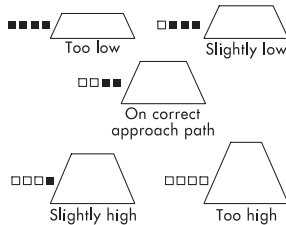
INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

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

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

(P) **PRECISION APPROACH
PATH INDICATOR**

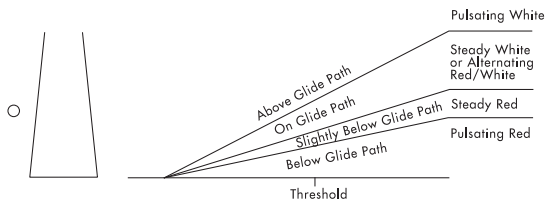
PAPI



Legend: □ White ■ Red

(V₂) **PULSATING VISUAL APPROACH
SLOPE INDICATOR**

PVASI



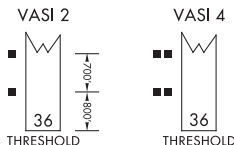
CAUTION: When viewing the pulsating visual approach slope indicators in the pulsating white or pulsating red sectors, it is possible to mistake this lighting aid for another aircraft or a ground vehicle. Pilots should exercise caution when using this type of system.

(V) **VISUAL APPROACH
SLOPE INDICATOR**

VASI

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

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

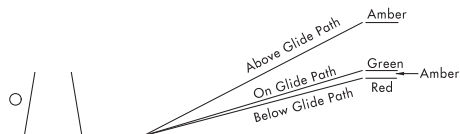


VASI 12



(V₄) **TRI-COLOR VISUAL APPROACH
SLOPE INDICATOR**

TRCV

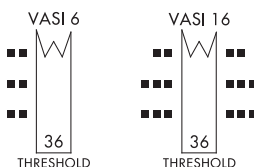


CAUTION: When the aircraft descends from green to red, the pilot may see a dark amber color during the transition from green to red.

(V₃) **VISUAL APPROACH
SLOPE INDICATOR**

VASI

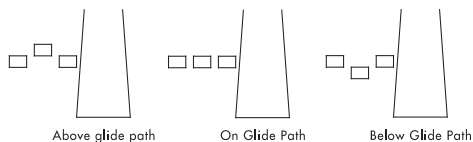
3-BAR, 6 OR 16 BOX, VISUAL APPROACH SLOPE INDICATOR THAT PROVIDES 2 GUIDE ANGLES AND 2 THRESHOLD CROSSING HEIGHTS.



(V₅)

ALIGNMENT OF ELEMENTS SYSTEMS

APAP



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

LEGEND 22195

SUPPLEMENTAL TABLES 25107

FREQUENCY PAIRING TABLE

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

See the Chart Supplement for a complete listing.

SUPPLEMENTAL TABLES 25107

SUPPLEMENTAL TABLES 25107

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

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

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

SUPPLEMENTAL TABLES 25107

SUPPLEMENTAL TABLES 25107

INSTRUMENT TAKEOFF AND APPROACH PROCEDURE CHARTS RATE OF DESCENT TABLE												
The rate of descent table is provided for use in planning and executing descents with a known or approximate ground speed. The descent chart may also be used to calculate a constant rate of descent in the final segment on a non-precision approach. This rate of descent is advisory only. Rates of descent in ft per min are monitored with a vertical speed indicator (VSI). The use of a descent rate should not be used if it will exceed the aircraft's operational limitations.												
ANGLE	ft/NM	GROUND SPEED (knots)										
		60	90	120	150	180	210	240	270	300	330	360
2.0	212	212	318	424	530	637	743	849	955	1061	1167	1273
2.5	265	265	398	531	663	796	929	1061	1194	1326	1459	1592
2.6	276	276	414	552	690	828	966	1104	1242	1380	1518	1655
2.7	287	287	430	573	716	860	1003	1146	1289	1433	1576	1719
2.8	297	297	446	594	743	892	1040	1189	1337	1486	1634	1783
2.9	308	308	462	616	770	923	1077	1231	1385	1539	1693	1847
3.0	318	318	478	637	796	955	1115	1274	1433	1592	1751	1911
3.1	329	329	494	658	823	987	1152	1316	1481	1645	1810	1974
3.2	340	340	510	679	849	1019	1189	1359	1529	1699	1868	2038
3.3	350	350	526	701	876	1051	1226	1401	1577	1752	1927	2102
3.4	361	361	541	722	902	1083	1263	1444	1624	1805	1985	2166
3.5	372	372	557	743	929	1115	1301	1487	1672	1858	2044	2230
3.6	382	382	573	765	956	1147	1338	1529	1720	1911	2103	2294
3.7	393	393	589	786	982	1179	1375	1572	1768	1965	2161	2358
3.8	404	404	605	807	1009	1211	1413	1614	1816	2018	2220	2421
3.9	414	414	621	828	1036	1243	1450	1657	1864	2071	2278	2485
4.0	425	425	637	850	1062	1275	1487	1700	1912	2124	2337	2549
4.5	478	478	717	956	1196	1435	1674	1913	2152	2391	2630	2869
5.0	532	532	797	1063	1329	1595	1861	2126	2392	2658	2924	3190
5.5	585	585	878	1170	1463	1755	2048	2340	2633	2925	3218	3510
6.0	639	639	958	1277	1597	1916	2235	2555	2874	3193	3512	3832
6.5	692	692	1038	1385	1731	2077	2423	2769	3115	3461	3808	4154
7.0	746	746	1119	1492	1865	2238	2611	2984	3357	3730	4103	4476
7.5	800	800	1200	1600	2000	2400	2800	3200	3600	4000	4400	4800
8.0	854	854	1281	1708	2135	2562	2989	3416	3843	4270	4697	5124
8.5	908	908	1362	1816	2270	2724	3178	3632	4086	4540	4994	5448
9.0	962	962	1444	1925	2406	2887	3368	3849	4331	4812	5293	5774
9.5	1017	1017	1525	2034	2542	3050	3559	4067	4576	5084	5592	6101
10.0	1071	1071	1607	2143	2678	3214	3750	4286	4821	5357	5893	6428

SUPPLEMENTAL TABLES 25107

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

INDEX

25219

K1

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
ALLEGHENY COUNTY ---SEE PITTSBURGH, PA			BELLEFONTE, PA BELLEFONTE(N96) TAKEOFF MINIMUMS .....L IAPS RNAV (GPS) RWY 07 .....28 RNAV (GPS) RWY 25 .....29		
ALLENTOWN, PA ALLENTOWN QUEEN CITY MUNI(XLL) TAKEOFF MINIMUMS .....L ALTERNATE MINIMUMS .....M IAPS RNAV (GPS) RWY 07 .....1			BENDIGO ---SEE TOWER CITY, PA		
LEHIGH VALLEY INTL(ABE) TAKEOFF MINIMUMS .....L ALTERNATE MINIMUMS .....M IAPS ILS OR LOC RWY 06 .....2 ILS OR LOC RWY 13 .....3 ILS OR LOC/DME RWY 24 .....4 ILS RWY 06 (SA CAT I - II) .....5 RNAV (GPS) RWY 06 .....6 RNAV (GPS) RWY 13 .....7 RNAV (GPS) RWY 24 .....8 RNAV (GPS) RWY 31 .....9 TACAN-C .....10 AIRPORT DIAGRAM .....11			BERKELEY SPRINGS, WV POTOMAC AIRPARK(W35) TAKEOFF MINIMUMS .....L IAPS RNAV (GPS) RWY 11 .....30 RNAV (GPS) RWY 29 .....31		
ALTOONA, PA ALTOONA/BLAIR COUNTY(AOO) TAKEOFF MINIMUMS .....L ALTERNATE MINIMUMS .....M IAPS ILS OR LOC RWY 21 .....12 RNAV (GPS) RWY 21 .....13 RNAV (GPS) Y RWY 03 .....14 RNAV (GPS) Z RWY 03 .....15			BLOOMSBURG, PA BLOOMSBURG MUNI(N13) TAKEOFF MINIMUMS .....L IAPS RNAV (GPS)-B .....32 VOR-A .....33		
ALTOONA/BLAIR COUNTY ---SEE ALTOONA, PA			BLUEFIELD, WV MERCER COUNTY(BLF) TAKEOFF MINIMUMS .....L ALTERNATE MINIMUMS .....M IAPS ILS OR LOC RWY 23 .....34 RNAV (GPS) RWY 05 .....35 RNAV (GPS) RWY 23 .....36 VOR RWY 23 .....37		
ARNOLD PALMER RGNL ---SEE LATROBE, PA			BOGGS FLD ---SEE SPENCER, WV		
BEAVER FALLS, PA BEAVER COUNTY(BVI) TAKEOFF MINIMUMS .....L ALTERNATE MINIMUMS .....M IAPS RNAV (GPS) RWY 10 .....16 RNAV (GPS) RWY 28 .....17 LOC RWY 10 .....18 VOR RWY 28 .....19 AIRPORT DIAGRAM .....20			BRADEN AIRPARK ---SEE EASTON, PA		
BECKLEY, WV RALEIGH COUNTY MEML(BKW) TAKEOFF MINIMUMS .....L ALTERNATE MINIMUMS .....M IAPS ILS OR LOC RWY 19 .....21 RNAV (GPS) RWY 01 .....22 RNAV (GPS) RWY 10 .....23 RNAV (GPS) RWY 19 .....24 RNAV (GPS) RWY 28 .....25			BRADFORD, PA BRADFORD RGNL(BFD) TAKEOFF MINIMUMS .....L ALTERNATE MINIMUMS .....M IAPS ILS OR LOC RWY 32 .....38 RNAV (GPS) RWY 14 .....39 RNAV (GPS) RWY 32 .....40		
BEDFORD, PA BEDFORD COUNTY(HMZ) TAKEOFF MINIMUMS .....L ALTERNATE MINIMUMS .....M IAPS RNAV (GPS) RWY 14 .....26 RNAV (GPS) RWY 32 .....27			BRADFORD COUNTY ---SEE TOWANDA, PA		
			BRANDYWINE RGNL ---SEE WEST CHESTER, PA		
			BRAXTON COUNTY ---SEE SUTTON, WV		
			BUCKHANNON, WV UPSHUR COUNTY RGNL(W22) TAKEOFF MINIMUMS .....L ALTERNATE MINIMUMS .....M IAPS RNAV (GPS) RWY 11 .....41 RNAV (GPS) RWY 2942		

INDEX

25219

K1

NE4

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

INDEX

25219

K2

INDEX OF TERMINAL CHARTS AND MINIMUMS

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

BUTLER, PA
PITTSBURGH/BUTLER RGNL(BTP)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS ILS OR LOC RWY 0843
 RNAV (GPS) RWY 0844
 RNAV (GPS) RWY 2645

CAPITAL CITY
---SEE HARRISBURG, PA

CARLISLE, PA
CARLISLE(N94)
TAKEOFF MINIMUMSL
IAPS RNAV (GPS)-A46
 RNAV (GPS)-B47

CHAMBERSBURG, PA
FRANKLIN COUNTY RGNL(N68)
TAKEOFF MINIMUMSL
IAPS RNAV (GPS) RWY 0648
 RNAV (GPS) RWY 2449

CHARLESTON, WV
WEST VIRGINIA INTL YEAGER(CRW)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS ILS OR LOC RWY 0550
 ILS OR LOC RWY 2351
 RNAV (RNP) Z RWY 0552
 RNAV (RNP) Z RWY 2353
 RNAV (GPS) Y RWY 0554
 RNAV (GPS) Y RWY 2355
 VOR-A56
AIRPORT DIAGRAM57

CHERRY RIDGE
---SEE HONESDALE, PA

CHESTER COUNTY G O CARLSON
---SEE COATESVILLE, PA

CLARION, PA
CLARION COUNTY(AXQ)
TAKEOFF MINIMUMSL
IAPS RNAV (GPS) RWY 0658
 RNAV (GPS) RWY 2459

CLARKSBURG, WV
NORTH CENTRAL WEST VIRGINIA(CKB)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS ILS OR LOC RWY 2160
 RNAV (GPS) RWY 0361
 RNAV (GPS) RWY 2162
 VOR-A63
AIRPORT DIAGRAM64

INDEX

25219

CLEARFIELD, PA
CLEARFIELD-LAWRENCE(FIG)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS RNAV (GPS) RWY 1265
 RNAV (GPS) RWY 3066
 VOR RWY 3067

CLEARFIELD-LAWRENCE
---SEE CLEARFIELD, PA

COATESVILLE, PA
CHESTER COUNTY G O CARLSON(MQS)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
STARS BUNTS THREEZ2
 JIIMS FOUR (RNAV)Z10
 PAATS FOUR (RNAV)Z11
IAPS ILS OR LOC RWY 2968
 RNAV (GPS) RWY 1169
 RNAV (GPS) RWY 2970

CONNELLVILLE, PA
JOSEPH A HARDY CONNELLVILLE(VVS)
TAKEOFF MINIMUMSL
IAPS RNAV (GPS) RWY 0571
 LOC RWY 0572

CORRY, PA
CORRY-LAWRENCE(8G2)
TAKEOFF MINIMUMSL
IAPS RNAV (GPS) RWY 1473
 RNAV (GPS) RWY 3274

DANVILLE, PA
DANVILLE(8N8)
TAKEOFF MINIMUMSL
IAPS RNAV (GPS) RWY 0975
 RNAV (GPS) RWY 2776

DECK
---SEE MYERSTOWN, PA

DONEGAL SPRINGS AIRPARK
---SEE MOUNT JOY/MARIETTA, PA

DOYLESTOWN, PA
DOYLESTOWN(DYL)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS RNAV (GPS) RWY 0577
 RNAV (GPS) RWY 2378
 VOR-A79

DUBOIS, PA
DUBOIS RGNL(DUJ)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS ILS OR LOC RWY 2580
 RNAV (GPS) RWY 0781
 RNAV (GPS) RWY 2582

NE-4, 07 AUG 2025 to 02 OCT 2025

K2

NE4

NE-4, 07 AUG 2025 to 02 OCT 2025

INDEX

25219

K3

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
EASTERN WV RGNL/SHEPHERD FLD ---SEE MARTINSBURG, WV			FRANKLIN, PA VENANGO RGNL(FKL)		
EASTON, PA			TAKEOFF MINIMUMS .....L		
BRADEN AIRPARK(N43)			ALTERNATE MINIMUMS .....M		
TAKEOFF MINIMUMS .....L			IAPS ILS OR LOC RWY 21 .....99		
IAPS RNAV (GPS)-A .....83			RNAV (GPS) RWY 03 .....100		
EBENSBURG, PA			RNAV (GPS) RWY 21 .....101		
EBENSBURG(9G8)			VOR RWY 21 .....102		
TAKEOFF MINIMUMS .....L			FRANKLIN COUNTY RGNL		
IAPS RNAV (GPS) RWY 07 .....84			---SEE CHAMBERSBURG, PA		
RNAV (GPS) RWY 25 .....85			FREEPORT, PA		
ELKINS, WV			MCVILLE(6P7)		
ELKINS/RANDOLPH COUNTY (JENNINGS RAN-			TAKEOFF MINIMUMS .....L		
DOLPH FLD)(EKN)			IAPS RNAV (GPS) RWY 14 .....103		
TAKEOFF MINIMUMS .....L			RNAV (GPS) RWY 32 .....104		
ALTERNATE MINIMUMS .....M			GETTYSBURG, PA		
IAPS RNAV (GPS) RWY 05 .....86			GETTYSBURG RGNL(W05)		
RNAV (GPS) RWY 23 .....87			TAKEOFF MINIMUMS .....L		
RNAV (GPS)-A .....88			IAPS RNAV (GPS) RWY 06 .....105		
LDA-C .....89			RNAV (GPS)-A .....106		
DPS ELKINS ONE (OBSTACLE) .....90			GRAND CANYON RGNL		
ELKINS/RANDOLPH COUNTY (JENNINGS RAN-			---SEE WELLSBORO, PA		
DOLPH FLD)			GRANT COUNTY		
---SEE ELKINS, WV			---SEE PETERSBURG, WV		
ERIE, PA			GREENBRIER VALLEY		
ERIE INTL/TOM RIDGE FLD(ERI)			---SEE LEWISBURG, WV		
TAKEOFF MINIMUMS .....L			GREENE COUNTY		
ALTERNATE MINIMUMS .....M			---SEE WAYNESBURG, PA		
LAHSO .....O			GREENVILLE, PA		
IAPS ILS OR LOC RWY 06 .....91			GREENVILLE MUNI(4G1)		
ILS OR LOC RWY 24 .....92			TAKEOFF MINIMUMS .....L		
RNAV (GPS) RWY 06 .....93			IAPS RNAV (GPS)-B .....107		
RNAV (GPS) RWY 24 .....94			GROVE CITY, PA		
AIRPORT DIAGRAM .....95			GROVE CITY(29D)		
FACTORYVILLE, PA			TAKEOFF MINIMUMS .....L		
SEAMANS FLD(9N3)			IAPS RNAV (GPS) RWY 10 .....108		
TAKEOFF MINIMUMS .....L			RNAV (GPS) RWY 28 .....109		
IAPS RNAV (GPS) RWY 04 .....96			FAIRMONT, WV		
FAIRMONT MUNI-FRANKMAN FLD(4G7)			FAIRMONT MUNI-FRANKMAN FLD(4G7)		
TAKEOFF MINIMUMS .....L			TAKEOFF MINIMUMS .....L		
IAPS RNAV (GPS) RWY 23 .....97			IAPS RNAV (GPS) RWY 23 .....97		
FINLEYVILLE, PA			FINLEYVILLE, PA		
FINLEYVILLE AIRPARK(G05)			FINLEYVILLE AIRPARK(G05)		
TAKEOFF MINIMUMS .....L			TAKEOFF MINIMUMS .....L		
IAPS RNAV (GPS)-A .....98			IAPS RNAV (GPS)-A .....98		
FORT INDIANTOWN GAP, PA			FORT INDIANTOWN GAP, PA		
---SEE MUIR AHP			---SEE MUIR AHP		

INDEX

25219

K3

NE4

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

INDEX

25219

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
HARRISBURG, PA			JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY		
CAPITAL CITY(CXY)			---SEE JOHNSTOWN, PA		
TAKEOFF MINIMUMS	L		JOHNSTOWN, PA		
ALTERNATE MINIMUMS	M		JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY		
LAHSO	O		(JST)		
HOT SPOT	P		TAKEOFF MINIMUMS	L	
IAPS ILS OR LOC RWY 08		110	ALTERNATE MINIMUMS	M	
..... RNAV (GPS) RWY 08		111	IAPS ILS OR LOC RWY 33		134
..... RNAV (GPS) RWY 26		112	..... RNAV (GPS) RWY 05		135
AIRPORT DIAGRAM		113	..... RNAV (GPS) RWY 15		136
HARRISBURG INTL(MDT)			..... RNAV (GPS) RWY 23		137
TAKEOFF MINIMUMS	L		..... RNAV (GPS) RWY 33		138
ALTERNATE MINIMUMS	M		VOR Z RWY 15		139
HOT SPOT	P		VOR RWY 05		140
IAPS ILS OR LOC RWY 13		114	VOR Y RWY 15		141
..... ILS OR LOC RWY 31		115	VOR Y RWY 23		142
..... ILS RWY 13 (SA CAT I)		116	VOR Z RWY 23		143
..... ILS RWY 13 (CAT II - III)		117	AIRPORT DIAGRAM		144
..... RNAV (GPS) RWY 13		118	DPS JENER FOUR		145
..... RNAV (GPS) RWY 31		119	..... LILLI FIVE		146
..... VOR RWY 31		120			
AIRPORT DIAGRAM		121	JOSEPH A HARDY CONNELLSVILLE		
HAZLETON, PA			---SEE CONNELLSVILLE, PA		
HAZLETON RGNL(HZL)			KEE FLD		
TAKEOFF MINIMUMS	L		---SEE PINEVILLE, WV		
ALTERNATE MINIMUMS	M		KELLER BROTHERS		
IAPS RNAV (GPS) RWY 10		122	---SEE LEBANON, PA		
..... RNAV (GPS) RWY 28		123	LANCASTER, PA		
..... LOC RWY 28		124	LANCASTER(LNS)		
HERITAGE FLD			TAKEOFF MINIMUMS	L	
---SEE POTTSTOWN, PA			ALTERNATE MINIMUMS	M	
HONESDALE, PA			LAHSO	O	
CHERRY RIDGE(N30)			IAPS ILS OR LOC RWY 08		147
TAKEOFF MINIMUMS	L		..... RNAV (GPS) RWY 08		148
IAPS RNAV (GPS)-B		125	..... RNAV (GPS) RWY 13		149
..... VOR-A		126	..... RNAV (GPS) RWY 26		150
HUNTINGTON, WV			..... RNAV (GPS) RWY 31		151
TRI-STATE/MILTON J FERGUSON FLD(HTS)			VOR/DME RWY 08		152
TAKEOFF MINIMUMS	L		VOR/DME RWY 26		153
ALTERNATE MINIMUMS	M		VOR/DME RWY 31		154
HOT SPOT	P		VOR RWY 08		155
IAPS ILS OR LOC RWY 12		127	VOR RWY 31		156
..... ILS OR LOC RWY 30		128	AIRPORT DIAGRAM		157
..... RNAV (GPS) RWY 12		129	LATROBE, PA		
..... RNAV (GPS) RWY 30		130	ARNOLD PALMER RGNL(LBE)		
AIRPORT DIAGRAM		131	TAKEOFF MINIMUMS	L	
INDIANA, PA			ALTERNATE MINIMUMS	M	
INDIANA COUNTY/JIMMY STEWART FLD(IDI)			IAPS ILS OR LOC RWY 24		158
TAKEOFF MINIMUMS	L		..... RNAV (GPS) RWY 06		159
ALTERNATE MINIMUMS	M		..... RNAV (GPS) RWY 24		160
IAPS RNAV (GPS) RWY 11		132	AIRPORT DIAGRAM		161
..... RNAV (GPS) RWY 29		133	LEBANON, PA		
JACKSON COUNTY			KELLER BROTHERS(08N)		
---SEE RAVENSWOOD, WV			TAKEOFF MINIMUMS	L	
JAKE ARNER MEML			IAPS RNAV (GPS) RWY 07		162
---SEE LEHIGHTON, PA			..... RNAV (GPS) RWY 25		163

INDEX

25219

K4

K4

NE4

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

INDEX

25219

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
LEHIGH VALLEY INTL ---SEE ALLENTOWN, PA			MEADVILLE, PA PORT MEADVILLE(GKJ) TAKEOFF MINIMUMS .....L ALTERNATE MINIMUMS .....M IAPS RNAV (GPS) RWY 07 .....182 RNAV (GPS) RWY 25 .....183 LOC RWY 25 .....184		
LEHIGHTON, PA JAKE ARNER MEML(22N) TAKEOFF MINIMUMS .....L ALTERNATE MINIMUMS .....M IAPS RNAV (GPS) RWY 08 .....164 RNAV (GPS) RWY 26 .....165			MERCER COUNTY ---SEE BLUEFIELD, WV		
LEWISBURG, WV GREENBRIER VALLEY(LWB) TAKEOFF MINIMUMS .....L ALTERNATE MINIMUMS .....M IAPS ILS OR LOC RWY 04 .....166 RNAV (GPS) RWY 04 .....167 RNAV (GPS) RWY 22 .....168 AIRPORT DIAGRAM .....169			MID-OHIO VALLEY RGNL ---SEE PARKERSBURG, WV		
LOCK HAVEN, PA WILLIAM T PIPER MEML(LHV) TAKEOFF MINIMUMS .....L IAPS RNAV (GPS)-A .....170			MID-STATE ---SEE PHILIPSBURG, PA		
LOGAN, WV LOGAN COUNTY(6L4) TAKEOFF MINIMUMS .....L ALTERNATE MINIMUMS .....M IAPS RNAV (GPS) RWY 06 .....171 RNAV (GPS) RWY 24 .....172			MIFFLIN COUNTY ---SEE REEDSVILLE, PA		
MARSHALL COUNTY ---SEE MOUNDSVILLE, WV			MIFFLINTOWN, PA MIFFLINTOWN(P34) TAKEOFF MINIMUMS .....L IAPS RNAV (GPS) RWY 26 .....185 DPS WOBKA TWO (RNAV) .....186		
MARTINSBURG, WV EASTERN WV RGNL/SHEPHERD FLD(MRB) TAKEOFF MINIMUMS .....L ALTERNATE MINIMUMS .....M STARS HYPER NINE (RNAV) .....Z6 PRIVO THREE .....Z13 TRSTN FOUR (RNAV) .....Z17 IAPS ILS OR LOC RWY 26 .....173 RNAV (GPS) RWY 08 .....174 RNAV (GPS) RWY 26 .....175 VOR-A .....176 AIRPORT DIAGRAM .....177 DPS CLTCH THREE (RNAV) .....178 JDUBB FOUR (RNAV) .....179 SCRAM SIX (RNAV) .....180 TRIXY FIVE .....181			MILTON, WV ONA AIRPARK(12V) TAKEOFF MINIMUMS .....L IAPS RNAV (GPS)-A .....187 VOR-A .....188		
MASON COUNTY ---SEE POINT PLEASANT, WV			MONONGAHELA, PA ROSTRAVER(FWQ) TAKEOFF MINIMUMS .....L IAPS RNAV (GPS) RWY 08 .....189 RNAV (GPS) RWY 26 .....190		
MCVILLE ---SEE FREEPORT, PA			MORGANTOWN, WV MORGANTOWN MUNI/WALTER L BILL HART FLD (MGW) TAKEOFF MINIMUMS .....L ALTERNATE MINIMUMS .....M IAPS ILS OR LOC RWY 18 .....191 RNAV (GPS) RWY 36 .....192 RNAV (GPS) Y RWY 18 .....193 RNAV (GPS) Z RWY 18 .....194 AIRPORT DIAGRAM .....195		
			MOUNDSVILLE, WV MARSHALL COUNTY(MPG) TAKEOFF MINIMUMS .....L IAPS RNAV (GPS) RWY 06 .....196 RNAV (GPS) RWY 24 .....197		
			MOUNT JOY/MARIETTA, PA DONEGAL SPRINGS AIRPARK(N71) TAKEOFF MINIMUMS .....L IAPS RNAV (GPS) RWY 28 .....198 VOR RWY 28 .....199		

NE-4, 07 AUG 2025 to 02 OCT 2025

INDEX

25219

NE-4, 07 AUG 2025 to 02 OCT 2025

INDEX

25219

K6

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
MOUNT POCONO, PA			PARKERSBURG, WV		
POCONO MOUNTAINS RGNL(MPO)			MID-OHIO VALLEY RGNL(PKB)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M		ALTERNATE MINIMUMS	M	
IAPS RNAV (GPS) RWY 05	200		IAPS ILS OR LOC RWY 03	217	
RNAV (GPS) RWY 13	201		RNAV (GPS) RWY 03	218	
RNAV (GPS) RWY 31	202		RNAV (GPS) RWY 10	219	
VOR/DME RWY 13	203		RNAV (GPS) RWY 21	220	
			RNAV (GPS) RWY 28	221	
			VOR RWY 21	222	
			AIRPORT DIAGRAM	223	
MUIR AHP(KMUI)			PENN VALLEY		
FORT INDIANTOWN GAP, PA			---SEE SELINGSGROVE, PA		
TAKEOFF MINIMUMS	L		PENNRIDGE		
IAPS NDB-A	204		---SEE PERKASIE, PA		
COPTER ILS OR LOC RWY 25	205		PERKASIE, PA		
COPTER RNAV (GPS) 054	206		PENNRIDGE(CKZ)		
COPTER RNAV (GPS) RWY 25	207		TAKEOFF MINIMUMS	L	
COPTER NDB Y-289	208		IAPS RNAV (GPS) RWY 08	224	
COPTER NDB Z-289	209		RNAV (GPS) RWY 26	225	
AIRPORT DIAGRAM	210				
DPS MUIR THREE (COPTER)	211		PETERSBURG, WV		
MYERSTOWN, PA			GRANT COUNTY(W99)		
DECK(9D4)			TAKEOFF MINIMUMS	L	
TAKEOFF MINIMUMS	L		ALTERNATE MINIMUMS	M	
ALTERNATE MINIMUMS	M		IAPS RNAV (GPS) Y RWY 31	226	
IAPS RNAV (GPS) RWY 19	212		RNAV (GPS) Z RWY 31	227	
VOR/DME OR GPS-A	213		RNAV (GPS)-C	228	
			LDA/DME-B	229	
			VOR/DME-A	230	
			COPTER RNAV (GPS) X RWY 31	231	
NEW CASTLE, PA					
NEW CASTLE MUNI(UCP)					
TAKEOFF MINIMUMS	L				
ALTERNATE MINIMUMS	M				
IAPS RNAV (GPS) RWY 05	214				
RNAV (GPS) RWY 23	215				
NEW GARDEN					
---SEE TOUGHKENAMON, PA					
NORTH CENTRAL WEST VIRGINIA					
---SEE CLARKSBURG, WV					
NORTHEAST PHILADELPHIA					
---SEE PHILADELPHIA, PA					
NORTHUMBERLAND COUNTY					
---SEE SHAMOKIN, PA					
ONA AIRPARK					
---SEE MILTON, WV					
PALMYRA, PA					
REIGLE FLD(58N)					
TAKEOFF MINIMUMS	L				
IAPS RNAV (GPS)-A	216				

INDEX

25219

K6

NE4

NE-4, 07 AUG 2025 to 02 OCT 2025

INDEX

25219

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
PHILADELPHIA, PA			PHILIPSBURG, PA		
NORTHEAST PHILADELPHIA(PNE)			MID-STATE(PSB)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M		IAPS RNAV (GPS) RWY 16	269	
LAHSO	O		VOR RWY 24	270	
STARS BUNTS THREE	Z2		PINEVILLE, WV		
JIIMS FOUR (RNAV)	Z10		KEE FLD(16)		
PAATS FOUR (RNAV)	Z11		TAKEOFF MINIMUMS	L	
IAPS ILS OR LOC RWY 24	232		ALTERNATE MINIMUMS	M	
RNAV (GPS) RWY 06	233		IAPS RNAV (GPS) RWY 08	271	
RNAV (GPS) RWY 15	234		RNAV (GPS) RWY 26	272	
RNAV (GPS) RWY 24	235		PITTSBURGH, PA		
RNAV (GPS) RWY 33	236		ALLEGHENY COUNTY(AGC)		
AIRPORT DIAGRAM	237		TAKEOFF MINIMUMS	L	
PHILADELPHIA INTL(PHL)			ALTERNATE MINIMUMS	M	
TAKEOFF MINIMUMS	L		LAHSO	O	
ALTERNATE MINIMUMS	M		HOT SPOT	P	
HOT SPOT	P		IAPS ILS OR LOC RWY 10	273	
STARS BOJID FOUR (RNAV)	Z1		ILS OR LOC RWY 28	274	
BUNTS THREE	Z2		RNAV (GPS) RWY 10	275	
JIIMS FOUR (RNAV)	Z10		RNAV (GPS) RWY 28	276	
PAATS FOUR (RNAV)	Z11		AIRPORT DIAGRAM	277	
SLATT SIX	Z15		DPS ALLEGHENY NINE	278	
IAPS SPUDS SEVEN (RNAV)	Z16		PITTSBURGH INTL(PIT)		
ILS OR LOC RWY 09L	238		TAKEOFF MINIMUMS	L	
ILS OR LOC RWY 26	239		ALTERNATE MINIMUMS	M	
ILS OR LOC RWY 27L	240		STARS DEMME FIVE (RNAV)	Z3	
ILS OR LOC RWY 27R	241		FEWGA SEVEN (RNAV)	Z4	
ILS Z OR LOC RWY 17	242		HAYNZ SEVEN (RNAV)	Z5	
ILS Z OR LOC Z RWY 09R	243		JESEY FIVE (RNAV)	Z9	
ILS Z RWY 09R (SA CAT I - II)	244		IAPS ILS OR LOC RWY 10L	279	
ILS RWY 27R (SA CAT I - II)	245		ILS OR LOC RWY 10R	280	
ILS Z RWY 09R (CAT II - III)	246		ILS OR LOC RWY 28L	281	
ILS RWY 09L (SA CAT II)	247		ILS OR LOC RWY 28R	282	
ILS RWY 27L (SA CAT II)	248		ILS OR LOC RWY 32	283	
ILS V RWY 09R (CONVERGING)	249		ILS RWY 10R (SA CAT I)	284	
ILS V RWY 17 (CONVERGING)	250		ILS RWY 28R (SA CAT I - II)	285	
RNAV (RNP) Z RWY 09L	251		ILS RWY 10L (CAT II - III)	286	
RNAV (RNP) Z RWY 09R	252		ILS RWY 10R (CAT II - III)	287	
RNAV (GPS) RWY 17	253		RNAV (RNP) Z RWY 10C	288	
RNAV (GPS) RWY 26	254		RNAV (RNP) Z RWY 10R	289	
RNAV (GPS) RWY 27L	255		RNAV (RNP) Z RWY 28C	290	
RNAV (GPS) RWY 27R	256		RNAV (RNP) Z RWY 28L	291	
RNAV (GPS) RWY 35	257		RNAV (RNP) Z RWY 28R	292	
RNAV (GPS) Y RWY 09L	258		RNAV (RNP) Z RWY 32	293	
RNAV (GPS) Y RWY 09R	259		RNAV (GPS) RWY 10L	294	
FREEDOM VISUAL RWY 09L	260		RNAV (GPS) RWY 14	295	
LIBERTY VISUAL RWY 27L	261		RNAV (GPS) Y RWY 10C	296	
RIVER VISUAL RWY 09L/R	262		RNAV (GPS) Y RWY 10R	297	
AIRPORT DIAGRAM	263		RNAV (GPS) Y RWY 28C	298	
DPS PHILADELPHIA FOUR	264		RNAV (GPS) Y RWY 28L	299	
WINGS FLD(LOM)			RNAV (GPS) Y RWY 28R	300	
TAKEOFF MINIMUMS	L		RNAV (GPS) Y RWY 32	301	
ALTERNATE MINIMUMS	M		AIRPORT DIAGRAM	302	
IAPS RNAV (GPS) RWY 06	266		DPS PITTSBURGH FIVE	303	
RNAV (GPS) RWY 24	267		PITTSBURGH/BUTLER RGNL		
PHILIPPI, WV			---SEE BUTLER, PA		
PHILIPPI/BARBOUR COUNTY RGNL(79D)			POCONO MOUNTAINS RGNL		
TAKEOFF MINIMUMS	L		---SEE MOUNT POCONO, PA		
IAPS RNAV (GPS) RWY 26	268				

INDEX

25219

NE-4, 07 AUG 2025 to 02 OCT 2025

INDEX

25219

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
POINT PLEASANT, WV			READING, PA		
MASON COUNTY(312)			READING RGNL/CARL A SPAATZ FLD(RDG)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 07	304	LAHSO		O
	RNAV (GPS) RWY 25	305	HOT SPOT		P
PORT MEADVILLE			IAPS	ILS OR LOC RWY 13	320
---SEE MEADVILLE, PA				ILS OR LOC RWY 36	321
POTOMAC AIRPARK				RNAV (GPS) RWY 13	322
---SEE BERKELEY SPRINGS, WV				RNAV (GPS) RWY 18	323
POTTSTOWN, PA				RNAV (GPS) RWY 31	324
HERITAGE FLD(PTW)				RNAV (GPS) RWY 36	325
TAKEOFF MINIMUMS		L	AIRPORT DIAGRAM		326
ALTERNATE MINIMUMS		M	REEDSVILLE, PA		
IAPS	RNAV (GPS) RWY 28	306	MIFFLIN COUNTY(RVL)		
	RNAV (GPS)-A	307	TAKEOFF MINIMUMS		L
	LOC RWY 28	308	ALTERNATE MINIMUMS		M
	VOR/DME-A	309	IAPS	RNAV (GPS) RWY 06	327
POTTSTOWN MUNI(N47)				RNAV (GPS) RWY 24	328
TAKEOFF MINIMUMS		L		LOC RWY 06	329
IAPS	RNAV (GPS) RWY 26	310	REIGLE FLD		
	VOR-B	311	---SEE PALMYRA, PA		
POTTSVILLE, PA			ROSTRAVER		
SCHUYLKILL COUNTY/JOE ZERBEY(ZER)			---SEE MONONGAHELA, PA		
TAKEOFF MINIMUMS		L	ST MARYS, PA		
IAPS	RNAV (GPS) RWY 11	312	ST MARYS MUNI(OYM)		
	RNAV (GPS) RWY 29	313	TAKEOFF MINIMUMS		L
	VOR-A	314	ALTERNATE MINIMUMS		M
PUNXSUTAWNEY, PA			IAPS	RNAV (GPS) RWY 10	330
PUNXSUTAWNEY MUNI(N35)				RNAV (GPS) RWY 28	331
TAKEOFF MINIMUMS		L		LOC RWY 28	332
IAPS	RNAV (GPS) RWY 24	315		VOR RWY 28	333
QUAKERTOWN, PA			SCHUYLKILL COUNTY/JOE ZERBEY		
QUAKERTOWN(UKT)			---SEE POTTSVILLE, PA		
TAKEOFF MINIMUMS		L	SEAMANS FLD		
ALTERNATE MINIMUMS		M	---SEE FACTORYVILLE, PA		
IAPS	RNAV (GPS) RWY 11	316	SELINSGROVE, PA		
	RNAV (GPS) RWY 29	317	PENN VALLEY(SEG)		
RALEIGH COUNTY MEML			TAKEOFF MINIMUMS		L
---SEE BECKLEY, WV			ALTERNATE MINIMUMS		M
RAVENSWOOD, WV			IAPS	RNAV (GPS) RWY 17	334
JACKSON COUNTY(I18)				RNAV (GPS) RWY 35	335
TAKEOFF MINIMUMS		L		VOR-A	336
IAPS	RNAV (GPS) RWY 04	318	SHAMOKIN, PA		
	RNAV (GPS) RWY 22	319	NORTHUMBERLAND COUNTY(N79)		
			TAKEOFF MINIMUMS		L
			IAPS	RNAV (GPS) RWY 08	337
				RNAV (GPS) RWY 26	338
				VOR RWY 08	339

INDEX

25219

K8

K8

NE4

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

INDEX

25219

K9

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
SOMERSET, PA			UPSHUR COUNTY RGNL		
SOMERSET COUNTY(2G9)			---SEE BUCKHANNON, WV		
TAKEOFF MINIMUMS	L				
ALTERNATE MINIMUMS	M				
IAPS RNAV (GPS) RWY 07	340		VENANGO RGNL		
RNAV (GPS) RWY 25	341		---SEE FRANKLIN, PA		
LOC RWY 25	342				
SOUTHERN WEST VIRGINIA RGNL			WASHINGTON, PA		
---SEE WILLIAMSON, WV			WASHINGTON COUNTY(AFJ)		
			TAKEOFF MINIMUMS	L	
SPENCER, WV			ALTERNATE MINIMUMS	M	
BOGGS FLD(USW)			IAPS ILS OR LOC RWY 27	358	
TAKEOFF MINIMUMS	L		RNAV (GPS) RWY 09	359	
IAPS RNAV (GPS) RWY 10	343		RNAV (GPS) RWY 27	360	
RNAV (GPS) RWY 28	344				
STATE COLLEGE, PA			WAYNESBURG, PA		
STATE COLLEGE RGNL(UNV)			GREENE COUNTY(WAY)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M		IAPS RNAV (GPS) RWY 27	361	
IAPS ILS OR LOC RWY 24	345		RNAV (GPS) Z RWY 09	362	
RNAV (GPS) RWY 06	346		COPTER RNAV (GPS) Y RWY 09	363	
RNAV (GPS) RWY 24	347				
AIRPORT DIAGRAM	348		WELLSBORO, PA		
			GRAND CANYON RGNL(N38)		
SUMMERSVILLE, WV			TAKEOFF MINIMUMS	L	
SUMMERSVILLE(SXL)			ALTERNATE MINIMUMS	M	
TAKEOFF MINIMUMS	L		IAPS RNAV (GPS) RWY 10	364	
IAPS RNAV (GPS)-A	349		RNAV (GPS) RWY 28	365	
SUTTON, WV			WEST CHESTER, PA		
BRAXTON COUNTY(48I)			BRANDYWINE RGNL(OQN)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
IAPS RNAV (GPS) RWY 20	350		ALTERNATE MINIMUMS	M	
			IAPS RNAV (GPS) RWY 27	366	
TITUSVILLE, PA			RNAV (GPS) Y RWY 09	367	
TITUSVILLE(6G1)			RNAV (GPS) Z RWY 09	368	
TAKEOFF MINIMUMS	L		VOR-A	369	
IAPS RNAV (GPS) RWY 01	351				
RNAV (GPS) RWY 19	352		WEST VIRGINIA INTL YEAGER		
TOUGHKENAMON, PA			---SEE CHARLESTON, WV		
NEW GARDEN(N57)					
TAKEOFF MINIMUMS	L		WHEELING, WV		
IAPS RNAV (GPS) RWY 06	353		WHEELING OHIO COUNTY(HLG)		
RNAV (GPS) RWY 24	354		TAKEOFF MINIMUMS	L	
			ALTERNATE MINIMUMS	M	
TOWANDA, PA			IAPS ILS OR LOC RWY 03	370	
BRADFORD COUNTY(N27)			RNAV (GPS) RWY 03	371	
TAKEOFF MINIMUMS	L		RNAV (GPS) RWY 16	372	
IAPS RNAV (GPS) RWY 23	355		RNAV (GPS) RWY 21	373	
RNAV (GPS)-A	356		RNAV (GPS) RWY 34	374	
			VOR RWY 21	375	
TOWER CITY, PA			AIRPORT DIAGRAM	376	
BENDIGO(74N)					
TAKEOFF MINIMUMS	L		WILKES-BARRE, PA		
IAPS RNAV (GPS)-A	357		WILKES-BARRE WYOMING VALLEY(WBW)		
			TAKEOFF MINIMUMS	L	
TRI-STATE/MILTON J FERGUSON FLD			IAPS RNAV (GPS) RWY 07	377	
---SEE HUNTINGTON, WV			RNAV (GPS) RWY 25	378	

INDEX

25219

K9

NE-4, 07 AUG 2025 to 02 OCT 2025

NE4

INDEX OF TERMINAL CHARTS AND MINIMUMS

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

WILKES-BARRE/SCRANTON, PA
WILKES-BARRE/SCRANTON INTL(AVP)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS ILS OR LOC RWY 04379
 ILS OR LOC RWY 22380
 RNAV (GPS) RWY 04381
 RNAV (GPS) RWY 22382
AIRPORT DIAGRAM383
DPS SCRANTON EIGHT384

WILLIAM T PIPER MEML
---SEE LOCK HAVEN, PA

WILLIAMSON, WV
SOUTHERN WEST VIRGINIA RGNL(EBD)
TAKEOFF MINIMUMSL
IAPS RNAV (GPS) RWY 08385
 RNAV (GPS) RWY 26386

WILLIAMSPORT, PA
WILLIAMSPORT RGNL(IPT)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
HOT SPOT P
IAPS ILS OR LOC RWY 27387
 RNAV (GPS) RWY 09388
 RNAV (GPS) RWY 12389
 RNAV (GPS) RWY 27390
 RNAV (GPS) RWY 30391
AIRPORT DIAGRAM392

WINGS FLD
---SEE PHILADELPHIA, PA

YORK, PA
YORK(THV)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS RNAV (GPS) RWY 17393
 RNAV (GPS) RWY 35394
AIRPORT DIAGRAM395

ZELIENOPE, PA
ZELIENOPE MUNI(PJC)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS RNAV (GPS) RWY 17396
 RNAV (GPS) RWY 35397

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

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

25219

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

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

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

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

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

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

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

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

ALLENTOWN, PA

ALLENTOWN QUEEN CITY MUNI (XLL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 10MAR11 (11069) (FAA)

TAKEOFF MINIMUMS:

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

Rwy 15, NA.

DEPARTURE PROCEDURE:

Rwy 7, climb heading 070° to 1800 before turning right, or for climb in visual conditions: cross Allentown Queen City Muni Airport at or above 1900 before proceeding on course.

Rwy 25, climbing right turn direct ETX VOR/DME.

Rwy 33, climbing left turn direct ETX VOR/DME.

TAKEOFF OBSTACLE NOTES:

Rwy 7, poles beginning 55' from DER, 322' right of centerline, up to 25' AGL/415' MSL.

Rwy 25, fence, trees, and poles beginning 56' from DER, 47' left of centerline, up to 100' AGL/529' MSL.

Trees beginning 294' from DER, 78' right of centerline, up to 100' AGL/452' MSL.

LEHIGH VALLEY INTL (ABE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 30JAN20 (20030) (FAA)

DEPARTURE PROCEDURE:

Rwy 6, climb on heading 063° to 900 before turning south.

Rwy 13, climbing left turn on a heading between 315° CW to 100° from DER, or min. climb of 415' per NM to 1600 for headings 101° through 314°.

Rwy 24, climb on heading 243° to 1400 before turning south.

Rwy 31, climb on heading 315° to 1400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 6, lighting 10' from DER, 54' right of centerline, 2' AGL/383' MSL.

Terrain beginning 23' from DER, 388' left of centerline, up to 385' MSL.

Terrain 169' from DER, 472' left of centerline, 386' MSL.

Lighting 174' from DER, 479' left of centerline, 3' AGL/389' MSL.

Building 322' from DER, 287' right of centerline, 19' AGL/396' MSL.

Traverse way 350' from DER, 509' left of centerline, 407' MSL.

Traverse way, fence beginning 378' from DER, 558' left of centerline, up to 409' MSL.

CONT

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

25219

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

25219

ALLENTOWN, PA (CON'T)

LEHIGH VALLEY INTL (ABE) (CON'T)

Rwy 6 (CON'T), tree 1220' from DER, 812' right of centerline, 427' MSL.
Trees, pole beginning 1242' from DER, 97' left of centerline, up to 441' MSL.
Trees, poles beginning 1434' from DER, 110' left of centerline, up to 454' MSL.
Trees beginning 1622' from DER, 152' right of centerline, up to 429' MSL.
Trees, pole, transmission line beginning 1666' from DER, 91' right of centerline, up to 464' MSL.
Rwy 13, lighting 10' from DER, 55' right of centerline, 2' AGL/381' MSL.
Pole, 124' from DER, 436' left of centerline, up to 387' MSL.
Pole, tree beginning 191' from DER, 329' left of centerline, up to 31' AGL/407' MSL.
Pole 766' from DER, 692' right of centerline, 28' AGL/408' MSL.
Tree 792' from DER, 632' right of centerline, 411' MSL.
Tree, pole beginning 851' from DER, 408' right of centerline, up to 413' MSL.
Tree 1370' from DER, 511' right of centerline, 415' MSL.
Tree 1598' from DER, 58' right of centerline, 429' MSL.
Trees beginning 1681' from DER, 25' right of centerline, up to 431' MSL.
Tree 1769' from DER, 757' right of centerline, 435' MSL.
Trees beginning 1852' from DER, 11' right of centerline, up to 437' MSL.
Trees beginning 2140' from DER, 115' left of centerline, up to 441' MSL.
Rwy 24, sign, lighting beginning 4' from DER, 56' right of centerline, up to 2' AGL/396' MSL.
Lighting 10' from DER, 55' left of centerline, 3' AGL/396' MSL.
Vertical structure 931' from DER, 667' right of centerline, 423' MSL.
Rwy 31, lighting 9' from DER, 5' left of centerline, 1' AGL/384' MSL.
Traverse way 31' from DER, 412' right of centerline, 385' MSL.
Trees beginning 624' from DER, 510' left of centerline, up to 414' MSL.
Trees beginning 986' from DER, 715' left of centerline, up to 431' MSL.

ALTOONA, PA

ALTOONA/BLAIR COUNTY (AOO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 07DEC17 (22027) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, std. w/min. climb of 270' per NM to 2800 or 1600-3 for climb in visual conditions.
Rwy 12, NA-Obstacles.
Rwy 21, std. w/min. climb of 394' per NM to 3200 or 1600-3 for climb in visual conditions.
Rwy 30, std. w/min. climb of 250' per NM to 3600 or 1600-3 for climb in visual conditions.
Note: climb in visual conditions NA at night.

DEPARTURE PROCEDURE:

Rwy 3, climb heading 026° to 2800 before proceeding on course.
Rwy 21, climb heading 206° to 3200 before proceeding on course.
Rwy 30, climb heading 298° to 3600 before proceeding on course.

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 3, tree 60' from DER, 449' left of centerline, 1476' MSL.
Pole 1124' from DER, 742' left of centerline, 50' AGL/1502' MSL.
Trees beginning 1538' from DER, 563' left of centerline, up to 1541' MSL.
Tree 3130' from DER, 594' left of centerline, 1554' MSL.
Tree 4577' from DER, 844' right of centerline, 1584' MSL.
Tree 4754' from DER, 827' right of centerline, 1598' MSL.
Tree 5619' from DER, 1199' right of centerline, 1619' MSL.
Trees beginning 5762' from DER, 1364' right of centerline, up to 1646' MSL.
Tree 1 NM from DER, 1119' right of centerline, 1648' MSL.
Trees beginning 1.1 NM from DER, 1129' right of centerline, up to 1658' MSL.
Trees 1.4 NM from DER, 1628' right of centerline, 200' AGL/1759' MSL.
Rwy 21, tree 30' from DER, 422' left of centerline, 1525' MSL.
Fence 33' from DER, 249' right of centerline, 4' AGL/1505' MSL.
Tree, fence beginning 50' from DER, 319' left of centerline, up to 1526' MSL.
Tree 137' from DER, 371' left of centerline, 1528' MSL.
Pole, terrain, tree beginning 183' from DER, 265' left of centerline, up to 22' AGL/1536' MSL.
Tree 881' from DER, 516' right of centerline, 1546' MSL.
Trees beginning 1077' from DER, 43' right of centerline, up to 1549' MSL.
Trees beginning 1249' from DER, 557' left of centerline, up to 1557' MSL.
Trees beginning 1273' from DER, 225' left of centerline, up to 1561' MSL.
Trees beginning 1774' from DER, 327' left of centerline, up to 1566' MSL.
Trees beginning 1857' from DER, 277' left of centerline, up to 1570' MSL.
Trees beginning 1923' from DER, 181' left of centerline, up to 1573' MSL.
Trees beginning 2174' from DER, 244' left of centerline, up to 1582' MSL.
Trees beginning 2532' from DER, 196' left of centerline, up to 1596' MSL.
Trees beginning 2916' from DER, 242' left of centerline, up to 1610' MSL.
Rwy 30, tree 84' from DER, 257' right of centerline, 1480' MSL.
Tree 92' from DER, 102' left of centerline, 1479' MSL.
Tree 978' from DER, 316' right of centerline, 1499' MSL.

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

25219



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



25219

BEAVER FALLS, PA

BEAVER COUNTY (BVI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 10MAR11 (11069) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 10, trees beginning 67' from DER, left and right of centerline, up to 64' AGL/1317' MSL.

Fences beginning 124' from DER, 392' left of centerline, up to 10' AGL/1273' MSL.

Bush 326' from DER, 136' right of centerline, 17' AGL/1270' MSL.

Obstruction light on localizer 398' from DER, on centerline, 10' AGL/1263' MSL.

Rwy 28, trees beginning 35' from DER, left and right of centerline, up to 100' AGL/ 1319' MSL.

Vegetation beginning 4' from DER, left and right of centerline, up to 33' AGL/1212' MSL.

Bush 173' from DER, 163' right of centerline, 34' AGL/ 1213' MSL.

BECKLEY, WV

RALEIGH COUNTY MEML (BKW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 17NOV11 (21280) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, 400-2¼ w/min. climb of 350' per NM to 3400, or 1100-3 for climb in visual conditions.**Rwy 28**, 300-1¼ or std. w/min. climb of 261' per NM to 4000.

DEPARTURE PROCEDURE:

Rwy 1, climbing left turn heading 350° to 4400 before proceeding on course.**Rwy 10**, climbing left turn heading 350° to 4700 before proceeding on course, or for climb in visual conditions: cross Raleigh County Meml at or above 3500 before proceeding on course.**Rwy 19**, climbing right turn heading 330° to 4400 before proceeding on course.**Rwy 28**, climbing right turn heading 320° to 4400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 1, trees and terrain beginning 26' from DER, left and right of centerline, up to 100' AGL/2524' MSL.

Pole 718' from DER, 585' right of centerline, 2467' MSL.

Rwy 10, trees and terrain beginning 22' from DER, left and right of centerline, up to 100' AGL/2651' MSL.

Bush 32' from DER, 159' right of centerline, 20' AGL/2514' MSL.

Pole 118' from DER, 234' left of centerline, 26' AGL/2510' MSL.

Rwy 19, trees and terrain beginning 121' from DER, left and right of centerline, up to 100' AGL/2635' MSL.**Rwy 28**, trees and bushes beginning 5' from DER, left and right of centerline, up to 100' AGL/2521' MSL.

BEDFORD, PA

BEDFORD COUNTY (HMZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 07APR11 (11097) (FAA)

TAKEOFF MINIMUMS:

Rwy 14, std. w/ min. climb of 549' per NM to 2300 or 300-1 w/ min. climb of 369' per NM to 2600 or 2200-3 for climb in visual conditions.**Rwy 32**, std. w/ min. climb of 403' per NM to 2500 or 500-2½ w/ min. climb of 301' per NM to 3700 or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 14, climb heading 137° to 2800 before proceeding on course. For climb in visual conditions: cross Bedford County Airport at or above 3200' MSL before proceeding on course.**Rwy 32**, climb heading 317° to 2600 before proceeding on course. For climb in visual conditions: cross Bedford County airport at or above 3200' MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 14, terrain, fence, vehicles on road, and trees beginning 33' from DER, 483' right of centerline, up to 44' AGL/1193' MSL.

Trees 3794' from DER, 1468' left of centerline, up to 70' AGL/1429' MSL.

Trees 4967' from DER, 1607' right of centerline, up to 97' AGL/1376' MSL.

Rwy 32, terrain, bush, and trees beginning 22' from DER, 383' left of centerline, up to 88' AGL/1307' MSL.

Trees 3377' from DER, 1253' left of centerline, up to 71' AGL/1330' MSL.

Trees 1.7 NM from DER, 3309' left of centerline, up to 65' AGL/1564' MSL.

Trees 1.9 NM from DER, 2221' left of centerline, up to 67' AGL/1476' MSL.

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025



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



25219

NE-4

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

25219

BELLEFONTE, PA

BELLEFONTE (N96)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 19SEP13 (13262) (FAA)

TAKEOFF MINIMUMS:

Rwy 25, std. w/min. climb of 267' per NM to 2600, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 7, Climb heading 074° to 2900' before proceeding on course.

Rwy 25, climb heading 246° to 2600 before proceeding on course or for climb in visual conditions, cross Bellefonte airport at or above 2600 before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

Rwy 7, buildings beginning 42' from DER, 293' left of centerline, up to 15' AGL/1062' MSL.

Tree 130' from DER, 365' left of centerline, 28' AGL/1075' MSL.

Pole 135' from DER, 516' right of centerline, 30' AGL/ 1080' MSL.

Buildings beginning 86' from DER, 340' right of centerline, up to 17' AGL/1084' MSL.

Tree 134' from DER, 286' right of centerline, 42' AGL/1096' MSL.

Pole 75' from DER, 433' right of centerline, 33' AGL/1096' MSL.

Trees beginning 731' from DER, 432' left of centerline, up to 108' AGL/1139' MSL.

Tree 231' from DER, 448' right of centerline, 60' AGL/1110' MSL.

Rwy 25, trees beginning 59' from DER, 373' right of centerline, up to 89' AGL/1143' MSL.

Pole 67' from DER, 172' right of centerline 26' AGL/1080' MSL.

Poles beginning 89' from DER, 277' left of centerline, up to 26' AGL/1096' MSL.

Buildings beginning 92' from DER, 524' left of centerline, 30' AGL/1112' MSL.

Trees beginning 190' from DER, 236' right of centerline, up to 80' AGL/1126' MSL.

Vehicle or road 351' from DER, 169' left of centerline, 15' AGL/1093' MSL.

Buildings beginning 449' from DER, 527' left of centerline, 30' AGL/1113' MSL.

Trees beginning 398' from DER, 199' right of centerline, up to 84' AGL/1111' MSL.

Trees 538' from DER, 633' left of centerline, up to 60' AGL/1143' MSL.

Vehicle on road 757' from DER, 670' left of centerline, 15' AGL/1102' MSL.

Trees beginning 760' from DER, 146' right of centerline, up to 52' AGL/1100' MSL.

Buildings beginning 1075' from DER, 550' left of centerline, up to 30' AGL/1112' MSL.

Trees beginning 1375' from DER, 697' left of centerline, up to 77' AGL/1150' MSL.

Trees beginning 2277' from DER, 319' left of centerline, up to 65' AGL/1178' MSL.

Trees beginning 2394' from DER, 35' right of centerline, up to 97' AGL/ 1137' MSL.

Trees beginning 3737' from DER 187' left of centerline, up to 61' AGL/1201' MSL.

BERKELEY SPRINGS, WV

POTOMAC AIRPARK (W35)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 20JUN19 (19171) (FAA)

TAKEOFF MINIMUMS:

Rwy 11, 400-1 ¾ w/min. climb of 370' per NM to 2800, or 1700-3 for VCOA.

Rwy 29, 500-1½ w/min. climb of 400' per NM to 2600, or 1700-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 11, climb heading 110° to 1100 before proceeding on course.

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 11, vegetation 17' from DER, 203' right of centerline, 416' MSL.

Tree 30' from DER, 331' right of centerline, 483' MSL.

Vegetation 30' from DER, 21' left of centerline, 416' MSL.

Trees beginning 43' from DER, 44' right of centerline, up to 94' AGL/502' MSL.

Tree 95' from DER, 115' left of centerline, 432' MSL.

Tree 102' from DER, 223' left of centerline, 467' MSL.

Trees beginning 193' from DER, 16' left of centerline, up to 470' MSL.

Tree 417' from DER, 443' right of centerline, 520' MSL.

Trees beginning 435' from DER, 150' right of centerline, up to 544' MSL.

Tree 543' from DER, 251' left of centerline, 480' MSL.

Trees beginning 604' from DER, 4' left of centerline, up to 500' MSL.

Trees beginning 617' from DER, 22' right of centerline, up to 572' MSL.

Trees beginning 789' from DER, 24' left of centerline, up to 518' MSL.

Trees beginning 960' from DER, 27' right of centerline, up to 614' MSL.

Trees beginning 1334' from DER, 13' right of centerline, up to 631' MSL.

Trees beginning 1358' from DER, 18' left of centerline, up to 521' MSL.

Trees beginning 1472' from DER, 423' right of centerline, up to 646' MSL.

Tree, pole beginning 1544' from DER, 208' right of centerline, up to 650' MSL.

Tree, pole, vegetation beginning 1775' from DER, 105' right of centerline, up to 658' MSL.

Tree, vegetation beginning 1981' from DER, 34' right of centerline, up to 664' MSL.

Trees beginning 2031' from DER, 7' left of centerline, up to 530' MSL.

Tree, vegetation, building beginning 2151' from DER, 1' right of centerline, up to 668' MSL.

Trees beginning 3321' from DER, 4' right of centerline, up to 669' MSL.

CONT

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

25219



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



25219

BERKELEY SPRINGS, WV (CON'T)

POTOMAC AIRPARK (W35) (CON'T)

Rwy 29 (CON'T), tree, building beginning 5998' from DER, 9' left of centerline, up to 621' MSL.

Trees beginning 1 NM from DER, 446' left of centerline, up to 632' MSL.

Trees beginning 1 NM from DER, 139' left of centerline, up to 645' MSL.

Trees beginning 1 NM from DER, 337' left of centerline, up to 647' MSL.

Tree beginning 1 NM from DER, 46' left of centerline, up to 650' MSL.

Tree beginning 1 NM from DER, 5' left of centerline, up to 675' MSL.

Tree 1.1 NM from DER, 1033' left of centerline, 684' MSL.

Trees beginning 1.1 NM from DER, 234' left of centerline, up to 692' MSL.

Trees beginning 1.1 NM from DER, 718' left of centerline, up to 697' MSL.

Tree beginning 1.1 NM from DER, 120' left of centerline, up to 100' AGL/701' MSL.

Tree, pole beginning 1.1 NM from DER, 76' right of centerline, up to 100' AGL/753' MSL.

Tree beginning 1.1 NM from DER, 1' left of centerline, up to 100' AGL/737' MSL.

Tree beginning 1.2 NM from DER, 357' right of centerline, up to 100' AGL/770' MSL.

Trees beginning 1.2 NM from DER, 423' right of centerline, up to 772' MSL.

Tree beginning 1.2 NM from DER, 23' left of centerline, up to 100' AGL/747' MSL.

Trees beginning 1.2 NM from DER, 81' right of centerline, up to 786' MSL.

Tree beginning 1.2 NM from DER, 81' right of centerline, up to 100' AGL/796' MSL.

Tree beginning 1.2 NM from DER, 1' left of centerline, up to 100' AGL/763' MSL.

Tree beginning 1.2 NM from DER, 1256' right of centerline, up to 100' AGL/809' MSL.

Tree, terrain+veg beginning 1.2 NM from DER, 173' right of centerline, up to 809' MSL.

Trees beginning 1.3 NM from DER, 302' right of centerline, up to 811' MSL.

Tree, building, pole beginning 1.3 NM from DER, 10' left of centerline, up to 100' AGL/776' MSL.

Tree, terrain+veg beginning 1.3 NM from DER, 1' right of centerline, up to 817' MSL.

Tree, vehicle on traverse way beginning 1.3 NM from DER, 252' right of centerline, up to 823' MSL.

Tree, vehicle on traverse way, building, pole, fence, vegetation beginning 1.4 NM from DER, 1' right of centerline, up to 101' AGL/825' MSL.

Tree beginning 1.8 NM from DER, 2543' left of centerline, up to 100' AGL/793' MSL.

Tree beginning 1.8 NM from DER, 1674' left of centerline, up to 100' AGL/812' MSL.

Pole, tree beginning 1.9 NM from DER, 1390' left of centerline, up to 100' AGL/852' MSL.

Tree beginning 2 NM from DER, 2848' left of centerline, up to 100' AGL/875' MSL.

Vehicle on traverse way, tree beginning 2 NM from DER, 388' left of centerline, up to 100' AGL/881' MSL.

BLOOMSBURG, PA

BLOOMSBURG MUNI (N13)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 28APR16 (16119) (FAA)

TAKEOFF MINIMUMS:

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

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

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

Rwy 9, Trees beginning 51' from DER, 6' right of centerline, up to 642' MSL.

Trees beginning 475' from DER, 24' left of centerline, up to 599' MSL.

Grd 64' from DER, 34' right of centerline, 487' MSL.

Vehicle on road 176' from DER, 112' right of centerline, 15' AGL/488' MSL.

Poles beginning 191' from DER, 432' left of centerline, up to 44' AGL/528' MSL.

Building 335' from DER, 568' left of centerline, 501' MSL.

Parking lots beginning 629' from DER, 652' left of centerline, up to 503' MSL.

Terrain 1503' from DER, 164' right of centerline, 524' MSL.

Rwy 27, tower 4520' from DER, 596' right of centerline, 150' AGL/632' MSL.

Buildings beginning 35' from DER, 327' left of centerline, up to 506' MSL.

Vehicles in parking lots beginning 48' from DER, 238' right of centerline, up to 496' MSL.

Pole 151' from DER, 238' right of centerline, 8' AGL/499' MSL.

Poles beginning 210' from DER, 493' left of centerline, up to 521' MSL.

Vehicle on road 279' from DER, 210' right of centerline, 15' AGL/494' MSL.

Trees beginning 50' from DER, 50' left of centerline, up to 579' MSL.

Trees beginning 559' from DER, 96' right of centerline, up to 566' MSL.

Stack 5202' from DER, 660' right of centerline, 175' AGL/661' MSL.

Chimney/smokestack 5199' from DER, 661' right of centerline, 659' MSL.

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025



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



25219

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

25219

BERKELEY SPRINGS, WV (CON'T)

POTOMAC AIRPARK (W35) (CON'T)

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

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

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

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

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

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

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

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

Tree, beginning 3833' from DER, 393' right of centerline, up to 729' MSL.

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

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

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

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

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

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

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

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

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

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

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

Trees beginning 4579' from DER, 1471' left of centerline, up to 608' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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

Tree 2.2 NM from DER, 3177' left of centerline, 776' MSL.

Tree 2.3 NM from DER, 3840' left of centerline, 84' AGL/803' MSL.

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

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

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

Trees beginning 186' from DER, 269' left of centerline, up to 94' AGL/512' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Tree, building, pole, terrain beginning 5253' from DER, 40' right of centerline, up to 625' MSL.

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

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

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

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

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

Pole, tree beginning 5622' from DER, 340' left of centerline, up to 602' MSL.

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

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

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

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

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

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

BLUEFIELD, WV

MERCER COUNTY (BLF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 4 15JAN09 (09015) (FAA)

TAKEOFF MINIMUMS:

Rwy 23, 400-2¼ or std. with a min. climb of 238' per NM to 3300.

DEPARTURE PROCEDURE:

Rwy 5, climb heading 049° to 3900 before turning south.

Rwy 23, climbing right turn via BLF R-270 to 4500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning 14' from DER, 370' left of centerline, up to 100' AGL/2939' MSL.

Trees beginning 15' from DER, 391' right of centerline, up to 100' AGL/2959' MSL.

Rwy 23, trees beginning at DER, 258' left of centerline, up to 100' AGL/2939' MSL.

Trees beginning 140' from DER, 74' right of centerline, up to 100' AGL/3159' MSL.

BRADFORD, PA

BRADFORD RGNL (BFD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG-A 26DEC24 (24361) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning 33' from DER, 343' right of centerline, up to 30' AGL/2183' MSL.

Trees, fence beginning 176' from DER, 299' right of centerline, up to 2202' MSL.

Trees beginning 189' from DER, 385' left of centerline, up to 2192' MSL.

Trees, fences beginning 354' from DER, 275' left of centerline, up to 49' AGL/2198' MSL.

Trees beginning 544' from DER, 378' right of centerline, up to 2216' MSL.

Trees beginning 577' from DER, 395' left of centerline, up to 49' AGL/2200' MSL.

Trees beginning 753' from DER, 375' left of centerline, up to 56' AGL/2205' MSL.

Trees beginning 773' from DER, 373' left of centerline, up to 2214' MSL.

Trees beginning 775' from DER, 390' right of centerline, up to 76' AGL/2222' MSL.

Trees beginning 1115' from DER, 397' right of centerline, up to 2236' MSL.

Rwy 14, light poles beginning 6' from DER, 25' right of centerline, up to 1' AGL/2101' MSL.

Light poles beginning 7' from DER, 4' left of centerline, up to 1' AGL/2101' MSL.

Tree 23' from DER, 422' left of centerline, 2109' MSL.

Tree 24' from DER, 334' left of centerline, 2112' MSL.

Trees beginning 27' from DER, 264' left of centerline, up to 2113' MSL.

Trees beginning 149' from DER, 347' left of centerline, up to 2115' MSL.

Trees beginning 356' from DER, 591' right of centerline, up to 42' AGL/2139' MSL.

Tree 444' from DER, 604' left of centerline, 2120' MSL.

Trees beginning 509' from DER, 415' right of centerline, up to 2140' MSL.

Tree, pole beginning 816' from DER, 514' right of centerline, up to 58' AGL/2143' MSL.

Trees beginning 996' from DER, 672' left of centerline, up to 2140' MSL.

Trees beginning 1532' from DER, 556' right of centerline, up to 2182' MSL.

Trees beginning 2357' from DER, 792' right of centerline, up to 2194' MSL.

Tree 2390' from DER, 924' right of centerline, 2197' MSL.

Trees beginning 2438' from DER, 715' right of centerline, up to 2204' MSL.

Tree 3296' from DER, 1312' right of centerline, 2215' MSL.

Trees beginning 3314' from DER, 1090' right of centerline, up to 2216' MSL.

Rwy 23, trees beginning 17' from DER, 289' left of centerline, up to 23' AGL/2160' MSL.

Tree 39' from DER, 392' right of centerline, 22' AGL/2142' MSL.

Trees beginning 73' from DER, 41' right of centerline, up to 100' AGL/2230' MSL.

Trees 134' from DER, 122' left of centerline, 100' AGL/2230' MSL.

Trees, pole beginning 196' from DER, 5' left of centerline, up to 100' AGL/2236' MSL.

Trees beginning 1578' from DER, 65' right of centerline, up to 100' AGL/2233' MSL.

Trees beginning 1640' from DER, 145' left of centerline, up to 100' AGL/2240' MSL.

Trees beginning 1859' from DER, 28' left of centerline, up to 100' AGL/2243' MSL.

Trees beginning 1955' from DER, 18' right of centerline, up to 100' AGL/2240' MSL.

Trees beginning 2515' from DER, 238' left of centerline, up to 100' AGL/2246' MSL.

Trees beginning 2673' from DER, 4' left of centerline, up to 100' AGL/2249' MSL.

Trees beginning 4152' from DER, 66' right of centerline, up to 100' AGL/2246' MSL.

Trees beginning 4318' from DER, 97' left of centerline, up to 2252' MSL.

Rwy 32, terrain 3' from DER, 496' left of centerline, 2110' MSL.

Light poles beginning 9' from DER, 55' right of centerline, up to 1' AGL/2109' MSL.

Trees beginning 13' from DER, 365' right of centerline, up to 44' AGL/2130' MSL.

Tree 60' from DER, 261' left of centerline, 2118' MSL.

Tree 570' from DER, 520' left of centerline, 33' AGL/2145' MSL.

Tree 597' from DER, 607' left of centerline, 44' AGL/2164' MSL.

Tree 618' from DER, 594' left of centerline, 45' AGL/2166' MSL.

Trees beginning 644' from DER, 83' left of centerline, up to 47' AGL/2168' MSL.

Trees beginning 993' from DER, 399' left of centerline, up to 2192' MSL.

Tree 3227' from DER, 631' right of centerline, 2189' MSL.

Tree 3700' from DER, 292' right of centerline, 2205' MSL.

Tree 4510' from DER, 696' right of centerline, 2224' MSL.

Trees beginning 4910' from DER, 358' right of centerline, up to 99' AGL/2234' MSL.

Trees beginning 4983' from DER, 262' right of centerline, up to 2236' MSL.

Tree 5062' from DER, 596' right of centerline, 2238' MSL.



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



25219

NE-4

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

25219

BUCKHANNON, WV

UPSHUR COUNTY RGNL (W22)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10JUN04 (04162) (FAA)

TAKEOFF MINIMUMS:

Rwy 29, 400-1¼ or std. with a min. climb of 420' per NM to 2100.

DEPARTURE PROCEDURE:

Rwy 11, climb via heading 105° to 2300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 11, trees 798' from DER, 179' right of centerline, 100' AGL/1679' MSL.

Trees 2665' from DER, 842' left of centerline, 100' AGL/1719' MSL.

Trees 4799' from DER, 1724' right of centerline, 100' AGL/1779' MSL.

Rwy 29, trees 1 NM from DER, 565' right of centerline, 100' AGL/1959' MSL.

BUTLER, PA

PITTSBURGH/BUTLER RGNL (BTP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 07DEC17 (17341) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, 300-1 or std. w/min. climb of 461' per NM to 1600.

TAKEOFF OBSTACLE NOTES:

Rwy 8, tree 18' from DER, 218' right of centerline, 1265' MSL.

Pole 68' from DER, 469' left of centerline, 24' AGL/1245' MSL.

Tree 99' from DER, 478' left of centerline, 1246' MSL.

Tree 147' from DER, 441' right of centerline, 1278' MSL.

Pole 183' from DER, 372' left of centerline, 36' AGL/1248' MSL.

Trees beginning 196' from DER, 69' left of centerline, up to 1270' MSL.

Trees beginning 202' from DER, 327' right of centerline, up to 1285' MSL.

Trees beginning 343' from DER, 13' right of centerline, up to 1288' MSL.

Trees beginning 748' from DER, 26' left of centerline, up to 1278' MSL.

Trees beginning 977' from DER, 391' left of centerline, up to 1281' MSL.

Trees beginning 1056' from DER, 15' left of centerline, up to 1302' MSL.

Trees beginning 1197' from DER, 288' left of centerline, up to 1319' MSL.

Trees beginning 1231' from DER, 167' left of centerline, up to 1325' MSL.

Trees beginning 1326' from DER, 167' right of centerline, up to 1302' MSL.

Trees beginning 1422' from DER, 282' right of centerline, up to 1310' MSL.

Trees beginning 2359' from DER, 325' right of centerline, up to 1316' MSL.

Trees beginning 2423' from DER, 658' left of centerline, up to 1350' MSL.

Tree 2532' from DER, 435' right of centerline, 1330' MSL.

Trees beginning 2554' from DER, 389' right of centerline, up to 1337' MSL.

Trees beginning 2626' from DER, 106' left of centerline, up to 1352' MSL.

Trees beginning 2704' from DER, 393' right of centerline, up to 1347' MSL.

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

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

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

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

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

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

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

Trees beginning 4173' from DER, 417' right of centerline, up to 1482' MSL.

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

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

Trees beginning 4641' from DER, 1460' right of centerline, up to 1399' MSL.

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

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

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

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

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

CARLISLE, PA

CARLISLE (N94)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 06MAR14 (14065) (FAA)

DEPARTURE PROCEDURE:

Rwy 10, climb heading 102° to 1400 before turning right.**Rwy 28**, climb heading 282° to 1900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

25219

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

25219

CHAMBERSBURG, PA

FRANKLIN COUNTY RGNL (N68)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 24MAR22 (22083) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

Rwy 6, climb on heading 059° to 2300 before proceeding on course.**Rwy 24**, climb on heading 239° to 2000 before proceeding on course.

VCOA:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Tree 4183' from DER, 1206' right of centerline, 793' MSL.

CHARLESTON, WV

WEST VIRGINIA INTL YEAGER (CRW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 10 10OCT19 (22083) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, 300-2¼ or std. w/min. climb of 285' per NM to 1200.

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

Tree, terrain beginning 3522' from DER, 249' right of centerline, up to 998' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Antenna 2.2 NM from DER, 2891' left of centerline, 1238' MSL.

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

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

Tree 4457' from DER, 1692' left of centerline, 1071' MSL.

Tree 4747' from DER, 1667' left of centerline, 1077' 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

CLARION, PA

CLARION COUNTY (AXQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 20FEB25 (25051) (FAA)

TAKEOFF MINIMUMS:

Rwy 24, 300-1¼ or std w/min climb of 221'/NM to 1700 or alternatively, with std takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 6, tree 182' from DER, 495' right of centerline, 1469' MSL.

Tank 3074' from DER, 40' right of centerline, 73' AGL/1535' MSL.

Tower 3994' from DER, 336' left of centerline, 118' AGL/1557' MSL.

Rwy 24, tree 1228' from DER, 220' left of centerline, 1467' MSL.

Trees 4705' from DER, 1707' right of centerline, 100' AGL/1554' MSL.

Trees 5244' from DER, 1819' right of centerline, 100' AGL/1574' MSL.

Trees 5782' from DER, 1932' right of centerline, 100' AGL/1587' MSL.

CLARKSBURG, WV

NORTH CENTRAL WEST VIRGINIA (CKB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 20SEP12 (12264) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, 300-1¼ or std. w/ min. climb of 402' per NM to 1500.

Rwy 21, 400-2¾ or std. w/ min. climb of 447' per NM to 1600.

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

Terrain 2720' from DER, 622' right of centerline, 1370' MSL.

Rwy 21, bush 12' from DER, 258' left of centerline, 5' AGL/1184' MSL.

Tree 571' from DER, 533' left of centerline, 86' AGL/1226' MSL.

Trees 4880' from DER, 90' left of centerline, up to 100' AGL/1335' MSL.

CLEARFIELD, PA

CLEARFIELD-LAWRENCE (FIG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 20SEP12 (12264) (FAA)

TAKEOFF MINIMUMS:

Rwy 30, std. w/min. climb of 342' per NM to 3500 or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 12, climb heading 110° to 2500 before proceeding on course.

Rwy 30, climb heading 299° to 2700 before proceeding on course, or for climb in visual conditions cross Clearfield-Lawrence airport at or above 3300 before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

Rwy 12, trees beginning 166' from DER, left and right of centerline, up to 100' AGL/ 1635' MSL.

Tower, 2.73 NM from DER, 4881' right of centerline, 422' AGL/ 2032' MSL.

Rwy 30, airplane on taxiway 7' from DER, 131' left of centerline, up to 15' AGL/ 1534' MSL.

Trees beginning 53' from DER, left and right of centerline, up to 100' AGL/2135' MSL.

Vehicles on roadway beginning 241' from DER, left and right of centerline, up to 15' AGL/ 1534' MSL.

Towers beginning 2.32 NM from DER, 760' left and right of centerline, up to 611' AGL/ 2996' MSL.

COATESVILLE, PA

CHESTER COUNTY G. O. CARLSON (MQS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 31JUL08 (08213) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 11, tree 342' from DER, 592' right of centerline, 90' AGL/680' MSL.

Trees beginning 1135' from DER, 549' left of centerline, up to 87' AGL/696' MSL.

Rwy 29, tree 281' from DER, 325' left of centerline, 7' AGL/646' MSL.

Obstruction light on poles beginning 418' from DER, 308' right of centerline, up to 40' AGL/690' MSL.

Antenna on buildings beginning 506' from DER, 208' right of centerline, up to 23' AGL/692' MSL.

Trees beginning 1048' from DER, 277' right of centerline, up to 62' AGL/731' MSL.

Multiple poles beginning 1723' from DER, 238' right of centerline, up to 34' AGL/703' MSL.



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



25219



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



25219

CONNELLSVILLE, PA

JOSEPH A HARDY CONNELLSVILLE (VVS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 20SEP12 (12264) (FAA)

TAKEOFF MINIMUMS:

Rwy 14, NA - Obstacles.

DEPARTURE PROCEDURE:

Rwy 5, climb heading 049° to 3100 before proceeding on course.**Rwy 23**, climb heading 229° to 3200 before proceeding on course.**Rwy 32**, climb heading 319° to 3000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5, bldg 203' from DER, 270' right of centerline, 24' AGL/1274' MSL.

LOC 329' from DER, 2' right of centerline, 13' AGL/1273' MSL.

Road 8' from DER, 476' right of centerline, 1273' MSL.

Trees beginning 68' from DER, 17' left of centerline, up to 100' AGL/1386' MSL.

Trees beginning 117' from DER, 4' right of centerline, up to 100' AGL/1385' MSL.

Rwy 23, tree 620' from DER, 642' left of centerline, 100' AGL/1258' MSL.**Rwy 32**, trees beginning 1004' from DER, 129' left of centerline, 100' AGL/1263' MSL.

Trees beginning 1004' from DER, 11' right of centerline, up to 100' AGL/1306' MSL.

Pole 1292' from DER, 734' right of centerline, 33' AGL/1273' MSL.

Sign 36' from DER, 200' left of centerline, 2' AGL/1229' MSL.

CORRY, PA

CORRY-LAWRENCE (8G2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-B 20FEB25 (25051) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 14, terrain 53' from DER, 340' left of centerline, 1774' MSL.

Tree, terrain beginning 162' from DER, 301' left of centerline, up to 1800' MSL.

Pole 169' from DER, 364' right of centerline, 43' AGL/1786' MSL.

Trees beginning 240' from DER, 429' left of centerline, up to 1814' MSL.

Trees beginning 266' from DER, 284' right of centerline, up to 1808' MSL.

Tree, poles beginning 341' from DER, 464' left of centerline, up to 1830' MSL.

Tree, tank beginning 1130' from DER, 469' left of centerline, up to 1834' MSL.

Rwy 32, tree 34' from DER, 266' left of centerline, 1734' MSL.

Trees beginning 167' from DER, 86' left of centerline, up to 1749' MSL.

Tree 177' from DER, 482' right of centerline, 1729' MSL.

Tree 272' from DER, 466' right of centerline, 1755' MSL.

Trees beginning 340' from DER, 21' right of centerline, up to 1756' MSL.

DANVILLE, PA

DANVILLE (8N8)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 31MAY12 (12152) (FAA)

TAKEOFF MINIMUMS:

Rwy 9, std. w/min. climb of 370' per NM to 2000, or 1700-3 for climb in visual conditions.**Rwy 27**, std. w/min. climb of 280' per NM to 2400, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 9, climb heading 088° to 2000 before proceeding on course or for climb in visual conditions cross Danville Airport at or above 1900 before proceeding on course. When executing VCOA, notify ATC prior to departure.**Rwy 27**, climb heading 268° to 2400 before proceeding on course or for climb in visual conditions cross Danville Airport at or above 1900 before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

Rwy 9, trees beginning 665' from DER, 554' right of centerline, up to 100' AGL/699' MSL.

Trees beginning 769' from DER, 326' left of centerline, up to 100' AGL/659' MSL.

Rwy 27, trees beginning 1332' from DER, 274' right of centerline, up to 100' AGL/619' MSL.

Trees beginning 968' from DER, 136' left of centerline, up to 100' AGL/639' MSL.

Pole beginning 1145' from DER, 174' left of centerline, 58' AGL/588' MSL.

DOYLESTOWN, PA

DOYLESTOWN (DYL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 25NOV04 (04330) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, terrain and trees 246' from DER, 457' right of centerline, 60' AGL/460' MSL.**Rwy 23**, terrain and tree 1498' from DER, 764' left of centerline, 100' AGL/460' MSL.

Terrain and trees 2701' from DER, 44' left of centerline, 100' AGL/480' MSL.



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



25219

NE-4



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



25219

DUBOIS, PA

DUBOIS RGNL (DUJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 03JUN10 (10154) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 7, wind sock 31' from DER, 452' left of centerline, 29' AGL/1834' MSL.

Tree 1608' from DER, 698' right of centerline, up to 99' AGL/1859' MSL.

Rwy 25, wind sock and trees beginning 97' from DER, 300' right of centerline, up to 74' AGL/1854' MSL.

Buildings and trees beginning 164' from DER, 254' left of centerline, up to 92' AGL/1872' MSL.

EASTON, PA

BRADEN AIRPARK (N43)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 21OCT10 (10294) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, 400-2% or std. w/ min. climb of 203' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to DER.**Rwy 36**, standard with minimum climb of 452' per NM to 1300 or 600-3 with minimum climb of 256' per NM to 2600 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 18, climb heading 179° to 1100 before proceeding on course.**Rwy 36**, for climb in visual conditions: cross Braden Airpark at or above 1500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 571' from DER, 453' left of centerline, up to 100' AGL/499' MSL.

Trees beginning 1366' from DER, 539' right of centerline, up to 100' AGL/499' MSL.

Rwy 36, vehicles on road, 50' from DER, on centerline, up to 15' AGL/414' MSL.

Trees beginning 986' from DER, 40' left of centerline, up to 100' AGL/539' MSL.

Building and trees beginning 153' from DER, 89' right of centerline, up to 100' AGL/ 539' MSL.

EBENSBURG, PA

EBENSBURG (9G8)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 17SEP15 (15260) (FAA)

TAKEOFF MINIMUMS:

Rwy 7, 300-1½ or std. w/ min. climb of 350' per NM to 2500.**Rwy 11U, 29U**, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 25, numerous trees beginning 632' from DER, 245' left of centerline, up to 100' AGL/2179' MSL.

Numerous trees beginning 759' from DER, 477' right of centerline, up to 100' AGL/2159' MSL.

Rwy 7, numerous trees beginning 245' from DER, 476' right of centerline, up to 100' AGL/2279' MSL.

Numerous trees beginning 696' from DER, 273' left of centerline, up to 100' AGL/2389' MSL.

Stack 1.1 NM from DER, 1571' right of centerline, 192' AGL/2352' MSL.

Tower 1.17 NM from DER, 1529' right of centerline, 198' AGL/2348' MSL.

Vehicle on highway, 487' from DER, 180' right of centerline, 19' AGL/2138' MSL.

ELKINS, WV

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

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 03NOV22 (22307) (FAA)

DEPARTURE PROCEDURE:

Use ELKINS DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 23, trees beginning 4' from DER, 270' right of centerline, up to 2028' MSL.

Trees, pole beginning 132' from DER, 224' left of centerline, up to 2021' MSL.

Trees, pole beginning 544' from DER, 146' left of centerline, up to 2049' MSL.

Tower 860' from DER, 185' left of centerline, 88' AGL/2059' MSL.

Trees, building, elevators beginning 904' from DER, 281' left of centerline, up to 2066' MSL.

Tree 1.1 NM from DER, 2195' right of centerline, 2179' MSL.

Trees beginning 1.1 NM from DER, 1744' right of centerline, up to 2210' MSL.

Trees beginning 1.2 NM from DER, 1786' right of centerline, up to 2213' MSL.

Trees beginning 1.2 NM from DER, 1978' right of centerline, up to 2223' MSL.

Tree 1.2 NM from DER, 2157' right of centerline, 2229' MSL.

Trees beginning 1.2 NM from DER, 1980' right of centerline, up to 2292' MSL.

Trees beginning 1.5 NM from DER, 1394' right of centerline, up to 2358' MSL.

Trees beginning 1.5 NM from DER, 2802' right of centerline, up to 2364' MSL.

Trees beginning 1.5 NM from DER, 1180' right of centerline, up to 2383' MSL.

Trees beginning 1.5 NM from DER, 2201' right of centerline, up to 2425' MSL.

Tree 1.5 NM from DER, 1646' right of centerline, 2439' MSL.

Trees beginning 1.5 NM from DER, 1379' right of centerline, up to 2478' MSL.

Trees beginning 1.6 NM from DER, 1997' right of centerline, up to 2532' MSL.

Trees beginning 1.6 NM from DER, 700' right of centerline, up to 2579' MSL.

CONT



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



25219

NE-4

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

25219

ELKINS, WV (CON'T)

ELKINS/RANDOLPH COUNTY (JENNINGS RANDOLPH FLD) (EKN) (CON'T)

Rwy 23 (CON'T), trees beginning 1.6 NM from DER, 794' right of centerline, up to 2592' MSL.

Trees beginning 1.6 NM from DER, 5' right of centerline, up to 2602' MSL.

Tree 2.1 NM from DER, 367' left of centerline, 2306' MSL.

Trees beginning 2.2 NM from DER, 1007' left of centerline, up to 2454' MSL.

Trees beginning 2.2 NM from DER, 475' left of centerline, up to 2463' MSL.

Tree 2.2 NM from DER, 422' left of centerline, 2530' MSL.

Tree 2.2 NM from DER, 1043' left of centerline, 2562' MSL.

Trees beginning 2.2 NM from DER, 251' left of centerline, up to 2563' MSL.

ERIE, PA

ERIE INTL/TOM RIDGE FLD (ERI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6A 27JAN22 (22027) (FAA)

TAKEOFF MINIMUMS:

Rwy 20, 300-1¼ or std. w/min. climb of 331' per NM to 1100.

DEPARTURE PROCEDURE:

Rwy 2, climb heading 020° to 1300 before turning right.

Rwy 6, climb heading 064° to 1900 before turning right.

Rwy 20, climb heading 200° to 1700 before turning left.

Rwy 24, climb heading 244° to 1400 before turning left.

TAKEOFF OBSTACLE NOTES:

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

Trees, fence, vehicles on road and poles beginning 74' from DER, 1' right of centerline, up to 107' AGL/817' MSL.

Rwy 6, trees beginning 381' from DER, 336' right of centerline, up to 100' AGL/832' MSL.

Trees beginning 1360' from DER, 678' left of centerline, up to 98' AGL/818' MSL.

Rwy 20, trees, railroads, buildings and poles beginning 41' from DER, 3' left of centerline, up to 105' AGL/883' MSL.

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

Trees and poles beginning 4411' from DER, left and right of centerline, up to 103' AGL/883' MSL.

Tree 1 NM from DER, 694' right of centerline, up to 143' AGL/983' MSL.

Tree 1.35 NM from DER, 2559' right of centerline, up to 94' AGL/944' MSL.

Rwy 24, railroad, pole and trees beginning 11' from DER, 325' left of centerline, up to 67' AGL/797' MSL.

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

Trees beginning 2568' from DER, 226' left of centerline, up to 97' AGL/827' MSL.

FACTORYVILLE, PA

SEAMANS FLD (9N3)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 31JUL08 (21280) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

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

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

FAIRMONT, WV

FAIRMONT MUNI-FRANKMAN FLD (4G7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6A 25APR19 (21280) (FAA)

TAKEOFF MINIMUMS:

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

Rwy 23, 500-2¾ w/min. climb of 274' per NM to 1900 or std. w/min. climb of 442' per NM to 1500, or 1300-3 for VCOA.

DEPARTURE PROCEDURE:

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

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

FAIRMONT, WV (CON'T)

FAIRMONT MUNI-FRANKMAN FLD (4G7) (CON'T)

Rwy 5 (CON'T), trees beginning 622' from DER, 211' right of centerline, up to 85' AGL/1062' MSL.

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

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

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

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

Trees beginning 1848' from DER, 698' right of centerline, up to 73' AGL/1181' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Tree, terrain and building beginning 4381' from DER, 329' left of centerline, up to 46' AGL/1274' MSL.

FINLEYVILLE, PA

FINLEYVILLE AIRPARK (G05)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12OCT17 (17285) (FAA)

DEPARTURE PROCEDURE:

Rwy 32, climb heading 318° to 1800 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 14, trees beginning 28' from DER, 102' left of centerline, 1319' MSL.

Trees beginning 30' from DER, 124' right of centerline, 1319' MSL.

Tree 584' from DER, 54' left of centerline, up to 1319' MSL.

Trees beginning 1521' from DER, 129' left of centerline, 1339' MSL.

Rwy 32, trees beginning 26' from DER, 227' right of centerline, 1299' MSL.

Trees 274' from DER, crossing centerline, 1299' MSL.

FRANKLIN, PA

VENANGO RGNL (FKL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 30SEP04 (04274) (FAA)

DEPARTURE PROCEDURE:

Rwy 3, climb via heading 027° to 2000 before proceeding on course.

Rwy 12, climb via heading 116° to 2000 before proceeding on course.

Rwy 21, climb via heading 207° to 2000 before proceeding on course.

Rwy 30, climb via heading 296° to 2000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 3, tree 638' from DER, 528' right of centerline, 34' AGL/1553' MSL.

Tree 2547' from DER, 697' right of centerline, 78' AGL/1597' MSL.

Rwy 12, tank 1027' from DER, 660' left of centerline, 92' AGL/1612' MSL.

Tree 1123' from DER, 504' left of centerline, 81' AGL/1600' MSL.

Tree 800' from DER, 369' right of centerline, 71' AGL/1571' MSL.

Rwy 21, multiple trees beginning 573' from DER, 191' to 679' right of centerline, up to 81' AGL/1599' MSL.

Multiple trees beginning 264' from DER, 326' to 749' left of centerline, up to 68' AGL/1597' MSL.

Sign 2474' from DER, 30' right of centerline, 94' AGL/1606' MSL.

Pole 1295' from DER, 530' left of centerline, 47' AGL/1567' MSL.

FREEPORT, PA

MCVILLE (6P7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:

Rwy 14, 400-2½ or std. w/min. climb of 430' per NM to 1700.

Rwy 32, 500-2½ or std. w/min. climb of 330' per NM to 1600.

DEPARTURE PROCEDURE:

Rwy 32, climb heading 325° to 1600 before turning right.

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

FREEPORT, PA (CON'T)

MCVILLE (6P7) (CON'T)

TAKEOFF OBSTACLE NOTES:

Rwy 14, trees beginning 1.3 NM from DER, 341' left of centerline, 100' AGL/1400' MSL.
Tree 1.4 NM from DER, 466' left of centerline, 100' AGL/1501' MSL.
Rwy 32, tree 1.4 NM from DER, 1029' left of centerline, 100' AGL/1300' MSL.
Trees beginning 1.6 NM from DER, 2540' left of centerline, up to 100' AGL/1440' MSL.
Tree 1.8 NM from DER, 1547' right of centerline, 100' AGL/1390' MSL.
Tower 2.3 NM from DER, 939' right of centerline, 261' AGL/1524' MSL.

GETTYSBURG, PA

GETTYSBURG RGNL (W05)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 20AUG15 (15232) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, NA, obstacles.

Rwy 24, std. w/ min. climb of 310' per NM to 1900, or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 24, climb heading 241° to 1900 before proceeding on course.

VCOA: Obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Gettysburg Regional airport at or above 1900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 24, vehicle on road 350' from DER, 61' left of centerline 17' AGL/576' MSL.
Trees beginning 273' from DER, 214' right of centerline, up to 100' AGL/639' MSL.

GREENVILLE, PA

GREENVILLE MUNI (4G1)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12NOV15 (15316) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, 23, NA-Environmental.

DEPARTURE PROCEDURE:

Rwy 33, climb heading 330° to 1600 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 15, vehicles on road 220' from DER, left and right of centerline, 15' AGL/1214' MSL.
Trees 381' from DER, 480' right of centerline, up to 100' AGL/1309' MSL.
Trees 1381' from DER, left and right of centerline, up to 100' AGL/1239' MSL.
Rwy 33, trees 184' from DER, 278' right of centerline, 100' AGL/1259' MSL.
Trees 1923' from DER, left and right of centerline, 100' AGL/1229' MSL.

GROVE CITY, PA

GROVE CITY (29D)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 05DEC19 (19339) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 10, tree 15' from DER, 98' left of centerline, 1311' MSL.
Tree 68' from DER, 129' right of centerline, 1308' MSL.
Trees, buildings, poles beginning 72' from DER, 223' right of centerline, up to 1357' MSL.
Tree 174' from DER, 389' left of centerline, 1352' MSL.
Trees, pole beginning 284' from DER, 100' left of centerline, up to 1356' MSL.
Trees, poles, sign beginning 792' from DER, 201' right of centerline, up to 1361' MSL.
Trees beginning 1819' from DER, 35' left of centerline, up to 1359' MSL.
Tree 2062' from DER, 642' right of centerline, 1362' MSL.
Rwy 28, terrain 4' from DER, 85' right of centerline, 1373' MSL.
Tree 22' from DER, 91' left of centerline, 1373' MSL.
Fence 78' from DER, 321' right of centerline, 14' AGL/1387' MSL.
Trees, terrain beginning 126' from DER, 100' left of centerline, up to 1436' MSL.
Building, tree, pole beginning 165' from DER, 223' right of centerline, up to 21' AGL/1404' MSL.
Tree 376' from DER, 600' right of centerline, 1457' MSL.
Trees beginning 539' from DER, 598' right of centerline, up to 1462' MSL.
Trees, vehicles on road, poles, transmission line beginning 589' from DER, 34' left of centerline, up to 1465' MSL.
Trees, vehicles on road, beginning 837' from DER, 35' right of centerline, up to 1464' MSL.
Trees, poles, building, transmission line beginning 1015' from DER, 54' right of centerline, up to 1486' MSL.
Trees, poles, vehicles on road beginning 1106' from DER, 6' left of centerline, up to 1467' MSL.
Trees, transmission line, pole beginning 1504' from DER, 28' left of centerline, up to 1489' MSL.
Trees beginning 2430' from DER, 644' right of centerline, up to 1493' MSL.
Tree 2534' from DER, 892' right of centerline, 1495' MSL.
Trees beginning 2552' from DER, 564' right of centerline, up to 1502' MSL.
Trees beginning 2656' from DER, 727' right of centerline, up to 1506' MSL.
Trees beginning 2686' from DER, 1' right of centerline, up to 1512' MSL.
Trees beginning 4050' from DER, 914' left of centerline, up to 1490' MSL.



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



25219

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

25219

HARRISBURG, PA

HARRISBURG/CAPITAL CITY (CXY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 10SEP20 (20254) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, 400-2¼ or std. w/min. climb of 305' per NM to 600.**Rwy 12**, std. w/min. climb of 377' per NM to 1300, or 700-3 w/min. climb of 351' per NM to 1300.**Rwy 26**, 400-2½ or std. w/min. climb of 353' per NM to 800.**Rwy 30**, NA-Obstacles.

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

Lighting 10' from DER, 56' right of centerline, 2' AGL/348' MSL.

Tree, building, pole beginning 100' from DER, 67' right of centerline, up to 50' AGL/398' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Trees beginning 1.3 NM from DER, 753' left of centerline, up to 586' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Trees, poles beginning 1186' from DER, 119' left of centerline, up to 445' MSL.

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

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

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

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

Trees, buildings beginning 2929' from DER, 145' left of centerline, up to 461' MSL.

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

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

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

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

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

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

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

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

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

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

CONT

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

25219



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



25219

HARRISBURG, PA (CON'T)

HARRISBURG/CAPITAL CITY (CXY) (CON'T)

Rwy 26 (CON'T), trees beginning 1710' from DER, 248' left of centerline, up to 413' MSL.
 Trees beginning 1828' from DER, 147' left of centerline, up to 78' AGL/416' MSL.
 Trees beginning 2115' from DER, 86' left of centerline, up to 78' AGL/442' MSL.
 Tree, pole beginning 2497' from DER, 50' left of centerline, up to 447' MSL.
 Trees beginning 2519' from DER, 189' right of centerline, up to 423' MSL.
 Tree, transmission line beginning 2542' from DER, 5' right of centerline, up to 425' MSL.
 Trees beginning 2645' from DER, 148' left of centerline, up to 457' MSL.
 Trees beginning 2646' from DER, 52' right of centerline, up to 427' MSL.
 Tree 2692' from DER, 221' right of centerline, 70' AGL/428' MSL.
 Tree, transmission line beginning 2698' from DER, 255' right of centerline, up to 436' MSL.
 Trees beginning 2861' from DER, 292' right of centerline, up to 438' MSL.
 Tree, transmission line beginning 2902' from DER, 204' right of centerline, up to 446' MSL.
 Trees beginning 3076' from DER, 240' right of centerline, up to 449' MSL.
 Trees beginning 3120' from DER, 357' left of centerline, up to 89' AGL/458' MSL.
 Tree, transmission line beginning 3162' from DER, 442' right of centerline, up to 451' MSL.
 Tree, transmission line beginning 3171' from DER, 52' right of centerline, up to 458' MSL.
 Trees beginning 3238' from DER, 467' left of centerline, up to 107' AGL/465' MSL.
 Trees beginning 3427' from DER, 184' left of centerline, up to 103' AGL/466' MSL.
 Trees beginning 3619' from DER, 98' left of centerline, up to 477' MSL.
 Tree, general utility poles beginning 3834' from DER, 116' left of centerline, up to 478' MSL.
 Trees beginning 3996' from DER, 423' right of centerline, up to 78' AGL/461' MSL.
 Trees beginning 4004' from DER, 365' right of centerline, up to 81' AGL/466' MSL.
 Tree, transmission line beginning 4027' from DER, 280' right of centerline, up to 87' AGL/470' MSL.
 Tree, pole beginning 4495' from DER, 323' left of centerline, up to 493' MSL.
 Trees beginning 4965' from DER, 340' left of centerline, up to 69' AGL/494' MSL.
 Tree, pole, sign beginning 5136' from DER, 694' left of centerline, up to 67' AGL/503' MSL.
 Tree, pole, sign, vehicle on traverse way beginning 5386' from DER, 558' left of centerline, up to 507' MSL.
 Tree 5698' from DER, 1965' left of centerline, 520' MSL.
 Trees beginning 5707' from DER, 108' left of centerline, up to 541' MSL.
 Trees beginning 1 NM from DER, 581' left of centerline, up to 542' MSL.
 Trees beginning 1 NM from DER, 1468' left of centerline, up to 545' MSL.
 Tree 1 NM from DER, 2161' left of centerline, 56' AGL/578' MSL.
 Trees beginning 1 NM from DER, 366' left of centerline, up to 581' MSL.
 Tree 1 NM from DER, 34' right of centerline, 57' AGL/520' MSL.
 Trees beginning 1 NM from DER, 22' left of centerline, up to 80' AGL/599' MSL.
 Trees beginning 1.1 NM from DER, 2' right of centerline, up to 79' AGL/528' MSL.
 Trees beginning 1.1 NM from DER, 1669' left of centerline, up to 610' MSL.
 Trees beginning 1.1 NM from DER, 182' left of centerline, up to 87' AGL/639' MSL.
 Trees beginning 1.2 NM from DER, 889' left of centerline, up to 74' AGL/656' MSL.
 Tree, building, pole beginning 1.2 NM from DER, 931' left of centerline, up to 62' AGL/661' MSL.
 Tree, building beginning 1.2 NM from DER, 567' left of centerline, up to 59' AGL/664' MSL.
 Trees beginning 1.3 NM from DER, 384' left of centerline, up to 669' MSL.
 Trees beginning 1.3 NM from DER, 505' left of centerline, up to 101' AGL/682' MSL.
 Tree, building beginning 1.3 NM from DER, 794' left of centerline, up to 84' AGL/686' MSL.
 Trees beginning 1.3 NM from DER, 552' left of centerline, up to 690' MSL.
 Tree, pole beginning 1.4 NM from DER, 338' left of centerline, up to 97' AGL/692' MSL.
 Tree 1.5 NM from DER, 2053' left of centerline, 696' MSL.
 Trees beginning 1.5 NM from DER, 1571' left of centerline, up to 76' AGL/699' MSL.
 Trees beginning 1.5 NM from DER, 1138' left of centerline, up to 79' AGL/704' MSL.
 Tree, transmission line, vegetation, tower, antenna beginning 1.6 NM from DER, 416' left of centerline, up to 711' MSL.
 Tree 1.5 NM from DER, 2053' left of centerline, 696' MSL.
 Trees beginning 1.5 NM from DER, 1571' left of centerline, up to 76' AGL/699' MSL.
 Trees beginning 1.5 NM from DER, 1138' left of centerline, up to 79' AGL/704' MSL.
 Tree, transmission line, vegetation, tower, antenna beginning 1.6 NM from DER, 416' left of centerline, up to 711' MSL.
 Tree 1.5 NM from DER, 2053' left of centerline, 696' MSL.
 Trees beginning 1.5 NM from DER, 1571' left of centerline, up to 76' AGL/699' MSL.
 Trees beginning 1.5 NM from DER, 1138' left of centerline, up to 79' AGL/704' MSL.
 Tree, transmission line, vegetation, tower, antenna beginning 1.6 NM from DER, 416' left of centerline, up to 711' MSL.

HARRISBURG INTL (MDT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 8A 15SEP16 (16259) (FAA)

TAKEOFF MINIMUMS:

Rwy 13, 300-2¼ or std. w/min. climb of 260' per NM to 700.

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

Rwy 13, grd 1' from DER, 356' left of centerline, 310' MSL.

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

Trees 1500' from DER, 811' left of centerline, 74' AGL/368' MSL.

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

CONT



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



25219

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

25219

HARRISBURG, PA (CON'T)

HARRISBURG INTL (MDT)

Rwy 13 (CON'T), trees beginning 1666' from DER, 388' left of centerline, up to 85' AGL/375' MSL.

Tree 1796' from DER, 536' left of centerline, 79' AGL/380' MSL.

Trees beginning 1846' from DER, 394' left of centerline, up to 111' AGL/399' MSL.

Tree 3164' from DER, 1301' right of centerline, 118' AGL/399' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Trees beginning 1.5 NM from DER, 23' left of centerline, up to 65' AGL/596' MSL.

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

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

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

T-J twr 1.8 NM from DER, 3169' left of centerline, 148' AGL/598' MSL.

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

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

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

Bldg 435' from DER, 247' right of centerline, 15' AGL/325' MSL.

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

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

Trmsn twr, tree, beginning 1492' from DER, 732' right of centerline, up to 62' AGL/370' MSL.

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

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

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

HAZLETON, PA

HAZLETON RGNL (HZL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 25APR19 (19115) (FAA)

TAKEOFF MINIMUMS:

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

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

DEPARTURE PROCEDURE:

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CON'T

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

25219



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



25219

HAZLETON, PA (CON'T)

HAZLETON RGNL (HZN) (CON'T)

Rwy 10 (CON'T), trees beginning 2436' from DER, 28' right of centerline, up to 1661' MSL.
 Trees beginning 2469' from DER, 338' right of centerline, up to 83' AGL/1665' MSL.
 Trees beginning 2485' from DER, 139' right of centerline, up to 91' AGL/1671' MSL.
 Trees beginning 2485' from DER, 21' right of centerline, up to 90' AGL/1672' MSL.
 Trees beginning 2512' from DER, 8' right of centerline, up to 95' AGL/1676' MSL.
 Trees beginning 2582' from DER, 11' right of centerline, up to 88' AGL/1683' MSL.
 Tree 2795' from DER, 485' right of centerline, 1685' MSL.
 Trees beginning 2815' from DER, 4' right of centerline, up to 1687' MSL.
 Tree 2915' from DER, 189' right of centerline, 81' AGL/1688' MSL.
 Trees beginning 2924' from DER, 61' right of centerline, up to 85' AGL/1692' MSL.
 Trees beginning 2987' from DER, 7' right of centerline, up to 84' AGL/1694' MSL.
 Trees beginning 3043' from DER, 21' right of centerline, up to 84' AGL/1695' MSL.
 Trees beginning 3053' from DER, 14' right of centerline, up to 84' AGL/1698' MSL.
 Trees beginning 3168' from DER, 157' left of centerline, up to 1708' MSL.
 Trees beginning 3175' from DER, 109' left of centerline, up to 1712' MSL.
 Trees beginning 3247' from DER, 149' left of centerline, up to 1713' MSL.
 Trees beginning 3271' from DER, 127' left of centerline, up to 1718' MSL.
 Tree, building beginning 3396' from DER, 50' left of centerline, up to 1727' MSL.
 Trees beginning 3431' from DER, 15' right of centerline, up to 69' AGL/1699' MSL.
 Trees beginning 3467' from DER, 102' right of centerline, up to 70' AGL/1701' MSL.
 Trees beginning 3543' from DER, 70' right of centerline, up to 70' AGL/1704' MSL.
 Trees beginning 3563' from DER, 19' right of centerline, up to 77' AGL/1710' MSL.
 Tree, building, vehicles on traverse way beginning 3701' from DER, 70' left of centerline, up to 1743' MSL.
 Tree, building, vegetation beginning 3869' from DER, 4' left of centerline, up to 1744' MSL.
 Trees beginning 3903' from DER, 9' right of centerline, up to 77' AGL/1711' MSL.
 Trees beginning 4607' from DER, 55' right of centerline, up to 68' AGL/1712' MSL.
 Tree, building beginning 4920' from DER, 216' left of centerline, up to 1746' MSL.
Rwy 28, tree 2' from DER, 217' left of centerline, 1597' MSL.
 Vegetation 7' from DER, 210' right of centerline, 1596' MSL.
 Trees beginning 83' from DER, 371' right of centerline, up to 71' AGL/1618' MSL.
 Trees beginning 150' from DER, 453' right of centerline, up to 1629' MSL.
 Tree 160' from DER, 359' left of centerline, 1600' MSL.
 Tree 227' from DER, 281' left of centerline, 1604' MSL.
 Trees beginning 346' from DER, 376' right of centerline, up to 1639' MSL.
 Tree 594' from DER, 607' left of centerline, 1614' MSL.
 Tree 658' from DER, 383' left of centerline, 1616' MSL.
 Tree 783' from DER, 613' left of centerline, 1619' MSL.
 Tree 1568' from DER, 897' right of centerline, 1659' MSL.
 Tree 1716' from DER, 691' right of centerline, 1662' MSL.
 Trees beginning 1725' from DER, 898' right of centerline, up to 1666' MSL.
 Tree 1748' from DER, 742' right of centerline, 1674' MSL.
 Trees beginning 1807' from DER, 655' right of centerline, up to 1677' MSL.
 Tree 1817' from DER, 535' left of centerline, 1643' MSL.
 Tree, pole beginning 1839' from DER, 558' left of centerline, up to 1654' MSL.
 Pole 2049' from DER, 579' left of centerline, 39' AGL/1657' MSL.
 Pole 2146' from DER, 952' left of centerline, up to 42' AGL/1658' MSL.
 Trees beginning 2453' from DER, 1064' right of centerline, up to 1678' MSL.
 Tree, sign, pole, vegetation beginning 2556' from DER, 38' right of centerline, up to 1681' MSL.
 Pole 2599' from DER, 313' left of centerline, 43' AGL/1663' MSL.
 Tree, pole beginning 2717' from DER, 364' left of centerline, up to 1670' MSL.
 Tree, pole beginning 2832' from DER, 311' left of centerline, up to 1674' MSL.
 Tree, pole, sign beginning 2892' from DER, 5' right of centerline, up to 40' AGL/1685' MSL.
 Tree, pole, sign beginning 2895' from DER, 44' left of centerline, up to 1682' MSL.
 Tree 3017' from DER, 233' right of centerline, 36' AGL/1686' MSL.
 Tree, pole beginning 3025' from DER, 146' right of centerline, up to 41' AGL/1692' MSL.
 Trees beginning 3175' from DER, 116' right of centerline, up to 1693' MSL.
 Tree 3208' from DER, 616' left of centerline, 1684' MSL.
 Tree, pole beginning 3285' from DER, 138' left of centerline, up to 1694' MSL.
 Tree, pole beginning 3302' from DER, 156' right of centerline, up to 1704' MSL.
 Tree, pole beginning 3453' from DER, 51' right of centerline, up to 1707' MSL.
 Trees beginning 3484' from DER, 183' left of centerline, up to 43' AGL/1696' MSL.
 Tree, pole beginning 3520' from DER, 207' left of centerline, up to 47' AGL/1703' MSL.
 Tree, pole beginning 3560' from DER, 83' right of centerline, up to 37' AGL/1708' MSL.
 Tree 3646' from DER, 1339' right of centerline, 1709' MSL.
 Tree, pole beginning 3651' from DER, 220' right of centerline, up to 1712' MSL.
 Tree, building beginning 3692' from DER, 48' right of centerline, up to 1718' MSL.
 Tree, pole beginning 3761' from DER, 105' right of centerline, up to 1721' MSL.
 Tree 3815' from DER, 37' left of centerline, 49' AGL/1716' MSL.
 Trees beginning 3826' from DER, 16' left of centerline, up to 53' AGL/1724' MSL.
 Tree 3862' from DER, 73' left of centerline, 59' AGL/1725' MSL.
 Trees beginning 3865' from DER, 2' left of centerline, up to 49' AGL/1727' MSL.
 Tree, pole beginning 3873' from DER, 3' right of centerline, up to 1734' MSL.
 Tree, pole beginning 3886' from DER, 0' left of centerline, up to 53' AGL/1730' MSL.
CON'T

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025



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



25219

NE-4

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

25219

HAZLETON, PA (CON'T)

HAZLETON RGNL (HXL) (CON'T)

Rwy 28 (CON'T), tree, pole beginning 3958' from DER, 63' right of centerline, up to 1740' MSL.

Tree, pole beginning 4005' from DER, 55' right of centerline, up to 45' AGL/1741' MSL.

Trees beginning 4049' from DER, 192' right of centerline, up to 49' AGL/1743' MSL.

Tree, pole beginning 4063' from DER, 29' right of centerline, up to 48' AGL/1745' MSL.

Tree, pole, building beginning 4097' from DER, 8' right of centerline, up to 1747' MSL.

Tree, pole, building, vehicles on traverse way, fence beginning 4327' from DER, 0' right of centerline, up to 57' AGL/1773' MSL.

Trees beginning 4337' from DER, 35' left of centerline, up to 53' AGL/1732' MSL.

Trees beginning 4361' from DER, 123' left of centerline, up to 52' AGL/1733' MSL.

Trees beginning 4367' from DER, 53' left of centerline, up to 54' AGL/1735' MSL.

Tree, tank beginning 4382' from DER, 4' left of centerline, up to 66' AGL/1746' MSL.

Tree, building beginning 4591' from DER, 9' left of centerline, up to 60' AGL/1747' MSL.

HONESDALE, PA

CHERRY RIDGE (N30)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 03JUN10 (10154) (FAA)

TAKEOFF MINIMUMS:

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

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

Rwy 36, trees beginning 1' from DER, 500' left of centerline, up to 100' AGL/1439' MSL.

HUNTINGTON, WV

TRI-STATE/MILTON J FERGUSON FLD (HTS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 13JAN11 (21112) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

INDIANA, PA

INDIANA COUNTY/JIMMY STEWART FLD (IDI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15SEP16 (21168) (FAA)

TAKEOFF MINIMUMS:

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

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

DEPARTURE PROCEDURE:

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

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

Ground beginning 881' from DER, 518' right of centerline, up to 1473' MSL.

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

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

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

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

Trees beginning 2967' from DER, 787' right of centerline, up to 45' AGL/1540' MSL.

Tree 3102' from DER, 874' right of centerline, 57' AGL/1549' MSL.

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

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

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

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

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

CON'T

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

25219

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

25219

INDIANA, PA (CON'T)

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

Rwy 11 (CON'T), trees beginning 3463' from DER, 971' left of centerline, up to 69' AGL/1518' MSL.

Trees beginning 3616' from DER, 789' right of centerline, up to 55' AGL/1588' MSL.

Trees beginning 3694' from DER, 987' right of centerline, up to 53' AGL/1596' MSL.

Trees beginning 3816' from DER, 962' right of centerline, up to 67' AGL/1614' MSL.

Tree 3881' from DER, 1185' left of centerline, 78' AGL/1519' MSL.

Trees beginning 3936' from DER, 976' right of centerline, up to 65' AGL/1629' MSL.

Trees beginning 4984' from DER, 1681' left of centerline, up to 63' AGL/1549' MSL.

Tree 5066' from DER, 1410' left of centerline, 76' AGL/1557' MSL.

Tree 5077' from DER, 1589' left of centerline, 65' AGL/1567' MSL.

Trees beginning 5112' from DER, 1305' left of centerline, up to 68' AGL/1584' MSL.

Trees beginning 5351' from DER, 1391' left of centerline, up to 61' AGL/1590' MSL.

Tree 5421' from DER, 1848' left of centerline, 52' AGL/1585' MSL.

Rwy 29, vehicle on road 588' from DER, 617' right of centerline, 1389' MSL.

Vehicle on road beginning 594' from DER, 626' right of centerline, up to 1390' MSL.

Tree 753' from DER, 598' right of centerline, 26' AGL/1402' MSL.

Tree, vehicle on road beginning 758' from DER, 526' right of centerline, up to 24' AGL/1404' MSL.

Trees beginning 926' from DER, 479' right of centerline, up to 26' AGL/1421' MSL.

Trees beginning 1135' from DER, 478' right of centerline, up to 49' AGL/1455' MSL.

Trees beginning 1251' from DER, 391' right of centerline, up to 65' AGL/1482' MSL.

Tree 1289' from DER, 546' left of centerline, 61' AGL/1403' MSL.

Tree 1292' from DER, 571' left of centerline, 67' AGL/1404' MSL.

Tree 4156' from DER, 788' left of centerline, 64' AGL/1491' MSL.

Trees beginning 4158' from DER, 446' left of centerline, up to 59' AGL/1493' MSL.

Trees beginning 4459' from DER, 410' left of centerline, up to 60' AGL/1494' MSL.

Trees beginning 4567' from DER, 224' left of centerline, up to 59' AGL/1496' MSL.

Tree 4583' from DER, 336' right of centerline, 70' AGL/1483' MSL.

Tree 4646' from DER, 439' right of centerline, 61' AGL/1501' MSL.

Trees beginning 4670' from DER, 154' right of centerline, up to 60' AGL/1503' MSL.

Trees beginning 4762' from DER, 92' right of centerline, up to 58' AGL/1505' MSL.

Tree 4926' from DER, 868' right of centerline, 64' AGL/1515' MSL.

Tree 4930' from DER, 635' right of centerline, 58' AGL/1519' MSL.

Trees beginning 4941' from DER, 7' right of centerline, up to 72' AGL/1533' MSL.

Trees beginning 5176' from DER, 351' right of centerline, up to 77' AGL/1543' MSL.

Tree 5200' from DER, 173' left of centerline, 70' AGL/1499' MSL.

Tree 5222' from DER, 617' right of centerline, 76' AGL/1544' MSL.

Trees beginning 5277' from DER, 32' right of centerline, up to 90' AGL/1558' MSL.

Trees beginning 5529' from DER, 293' right of centerline, up to 92' AGL/1565' MSL.

Tree 5754' from DER, 632' left of centerline, 88' AGL/1528' MSL.

Trees beginning 5989' from DER, 668' left of centerline, up to 83' AGL/1551' MSL.

Trees beginning 1 NM from DER, 115' left of centerline, up to 90' AGL/1577' MSL.

Trees beginning 1 NM from DER, 64' left of centerline, up to 77' AGL/1578' MSL.

Trees beginning 1 NM from DER, 45' left of centerline, up to 90' AGL/1584' MSL.

Trees beginning 1 NM from DER, 5' left of centerline, up to 89' AGL/1590' MSL.

Trees beginning 1.1 NM from DER, 28' right of centerline, up to 83' AGL/1572' MSL.

Trees beginning 1.1 NM from DER, 422' right of centerline, up to 83' AGL/1574' MSL.

Trees beginning 1.1 NM from DER, 183' right of centerline, up to 89' AGL/1578' MSL.

Trees beginning 1.1 NM from DER, 59' right of centerline, up to 89' AGL/1582' MSL.

Tree 1.4 NM from DER, 1982' right of centerline, 58' AGL/1590' MSL.

Trees beginning 1.4 NM from DER, 1783' right of centerline, up to 61' AGL/1605' MSL.

Tree 1.5 NM from DER, 1252' right of centerline, 59' AGL/1612' MSL.

Tank, tree, water tower, communication tower, beginning 1.5 NM from DER, 1250' right of centerline, up to 109' AGL/1668' MSL.

Tower 1.6 NM from DER, 1292' right of centerline, 121' AGL/1676' MSL.

Communication tower, tower, beginning 1.6 NM from DER, 1076' right of centerline, up to 116' AGL/1677' MSL.

Communication tower 1.6 NM from DER, 1135' right of centerline, 115' AGL/1676' MSL.

JOHNSTOWN, PA

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 11OCT18 (22027) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, sign 62' from DER, 256' right of centerline, 3' AGL/2282' MSL.

Building 97' from DER, 480' left of centerline, 28' AGL/2299' MSL.

Building 514' from DER, 516' left of centerline, 46' AGL/2311' MSL.

Tree 687' from DER, 647' left of centerline, 2326' MSL.

Tree 778' from DER, 377' right of centerline, 2300' MSL.

Trees beginning 903' from DER, 300' left of centerline, up to 2341' MSL.

Rwy 23, trees beginning 2' from DER, 426' right of centerline, up to 2300' MSL.

Tree 20' from DER, 489' left of centerline, 2308' MSL.

Trees beginning 1115' from DER, 360' left of centerline, up to 2345' MSL.

Rwy 33, terrain 7' from DER, 15' left of centerline, 2271' MSL.

Fence 179' from DER, 467' right of centerline, 8' AGL/2275' MSL.

CON'T

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

25219

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

25219

JOHNSTOWN, PA (CON'T)

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST) (CON'T)

Rwy 33 (CON'T), tree 359' from DER, 463' right of centerline, 2281' MSL.

Trees beginning 639' from DER, 318' right of centerline, up to 2309' MSL.

LANCASTER, PA

LANCASTER (LNS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 26DEC24 (24361) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, 300-1% or std w/min climb of 302'/NM to 700.

Rwy 31, 300-1% or std w/min climb of 232'/NM to 700 or alternatively, with std takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 8, trees, elevator beginning 1' from DER, 18' right of centerline, up to 100' AGL/475' MSL.

Trees 12' from DER, 485' left of centerline, 100' AGL/471' MSL.

Trees beginning 115' from DER, 29' left of centerline, up to 100' AGL/475' MSL.

Trees beginning 2526' from DER, on and left of centerline, up to 100' AGL/478' MSL.

Trees 4493' from DER, 1622' left of centerline, 100' AGL/511' MSL.

Trees beginning 4709' from DER, 1447' left of centerline, up to 100' AGL/514' MSL.

Trees beginning 5039' from DER, 1360' left of centerline, up to 100' AGL/547' MSL.

Trees beginning 5255' from DER, 1272' left of centerline, up to 100' AGL/557' MSL.

Trees beginning 5368' from DER, 1554' left of centerline, up to 100' AGL/570' MSL.

Trees beginning 5584' from DER, 1467' left of centerline, up to 100' AGL/573' MSL.

Trees beginning 5801' from DER, 1292' left of centerline, up to 100' AGL/576' MSL.

Trees 1 NM from DER, 1486' left of centerline, 100' AGL/543' MSL.

Rwy 13, trees 13' from DER, 414' right of centerline, 100' AGL/494' MSL.

Trees beginning 69' from DER, 33' right of centerline, up to 100' AGL/501' MSL.

Trees 124' from DER, 342' left of centerline, 100' AGL/497' MSL.

Trees beginning 272' from DER, 3' left of centerline, up to 100' AGL/501' MSL.

Rwy 26, trees beginning 25' from DER, 12' right of centerline, up to 100' AGL/497' MSL.

Trees beginning 139' from DER, 6' left of centerline, up to 100' AGL/494' MSL.

Rwy 31, trees beginning 66' from DER, 35' right of centerline, up to 100' AGL/491' MSL.

Trees, building beginning 121' from DER, 1' left of centerline, up to 100' AGL/494' MSL.

Trees beginning 1324' from DER, 34' right of centerline, up to 100' AGL/497' MSL.

Trees beginning 3285' from DER, 601' right of centerline, up to 100' AGL/501' MSL.

Trees beginning 3488' from DER, 488' right of centerline, up to 100' AGL/504' MSL.

Trees beginning 3692' from DER, 753' right of centerline, up to 100' AGL/507' MSL.

Trees beginning 4191' from DER, 1169' right of centerline, up to 100' AGL/511' MSL.

Tree 1 NM from DER, 2018' right of centerline, 571' MSL.

Trees beginning 1.1 NM from DER, 1735' right of centerline, up to 100' AGL/583' MSL.

LATROBE, PA

ARNOLD PALMER RGNL (LBE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 29MAR18 (18088) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, std. w/ min. climb of 220' per NM to 3300 or 1700-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 6, climb heading 041° to 3300 before proceeding on course.

Rwy 24, climb heading 236° to 2300 before proceeding on course.

VCOA:

Rwy 6, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Arnold Palmer RGNL airport at or above 2700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 6, building 143' from DER, 412' left of centerline, 14' AGL/1143' MSL.

Poles beginning 1184' from DER, 750' right of centerline, up to 40' AGL/1300' MSL.

Tree 2046' from DER, 234' left of centerline, 1187' MSL.

Tree 3077' from DER, 264' right of centerline, 57' AGL/1217' MSL.

Tree 4788' from DER, 951' left of centerline, 82' AGL/1260' MSL.

Rwy 24, pole 511' from DER, 578' left of centerline, 40' AGL/1239' MSL.

Trees and pole beginning 634' from DER, 389' left of centerline, up to 1256' MSL.

Trees beginning 1421' from DER, 774' right of centerline, up to 1257' MSL.

Trees beginning 1824' from DER, 784' right of centerline, up to 1275' MSL.

Trees beginning 2656' from DER, 1161' right of centerline, up to 93' AGL/1296' MSL.

Tree 3093' from DER, 1193' right of centerline, 62' AGL/1310' MSL.

Trees beginning 3106' from DER, 958' right of centerline, up to 53' AGL/1322' MSL.

Trees beginning 3352' from DER, 1020' right of centerline, up to 65' AGL/1348' MSL.



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



25219

LEBANON, PA

KELLER BROTHERS (08N)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 31MAY12 (12152) (FAA)

TAKEOFF MINIMUMS:

Rwy 7, 500-3 w/ min. climb of 231' per NM to 1200 or 1500-2 ½ for climb in visual conditions.**Rwy 25**, 800-3 w/ min. climb of 370' per NM to 1600 or 1500-2 ½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 7, climb heading 068° to 2000 before turning right, or for climb in visual conditions cross Keller Brothers Airport at or above 1900, before proceeding on course.**Rwy 25**, climb heading 248° to 2500 before proceeding on course, or for climb in visual conditions cross Keller Brothers Airport at or above 1900, before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 7, trees and buildings beginning 223' from DER, 113' left of centerline, up to 100' AGL/719' MSL.

Trees and buildings beginning 1.6 NM from DER, 2422' right of centerline, up to 100' AGL/1499' MSL.

Rwy 25, trees and buildings beginning 47' from DER, 39' right of centerline, up to 100' AGL/659' MSL.

Trees and buildings beginning 355' from DER, 4' left of centerline, up to 100' AGL/1339' MSL.

LEHIGHTON, PA

JAKE ARNER MEML (22N)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05MAY11 (21280) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, std. w/min. climb of 426' per NM to 1700 or 600-2¼ with min. climb of 269' per NM to 1700 or 2000-3 for climb in visual conditions.**Rwy 26**, std. w/min. climb of 362' per NM to 1600 or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 8, climb heading 081° to 2400 before proceeding on course, or for climb in visual conditions cross Jake Arner Meml airport at or above 2500 before proceeding on course.**Rwy 26**, climb heading 261° to 1900 before proceeding on course, or for climb in visual conditions cross Jake Arner Meml airport at or above 2500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 8, trees beginning 1961' from DER, 42' left of centerline, up to 100' AGL/426' MSL.

Trees beginning 5388' from DER, 1817' right of centerline, up to 100' AGL/359' MSL.

Building 1.5 NM from DER, 1826' right of centerline, 31' AGL/876' MSL.

Tower 2.9 NM from DER, 4326' right of centerline, 207' AGL/967' MSL.

Rwy 26, trees beginning 3262' from DER, 10' left of centerline, up to 100' AGL/659' MSL.

Trees beginning 4511' from DER, 879' right of centerline, up to 100' AGL/699' MSL.

LEWISBURG, WV

GREENBRIER VALLEY (LWB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 19JUL18 (18200) (FAA)

DEPARTURE PROCEDURE:

Rwy 4, climb heading 043° to 3800 before proceeding on course.**Rwy 22**, climb heading 223° to 3300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 4, tree 1617' from DER, 528' right of centerline, 84' AGL/2364' MSL.**Rwy 22**, trees beginning 759' from DER 553' left of centerline, 60' AGL/2309' MSL.

Trees beginning 1996' from DER, 289' right of centerline, up to 104' AGL/2364' MSL.

LOCK HAVEN, PA

WILLIAM T PIPER MEML (LHV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 23NOV06 (21280) (FAA)

TAKEOFF MINIMUMS:

Rwys 9L/R, NA-Obstacles.**Rwy 27L**, NA-ATC.**Rwy 27R**, std. w/min. climb of 393' per NM to 2500 or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 27R, multiple terrain and trees beginning 1.4 NM from DER, 1194' right of centerline, up to 100' AGL/1119' MSL.

Tower 1.8 NM from DER, 349' right of centerline, 154' AGL/895' 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

LOGAN, WV

LOGAN COUNTY (6L4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 07MAR13 (13066) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees beginning 46' from DER, 150' left of centerline, up to 49' AGL/ 1683' MSL.

Trees beginning 358' from DER, 273' right of centerline, up to 82' AGL/ 1691' MSL.

Rwy 24, trees 132' from DER, 193' right of centerline, up to 37' AGL/ 1682' MSL.

Fence 556' from DER, 145' right of centerline, 18' AGL/ 1673' MSL.

Vehicles on road beginning 2187' from DER, crossing left to right, 22' AGL/ 1735' MSL.

Trees beginning 2335' from DER, 71' right of centerline, up to 121' AGL/ 1775' MSL.

Tree 1408' from DER, 34' left of centerline, up to 134' AGL/ 1751' MSL.

Building 1954' from DER, 312' left of centerline, 10' AGL/ 1726' MSL.

MARTINSBURG, WV

EASTERN WV RGNL/SHEPHERD FLD (MRB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 31MAR16 (22083) (FAA)

DEPARTURE PROCEDURE:

Rwy 8, climb heading 079° to 1200 before turning westbound.

Rwy 26, climb heading 259° to 1000, then climbing left turn to 2500 direct MRB VORTAC before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 8, tree 704' from DER, 278' right of centerline, 587' MSL.

Tree 827' from DER, 575' left of centerline, 592' MSL.

Trees beginning 879' from DER, 340' right of centerline, up to 593' MSL.

Trees beginning 984' from DER, 309' left of centerline, up to 594' MSL.

Tree 1322' from DER, 392' right of centerline, 599' MSL.

Trees beginning 1510' from DER, 553' right of centerline, up to 602' MSL.

Tree 1729' from DER, 503' right of centerline, 603' MSL.

Rwy 26, terrain 165' from DER, 468' right of centerline, up to 569' MSL.

MEADVILLE, PA

PORT MEADVILLE (GKJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 23SEP10 (10266) (FAA)

DEPARTURE PROCEDURE:

Rwy 7, climb heading 069° to 2000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 7, pole and trees beginning 30' from DER, 128' left of centerline, up to 86' AGL/1465' MSL.

Terrain and trees beginning 58' from DER, 174' right of centerline, up to 96' AGL/1455' MSL.

Rwy 25, trees beginning 33' from DER, 41' left of centerline, up to 90' AGL/1449' MSL.

Trees beginning 51' from DER, 17' right of centerline, up to 106' AGL/1455' MSL.

MIFFLINTOWN, PA

MIFFLINTOWN (P34)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 23NOV06 (06327) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, std. with a min. climb of 500' per NM to 4000 or 2100-3 for climb in visual conditions.

Rwy 26, NA-obstacles.

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 8, multiple terrain and trees beginning 1332' from DER, 356' left of centerline, up to 200' AGL/839' MSL.

Trees 1.2 NM from DER, 2350' right of centerline, up to 100' AGL/759' MSL.

MILTON, WV

ONA AIRPARK (12V)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 10APR08 (08101) (FAA)

TAKEOFF MINIMUMS:

Rwys 7, 25, 1900-3 climb in visual conditions.

DEPARTURE PROCEDURE:

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

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

MILTON, WV (CON'T)

ONA AIRPARK (12V) (CON'T)

TAKEOFF OBSTACLE NOTES:

Rwy 7, trees beginning 730' from DER, 44' left of centerline, up to 100' AGL/1019' MSL.
Trees 4879' from DER, 597' right of centerline, up to 100' AGL/999' MSL.
Trees beginning 1.8 NM from DER, 2539' left of centerline, up to 100' AGL/1199' MSL.
Trees beginning 1.6 NM from DER, 556' right of centerline, up to 100' AGL/1199' MSL.
Rwy 25, trees beginning 94' from DER, 47' right of centerline, up to 100' AGL/719' MSL.
Towers and trees beginning 3016' from DER, 758' left of centerline, up to 125' AGL/822' MSL.
Trees beginning 2 NM from DER, 3193' left of centerline, up to 100' AGL/1079' MSL.

MONONGAHELA, PA

ROSTRAVER (FWQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 28JUL11 (11209) (FAA)

DEPARTURE PROCEDURE:

Rwy 8, climb heading 076° to 1800 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 8, runway end identifier light and trees beginning 6' from DER, 18' left of centerline, up to 80' AGL/1339' MSL.
Runway end identifier light and trees beginning 7' from DER, 1' right of centerline, up to 81' AGL/1310' MSL.
Rwy 26, runway end identifier light, catenary, antenna, telephone pylons, poles, power lines and trees beginning 1' from DER, 46' left of centerline, up to 107' AGL/1354' MSL.
Runway end identifier light, light pole, and trees beginning 6' from DER, 77' right of centerline, up to 49' AGL/1268' MSL.

MORGANTOWN, WV

MORGANTOWN MUNI/WALTER L BILL HART FLD (MGW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6A 21MAY20 (22363) (FAA)

DEPARTURE PROCEDURE:

Rwy 18, climbing right turn on heading 225° to 2700 before proceeding on course.

Rwy 36, climb on heading 360° to 2700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 18, sign, vegetation beginning 25' from DER, 252' right of centerline, up to 4' AGL/1245' MSL.
Trees beginning 1447' from DER, 207' right of centerline, up to 1291' MSL.
Trees beginning 1561' from DER, 210' right of centerline, up to 1299' MSL.
Trees beginning 1838' from DER, 233' right of centerline, up to 1311' MSL.
Tree 2170' from DER, 1033' right of centerline, 1317' MSL.
Trees beginning 2370' from DER, 1063' right of centerline, up to 1324' MSL.
Rwy 36, sign 21' from DER, 287' left of centerline, 4' AGL/1238' MSL.
Trees beginning 65' from DER, 307' right of centerline, up to 1252' MSL.
Tree 412' from DER, 553' left of centerline, 1262' MSL.

MOUNDSVILLE, WV

MARSHALL COUNTY (MPG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 24JUL14 (14205) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, std. w/min. climb of 228' per NM to 1900 or 900-2½ for climb in visual conditions.

Rwy 24, 300-2 or std. w/min. climb of 385' per NM to 1600.

DEPARTURE PROCEDURE:

Rwy 6, for climb in visual conditions cross Marshall County airport at or above 2000 before proceeding on course. When executing VCOA, notify ATC prior to departure.

Rwy 24, climb heading 240° to 1700 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees beginning 6' from DER, 65' left of centerline, up to 68' AGL/1207' MSL.
Trees beginning 46' from DER, 391' right of centerline, up to 122' AGL/1237' MSL.
Trees beginning 113' from DER, 85' right of centerline, up to 80' AGL/1219' MSL.
Trees beginning 156' from DER, 84' left of centerline, up to 48' AGL/1227' MSL.
Trees beginning 3967' from DER, 948' left of centerline, up to 100' AGL/1399' MSL.
Pole 4755' from DER, 65' left of centerline, 32' AGL/1316' MSL.
Rwy 24, trees beginning 10' from DER, 371' left of centerline, up to 65' AGL/1244' MSL.
Trees beginning 28' from DER, 74' right of centerline, up to 17' AGL/1216' MSL.
Trees beginning 116' from DER, 435' left of centerline, up to 98' AGL/1250' MSL.
Trees beginning 1349' from DER, 310' left of centerline, up to 112' AGL/1291' MSL.
Trees beginning 1644' from DER, 318' right of centerline, up to 78' AGL/1277' MSL.
AG equipment 2454' from DER, 729' right of centerline, 54' AGL/1316' MSL.
Poles and buildings beginning 2588' from DER, left and right of centerline, up to 55' AGL/1368' MSL.
Vehicle on road beginning 2881' from DER, 948' left of centerline, up to 15' AGL/1311' MSL.
Buildings and poles beginning 5270' from DER, left and right of centerline, up to 55' AGL/1441' MSL.
Transmission towers beginning 5499' from DER, left and right of centerline, up to 104' AGL/1479' MSL.

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

25219

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

25219

MOUNT JOY/MARIETTA, PA

DONEGAL SPRINGS AIRPARK (N71)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 20DEC07 (07354) (FAA)

DEPARTURE PROCEDURE:

Rwy 10, climb heading 094° to 1300 before turning southwest.

Rwy 28, climb heading 274° to 1900 before turning south.

TAKEOFF OBSTACLE NOTES:

Rwy 10, tree 433' from DER, 487' right of centerline, 100' AGL/519' MSL.

MOUNT POCONO, PA

POCONO MOUNTAINS RGNL (MPO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 18NOV10 (21280) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, 300-2 or std. w/min. climb of 234' per NM to 2300.

Rwy 31, 300-1½ or std. w/min. climb of 266' per NM to 2200.

DEPARTURE PROCEDURE:

Rwy 5, climb heading 050° to 2500 before proceeding on course.

Rwy 13, climb heading 128° to 2500 before proceeding on course.

Rwy 23, climb heading 230° to 2500 before proceeding on course.

Rwy 31, climb heading 308° to 2500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning 4' from DER, 493' right of centerline, up to 100' AGL/2039' MSL.

Trees beginning 19' from DER, 499' left of centerline, up to 100' AGL/2019' MSL.

Tower 1.5 NM from DER, 2728' left of centerline, 177' AGL/2200' MSL.

Vehicles 754' from DER, 55' left of centerline, up to 17' MSL/1957' MSL.

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

Trees beginning 1628' from DER, 187' right of centerline, up to 100' AGL/1989' MSL.

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

Trees beginning 73' from DER, 20' right of centerline, up to 100' AGL/1936' MSL.

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

Trees beginning 580' from DER, 245' left of centerline, up to 100' AGL/1969' MSL.

Railroad tracks 1459' from DER, up to 23' AGL/1903' MSL.

MUIR AHP (KMUI)

FORT INDIANTOWN GAP, PA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 18MAY23 (23278) (USA)

DEPARTURE PROCEDURE:

Rwy 7, climbing right turn to 190° bearing from BZJ NDB to 1900 before proceeding on course.

Rwy 25, climbing left turn to 190° bearing from BZJ NDB to 1800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 7, power pole 893' from DER, 90' right of centerline, 504' MSL.

Trees 181' to 920' from DER, 403' to 426' left of centerline, up to 518' MSL.

Trees 4' from DER, 324' right of centerline, 518' MSL.

Trees 321' to 2317' from DER, 117' to 363' right of centerline, up to 548' MSL.

Rwy 25, terrain 2662' from DER, 1213' right of centerline, 537' MSL.

Bldgs 866' to 2708' from DER, 17' to 705' right of centerline, up to 531' MSL.

Bldgs 498' to 822' from DER, 497' to 629' left of centerline, up to 493' MSL.

Power poles 1069' to 1469' from DER, 9' to 583' right of centerline, up to 513' MSL.

Power poles 1192' to 1594' from DER, 15' to 135' left of centerline, up to 508' MSL.

Smokestack 977' from DER, 131' right of centerline, 485' MSL.

Trees 39' from DER, 388' right of centerline, 507' MSL.

Trees 1104' to 3088' from DER, 134' to 1124' right of centerline, up to 589' MSL.

Trees 352' to 2218' from DER, 132' to 458' left of centerline, up to 556' MSL.

Fence line 215' from DER, 474' right of centerline, 487' MSL.

MYERSTOWN, PA

DECK (9D4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 18JAN07 (07018) (FAA)

DEPARTURE PROCEDURE:

Rwy 19, climb heading 174° to 1600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 1, tree 315' from DER, 579' right of centerline, 41' AGL/570' MSL.

Pole 697' from DER, 621' right of centerline, 31' AGL/553' MSL.

Tree 878' from DER, 616' right of centerline, 56' AGL/572' MSL.

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

25219

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

25219

NEW CASTLE, PA

NEW CASTLE MUNI (UCP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 20MAR03 (03079) (FAA)

TAKEOFF MINIMUMS:

Rwy 13, 300-1 or std. with a min. climb of 350' per NM to 1400.

TAKEOFF OBSTACLE NOTES:

Rwy 5, tree 785' from DER, 196' right of centerline, 32' AGL/1029' MSL.**Rwy 13**, trees 4087' from DER, 1531' right of centerline, 100' AGL/1249' MSL.

Building 262' from DER, 179' left of centerline, 24' AGL/1088' MSL.

Rwy 31, tree 497' from DER, 18' right of centerline, 28' AGL/1044' MSL.

PALMYRA, PA

REIGLE FLD (58N)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 15DEC11 (22083) (FAA)

TAKEOFF MINIMUMS:

Rwys 13, 31, NA at night.**Rwy 13**, 1000-3 w/min. climb of 373' to 2500 or 1600-2½ for climb in visual conditions.**Rwy 31**, 1000-3 or 1600-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 13, climb heading 127° to 2500 before proceeding on course or for climb in visual conditions: cross Reigle Fld airport at or above 1900 MSL before proceeding on course.**Rwy 31**, climb heading 307° to 2500 before proceeding on course or for climb in visual conditions: cross Reigle Fld airport at or above 1900 MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:

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

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

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

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

PARKERSBURG, WV

MID-OHIO VALLEY RGNL (PKB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 20JUN19 (19171) (FAA)

TAKEOFF MINIMUMS:

Rwy 21, 300-1½ or std. w/min. climb of 400' per NM to 1100.**Rwy 28**, 500-3 or std. w/min. climb of 285' per NM to 1500.

TAKEOFF OBSTACLE NOTES:

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

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

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

Trees beginning 223' from DER, 191' right of centerline, up to 878' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PARKERSBURG, WV (CON'T)

MID-OHIO VALLEY RGNL (PKB) (CON'T)

Rwy 10, tree 51' from DER, 444' left of centerline, 843' MSL.
 Tree 83' from DER, 346' left of centerline, 852' MSL.
 Trees beginning 106' from DER, 104' left of centerline, up to 24' AGL/856' MSL.
 Tree 337' from DER, 239' right of centerline, 857' MSL.
 Trees beginning 354' from DER, 38' left of centerline, up to 869' MSL.
 Trees beginning 377' from DER, 145' right of centerline, up to 867' MSL.
 Tree 473' from DER, 387' right of centerline, 874' MSL.
 Tree 473' from DER, 163' right of centerline, 81' AGL/882' MSL.
 Trees beginning 482' from DER, 112' right of centerline, up to 87' AGL/885' MSL.
 Trees beginning 536' from DER, 17' left of centerline, up to 888' MSL.
 Trees beginning 573' from DER, 106' right of centerline, up to 100' AGL/892' MSL.
 Tree, tank, stack, tower beginning 625' from DER, 114' right of centerline, up to 893' MSL.
Rwy 21, tree 50' from DER, 488' left of centerline, 805' MSL.
 Tree, sign beginning 65' from DER, 168' left of centerline, up to 811' MSL.
 Trees beginning 91' from DER, 312' right of centerline, up to 26' AGL/818' MSL.
 Trees beginning 192' from DER, 405' left of centerline, up to 840' MSL.
 Tree 678' from DER, 654' right of centerline, 831' MSL.
 Tree 903' from DER, 685' right of centerline, 843' MSL.
 Tree 957' from DER, 614' right of centerline, 848' MSL.
 Trees beginning 966' from DER, 614' right of centerline, up to 860' MSL.
 Tree 1323' from DER, 828' left of centerline, 843' MSL.
 Tree 2738' from DER, 1142' left of centerline, 872' MSL.
 Trees beginning 2806' from DER, 1065' right of centerline, up to 880' MSL.
 Tree 2894' from DER, 1016' right of centerline, 882' MSL.
 Tree 2935' from DER, 1246' right of centerline, 897' MSL.
 Trees beginning 2974' from DER, 996' right of centerline, up to 911' MSL.
 Trees beginning 3049' from DER, 182' left of centerline, up to 53' AGL/885' MSL.
 Trees beginning 3084' from DER, 816' right of centerline, up to 944' MSL.
 Tree 3112' from DER, 301' left of centerline, 54' AGL/886' MSL.
 Trees beginning 3120' from DER, 193' left of centerline, up to 49' AGL/889' MSL.
 Trees beginning 3231' from DER, 175' left of centerline, up to 44' AGL/891' MSL.
 Trees beginning 3246' from DER, 400' right of centerline, up to 945' MSL.
 Tree 3334' from DER, 1015' right of centerline, 946' MSL.
 Trees beginning 3348' from DER, 2' right of centerline, up to 103' AGL/969' MSL.
 Trees beginning 3376' from DER, 248' left of centerline, up to 42' AGL/895' MSL.
 Trees beginning 3443' from DER, 202' left of centerline, up to 49' AGL/897' MSL.
 Trees beginning 3637' from DER, 428' left of centerline, up to 910' MSL.
 Trees beginning 3764' from DER, 373' left of centerline, up to 912' MSL.
 Tree 3907' from DER, 921' left of centerline, 921' MSL.
 Trees beginning 3941' from DER, 445' left of centerline, up to 929' MSL.
 Trees beginning 4053' from DER, 3' left of centerline, up to 937' MSL.
 Tree 1 NM from DER, 2126' right of centerline, 956' MSL.
Rwy 28, tree 32' from DER, 418' right of centerline, 843' MSL.
 Tree 76' from DER, 292' left of centerline, 838' MSL.
 Tree 96' from DER, 402' right of centerline, 862' MSL.
 Tree, fence beginning 114' from DER, 341' right of centerline, up to 75' AGL/881' MSL.
 Tree 221' from DER, 298' left of centerline, 841' MSL.
 Tree 403' from DER, 490' right of centerline, 882' MSL.
 Trees beginning 522' from DER, 22' right of centerline, up to 885' MSL.
 Tree 560' from DER, 14' left of centerline, 18' AGL/846' MSL.
 Trees beginning 594' from DER, 12' left of centerline, up to 35' AGL/859' MSL.
 Trees beginning 637' from DER, 5' left of centerline, up to 39' AGL/863' MSL.
 Trees beginning 809' from DER, 158' left of centerline, up to 46' AGL/864' MSL.
 Tower beginning 2.3 NM from DER, 935' left of centerline, up to 319' AGL/1326' MSL.
 Tower 2.4 NM from DER, 3118' left of centerline, 207' AGL/1215' MSL.

PERKASIE, PA

PENNRIDGE (CKZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 30JAN20 (20030) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 8, fence 25' from DER, 2' left of centerline, 11' AGL/576' MSL.
 Tree 68' from DER, 315' left of centerline, 616' MSL.
 Tree, building, pole beginning 89' from DER, 277' right of centerline, up to 652' MSL.
 Trees beginning 134' from DER, 252' left of centerline, up to 629' MSL.
 Trees beginning 242' from DER, 31' left of centerline, up to 642' MSL.
 Trees, poles beginning 783' from DER, 79' right of centerline, up to 655' MSL.
 Trees beginning 880' from DER, 175' right of centerline, up to 660' MSL.

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

PERKASIE, PA (CON'T)

PENNRIDGE (CKZ) (CON'T)

Rwy 8 (CON'T), trees, poles beginning 957' from DER, 9' right of centerline, up to 664' MSL.

Trees beginning 1681' from DER, 43' left of centerline, up to 647' MSL.

Trees beginning 1723' from DER, 93' left of centerline, up to 654' MSL.

Tree 1848' from DER, 223' left of centerline, 659' MSL.

Trees beginning 1894' from DER, 2' left of centerline, up to 661' MSL.

Trees beginning 1946' from DER, 1' left of centerline, up to 665' MSL.

Trees beginning 2480' from DER, 14' left of centerline, up to 666' MSL.

Rwy 26, tree 12' from DER, 501' right of centerline, 572' MSL.

Sign 18' from DER, 116' left of centerline, 522' MSL.

Trees beginning 72' from DER, 18' right of centerline, up to 585' MSL.

Vegetation 75' from DER, 328' left of centerline, 523' MSL.

Trees, vegetation beginning 89' from DER, 202' left of centerline, up to 555' MSL.

Tree 299' from DER, 455' left of centerline, 558' MSL.

Trees beginning 307' from DER, 14' left of centerline, up to 582' MSL.

Trees beginning 677' from DER, 437' left of centerline, up to 583' MSL.

Trees, poles beginning 699' from DER, 50' left of centerline, up to 600' MSL.

Trees, buildings beginning 1258' from DER, 0' left of centerline, up to 601' MSL.

Pole 3553' from DER, 1217' left of centerline, 613' MSL.

Pole 3593' from DER, 1248' left of centerline, 614' MSL.

Pole 3798' from DER, 1289' left of centerline, 617' MSL.

Pole 3860' from DER, 1315' left of centerline, 634' MSL.

Trees beginning 3895' from DER, 1516' right of centerline, up to 623' MSL.

Tree 6003' from DER, 2053' right of centerline, 670' MSL.

Tree 1 NM from DER, 1954' right of centerline, 673' MSL.

Tree 1.9 NM from DER, 2496' right of centerline, 814' MSL.

Trees beginning 1.9 NM from DER, 1885' right of centerline, up to 846' MSL.

Trees beginning 1.9 NM from DER, 1756' right of centerline, up to 859' MSL.

Tower 2.2 NM from DER, 4142' right of centerline, 207' AGL/947' MSL.

Tower 2.3 NM from DER, 3989' right of centerline, 881' MSL.

PETERSBURG, WV

GRANT COUNTY (W99)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 19SEP13 (13262) (FAA)

TAKEOFF MINIMUMS:

Rwys 13, 31, 2400-3 for climb in visual condition.

DEPARTURE PROCEDURE:

For climb in visual conditions, cross Grant County airport Northeast bound at or above 3200. Then climb to 5000 on ESL R-214 direct ESL VOR/DME. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

Rwy 13, trees 517' from DER, 609' left of centerline, up to 70' AGL /1029' MSL.

Trees beginning 3042' from DER, 1304' right of centerline, up to 100' AGL /1099' MSL.

Rwy 31, trees 182' from DER, 546' right of centerline, up to 100' AGL/1099' MSL.

Vehicles on road 1651' from DER, 927' right of centerline, up to 15' AGL/1054' MSL.

Building 2553' from DER, 414' right of centerline, 30' AGL/1029' MSL.

Trees beginning 3642' from DER, 651' left of centerline, up to 100' AGL/1139' MSL.

PHILADELPHIA, PA

NORTHEAST PHILADELPHIA (PNE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 14FEB08 (23082) (FAA)

TAKEOFF MINIMUMS:

Rwy 33, 200-1% or std. w/min. climb of 223' per NM to 400, or alternatively, with std. takeoff minimums and a normal 200' NM climb gradient, takeoff must occur no later than 1600' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees 1355' from DER, 803' left of centerline, 58' AGL/179' MSL.

Trees 1576' from DER, 835' left of centerline, 44' AGL/165' MSL.

Rwy 15, vehicles on roads beginning 540' from DER, on centerline, up to 15' AGL/134' MSL.

Trees beginning 592' from DER, 42' left of centerline, up to 74' AGL/166' MSL.

Trees beginning 928' from DER, 213' right of centerline, up to 64' AGL/173' MSL.

Rwy 24, trees beginning 198' from DER, 198' left of centerline, up to 38' AGL/158' MSL.

Vehicle on road 450' from DER, on centerline, 15' AGL/134' MSL.

Tank and trees beginning 2343' from DER, 577' left of centerline, up to 91' AGL/200' MSL.

Bushes and trees beginning 118' from DER, 182' right of centerline, up to 26' AGL/137' MSL.

Trees beginning 1325' from DER, 220' right of centerline, up to 77' AGL/197' MSL.

Rwy 33, vehicle on road 2050' from DER, on centerline, 15' AGL/174' MSL.

Bushes and trees beginning 491' from DER, 29' left of centerline, up to 66' AGL/225' MSL.

Obstruction light transmission towers, beginning 5872' from DER, 401' left of centerline, up to 125' AGL/284' MSL.

Bushes and trees beginning 636' from DER, 185' right of centerline, up to 57' AGL/215' MSL.

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

25219



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



25219

PHILADELPHIA, PA (CON'T)

PHILADELPHIA INTL (PHL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 11 25FEB21 (21056) (FAA)

TAKEOFF MINIMUMS:

Rwy 26, NA - ATC request.**Rwy 8**, std. w/ min. climb of 300' per NM to 1500.**Rwy 9L**, std. w/ min. climb of 280' per NM to 1500.**Rwy 9R**, std. w/ min. climb of 250' per NM to 1500.**Rwy 17**, 300-1 or std. w/ min. climb of 611' per NM to 300.**Rwy 35**, std. w/ min. climb of 280' per NM to 1500.

TAKEOFF OBSTACLE NOTES:

Rwy 8, poles beginning 5' from DER, 15' left of centerline, up to 1' AGL/37' MSL.

Poles beginning 10' from DER, 13' right of centerline, up to 1' AGL/37' MSL.

General utility and fence beginning 52' from DER, 250' right of centerline, up to 10' AGL/42' MSL.

Tree 276' from DER, 563' left of centerline, 57' AGL/58' MSL.

Tree 445' from DER, 554' right of centerline, 43' AGL/50' MSL.

Trees beginning 506' from DER, 536' right of centerline, up to 49' AGL/56' MSL.

Trees beginning 612' from DER, 75' right of centerline, up to 68' AGL/74' MSL.

Tree 2834' from DER, 702' right of centerline, 114' AGL/119' MSL.

Rwy 9L, poles beginning 9' from DER, 15' right of centerline, up to 2' AGL/12' MSL.

Poles beginning 9' from DER, 14' left of centerline, up to 1' AGL/12' MSL.

Asde pole and general utility beginning 103' from DER, 460' right of centerline, up to 8' AGL/15' MSL.

Tree 600' from DER, 619' left of centerline, 23' AGL/28' MSL.

Tree 969' from DER, 655' left of centerline, 35' AGL/35' MSL.

Pole 1014' from DER, 736' right of centerline, 29' AGL/36' MSL.

Tree 1431' from DER, 784' right of centerline, 40' AGL/47' MSL.

Tree 1943' from DER, 985' right of centerline, 55' AGL/59' MSL.

Tree 2043' from DER, 993' right of centerline, 53' AGL/62' MSL.

Trees beginning 2118' from DER, 970' right of centerline, up to 61' AGL/73' MSL.

Vertical structure 3543' from DER, 1120' right of centerline, 94' AGL/103' MSL.

Rwy 9R, lighting 154' from DER, on centerline, 7' AGL/15' MSL.

Tree 2177' from DER, 1067' right of centerline, 54' AGL/67' MSL.

Vertical structure 3736' from DER, 1217' right of centerline, 109' MSL.

Antenna 3845' from DER, 1052' right of centerline, 143' AGL/143' MSL.

Tower and antenna beginning 3887' from DER, 658' right of centerline, up to 140' AGL/144' MSL.

Rwy 17, pole 2' from DER, 55' right of centerline, 1' AGL/13' MSL.

Terrain and lighting beginning 2' from DER, 113' right of centerline, up to 20' MSL.

Lighting 37' from DER, 112' left of centerline, 4' AGL/14' MSL.

Terrain 86' from DER, 61' left of centerline, 20' MSL.

Terrain 202' from DER, 483' right of centerline, 23' MSL.

Tree and vehicle on road beginning 630' from DER, 647' left of centerline, up to 34' AGL/48' MSL.

Tree, pole, and vehicle on road beginning 701' from DER, 341' left of centerline, up to 45' AGL/58' MSL.

Trees beginning 985' from DER, 521' left of centerline, up to 51' AGL/61' MSL.

Tree and pole beginning 1005' from DER, 228' left of centerline, up to 55' AGL/68' MSL.

Tree 1097' from DER, 390' right of centerline, 46' MSL.

Tree and pole beginning 1127' from DER, 11' left of centerline, up to 60' AGL/73' MSL.

Tree 1299' from DER, 126' right of centerline, 37' AGL/50' MSL.

Trees beginning 1310' from DER, 63' right of centerline, up to 38' AGL/51' MSL.

Tree 1382' from DER, 194' right of centerline, 46' AGL/54' MSL.

Tree 1387' from DER, 171' right of centerline, 48' AGL/55' MSL.

Tree 1388' from DER, 214' right of centerline, 46' AGL/57' MSL.

Trees beginning 1400' from DER, 5' right of centerline, up to 49' AGL/60' MSL.

Tree 1744' from DER, 931' right of centerline, 63' AGL/70' MSL.

Transient ship 2323' from DER, 2' right of centerline, 190' AGL/190' MSL.

Rwy 27L, pole and vehicle on road beginning abeam DER, 14' left of centerline, up to 1' AGL/21' MSL.

Vehicle on road and pole beginning 6' from DER, 20' right of centerline, up to 21' MSL.

Trees beginning 234' from DER, 531' right of centerline, up to 42' AGL/47' MSL.

Trees beginning 313' from DER, 391' right of centerline, up to 45' AGL/51' MSL.

Trees beginning 631' from DER, 619' left of centerline, up to 41' AGL/41' MSL.

Trees beginning 873' from DER, 609' right of centerline, up to 39' AGL/54' MSL.

Tree 2440' from DER, 644' right of centerline, 76' AGL/82' MSL.

Tree 2631' from DER, 1156' right of centerline, 101' AGL/105' MSL.

Rwy 27R, terrain and pole beginning 2' from DER, 24' right of centerline, up to 20' MSL.

Poles beginning 4' from DER, 5' left of centerline, up to 3' AGL/14' MSL.

Terrain 78' from DER, 111' left of centerline, up to 20' MSL.

Rwy 35, terrain and pole beginning 3' from DER, 35' left of centerline, up to 10' MSL.

Poles beginning 15' from DER, 4' right of centerline, up to 2' AGL/9' MSL.

Fence beginning 115' from DER, 382' left of centerline, up to 10' AGL/17' MSL.

Pole and building beginning 341' from DER, 360' left of centerline, up to 23' AGL/29' MSL.

Fence 444' from DER, 2' right of centerline, 13' AGL/20' MSL.

Pole 480' from DER, 587' right of centerline, 21' AGL/25' MSL.

Poles beginning 532' from DER, 458' right of centerline, up to 22' AGL/26' MSL.

Pole, tree, vehicle on road, and sign beginning 595' from DER, 299' left of centerline, up to 53' AGL/58' MSL.

Pole 722' from DER, 604' right of centerline, 20' AGL/27' 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

PHILADELPHIA, PA (CON'T)

PHILADELPHIA INTL (PHL) (CON'T)

Rwy 35 (CON'T), pole 758' from DER, 95' right of centerline, 25' AGL/31' MSL.
Buildings beginning 761' from DER, 644' right of centerline, up to 29' AGL/35' MSL.
Building 852' from DER, 728' right of centerline, 25' AGL/36' MSL.
Pole and tree beginning 1072' from DER, 91' right of centerline, up to 47' AGL/52' MSL.
Vehicle on road, sign, pole, and tree beginning 1398' from DER, 625' right of centerline, up to 61' MSL.
Tree 1922' from DER, 949' right of centerline, 57' AGL/64' MSL.
Tree 2067' from DER, 938' right of centerline, 58' AGL/65' MSL.
Tree 2087' from DER, 989' right of centerline, 60' AGL/66' MSL.
Pole 2167' from DER, 200' right of centerline, 62' AGL/68' MSL.
Tree and building beginning 2206' from DER, 92' right of centerline, up to 66' AGL/72' MSL.
Tree 2208' from DER, 808' left of centerline, 67' AGL/75' MSL.
Trees beginning 2215' from DER, 728' left of centerline, up to 74' AGL/82' MSL.
Trees beginning 2248' from DER, 606' left of centerline, up to 81' AGL/88' MSL.
Trees beginning 2272' from DER, 700' left of centerline, up to 87' AGL/93' MSL.
Tree 2325' from DER, 837' left of centerline, 88' AGL/94' MSL.
Trees beginning 2348' from DER, 686' left of centerline, up to 89' AGL/95' MSL.
Trees beginning 2536' from DER, 854' left of centerline, up to 91' AGL/97' MSL.
Pole, tree, and transmission line beginning 877' right of centerline, 74' AGL/84' MSL.
Pole and transmission line beginning 3882' from DER, 643' right of centerline, up to 105' AGL/111' MSL.
Pole, transmission line, and catenary beginning 4065' from DER, 920' right of centerline, up to 118' AGL/125' MSL.
Transmission line beginning 4249' from DER, 1202' right of centerline, up to 121' AGL/129' MSL.

WINGS FLD (LOM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 23SEP10 (22083) (FAA)

DEPARTURE PROCEDURE:

Rwy 24, climb heading 245° to 1100 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees beginning 54' from DER, 103' left of centerline, up to 106' AGL/389' MSL.

Trees beginning 513' from DER, 110' right of centerline, up to 107' AGL/347' MSL.

Rwy 24, multiple trees, towers, buildings, flag poles, vehicles on road, and rising terrain beginning at DER, left and right of centerline, up to 160' AGL/444' MSL.

PHILIPPI, WV

PHILIPPI/BARBOR COUNTY RGNL (79D)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05JUN08 (08157) (FAA)

DEPARTURE PROCEDURE:

Rwy 8, climb heading 083° to 3300 before turning south.

TAKEOFF OBSTACLE NOTES:

Rwy 8, trees beginning 108' from DER, 118' right of centerline, up to 100' AGL/1799' MSL.

Rwy 26, trees beginning 504' from DER, 220' left of centerline, up to 100' AGL/1779' MSL.

PHILIPSBURG, PA

MID-STATE (PSB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 08SEP22 (22251) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, std. w/min. climb of 250' per NM to 2600 or 1300-3 for climb in visual conditions.

Rwy 16, 400-2 or std. w/min. climb of 330' per NM to 2500.

Rwy 24, 800-3 or std. w/min. climb of 308' per NM to 2400.

DEPARTURE PROCEDURE:

Rwy 6, climbing left turn heading 340° to 2900 before proceeding on course.

Rwy 16, climb on heading 167° to 2800 before proceeding on course.

Rwy 24, climb on heading 240° to 2800 before proceeding on course.

Rwy 34, climb on heading 347° to 2800 before proceeding on course.

VCOA:

Rwy 6, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Mid-State airport at or above 3100 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees beginning 24' from DER, 182' right of centerline, up to 1959' MSL.

Trees beginning 336' from DER, 14' left of centerline, up to 1940' MSL.

Trees beginning 536' from DER, 252' left of centerline, up to 1950' MSL.

Pole 2.3 NM from DER, 3204' left of centerline, 110' AGL/2356' MSL.

Rwy 16, trees beginning 7' from DER, 276' right of centerline, up to 2004' MSL.

Trees beginning 51' from DER, 252' left of centerline, up to 1964' MSL.

Tree 983' from DER, 535' left of centerline, 1983' MSL.

Trees beginning 1183' from DER, 17' left of centerline, up to 1995' MSL.

Pole 1 NM from DER, 104' left of centerline, 53' AGL/2097' MSL.

Tree 1.1 NM from DER, 980' left of centerline, 2165' 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

PHILIPSBURG, PA (CON'T) MID-STATE (PSB) (CON'T)

Rwy 16 (CON'T), tree 1.2 NM from DER, 194' left of centerline, 2175' MSL.
 Trees beginning 1.5 NM from DER, 99' left of centerline, up to 2309' MSL.
 Pole, tree beginning 1.6 NM from DER, 5' right of centerline, up to 2294' MSL.
Rwy 24, trees beginning 83' from DER, 130' left of centerline, up to 1918' MSL.
 Tree 172' from DER, 165' right of centerline, 1882' MSL.
 Tree 574' from DER, 162' right of centerline, 1890' MSL.
 Trees beginning 972' from DER, 145' left of centerline, up to 1952' MSL.
 Tree 4367' from DER, 230' right of centerline, 1998' MSL.
 Tree 4702' from DER, 95' right of centerline, 2011' MSL.
 Tree 5153' from DER, 829' right of centerline, 2052' MSL.
 Tree 5266' from DER, 438' left of centerline, 2043' MSL.
 Tree 5381' from DER, 859' left of centerline, 2074' MSL.
 Tree 5465' from DER, 598' right of centerline, 2053' MSL.
 Tree 5821' from DER, 134' right of centerline, 2066' MSL.
 Tree 5852' from DER, 396' left of centerline, 2079' MSL.
 Tree 6004' from DER, 219' right of centerline, 2068' MSL.
 Tree 1.6 NM from DER, 401' right of centerline, 2122' MSL.
Rwy 34, vehicles on road 70' from DER, 456' right of centerline, 1954' MSL.
 Terrain 196' from DER, 496' left of centerline, 1953' MSL.
 Vegetation 404' from DER, 298' left of centerline, 1958' MSL.
 Tree 494' from DER, 518' left of centerline, 1973' MSL.
 Tree 847' from DER, 651' right of centerline, 1972' MSL.
 Tree 1273' from DER, 691' left of centerline, 1985' MSL.
 Tree 2939' from DER, 780' left of centerline, 2022' MSL.

PINEVILLE, WV

KEE FLD (I16)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2 20JUN19 (21280) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, 700-2¼ w/min. climb of 330' per NM to 2900, or 1600-3 for VCOA.

Rwy 26, 400-2.

DEPARTURE PROCEDURE:

Rwy 8, climb heading 075° to 2600 before proceeding on course.

Rwy 26, climb heading 255° to 2600 before proceeding on course.

VCOA:

Rwy 8, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Kee Fld at or above 3200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 8, trees beginning 5' from DER, 11' left of centerline, up to 135' AGL/1964' MSL.
 Tree 140' from DER, 272' right of centerline, 135' AGL/1894' MSL.
 Tree 366' from DER, 357' right of centerline, 135' AGL/1910' MSL.
 Trees beginning 472' from DER, 72' right of centerline, up to 135' AGL/1940' MSL.
 Tree 579' from DER, 211' left of centerline, 135' AGL/1976' MSL.
 Trees beginning 685' from DER, 126' left of centerline, up to 135' AGL/1999' MSL.
 Trees beginning 819' from DER, 241' right of centerline, up to 135' AGL/1986' MSL.
 Trees beginning 911' from DER, 42' left of centerline, up to 135' AGL/2055' MSL.
 Trees beginning 1045' from DER, 41' right of centerline, up to 135' AGL/2071' MSL.
 Trees beginning 1243' from DER, 242' left of centerline, up to 135' AGL/2101' MSL.
 Trees beginning 1271' from DER, 11' right of centerline, up to 135' AGL/2101' MSL.
 Trees beginning 1576' from DER, 157' left of centerline, up to 135' AGL/2104' MSL.
 Trees beginning 1802' from DER, 73' left of centerline, up to 135' AGL/2134' MSL.
 Trees beginning 2028' from DER, 273' left of centerline, up to 135' AGL/2183' MSL.
 Trees beginning 2254' from DER, 19' left of centerline, up to 135' AGL/2193' MSL.
 Tree 2388' from DER, 464' right of centerline, 135' AGL/2114' MSL.
 Trees beginning 2402' from DER, 179' right of centerline, up to 135' AGL/2117' MSL.
 Trees 2614' from DER, 548' right of centerline, 135' AGL/2186' MSL.
 Trees beginning 2628' from DER, 264' right of centerline, up to 135' AGL/2193' MSL.
 Trees beginning 2840' from DER, 64' right of centerline, up to 135' AGL/2252' MSL.
 Trees beginning 3102' from DER, 25' right of centerline, up to 135' AGL/2302' MSL.
 Trees beginning 1.4 NM from DER, 721' left of centerline, up to 135' AGL/2242' MSL.
 Trees beginning 1.4 NM from DER, 469' right of centerline, up to 135' AGL/2337' MSL.
 Trees beginning 1.4 NM from DER, 636' left of centerline, up to 135' AGL/2284' MSL.
 Trees beginning 1.4 NM from DER, 921' left of centerline, up to 135' AGL/2311' MSL.
 Trees beginning 1.5 NM from DER, 1121' left of centerline, up to 135' AGL/2324' MSL.
 Trees beginning 1.5 NM from DER, 1405' left of centerline, up to 135' AGL/2337' MSL.
 Trees beginning 1.5 NM from DER, 1689' left of centerline, up to 135' AGL/2363' MSL.
 Trees beginning 1.5 NM from DER, 638' right of centerline, up to 135' AGL/2340' MSL.
 Trees beginning 1.5 NM from DER, 24' left of centerline, up to 135' AGL/2390' MSL.
 Tree 1.6 NM from DER, 2597' right of centerline, 135' AGL/2383' MSL.
 Trees beginning 1.6 NM from DER, 144' right of centerline, up to 135' AGL/2414' MSL.
 Tree 2.6 NM from DER, 349' left of centerline, 135' AGL/2307' 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

PINEVILLE, WV (CON'T)

KEE FLD (I16) (CON'T)

Rwy 26, trees beginning 20' from DER, 25' right of centerline, up to 135' AGL/2014' MSL.
Trees beginning 82' from DER, 58' left of centerline, up to 135' AGL/1848' MSL.
Trees beginning 308' from DER, 174' left of centerline, up to 135' AGL/1864' MSL.
Trees beginning 867' from DER, 5' left of centerline, up to 135' AGL/1891' MSL.
Trees 1319' from DER, 289' left of centerline, 135' AGL/1930' MSL.
Trees 1425' from DER, 573' left of centerline, 135' AGL/1983' MSL.
Trees beginning 1524' from DER, 35' left of centerline, up to 135' AGL/2094' MSL.
Trees beginning 2203' from DER, 12' left of centerline, up to 135' AGL/2174' MSL.
Trees beginning 2810' from DER, 10' right of centerline, up to 135' AGL/2055' MSL.
Trees beginning 1.3 NM from DER, 371' right of centerline, up to 135' AGL/2061' MSL.
Trees beginning 1.3 NM from DER, 740' right of centerline, up to 135' AGL/2084' MSL.
Trees beginning 1.4 NM from DER, 225' right of centerline, up to 135' AGL/2174' MSL.
Tree 1.6 NM from DER, 272' right of centerline, 135' AGL/2014' MSL.

PITTSBURGH, PA

ALLEGHENY COUNTY (AGC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 9 01FEB18 (18032) (FAA)

TAKEOFF MINIMUMS:

Rwy 13, std. w/ min. climb of 205' per NM to 1800 or 900-2½ for VCOA.
VCOA:

Rwy 13, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Allegheny County Airport at or above 2000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 10, vertical point 2' from DER, 75' right of centerline, 1' AGL/1251' MSL.
Tree 3525' from DER, 746' left of centerline, 85' AGL/1341' MSL.
Tree 3750' from DER, 578' left of centerline, 67' AGL/1350' MSL.
Tree 3786' from DER, 518' left of centerline, 72' AGL/1353' MSL.
Rwy 13, pole 175' from DER, 335' right of centerline, 26' AGL/1264' MSL.
Tree 362' from DER, 295' right of centerline, 53' AGL/1288' MSL.
Vertical point 460' from DER, 588' right of centerline, 60' AGL/1296' MSL.
Tree 912' from DER, 527' right of centerline, 73' AGL/1312' MSL.
Rwy 31, light 10' from DER, 87' right of centerline, 4' AGL/1246' MSL.
Poles beginning 264' from DER, 298' right of centerline, 38' AGL/1263' MSL.

PITTSBURGH, PA

PITTSBURGH INTL (PIT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 15SEP16 (16259) (FAA)

TAKEOFF MINIMUMS:

Rwy 10L, 300-1¼ or std. w/min. climb of 215' per NM to 1400, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1400' prior to DER.
Rwy 32, 300-1¼ or std. w/ min. climb of 255' per NM to 1500.

TAKEOFF OBSTACLE NOTES:

Rwy 10C, pole 24' from DER, 300' left of centerline, 3' AGL/1140' MSL.
Tree 2605' from DER, 461' left of centerline, 1222' MSL.
Tree 3174' from DER, 747' left of centerline, 1255' MSL.
Trees beginning 3221' from DER, 911' left of centerline, up to 1263' MSL.
Trees beginning 4539' from DER, 1348' right of centerline, up to 52' AGL/1255' MSL.
Tree 4700' from DER, 1489' right of centerline, 50' AGL/1257' MSL.
Tree 4728' from DER, 1504' right of centerline, 1261' MSL.
Tree 4739' from DER, 1629' right of centerline, 68' AGL/1263' MSL.
Tree 4918' from DER, 1450' right of centerline, 69' AGL/1264' MSL.
Tree 4963' from DER, 1298' right of centerline, 77' AGL/1266' MSL.
Tree 4976' from DER, 1363' right of centerline, 74' AGL/1268' MSL.
Rwy 10L, vertical structures beginning 24' from DER, 5' right of centerline, up to 2' AGL/1175' MSL.
Vertical structures beginning 24' from DER, 4' left of centerline, up to 2' AGL/1175' MSL.
Aircraft on ramps beginning 199' from DER, 250' right of centerline, up to 64' AGL/1232' MSL.
Tree 1380' from DER, 724' left of centerline, 70' AGL/1229' MSL.
Trees beginning 1386' from DER, 672' left of centerline, up to 1233' MSL.
Tower 4175' from DER, 863' left of centerline, 112' AGL/1282' MSL.
Water tower 1.0 NM from DER, 1786' right of centerline, 200' AGL/1340' MSL.
Rwy 10R, vertical structures beginning 9' from DER, 40' right of centerline, up to 2' AGL/1123' MSL.
Vertical structures beginning 9' from DER, 40' left of centerline, up to 2' AGL/1124' MSL.
Street sign 55' from DER, 307' left of centerline, 3' AGL/1125' MSL.
Tree 415' from DER, 586' left of centerline, 10' AGL/1137' MSL.
Tree 2905' from DER, 673' left of centerline, 1200' MSL.
Trees beginning 4568' from DER, 1146' right of centerline, up to 1252' MSL.
Poles beginning 4587' from DER, 1124' left of centerline, up to 49' AGL/1241' MSL.
Trees beginning 4595' from DER, 151' right of centerline, up to 70' AGL/1255' MSL.
Trees beginning 5041' from DER, 101' right of centerline, up to 50' AGL/1257' MSL.

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

PITTSBURGH, PA (CON'T)

PITTSBURGH INTL (PIT) (CON'T)

Rwy 10R (CON'T), tree 5069' from DER, 306' right of centerline, 1261' MSL.

Trees beginning 5080' from DER, 296' right of centerline, up to 68' AGL/1263' MSL.

Tree 5103' from DER, 35' left of centerline, 62' AGL/1251' MSL.

Tree 5259' from DER, 252' right of centerline, 69' AGL/1264' MSL.

Tree 5304' from DER, 101' right of centerline, 77' AGL/1266' MSL.

Tree 5317' from DER, 165' right of centerline, 74' AGL/1268' MSL.

Rwy 28C, poles beginning 123' from DER, 498' right of centerline, up to 41' AGL/1149' MSL.

Aircraft on taxiways beginning 267' from DER, 489' right of centerline, up to 64' AGL/1208' MSL.

Rwy 28L, tree 2' from DER, 497' left of centerline, 46' AGL/1137' MSL.

Tree 39' from DER, 497' left of centerline, 1144' MSL.

Tree 2271' from DER, 1109' left of centerline, 1223' MSL.

Rwy 28R, vertical structures beginning 9' from DER, 4' left of centerline, up to 1' AGL/1204' MSL.

Vertical structures beginning 9' from DER, on centerline, up to 1' AGL/1204' MSL.

Tree 21' from DER, 490' right of centerline, 19' AGL/1214' MSL.

Bush 71' from DER, 477' right of centerline, 1215' MSL.

Pole 643' from DER, 632' left of centerline, 25' AGL/1223' MSL.

Tree 1808' from DER, 912' right of centerline, 1273' MSL.

Rwy 32C, vertical structures beginning 10' from DER, 54' right of centerline, up to 2' AGL/1149' MSL.

Vertical structures beginning 10' from DER, 55' left of centerline, up to 2' AGL/1149' MSL.

Tree 80' from DER, 376' left of centerline, 40' AGL/1151' MSL.

Pole 453' from DER, 515' right of centerline, 37' AGL/1173' MSL.

Aircraft on taxiway 1372' from DER, 8' right of centerline, 64' AGL/1214' MSL.

Aircraft on taxiways beginning 1612' from DER, 13' right of centerline, up to 64' AGL/1216' MSL.

Aircraft on taxiway 1989' from DER, 190' left of centerline, 64' AGL/1224' MSL.

Aircraft on taxiway and tree beginning 2166' from DER, 8' right of centerline, up to 64' AGL/1221' MSL.

Aircraft on taxiway 2213' from DER, 352' left of centerline, 64' AGL/1226' MSL.

Tree 2575' from DER, 1097' right of centerline, 70' AGL/1229' MSL.

Tree 2577' from DER, 1107' right of centerline, 1233' MSL.

Aircraft on taxiways beginning 2580' from DER, 425' left of centerline, up to 64' AGL/1233' MSL.

Aircraft on taxiway 2942' from DER, 836' left of centerline, 64' AGL/1235' MSL.

Tree 2943' from DER, 1213' right of centerline, 73' AGL/1247' MSL.

Trees beginning 5831' from DER, 1271' right of centerline, up to 83' AGL/1336' MSL.

Tower 1.1 NM from DER, 514' left of centerline, 95' AGL/1341' MSL.

Tower 1.1 NM from DER, 436' left of centerline, 106' AGL/1354' MSL.

Communication tower 1.1 NM from DER, 436' left of centerline, 102' AGL/1349' MSL.

POINT PLEASANT, WV

MASON COUNTY (312)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 04FEB16 (16035) (FAA)

TAKEOFF MINIMUMS:

Rwy 7, 300-1½ or std. w/min. climb of 212' per NM to 900, 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 25, 400-2½.

DEPARTURE PROCEDURE:

Rwy 7, climb heading 082° to 1500 before proceeding on course.

Rwy 25, climb heading 252° to 2000 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 7, trees beginning 13' from DER, 242' left of centerline, up to 70' AGL/709' MSL.

Trees beginning 95' from DER, 179' right of centerline, up to 67' AGL/706' MSL.

Trees 1.3 NM from DER, 442' right of centerline, up to 53' AGL/832' MSL.

Rwy 25, trees beginning abeam DER, 255' left of centerline, up to 100' AGL/759' MSL.

Vehicles on road and trees beginning 292' from DER, 20' right of centerline, up to 100' AGL/739' MSL.

Trees 143' from DER, 490' left of centerline, up to 100' AGL/799' MSL.

Tower 2.1 NM from DER, 598' right of centerline, 155' AGL/964' MSL.

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

25219

NE-4



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



25219

POTTSTOWN, PA

HERITAGE FLD (PTW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2B 06DEC18 (21280) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, 300-1¼ or std. w/min. climb of 290' per NM to 600.

Rwy 28, 500-2.

DEPARTURE PROCEDURE:

Rwy 28, climb heading 276° to 900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 10, tree, pole beginning 58' from DER, 18' right of centerline, up to 365' MSL.

Building, tree beginning 403' from DER, 136' left of centerline, up to 25' AGL/339' MSL.

Tree, building beginning 745' from DER, 23' left of centerline, up to 380' MSL.

Tree 1573' from DER, 111' right of centerline, 376' MSL.

Tree 1620' from DER, 248' right of centerline, 379' MSL.

Tree 1701' from DER, 136' right of centerline, 384' MSL.

Tree 2004' from DER, 239' right of centerline, 388' MSL.

Tree 2127' from DER, 11' right of centerline, 398' MSL.

Trees beginning 2198' from DER, 71' left of centerline, up to 410' MSL.

Tree, building beginning 2414' from DER, 19' left of centerline, up to 416' MSL.

Tree, building beginning 2486' from DER, 22' right of centerline, up to 425' MSL.

Tank, water tower beginning 1 NM from DER, 349' right of centerline, up to 111' AGL/477' MSL.

Rwy 28, tree 124' from DER, 481' right of centerline, 327' MSL.

Trees beginning 845' from DER, 12' right of centerline, up to 337' MSL.

Tree 910' from DER, 107' left of centerline, 332' MSL.

Trees beginning 1007' from DER, 61' right of centerline, up to 338' MSL.

Trees beginning 1138' from DER, 53' right of centerline, up to 372' MSL.

Tower 1.3 NM from DER, 1680' left of centerline, 295' AGL/544' MSL.

POTTSTOWN MUNI (N47)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2B 21JUN18 (18172) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, 600-3 w/min. climb of 241' per NM to 1300, or 1300-2½ for climb in visual conditions.

Rwy 26, std. w/min. climb of 288' per NM to 1600, or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 8, climb heading 076° to 1300 before proceeding on course. For climb in visual conditions: cross Pottstown Muni Airport at or above 1400 MSL before proceeding on course.

Rwy 26, climb heading 271° to 1100 before proceeding on course. For climb in visual conditions: cross Pottstown Muni Airport at or above 1400 MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 8, terrain 2761' from DER, 124' right of centerline, 0' AGL/319' MSL.

Multiple trees beginning 5919' from DER, 854' left of centerline, up to 100' AGL/559' MSL.

Multiple trees beginning 1.3 NM from DER, 616' right of centerline, up to 100' AGL/759' MSL.

Rwy 26, tree 400' from DER, on centerline, 35' AGL/295' MSL.

Terrain 10' from DER, 246' left of centerline, 0' AGL/279' MSL.

Tree 399' from DER, on centerline, up to 100' AGL/295' MSL.

Multiple trees beginning 1 NM from DER, 2009' right of centerline, up to 100' AGL/579' MSL.

POTTSTOWN, PA

SCHUYLKILL COUNTY/JOE ZERBEY (ZER)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 31DEC20 (20366) (FAA)

TAKEOFF MINIMUMS:

Rwys 4, 22, NA - Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 11, terrain 11' from DER, 5' right of centerline, 1707' MSL.

Lighting 17' from DER, 112' left of centerline, 5' AGL/1709' MSL.

Lighting 18' from DER, 111' right of centerline, 6' AGL/1708' MSL.

Trees beginning 56' from DER, 322' right of centerline, up to 37' AGL/1716' MSL.

Trees beginning 77' from DER, 278' left of centerline, up to 28' AGL/1723' MSL.

Tree 155' from DER, 356' right of centerline, 42' AGL/1718' MSL.

Tree 267' from DER, 474' left of centerline, 45' AGL/1725' MSL.

Rwy 29, lighting 9' from DER, 16' right of centerline, 12' AGL/1731' MSL.

Lighting 10' from DER, 28' left of centerline, 12' AGL/1731' MSL.

Tree 30' from DER, 402' left of centerline, 33' AGL/1740' MSL.

Trees beginning 122' from DER, 258' left of centerline, up to 23' AGL/1742' MSL.

Trees beginning 162' from DER, 349' right of centerline, up to 35' AGL/1745' MSL.

Tree 373' from DER, 520' left of centerline, 37' AGL/1751' MSL.

Tree 510' from DER, 515' left of centerline, 40' AGL/1756' MSL.



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



25219



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



25219

PUNXSUTAWNEY, PA

PUNXSUTAWNEY MUNI (N35)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 30NOV23 (23334) (FAA)

TAKEOFF MINIMUMS:

Rwys 1, 19, NA-Environmental.**Rwy 6**, 400-2½ or std w/min climb of 344'/NM to 2000.

DEPARTURE PROCEDURE:

Rwy 6, climb on heading 067° to 2000 before proceeding on course.**Rwy 24**, climb on heading 247° to 2300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 6, aircraft on taxiway 4' from DER, 171' right of centerline, up to 10' AGL/1447' MSL.

Trees beginning 285' from DER, 304' left of centerline, up to 100' AGL/1542' MSL.

Vehicle on road 505' from DER, 304' left of centerline, up to 15' AGL/1457' MSL.

Building 732' from DER, 685' right of centerline, up to 40' AGL/1480' MSL.

Vehicle on road 733' from DER, 352' right of centerline, up to 15' AGL/1457' MSL.

Trees beginning 1252' from DER, 417' right of centerline, up to 100' AGL/1499' MSL.

Rwy 24, buildings beginning 192' from DER, 57' right of centerline, up to 30' AGL/1489' MSL.

Trees beginning 232' from DER, 174' left of centerline, up to 100' AGL/1510' MSL.

Trees beginning 1015' from DER, 310' right of centerline, up to 100' AGL/1559' MSL.

QUAKERTOWN, PA

QUAKERTOWN (UKT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 28JUN12 (12180) (FAA)

TAKEOFF MINIMUMS:

Rwy 29, 300-1 or std. w/min. climb of 730' per NM to 800.

TAKEOFF OBSTACLE NOTES:

Rwy 11, multiple trees, structures and poles beginning 19' from DER, 1300' left of centerline to 1385' right of centerline, up to 100' AGL/639' MSL.**Rwy 29**, multiple trees, structures and poles beginning 27' from DER, 1329' left of centerline to 1049' right of centerline, up to 100' AGL/691' MSL.

RAVENSWOOD, WV

JACKSON COUNTY (I18)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 25AUG11 (11237) (FAA)

TAKEOFF MINIMUMS:

Rwy 4, 300-2 or std. w/min. climb of 225' per NM to 1200.

DEPARTURE PROCEDURE:

Rwy 4, climb heading 037° to 1300 before turning west.**Rwy 22**, climb heading 217° to 1300 before turning north.

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 2137' from DER, 539' right of centerline, up to 100' AGL/890' MSL.

Trees beginning 1.6 NM from DER, 517' left of centerline, up to 100' AGL/1019' MSL.

Rwy 22, trees beginning 6' from DER, 476' right of centerline up to 100' AGL/802' MSL.

Trees beginning 2528' from DER 774' left of centerline, up to 100' AGL/879' MSL.

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025



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



25219

NE-4



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



25219

READING, PA

READING RGNL/CARL A SPAATZ FLD (RDG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 19JUL18 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwy 13, std. w/min. climb of 445' per NM to 1700.

Rwy 31, 500-2¾ or std. w/min. climb of 430' per NM to 900.

Rwy 36, 400-2 or std. w/min. climb of 360' per NM to 510.

DEPARTURE PROCEDURE:

Rwy 18, climb heading 184° to 1400 before turning left.

Rwy 31, climb heading 313° to 900 before turning right.

Rwy 36, climb heading 004° to 1100 before turning right

TAKEOFF OBSTACLE NOTES:

Rwy 13, NAVAID 9' from DER, 54' left of centerline, 1' AGL/330' MSL.

Pole 67' from DER, 413' right of centerline, 23' AGL/354' MSL.

Tower 96' from DER, 476' right of centerline, 40' AGL/372' MSL.

Antenna, building beginning 96' from DER, 377' right of centerline, up to 41' AGL/373' MSL.

Trees beginning 871' from DER, 512' right of centerline, up to 378' MSL.

Tree 1690' from DER, 282' left of centerline, 376' MSL.

Tree 2521' from DER, 330' left of centerline, 398' MSL.

Rwy 18, NAVAID 8' from DER, 54' left of centerline, 1' AGL/343' MSL.

Building 61' from DER, 488' right of centerline, 6' AGL/352' MSL.

Tree 915' from DER, 663' left of centerline, 385' MSL.

Rwy 31, NAVAID 10' from DER, 55' right of centerline, 1' AGL/344' MSL.

Trees beginning 5385' from DER, 1761' right of centerline, up to 518' MSL.

Tree, pole beginning 5671' from DER, 1937' right of centerline, up to 548' MSL.

Tree, pole beginning 6045' from DER, 1640' right of centerline, up to 568' MSL.

Trees beginning 1 NM from DER, 1224' right of centerline, up to 582' MSL.

Trees beginning 1 NM from DER, 1273' right of centerline, up to 655' MSL.

Tree 1.1 NM from DER, 1972' right of centerline, 666' MSL.

Tree, terrain, electrical system, windmill beginning 1.1 NM from DER, 465' right of centerline, up to 702' MSL.

Trees beginning 1.8 NM from DER, 1753' right of centerline, up to 709' MSL.

Tree 1.8 NM from DER, 2179' right of centerline, 727' MSL.

Tree, building beginning 1.8 NM from DER, 1645' right of centerline, up to 752' MSL.

Trees beginning 1.9 NM from DER, 887' right of centerline, up to 776' MSL.

Rwy 36, NAVAID 10' from DER, 54' left of centerline, 1' AGL/292' MSL.

NAVAID, terrain beginning 10' from DER, 55' right of centerline, up to 2' AGL/292' MSL.

Terrain 57' from DER, 55' right of centerline, 299' MSL.

Terrain beginning 89' from DER, 174' left of centerline, up to 306' MSL.

Trees beginning 485' from DER, 210' left of centerline, up to 341' MSL.

Trees beginning 734' from DER, 682' right of centerline, up to 338' MSL.

Tree 908' from DER, 601' right of centerline, 345' MSL.

Trees beginning 1049' from DER, 0' of centerline, up to 346' MSL.

Trees beginning 1385' from DER, 269' left of centerline, up to 355' MSL.

Trees beginning 1497' from DER, 124' left of centerline, up to 357' MSL.

Tree 2543' from DER, 336' right of centerline, 356' MSL.

Tree 2581' from DER, 165' right of centerline, 358' MSL.

Tree 3410' from DER, 96' left of centerline, 382' MSL.

Trees beginning 3555' from DER, 161' right of centerline, up to 450' MSL.

Tree 1.3 NM from DER, 2599' left of centerline, 537' MSL.

Tree 1.4 NM from DER, 2528' left of centerline, 575' MSL.

Trees beginning 1.4 NM from DER, 2402' left of centerline, up to 603' MSL.

Tree 1.4 NM from DER, 2508' left of centerline, 613' MSL.

Trees beginning 1.4 NM from DER, 2042' left of centerline, up to 631' MSL.

Trees beginning 1.5 NM from DER, 1982' left of centerline, up to 672' MSL.

Tree 1.5 NM from DER, 2193' left of centerline, 545' MSL.

NE-4, 07 AUG 2025 to 02 OCT 2025



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



25219

NE-4

NE-4, 07 AUG 2025 to 02 OCT 2025



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



25219

REEDSVILLE, PA

MIFFLIN COUNTY (RVL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 05JUN08 (08157) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, std. w/ min. climb of 287' per NM to 3000 or 2200-3 for climb in visual conditions.

Rwy 24, std. w/ min. climb of 242' per NM to 2800 or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 6, climb heading 059° to 3000 before proceeding on course or for climb in visual conditions cross Mifflin County Airport at or above 3000 MSL before proceeding on course.

Rwy 24, climb heading 239° to 2800 before proceeding on course or for climb in visual conditions cross Mifflin County Airport at or above 3000 MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 6, fence beginning 59' from DER, 497' right of centerline, up to 6' AGL/825' MSL.

Bushes 449' from DER, 422' right of centerline, up to 10' AGL/829' MSL.

Rwy 24, ground 171' from DER, 481' left of centerline, 0' AGL/830' MSL.

Fence 207' from DER, 288' left of centerline, 15' AGL/834' MSL.

Trees 1189' from DER, 198' right of centerline, up to 100' AGL/933' MSL.

Trees 2,168' from DER, 407' left of centerline, up to 100' AGL/908' MSL.

ST. MARYS, PA

ST MARYS MUNI (OYM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 13SEP18 (18256) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, std. w/min. climb of 230' per NM to 2800, or 1000-3 for VCOA.

VCOA:

Rwy 10, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross St Marys Muni airport at or above 2800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 10, vehicles on road, terrain beginning 197' from DER, 275' left of centerline, up to 1952' MSL.

Pole, tree beginning 410' from DER, 211' right of centerline, up to 37' AGL/1963' MSL.

Pole, building beginning 690' from DER, 411' left of centerline, up to 36' AGL/1978' MSL.

Tree 1023' from DER, 680' right of centerline, 1987' MSL.

Tree 1280' from DER, 723' right of centerline, 102' AGL/2030' MSL.

Tree 1984' from DER, 728' right of centerline, 2045' MSL.

Tree 2238' from DER, 303' left of centerline, 67' AGL/2006' MSL.

Trees beginning 2452' from DER, 62' right of centerline, up to 91' AGL/2056' MSL.

Trees beginning 2475' from DER, 686' left of centerline, up to 98' AGL/2027' MSL.

Rwy 28, trees beginning 12' from DER, 213' right of centerline, up to 1948' MSL.

Pole 91' from DER, 263' left of centerline, 23' AGL/1928' MSL.

Tree, NAVAID beginning 466' from DER, on centerline, up to 1967' MSL.

Pole, NAVAID, tree beginning 544' from DER, 255' left of centerline, up to 33' AGL/1954' MSL.

Tree 659' from DER, 451' right of centerline, 75' AGL/1968' MSL.

Tree 2194' from DER, 25' left of centerline, 73' AGL/1965' MSL.

SELINGSGROVE, PA

PENN VALLEY (SEG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 01FEB18 (18032) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, std. w/ min. climb of 500' per NM to 1500 or 1500-2½ for VCOA.

Rwy 35, 500-2 w/ min. climb of 500' per NM to 1300 or 1500-2½ for VCOA.

DEPARTURE PROCEDURE:

Rwy 17, climbing right turn direct SEG VOR/DME before proceeding on course. Do not exceed 180K until SEG VOR/DME.

Rwy 35, climb heading 350° to 1900 before proceeding on course.

VCOA: All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Penn Valley Airport at or above 1800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees beginning 1.8 NM from DER, 1068' left of centerline, up to 100' AGL/919' MSL.

Trees beginning 29' from DER, 151' left of centerline, up to 100' AGL/559' MSL.

Pole 2520' from DER, 84' right of centerline, 58' AGL/508' MSL.

Rwy 35, trees beginning 273' from DER, 75' left of centerline, up to 100' AGL/539' MSL.

Trees beginning 1947' from DER, 624' right of centerline, up to 100' AGL/899' MSL.



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



25219



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



25219

SHAMOKIN, PA

NORTHUMBERLAND COUNTY (N79)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 01FEB18 (18032) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, 400-2 or std. w/ min. climb of 540' per NM to 1600.**Rwy 26**, 400-2½ or std. w/ min. climb of 270' per NM to 1400.

DEPARTURE PROCEDURE:

Rwy 8, climb to 1600 then climbing left turn to 4000 direct SEG VOR/DME.**Rwy 26**, climb to 1400 then climb to 4000 on SEG R-088 to SEG VOR/DME.

TAKEOFF OBSTACLE NOTES:

Rwy 8, trees beginning 33' from DER, 366' left of centerline, up to 70' AGL/950' MSL.

Pole 68' from DER, 459' right of centerline, 39' AGL/910' MSL.

Vehicles on roadway beginning 279' from DER, left and right of centerline, up to 15' AGL/952' MSL.

Trees beginning 1548' from DER, 197' left of centerline, up to 80' AGL/1171' MSL.

Buildings beginning 2631' from DER, 870' left of centerline, up to 38' AGL/1164' MSL.

Fence beginning 5683' from DER, 1796' left of centerline, up to 6' AGL/1099' MSL.

Pole 1.1 NM from DER, 1662' left of centerline, 23' AGL/1091' MSL.

Rwy 26, trees beginning 10' from DER, 242' left of centerline, up to 13' AGL/865' MSL.

Trees beginning 84' from DER, 184' right of centerline, up to 20' AGL/872' MSL.

Trees beginning 2.1 NM from DER, 2621' right of centerline, up to 80' AGL/1240' MSL.

SOMERSET, PA

SOMERSET COUNTY (2G9)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 20DEC07 (07354) (FAA)

TAKEOFF MINIMUMS:

Rwys 14, 32, NA-Environmental.

DEPARTURE PROCEDURE:

Rwy 7, climb heading 066° to 3000 before turning south.**Rwy 25**, climb heading 246° to 2800 before turning south.

TAKEOFF OBSTACLE NOTES:

Rwy 7, trees beginning 57' from DER, 178' right of centerline, up to 79' AGL/2285' MSL.

Tree 1291' from DER, 76' left of centerline, 59' AGL/2238' MSL.

Buildings beginning 639' from DER, 348' left of centerline, up to 40' AGL/2222' MSL.

Rwy 25, trees beginning 480' from DER, 152' right of centerline, up to 67' AGL/2346' MSL.

Antenna on building 283' from DER, 204' right of centerline, 30' AGL/2290' MSL.

Tree 584' from DER, 211' left of centerline, 55' AGL/2297' MSL.

Obstruction light on localizer 291' from DER, on centerline, 20' AGL/2284' MSL.

SPENCER, WV

BOGGS FLD (USW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 20SEP12 (22083) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, 300-2 or std. w/min. climb of 447' per NM to 1300.**Rwy 28**, 400-2½ or std. w/min. climb of 332' per NM to 1400.

DEPARTURE PROCEDURE:

Rwy 10, climb heading 100° to 1400 before proceeding on course.**Rwy 28**, climb heading 280° to 1600 before turning south.

TAKEOFF OBSTACLE NOTES:

Rwy 10, vegetation beginning 14' from DER, left and right of centerline, up to 13' AGL/932' MSL.

Terrain and trees beginning 2060' from DER, 3' right of centerline, up to 60' AGL/1079' MSL.

Terrain, trees and buildings beginning 3169' from DER, 14' left of centerline, up to 60' AGL/1079' MSL.

Tree 4288' from DER, 236' right of centerline, up to 88' AGL/1167' MSL.

Tree 1.2 NM from DER, 1867' left of centerline, up to 35' AGL/1194' MSL.

Tree 1.7 NM from DER, 1510' right of centerline, up to 63' AGL/1182' MSL.

Rwy 28, terrain, trees, fences and pole beginning 13' from DER, 17' right of centerline, up to 74' AGL/1073' MSL.

Trees beginning 764' from DER, 14' left of centerline, up to 76' AGL/1055' MSL.

Tree 3587' from DER, 1432' right of centerline, up to 82' AGL/1081' MSL.

Tree 1.8 NM from DER, 3390' left of centerline, up to 63' AGL/1242' MSL.

Tree 2 NM from DER, 3063' left of centerline, up to 63' AGL/1252' MSL.



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



25219

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

25219

STATE COLLEGE, PA

STATE COLLEGE RGNL (UNV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 05NOV98 (23278) (FAA)

TAKEOFF MINIMUMS:

Rwys 16, 34, NA.

DEPARTURE PROCEDURE:

Rwys 6, 24, climb runway heading to 2600 before proceeding on course.

SUMMERSVILLE, WV

SUMMERSVILLE (SXL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3B 13SEP18 (18256) (FAA)

TAKEOFF MINIMUMS:

Rwy 4, 400-1 or std. w/min. climb of 350' per NM to 3000.

DEPARTURE PROCEDURE:

Rwy 4, climb heading 044° to 2900 before proceeding on course.**Rwy 22,** climb heading 224° to 2400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 22, multiple trees beginning 139' from DER, 185' right of centerline, up to 98' AGL/1877' MSL.

Tree 223' from DER, 154' left of centerline, 93' AGL/1835' MSL.

SUTTON, WV

BRAXTON COUNTY (48I)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 21JUL16 (22279) (FAA)

TAKEOFF MINIMUMS:

Rwy 2, 300-1.**Rwy 20,** 500-2½ w/min. climb of 290' per NM to 2400 or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 2, climb via heading 016° to 2200 before turning left.

VCOA:

Rwy 20, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Sutton County airport at or above 2300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 2, terrain, fences, and vehicles on road beginning 61' from DER, 90' right of centerline, up to 15' AGL/1311' MSL.

Terrain, fences, and vehicles on road beginning 77' from DER, 48' left of centerline, up to 15' AGL/1307' MSL.

Pole and trees beginning 56' from DER, 298' right of centerline, up to 90' AGL/1409' MSL.

Trees beginning 22' from DER, 244' left of centerline, up to 78' AGL/1417' MSL.

Terrain and trees beginning 556' from DER, 223' left of centerline, up to 80' AGL/1399' MSL.

Trees beginning 1015' from DER, 260' right of centerline, up to 106' AGL/1435' MSL.

Trees beginning 889' from DER, 233' left of centerline, up to 116' AGL/1445' MSL.

Trees 4508' from DER, 1011' left of centerline, up to 65' AGL/1484' MSL.

Rwy 20, fences, vehicles on road, poles, and trees beginning 197' from DER, 40' left of centerline, up to 49' AGL/1337' MSL.

Trees beginning 468' from DER, 1' right of centerline, up to 45' AGL/1324' MSL.

Terrain and trees beginning 72' from DER, 264' left of centerline, up to 76' AGL/1435' MSL.

Trees beginning 26' from DER, 311' right of centerline, up to 97' AGL/1376' MSL.

Trees beginning 1123' from DER, 54' right of centerline, up to 96' AGL/1515' MSL.

Trees beginning 4425' from DER, 47' left of centerline, up to 93' AGL/1529' MSL.

Trees beginning 1.5 NM from DER, left and right of centerline, up to 111' AGL/1590' MSL.

Trees 2.4 NM from DER, 3786' left of centerline, up to 100' AGL/1739' MSL.

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

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

25219

NE-4

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

25219

TITUSVILLE, PA

TITUSVILLE (6G1)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 08SEP22 (22251) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, trees, vehicles on road beginning 21' from DER, 31' left of centerline, up to 1657' MSL.
 Vehicle on road 64' from DER, 40' right of centerline, 1616' MSL.
 Vehicle on road 76' from DER, 152' right of centerline, 1618' MSL.
 Building, vehicle on road beginning 97' from DER, 263' right of centerline, up to 21' AGL/1625' MSL.
 Buildings beginning 156' from DER, 469' right of centerline, up to 29' AGL/1632' MSL.
 Trees, pole beginning 385' from DER, 201' left of centerline, up to 1663' MSL.
 Tree 983' from DER, 273' right of centerline, 1633' MSL.
 Tree 1041' from DER, 565' right of centerline, 1642' MSL.
 Tree 1990' from DER, 212' left of centerline, 1666' MSL.
 Trees beginning 2013' from DER, 561' left of centerline, up to 1674' MSL.
 Trees beginning 2333' from DER, 195' left of centerline, up to 1676' MSL.
 Trees beginning 2556' from DER, 185' left of centerline, up to 1679' MSL.
 Tree 2743' from DER, 77' right of centerline, 1672' MSL.
 Trees beginning 2769' from DER, 97' right of centerline, up to 1685' MSL.
 Trees beginning 2792' from DER, 65' left of centerline, up to 1697' MSL.
 Trees beginning 3231' from DER, 388' left of centerline, up to 1700' MSL.
 Trees beginning 3361' from DER, 250' left of centerline, up to 1705' MSL.
 Tree 3686' from DER, 778' left of centerline, 1706' MSL.
 Trees beginning 3688' from DER, 266' left of centerline, up to 1713' MSL.
 Tree 3917' from DER, 847' left of centerline, 1714' MSL.
 Trees beginning 3944' from DER, 747' left of centerline, up to 1728' MSL.
Rwy 19, sign 14' from DER, 142' left of centerline, 4' AGL/1534' MSL.
 Terrain 38' from DER, 217' right of centerline, 1536' MSL.
 Fence 160' from DER, 495' right of centerline, 17' AGL/1543' MSL.
 Fence 167' from DER, 368' right of centerline, 16' AGL/1545' MSL.
 Fence 197' from DER, 217' right of centerline, 13' AGL/1546' MSL.
 Tree, fence beginning 355' from DER, 230' right of centerline, up to 1572' MSL.
 Trees beginning 508' from DER, 202' right of centerline, up to 1598' MSL.
 Trees beginning 938' from DER, 183' left of centerline, up to 1579' MSL.
 Trees beginning 950' from DER, 457' right of centerline, up to 1612' MSL.
 Trees beginning 1195' from DER, 251' left of centerline, up to 1587' MSL

TOUGHKENAMON, PA

NEW GARDEN (N57)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 08SEP22 (22251) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, 300-1.

DEPARTURE PROCEDURE:

Rwy 6, climb on heading 055° to 900 before proceeding on course.

Rwy 24, climb on heading 235° to 900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 6, tree 4' from DER, 162' right of centerline, 16' AGL/433' MSL.
 Tree, building, pole beginning 185' from DER, 91' left of centerline, up to 92' AGL/521' MSL.
 Tree, pole, tower, building, tank beginning 953' from DER, 58' right of centerline, up to 110' AGL/569' MSL.
Rwy 24, pole 8' from DER, 10' right of centerline, 2' AGL/435' MSL.
 Pole 9' from DER, 10' left of centerline, 2' AGL/435' MSL.
 Tree 26' from DER, 198' right of centerline, 49' AGL/471' MSL.
 Trees beginning 31' from DER, 171' left of centerline, up to 92' AGL/448' MSL.
 Tree 189' from DER, 250' right of centerline, 64' AGL/482' MSL.
 Tree 291' from DER, 427' right of centerline, 106' AGL/489' MSL.
 Trees beginning 361' from DER, 385' right of centerline, up to 109' AGL/493' MSL.

TOWANDA, PA

BRADFORD COUNTY (N27)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 11OCT18 (18284) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, 800-3 w/min. climb of 333' per NM to 2000, or std. w/min. climb of 461' per NM to 2000, or 2000-3 for VCOA.

Rwy 23, std. w/min. climb of 685' per NM to 2800, or 2000-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 5, climb heading 047° to 2000 before proceeding on course or for climb in visual conditions: cross Bradford County airport at or above 2600 before proceeding on course. When executing VCOA, notify ATC prior to departure.

Rwy 23, climb heading 227° to 2000 before proceeding on course or for climb in visual conditions: cross Bradford County airport at or above 2600 before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

Rwy 5, pole and trees beginning 4' from DER, 267' right of centerline, up to 100' AGL/859' MSL.
 Grain bin/silo and trees beginning 131' from DER, 475' left of centerline, up to 100' AGL/823' MSL.
 CONT

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

25219

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

25219

TOWANDA, PA (CON'T)

BENDIGO COUNTY (N27) (CON'T)

Rwy 23, trees beginning 1069' from DER, 1' left of centerline, up to 100' AGL/1159' MSL.
 Navaid 14' from DER, 113' right of centerline, 12' AGL/731' MSL.
 Trees beginning 3206' from DER, 44' right of centerline, up to 100' AGL/1287' MSL.

TOWER CITY, PA

BENDIGO (74N)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 02JUL09 (09183) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, std. w/min. climb of 518' per NM to 2200 or 1700-2 for climb in visual conditions.

Rwy 23, NA-Terrain.

DEPARTURE PROCEDURE:

Rwy 5, departure NA at night. Climb heading 054° to 2200 before proceeding on course or for climb in visual conditions: cross Bendigo airport at or above 2300 before proceeding on course. Do not exceed 180 KIAS until crossing Bendigo airport on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5, multiple trees beginning 330' from DER, 45' left of centerline, up to 100' AGL/919' MSL.
 Multiple trees beginning 355' from DER, 81' right of centerline, up to 100' AGL/879' MSL.
 Multiple towers beginning 2.1 NM from DER, 2384' left of centerline, up to 200' AGL/1559' MSL.

WASHINGTON, PA

WASHINGTON COUNTY (AFJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 07AUG25 (25219) (FAA)

TAKEOFF MINIMUMS:

Rwy 9, 600-2½ or std w/min climb of 400'/NM to 1900.

Rwy 27, 300-1½ or std w/min climb of 965'/NM to 1500.

DEPARTURE PROCEDURE:

Rwy 9, climb on heading 093° to 1600 before turning.

TAKEOFF OBSTACLE NOTES:

Rwy 9, utility building 10' from DER, 89' right of centerline, 2' AGL/1168' MSL.
 Trees beginning 2940' from DER, 893' right of centerline, up to 1314' MSL.
 Trees beginning 5205' from DER, 745' left of centerline, up to 1305' MSL.
 Trees beginning 5275' from DER, 643' left of centerline, up to 1320' MSL.
 Trees beginning 5364' from DER, 595' left of centerline, up to 1327' MSL.
 Trees beginning 5455' from DER, 530' left of centerline, up to 1337' MSL.
 Trees beginning 1 NM from DER, 1057' right of centerline, up to 1347' MSL.
 Trees beginning 1.1 NM from DER, 206' right of centerline, up to 1452' MSL.
 Trees, terrain, buildings beginning 1.2 NM from DER, 77' right of centerline, up to 1455' MSL.
 Tree 1.3 NM from DER, 195' left of centerline, 1379' MSL.
 Trees beginning 1.3 NM from DER, 79' left of centerline, up to 1400' MSL.
 Trees beginning 1.4 NM from DER, 151' left of centerline, up to 1409' MSL.
 Trees beginning 1.4 NM from DER, 166' left of centerline, up to 1420' MSL.
 Tree 1.5 NM from DER, 346' left of centerline, 1422' MSL.
 Trees beginning 1.5 NM from DER, 157' left of centerline, up to 1428' MSL.
 Tree 1.6 NM from DER, 2893' right of centerline, 1476' MSL.
 Tree 1.6 NM from DER, 2970' right of centerline, 1512' MSL.
 Tree 1.6 NM from DER, 2981' right of centerline, 1515' MSL.
 Tree 1.7 NM from DER, 3019' right of centerline, 1526' MSL.
 Towers, trees beginning 1.7 NM from DER, 2966' right of centerline, up to 215' AGL/1705' MSL.
 Tower 1.8 NM from DER, 3118' right of centerline, 205' AGL/1710' MSL.
 Towers, trees beginning 1.8 NM from DER, 678' right of centerline, up to 221' AGL/1717' MSL.
 Tree 2 NM from DER, 3311' right of centerline, 1488' MSL.
Rwy 27, vehicles on road, tree beginning 1' from DER, 212' right of centerline, up to 1190' MSL.
 Trees beginning 12' from DER, 248' left of centerline, up to 1199' MSL.
 Vehicles on road beginning 190' from DER, 247' right of centerline, up to 1193' MSL.
 Vehicles on road beginning 265' from DER, 330' right of centerline, up to 1199' MSL.
 Tree, vehicles on road, terrain beginning 365' from DER, 171' right of centerline, up to 1248' MSL.
 Trees beginning 555' from DER, 10' right of centerline, up to 1257' MSL.
 Trees beginning 557' from DER, 518' left of centerline, up to 1210' MSL.
 Trees beginning 863' from DER, 32' left of centerline, up to 1228' MSL.
 Tree, terrain beginning 1005' from DER, 197' left of centerline, up to 1268' MSL.
 Trees beginning 1256' from DER, 387' left of centerline, up to 1290' MSL.
 Trees beginning 1321' from DER, 478' left of centerline, up to 1293' MSL.
 Trees, terrain beginning 1421' from DER, 21' left of centerline, up to 1349' MSL.
 Trees beginning 1822' from DER, 111' right of centerline, up to 1277' MSL.
 Trees beginning 1961' from DER, 505' right of centerline, up to 1291' MSL.
 Trees beginning 2138' from DER, 728' right of centerline, up to 1302' MSL.
 Tree 2281' from DER, 902' right of centerline, 1303' MSL.
 Trees beginning 2343' from DER, 215' right of centerline, up to 1338' 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

WASHINGTON, PA (CON'T)

WASHINGTON COUNTY (AFJ) (CON'T)

Rwy 27 (CON'T), tree 2463' from DER, 703' left of centerline, 1368' MSL.
 Trees, terrain beginning 2479' from DER, 101' left of centerline, up to 1371' MSL.
 Trees beginning 2525' from DER, 27' right of centerline, up to 1352' MSL.
 Trees, terrain, vehicles on road, poles, buildings, fences beginning 2659' from DER, 5' right of centerline, up to 1388' MSL.
 Trees, vehicles on road beginning 2719' from DER, 48' left of centerline, up to 1373' MSL.
 Trees, vehicles on road beginning 2793' from DER, 131' left of centerline, up to 1378' MSL.
 Trees, vehicles on road, terrain beginning 2895' from DER, 19' left of centerline, up to 1393' MSL.
 Trees, vertical structure, terrain, vehicles on road, building beginning 3019' from DER, 17' left of centerline, up to 1399' MSL.
 Trees, vehicles on road, terrain, fence beginning 3162' from DER, 23' left of centerline, up to 1402' MSL.
 Trees, vehicles on road, terrain, fences, poles, tower, building beginning 3238' from DER, 67' left of centerline, up to 1419' MSL.
 Trees, vehicles on road, poles, terrain beginning 3431' from DER, 40' left of centerline, up to 1420' MSL.
 Trees beginning 3873' from DER, 1188' right of centerline, up to 1394' MSL.
 Trees, terrain, fences beginning 3943' from DER, 498' right of centerline, up to 1416' MSL.
 Pole, transmission line, tree, building beginning 1.2 NM from DER, 1043' right of centerline, up to 92' AGL/1422' MSL.
 Tree 1.3 NM from DER, 2487' right of centerline, 1384' MSL.

WAYNESBURG, PA

GREENE COUNTY (WAY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25SEP08 (08269) (FAA)

TAKEOFF MINIMUMS:

Rwy 9, NA-obstacle.

Rwy 27, 300-1 or Std. w/ min. climb of 447' per NM to 1300.

DEPARTURE PROCEDURE:

Rwy 27, climb heading 268° to 1800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 27, trees beginning 332' from DER, 315' left of centerline, up to 100' AGL/1119' MSL.

Trees beginning 332' from DER, 360' right of centerline, up to 100' AGL/1239' MSL.

Pole/sign 1672' from DER, 623' left of centerline, 80' AGL/1148' MSL.

WELLSBORO, PA

GRAND CANYON RGNL (N38)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3B 08SEP22 (22251) (FAA)

TAKEOFF MINIMUMS:

Rwy 28, std. w/min. climb of 265' per NM to 2500.

Rwys 11, 29, NA-Environmental.

DEPARTURE PROCEDURE:

Rwy 10, climbing right turn direct SFK VOR/DME, thence...

Rwy 28, climb heading 279° to 2600, then climbing left turn direct SFK VOR/DME, thence...

...climb in SFK VOR/DME holding pattern (SW, right turns, 036° inbound) to cross SFK VOR/DME at or above 4000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 10, building 32' from DER, 485' right of centerline, 22' AGL/1903' MSL.

Pole 33' from DER, 353' right of centerline, 22' AGL/1904' MSL.

Pole 149' from DER, 352' right of centerline, 25' AGL/1906' MSL.

Building and vehicles on road beginning 178' from DER, 174' right of centerline, up to 32' AGL/1917' MSL.

Buildings and vehicles on road beginning 307' from DER, 47' right of centerline, up to 16' AGL/1922' MSL.

Vehicles on road 420' from DER, 590' right of centerline, 1927' MSL.

Tree, vehicles on road, beginning 448' from DER, 185' right of centerline, up to 1972' MSL.

Trees, poles, vehicles on road and terrain beginning 535' from DER, 191' right of centerline, up to 1979' MSL.

Trees beginning 2959' from DER, 237' right of centerline, up to 1982' MSL.

Tree 3708' from DER, 470' right of centerline, 1987' MSL.

Tree 237' from DER, 381' left of centerline, 1902' MSL.

Tree 329' from DER, 425' left of centerline, 1914' MSL.

Trees beginning 440' from DER, 329' left of centerline, up to 1927' MSL.

Trees beginning 832' from DER, 294' left of centerline, up to 1929' MSL.

Trees beginning 1037' from DER, 362' left of centerline, up to 1930' MSL.

Tree 1417' from DER, 555' left of centerline, 1931' MSL.

Tree 1424' from DER, 420' left of centerline, 1933' MSL.

Rwy 28, tree and terrain beginning 56' from DER, 342' left of centerline, up to 1962' MSL.

Multiple trees beginning 289' from DER, 286' left of centerline, up to 1967' MSL.

Tree 2.2 NM from DER, 1934' right of centerline, 100' AGL/2339' MSL.

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

25219

NE-4



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



25219

WEST CHESTER, PA

BRANDYWINE RGNL (OQN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 20JUN19 (19171) (FAA)

TAKEOFF MINIMUMS:

Rwy 27, 300-1 or std. w/min. climb of 393' per NM to 700.

TAKEOFF OBSTACLE NOTES:

Rwy 9, pole 9' from DER, 24' left of centerline, 3' AGL/463' MSL.

Poles beginning 10' from DER, 13' right of centerline, up to 3' AGL/463' MSL.

Tree, pole beginning 65' from DER, 96' left of centerline, up to 39' AGL/502' MSL.

Tree 272' from DER, 49' right of centerline, 39' AGL/471' MSL.

Tree 1404' from DER, 211' left of centerline, 65' AGL/505' MSL.

Tree 1427' from DER, 707' left of centerline, 105' AGL/545' MSL.

Trees beginning 1507' from DER, 56' left of centerline, up to 114' AGL/546' MSL.

Tree 2271' from DER, 208' right of centerline, 116' AGL/523' MSL.

Tree 2415' from DER, 246' right of centerline, 124' AGL/535' MSL.

Rwy 27, pole 7' from DER, 24' left of centerline, 3' AGL/455' MSL.

Poles beginning 8' from DER, 5' right of centerline, up to 3' AGL/455' MSL.

Trees beginning 50' from DER, 103' right of centerline, up to 37' AGL/471' MSL.

Tree, pole beginning 140' from DER, 38' right of centerline, up to 81' AGL/530' MSL.

Tree 313' from DER, 134' left of centerline, 43' AGL/468' MSL.

Tree, building beginning 690' from DER, 157' left of centerline, up to 53' AGL/486' MSL.

Trees beginning 997' from DER, 69' left of centerline, up to 39' AGL/487' MSL.

Tree 1043' from DER, 184' left of centerline, 39' AGL/490' MSL.

Tree, pole, building beginning 1132' from DER, 3' left of centerline, up to 42' AGL/496' MSL.

Tree 1647' from DER, 156' left of centerline, 32' AGL/499' MSL.

Pole 1704' from DER, 168' left of centerline, 37' AGL/504' MSL.

Tree, pole beginning 1741' from DER, 2' left of centerline, up to 64' AGL/531' MSL.

Tree 1790' from DER, 154' left of centerline, 70' AGL/534' MSL.

Tree 1891' from DER, 44' left of centerline, 86' AGL/540' MSL.

Trees beginning 2037' from DER, 217' right of centerline, up to 78' AGL/532' MSL.

Tree 2051' from DER, 202' left of centerline, 92' AGL/552' MSL.

Trees beginning 2248' from DER, 157' left of centerline, up to 109' AGL/568' MSL.

Tree 2740' from DER, 351' right of centerline, 60' AGL/534' MSL.

Trees beginning 2929' from DER, 11' right of centerline, up to 86' AGL/551' MSL.

Tree 3205' from DER, 413' right of centerline, 100' AGL/597' MSL.

Trees beginning 3368' from DER, 315' right of centerline, up to 104' AGL/614' MSL.

Tree 3455' from DER, 389' right of centerline, 122' AGL/623' MSL.

Trees beginning 3517' from DER, 84' right of centerline, up to 120' AGL/618' MSL.

WHEELING, WV

WHEELING OHIO COUNTY (HLG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3A 31MAR16 (16091) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 3, tree 95' from DER, 315' right of centerline, 13' AGL/1213' MSL.

Tree 351' from DER, 264' left of centerline, 48' AGL/1227' MSL.

Obstruction light on antenna 96' from DER, 240' left of centerline, 9' AGL/1208' MSL.

Obstruction light on transmission tower 5596' from DER, 1128' right of centerline, 100' AGL/1341' MSL.

Rwy 16, pole 125' from DER, 241' left of centerline, 4' AGL/1203' MSL.

Pole 264' from DER, 261' right of centerline, 6' AGL/1205' MSL.

Post 267' from DER, 242' left of centerline, 19' AGL/1198' MSL.

Tree 299' from DER, 273' left of centerline, 46' AGL/1225' MSL.

Rwy 21, tree 9' from DER, 459' right of centerline, 39' AGL/1176' MSL.

Tree 69' from DER, 455' right of centerline, 39' AGL/1179' MSL.

Tree 69' from DER, 406' right of centerline, 40' AGL/1190' MSL.

Multiple trees beginning 77' from DER, 367' right of centerline, up to 37' AGL/1194' MSL.

Rwy 34, multiple trees beginning 460' from DER, 402' right of centerline, up to 46' AGL/1225' MSL.

Obstruction light on antenna 436' from DER, 599' left of centerline, 45' AGL/1224' MSL.

WILKES-BARRE/SCRANTON, PA

WILKES-BARRE/SCRANTON INTL (AVP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 17OCT13 (13290) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, NA-Obstacles.**Rwy 4**, 300-1¼ w/min. climb of 210' per NM to 2800 or std. w/min. climb of 220' per NM to 1800 or 2000-3 for climb in visual conditions.**Rwy 22**, 500-3 w/min. climb of 240' per NM to 1800 or std. w/min. climb of 290' per NM to 1800 or 2000-3 for climb in visual conditions.

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

WILKES-BARRE/SCRANTON, PA (CON'T)

WILKES-BARRE/SCRANTON INTL (AVP) (CON'T)

DEPARTURE PROCEDURE:

Rwy 4, climb heading 044° to 2800 before proceeding on course. For climb in visual conditions: cross Wilkes-Barre/Scranton Intl airport at or above 2800 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

Rwy 22, climb heading 224° to 1400, then climbing right turn on heading 250° and LVZ VORTAC R-287 to 3000 before proceeding on course. For climb in visual conditions: cross Wilkes-Barre/Scranton Intl airport at or above 2800 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

Rwy 28, climbing left turn on heading 250° and LVZ VORTAC R-287 to 3000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees 5847' from DER, 1632' left of centerline, up to 91' AGL/1070' MSL.

Rwy 22, trees 1.4 NM from DER, 2576' left of centerline, up to 100' AGL/1279' MSL.

Trees 2.4 NM from DER, 3790' left of centerline, up to 100' AGL/1419' MSL.

WILKES-BARRE WYOMING VALLEY (WBW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 26JUL12 (12208) (FAA)

TAKEOFF MINIMUMS:

Rwy 7, std. w/min. climb of 280' per NM to 3300, or 2400-3 for climb in visual conditions.

Rwy 9, std. w/min. climb of 307' per NM to 2600, or 2400-3 for climb in visual conditions.

Rwy 25, std. w/min. climb of 320' per NM to 3100, or 2400-3 for climb in visual conditions.

Rwy 27, 1000-3 w/min. climb of 415' per NM to 2200, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 7, climb heading 066° to 3300 before proceeding on course or for climb in visual conditions cross Wilkes-Barre Wyoming Valley airport at or above 2800 before proceeding on course.

Rwy 9, climb heading 089° to 2800 before proceeding on course or for climb in visual conditions cross Wilkes-Barre Wyoming Valley airport at or above 2800 before proceeding on course.

Rwy 25, climb heading 246° to 3100 before proceeding on course or for climb in visual conditions cross Wilkes-Barre Wyoming Valley airport at or above 2800 before proceeding on course.

Rwy 27, climb heading 269° to 2700 before proceeding on course or for climb in visual conditions cross Wilkes-Barre Wyoming Valley airport at or above 2800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 7, road beginning 182' from DER, 428' right of centerline, up to 15' AGL/579' MSL.

Trees and poles beginning 409' from DER, 32' left of centerline, up to 99' AGL/659' MSL.

Trees and poles beginning 639' from DER, 309' right of centerline, up to 100' AGL/699' MSL.

Dike 751' from DER, right and left of centerline, 0' AGL/564' MSL.

Building 3071' from DER, 873' left of centerline, up to 80' AGL/640' MSL.

Mobile crane 4526' from DER, up to 120' AGL/660' MSL.

High tension power pole 6003' from DER, 1843' right of centerline, up to 173' AGL/719' MSL.

Rwy 9, trees beginning 39' from DER, 47' right of centerline, up to 111' AGL/651' MSL.

Trees beginning 104' from DER, 344' left of centerline, up to 100' AGL/640' MSL.

Buildings beginning 1.44 NM from DER, 2517' right of centerline, up to 58' AGL/918' MSL.

Rwy 25, road beginning 17' from DER, 435' left of centerline, up to 15' AGL/577' MSL.

Trees beginning 553' from DER, 103' left of centerline, up to 134' AGL/634' MSL.

Trees beginning 1668' from DER, 36' right of centerline, up to 107' AGL/647' MSL.

Tower 1.23 NM from DER, 1297' right of centerline, 203' AGL/753' MSL.

Rwy 27, trees 539' from DER, 380' left of centerline, up to 117' AGL/557' MSL.

Trees beginning 1285' from DER, left and right of centerline, up to 107' AGL/647' MSL.

Poles and trees beginning 1.18 NM from DER, 957' right of centerline, up to 52' AGL/1352' MSL.

WILLIAMSON, WV

SOUTHERN WEST VIRGINIA RGNL (EBD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 26JUL12 (22307) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, 500-2½.

Rwy 26, 300-2.

NOTE: NA at night.

DEPARTURE PROCEDURE:

Rwy 8, climb heading 077° to 2700 before proceeding on course.

Rwy 26, climb heading 257° to 2400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 8, trees and high terrain beginning at DER, 77' right of centerline, up to 100' AGL/1998' MSL.

Trees beginning 347' from DER, 185' left of centerline, up to 100' AGL/1998' MSL.

Rwy 26, trees beginning 11' from DER, 35' left of centerline, up to 100' AGL/1927' MSL.

Trees beginning 864' from DER, 79' right of centerline, up to 100' AGL/1998' MSL.



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



25219



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



25219

WILLIAMSPORT, PA

WILLIAMSPORT RGNL (IPT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 22JUN17 (17173) (FAA)

TAKEOFF MINIMUMS:

Rwy 9, std. w/min. climb of 300' per NM to 1500 or 2800-3 VCOA.**Rwy 12**, std. w/min. climb of 475' per NM to 1000 or 2800-3 VCOA.**Rwy 27**, std. w/min. climb of 470' per NM to 1000 or 2800-3 VCOA.**Rwy 30**, std. w/min. climb of 375' per NM to 1500 or 2800-3 VCOA.

DEPARTURE PROCEDURE:

Rwy 9, climb heading 087° to 2600 before proceeding on course.**Rwy 12**, climbing left turn heading 090° to 2500 before proceeding on course.**Rwy 27**, climbing right turn heading 285° to 2800 before proceeding on course.**Rwy 30**, climb heading 296° to 2500 before proceeding on course.

VCOA:

All Rwsys, Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Williamsport RGNL Airport at or above 2800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 9, fence, light pole, ALS, twy sign beginning 4' from DER, 4' left of centerline, up to 10' AGL/536' MSL.

Light pole, ALS beginning 5' from DER, 5' right of centerline, up to 1' AGL/526' MSL.

Railroad, fence, tree beginning 170' from DER, 331' left of centerline, up to 552' MSL.

Tree, fence beginning 240' from DER, 290' right of centerline, up to 537' MSL.

T-L tower, tree, bush, pole beginning 359' from DER, 265' left of centerline, up to 40' AGL/566' MSL.

Gen util, ALS beginning 398' from DER, 0' of centerline, up to 23' AGL/540' MSL.

Building, railroad, pole, light pole, tree, ALS, gen util beginning 616' from DER, 0' left of centerline, up to 47' AGL/576' MSL.

Gen util, tree beginning 620' from DER, 0' of centerline, up to 40' AGL/558' MSL.

Light pole 1175' from DER, 28' right of centerline, 30' AGL/560' MSL.

Pole 1521' from DER, 309' right of centerline, 45' AGL/564' MSL.

Tree 1523' from DER, 871' right of centerline, 574' MSL.

Tree 2278' from DER, 66' left of centerline, 587' MSL.

Tree 2290' from DER, 155' left of centerline, 590' MSL.

Tree 3013' from DER, 372' left of centerline, 61' AGL/606' MSL.

Trees beginning 3317' from DER, 413' left of centerline, up to 46' AGL/616' MSL.

Tree 3364' from DER, 801' left of centerline, 47' AGL/619' MSL.

Tree 3397' from DER, 909' left of centerline, 42' AGL/626' MSL.

Trees beginning 3414' from DER, 433' left of centerline, up to 60' AGL/642' MSL.

Tree 3527' from DER, 382' right of centerline, 87' AGL/617' MSL.

Trees beginning 4991' from DER, 430' left of centerline, up to 654' MSL.

Tree 5003' from DER, 500' left of centerline, 658' MSL.

Tree 5078' from DER, 1058' right of centerline, 95' AGL/669' MSL.

Tree 5236' from DER, 1115' right of centerline, 89' AGL/677' MSL.

Trees beginning 5280' from DER, 1067' right of centerline, up to 104' AGL/686' MSL.

Trees beginning 5438' from DER, 1157' right of centerline, up to 102' AGL/694' MSL.

Tree 5966' from DER, 1722' right of centerline, 740' MSL.

Tree, tower beginning 6072' from DER, 1608' right of centerline, up to 744' MSL.

Trees beginning 6072' from DER, 1553' right of centerline, up to 104' AGL/744' MSL.

Tree 6072' from DER, 1620' right of centerline, 98' AGL/742' MSL.

Tree 1 NM from DER, 1228' left of centerline, 83' AGL/711' MSL.

Tree 1.1 NM from DER, 1323' left of centerline, 101' AGL/745' MSL.

Trees beginning 1.1 NM from DER, 1164' left of centerline, up to 755' MSL.

Tree 1.1 NM from DER, 1476' left of centerline, 757' MSL.

Tree, tower beginning 1.1 NM from DER, 1036' left of centerline, up to 759' MSL.

Tree 1.2 NM from DER, 1416' left of centerline, 84' AGL/760' MSL.

Tree 1.3 NM from DER, 1357' left of centerline, 95' AGL/761' MSL.

Trees beginning 1.3 NM from DER, 1208' right of centerline, up to 90' AGL/771' MSL.

Tree 1.3 NM from DER, 1399' right of centerline, 99' AGL/767' MSL.

Tree 1.3 NM from DER, 1470' right of centerline, 93' AGL/775' MSL.

Tree 1.3 NM from DER, 1538' left of centerline, 105' AGL/767' MSL.

Tree 1.3 NM from DER, 1387' left of centerline, 92' AGL/773' MSL.

Tree, tower beginning 1.4 NM from DER, 1251' right of centerline, up to 781' MSL.

Tree 1.4 NM from DER, 1377' left of centerline, 88' AGL/777' MSL.

Tree 1.4 NM from DER, 1247' left of centerline, 91' AGL/784' MSL.

Tree 1.4 NM from DER, 1225' left of centerline, 90' AGL/788' MSL.

Tree 1.4 NM from DER, 1220' left of centerline, 788' MSL.

Rwy 12, tree 12' from DER, 369' right of centerline, 536' MSL.

ALS 284' from DER, 499' left of centerline, 17' AGL/539' MSL.

Gen util 285' from DER, 498' left of centerline, 23' AGL/540' MSL.

Trees beginning 324' from DER, 3' right of centerline, up to 553' MSL.

Trees beginning 413' from DER, 19' right of centerline, up to 39' AGL/561' MSL.

Gen util 478' from DER, 608' left of centerline, 40' AGL/558' MSL.

Tree 1172' from DER, 65' left of centerline, 566' MSL.

Tree, pole beginning 1336' from DER, 97' left of centerline, up to 568' MSL.

Tree 1690' from DER, 283' left of centerline, 574' MSL.

Tree 1933' from DER, 263' left of centerline, 576' MSL.

Tree 2686' from DER, 191' left of centerline, 600' MSL.

CON'T



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



25219

NE-4



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



25219

WILLIAMSPORT, PA (CON'T)

WILLIAMSPORT RGNL (IPT) (CON'T)

Rwy 12 (CON'T), tree 2739' from DER, 90' right of centerline, 596' MSL.
 Trees beginning 2770' from DER, 87' left of centerline, up to 611' MSL.
 Tree 5134' from DER, 1840' left of centerline, 87' AGL/676' MSL.
 Tree 5596' from DER, 1885' left of centerline, 94' AGL/689' MSL.
 Trees beginning 6019' from DER, 1596' left of centerline, up to 740' MSL.
 Tree 6072' from DER, 1736' left of centerline, 98' AGL/742' MSL.
 Tree, tower beginning 6072' from DER, 1673' left of centerline, up to 744' MSL.
 Pole beginning 1.5 NM from DER, 2216' right of centerline, up to 50' AGL/813' MSL.
Rwy 27, ground, ALS beginning 7' from DER, 55' left of centerline, up to 515' MSL.
 ALS beginning 9' from DER, 55' right of centerline, up to 2' AGL/515' MSL.
 NAVAID 437' from DER, 0' of centerline, 17' AGL/525' MSL.
 Building beginning 517' from DER, 305' right of centerline, up to 16' AGL/533' MSL.
 Building 531' from DER, 302' right of centerline, 21' AGL/537' MSL.
 Tower 543' from DER, 292' right of centerline, 22' AGL/540' MSL.
 Tree 669' from DER, 467' left of centerline, 25' AGL/533' MSL.
 Trees beginning 1954' from DER, 22' left of centerline, up to 599' MSL.
 Tree 2050' from DER, 46' right of centerline, 86' AGL/599' MSL.
 Trees beginning 2128' from DER, 96' right of centerline, up to 602' MSL.
 Trees beginning 2154' from DER, 49' left of centerline, up to 601' MSL.
 Trees beginning 2304' from DER, 23' left of centerline, up to 604' MSL.
 Tree 3309' from DER, 133' left of centerline, 97' AGL/608' MSL.
 Trees beginning 3312' from DER, 47' left of centerline, up to 611' MSL.
 Tree 3455' from DER, 28' right of centerline, 616' MSL.
 Tree 3565' from DER, 371' left of centerline, 95' AGL/613' MSL.
 Trees beginning 3566' from DER, 152' left of centerline, up to 614' MSL.
 Tree 4522' from DER, 352' left of centerline, 627' MSL.
 Trees beginning 4557' from DER, 490' left of centerline, up to 647' MSL.
 Trees beginning 4748' from DER, 384' left of centerline, up to 86' AGL/649' MSL.
 Tree 4749' from DER, 494' left of centerline, 659' MSL.
 Trees beginning 4753' from DER, 197' left of centerline, up to 86' AGL/661' MSL.
 Trees beginning 4963' from DER, 478' left of centerline, up to 672' MSL.
 Trees beginning 5068' from DER, 417' left of centerline, up to 91' AGL/675' MSL.
 Trees beginning 5068' from DER, 354' left of centerline, up to 91' AGL/675' MSL.
 Trees beginning 5068' from DER, 164' left of centerline, up to 678' MSL.
 Trees beginning 5280' from DER, 96' left of centerline, up to 686' MSL.
 Trees beginning 5596' from DER, 378' left of centerline, up to 706' MSL.
 Tower, T-L tower beginning 1.6 NM from DER, 1923' left of centerline, up to 88' AGL/940' MSL.
 T-L tower 2.1 NM from DER, 1893' left of centerline, 94' AGL/1040' MSL.
 Pole 2.1 NM from DER, 3626' left of centerline, up to 103' AGL/1572' MSL.
Rwy 30, fence 98' from DER, 348' left of centerline, 8' AGL/531' MSL.
 Road 210' from DER, 12' left of centerline, 539' MSL.
 Road, sign beginning 256' from DER, 108' right of centerline, up to 537' MSL.
 Pole 428' from DER, 494' right of centerline, 69' AGL/588' MSL.
 Tree 1643' from DER, 177' right of centerline, 600' MSL.
 Tree 1696' from DER, 290' right of centerline, 608' MSL.
 Trees beginning 1789' from DER, 177' right of centerline, up to 614' MSL.
 Tree 1847' from DER, 284' left of centerline, 582' MSL.
 Trees beginning 1946' from DER, 139' left of centerline, up to 597' MSL.
 Trees beginning 2030' from DER, 265' left of centerline, up to 602' MSL.
 Tree 2194' from DER, 182' left of centerline, 614' MSL.
 Tree, T-L tower, pole beginning 2217' from DER, 17' right of centerline, up to 617' MSL.
 Trees beginning 2462' from DER, 92' left of centerline, up to 628' MSL.
 Trees beginning 2822' from DER, 14' left of centerline, up to 629' MSL.
 Trees beginning 2981' from DER, 27' right of centerline, up to 619' MSL.
 Trees beginning 3172' from DER, 20' right of centerline, up to 623' MSL.
 Tree 3731' from DER, 450' left of centerline, 630' MSL.
 Tree 3746' from DER, 29' right of centerline, 628' MSL.
 Tree 3839' from DER, 118' left of centerline, 638' MSL.
 Trees beginning 3845' from DER, 18' left of centerline, up to 640' MSL.
 Tree, pole beginning 4277' from DER, 327' right of centerline, up to 645' MSL.
 Pole 4465' from DER, 225' right of centerline, 37' AGL/647' MSL.
 Tree, pole beginning 4488' from DER, 12' right of centerline, up to 700' MSL.
 Tree, pole beginning 4646' from DER, 49' right of centerline, up to 701' MSL.
 Tree 4699' from DER, 37' left of centerline, 695' MSL.
 Tree, bush beginning 4752' from DER, 138' right of centerline, up to 737' MSL.
 Tree, pole beginning 4804' from DER, 33' left of centerline, up to 706' MSL.
 Tree, pole beginning 5016' from DER, 29' left of centerline, up to 707' MSL.
 Tree 5016' from DER, 96' right of centerline, 754' MSL.
 Pole, ground, tree beginning 5016' from DER, 27' right of centerline, up to 53' AGL/755' MSL.
 Tree, pole beginning 5068' from DER, 132' left of centerline, up to 731' MSL.
 Tree, pole beginning 5227' from DER, 96' left of centerline, up to 748' MSL.
 Trees beginning 5385' from DER, 31' right of centerline, up to 764' MSL.
 Trees beginning 5438' from DER, 82' left of centerline, up to 771' MSL.
 Trees beginning 5544' from DER, 127' left of centerline, up to 777' 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

YORK, PA

YORK (THV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 13JAN11 (11013) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, 300-1½ or std. w/ min. climb of 473' per NM to 800.**Rwy 35**, 300-1 or std. w/ min. climb of 393' per NM to 800.

DEPARTURE PROCEDURE:

Rwy 17, climb heading 166° to 1100 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 17, terrain, catenary ball, vehicles on road, fences, poles, buildings, and trees beginning 2' from DER, 9' left of centerline, up to 46' AGL/645' MSL.

Terrain, vehicles on road, fences, poles, buildings, and trees beginning 38' from DER, 12' right of centerline, up to 41' AGL/645' MSL.

Trees 2680' from DER, 467' left of centerline, up to 54' AGL/653' MSL.

Trees 6013' from DER, 974' right of centerline, up to 84' AGL/713' MSL.

Trees 1 NM from DER, 710' right of centerline, up to 71' AGL/670' MSL.

Rwy 35, terrain, building, poles, and trees beginning 32' from DER, 5' left of centerline up to 104' AGL/623' MSL.

Terrain, fence, building, and trees beginning 18' from DER, 8' right of centerline, up to 88' AGL/627' MSL.

Trees 3325' from DER, 514' right of centerline, up to 80' AGL/639' MSL.

Trees 3789' from DER, 1049' left of centerline, up to 101' AGL/660' MSL.

Trees 4121' from DER, 763' left of centerline, up to 109' AGL/628' MSL.

ZELIENOPLE, PA

ZELIENOPLE MUNI (PJC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 05SEP24 (24249) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, 500-3 w/ min climb of 270'/NM to 2200, or 1100-3 for VCOA.**Rwy 35**, 500-3 w/ min climb of 295'/NM to 1600, or 1100-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 17, climb on heading 174° to 1500 before proceeding on course.**Rwy 35**, climb on heading 354° to 1500 before proceeding on course.

VCOA:

All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Zelenople

Muni airport at or above 1900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 17, tree 2' from DER, 267' left of centerline, 925' MSL.

Pole, trees, buildings, traverse way, utility building beginning 75' from DER, 187' left of centerline, up to 37' AGL/938' MSL.

Pole 255' from DER, 448' right of centerline, 41' AGL/930' MSL.

Poles beginning 376' from DER, 269' right of centerline, up to 71' AGL/964' MSL.

Tree 524' from DER, 437' left of centerline, 942' MSL.

Trees, traverse way, pole beginning 537' from DER, 195' right of centerline, up to 77' AGL/969' MSL.

Tree 653' from DER, 504' right of centerline, 972' MSL.

Poles beginning 720' from DER, 294' left of centerline, up to 67' AGL/968' MSL.

Trees beginning 728' from DER, 321' right of centerline, up to 989' MSL.

Pole, buildings, tank beginning 849' from DER, 99' left of centerline, up to 68' AGL/973' MSL.

Trees beginning 897' from DER, 13' right of centerline, up to 110' AGL/999' MSL.

Pole, transmission line, trees, buildings beginning 907' from DER, 15' left of centerline, up to 70' AGL/978' MSL.

Trees beginning 1497' from DER, 19' left of centerline, up to 1006' MSL.

Trees beginning 1770' from DER, 320' right of centerline, up to 1094' MSL.

Trees beginning 2010' from DER, 94' right of centerline, up to 1142' MSL.

Trees beginning 2208' from DER, 159' right of centerline, up to 1184' MSL.

Trees beginning 2643' from DER, 125' right of centerline, up to 1201' MSL.

Trees, poles, terrain beginning 2669' from DER, 15' right of centerline, up to 93' AGL/1222' MSL.

Trees beginning 3480' from DER, 317' left of centerline, up to 111' AGL/1014' MSL.

Trees beginning 4053' from DER, 1110' right of centerline, up to 1240' MSL.

Trees beginning 4074' from DER, 287' right of centerline, up to 1242' MSL.

Trees, terrain, poles beginning 4137' from DER, 227' right of centerline, up to 98' AGL/1250' MSL.

Trees, pole, tower beginning 4199' from DER, 900' left of centerline, up to 107' AGL/1035' MSL.

Trees, electrical system, terrain, transmission lines, poles beginning 4393' from DER, 96' right of centerline, up to 1255' MSL.

Trees 1 NM from DER, 2079' left of centerline, 109' AGL/1086' MSL.

Trees, transmission line beginning 1.1 NM from DER, 516' left of centerline, up to 99' AGL/1222' MSL.

Trees, poles beginning 1.2 NM from DER, 96' left of centerline, up to 101' AGL/1290' MSL.

Trees, terrain, transmission lines, pole, silo beginning 1.3 NM from DER, 65' right of centerline, up to 75' AGL/1284' MSL.

Trees, pole, terrain 1.6 NM from DER, 38' right of centerline, up to 93' AGL/1312' MSL.

Trees, poles beginning 1.6 NM from DER, 45' left of centerline, up to 1296' MSL.

Pole, trees beginning 1.7 NM from DER, 151' right of centerline, up to 87' AGL/1322' MSL.

Poles, trees, terrain, transmission lines beginning 1.8 NM from DER, 23' right of centerline, up to 78' AGL/1323' MSL.

Antenna, trees, transmission line, pole beginning 2.1 NM from DER, 11' left of centerline, up to 155' AGL/1317' MSL.

Trees beginning 2.1 NM from DER, 81' right of centerline, up to 64' AGL/1335' MSL.

Trees, pole beginning 2.2 NM from DER, 24' right of centerline, up to 89' AGL/1361' MSL.

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

25219



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



25219

ZELIENOPLE, PA (CON'T) ZELIENOPLE MUNI (PJC) (CON'T)

Rwy 17 (CON'T), trees beginning 2.2 NM from DER, 21' left of centerline, up to 80' AGL/1325' MSL.
Trees, pole beginning 2.4 NM from DER, 59' right of centerline, up to 99' AGL/1367' MSL.
MSL.

Rwy 35, traverse way 19' from DER, 208' right of centerline, 962' MSL.

Terrain, tree, traverse way beginning 51' from DER, 79' right of centerline, up to 967' MSL.

Tree 169' from DER, 497' left of centerline, 918' MSL.

Tree 172' from DER, 497' left of centerline, 63' AGL/951' MSL.

Trees, terrain beginning 321' from DER, 510' left of centerline, up to 112' AGL/994' MSL.

Trees, traverse way, terrain beginning 688' from DER, 25' right of centerline, up to 61' AGL/1000' MSL.

Trees, pole beginning 866' from DER, 404' left of centerline, up to 96' AGL/1018' MSL.

Trees, traverse way, terrain beginning 939' from DER, 45' left of centerline, up to 1021' MSL.

Trees, traverse way, terrain beginning 1183' from DER, 195' left of centerline, up to 109' AGL/1028' MSL.

Trees beginning 1454' from DER, 464' right of centerline, up to 76' AGL/1020' MSL.

Trees, traverse way beginning 1659' from DER, 4' right of centerline, up to 83' AGL/1044' MSL.

Trees, traverse way beginning 1896' from DER, 188' left of centerline, up to 73' AGL/1030' MSL.

Trees, traverse way beginning 2163' from DER, 46' left of centerline, up to 84' AGL/1047' MSL.

Trees beginning 2341' from DER, 15' left of centerline, up to 109' AGL/1058' MSL.

Trees, terrain beginning 2401' from DER, 37' left of centerline, up to 91' AGL/1080' MSL.

Trees beginning 2426' from DER, 13' right of centerline, up to 96' AGL/1057' MSL.

Trees beginning 2560' from DER, 7' right of centerline, up to 78' AGL/1063' MSL.

Trees, terrain beginning 2681' from DER, 132' left of centerline, up to 1084' MSL.

Trees, terrain beginning 2783' from DER, 71' left of centerline, up to 91' AGL/1090' MSL.

Trees beginning 2907' from DER, 43' right of centerline, up to 1068' MSL.

Trees, terrain beginning 2953' from DER, 11' left of centerline, up to 101' AGL/1101' MSL.

Tree 3114' from DER, 1166' right of centerline, 1112' MSL.

Rwy 35 (CON'T), trees beginning 3129' from DER, 166' right of centerline, up to 103' AGL/1116' MSL.

Trees, terrain beginning 3251' from DER, 83' left of centerline, up to 1112' MSL.

Trees, terrain beginning 3289' from DER, 63' left of centerline, up to 1120' MSL.

Trees, terrain beginning 3294' from DER, 11' right of centerline, up to 111' AGL/1142' MSL.

Trees, terrain beginning 3338' from DER, 14' right of centerline, up to 101' AGL/1145' MSL.

Tree, terrain beginning 3351' from DER, 36' left of centerline, up to 117' AGL/1137' MSL.

Trees, terrain beginning 3380' from DER, 5' left of centerline, up to 1149' MSL.

Trees, terrain beginning 3451' from DER, 120' right of centerline, up to 1147' MSL.

Trees, terrain beginning 3614' from DER, on centerline, up to 101' AGL/1157' MSL.

Trees, terrain beginning 4170' from DER, 41' left of centerline, up to 88' AGL/1153' MSL.

Trees, poles, terrain, fence, traverse way, vegetation, building beginning 4551' from DER, 2' left of centerline, up to 73' AGL/1174' MSL.

Trees, terrain beginning 4867' from DER, 246' right of centerline, up to 79' AGL/1158' MSL.

Trees, terrain beginning 4952' from DER, 42' right of centerline, up to 92' AGL/1165' MSL.

Trees, terrain, traverse way beginning 5139' from DER, 16' right of centerline, up to 1171' MSL.

Tree, terrain, traverse way beginning 5308' from DER, 206' left of centerline, up to 93' AGL/1210' MSL.

Trees, terrain, building, traverse way beginning 5349' from DER, 94' left of centerline, up to 1221' MSL.

Trees beginning 5443' from DER, 387' left of centerline, up to 106' AGL/1236' MSL.

Trees, terrain, traverse way, fence beginning 5485' from DER, 18' left of centerline, up to 111' AGL/1244' MSL.

Trees beginning 5630' from DER, 202' right of centerline, up to 1179' MSL.

Trees beginning 5635' from DER, 134' right of centerline, up to 1195' MSL.

Trees, terrain beginning 5691' from DER, 18' right of centerline, up to 1202' MSL.

Trees beginning 5773' from DER, 536' right of centerline, up to 101' AGL/1213' MSL.

Trees, traverse way, fence, terrain, buildings, poles, vegetation beginning 5779' from DER, 7' left of centerline, up to 110' AGL/1245' MSL.

Trees beginning 5788' from DER, 156' right of centerline, up to 1215' MSL.

Trees, terrain, fence, poles, buildings, traverse way beginning 5911' from DER, on centerline, up to 1221' MSL.

Trees, building, pole, traverse way beginning 1.5 NM from DER, 2' right of centerline, up to 62' AGL/1253' MSL.

Trees beginning 1.7 NM from DER, 909' right of centerline, up to 83' AGL/1270' MSL.

Trees 2.1 NM from DER, 2048' right of centerline, 96' AGL/1354' MSL.

Trees beginning 2.2 NM from DER, 4144' left of centerline, up to 100' AGL/1285' MSL.

Trees, pole 2.3 NM from DER, 2308' right of centerline, 114' AGL/1395' MSL.

Trees 2.4 NM from DER, 4214' left of centerline, 100' AGL/1305' MSL.

Trees beginning 2.4 NM from DER, 2742' right of centerline, up to 100' AGL/1390' MSL.

NE-4, 07 AUG 2025 to 02 OCT 2025



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



25219

NE-4

INSTRUMENT APPROACH PROCEDURE CHARTS

A

IFR ALTERNATE AIRPORT MINIMUMS

Pilots must review the IFR Alternate Minimums Notes to determine alternate airport suitability. **▲NA** designation on the approach chart means that pilots may not use that approach as an alternate due to unmonitored facility, absence of weather reporting service, or lack of adequate navigation coverage. Approaches with the **▲NA** designation are not listed in this section. **▲** designation on the approach chart indicates that the approach procedure has non-standard minimums (for aircraft other than helicopters) or restrictions (for all users) for its use as an alternate. 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	600-2	800-2
▲Non-Standard or restrictions	As indicated below	As indicated below
Helicopters	For the selected approach: Ceiling: 200' above published ceiling Visibility: the greater of 1 SM visibility or the published visibility	

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

ALLENTOWN, PA

LEHIGH VALLEY

INTL (ABE).....ILS or LOC Rwy 6¹

ILS or LOC Rwy 13²

ILS or LOC/DME Rwy 24¹

RNAV (GPS) Rwy 6³

RNAV (GPS) Rwy 13³

RNAV (GPS) Rwy 24³

RNAV (GPS) Rwy 31³

¹LOC, Category C, 800-2½; Category D, 1300-3.

²ILS, LOC, Categories A, B, 900-2; Category C, 900-2½; Category D, 1300-3.

³Category C, 800-2½; Category D, 1300-

QUEEN CITY

MUNI (XLL).....RNAV (GPS) Rwy 7

Category C, 1000-2½.

NA when local weather not available.

ALTOONA, PA

ALTOONA/BLAIR

COUNTY (AOO).....ILS or LOC Rwy 21¹

RNAV (GPS) Rwy 21²

RNAV (GPS) Y Rwy 3²

NA when local weather not available.

¹LOC, Category C, 1300-3; Category D, 1400-3.

²Category C, 1300-3; Category D, 1400-3.

NAME

ALTERNATE MINIMUMS

BEAVER FALLS, PA

BEAVER

COUNTY (BVI).....LOC Rwy 10¹

VOR Rwy 28²

¹NA when control tower closed.

²Categories A, B, 900-2; Categories C, D, 900-2½.

BECKLEY, WV

RALEIGH COUNTY

MEML (BKW).....ILS or LOC Rwy 19¹²

RNAV (GPS) Rwy 1³

RNAV (GPS) Rwy 10³

RNAV (GPS) Rwy 19³

RNAV (GPS) Rwy 28⁴

NA when local weather not available.

¹LOC, Category C, 900-2½; Category D, 1000-3.

²NA when AOCC closed.

³Category C, 900-2½; Category D, 1000-3.

⁴Categories A, B, 900-2; Category C, 900-2½; Category D, 1000-3.

BEDFORD, PA

BEDFORD

COUNTY (HMZ).....RNAV (GPS) Rwy 14¹

RNAV (GPS) Rwy 32²³

¹Categories A, B, 900-4; Category C, 1100-4; Category D, 1800-4.

²Category C, 1100-3.

³NA when local weather not available.

NAME ALTERNATE MINIMUMS

BLUEFIELD, WV

MERCER
COUNTY (BLF).....**ILS or LOC Rwy 23¹**
RNAV (GPS) Rwy 5²
RNAV (GPS) Rwy 23³
VOR Rwy 23⁴

NA when local weather not available.

¹LOC, Category C, 800-2½; Category D, 1000-3.

²Category D, 800-2¼.

³Category C, 800-2½; Category D, 800-2½.

⁴Category C, 800-2¼; Category D, 1000-3.

BRADFORD, PA

BRADFORD
RGNL (BFD).....**RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32

NA when local weather not available.

BUCKHANNON, WV

UPSHUR COUNTY
RGNL (W22).....**RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 29¹

Category C, 800-2¼.

¹NA when local weather not available.

BUTLER, PA

PITTSBURGH/BUTLER
RGNL (BTP).....**ILS or LOC Rwy 8¹²**
RNAV (GPS) Rwy 8³
RNAV (GPS) Rwy 26³

¹NA when local weather not available.

²LOC, Category C, 900-2½; Category D, 900-2¼.

³Category C, 900-2½; Category D, 900-2¼.

CHARLESTON, WV

WEST VIRGINIA INTL
YEAGER (CRW).....**ILS or LOC Rwy 5¹**
RNAV (GPS) Y Rwy 5²
RNAV (GPS) Y Rwy 23³
RNAV (RNP) Z Rwy 23⁴
VOR-A²

¹LOC, Category C, 900-2½; Category D, 1000-3.

²Category C, 900-2½; Category D, 1000-3.

³Category C, 900-2½; Category D, 900-2¼.

⁴NA when local weather not available.

CLARKSBURG, WV

NORTH CENTRAL
WEST VIRGINIA (CKB).....**ILS or LOC Rwy 21¹²**
RNAV (GPS) Rwy 3³
RNAV (GPS) Rwy 21⁴
VOR-A⁵⁶

¹NA when control tower closed.

²LOC, Category B, 900-2; Categories C, D, 1100-3.

³Category B, 900-2; Categories C, D, 1100-3.

⁴Categories C, D, 1100-3.

⁵Category D, 900-2¼.

⁶NA when local weather not available.

NAME ALTERNATE MINIMUMS

CLEARFIELD, PA

CLEARFIELD-
LAWRENCE (FIG).....**RNAV (GPS) Rwy 12¹²**
RNAV (GPS) Rwy 30¹³
VOR Rwy 30³

¹NA when local weather not available.

²Category C, 900-2½.

³Category C, 900-2½; Category D, 1200-3.

COATESVILLE, PA

CHESTER COUNTY
G O CARLSON (MQS).....**ILS or LOC Rwy 29¹**
RNAV (GPS) Rwy 11²
RNAV (GPS) Rwy 29²

NA when local weather not available.

¹LOC, Category D, 800-2½.

²Category D, 800-2½.

DOYLESTOWN, PA

DOYLESTOWN (DYL).....**RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR-A¹

NA when local weather not available.

¹Categories A, B, 900-2.

DUBOIS, PA

DUBOIS RGNL (DUJ).....**ILS or LOC Rwy 25**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25

NA when local weather not available.

ELKINS, WV

ELKINS/RANDOLPH COUNTY (JENNINGS
RANDOLPH FLD) (EKN).....**LDA-C¹**
RNAV (GPS) Rwy 5²
RNAV (GPS) Rwy 23³
RNAV (GPS)-A⁴

NA when local weather not available.

¹Categories A, B, 1200-2; Category C, 1800-3; Category D, 2100-3.

²Categories A, B, 1400-2; Category C, 1800-3; Category D, 2100-3.

³Categories A, B, 1200-2; Category C, 1800-3; Category D, 1200-3.

⁴Categories A, B, 1700-2; Category C, 1800-3.

ERIE, PA

ERIE INTL/TOM RIDGE
FLD (ERI).....**ILS or LOC Rwy 6¹**
ILS or LOC Rwy 24¹
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24

NA when local weather not available.

¹NA when control tower closed.

NAME ALTERNATE MINIMUMS

FRANKLIN, PA

VENANGO RGNL (FKL).....**ILS or LOC Rwy 21**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
VOR Rwy 21

NA when local weather not available.

HARRISBURG, PA

CAPITAL CITY (CXY).....**ILS or LOC Rwy 8¹²³**
RNAV (GPS) Rwy 8²⁵
RNAV (GPS) Rwy 26³⁴

¹Categories A, 1000-2; Category B, 1400-2;

Categories C, D, 1400-3.

²NA when control tower closed.

³NA when local weather not available.

⁴Category A, 1200-2; Category B, 1400-2;

Categories C, D, 1400-3.

⁵Category A, 900-2; Category B, 1400-2;

Categories C, D, 1400-3.

HARRISBURG

INTL (MDT).....**ILS or LOC Rwy 13¹**
ILS or LOC Rwy 31¹
RNAV (GPS) Rwy 13²
RNAV (GPS) Rwy 31³
VOR Rwy 31⁴

¹LOC, Category D, 1200-3.

²Categories A, B, C, D, 1300-5.

³Category C, 800-2½; Category D, 1200-3.

⁴Categories A, B, 1000-2; Category C, 1000-3;

Category D, 1200-3.

HAZLETON, PA

HAZLETON RGNL (HXL).....**RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28

Category C, 900-2½; Category D, 1000-3.

HUNTINGTON, WV

TRI-STATE/MILTON J FERGUSON

FLD (HTS).....**ILS or LOC Rwy 12¹**
ILS or LOC Rwy 30¹
RNAV (GPS) Rwy 12²
RNAV (GPS) Rwy 30²

¹LOC, Category D, 1000-3.

²Category D, 1000-3.

INDIANA, PA

INDIANA COUNTY/JIMMY STEWART

FLD (IDI).....**RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 29

NA when local weather not available.

Categories C, D, 1300-3.

NAME

ALTERNATE MINIMUMS

JOHNSTOWN, PA

JOHN MURTHA JOHNSTOWN/CAMBRIA
COUNTY (JST).....**ILS or LOC Rwy 33¹²³**
RNAV (GPS) Rwy 5⁴
RNAV (GPS) Rwy 15⁴
RNAV (GPS) Rwy 23⁴
RNAV (GPS) Rwy 33⁴
VOR Rwy 5²⁴
VOR Y Rwy 15⁵
VOR Z Rwy 15⁴
VOR Y Rwy 23⁴
VOR Z Rwy 23⁴

¹NA when control tower closed.

²NA when local weather not available.

³LOC, Category D, 800-2¼.

⁴Category D, 800-2¼.

⁵Categories A, B, 1100-2;

Categories C, D, 1100-3.

LANCASTER, PA

LANCASTER (LNS).....**ILS or LOC Rwy 8¹²³**
RNAV (GPS) Rwy 8²
RNAV (GPS) Rwy 13²
RNAV (GPS) Rwy 26²
RNAV (GPS) Rwy 31²
VOR/DME Rwy 31²⁴
VOR/DME Rwy 8²
VOR/DME Rwy 26²⁴
VOR Rwy 8²⁵
VOR Rwy 31⁴

¹NA when control tower closed.

²NA when local weather not available.

³LOC, Category D, 800-2¼.

⁴Category D, 800-2¼.

⁵Categories A, B, 1000-2; Categories C, D, 1000-3.

LATROBE, PA

ARNOLD PALMER

RGNL (LBE).....**ILS or LOC Rwy 24¹²³**
RNAV (GPS) Rwy 6⁴
RNAV (GPS) Rwy 24⁴

¹NA when control tower closed.

²NA when local weather not available.

³LOC, Categories A, B, 1200-2;

Categories C, D, 1200-3.

⁴Category C, 900-2½; Category D, 900-2¾.

LEHIGHTON, PA

JAKE ARNER

MEML (22N).....**RNAV (GPS) Rwy 8¹**
RNAV (GPS) Rwy 26²

¹Categories A, B, 1100-2.

²Category A, 1000-2; Category B, 1300-2.

NAME

ALTERNATE MINIMUMS

LEWISBURG, WV

GREENBRIER

VALLEY (LWB).....**ILS or LOC Rwy 4¹²**
RNAV (GPS) Rwy 4¹³
RNAV (GPS) Rwy 22³

¹NA when local weather not available.

²LOC, Category C, 1000-3; Category D, 1400-3.

³Category C, 1000-3; Category D, 1400-3.

LOGAN, WV

LOGAN

COUNTY (6L4).....**RNAV (GPS) Rwy 6¹**
RNAV (GPS) Rwy 24

Category C, 1100-3.

¹NA when local weather not available.

MARTINSBURG, WV

EASTERN WV RGNL/SHEPHERD

FLD (MRB).....**RNAV (GPS) Rwy 8¹**
RNAV (GPS) Rwy 26²³
VOR-A¹²

¹Category D, 800-2¼; Category E, 1600-3.

²NA when local weather not available.

³Category D, 900-2¼; Category E, 1600-3.

MEADVILLE, PA

PORT MEADVILLE (GKJ).....**LOC Rwy 25¹**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25

Category B, 900-2; Category C, 900-2½;

Category D, 900-2¾.

¹NA when local weather not available.

MORGANTOWN, WV

MORGANTOWN MUNI/WALTER L BILL

HART FLD (MGW).....**ILS or LOC Rwy 18¹²**
RNAV (GPS) Y Rwy 18³⁴
RNAV (GPS) Z Rwy 18³⁴
RNAV (GPS) Rwy 36³⁵

¹NA when control tower closed.

²LOC, Category C, 1000-2¼; Category D, 1400-3.

³NA when local weather not available.

⁴Category C, 1000-2¼; Category D, 1400-3.

⁵Category C, 1000-3; Category D, 1500-3.

MOUNT POCONO, PA

POCONO MOUNTAINS

RGNL (MPO).....**RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
VOR/DME Rwy 13

NA when local weather not available.

Category D, 800-2½.

MYERSTOWN, PA

DECK (9D4).....

RNAV (GPS) Rwy 19

NA when local weather not available.

NAME

ALTERNATE MINIMUMS

NEW CASTLE, PA

NEW CASTLE

MUNI (UCP).....**RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23

NA when local weather not available.

PARKERSBURG, WV

MID-OHIO VALLEY

RGNL (PKB).....**RNAV (GPS) Rwy 3¹**
RNAV (GPS) Rwy 10²
RNAV (GPS) Rwy 21¹
RNAV (GPS) Rwy 28¹

NA when local weather not available.

¹Category C, 800-2¼; Category D, 800-2½.

²Categories C, D, 800-2½.

PETERSBURG, WV

GRANT COUNTY (W99).....**RNAV (GPS)-C¹**
RNAV (GPS) Y Rwy 31²
RNAV (GPS) Z Rwy 31³
VOR/DME-A⁴

NA when local weather not available.

¹Categories A, B, 1500-2.

²Categories A, B, 1800-2.

³Categories A, B, 1200-2.

⁴Categories A, B, 2200-2.

PHILADELPHIA, PA

NORTHEAST

PHILADELPHIA (PNE).....**ILS or LOC Rwy 24¹²**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 24¹
RNAV (GPS) Rwy 33

NA when local weather not available.

¹NA when control tower closed.

²ILS, Category D, 700-2.

PHILADELPHIA

INTL (PHL).....**ILS V Rwy 9R (CONVERGING)¹**
ILS V Rwy 17 (CONVERGING)¹
ILS or LOC Rwy 9L²
ILS or LOC Rwy 26³
ILS or LOC Rwy 27L²
ILS or LOC Rwy 27R²
ILS Z or LOC Z Rwy 9R⁴
ILS Z or LOC Rwy 17²
RNAV (GPS) Rwy 17⁵
RNAV (GPS) Rwy 27L⁵
RNAV (GPS) Rwy 27R⁵
RNAV (GPS) Rwy 35⁵⁶
RNAV (GPS) Y Rwy 9L⁵
RNAV (GPS) Y Rwy 9R⁵

¹Categories A, B, C, D, 700-2.

²LOC, Category D, 800-2¼.

³ILS, Categories A, B, C, 700-2.

⁴ILS, Categories A, B, C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.

⁵Category D, 800-2¼.

⁶NA when local weather not available.

NAME ALTERNATE MINIMUMS

PHILADELPHIA, PA (CON'T)

WINGS FLD (LOM).....RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24

NA when local weather not available.

PINEVILLE, WV

KEE FLD (I16).....RNAV (GPS) Rwy 26

NA when local weather not available.

Category C, 800-2½.

PITTSBURGH, PA

ALLEGHENY

COUNTY (AGC).....ILS or LOC Rwy 10¹

ILS or LOC Rwy 28¹²

RNAV (GPS) Rwy 10³

RNAV (GPS) Rwy 28²³

¹LOC, Category D, 800-2¼.

²NA when control tower closed.

³Category D, 800-2¼.

PITTSBURGH

INTL (PIT).....ILS or LOC Rwy 10L¹

ILS or LOC Rwy 10R¹

ILS or LOC Rwy 28L¹

ILS or LOC Rwy 28R¹

ILS or LOC Rwy 32¹

RNAV (GPS) Rwy 10L²

RNAV (GPS) Rwy 14²

RNAV (GPS) Y Rwy 10C²

RNAV (GPS) Y Rwy 10R²

RNAV (GPS) Y Rwy 28C²

RNAV (GPS) Y Rwy 28L²

RNAV (GPS) Y Rwy 28R²

RNAV (GPS) Y Rwy 32²

¹LOC, Category D, 800-2¼, Category E, 800-2½.

²Category D, 800-2¼.

POINT PLEASANT, WV

MASON COUNTY (3I2).....RNAV (GPS) Rwy 7¹

RNAV (GPS) Rwy 25²

NA when local weather not available.

¹Categories A, B, 1300-2; Category C, D, 1300-3.

²Category A, B, 1100-2; Category C, D, 1100-3.

POTTSTOWN, PA

HERITAGE FLD (PTW).....LOC Rwy 28

RNAV (GPS)-A

RNAV (GPS) Rwy 28

VOR/DME-A

NA when local weather not available.

QUAKERTOWN, PA

QUAKERTOWN (UKT).....RNAV (GPS) Rwy 11

RNAV (GPS) Rwy 29

NA when local weather not available.

NAME

ALTERNATE MINIMUMS

READING, PA

READING RGNL/CARL A

SPAATZ FLD (RDG).....ILS or LOC Rwy 13¹²

ILS or LOC Rwy 36¹²

RNAV (GPS) Rwy 13³

RNAV (GPS) Rwy 18³

RNAV (GPS) Rwy 31⁴

RNAV (GPS) Rwy 36³

NA when local weather not available.

¹NA when control tower closed.

²LOC, Category C, 1000-2¼; Category D, 1400-3.

³Category C, 1000-2¼; Category D, 1400-3.

⁴Categories A, B, 1300-2; Category C, 1300-3;

Category D, 1400-3.

REEDSVILLE, PA

MIFFLIN

COUNTY (RVL).....RNAV (GPS) Rwy 6¹

RNAV (GPS) Rwy 24²

NA when local weather not available.

¹Categories C, D, 800-2¼.

²Categories A, B, C, D, 1100-4.

ST MARYS, PA

ST MARYS

MUNI (OYM).....RNAV (GPS) Rwy 10¹

RNAV (GPS) Rwy 28²

NA when local weather not available.

¹Category C, 800-2¼; Category D, 1000-3.

²Categories A, B, 900-2; Category C, 900-2½;

Category D, 1000-3.

SELINGSGROVE, PA

PENN VALLEY (SEG).....RNAV (GPS) Rwy 17¹²

RNAV (GPS) Rwy 35¹³

VOR-A⁴

¹NA when local weather not available.

²Categories A, B, 1000-2; Category C, 1000-3;

Category D, 1200-3.

³Categories A, B, 1400-2; Categories C, D, 1400-3.

⁴Categories A, B, 1000-2.

SOMERSET, PA

SOMERSET COUNTY (2G9).....LOC Rwy 25

NA when local weather not available.

Categories C, D, 1300-3.

STATE COLLEGE, PA

STATE COLLEGE

RGNL (UNV).....ILS or LOC Rwy 24¹

RNAV (GPS) Rwy 6²

RNAV (GPS) Rwy 24²

NA when local weather not available.

¹LOC, Category C, 800-2¼; Category D, 1400-3.

²Category C, 800-2¼; Category D, 1400-3.

NAME

ALTERNATE MINIMUMS

WASHINGTON, PA

WASHINGTON

COUNTY (AFJ).....RNAV (GPS) Rwy 9¹

RNAV (GPS) Rwy 27²

NA when local weather not available.

¹Category B, 900-2; Category C, 900-2½;

Category D, 900-2¾.

²Categories A, B, C, D, 1000-4.

WELLSBORO, PA

GRAND CANYON

RGNL (N38).....RNAV (GPS) Rwy 10¹

RNAV (GPS) Rwy 28²

¹Categories A, B, 900-2; Category C, 900-2½.

²Category C, 900-2½.

WHEELING, WV

WHEELING OHIO

COUNTY (HLG).....ILS or LOC Rwy 3¹²

RNAV (GPS) Rwy 3³

RNAV (GPS) Rwy 16³

RNAV (GPS) Rwy 21³

RNAV (GPS) Rwy 34³

VOR Rwy 21³

NA when local weather not available.

¹NA when control tower closed.

²LOC, Category D, 800-2¼.

³Category D, 800-2¼.

WEST CHESTER, PA

BRANDYWINE

RGNL (OQN).....RNAV (GPS) Rwy 27

RNAV (GPS) Y Rwy 9

RNAV (GPS) Z Rwy 9

VOR-A

NA when local weather not available.

WILKES-BARRE/SCRANTON, PA

WILKES-BARRE/SCRANTON

INTL (AVP).....ILS or LOC Rwy 4¹

ILS or LOC Rwy 22²

RNAV (GPS) Rwy 4³

RNAV (GPS) Rwy 22³

¹ILS, LOC, Category A, 900-2;

Category B, 1100-2; Category C, 1100-3;

Category D, 1400-3.

²LOC, Category A, 900-2; Category B, 1100-2;

Category C, 1100-3; Category D, 1400-3.

³Category A, 900-2; Category B, 1100-2;

Category C, 1100-3; Category D, 1400-3.

NAME

ALTERNATE MINIMUMS

WILLIAMSPORT, PA

WILLIAMSPORT

RGNL (IPT).....ILS or LOC Rwy 27¹²

RNAV (GPS) Rwy 9³

RNAV (GPS) Rwy 12⁴

RNAV (GPS) Rwy 27⁵

RNAV (GPS) Rwy 30⁶

¹NA when local control tower closed.

²ILS, LOC, Categories A, B, 1000-2; Category C, 1400-3; Category D, 1600-3.

³Categories A, B, 1600-2; Category C, 1600-3.

⁴Category A, 900-2; Category B, 1000-2.

⁵Categories A, B, 1800-2; Categories C, D, 1800-3;

⁶Categories A, B, 1500-2.

YORK, PA

YORK (THV).....RNAV (GPS) Rwy 17

RNAV (GPS) Rwy 35

NA when local weather not available.

Category C, 800-2¼.

ZELIENOPLE, PA

ZELIENOPLE

MUNI (PJC).....RNAV (GPS) Rwy 17¹

RNAV (GPS) Rwy 35²

NA when local weather not available.

¹Category A, B, 900-2.

²Category B, 900-2.

RADAR INSTRUMENT APPROACH MINIMUMS

**THERE ARE NO RADAR PROCEDURES
FOR NORTHEAST (NE-4)**

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

RADAR INSTRUMENT APPROACH MINIMUMS

21112

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
ERIE, PA ERIE INTL/TOM RIDGE FLD (ERI)	24	02-20	6,550 feet
HARRISBURG, PA CAPITAL CITY (CXY)	26	12-30	3,450 feet
LANCASTER, PA LANCASTER (LNS)	26	13-31	5,190 feet
PHILADELPHIA, PA NORTHEAST PHILADELPHIA (PNE)	24 33	15-33 06-24	4,150 feet 3,600 feet
PITTSBURGH, PA ALLEGHENY COUNTY (AGC)	10	13-31	3,250 feet
READING, PA READING RGNL/CARL A SPAATZ FLD (RDG)	13 18	18-36 13-31	5,200 feet 3,050 feet

21112

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

24193

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.

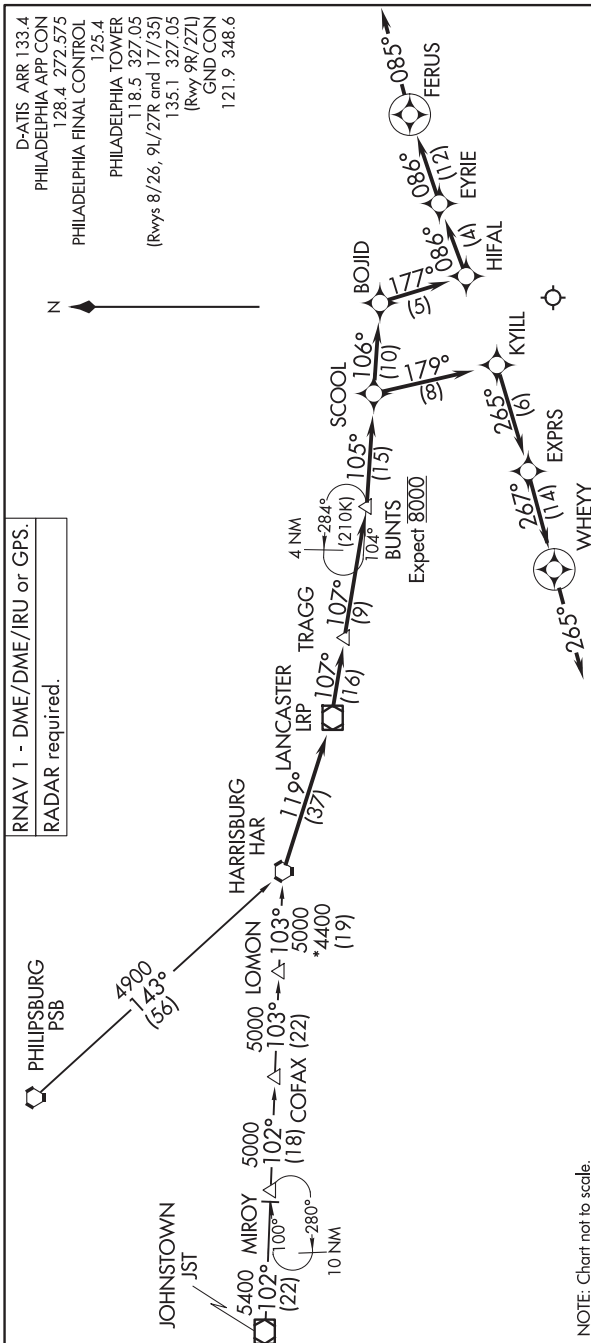
A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface 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*
HARRISBURG, PA CAPITAL CITY (CXY)	HS 1 Rwy 26 LAHSO. HS 2 Rwy 08 ILS hold line. HS 3 Twy C at Rwy 30 and Twy B.	
HARRISBURG, PA HARRISBURG INTL (MDT)	HS 1	Potential for inadvertent entry onto Rwy 13-31 at Twy D.
HUNTINGTON, WV TRI-STATE/MILTON J FERGUSON FLD (HTS)	HS 1	Twy A does not lead to the end of Rwy 12.
PHILADELPHIA, PA PHILADELPHIA INTL (PHL)	HS 1 HS 2	Twy Y and S int in close proximity of Rwy 09R-27L. Maintain vigilance Twy K and Twy D close int to Rwy 35 and 27R
PITTSBURGH, PA ALLEGHENY COUNTY (AGC)	HS 1 HS 2	Wide pavement int multiple rwys. Wide pavement int with ramps, twys, and rwy.
READING, PA READING RGNL/ CARL A SPAATZ FLD (RDG)	HS 1 HS 2 HS 3 HS 4	Hold lines on Twy B for Rwy 31 and Rwy 36 . Twy H from Twy D to Rwy 18 hold line Twy A from terminal ramp to Rwy 36 hold line Maintain vigilance confusing twy configuration near adjacent ramp.
WILLIAMSPORT, PA WILLIAMSPORT RGNL (IPT)	HS 1	Same hold Line for Rwy 27 and Rwy 30 at Twy B.

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

24193

BOJID FOUR ARRIVAL (RNAV)



ARRIVAL ROUTE DESCRIPTION

JOHNSTOWN TRANSITION (JST.BOJID4):
PHILPSBURG TRANSITION (PSB.BOJID4):

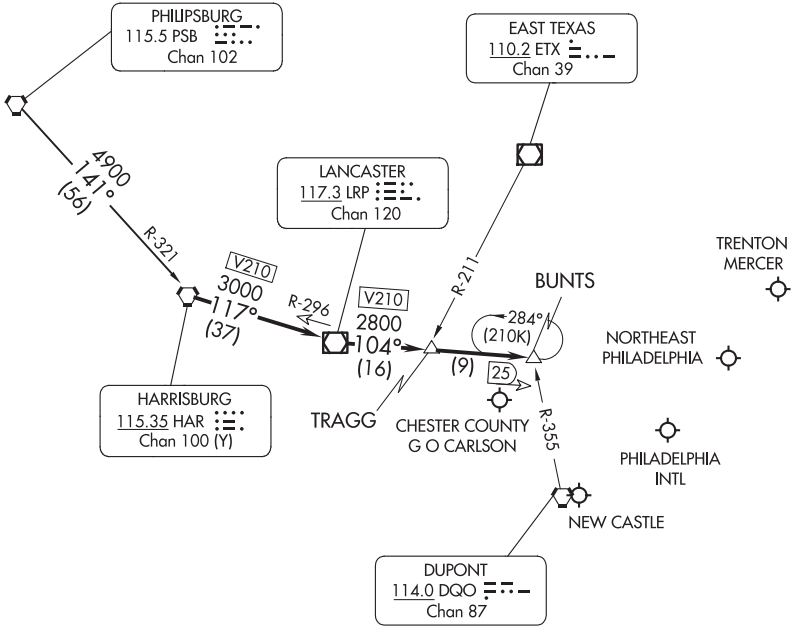
From HAR VORTAC on track 119° to LRP VOR/DME, then on track 107° to TRAGG, then on track 107° to BUNTS.
LANDING RUNWAYS 9L/R: From BUNTS on track 105° to SCOO, then on track 179° to KYILL, then on track 265° to EXPRS, then on track 267° to WHEYY, then on heading 265°. Expect RADAR vectors to final approach course.
LANDING RUNWAYS 27L/R: From BUNTS on track 105° to SCOO, then on track 106° to BOJID, then on track 177° to HIFAL, then on track 086° to EYRIE, then on track 086° to FERUS, then on heading 085°. Expect RADAR vectors to final approach course.

NE-4, 07 AUG 2025 to 02 OCT 2025

BOJID FOUR ARRIVAL (RNAV)
(HAR.BOJID4) 05OCT23

PHILADELPHIA, PENNSYLVANIA
PHILADELPHIA INTL (PHL)

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.

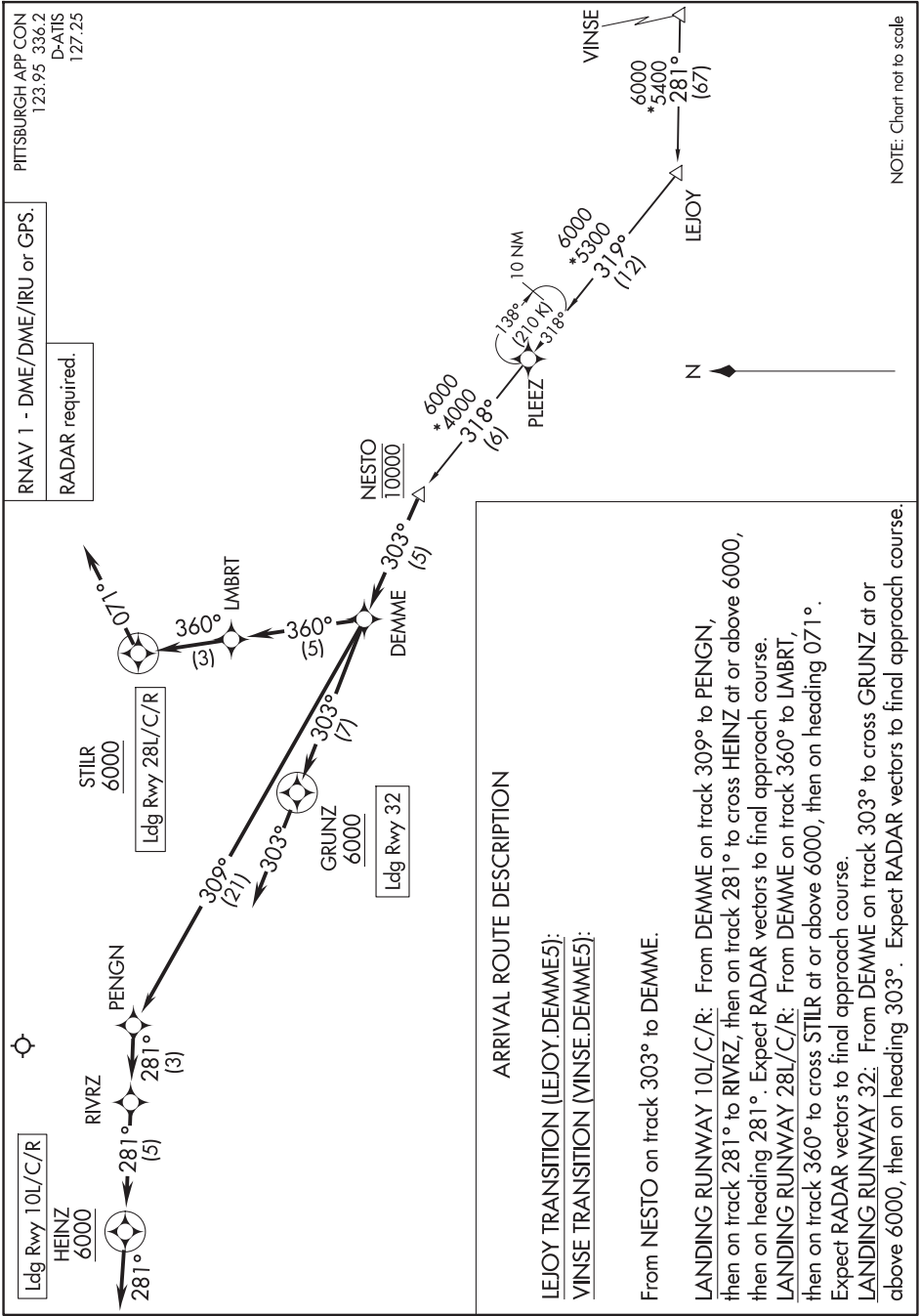
DEMME FIVE ARRIVAL (RNAV)

DEMME FIVE ARRIVAL (RNAV)
(NESTO.DEMME5) 15JUN23

Z3
AL-570 (FAA)

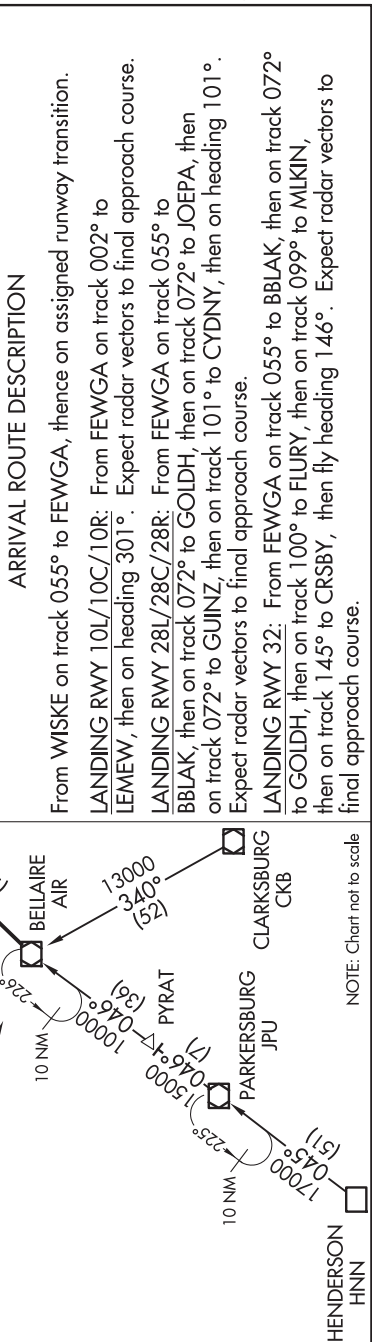
PITTSBURGH INTL (PIT)
PITTSBURGH, PENNSYLVANIA

NE-4, 07 AUG 2025 to 02 OCT 2025



NE-4, 07 AUG 2025 to 02 OCT 2025

PITTSBURGH INTL (PIT)
PITTSBURGH, PENNSYLVANIA



NE-4, 07 AUG 2025 to 02 OCT 2025

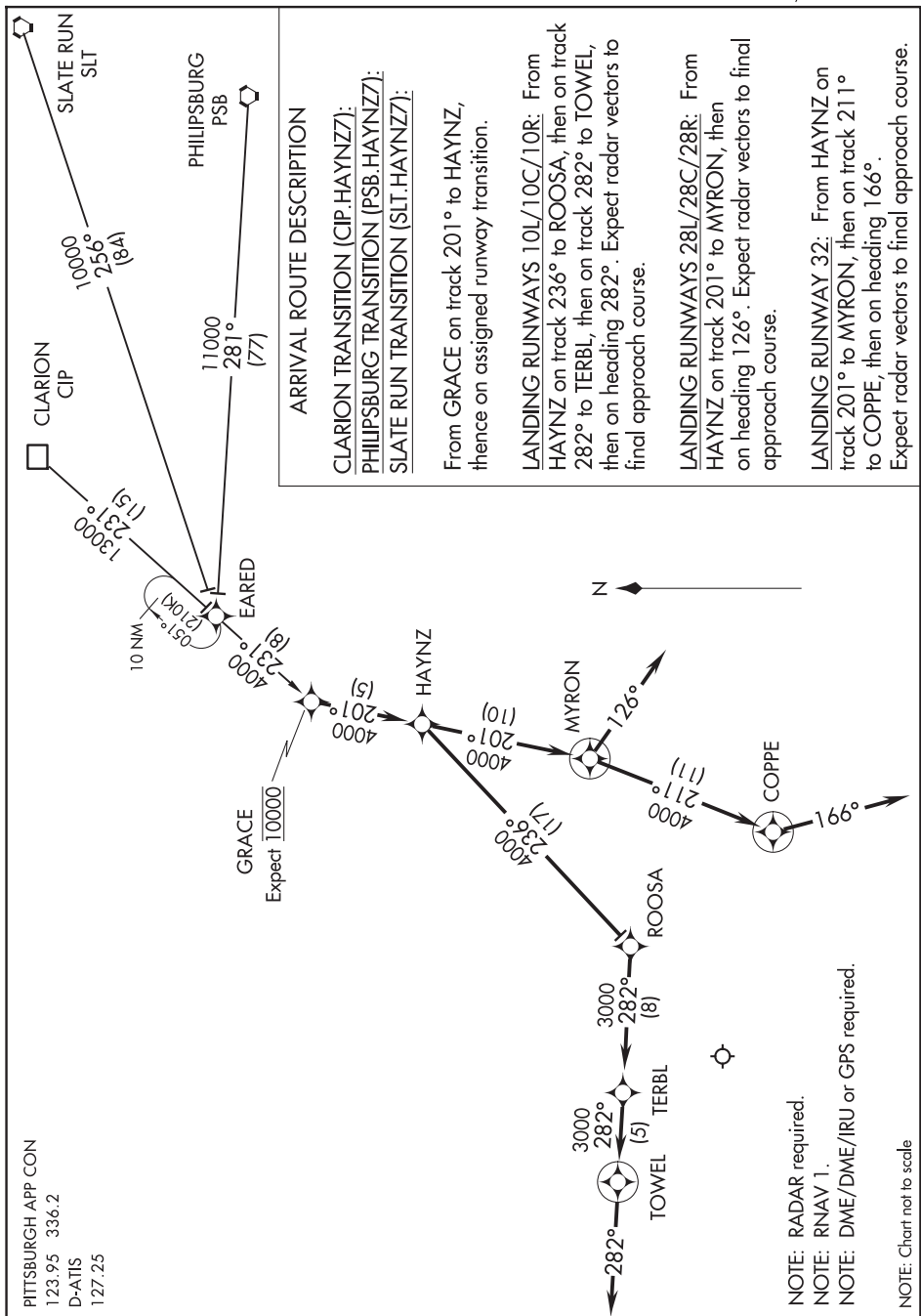
PITTSBURGH APP CON
123.95 336.2
D-ATIS
127.25

HAYNZ SEVEN ARRIVAL (RNAV)
(GRACE.HAYNZ7) 25FEB21

(GRACE.HAYNZ7) 24361
HAYNZ SEVEN ARRIVAL (RNAV)

Z5
AL-570 (FAA)

PITTSBURGH INTL (PIT)
PITTSBURGH, PENNSYLVANIA

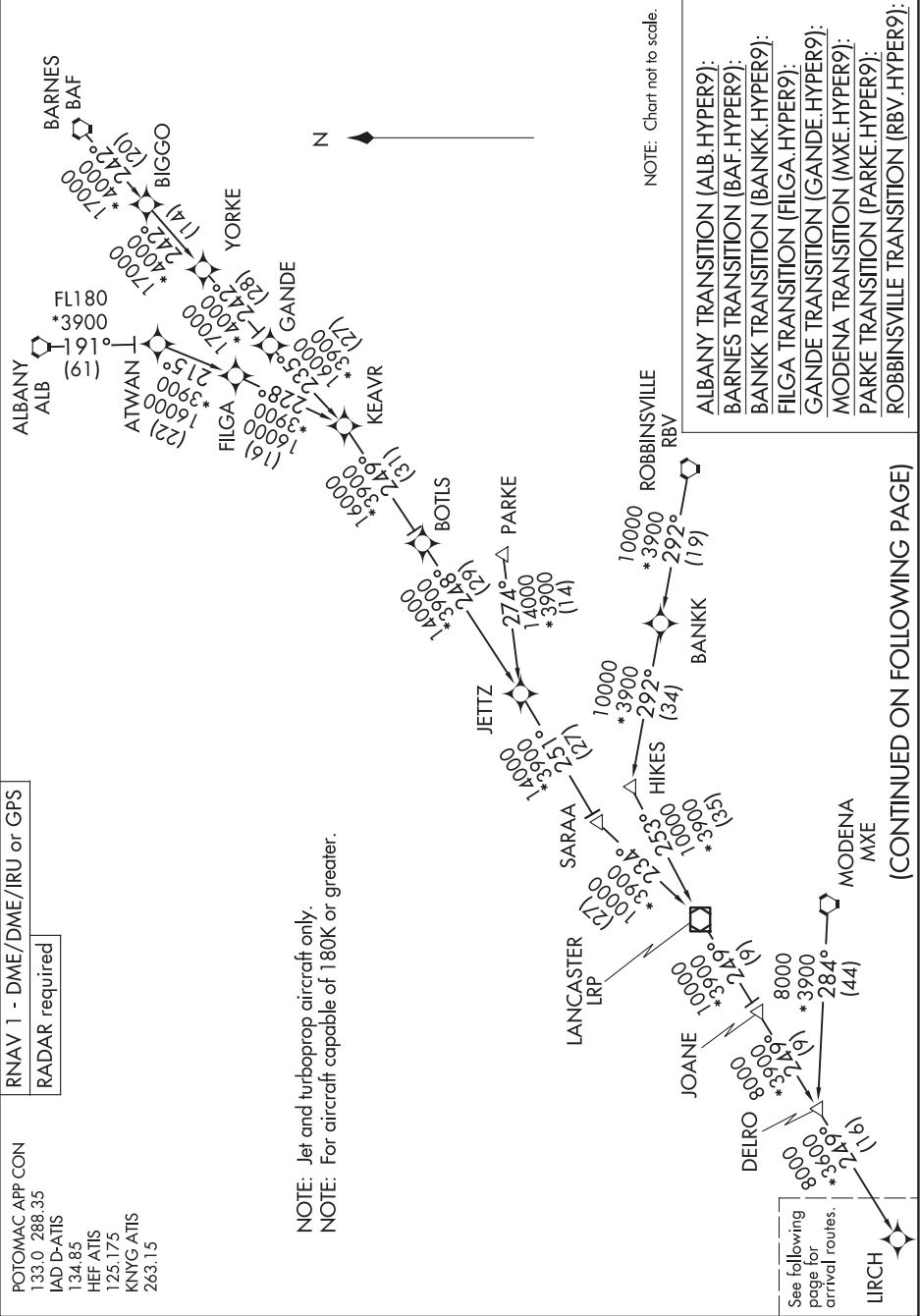


NE-4, 07 AUG 2025 to 02 OCT 2025

PITTSBURGH, PENNSYLVANIA
PITTSBURGH INTL (PIT)

HYPER NINE ARRIVAL (RNAV) Transition Routes

WASHINGTON, DC



HYPER NINE ARRIVAL (RNAV) Transition Routes

WASHINGTON, DC

HYPER NINE ARRIVAL (RNAV) Arrival Routes

WASHINGTON, DC

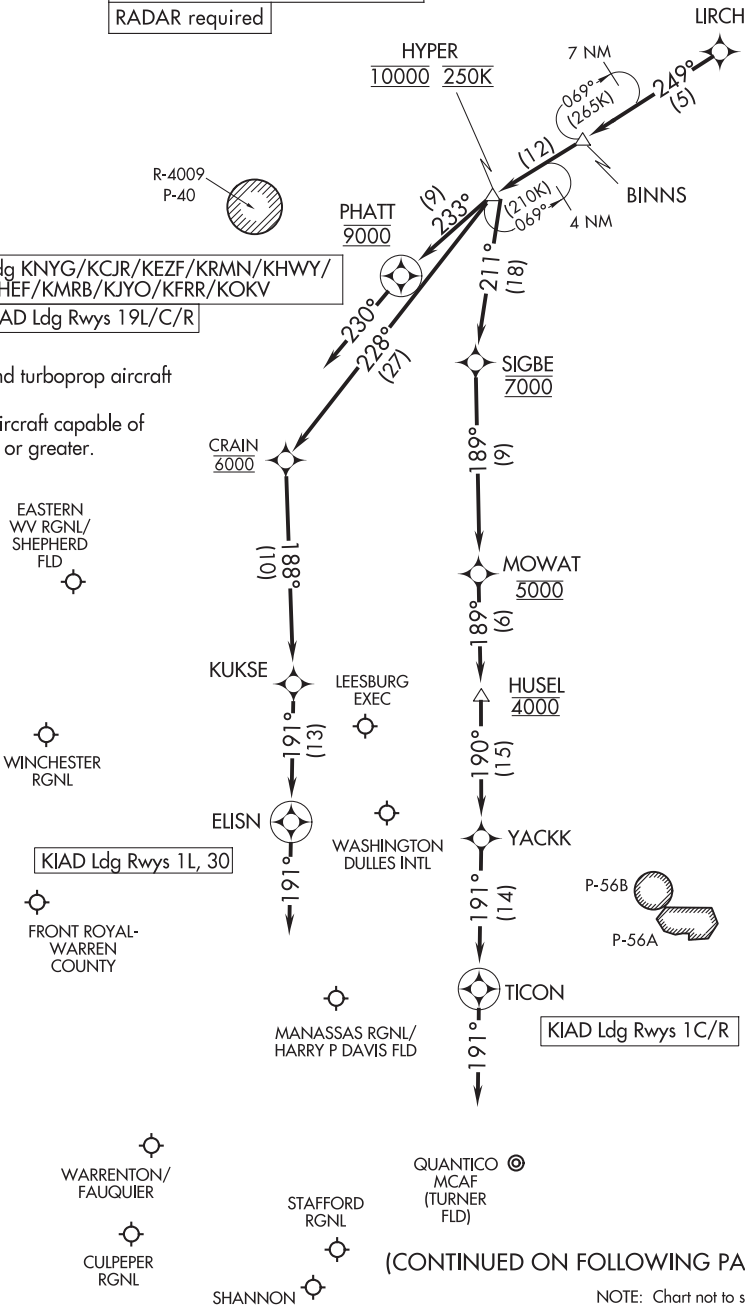
POTOMAC APP CON
133.0 288.35
IAD D-ATIS
134.85
HEF ATIS
125.175
KNYG ATIS
263.15

RNAV 1 - DME/DME/IRU or GPS

RADAR required

Ldg KNYG/KCJR/KEZF/KRMN/KHWY/
KHEF/KMRB/KJO/KFRR/KOKV
KIAD Ldg Rwy 19L/C/R

NOTE: Jet and turboprop aircraft
only.
NOTE: For aircraft capable of
180K or greater.



HYPER NINE ARRIVAL (RNAV) Arrival 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.

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

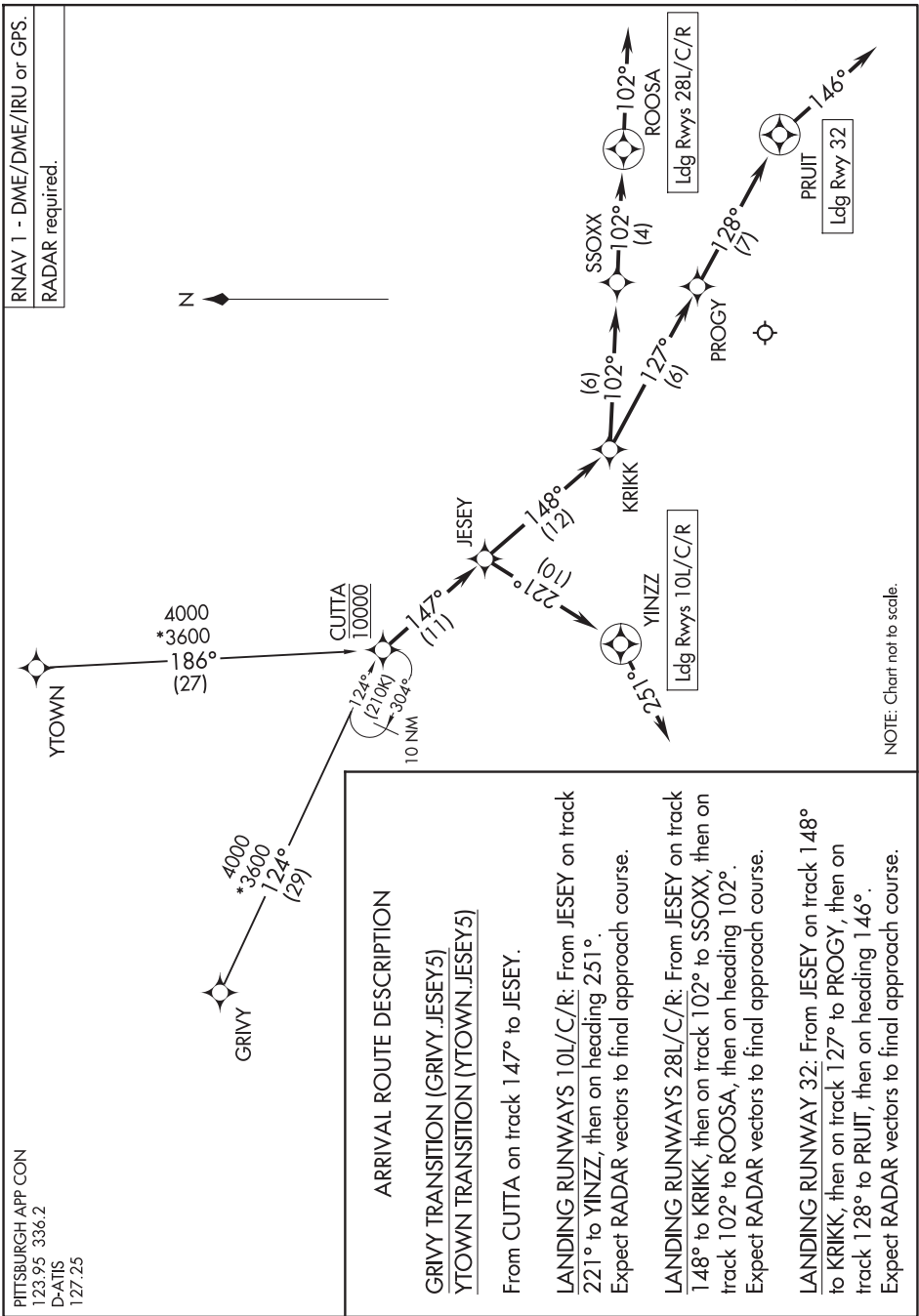
PITTSBURGH APP CON
123.95 336.2
D-ATIS
127.25

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

(CUTTA.JE5EY5) 24361
JESEY FIVE ARRIVAL (RNAV)

Z9
AL-570 (FAA)

PITTSBURGH INTL (PIT)
PITTSBURGH, PENNSYLVANIA

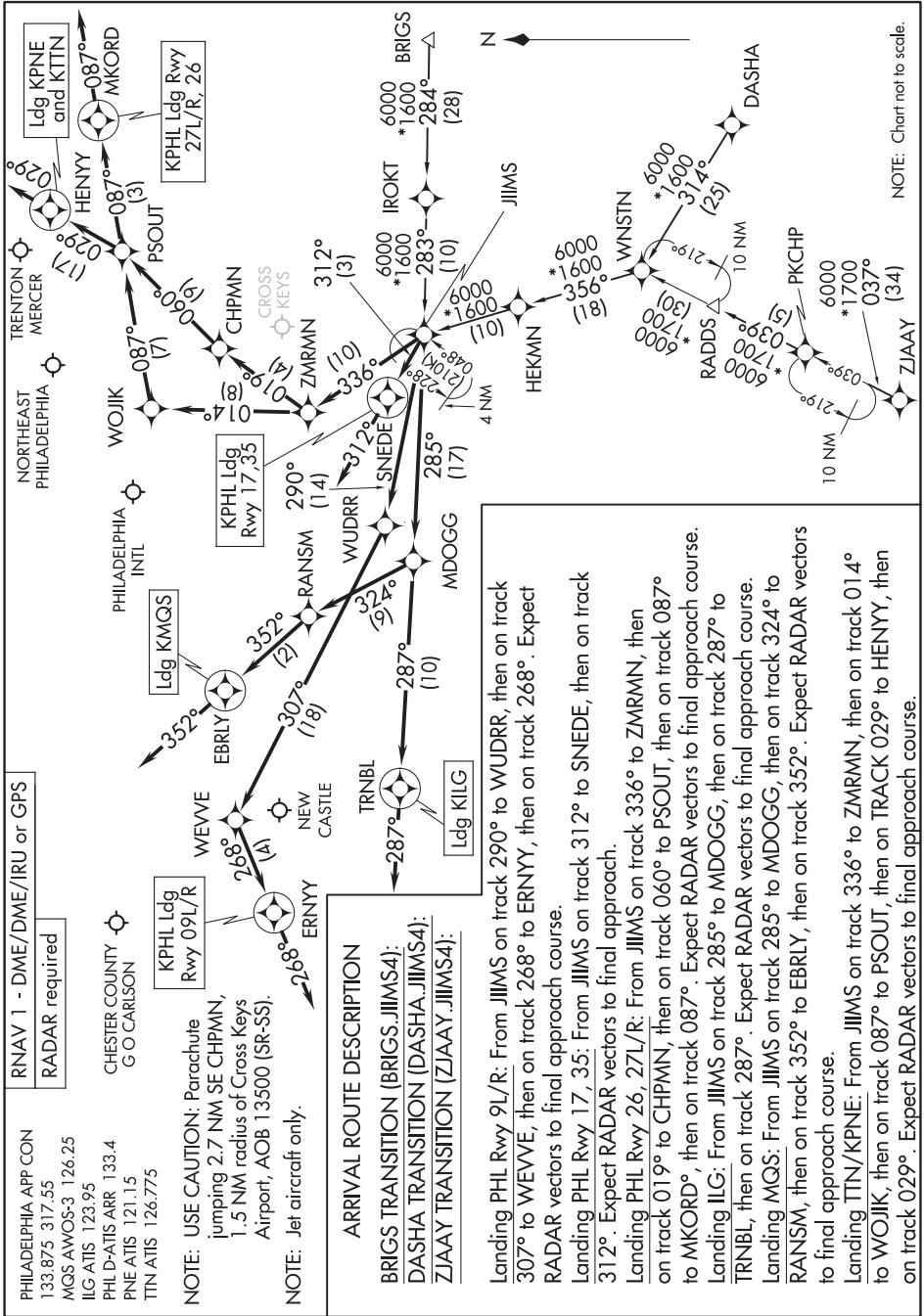


JESEY FIVE ARRIVAL (RNAV)
(CUTTA.JE5EY5) 26DEC24

PITTSBURGH, PENNSYLVANIA
PITTSBURGH INTL (PIT)

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025



PAATS FOUR ARRIVAL (RNAV) Transition Routes

PHILADELPHIA, PENNSYLVANIA

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

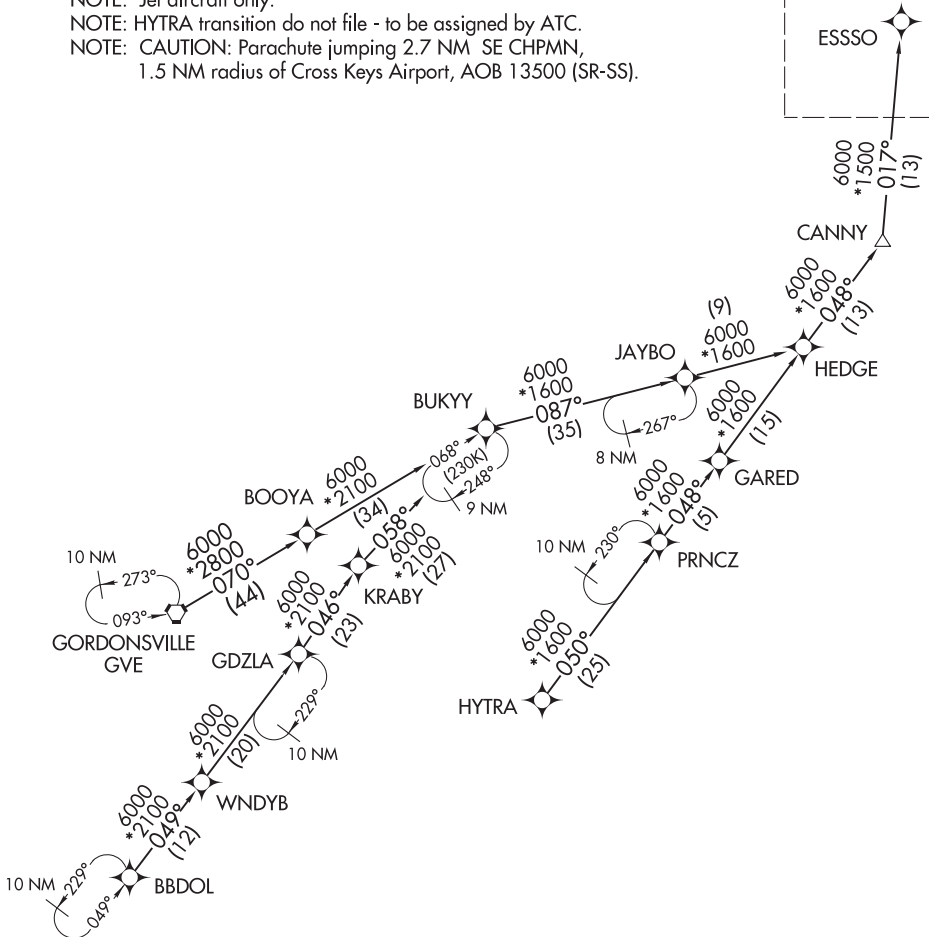
RNAV 1 - DME/DME/IRU or GPS

RADAR required

BBDOL TRANSITION (BBDOL.PAATS4):
GORDONSVILLE TRANSITION (GVE.PAATS4):
HYTRA TRANSITION (HYTRA.PAATS4):

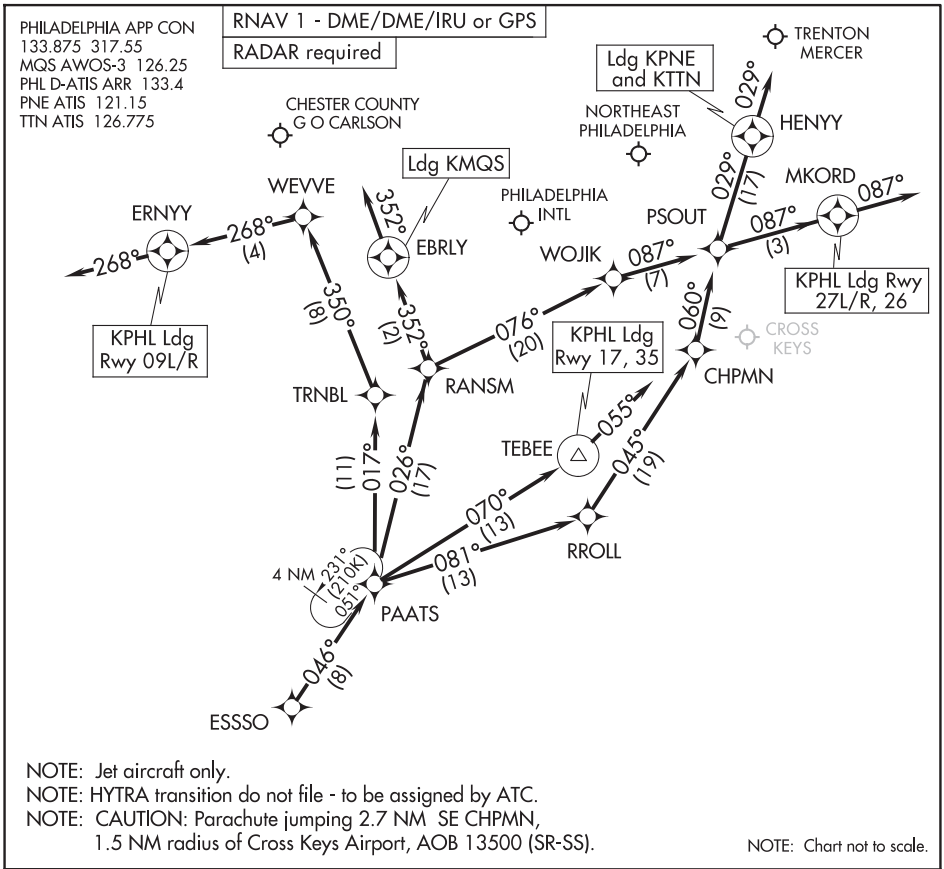
NOTE: Jet aircraft only.
NOTE: HYTRA transition do not file - to be assigned by ATC.
NOTE: CAUTION: Parachute jumping 2.7 NM SE CHPMN,
1.5 NM radius of Cross Keys Airport, AOB 13500 (SR-SS).

See following page
for Arrival Routes.



NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)



ARRIVAL ROUTE DESCRIPTION

KPHL: From ESSSO on track 046° to PAATS.

Landing PHL Rwy 9L/R: From PAATS on track 017° to TRNBL, then on track 350° to WEVVE, then on track 268° to ERNYY, then on track 268°. Expect RADAR vectors to final approach course.

Landing PHL Rwy 17, 35: From PAATS on track 070° to TEBEE, then on track 055°.

Expect RADAR vectors to final approach course.

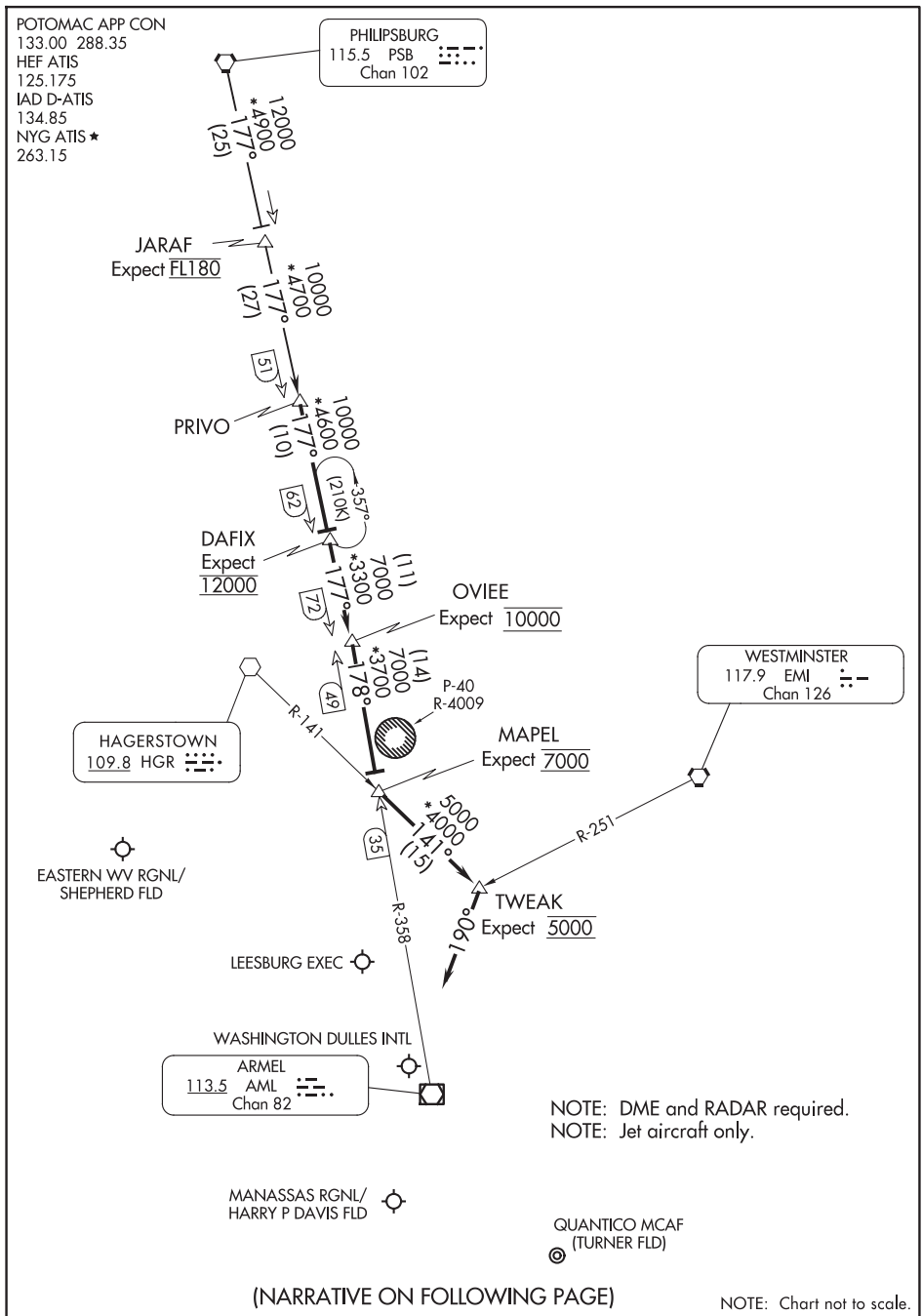
Landing PHL Rwy 26, 27L/R: From PAATS on track 081° to RROLL, then on track 045° to CHPMN, then on track 060° to PSOUT, then on track 087° to MKORD, then on track 087°. Expect RADAR vectors to final approach course.

Landing MQS: From ESSSO on track 046° to PAATS, then on track 026° to RANSN, then on track 352° to EBRLY, then on track 352°. Expect RADAR vectors to final approach course.

Landing TTN/KPNE: From ESSSO on track 046° to PAATS, then on track 026° to RANSN, then on track 076° to WOJIK, then on track 087° to PSOUT, then on track 029° to HENYY, then on track 029°. Expect RADAR vectors to final approach course.

PRIVO THREE ARRIVAL

WASHINGTON, DC



PRIVO THREE ARRIVAL

WASHINGTON, DC

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-4, 07 AUG 2025 to 02 OCT 2025

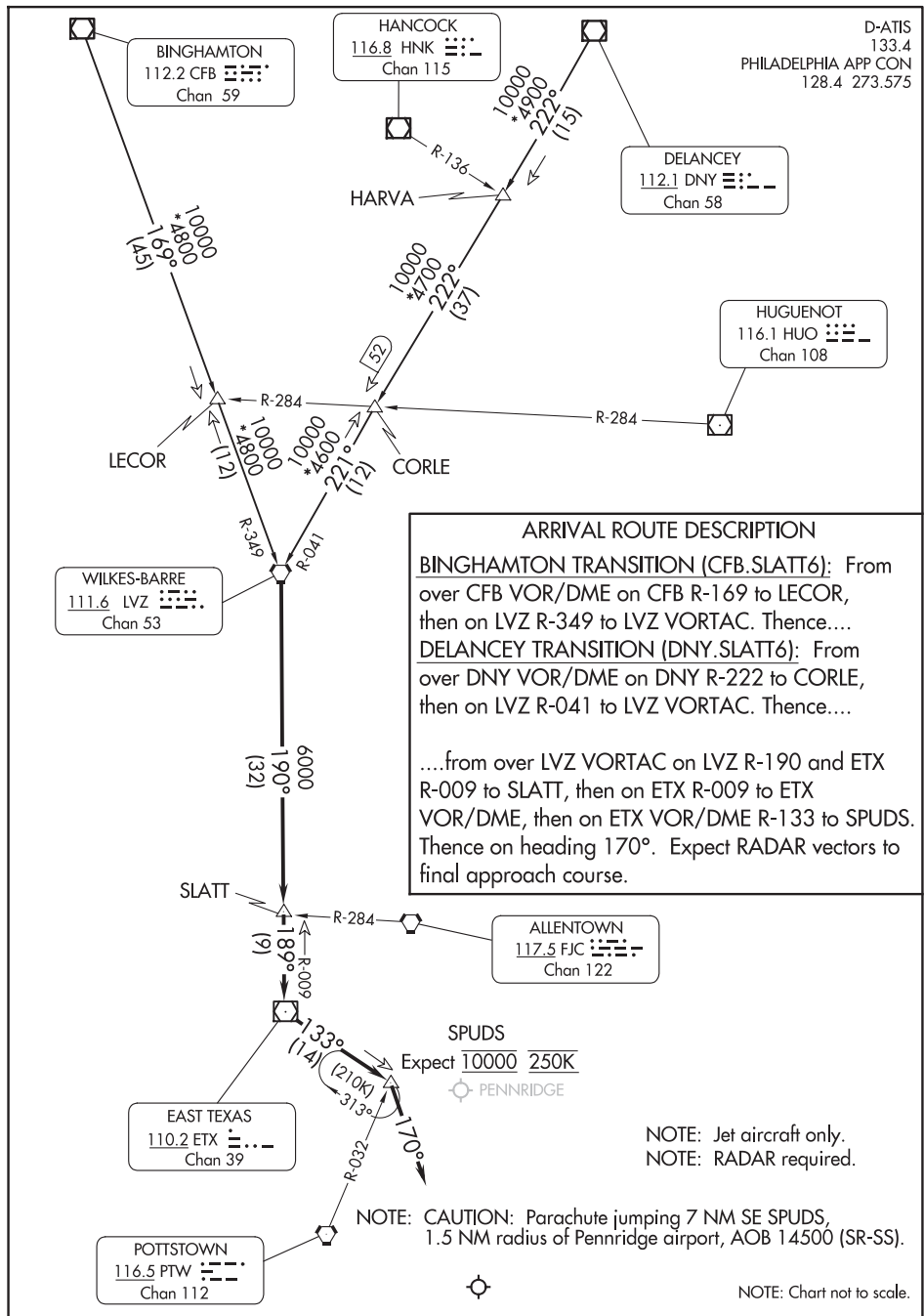
NE-4, 07 AUG 2025 to 02 OCT 2025

(LVZ.SLATT6) 23334

SLATT SIX ARRIVAL

Z15
AL-320 (FAA)

PHILADELPHIA INTL (PHL)
PHILADELPHIA, PENNSYLVANIA



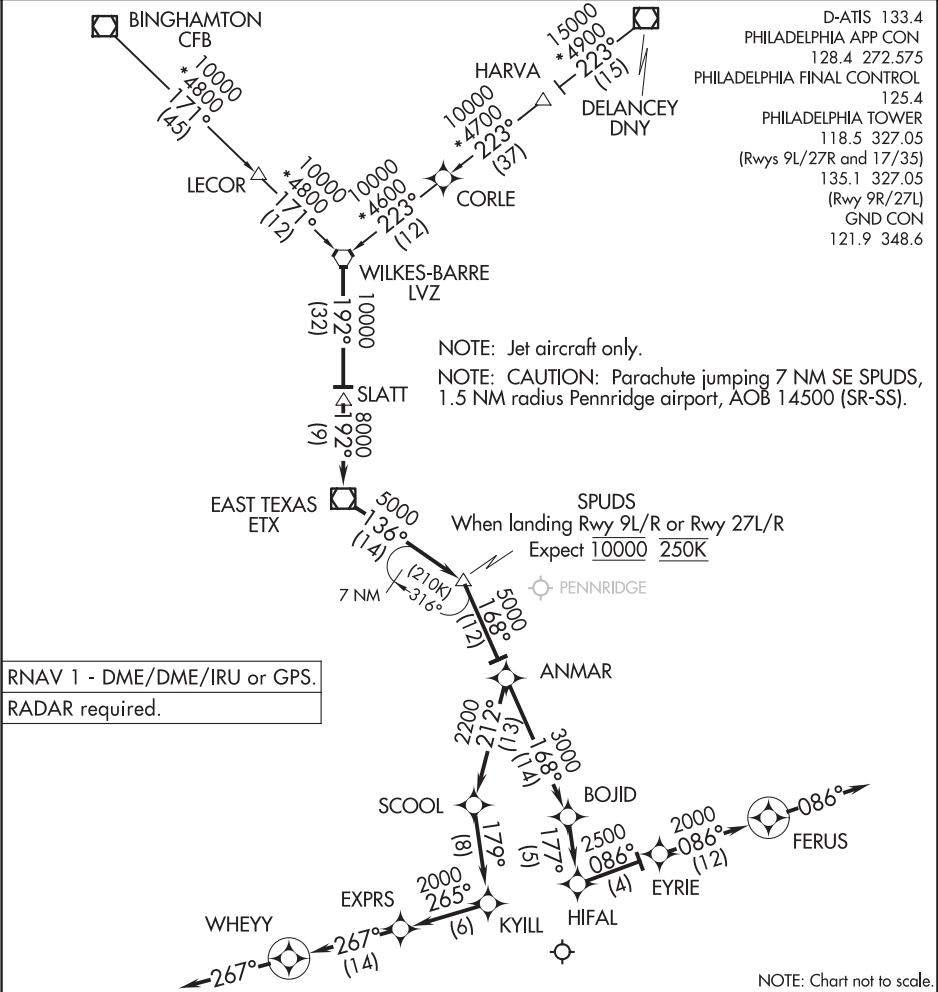
NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

SLATT SIX ARRIVAL

(LVZ.SLATT6) 10AUG23

PHILADELPHIA, PENNSYLVANIA
PHILADELPHIA INTL (PHL)



ARRIVAL ROUTE DESCRIPTION

BINGHAMTON TRANSITION (CFB.SPUDS7):
DELANCEY TRANSITION (DNY.SPUDS7):

From LVZ VORTAC on track 192° to SLATT, then on track 192° to ETX VOR/DME, then on track 136° to SPUDS, then on track 168° to ANMAR then...

LANDING RUNWAY 27L/R: Then from ANMAR on track 168° to BOJID. Then on track 177° to HIFAL, then on track 086° to EYRIE. Then on track 086° to FERUS, then on heading 086°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 9L/R: Then from ANMAR on track 212° to SCOO, then on track 179° to KYILL, then on track 265° to EXPRS. Then on track 267° to WHEYY, then on heading 267°. Expect RADAR vectors to final approach course.

(TRSTN.TRSTN4) 25051

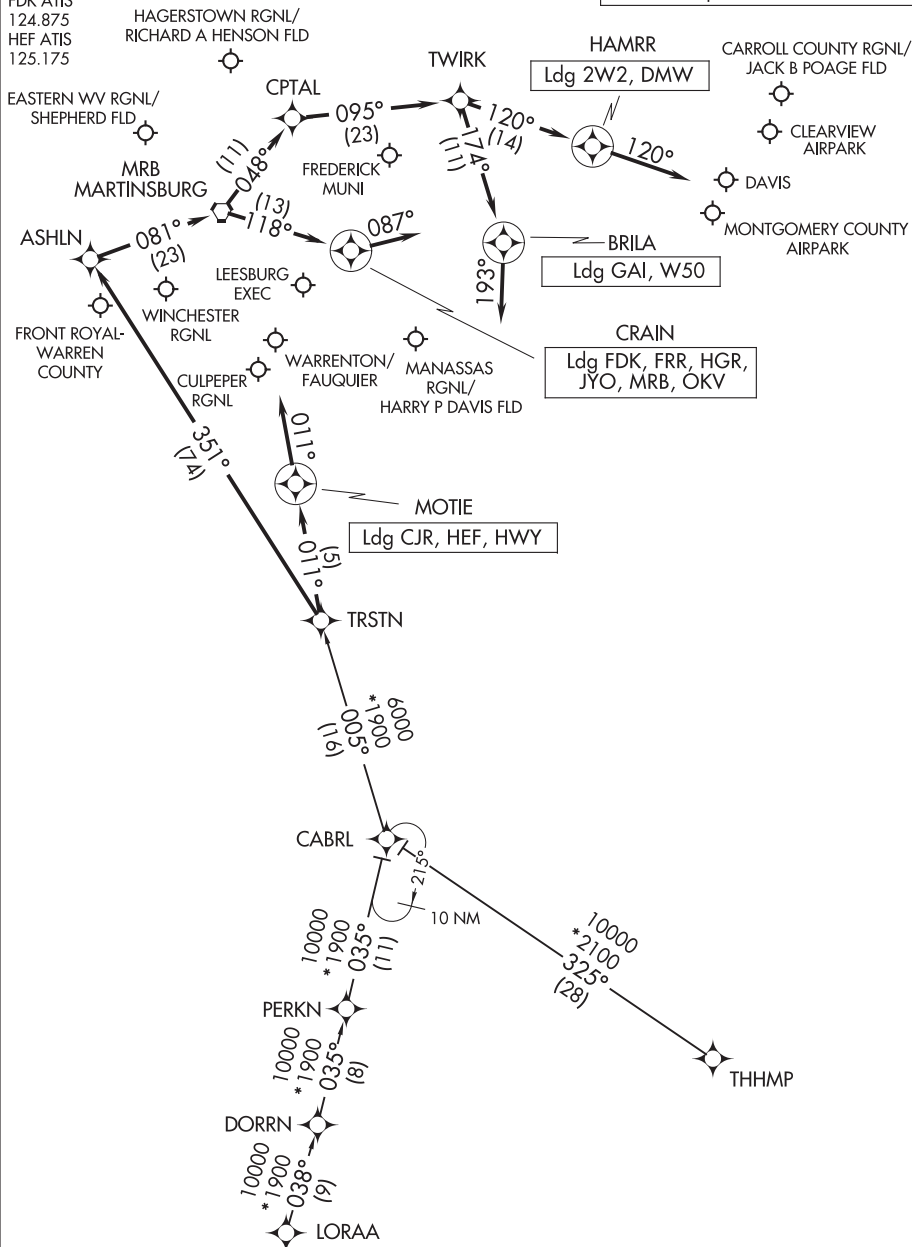
TRSTN FOUR ARRIVAL (RNAV)

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.

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

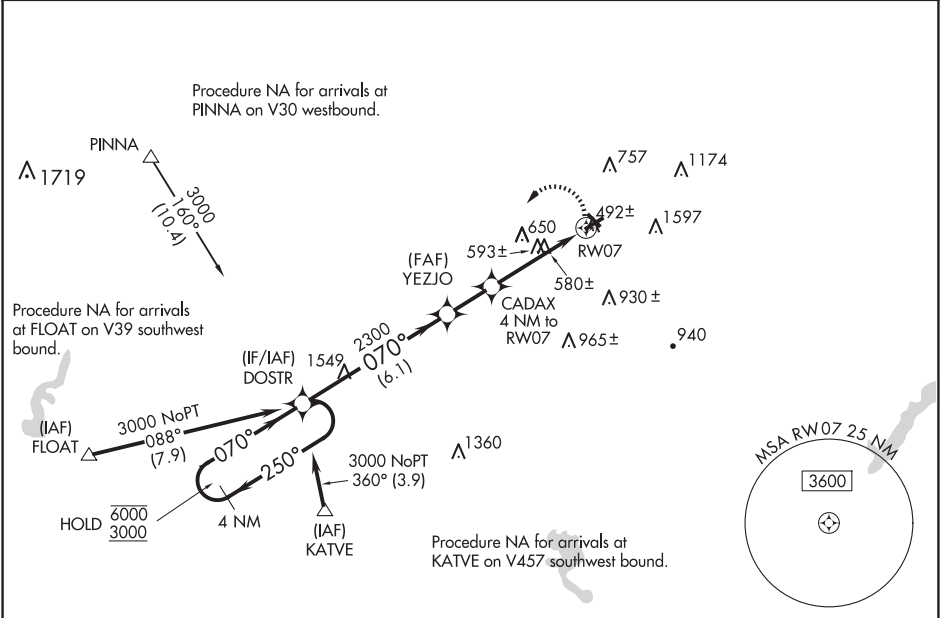
INTENTIONALLY
LEFT
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WAAS CH 61224 W07A	APP CRS 070°	Rwy Idg 3950 TDZE 390 Apt Elev 399
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RNAV (GPS) RWY 7

ALLENTOWN QUEEN CITY MUNI (XLL)

RNP APCH.			MISSED APPROACH: Climbing left turn to 3000 direct DOSTR and hold.
⚠ Circling NA south of Rwy 7 and 25. Rwy 7 helicopter visibility reduction below ¾ SM NA. Circling Rwy 15 NA at night.			
AWOS-3 127.875	ALLENTOWN APP CON 119.65 124.45 351.8	CLNC DEL 118.9	UNICOM 122.7 (CTAF) 0



4 NM Holding Pattern		Visual Segment - Obstacles.		3000	DOSTR
6000 3000		YEZJO		CADAX 4 NM to RW07	RW07
250° 070°		2300		1700	
6.1 NM		1.9 NM		4 NM	
CATEGORY	A	B	C	D	
LP MDA	940-1	550 (600-1)	940-1½ 550 (600-1½)	NA	070° to RW07
LNAV MDA	1060-1	670 (700-1)	1060-1½ 670 (700-1½)	NA	
CIRCLING	1060-1 661 (700-1)	1120-1 721 (800-1)	1300-2¾ 901 (1000-2¾)	NA	
					MIRL Rwy 7-25 and 15-33 0 REIL Rwy 7 and 25 0

LOC I-ABE 110.7	APP CRS 063°	Rwy Ldg TDZE Apt Elev	7599 394 394
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ILS or LOC RWY 6

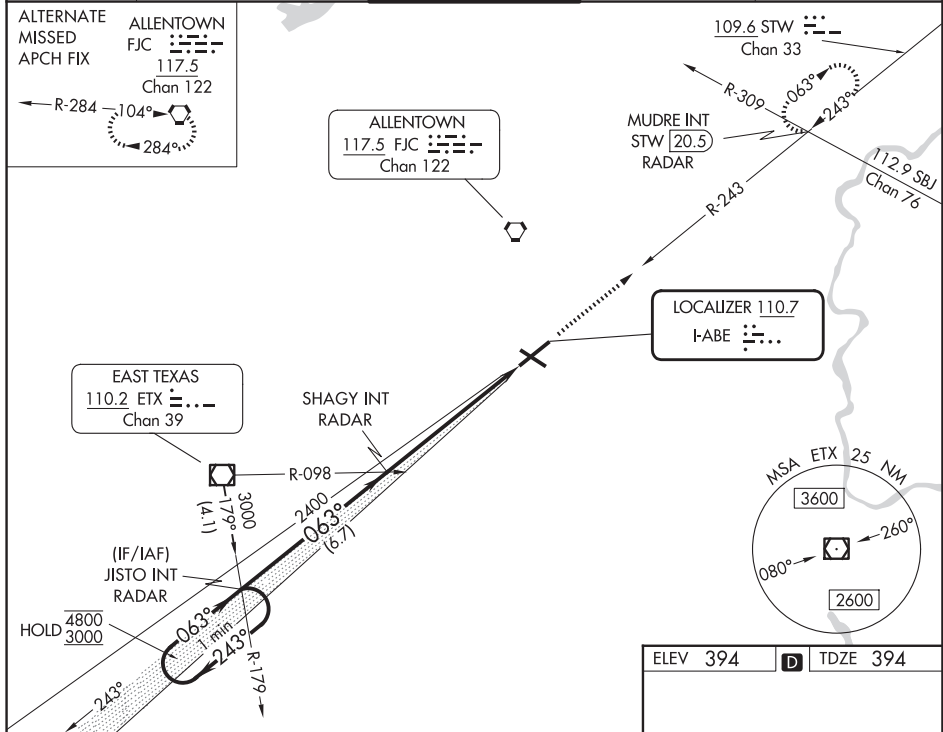
LEHIGH VALLEY INTL (ABE)

▽ **▲** * RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 on heading 063° and STW R-243 to MUDRE INT/STW 20.5 DME/RADAR and hold.

ATIS 126.975	ALLENTOWN APP CON 119.65 124.45 351.8	ALLENTOWN TOWER 120.5 257.95	GND CON 121.9 257.95	CLNC DEL 124.05 257.95
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VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 74).

One Minute Holding Pattern

4800 3000

GS 3.00° TCH 57

JISTO INT RADAR

SHAGY INT RADAR

3000

hdg 063°

STW R-243

MUDRE INT

2400

6.7 NM

6.1 NM

CATEGORY	A	B	C	D
S-ILS 6*	594/24 200 (200-½)			
S-LOC 6	920/24 526 (600-½)		920/55 526 (600-1)	
CIRCLING	920-1 526 (600-1)		1180-2¼ 786 (800-2¼) 1600-3 1206 (1300-3)	

ELEV 394	D	TDZE 394
----------	---	----------

REIL Rws 24 and 31
HIRL Rws 6-24 and 13-31

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

LOC I-BXY 111.9	APP CRS 135°	Rwy Ldg TDZE Apt Elev
		5800 386 394

ILS or LOC RWY 13

LEHIGH VALLEY INTL (ABE)

For inoperative MALSRS, increase IZKIP fix minimums S-LOC 13 Cat C/D visibility to 1 mile.

MALSRS

MISSED APPROACH: Climb to 3000 then climbing left turn to 3000 on heading 060° and on SBJ VOR/DME R-295 to IZZI INT and hold.

ATIS 126.975	ALLENTOWN APP CON 119.65 124.45 351.8	ALLENTOWN TOWER 120.5 257.95	GND CON 121.9 257.95	CLNC DEL 124.05 257.95
------------------------	---	--	--------------------------------	----------------------------------

CATEGORY	A	B	C	D
S-ILS 13	586-½ 200 (200-½)			
S-LOC 13	1260-½ 874 (900-½)	1260-¾ 874 (900-¾)	1260-2 874 (900-2)	1600-3 1206 (1300-3)
CIRCLING	1260-1¼ 866 (900-1¼)	1260-2½ 866 (900-2½)	1600-3 1206 (1300-3)	
IZKIP FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-LOC 13	740-½ 446 (500-1)	354 (400-½) 506 (600-1)	740-⅝ 786 (800-2¼)	354 (400-⅝) 1206 (1300-3)
CIRCLING	840-1 446 (500-1)	900-1 506 (600-1)	1180-2¼ 786 (800-2¼)	1600-3 1206 (1300-3)

ALLENTOWN, PENNSYLVANIA

Amtd 8 28APR16

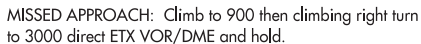
40°39'N-75°26'W



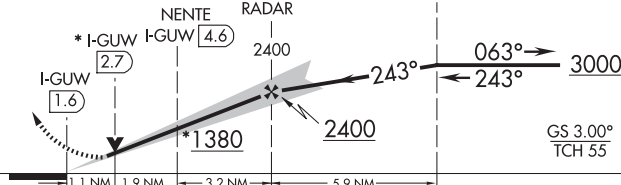
3

LEHIGH VALLEY INTL (ABE)

ILS or LOC RWY 13

ILS or LOC/DME RWY 24
LEHIGH VALLEY INTL (ABE)



900 ↑	3000 	ETX 	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).		
* LOC only.			One Minute Holding Pattern		
					
CATEGORY	A		B		C
S-ILS 24	587/40 200 (200-¾)				
S-LOC 24	800/55 413 (500-1)		800/60 413 (500-1½)		
CIRCLING	900-1 506 (600-1)		1180-2¼ 786 (800-2¼)	1600-3 1206 (1300-3)	

NE-4, 07 AUG 2025 to 02 OCT 2025

LOC I-ABE	APP CRS	Rwy Ldg	7599
110.7	063°	TDZE	394
		Apt Elev	394

ILS RWY 6 (SA CAT I & II)

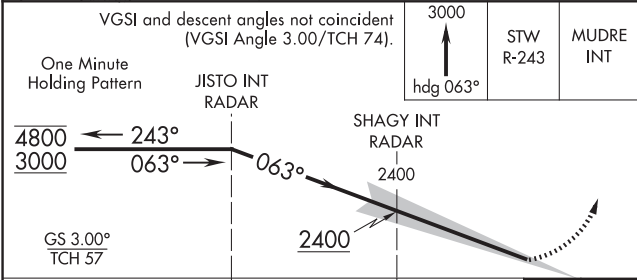
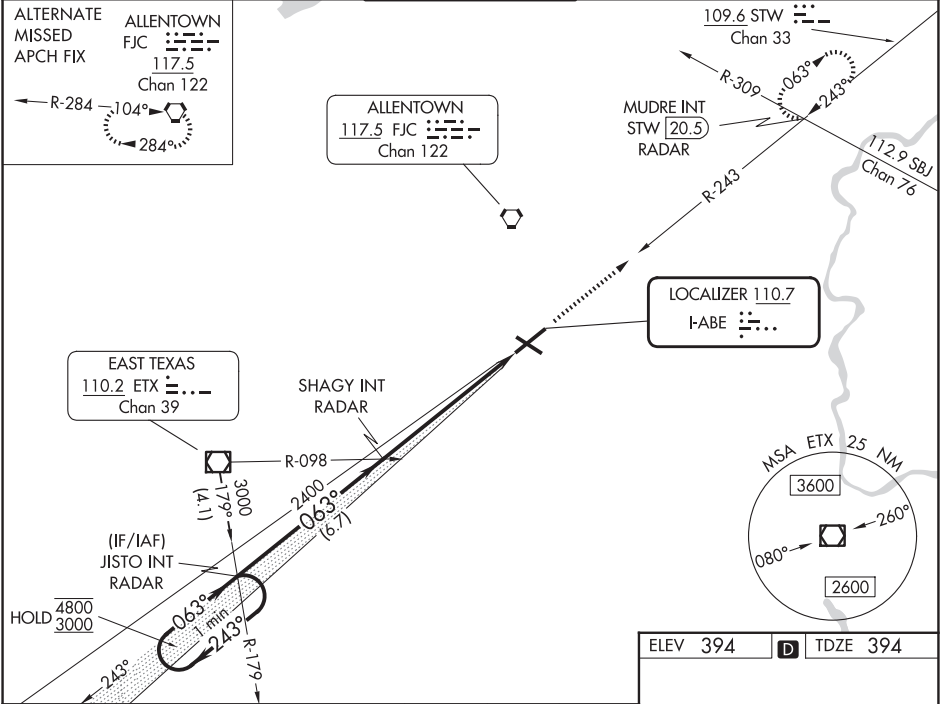
LEHIGH VALLEY INTL (ABE)

SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

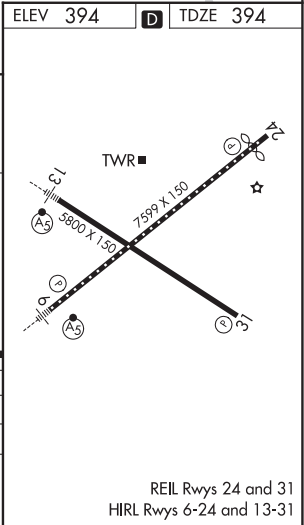
MALSR

MISSED APPROACH: Climb to 3000 on heading 063° and STW R-243 to MUDRE INT/STW 20.5 DME/RADAR and hold.

ATIS	ALLENTOWN APP CON	ALLENTOWN TOWER	GND CON	CLNC DEL
126.975	119.65 124.45 351.8	120.5 257.95	121.9 257.95	124.05 257.95



CATEGORY	A	B	C	D
S-ILS 6	SA CAT I	RA 154/14	150	DA 544
S-ILS 6	SA CAT II	RA 114/12	100	DA 494



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

ALLENTOWN, PENNSYLVANIA

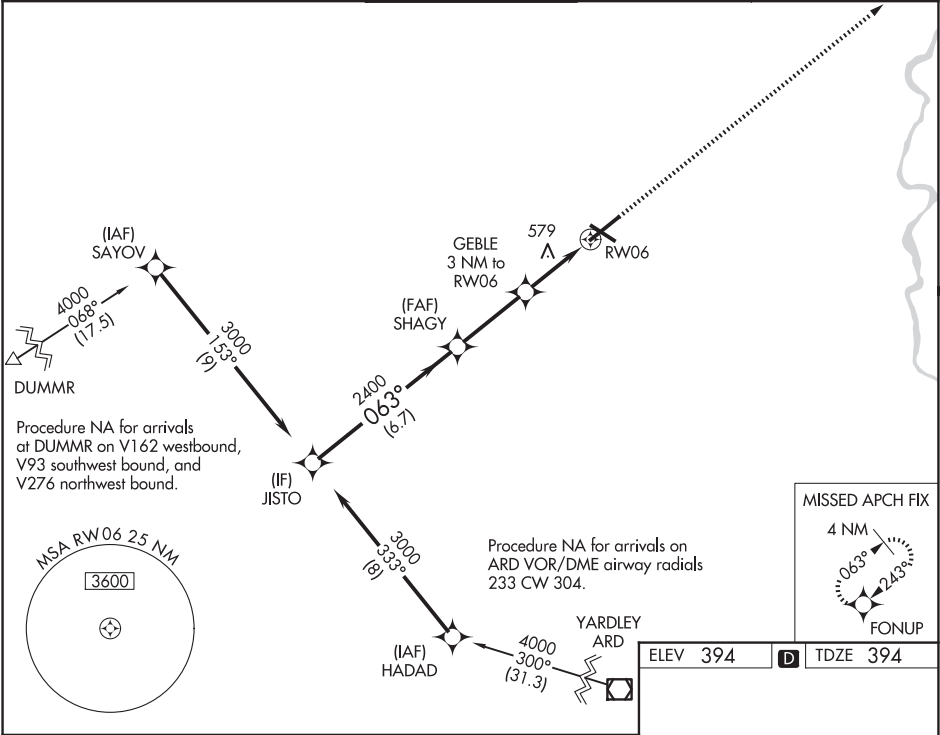
AL-15 (FAA)

25219

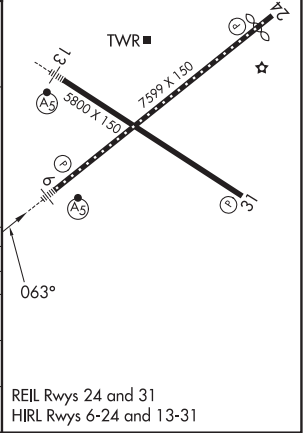
WAAS CH 69432 W06A	APP CRS 063°	Rwy Ldg TDZE 394 Apt Elev 394	7599
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RNAV (GPS) RWY 6
LEHIGH VALLEY INTL (ABE)

RNP APCH - GPS.		MALSR	MISSED APPROACH: Climb to 3000 direct FONUP and hold.	
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C. For inop ALS, increase LNAV Cat C/D visibility to 1½ SM. **RVR 1800 authorized with use of FD or AP or HUD to DA.				
ATIS 126.975	ALLENTOWN APP CON 119.65 124.45 351.8	ALLENTOWN TOWER 120.5 257.95	GND CON 121.9 257.95	CLNC DEL 124.05 257.95



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 74).				
CATEGORY	A	B	C	D
LPV DA **	594/24 200 (200-½)			
LNAV/ DA VNAV	644/24 250 (300-½)			
LNAV MDA	840/24 446 (500-½)		840/45 446 (500-¾)	
CIRCLING	900-1 506 (600-1)		1180-2¼ 786 (800-2¼) 1600-3 1206 (1300-3)	



ALLENTOWN, PENNSYLVANIA
Amdt 1D 16MAY24

40°39'N-75°26'W

LEHIGH VALLEY INTL (ABE)
RNAV (GPS) RWY 6

NE-4, 07 AUG 2025 to 02 OCT 2025

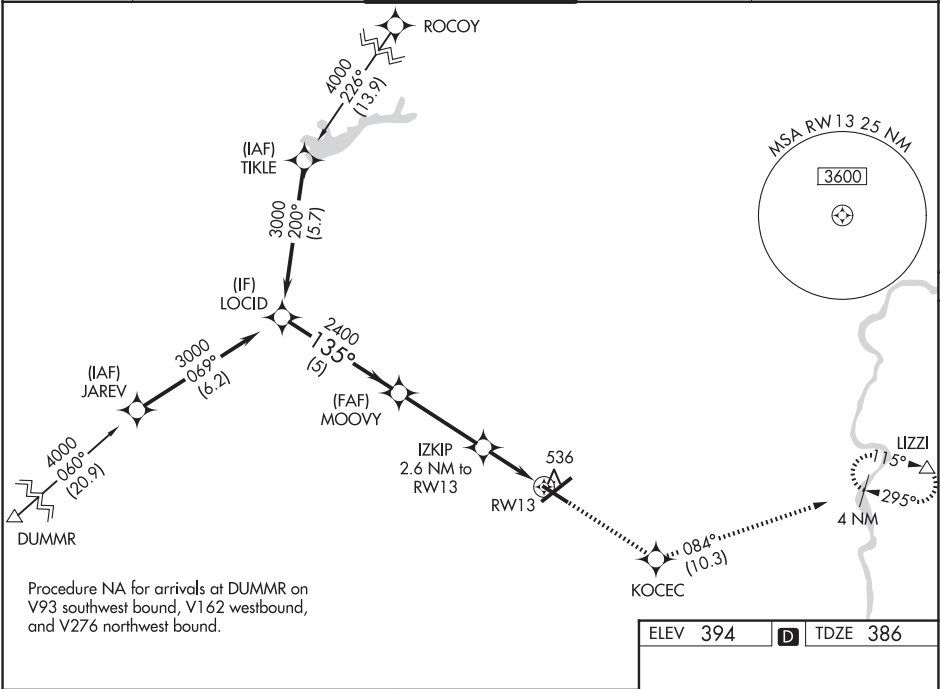
NE-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 82532 W13A	APP CRS 135°	Rwy Ldg TDZE 386 Apt Elev 394
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RNAV (GPS) RWY 13

LEHIGH VALLEY INTL (ABE)

RNP APCH - GPS.		MALSR	MISSED APPROACH: Climb to 3000 direct KOCEC and on track 084° to LIZZI and hold.	
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV Cat C/D visibility to 1½ SM.				
ATIS 126.975	ALLENTOWN APP CON 119.65 124.45 351.8	ALLENTOWN TOWER 120.5 257.95	GND CON 121.9 257.95	CLNC DEL 124.05 257.95



LOCID

3000

GP 3.00°
TCH 56

MOOVY

2400

2400

IZKIP

2.6 NM to RW13

1.1 NM to RW13

RW13

3000

↑

KOCEC

tr 084°

LIZZI

△

135°

1260

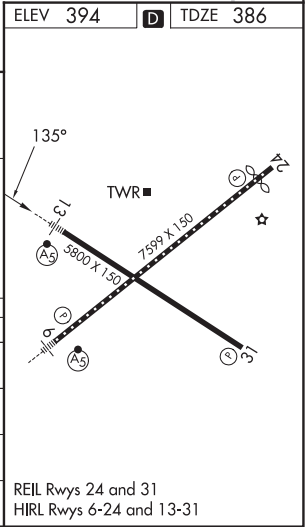
5 NM

3.6 NM

1.5 NM

1.1 NM

CATEGORY	A	B	C	D
LPV DA	586-½		200 (200-½)	
LNAV/VNAV DA	700-½		314 (400-½)	
LNAV MDA	800-½ 414 (500-½)		800-¾ 414 (500-¾)	
CIRCLING	900-1 506 (600-1)		1180-2¼ 786 (800-2¼) 1600-3 1206 (1300-3)	



ALLENTOWN, PENNSYLVANIA

AL-15 (FAA)

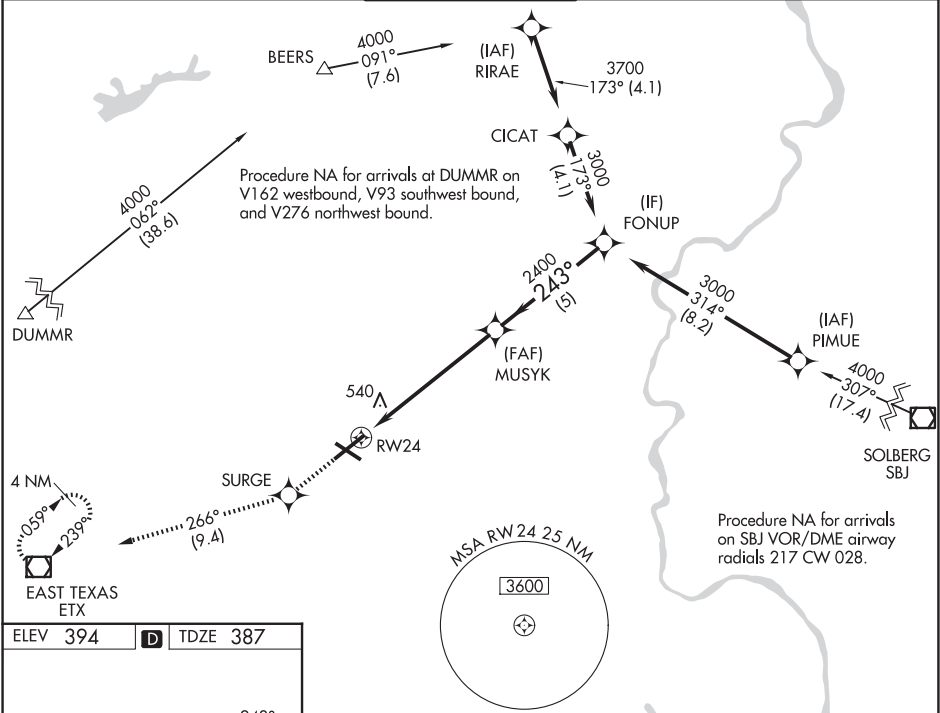
25219

WAAS CH 40332 W24A	APP CRS 243°	Rwy Ldg TDZE 387 Apt Elev 394	7089 387 394
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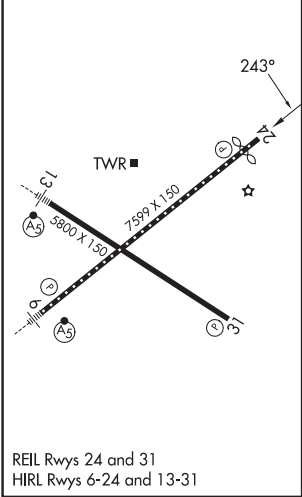
RNAV (GPS) RWY 24

LEHIGH VALLEY INTL (ABE)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct SURGE and on track 266° to ETX VOR/DME and hold.		
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C.				
ATIS 126.975	ALLENTOWN APP CON 119.65 124.45 351.8	ALLENTOWN TOWER 120.5 257.95	GND CON 121.9 257.95	CLNC DEL 124.05 257.95



ELEV 394	D	TDZE 387
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3000	SURGE	tr 266°	ETX	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).	
1.3 NM to RW24		MUSYK 2400		FONUP 3000	
RW24		2400		GP 3.00° TCH 55	
1.3 NM		4.9 NM		5 NM	
CATEGORY	A	B	C	D	
LPV DA	587/40 200 (200-¾)				
LNAV/VNAV DA	783-1¼ 396 (400-1¼)				
LNAV MDA	860/55	473 (500-1)	860-1⅓	473 (500-1⅓)	
CIRCLING	900-1	506 (600-1)	1180-2¼ 786 (800-2¼)	1600-3 1206 (1300-3)	

ALLENTOWN, PENNSYLVANIA
Amdt 1C 16MAY24

40°39'N-75°26'W

RNAV (GPS) RWY 24

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

ALLENTOWN, PENNSYLVANIA

AL-15 (FAA)

25219

WAAS CH 82499 W31A	APP CRS 315°	Rwy Ldg 5800 TDZE 383 Apt Elev 394
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RNAV (GPS) RWY 31
LEHIGH VALLEY INTL (ABE)

RNP APCH - GPS

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above
A 54°C. Rwy 31 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 3000 direct LOCID and hold

ATIS 126.975	ALLETOWN APP CON 119.65 124.45 351.8	ALLETOWN TOWER 120.5 257.95	GND CON 121.9 257.95	CLNC DEL 124.05 257.95
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ALLENTOWN, PENNSYLVANIA

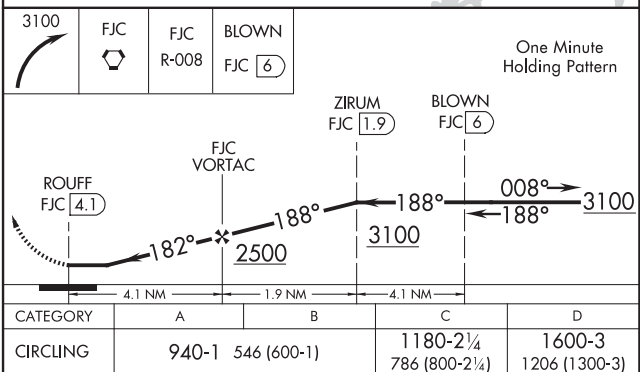
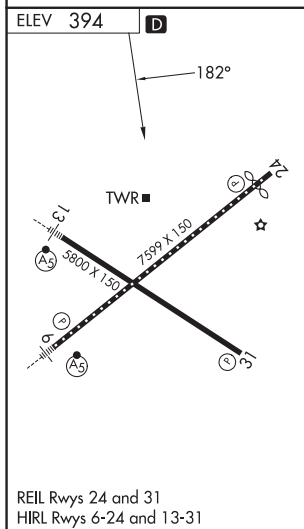
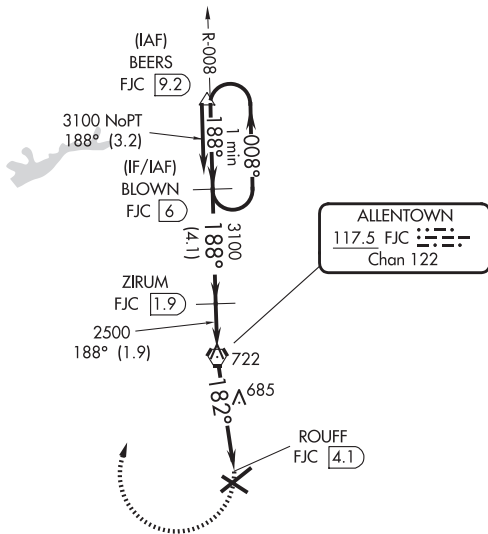
AL-15 (FAA)

25219

VORTAC FJC 117.5 Chan 122	APP CRS 182°	Rwy Ldg TDZE Apt Elev N/A N/A 394
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TACAN-C
LEHIGH VALLEY INTL (ABE)

NA		MISSED APPROACH: Climbing right turn to 3100 direct FJC VORTAC then via FJC R-008 to BLOWN/6 DME and hold.		
ATIS 126.975	ALLENTOWN APP CON 119.65 124.45 351.8	ALLENTOWN TOWER 120.5 257.95	GND CON 121.9 257.95	CLNC DEL 124.05 257.95



ALLENTOWN, PENNSYLVANIA
Orig-A 24MAY18

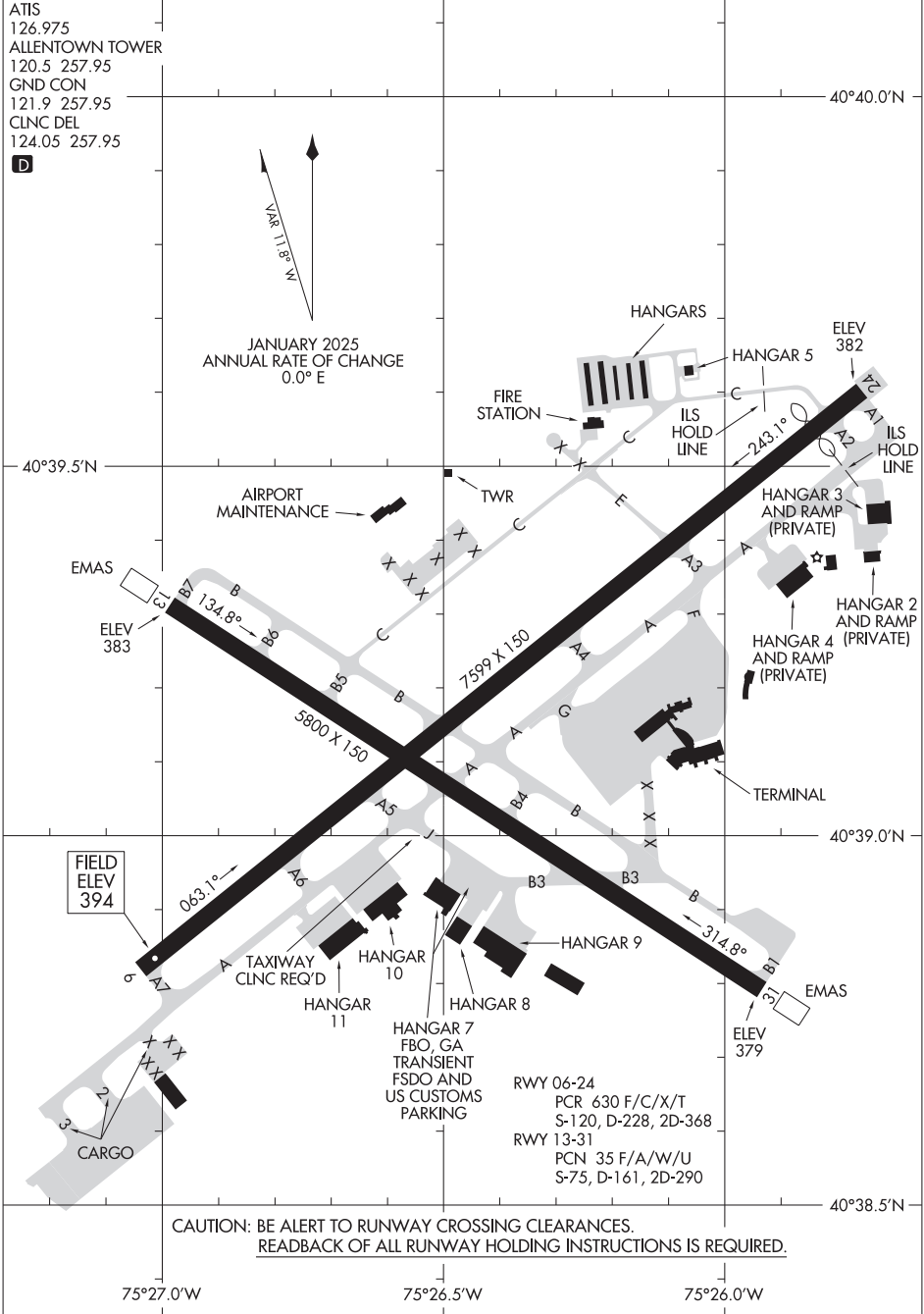
40°39'N-75°26'W

LEHIGH VALLEY INTL (ABE)
TACAN-C

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

ATIS
126.975
ALLENTOWN TOWER
120.5 257.95
GND CON
121.9 257.95
CLNC DEL
124.05 257.95
D



ALTOONA, PENNSYLVANIA

AL-100 (FAA)

24137

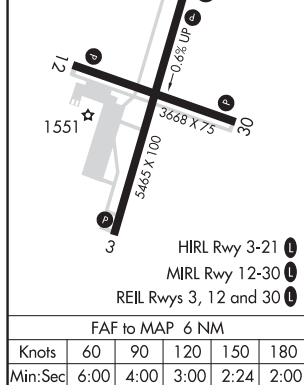
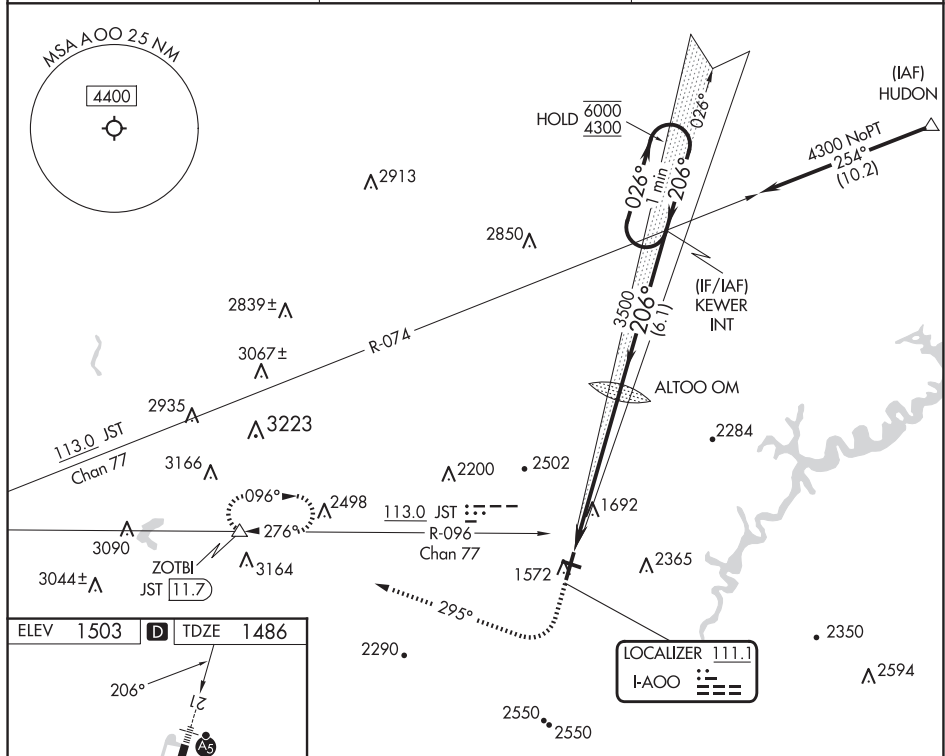
LOC I-AOO 111.1	APP CRS 206°	Rwy Idg TDZE 5465 1486 Apt Elev 1503
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ILS or LOC RWY 21

ALTOONA/BLAIR COUNTY (AOO)

DME required. ⚠ Circling NA to Rwy 12 and 30. Circling NA for Cats C, D northwest of Rwy 12 and 21. For inop ALS increase S-LOC 21 visibility Cats C and D to 2 SM.	MALSR A5	MISSED APPROACH: Climb to 2100 then climbing right turn to 5000 on heading 295° and on JST R-096 to ZOTBI/JST 11.7 DME and hold, continue climb-in-hold to 5000.
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ASOS 127.125	JOHNSTOWN APP CON ★ 121.2 299.2	CTAF 123.60
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2100 ↑	5000 hdg 295°	JST R-096	ZOTBI △	KEWER INT	One Minute Holding Pattern

ALTOONA, PENNSYLVANIA
Amdt 9 30NOV23

40°18'N-78°19'W

ILS or LOC RWY 21

ALTOONA/BLAIR COUNTY (AOO)


NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

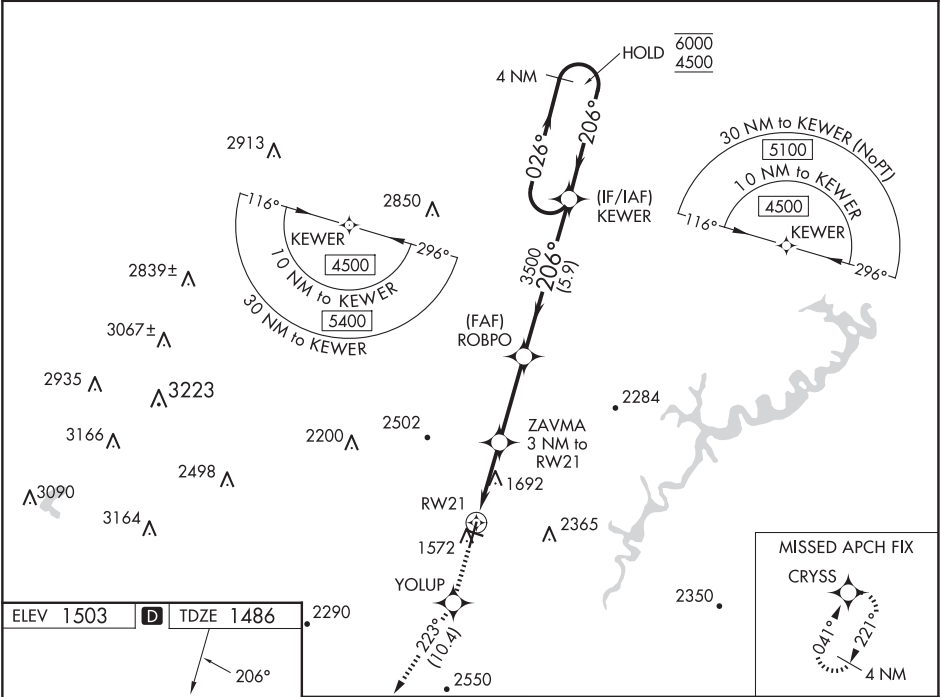
WAAS CH 90105 W21A	APP CRS 206°	Rwy Idg TDZE Apt Elev	5465 1486 1503
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RNAV (GPS) RWY 21

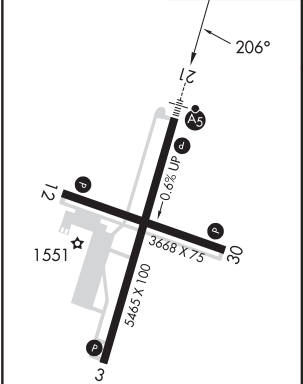
ALTOONA/BLAIR COUNTY (A00)





RNP APCH - GPS.	MALSR 	MISSED APPROACH: Climb to 5000 direct YOLUP and on track 223° to CRYSS and hold, continue climb-in-hold to 5000.
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ASOS 127.125	JOHNSTOWN APP CON ★ 121.2 299.2	CTAF 123.60
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ELEV 1503	D	TDZE 1486
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5000	YOLUP	CRYSS	ROBPO	KEWER	4 NM Holding Pattern
					
		ZAVMA 3 NM to RW21			
		2 NM to RW21			
		2460			
		3500			
		2 NM	1 NM	3.2 NM	5.9 NM
CATEGORY	A	B	C	D	
LPV	DA	1977-1	491 (500-1)		
INAV/VNAV	DA	1999-1	513 (500-1)		
INAV	MDA	2160-1/2	674 (700-1/2)	2160-1/2	674 (700-1/2)
CIRCLING		2240-1	737 (800-1)	2800-3	2840-3
				1297 (1300-3)	1337 (1400-3)

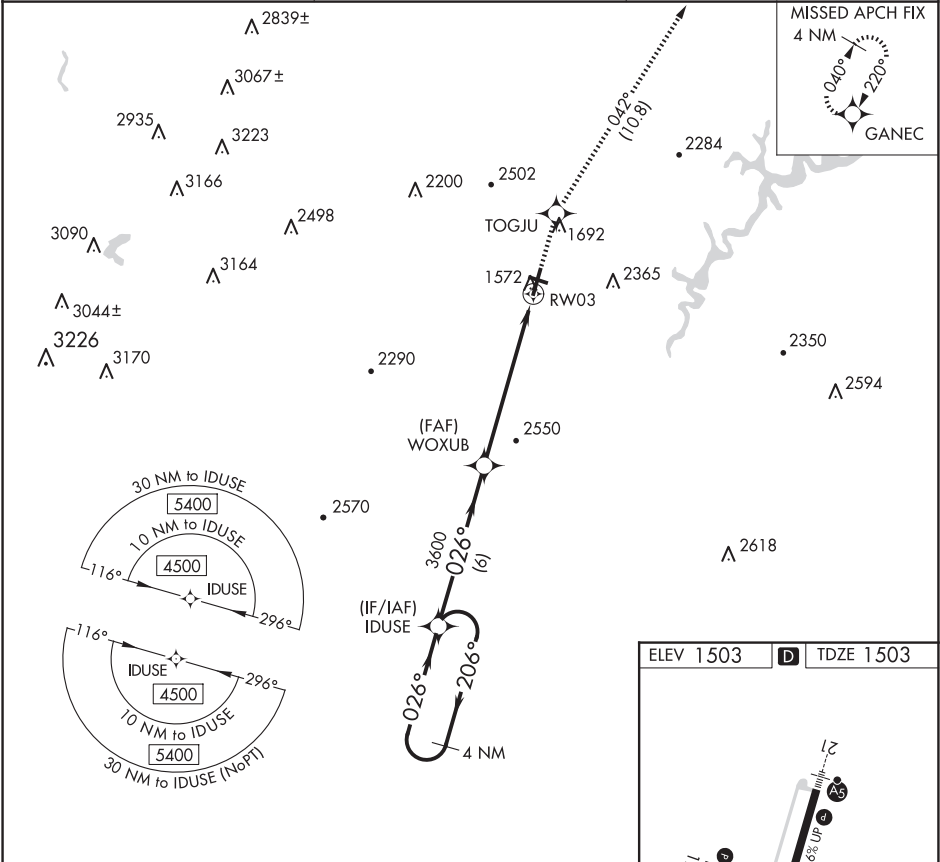
WAAS CH 82529 W03A	APP CRS 026°	Rwy Idg TDZE 1503 Apt Elev 1503
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RNAV (GPS) Z RWY 3

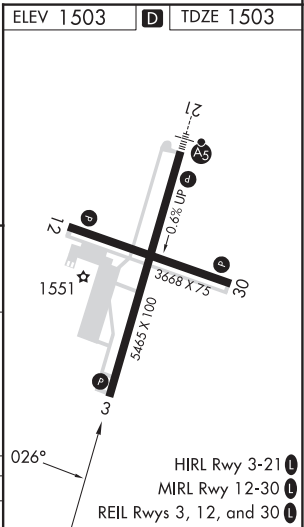
ALTOONA/BLAIR COUNTY (A00)

<div><div>▼</div><div>NA</div></div> <div>Rwy 3 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Bedford County altimeter setting and increase all DA 84 feet, and increase all visibilities ¾ mile.</div>	MISSED APPROACH: Climb to 5000 direct TOGJU and on track 042° to GANEC and hold, continue climb-in-hold to 5000.
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ASOS 127.125	JOHNSTOWN APP CON ★ 121.2 299.2	CTAF 123.60
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 43).				
4 NM Holding Pattern IDUSE		5000	TOGJU	GANEC
4500 ← 206°		tr 042°		
→ 026°				
GP 3.00°		WQXUB 3600		
TCH 55		RW03		
		3600		
		6 NM 6.4 NM		
CATEGORY	A	B	C	D
LPV DA	1828-1 325 (400-1)			



BEAVER FALLS, PENNSYLVANIA

AL-5206 (FAA)

23110

WAAS CH 62821 W10A	APP CRS 101°	Rwy Idg TDZE 1237 Apt Elev 1253
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RNAV (GPS) RWY 10

BEAVER COUNTY (BVI)

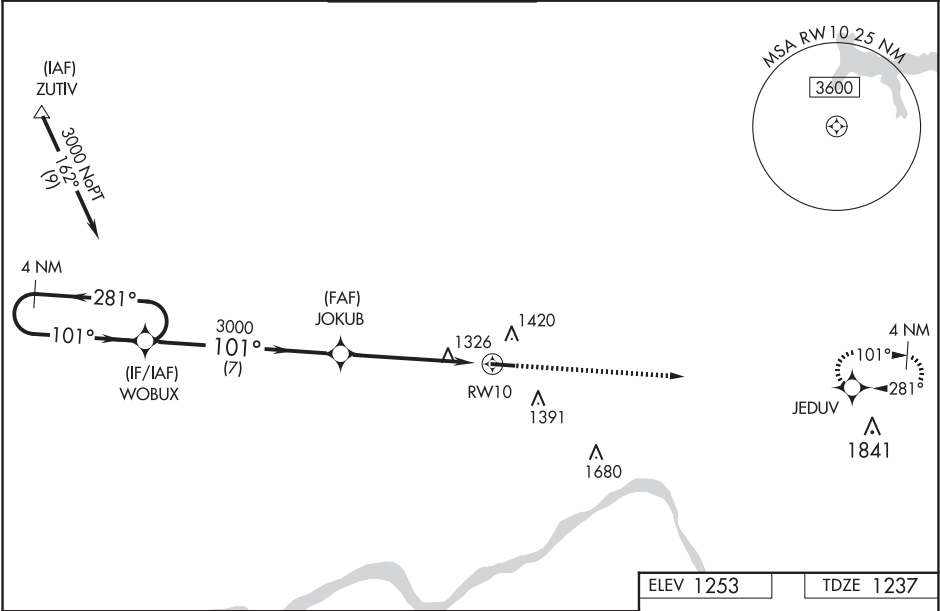
RNP APCH.

▼

Baro-VNAV and VDP NA when using Pittsburgh Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 36°C (96°F). When local altimeter setting not received, use Pittsburgh Intl altimeter setting; increase all DA 50 feet; increase all MDAs 60 feet and visibility LNAV Cats C and D ½ SM. Circling Rwy 28 NA at night. Rwy 10 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct JEDUV and hold.

ATIS 118.35	PITTSBURGH APP CON 124.75 338.2	BEAVER COUNTY TOWER★ 120.3 (CTAF) 0	GND CON 121.8	CLNC DEL 124.85 (when twr closed)
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4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 42).

3000 JEDUV

*INAV only.

WOBUX JOKUB

3000

*1.1 NM to RWY 10

RWY 10

GP 3.00° TCH 55

7 NM 4.4 NM 1.1 NM

CATEGORY	A	B	C	D
LPV DA	1528-1 290 (300-1)			
LNAV/VNAV DA	1514-1 276 (300-1)			
LNAV MDA	1580-1 342 (400-1)			
CIRCLING	1720-1 467 (500-1)	1720-1½ 467 (500-1½)	1820-2 567 (600-2)	

ELEV 1253 TDZE 1237

101°

1.1% UP

4501 X 100

0 100 200

MIRL Rwy 10-28 0 REIL Rws 10 and 28 0

WAAS
CH **72621**
W28A

APP CRS
281°

Rwy Idg
TDZE **1253**
Apt Elev **1253**

RNAV (GPS) RWY 28

BEAVER COUNTY (BVI)

RNP APCH.

Baro-VNAV and VDP NA when using Pittsburgh Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 26°C (78°F). When local altimeter setting not received, use Pittsburgh Intl altimeter setting; increase all DA 50 feet; increase all MDAs 60 feet and visibility LNAV Cats C and D ¼ SM. Circling Rwy 28 NA at night. Rwy 28 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct WOBUX and hold.

ATIS
118.35

PITTSBURGH APP CON
124.75 338.2

BEAVER COUNTY TOWER ★
120.3 (CTAF) 0

GND CON
121.8

CLNC DEL
124.85
(when twr closed)

MISSED APCH FIX
4 NM

ELEV 1253

TDZE 1253

3000

WOBUX

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 43).

4 NM Holding Pattern

*LNAV only.

WUBMA 2.5 NM to RWY 28

ZILET 3000

JEDUV

281°

101°

3000

GP 3.10° TCH 60

CATEGORY	A	B	C	D
LPV DA		1512-1	259 (300-1)	
LNAV/ VNAV DA		1580-1	327 (400-1)	
LNAV MDA	1660-1	407 (500-1)	1660-1½	407 (500-1½)
CIRCLING	1720-1	467 (500-1)	1720-1½ 467 (500-1½)	1820-2 567 (600-2)

MIRL Rwy 10-28 0

REIL Rwy 10 and 28 0

BEAVER FALLS, PENNSYLVANIA

Orig-C 19JUL18

40°46'N-80°23'W

17

BEAVER COUNTY (BVI)

RNAV (GPS) RWY 28

BEAVER FALLS, PENNSYLVANIA

AL-5206 (FAA)

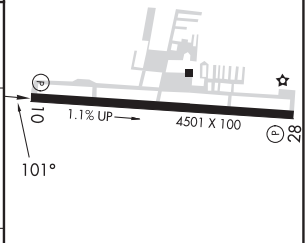
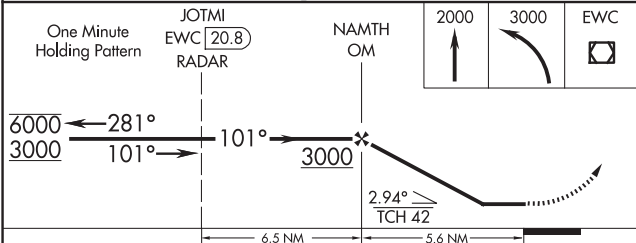
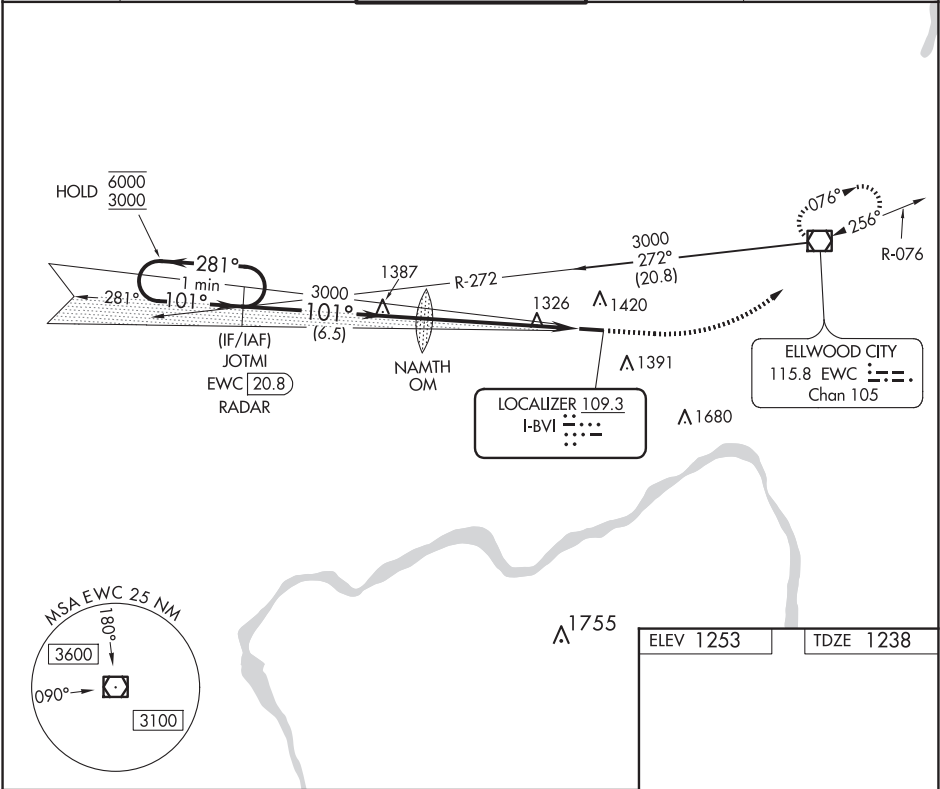
23110

LOC I-BVI 109.3	APP CRS 101°	Rwy Idg TDZE 1238 Apt Elev 1253
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LOC RWY 10
BEAVER COUNTY (BVI)

DME or RADAR REQUIRED	MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct EWC VOR/DME and hold.
Rwy 10 helicopter visibility reduction below ¾ SM NA. When local alimeter setting not received, use Pittsburgh Intl alimeter setting and increase all MDAs 60 feet and visibility S-10 Cats C and D ¼ SM. Circling Rwy 28 NA at night.	

ATIS 118.35	PITTSBURGH APP CON 124.75 338.2	BEAVER COUNTY TOWER ★ 120.3 (CTAF) 0	GND CON 121.8	CLNC DEL 124.85 (when twr closed)
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CATEGORY	A	B	C	D	MIRL Rwy 10-28 0	REIL Rwys 10 and 28 0
S-10	1640-1	402 (400-1)	1640-1½	402 (400-1½)	FAF to MAP 5.6 NM	
CIRCLING	1720-1	467 (500-1)	1720-1½	1820-2	Knots	60 90 120 150 180
			467 (500-1½)	567 (600-2)	Min:Sec	5:36 3:44 2:48 2:14 1:52

BEAVER FALLS, PENNSYLVANIA
Amdt 4C 13SEP18

40°46'N-80°23'W

BEAVER COUNTY (BVI)
LOC RWY 10

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

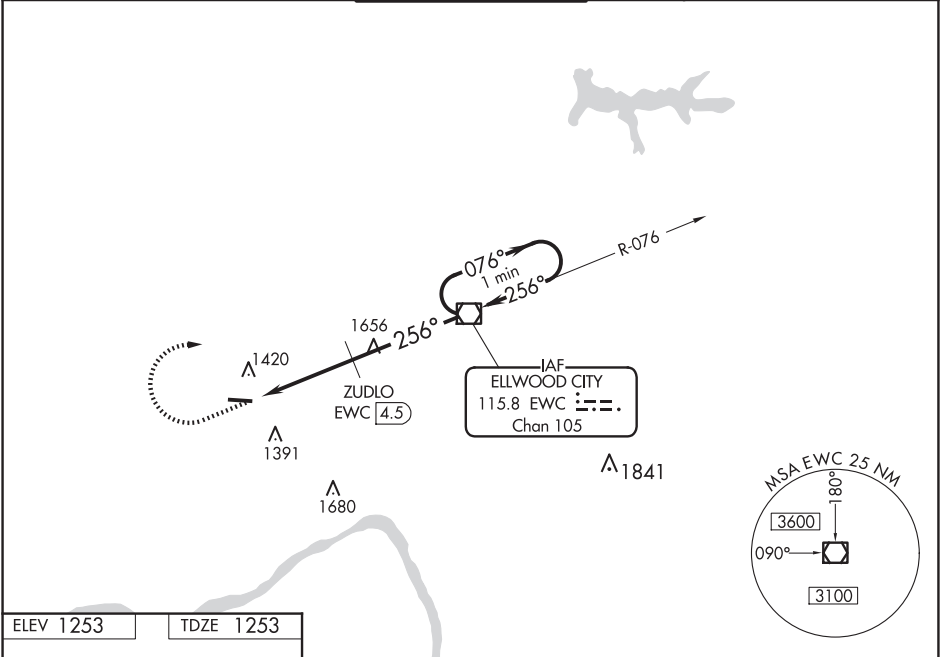
VOR/DME EWC	APP CRS	Rwy Idg	4501
115.8	256°	TDZE	1253
Chan 105		Apt Elev	1253

VOR RWY 28
BEAVER COUNTY (BVI)

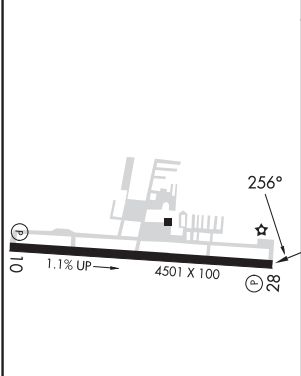
⚠ When local altimeter setting not received, use Pittsburgh Intl altimeter setting and increase MDAs 60 feet and visibility Circling Cats A and D ¼ SM and ZUDLO fix minimums S-28 Cats C/D ¼ SM and Circling Cat C ½ SM. Straight-in Rwy 28 NA at night, Circling Rwy 28 NA at night. Rwy 28 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 then right turn direct EWC VOR/DME and hold.

ATIS 118.35	PITTSBURGH APP CON 124.75 338.2	BEAVER COUNTY TOWER ★ 120.3 (CTAF) ①	GND CON 121.8	CLNC DEL 124.85 (when twr closed)
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ELEV 1253	TDZE 1253
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MIRL Rwy 10-28 L					
REIL Rwy 10 and 28 L					
FAF to MAP 8.5 NM					
Knots	60	90	120	150	180
Min:Sec	8:30	5:40	4:15	3:24	2:50

3000

EWC

One Minute Holding Pattern

EWC VOR/DME

ZUDLO EWC 4.5

2060*

4 NM

4.5 NM

076° → 3000

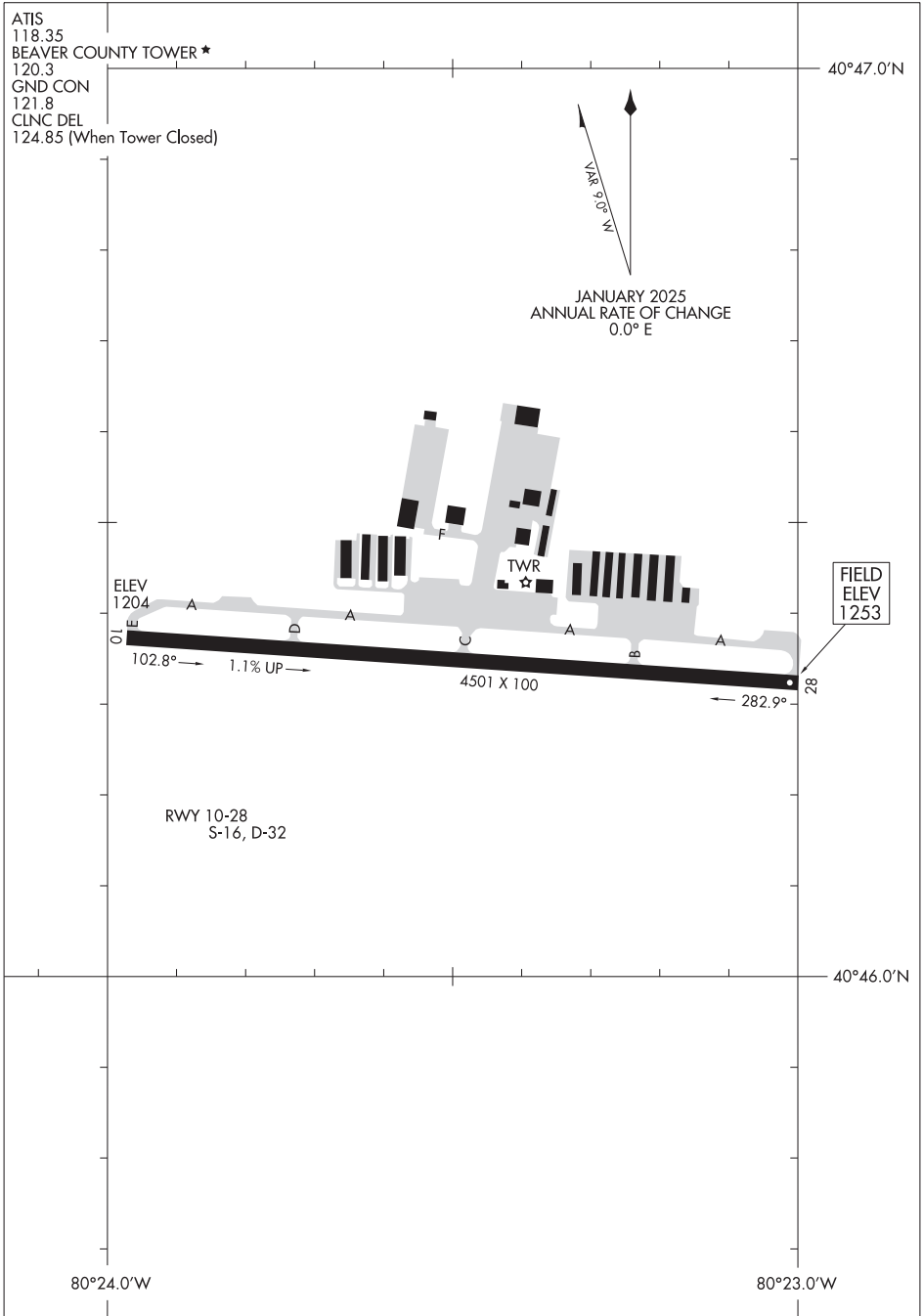
← 256°

* 2120 when using Pittsburgh Intl altimeter setting.

CATEGORY	A	B	C	D
S-28	2060-1 807 (900-1)	2060-1 ¼ 807 (900-1 ¼)	2060-2 ½	807 (900-2 ½)
CIRCLING	2060-2	807 (900-2)	2060-2 ½	807 (900-2 ½)
ZUDLO FIX MINIMUMS (DME REQUIRED)				
S-28	1740-1	487 (500-1)	1740-1 ⅓	487 (500-1 ⅓)
CIRCLING	1740-1	487 (500-1)	1740-1 ½	1820-2 487 (500-1 ½) 567 (600-2)

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025



NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

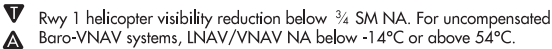
BECKLEY, WEST VIRGINIA

AL-788 (FAA)

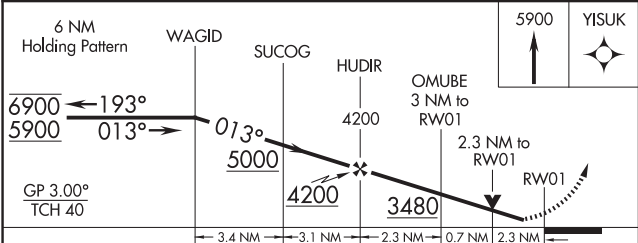
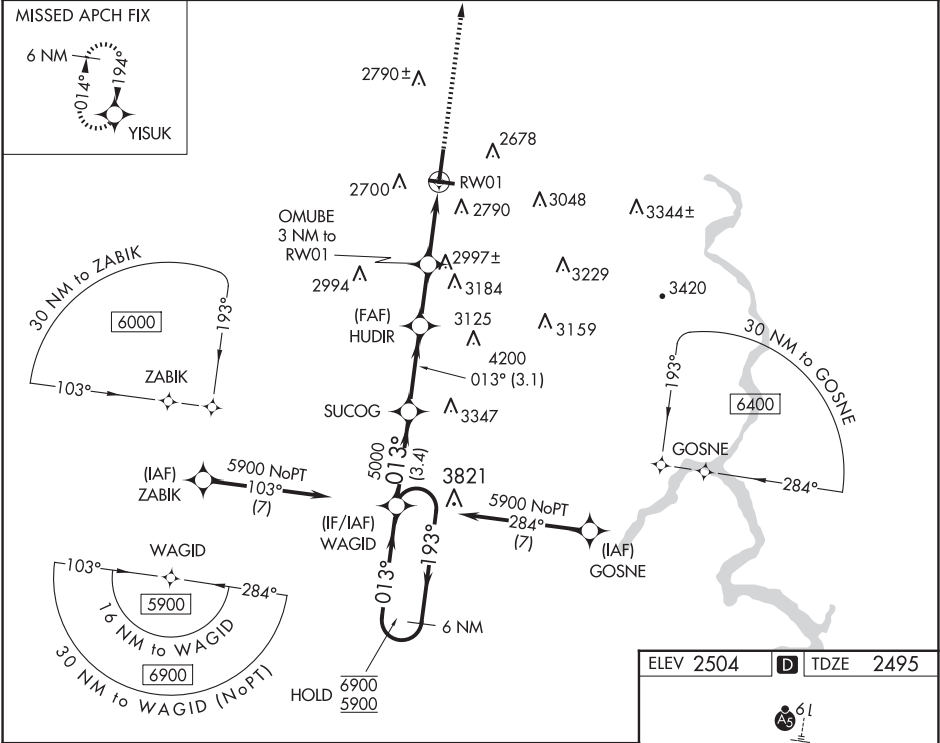
25051


WAAS CH 56323 W01A	APP CRS 013°	Rwy Idg TDZE Apt Elev	6750 2495 2504
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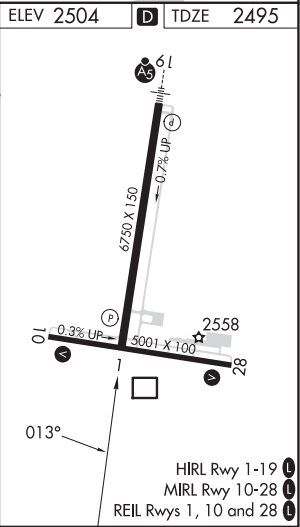
RNAV (GPS) RWY 1
RALEIGH COUNTY MEML (BKW)

RNP APCH - GPS.	MISSED APPROACH: Climb to 5900 direct YISUK and hold, continue climb-in-hold to 5900.
	

ASOS 121.55	CHARLESTON APP CON 125.4 269.125	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		2810-7/8	315 (400-7/8)	
LNAV/VNAV DA		3093-1 3/4	598 (600-1 3/4)	
LNAV MDA	3260-1 765 (800-1)	3260-1 1/4 765 (800-1 1/4)	3260-2 1/2 765 (800-2 1/2)	765 (800-2 1/2)
 CIRCLING	3260-1 756 (800-1)	3260-1 1/4 756 (800-1 1/4)	3320-2 1/2 816 (900-2 1/2)	3500-3 996 (1000-3)



BECKLEY, WEST VIRGINIA
Amdt 2 26DEC24

37°47'N-81°07'W

RALEIGH COUNTY MEML (BKW)
RNAV (GPS) RWY 1

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 82023 W10A	APP CRS 103°	Rwy Idg TDZE Apt Elev 5001 2502 2504
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RNAV (GPS) RWY 10

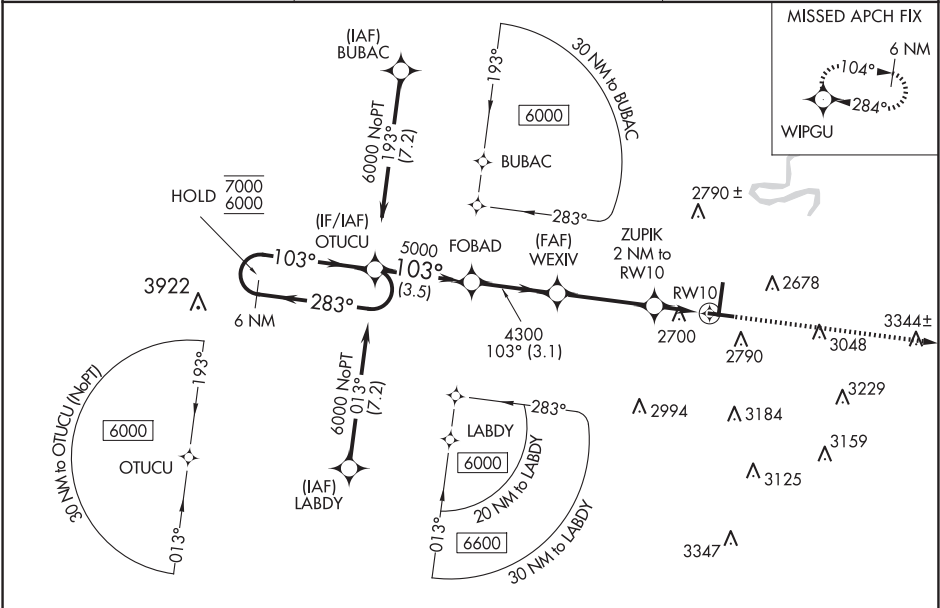
RALEIGH COUNTY MEML (BKW)

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C.

MISSED APPROACH: Climb to 6300 direct WIPGU and hold, continue climb-in-hold to 6300.

ASOS 121.55	CHARLESTON APP CON 125.4 269.125	UNICOM 123.0 (CTAF) 0
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ELEV 2504

TDZE 2502

6 NM Holding Pattern

OTUCU

FOBAD

WEXIV

ZUPIK 2 NM to RW10

1.3 NM to RW10

6300 WIPGU

GP 3.00° TCH 59

7000 6000

283° 103°

5000 4300 3180

3.5 NM 3.1 NM 3.5 NM 0.7 NM 1.3 NM

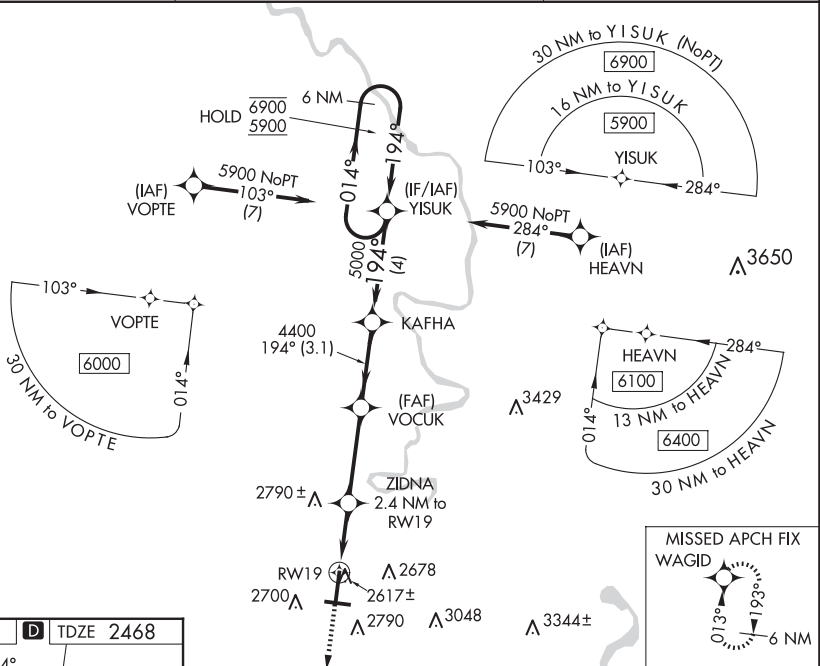
CATEGORY	A	B	C	D
LPV DA	2702-3/4 200 (200-3/4)			
LNAV/VNAV DA	3016-13/8 514 (600-13/8)			
LNAV MDA	2960-1 458 (500-1)	2960-13/8 458 (500-13/8)		
CIRCLING	3120-1 616 (700-1)	3180-1 676 (700-1)	3320-2 1/2 816 (900-2 1/2)	3500-3 996 (1000-3)

HIRL Rwy 1-19
MIRL Rwy 10-28
REIL Rwy 1, 10, and 28

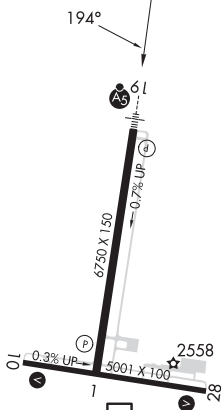
RNAV (GPS) RWY 19
RALEIGH COUNTY MEML(BKW)

MISSED APPROACH: Climb to 5900 direct WAGID and hold, continue climb-in-hold to 5900.

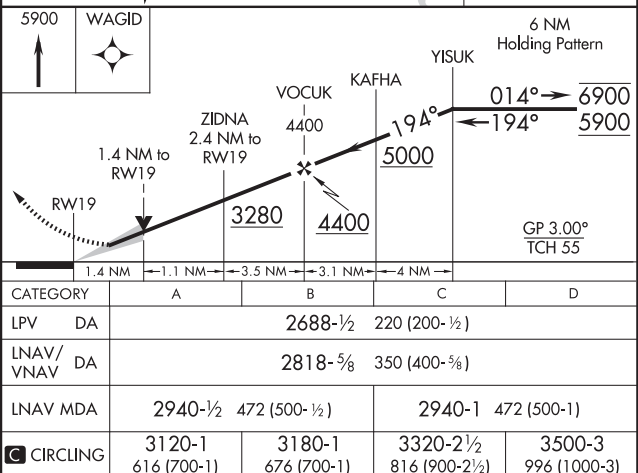
A Baro-VNAV NA. For inop ALS, increase LNAV/VNAV all Cats visibilities to 1 SM, LNAV visibilities Cats C/D to 1 3/8 SM.

UNICOM
123.0 (CTAF) **L**

ELEV 2504	D	TDZE 2468
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HIRL Rwy 1-19 **L**
MIRL Rwy 10-28 **L**
REIL Rwy 1, 10, and 28 **L**



RALEIGH COUNTY MEML (BKW)
RNAV (GPS) RWY 19

WAAS CH 42923 W28A	APP CRS 284°	Rwy Idg TDZE Apt Elev	5001 2504 2504
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RNAV (GPS) RWY 28
RALEIGH COUNTY MEML (BKW)

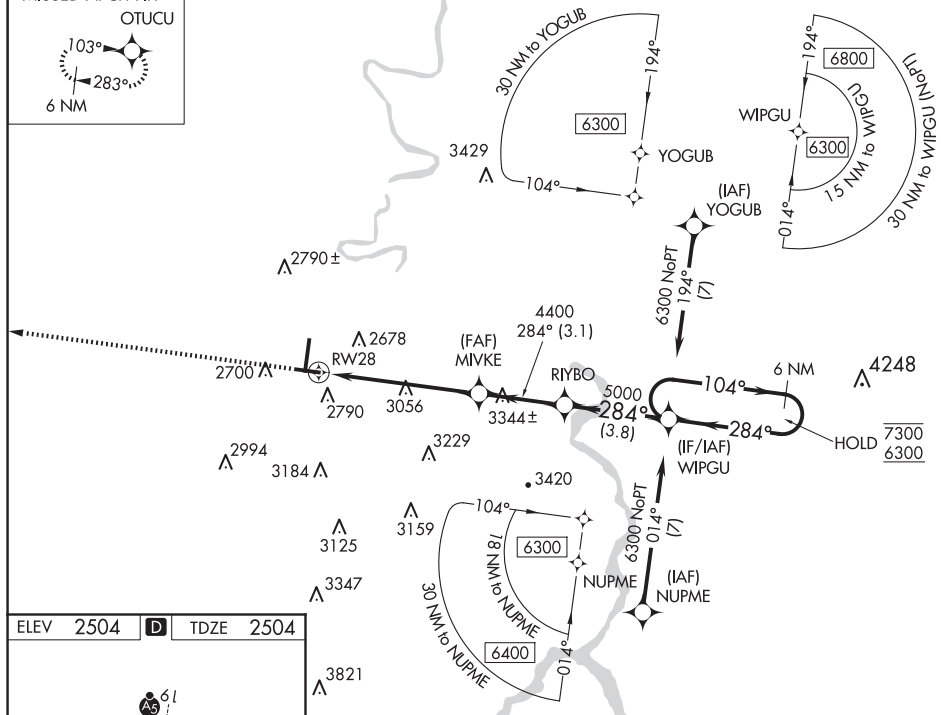
RNP APCH - GPS.

T
A Rwy 28 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 6000 direct OTUCU and hold, continue climb-in-hold to 6000.

ASOS 121.55	CHARLESTON APP CON 125.4 269,125	UNICOM 123.0 (CTAF) 0
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MISSED APCH FIX
OTUCU



6750 X 150
0.7% UP
5001 X 100
0.3% UP
284°
6 NM Holding Pattern

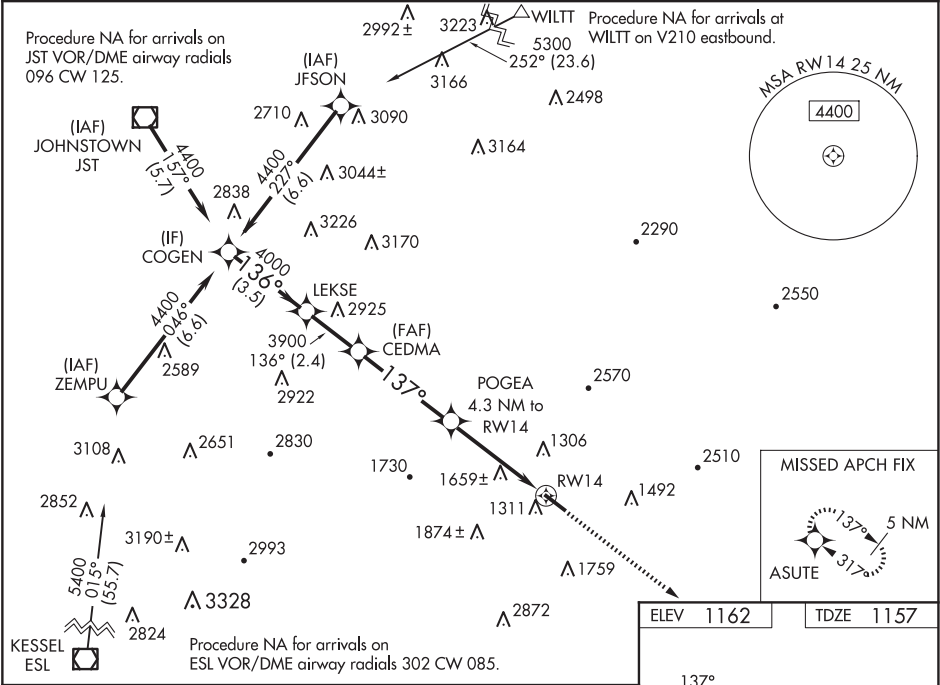
CATEGORY	A	B	C	D
LP MDA	3320-1 816 (900-1)	3320-1¼ 816 (900-1¼)	3320-2½	816 (900-2½)
LNAV MDA	3320-1 816 (900-1)	3320-1¼ 816 (900-1¼)	3320-2½	816 (900-2½)
CIRCLING	3320-1¼ 816 (900-1¼)	3320-2½ 816 (900-2½)	3500-3 996 (1000-3)	

WAAS CH 72916 W14A	APP CRS 137°	Rwy Idg TDZE 1157 Apt Elev 1162	5006 1157 1162
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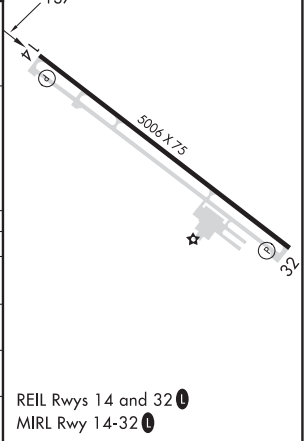
RNAV (GPS) RWY 14

BEDFORD COUNTY (HMZ)

RNP APCH.		MISSED APPROACH: Climb to 5000 direct ASUTE and hold, continue climb-in-hold to 5000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.		
AWOS-3 123.675	JOHNSTOWN APP CON ★ 121.2 299.2	UNICOM 122.7 (CTAF) ①



COGEN		LEKSE	CEDMA	POGEA	ASUTE
4400		3900	3900	4.3 NM to RW14	5000
136°		137°	137°	2.3 NM to RW14	ASUTE
4000		3900	2560	RW14	
GP 3.00° TCH 41					
3.5 NM		2.4 NM	4.2 NM	2 NM	2.3 NM
CATEGORY	A	B	C	D	
LPV DA	1640-1½		483 (500-1%)		
LNAV/VNAV DA	2050-4		893 (900-4)		
LNAV MDA	1920-1 763 (800-1)	1920-1¼ 763 (800-1¼)	1920-2½	763 (800-2½)	
CIRCLING	1920-1 758 (800-1)	1960-1¼ 798 (800-1¼)	2200-3 1038 (1100-3)	2940-3 1778 (1800-3)	



NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 90437 W32A	APP CRS 317°	Rwy Idg 5006 TDZE 1162 Apt Elev 1162
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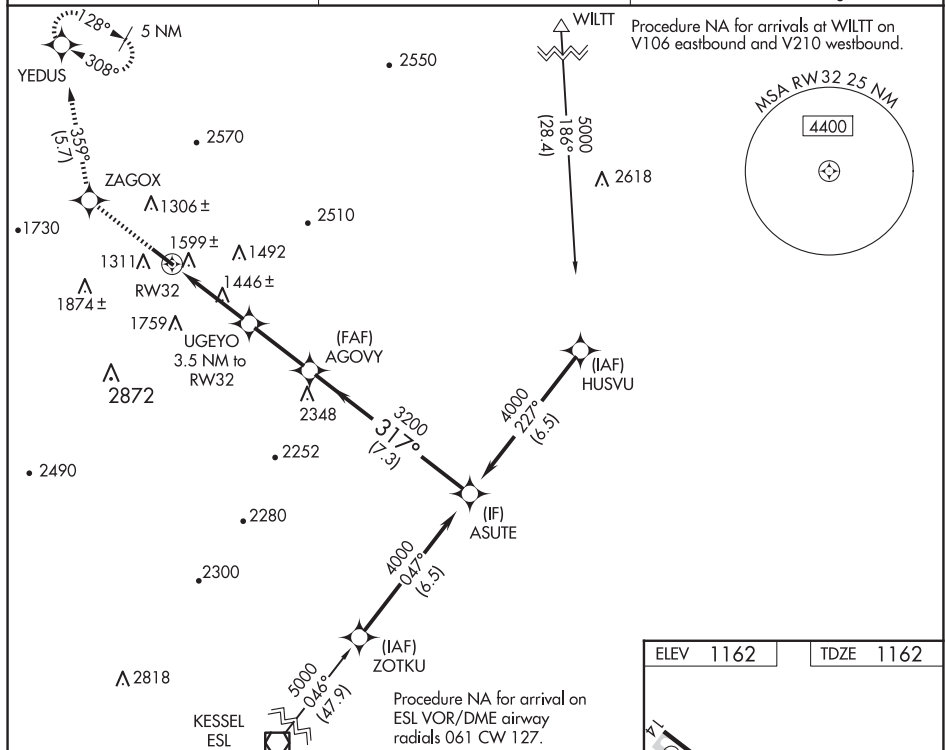
RNAV (GPS) RWY 32
BEDFORD COUNTY (HMZ)

RNP APCH - GPS

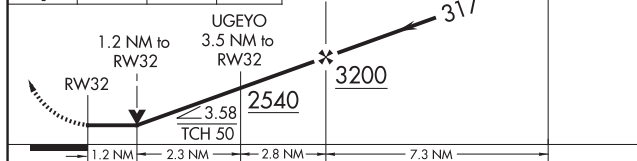
T Rwy 32 helicopter visibility reduction below $\frac{3}{4}$ SM NA. VDP NA when using Altoona altimeter setting. When local altimeter setting not received, use Altoona altimeter setting and increase all MDA 100 feet, increase LP Cat C visibility $\frac{1}{4}$ SM, increase LNAV Cat B visibility $\frac{1}{4}$ SM and Cat C visibility $\frac{1}{2}$ SM, and increase Circling Sats A and B visibility $\frac{1}{4}$ SM.


MISSED APPROACH: Climb to 5000 direct ZAGOX and on track 359° to YEDUS and hold, continue climb-in-hold to 5000.

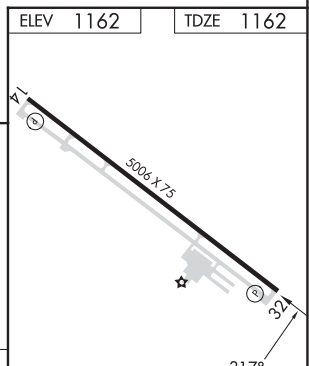
AWOS-3 123.675	JOHNSTOWN APP CON ★ 121.2 299.2	UNICOM 122.7 (CTAF) ①
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5000 ↑	ZAGOX ⬤	tr 359°	YEDUS ⬤	VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 53). ASUTE 4000 ↘
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CATEGORY	A	B	C	D
LP MDA	1740-1	578 (600-1)	1740-1½ 578 (600-1½)	NA
LNAV MDA	1860-1	698 (700-1)	1860-2 698 (700-2)	NA
 CIRCLING	1900-1 738 (800-1)	1960-1 798 (800-1)	2200-3 1038 (1100-3)	NA



BELLEFONTE, PENNSYLVANIA

AL-6964 (FAA)

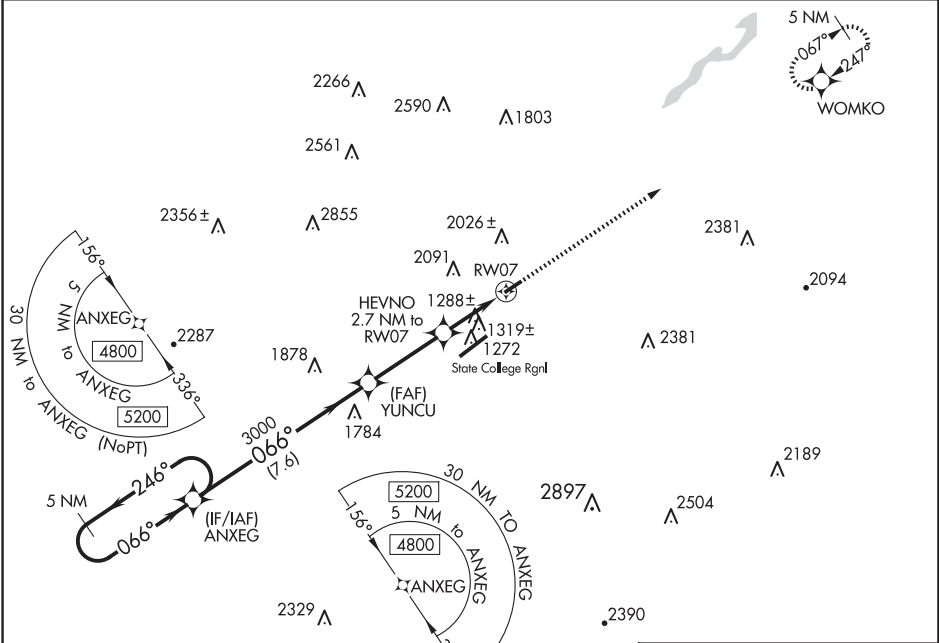
24025

WAAS CH 42534 W07A	APP CRS 066°	Rwy Idg TDZE 1072 Apt Elev 1072
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RNAV (GPS) RWY 7
BELLEFONTE (N96)

 NA	DME/DME RNP-0.3 NA. Use State College altimeter setting, when not received use Clearfield altimeter setting and increase all MDA 140 feet. Helicopter visibility reduction below 1 SM NA. Circling NA southeast of Rwy 7-25. Procedure NA at night.	MISSED APPROACH: Climb to 4600 direct WOMKO and hold, continue climb-in-hold to 4600.
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UNV AWOS-3 127.65	NEW YORK CENTER 134.8 338.3	CLNC DEL 125.725	CLNC DEL 118.55 (When twr closed)	UNICOM 122.8 (CTAF)	122.7 0
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				ELEV 1072		TDZE 1072	
CATEGORY	A	B	C	D			
LP MDA	1540-1	468 (500-1)	NA				
LNAV MDA	1580-1	508 (600-1)	NA				
CIRCLING	2140-1¼ 1068 (1100-1¼)	2380-1½ 1308 (1400-1½)	NA				
				LIRL Rwy 7-25			

BELLEFONTE, PENNSYLVANIA
Orig-B 12OCT17

40°53'N-77°49'W

RNAV (GPS) RWY 7
BELLEFONTE (N96)

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

BERKELEY SPRINGS, WEST VIRGINIA

AL-5997 (FAA)

23054

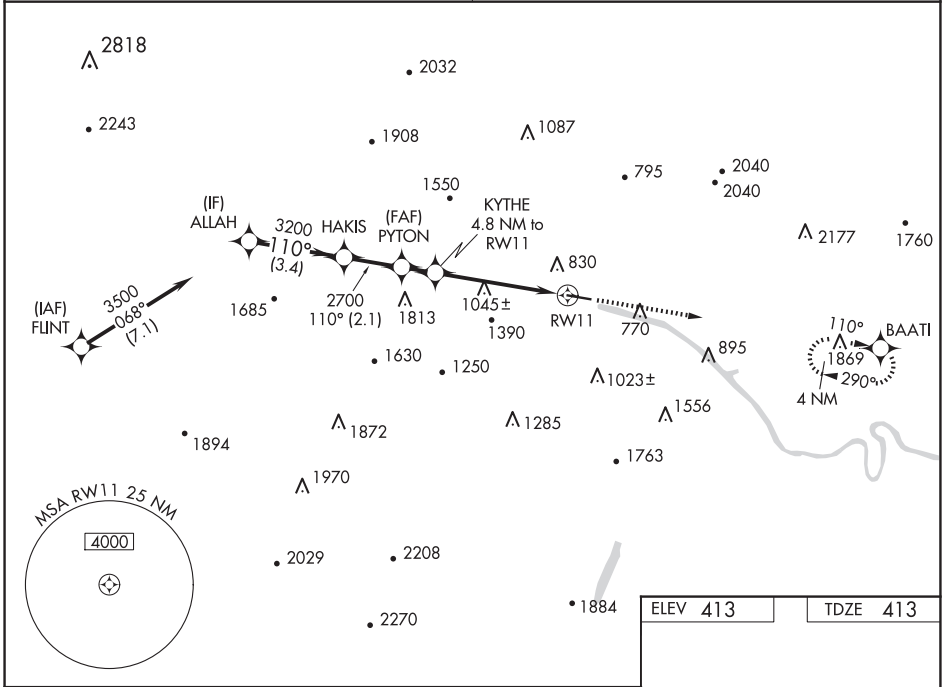
WAAS CH 63239 W11A	APP CRS 110°	Rwy Idg TDZE 4979 Apt Elev 413
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RNAV (GPS) RWY 11

POTOMAC AIRPARK (W35)

RNP APCH.	<div><div>Procedure NA at night. Rwy 11 helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received, use Martinsburg altimeter setting and increase all MDAs 80 feet and increase LNAV and LP Cat B, C and D visibilities ½ SM and increase Circling Cat B visibility ¼ SM.</div><div>MISSED APPROACH: Climb to 3500 direct BAATI and hold.</div></div>
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POTOMAC APP CON 126.825 239.025	CTAF 122.9
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Visual Segment - Obstacles.					3500	BAATI
<p>The diagram shows the visual segment of the approach with altitudes and distances. From ALLAH (3500) to HAKIS (3200) is 3.4 NM. From HAKIS (3200) to PYTON (2700) is 2.1 NM. From PYTON (2700) to KYTHE (2240) is 1.2 NM. From KYTHE (2240) to RW11 (2240) is 4.8 NM. The final segment from RW11 to BAATI is 4.8 NM. The diagram also shows the 110° heading and the 4979 x 70 obstacle.</p>						
CATEGORY	A	B	C	D		
LP MDA	1300-1¼	887 (900-1¼)	1300-2½	887 (900-2½)		
LNAV MDA	1340-1¼	927 (1000-1¼)	1340-2½	927 (1000-2½)		
CIRCLING	1340-1¼	927 (1000-1¼)	1700-3 1287 (1300-3)	1780-3 1367 (1400-3)		
					MRL Rwy 11-29	

BERKELEY SPRINGS, WEST VIRGINIA
Amdt 1A 20JUN19

39°42'N-78°10'W

POTOMAC AIRPARK (W35)
RNAV (GPS) RWY 11

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

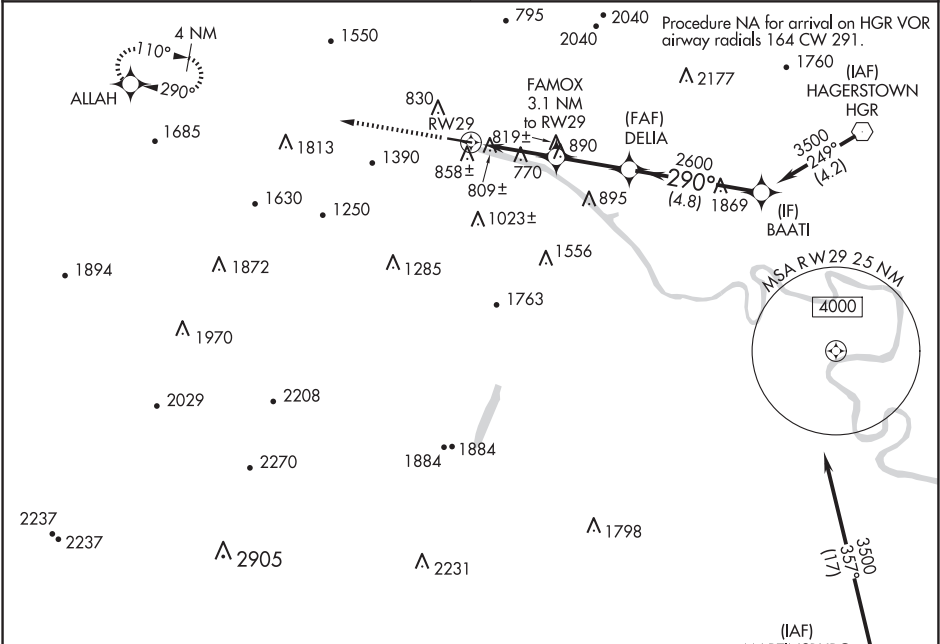
WAAS CH 69639 W29A	APP CRS 290°	Rwy Idg TDZE 413 Apt Elev 413
--	------------------------	---

RNAV (GPS) RWY 29

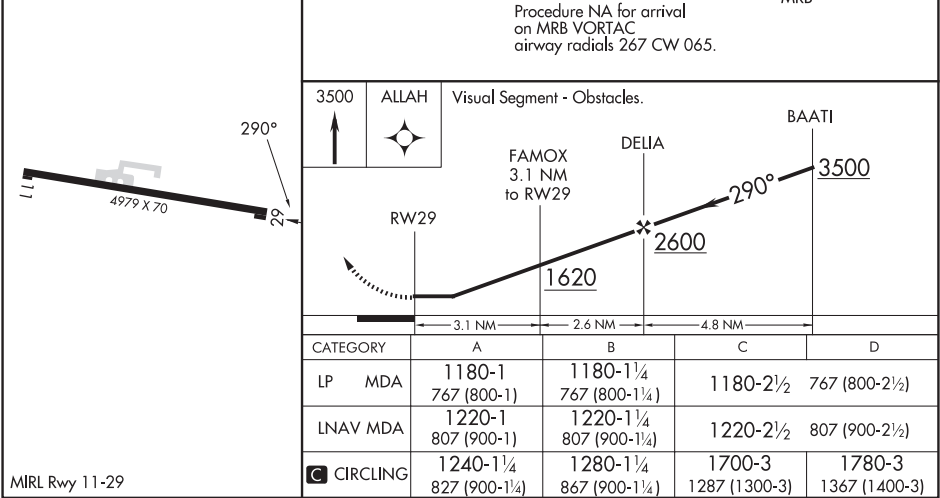
POTOMAC AIRPARK (W35)

RNP APCH.	Procedure NA at night. Rwy 29 helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received, use Martinsburg altimeter setting and increase all MDAs 80 feet and increase LNAV Cat A visibility ¼ SM.	MISSED APPROACH: Climb to 3500 direct ALLAH and hold.
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POTOMAC APP CON 126.825 239.025	CTAF 122.9
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ELEV 413	TDZE 413
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BLOOMSBURG, PENNSYLVANIA

AL-5787 (FAA)

22139

APP CRS 073°	Rwy Idg TDZE Apt Elev	N/A N/A 481
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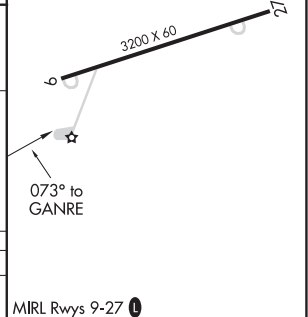
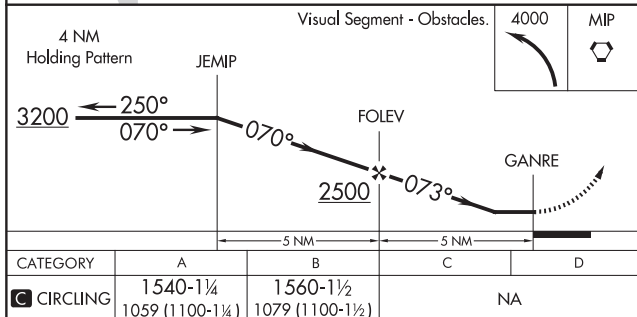
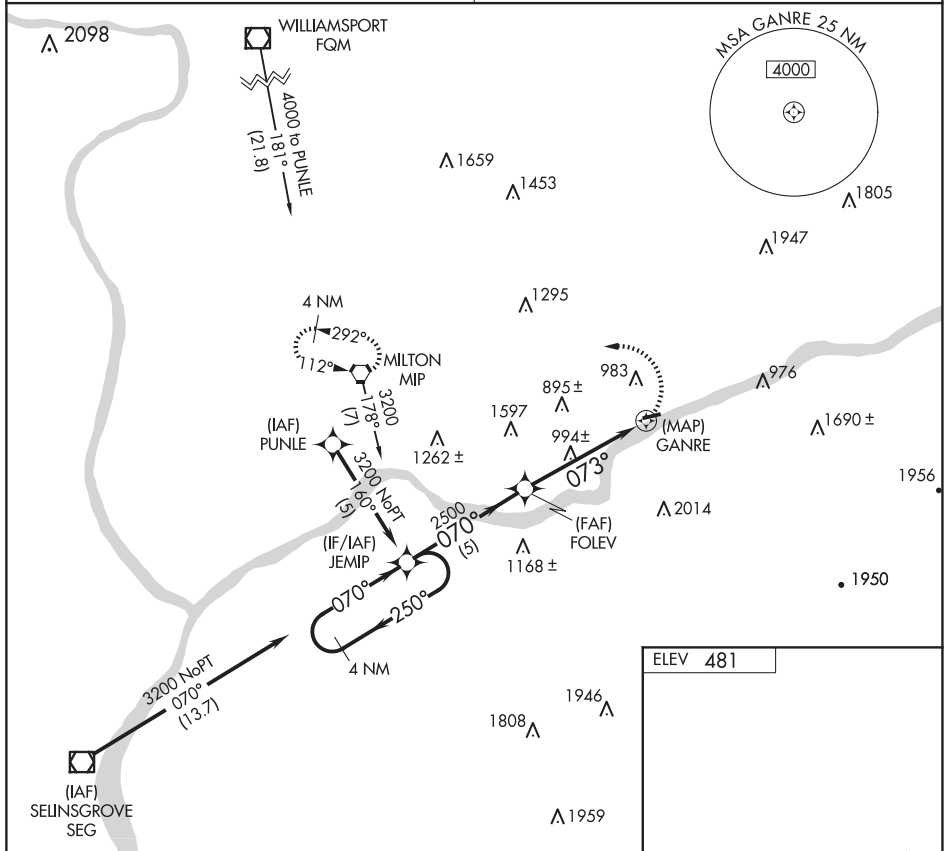
RNAV (GPS)-B

BLOOMSBURG MUNI (N13)

NA	Helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Procedure NA at night. Use Williamsport altimeter setting.	MISSED APPROACH: Climbing left turn to 4000 direct MIP VORTAC and hold, continue climb-in-hold to 4000.
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WILKES-BARRE APP CON
120.95 256.7

UNICOM
122.8 (CTAF) 0



BLOOMSBURG, PENNSYLVANIA
Amdt 1B 01FEB18

41°00'N-76°26'W

BLOOMSBURG MUNI (N13)
RNAV (GPS)-B

NE-4, 07 AUG 2025 to 02 OCT 2025

BLUEFIELD, WEST VIRGINIA

AL-787 (FAA)

25107

LOC I-BLF 109.5	APP CRS 229°	Rwy Idg TDZE Apt Elev	4743 2857 2857
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ILS or LOC RWY 23 MERCER COUNTY (BLF')

DME required.

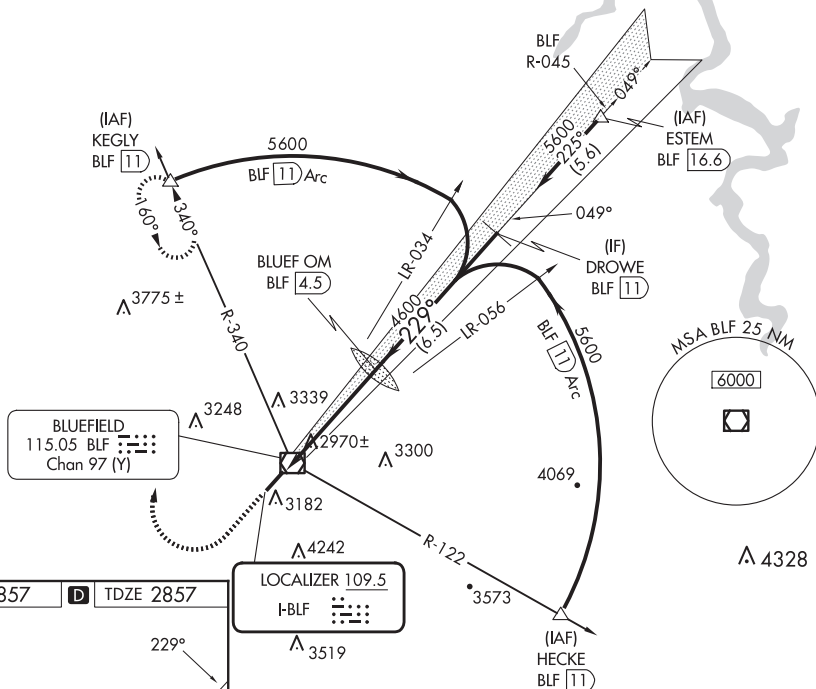


Autopilot coupled approach NA below 3600 MSL. When local altimeter setting not received, use BKW altimeter setting and increase S-ILS 23 DA to 3600 feet and all visibilities 1 SM; increase all MDAs 460 feet and S-LOC 23 all visibilities 1½ SM, and Circling Cat A/B/C ¾ SM. Circling NA southeast of Rwy 5-23.

MISSED APPROACH: Climb to 3800 then climbing right turn to 6000 on heading 020° and BLF VOR/DME R-340 to KEGLY/BLF 11 DME and hold.

ASOS
132.725

INDIANAPOLIS CENTER
126.575 257.85

CTAF
122.9


ELEV 2857 D TDZE 2857

LOCALIZER 109.5 I-BLF

VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 65).

CATEGORY	A	B	C	D
S-ILS 23	3157-1 300 (300-1)			
S-LOC 23	3520-1 663 (700-1)	3520-1½ 663 (700-1½)	3520-2 663 (700-2)	3520-2 663 (700-2)
CIRCLING	3520-1 663 (700-1)	3640-2¼ 783 (800-2¼)	3780-3 923 (1000-3)	3780-3 923 (1000-3)

BLUEFIELD, WEST VIRGINIA

Amdt 15G 17APR25

37°18'N - 81°12'W

MERCER COUNTY (BLF') ILS or LOC RWY 23

NE-4, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	4743
064°	TDZE	2850
	Apt Elev	2857

RNAV (GPS) RWY 5

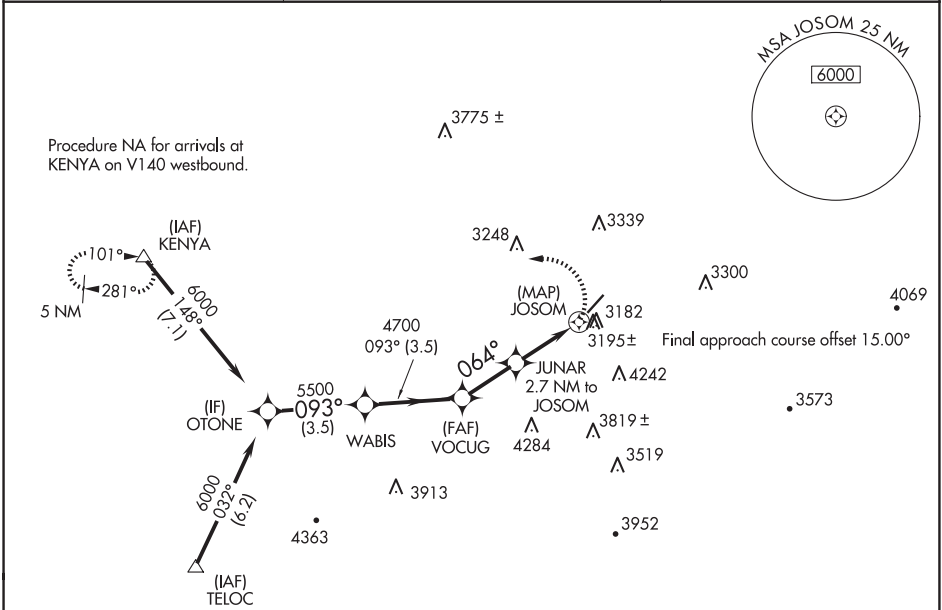
MERCER COUNTY (BLF')

RNP APCH.

Procedure NA at night.
Rwy 5 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 6000 direct KENYA and hold.

ASOS 132.725	INDIANAPOLIS CENTER 126.575 257.85	CTAF 122.9 0
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ELEV 2857 D TDZE 2850

OTONE	WABIS	VOCUG	JUNAR 2.7 NM to JOSOM	JOSOM
6000	5500	4700	3940	
VGSIs and descent angles not coincident (VGSIs Angle 3.00/TCH 40).				
3.5 NM 3.5 NM 2.3 NM 2.7 NM 0.5 NM				
CATEGORY	A	B	C	D
LNAV MDA	3560-1 710 (800-1)		3560-2 710 (800-2)	3560-2¼ 710 (800-2¼)

064°

HIRL Rwy 5-23 0
REIL Rws 5 and 23 0

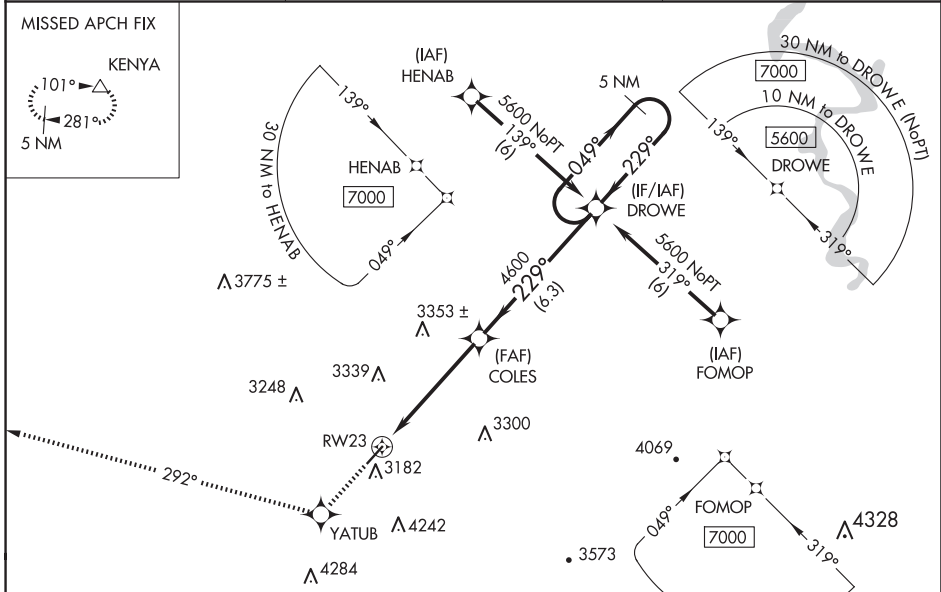
WAAS CH 50207 W23A	APP CRS 229°	Rwy Idg 4743 TDZE 2856 Apt Elev 2857
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RNAV (GPS) RWY 23

MERCER COUNTY (BLF)

RNP APCH.	MISSED APPROACH: Climb to 6000 direct YATUB and via track 292° to KENYA and hold.
▼ ⚠	VDP NA when using Beckley altimeter setting. When local altimeter setting not received, use Beckley altimeter setting and increase all DA 443 feet and all MDA 460 feet; increase LPV all Cats visibility to 2½ miles, LNAV Cat A visibility to 1¼ miles, Cat B to 1½ miles and Cat C and D to 3 miles.

ASOS 132.725	INDIANAPOLIS CENTER 126.575 257.85	CTAF 122.9
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VOR/DME BLF	APP CRS	Rwy Idg	4743
115.05	225°	TDZE	2857
Chan 97 (Y)		Apt Elev	2857

VOR RWY 23

MERCER COUNTY (BLF)

DME required.

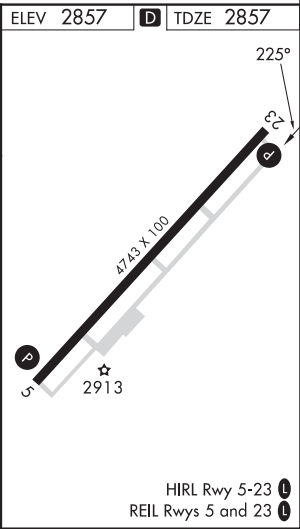
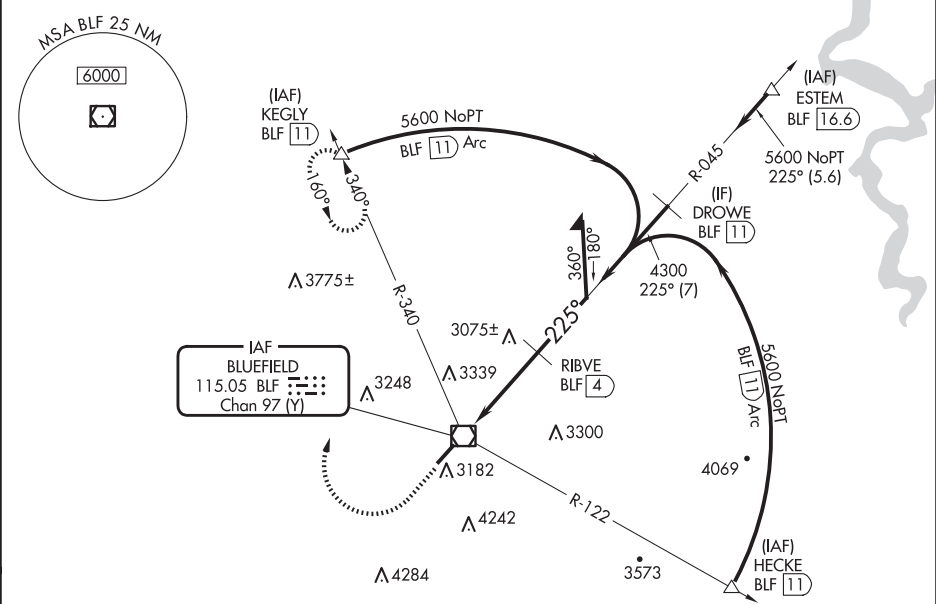
▼

▲

When local altimeter setting not received, use BKW altimeter setting and increase all MDAs 460 feet; increase S-23 all visibilities 1 ¼ SM and Circling visibility Cat A/B/C ¾ SM. VDP NA when using Beckley altimeter setting. Circling NA southeast of Rwy 5-23.

MISSED APPROACH: Climb to 3800 then climbing right turn to 6000 on heading 020° and BLF R-340 to KEGLY/BLF 11 DME and hold.

ASOS	INDIANAPOLIS CENTER	CTAF
132.725	126.575 257.85	122.9 0



3800	6000	BLF R-340	KEGLY	BLF VOR/DME	5600	045°	Remain within 10 NM	5100
↑	hdg 020°		△					
VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 65).								
0.5 1.2 2.8 NM								
CATEGORY	A	B	C	D				
S-23	3440-1	583 (600-1)	3440-1 ¾	583 (600-1 ¾)				
CIRCLING	3440-1	3460-1	3640-2 ¼	3780-3				
	583 (600-1)	603 (700-1)	783 (800-2 ¼)	923 (1000-3)				

BRADFORD, PENNSYLVANIA

AL-926 (FAA)

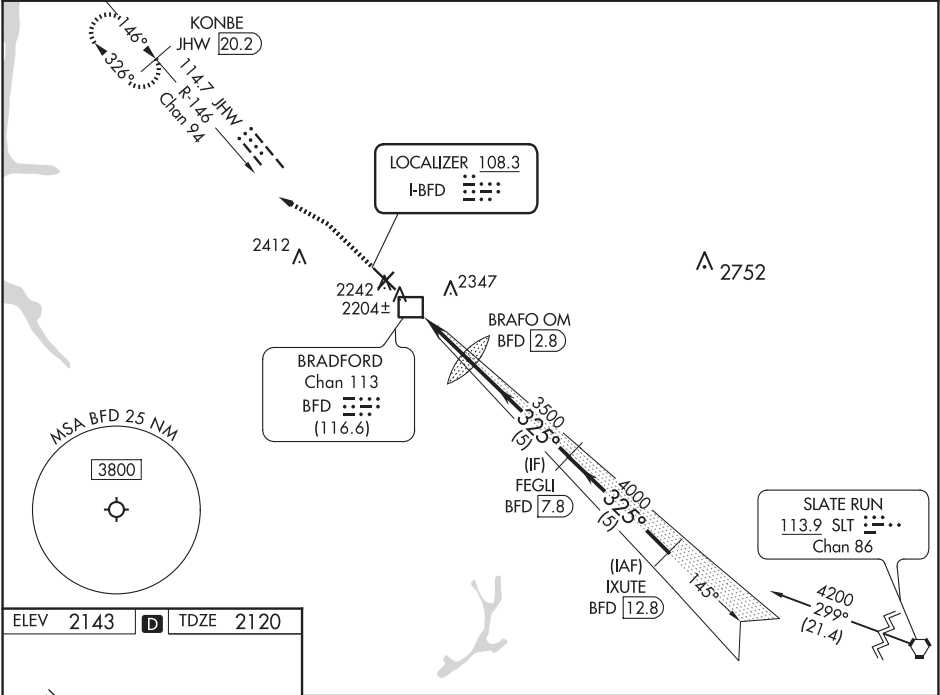
23110

LOC I-BFD	APP CRS	Rwy Idg	6306
108.3	325°	TDZE	2120
		Apt Elev	2143

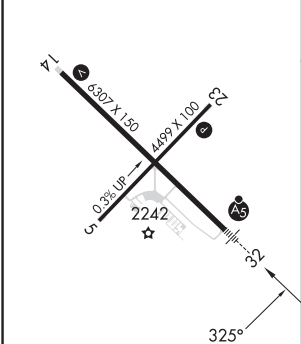
ILS or LOC RWY 32
BRADFORD RGNL (BFD)

DME required	MALSR	MISSED APPROACH: Climb to 2600 then climbing left turn to 4500 on heading 310° and on JHW VOR/DME R-146 to KONBE/JHW 20.2 DME and hold.
NA Inop table does not apply to S-ILS 32 and S-LOC 32 Cats A and B. For inop ALS, increase S-LOC 32 Cat C/D visibility to 1½ SM.	AS	

ASOS 133.825	CLEVELAND CENTER 124.325 353.85	UNICOM 123.075 (CTAF) 0
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ELEV	2143	D	TDZE	2120
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MIRL Rwy 5-23	1
HIRL Rwy 14-32	1
REIL Rws 5, 14 and 23	1
FAF to MAP 3.7 NM	
Knots	60 90 120 150 180
Min:Sec	3:42 2:28 1:51 1:29 1:14

	2600	4500	JHW R-146	KONBE JHW 20.2			
	↑	hdg 310°					
			BRAFO OM BFD 2.8	FEGLI BFD 7.8	IXUTE BFD 12.8		
			3500	3500	325°-4200	4000	GS 3.00° TCH 52
			3.7 NM	5 NM	5 NM		
CATEGORY	A	B	C	D			
S-ILS 32		2370-1	250 (300-1)				
S-LOC 32		2480-1	360 (400-1)				
CIRCLING	2600-1 457 (500-1)	2620-1 477 (500-1)	2720-1½ 577 (600-1½)	2760-2 617 (700-2)			

BRADFORD, PENNSYLVANIA
Amdt 13 10SEP20

41°48'N-78°38'W

BRADFORD RGNL (BFD)
ILS or LOC RWY 32

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 72919 W14A	APP CRS 145°	Rwy Idg TDZE 2119 Apt Elev 2143
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RNAV (GPS) RWY 14

BRADFORD RGNL (BFD)

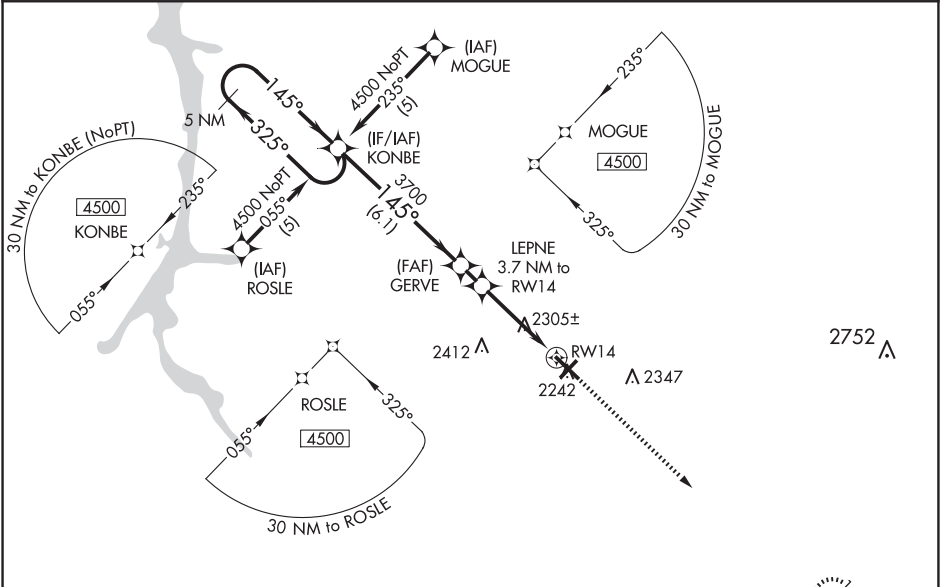
⚠

⚠

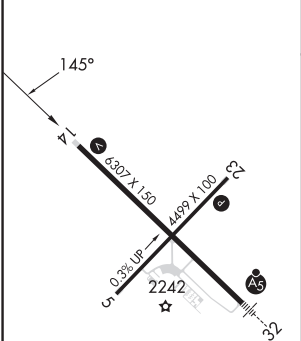
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 53°C (129°F). Baro-VNAV and VDP NA when using St. Marys altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use St. Marys altimeter setting: increase LPV DA to 2454 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 2602 feet and all visibilities ¼ SM; increase all MDAs 100 feet and Circling Cat C visibility ½ SM, and LNAV Cats C and D and Circling Cat D ¼ SM.

MISSED APPROACH:
Climb to 4500 direct
NIMEE and hold.

ASOS 133.825	CLEVELAND CENTER 124.325 353.85	UNICOM 123.075 (CTAF) 1
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ELEV 2143	D	TDZE 2119
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MIRL Rwy 5-23 1
HIRL Rwy 14-32 1
REIL Rwy 5, 14 and 23 1

5 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 42).		4500	NIMEE
KONBE		GERVE		LEPNE	
4500		3700		3700	
GP 3.00° TCH 55		*3340		*1.3 NM to RW14	
6.1 NM		1.1 NM		2.4 NM	
A		B		C	
LPV DA		2369-1		250 (300-1)	
LNAV/VNAV DA		2517-1 3/8		398 (400-1 3/8)	
LNAV MDA		2560-1 441 (500-1)		2560-1 3/8 441 (500-1 3/8)	
CIRCLING		2620-1 477 (500-1)		2720-1 1/2 577 (600-1 1/2) 2760-2 617 (700-2)	

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

BRADFORD, PENNSYLVANIA

AL-926 (FAA)

23110

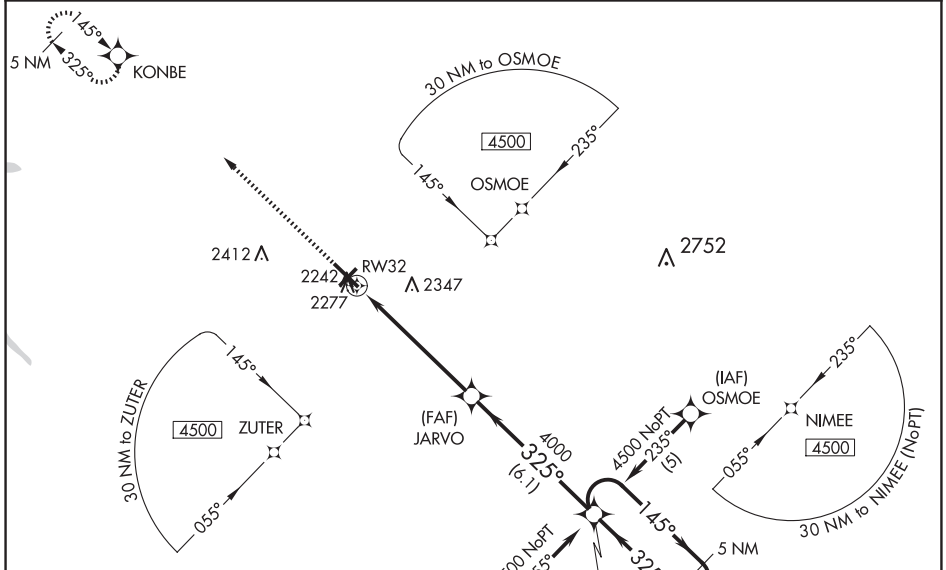
WAAS CH 87019 W32A	APP CRS 325°	Rwy Idg TDZE Apt Elev	6306 2120 2143
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RNAV (GPS) RWY 32

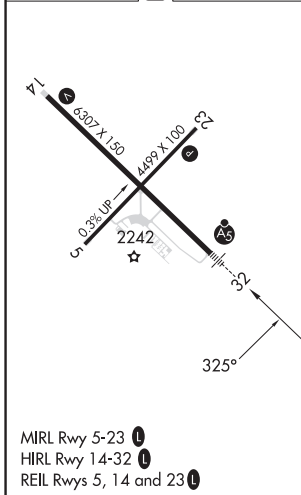
BRADFORD RGNL (BFD)

<p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using St. Marys altimeter setting. DME/DME RNP-0.3 NA. Inop table does not apply to LPV and LNAV Cats A/B. For inop MALS, increase LNAV/VNAV all Cats visibility to 1½ mile and LNAV Cats C/D visibility to 1¼ mile. When local altimeter setting not received, use St. Marys altimeter setting: increase LPV DA to 2455 feet; increase LNAV/VNAV DA to 2685 feet and all visibilities ½ SM; increase all MDAs 100 feet and Circling Cat C visibility ½ SM and Cat D ¼ SM. For inop MALS, when using St. Marys altimeter setting, increase LPV all Cats visibility to 1½ mile.</p>	<p>MALS</p>	<p>MISSED APPROACH: Climb to 4500 direct KONBE and hold.</p>
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ASOS 133.825	CLEVELAND CENTER 124.325 353.85	UNICOM 123.075 (CTAF) 0
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ELEV 2143	TDZE 2120
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MIRL Rwy 5-23
HIRL Rwy 14-32
REIL Rwy 5, 14 and 23

4500	KONBE	JARVO	NIMEE	5 NM Holding Pattern
*LNAV only.				
RW32				
1.2 NM	4.5 NM	6.1 NM		
CATEGORY	A	B	C	D
LPV DA		2370-1	250 (300-1)	
LNAV/VNAV DA		2600-1½	480 (500-1½)	
LNAV MDA		2540-1	420 (400-1)	
CIRCLING	2620-1	477 (500-1)	2720-1½ 577 (600-1½)	2760-2 617 (700-2)

BRADFORD, PENNSYLVANIA
Amdt 1E 25MAR21

41°48'N - 78°38'W

BRADFORD RGNL (BFD)
RNAV (GPS) RWY 32

NE-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 72724 W11A	APP CRS 106°	Rwy Idg 4201 TDZE 1635 Apt Elev 1635
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RNAV (GPS) RWY 11
UPSHUR COUNTY RGNL (W22)

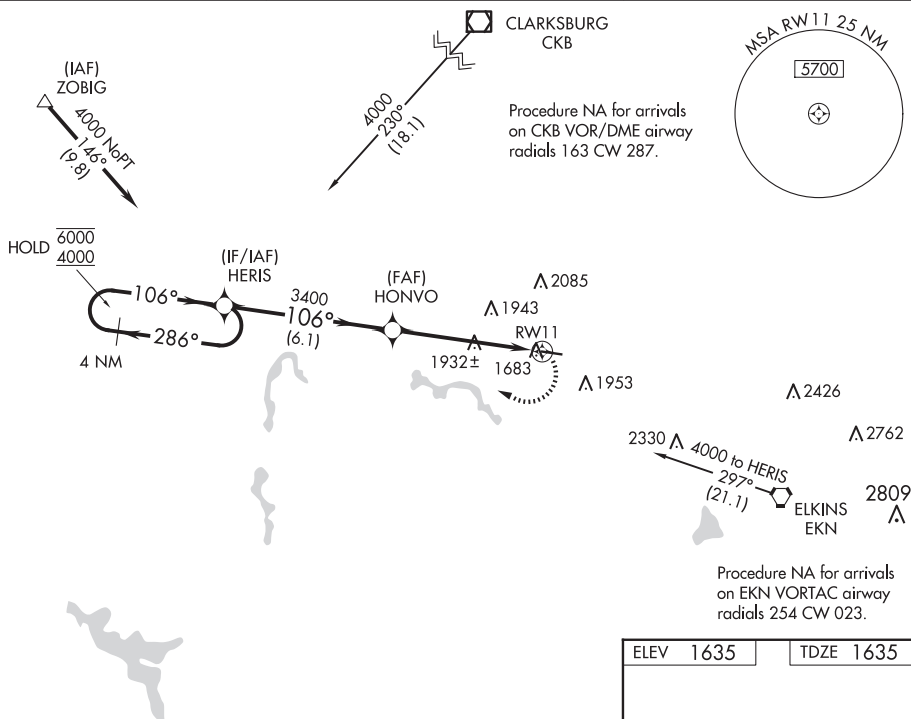
RNP APCH - GPS.

T
A Rwy 11 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

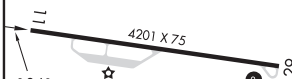
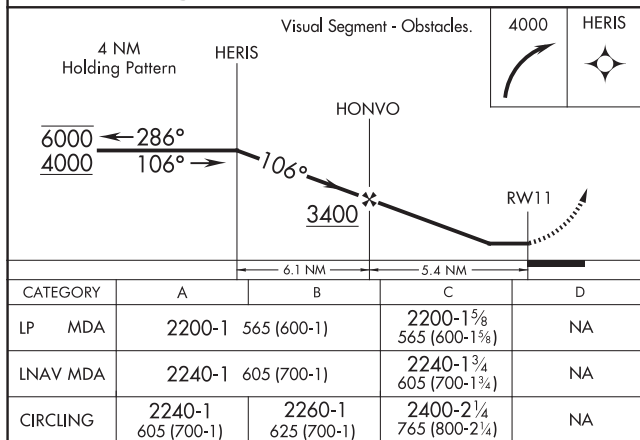
MISSED APPROACH: Climbing right turn to 4000 direct HERIS and hold.

AWOS-3
119.975

CLARKSBURG APP CON ★
121.15 284.65

UNICOM
122.8 (CTAF) 

ELEV	1635		TDZE	1635
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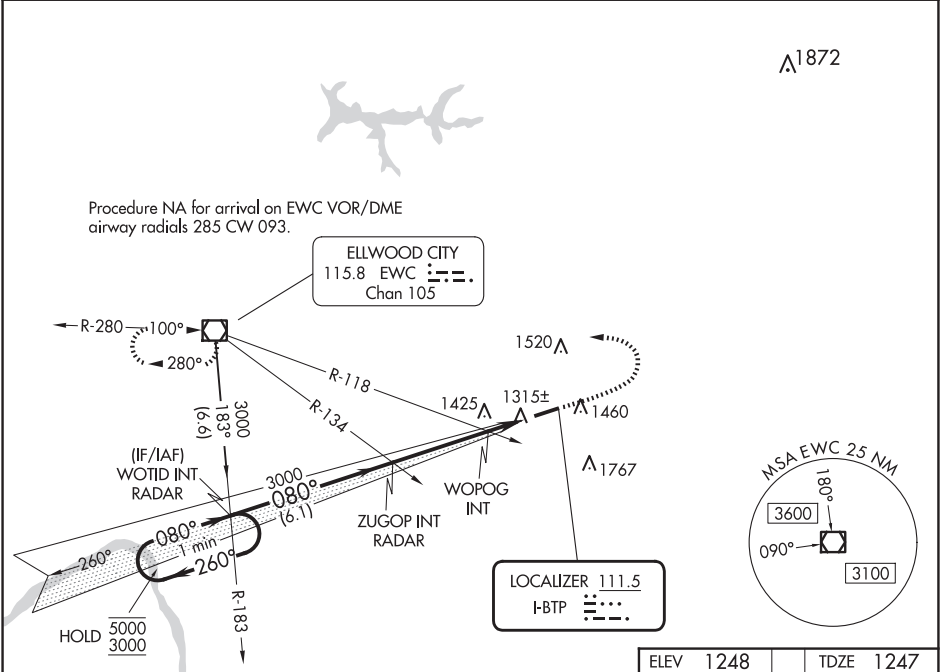
MIRL Rwy 11-29 **L**

LOC I-BTP 111.5	APP CRS 080°	Rwy Ldg TDZE Apt Elev 4801 1247 1248
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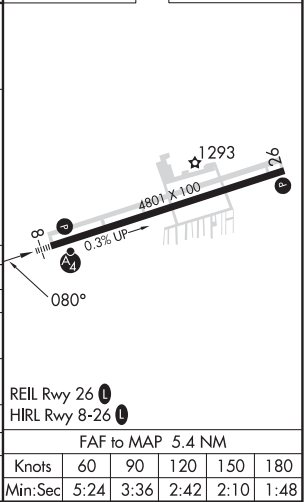
ILS or LOC RWY 8

PITTSBURGH/BUTLER RGNL (BTP)

<div><div><div>▼</div><div>▲</div></div><div>Rwy 8 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to S-ILS 8 all Cats.</div></div>		<div>MALSF</div> <div><div><div>24</div><div>+</div></div></div>	MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct EWC VOR/DME and hold.
AWOS-3PT 121.45	PITTSBURGH APP CON 124.75 338.2	CLNC DEL 119.4	UNICOM 123.05 (CTAF) 0



	ELEV 1248	TDZE 1247
One Minute Holding Pattern	WOTID INT RADAR	ZUGOP INT RADAR
5000 3000	260° 080°	3000 080°
GS 3.00° TCH 54	3000	1740
	6.1 NM	3.6 NM 1.8 NM
CATEGORY	A	B C D
S-ILS 8	1497-¾	250 (300-¾)
S-LOC 8	1740-¾ 493 (500-¾)	1740-1½ 493 (500-1½)
CIRCLING	1820-1 572 (600-1)	2080-2½ 832 (900-2½) 2080-2¾ 832 (900-2¾)
WOPOG FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)		
S-LOC 8	1600-¾ 353 (400-¾)	
CIRCLING	1820-1 572 (600-1)	2080-2½ 832 (900-2½) 2080-2¾ 832 (900-2¾)






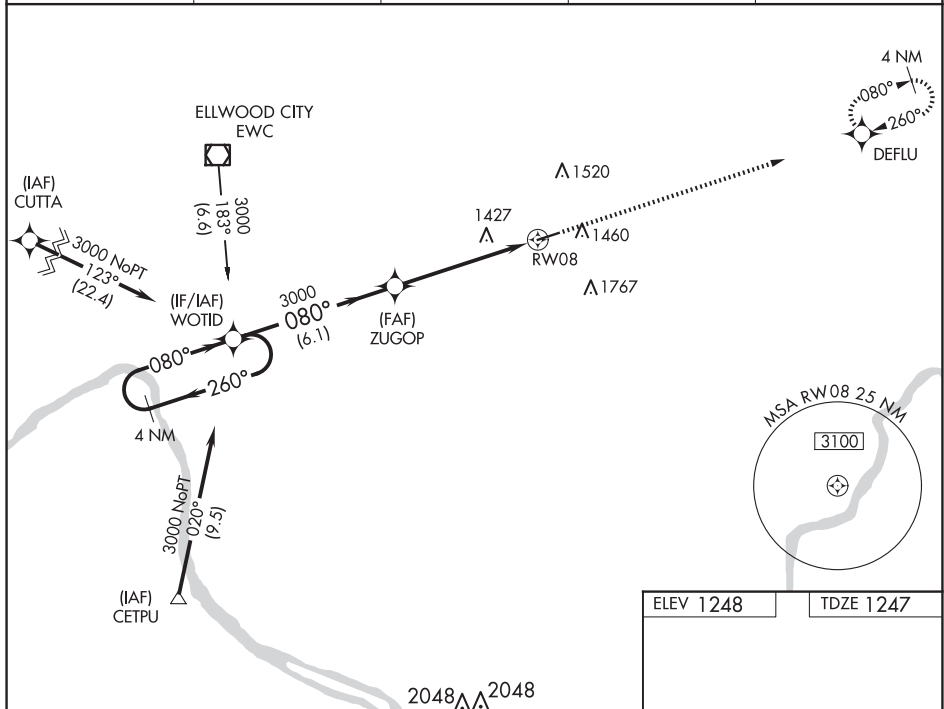
NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 56502 W08A	APP CRS 080°	Rwy Idg 4801 TDZE 1247 Apt Elev 1248
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RNAV (GPS) RWY 8
PITTSBURGH/BUTLER RGNL (BTP)

 <p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Rwy 8 helicopter visibility reduction below 3/4 SM NA. DME/DME RNP-0.3 NA.</p>				<p>MALSF</p> 	<p>MISSED APPROACH: Climb to 3100 direct DEFLU and hold.</p>
<p>AWOS-3PT 121.450</p>	<p>PITTSBURGH APP CON 124.75 338.2</p>	<p>CLNC DEL 119.4</p>	<p>UNICOM 123.05</p>	<p>CTAF 123.05 </p>	



4 NM Holding Pattern

WOTID

ZUGOP

3000

3000

260°

080°

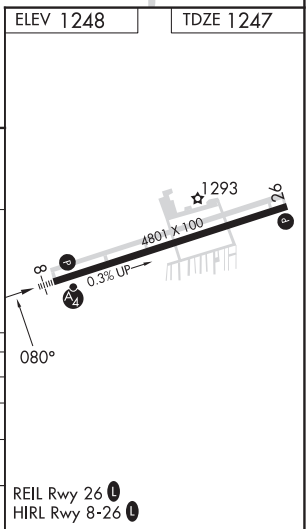
*1.3 NM to RW08

*RNAV only

GP 3.00°

TCH 54

CATEGORY	A	B	C	D
LPV DA		1497- $\frac{3}{4}$	250 (300- $\frac{3}{4}$)	
LNAV/VNAV DA		1604-1	357 (400-1)	
LNAV MDA	1680- $\frac{3}{4}$	433 (500- $\frac{3}{4}$)	1680-1	433 (500-1)
C CIRCLING	1820-1	572 (600-1)	2080-2 $\frac{1}{2}$ 832 (900-2 $\frac{1}{2}$)	2080-2 $\frac{3}{4}$ 832 (900-2 $\frac{3}{4}$)

PITTSBURGH/BUTLER RGNL (BTP)
RNAV (GPS) RWY 8

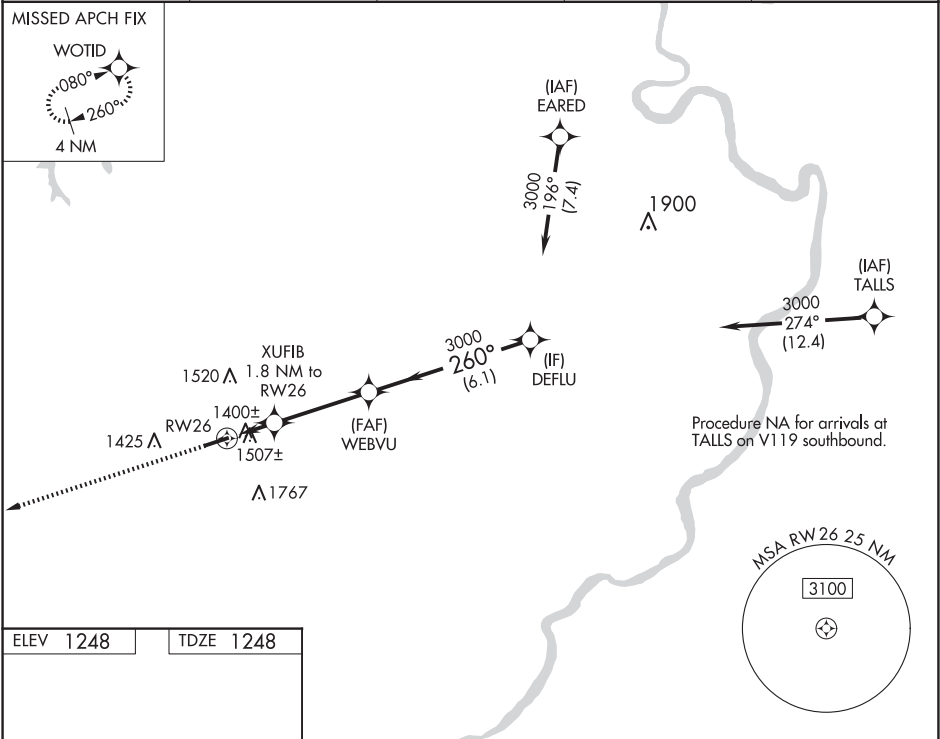
NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 53327 W26A	APP CRS 260°	Rwy Idg 4801 TDZE 1248 Apt Elev 1248
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RNAV (GPS) RWY 26
PITTSBURGH/BUTLER RGNL (BTP)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct WOTID and hold.		
V A Rwy 26 helicopter visibility reduction below ¾ SM NA.				
AWOS-3PT 121.450	PITTSBURGH APP CON 124.75 338.2	CLNC DEL 119.4	UNICOM 123.05	CTAF 123.05



ELEV 1248	TDZE 1248				
		3000	WOTID	VGSi and descent angles not coincident (VGSi Angle 3.50/TCH 52).	
		XUFIB 1.8 NM to RW26	WEBVU	DEFLU	
		1860	3000	3000	
		1.8 NM	3.6 NM	6.1 NM	
		CATEGORY	A	B	C
		LP MDA	1660-1	412 (500-1)	1660-1½ 412 (500-1½)
		LNAV MDA	1760-1	512 (600-1)	1760-1¾ 512 (600-1¾)
		CIRCLING	1820-1	572 (600-1)	2080-2½ 832 (900-2½) 2080-2¾ 832 (900-2¾)

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

CARLISLE, PENNSYLVANIA

AL-6883 (FAA)

23054

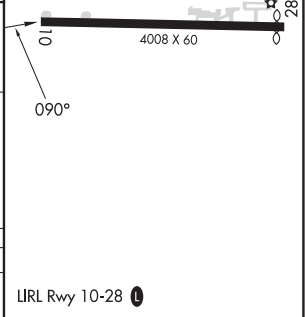
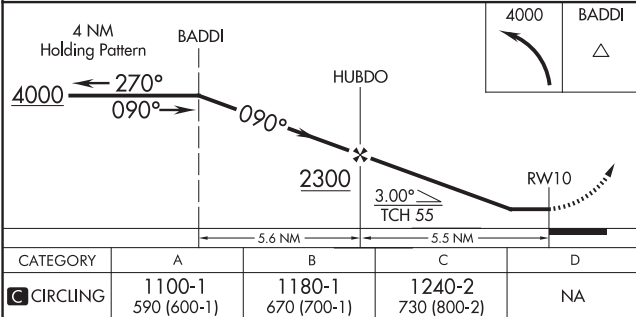
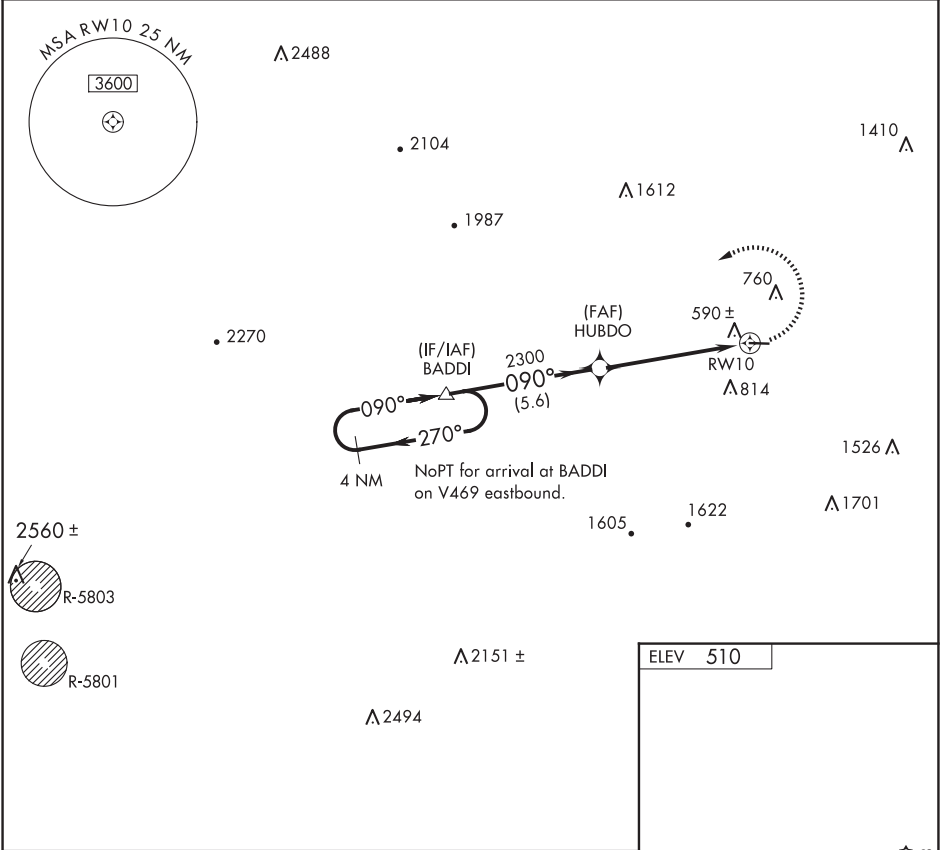
APP CRS	Rwy Idg	N/A
090°	TDZE	N/A
	Apt Elev	510

RNAV (GPS)-A

CARLISLE (N94)

 NA	Rwy 28 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Use Capital City altimeter setting.	MISSED APPROACH: Climbing left turn to 4000 direct BADDI and hold. Continue climb-in-hold to 4000.
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CXY ASOS 134.95	HARRISBURG APP CON 124.1 273.525	UNICOM 122.8 (CTAF) 
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NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

APP CRS
280°

Rwy Idg
TDZE
Apt Elev

N/A
N/A
510

RNAV (GPS)-B
CARLISLE (N94)

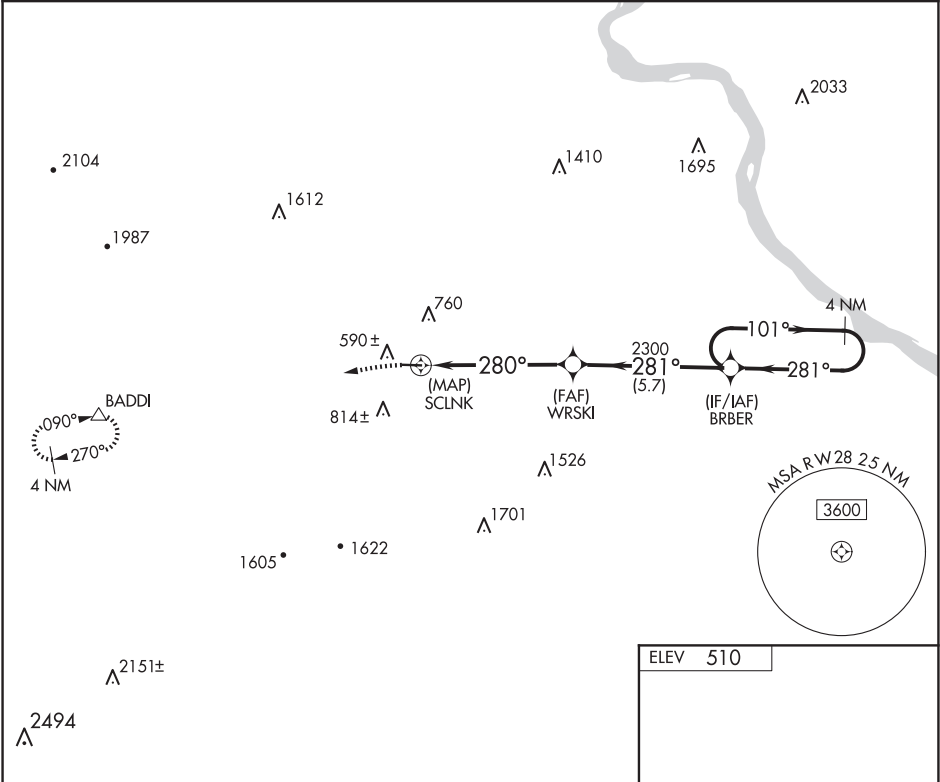
▼

NA

Rwy 28 helicopter visibility reduction below 1 SM NA.
DME/DME RNP-0, 3 NA.
Use Capital City altimeter setting.

MISSED APPROACH: Climbing left turn to 4000 direct
BADDI and hold. Continue climb-in-hold to 4000.

CXY ASOS 134.95	HARRISBURG APP CON 124.1 273.525	UNICOM 122.8 (CTAF) 0
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4000

BADDI

△

4000

4 NM Holding Pattern

BRBER

101°

281°

4000

WRSKI

281°

2300

SCLNK

280°

5.5 NM

5.7 NM

CATEGORY	A	B	C	D
CIRCLING	1080-1 570 (600-1)	1180-1 670 (700-1)	1240-2 730 (800-2)	NA

IRL Rwy 10-28 0

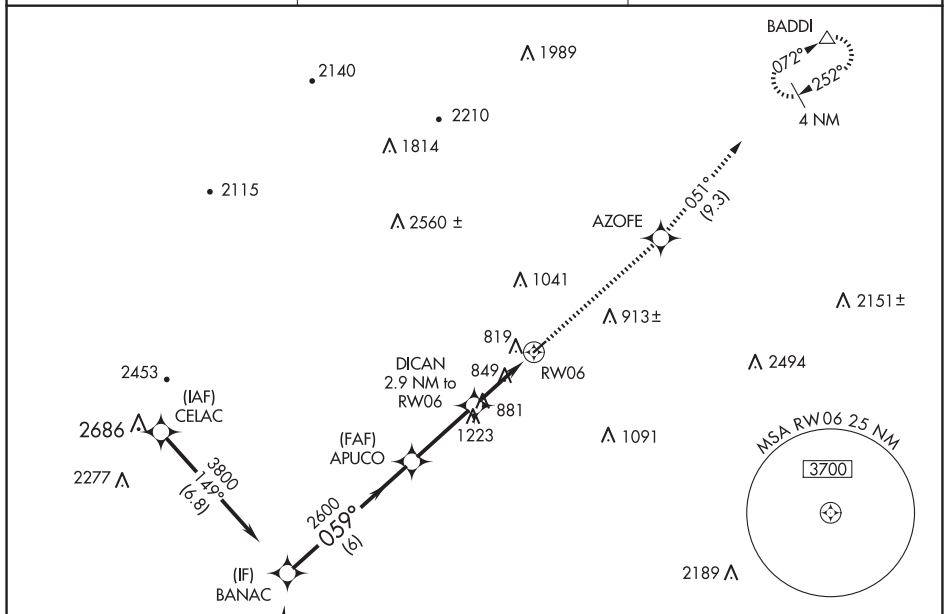
RNAV (GPS) RWY 6

FRANKLIN COUNTY RGNL (N68)

NA Circling to Rwy 24 NA at night. VDP NA when using Hagerstown, MD altimeter setting. When local altimeter setting not received, use Hagerstown, MD altimeter setting and increase all MDAs 40 feet, increase LNAV Cat C visibility $\frac{1}{4}$ SM.

MISSED APPROACH: Climb to 4000 direct AZOF and on track 051° to BADDI and hold, continue climb-in-hold to 4000.

AWOS-3 120.725	HARRISBURG APP CON 124.1 273.525	CTAF 122.9 0
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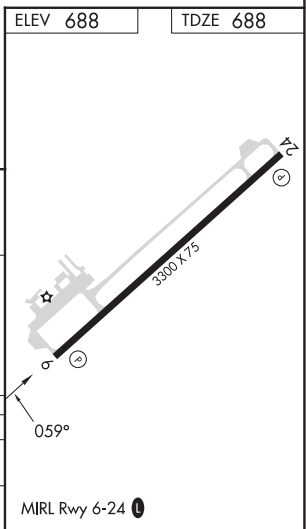


Procedure NA for arrival on
HGR VOR airway radials
291 CW 052.

Diagram illustrating a 4th step climb profile:

- Initial Climb:** From 3800 to 2600 (6 NM) at 059°.
- Second Climb:** From 2600 to 2600 (3 NM) at 3.00° TCH 40.
- Third Climb:** From 2600 to 1640 (1.7 NM).
- Fourth Climb:** From 1640 to RW06 (1.2 NM).
- Final Altitude:** 1100-1 1/8 (412 (500-1 1/8)).
- Other Information:** BANAC, APUCO, DICAN, RW06, 4000, AZOFE, BADDI, tr 051°, 059°, 3.00° TCH 40, 1640, 6 NM, 3 NM, 1.7 NM, 1.2 NM.

CATEGORY	A	B	C	D
LNAV MDA	1100-1	412 (500-1)	1100-1 1/8 412 (500-1 1/8)	NA
CIRCLING	1220-1	532 (600-1)	1360-2 672 (700-2)	NA



NE-4, 07 AUG 2025 to 02 OCT 2025

APP CRS
239°

Rwy Idg
TDZE
688

Apt Elev
688

RNAV (GPS) RWY 24

FRANKLIN COUNTY RGNL (N68)

RNP APCH - GPS.

▼

NA

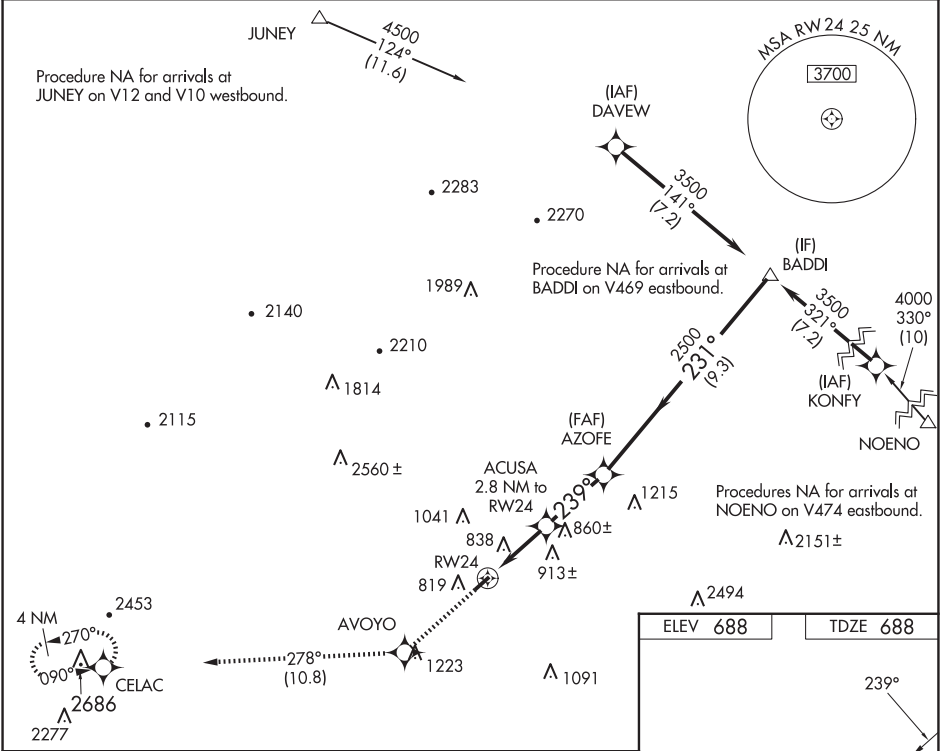
Rwy 24 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Hagerstown, MD altimeter setting and increase all MDAs 40 feet, increase LNAV Cat C visibility ¼ SM. Straight-in and Circling Rwy 24 NA at night.

MISSED APPROACH: Climb to 4000 direct AVOYO and on track 278° to CELAC and hold, continue climb-in-hold to 4000.

AWOS-3
120.725

HARRISBURG APP CON
124.1 273.525

CTAF
122.9



4000

AVOYO

tr

CELAC

278°

RW24

ACUSA
2.8 NM to
RW24

AZOFE

BADDI

1580

239°

231°

3500

2.8 NM

2.8 NM

9.3 NM

CATEGORY	A	B	C	D
LNAV MDA	1100-1	412 (500-1)	1100-1½ 412 (500-1½)	NA
CIRCLING	1220-1	532 (600-1)	1360-2 672 (700-2)	NA

MIRL Rwy 6-24

ILS or LOC RWY 23
WEST VIRGINIA INTL YEAGER (CRW)

T Autopilot coupled approach NA below 1700. Rwy 23 helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to S-ILS 23. For inop ALS, increase S-LOC 23 Cat A/B visibility to RVR 5500, and Cat C/D to 2 SM.



MISSED APPROACH:
Climb to 1800 then climbing
right turn to 3000 direct
HVQ VOR/DME and hold.

CHARLESTON, WEST VIRGINIA
Amdt 31A 10SEP20

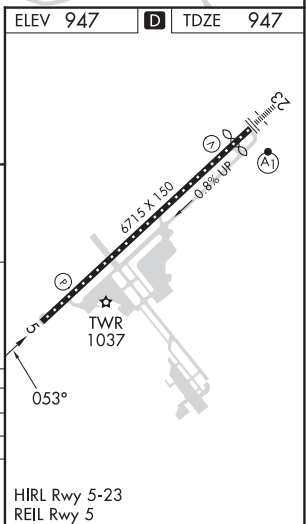
WEST VIRGINIA INTL YEAGER (CRW)
ILS or LOC RWY 23

NE-4, 07 AUG 2025 to 02 OCT 2025

RNAV (RNP) Z RWY 5
WEST VIRGINIA INTL YEAGER (CRW)

MISSED APPROACH: Climb to 3000 on track 053° to ENVY and hold.

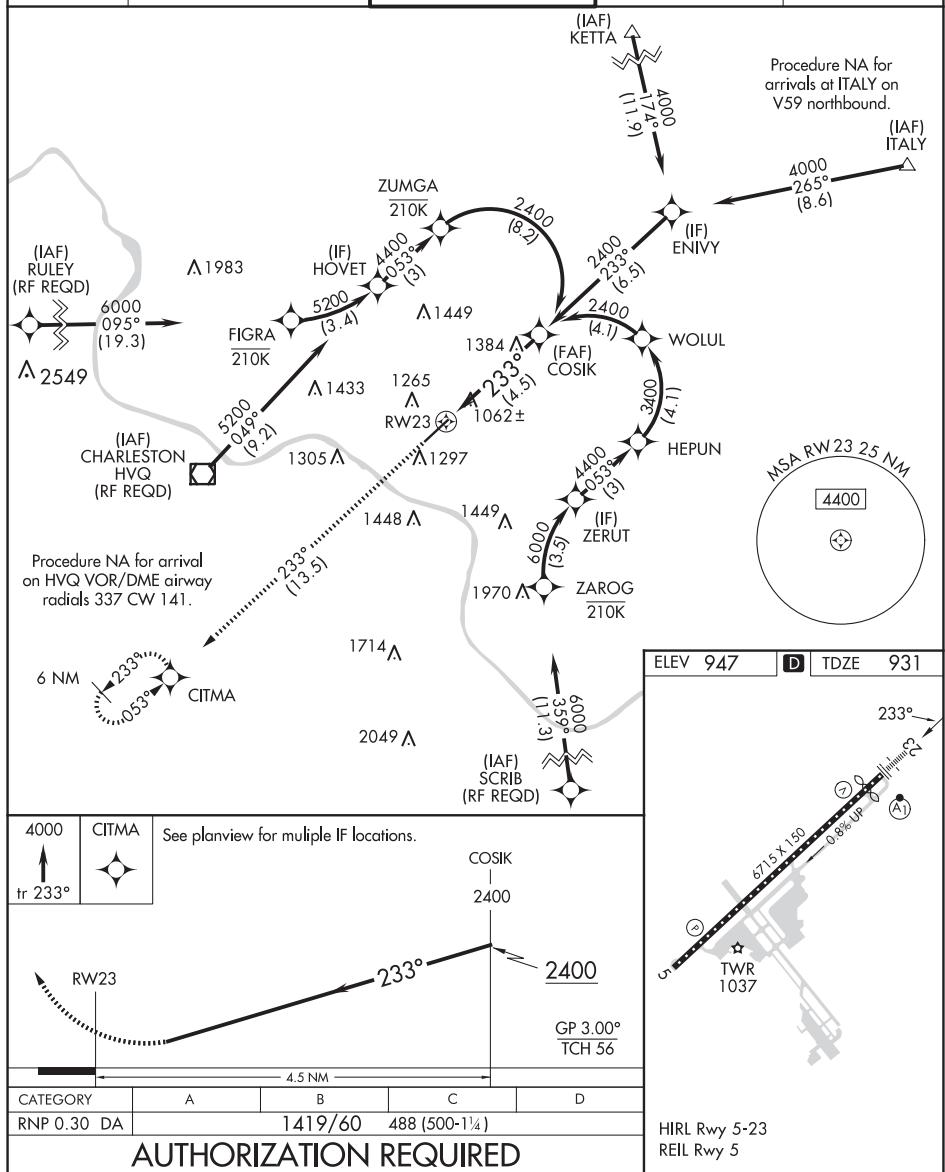
CLNC DEL
118.55



AUTHOR|ZAT|ION REQUIRED

RNAV (RNP) Z RWY 23
WEST VIRGINIA INTL YEAGER (CRW)

MISSED APPROACH:
Climb to 4000 on track
233° to CITMA and hold.

CLNC DEL
118.55

WEST VIRGINIA INTL YEAGER (CRW)
RNAV (RNP) Z RWY 23

NE-4, 07 AUG 2025 to 02 OCT 2025

CHARLESTON, WEST VIRGINIA

AL-852 (FAA)

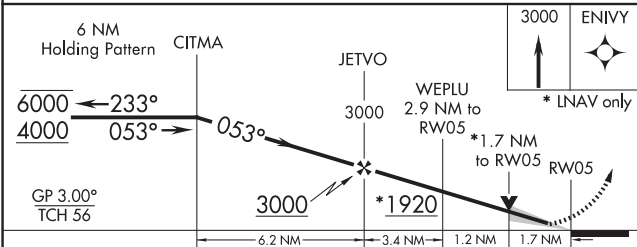
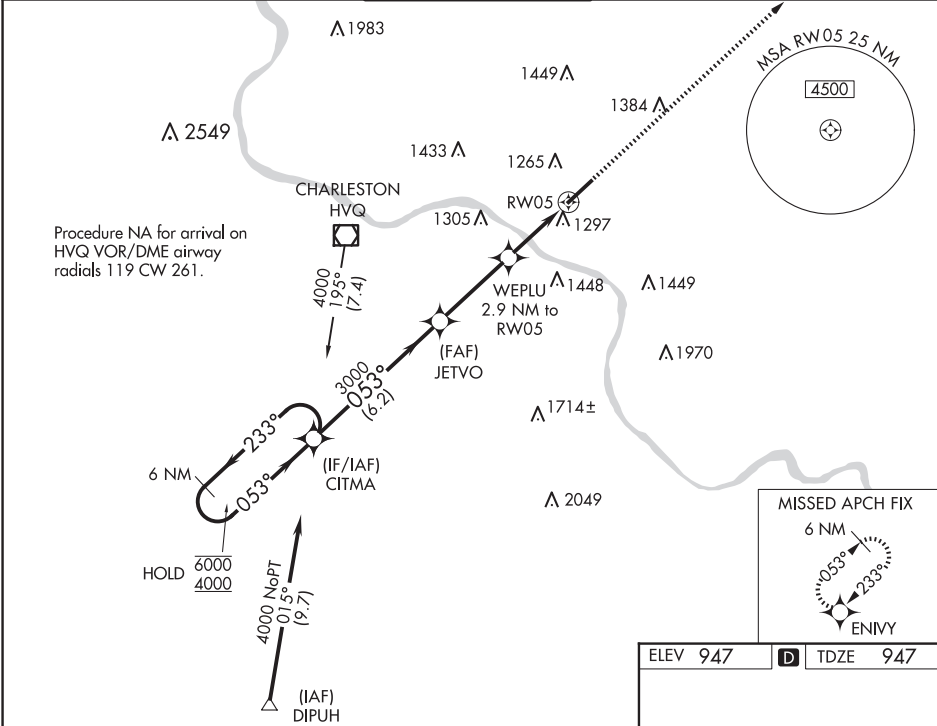
23110

WAAS CH 87115 W05A	APP CRS 053°	Rwy Idg TDZE Apt Elev 6215 947 947
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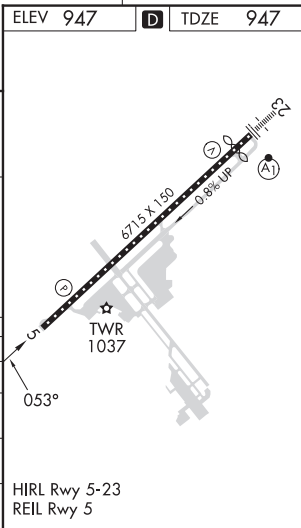
RNAV (GPS) Y RWY 5
WEST VIRGINIA INTL YEAGER (CRW)

RNP APCH. For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°C.		MISSED APPROACH: Climb to 3000 direct ENIVY and hold.
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ATIS 127.6	CHARLESTON APP CON 124.1 269.125	CHARLESTON TOWER 125.7 257.8	GND CON 121.8 348.6	CLNC DEL 118.55
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CATEGORY	A	B	C	D
LPV DA		1147/40	200 (200-¾)	
LNAV/VNAV DA		1584-1¾	637 (700-1¾)	
LNAV MDA	1560/55	613 (700-1)	1560-1¾	613 (700-1¾)
CIRCLING	1600-1	653 (700-1)	1760-2½ 813 (900-2½)	1880-3 933 (1000-3)



CHARLESTON, WEST VIRGINIA
Amdt 3 03JAN19

38°23'N-81°36'W

WEST VIRGINIA INTL YEAGER (CRW)
RNAV (GPS) Y RWY 5

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 45616 W23A	APP CRS 233°	Rwy Idg TDZE Apt Elev	6215 931 947	RNAV (GPS) Y RWY 23 WEST VIRGINIA INTL YEAGER (CRW)
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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
For inoperative ALSF, increase LNAV/VNAV all Cnts visibility to 2¼.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

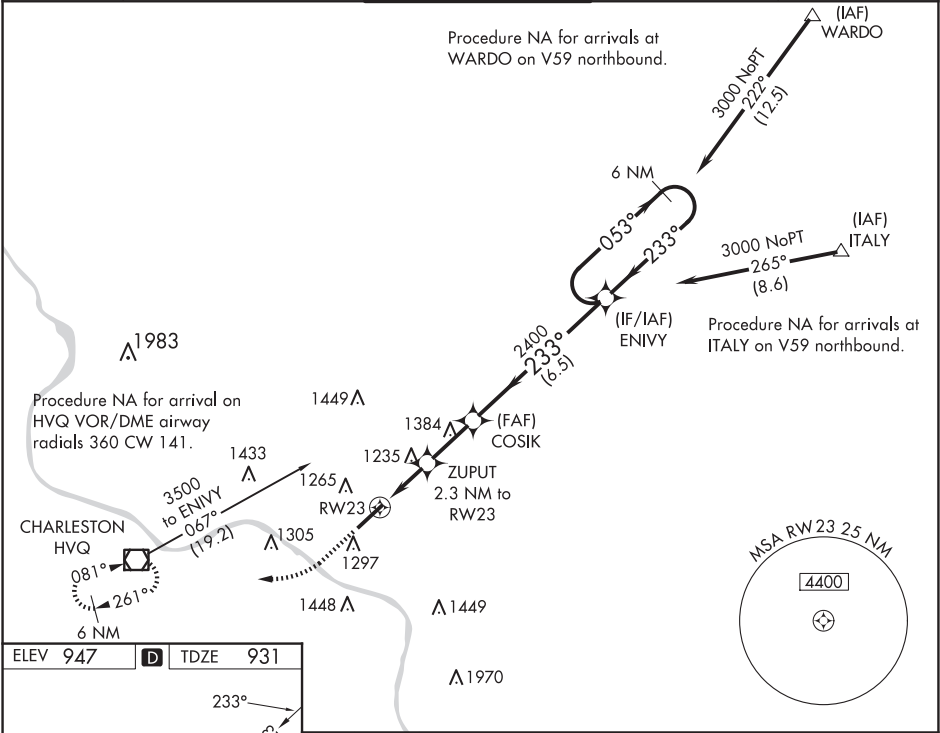
ALSF-1

ⓐ1

ⓐ1

MISSED APPROACH: Climb to 1400 then dimbing right turn to 3000 direct HVQ VOR/DME and hold.

ATIS 127.6	CHARLESTON APP CON 124.1 269.125	CHARLESTON TOWER 125.7 257.8	GND CON 121.8 348.6	CLNC DEL 118.55
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ELEV 947

D

TDZE 931

233°

6715 x 150

0.8% UP

ⓐ1

TWR 1037

HIRL Rwy 5-23

REIL Rwy 5

1400

3000

HVQ

*LNAV only.

ZUPUT 2.3 NM to RW23

COSIK 2400

ENIVY 6 NM Holding Pattern

GP 3.00° TCH 56

1.7 NM

0.6 NM

2.2 NM

6.5 NM

1400

3000

HVQ

*1.7 NM to RW23

*1680

2400

3000

CATEGORY	A	B	C	D
LPV DA**		1131/24	200 (200-½)	
LNAV/VNAV DA		1601-1⅞	670 (700-1⅞)	
LNAV MDA	1500/24	569 (600-½)	1500-1⅓	569 (600-1⅓)
CIRCLING	1600-1	653 (700-1)	1760-2½ 813 (900-2½)	1760-2¾ 813 (900-2¾)

CHARLESTON, WEST VIRGINIA

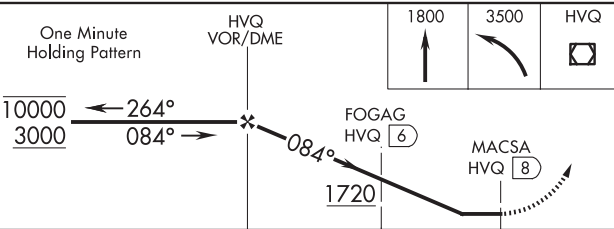
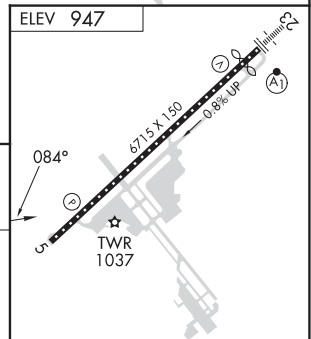
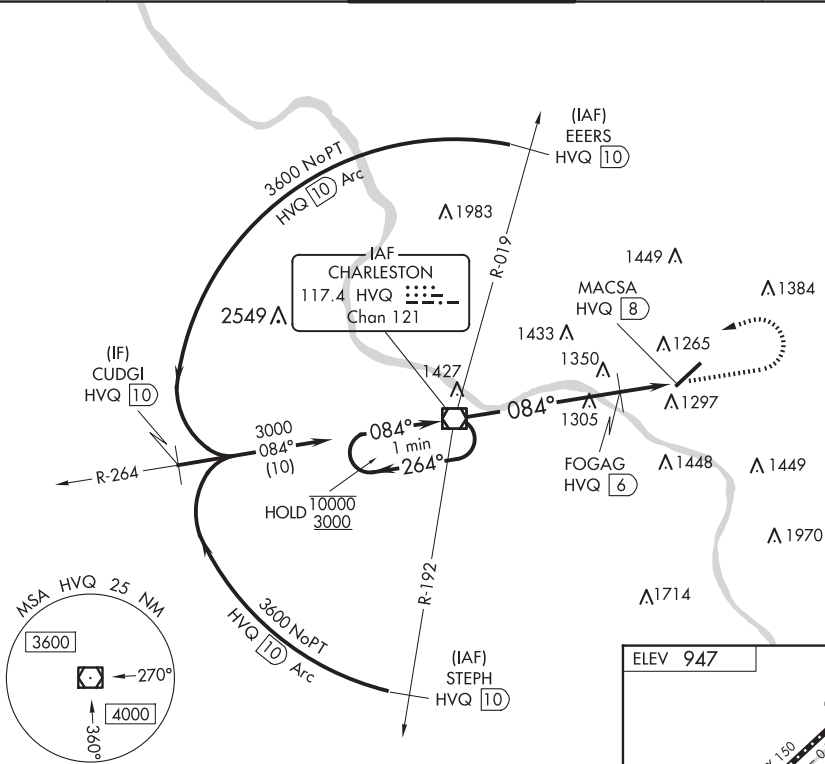
VOR/DME HVQ 117.4 Chan 121	APP CRS 084°	Rwy Idg TDZE Apt Elev	N/A N/A 947
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VOR-A
WEST VIRGINIA INTL YEAGER (CRW)



MISSED APPROACH: Climb to 1800 then climbing left turn to 3500 direct HVQ VOR/DME and hold.

ATIS 127.6	CHARLESTON APP CON 124.1 269.125	CHARLESTON TOWER 125.7 257.8	GND CON 121.8 348.6	CLNC DEL 118.55
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		6 NM		2 NM									
CATEGORY	A	B		C		D		HIRL Rwy 5-23 REIL Rwy 5					
C CIRCLING	1720-1	773 (800-1)		1760-2½ 813 (900-2½)		1880-3 933 (1000-3)							
FOGAG FIX MINIMUMS (DME REQUIRED)								FAF to MAP 8 NM					
C CIRCLING	1600-1	653 (700-1)		1760-2½ 813 (900-2½)		1880-3 933 (1000-3)		Knots	60	90	120	150	180
								Min:Sec	8:00	5:20	4:00	3:12	2:40

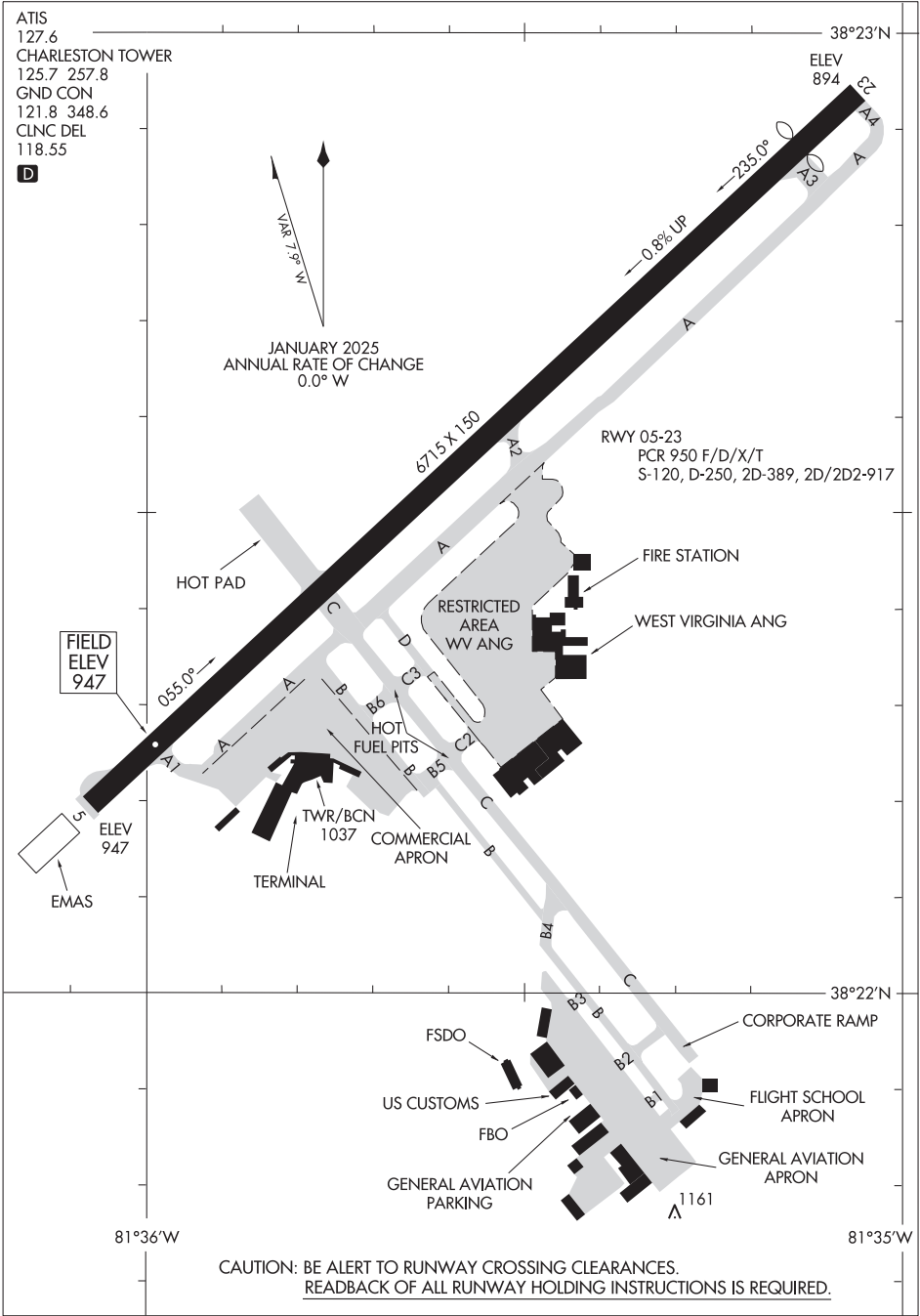
CHARLESTON, WEST VIRGINIA
Amdt 14A 07SEP23

38°23'N-81°36'W

WEST VIRGINIA INTL YEAGER (CRW)
VOR-A

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025



NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

CLARION, PENNSYLVANIA

AL-6527 (FAA)

23334

WAAS CH 70606 W06A	APP CRS 055°	Rwy Idg TDZE 1451 Apt Elev 1458
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RNAV (GPS) RWY 6

CLARION COUNTY (AXQ)

RNP APCH.

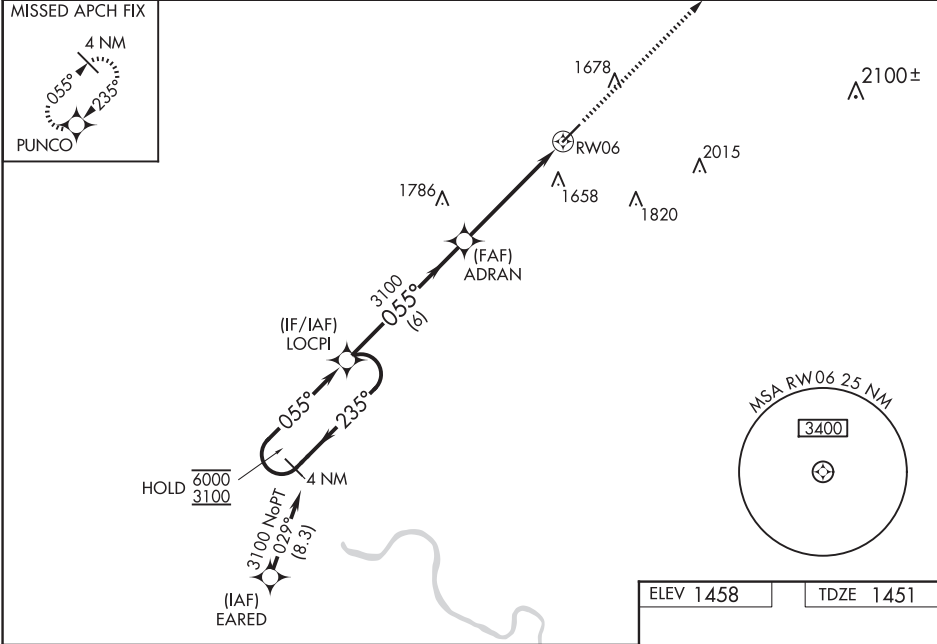
▼

▲NA

Baro-VNAV and VDP NA when using Dubois altimeter setting. Rwy 6 helicopter visibility reduction below $\frac{3}{4}$ NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Dubois altimeter setting and increase LPV DA to 1809 feet, LNAV/VNAV DA to 2093 feet, and all visibilities $\frac{3}{8}$ SM; increase all MDAs 120 feet and LNAV visibility Cats C/D $\frac{3}{8}$ SM, and Circling Cat C/D visibility $\frac{1}{2}$ SM.

MISSED APPROACH: Climb to 3500 direct PUNCO and hold.

AWOS-3 118.275	CLEVELAND CENTER 126.725 291.65	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern

ELEV 1458 TDZE 1451

CATEGORY	A	B	C	D
LPV DA	1701-1		250 (300-1)	
LNAV/VNAV DA	1985-1½		534 (600-1½)	
LNAV MDA	1920-1	469 (500-1)	1920-1¾	469 (500-1¾)
CIRCLING	1980-1	522 (600-1)	2100-1¾ 642 (700-1¾)	2180-2¼ 722 (800-2¼)

MIRL Rwy 6-24 0

REIL Rws 6 and 24 0

CLARION, PENNSYLVANIA

Amtd 1C 15JUL21

41°13'N-79°27'W

CLARION COUNTY (AXQ)

RNAV (GPS) RWY 6

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

APP CRS 235°	Rwy Idg TDZE Apt Elev	5003 1458 1458
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RNAV (GPS) RWY 24

CLARION COUNTY (AXQ)

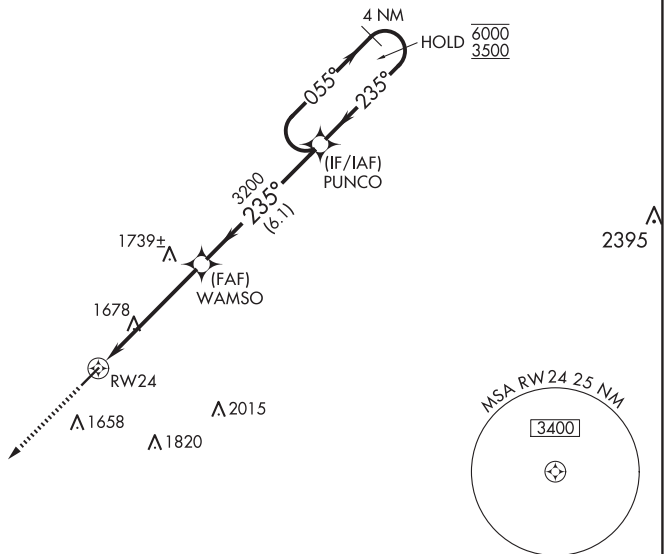
RNP APCH.



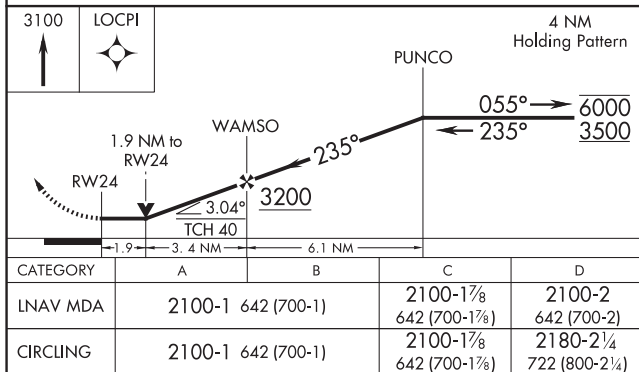
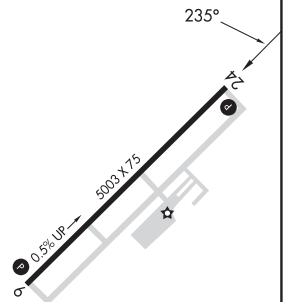
Rwy 24 helicopter visibility reduction below $\frac{3}{4}$ SM NA. VDP NA when using Dubois altimeter setting. When local altimeter setting not received, use Dubois altimeter setting and increase all MDA 120 feet and LNAV Cat B/C/D and Circling Cat C visibility $\frac{5}{8}$ SM, Circling Cat B visibility $\frac{1}{4}$ SM, Cat D visibility $\frac{1}{2}$ SM.

MISSED APPROACH:
Climb to 3100 direct
LOCPI and hold.

AWOS-3 118.275	CLEVELAND CENTER 126.725 291.65	UNICOM 122.8 (CTAF) ①
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ELEV 1458		TDZE 1458
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CATEGORY	A	B	C	D
LNAV MDA	2100-1 642 (700-1)		2100-1 $\frac{1}{8}$ 642 (700-1 $\frac{1}{8}$)	2100-2 642 (700-2)
CIRCLING	2100-1 642 (700-1)		2100-1 $\frac{1}{8}$ 642 (700-1 $\frac{1}{8}$)	2180-2 $\frac{1}{4}$ 722 (800-2 $\frac{1}{4}$)

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

CLARKSBURG, WEST VIRGINIA


AL-616 (FAA)

24193

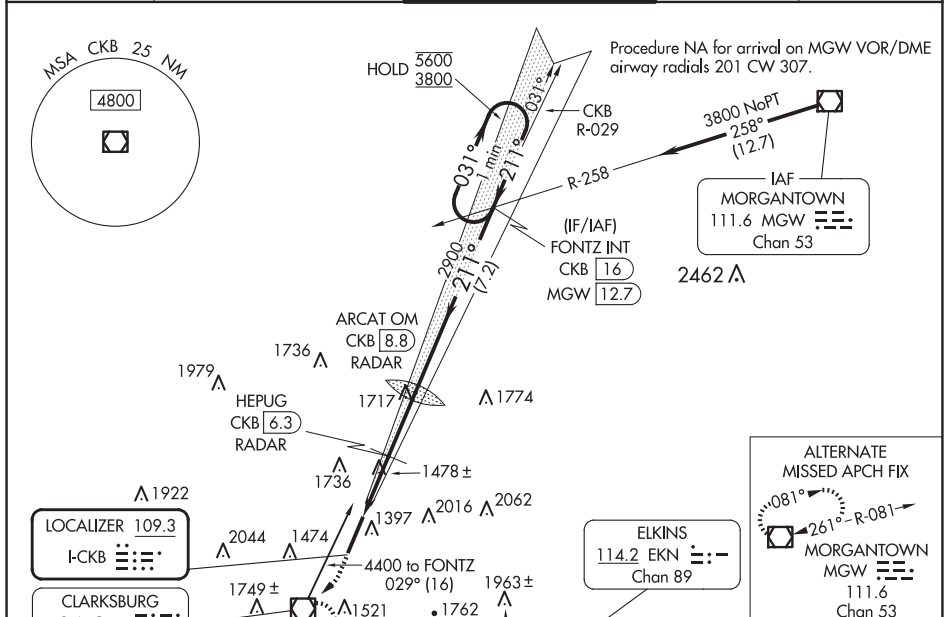
LOC I-CKB	APP CRS	Rwy Idg	7130
109.3	211°	TDZE	1224
		Apt Elev	1224

ILS or LOC RWY 21

NORTH CENTRAL WEST VIRGINIA (CKB)

<p>V For inop ALS, increase S-LOC 21 Cat C/D visibility to 2½ SM, and HEPUG fix minimums Cat C/D visibility to 1½ SM. DME from CKB VOR/DME. Autopilot coupled approach NA below 2000.</p>	<p>MALSR</p> 	<p>MISSED APPROACH: Climb to 1800 then climbing right turn to 3200 direct CKB VOR/DME and hold, continue climb-in-hold to 3200.</p>
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<p>ATIS 127.825</p>	<p>CLARKSBURG APP CON ★ 121.15 284.65</p>	<p>CLARKSBURG TOWER ★ 126.7 (CTAF) 0 257.925</p>	<p>GND CON 121.9</p>	<p>UNICOM 123.0</p>
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112.6 CKB 122.4
Chan 73

R-222 042° 222°

4400 to FONTZ 005° (34.7)

ARCAT OM
CKB 8.8
RADAR

HEPUG
CKB 6.3
RADAR

FONTZ INT
CKB 16

One Minute Holding Pattern

031° → 5600
← 211° 3800

211°

2878

2900

*2020

GS 3.00%
TCH 60

1.4 NM 1 NM 2.5 NM 7.2 NM

CATEGORY	A	B	C	D
S-ILS 21	1424/24	200 (200-½)		
S-LOC 21	2020/24 796 (800-½)	2020/40 796 (800-¾)	2020-1¾ 796 (800-1¾)	
C CIRCLING	2020-1 796 (800-1)	2040-1¼ 816 (900-1¼)	2320-3 1096 (1100-3)	
HEPUG FIX MINIMUMS (DME or RADAR REQUIRED)				
S-LOC 21	1740/24	516 (600-½)	1740/55	516 (600-1)
C CIRCLING	1940-1 716 (800-1)	2040-1¼ 816 (900-1¼)	2320-3	1096 (1100-3)

ELEV 1224 **D** TDZE 1224

211°

AS

TWR 1248

7200 x 150

0.3% UP

REIL Rwy 3 **I**
HIRL Rwy 3-21 **I**

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CLARKSBURG, WEST VIRGINIA

Amdt 4B 10AUG23

39°18'N-80°14'W


NORTH CENTRAL WEST VIRGINIA (CKB)

ILS or LOC RWY 21

RNAV (GPS) RWY 3
NORTH CENTRAL WEST VIRGINIA (CKB)

Rwy 3 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 3800 direct FONTZ and hold.

UNICOM
123.0A circular label with the text "MSA RW03 25 NM" curved along the top edge. In the center, there is a rectangular box containing the number "4700" and a small circular logo with a crosshair design below it.

MORGANTOWN
MGW

4000 to JITUK
227°
(35.2)

Procedure NA for arrivals
on MGW VOR/DME airway
radials 201 CW 307.

Procedure NA for arrivals at BENZO on V35 southwest bound

(IAF) BENZO $\xrightarrow[098^{\circ}]{3900 \text{ NoPT}}$

Procedure NA for arrivals
on EKN VORTAC airway
radials 254 CW 346.

HOLD 8000
3900

ELEV	1224	D	TDZE	1188
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4 NM

Holding Pattern

$$\begin{array}{r} 8000 \\ 3900 \\ \hline \end{array}$$

JITUK

NINE

1

	1980	1985	1990	1995	2000	2005	2010	2015	2020
Population	76.0	80.0	84.0	88.0	92.0	96.0	100.0	104.0	108.0
GDP	100.0	110.0	120.0	130.0	140.0	150.0	160.0	170.0	180.0
Government expenditure	100.0	110.0	120.0	130.0	140.0	150.0	160.0	170.0	180.0
Private consumption	100.0	110.0	120.0	130.0	140.0	150.0	160.0	170.0	180.0
Investment	100.0	110.0	120.0	130.0	140.0	150.0	160.0	170.0	180.0
Savings	100.0	110.0	120.0	130.0	140.0	150.0	160.0	170.0	180.0
Exports	100.0	110.0	120.0	130.0	140.0	150.0	160.0	170.0	180.0
Imports	100.0	110.0	120.0	130.0	140.0	150.0	160.0	170.0	180.0
Fiscal balance	100.0	110.0	120.0	130.0	140.0	150.0	160.0	170.0	180.0
Current account balance	100.0	110.0	120.0	130.0	140.0	150.0	160.0	170.0	180.0
Capital account balance	100.0	110.0	120.0	130.0	140.0	150.0	160.0	170.0	180.0
Trade balance	100.0	110.0	120.0	130.0	140.0	150.0	160.0	170.0	180.0
Balance of payments	100.0	110.0	120.0	130.0	140.0	150.0	160.0	170.0	180.0
Net foreign assets	100.0	110.0	120.0	130.0	140.0	150.0	160.0	170.0	180.0
Public debt	100.0	110.0	120.0	130.0	140.0	150.0	160.0	170.0	180.0
Private debt	100.0	110.0	120.0	130.0	140.0	150.0	160.0	170.0	180.0
Total debt	100.0	110.0	120.0	130.0	140.0	150.0	160.0	170.0	180.0
Net international reserves	100.0	110.0	120.0	130.0	140.0	150.0	160.0	170.0	180.0
Foreign direct investment	100.0	110.0	120.0	130.0	140.0	150.0	160.0	170.0	180.0
Official development assistance	100.0	110.0	120.0	130.0	140.0	150.0	160.0	170.0	180.0
Remittances	100.0	110.0	120.0	130.0	140.0	150.0	160.0	170.0	180.0
Foreign aid	100.0	110.0	120.0	130.0	140.0	150.0	160.0	170.0	180.0
Net capital flows	100.0	110.0	120.0	130.0	140.0	150.0	160.0	170.0	180.0
Net current transfers	100.0	110.0	120.0	130.0	140.0	150.0	160.0	170.0	180.0
Net income from abroad	100.0	110.0	120.0	130.0	140.0	150.0	160.0	170.0	180.0
Net primary income	100.0	110.0	120.0	130.0	140.0	150.0	160.0	170.0	180.0
Net secondary income	100.0	110.0	120.0	130.0	140.0	150.0	160.0	170.0	180.0
Net tertiary income	100.0	110.0	120.0	130.0	140.0	150.0	160.0	170.0	180.0
Net quaternary income	100.0	110.0	120.0	130.0	140.0	150.0	160.0	170.0	180.0
Net income from government	100.0	110.0	120.0	130.0	140.0	150.0	160.0	170.0	180.0
Net income from private sector	100.0	110.0	120.0	130.0	140.0	150.0	160.0	170.0	180.0
Net income from financial institutions	100.0	110.0	120.0	130.0	140.0	150.0	160.0	170.0	180.0
Net income from non-financial institutions	100.0	110.0	120.0	130.0	140.0	150.0	160.0	170.0	180.0
Net income from government-owned enterprises	100.0	110.0	120.0	130.0	140.0	150.0	160.0	170.0	180.0
Net income from private-owned enterprises	100.0	110.0	120.0	130.0	140.0	150.0	160.0	170.0	180.0
Net income from financial institutions-owned enterprises	100.0	110.0	120.0	130.0	140.0	150.0	160.0	170.0	180.0
Net income from non-financial institutions-owned enterprises	100.0	110.0	120.0	130.0	140.0	150.0	160.0	170.0	180.0
Net income from government-owned financial institutions	100.0	110.0	120.0	130.0	140.0	150.0	160.0	170.0	180.0
Net income from private-owned financial institutions	100.0	110.							

[illegible]

001

	1980	1985	1990	1995	2000	2005	2010	2015	2020
Population	76.0	80.0	83.0	86.0	89.0	92.0	95.0	98.0	100.0
GDP per capita	1,000	1,200	1,400	1,600	1,800	2,000	2,200	2,400	2,600
Life expectancy at birth	65	68	71	74	77	80	83	86	89
Urban population (%)	30	35	40	45	50	55	60	65	70
Employment in agriculture (%)	40	35	30	25	20	15	10	5	0
Government expenditure as % of GDP	10	12	14	16	18	20	22	24	26
Foreign aid as % of GDP	5	6	7	8	9	10	11	12	13
Healthcare expenditure as % of GDP	3	4	5	6	7	8	9	10	11
Primary school enrollment rate (%)	50	60	70	80	90	95	98	99	100
Secondary school enrollment rate (%)	20	30	40	50	60	70	80	90	95
Tertiary education enrollment rate (%)	5	10	15	20	25	30	35	40	45
Research and development expenditure as % of GDP	0.5	0.8	1.2	1.6	2.0	2.5	3.0	3.5	4.0
Patent applications per million people	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9
Internet usage per 100 people	0	0	0	0	0	0	0	0	0
Air travel per person per year	0	0	0	0	0	0	0	0	0
Mobile phone subscriptions per 100 people	0	0	0	0	0	0	0	0	0
Electricity consumption per capita	100	200	300	400	500	600	700	800	900
Fossil fuel consumption per capita	100	150	200	250	300	350	400	450	500
Renewable energy consumption per capita	10	20	30	40	50	60	70	80	90
CO ₂ emissions per capita	10	20	30	40	50	60	70	80	90
Forest cover (%)	30	25	20	15	10	5	0	-5	-10
Biodiversity index	10	12	14	16	18	20	22	24	26
Human Development Index	0.5	0.6	0.7	0.8	0.9	1.0	1.1	1.2	1.3
Gender Inequality Index	0.5	0.4	0.3	0.2	0.1	0.0	0.0	0.0	0.0
Corruption Perception Index	20	25	30	35	40	45	50	55	60
Transparency International score	20	25	30	35	40	45	50	55	60
World Bank governance indicator	20	25	30	35	40	45	50	55	60
IMR per 1,000 live births	100	80	60	40	20	10	5	2	1
Mortality rate under-5s per 1,000 live births	100	80	60	40	20	10	5	2	1
Maternal mortality ratio per 100,000 live births	100	80	60	40	20	10	5	2	1
Infant mortality rate per 1,000 live births	100	80	60	40	20	10	5	2	1
Stillbirth rate per 1,000 stillborns	100	80	60	40	20	10	5	2	1
Fetal death rate per 1,000 stillborns	100	80	60	40	20	10	5	2	1
Newborn deaths per 1,000 live births	100	80	60	40	20	10	5	2	1
Prevalence of HIV/AIDS (%)	0	0	0	0	0	0	0	0	0
Tuberculosis incidence per 100,000 people	100	80	60	40	20	10	5	2	1
Malaria incidence per 100,000 people	100	80	60	40	20	10	5	2	1
Dysentery incidence per 100,000 people	100	80	60	40	20	10	5	2	1
Hepatitis B incidence per 100,000 people	100	80	60	40	20	10	5	2	1
Schistosomiasis incidence per 100,000 people	100	80	60	40	20	10	5	2	1
Measles incidence per 100,000 people	100	80	60	40	20	10	5	2	1
Diphtheria incidence per 100,000 people	100	80	60	40	20	10	5	2	1
Coupling coefficient	0.5	0.6	0.7	0.8	0.9	1.0	1.1	1.2	1.3
Decoupling coefficient	0.5	0.6	0.7	0.8	0.9	1.0	1.1	1.2	1.3
Carbon intensity	100	80	60	40	20	10	5	2	1
Energy efficiency	100	80	60	40	20	10	5	2	1
Greenhouse gas emissions	100	80	60	40	20	10	5	2	1
Climate change impact	100	80	60	40	20	10	5	2	1
Adaptation measures	100	80	60	40	20	10			

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[illegible]

	1980	1985	1990	1995	2000	2005	2010	2015	2020
Population	76.0	80.0	83.0	86.0	89.0	92.0	95.0	98.0	100.0
GDP per capita	1,000	1,200	1,400	1,600	1,800	2,000	2,200	2,400	2,600
Life expectancy at birth	65	68	71	74	77	80	83	86	89
Urban population (%)	20	25	30	35	40	45	50	55	60
Employment in agriculture (%)	40	35	30	25	20	15	10	5	0
Government expenditure as % of GDP	10	12	14	16	18	20	22	24	26
Foreign aid as % of GDP	5	6	7	8	9	10	11	12	13
Healthcare expenditure as % of GDP	3	4	5	6	7	8	9	10	11
Primary school enrollment rate (%)	50	60	70	80	90	95	98	99	100
Secondary school enrollment rate (%)	20	30	40	50	60	70	80	90	95
Tertiary education enrollment rate (%)	5	10	15	20	25	30	35	40	45
Research and development expenditure as % of GDP	0.5	0.8	1.2	1.6	2.0	2.4	2.8	3.2	3.6
Patent applications per million people	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9
Internet usage percentage	0	0	0	0	0	0	0	0	0
Air travel per person	0	0	0	0	0	0	0	0	0
Mobile phone ownership per 100 people	0	0	0	0	0	0	0	0	0
Electricity consumption per capita	100	150	200	250	300	350	400	450	500
Fossil fuel consumption per capita	100	120	140	160	180	200	220	240	260
Renewable energy consumption per capita	10	15	20	25	30	35	40	45	50
CO ₂ emissions per capita	10	15	20	25	30	35	40	45	50
Forest cover (%)	30	28	26	24	22	20	18	16	14
Biodiversity index	1.0	1.2	1.4	1.6	1.8	2.0	2.2	2.4	2.6
Human Development Index	0.5	0.6	0.7	0.8	0.9	1.0	1.1	1.2	1.3
Gender Inequality Index	0.5	0.4	0.3	0.2	0.1	0.0	0.0	0.0	0.0
Corruption Perception Index	2.0	2.5	3.0	3.5	4.0	4.5	5.0	5.5	6.0
Trust in government	30	35	40	45	50	55	60	65	70
Civil liberties score	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0
Press freedom index	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0
Academic freedom index	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0
Artistic expression index	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0
Sports participation index	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0
Museum visits per capita	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9
Theater attendance per capita	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9
Music sales per capita	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9
Video game sales per capita	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9
Book sales per capita	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9
Newspaper circulation per capita	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9
Radio listening hours per capita	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9
Television viewing hours per capita	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9
Smartphone usage percentage	0	0	0	0	0	0	0	0	0
Cloud storage usage percentage	0	0	0	0	0	0	0	0	0
E-commerce sales percentage	0	0	0	0	0	0	0	0	0
Digital marketing expenditure as % of GDP	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9
Online advertising revenue as % of GDP	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9
Software development expenditure as % of GDP	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9
IT infrastructure investment as % of GDP	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9
Telecommunications infrastructure investment as % of GDP	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9
Transportation infrastructure investment as % of GDP	0.1	0.2	0.3	0.4	0.5	0.6	0.7</		

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[illegible][illegible]

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CLARKSBURG, WEST VIRGINIA
Amdt 2A 15AUG19

NORTH CENTRAL WEST VIRGINIA (CKB)
RNAV (GPS) RWY 3

39°18'N-80°14'W

61

NE-4, 07 AUG 2025 to 02 OCT 2025

CLARKSBURG, WEST VIRGINIA

AL-616 (FAA)

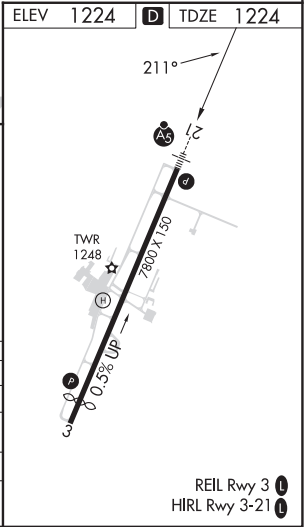
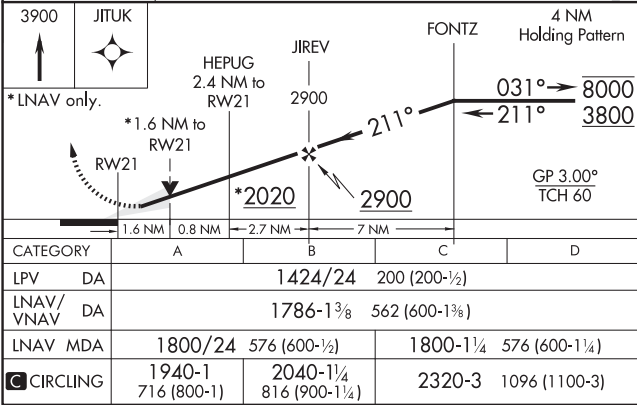
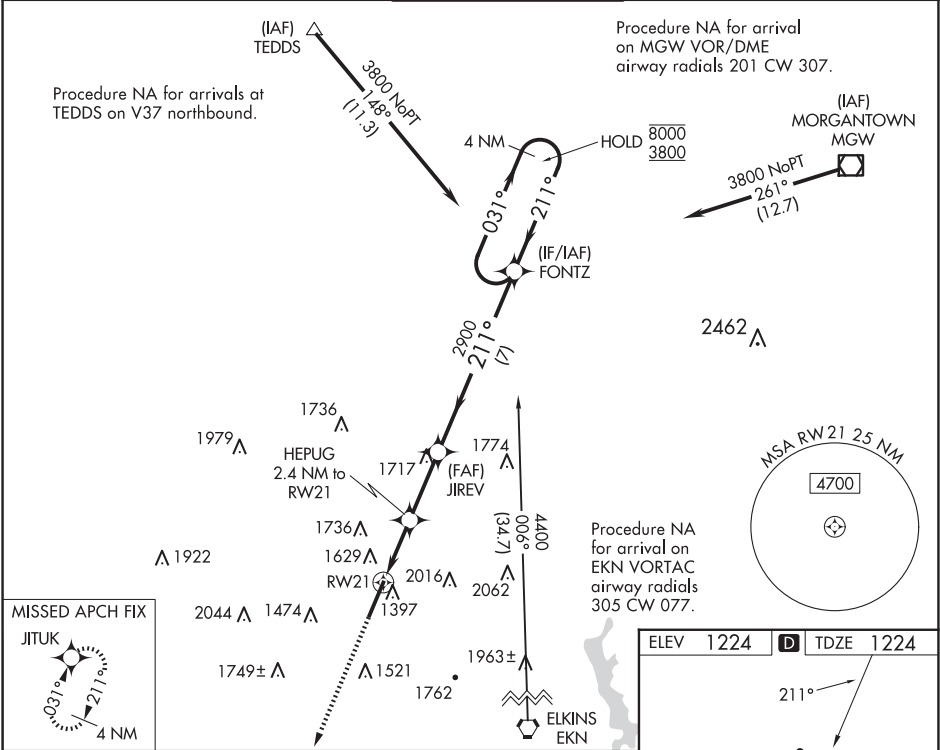
24193

WAAS CH 82504 W21A	APP CRS 211°	Rwy Idg 7130 TDZE 1224 Apt Elev 1224
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RNAV (GPS) RWY 21

NORTH CENTRAL WEST VIRGINIA (CKB)

RNP APCH. <div><div>T</div><div>A</div></div> <div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV Cats C and D visibility to 1½ SM.</div>			MALSR <div><div>A5</div><div></div></div>	MISSED APPROACH: Climb to 3900 direct JITUK and hold.	
ATIS 127.825	CLARKSBURG APP CON ★ 121.15 284.65	CLARKSBURG TOWER ★ 126.7 (CTAF) 0 257.925	GND CON 121.9	UNICOM 123.0	



CLARKSBURG, WEST VIRGINIA
Amdt 2A 15AUG19

39°18'N-80°14'W

NORTH CENTRAL WEST VIRGINIA (CKB)
RNAV (GPS) RWY 21

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

VOR/DME CKB	APP CRS	Rwy Idg TDZE	N/A
112.6	042°	Apt Elev	N/A
Chan 73			1224

VOR-A

NORTH CENTRAL WEST VIRGINIA (CKB)

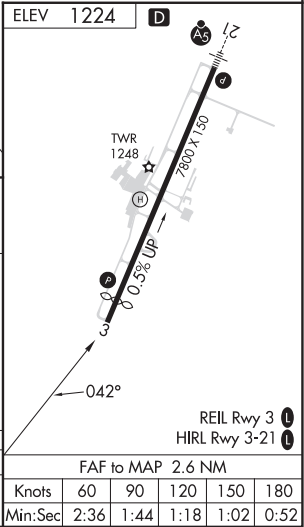
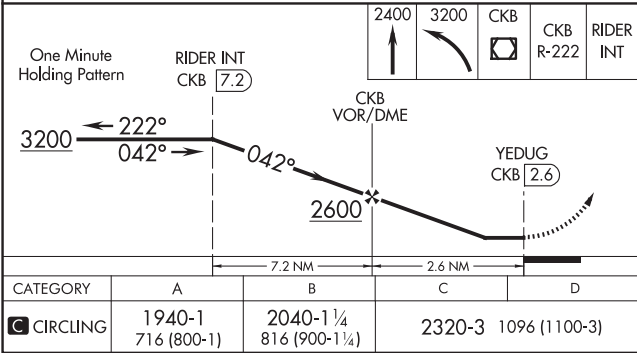
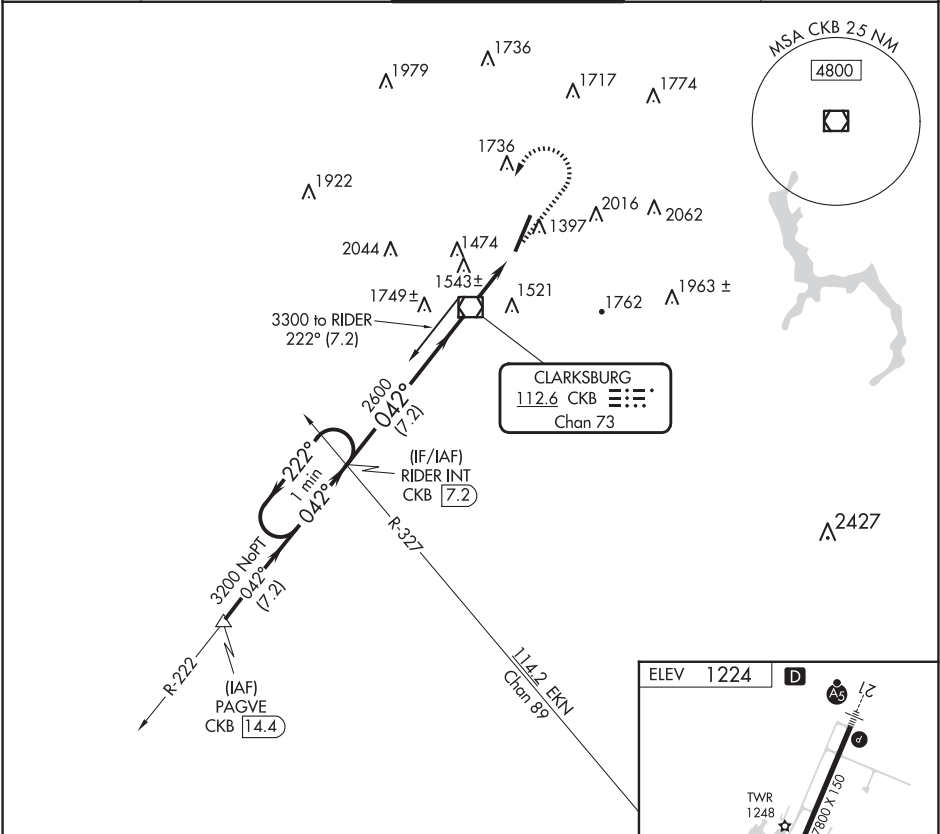
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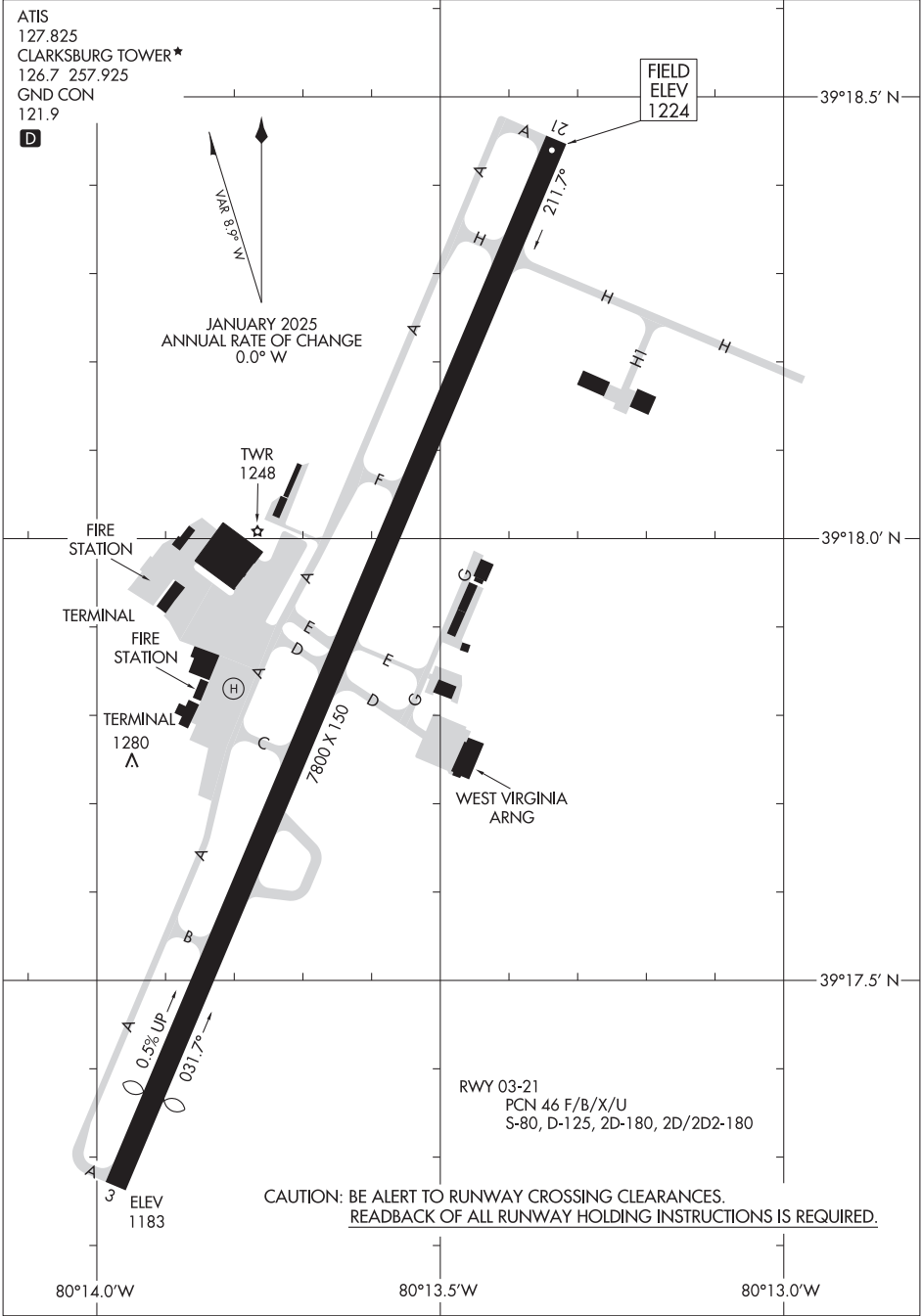
When local altimeter setting not received, Use Morgantown altimeter setting and increase all MDA 80 feet.

MISSED APPROACH:

Climb to 2400, then climbing left turn to 3200 direct CKB VOR/DME and via CKB VOR/DME R-222 to RIDER INT/CKB 7.2 DME and hold.

ATIS	CLARKSBURG APP CON★	CLARKSBURG TOWER★	GND CON	UNICOM
127.825	121.15 284.65	126.7 (CTAF) 257.925	121.9	123.0





NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 53329 W12A	APP CRS 119°	Rwy Idg TDZE 1516 Apt Elev 1516
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RNAV (GPS) RWY 12

CLEARFIELD-LAWRENCE (FIG)

RNP APCH - GPS.

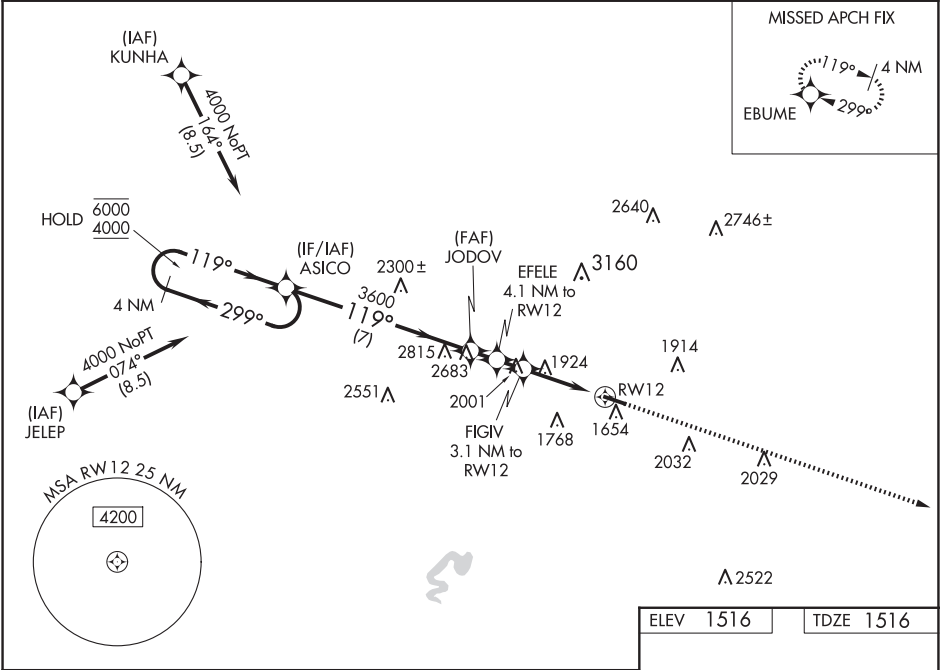
▼

▲

Rwy 12 helicopter visibility reduction below ¾ SM NA. VDP NA when using Dubois altimeter setting. When local altimeter setting not received, use Dubois altimeter setting and increase all MDAs 100 feet; increase visibility LP Cat B ¼ SM and Cat C ⅓ SM, LNAV Cat C ½ SM and Circling Cat A and C ¼ SM.

MISSED APPROACH:
Climb to 4000 direct
EBUME and hold.

ASOS 119.275	NEW YORK CENTER 134.8 338.3	UNICOM 122.725 (CTAF) 1
------------------------	---------------------------------------	--



VGSI and descent angles not coincident
(VGSI Angle 3.10/TCH 29°).

4000

EBUME

4 NM Holding Pattern

ASICO

6000

4000

299°

119°

119°

3600

3200

2800

JODOV

4.1 NM to RW12

FIGIV

3.1 NM to RW12

1.9 NM to RW12

RW12

7 NM

1 NM

1 NM

1.2 NM

1.9 NM

CATEGORY	A	B	C	D
LP MDA	2180-1	664 (700-1)	2180-1½ 664 (700-1½)	NA
LNAV MDA	2260-1 744 (800-1)	2260-1¼ 744 (800-1¼)	2260-2 744 (800-2)	NA
CIRCLING	2260-1 744 (800-1)	2260-1¼ 744 (800-1¼)	2340-2½ 824 (900-2½)	NA

MIRL Rwy 12-30 **1**
REIL Rwy 30 **1**

CLEARFIELD, PENNSYLVANIA

AL-6207 (FAA)

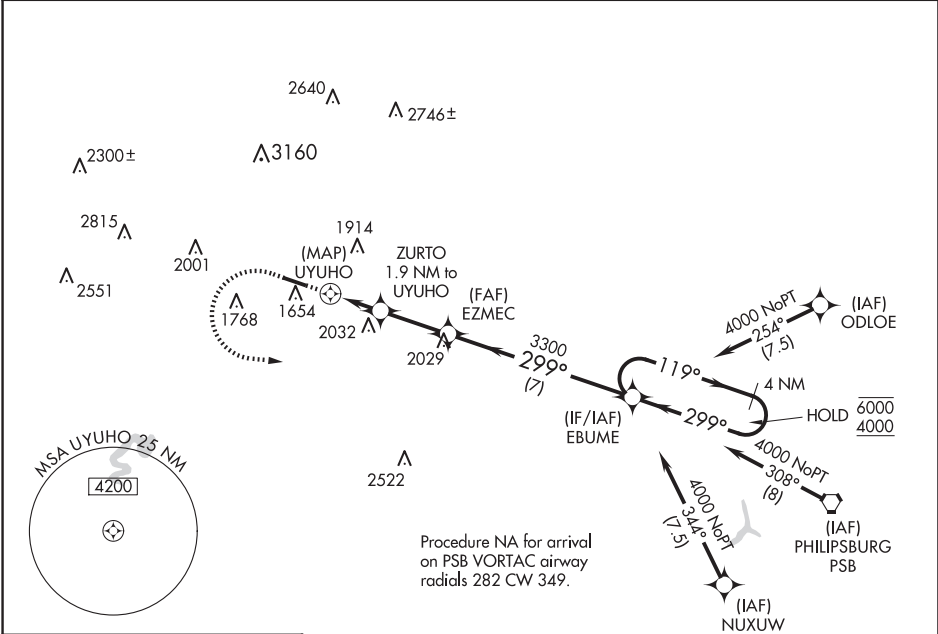
24025

WAAS CH 58227 W30A	APP CRS 299°	Rwy Idg TDZE 1516 Apt Elev 1516
--	------------------------	---

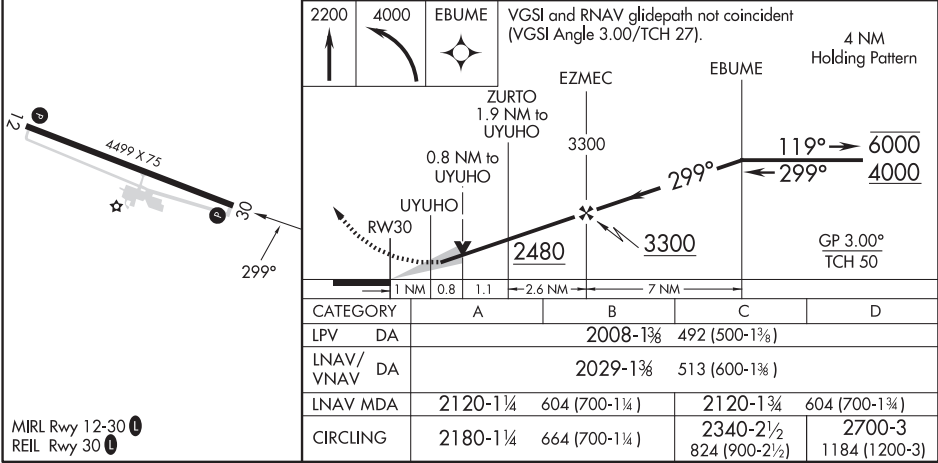
RNAV (GPS) RWY 30

CLEARFIELD-LAWRENCE (FIG)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2200 then climbing left turn to 4000 direct EBUME and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C.		
ASOS 119.275	NEW YORK CENTER 134.8 338.3	UNICOM 122.725 (CTAF) 1



ELEV 1516	TDZE 1516
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CLEARFIELD, PENNSYLVANIA
Amdt 1D 11AUG22

41°03'N-78°25'W

RNAV (GPS) RWY 30

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

VORTAC PSB	APP CRS	Rwy Ldg	4499
115.5	303°	TDZE	1516
Chan 102		Apt Elev	1516

VOR RWY 30

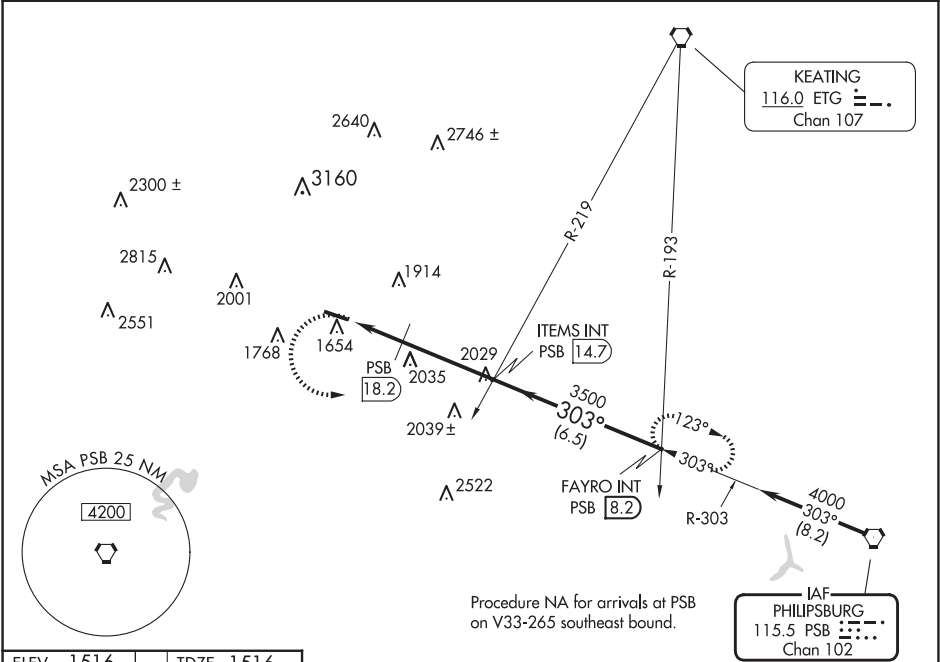
CLEARFIELD-LAWRENCE (FIG)

▼

▲

MISSED APPROACH: Climbing left turn to 4000 on PSB
VORTAC R-303 to FAYRO INT/8.2 DME and hold.

ASOS 119.275	NEW YORK CENTER 134.8 338.3	UNICOM 122.725 (CTAF) 0
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ELEV 1516	TDZE 1516
-----------	-----------

4499 X 75

303°

MIRL Rwy 12-30 0
REIL Rwy 30 0

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

<div><div>4000</div><div>FAYRO INT</div><div>PSB R-303</div><div>PSB 20.3</div><div>2300</div><div>3500</div><div>4000</div><div>303°</div><div>2.1 NM</div><div>3.5 NM</div><div>6.5 NM</div></div>				
CATEGORY	A	B	C	D
S-30	2300-1 784 (800-1)	2300-1¼ 784 (800-1¼)	2300-2½ 784 (800-2½)	2700-3 1184 (1200-3)
CIRCLING	2300-1 784 (800-1)	2300-1¼ 784 (800-1¼)	2340-2½ 824 (900-2½)	2700-3 1184 (1200-3)
DME MINIMUMS				
S-30	2220-1 704 (800-1)	2220-1¼ 704 (800-1¼)	2220-2 704 (800-2)	2220-2¼ 704 (800-2¼)
CIRCLING	2220-1 704 (800-1)	2220-1¼ 704 (800-1¼)	2340-2½ 824 (900-2½)	2700-3 1184 (1200-3)

COATESVILLE, PENNSYLVANIA

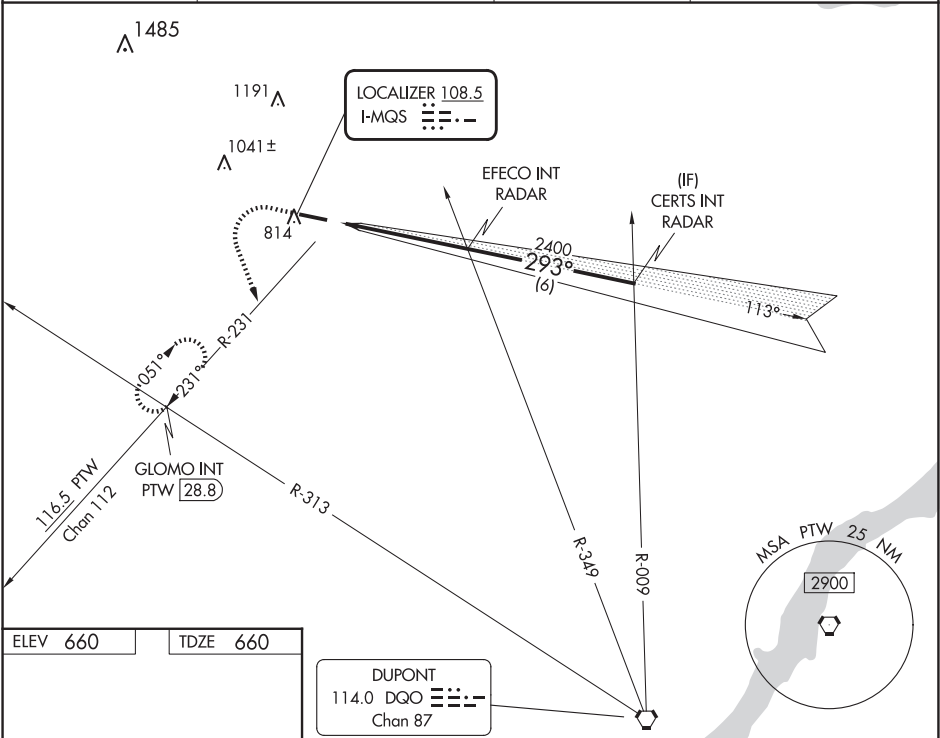
AL-5134 (FAA)

25163

LOC I-MQS 108.5	APP CRS 293°	Rwy Ldg TDZE Apt Elev 5400 660 660
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ILS or LOC RWY 29
CHESTER COUNTY G O CARLSON (MQS)

RADAR required for procedure entry.		MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 on heading 170° and PTW R-231 to GLOMO INT/PTW 28.8 DME and hold, continue climb-in-hold to 3000.	
AWOS-3 126.25	PHILADELPHIA APP CON 124.35 319.15	CLNC DEL 125.6	UNICOM 122.7 (CTAF) 0



ELEV 660 TDZE 660		DUPONT 114.0 DGO Chan 87			
1300 3000 hdg 170°		PTW R-231	GLOMO INT PTW (28.8)	EFECO INT RADAR 2400	CERTS INT RADAR 2400
0.4% UP 5400 X 100 293°		GS 3.00° TCH 55			
CATEGORY		A	B	C	D
S-ILS 29		910-3/4 250 (300-3/4)			
S-LOC 29		1040-1 380 (400-1)			
Knots 60 90 120 150 180		1140-1 480 (500-1)	1240-1 580 (600-1)	1260-1 1/2 600 (600-1 1/2)	1420-2 1/2 760 (800-2 1/2)
Min:Sec 5:18 3:32 2:39 2:07 1:46		C CIRCLING			

COATESVILLE, PENNSYLVANIA

Amtd 8 07OCT21

39°59'N - 75°52'W

ILS or LOC RWY 29
CHESTER COUNTY G O CARLSON (MQS)

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 63006 W11A	APP CRS 113°	Rwy Ldg TDZE 644 Apt Elev 660
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RNAV (GPS) RWY 11

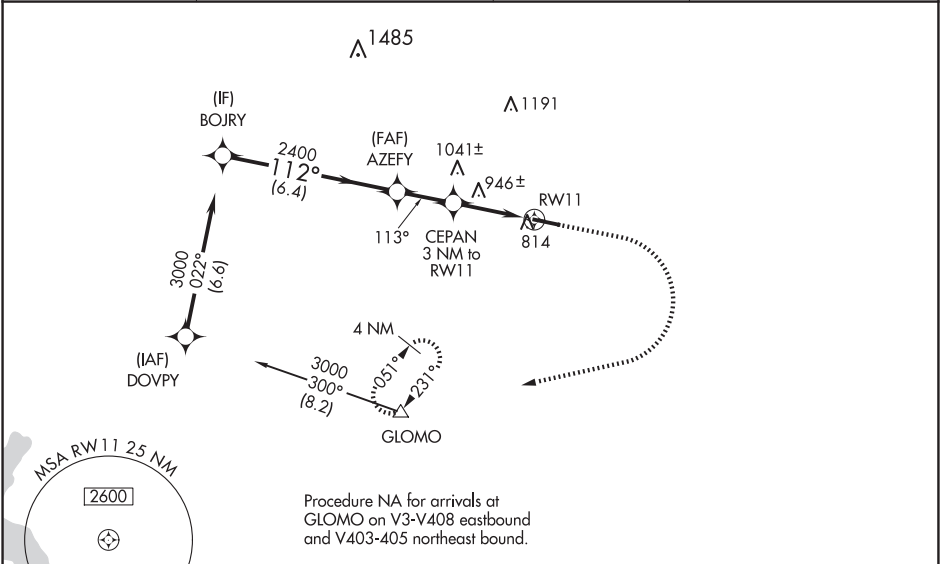
CHESTER COUNTY G O CARLSON (MQS)

RNP APCH - GPS.

Helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems,
LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct GLOMO and hold, continue climb-in-hold to 3000.

AWOS-3 126.25	PHILADELPHIA APP CON 124.35 319.15	CLNC DEL 125.6	UNICOM 122.7 (CTAF) 0
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ELEV 660		TDZE 644		
<div>VGSI and RNAV glidepath not coincident (VGSI Angle 3.20/TCH 55).</div> <div><div><div>BOJRY</div><div>3000</div><div>GP 3.20° TCH 55</div></div><div><div>AZEFY</div><div>2400</div></div><div><div>CEPAN</div><div>3 NM to RW11</div><div>1.6 NM to RW11</div></div><div><div>1300</div><div>↑</div></div><div><div>3000</div><div>↗</div></div><div><div>GLOMO</div><div>△</div></div><div><div>112°</div><div>113°</div><div>2400</div><div>1700</div><div>6.4 NM</div><div>2.1 NM</div><div>1.4</div><div>1.6</div></div></div>				
CATEGORY	A	B	C	D
LPV DA	973-1 329 (400-1)			
LNAV/ VNAV DA	1091-1⅜ 447 (500-1⅝)			
LNAV MDA	1200-1 556 (600-1)	1200-1⅝ 556 (600-1⅝)		
CIRCLING	1200-1 540 (600-1)	1240-1 580 (600-1)	1260-1⅝ 600 (600-1⅝)	1420-2½ 760 (800-2½)
HIRL Rwy 11-29 REIL Rws 11 and 29				

COATESVILLE, PENNSYLVANIA

AL-5134 (FAA)

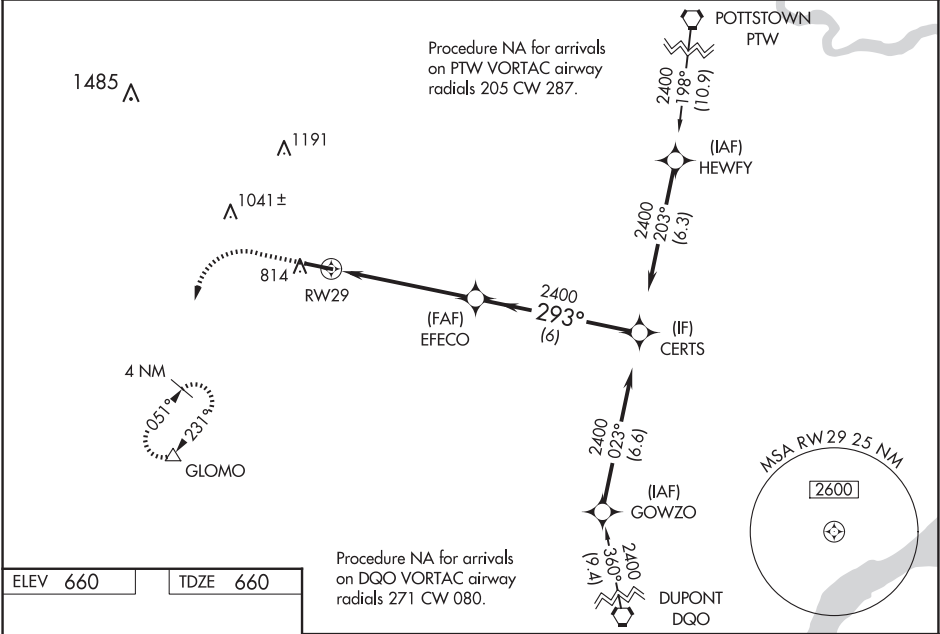
25163

WAAS CH 82506 W29A	APP CRS 293°	Rwy Ldg TDZE Apt Elev 660 660
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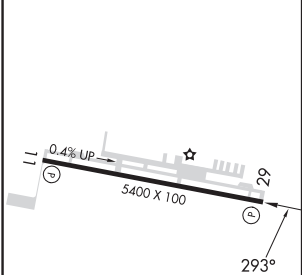
RNAV (GPS) RWY 29
CHESTER COUNTY G O CARLSON (MQS)

RNP APCH - GPS.		MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 direct GLOMO and hold, continue climb-in-hold to 3000.
<div><div><div><div><div><div></div></div></div><div><div><div></div></div></div></div></div></div> <div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.</div>		

AWOS-3 126.25	PHILADELPHIA APP CON 124.35 319.15	CLNC DEL 125.6	UNICOM 122.7 (CTAF) 0
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ELEV 660	TDZE 660
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1300 3000 GLOMO					
		EFECO 2400 CERTS 2400			
1 NM to RW29		293° 2400			
1 NM		4.3 NM 6 NM			
		GP 3.00° TCH 55			
CATEGORY	A	B	C	D	
LPV DA		910-3/4	250 (300-3/4)		
LNAV/VNAV DA		915-3/4	255 (300-3/4)		
LNAV MDA		1020-1	360 (400-1)		
CIRCLING	1140-1 480 (500-1)	1240-1 580 (600-1)	1260-1 1/2 600 (600-1 1/2)	1420-2 1/2 760 (800-2 1/2)	

HIRL Rwy 11-29 0
REIL Rwy 11 and 29 0

COATESVILLE, PENNSYLVANIA
Amdt 1 07OCT21

39°59'N-75°52'W

CHESTER COUNTY G O CARLSON (MQS)
RNAV (GPS) RWY 29

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 45929 W05A	APP CRS 049°	Rwy Idg TDZE 1254 Apt Elev 1264	3833
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RNAV (GPS) RWY 5

JOSEPH A HARDY CONNELLVILLE (VVS)

RNP APCH - GPS

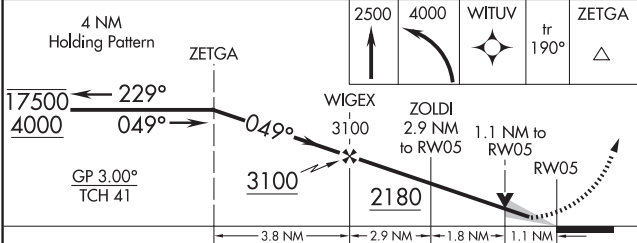
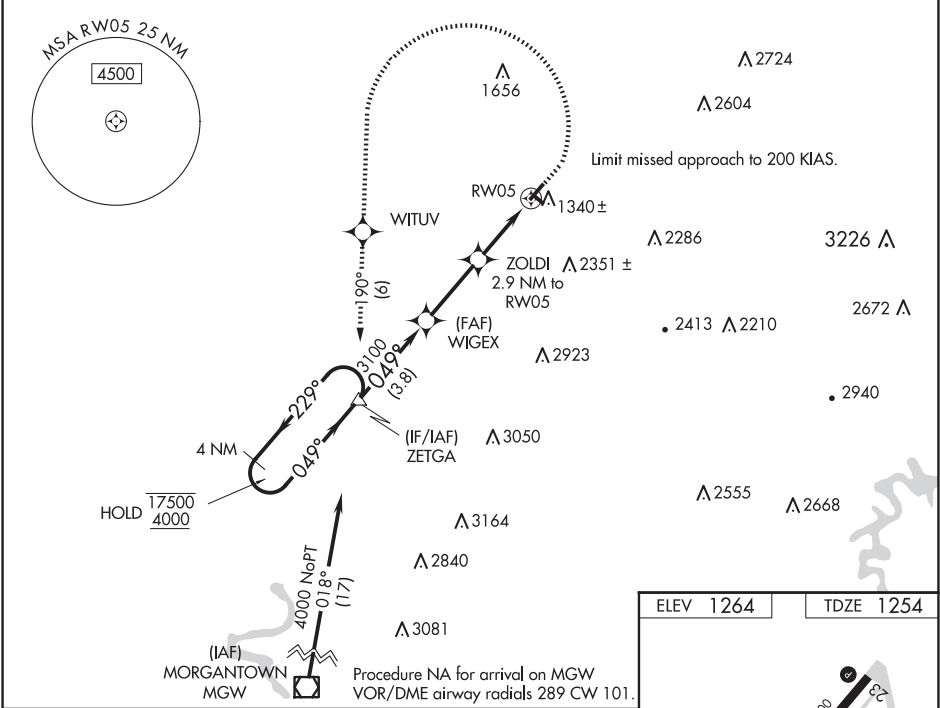
⚠

NA

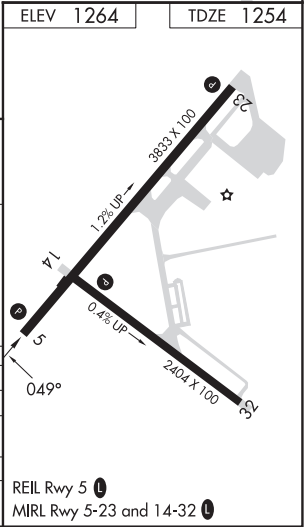
Circling NA for Cat C south of Rwy 5-23. Circling Rwy 14, 23, 32 NA at night. Baro-VNAV and VDP NA when using Morgantown, WV altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Morgantown altimeter setting and increase LPV DA to 1559 feet and all visibilities ½ SM. Increase LNAV/VNAV DA to 1579 feet and visibilities ½ SM. Increase all MDAs 60 feet and LNAV visibility Cat C ½ SM.

MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 direct WITUV and track 190° to ZETGA and hold.

AWOS-3P 133.325	CLARKSBURG APP CON ★ 119.425 284.65	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D
LPV DA	1504-¾	250 (300-¾)		NA
LNAV/VNAV DA	1524-⅞	270 (300-⅞)		NA
LNAV MDA	1600-1	346 (400-1)		NA
CIRCLING	1920-1 656 (700-1)	2260-1½ 996 (1000-1½)	2540-3 1276 (1300-3)	NA



CONNELLVILLE, PENNSYLVANIA

AL-96 (FAA)

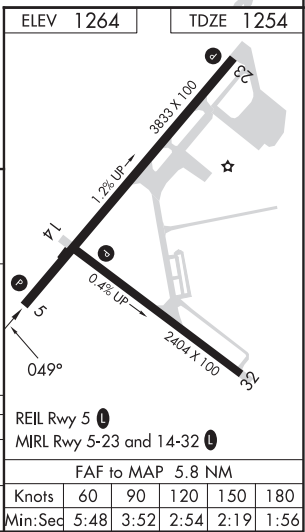
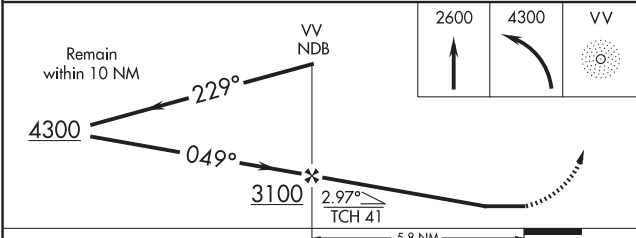
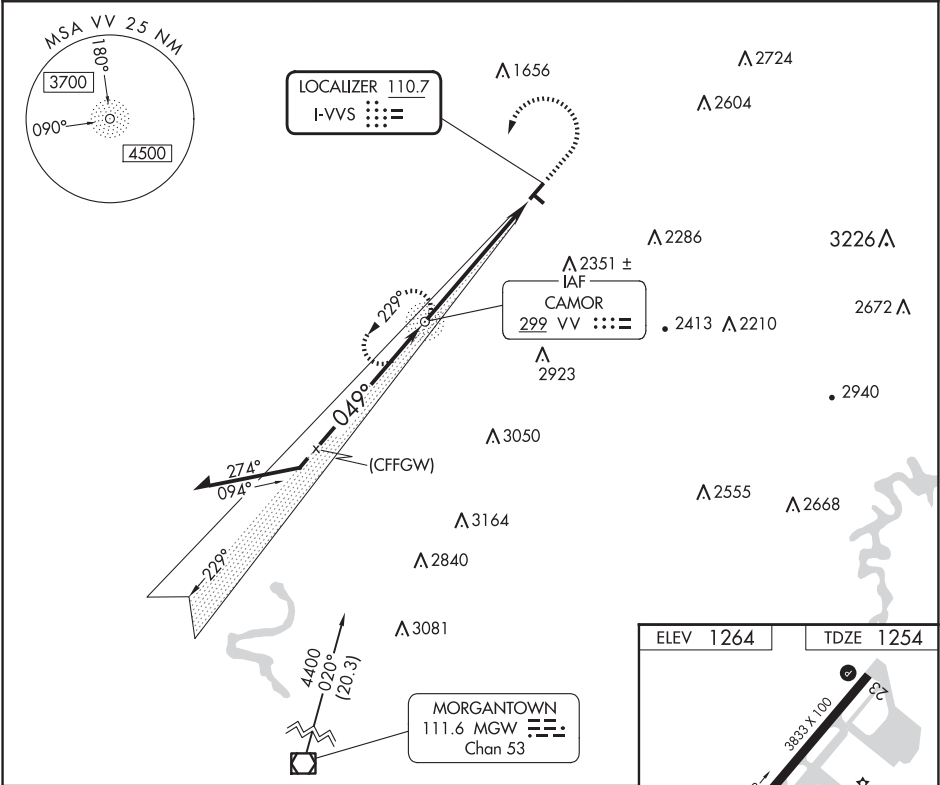
24361

LOC I-VVS	APP CRS	Rwy Idg	3833
110.7	049°	TDZE	1254
		Apt Elev	1264

LOC RWY 5

JOSEPH A HARDY CONNELLVILLE (VVS)

ADF required.		MISSED APPROACH: Climb to 2600 then climbing left turn to 4300 direct CAMOR NDB and hold, continue climb-in-hold to 4300.
AWOS-3P 133.325	CLARKSBURG APP CON ★ 119.425 284.65	UNICOM 122.8 (CTAF) ①



CATEGORY	A	B	C	D
S-LOC 5	1660-1	406 (400-1)	1660-1 1/8 406 (400-1 1/8)	NA
CIRCLING	1920-1 656 (700-1)	2260-1 1/2 996 (1000-1 1/2)	2540-3 1276 (1300-3)	NA

REIL Rwy 5 ①	ELEV 1264	TDZE 1254
MIRL Rwy 5-23 and 14-32 ①		
FAF to MAP 5.8 NM		
Knots	60	90 120 150 180
Min:Seq	5:48	3:52 2:54 2:19 1:56

CONNELLVILLE, PENNSYLVANIA
Amdt 4D 26DEC24

JOSEPH A HARDY CONNELLVILLE (VVS)
LOC RWY 5

39°58'N-79°39'W

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

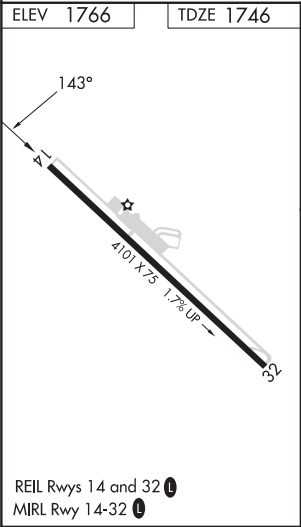
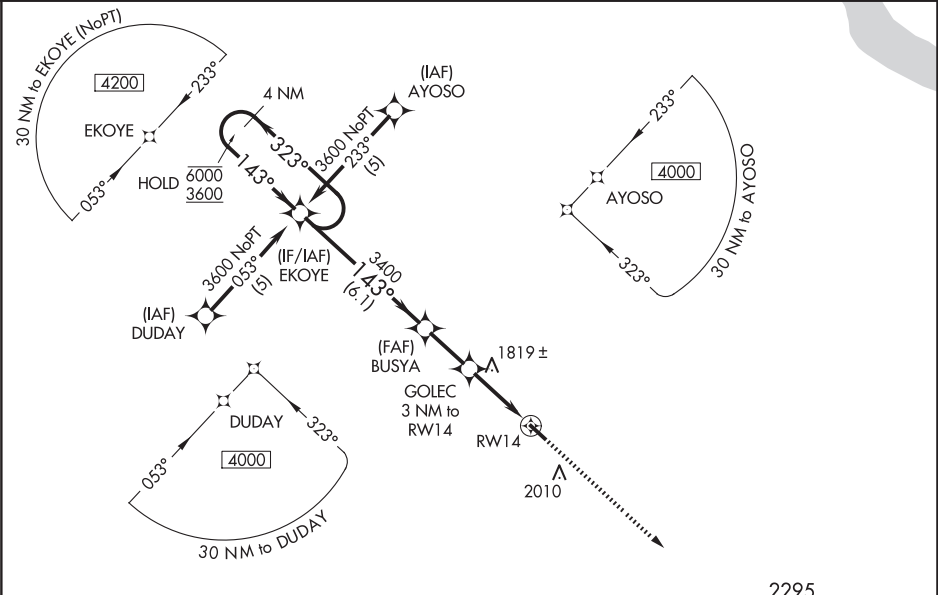
APP CRS	Rwy Ldg	4101
143°	TDZE	1746
	Apt Elev	1766

RNAV (GPS) RWY 14

CORRY-LAWRENCE (8G2)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3600 direct CUXOM and hold.
<div><div><div>▼</div><div>▲ NA</div></div><div>Rwy 14 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use JHW altimeter setting; when not received, use GJK altimeter setting and increase all MDA 80 feet; increase LNAV Cat C visibility ¼ SM.</div></div>	

JHW AWOS-3PT 118.425	BUFFALO APP CON ★ 121.0 257.8	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern EKOYE				3600	CUXOM
<div>6000 ← 323° 3600 → 143°</div> <div>143°</div> <div>BUSYA</div> <div>3400</div> <div>3.04° TCH 40</div> <div>2700</div> <div>GOLEC 3 NM to RW14</div> <div>RW14</div> <div>6.1 NM</div> <div>2.2 NM</div> <div>3 NM</div>					
CATEGORY	A	B	C	D	
LNAV MDA	2140-1	394 (400-1)	2140-1 1/8 394 (400-1 1/8)	NA	

CORRY, PENNSYLVANIA

AL-6206 (FAA)

25163

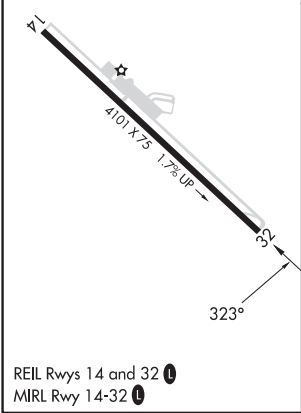
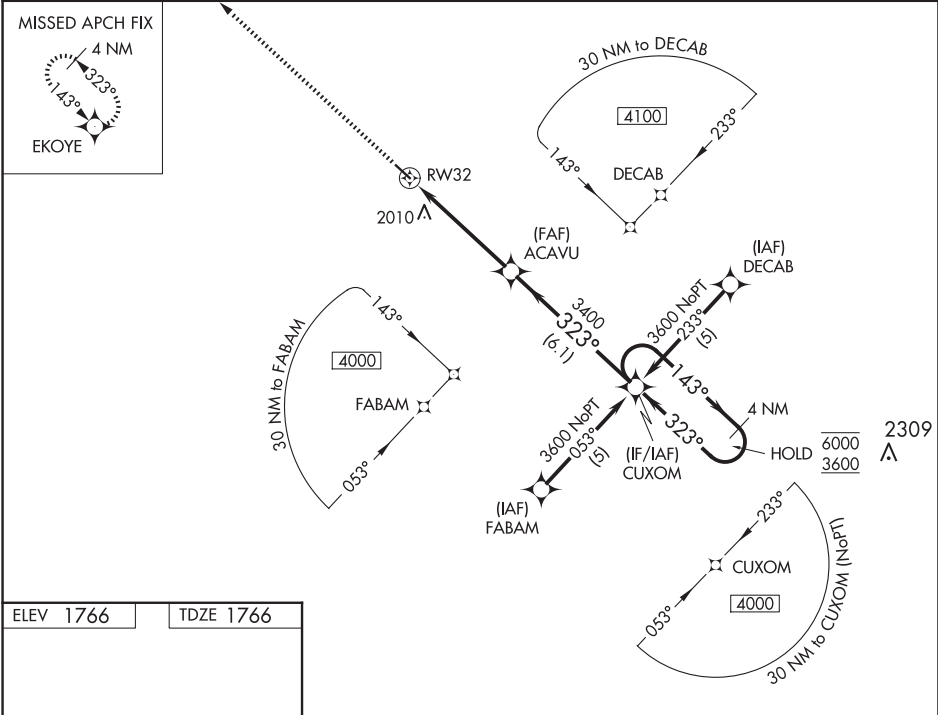
WAAS CH 70719 W32A	APP CRS 323°	Rwy Ldg 4101 TDZE 1766 Apt Elev 1766
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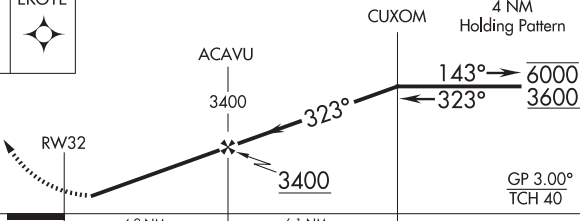
RNAV (GPS) RWY 32

CORRY-LAWRENCE (8G2)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3600 direct EKOYE and hold.
Rwy 32 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA. Use JHW altimeter setting; when not received, use GKI altimeter setting and increase LPV DA to 2140 feet; increase LNAV/VNAV DA to 2386 feet and all visibilities ½ SM. Increase all MDAs 80 feet and LNAV visibility Cat C ¼ SM. Procedure NA at night.	

JHW AWOS-3PT 118.425	BUFFALO APP CON ★ 121.0 257.8	UNICOM 122.8 (CTAF) 0
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3600 ↑	EKOYE 			
CATEGORY	A	B	C	D
LPV DA	2078-1 312 (400-1)			NA
LNAV/VNAV DA	2324-1 ⁵ / ₈ 558 (600-1 ⁵ / ₈)			NA
LNAV MDA	2340-1 574 (600-1)		2340-1 ⁵ / ₈ 574 (600-1 ⁵ / ₈)	NA

CORRY, PENNSYLVANIA
Amdt 1B 12JUN25

41°54'N - 79°38'W

CORRY-LAWRENCE (8G2)

RNAV (GPS) RWY 32


NE-4, 07 AUG 2025 to 02 OCT 2025

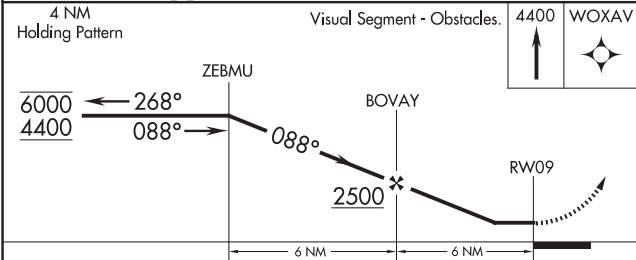
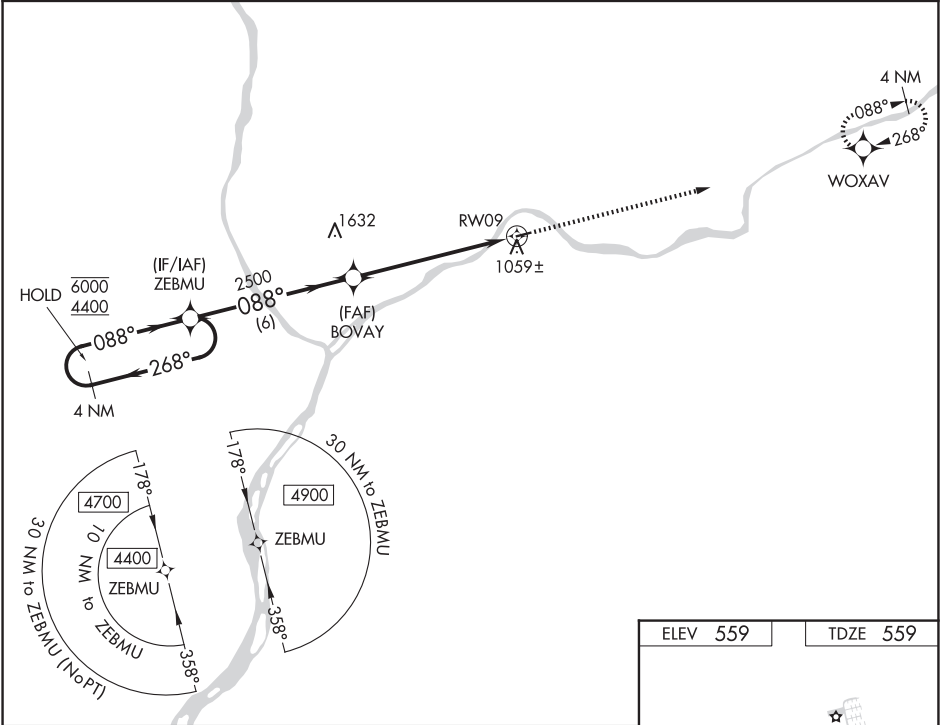
NE-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 65827 W09A	APP CRS 088°	Rwy Ldg TDZE Apt Elev	3000 559 559
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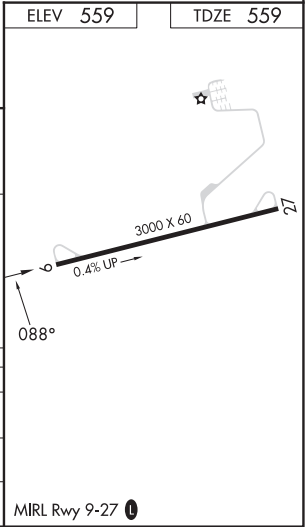
RNAV (GPS) RWY 9

DANVILLE (8N8)

RNP APCH - GPS.		MISSED APPROACH: Climb to 4400 direct WOXAV and hold, continue climb-in-hold to 4400.
<div><div>▼</div><div>NA</div></div> <div>Rwy 9 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use Williamsport altimeter setting; when not received, procedure NA.</div>		
IPT ASOS 125.225	WILKES-BARRE APP CON 126.3 256.7	UNICOM 122.8 (CTAF) 



CATEGORY	A	B	C	D
LP MDA	1280-1¼ 721 (800-1¼)	1280-1½ 721 (800-1½)	NA	
LNAV MDA	1360-1¼ 801 (900-1¼)	1360-1½ 801 (900-1½)	NA	
CIRCLING	1480-1¼ 921 (1000-1¼)	1760-1½ 1201 (1300-1½)	NA	



DANVILLE, PENNSYLVANIA

AL-10661 (FAA)

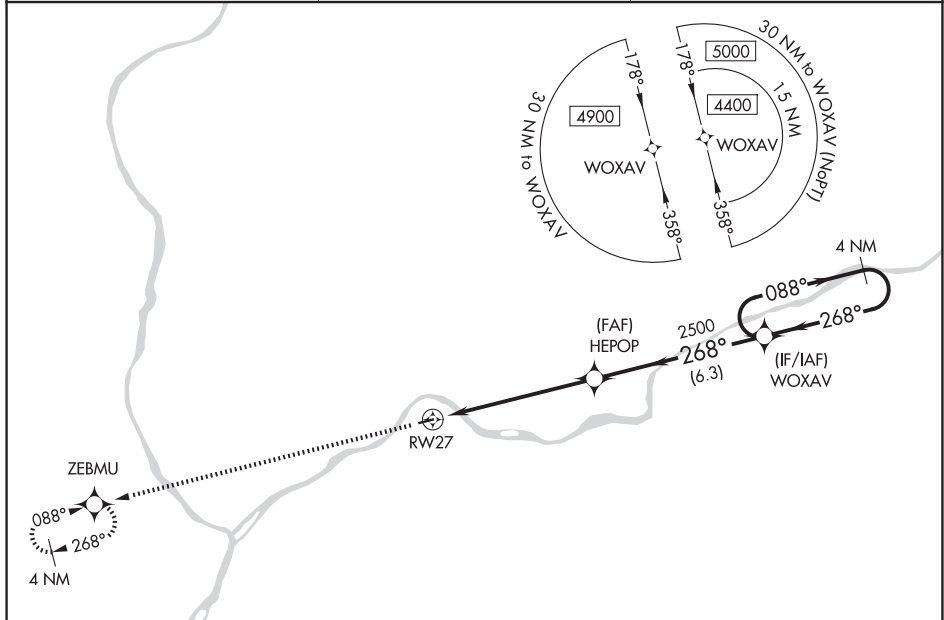
25219

APP CRS 268°	Rwy Ldg TDZE 559	3000
	Apt Elev 559	

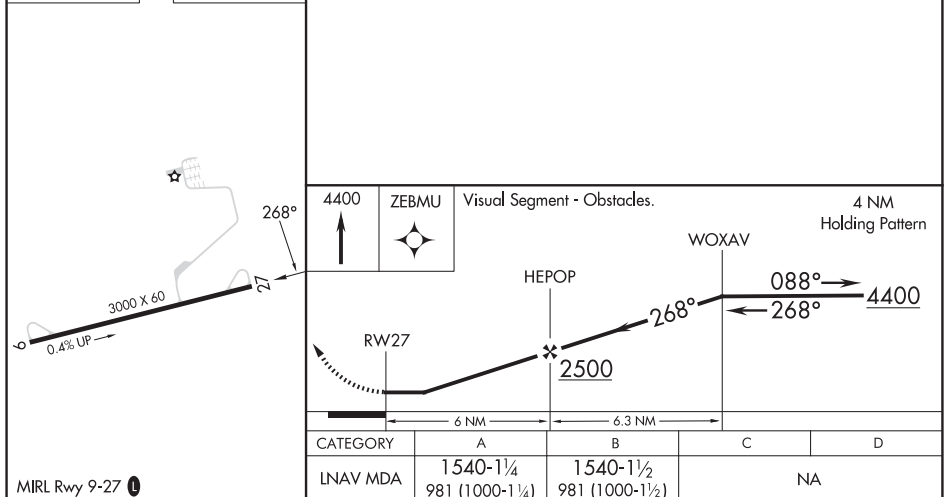
RNAV (GPS) RWY 27

DANVILLE (8N8)

RNP APCH - GPS.		MISSED APPROACH: Climb to 4400 direct ZEBMU and hold, continue climb-in-hold 4400.
▼ ▲ NA	Use Williamsport altimeter setting; when not received, procedure NA. Procedure NA at night. Rwy 27 helicopter visibility reduction below 1 SM NA.	
IPT ASOS 125.225	WILKES-BARRE APP CON 126.3 256.7	UNICOM 122.8 (CTAF) ①



ELEV 559	TDZE 559
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DANVILLE, PENNSYLVANIA

Orig-D 18APR24

40°57'N-76°39'W

RNAV (GPS) RWY 27

DANVILLE (8N8)

NE-4, 07 AUG 2025 to 02 OCT 2025

APP CRS
049°

Rwy Idg
TDZE
Apt Elev

3002
394
394

RNAV (GPS) RWY 5

DOYLESTOWN (DYL)

▼

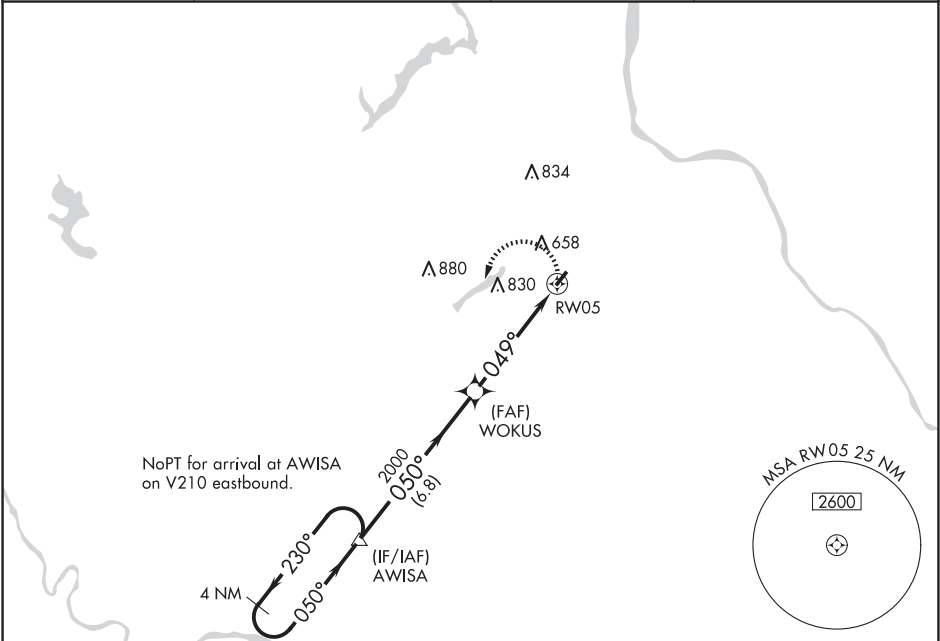
DME/DME RNP-0.3 NA. Rwy 5: helicopter visibility reduction below ¾ SM NA.

▲

When local altimeter setting not received, use Trenton altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing left turn to 3000 direct AWISA and hold.

ASOS 118.875	PHILADELPHIA APP CON 123.8 291.7	CLNC DEL 118.55	UNICOM 122.975 (CTAF) 0
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ELEV 394

TDZE 394

CATEGORY	A	B	C	D
LNVA MDA	880-1	486 (500-1)	NA	
CIRCLING	960-1 566 (600-1)	1040-1 646 (700-1)	NA	

DOYLESTOWN, PENNSYLVANIA

Orig-C 23APR20

DOYLESTOWN (DYL)

RNAV (GPS) RWY 5

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

DOYLESTOWN, PENNSYLVANIA

AL-5609 (FAA)

22083

APP CRS	Rwy Idg	3004
229°	TDZE	394
	Apt Elev	394

RNAV (GPS) RWY 23

DOYLESTOWN (DYL)

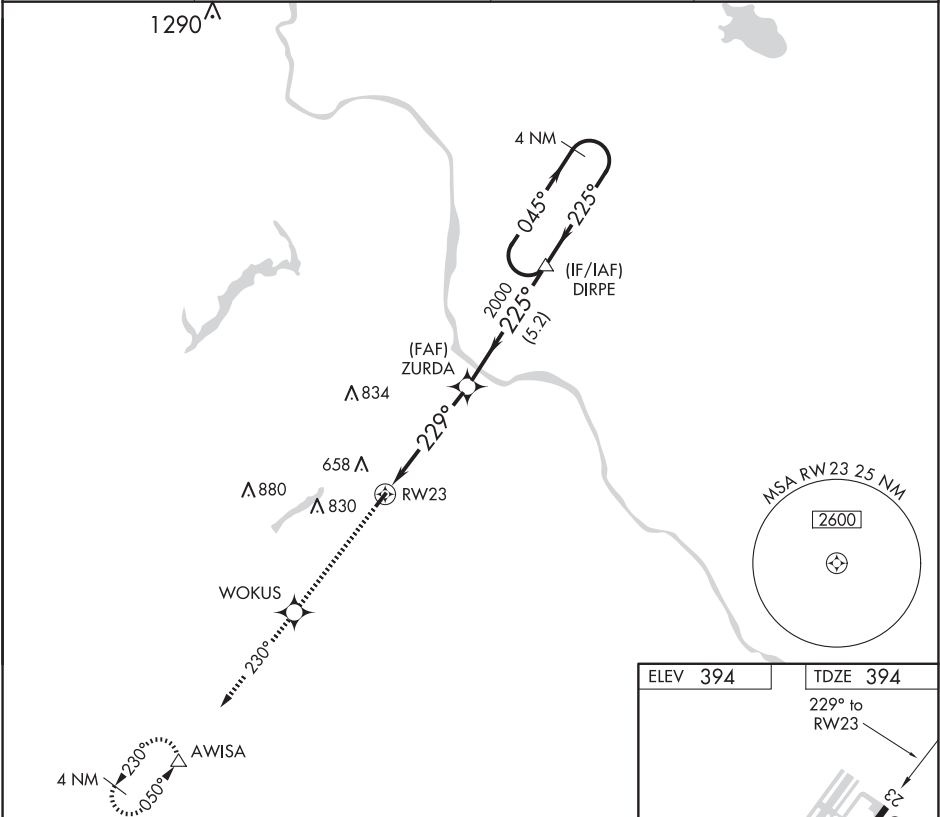
▼

⚠

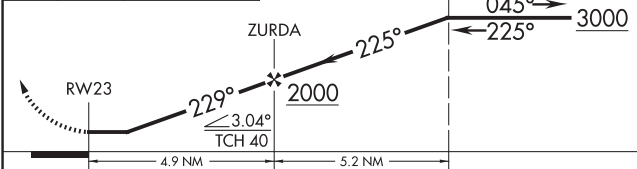
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Trenton altimeter setting and increase all MDA 60 feet. Rwy 23: helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct WOKUS and via track 230° to AWISA and hold.

ASOS	PHILADELPHIA APP CON	CLNC DEL	UNICOM
118.875	123.8 291.7	118.55	122.975 (CTAF) 0



3000	WOKUS	fr 230°	AWISA	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 20).	4 NM Holding Pattern
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CATEGORY	A	B	C	D
LNAV MDA	1040-1	646 (700-1)	NA	NA
CIRCLING	1040-1	646 (700-1)	NA	NA

ELEV 394

TDZE 394

229° to RW23

3002 x 60

REIL Rwy 23 0

MIRL Rwy 5-23 0

DOYLESTOWN, PENNSYLVANIA
Amdt 1C 23APR20

40°20'N - 75°07'W

DOYLESTOWN (DYL)

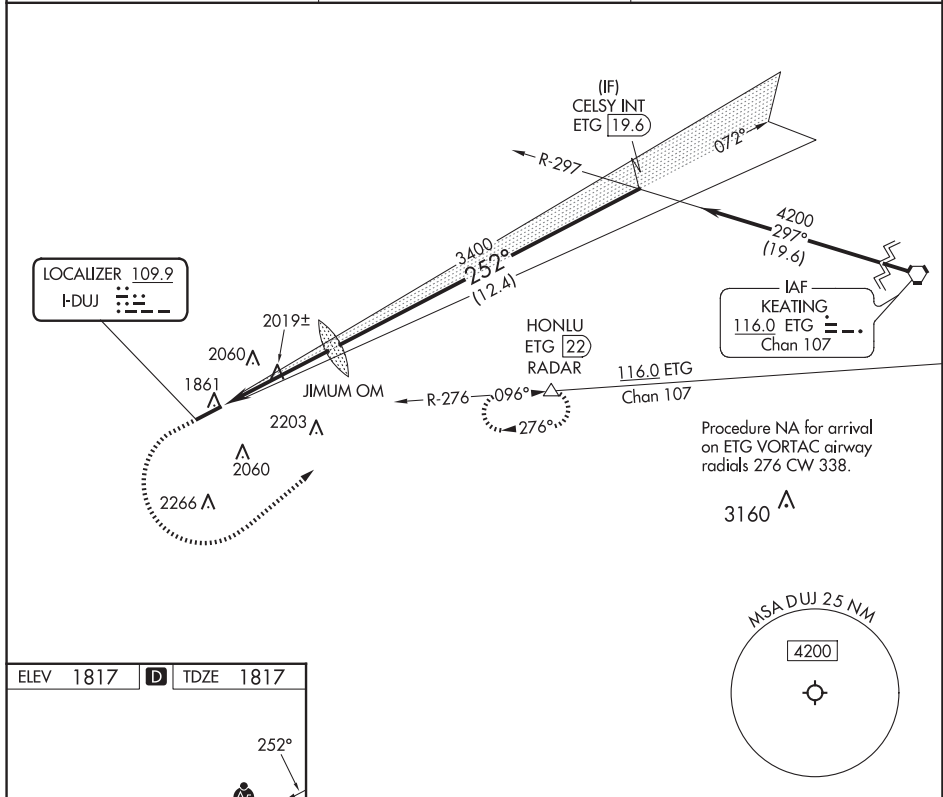
RNAV (GPS) RWY 23

LOC I-DUJ 109.9	APP CRS 252°	Rwy Idg TDZE Apt Elev	5503 1817 1817
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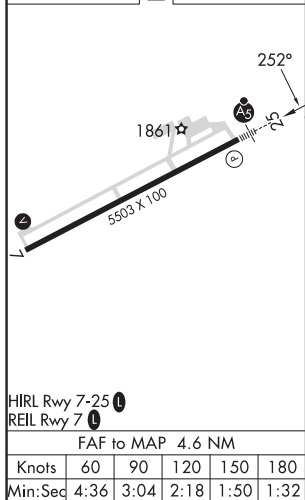
ILS or LOC RWY 25
DUBOIS RGNL (DUJ)

7 Δ Circling NA for Cat D south of Rwy 7-25. For inop ALS, increase S-LOC 25 Cats C/D visibility to 1½ SM.	MALSR 	MISSED APPROACH: Climb to 2900 then climbing left turn to 4200 on heading 060° and ETG VORTAC R-276 to HONLU/ETG 22 DME/RADAR and hold.
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ASOS 119.025	CLEVELAND CENTER 126.725 291.65	UNICOM 123.0 (CTAF) 0
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ELEV 1817	D	TDZE 1817
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2900	4200	ETG R-276	HONLU	JIMUM OM	CELSY INT ETG 19.6
↑	hdg 060°		Δ	3352	
				3400	4200
				252°	
				4.6 NM	12.4 NM
CATEGORY	A	B	C	D	
S-ILS 25	2017-½		200 (200-½)		
S-LOC 25	2280-½ 463 (500-½)		2280-1 463 (500-1)		
C CIRCLING	2320-1 503 (600-1)	2360-1 543 (600-1)	2380-1½ 563 (600-1½)	2400-2 583 (600-2)	

WAAS CH 82116 W07A	APP CRS 072°	Rwy Idg TDZE Apt Elev	5503 1817 1817
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RNAV (GPS) RWY 7

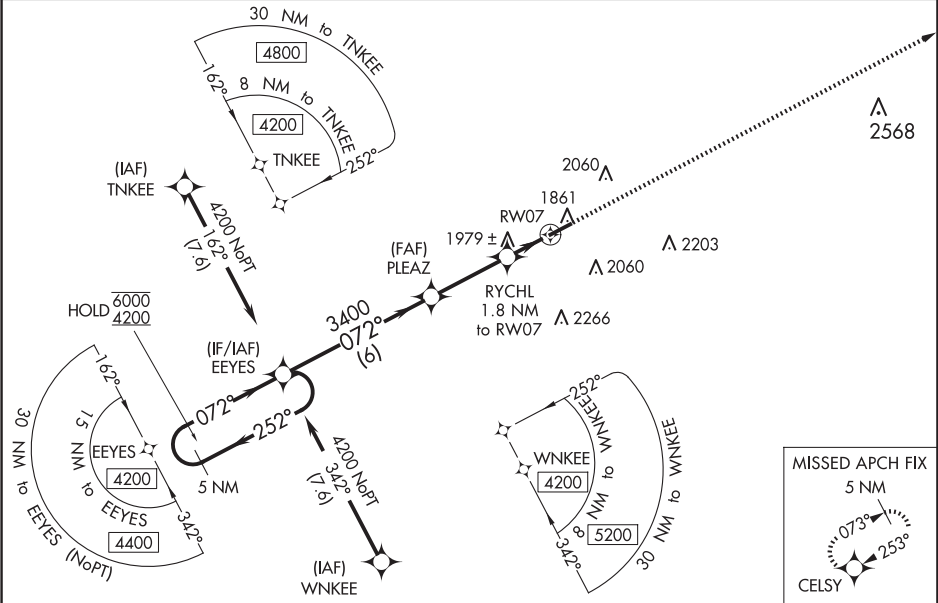
DUBOIS RGNL (DUJ)

RNP APCH.

Circling NA for Cat D south of Rwy 7-25. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.

MISSED APPROACH: Climb to 4200 direct CELSY and hold.

ASOS 119.025	CLEVELAND CENTER 126.725 291.65	UNICOM 123.0 (CTAF) 0
------------------------	---	---------------------------------



ELEV 1817

D

TDZE 1817

5 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 28).

4200 CELSY

GP 3.00° TCH 45°

6000 4200 252° 072°

GP 3.00° TCH 45°

6 NM 3.1 NM 0.6 1.2

3400 2420 072°

RYCHL 1.8 NM

*1.2 NM to RW07

RW07

072°

5503 x 100

1861

AG

5

CATEGORY	A	B	C	D
LPV DA		2017-3/4	200 (200-3/4)	
LNAV/VNAV DA		2160-1	343 (400-1)	
LNAV MDA	2240-1	423 (500-1)	2240-1 1/4	423 (500-1 1/4)
CIRCLING	2320-1 503 (600-1)	2360-1 543 (600-1)	2380-1 1/2 563 (600-1 1/2)	2400-2 583 (600-2)

HIRL Rwy 7-25 0
REIL Rwy 7 0

DUBOIS, PENNSYLVANIA

AL-5035 (FAA)

23054

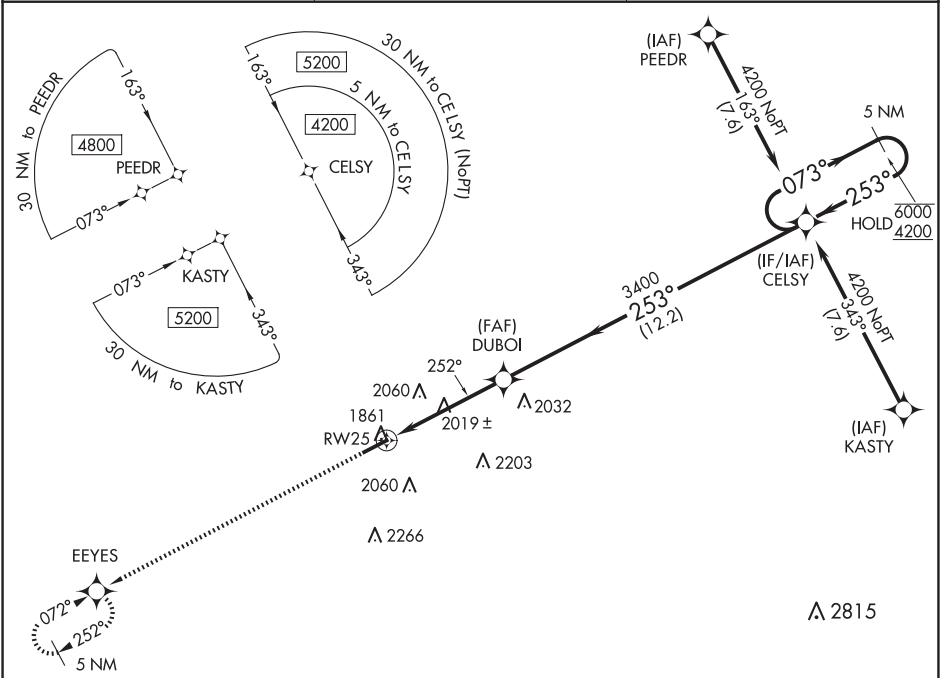
WAAS CH 97407 W25A	APP CRS 252°	Rwy Idg TDZE Apt Elev	5503 1817 1817
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 25

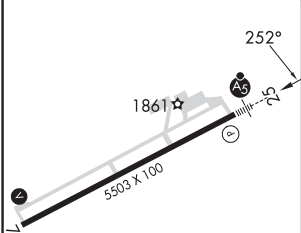
DUBOIS RGNL (DUJ)





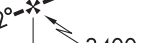

RNP APCH. Circling NA for Cat D south of Rwy 7-25. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. For inop ALS increase LNAV Cat C/D visibility to 1½ SM.	MALSR 	MISSED APPROACH: Climb to 4200 direct EEYES and hold.
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ASOS 119.025	CLEVELAND CENTER 126.725 291.65	UNICOM 123.0 (CTAF) 0
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ELEV 1817	TDZE 1817
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4200	EEYES	5 NM Holding Pattern			
					
* LNAV only.					
					
* 1.3 NM to RW25					
					
RW25					
DUBOI					
3400					
					
CEL SY					
073° →		6000			
← 253°		4200			
		GP 3.00°			
		TCH 57			
1.3		3.5 NM		12.2 NM	
CATEGORY	A	B	C	D	
LPV DA	2017-½		200 (200-½)		
LNAV/VNAV DA	2140-½		323 (400-½)		
LNAV MDA	2280-½ 463 (500-½)		2280-1 463 (500-1)		
 CIRCLING	2320-1 503 (600-1)		2360-1 543 (600-1)		2380-1½ 563 (600-1½)
					2400-2 583 (600-2)

HIRL Rwy 7-25 **0**
REIL Rwy 7 **0**

DUBOIS, PENNSYLVANIA
Amdt 2 25FEB21

41°11'N-78°54'W

RNAV (GPS) RWY 25

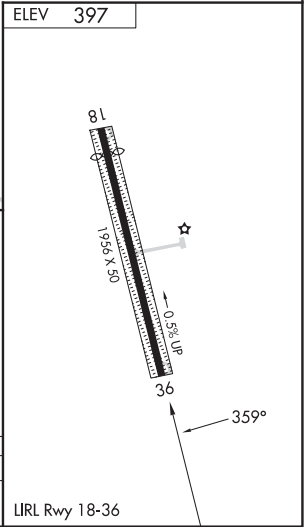
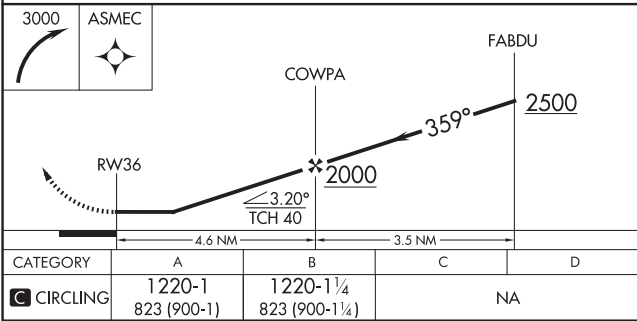
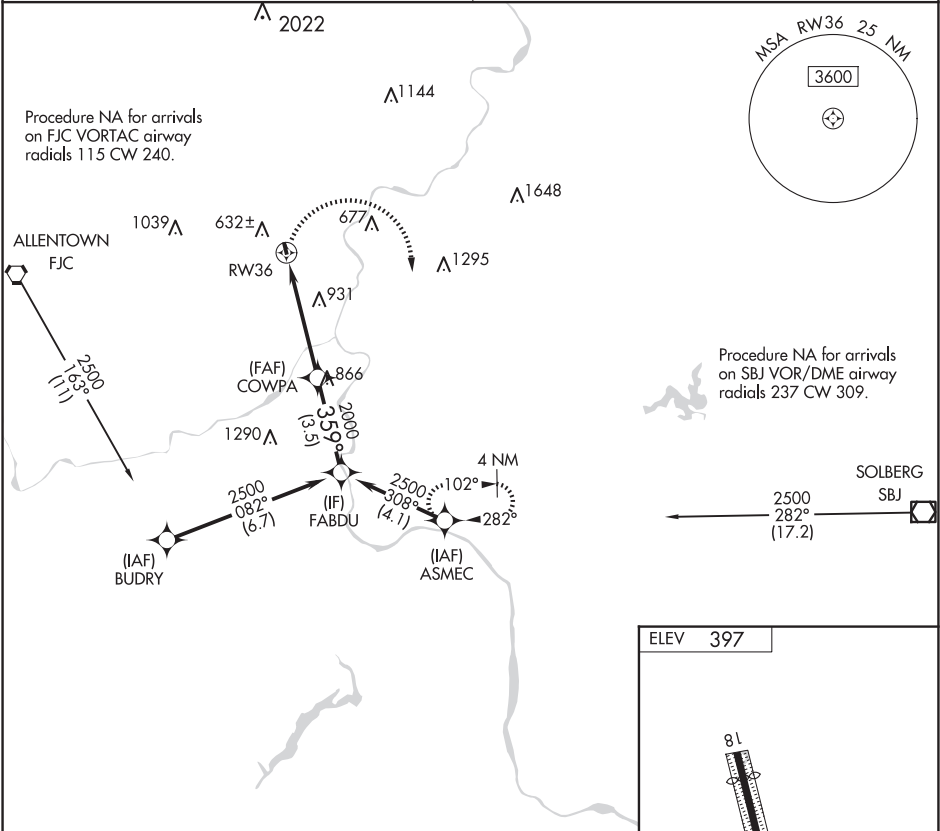
NE-4, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	1956
359°	TDZE	N/A
	Apt Elev	397

RNAV (GPS)-A
BRADEN AIRPARK (N43)

<p>NA</p> <p>DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Allentown Lehigh Valley Intl altimeter setting; when not received, procedure NA.</p>	<p>MISSED APPROACH: Climbing right turn to 3000 direct ASMEC and hold.</p>
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ALLENTOWN APP CON 119.65 124.45 351.8	UNICOM 123.0 (CTAF)
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NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

EBENSBURG, PENNSYLVANIA

AL-5497 (FAA)

23334

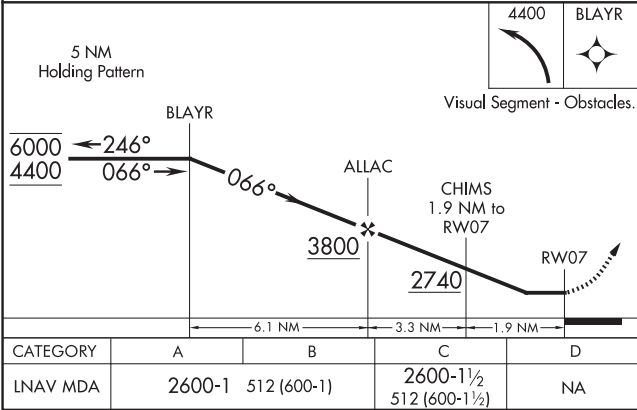
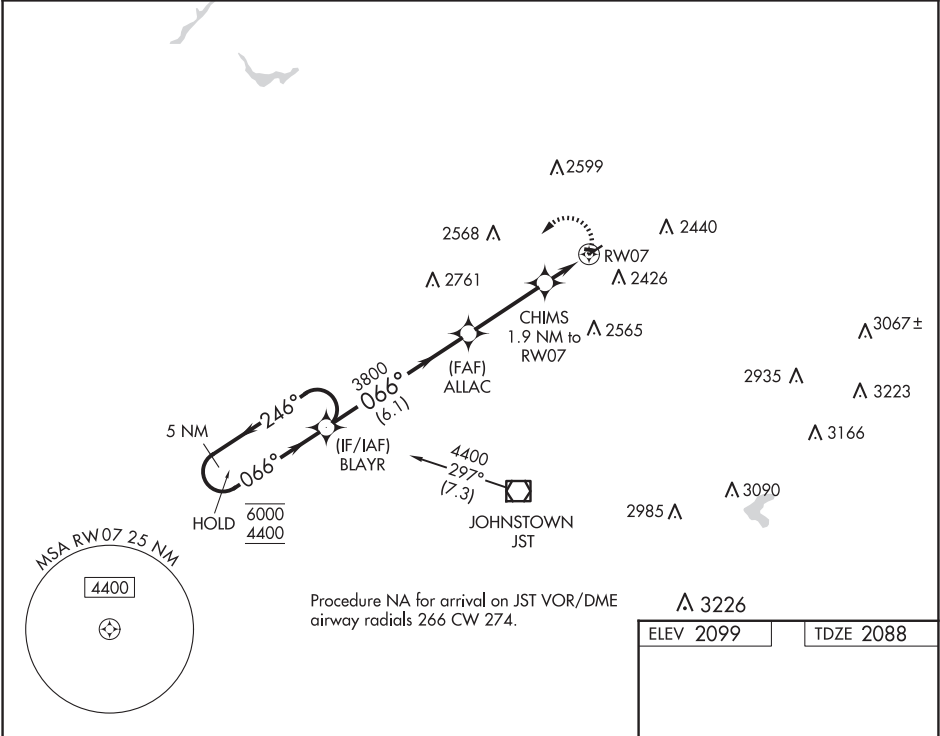
APP CRS	Rwy Idg	3204
066°	TDZE	2088
	Apt Elev	2099

RNAV (GPS) RWY 7

EBENSBURG (9G8)

RNP APCH - GPS.	MISSED APPROACH: Climbing left turn to 4400 direct BLAYR and hold.
<div><div>Procedure NA at night. Rwy 7 helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received, use Johnstown altimeter setting and increase all MDAs 60 feet and visibility Cat C ¼ SM.</div></div>	

JOHNSTOWN APP CON ★ 121.2 299.2	UNICOM 122.8 (CTAF) 0
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ELEV 2099	TDZE 2088
<div>MIRL Rwy 7-25 0</div>	

EBENSBURG, PENNSYLVANIA
Orig-D 30NOV23

40°28'N-78°47'W

EBENSBURG (9G8)

RNAV (GPS) RWY 7

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

APP CRS
246°

Rwy Idg
TDZE
Apt Elev

3204
2098
2099

RNAV (GPS) RWY 25

EBENSBURG (9G8)

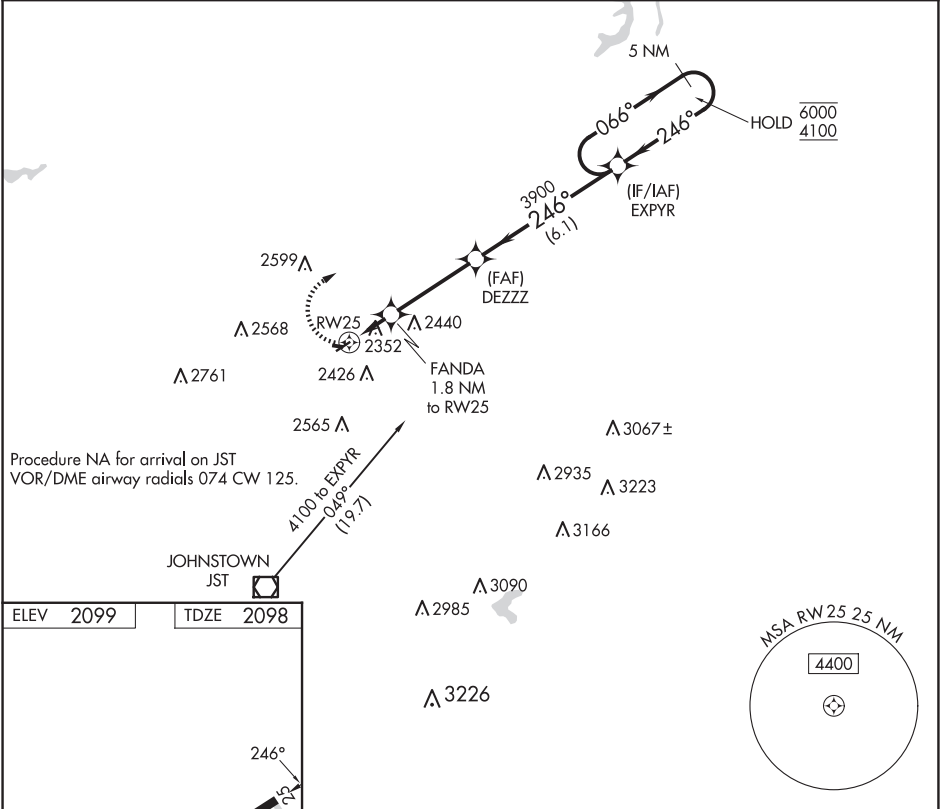
RNP APCH - GPS.

Procedure NA at night. Rwy 25 helicopter visibility reduction below 1 SM NA.

Obtain local altimeter setting on CTAF; when not received, use Johnstown altimeter setting and increase all MDA 60 feet and visibility Cat C ¼ SM.

MISSED APPROACH: Climbing right turn to 4100 direct EXPYR and hold.

JOHNSTOWN APP CON ★ 121.2 299.2	UNICOM 122.8 (CTAF) 0
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ELEV 2099

TDZE 2098

1636 X 150

3204 X 50

1.9% UP

0.6% UP

4100

EXPYR

Visual Segment - Obstacles.

FANDA 1.8 NM to RW25

DEZZZ

EXPYR

5 NM Holding Pattern

066°

246°

6000

4100

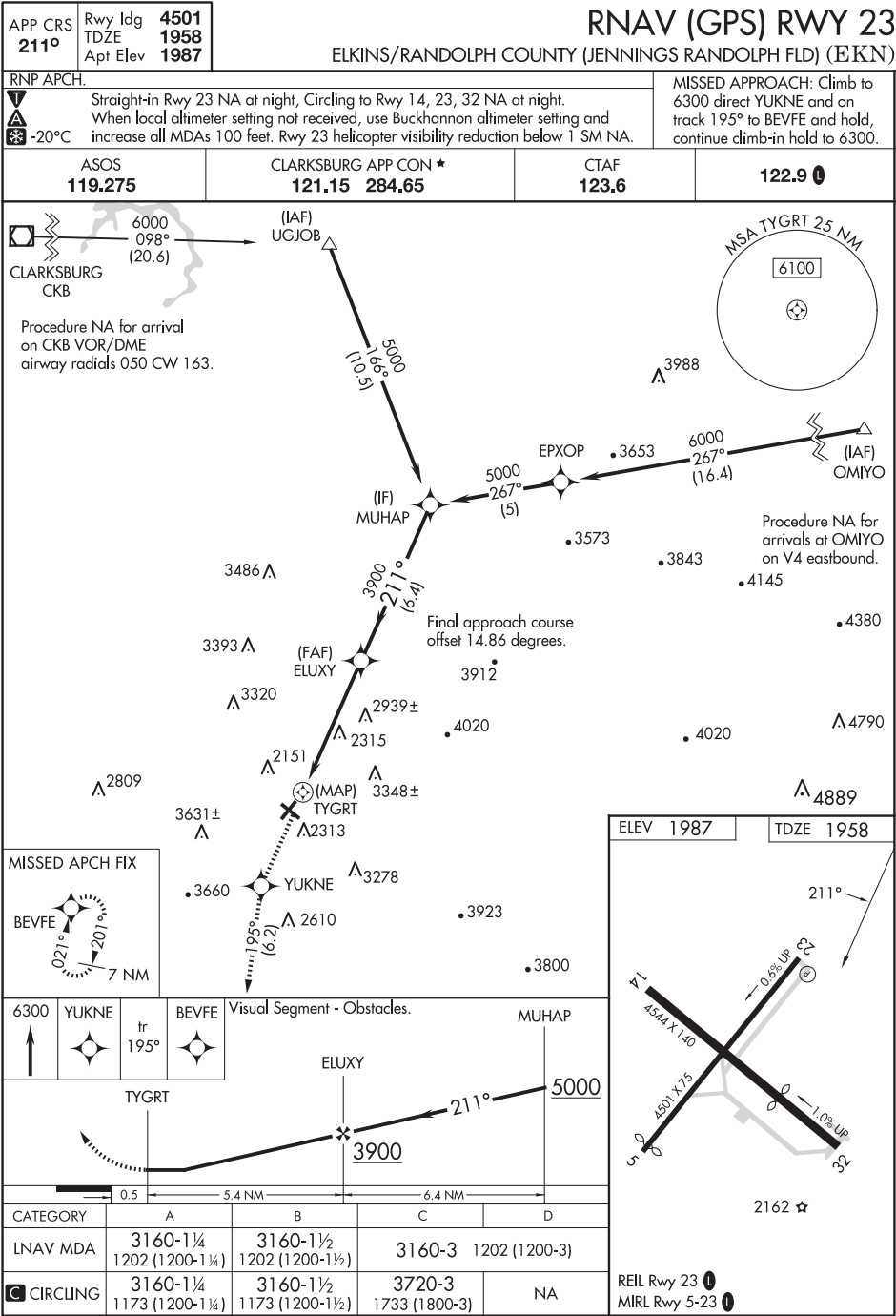
1.8 NM

3.6 NM

6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	2620-1	522 (600-1)	2620-1½ 522 (600-1½)	NA

MIRL Rwy 7-25 0



ELKINS, WEST VIRGINIA

AL-128 (FAA)

24081

APP CRS 331°	Rwy Idg TDZE Apt Elev	N/A N/A 1987
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RNAV (GPS)-A

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

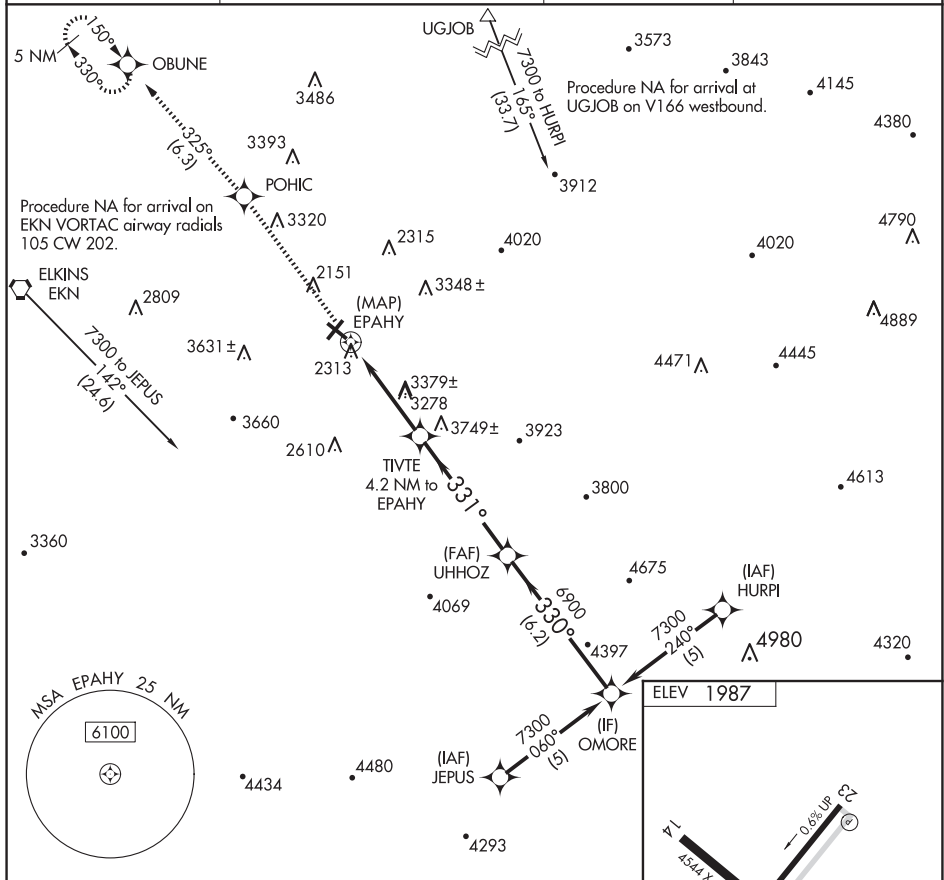
RNP APCH.

⚠ Circling Rwy 14, 23, 32 NA at night. When local altimeter setting not received, use Buckhannon altimeter setting and increase all MDA 100 feet.

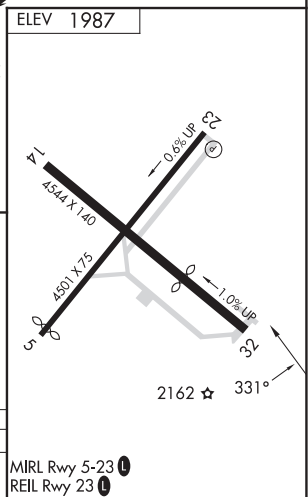
❄ -20°C

MISSED APPROACH: Climb to 4500 direct POHIC and on track 325° to OBUNE and hold.

ASOS 119.275	CLARKSBURG APP CON ★ 121.15 284.65	CTAF 123.6	122.9 0
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4500	POHIC	tr 325°	OBUNE	Visual Segment - Obstacles.		OMORE
				TIVTE 4.2 NM to EPAHY	UHJOZ	
EPAHY						
4.2 NM		5.3 NM		6.2 NM		
CATEGORY	A	B	C	D		
C CIRCLING	3640-1¼ 1653 (1700-1¼)	3640-1½ 1653 (1700-1½)	3720-3 1733 (1800-3)	NA		



ELKINS, WEST VIRGINIA
Orig-B 05NOV20

ELKINS/RANDOLPH COUNTY (JENNINGS RANDOLPH FLD) (EKN)
38°53'N-79°51'W

RNAV (GPS)-A

NE-4, 07 AUG 2025 to 02 OCT 2025

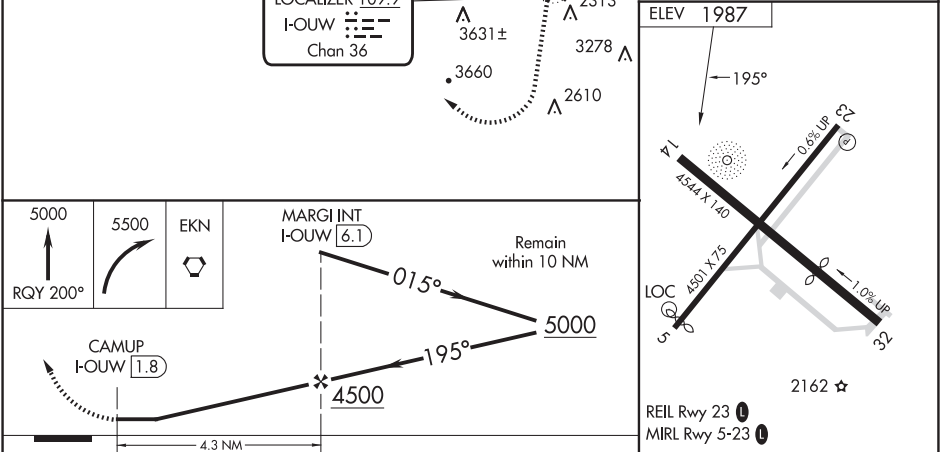
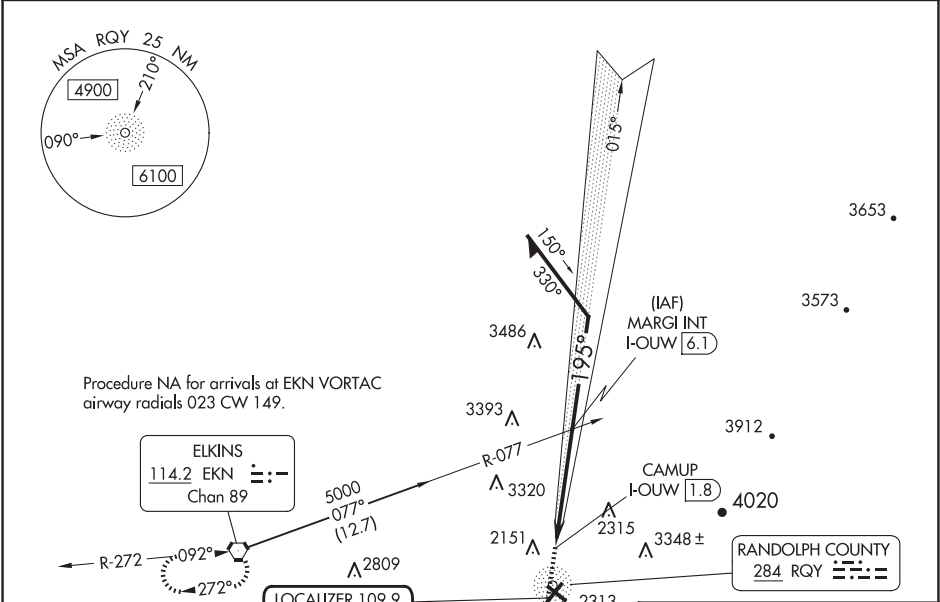
LOC/DME I-OUW 109.9 Chan 36	APP CRS 195°	Rwy Idg TDZE Apt Elev	N/A N/A 1987
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LDA-C

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

ADF REQUIRED	MISSED APPROACH: Climb to 5000 on RQY NDB 200° then climbing right turn to 5500 direct EKN VORTAC and hold.
<div><div>▼</div><div>⚠</div><div>❄-20°C</div></div>	Circling Rwy 14, 23, 32 NA at night. When local altimeter setting not received, use Buckhannon altimeter setting and increase all MDA 100 feet.

ASOS 119.275	CLARKSBURG APP CON ★ 121.15 284.65	CTAF 123.6	122.9 0
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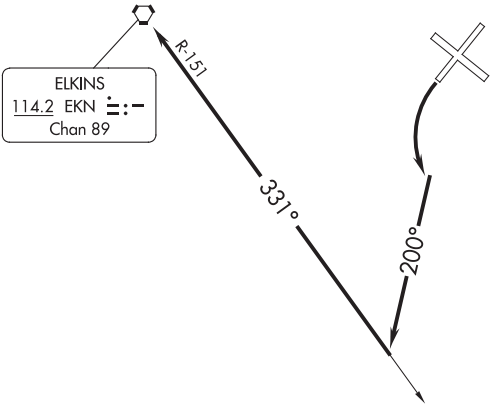


CATEGORY	A	B	C	D	FAF to MAP 4.3 NM					
CIRCLING	3100-1¼ 1113 (1200-1¼)	3140-1½ 1153 (1200-1½)	3720-3 1733 (1800-3)	4020-3 2033 (2100-3)	Knots	60	90	120	150	180
					Min:Sec	4:18	2:52	2:09	1:43	1:26

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

CLARKSBURG APP CON ★
121.15 284.65
CTAF
123.6
ASOS
119.275



TAKEOFF MINIMUMS

Rwys 5, 14, 32: NA - Obstacles.
Rwy 23: 700-3 with minimum climb of 340' per NM to 4400 or Standard with minimum climb of 490' per NM to 3700 or 2600-3 for VCOA.

TAKEOFF OBSTACLE NOTES

Rwy 23: Trees beginning 4' from DER, 270' right of centerline, up to 2028' MSL. Trees, pole beginning 132' from DER, 224' left of centerline, up to 2021' MSL. Trees, pole beginning 544' from DER, 146' left of centerline, up to 2049' MSL. Tower 860' from DER, 185' left of centerline, 88' AGL/2059' MSL. Trees, building, elevators beginning 904' from DER, 281' left of centerline, up to 2066' MSL. Tree 1.1 NM from DER, 2195' right of centerline, 2179' MSL. Trees beginning 1.1 NM from DER, 1744' right of centerline, up to 2210' MSL. Trees beginning 1.2 NM from DER, 1786' right of centerline, up to 2213' MSL. Trees beginning 1.2 NM from DER, 1978' right of centerline, up to 2223' MSL. Tree 1.2 NM from DER, 2157' right of centerline, 2229' MSL. Trees beginning 1.2 NM from DER, 1980' right of centerline, up to 2292' MSL. Trees beginning 1.5 NM from DER, 1394' right of centerline, up to 2358' MSL. Trees beginning 1.5 NM from DER, 2802' right of centerline, up to 2364' MSL. Trees beginning 1.5 NM from DER, 1180' right of centerline, up to 2383' MSL. Trees beginning 1.5 NM from DER, 2201' right of centerline, up to 2425' MSL. Tree 1.5 NM from DER, 1646' right of centerline, 2439' MSL. Trees beginning 1.5 NM from DER, 1379' right of centerline, up to 2478' MSL. Trees beginning 1.6 NM from DER, 1997' right of centerline, up to 2532' MSL. Trees beginning 1.6 NM from DER, 700' right of centerline, up to 2579' MSL. Trees beginning 1.6 NM from DER, 794' right of centerline, up to 2592' MSL. Trees beginning 1.6 NM from DER, 5' right of centerline, up to 2602' MSL. Tree 2.1 NM from DER, 367' left of centerline, 2306' MSL. Trees beginning 2.2 NM from DER, 1007' left of centerline, up to 2454' MSL. Trees beginning 2.2 NM from DER, 475' left of centerline, up to 2463' MSL. Tree 2.2 NM from DER, 422' left of centerline, 2530' MSL. Tree 2.2 NM from DER, 1043' left of centerline, 2562' MSL. Trees beginning 2.2 NM from DER, 251' left of centerline, up to 2563' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 23: Climbing left turn to heading 200° to 6000 to intercept EKN VORTAC R-151 to EKN VORTAC.
VCOA: Obtain ATC approval for VCOA when requesting IFR clearance.
Climb in visual conditions to cross Elkins/Randolph County (Jennings Randolph Fld) at or above 4400 before proceeding on course.

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-ERI
110.3
Chan **40**

APP CRS
064°

Rwy Ldg **7501**
TDZE **732**
Apt Elev **732**

ILS or LOC RWY 6

ERIE INTL/TOM RIDGE FLD (ERI)

DME required. RADAR required for procedure entry. RNP APCH - GPS.

⚠

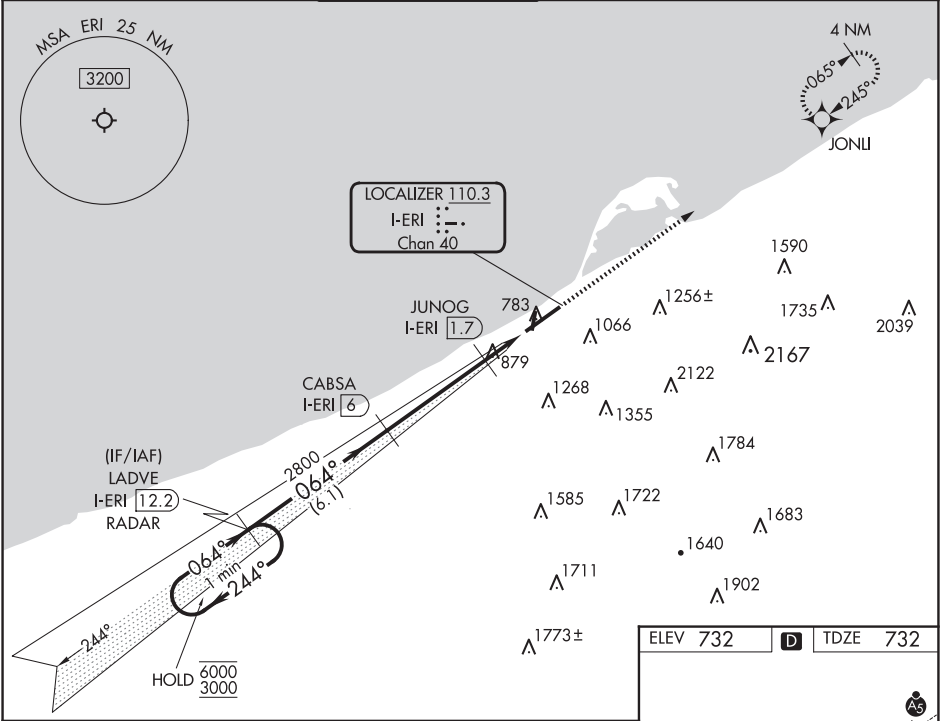
⚠

Circling to Rwy 2, 20 NA at night. Circling NA southeast of Rwy 6-24. Autopilot coupled approach NA below 1580. For inop ALS, increase S-LOC 6 Cats C and D visibility to RVR 6000.

MALSR

MISSED APPROACH:
Climb to 3200 direct JONLI and hold.

ATIS 120.35	BUFFALO APP CON★ 121.0 257.8	ERIE TOWER★ 118.1 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 126.8	UNICOM 122.95
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Use I-ERI DME when on the localizer course.

3200 JONLI

One Minute Holding Pattern

LADVE I-ERI 12.2 RADAR

CABSA I-ERI 6

6000 3000

GS 3.00° TCH 55

2800 1420

6.1 NM 4.3 NM 0.9 NM 1.1 NM

JUNOG I-ERI 1.7

I-ERI DME ANTENNA

I-ERI 0.8

I-ERI 0.3

064°

TWR 03208 X 150 0

02 0 2

8420 X 150

CATEGORY	A	B	C	D
S-ILS 6	982/24 250 (300-1/2)			
S-LOC 6	1140/24 408 (500-1/2)	1140/40 408 (500-3/4)		
CIRCLING	1160-1 428 (500-1)	1200-1 468 (500-1)	1200-1 1/2 468 (500-1/2)	1340-2 608 (700-2)

HIRL Rwy 6-24 1

MIRL Rwy 2-20 1

ILS or LOC RWY 24
ERIE INTL/TOM RIDGE FLD (ERI)

MISSED APPROACH: Climb to 3000 direct LADVE and hold (GPS required).



MSA ERI 25 NM

3200

LOCALIZER 110.3
I-AWY
Chan 40

MISSED APCH FIX
LADVE

064°
244°
4 NM

YUYXI
I-AWY 4.1

DEFJO
I-AWY 6.6

2400
244°
16.5

HOLD 5200
3200

064°
1 min
244°
064°

(IF/IAF)
JONLI
I-AWY 13.1

875
783
886
1256±
1066
1268
1355
1585
1722
1711
1784
2122
2167
1590
1735
2039
2178
1683
1640
1902

ELEV 732 D TDZE 730

244°

HIRL Rwy 6-24 **(L)**
 MIRL Rwy 2-20 **(L)**

CATEGORY	A	B	C	D
S-ILS 24		942/24	212 (300-1/2)	
S-LOC 24	1120/24	390 (400-1/2)	1120/35	390 (400-5/8)
C CIRCLING	1160-1 428 (500-1)	1200-1 468 (500-1)	1200-1 1/2 468 (500-1 1/2)	1340-2 608 (700-2)

ERIE INTL/TOM RIDGE FLD (ERI)
ILS or LOC RWY 24

NE-4, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 6
 ERIE INTL/TOM RIDGE FLD (ERI)

MISSED APPROACH:
Climb to 3200 direct
JONH and hold.



ERIE, PENNSYLVANIA
Amdt 2 27JAN22
42°05'N-80°10'W
93
ERIE INTL/TOM RIDGE FLD (ERI)
RNAV (GPS) RWY 6

NE-4, 07 AUG 2025 to 02 OCT 2025

ERIE, PENNSYLVANIA

WAAS CH 86812 W24A	APP CRS 245°	Rwy Ldg 7500 TDZE 730 Apt Elev 732
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RNAV (GPS) RWY 24
ERIE INTL/TOM RIDGE FLD (ERI)

RNP APCH - GPS.

V Circling to Rwy 2 and 20 NA at night. Circling NA southeast of Rwy 6-24.
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS increase LNAV/VNAV all Cats visibility to RVR 6000.

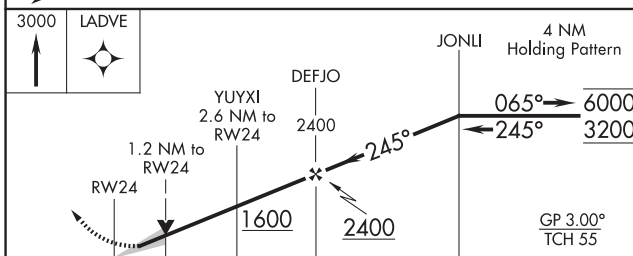
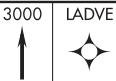
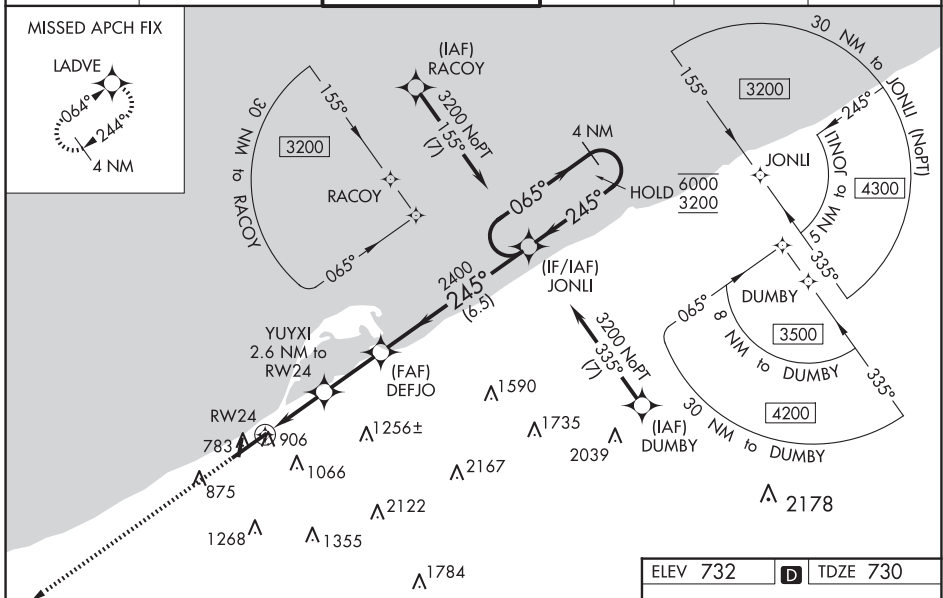
MALSR




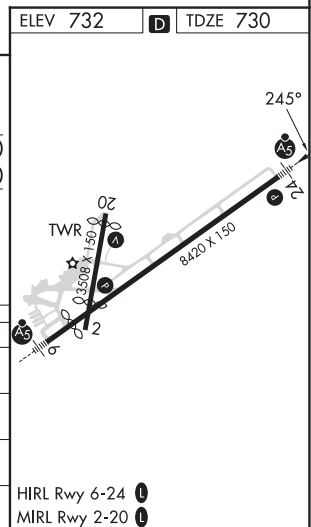
MISSED APPROACH:
Climb to 3000 direct
LADVE and hold.

ATIS 120.35	BUFFALO APP CON ★ 121.0 257.8	ERIE TOWER ★ 118.1 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 126.8	UNICOM 122.95
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MISSED APCH FIX



		1.2 NM	1.4 NM	2.5 NM	6.5 NM			
CATEGORY		A		B		C		D
LPV	DA	942/24 212 (300-½)						
LNAV/ VNAV	DA	1146/40 416 (500-¾)						
LNAV MDA		1160/24 430 (500-½)			1160/40 430 (500-¾)			
 CIRCLING		1160-1 428 (500-1)	1200-1 468 (500-1)	1200-1½ 468 (500-1½)		1340-2 608 (700-2)		



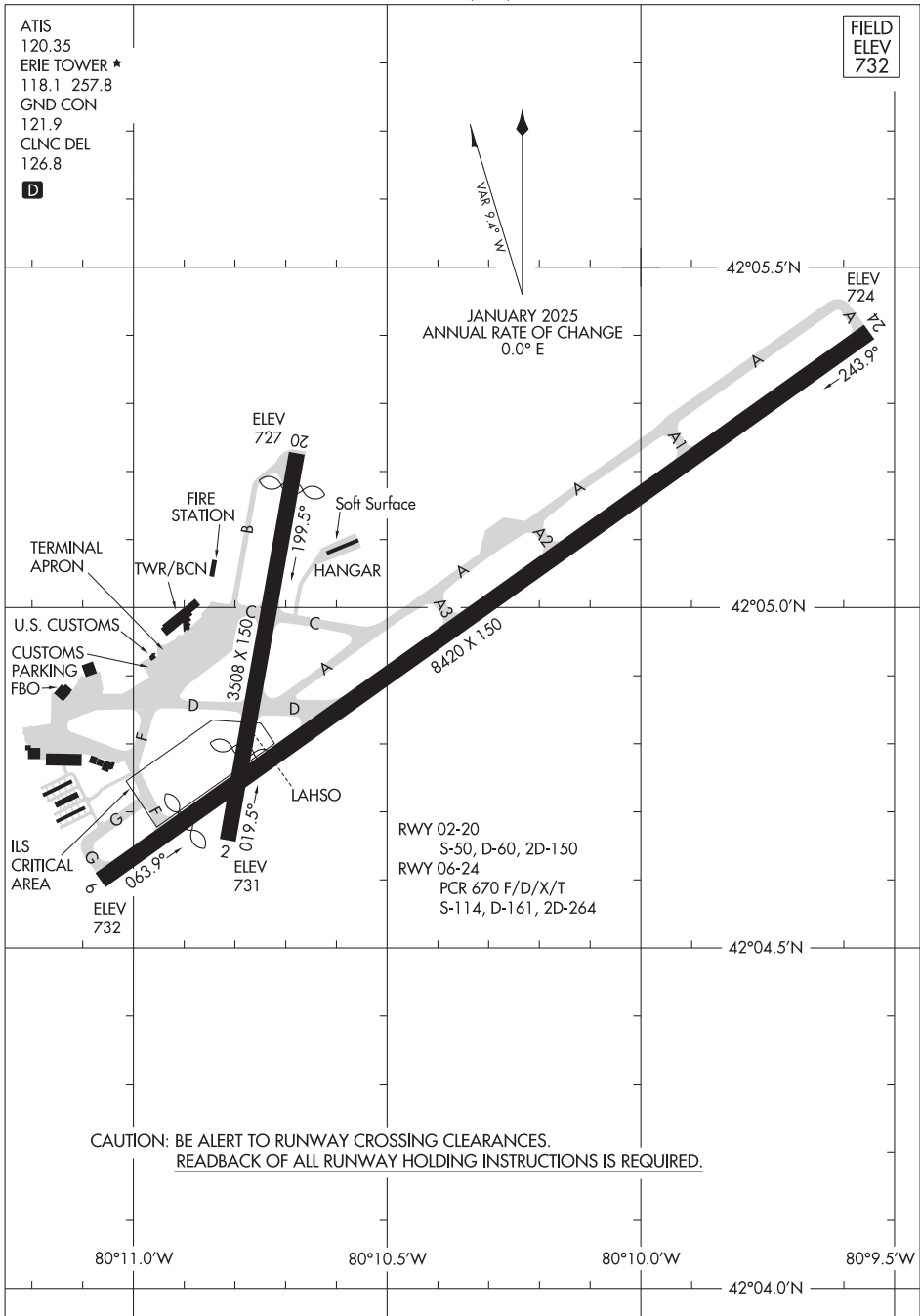
ERIE, PENNSYLVANIA
Amdt 2A 14JUL22

42°05'N-80°10'W

ERIE INTL/TOM RIDGE FLD (ERI)
RNAV (GPS) RWY 24

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025



FACTORYVILLE, PENNSYLVANIA

AL-6796 (FAA)

23222

APP CRS	Rwy Idg	2500
051°	TDZE	1209
	Apt Elev	1209

RNAV (GPS) RWY 4
SEAMANS FLD (9N3)

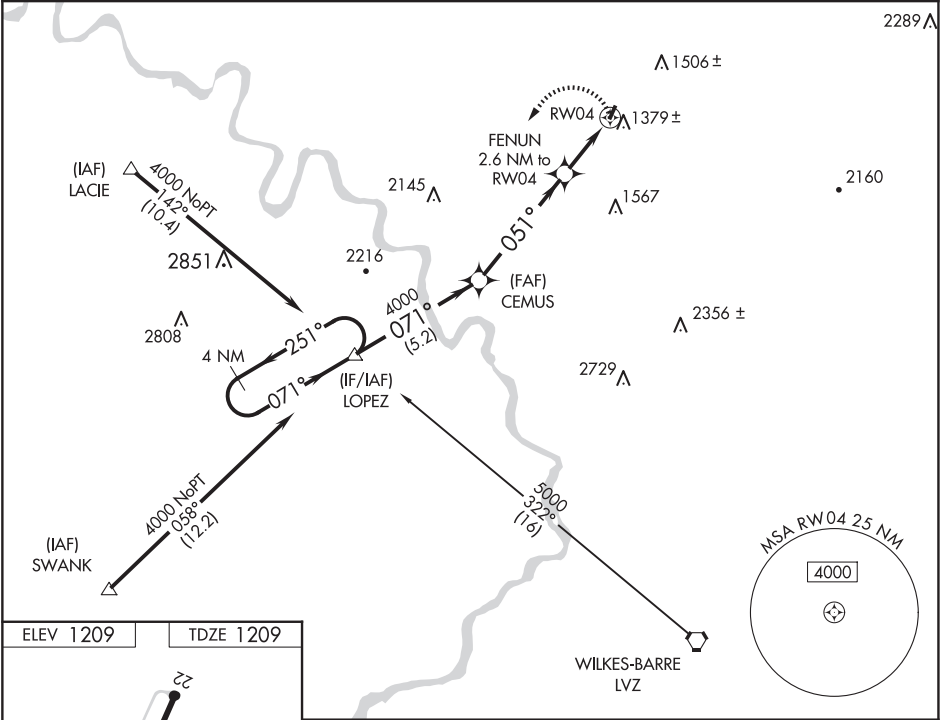
⚠ DME/DME RNP-0.3 NA.

⚠ NA Obtain local altimeter setting on CTAF; when not received, use Wilkes-Barre/Scranton Intl altimeter setting.

VDP NA when using Wilkes-Barre/Scranton Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 4000 direct LOPEZ and hold.

WILKES-BARRE APP CON 120.95 256.7	UNICOM 122.7 (CTAF) 0
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ELEV 1209

TDZE 1209

LRL Rwy 4-22 **0**

4 NM Holding Pattern			
LOPEZ CEMUS			
4000 251° 071° 4000 051° FENUN 2.6 NM to RW04 1.1 NM to RW04 RW04			
3.49° TCH 40 2180			
5.2 NM 4.9 NM 1.5 NM 1.1			
CATEGORY	A	B	C D
LNAV MDA	1640-1	431 (500-1)	NA
CIRCLING	1720-1 511 (600-1)	1780-1 571 (600-1)	NA
WILKES-BARRE/SCRANTON INTL ALTIMETER SETTING MINIMUMS			
LNAV MDA	1720-1	511 (600-1)	NA
CIRCLING	1800-1 591 (600-1)	1860-1 651 (700-1)	NA

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

APP CRS
226°

Rwy Idg
TDZE
Apt Elev

2965
1032
1032

RNAV (GPS) RWY 23

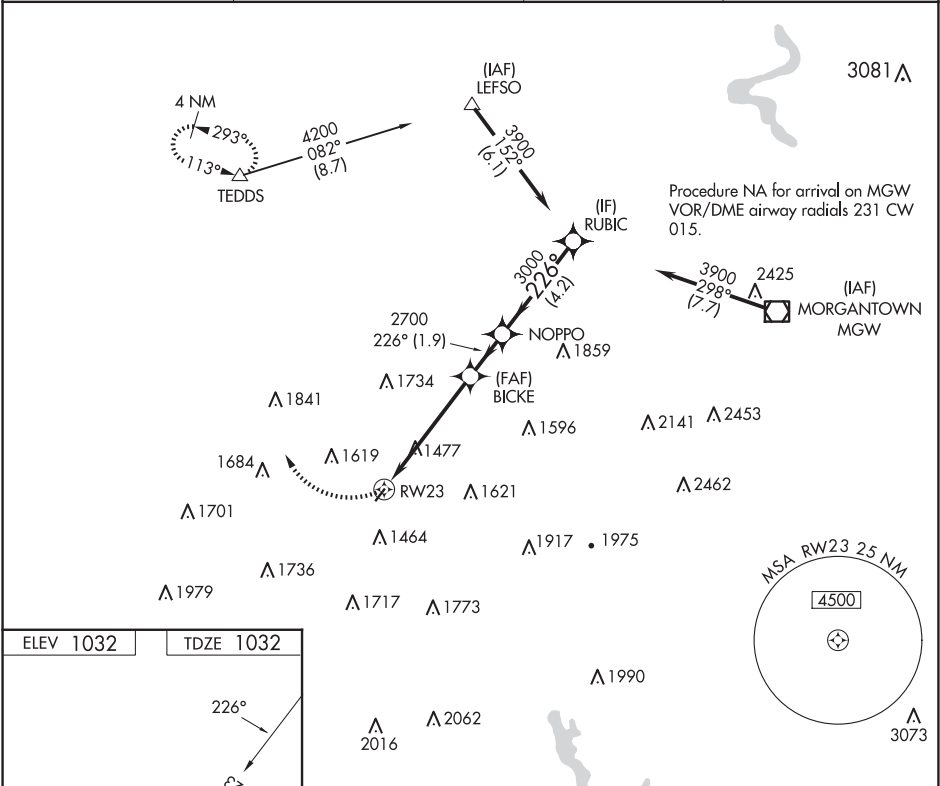
FAIRMONT MUNI-FRANKMAN FLD (4G7)

RNP APCH.

Procedure NA at night.
Rwy 23 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 4000 direct TEDDS and hold.

CKB ASOS-3 127.825	CLARKSBURG APP CON★ 121.15 284.65	CLNC DEL 118.35	UNICOM 122.8 (CTAF) 1
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ELEV 1032

TDZE 1032

Visual Segment - Obstacles.

4000 TEDDS

RUBIC

NOPPO

BICKE

RWY 23

5.1 NM

1.9 NM

4.2 NM

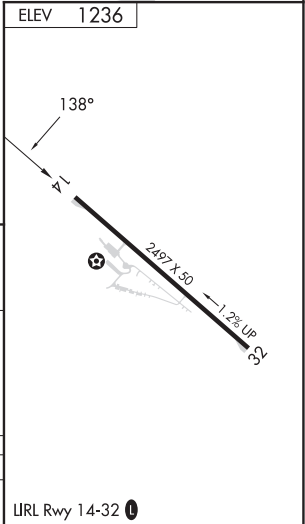
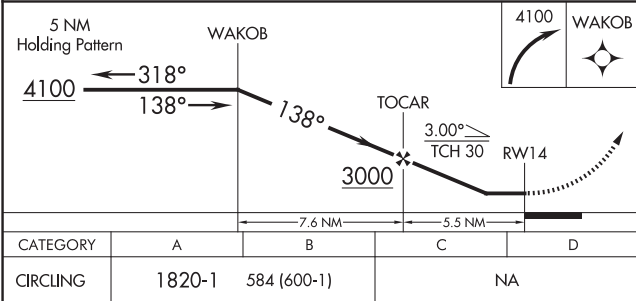
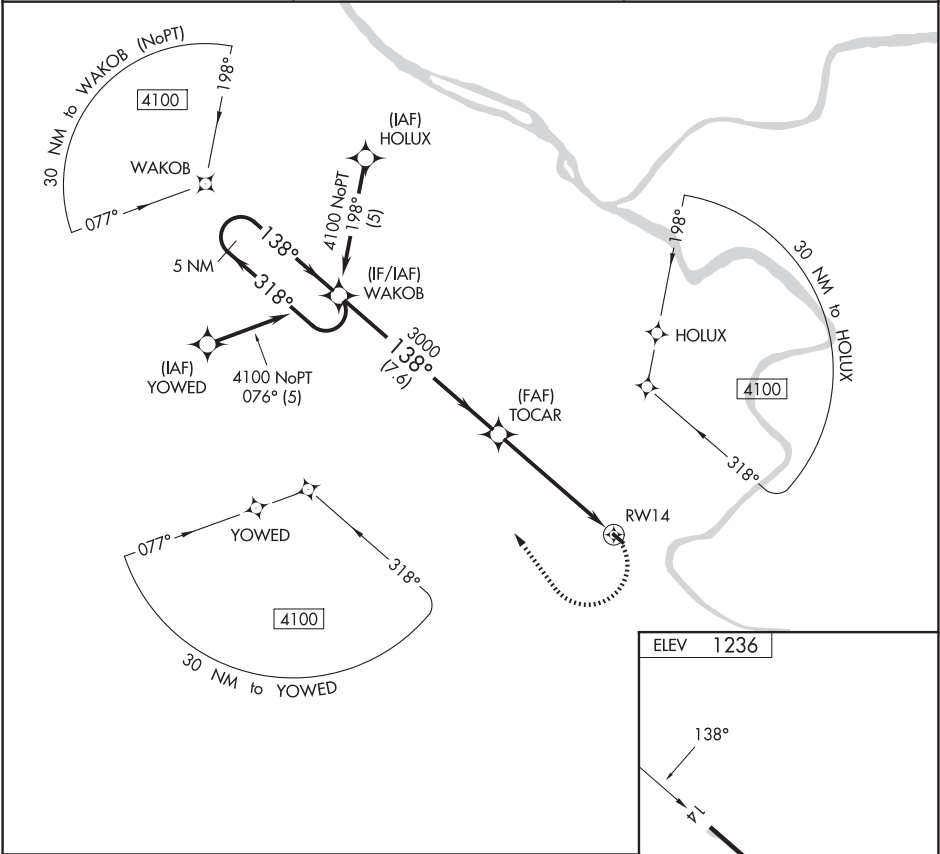
CATEGORY	A	B	C	D
LNAV MDA	1840-1 808 (900-1)	1840-1¼ 808 (900-1¼)	1840-2½ 808 (900-2½)	NA
CIRCLING	1840-1 808 (900-1)	1840-1¼ 808 (900-1¼)	2020-3 988 (1000-3)	NA

APP CRS	Rwy Ldg	N/A
138°	TDZE	N/A
	Apt Elev	1236

RNAV (GPS)-A
FINLEYVILLE AIRPARK (G05)

<div><div>▼</div><div>▲ NA</div></div>	DME/DME RNP-0.3 NA. Procedure NA at night. Rwy 14 helicopter visibility reduction below 1 SM NA. Use Allegheny County altimeter setting; when not received, use Pittsburgh Intl altimeter setting and increase all MDA 40 feet.	MISSED APPROACH: Climbing right turn to 4100 direct WAKOB and hold.
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AGC ASOS 120.55	PITTSBURGH APP CON 119.35 285.575	UNICOM 123.0 (CTAF) 0
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LOC I-FKL 110.5	APP CRS 207°	Rwy Idg 5200 TDZE 1540 Apt Elev 1540
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ILS or LOC RWY 21
VENANGO RGNL (FKL)

RADAR required to define DACCA.
RADAR required for procedure entry.

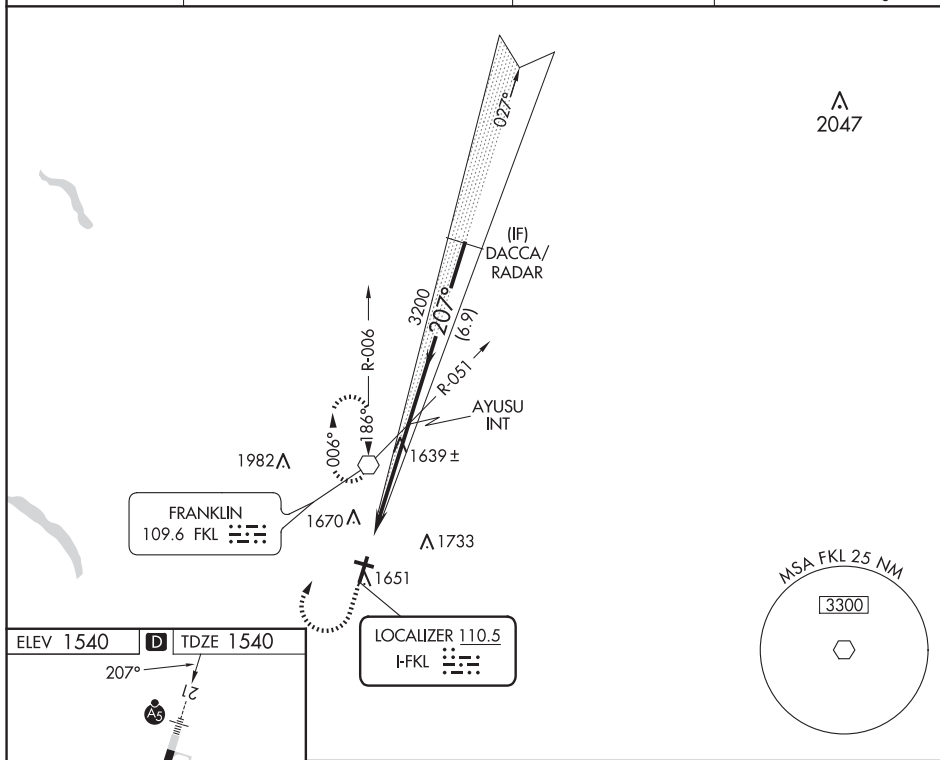
T For inop ALS, increase S-LOC 21 Cat C/D visibility to 1 SM.
A Circling Rwy 12 NA at night.

MALS R



MISSED APPROACH: Climb to 2200 then climbing right turn to 3400 direct FKL VOR and hold, continue climb-in-hold to 3400.

AWOS-3PT 118.175	YOUNGSTOWN APP CON ★ 126.25 322.3	CLNC DEL 126.25	UNICOM 122.7 (CTAF) 
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The diagram shows two intersecting runways. Runway 12-30 is oriented diagonally from top-left to bottom-right. Runway 3-21 is oriented horizontally. Dimensions are given as length x width. Runway 12-30 has a width of 3593 ft and a length of 5200 ft. Runway 3-21 has a width of 150 ft. A star symbol indicates the intersection point. The runway numbers 12, 30, 3, and 1596 are shown. The diagram also includes labels for MRL Rwy 12-30 and HIRL Rwy 3-21.

	FAF to MAP 5 NM				
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

[illegible]

NE-4, 07 AUG 2025 to 02 OCT 2025

APP CRS
027°

Rwy Idg
TDZE
Apt Elev

5200
1539
1540

RNAV (GPS) RWY 3
VENANGO RGNL (FKL)

RNP APCH.

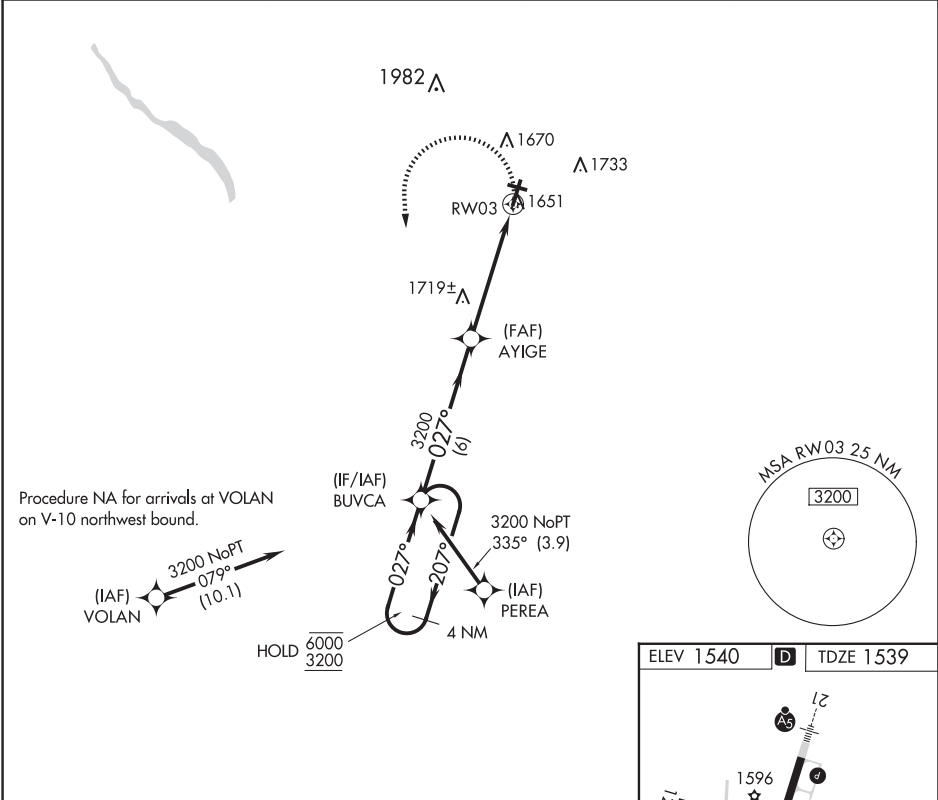
▼

▲

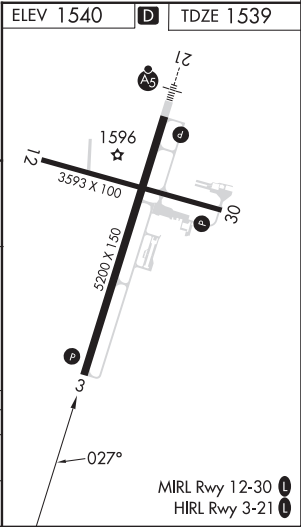
Rwy 3 helicopter visibility reduction below ¾ SM NA.
Circling Rwy 12 NA at night.

MISSED APPROACH: Climbing
left turn to 3200 direct BUVCA
and hold.

AWOS-3PT 118.175	YOUNGSTOWN APP CON ★ 126.25 322.3	CLNC DEL 126.25	UNICOM 122.7 (CTAF) 0
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4 NM Holding Pattern		Visual Segment - Obstacles.		3200	BUVCA
CATEGORY	A	B	C	D	
LNAV MDA	1980-1	441 (500-1)	1980-1 ¾	441 (500-1 ¾)	
CIRCLING	1980-1 440 (500-1)	2000-1 460 (500-1)	2040-1 ½ 500 (500-1 ½)	2100-2 560 (600-2)	



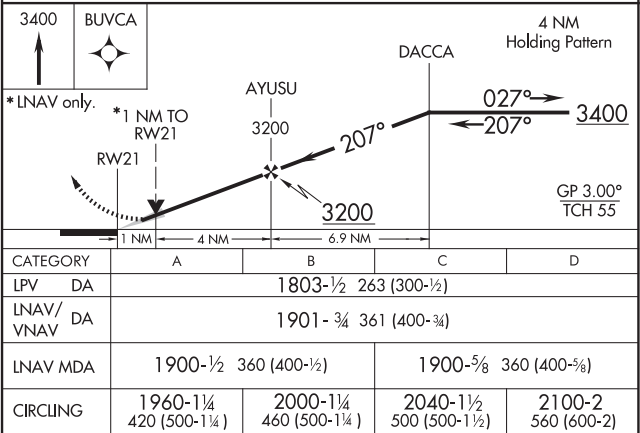
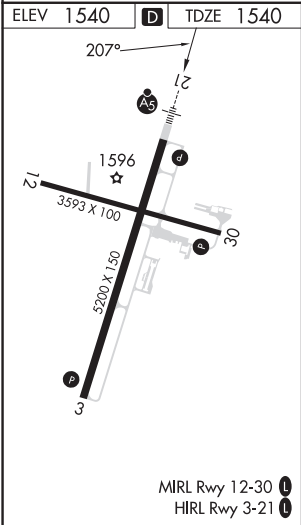
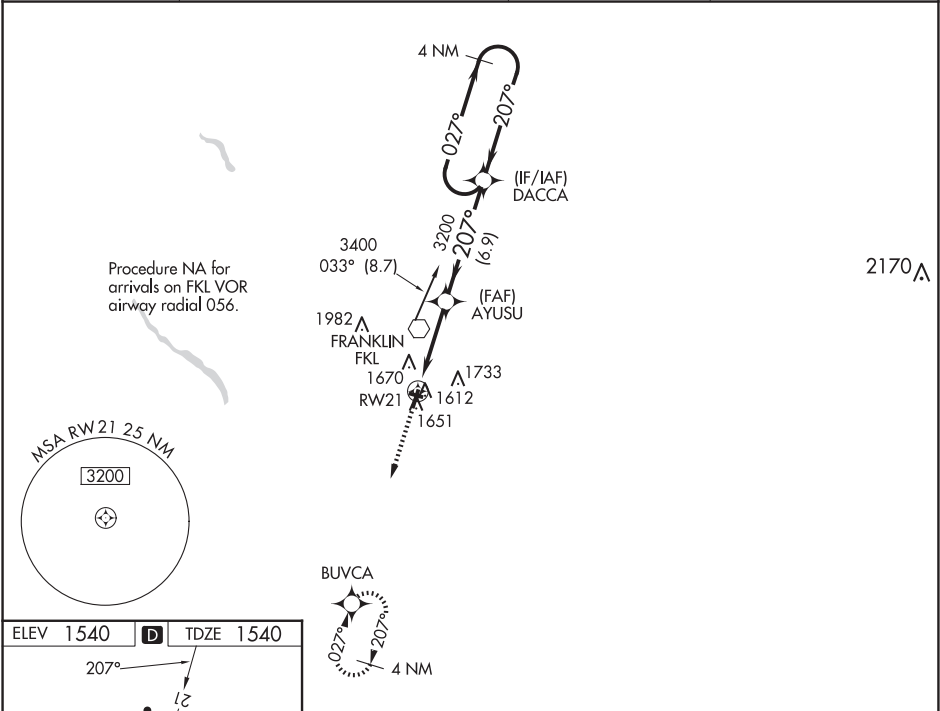
NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 77501 W21A	APP CRS 207°	Rwy Idg TDZE Apt Elev	5200 1540 1540
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RNAV (GPS) RWY 21
VENANGO RGNL (F'KL)

RNP APCH. <div><div></div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (114°F). Circling Rwy 12 NA at night. For inop ALS, increase LPV all Cats visibility to ¾ SM and LNAV Cats C/D visibility to 1 SM.</div></div>		MALSRL <div><div></div><div></div></div>	MISSED APPROACH: Climb to 3400 direct BUVCA and hold.
AWOS-3PT 118.175	YOUNGSTOWN APP CON ★ 126.25 322.3	CLNC DEL 126.25	UNICOM 122.7 (CTAF) 0



NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

VOR FKL	APP CRS	Rwy ldg	5200
109.6	187°	TDZE	1540
		Apt Elev	1540

VOR RWY 21
VENANGO RGNL (F'KL)

Inop table does not apply. When local altimeter setting not received, use Port Meadville altimeter setting and increase all MDA 80 feet and S-21 Cats C/D visibility ⅜ mile. Circling Rwy 12 NA at night. Rwy 12 helicopter visibility reduction below 1 SM NA.

MALSRL

MISSED APPROACH: Climb to 2200, then climbing right turn to 3300 direct FKL VOR and hold.

AWOS-3PT 118.175	YOUNGSTOWN APP CON ★ 126.25 322.3	CLNC DEL 126.25	UNICOM 122.7 (CTAF) U
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ELEV 1540	D	TDZE 1540
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MIRL Rwy 12-30 **U**
HIRL Rwy 3-21 **U**

FAF to MAP 3.3 NM

Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

2200	3300	FKL
------	------	-----

FKL VOR

007°

187°

3200

2700

3.13°

TCH 57

3.3 NM

CATEGORY	A	B	C	D
S-21	1920-1 380 (400-1)			
CIRCLING	1960-1 420 (500-1)	2000-1 460 (500-1)	2040-1½ 500 (500-1½)	2100-2 560 (600-2)

FRANKLIN, PENNSYLVANIA

Amdt 8C 04NOV21

41°23'N-79°52'W

VENANGO RGNL (F'KL)
VOR RWY 21

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

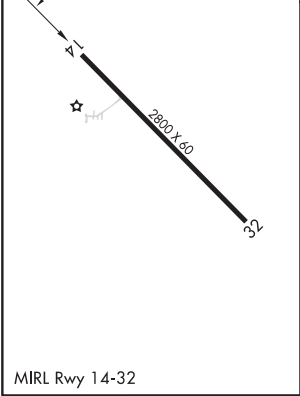
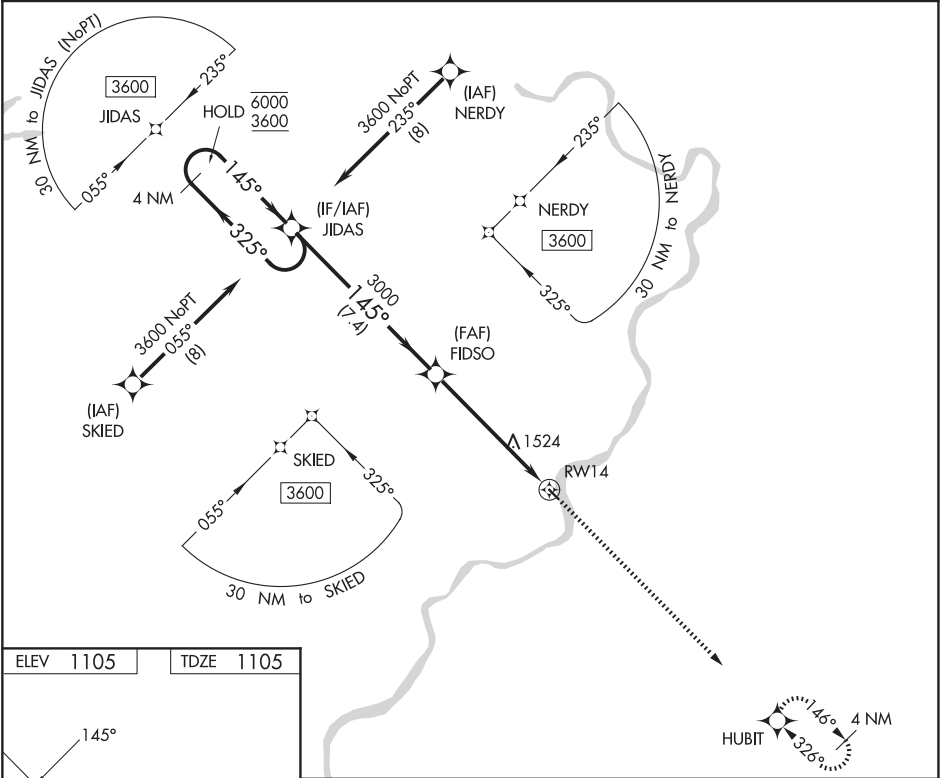
WAAS CH 97343 W14A	APP CRS 145°	Rwy Ldg TDZE 1105 Apt Elev 1105
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RNAV (GPS) RWY 14

MCVILLE (6P7)

RNP APCH. ▼ Procedure NA at night. Rwy 14 helicopter visibility reduction below 1 SM NA. Use Pittsburgh/Butler Rgnl altimeter setting.	MISSED APPROACH: Climb to 4000 direct HUBIT and hold.
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BTP AWOS-3PT 121.45	JOHNSTOWN APP CON ★ 121.2	UNICOM 123.0 (CTAF)
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4 NM Holding Pattern		JIDAS	Visual Segment - Obstacles.		4000	HUBIT
6000 ← 325°					↑	★
3600 → 145°						
			145°	FIDSO		
				3000		
			7.4 NM	5.8 NM		
					RW14	
CATEGORY		A	B	C	D	
LP MDA		1840-1	735 (800-1)	NA		
LNAV MDA		1840-1	735 (800-1)	NA		
CIRCLING		1860-1 755 (800-1)	1880-1 775 (800-1)	NA		

FREEPORT, PENNSYLVANIA

AL-11585 (FAA)

25219

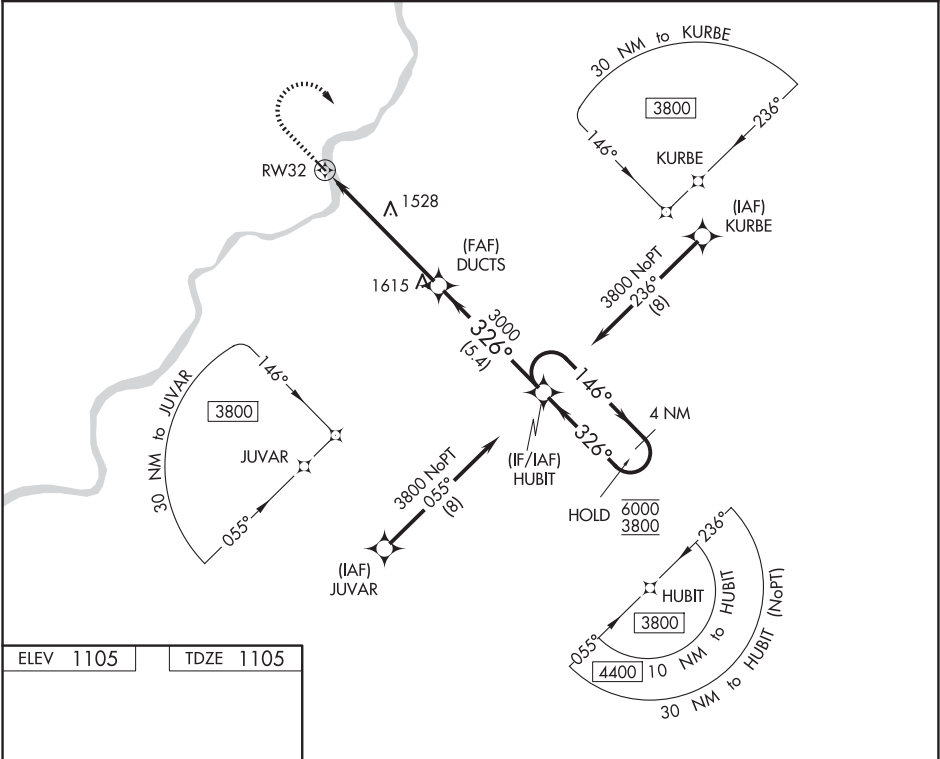
WAAS CH 50143 W32A	APP CRS 326°	Rwy Ldg TDZE Apt Elev	2800 1105 1105
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RNAV (GPS) RWY 32

MCVILLE (6P7)

RNP APCH.	MISSED APPROACH: Climb to 2200 then climbing right turn to 4000 direct HUBIT and hold.
▼ Procedure NA at night. Rwy 32 helicopter visibility reduction below 1 SM NA. Use Pittsburgh/Butler Rgnl altimeter setting.	

BTP AWOS-3PT 121.45	JOHNSTOWN APP CON ★ 121.2	UNICOM 123.0 (CTAF)
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ELEV 1105		TDZE 1105	
MIRL Rwy 14-32		Visual Segment - Obstacles.	
2200		4000	
HUBIT		HUBIT	
DUCTS		HUBIT	
RW32		HUBIT	
5.8 NM		5.4 NM	
CATEGORY	A	B	C
LP MDA	1840-1	735 (800-1)	NA
LNAV MDA	1840-1	735 (800-1)	NA
CIRCLING	1860-1	1880-1	NA
	755 (800-1)	775 (800-1)	

FREEPORT, PENNSYLVANIA
Orig 08NOV18

40°44'N-79°36'W

MCVILLE (6P7)

RNAV (GPS) RWY 32

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

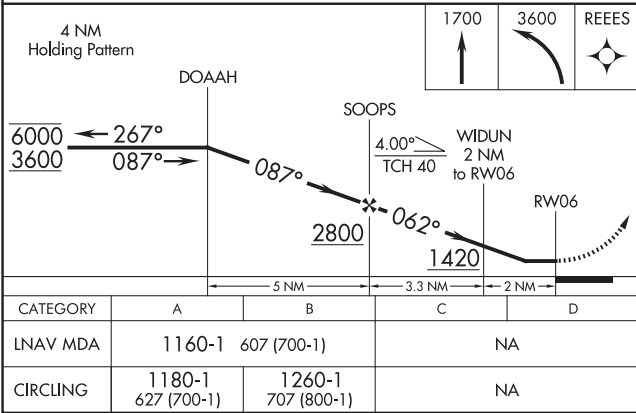
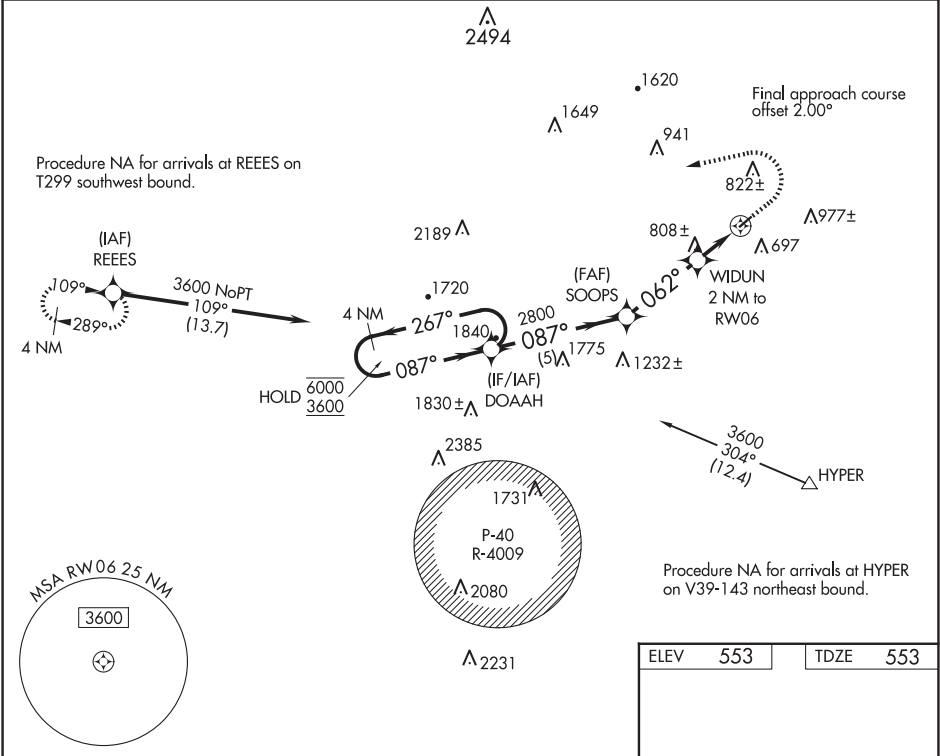
APP CRS	Rwy Ldg	2935
062°	TDZE	553
	Apt Elev	553

RNAV (GPS) RWY 6

GETTYSBURG RGNL (W05)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1700 then climbing left turn to 3600 direct REEES and hold.
▼ Rwy 6 helicopter visibility reduction below 1 SM NA. ▲ NA Use HGR altimeter setting. Procedure NA at night.	

HGR ASOS 126.375	POTOMAC APP CON 126.825 239.025	CTAF 122.9
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ELEV	553	TDZE	553
MIRL Rwy 6-24			

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

GETTYSBURG, PENNSYLVANIA

AL-10249 (FAA)

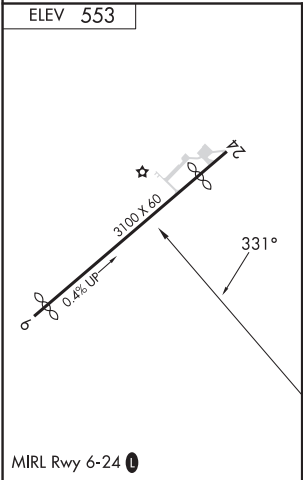
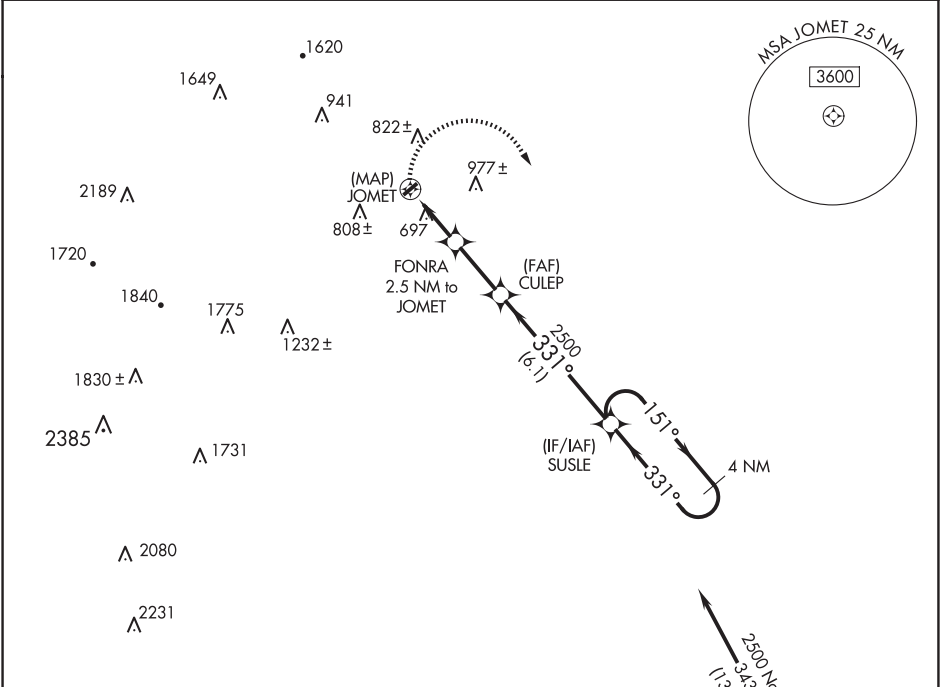
25163

APP CRS	Rwy Ldg	NA
331°	TDZE	NA
	Apt Elev	553

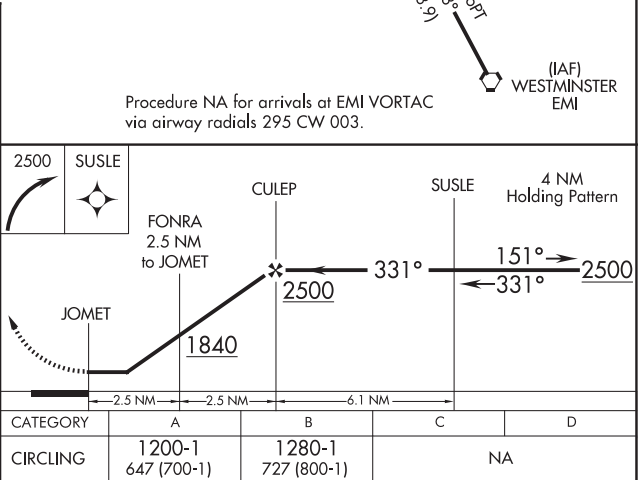
RNAV (GPS)-A
GETTYSBURG RGNL (W05)

 NA	DME/DME RNP-0.3 NA. Procedure NA at night. Use Hagerstown, MD. altimeter setting.	MISSED APPROACH: Climbing right turn to 2500 direct SUSLE and hold.
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HGR ASOS 126.375	POTOMAC APP CON 126.825 239.025	CTAF 122.90
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GETTYSBURG, PENNSYLVANIA
Orig-A 20MAY21



39°50'N-77°16'W

GETTYSBURG RGNL (W05)
RNAV (GPS)-A

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

APP CRS
149°

Rwy Idg
TDZE
Apt Elev

N/A
N/A
1206

RNAV (GPS)-B
GREENVILLE MUNI (4G1)

RNP APCH.

▼

NA

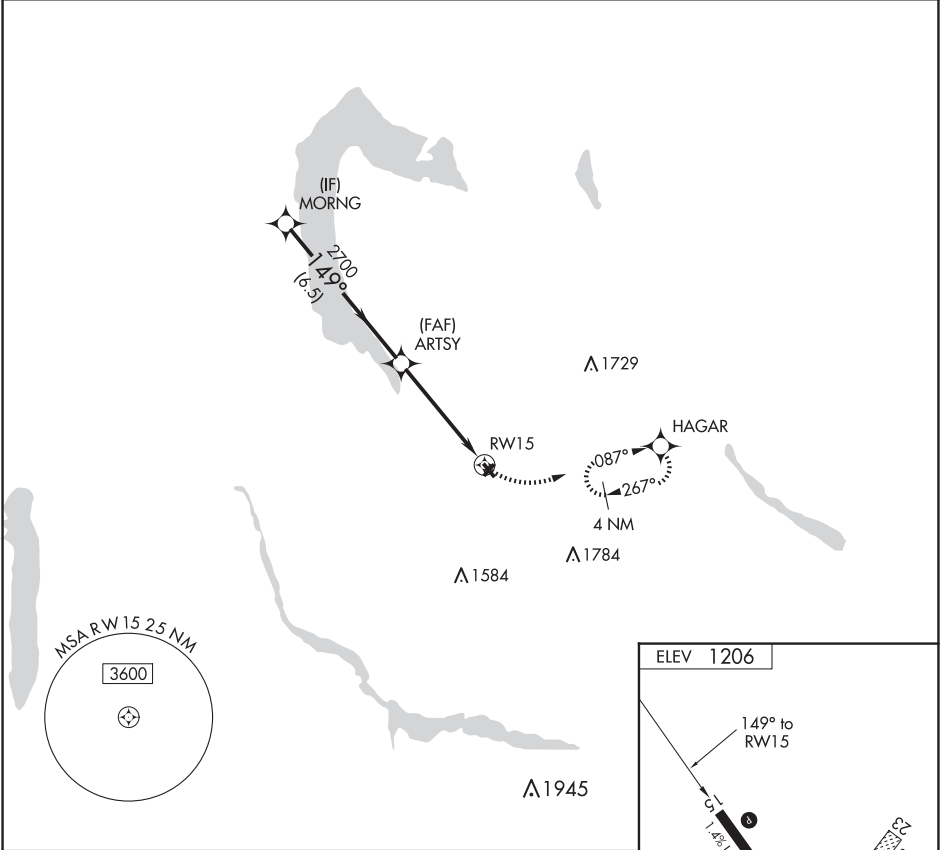
Rwy 15 helicopter visibility reduction below 1 SM NA.
Procedure NA at night. Use Youngstown altimeter setting.

MISSED APPROACH: Climbing left turn to 2900 direct HAGAR and hold.

YNG ASOS
123.75

YOUNGSTOWN APP CON ★
133.95 322.3

UNICOM
122.8 (CTAF) **0**



MORNG

ARTSY

2900

HAGAR

2700

149°

2700

3.00°

TCH 43

6.5 NM

4.7 NM

CATEGORY

A

B

C

D

CIRCLING

1740-1
534 (600-1)

1840-1
634 (700-1)

NA

ELEV 1206

149° to RW15

1.4% UP

255 X 118

3006 X 75

33

REIL Rwy 15 and 33 **0**

MIRL Rwy 15-33 **0**

GROVE CITY, PENNSYLVANIA

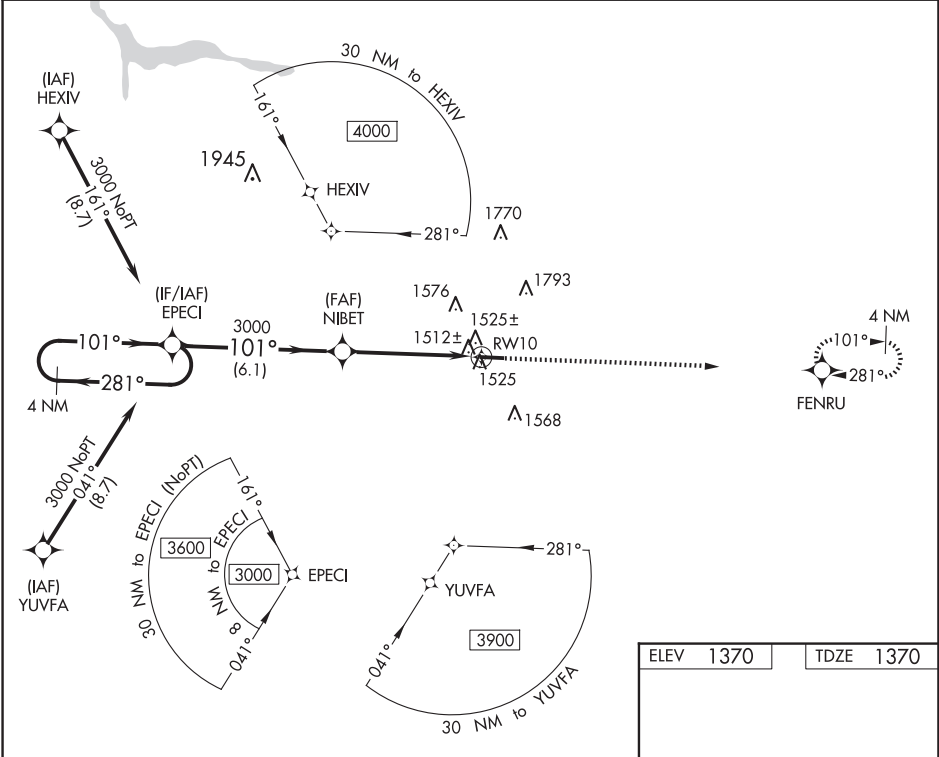
AL-6327 (FAA)

23110

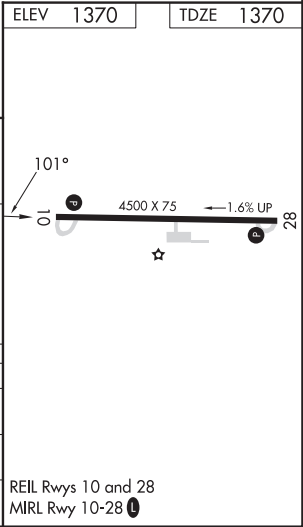
WAAS CH 50432 W10A	APP CRS 101°	Rwy Idg TDZE Apt Elev	4500 1370 1370
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RNAV (GPS) RWY 10
GROVE CITY (29D)

RNP APCH.		MISSED APPROACH: Climb to 4000 direct FENRU and hold
Use Franklin altimeter setting; when not received, use New Castle altimeter setting.		
FKL AWOS 3-PT 118.175	YOUNGSTOWN APP CON ★ 133.95 322.3	UNICOM 122.725 (CTAF) 0



4 NM Holding Pattern		EPECI	NIBET	4000	FENRU
3000		101°	101°	3000	101°
VGSI and descent angles not coincident (VGSI Angle 3.80/TCH 37).		6.1 NM		5 NM	RW10
CATEGORY	A	B	C	D	
LP MDA	1840-1	470 (500-1)	NA		
LNAV MDA	1860-1	490 (500-1)	NA		
CIRCLING	1920-1	550 (600-1)	NA		



GROVE CITY, PENNSYLVANIA

Amdt 1B 13SEP18

41°09'N - 80°10'W

RNAV (GPS) RWY 10
GROVE CITY (29D)

GROVE CITY, PENNSYLVANIA

AL-6327 (FAA)

23110

WAAS CH 53632 W28A	APP CRS 281°	Rwy Idg 4500 TDZE 1341 Apt Elev 1370
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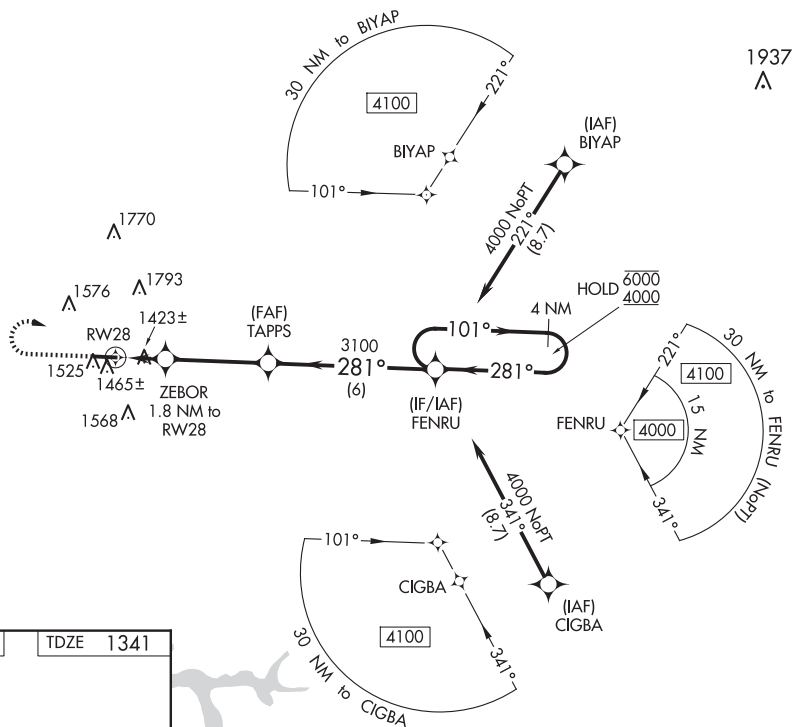
RNAV (GPS) RWY 28
GROVE CITY (29D)

RNP APCH - GPS.	
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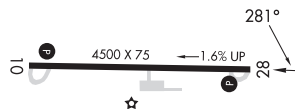
T	Rwy 28 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
A NA	Use Franklin altimeter setting; when not received, use New Castle altimeter setting.

MISSED APPROACH: Climb to 2300 then climbing right turn to 4000 direct FENRU and hold.

FKL AWOS 3-PT 118.175	YOUNGSTOWN APP CON ★ 133.95 322.3	UNICOM 122.725 (CTAF) 0
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ELEV	1370		TDZE	1341
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REIL Rwy 10 and 28
MIRL Rwy 10-28 1

CATEGORY	A	B	C	D
LP MDA	1760-1	419 (400-1)		NA
LNAV MDA	1800-1	459 (500-1)		NA
C CIRCLING	1920-1	550 (600-1)		NA

GROVE CITY, PENNSYLVANIA

Amdt 1C 19MAY22

41°09'N - 80°10'W

109

GROVE CITY (29D)

RNAV (GPS) RWY 28

NE-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 70610 W08A	APP CRS 082°	Rwy Ldg TDZE 342 Apt Elev 347
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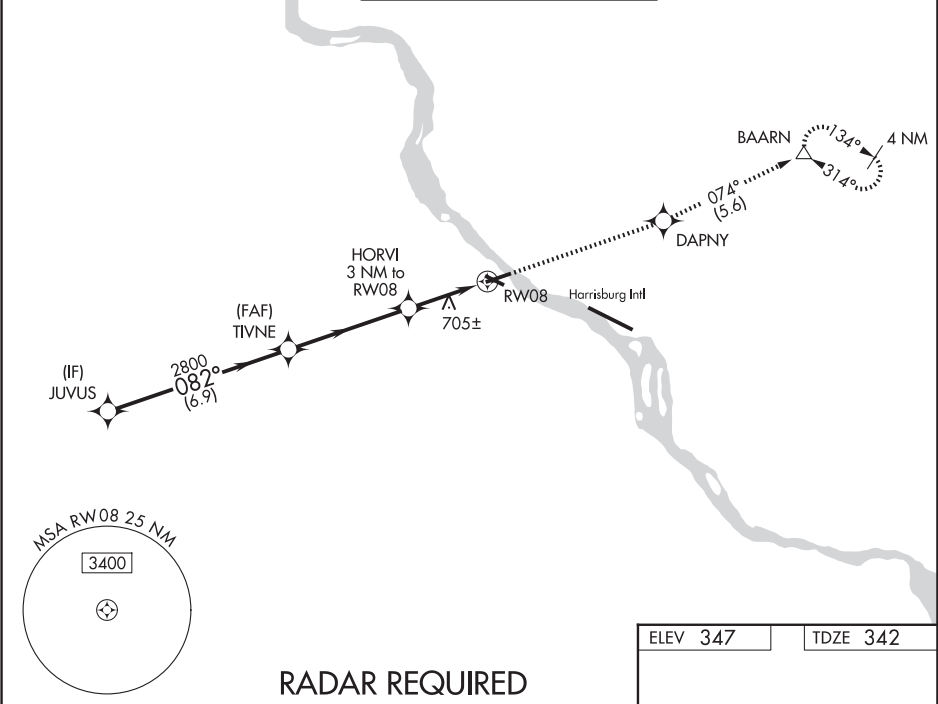
RNAV (GPS) RWY 8
CAPITAL CITY (CXY)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting. For inop MALSR, increase LPV all Cats visibility to 1½ mile and increase LNAV Cat C, D visibility to 1¾ mile. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MALSR

MISSED APPROACH: Climb to 3000 direct DAPNY and on track 074° to BAARN and hold.

ATIS 134.95	HARRISBURG APP CON 124.1 273.525	CAPITAL CITY TOWER ★ 119.5 (CTAF) 257.8	GND CON 121.9	UNICOM 122.95
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 55).					3000 ↑		DAPNY ✦		tr 074°		BAARN △	
JUJUS												
CATEGORY		A		B		C		D				
LPV DA		833-1¼						491 (500-1¼)				
LNAV MDA		960-1 625 (700-1)				960-1¾ 625 (700-1¾)						
CIRCLING		1200-1¼ 853 (900-1¼)		1700-1½ 1353 (1400-1½)		1700-3		1353 (1400-3)				

ELEV 347 TDZE 342

HARRISBURG, PENNSYLVANIA
Amdt 1A 19MAY22

CAPITAL CITY (CXY)
RNAV (GPS) RWY 8

HIRL Rwy 8-26 1
MIRL Rwy 12-30 1

HARRISBURG, PENNSYLVANIA

AL-187 (FAA)

25219

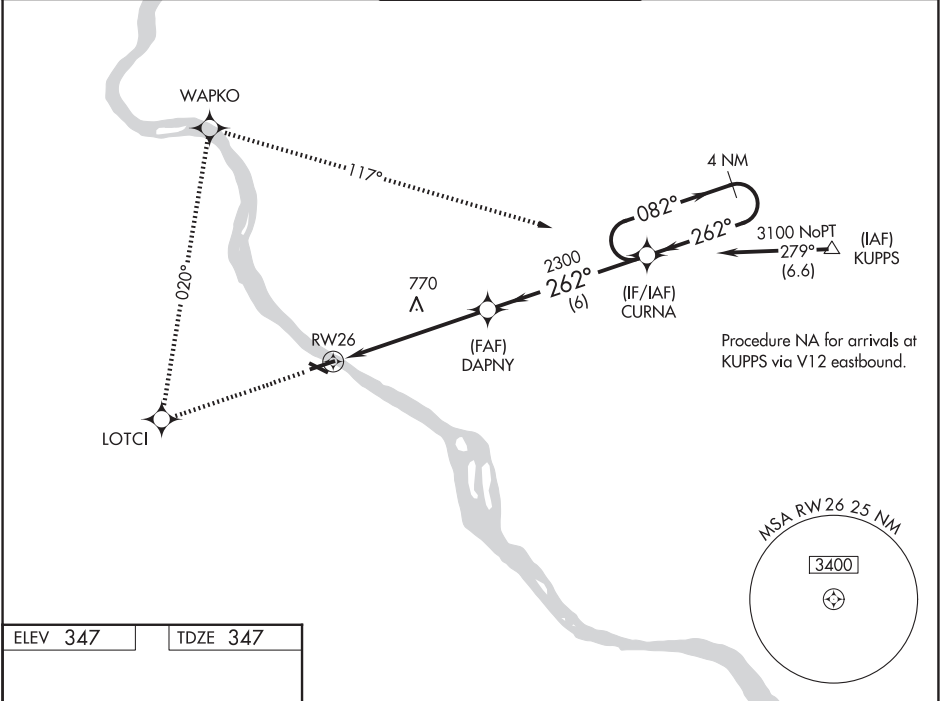
WAAS CH 86800 W26A	APP CRS 262°	Rwy Ldg TDZE 347 Apt Elev 347
--	------------------------	---

RNAV (GPS) RWY 26

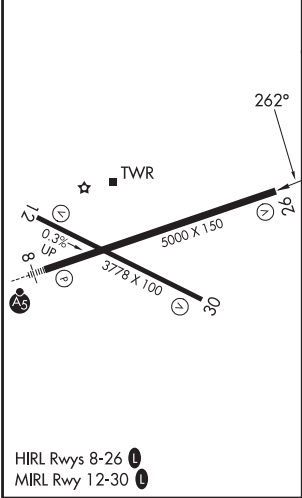
CAPITAL CITY (CXY)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3100 direct LOTCI and right turn via 020° track to WAPKO and right turn 117° track to CURNA and hold.
▼ When local altimeter setting not received, use Harrisburg Intl altimeter setting. Circling Rwy 12 NA at night. Rwy 26 helicopter visibility reduction below ¾ SM NA. Circling NA south of Rwy 8-26. VDP NA when using Harrisburg Intl altimeter setting.	

ATIS 134.95	HARRISBURG APP CON 124.1 273.525	CAPITAL CITY TOWER ★ 119.5 (CTAF) 257.8	GND CON 121.9	UNICOM 122.95
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ELEV 347	TDZE 347
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3100	LOTCI	WAPKO	CURNA	4 NM Holding Pattern
↑	✧	tr 020°	tr 117°	
VGSI and RNAV glidepath not coincident (VGSI Angle 3.10/TCH 56).				CURNA
DAPNY				082° → 3100
RW26				← 262°
3.2 NM to RW26				GP 3.00° TCH 56
2300				
3.2 NM				6 NM
CATEGORY	A	B	C	D
LPV DA	847-1⅓ ₈ 500 (500-1⅓ ₈)			
LNAV MDA	1460-1¼ 1113 (1200-1¼)	1460-1½ 1113 (1200-1½)	1460-3	1113 (1200-3)
CIRCLING	1460-1¼ 1113 (1200-1¼)	1700-1½ 1353 (1400-1½)	1700-3	1353 (1400-3)

HARRISBURG, PENNSYLVANIA
Orig-D 13JUL23

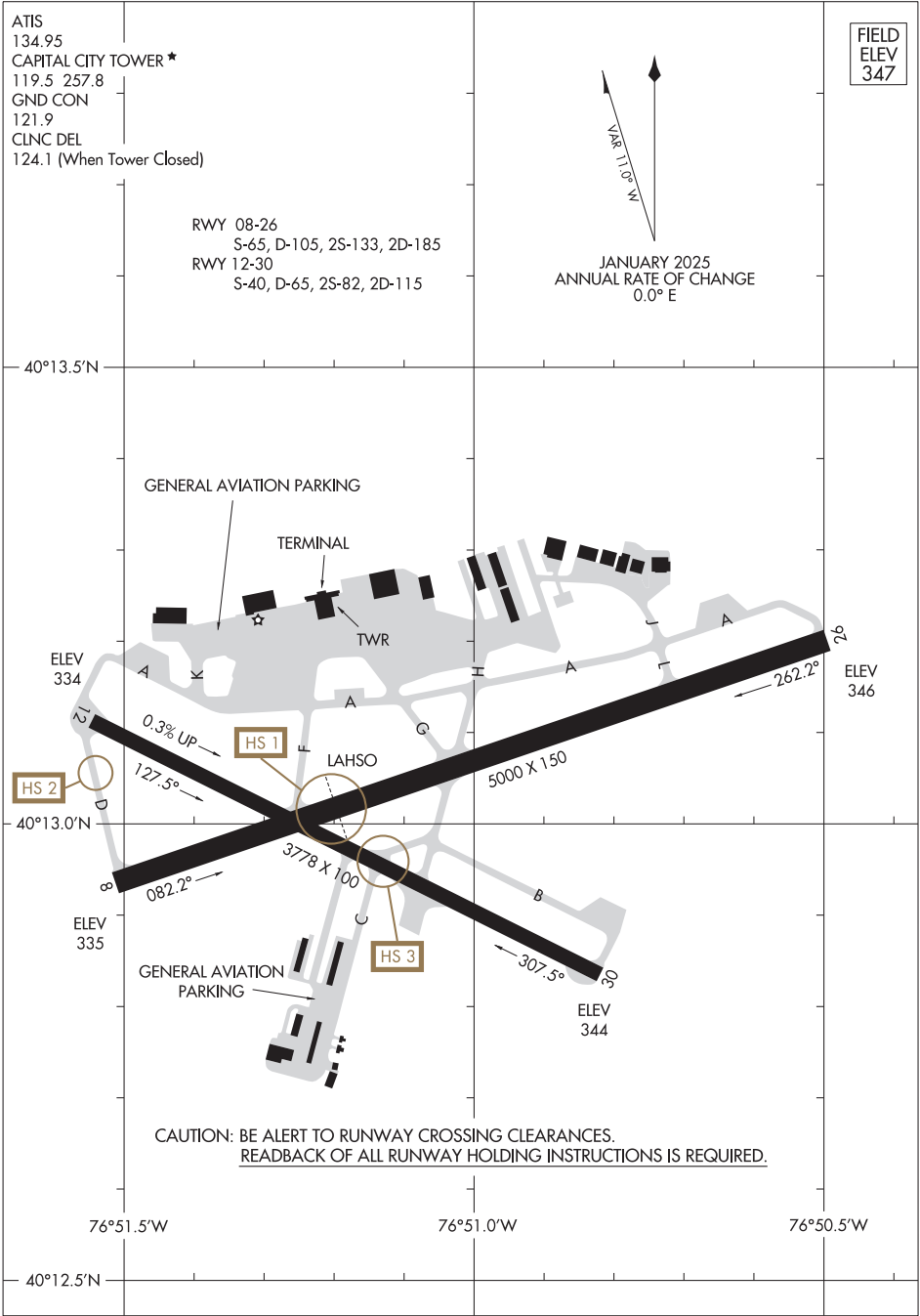
40°13'N-76°51'W

CAPITAL CITY (CXY)

RNAV (GPS) RWY 26

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025



HARRISBURG, PENNSYLVANIA

AL-188 (FAA)

25219

LOC I-MDT 110.9	APP CRS 128°	Rwy Ldg 8070 TDZE 308 Apt Elev 310
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ILS or LOC RWY 13

HARRISBURG INTL (MDT)

⚠ Circling NA south of Rwy 13-31.
❄ -16°C

ALSF-2

MISSED APPROACH: Climb to 900 then climbing left turn to 3000 on heading 070° and on ETX VOR/DME R-253 to KUPPS INT/ETX 39.3 DME and hold.

ATIS 118.8	HARRISBURG APP CON (080°-179°) 126.45 281.525 (180°-329°) 124.1 273.525 (330°-079°) 118.25 269.45	HARRISBURG INTL TOWER 124.8 269.35	GND CON 121.7 348.6
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ALTERNATE MISSED APCH FIX

HARRISBURG HAR 115.35 Chan 100 (Y)

R-281 101° 281°

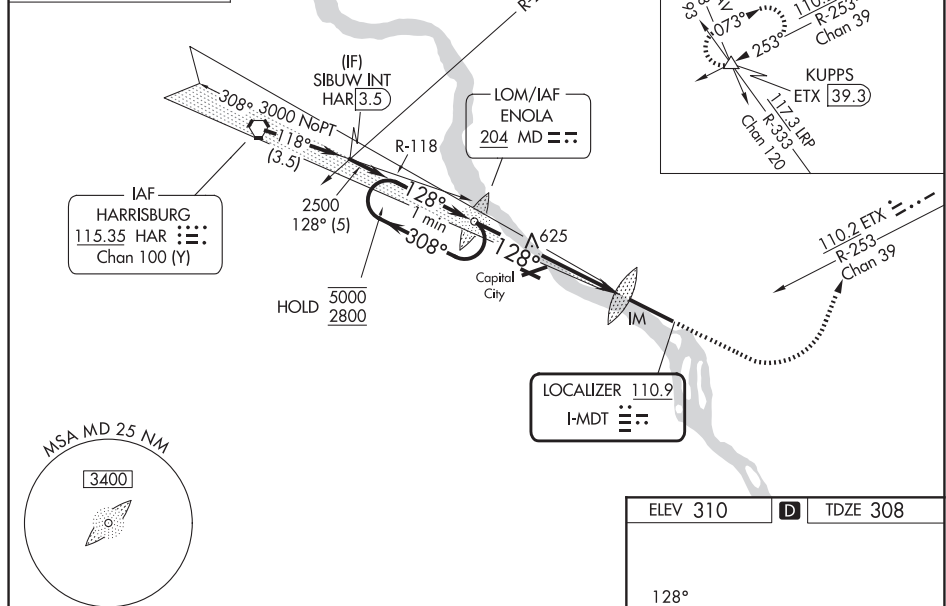
Procedure NA for arrival on HAR VORTAC airway radials 102 CW 157 and at HAR VORTAC on V12 eastbound.

114.6 RAV Chan 93

110.2 ETX R-253 Chan 39

117.3 JRP Chan 120

KUPPS ETX 39.3



One Minute Holding Pattern

MD LOM ENOLA 2414

5000 ← 308°
2800 ← 128°

GS 3.00° TCH 55

2500

128°

IM

6.3 NM

0.1

900 3000

↑ hdg 070°

ETX R-253

KUPPS

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

ELEV 310 TDZE 308

128°

TWR

1000' x 200'

CATEGORY	A	B	C	D
S-ILS 13	508/18		200 (200-½)	
S-LOC 13	900/24	592 (600-½)	900-1¼	592 (600-1¼)
CIRCLING	900-1 590 (600-1)	980-1 670 (700-1)	1000-2 690 (700-2)	1420-3 1110 (1200-3)

TDZ/CL Rwy 13

REIL Rwy 31

HIRL Rwy 13-31

FAF to MAP 6.4 NM

Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

Rwy Ldg	8129
TDZE	308
Apt Elev	310

ILS or LOC RWY 31

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 on heading 090° and RAV VORTAC R-193 to BAARN INT/LRP 18 DME and hold.

ATIS
118.8

HARRISBURG APP CON

(080°-179°)	126.45	281.525
(180°-329°)	124.1	273.525
(330°-079°)	118.25	269.45

HARRISBURG INTL TOWER

124.8 269.35

GND CON

121.7 348.6

LOM
ENOLA
204 MD ==

Capital City :

LOCALIZER 110.9
I-HOA 110.9

ALTERNATE
MISSED APCH FIX

ELEV 310

D

TDZE 308

TDZ/CL Rwy 13
REIL Rwy 31
HIRL Rwy 13-31

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

HARRISBURG, PENNSYLVANIA
Amdt 1F 27JAN22

40°12'N-76°46'W

HARRISBURG INTL (MDT)

ILS or LOC RWY 31

115

NE-4, 07 AUG 2025 to 02 OCT 2025

HARRISBURG, PENNSYLVANIA

AL-188 (FAA)

25219

LOC I-MDT 110.9	APP CRS 128°	Rwy Ldg 8070
		TDZE 308
		Apt Elev 310

ILS RWY 13 (SA CAT I)

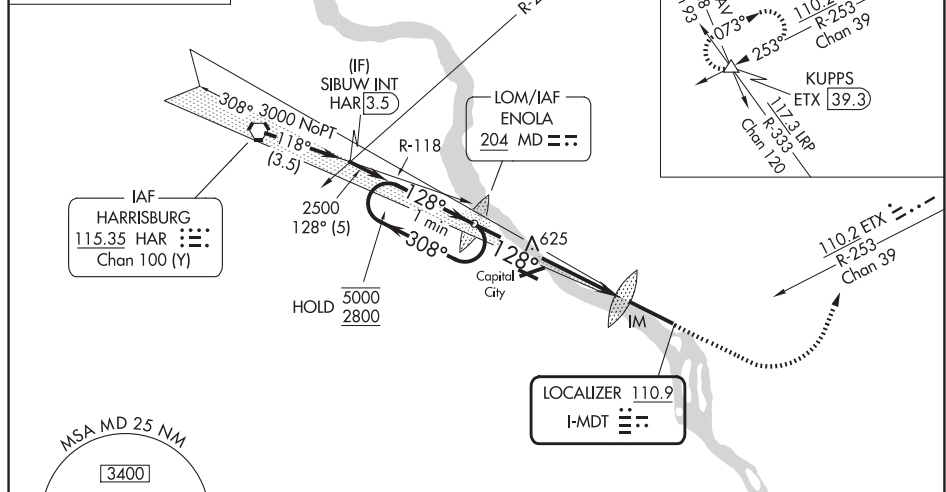
HARRISBURG INTL (MDT)

-16°C Requires specific OPSPEC, MSPEC, or LOA approval.	ALSIF-2 	MISSED APPROACH: Climb to 900 then climbing left turn to 3000 on heading 070° and on ETX VOR/DME R-253 to KUPPS INT/ETX 39.3 DME and hold.
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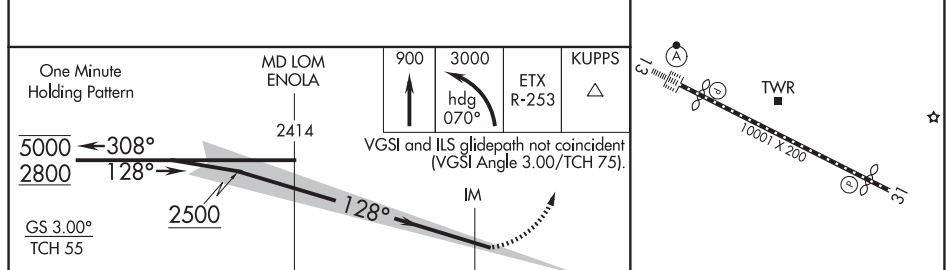
ATIS 118.8	HARRISBURG APP CON (080°-179°) 126.45 281.525 (180°-329°) 124.1 273.525 (330°-079°) 118.25 269.45	HARRISBURG INTL TOWER 124.8 269.35	GND CON 121.7 348.6
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ALTERNATE MISSED APCH FIX HARRISBURG HAR 115.35 Chan 100 (Y)	
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Procedure NA for arrival on HAR VORTAC
 airway radials 102 CW 157 and at
 HAR VORTAC on V12 eastbound.



ELEV 310	D	TDZE 308
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CATEGORY	A	B	C	D
S-ILS 13				

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HARRISBURG, PENNSYLVANIA
 Amdt 3A 11JUL24
 40°12'N-76°46'W
 HARRISBURG INTL (MDT)
ILS RWY 13 (SA CAT I)

TDZ/CL Rwy 13
 REIL Rwy 31
 HIRL Rwy 13-31

LOC I-MDT 110.9	APP CRS 128°	Rwy Ldg 8070 TDZE 308 Apt Elev 310
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ILS RWY 13 (CAT II & III)
HARRISBURG INTL (MDT)

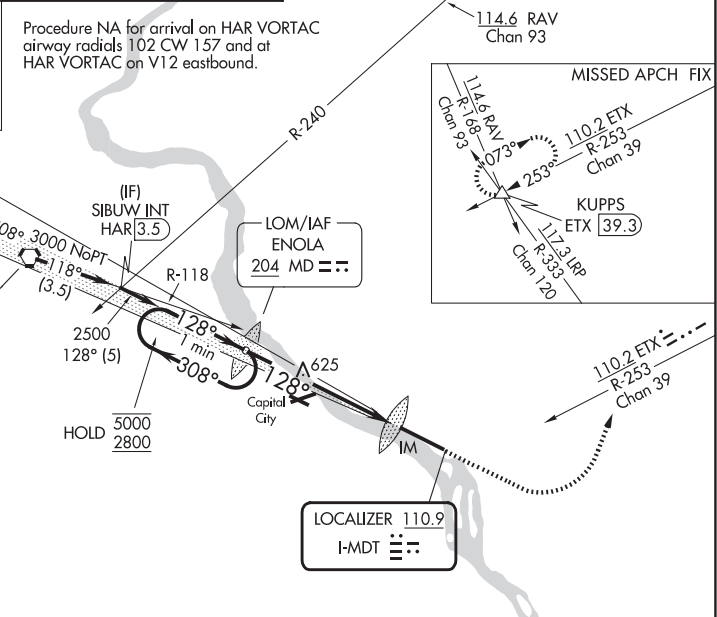
CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.	ALSF-2 	MISSED APPROACH: Climb to 900 then climbing left turn to 3000 on heading 070° and on ETX VOR/DME R-253 to KUPPS INT/ETX 39.3 DME and hold.
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ATIS 118.8	HARRISBURG APP CON (080°-179°) 126.45 281.525 (180°-329°) 124.1 273.525 (330°-079°) 118.25 269.45	HARRISBURG INTL TOWER 124.8 269.35	GND CON 121.7 348.6
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ALTERNATE MISSED APCH FIX

HARRISBURG HAR 115.35
Chan 100 (Y)

R-281 101° 281°



One Minute Holding Pattern

MD LOM ENOLA

900 3000 ETX R-253 KUPPS

5000 2800 2500 128° 308°

GS 3.00° TCH 55

2414

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

IM 461

6.4 NM 1082'

CATEGORY	A	B	C	D
S-ILS 13	CAT II RA 100/12 100 DA 408			
S-ILS 13	CAT III RVR 06			

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

ELEV 310 D TDZE 308

TWR

10001 X 200

TDZ/CL Rwy 13
REIL Rwy 31
HRL Rwy 13-31

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Ldg	8070
CH 86313	128°	TDZE	308
W13A		Apt Elev	310

RNAV (GPS) RWY 13

HARRISBURG INTL (MDT)

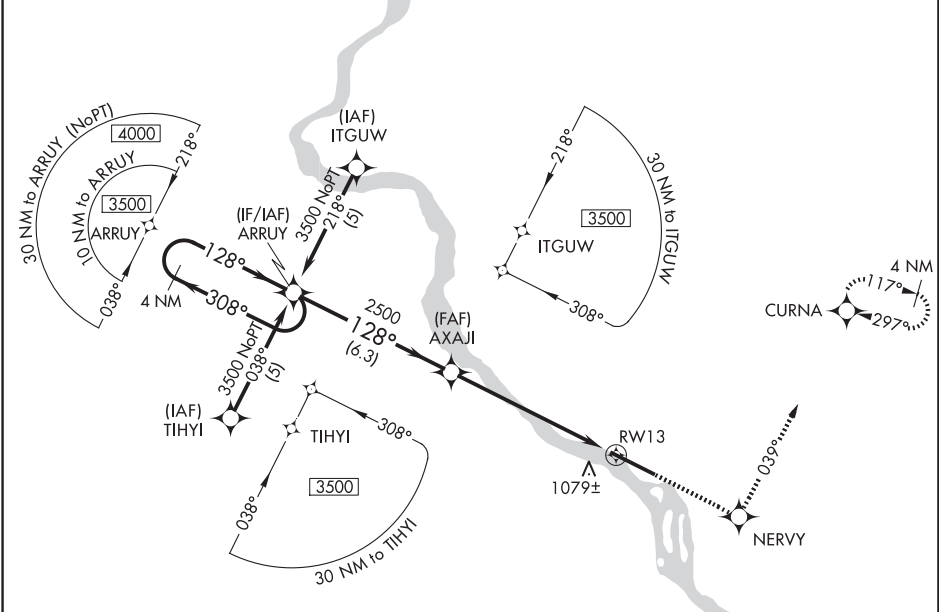
⚠ Circling NA south of Rwy 13-31. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Inop table does not apply to LNAV/VNAV all Cats.

ALSIF-2

ⓘ

MISSED APPROACH: Climb to 3500 direct NERVY and via track 039° to CURNA and hold, continue climb-in-hold to 3500.

ATIS 118.8	HARRISBURG APP CON (080°-179°) 126.45 281.525 (180°-329°) 124.1 273.525 (330°-079°) 118.25 269.45	HARRISBURG INTL TOWER 124.8 269.35	GND CON 121.7 348.6
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ELEV 310 **D** **TDZE 308**

4 NM Holding Pattern **ARRUY**

3500 ← **308°** / **128°** →

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

GP 3.00° TCH 54

AXAJI **2500**

3500 **NERVY** **tr 039°** **CURNA**

***LNAV only.**

***2.5 NM to RW13**

RW13

Distances: 6.3 NM, 4.1 NM, 2.5 NM

CATEGORY	A	B	C	D
LPV DA	558/24		250 (300-1/2)	
LNAV/VNAV DA	1572-5		1264 (1300-5)	
LNAV MDA	1180/24 872 (900-1/2)	1180/40 872 (900-3/4)	1180-2 872 (900-2)	1180-2 1/4 872 (900-2 1/4)
CIRCLING	1180-1 870 (900-1)	1180-1 1/4 870 (900-1 1/4)	1180-2 1/2 870 (900-2 1/2)	1440-3 1130 (1200-3)

TDZ/CL Rwy 13
REIL Rwy 31
HIRL Rwy 13-31

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 78013 W31A	APP CRS 308°	Rwy Ldg 8129 TDZE 308 Apt Elev 310
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RNAV (GPS) RWY 31
HARRISBURG INTL (MDT)

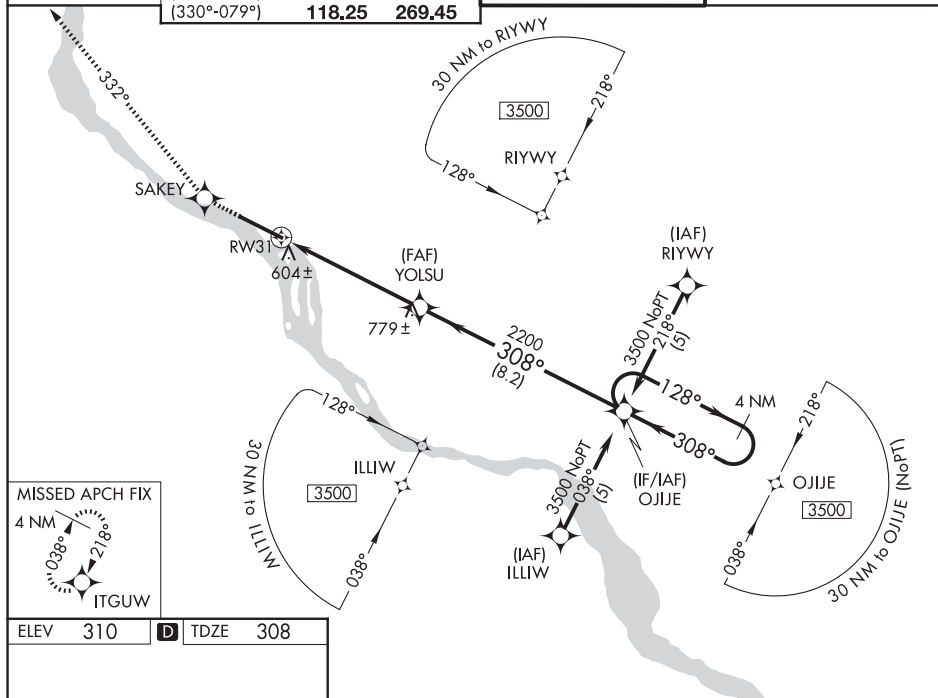
RNP APCH - GPS

T
A Circling NA south of Rwy 13-31. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C.

 -16°C

MISSED APPROACH: Climb to 3500 direct SAKEY and on track 332° to ITGUW and hold.

ATIS 118.8	HARRISBURG APP CON			HARRISBURG INTL TOWER		GND CON	
	(080°-179°)	126.45	281.525				
	(180°-329°)	124.1	273.525	124.8	269.35		
	(330°-079°)	118.25	269.45			121.7	348.6



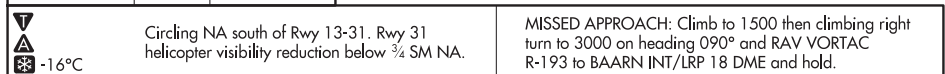
TDZ/CL Rwy 13
REIL Rwy 31
HIRL Rwy 13-31

3500
SAKEY
fr 332°
ITGUW
VGS and RNAV glidepath not coincident
(VGS Angle 3.00/TCH 51).
4 NM
Holding Pattern
OJJE
128° → 3500
← 308°
YOLSU
308°
2200
GP 3.00°
TCH 51
5.7 NM
8.2 NM
CATEGORY A B C D
LPV DA 558/50 250 (300-1)
LNAV/VNAV DA 921-2¼ 613 (700-2¼)
LNAV MDA 1100/55 1100/60 1100-2¼ 1100-2½
792 (800-1) 792 (800-1¼) 792 (800-2¼) 792 (800-2½)
CIRCLING 1100-1 1100-1¼ 1100-2¼ 1440-3
790 (800-1) 790 (800-1¼) 790 (800-2¼) 1130 (1200-3)

NE-4, 07 AUG 2025 to 02 OCT 2025

VOR/DME LRP 117.3 Chan 120	APP CRS 290°	Rwy Ldg 8129 TDZE 308 Apt Elev 310
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HARRISBURG INTL (MDT)



ATIS
118.8

HARRISBURG APP CON

(080°-179°)	126.45	281.525
(180°-329°)	124.1	273.525
(330°-079°)	118.25	269.45

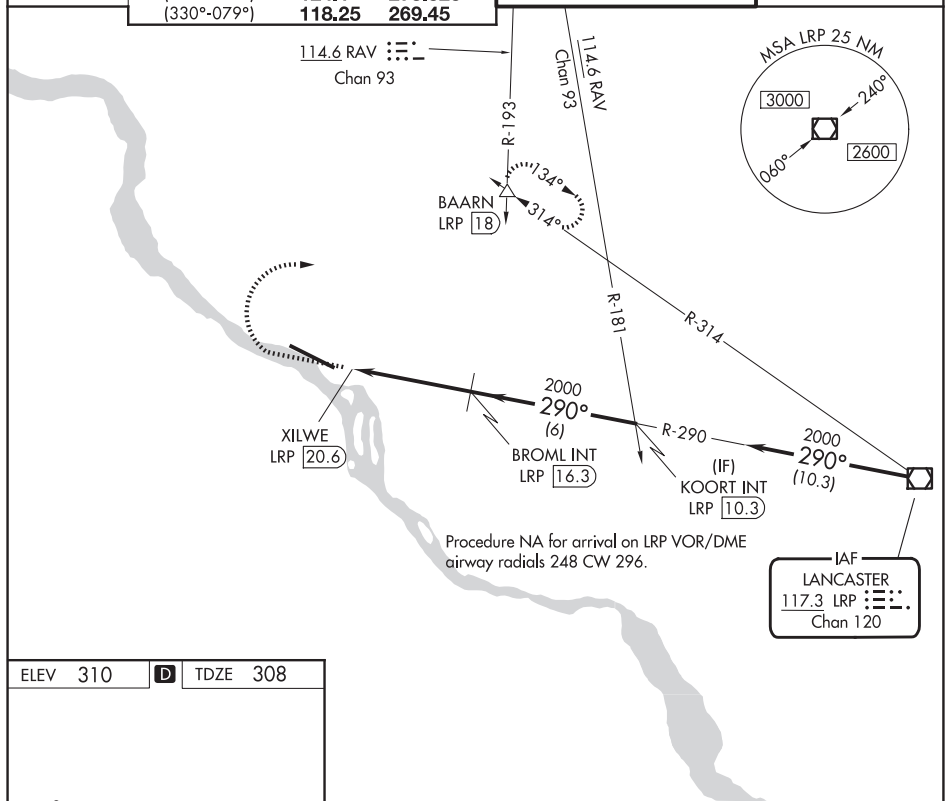
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on heading 090° and RAV VORTAC R-193 to BAARN INT/LRP 18 DME and hold.

HARRISBURG INTL TOWER

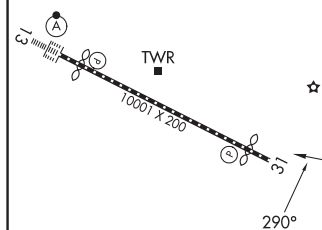
124.8 269.35

GND CON

121.7 348.6



ELEV 310	D	TDZE 308
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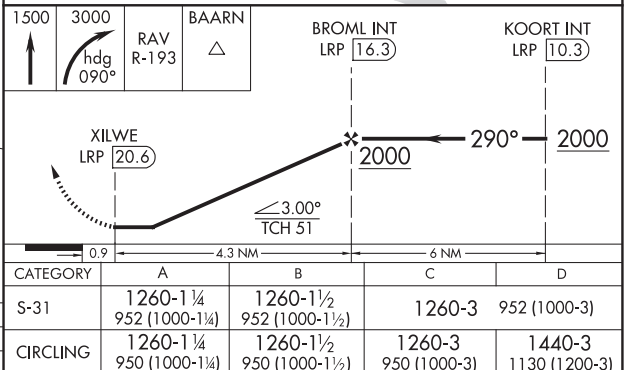
TDZ/CL Rwy 13
REIL Rwy 31
HIRL Rwy 13-31

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

HARRISBURG, PENNSYLVANIA

Amdt 2C 03NOV22



HARRISBURG INTL (MDT)

VOR RWY 31

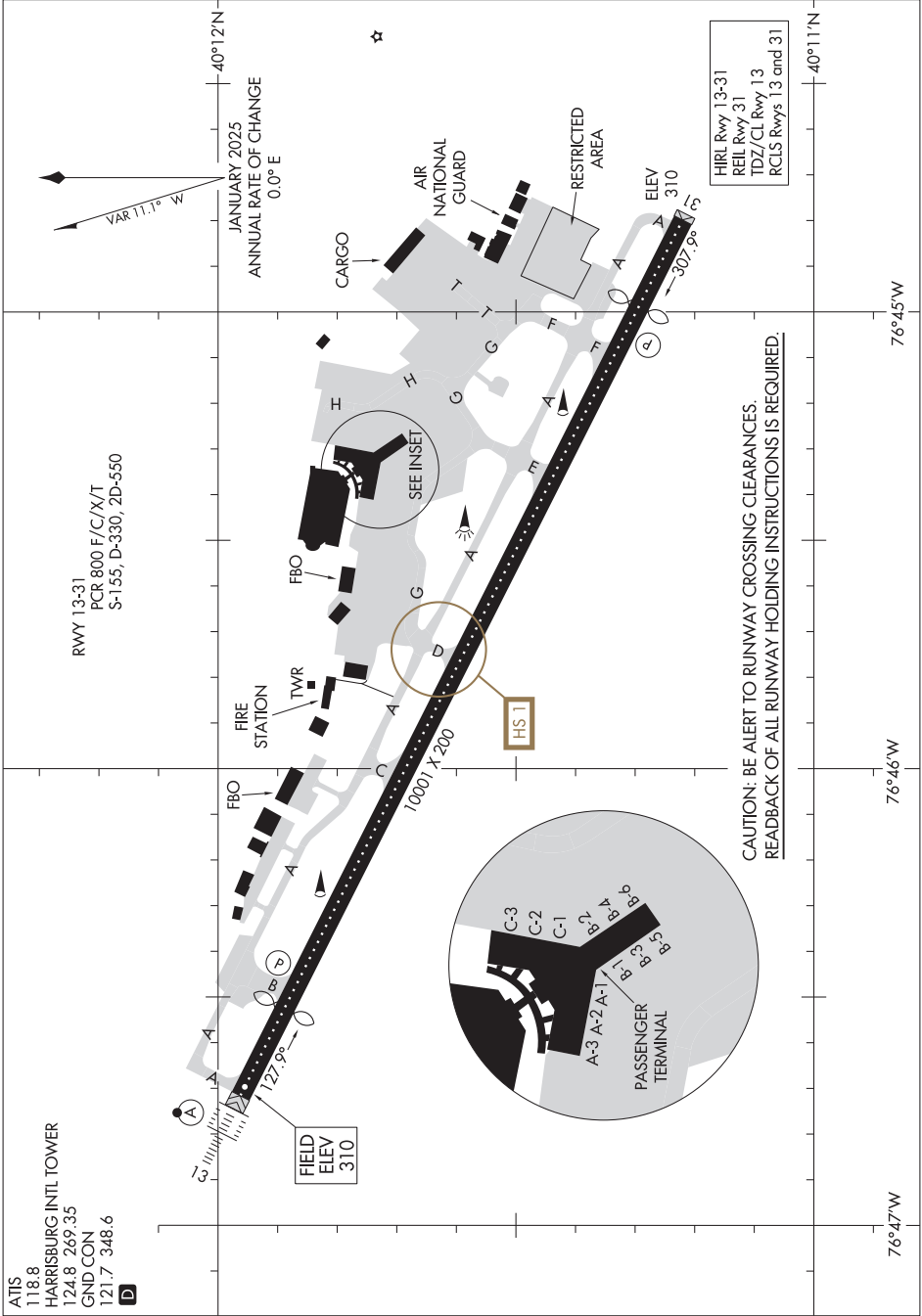
40°12'N-76°46'W

AIRPORT DIAGRAM

AL-188 (FAA)

HARRISBURG INTL (MDT)
HARRISBURG, PENNSYLVANIA

NE-4, 07 AUG 2025 to 02 OCT 2025



AIRPORT DIAGRAM

HARRISBURG, PENNSYLVANIA
HARRISBURG INTL (MDT)

NE-4, 07 AUG 2025 to 02 OCT 2025

LOC RWY 28
HAZLETON RGNL (HZL)

MISSED APPROACH:
Climb to 4400 direct
ECED and hold.

T
A NA Rwy 28 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Inop table does not apply to Cats A/B. For inop ALS, increase Cat C/D visibility to $1\frac{1}{8}$ SM.

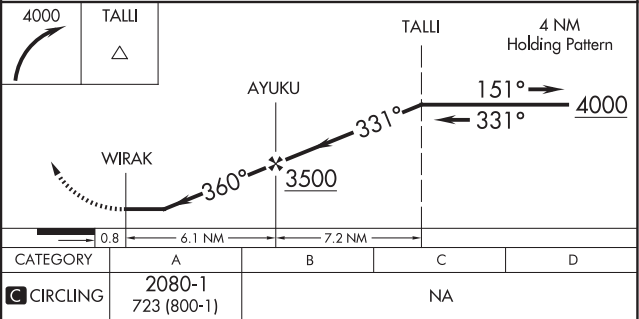
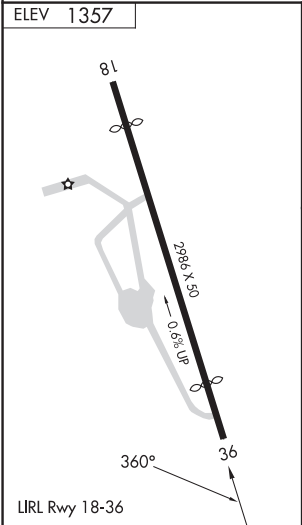
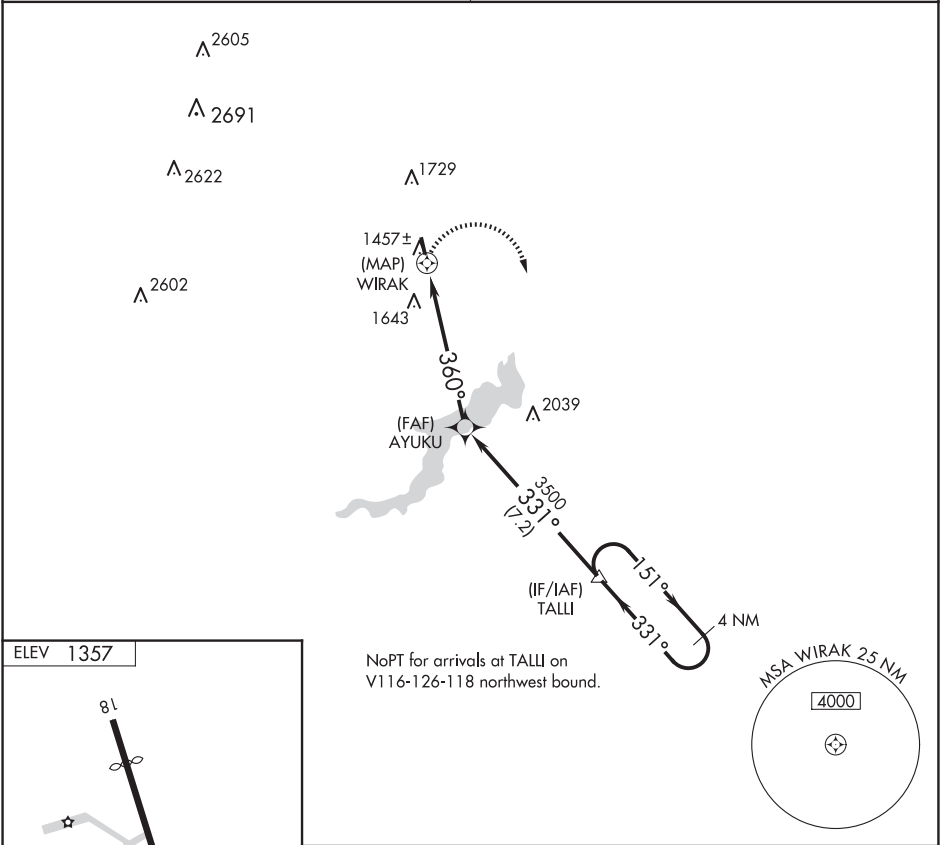
UNICOM
123.0 (CTAF) 

NE-4, 07 AUG 2025 to 02 OCT 2025

APP CRS 360°	Rwy Idg TDZE Apt Elev	N/A N/A 1357	RNAV (GPS)-B CHERRY RIDGE (N30)
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<div><div>T</div><div>NA</div></div> <div>DME/DME RNP-0.3 NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Wilkes-Barre/Scranton Intl altimeter setting, and increase MDA 320 feet and Cat A visibility ¼ mile.</div>	MISSED APPROACH: Climbing right turn to 4000 direct TALLI and hold.
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WILKES-BARRE APP CON 120.95 256.7	UNICOM 122.8 (CTAF)
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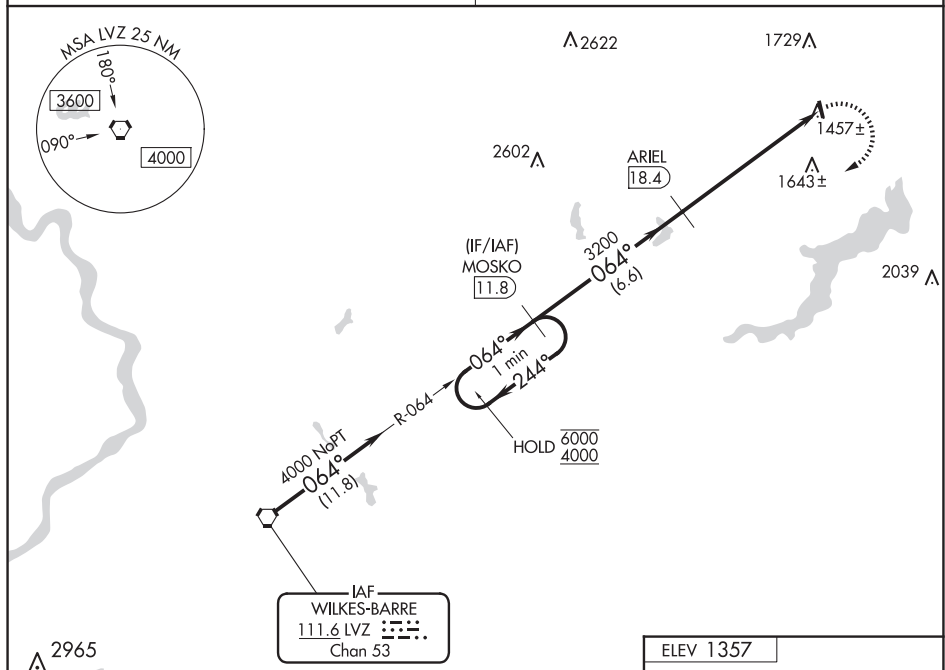
VORTAC LVZ <u>111.6</u> Chan 53	APP CRS 064°	Rwy Idg TDZE Apt Elev 1357	N/A N/A
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VOR-A
CHERRY RIDGE (N30)

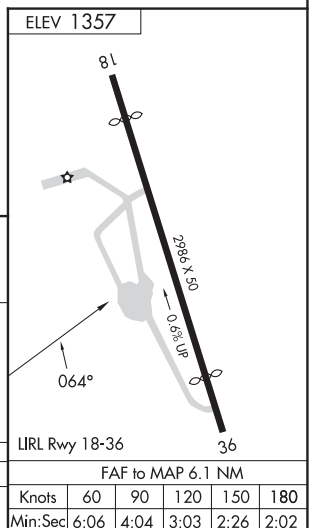
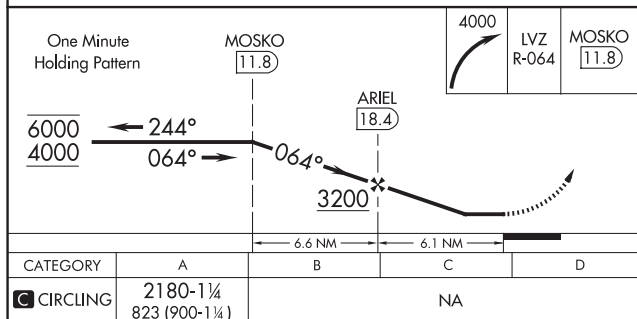
T	Procedure NA at night. Helicopter visibility reduction below 1 SM NA.
A NA	Obtain local altimeter setting on CTAF; when not received, use Wilkes-Barre/Scranton altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climbing right turn to 4000 on LVZ VORTAC R-064 to MOSKO 11.8 DME and hold.

WILKES-BARRE APP CON
120.95 256.7

UNICOM
122.8 (CTAF)

Procedure NA for arrival on LVZ VORTAC
airway radials 047 CW 094.



HONESDALE, PENNSYLVANIA
Amdt 6A 03NOV22

CHERRY RIDGE (N30)
VOR-A

41°31'N-75°15'W

NE-4, 07 AUG 2025 to 02 OCT 2025

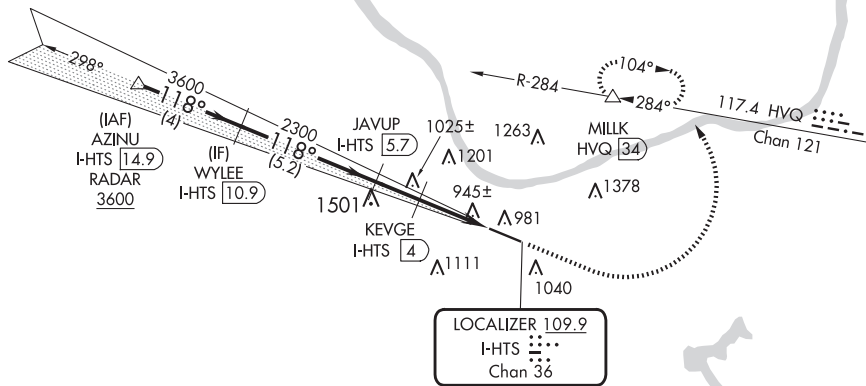
ILS or LOC RWY 12
TRI-STATE/MILTON J FERGUSON FLD (HTS)

MISSED APPROACH: Climb to 2800 then climbing left turn to 4000 on heading 005° and HVQ VOR/DME R-284 to MILLK/HVQ VOR/DME 34 DME and hold, continue to climb-in-hold to 4000.

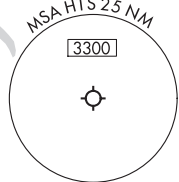
T For inop ALS, increase S-LOC 12 Cats C and D visibility
A to RVR 5500.
*RVR 1800 authorized with use of FD or AP or HUD to DA.



ATIS 125.2	HUNTINGTON APP CON 119.75 270.1	HUNTINGTON TOWER 118.5 270.1	GND CON 121.9	CLNC DEL 118.05
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CAUTION: Fuel burning stacks 2 miles west of Rwy 12 may be mistaken for MALSR.



AZINU I-HTS 14.9 RADAR		WYLEE I-HTS 10.9		JAVUP I-HTS 5.7		2800 ↑ 4000 hdg 005°		HVQ R-284		MILLK △	
CATEGORY		A		B		C		D			
S-ILS 12 *				1028/24		200 (200-½)					
S-LOC 12		1200/24		372 (400-½)		1200/35		372 (400-½)			
CIRCLING		1300-1 472 (500-1)		1380-1 552 (600-1)		1520-2 692 (700-2)		1740-3 912 (1000-2)			

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

HUNTINGTON, WEST VIRGINIA

AL-532 (FAA)

25163

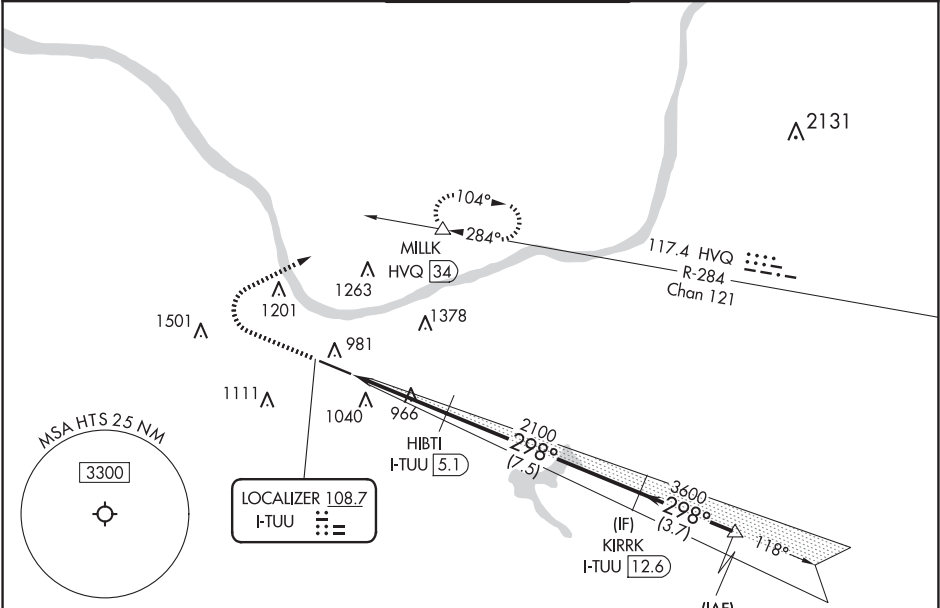
LOC I-TUU 108.7	APP CRS 298°	Rwy Ldg TDZE Apt Elev 6516 828 828
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ILS or LOC RWY 30

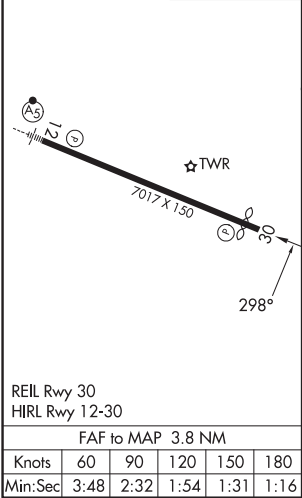
TRI-STATE/MILTON J FERGUSON FLD (HTS)

DME required. RADAR required for procedure entry at HAITI.		MISSED APPROACH: Climb to 1300 then climbing right turn to 4000 heading 055° and on HVQ VOR/DME R-284 to MILLK/HVQ 34 DME and hold, continue climb-in-hold to 4000.
<div><div><div><div></div></div><div><div></div></div></div></div>		

ATIS 125.2	HUNTINGTON APP CON 119.75 270.1	HUNTINGTON TOWER 118.5 270.1	GND CON 121.9	CLNC DEL 118.05
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ELEV 828	D	TDZE 828
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1300	4000	HVQ R-284	MILLK	HIBTI I-TUU [5.1]	KIRRK I-TUU [12.6]	HAITI I-TUU [16.3] RADAR
↑	hdg 055°					
I-TUU [1.3]	I-TUU [2.3]	2100	3600	298°	3600	
1.1 NM	2.8 NM	7.5 NM	3.7 NM			
GS 3.00°						TCH 50
CATEGORY	A	B	C	D		
S-ILS 30	1028-¾ 200 (200-¾)					
S-LOC 30	1220-1	392 (400-1)	1220-1½	392 (400-1½)		
CIRCLING	1300-1 472 (500-1)	1380-1 552 (600-1)	1520-2 692 (700-2)	1740-3 912 (1000-3)		

HUNTINGTON, WEST VIRGINIA
Amdt 10 15JUN23

38°22'N-82°34'W

TRI-STATE/MILTON J FERGUSON FLD (HTS)

ILS or LOC RWY 30

NE-4, 07 AUG 2025 to 02 OCT 2025

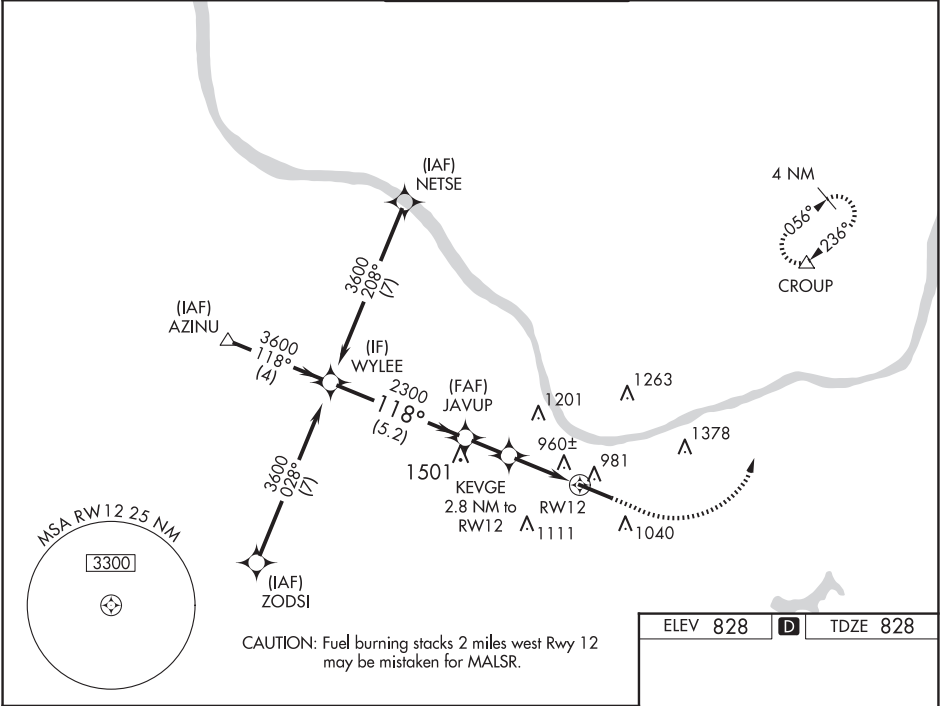
NE-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 45699 W12A	APP CRS 118°	Rwy Ldg TDZE 828 Apt Elev 828
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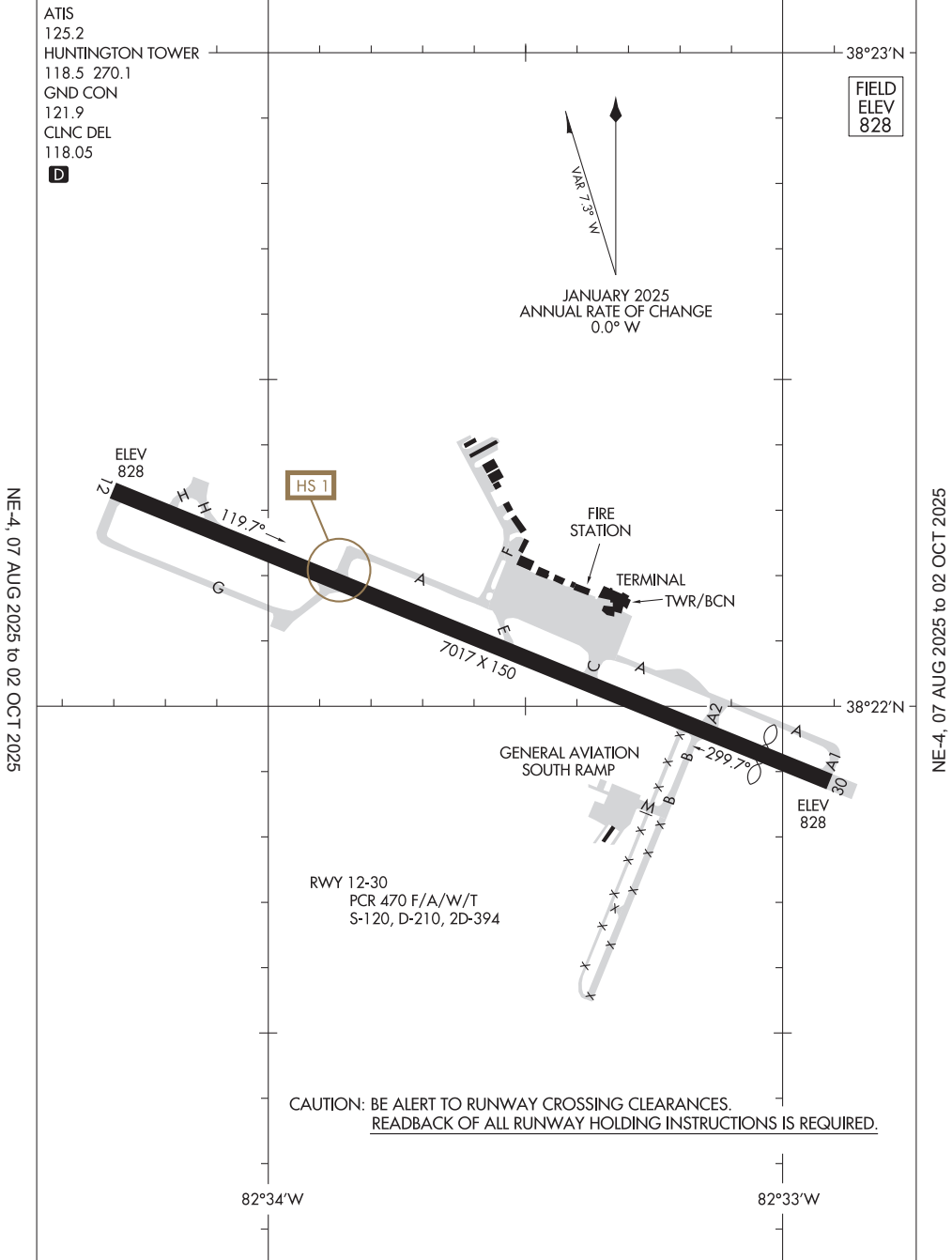
RNAV (GPS) RWY 12

TRI-STATE/MILTON J FERGUSON FLD (HTS)

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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INDIANA, PENNSYLVANIA

AL-5277 (FAA)

22363

WAAS CH 58039 W11A	APP CRS 106°	Rwy Idg TDZE Apt Elev	5502 1400 1419
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RNAV (GPS) RWY 11

INDIANA COUNTY/JIMMY STEWART FLD (IDI)

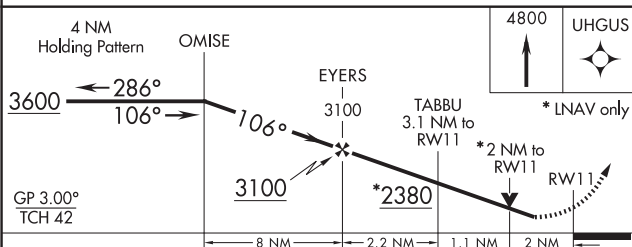
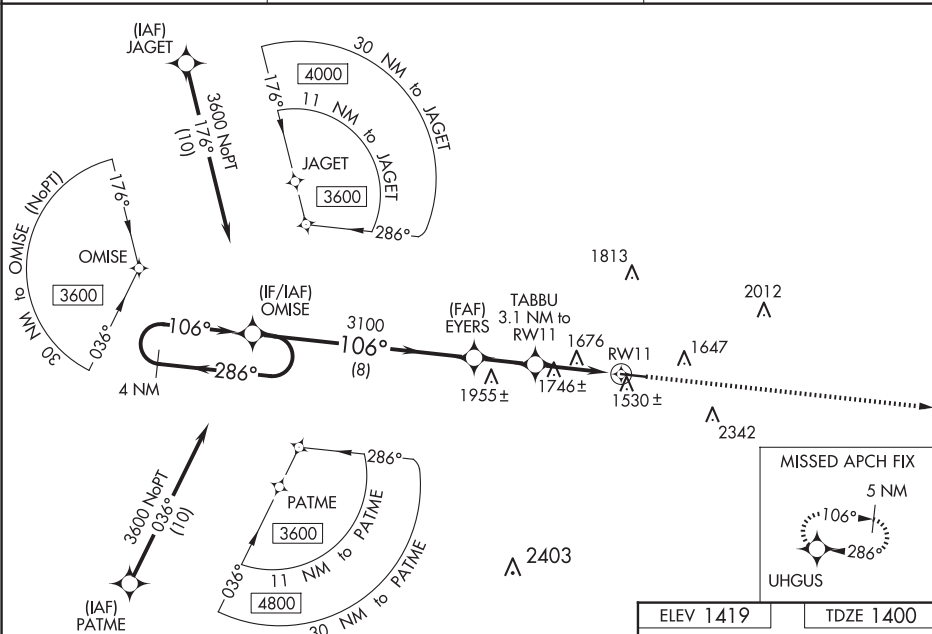
- ⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
⚠ Baro-VNAV and VDP NA when using Allegheny County altimeter setting. DME/DME RNP-0.3 NA. Rwy 11 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Allegheny County altimeter setting and increase LPV DA to 2026 feet and LNAV/VNAV DA to 2156 feet; increase visibility LPV all Cats to 2 ½ SM and LNAV/VNAV all Cats to 3 SM. Increase all MDA 120 feet and all Cat A and B visibility to 1 ¼ SM and LNAV Cat C and D visibility to 2 ½ SM.

MISSED APPROACH:
Climb to 4800 direct UHGUS and hold.

AWOS-3
126.625

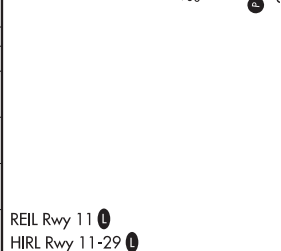
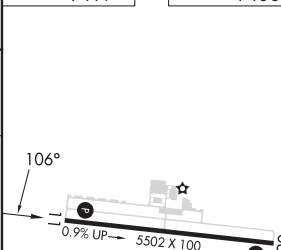
JOHNSTOWN APP CON ★
121.2 299.2

UNICOM
122.8 (CTAF) ①



CATEGORY	A	B	C	D
LPV DA	1907-1¾ 507 (500-1¾)			
LNAV/VNAV DA	2037-2½ 637 (700-2½)			
LNAV MDA	2060-1	660 (700-1)	2060-1⅞	660 (700-1⅞)
CIRCLING	2120-1 701 (800-1)	2180-1 761 (800-1)	2660-3	1241 (1300-3)

ELEV 1419 TDZE 1400



INDIANA, PENNSYLVANIA

Orig-A 30MAR17

INDIANA COUNTY/JIMMY STEWART FLD (IDI)

40°38'N-79°06'W

RNAV (GPS) RWY 11

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 97539 W29A	APP CRS 286°	Rwy Idg TDZE 1419 Apt Elev 1419
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RNAV (GPS) RWY 29

INDIANA COUNTY/JIMMY STEWART FLD (IDI)

RNP APCH - GPS

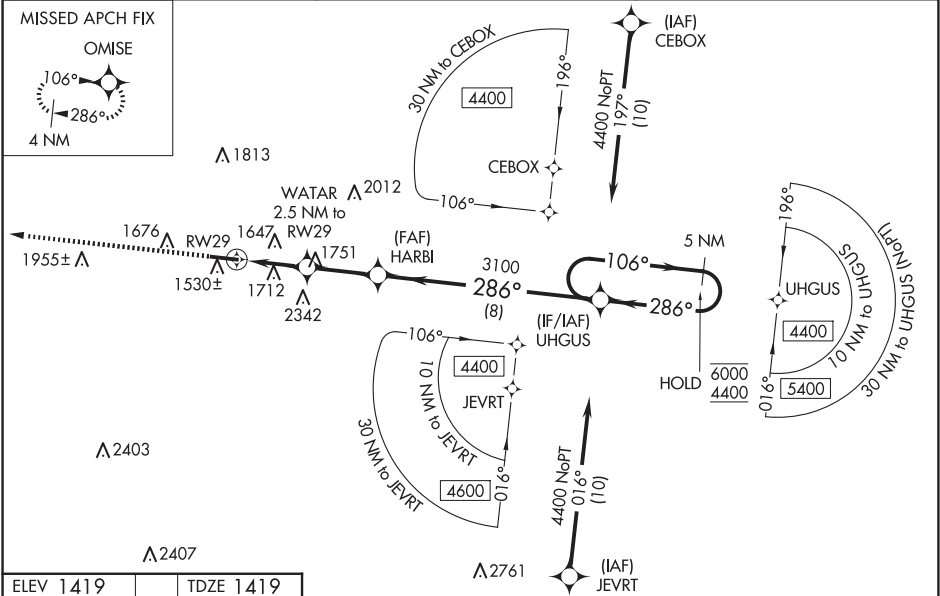
▼

▲

Baro-VNAV and VDP NA when using Allegheny County altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Rwy 29 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Allegheny County altimeter setting and increase LPV DA to 1874 feet and all visibilities ¾ SM. Increase LNAV/VNAV DA to 2099 feet and all visibilities ½ SM. Increase all MDAs 120 feet and LNAV visibility Cat C/D ¾ SM, and Circling visibility Cat A/B ¼ SM.

MISSED APPROACH:
Climb to 3600 direct
OMISE and hold.

AWOS-3 126.625	JOHNSTOWN APP CON★ 121.2 299.2	UNICOM 122.8 (CTAF) 0
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ELEV 1419

TDZE 1419

3600

OMISE

5 NM Holding Pattern

UHGUS

106°

286°

6000

4400

GP 3.02°

TCH 46

WATER 2.5 NM to RW29

HARBI

3100

1.6 NM to RW29

2280

3100

1.6 NM

0.9

2.6 NM

8 NM

REIL Rwy 11 0

HIRL Rwy 11-29 0

CATEGORY	A	B	C	D
LPV DA	1755-1	336 (400-1)		
LNAV/VNAV DA	1980-1½	561 (600-1½)		
LNAV MDA	1980-1	561 (600-1)	1980-1½	561 (600-1½)
CIRCLING	2120-1 701 (800-1)	2180-1 761 (800-1)	2660-3	1241 (1300-3)

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

JOHNSTOWN, PENNSYLVANIA

AL-898 (FAA)

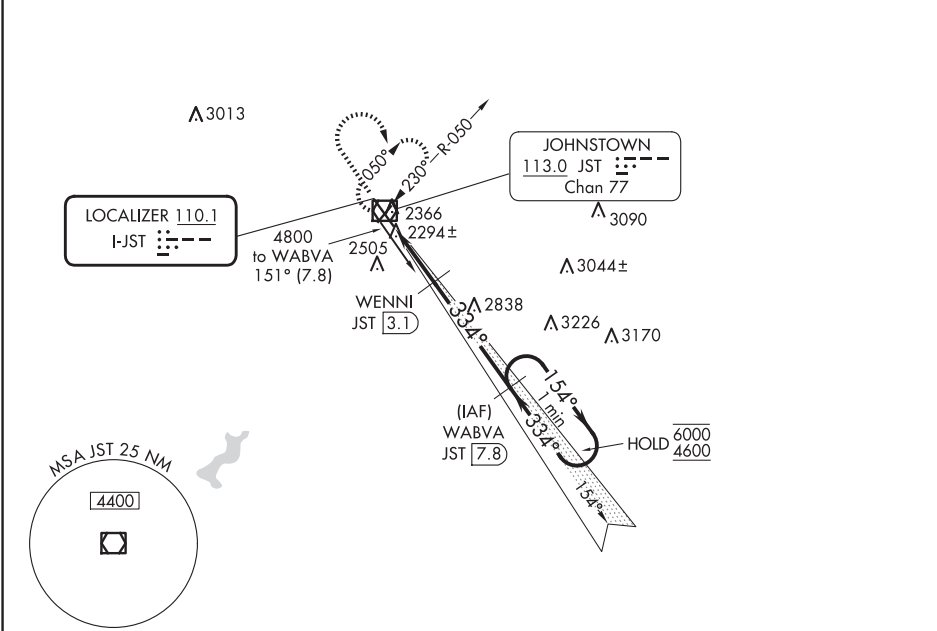
23334

LOC I-JST 110.1	APP CRS 334°	Rwy Idg TDZE Apt Elev	6484 2281 2284
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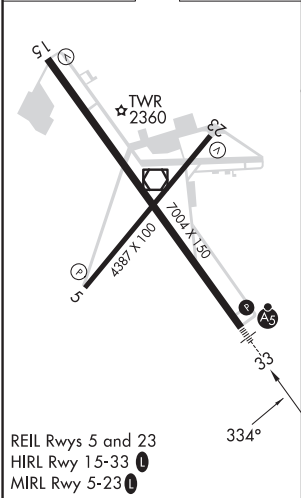
ILS or LOC RWY 33

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)

DME required. ▼ Glide slope unusable beyond 5 degrees left of course. ▲ For inop ALS, increase S-LOC 33 Cat C/D visibility to ¾ SM.		MALSR ▲	MISSED APPROACH: Climb to 3700 then climbing right turn to 4600 direct JST VOR/DME and hold, continue climb-in-hold to 4600.		
ATIS 118.325	JOHNSTOWN APP CON ★ 121.2 299.2	JOHNSTOWN TOWER ★ 125.75 (CTAF) 0	GND CON 121.6	CLNC DEL 126.85 235.775	UNICOM 122.95



ELEV 2284	D	TDZE 2281
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3700	4600	JST	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 53).		One Minute Holding Pattern
↑	↘	☐	WABVA JST [7.8]		
WENNI JST [3.1]			4600	154° → 6000	← 334° 4600
JST [0.6]			3140	334°	GS 3.00° TCH 58
JST [1.5]			3100		
0.9			1.6	4.7 NM	
CATEGORY	A	B	C	D	
S-ILS 33	2481-½	200 (200-½)			
S-LOC 33	2600-½	319 (400-½)			
CIRCLING	2700-1 416 (500-1)	2880-1 596 (600-1)	2880-1½ 596 (600-1½)	3000-2¼ 716 (800-2¼)	

JOHNSTOWN, PENNSYLVANIA
Amdt 7C 30NOV23

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)
40°19'N-78°50'W

ILS or LOC RWY 33

NE-4, 07 AUG 2025 to 02 OCT 2025

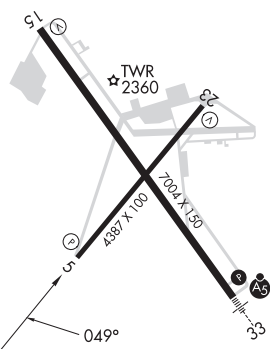
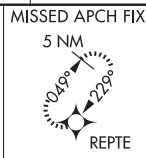
NE-4, 07 AUG 2025 to 02 OCT 2025

22363

RNAV (GPS) RWY 5

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)

MISSED APPROACH: Climb to 4900 direct REPTC and hold.

UNICOM
122.95

REIL Rwy 5 and 23
HIRL Rwy 15-33 **L**
MIRL Rwy 5-23 **L**

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)

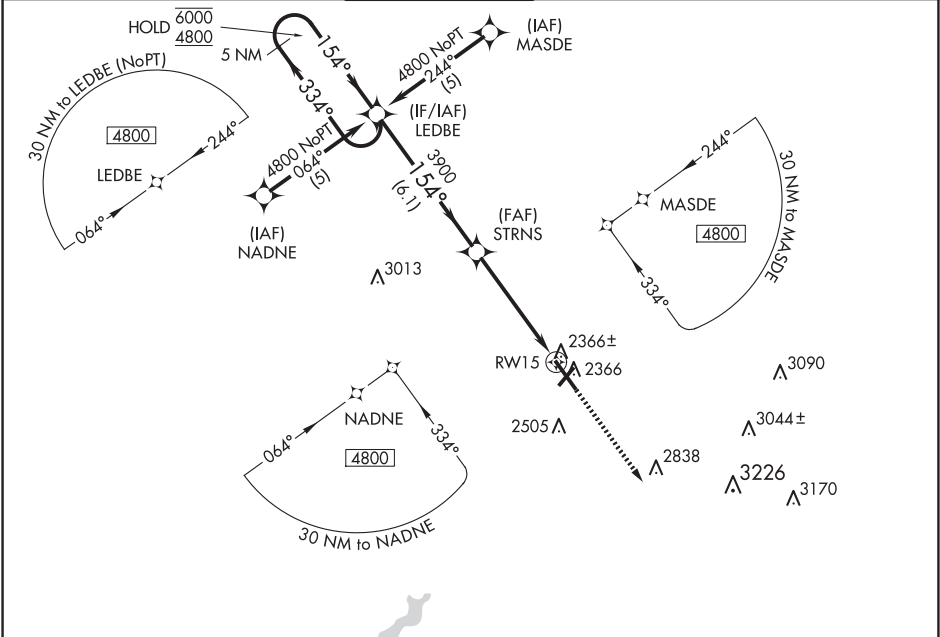
RNAV (GPS) RWY 5

WAAS CH 53513 W15A	APP CRS 154°	Rwy Idg TDZE 2276 Apt Elev 2284
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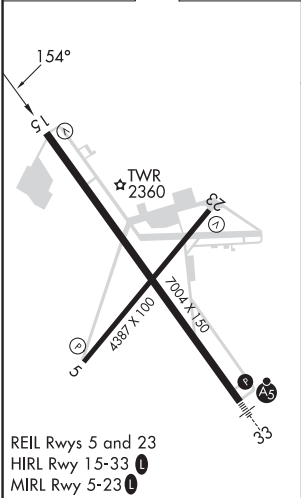
RNAV (GPS) RWY 15

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)

RNP APCH - GPS.		MISSED APPROACH: Climb to 4900 direct COTSO and hold.	
Baro-VNAV NA.			
ATIS 118.325	JOHNSTOWN APP CON ★ 121.2 299.2	JOHNSTOWN TOWER ★ 125.75 (CTAF) 0	GND CON 121.6
		CLNC DEL 126.85 235.775	UNICOM 122.95



ELEV 2284	D	TDZE 2276
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5 NM Holding Pattern		LEDBE	STRNS	4900	COTSO
6000 ← 334° 4800 → 154°		3900	*1.1 NM to RWY15	↑	✱
GP 3.00° TCH 52		3900			*LNAV only
		6.1 NM	3.8 NM	1.1	
CATEGORY	A	B	C	D	
LPV DA		2526-¾	250 (300-¾)		
LNAV/VNAV DA		2595-1	319 (400-1)		
LNAV MDA	2680-1	404 (400-1)	2680-1½ 404 (400-1½)	2680-1¼ 404 (400-1¼)	
CIRCLING	2700-1 416 (500-1)	2880-1 596 (600-1)	2880-1½ 596 (600-1½)	3000-2¼ 716 (800-2¼)	

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

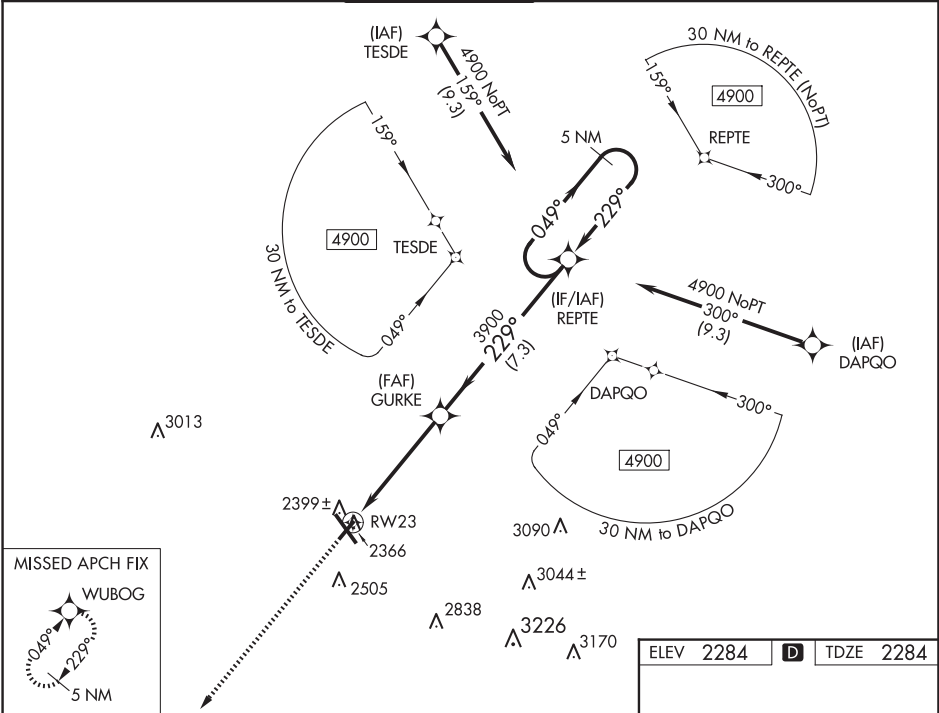
WAAS CH 53429 W23A	APP CRS 229°	Rwy Idg TDZE Apt Elev 4387 2284 2284
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RNAV (GPS) RWY 23

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)

<div><div>T</div><div>A</div></div> <div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 29°C (84°F). When local altimeter setting not received, procedure NA. DME/DME RNP-0.3 NA. Rwy 23 helicopter visibility reduction below ¾ SM NA.</div>	MISSED APPROACH: Climb to 4900 direct WUBOG and hold.
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ATIS 118.325	JOHNSTOWN APP CON ★ 121.2 299.2	JOHNSTOWN TOWER ★ 125.75 (CTAF) 0	GND CON 121.6	CLNC DEL 126.85 235.775	UNICOM 122.95
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4900

↑

WUBOG

✴

* LNAV only.

5 NM

Holding Pattern

REPTE

049°→

←229°

4900

GP 3.00°

TCH 45

GURKE

3900

229°

3900

* 1.1 NM to RW23

1.1 NM

3.9 NM

7.3 NM

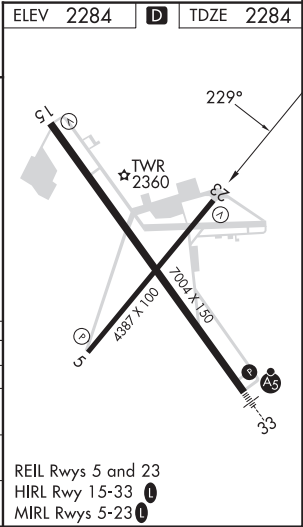
RW23

1.1 NM

3.9 NM

7.3 NM

CATEGORY	A	B	C	D
LPV DA		2534-¾	250 (300-¾)	
LNAV/VNAV DA		2584-1	300 (300-1)	
LNAV MDA		2660-1	376 (400-1)	
CIRCLING	2700-1 416 (500-1)	2880-1 596 (600-1)	2880-1½ 596 (600-1½)	3000-2¼ 716 (800-2¼)



NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

JOHNSTOWN, PENNSYLVANIA

AL-898 (FAA)

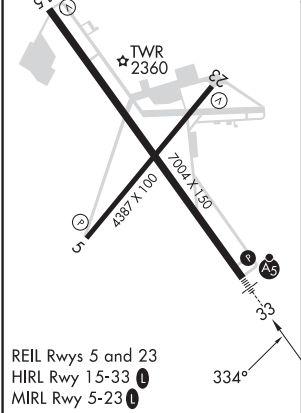
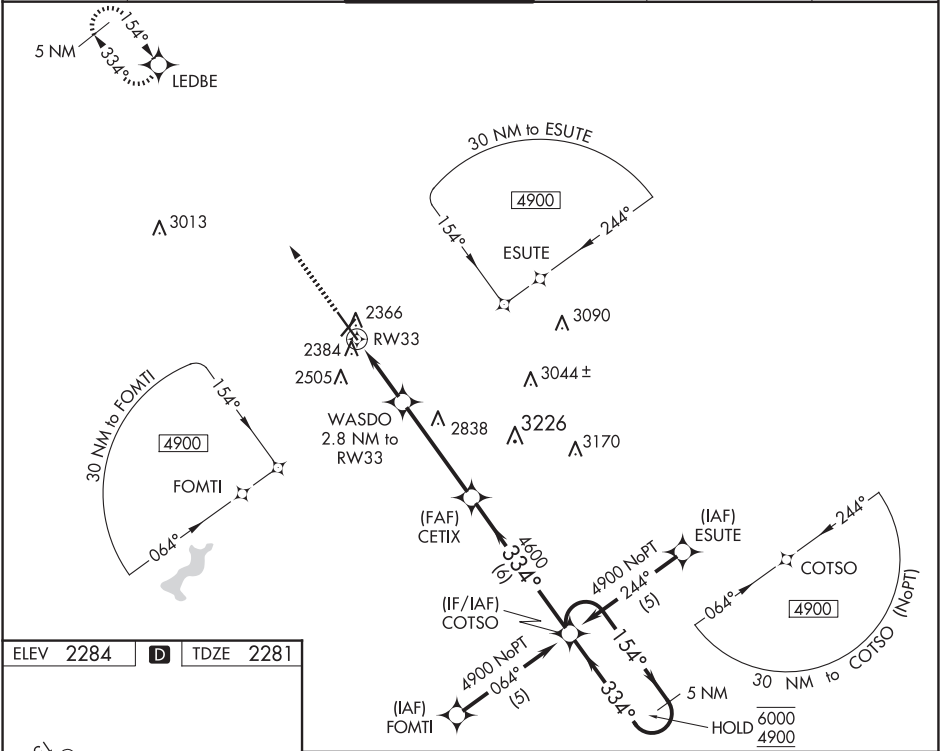
22363



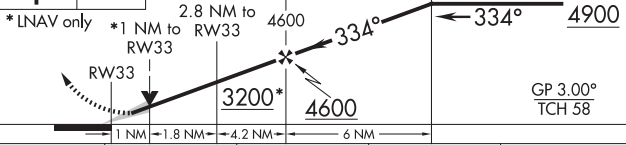

WAAS CH 61113 W33A	APP CRS 334°	Rwy Idg TDZE 6484 2281 Apt Elev 2284
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RNAV (GPS) RWY 33
JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST')

RNP APCH.	MALSR	MISSED APPROACH: Climb to 4800 direct LEDBE and hold.
⚠ Inop table does not apply to LNAV Cat D. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. For inop ALS increase LNAV/VNAV all Cats visibility to ½ SM and LNAV Cat C visibility to 1 SM.	⚠	

ATIS 118.325	JOHNSTOWN APP CON ★ 121.2 299.2	JOHNSTOWN TOWER ★ 125.75 (CTAF) 0	GND CON 121.6	CLNC DEL 126.85 235.775	UNICOM 122.95
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4800	LED BE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 53).		5 NM Holding Pattern
				
*LNAV only	*1 NM to RW33			
CATEGORY	A	B	C	D
LPV DA	2481-1½ 200 (200-½)			
LNAV/ VNAV DA	2552-½ 271 (300-½)			2552-¾ 271 (300-¾)
LNAV MDA	2640-½ 359 (400-½)		2640-5⁄8 359 (400-5⁄8)	2640-1 359 (400-1)
 CIRCLING	2700-1 416 (500-1)	2880-1 596 (600-1)	2880-1½ 596 (600-½)	3000-2¼ 716 (800-2¼)

JOHNSTOWN, PENNSYLVANIA
Amdt 1A 15AUG19

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST')
40°19'N-78°50'W

RNAV (GPS) RWY 33

NE-4, 07 AUG 2025 to 02 OCT 2025

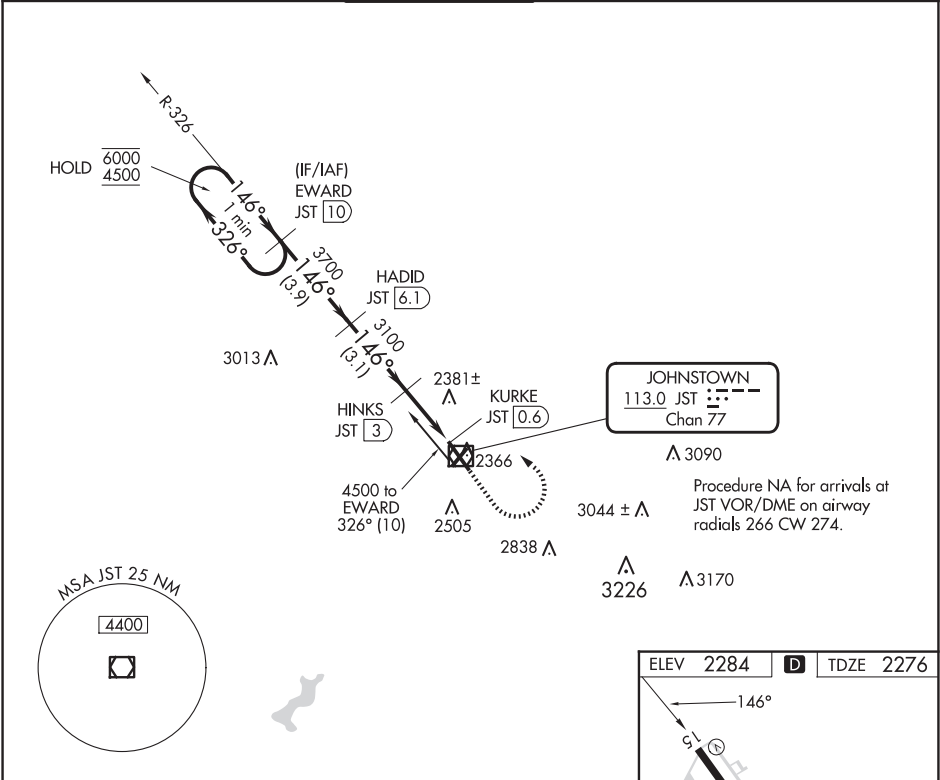
NE-4, 07 AUG 2025 to 02 OCT 2025

VOR/DME JST	APP CRS	Rwy ldg	6698
113.0	146°	TDZE	2276
Chan 77		Apt Elev	2284

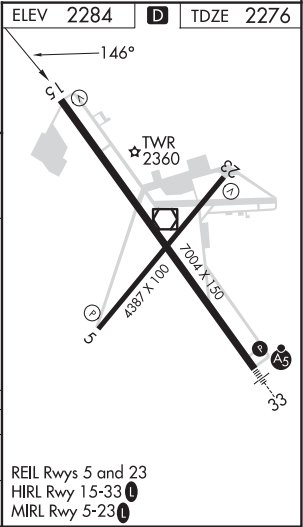
VOR Z RWY 15

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST')

DME required.		MISSED APPROACH: Climb to 3000 then climbing left turn to 4500 on heading 300° and JST VOR/DME R-326 to EWARD /10 DME and hold.			
ATIS	JOHNSTOWN APP CON ★	JOHNSTOWN TOWER ★	GND CON	CLNC DEL	UNICOM
118.325	121.2 299.2	125.75 (CTAF) 0	121.6	126.85 235.775	122.95



One Minute Holding Pattern		<div>3000</div> <div>4500</div> <div>↑</div> <div>hdg 300°</div>		JST R-326	EWARD JST 10
<div>6000</div> <div>4500</div> <div>←326°</div> <div>146°→</div> <div>3700</div> <div>3100</div> <div>3.00°</div> <div>TCH 52</div>		<div>EWARD JST 10</div> <div>HADID JST 6.1</div> <div>HINKS JST 3</div> <div>JST 1.6</div> <div>KURKE JST 0.6</div>			
3.9 NM		3.1 NM	1.4 NM	1.1 NM	
CATEGORY	A	B	C	D	
S-15	2660-1	384 (400-1)	2660-1½	384 (400-1½)	
CIRCLING	2700-1 416 (500-1)	2880-1 596 (600-1)	2880-1½ 596 (600-1½)	3000-2¼ 716 (800-2¼)	



JOHNSTOWN, PENNSYLVANIA

AL-898 (FAA)

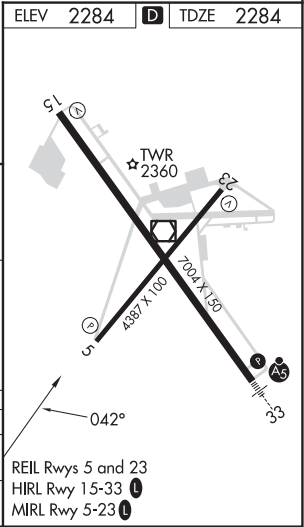
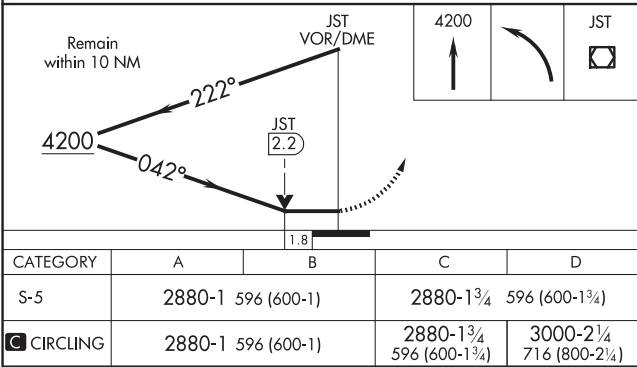
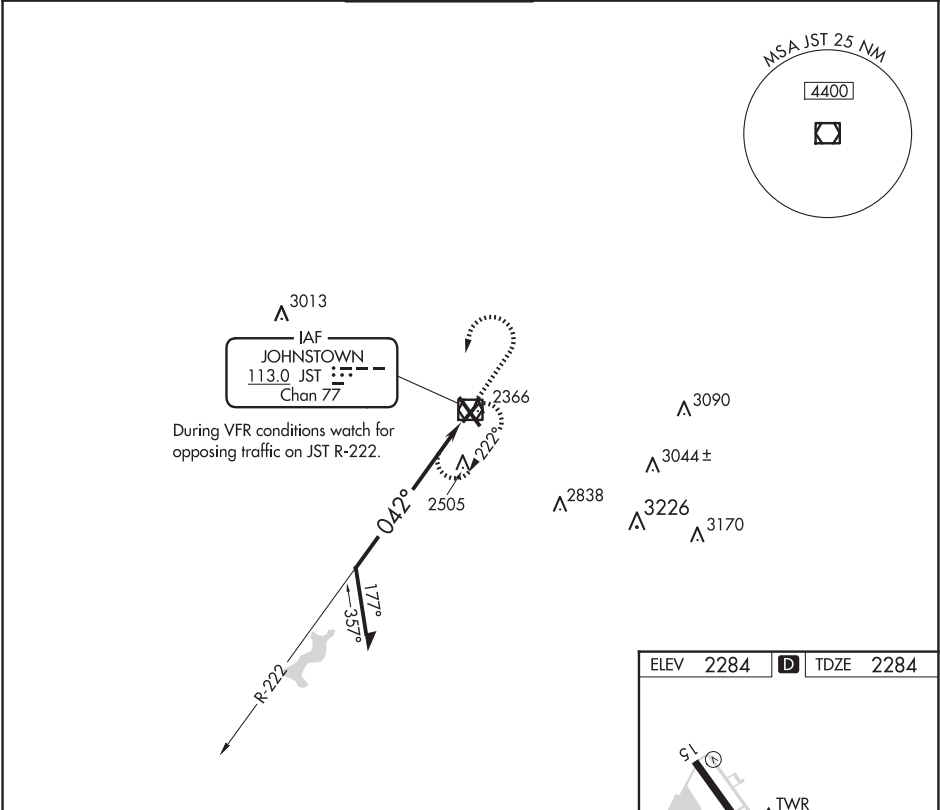
22363

VOR/DME JST	APP CRS	Rwy Idg	4387
113.0	042°	TDZE	2284
Chan 77		Apt Elev	2284

VOR RWY 5

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)

▼ ▲ Rwy 5 helicopter visibility reduction below ¾ SM NA.		MISSED APPROACH: Climb to 4200 then left turn direct JST VOR/DME and hold.			
ATIS 118.325	JOHNSTOWN APP CON ★ 121.2 299.2	JOHNSTOWN TOWER ★ 125.75 (CTAF) 0	GND CON 121.6	CLNC DEL 126.85 235.775	UNICOM 122.95



JOHNSTOWN, PENNSYLVANIA
Amdt 6A 15AUG19

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)
40°19'N-78°50'W
VOR RWY 5

NE-4, 07 AUG 2025 to 02 OCT 2025

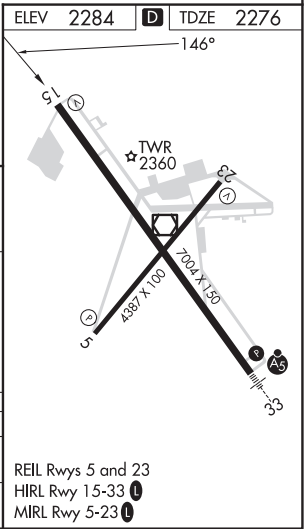
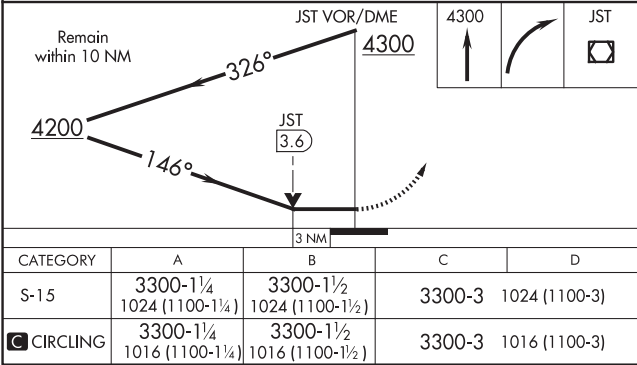
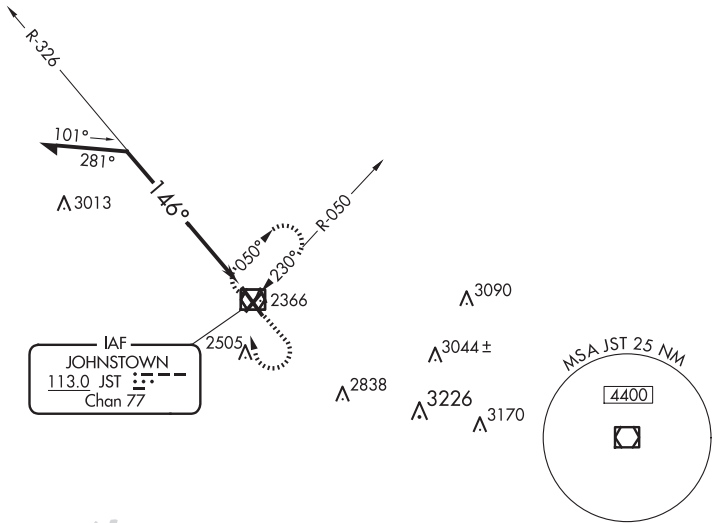
NE-4, 07 AUG 2025 to 02 OCT 2025

VOR/DME JST	APP CRS	Rwy Idg	6698
113.0	146°	TDZE	2276
Chan 77		Apt Elev	2284

VOR Y RWY 15

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)

<div><div>▼</div><div>▲</div></div>		MISSED APPROACH: Climb to 4300 then right turn direct JST VOR/DME and hold.			
ATIS	JOHNSTOWN APP CON ★	JOHNSTOWN TOWER ★	GND CON	CLNC DEL	UNICOM
118.325	121.2 299.2	125.75 (CTAF) 0	121.6	126.85 235.775	122.95



VOR Y RWY 15

JOHNSTOWN, PENNSYLVANIA

AL-898 (FAA)

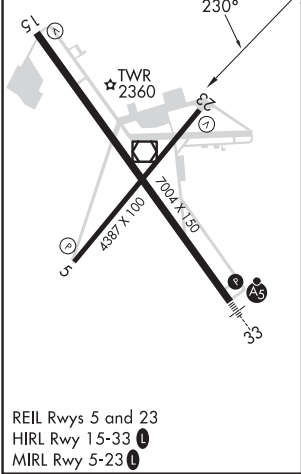
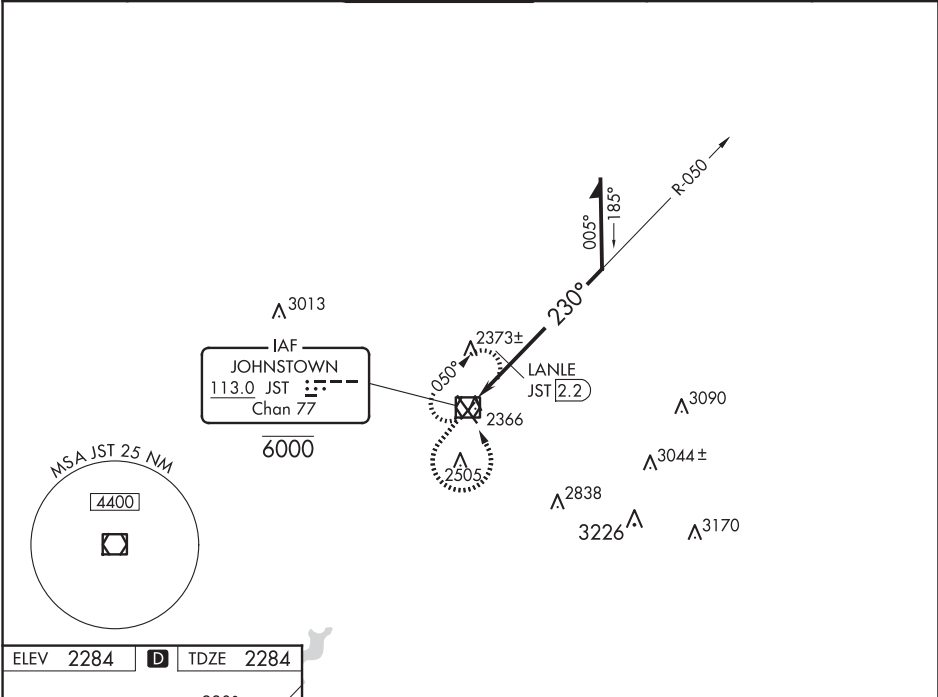
22363

VOR/DME JST	APP CRS	Rwy Idg	4387
113.0	230°	TDZE	2284
Chan 77		Apt Elev	2284

VOR Y RWY 23

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)

Rwy 23 helicopter visibility reduction below ¾ SM NA.			MISSED APPROACH: Climb to 4200 then left turn direct JST VOR/DME and hold.		
ATIS	JOHNSTOWN APP CON	JOHNSTOWN TOWER	GND CON	CLNC DEL	UNICOM
118.325	121.2 299.2	125.75 (CTAF) 0	121.6	126.85 235.775	122.95



ELEV	2284	D	TDZE	2284
4200	JST	JST VOR/DME	6000	050°
				3800
				2920
				2.98°
				TCH 45
				1.1 0.8 NM
CATEGORY	A	B	C	D
S-23	2920-1	636 (700-1)	2920-1¾ 636 (700-1¾)	2920-2 636 (700-2)
CIRCLING	2920-1	636 (700-1)	2920-1¾ 636 (700-1¾)	3000-2¼ 716 (800-2¼)
LANLE FIX MINIMUMS				
S-23	2660-1	376 (400-1)	2660-1¼ 376 (400-1¼)	
CIRCLING	2700-1 416 (500-1)	2880-1 596 (600-1)	2880-1½ 596 (600-1½)	3000-2¼ 716 (800-2¼)

JOHNSTOWN, PENNSYLVANIA
Amdt 8B 15AUG19

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)
40°19'N-78°50'W

VOR Y RWY 23

VOR/DME JST
113.0
Chan **77**

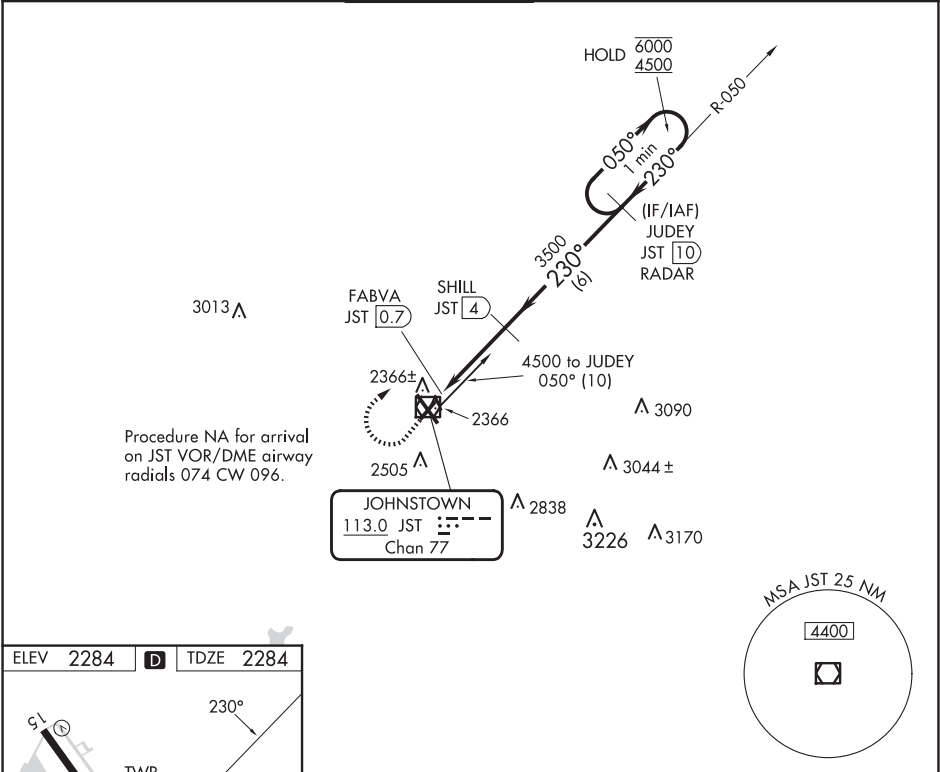
APP CRS
230°

Rwy Idg
TDZE
Apt Elev
4387
2284
2284

VOR Z RWY 23

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST')

DME required.			MISSED APPROACH: Climb to 3000 then climbing right turn to 4500 on heading 075° and JST VOR/DME R-050 to JUDEY/JST 10 DME/RADAR and hold.		
Rwy 23 helicopter visibility reduction below ¾ SM NA.					
ATIS 118.325	JOHNSTOWN APP CON ★ 121.2 299.2	JOHNSTOWN TOWER ★ 125.75 (CTAF) 0	GND CON 121.6	CLNC DEL 126.85 235.775	UNICOM 122.95



ELEV 2284 D TDZE 2284

REIL Rwy 5 and 23
HIRL Rwy 15-33 0
MIRL Rwy 5-23 0

3000 4500 JST R-050 JUDEY JST 10 RADAR

One Minute Holding Pattern

CATEGORY	A	B	C	D
S-23	2620-1 336 (400-1)			
CIRCLING	2700-1 416 (500-1)	2880-1 596 (600-1)	2880-1½ 596 (600-1½)	3000-2¼ 716 (800-2¼)

(JENER4.JENER) 24025

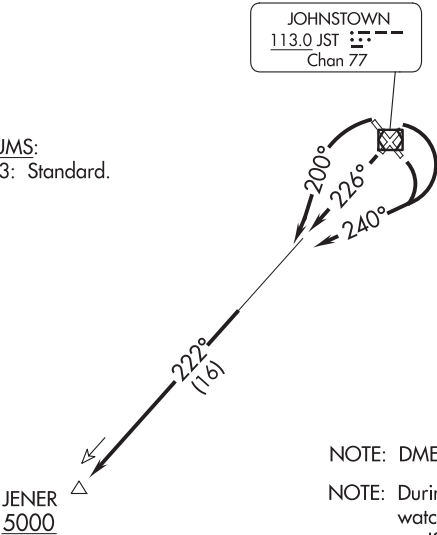
JENER FOUR DEPARTURE

AL-898 (FAA)
JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)
JOHNSTOWN, PENNSYLVANIA

ATIS 118.325
CLNC DEL
126.85 235.775
GND CON
121.6
JOHNSTOWN TOWER ★
125.75 (CTAF)
JOHNSTOWN DEP CON ★
121.2 299.2

TOP ALTITUDE:
ASSIGNED BY ATC

TAKEOFF MINIMUMS:
Rwys 5, 15, 23, 33: Standard.



NOTE: DME and radar required.
NOTE: During VFR conditions
watch for opposing traffic
on JST R-222.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5 and 15: Turn right heading 240° to intercept JST R-222, Thence....
TAKEOFF RUNWAY 23: Climb heading 226° to intercept JST R-222, Thence....
TAKEOFF RUNWAY 33: Turn left heading 200° to intercept JST R-222, Thence....
....via JST R-222 to cross JENER/JST 16 DME at or above 5000. Thence via (assigned route).

(LILLI5.LILLI) 23334

LILLI FIVE DEPARTURE

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)
AL-898 (FAA) JOHNSTOWN, PENNSYLVANIA

JOHNSTOWN DEP CON ★
121.2 299.2
ATIS
118.325
CLNC DEL
126.85 235.775
GND CON
121.6
JOHNSTOWN TOWER ★
125.75 (CTAF)
CLEVELAND CENTER
124.4 327.1

DME and RADAR required.

**TOP ALTITUDE:
ASSIGNED BY ATC**

TAKEOFF MINIMUMS:
Rwy 5, 15, 23, 33: Standard with minimum
ATC climb of 235'/NM to 5000.

NOTE: During VFR conditions
watch for opposing traffic
on JST R-048.

NOTE: Chart not to scale.

▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 046° to intercept JST R-048, thence....
TAKEOFF RUNWAY 15: Climbing left turn heading 015° to intercept JST R-048, thence....
TAKEOFF RUNWAY 23: Climbing right turn heading 070° to intercept JST R-048, thence....
TAKEOFF RUNWAY 33: Climbing right turn heading 090° to intercept JST R-048, thence....

....on JST R-048 to cross LILLI/JST 12 DME at or above 5000 then on (assigned route).

LILLI FIVE DEPARTURE

(LILLI5.LILLI) 30NOV23

JOHNSTOWN, PENNSYLVANIA
JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

LOC I-LNS	APP CRS	Rwy Ldg	6118
108.7	077°	TDZE	399
		Apt Elev	403

ILS or LOC RWY 8

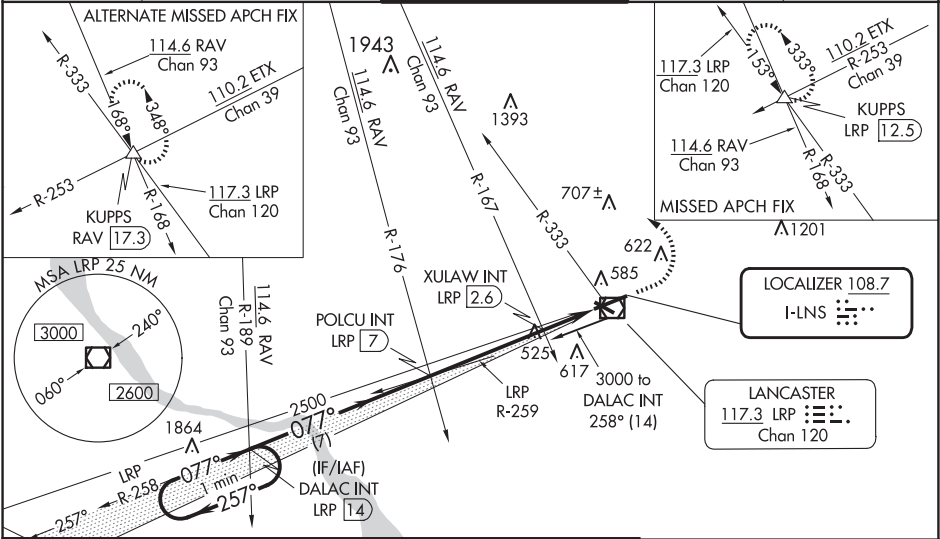
LANCASTER (LNS)

⚠ Night landing: Rwy 13, 31 NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase S-ILS DA to 664 feet; increase all MDAs 80 feet and visibility S-LOC 8 Cats C/D and Circling Cats B/D visibility ¼ SM, increase Circling Cat C visibility ½ SM, increase XULAW fix minimums S-LOC 8 and Circling Cats C/D visibility ¼ SM. For inop MALSR, increase S-LOC 8 Cats C and D visibility ¾ mile. For inop MALSR when using Harrisburg Intl altimeter setting increase S-ILS 8 visibility all Cats ½ mile, S-LOC 8 Cats B visibility ¾ mile, Cat C, D 1 mile, increase Circling Cat B, D visibility ¼ mile. XULAW Fix minimums increase S-LOC 8 Cats C and D visibility to 1 ½ mile and Circling Cat C visibility to 1 ¾ mile.

MALSR
AS

MISSED APPROACH:
Climb to 1200 then climbing left turn to 3000 on LRP VOR/ DME R-333 to KUPPS INT/LRP 12.5 DME and hold.

ATIS	HARRISBURG APP CON	LANCASTER TOWER★	GND CON	UNICOM
125.675	126.45 281.525	120.9 (CTAF) 251.1	121.8	122.95



*1160 when using Harrisburg Intl altimeter setting.				ELEV 403	TDZE 399
One Minute Holding Pattern				KUPPS	
DALAC INT LRP 14				R-333	
POLCU INT LRP 7				*LOC only.	
XULAW INT LRP 2.6				LRP 0.5	
GS 3.00° TCH 40				LRP VOR/DME	
VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 40).				7 NM	
CATEGORY				A	
S-ILS 8				599-½	
S-LOC 8				1080-½	
CIRCLING				1080-1	
XULAW FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				800-¾	
S-LOC 8				800-1 ½	
CIRCLING				940-1	

WAAS CH 77915 W08A	APP CRS 077°	Rwy Idg 6118 TDZE 399 Apt Elev 403
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RNAV (GPS) RWY 8

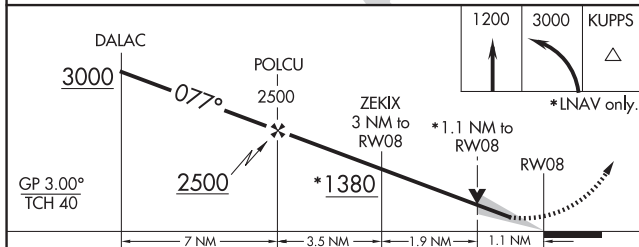
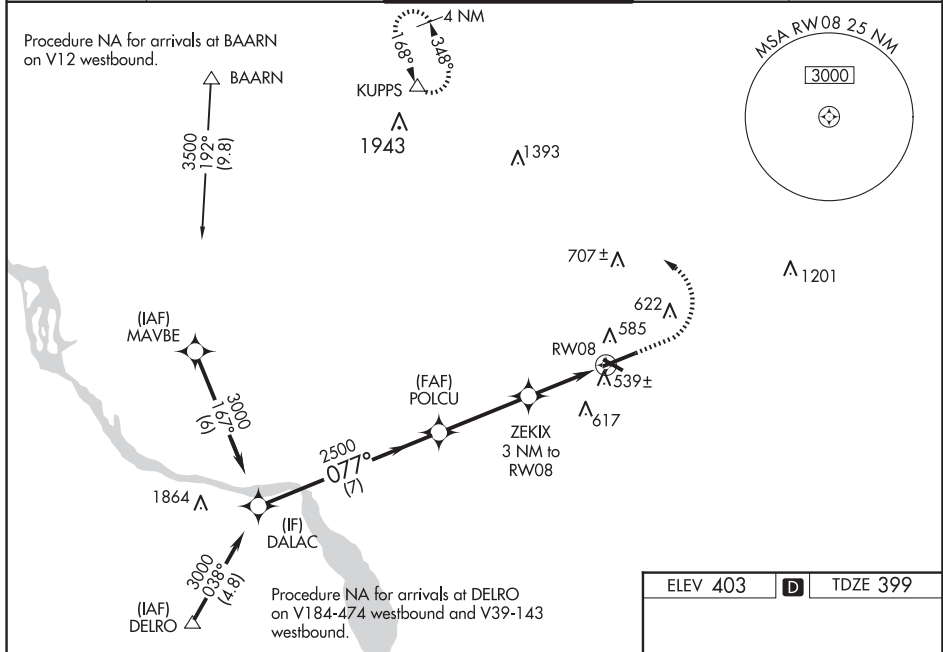
LANCASTER (LNS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 64 feet and all MDA 80 feet, increase LNAV/VNAV all Cats visibility ¼ mile, LNAV and Circling Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Harrisburg Intl altimeter setting. Night landing: Rwy 13, 31 NA. For inoperative MALSRL increase LNAV/VNAV all Cats visibility to 1 ¼ mile, and LNAV Cats C/D visibility to 1 ½ mile. For inoperative MALSRL when using Harrisburg Intl altimeter setting, increase LPV all Cats visibility to ½ mile, LNAV/VNAV all Cats visibility to 1 ½ mile and LNAV Cats C/D visibility to 1 ½ mile.

MALSRL

MISSED APPROACH:
Climb to 1200 then climbing left turn to 3000 direct KUPPS and hold.

ATIS 125.675	HARRISBURG APP CON 126.45 281.525	LANCASTER TOWER ★ 120.9 (CTAF) 251.1	GND CON 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	599-1/2	200 (200-1/2)		
LNAV/VNAV DA	784-7/8	385 (400-7/8)		
LNAV MDA	800-1/2 401 (400-1/2)	800-3/4 401 (400-3/4)		
CIRCLING	940-1 537 (600-1)	960-1 557 (600-1)	1060-2 657 (700-2)	

ELEV 403 D TDZE 399

REIL Rwy 31

HIRL Rwy 8-26

MIRL Rwy 13-31

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 42723 W13A	APP CRS 128°	Rwy Idg 4102 TDZE 402 Apt Elev 403
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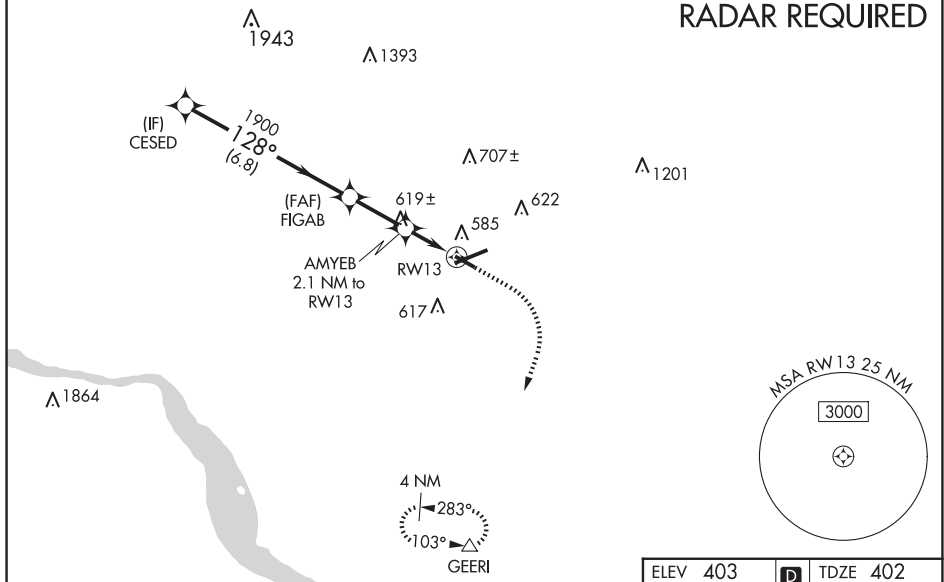
RNAV (GPS) RWY 13
LANCASTER (LNS)

**T
A**

MISSED APPROACH:
Climb to 900 then
climbing right turn
to 3000 direct
GEERJ and hold

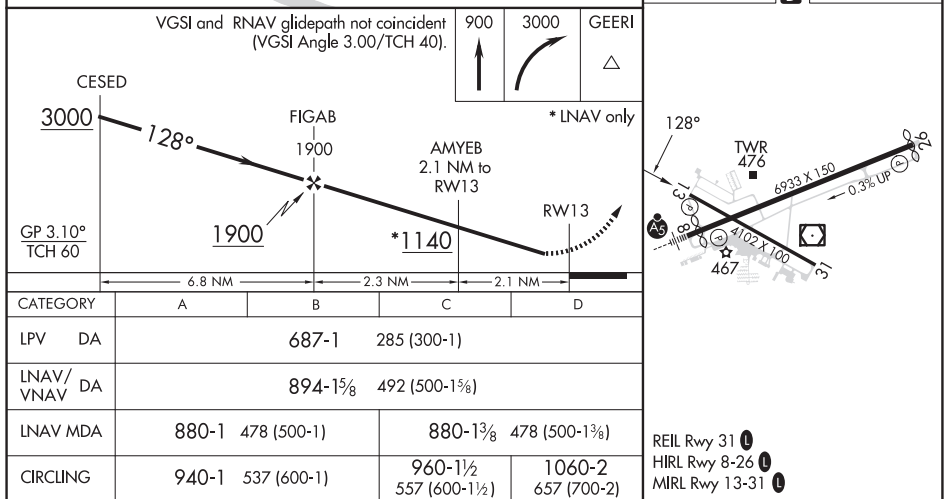
ATIS 125.675	HARRISBURG APP CON 126.45 281.525	LANCASTER TOWER ★ 120.9 (CTAF) 0 251.1	GND CON 121.8	UNICOM 122.95
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RADAR REQUIRED



ELEV 403		TDZE 402
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VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 40).



CATEGORY	A	B	C	D
LPV DA	687-1 285 (300-1)			
INAV/ VNAV DA	894-1 $\frac{1}{2}$ 492 (500-1 $\frac{1}{2}$)			
INAV MDA	880-1 478 (500-1)		880-1 $\frac{1}{2}$ 478 (500-1 $\frac{1}{2}$)	
CIRCLING	940-1 537 (600-1)		960-1 $\frac{1}{2}$ 557 (600-1 $\frac{1}{2}$)	1060-2 657 (700-2)

WAAS CH 78123 W26A	APP CRS 257°	Rwy Idg TDZE 384 Apt Elev 403
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RNAV (GPS) RWY 26

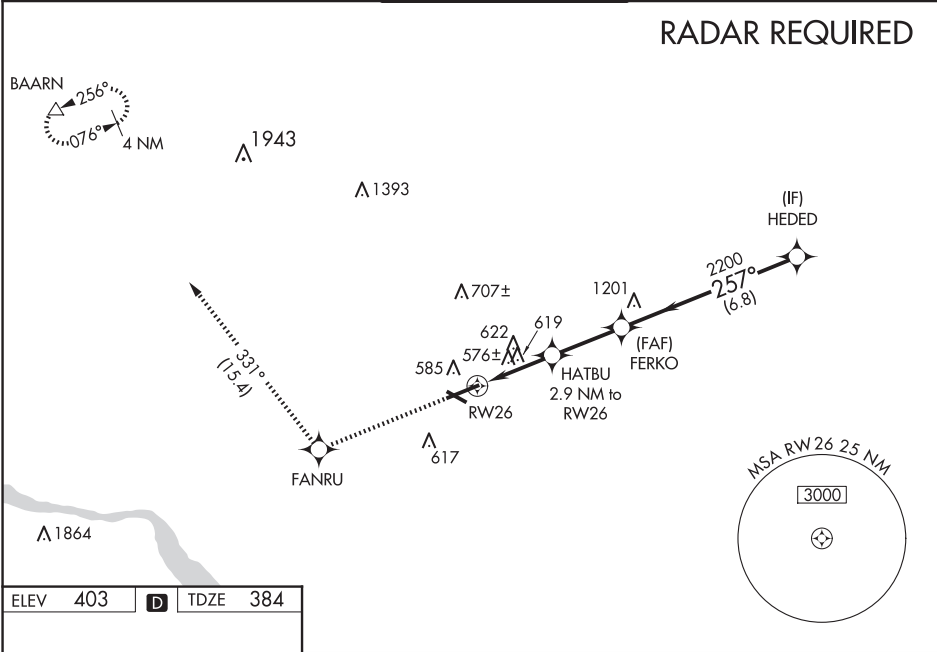
LANCASTER (LNS)

⚠

Night landing: Rwy 13, 31 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 64 feet, all MDA 80 feet, increase LPV and LNAV/VNAV visibility all Cats and LNAV and Circling Cat C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Harrisburg Intl altimeter setting.

MISSED APPROACH:
Climb to 3000 direct FANRU and on track 331° to BAARN and hold.

ATIS 125.675	HARRISBURG APP CON 126.45 281.525	LANCASTER TOWER ★ 120.9 (CTAF) 0 251.1	GND CON 121.8	UNICOM 122.95
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ELEV 403	D	TDZE 384
<div><div><div>TWR 476</div><div>6933 X 150</div><div>4102 X 100</div><div>467</div></div><div>257°</div><div>0.3% UP</div></div>		
<div><div><div>3000</div><div>FANRU</div><div>tr 331°</div><div>BAARN</div></div><div><div>*LNAV only</div><div>HATBU 2.9 NM to RW26</div><div>RW26</div><div>*1.9 NM to RW26</div><div>*1340</div><div>FERKO 2200</div><div>HEDED 3000</div><div>GP 3.00°</div><div>TCH 47</div></div></div>		
CATEGORY	A	B C D
LPV DA	634- ³ / ₄	250 (300- ³ / ₄)
LNAV/VNAV DA	905-1 ³ / ₄	521 (500-1 ³ / ₄)
LNAV MDA	1020-1 636 (700-1)	1020-1 ⁷ / ₈ 636 (700-1 ⁷ / ₈)
CIRCLING	1020-1 617 (700-1)	1020-1 ⁷ / ₈ 617 (700-1 ⁷ / ₈) 1060-2 657 (700-2)

WAAS CH 48823 W31A	APP CRS 308°	Rwy Idg 4102 TDZE 403 Apt Elev 403
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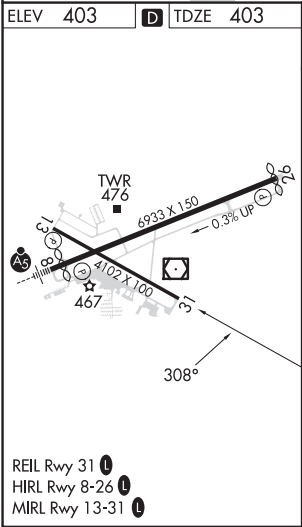
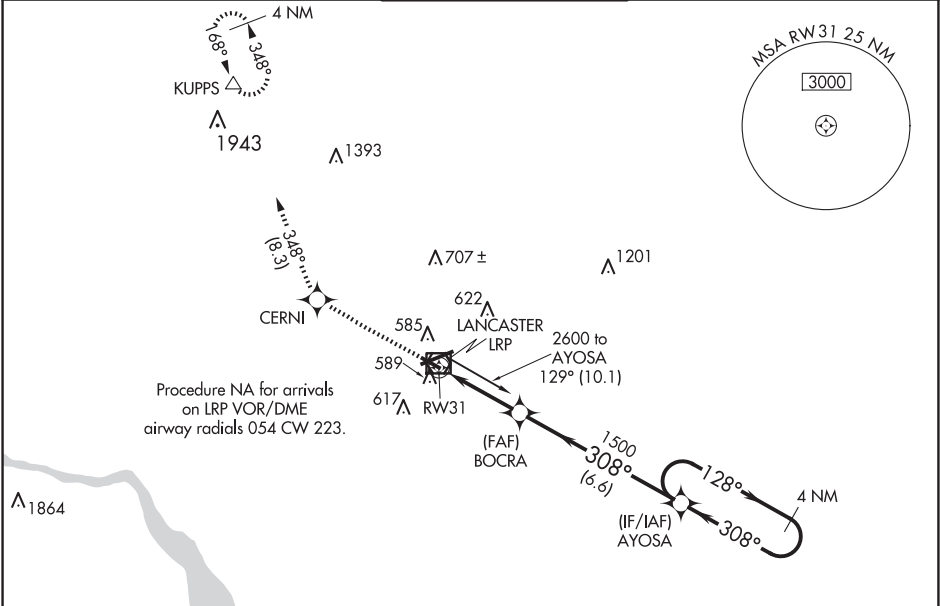
RNAV (GPS) RWY 31

LANCASTER (LNS)

⚠ Night landing: Rwy 13, 31 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 64 feet and all MDA 80 feet, increase LNAV/VNAV visibility all Cats and LNAV and Circling Cat C/D visibility ¼. Baro-VNAV NA when using Harrisburg Intl altimeter setting.

MISSED APPROACH:
Climb to 3000 direct CERNI and on track 348° to KUPPS and hold.

ATIS 125.675	HARRISBURG APP CON 126.45 281.525	LANCASTER TOWER ★ 120.9 (CTAF) 251.1	GND CON 121.8	UNICOM 122.95
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3000	CERNI	tr 348°	KUPPS	AYOSA	4 NM Holding Pattern
				BOCRA 1500	128° 2600
				1500	GP 3.00° TCH 37
				3.3 NM	6.6 NM
CATEGORY	A	B	C	D	
LPV DA	653-1	250 (300-1)			
LNAV/VNAV DA	774-1 ¼	371 (400-1 ¼)			
LNAV MDA	840-1	437 (500-1)	840-1 ⅔	437 (500-1 ⅔)	
CIRCLING	940-1	537 (600-1)	960-1 ½	1060-2	557 (600-1 ½) 657 (700-2)

LANCASTER, PENNSYLVANIA

AL-927 (FAA)

25135

VOR/DME LRP	APP CRS	Rwy Ldg
117.3	090°	6118
Chan 120		TDZE 399
		Apt Elev 403

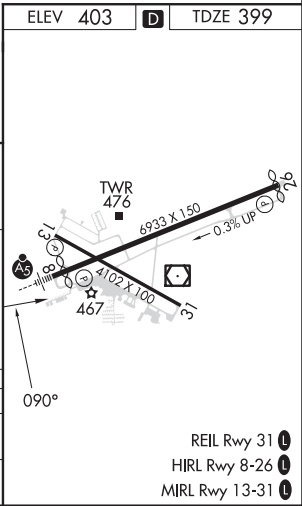
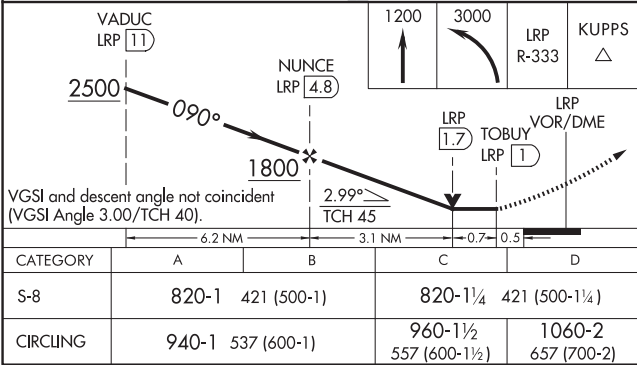
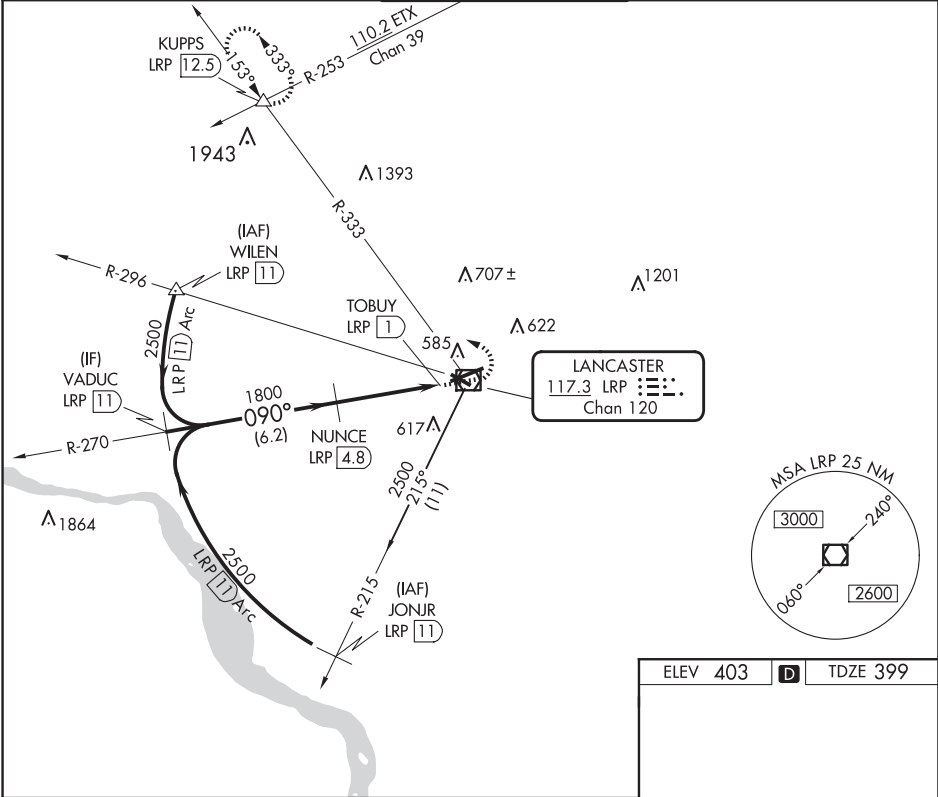
VOR/DME RWY 8
LANCASTER (LNS)

⚠ Circling Rwy 13, 31 NA at night. Inop table does not apply.
⚠ When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet, and S-8 and Circling Cats C and D visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 via LRP VOR/DME R-333 to KUPPS INT/LRP 12.5 DME and hold.

ATIS 125.675	HARRISBURG APP CON 126.45 281.525	LANCASTER TOWER★ 120.9 (CTAF) 0 251.1	GND CON 121.8	UNICOM 122.95
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LANCASTER, PENNSYLVANIA

Amdt 6D 21APR22

40°07'N-76°18'W

LANCASTER (LNS)
VOR/DME RWY 8

NE-4, 07 AUG 2025 to 02 OCT 2025

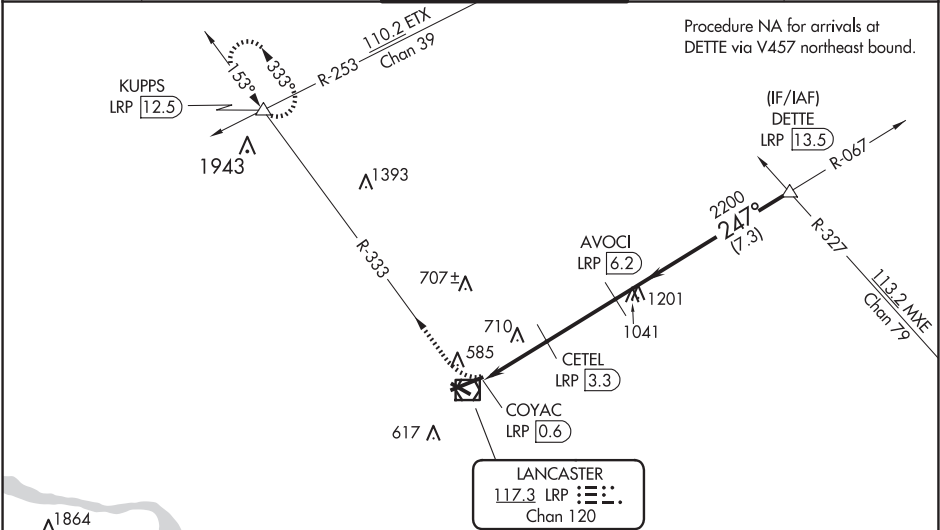
NE-4, 07 AUG 2025 to 02 OCT 2025

VOR/DME LRP 117.3 Chan 120	APP CRS 247°	Rwy Ldg 6118 TDZE 384 Apt Elev 403
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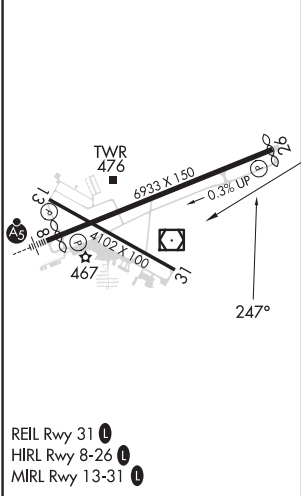
VOR/DME RWY 26
LANCASTER (LNS)

<p>⚠ Night landing: Rwy 13, 31 NA. Helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet and S-26 and Circling Cats C and D visibility $\frac{1}{4}$ mile.</p>	MISSED APPROACH: Climbing right turn to 3000 via LRP VOR/DME R-333 to KUPPS INT/LRP 12.5 DME and hold.
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ATIS 125.675	HARRISBURG APP CON 126.45 281.525	LANCASTER TOWER★ 120.9 (CTAF) 251.1	GND CON 121.8	UNICOM 122.95
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ELEV 403	D	TDZE 384
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	3000	KUPPS LRP R-333	CETEL LRP 3.3	AVOCI LRP 6.2	DETTE LRP 13.5
		LRP VORTAC	COYAC LRP 0.6		
			1260	2200	3000
			2.7 NM	2.9 NM	7.3 NM
CATEGORY	A	B	C	D	
S-26	1020-1	636 (700-1)	1020-1 $\frac{3}{4}$ 636 (700-1 $\frac{3}{4}$)	1020-2 636 (700-2)	
CIRCLING	1020-1	617 (700-1)	1020-1 $\frac{3}{4}$ 617 (700-1 $\frac{3}{4}$)	1080-2 $\frac{1}{4}$ 677 (700-2 $\frac{1}{4}$)	

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

LANCASTER, PENNSYLVANIA

AL-927 (FAA)

25135

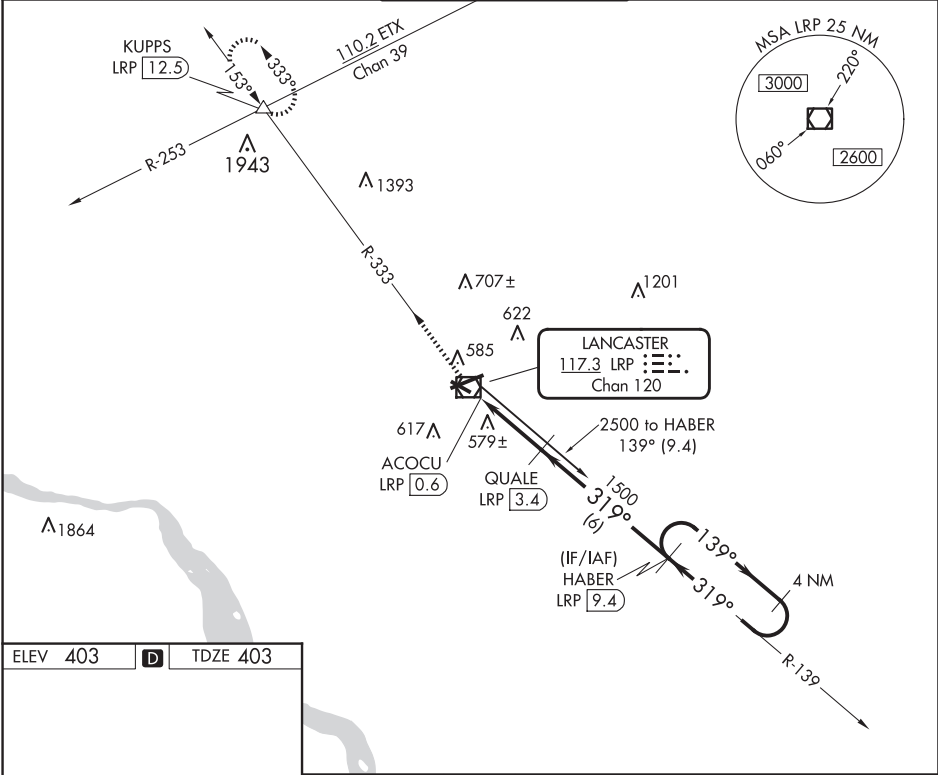
VOR/DME LRP	APP CRS	Rwy Ldg
117.3	319°	4102
Chan 120		TDZE 403
		Apt Elev 403

VOR/DME RWY 31

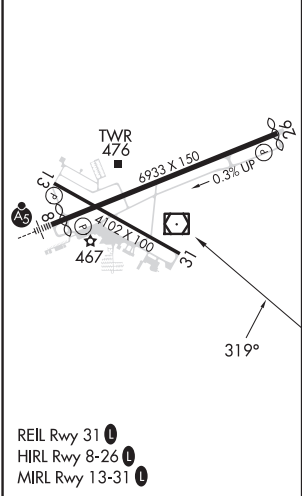
LANCASTER (LNS)

T Night landing: Rwy 13, 31 NA. Helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climb to 3000 via LRP VOR/DME R-333 to KUPPS INT/LRP 12.5 DME and hold.
A When local altimeter setting not received, use Harrisburg Int altimeter setting and increase all MDA 80 feet, increase Cat C/D visibility ¼ mile.	

ATIS 125.675	HARRISBURG APP CON 126.45 281.525	LANCASTER TOWER★ 120.9 (CTAF) 251.1	GND CON 121.8	UNICOM 122.95
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ELEV 403	D	TDZE 403
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LANCASTER, PENNSYLVANIA
Amdt 4D 07OCT21

40°07'N-76°18'W

LANCASTER (LNS) VOR/DME RWY 31

3000	LRP R-333	KUPPS	HABER LRP 9.4	4 NM Holding Pattern
LRP VOR/DME	ACOCU LRP 0.6	QUALE LRP 3.4	1500	139° → 2500
0.6	2.8 NM	6 NM		
CATEGORY	A	B	C	D
S-31	840-1	437 (500-1)	840-1¼ 437 (500-1¼)	840-1½ 437 (500-1½)
CIRCLING	940-1	537 (600-1)	960-1½ 557 (600-1½)	1080-2¼ 677 (700-2¼)

NE-4, 07 AUG 2025 to 02 OCT 2025

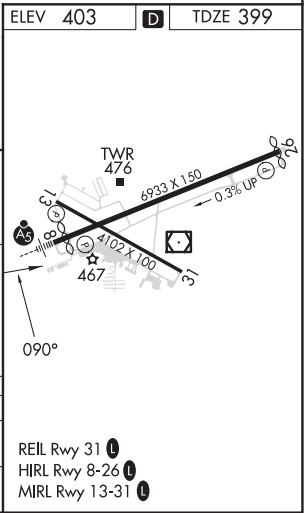
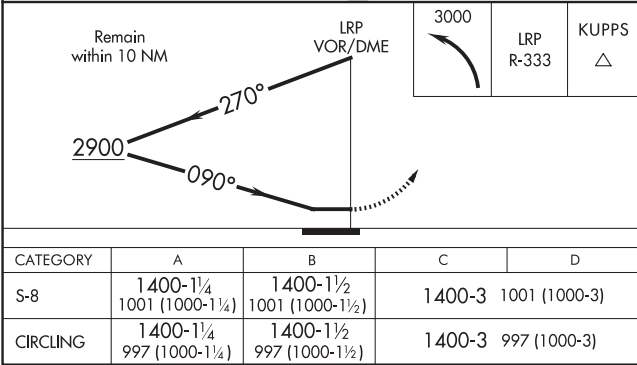
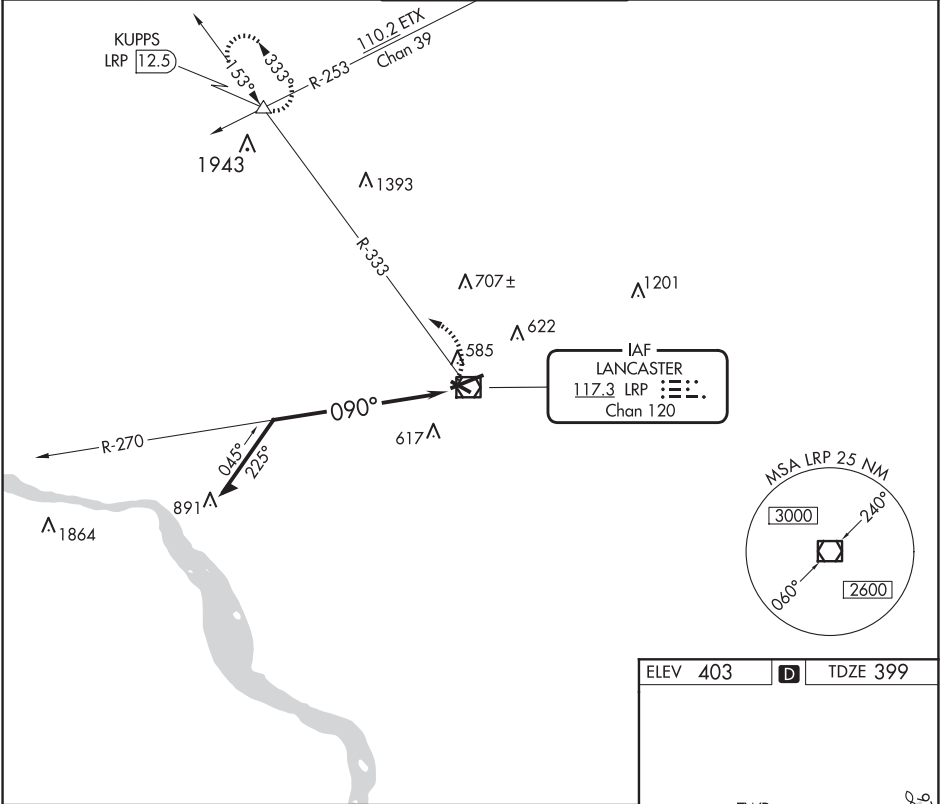
NE-4, 07 AUG 2025 to 02 OCT 2025

VOR/DME LRP	APP CRS	Rwy Ldg
117.3	090°	6118
Chan 120		TDZE 399
		Apt Elev 403

VOR RWY 8
LANCASTER (LNS)

<p>N Night landing: Rwy 13, 31 NA. Inop table does not apply. When local altimeter setting not received, use Harrisburg Init altimeter setting and increase all MDA 80 feet.</p>	<p>MALS</p>	<p>MISSED APPROACH: Climbing left turn to 3000 via LRP VOR/DME R-333 to KUPPS INT/LRP 12.5 DME and hold.</p>
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ATIS 125.675	HARRISBURG APP CON 126.45 281.525	LANCASTER TOWER ★ 120.9 (CTAF) 251.1	GND CON 121.8	UNICOM 122.95
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NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

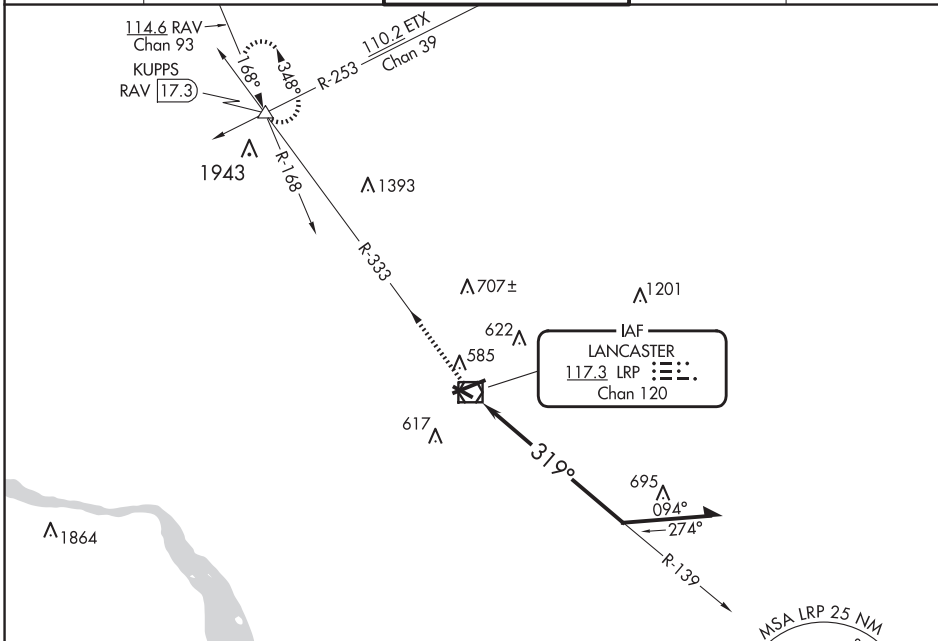
LANCASTER, PENNSYLVANIA

VOR/DME LRP 117.3 Chan 120	APP CRS 319°	Rwy Ldg 4102 TDZE 403 Apt Elev 403
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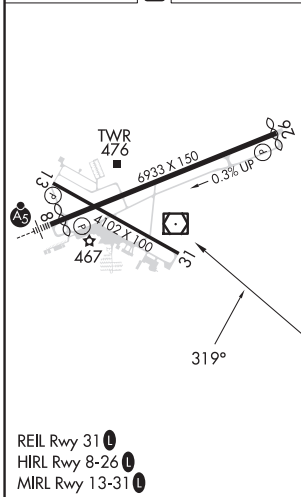
VOR RWY 31
LANCASTER (LNS)

 Night landing: Rwy 13, 31 NA.  Helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climb to 3000 via LRP VOR/DME R-333 to KUPPS INT/RAV 17.3 DME and hold.
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ATIS 125.675	HARRISBURG APP CON 126.45 281.525	LANCASTER TOWER ★ 120.9 (CTAF) 0 251.1	GND CON 121.8	UNICOM 122.95
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ELEV 403	D	TDZE 403
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CATEGORY	A	B	C	D
S-31	1060-1	657 (700-1)	1060-1 $\frac{3}{4}$ 657 (700-1 $\frac{3}{4}$)	1060-2 657 (700-2)
CIRCLING	1060-1	657 (700-1)	1060-1 $\frac{3}{4}$ 657 (700-1 $\frac{3}{4}$)	1080-2 $\frac{1}{4}$ 677 (700-2 $\frac{1}{4}$)

LANCASTER, PENNSYLVANIA

Amdt 16B 15SEP16

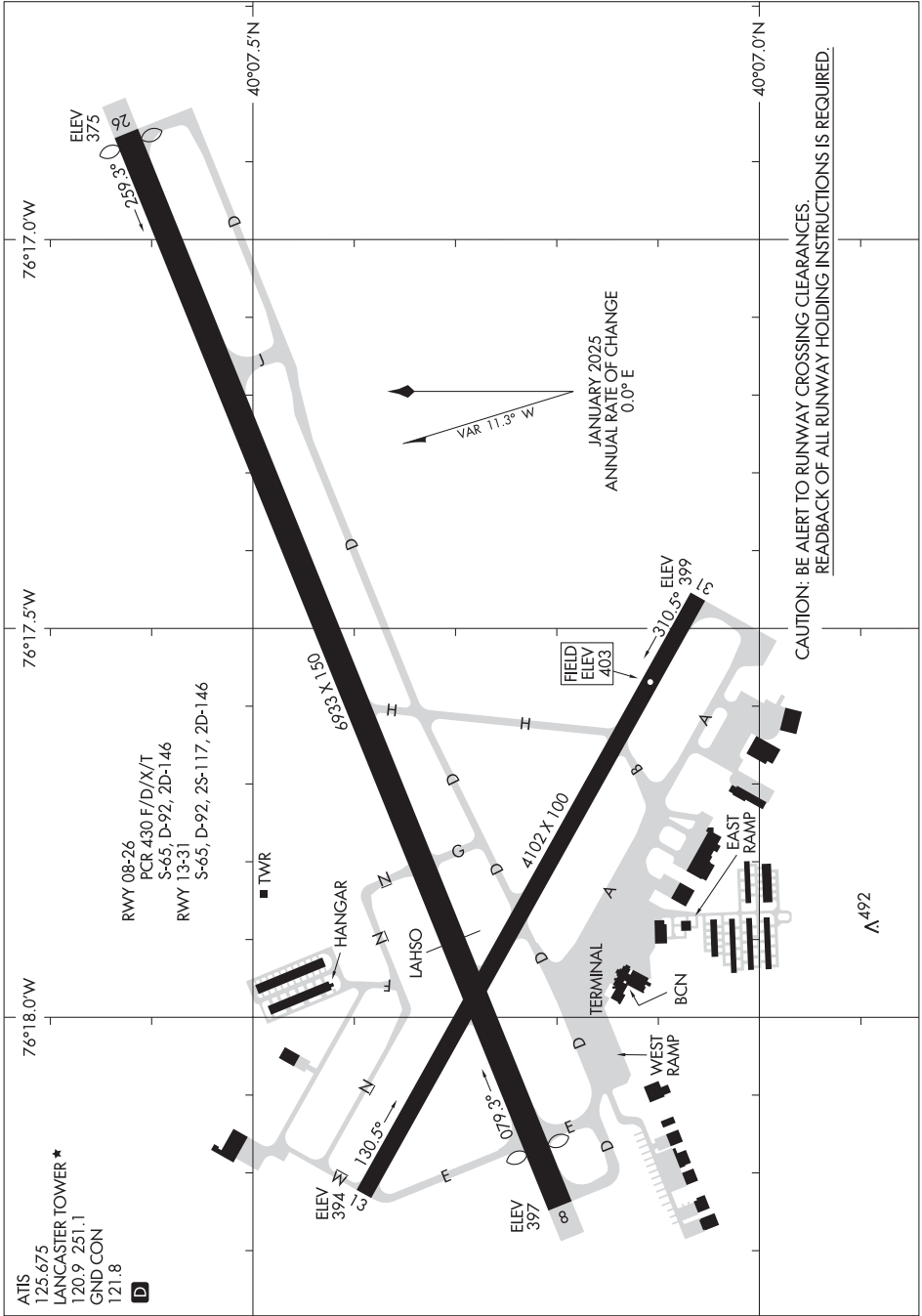
40°07'N-76°18'W

LANCASTER (LNS)
VOR RWY 31

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025



NE-4, 07 AUG 2025 to 02 OCT 2025

LATROBE, PENNSYLVANIA

AL-5125 (FAA)

24305

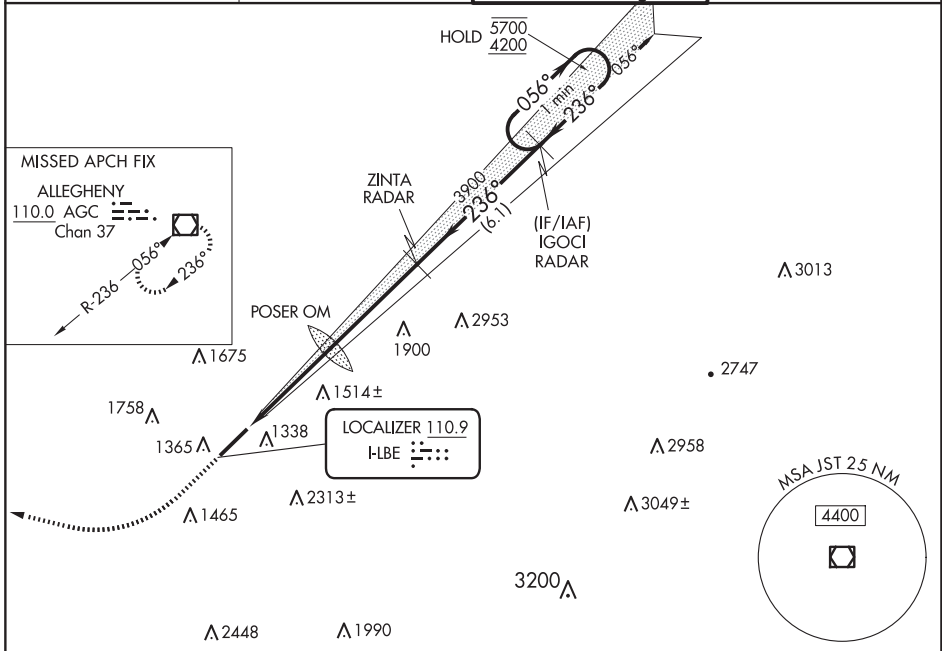
LOC HBE	APP CRS	Rwy Idg	7372
110.9	236°	TDZE	1145
		Apt Elev	1199

ILS or LOC RWY 24

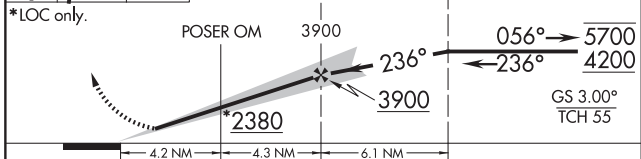
ARNOLD PALMER RGNL (LBE)

RNAV 1-GPS or RADAR required for procedure entry. From IGOCI: RNAV 1-GPS required. RADAR required.	MALSR A5	MISSED APPROACH: Climb to 2000 then climbing right turn to 5000 direct AGC VOR/DME and hold.
Circling NA SE of Rwy 6-24. Inop table does not apply to S-LOC 24 Cats C/D. For inop ALS, increase POSER OM minimums S-LOC 24 Cats C/D visibility to 1 3/4 SM.		

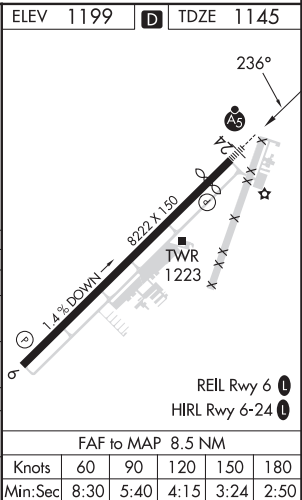
ATIS 118.375	JOHNSTOWN APP CON ★ 121.2 299.2	PALMER TOWER ★ 125.0 (CTAF) 0	GND CON 121.8
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2000	5000	AGC	One Minute Holding Pattern	ELEV 1199	TDZE 1145
*LOC only.					



CATEGORY	A	B	C	D
S-ILS 24	1345-1/2 200 (200-1/2)			
S-LOC 24	2380-3/4 1235 (1200-3/4)	2380-1 1235 (1200-1)	2380-3	1235 (1200-3)
CIRCLING	2380-1 1/4 1181 (1200-1 1/4)	2380-1 1/2 1181 (1200-1 1/2)	2380-3	1181 (1200-3)
POSER OM MINIMUMS				
S-LOC 24	1760-1/2 615 (600-1/2)	1760-13/8 615 (600-13/8)		
CIRCLING	1760-1 561 (600-1)	1780-1 581 (600-1)	2060-2 1/2 861 (900-2 1/2)	2060-2 3/4 861 (900-2 3/4)



LATROBE, PENNSYLVANIA
Amdt 17C 17JUN21

40°16'N-79°25'W


ARNOLD PALMER RGNL (LBE)
ILS or LOC RWY 24

NE-4, 07 AUG 2025 to 02 OCT 2025

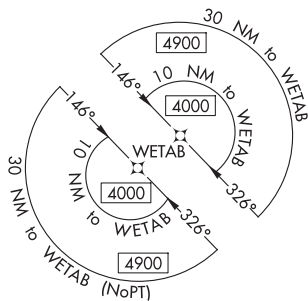
NE-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 70539 W06A	APP CRS 056°	Rwy Idg 8222 TDZE 1199 Apt Elev 1199
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RNAV (GPS) RWY 6
ARNOLD PALMER RGNL (LBE)

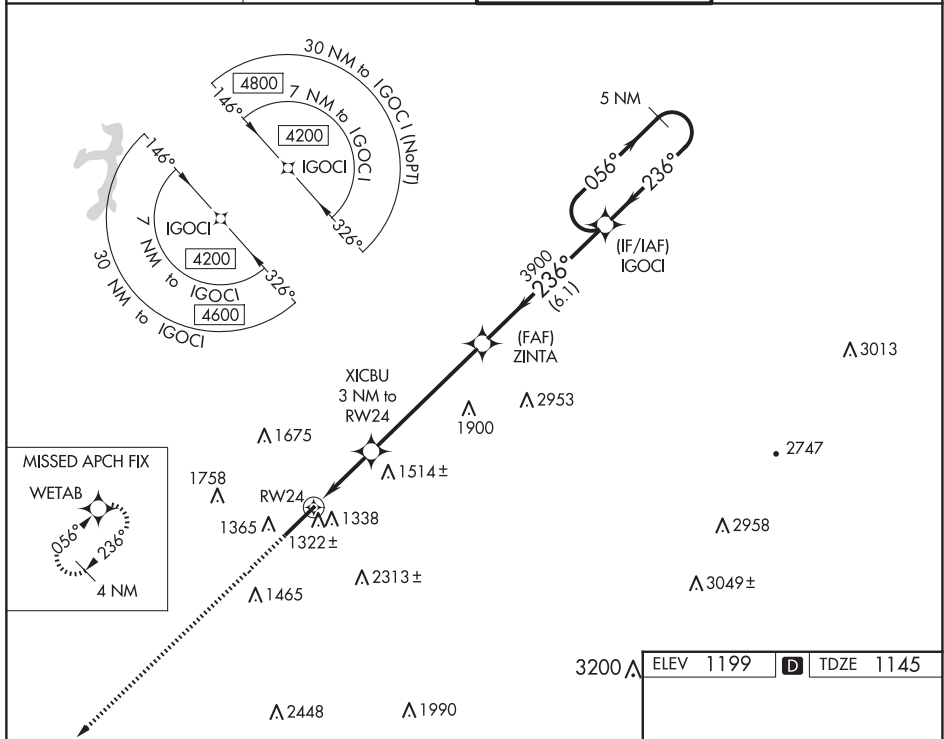
	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Circling NA southeast of Rwy 6-24.	MISSED APPROACH: Climb to 4200 direct IGOIC and hold.
	Rwy 6 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.	

<p>ATIS 118.375</p>	<p>JOHNSTOWN APP CON★ 121.2 299.2</p>	<p>PALMER TOWER★ 125.0 (CTAF) 0</p>	<p>GND CON 121.8</p>
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RNAV (GPS) RWY 24
ARNOLD PALMER RGNL (LBE)

<p>ATIS 118.375</p>	<p>JOHNSTOWN APP CON ★ 121.2 299.2</p>	<p>PALMER TOWER ★ 125.0 (CTAF) 0</p>	<p>GND CON 121.8</p>
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HOLDING PATTERN

5 NM Holding Pattern

ZINTA 3900

IGOCI

4200

GP 3.00° TCH 55

*LNAV only.

*1.2 NM to RW24

XICBU 3 NM to RW24

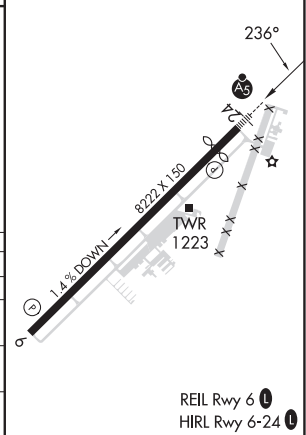
RW24

236°

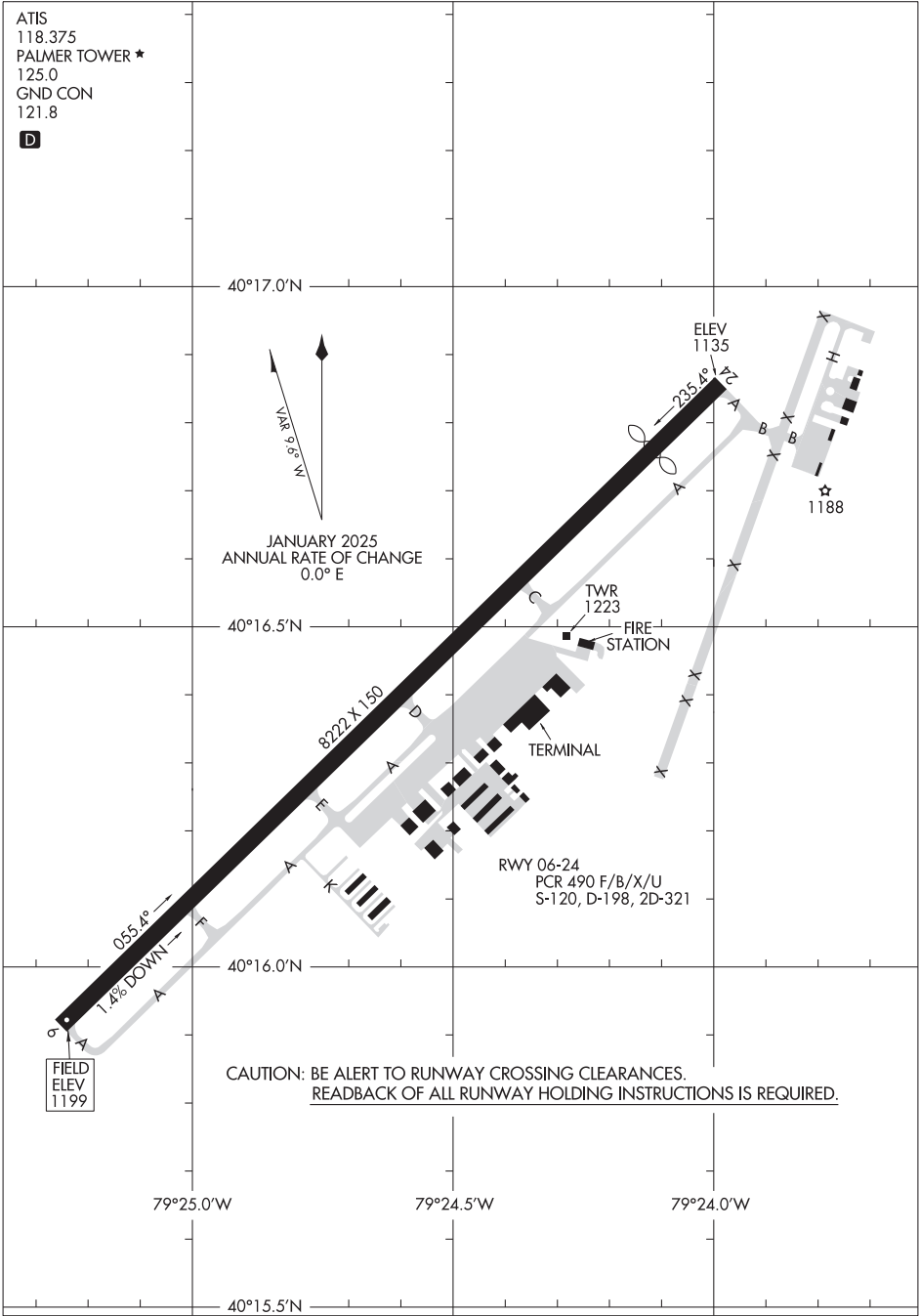
056°

1.2 1.8 NM 5.5 NM 6.1 NM

CATEGORY	A	B	C	D
LPV DA	1345 - $\frac{1}{2}$	200 (200- $\frac{1}{2}$)		
LNAV/VNAV DA	1498 - $\frac{3}{4}$	353 (300- $\frac{3}{4}$)		
LNAV MDA	1580 - $\frac{1}{2}$	435 (400- $\frac{1}{2}$)	1580 - $\frac{3}{4}$	435 (400- $\frac{3}{4}$)
CIRCLING	1740 - 1 541 (600-1)	1780 - 1 581 (600-1)	2060 - 2 $\frac{1}{2}$ 861 (900-2 $\frac{1}{2}$)	2060 - 2 $\frac{3}{4}$ 861 (900-2 $\frac{3}{4}$)



NE-4, 07 AUG 2025 to 02 OCT 2025



NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

LEBANON, PENNSYLVANIA

AL-10642 (FAA)

23110

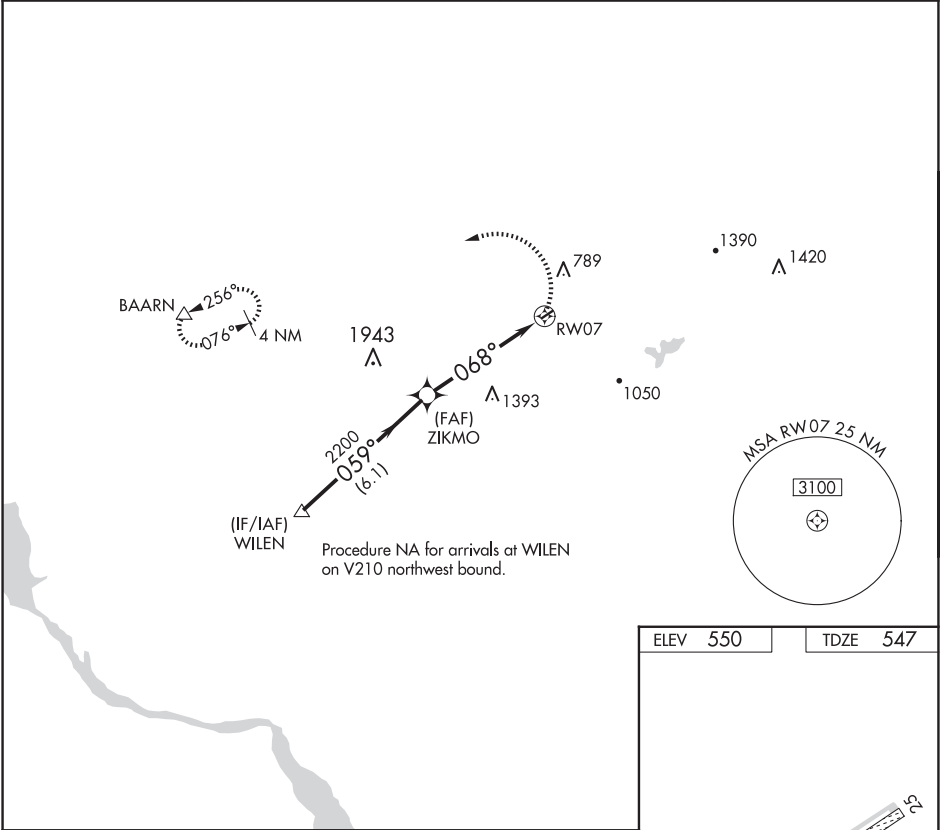
APP CRS	Rwy Idg	1991
068°	TDZE	547
	Apt Elev	550

RNAV (GPS) RWY 7

KELLER BROTHERS (Ø8N)

RNP APCH.		MISSED APPROACH: Climbing left turn to 3000 direct BAARN and hold.
	Procedure NA at night. Rwy 7 helicopter visibility reduction below 1 SM NA. Use Lancaster altimeter setting; when not received, use Reading altimeter setting and increase all MDA 40 feet.	
	NA	

LNS ASOS 125.675	HARRISBURG APP CON 126.45 281.525	CTAF 122.9	121.9
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<div>Visual Segment - Obstacles.</div> <div><div><div>WILEN</div><div>3000</div><div>059°</div></div><div><div>ZIKMO</div><div>2200</div><div>068°</div></div><div><div>RW07</div><div>068°</div></div></div> <div><div>6.1 NM</div><div>5.1 NM</div></div> <div><div>3000</div><div>BAARN</div><div></div></div> <div><div></div><div>2692 x 120</div></div>				
CATEGORY	A	B	C	D
LNAV MDA	1640-1¼ 1093 (1100-1¼)	1640-1½ 1093 (1100-1½)	NA	
LIRL Rwy 7-25				

LEBANON, PENNSYLVANIA
Orig-C 07NOV19

40°17'N-76°20'W

KELLER BROTHERS (Ø8N)

RNAV (GPS) RWY 7

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

APP CRS
248°

Rwy Idg
TDZE
Apt Elev

1899
547
550

RNAV (GPS) RWY 25

KELLER BROTHERS (Ø8N)

RNP APCH.

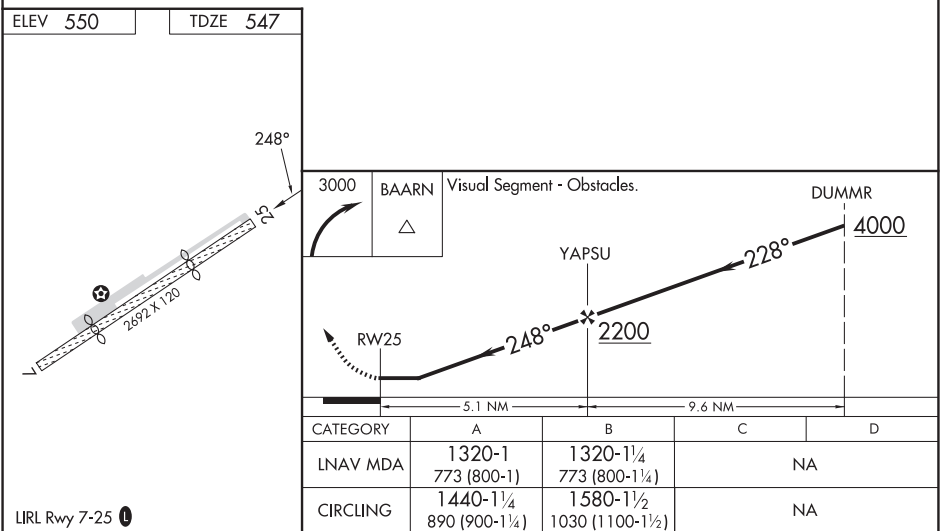
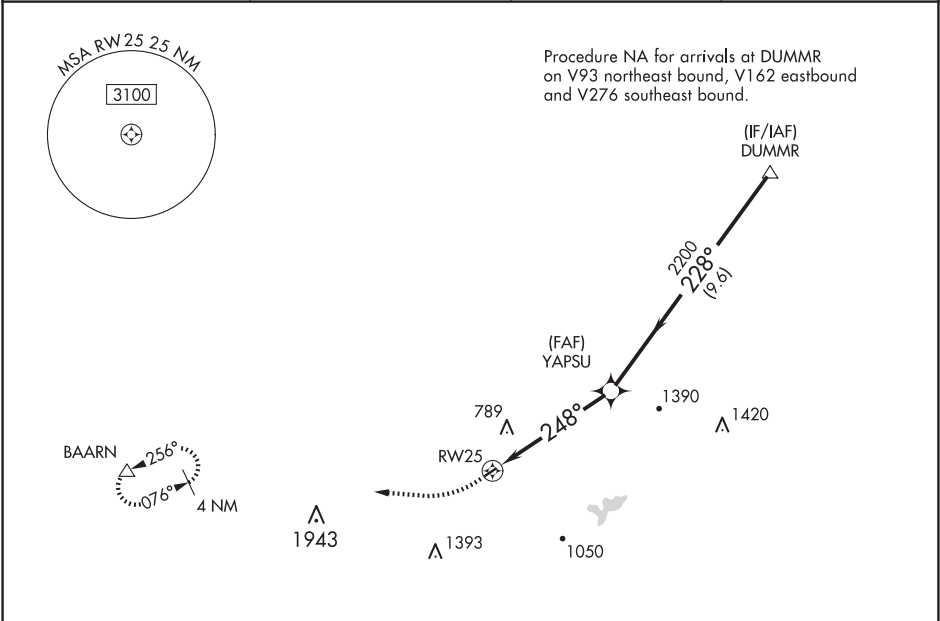
▼

▲NA

Procedure NA at night. Rwy 7 helicopter visibility reduction below 1 SM NA.
Use Lancaster altimeter setting; when not received, use Reading altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn to 3000 direct BAARN and hold.

LNS ASOS 125.675	HARRISBURG APP CON 126.45 281.525	CTAF 122.9	121.9 0
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LEHIGHTON, PENNSYLVANIA

AL-6582 (FAA)

25163

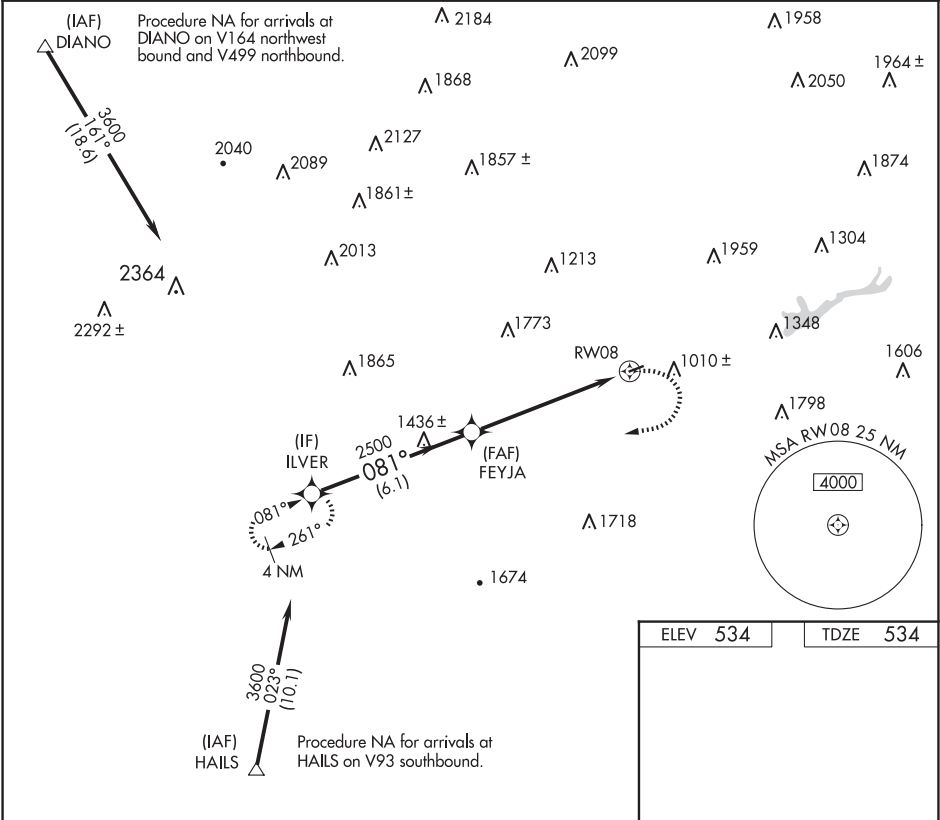
WAAS CH 99421 W08A	APP CRS 081°	Rwy Ldg TDZE Apt Elev 3000 534 534
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RNAV (GPS) RWY 8

JAKE ARNER MEML (22N)

RNP APCH. When local altimeter setting not recieved, use Lehigh Valley Intl altimeter setting and increase all MDA 60 feet. Rwy 8 helicopter visibility reduction below ¾ SM NA. -22°C	MISSED APPROACH: Climbing right turn to 3600 direct ILVER and hold.
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AWOS-3PT 119.350	ALLENTOWN APP CON 119.65 124.45 351.8	UNICOM 123.05 (CTAF) 0
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ELEV 534	TDZE 534
MIRL Rwy 8-26 0 REIL Rwys 8 and 26 0	

LEHIGHTON, PENNSYLVANIA

Amdt 1D 07NOV19

40°49'N-75°46'W

JAKE ARNER MEML (22N)

RNAV (GPS) RWY 8

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 53421 W26A	APP CRS 261°	Rwy Ldg 3000 TDZE 534 Apt Elev 534
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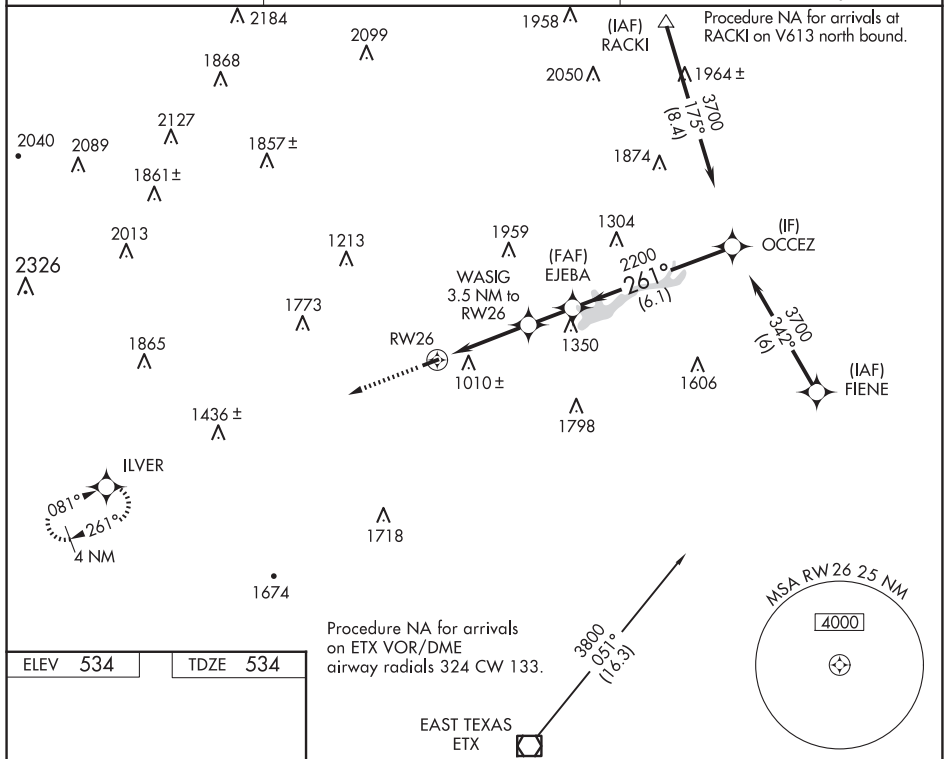
RNAV (GPS) RWY 26

JAKE ARNER MEML (22N)

T DME/DME RNP-0.3 NA. When local altimeter setting not received, use
A Lehigh Valley Intl altimeter setting and increase all MDA 60 feet and LP
☼ -22°C and LNAV Cat A visibility ¼ mile. Helicopter visibility reduction below
 ¾ SM NA.

MISSED APPROACH: Climb to 3600
direct ILVER and hold.

AWOS-3PT 119.350	ALLETOWN APP CON 119.65 124.45 351.8	UNICOM 123.05 (CTAF) L
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Visual Segment - Obstacles.

CATEGORY	A	B	C	D
LP MDA	1380-1 846 (900-1)	1380-1¼ 846 (900-1¼)		NA
LNAV MDA	1380-1 846 (900-1)	1380-1¼ 846 (900-1¼)		NA
CIRCLING	1500-1¼ 966 (1000-1¼)	1780-1½ 1246 (1300-1½)		NA

LEWISBURG, WEST VIRGINIA


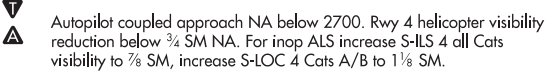
AL-5601 (FAA)

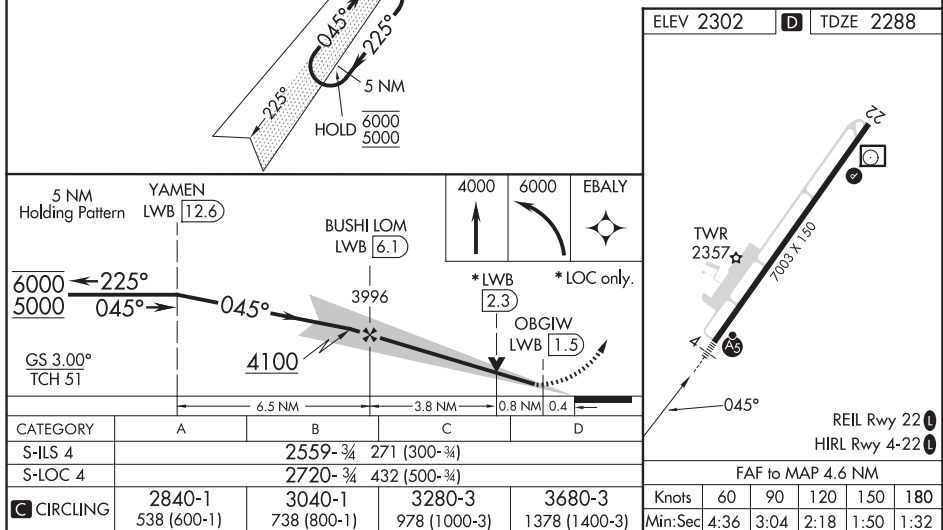
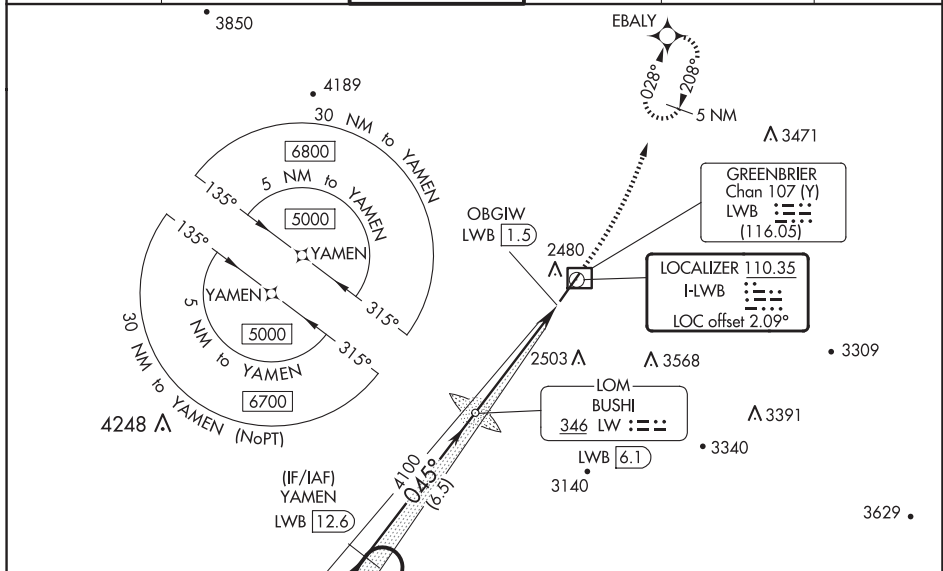
25107

LOC I-LWB 110.35	APP CRS 045°	Rwy Idg 7003
		TDZE 2288
		Apt Elev 2302

ILS or LOC RWY 4

GREENBRIER VALLEY (LWB)

RNAV 1-GPS required. ADF or DME required for LOC only.			MALSR 	MISSED APPROACH: Climb to 4000 then climbing left turn to 6000 direct EBALY and hold, continue climb-in-hold to 6000.	
					
ATIS 121.4	WASHINGTON CENTER 134.4 353.9	LEWISBURG TOWER* 118.9 (CTAF) 0	GND CON 121.9	CLNC DEL 125.725 (When twr closed)	UNICOM 122.95



LEWISBURG, WEST VIRGINIA
Amdt 12 26MAR20

37°51'N-80°24'W

GREENBRIER VALLEY (LWB)

ILS or LOC RWY 4

NE-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 42613 W04A	APP CRS 043°	Rwy Idg TDZE 2288 Apt Elev 2302
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RNAV (GPS) RWY 4

GREENBRIER VALLEY (LWB)

RNP APCH.

⚠

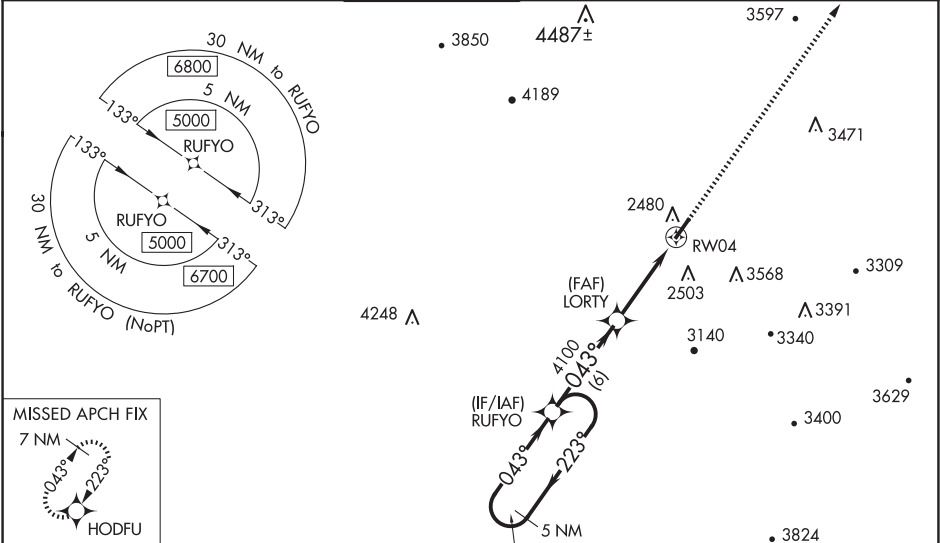
Rwy 4 helicopter visibility reduction below ¾ NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.
For inop ALS, increase LNAV Cats A/B visibilities to 1 SM, Cats C/D to 1 ½ SM, and increase LPV all Cats visibilities to ¾ SM.

MALS R

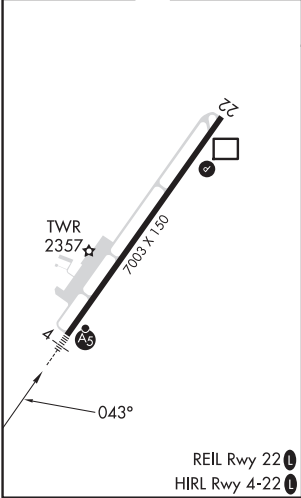
MISSED APPROACH:

Climb to 6300 direct HODFU and hold, continue climb-in-hold to 6300.

ATIS 121.4	WASHINGTON CENTER 134.4 353.9	LEWISBURG TOWER* 118.9 (CTAF) 0	GND CON 121.9	CLNC DEL 125.725 (When twr closed)	UNICOM 122.95
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ELEV 2302	D	TDZE 2288
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5 NM Holding Pattern				6300	HODFU
				*LNAV only.	
				*1.3 NM to RW04	
				RW04	
				1.3	
CATEGORY	A	B	C	D	
LPV DA		2559-¾	271 (300-¾)		
LNAV/VNAV DA		2738-⅞	450 (500-⅞)		
LNAV MDA	2760-¾	472 (500-¾)	2760-1	472 (500-1)	
CIRCLING	2840-1 538 (600-1)	3040-1 738 (800-1)	3280-3 978 (1000-3)	3680-3 1378 (1400-3)	

LEWISBURG, WEST VIRGINIA

AL-5601 (FAA)

25107

WAAS CH 99441 W22A	APP CRS 223°	Rwy Idg TDZE Apt Elev	7003 2302 2302
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RNAV (GPS) RWY 22

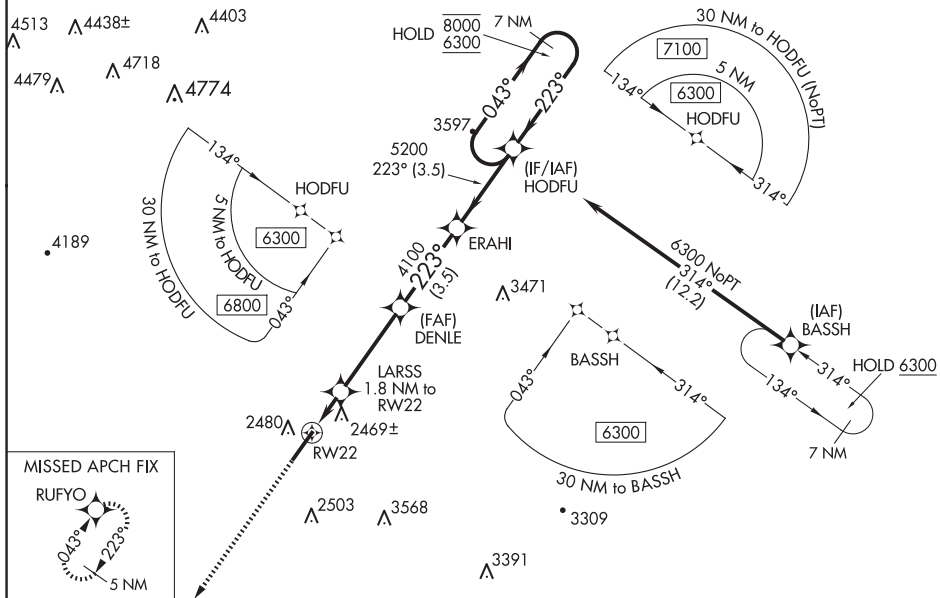
GREENBRIER VALLEY (LWB)

RNP APCH - GPS.

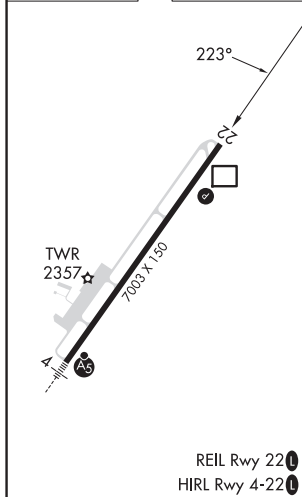
V Rwy 22 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
A For uncompensated Baro-VNAV systems, LNAV/VNAV
 NA below -19°C or above 54°C.

MISSED APPROACH: Climb to 5000 direct RUFYO and hold.

ATIS 121.4	WASHINGTON CENTER 134.4 353.9	LEWISBURG TOWER★ 118.9 (CTAF) 0	GND CON 121.9	CLNC DEL 125.725 (When twr closed)	UNICOM 122.95
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ELEV 2302	D	TDZE 2302
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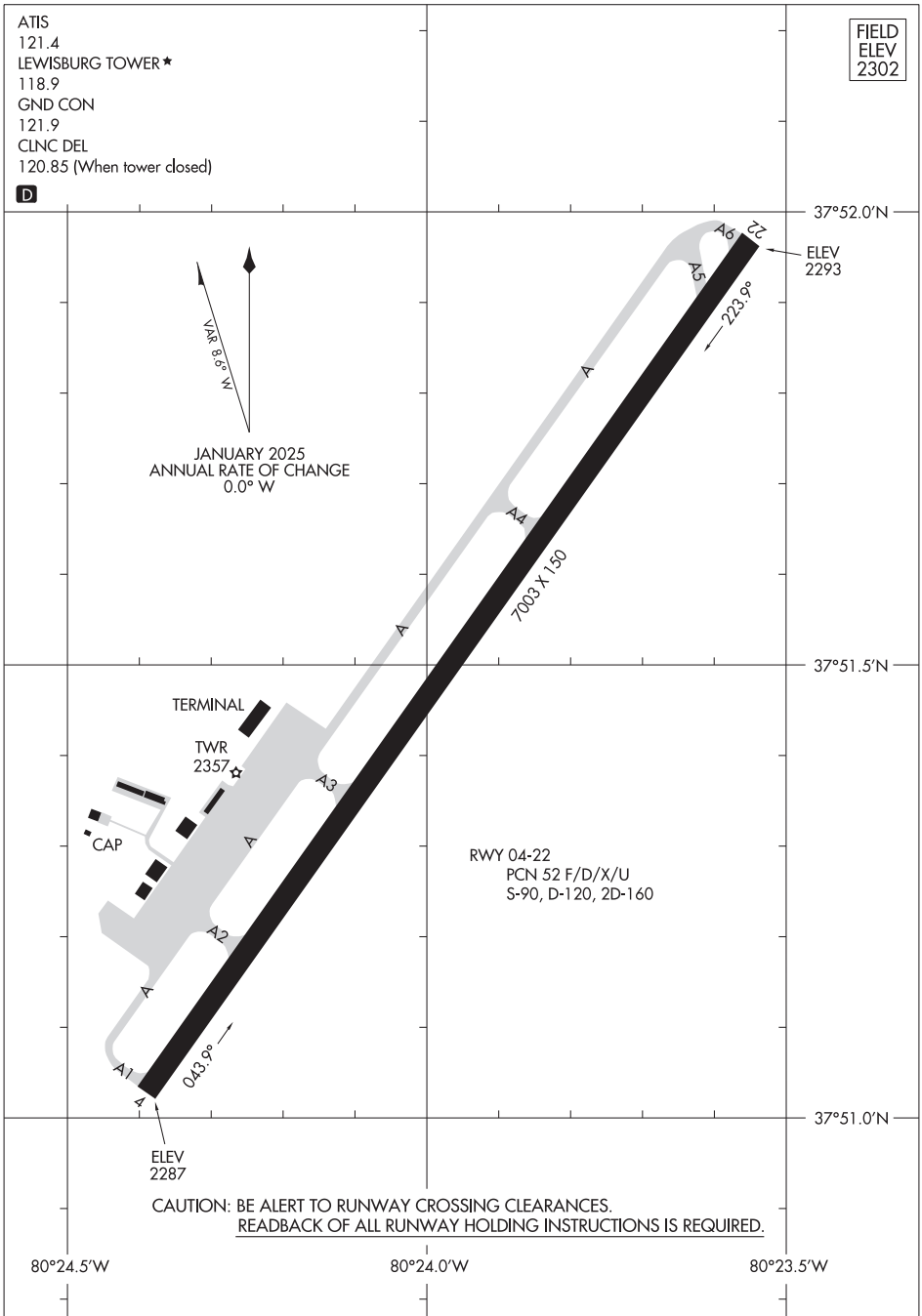
5000	RUFYO	LARSS 1.8 NM to RW22	DENLE 4100	ERAHI	HODFU	7 NM Holding Pattern
2920	223°	1.2 NM to RW22	4100	5200	043°	8000 6300
GP 3.00°	TCH 58					
CATEGORY	A	B	C	D		
LPV DA	2614-7/8	312 (400-7/8)				
LNAV/VNAV DA	2723-1 1/4	421 (500-1 1/4)				
LNAV MDA	2720-1	418 (500-1)	2720-1 1/8	418 (500-1 1/8)		
CIRCLING	2840-1	3040-1	3280-3	3700-3		
	538 (600-1)	738 (800-1)	978 (1000-3)	1398 (1400-3)		

LEWISBURG, WEST VIRGINIA
Amdt 2 26DEC24

37°51'N-80°24'W

GREENBRIER VALLEY (LWB)
RNAV (GPS) RWY 22

NE-4, 07 AUG 2025 to 02 OCT 2025



NE-4, 07 AUG 2025 to 02 OCT 2025

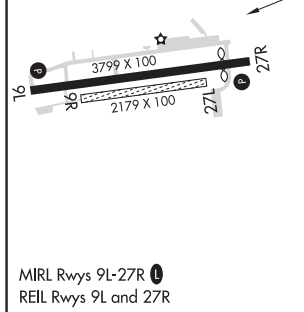
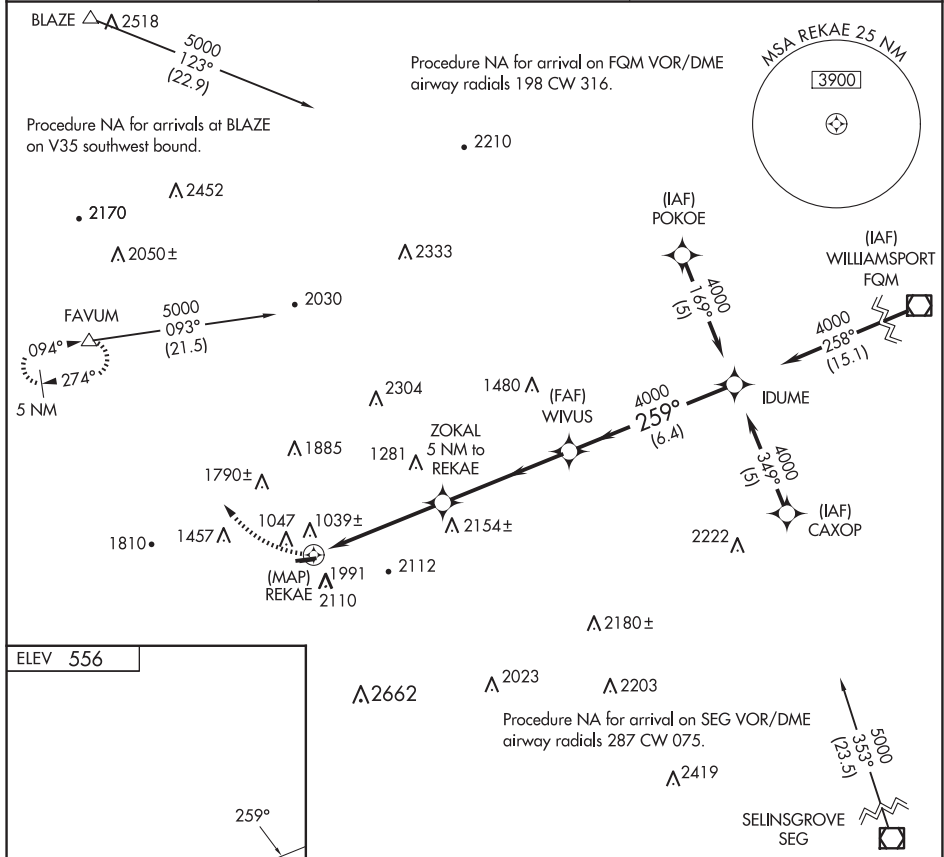
NE-4, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	N/A
259°	TDZE	N/A
	Apt Elev	556

RNAV (GPS)-A
WILLIAM T PIPER MEML (LHV)

NA	Use Williamsport Rgnl altimeter setting. Procedure NA at night. DME/DME RNP-0.3 NA. Circling NA to Rwy 9R-27L. Circling NA south of Rwy 9L-27R.	MISSED APPROACH: Climbing right turn to 5000 direct FAVUM WP and hold.
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IPT ASOS 125,225	NEW YORK CENTER 134.8 338.3	UNICOM 122.8 (CTAF) 1
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5000	FAVUM Δ			
		ZOKAL 5 NM to REKAE	WIVUS	IDUME
		259°	4000	259° 4000
	REKAE	2920		Procedure Turn NA
	5 NM	4.9 NM	6.4 NM	
CATEGORY	A	B	C	D
CIRCLING	2440-1¼ 1884 (1900-1¼)	2440-1½ 1884 (1900-1½)	2440-3 1884 (1900-3)	NA

NE-4, 07 AUG 2025 to 02 OCT 2025

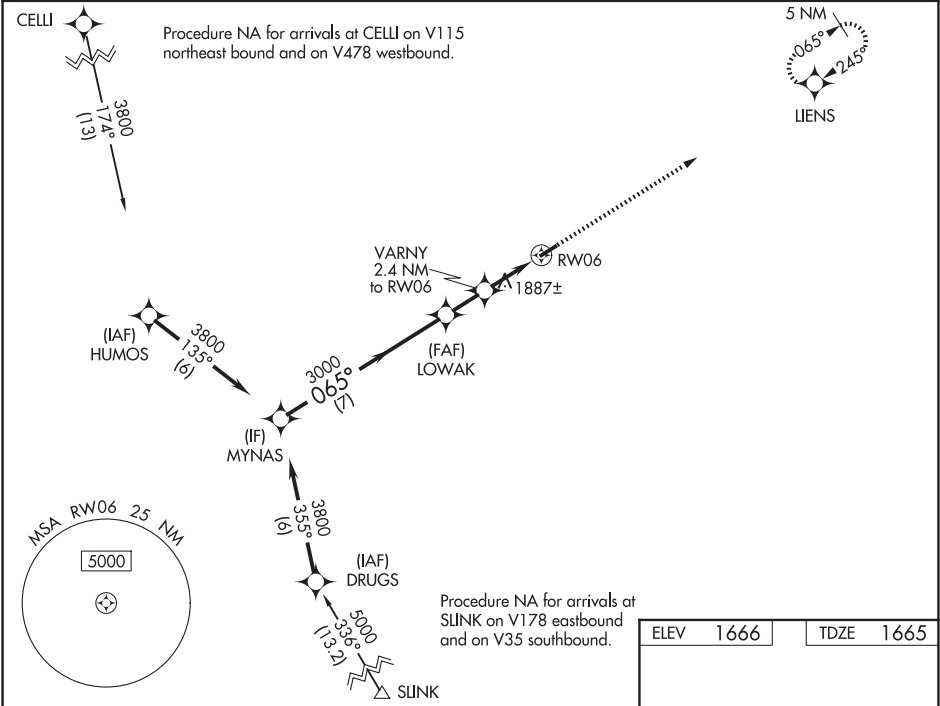
NE-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 40438 W06A	APP CRS 065°	Rwy Ldg TDZE Apt Elev	3605 1665 1666
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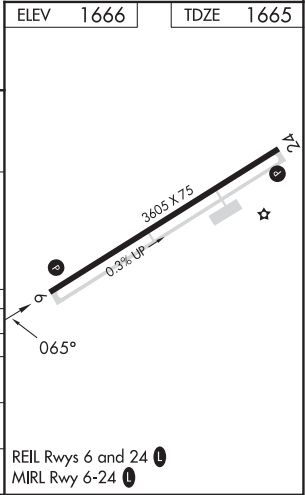
RNAV (GPS) RWY 6
LOGAN COUNTY (6L4)

RNP APCH - GPS.	<p>⚠ Rwy 6 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. When local altimeter setting not received, use Pineville altimeter setting: increase LPV DA to 2079 feet and LNAV/VNAV DA to 2032 feet and LPV and LNAV/VNAV all Cats visibilities ¼ SM; increase all MDA 80 feet and LNAV Cat C visibility and Circling Cat B visibility ¼ SM. VDP NA when using Pineville altimeter setting.</p>	MISSED APPROACH: Climb to 4500 direct LIENS and hold.
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AWOS-3PT 119.375	CHARLESTON APP CON 119.2 269.125	CTAF 0 122.9
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MYNAS	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 47).	4500	LIENS
3800	LOWAK	VARNY 2.4 NM to RW06	*LNAV only
GP 3.00° TCH 58	3000	*1.6 NM to RW06	
	2460*	RW06	
	7 NM	1.6 NM	0.8 NM
CATEGORY	A	B	C
LPV DA	2010-1½	345 (400-1½)	NA
LNAV/VNAV DA	1963-1	298 (300-1)	NA
LNAV MDA	2200-1	535 (600-1)	2200-1½
CIRCLING	2360-1	2400-1	2720-3
	694 (700-1)	734 (800-1)	1054 (1100-3)



NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

LOGAN, WEST VIRGINIA

AL-9378 (FAA)

25219

WAAS CH 70431 W24A	APP CRS 245°	Rwy Ldg TDZE 1666 Apt Elev 1666
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RNAV (GPS) RWY 24

LOGAN COUNTY (6L4)

⚠

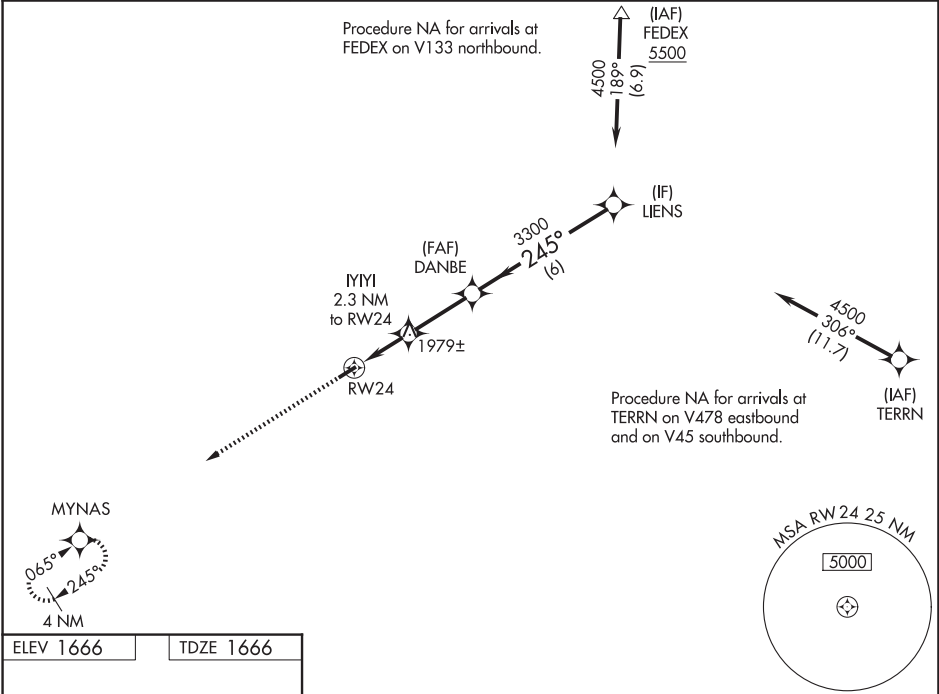
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Pineville altimeter setting. DME/DME RNP-0.3 NA.

⚠

When local altimeter setting not received, use Pineville altimeter setting: increase LPV DA to 1985 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1988 feet and all visibilities ¼ SM; increase all MDA 80 feet and LNAV Cat C visibility and Circling Cat B visibility ¼ SM.

MISSED APPROACH:
Climb to 3800 direct
MYNAS and hold.

AWOS-3PT 119.375	CHARLESTON APP CON 119.2 269.125	CTAF 122.9
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ELEV 1666

TDZE 1666

3800 MYNAS

245°

* LNAV only.

RW24

IYIYI 2.3 NM to RW24

DANBE 3300

LIENS 4500

* 1.7 NM to RW24

* 2440

3300

GP 3.00° TCH 42

3605 X.75

0.3% UP

0.3°

CATEGORY	A	B	C	D
LPV DA	1916-7/8	250 (300-7/8)		NA
LNAV/VNAV DA	1919-7/8	253 (300-7/8)		NA
LNAV MDA	2240-1	574 (600-1)	2240-1 5/8 574 (600-1 5/8)	NA
CIRCLING	2360-1 694 (700-1)	2400-1 734 (800-1)	2720-3 1054 (1100-3)	NA

REIL Rwy 6 and 24 **1**
MIRL Rwy 6-24 **1**

LOGAN, WEST VIRGINIA

Amdt 1 20JUL17

37°51'N-81°55'W

LOGAN COUNTY (6L4)

RNAV (GPS) RWY 24

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

LOC I-EXW	APP CRS	Rwy Ldg
108.3	259°	7815
		TDZE
		548
		Apt Elev
		565

ILS or LOC RWY 26

EASTERN WV RGNL/SHEPHERD FLD (MRB)

For inop ALS, increase S-ILS 26 Cat E visibility to ¾ SM and S-LOC 26 Cat E visibility to 1¼ SM.

MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 3300 direct MRB VORTAC and hold, continue climb-in-hold to 3300.

ASOS	POTOMAC APP CON	MARTINSBURG TOWER ★	GND CON	CLNC DEL	CLNC DEL
119.925	126.825 239.025	124.3 (CTAF) 0 233.7	121.8 257.65	121.8 257.65	132.075 269.075 (When twr closed)

UNICOM
122.95

LOCALIZER 108.3
I-EXW

HEVID INT
2400
259°
796

BURGY INT
2400
079°
6000
3400

MARTINSBURG
112.1 MRB
Chan 58

Procedure NA for arrival on MRB VORTAC airway radials 006 CW 101.

Procedure NA for arrivals at MAPEL on V39-143 northeast bound.

HOLD 6000/3400

ALTERNATE MISSED APCH FIX
LINDEN (LDN)
114.3
Chan 90

MSA MRB 25 NM
4000
3500

TWR 8815 X 150
622

REIL Rwy 8
HIRL Rwy 8-26

FAF to MAP 5.7 NM

Knots 60 90 120 150 180
Min:Sed 5:42 3:48 2:51 2:17 1:54

1100	3300	MRB			
↑	↩	○			
HEVID INT	BURGY INT	One Minute Holding Pattern			
2400	2400	079° → 6000 ← 259° 3400			
259°	259°	GS 3.00° TCH 52			
5.7 NM	6 NM				
CATEGORY	A	B	C	D	E
S-ILS 26		748-½	200 (200-½)		
S-LOC 26	980-½	432 (500-½)	980-¾	432 (500-¾)	
CIRCLING	1100-1 535 (600-1)	1240-1 675 (700-1)	1240-2 675 (700-2)	1320-2½ 755 (800-2½)	2180-3 1615 (1700-3)

MARTINSBURG, WEST VIRGINIA

EASTERN WV RGNL/SHEPHERD FLD (MRB)

Amdt 9 07AUG25

39°24'N-77°59'W

ILS or LOC RWY 26

173

MARTINSBURG, WEST VIRGINIA

AL-249 (FAA)

25219

WAAS CH 99633 W08A	APP CRS 079°	Rwy Ldg TDZE 565 Apt Elev 565	8215
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RNAV (GPS) RWY 8

EASTERN WV RGNL/SHEPHERD FLD (MRB)

RNP APCH - GPS.

▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C.

ASOS 119.925	POTOMAC APP CON 126.825 239.025	MARTINSBURG TOWER ★ 124.3 (CTAF) 233.7	GND CON 121.8 257.65	CLNC DEL 121.8 257.65	CLNC DEL 132.075 269.075 (When twr closed)
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MISSED APPROACH: Climb to 3400 direct BURGY and hold.

MISSED APCH FIX
BURGY

UNICOM
122.95

Procedure NA for arrivals at CAPON on V166 westbound.

MSA RW08 25 NM

ELEV	565	D	TDZE	565
------	-----	----------	------	-----

7 NM Holding Pattern

CATEGORY	A	B	C	D	E
LPV DA	815-3/4		250 (300-3/4)		
LNAV/VNAV DA	1059-13/8		494 (500-13/8)		
LNAV MDA	1060-1	495 (500-1)	1060-13/8	495 (500-13/8)	
CIRCLING	1100-1 535 (600-1)	1240-1 675 (700-1)	1240-2 675 (700-2)	1320-2 1/2 755 (800-2 1/2)	2180-3 1615 (1700-3)

REIL Rwy 8 **1**
HIRL Rwy 8-26 **1**

3400 BURGY

MARTINSBURG, WEST VIRGINIA

Amdt 1E 07AUG25

39°24'N-77°59'W

EASTERN WV RGNL/SHEPHERD FLD (MRB)

RNAV (GPS) RWY 8

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 53609 W26A	APP CRS 259°	Rwy Ldg TDZE Apt Elev	7815 548 565
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RNAV (GPS) RWY 26

EASTERN WV RGNL/SHEPHERD FLD (MRB)

RNP APCH - GPS.

▼

▲

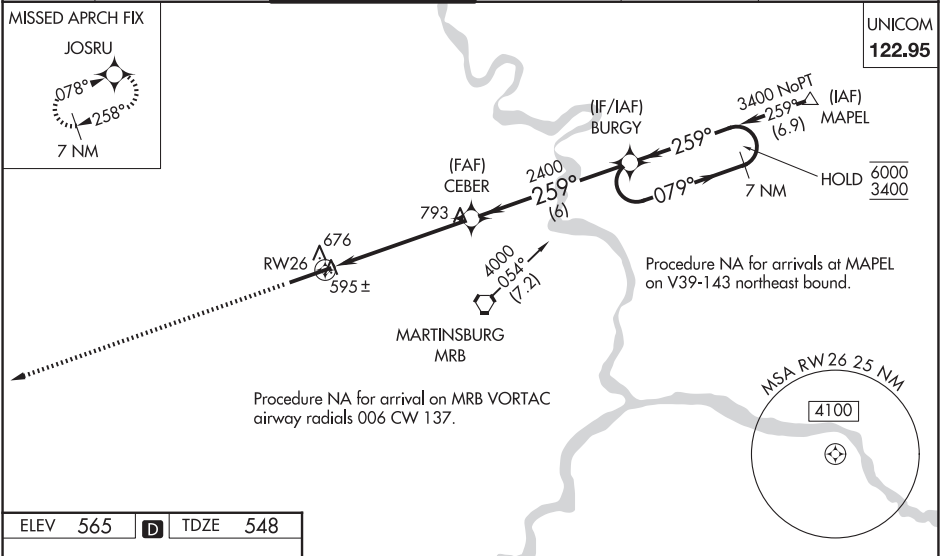
Baro-VNAV and VDP NA when using HGR altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.
When local altimeter setting not received, use HGR altimeter setting: increase LPV DA to 868 feet; increase LNAV/VNAV DA to 1283 feet and all visibilities ¼ SM; increase all MDAs 80 feet and LNAV visibility Cats C/D/E ¼ SM, and Circling visibility Cats C/D ¼ SM. For inop ALS, increase LPV Cat E visibility to ¾, LNAV/VNAV Cat E to 2¼, and LNAV Cat E to 1½. For inop ALS when using HGR altimeter setting, increase LPV all Cats visibility to 1, LNAV/VNAV Cat E visibility to 2½, and LNAV Cat E visibility to 1¾.

MALSR

AS

MISSED APPROACH:
Climb to 4100 direct JOSRU and hold, continue climb-in-hold to 4100.

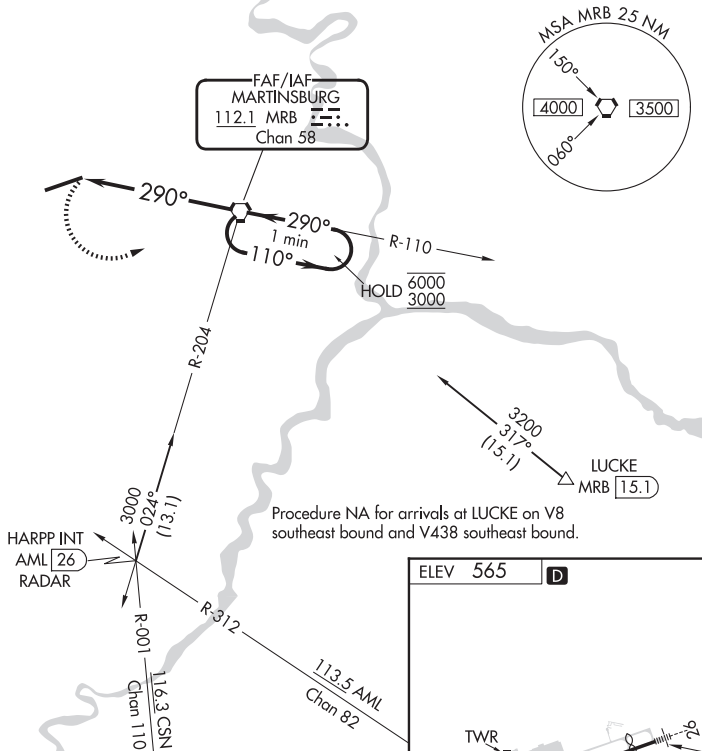
ASOS 119.925	POTOMAC APP CON 126.825 239.025	MARTINSBURG TOWER ★ 124.3 (CTAF) 233.7	GND CON 121.8 257.65	CLNC DEL 121.8 257.65	CLNC DEL 132.075 269.075 (When twr closed)
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VOR-A
EASTERN WV RGNL/SHEPHERD FLD (MRB)

MISSED APPROACH: Climbing left turn to 3000 direct MRB VORTAC and hold, continue climb in hold to 3000.

ASOS 119.925	POTOMAC APP CON 126.825 239.025	MARTINSBURG TOWER ★ 124.3 (CTAF) 0 233.7	GND CON 121.8 257.65	CLNC DEL 121.8 257.65	CLNC DEL 132.075 269.075 (When twr closed)
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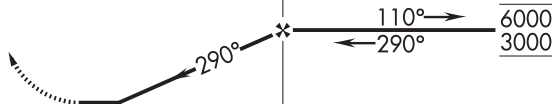
UNICOM
122.95

Procedure NA for arrivals at LUCKE on V8
southeast bound and V438 southeast bound.

3000	MRB
	

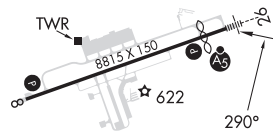
MRB
VORTAC

One Minute Holding Pattern



FIFV 56.5

D



REIL Rwy 8 **L**
HIRL Rwy 8-26 **L**

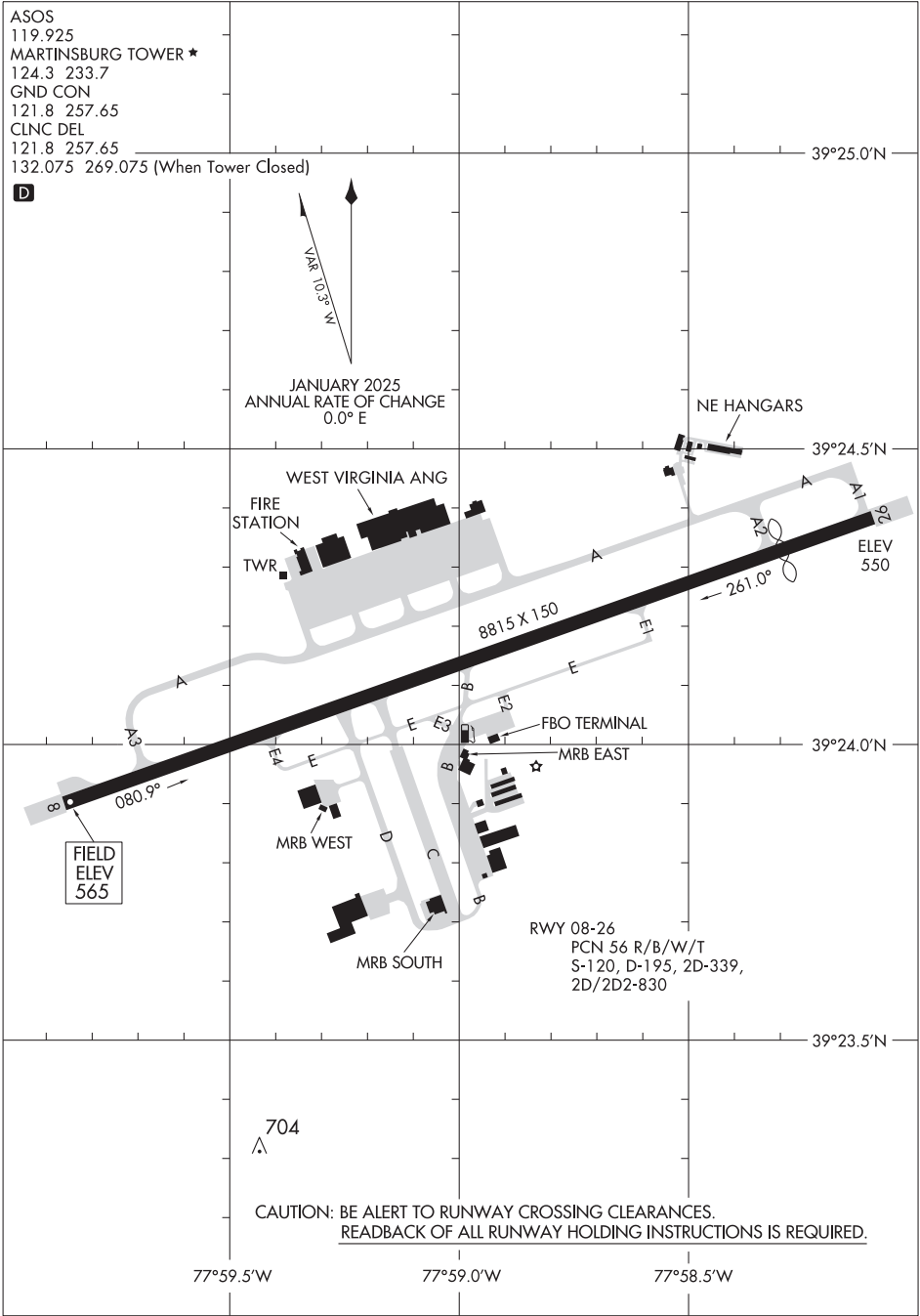
CATEGORY	A	B	C	D	E	FAF to MAP 5.7 NM					
CIRCLING	1120-1	1240-1	1240-2	1320-2½	2180-3	Knots	60	90	120	150	180
	555 (600-1)	675 (700-1)	675 (700-2)	755 (800-2½)	1615 (1700-3)	Min:Sec	5:42	3:48	2:51	2:17	1:54

EASTERN WV RGNL/SHEPHERD FLD (MRB)

39°24'N-77°59'W

VOR-A

NE-4, 07 AUG 2025 to 02 OCT 2025



NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbo-jets only.
NOTE: Takeoff Rwy 8: If issued an ATC heading that requires a westbound turn, climb heading 081° to 1200 prior to turning for obstacle avoidance.
NOTE: Takeoff Rwy 26: If issued an ATC heading that requires a right turn, climb heading 261° to 2400 prior to turning for obstacle avoidance.

TOP ALTITUDE:
3000

P-56B 

P-56A

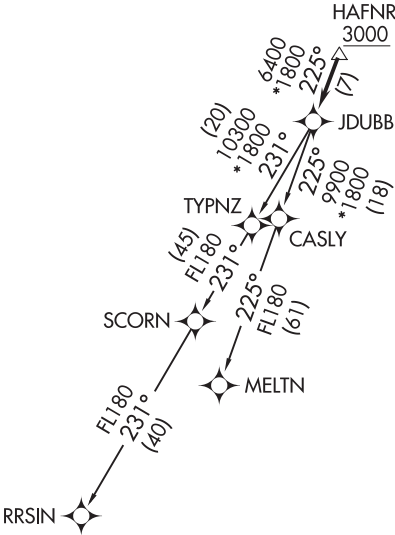
$$Z \leftarrow$$

ASOS 119.925
CLNC DEL
121.8 257.65
132.075 269.075 (When twr closed)
GND CON
121.8 257.65
MARTINSBURG TOWER ★
124.3 (CTAF) 233.7
POTOMAC DEP CON
126.825 239.025

TOP ALTITUDE:
3000

TAKEOFF MINIMUMS
Rwy 8: Standard.
Rwy 26: Standard with a minimum
climb of 225' per NM to 2100.

- NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbo-jets only.
NOTE: Takeoff Rwy 8: If issued an ATC heading that requires a westbound turn, climb heading 081° to 1200 prior to turning for obstacle avoidance.
NOTE: Takeoff Rwy 26: If issued an ATC heading that requires a right turn, climb heading 261° to 2400 prior to turning for obstacle avoidance.



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.

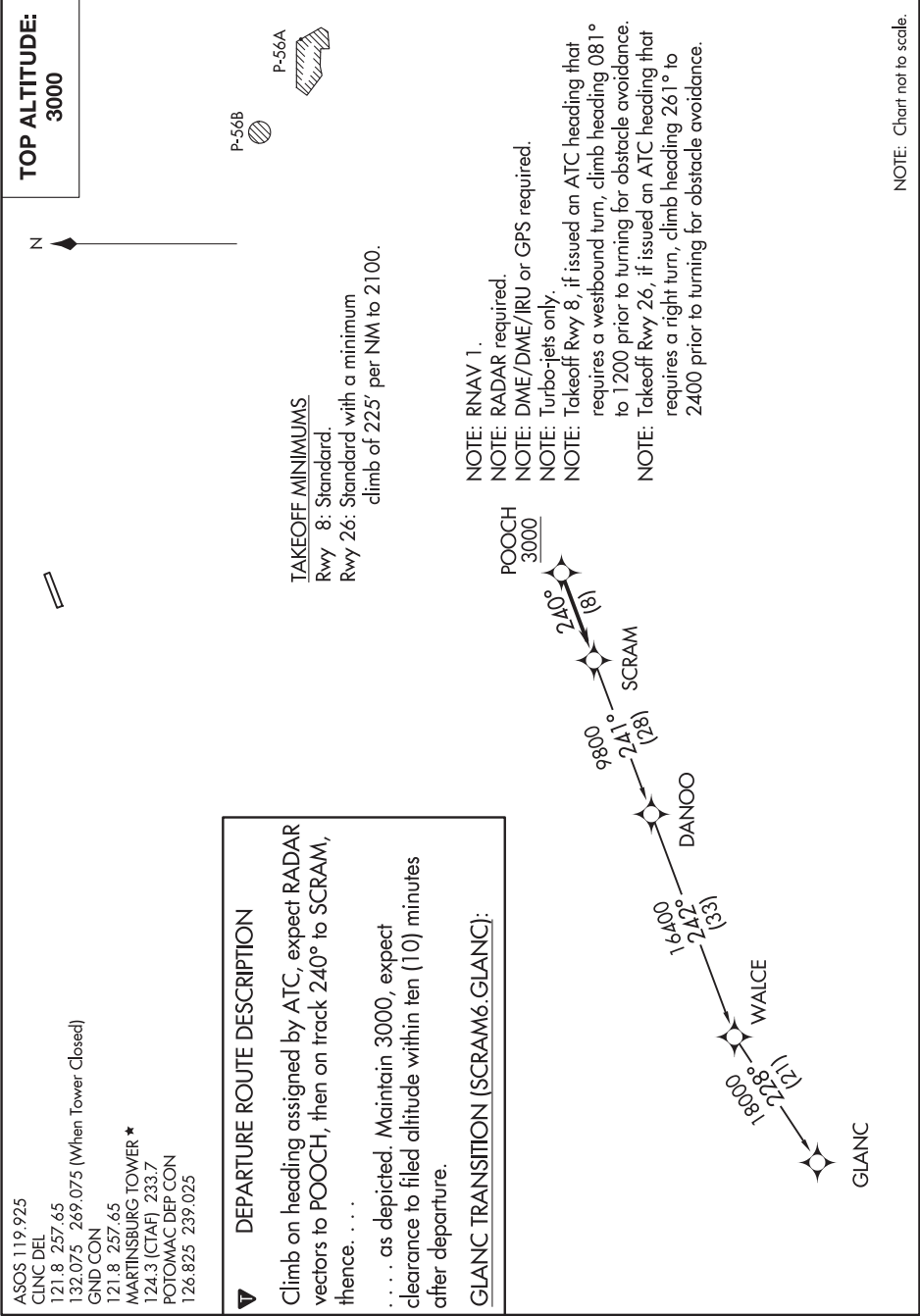
MELTN TRANSITION (JDUBB4.MELTN)
RRSIN TRANSITION (JDUBB4.RRSIN)

NOTE: Chart not to scale.

JDUBB4.JDUBB) 31DEC20

EASTERN WV RGNL/SHEPHERD FLD (MRB)

NE-4, 07 AUG 2025 to 02 OCT 2025



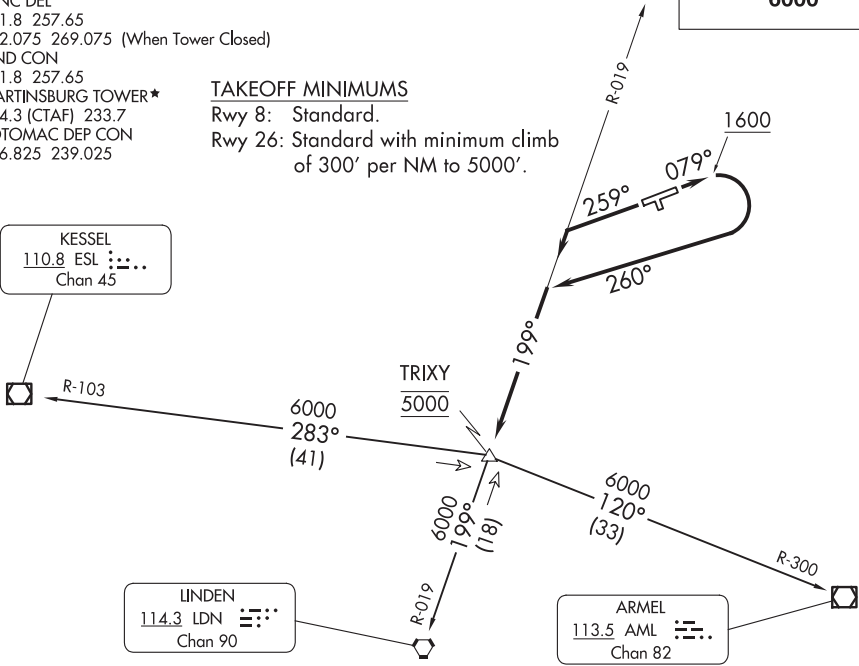
(TRIXY5.TRIXY) 23334
TRIXY FIVE DEPARTURE

EASTERN WV RGNL/SHEPHERD FLD (MRB)
AL-249 (FAA) MARTINSBURG, WEST VIRGINIA

ASOS
119.925
CLNC DEL
121.8 257.65
132.075 269.075 (When Tower Closed)
GND CON
121.8 257.65
MARTINSBURG TOWER*
124.3 (CTAF) 233.7
POTOMAC DEP CON
126.825 239.025

TAKEOFF MINIMUMS
Rwy 8: Standard.
Rwy 26: Standard with minimum climb
of 300' per NM to 5000'.

TOP ALTITUDE:
6000



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 079° to 1600, then climbing right turn heading 260° to intercept LDN VORTAC R-019 to cross TRIXY INT at 5000, then on transition or assigned route, thence . . .

TAKEOFF RUNWAY 26: Climb heading 259° to intercept LDN VORTAC R-019 to cross TRIXY INT at 5000, then on transition or assigned route, thence . . .

. . . maintain 6000, expect filed altitude/flight level ten minutes after departure.

ARMEL TRANSITION (TRIXY5.AML): From over TRIXY INT on AML R-300 to AML VOR/DME.

KESSEL TRANSITION (TRIXY5.ESL): From over TRIXY INT on ESL R-103 to ESL VOR/DME.

LINDEN TRANSITION (TRIXY5.LDN): From over TRIXY INT on LDN R-019 to LDN VORTAC.

TRIXY FIVE DEPARTURE
(TRIXY5.TRIXY) 31MAR16

MARTINSBURG, WEST VIRGINIA
EASTERN WV RGNL/SHEPHERD FLD (MRB)

MEADVILLE, PENNSYLVANIA

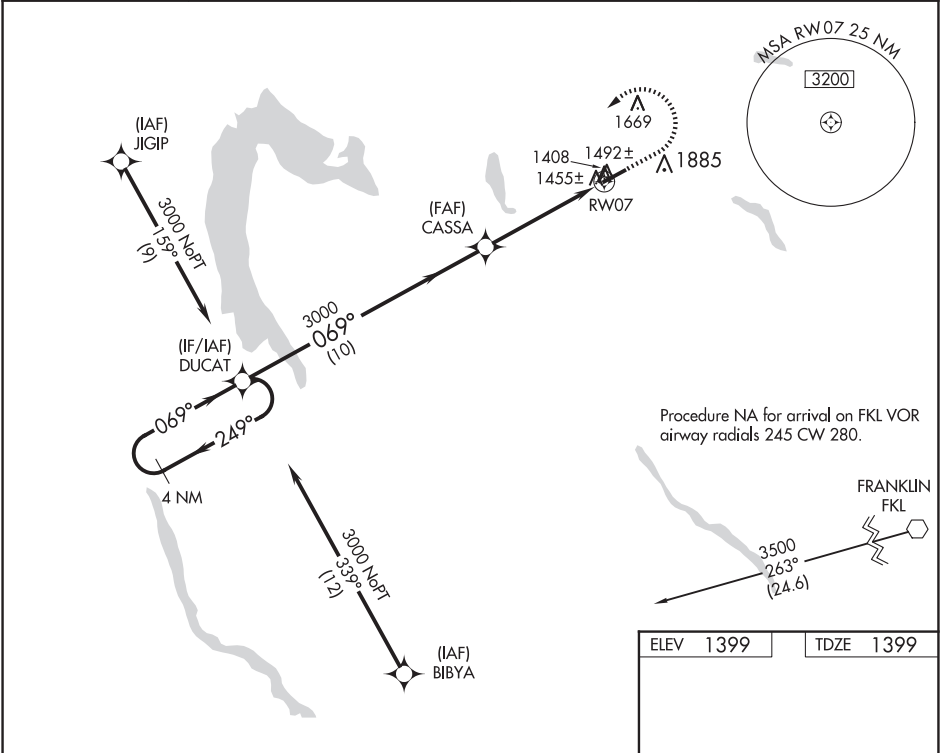
AL-5560 (FAA)

25163

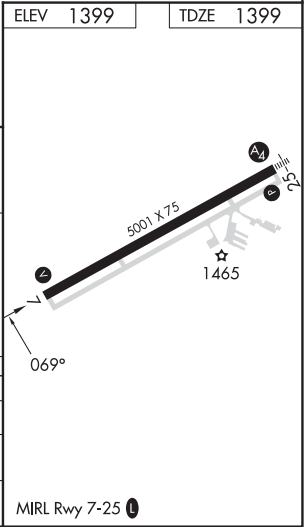
WAAS CH 53724 W07A	APP CRS 069°	Rwy Ldg TDZE Apt Elev	5001 1399 1399
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RNAV (GPS) RWY 7
PORT MEADVILLE (GKJ)

RNP APCH.		MISSED APPROACH: Climb to 1900 then climbing left turn to 3100 direct DUCAT and hold.	
Rwy 7 helicopter visibility reduction below ¾ SM NA.			
ASOS 126.375	YOUNGSTOWN APP CON ★ 133.95 322.3	CLNC DEL 124.95	UNICOM 123.0 (CTAF) 0



<div>4 NM Holding Pattern</div> <div>DUCAT</div> <div>CASSA</div>				<div>1900</div> <div>↑</div>	<div>3100</div> <div>↷</div>	<div>DUCAT</div> <div>✦</div>
<div>3000 ← 249°</div> <div>069° →</div> <div>069°</div> <div>3000</div>				<div>1 NM to RW07</div> <div>RW07</div> <div>3.00° TCH 58</div>		
<div>10 NM</div>				<div>3.9 NM</div>		
CATEGORY	A	B	C	D		
LP MDA	1760-1			361 (400-1)		
LNVA MDA	1860-1 461 (500-1)		1860-1⅜		461 (500-1⅜)	
CIRCLING	1900-1 501 (600-1)	2240-1¼ 841 (900-1¼)	2240-2½ 841 (900-2½)	2240-2¾ 841 (900-2¾)		



MEADVILLE, PENNSYLVANIA
Amdt 1D 19JUL18

41°38'N-80°13'W

PORT MEADVILLE (GKJ)
RNAV (GPS) RWY 7

NE-4, 07 AUG 2025 to 02 OCT 2025

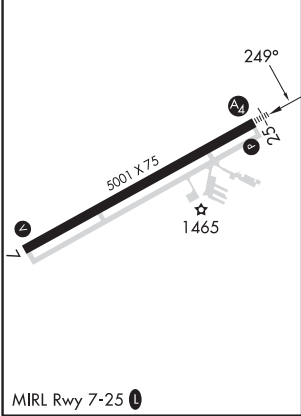
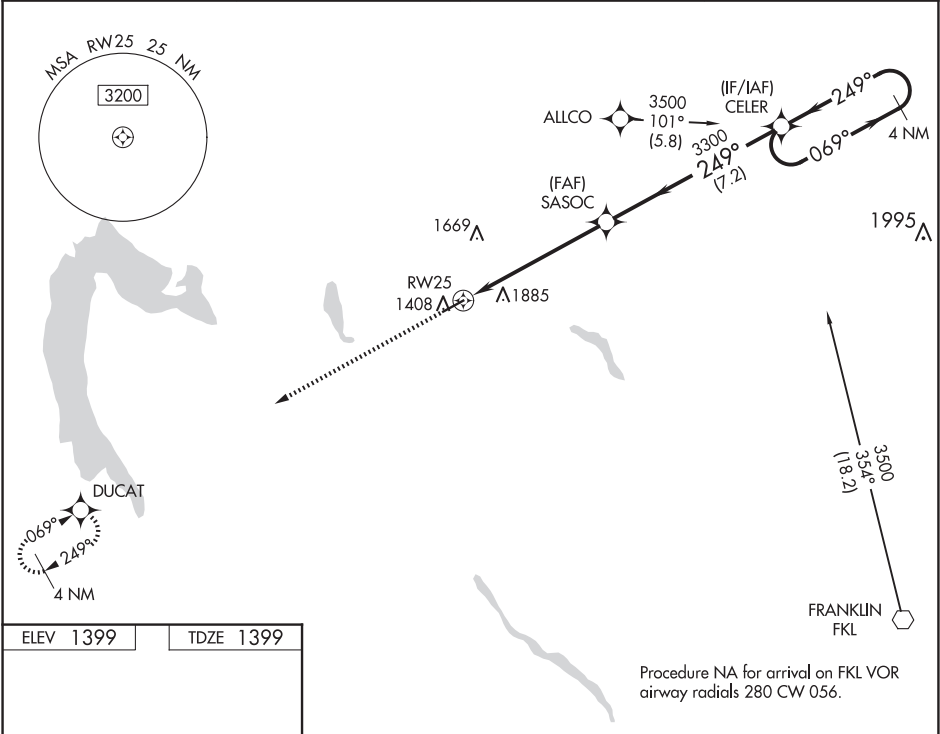
NE-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 45924 W25A	APP CRS 249°	Rwy Ldg TDZE Apt Elev	5001 1399 1399
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RNAV (GPS) RWY 25

PORT MEADVILLE (GKJ)

RNP APCH.		MAL5 	MISSED APPROACH: Climb to 3000 direct DUCAT and hold.
	Inop table does not apply to LP Cats A and B, and LNAV Cat A. For inop ALS increase LNAV Cats C and D visibility to 2 SM.		
ASOS 126.375	YOUNGSTOWN APP CON ★ 133.95 322.3	CLNC DEL 124.95	UNICOM 123.0 (CTAF) 1



3000 DUCAT		SASOC		CELER	
1.8 NM to RW25		3.00° TCH 41		4 NM Holding Pattern	
1.8 NM		4.1 NM		7.2 NM	
CATEGORY	A	B	C	D	
LP MDA	2060-1	661 (700-1)	2060-1½	661 (700-1½)	
LNAV MDA	2140-1	741 (800-1)	2140-1⅞	741 (800-1⅞)	
CIRCLING	2140-1 741 (800-1)	2240-1¼ 841 (900-1¼)	2240-2½ 841 (900-2½)	2240-2¾ 841 (900-2¾)	

MEADVILLE, PENNSYLVANIA

AL-5560 (FAA)

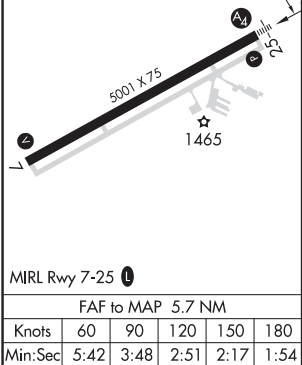
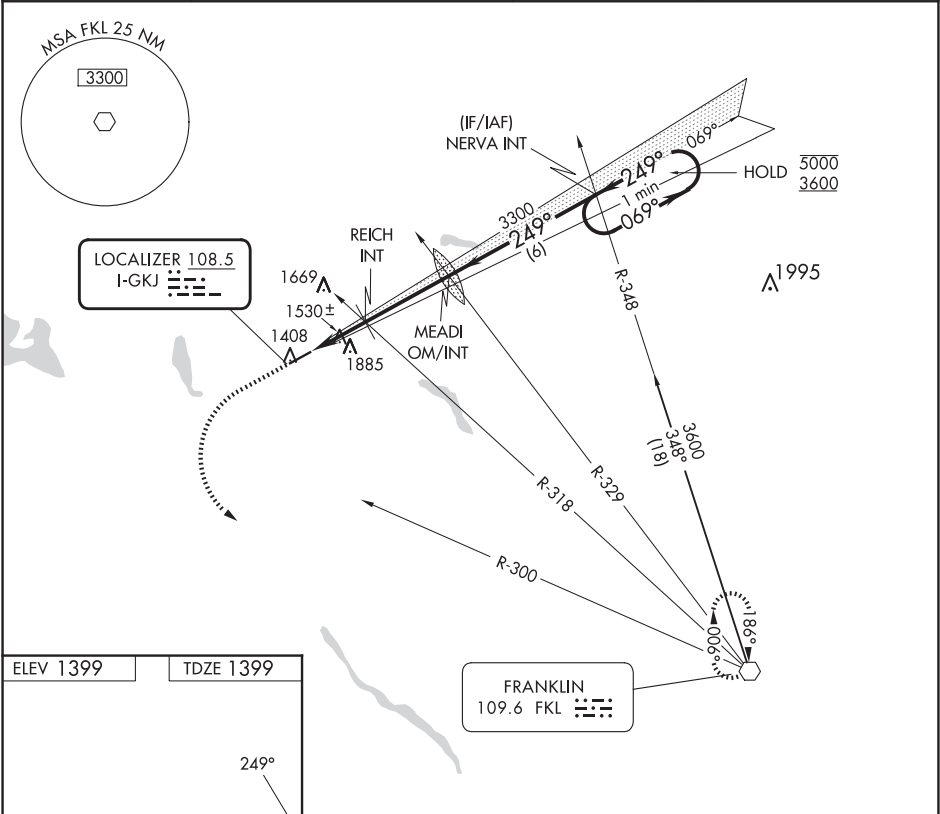
25163

LOC I-GKJ 108.5	APP CRS 249°	Rwy Ldg TDZE Apt Elev	5001 1399 1399
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LOC RWY 25
PORT MEADVILLE (GKJ)

RADAR required.		MALS	MISSED APPROACH: Climb to 2000 then climbing left turn to 3600 on heading 125° and FKL VOR R-300 to FKL VOR and hold.
Inop table does not apply. Rwy 25 helicopter visibility reduction below ¾ SM NA.			

ASOS 126.375	YOUNGSTOWN APP CON* 133.95 322.3	CLNC DEL 124.95	UNICOM 123.0 (CTAF) 0
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ELEV 1399		TDZE 1399	
MIRL Rwy 7-25 0		One Minute Holding Pattern	
FAF to MAP 5.7 NM			
Knots	60 90 120 150 180		
Min:Sec	5:42 3:48 2:51 2:17 1:54		
CATEGORY	A	B	C D
S-LOC 25	1780-1	381 (400-1)	1780-1 381 (400-1 1/2)
CIRCLING	1900-1 501 (600-1)	2240-1 1/4 841 (900-1 1/4)	2240-2 1/2 841 (900-2 1/2) 2240-2 3/4 841 (900-2 3/4)

MEADVILLE, PENNSYLVANIA
Amdt 6E 19JUL18

41°38'N-80°13'W

PORT MEADVILLE (GKJ)
LOC RWY 25

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

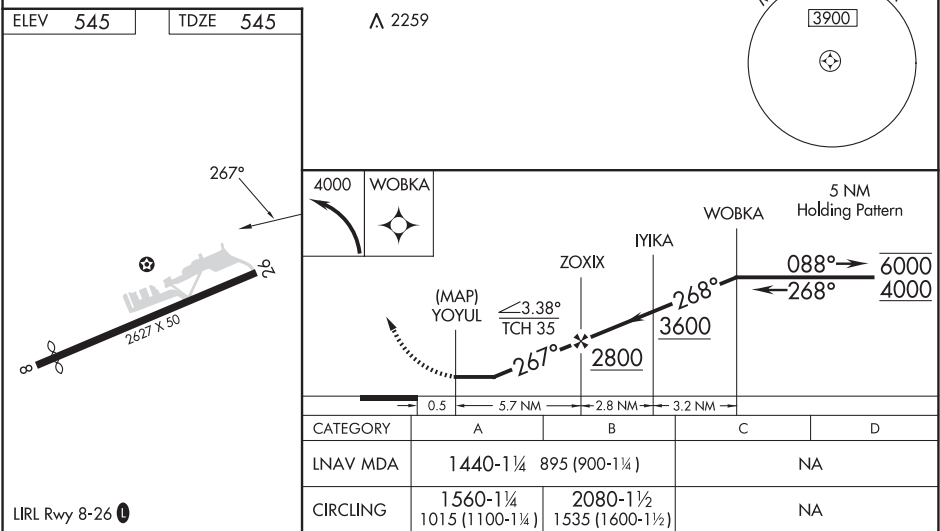
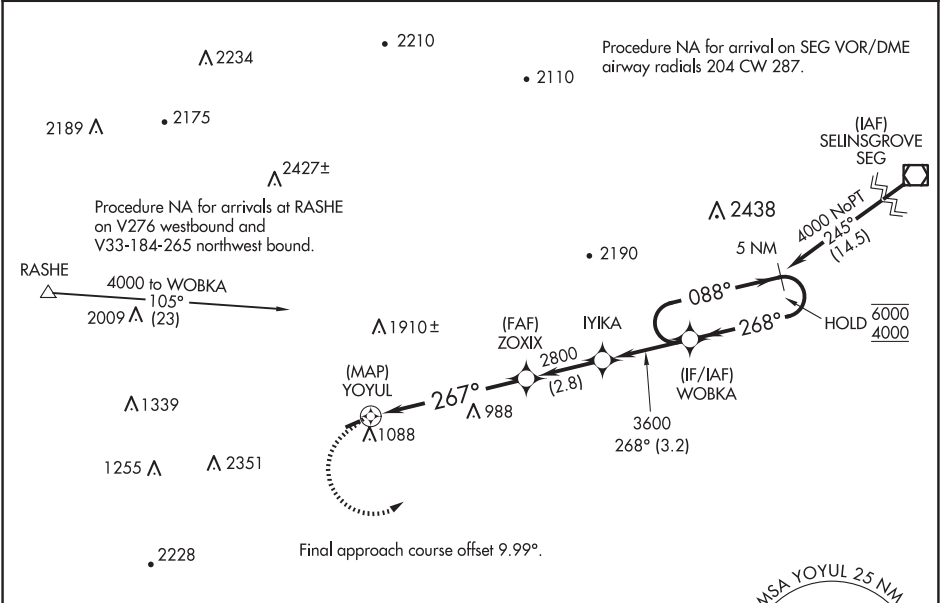
APP CRS	Rwy Idg	2627
267°	TDZE	545
	Apt Elev	545

RNAV (GPS) RWY 26

MIFFLINTOWN (P34)

RNP APCH - GPS	Procedure NA at night. Rwy 26 helicopter visibility reduction below 1 SM NA. Circling NA north of Rwy 8-26. Use Penn Valley altimeter setting; when not received, use Reedsville altimeter setting and increase all MDAs 240 feet and LNAV visibility Cat B ¼ SM.	MISSED APPROACH: Climbing left turn to 4000 direct WOBKA and hold, continue climb-in-hold to 4000.
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SEG ASOS 123.975	NEW YORK APP CON 134.8 338.3	UNICOM 122.8 (CTAF) 0
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(WOBKA2.WOBKA) 20086

AL-10300 (FAA)

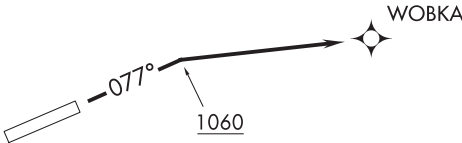
MIFFLINTOWN (P34)

WOBKA TWO DEPARTURE (RNAV)

MIFFLINTOWN, PENNSYLVANIA

SEG ASOS
123.975
CTAF
122.8
NEW YORK DEP CON
134.8 338.2

TOP ALTITUDE:
4000



NOTE: GPS required.
NOTE: RNAV-1.

TAKE-OFF MINIMUMS:
Rwy 26: NA - Obstacles.
Rwy 8: Standard with minimum climb of 265' per NM to 1200.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb on heading 077° to 1060, then climbing right turn direct WOBKA. Maintain 4000 or ATC assigned altitude.

APP CRS
065°

Rwy Idg
TDZE
Apt Elev
N/A
N/A
572

RNAV (GPS)-A
ONA AIRPARK (12V)

RNP APCH.

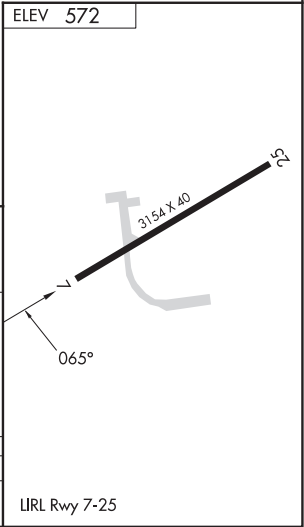
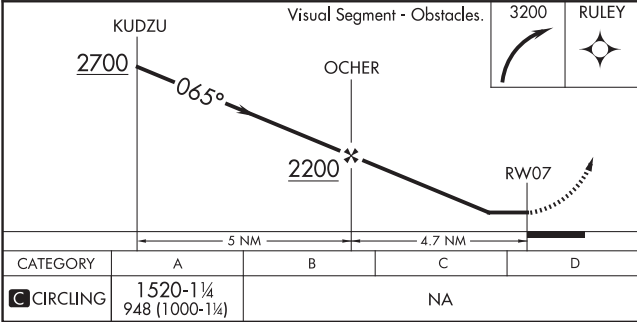
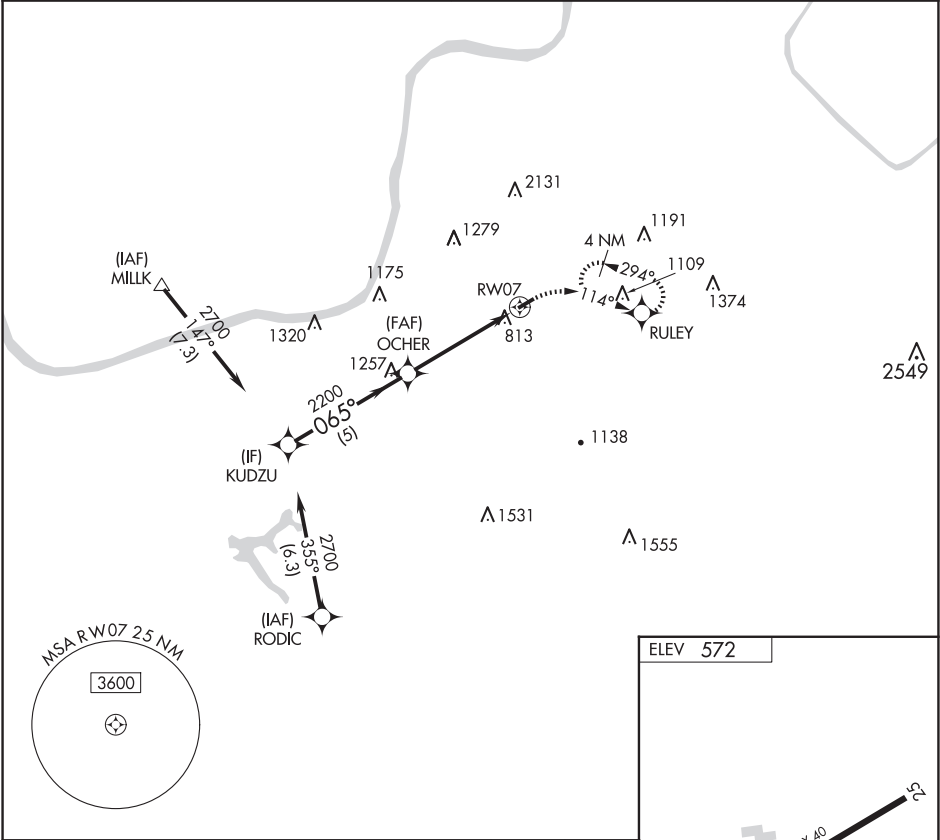
▼

▲ NA

Circling NA northwest of Rwy 07-25. Procedure NA at night. Use Huntington altimeter setting; when not received, use Point Pleasant altimeter setting.

MISSED APPROACH: Climbing right turn to 3200 direct RULEY and hold, continue climb-in-hold to 3200.

HTS ASOS 125.2	CHARLESTON APP CON 124.1 269.125 (EAST)	HUNTINGTON APP CON 119.75 270.1 (WEST)	UNICOM 122.8 (CTAF)
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MILTON, WEST VIRGINIA

AL-6971 (FAA)

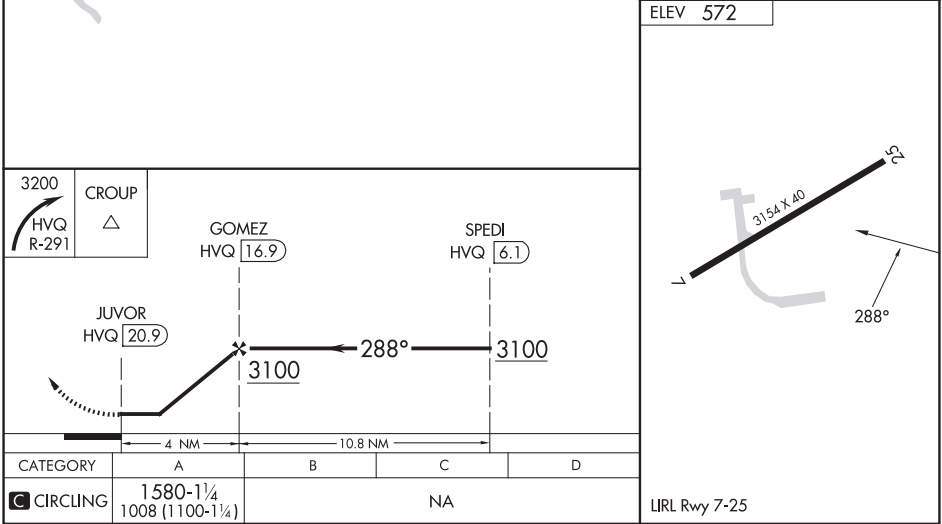
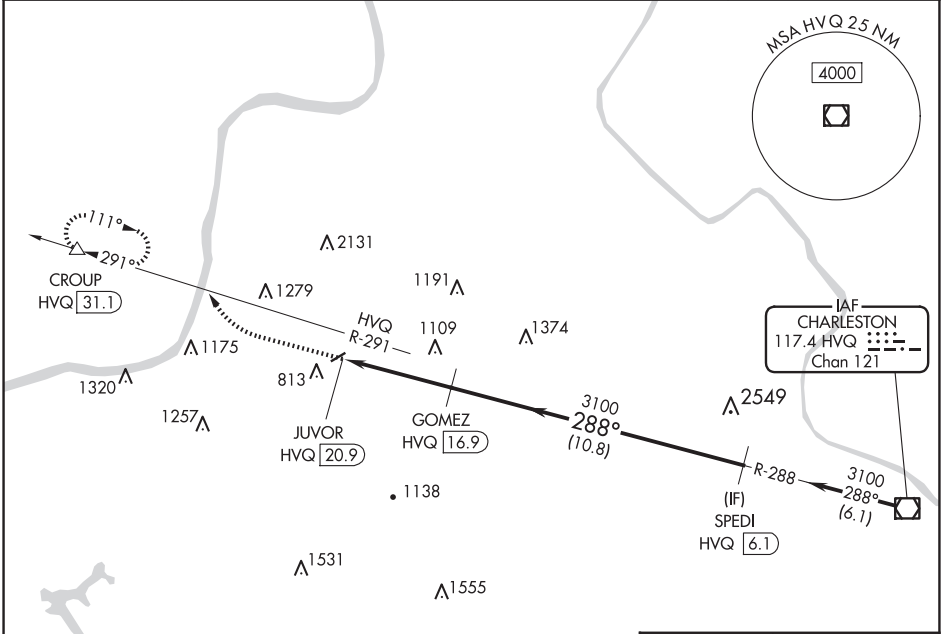
23110

HVQ VOR/DME 117.4 Chan 121	APP CRS 288°	Rwy Idg TDZE Apt Elev N/A N/A 572
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VOR-A
ONA AIRPARK (12V)

DME required.	MISSED APPROACH: Climbing right turn to 3200 on HVQ VOR/DME R-291 to CROUP/HVQ VOR/DME 31.1 and hold.
NA Circling NA northwest of Rwy 7-25. Procedure NA at night. Use Huntington altimeter setting; when not received, use Point Pleasant altimeter setting.	

HTS ASOS 125.2	CHARLESTON APP CON 124.1 269.125 (EAST)	HUNTINGTON APP CON 119.75 270.1 (WEST)	UNICOM 122.8 (CTAF)
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MILTON, WEST VIRGINIA
Amdt 3 10OCT19

38°26'N - 82°12'W

ONA AIRPARK (12V)
VOR-A

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

APP CRS
076°

Rwy Idg 4002
TDZE 1228
Apt Elev 1228

RNAV (GPS) RWY 8
ROSTRAVER (FWQ)

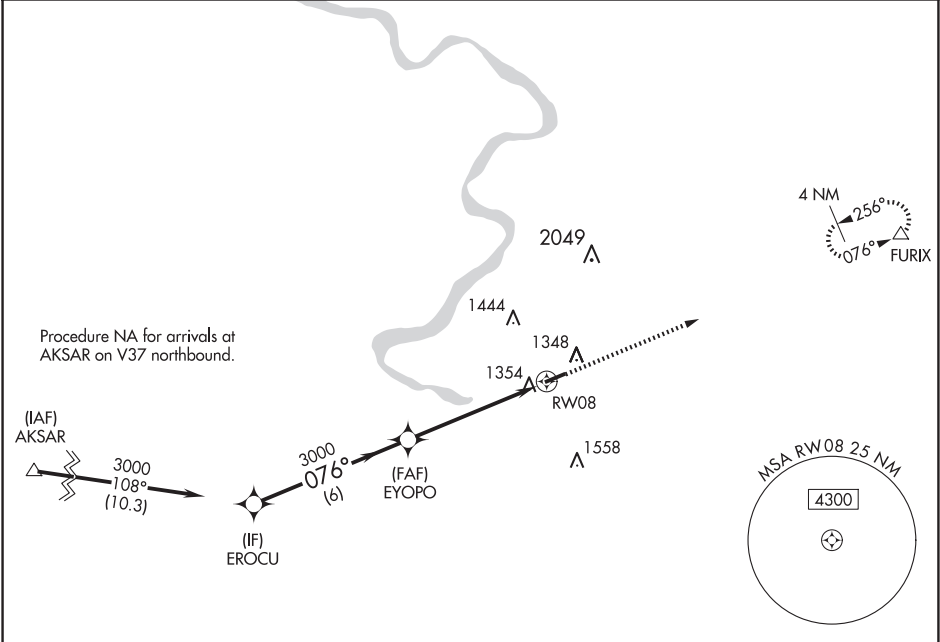
▼

▲ NA

When VGSi inop, Straight-in/Circling Rwy 8 procedure NA at night. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Allegheny County altimeter setting and increase all MDA 40 feet; increase LNAV Cats C/D visibility 1/8 mile. Rwy 8 helicopter visibility reduction below 1 SM NA. Rwy 26 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH:
Climb to 3700 direct
FURIX and hold.

AWOS-3 118.475	PITTSBURGH APP CON 119.35 337.4	UNICOM 122.8 (CTAF) 0
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ELEV 1228	TDZE 1228
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3700

FURIX

EROCU

EYOPO

RW08

3000

3000

3.00°

TCH 51

6 NM

5.4 NM

CATEGORY	A	B	C	D
LNAV MDA	1720-1	492 (500-1)	1720-1 3/8	492 (500-1 3/8)
CIRCLING	1720-1 492 (500-1)	1760-1 532 (600-1)	1760-1 1/2 532 (600-1 1/2)	1920-2 1/4 692 (700-2 1/4)

MIRL Rwy 8-26 0

REIL Rwys 8 and 26 0

MONONGAHELA, PENNSYLVANIA

AL-5624 (FAA)

23278

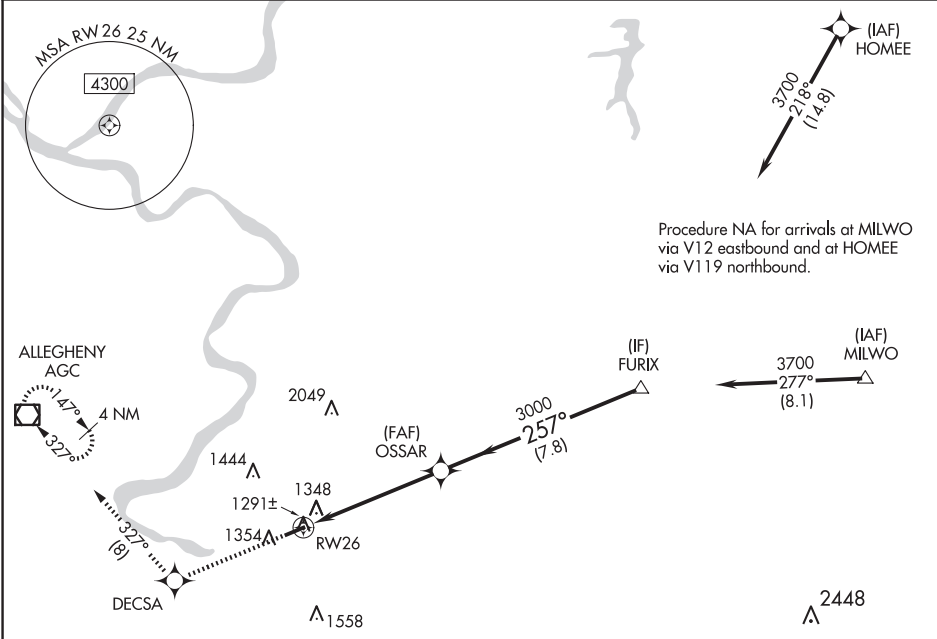
WAAS CH 56208 W26A	APP CRS 257°	Rwy Idg 4002 TDZE 1224 Apt Elev 1228
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RNAV (GPS) RWY 26

ROSTRAVER (FWQ)

<p>▽ DME/DME RNP-0.3 NA. When local alimeter setting not received, use Allegheny County alimeter setting and increase all DA/MDA 40 feet, and increase LNAV Cats C and D visibility to 1½ mile. Rwy 26 helicopter visibility reduction below ¾ SM NA. Rwy 8 helicopter visibility reduction below 1 SM NA. Circling Rwy 8 NA at night.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climb to 3000 direct DECSA, and right turn via 327° track to AGC VOR/DME and hold.</p>
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AWOS-3 118.475	PITTSBURGH APP CON 119.35 337.4	UNICOM 122.8 (CTAF) 0
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ELEV 1228		TDZE 1224	
3000 ↑	DECSA ✧	AGC ◻	
RW26		OSSAR	FURIX
5.3 NM		7.8 NM	Procedure Turn NA
CATEGORY	A	B	C
LPV DA	1500-1	276 (300-1)	
LNAV/VNAV	DA	NA	
LNAV MDA	1600-1	376 (400-1)	
CIRCLING	1700-1 472 (500-1)	1760-1 532 (600-1)	1760-1½ 532 (600-1½)
			1920-2¼ 692 (700-2¼)

GP 3.00°
TCH 50

257°

4002 X 75

MIRL Rwy 8-26 0
REIL Rwy 8 and 26 0

MONONGAHELA, PENNSYLVANIA

Orig-D 04NOV21

40°13'N - 79°50'W

RNAV (GPS) RWY 26

ROSTRAVER (FWQ)

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

LOC I-MGW

108.5

APP CRS

181°

Rwy Ldg TDZE

5199 1240

Apt Elev

1244

ILS or LOC RWY 18

MORGANTOWN MUNI/WALTER L BILL HART FLD (MGW)

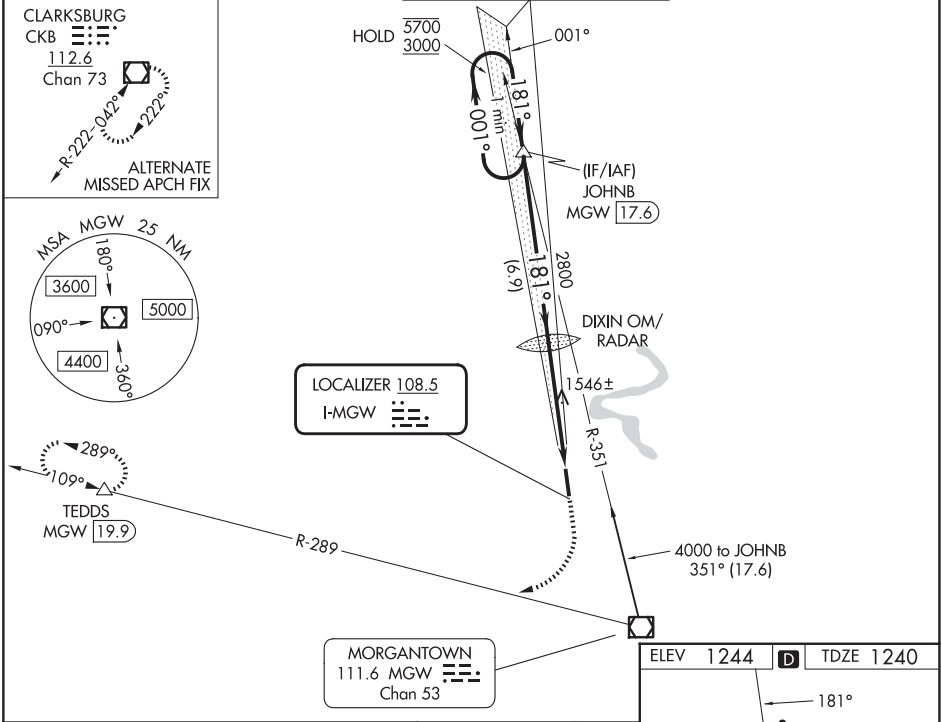
DME required.

Autopilot coupled approach NA below 1760.

MALSR

MISSED APPROACH: Climb to 1900 then climbing right turn to 4000 on heading 220° and MGW VOR/DME R-289 to TEDDS/MGW 19.9 DME and hold.

ASOS 120.675	CLARKSBURG APP CON ★ 121.15 284.65	MORGANTOWN TOWER ★ 125.1 (CTAF) 0 257.8	GND CON 121.7	UNICOM 122.95
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One Minute Holding Pattern

JOHN B MGW 17.6

DIXIN OM/ RADAR

2791

2800

6.9 NM

4.6 NM

GS 3.00° TCH 59

1900

4000

hdg 220°

MGW R-289

TEDDS

CATEGORY	A	B	C	D
S-ILS 18	1446-½ 206 (300-½)			
S-LOC 18	1840-½ 600 (600-½)		1840-1¼ 600 (600-1¼)	
CIRCLING	1840-1 596 (600-1)		2180-2¾ 936 (1000-2¾) 2640-3 1396 (1400-3)	

REIL Rwy 36

36

HIRL Rwy 18-36

36

TWR

5199 X 150

181°

36

ELEV 1244

D

TDZE 1240

Knots

60 90 120 150 180

Min:Sec

4:36 3:04 2:18 1:50 1:32

MORGANTOWN, WEST VIRGINIA

AL-479 (FAA)

25219

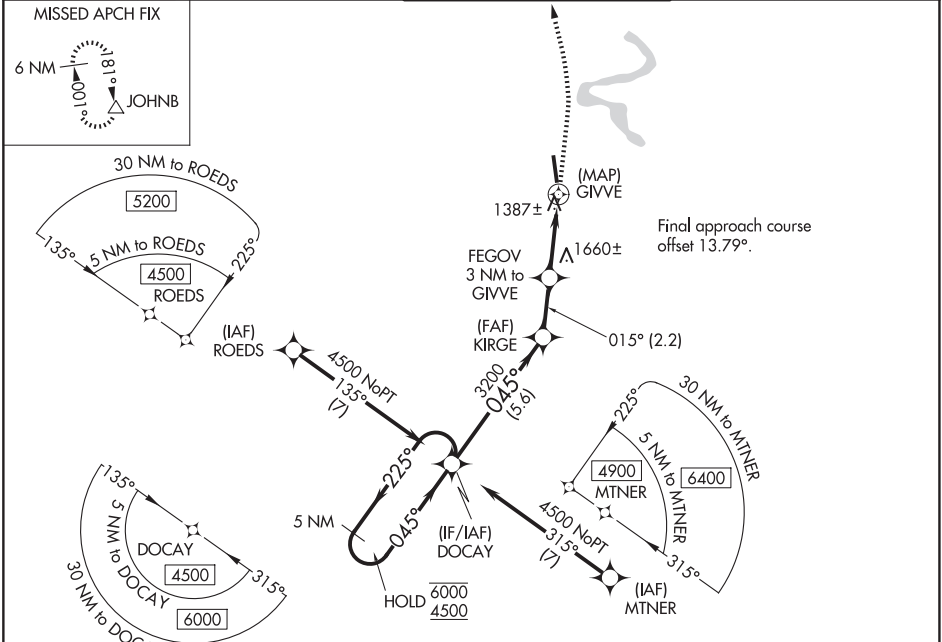
WAAS CH 53642 W36A	APP CRS 015°	Rwy Ldg 5199 TDZE 1244 Apt Elev 1244
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RNAV (GPS) RWY 36

MORGANTOWN MUNI/WALTER L BILL HART FLD (MGW)

RNP APCH - GPS.		MISSED APPROACH: Climb to 1700 then climbing left turn to 4000 direct JOHNB and hold.
	Rwy 36 helicopter visibility reduction below ¾ SM NA.	

ASOS 120.675	CLARKSBURG APP CON ★ 121.15 284.65	MORGANTOWN TOWER ★ 125.1 (CTAF) 0 257.8	GND CON 121.7	UNICOM 122.95
------------------------	--	---	-------------------------	-------------------------



ELEV 1244 D TDZE 1244

5 NM Holding Pattern

DOCA

6000 ← 225°

4500 → 045°

045°

KIRGE

FEGOV 3 NM to GIVVE

3.17°

TCH 52

3200

015°

2480

0.6 NM to GIVVE

GIVVE

5.6 NM

2.2 NM

2.4 NM

0.6

0.5

CATEGORY	A	B	C	D
LP MDA	1640-1	396 (400-1)	1640-1½	396 (400-1½)
LNAV MDA	1920-1	676 (700-1)	1920-1¾	676 (700-1¾)
CIRCLING	1920-1	676 (700-1)	2200-3 956 (1000-3)	2660-3 1416 (1500-3)

REIL Rwy 36

HIRL Rwy 18-36

TWR

36

015°

MORGANTOWN, WEST VIRGINIA

MORGANTOWN MUNI/WALTER L BILL HART FLD (MGW)

Amtd 3 12JUN25

39°39'N - 79°55'W

RNAV (GPS) RWY 36

NE-4, 07 AUG 2025 to 02 OCT 2025

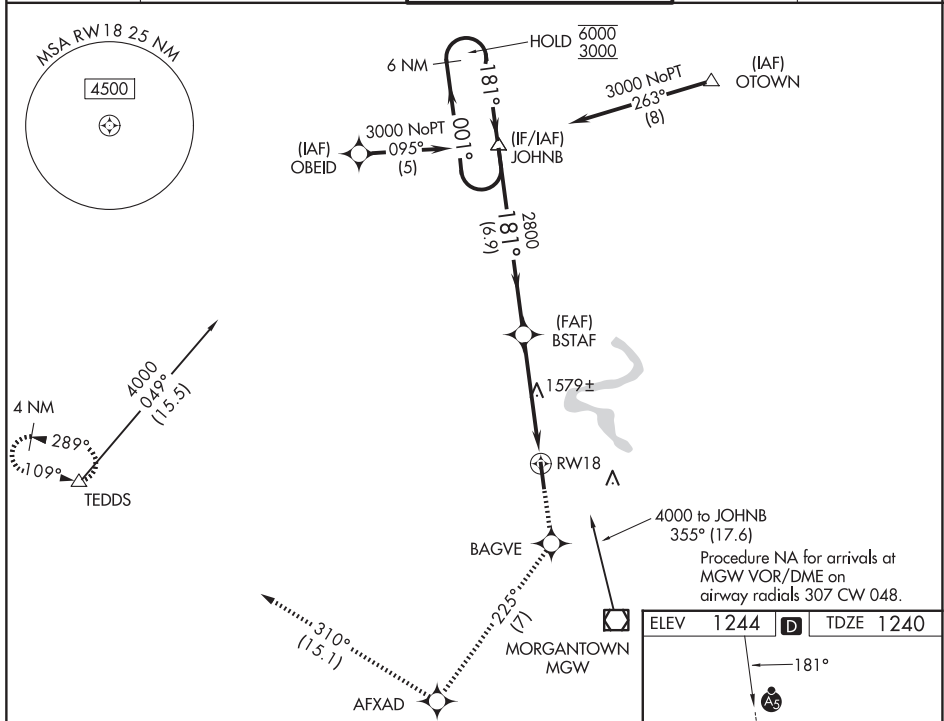
NE-4, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) Z RWY 18
MORGANTOWN MUNI/WALTER L BILL HART FLD (MGW)

MALSR

MISSED APPROACH: Climb to 4000 direct BAGVE and right turn on track 225° to AFXAD and right turn on track 310° to TEDDS and hold.

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or
A above 46°C.

UNICOM
122.95

JOHNB

4000

BAGVE



tr
225°

AFXAD



tr
310°

$\frac{6000}{3000} \leftarrow 001^\circ$
 $181^\circ \rightarrow$
 $\frac{GP\ 3.00^\circ}{TCH\ 59}$

BSTAF

2.11.1

NAV only

519

CATEGORY

A

--	--

LPV	DA
LNAV/ VNAV	DA

$$\frac{1469 - \frac{1}{2}}{1869 - 1\frac{3}{4}}$$
$$\frac{229 (300 - 1\frac{1}{2})}{629 (700 - 1\frac{3}{4})}$$

LNAV MDA

2000-1/2	
760 (800-1/2)	
2000-1	

2000-3/4
760 (800-3/4)

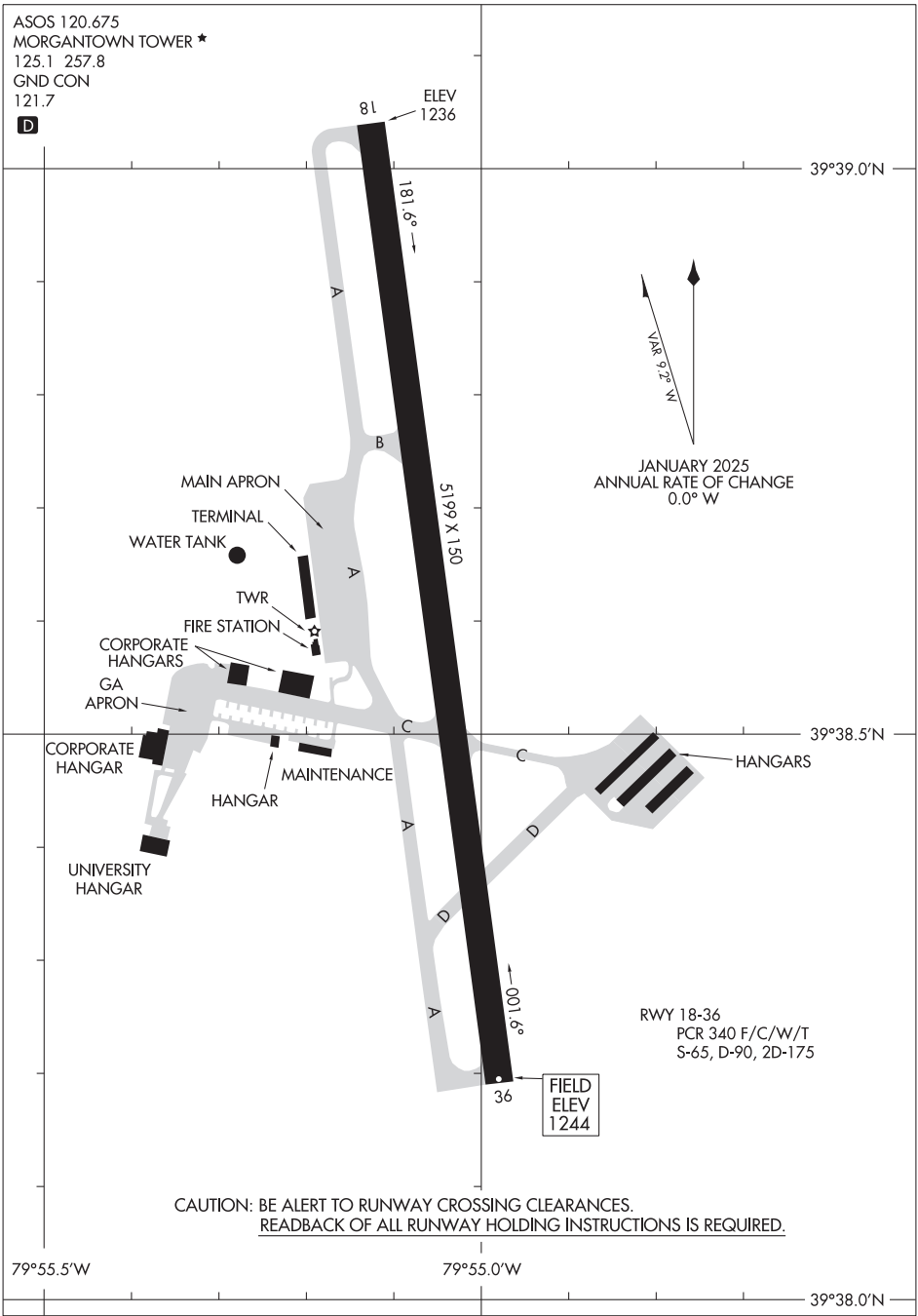
2000-1³/₄
760 (800-1³/₄)
6100-2³/₄

2000-2
760 (800-2)

REIL Rwy 36 (L)
HIRL Rwy 18-36

MORGANTOWN MUNI/WALTER L BILL HART FLD (MGW)
39°39'N - 79°55'W RNAV (GPS) Z RWY 19

RNAV (GPS) Z RWY 18



MOUNDSVILLE, WEST VIRGINIA

AL-6834 (FAA)

23222

APP CRS	Rwy Idg	3301
060°	TDZE	1215
	Apt Elev	1215

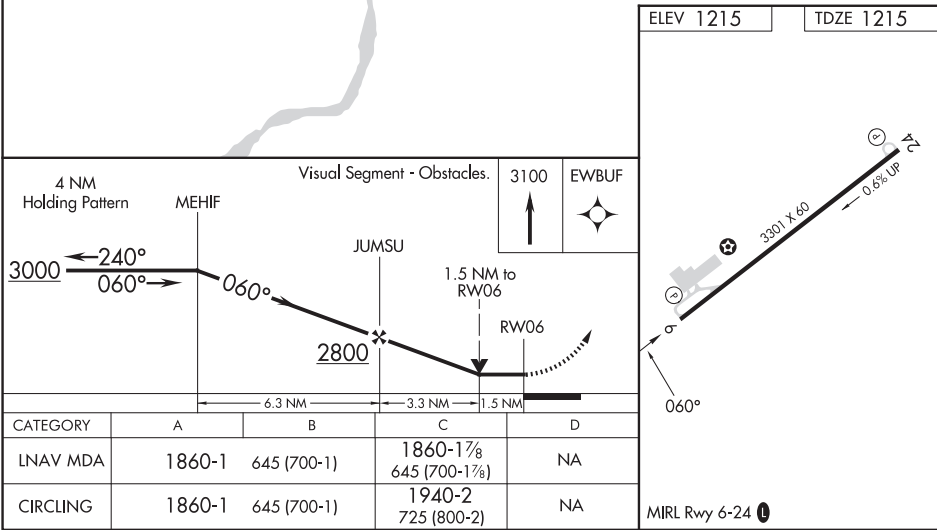
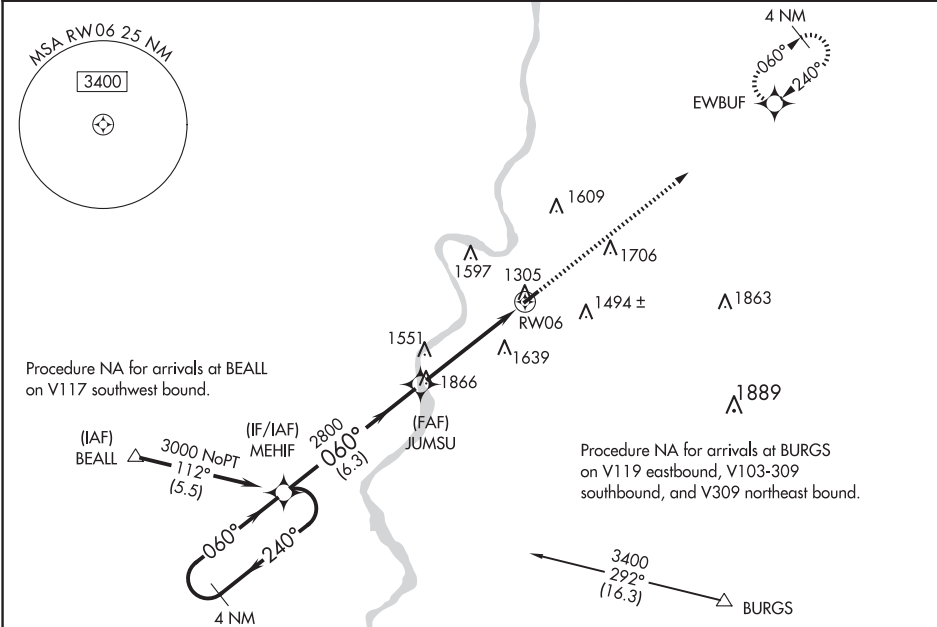
RNAV (GPS) RWY 6
MARSHALL COUNTY (MPG)

RNP APCH

▼ Rwy 6 helicopter visibility reduction below ¾ SM NA. VDP NA when using Wheeling altimeter setting. When local altimeter setting not received, use Wheeling altimeter setting: increase all MDA 60 feet and visibility LNAV Cat C ½ SM and Circling Cat C ¼ SM.

⚠ NA MISSED APPROACH: Climb to 3100 direct EWBUF and hold.

AWOS-3 119.05	CLEVELAND CENTER 126.95 239.30	UNICOM 122.7 (CTAF) ①
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MOUNDSVILLE, WEST VIRGINIA
Orig-E 20MAY21

39°53'N-80°44'W

MARSHALL COUNTY (MPG)
RNAV (GPS) RWY 6

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	3301
240°	TDZE	1213
	Apt Elev	1215

RNAV (GPS) RWY 24
MARSHALL COUNTY (MPG)

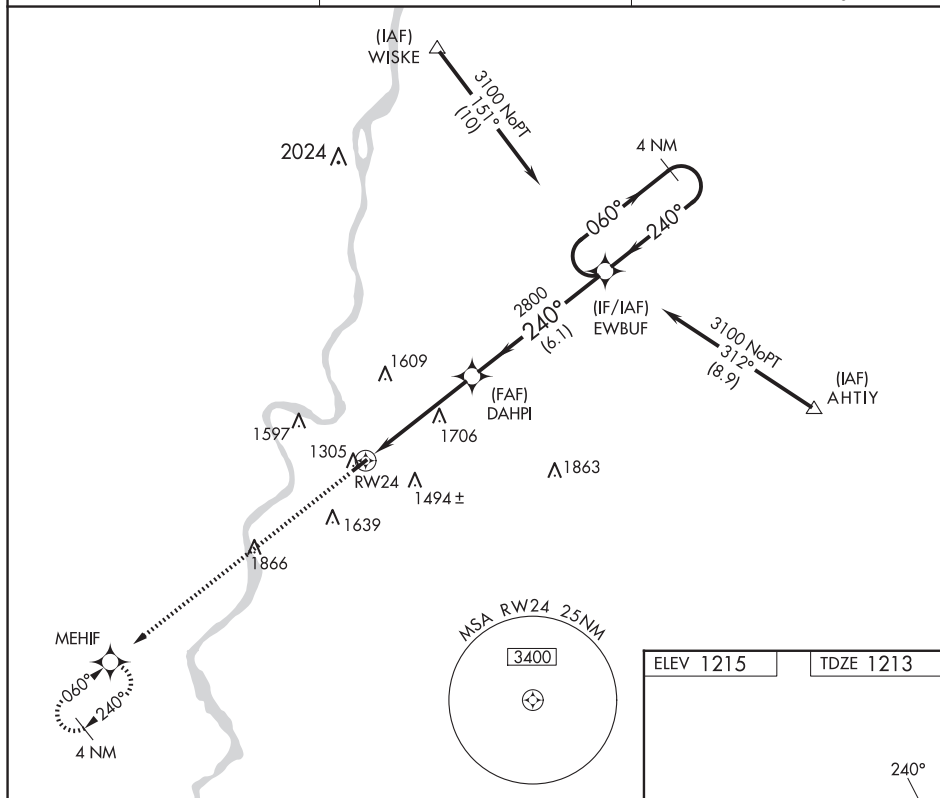
RNP APCH

T When local altimeter setting not received, use Wheeling
A altimeter setting and increase all MDA 60 feet. Rwy 24
 NA helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 3000 direct MEHIF and hold.

AWOS-3
119.05

CLEVELAND CENTER
126.95 239.30

UN|COM
122.7 (CTAF) **L**

3000	MEHIF
	

DAHPI

EWBUF Holding Pattern

RW24

 $\angle 3.0$

TCH.

060°

 -240°

3100

CATEGORY	A	B	C	D
LNAV MDA	1960-1 747 (800-1)	1960-1¼ 747 (800-1¼)	1960-2¼ 747 (800-2¼)	NA
CIRCLING	1960-1 745 (800-1)	1960-1¼ 745 (800-1¼)	1960-2¼ 745 (800-2¼)	NA

ELEV 1215

TDZE 1213

MIRL Rwy 6-24

MOUNDSVILLE, WEST VIRGINIA

Orig-C 30JAN20

39°53'N-80°44'W

MARSHALL COUNTY (MPG)
RNAV (GPS) RWY 24

MOUNT JOY/MARIETTA, PENNSYLVANIA

AL-6668 (FAA)

23334

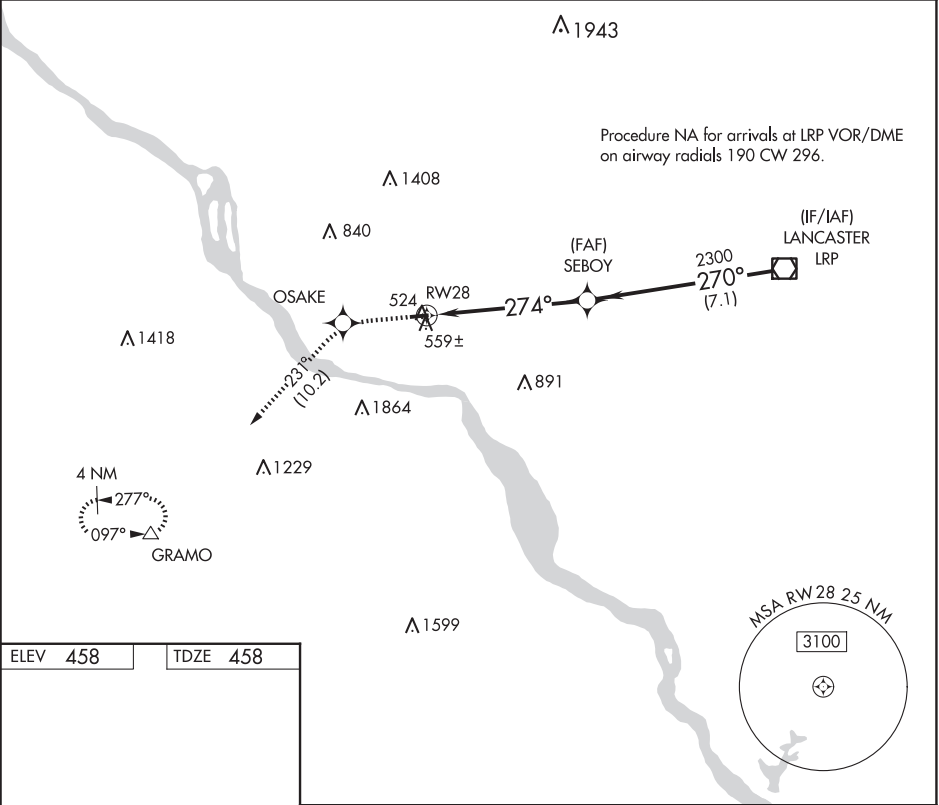
APP CRS	Rwy Idg	3250
274°	TDZE	458
	Apt Elev	458

RNAV (GPS) RWY 28

DONEGAL SPRINGS AIRPARK (N71)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct OSAKE and via 231° track to GRAMO and hold.
Procedure NA at night. Use Harrisburg Intl altimeter setting; when not received, use Fort Indiantown Gap altimeter setting and increase all MDAs 20 feet.	

MDT ASOS 118.8	HARRISBURG APP CON 126.45 281.525	HARRISBURG CLNC DEL 127.05	UNICOM 122.8 (CTAF)
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ELEV 458	TDZE 458
MIRL Rwy 10-28	

3000	OSAKE	GRAMO	LRP VOR/DME
↑	✱	tr 231°	△
SEBOY			
RW28			
274°			
2300			
≤ 3.05° TCH 40			
5.8 NM			
7.1 NM			
2600			
270°			
CATEGORY			
A			
B			
C			
D			
LNAV MDA			
1380-1¼			
922 (1000-1¼)			
NA			
CIRCLING			
1380-1¼			
922 (1000-1¼)			
NA			

MOUNT JOY/MARIETTA, PENNSYLVANIA
Orig-C 30NOV23

40°06'N-76°34'W

DONEGAL SPRINGS AIRPARK (N71)
RNAV (GPS) RWY 28

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

VOR/DME LRP 117.3 Chgn 120	APP CRS 272°	Rwy Idg 3250 TDZE 458 Apt Elev 458
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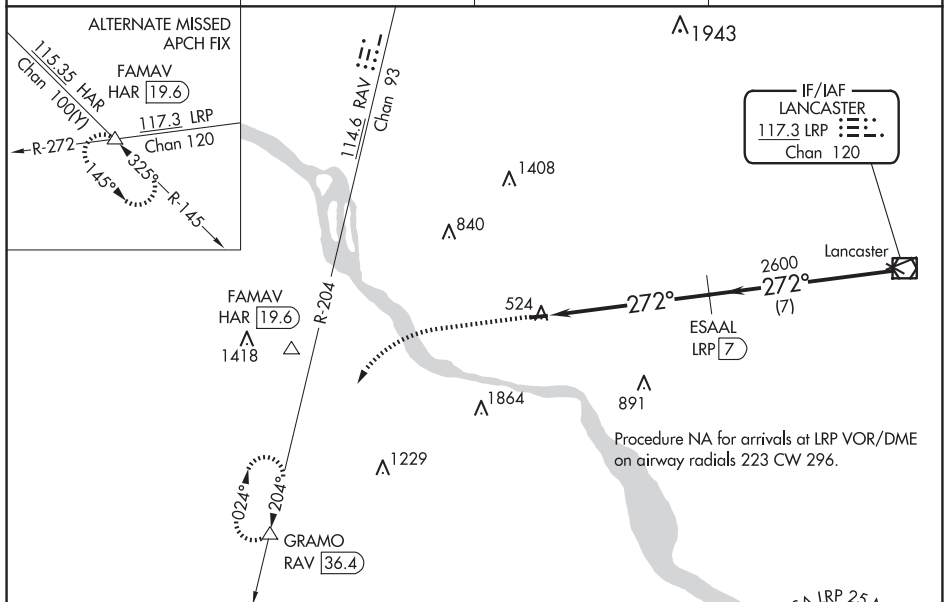
VOR RWY 28
DONEGAL SPRINGS AIRPARK (N71)

DME required.

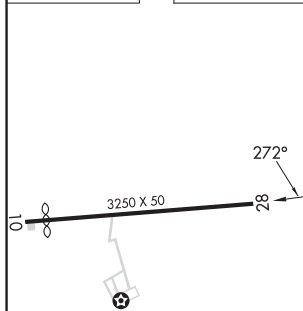
T Use Harrisburg Intl altimeter setting; when not received, use Fort Indiantown Gap
A NA altimeter setting and increase all MDAs 20 feet. Rwy 28 helicopter visibility
reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 2600 then climbing left turn to 3000 on RAV R-204 to GRAMO/RAV 36.4 DME and hold.

MDT ASOS 118.8	HARRISBURG APP CON 126.45 281.525	HARRISBURG CLNC DEL 127.05	UNICOM 122.8 (CTAF) ①
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ELEV 458		TDZE 458
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CATEGORY	A	B	C	D
S-28	940-1	482 (500-1)	NA	
CIRCLING	940-1	960-1	NA	
	482 (500-1)	502 (600-1)		

2600
↑
RAV
R-204
GRAMO
△

LRP
12.9

ESAAL
LRP 7

LRP
VOR/DME

272°

2600

3.47°
TCH 45

5.9 NM

7 NM

MIRL Rwy 10-28 **L**

WAAS CH 50311 W05A	APP CRS 050°	Rwy Idg TDZE Apt Elev	3999 1906 1915
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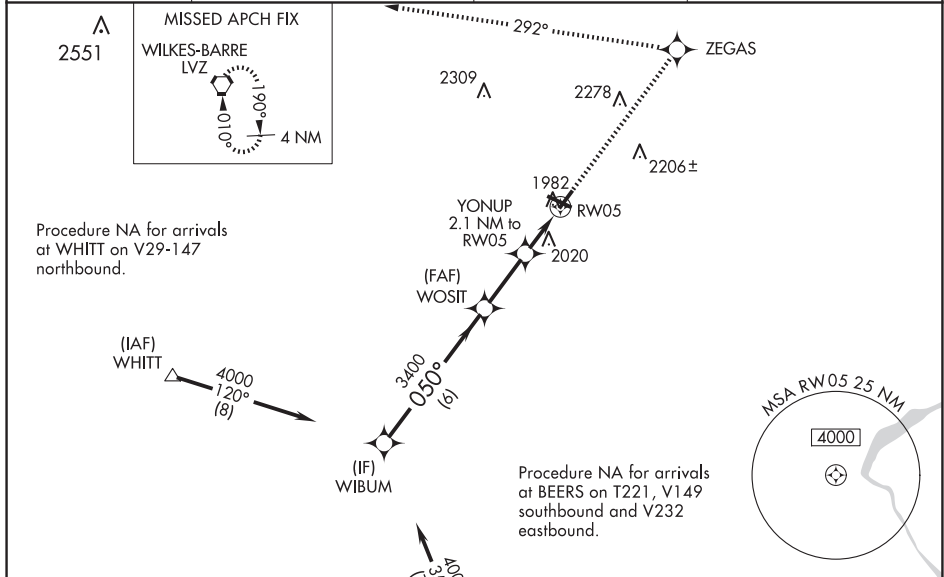
RNAV (GPS) RWY 5

POCONO MOUNTAINS RGNL (MPO)

Baro-VNAV NA when using Wilkes-Barre/Scranton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F).
DME/DME RNP-0.3 NA. Rwy 5 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting: increase LPV DA to 2339 feet, LNAV/VNAV DA to 2431 feet and all visibilities ¼ SM; increase all MDAs 180 feet and visibility Cat C and D ½ SM. Circling Rwy 23 NA at night.

MISSED APPROACH:
Climb to 4000 direct ZEGAS and left turn via 292° track to LVZ VORTAC and hold.

ASOS 120.275	WILKES-BARRE APP CON 126.3 256.7	CLNC DEL 125.3	UNICOM 122.7 (CTAF)
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Procedure Turn NA

VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 43).

WIBUM 4000

GP 3.00° TCH 60

050°

WOSIT

YONUP 2.1 NM to RW05

RW05

*2600

6 NM 2.4 NM 2.1 NM

*LNAV only

292° tr

LVZ

4000 ZEGAS

CATEGORY	A	B	C	D
LPV DA	2160-1		254 (300-1)	
LNAV/VNAV DA	2252-1¼		346 (400-1¼)	
LNAV MDA	2320-1	414 (500-1)	2320-1¼	414 (500-1¼)
CIRCLING	2480-1 565 (600-1)	2500-1 585 (600-1)	2600-2 685 (700-2)	2660-2½ 745 (800-2½)

REIL Rwys 5, 13, 23, and 31

MIRL Rwys 5-23 and 13-31

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 48911 W13A	APP CRS 128°	Rwy Idg TDZE Apt Elev	4500 1885 1915
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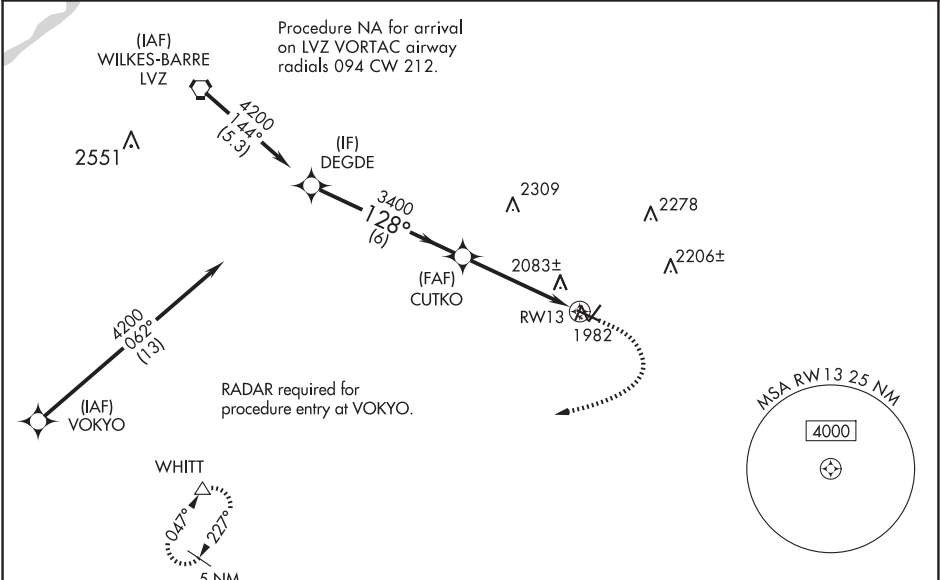
RNAV (GPS) RWY 13

POCONO MOUNTAINS RGNL (MPO)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18° C (0° F) or above 54° C (130° F). Baro-VNAV and VDP NA when using Wilkes-Barre/Scranton altimeter setting. Rwy 13 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting: increase LPV DA to 2450 feet, LNAV/VNAV DA to 2537 feet and all visibilities ½ SM; increase all MDAs 180 feet and visibility LNAV Cat C/D ¾ SM and Circling Cat C/D ½ SM. Circling Rwy 23 NA at night.

MISSED APPROACH: Climb to 3000 then climbing right turn to 4200 direct WHITT and hold.

ASOS 120.275	WILKES-BARRE APP CON 126.3 256.7	CLNC DEL 125.3	UNICOM 122.7 (CTAF) 0
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ELEV	1915	TDZE	1885
------	------	------	------

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 44).

GP 3.00° TCH 40

DEGDE

CUTKO

RWY 13

WHITT

* LNAV only.

* 1.3 NM to RWY 13

6 NM

3.3 NM

1.3

CATEGORY	A	B	C	D
LPV DA	2271-1¼		386 (400-1¼)	
LNAV/VNAV DA	2358-1½		473 (500-1½)	
LNAV MDA	2340-1	455 (500-1)	2340-1¾	455 (500-1¾)
CIRCLING	2420-1 505 (600-1)	2500-1 585 (600-1)	2600-2 685 (700-2)	2660-2½ 745 (800-2½)

REIL Rwys 5, 13, 23, and 31 0

MIRL Rwys 5-23 and 13-31 0

WAAS CH 58016 W31A	APP CRS 308°	Rwy Idg TDZE 1885 Apt Elev 1915	5001 1885 1915
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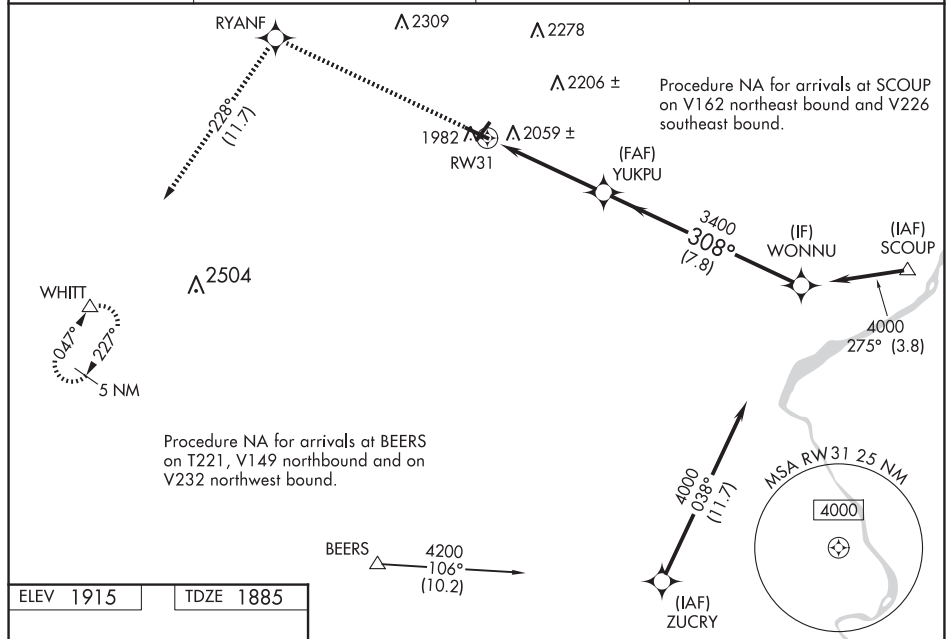
RNAV (GPS) RWY 31

POCONO MOUNTAINS RGNL (MPO)

⚠ Baro-VNAV NA when using Wilkes-Barre/Scranton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F).
⚠ Rwy 31 helicopter visibility reduction below $\frac{3}{4}$ SM NA. DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting: increase LPV DA to 2403 feet and visibility $\frac{1}{4}$ SM, LNAV/VNAV DA to 2446 feet and visibility $\frac{3}{8}$ SM; increase all MDAs 180 feet and visibility LNAV Cat C/D $\frac{3}{8}$ SM and Circling Cat C/D $\frac{1}{2}$ SM. Circling Rwy 23 NA at night.

MISSED APPROACH: Climb to 4200 direct RYANF and on track 228° to WHITT and hold.

ASOS 120.275	WILKES-BARRE APP CON 126.3 256.7	CLNC DEL 125.3	UNICOM 122.7 (CTAF) 0
------------------------	--	--------------------------	---------------------------------



ELEV 1915	TDZE 1885	4200	RYANF	tr 228°	WHITT	VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 40).
<p>Diagram showing the approach path for RWY 31. The glidepath is 3.00° and the TCH is 55. The runway is 5001 x 75. The approach is 100% LNAV. The diagram also shows the 308° bearing and the 4.6 NM and 7.8 NM distances.</p>						
CATEGORY		A	B	C	D	
LPV DA		2224-1 $\frac{1}{8}$		339 (400-1 $\frac{1}{8}$)		
LNAV/VNAV DA		2267-1 $\frac{1}{4}$		382 (400-1 $\frac{1}{4}$)		
LNAV MDA		2320-1 435 (500-1)		2320-1 $\frac{3}{8}$ 435 (500-1 $\frac{3}{8}$)		
CIRCLING		2420-1 505 (600-1)	2500-1 585 (600-1)	2600-2 685 (700-2)	2660-2 $\frac{1}{2}$ 745 (800-2 $\frac{1}{2}$)	

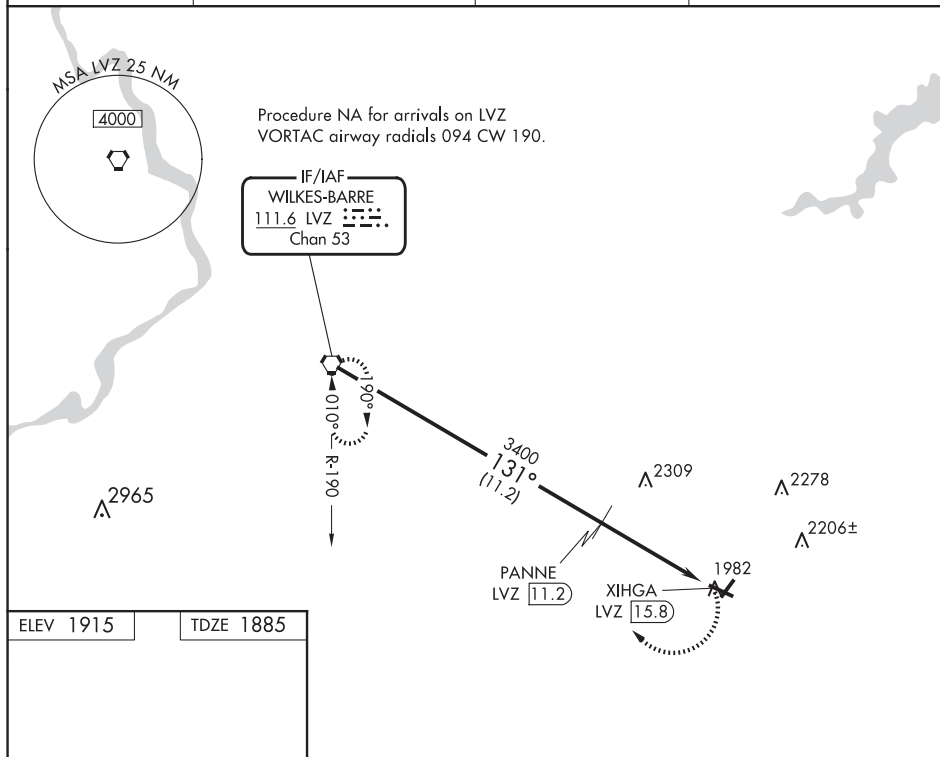
VORTAC LVZ <u>111.6</u> Chan 53	APP CRS 131°	Rwy Idg 4500 TDZE 1885 Apt Elev 1915
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VOR/DME RWY 13
POCONO MOUNTAINS RGNL (MPO)

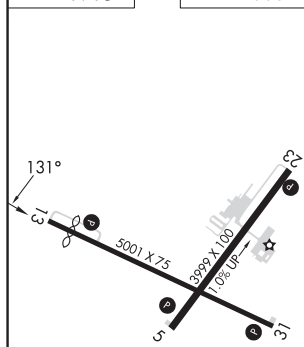
T Circling Rwy 23 NA at night. Helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting and increase all MDA 180 feet; increase S-13 Cat B and Circling Cat B visibility $\frac{1}{4}$ mile, S-13 Cots C/D visibility $\frac{3}{4}$ mile, and Circling Cots C/D visibility $\frac{1}{2}$ mile.

MISSED APPROACH: Climbing right turn to 4000 direct LVZ VORTAC and hold.

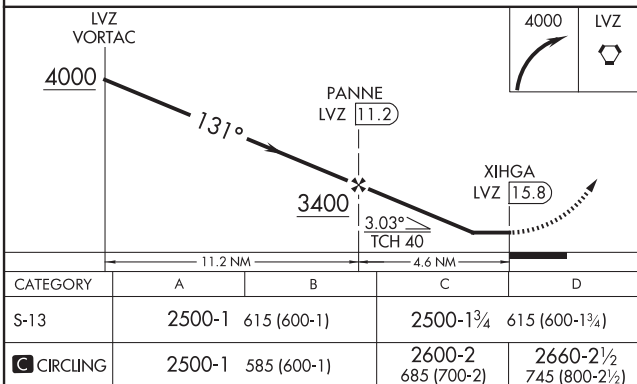
ASOS 120.275	WILKES-BARRE APP CON 126.3 256.7	CLNC DEL 125.3	UNICOM 122.7 (CTAF) 0
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ELEV 1915		TDZE 1885
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REIL Rwys 5, 13, 23, and 31 **L**

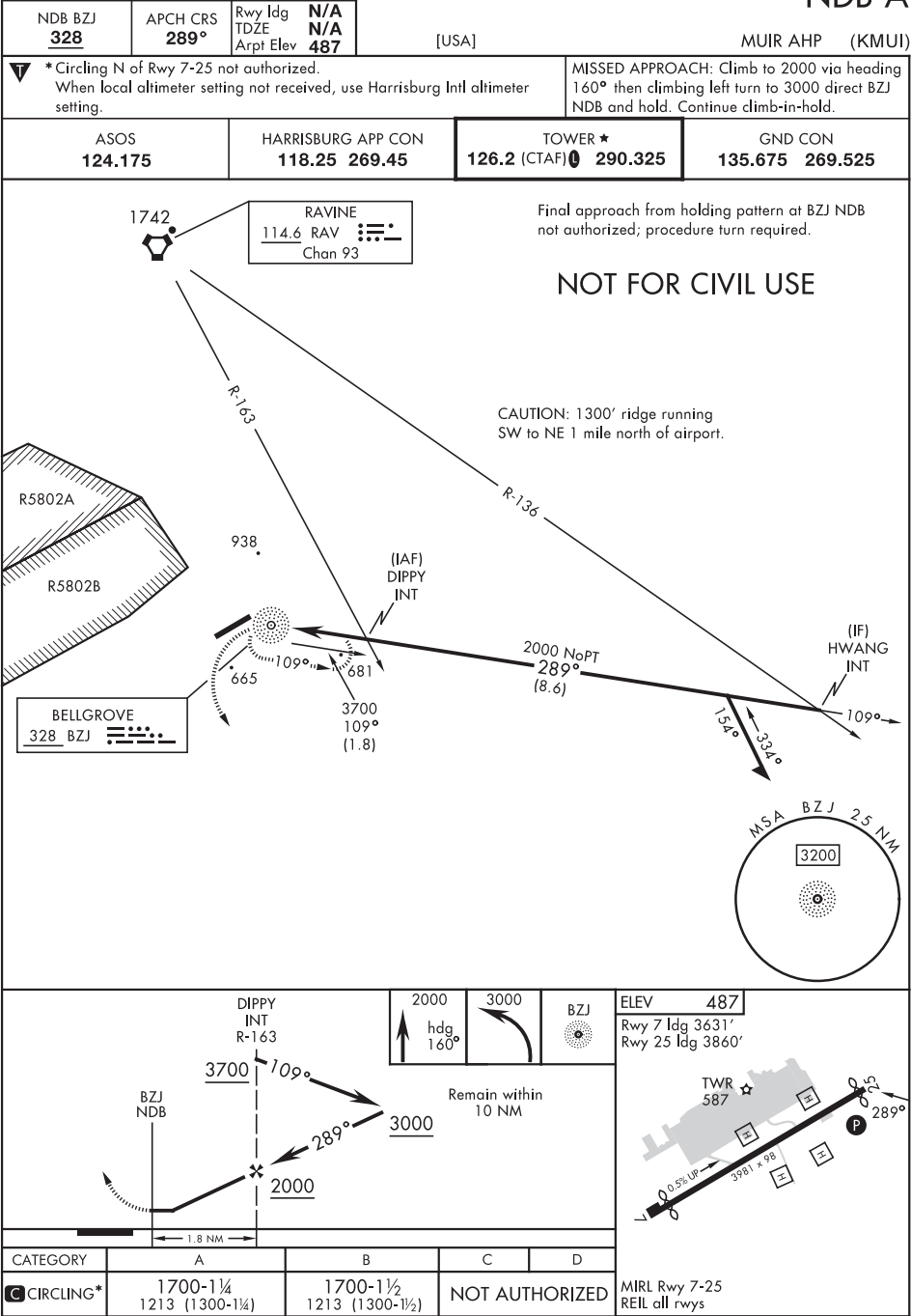
MIRL Rwy 5-23 and 13-31 L



VOR/DME RWY 13

FORT INDIANTOWN GAP, PENNSYLVANIA

NDB-A



NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

COPTER ILS or LOC RWY 25

LOC/DME I-MUI 111.75 Chan 54(Y)	APCH CRS 250°	Rwy Idg THRE 480 Arpt Elev 487
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[USA]

MUIR AHP (KMUI)

DME required

▼ Use KMDT altimeter when local altimeter not available.
When RAV VOR out of service, RNAV required to BAARN.

▲ Non-RNAV equipped aircraft expect RADAR vectors.

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 on RAV VORTAC R-193 to BAARN and hold, continue climb-in-hold to 3000.

ASOS 124.175	HARRISBURG APP/DEP CON 118.25 269.45	TOWER ★ 126.2(CTAF) 290.325	GND CON 135.675 269.525
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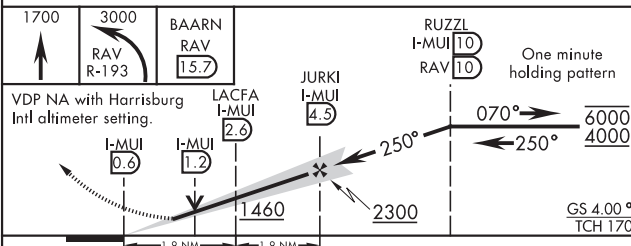
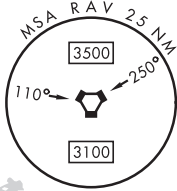
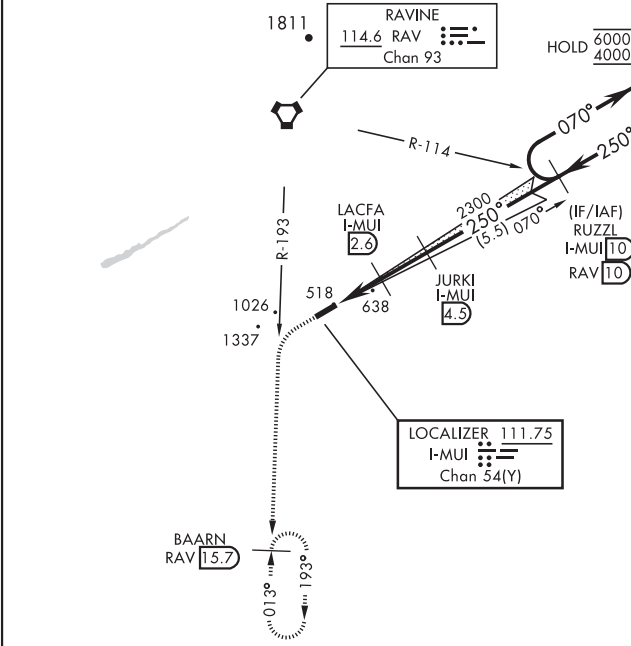
NOT FOR CIVIL USE

Limit all segments to 90 KIAS.

Knots	60	120	180	240	300	360
V/V(fpm)	435	870	1305	1740	2175	2610
Min climb of 435 ft/NM to 1800-Controlling Obstacle 1337'						

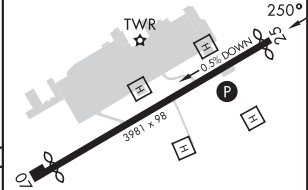
NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025



ELEV 487	THRE 480
Rwy 07 Idg 3631' Rwy 25 Idg 3860'	

CATEGORY	COPTER		
S-ILS 25	821-1	334	(400-1)
S-LOC 25	900-1	413	(500-1)
KMDT (HARRISBURG INTL) ALTIMETER SETTING MINIMUMS			
S-ILS 25	885-1½	398	(400-1½)
S-LOC 25	980-1	493	(500-1)



COPTER ILS or LOC RWY 25

FORT INDIANTOWN GAP, PENNSYLVANIA

COPTER RNAV (GPS)-054°

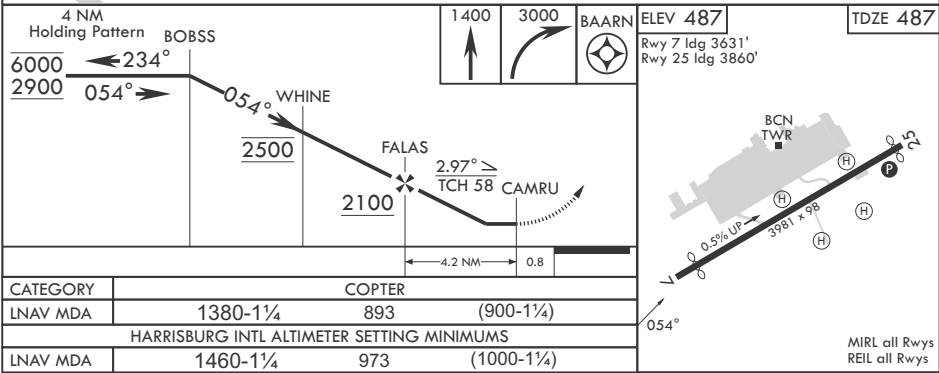
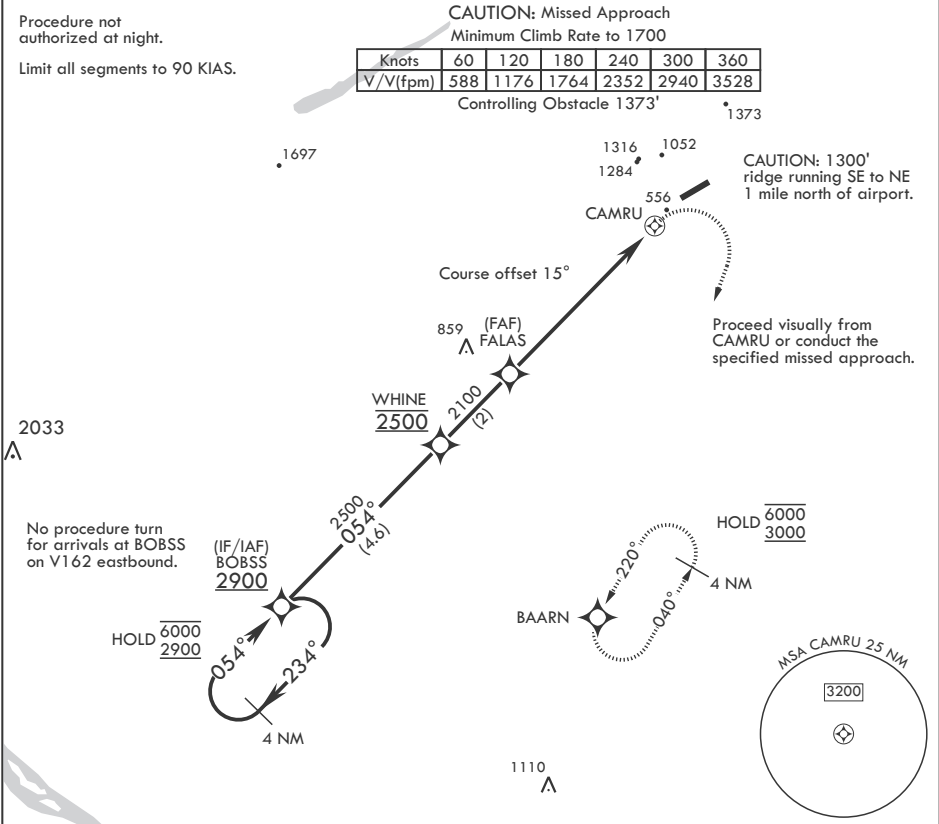
APCH CRS	Rwy Idg	3631
054°	TDZE	487
	Arpt Elev	487

(USA)

MUIR AHP (KMUI)

RNP APCH-GPS	MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 direct BARRN and hold.
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ASOS 124.175	HARRISBURG APP CON/DEP CON 118.25 269.45	TOWER★ 126.2 (CTAF) 0 290.325	GND CON 135.675 269.525
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FORT INDIANTOWN GAP, PENNSYLVANIA

40°26'N - 76°34'W

MUIR AHP (KMUI)

Amdt 1 23JAN25

COPTER RNAV (GPS)-054°

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

FORT INDIANTOWN GAP, PENNSYLVANIA

COPTER RNAV (GPS) RWY 25

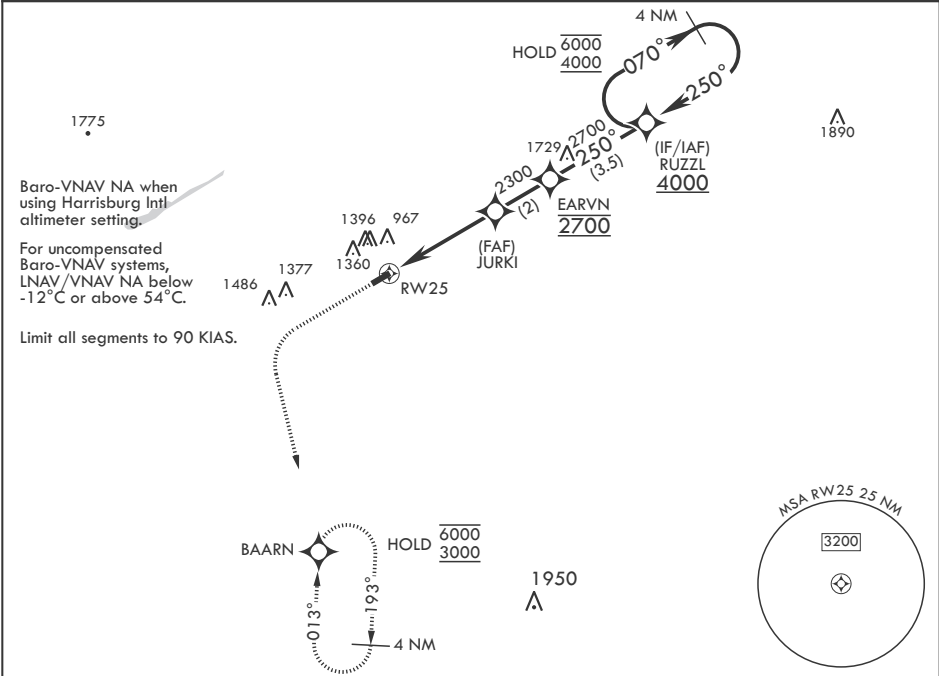
WAAS CH 95177 W25A	APCH CRS 250°	Rwy ldg TDZE Arpt Elev	3860 487 487
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- (USA)

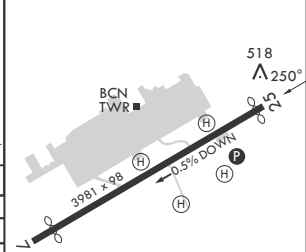
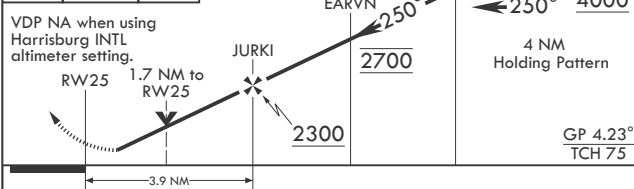
MUIR AHP (KMUI)

RNP APCH - GPS	MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct to BAARN and hold.
* When local altimeter not received, use Harrisburg Intl altimeter setting. Increase all DA by 64', vis by 1/8 miles. ** When local altimeter not received, use Harrisburg Intl altimeter setting. Increase MDA 80', vis 1/4 miles.	

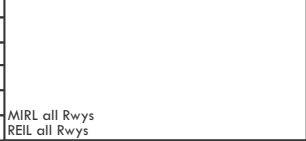
ASOS 124.175	HARRISBURG APP CON/DEP CON 118.25 269.45	TOWER ★ 126.2 (CTAF) 290.325	GND CON 135.675 269.525
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1700	3000	BAARN	VGSI and descent angles not coincident.	RUZZL	ELEV 487	TDZE 487
					Rwy 7 ldg 3631'	Rwy 25 ldg 3860'



CATEGORY	COPTER		
LPV DA *	816-1	329	(400-1)
LNAV/VNAV DA *	1166-1 7/8	679	(700-1 7/8)
LNAV MDA **	1300-1	813	(900-1)
WITH HARRISBURG INTL ALTIMETER SETTING			
LPV DA	880-1 1/8	393	(400-1 1/8)
LNAV/VNAV DA	1230-2	743	(800-2)
LNAV MDA	1380-1 1/4	893	(900-1 1/4)



FORT INDIANTOWN GAP, PENNSYLVANIA

40°26'N - 76°34'W

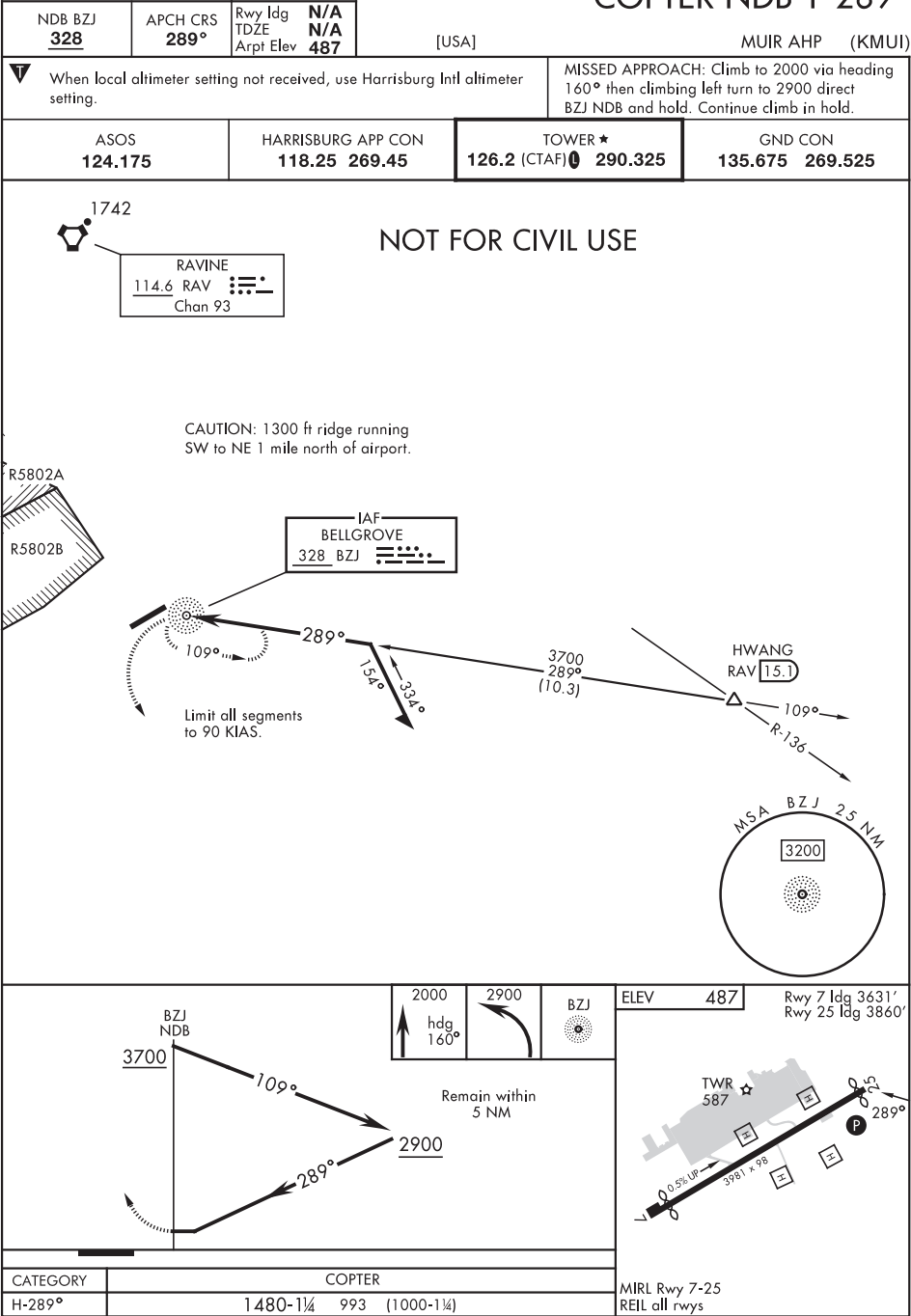
MUIR AHP (KMUI)

Amdt 1 23JAN25

COPTER RNAV (GPS) RWY 25

FORT INDIANTOWN GAP, PENNSYLVANIA

COPTER NDB Y-289°



NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

FORT INDIANTOWN GAP, PENNSYLVANIA

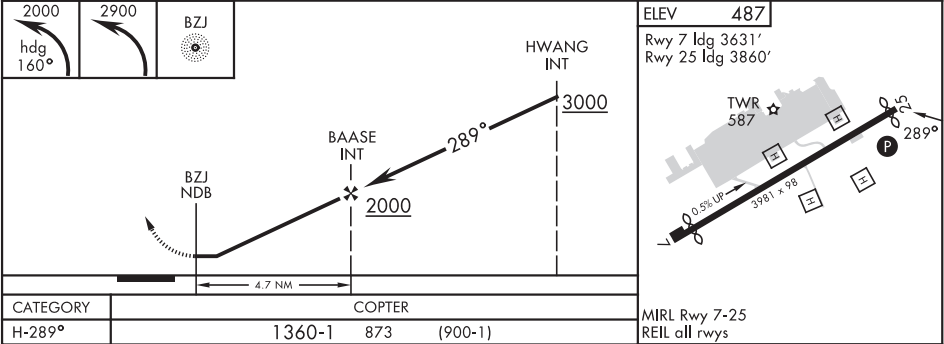
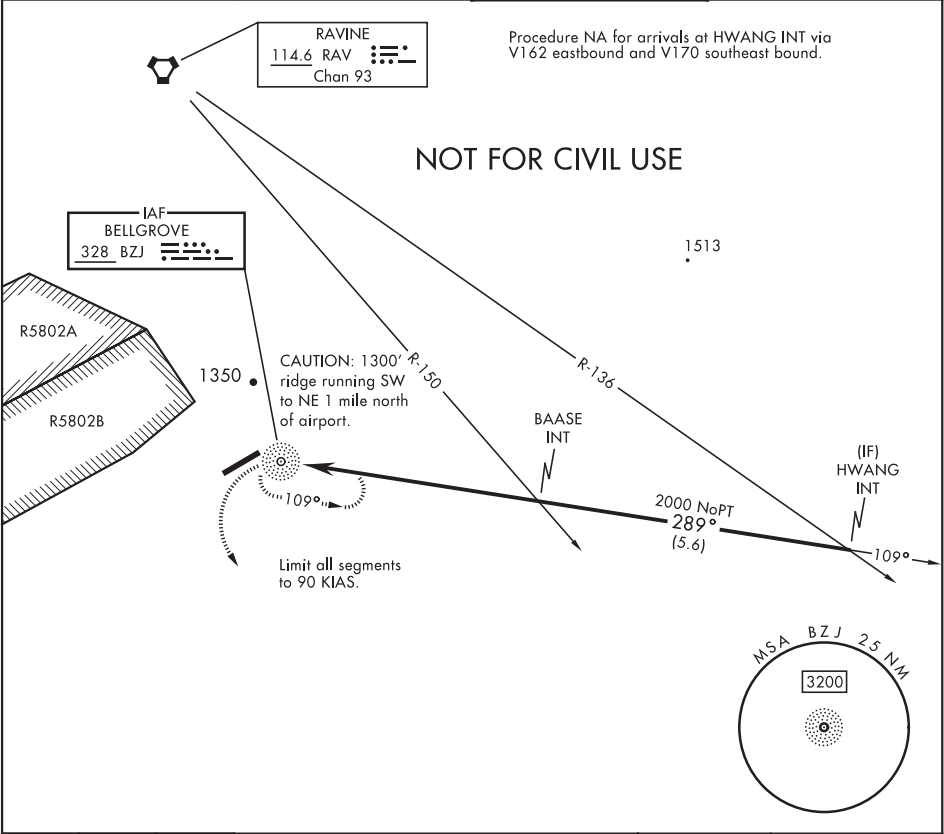
40°26'N-76°34'W

MUIR AHP (KMUI)

Amdt 4 10AUG23

COPTER NDB Y-289°

NDB BZJ 328	APCH CRS 289°	Rwy ldg TDZE Arpt Elev N/A N/A 487	[USA]	MUIR AHP (KMUI)
▼ VOR receiver required for this approach. When local altimeter setting not received, use Harrisburg Intl altimeter and increase MDA by 80 ft, vis by ¼ mile, and ceiling by 100 ft.			MISSED APPROACH: Climb to 2000 via hdg 160° then climbing left turn to 2900 direct BZJ NDB and hold. Continue climb in hold.	
ASOS 124.175	HARRISBURG APP CON 118.25 269.45	MUIR TOWER ★ 126.2 (CTAF) 290.325	GND CON 135.675 269.525	



25051

MUIR AHP (KMUI)

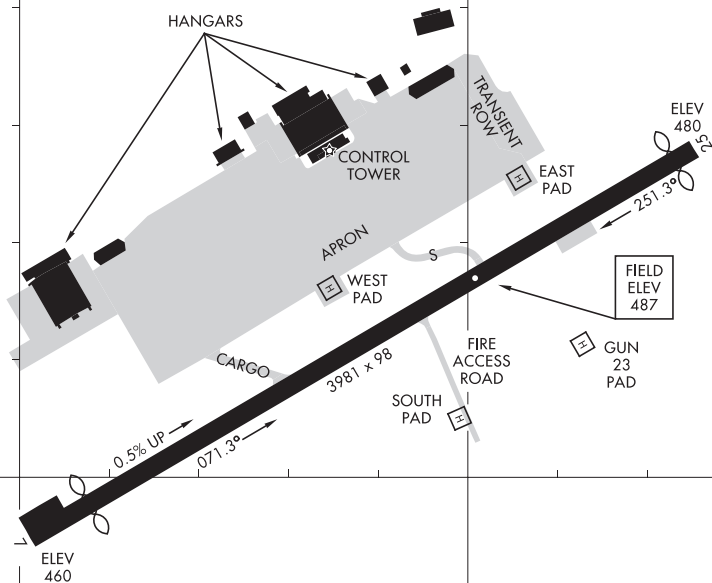
AIRPORT DIAGRAM

[USA]

FORT INDIANTOWN GAP, PENNSYLVANIA

ASOS 124.175
 TOWER ★
 126.2 (CTAF) 290.325
 GND CON
 135.675 269.525

40°26.5'N



40°26.0'N

Rwy 07-25
 PCN 24 F/B/W/T

Rwy 07 Idg 3631'
 Rwy 25 Idg 3860'

JUNE 2023
 ANNUAL RATE OF CHANGE
 0.0°E

78°34.5'W

78°34.0'W

40°25.5'N

AIRPORT DIAGRAM

FORT INDIANTOWN GAP, PENNSYLVANIA

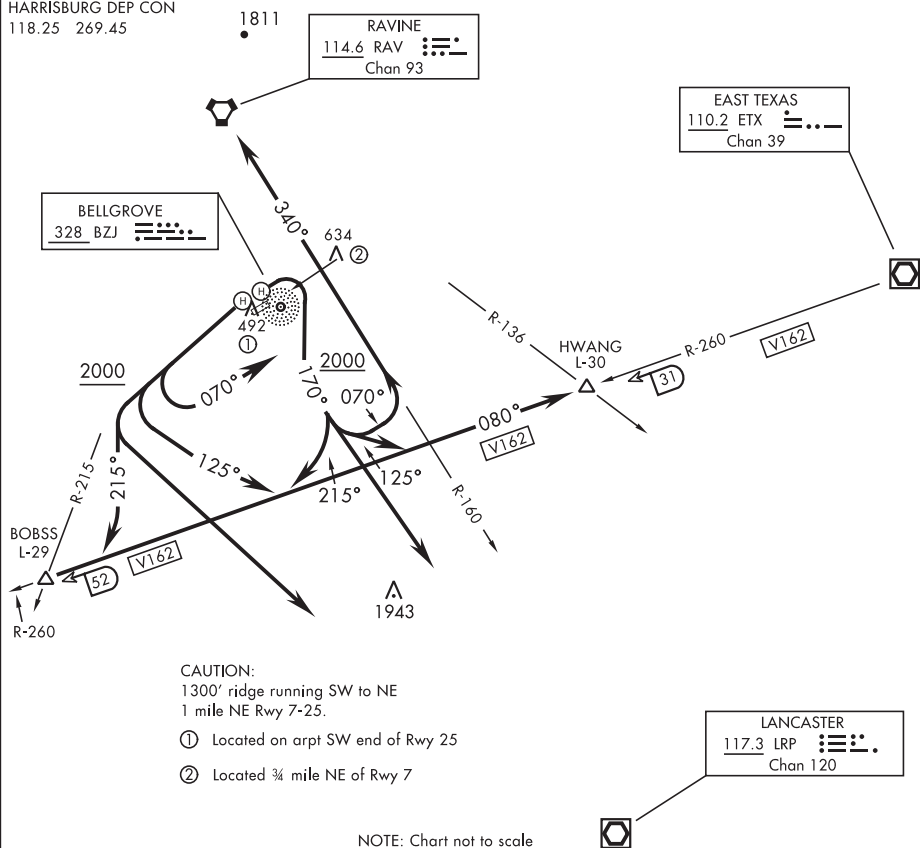
MUIR AHP (KMUI)

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

FORT INDIANTOWN GAP, PENNSYLVANIA

LANCASTER
117.3 LRP 
Chan 120



FORT INDIANTOWN GAP, PENNSYLVANIA

MYERSTOWN, PENNSYLVANIA

AL-9093 (FAA)

23110

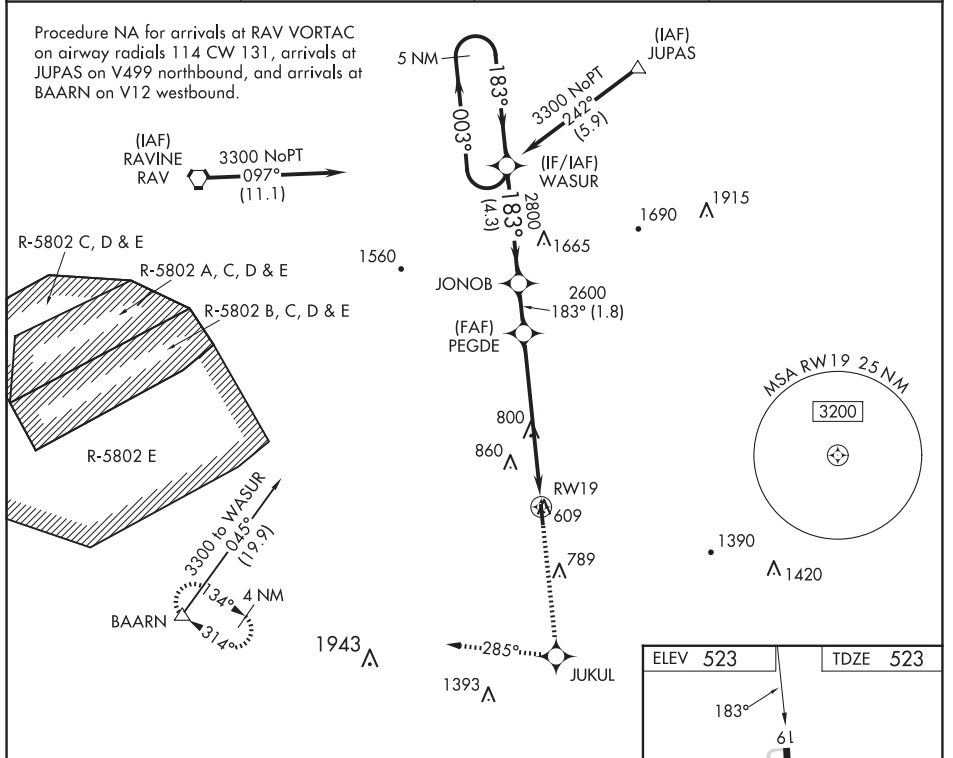
WAAS CH 73001 W19A	APP CRS 183°	Rwy Idg TDZE 523 Apt Elev 523
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RNAV (GPS) RWY 19

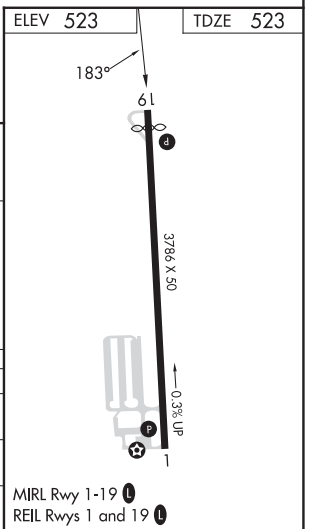
DECK (9D4)

RNP APCH.	MISSED APPROACH: Climb to 4000 direct JUKUL and climbing right turn on track 285° to BAARN and hold.
 When local altimeter setting not received, use Reading altimeter setting. Circling Rwy 1 NA at night.	

AWOS-2 118.45	RDG ASOS 127.1	HARRISBURG APP CON 118.25 269.45	UNICOM 122.8 (CTAF) 0
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VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 42).				4000	JUKUL	BAARN
5 NM Holding Pattern				↑	✱	△
WASUR				tr 285°		
3300 ← 003° 183° → 2800 2600				RWY 19		
GP 3.00° TCH 50				4.3 NM 1.8 NM 6.3 NM		
CATEGORY	A	B	C	D		
LPV DA	837-1 314 (400-1)			NA		
LNAV MDA	1200-1	677 (700-1)	1200-2 677 (700-2)	NA		
CIRCLING	1200-1 677 (700-1)	1240-1 717 (800-1)	1240-2 717 (800-2)	NA		



MYERSTOWN, PENNSYLVANIA

Orig-D 25MAR21

40°21'N-76°20'W

RNAV (GPS) RWY 19

DECK (9D4)

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

VORTAC RAV
114.6
Chan **93**

APP CRS
145°

Rwy Idg
TDZE
Apt Elev
N/A
N/A
523

VOR/DME or GPS-A
DECK (9D4)

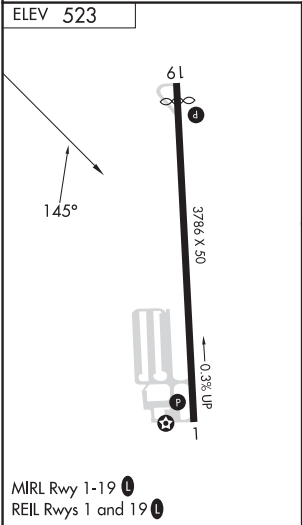
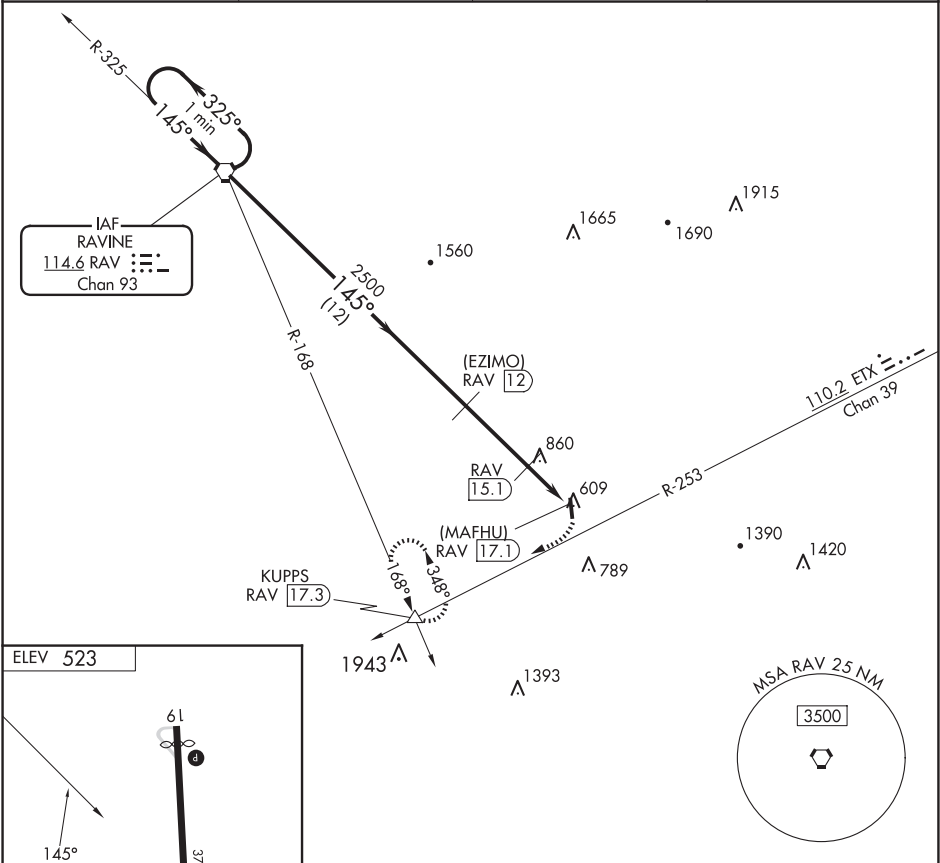
▼

▲ NA

Use Harrisburg Intl, PA altimeter setting. If not received, procedure NA. Circling Rwy 1 NA at night.

MISSED APPROACH: Climbing right turn to 3000, intercept the ETX VORTAC R-253 to KUPPS INT and hold.

AWOS-2 118.45	RDG ASOS 127.1	HARRISBURG APP CON 118.25 269.45	UNICOM 122.8 (CTAF) 0
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One Minute Holding Pattern		RAV VORTAC		3000 KUPPS ETX R-253 ▲	
3500		325° 145°		145°	
		12 NM		3.1 NM	
		2500		1800	
		2 NM			
CATEGORY	A	B	C	D	
CIRCLING	1140-1 617 (700-1)	1160-1 637 (700-1)	1160-1¾ 637 (700-1¾)	NA	

NEW CASTLE, PENNSYLVANIA

AL-5842 (FAA)

23166

WAAS CH 78005 W05A	APP CRS 049°	Rwy Idg TDZE 1027 Apt Elev 1072	3995
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RNAV (GPS) RWY 5

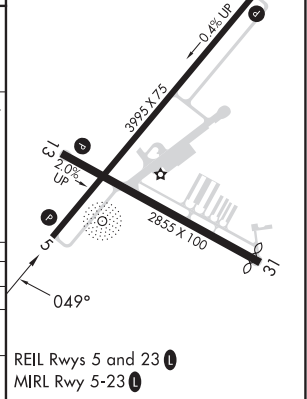
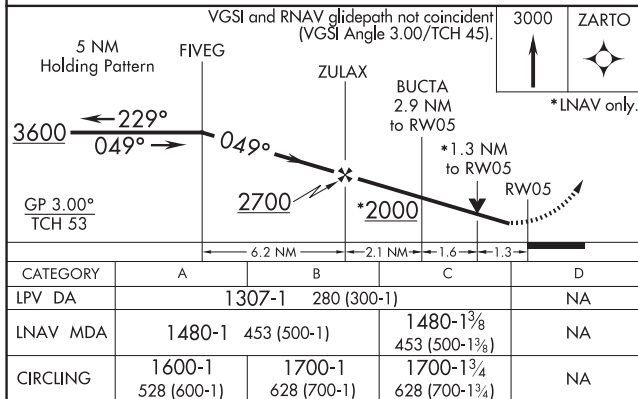
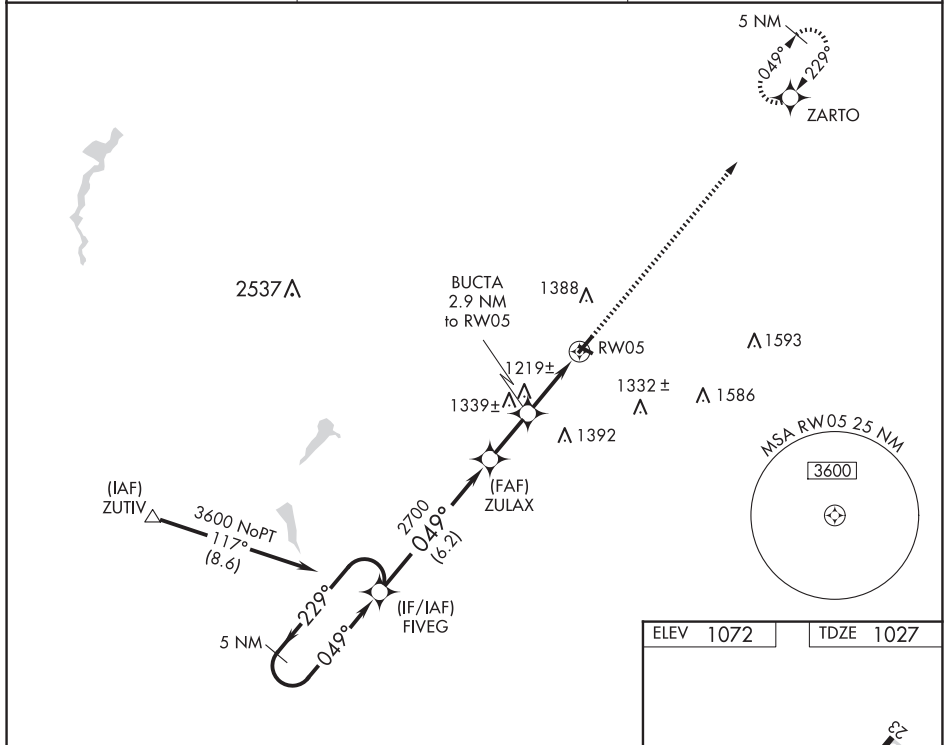
NEW CASTLE MUNI (UCP)

RNP APCH.

⚠ VDP NA when using Youngstown/Warren Rgnl altimeter setting. Rwy 5 helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Youngstown/Warren Rgnl altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase LNAV Cat C and Circling Cat C visibility $\frac{1}{4}$ SM.

MISSED APPROACH:
Climb to 3000 direct ZARTO and hold.

AWOS-3PT 124.175	YOUNGSTOWN APP CON ★ 133.95 322.3	UNICOM 123.0 (CTAF) 0
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NEW CASTLE, PENNSYLVANIA

Amdt 1D 09SEP21

41°02'N - 80°25'W

RNAV (GPS) RWY 5

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 45605 W23A	APP CRS 229°	Rwy Idg TDZE 1027 Apt Elev 1072	3995
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RNAV (GPS) RWY 23

NEW CASTLE MUNI (UCP)

RNP APCH.

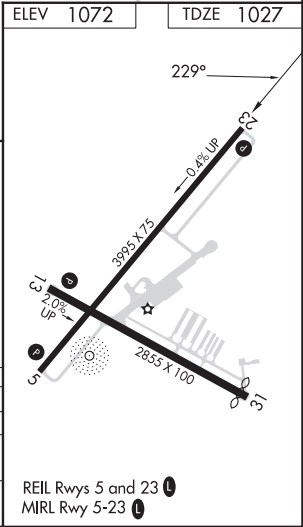
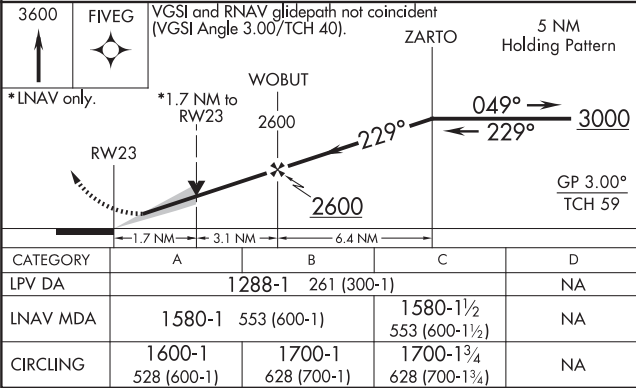
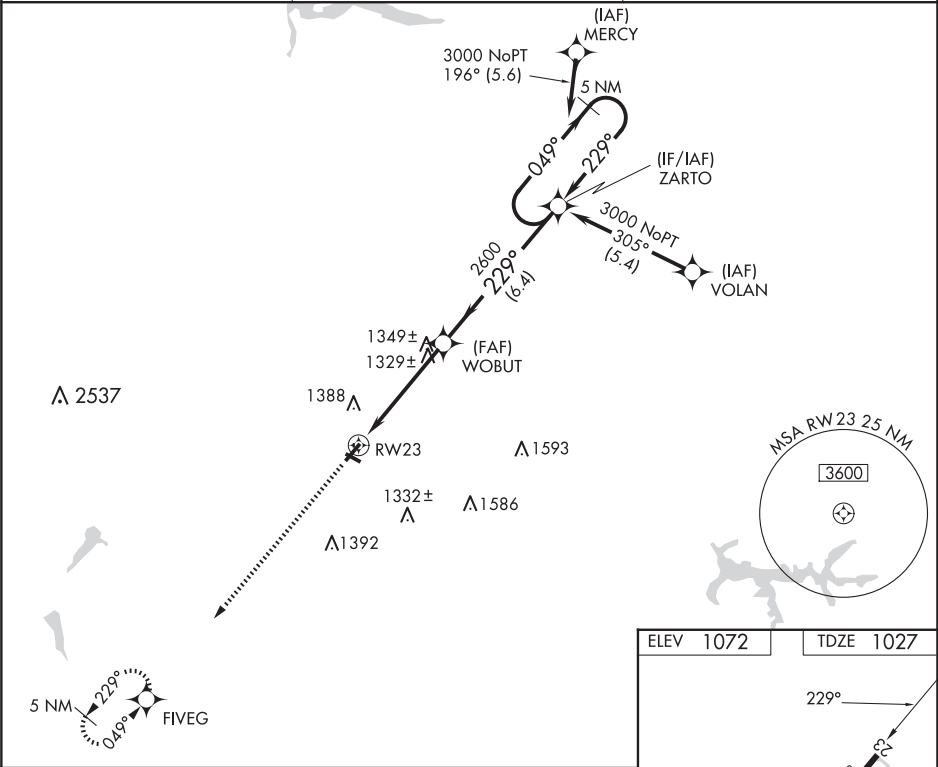
▼

⚠

VDP NA when using Youngstown/Warren Rgnl altimeter setting. When local altimeter setting not received, use Youngstown/Warren Rgnl altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase LNAV Cat C and Circling Cat C visibility ¼ SM.

MISSED APPROACH:
Climb to 3600 direct FIVEG and hold.

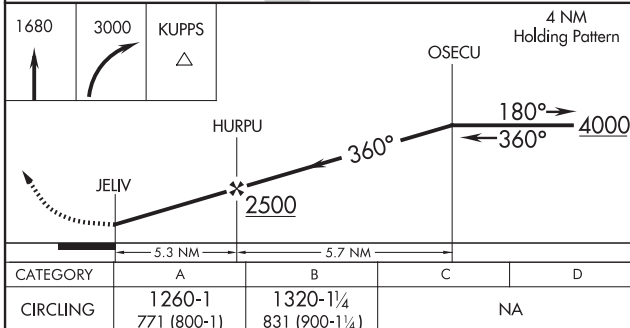
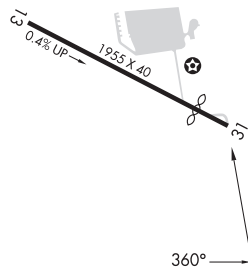
AWOS-3PT 124.175	YOUNGSTOWN APP CON ★ 133.95 322.3	UNICOM 123.0 (CTAF) ①
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RNAV (GPS)-A
REIGLE FLD (58N)

MISSED APPROACH: Climb to 1680 then climbing right turn to 3000 direct KUPPS and hold.

UNICOM
122.8 (CTAF) **L**

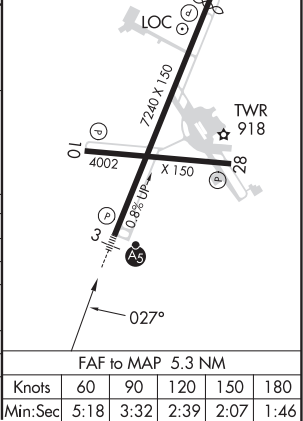
REIGLE FLD (58N)
RNAV (GPS)-A

NE-4, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 3
MID-OHIO VALLEY RGNL (PKB)

MISSED APPROACH:
Climb to 1400 then
climbing right turn to
2700 direct JPU
VOR/DME and hold.

HIRL Rwy 3-21 and 10-28 **L**
REIL Rwy 10, 21 **L**
REIL Rwy 28



NE-4, 07 AUG 2025 to 02 OCT 2025

PARKERSBURG, WEST VIRGINIA

AL-646 (FAA)

WAAS CH 77906 W03A	APP CRS 030°	Rwy Idg 6780 TDZE 830 Apt Elev 859
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RNAV (GPS) RWY 3

MID-OHIO VALLEY RGNL (PKB)

RNP APCH.

⚠ Circling Rwy 10, 28 NA at night. Rwy 3 helicopter visibility reduction below RVR 4000 NA.

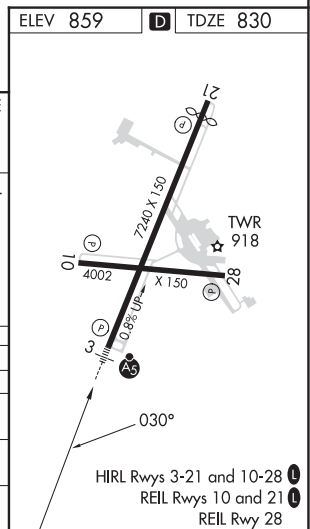
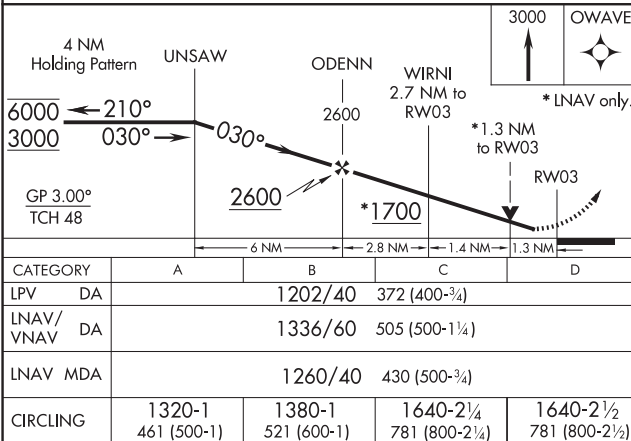
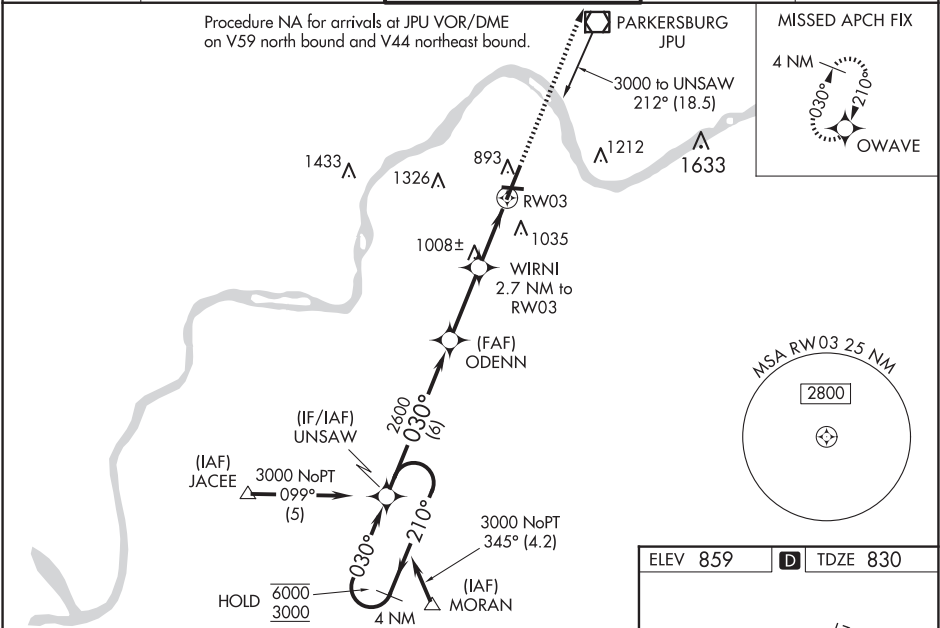
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 38°C.

⚠ When local altimeter setting not received, use Athens/Albany altimeter setting: increase LPV DA to 1302 feet and visibility all Cats ¼ SM; increase LNAV/VNAV DA to 1436 feet and visibility all Cats ¼ SM; increase all MDAs 100 feet and visibility Cats C and D ½ SM. For inop ALS, increase LNAV/VNAV all Cats visibility to 1½ SM and LNAV Cats A/B visibility to RVR 5500. For inop ALS, when using Athens/Albany altimeter setting, increase LPV all Cats visibility to 1½ SM and LNAV/VNAV all Cats visibility to 1¾ SM.

MALSRL

MISSED APPROACH:
Climb to 3000 direct
OWAVE and hold.

ATIS 124.35	INDIANAPOLIS CENTER 125.55 317.475	PARKERSBURG TOWER ★ 123.7 (CTAF) 257.8	GND CON 126.45	UNICOM 122.95
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PARKERSBURG, WEST VIRGINIA
Amdt 2D 02DEC21

39°21'N-81°26'W

MID-OHIO VALLEY RGNL (PKB)

RNAV (GPS) RWY 3

NE-4, 07 AUG 2025 to 02 OCT 2025

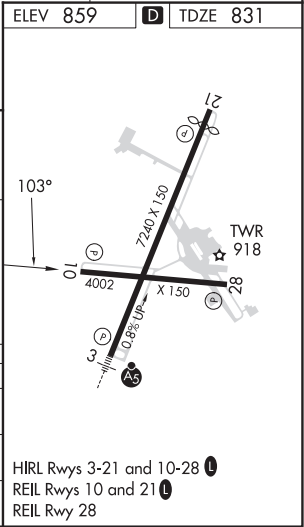
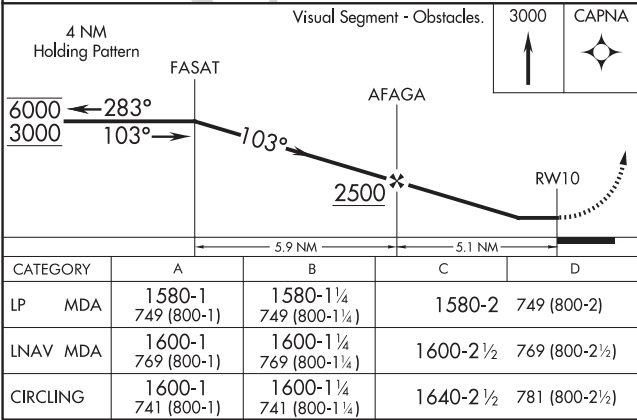
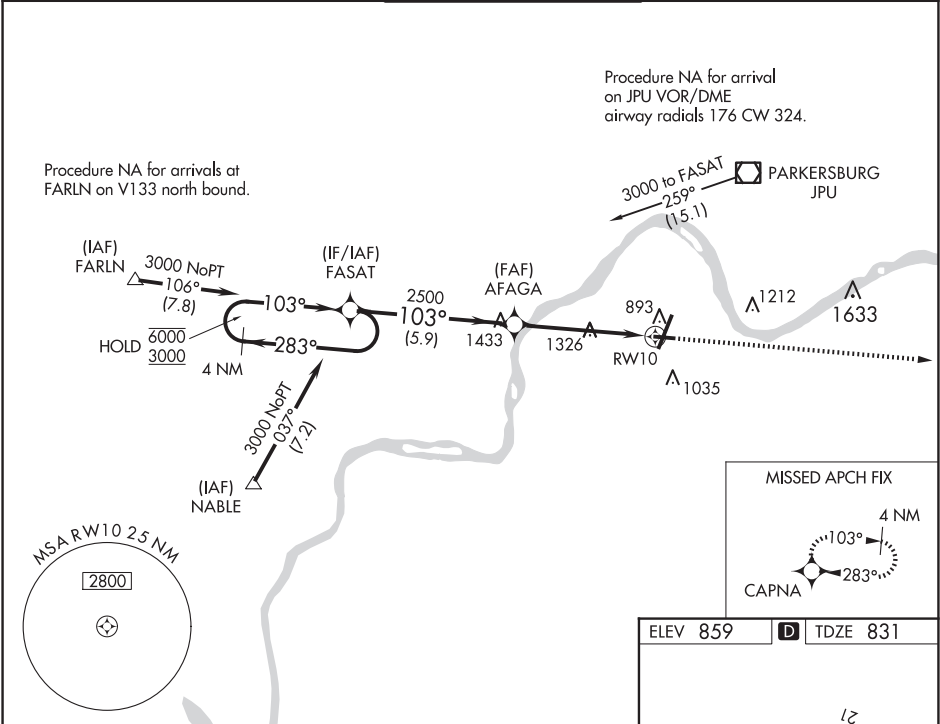
NE-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 97627 W10A	APP CRS 103°	Rwy Idg TDZE 831 Apt Elev 859
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RNAV (GPS) RWY 10

MID-OHIO VALLEY RGNL (PKB)

RNP APCH.		MISSED APPROACH: Climb to 3000 direct CAPNA and hold.	
ATIS 124.35	INDIANAPOLIS CENTER 125.55 317.475	PARKERSBURG TOWER ★ 123.7 (CTAF) 257.8	GND CON 126.45
		UNICOM 122.95	



NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

PARKERSBURG, WEST VIRGINIA

AL-646 (FAA)

24081

WAAS CH 86727 W21A	APP CRS 210°	Rwy Idg TDZE Apt Elev	6780 857 859
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RNAV (GPS) RWY 21

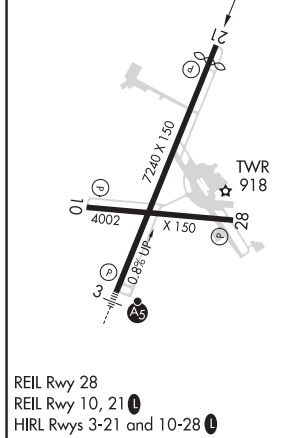
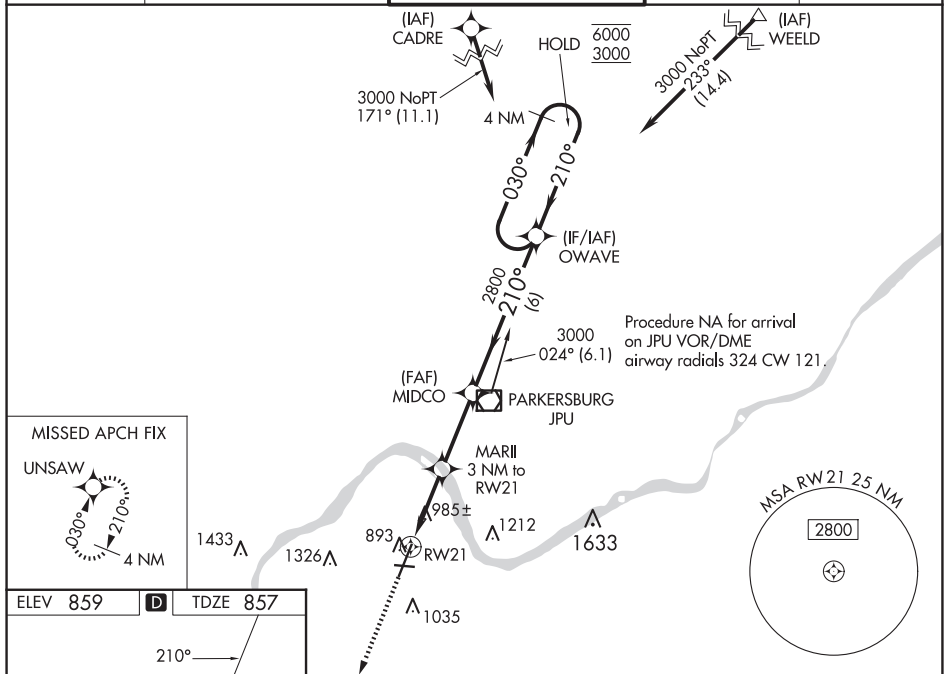
MID-OHIO VALLEY RGNL (PKB)

RNP APCH.

Baro-VNAV and VDP NA when using Athens/Albany altimeter setting. Rwy 21 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 38°C. When local altimeter setting not received, use Athens/Albany altimeter setting: increase LPV DA to 1249 feet and visibility all Cats ¼ SM; increase LNAV/VNAV DA to 1237 feet and visibility all Cats ½ SM; increase all MDAs 100 feet and visibility Cat C/D ½ SM. Circling Rwy 10, 28 NA at night.

MISSED APPROACH:
Climb to 3000 direct
UNSAW and hold.

ATIS 124.35	INDIANAPOLIS CENTER 125.55 317.475	PARKERSBURG TOWER ★ 123.7 (CTAF) 0 257.8	GND CON 126.45	UNICOM 122.95
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3000	UNSAW	MARII 3 NM to RW21	MIDCO 2800	OWAVE	4 NM Holding Pattern	030° 6000 210° 3000	GP 3.00° TCH 56
*LNAV only.	*1 NM to RW21	*1860	2800	6 NM			
CATEGORY	A	B	C	D			
LPV DA		1149-7/8	292 (300-7/8)				
LNAV/VNAV DA		1137-7/8	280 (300-7/8)				
LNAV MDA	1240-1	383 (400-1)	1240-1½	383 (400-1½)			
CIRCLING	1320-1 461 (500-1)	1380-1 521 (600-1)	1640-2¼ 781 (800-2¼)	1640-2½ 781 (800-2½)			

PARKERSBURG, WEST VIRGINIA
Amdt 2E 02DEC21

39°21'N-81°26'W

MID-OHIO VALLEY RGNL (PKB)

RNAV (GPS) RWY 21

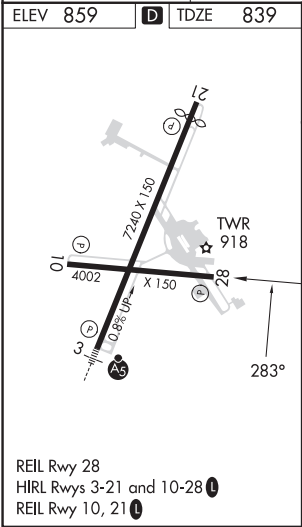
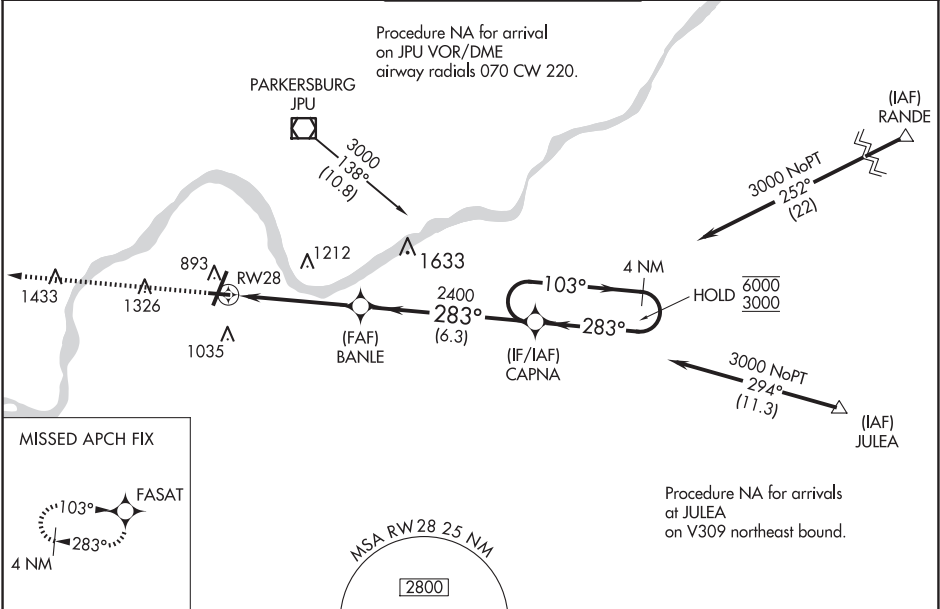
NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 61227 W28A	APP CRS 283°	Rwy Idg TDZE 839 Apt Elev 859
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RNAV (GPS) RWY 28
MID-OHIO VALLEY RGNL (PKB)

RNP APCH. <div><div>▼</div><div>▲</div></div> <div>Rwy 28 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Athens/Albany altimeter setting and increase all MDA 100 feet, increase LP/LNAV Cats C/D visibility ¼ SM and Circling Cat C/D ½ SM. Straight-in Rwy 28 NA at night, Circling Rwy 10, 28 NA at night.</div>		MISSED APPROACH: Climb to 3000 direct FASAT and hold.		
ATIS 124.35	INDIANAPOLIS CENTER 125.55 317.475	PARKERSBURG TOWER ★ 123.7 (CTAF) 257.8	GND CON 126.45	UNICOM 122.95



3000 FASAT		Visual Segment - Obstacles.		4 NM Holding Pattern	
RW28		BANLE		CAPNA	
		2400		103° 6000 283° 3000	
		4.7 NM		6.3 NM	
CATEGORY		A	B	C	D
LP	MDA	1300-1	461 (500-1)	1300-1½	461 (500-1½)
LNAV	MDA	1320-1	481 (500-1)	1320-1½	481 (500-1½)
CIRCLING		1320-1 461 (500-1)	1380-1 521 (600-1)	1640-2¼ 781 (800-2¼)	1640-2½ 781 (800-2½)

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

PARKERSBURG, WEST VIRGINIA

AL-646 (FAA)

23166

VOR/DME JPU	APP CRS	Rwy Idg	6780
114.45	211°	TDZE	857
Chan 91 (Y)		Apt Elev	859

VOR RWY 21

MID-OHIO VALLEY RGNL (PKB)

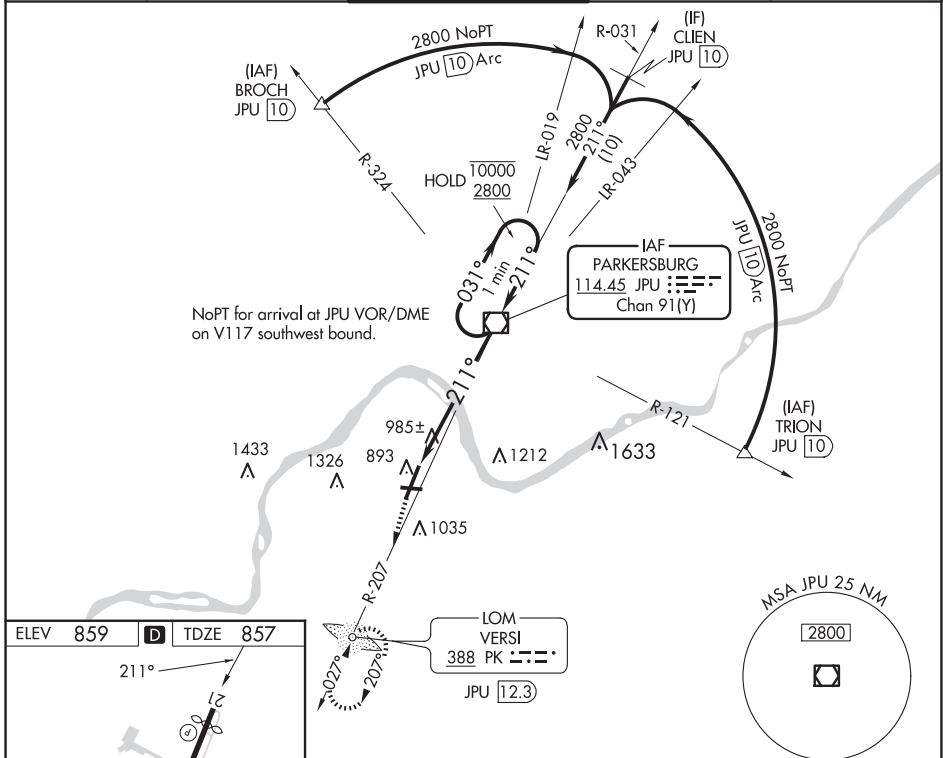
ADF or DME required.

⚠ Circling Rwy 10, 28 NA at night. Rwy 21 helicopter visibility reduction below $\frac{3}{4}$ SM NA. VDP NA when using Athens/Albany altimeter setting. When local altimeter setting not received, use Athens/Albany altimeter setting and increase all MDA 100 feet, increase S-21 and Circling Cats C/D visibility $\frac{1}{2}$ SM.

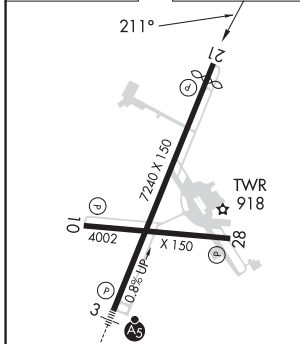
⚠ NA

MISSED APPROACH: Climb to 2600 on JPU VOR/DME R-207 to VERSI LOM/JPU 12.3 DME and hold.

ATIS	INDIANAPOLIS CENTER	PARKERSBURG TOWER★	GND CON	UNICOM
124.35	125.55 317.475	123.7 (CTAF) 257.8	126.45	122.95



ELEV	859	D	TDZE	857
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REIL Rwy 28
HIRL Rws 3-21 and 10-28 1
REIL Rwy 10, 21 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

PARKERSBURG, WEST VIRGINIA

Amdt 17E 02DEC21

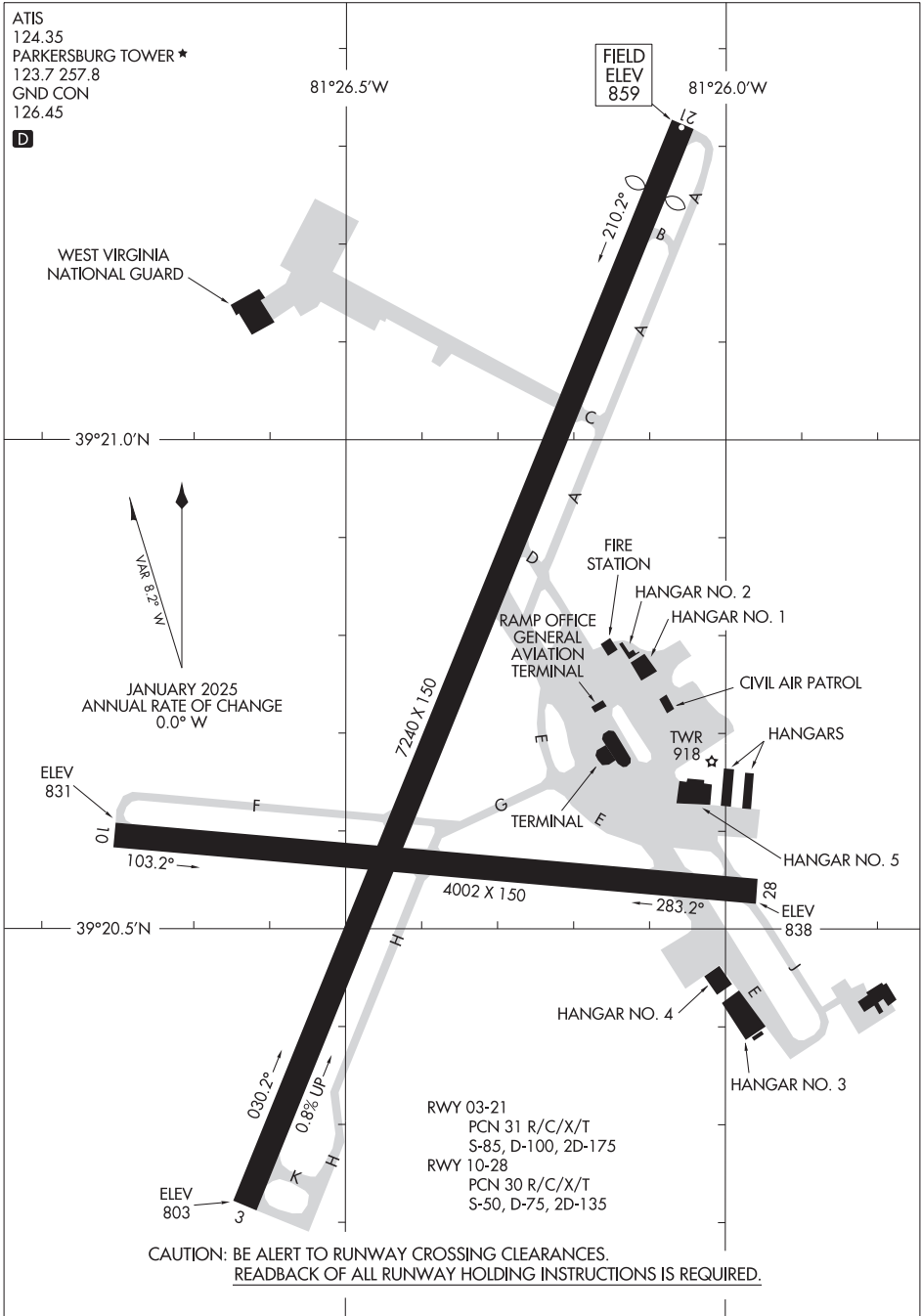
2600		PK	JPU VOR/DME				One Minute Holding Pattern
JPU R-207			JPU 5.9				
			JPU 4.5				
			JPU 12.3				
			211°				
			031°				
			10000				
			2800				
			≤ 3.00°				
			TCH 56				
			1.5				
			4.4 NM				
CATEGORY	A		B		C		D
S-21	1380-1 523 (600-1)		1380-1½ 523 (600-1½)		1380-1¾ 523 (600-1¾)		
CIRCLING	1380-1 521 (600-1)		1640-2¼ 781 (800-2¼)		1640-2½ 781 (800-2½)		

MID-OHIO VALLEY RGNL (PKB)

VOR RWY 21

39°21'N-81°26'W

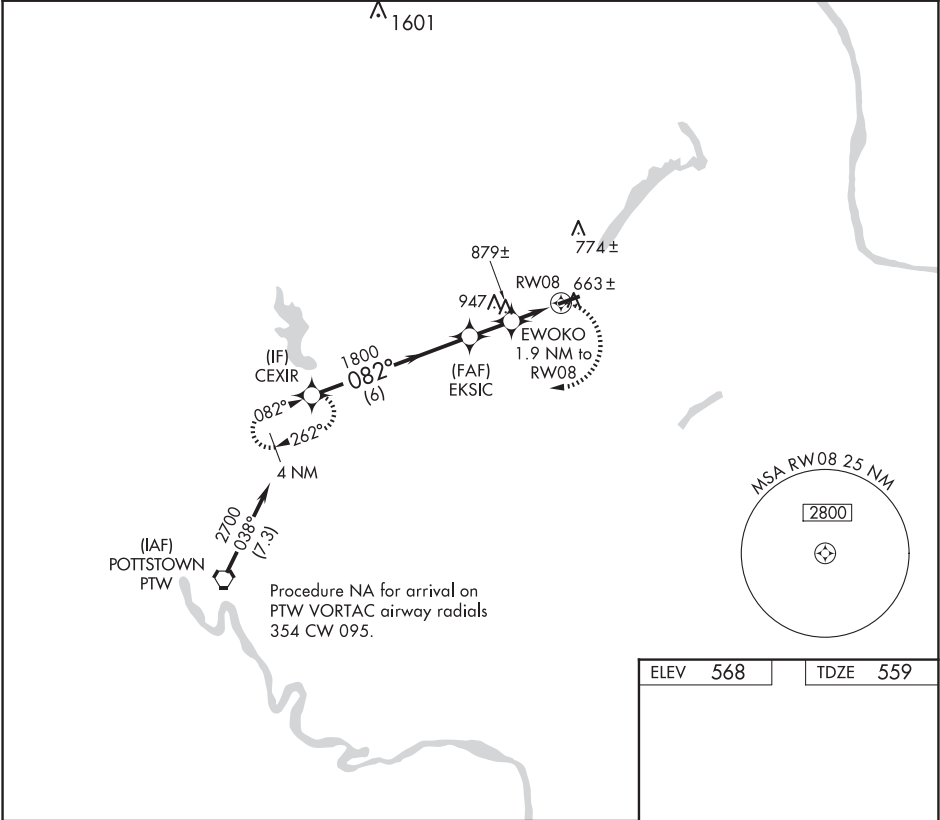
NE-4, 07 AUG 2025 to 02 OCT 2025



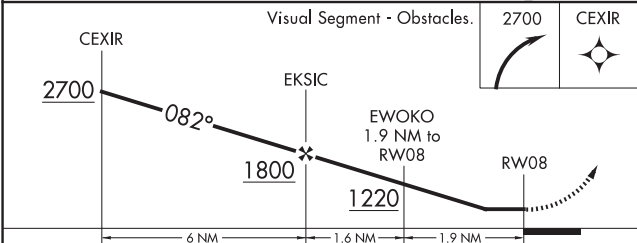
APP CRS	Rwy Idg	3945
082°	TDZE	559
	Apt Elev	568

RNAV (GPS) RWY 8
PENNRRIDGE (CKZ)

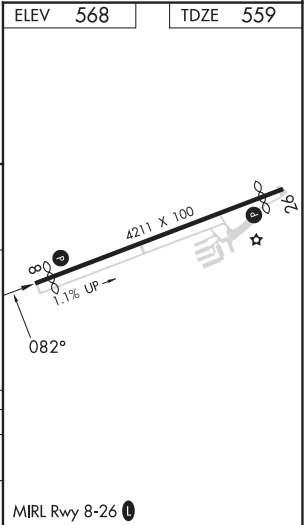
RNP APCH.			MISSED APPROACH: Climbing right turn to 2700 direct CEXIR and hold.
▼ Rwy 8 helicopter visibility reduction below ¾ SM NA.			
AWOS-3 126.325	PHILADELPHIA APP CON 123.8 291.7	CLNC DEL 118.55	UNICOM 123.0 (CTAF) 0



Visual Segment - Obstacles.



CATEGORY	A	B	C	D
LNAV MDA	1140-1	581 (600-1)	1140-1¾ 581 (600-1¾)	NA
CIRCLING	1260-1	692 (700-1)	1260-2 692 (700-2)	NA



NE-4, 07 AUG 2025 to 02 OCT 2025

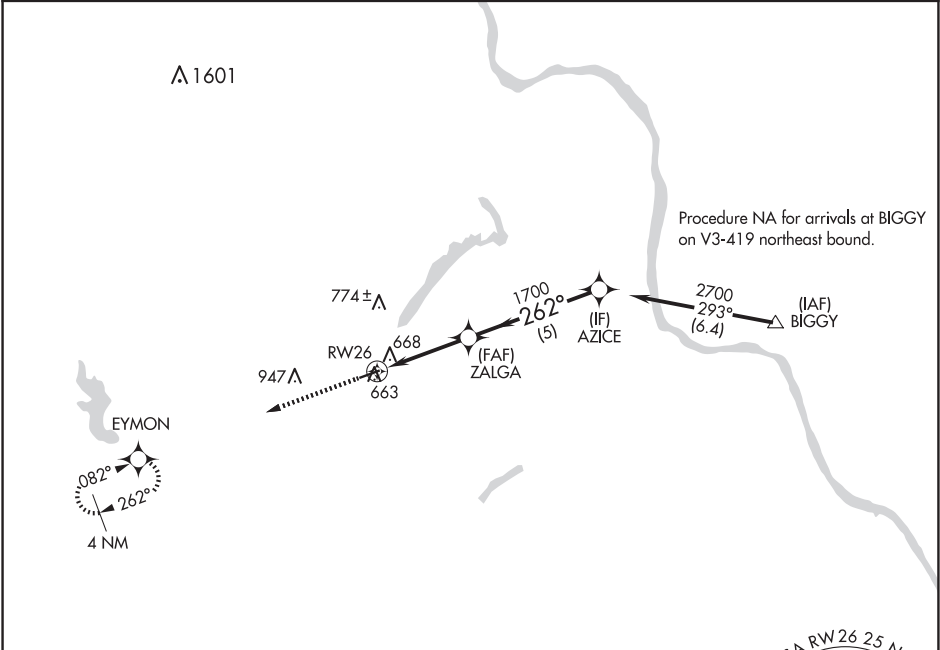
NE-4, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	3860
262°	TDZE	565
	Apt Elev	568

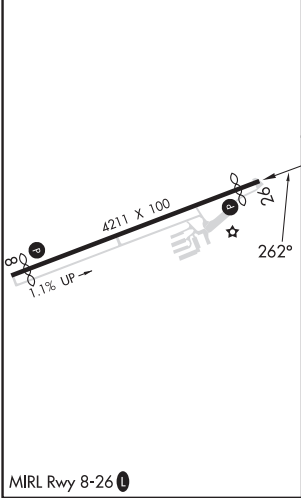
RNAV (GPS) RWY 26

PENNRIDGE (CKZ)

RNP APCH.			MISSED APPROACH: Climb to 2700 direct EYMON and hold.
▼ Rwy 26 helicopter visibility reduction below 1 SM NA.			
AWOS-3 126.325	PHILADELPHIA APP CON 123.8 291.7	CLNC DEL 118.55	UNICOM 123.0 (CTAF) 0



ELEV 568	TDZE 565
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2700 EYMON		Visual Segment - Obstacles.			
		ZALGA		AZICE	
		RW26		2700	
		1700		262°	
		3.5 NM		5 NM	
CATEGORY	A	B	C	D	
LNAV MDA	980-1	415 (500-1)	980-1 1/8 415 (500-1 1/8)	NA	
CIRCLING	1260-1	692 (700-1)	1260-2 692 (700-2)	NA	

PETERSBURG, WEST VIRGINIA

AL-6500 (FAA)

25107

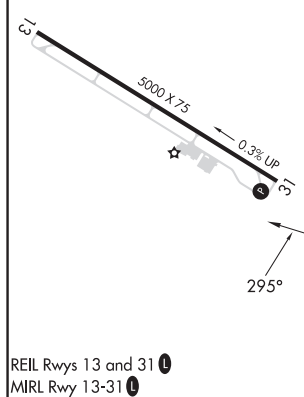
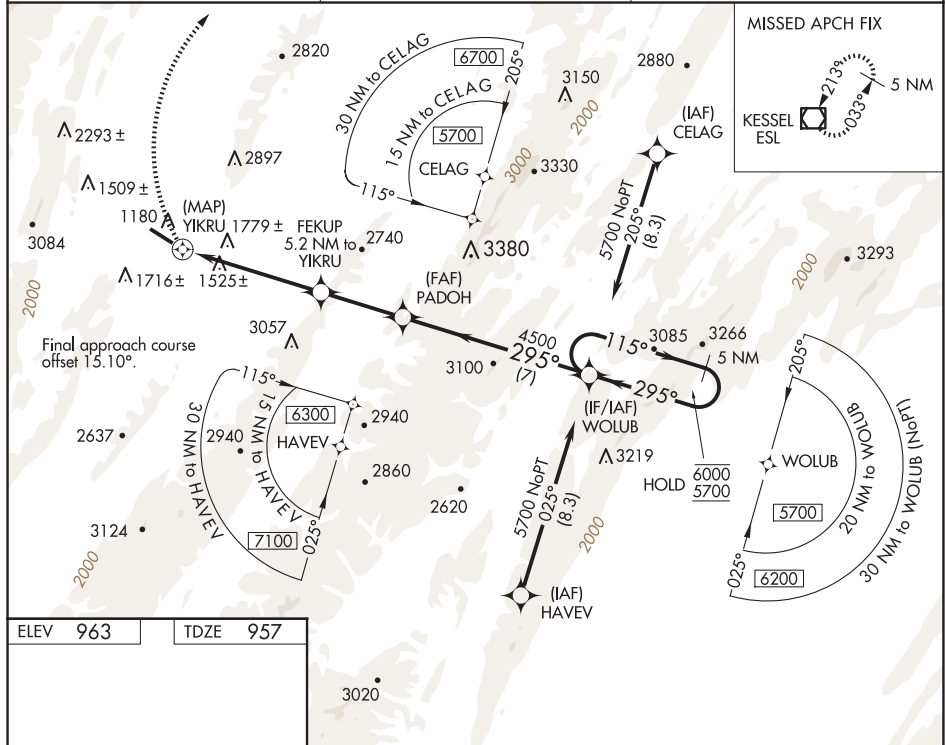
WAAS CH 58131 W31A	APP CRS 295°	Rwy Idg TDZE Apt Elev	5000 957 963
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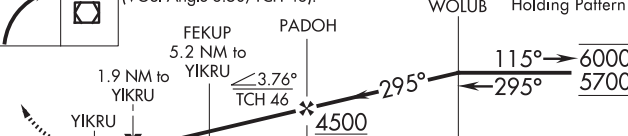


RNAV (GPS) Y RWY 31

GRANT COUNTY (W99)

RNP APCH-GPS.	MISSED APPROACH: Climbing right turn to 5000 direct ESL VOR/DME and hold.
Rwy 31 helicopter visibility reduction below 3/4 SM NA. -8°C When local altimeter setting not received, procedure NA.	

AWOS-3 124.475	WASHINGTON CENTER 133.55 322.55	UNICOM 122.8 (CTAF) 0
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 5000	 ESL	VGSI and descent angles not coincident (VGSI Angle 6.50/TCH 46).			5 NM WOLUB Holding Pattern	
						
						
CATEGORY	A		B		C	D
LP MDA	2620-1¼ 1663 (1700-1¼)		2620-1½ 1663 (1700-1½)		NA	
LNAV MDA	2740-1¼ 1783 (1800-1¼)		2740-1½ 1783 (1800-1½)		NA	
 CIRCLING	2740-1¼ 1777 (1800-1¼)		2740-1½ 1777 (1800-1½)		NA	

PETERSBURG, WEST VIRGINIA
Orig-C 15JUN23

39°00'N-79°09'W

RNAV (GPS) Y RWY 31

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

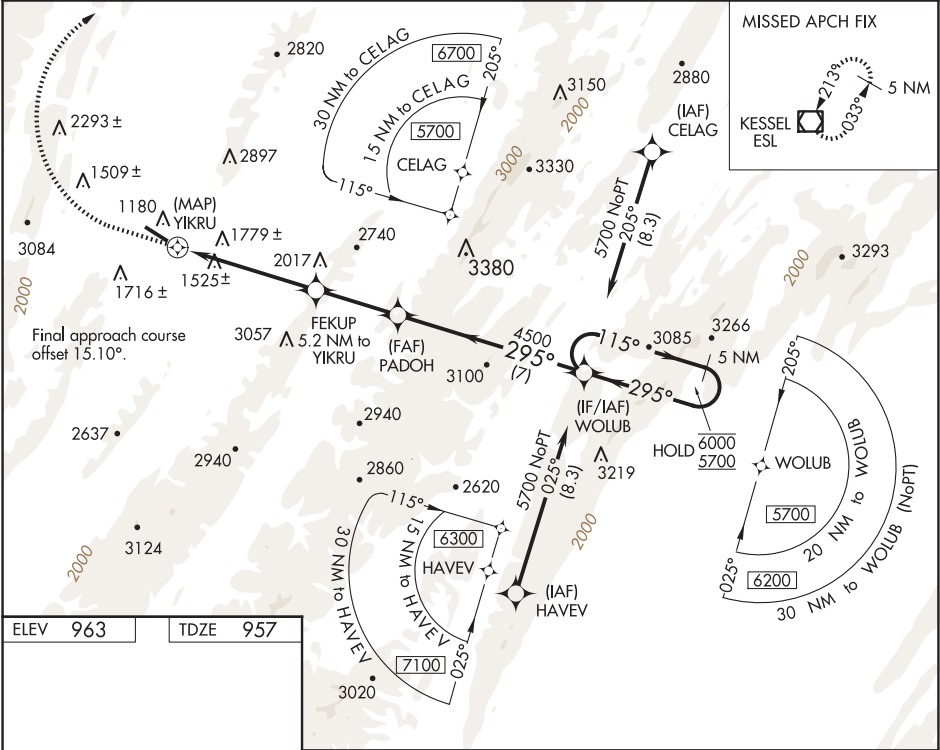
WAAS CH 50543 W31B	APP CRS 295°	Rwy Idg TDZE Apt Elev	5000 957 963
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RNAV (GPS) Z RWY 31

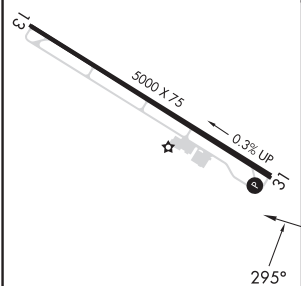
GRANT COUNTY (W99)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2200 then climbing right turn to 5000 direct ESL VOR/DME and hold. *Missed approach requires minimum climb of 410 feet per NM to 3300, if unable to meet climb gradient, see RNAV (GPS) Y Rwy 31.
<div><div>▼</div><div>▲</div><div>☒</div></div> <div>Rwy 31 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, procedure NA.</div> <div>-8°C</div>	

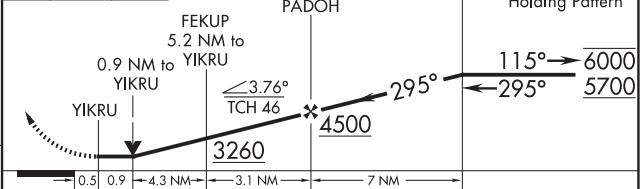
AWOS-3 124.475	WASHINGTON CENTER 133.55 322.55	UNICOM 122.8 (CTAF)
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ELEV 963	TDZE 957
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	ESL	VGSI and descent angles not coincident (VGSI Angle 6.50/TCH 46).
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CATEGORY	A	B	C	D
LP MDA*	2020-1¼ 1063 (1100-1¼)	2020-1½ 1063 (1100-1½)	NA	
LNAV MDA*	2120-1¼ 1163 (1200-1¼)	2120-1½ 1163 (1200-1½)	NA	

REIL Rwy 13 and 31

MIRL Rwy 13-31

PETERSBURG, WEST VIRGINIA

AL-6500 (FAA)

25107

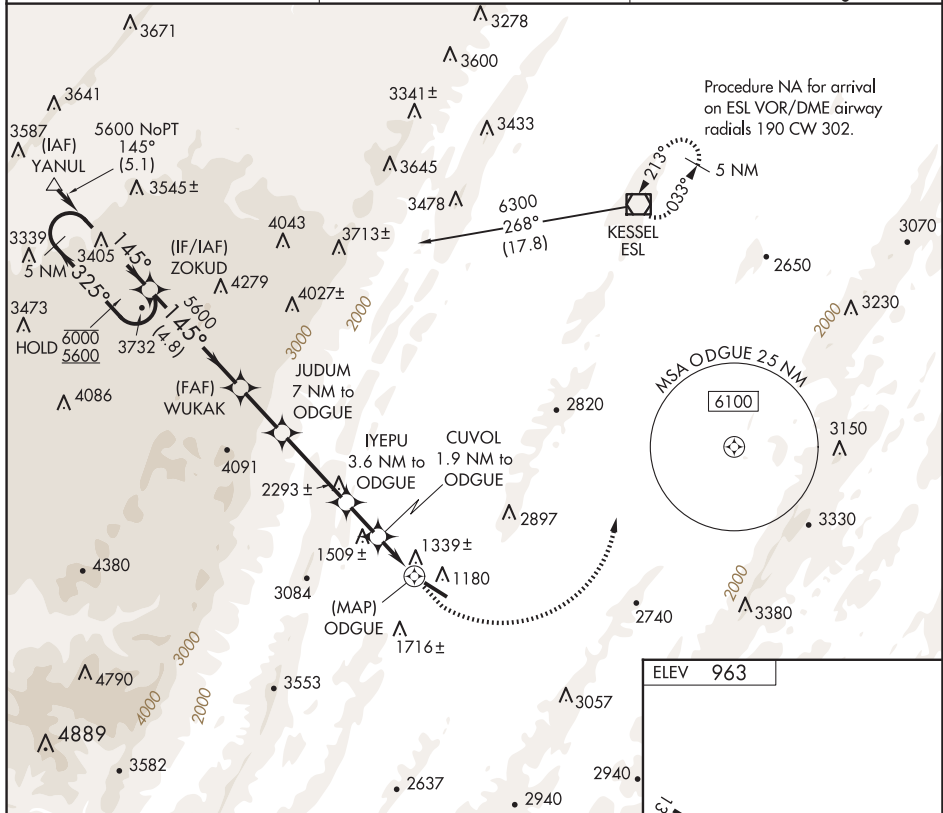
APP CRS	Rwy Idg	N/A
145°	TDZE	N/A
	Apt Elev	963

RNAV (GPS)-C

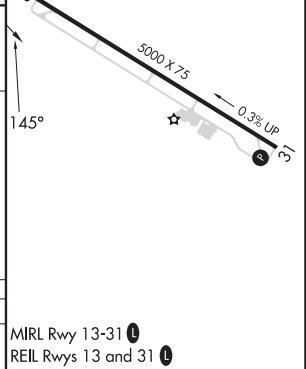
GRANT COUNTY (W99)

RNP APCH - GPS	MISSED APPROACH: Climb to 2900 then climbing left turn to 5000 direct ESL VOR/DME and hold.
When local altimeter setting not received, procedure NA.	

AWOS-3 124.475	WASHINGTON CENTER 133.55 322.55	UNICOM 122.8 (CTAF)
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5 NM Holding Pattern			
CATEGORY	A	B	D
CIRCLING	2400-1¼ 1437 (1500-1¼)	2400-1½ 1437 (1500-1½)	NA



PETERSBURG, WEST VIRGINIA
Orig-A 15JUN23

39°00'N-79°09'W

GRANT COUNTY (W99)
RNAV (GPS)-C

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

LOC I-YQ

111.5

Chan 52

APP CRS

285°

Rwy Idg

TDZE

Apt Elev

N/A

N/A

963

LDA/DME-B

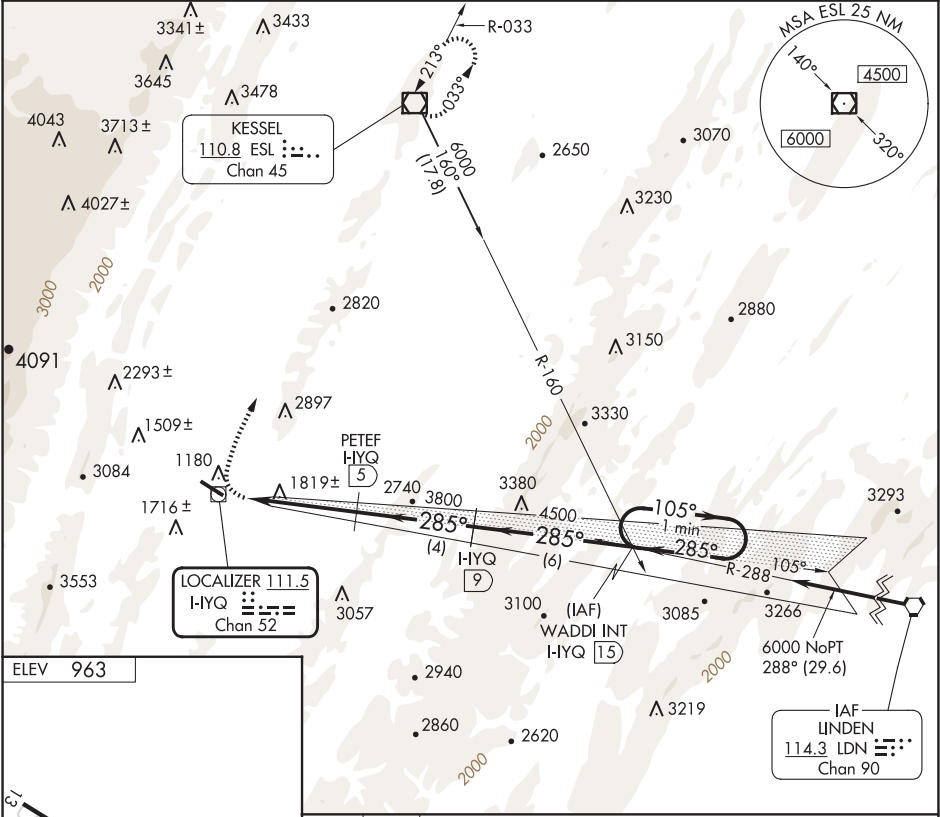
GRANT COUNTY (W99)

NA

-8°C

MISSED APPROACH: Climbing right turn to 5000 direct ESL VOR/DME and hold.

AWOS-3 124.475	WASHINGTON CENTER 133.55 322.55	UNICOM 122.8 (CTAF) 0
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ELEV 963

MIRL Rwy 13-31 0
REIL Rwy 13 and 31 0

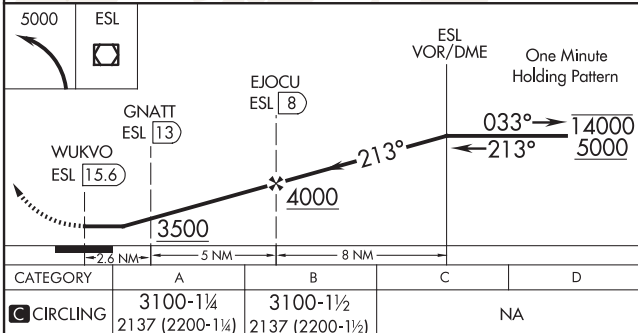
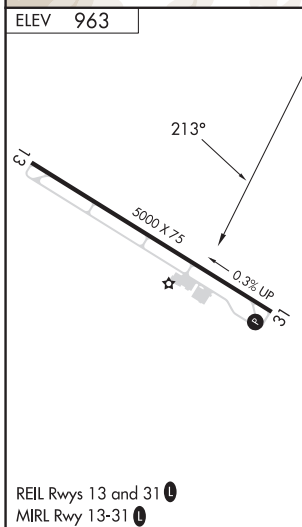
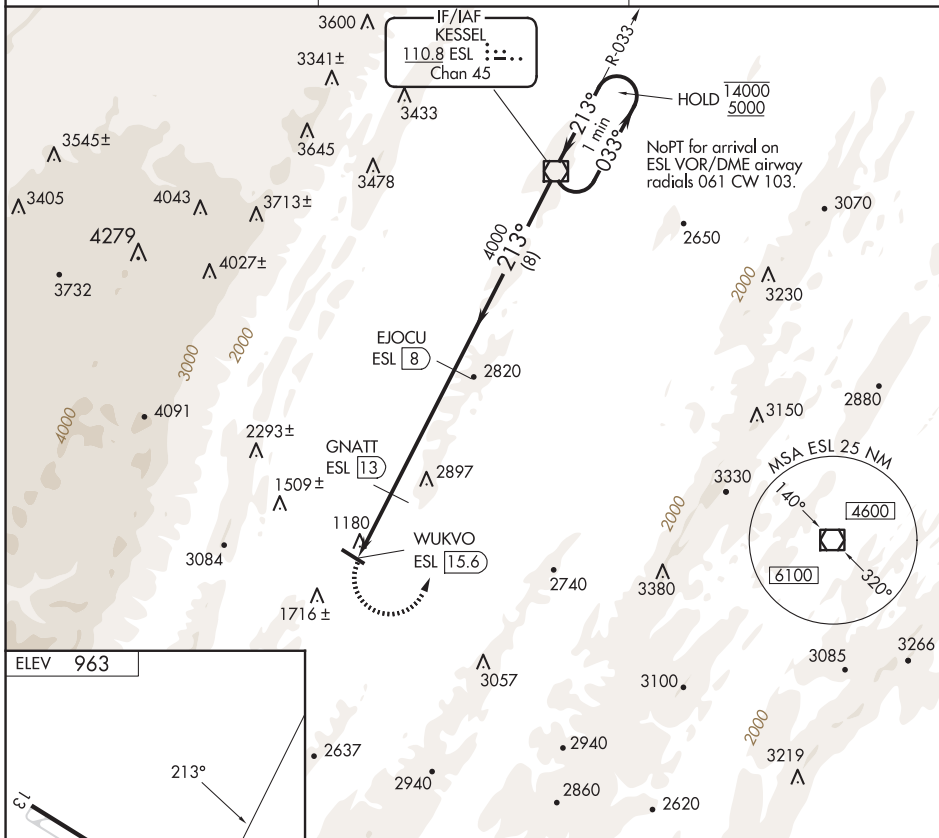
5000 ESL

CATEGORY	A	B	C	D
CIRCLING	2500-1¼ 1537 (1600-1¼)	2500-1½ 1537 (1600-1½)	2880-3 1917 (2000-3)	NA

VOR/DME-A
GRANT COUNTY (W99)

MISSED APPROACH: Climbing left turn to 5000 direct ESL VOR/DME and hold.

AWOS-3 124.475	WASHINGTON CENTER 133.55 322.55	UNICOM 122.8 (CTAF) 0
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GRANT COUNTY (W99)
VOR/DME-A

NE-4, 07 AUG 2025 to 02 OCT 2025

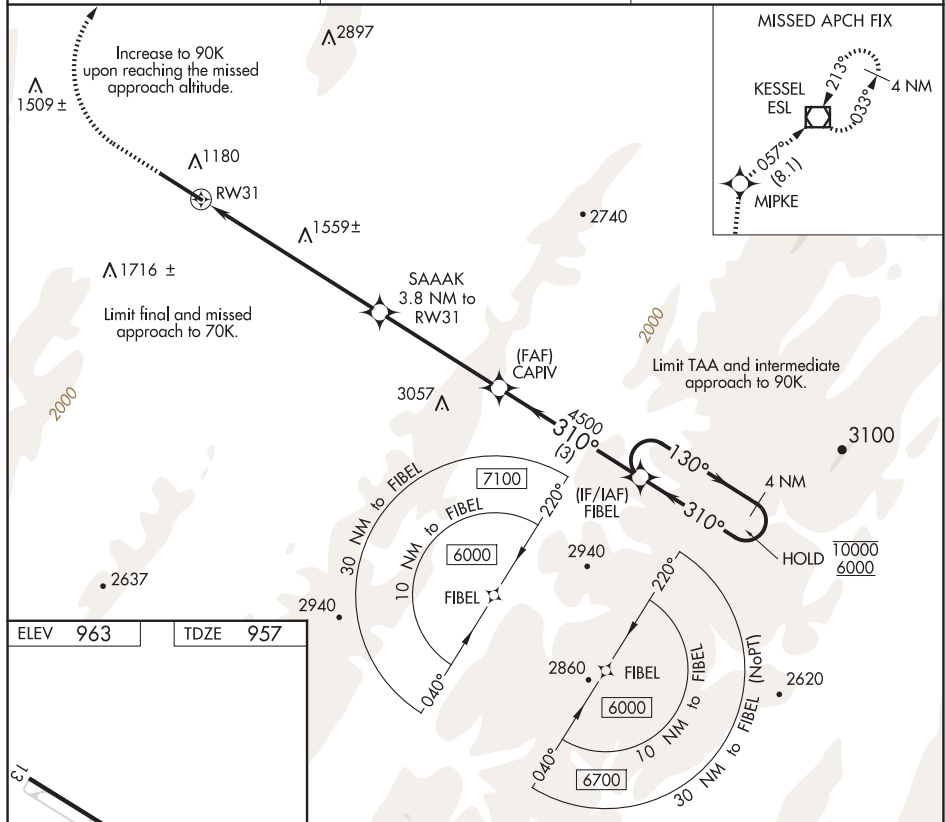
25107

COPTER RNAV (GPS) X RWY 31


 NA When local altimeter setting not received, procedure NA.
  -8°C

MISSED APPROACH: Climb to 1380 then climbing right turn to 5000 direct MIPKE and on track 057° to ESL VOR/DME and hold.

AWOS-3 124.475	WASHINGTON CENTER 133.55 322.55	UNICOM 122.8 (CTAF) 0
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REIL Rwy 13 and 31 **L**
MRL Rwy 13-31 **L**

		MIPKE	tr 057°	ESL	VGSI and descent angles not coincident (VGSI Angle 6.50/TCH 46).
					4 NM Holding Pattern
CATEGORY	COPTER				
LNAV MDA	1880- $\frac{3}{4}$ 923(1000- $\frac{3}{4}$)				

GRANT COUNTY (W99)

COPTER RNAV (GPS) X RWY 31

231

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4. 07 AUG 2025 to 02 OCT 2025

Rwy Idg	610
TDZE	11
Apt Elev	12

ILS or LOC RWY 24
NORTHEAST PHILADELPHIA (PNE)



MISSED APPROACH: Climb to 800 then climbing right turn to 3000 direct ARD VOR/DME and hold.

ATIS
121.15

PHILADELPHIA APP CON
123.8 291.7


NORTHEAST PHILADELPHIA TOWER ★
126.9 (CTAF) **L** 278.8

GND CON
121.7


CLNC DEL
127.25

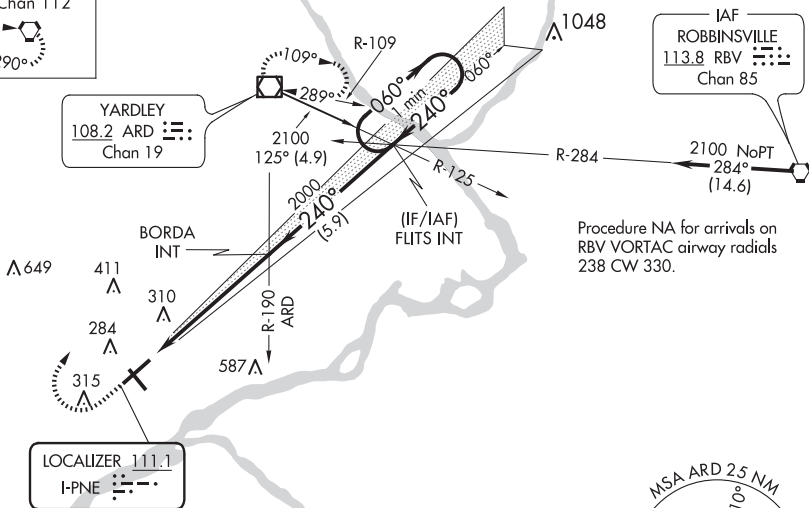
UNICOM
122.95

ALTERNATE MISSED
APCH FIX

POTTSTOWN
PTW 
116.5
Chan 112



YARDLEY
108.2 ARD 
Chan 19

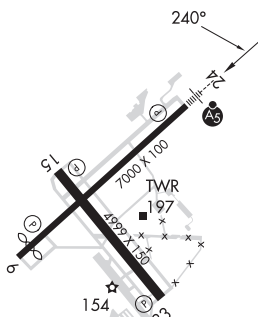


Procedure NA for arrivals on
RBV VORTAC airway radials
238 CW 330.

LOCALIZER 111
I-PNE 

ELEV 120

TDZE 115



HIRL Rwy 6-24

MIRL Rwy 15-33

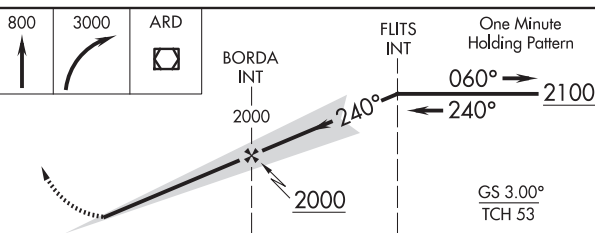
REIL Rwy 6, 15 and 33


FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

PHILADELPHIA, PENNSYLVANIA

Amdt 13 24MAY18



CATEGORY	A	B	C	D
S-ILS 24	315-1/2 200 (200-1/2)			
S-LOC 24	640-1/2 525 (600-1/2)		640-1	525 (600-1)
 CIRCLING	700-1 580 (600-1)		720-1 1/2 600 (600-1 1/2)	780-2 660 (700-2)

NORTHEAST PHILADELPHIA (PNE)

ILS or LOC RWY 24

40°05'N-75°01'W

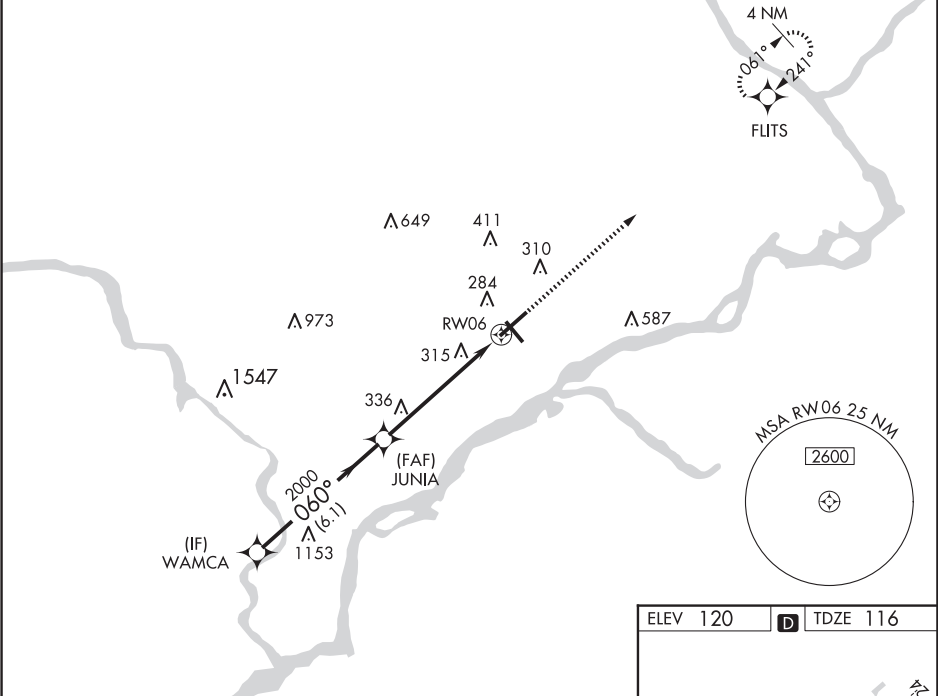
NE-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 65622 W06A	APP CRS 060°	Rwy Idg TDZE 116 Apt Elev 120
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RNAV (GPS) RWY 6

NORTHEAST PHILADELPHIA (PNE)

RNP APCH - GPS.			MISSED APPROACH: Climb to 2900 direct FLITS and hold.		
<div><div></div><div>Rwy 6 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C.</div></div>					
ATIS 121.15	PHILADELPHIA APP CON 123.8 291.7	NORTHEAST PHILADELPHIA TOWER ★ 126.9 (CTAF) 0 278.8	GND CON 121.7	CLNC DEL 127.25	UNICOM 122.95



WAMCA		JUNIA		2900	FLITS
2000		2000		1.3 NM to RWY 06	RWY 06
GP 3.00° TCH 56		6.1 NM		4.4 NM	1.3 NM
CATEGORY	A	B	C	D	
LPV DA	366- $\frac{3}{4}$		250 (300- $\frac{3}{4}$)		
LNAV/ VNAV DA	530-1 $\frac{1}{8}$		414 (500-1 $\frac{1}{8}$)		
LNAV MDA	600-1	484 (500-1)	600-1 $\frac{3}{8}$	484 (500-1 $\frac{3}{8}$)	
CIRCLING	700-1	580 (600-1)	720-1 $\frac{1}{2}$ 600 (600-1 $\frac{1}{2}$)	780-2 660 (700-2)	

ELEV 120

TDZE 116

HIRL Rwy 6-24

MIRL Rwy 15-33

REIL Rwy 6, 15 and 33


PHILADELPHIA, PENNSYLVANIA

AL-528 (FAA)

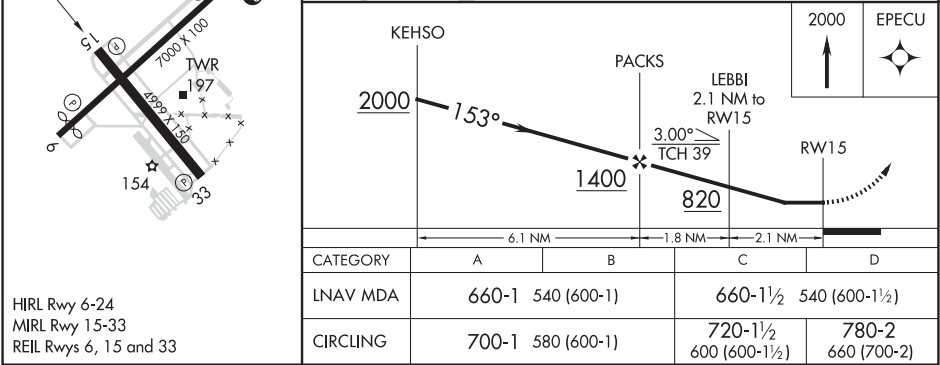
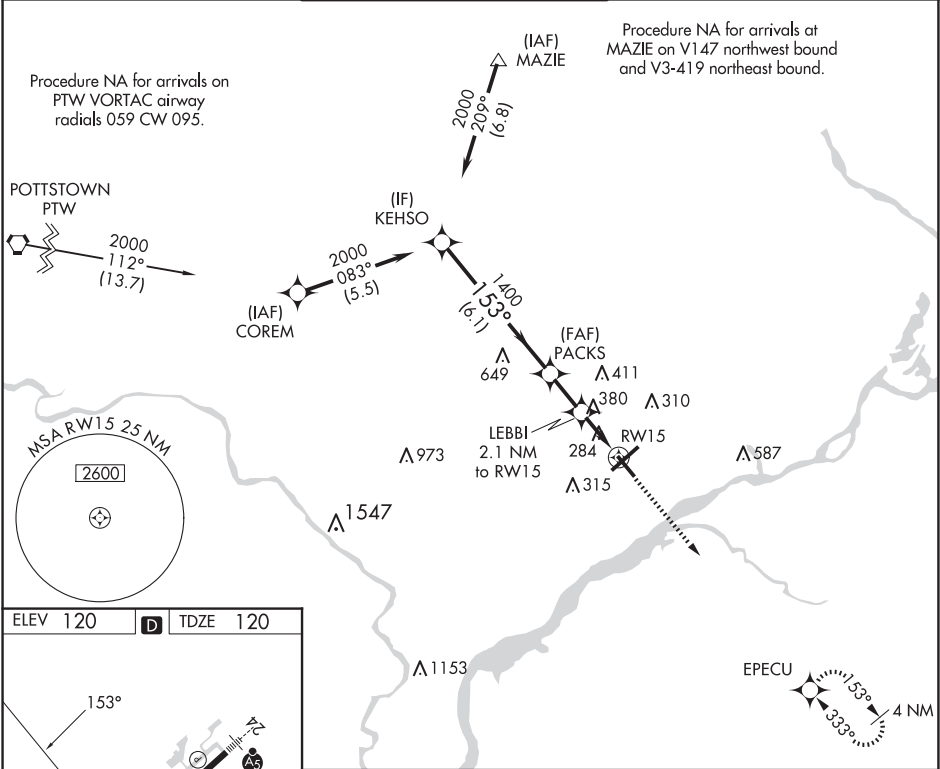
23110

APP CRS	Rwy Idg	4999
153°	TDZE	120
	Apt Elev	120

RNAV (GPS) RWY 15
NORTHEAST PHILADELPHIA (PNE)

 When local altimeter setting not received, use Philadelphia Intl altimeter setting: increase all MDAs 60 feet and LNAV visibility Cat C/D ¼ SM and Circling visibility Cat C/D ¼ SM. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2000 direct EPECU and hold.
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ATIS 121.15	PHILADELPHIA APP CON 123.8 291.7	NORTHEAST PHILADELPHIA TOWER * 126.9 (CTAF) 278.8	GND CON 121.7	CLNC DEL 127.25	UNICOM 122.95
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PHILADELPHIA, PENNSYLVANIA
Amdt 1C 06OCT22

40°05'N-75°01'W

NORTHEAST PHILADELPHIA (PNE)
RNAV (GPS) RWY 15

NE-4, 07 AUG 2025 to 02 OCT 2025

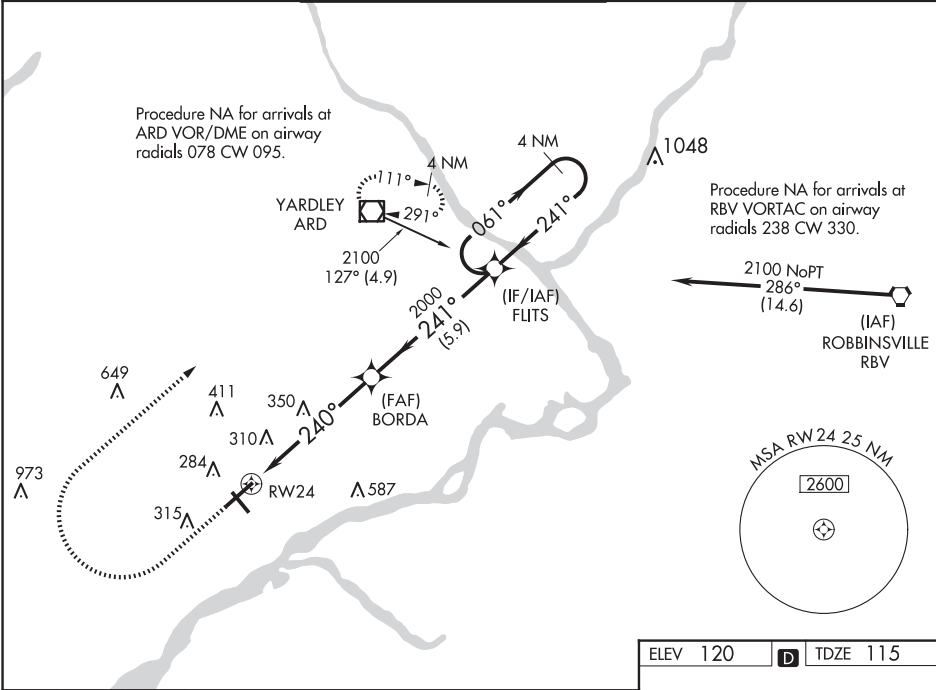
NE-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 45504 W24A	APP CRS 240°	Rwy Idg TDZE Apt Elev 6102 115 120
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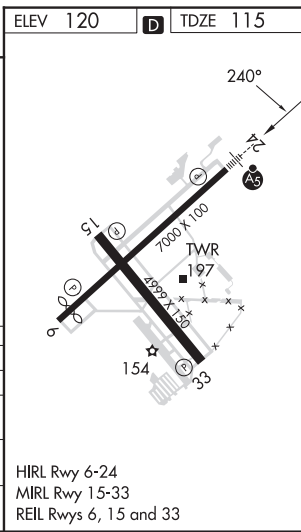
RNAV (GPS) RWY 24
NORTHEAST PHILADELPHIA (PNE)

<div><div></div><div></div></div> <div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.</div>	<div><div></div><div></div></div> <div>MALSRL</div>	MISSED APPROACH: Climb to 900 then climbing right turn to 3000 direct ARD VOR/DME and hold.
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ATIS 121.15	PHILADELPHIA APP CON 123.8 291.7	NORTHEAST PHILADELPHIA TOWER ★ 126.9 (CTAF) 0 278.8	GND CON 121.7	CLNC DEL 127.25	UNICOM 122.95
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<div><div></div><div></div><div></div></div> <div>900 3000 ARD</div>	<div><div></div><div></div><div></div></div> <div>4 NM Holding Pattern</div>			
* LNAV only	<div><div></div><div></div><div></div></div> <div>BORDA FLITS</div>			
	<div><div></div><div></div><div></div></div> <div>* 1.5 NM to RW24</div>			
	<div><div></div><div></div><div></div></div> <div>RW24</div>			
	<div><div></div><div></div><div></div></div> <div>GP 3.00° TCH 53</div>			
CATEGORY	A	B	C	D
LPV DA	315-1/2		200 (200-1/2)	
LNAV/VNAV DA	560-7/8		445 (500-7/8)	
LNAV MDA	640-1/2 525 (600-1/2)		640-1 525 (600-1)	
CIRCLING	700-1 580 (600-1)		720-1 1/2 600 (600-1 1/2)	
			780-2 660 (700-2)	



PHILADELPHIA, PENNSYLVANIA

AL-528 (FAA)

23110

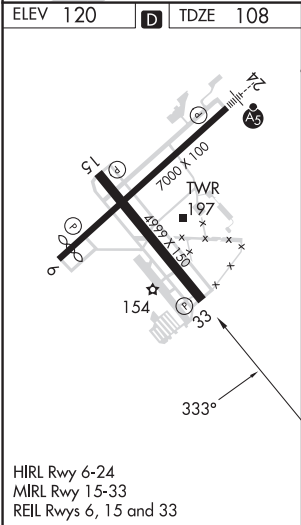
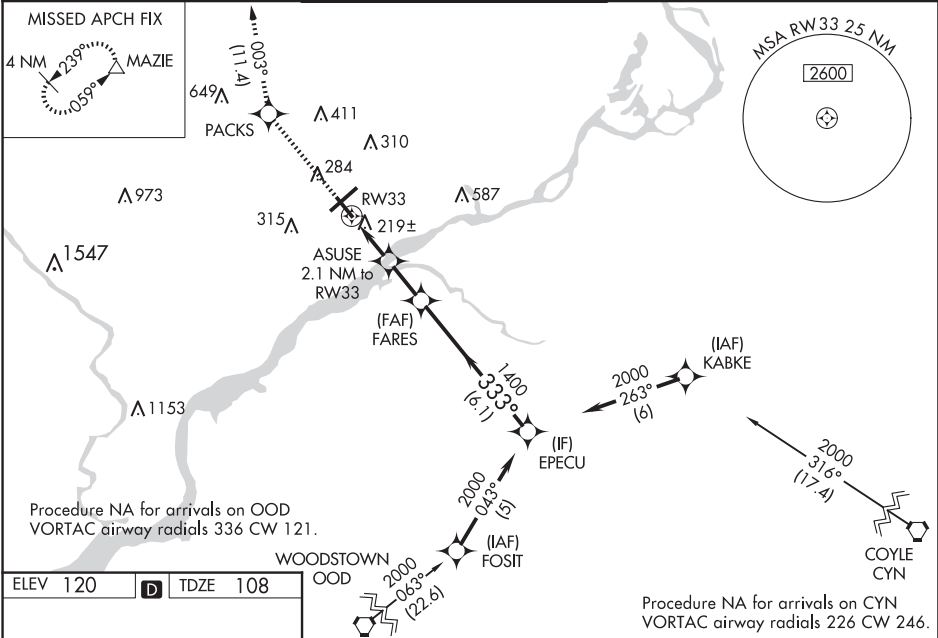
WAAS CH 69327 W33A	APP CRS 333°	Rwy Idg TDZE Apt Elev	4999 108 120
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RNAV (GPS) RWY 33
NORTHEAST PHILADELPHIA (PNE)

Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). When local altimeter setting not received, use Philadelphia Intl altimeter setting: increase LPV DA to 430 feet and LNAV/VNAV DA to 450 feet and all LPV and LNAV/VNAV visibilities ¼ SM; increase all MDAs 60 feet and LNAV visibility Cat C/D ¼ SM and Circling visibility Cat C/D ¼ SM. DME/DME RNP-0.3 NA.

MISSED APPROACH:
Climb to 2500 direct
PACKS and on track
003° to MAZIE and hold.

ATIS 121.15	PHILADELPHIA APP CON 123.8 291.7	NORTHEAST PHILADELPHIA TOWER ★ 126.9 (CTAF) 0 278.8	GND CON 121.7	CLNC DEL 127.25	UNICOM 122.95
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2500	PACKS	MAZIE	FARES	EPECU
↑	tr 003°	△	1400	2000
* LNAV only				
ASUSE 2.1 NM to RW33				
RW33				
*800				
2.1 NM 1.8 NM 6.1 NM				
CATEGORY	A	B	C	D
LPV DA	380-1 272 (300-1)			
LNAV/VNAV DA	400-1 292 (300-1)			
LNAV MDA	480-1 372 (400-1)			
CIRCLING	700-1	580 (600-1)	720-1½ 600 (600-1½)	780-2 660 (700-2)

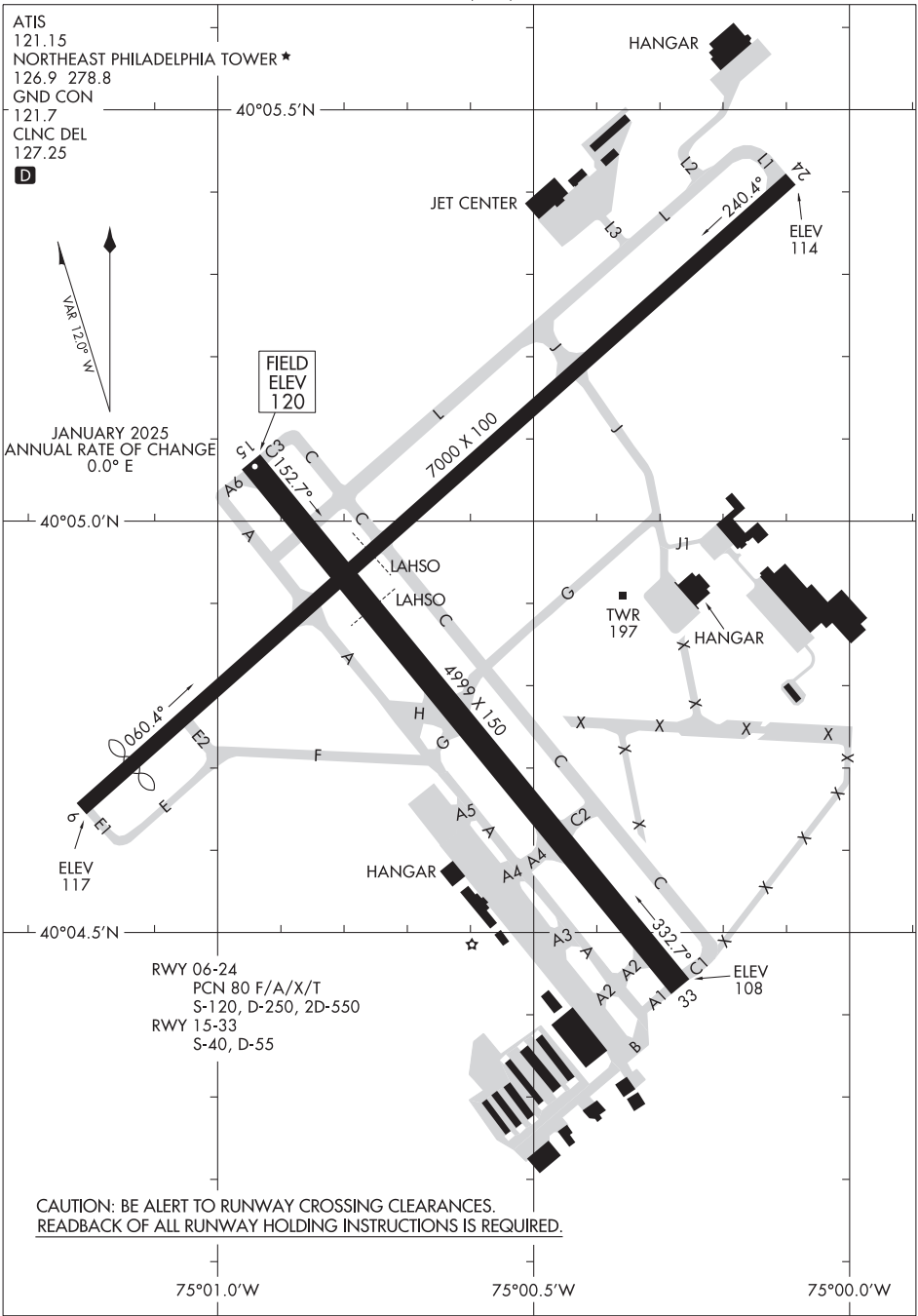
PHILADELPHIA, PENNSYLVANIA
Amdt 1C 06OCT22

40°05'N-75°01'W

NORTHEAST PHILADELPHIA (PNE)
RNAV (GPS) RWY 33

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025



PHILADELPHIA, PENNSYLVANIA

AL-320 (FAA)

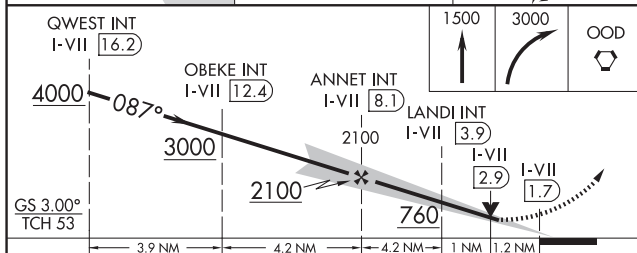
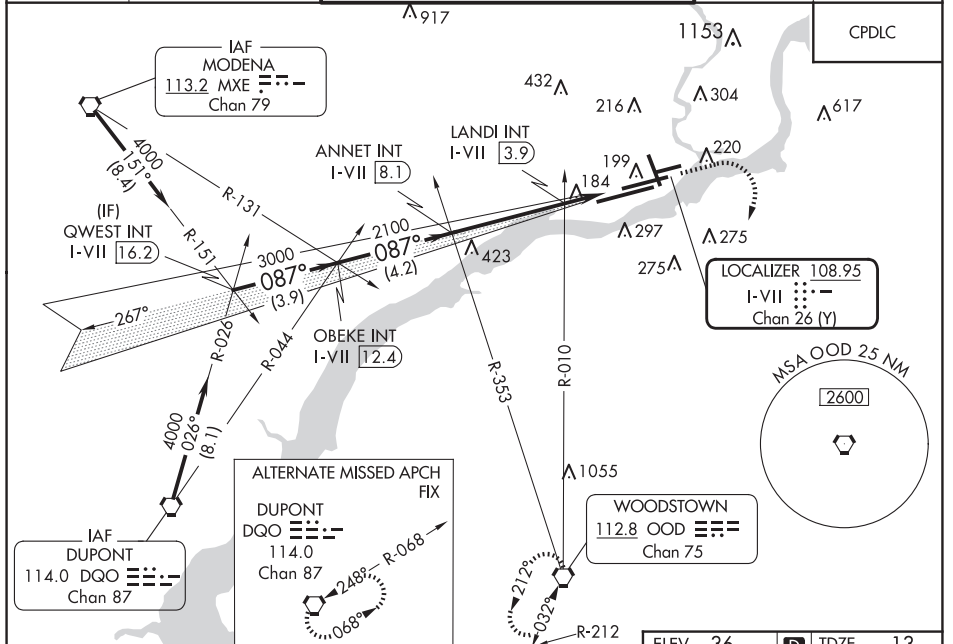
24193

LOC/DME I-VII 108.95 Chan 26 (Y)	APP CRS 087°	Rwy Idg TDZE 13 Apt Elev 36
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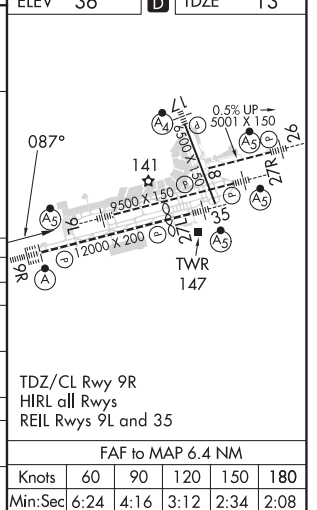
ILS or LOC RWY 9L

PHILADELPHIA INTL (PHL)

<div><div><div></div><div></div></div><div>For inop ALS, increase S-LOC 9L Cat C/D visibility to 2 SM. * RVR 1800 authorized with use of FD or AP or HUD to DA.</div></div>		<div><div><div></div><div></div></div><div>MALSRR</div></div>	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct OOD VORTAC and hold.		
<div>D-ATIS ARR 133.4 DEP 135.925</div>	<div>PHILADELPHIA APP CON 124.35 319.15</div>	<div>PHILADELPHIA TOWER 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)</div>		<div>GND CON 121.9 348.6</div>	<div>CLNC DEL 118.85 348.6</div>



CATEGORY	A	B	C	D
S-ILS 9L *	213/24 200 (200-1/2)			
S-LOC 9L	760/24 747 (800-1/2)	760/40 747 (800-3/4)	760-1 3/4 747 (800-1 3/4)	747 (800-1 3/4)
CIRCLING	760-1 724 (800-1)	760-1 1/4 724 (800-1 1/4)	760-2 724 (800-2)	760-2 1/4 724 (800-2 1/4)
LANDI FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 9L	440/24 504 (600-1)	427 (500-1/2) 564 (600-1)	440/40 584 (600-1 1/2)	427 (500-3/4) 684 (700-2 1/4)
CIRCLING	540-1 504 (600-1)	600-1 564 (600-1)	620-1 1/2 584 (600-1 1/2)	720-2 1/4 684 (700-2 1/4)



PHILADELPHIA, PENNSYLVANIA
Amdt 5 24MAR22

39°52'N-75°14'W

PHILADELPHIA INTL (PHL)

ILS or LOC RWY 9L

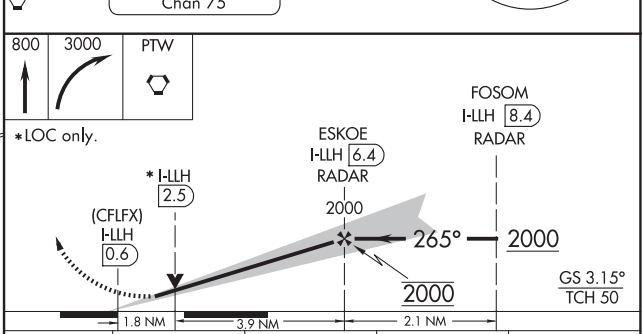
ILS or LOC RWY 26
PHILADELPHIA INTL (PHL)


MAISR

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 direct PTW VORTAC and hold.

CPDLO

WOODSTOWN
112.8 OOD 
Chan 75



CATEGORY	A	B	C	D
S-ILS 26	299/40 263 (300-¾)			NA
S-LOC 26	700/40 664 (700-¾)		700-1½ 664 (700-1½)	NA
 CIRCLING	700-1 664 (700-1)		700-1⅞ 664 (700-1⅞)	NA

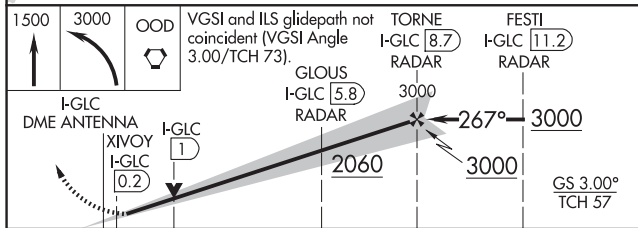
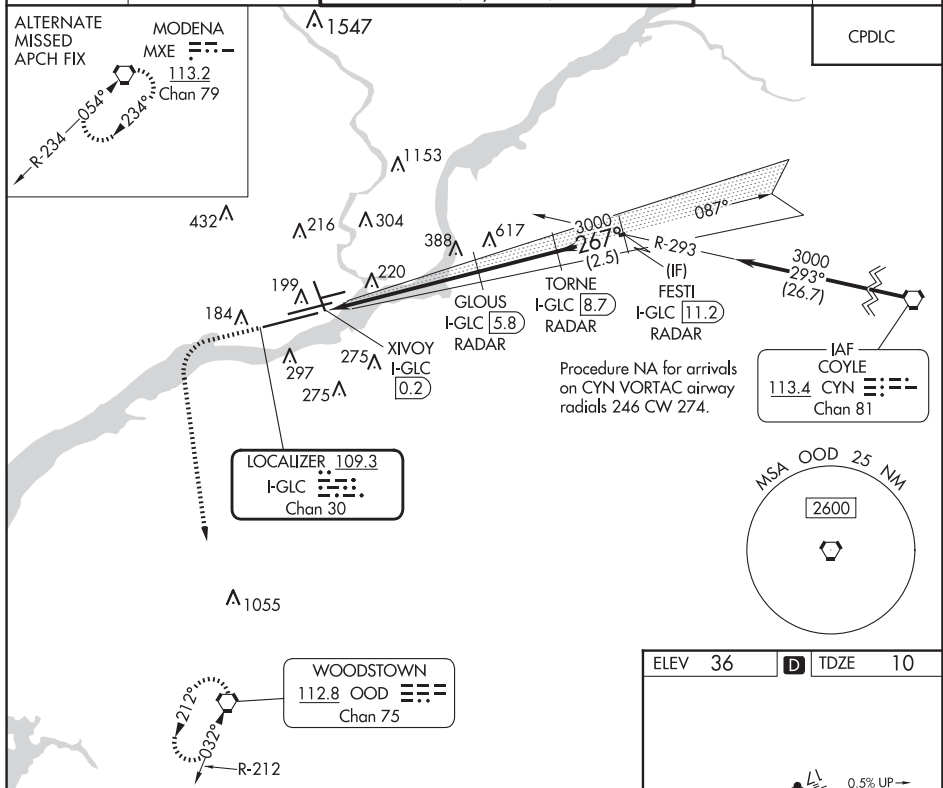
LOC/DME I-GLC	APP CRS	Rwy Idg	9912
109.3	267°	TDZE	10
Chan 30		Apt Elev	36

ILS or LOC RWY 27L

PHILADELPHIA INTL (PHL)

DME or RADAR required.	MALSR	MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct OOD VORTAC and hold.
* RVR 1800 authorized with use of FD or AP or HUD to DA.		

D-ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		



LOC/DME I-PDP	APP CRS	Rwy Idg	27R	27L
108.95	268°	TDZE	8864	9912
Chan 26 (Y)		Apt Elev	11	10
			36	36

ILS or LOC RWY 27R

PHILADELPHIA INTL (PHL)

DME required.

For inop ALS, increase S-LOC 27R Cat C/D visibility to 1½ SM.

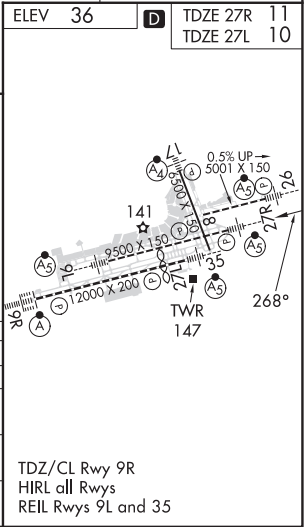
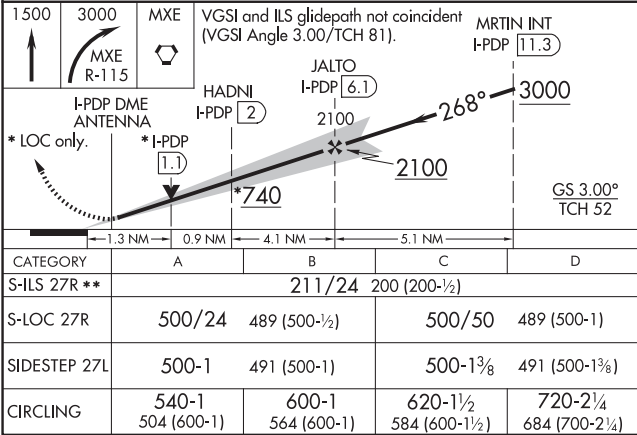
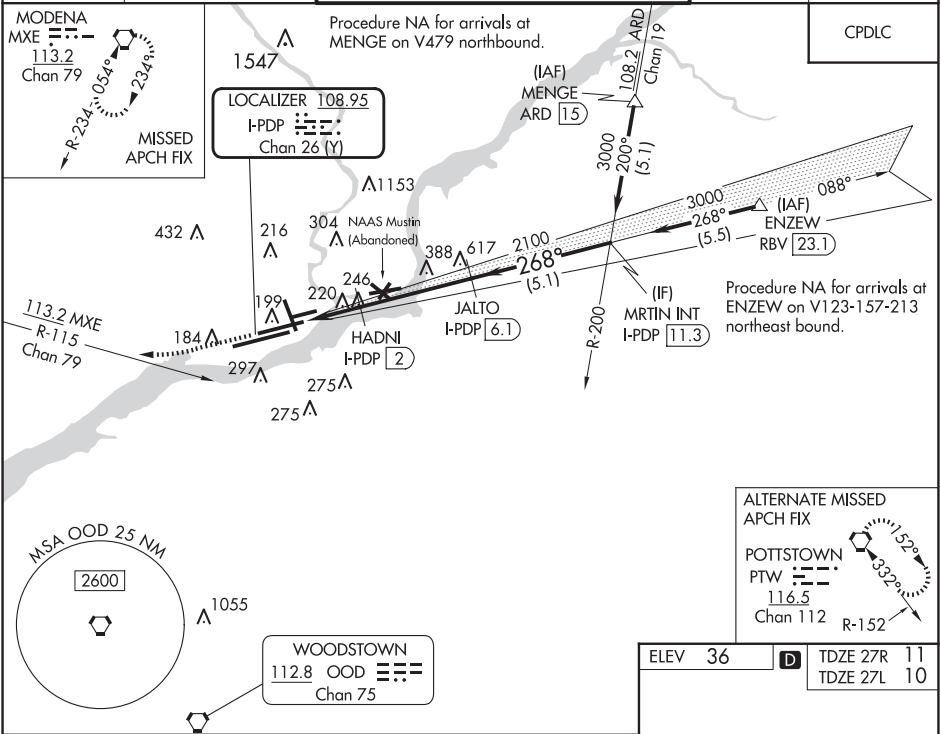
**RVR 1800 authorized with the use of FD or AP or HUD to DA.

27R MALSR

27L MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on MXE VORTAC R-115 to MXE VORTAC and hold.

D-ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		



PHILADELPHIA, PENNSYLVANIA

AL-320 (FAA)

25219

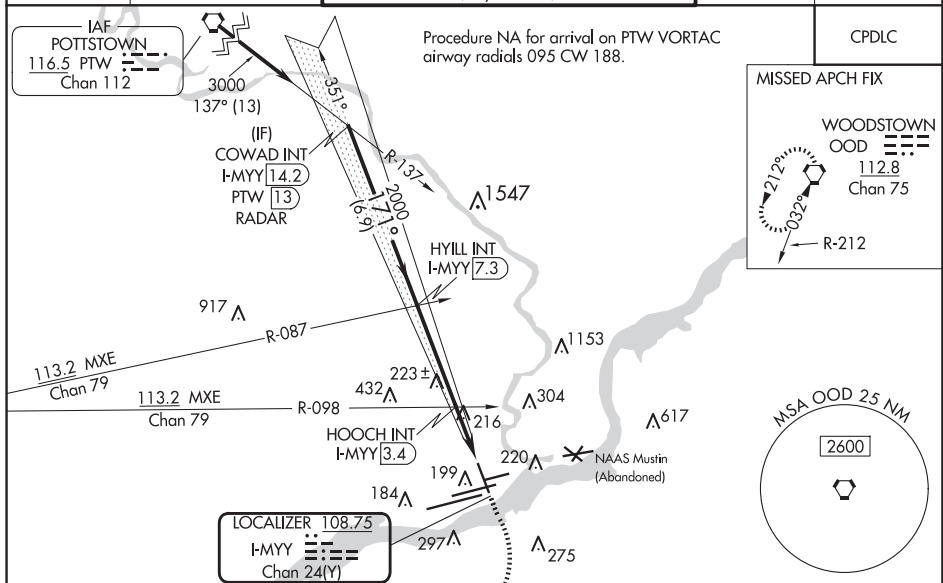
LOC/DME I-MYY 108.75 Chan 24 (Y)	APP CRS 171°	Rwy Ldg TDZE 11 Apt Elev 36
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ILS Z or LOC RWY 17

PHILADELPHIA INTL (PHL)

DME or RADAR required.	MALSF 	MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct OOD VORTAC and hold.
<p>⚠ Inop table does not apply to S-ILS 17 all Cats. Rwy 17 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-LOC 17 Cat A visibility to RVR 5500, Cat B visibility to 1¼ SM, and Cat C/D visibility to 2 SM. HOOCH fix minimums: Increase S-LOC 17 Cat A/B visibility to RVR 5500 and Cat C/D visibility to 1¾ SM. Circling NA to Rwy 8.</p>		

D-ATIS ARR 133.4 DEP 135.925	PHILADELPHIA APP CON 124.35 319.15	PHILADELPHIA TOWER 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	GND CON 121.9 348.6	CLNC DEL 118.85 348.6
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<div>COWAD INT I-MYY 14.2 PTW 13 RADAR</div> <div>HYILL INT I-MYY 7.3</div> <div>HOOCH INT I-MYY 3.4</div> <div>I-MYY 2.5</div> <div>I-MYY 1.2</div> <div>GS 3.00° TCH 50</div> <div>2000</div> <div>3000</div> <div>171°</div> <div>6.9 NM</div> <div>3.9 NM</div> <div>0.9 NM</div> <div>1.3 NM</div> <div>2000</div> <div>760</div> <div>2000</div> <div>171°</div> <div>0.5% UP</div> <div>5001 X 150</div> <div>141</div> <div>9500 X 150</div> <div>2700</div> <div>2700</div> <div>2700</div> <div>2700</div> <div>2700</div> <div>2700</div> <div>2700</div> <div>2700</div> <div>2700</div> <div>2700</div> <div>2700</div> <div>2700</div> <div>2700</div> <div>2700</div> <div>2700</div> <div>2700</div> <div>2700</div> <div>2700</div> <div>2700</div> <div>2700</div> <div>2700</div> <div>2700</div> <div>2700</div> <div>2700</div> <div>2700</div> <div>2700</div> <div>2700</div> <div>2700</div> <div>2700</div> <div>2700</div> <div>2700</div> <div>2700</div> <div>2700</div> <div>2700</div> <div>2700</div> 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PHILADELPHIA, PENNSYLVANIA

Amdt 9 12JUN25

39°52'N-75°14'W

PHILADELPHIA INTL (PHL)

ILS Z or LOC RWY 17

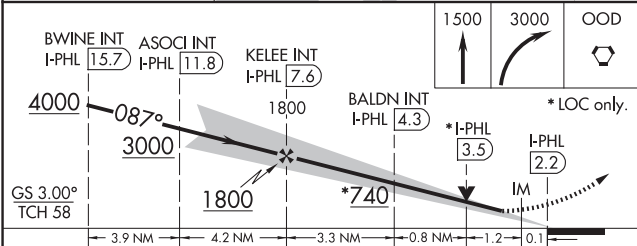
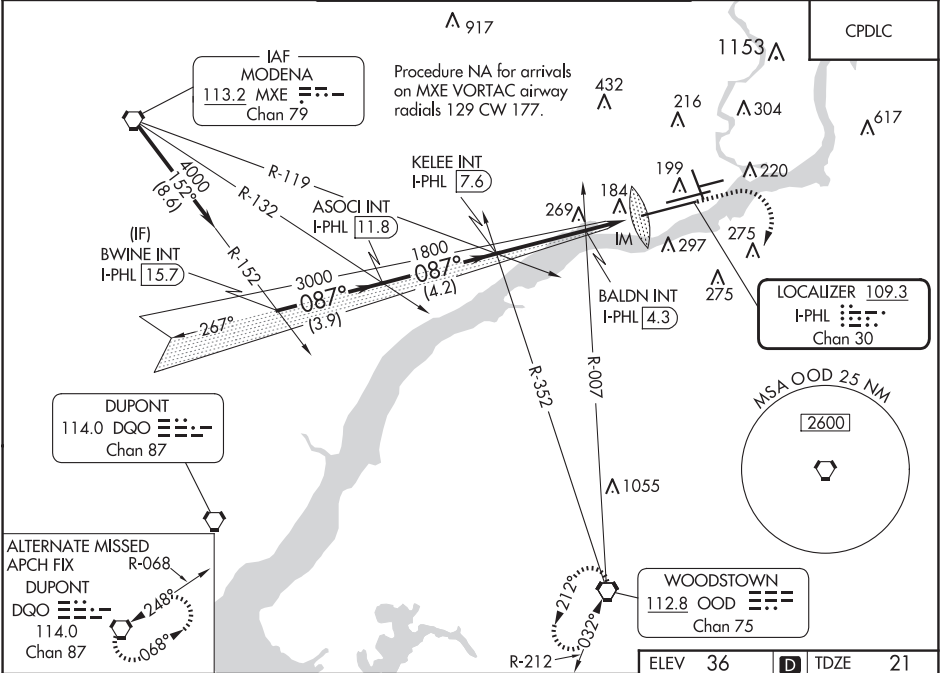
NE-4, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-PHL	APP CRS	Rwy Idg
109.3	087°	12000
Chan 30		TDZE 21
		Apt Elev 36

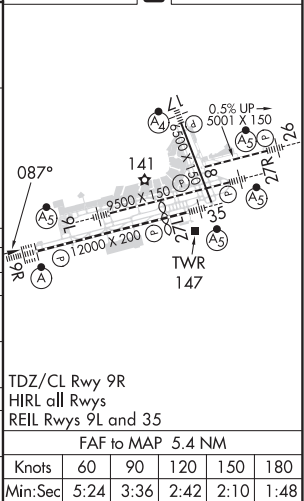
ILS Z or LOC Z RWY 9R

PHILADELPHIA INTL (PHL)

<div><div>T</div><div>A</div></div>	D-ATIS ARR 133.4 DEP 135.925	PHILADELPHIA APP CON 124.35 319.15	PHILADELPHIA TOWER 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	ALSf-2 <div><div>A</div><div></div></div>	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct OOD VORTAC and hold.	GND CON 121.9 348.6	CLNC DEL 118.85 348.6



CATEGORY	A	B	C	D
S-ILS 9R	221/18 200 (200-½)			
S-LOC 9R	740/24 719 (800-½)		740-1⅝	719 (800-1⅝)
CIRCLING	740-1 704 (800-1)		740-2 704 (800-2)	740-2¼ 704 (800-2¼)
BALDN FIX MINIMUMS				
S-LOC 9R	580/24 559 (600-½)		580/60	559 (600-1¼)
CIRCLING	580-1 544 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	720-2¼ 684 (700-2¼)



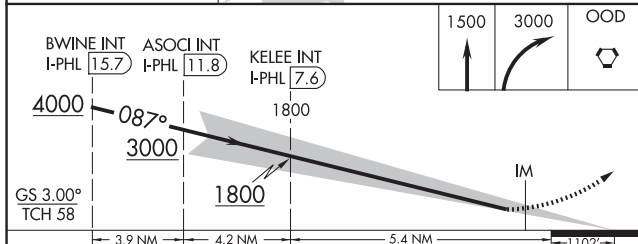
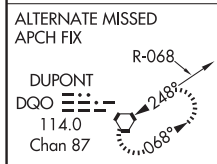
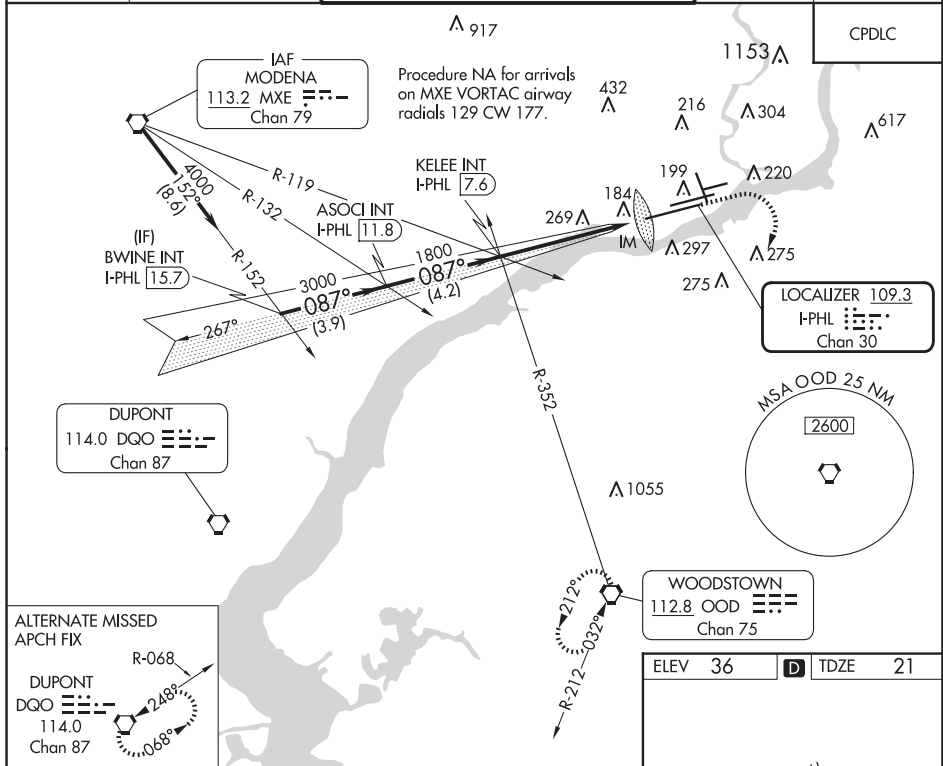
LOC/DME I- PHL	APP CRS	Rwy Idg
109.3	087°	12000
Chan 30		TDZE 21
		Apt Elev 36

ILS Z RWY 9R (SA CAT I)

PHILADELPHIA INTL (PHL)

T	Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.	ALSF-2	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct OOD VORTAC and hold.
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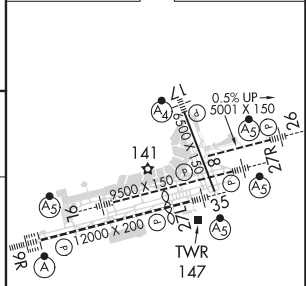
D-ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		



CATEGORY	A	B	C	D
S-ILS 9R	RA 171/14 150 DA 171			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 36	D	TDZE 21
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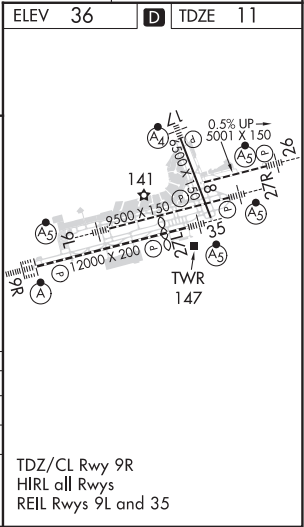
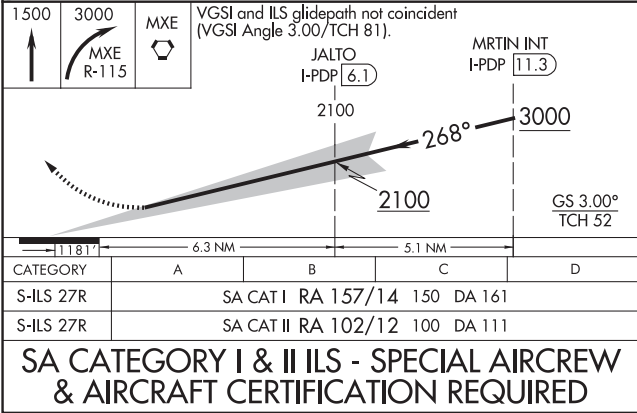
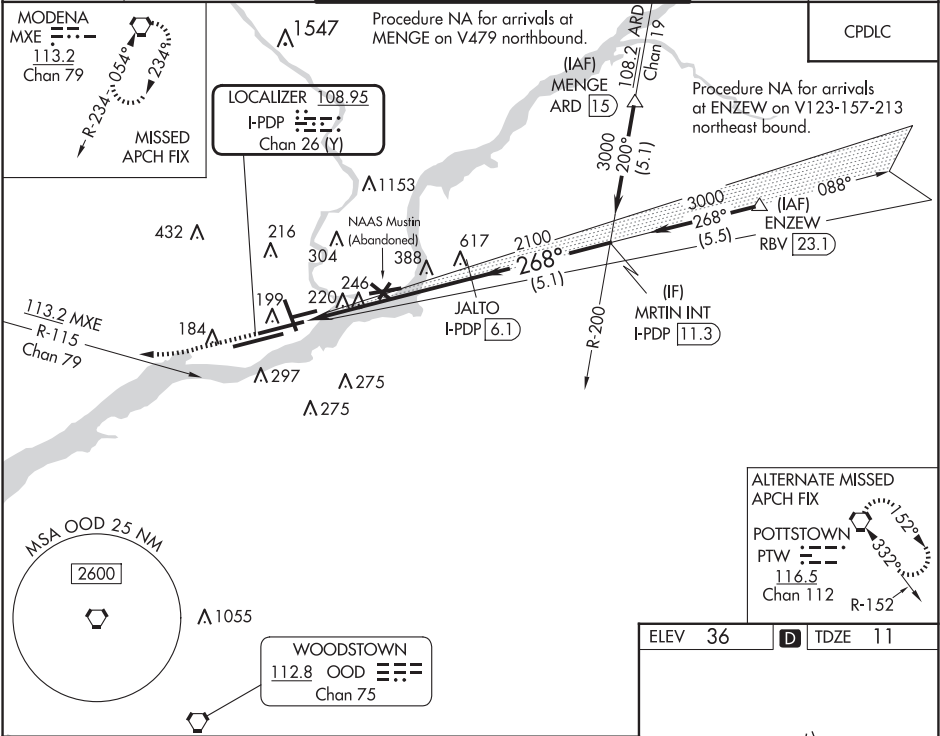
TDZ/CL Rwy 9R
HIRL all Rwys
REIL Rwys 9L and 35

LOC/DME I-PDP	APP CRS	Rwy Idg	8864
108.95	268°	TDZE	11
Chan 26 (Y)		Apt Elev	36

ILS RWY 27R (SA CAT I & II)

PHILADELPHIA INTL (PHL)

DME required.		MALSR	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on MXE VORTAC R-115 to MXE VORTAC and hold.
SA CAT I: Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting: requires specific OPSPEC, MSPEC or LOA approval and use of autoland or HUD to touchdown.		AS	
D-ATIS ARR 133.4 DEP 135.925	PHILADELPHIA APP CON 124.35 319.15	PHILADELPHIA TOWER 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	GND CON 121.9 348.6 CLNC DEL 118.85 348.6



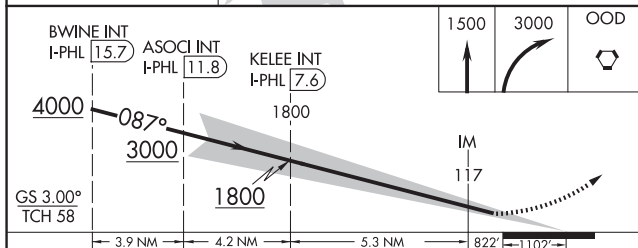
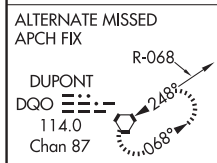
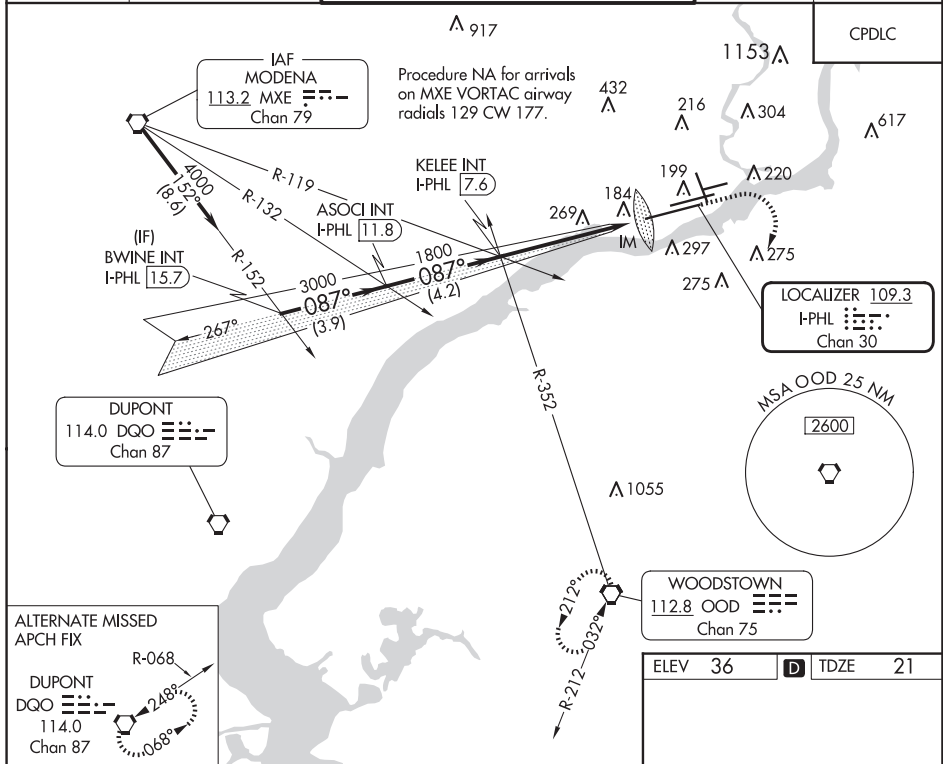
LOC/DME I-PHL	APP CRS	Rwy Idg	12000
109.3	087°	TDZE	21
Chan 30		Apt Elev	36

ILS Z RWY 9R (CAT II & III)

PHILADELPHIA INTL (PHL)

T	ALSIF-2	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct OOD VORTAC and hold.
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D-ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		



CATEGORY	A	B	C	D
S-ILS 9R	CAT II RA 113/12 100 DA 121			
S-ILS 9R	CAT III RVR06			

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

TDZ/CL Rwy 9R
HIRL all Rwys
REIL Rwys 9L and 35

NE-4, 07 AUG 2025 to 02 OCT 2025

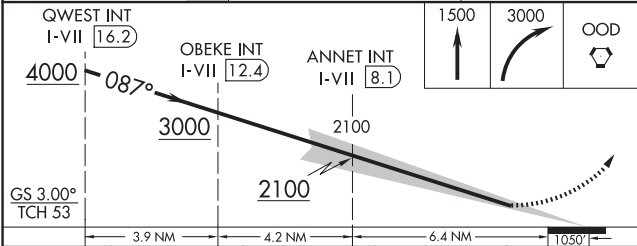
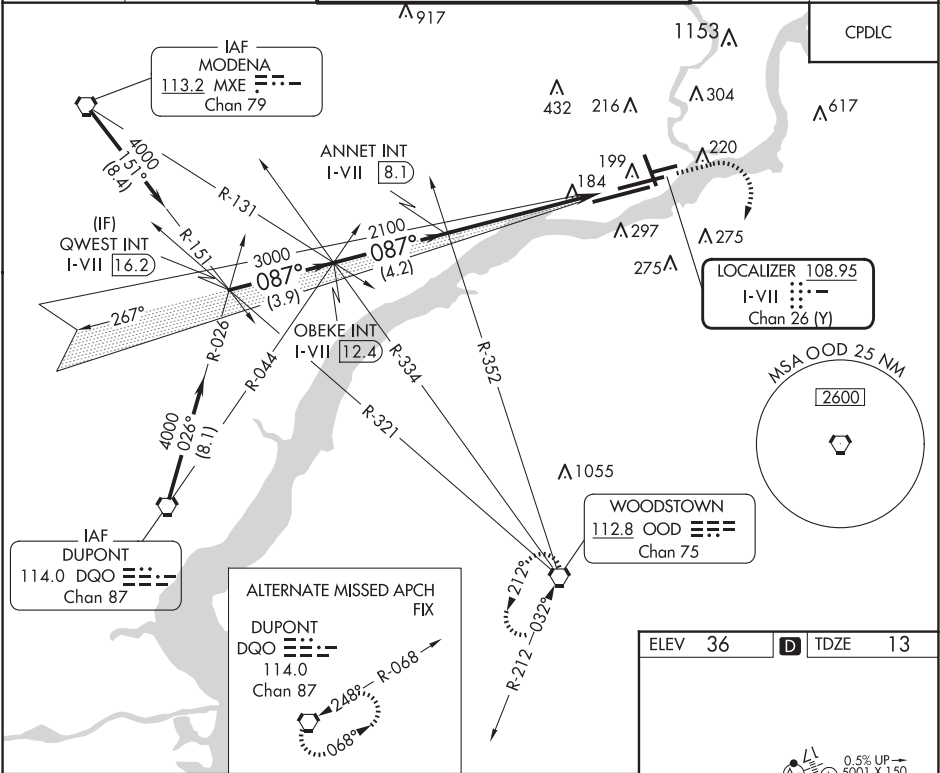
NE-4, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-VII	APP CRS	Rwy Idg	9500
108.95	087°	TDZE	13
Chan 26 (Y)		Apt Elev	36

ILS RWY 9L (SA CAT II)
PHILADELPHIA INTL (PHL)

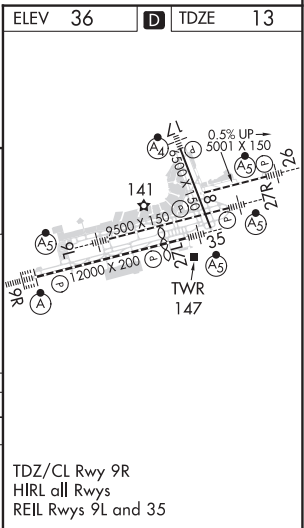
Requires specific OPSPEC, MSPEC, or LOA approval.		MALSR	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct OOD VORTAC and hold.

D-ATIS ARR 133.4 DEP 135.925	PHILADELPHIA APP CON 124.35 319.15	PHILADELPHIA TOWER 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	GND CON 121.9 348.6	CLNC DEL 118.85 348.6
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CATEGORY	A	B	C	D
S-ILS 9L	RA 093/12 100 DA 113			

SA CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED



NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

PHILADELPHIA, PENNSYLVANIA

AL-320 (FAA)

24193

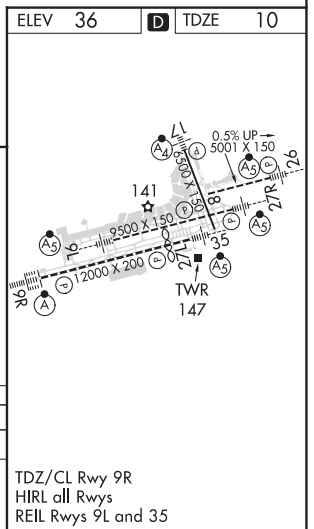
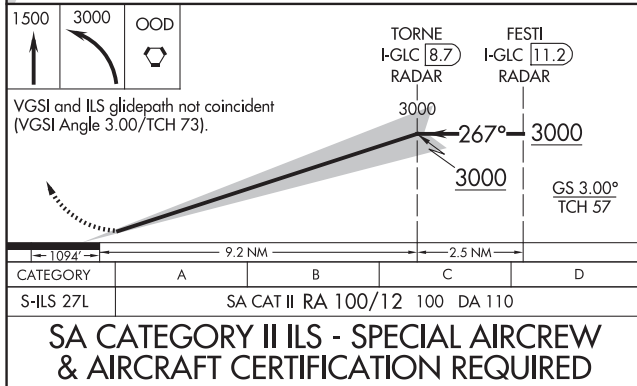
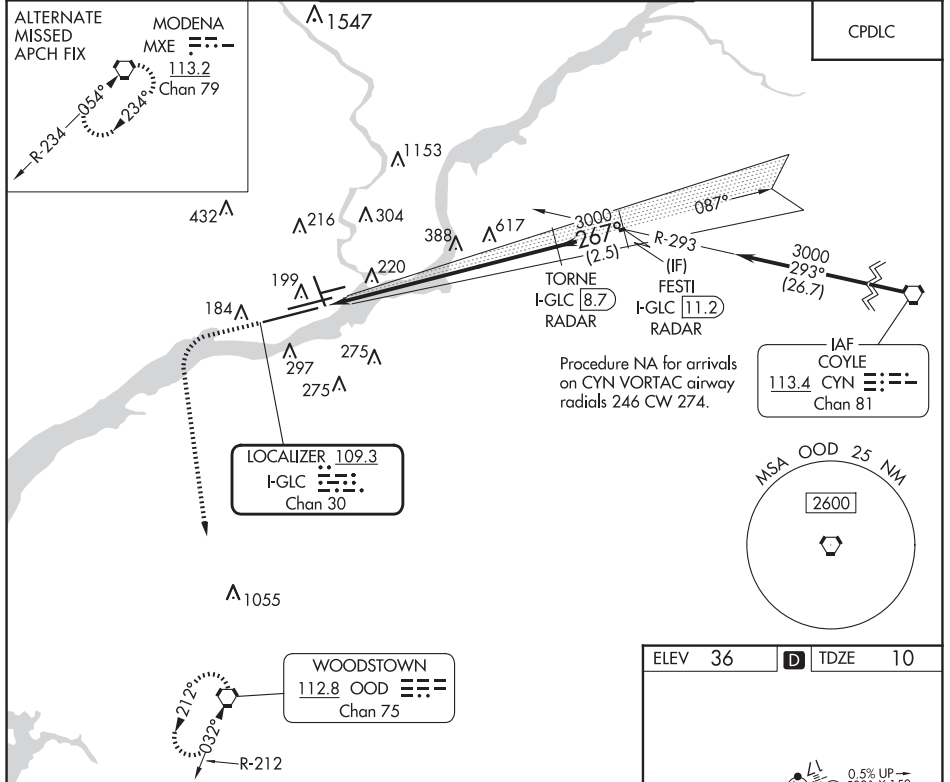
LOC/DME I-GLC 109.3 Chan 30	APP CRS 267°	Rwy Idg TDZE 10 Apt Elev 36	9912
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ILS RWY 27L (SA CAT II)

PHILADELPHIA INTL (PHL)

DME or RADAR required. Requires specific OPSPEC, MSPEC, or LOA approval.	MALSR 	MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct OOD VORTAC and hold.
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D-ATIS ARR 133.4 DEP 135.925	PHILADELPHIA APP CON 124.35 319.15	PHILADELPHIA TOWER 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	GND CON 121.9 348.6	CLNC DEL 118.85 348.6
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PHILADELPHIA, PENNSYLVANIA
Amdt 16 25JAN24

39°52'N-75°14'W

PHILADELPHIA INTL (PHL)
ILS RWY 27L (SA CAT II)

NE-4, 07 AUG 2025 to 02 OCT 2025

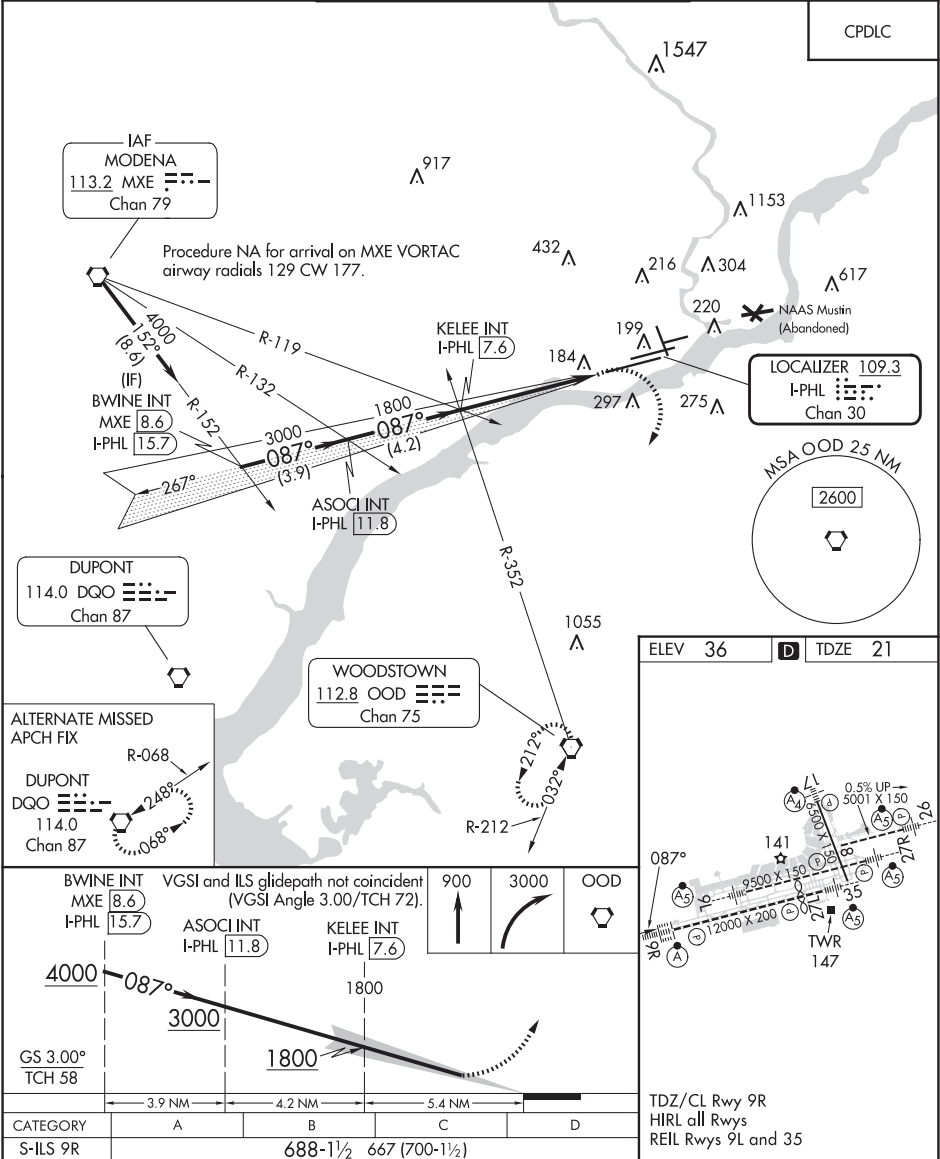
NE-4, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-PHL	APP CRS	Rwy Ldg
109.3	087°	12000
Chan 30		TDZE 21
		Apt Elev 36

ILS V RWY 9R (CONVERGING)

PHILADELPHIA INTL (PHL)

RADAR required.		ALSIF-2	MISSED APPROACH: Climb to 900 then climbing right turn to 3000 direct OOD VORTAC and hold.	
Simultaneous approach authorized. For inop ALS, increase S-ILS 9R all Cats visibility to 1½ SM.				
D-ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER		GND CON
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)		121.9 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		118.85 348.6



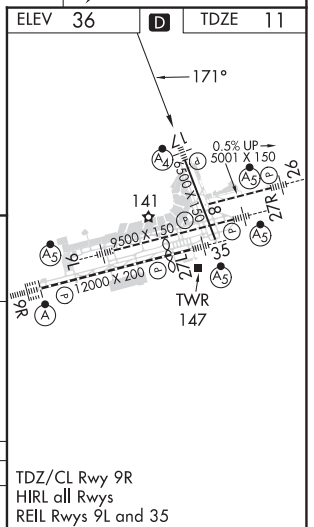
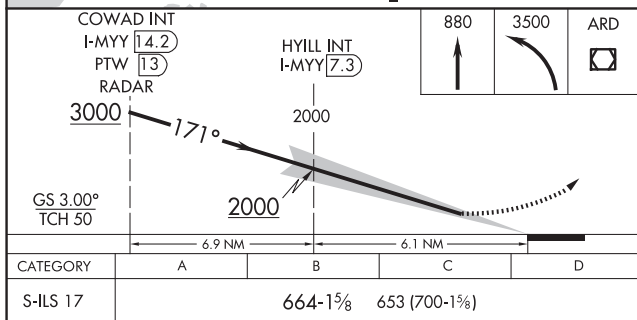
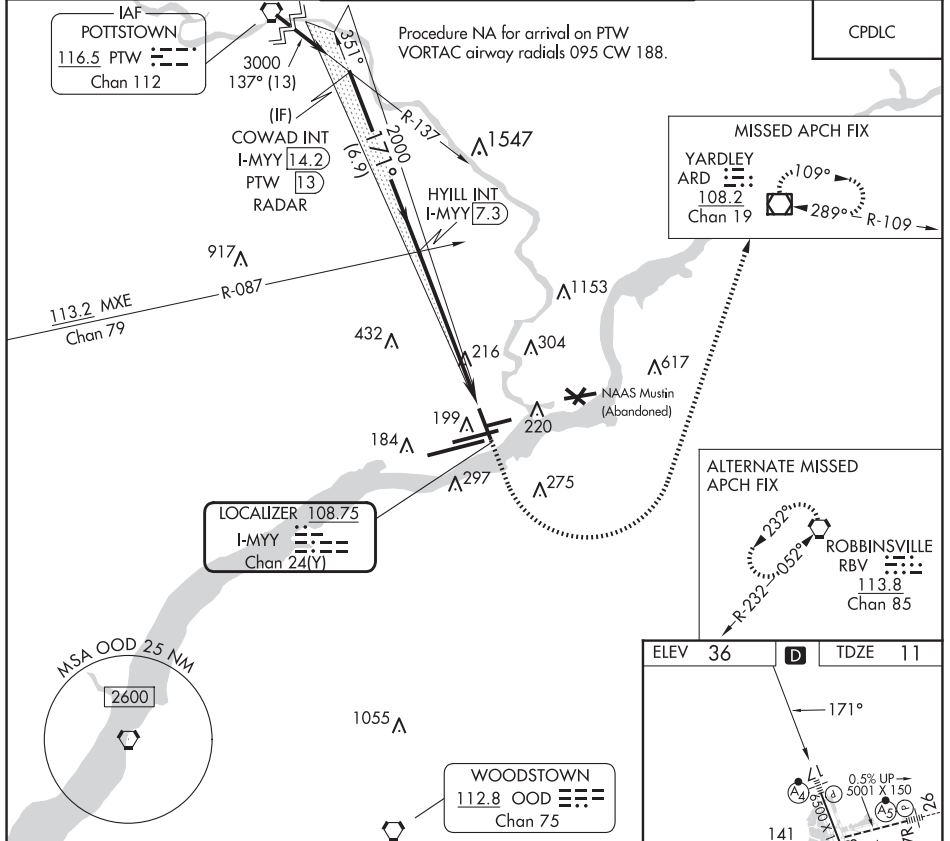
LOC/DME I-MYY 108.75 Chan 24 (Y)	APP CRS 171°	Rwy Ldg TDZE 11 Apt Elev 36
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ILS V RWY 17 (CONVERGING)

PHILADELPHIA INTL (PHL)

RADAR required.	MALSF	MISSED APPROACH: Climb to 880 then climbing left turn to 3500 direct ARD VOR/DME and hold.
Simultaneous approach authorized. Rwy 17 helicopter visibility reduction below 3/4 SM NA.		

D-ATIS ARR 133.4 DEP 135.925	PHILADELPHIA APP CON 124.35 319.15	PHILADELPHIA TOWER 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	GND CON 121.9 348.6	CLNC DEL 118.85 348.6
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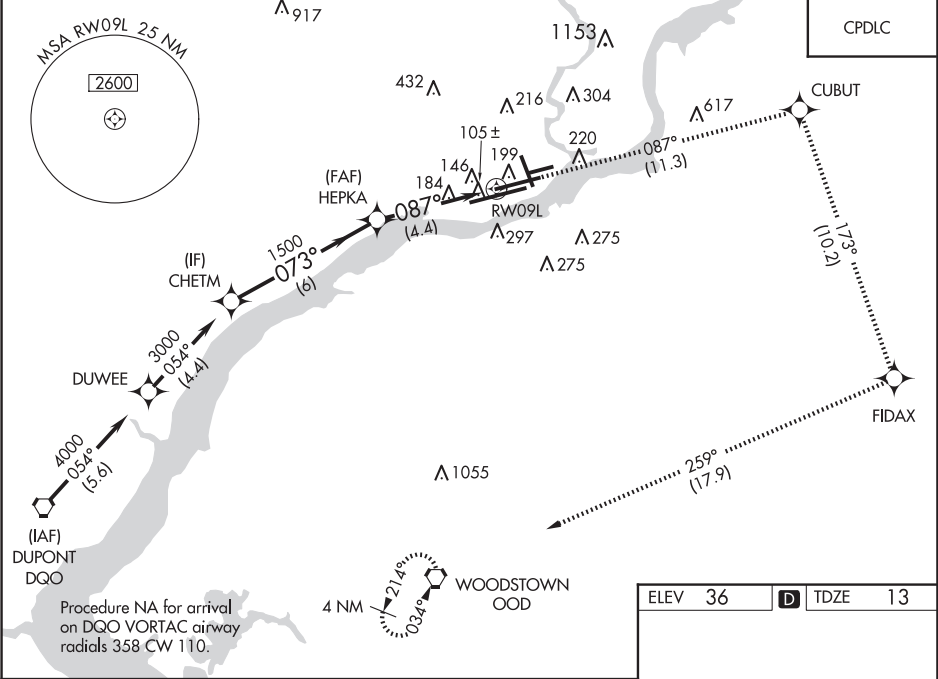


APP CRS	Rwy Idg	9500
087°	TDZE	13
	Apt Elev	36

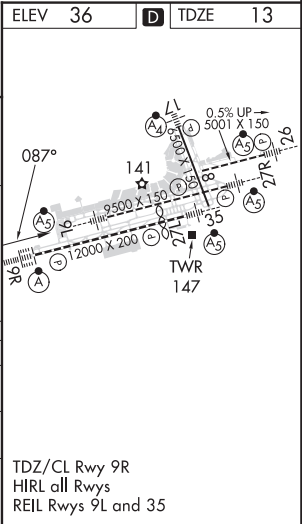
RNAV (RNP) Z RWY 9L
PHILADELPHIA INTL (PHL)

RNP AR APCH - GPS.	MALSR	MISSED APPROACH: Climb to 3000 on track 087° to CUBUT and on track 173° to FIDAX and on track 259° to OOD VORTAC and hold.
For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 54°C. For inop ALS, increase RNP 0.11 visibility all Cats to RVR 6000 and RNP 0.30 visibility all Cats to 1½ SM.		

D-ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		



	3000	tr 087°	CUBUT	tr 173°	FIDAX	tr 259°	OOD
	CHETM		HEPKA		RW09L		
	3000	073°	1500	087°			
	GP 3.00°						
	TCH 58						
	6 NM		4.4 NM				
CATEGORY	A	B	C	D			
RNP 0.11 DA		382/35	369 (400-%)				
RNP 0.30 DA		434/45	421 (400-%)				



AUTHORIZATION REQUIRED

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

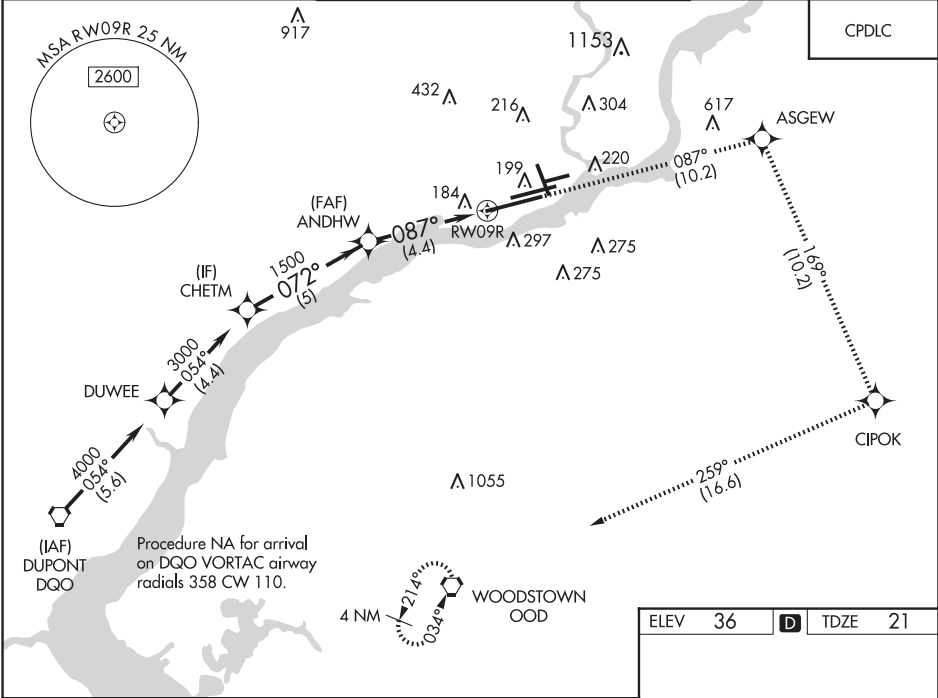
APP CRS	Rwy Idg	12000
087°	TDZE	21
	Apt Elev	36

RNAV (RNP) Z RWY 9R

PHILADELPHIA INTL (PHL)

RNP AR APCH - GPS.	ALSIF-2	MISSED APPROACH: Climb to 3000 on track 087° to ASGEW and on track 169° to CIPOK, and on track 259° to OOD VORTAC and hold.
▼ For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 54°C. For inop ALS, increase RNP 0.16 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to 1½ SM.	ⓘ	

D-ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		



GP 3.00° TCH 58		VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 72).	
3000		ASGEW	
072°		tr 087°	
1500		CIPOK	
087°		tr 169°	
5 NM		OOD	
4.4 NM		tr 259°	
CATEGORY	A	B	D
RNP 0.16 DA	424/40	403 (400-¾)	
RNP 0.30 DA	461/50	440 (500-1)	
AUTHORIZATION REQUIRED			
TDZ/CL Rwy 9R HIRL all Rwys REIL Rwys 9L and 35			

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 86222 W17A	APP CRS 171°	Rwy Idg 6500 TDZE 10 Apt Elev 36
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RNAV (GPS) RWY 17
PHILADELPHIA INTL (PHL)

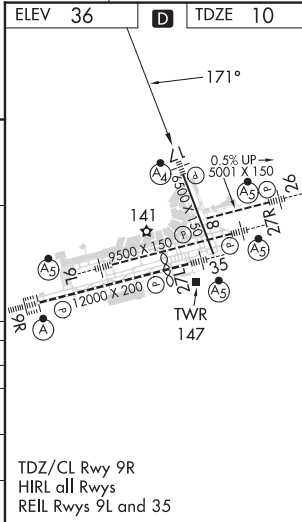
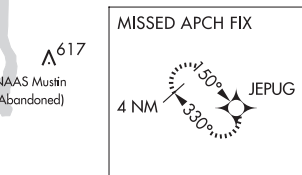
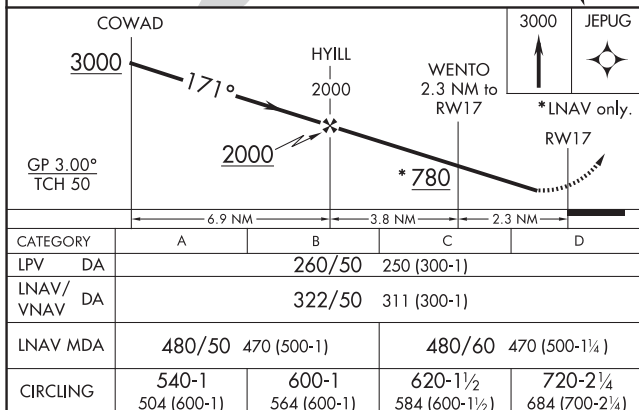
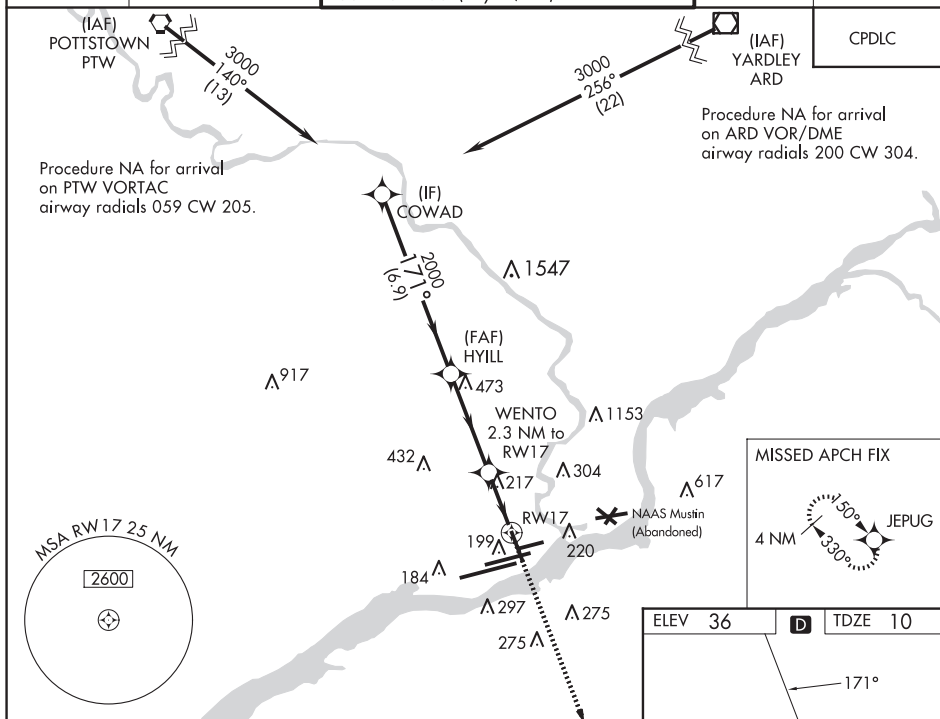
RNP APCH - GPS

V Inop table does not apply to LPV and LNAV/VNAV all Cats and LNAV Cats A/B. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. **A** Rwy 17 helicopter visibility reduction below RVR 4000 NA.

MALSF

MISSED APPROACH:
Climb to 3000 direct
JEPUG and hold.

D-ATIS		PHILADELPHIA APP CON		PHILADELPHIA TOWER		GND CON		CLNC DEL	
ARR	133.4			118.5	327.05	(Rwys 9L/27R, 8/26 and 17/35)			
DEP	135.925	124.35	319.15	135.1	327.05	(Rwy 9R/27L)	121.9	348.6	118.85 348.6



PHILADELPHIA, PENNSYLVANIA

AL-320 (FAA)

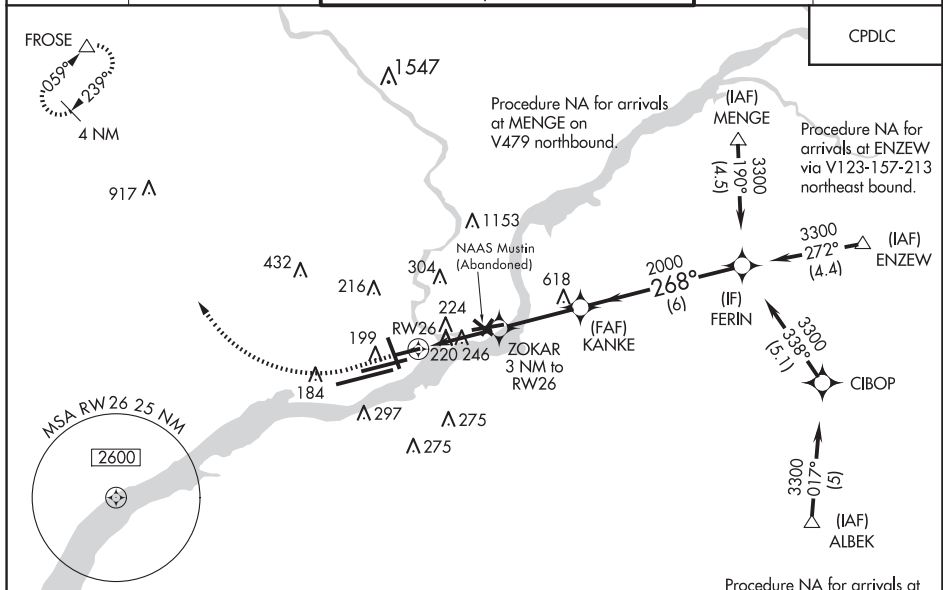
24193

WAAS CH 78117	APP CRS W26A	Rwy Idg TDZE 36	5001
	268°	Apt Elev 36	

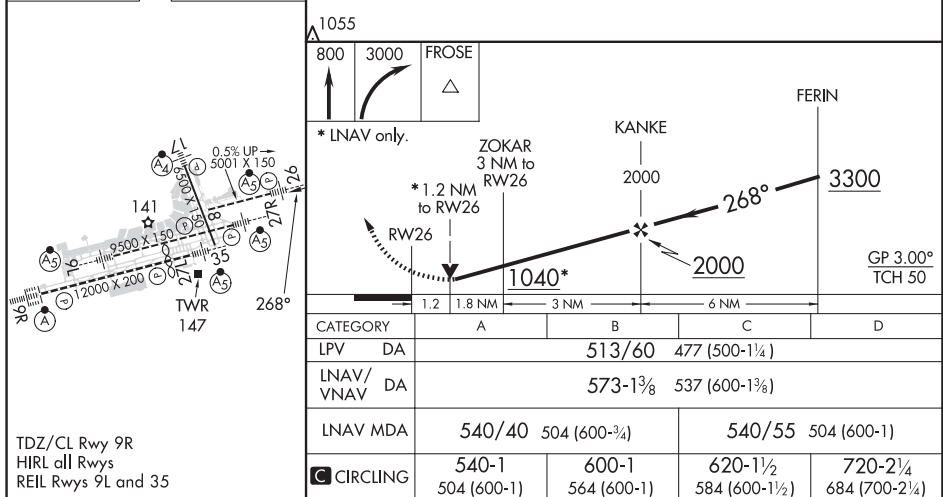
RNAV (GPS) RWY 26

PHILADELPHIA INTL (PHL)

RNP APCH.		MALSR	MISSED APPROACH: Climb to 800 then climbing right turn to 3000 direct FROSE and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. For inop ALS, increase LPV alt Cts visibility 3/8 SM, increase LNAV Cts A and B to RVR 5500. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Rwy 26 helicopter visibility reduction below RVR 4000 NA.			
D-ATIS ARR 133.4 DEP 135.925	PHILADELPHIA APP CON 124.35 319.15	PHILADELPHIA TOWER 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	GND CON 121.9 348.6 CLNC DEL 118.85 348.6



ELEV 36	D	TDZE 36
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PHILADELPHIA, PENNSYLVANIA

Amtd 1D 25APR19

39°52'N-75°14'W

PHILADELPHIA INTL (PHL)

RNAV (GPS) RWY 26

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

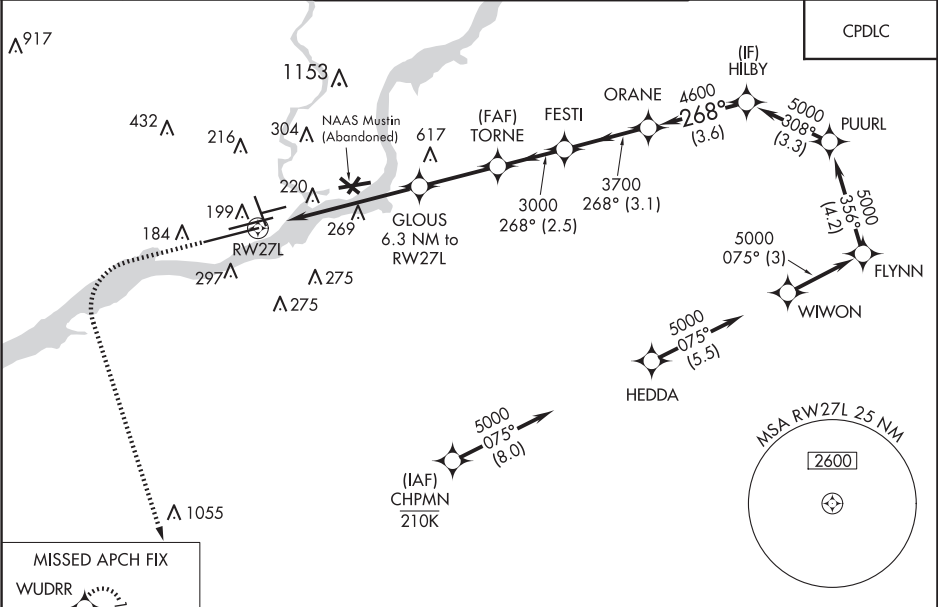
WAAS CH 97322 W27A	APP CRS 268°	Rwy Idg TDZE 10 Apt Elev 36	9912
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RNAV (GPS) RWY 27L

PHILADELPHIA INTL (PHL)

RNP APCH - GPS.		MALSR 	MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct WUDRR and hold.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000. * RVR 1800 authorized with use of FD or AP or HUD to DA.			



D-ATIS ARR 133.4 DEP 135.925	PHILADELPHIA APP CON 124.35 319.15	PHILADELPHIA TOWER 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	GND CON 121.9 348.6	CLNC DEL 118.85 348.6
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ELEV 36		D TDZE 10	
		VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 73).	
RW27L		RW27L	
1.4 NM		1.4 NM	
4.9 NM		4.9 NM	
2.9 NM		2.9 NM	
2.5 NM		2.5 NM	
3.1 NM		3.1 NM	
3.6 NM		3.6 NM	
CATEGORY	A	B	D
LPV DA*	210/24	200 (200-1/2)	
LNAV/DA VNAV	422/40	412 (400-3/4)	
LNAV MDA	540/24	530 (600-1/2)	540/55 530 (600-1)
CIRCLING	540-1 504 (600-1)	600-1 564 (600-1)	620-1 1/2 584 (600-1 1/2) 720-2 1/4 684 (700-2 1/4)

WAAS CH 90122 W27B	APP CRS 268°	Rwy Idg 8864 TDZE 11 Apt Elev 36
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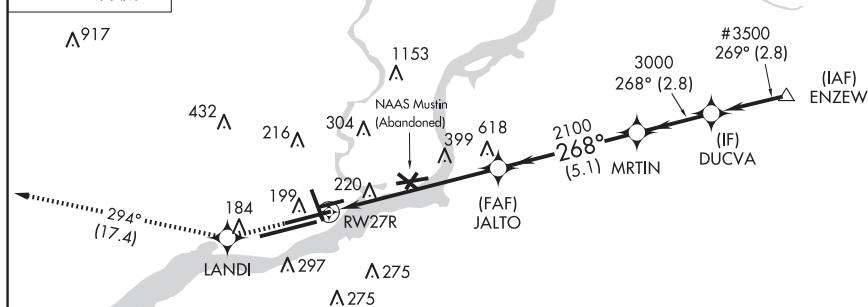
RNAV (GPS) RWY 27R
PHILADELPHIA INTL (PHL)

	<p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALS, increase LNAV/VNAV all Cats visibility to 1% SM and LNAV Cat C/D to 2 SM.</p>		<p>MISSED APPROACH: Climb to 3000 direct LANDI and on track 294° to MXE VORTAC and hold.</p>
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D-ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER				GND CON	CLNC DEL
ARR 133.4		118.5	327.05	(Rwys 9L/27R, 8/26 and 17/35)			
DEP 135.925	124.35 319.15	135.1	327.05	(Rwy 9R/27L)		121.9 348.6	118.85 348.6

CPDLC

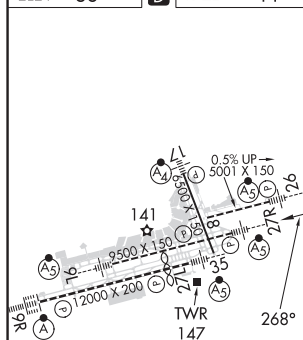
#3000 when
authorized by ATC.





MSA RW27R 25 NM

2600

ELEV	36	D	TDZE	11
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TDZ/CL Rwy 9R
HIRL all Rwys
REIL Rwy 9L and 35

3000 ↑	LANDI 	tr 294°	MXE 	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/ TCH 81).	# 3000 when authorized by ATC. DUCVA ↓
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* LNAV only.

*2 NM to RW27R

RW27R

JALTO

268°

3000

2100

2 NM

4.2 NM

5.1 NM

2.8 NM

GP 3.00° TCH 53

5500 #

CATEGORY		A		B		C		D	
LPV	DA	267/24 256 (300-½)							
LNAV/ VNAV	DA	520/60 509 (500-1¼)							
LNAV MDA		720/24 709 (700-½)				720-1½ 709 (700-1½)		720-1¾ 709 (700-1¾)	
CIRCLING		720-1 684 (700-1)				720-2 684 (700-2)		720-2¼ 684 (700-2¼)	

Amdt 1C 01FEB18

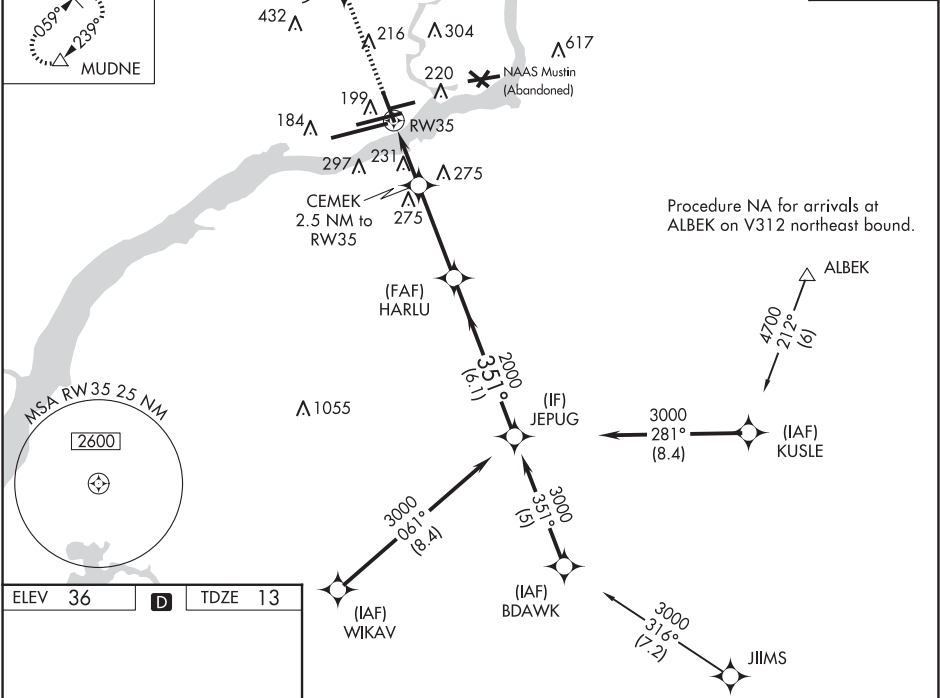
39°52'N-75°14'W

PHILADELPHIA INTL (PHL)

RNAV (GPS) RWY 27R

NE-4, 07 AUG 2025 to 02 OCT 2025

RNP APCH.		MISSED APPROACH: Climb to 3000 direct WERDI and on track 333° to MUDNE and hold.		
D-ATIS ARR 133.4 DEP 135.925		PHILADELPHIA APP CON 124.35 319.15	PHILADELPHIA TOWER 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	GND CON 121.9 348.6
MISSED APCH FIX 4 NM		CLNC DEL 118.85 348.6		



ELEV 36		TDZE 13	
D		351°	
TDZ/CL Rwy 9R HIRL all Rwys REIL Rwys 9L and 35		351°	
CATEGORY		A	B
LP MDA		500/55	487 (500-1)
LNAV MDA		500/55	487 (500-1)
CIRCLING		540-1 504 (600-1)	600-1 564 (600-1)
		620-1½ 584 (600-1½)	720-2¼ 684 (700-2¼)


PHILADELPHIA, PENNSYLVANIA

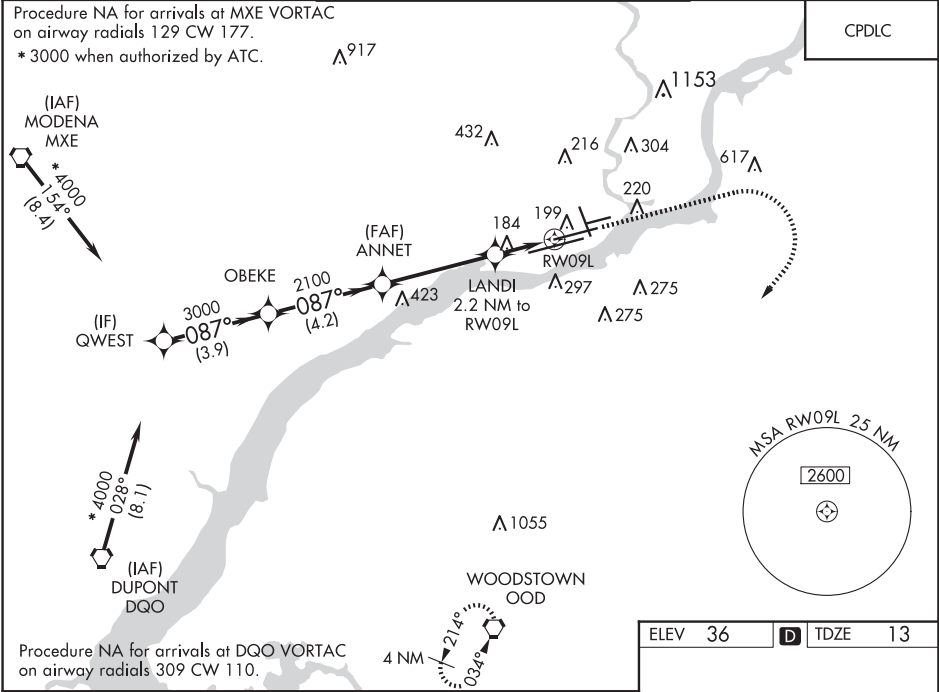
AL-320 (FAA)

24193

WAAS CH 45523 W09B	APP CRS 087°	Rwy Idg TDZE 13 Apt Elev 36
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RNAV (GPS) Y RWY 9L
PHILADELPHIA INTL (PHL)

RNP APCH - GPS.			<div>MALSR</div> <div></div>	MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OOD VORTAC and hold.
<div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div></div><div></div></div></div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. For inop ALS, increase LNAV/VNAV visibility to RVR 4500, all Cats. # RVR 1800 authorized with use of FD or AP or HUD to DA.</div></div>				
<div>D-ATIS</div> <div>ARR 133.4</div> <div>DEP 135.925</div>	<div>PHILADELPHIA APP CON</div> <div>124.35 319.15</div>	<div>PHILADELPHIA TOWER</div> <div>118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)</div> <div>135.1 327.05 (Rwy 9R/27L)</div>	<div>GND CON</div> <div>121.9 348.6</div>	<div>CLNC DEL</div> <div>118.85 348.6</div>



* 3000 when authorized by ATC.				
CATEGORY	A	B	C	D
LPV DA #	213/24		200 (200-½)	
LNAV/VNAV DA	325/24		312 (300-½)	
LNAV MDA	440/24 427 (500-½)		440/40 427 (500-¾)	
CIRCLING	540-1 504 (600-1)	600-1 564 (600-1)	620-1½ 584 (600-1½)	720-2¼ 684 (700-2¼)
TDZ/CL Rwy 9R HIRL all Rwys REIL Rwys 9L and 35				

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 40023 W09A	APP CRS 087°	Rwy Idg TDZE 12000 21 Apt Elev 36
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RNAV (GPS) Y RWY 9R

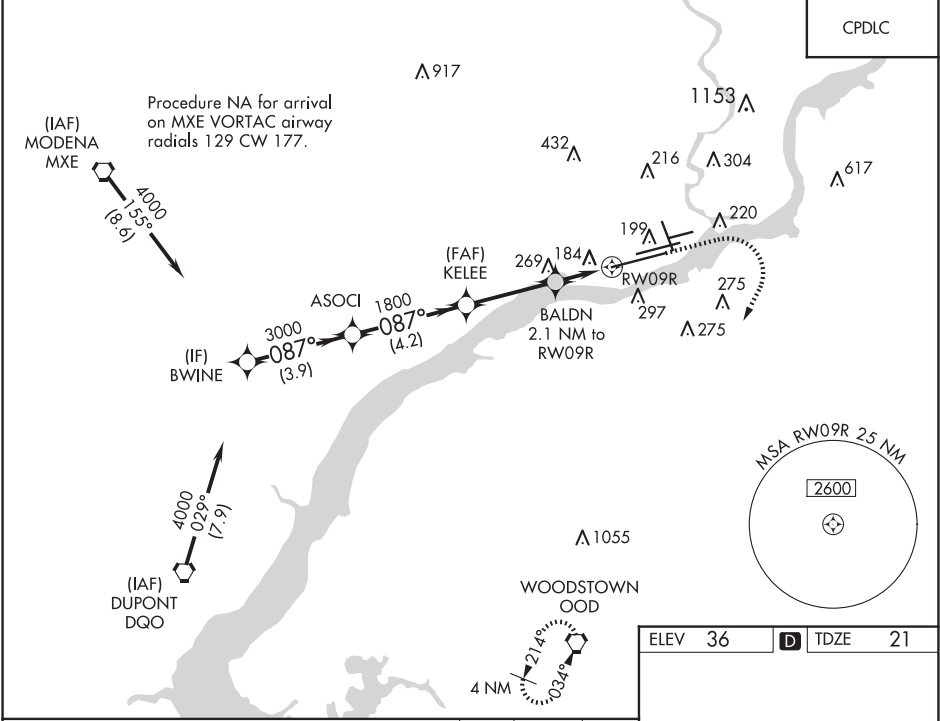
PHILADELPHIA INTL (PHL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
For inop ALS, increase LNAV/VNAV visibility all Cats to RVR 5000 and LNAV Cats C/D visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct OOD VORTAC and hold.

D-ATIS ARR 133.4 DEP 135.925	PHILADELPHIA APP CON 124.35 319.15	PHILADELPHIA TOWER 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	GND CON 121.9 348.6	CLNC DEL 118.85 348.6
--	--	---	-------------------------------	---------------------------------



BWINE		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).		1500	3000	OOD
		ASOCI				
4000		087°		1800		
3000						
GP 3.00°		TCH 58				
3.9 NM		4.2 NM		3.3 NM	1 NM	1.1 NM
CATEGORY		A		B	C	D
LPV DA				221/18	200 (200-½)	
LNAV/VNAV DA				346/30	325 (400-¾)	
LNAV MDA		440/24		419 (500-½)	440/40	419 (500-¾)
CIRCLING		540-1		640-1	640-1¾	720-2¼
		504 (600-1)		604 (700-1)	604 (700-1¾)	684 (700-2¼)

ELEV 36 **D** TDZE 21

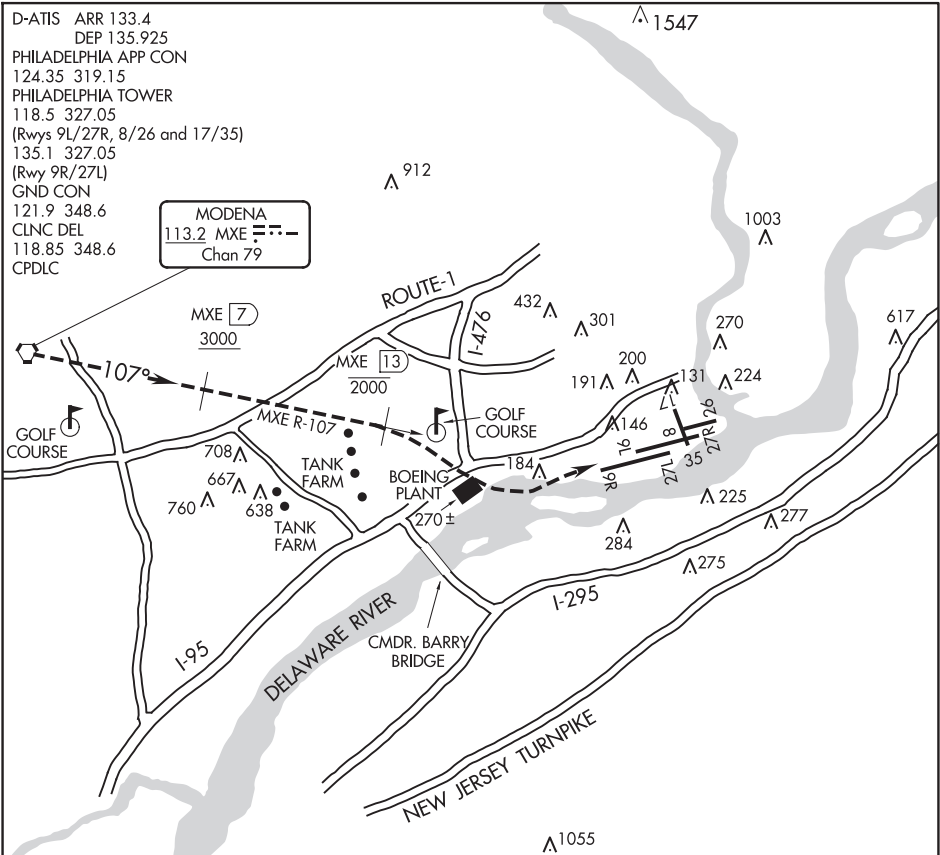
TDZ/CL Rwy 9R
HIRL all Rwys
REIL Rwys 9L and 35

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

D-ATIS ARR 133.4
DEP 135.925
PHILADELPHIA APP CON
124.35 319.15
PHILADELPHIA TOWER
118.5 327.05
(Rwys 9L/27R, 8/26 and 17/35)
135.1 327.05
(Rwy 9R/27L)
GND CON
121.9 348.6
CLNC DEL
118.85 348.6
CPDLC

MODENA
113.2 MXE ---
Chan 79



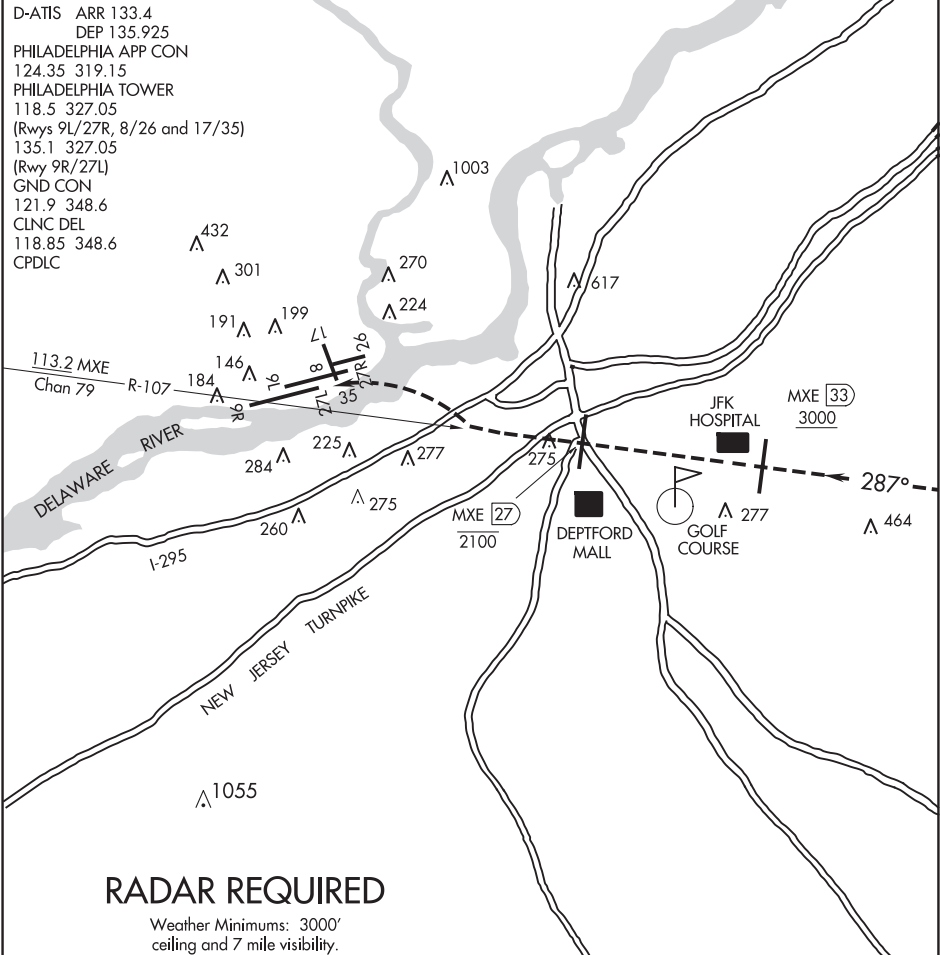
RADAR REQUIRED

Weather Minimums: 3000'
ceiling and 7 mile visibility.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
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FREEDOM VISUAL RWY 9L

- Expect radar vectors to the MXE R-107.
- Proceed Southeast on the MXE R-107 inbound for Rwy 9L.
- Report the airport in sight to final controller.
- Aircraft must remain on the MXE R-107 until the MXE R-107/13 DME; then proceed visually to Rwy 9L or as assigned by the tower.
- Expect aircraft to be utilizing a simultaneous visual or ILS approach to Rwy 9R during this operation.



LIBERTY VISUAL RWY 27L

Expect RADAR vectors to the MXE R-107.

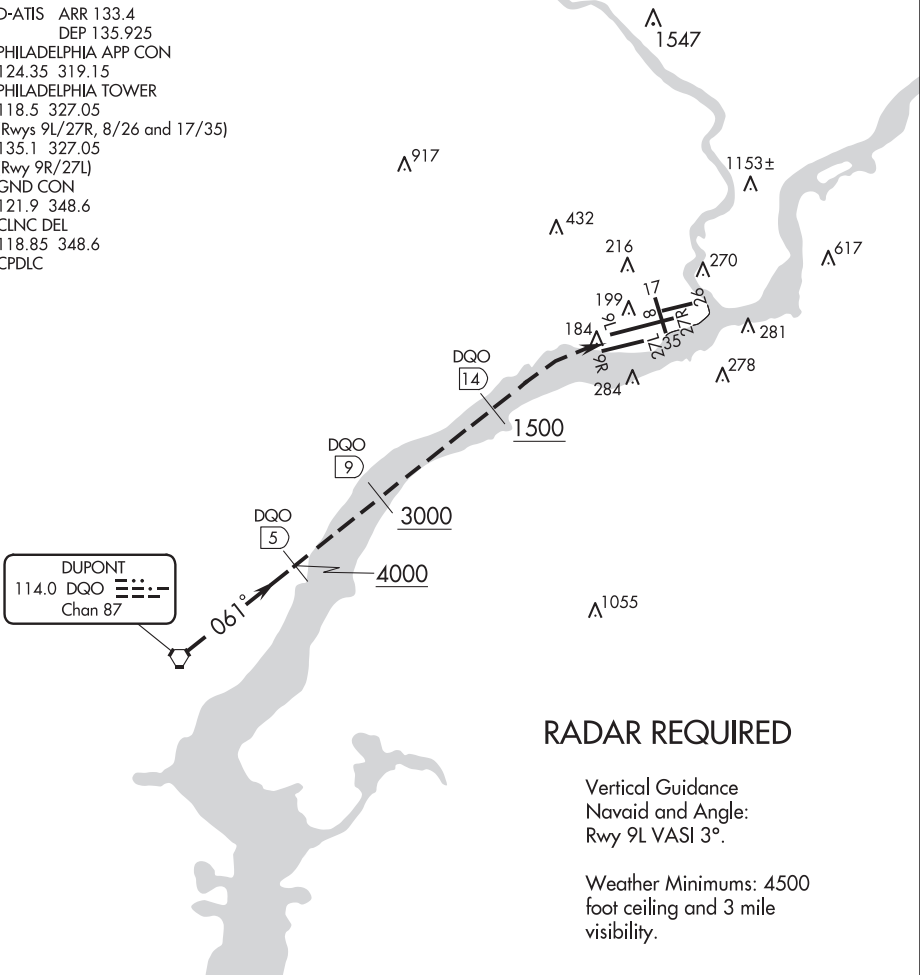
Proceed Northwest on the MXE R-107 inbound for Rwy 27L.

Report the airport in sight to final controller.

Aircraft must remain on the MXE R-107 until the MXE R-107/27 DME;
then proceed visually to Rwy 27L or as assigned by the tower.

Expect aircraft to be utilizing a simultaneous visual or ILS approach
to Rwy 27R during this operation.

D-ATIS ARR 133.4
DEP 135.925
PHILADELPHIA APP CON
124.35 319.15
PHILADELPHIA TOWER
118.5 327.05
(Rwys 9L/27R, 8/26 and 17/35)
135.1 327.05
(Rwy 9R/27L)
GND CON
121.9 348.6
CLNC DEL
118.85 348.6
CPDLC



DUPONT
114.0 DQO
Chan 87

RADAR REQUIRED

Vertical Guidance
Navaid and Angle:
Rwy 9L VASI 3°.

Weather Minimums: 4500
foot ceiling and 3 mile
visibility.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----

RIVER VISUAL RWY 9L/R

Expect RADAR vectors to the DQO R-061.
Aircraft may proceed to the DQO R-061/5.0 DME, then descend
from 4000 feet over the Delaware River and follow the river to
the airport.



(PHL4.PHL) 25163

AL-320 (FAA)

PHILADELPHIA INTL (PHL)

PHILADELPHIA, PENNSYLVANIA

PHILADELPHIA FOUR DEPARTURE

D-ATIS DEP
135.925
CLNC DEL
118.85 348.6
CPDLC
GND CON
121.9 348.6
PHILADELPHIA TOWER
(Rwys 9L/27R, 8/26 and 17/35)
118.5 327.05
(Rwy 9R/27L)
135.1 327.05

RADAR required.

**TOP ALTITUDE:
ASSIGNED BY ATC**

ALLETOWN
117.5 FJC
Chan 122

POTTSTOWN
116.5 PTW
Chan 112

MAZIE

YARDLEY
108.2 ARD
Chan 19

NORTH DEP CON
124.35 319.15

HOSKR

SPECIAL INSTRUCTIONS: All aircraft routed via MXE VORTAC, STOEN, PTW VORTAC, FJC VORTAC, ARD VOR/DME, REESY, HAPPS, FOLEZ, HOSKR, MAZIE: departure control frequency 124.35.

MODENA
113.2 MXE
Chan 79

FOLEZ

STOEN

HAPPS

REESY

SPECIAL INSTRUCTIONS: All aircraft routed via OOD VORTAC, DITCH, DQO VORTAC, RUUTH, RBV VORTAC, APEER, CHAZR, TEBEE, LULOO, RIDNG: departure control frequency 119.75.

APEER

RIDNG

SOUTH DEP CON
119.75 269.25

DUPONT
114.0 DQO
Chan 87

WOODSTOWN
112.8 OOD
Chan 75

LULOO

DITCH

COYLE
113.4 CYN
Chan 81

CHAZR

TEBEE

SMYRNA
111.4 ENO
Chan 51

TAKEOFF MINIMUMS

Rwy 26: NA-ATC.

Rwy 27L/R: Standard.

Rwy 8: Standard with minimum climb of 300'/NM to 1500.

Rwy 9L: Standard with minimum climb of 280'/NM to 1500.

Rwy 9R: Standard with minimum climb of 250'/NM to 1500.

Rwy 17: 300-1 or Standard with minimum climb of 611'/NM to 300.

Rwy 35: Standard with minimum climb of 280'/NM to 1500.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

PHILADELPHIA FOUR DEPARTURE

PHILADELPHIA, PENNSYLVANIA

PHILADELPHIA INTL (PHL)

(PHL4.PHL) 12JUN25

NE-4, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8, 9L/R, 17, 27L/R, 35: Climb on heading assigned by ATC, thence....
EXCEPTION: TAKEOFF RUNWAYS 27L/R (2200L-0600L): Climbing left turn heading 245°, thence....
....expect RADAR vectors to first navaid/fix. Maintain ATC assigned altitude, expect clearance to filed altitude/flight level within ten (10) minutes after departure.

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

PHILADELPHIA, PENNSYLVANIA

AL-5169 (FAA)

25163

WAAS CH 42719 W06A	APP CRS 065°	Rwy Ldg TDZE 301 Apt Elev 302
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RNAV (GPS) RWY 6
WINGS FLD (LOM)

RNP APCH.

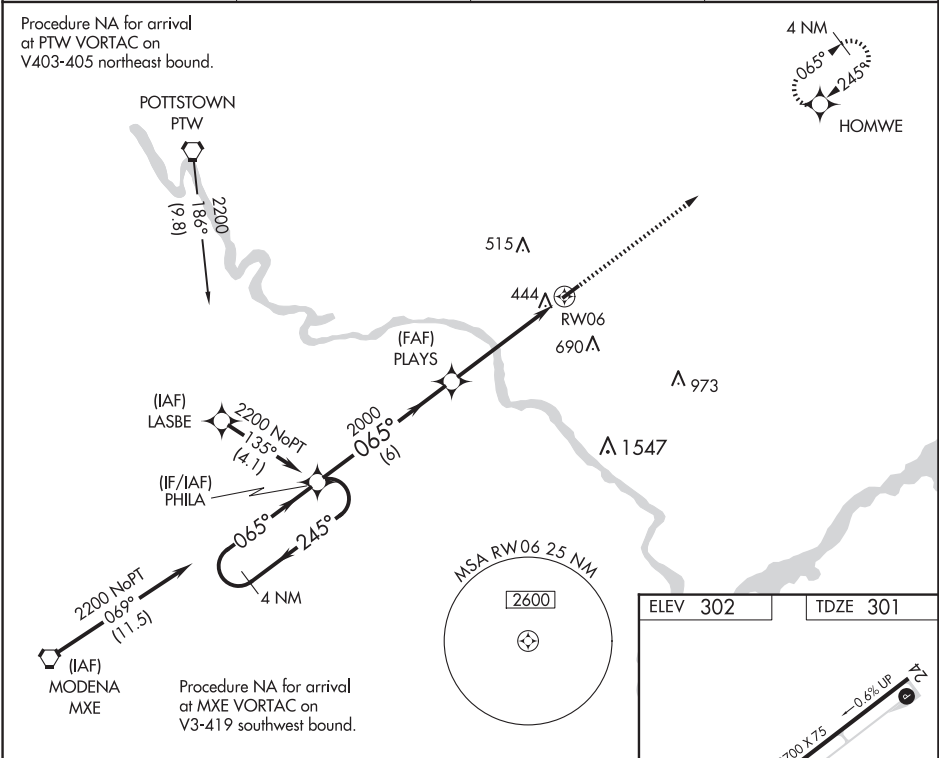
▼

▲

Baro-VNAV NA when using Pottstown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). When local altimeter setting not received, use Pottstown altimeter setting and increase all DA 35 feet and all MDA 40 feet; increase LPV Cats A/B visibility ¼ mile. Rwy 6 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct HOMWE and hold.

AWOS-3 118.925	PHILADELPHIA APP CON 126.85 263.125	CLNC DEL 118.55	UNICOM 123.0 (CTAF) 1
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4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).

2000 HOMWE

GP 3.00° TCH 62

PHILA

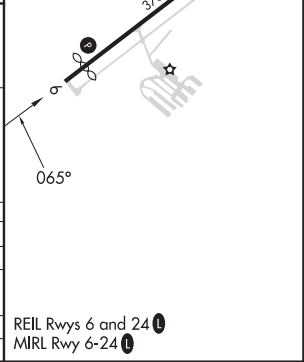
PLAYS

RW06

6 NM

5.1 NM

CATEGORY	A	B	C	D
LPV DA	614-1	313 (400-1)		NA
LNAV/VNAV DA	788-1¾	487 (500-1¾)		NA
LNAV MDA	720-1	419 (500-1)		NA
CIRCLING	780-1	478 (500-1)		NA



PHILADELPHIA, PENNSYLVANIA

Amdt 1B 16AUG18

40°08'N-75°16'W

WINGS FLD (LOM)

RNAV (GPS) RWY 6

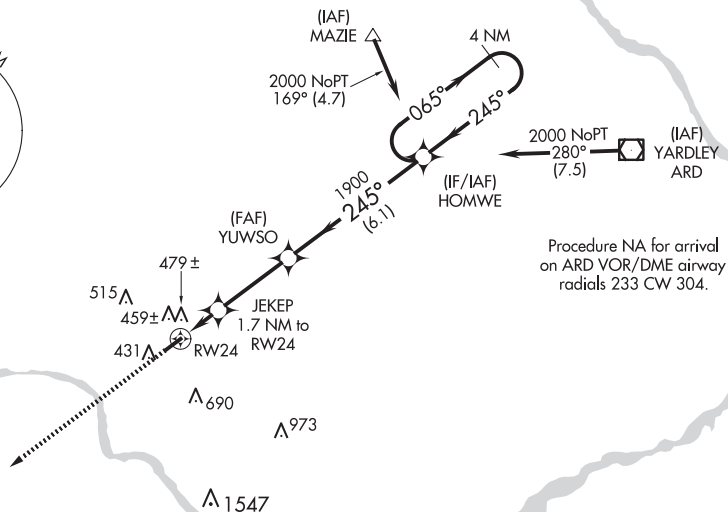
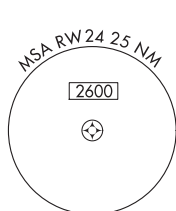
NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 24
WINGS FLD (LOM)

T Baro-VNAV NA when using Pottstown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). When local altimeter setting not received, use Pottstown altimeter setting and increase all DA 35 feet and all MDA 40 feet. Rwy 24 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 2200
direct PHILA and hold.

UNICOM
123.0 (CTAF) **L**

Procedure NA for arrival
on ARD VOR/DME airway
radials 233 CW 304



2200

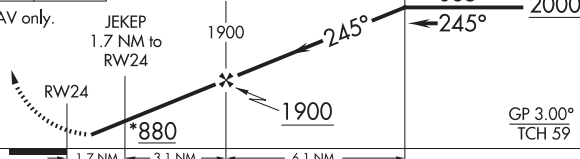
PHILA

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 40). HOA

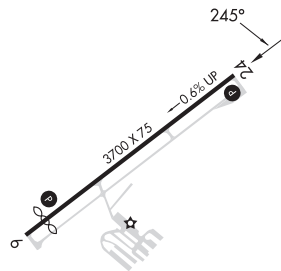
HOMWE

4 NM
Holding Pattern

* LNAV only.



GP 3.00°
TCH 59



CATEGORY		A	B	C	D
LPV	DA	567-1	272 (300-1)		NA
INAV/ VNAV	DA	775-1 ³ / ₄	480 (500-1 ³ / ₄)		NA
INAV MDA		740-1	445 (500-1)		NA
CIRCLING		780-1	478 (500-1)		NA

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

RNAV (GPS) RWY 24

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	3050
249°	TDZE	1755
	Apt Elev	1755

RNAV (GPS) RWY 26

PHILIPPI/BARBOUR COUNTY RGNL (79D)

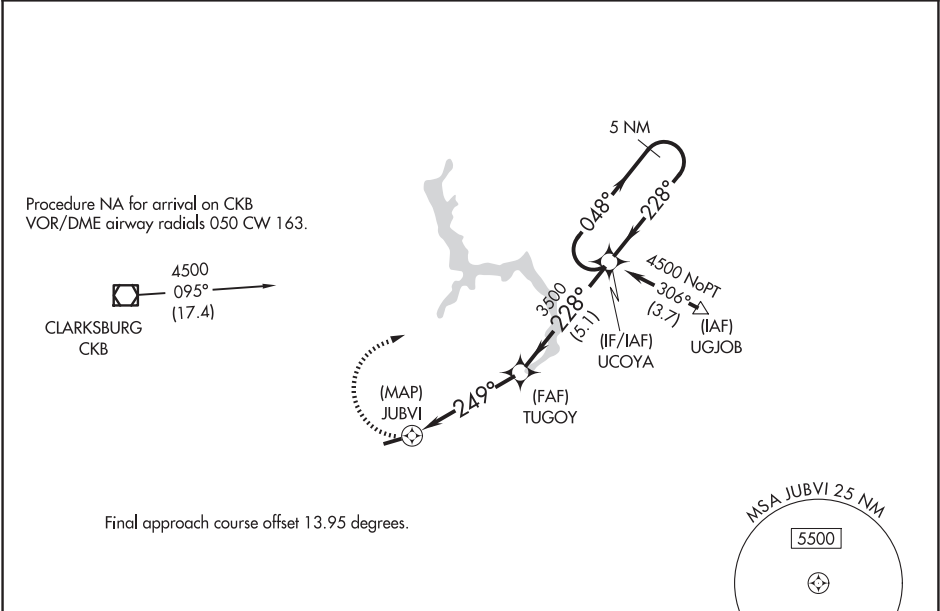
▼

NA

Rwy 26 helicopter visibility reduction below 1 SM NA.
DME/DME RNP-0.3 NA. Procedure NA at night.
Use Clarksburg altimeter setting, when not received,
use Buckhannon altimeter setting.

MISSED APPROACH: Climbing right
turn to 4500 direct UCOYA and hold.

CKB ASOS 127.825	CLARKSBURG APP CON ★ 121.15 284.65	CTAF 122.9 0
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ELEV 1755

TDZE 1755

4500 UCOYA

VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 20).

5 NM Holding Pattern

JUBVI

TUGOY

UCOYA

4500

0.5

4.5 NM

5.1 NM

CATEGORY	A	B	C	D
LNAV MDA	2460-1	705 (800-1)	NA	
CIRCLING	2520-1 765 (800-1)	2520-1¼ 765 (800-1¼)	NA	

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 97521 W16A	APP CRS 167°	Rwy Idg TDZE 1948 Apt Elev 1948
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RNAV (GPS) RWY 16

MID-STATE (PSB)

RNP APCH.

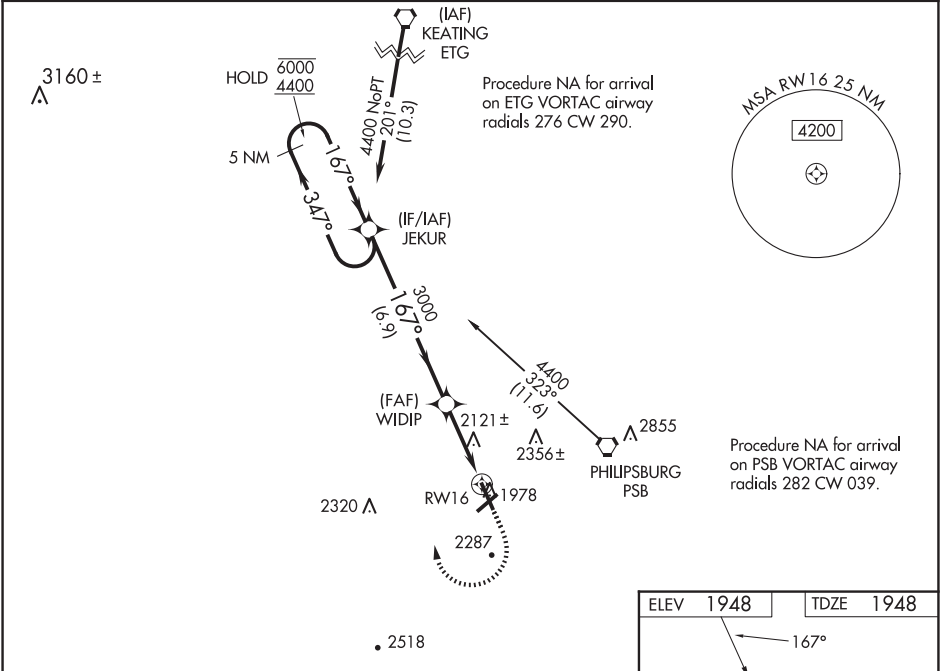
⚠

NA

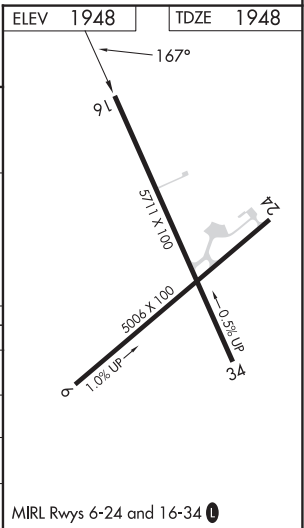
Rwy 16 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA. Straight-in Rwy 16 NA at night, Circling Rwy 16, 24, NA at night. Use State College altimeter setting, when not received use Clearfield altimeter setting. Circling NA for Cat D east of Rwy 16-34.

MISSED APPROACH: Climb to 2800 then climbing right turn to 4400 direct JEKUR and hold.

AWOS-3 127.525	UNV AWOS-3 127.65	NEW YORK CENTER 134.8 338.3	CTAF 122.9 0
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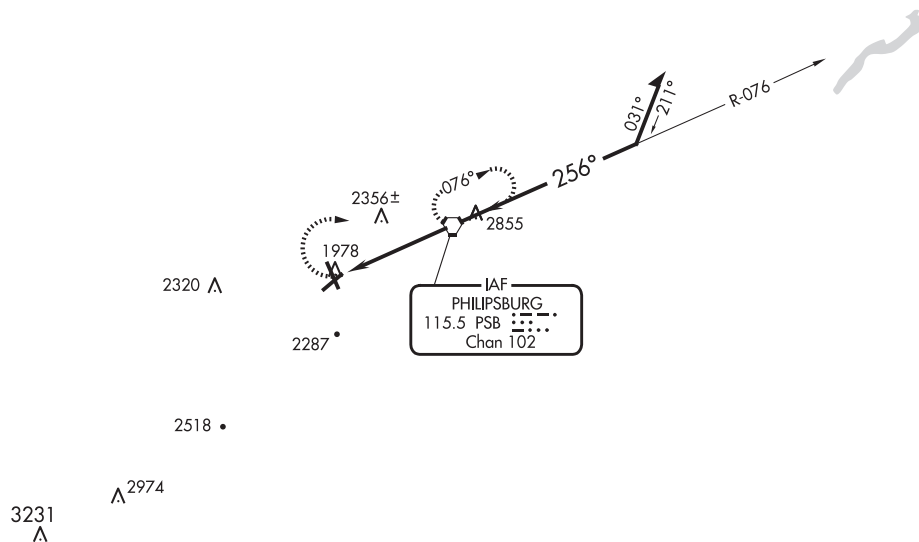


5 NM Holding Pattern			
JEKUR			
2800 4400 JEKUR			
GP 3.00° TCH 52			
WIDIP 3000 RWY 16			
6.9 NM 3.1 NM			
CATEGORY	A	B	C D
LPV DA	2323-1 375 (400-1)		
LNAV/VNAV DA	2332-1½ 384 (400-1½)		
LNAV MDA	2520-1 572 (600-1)	2520-1½ 572 (600-1½)	
CIRCLING	2680-1 732 (800-1)	2840-1¼ 892 (900-1¼)	2880-2¾ 1052 (1100-3)



VOR RWY 24
MID-STATE (PSB)

MISSED APPROACH: Climbing right turn to 4000 direct PSB VORTAC and hold.

CTAF
122.9 

NE-4, 07 AUG 2025 to 02 OCT 2025

[illegible]

MID-STATE (PSB)
VOR RWY 24

APP CRS
074°

Rwy Idg
TDZE
1770

Apt Elev
1783

RNAV (GPS) RWY 8

KEE FLD (I16)

RNP APCH - GPS.

▼

NA

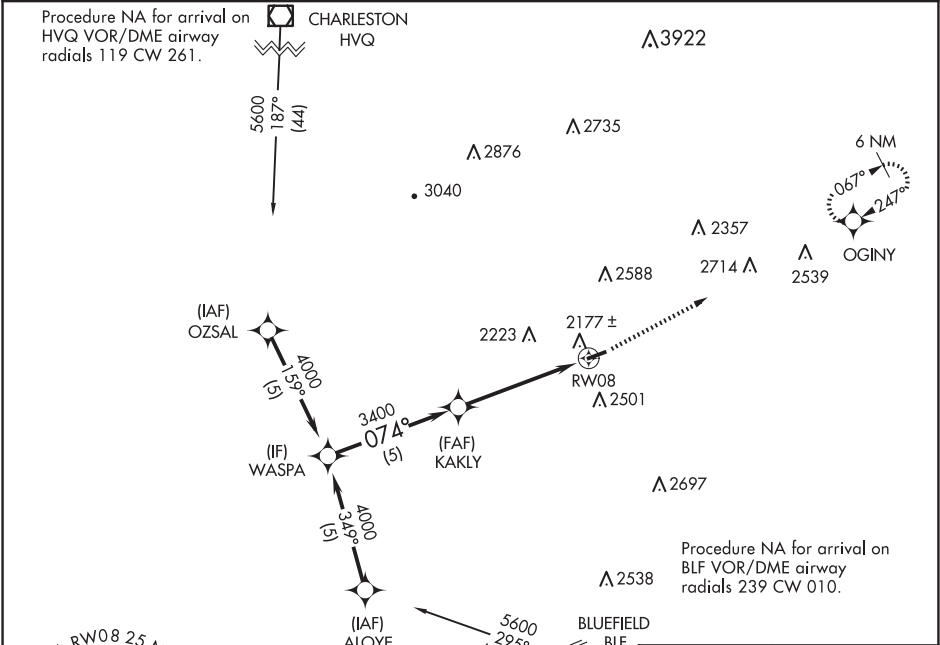
Rwy 8 helicopter visibility reduction below 1 SM NA.
Procedure NA at night.

MISSED APPROACH: Climb to 5000 direct OGINY and hold.

AWOS-3
120.625

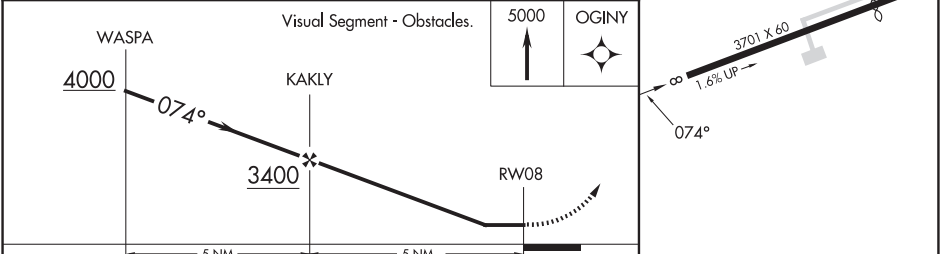
CHARLESTON APP CON
125.4 269.125

UNICOM
122.8 (CTAF) 0



ELEV 1783

TDZE 1770



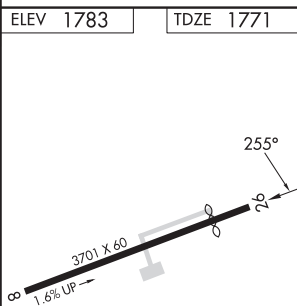
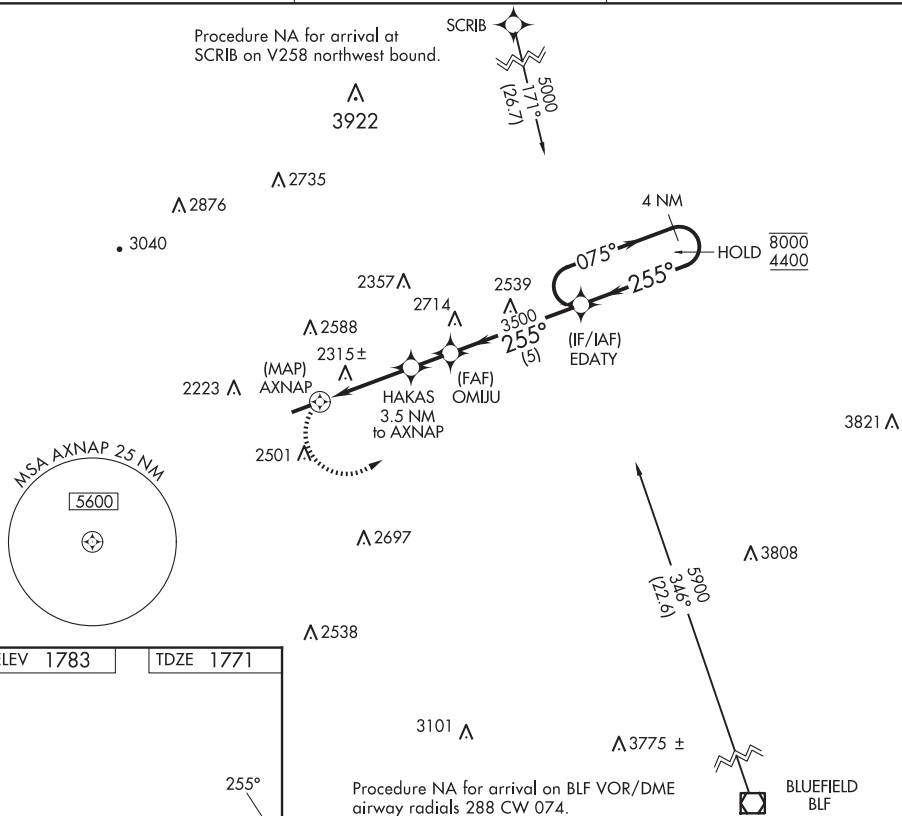
CATEGORY	A	B	C	D
LNNAV MDA	2460-1	690 (700-1)	2460-2	NA
			690 (700-2)	

MIRL Rwy 8-26 0

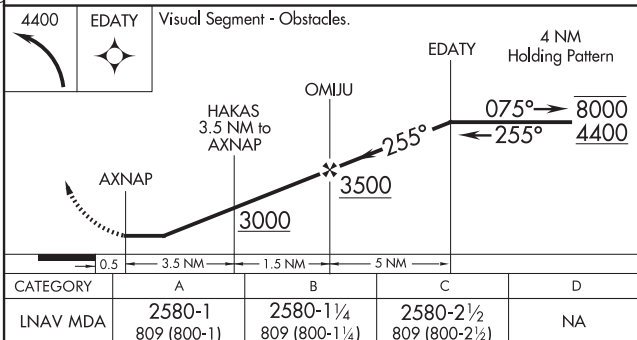
REIL Rwy 8 and 26 0

RNAV (GPS) RWY 26
KEE FLD (I16)

MISSED APPROACH: Climbing left turn to 4400 direct EDATY and hold.

UNICOM
122.8 (CTAF) **L**

MIRL Rwy 8-26 **L**
REIL Rwy 8 and 26 **L**

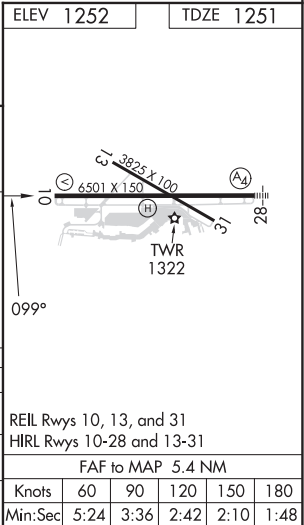
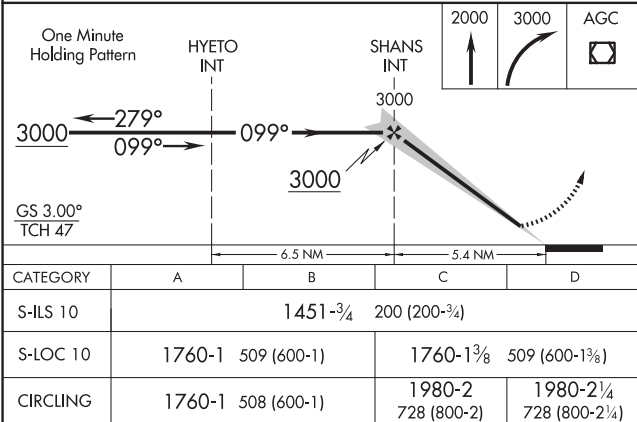
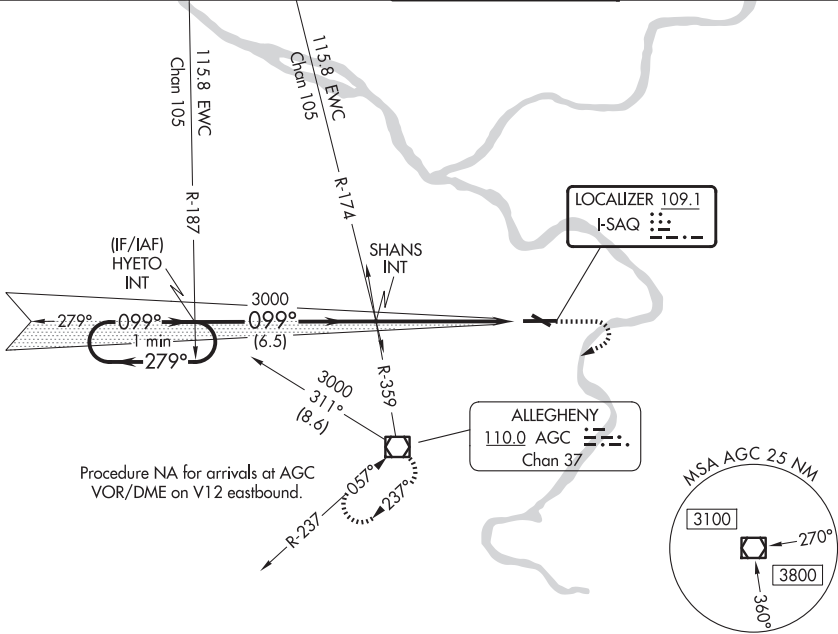


KEE FLD (I16)
RNAV (GPS) RWY 26

LOC I-SAQ 109.1	APP CRS 099°	Rwy Ldg TDZE Apt Elev 6501 1251 1252
---------------------------	------------------------	--

ILS or LOC RWY 10
ALLEGHENY COUNTY (AGC)

<div><div></div><div></div></div> <div>Circling Rwy 13 NA at night.</div>		MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct AGC VOR/DME and hold, continue climb-in-hold to 3000.	
ATIS 120.55	PITTSBURGH APP CON 119.35 285.575	ALLEGHENY TOWER 121.1 239.0	GND CON 121.7



NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

PITTSBURGH, PENNSYLVANIA

AL-326 (FAA)

25191

WAAS CH 97325 W10A	APP CRS 099°	Rwy Ldg TDZE Apt Elev	6501 1251 1252
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RNAV (GPS) RWY 10

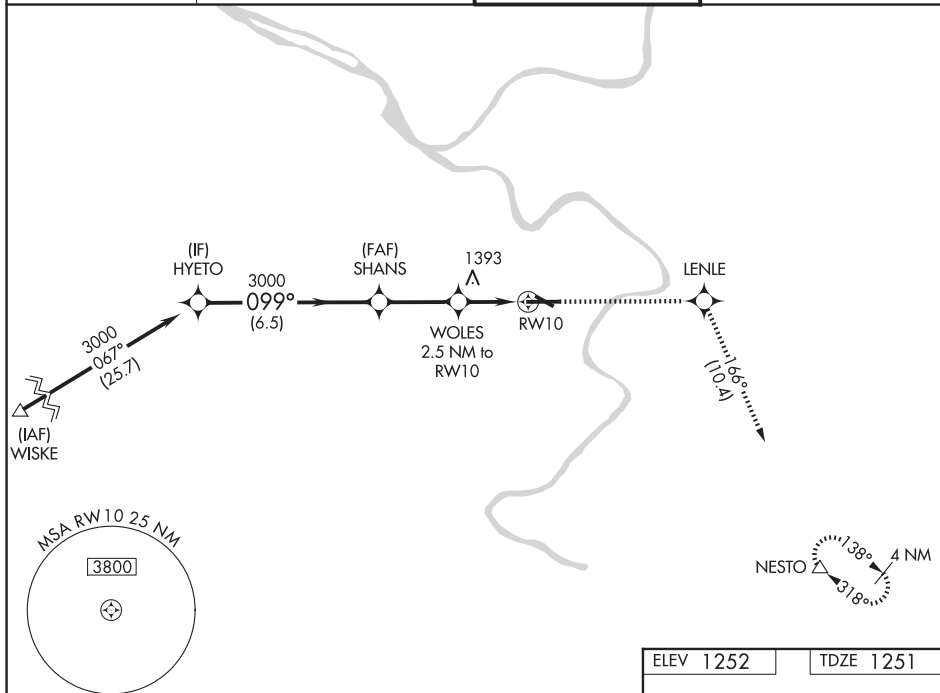
ALLEGHENY COUNTY (AGC)

RNP APCH - GPS.

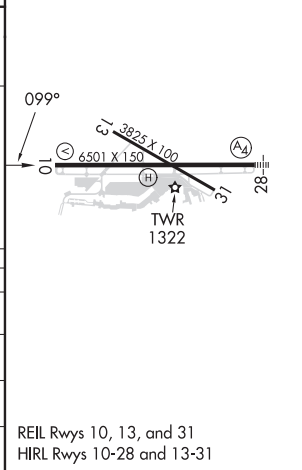
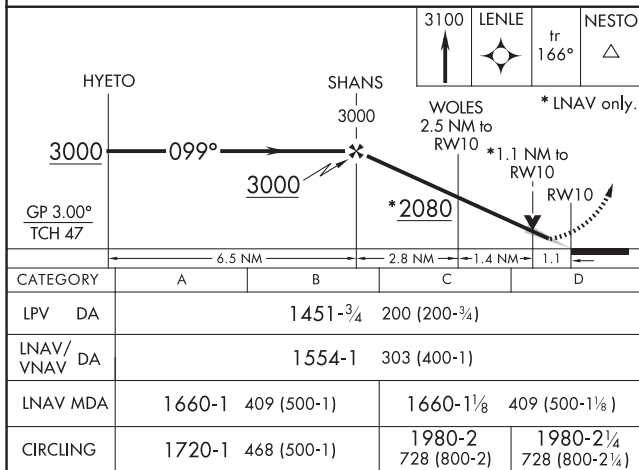
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
A -16°C or above 54°C. Circling Rwy 13 NA at night.

MISSED APPROACH: Climb to 3100 direct
LENLE and on track 166° to NESTO and hold.

<p>ATIS 120.55</p>	<p>PITTSBURGH APP CON 119.35 285.575</p>	<p>ALLEGHENY TOWER 121.1 239.0</p>	<p>GND CON 121.7</p>
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ELEV 1252		TDZE 1251
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PITTSBURGH, PENNSYLVANIA

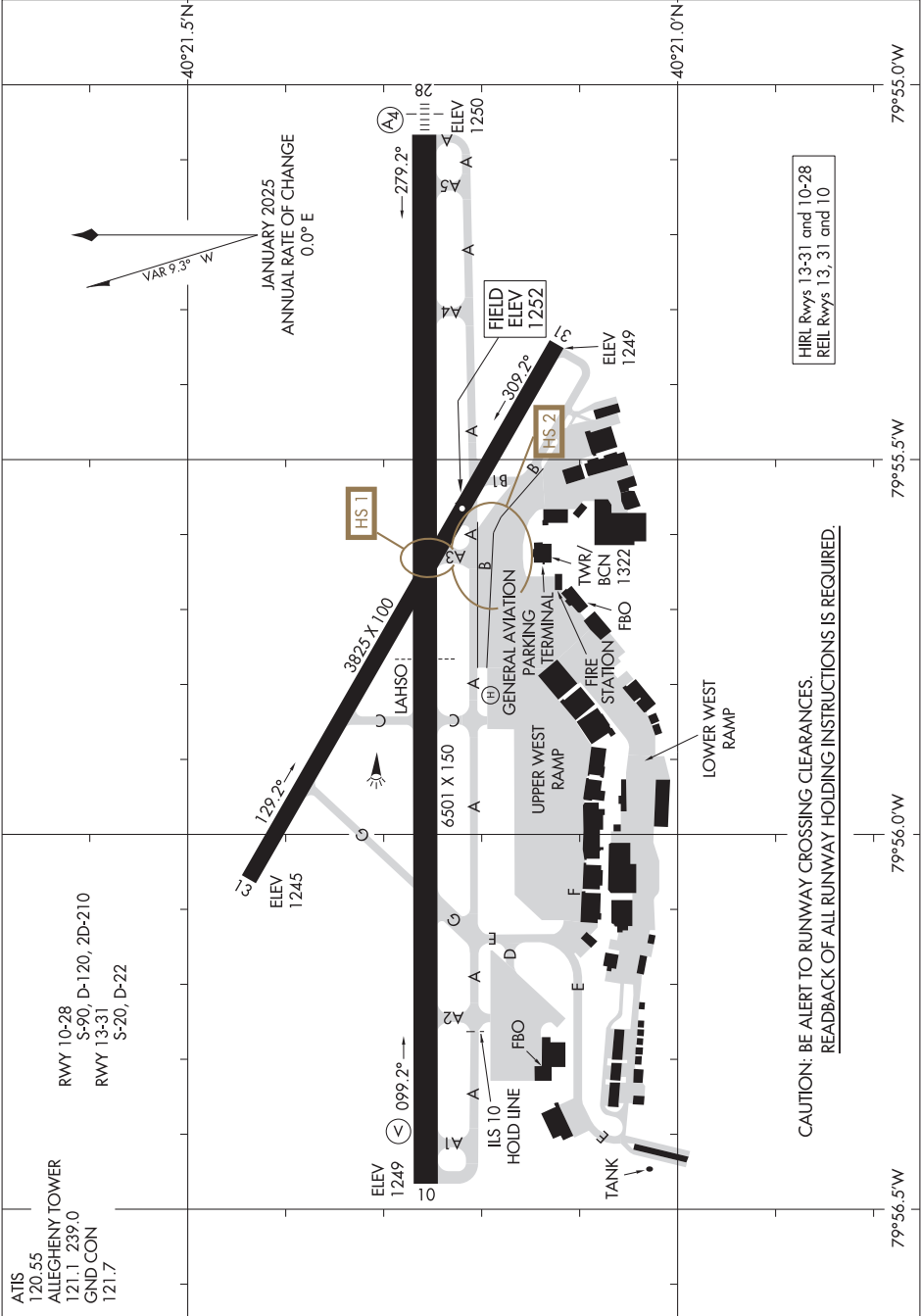
Amdt 4E 03NOV22

40°21'N-79°56'W

275

ALLEGHENY COUNTY (AGC)

RNAV (GPS) RWY 10



ALLEGHENY NINE DEPARTURE

ATIS
120.55
GND CON
121.7
ALLEGHENY TOWER
121.1 239.0
PITTSBURGH DEP CON
119.35 285.575

TOP ALTITUDE:
3000

BRIGGS
114.05 BSV
Chan 87 (Y)

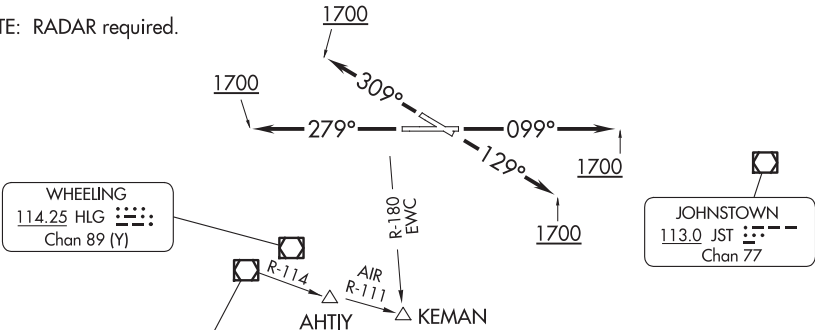
AKRON
114.4 ACO
Chan 91

FRANKLIN
109.6 FKL

ELLWOOD CITY
115.8 EWC
Chan 105

TYROO

NOTE: RADAR required.



TAKEOFF MINIMUMS
Rwys 10, 28, 31: Standard.
Rwy 13: Standard with minimum
climb of 205' per NM to 1800.



DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 10: Climb heading 099° until 1700 thence....
TAKEOFF RUNWAY 13: Climb heading 129° until 1700 thence....
TAKEOFF RUNWAY 28: Climb heading 279° until 1700 thence....
TAKEOFF RUNWAY 31: Climb heading 309° until 1700 thence....
....expect vectors to assigned route/fix. Maintain 3000. Expect further
clearance to requested altitude 10 minutes after departure.

NOTE: Chart not to scale.

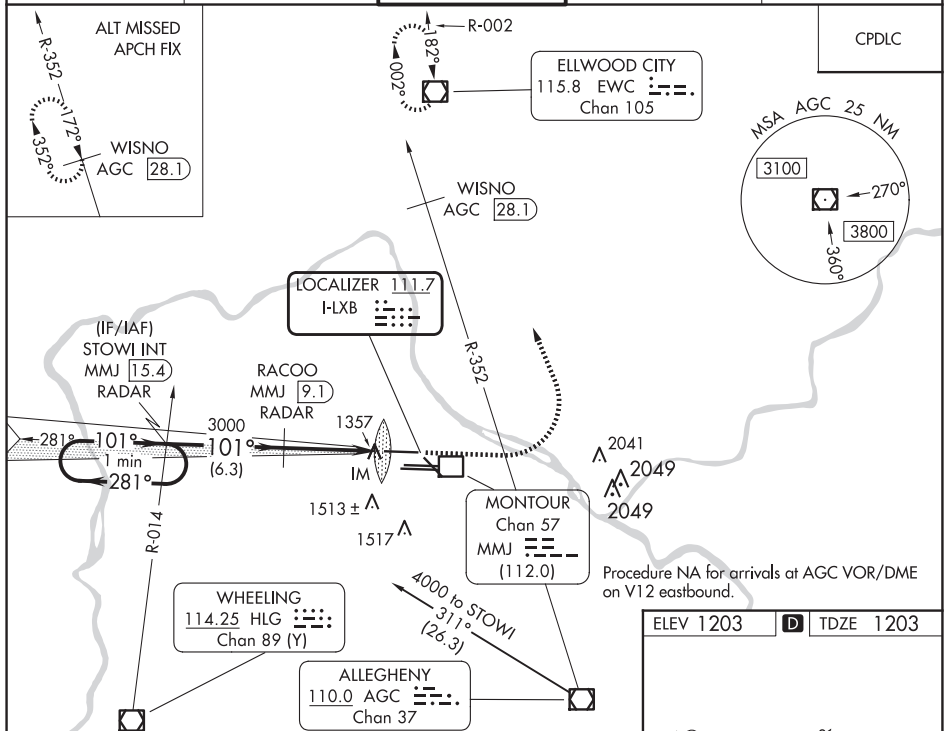
ALLEGHENY NINE DEPARTURE

LOC I-LXB <u>111.7</u>	APP CRS 101°	Rwy Ldg 10502 TDZE 1203 Apt Elev 1203
----------------------------------	------------------------	--

ILS or LOC RWY 10L
PITTSBURGH INTL (PIT)

	<p>Simultaneous approach authorized. DME or RADAR required. For inop ALS, increase S-ILS 10L Cat E visibility to RVR 4000 and S-LOC 10L Cts C/D/E visibility to 1/2 SM. DME from MMJ DME. Simultaneous reception of FLXB and MMJ DME required.</p>	<p>ALS-2</p> 	<p>MISSED APPROACH: Climb to 1900 then climbing left turn to 4000 direct EWC VOR/DME and hold.</p>
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D-ATIS		PITTSBURGH APP CON		PITTSBURGH TOWER		GND CON		CLNC DEL	
ARR	127.25	123.95	360.8	128.3	291.7	SOUTH	121.9 348.6		
DEP	135.9					NORTH	127.8 348.6	126.75	353.7



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 83).

One Minute Holding Pattern

STOWI INT
MMJ [15.4]
RADAR

RACOO
MMJ [9.1]
RADAR

GS 3.00°
TCH 59

101°

281°

101°

3000

6.3 NM

5.3 NM

0.2 NM

IM

CATEGORY	A	B	C	D	E
S-ILS 10L	1403/18 200 (200-½)				
S-LOC 10L	1700/24 497 (500-½)		1700/50 497 (500-1)		
C CIRCLING	1700-1 497 (500-1)		1880-2 677 (700-2¼)	1880-2¼ 677 (700-2¼)	1880-2½ 677 (700-2½)

Knots 60 90 120 150 180

Min:Sec 5:30 3:40 2:45 2:12 1:50

REIL Rwy 10C
HIRL all Rwys
TDZ/CL Rwys 10L, 10R, 28L, 28R,
28C, and 32

FAF to MAP 5.5 NM

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

LOC I-PFS <u>108.9</u>	APP CRS 281°		28L	28C
		Rwy Ldg	11500	9708
		TDZE	1125	1134
		Apt Elev	1203	1203

ILS or LOC RWY 28L

PITTSBURGH INTL (PIT)

⚠

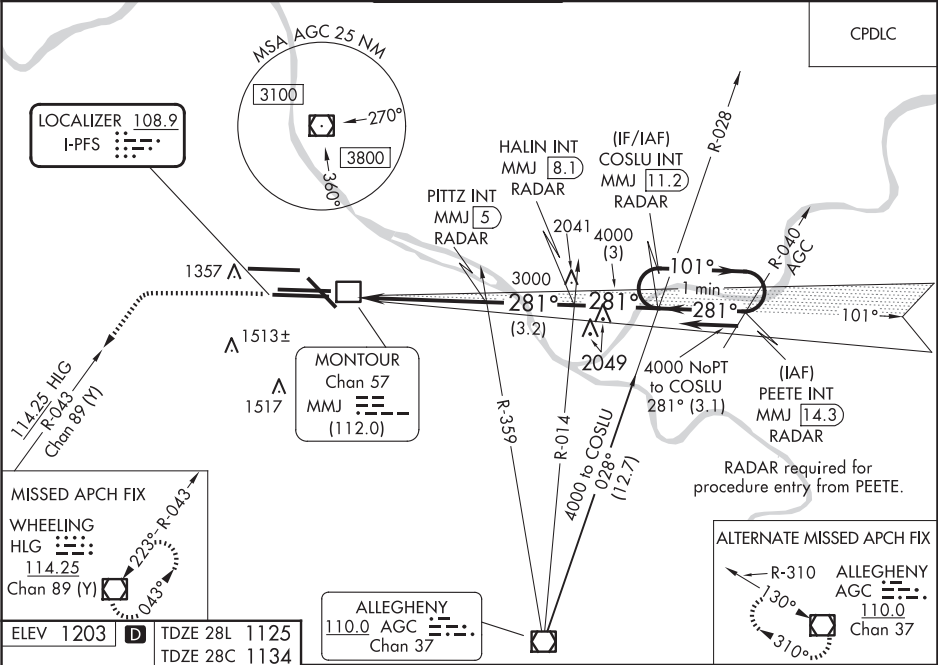
Simultaneous approach authorized. For inop ALS, increase S-ILS 28L Cat E visibility to RVR 4000 and S-LOC 28L Cats C, D, E visibility to 1 ½ SM. DME from MMJ DME. Simultaneous reception of I-PFS and MMJ DME required.

MALS R

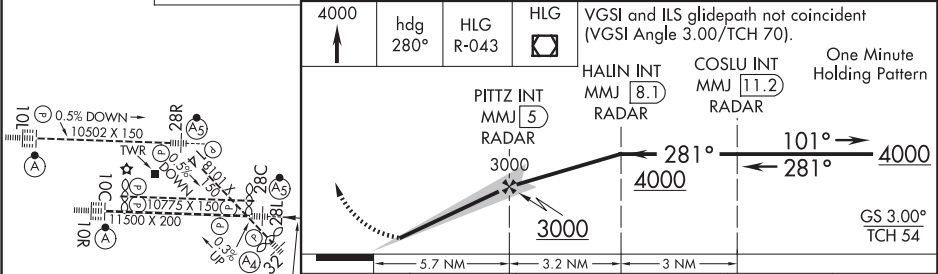
AS

MISSED APPROACH: Climb to 4000 on heading 280° and HLG VOR/DME R-043 to HLG VOR/DME and hold.

D-ATIS ARR 127.25 DEP 135.9	PITTSBURGH APP CON 123.95 360.8	PITTSBURGH TOWER 128.3 291.7	GND CON SOUTH 121.9 348.6 NORTH 127.8 348.6	CLNC DEL 126.75 353.7
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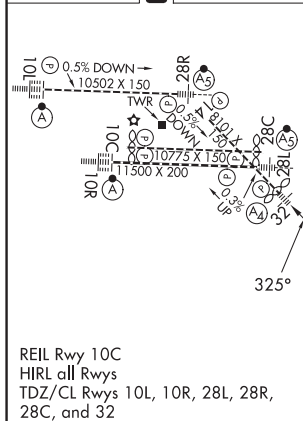
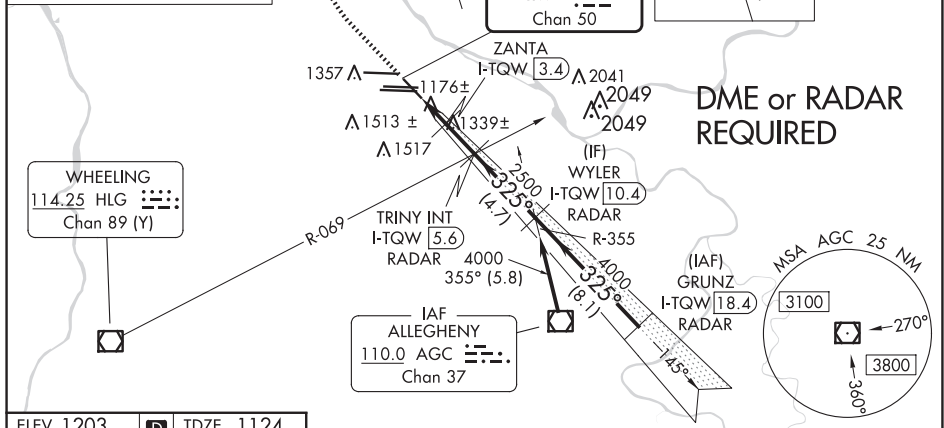
ELEV 1203	TDZE 28L 1125
	TDZE 28C 1134



CATEGORY	A	B	C	D	E
S-ILS 28L	1325/18 200 (200-½)				
S-LOC 28L	1700/24	575 (600-½)	1700-1¼ 575 (600-1¼)		
SIDESTEP 28C	1700-1	566 (600-1)	1700-1½ 566 (600-½)	1700-2	566 (600-2)
Ⓢ CIRCLING	1700-1	497 (500-1)	1880-2 677 (700-2)	1880-2¼ 677 (700-2¼)	1880-2½ 677 (700-2½)

ILS or LOC RWY 32
PITTSBURGH INTL (PIT)

MISSED APPROACH: Climb to 1800 then climbing right turn to 4000 direct FWC VOR/DME and hold



1800 4000 EWC

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

TRIN I-TQW 5.6
I-TQW 10.4
WYLER I-TQW 10.4
GRUNZ I-TQW 18.4

*LOC only.

I-TQW 1.4
I-TQW 2.4
ZANTA I-TQW 3.4
I-TQW 3.4
2500
1760
2500
325°
4000
6000
GS 3.00°
TCH 37

1 NM 1 NM 2.2 NM 4.7 NM 8.1 NM

CATEGORY	A	B	C	D	E
S-ILS 32	1324/40 200 (200-¾)				
S-LOC 32	1760/40 636 (600-¾)	1760-1½ 636 (600-1½)			
C CIRCLING	1760-1 557 (600-1)	1880-2 677 (700-2)	1880-2¼ 677 (700-2¼)	1880-2½ 677 (700-2½)	
ZANTA FIX MINIMUMS (DME REQUIRED)					
S-LOC 32	1520/40 396 (400-¾)	1520/45 396 (400-¾)			
C CIRCLING	1700-1 497 (500-1)	1880-2 677 (700-2)	1880-2¼ 677 (700-2¼)	1880-2½ 677 (700-2½)	

NE-4. 07 AUG 2025 to 02 OCT 2025

PITTSBURGH, PENNSYLVANIA

AL-570 (FAA)

25163

LOC I-GUT	APP CRS	Rwy Ldg	11492
108.9	101°	TDZE	1135
		Apt Elev	1203

ILS RWY 10R (SA CAT I)

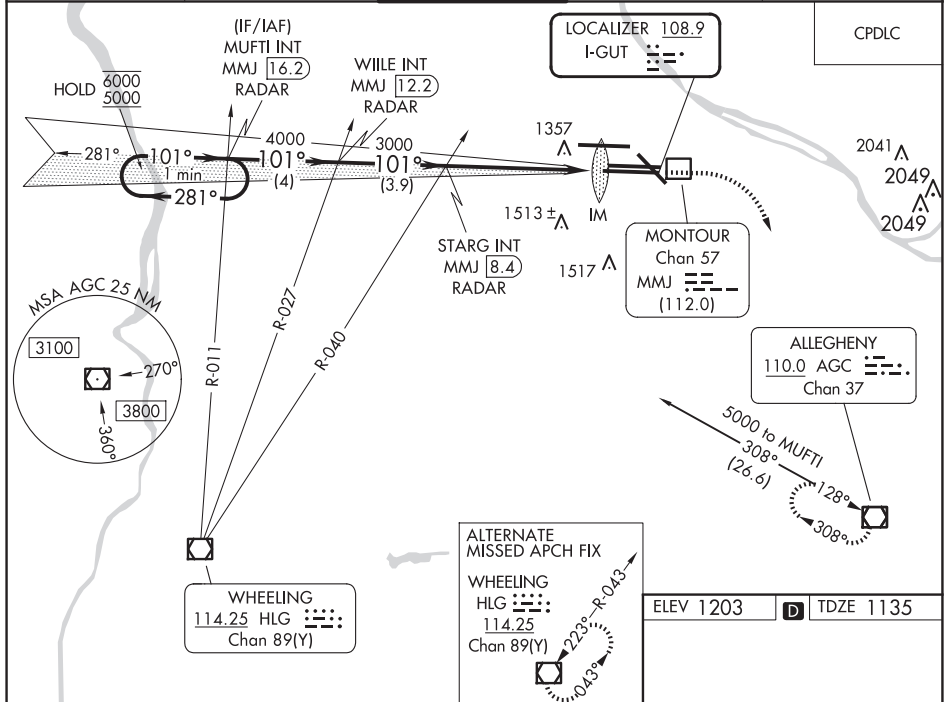
PITTSBURGH INTL (PIT)

Simultaneous approach authorized.
Requires specific OPSPEC, MSPEC, or LOA approval.

ALSf-2

MISSED APPROACH: Climb to 1900 then climbing right turn to 5000 direct AGC VOR/DME and hold, continue climb-in-hold to 5000.

D-ATIS ARR 127.25 DEP 135.9	PITTSBURGH APP CON 123.95 360.8	PITTSBURGH TOWER 128.3 291.7	GND CON SOUTH 121.9 348.6 NORTH 127.8 348.6	CLNC DEL 126.75 353.7
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One Minute Holding Pattern

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

1900 5000 AGC

GS 3.00° TCH 51

4 NM 3.9 NM 5.7 NM 999'

CATEGORY	A	B	C	D
S-ILS 10R	RA 160/14 150 DA 1285			

SA CAT I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwy 10C
HIRL all Rwys
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32

PITTSBURGH, PENNSYLVANIA

Amdt 11 26DEC24

40°29'N-80°14'W

PITTSBURGH INTL (PIT)

ILS RWY 10R (SA CAT I)

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

LOC I-HFE 111.7	APP CRS 281°	Rwy Ldg 10102 TDZE 1174 Apt Elev 1203
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ILS RWY 28R (SA CAT I & II)
PITTSBURGH INTL (PIT)

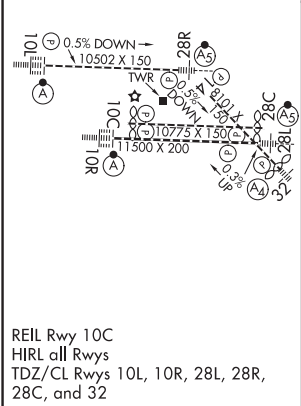
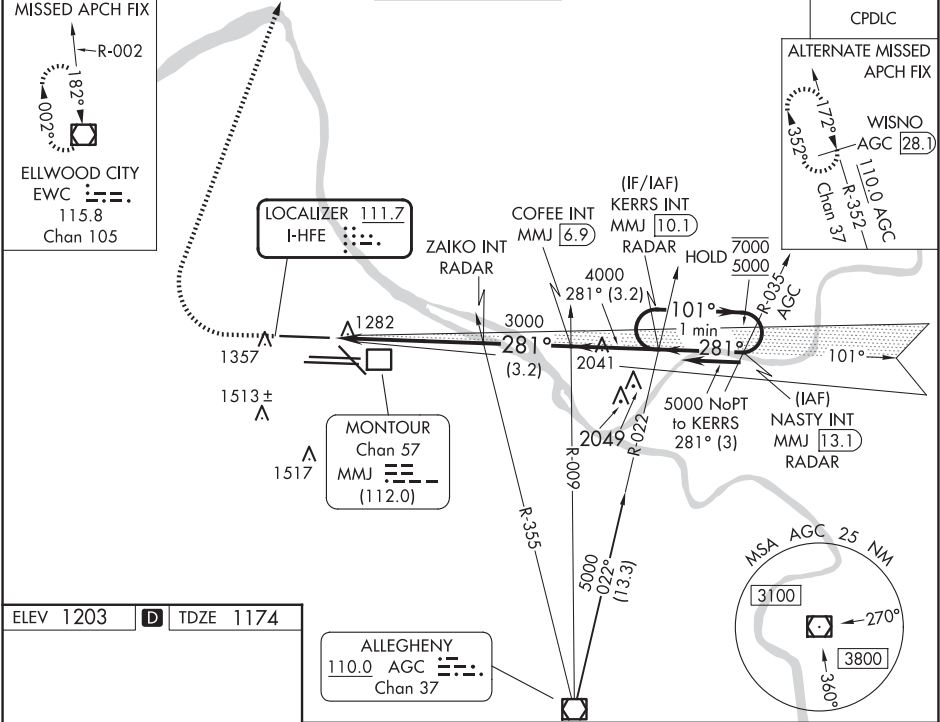
From NASTY: Radar required for procedure entry.


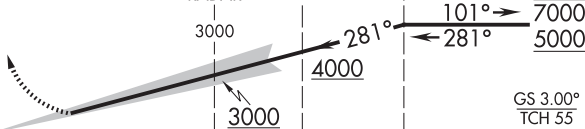
Simultaneous approach authorized. DME from MMJ DME. Simultaneous reception of I-HFE and MMJ DME required. SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 5000 direct EWC VOR/DME and hold.

D-ATIS ARR 127.25 DEP 135.9	PITTSBURGH APP CON 123.95 360.8	PITTSBURGH TOWER 128.3 291.7	GND CON SOUTH 121.9 348.6 NORTH 127.8 348.6	CLNC DEL 126.75 353.7
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1800 ↑	5000 ↗	EWC 	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).			
			ZAIKO INT RADAR	COFFEE INT MMJ <u>6.9</u>	KERRS INT MMJ <u>10.1</u> RADAR	One Minute Holding Pattern
			GS 3.00° TCH 55'			
CATEGORY	A		B		C	D
S-ILS 28R	SA CAT I		RA 192/14		150	DA 1324
S-ILS 28R	SA CAT II		RA 116/12		100	DA 1274
SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED						

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

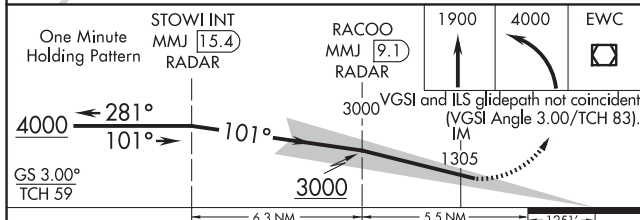
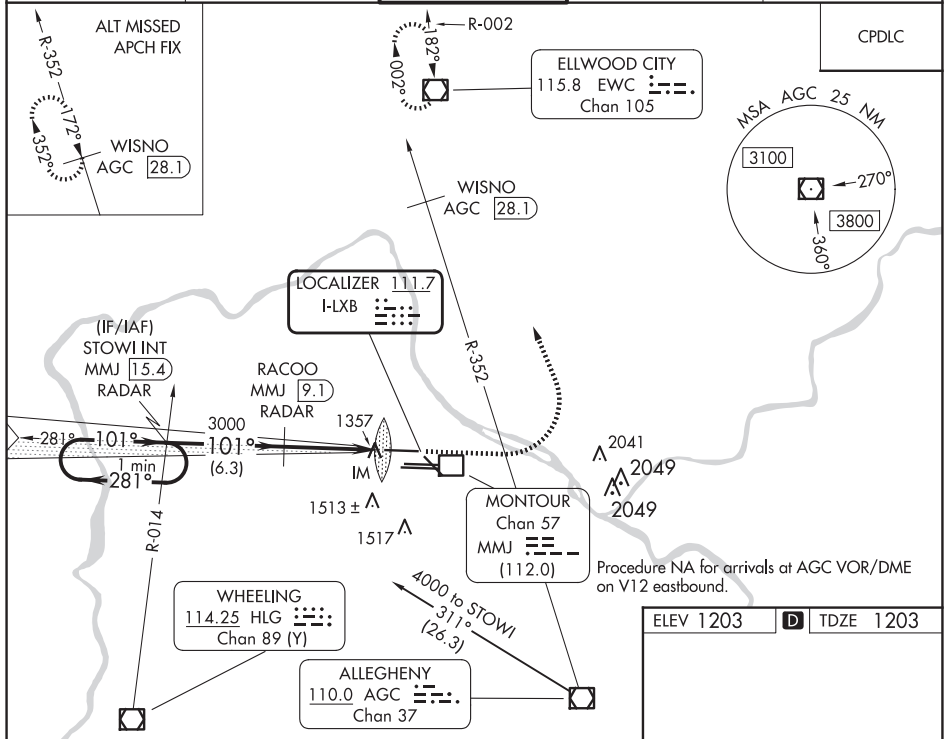
LOC I-LXB 111.7	APP CRS 101°	Rwy Ldg 10502 TDZE 1203 Apt Elev 1203
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ILS RWY 10L (CAT II & III)

PITTSBURGH INTL (PIT)

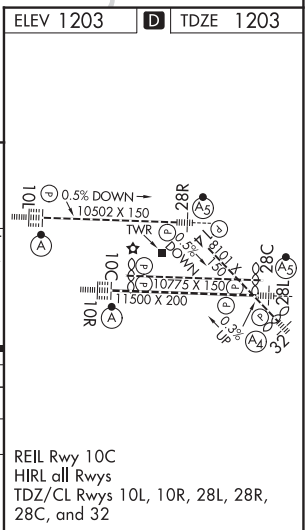
Simultaneous approach authorized. DME or RADAR required. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. DME from MMJ DME. Simultaneous reception of I-LXB and MMJ DME required.	ALS-F-2 	MISSED APPROACH: Climb to 1900 then climbing left turn to 4000 direct EWC VOR/DME and hold.
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D-ATIS ARR 127.25 DEP 135.9	PITTSBURGH APP CON 123.95 360.8	PITTSBURGH TOWER 128.3 291.7	GND CON SOUTH 121.9 348.6 NORTH 127.8 348.6	CLNC DEL 126.75 353.7
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CATEGORY	A	B	C	D
S-ILS 10L	CAT II RA NA/12 100 DA 1303			
S-ILS 10L	CAT III RVR 06			

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



PITTSBURGH, PENNSYLVANIA

AL-570 (FAA)

25163

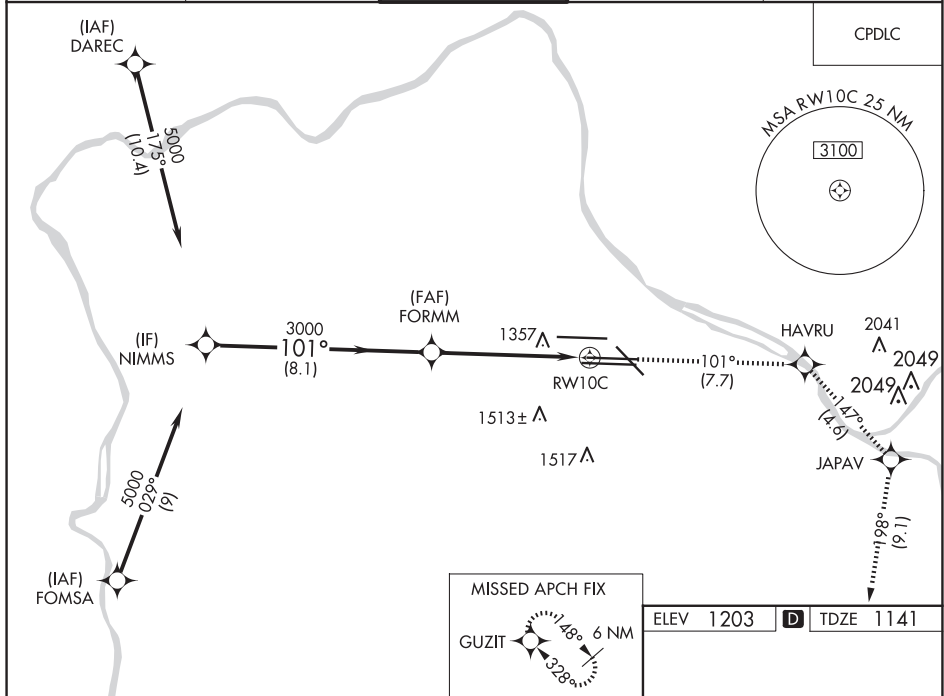
APP CRS	Rwy Ldg	9708
101°	TDZE	1141
	Apt Elev	1203

RNAV (RNP) Z RWY 10C

PITTSBURGH INTL (PIT')

RNP AR APCH - GPS. Authorization required.	MISSED APPROACH: Climb to 4000 on track 101° to HAVRU and on track 147° to JAPAV and on track 198° to GUZIT and hold.
▼ For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°C. Simultaneous approach authorized.	

D-ATIS ARR 127.25 DEP 135.9	PITTSBURGH APP CON 123.95 360.8	PITTSBURGH TOWER 128.3 291.7	GND CON SOUTH 121.9 348.6 NORTH 127.8 348.6	CLNC DEL 126.75 353.7
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	4000	tr 101°	tr 147°	tr 198°	
	NIMMS	FORMM	HAVRU	JAPAV	GUZIT
	5000	3000			
	GP 3.00°				
	TCH 50				
	8.1 NM	5.7 NM			
CATEGORY	A	B	C	D	
RNP 0.20 DA	1566-1¼	425 (400-1¼)			
RNP 0.30 DA	1669-1½	528 (500-1½)			
AUTHORIZATION REQUIRED					
REIL Rwy 10C HIRL all Rws TDZ/CL Rws 10L, 10R, 28L, 28R, 28C, and 32					

PITTSBURGH, PENNSYLVANIA

Amdt 1 26DEC24

40°29'N-80°14'W

PITTSBURGH INTL (PIT')

RNAV (RNP) Z RWY 10C

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

APP CRS
101°

Rwy Ldg **11492**
TDZE **1135**
Apt Elev **1203**

RNAV (RNP) Z RWY 10R
PITTSBURGH INTL (PIT')

RNP AR APCH - GPS. Authorization required.

For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°C. For inop ALS, increase RNP 0.14 all Cats visibility to RVR 5500, and RNP 0.30 all Cats visibility to 1½ SM. Simultaneous approach authorized.

ALSF-2

MISSED APPROACH: Climb to 4000 on track 101° to KADEC and on track 143° to JAPAV and on track 198° to GUZIT and hold.

D-ATIS
ARR **127.25**
DEP **135.9**

PITTSBURGH APP CON
123.95 360.8

PITTSBURGH TOWER
128.3 291.7

GND CON
SOUTH **121.9 348.6**
NORTH **127.8 348.6**

CLNC DEL
126.75 353.7

CPDLC

ELEV 1203 **D** TDZE 1135

MUFTI

4000

KADEC

JAPAV

GUZIT

GP 3.00°
TCH 51

5000

101°

3000

STARG

3000

101°

3000

7.8 NM

5.7 NM

RW10R

CATEGORY	A	B	C	D
RNP 0.14 DA		1511/35	376 (400-½%)	
RNP 0.20 DA		1572/40	437 (400-¾%)	
RNP 0.30 DA		1697-1¼	562 (500-1¼)	

AUTHORIZATION REQUIRED

REIL Rwy 10C
HIRL all Rwys
TDZ/CL Rwys 10L, 10R, 28L, 28R,
28C, and 32

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

PITTSBURGH, PENNSYLVANIA

Amdt 1 26DEC24

40°29'N-80°14'W

289

PITTSBURGH INTL (PIT')

RNAV (RNP) Z RWY 10R

PITTSBURGH, PENNSYLVANIA

AL-570 (FAA)

25163

APP CRS
281°

Rwy Ldg
TDZE
1134

Apt Elev
1203

RNAV (RNP) Z RWY 28C

PITTSBURGH INTL (PIT')

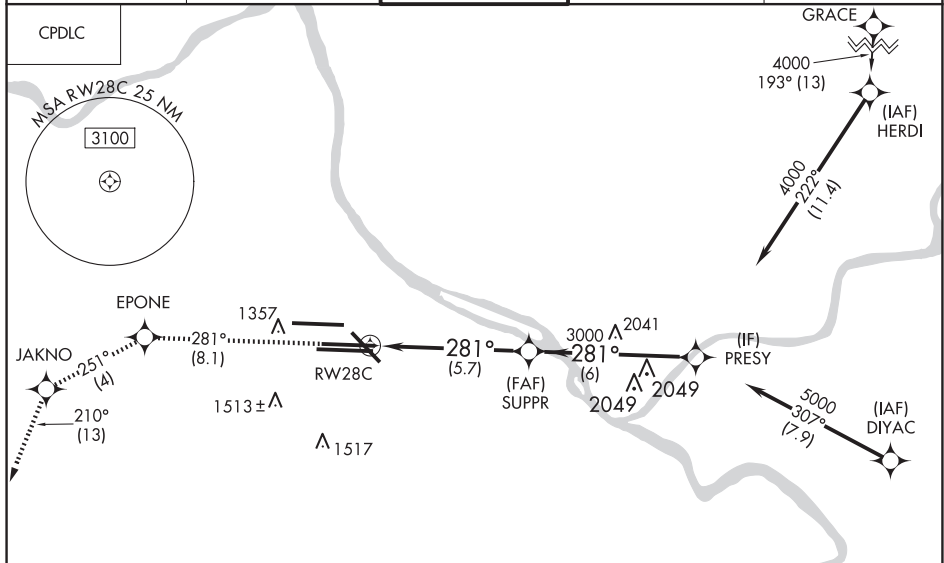
▼

▲ NA

For uncompensated Baro-VNAV systems, procedure NA below -18°C or above 54°C. Simultaneous approach authorized.

MISSED APPROACH: Climb to 4000 on track 281° to EPONE and on track 251° to JAKNO and on track 210° to HLG VOR/DME and hold.

D-ATIS ARR 127.25 DEP 135.9	PITTSBURGH APP CON 123.95 360.8	PITTSBURGH TOWER 128.3 291.7	GND CON SOUTH 121.9 348.6 NORTH 127.8 348.6	CLNC DEL 126.75 353.7
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ELEV **1203** **D** TDZE **1134**

MISSED APCH FIX

WHEELING HLG 223° 0.43° 6 NM

4000 ↑ tr 281° EPONE tr 251° JAKNO tr 210° HLG

PRESY

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 43).

RWY 28C

3000

3000

4000

GP 3.00° TCH 50

CATEGORY	A	B	C	D
RNP 0.14 DA	1535/60 401 (400-1¼)			
RNP 0.30 DA	1583-1⅓ 449 (400-1⅓)			

AUTHORIZATION REQUIRED

PITTSBURGH, PENNSYLVANIA

Amdt 1 10AUG23

40°29'N-80°14'W

PITTSBURGH INTL (PIT')

RNAV (RNP) Z RWY 28C

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

APP CRS
281°

Rwy Ldg
TDZE
1125

Apt Elev
1203

RNAV (RNP) Z RWY 28L
PITTSBURGH INTL (PIT)

RNP AR APCH - GPS.

▼

For uncompensated Baro-VNAV systems, procedure NA below -18°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.13 all Cats visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 4000 on track 281° to CAKAT and track 256° to ELALE and track 223° to BOPGE and track 210° to HLG VOR/DME and hold.

D-ATIS
ARR **127.25**
DEP **135.9**

PITTSBURGH APP CON
123.95 360.8

PITTSBURGH TOWER
128.3 291.7

GND CON
SOUTH **121.9 348.6**
NORTH **127.8 348.6**

CLNC DEL
126.75 353.7

CPDLC

MSA RW28L 25 NM
3100

GRACE 5000 193° (13)
(IAF) HERDI

4000 221° (11.4)

ELALE 256° (4)
281° (7)

CAKAT 1357

RW28L

1513±

3000 281° (6.2)

2041

2049

2049

(IF) COSLU

5000 307° (7.6)
(IAF) DIYAC

Λ 1517

MISSED APCH FIX

223° 0.43° 6 NM

WHEELING HLG

ELEV 1203 TDZE 1125

4000

↑

tr 281°

CAKAT

tr 256°

ELALE

tr 223°

BOPGE

tr 210°

HLG

COSLU

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).

PITZ 3000

281°

4000

3000

GP 3.00° TCH 54

5.7 NM

6.2 NM

CATEGORY	A	B	C	D
RNP 0.13 DA		1529/40	404 (400-¾)	
RNP 0.30 DA		1579/45	454 (400-¾)	

AUTHORIZATION REQUIRED

PITTSBURGH, PENNSYLVANIA

Amdt 1A 10AUG23

40°29'N-80°14'W

291

PITTSBURGH INTL (PIT)

RNAV (RNP) Z RWY 28L

APP CRS 281°	Rwy Ldg TDZE Apt Elev	10102 1174 1203
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MALSR

MISSED APPROACH: Climb to 4000 on track 281° to KANVE and track 341° to USUSE and track 060° to EWC VOR/DME and hold.

PITTSBURGH APP CON
123.95 360.8

PITTSBURGH TOWER
128.3 291.7

	GND	CON
SOUTH	121.9	348.6
NORTH	127.8	348.6





CLNC DEL
126.75 353.7

CPDLC

(IAF)
DIYAC

ELEV 1203	D	TDZE 1174
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MISSED APCH FIX

4000	KANVE		USUSE		EWC
		tr 341°		tr 060°	
tr 281°					

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

ZAICO

NASTY

00

GP 3.00°
TCH 55

CATEGORY
RNP 0.30

A

□

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AUTHORIZATION REQUIRED

REIL Rwy 10C
HIRL all Rwys
TDZ/CL Rwys 10L, 10R, 28L, 28R,
28C, and 32

PITTSBURGH, PENNSYLVANIA

Amdt 2 10AUG23

40°29'N-80°14'W

PITTSBURGH INTL (PIT)

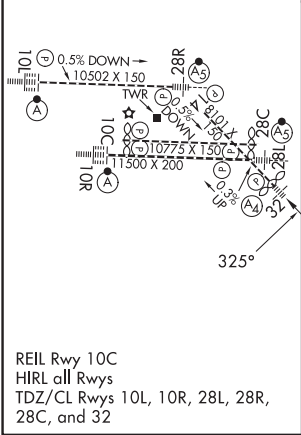
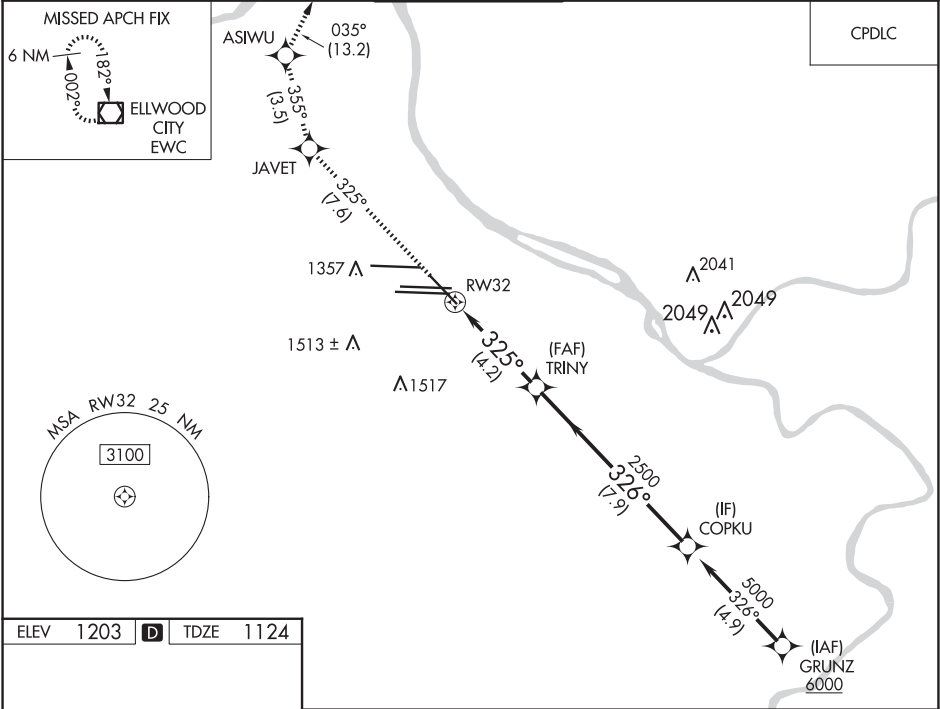
RNAV (RNP) Z RWY 28R




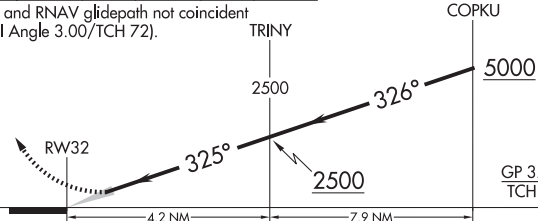
NE-4, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	7466
325°	TDZE	1124
	Apt Elev	1203

RNAV (RNP) Z RWY 32
PITTSBURGH INTL (PIT)

RNP AR APCH - GPS.		MALS	MISSED APPROACH: Climb to 4000 on track 325° to JAVET and track 355° to ASIWU and track 035° to EWC VOR/DME and hold.	
For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 54°C (130°F).				
D-ATIS ARR 127.25 DEP 135.9	PITTSBURGH APP CON 123.95 360.8	PITTSBURGH TOWER 128.3 291.7	GND CON SOUTH 121.9 348.6 NORTH 127.8 348.6	CLNC DEL 126.75 353.7



4000 ↑ tr 325°	JAVET tr 355° 	ASIWU tr 035° 	EWC 	
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).				
				
CATEGORY	A	B	C	D
RNP 0.30 DA	1503/40 379 (300-¾)			
AUTHORIZATION REQUIRED				

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 10L
PITTSBURGH INTL (PIT)

D-ATIS		PITTSBURGH APP CON		PITTSBURGH TOWER		GND CON		CLNC DEL	
ARR	127.25	123.95	360.8	128.3	291.7	SOUTH	121.9 348.6		
DEP	135.9					NORTH	127.8 348.6	126.75	353.7



NE-4, 07 AUG 2025 to 02 OCT 2025

PITTSBURGH INTL (PIT)
RNAV (GPS) RWY 10L

WAAS
CH **77526**
W14A

APP CRS
145°

Rwy Ldg
TDZE
Apt Elev
7366
1148
1203

RNAV (GPS) RWY 14

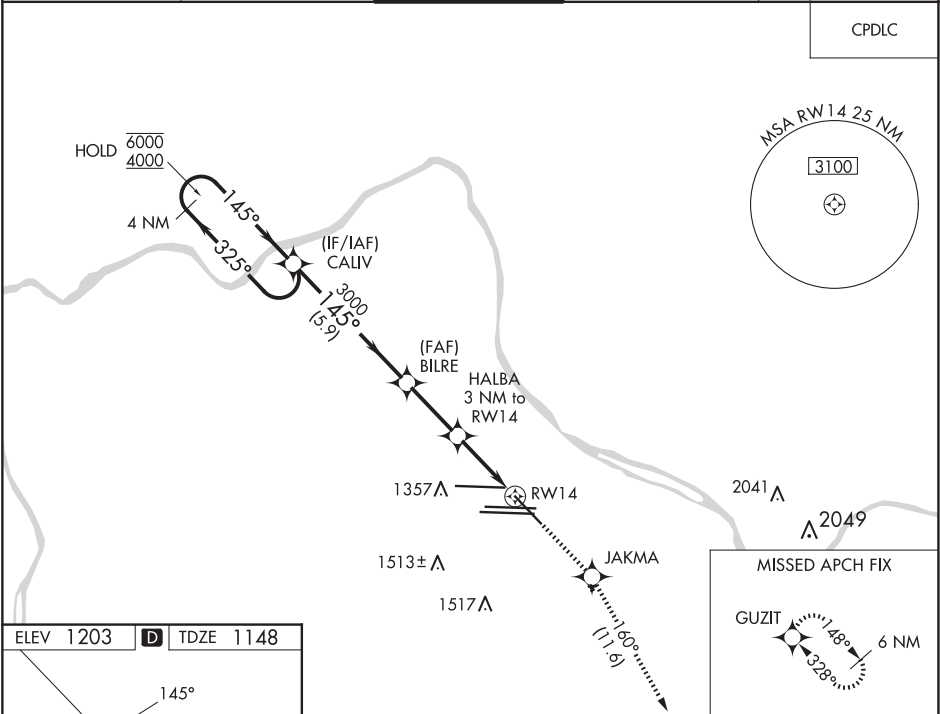
PITTSBURGH INTL (PIT)

RNP APCH - GPS.

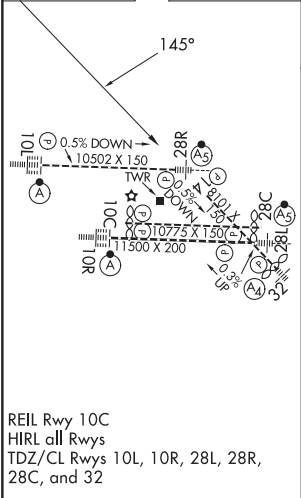
Rwy 14 helicopter visibility reduction below RVR 4000 NA. For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 4000 direct JAKMA and on track 160° to GUZIT and hold.

D-ATIS ARR 127.25 DEP 135.9	PITTSBURGH APP CON 123.95 360.8	PITTSBURGH TOWER 128.3 291.7	GND CON SOUTH 121.9 348.6 NORTH 127.8 348.6	CLNC DEL 126.75 353.7
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ELEV 1203	D	TDZE 1148
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 67').				4000 ↑	JAKMA ✧	GUZIT ✧
4 NM Holding Pattern						

PITTSBURGH, PENNSYLVANIA

AL-570 (FAA)

25163

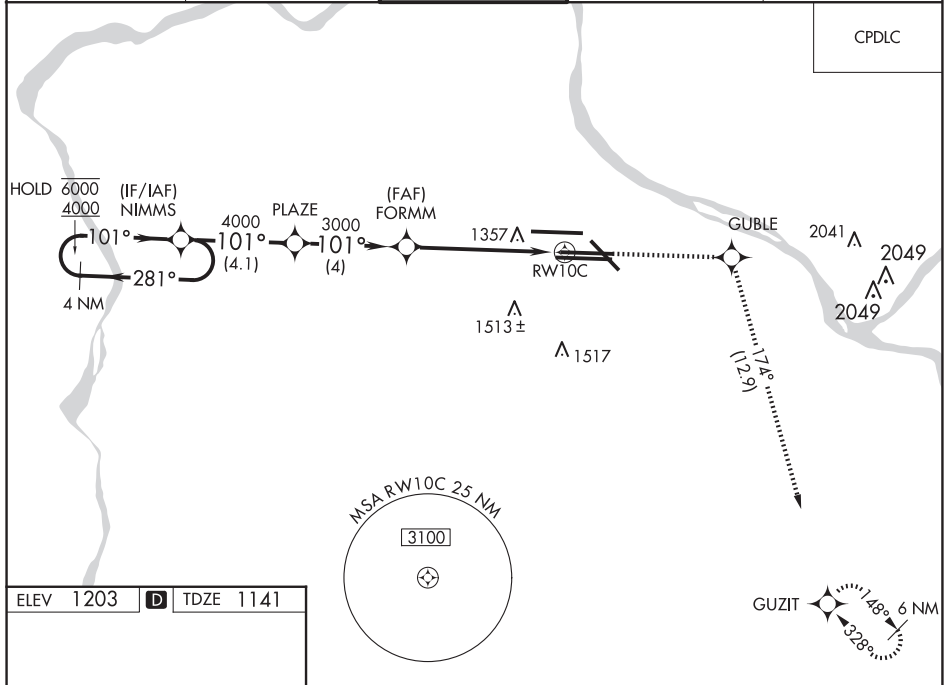
WAAS CH 90126 W10A	APP CRS 101°	Rwy Ldg TDZE Apt Elev	9708 1141 1203
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RNAV (GPS) Y RWY 10C

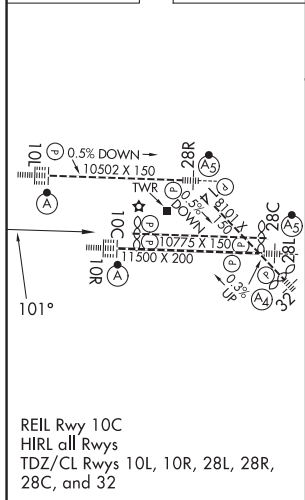
PITTSBURGH INTL (PIT')

RNP APCH - GPS.	<p>Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Use of FD or AP required during simultaneous operations.</p>	<p>MISSED APPROACH: Climb to 4000 direct GUBLE and right turn on track 174° to GUZIT and hold.</p>
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D-ATIS ARR 127.25 DEP 135.9	PITTSBURGH APP CON 123.95 360.8	PITTSBURGH TOWER 128.3 291.7	GND CON SOUTH 121.9 348.6 NORTH 127.8 348.6	CLNC DEL 126.75 353.7
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ELEV 1203	D	TDZE 1141
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4 NM Holding Pattern		4000	GUBLE	GUZIT
		NIMMS	PLAZE	FORMM
		6000 4000	3000	1.5 NM to RWY 10C
		GP 3.00° TCH 50	3000	RWY 10C
		4.1 NM	4.2 NM	1.5 NM
CATEGORY	A	B	C	D
LPV DA	1438/45		297 (300-7%)	
LNAV/VNAV DA	1634-1½		493 (500-1½)	
LNAV MDA	1680/55	539 (500-1)	1680-1½	539 (500-1½)
CIRCLING	1700-1	497 (500-1)	1880-2 677 (700-2)	1880-2¼ 677 (700-2¼)

PITTSBURGH, PENNSYLVANIA

Amdt 5A 17APR25

40°29'N-80°14'W

RNAV (GPS) Y RWY 10C

NE-4, 07 AUG 2025 to 02 OCT 2025

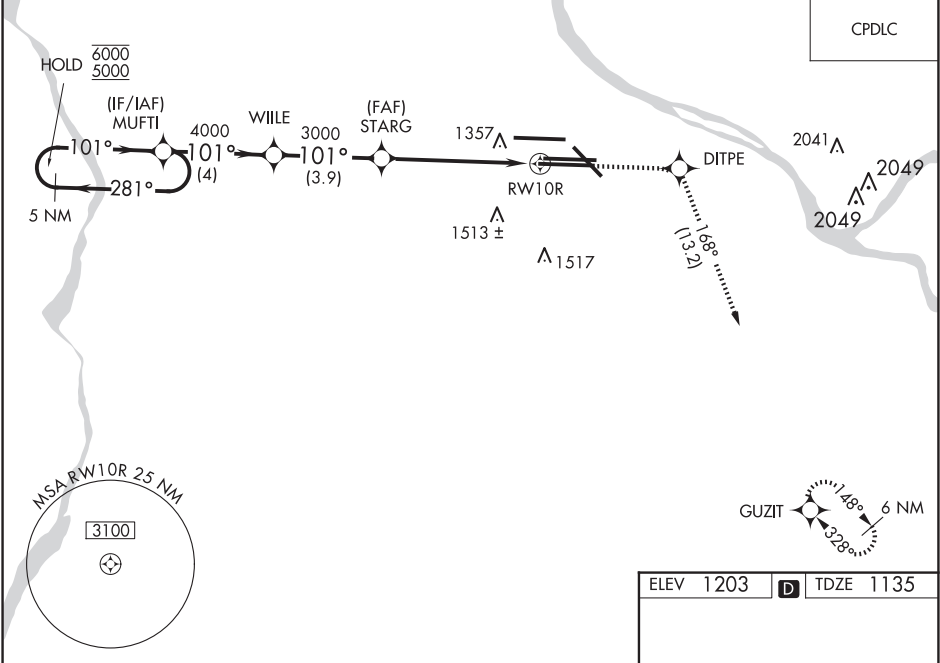
WAAS CH 86226 W10D	APP CRS 101°	Rwy Ldg TDZE 1135 Apt Elev 1203
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RNAV (GPS) Y RWY 10R

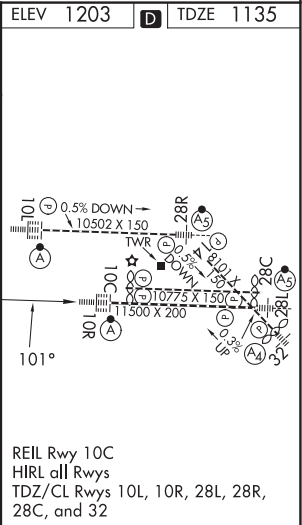
PITTSBURGH INTL (PIT')

RNP APCH - GPS.	ALSF-2	MISSED APPROACH: Climb to 4000 direct DITPE and right turn on track 168° to GUZIT and hold.
<div><div></div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.</div></div>	<div><div></div></div>	

D-ATIS ARR 127.25 DEP 135.9	PITTSBURGH APP CON 123.95 360.8	PITTSBURGH TOWER 128.3 291.7	GND CON SOUTH 121.9 348.6 NORTH 127.8 348.6	CLNC DEL 126.75 353.7
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).		4000	DITPE	GUZIT
5 NM Holding Pattern				
MUFTI		WIILE	STARG	RWY 10R
6000 ← 281° 5000 ← 101°		3000	1.4 NM to RWY 10R	
GP 3.00° TCH 51		3000		
4 NM		3.9 NM	4.3 NM	1.4 NM
CATEGORY	A	B	C	D
LPV DA		1335/18	200 (200-1/2)	
LNAV/VNAV DA		1658/55	523 (500-1)	
LNAV MDA	1660/24	525 (500-1/2)	1660/55	525 (500-1)
CIRCLING	1700-1	497 (500-1)	1880-2 677 (700-2)	1880-2 1/4 677 (700-2 1/4)



PITTSBURGH, PENNSYLVANIA

AL-570 (FAA)

25163

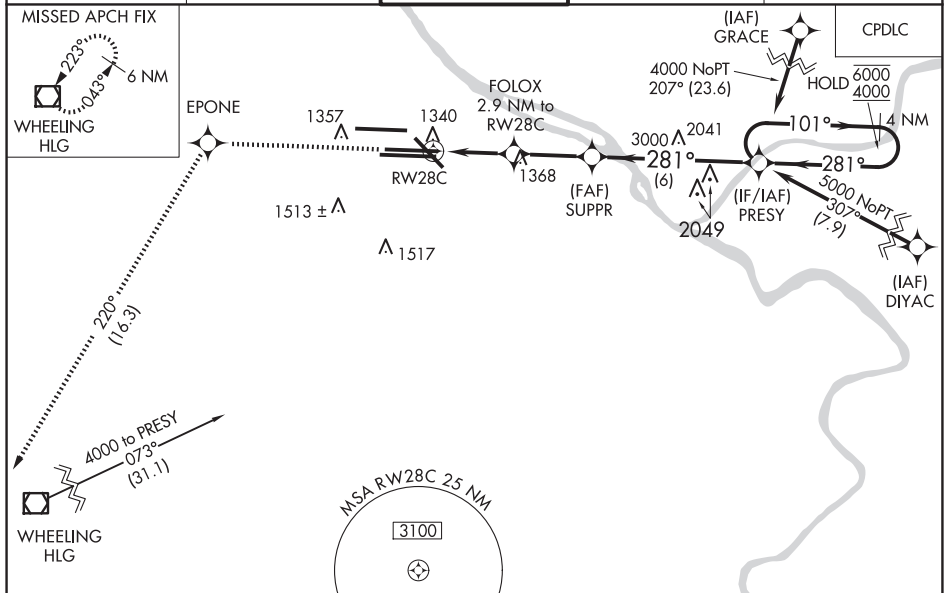
WAAS CH 45527 W28A	APP CRS 281°	Rwy Ldg TDZE Apt Elev	9708 1134 1203
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RNAV (GPS) Y RWY 28C

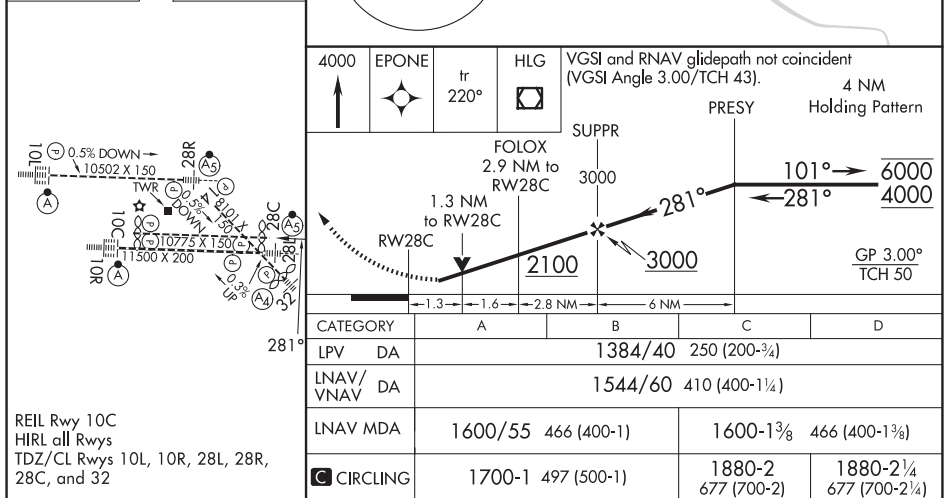
PITTSBURGH INTL (PIT)

RNP APCH - GPS. ⚠ Circling Rwy 14 NA at night. Rwy 28C helicopter visibility reduction below RVR 4000 NA. ⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.	MISSED APPROACH: Climb to 4000 direct EPONE and on track 220° to HLG VOR/DME and hold.
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D-ATIS ARR 127.25 DEP 135.9	PITTSBURGH APP CON 123.95 360.8	PITTSBURGH TOWER 128.3 291.7	GND CON SOUTH 121.9 348.6 NORTH 127.8 348.6	CLNC DEL 126.75 353.7
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ELEV 1203	D	TDZE 1134
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PITTSBURGH, PENNSYLVANIA

Amdt 5 10AUG23

40°29'N-80°14'W

PITTSBURGH INTL (PIT)

RNAV (GPS) Y RWY 28C

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

WAAS
CH **97326**
W28B

APP CRS
281°

Rwy Ldg
TDZE **1125**
Apt Elev **1203**

RNAV (GPS) Y RWY 28L

PITTSBURGH INTL (PIT)

RNP APCH - GPS.

▼

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. For inop ALS, increase LNAV Cats C/D visibility to 1 ½ SM. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

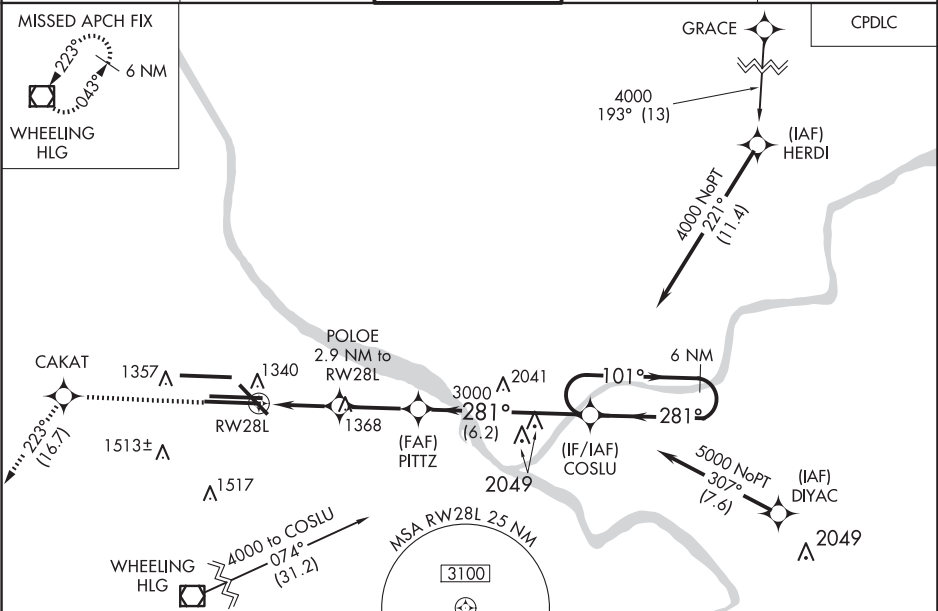
MALSR

AS

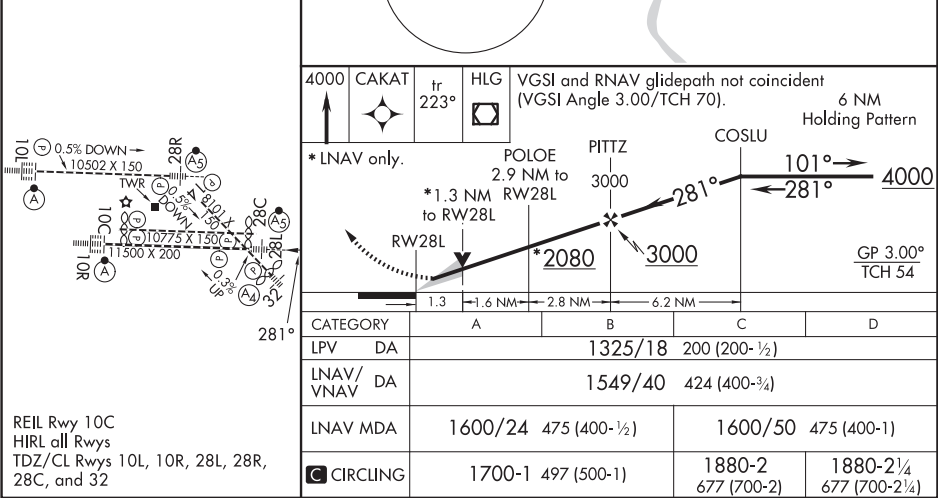
MISSED APPROACH:

Climb to 4000 direct CAKAT and on track 223° to HLG VOR/DME and hold.

D-ATIS ARR 127.25 DEP 135.9	PITTSBURGH APP CON 123.95 360.8	PITTSBURGH TOWER 128.3 291.7	GND CON SOUTH 121.9 348.6 NORTH 127.8 348.6	CLNC DEL 126.75 353.7
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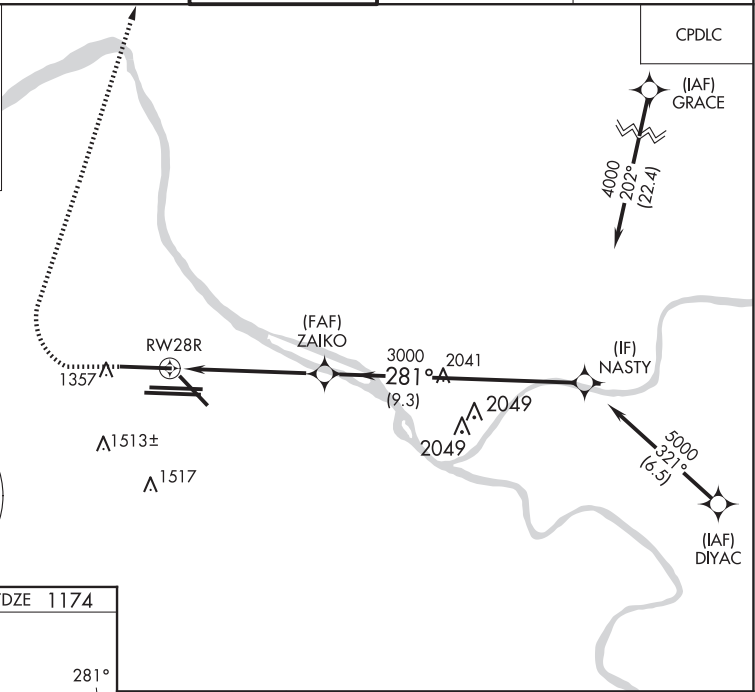
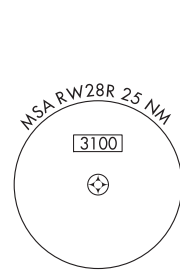


ELEV 1203	D	TDZE 1125
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RNAV (GPS) Y RWY 28R
PITTSBURGH INTL (PIT)

MISSED APPROACH: Climb to 1800 then climbing right turn to 4000 direct EWC VOR/DME and hold.

CPDLC

REIL Rwy 10C
HIRL all Rwys
TDZ/CL Rwys 10L, 10R, 28L, 28R,
28C, and 32

VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 71).

1.2 NM to RW28R

RW28R

ZAICO 3000

NASTY 4000

281°

3000

GP 3.00° TCH 55

CATEGORY	A	B	C	D
LPV DA		1374/18	200 (200-½)	
LNAV/VNAV DA		1629/45	455 (500-¾)	
LNAB MDA	1640/24	466 (500-½)	1640/50	466 (500-1)
C CIRCLING	1700-1	497 (500-1)	1880-2 677 (700-2)	1880-2¼ 677 (700-2¼)

NE-4. 07 AUG 2025 to 02 OCT 2025

PITTSBURGH, PENNSYLVANIA

AL-570 (FAA)

25163

WAAS CH 70326 W32A	APP CRS 325°	Rwy Ldg 7466 TDZE 1124 Apt Elev 1203
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RNAV (GPS) Y RWY 32
PITTSBURGH INTL (PIT)

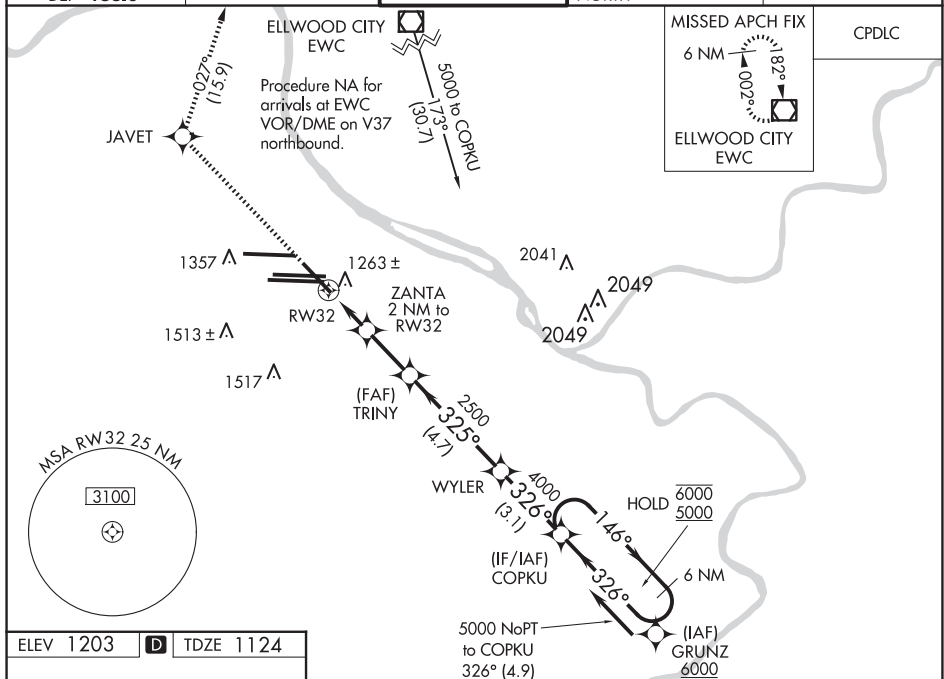
RNP APCH - GPS.

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Inop table does not apply to LPV. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500.

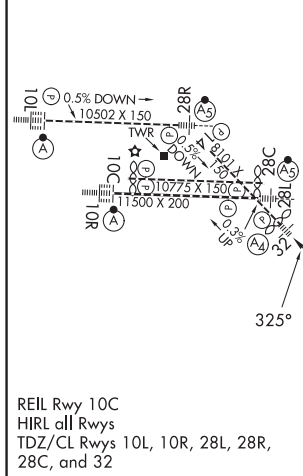
MALS






MISSED APPROACH: Climb to 4000 direct JAVET and on track 027° to EWC VOR/DME and hold.

D-ATIS			GND CON	
ARR 127.25	PITTSBURGH APP CON	PITTSBURGH TOWER	SOUTH 121.9 348.6	CLNC DEL
DEP 135.9	123.95 360.8	128.3 291.7	NORTH 127.8 348.6	126.75 353.7



ELEV 1203	D	TDZE 1124
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4000	JAVET	tr 027°					VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 72).				6 NM	Holding Pattern
			ZANTA 2 NM to RW32		TRINITY 2500	WYLER	COPKU	146° → ← 326°	6000 5000			
			1 NM to RW32	1780	325°	326°	4000				GP 3.00° TCH 37	
			1 NM	1 NM	2.2 NM	4.7 NM	3.1 NM					
CATEGORY	A		B		C		D					
LPV DA	1324/40 200 (200-¾)											
LNAV/ VNAV DA	1438/40 314 (300-¾)											
LNAV MDA	1520/40 396 (400-¾)						1520/45 396 (400-¾)					
C CIRCLING	1700-1 497 (500-1)						1880-2 677 (700-2)			1880-2 ¼ 677 (700-2 ¼)		

PITTSBURGH, PENNSYLVANIA
Amdt 6A 15JUN23

40°29'N-80°14'W
301

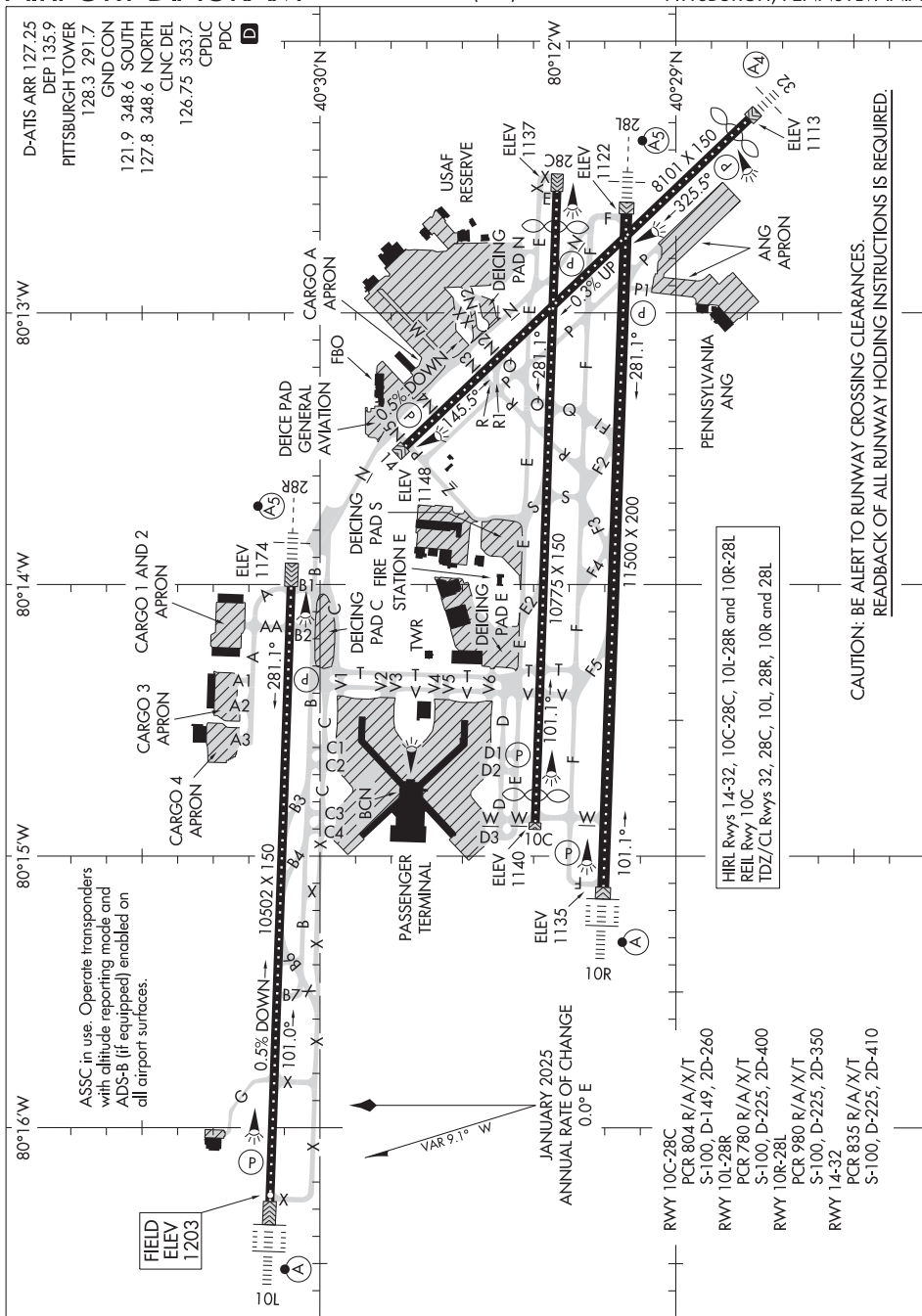
PITTSBURGH INTL (PIT)
RNAV (GPS) Y RWY 32

NE-4. 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

AL-570 (FAA)

PITTSBURGH INTL (PIT)
PITTSBURGH, PENNSYLVANIA



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-4, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

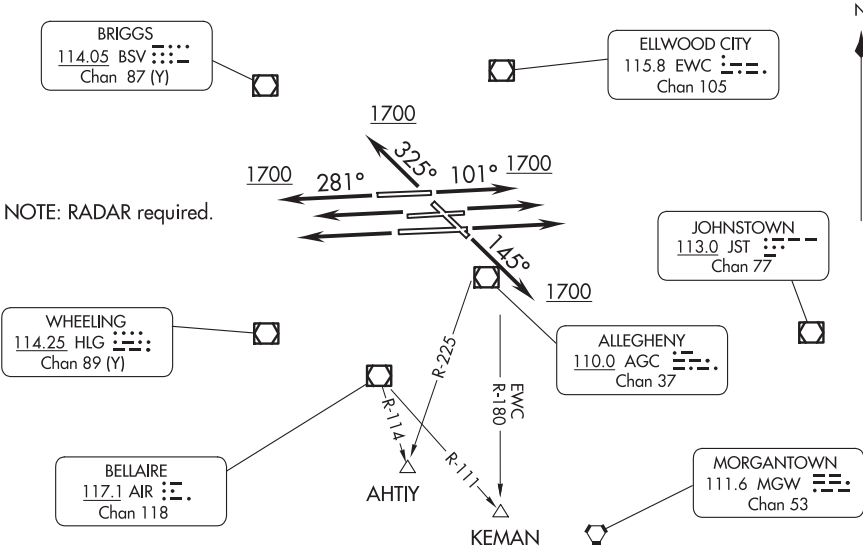
25163

PITTSBURGH, PENNSYLVANIA
PITTSBURGH INTL (PIT)

D-ATIS DEP 135.9
PITTSBURGH CLNC DEL
126.75 353.7
CPDLC
PITTSBURGH GND CON
121.9 (SOUTH) 348.6
127.8 (NORTH) 348.6
PITTSBURGH TOWER
128.3 291.7
PITTSBURGH DEP CON
119.35 285.575

TOP ALTITUDE:
JETS: 5000
PROPS: 4000

TAKEOFF MINIMUMS:
Rwys 10C, 10R, 14, 28C, 28L, 28R: Standard.
Rwy 10L: 300-1¼ or standard with minimum climb of 215' per NM to 1400, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1400' prior to DER.
Rwy 32: 300-1½ or standard with minimum climb of 255' per NM to 1500.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 10L, 10C, 10R: Climb heading 101° until leaving 1700 thence. . . .

TAKEOFF RUNWAYS 28L, 28C, 28R: Climb heading 281° until leaving 1700 thence. . . .

TAKEOFF RUNWAY 14: Climb heading 145° until leaving 1700 thence. . . .

TAKEOFF RUNWAY 32: Climb heading 325° until leaving 1700 thence. . . .

. . . . make no turns except as assigned by ATC or vectored to assigned route/fix.

JETS: Maintain 5000 or requested altitude if lower.

PROPS: Maintain 4000 or requested altitude if lower.

Expect further clearance to requested altitude 10 minutes after departure.

POINT PLEASANT, WEST VIRGINIA

AL-6324 (FAA)

25163

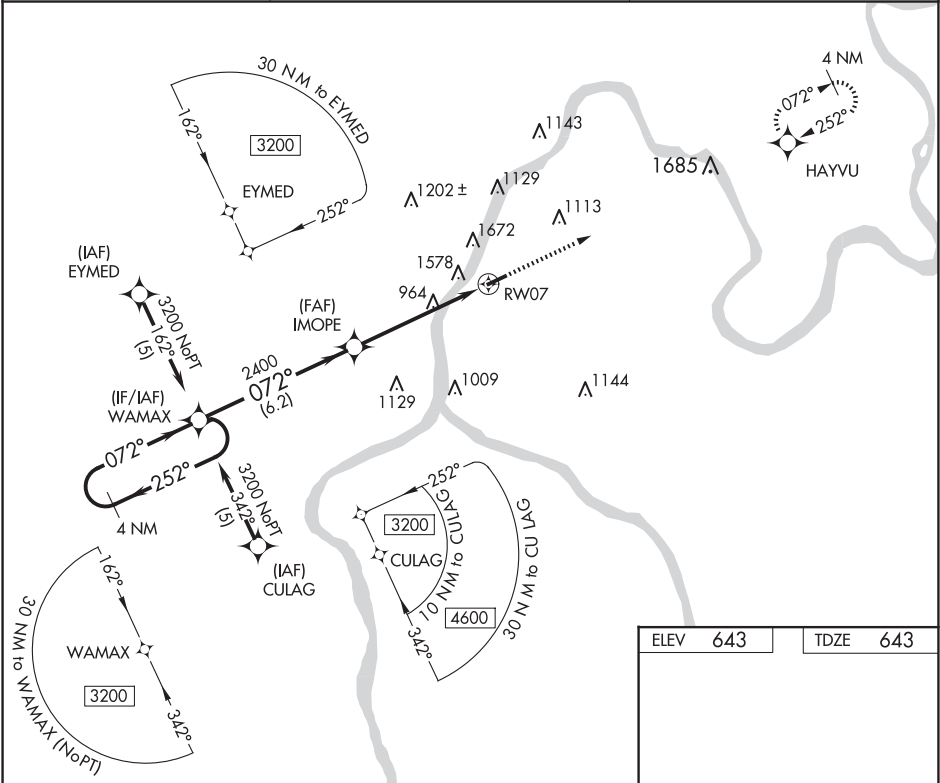
APP CRS	Rwy Ldg	4000
072°	TDZE	643
	Apt Elev	643

RNAV (GPS) RWY 7

MASON COUNTY (3I2)

RNP APCH - GPS.	<div><div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div></div><div>Circling NA NW of Rwy 7-25. Rwy 7 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Athens/Albany, OH altimeter setting and increase all MDA 80 feet. Straight-in and Circling NA at night to Rwy 7.</div></div>	MISSED APPROACH: Climb to 2700 direct HAYVU and hold.
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AWOS-3 119.675	HUNTINGTON APP CON 128.4 270.1	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern

WAMAX

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 44).

2700 HAYVU

3200

←252°

→072°

IMOPE

2400

3.04°

TCH 40

6.2 NM

5.3 NM

RW07

CATEGORY

LNVA MDA

CIRCLING

A

1880-1¼

1237 (1300-1¼)

1880-1¼

1237 (1300-1¼)

B

1880-1½

1237 (1300-1½)

1880-1½

1237 (1300-1½)

C

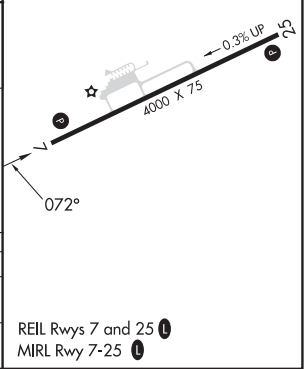
1880-3

1880-3

D

1237 (1300-3)

1237 (1300-3)



POINT PLEASANT, WEST VIRGINIA
Orig-A 14JUL22

38°55'N - 82°06'W

MASON COUNTY (3I2)

RNAV (GPS) RWY 7

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 97416 W25A	APP CRS 252°	Rwy Ldg TDZE 643 Apt Elev 643
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RNAV (GPS) RWY 25

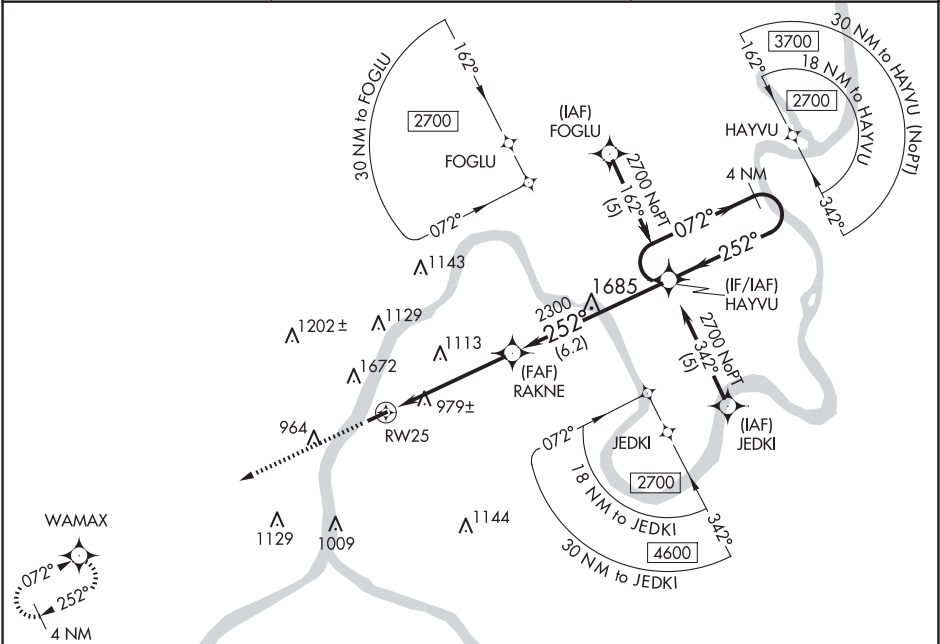
MASON COUNTY (3I2)

RNP APCH - GPS.

Circling NA NW of Rwy 7-25. Baro-VNAV NA when using UNI altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. Rwy 25 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use UNI altimeter setting and increase all DA 61 feet and all MDA 80 feet, increase LPV all Cats visibility ¼ mile and increase LNAV/VNAV all Cats visibility 1 mile. VDP NA when using UNI altimeter setting.

MISSED APPROACH:
Climb to 3200 direct
WAMAX and hold.

AWOS-3 119.675	HUNTINGTON APP CON 128.4 270.1	UNICOM 122.8 (CTAF) 0
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ELEV 643

TDZE 643

REIL Rwy 7 and 25 0
MIRL Rwy 7-25 0

3200 WAMAX VGSI and RNAV glidepath angles not coincident (VGSI Angle 3.00/TCH 43). 4 NM Holding Pattern

252° 0.3% UP 4000 X 75

3.2 NM to RW25 2300 252° 072° 2700 GP 3.00° TCH 54

CATEGORY	A	B	C	D
LPV DA		1430-2¾	787 (800-2¾)	
LNAV/VNAV DA		1727-4	1084 (1100-4)	
LNAV MDA	1700-1¼ 1057 (1100-1¼)	1700-1½ 1057 (1100-1½)	1700-3 1057 (1100-3)	
CIRCLING	1700-1¼ 1057 (1100-1¼)	1700-1½ 1057 (1100-1½)	1700-3 1057 (1100-3)	

WAAS CH 40235 W28A	APP CRS 276°	Rwy Idg TDZE Apt Elev	3181 308 308
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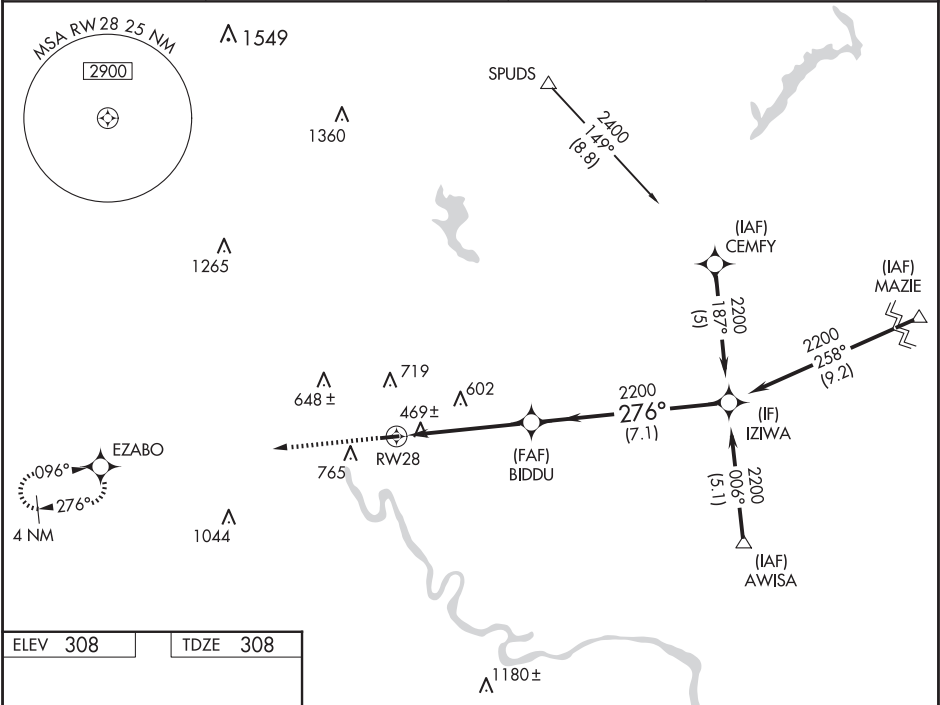
RNAV (GPS) RWY 28

HERITAGE FLD (PTW)

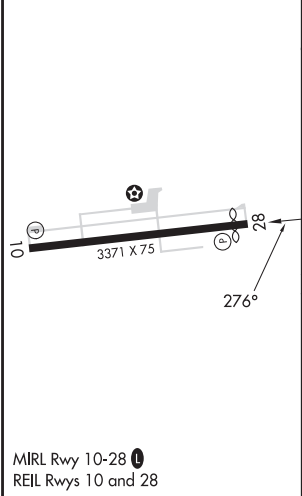
⚠ Circling NA south of Rwy 10-28. DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Wings Fld altimeter setting. When local altimeter setting not received, use Wings Fld altimeter setting and increase all DA 35 feet and all MDA 40 feet, increase LPV all Cats visibilities 1/8 mile. Helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).



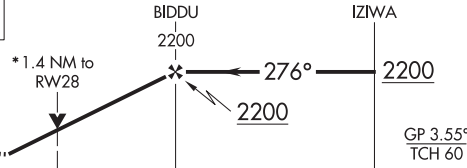

MISSED APPROACH:
Climb to 2600 direct EZABO and hold.

ASOS 119.425	PHILADELPHIA APP CON 126.85 263.125	CLNC DEL 118.55	UNICOM 122.7 (CTAF) 1
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ELEV 308	TDZE 308
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2600	EZABO	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45).			
					
*LNAV only					
		1.4 NM	3.5 NM	7.1 NM	
CATEGORY		A	B	C	D
LPV DA		652-1	344 (400-1)		NA
LNAV/VNAV DA		779-1 ³ / ₈	471 (500-1 ³ / ₈)		NA
LNAV MDA		820-1	512 (600-1)		NA
 CIRCLING		940-1	632 (700-1)		NA

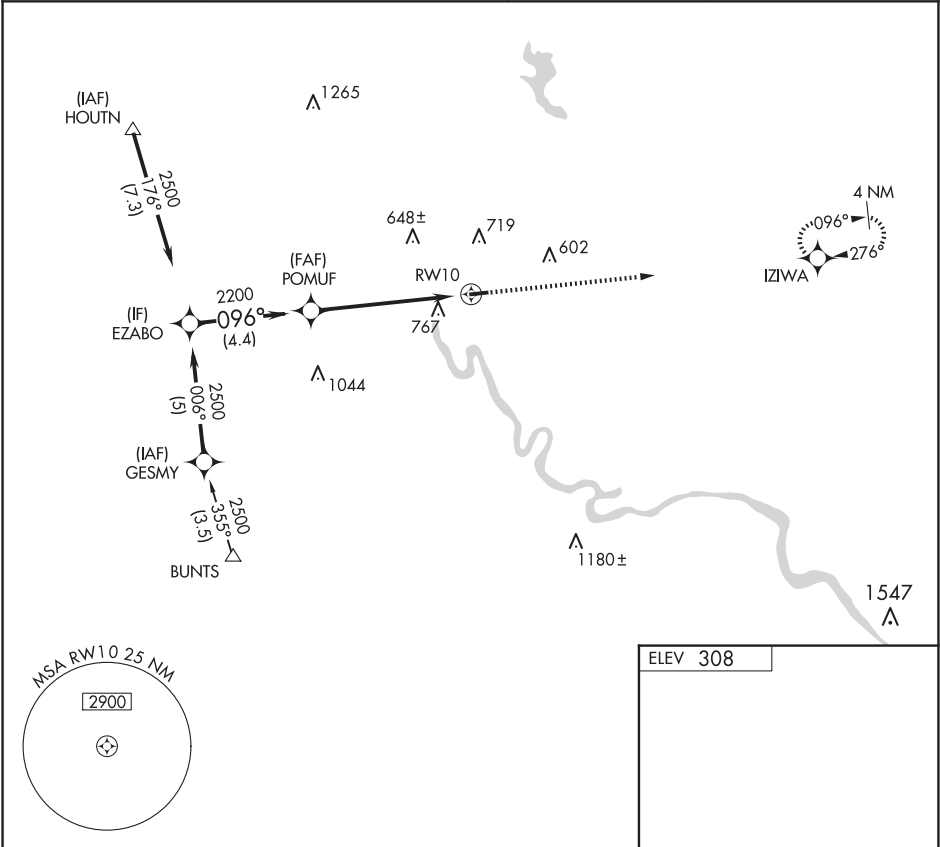
APP CRS	Rwy Idg	N/A
096°	TDZE	N/A
	Apt Elev	308

RNAV (GPS)-A

HERITAGE FLD (PTW)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2200 direct IZIWA and hold.
<div><div>▼</div><div>▲</div></div> When local altimeter setting not received, use Wings Fld altimeter setting and increase all MDA 40 feet. Circling NA south of Rwy 10-28.	

ASOS 119.425	PHILADELPHIA APP CON 126.85 263.125	CLNC DEL 118.55	UNICOM 122.7 (CTAF) 0
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Visual Segment - Obstacles.					2200	IZIWA
					2200	IZIWA
EZABO					2200	IZIWA
2500					096°	096°
Procedure Turn NA					POMUF	096°
2200					RW10	096°
4.8 NM					5.8 NM	096°
CATEGORY	A	B	C	D		
CIRCLING	1020-1	712 (800-1)	NA			
MIRL Rwy 10-28 REIL Rws 10 and 28						

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

POTTSTOWN, PENNSYLVANIA

AL-5323 (FAA)

23278

LOC	I-PTW	APP CRS	Rwy Idg	3181
108.3		276°	TDZE	308
			Apt Elev	308

LOC RWY 28

HERITAGE FLD (PTW)

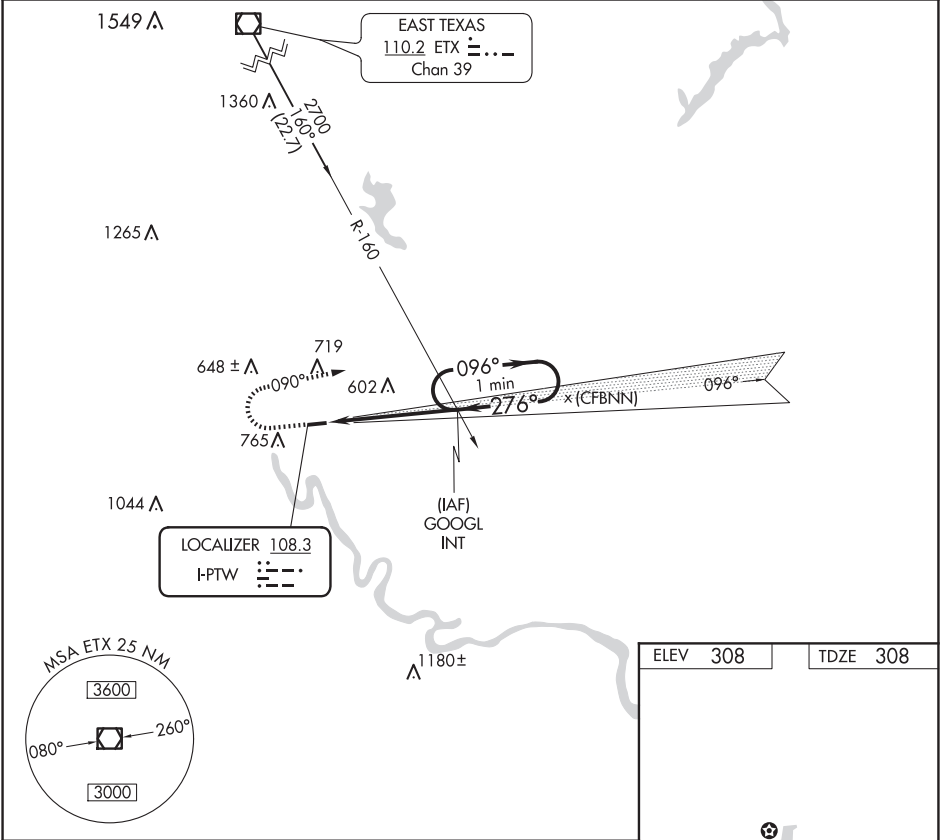
⚠

Circling NA south of Rwy 10-28. When local altimeter setting not received, use Wings Fld altimeter setting and increase all MDA 40 feet. Rwy 28 helicopter visibility reduction below 3/4 SM NA.

⚠

MISSED APPROACH: Climb to 900 on heading 276° then climbing right turn to 2000 on heading 090° and ETX VOR/DME R-160 to GOOGL Int and hold.

ASOS	PHILADELPHIA APP CON	CLNC DEL	UNICOM
119.425	126.85 263.125	118.55	122.7 (CTAF) 0



900

2000

hdg 276°

hdg 090°

ETX

GOOGL

GOOGL

R-160

INT

INT

One Minute

Holding Pattern

096°

276°

2000

3 23°

TCH 45

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 45).

CATEGORY	A	B	C	D
S-28	820-1 512 (600-1)		NA	
CIRCLING	940-1 632 (700-1)		NA	

ELEV 308

TDZE 308

01

3371 X 75

28

276°

MIRL Rwy 10-28 0

REIL Rwy 10 and 28

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

POTTSTOWN, PENNSYLVANIA
Amdt 3A 07DEC17

40°14'N-75°33'W

HERITAGE FLD (PTW)
LOC RWY 28

NE-4, 07 AUG 2025 to 02 OCT 2025

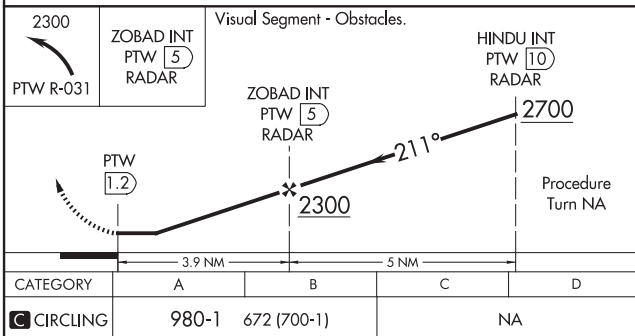
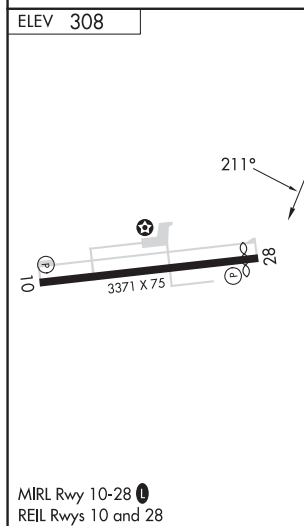
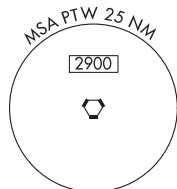
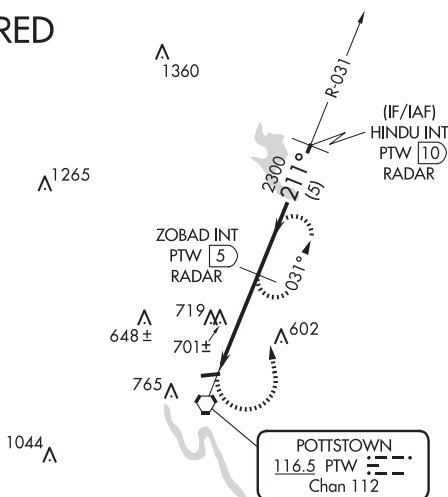
NE-4, 07 AUG 2025 to 02 OCT 2025

VORTAC PTW 116.5 Chan 112	APP CRS 211°	Rwy Idg TDZE Apt Elev	N/A N/A 308
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VOR/DME-A
HERITAGE FLD (PTW)

 	Circling NA south of Rwy 10 and 28 of Rwy. When local altimeter setting not received, use Wings fld altimeter setting and increase all MDA 40 feet.		MISSED APPROACH: Climbing left turn to 2300 via PTW VORTAC R-031 to ZOBAD Int/PTW 5 DME/RADAR and hold.	
	ASOS 119.425	PHILADELPHIA APP CON 126.85 263.125	CLNC DEL 118.55	UNICOM 122.7 (CTAF) 

RADAR REQUIRED



POTTSTOWN, PENNSYLVANIA



AL-5088 (FAA)

23110

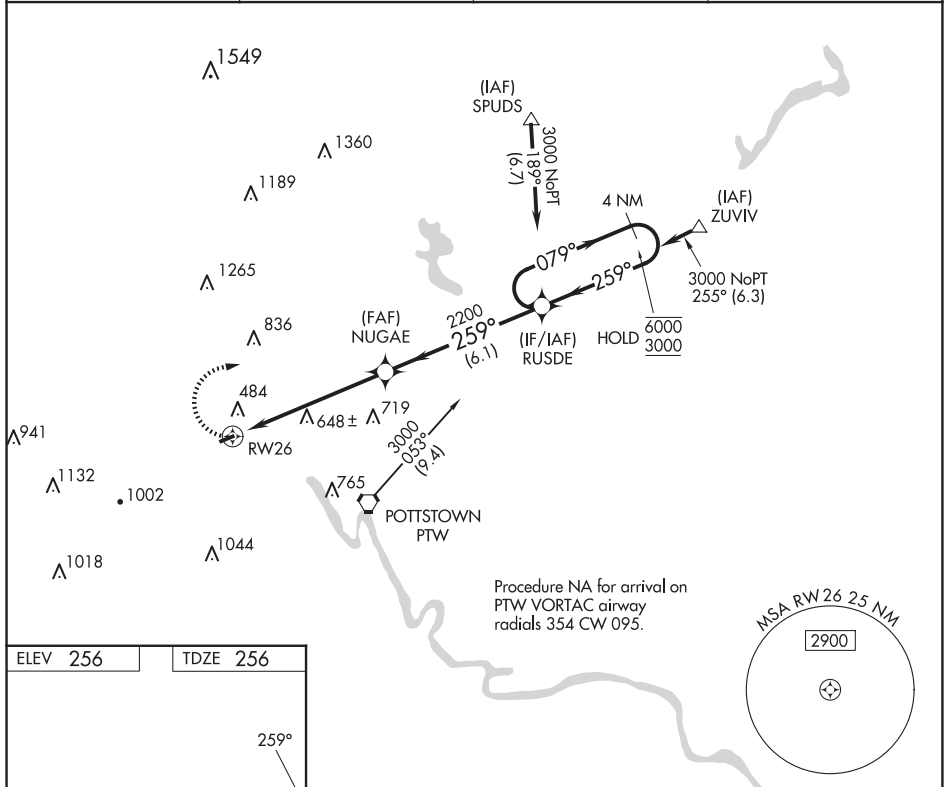
APP CRS 259°	Rwy Idg 2704
TDZE 256	Apt Elev 256

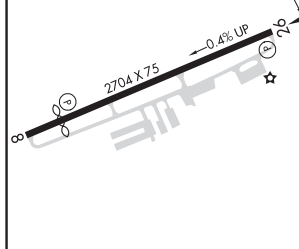
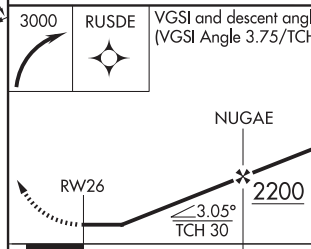
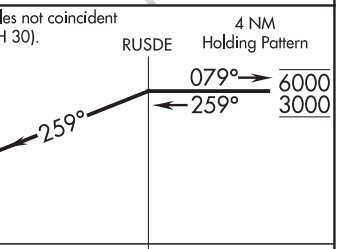
RNAV (GPS) RWY 26

POTTSTOWN MUNI (N47)

RNP APCH - GPS.		MISSED APPROACH: Climbing right turn to 3000 direct RUSDE and hold.
 Rwy 26 helicopter visibility reduction below 1 SM NA.	 Use Heritage Field altimeter setting. Procedure NA at night.	

PTW ASOS 119.425	PHILADELPHIA APP CON 126.85 263.125	CLNC DEL 118.55	UNICOM 122.8 (CTAF) 0
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ELEV 256	TDZE 256				
					
					
					
CATEGORY	A	B	C	D	
LNAV MDA	1040-1 784 (800-1)	1040-1¼ 784 (800-1¼)	1040-2½ 784 (800-2½)	NA	
CIRCLING	1040-1 784 (800-1)	1080-1¼ 824 (900-1¼)	1140-2¾ 884 (900-2¾)	NA	

POTTSTOWN, PENNSYLVANIA
Orig-B 12AUG21

40°16'N - 75°40'W

POTTSTOWN MUNI (N47)
RNAV (GPS) RWY 26

NE-4, 07 AUG 2025 to 02 OCT 2025

VORTAC PTW

116.5

Chan 112

APP CRS

303°

Rwy Idg TDZE

N/A

Apt Elev

N/A

N/A

N/A

256

VOR-B

POTTSTOWN MUNI (N47)

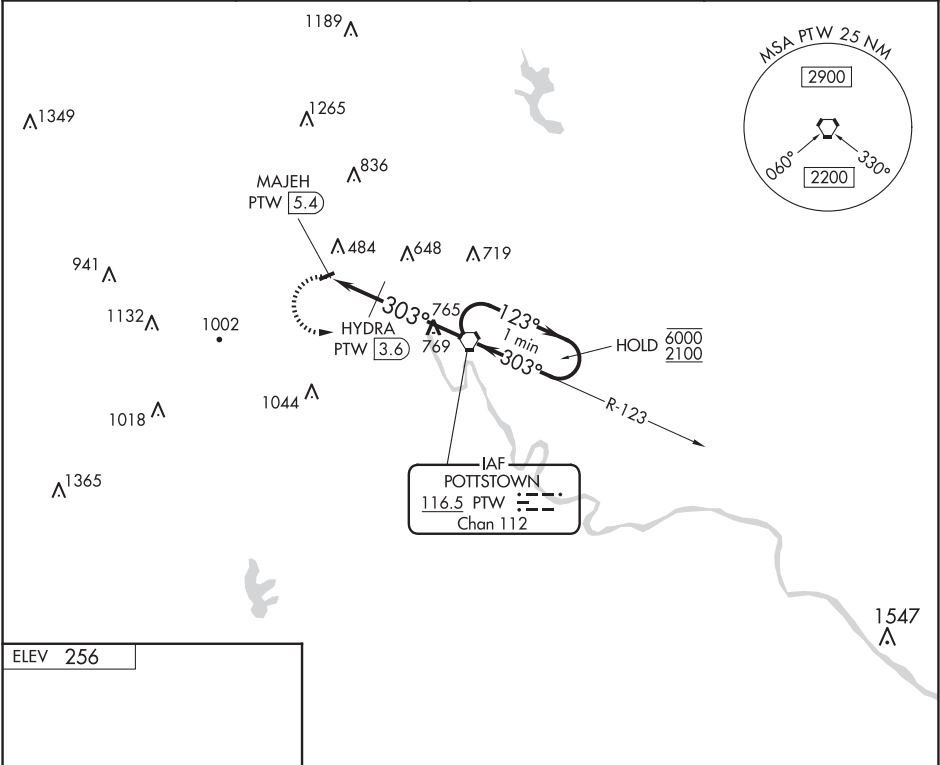
▼

NA

Use Heritage Field altimeter setting.
Procedure NA at night.
Rwy 26 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 2100 direct PTW VORTAC and hold.

PTW ASOS 119.425	PHILADELPHIA APP CON 126.85 263.125	CLNC DEL 118.55	UNICOM 122.8 (CTAF) 1
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ELEV 256

REIL Rwys 8 and 26 **1**

MIRL Rwy 8-26 **1**

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

2100 PTW

PTW VORTAC

One Minute Holding Pattern

HYDRA PTW **3.6**

MAJEH PTW **5.4**

1100

123° 6000 303° 2100

1.8 NM 3.6 NM

CATEGORY	A	B	C	D
CIRCLING	1100-1¼	844 (900-1¼)	1140-2¾ 884 (900-2¾)	NA
HYDRA FIX MINIMUMS				
CIRCLING	1020-1 764 (800-1)	1080-1¼ 824 (900-1¼)	1140-2¾ 884 (900-2¾)	NA

POTTSVILLE, PENNSYLVANIA

AL-5436 (FAA)

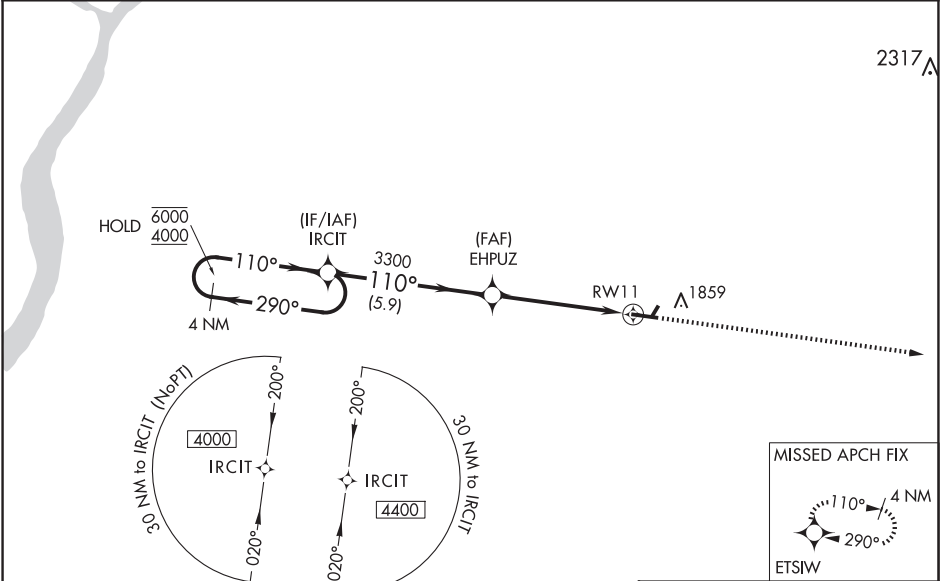
24025

WAAS CH 61214 W11A	APP CRS 110°	Rwy Idg TDZE Apt Elev	5101 1730 1730
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RNAV (GPS) RWY 11
SCHUYLKILL COUNTY/JOE ZERBEY (Z·ER)

RNP APCH.	<p>NA Circling NA to Rwy 4 and 22. Baro-VNAV NA when using Selinsgrove altimeter setting. For uncompensated Baro-VNAV Systems, LNAV/VNAV NA below -18°C or above 54°C. When local altimeter setting not received, use Selinsgrove altimeter setting and increase LPV DA to 2191 feet, LNAV/VNAV DA to 2281 feet and all MDAs 280 feet. Increase LPV all Cats visibility $\frac{5}{8}$ SM, LNAV/VNAV all Cats visibility $\frac{3}{4}$ SM, LNAV Cats C/D visibility $\frac{3}{8}$ SM and Circling Cats C/D visibility $\frac{3}{4}$ SM. VDP NA when using Selinsgrove altimeter setting.</p>	<p>MISSED APPROACH: Climb to 4000 direct ETSIW and hold.</p>
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AWOS-3 127.575	HARRISBURG APP CON 118.25 269.45	UNICOM 123.075 (CTAF) 0
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					ELEV 1730	TDZE 1730
<div>4 NM Holding Pattern</div> <div>IRCIT</div> <div>6000 ← 290°</div> <div>4000 ← 110° →</div> <div>GP 3.00°</div> <div>TCH 42</div>					<div>4000</div> <div>↑</div> <div>ETSIW</div> <div>✦</div>	
<div>EHPUZ</div> <div>3400</div> <div>*1.4 NM to RW11</div> <div>RW11</div> <div>3400</div> <div>110°</div> <div>5.9 NM</div> <div>3.7 NM</div> <div>1.4 NM</div>					<div>*LNAV only.</div>	
CATEGORY	A	B	C	D		
LPV DA	1930- $\frac{3}{4}$ 200 (200- $\frac{3}{4}$)					
LNAV/DA VNAV	2020- $\frac{7}{8}$ 290 (300- $\frac{7}{8}$)					
LNAV MDA	2200-1 470 (500-1)		2200-1 $\frac{3}{8}$ 470 (500-1 $\frac{3}{8}$)			
C CIRCLING	2200-1 470 (500-1)		2220-1 $\frac{1}{2}$ 490 (500-1 $\frac{1}{2}$)	2280-2 550 (600-2)		
					REIL Rwy 11 and 29 L	
					MIRL Rwy 11-29 L	

110°

5101 X 75

0.5% UP

29

11

45 UP

200

140

100

50

0

50

100

150

200

250

300

350

400

450

500

550

600

650

700

750

800

850

900

950

1000

1050

1100

1150

1200

1250

1300

1350

1400

1450

1500

1550

1600

1650

1700

1750

1800

1850

1900

1950

2000

2050

2100

2150

2200

2250

2300

2350

2400

2450

2500

2550

2600

2650

2700

2750

2800

2850

2900

2950

3000

3050

3100

3150

3200

3250

3300

3350

3400

3450

3500

3550

3600

3650

3700

3750

3800

3850

3900

3950

4000

4050

4100

4150

4200

4250

4300

4350

4400

4450

4500

4550

4600

4650

4700

4750

4800

4850

4900

4950

5000

5050

5100

5150

5200

5250

5300

5350

5400

5450

5500

5550

5600

5650

5700

5750

5800

5850

5900

5950

6000

6050

6100

6150

6200

6250

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7150

7200

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8000

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9900

9950

10000

POTTSVILLE, PENNSYLVANIA

Amtd 3 31DEC20

40°42'N-76°22'W

SCHUYLKILL COUNTY/JOE ZERBEY (Z·ER)

RNAV (GPS) RWY 11

WAAS CH 63014 W29A	APP CRS 290°	Rwy Idg TDZE Apt Elev	5101 1724 1730
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RNAV (GPS) RWY 29

SCHUYLKILL COUNTY/JOE ZERBEY (ZER)

RNP APCH - GPS

NA Circling NA to Rwy's 4 and 22. Baro-VNAV NA when using Selinsgrove altimeter setting. For uncomputerized Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. VDP NA when using Selinsgrove altimeter setting. When local altimeter setting not received, use Selinsgrove altimeter setting: increase LPV DA to 2156 feet and visibility ½ SM; LNAV/VNAV DA to 2376 feet and visibility ¾ SM; increase all MDAs 240 feet and visibility LNAV Cats C/D ¾ SM and Circling Cats C/D ½ SM.

MISSED APPROACH:
Climb to 4000 direct
IRCIT and hold.

AWOS-3 127.575	HARRISBURG APP CON 118.25 269.45	UNICOM 123.075 (CTAF) 0
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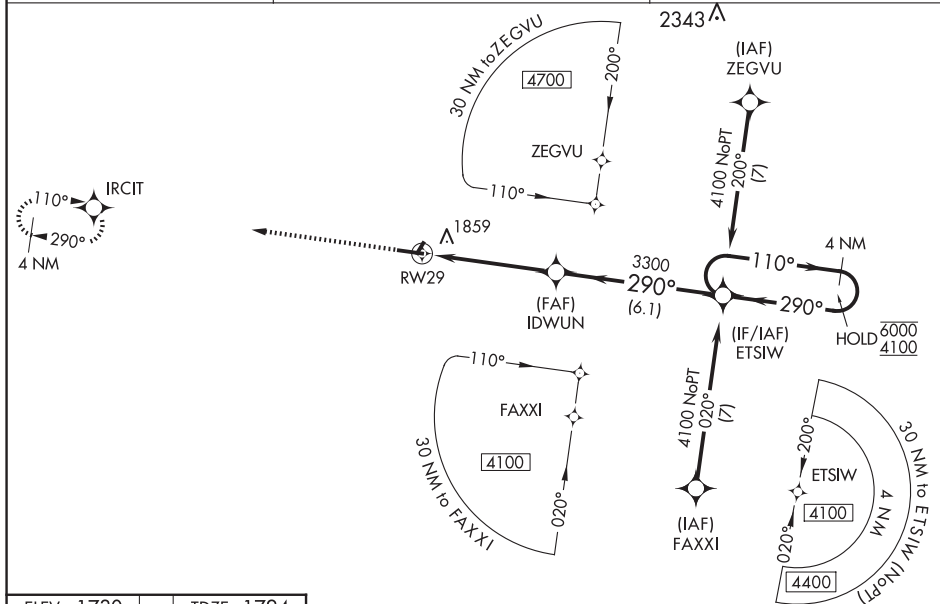


Diagram illustrating a 4th step climb profile. The profile starts at RW29 (1.2 NM to RW29) and ascends through various altitudes (3300, 4100, 6000) with specific climb rates (1.2 NM to RW29, 3.7 NM, 6.1 NM) and headings (110°, 290°). The profile includes a 4th step climb at 4100 feet, followed by a 5th step climb at 6000 feet. The diagram also shows the climb profile for the 4th step climb, starting at 3300 feet and ascending to 4100 feet.

CATEGORY	A	B	C	D
LPV DA	1924- $\frac{3}{4}$	200 (200- $\frac{3}{4}$)		
LNAV/VNAV DA	2144- $1\frac{1}{8}$	420 (500- $1\frac{1}{8}$)		
LNAV MDA	2120-1	396 (400-1)	2120- $1\frac{1}{8}$	396 (400- $1\frac{1}{8}$)
CIRCLING	2160-1 430 (500-1)	2180-1 450 (500-1)	2180- $1\frac{1}{2}$ 450 (500- $1\frac{1}{2}$)	2280-2 550 (600-2)

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

POTTSVILLE, PENNSYLVANIA


AL-5436 (FAA)

24025

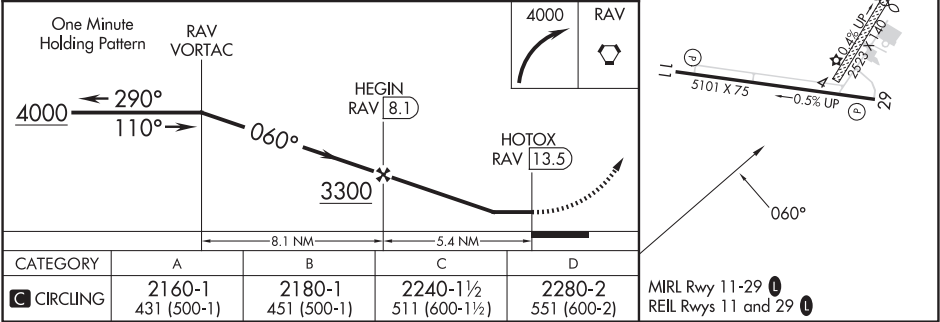
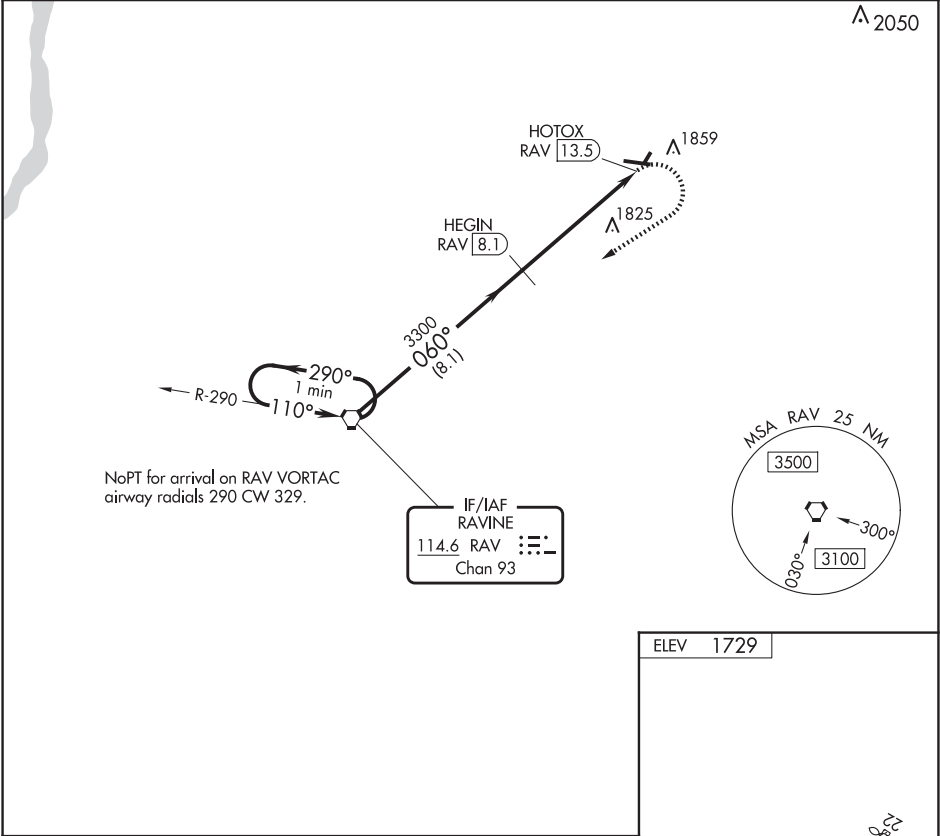
VORTAC RAV 114.6 Chan 93	APP CRS 060°	Rwy Idg TDZE Apt Elev 1729	N/A N/A 1729
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VOR-A

SCHUYLKILL COUNTY/JOE ZERBEY (ZÉR)

 NA	Circling to Rwy 4, 22 NA at night. DME required. When local altimeter setting not received, use Penn Valley altimeter setting and increase all MDAs 280 feet and visibility Cat C and D ¾ SM.	MISSED APPROACH: Climbing right turn to 4000 direct RAV VORTAC and hold.
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AWOS-3 127.575	HARRISBURG APP CON 118.25 269.45	UNICOM 123.075 (CTAF) 0
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POTTSVILLE, PENNSYLVANIA

Orig 07DEC17

40°42'N-76°22'W

SCHUYLKILL COUNTY/JOE ZERBEY (ZÉR)

VOR-A

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

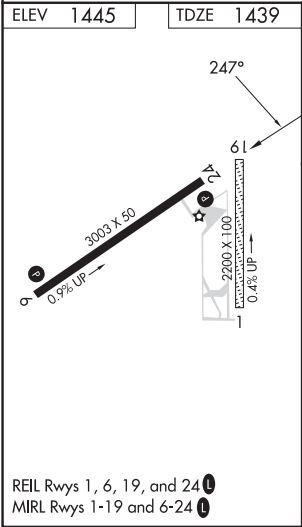
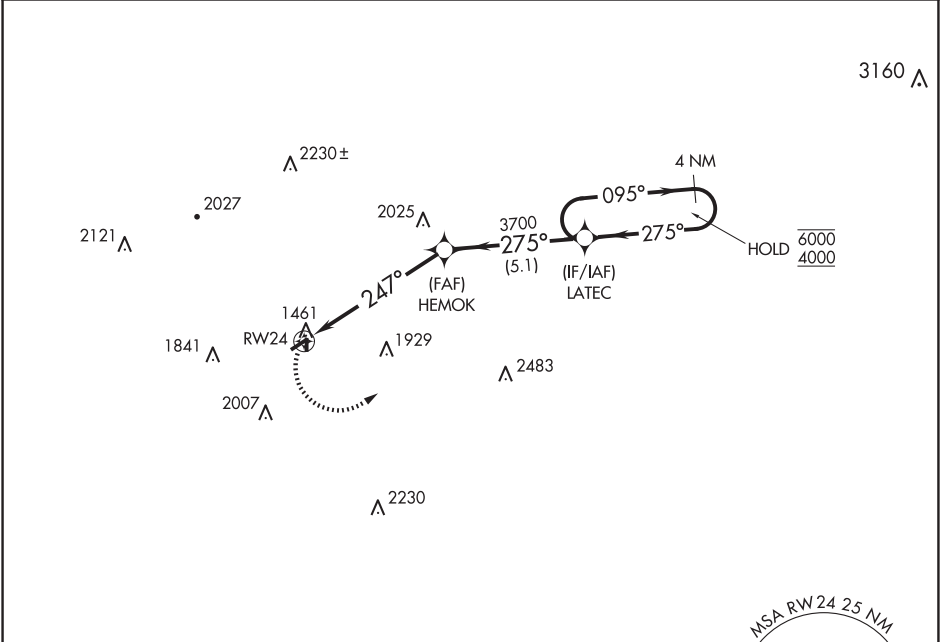
APP CRS	Rwy Idg	3003
247°	TDZE	1439
	Apt Elev	1445


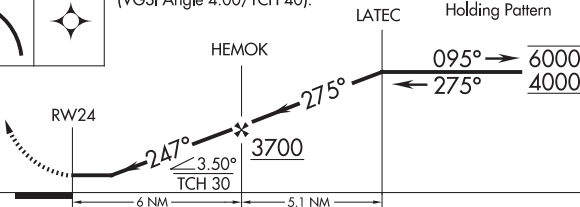
RNAV (GPS) RWY 24

PUNXSUTAWNEY MUNI (N35)

RNP APCH - GPS.	MISSED APPROACH: Climbing left turn to 4000 direct LATEC and hold.
NA Circling NA to Rwy 1 and 19. Rwy 24 helicopter visibility reduction below ¾ SM NA. Use Dubois Rgnl altimeter setting.	

DUJ ASOS 119.025	CLEVELAND CENTER 126.725 291.65	UNICOM 123.0 (CTAF) 0
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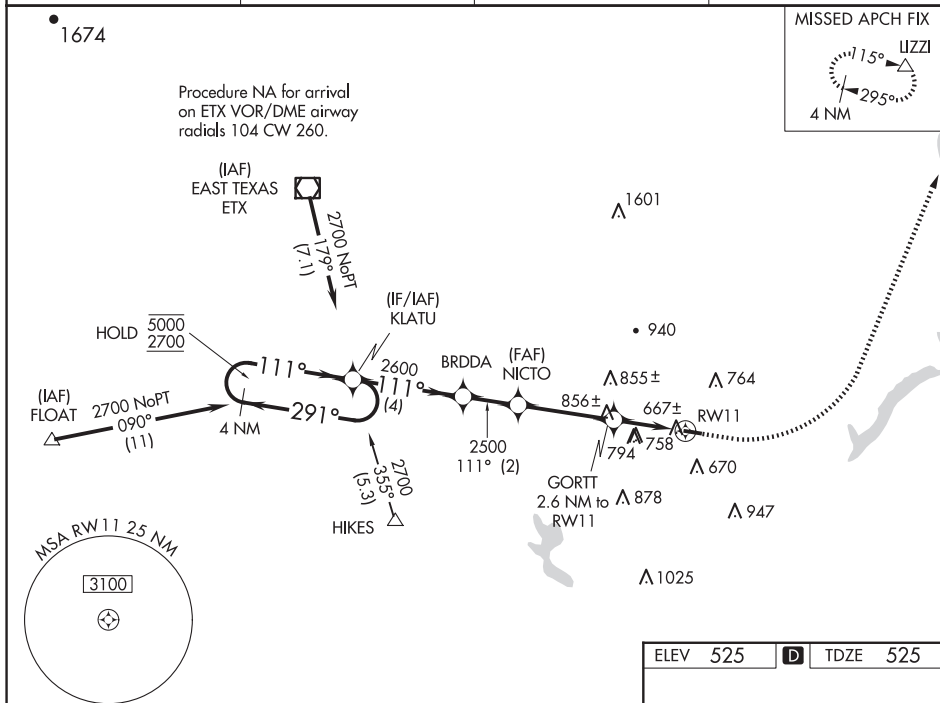
				
4000	LATEC	VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 40).	4 NM Holding Pattern	
				
CATEGORY	A	B	C	D
LNAV MDA	2160-1	721 (800-1)	NA	
CIRCLING	2180-1 735 (800-1)	2260-1¼ 815 (900-1¼)	NA	

RNAV (GPS) RWY 11
QUAKERTOWN (UKT)

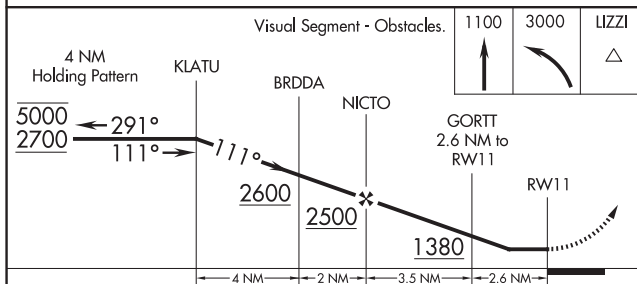
T	Procedure NA at night.
A	Rwy 11 helicopter visibility reduction below 1 SM NA.


MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct LIZZ and hold.

AWOS-3 119.475	PHILADELPHIA APP CON 123.8 291.7	CLNC DEL 118.55	UNICOM 122.725 (CTAF) ①
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ELEV	525	D	TDZE	525
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CATEGORY	A	B	C	D
LP MDA	920-1	395 (400-1)	920-1 $\frac{1}{6}$ 395 (400-1 $\frac{1}{6}$)	NA
LNAV MDA	1020-1	495 (500-1)	1020-1 $\frac{1}{6}$ 495 (500-1 $\frac{1}{6}$)	NA
 CIRCLING	1040-1 515 (600-1)	1080-1 555 (600-1)	1220-2 695 (700-2)	NA

REIL Rwy 11 and 29 **L**
MIRL Rwy 11-29 **L**



NE-4, 07 AUG 2025 to 02 OCT 2025

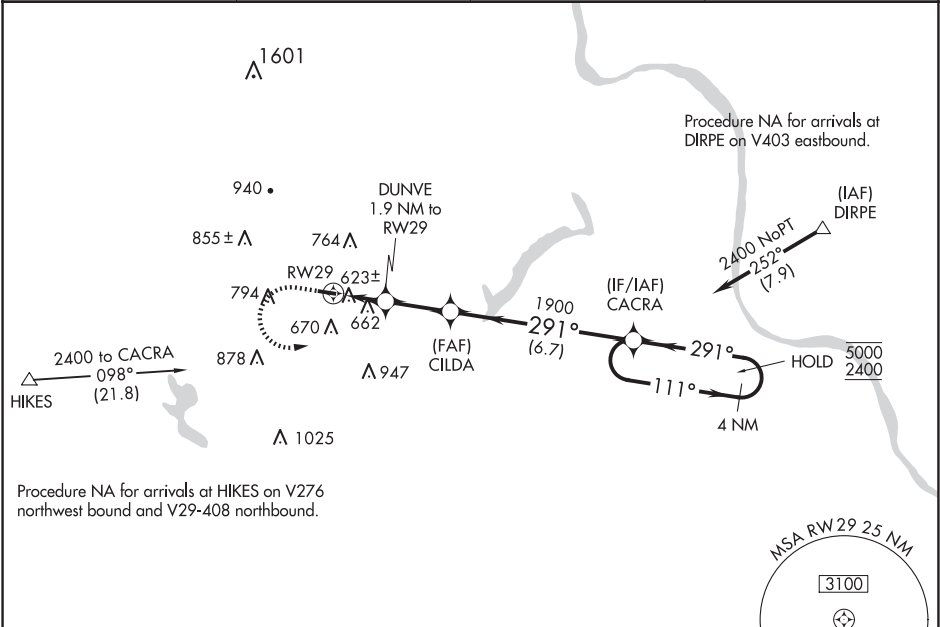
NE-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 61228 W29A	APP CRS 291°	Rwy Idg TDZE Apt Elev	3020 525 525
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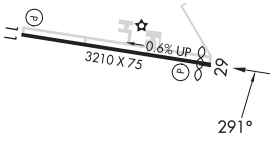
RNAV (GPS) RWY 29


QUAKERTOWN (UKT)


RNP APCH - GPS.		MISSED APPROACH: Climb to 1000, then climbing left turn to 2400 direct CACRA and hold.	
	Circling Rwy 11 NA at night. Rwy 29 helicopter visibility reduction below ¾ SM NA.		
AWOS-3 119.475	PHILADELPHIA APP CON 123.8 291.7	CLNC DEL 118.55	UNICOM 122.725 (CTAF) 







ELEV 525		TDZE 525
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REIL Rwys 11 and 29 

MIRL Rwy 11-29 

1000		2400	CACRA	Visual Segment - Obstacles.	
					
RW29		DUNVE 1.9 NM to RW29	CILDA	CACRA 4 NM Holding Pattern	
1140		1900	111° → 5000 ← 291° 2400		
1.9 NM		2.4 NM	6.7 NM		
CATEGORY	A	B	C	D	
LP MDA	920-1	395 (400-1)	920-1½ 395 (400-1½)	NA	
LNAV MDA	960-1	435 (500-1)	960-1¼ 435 (500-1¼)	NA	
 CIRCLING	1040-1 515 (600-1)	1080-1 555 (600-1)	1220-2 695 (700-2)	NA	

RAVENSWOOD, WEST VIRGINIA

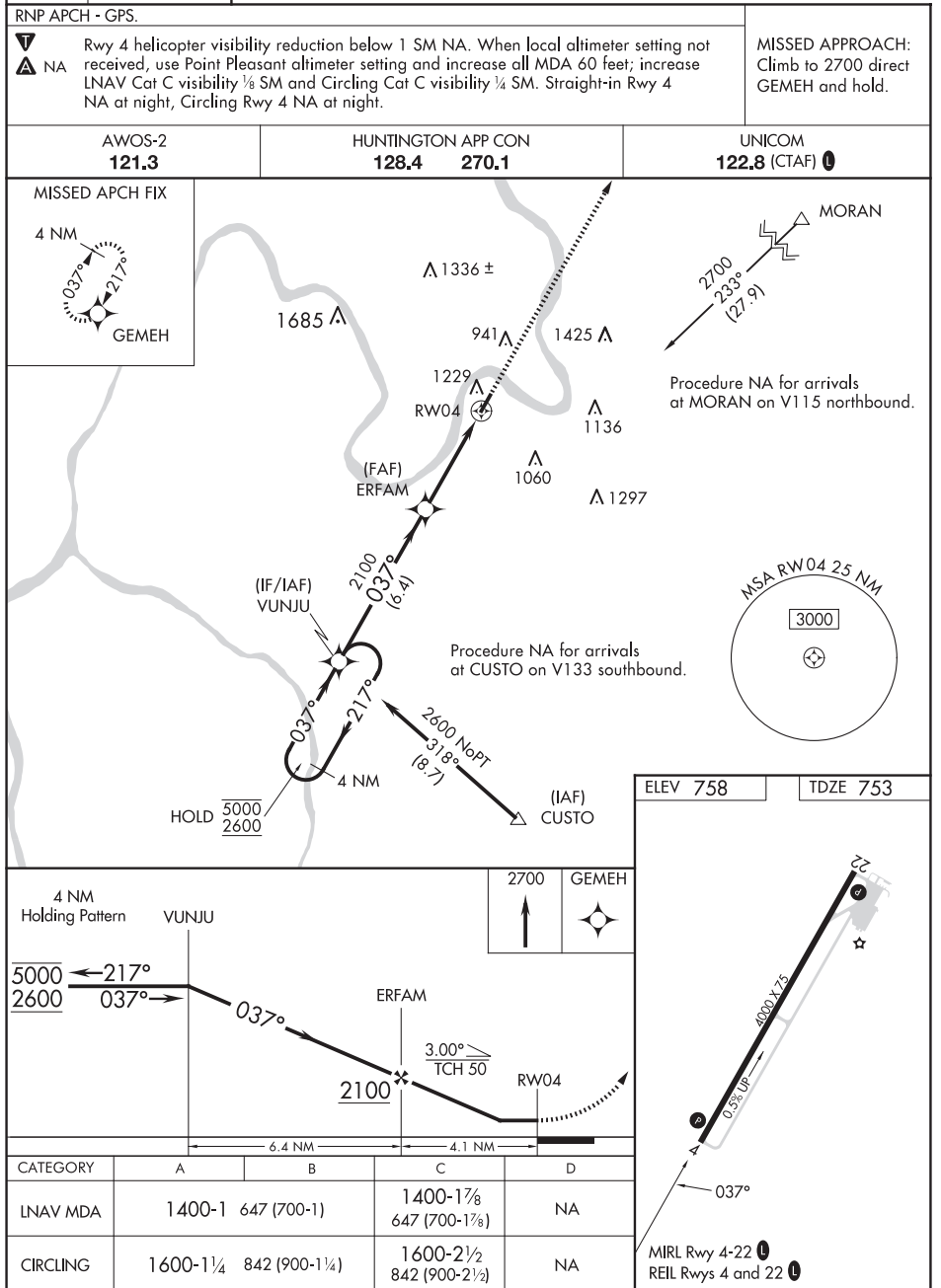
AL-6658 (FAA)

23110

APP CRS	Rwy Idg	4000
037°	TDZE	753
	Apt Elev	758

RNAV (GPS) RWY 4

JACKSON COUNTY (I18)



NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

RAVENSWOOD, WEST VIRGINIA
Orig-B 17JUN21

38°56'N-81°49'W

JACKSON COUNTY (I18)

RNAV (GPS) RWY 4

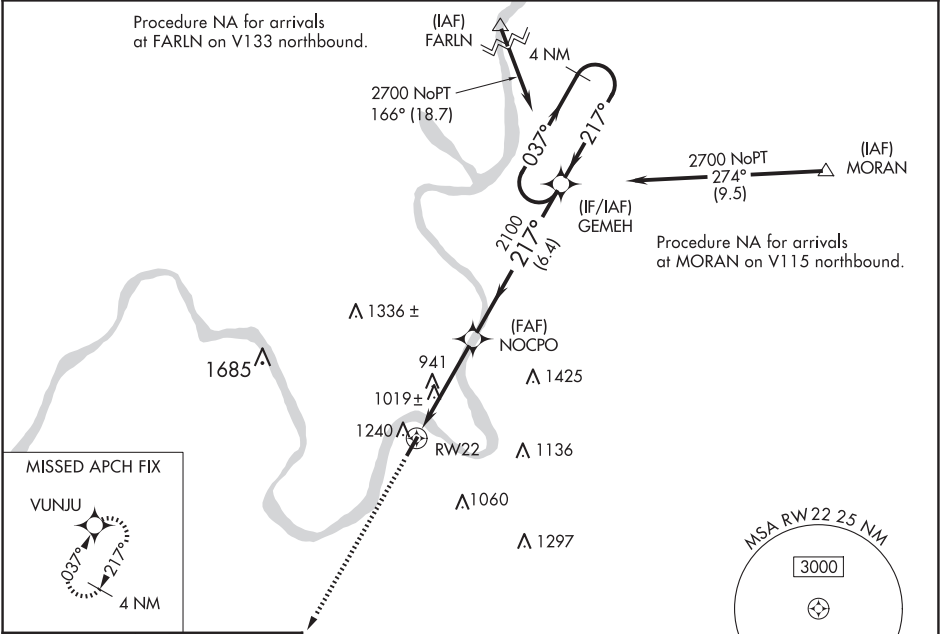
WAAS CH 61323 W22A	APP CRS 217°	Rwy Idg TDZE 758 Apt Elev 758
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RNAV (GPS) RWY 22

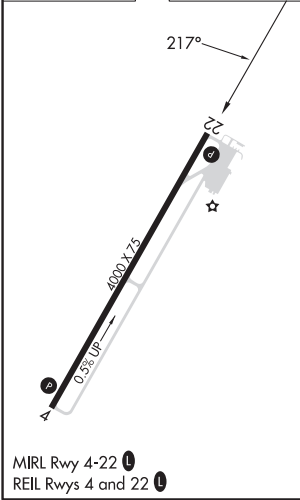
JACKSON COUNTY (I18)

RNP APCH.	When local altimeter setting not received, use Point Pleasant altimeter setting and increase all MDA 60 feet; increase LP and LNAV Cat C visibility ¼ mile. Circling Rwy 4 NA at night. Rwy 22 helicopter visibility reduction below ¾ SM NA.	MISSED APPROACH: Climb to 2600 direct VUNJU and hold.
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AWOS-2 121.3	HUNTINGTON APP CON 128.4 270.1	UNICOM 122.8 (CTAF) 0
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ELEV 758	TDZE 758
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2600	VUNJU	VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 50).		4 NM
		GEME	Holding Pattern	
			037° → 2700	
			← 217°	
		NOCPO	2100	
			3.00° TCH 40	
			4.1 NM	6.4 NM
CATEGORY	A	B	C	D
LP MDA	1280-1	522 (600-1)	1280-1½ 522 (600-1½)	NA
LNAV MDA	1540-1 782 (800-1)	1540-1¼ 782 (800-1¼)	1540-2½ 782 (800-2½)	NA
CIRCLING	1600-1¼	842 (900-1¼)	1600-2½ 842 (900-2½)	NA

READING, PENNSYLVANIA

AL-627 (FAA)

25219

LOC/DME I-VXO 110.55 Chan 42 (Y)	APP CRS 133°	Rwy Ldg TDZE 344 Apt Elev 344
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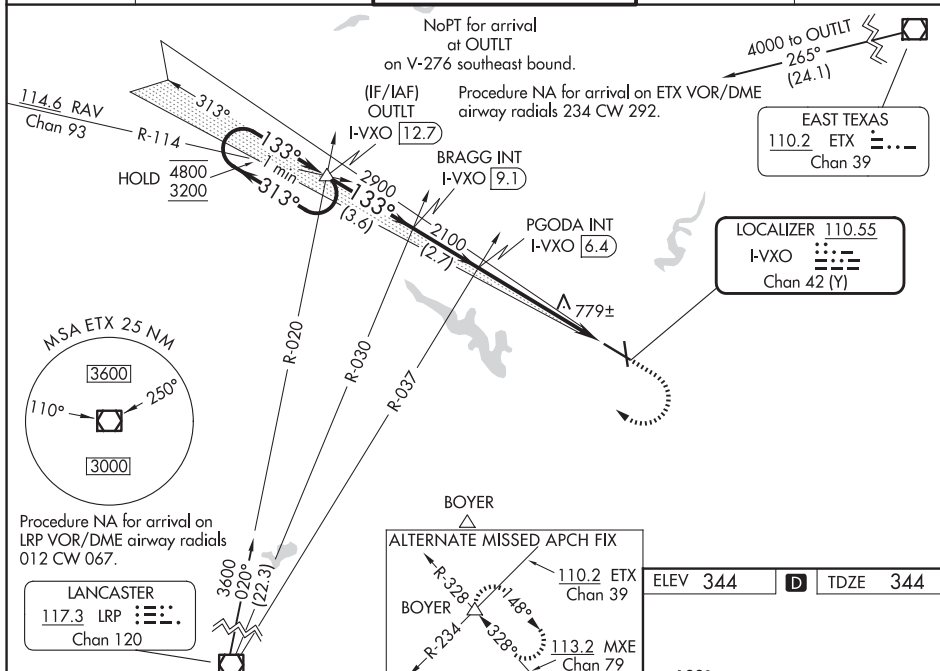
ILS or LOC RWY 13

READING RGNL/CARL A SPAATZ FLD (RDG)

⚠ Circling Rwy 18, 31 NA at night. Helicopter visibility reduction below $\frac{3}{4}$ SM NA. VDP NA when using Harrisburg Intl altimeter setting. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase S-ILS 13 Cat A DA to 637 feet and visibility $\frac{1}{8}$ SM, Cat B DA to 652 feet and visibility $\frac{1}{8}$ SM, Cat C and D DA to 687 feet and visibility $\frac{1}{4}$ SM, and increase all MDA 100 feet and S-LOC 13 Cat C visibility $\frac{1}{4}$ SM, Circling Cats B and C visibility $\frac{1}{4}$ SM.

MISSED APPROACH: Climb to 900 then climbing right turn to 3200 on heading 280° and LRP VOR/DME R-020 to OUTLT INT/I-VXO 12.7 DME and hold.

ATIS 127.1	HARRISBURG APP CON 125.15 257.9	READING TOWER ★ 119.9 (CTAF) 0 288.3	GND CON 121.9	UNICOM 122.95
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READING, PENNSYLVANIA

Amdt 1E 17JUN21

READING RGNL/CARL A SPAATZ FLD (RDG)

40°23'N-75°58'W

ILS or LOC RWY 13

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

LOC I-RDG	APP CRS	Rwy Ldg	5151
109.5	004°	TDZE	343
		Apt Elev	344

ILS or LOC RWY 36

READING RGNL/CARL A SPAATZ FLD (RDG)

T **A** Night Landing: Rwy 18, 31 NA. Inoperative table does not apply. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase S-ILS 36 DA to 686 feet and all Cats visibility $\frac{1}{4}$ SM, and increase all MDAs 100 feet, and S-LOC 36 Cats C and D and Circling Cats B and C visibility $\frac{1}{4}$ SM.

MALSF



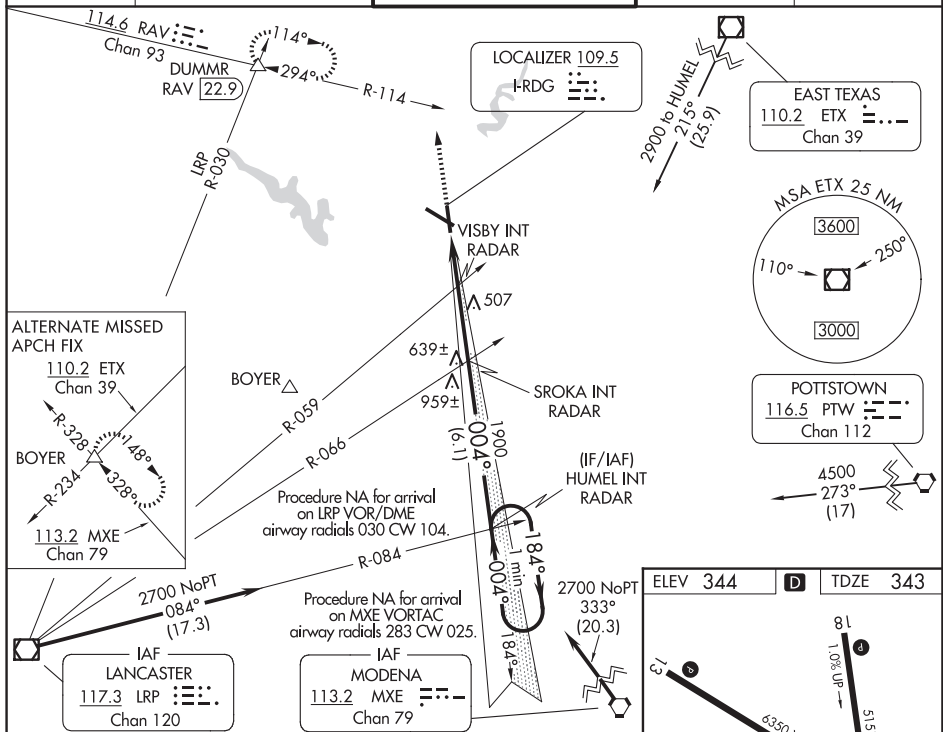
MISSED APPROACH: Climb to 3000 on heading 004° and RAV VORTAC R-114 to DUMMR INT/RAV 22.9 DME and hold, continue climb-in-hold to 3000.

ATIS
127.1

HARRISBURG APP CON
125.15 257.9

READING TOWER ★
119.9 (CTAF) **L** 288.3

GND CON
121.9

UNICOM
122.95

3000
↑
hdg 004°
* LOC only.

RAV
R-114

DUMMR
△

SROKA INT
RADAR
1900

VISBY INT
RADAR
920

HUMEL INT
RADAR

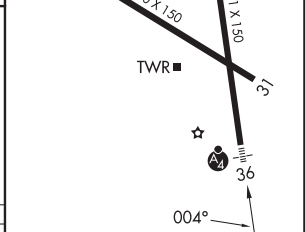
One Minute
Holding Pattern

184° → 2700
← 004°
GS 3.00°
TCH 40

004°

1900

* 1020 when using Harrisburg Intl altimeter setting.



	2 NM	2.7 NM	6.1 NM	
CATEGORY	A	B	C	D
S-ILS 36	593-1 250 (300-1)			
S-LOC 36	820-1 477 (500-1)		820-1¼ 477 (500-1¼)	820-1½ 477 (500-1½)
CIRCLING	1020-1 676 (700-1)	1080-1 736 (800-1)	1280-2¾ 936 (1000-2¾)	1660-3 1316 (1400-3)

REIL Rwy 13 and 31 L					
HIRL Rws 13-31 and 18-36 L					
FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

Amdt 30D 20MAY21

40°23'N-75°58'W

ILS or LOC RWY 36

READING, PENNSYLVANIA

AL-627 (FAA)

25219

WAAS CH 45712 W13A	APP CRS 133°	Rwy Ldg 6350 TDZE 344 Apt Elev 344
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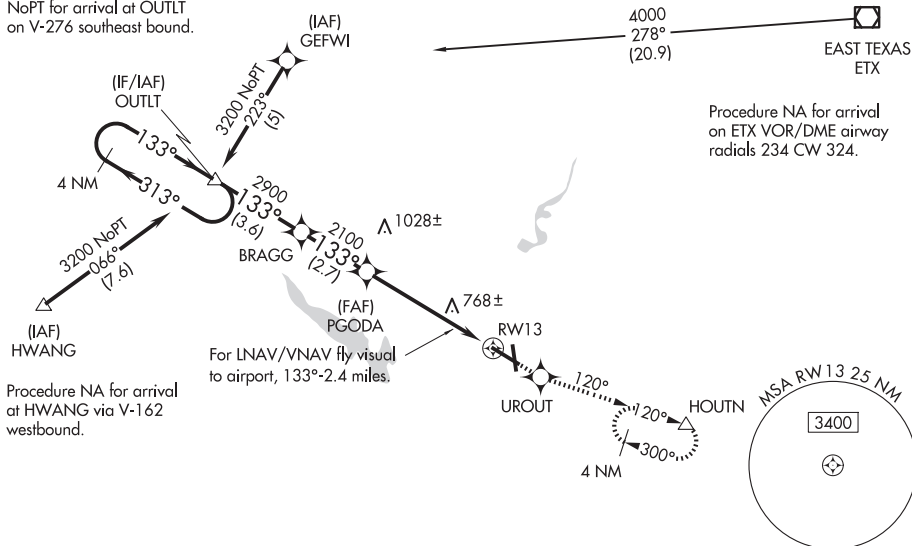
RNAV (GPS) RWY 13

READING RGNL/CARL A SPAATZ FLD (RDG)

<p>⚠ Night landing: Rwy 18, 31 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (115°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. VDP NA when using Harrisburg Intl altimeter setting. LNAV/VNAV NA when using Harrisburg altimeter setting. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 93 feet and visibility ½ SM all Cats and increase all MDAs 100 feet, increase LNAV Cat B/C/D and Circling Cat B/C visibility ¼ SM.</p>	<p>MISSED APPROACH: Climb to 3000 direct UROUT and via 120° track to HOUTN and hold, continue climb-in-hold to 3000.</p>
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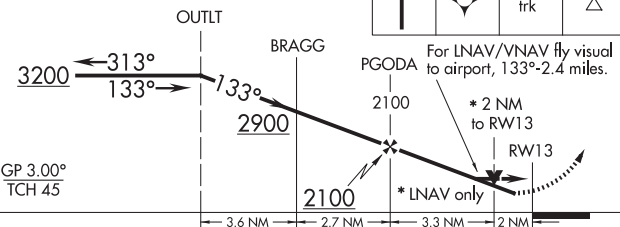
ATIS 127.1	HARRISBURG APP CON 125.15 257.9	READING TOWER ★ 119.9 (CTAF) 0 288.3	GND CON 121.9	UNICOM 122.95
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NoPT for arrival at OUTLT
on V-276 southeast bound.

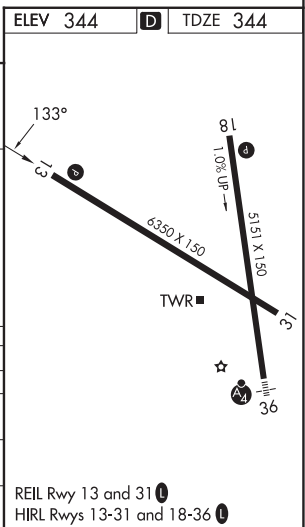


Procedure NA for arrival
at HWANG via V-162
westbound.

4 NM
Holding Pattern



CATEGORY	A	B	C	D
LPV DA	926-2 582 (600-2)			
LNAV/VNAV DA	1170-2	826 (900-2)	1170-2½ 826 (900-2½)	1170-2¾ 826 (900-2¾)
LNAV MDA	1040-1	696 (700-1)	1040-2 696 (700-2)	1040-2¼ 696 (700-2¼)
CIRCLING	1040-1 696 (700-1)	1080-1 736 (800-1)	1280-2¾ 936 (1000-2¾)	1660-3 1316 (1400-3)



REIL Rwy 13 and 31
HIRL Rwy 13-31 and 18-36

READING, PENNSYLVANIA

Orig-B 20MAY21

READING RGNL/CARL A SPAATZ FLD (RDG)

40°23'N - 75°58'W

RNAV (GPS) RWY 13

NE-4, 07 AUG 2025 to 02 OCT 2025

APP CRS
184°

Rwy Ldg
TDZE
Apt Elev

5151
319
344

RNAV (GPS) RWY 18

READING RGNL/CARL A SPAATZ FLD (RDG)

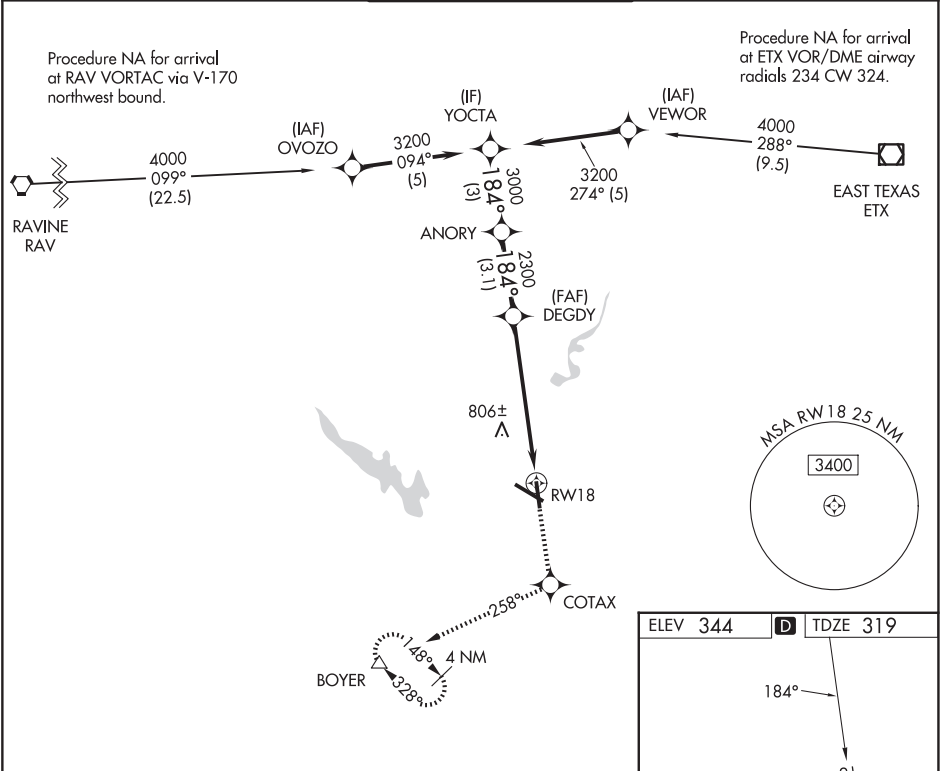
⚠

Night landing: Rwy 18, 31 NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Harrisburg Init altimeter setting and increase all MDAs 100 feet, and increase LNAV Cat B visibility ¼ SM and Cat C and D visibility ½ SM, and increase Circling Cats B and C visibility ¼ SM.

MISSED APPROACH:

Climb to 3000 direct COTAX and via 258° track to BOYER and hold, continue climb-in-hold to 3000.

ATIS 127.1	HARRISBURG APP CON 125.15 257.9	READING TOWER ★ 119.9 (CTAF) 0 288.3	GND CON 121.9	UNICOM 122.95
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YOCTA

ANORY

DEGDY

RW18

3200

3000

2300

184°

3.05°

TCH 55

3 NM

3.1 NM

6 NM

3000

COTAX

BOYER

↑

258° trk

△

CATEGORY	A	B	C	D
LNAV MDA	980-1	661 (700-1)	980-1¾ 661 (700-1¾)	980-2 661 (700-2)
CIRCLING	1020-1 676 (700-1)	1080-1 736 (800-1)	1280-2¾ 936 (1000-2¾)	1660-3 1316 (1400-3)

ELEV 344

D

TDZE 319

184°

81

1.0% UP

6350 X 150

5151 X 150

TWR

36

REIL Rwy 13 and 31

HIRL Rws 13-31 and 18-36

RNAV (GPS) RWY 31
READING RGNL/CARLA SPAATZ FLD (RDG)

MISSED APPROACH: Climb to 3200 direct OUTLT and hold.

UNICOM
122.95

Visual Segment - Obstacles.

4 NM Holding Pattern

Obstacles: ADEKY 3.7 NM to RW31, PHLLZ, MTPEN

Altitudes: 3720, 1720, 2200, 6000, 3200

Angles: 133°, 313°, 133°

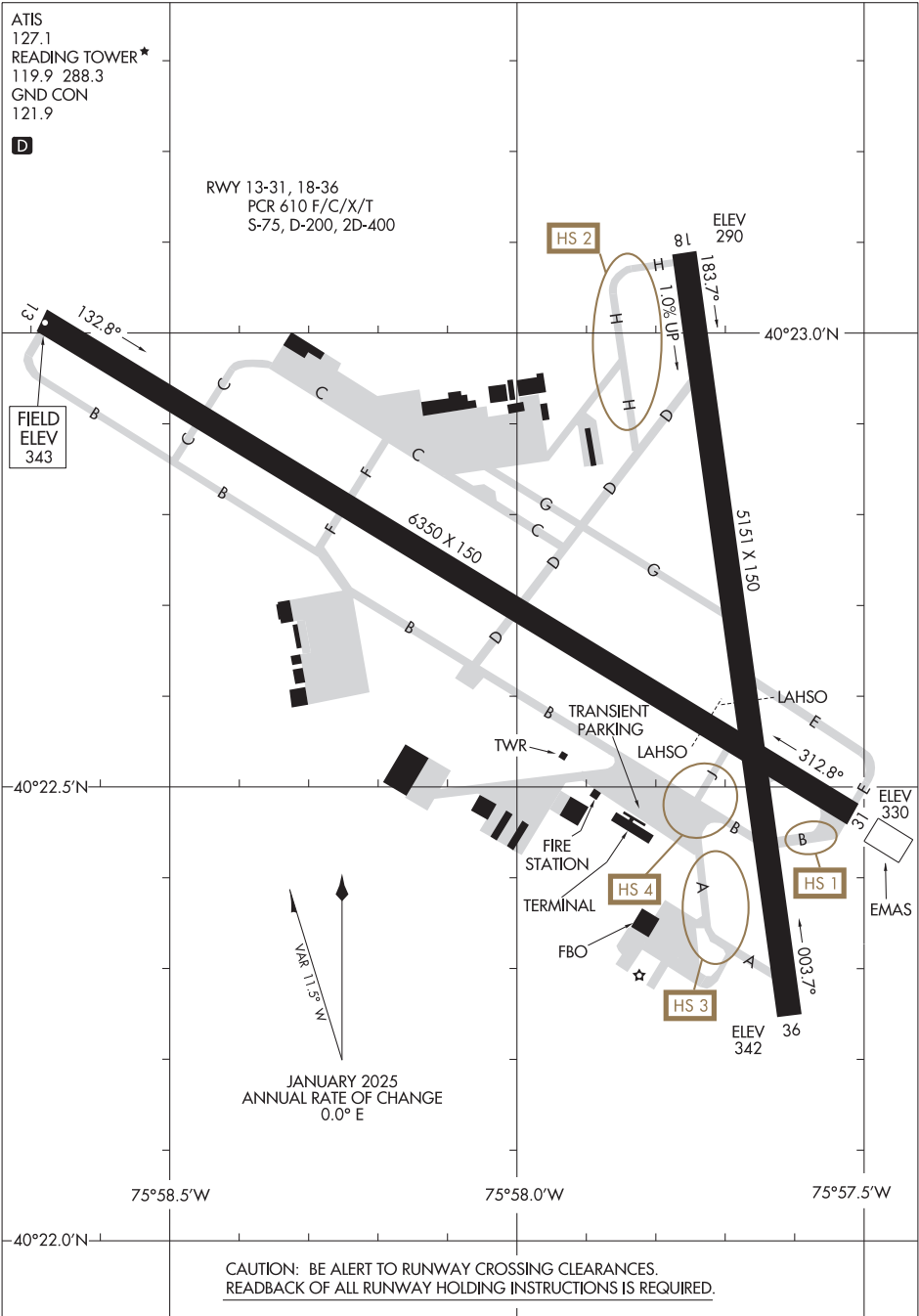
Distances: 3.7 NM, 1.4 NM, 6 NM, 4 NM

CATEGORY	A	B	C	D
LNNAV MDA	1620-1¼ 1290 (1300-1¼)	1620-1½ 1290 (1300-1½)	1620-3	1290 (1300-3)
CIRCLING	1620-1¼ 1277 (1300-1¼)	1620-1½ 1277 (1300-1½)	1620-3 1277 (1300-3)	1660-3 1317 (1400-3)

RNAV (GPS) RWY 31

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

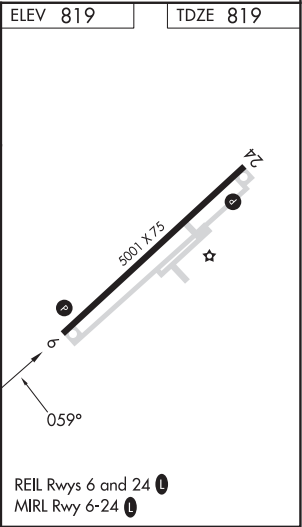
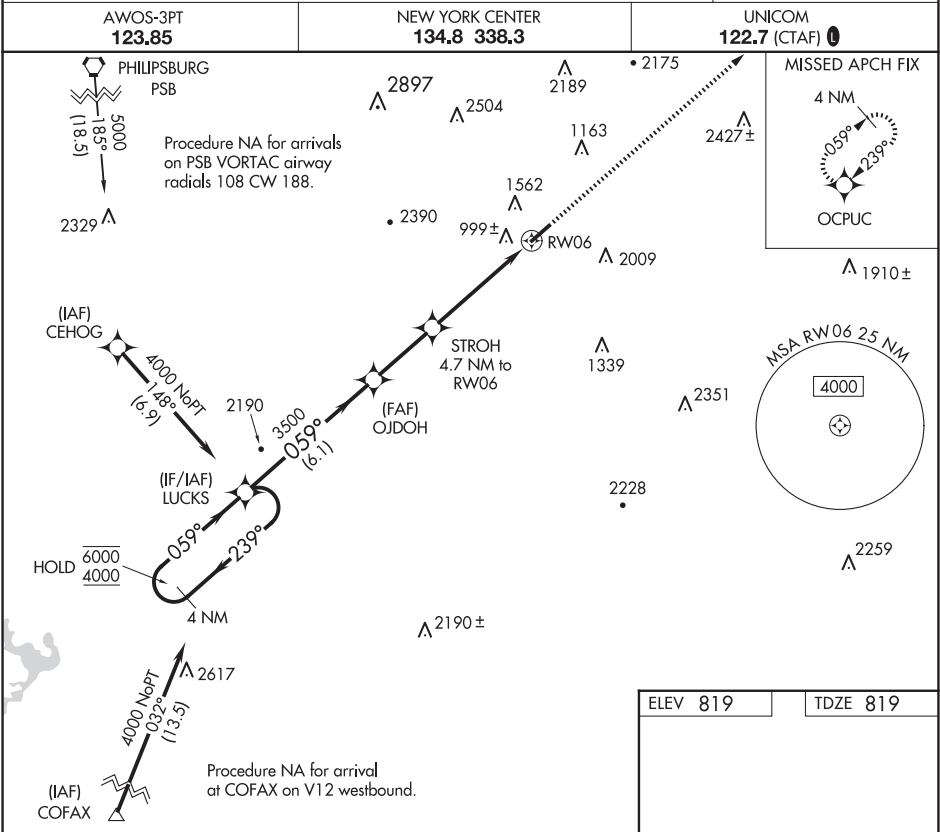


WAAS CH 86444 W06A	APP CRS 059°	Rwy Idg TDZE Apt Elev	5001 819 819
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RNAV (GPS) RWY 6

MIFFLIN COUNTY (RVL)

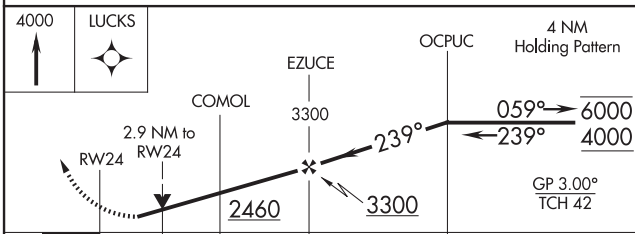
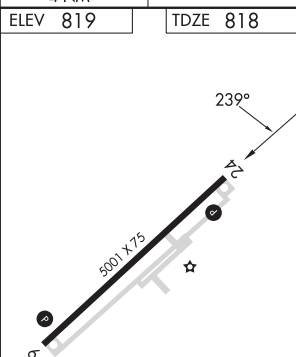
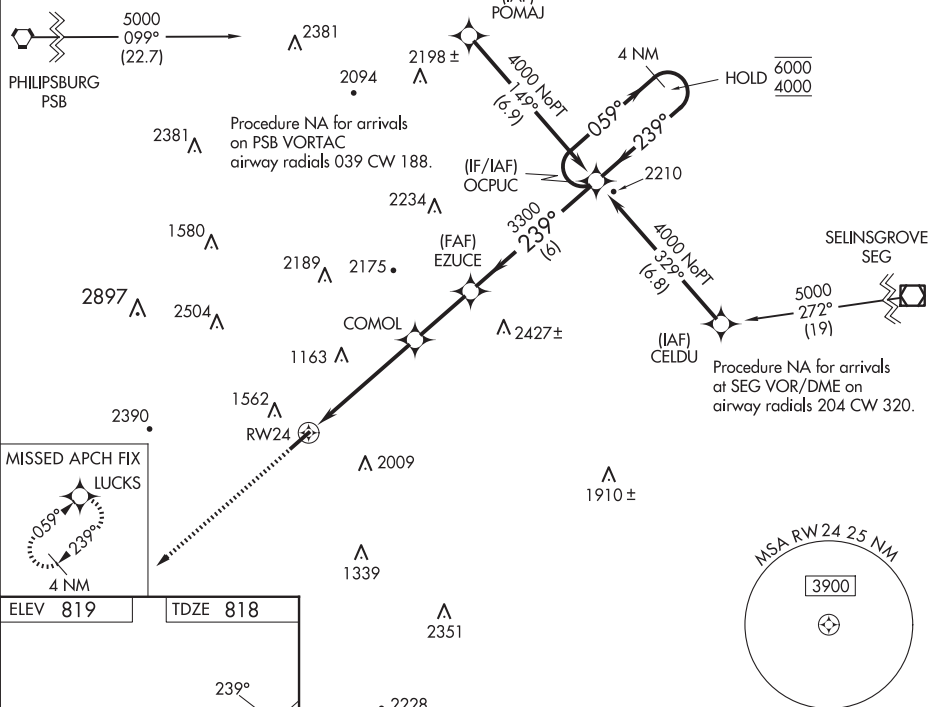
RNP APCH - GPS.	MISSED APPROACH: Climb to 4000 direct OCPUC and hold.
Rwy 6 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA.	



RNAV (GPS) RWY 24
MIFFLIN COUNTY (RVL)

TA

MISSED APPROACH:
Climb to 4000 direct
LUCKS and hold.

UNICOM
122.7 (CTAF) **L**

		2.9 NM		2.2 NM		2.6 NM		6 NM			
CATEGORY		A				B		C		D	
LPV	DA					1506-2		688 (700-2)			
LNAV/ VNAV	DA					1870-4		1052 (1100-4)			
LNAV	MDA	1780-1¼ 962 (1000-1¼)				1780-1½ 962 (1000-1½)		1780-3		962 (1000-3)	

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

MIFFLIN COUNTY (RVL)

RNAV (GPS) RWY 24

NE-4, 07 AUG 2025 to 02 OCT 2025

LOC I-RVL

APP CRS

Rwy Idg

5001

109.3

059°

TDZE

819

Apt Elev

819

LOC RWY 6

MIFFLIN COUNTY (RVL)

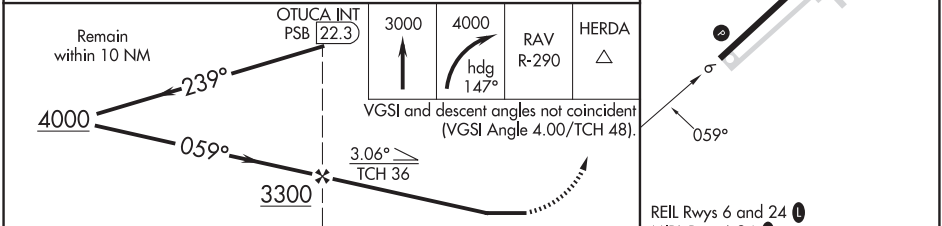
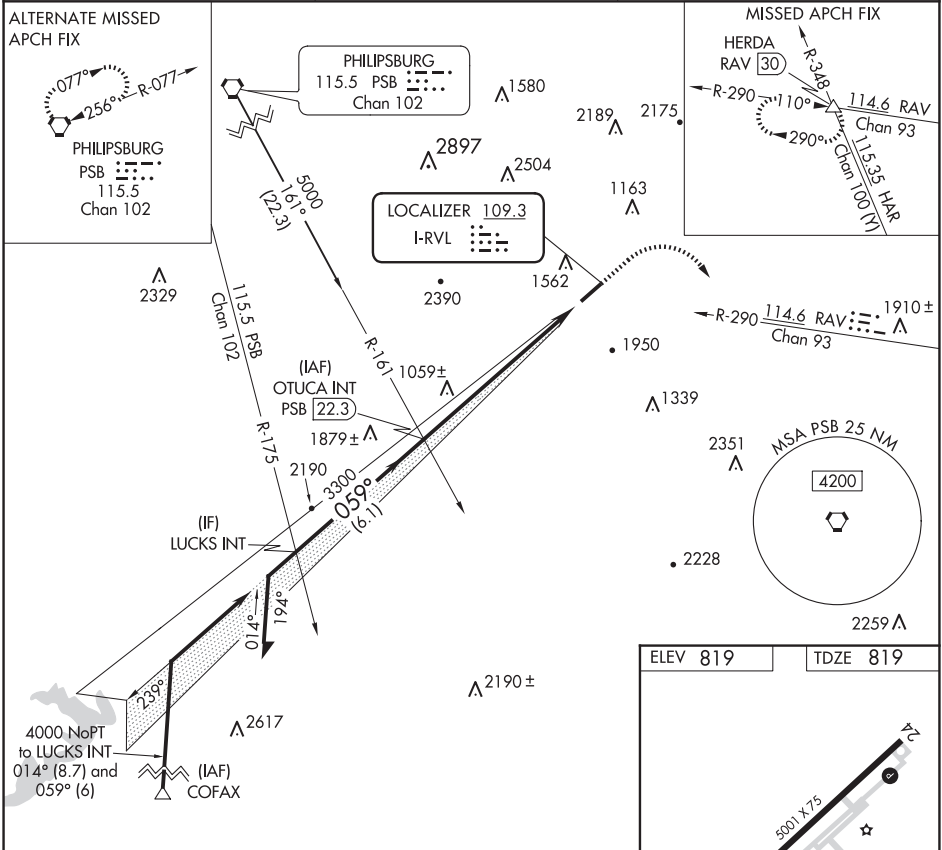
NA

Rwy 6 helicopter visibility reduction below ¾ SM NA. VDP NA with State College altimeter setting. When local altimeter setting not received, use State College altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH:

Climb to 3000 then climbing right turn to 4000 on heading 147° and RAV VORTAC R-290 to HERDA INT/RAV 30 DME and hold.

AWOS-3PT 123.85	NEW YORK CENTER 134.8 338.3	UNICOM 122.7 (CTAF) 0
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					7.5 NM		MIRL Rwy 6-24				
CATEGORY	A	B	C	D	FAF to MAP 7.5 NM						
S-6	1840-1¼ 1021 (1100-1¼)	1840-1½ 1021 (1100-1½)	1840-3	1021 (1100-3)	Knots	60	90	120	150	180	
					Min:Sec	7:30	5:00	3:45	3:00	2:30	

ST MARYS, PENNSYLVANIA

AL-5500 (FAA)

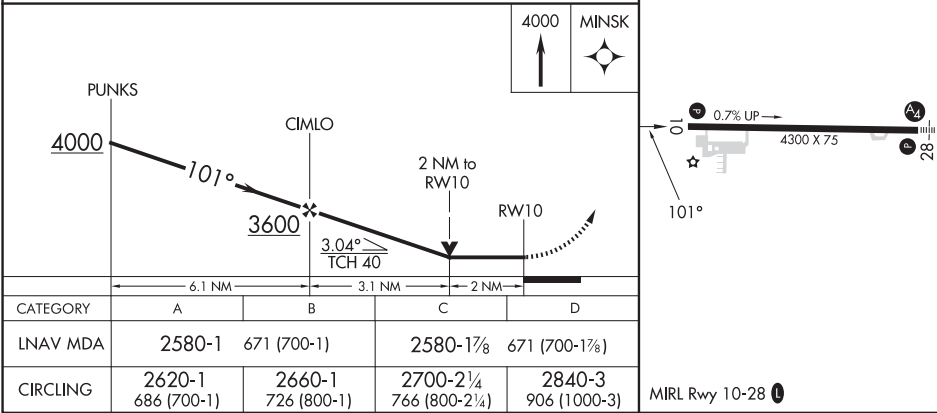
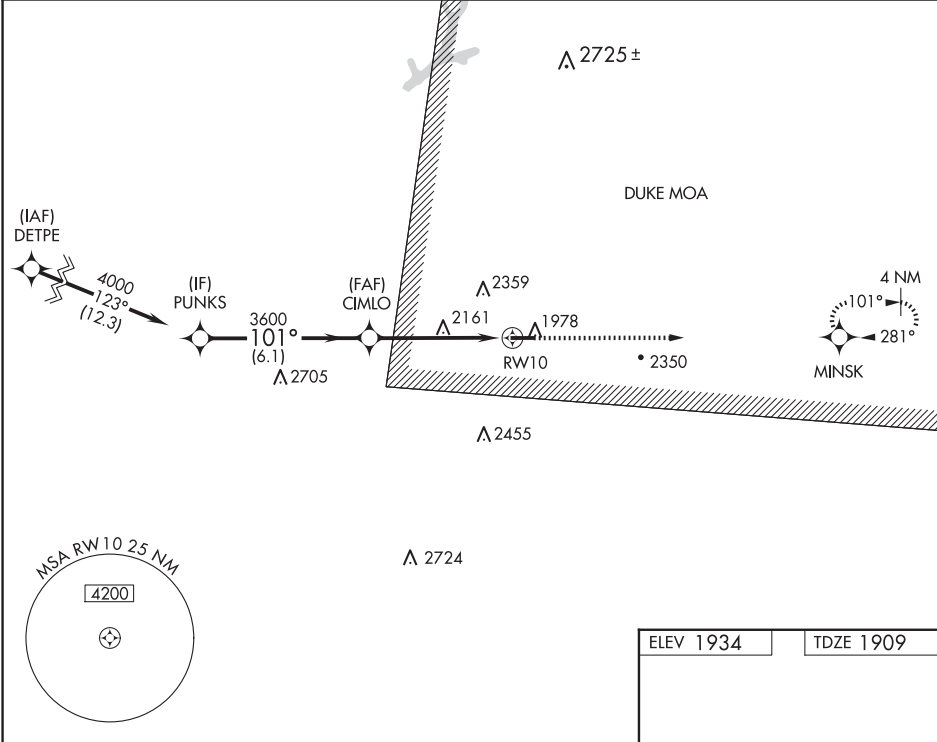
23334

APP CRS	Rwy Idg	4300
101°	TDZE	1909
	Apt Elev	1934

RNAV (GPS) RWY 10
ST MARYS MUNI (OYM)

RNP APCH - GPS.	Rwy 10 helicopter visibility reduction below ¾ SM NA. VDP NA when using Bradford altimeter setting. When local altimeter setting not received, use Bradford altimeter setting and increase all MDA 240 feet, and LNAV visibility Cat A/B ¼ SM, visibility Cat C/D ½ SM, and Circling visibility Cat A/B ½ SM, visibility Cat C ¾ SM.	MISSED APPROACH: Climb to 4000 direct MINSK and hold.
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AWOS-3P 118.05	CLEVELAND CENTER 126.725 291.65	ALTOONA CLNC DEL 122.4	UNICOM 122.7 (CTAF) 0
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ST MARYS, PENNSYLVANIA
Amdt 1D 30NOV23

41°25'N-78°30'W

ST MARYS MUNI (OYM)
RNAV (GPS) RWY 10

APP CRS
281°

Rwy Idg
TDZE
1934
Apt Elev
1934

RNAV (GPS) RWY 28

ST MARYS MUNI (OYM)

RNP APCH - GPS.

▼

▲

☼ -36°C

Rwy 28 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to LNAV Cat A. VDP NA when using Bradford altimeter setting. When local altimeter setting not received, use Bradford altimeter setting and increase all MDA 240 feet, LNAV visibility Cats B/C/D ½ SM, and Circling visibility Cats B/C ½ SM. For inop ALS increase LNAV visibility Cat C/D to 2½ SM. For inop ALS when using Bradford altimeter setting, increase LNAV visibility Cat C/D to 3 SM.

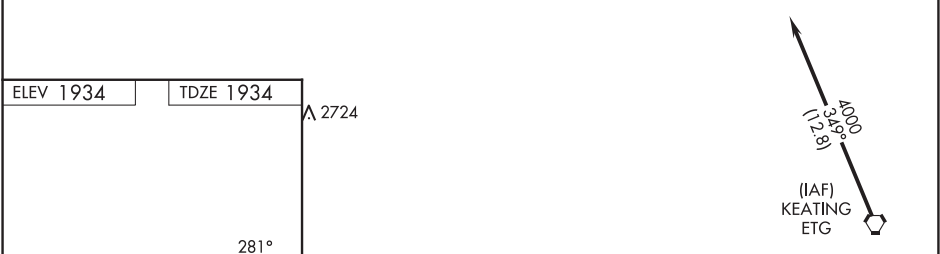
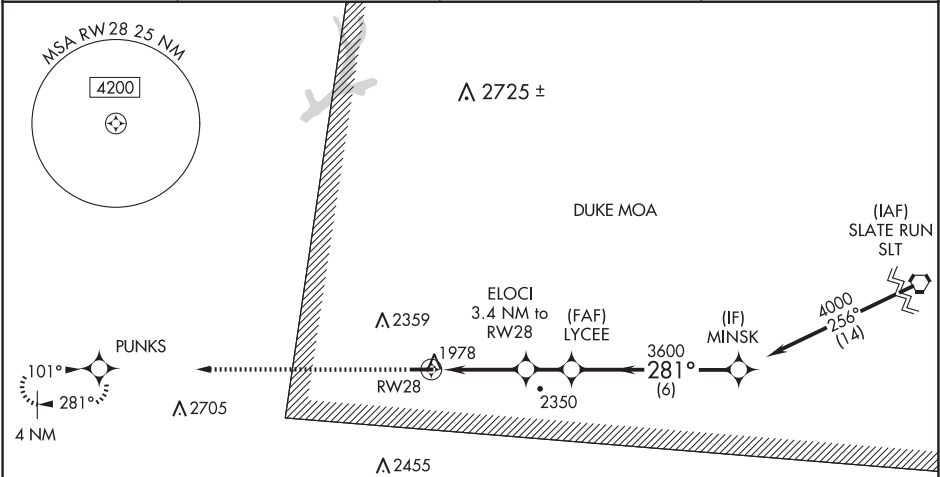
MALS

⦿

⦿

MISSED APPROACH:
Climb to 4000 direct
PUNKS and hold.

AWOS-3P 118.05	CLEVELAND CENTER 126.725 291.65	ALTOONA CLNC DEL 122.4	UNICOM 122.7 (CTAF) 0
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ELEV 1934	TDZE 1934
4000	PUNKS
281°	
0.7% UP	4300 X 75
28	
2.5 NM to RW28	ELOCI 3.4 NM to RW28
3.04° TCH 40	LYCEE
3040	MINSK
3600	4000
2.5	1 NM
1.6 NM	6 NM
CATEGORY	A
CATEGORY	B
CATEGORY	C
CATEGORY	D
LNAV MDA	2760-1
LNAV MDA	826 (900-1)
LNAV MDA	2760-2
LNAV MDA	826 (900-2)
CIRCLING	2760-1¼
CIRCLING	826 (900-1¼)
CIRCLING	2760-2½
CIRCLING	826 (900-2½)
CIRCLING	2840-3
CIRCLING	906 (1000-3)

ST MARYS, PENNSYLVANIA

AL-5500 (FAA)

23110

LOC/DME I-OYM	APP CRS	Rwy Idg	4300
108.9	281°	TDZE	1934
Chan 26		Apt Elev	1934

LOC RWY 28

ST MARYS MUNI (OYM)

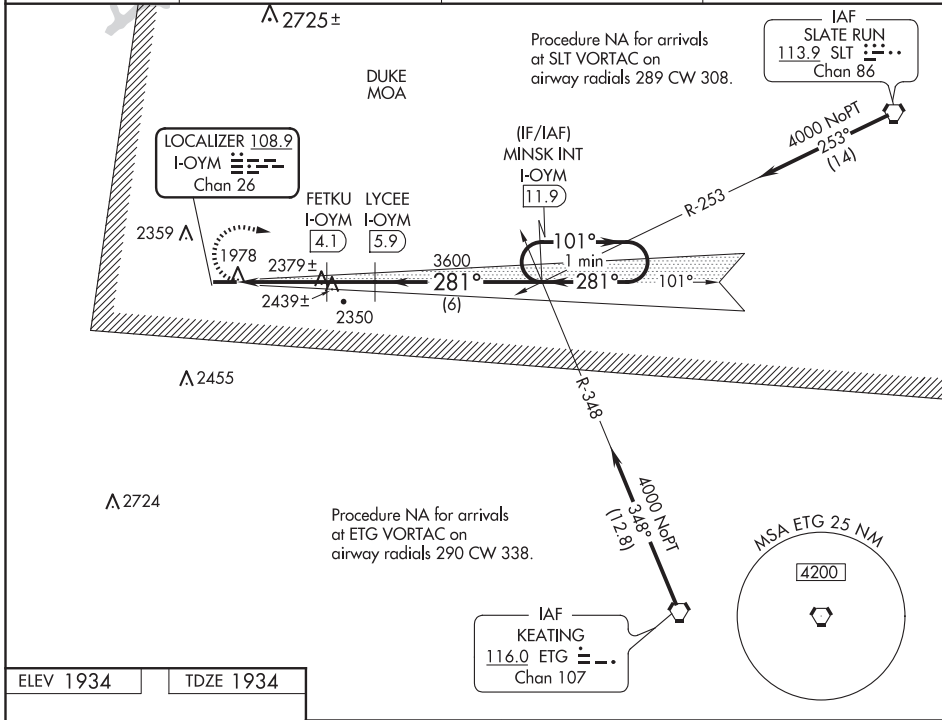
DME required.

▼ Inop table does not apply to Cat A. Rwy 28 helicopter visibility reduction below ¾ SM
NA. VDP NA when using Bradford altimeter setting. When local altimeter setting not
received, use Bradford altimeter setting and increase all MDA 240 feet and S-28 Cat
B visibility ¼ SM, Cat C/D ½ SM and Circling Cat A ¼ SM, Cat B ½ SM, Cat C ¾ SM.
❄ -36°C For inop ALS, increase S-28 Cat C/D visibility to 2 ½ SM. For inop ALS when
using Bradford altimeter setting, increase S-28 Cat C/D visibility to 3 SM.

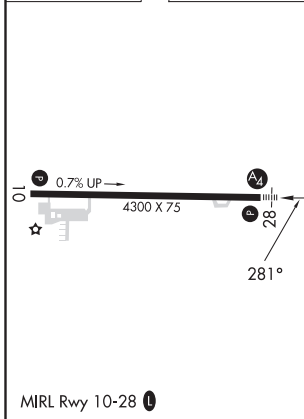
MALS
A4

MISSED APPROACH:
Climbing right turn to
4000 on I-OYM east
course to MINSK INT/
11.9 DME and hold.

AWOS-3P	CLEVELAND CENTER	ALTOONA CLNC DEL	UNICOM
118.05	126.725 291.65	122.4	122.7 (CTAF) 0



ELEV 1934	TDZE 1934
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4000	I-OYM east crs	MINSK INT	LYCEE I-OYM [5.9]	FETKU I-OYM [4.1]	I-OYM [3.2]	I-OYM [0.8]	281°	101°	4000
One Minute Holding Pattern									
2.4 NM 0.9 NM 1.7 NM 6 NM									
CATEGORY	A	B	C	D					
S-28	2740-1	806 (900-1)	2740-2	806 (900-2)					
CIRCLING	2740-1 806 (900-1)	2740-1¼ 806 (900-1¼)	2740-2½ 806 (900-2½)	2840-2¾ 906 (1000-2¾)					

ST MARYS, PENNSYLVANIA
Amdt 4E 09SEP21

41°25'N-78°30'W

ST MARYS MUNI (OYM)
LOC RWY 28

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

VORTAC SLT	APP CRS	Rwy Idg	4300
113.9	264°	TDZE	1934
Chan 86		Apt Elev	1934

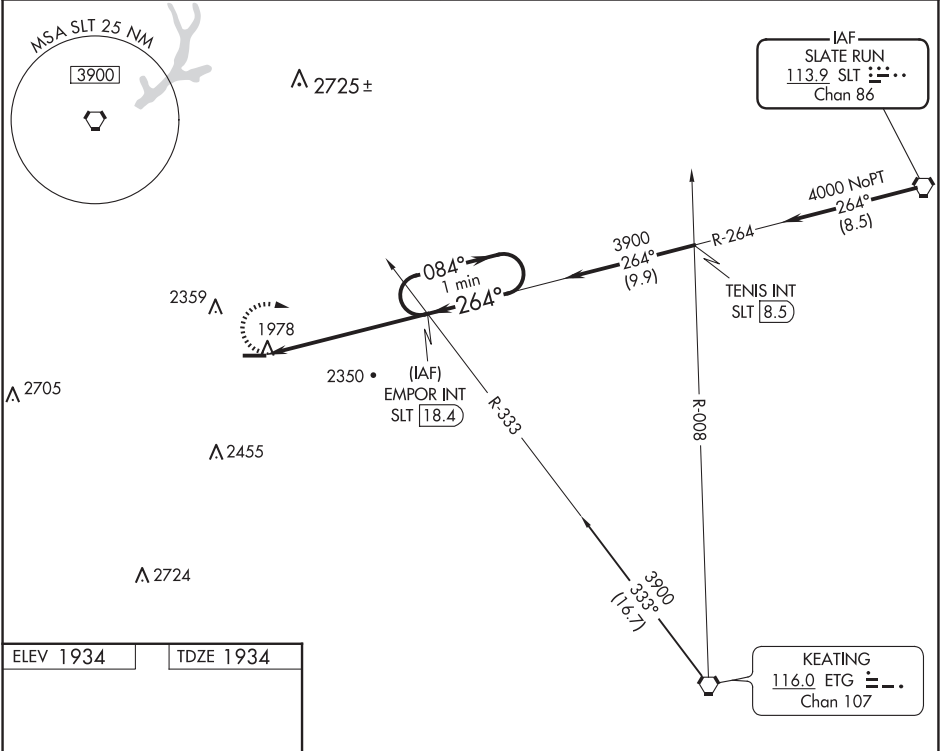
VOR RWY 28
ST MARYS MUNI (OYM)

⚠ Night landing: Rwy 28 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Bradford altimeter setting and increase all MDA 240 feet, and S-28 Cat B and Circling Cat B/C visibility ¼ mile and S-28 Cat C/D ½ mile. Inoperative table does not apply to Cats C/D.

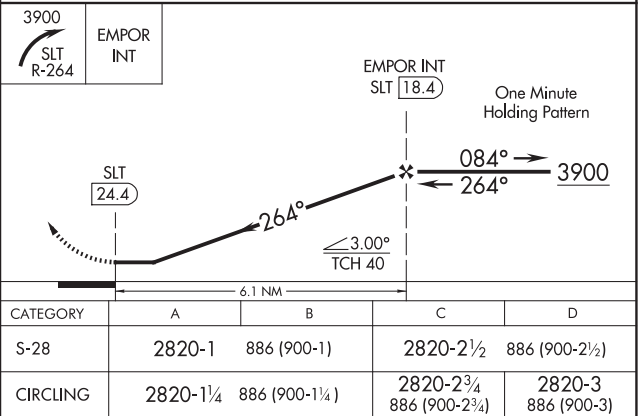
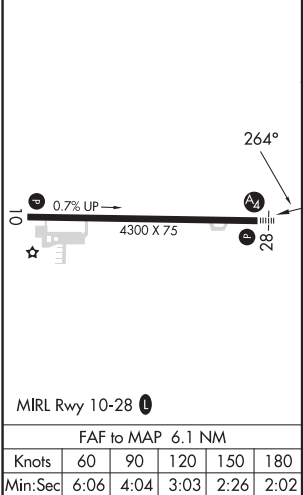
MALS

MISSED APPROACH:
Climbing right turn to 3900 via SLT R-264 to EMPOR INT/18.4 DME and hold.

AWOS-3P 118.05	CLEVELAND CENTER 126.725 291.65	ALTOONA CLNC DEL 122.4	UNICOM 122.7 (CTAF)
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ELEV 1934	TDZE 1934
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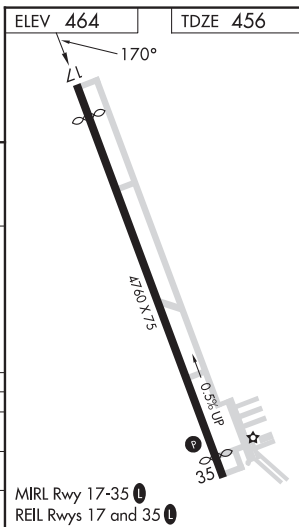
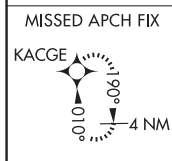


NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 17
PENN VALLEY (SEG)

MISSED APPROACH: Climb to 3900 direct GEPGE and on track 194° to KACGE and hold, continue climb-in-hold to 3900.

UNICOM
122.7 (CTAF) **L**

PENN VALLEY (SEG)
RNAV (GPS) RWY 17

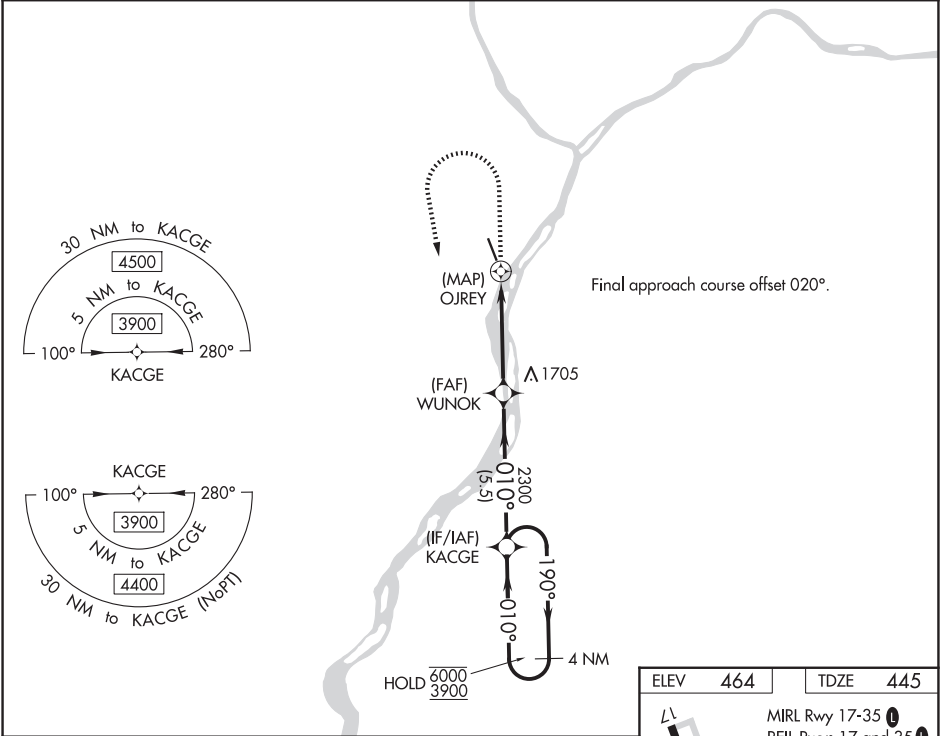
NE-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 49139 W35A	APP CRS 010°	Rwy Ldg TDZE Apt Elev	4510 445 464
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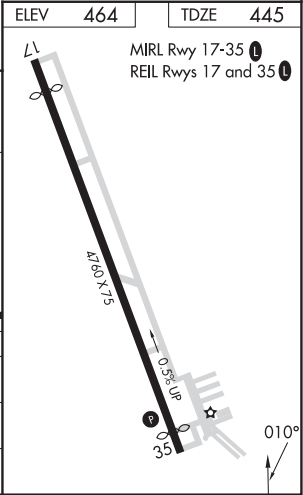
RNAV (GPS) RWY 35
PENN VALLEY (SE/G)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2000 then climbing left turn to 3900 direct KACGE and hold.
Rwy 35 helicopter visibility reduction below 1 SM NA. Circling Rwy 17 NA at night. Straight-in Rwy 35 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.		

ASOS 123.975	HARRISBURG APP CON 118.25 269.45	UNICOM 122.7 (CTAF) 0
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4 NM Holding Pattern		Visual Segment - Obstacles.		2000	3900	KACGE
CATEGORY	A	B	C	D		
LP MDA	1200-1 755 (800-1)	1200-1¼ 755 (800-1¼)	1200-2	755 (800-2)		
LNAV MDA	1860-1¼ 1415 (1400-1¼)	1860-1½ 1415 (1400-1½)	1860-3	1415 (1400-3)		
CIRCLING	1860-1¼ 1396 (1400-1¼)	1860-1½ 1396 (1400-1½)	1860-3	1396 (1400-3)		



NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

SELINGSGROVE, PENNSYLVANIA

AL-5273 (FAA)

25219

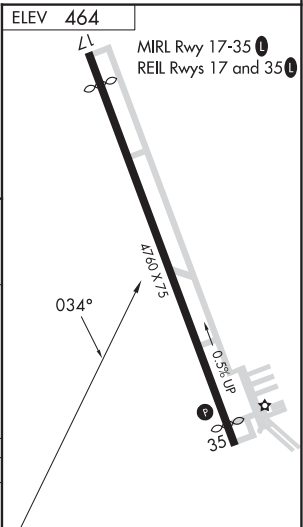
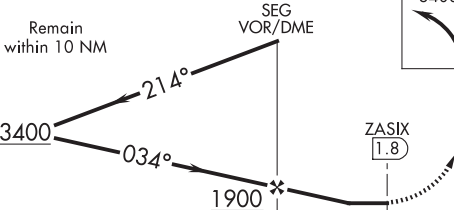
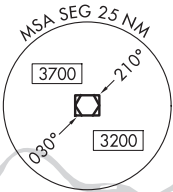
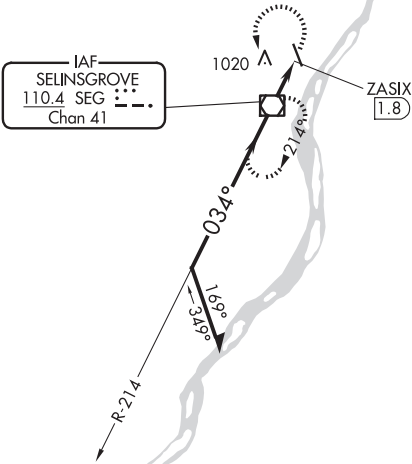
VOR/DME SEG	APP CRS	Rwy Ldg	N/A
110.4	034°	TDZE	N/A
Chan 41		Apt Elev	464

VOR-A

PENN VALLEY (SEG)

<div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div></div> <div><div></div><div></div><div></div></div> <div><div></div><div></div><div></div></div>	<p>Circling to Rwy 17 NA at night. When Circling to Rwy 35 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.</p>	<p>MISSED APPROACH: Climbing left turn to 3400 direct SEG VOR/DME and hold, continue climb-in-hold to 3400.</p>
ASOS 123.975	HARRISBURG APP CON 118.25 269.45	UNICOM 122.7 (CTAF) 0

Procedure NA for arrivals at SEG VOR/DME on V106 eastbound.



CATEGORY	A	B	C	D
CIRCLING	1400-1¼	936 (1000-1¼)	NA	

SELINGSGROVE, PENNSYLVANIA

Amdt 7D 15AUG19

40°49'N - 76°52'W

PENN VALLEY (SEG)

VOR-A

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 87024 W08A	APP CRS 083°	Rwy Ldg TDZE 879 Apt Elev 881
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RNAV (GPS) RWY 8

NORTHUMBERLAND COUNTY (N79)

RNP APCH - GPS.

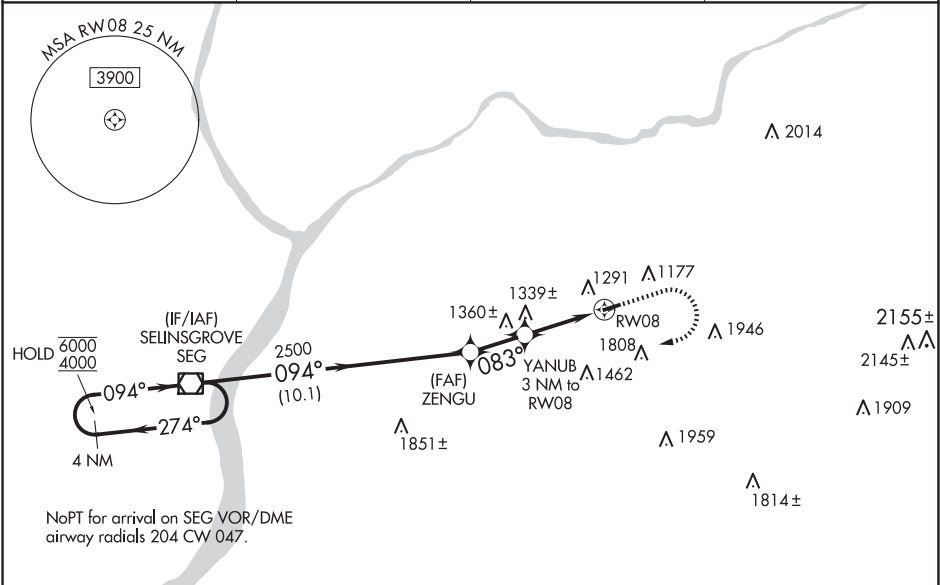
▼

▲ NA

Baro-VNAV and VDP NA when using Selinsgrove altimeter setting. Rwy 8 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Selinsgrove altimeter setting and increase LPV DA to 1221 feet; increase LNAV/VNAV DA to 1695 feet and all visibilities ½ SM. Increase all MDAs 100 feet and LNAV visibility Cat C ½ SM.

MISSED APPROACH:
Climb to 2300 then
climbing right turn to
4000 direct SEG
VOR/DME and hold.

AWOS-3 119.175	HARRISBURG APP CON 118.25 269.45	UNICOM 122.8 (CTAF)	121.8 0
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ELEV 881

TDZE 879

4 NM Holding Pattern

SEG VOR/DME

6000 ← 274°

4000 → 094°

GP 3.00°

TCH 40

ZENGU 2500

YANUB 3 NM to RW08

2.2 NM to RW08

RW08

10.1 NM

2.1 NM

0.8

2.2 NM

CATEGORY	A	B	C	D
LPV DA	1129-1	250 (300-1)		NA
LNAV/VNAV DA	1603-2	724 (800-2)		NA
LNAV MDA	1620-1 741 (800-1)	1620-1¼ 741 (800-1¼)	1620-2 741 (800-2)	NA
CIRCLING	1820-1¼ 939 (1000-1¼)	1880-1½ 999 (1000-1½)	2120-3 1239 (1300-3)	NA

MIRL Rwy 8-26 0

REIL Rws 8 and 26 0

SHAMOKIN, PENNSYLVANIA

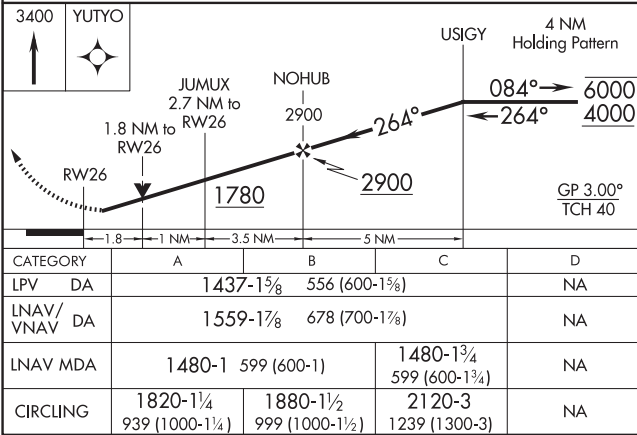
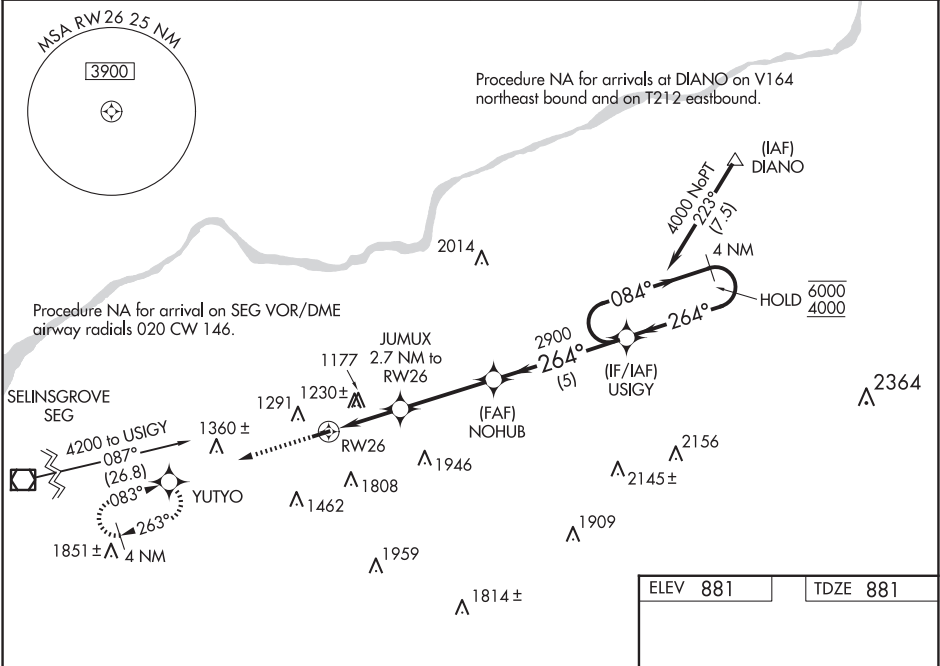
AL-6421 (FAA)

25163

WAAS CH 50424 W26A	APP CRS 264°	Rwy Ldg TDZE 881 Apt Elev 881
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RNAV (GPS) RWY 26
NORTHUMBERLAND COUNTY (N79)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3400 direct YUTYO and hold, continue climb-in-hold to 3400.	
Baro-VNAV and VDP NA when using Selinsgrove altimeter setting. Rwy 26 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Selinsgrove altimeter setting and increase LPV DA to 1529 feet and all visibilities ¼ SM. Increase LNAV/VNAV DA to 1651 feet and all visibilities ½ SM. Increase all MDAs 100 feet and LNAV visibility Cat C ¼ SM.			
AWOS-3 119.175	HARRISBURG APP CON 118.25 269.45	UNICOM 122.8 (CTAF)	121.8 0



ELEV 881	TDZE 881
MIRL Rwy 8-26 0 REIL Rws 8 and 26 0	

SHAMOKIN, PENNSYLVANIA

Amdt 1 30NOV23

40°50'N-76°33'W

RNAV (GPS) RWY 26
NORTHUMBERLAND COUNTY (N79)

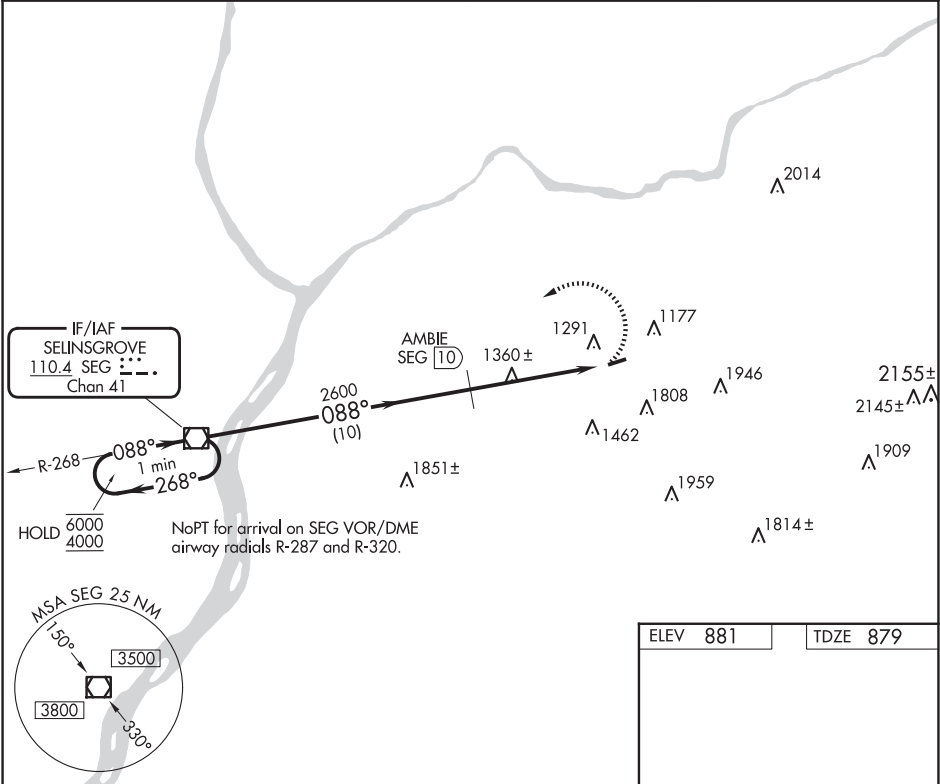
VOR/DME SEG	APP CRS	Rwy Ldg	3297
110.4	088°	TDZE	879
Chan 41		Apt Elev	881

VOR RWY 8

NORTHUMBERLAND COUNTY (N79)

DME required.	MISSED APPROACH: Climbing left turn to 4000 direct SEG VOR/DME and hold.
<div><div>V</div><div>NA</div></div> Rwy 8 helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Selinsgrove altimeter setting and increase all MDAs 100 feet.	

AWOS-3 119.175	HARRISBURG APP CON 118.25 269.45	UNICOM 122.8 (CTAF)	121.8 0
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One Minute Holding Pattern

6000

4000

← 268°

→ 088°

SEG VOR/DME

3500

088°

2600

10 NM

1.8 NM

3.3 NM

AMBIE SEG 10

3.16°

TCH 40

SEG 11.8

SEG 15.1

4000

SEG

088°

0.8% UP

3297 X 75

26

088°

CATEGORY	A	B	C	D	
S-8	1960-1¼ 1081 (1100-1¼)	1960-1½ 1081 (1100-1½)	1960-3 1081 (1100-3)	NA	<div>MIRL Rwy 8-26 ⓘ</div> <div>REIL Rwys 8 and 26 ⓘ</div> <div>FAF to MAP 5.1 NM</div> <div> <div>Knots</div> <div>60</div> <div>90</div> <div>120</div> <div>150</div> <div>180</div> </div> <div> <div>Min:Sec</div> <div>5:06</div> <div>3:24</div> <div>2:33</div> <div>2:02</div> <div>1:42</div> </div>
CIRCLING	1960-1¼ 1079 (1100-1¼)	1960-1½ 1079 (1100-1½)	2120-3 1239 (1300-3)	NA	

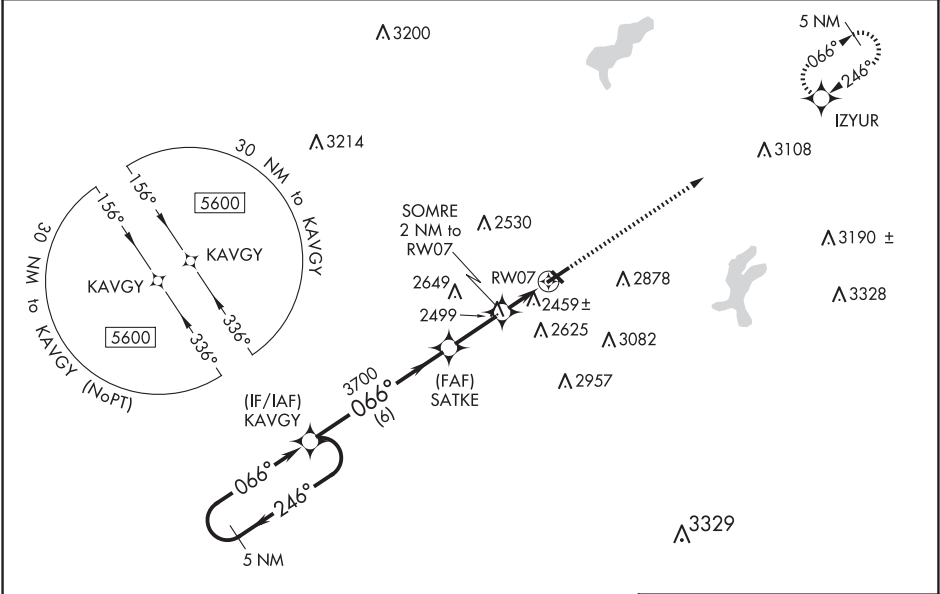
WAAS CH 66005 W07A	APP CRS 066°	Rwy Idg TDZE Apt Elev	5002 2275 2275
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 7
SOMERSET COUNTY (2G9)

⚠ Baro-VNAV and VDP NA when using Johnstown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 53°C (128°F). DME/DME RNP-0.3 NA. Circling Rwy 25 NA at night. Circling to Rwy 14-32 NA. When local altimeter setting not received, use Johnstown altimeter setting and increase all DA 44 feet and all MDA 60 feet. Increase LPV all Cats visibility 1/8 mile and LNAV/VNAV all Cats visibility 1/4 mile.

MISSED APPROACH:
Climb to 5200 direct IZYUR and hold.

AWOS-3P 133.8	JOHNSTOWN APP CON ★ 121.2 299.2	UNICOM 122.8 (CTAF) 0
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ELEV 2275 **TDZE 2275**

5 NM Holding Pattern KAVGY

GP 3.00° TCH 56

SATKE 3700 **SOMRE 2 NM to RW07** **5200 IZYUR**

***1.2 NM to RW07** ***LNAV only**

6 NM **2.3 NM** **0.8** **1.2**

CATEGORY	A	B	C	D
LPV DA		2525-1	250 (300-1)	
LNAV/VNAV DA		2640-1 1/8	365 (400-1 1/8)	
LNAV MDA	2720-1	445 (500-1)	2720-1 3/8	445 (500-1 3/8)
CIRCLING	2820-1 545 (600-1)	2920-1 645 (700-1)	3460-3 1185 (1200-3)	3520-3 1245 (1300-3)

MIRL Rwy 7-25
REIL Rwy 7 and 25 0

The inset chart shows the runway layout for RWY 7 and RWY 25. It includes the 5 NM holding pattern at 5600 feet, the approach path, and the runway threshold. The chart also shows the 5200 foot MSL elevation of the IZYUR VORTAC station.

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 82205 W25A	APP CRS 246°	Rwy Idg 5002 TDZE 2240 Apt Elev 2275
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RNAV (GPS) RWY 25

T
A NA

Baro-VNAV NA when using Johnstown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 53°C (128°F). DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Circling NA to Rwy 14-32. When local altimeter setting not received, use Johnstown altimeter setting and increase all DA 44 feet and all MDA 60 feet. Increase LPV all Cats and LNAV/VNAV all Cats visibility $\frac{1}{8}$ mile and increase LNAV Cat C/D visibility $\frac{1}{4}$ mile.

MISSED APPROACH:
Climb to 5600 direct
KAVGY and hold.

AWOS-3P 133.8	JOHNSTOWN APP CON ★ 121.2 299.2	UNICOM 122.8 (CTAF) 0
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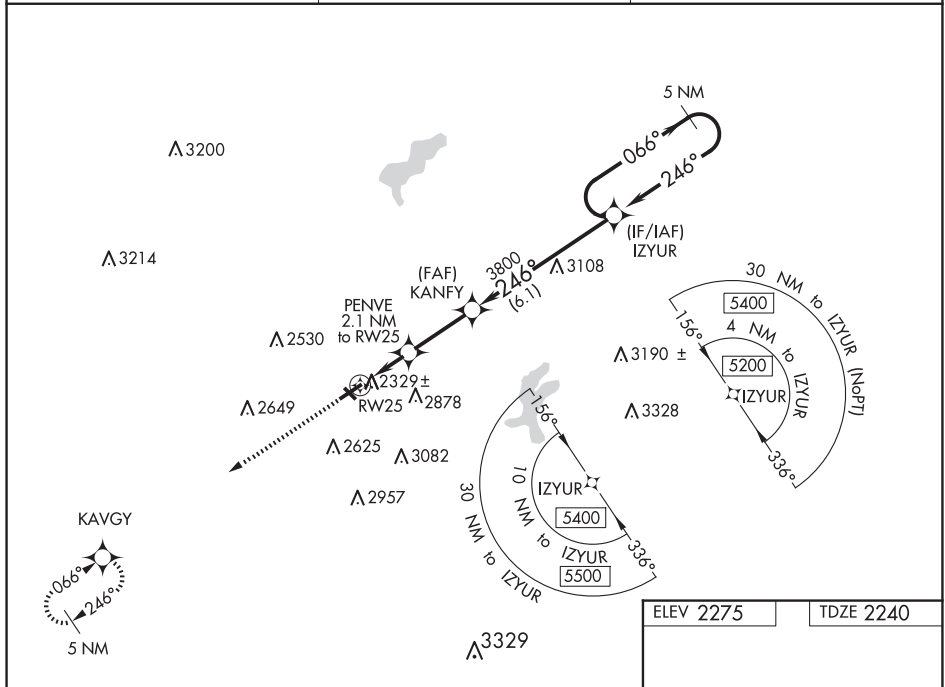
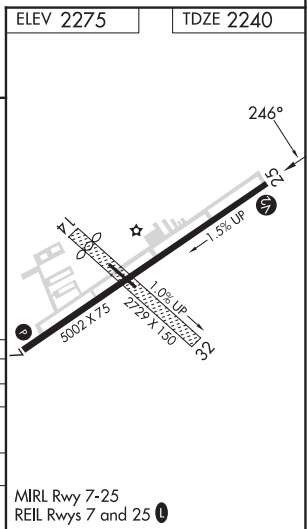


Diagram illustrating the IZUR 5 NM Holding Pattern. The pattern is a racetrack shape. The inbound leg is from IZUR to KANFY (3800) at 246°. The outbound leg is from KANFY to IZUR at 066°. The holding pattern is 5 NM. The diagram also shows the VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 29). The RNAV glidepath is 3800 at KANFY. The VGS glidepath is 2920* at KANFY. The holding pattern is 5 NM.



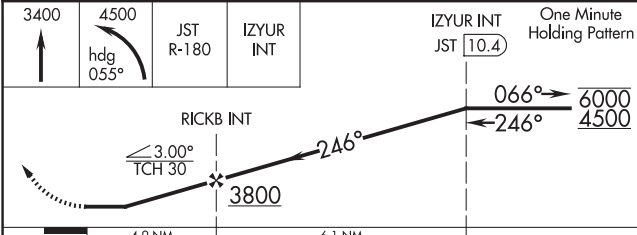
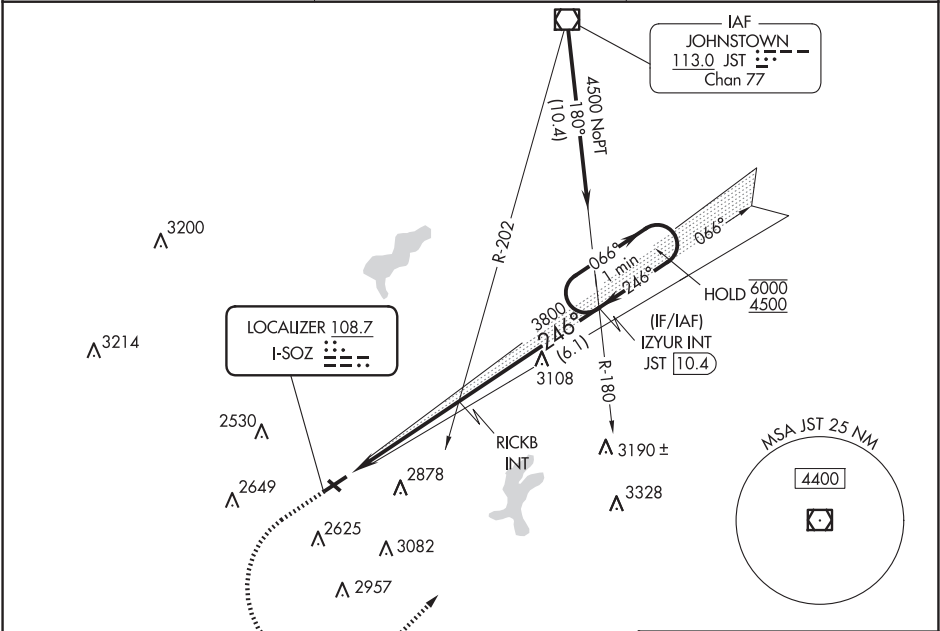
RNAV (GPS) RWY 25

LOC I-SOZ 108.7	APP CRS 246°	Rwy Idg TDZE Apt Elev	5002 2240 2275
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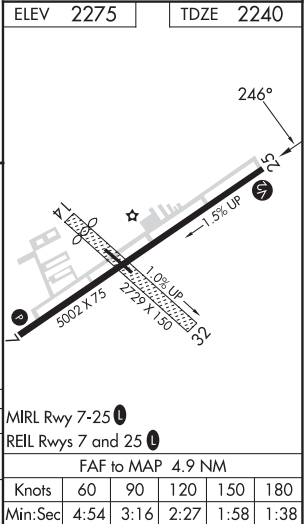
LOC RWY 25
SOMERSET COUNTY (2G9)

DME required.	MISSED APPROACH: Climb to 3400 then climbing left turn to 4500 on heading 055° and JST VOR/DME R-180 to IZYUR INT/JST 10.4 DME and hold.
<div><div>▼</div><div>▲</div></div> Rwy 25 helicopter visibility reduction below 1 SM NA. Circling NA to Rwys 14 and 32. Procedure NA at night.	

AWOS-3P 133.8	JOHNSTOWN APP CON ★ 121.2 299.2	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
S-25	2860-1	620 (600-1)	2860-1¾	620 (600-1¾)
CIRCLING	2860-1 585 (600-1)	2920-1 645 (700-1)	3520-3	1245 (1300-3)



NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

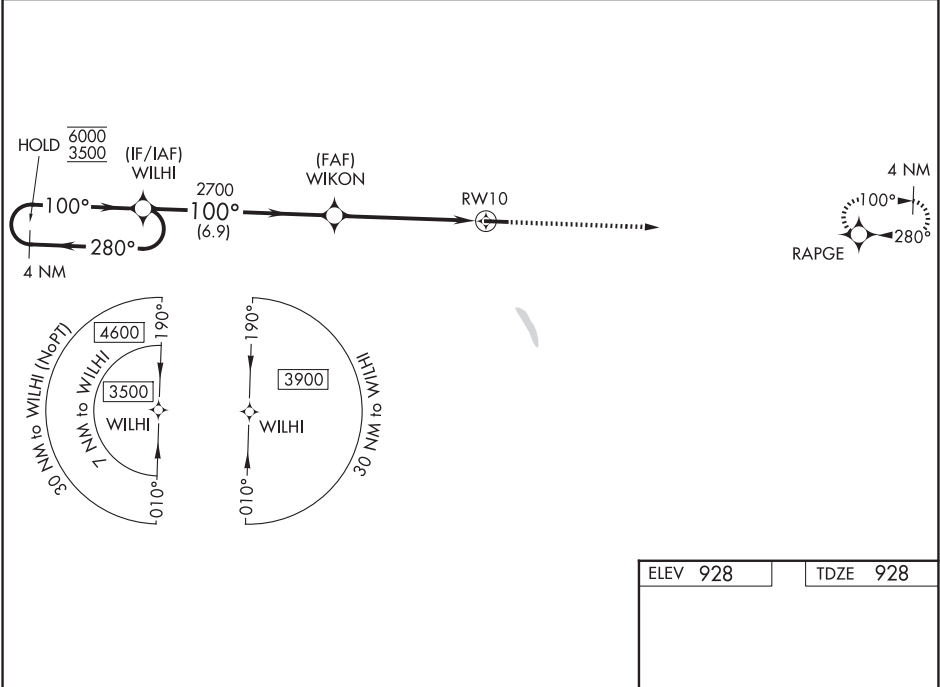
WAAS CH 93632 W10A	APP CRS 100°	Rwy Ldg TDZE 928 Apt Elev 928	4549
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RNAV (GPS) RWY 10

BOGGS FLD (USW)

RNP APCH.	<p>⚠ Circling Rwy 28 NA at night. Baro-VNAV and VDP NA when using Charleston altimeter setting. Rwy 10 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Charleston altimeter setting, increase LPV DA to 1247 feet, LNAV/VNAV DA to 1730 feet, and LNAV/VNAV visibility all Cats by ½ SM; increase all MDAs 80 feet and LNAV visibility Cat B ¼ SM and Cat C and D ½ SM, and Circling visibility Cats C and D by ¼ SM.</p>	MISSED APPROACH: Climb to 3200 direct RAPGE and hold.
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AWOS-3 118.575	CHARLESTON APP CON 124.1 269.125	UNICOM 122.725 (CTAF) 0
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4 NM Holding Pattern	WILHI	WIKON	3200	RAPGE	100°	4549 X 75	28
6000 3500	280° 100°	100°	2700	* 2 NM to RWY10	* LNAV only.		
GP 3.00° TCH 40		6.9 NM	3.4 NM	2 NM			
CATEGORY	A	B	C	D			
LPV DA		1178-1	250 (300-1)				
LNAV/VNAV DA		1661-2	733 (800-2)				
LNAV MDA	1620-1	692 (700-1)	1620-2	692 (700-2)			
CIRCLING	1620-1 692 (700-1)	1760-1¼ 832 (900-1¼)	1760-2½ 832 (900-2½)	1760-2¾ 832 (900-2¾)			
MIRL Rwy 10-28 0							

SPENCER, WEST VIRGINIA

AL-10386 (FAA)

25219

WAAS CH 62928 W28A	APP CRS 280°	Rwy Ldg 4549 TDZE 928 Apt Elev 928
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RNAV (GPS) RWY 28

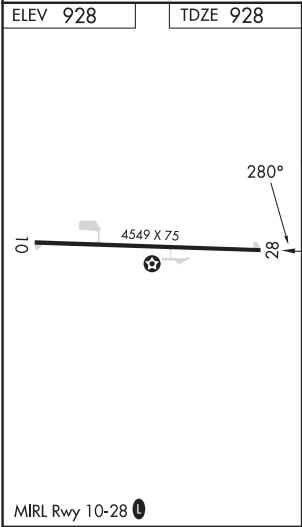
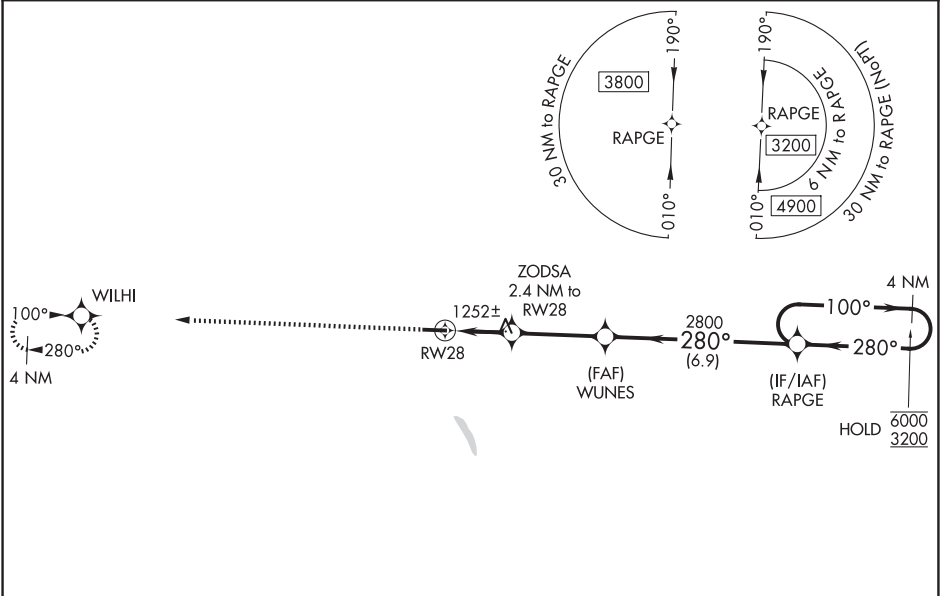
BOGGS FLD (USW)

RNP APCH.

Rwy 28 helicopter visibility reduction below 1 SM NA. Rwy 28 Straight-in and Circling minimums NA at night. When local altimeter setting not received, use Charleston altimeter setting and increase all MDA's 80 feet, LP and LNAV Cats C and D visibility 1/8 SM and Circling Cats C and D visibility 1/4 SM. *1780 when using Charleston altimeter setting.

MISSED APPROACH:
Climb to 3500 direct
WILHI and hold.

AWOS-3 118.575	CHARLESTON APP CON 124.1 269.125	UNICOM 122.725 (CTAF) ①
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Visual Segment - Obstacles.				
<div><div>3500</div><div>WILHI</div><div>WUNES</div><div>ZODSA 2.4 NM to RW28</div><div>RW28</div><div>280°</div><div>1720*</div><div>2800</div><div>RAPGE</div><div>4 NM Holding Pattern</div><div>100°</div><div>280°</div><div>6000</div><div>3200</div></div>				
<div><div>2.4 NM</div><div>3.4 NM</div><div>6.9 NM</div></div>				
CATEGORY	A	B	C	D
LP MDA	1520-1	592 (600-1)	1520-1¾	592 (600-1¾)
LNAV MDA	1520-1	592 (600-1)	1520-1¾	592 (600-1¾)
CIRCLING	1560-1	1760-1¼	1760-2½	1760-2¾
	632 (700-1)	832 (900-1¼)	832 (900-2½)	832 (900-2¾)

SPENCER, WEST VIRGINIA
Amdt 1C 25FEB21

38°49'N-81°21'W

BOGGS FLD (USW)

RNAV (GPS) RWY 28

NE-4, 07 AUG 2025 to 02 OCT 2025

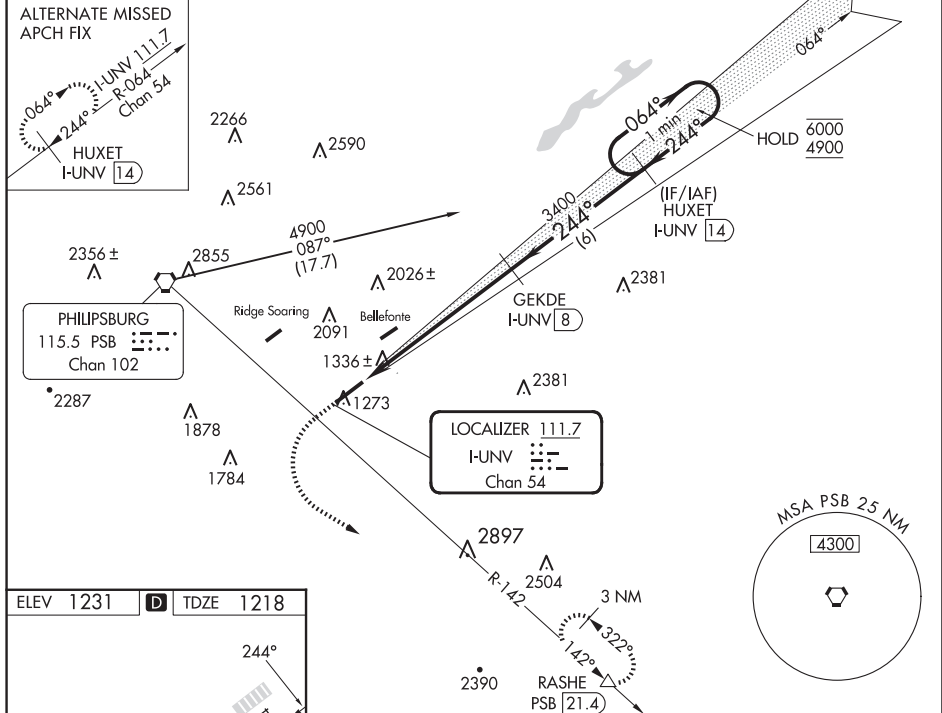
NE-4, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 24
STATE COLLEGE RGNL (UNV)



MISSED APPROACH: Climb to 2600, then climbing left turn to 4100 on heading 112°, and PSB VORTAC R-142 to RASHE/21.4 DME and hold.



ALTERNA
APCH FIX



The diagram illustrates a road layout for a 6701 X 150 project. It features a road segment with a 244° turn and a 0.8% upward grade. A 'TWR' (Traffic Warning Road) is indicated by a star symbol. The road is labeled '6701 X 150' and '0.8% UP'. A 'C' (Curve) is marked with a 15° angle. A 'σ' (Sigma) symbol is at the bottom left.

REIL Rwy 6 							CATEGORY	A	B	C	D
HIRL Rwy 6-24 							S-ILS 24 *	1418/24		200 (200-½)	
FAF to MAP 6.8 NM							S-LOC 24	1640/24 422 (500-½)		1640/40 422 (500-¾)	
Knots	60	90	120	150	180		CIRCLING	1640-1	1700-1	1980-2¼	2560-3
Min:Sec	6:48	4:32	3:24	2:43	2:16			409 (500-1)	469 (500-1)	749 (800-2¼)	1329 (1400-3)

NE-4, 07 AUG 2025 to 02 OCT 2025

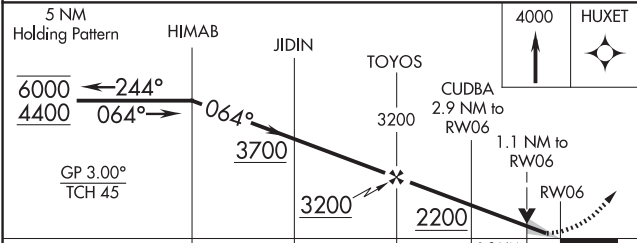
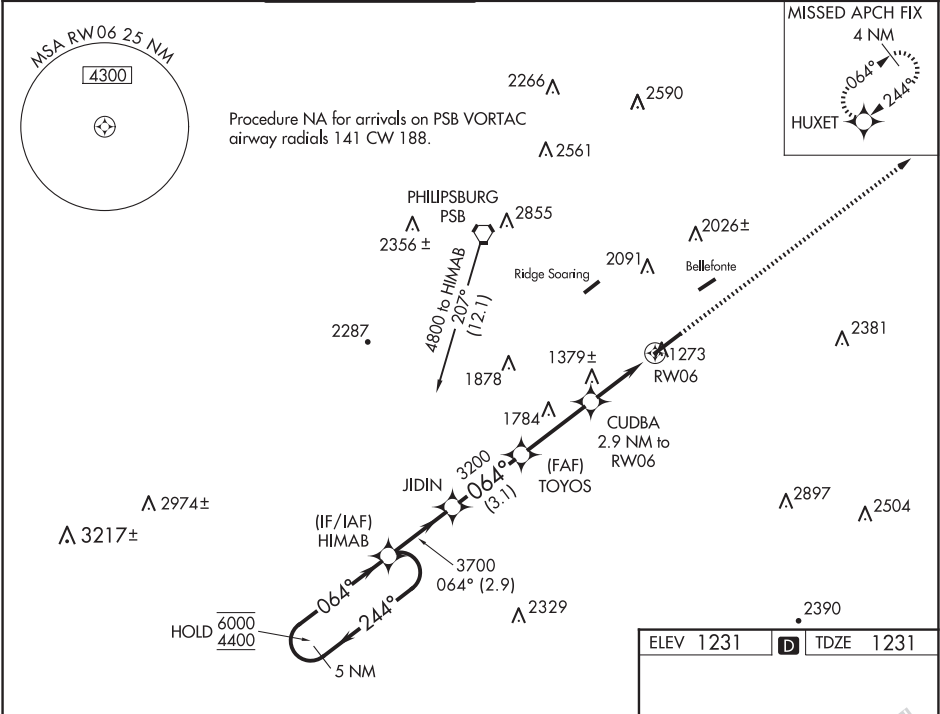
WAAS CH 87109 W06A	APP CRS 064°	Rwy Idg TDZE Apt Elev	6701 1231 1231
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RNAV (GPS) RWY 6

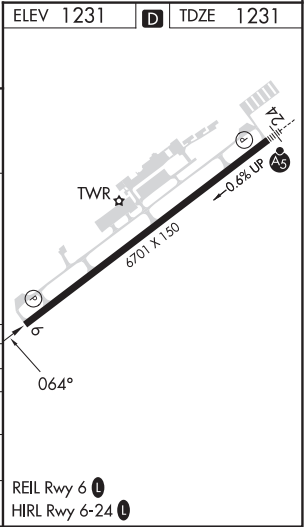
STATE COLLEGE RGNL (UNV)

RNP APCH - GPS.		MISSED APPROACH: Climb to 4000 direct HUXET and hold.	
Circling NA northwest of Rwy 6-24. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.			

D-ATIS 127.65	NEW YORK CENTER 134.8 338.3	UNIVERSITY PARK TOWER ★ 128.475 (CTAF)	GND CON 125.725	CLNC DEL 125.725	CLNC DEL 118.55 (When twr closed)	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	1431-3/4		200 (200-3/4)	
LNAV/VNAV DA	1520-1		289 (300-1)	
LNAV MDA	1640-1	409 (500-1)	1640-1 1/8	409 (500-1 1/8)
CIRCLING	1640-1 409 (500-1)	1700-1 469 (500-1)	1980-2 1/4 749 (800-2 1/4)	2580-3 1349 (1400-3)

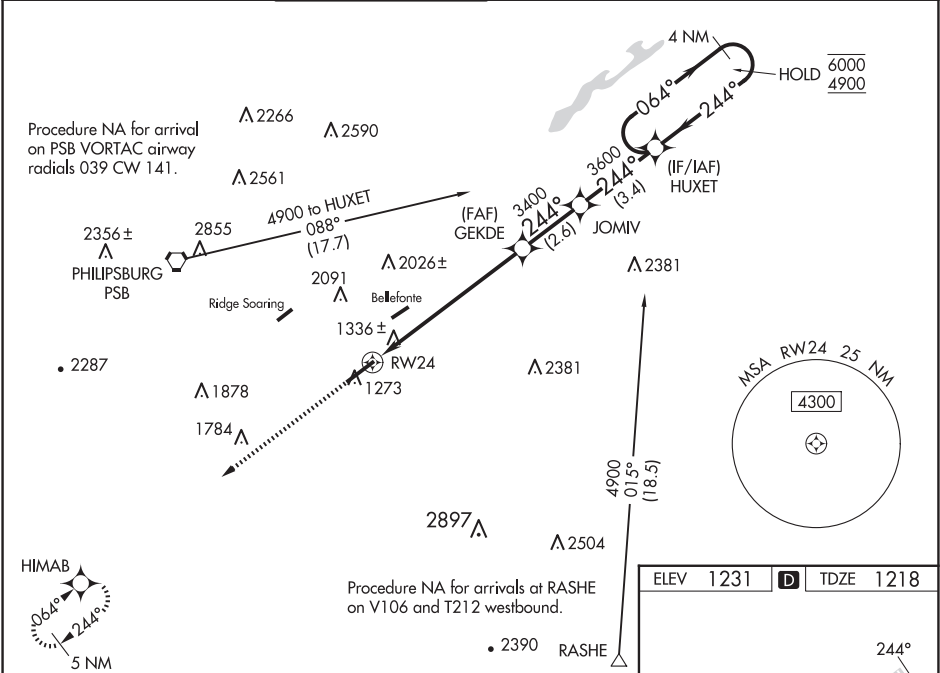


WAAS CH 61309 W24A	APP CRS 244°	Rwy Idg TDZE Apt Elev	6701 1218 1231
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RNAV (GPS) RWY 24

STATE COLLEGE RGNL (UNV)

RNP APCH - GPS.					MALSR 	MISSED APPROACH: Climb to 4400 direct HIMAB and hold, continue climb-in-hold to 4400.	
<div><div><div>T</div><div>A</div></div><div>Circling NA northwest of Rwy 6-24. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54° C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000. *RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Clearfield altimeter setting)</div></div>							
D-ATIS 127.65	NEW YORK CENTER 134.8 338.3		UNIVERSITY PARK TOWER ★ 128.475 (CTAF) 	GND CON 125.725	CLNC DEL 125.725	CLNC DEL 118.55 (When twr closed)	UNICOM 122.95



4400

HIMAB

GEKDE

3400

JOMIV

3600

HUXET

6000

4900

064°

←244°

244°

3400

1.2 NM

5.5 NM

2.6 NM

3.4 NM

1.2 NM to RW24

GP 3.00°

TCH 55'

4 NM Holding Pattern

CATEGORY	A	B	C	D
LPV DA*	1418/24		200 (200-½)	
LNAV/VNAV DA	1619/40		401 (400-¾)	
LNAV MDA	1640/24 422 (500-½)		1640/40 422 (500-¾)	
CIRCLING	1640-1 409 (500-1)	1700-1 469 (500-1)	1980-2¼ 749 (800-2¼)	2560-3 1329 (1400-3)

TWR

6701 X 150

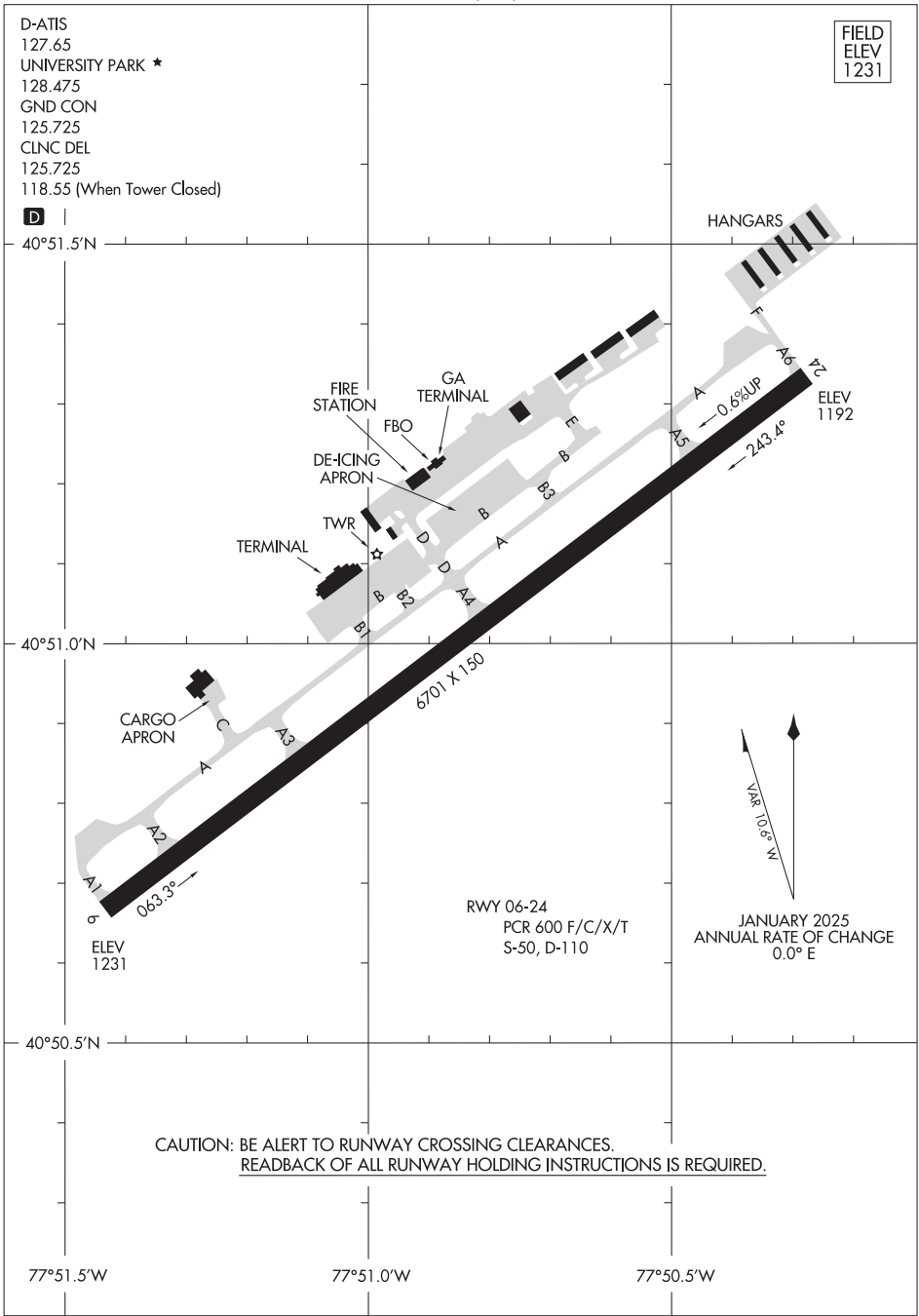
0.6% UP

45

0.6% UP

REIL Rwy 6

HIRL Rwy 6-24



NE-4, 07 AUG 2025 to 02 OCT 2025

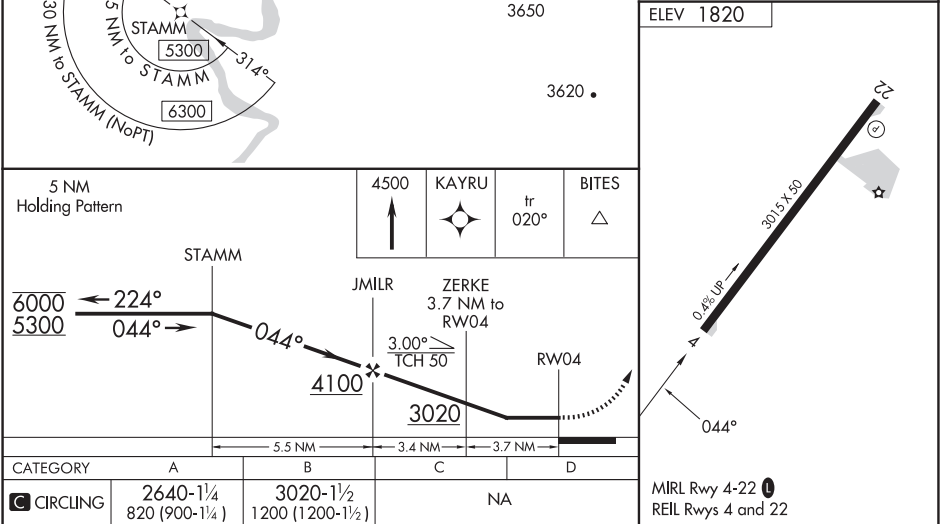
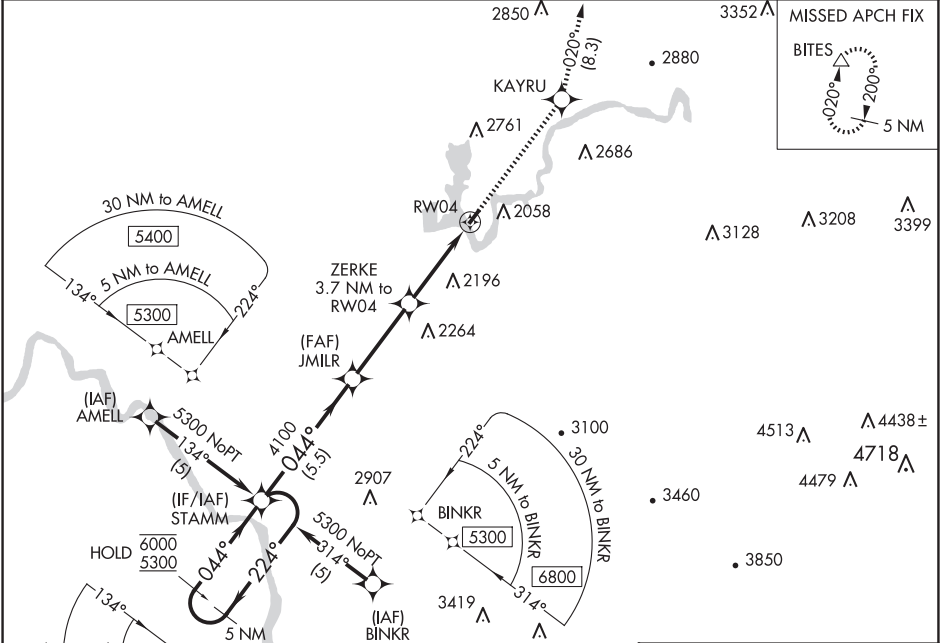
NE-4, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	NA
044°	TDZE	NA
	Apt Elev	1820

RNAV (GPS)-A
SUMMERSVILLE (SXL)

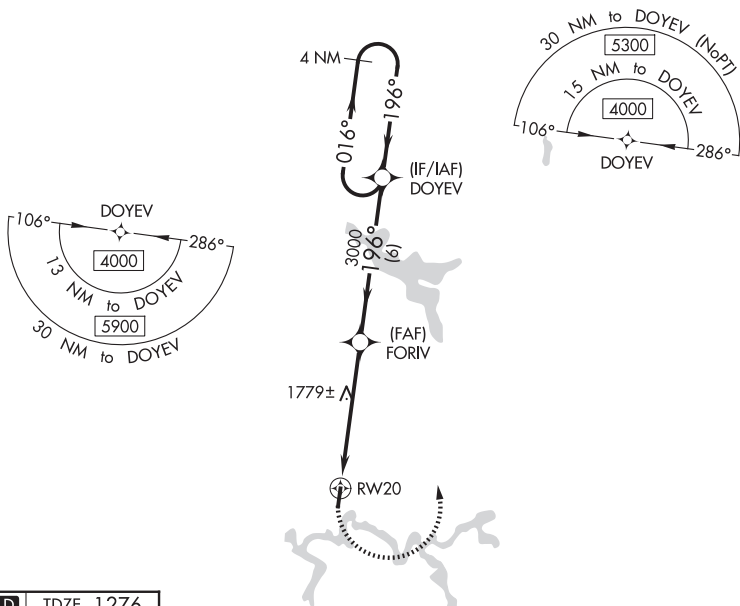
RNP APCH - GPS.	MISSED APPROACH: Climb to 4500 direct KAYRU and on track 020° to BITES and hold.
NA Procedure NA at night. Rwy 4 and 22 helicopter visibility reduction below 1 SM NA. Use CRW altimeter setting.	

CRW ASOS 127.6	CHARLESTON APP CON 119.2 269.125	UNICOM 122.8 (CTAF) 0
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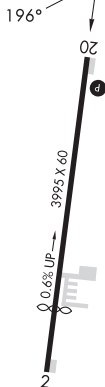


BRAXTON COUNTY (48I)

AWOS-3PT 118.225	CLARKSBURG APP CON ★ 121.15 284.65	CTAF 122.9 
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ELEV 1276	D	TDZE 1276
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MIRL Rwy 2-20 **L**
REIL Rwy 2 and 20 **L**

4000	DOYEV	VGSi and descent angles not coincident (VGSi Angle 4.00/TCH 40).			
CATEGORY	A	B	C	D	
LNAV MDA	2060-1 784 (800-1)	2060-1 ¼ 784 (800-1 ¼)	2060-2 ½ 784 (800-2 ½)	NA	
CIRCLING	2060-1 784 (800-1)	2240-1 ½ 964 (1000-1 ½)	2240-3 964 (1000-3)	NA	

WAAS
CH **45639**
W01A

APP CRS
007°

Rwy Idg
TDZE
Apt Elev

4902
1571
1600

RNAV (GPS) RWY 1
TITUSVILLE (6G1)

▼

NA

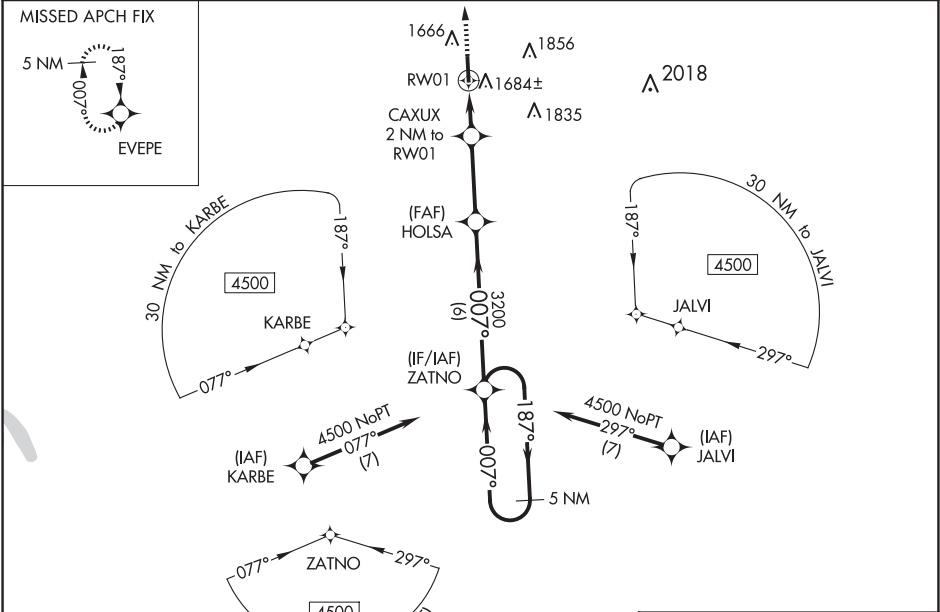
Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 1 NA. Use Franklin altimeter setting. When not received, use Port Meade altimeter setting and increase LPV DA to 1899, LNAV/VNAV DA to 1961 and all MDA 40 feet; increase LPV and LNAV/VNAV all Cats visibility ½ mile, increase LNAV Cats C/D and Circling Cat C visibility ¼ mile.

MISSED APPROACH:
Climb to 4500 direct
EVEPE and hold, continue
climb-in-hold to 4500.

FKL AWOS-3PT
118.175

YOUNGSTOWN APP CON ★
133.95 322.3

CTAF
122.9 0



ELEV 1600

TDZE 1571

MIRL Rwy 1-19 0

4500

EVEPE

↑

★

*LNAV only.

RW01

CAXUX
2 NM to RW01

HOLSA
3200

ZATNO

2 NM

3.1 NM

6 NM

5 NM Holding Pattern

187°

007°

4500

GP 3.00°

TCH 55

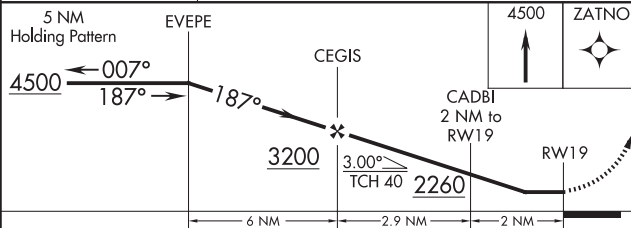
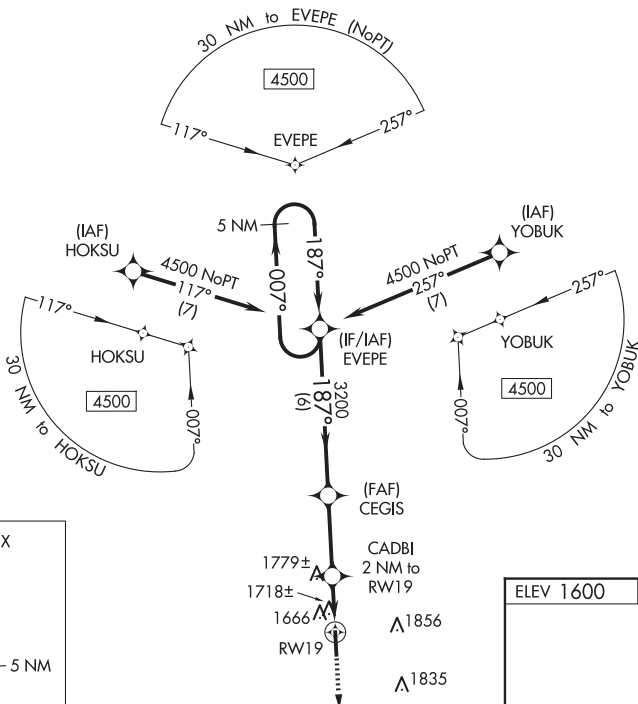
CATEGORY	A	B	C	D
LPV DA	1864-1	293 (300-1)		
LNAV/VNAV DA	1926-1¼	355 (400-1¼)		
LNAV MDA	1980-1	409 (400-1)	1980-1½	409 (400-1½)
CIRCLING	2100-1	500 (500-1)	2200-1½ 600 (600-1½)	2280-2¼ 680 (700-2¼)

61

4902 X 75

1.4% UP

007°

RNAV (GPS) RWY 19
TITUSVILLE (6G1)CTAF
122.9 **L**

CATEGORY	A	B	C	D
LP MDA	2020-1	420 (500-1)	2020-1 $\frac{1}{8}$	420 (500-1 $\frac{1}{8}$)
LNAV MDA	2080-1	480 (500-1)	2080-1 $\frac{3}{8}$	480 (500-1 $\frac{3}{8}$)
C CIRCLING	2100-1	500 (500-1)	2200-1 $\frac{1}{2}$ 600 (600-1 $\frac{1}{2}$)	2280-2 $\frac{1}{4}$ 680 (700-2 $\frac{1}{4}$)

MIRL Rwy 1-19 L

TITUSVILLE (6G1)
RNAV (GPS) RWY 19

WAAS CH 66043 W06A	APP CRS 055°	Rwy Idg 3693 TDZE 435 Apt Elev 435
--	------------------------	---

RNAV (GPS) RWY 6
NEW GARDEN (N57)

RNP APCH.

T VDP NA when using New Castle altimeter setting. Obtain local altimeter setting on CTAF; when
A NA local altimeter setting not received, use New Castle altimeter setting and increase all MDA 80 feet.
 Increase LP Cat C visibility $\frac{3}{8}$ SM, LNAV Cat C visibility $\frac{1}{4}$ SM and Circling Cat C visibility $\frac{1}{4}$ SM.

MISSED APPROACH:
Climb to 2200 direct
ZEYNU and hold.

PHILADELPHIA APP CON 124.35 319.15	CLNC DEL 125.6	UNICOM 123.05 (CTAF) ①
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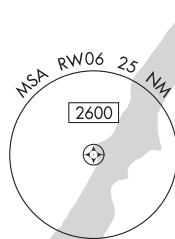
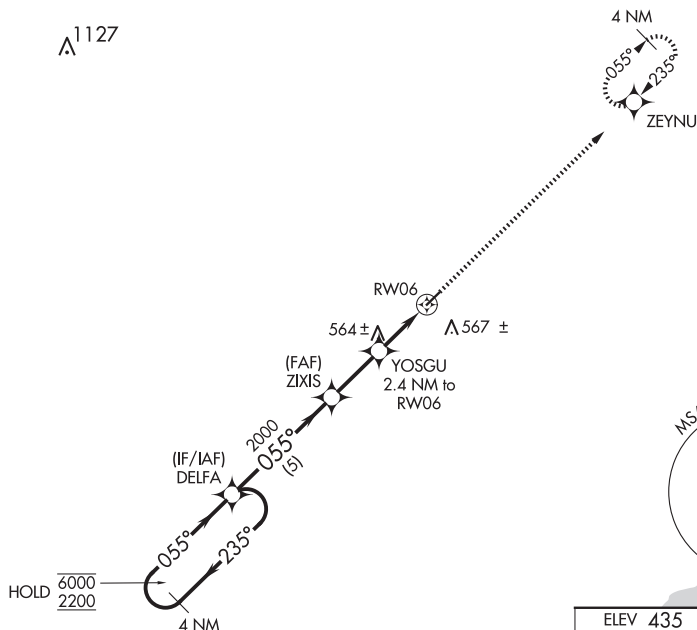


Diagram of MRL Rwy 6-24. The runway is labeled 3693 x 60. The heading is 055°. The TDZE is 435.

The diagram illustrates a flight profile with the following details:

- Waypoints and Distances:** DELFA to ZIXIS (5 NM), ZIXIS to YOSGU (2.4 NM), YOSGU to ZEYNU (1.4 NM + 1 NM).
- Altitudes:** 6000, 2200, 2000, 1240.
- Angles:** 235° (heading from 6000 to 2200), 055° (heading from 2200 to ZIXIS), 3.00° (vertical angle at YOSGU), TCH 45° (terrain clearance height at YOSGU).
- Obstacles:** RW06 (Right-of-Way Obstacle) near YOSGU and ZEYNU.
- Legend:**
 - Upward arrow: 2200
 - Star symbol: ZEYNU

CATEGORY	A	B	C	D
LP MDA	800-1	365 (400-1)		NA
LNAV MDA	820-1	385 (400-1)	820-1 $\frac{1}{8}$ 385 (400-1 $\frac{1}{8}$)	NA
CIRCLING	960-1	525 (600-1)	960-1 $\frac{1}{2}$ 525 (600-1 $\frac{1}{2}$)	NA

TOUGHKENAMON, PENNSYLVANIA

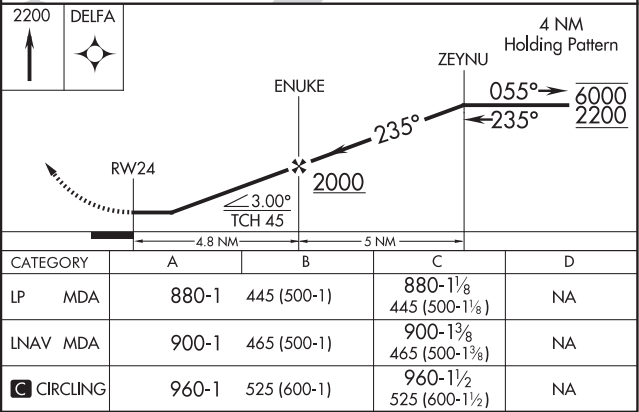
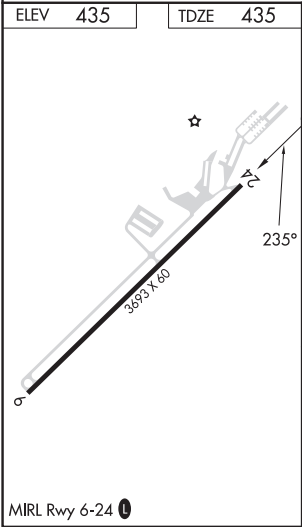
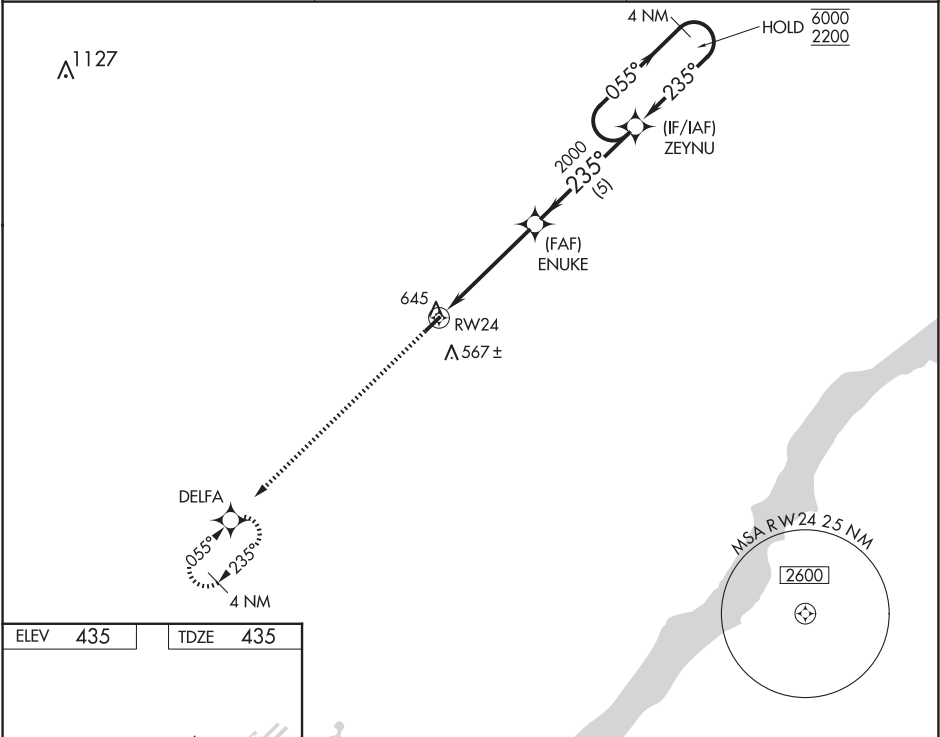
AL-5801 (FAA)

23166

WAAS CH 70743 W24A	APP CRS 235°	Rwy Idg TDZE Apt Elev	3693 435 435
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RNAV (GPS) RWY 24
NEW GARDEN (N57)

RNP APCH: ▼ ▲ NA Rwy 24 helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when local altimeter not received, use New Castle altimeter setting and increase all MDA 80 feet. Increase LP Cat C visibility ¾ SM, LNAV Cat C visibility ¼ SM and Circling Cat C visibility ¼ SM.		MISSED APPROACH: Climb to 2200 direct DELFA and hold.
PHILADELPHIA APP CON 124.35 319.15	CLNC DEL 125.6	UNICOM 123.05 (CTAF) 0



NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

APP CRS
227°

Rwy Ldg
TDZE
726
Apt Elev
730

4301

RNAV (GPS) RWY 23

BRADFORD COUNTY (N27)

⚠

NA

When local altimeter setting not received, use Elmira altimeter setting and increase all MDAs 40 feet. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Night landing: RWY 5 NA. Helicopter visibility reduction below ¾ SM NA.

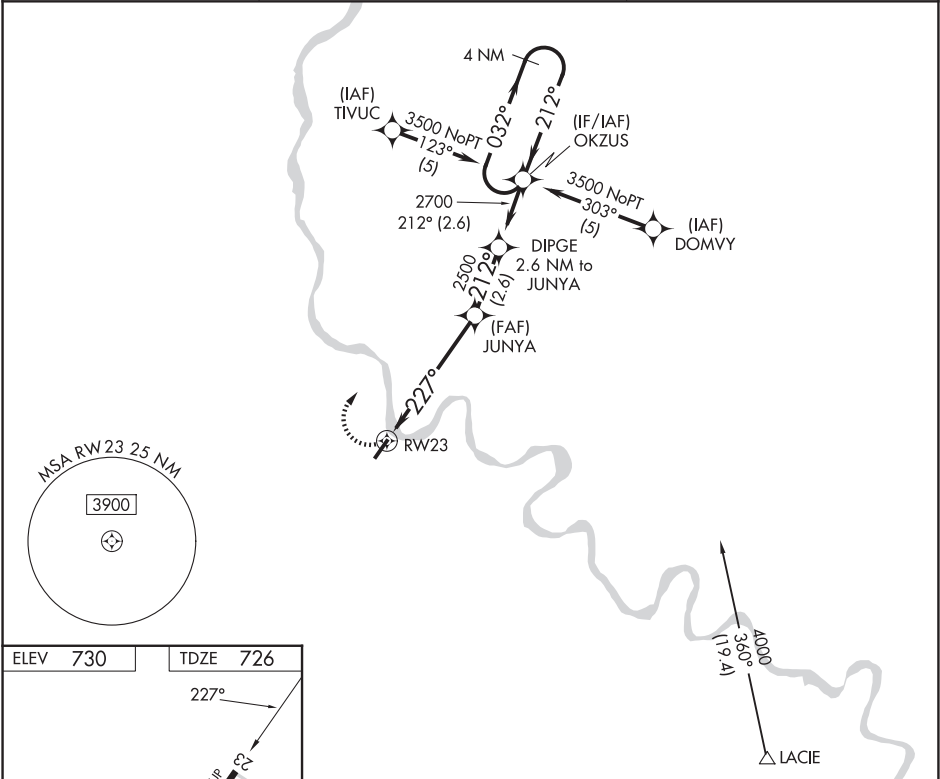
MISSED APPROACH:

Climbing right turn to 3500
direct OKZUS WP and hold.

AWOS-3
119.925

BINGHAMTON APP CON ★
118.6 257.625

UNICOM
123.0 (CTAF) ①



ELEV 730 TDZE 726

3500 OKZUS

CATEGORY	A	B	C	D
LNAV MDA	1800-1¼ 1074 (1100-1¼)	1800-1½ 1074 (1100-1½)	NA	
CIRCLING	2020-1¼ 1290 (1300-1¼)	2020-1½ 1290 (1300-1½)	NA	

TOWANDA, PENNSYLVANIA

Orig-B 05NOV20

41°44'N-76°27'W

355

BRADFORD COUNTY (N27)

RNAV (GPS) RWY 23

TOWANDA, PENNSYLVANIA

AL-9279 (FAA)

25219

APP CRS	Rwy Ldg	N/A
047°	TDZE	N/A
	Apt Elev	730

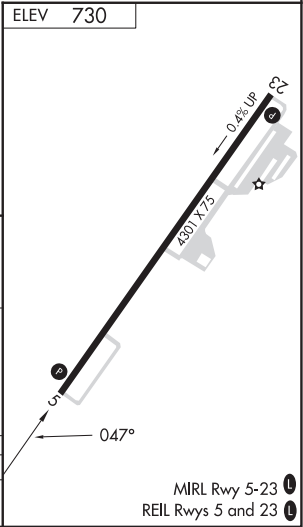
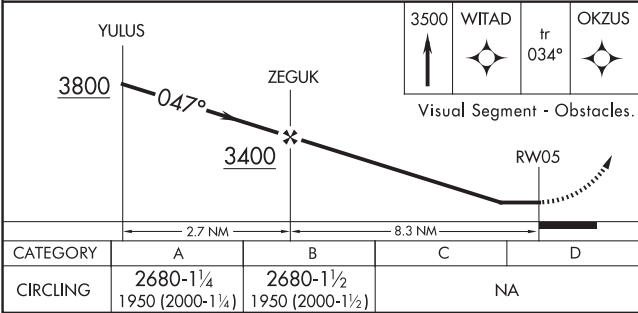
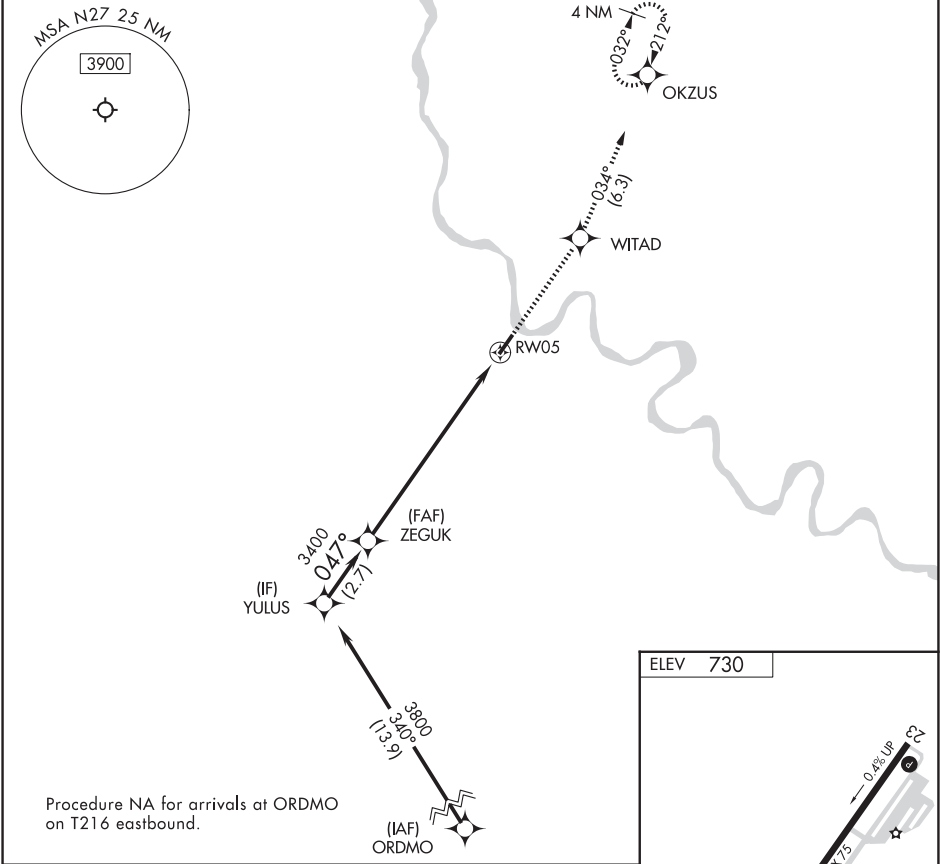
RNAV (GPS)-A
BRADFORD COUNTY (N27)

RNP APCH - GPS.

When local altimeter setting not received, use Elmira altimeter setting and increase all MDAs 120 feet. Rwy 5 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 3500 direct WITAD and on track 034° to OKZUS and hold.

AWOS-3 119.925	BINGHAMTON APP CON ★ 118.6 257.625	UNICOM 123.0 (CTAF) ①
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TOWANDA, PENNSYLVANIA
Amdt 1 02NOV23

41°44'N-76°27'W

BRADFORD COUNTY (N27)
RNAV (GPS)-A

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

APP CRS
234°

Rwy Idg
TDZE
Apt Elev

N/A
N/A
791

RNAV (GPS)-A
BENDIGO (74N)

▼

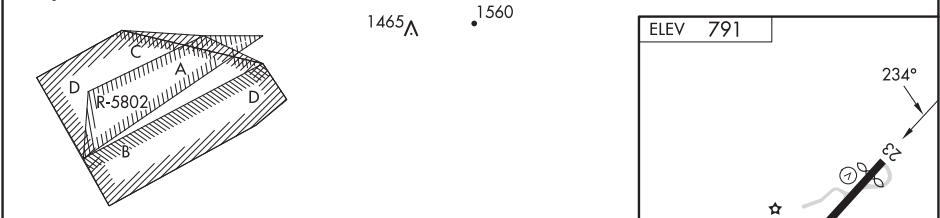
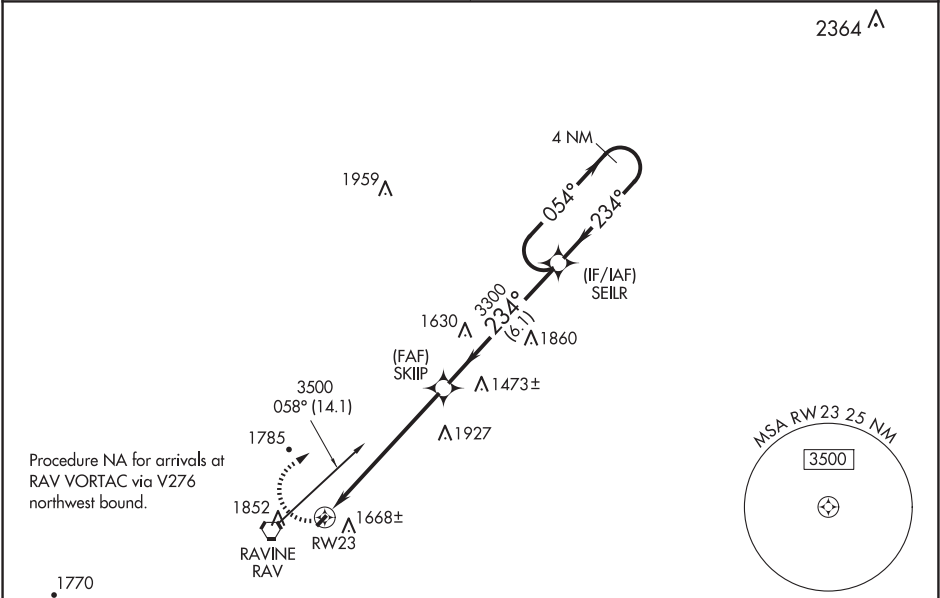
▲ NA

DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA.
When Harrisburg Init altimeter setting not received,
use Capital City altimeter setting.

MISSED APPROACH: Climbing right turn
to 3500 direct SEILR and hold.

HARRISBURG APP CON
126.45 269.45

CTAF
122.90



3500

SEILR

VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 25).

4 NM Holding Pattern

3500

054°

234°

SEILR

3300

234°

3.71°

TCH 30

6.3 NM

6.1 NM

CATEGORY	A	B	C	D
CIRCLING	2460-1¼ 1669 (1700-1¼)	2460-1½ 1669 (1700-1½)	NA	

MRL Rwy 5-23

ILS or LOC RWY 27
WASHINGTON COUNTY (AFJ)

MISSED APPROACH: Climb to 1700 then climbing right turn to 3300 direct HLG VOR/DME and hold.

223° R-043

3100 to KEYRE
171°
(25.5)

WHEELING
114.25 HLG
Chan 89 (Y)

1600
1702
1613
1559±
1510
1729

LOCALIZER 110.3
I-AFJ
Chan 40

1399
1717
1522
CIYAK
I-AFJ [3.2]

1710
ANUYE
I-AFJ [6.3]

3000
273°
(6.1)


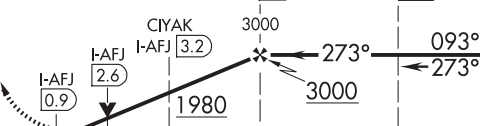

HOLD
3000
093°
1 min
093°

(IF/IAF)
KEYRE
I-AFJ [12.4]

1869

MSA HLG 25 NM
3100

Diagram of a beam labeled 5004 X 100. The beam is inclined at an angle of 27° to the horizontal. It features a circular end view on the left and a cross-section view on the right. A star symbol is positioned below the beam.

1700 ↑	3300 ↗	HLG 	VGSI and ILS glidepath not coincident (VGSI Angle 3.09°/TCH 62).			
						
CATEGORY	A		B	C	D	
S-ILS 27	1386- $\frac{3}{4}$ 202 (300- $\frac{3}{4}$)					
S-LOC 27	1780-1	596 (600-1)	1780-1 $\frac{3}{4}$		596 (600-1 $\frac{3}{4}$)	
 CIRCLING	1800-1 616 (700-1)	2020-1 $\frac{1}{4}$ 836 (900-1 $\frac{1}{4}$)	2020-2 $\frac{1}{2}$ 836 (900-2 $\frac{1}{2}$)		2040-2 $\frac{3}{4}$ 856 (900-2 $\frac{3}{4}$)	

APP CRS
093°

Rwy Idg
TDZE
1184

Apt Elev
1184

RNAV (GPS) RWY 9
WASHINGTON COUNTY (AFJ)

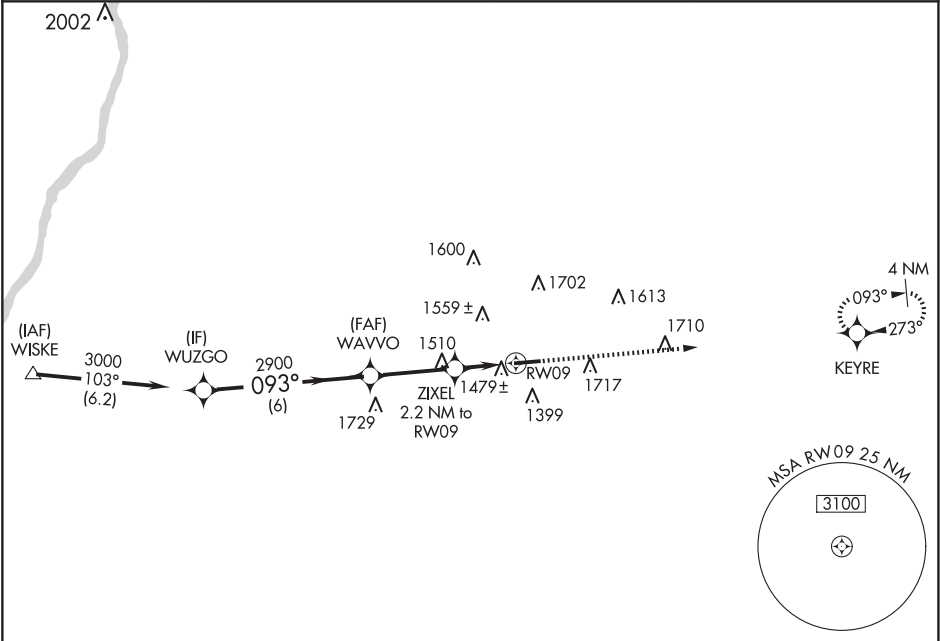
▼

⚠

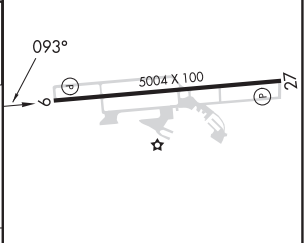
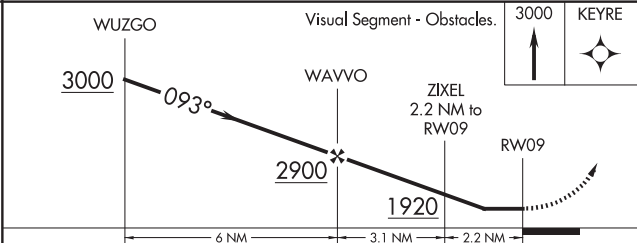
Circling NA for Cat D N of Rwy 9-27. Rwy 9 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 3000 direct
KEYRE and hold.

AWOS-3PT 119.175	PITTSBURGH APP CON 119.35 285.575	CLNC DEL 127.3	UNICOM 122.975 (CTAF) 0
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ELEV 1184	TDZE 1184
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CATEGORY	A	B	C	D
LNVA MDA	1740-1	556 (600-1)	1740-1 5/8	556 (600-1%)
CIRCLING	1800-1 616 (700-1)	2020-1 1/4 836 (900-1 1/4)	2020-2 1/2 836 (900-2 1/2)	2040-2 3/4 856 (900-2 3/4)

HIRL Rwy 9-27 0
REIL Rwy 27 0

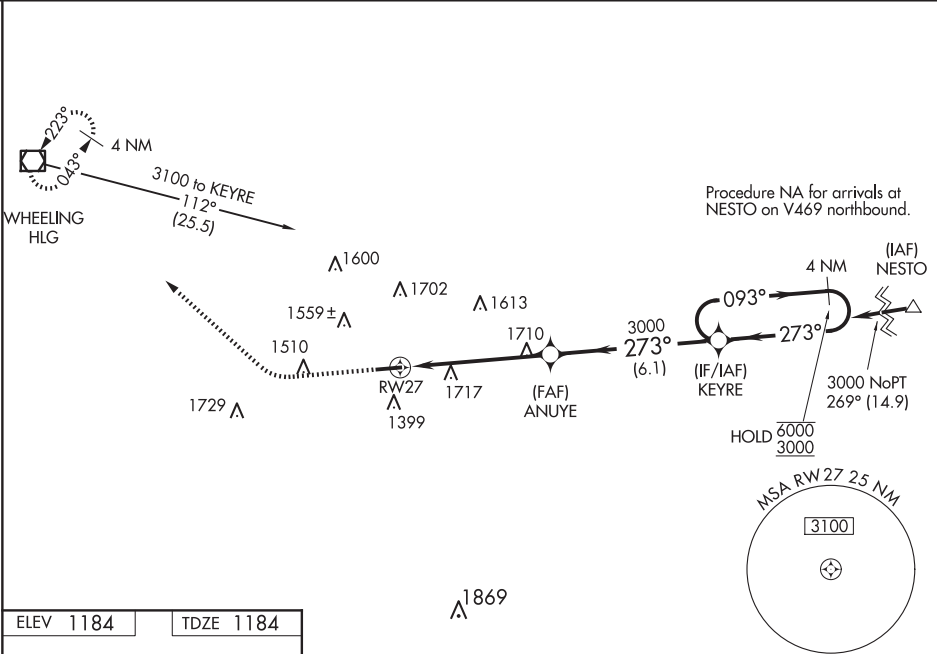
WAAS CH 90107 W27A	APP CRS 273°	Rwy Idg TDZE 1184 Apt Elev 1184
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RNAV (GPS) RWY 27

WASHINGTON COUNTY (AFJ)

RNP APCH-GPS.	MISSED APPROACH: Climb to 1700 then climbing right turn to 3300 direct HLG VOR/DME and hold.
⚠ Circling NA for Cat D N of Rwy 9-27. Rwy 27 helicopter visibility reduction below ¾ SM NA. ⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Circling Rwy 9 NA at night.	

AWOS-3PT 119.175	PITTSBURGH APP CON 119.35 285.575	CLNC DEL 127.3	UNICOM 122.975 (CTAF) 0
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ELEV 1184	TDZE 1184
------------------	------------------

HIRL Rwy 9-27 0
REIL Rwy 27 0

1700	3300	HLG	VGSI and RNAV glidepath not coincident (VGSI Angle 3.09/TCH 62).	4 NM Holding Pattern
CATEGORY	A	B	C	D
LPV DA	1386-¾		202 (300-¾)	
LNAV/VNAV DA	2140-4		956 (1000-4)	
LNAV MDA	1980-1 796 (800-1)	1980-1¼ 796 (800-1¼)	1980-2½	796 (800-2½)
CIRCLING	1980-1 796 (800-1)	2020-1¼ 836 (900-1¼)	2020-2½ 836 (900-2½)	2040-2¾ 856 (900-2¾)

APP CRS
268°

Rwy Idg
TDZE
Apt Elev

3500
1069
1069

RNAV (GPS) RWY 27

GREENE COUNTY (WAY)

RNP APCH - GPS.

▼
NA

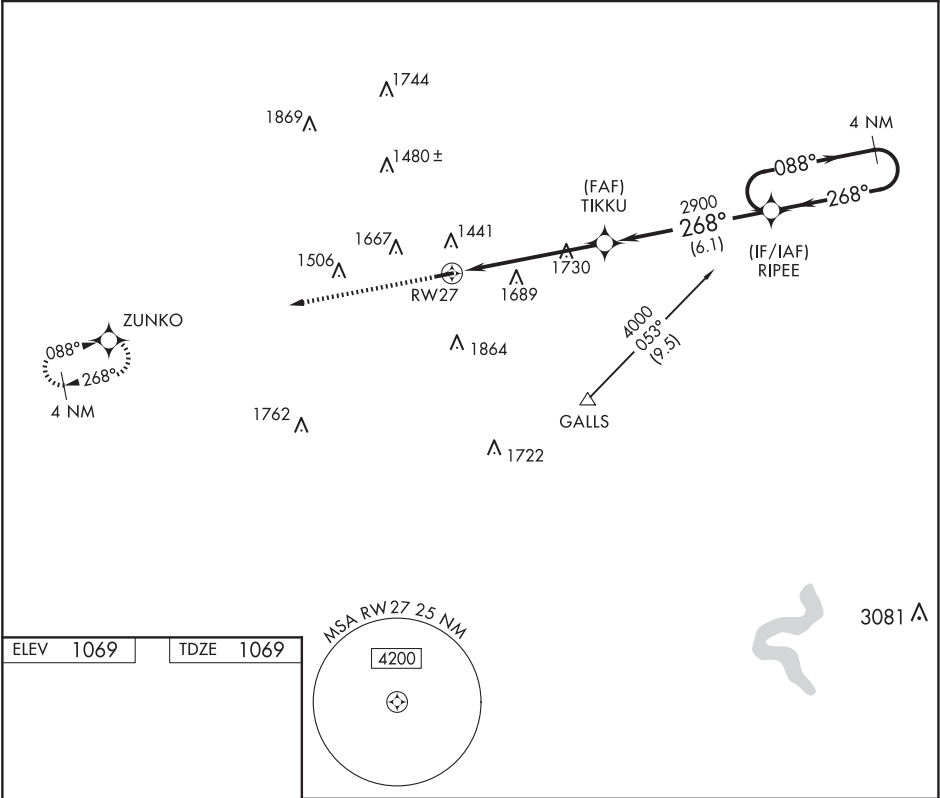
Rwy 27 helicopter visibility reduction below 1 SM NA. Use Washington altimeter setting, when not received use Morgantown altimeter setting and increase all MDAs 20 feet. Procedure NA at night.

MISSED APPROACH: Climb to 4000 direct ZUNKO and hold.

AFJ AWOS-3PT
119.175

CLARKSBURG APP CON★
121.15 284.65

UNICOM
122.8 (CTAF)



ELEV 1069

TDZE 1069

3500 X 75

268°

27

6

4000

ZUNKO

Visual Segment - Obstacles.

TIKKU

RIPEE

4 NM Holding Pattern

088°

268°

4000

268°

2900

5.6 NM

6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	2100-1¼ 1031 (1100-1¼)	2100-1½ 1031 (1100-1½)	2100-3 1031 (1100-3)	NA
CIRCLING	2100-1¼ 1031 (1100-1¼)	2220-1½ 1151 (1200-1½)	2280-3 1211 (1300-3)	NA


WAYNESBURG, PENNSYLVANIA

AL-10357 (FAA)

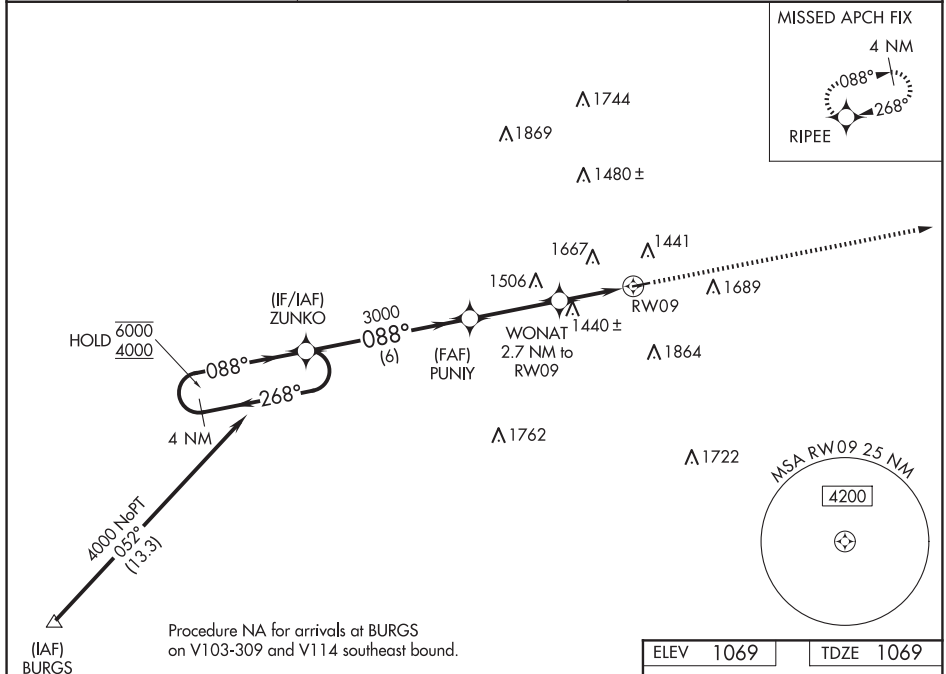
24193


APP CRS	Rwy Idg	3500
088°	TDZE	1069
	Apt Elev	1069

RNAV (GPS) Z RWY 9 GREENE COUNTY (WAY)

RNP APCH - GPS.	MISSED APPROACH: Climb to 4000 direct RIPEE and hold, continue climb-in-hold to 4000.
 Procedure NA at night. Rwy 9 helicopter visibility reduction below 1 SM NA. Use Washington altimeter setting.	

AFJ AWOS-3PT 119.175	CLARKSBURG APP CON* 121.15 284.65	UNICOM 122.8 (CTAF)
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Visual Segment - Obstacles.				
4 NM Holding Pattern		<div> <div>4000</div> <div>RIPEE</div> </div>		
<div> <div>6000</div> <div>4000</div> </div>		<div> <div>ZUNKO</div> <div>PUNY</div> <div>WONAT 2.7 NM to RW09</div> <div>RW09</div> </div>		
<div> <div>268°</div> <div>088°</div> </div>		<div> <div>3000</div> <div>1940</div> </div>		
6 NM		3.3 NM	2.7 NM	
CATEGORY	A	B	C	D
LNAV MDA	1760-1	691 (700-1)	1760-2 691 (700-2)	NA
 CIRCLING	1880-1¼ 811 (900-1¼)	2220-1½ 1151 (1200-1½)	2280-3 1211 (1300-3)	NA

WAYNESBURG, PENNSYLVANIA

Amdt 1B 21MAR24

39°54'N-80°08'W

GREENE COUNTY (WAY) **RNAV (GPS) Z RWY 9**

NE-4, 07 AUG 2025 to 02 OCT 2025

APP CRS
088°

Rwy Idg
TDZE
1069

Apt Elev
1069

COPTER RNAV (GPS) Y RWY 9

GREENE COUNTY (WAY)

RNP APCH - GPS.

▼

▲ NA

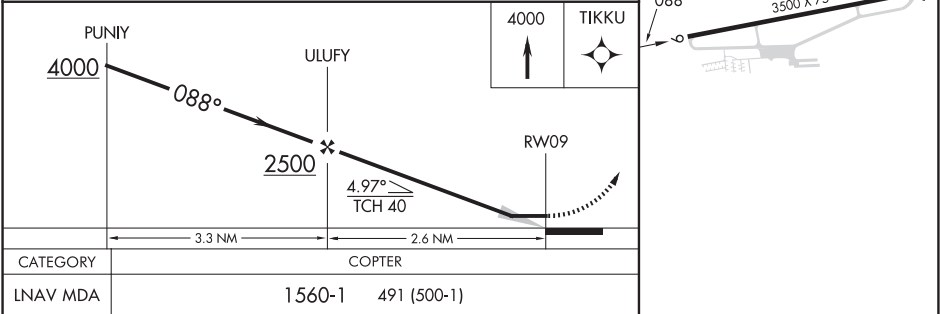
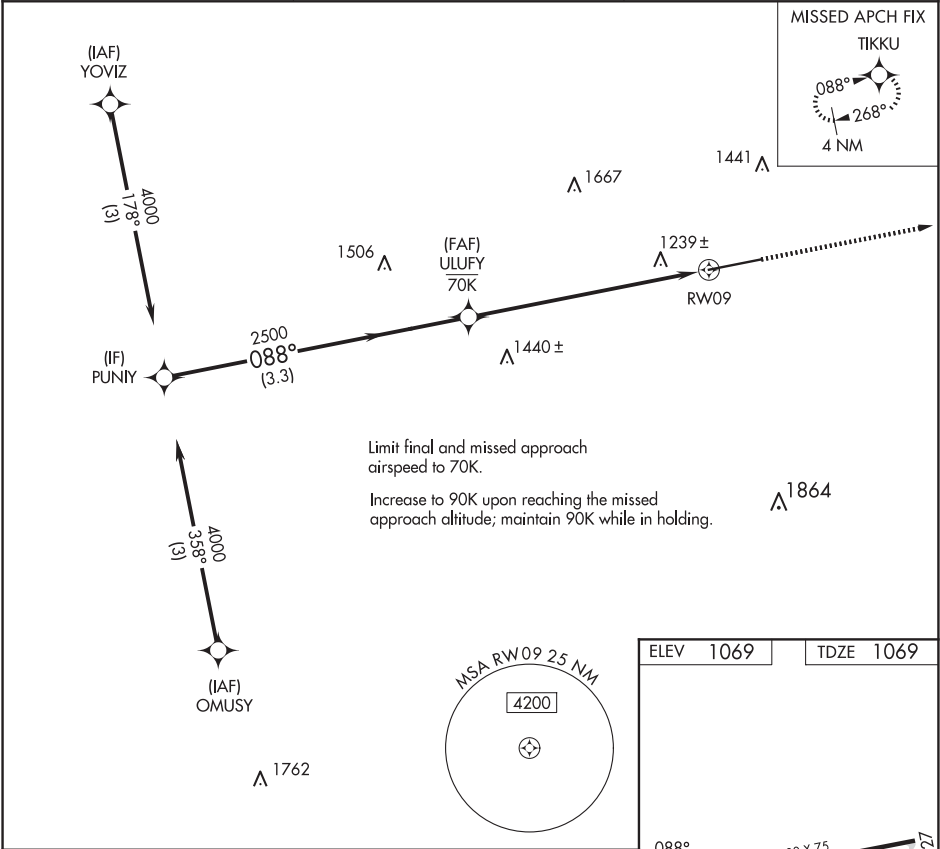
Use Washington altimeter setting. Procedure NA at night.

MISSED APPROACH: Climb to 4000 direct TIKKU and hold, continue climb-in-hold to 4000.

AFJ AWOS-3PT
119.175

CLARKSBURG APP CON★
121.15 284.65

UNICOM
122.8 (CTAF)



WELLSBORO, PENNSYLVANIA

AL-5279 (FAA)

24249

WAAS CH 58130 W10A	APP CRS 099°	Rwy Idg TDZE 1892 Apt Elev 1892	3597
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RNAV (GPS) RWY 10
GRAND CANYON RGNL (N38)

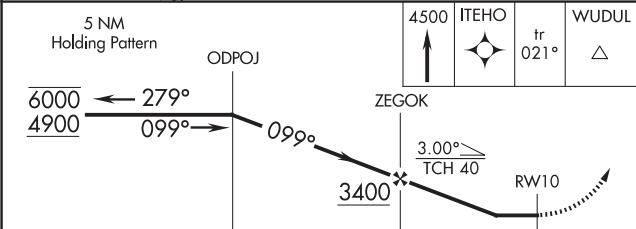
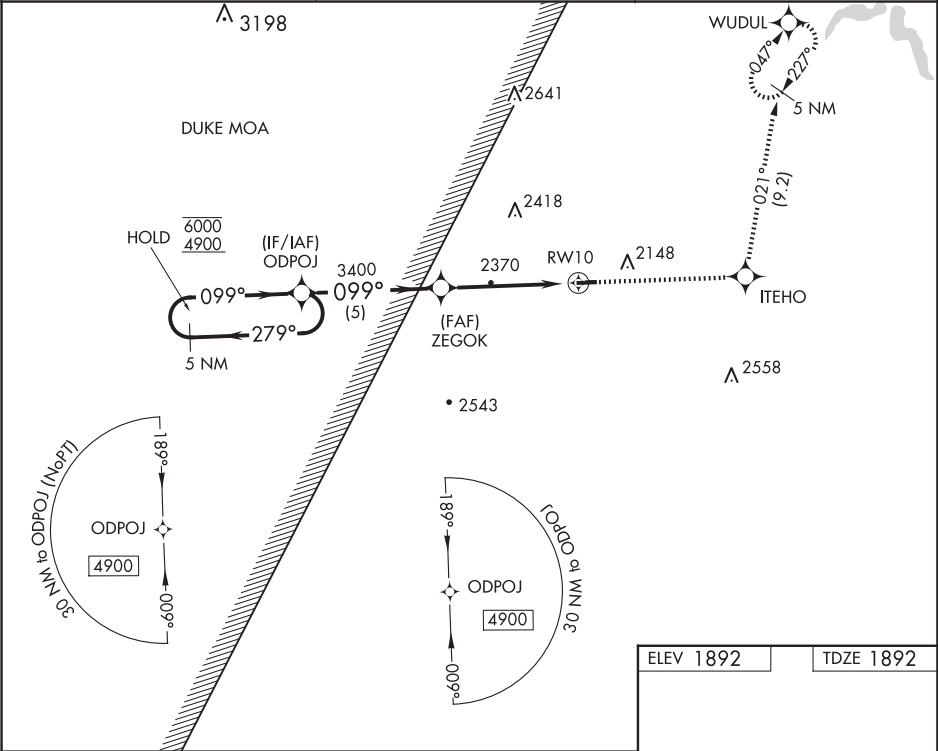
RNP APCH.

- ⚠

⚠
- Circling NA to Rws 11 and 29. Procedure NA at night.
Rwy 10 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4500 direct ITEHO and on track 021° to WUDUL and hold.

AWOS-3PT 120.925	ELMIRA APP CON ★ 128.425 257.8	UNICOM 122.8 (CTAF) 0
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ELEV 1892	TDZE 1892
<p>099° 10 3597 X 60 129 28</p>	
MIRL Rwy 10-28 0 REIL Rwy 28 0	

WELLSBORO, PENNSYLVANIA

Amdt 1 28FEB19

41°44'N-77°24'W

GRAND CANYON RGNL (N38)
RNAV (GPS) RWY 10

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

WEST CHESTER, PENNSYLVANIA

AL-6742 (FAA)

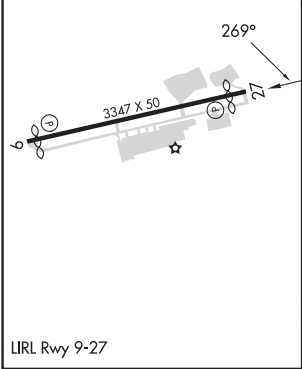
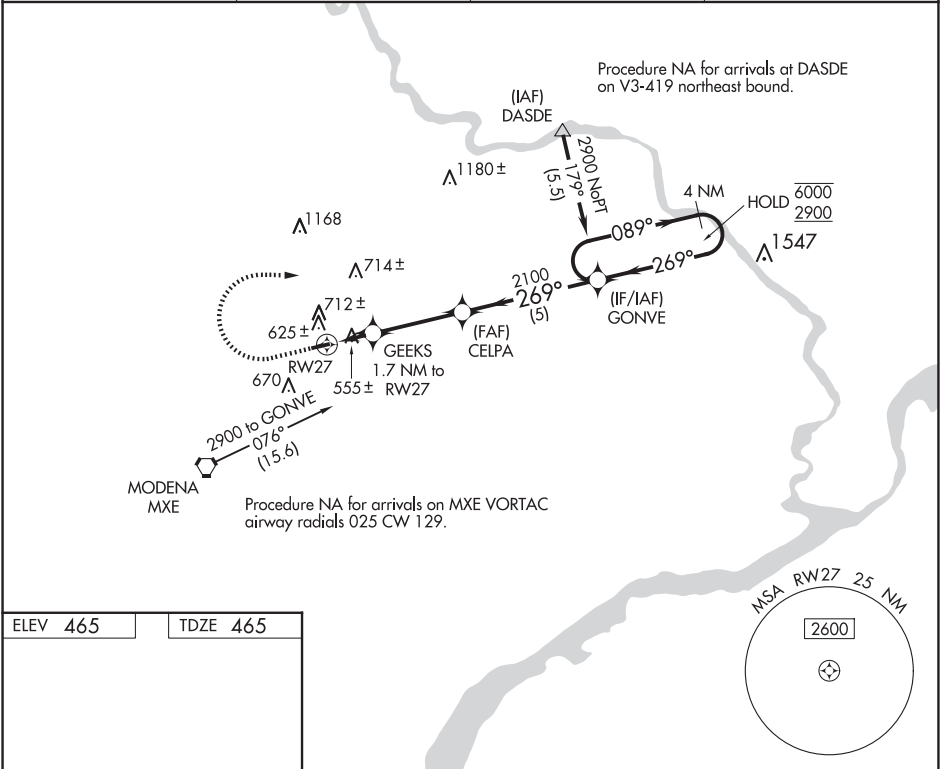
23222

WAAS CH 86637 W27A	APP CRS 269°	Rwy Idg TDZE Apt Elev	3098 465 465
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RNAV (GPS) RWY 27
BRANDYWINE RGNL (OQN)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1500 then climbing right turn to 2900 direct GONVE and hold.
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AWOS-3T 121.4	PHILADELPHIA APP CON 124.35 319.15	CLNC DEL 125.6	UNICOM 123.075 (CTAF)
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1500	2900	GONVE	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 20).
↑	↗	✦	
GONVE 4 NM Holding Pattern			
GEEKS 1.7 NM to RWY27			
CELPA			
RWY27 1.1 NM to RWY27			
3.00° TCH 45			
2100			
1040			
1.1 NM 0.6 NM 3.3 NM 5 NM			
CATEGORY	A	B	C D
LP MDA	820-1	355 (400-1)	NA
LNAP MDA	860-1	395 (400-1)	NA
CIRCLING	1080-1	615 (700-1)	NA

WEST CHESTER, PENNSYLVANIA
Amdt 1B 10AUG23

39°59'N-75°35'W

BRANDYWINE RGNL (OQN)
RNAV (GPS) RWY 27

NE-4, 07 AUG 2025 to 02 OCT 2025

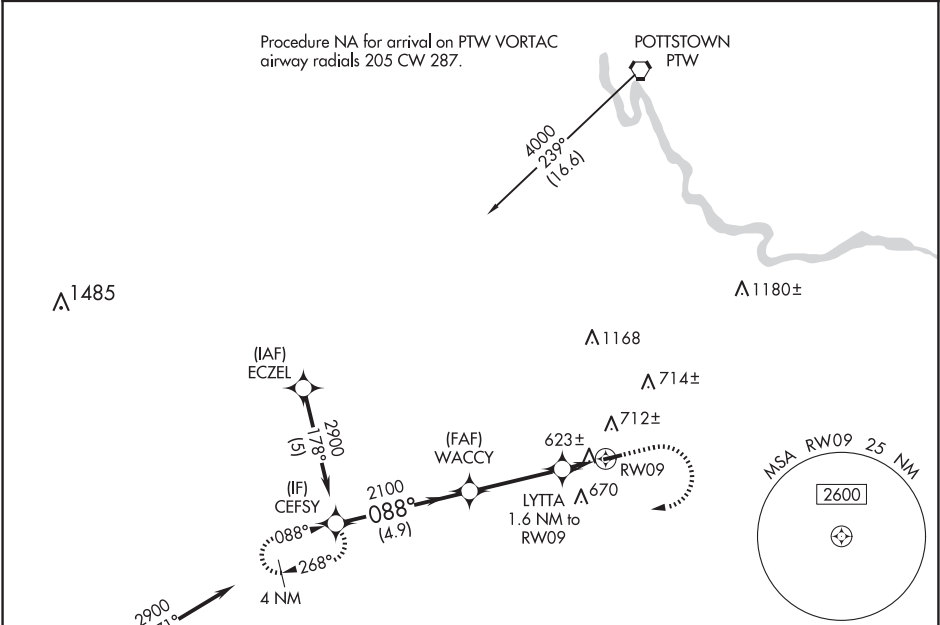
NE-4, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	3222
088°	TDZE	465
	Apt Elev	465

RNAV (GPS) Y RWY 9
BRANDYWINE RGNL (OQN)

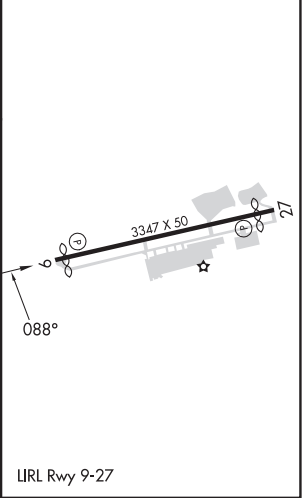
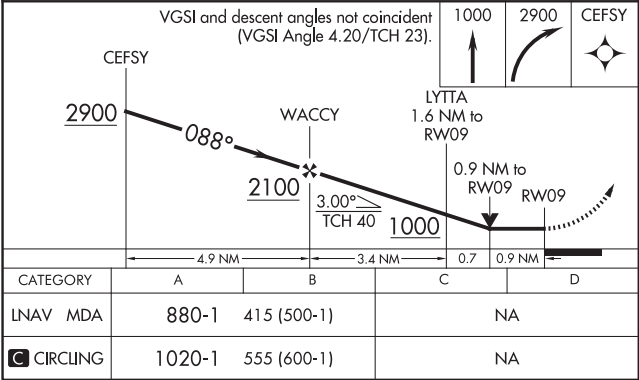
RNP APCH - GPS.	MISSED APPROACH: Climb to 1000 then climbing right turn to 2900 direct CEFSY and hold.
<div><div></div><div>Rwy 9 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Coatesville altimeter setting and increase all MDAs 60 feet.</div></div>	

AWOS-3T 121.4	PHILADELPHIA APP CON 124.35 319.15	CLNC DEL 125.6	UNICOM 123.075 (CTAF)
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Procedure NA for arrivals at GLOMO on V403-405 southwest bound, and on V3-408 westbound.

ELEV 465	TDZE 465
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NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

WEST CHESTER, PENNSYLVANIA

AL-6742 (FAA)

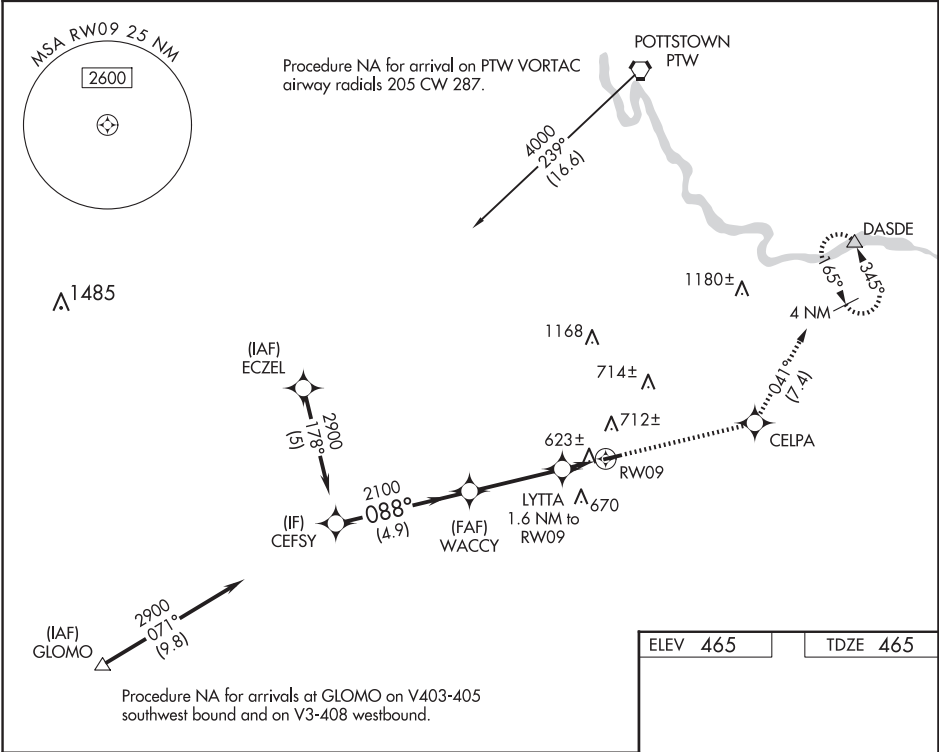
23222

APP CRS	Rwy Idg	3222
088°	TDZE	465
	Apt Elev	465

RNAV (GPS) Z RWY 9
BRANDYWINE RGNL (OQN)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2900 direct CELPA and left turn on track 041° to DASDE and hold.
<div><div></div><div>Rwy 9 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Coatesville altimeter setting and increase all MDAs 60 feet.</div></div>	

AWOS-3T 121.4	PHILADELPHIA APP CON 124.35 319.15	CLNC DEL 125.6	UNICOM 123.075 (CTAF)
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VGS1 and descent angles not coincident (VGS1 Angle 4.20/TCH 23).		2900	CELPA	DASDE
CEFSY		↑	✧	△
WACCY		fr 041°		
LYTTA 1.6 NM to RWY 9		0.9 NM to RWY 9		
2900		2100		
088°		3.00° TCH 40		
4.9 NM		3.4 NM		
CATEGORY		A		
LNAV MDA		880-1		
CIRCLING		1020-1		
		555 (600-1)		
		NA		
		NA		
		URL Rwy 9-27		

WEST CHESTER, PENNSYLVANIA
Orig-A 10AUG23

39°59'N-75°35'W

BRANDYWINE RGNL (OQN)
RNAV (GPS) Z RWY 9

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

VORTAC MXE

113.2

Chan 79

APP CRS

052°

Rwy Idg

TDZE

Apt Elev

N/A

N/A

465

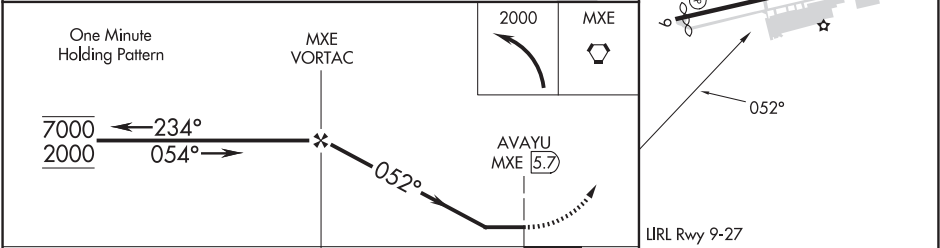
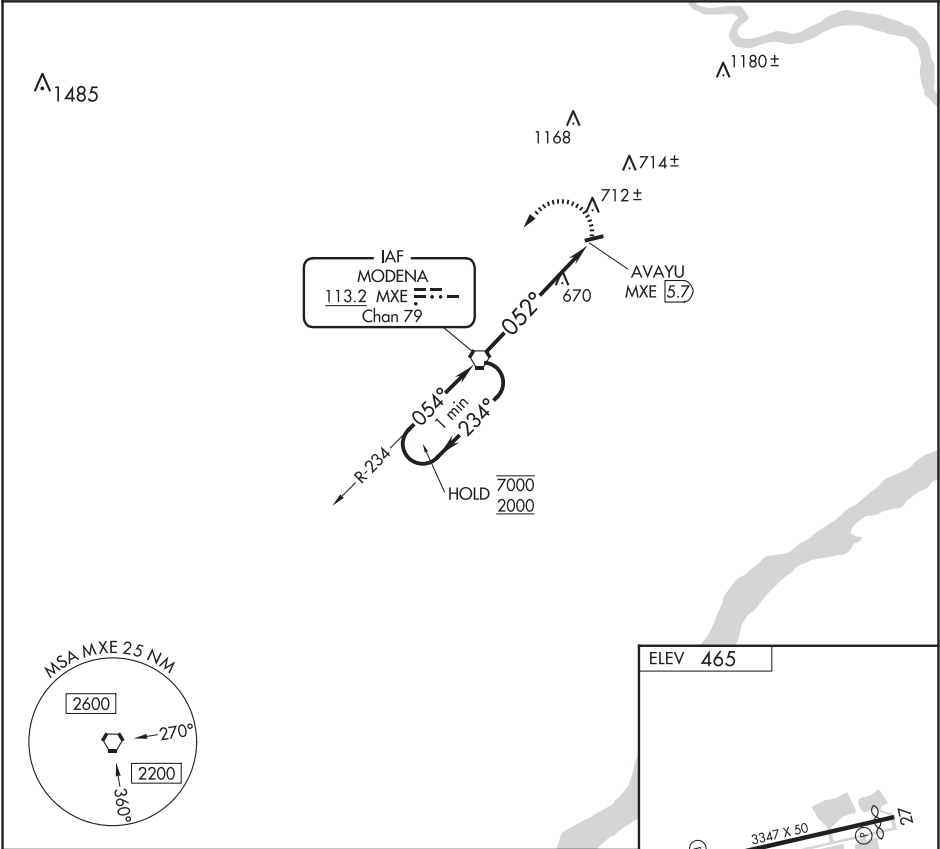
VOR-A

BRANDYWINE RGNL (OQN)

When local altimeter setting not received,
use Coatesville altimeter setting and increase all MDAs 60 feet.

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

AWOS-3T 121.4	PHILADELPHIA APP CON 124.35 319.15	CLNC DEL 125.6	UNICOM 123.075 (CTAF)
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					FAF to MAP 5.7 NM					
CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	1080-1	615 (700-1)	NA		Min:Sec	5:42	3:48	2:51	2:17	1:54

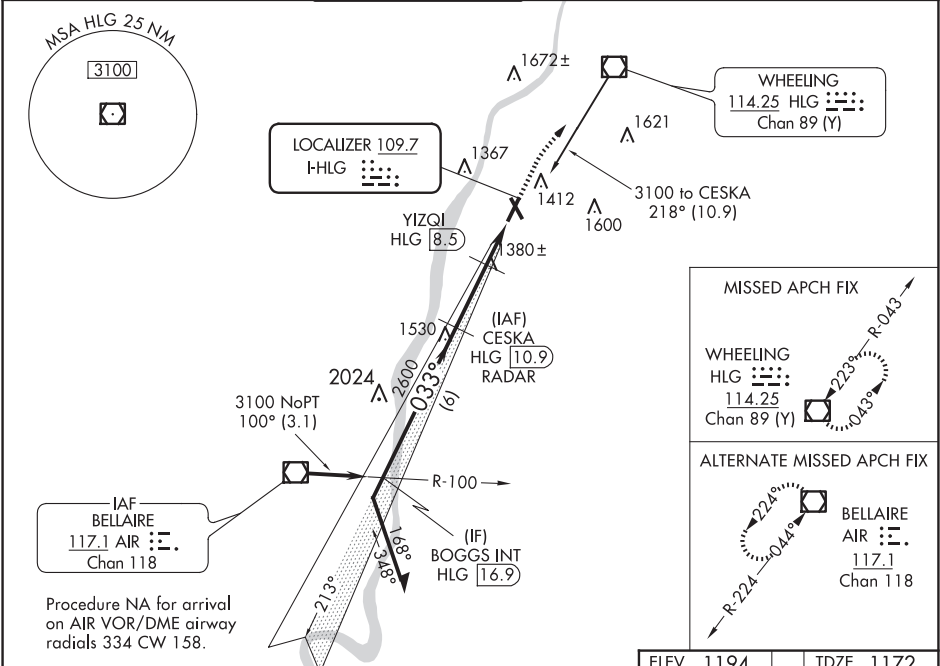
NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

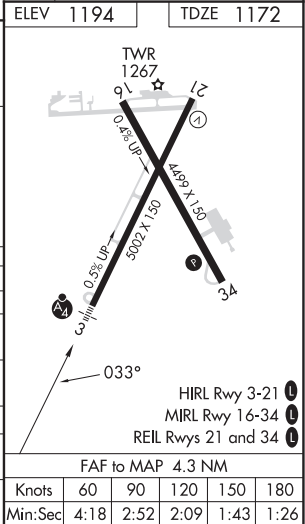
LOC I-HLG 109.7	APP CRS 033°	Rwy Idg TDZE Apt Elev 5002 1172 1194
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ILS or LOC RWY 3
WHEELING OHIO COUNTY (HLG)

DME or RADAR required.		MALSF	MISSED APPROACH: Climb to 1700 then climbing right turn to 3100 direct HLG VOR/DME and hold. Continue climb-in-hold to 3100.		
Autopilot coupled approach NA below 1401. Inop table does not apply to S-ILS all Cats and S-LOC Cats A/B.					
ASOS 127.375	PITTSBURGH APP CON 125.275 285.575	WHEELING TOWER ★ 118.1 (CTAF) 0257.8	GND CON 121.75	CLNC DEL 125.275 (when twr closed)	UNICOM 122.95



Remain within 10 NM		CESKA HLG 10.9 RADAR	1700	3100	HLG
3100		213°	↑	↷	☐
GS 3.00° TCH 60		033°	*LOC only.		
2600		2600			
2.5 NM		0.5 NM			
1.3 NM					
CATEGORY	A	B	C	D	
S-ILS 3	1372/50 200 (200-1)				
S-LOC 3	1800/50	628 (700-1)	1800-1½	628 (700-1½)	
CIRCLING	1800-1	606 (700-1)	1920-2 726 (800-2)	1920-2¼ 726 (800-2¼)	
YIZQI FIX MINIMUMS					
S-LOC 3	1640/50	468 (500-1)	1640/60	468 (500-1¼)	
CIRCLING	1720-1 526 (600-1)	1740-1 546 (600-1)	1920-2 726 (800-2)	1920-2¼ 726 (800-2¼)	



NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

WAAS

CH **90513**

W03A

APP CRS

033°

Rwy Idg

5002

TDZE

1172

Apt Elev

1194

RNAV (GPS) RWY 3

WHEELING OHIO COUNTY (HLG)

RNP APCH.

▼ Inoperative table does not apply to LPV and LNAV/VNAV all Cats and LNAV Cats A/B. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

▲

MALSF

▲

—

MISSED APPROACH: Climb 1600 then climb to 3100 direct HLG VOR/DME and hold, continue climb-in-hold to 3100.

ASOS

127.375

PITTSBURGH APP CON

125.275 285.575

WHEELING TOWER ★

118.1 (CTAF) 125.8

GND CON

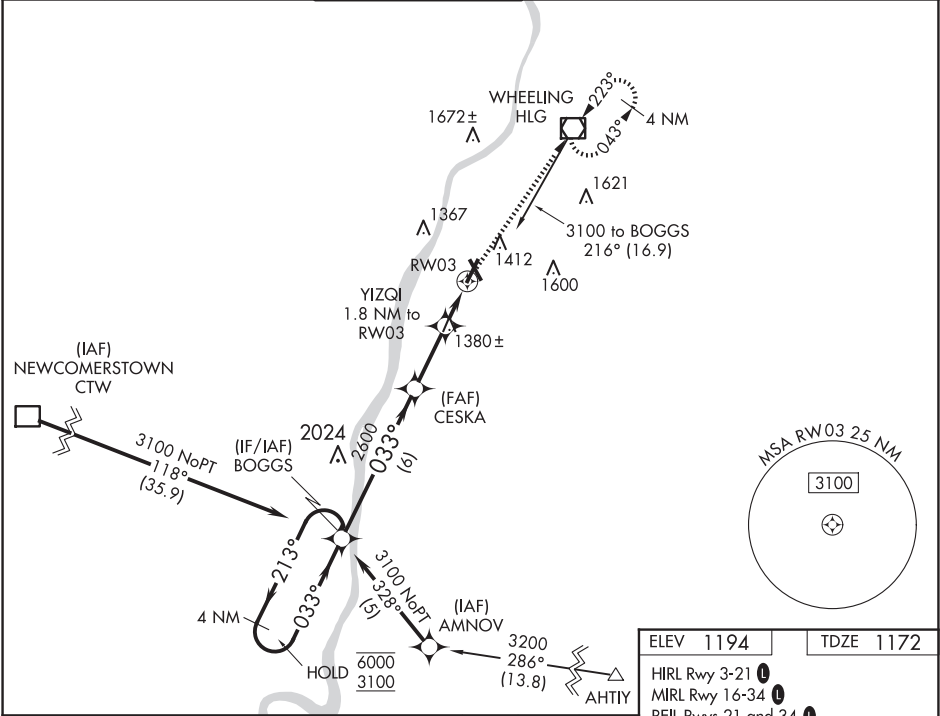
121.75

CLNC DEL

125.275
(when twr closed)

UNICOM

122.95



4 NM Holding Pattern BOGGS

6000

3100

GP 3.00°

TCH 60

213°

033°

2600

1800

6 NM

2.5 NM

1.8 NM

CESKA

2600

YIZQI

1.8 NM to RW03

RW03

*LNAV only.

1600

3100

HLG

CATEGORY	A	B	C	D
LPV DA		1372/50	200 (200-1)	
LNAV/VNAV DA		1439/50	267 (300-1)	
LNAV MDA	1640/55	468 (500-1)	1640/60	468 (500-1¼)
CIRCLING	1720-1 526 (600-1)	1740-1 546 (600-1)	1920-2 726 (800-2)	1920-2¼ 726 (800-2¼)

TWR

1267

0.43° UP

0.53° UP

5002 X 130

MAPS X 130

34

033°

WHEELING, WEST VIRGINIA


AL-650 (FAA)

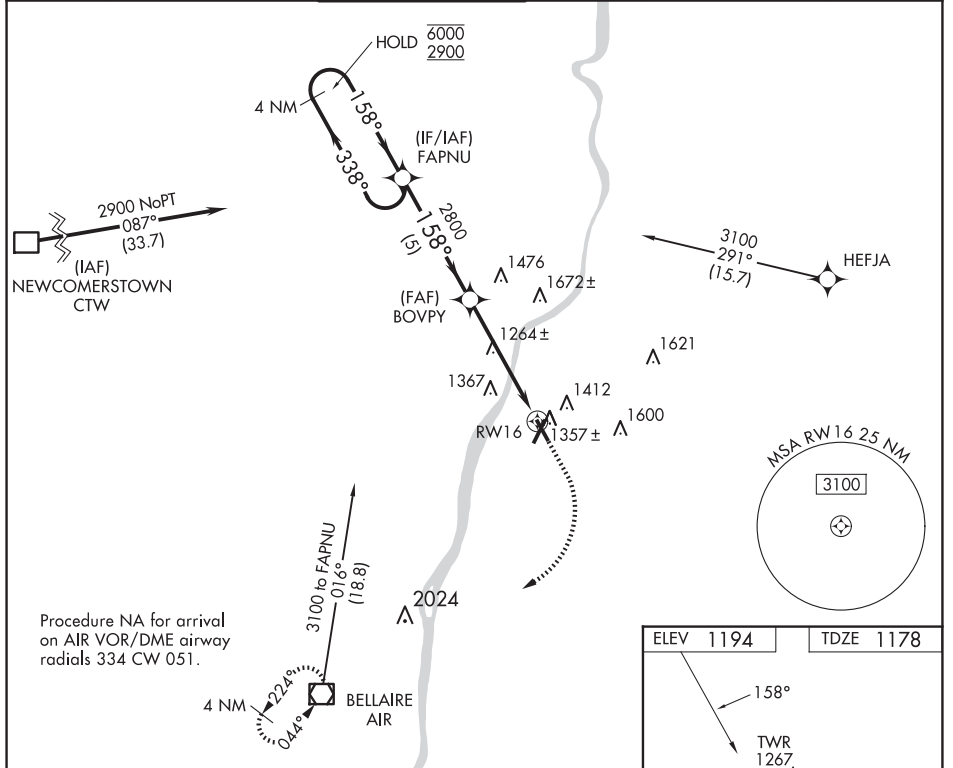
22363

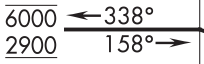

WAAS CH 99640 W16A	APP CRS 158°	Rwy Idg TDZE 1178 Apt Elev 1194	4499
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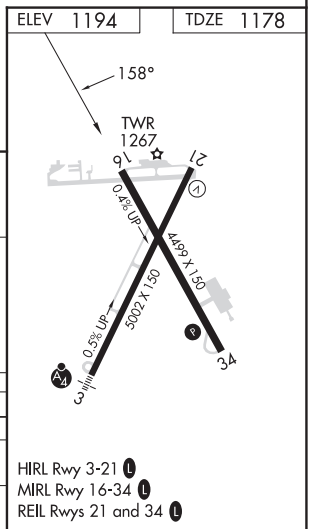
RNAV (GPS) RWY 16

WHEELING OHIO COUNTY (H.L.G.)

RNP APCH. 		MISSED APPROACH: Climb to 1700 then climbing right turn to 3100 direct AIR VOR/DME and hold.			
ASOS 127.375	PITTSBURGH APP CON 125.275 285.575	WHEELING TOWER ★ 118.1 (CTAF) 0 257.8	GND CON 121.75	CLNC DEL 125.275 (when twr closed)	UNICOM 122.95



4 NM Holding Pattern FAPNU		1700	3100	AIR
				
6000 ← 338° 2900 → 158°		BOVPY		
2800		1 NM to RWY 16		
3.00° TCH 40		RWY 16		
5 NM		4 NM	1 NM	
CATEGORY	A	B	C	D
LP MDA	1520-1		342 (400-1)	
LNAV MDA	1620-1	442 (500-1)	1620-1 $\frac{3}{8}$	442 (500-1 $\frac{3}{8}$)
CIRCLING	1720-1 526 (600-1)	1740-1 546 (600-1)	1920-2 726 (800-2)	1920-2 $\frac{1}{4}$ 726 (800-2 $\frac{1}{4}$)



WHEELING, WEST VIRGINIA
Amdt 1A 10SEP20

40°11'N-80°39'W

WHEELING OHIO COUNTY (H.L.G.)
RNAV (GPS) RWY 16

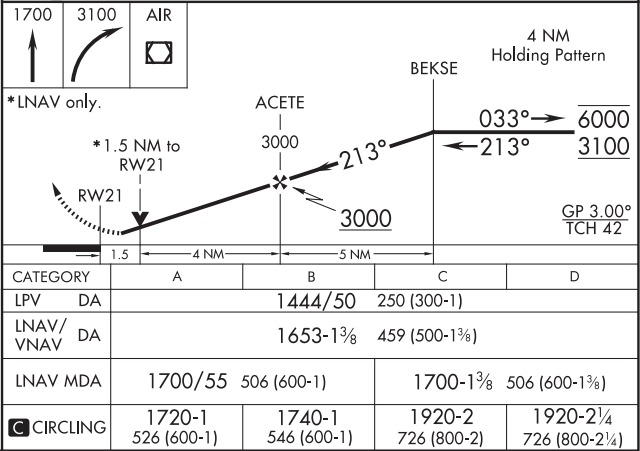
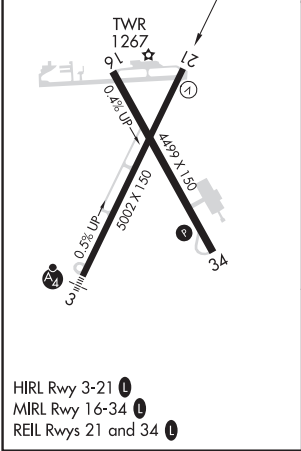
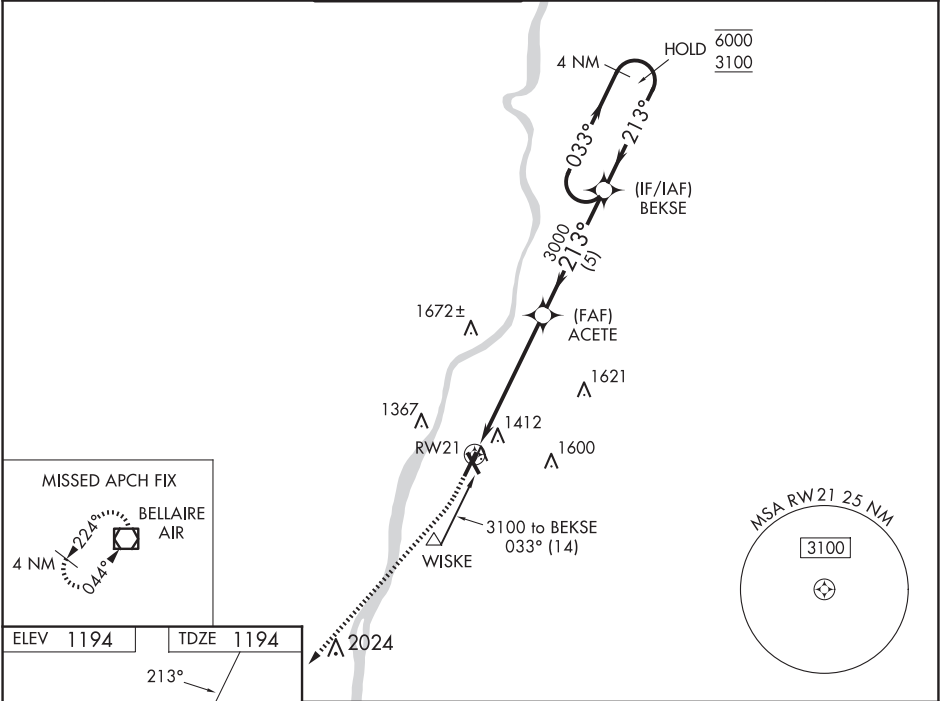
NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

WAAS CH 58240 W21A	APP CRS 213°	Rwy Idg TDZE 1194 Apt Elev 1194
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RNAV (GPS) RWY 21
WHEELING OHIO COUNTY (H.L.G)

RNP APCH.		MISSED APPROACH: Climb to 1700 then climbing right turn to 3100 direct AIR VOR/DME and hold.		
▼ Rwy 21 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°C.				
ASOS 127.375	PITTSBURGH APP CON 125.275 285.575	WHEELING TOWER ★ 118.1 (CTAF) 0 257.8	GND CON 121.75	CLNC DEL 125.275 (when twr closed)
				UNICOM 122.95



NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

WHEELING, WEST VIRGINIA

AL-650 (FAA)

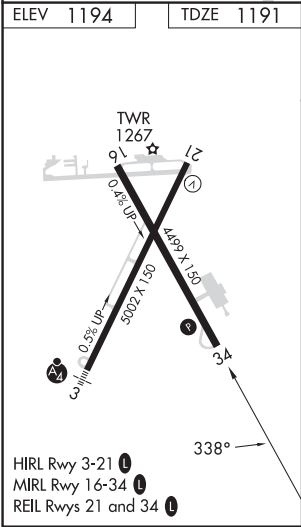
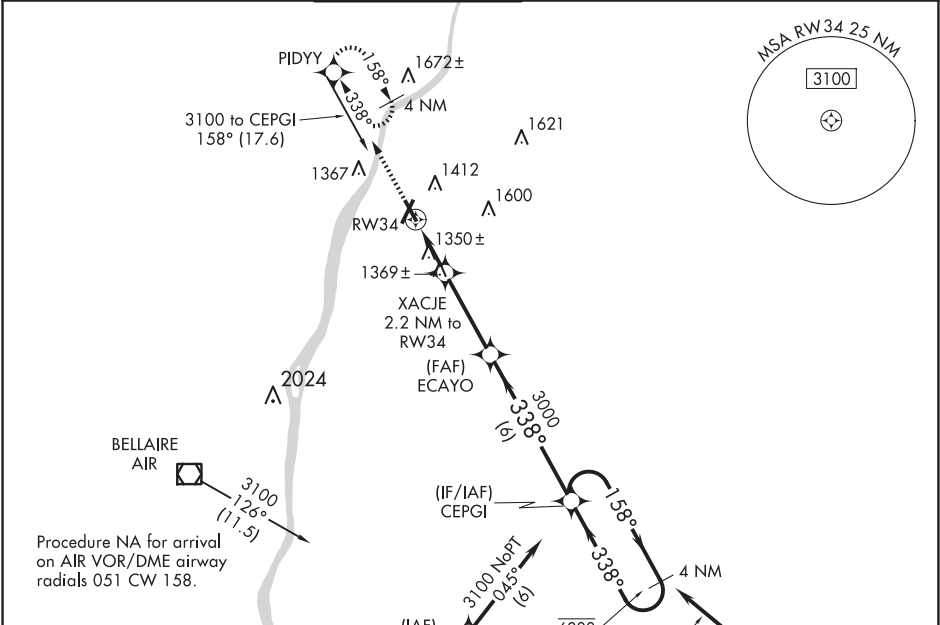
22363

WAAS CH 69540 W34A	APP CRS 338°	Rwy Idg 4499 TDZE 1191 Apt Elev 1194
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RNAV (GPS) RWY 34

WHEELING OHIO COUNTY (H.L.G.)

RNP APCH.		MISSED APPROACH: Climb to 3300 direct PIDYY and hold, continue climb-in-hold to 3300.			
ASOS 127.375	PITTSBURGH APP CON 125.275 285.575	WHEELING TOWER ★ 118.1 (CTAF) 0 257.8	GND CON 121.75	CLNC DEL 125.275 (when twr closed)	UNICOM 122.95



3300 PIDYY		XACJE 2.2 NM to RW34		ECAYO		CEPCI 4 NM Holding Pattern	
1.2 NM to RW34		≤3.00° TCH 42		3000		158° → 6000 ← 338° 3100	
1.2		1		3.4 NM		6 NM	
CATEGORY	A	B		C		D	
LP MDA	1620-1	429 (500-1)		1620-1¼		429 (500-1¼)	
LNAV MDA	1740-1	549 (600-1)		1740-1½		549 (600-1½)	
CIRCLING	1740-1	546 (600-1)		1920-2 726 (800-2)		1920-2¼ 726 (800-2¼)	

WHEELING, WEST VIRGINIA
Amdt 1B 07OCT21

40°11'N-80°39'W

WHEELING OHIO COUNTY (H.L.G.)

RNAV (GPS) RWY 34

VOR/DME HLG	APP CRS	Rwy Idg	5002
114.25	223°	TDZE	1194
Chan 89 (Y)		Apt Elev	1194

VOR RWY 21

WHEELING OHIO COUNTY (HLG)

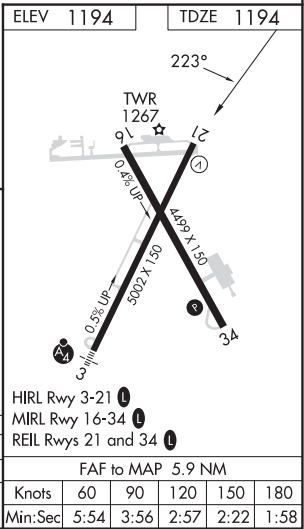
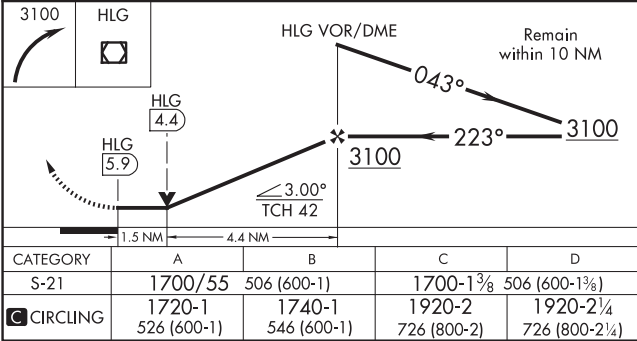
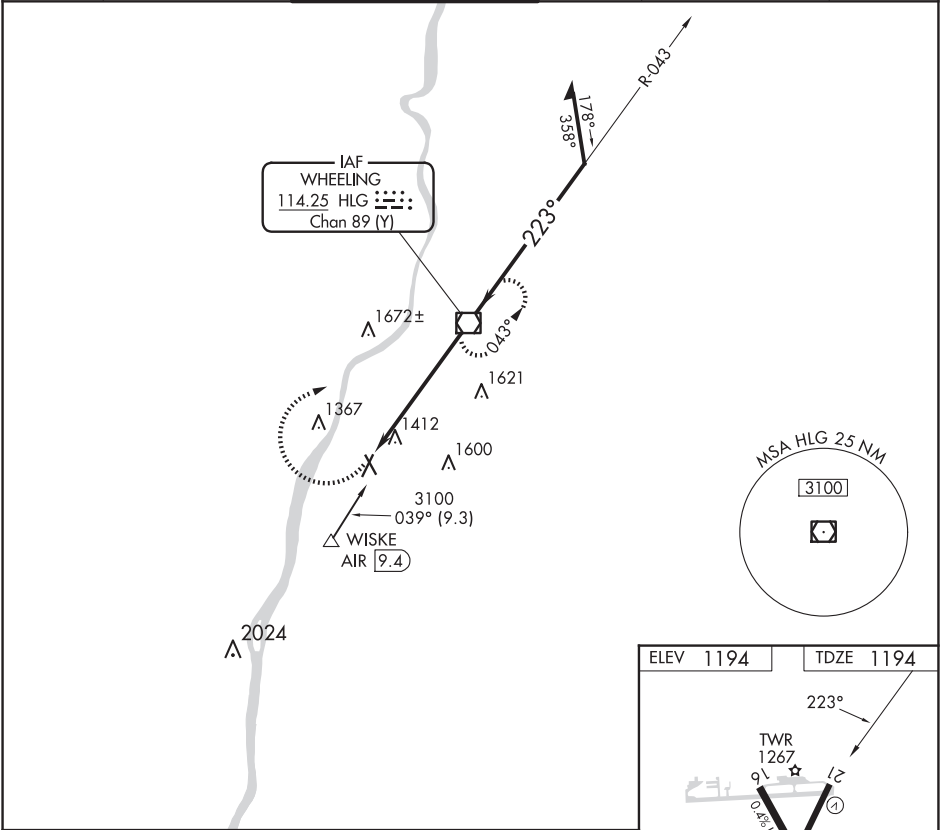
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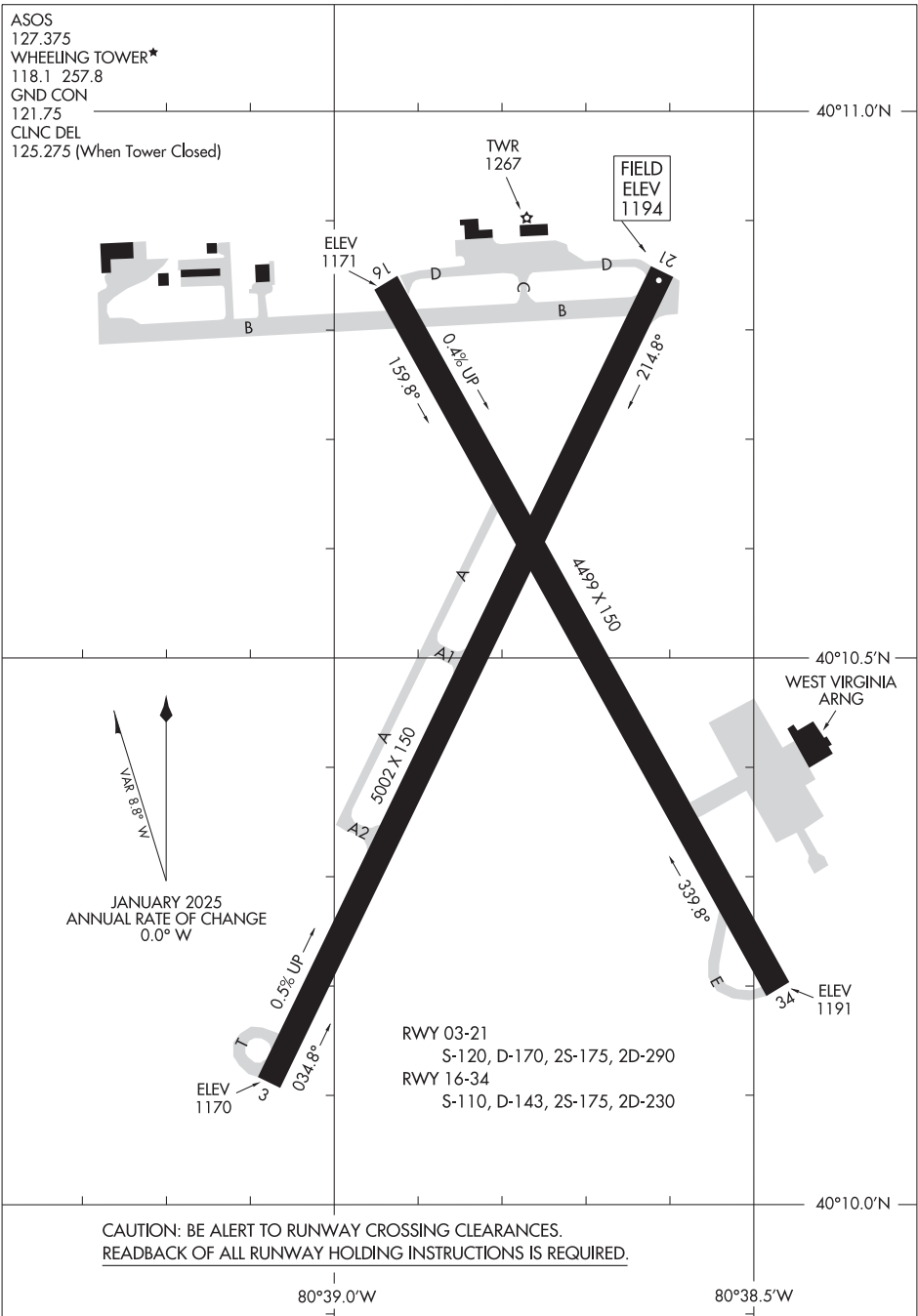
A

Rwy 21 helicopter visibility reduction below RVR 4000 NA.

MISSED APPROACH: Climbing right turn to 3100 direct HLG VOR/DME and hold.

ASOS	PITTSBURGH APP CON	WHEELING TOWER ★	GND CON	CLNC DEL	UNICOM
127.375	125.275 285.575	118.1(CTAF) 257.8	121.75	125.275 (when twr closed)	122.95





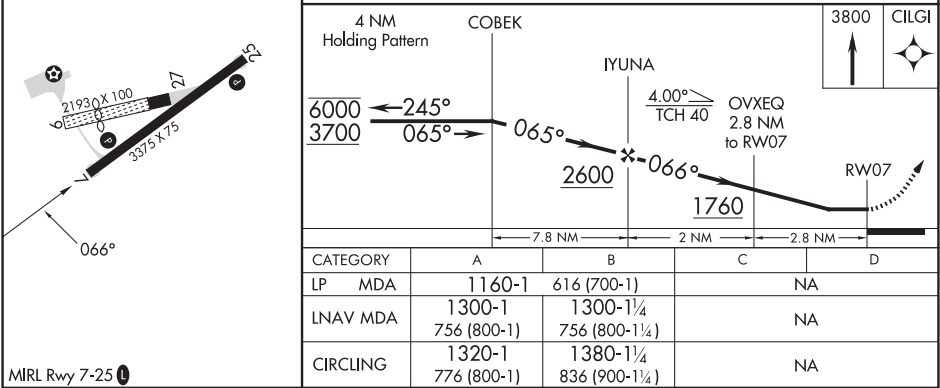
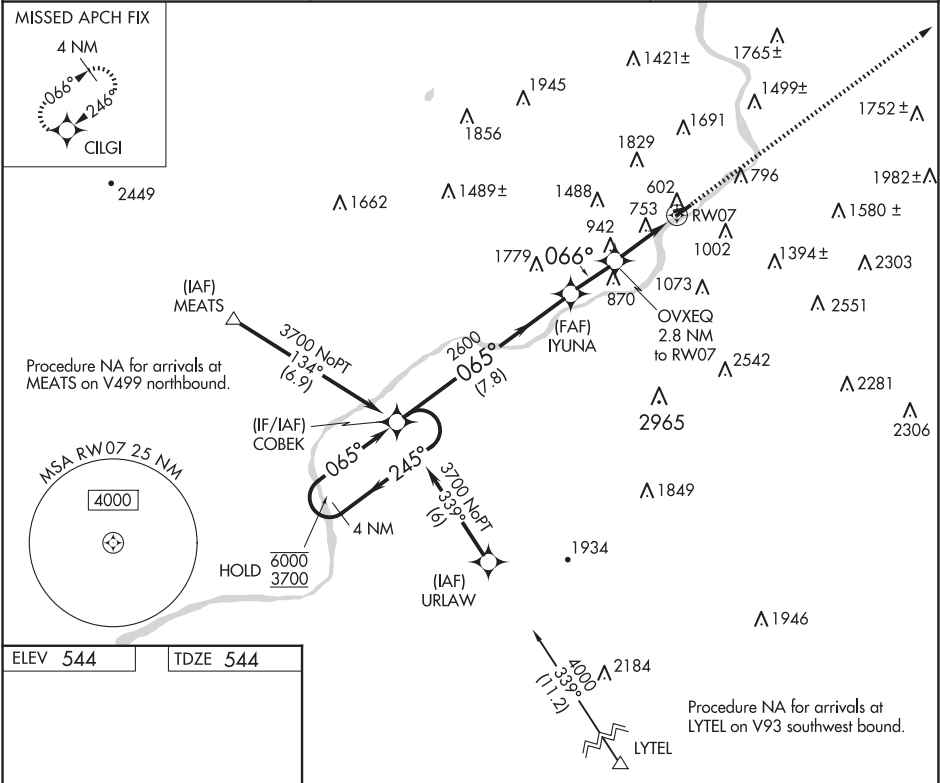
WAAS CH 86624 W07A	APP CRS 066°	Rwy Idg TDZE 544 Apt Elev 544	3375 544 544
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RNAV (GPS) RWY 7

WILKES-BARRE WYOMING VALLEY (WBW)

RNP APCH - GPS.	Rwy 7 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Circling NA to Rwys 9 and 27. Use AVP altimeter setting. Circling NA northwest of Rwy 7-25.	MISSED APPROACH: Climb to 3800 direct CILGI and hold, continue climb-in-hold to 3800.
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AVP ASOS 135.75	WILKES-BARRE APP CON 126.3 256.7	UNICOM 122.8 (CTAF) 0
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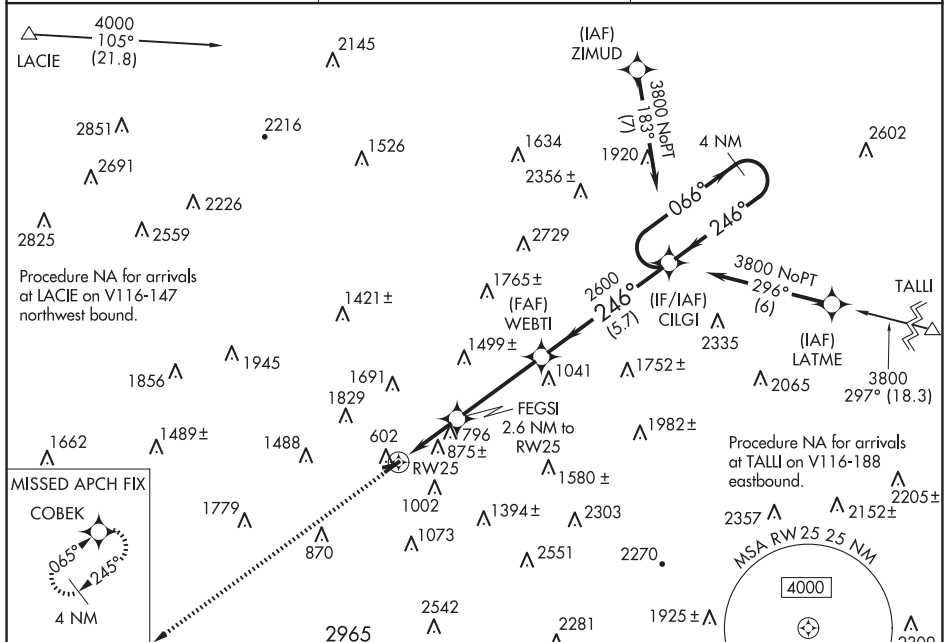
WAAS CH 45824 W25A	APP CRS 246°	Rwy Idg 3375 TDZE 544 Apt Elev 544
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RNAV (GPS) RWY 25

WILKES-BARRE WYOMING VALLEY (WBW)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3700 direct COBEK and hold.
Circling NA to Rwy 9 and 27. Rwy 25 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use AVP altimeter setting. Circling NA NW of Rwy 7-25.		

AVP ASOS 135.75	WILKES-BARRE APP CON 126.3 256.7	UNICOM 122.8 (CTAF) 0
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ELEV 544	TDZE 544
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		3700 COBEK	VGSI and RNAV glidepath not coincident (VGSI Angle 3.75/TCH 40).	4 NM Holding Pattern
		WEBTI 2600	246°	3800
		FEAGSI 2.6 NM to RW25	246°	3800
		2.6 NM	3.7 NM	5.7 NM
CATEGORY	A	B	C	D
LPV DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1240-1 696 (700-1)		NA	
CIRCLING	1320-1 776 (800-1)	1380-1¼ 836 (900-1¼)	NA	

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-AVP	APP CRS	Rwy Idg	7502
109.9	045°	TDZE	962
Chan 36		Apt Elev	962

ILS or LOC RWY 4

WILKES-BARRE/SCRANTON INTL (AVP)

⚠

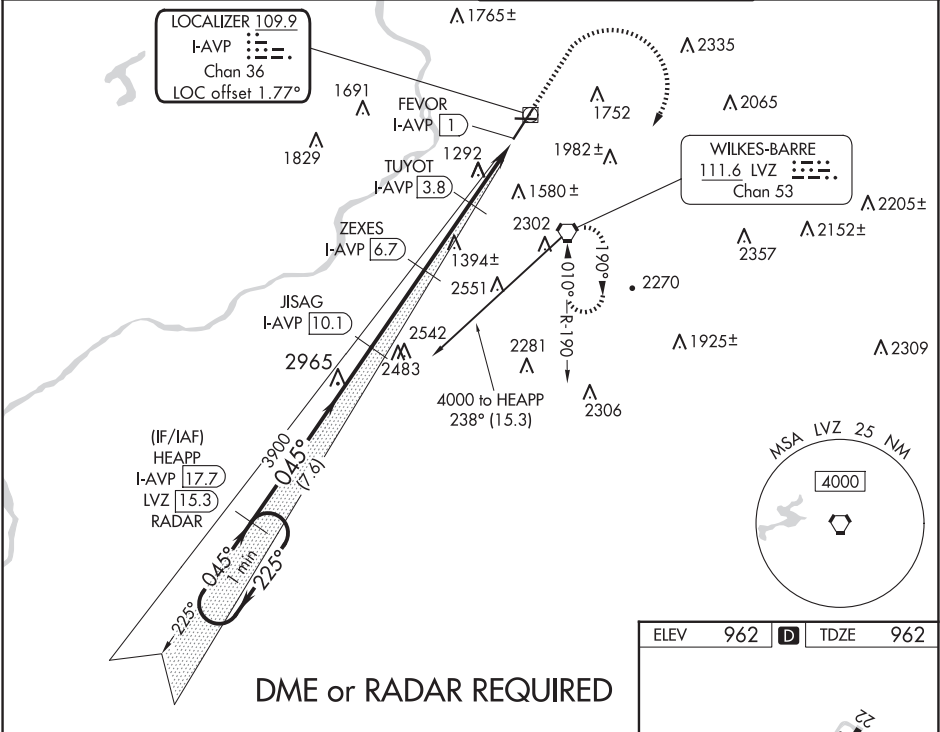
Circling to Rwy 10, 28 NA at night. Circling NA for Cats C and D southeast of Rwy 4-22. Autopilot coupled approach NA below 2530. DME required. For inop ALS, increase S-ILS 4 all Cats visibility to RVR 5000, and S-LOC 4 Cat C/D visibility to 1½ SM.

MALSR

MISSED APPROACH:

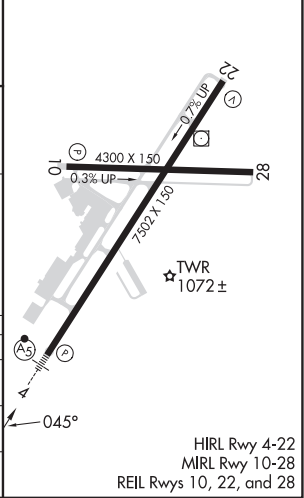
Climb to 3000 then climbing right turn to 4000 direct LVZ VORTAC and hold.

ATIS	WILKES-BARRE APP CON	WILKES-BARRE TOWER	GND CON
135.75	120.95 256.7 (280°-100°) 126.3 256.7 (101°-279°)	120.1 257.8	121.9



ELEV	962	TDZE	962
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One Minute Holding Pattern	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 58).			
	HEAPP I-AVP 17.7	JISAG I-AVP 10.1	ZEXES I-AVP 6.7	TUYOT I-AVP 3.8
4000	225°	045°	3900	2820
GS 3.00° TCH 56				1900
	7.6 NM	3.4 NM	2.9 NM	1.2 NM
CATEGORY	A	B	C	D
S-ILS 4	1262/24		300 (300-½)	
S-LOC 4	1540/24	578 (600-½)	1540-1¼	578 (600-1¼)
CIRCLING	1840-1¼ 878 (900-1¼)	1980-1½ 1018 (1100-1½)	1980-3 1018 (1100-3)	2280-3 1318 (1400-3)

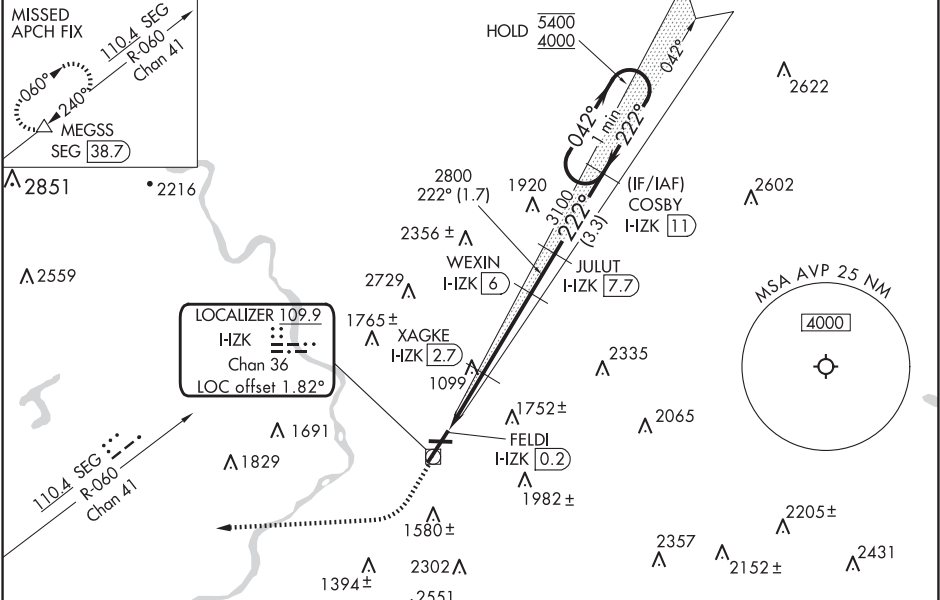


LOC/DME	I-ZK	APP CRS	Rwy Idg	7502
109.9		222°	TDZE	933
Chan 36			Apt Elev	962

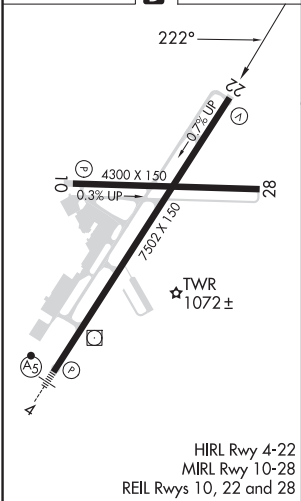
ILS or LOC RWY 22
WILKES-BARRE/SCRANTON INTL (AVP)

RADAR required for procedure entry. DME required.		MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 on heading 275° and SEG VOR/DME R-060 to MEGSS/ SEG 38.7 DME and hold.
	Circling NA for Cats C and D southeast of Rwy 4-22. Circling Rwy 28 NA at night.	

ATIS 135.75	WILKES-BARRE APP CON 120.95 256.7 (280°-100°) 126.3 256.7 (101°-279°)	WILKES-BARRE TOWER 120.1 257.8	GND CON 121.9
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ELEV 962	D	TDZE 933
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1500	4000	SEG R-060	MEGSS	VGS and ILS glidepath not coincident (VGS Angle 3.00/TCH 54).		One Minute Holding Pattern	
				JULUT I-ZK 7.7	COSBY I-ZK 11	042° → 5400 ← 222° 4000	
				XAGKE I-ZK 2.7	WEXIN I-ZK 6	2800	
				FELDI I-ZK 0.2		1740	
						2800	
						3100	
						GS 3.00° TCH 46	
						1.4 NM 1.1 3.3 NM 1.7 NM 3.3 NM	
CATEGORY	A		B		C		D
S-ILS 22	1201/45		268 (300-7%)				
S-LOC 22	1400/55		467 (500-1)		1400-13% 467 (500-13%)		
CIRCLING	1840-11/4 878 (900-11/4)		1980-11/2 1018 (1100-11/2)		1980-3 1018 (1100-3)		2280-3 1318 (1400-3)

WAAS CH 62813 W04A	APP CRS 044°	Rwy Idg TDZE 962 Apt Elev 962
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RNAV (GPS) RWY 4

WILKES-BARRE/SCRANTON INTL (A VP)

⚠

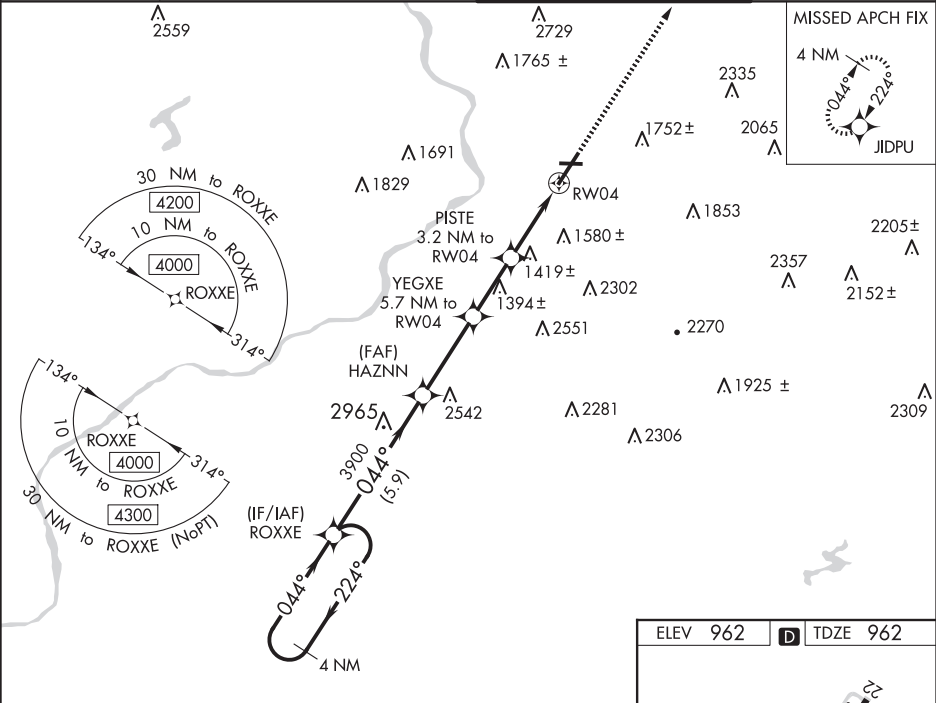
⚠

Circling to Rwy 10 and 28 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). When local altimeter setting not received, procedure NA. For inop MALSR, increase LNAV Cats C/D visibility to 2 miles. Circling NA for Cats C and D southeast of Rwy 4-22. DME/DME RNP-0.3 NA. **RVR 1800 authorized with use of FD or AP or HUD to DA.

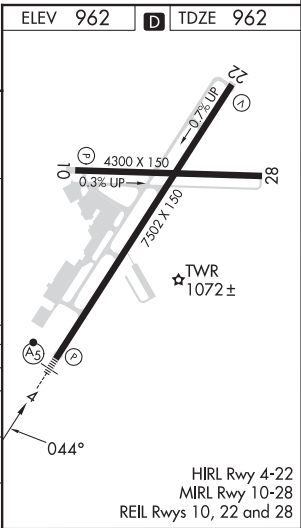
MALSR

MISSED APPROACH: Climb to 4000 direct JIDPU and hold.

ATIS 135.75	WILKES-BARRE APP CON 120.95 256.7 (280°-100°) 126.3 256.7 (101°-279°)	WILKES-BARRE TOWER 120.1 257.8	GND CON 121.9
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<div>4 NM Holding Pattern</div> <div>ROXXE</div>				<div>HAZNN</div> <div>3900</div>				<div>YEGXE</div> <div>5.7 NM to RW04</div>				<div>PISTE</div> <div>3.2 NM to RW04</div>				<div>4000</div> <div>JIDPU</div>			
<div>← 224°</div> <div>← 044°</div>				<div>← 044°</div>				<div>← 044°</div>				<div>← 044°</div>				<div>← 044°</div>			
<div>GP 3.00°</div> <div>TCH 53</div>				<div>3900</div>				<div>*2820</div>				<div>*2020</div>				<div>*2.1 NM to RW04</div>			
				<div>5.9 NM</div>				<div>3.4 NM</div>				<div>2.5 NM</div>				<div>1.1 NM</div>			
												<div>2.1 NM</div>							
CATEGORY				A				B				C				D			
LPV DA **				1162/24				200 (200-½)											
LNAV/VNAV DA				1618-1¼				656 (700-1¼)											
LNAV MDA				1680/24				718 (800-½)				1680-1½				718 (800-1½)			
CIRCLING				1840-1¼				1980-1½				1980-3				2280-3			
				878 (900-1¼)				1018 (1100-½)				1018 (1100-3)				1318 (1400-3)			



WILKES-BARRE/SCRANTON, PENNSYLVANIA

AL-661 (FAA)

23222

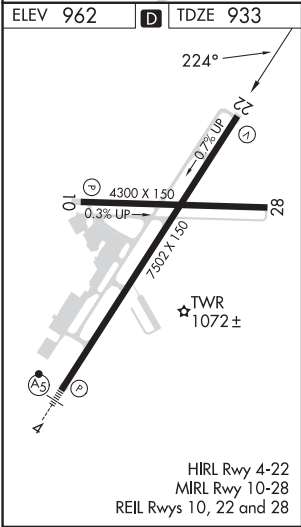
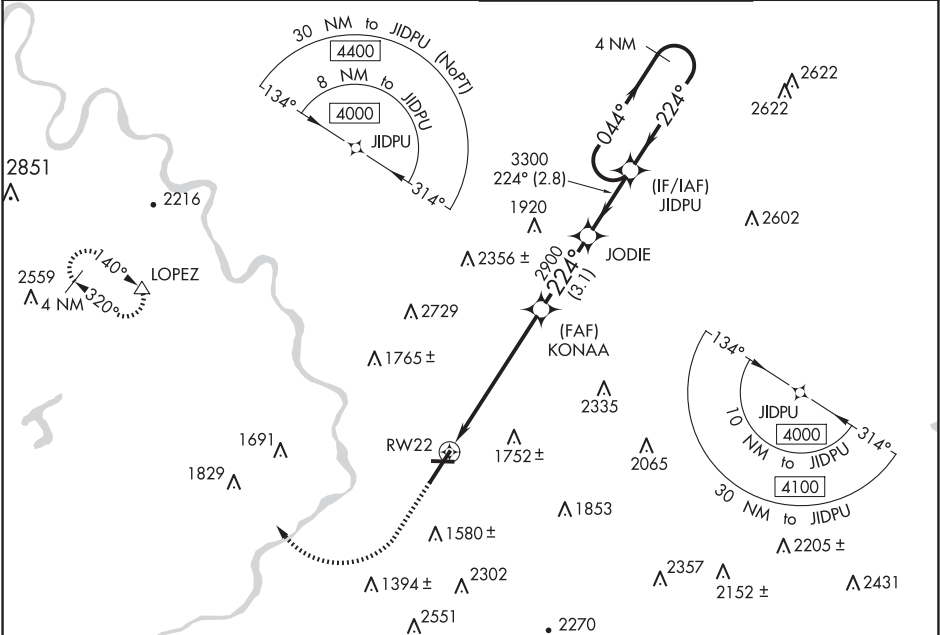
WAAS CH 69213 W22A	APP CRS 224°	Rwy Idg TDZE 933 Apt Elev 962
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RNAV (GPS) RWY 22

WILKES-BARRE/SCRANTON INTL (AVP)

<div><div>▼</div><div>▲</div></div>	Night landing: Rwy 10, 28 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). When local altimeter setting not received, procedure NA. Circling NA for Cats C and D southeast of Rwy4-22. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 1900 then climbing right turn to 4000 direct LOPEZ and hold.
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ATIS 135.75	WILKES-BARRE APP CON 120.95 256.7 (280°-100°) 126.3 256.7 (101°-279°)	WILKES-BARRE TOWER 120.1 257.8	GND CON 121.9
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ELEV 962	D	TDZE 933
1900	4000	LOPEZ
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 54).		
*LNAV only.		
*1.8 NM to RW22		
RW22		
KONAA 2900		
JODIE 2900		
JIDPU 4000		
GP 3.00° TCH 51		
CATEGORY	A	B
LPV DA	1178/40	245 (200-3/4)
LNAV/VNAV DA	1392-1 1/2	459 (500-1 1/2)
LNAV MDA	1500/55	567 (600-1)
CIRCLING	1840-1 1/4	1980-1 1/2
	878 (900-1 1/4)	1018 (1100-1 1/2)
		1018 (1100-3)
		1318 (1400-3)

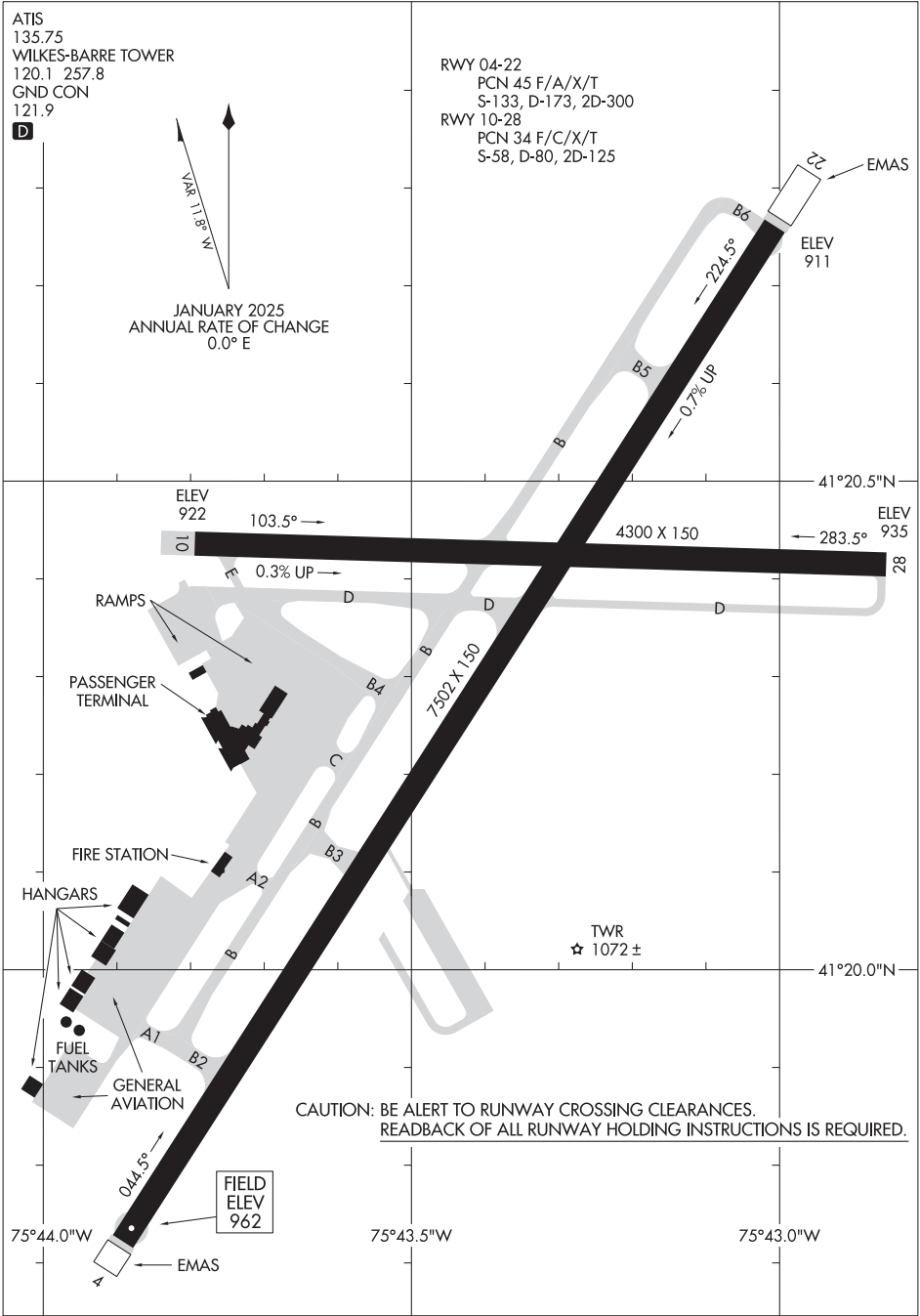
WILKES-BARRE/SCRANTON, PENNSYLVANIA
Amdt 1B 25JUN15

41°20'N-75°43'W

WILKES-BARRE/SCRANTON INTL (AVP)
RNAV (GPS) RWY 22

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025



NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

SCRANTON EIGHT DEPARTURE

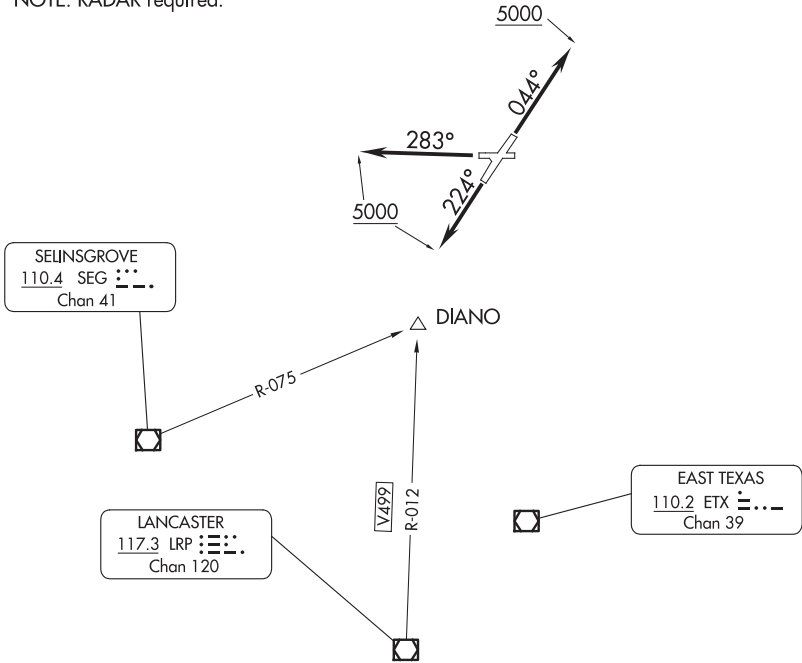
WILKES-BARRE/SCRANTON INTL (AVP)
WILKES-BARRE/SCRANTON, PENNSYLVANIA

ATIS
135.75
GND CON
121.9
WILKES-BARRE TOWER
120.1 257.8
WILKES-BARRE DEP CON
120.95 256.7 (NORTH)
126.3 256.7 (SOUTH)

TOP ALTITUDE:
5000

BINGHAMTON
112.2 CFB
Chan 59

NOTE: RADAR required.



TAKEOFF MINIMUMS:

- Rwy 10: NA - Obstacles.
- Rwy 4: Standard with minimum climb of 400' per NM to 2700.
- Rwy 22: Standard with minimum climb of 290' per NM to 3100.
- Rwy 28: Standard with minimum climb of 270' per NM to 2100.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 4: Climb heading 044° to 5000, thence....
- TAKEOFF RUNWAY 22: Climb heading 224° to 5000, thence....
- TAKEOFF RUNWAY 28: Climb heading 283° to 5000, thence....

....expect radar vectors to assigned route/navaid/fix, expect filed altitude
10 minutes after departure.

RNAV (GPS) RWY 8

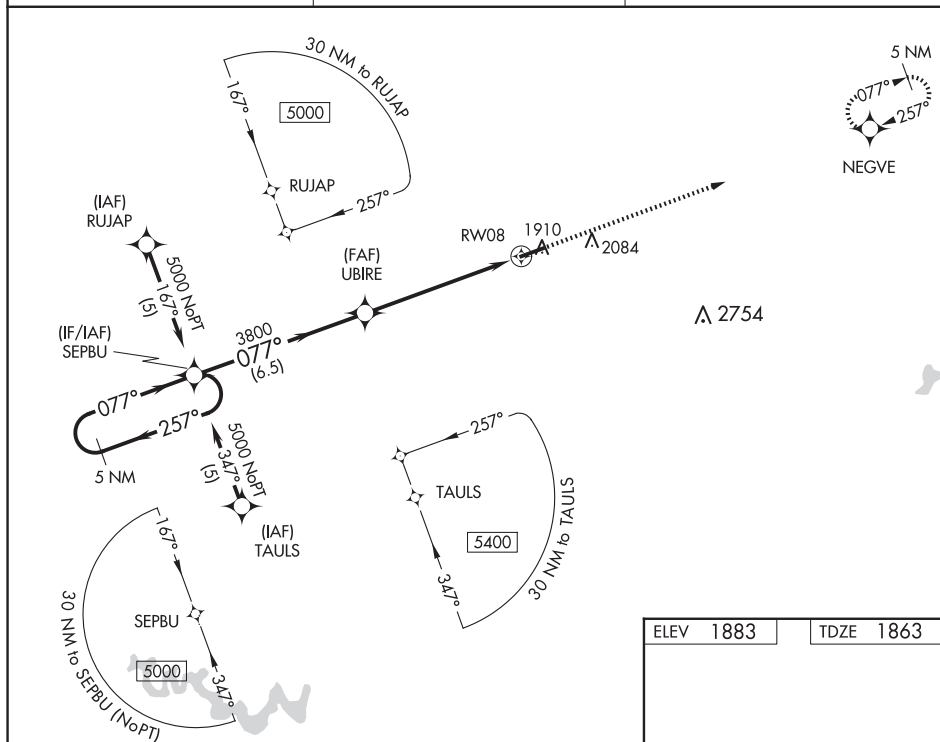
SOUTHERN WEST VIRGINIA RGNL (EBD)

T Obtain local altimeter setting on CTAF; when not received, use Beckley altimeter
A NA setting: increase all MDAs 140 feet and visibility LNAV Cat C/D and Circling
 Cat A/B $\frac{1}{4}$ SM and Circling Cat C $\frac{1}{2}$ SM.

MISSED APPROACH: Climb to 5000
direct NEGVE and hold.

INDIANAPOLIS CENTER
126.575 257.85

UNICOM
122.8 (CTAF) **L**

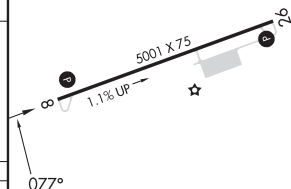
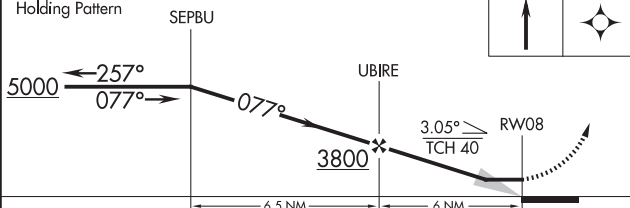


5 NM
Holding Pattern

SEPBU

500

NEGVE



CATEGORY	A	B	C	D
LNNAV MDA	2580-1 717 (700-1)	2580-1¼ 717 (700-1¼)	2580-2	717 (700-2)
CIRCLING	2680-1	797 (800-1)	2760-2½ 877 (900-2½)	2900-3 1017 (1100-3)

MIRL Rwy 8-26 **L**
REIL Rwy 8 and 26 **L**

RNAV (GPS) RWY 8

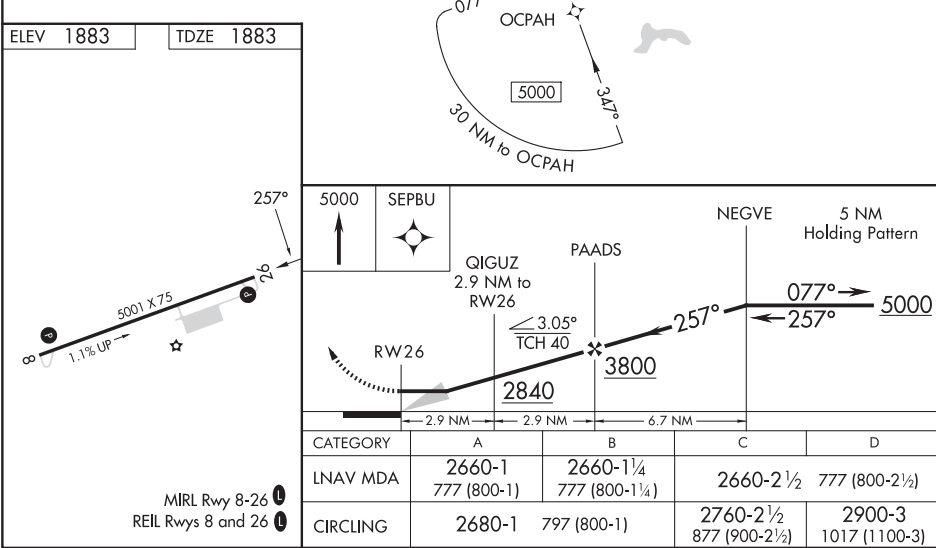
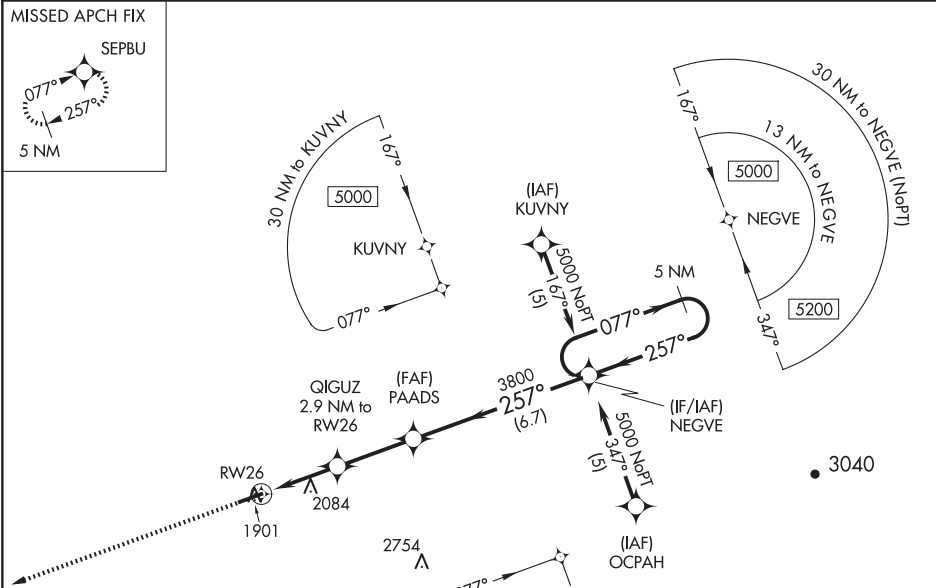
NE-4, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	5001
257°	TDZE	1883
	Apt Elev	1883

RNAV (GPS) RWY 26
SOUTHERN WEST VIRGINIA RGNL (E.B.D)

RNP APCH - GPS.	MISSED APPROACH: Climb to 5000 direct SEPBU and hold.
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116 AWOS-3 120.625	INDIANAPOLIS CENTER 126.575 257.85	UNICOM 122.8 (CTAF) 0
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NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-IPT	APP CRS	Rwy Ldg	6063
110.1	266°	TDZE	527
Chan 38		Apt Elev	528

ILS or LOC RWY 27

WILLIAMSPORT RGNL (IPT)

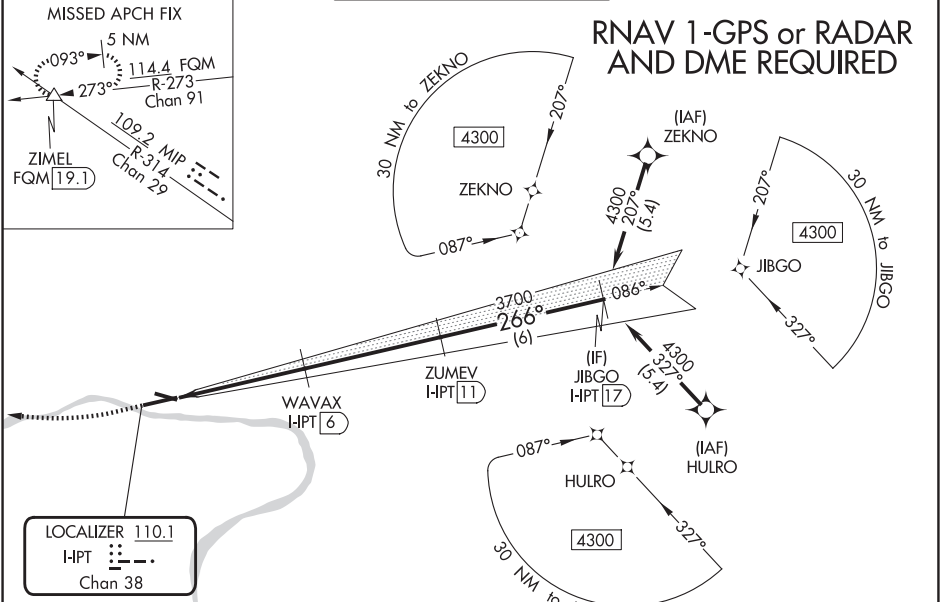
V
A
✱ -13°C

Inop table does not apply to S-ILS 27. Circling NA south of Rwy 9 and southwest of Rwy 30.
Circling Rwy 12, 30 NA at night. Rwy 27 helicopter visibility reduction below ¾ SM NA. DME required.

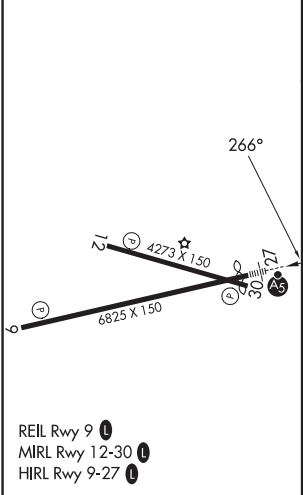
MALSR

MISSED APPROACH: Climb to 980 then climbing right turn to 4500 on heading 290° and on MIP VORTAC R-314 to ZIMEL INT/FQM 19.1 DME and hold, continue climb-in-hold to 4500.

ASOS 125.225	NEW YORK CENTER 124.9	WILLIAMSPORT TOWER ★ 119.1 (CTAF) 257.8	GND CON 121.9	UNICOM 122.95
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ELEV 528	D	TDZE 527
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980	4500	MIP R-314	ZIMEL	
↑	hdg 290°		△	
*LOC only.				
I-IPT 1.2	I-IPT 4.1	WAVAX I-IPT 6	ZUMEV I-IPT 11	JIBGO I-IPT 17
		3700	3700	4300
		*2100		
			GS 3.00°	TCH 48
	2.9 NM	1.9 NM	5 NM	6 NM
CATEGORY	A	B	C	D
S-ILS 27	777-¾ 250 (300-¾)			
S-LOC 27	1500-¾ 973 (1000-¾)	1500-1 973 (1000-1)	1500-2½ 973 (1000-2½)	
CIRCLING	1500-1¼ 972 (1000-1¼)	1500-1½ 972 (1000-1½)	1840-3 1312 (1400-3)	2060-3 1532 (1600-3)

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

WILLIAMSPORT, PENNSYLVANIA

AL-457 (FAA)

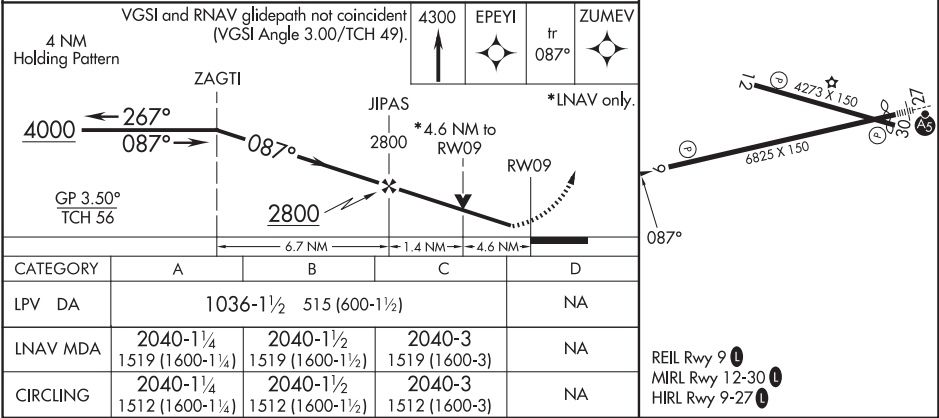
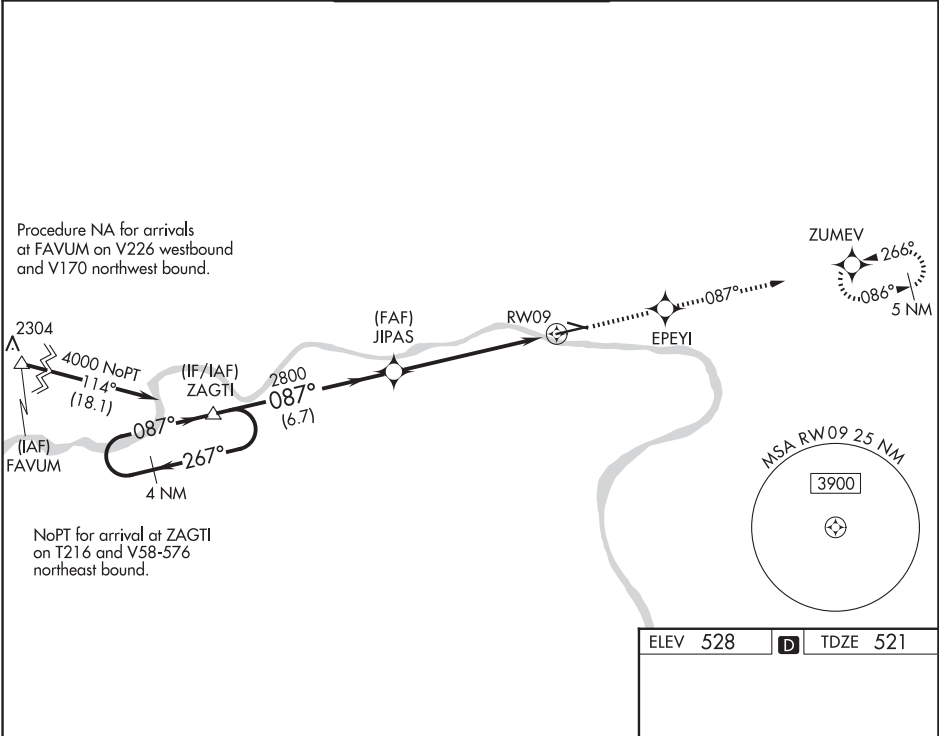
25219

WAAS CH 86924 W09A	APP CRS 087°	Rwy Ldg 6073 TDZE 521 Apt Elev 528
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RNAV (GPS) RWY 9

WILLIAMSPORT RGNL (IPT')

<div><div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div></div><div>DME/DME RNP-0.3 NA. Circling Rwy 12, 30 NA at night. Circling NA south of Rwy 9 and southwest of Rwy 30. Rwy 9 helicopter visibility reduction below ¾ SM NA.</div></div>		MISSED APPROACH: Climb to 4300 direct EPEYI and on track 087° to ZUMEV and hold, continue climb-in-hold to 4300.		
ASOS 125.225	NEW YORK CENTER 124.9	WILLIAMSPORT TOWER ★ 119.1 (CTAF) 257.8	GND CON 121.9	UNICOM 122.95



WILLIAMSPORT, PENNSYLVANIA
Amdt 1 22JUN17

41°15'N-76°55'W

WILLIAMSPORT RGNL (IPT')
RNAV (GPS) RWY 9

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

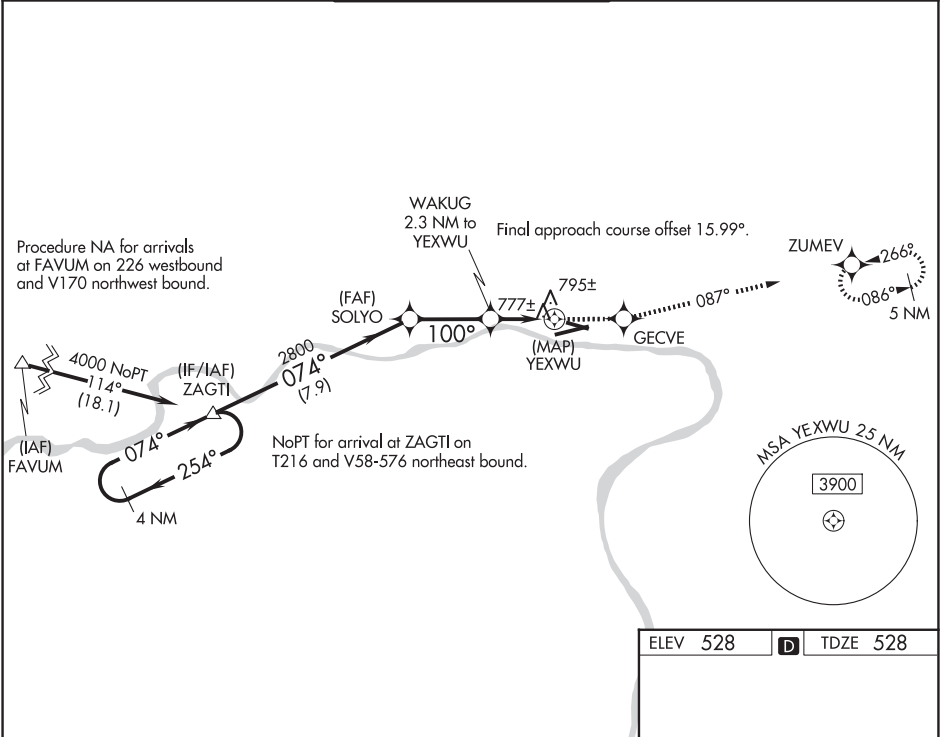
WAAS CH 49024 W12A	APP CRS 100°	Rwy Ldg TDZE 528 Apt Elev 528
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RNAV (GPS) RWY 12

WILLIAMSPORT RGNL (IPT')

<div><div>⚠</div><div>⚠</div><div>⚠</div></div> <div>-13°C</div>	Rwy 12 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Straight-in Rwy 12 NA at night, Circling Rwy 12, 30 NA at night. Circling NA south of Rwy 9 and southwest of Rwy 30.	MISSED APPROACH: Climb to 4300 direct GECVE then on track 087° to ZUMEV and hold, continue climb-in-hold to 4300.
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ASOS 125.225	NEW YORK CENTER 124.9	WILLIAMSPORT TOWER ★ 119.1 (CTAF) 257.8	GND CON 121.9	UNICOM 122.95
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4 NM Holding Pattern		ZAGTI	4300	GECVE	tr 087°	ZUMEV
4000		254°	074°	074°	100°	100°
Visual Segment - Obstacles.		SOLYO	2800	WAKUG 2.3 NM to YEXWU	YEXWU	
		7.9 NM	2.9 NM	2.3 NM	0.5	
CATEGORY	A	B	C	D		
LP MDA	1100-1	572 (600-1)	NA			
LNAV MDA	1380-1 852 (900-1)	1380-1¼ 852 (900-1¼)	NA			
CIRCLING	1380-1¼ 852 (900-1¼)	1500-1½ 972 (1000-1½)	NA			

REIL Rwy 9

MIRL Rwy 12-30

HIRL Rwy 9-27

WAAS CH 82140 W27A	APP CRS 267°	Rwy Ldg TDZE 527 Apt Elev 528
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RNAV (GPS) RWY 27

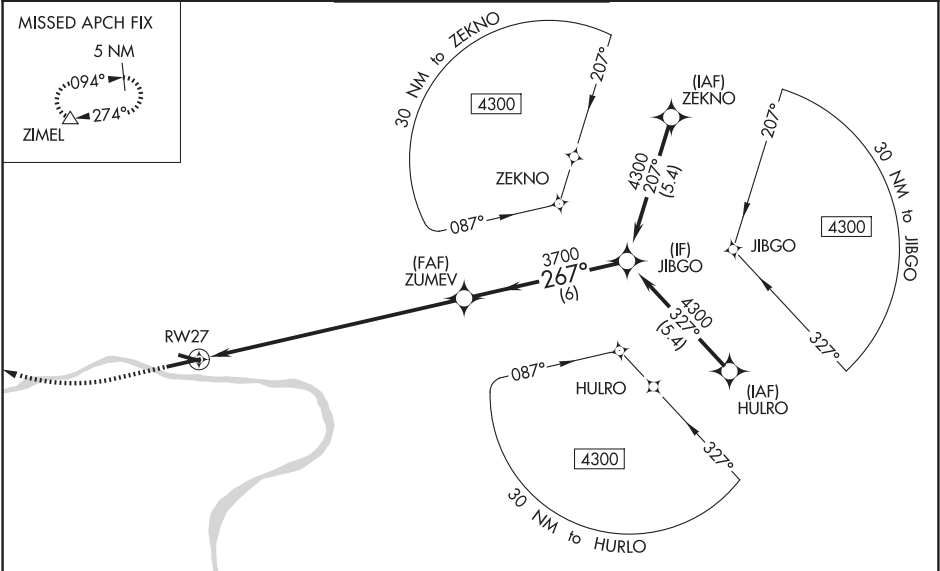
WILLIAMSPORT RGNL (IPT)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Circling NA S of Rwy 9 and SW of Rwy 30. Circling Rwy 12, 30 NA at night. Rwy 27 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. For inop ALS, increase LPV all Cats visibility to ¾ SM. Inop table does not apply to LPV DA# all Cats and LNAV Cats C and D.

MALSR

MISSED APPROACH: (Do not exceed 210K until ZIMEL) Climb to 980 then climbing right turn to 4500 direct ZIMEL and hold, continue climb-in-hold to 4500. #Missed approach requires minimum climb of 353 feet per NM to 1300.

ASOS 125.225	NEW YORK CENTER 124.9	WILLIAMSPORT TOWER ★ 119.1 (CTAF) 257.8	GND CON 121.9	UNICOM 122.95
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ELEV 528	D	TDZE 527	980	4500	ZIMEL
<div><div><div>267°</div><div><div>4273 X 150</div><div>6825 X 150</div></div></div></div>			<div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div></div><div></div></div></div> <div>* LNAV only.</div> <div><div><div>RW27</div><div><div>5.3 NM to RW27</div><div>4.5 NM</div><div>6 NM</div></div><div><div>3700</div><div>3700</div></div><div><div>ZUMEV</div><div>JIBGO</div></div><div><div>267°</div><div>4300</div></div></div><div>GP 3.00° TCH 48</div></div>		
CATEGORY	A	B	C	D	
LPV DA#	777-¾ 250 (300-¾)				
LPV DA	811-¾ 284 (300-¾)				
LNAV/VNAV DA	1296-2½ 769 (800-2½)				
LNAV MDA	2280-¾ 1753 (1800-¾)	2280-1 1753 (1800-1)	2280-3	1753 (1800-3)	
CIRCLING	2280-1¼ 1752 (1800-1¼)	2280-1½ 1752 (1800-1½)	2280-3	1752 (1800-3)	

NE-4, 07 AUG 2025 to 02 OCT 2025

NE-4, 07 AUG 2025 to 02 OCT 2025

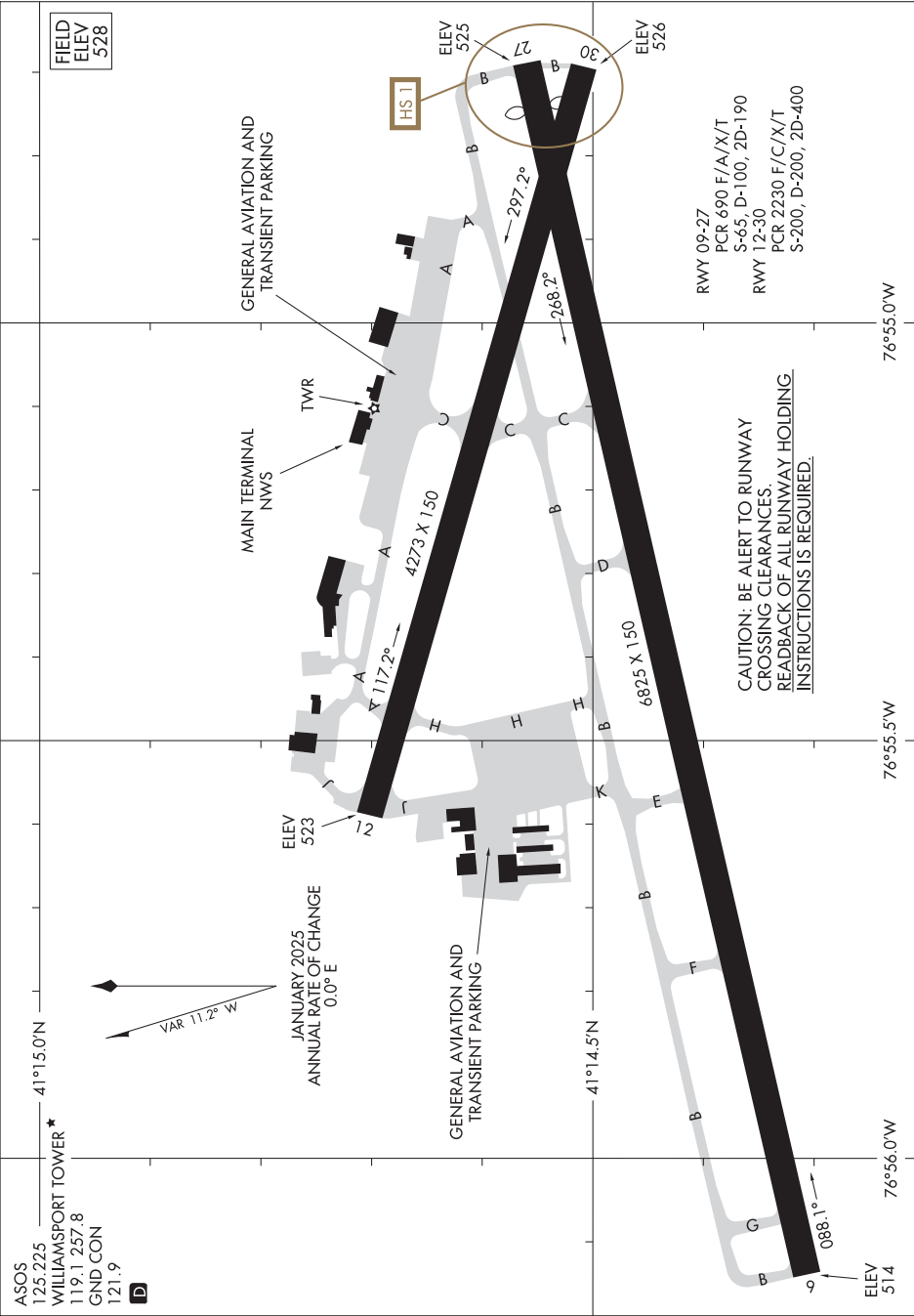
25219

AIRPORT DIAGRAM

AL-457 (FAA)

WILLIAMSPORT RGNL (IPT)
WILLIAMSPORT, PENNSYLVANIA

NE-4, 07 AUG 2025 to 02 OCT 2025



NE-4, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 35
YORK (THV)

T Rwy 35 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
A Circling Rwy 17 NA at night.

MISSED APPROACH: Climb to 3300 direct WABEP and hold.

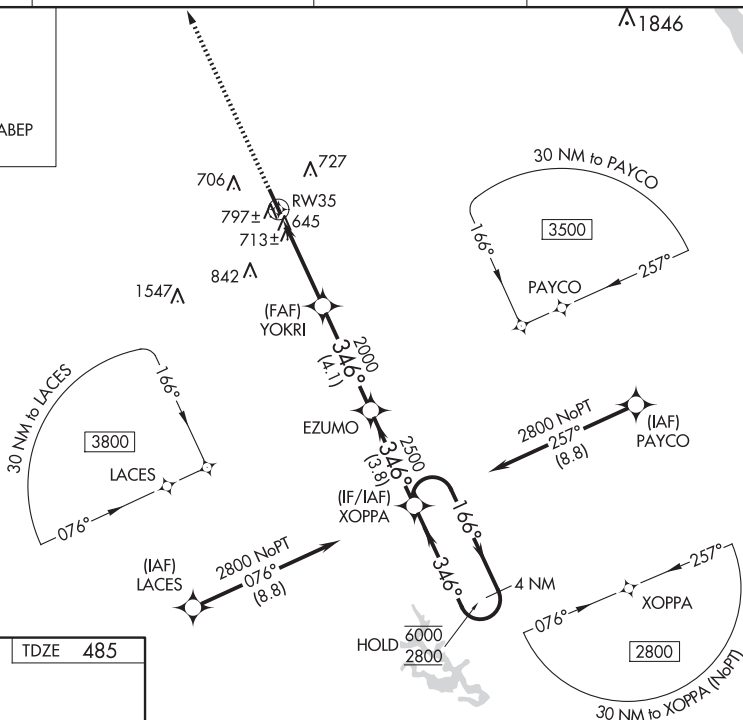
ASOS
119.275

HARRISBURG APP CON
124.1 273.525

CLNC DEL
121.65

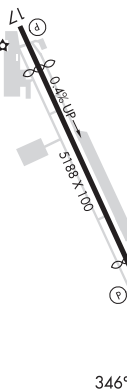
UNICOM
123.0 (CTAF)

MISSED APCH FIX


$$\overline{\Delta 1846}$$


ELEV 495

TDZE 485



MIRL Rwy 17-35
REIL Rwy 17 and 35

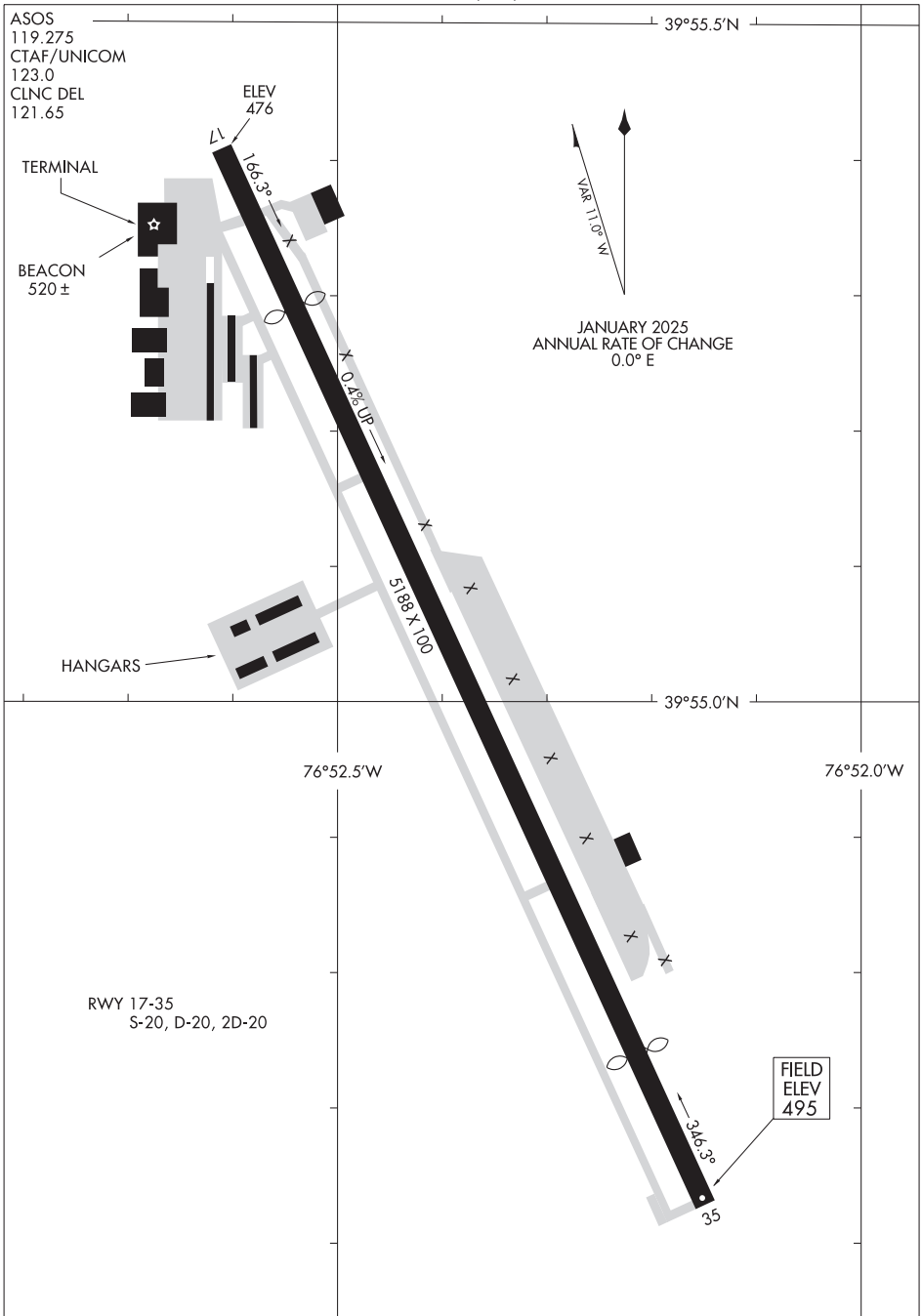
CATEGORY	A	B	C	D
LP MDA	980-1	495 (500-1)	980-1 $\frac{3}{8}$ 495 (500- $\frac{3}{8}$)	NA
LNAV MDA	1080-1	595 (600-1)	1080-1 $\frac{3}{4}$ 595 (600- $\frac{3}{4}$)	NA
CIRCLING	1220-1 725 (800-1)	1260-1 765 (800-1)	1260-2 $\frac{1}{4}$ 765 (800-2 $\frac{1}{4}$)	NA

YORK, PENNSYLVANIA
Amdt 2 10AUG23

39°55'N-76°52'W

YORK (THV)
RNAV (GPS) RWY 35

NE-4, 07 AUG 2025 to 02 OCT 2025



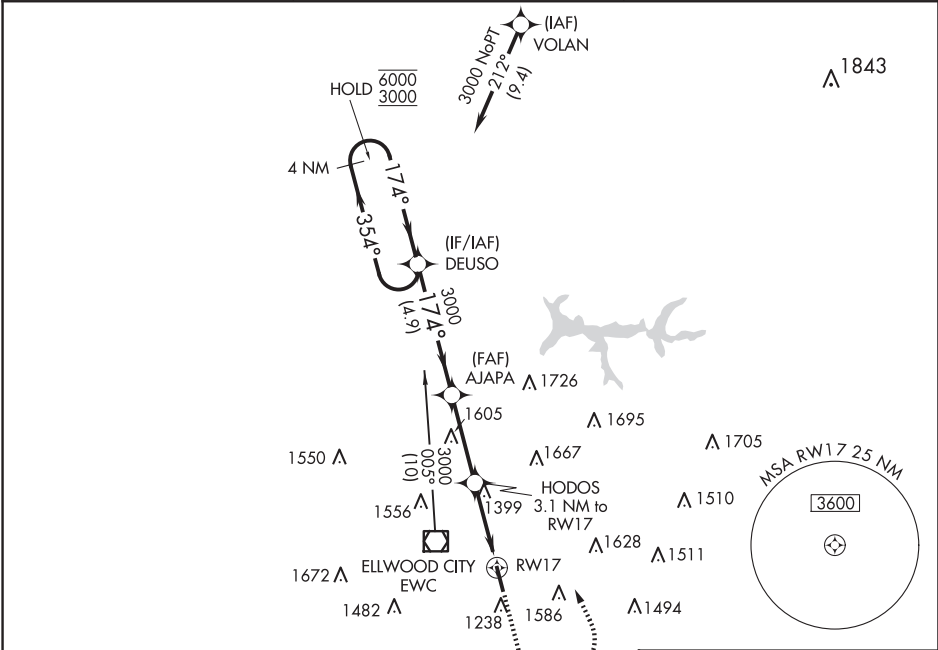
APP CRS	Rwy Idg	5002
174°	TDZE	907
	Apt Elev	907

RNAV (GPS) RWY 17

ZELIENOPLE MUNI (PJC)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct DEUSO and hold.
<div>▼ Procedure NA at night.</div> <div>▲ Rwy 17 helicopter visibility reduction below 1 SM NA.</div>	

AWOS-3PT 118.45	PITTSBURGH APP CON 124.75 338.2	CTAF 122.9 0
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4 NM Holding Pattern		Visual Segment - Obstacles.		1400	3000	DEUSO
6000 ← 354°		174° → 3000		HODOS 3.1 NM to RWY 17		
174° →		3000		RWY 17		
4.9 NM		3.3 NM		3.1 NM		
CATEGORY	A	B	C	D		
LNVA MDA	1780-1 873 (900-1)	1780-1¼ 873 (900-1¼)	NA			
CIRCLING	1780-1¼	873 (900-1¼)	NA			

ELEV 907 TDZE 907

174°

5002 X 75

35

REIL Rwy 17 and 35 0

MIRL Rwy 17-35 0

APP CRS
354°

Rwy Idg
5002

TDZE
899

Apt Elev
907

RNAV (GPS) RWY 35

ZELIENOPLE MUNI (PJC)

RNP APCH - GPS.

▼

▲

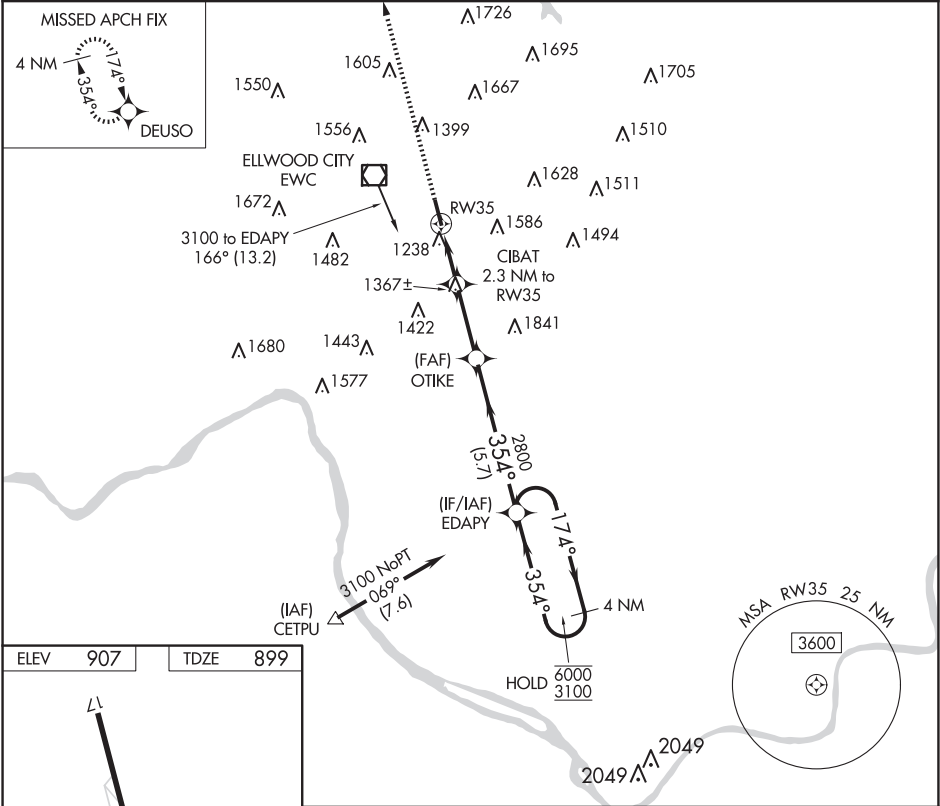
Rwy 35 helicopter visibility reduction below 1 SM NA.
Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct DEUSO and hold.

AWOS-3PT
118.45

PITTSBURGH APP CON
124.75 338.2

CTAF
122.9 0



ELEV 907 TDZE 899

REIL Rwy 17 and 35

MIRL Rwy 17-35

35

354°

Visual Segment - Obstacles.

DEUSO

CIBAT 2.3 NM to RW35

OTIKE

EDAPY

1760

2800

174°

354°

6000 3100

4 NM Holding Pattern

2.3 NM

2.8 NM

5.7 NM

CATEGORY	A	B	C	D
LNAV MDA	1640-1 741 (800-1)	1640-1¼ 741 (800-1¼)	NA	
CIRCLING	1680-1 773 (800-1)	1700-1¼ 793 (800-1¼)	NA	

INTENTIONALLY
LEFT
BLANK

INSIDE BACK COVER

INTENTIONALLY

LEFT

BLANK

[illegible]

AREA OF COVERAGE



NGA REF. NO. OK-10-2859 **TERMxFAABTPPNE4**

EFF. DATE 25219

NGA REF. NO.
OK-10-2859