Federal Aviation Administration

U.S. Terminal Procedures Publication

Southeast (SE) Vol 2 of 4

Effective: 0901Z
07 AUG 2025
to: 0901Z
02 OCT 2025

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

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CORRECTIONS, COMMENTS AND/OR PROCUREMENT

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

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

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

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

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

INOP COMPONENTS 25051

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

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

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

(1) ILS, PAR, LPV, GLS minima

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

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

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

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

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

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

(4) Sidestep minima (CAT C-D)

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

(5) All Approach Types, All lines of minima

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

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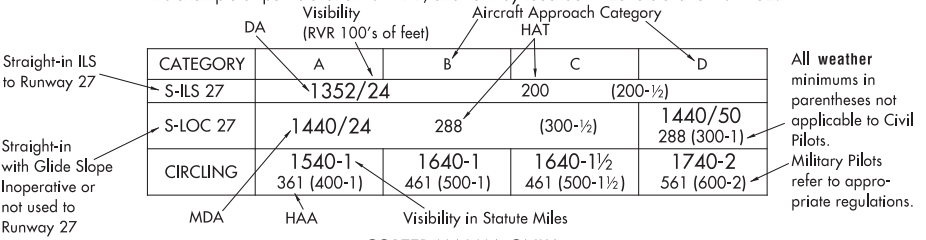
TERMS/LANDING MINIMA DATA 20142

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

COPTER MINIMA ONLY

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

Copter Approach Direction

Height of MDA/DA Above Landing Area (HAL)

No circling minimums are provided

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

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

COLD TEMPERATURE AIRPORTS

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

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

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CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

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

CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

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

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

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

Comparable Values of RVR and Visibility

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

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

RADAR MINIMA

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

Visibility (RVR 100's of feet)

Visibility in Statute Miles

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

Radar Minima:

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

NOTE: Military RADAR MINIMA may be shown with communications symbology that indicates emergency frequency monitoring capability by the radar facility as follows: (E) VHF and UHF emergency frequencies monitored
(V) VHF emergency frequency (121.5) monitored
(U) UHF emergency frequency (243.0) monitored
Additionally, unmonitored frequencies which are available on request from the controlling agency may be annotated with an "x".

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

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TERMS/LANDING MINIMA DATA 25163

GENERAL INFORMATION

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

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

CHART CURRENCY INFORMATION

Date of Latest Revision 09365

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

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

MISCELLANEOUS

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

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

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

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

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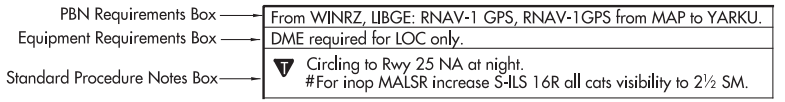
STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

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

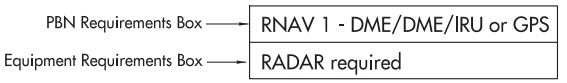
PROCEDURE PBN/EQUIPMENT REQUIREMENTS

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

IAP PBN/Equipment Requirements Notes Box



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 contolled lighting, e.g., (A1), (V)

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

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

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

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ABBREVIATIONS 25107

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

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ABBREVIATIONS 25107

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

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ABBREVIATIONS 25107

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

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LEGEND 23334

INSTRUMENT APPROACH PROCEDURES (CHARTS)

PLANVIEW SYMBOLS

ROUTES

Procedure Track

Feeder Route

Missed Approach

Visual Flight Path

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

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

HOLDING PATTERNS

Hold-in-lieu of Procedure Turn

HOLD 10000 / 8000
090° (IAS) 270°
4 NM

HOLD 10000 / 8000
090° 1 min 270°

Missed Approach
090° 270°

Arrival
HOLD 8000
090° 270°

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

Timing or distance limits for Hold-in-lieu of Procedure Turn Holding Patterns will be shown.
DME fixes may be shown.

FIXES/ATC REPORTING REQUIREMENTS

Reporting Point

Waypoint

MAP WP (Flyby)

MAP WP (Flyover)

GLGHR INT — Intersection

MYLES
I-LVF 14.9 — (Distance From Facility)

DME

Flyover Point

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

R-198 → Radial line and value

LR-198 → Lead Radial

LB-198 → Lead Bearing

ALTITUDES

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

INDICATED AIRSPEED

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

RADIO AIDS TO NAVIGATION

110.1 Underline indicates No Voice transmitted on this frequency

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

Marker beacons that are not specifically part of the procedure.

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

Localizer Back Course
Left side shading- Back Course

SDF Course

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

Primary NAVAID
LIMA
114.5 LIM
Chan 92

Secondary NAVAID
LOM
AKRON
362 AK

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

LEGEND 23334

SE-2, 07 AUG 2025 to 02 OCT 2025

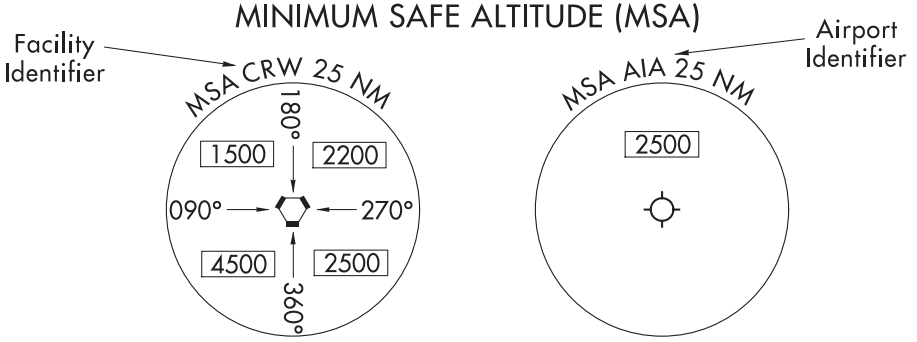
SE-2, 07 AUG 2025 to 02 OCT 2025

LEGEND 23110

INSTRUMENT APPROACH PROCEDURES (CHARTS)

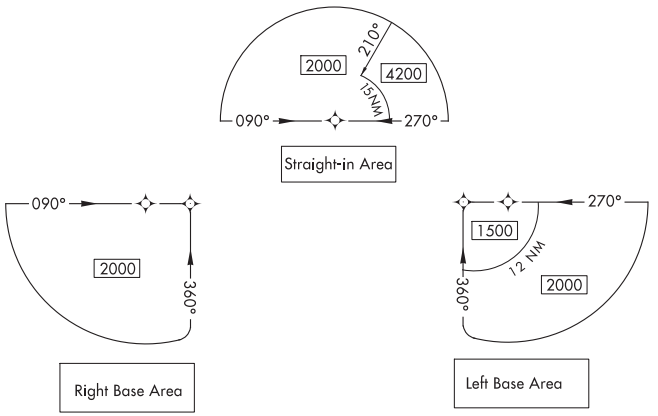
PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)



(arrows on distance circle identify sectors)

TERMINAL ARRIVAL AREA (TAA)



MISCELLANEOUS

VOR Changeover Point

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

Distance not to scale

International Boundary

Air Defense Identification Zone

SPECIAL USE AIRSPACE

R-352

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

AIRPORTS

Primary and Secondary (named in planview)

Civil

Seaplane Base

Heliport

Joint (Civil-Military)

OBSTACLES

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

LEGEND 23110

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

LEGEND 24361

INSTRUMENT APPROACH PROCEDURES (CHARTS)

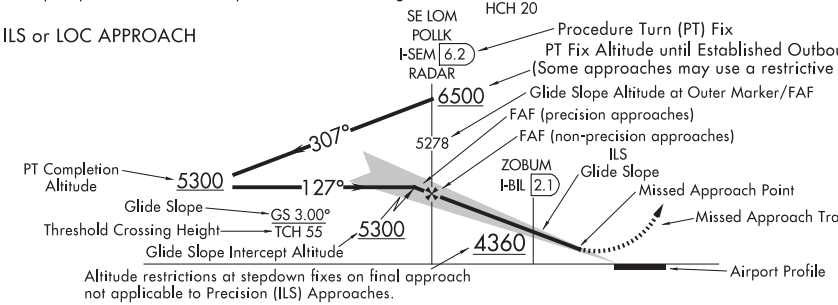
PROFILE VIEW

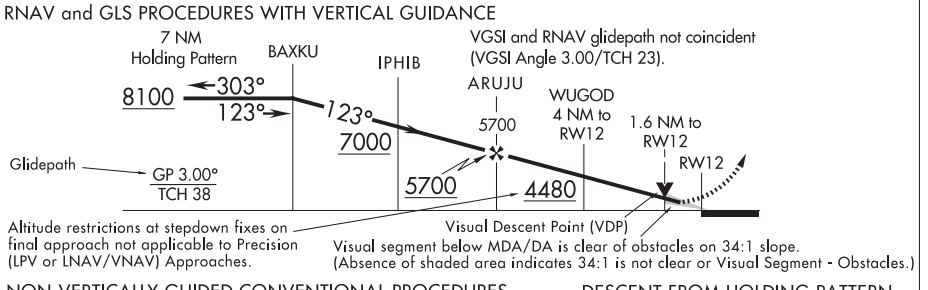
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

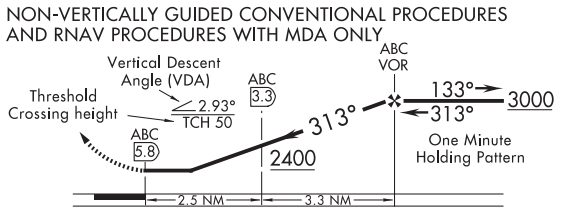
1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: GS 3.00°, TCH 55

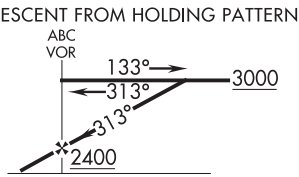
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle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

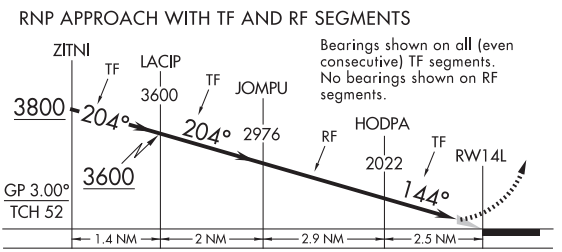
3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure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











ALTITUDES

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

PROFILE SYMBOLS

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

▼ Visual Descent Point (VDP)

Visual Flight Path

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

LEGEND 24361

SE-2, 07 AUG 2025 to 02 OCT 2025

LEGEND 23334 STANDARD TERMINAL ARRIVAL (STAR) CHARTS

RADIO AIDS TO NAVIGATION

Compulsory:

VOR · VORTAC · DME · NDB/DME · VOR/DME · TACAN · NDB

Non-Compulsory:

VOR · VORTAC · DME · NDB/DME · VOR/DME · TACAN · NDB

LOM (Compass locator at outer marker)

Marker Beacon

Localizer Front Course

BACK COURSE

Localizer Back Course (Shading on left)

(T) indicates frequency protection range

ORLANDO
112.25 (T) ORL
Chan 59(Y)

Underline indicates no voice transmitted on this frequency

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

TACAN or DME NAVAID Box

SCOTT
Chan 59
SKE
(112.2)

VHF Paired Frequency

FIXES/ATC REPORTING REQUIREMENTS

Unnamed DME fix

▲ Reporting Point (Compulsory)

△ Reporting Point (Non-Compulsory)

Obvious DME (DME mileage matches route mileage)

75 DME Mileage (when not obvious)

Waypoint (Compulsory)

Waypoint (Non-Compulsory)

Flyover Point

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

AIRPORTS

Civil · Military · Joint (Civil-Military)

Airports not served by the procedure shown in screened color

Civil · Military · Joint (Civil-Military)

ROUTES

MAA FL200 Maximum Authorized Altitude

4500 MEA-Minimum Enroute Altitude

*3500 MOCA-Minimum Obstruction Clearance Altitude

270° Arrival Route

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

Transition Route

R-275 Radial line and value

Lost Communications Track

V12 J80 Airway/Jet Route Identification

(IAS) Holding Pattern

Lost Comm Holding Pattern

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

SPECIAL USE AIRSPACE

R-352

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

ALTITUDES

5500 Mandatory Altitude (Cross at)

2300 Minimum Altitude (Cross at or above)

4800 Maximum Altitude (Cross at or below)

15000
12000
Block Altitude

Altitude change at other than Radio Aids to Navigation

INDICATED AIRSPEED

175K Mandatory Airspeed

120K Minimum Airspeed

250K Maximum Airspeed

MISCELLANEOUS

Changeover Point

Air Defense Identification Zone

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

Ldg KLAS and KHND
Ldg Rwys 16L/C/R
Terminus identifier

LEGEND 23334

SE-2, 07 AUG 2025 to 02 OCT 2025

LEGEND 23334 DEPARTURE PROCEDURE (DP) CHARTS

RADIO AIDS TO NAVIGATION

Compulsory:

VOR · VORTAC · DME · NDB/DME · VOR/DME · TACAN · NDB

Non-Compulsory:

VOR · VORTAC · DME · NDB/DME · VOR/DME · TACAN · NDB

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

LOM (Compass locator at outer marker)

Marker Beacon

Localizer Front Course

BACK COURSE

Localizer Back Course (Shading on left)

(T) indicates frequency protection range

ORLANDO
112.25 (T) ORL
Chan 59(Y)

Underline indicates no voice transmitted on this frequency

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

TACAN or DME NAVAID Box

SCOTT
Chan 59
SKE
(112.2)

VHF Paired Frequency

FIXES/ATC REPORTING REQUIREMENTS

Unnamed DME fix

▲ Reporting Point (Compulsory)

△ Reporting Point (Non-Compulsory)

Obvious DME (DME mileage matches route mileage)

75 DME Mileage (when not obvious)

Waypoint (Compulsory)

Waypoint (Non-Compulsory)

Flyover Point

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

MISCELLANEOUS

Changeover Point

Distance not to scale

International Boundary

Sector Boundary

Air Defense Identification Zone

Takeoff Minimums and (Obstacle) Departure Procedures entry published.

ROUTES

4500 MEA-Minimum Enroute Altitude

*3500 MOCA-Minimum Obstruction Clearance Altitude

270° Departure Route

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

Transition Route

R-275 Radial line and value

Lost Communications Track

Visual Flight Path

V12 J80 Airway/Jet Route Identification

(IAS) Holding Pattern

Lost Comm Holding Pattern

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

SPECIAL USE AIRSPACE

R-352

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

ALTITUDES

5500 Mandatory Altitude (Cross at)

2300 Minimum Altitude (Cross at or above)

4800 Maximum Altitude (Cross at or below)

15000 / 12000 Block Altitude

TOP ALTITUDE: 5000 Top altitude restriction

INDICATED AIRSPEED

175K Mandatory Airspeed

120K Minimum Airspeed

250K Maximum Airspeed

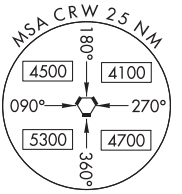
AIRPORTS

Heliport

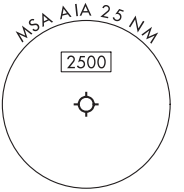
Civil · Military · Joint (Civil-Military)

MINIMUM SAFE ALTITUDE (MSA)

Facility Identifier



Airport Identifier



(arrows on distance circle identify sectors)

LEGEND 23334

SE-2, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

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

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

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

uni-directional | bi-directional | Jet Barrier

ARRESTING SYSTEM ☐ (EMAS)

REFERENCE FEATURES

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

	Unlit	Lit
Wind Cone		
Landing Tee		
Tetrahedron		

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

See appropriate Chart Supplement for information.

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

Helicopter Alighting Areas

Negative Symbols used to identify Copter Procedures

landing point.....

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

Runway TDZ elevation.....TDZE 123

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

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

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

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram

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

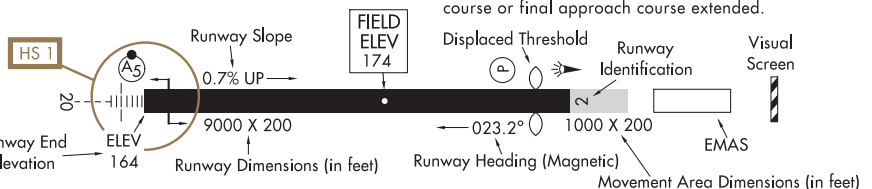
Positional accuracy within ± 600 feet unless otherwise noted on the chart.

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

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

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

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



SCOPE

Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.

SE-2, 07 AUG 2025 to 02 OCT 2025

LEGEND 22195

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

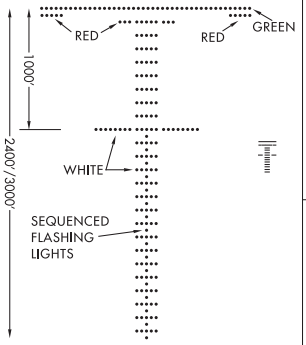
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., (A2), (V), etc.

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

CATEGORY I APPROACH LIGHTING SYSTEM

(A1)

ALSF-1

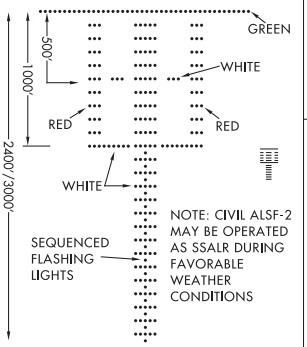


(High Intensity)
LENGTH 2400/3000 FEET

CATEGORY II APPROACH LIGHTING SYSTEM

(A)

ALSF-2

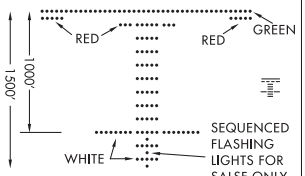


(High Intensity)
LENGTH 2400/3000 FEET

SHORT APPROACH LIGHTING SYSTEM

(A2) (A2)

SALS/SALSF



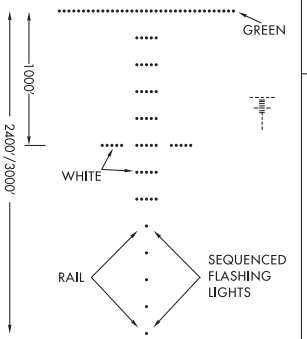
(High Intensity)
LENGTH 1500 FEET

SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM

with Runway Alignment Indicator Lights

(A3)

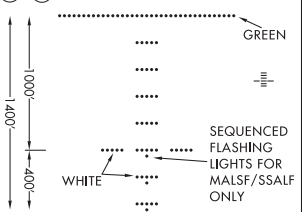
SSALR



(High Intensity)
LENGTH 2400/3000 FEET

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

(A4) (A4)



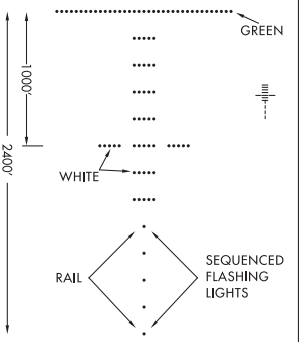
LENGTH 1400 FEET

MEDIUM INTENSITY APPROACH LIGHTING SYSTEM

with Runway Alignment Indicator Lights

(A5)

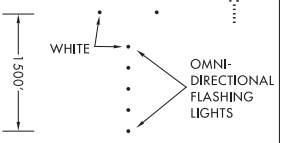
MALSR



LENGTH 2400 FEET

OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM

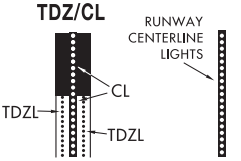
ODALS



LENGTH 1500 FEET

RUNWAY TOUCHDOWN ZONE AND CENTERLINE LIGHTING SYSTEMS

TDZ/CL



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

LEGEND 22195

SE-2, 07 AUG 2025 to 02 OCT 2025

LEGEND 22195

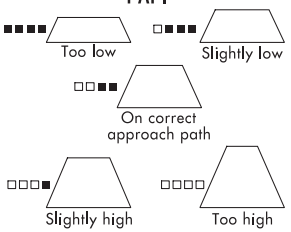
INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

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



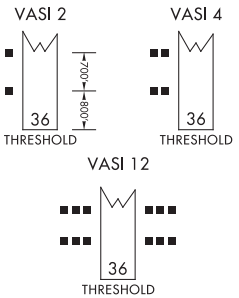
Legend: □ White ■ Red

(V) VISUAL APPROACH SLOPE INDICATOR

VASI

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

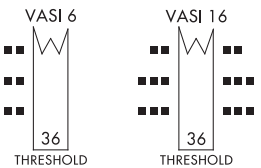
ALL LIGHTS WHITE — TOO HIGH
FAR LIGHTS RED, NEAR LIGHTS WHITE — ON GLIDE SLOPE
ALL LIGHTS RED — TOO LOW



(V3) VISUAL APPROACH SLOPE INDICATOR

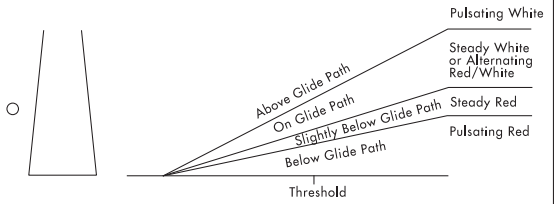
VASI

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



(V2) PULSATING VISUAL APPROACH SLOPE INDICATOR

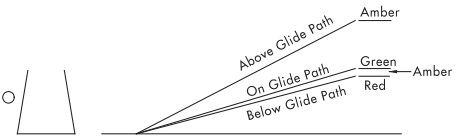
PVASI



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

(V4) TRI-COLOR VISUAL APPROACH SLOPE INDICATOR

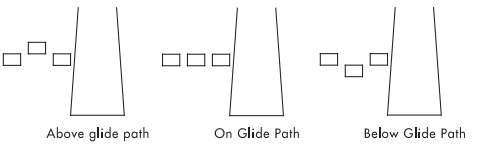
TRCV



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

(V5) ALIGNMENT OF ELEMENTS SYSTEMS

APAP



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

LEGEND 22195

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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.

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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

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SUPPLEMENTAL TABLES 25107

INSTRUMENT TAKEOFF AND APPROACH PROCEDURE CHARTS
RATE OF DESCENT TABLE

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

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

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RNAV (GPS) RWY 19 2

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

ALBEMARLE, NC
STANLY COUNTY(VUJ)
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KERMIT FOUR 25
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KWEEN FIVE (RNAV) 31
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---SEE JACKSONVILLE, NC

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

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

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

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

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

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

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

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

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

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AHOSKIE, NC

TRI-COUNTY AT HENRY JOYNER FLD (ASJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05MAY11 (22195) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, trees beginning at DER, 219' left of centerline, up to 100' AGL/169' MSL.
Vehicles on road beginning 206' from DER, 443' left of centerline, up to 10' AGL/79' MSL.
Trees beginning 457' from DER, 461' right of centerline, up to 100' AGL/169' MSL.
Power lines beginning 5130' from DER, 1827' right of centerline, up to 150' AGL/219' MSL.
Rwy 19, vehicles on road 234' from DER, 502' right of centerline, up to 10' AGL/79' MSL.
Vehicles on road beginning 244' from DER, left and right of centerline, up to 15' AGL/84' MSL.
Trees beginning 717' from DER, 626' right of centerline, up to 100' AGL/169' MSL.
Trees beginning 277' from DER, 244' left of centerline, up to 100' AGL/169' MSL.

AIKEN, SC

AIKEN RGNL (AIK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 29MAR18 (18088) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 1, terrain 74' from DER, 9' left of centerline, 496' MSL.
Trees beginning 169' from DER, 35' left of centerline, up to 100' AGL/659' MSL.
Tree 6023' from DER, 1609' left of centerline, up to 100' AGL/649' MSL.
Terrain beginning 75' from DER, 246' right of centerline up to 496' MSL.
Trees beginning 1322' from DER, 241' right of centerline, up to 100' AGL/609' MSL.
Rwy 7, terrain beginning 51' from DER, 207' right of centerline up to 499' MSL.
Trees beginning 1230' from DER, 550' right of centerline, up to 100' AGL/609' MSL.
Trees beginning 1601' from DER, 731' left of centerline, up to 56' AGL/563' MSL.
Rwy 19, trees beginning abeam DER, 110' right of centerline, up to 100' AGL/629' MSL.
Trees beginning 6' from DER, 82' left of centerline, up to 100' AGL/639' MSL.
Rwy 25, tree 1244' from DER, 766' right of centerline, 73' AGL/572' MSL.
Tree 1506' from DER, 661' left of centerline, 72' AGL/561' MSL.

ALBEMARLE, NC

STANLY COUNTY (VUJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 18MAY23 (23138) (FAA)

TAKEOFF MINIMUMS:

Rwys 4L, 22R, NA-VFR runway.

Rwy 4R, 300-1¾ or std. w/min. climb of 315' per NM to 1000.

TAKEOFF OBSTACLE NOTES:

Rwy 4R, light poles 10' from DER, 29' right of centerline, 1' AGL/578' MSL.
Trees beginning 441' from DER, 263' left of centerline, up to 19' AGL/594' MSL.
Vehicle on road 1162' from DER, 798' left of centerline, 15' AGL/619' MSL.
Tree 1252' from DER, 826' right of centerline, 622' MSL.
Vehicle on road 1323' from DER, 738' left of centerline, up to 617' MSL.
Vehicle on road 1495' from DER, 674' left of centerline, 15' AGL/626' MSL.
Tree 1542' from DER, 836' right of centerline, 630' MSL.
Vehicle on road beginning 1569' from DER, 627' left of centerline, 15' AGL/626' MSL.
Trees beginning 1666' from DER, 789' right of centerline, up to 633' MSL.
Vehicle on road beginning 1676' from DER, 596' left of centerline, 15' AGL/622' MSL.
Trees beginning 1797' from DER, 815' right of centerline, up to 641' MSL.
Tree 1863' from DER, 981' right of centerline, 642' MSL.
Tree 2699' from DER, 1121' right of centerline, 657' MSL.
Trees beginning 2778' from DER, 1105' right of centerline, up to 674' MSL.
Tree 2779' from DER, 1177' left of centerline, 657' MSL.
Tree, terrain beginning 3181' from DER, 1086' left of centerline, up to 16' AGL/665' MSL.
Trees beginning 3301' from DER, 892' right of centerline, up to 679' MSL.
Tree 3394' from DER, 983' left of centerline, 38' AGL/671' MSL.
Trees beginning 3408' from DER, 839' left of centerline, up to 688' MSL.
Tree 3446' from DER, 1372' right of centerline, 682' MSL.
Trees beginning 3446' from DER, on centerline, up to 95' AGL/685' MSL.
Trees beginning 3583' from DER, 655' left of centerline, up to 695' MSL.
Trees beginning 3736' from DER, 1054' left of centerline, up to 704' MSL.
Trees beginning 3888' from DER, 1126' left of centerline, up to 69' AGL/705' MSL.
Trees beginning 3917' from DER, 1095' left of centerline, up to 721' MSL.
Trees beginning 3981' from DER, 34' left of centerline, up to 732' MSL.
Trees beginning 4139' from DER, 360' right of centerline, up to 93' AGL/701' MSL.
Tree 5835' from DER, 2003' left of centerline, 743' MSL.
Tree 1 NM from DER, 2135' left of centerline, 794' MSL.
Trees beginning 1 NM from DER, 2063' left of centerline, up to 803' MSL.
Pole, trees beginning 1 NM from DER, 1763' left of centerline, up to 80' AGL/804' MSL.
Trees beginning 1.1 NM from DER, 1910' left of centerline, up to 808' MSL.
Trees beginning 1.2 NM from DER, 1809' left of centerline, up to 820' MSL.
Tree 1.3 NM from DER, 2379' left of centerline, 790' MSL.

Rwy 22L, tree 10' from DER, 471' right of centerline, 614' MSL.
Trees, vehicles on road beginning 155' from DER, 404' right of centerline, up to 47' AGL/647' MSL.
Trees beginning 557' from DER, 97' right of centerline, up to 93' AGL/684' MSL.
Tree 1007' from DER, 755' left of centerline, 643' MSL.
Trees beginning 1551' from DER, 801' left of centerline, up to 659' MSL.
Trees beginning 1742' from DER, 944' left of centerline, up to 660' MSL.
Tree 1931' from DER, 860' left of centerline, 669' MSL.
Trees beginning 2363' from DER, 50' right of centerline, up to 102' AGL/690' MSL.

ALLENDALE, SC

ALLENDALE COUNTY (AQX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 17OCT13 (13290) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees beginning 11' from DER, 366' right of centerline, up to 100' AGL/222' MSL.
Vehicles on roadway beginning 293' from DER, 558' left of centerline, up to 15' AGL/164' MSL.
Trees 342' from DER, 577' left of centerline, up to 100' AGL/214' MSL.
Trees beginning 1962' from DER, 603' left of centerline, up to 100' AGL/246' MSL.

Rwy 35, trees beginning 38' from DER, 306' right of centerline, up to 100' AGL/269' MSL.
Trees beginning 95' from DER, 324' left of centerline, up to 100' AGL/289' MSL.

ANDERSON, SC

ANDERSON RGNL (AND)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 18JAN07 (07018) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, multiple trees beginning 1282' from DER, 172' right of centerline, up to 93' AGL/879' MSL. Multiple trees beginning 85' from DER, 299' left of centerline, up to 89' AGL/878' MSL.

Rwy 17, multiple trees beginning 1017' from DER, 25' right of centerline, up to 73' AGL/800' MSL. Multiple trees beginning 3' from DER, 47' left of centerline, up to 77' AGL/820' MSL.

Rwy 23, transmission line tower and multiple trees beginning 1186' from DER, 552' left of centerline, up to 100' AGL/890' MSL.

Rwy 35, multiple trees beginning 131' from DER, 279' right of centerline, up to 87' AGL/854' MSL. Ceilometer and tree beginning 257' from DER, 319' left of centerline, up to 73' AGL/820' MSL.

ANDREWS, NC

WESTERN CAROLINA RGNL (RHP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 10AUG23 (23222) (FAA)

TAKEOFF MINIMUMS:

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

VCOA:

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

NOTE: VCOA NA at night.

ANDREWS, SC

ROBERT F. SWINE (PHH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 03OCT02 (02276) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, 300-1.

Rwy 36, 400-1.

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 18, tower 165' from DER, 500' right of centerline, 118' AGL/145' MSL. Tree 630' from DER, 350' left of centerline, 87' AGL/114' MSL. Water tank 340' from DER, 1040' right of centerline, 129' AGL/156' MSL.

Rwy 36, tree 60' from DER, 500' left of centerline, 67' AGL/85' MSL. Tree 10' from DER, 210' right of centerline, 55' AGL/73' MSL. Tree 10' from DER, 190' left of centerline, 32' AGL/50' MSL. Tree 720' from DER, 265' right of centerline, 34' AGL/61' MSL.

ASHEBORO, NC

ASHEBORO RGNL (HBI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 28NOV02 (02332) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, std. with a min. climb of 230' per NM to 1200.

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

DEPARTURE PROCEDURE:

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

SE-2, 07 AUG 2025 to 02 OCT 2025

ASHEVILLE, NC

ASHEVILLE RGNL (AVL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05NOV20 (20310) (FAA)

TAKEOFF MINIMUMS:

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

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

DEPARTURE PROCEDURE:

Rwy 17, climb heading 167° to 4500 before proceeding on course.

Rwy 35, climb heading 347° to 5500 before proceeding on course.

VCOA:

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

NOTE, VCOA NA at night.

TAKEOFF OBSTACLE NOTES:

Rwy 17, lighting 1' from DER, 74' left of centerline, 2111' MSL.
Vehicle on road 141' from DER, 294' left of centerline, 2122' MSL.

Rwy 35, trees beginning 544' from DER, 539' left of centerline, up to 2194' MSL.
Trees beginning 954' from DER, 612' left of centerline, up to 2200' MSL.
Trees, antenna beginning 1199' from DER, 641' left of centerline, up to 2203' MSL.

BAMBERG, SC

BAMBERG COUNTY (99N)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 11AUG22 (22223) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning 50' from DER, 167' right of centerline, up to 100' AGL/327' MSL.
Trees beginning 94' from DER, 16' left of centerline, up to 100' AGL/327' MSL.
Trees beginning 445' from DER, 142' right of centerline, up to 100' AGL/330' MSL.
Trees beginning 489' from DER, 41' left of centerline, up to 100' AGL/330' MSL.
Trees beginning 1016' from DER, 17' right of centerline, up to 100' AGL/333' MSL.
Trees beginning 2069' from DER, 7' left of centerline, up to 100' AGL/333' MSL.
Power lines 2527' from DER, crossing centerline, up to 100' AGL/319' MSL.
Tower 1.9 NM from DER, 2682' right of centerline, 386' AGL/633' MSL.

Rwy 23, trees beginning 35' from DER, 14' left of centerline, up to 100' AGL/310' MSL.
Tree 211' from DER, 160' right of centerline, 100' AGL/310' MSL.
Trees beginning 387' from DER, 10' right of centerline, up to 100' AGL/314' MSL.

BARNWELL, SC

BARNWELL RGNL (BNL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 02AUG07 (07214) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

Rwy 17, climb heading 165° to 1100 before turning.

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

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning 1959' from DER, 506' right of centerline, up to 100' AGL/329' MSL.
Trees beginning 2458' from DER, 440' left of centerline, up to 100' AGL/359' MSL.

Rwy 17, trees beginning 3225' from DER, 1092' right of centerline, up to 100' AGL/ 339' MSL.
Tower 1.9 NM from DER, 3064' left of centerline, 366' AGL/544' MSL.

Rwy 23, trees beginning 717' from DER, 237' right of centerline, up to 100' AGL/339' MSL.
Trees beginning 971' from DER, 254' left of centerline, 100' AGL/349' MSL.
Tree 2933' from DER, 559' left of centerline, 100' AGL/319' MSL.

Rwy 35, trees beginning 948' from DER, 570' left of centerline, up to 100' AGL/349' MSL.
Trees beginning 2805' from DER, 440' right of centerline, up to 100' AGL/359' MSL.

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BEAUFORT, NC

MICHAEL J SMITH FLD (MRH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 02MAY13 (22167) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

Rwy 3, tree 41' from DER, 379' left of centerline, 58' AGL/64' MSL.
Trees beginning 1030' from DER, 351' right of centerline, up to 54' AGL/62' MSL.
Trees beginning 1873' from DER, 21' left of centerline, up to 100' AGL/109' MSL.
Tree 2070' from DER, 106' right of centerline, 80' AGL/86' MSL.
Tree 3039' from DER, 613' right of centerline, 100' AGL/114' MSL.
Rwy 8, trees beginning 447' from DER, 140' left of centerline, up to 31' AGL/51' MSL.
Tree 3609' from DER, 577' left of centerline, 100' AGL/104' MSL.
Rwy 14, trees beginning 148' from DER, left and right of centerline, up to 100' AGL/114' MSL.
Rwy 21, vehicles on roadway 262' from DER, left and right of centerline, up to 15' AGL/24' MSL.
Trees beginning 475' from DER, 132' right of centerline, up to 100' AGL/104' MSL.
Boats beginning 506' from DER, left and right of centerline, up to 77' AGL/77' MSL.
Tower 2566' from DER, 925' left of centerline, 162' AGL/172' MSL.
Rwy 26, trees beginning 52' from DER, 308' left of centerline, up to 43' AGL/49' MSL.
Building and trees beginning 131' from DER, 417' right of centerline, 18' AGL/24' MSL.
Boats beginning 383' from DER, left and right of centerline, up to 77' AGL/77' MSL.
Rwy 32, trees beginning 30' from DER, 182' left of centerline, up to 100' AGL/104' MSL.
Trees beginning 30' from DER, 419' right of centerline, up to 100' AGL/104' MSL.
Boats beginning 452' from DER, left and right of centerline, up to 77' AGL/77' MSL.

BEAUFORT, SC

BEAUFORT EXEC (ARW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10JUL03 (22195) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 25, tree 1100' from DER, 70' left of centerline, 40' AGL/50' MSL.
Power line 1000' from DER, on centerline, 30' AGL/35' MSL.

BEAUFORT MCAS (MERRITT FLD) (KNBC)

BEAUFORT, SC

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 11JUL24 (24193) (USN)

TAKEOFF OBSTACLE NOTES:

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

BENNETTSVILLE, SC

MARLBORO COUNTY JETPORT/H E AVENT FLD (BBP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 29JUL10 (24305) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 7, pole 97' from DER, 379' right of centerline, 35' AGL/181' MSL.
Trees beginning 1415' from DER, 412' left of centerline, up to 86' AGL/232' MSL.
Trees beginning 2495' from DER, 256' right of centerline, up to 89' AGL/235' MSL.
Rwy 25, tree 77' from DER, 148' right of centerline, 18' AGL/156' MSL.
Trees beginning 2681' from DER, 382' right of centerline, up to 89' AGL/227' MSL.

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BURLINGTON, NC

BURLINGTON/ALAMANCE RGNL (BUY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 06FEB14 (21336) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees, antenna, transmission towers, communications towers, tank and poles left and right of centerline beginning 158' from DER, 482' right of centerline up to 163' AGL/785' MSL.

Rwy 24, trees, pole and runway 6 REILs left and right of centerline beginning 10' from DER, 125' left and right of centerline up to 100' AGL/676' MSL.

CAMDEN, SC

WOODWARD FLD (CDN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 25OCT07 (21140) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

Rwy 6, light 184' from DER, 500' right of centerline, 27' AGL/316' MSL.
Trees beginning 867' from DER, 113' right of centerline, up to 83' AGL/373' MSL.
Trees beginning 736' from DER, 256' left of centerline, up to 100' AGL/419' MSL.
Water tank 5407' from DER, 1852' left of centerline, 168' AGL/487' MSL.
Rwy 14, trees and terrain beginning 90' from DER, 68' left of centerline, up to 100' AGL/409' MSL.
Trees and terrain beginning 159' from DER, 148' right of centerline, up to 100' AGL/399' MSL.
Rwy 24, trees beginning 137' from DER, 413' right of centerline, up to 100' AGL/338' MSL.
Trees beginning 234' from DER, 389' left of centerline, up to 100' AGL/347' MSL.
Rwy 32, trees beginning 3059' from DER, 455' right of centerline, up to 100' AGL/449' MSL.
Tree 5066' from DER, 858' left of centerline, 100' AGL/429' MSL.

CHARLESTON, SC

CHARLESTON AFB/INTL (CHS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 25AUG11 (11237) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 3, electrical equipment, towers, and trees beginning 98' from DER, 409' right of centerline, up to 104' AGL/136' MSL.
Tree 2653' from DER, 993' left of centerline, 100' AGL/139' MSL.
Rwy 15, trees beginning 1297' from DER, 772' left of centerline, up to 100' AGL/119' MSL.
Rwy 33, trees beginning 2190' from DER, 1002' right of centerline, up to 100' AGL/139' MSL.
Trees beginning 3061' from DER, 1284' left of centerline, up to 100' AGL/144' MSL.

CHARLESTON EXEC (JZI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 07JAN16 (21168) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 2473' from DER, 530' left of centerline, up to 75' AGL/85' MSL.
Rwy 9, antenna 110' from DER, 444' left of centerline, 39' AGL/47' MSL.
Rwy 22, trees 502' from DER, 181' right of centerline, up to 100' AGL/109' MSL.
Trees beginning 2183' from DER, left to right of centerline up to 100' AGL/109' MSL.
Rwy 27, trees beginning 779' from DER, 84' left of centerline, up to 77' AGL/96' MSL.
Pole 1011' from DER, 585' left of centerline, 42' AGL/61' MSL.
Trees beginning 90' from DER, 273' right of centerline, up to 60' AGL/78' MSL.

CHARLOTTE, NC

CHARLOTTE/DOUGLAS INTL (CLT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8A 31OCT24 (24305) (FAA)

DEPARTURE PROCEDURE:

Rwy 18C, climb on heading 183° to 1200 before turning left.
Rwy 36L, climb on heading 003° to 1800 before turning left.
Rwy 36C, climb on heading 003° to 1400 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 18L, lighting 9' from DER, 1' left of centerline, 3' AGL/726' MSL.
Pole 980' from DER, 709' left of centerline, 64' AGL/763' MSL.
Tower 980' from DER, 709' left of centerline, 765' MSL.
Trees beginning 1057' from DER, 689' right of centerline, up to 759' MSL.
Tree 1234' from DER, 795' right of centerline, 767' MSL.
Trees beginning 1457' from DER, 703' right of centerline, up to 777' MSL.
Tree 2248' from DER, 815' right of centerline, 783' MSL.
Tree 2844' from DER, 1171' right of centerline, 796' MSL.
Tower 4408' from DER, 1505' left of centerline, 160' AGL/849' MSL.
Rwy 18C, lighting 11' from DER, 85' left of centerline, 4' AGL/695' MSL.
Tree 556' from DER, 564' left of centerline, 711' MSL.
Tree 1059' from DER, 761' right of centerline, 729' MSL.
Trees beginning 1184' from DER, 609' left of centerline, up to 746' MSL.
Tree 1478' from DER, 828' right of centerline, 736' MSL.
Trees beginning 1478' from DER, 517' left of centerline, up to 757' MSL.
Tree 1721' from DER, 862' right of centerline, 748' MSL.
Tree 1811' from DER, 967' right of centerline, 751' MSL.
Tree 2035' from DER, 1025' left of centerline, 764' MSL.
Trees beginning 2058' from DER, 381' left of centerline, up to 771' MSL.
Trees beginning 2361' from DER, 732' right of centerline, up to 755' MSL.
Tree 2389' from DER, 612' right of centerline, 759' MSL.
Tree 2723' from DER, 971' left of centerline, 773' MSL.
Tree 2779' from DER, 861' right of centerline, 762' MSL.
Trees beginning 3246' from DER, 793' right of centerline, up to 792' MSL.
Trees beginning 3498' from DER, 1014' left of centerline, up to 791' MSL.
Tree 4181' from DER, 1430' right of centerline, 797' MSL.
Tree 4226' from DER, 1528' right of centerline, 798' MSL.
Tree 4249' from DER, 1038' right of centerline, 805' MSL.
Trees beginning 5354' from DER, 1792' right of centerline, up to 831' MSL.
Tree 5581' from DER, 1599' right of centerline, 837' MSL.
Tree 5749' from DER, 1490' right of centerline, 838' MSL.
Trees beginning 5851' from DER, 1412' right of centerline, up to 100' AGL/841' MSL.
Rwy 18R, lighting 10' from DER, 4' left of centerline, 3' AGL/746' MSL.
Terrain 145' from DER, 521' left of centerline, 748' MSL.
Rwy 36L, lighting 9' from DER, 3' left of centerline, 2' AGL/745' MSL.
Tree 1355' from DER, 544' left of centerline, 786' MSL.
Rwy 36C, lighting 5' from DER, 11' left of centerline, 1' AGL/743' MSL.
Trees beginning 1246' from DER, 404' right of centerline, up to 822' MSL.
Tree 1605' from DER, 833' left of centerline, 797' MSL.
Trees beginning 1937' from DER, 512' left of centerline, up to 823' MSL.
Trees beginning 2045' from DER, 553' left of centerline, up to 827' MSL.
Trees beginning 2794' from DER, 237' right of centerline, up to 825' MSL.
Rwy 36R, sign 19' from DER, 288' right of centerline, 6' AGL/747' MSL.
Trees beginning 470' from DER, 474' right of centerline, up to 767' MSL.
Tree, traverse_way beginning 640' from DER, 93' right of centerline, up to 775' MSL.
Pole, tree beginning 837' from DER, 500' right of centerline, up to 777' MSL.
Tree 944' from DER, 650' left of centerline, 771' MSL.
Pole 1005' from DER, 739' left of centerline, 774' MSL.
Trees beginning 1058' from DER, 346' right of centerline, up to 779' MSL.
Pole 1191' from DER, 769' left of centerline, 778' MSL.
Tree 1279' from DER, 625' right of centerline, 780' MSL.
Tree 1295' from DER, 586' left of centerline, 782' MSL.
Tree 1397' from DER, 646' right of centerline, 784' MSL.
Tree 1477' from DER, 851' left of centerline, 785' MSL.
Tree 1613' from DER, 731' right of centerline, 787' MSL.
Tree, pole beginning 1652' from DER, 718' right of centerline, up to 809' MSL.
Trees beginning 1725' from DER, 557' right of centerline, up to 816 MSL.
Trees beginning 1874' from DER, on centerline, up to 820' MSL.
Trees beginning 2021' from DER, 1' left of centerline, up to 55' AGL/804' MSL.
Tree 2035' from DER, 59' left of centerline, 58' AGL/805' MSL.
Tree 2054' from DER, 91' left of centerline, 59' AGL/807' MSL.
Trees beginning 2070' from DER, 41' left of centerline, up to 72' AGL/815' MSL.
Trees beginning 2132' from DER, 325' left of centerline, up to 823' MSL.
Tree 2458' from DER, 920' left of centerline, 830' MSL.
CON'T

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CHARLOTTE, NC (CON'T)

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

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

CHERAW, SC

CHERAW MUNI/LYNCH BELLINGER FLD (CQW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 15MAR07 (22195) (FAA)

TAKEOFF OBSTACLE NOTES:

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

CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

CHERRY POINT, NC

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 02NOV23 (23306) (USN)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

CHESTER, SC

CHESTER CATAWBA RGNL (DCM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15JAN09 (09015) (FAA)

TAKEOFF OBSTACLE NOTES:

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

CLEMSON, SC

OCONEE COUNTY RGNL (CEU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 17NOV11 (11321) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

CLINTON, NC

CLINTON-SAMPSON COUNTY (CTZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 05MAY11 (11125) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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COLUMBIA, SC

COLUMBIA METRO (CAE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 27AUG09 (21168) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning 127' from DER, 128' left of centerline, up to 97' AGL/286' MSL.
Trees beginning 420' from DER, 21' right of centerline, up to 74' AGL/283' MSL.
Rwy 11, trees beginning 1896' from DER, 621' left of centerline, up to 48' AGL/277' MSL.
Light pole and trees beginning 1043' from DER, 723' right of centerline, up to 69' AGL/268' MSL.
Rwy 23, trees 3573' from DER, 1191' right of centerline, up to 60' AGL/329' MSL.
Rwy 29, trees beginning 567' from DER, 535' left of centerline, up to 87' AGL/286' MSL.
Trees beginning 1045' from DER, 526' right of centerline, up to 63' AGL/332' MSL.

JIM HAMILTON L B OWENS (CUB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 19NOV09 (09323) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 13, trains beginning at DER, 138' right of centerline, up to 23' AGL/202' MSL.
Trees beginning 3' from DER, 88' right of centerline, up to 106' AGL/255' MSL.
Trees beginning 131' from DER, 84' left of centerline, up to 97' AGL/256' MSL.
Rwy 31, trains beginning at DER, 437' left of centerline, up to 23' AGL/222' MSL.
Buildings beginning 632' from DER, 260' right of centerline, up to 372' AGL/681' MSL.
Buildings beginning 1050' from DER, 20' left of centerline, up to 50' AGL/252' MSL.
Tower 2.1 NM from DER, 3510' right of centerline, 422' AGL/747' MSL.

CONCORD, NC

CONCORD-PADGETT RGNL (JQF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 03JAN19 (19003) (FAA)

TAKEOFF MINIMUMS:

Rwy 20, 300-1¾ or std. w/min. climb of 204' per NM to 1000, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

DEPARTURE PROCEDURE:

Rwy 2, climb heading 016° to 2200 before proceeding on course.
Rwy 20, climbing right turn heading 290° to intercept CLT VOR/DME R-039 outbound to 2100 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 2, poles and trees beginning 2624' from DER, 688' left of centerline, up to 45' AGL/784' MSL.
Trees beginning 2107' from DER, 787' right of centerline, up to 24' AGL/783' MSL.
Rwy 20, street lights beginning 3047' from DER, 196' right of centerline, up to 105' AGL/744' MSL.
Trees 1.3 NM from DER, 1544' right of centerline, up to 100' AGL/849' MSL.

CONWAY, SC

CONWAY-HORRY COUNTY (HYW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 25AUG11 (11237) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 58' from DER, 393' left of centerline, up to 108' AGL/147' MSL.
Rwy 22, trees beginning 184' from DER, 184' left of centerline, up to 86' AGL/125' MSL.
Trees beginning 1508' from DER, 212' right of centerline, up to 73' AGL/112' MSL.

CURRITUCK, NC

CURRITUCK COUNTY RGNL (ONX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 07MAY09 (09127) (FAA)

DEPARTURE PROCEDURE:

Rwy 5, climb heading 045° to 1300 before proceeding on course.
Rwy 23, climb heading 240° to 4000 before turning southbound.

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning 41' from DER, 166' left of centerline, up to 100' AGL/122' MSL.
Tree 4058' from DER, 388' right of centerline, 100' AGL/124' MSL.
Rwy 23, trees beginning 60' from DER, 384' left of centerline, up to 100' AGL/115' MSL.
Trees beginning 201' from DER, 427' right of centerline, up to 100' AGL/121' MSL.

DARLINGTON, SC

DARLINGTON COUNTY AIRPORT (UDG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-B 28APR16 (16119) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, multiple trees beginning 11' from DER, 241' left of centerline, up to 97' AGL/246' MSL.
Multiple trees beginning 72' from DER, 29' right of centerline, up to 97' AGL/236' MSL.
Rwy 23, antenna 18' from DER, 263' left of centerline, 9' AGL/194' MSL.
Trees beginning 241' from DER, 394' left of centerline, up to 70' AGL/249' MSL.
Tree 732' from DER, 427' right of centerline, 33' AGL/212' MSL.

DILLON, SC

DILLON COUNTY (DLC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 26JUL12 (12208) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 7, trees beginning 77' from DER, 158' left of centerline, up to 100' AGL/214' MSL.
Trees beginning 162' from DER, 494' right of centerline, up to 100' AGL/209' MSL.
Tower 2.3 NM from DER, 2100' left of centerline, 370' AGL/510' MSL.
Rwy 25, vehicles beginning 17' from DER, 313' left of centerline, up to 15' AGL/149' MSL.
Vehicles beginning 28' from DER, 163' right of centerline, up to 15' AGL/149' MSL.
Trees beginning 42' from DER, 256' left of centerline, up to 100' AGL/234' MSL.
Trees beginning 182' from DER, 75' right of centerline, up to 100' AGL/244' MSL.
Vehicles beginning 765' from DER, left and right of centerline, up to 17' AGL/156' MSL.

EDENTON, NC

NORTHEASTERN RGNL (EDE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30JUL09 (09211) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, trees beginning 23' from DER, left and right of centerline, up to 100' AGL/117' MSL.
Rwy 19, poles beginning 1038' from DER, 567' left of centerline, 37' AGL/47' MSL.
Trees beginning 1258' from DER, left and right of centerline, up to 100' AGL/114' MSL.

ELIZABETH CITY, NC

ELIZABETH CITY CG AIR STATION/RGNL (ECG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 24MAY18 (21168) (FAA)

DEPARTURE PROCEDURE:

When tethered balloon located 2.6 NM south east of airport is flying:
Rwy 1, climb on a heading between 194° CW 110° from DER.
Rwy 10, climb on a heading between 284° CW 110° from DER.
Rwy 19, climb on a heading between 160° CW 014° from DER.
Rwy 28, climb on a heading between 170° CW 103° from DER.

TAKEOFF OBSTACLE NOTES:

Rwy 1, pole 53' from DER, 314' right of centerline, 6' AGL/13' MSL.
Traverse way 515' from DER, 572' right of centerline, 23' MSL.
Tree 1030' from DER, 660' left of centerline, 48' MSL.
Trees beginning 1147' from DER, 641' left of centerline, up to 52' MSL.
Trees beginning 1265' from DER, 765' left of centerline, up to 63' MSL.
Rwy 10, building 7' from DER, 442' right of centerline, 16' MSL.
Tree 108' from DER, 474' right of centerline, 66' AGL/72' MSL.
Trees, traverse way beginning 201' from DER, 148' right of centerline, up to 80' MSL.
NAVAID, traverse way beginning 292' from DER, 330' left of centerline, up to 24' MSL.
Tree 939' from DER, 340' left of centerline, 35' MSL.
Tree 2091' from DER, 485' left of centerline, 71' MSL.
Tree 2139' from DER, 390' left of centerline, 79' MSL.
Trees beginning 2185' from DER, 367' left of centerline, up to 82' MSL.
Rwy 19, traverse way, vegetation, fence beginning 19' from DER, right of centerline, up to 25' MSL.
Terrain 20' from DER, 15' left of centerline, 10' MSL.
Sign 64' from DER, 144' left of centerline, 12' MSL.
Traverse way 478' from DER, 20' left of centerline, 24' MSL.
Pole 961' from DER, 708' left of centerline, 47' MSL.
Poles beginning 1031' from DER, 552' left of centerline, up to 50' MSL.
Poles beginning 1259' from DER, 513' left of centerline, up to 55' MSL.
Spire, tree beginning 1745' from DER, 931' left of centerline, up to 65' MSL.
Tree 1989' from DER, 897' left of centerline, 75' MSL.
CON'T

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ELIZABETH CITY, NC (CON'T)

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

Rwy 19 (CON'T), trees beginning 1997' from DER, 699' left of centerline, up to 84' MSL.
Tree 2542' from DER, 1147' left of centerline, 87' MSL.
Tree 2641' from DER, 1039' left of centerline, 91' MSL.
Tree 2642' from DER, 1160' left of centerline, 92' MSL.
Trees beginning 2676' from DER, 1077' left of centerline, up to 101' MSL.
Trees beginning 2747' from DER, 991' left of centerline, up to 106' MSL.
Trees beginning 3202' from DER, 1146' left of centerline, up to 107' MSL.
Rwy 28, lighting 25' from DER, 130' left and right of centerline, 3' AGL/12' MSL.
Traverse way beginning 394' from DER, 393' right of centerline, up to 23' MSL.
Tree 2902' from DER, 881' right of centerline, 87' MSL. x
Tree 2961' from DER, 1199' right of centerline, 88' MSL.
Tree 3124' from DER, 812' right of centerline, 91' MSL.
Tree 3475' from DER, 1339' right of centerline, 103' MSL.
Tree 3541' from DER, 1437' right of centerline, 105' MSL.

ELIZABETHTOWN, NC

CURTIS L BROWN JR FLD (EYF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 02JUL09 (22195) (FAA)

DEPARTURE PROCEDURE:
Rwy 15, climb heading 152° to 2100 before turning left.
Rwy 33, climb heading 332° to 1100 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 15, trees beginning 368' from DER, left and right of centerline, up to 100' AGL/214' MSL.
Rwy 33, vehicle on road 177' from DER, 543' right of centerline, 15' AGL/144' MSL.
Trees beginning 344' from DER, left and right of centerline, up to 100' AGL/229' MSL.

ELKIN, NC

ELKIN MUNI (ZEF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 13NOV14 (14317) (FAA)

DEPARTURE PROCEDURE:
Rwy 7, climb heading 074° to 2000 before turning north.
Rwy 25, climb heading 255° to 2600 before turning north.

TAKEOFF OBSTACLE NOTES:
Rwy 7, trees beginning 2' from DER, 133' left of centerline, up to 61' AGL/1120' MSL.
Trees beginning 10' from DER, 64' right of centerline, up to 49' AGL/1048' MSL.
Vehicles on road 169' from DER, 388' left of centerline, up to 15' AGL/1074' MSL.
Trees beginning 665' from DER, 24' right of centerline, up to 50' AGL/1089' MSL.
Trees beginning 931' from DER, 33' left of centerline, up to 93' AGL/1132' MSL.
Trees beginning 1137' from DER, 249' right of centerline, up to 78' AGL/1097' MSL.
Tower 1781' from DER, 452' right of centerline, 83' AGL/1082' MSL.
Trees beginning 3265' from DER, 397' right of centerline, up to 100' AGL/1199' MSL.
Tower 5075' from DER, 1290' left of centerline, 100' AGL/1179' MSL.
Rwy 25, trees beginning 41' from DER, 125' left of centerline, up to 119' AGL/1138' MSL.
Trees beginning 45' from DER, 92' right of centerline, up to 78' AGL/1137' MSL.
Trees beginning 1217' from DER, 13' left of centerline, up to 99' AGL/1178' MSL.
Trees beginning 1235' from DER, 55' right of centerline, up to 100' AGL/1219' MSL.

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ENGELHARD, NC

HYDE COUNTY (7W6)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 07AUG25 (25219) (FAA)

DEPARTURE PROCEDURE:
Rwy 11, obtain ATC approval when requesting IFR clearance.
Rwy 29, climb on heading 289° to 500 before turning left.

TAKEOFF OBSTACLE NOTES:
Rwy 11, vegetation 2' from DER, 238' left of centerline, 8' MSL.
Vegetation 24' from DER, 349' left of centerline, 9' MSL.
Tree 751' from DER, 666' right of centerline, 27' MSL.
Tree 866' from DER, 688' right of centerline, 45' MSL.
Tree 993' from DER, 484' right of centerline, 49' MSL.
Trees beginning 1037' from DER, 172' right of centerline, up to 50' MSL.
Tree 1283' from DER, 89' left of centerline, 40' MSL.
Tree 1341' from DER, 37' left of centerline, 41' MSL.
Trees beginning 1371' from DER, 204' right of centerline, up to 51' MSL.
Tree 1383' from DER, 78' left of centerline, 47' MSL.
Tree 1408' from DER, 47' left of centerline, 51' MSL.
Trees beginning 1465' from DER, 196' right of centerline, up to 53' MSL.
Trees beginning 1546' from DER, 68' left of centerline, up to 52' MSL.
CON'T

ENGELHARD, NC (CON'T)

HYDE COUNTY (7W6) (CON'T)

Rwy 11 (CON'T), trees beginning 1778' from DER, 16' right of centerline, up to 64' MSL.
Trees beginning 1821' from DER, 92' left of centerline, up to 59' MSL.
Tree 1974' from DER, 231' left of centerline, 60' MSL.
Trees beginning 1982' from DER, 89' left of centerline, up to 67' MSL.
Tree 2145' from DER, 993' left of centerline, 68' MSL.
Rwy 29, vegetation 111' from DER, 173' right of centerline, 10' MSL.

ERWIN, NC

HARNETT RGNL JETPORT (HRJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30AUG07 (07242) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 5, multiple trees beginning 1529' from DER 16' left of centerline, up to 96' AGL/297' MSL.
Multiple trees beginning 2775' from DER, 111' right of centerline, up to 76' AGL/282' MSL.
Multiple poles beginning 303' from DER, 445' left of centerline, up to 17' AGL/239' MSL.
Pole beginning 671' from DER, 610' right of centerline, up to 38' AGL/239' MSL.
Rwy 23, trees beginning 94' from DER, 206' right of centerline, up to 64' AGL/252' MSL.
Trees beginning 5' from DER, 296' right of centerline, up to 59' AGL/247' MSL.

FAYETTEVILLE, NC

FAYETTEVILLE RGNL/GRANNIS FLD (FAY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 19MAY22 (22139) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 10, sign 45' from DER, 206' left of centerline, 4' AGL/186' MSL.
Rwy 22, vehicle on road 98' from DER, 474' right of centerline, 187' MSL.
Trees beginning 803' from DER, 489' right of centerline, up to 245' MSL.
Tree 2579' from DER, 1139' right of centerline, 262' MSL.
Trees beginning 2699' from DER, 891' right of centerline, up to 266' MSL.
Tree 2983' from DER, 1164' right of centerline, 268' MSL.
Rwy 28, poles, building, trees beginning 198' from DER, 191' left of centerline, up to 34' AGL/207' MSL.
Buildings, tree beginning 513' from DER, 361' right of centerline, up to 210' MSL.
Trees beginning 810' from DER, 341' right of centerline, up to 223' MSL.
Trees beginning 917' from DER, 482' right of centerline, up to 242' MSL.
Trees beginning 1102' from DER, 531' right of centerline, up to 244' MSL.
Trees beginning 1358' from DER, 508' right of centerline, up to 251' MSL.
Trees beginning 1424' from DER, 18' right of centerline, up to 252' MSL.
Tree 1429' from DER, 21' left of centerline, 64' AGL/226' MSL.
Trees beginning 1512' from DER, 144' right of centerline, up to 253' MSL.
Tree 1818' from DER, 87' left of centerline, 71' AGL/230' MSL.
Tree 1927' from DER, 197' left of centerline, 71' AGL/232' MSL.
Tree 2015' from DER, 108' left of centerline, 69' AGL/234' MSL.

FLORENCE, SC

FLORENCE RGNL (FLO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 12AUG21 (21224) (FAA)

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

TAKEOFF OBSTACLE NOTES:
Rwy 1, sign 59' from DER, 242' left of centerline, 145' MSL.
Tower, trees beginning 341' from DER, 488' left of centerline, up to 47' AGL/190' MSL.
Tree, poles, sign beginning 1077' from DER, 256' left of centerline, up to 200' MSL.
Poles beginning 1539' from DER, 137' right of centerline, up to 187' MSL.
Tree 1771' from DER, 466' right of centerline, 189' MSL.
Tree 1772' from DER, 361' right of centerline, 221' MSL.
Trees beginning 1786' from DER, 375' right of centerline, up to 223' MSL.
Trees beginning 1876' from DER, 29' left of centerline, up to 220' MSL.
Trees beginning 1971' from DER, 289' right of centerline, up to 234' MSL.
Tree 2015' from DER, 890' left of centerline, 227' MSL.
Trees beginning 2034' from DER, 24' left of centerline, up to 230' MSL.
Trees beginning 2132' from DER, 239' right of centerline, up to 237' MSL.
Tree 2154' from DER, 492' right of centerline, 244' MSL.
Trees beginning 2178' from DER, 62' right of centerline, up to 250' MSL.
Trees beginning 2786' from DER, 182' left of centerline, up to 234' MSL.
Pole, trees beginning 3262' from DER, 140' left of centerline, up to 109' AGL/246' MSL.
CON'T

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FLORENCE, SC (CON'T)

FLORENCE RGNL (FLO) (CON'T)

Rwy 9, vegetation 32' from DER, 294' right of centerline, 138' MSL.
Tree 121' from DER, 255' right of centerline, 148' MSL.
Vegetation 161' from DER, 289' left of centerline, 126' MSL.
Tree 2247' from DER, 742' right of centerline, 184' MSL.
Trees beginning 3015' from DER, 636' left of centerline, up to 212' MSL.
Rwy 19, trees beginning 2' from DER, 132' left of centerline, up to 186' MSL.
Vegetation 21' from DER, 338' right of centerline, 125' MSL.
Tree 103' from DER, 449' right of centerline, 130' MSL.
Trees beginning 415' from DER, 319' right of centerline, up to 165' MSL.
Trees beginning 1093' from DER, 279' right of centerline, up to 181' MSL.
Trees beginning 1286' from DER, 23' right of centerline, up to 185' MSL.
Trees beginning 1693' from DER, 124' right of centerline, up to 191' MSL.
Tree 1898' from DER, 4' left of centerline, 188' MSL.
Trees beginning 1931' from DER, 208' left of centerline, up to 193' MSL.
Tree 2345' from DER, 821' left of centerline, 194' MSL.
Trees beginning 2438' from DER, 961' left of centerline, up to 202' MSL.
Tree 2763' from DER, 503' right of centerline, 194' MSL.
Tree 3532' from DER, 809' left of centerline, 205' MSL.
Rwy 27, tree 102' from DER, 389' left of centerline, 159' MSL.

FRANKLIN, NC

MACON COUNTY (1A5)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12MAR09 (09071) (FAA)

TAKEOFF MINIMUMS:
Rwys 7, 25, Procedure NA at night. 5700-3, for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwys 7, 25, for climb in visual conditions remain within 3 NM of Macon County airport to cross airport south bound at or above 7600 via ODF R-349 to ODF VORTAC.
TAKEOFF OBSTACLE NOTES:
Rwy 7, trees 599' from DER, 124' left of centerline, up to 38' AGL/2037' MSL.
Vehicle on road 964' from DER, 720' left of centerline, 15' AGL/2054' MSL.
Trees 1666' from DER, 620' right of centerline, up to 100' AGL/2179' MSL.
Trees beginning 3090' from DER, 1270' left of and to centerline, up to 100' AGL/3139' MSL.
Trees beginning 5665' from DER, 337' right of and to centerline, up to 100' AGL/2699' MSL.
Rwy 25, vehicle on road 63' from DER, 318' left of centerline, 15' AGL/2054' MSL.
Terrain 1000' from DER, on centerline, 2061' MSL.
Trees beginning 1737' from DER, 848' left of and to centerline, up to 100' AGL/3519' MSL.
Trees beginning 2460' from DER, 440' right of and to centerline, up to 100' AGL/3059' MSL.

GASTONIA, NC

GASTONIA MUNI (AKH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 20AUG15 (15232) (FAA)

DEPARTURE PROCEDURE:
Rwy 3, climb heading 049° to 2700 before turning left.
Rwy 21, climb heading 214° to 1600 before proceeding north.
TAKEOFF OBSTACLE NOTES:
Rwy 3, trees beginning 162' from DER, 371' right of centerline, up to 105' AGL/844' MSL.
Trees beginning 1200' from DER, 463' left of centerline, up to 76' AGL/835' MSL.
Trees beginning 1965' from DER, 433' left of centerline, up to 80' AGL/859' MSL.
Trees 3819' from DER, 657' right of centerline, up to 126' AGL/885' MSL.
Rwy 21, pole 254' from DER, 336' right of centerline, 20' AGL/810' MSL.
Pole 288' from DER, 329' left of centerline, 18' AGL/808' MSL.
Tower and trees beginning 297' from DER, 467' left of centerline, up to 93' AGL/872' MSL.
Trees beginning 1245' from DER, 558' right of centerline, up to 99' AGL/878' MSL.

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GEORGETOWN, SC

GEORGETOWN COUNTY (GGE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 20FEB25 (25051) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 5, light poles beginning 9' from DER, 29' left of centerline, up to 2' AGL/35' MSL.
Tree 122' from DER, 493' right of centerline, 47' MSL.
Tree 265' from DER, 548' right of centerline, 80' MSL.
Trees beginning 382' from DER, 562' right of centerline, up to 94' MSL.
Trees beginning 534' from DER, 580' left of centerline, up to 86' MSL.
Trees beginning 775' from DER, 617' right of centerline, up to 95' MSL.
Trees beginning 994' from DER, 4' left of centerline, up to 110' MSL.
Trees beginning 1156' from DER, 676' right of centerline, up to 100' MSL.
Trees beginning 1605' from DER, 638' right of centerline, up to 118' MSL.
Trees beginning 1885' from DER, 1' right of centerline, up to 119' MSL.
Trees beginning 2657' from DER, 36' left of centerline, up to 86' AGL/118' MSL
Rwy 11, trees beginning 53' from DER, 15' right of centerline, up to 100' AGL/123' MSL.
Trees beginning 183' from DER, 1' left of centerline, up to 100' AGL/123' MSL.
Rwy 23, light poles 19' from DER, 89' right of centerline, 5' AGL/42' MSL.
Light poles 19' from DER, 90' left of centerline, 5' AGL/43' MSL.
Tree 177' from DER, 441' right of centerline, 13' AGL/50' MSL.
Tree 258' from DER, 511' right of centerline, 60' MSL.
Tree 631' from DER, 609' right of centerline, 69' MSL.
Tree 704' from DER, 628' right of centerline, 101' MSL.
Tree 764' from DER, 638' right of centerline, 104' MSL.
Trees beginning 811' from DER, 574' right of centerline, up to 121' MSL.
Trees beginning 865' from DER, 599' left of centerline, up to 106' MSL.
Rwy 29, trees beginning 19' from DER, 166' left of centerline, up to 100' AGL/137' MSL.
Sign 28' from DER, 129' right of centerline, 3' AGL/41' MSL.
Trees beginning 139' from DER, 29' right of centerline, up to 100' AGL/140' MSL.
Trees beginning 328' from DER, 20' left of centerline, up to 100' AGL/140' MSL.
Trees beginning 1186' from DER, 21' right of centerline, up to 142' MSL.
Trees beginning 1319' from DER, 24' right of centerline, up to 143' MSL.

GOLDSBORO, NC

WAYNE EXEC JETPORT (GWW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 17NOV11 (21168) (FAA)

TAKEOFF OBSTACLE NOTES:

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

GREENSBORO, NC

PIEDMONT TRIAD INTL (GSO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 25JAN24 (24025) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5L, poles beginning 9' from DER, 14' right of centerline, up to 5' AGL/856' MSL.
Pole 9' from DER, 35' left of centerline, 9' AGL/856' MSL.
Tree 1098' from DER, 662' left of centerline, 41' AGL/884' MSL.
Tree 1267' from DER, 642' left of centerline, 68' AGL/890' MSL.
Tree 1327' from DER, 689' left of centerline, 72' AGL/898' MSL.
Trees beginning 1373' from DER, 543' left of centerline, up to 88' AGL/912' MSL.
Tree 2879' from DER, 1242' left of centerline, 54' AGL/927' MSL.
Tree 2901' from DER, 1122' left of centerline, 58' AGL/931' MSL.
Tree 2933' from DER, 1277' left of centerline, 81' AGL/950' MSL.
Tree 3081' from DER, 1314' left of centerline, 72' AGL/952' MSL.
Tree 3487' from DER, 1165' left of centerline, 82' AGL/958' MSL.
Tree 3554' from DER, 927' left of centerline, 122' AGL/972' MSL.
Trees beginning 3564' from DER, 831' left of centerline, up to 104' AGL/992' MSL.
Tree 4181' from DER, 1499' left of centerline, 113' AGL/993' MSL.
Trees beginning 4215' from DER, 1235' left of centerline, up to 124' AGL/996' MSL.
Tree 4240' from DER, 1102' right of centerline, 116' AGL/963' MSL.
Tree 4376' from DER, 1291' right of centerline, 119' AGL/975' MSL.
Tree 4482' from DER, 1505' right of centerline, 116' AGL/981' MSL.
Tree 4486' from DER, 1421' right of centerline, 121' AGL/982' MSL.
Trees beginning 4555' from DER, 838' right of centerline, up to 126' AGL/989' MSL.
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GREENSBORO, NC (CON'T)

PIEDMONT TRIAD INTL (GSO) (CON'T)

Rwy 5R, terrain 3' from DER, 499' right of centerline, 891' MSL.
Poles beginning 6' from DER, 4' left of centerline, up to 1' AGL/887' MSL.
Terrain 261' from DER, 535' right of centerline, 894' MSL.
Pole 325' from DER, 546' right of centerline, 5' AGL/895' MSL.
Pole 386' from DER, 558' right of centerline, 5' AGL/898' MSL.
Tree 1125' from DER, 478' right of centerline, 68' AGL/915' MSL.
Tree 1366' from DER, 526' right of centerline, 57' AGL/923' MSL.
Tree 1889' from DER, 914' right of centerline, 69' AGL/950' MSL.
Tree 1957' from DER, 791' right of centerline, 68' AGL/951' MSL.
Trees beginning 2017' from DER, 754' right of centerline, up to 95' AGL/966' MSL.
Trees beginning 2256' from DER, 581' right of centerline, up to 109' AGL/988' MSL.
Tree 2638' from DER, 1088' left of centerline, 57' AGL/952' MSL.
Tree 2690' from DER, 1130' left of centerline, 65' AGL/962' MSL.
Trees beginning 2744' from DER, 1195' left of centerline, up to 69' AGL/967' MSL.
Rwy 14, trees beginning 182' from DER, 478' left of centerline, up to 29' AGL/908' MSL.
Trees beginning 212' from DER, 546' left of centerline, up to 42' AGL/909' MSL.
Tree, poles beginning 566' from DER, 550' right of centerline, up to 44' AGL/933' MSL.
Electrical system 1102' from DER, 715' right of centerline, 48' AGL/940' MSL.
Tank 2599' from DER, 1089' right of centerline, 67' AGL/968' MSL.
Tree 2890' from DER, 570' right of centerline, 83' AGL/978' MSL.
Tree 3035' from DER, 643' right of centerline, 88' AGL/988' MSL.
Trees beginning 3067' from DER, 362' right of centerline, up to 87' AGL/991' MSL.
Trees beginning 3120' from DER, 519' right of centerline, up to 91' AGL/996' MSL.
Trees beginning 4577' from DER, 1320' left of centerline, up to 108' AGL/1024' MSL.
Trees beginning 4647' from DER, 1312' left of centerline, up to 115' AGL/1028' MSL.
Rwy 23L, tree 475' from DER, 533' left of centerline, 33' AGL/914' MSL.
Trees beginning 775' from DER, 516' left of centerline, up to 70' AGL/938' MSL.
Trees beginning 828' from DER, 676' left of centerline, up to 72' AGL/940' MSL.
Tree 1032' from DER, 584' right of centerline, 48' AGL/928' MSL.
Tree 1269' from DER, 803' right of centerline, 58' AGL/943' MSL.
Tree 1646' from DER, 471' left of centerline, 79' AGL/945' MSL.
Tree 1917' from DER, 338' right of centerline, 89' AGL/949' MSL.
Rwy 23R, poles beginning 9' from DER, 4' right of centerline, up to 14' AGL/918' MSL.
Poles beginning 9' from DER, 24' left of centerline, up to 14' AGL/917' MSL.
Pole 171' from DER, 539' left of centerline, 33' AGL/936' MSL.
Tree 753' from DER, 620' right of centerline, 35' AGL/937' MSL.
Trees beginning 855' from DER, 484' right of centerline, up to 53' AGL/951' MSL.
Trees beginning 1196' from DER, 673' left of centerline, up to 90' AGL/960' MSL.
Tree 1312' from DER, 665' left of centerline, 95' AGL/964' MSL.
Trees beginning 1317' from DER, 616' left of centerline, up to 79' AGL/967' MSL.
Trees beginning 1346' from DER, 573' left of centerline, up to 82' AGL/970' MSL.
Tree 1669' from DER, 861' right of centerline, 61' AGL/961' MSL.
Rwy 32, tree 10' from DER, 318' left of centerline, 37' AGL/926' MSL.
Vegetation 32' from DER, 278' right of centerline, 13' AGL/926' MSL.
Tree 113' from DER, 291' left of centerline, 39' AGL/929' MSL.
Tree 2602' from DER, 862' right of centerline, 107' AGL/991' MSL.
Tree 2629' from DER, 941' right of centerline, 105' AGL/993' MSL.
Trees beginning 2701' from DER, 618' right of centerline, up to 98' AGL/995' MSL.
Trees beginning 2735' from DER, 701' right of centerline, up to 102' AGL/1000' MSL.
Trees beginning 2874' from DER, 638' right of centerline, up to 89' AGL/1002' MSL.
Trees beginning 3687' from DER, 290' right of centerline, up to 118' AGL/1024' MSL.

GREENVILLE, NC

PITT-GREENVILLE (PGV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 04FEB16 (16035) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 2, ground beginning 50' from DER, 50' left of centerline, up to 31' MSL.
Ground beginning 86' from DER, 291' right of centerline, up to 29' MSL.
Trees beginning 975' from DER, 688' right of centerline, up to 86' AGL/124' MSL.
Trees beginning 1779' from DER, 653' right of centerline, up to 96' AGL/125' MSL.
Tree 1910' from DER, 989' left of centerline, 63' AGL/89' MSL.
Trees beginning 2224' from DER, 655' right of centerline, up to 115' AGL/142' MSL.
Trees beginning 2562' from DER, 583' left of centerline, up to 82' AGL/134' MSL.
Trees beginning 3164' from DER, 719' left of centerline, up to 107' AGL/138' MSL.
Rwy 8, building, poles, road and trees beginning 79' from DER, 298' left of centerline, up to 87' AGL/113' MSL.
Trees and road beginning 144' from DER, 456' right of centerline, up to 44' AGL/66' MSL.
Building, poles and trees beginning 795' from DER, 65' right of centerline, up to 59' AGL/71' MSL.
Trees and poles beginning 1009' from DER, 14' left of centerline, up to 90' AGL/119' MSL.
Building, poles and trees beginning 1538' from DER, 279' right of centerline, up to 62' AGL/88' MSL.
Trees beginning 2334' from DER, 307' right of centerline, up to 88' AGL/110' MSL.
Trees beginning 2336' from DER, 7' left of centerline, up to 101' AGL/127' MSL.
CON'T

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GREENVILLE, NC (CON'T)

PITT-GREENVILLE (PGV) (CON'T)

Rwy 8 (CON'T), trees beginning 3324' from DER, 646' right of centerline, up to 99' AGL/125' MSL.
Rwy 20, runway lighting 40' from DER, 148' right of centerline, 6' AGL/25' MSL.
Runway lighting and sign beginning 40' from DER, 149' left of centerline, up to 5' AGL/25' MSL.
Vehicles on road, bridge/overpass, and trees beginning 230' from DER, 245' left of centerline, up to 26' AGL/42' MSL.
NAVAID 491' from DER, 280' right of centerline, 35' AGL/44' MSL.
Trees beginning 1133' from DER, 745' left of centerline, up to 103' AGL/115' MSL.
Trees beginning 1354' from DER, 751' right of centerline, up to 113' AGL/125' MSL.
Transmission line towers and trees beginning 2412' from DER, crossing left to right of centerline, up to 112' AGL/122' MSL.
Trees beginning 2673' from DER, crossing centerline, up to 100' AGL/159' MSL.
Trees beginning 3930' from DER, 432' left of centerline, up to 102' AGL/162' MSL.
Trees beginning 5002' from DER, 706' left of centerline, up to 93' AGL/164' MSL.
Rwy 26, airport sign 40' from DER, 199' left of centerline, 4' AGL/26' MSL.
Runway end identifier light, 41' from DER, 150' right of centerline, 2' AGL/26' MSL.
Trees beginning 152' from DER, 354' right of centerline, up to 86' AGL/117' MSL.
Trees beginning 336' from DER, 504' left of centerline, up to 25' AGL/38' MSL.
Trees beginning 573' from DER, 229' left of centerline, up to 106' AGL/109' MSL.
Trees beginning 1330' from DER, 170' left of centerline, up to 109' AGL/112' MSL.
Trees beginning 1625' from DER, crossing centerline, up to 127' AGL/130' MSL.
Trees beginning 2122' from DER, crossing centerline, up to 131' AGL/134' MSL.

GREENVILLE, SC

DONALDSON FLD (GYH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 15OCT15 (21168) (FAA)

TAKEOFF MINIMUMS:
Rwy 5, 300-1¾ or std. w/min. climb of 220' per NM to 1300, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1800' prior to DER.

TAKEOFF OBSTACLE NOTES:
Rwy 5, fence 63' from DER, 457' right of centerline, 8' AGL/921' MSL.
Trees beginning 874' from DER, 723' left of centerline, up to 67' AGL/976' MSL.
Trees beginning 1088' from DER, 129' right of centerline, up to 82' AGL/998' MSL.
Tower 1.5 NM from DER, 2224' left of centerline, 250' AGL/1167' MSL.

GREENVILLE DOWNTOWN (GMU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 15OCT15 (15288) (FAA)

TAKEOFF MINIMUMS:
Rwy 10, 300-1 or std. w/min. climb of 355' per NM to 1300.
Rwy 28, 300-2½ or std. w/min. climb of 220' per NM to 1500, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to DER.

DEPARTURE PROCEDURE:
Rwy 1, climb heading 006° to 2800 before turning west or northwest.
Rwy 10, climb heading 096° to 1800 before turning west or northwest.
Rwy 19, climb heading 186° to 1800 before turning north.
Rwy 28, climb heading 276° to 2300 before turning north or northwest.

TAKEOFF OBSTACLE NOTES:
Rwy 1, sign 26' from DER, 125' left of centerline, 3' AGL/1049' MSL.
Building and poles beginning 195' from DER, 374' right of centerline, up to 48' AGL/1111' MSL.
Trees beginning 350' from DER, 319' left of centerline, up to 88' AGL/1129' MSL.
Sign, building, poles, and trees beginning 1050' from DER, 55' right of centerline, up to 52' AGL/1188' MSL.
Buildings 4064' from DER, 384' right of centerline, up to 61' AGL/1174' MSL.
Rwy 10, sign and trees beginning 18' from DER, 48' right of centerline, up to 31' AGL/1026' MSL.
Sign 21' from DER, 124' left of centerline, 3' AGL/1017' MSL.
Pole and trees beginning 9' from DER, 198' right of centerline, up to 56' AGL/1057' MSL.
Trees beginning 498' from DER, 50' left of centerline, up to 51' AGL/1042' MSL.
Trees beginning 1821' from DER, 603' left of centerline, up to 47' AGL/1068' MSL.
Building and pole beginning 3337' from DER, 539' right of centerline, up to 105' AGL/1136' MSL.
Tower 5213' from DER, 810' left of centerline, 152' AGL/1173' MSL.
Rwy 19, signs beginning 11' from DER, 71' right of centerline, up to 3' AGL/991' MSL.
Trees beginning 173' from DER, 492' right of centerline, up to 45' AGL/1013' MSL.
Pole and trees beginning 276' from DER, 527' left of centerline, up to 33' AGL/1003' MSL.
Trees beginning 2809' from DER, 763' right of centerline, up to 83' AGL/1094' MSL.
Rwy 28, signs beginning 13' from DER, 77' left of centerline, up to 3' AGL/1000' MSL.
Pole and trees beginning 45' from DER, 285' right of centerline, up to 49' AGL/1043' MSL.
Poles and trees beginning 194' from DER, 251' left of centerline, up to 56' AGL/1021' MSL.
Trees beginning 532' from DER, 60' right of centerline, up to 95' AGL/1047' MSL.
Trees beginning 850' from DER, 323' left of centerline, up to 71' AGL/1075' MSL.
Building 1.9 NM from DER, 2143' right of centerline, 332' AGL/1316' MSL.

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GREENVILLE, SC (CON'T)

REENWOOD COUNTY (GRD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10NOV16 (16315) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, tree 387' from DER, 289' right of centerline, 100' AGL/629' MSL.
Rwy 9, trees beginning 215' from DER, 493' left of centerline, up to 643' MSL.
Tree 444' from DER, 554' left of centerline, 647' MSL.
Trees beginning 568' from DER, 253' left of centerline, up to 651' MSL.
Trees beginning 627' from DER, 545' right of centerline, up to 646' MSL.
Trees beginning 780' from DER, 265' left of centerline, up to 663' MSL.
Tree and pole beginning 899' from DER, 308' left of centerline, up to 668' MSL.
Tree 2090' from DER, 1000' right of centerline, 109' AGL/691' MSL.
Tree 2692' from DER, 1038' left of centerline, 86' AGL/699' MSL.
Trees beginning 2096' from DER, 512' left of centerline, up to 100' AGL/719' MSL.
Trees beginning 3359' from DER, 546' right of centerline, 100' AGL/709' MSL.
Trees beginning 3773' from DER, 550' right of centerline, up to 100' AGL/719' MSL.
Rwy 23, trees beginning 812' from DER, 571' left of centerline, up to 657' MSL.
Tree 963' from DER, 516' left of centerline, 670' MSL.
Trees, beginning 1037' from DER, 291' left of centerline, up to 61' AGL/681' MSL.
Trees, beginning 1323' from DER, 10' left of centerline, up to 100' AGL/719' MSL.
Tree 1761' from DER, 413' right of centerline, 673' MSL.
Tree 1933' from DER, 244' right of centerline, 86' AGL/677' MSL.
Trees, beginning 2581' from DER, 72' right of centerline, up to 100' AGL/719' MSL.
Trees, beginning 3865' from DER, 1179' right of centerline, up to 100' AGL/729' MSL.
Rwy 27, bush 11' from DER, 274' left of centerline, 3' AGL/634' MSL.
Tree 264' from DER, 550' left of centerline, 641' MSL.
Tree 300' from DER, 549' right of centerline, 652' MSL.
Trees beginning 424' from DER, 543' left of centerline, up to 649' MSL.
Tree 467' from DER, 587' right of centerline, 669' MSL.
Tree 562' from DER, 639' right of centerline, 680' MSL.
Trees beginning 670' from DER, 10' right of centerline, up to 85' AGL/716' MSL.
Trees beginning 725' from DER, 588' left of centerline, up to 653' MSL.
Trees beginning 966' from DER, 594' left of centerline, up to 686' MSL.
Trees beginning 1087' from DER, 657' left of centerline, up to 695' MSL.
Trees beginning 1681' from DER, 695' left of centerline, up to 707' MSL.
Trees beginning 1864' from DER, 34' left of centerline, up to 714' MSL.
Trees beginning 2764' from DER, 159' left of centerline, up to 718' MSL.
Trees beginning 2959' from DER, 119' right of centerline, up to 726' MSL.
Trees beginning 2965' from DER, 11' left of centerline, up to 727' MSL.
Trees beginning 3332' from DER, 561' right of centerline, up to 100' AGL/739' MSL.
Trees beginning 3477' from DER, 572' left of centerline, 100' AGL/729' MSL.
Trees beginning 3724' from DER, 550' left of centerline, 100' AGL/739' MSL.
Trees beginning 3746' from DER, 790' right of centerline, 100' AGL/749' MSL.

GREER, SC

GREENVILLE SPARTANBURG INTL(GSP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 15OCT15 (15288) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

HARTSVILLE, SC

HARTSVILLE RGNL (HVS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 17AUG17 (17229) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 3, buildings, tank beginning 5' from DER, 336' right of centerline, up to 368' MSL.
Bushes, tree beginning 31' from DER, 127' left of centerline, up to 384' MSL.
Pole, tank, building beginning 68' from DER, 380' right of centerline, up to 385' MSL.
Bushes beginning 381' from DER, 501' left of centerline, up to 385' MSL.
Trees beginning 410' from DER, 507' right of centerline, up to 430' MSL.
Trees, poles, buildings beginning 541' from DER, 244' left of centerline, up to 444' MSL.
Trees, poles beginning 541' from DER, 13' right of centerline, up to 432' MSL.
Tree 786' from DER, 632' left of centerline, 462' MSL.
Trees beginning 900' from DER, 11' left of centerline, up to 467' MSL.
Trees, poles beginning 1042' from DER, 2' left of centerline, up to 471' MSL.
Trees, poles beginning 1402' from DER, 3' right of centerline, up to 436' MSL.
Trees beginning 2040' from DER, 616' right of centerline, up to 437' MSL.
Trees beginning 2119' from DER, 6' right of centerline, up to 440' MSL.
Trees beginning 2251' from DER, 103' right of centerline, up to 443' MSL.

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HARTSVILLE, SC (CON'T)

HARTSVILLE RGNL (HVS) (CON'T)

Rwy 3 (CON'T), trees beginning 2355' from DER, 105' right of centerline, up to 445' MSL.
Trees beginning 2363' from DER, 47' right of centerline, up to 450' MSL.
Trees beginning 2455' from DER, 97' right of centerline, up to 453' MSL.
Trees beginning 2534' from DER, 13' right of centerline, up to 454' MSL.
Trees, pole beginning 2662' from DER, 14' right of centerline, up to 460' MSL.
Trees, poles beginning 2756' from DER, 78' left of centerline, up to 473' MSL.
Trees beginning 3076' from DER, 655' left of centerline, up to 475' MSL.
Trees, pole beginning 3102' from DER, 16' left of centerline, up to 478' MSL.
Trees beginning 3200' from DER, 27' right of centerline, up to 465' MSL.
Trees beginning 3456' from DER, 758' right of centerline, up to 466' MSL.
Trees beginning 3505' from DER, 12' left of centerline, up to 480' MSL.
Trees beginning 3532' from DER, 652' right of centerline, up to 469' MSL.
Trees beginning 3580' from DER, 197' right of centerline, up to 471' MSL.
Trees beginning 3619' from DER, 490' right of centerline, up to 473' MSL.
Trees beginning 3625' from DER, 103' right of centerline, up to 480' MSL.
Trees beginning 3720' from DER, 208' right of centerline, up to 487' MSL.
Trees beginning 3809' from DER, 117' right of centerline, up to 489' MSL.
Trees beginning 4023' from DER, 204' right of centerline, up to 493' MSL.
Trees beginning 4139' from DER, 251' right of centerline, up to 495' MSL.
Trees, transmission tower beginning 4249' from DER, 55' left of centerline, up to 485' MSL.
Rwy 21, trees beginning 21' from DER, 459' left of centerline, up to 402' MSL.
Buildings beginning 95' from DER, 440' right of centerline, up to 360' MSL.
Pole, building, tree beginning 263' from DER, 410' right of centerline, up to 365' MSL.

HATTERAS, NC

BILLY MITCHELL (HSE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 24SEP09 (09267) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 7, trees beginning 388' from DER, left of centerline, up to 100' AGL/169' MSL.
Rwy 25, trees 512' from DER, 103' right of centerline, 100' AGL/110' MSL.
Boat mast 2107' from DER, 664' left of centerline, 100' AGL/100' MSL.

HICKORY, NC

HICKORY RGNL (HKY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 20FEB25 (25051) (FAA)

TAKEOFF MINIMUMS:
Rwy 24, std w/min climb of 275'/NM to 2900, or 1400-3 for VCOA.
VCOA:
Rwy 24, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Hickory Rgnl airport at or above 2400 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 6, trees beginning 60' from DER, 307' left of centerline, up to 31' AGL/1209' MSL.
Tree 1269' from DER, 782' right of centerline, 1241' MSL.
Trees beginning 1428' from DER, 765' right of centerline, up to 1259' MSL.
Rwy 24, trees, vehicle on road and pole beginning 17' from DER, 398' left of centerline, up to 1193' MSL.
Trees beginning 153' from DER, 337' right of centerline, up to 1158' MSL.
Tree 303' from DER, 478' left of centerline, 1217' MSL.
Trees and NAVAID beginning 558' from DER, on centerline, up to 1161' MSL.
Trees beginning 645' from DER, 459' left of centerline, up to 1227' MSL.
Trees beginning 868' from DER, 562' left of centerline, up to 1229' MSL.
Trees beginning 1040' from DER, 425' left of centerline, up to 1232' MSL.
Trees beginning 1101' from DER, 559' right of centerline, up to 1180' MSL.
Trees and transmission line beginning 1248' from DER, 38' right of centerline, up to 1181' MSL.
Trees and pole beginning 1311' from DER, 4' left of centerline, up to 1243' MSL.
Tree 1732' from DER, 193' right of centerline, 83' AGL/1183' MSL.
Trees and pole beginning 1741' from DER, 3' right of centerline, up to 98' AGL/1208' MSL.
Trees beginning 2162' from DER, 1' right of centerline, up to 101' AGL/1221' MSL.
Trees beginning 2227' from DER, on centerline, up to 95' AGL/1225' MSL.
Trees beginning 2262' from DER, 130' right of centerline, up to 98' AGL/1230' MSL.
Trees beginning 2301' from DER, 28' right of centerline, up to 1243' MSL.
Trees, power lines and pole beginning 2501' from DER, 1' left of centerline, up to 1245' MSL.
Trees beginning 2525' from DER, 31' right of centerline, up to 102' AGL/1248' MSL.
Trees and poles beginning 2596' from DER, 1' left of centerline, up to 1254' MSL.
Trees beginning 2671' from DER, on and right of centerline, up to 119' AGL/1255' MSL.
Trees beginning 3062' from DER, 171' left of centerline, up to 1260' MSL.
Trees beginning 3272' from DER, 42' left of centerline, up to 1263' MSL.
Trees and poles beginning 3394' from DER, 8' left of centerline, up to 1270' MSL.

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HILTON HEAD ISLAND, SC

HILTON HEAD (HXD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 07DEC17 (17341) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 3, electrical system 5' from DER, 103' left of centerline, 4' AGL/16' MSL.
Tree, fence beginning 56' from DER, 294' right of centerline, up to 81' MSL.
Tree, terrain, building, traverse way, pole beginning 93' from DER, 5' left of centerline, up to 101' AGL/116' MSL.
Tree, fence beginning 177' from DER, 293' right of centerline, up to 87' MSL.
Tree, fence, building beginning 352' from DER, 6' right of centerline, up to 87' AGL/98' MSL.
Trees beginning 3082' from DER, 106' right of centerline, up to 82' AGL/99' MSL.
Trees beginning 3239' from DER, 279' right of centerline, up to 85' AGL/102' MSL.
Tree 3295' from DER, 288' right of centerline, 91' AGL/107' MSL.
Trees beginning 3323' from DER, 299' right of centerline, up to 95' AGL/112' MSL.
Trees beginning 3359' from DER, 318' right of centerline, up to 97' AGL/113' MSL.
Rwy 21, tree 4' from DER, 336' right of centerline, 103' MSL.
Tree, fence, pole beginning 8' from DER, 297' left of centerline, up to 73' MSL.
Tree, building, pole beginning 93' from DER, 1' right of centerline, up to 91' AGL/110' MSL.
Tree 190' from DER, 468' left of centerline, 60' AGL/76' MSL.
Tree, NAVAID, building beginning 312' from DER, 260' left of centerline, up to 69' AGL/85' MSL.
Trees beginning 662' from DER, 455' left of centerline, up to 96' MSL.
Trees beginning 771' from DER, 292' left of centerline, up to 101' MSL.
Tree 1144' from DER, 675' left of centerline, 105' AGL/116' MSL.
Tree, pole beginning 1222' from DER, 3' left of centerline, up to 109' AGL/120' MSL.
Trees beginning 2489' from DER, 10' right of centerline, up to 111' MSL.
Trees beginning 2695' from DER, 0' right of centerline, up to 113' MSL.
Trees beginning 2859' from DER, 25' right of centerline, up to 117' MSL.
Trees beginning 2942' from DER, 66' right of centerline, up to 118' MSL.
Trees beginning 3027' from DER, 2' right of centerline, up to 106' AGL/119' MSL.

JACKSONVILLE, NC

ALBERT J ELLIS (OAJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 20SEP12 (12264) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, vehicles on road 93' from DER, left and right of centerline, up to 15' AGL/107' MSL.
Pole 1319' from DER, 830' left of centerline, 44' AGL/127' MSL.
Trees beginning 1678' from DER, left and right of centerline up to 100' AGL/198' MSL.
Rwy 23, vehicles on road 233' from DER, 221' left of centerline, up to 15' AGL/107' MSL.
Trees beginning 2091' from DER, left and right of centerline, up to 100' AGL/192' MSL.

JEFFERSON, NC

ASHE COUNTY (GEV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 27APR17 (17117) (FAA)

TAKEOFF MINIMUMS:

Rwy 28, 700-3 w/min climb of 425' per NM to 5500 or std w/min climb of 750' per NM to 4900 or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 10, climb heading 096° to 4400 before proceeding on course.
Rwy 28, climb heading 276° to 6100 before proceeding on course.

VCOA:

Rwy 28, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Ashe County Airport at or above 5200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 10, NAVAID, runway light, and bush beginning 8' from DER, 17' right of centerline, up to 3' AGL/3088' MSL.
NAVAID, runway light, and bush beginning 8' from DER, 17' left of centerline, up to 4' AGL/3089' MSL.
Trees beginning 344' from DER, 231' right of centerline, up to 3109' MSL.
Trees beginning 369' from DER, 236' right of centerline, up to 3114' MSL.
Rwy 28, terrain, antenna, runway light, and tree beginning 23' from DER, 6' left of centerline, up to 3250' MSL.
Terrain 25' from DER, 176' right of centerline, 3183' MSL.
Terrain, runway light, building, agricultural equipment, and tree beginning 100' from DER, 22' right of centerline, up to 3241' MSL.
Trees beginning 1091' from DER, 6' right of centerline, up to 3306' MSL.
Trees beginning 6071' from DER, 1669' right of centerline, up to 3422' MSL.
Tree 1.0 NM from DER, 1990' right of centerline, 3490' MSL.
Trees beginning 1.0 NM from DER, 1487' right of centerline, up to 3497' MSL.
Trees beginning 1.0 NM from DER, 1330' right of centerline, up to 3564' MSL.
Trees beginning 1.0 NM from DER, 1599' right of centerline, up to 3644' MSL.
Trees beginning 1 NM from DER, 1185' right of centerline, up to 3731' MSL.
Pole and trees beginning 1.1 NM from DER, 513' right of centerline, up to 3831' MSL.
Tree 2.5 NM from DER, 1194' right of centerline, 3597' MSL.

KENANSVILLE, NC

DUPLIN COUNTY (DPL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 12JUN25 (25163) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, sign 12' from DER, 99' right of centerline, 3' AGL/138' MSL.
Trees beginning 134' from DER, 501' left of centerline, up to 180' MSL.
Tree 194' from DER, 515' right of centerline, 175' MSL.
Trees beginning 1092' from DER, 579' right of centerline, up to 215' MSL.
Rwy 23, terrain 6' from DER, 392' left of centerline, 146' MSL.
Trees beginning 57' from DER, 491' left of centerline, up to 32' AGL/174' MSL.
Tree 115' from DER, 491' right of centerline, 169' MSL.
Tree 174' from DER, 493' right of centerline, 53' AGL/180' MSL.
Tree 387' from DER, 538' right of centerline, 208' MSL.
Trees beginning 507' from DER, 578' right of centerline, up to 85' AGL/210' MSL.
Trees beginning 664' from DER, 578' right of centerline, up to 86' AGL/212' MSL.
Trees beginning 690' from DER, 654' left of centerline, up to 76' AGL/194' MSL.
Trees beginning 1095' from DER, 633' right of centerline, up to 86' AGL/214' MSL.
Trees beginning 1314' from DER, 749' left of centerline, up to 198' MSL.

KILL DEVIL HILLS, NC

FIRST FLIGHT (FFA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 22JUN17 (17173) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 21, tree, 11' from DER, 481' right of centerline, 79' MSL.
Trees beginning 12' from DER, 277' right of centerline, up to 91' MSL.
Trees beginning 18' from DER, 149' right of centerline, up to 93' MSL.
Tree, 20' from DER, 318' left of centerline, 71' MSL.
Trees beginning 42' from DER, 213' left of centerline, up to 75' MSL.
Trees beginning 115' from DER, 150' left of centerline, up to 79' MSL.
Trees beginning 212' from DER, 142' left of centerline, up to 81' MSL.
Trees beginning 334' from DER, 155' left of centerline, up to 84' MSL.
Trees beginning 347' from DER, 162' left of centerline, up to 85' MSL.
Trees beginning 441' from DER, 167' left of centerline, up to 86' MSL.
Trees beginning 483' from DER, 340' right of centerline, up to 94' MSL.
Trees beginning 497' from DER, 205' right of centerline, up to 95' MSL.
Tree, pole beginning 616' from DER, 192' right of centerline, up to 97' MSL.
Tree, 2798' from DER, 876' left of centerline, 90' MSL.
Antenna 2852' from DER, 470' left of centerline, 110' MSL.
Rwy 3, trees beginning 2' from DER, 214' left of centerline, up to 71' MSL.
Tree, building beginning 88' from DER, 28' left of centerline, up to 75' MSL.
Pole, 339' from DER, 201' right of centerline, 21' MSL.
Trees beginning 365' from DER, 37' right of centerline, up to 25' MSL.
Tree, 454' from DER, 207' right of centerline, 30' MSL.
Trees beginning 467' from DER, 64' right of centerline, up to 34' MSL.
Tree, 731' from DER, 274' right of centerline, 35' MSL.
Tree, 909' from DER, 384' right of centerline, 44' MSL.
Pole beginning 1301' from DER, 236' right of centerline, up to 105' MSL.
Pole beginning 2109' from DER, 133' left of centerline, up to 105' MSL.

KINGSTREE, SC

WILLIAMSBURG RGNL (CKI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 17AUG17 (17229) (FAA)

TAKEOFF MINIMUMS:

Rwy 14, 400-2¾ or std. w/ min. climb of 210'/NM to 500.

DEPARTURE PROCEDURE:

Rwy 14, climb heading 140° to 700 before turning north.

TAKEOFF OBSTACLE NOTES:

Rwy 14, tree 23' from DER, 159' right of centerline, 6' AGL/66' MSL.
Parking lot beginning 199' from DER, 478' left of centerline, up to 77' MSL.
Building 359' from DER, 578' left of centerline, 81' MSL.
Tree, pole beginning 880' from DER, 473' left of centerline, up to 142' MSL.
Trees beginning 1083' from DER, 548' right of centerline, up to 130' MSL.
Trees beginning 1181' from DER, 680' left of centerline, up to 145' MSL.
Trees beginning 1574' from DER, 631' left of centerline, up to 152' MSL.
Trees beginning 1918' from DER, 590' right of centerline, up to 138' MSL.
Trees beginning 2175' from DER, 633' right of centerline, up to 142' MSL.
Trees beginning 2701' from DER, 874' right of centerline, up to 151' MSL.
Trees beginning 2896' from DER, 551' left of centerline, up to 159' MSL.
Tree 3483' from DER, 1366' right of centerline, 160' MSL.
Trees beginning 3483' from DER, 597' right of centerline, up to 163' MSL.

CON'T

KINGSTREE, SC (CON'T)

WILLIAMSBURG RGNL (CKI) (CON'T)

Rwy 14 (CON'T), tree 3805' from DER, 596' right of centerline, 165' MSL.
Tower 2.2 NM from DER, 2801' right of centerline, 330' AGL/404' MSL.
Rwy 32, trees beginning 62' from DER, 325' left of centerline, up to 107' MSL.
Trees beginning 126' from DER, 507' right of centerline, up to 86' AGL/150' MSL.
Trees beginning 140' from DER, 427' left of centerline, up to 123' MSL.
Tree 1024' from DER, 733' left of centerline, 143' MSL.
Trees beginning 1138' from DER, 634' left of centerline, up to 147' MSL.
Trees beginning 1249' from DER, 723' right of centerline, up to 158' MSL.
Trees beginning 1472' from DER, 614' right of centerline, up to 162' MSL.
Trees beginning 1877' from DER, 621' left of centerline, up to 148' MSL.
Trees beginning 2328' from DER, 580' left of centerline, up to 153' MSL.
Trees beginning 2541' from DER, 572' left of centerline, up to 155' MSL.
Tree 3442' from DER, 1019' left of centerline, 157' MSL.

KINSTON, NC

KINSTON RGNL JETPORT AT STALLINGS FLD (ISO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25OCT07 (21168) (FAA)

DEPARTURE PROCEDURE:
Rwy 5, climb heading 050° to 1800 before turning east.

TAKEOFF OBSTACLE NOTES:
Rwy 5, multiple poles 1,521' from DER, 237' right of centerline, up to 64' AGL/137' MSL.
Pole 1625' from DER, 53' left of centerline, 52' AGL/128' MSL.
Multiple trees 1873' from DER, 110' right of centerline, up to 73' AGL/173' MSL.
Rwy 23, multiple trees 770' from DER, 598' left of centerline, up to 87' AGL/186' MSL.
Multiple trees 1092' from DER, 109' right of centerline, up to 49' AGL/148 MSL.

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LAKE CITY, SC

LAKE CITY MUNI CJ EVANS FLD (51J)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15MAR07 (21140) (FAA)

TAKEOFF MINIMUMS:
Rwy 1, 500-2½ or std. w/min. climb of 375' per NM to 700.
Rwy 19, 300-1 or std. w/min. climb of 404' per NM to 400.

TAKEOFF OBSTACLE NOTES:
Rwy 1, tree 1474' from DER, 189' right of centerline, 62' AGL/143' MSL.
Multiple towers beginning 1.6 NM from DER, 1285' left of centerline, up to 411' AGL/491' MSL.
Rwy 19, tree 1428' from DER, 225' right of centerline, 53' AGL/134' MSL.
Tank 4906' from DER, 1349' left of centerline, 180' AGL/254' MSL.

LANCASTER, SC

LANCASTER COUNTY-MC WHIRTER FLD (LKR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 20AUG15 (22139) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 6, trees 176' from DER, 394' left of centerline, up to 27' AGL/526' MSL.
Trees 4704' from DER, 1425' left of centerline, up to 81' AGL/630' MSL.
Rwy 24, trees 73' from DER, 492' left of centerline, up to 18' AGL/467' MSL.

LAURENS, SC

LAURENS COUNTY (LUX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 02MAY13 (13122) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 8, trees and bushes beginning 72' from DER, 298' right of centerline, up to 68' AGL/787' MSL.
Vehicles on roadway, poles and trees beginning 929' from DER, 5' left of centerline, up to 120' AGL/789' MSL.
Rising terrain and trees beginning 944' from DER, 1' right of centerline, up to 106' AGL/777' MSL.
Vehicles on roadway beginning 955' from DER, left and right of centerline up to 15' AGL/734' MSL.
Building 1013' from DER, 662' right of centerline, 18' AGL/729' MSL.
Fence beginning 1051' from DER, 434' right of centerline, 2' AGL/723' MSL.
Rwy 26, trees beginning 104' from DER, 470' right of centerline, up to 128' AGL/799' MSL.
Trees beginning 580' from DER, 169' left of centerline, up to 117' AGL/766' MSL.
Trees beginning 915' from DER, 113' right of centerline, up to 110' AGL/768' MSL.

LEXINGTON, NC

DAVIDSON COUNTY EXEC (EXX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 26JUL12 (23222) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, 300-1 or std w/min climb of 384' per NM to 1000.

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees beginning 917' from DER 34' right of centerline, up to 100' AGL/856' MSL.
Trees beginning 158' from DER, 8' left of centerline, up to 100' AGL/859' MSL.
Tanks 1520' from DER, 121' left of centerline, up to 110' AGL/755' MSL.
Rwy 24, tree 53' from DER, 472' left of centerline, 100' AGL/774' MSL.
Terrain beginning 150' from DER, 223' right of centerline, 754' MSL.

LINCOLNTON, NC

LINCOLNTON COUNTY RGNL (IPJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 20AUG15 (15232) (FAA)

DEPARTURE PROCEDURE:

Rwy 5, climb heading 063° to 2000 before proceeding on course.
Rwy 23, climb heading 243° to 2800 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning 1913' from DER, 330' left of centerline, up to 75' AGL/954' MSL.
Rwy 23, trees beginning 2068' from DER, 479' right of centerline, up to 102' AGL/1001' MSL.
Trees 2572' from DER, 42' left of centerline, up to 87' AGL/986' MSL.
Trees 5326' from DER, 1643' right of centerline, up to 88' AGL/1027' MSL.

LORIS, SC

TWIN CITY (5J9)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 06MAY10 (10126) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 8, vehicles on roadway 18' from DER, 127' right of centerline, up to 15' AGL/119' MSL.
Trees beginning 159' from DER, 208' right of centerline, up to 100' AGL/204' MSL.
Trees beginning 169' from DER, 314' left of centerline, up to 100' AGL/204' MSL.
Rwy 26, vehicles on roadway 9' from DER, 113' left of centerline, up to 15' AGL/119' MSL.
Trees beginning 20' from DER, 182' left of centerline, up to 100' AGL/204' MSL.
Hangar 81' from DER, 267' right of centerline, 50' AGL/154' MSL.
Aircraft 87' from DER, 171' right of centerline, up to 30' AGL/134' MSL.
Building 665' from DER, 139' left of centerline, 30' AGL/134' MSL.
Building 1359' from DER, 226' right of centerline, 30' AGL/134' MSL.

LOUISBURG, NC

TRIANGLE NORTH EXEC (LHZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20OCT11 (21280) (FAA)

DEPARTURE PROCEDURE:

Rwy 5, climb heading 046° to 1900 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning 154' from DER, 516' right of centerline, up to 99' AGL/399' MSL.
Trees beginning 166' from DER, 492' left of centerline, up to 75' AGL/415' MSL.
Terrain 471' from DER, 394' left of centerline, 345' MSL.
Rwy 23, vehicle on road 98' from DER, 457' right of centerline, up to 15' AGL/377' MSL.
Power line 760' from DER, 635' right of centerline, 55' AGL/405' MSL.

LUMBERTON, NC

LUMBERTON RGNL (LBT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 16OCT14 (14289) (FAA)

TAKEOFF MINIMUMS:

Rwy 31, 300-1 or std. w/min. climb of 250' per NM to 400 or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2000' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 5, utility 29' from DER, 117' left of centerline, 3' AGL/124' MSL.
Trees beginning 93' from DER, 335' right of centerline, up to 55' AGL/180' MSL.
Trees beginning 1780' from DER, left and right of centerline, up to 93' AGL/219' MSL.
Rwy 13, vehicles on roadway beginning 29' from DER, 392' right of centerline, up to 15' AGL/139' MSL.
Vehicles on roadway beginning 340' from DER, 123' left of centerline, up to 15' AGL/139' MSL.
Trees beginning 486' from DER, left and right of centerline, up to 100' AGL/219' MSL.
Rwy 23, trees beginning 59' from DER, 119' right of centerline, up to 107' AGL/233' MSL.
Trees beginning 3274' from DER, 31' left of centerline, up to 91' AGL/217' MSL.
CON'T

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LUMBERTON, NC (CON'T)

LUMBERTON RGNL (LBT) (CON'T)

Rwy 31, vehicles on roadway beginning 258' from DER, 532' left of centerline, up to 15' AGL/139' MSL.
Building 510' from DER, 612' left of centerline, 40' AGL/164' MSL.
Trees beginning 436' from DER, left and right of centerline, up to 100' AGL/224' MSL.
Tower 5168' from DER, 1713' right of centerline, 150' AGL/286' MSL.

MACKALL AAF (KHFF)

CAMP MACKALL, NC

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 15JUN23 (23166) (USA)

TAKOFF MINIMUMS:
Rwy 30, 300-1¼ or std. w/min. climb of 230' per NM to 800.
Rwys 4, 16, 22, 34, NA-non-IFR runways.

TAKEOFF OBSTACLE NOTES:
Rwy 12, tree 324' from DER, 536' left of centerline, 369' MSL.
Tree 1143' from DER, 641' left of centerline, 419' MSL.
Tree 1307' from DER, 683' left of centerline, 393' MSL.
Tree 1831' from DER, 274' right of centerline, 386' MSL.
Tree 1405' from DER, 604' right of centerline, 373' MSL.
Dirt road 148' from DER, 87' right of centerline, 340' MSL.
Rwy 30, tree 2189' from DER, 665' left of centerline, 480' MSL.
Tree 1325' from DER, 754' right of centerline, 454' MSL.
Tree 1341' from DER, 663' left of centerline, 449' MSL.
Tree 2370' from DER, 345' right of centerline, 436' MSL.
Tree 1412' from DER, 547' left of centerline, 421' MSL.
Tree 828' from DER, 444' right of centerline, 20'AGL/396' MSL.
Dirt road 175' from DER, 368' left of centerline, 382' MSL.
Tree 1324' from DER, 783' right of centerline, 435' MSL.

MANNING, SC

SANTEE COOPER RGNL (MNI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12FEB09 (09043) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 2, trees beginning at DER, 480' right of centerline, up to 100' AGL/229' MSL.
Trees beginning 16' from DER, 221' left of centerline, up to 100' AGL/209' MSL.
Vehicle on road 85' from DER, 468' right of centerline, 15' AGL/117' MSL.
Rwy 20, trees beginning 125' from DER, 289' right of centerline, up to 100' AGL/179' MSL.
Trees beginning 86' from DER, 136' left of centerline, up to 100' AGL/189' MSL.
Vehicle on road 250' from DER, on centerline, 15' AGL/110' MSL.

MANTEO, NC

DARE COUNTY RGNL (MQI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 15DEC11 (11349) (FAA)

TAKEOFF MINIMUMS:
Rwy 17, 300-1½ or std. w/min. climb of 250' per NM to 300.
Rwy 35, 300-1½ or std. w/min. climb of 260' per NM to 300.

TAKEOFF OBSTACLE NOTES:
Rwy 5, multiple trees beginning 585' from DER, 417' left and right of centerline, up to 100' AGL/109' MSL.
Rwy 35, multiple trees beginning 23' from DER,182' right and left of centerline, up to 100' AGL/116' MSL.
Building 267' from DER, 410' right of centerline, 20' AGL/35' MSL.
Ship 1 NM from DER, on centerline, 208' AGL/208' MSL.

MARION, SC

MARION COUNTY (MAO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 13NOV14 (14317) (FAA)

DEPARTURE PROCEDURE:
Rwy 4, climb on heading 058° to 2000 before turning.

TAKEOFF OBSTACLE NOTES:
Rwy 4, road with vehicle 89' from DER, 241' left of centerline, 15' AGL/103' MSL.
Trees and bushes beginning 8' from DER, 301' left of centerline, up to 15' AGL/92' MSL.
Buildings beginning 271' from DER, 385' left of centerline up to 25' AGL/114' MSL.
Trees and poles beginning 297' from DER, 401' left of centerline, up to 51' AGL/140' MSL.
Trees beginning 1311' from DER, 411' left of centerline, up to 107' AGL/201' MSL.
Trees and bushes beginning 14' from DER, 258' right of centerline, up to 67' AGL/154' MSL.
Trees, buildings, and poles beginning 511' from DER, 216' right of centerline, up to 125' AGL/214' MSL.
Trees beginning 2026' from DER, 7' right of centerline, up to 91' AGL/188' MSL.

CON'T

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MARION, SC (CON'T)

MARION COUNTY (MAO) (CON'T)

Rwy 22, road with vehicle 96' from DER, 489' left of centerline, 15' AGL/104' MSL.
Trees beginning 226' from DER, 302' left of centerline, up to 48' AGL/136' MSL.
Trees beginning 1019' from DER, 372' left of centerline, up to 47' AGL/135' MSL.
Bush 4' from DER, 354' right of centerline, 12' AGL/101' MSL.
Trees beginning 2624' from DER, 811' right of centerline, up to 109' AGL/197' MSL.

MAXTON, NC

LAURINBURG/MAXTON (MEB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25OCT07 (22027) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 5, road 606' from DER, on centerline, 15' AGL/224' MSL.
Trees 1002' from DER, 474' left of centerline, 67' AGL/267' MSL.
Rwy 13, aircraft 762' from DER, 762' left of centerline, 58' AGL/266' MSL.
Rwy 23, tree 1011' from DER, 512' right of centerline, 30' AGL/246' MSL.
Rwy 31, trees beginning 1014' from DER, 58' left of centerline, up to 54' AGL/271' MSL.

MC ENTIRE JNGB (MMT)

EASTOVER, SC

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 29MAY14 (14149)

TAKEOFF MINIMUMS:
Rwy 5, Standard with CG of 310 ft/NM to 2700 or 300-2 with min climb of 250 ft/NM to 2700 (Provided a ceiling and visibility to see and avoid a 40:1 penetration within the ICA (extended) and a climb gradient to avoid a 40:1 penetration outside the ICA (extended)).
Rwy 32, Standard with CG of 230ft/NM to 2700.

DEPARTURE PROCEDURE:
Rwy 5, depart on a track of 050 to 2700' before turning on course, or as directed by ATC.
Rwy 32, depart on a track of 320 to 700' MSL before turning on course, or as directed by ATC. Departing eastbound, complete turn within 4 NM to avoid R-6001, if unable, advise Control Tower prior to taxi.

TAKEOFF OBSTACLE NOTES:
Rwy 5, Helicopters parked from 198' to 552' from DER, 306' to 618' left of centerline, up to 19' AGL/274' MSL.
Multiple trees left of centerline, beginning 2390' out to 1.5 NM from DER, 93' to 2082' left of centerline, 0' AGL/385' MSL up to 551' MSL.
Multiple trees right of centerline, beginning 2207' out to 4124' from DER, 232' to 905' right of centerline, 0' AGL/377' MSL up to 399' MSL.
Rwy 14, Multiple trees left of centerline, beginning 2316' out to 4208' from DER, 774' to 1107' left of centerline, 0' AGL/325' MSL up to 359' MSL.
Pylon 3282' from DER, 1553' left of centerline, 79' AGL/288' MSL.
Multiple trees right of centerline, beginning 2202' out to 3374' from DER, 989' to 1139' right of centerline, 0' AGL/339' MSL up to 349' MSL.
Aircraft parked 42' from DER, 544' right of centerline, 0' AGL/255' MSL.
Pylon 2668' from DER, 1714' right of centerline, 79' AGL/286' MSL.
Rwy 23, Multiple trees left of centerline, beginning 2482' out to 3574' from DER, 186' to 1423' left of centerline, 130' AGL/351' MSL up to 363' MSL.
Wind sensor 500' from DER, 495' left of centerline, 33' AGL/275' MSL.
Multiple trees right of centerline, beginning 2470' out to 3968' from DER, 419' to 1200' right of centerline, 0' AGL/343' MSL up to 367' MSL.
Light pole 2172' from DER, 615' to 791' right of centerline, 26' AGL/274' MSL.
Rwy 32, Multiple trees left of centerline, beginning 2267' out to 5053' from DER, 68' to 1650' left of centerline, 0' AGL/335' MSL up to 381' MSL.
Multiple trees right of centerline, beginning 1774' out to 2207' from DER, 475' to 820' right of centerline, 0' AGL/343' MSL up to 355' MSL.

MOCKSVILLE, NC

TWIN LAKES (8A7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 02AUG07 (07214) (FAA)

TAKEOFF MINIMUMS:
Rwy 27, 300-1

TAKEOFF OBSTACLE NOTES:
Rwy 9, numerous trees beginning 35' from DER, 27' right of centerline, up to 100' AGL/939' MSL.
Numerous trees beginning 200' from DER, 164' left of centerline, up to 100' AGL/919' MSL.
Rwy 27, numerous trees beginning 200' from DER, 78' right of centerline, up to 100' AGL/929' MSL.
Numerous trees beginning 616' from DER, 77' left of centerline, up to 100' AGL/909' MSL.

MONCKS CORNER, SC

BERKELEY COUNTY (MKS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15JAN09 (09015) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, 300-1¾ or std. w/ min. climb of 215' per NM to 400.

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning 17' from DER, 102' right of centerline, up to 99' AGL/158' MSL.
Terrain 30' from DER, 478' left of centerline, 79' MSL.
Trees beginning 964' from DER, 66' left of centerline, up to 108' AGL/167' MSL.
Poles beginning 467' from DER, 480' left of centerline, up to 24' AGL/103' MSL.
Tower 1.4 NM from DER, 530' left of centerline, up to 228' AGL/292' MSL.
Rwy 23, trees beginning abeam DER, 361' right of centerline, up to 100' AGL/199' MSL.
Transmission poles beginning 1320' from DER, 249' right of centerline, up to 63' AGL/142' MSL.
Terrain 21' from DER, 125' left of centerline, 76' MSL.
Trees beginning 1141' from DER, 47' left of centerline, up to 84' AGL/163' MSL.
Transmission pole 2503' from DER, 115' left of centerline, 62' AGL/141' MSL.

MONROE, NC

CHARLOTTE/MONROE EXEC (EQY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 20AUG15 (22083) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning 24' from DER, 308' right of centerline, up to 77' AGL/736' MSL.
Trees beginning 70' from DER, 218' left of centerline, up to 27' AGL/686' MSL.
Trees beginning 606' from DER, 58' right of centerline, up to 33' AGL/692' MSL.
Poles and trees beginning 651' from DER, 19' left of centerline, up to 44' AGL/713' MSL.
Trees beginning 1223' from DER, 436' right of centerline, up to 62' AGL/721' MSL.
Trees beginning 2151' from DER, 79' left of centerline, up to 89' AGL/748' MSL.
Rwy 23, runway light 12' from DER, 31' left of centerline, 2' AGL/684' MSL.
Trees beginning 1714' from DER, 203' left of centerline, up to 97' AGL/746' MSL.
Trees 2366' from DER, 771' right of centerline, up to 86' AGL/755' MSL.

MOORESVILLE, NC

LAKE NORMAN AIRPARK (14A)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 23NOV06 (06327) (FAA)

TAKEOFF MINIMUMS:

Rwy 14, std. w/ a min. climb of 294' per NM to 2900 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 14, for climb in visual conditions: cross Lake Norman Airpark at or above 2000' MSL before proceeding on course.
Rwy 32, climb heading 324° to 1300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 14, terrain and multiple trees beginning 197' from DER, 308' left of centerline, up to 200' AGL/1099' MSL. Building and multiple trees beginning 158' from DER, 258' right of centerline, up to 100' AGL/979' MSL.
Rwy 32, tree 559' from DER, on centerline, 42' AGL/851' MSL.
Multiple trees beginning 47' from DER, 34' left of centerline, up to 101' AGL/890' MSL.
Multiple trees beginning 526' from DER, 31' right of centerline, up to 97' AGL/886' MSL.

MORGANTON, NC

FOOTHILLS RGNL (MRN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 30JUN11 (11181) (FAA)

TAKEOFF MINIMUMS:

Rwy 21, std. w/min. climb of 225' per NM to 3800.

DEPARTURE PROCEDURE:

Rwy 3, climbing left turn direct FIQ NDB, thence ...
Rwy 21, climb direct FIQ NDB, thence ...
… continue climbing in holding pattern (Southwest, left turns, 031° inbound) to 5000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 3, trees beginning 167' from DER, 388' right of centerline, up to 100' AGL/1379' MSL.
Rising terrain beginning 138' from DER, 3' right of centerline, up to 1280' MSL.
Trees beginning 1180' from DER, 421' left of centerline, up to 68' AGL/1327' MSL.
Rising terrain beginning 39' from DER, 223' left of centerline, up to 1277' MSL.
Rwy 21, trees beginning 2329' from DER, 1061' right of centerline, up to 100' AGL/1339' MSL.
Trees beginning 1681' from DER, 883' left of centerline, up to 100' AGL/1379' MSL.

MOUNT AIRY, NC

MOUNT AIRY/SURRY COUNTY (MWK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, std. w/min. climb of 250' per NM to 3900, or 1600-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 18, climb heading 180° to 2900 before turning left.

Rwy 36, climb heading 360° to 2200 before proceeding on course.

VCOA:

Rwy 36, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Mount Airy/ Surry County Airport at or above 2700 MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 18, vehicles on road beginning 50' from DER, 378' right of centerline, up to 1222' MSL.
Trees beginning 72' from DER, 365' left of centerline, up to 1254' MSL.
Tree 189' from DER, 498' right of centerline, 1231' MSL.
Tree 219' from DER, 528' right of centerline, 1249' MSL.
Trees beginning 318' from DER, 328' right of centerline, up to 1252' MSL.
Trees beginning 495' from DER, 354' left of centerline, up to 1259' MSL.
Trees beginning 593' from DER, 170' right of centerline, up to 1253' MSL.
Trees beginning 1365' from DER, 329' right of centerline, up to 1263' MSL.
Building, tree beginning 1841' from DER, 96' left of centerline, up to 47' AGL/1260' MSL.
Trees beginning 2091' from DER, 151' left of centerline, up to 73' AGL/1270' MSL.
Trees beginning 2110' from DER, 166' left of centerline, up to 77' AGL/1271' MSL.
Trees beginning 2134' from DER, 95' left of centerline, up to 81' AGL/1272' MSL.
Tree 2668' from DER, 367' left of centerline, 56' AGL/1276' MSL.
Tree 2680' from DER, 140' left of centerline, 71' AGL/1278' MSL.
Tree 2683' from DER, 306' left of centerline, 61' AGL/1280' MSL.
Trees beginning 2684' from DER, 120' left of centerline, up to 1290' MSL.
Trees beginning 2716' from DER, 265' left of centerline, up to 1304' MSL.
Trees beginning 2849' from DER, 53' left of centerline, up to 89' AGL/1316' MSL.
Tree 3196' from DER, 40' right of centerline, 98' AGL/1289' MSL.
Rwy 36, terrain 34' from DER, 428' left of centerline, 1279' MSL.
Terrain 35' from DER, 325' right of centerline, 1277' MSL.
Terrain beginning 94' from DER, 312' right of centerline, up to 1285' MSL.
Terrain beginning 116' from DER, 390' left of centerline, up to 1287' MSL.
Fence beginning 170' from DER, 465' right of centerline, up to 4' AGL/1289' MSL.
Vehicles on road, pole, tree beginning 537' from DER, 451' left of centerline, up to 1332' MSL.
Tree 820' from DER, 580' left of centerline, 1344' MSL.
Building 941' from DER, 520' right of centerline, 1321' MSL.
Trees beginning 987' from DER, 455' left of centerline, up to 1345' MSL.
Tree 1151' from DER, 724' right of centerline, 1327' MSL.
Trees beginning 1157' from DER, 51' left of centerline, up to 1348' MSL.
Trees beginning 1193' from DER, 14' right of centerline, up to 1339' MSL.
Trees, pole beginning 2211' from DER, 69' right of centerline, up to 69' AGL/1340' MSL.
Tree 2251' from DER, 201' right of centerline, 74' AGL/1345' MSL.

SE-2, 07 AUG 2025 to 02 OCT 2025

MOUNT OLIVE, NC

MOUNT OLIVE MUNI (W40)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 07MAR13 (13066) (FAA)

TAKEOFF MINIMUMS:

Rwy 23, 300-1 or std. w/ min. climb of 334' per NM to 500.

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning 971' from DER, 27' left of centerline, up to 100' AGL/267' MSL.
Trees beginning 2209' from DER, 25' right of centerline, up to 100' AGL/262' MSL.
Pole 454' from DER, 407' left of centerline, 17' AGL/191' MSL.
Vehicle on road 363' from DER, 115' left of centerline, 15' AGL/179' MSL.
Vehicle on road 321' from DER, 106' right of centerline, 15' AGL/181' MSL.
GND 14' from DER, 107' right of centerline, 167' MSL.
Rwy 23, tower 4535' from DER, 445' right of centerline, 196' AGL/355' MSL.
Trees beginning 185' from DER, 108' left of centerline, up to 100' AGL/253' MSL.
Trees beginning 865' from DER, 226' right of centerline, up to 100' AGL/259' MSL.
Buildings beginning 110' from DER, 323' left of centerline, up to 25' AGL/181' MSL.
Poles beginning 279' from DER, 43' left of centerline, up to 20' AGL/184' MSL.

MOUNT PLEASANT, SC

MT PLEASANT RGNL-FAISON FLD (LRO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 06MAY10 (21140) (FAA)

DEPARTURE PROCEDURE:

Rwy 17, climb heading 174° to 1400 before proceeding on course.

Rwy 35, climb heading 354° to 1900 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 17, AAO 3.8 NM from DER, 4834' right of centerline, 200' AGL/210' MSL.

Rwy 35, tree 1900' from DER, 921' left of centerline, 84' AGL/96' MSL.

Tree 3043' from DER, 401' right of centerline, 83' AGL/95' MSL.

MYRTLE BEACH, SC

MYRTLE BEACH INTL (MYR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 11FEB10 (10042) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 1770' from DER, 664' left of centerline, up to 60' AGL/88' MSL.

NEW BERN, NC

COASTAL CAROLINA RGNL (EWN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 15NOV12 (12320) (FAA)

TAKEOFF MINIMUMS:

Rwy 14, 300-1 or std. w/ min. climb of 240' per NM to 300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to DER.

Rwy 32, std. w/ min. climb of 215' per NM to 800, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 4, climb heading 039° to 600 before turning north.

Rwy 32, climb heading 316° to 800 before turning north, or for climb in visual conditions cross coastal Carolina RGNL airport at or above 1000 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

Rwy 4, signs beginning 9' from DER, 429' right of centerline, up to 45' AGL/61' MSL.

Vehicles on road beginning 87' from DER, 499' left of centerline, up to 17' AGL/27' MSL.

Trees, sign and vertical structure beginning 648' from DER, left and right of centerline, up to 91' AGL/104' MSL.

Rwy 14, trees beginning 92' from DER, 257' left of centerline, up to 77' AGL/92' MSL.

Trees and pole beginning 226' from DER, 146' right of centerline, up to 98' AGL/118' MSL.

Trees and tower beginning 3335' from DER, 118' left of centerline, up to 120' AGL/145' MSL.

Antenna 5034' from DER, 1239' left of centerline, up to 147' AGL/170' MSL.

Rwy 22, bush beginning 101' from DER, 288' left of centerline, up to 6' AGL/16' MSL.

Trees beginning 803' from DER, 56' left of centerline, up to 115' AGL/116' MSL.

Trees beginning 809' from DER, 87' right of centerline, up to 134' AGL/139' MSL.

Trees beginning 2977' from DER, left and right of centerline, up to 115' AGL/122' MSL.

Rwy 32, bush and trees beginning 141' from DER, 236' left of centerline, up to 68' AGL/78' MSL.

Trees beginning 718' from DER, right of centerline, up to 101' AGL/111' MSL.

Trees and transmission tower 744' from DER, 31' left of centerline, up to 116' AGL/126' MSL.

NEWBERRY, SC

NEWBERRY COUNTY (EOE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 20NOV08 (08325) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, multiple trees beginning 1895' from DER, left and right of centerline, up to 100' AGL/659' MSL.

Rwy 22, multiple trees beginning 500' from DER, left and right of centerline, up to 100' AGL/629' MSL.

NORTH AF AUX (KXNO)

NORTH, SC

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 02MAR17 (17061)

CAUTION:

Rwy 5/23 diverse departure procedures not authorized at night.

TAKEOFF OBSTACLE NOTES:

Rwy 6, possible C-5 on taxiway B, 687' from DER, 535' right of centerline, 65' AGL/ 386' MSL.

Pylon 2363' from DER, 1572' left of centerline, 79' AGL/403' MSL.

Multiple towers 2450' to 2821' from DER, 922' to 1127' left of centerline, 53' AGL/381' MSL.

Trees 1409' to 3007' from DER, 162' to 1002' left of centerline, 104' AGL/408' MSL.

Rwy 24, pylon 1729' from DER, 1456' right of centerline, 79' AGL/325' MSL.

Trees 1092' to 2049' from DER, 344' to 885' right of centerline, 91' AGL/335' MSL.

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

NORTH MYRTLE BEACH, SC

GRAND STAND (CRE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 14JAN10 (10014) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, vehicles on roadway 8' from DER, 455' right of centerline, up to 16' AGL/41' MSL.
Trees beginning 1782' from DER, 6' right of centerline, up to 74' AGL/103' MSL.
Rwy 23, trees beginning 43' from DER, 399' right of centerline, up to 33' AGL/58' MSL.
Sign 60' from DER, 205' left of centerline, 11' AGL/36' MSL.
Trees beginning 1393' from DER, 277' left of centerline, up to 62' AGL/88' MSL.

NORTH WILKESBORO, NC

WILKES COUNTY (UKF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 20JUN19 (19171) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, std. w/min. climb of 330' per NM to 5000 or 2000-3 for climb in visual conditions.
Rwy 19, std. w/min. climb of 230' per NM to 3200 or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 19, climb heading 187° to 3200 before proceeding on course.

VCOA:

All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Wilkes County airport at or above 3200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 1, trees beginning 2' from DER, 309' right of centerline, up to 1344' MSL.
Tree 44' from DER, 447' left of centerline, 1351' MSL.
Tree 65' from DER, 501' left of centerline, 1352' MSL.
Trees beginning 171' from DER, 495' left of centerline, up to 1364' MSL.
Trees beginning 294' from DER, 468' left of centerline, up to 1367' MSL.
Trees, building beginning 324' from DER, 263' right of centerline, up to 1358' MSL.
Tree 425' from DER, 405' right of centerline, 1367' MSL.
Tree 484' from DER, 491' right of centerline, 1378' MSL.
Trees beginning 520' from DER, 263' right of centerline, up to 1379' MSL.
Trees, pole beginning 587' from DER, 188' left of centerline, up to 1370' MSL.
Trees beginning 760' from DER, 263' right of centerline, up to 1381' MSL.
Trees beginning 1014' from DER, 146' right of centerline, up to 1389' MSL.
Tree 1417' from DER, 537' left of centerline, 1374' MSL.
Tree 1452' from DER, 641' left of centerline, 1384' MSL.
Trees beginning 1528' from DER, 1' left of centerline, up to 1403' MSL.
Trees, poles beginning 2154' from DER, 423' left of centerline, up to 1421' MSL.
Trees, pole beginning 2369' from DER, 357' left of centerline, up to 1423' MSL.
Trees beginning 2784' from DER, 497' right of centerline, up to 1393' MSL.
Trees beginning 3436' from DER, 726' right of centerline, up to 1406' MSL.
Trees beginning 3646' from DER, 1115' right of centerline, up to 1413' MSL.
Tree 4982' from DER, 1807' left of centerline, 1428' MSL.
Trees beginning 5360' from DER, 187' right of centerline, up to 1443' MSL.
Tree 5510' from DER, 363' right of centerline, 1448' MSL.
Tree 5558' from DER, 430' right of centerline, 1451' MSL.
Trees beginning 5517' from DER, 290' right of centerline, up to 1460' MSL.
Rwy 19, trees beginning 33' from DER, 321' right of centerline, up to 1262' MSL.
Trees beginning 135' from DER, 475' left of centerline, up to 1298' MSL.
Trees beginning 173' from DER, 326' right of centerline, up to 1266' MSL.
Tree 990' from DER, 652' left of centerline, 1304' MSL.
Tree 1037' from DER, 469' right of centerline, 1274' MSL.

OAK ISLAND, NC

CAPE FEAR RGNL JETPORT / HOWIE FRANKLIN FLD (SUT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 28JUN12 (12180) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, 400-3 or std. w/min. climb of 210' per NM to 600, or alternatively with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 5, building, trees and towers beginning 18' from DER, 21' right of centerline, up to 92' AGL/97' MSL.
Trees beginning 257' from DER, 21' left of centerline, up to 89' AGL/104' MSL.
Rwy 23, trees beginning 42' from DER, left and right of centerline, up to 92' AGL/102' MSL.

ORANGEBURG, SC

ORANGEBURG MUNI (OGB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 25APR19 (19115) (FAA)

TAKEOFF MININUMS:

Rwy 35, 300-2½ or std. w/min. climb of 240' per NM to 600.

DEPARTURE PROCEDURE:

Rwy 5, climb heading 049° to 1000 before turning left.

Rwy 35, climb heading 354° to 800 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 5, tree 190' from DER, 474' left of centerline, 279' MSL.
Tree 302' from DER, 384' left of centerline, 286' MSL.
Trees beginning 421' from DER, 386' left of centerline, up to 289' MSL.
Traverse way 769' from DER, 406' right of centerline, 220' MSL.
Rwy 23, tree 32' from DER, 477' left of centerline, 186' MSL.
Tree 870' from DER, 684' right of centerline, 253' MSL.
Pole 1260' from DER, 127' left of centerline, 52' AGL/202' MSL.
Trees beginning 1647' from DER, 420' right of centerline, up to 259' MSL.
Tree 2195' from DER, 45' left of centerline, 250' MSL.
Tree 2529' from DER, 118' left of centerline, 251' MSL.
Rwy 35, tree 798' from DER, 231' left of centerline, 277' MSL.
Trees beginning 1538' from DER, 241' right of centerline, up to 272' MSL.
Transmission line 3374' from DER, 663' right of centerline, 97' AGL/296' MSL.
Trees beginning 3663' from DER, 1239' right of centerline, up to 301' MSL.
Tower 1.9 NM from DER, 2830' right of centerline, 268' AGL/477' MSL.

OXFORD, NC

HENDERSON/OXFORD (HNZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05MAR15 (21336) (FAA)

DEPARTURE PROCEDURE:

Rwy 24, climb heading 240° to 1300 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees beginning 263' from DER, 358' left of centerline, up to 68' AGL/558' MSL.
Trees beginning 670' from DER, 496' right of centerline, up to 60' AGL/552' MSL.
Rwy 24, silo, vehicles on road, telephone line, and trees beginning 7' from DER, 353' right of centerline, up to 88' AGL/601' MSL.
Trees beginning 771' from DER, 10' left of centerline, up to 100' AGL/595' MSL.
Trees beginning 1596' from DER, 248' left of centerline, up to 100' AGL/618' MSL.

PAGELAND, SC

PAGELAND (PYG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 02MAR17 (17061) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 6, tree 10' from DER, 407' left of centerline, 601' MSL.
Tree 38' from DER, 417' right of centerline, 582' MSL.
Pole 67' from DER, 296' right of centerline, 595' MSL.
Tree and pole beginning 73' from DER, 188' left of centerline, up to 607' MSL.
Flag pole 81' from DER, 439' right of centerline, 596' MSL.
Pole 114' from DER, 381' right of centerline, 597' MSL.
Tree 199' from DER, 327' right of centerline, 602' MSL.
Trees beginning 222' from DER, 372' left of centerline, up to 608' MSL.
Trees and vehicles on road beginning 265' from DER, 401' right of centerline, up to 621' MSL.
Airport beacon, trees, and pole beginning 323' from DER, 102' right of centerline, up to 627' MSL.
Trees, bldg, and poles beginning 324' from DER, 345' left of centerline, up to 622' MSL.
Trees beginning 1235' from DER, 698' left of centerline, up to 630' MSL.
Trees beginning 1295' from DER, 40' left of centerline, up to 641' MSL.
Trees beginning 1793' from DER, 167' right of centerline, up to 635' MSL.
Tree 2177' from DER, 36' left of centerline, 642' MSL.
Rwy 24, tree 5' from DER, 287' right of centerline, 573' MSL.
Tree 16' from DER, 378' right of centerline, 580' MSL.
Tree and windsock beginning 20' from DER, 148' right of centerline, up to 581' MSL.
Vehicle on road beginning 42' from DER, 406' left of centerline, up to 571' MSL.
Tree and pole beginning 55' from DER, 390' left of centerline, up to 600' MSL.
Trees beginning 111' from DER, 209' right of centerline, up to 587' MSL.
Tree 138' from DER, 501' left of centerline, 604' MSL.
Trees, fence, poles, bldg, and vehicles on road beginning 225' from DER, 417' left of centerline, up to 609' MSL.
Trees beginning 1174' from DER, 364' left of centerline, up to 624' MSL.

PELION, SC

LEXINGTON COUNTY (6J0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 08NOV18 (18312) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 1705' from DER, 1' right of centerline, up to 71' AGL/521' MSL.
Trees beginning 429' from DER, 298' left of centerline, up to 34' AGL/484' MSL.
Power poles 430' from DER, 298' left of centerline, 33' AGL/484' MSL.
Rwy 36, trees beginning 2016' from DER, 301' right of centerline, up to 59' AGL/511' MSL.

PICKENS, SC

PICKENS COUNTY (LQK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 17DEC09 (09351) (FAA)

DEPARTURE PROCEDURE:

Rwy 5, climb heading 048° to 2300 then climbing right turn via heading 120° to 3400 to intercept V20-35.
Rwy 23, climb heading 228° to 2200 then climbing left turn via heading 120° to 3400 to intercept V20-35.

TAKEOFF OBSTACLE NOTES:

Rwy 5, tree 30' from DER, 299' left of centerline, 9' AGL/1022' MSL.
Vehicles on roadway, 424' from DER, left and right of centerline, up to 15' AGL/1028' MSL.
Trees beginning 1531' from DER, 691' left of centerline, up to 107' AGL/1038' MSL.
Tree 3019' from DER, 450' right of centerline, 120' AGL/1095' MSL.
Rwy 23, tree 906' from DER, 269' left of centerline, 91' AGL/990' MSL.
Trees beginning 1015' from DER, 466' right of centerline, up to 106' AGL/1022' MSL.

PINEHURST/SOUTHERN PINES, NC

MOORE COUNTY (SOP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 18AUG16 (16231) (FAA)

DEPARTURE PROCEDURE:

Rwy 23, climb heading 234° to 1100 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 5, terrain 448' from DER, 343' right of centerline, 443' MSL.
Trees beginning 663' from DER, 137' right of centerline, up to 100' AGL/475' MSL.
Terrain 141' from DER, 329' left of centerline, 435' MSL.
Trees beginning 176' from DER, 220' left of centerline, up to 100' AGL/529' MSL.
Rwy 23, pipe 228' from DER, 431' right of centerline, 13' AGL/463' MSL.
Antenna 657' from DER, 415' right of centerline, 32' AGL/482' MSL.
Trees beginning 701' from DER, 422' right of centerline, up to 100' AGL/579' MSL.
Trees beginning 364' from DER, 353' left of centerline, up to 100' AGL/569' MSL.

PLYMOUTH, NC

PLYMOUTH MUNI (PMZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 15DEC11 (11349) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, 400-2 or std. w/min. climb of 270' per NM to 500.

DEPARTURE PROCEDURE:

Rwy 3, climb heading 027° to 500 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 3, trees beginning 283' from DER, 55' left of centerline, up to 100' AGL/130' MSL.
Trees beginning 109' from DER, 8' right of centerline, up to 100' AGL/130' MSL.
Antenna 1.5 NM from DER, 3068' left of centerline, 347' AGL/366' MSL.
Rwy 21, trees beginning 119' from DER, 8' left of centerline, up to 100' AGL/134' MSL.
Trees beginning 123' from DER, 39' right of centerline, up to 100' AGL/134' MSL.

POPE AAF (KPOB)

FORT BRAGG, NC

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 11 15MAY25 (25219) (USAF)

TAKEOFF MINIMUMS:

Rwy 23, std w/min climb of 311'/NM to 700 or 300-1¾ w/min climb of 212'/NM to 1000

DEPARTURE PROCEDURE:

Rwy 5, climb hdg 051° to 2000 before proceeding on course.
Rwy 23, NA when R-5311 active. Climbing right turn hdg 350° to 2000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees 1474' from DER, 776' right of centerline, 231' MSL, 40' above DER.
Trees 1651' from DER, 711' left of centerline, 244' MSL, 53' above DER.
Trees 2004' from DER, 995' left of centerline, 285' MSL, 94' above DER.
Trees 2321' from DER, 1000' right of centerline, 253' MSL, 62' above DER.
Trees 3437' from DER, 1311' right of centerline, 290' MSL, 99' above DER.

CON'T

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

POPE AAF (KPOB) (CON'T)

FORT BRAGG, NC (CON'T)

Rwy 23, trees 1250' from DER, 55' left of centerline, 323' MSL, 105' above DER.
Trees 1707' from DER, 504' right of centerline, 283' MSL, 65' above DER.
Trees 2258' from DER, 155' right of centerline, 339' MSL, 121' above DER.
Trees 2639' from DER, 231' left of centerline, 327' MSL, 109' above DER.
Trees 3005' from DER, 158' right of centerline, 360' MSL, 142' above DER.
Trees 3163' from DER, 388' left of centerline, 338' MSL, 120' above DER.
Trees 4002' from DER, 120' right of centerline, 358' MSL, 140' above DER.
Trees 4009' from DER, 130' left of centerline, 360' MSL, 142' above DER.
Trees 5329' from DER, 121' left of centerline, 368' MSL, 150' above DER.

RAEFORD, NC

P K AIRPARK (5W4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 18NOV10 (10322) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 4, rising terrain 48' from DER, left and right of centerline, up to 332' MSL.
Trees beginning 83' from DER, left and right of centerline, up to 100' AGL/429' MSL.
Vehicles on road beginning 329' from DER, 189' right of centerline, up to 15' AGL/324' MSL.
Rwy 22, terrain 42' from DER, left and right of centerline, up to 306' MSL.
Trees beginning 268' from DER, left and right of centerline, up to 100' AGL/389' MSL.
Vehicles on road beginning 1' from DER, left and right of centerline, up to 15' AGL/314' MSL.

RALEIGH/DURHAM, NC

RALEIGH-DURHAM INTL (RDU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6B 06OCT22 (22279) (FAA)

TAKEOFF MINIMUMS:
Rwy 14, 300-1 or std. w/min. climb of 305' per NM to 700.
Rwy 32, 300-1.

DEPARTURE PROCEDURE:
Rwy 14, climb heading 144° to 1400 before turning right.
Rwy 23L, climb heading 234° to 1900 before turning left.
Rwy 23R, climb heading 234° to 1800 before turning left.

TAKEOFF OBSTACLE NOTES:
Rwy 5L, lighting 10' from DER, 4' left of centerline, 2' AGL/410' MSL.
Tree 1903' from DER, 986' right of centerline, 467' MSL.
Tree 1926' from DER, 1003' left of centerline, 483' MSL.
Trees beginning 2010' from DER, 912' right of centerline, up to 476' MSL.
Tree 2126' from DER, 1051' left of centerline, 489' MSL.
Trees beginning 3507' from DER, 1269' left of centerline, up to 519' MSL.
Tree 3652' from DER, 1327' left of centerline, 524' MSL.
Trees beginning 3662' from DER, 1372' left of centerline, up to 536' MSL.
Water tower, tank beginning 4044' from DER, 1577' right of centerline, up to 144' AGL/547' MSL.
Tree 5171' from DER, 1748' left of centerline, 541' MSL.
Rwy 5R, lighting beginning 1' from DER, 5' left of centerline, up to 1' AGL/432' MSL.
Lighting beginning 1' from DER, 4' right of centerline, up to 1' AGL/432' MSL.
Tree 1215' from DER, 791' right of centerline, 466' MSL.
Tree 1350' from DER, 760' right of centerline, 471' MSL.
Trees beginning 1480' from DER, 846' right of centerline, up to 481' MSL.
Rwy 14, lighting 10' from DER, 29' right of centerline, 2' AGL/427' MSL.
Lighting 10' from DER, 29' left of centerline, 2' AGL/427' MSL.
Trees beginning 1160' from DER, 758' right of centerline, up to 499' MSL.
Trees beginning 1397' from DER, 856' left of centerline, up to 539' MSL.
Tree 1489' from DER, 772' right of centerline, 510' MSL.
Trees beginning 1602' from DER, 871' right of centerline, up to 528' MSL.
Tree 2033' from DER, 1044' left of centerline, 544' MSL.
Tree 2130' from DER, 968' right of centerline, 540' MSL.
Trees beginning 2271' from DER, 881' left of centerline, up to 546' MSL.
Tree 2328' from DER, 1013' right of centerline, 555' MSL.
Tree 2485' from DER, 876' right of centerline, 556' MSL.
Tree 2560' from DER, 1101' right of centerline, 563' MSL.
Tree 2751' from DER, 1132' right of centerline, 570' MSL.
Tree 3693' from DER, 391' right of centerline, 572' MSL.
Trees beginning 3913' from DER, 154' left of centerline, up to 568' MSL.
Tree 4055' from DER, 657' right of centerline, 578' MSL.
Rwy 23L, lighting 1' from DER, 5' left of centerline, 1' AGL/399' MSL.
Lighting 2' from DER, 5' right of centerline, 1' AGL/399' MSL.
Vegetation 18' from DER, 259' left of centerline, 400' MSL.
Tree 1029' from DER, 757' left of centerline, 431' MSL.
Tree 1361' from DER, 793' left of centerline, 433' MSL.
Tree 1372' from DER, 862' left of centerline, 439' MSL.
CON'T

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RALEIGH/DURHAM, NC (CON'T)

RALEIGH-DURHAM INTL (RDU) (CON'T)

Rwy 23L (CON'T), pole 1457' from DER, 878' right of centerline, 105' AGL/452' MSL.
Trees beginning 1469' from DER, 817' left of centerline, up to 451' MSL.
Rwy 23R, lighting 10' from DER, 5' right of centerline, 1' AGL/368' MSL.
Rwy 32, lighting 9' from DER, 29' left of centerline, 2' AGL/433' MSL.
Lighting 9' from DER, 29' right of centerline, 2' AGL/433' MSL.
Pole 1170' from DER, 618' left of centerline, 55' AGL/485' MSL.
Poles beginning 1186' from DER, 626' left of centerline, up to 54' AGL/486' MSL.
Building 1242' from DER, 753' right of centerline, 38' AGL/473' MSL.
Control tower 2228' from DER, 898' right of centerline, 231' AGL/659' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 22JUN17 (17173) (FAA)

Rwy 14, heading as assigned by ATC; requires minimum climb of 310' per NM to 1000.
Rwy 23L, heading as assigned by ATC; requires minimum climb of 250' per NM to 2300.
Rwy 23R, heading as assigned by ATC; requires minimum climb of 240' per NM to 2100.

REIDSVILLE, NC

ROCKINGHAM COUNTY NC SHILOH (SIF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 31OCT24 (24305) (FAA)

TAKEOFF MINIMUMS:

Rwy 31, 400-2¼ or std w/min climb of 558'/NM to 1000.

DEPARTURE PROCEDURE:

Rwy 31, climb on heading 312° to 1200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 13, trees beginning 27' from DER, 284' left of centerline, up to 51' AGL/703' MSL.
Fences beginning 43' from DER, 490' right of centerline, up to 6' AGL/671' MSL.
Fence 180' from DER, 476' right of centerline, 8' AGL/674' MSL.
Trees beginning 194' from DER, 277' left of centerline, up to 43' AGL/704' MSL.
Trees beginning 295' from DER, 292' left of centerline, up to 60' AGL/727' MSL.
Tree, traverse way beginning 311' from DER, 484' right of centerline, up to 71' AGL/738' MSL.
Trees beginning 438' from DER, 2' left of centerline, up to 65' AGL/734' MSL.
Tree, traverse way beginning 530' from DER, 460' right of centerline, up to 81' AGL/750' MSL.
Trees, pole, building beginning 660' from DER, 7' right of centerline, up to 93' AGL/758' MSL.
Trees beginning 1465' from DER, 29' right of centerline, up to 93' AGL/759' MSL.
Trees beginning 1542' from DER, 2' right of centerline, up to 101' AGL/762' MSL.
Trees beginning 1768' from DER, 122' left of centerline, up to 79' AGL/741' MSL.
Tree 1913' from DER, 519' left of centerline, 76' AGL/744' MSL.
Trees beginning 1960' from DER, 76' left of centerline, up to 79' AGL/745' MSL.
Trees beginning 1981' from DER, 21' left of centerline, up to 105' AGL/771' MSL.
Rwy 31, tree 37' from DER, 454' right of centerline, 33' AGL/714' MSL.
Terrain 64' from DER, 282' left of centerline, 697' MSL.
Pole 117' from DER, 414' left of centerline, 729' MSL.
Trees beginning 165' from DER, 346' right of centerline, up to 24' AGL/729' MSL.
Trees, fence, traverse way, terrain, buildings beginning 191' from DER, 21' left of centerline, up to 93' AGL/788' MSL.
Trees beginning 324' from DER, 370' right of centerline, up to 52' AGL/736' MSL.
Trees beginning 499' from DER, 217' right of centerline, up to 48' AGL/738' MSL.
Trees beginning 678' from DER, 270' right of centerline, up to 51' AGL/749' MSL.
Tree 806' from DER, 494' right of centerline, 49' AGL/751' MSL.
Trees beginning 852' from DER, 15' right of centerline, up to 57' AGL/755' MSL.
Trees beginning 891' from DER, 84' right of centerline, up to 68' AGL/760' MSL.
Trees, traverse way beginning 1000' from DER, 8' right of centerline, up to 88' AGL/781' MSL.
Trees beginning 1151' from DER, 68' left of centerline, up to 108' AGL/791' MSL.
Trees, traverse way, poles, building beginning 1166' from DER, 1' right of centerline, up to 97' AGL/799' MSL.
Trees, pole beginning 1244' from DER, 25' left of centerline, up to 122' AGL/799' MSL.
Trees, building beginning 1834' from DER, 176' right of centerline, up to 80' AGL/803' MSL.
Trees, building, poles, antenna beginning 1920' from DER, 124' right of centerline, up to 89' AGL/815' MSL.
Trees, buildings, poles, antenna, terrain beginning 2013' from DER, 18' right of centerline, up to 103' AGL/835' MSL.
Trees beginning 2017' from DER, 16' left of centerline, up to 91' AGL/806' MSL.
Trees beginning 2113' from DER, 62' left of centerline, up to 90' AGL/809' MSL.
Trees, terrain beginning 2216' from DER, 10' right of centerline, up to 101' AGL/848' MSL.
Trees, terrain, vegetation beginning 2233' from DER, 2' left of centerline, up to 101' AGL/831' MSL.
Trees beginning 2404' from DER, 4' right of centerline, up to 113' AGL/851' MSL.
Trees, terrain, poles, vegetation, traverse way, sign, buildings beginning 2447' from DER, on and right right of centerline, up to 105' AGL/863' MSL.
Trees, pole beginning 2620' from DER, 6' left of centerline, up to 99' AGL/835' MSL.
Trees, poles, traverse way, building beginning 2687' from DER, 1' left of centerline, up to 102' AGL/844' MSL.
Trees beginning 4097' from DER, 84' left of centerline, up to 97' AGL/846' MSL.
Trees beginning 4120' from DER, 193' left of centerline, up to 96' AGL/848' MSL.
Trees beginning 4130' from DER, 78' left of centerline, up to 104' AGL/849' MSL.
Trees beginning 4145' from DER, 134' left of centerline, up to 111' AGL/850' MSL.
Trees beginning 4151' from DER, 1' left of centerline, up to 101' AGL/851' MSL.
CON'T

REIDSVILLE, NC (CON'T)

ROCKINGHAM COUNTY NC SHILOH (SIF) (CON'T)

Rwy 31 (CON'T), trees, pole, building beginning 4253' from DER, on centerline, up to 101' AGL/878' MSL.
Trees beginning 4437' from DER, 1' left of centerline, up to 112' AGL/852' MSL.
Trees beginning 5289' from DER, 165' left of centerline, up to 123' AGL/853' MSL.
Trees beginning 5376' from DER, 197' left of centerline, up to 107' AGL/857' MSL.
Trees beginning 5419' from DER, 32' left of centerline, up to 99' AGL/865' MSL.
Trees beginning 5548' from DER, 5' left of centerline, up to 92' AGL/877' MSL.
Trees beginning 5600' from DER, on and left of centerline, up to 79' AGL/879' MSL.
Trees beginning 5626' from DER, 34' left of centerline, up to 85' AGL/888' MSL.
Trees beginning 5641' from DER, 5' left of centerline, up to 87' AGL/894' MSL.
Trees beginning 5654' from DER, 22' left of centerline, up to 91' AGL/900' MSL.
Trees beginning 5737' from DER, 63' left of centerline, up to 84' AGL/906' MSL.
Trees beginning 5826' from DER, 32' left of centerline, up to 89' AGL/910' MSL.
Trees beginning 5865' from DER, 155' left of centerline, up to 110' AGL/928' MSL.
Trees beginning 5966' from DER, 288' left of centerline, up to 90' AGL/941' MSL.
Tree 6066' from DER, 1939' left of centerline, 88' AGL/944' MSL.
Trees beginning 6068' from DER, 373' left of centerline, up to 88' AGL/950' MSL.
Trees beginning 1 NM from DER, 11' left of centerline, up to 91' AGL/965' MSL.
Tree 1.1 NM from DER, 451' right of centerline, 98' AGL/879' MSL.
Trees beginning 1.1 NM from DER, 3' right of centerline, up to 106' AGL/923' MSL.
Trees beginning 1.2 NM from DER, 4' right of centerline, up to 95' AGL/970' MSL.
Trees, poles, building, traverse way beginning 1.2 NM from DER, 112' left of centerline, up to 100' AGL/969' MSL.
Trees, poles beginning 1.3 NM from DER, 7' right of centerline, up to 118' AGL/975' MSL.
Trees beginning 1.3 NM from DER, 1' left of centerline, up to 91' AGL/970' MSL.
Trees, poles beginning 1.4 NM from DER, 10' right of centerline, up to 94' AGL/1004' MSL.
Trees, pole, tank beginning 1.6 NM from DER, 10' right of centerline, up to 101' AGL/1013' MSL.
Tree 1.8 NM from DER, 2909' right of centerline, 102' AGL/977' MSL.

ROANOKE RAPIDS, NC

HALIFAX/NORTHAMPTON RGNL (IXA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 17AUG17 (22027) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 20, tree 100' from DER, 492' left of centerline, 178' MSL.
Tree 1363' from DER, 183' right of centerline, 182' MSL.
Trees beginning 1420' from DER, 27' right of centerline, up to 187' MSL.
Tree 1515' from DER, 29' left of centerline, 179' MSL.
Tree 1696' from DER, 56' left of centerline, 191' MSL.
Tree 1724' from DER, 127' left of centerline, 195' MSL.
Trees beginning 1780' from DER, 70' left of centerline, up to 199' MSL.
Trees beginning 2026' from DER, 151' left of centerline, up to 200' MSL.
Tree 2276' from DER, 77' right of centerline, 199' MSL.
Rwy 2, NAVAID 39' from DER, 125' right of centerline, 20' AGL/140' MSL.
NAVAID 40' from DER, 124' left of centerline, 18' AGL/141' MSL.
Tree 1298' from DER, 722' right of centerline, 183' MSL.

ROCK HILL, SC

ROCK HILL/YORK COUNTY/BRYANT FLD (UZA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 20AUG15 (22139) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 2, trees beginning 99' from DER, 491' right of centerline, up to 89' AGL/750' MSL.
Trees beginning 1857' from DER, 77' right of centerline, up to 101' AGL/730' MSL.
Trees beginning 2096' from DER, 3' left of centerline, up to 84' AGL/723' MSL.
Rwy 20, vegetation 153' from DER, 470' right of centerline, up to 8' AGL/673' MSL.
Trees 3231' from DER, 40' left of centerline, up to 83' AGL/749' MSL.

ROCKINGHAM, NC

RICHMOND COUNTY (RCZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:
Rwys 4, 22, NA-Environmental.

TAKEOFF OBSTACLE NOTES:
Rwy 14, trees beginning 3' from DER, 442' right of centerline, up to 62' AGL/412' MSL.
Vehicle on road, fence beginning 5' from DER, 178' left of centerline, up to 371' MSL.
Tree, vehicle on road, pole beginning 100' from DER, 5' left of centerline, up to 58' AGL/402' MSL.
Trees beginning 521' from DER, 604' right of centerline, up to 83' AGL/424' MSL.
Trees beginning 927' from DER, 660' left of centerline, up to 70' AGL/418' MSL.
Tree 1054' from DER, 715' right of centerline, 79' AGL/430' MSL.
Tree, crane, pole, catenary wires beginning 1249' from DER, 21' right of centerline, up to 86' AGL/441' MSL.
CON'T

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

ROCKINGHAM, NC (CON'T)

RICHMOND COUNTY (RCZ) (CON'T)

Rwy 14 (CON'T), tree, pole beginning 1275' from DER, 224' left of centerline, up to 64' AGL/420' MSL.
Trees beginning 2140' from DER, 21' left of centerline, up to 71' AGL/428' MSL.
Tree 2469' from DER, 197' right of centerline, 82' AGL/442' MSL.
Trees beginning 2476' from DER, 159' right of centerline, up to 83' AGL/443' MSL.
Trees beginning 2497' from DER, 128' right of centerline, up to 85' AGL/445' MSL.
Trees beginning 2531' from DER, 219' right of centerline, up to 86' AGL/446' MSL.
Trees beginning 2535' from DER, 74' right of centerline, up to 88' AGL/448' MSL.
Tree 2767' from DER, 216' left of centerline, 68' AGL/430' MSL.
Trees beginning 4081' from DER, 970' left of centerline, up to 95' AGL/466' MSL.
Rwy 32, trees beginning 9' from DER, 359' left of centerline, up to 31' AGL/367' MSL.
Tree 33' from DER, 479' right of centerline, 43' AGL/368' MSL.
Tree 41' from DER, 345' right of centerline, 48' AGL/387' MSL.
Trees beginning 86' from DER, 15' left of centerline, up to 31' AGL/379' MSL.
Trees beginning 145' from DER, 2' right of centerline, up to 71' AGL/392' MSL.
Trees beginning 266' from DER, 87' left of centerline, up to 61' AGL/383' MSL.
Trees beginning 328' from DER, 14' left of centerline, up to 63' AGL/391' MSL.
Trees beginning 434' from DER, 2' right of centerline, up to 81' AGL/395' MSL.
Trees beginning 604' from DER, 2' right of centerline, up to 87' AGL/401' MSL.
Trees beginning 772' from DER, 314' left of centerline, up to 100' AGL/397' MSL.
Trees beginning 810' from DER, 12' left of centerline, up to 107' AGL/406' MSL.
Trees beginning 893' from DER, 2' right of centerline, up to 70' AGL/403' MSL.
Trees beginning 1007' from DER, 1' right of centerline, up to 72' AGL/405' MSL.
Trees beginning 1010' from DER, 3' left of centerline, up to 107' AGL/407' MSL.
Trees beginning 1209' from DER, 2' left of centerline, up to 114' AGL/418' MSL.
Trees beginning 1399' from DER, 1' left of centerline, up to 110' AGL/419' MSL.
Trees beginning 1431' from DER, 38' right of centerline, up to 100' AGL/411' MSL.
Trees beginning 1452' from DER, 10' right of centerline, up to 106' AGL/416' MSL.
Trees beginning 1914' from DER, 3' right of centerline, up to 76' AGL/418' MSL.
Tree 2182' from DER, 499' right of centerline, 87' AGL/428' MSL.
Trees beginning 2187' from DER, 515' right of centerline, up to 82' AGL/430' MSL.

ROCKY MOUNT, NC

ROCKY MOUNT/WILSON RGNL (RWI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 05APR12 (21336) (FAA)

DEPARTURE PROCEDURE:

Rwy 22, climb heading 222° to 1200 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees 1457' from DER, 792' left of centerline, up to 58' AGL/207' MSL.
Trees 2452' from DER, 751' right of centerline, up to 72' AGL/231' MSL.
Rwy 22, trees beginning 1215' from DER, 428' left of centerline, up to 66' AGL/224' MSL.
Trees 2452' from DER, 665' right of centerline, up to 45' AGL/204' MSL.

ROXBORO, NC

RALEIGH RGNL AT PERSON COUNTY (TDF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10AUG23 (23222) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 6, light poles 9' from DER, 30' left of centerline, 2' AGL/606' MSL.
Tree 1474' from DER, 815' right of centerline, 645' MSL.
Tree 1606' from DER, 654' left of centerline, 652' MSL.
Trees beginning 1621' from DER, 215' right of centerline, up to 657' MSL.
Trees beginning 1623' from DER, 124' left of centerline, up to 654' MSL.
Trees beginning 2230' from DER, 114' left of centerline, up to 676' MSL.
Tree 2762' from DER, 313' right of centerline, 113' AGL/682' MSL.
Trees beginning 2816' from DER, 235' left of centerline, up to 105' AGL/681' MSL.
Tree 3270' from DER, 1110' right of centerline, 687' MSL.
Rwy 24, trees beginning 436' from DER, 580' right of centerline, up to 642' MSL.
Tree 1003' from DER, 733' right of centerline, 646' MSL.
Tree 1081' from DER, 645' right of centerline, 649' MSL.
Trees beginning 1182' from DER, 643' right of centerline, up to 655' MSL.
Trees beginning 1496' from DER, 886' left of centerline, up to 655' MSL.
Tree 2481' from DER, 1156' right of centerline, 657' MSL.
Trees beginning 2565' from DER, 969' left of centerline, up to 662' MSL.
Tree 2593' from DER, 1142' right of centerline, 673' MSL.
Trees beginning 2600' from DER, 894' right of centerline, up to 676' MSL.
Trees beginning 2702' from DER, 943' right of centerline, up to 677' MSL.

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RUTHERFORDTON, NC

RUTHERFORD COUNTY/MARCHMAN FLD (FQD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 28FEB19 (22195) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, std. w/min. climb of 290' per NM to 2900 or 2900-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 1, climbing right turn heading 180° to 4000 before proceeding on course.

Rwy 19, climb heading 189° to 3600 before proceeding on course.

VCOA:

Obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Rutherford County/Marchman Fld at or above 3800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 1, tree, NAVAID beginning 6' from DER, 250' left of centerline, up to 1139' MSL.
Tree 315' from DER, 478' right of centerline, 1151' MSL.
Tree 1985' from DER, 988' right of centerline, 1166' MSL.

Rwy 19, tree 28' from DER, 329' left of centerline, 1080' MSL.
Tree 489' from DER, 455' right of centerline, 26' AGL/1088' MSL.

ST. GEORGE, SC

ST. GEORGE (6J2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10APR08 (08101) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, tree 3021' from DER, 186' left of centerline, 100' AGL/175' MSL.

Rwy 23, tree 1401' from DER, 259' right of centerline, 100' AGL/178' MSL.

SALISBURY, NC

MID-CAROLINA RGNL (RUQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 17AUG17 (17229) (FAA)

TAKEOFF MINIMUMS:

Rwy 20, 400-2¾ or std. w/min. climb of 205' per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

DEPARTURE PROCEDURE:

Rwy 20, climb heading 202° to 1700 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 2, trees beginning 106' from DER, 474' right of centerline, up to 68' AGL/787' MSL.

Rwy 20, trees beginning 167' from DER, 483' right of centerline, up to 31' AGL/810' MSL.
Building and trees beginning 668' from DER, 275' left of centerline, up to 40' AGL/809' MSL.
Trees beginning 890' from DER, 59' right of centerline, up to 43' AGL/822' MSL.
Trees beginning 1055' from DER, 476' right of centerline, up to 112' AGL/871' MSL.
Trees beginning 2251' from DER, 3' left of centerline, up to 97' AGL/896' MSL.
Trees beginning 2410' from DER, 17' right of centerline, up to 114' AGL/913' MSL.
Tower 2.3 NM from DER, 2196' right of centerline, 306' AGL/1121' MSL.

SALUDA, SC

SALUDA COUNTY (6J4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 17DEC09 (09351) (FAA)

TAKEOFF MINIMUMS:

Rwy 19, 300-2 or std. w/ min. climb of 207' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 1, numerous trees beginning abeam DER, 40' left of centerline, up to 66' AGL/635' MSL.
Numerous trees beginning abeam DER, 35' right of centerline, up to 100' AGL/649' MSL.

Rwy 19, numerous trees beginning abeam DER, 20' left of centerline, up to 43' AGL/552' MSL.
Numerous trees beginning abeam DER, 30' right of centerline, up to 100' AGL/639' MSL.

SANFORD, NC

RALEIGH EXEC JETPORT AT SANFORD-LEE COUNTY (TTA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 25AUG11 (22195) (FAA)

DEPARTURE PROCEDURE:

Rwy 3, climb heading 029° to 1100 before turning right.

Rwy 21, climb heading 209° to 1500 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 3, trees beginning 3313' from DER, 380' right of centerline, up to 89' AGL/318' MSL.

Rwy 21, trees beginning 89' from DER, 435' right of centerline, up to 29' AGL/259' MSL.

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SEYMOUR JOHNSON AFB (KGSB)
GOLDSBORO, NC
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 03NOV22 (22307) (USAF)
TAKEOFF OBSTACLE NOTES:
Rwy 8, trees 3015' from DER, 950' left of centerline, 80' AGL/194' MSL.

SHAW AFB (KSSC)
SUMTER, SC
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 16OCT14 (14289)
TAKEOFF OBSTACLE NOTES:
Rwy 4R, terrain 500' left of centerline, at the threshold, 236' MSL.
Surveyed terrain 500' left of centerline, 234' MSL.
Rwy 22L, radio tower 5137' from DER, 1701' left of centerline, 140' AGL/369' MSL.
Glideslope antenna 563' from DER, 500' right of centerline, 40' AGL/273' MSL.
Terrain 0' inward of DER, 500' right of centerline, 236' MSL.
Rwy 22R, terrain beginning at 255' from DER, 500' right of centerline to 568' right of centerline, up to 246' MSL.
Trees 4651' from DER, 832' right of centerline, 65' AGL/337' MSL.

SHELBY, NC
SHELBY-CLEVELAND COUNTY RGNL (EHO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 15JAN09 (09015) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 5, trees beginning 74' from DER, 394' left of centerline, up to 99' AGL/899' MSL.
Trees beginning 2018' from DER, 804' right of centerline, up to 100' AGL/919' MSL.
Rwy 23, trees beginning 186' from DER, 148' left of centerline, up to 93' AGL/903' MSL.

SILER CITY, NC
SILER CITY MUNI (SCR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 08JAN15 (15008) (FAA)
TAKEOFF MINIMUMS:
Rwy 4, 300-1¾ or std. w/min. climb of 236' per NM to 1000 or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2000' prior to DER.
TAKEOFF OBSTACLE NOTES:
Rwy 4, trees beginning 25' from DER, 25' right of centerline, up to 96' AGL/855' MSL.
Poles beginning 158' from DER, 364' left of centerline, up to 34' AGL/643' MSL.
Trees beginning 275' from DER, 3' left of centerline, up to 96' AGL/825' MSL.
Rwy 22, trees beginning 8' from DER, 3' left of centerline, up to 77' AGL/736' MSL.
Vehicles on road beginning 86' from DER, 330' right of centerline, up to 15' AGL/612' MSL.
Trees beginning 154' from DER, 5' right of centerline, up to 100' AGL/749' MSL.
Bldg 374' from DER, 466' right of centerline, 20' AGL/619' MSL.
Pole 490' from DER, 357' right of centerline, 26' AGL/625' MSL.
Pole 580' from DER, 481' right of centerline, 18' AGL/617' MSL.
Bldg 591' from DER. 427' right of centerline, 16' AGL/615' MSL.
Pole 769' from DER, 314' right of centerline, 19' AGL/618' MSL.
Pole 1188' from DER, 253' right of centerline, 23' AGL/632' MSL.

SIMMONS AAF (KFBG)
FORT LIBERTY, NC
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 15JUN23 (23222) (USA)
TAKOFF MINIMUMS:
Rwy 9, std w/min climb of 230'/NM to 1400.
Rwy 27, 400-2½ or std w/min climb of 230'/NM to 700.
DEPARTURE PROCEDURE:
Rwy 27, climb hdg 273° to 800 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 9, tree 1059' from DER, 407' left of centerline, 268' MSL.
Tree 1436' from DER, 601' left of centerline, 295' MSL.
Tree 1842' from DER, 68' right of centerline, 288' MSL.
Tree 2073' from DER, 473' right of centerline, 300' MSL.
Tree 2134' from DER, 676' right of centerline, 300' MSL.
Rwy 27, twr 1.9 NM from DER, 3589' right of centerline, 313' AGL/584' MSL.
Tree 923' from DER, 208' left of centerline, 329' MSL.
Fence 229' from DER, 9' left of centerline, 251' MSL.
Fence 78' from DER, 3259' left of centerline, 247' MSL.
Military road 33' from DER, 359' left of centerline, 252' MSL.
Public road 545' from DER, 408' left of centerline, 259' MSL.
Railroad 372' from DER, 9' left of centerline, 270' MSL.

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SMITHFIELD, NC

JOHNSTON RGNL (JNX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 30APR15 (15120) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, 300-1½ or std. w/ min climb of 265' per NM to 500.

Rwy 21, 500-2¾ or std. w/ min climb of 265' per NM to 800.

DEPARTURE PROCEDURE:

Rwy 3, climb heading 032° to 1500 before turning left.

Rwy 21, climb heading 212° to 1000 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 3, trees beginning 35' from DER, 380' right of centerline, up to 96' AGL/276' MSL.
Terrain 99' from DER, 364' right of centerline, 171' MSL.
Poles beginning 1236' from DER, 30' left and right of centerline, up to 44' AGL/234' MSL.
Trees beginning 2317' from DER, 103' left of centerline, up to 100' AGL/349' MSL.
Building 2610' from DER, 244' left of centerline, 36' AGL/231' MSL.
Tank 2732' from DER, 6' left of centerline, 45' AGL/238' MSL.
Tree 1 NM from DER, 251' right of centerline, 131' AGL/301' MSL.

Rwy 21, trees beginning 1' from DER, 338' right of centerline, up to 100' AGL/269' MSL.
Trees beginning 21' from DER, 366' left of centerline, up to 62' AGL/232' MSL.
Terrain 1374' from DER, 589' left of centerline, 187' MSL.
Pole 1409' from DER, 816' left of centerline, 27' AGL/210' MSL.
Tower 2.6 NM from DER, 2887' right of centerline, 378' AGL/613' MSL.

SPARTANBURG, SC

SPARTANBURG DOWNTOWN MEML/SIMPSON FLD (SPA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 28FEB19 (21168) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning 622' from DER, 608' left of centerline, up to 830' MSL.
Tree 2352' from DER, 996' left of centerline, 856' MSL.

Rwy 23, trees beginning 122' from DER, 444' left of centerline, up to 825' MSL.
Tree 3391' from DER, 1033' right of centerline, 897' MSL.
Tree 3478' from DER, 208' left of centerline, 884' MSL.
Trees beginning 3504' from DER, 360' right of centerline, up to 901' MSL.

STAR, NC

MONTGOMERY COUNTY (43A)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 18SEP14 (14261) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, 300-1¼ or std. w/min. climb of 205' per NM to 900, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

Rwy 21, 300-1¼ or std. w/min. climb of 238' per NM to 800, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 3, tank 6188' from DER, 1619' left of centerline, 145' AGL/793' MSL.
Trees beginning 7' from DER, 169' left of centerline, up to 100' AGL/739' MSL.
Trees beginning 250' from DER, 334' right of centerline, up to 100' AGL/739' MSL.
Power line beginning 123' from DER, 38' right of centerline, 40' AGL/670' MSL.

Rwy 21, trees beginning 184' from DER, 407' left of centerline, up to 100' AGL/729' MSL.
Trees beginning 24' from DER, 259' right of centerline, up to 100' AGL/719' MSL.

STATESVILLE, NC

STATESVILLE RGNL (SVH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 30NOV23 (23334) (FAA)

TAKEOFF MINIMUMS:

Rwy 28, 300-1⅝ or std w/min climb of 205'/NM to 1300.

TAKEOFF OBSTACLE NOTES:

Rwy 10, tree 409' from DER, 566' left of centerline, 982' MSL.
Trees beginning 498' from DER, 114' right of centerline, up to 988' MSL.
Trees beginning 668' from DER, 315' left of centerline, up to 985' MSL.
Tree 726' from DER, 662' left of centerline, 990' MSL.
Trees beginning 829' from DER, 72' left of centerline, up to 1005' MSL.
Trees beginning 1020' from DER, 583' right of centerline, up to 91' AGL/1023' MSL.
Trees beginning 1486' from DER, 197' left of centerline, up to 110' AGL/1006' MSL.
Tree 1529' from DER, 426' left of centerline, 1015' MSL.
Trees beginning 1541' from DER, 278' left of centerline, up to 1016' MSL.
Trees beginning 1591' from DER, 634' left of centerline, up to 103' AGL/1024' MSL.

CON'T

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STATESVILLE, NC (CON'T)

STATESVILLE RGNL (SVH) (CON'T)

Rwy 28, vehicle on roadway 17' from DER, 330' left of centerline, 964' MSL.
Building 257' from DER, 533' right of centerline, 971' MSL.
Trees beginning 455' from DER, 535' right of centerline, up to 1025' MSL.
Trees beginning 806' from DER, 408' left of centerline, up to 1009' MSL.
Tree 1763' from DER, 888' right of centerline, 1028' MSL.
Trees beginning 1779' from DER, 556' right of centerline, up to 1030' MSL.
Trees beginning 1871' from DER, 475' right of centerline, up to 1049' MSL.
Trees beginning 2036' from DER, 752' right of centerline, up to 1057' MSL.
Transmission line 1.3 NM from DER, 707' right of centerline, 147' AGL/1172' MSL.

SUMMERVILLE, SC

SUMMERVILLE (DYB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 01FEB18 (18032) (FAA)

DEPARTURE PROCEDURE:

Rwy 6, climb heading 056° to 600 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 6, lighting 10' from DER, 15' right of centerline, 1' AGL/54' MSL.
Tree, 22' from DER, 471' left of centerline, 66' MSL.
Vehicles on perimeter road crossing centerline, 500' from DER, 15' AGL/61' MSL.
Building 283' from DER, 563' left of centerline, 77' MSL.
Tree 481' from DER, 566' right of centerline, 109' MSL.
Tree 524' from DER, 433' left of centerline, 109' MSL.
Trees, beginning 552' from DER, 444' right of centerline, up to 115' MSL.
Trees, beginning 595' from DER, 1' left of centerline, up to 127' MSL.
Trees, beginning 663' from DER, 394' right of centerline, up to 130' MSL.
Trees, beginning 1040' from DER, on centerline, up to 137' MSL.
Trees, beginning 2360' from DER, 69' right of centerline, up to 139' MSL.
Rwy 24, trees, beginning 0' from DER, 357' right of centerline, up to 92' AGL/116' MSL.
Trees, beginning 82' from DER, 21' left of centerline, up to 17' AGL/41' MSL.
Tree 922' from DER, 667' left of centerline, 87' MSL.
Trees, beginning 1018' from DER, 627' left of centerline, up to 91' MSL.
Tree 1187' from DER, 813' left of centerline, 93' MSL.
Trees, beginning 1303' from DER, 622' left of centerline, up to 95' MSL.
Trees, beginning 1452' from DER, 627' left of centerline, up to 101' MSL.
Trees, beginning 1552' from DER, 578' left of centerline, up to 104' MSL.
Trees, beginning 1979' from DER, 938' left of centerline, up to 105' MSL.
Tree 2115' from DER, 822' left of centerline, 108' MSL.
Trees, beginning 2118' from DER, 507' left of centerline, up to 111' MSL.

SUMTER, SC

SUMTER (SMS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 10AUG23 (23222) (FAA)

TAKEOFF MINIMUMS:

Rwys 14, 32, NA-VFR only.
Rwy 23, std w/min climb of 235'/NM to 800, or 1000-3 for VCOA.

VCOA:

Rwy 23, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Sumter airport at or above 1000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 23, tree 117' from DER, 210' right of centerline, 188' MSL.
Trees beginning 1745' from DER, 580' right of centerline, up to 265' MSL.
Tree 2876' from DER, 560' left of centerline, 251' MSL.

SYLVA, NC

JACKSON COUNTY (24A)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 03NOV22 (22307) (FAA)

TAKEOFF MINIMUMS:

Rwy 15, std. w/min. climb of 548 feet per NM to 5100 or 3300-3 for VCOA.
Rwy 33, std. w/min. climb of 355 feet per NM to 6400 or 3300-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 15, climb on heading 147° to 6100 before proceeding on course.
Rwy 33, climb on heading 327° to 6400 before proceeding on course.

VCOA:

Rwys 15, 33, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Jackson County airport at or above 6000 before proceeding on course.

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SYLVA, NC (CON'T)

JACKSON COUNTY (24A) (CON'T)

TAKEOFF OBSTACLE NOTES:

Rwy 15, trees beginning 109' from DER, 31' left of centerline, up to 100' AGL/2939' MSL.
Trees beginning 19' from DER, 53' right of centerline, up to 100' AGL/2859' MSL.
Building 221' from DER, 324' left of centerline, 25' AGL/2864' MSL.
Airplane on tarmac 137' from DER, 140' left of centerline, up to 20' AGL/2899' MSL.
Transmission tower 1763' from DER, 860' right of centerline, up to 200' AGL/2879' MSL.
Rwy 33, trees beginning 2' from DER, 182' left of centerline, up to 100' AGL/2979' MSL.
Trees beginning 6' from DER, 27' right of centerline, up to 100' AGL/2979' MSL.

TARBORO, NC

TARBORO-EDGECOMBE (ETC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 30DEC21 (21364) (FAA)

DEPARTURE PROCEDURE:

Rwy 9, climb on heading 092° to 500 before turning right

TAKEOFF OBSTACLE NOTES:

Rwy 9, lighting 10' from DER, 104' right of centerline, 46' MSL.
Fence 69' from DER, 255' right of centerline, 8' AGL/49' MSL.
Trees beginning 132' from DER, 35' left of centerline, up to 39' AGL/78' MSL.
Trees beginning 768' from DER, 152' right of centerline, up to 36' AGL/72' MSL.
Tree 835' from DER, 7' right of centerline, 40' AGL/75' MSL.
Trees beginning 835' from DER, 88' right of centerline, up to 45' AGL/80' MSL.
Trees beginning 891' from DER, 9' left of centerline, up to 80' MSL.
Trees beginning 919' from DER, 12' right of centerline, up to 48' AGL/90' MSL.
Trees beginning 1781' from DER, 696' right of centerline, up to 123' MSL.
Tree 1929' from DER, 1010' right of centerline, 135' MSL.
Trees beginning 1988' from DER, 593' right of centerline, up to 147' MSL.
Tree 2073' from DER, 821' right of centerline, 116' AGL/149' MSL.
Trees beginning 2101' from DER, 20' right of centerline, up to 152' MSL.
Trees beginning 2433' from DER, 54' left of centerline, up to 90' AGL/126' MSL.
Trees beginning 2856' from DER, 992' left of centerline, up to 133' MSL.
Rwy 27, trees, pole beginning 6' from DER, 266' left of centerline, up to 126' MSL.
Trees, buildings, poles, vehicles on road beginning 9' from DER, crossing extended centerline, up to 119' MSL.
Trees, poles, vehicles on road beginning 53' from DER, 19' left of centerline, up to 80' AGL/135' MSL.
Trees beginning 1599' from DER, 25' right of centerline, up to 65' AGL/121' MSL.
Trees beginning 1734' from DER, 176' right of centerline, up to 75' AGL/127' MSL.
Trees beginning 1801' from DER, 22' right of centerline, up to 144' MSL.
Trees beginning 1977' from DER, 8' right of centerline, up to 155' MSL.
Tree 3887' from DER, 1471' left of centerline, 157' MSL.
Tree 3962' from DER, 1217' left of centerline, 161' MSL.
Tree 3984' from DER, 976' left of centerline, 165' MSL.
Tree 4429' from DER, 1216' left of centerline, 171' MSL.
Trees beginning 4441' from DER, 1149' left of centerline, up to 172' MSL.
Trees beginning 4570' from DER, 1374' left of centerline, up to 184' MSL.
Trees beginning 4625' from DER, 1272' left of centerline, up to 187' MSL.
Trees beginning 4714' from DER, 1167' left of centerline, up to 188' MSL.

UNION, SC

UNION COUNTY, TROY SHELTON FLD (35A)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 22AUG13 (22195) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning 1006' from DER, 20' right of centerline, up to 100' AGL/759' MSL.
Rwy 23, trees beginning 2115' from DER, 20' left of centerline, up to 100' AGL/679' MSL.

WADESBORO, NC

ANSON COUNTY/JEFF CLOUD FLD (AFP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 03NOV22 (22307) (FAA)

TAKEOFF MINIMUMS:

Rwy 16, 300-1⅛ or std. w/min. climb of 211' per NM to 700, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER.

DEPARTURE PROCEDURE:

Rwy 16, climb on heading 162° to 800 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 16, trees beginning 3' from DER, 297' left of centerline, up to 26' AGL/321' MSL.
Tree 62' from DER, 270' right of centerline, 306' MSL.
Terrain 89' from DER, 477' right of centerline, 311' MSL.
Vegetation, terrain, tree beginning 103' from DER, 328' right of centerline, up to 315' MSL.
Trees beginning 331' from DER, 460' left of centerline, up to 350' MSL.

CON'T

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WADESBORO, NC (CON'T)

ANSON COUNTY/JEFF CLOUD FLD (AFP) (CON'T)

Rwy 16 (CON'T), trees beginning 443' from DER, 153' left of centerline, up to 372' MSL.
Traverse way 1321' from DER, 574' right of centerline, 330' MSL.
Traverse way 1338' from DER, 806' right of centerline, 331' MSL.
Tree 1740' from DER, 616' right of centerline, 350' MSL.
Tree 1804' from DER, 862' right of centerline, 359' MSL.
Tree 1828' from DER, 698' right of centerline, 364' MSL.
Pole 1848' from DER, 970' right of centerline, 366' MSL.
Trees beginning 1900' from DER, 773' right of centerline, up to 395' MSL.
Tree, electrical system, transmission line beginning 2033' from DER, 109' left of centerline, up to 389' MSL.
Tree, pole, electrical system, transmission line beginning 2212' from DER, 565' right of centerline, up to 409' MSL.
Trees beginning 2828' from DER, 673' left of centerline, up to 390' MSL.
Trees beginning 2932' from DER, 511' left of centerline, up to 399' MSL.
Trees beginning 3356' from DER, 96' left of centerline, up to 406' MSL.
Trees beginning 3666' from DER, 538' right of centerline, up to 410' MSL.
Trees beginning 3944' from DER, 592' right of centerline, up to 418' MSL.
Trees beginning 4159' from DER, 93' left of centerline, up to 85' AGL/412' MSL.
Trees beginning 4208' from DER, 116' left of centerline, up to 92' AGL/413' MSL.
Trees beginning 4377' from DER, 150' left of centerline, up to 89' AGL/419' MSL.
Trees beginning 4576' from DER, 514' right of centerline, up to 421' MSL.
Trees beginning 4799' from DER, 290' right of centerline, up to 89' AGL/423' MSL.
Tree 4880' from DER, 527' right of centerline, 85' AGL/424' MSL.
Tree 4887' from DER, 572' right of centerline, 428' MSL.
Trees beginning 4893' from DER, 474' right of centerline, up to 91' AGL/429' MSL.
Tree 4950' from DER, 533' right of centerline, 93' AGL/432' MSL.
Trees beginning 4961' from DER, 88' right of centerline, up to 435' MSL.
Tree 1.5 NM from DER, 1724' left of centerline, 91' AGL/543' MSL.
Rwy 34, trees beginning 15' from DER, 179' right of centerline, up to 13' AGL/305' MSL.
Trees beginning 100' from DER, 311' left of centerline, up to 313' MSL.
Trees beginning 117' from DER, 307' right of centerline, up to 52' AGL/331' MSL.
Trees beginning 341' from DER, 232' right of centerline, up to 368' MSL.
Trees beginning 428' from DER, 317' left of centerline, up to 321' MSL.
Trees beginning 537' from DER, 313' left of centerline, up to 352' MSL.
Tree, traverse way beginning 704' from DER, 7' left of centerline, up to 372' MSL.
Trees beginning 1191' from DER, 343' right of centerline, up to 369' MSL.
Trees beginning 1263' from DER, 12' right of centerline, up to 380' MSL.
Trees beginning 1431' from DER, 9' left of centerline, up to 65' AGL/373' MSL.
Trees beginning 1438' from DER, 4' left of centerline, up to 70' AGL/377' MSL.
Trees beginning 1502' from DER, 7' left of centerline, up to 396' MSL.
Trees beginning 1631' from DER, 9' left of centerline, up to 401' MSL.
Trees beginning 1821' from DER, 12' left of centerline, up to 100' AGL/416' MSL.
Trees beginning 2289' from DER, 89' right of centerline, up to 381' MSL.
Tree, tank beginning 2517' from DER, 148' right of centerline, up to 384' MSL.
Stack, tree, tank, building beginning 2616' from DER, 230' right of centerline, up to 385' MSL.
Trees beginning 2901' from DER, 38' right of centerline, up to 394' MSL.
Trees beginning 3243' from DER, 132' right of centerline, up to 409' MSL.
Trees beginning 3334' from DER, 1216' right of centerline, up to 113' AGL/416' MSL.

WALLACE, NC

WALLACE-PENDER (ACZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12MAR09 (24081) (FAA)

TAKEOFF MINIMUMS:
Rwy 9, 300-1 or std w/min climb of 389' per NM to 400.
TAKEOFF OBSTACLE NOTES:
Rwy 9, trees 2329' from DER, 462' left of centerline, 100' AGL/119' MSL.
Pole 5056' from DER, 1074' left of centerline, 183' AGL/216' MSL.
Rwy 27, vehicles on roadway 299' from DER, 421' right of centerline, 15' AGL/54' MSL.
Trees 4916' from DER, 1296' left of centerline, 100' AGL/169' MSL.

WALNUT COVE, NC

MEADOW BROOK FLD (N63)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 15NOV12 (21252) (FAA)

TAKEOFF MINIMUMS:
Rwy 16, 500-3 or std. w/ min. climb of 324' per NM to 2000.
Rwy 34, 600-3 w/ min. climb of 229' per NM to 1400 or 1800-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 16, climb heading 166° to 1400 before proceeding on course.
Rwy 34, climb heading 001° to 2800 before turning West or for climb in visual conditions: cross Meadow Brook Fld airport at or above 2300 before proceeding on course. When executing VCOA, notify ATC prior to departure.

CON'T

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WALNUT COVE, NC (CON'T)

MEADOW BROOK FLD (N63) (CON'T)

TAKEOFF OBSTACLE NOTES:

Rwy 16, vehicle on road 428' from DER, 591' left of centerline, up to 15' AGL/674' MSL.
Trees beginning 541' from DER, 618' right of centerline, up to 65' AGL/804' MSL.
Power line 2525' from DER, 226' right of centerline, 79' AGL/716' MSL.
Tank 5738' from DER, 742' right of centerline, 157' AGL/863' MSL.
Terrain 1.7 NM from DER, 2265' right of centerline, 999' MSL.
Rwy 34, tree 1071' from DER, 517' right of centerline, 100' AGL/784' MSL.
Trees beginning 1056' from DER, 844' left of centerline, up to 65' AGL/744' MSL.
Trees 1.9 NM from DER, left and right of centerline, up to 100' AGL/1019' MSL.

WALTERBORO, SC

LOW COUNTRY RGNL (RBW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 05SEP24 (24249) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, light poles 28' from DER, 125' left of centerline, 3' AGL/103' MSL
Light poles 28' from DER, 124' right of centerline, 2' AGL/102' MSL.
Pole 138' from DER, 396' left of centerline, 4' AGL/105' MSL.
Tree 1888' from DER, 557' left of centerline, 150' MSL.
Trees beginning 1903' from DER, 485' left of centerline, up to 168' MSL.
Tree 1911' from DER, 586' right of centerline, 158' MSL.
Tree 2973' from DER, 546' right of centerline, 186' MSL.
Tree 3348' from DER, 373' left of centerline, 186' MSL.
Rwy 17, tree 1486' from DER, 553' right of centerline, 155' MSL.
Tree 1578' from DER, 835' left of centerline, 176' MSL.
Tree 1773' from DER, 440' right of centerline, 167' MSL.
Rwy 23, trees beginning 14' from DER, 498' right of centerline, up to 122' MSL.
Tree 324' from DER, 526' right of centerline, 158' MSL.
Trees beginning 856' from DER, 81' right of centerline, up to 161' MSL.
Trees beginning 1491' from DER, 179' left of centerline, up to 133' MSL.
Trees beginning 1636' from DER, 182' left of centerline, up to 157' MSL.
Trees beginning 1895' from DER, 72' left of centerline, up to 168' MSL.
Trees beginning 2032' from DER, 14' right of centerline, up to 165' MSL.
Trees beginning 2339' from DER, 74' left of centerline, up to 169' MSL.
Trees beginning 2502' from DER, 27' right of centerline, up to 168' MSL.
Trees beginning 2684' from DER, 53' left of centerline, up to 186' MSL.
Trees beginning 2709' from DER, 183' right of centerline, up to 172' MSL.
Trees beginning 2879' from DER, 164' right of centerline, up to 184' MSL.
Trees beginning 3039' from DER, 14' right of centerline, up to 192' MSL.
Tree 3714' from DER, 103' left of centerline, 189' MSL.
Trees beginning 4257' from DER, 261' left of centerline, up to 200' MSL.

WASHINGTON, NC

WASHINGTON-WARREN (OCW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1B 20JUN19 (19171) (FAA)

TAKEOFF MINIMUMS:

Rwy 23, 300-1 or std. w/min. climb of 250' per NM to 300.

DEPARTURE PROCEDURE:

Rwys 17, 29, 35, climb runway heading to 400 before turning.

TAKEOFF OBSTACLE NOTES:

Rwy 5, vehicles on road 223' from DER, 397' left of centerline, 53' MSL.
Tree 650' from DER, 322' left of centerline, 136' MSL.
Trees beginning 954' from DER, 575' left of centerline, up to 146' MSL.
Tree 1825' from DER, 634' right of centerline, 155' MSL.
Rwy 17, trees beginning 19' from DER, 374' right of centerline, up to 108' MSL.
Tree 1774' from DER, 409' left of centerline, 103' MSL.
Tree 1885' from DER, 382' left of centerline, 112' MSL.
Tree 4174' from DER, 1230' left of centerline, 159' MSL.
Rwy 23, tree 32' from DER, 474' left of centerline, 63' MSL.
Tree 353' from DER, 391' right of centerline, 60' MSL.
Tree 529' from DER, 408' right of centerline, 61' MSL.
Trees beginning 1455' from DER, 88' left of centerline, up to 77' MSL.
Tree 1698' from DER, 625' left of centerline, 87' MSL.
Tree 1711' from DER, 853' right of centerline, 101' MSL.
Tower 5339' from DER, 580' left of centerline, 157' AGL/170' MSL.
Rwy 35, vehicles on road 287' from DER, 393' right of centerline, 51' MSL.
Tree 345' from DER, 437' right of centerline, 121' MSL.
Tree 799' from DER, 420' left of centerline, 106' MSL.
Trees beginning 1206' from DER, 161' left of centerline, up to 145' MSL.
Trees beginning 1622' from DER, 37' left of centerline, up to 148' MSL.

CON'T

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WASHINGTON, NC (CON'T)

WASHINGTON-WARREN (OCW) (CON'T)

Rwy 35 (CON'T), tree 2134' from DER, 565' right of centerline, 137' MSL.
Tree 2839' from DER, 335' right of centerline, 143' MSL.

WAXHAW, NC

JAARS-TOWNSEND (N52)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12MAR09 (09071) (FAA)

TAKEOFF MINIMUMS:

Rwy 4, 300-1 or std. w/ min. climb of 255' per NM to 900, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2200' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 3' from DER, left and right of centerline, up to 100' AGL/759' MSL.
Rwy 22, trees beginning 2' from DER, left and right of centerline, up to 100' AGL/709' MSL.

WHITEVILLE, NC

COLUMBUS COUNTY RGNL (CPC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 02JUL09 (25107) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees beginning 2145' from DER, 553' right of centerline, up to 100' AGL/189' MSL.
Trees beginning 2690' from DER, 838' left of centerline, up to 100' AGL/169' MSL.
Rwy 24, trees beginning 1706' from DER, 831' right of centerline, up to 100' AGL/209' MSL.
Trees beginning 732' from DER, 396' left of centerline, up to 100' AGL/209' MSL.

WILLIAMSTON, NC

MARTIN COUNTY (MCZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 10AUG23 (23222) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 3, trees beginning 5' from DER, 400' right of centerline, up to 118' MSL.
Tree 748' from DER, 640' left of centerline, 109' MSL.
Trees beginning 819' from DER, 519' left of centerline, up to 114' MSL.
Trees beginning 877' from DER, 384' left of centerline, up to 122' MSL.
Tree 1412' from DER, 530' left of centerline, 127' MSL.
Trees beginning 1600' from DER, 573' right of centerline, up to 127' MSL.
Tree 1940' from DER, 996'left of centerline, 147' MSL.
Tree 1994' from DER, 1017' right of centerline, 129' MSL.
Trees beginning 2017' from DER, 924' left of centerline, up to 149' MSL.
Trees beginning 2023' from DER, 492' right of centerline, up to 152' MSL.
Tree 3058' from DER, 123' left of centerline, 154' MSL.
Trees beginning 3075' from DER, 62' left of centerline, up to 158' MSL.
Trees beginning 3255' from DER, 23' left of centerline, up to 172' MSL.
Tree 3283' from DER, 15' right of centerline, 169' MSL.
Trees beginning 3443' from DER, 206' left of centerline, up to 174' MSL.
Tree 3787' from DER, 408' right of centerline, 172' MSL.
Trees beginning 3900' from DER, 427' right of centerline, up to 174' MSL.
Tree 4018' from DER, 396' right of centerline, 178' MSL.
Rwy 21, tree 3' from DER, 338' right of centerline, 86' MSL.
Tree 37' from DER, 374' left of centerline, 82' MSL.
Tree, traverse way beginning 88' from DER, 157' left of centerline, up to 132' MSL.
Trees beginning 92' from DER, 222' right of centerline, up to 109' MSL.
Tree 148' from DER, 367' right of centerline, 154' MSL.
Trees beginning 171' from DER, 311' right of centerline, up to 157' MSL.
Tree, building, pole beginning 357' from DER, 25' right of centerline, up to 165' MSL.
Trees beginning 1148' from DER, 4' left of centerline, up to 137' MSL.
Trees beginning 2478' from DER, 754' left of centerline, up to 147' MSL.

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

25219

WILMINGTON, NC

WILMINGTON INTL(ILM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10MAY07 (07130) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 6, tree 2723' from DER, 558' left of centerline 57' AGL/90' MSL.
Tree 3201' from DER, 401' right of centerline 73' AGL/110' MSL.
Tree 3552' from DER, 643' right of centerline, 78' AGL/118' MSL.
Rwy 17, multiple trees beginning 177' from DER, 438' right of centerline, up to 32' AGL/49' MSL.
Tree 187' from DER, 545' left of centerline, 24' AGL/41' MSL.
Multiple trees beginning 418' from DER, 540' left of centerline, up to 39' AGL/53' MSL.
Tree 620' from DER, 246' left of centerline, 24' AGL/38' MSL.
Tree 1468' from DER, 684' right of centerline, 66' AGL/83' MSL.
Tree 1689' from DER, 592' right of centerline, 52' AGL/69' MSL.
Transmission lines 3347' from DER, 1300' left to 1300' right of centerline, 135' AGL/160' MSL.
Rwy 24, tree 163' from DER, 454' left of centerline, 61' AGL/75' MSL.
Multiple trees beginning 1663' from DER, 277' left of centerline, up to 66' AGL/83' MSL.
Rwy 35, tree 1500' from DER, 300' right of centerline, 50' AGL/83' MSL.
Funnel 1796' from DER, 882' left of centerline, 57' AGL/90' MSL.
Multiple trees beginning 1916' from DER, 138' right of centerline, up to 94' AGL/131' MSL.
Multiple trees beginning 2486' from DER, 143' left of centerline, up to 107' AGL/140' MSL.

WILSON, NC

WILSON INDUSTRIAL AIR CENTER (W03)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08NOV18 (18312) (FAA)

DEPARTURE PROCEDURE:

Rwys 3, 9, climbing left turn on heading 330° to 2500 before proceeding on course.
Rwys 15, 21, climbing right turn on heading 260° to 2500 before proceeding on course.
Rwy 27, climbing left turn on heading 260° to 2500 before proceeding on course.
Rwy 33, climb heading 338° to 2300 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 3, trees beginning 140' from DER, 425' right of centerline, up to 174' MSL.
Trees beginning 503' from DER, 487' right of centerline, up to 177' MSL.
Vegetation 575' from DER, 577' left of centerline, 176' MSL.
Trees beginning 600' from DER, 534' right of centerline, up to 178' MSL.
Trees beginning 808' from DER, 515' right of centerline, up to 189' MSL.
Tree 908' from DER, 724' left of centerline, 196' MSL.
Trees beginning 1031' from DER, 605' left of centerline, up to 199' MSL.
Trees beginning 1101' from DER, 658' left of centerline, up to 206' MSL.
Trees beginning 1182' from DER, 564' left of centerline, up to 209' MSL.
Tree 1699' from DER, 687' left of centerline, 211' MSL.
Trees beginning 1719' from DER, 568' left of centerline, up to 222' MSL.
Trees beginning 1856' from DER, 619' left of centerline, up to 233' MSL.
Tree 2194' from DER, 1073' right of centerline, 211' MSL.
Tree 2251' from DER, 884' left of centerline, 236' MSL.
Tree 2615' from DER, 1103' left of centerline, 243' MSL.
Tree 2615' from DER, 400' right of centerline, 222' MSL.
Trees beginning 2651' from DER, 549' left of centerline, up to 249' MSL.
Rwy 9, tree 9' from DER, 473' left of centerline, 169' MSL.
Tree 17' from DER, 265' left of centerline, 170' MSL.
Trees beginning 50' from DER, 257' left of centerline, up to 173' MSL.
Tree, pole beginning 69' from DER, 70' right of centerline, up to 197' MSL.
Tree 283' from DER, 291' left of centerline, 176' MSL.
Tree 318' from DER, 534' left of centerline, 177' MSL.
Trees beginning 328' from DER, 317' left of centerline, up to 178' MSL.
Trees beginning 414' from DER, 90' left of centerline, up to 182' MSL.
Trees beginning 418' from DER, 68' left of centerline, up to 184' MSL.
Trees beginning 490' from DER, 174' left of centerline, up to 185' MSL.
Trees beginning 533' from DER, 9' left of centerline, up to 188' MSL.
Trees beginning 611' from DER, 81' left of centerline, up to 189' MSL.
Trees beginning 670' from DER, 35' left of centerline, up to 195' MSL.
Trees beginning 679' from DER, 35' right of centerline, up to 208' MSL.
Trees beginning 720' from DER, 23' left of centerline, up to 199' MSL.
Tree 863' from DER, 422' left of centerline, 203' MSL.
Trees beginning 872' from DER, 22' left of centerline, up to 215' MSL.
Trees beginning 919' from DER, 126' left of centerline, up to 225' MSL.
Trees beginning 1004' from DER, 60' right of centerline, up to 231' MSL.
Trees beginning 1006' from DER, 30' left of centerline, up to 236' MSL.
Trees beginning 1104' from DER, 12' right of centerline, up to 239' MSL.
Trees beginning 1281' from DER, 113' right of centerline, up to 254' MSL.
Trees beginning 2121' from DER, 527' right of centerline, up to 258' MSL.
CON'T

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

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WILSON, NC (CON'T)

WILSON INDUSTRIAL AIR CENTER (W03) (CON'T)

Rwy 15, trees beginning 4' from DER, 253' right of centerline, up to 178' MSL.
Trees beginning 126' from DER, 466' left of centerline, up to 179' MSL.
Trees beginning 150' from DER, 247' right of centerline, up to 190' MSL.
Trees beginning 179' from DER, 325' left of centerline, up to 188' MSL.
Trees beginning 287' from DER, 304' left of centerline, up to 190' MSL.
Trees beginning 317' from DER, 68' left of centerline, up to 197' MSL.
Trees beginning 463' from DER, 39' left of centerline, up to 200' MSL.
Trees beginning 513' from DER, 19' right of centerline, up to 192' MSL.
Trees beginning 516' from DER, 42' left of centerline, up to 203' MSL.
Trees beginning 552' from DER, 3' right of centerline, up to 202' MSL.
Trees beginning 555' from DER, 2' left of centerline, up to 205' MSL.
Tree 1115' from DER, 434' left of centerline, 206' MSL.
Tree 1310' from DER, 356' left of centerline, 211' MSL.
Tree 2460' from DER, 565' right of centerline, 245' MSL.
Tree 3075' from DER, 642' left of centerline, 258' MSL.
Rwy 21, trees beginning 33' from DER, 422' right of centerline, up to 174' MSL.
Trees beginning 98' from DER, 355' right of centerline, up to 192' MSL.
Tree 204' from DER, 523' left of centerline, 178' MSL.
Trees beginning 371' from DER, 448' left of centerline, up to 190' MSL.
Trees beginning 705' from DER, 468' right of centerline, up to 199' MSL.
Trees beginning 924' from DER, 515' right of centerline, up to 207' MSL.
Trees beginning 1214' from DER, 378' left of centerline, up to 195' MSL.
Trees beginning 1269' from DER, 536' right of centerline, up to 213' MSL.
Trees beginning 1316' from DER, 574' left of centerline, up to 196' MSL.
Tree 1420' from DER, 613' left of centerline, 201' MSL.
Trees beginning 1537' from DER, 546' right of centerline, up to 239' MSL.
Trees beginning 1638' from DER, 483' right of centerline, up to 257' MSL.

WINNSBORO, SC

FAIRFIELD COUNTY (FDW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 07DEC17 (17341) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, tree 63' from DER, 468' right of centerline, 601' MSL.
Tree 883' from DER, 586' left of centerline, 605' MSL.
Tree 953' from DER, 644' right of centerline, 615' MSL.
Tree 1213' from DER, 709' right of centerline, 630' MSL.
Tree 1488' from DER, 636' right of centerline, 637' MSL.
Tree 1576' from DER, 909' left of centerline, 621' MSL.
Tree 1583' from DER, 738' left of centerline, 627' MSL.
Trees, beginning 1659' from DER, 767' right of centerline, up to 644' MSL.
Rwy 22, tree 452' from DER, 547' right of centerline, 601' MSL.
Trees, beginning 715' from DER, 536' right of centerline, up to 610' MSL.
Tree 921' from DER, 716' right of centerline, 617' MSL.
Trees, beginning 1185' from DER, 516' right of centerline, up to 619' MSL.
Tree 1447' from DER, 603' right of centerline, 622' MSL.
Trees, beginning 1607' from DER, 727' right of centerline, up to 626' MSL.
Trees, beginning 2102' from DER, 602' left of centerline, up to 650' MSL.

SE-2, 07 AUG 2025 to 02 OCT 2025

WINSTON SALEM, NC

SMITH REYNOLDS (INT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 15JAN09 (23166) (FAA)

TAKEOFF MINIMUMS:

Rwy 22, 500-2¾ or std. with a min. climb of 330' per NM to 1600.

TAKEOFF OBSTACLE NOTES:

Rwy 4, multiple trees beginning 1014' from DER, 159' left of centerline, up to 92' AGL/1041' MSL.
Multiple trees beginning 2' from DER, 195' right of centerline, up to 62' AGL/1051' MSL.
Rwy 15, bush and multiple trees beginning 109' from DER, 237' left of centerline, up to 81' AGL/960' MSL.
Multiple trees beginning 123' from DER, 433' right of centerline, up to 66' AGL/945' MSL.
Rwy 22, multiple trees beginning 376' from DER, 136' left of centerline, up to 65' AGL/1014' MSL.
Antenna 4538' from DER, 1044' left of centerline, 189' AGL/1138' MSL.
Tower 2.1 NM from DER, 2784' left of centerline, 468' AGL/1395' MSL.
Antenna on building 2.3 NM from DER, 3230' left of centerline, 460' AGL/1376' MSL.
Rwy 33, floodlight, multiple hangars, poles, and trees beginning 230' from DER, 41' left of centerline, up to 74' AGL/1083' MSL.
Pole, windsock, multiple buildings and trees beginning 13' from DER, 141' right of centerline, up to 85' AGL/1084' MSL.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Pilots must review the IFR Alternate Minimums Notes to determine alternate airport suitability. ⚠NA designation on the approach chart means that pilots may not use that approach as an alternate due to unmonitored facility, absence of weather reporting service, or lack of adequate navigation coverage. Approaches with the ⚠NA designation are not listed in this section. ⚠ designation on the approach chart indicates that the approach procedure has non-standard minimums (for aircraft other than helicopters) or restrictions (for all users) for its use as an alternate. 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

AHOSKIE, NC
TRI-COUNTY AT HENRY JOYNER FLD (ASJ)..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
NA when local weather not available.
Category D, 800-2½.

ALBEMARLE, NC
STANLY COUNTY (VUJ)..... **ILS or LOC Rwy 22L[12]**
NDB Rwy 22L[3]
RNAV (GPS) Rwy 4R[3]
RNAV (GPS) Rwy 22L[3]
NA when local weather not available.
[1]NA when control tower closed.
[2]LOC, Category D, 800-2½.
[3]Category D, 800-2½.

ALLENDALE, SC
ALLENDALE COUNTY (AQX)..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR-A
NA when local weather not available.

NAME ALTERNATE MINIMUMS

ANDERSON, SC
ANDERSON RGNL (AND)..... **ILS or LOC Rwy 5[1]**
RNAV (GPS) Rwy 5[2]
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 23[2]
RNAV (GPS) Rwy 35[2]
VOR Rwy 5[2]
NA when local weather not available.
[1]LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.

ASHEBORO, NC
ASHEBORO RGNL (HBI)..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21[1]
Categories C, D, 1100-3.
[1]NA when local weather not available.

ASHEVILLE, NC
ASHEVILLE RGNL (AVL)..... **ILS or LOC Rwy 17[12]**
ILS or LOC Rwy 35[34]
RNAV (GPS) Rwy 17[5]
RNAV (GPS) Rwy 35[5]
[1]NA when local weather not available.
[2]LOC, Category C, 1400-3; Category D, 1600-3.
[3]NA when control tower closed.
[4]ILS, Categories A, B, C, D, 900-4;
LOC, Categories A, B, 1100-2;
Category C, 1300-3; Category D, 1600-3.
[5]Category C, 1300-3; Category D, 1600-3.

NAME ALTERNATE MINIMUMS

BEAUFORT, NC
MICHAEL J SMITH FLD (MRH)……..……..**RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 26
RNAV (GPS) Rwy 32
NA when local weather not available.

BEAUFORT, SC
BEAUFORT EXEC (ARW)……..**RADAR-1**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
NA when local weather not available.

BENNETTSVILLE, SC
MARLBORO COUNTY JETPORT/ H E AVENT FLD (BBP)……**RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25
NA when local weather not available.

BURLINGTON, NC
BURLINGTON/ALAMANCE RGNL (BUY)……...**RNAV (GPS) Rwy 6**[1]
RNAV (GPS) Rwy 24[1]
VOR/DME-A
NA when local weather not available.
[1]Category C, 1000-2¾; Category D, 1000-3.

CHARLESTON, SC
CHARLESTON AFB/INTL (CHS)…….…....**ILS or LOC Rwy 15**[1]
ILS or LOC Rwy 33[1]
RNAV (GPS) Y Rwy 3[2]
RNAV (GPS) Y Rwy 15[2]
RNAV (GPS) Y Rwy 21[2]
RNAV (GPS) Y Rwy 33[2]
VOR Y or TACAN Y Rwy 15[2]
VOR/DME or TACAN Rwy 3[3]
VOR/DME or TACAN Rwy 21[3]
VOR/DME or TACAN Rwy 33[2]
[1]LOC, Category D, 800-2¼; Category E, 800-2½.
[2]Category D, 800-2¼.
[3]Category D, 800-2¼; Category E, 800-2½.

CHARLESTON EXEC (JZI)……..**ILS or LOC Rwy 9**[1]
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Rwy 9[2]
RNAV (GPS) Rwy 27[2]
NA when local weather not available.
[1]LOC, Category C, 900-2½; Category D, 900-2¾.
[2]Category C, 900-2½; Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

CHARLOTTE, NC
CHARLOTTE/DOUGLAS INTL (CLT)……..**ILS or LOC Rwy 18C**[1]
ILS or LOC Rwy 18L[1]
ILS or LOC Rwy 18R[1]
ILS or LOC Rwy 36C[1]
ILS or LOC Rwy 36L[2]
ILS or LOC Rwy 36R[2]
RNAV (GPS) Y Rwy 18C[3]
RNAV (GPS) Y Rwy 18L[3]
RNAV (GPS) Y Rwy 18R[3]
RNAV (GPS) Y Rwy 36C[4]
RNAV (GPS) Y Rwy 36L[3]
RNAV (GPS) Y Rwy 36R[3]
[1]LOC, Category C, 800-2¼; Category D, 800-2½.
[2]ILS, LOC, Category C, 800-2¼; Category D, 800-2½.
[3]Category C, 800-2¼; Category D, 800-2½.
[4]Category D, 800-2½.

CHERAW, SC
CHERAW MUNI/LYNCH BELLINGER FLD (CQW)…...……..**RNAV (GPS) Rwy 26**
VOR/DME Rwy 8
NA when local weather not available.
Category C, 900-2½; Category D, 900-2¾.

CHESTER, SC
CHESTER CATAWBA RGNL (DCM)……..**NDB Rwy 35**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
NA when local weather not available.
Category D, 900-2¾.

CLEMSON, SC
OCONEE COUNTY RGNL (CEU)..……..**RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25
NA when local weather not available.
Category C, 800-2¼.

CLINTON, NC
CLINTON-SAMPSON COUNTY (CTZ)...……..**RNAV (GPS) Rwy 6**[1]
RNAV (GPS) Y Rwy 24[1]
RNAV (GPS) Z Rwy 24
VOR/DME-A[1]
NA when local weather not available.
[1]Category D, 800-2¼.

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NAME	ALTERNATE MINIMUMS

COLUMBIA, SC
COLUMBIA METRO (CAE)
ILS or LOC Rwy 5[1]
ILS or LOC Rwy 11[1]
ILS or LOC Rwy 29[2]
RNAV (GPS) Rwy 5[3]
RNAV (GPS) Rwy 11[3]
RNAV (GPS) Rwy 23[3]
RNAV (GPS) Rwy 29[3]
VOR-A[3]
[1]LOC, Category C, 900-2¼; Category D, 900-2½; Category E, 900-2¾.
[2]LOC, Category C, 800-2¼; Category D, 800-2½; Category E, 800-2¾.
[3]Category C, 900-2¼; Category D, 900-2½.

CONCORD, NC
CONCORD-PADGETT RGNL (JQF)
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20
Category C, 800-2¼; Category D, 800-2½.

CONWAY, SC
CONWAY-HORRY COUNTY (HYW)
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
NA when local weather not available.

CURRITUCK, NC
CURRITUCK COUNTY RGNL (ONX)
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
NA when local weather not available.
Category D, 800-2½.

DARLINGTON, SC
DARLINGTON COUNTY (UDG)
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
VOR-A
NA when local weather not available.
Category D, 900-2¾.

EDENTON, NC
NORTHEASTERN RGNL (EDE)
ILS or LOC Rwy 19
RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 19
NA when local weather not available.

ELIZABETH CITY, NC
ELIZABETH CITY CG AIR STATION/ RGNL (ECG)
ILS or LOC Rwy 10[12]
VOR/DME Rwy 10[1]
VOR/DME Rwy 19[1]
VOR/DME Rwy 28[3]
[1]NA when local weather not available.
[2]NA when control tower closed.
[3]NA when local altimeter not available.

NAME	ALTERNATE MINIMUMS

ELIZABETHTOWN, NC
CURTIS L BROWN JR FLD (EYF)
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33
VOR/DME Rwy 15
NA when local weather not available.
Category C, 800-2¼; Category D, 800-2½.

ENGELHARD, NC
HYDE COUNTY (7W6)
RNAV (GPS) Rwy 11
NA when local weather not available.

ERWIN, NC
HARNETT RGNL JETPORT (HRJ)
LOC Rwy 5
NDB Rwy 23
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
NA when local weather not available.

FAYETTEVILLE, NC
FAYETTEVILLE RGNL/GRANNIS FLD (FAY)
ILS or LOC Rwy 4[1]
LOC BC Rwy 22[2]
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Rwy 22[2]
RNAV (GPS) Rwy 28[2]
VOR Rwy 4[2]
VOR Rwy 22[2]
VOR Rwy 28[2]
[1]LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.

FLORENCE, SC
FLORENCE RGNL (FLO)
ILS or LOC Rwy 9[12]
RNAV (GPS) Rwy 1[3]
RNAV (GPS) Rwy 9[3]
RNAV (GPS) Rwy 19[3]
RNAV (GPS) Rwy 27[3]
VOR or TACAN-A[3]
NA when local weather not available.
[1]NA when control tower closed.
[2]LOC, Category C, 800-2¼; Category D, 800-2½.
[3]Category C, 800-2¼; Category D, 800-2½.

FRANKLIN, NC
MACON COUNTY (1A5)
RNAV (GPS)-A
NA when local weather not available.
Category A, 1600-2; Category B, 1800-2; Category C, 2300-3.

GASTONIA, NC
GASTONIA MUNI (AKH)
NDB Rwy 3[1]
RNAV (GPS) Rwy 21[2]
[1]Category C, 800-2¼.
[2]NA when local weather not available.

NAME ALTERNATE MINIMUMS

GEORGETOWN, SC
GEORGETOWN
COUNTY (GGE)..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
NA when local weather not available.
Category D, 800-2¼.

GOLDSBORO, NC
WAYNE EXEC
JETPORT (GWW)..... **ILS or LOC Rwy 23**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
RNAV (GPS)-A
NA when local weather not available.

GREENSBORO, NC
PIEDMONT TRIAD
INTL (GSO)..... **ILS or LOC Rwy 5L**[1]
ILS or LOC Rwy 5R[1]
ILS or LOC Rwy 23L[12]
ILS or LOC Rwy 23R[1]
ILS Y or LOC Y Rwy 32[1]
ILS Z or LOC Z Rwy 32[1]
RNAV (GPS) Rwy 5L[23]
RNAV (GPS) Rwy 5R[3]
RNAV (GPS) Rwy 14[3]
RNAV (GPS) Rwy 23L[3]
RNAV (GPS) Rwy 23R[23]
RNAV (GPS) Rwy 32[3]
VOR/DME Rwy 23L[3]
[1]LOC, Category C, 800-2¼; Category D, 800-2½.
[2]NA when local weather not available.
[3]Category C, 800-2¼; Category D, 800-2½.

GREENVILLE, NC
PITT-
GREENVILLE (PGV)..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 20
RNAV (GPS) Rwy 26
NA when local weather not available.
Category D, 800-2½.

GREENVILLE, SC
DONALDSON
FLD (GYH)..... **ILS or LOC Rwy 5**[1]
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
NA when local weather not available.
[1]LOC, Category E, 800-2¼.

NAME ALTERNATE MINIMUMS

GREENVILLE, SC (CON'T)
GREENVILLE
DOWNTOWN (GMU)..... **ILS or LOC Rwy 1**[123]
RNAV (GPS) Rwy 1[34]
RNAV (GPS) Rwy 10[35]
RNAV (GPS) Rwy 19[35]
RNAV (GPS) Rwy 28[35]
[1]NA when tower closed.
[2]LOC, Category D, 900-2¾.
[3]NA when local weather not available.
[4]Category C, 900-2¾.
[5]Category D, 900-2¾.

GREENWOOD, SC
GREENWOOD
COUNTY (GRD)..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.
Category D, 800-2¼.

GREER, SC
GREENVILLE SPARTANBURG
INTL (GSP)..... **ILS or LOC Rwy 4**[12]
ILS or LOC Rwy 22[12]
RNAV (GPS) Rwy 4[3]
RNAV (GPS) Rwy 22[3]
NA when local weather not available.
[1]NA when control tower closed.
[2]LOC, Category D 800-2¼.
[3]Category D 800-2¼.

HICKORY, NC
HICKORY RGNL (HKY)..... **ILS or LOC Rwy 24**[12]
RNAV (GPS) Rwy 6[3]
RNAV (GPS) Rwy 24[3]
VOR/DME Rwy 24[3]
NA when local weather not available.
[1]NA when control tower closed.
[2]LOC, Category C, 900-2½; Category D, 900-2¾.
[3]Category C, 900-2½; Category D, 900-2¾.

HILTON HEAD ISLAND, SC
HILTON HEAD (HXD)..... **RNAV (GPS) Rwy 3**
NA when local weather not available.

JACKSONVILLE, NC
ALBERT J ELLIS (OAJ)..... **ILS or LOC Rwy 5**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
NA when local weather not available.

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NAME ALTERNATE MINIMUMS

JEFFERSON, NC
ASHE COUNTY (GEV)……..…..…**LOC Rwy 28[1]**
RNAV (GPS) Rwy 28[2]
NA when local weather not available.
[1]Categories A, B, 1200-2; Category C, 2000-3; Category D, 2100-3.
[2]Categories A, B, 1500-4; Category C, 2000-4; Category D, 2100-4.

KENANSVILLE, NC
DUPLIN CO (DPL)……..**RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
Category D, 900-2½.

KILL DEVIL HILLS, NC
FIRST FLIGHT (FFA)……..…**RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
NA when local weather not available

KINGSTREE, SC
WILLIAMSBURG RGNL (CKI)……**RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
NA when local weather not available.
Category C, 900-2¾; Category D, 900-3.

KINSTON, NC
KINSTON RGNL JETPORT AT STALLINGS FLD (ISO)…….....**ILS or LOC Rwy 5[12]**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
NA when local weather not available.
[1]NA when control tower closed.
[2]Categories C, D, 700-2.

LANCASTER, SC
LANCASTER COUNTY-MC WHIRTER FLD (LKR)..……....**RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
NA when local weather not available.
Category D, 800-2¼.

LEXINGTON, NC
DAVIDSON COUNTY EXEC (EXX)……..**RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
NA when local weather not available.

LINCOLNTON, NC
LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)..……..**ILS Y or LOC Y Rwy 23[123]**
ILS Z or LOC Z Rwy 23[135]
RNAV (GPS) Rwy 5[14]
RNAV (GPS) Rwy 23[4]
[1]NA when local weather not available.
[2]ILS, LOC, Category C, 800-2¼; Category D, 800-2½.
[3]NA when FBO closed.
[4]Category C, 800-2¼; Category D, 800-2½.
[5]LOC, Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

LOUISBURG, NC
TRIANGLE NORTH EXEC (LHZ)……..……**RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR-A[1]
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

LUMBERTON, NC
LUBERTON RGNL (LBT)..……..**ILS or LOC Rwy 5**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 23
NA when local weather not available.

MANTEO, NC
DARE COUNTY RGNL (MQI)……**RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 23
NA when local weather not available.

MARION, SC
MARION COUNTY (MAO)……....**RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
NA when local weather not available.
Category D, 900-2¾.

MAXTON, NC
LAURINBURG/ MAXTON (MEB)..……..**ILS or LOC Rwy 5[1]**
RNAV (GPS) Rwy 5[2]
RNAV (GPS) Rwy 23[23]
[1]LOC, Category D, 900-2½.
[2]Category D, 900-2½.
[3]NA when local weather not available.

MONCKS CORNER, SC
BERKELEY COUNTY (MKS)..……..…**RNAV (GPS) Rwy 23**
NA when local weather not available.
Category D, 800-2½.

MONROE, NC
CHARLOTTE/MONROE EXEC (EQY)..……..……..**RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
NA when local weather not available.
Category D, 800-2½.

MORGANTON, NC
FOOTHILLS RGNL (MRN)..……..…**LOC Rwy 3**
RNAV (GPS) Rwy 3[1]
RNAV (GPS) Rwy 21[1]
NA when local weather not available.
[1]Category D, 900-2¾.

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NAME ALTERNATE MINIMUMS

MOUNT AIRY, NC
MOUNT AIRY/SURRY COUNTY (MWK)..... **RNAV (GPS) Rwy 18[1]**
RNAV (GPS) Rwy 36
Category C, 1000-2¾; Category D, 1100-3.
[1]NA when local weather not available.

MOUNT OLIVE, NC
MOUNT OLIVE MUNI (W40)..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
NA when local weather not available.

MOUNT PLEASANT, SC
MT PLEASANT RGNL-FAISON FLD (LRO)..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR/DME-A
NA when local weather not available.

MYRTLE BEACH, SC
MYRTLE BEACH INTL (MYR)..... **ILS or LOC Rwy 18[12]**
ILS or LOC Rwy 36[12]
RNAV (GPS) Rwy 18[3]
RNAV (GPS) Rwy 36[3]
RNAV (GPS)-A[3]
VOR-A[4]
[1]LOC, Category D, 800-2¼; Category E, 800-2½.
[2]NA when control tower closed.
[3]Category D, 800-2¼; Category E, 800-2½.
[4]Category D, 800-2¼.

NEW BERN, NC
COASTAL CAROLINA RGNL (EWN)..... **ILS or LOC Rwy 4[12]**
RNAV (GPS) Rwy 4[13]
RNAV (GPS) Rwy 22[3]
VOR Rwy 22[3]
[1]NA when local weather not available.
[2]LOC, Category D, 900-2¾.
[3]Category D, 900-2¾.

NEWBERRY, SC
NEWBERRY COUNTY (EOE)..... **NDB Rwy 22[1]**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
NA when local weather not available.
[1]NA when airport closed.

NORTH MYRTLE BEACH, SC
GRAND STRAND (CRE)..... **ILS or LOC Rwy 23[1]**
RNAV (GPS) Rwy 5[2]
RNAV (GPS) Rwy 23[2]
VOR Rwy 5[3]
VOR Rwy 23[2]
NA when local weather not available.
[1]LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

NORTH WILKESBORO, NC
WILKES COUNTY (UKF)..... **ILS Y or LOC Y Rwy 1[1]**
ILS Z or LOC Z Rwy 1[1]
RNAV (GPS) Rwy 1[2]
RNAV (GPS) Rwy 19[2]
NA when local weather not available.
[1]LOC, Category D, 1000-3.
[2]Category D, 1000-3.

OAK ISLAND, NC
CAPE FEAR RGNL JETPORT/HOWIE FRANKLIN FIELD (SUT)..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
NA when local weather not available.

ORANGEBURG, SC
ORANGEBURG MUNI (OGB)..... **RNAV (GPS) Rwy 5[1]**
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 23[1]
RNAV (GPS) Rwy 35[1]
NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.
[2]Category C, 900-2½; Category D, 900-2¾.

OXFORD, NC
HENDERSON/OXFORD (HNZ)..... **LOC Rwy 6**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
NA when local weather not available.
Category D, 800-2½.

PINEHURST/SOUTHERN PINES, NC
MOORE COUNTY (SOP)..... **ILS Y or LOC Y Rwy 5[1]**
ILS Z or LOC Z Rwy 5[1]
RNAV (GPS) Rwy 5[23]
RNAV (GPS) Rwy 23[23]
[1]LOC, Category D, 1000-3.
[2]Category D, 1000-3.
[3]NA when local weather not available.

NAME ALTERNATE MINIMUMS

RALEIGH/DURHAM, NC
RALEIGH-DURHAM
INTL (RDU)..... **ILS or LOC Rwy 5L[1]**
ILS or LOC Rwy 5R[1]
ILS or LOC Rwy 23L[1]
ILS or LOC Rwy 23R[1]
RNAV (GPS) Y Rwy 5L[2]
RNAV (GPS) Y Rwy 5R[2]
RNAV (GPS) Y Rwy 23L[2]
RNAV (GPS) Y Rwy 23R[2]
[1]LOC, Category D, 800-2½.
[2]Category D, 800-2½.

REIDSVILLE, NC
ROCKINGHAM COUNTY NC
SHILOH (SIF)..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR-A
NA when local weather not available.
Category D, 800-2½.

ROANOKE RAPIDS, NC
HALIFAX/NORTHAMPTON
RGNL (IXA)..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20[1]
VOR Rwy 2
Category D, 800-2¼.
[1]NA when local weather not available.

ROCK HILL, SC
ROCK HILL/YORK COUNTY/
BRYANT FLD (UZA)..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.
Category D, 800-2¼.

ROCKINGHAM, NC
RICHMOND
COUNTY (RCZ)..... **RNAV (GPS) Rwy 32**
NA when local weather not available.

ROCKY MOUNT, NC
ROCKY MOUNT/WILSON
RGNL (RWI)..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
VOR Rwy 22
NA when local weather not available.

ROXBORO, NC
RALEIGH RGNL AT PERSON
COUNTY (TDF)..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
NA when local weather not available.
Category D, 800-2¼.

RUTHERFORDTON, NC
RUTHERFORD COUNTY/MARCHMAN
FLD (FQD)..... **RNAV (GPS) Rwy 1**
NA when local weather not available.
Category D, 800-2½.

NAME ALTERNATE MINIMUMS

SALISBURY, NC
MID-CAROLINA
RGNL (RUQ)..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.

SANFORD, NC
RALEIGH EXEC JETPORT AT SANFORD-
LEE COUNTY (TTA)..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
NA when local weather not available.
Category D, 800-2¼.

SHELBY, NC
SHELBY-CLEVELAND
COUNTY RGNL (EHO)..... **NDB Rwy 23[1]**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.

SILER CITY, NC
SILER CITY
MUNI (SCR)..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
NA when local weather not available.

SMITHFIELD, NC
JOHNSTON
RGNL (JNX)..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
NA when local weather not available.
Category C, 800-2¼; Category D, 1000-3.

SPARTANBURG, SC
SPARTANBURG DOWNTOWN MEML/SIMPSON
FLD (SPA)..... **ILS or LOC Rwy 5**
RNAV (GPS) Rwy 5
NA when local weather not available.

STATESVILLE, NC
STATESVILLE
RGNL (SVH)..... **ILS Y or LOC Y Rwy 28[1]**
ILS Z or LOC Z Rwy 28[1]
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28
NA when local weather not available.
[1]NA when FBO closed.

SUMMERVILLE, SC
SUMMERVILLE (DYB)..... **RNAV (GPS) Rwy 6[1]**
RNAV (GPS) Rwy 24[12]
[1]Categories A, B, 900-2; Category C, 900-2¼.
[2]NA when local weather not available.

NAME ALTERNATE MINIMUMS

SUMTER, SC
SUMTER (SMS)……**ILS or LOC Rwy 23**[1]
RNAV (GPS) Rwy 5[2]
RNAV (GPS) Rwy 23[2]
NA when local weather not available.
[1]LOC, Category C, 800-2¼; Category D, 800-2½.
[2]Category C, 900-2½; Category D, 900-2¾.

SYLVA, NC
JACKSON
COUNTY (24A)……....**RNAV (GPS) Rwy 33**
NA when local weather not available.
Category A, 1600-2; Category B, 1700-2.

UNION, SC
UNION COUNTY, TROY SHELTON
FLD (35A)……....**RNAV (GPS) Rwy 23**
NA when local weather not available.

WADESBORO, NC
ANSON COUNTY/JEFF CLOUD
FLD (AFP)..……**ILS or LOC Rwy 34**[1]
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34[2]
NA when local weather not available.
[1]ILS, Category C, 700-1⅞; Category D, 700-2¼.
LOC, Category D, 800-2¼.
[2]Category C, 800-2¼; Category D, 800-2½.

WALTERBORO, SC
LOWCOUNTRY
RGNL (RBW)……..……**ILS Y or LOC Y Rwy 23**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 35
NA when local weather not available.

WASHINGTON, NC
WASHINGTON-
WARREN (OCW)..……**RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 35
NA when local weather not available.
Category D, 800-2½.

WHITEVILLE, NC
COLUMBUS COUNTY
RGNL (CPC)..……**NDB Rwy 6**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
NA when local weather not available.
Category D, 800-2¼.

WILLIAMSTON, NC
MARTIN
COUNTY (MCZ)……..**RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
NA when local weather not available.
Category D, 900-2½.

NAME ALTERNATE MINIMUMS

WILMINGTON, NC
WILMINGTON
INTL (ILM)……..…**ILS Y or LOC Rwy 6**[1]
ILS Y or LOC Rwy 24[1]
ILS Y or LOC Rwy 35[2]
RNAV (GPS) Rwy 6[3]
RNAV (GPS) Rwy 17[3]
RNAV (GPS) Rwy 24[3]
RNAV (GPS) Rwy 35[3]
TACAN-A[3]
[1]ILS, Category C, 700-2; Category D, 900-3; LOC, Category D, 900-3.
[2]LOC, Category D, 900-3.
[3]Category D, 900-3.

WINNSBORO, SC
FAIRFIELD
COUNTY (FDW)…..……**RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
Category D, 800-2½.

WINSTON SALEM, NC
SMITH
REYNOLDS (INT)……**ILS or LOC Rwy 33**[12]
RNAV (GPS) Rwy 15[3]
RNAV (GPS) Rwy 33[3]
NA when local weather not available.
[1]NA when control tower closed.
[2]LOC, Category D, 800-2½.
[3]Category D, 800-2½.

RADAR INSTRUMENT APPROACH MINIMUMS

ALBEMARLE, NC
Orig-A, 02NOV23 (23306) (FAA) ELEV **609**

STANLY COUNTY (VUJ)
RADAR-1 128.325 307.8 T

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HAA	CEIL-VIS
PAR	22L	3.0°/40/887	ABCD	**916**-1	332	(400-1)

Rwy 22L helicopter visibility reduction below ¾ SM not authorized.
Procedure NA when control tower closed.

BEAUFORT, SC
Amdt 4, 17APR25 (25107) (FAA) ELEV **9**

BEAUFORT EXEC (ARW)
RADAR-1 125.125 292.125 T A

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	25		ABC	**380**-1	372	(400-1)	D	NA		
CIRCLING	ALL RWY		AB D	**480**-1 NA	471	(500-1)	C	**640**-1¾	631	(700-1¾)

When Beaufort Class D not in effect procedure NA.
VGSI and descent angles not coincident.

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS
25107

N1

RADAR INSTRUMENT APPROACH MINIMUMS

BEAUFORT MCAS (MERRITT FLD) (KNBC), Beaufort, SC

Amdt 7 11JUL24 (24193) (USN) ELEV **37**

RADAR - (E) 123.7x 298.875x 317.775x 323.275x 338.35x 372.0x 379.275x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	5[2 3]	3.0°/38/778	ABCDE	**137**-¼	100	(100-¼)
	23[2 4]	3.0°/43/818	ABCDE	**116**-¼	100	(100-¼)
	14[5]	3.0°/40/766	ABCDE	**232**-¾	200	(200-¾)
	32[6]	3.0°/41/785	ABCDE	**225**-¾	200	(200-¾)
PAR W/O GS[1]	23[7]		ABCDE	**360**-⅝	344	(400-⅝)
	14		ABCDE	**400**-1⅛	368	(400-1⅛)
	5[8]		ABCDE	**440**-¾	363	(400-¾)
	32		ABCDE	**440**-1⅛	415	(500-1⅛)
ASR[1]	23[7]		AB	**360**-½	344	(400-½)
			CDE	**360**-⅝	344	(400-⅝)
	14		AB	**420**-1	388	(400-1)
			CDE	**420**-1⅛	388	(400-1⅛)
	5[9]		AB	**480**-¾	443	(500-¾)
			CDE	**480**-1	443	(500-1)
	32		AB	**480**-1	455	(500-1)
			CDE	**480**-1⅜	455	(500-1⅜)
CIR	5, 14, 23, 32		AB	**560**-1	523	(600-1)
			C	**580**-1½	543	(600-1½)
			D	**600**-2	563	(600-2)
			E	**740**-2½	703	(800-2½)

[1]No-NOTAM MP 1200-2000Z++ Sat.
[2]When ALS inop, increase vis to ½ mile.
[3]WCH for Group 3 is 18ft, Group 4 is 13ft.
[4]WCH for Group 4 is 18'.
[5]WCH for Group 4 is 15'.
[6]WCH for Group 4 is 16'.
[7]When ALS inop, increase vis to 1 mile.
[8]When ALS inop, increase vis to 1⅛ miles.
[9]When ALS inop, increase vis CAT AB to 1 mile, CAT CDE to 1⅜ miles.

CODED LOST COMMUNICATIONS
SCARLET
TACAN equipped aircraft: If no transmissions are received for one minute in the pattern or 5/15 seconds on final approach, attempt contact with Beaufort Tower on 342.875/119.05 and proceed VFR. If unable, climb and maintain two thousand six hundred, proceed direct COSAW, execute TACAN Rwy 23 approach.
GOLD
RNAV/GPS equipped aircraft: If no transmissions are received for one minute in the pattern or 5/15 seconds on final approach, attempt contact with Beaufort Tower on 342.875/119.05 and proceed VFR. If unable, climb and maintain two thousand eight hundred, proceed direct HOWEL and execute RNAV/GPS Rwy 23 approach.

CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT), Cherry Point, NC

Amdt 5 02NOV23 (23306) (USN) ELEV **29**

RADAR - (E) 118.35x 120.15x 275.6x 299.6x 305.2x 314.8x 320.4x 337.2x 348.0x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	32L[1 2]	3.0°/50/926	ABCDE	**125**-¼	100	(100-¼)
	5R[3]	3.0°/55/1022	ABCDE	**126**-½	100	(100-½)
	14L[4]	3.0°/55/1050	ABCDE	**126**-½	100	(100-½)
	23R[5]	3.0°/56/1066	ABCDE	**123**-½	100	(100-½)
ASR	23R[6]		AB	**400**-½	377	(400-½)
			CDE	**400**-⅝	377	(400-⅝)
	32L[2 6]		AB	**400**-½	375	(400-½)
			CDE	**400**-⅝	375	(400-⅝)
	5R[3]		AB	**500**-1	474	(500-1)
			CDE	**500**-1⅜	474	(500-1⅜)
	14L[4]		AB	**500**-1	474	(500-1)
			CDE	**500**-1⅜	474	(500-1⅜)
C CIR	All Rwys		AB	**580**-1	551	(600-1)
			C	**580**-1½	551	(600-1½)
			D	**580**-2	551	(600-2)
			E	**700**-2½	671	(700-2½)

[1]When ALS inop, increase vis to ½ mile.
[2]VGSI and descent angle/PAR glidepath not coincident (VGSI Angle 3.00/TCH 78).
[3]VGSI and descent angle/PAR glidepath not coincident (VGSI Angle 3.00/TCH 73).
[4]VGSI and descent angle/PAR glidepath not coincident (VGSI Angle 3.00/TCH 71).
[5]CAUTION: PAR RPI and PAPI RRP not coincident.
[6]When ALS inop, increase vis to 1 mile.

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RADAR INSTRUMENT APPROACH MINIMUMS

NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA), Jacksonville, NC

Amdt 4 23JAN25 (25023) (USN) ELEV **26**

RADAR - (U) 118.575 124.85 279.575 317.75 338.25 350.225 353.875 377.125

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	1[1 2]	3.0°/50/962	ABCD	**133**-¼	109	(200-¼)
	5[3]	3.0°/50/921	ABCD	**126**-½	100	(100-½)
	19[4]	3.0°/50/929	ABCD	**123**-½	100	(100-½)
	23[3]	3.0°/50/913	ABCD	**124**-½	100	(100-½)
PAR W/O GS	1[5 6]		AB	**420**-¾	396	(400-¾)
			CD	**420**-⅞	396	(400-⅞)
	5[6]		ABCD	**400**-1	374	(400-1)
	19[6]		AB	**420**-1	397	(400-1)
			CD	**420**-1⅛	397	(400-1⅛)
	23[6]		AB	**440**-1	416	(500-1)
			CD	**440**-1⅛	416	(500-1⅛)
ASR	5[7]		ABCD	**400**-1	374	(400-1)
	23[8 9]		ABCD	**360**-1	336	(400-1)
	19[8 9]		AB	**480**-1	457	(500-1)
			CD	**480**-1⅜	457	(500-1⅜)
C CIR	ALL RWY		A	**500**-1	474	(500-1)
			B	**540**-1	514	(600-1)
			C	**700**-2	674	(700-2)
			D	**700**-2¼	674	(700-2¼)

[1]When ALS inop, increase vis to ½ mile.
[2]VGSI TCH (46) not coincident.
[3]VGSI TCH (37) not coincident.
[4]VGSI TCH (41) not coincident.
[5]When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1⅛ miles.
[6]Step Down Fix 3 NM from RPI, 1000 min.
[7]Step Down Fix 2 NM from thld, 700 min.
[8]Step Down Fix 2 NM from thld, 680 min.
[9]CAUTION: 2 NM SDF altitude 680 is less than CAT CD Circling MDA.

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS
25107

N4

23166

LAND AND HOLD-SHORT OPERATIONS (LAHSO)

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

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

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	AVBL LDG DIST
CHARLESTON, SC			
CHARLESTON AFB/INTL (CHS)	03	15-33	5,400 feet
	15	03-21	5,450 feet
	33	03-21	2,650 feet
WINSTON SALEM, NC			
SMITH REYNOLDS (INT)	33	04-22	6,010 feet

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HOT SPOTS

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

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

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ASHEVILLE, NC		
ASHEVILLE RGNL (AVL)	HS1	Limited visibility of Twy A between A5 and A6 from the tower.
CHARLESTON, SC		
CHARLESTON AFB/INTL (CHS)	HS 1	Twy A and Twy F and Rwy 15-33 confusing int.
	HS 2	Rwy 21, Twy A, Twy A1 and Twy E.
CHARLOTTE, NC		
CHARLOTTE/DOUGLAS INTL (CLT)	HS 1	Confusing int due to convergence of Twy R, Twy A, Twy C and Twy C9, along with grass island.
	HS 2	Pilots exiting Rwy 18C-36C on Twy S for either Twy E or Twy F mistakenly turn left on Twy E5 and re-enter the rwy.
	HS 3	Maintain vigilance northbound on Twy C approaching Twy C10 twy signs not aligned, allow for wingtip clearance with traffic exiting Rwy 36R at Twy C10.
COLUMBIA, SC		
COLUMBIA METRO (CAE)	HS 1	Rwy 23 departures miss the turn from Twy A eastbound to Twy C.
	HS 2	Maintain vigilance due to twy geometry. Twy D enters Rwy 29 behind THR. Twy D7 requires aircraft to turn parallel to Rwy 29 prior to Twy D.
	HS 3	Acft exiting Rwy 11-29 maintain vigilance as hold position markings are north of Twy F and Twy A6. Twy A3.
FLORENCE, SC		
FLORENCE RGNL (FLO)	HS 1	Be aware, when taxing eastbound on Twy B3, pilots sometimes miss turn onto Twy B and enter Rwy 01/19 without authorization.
GREENSBORO, NC		
PIEDMONT TRIAD INTL (GSO)	HS 1	Maintain vigilance confusing twy, turn right onto Twy K6, only cargo N of Twy K6.
GREENVILLE, SC		
GREENVILLE DOWNTOWN (GMU)	HS 1	Twy A, Twy D, Twy G, Twy C, Rwy 10-28 and Rwy 01-19.
RALEIGH/DURHAM, NC		
RALEIGH-DURHAM INTL (RDU)	HS 1	Maintain vigilance at Rwy 23L-05R and Twy C. Hold short of Rwy 23L-05R until air traffic issues clearance to cross Rwy 23L-05R.
WILMINGTON, NC		
WILMINGTON INTL (ILM)	HS 1	Maintain vigilance confusing int, close proximity to rwy.

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

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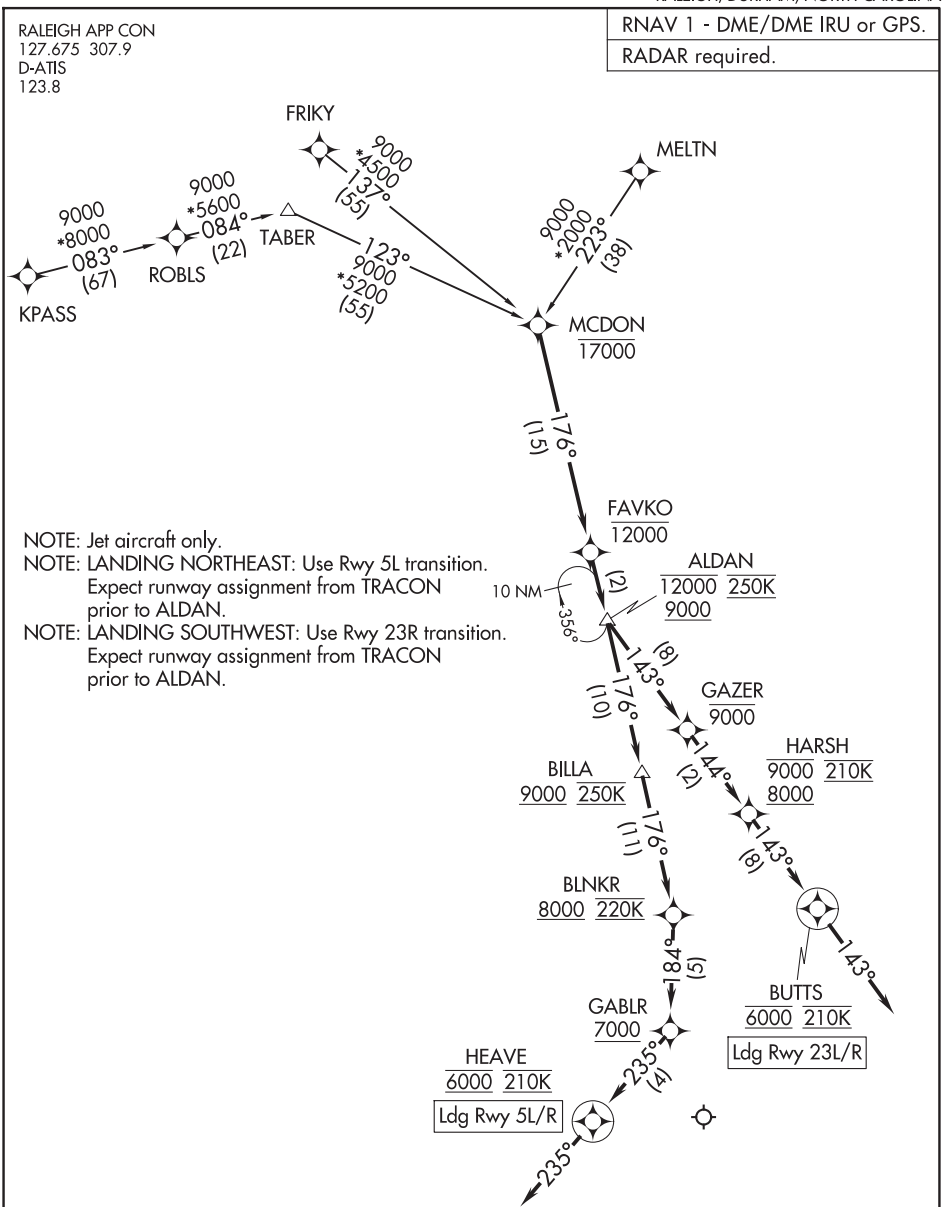
ALDAN FOUR ARRIVAL (RNAV)



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

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ARRIVAL ROUTE DESCRIPTION

FRIKY TRANSITION (FRIKY.ALDAN4)
KPASS TRANSITION (KPASS.ALDAN4)
MELTN TRANSITION (MELTN.ALDAN4)

From MCDON on track 176° to cross FAVKO at or below 12000, then on track 176° to cross ALDAN between 9000 and 12000 and at 250K.

LANDING RUNWAYS 5L/R: From ALDAN on track 176° to cross BILLA at or above 9000, then on track 176° to cross BLNKR at or above 8000 and at 220K, then on track 184° to cross GABLR at or above 7000, then on track 235° to cross HEAVE at 6000 and at 210K, then on track 235°. Expect RNP Rwy 5L approach. Non-RNP aircraft: Expect RADAR vectors to final approach course.

LANDING RUNWAYS 23L/R: From ALDAN on track 143° to cross GAZER at or below 9000, then on track 144° to cross HARSH between 8000 and 9000 and at 210K, then on track 143° to cross BUTTS at 6000 and at 210K, then on track 143°. Expect ILS or RNAV Rwy 23L or Rwy 23R approach.

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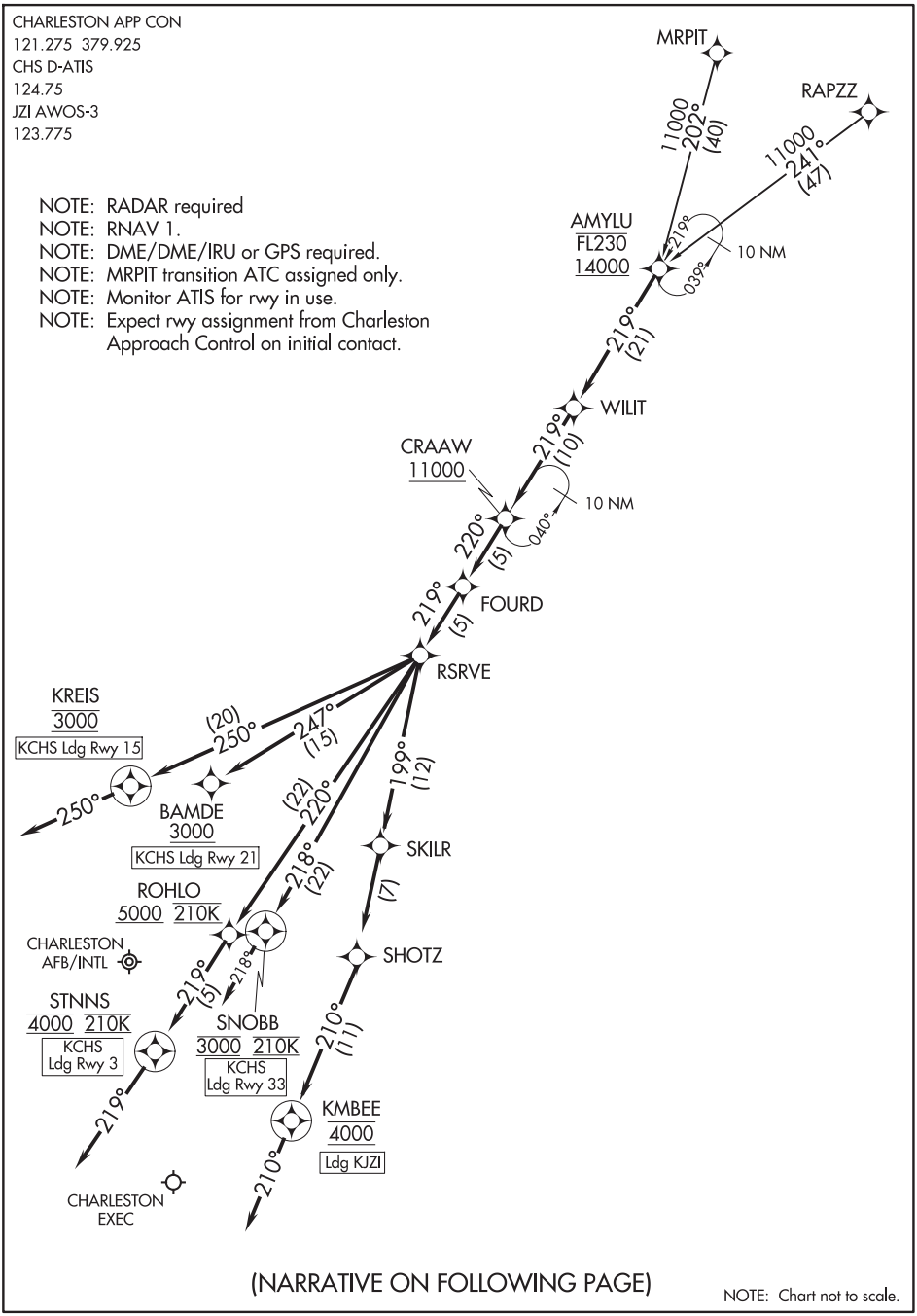
AMYLU THREE ARRIVAL (RNAV)

CHARLESTON, SOUTH CAROLINA



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

AMYLU THREE ARRIVAL (RNAV)

CHARLESTON, SOUTH CAROLINA

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ARRIVAL ROUTE DESCRIPTION

MRPIT TRANSITION (MRPIT.AMYLU3):
RAPZZ TRANSITION (RAPZZ.AMYLU3):

KCHS: From AMYLU on track 219° to WILIT, then on track 219° to cross CRAAW at or above 11000, then on track 220° to FOURD, then on track 219° to RSRVE.

LANDING KCHS RUNWAY 3:
From RSRVE on track 220° to cross ROHLO at or above 5000 and at 210K, then on track 219° to cross STNNS at 4000 and at 210K, then on heading 219° or as assigned by ATC. Expect RNP RWY 3 approach.
Non-RNP aircraft: Expect RADAR vectors to final approach course.

LANDING KCHS RUNWAY 15:
From RSRVE on track 250° to cross KREIS at 3000, then on heading 250° or as assigned by ATC. Expect RNP RWY 15 approach.
Non-RNP aircraft: Expect RADAR vectors to final approach course.

LANDING KCHS RUNWAY 21:
From RSRVE on track 247° to cross BAMDE at or above 3000.
Expect RNAV RWY 21 approach.

LANDING KCHS RUNWAY 33:
From RSRVE on track 218° to cross SNOBB at 3000 and at 210K, then on heading 218° or as assigned by ATC. Expect RNP RWY 33 approach.
Non-RNP aircraft: Expect RADAR vectors to final approach course.

LANDING KJZI:
From RSRVE on track 199° to SKILR, then on track 199° to SHOTZ, then on track 210° to cross KMBEE at 4000, then on heading 210° or as assigned by ATC.
Expect RADAR vectors to final approach course.

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BAGGY THREE ARRIVAL (RNAV)

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BAGGY THREE ARRIVAL (RNAV)

CHARLESTON, SOUTH CAROLINA

ARRIVAL ROUTE DESCRIPTION

KCHS: From BAGGY on track 059° to cross DDENA at or above 5000.

LANDING KCHS RUNWAY 3: From DDENA on track 090° to cross FEPID at or above 3000. Expect RNAV (RNP) RWY 3 approach.
Non-RNP aircraft: Expect RADAR vectors to final approach course.

LANDING KCHS RUNWAY 15: From DDENA on track 030° to cross PIPPY at 5000, then on heading 030°. Expect RNAV (RNP) RWY 15 approach.
Non-RNP aircraft: Expect RADAR vectors to final approach course.

LANDING KCHS RUNWAY 21: From DDENA on track 042° to cross MURAY at or above 5000, then on track 042° to cross ADERY at or above 4000, then on track 038° to cross MRISS at 3000 then on heading 031°.
Expect RNAV (RNP) RWY 21 approach. Non-RNP aircraft: Expect RADAR vectors to final approach course.

LANDING KCHS RUNWAY 33: From DDENA on track 077° to cross CZSAR at 3000, then on heading 077°. Expect RNAV (RNP) RWY 33 approach.
Non-RNP aircraft: Expect RADAR vectors to final approach course.

LANDING KJZI RUNWAYS 4, 9: From BAGGY on track 059° to cross DDENA at or above 5000, then on track 086° to cross JAISN at 3000, then on heading 090°. Expect RADAR vectors to final approach course prior to DDENA.

LANDING KJZI RUNWAY 27: From BAGGY on track 059° to cross DDENA at or above 5000, then on track 086° to cross JAISN at 3000, then on heading 090°. Expect RADAR vectors to final approach course after JAISN.

SE-2, 07 AUG 2025 to 02 OCT 2025

CHARLOTTE APP CON
135.6 377.15
D-ATIS ARR
121.15

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

NOTE: Jet aircraft only.
NOTE: Landing south use Rwy 18R transition, landing north use Rwy 36L transition. Expect runway assignment from CLT approach.
NOTE: Jet aircraft descend via Mach number until 280K, if unable, advise ATC.

003°
JRDEN
Ldg Rwys 18L/C/R
003° (12)
AAIRE
003° (2)
DOSBE
003° (7)
STKUP
050° (5)
DEELX
12000 250K
FOBAR
14000
12000
050° (5)
ROBRR
16000
12000
050° (6)
CHESTER CATAWBA RGNL
090°
BLNCE
9000 210K
Ldg Rwys 36L/C/R
070° (10)
070° (3)
OPALS
CONTR
12000
11000
10 NM 245° 065°
JONZE
040° (15)
070° (3)
BANKR
FL220 270K
13000
040° (8)
DEBBT
FL210 250K
12000
11000 *2000 038° (13)
10 NM 244° 064°
KUPPP
HRTWL
067° 247°
10 NM
11000 *2000 038° (19)
218°
10 NM
CRDET
17000
11000 *2000 029° (6)
CHKNG
11000 *2000 027° (11)
NTRST
FL240 270K
PONZE
FL270 280K

USE CAUTION: Parachute jumping, 16 NM northeast DEBBT, 3 NM radius KDCM at or below 14500 MSL.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-2, 07 AUG 2025 to 02 OCT 2025

ARRIVAL ROUTE DESCRIPTION

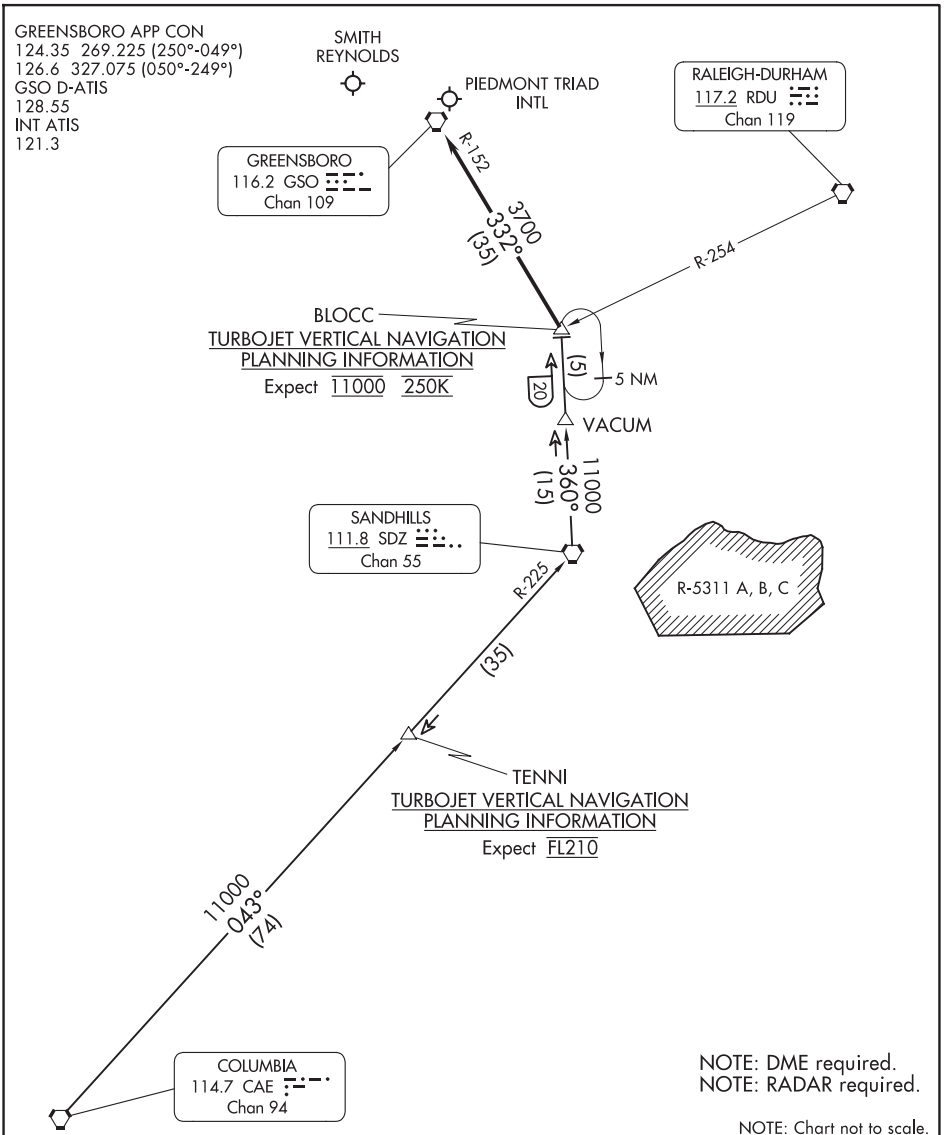
PONZE TRANSITION (PONZE.BANKR5)

From BANKR on track 040° to cross DEBBT between 12000 and FL210 and at 250K.

LANDING RUNWAYS 18L/C/R: From DEBBT on track 040° to cross ROBRR between 12000 and 16000, then on track 050° to cross FOBAR between 12000 and 14000, then on track 050° to cross DEELX at 12000 and at 250K, then on track 050° to STKUP, then on track 003° to DOSBE, then on track 003° to AAIRE, then on track 003° to JRDEN, then on track 003°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 36L/C/R: From DEBBT on track 070° to cross CONTR between 11000 and 12000, then on track 070° to OPALS, then on track 070° to cross BLNCE at 9000 and at 210K, then on track 090°. Expect RADAR vectors to final approach course.

SE-2, 07 AUG 2025 to 02 OCT 2025



ARRIVAL ROUTE DESCRIPTION

COLUMBIA TRANSITION (CAE.BLOCC2): From over CAE VORTAC on CAE R-043 and SDZ R-225 to SDZ VORTAC then on SDZ R-360 to BLOCC. Thence. . . .

. . . .from over BLOCC on GSO R-152 to GSO VORTAC. Expect RADAR vectors to final approach course.

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

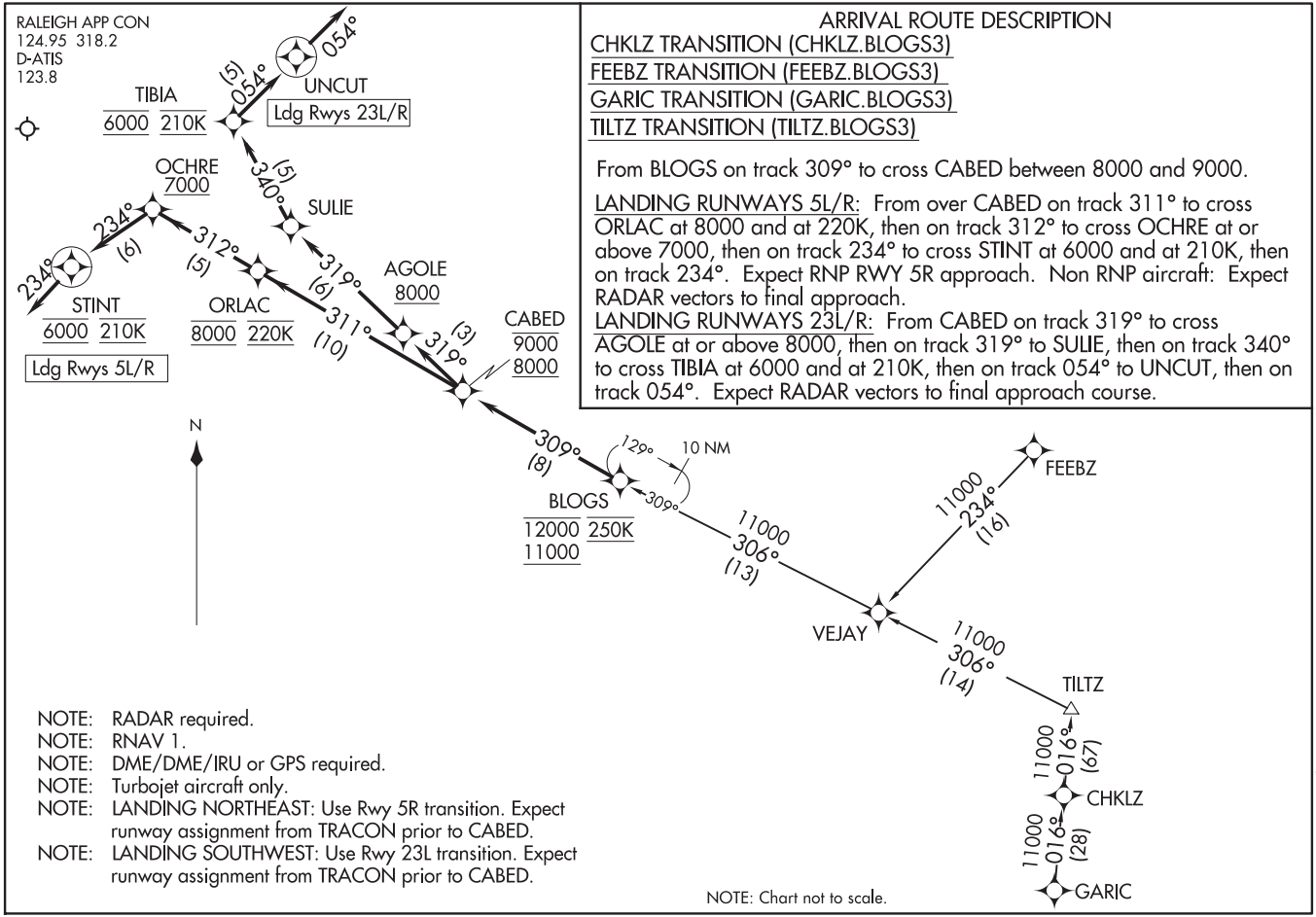
BLOGS THREE ARRIVAL (RNAV)

(BLOGS.BLOGS3) 25FEB21

RALEIGH-DURHAM, NORTH CAROLINA

RALEIGH-DURHAM INTL (RDU)

RALEIGH APP CON
124.95 318.2
D-ATIS
123.8



ARRIVAL ROUTE DESCRIPTION

CHKLZ TRANSITION (CHKLZ.BLOGS3)

FEEBZ TRANSITION (FEEBZ.BLOGS3)

GARIC TRANSITION (GARIC.BLOGS3)

TILTZ TRANSITION (TILTZ.BLOGS3)

From BLOGS on track 309° to cross CABED between 8000 and 9000.

LANDING RUNWAYS 5L/R: From over CABED on track 311° to cross ORLAC at 8000 and at 220K, then on track 312° to cross OCHRE at or above 7000, then on track 234° to cross STINT at 6000 and at 210K, then on track 234°. Expect RNP RWY 5R approach. Non RNP aircraft: Expect RADAR vectors to final approach.

LANDING RUNWAYS 23L/R: From CABED on track 319° to cross AGOLE at or above 8000, then on track 319° to SULIE, then on track 340° to cross TIBIA at 6000 and at 210K, then on track 054° to UNCUT, then on track 054°. Expect RADAR vectors to final approach course.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: LANDING NORTHEAST: Use Rwy 5R transition. Expect runway assignment from TRACON prior to CABED.
NOTE: LANDING SOUTHWEST: Use Rwy 23L transition. Expect runway assignment from TRACON prior to CABED.

NOTE: Chart not to scale.

(BLOGS.BLOGS3) 21056

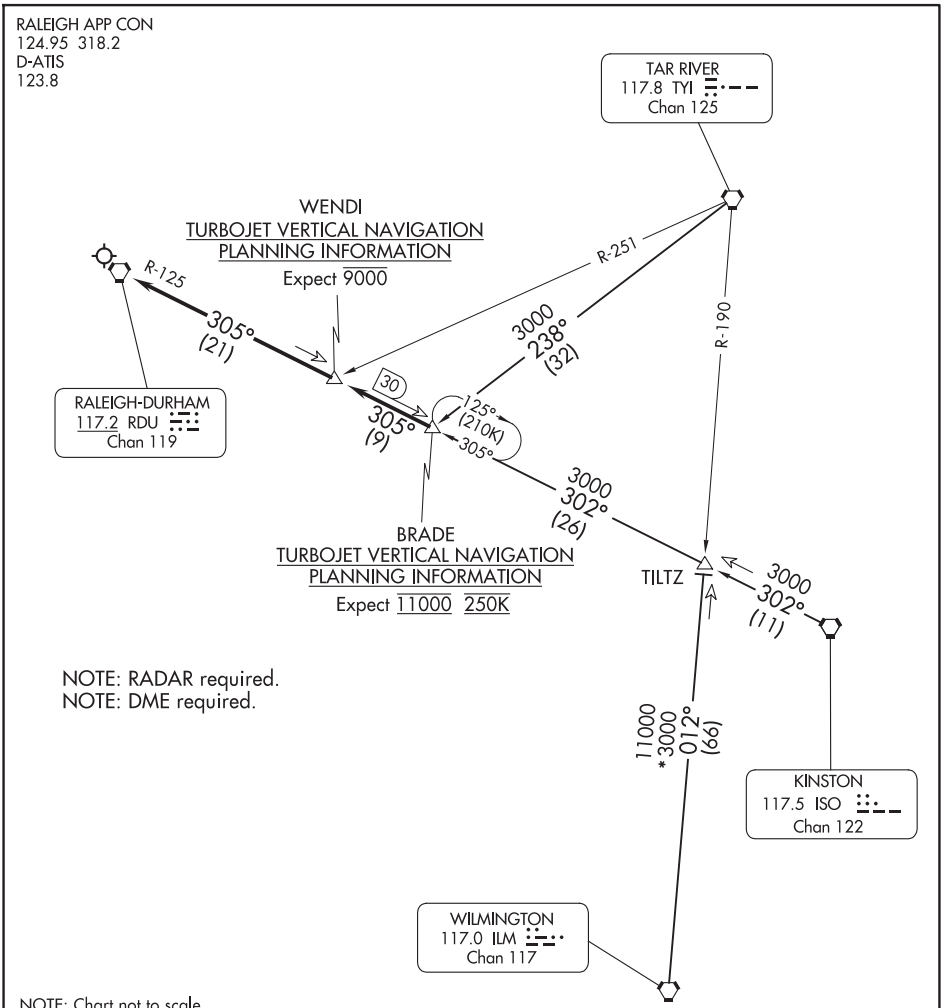
BLOGS THREE ARRIVAL (RNAV)

RALEIGH-DURHAM, NORTH CAROLINA

RALEIGH-DURHAM INTL (RDU)

Z10

AL-516 (FAA)



SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

ARRIVAL ROUTE DESCRIPTION

KINSTON TRANSITION (ISO.BRADE6): From over ISO VORTAC on ISO R-302 to BRADE, thence . . . .

TAR RIVER TRANSITION (TYI.BRADE6): From over TYI VORTAC on TYI R-238 to BRADE, thence . . . .

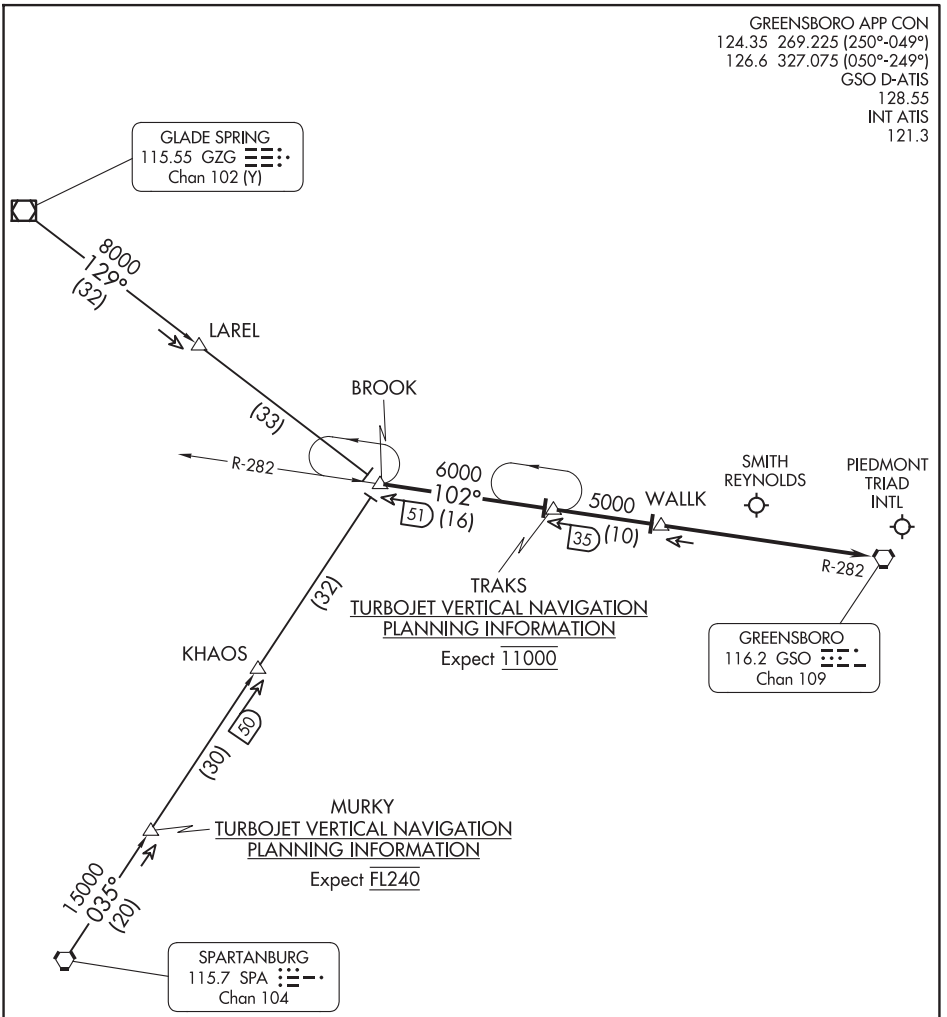
WILMINGTON TRANSITION (ILM.BRADE6): From over ILM VORTAC on ILM R-012 to TILTZ, then on ISO R-302 to BRADE, thence . . . .

. . . . from over BRADE on RDU R-125 to RDU VORTAC. Expect RADAR vectors to final approach course after WENDI.

(BROOK.BROOK4) 24081 AL-178 (FAA)

BROOK FOUR ARRIVAL

GREENSBORO, NORTH CAROLINA



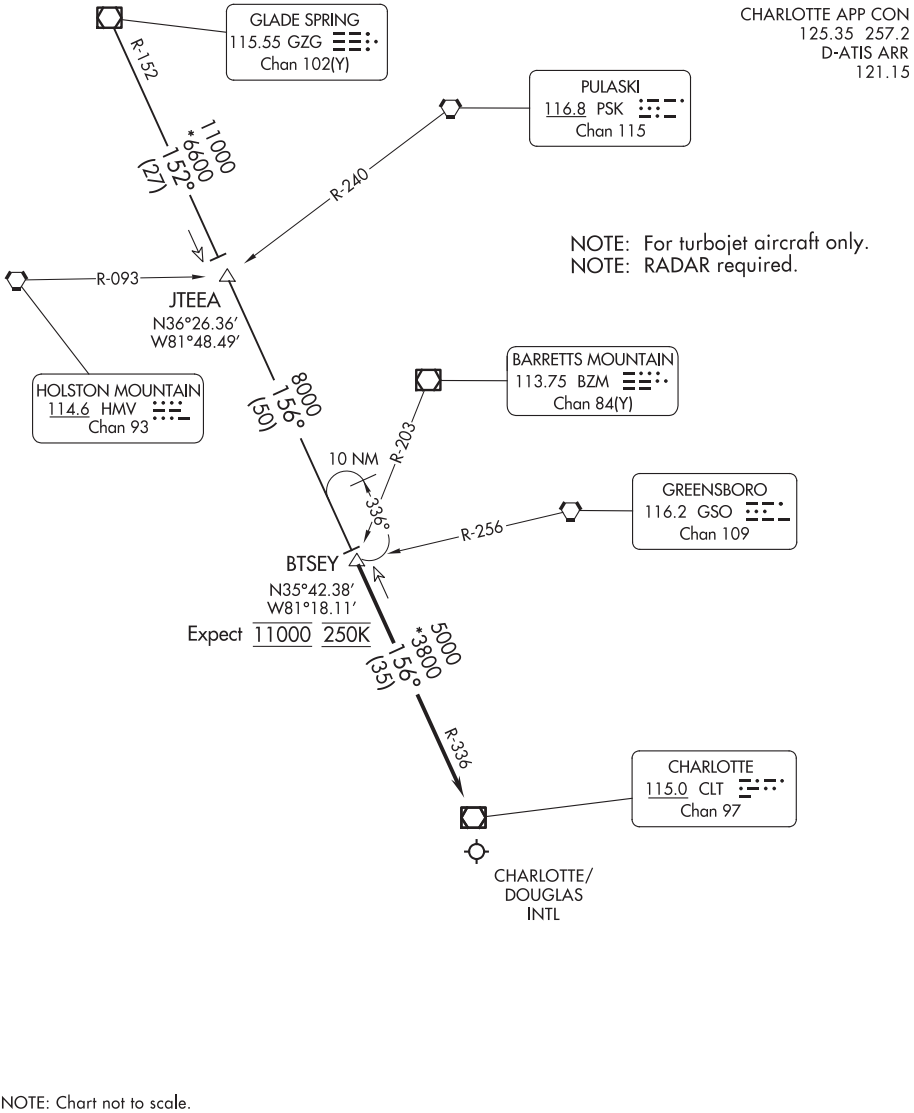
ARRIVAL ROUTE DESCRIPTION

GLADE SPRING TRANSITION (GZG.BROOK4): From over GZG VOR/DME on GZG R-129 to BROOK INT. Thence. . . .

SPARTANBURG TRANSITION (SPA.BROOK4): From over SPA VORTAC on SPA R-035 to BROOK INT. Thence. . . .

. . . .from over BROOK via GSO R-282 to TRAKS, then on GSO R-282 to WALLK, then on GSO R-282 to GSO VORTAC. Expect RADAR vectors to final approach course.

SE-2, 07 AUG 2025 to 02 OCT 2025



NOTE: Chart not to scale.

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

ARRIVAL ROUTE DESCRIPTION

GLADE SPRINGS TRANSITION (GZG.BTSEY2): From over GZG VOR/DME on GZG R-152 to JTEEA, then on CLT R-336 to BTSEY. Thence . . . .

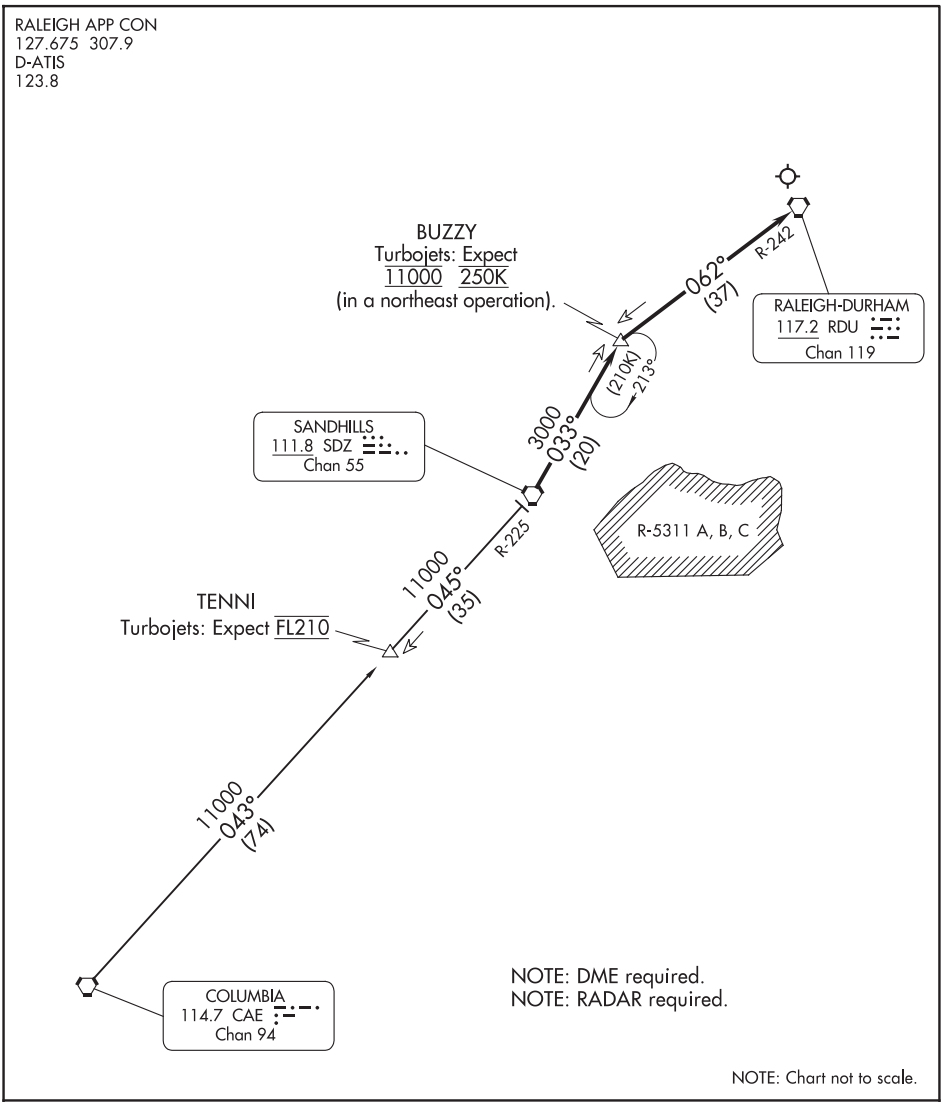
. . . . from BTSEY on CLT R-336 to CLT VOR/DME. Expect RADAR vectors to final approach course prior to CLT VOR/DME.

(BUZZY.BUZZY1) 24193

BUZZY ONE ARRIVAL

AL-516 (FAA)

RALEIGH-DURHAM INTL (RDU)
RALEIGH/DURHAM, NORTH CAROLINA



ARRIVAL ROUTE DESCRIPTION

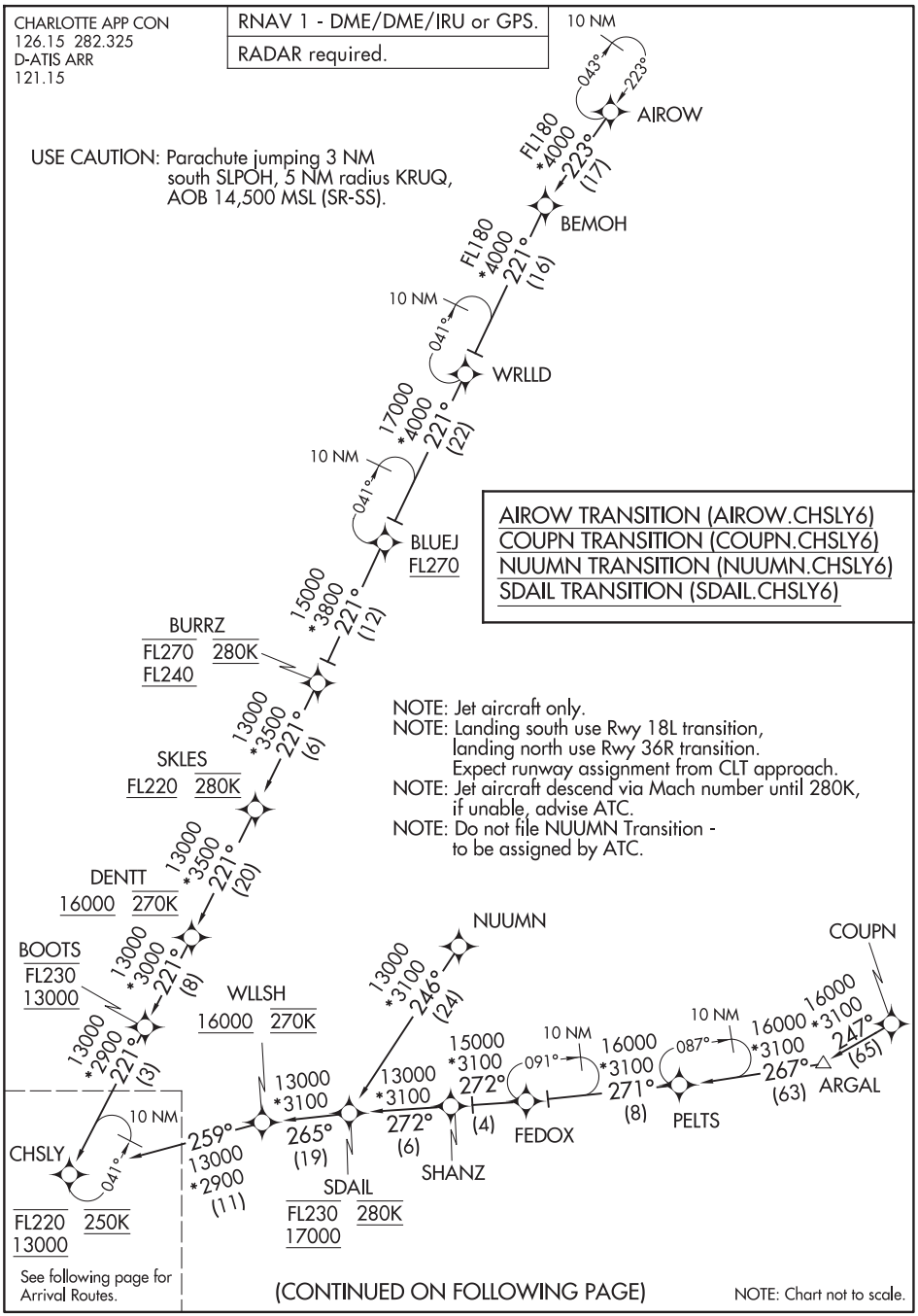
COLUMBIA TRANSITION (CAE.BUZZY1): From over CAE VORTAC on CAE R-043 and SDZ R-225 to SDZ VORTAC, then on SDZ R-033 to BUZZY.

. . . . Thence on RALEIGH/DURHAM VORTAC R-242 to RDU. Expect RADAR vectors to final approach course after BUZZY.

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

CHSLY SIX ARRIVAL (RNAV)

Transition Routes



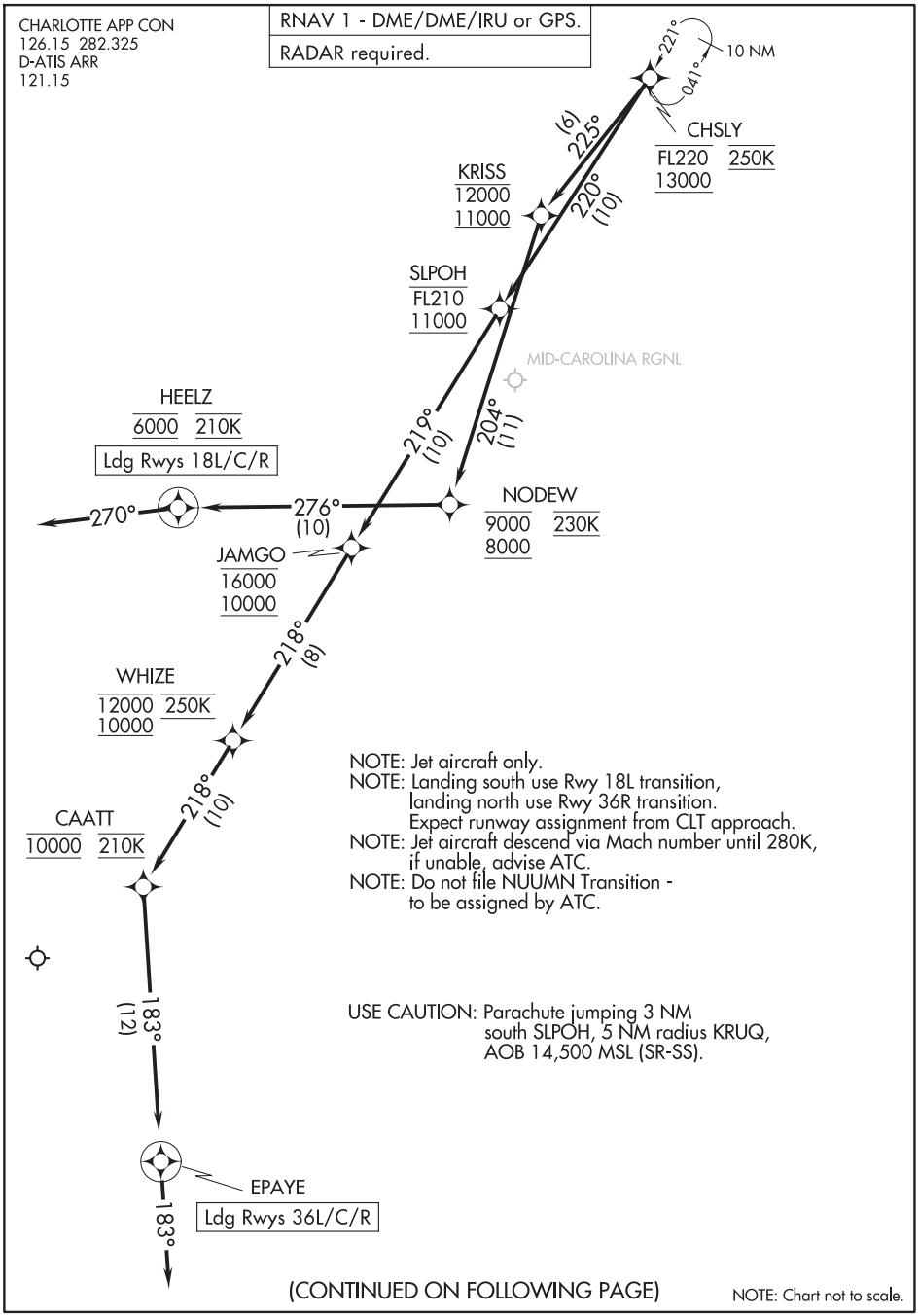
SE-2, 07 AUG 2025 to 02 OCT 2025

(CHSLY.CHSLY6) 24137

CHSLY SIX ARRIVAL (RNAV)

Arrival Routes

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

CHSLY SIX ARRIVAL (RNAV)
Arrival Routes
CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)

ARRIVAL ROUTE DESCRIPTION

LANDING RUNWAYS 18L/C/R: From CHSLY on track 225° to cross KRISS between 11000 and 12000, then on track 204° to cross NODEW between 8000 and 9000 and at 230K, then on track 276° to cross HEELZ at 6000 and at 210K, then on track 270°. Expect RADAR vectors to final approach course.

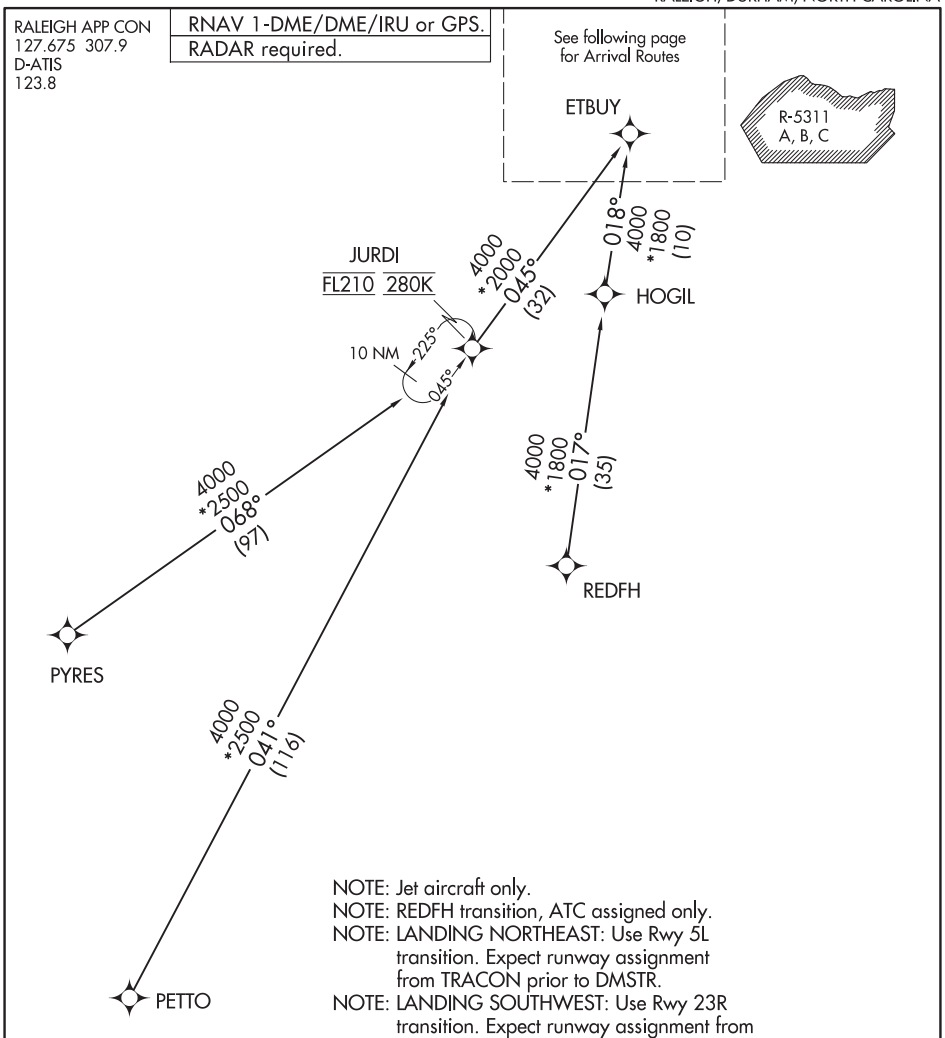
LANDING RUNWAYS 36L/C/R: From CHSLY on track 220° to cross SLPOH between 11000 and FL210, then on track 219° to cross JAMGO between 10000 and 16000, then on track 218° to cross WHIZE between 10000 and 12000 and at 250K, then on track 218° to cross CAATT at 10000 and at 210K, then on track 183° to EPAYE, then on track 183°. Expect RADAR vectors to final approach course.

SE-2, 07 AUG 2025 to 02 OCT 2025

(ETBUY.DMSTR2) 24081 AL-516 (FAA)

DMSTR TWO ARRIVAL(RNAV) Transition Routes

RALEIGH-DURHAM INTL (RDU)
RALEIGH/DURHAM, NORTH CAROLINA



NOTE: Jet aircraft only.
NOTE: REDFH transition, ATC assigned only.
NOTE: LANDING NORTHEAST: Use Rwy 5L transition. Expect runway assignment from TRACON prior to DMSTR.
NOTE: LANDING SOUTHWEST: Use Rwy 23R transition. Expect runway assignment from TRACON prior to DMSTR.

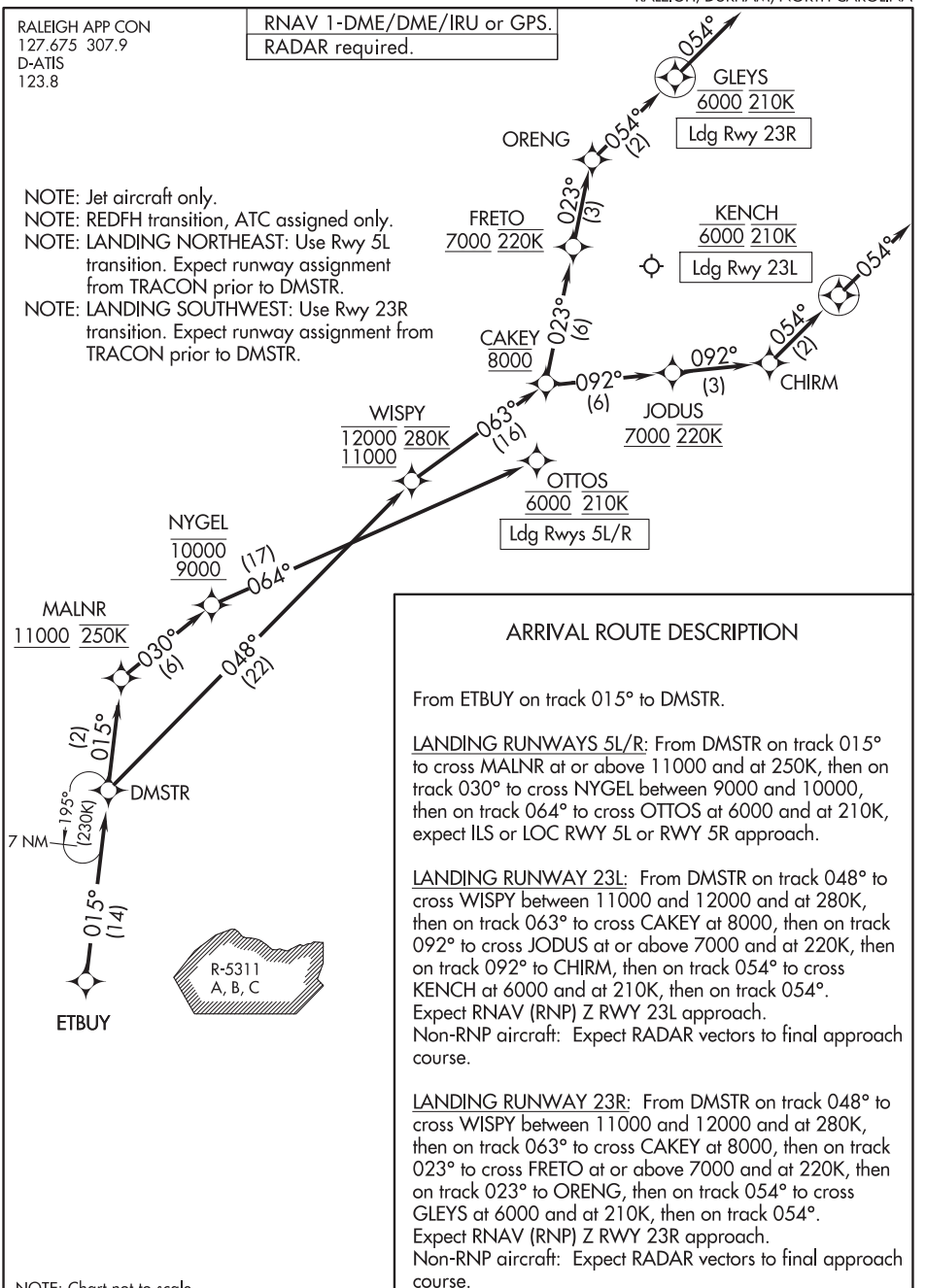
NOTE: Chart not to scale.

JURDI TRANSITION (JURDI.DMSTR2)
PETTO TRANSITION (PETTO.DMSTR2)
PYRES TRANSITION (PYRES.DMSTR2)
REDFH TRANSITION (REDFH.DMSTR2)

(CONTINUED ON FOLLOWING PAGE)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

DMSTR TWO ARRIVAL (RNAV) Arrival Routes



ARRIVAL ROUTE DESCRIPTION

From ETBUY on track 015° to DMSTR.

LANDING RUNWAYS 5L/R: From DMSTR on track 015° to cross MALNR at or above 11000 and at 250K, then on track 030° to cross NYGEL between 9000 and 10000, then on track 064° to cross OTTOS at 6000 and at 210K, expect ILS or LOC RWY 5L or RWY 5R approach.

LANDING RUNWAY 23L: From DMSTR on track 048° to cross WISPY between 11000 and 12000 and at 280K, then on track 063° to cross CAKEY at 8000, then on track 092° to cross JODUS at or above 7000 and at 220K, then on track 092° to CHIRM, then on track 054° to cross KENCH at 6000 and at 210K, then on track 054°.
Expect RNAV (RNP) Z RWY 23L approach.
Non-RNP aircraft: Expect RADAR vectors to final approach course.

LANDING RUNWAY 23R: From DMSTR on track 048° to cross WISPY between 11000 and 12000 and at 280K, then on track 063° to cross CAKEY at 8000, then on track 023° to cross FRETO at or above 7000 and at 220K, then on track 023° to ORENG, then on track 054° to cross GLEYS at 6000 and at 210K, then on track 054°.
Expect RNAV (RNP) Z RWY 23R approach.
Non-RNP aircraft: Expect RADAR vectors to final approach course.

NOTE: Chart not to scale.

SE-2, 07 AUG 2025 to 02 OCT 2025

(JJENY.FILPZ4) 24137

AL-78 (FAA)

FILPZ FOUR ARRIVAL (RNAV)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

SE-2, 07 AUG 2025 to 02 OCT 2025

FILPZ FOUR ARRIVAL (RNAV)
(JJENY.FILPZ4) 16MAY24

CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)

ARRIVAL ROUTE DESCRIPTION

COMDY TRANSITION (COMDY.FILPZ4)
SKYWA TRANSITION (SKYWA.FILPZ4)
TAZZA TRANSITION (TAZZA.FILPZ4)

From JJENY on track 113° to cross FILPZ at or above 16000 and at 270K.

LANDING RUNWAYS 18L/C/R: From FILPZ on track 109° to cross GLAXI between 12000 and 14000 and at 250K, then on track 110° to cross JOBOT at 11000 and at 250K, then on track 090° to cross ERHRT at or below 10000, then on track 090° to cross FISHN at 7000 and at 210K, then on track 090°. Expect RADAR vectors to final approach course.

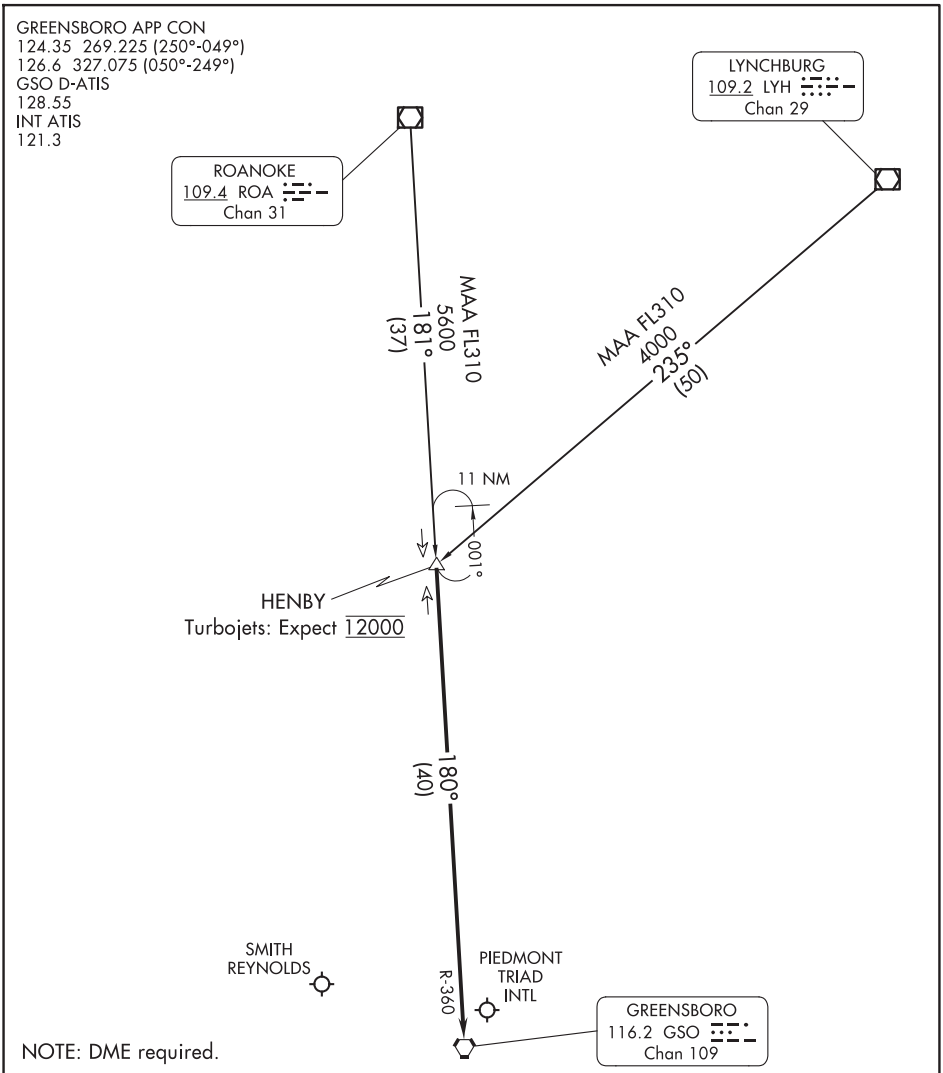
LANDING RUNWAYS 36L/C/R: From FILPZ on track 121° to cross ADOWN between 12000 and FL190 and at 250K, then on track 116° to cross INWAL between 11000 and 15000 and at 250K, then on track 116° to cross JELNO between 10000 and 11000, then on track 116° to cross CEDOX at 10000 and at 210K, then on track 183° to VALLL, then on track 183°. Expect RADAR vectors to final approach course.

SE-2, 07 AUG 2025 to 02 OCT 2025

(HENBY.HENBY3) 24081 AL-178 (FAA)

HENBY THREE ARRIVAL

GREENSBORO, NORTH CAROLINA



ARRIVAL ROUTE DESCRIPTION

LYNCHBURG TRANSITION (LYH.HENBY3): From over LYH VOR/DME on LYH R-235 to HENBY INT. Thence. . . .

ROANOKE TRANSITION (ROA.HENBY3): From over ROA VOR/DME on ROA R-181 to HENBY INT. Thence. . . .

. . . .from over HENBY on GSO R-360 to GSO VORTAC, thence. . . expect RADAR vectors to final approach course.

HENBY THREE ARRIVAL

GREENSBORO, NORTH CAROLINA

(HENBY.HENBY3) 03JAN19

SE-2, 07 AUG 2025 to 02 OCT 2025

JONZE FIVE ARRIVAL (RNAV)

ARRIVAL ROUTE DESCRIPTION

BESTT TRANSITION (BESTT.JONZE5)
CNTLR TRANSITION (CNTLR.JONZE5)

LANDING RUNWAYS 18L/C/R: From JONZE on track 054° to cross WHYLE between 10000 and 16000, then on track 054° to cross FREEK between 10000 and 11000 and at 250K, then on track 054° to DOSBE, then on track 003° to cross AAIRE at 10000 and at 210K, then on track 003° to JRDEN, then on track 003°. Expect RADAR vectors to final approach course.

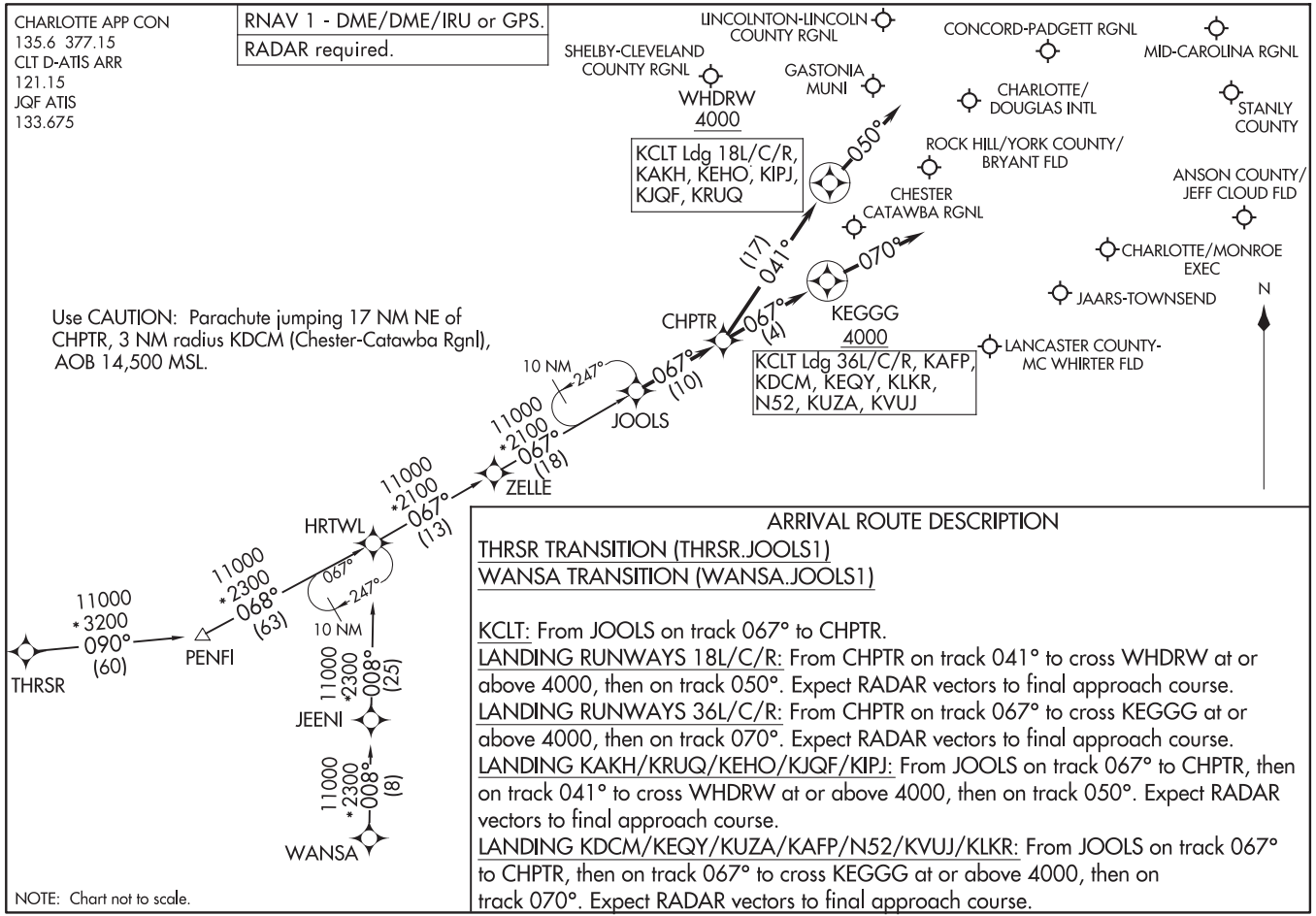
LANDING RUNWAYS 36L/C/R: From JONZE on track 069° to cross DUBBB between 10000 and 12000, then on track 080° to cross CHELE at 7000 and at 210K, then on track 090°. Expect RADAR vectors to final approach course.

SE-2, 07 AUG 2025 to 02 OCT 2025

JOOLS ONE ARRIVAL (RNAV)

(JOOLS.JOOLS1) 15JUN23

CHARLOTTE, NORTH CAROLINA



ARRIVAL ROUTE DESCRIPTION

THRSR TRANSITION (THRSR.JOOLS1)
WANSA TRANSITION (WANSA.JOOLS1)

KCLT: From JOOLS on track 067° to CHPTR.
LANDING RUNWAYS 18L/C/R: From CHPTR on track 041° to cross WHDRW at or above 4000, then on track 050°. Expect RADAR vectors to final approach course.
LANDING RUNWAYS 36L/C/R: From CHPTR on track 067° to cross KEGGG at or above 4000, then on track 070°. Expect RADAR vectors to final approach course.
LANDING KAKH/KRUQ/KEHO/KJQF/KIPJ: From JOOLS on track 067° to CHPTR, then on track 041° to cross WHDRW at or above 4000, then on track 050°. Expect RADAR vectors to final approach course.
LANDING KDCM/KEQY/KUZA/KAFP/N52/KVUJ/KLKR: From JOOLS on track 067° to CHPTR, then on track 067° to cross KEGGG at or above 4000, then on track 070°. Expect RADAR vectors to final approach course.

(JOOLS.JOOLS1) 25051
JOOLS ONE ARRIVAL (RNAV)
CHARLOTTE, NORTH CAROLINA

AL-78 (FAA)

Z25

(JUNNR.JUNNR4) 25051

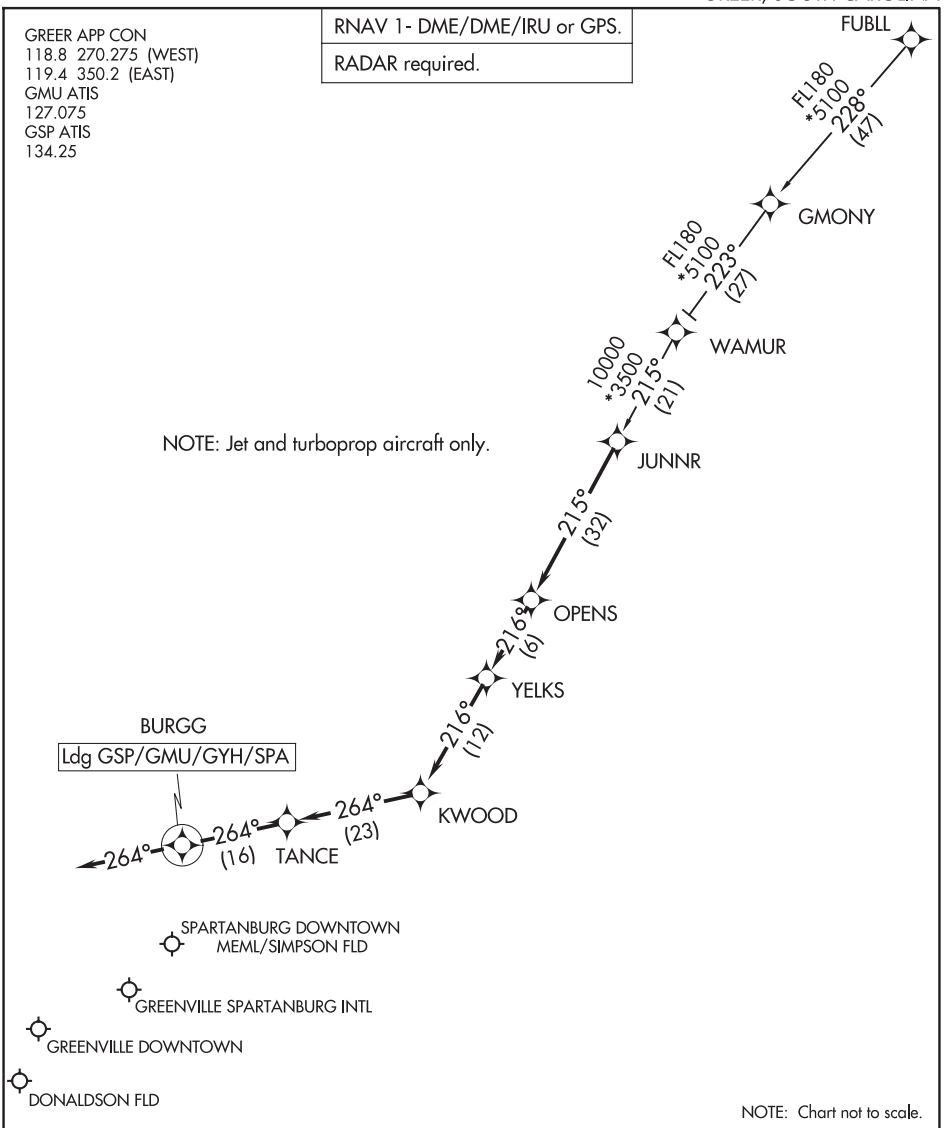
JUNNR FOUR ARRIVAL (RNAV)

GREER, SOUTH CAROLINA

SE-2, 07 AUG 2025 to 02 OCT 2025

GREER APP CON
118.8 270.275 (WEST)
119.4 350.2 (EAST)
GMU ATIS
127.075
GSP ATIS
134.25

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



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

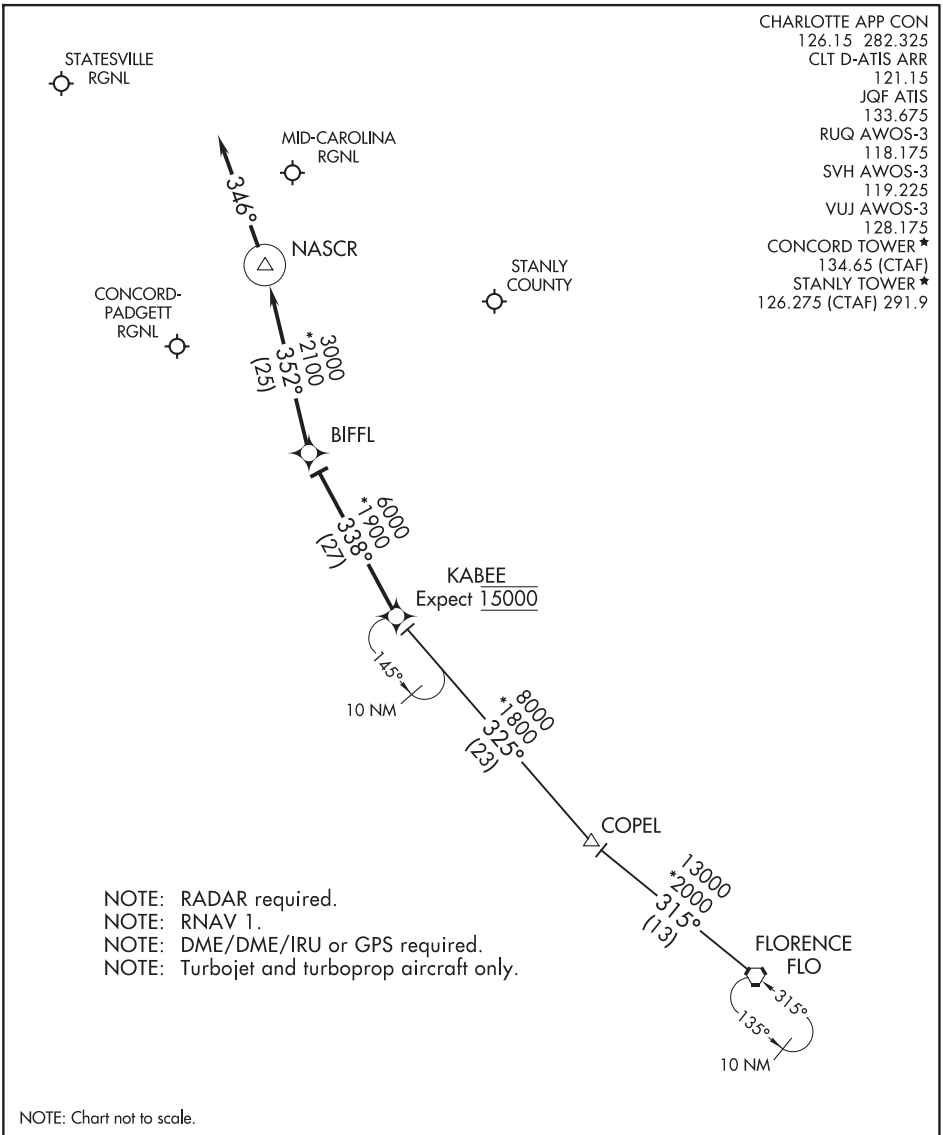
FUBLL TRANSITION (FUBLL.JUNNR4)

LANDING ALL AIRPORTS: From JUNNR on track 215° to OPENS, then on track 216° to YELKS, then on track 216° to KWOOD, then on track 264° to TANCE, then on track 264° to BURGG, then on heading 264°. Expect RADAR vectors to final approach course.

JUNNR FOUR ARRIVAL (RNAV)
GREER, SOUTH CAROLINA

KABEE THREE ARRIVAL (RNAV)

CONCORD, NORTH CAROLINA



ARRIVAL ROUTE DESCRIPTION

FLORENCE TRANSITION (FLO.KABEE3)

From KABEE on track 338° to BIFFL, then on track 352° to NASCR, then on heading 346°, expect RADAR vectors to final approach course.

KABEE THREE ARRIVAL (RNAV)

CONCORD, NORTH CAROLINA

(KABEE.KABEE3) 03JAN19

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

(JALIT.LIINN3) 24193

LIINN THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA

SE-2, 07 AUG 2025 to 02 OCT 2025

LIINN THREE ARRIVAL
CHARLOTTE, NORTH CAROLINA

(JALIT.LIINN3) 08NOV18

ARRIVAL ROUTE DESCRIPTION

HOLSTON MOUNTAIN TRANSITION (HMV.LIINN3): From over HMV VORTAC on HMV R-171 to JALIT. Thence . . . .

SNOWBIRD TRANSITION (SOT.LIINN3): From over SOT VORTAC on SOT R-107 to JALIT. Thence . . . .

VOLUNTEER TRANSITION (VXV.LIINN3): From over VXV VORTAC on VXV R-102 to CLRRY, then on CLT R-301 to JALIT. Thence . . . .

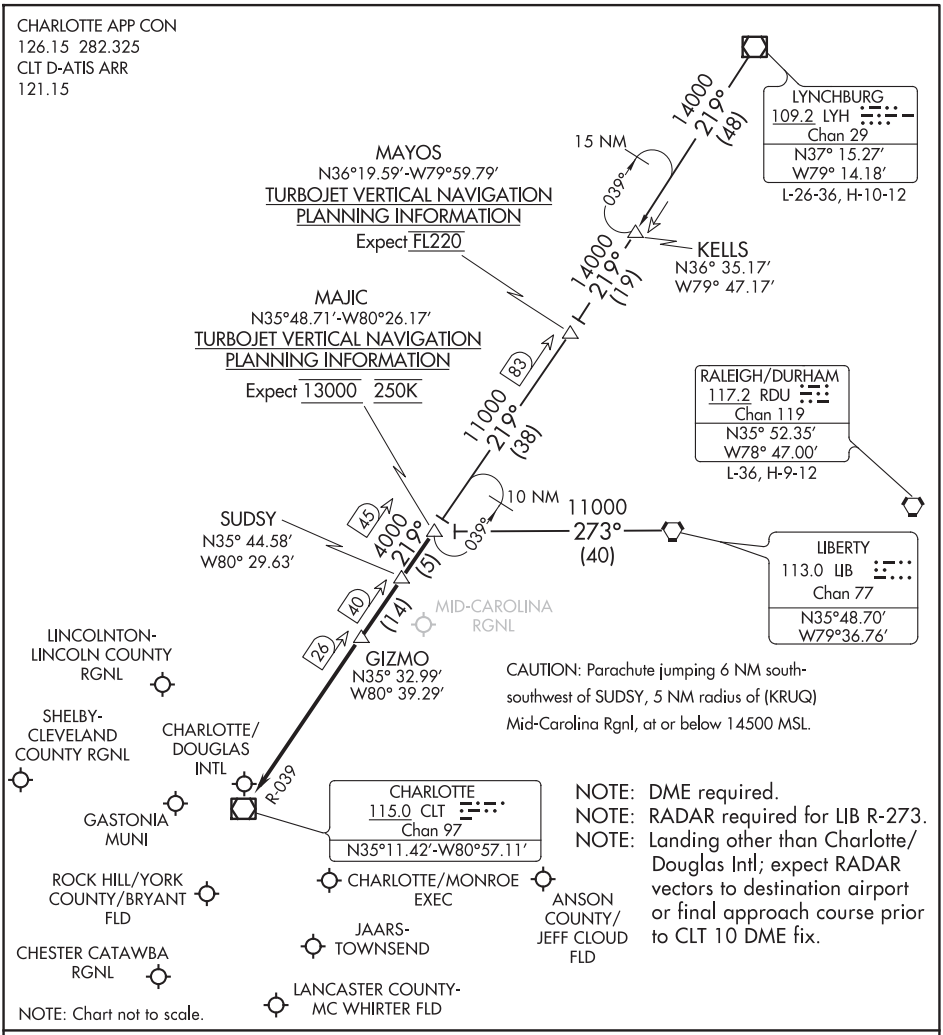
. . . . from JALIT on CLT R-301 to LIINN, then on CLT R-301 to CLT VOR/DME. Expect RADAR vectors to destination airport or final approach course prior to CLT VOR/DME.

SE-2, 07 AUG 2025 to 02 OCT 2025

(MAJIC.MAJIC4) 22307 AL-78 (FAA)

MAJIC FOUR ARRIVAL

CHARLOTTE, NORTH CAROLINA



ARRIVAL ROUTE DESCRIPTION

LIBERTY TRANSITION (LIB.MAJIC4): From over LIB VORTAC on LIB R-273 to MAJIC INT. Thence. . . .

LYNCHBURG TRANSITION (LYH.MAJIC4): From over LYH VOR/DME on LYH R-219 and CLT R-039 to MAJIC INT. Thence. . . .

. . . .From over MAJIC on CLT R-039 to:

LANDING NORTH: CLT VOR/DME. Expect RADAR vectors to final approach course prior to the CLT 5 DME fix.

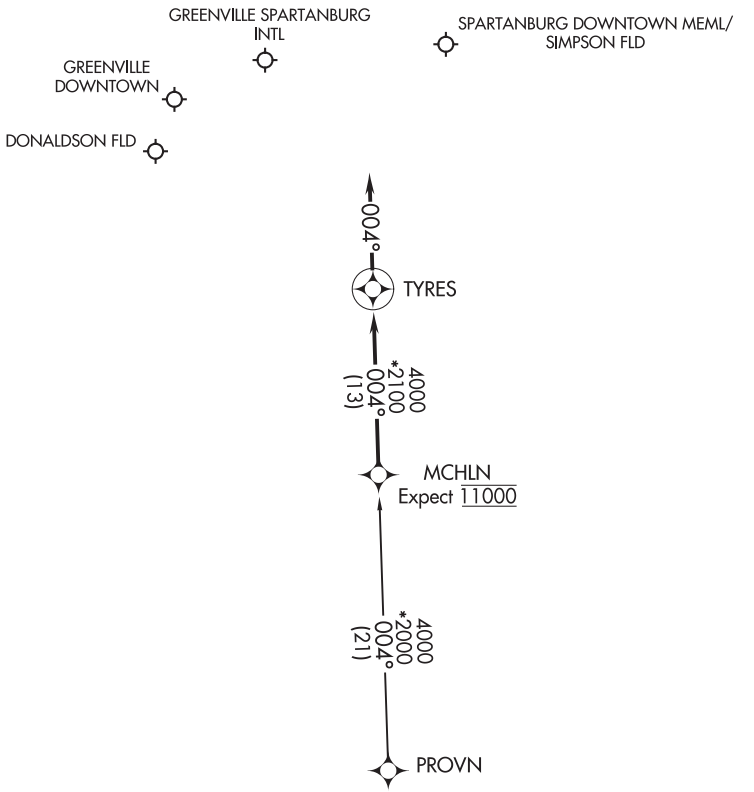
LANDING SOUTH: GIZMO. Expect RADAR vectors to final approach course.

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

MCHLN TWO ARRIVAL (RNAV)

GREER, SOUTH CAROLINA

GREER APP CON
118.8 270.275 (WEST)
119.4 350.2 (EAST)
GMU ATIS
127.075
GSP ATIS
134.25



NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet and Turboprop aircraft only.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

PROVN TRANSITION (PROVN.MCHLN2)

From MCHLN on track 004° to TYRES, then on heading 004°. Expect RADAR vectors to final approach course.

MCHLN TWO ARRIVAL (RNAV)
GREER, SOUTH CAROLINA

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

(RYFLE.MLLET3) 24137

AL-78 (FAA)

MLLET THREE ARRIVAL (RNAV)

CHARLOTTE/DOUGLAS INTL (CLT)

CHARLOTTE, NORTH CAROLINA

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

CHARLOTTE APP CON
126.15 282.325
D-ATIS ARR 121.15

ARRIVAL ROUTE DESCRIPTION

OKNEE TRANSITION (OKNEE.MLLET3)
TORQD TRANSITION (TORQD.MLLET3)

CLT: From RYFLE on track 308° to YELLS, then on track 308° to MLLET, then on track 306° to MANGY.

LANDING RUNWAYS 18L/C/R: From MANGY on track 306° to CEZUN, then on track 306° to DOOMY, then on track 326° to POORE, then on track 003° to LEEKS, then on track 003° to INNOR, then on track 003° to HANDO, then on track 003°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 36L/C/R: From MANGY on track 273° to GATEE, then on track 273°. Expect RADAR vectors to final approach course.

MLLET THREE ARRIVAL (RNAV)

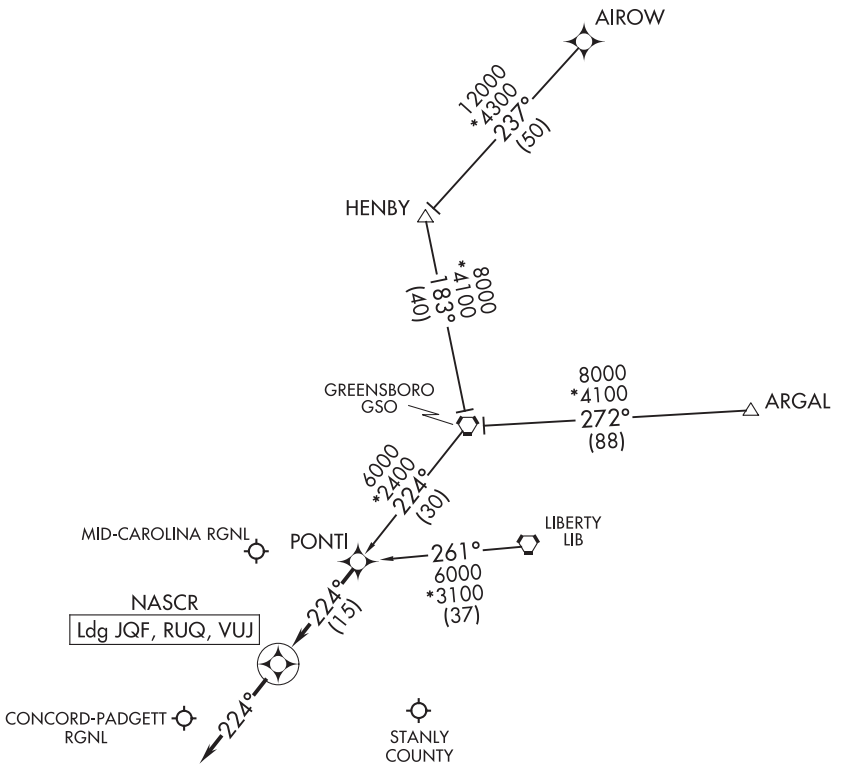
(RYFLE.MLLET3) 16MAY24

CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)

SE-2, 07 AUG 2025 to 02 OCT 2025

CHARLOTTE APP CON
128.325
JQF ATIS
133.675

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



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

AIROW TRANSITION (AIROW.NASCR1)
ARGAL TRANSITION (ARGAL.NASCR1)
GREENSBORO TRANSITION (GSO.NASCR1)
LIBERTY TRANSITION (LIB.NASCR1)

LANDING ALL AIRPORTS: From PONTI on track 224° to NASCR, then on track 224°. Expect RADAR vectors to final approach course.

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

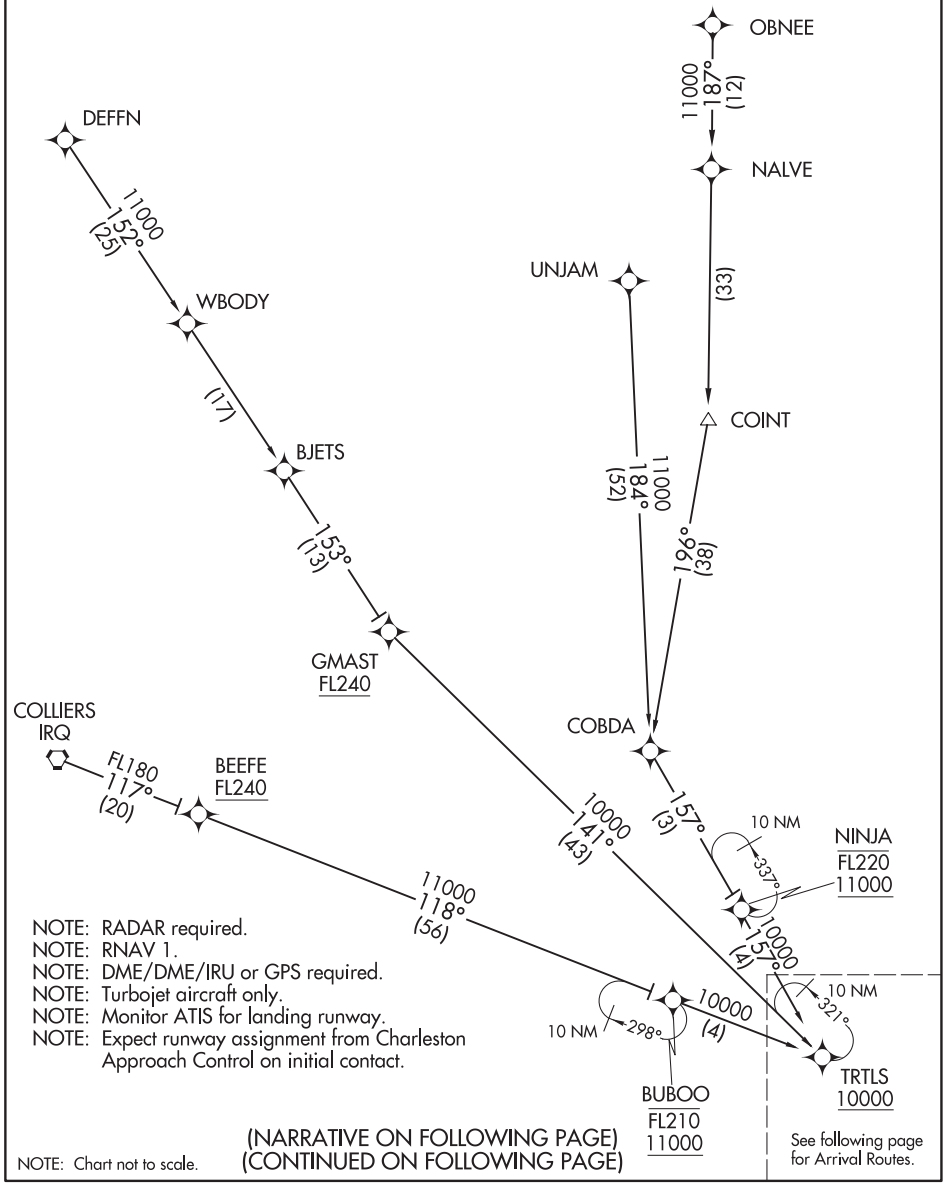
(TRTLS.OSPRI7) 23110

OSPRI SEVEN ARRIVAL (RNAV) Transition Routes

CHARLESTON, SOUTH CAROLINA

CHARLESTON APP CON
120.7 306.925
CHS D-ATIS
124.75
JZI AWOS-3
123.775

COLLIERS TRANSITION (IRQ.OSPRI7)
DEFFN TRANSITION (DEFFN.OSPRI7)
OBNEE TRANSITION (OBNEE.OSPRI7)
UNJAM TRANSITION (UNJAM.OSPRI7)



NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Monitor ATIS for landing runway.
NOTE: Expect runway assignment from Charleston Approach Control on initial contact.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
(CONTINUED ON FOLLOWING PAGE)

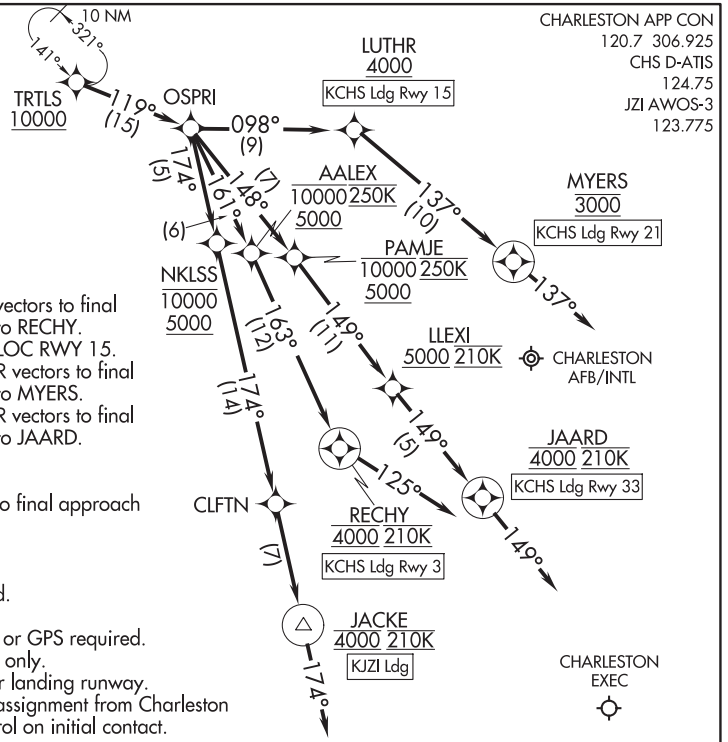
See following page for Arrival Routes.

SE-2, 07 AUG 2025 to 02 OCT 2025

OSPRI SEVEN ARRIVAL (RNAV) Transition Routes CHARLESTON, SOUTH CAROLINA

OSPRI SEVEN ARRIVAL (RNAV) Arrival Routes

CHARLESTON, SOUTH CAROLINA



LANDING KCHS:
Rwy 3: Expect RADAR vectors to final approach course prior to RECHY.
Rwy 15: Expect ILS or LOC RWY 15.
Rwy 21: Expect RADAR vectors to final approach course prior to MYERS.
Rwy 33: Expect RADAR vectors to final approach course prior to JAARD.

LANDING KJZI:
Expect RADAR vectors to final approach course prior to CLFTN.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Monitor ATIS for landing runway.
NOTE: Expect runway assignment from Charleston Approach Control on initial contact.

ARRIVAL ROUTE DESCRIPTION

KCHS: From TRTLS on track 119° to OSPRI.

LANDING KCHS RUNWAY 3: From OSPRI on track 161° to cross AALEX between 5000 and 10000 and at 250K, then on track 163° to cross RECHY at 4000 and at 210K, then on heading 125° or as assigned by ATC. Expect RNP RWY 3 approach.
Non-RNP aircraft: Expect RADAR vectors to final approach course.
LANDING KCHS RUNWAY 15: From OSPRI on track 098° to cross LUTHR at or above 4000. Expect ILS or LOC RWY 15 approach.
LANDING KCHS RUNWAY 21: From OSPRI on track 098° to cross LUTHR at or above 4000, then on track 137° to cross MYERS at 3000, then on heading 137° or as assigned by ATC. Expect RNP RWY 21 approach. Non-RNP aircraft: Expect RADAR vectors to final approach course.
LANDING KCHS RUNWAY 33: From OSPRI on track 148° to cross PAMJE between 5000 and 10000 and at 250K, then on track 149° to cross LLEXI at or above 5000 and at 210K, then on track 149° to cross JAARD at 4000 and at 210K , then on heading 149° or as assigned by ATC. Expect RNP RWY 33 approach. Non-RNP aircraft: Expect RADAR vectors to final approach course.

LANDING KJZI: From TRTLS on track 119° to OSPRI, then on track 174° to cross NKLSS between 5000 and 10000, then on track 174° to CLFTN, then on track 174° to cross JACKE at 4000 and at 210K, then on heading 174° or as assigned by ATC.
Expect RADAR vectors to final approach course.

OSPRI SEVEN ARRIVAL (RNAV) Arrival Routes

CHARLESTON, SOUTH CAROLINA

SE-2, 07 AUG 2025 to 02 OCT 2025

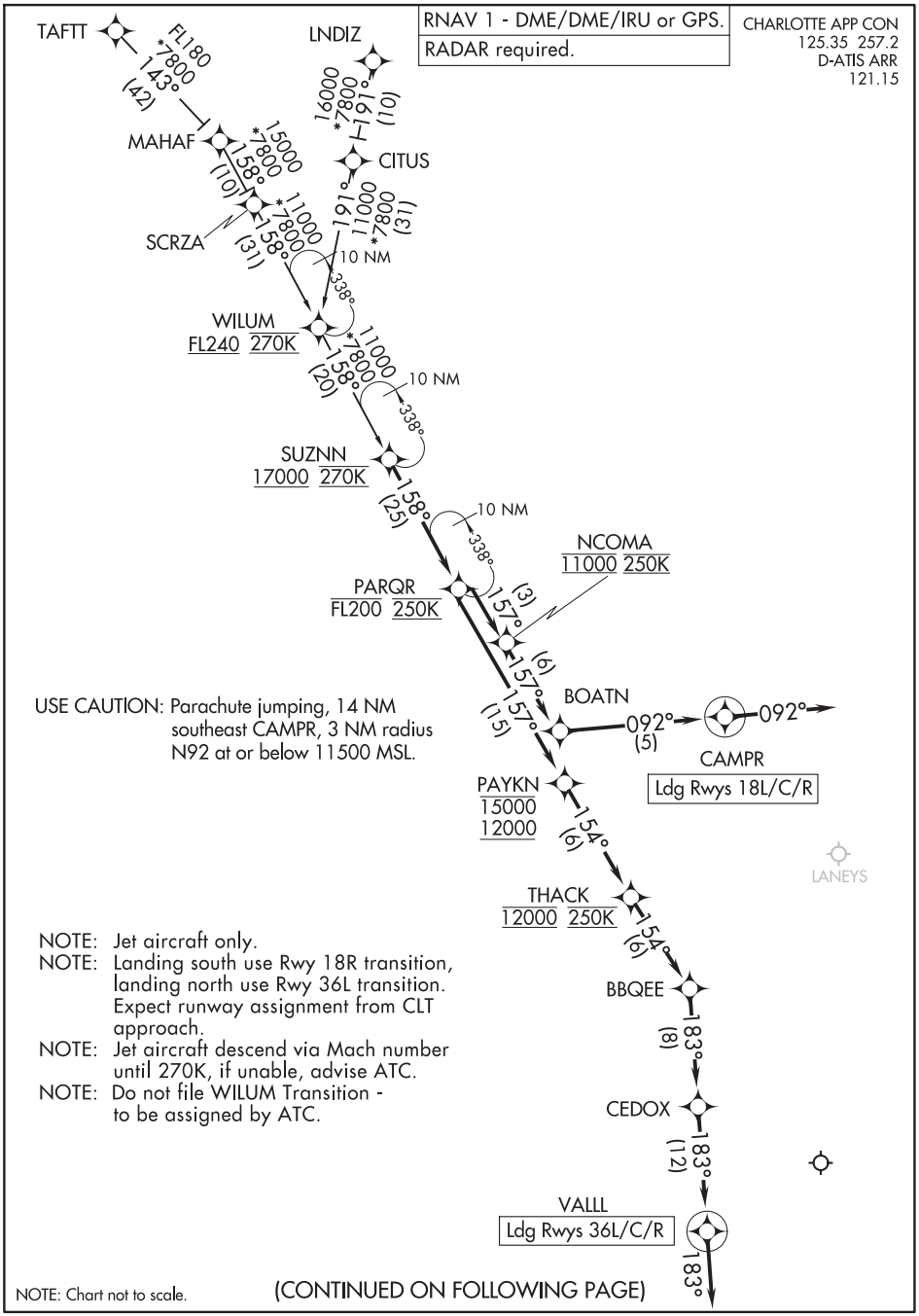
SE-2, 07 AUG 2025 to 02 OCT 2025

(SUZNN.PARQR4) 24165

AL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

PARQR FOUR ARRIVAL (RNAV)



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SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

PARQR FOUR ARRIVAL (RNAV)
(SUZNN.PARQR4) 16MAY24
CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)

ARRIVAL ROUTE DESCRIPTION

LNDIZ TRANSITION (LNDIZ.PARQR4)
TAFTT TRANSITION (TAFTT.PARQR4)
WILUM TRANSITION (WILUM.PARQR4)

From SUZNN on track 158° to cross PARQR at or below FL200 and at 250K.

LANDING RUNWAYS 18L/C/R: From PARQR on track 157° to cross NCOMA at 11000 and at 250K, then on track 157° to BOATN, then on track 092° to CAMPR, then on track 092°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 36L/C/R: From PARQR on track 157° to cross PAYKN between 12000 and 15000, then on track 154° to cross THACK at 12000 and at 250K, then on track 154° to BBQEE, then on track 183° to CEDOX, then on track 183° to VALLL, then on track 183°. Expect RADAR vectors to final approach course.

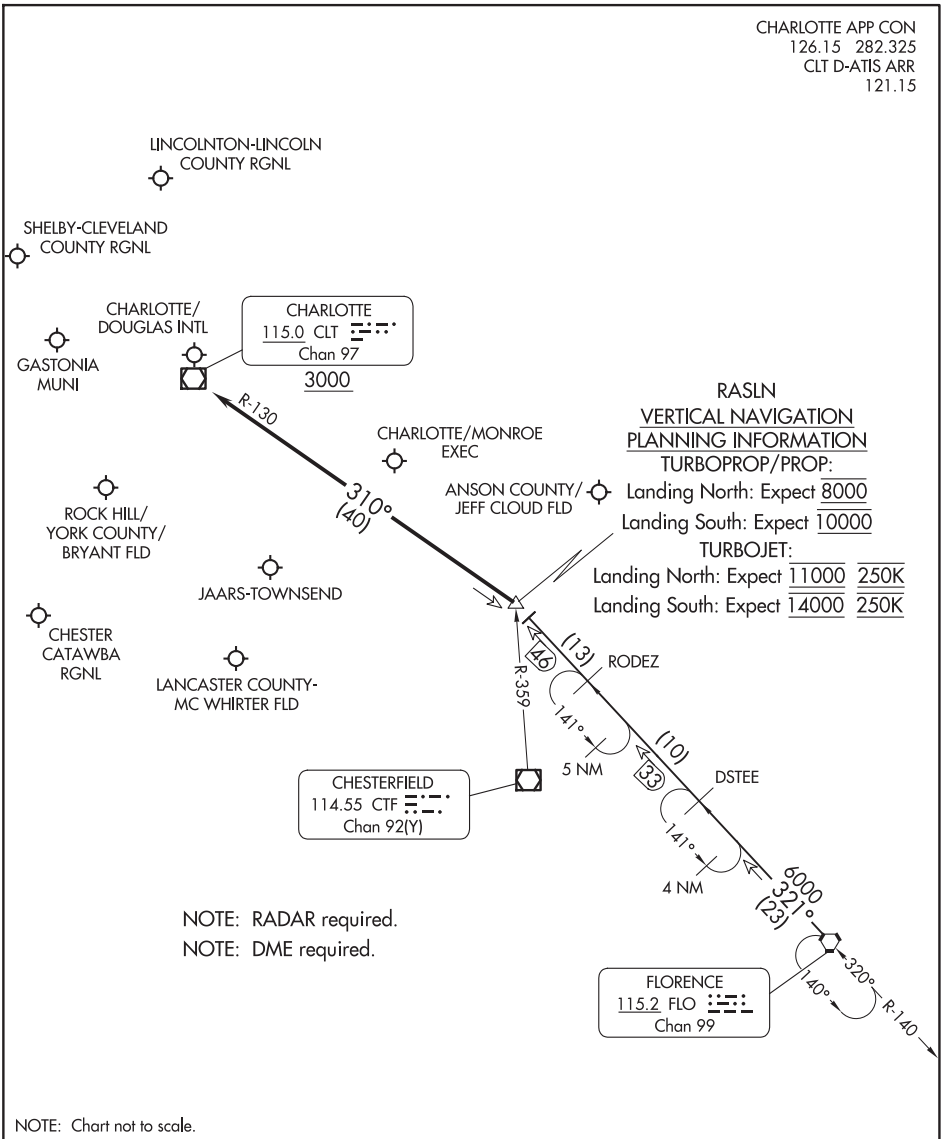
SE-2, 07 AUG 2025 to 02 OCT 2025

(RASLN.RASLN3) 24193

AL-78 (FAA)

RASLN THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA



ARRIVAL ROUTE DESCRIPTION

FLORENCE TRANSITION (FLO.RASLN3): From over FLO VORTAC on FLO R-321 to RASLN INT. Thence . . . .

. . . . from RASLN on CLT R-130 to cross CLT VOR/DME at or above 3000. Expect RADAR vectors to destination airport or final approach course prior to CLT VOR/DME.

RASLN THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA

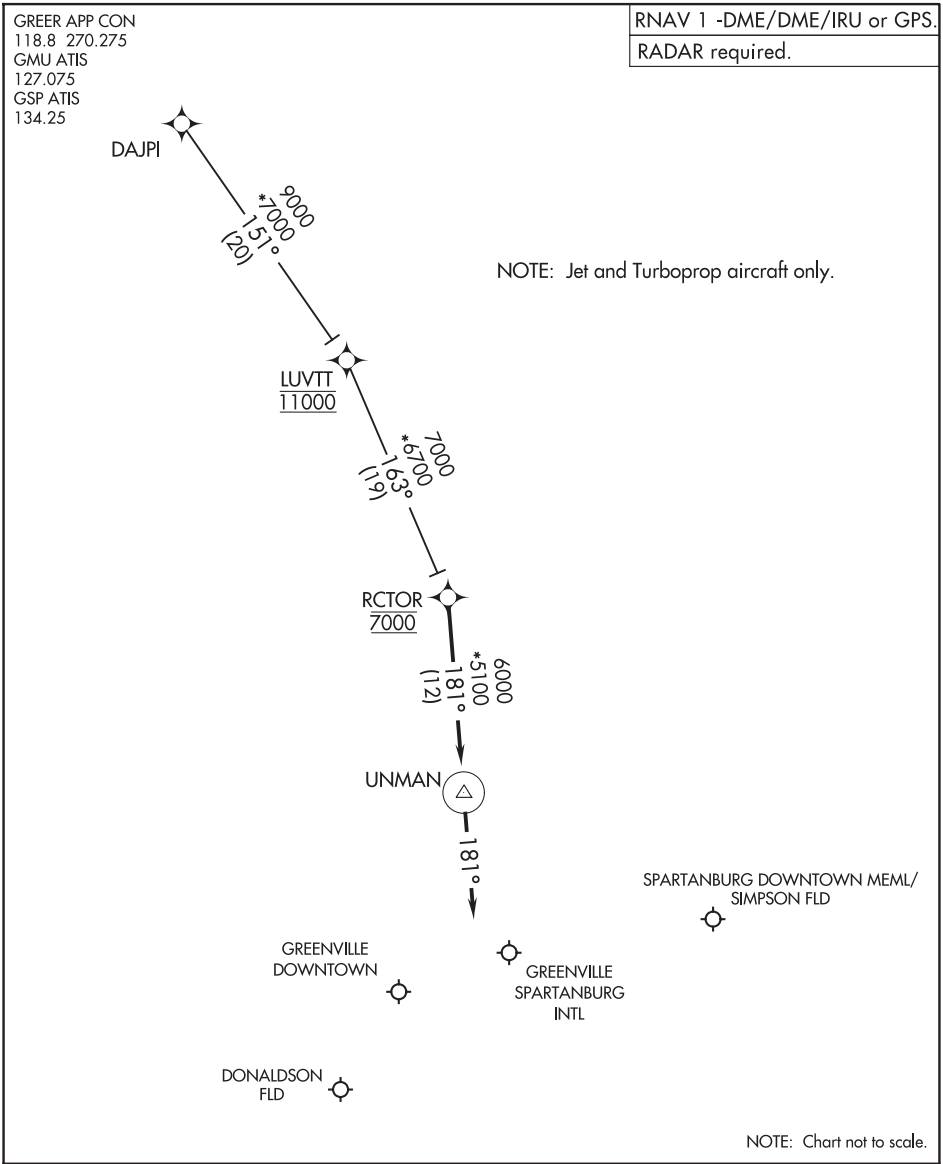
(RASLN.RASLN3) 17AUG17

SE-2, 07 AUG 2025 to 02 OCT 2025

RCTOR THREE ARRIVAL (RNAV)

GREER, SOUTH CAROLINA

SE-2, 07 AUG 2025 to 02 OCT 2025



ARRIVAL ROUTE DESCRIPTION

DAJPI TRANSITION (DAJPI.RCTOR3)

From RCTOR on track 181° to UNMAN, then on heading 181°. Expect RADAR vectors to final approach course.

GREER, SOUTH CAROLINA

RCTOR THREE ARRIVAL (RNAV)

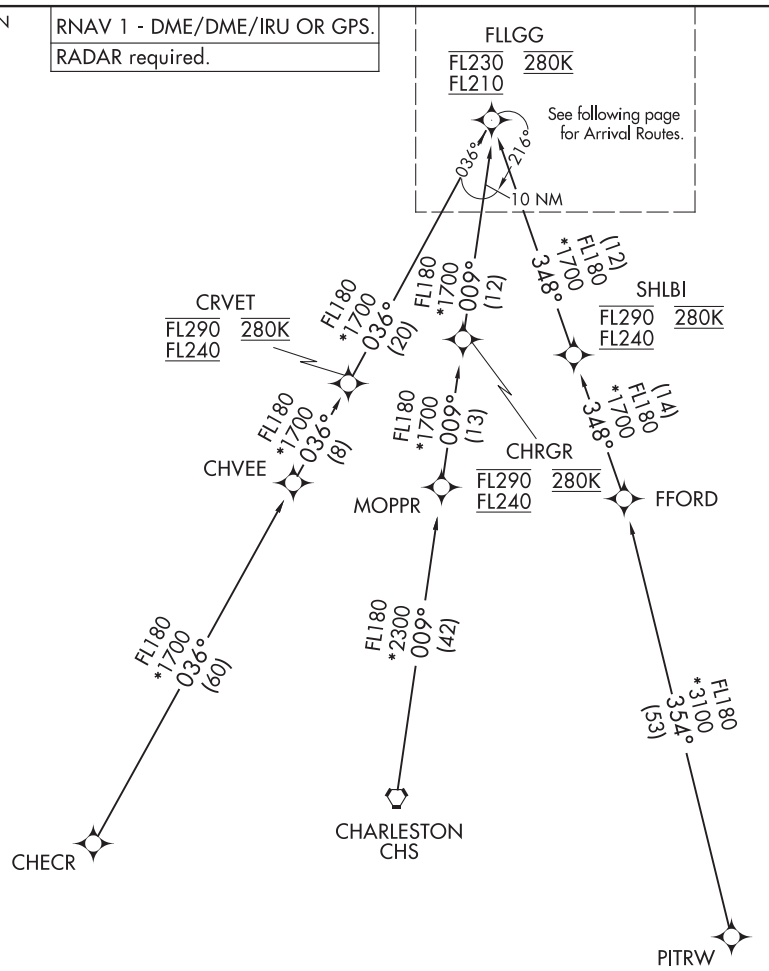
(FLLGG.STOCR4) 24137 AL-78 (FAA)

STOCR FOUR ARRIVAL (RNAV) Transition Routes

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

CHARLOTTE APP CON
126.15 282.325
D-ATIS ARR
121.15

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



NOTE: Jet aircraft only.
NOTE: Landing south use Rwy 18L transition, landing north use Rwy 36R transition. Expect runway assignment from CLT approach.
NOTE: Jet aircraft descend via Mach number until 280K, if unable, advise ATC.

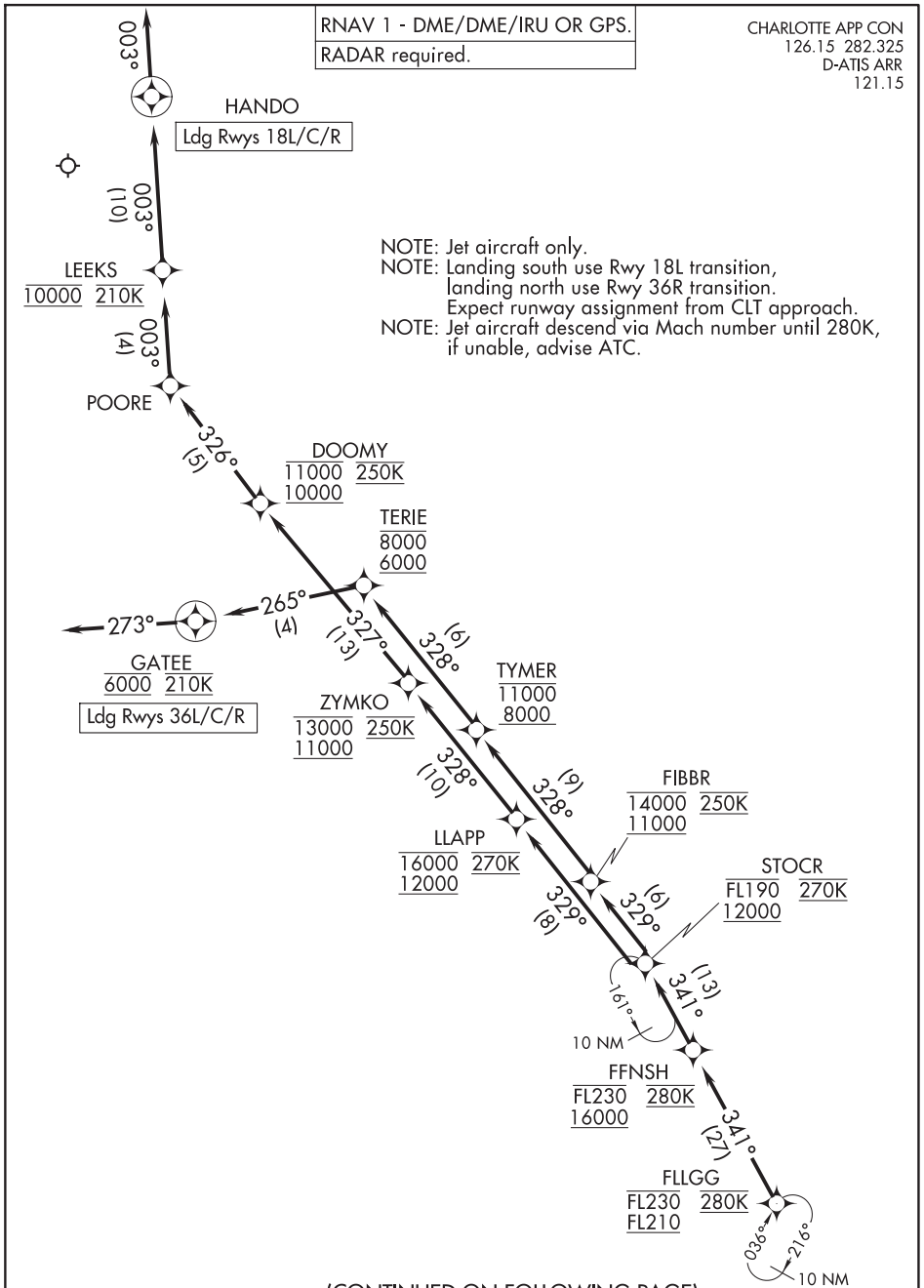
NOTE: Chart not to scale.

CHARLESTON TRANSITION (CHS.STOCR4)
CHECR TRANSITION (CHECR.STOCR4)
PITRW TRANSITION (PITRW.STOCR4)

(CONTINUED ON FOLLOWING PAGE)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

STOCR FOUR ARRIVAL (RNAV) Arrival Routes



SE-2, 07 AUG 2025 to 02 OCT 2025

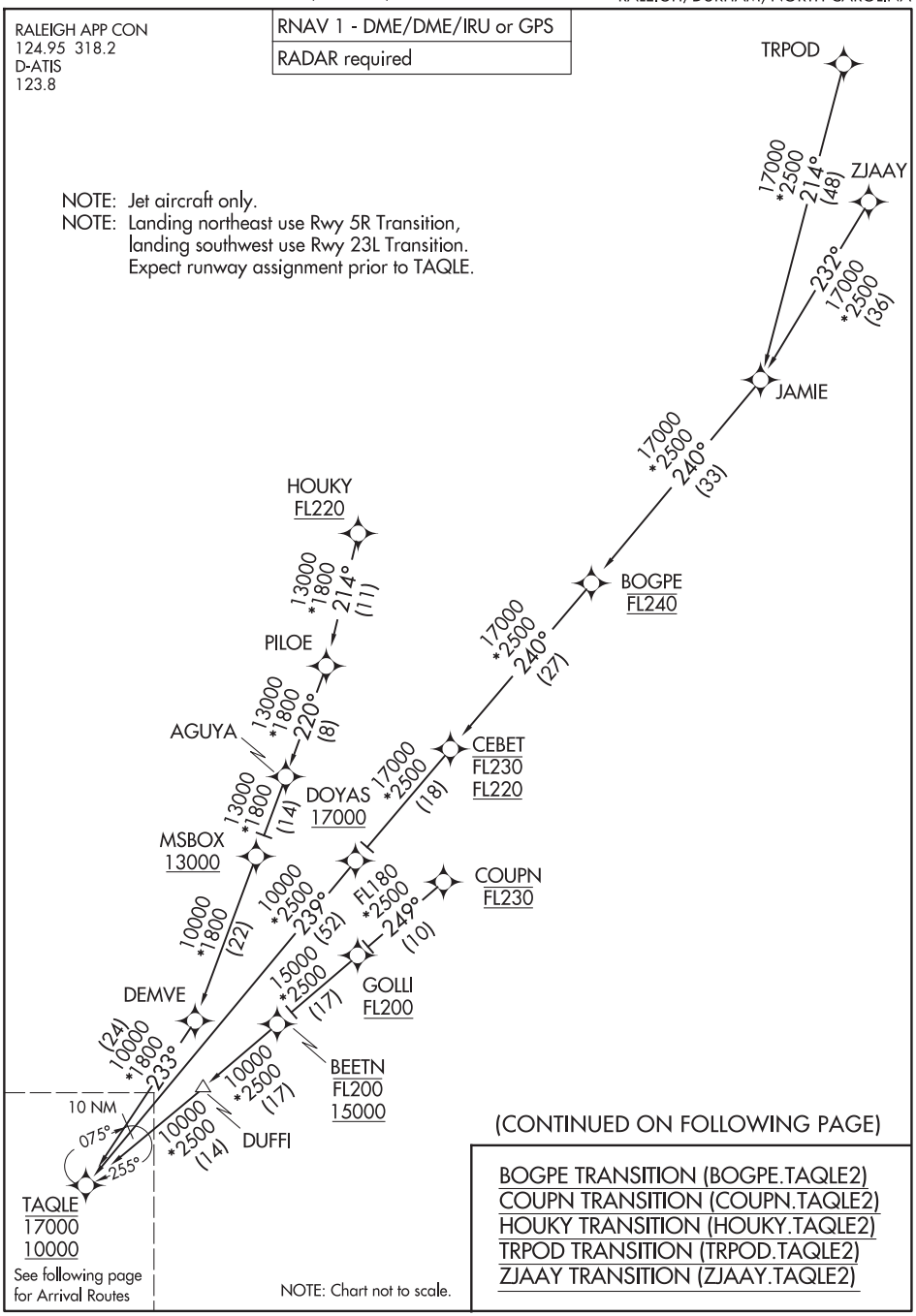
ARRIVAL ROUTE DESCRIPTION

From FLLGG on track 341° to cross FFNSH between 16000 and FL230 and at 280K, then on track 341° to cross STOCR between 12000 and FL190 and at 270K.

LANDING RUNWAYS 18L/C/R: From STOCR on track 329° to cross LLAPP between 12000 and 16000 and at 270K, then on track 328° to cross ZYMKO between 11000 and 13000 and at 250K, then on track 327° to cross DOOMY between 10000 and 11000 and at 250K, then on track 326° to POORE, then on track 003° to cross LEEKS at 10000 and at 210K, then on track 003° to HANDO, then on track 003°.
Expect RADAR vectors to final approach course.

LANDING RUNWAYS 36L/C/R: From STOCR on track 329° to cross FIBBR between 11000 and 14000 and at 250K, then on track 328° to cross TYMER between 8000 and 11000, then on track 328° to cross TERIE between 6000 and 8000, then on track 265° to cross GATEE at 6000 and at 210K, then on track 273°.
Expect RADAR vectors to final approach course.

TAQLE TWO ARRIVAL (RNAV) Transition Routes



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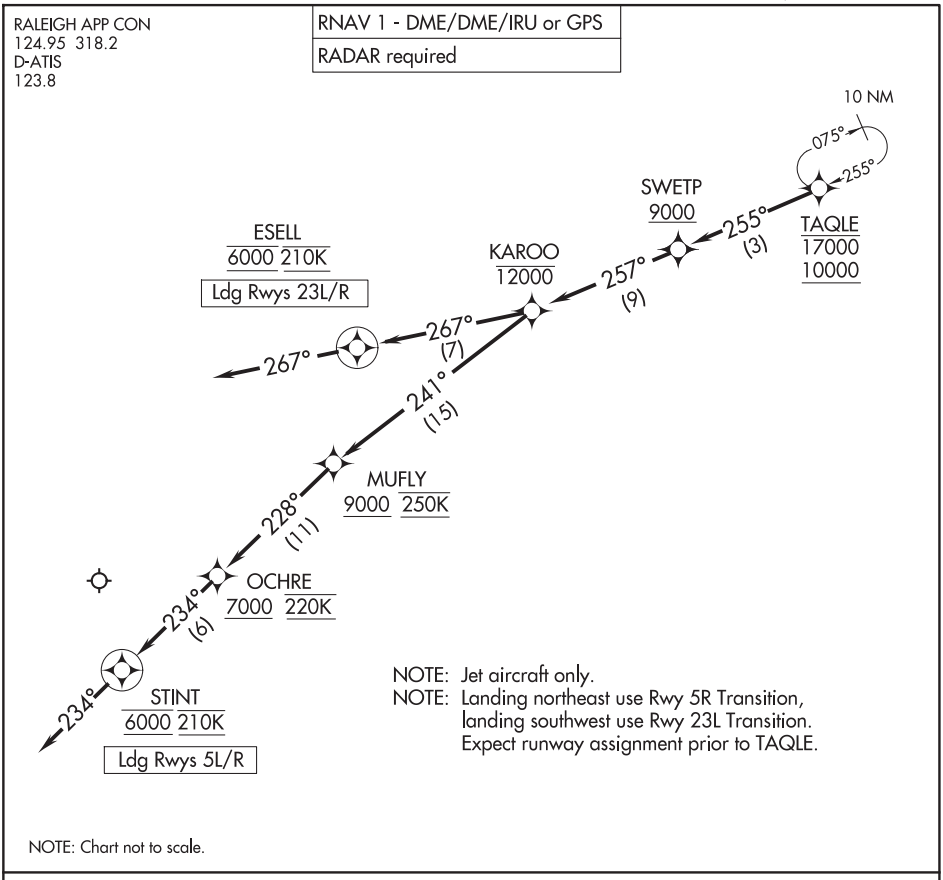
BOGPE TRANSITION (BOGPE.TAQLE2)
COUPN TRANSITION (COUPN.TAQLE2)
HOUKY TRANSITION (HOUKY.TAQLE2)
TRPOD TRANSITION (TRPOD.TAQLE2)
ZJAAY TRANSITION (ZJAAY.TAQLE2)

SE-2, 07 AUG 2025 to 02 OCT 2025

(TAQLE.TAQLE2) 23278 AL-516 (FAA)

TAQLE TWO ARRIVAL (RNAV) Arrival Routes

RALEIGH-DURHAM INTL (RDU)
RALEIGH/DURHAM, NORTH CAROLINA



ARRIVAL ROUTE DESCRIPTION

From TAQLE on track 255° to cross SWETP at or above 9000, then on track 257° to cross KAROO at or below 12000.

LANDING RUNWAYS 5L/R: From KAROO on track 241° to cross MUFLY at or above 9000 and at 250K, then on track 228° to cross OCHRE at or above 7000 and at 220K, then on track 234° to cross STINT at 6000 and at 210K, then on track 234°. Expect RNP RWY 5R approach. Non-RNP aircraft: Expect RADAR vectors to final approach course.

LANDING RUNWAYS 23L/R: From KAROO on track 267° to cross ESELL at 6000 and at 210K, then on track 267°. Expect ILS or RNAV RWY 23L/R approach.

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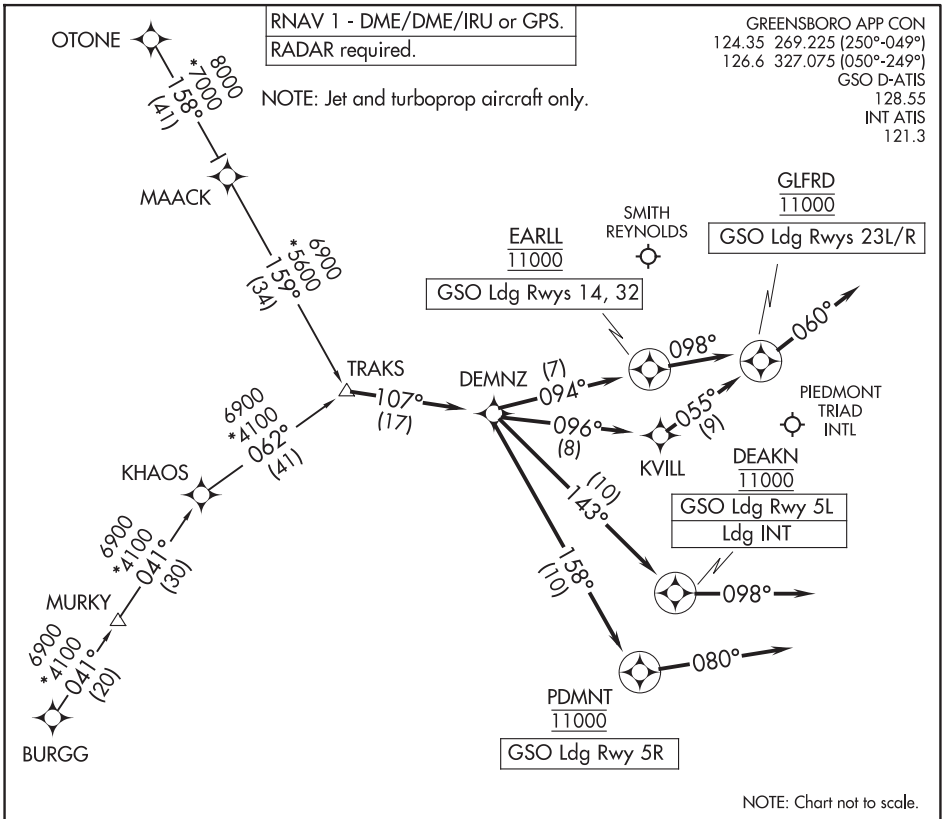
TRAKS FOUR ARRIVAL (RNAV)

GREENSBORO, NORTH CAROLINA



ARRIVAL ROUTE DESCRIPTION

BURGG TRANSITION (BURGG.TRAKS4)
OTONE TRANSITION (OTONE.TRAKS4)

GSO: From TRAKS on track 107° to DEMNZ.

LANDING RUNWAY 05L: From DEMNZ on track 143° to cross DEAKN at 11000, then on heading 098°. Expect RADAR vectors to final approach course.
LANDING RUNWAY 05R: From DEMNZ on track 158° to cross PDMNT at 11000, then on heading 080°. Expect RADAR vectors to final approach course.
LANDING RUNWAYS 14/32: From DEMNZ on track 094° to cross EARLL at 11000, then on heading 098°. Expect RADAR vectors to final approach course.
LANDING RUNWAYS 23L/R: From DEMNZ on track 096° to KVILL, then on track 055° to cross GLFRD at 11000, then on heading 060°. Expect RADAR vectors to final approach course.

LANDING INT: From TRAKS on track 107° to DEMNZ, then on track 143° to cross DEAKN at 11000, then on heading 098°. Expect RADAR vectors to final approach course.

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SE-2, 07 AUG 2025 to 02 OCT 2025

(WORXS.WORXS2) 25051 AL-5124 (FAA)

WORXS TWO ARRIVAL (RNAV)

GREER, SOUTH CAROLINA

WORXS TWO ARRIVAL (RNAV)
GREER, SOUTH CAROLINA

(WORXS.WORXS2) 25APR19

SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 1

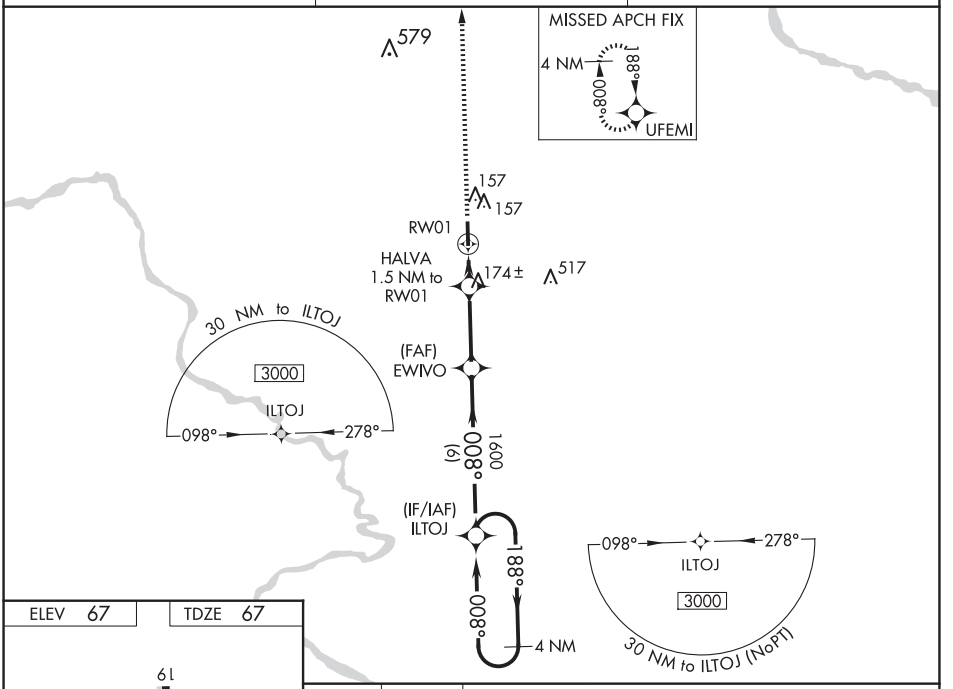
TRI-COUNTY AT HENRY JOYNER FLD (ASJ)

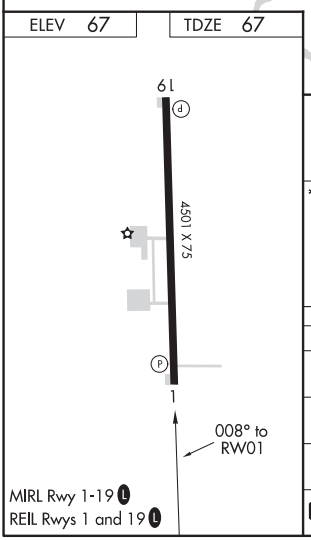
WAAS	APP CRS	Rwy Idg	4501
CH 70637	008°	TDZE	67
W01A		Apt Elev	67

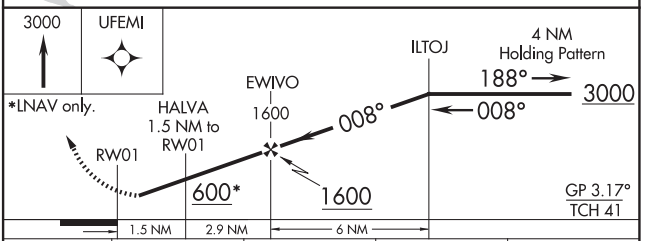
TAA DME/DME RNP-0.3 NA. Night Landing: Rwy 1 NA. When local altimeter setting not received, use Franklin altimeter setting and increase all DA 67 feet and all MDA 80 feet; increase LPV all Cats visibility ⅛ mile, LNAV Cats C/D visibility ⅜ mile and Circling Cat D visibility ¼ mile. Baro-VNAV NA when using Franklin altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct UFEMI and hold, continue climb-in-hold to 3000.

AWOS-3	WASHINGTON CENTER	UNICOM
119.075	123.85 279.65	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	359-1	292 (300-1)		NA
LNAV/VNAV DA	322-1	255 (300-1)		NA
LNAV MDA	440-1	373 (400-1)		
C CIRCLING	580-1	513 (600-1)	580-1½ 513 (600-1½)	820-2½ 753 (800-2½)

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SE-2, 07 AUG 2025 to 02 OCT 2025

AHOSKIE, NORTH CAROLINA AL-5898 (FAA) 22195

WAAS	APP CRS	Rwy Idg	4501
CH 77837	188°	TDZE	66
W19A		Apt Elev	67

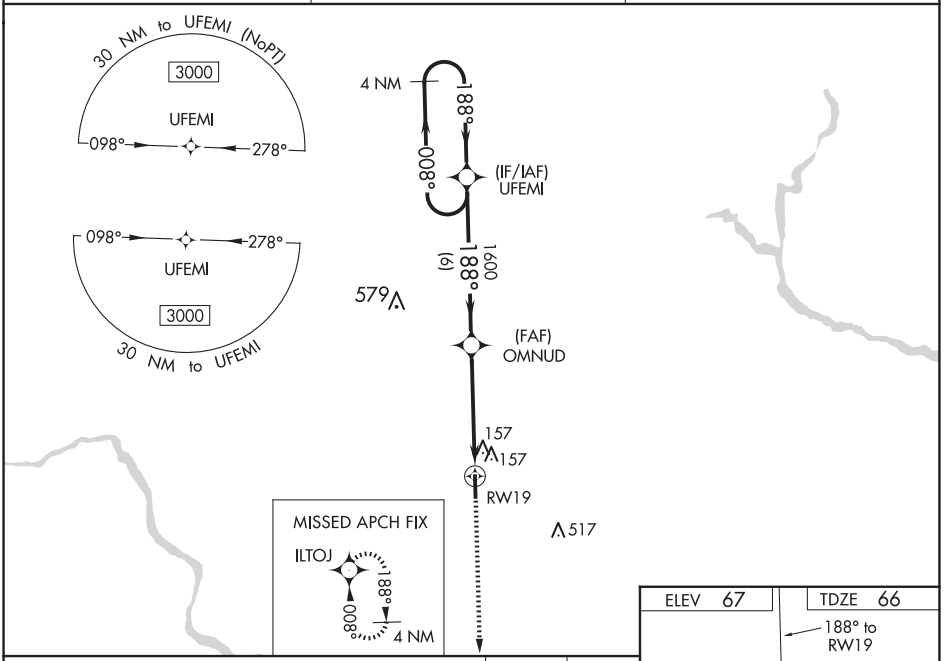
RNAV (GPS) RWY 19

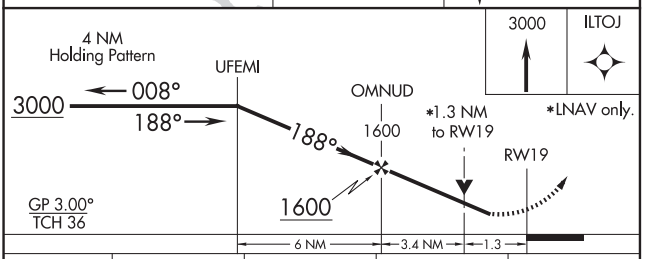
TRI-COUNTY AT HENRY JOYNER FLD (ASJ)

DME/DME RNP-0.3 NA. Night Landing: Rwy 1 NA. VDP and Baro-VNAV NA when using Franklin altimeter setting. When local altimeter setting not received, use Franklin altimeter setting and increase all DA 67 feet and all MDA 80 feet; increase LPV and LNAV/VNAV all Cats visibility ¼ mile and LNAV Cat C/D visibility ⅛ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Helicopter visibility reduction below ¾ SM NA.

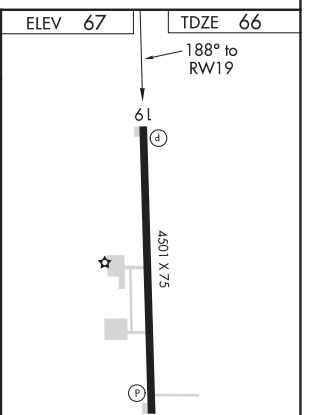
MISSED APPROACH: Climb to 3000 direct ILTOJ and hold, continue climb-in-hold to 3000.

AWOS-3	WASHINGTON CENTER	UNICOM
119.075	123.85 279.65	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	353-1 287 (300-1)			
LNAV/VNAV DA	430-1¼ 364 (400-1¼)			
LNAV MDA	520-1 454 (500-1)		520-1⅜ 454 (500-1⅜)	
C CIRCLING	580-1 513 (600-1)		580-1½ 513 (600-1½)	820-2½ 753 (800-2½)



MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-AIK	APP CRS	Rwy Ldg	5500
109.9	066°	TDZE	515
Chan 36		Apt Elev	529

ILS or LOC/DME RWY 7

AIKEN RGNL (AIK)

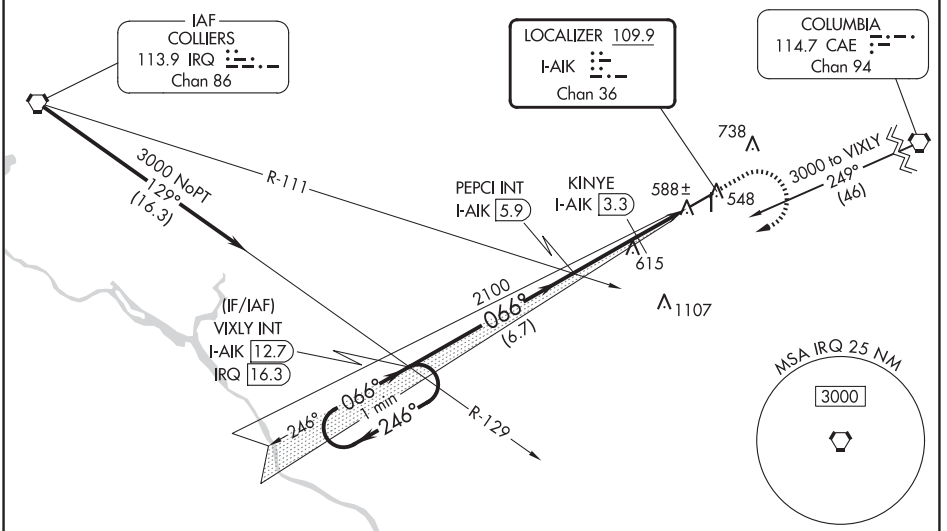
T NA

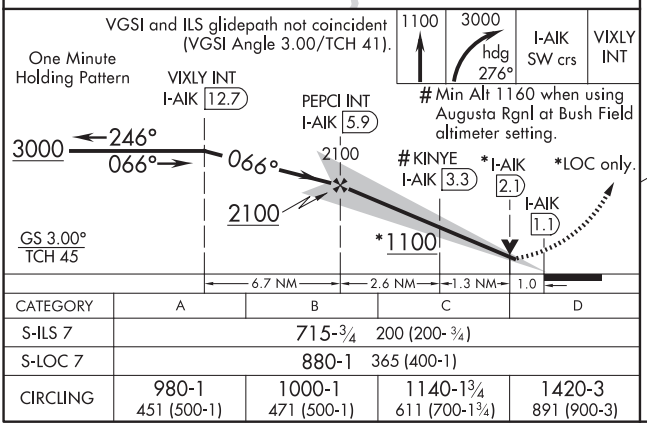
VDP NA with Augusta Rgnl at Bush Fld altimeter setting.
When local altimeter setting not received, use Augusta Rgnl at Bush Fld altimeter setting: increase S-ILS 7 all Cats DAs to 819 feet and all Cats visibility ¼ SM; increase all MDAs 120 feet and S-LOC 7 Cats C/D visibility ⅜ SM and Circling Cat C visibility ¼ SM.

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 on heading 276° and I-AIK SW course (246°) to VIXLY INT/I-AIK12.7 DME and hold.

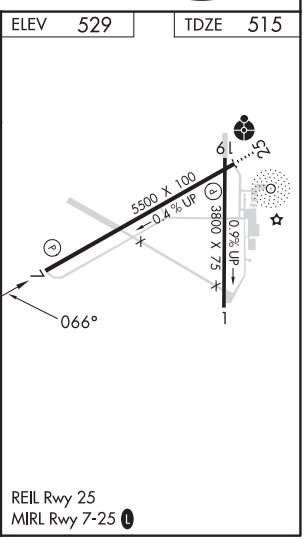
AWOS-3PT	AUGUSTA APP CON ★	CLNC DEL	UNICOM
118.025	119.15 284.625	126.075	122.8 (CTAF) L

Procedure NA for arrivals on IRQ VORTAC airway radials 084 CW 174.





CATEGORY	A	B	C	D
S-ILS 7	715-¾ 200 (200-¾)			
S-LOC 7	880-1 365 (400-1)			
CIRCLING	980-1 451 (500-1)	1000-1 471 (500-1)	1140-1¾ 611 (700-1¾)	1420-3 891 (900-3)



SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 7

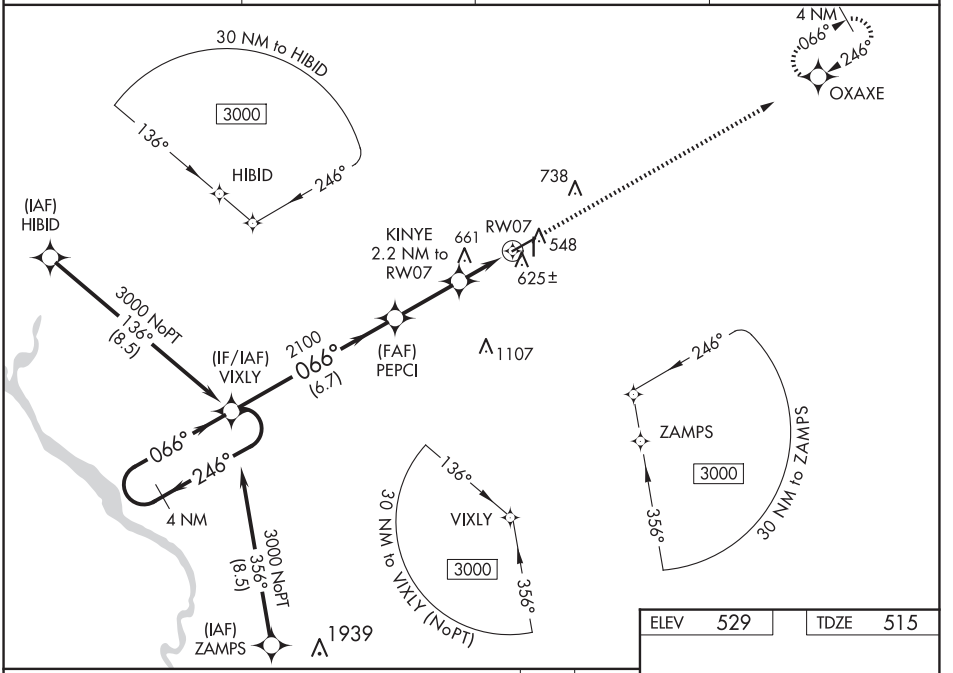
AIKEN RGNL (AIK)

WAAS	APP CRS		
CH **90301**	**066°**	Rwy Ldg	**5500**
W07A		TDZE	**515**
		Apt Elev	**529**

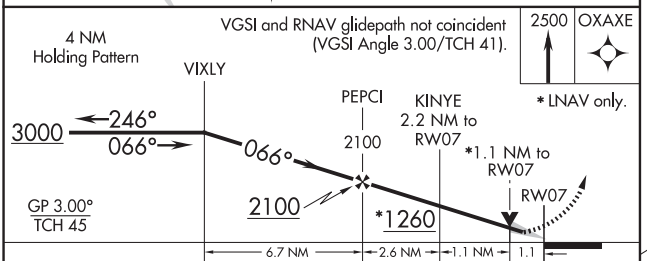
T NA Baro-VNAV NA when using Augusta Rgnl at Bush Fld altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 40°C (104°F). DME/DME RNP-0.3 NA. VDP NA with Augusta Rgnl at Bush Fld altimeter setting. When local altimeter setting not received, use Augusta Rgnl at Bush Fld altimeter setting: increase LPV all Cats DAs to 819 feet and all Cats visibility ¼ SM, increase LNAV/VNAV all Cats DAs to 890 feet and all Cats visibility ⅜ SM; increase all MDAs 120 feet and LNAV Cats C/D visibility ⅜ SM and Circling Cat C visibility ¼ SM.

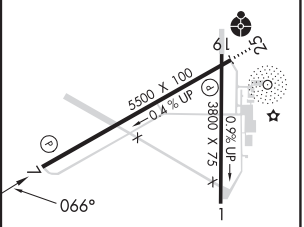
MISSED APPROACH: Climb to 2500 direct OXAXE and hold.

AWOS-3PT	AUGUSTA APP CON ★	CLNC DEL	UNICOM
118.025	**119.15 284.625**	**126.075**	**122.8** (CTAF) L



ELEV	529	TDZE	515





CATEGORY	A	B	C	D
LPV DA	715-¾ 200 (200-¾)			
LNAV/VNAV DA	786-⅞ 271 (300-⅞)			
LNAV MDA	920-1 405 (400-1)		920-1⅛ 405 (400-1⅛)	
CIRCLING	980-1 451 (500-1)	1000-1 471 (500-1)	1140-1¾ 611 (700-1¾)	1420-3 891 (900-3)

REIL Rwy 25
MIRL Rwy 7-25 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 25

AIKEN RGNL (AIK)

WAAS	APP CRS		
CH **50301**	**246°**	Rwy Ldg	**5500**
W25A		TDZE	**515**
		Apt Elev	**529**

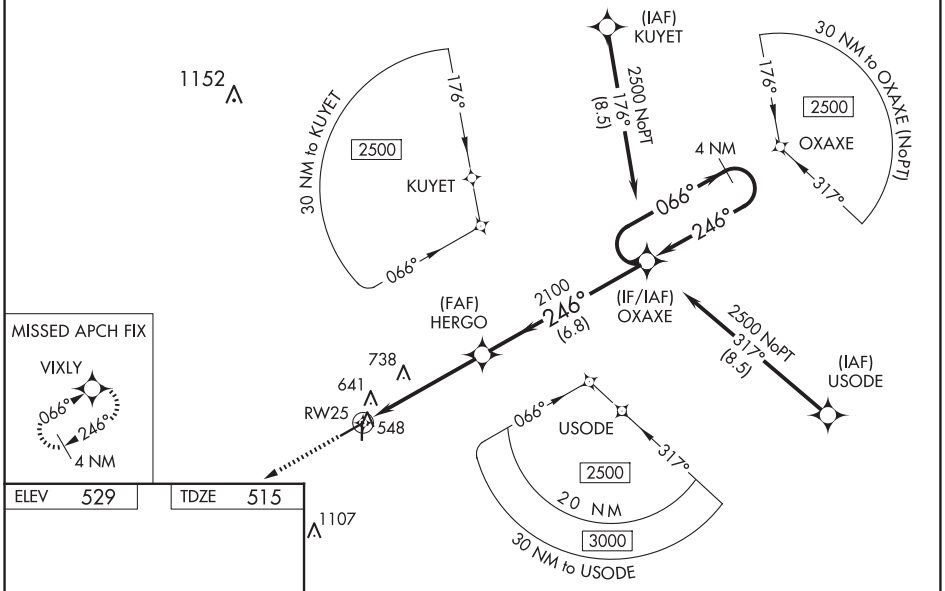
RNP APCH.

NA Baro-VNAV NA when using Augusta Rgnl at Bush Fld altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 40°C. VDP NA with Augusta Rgnl at Bush Fld altimeter setting. When local altimeter setting not received, use Augusta Rgnl at Bush Fld altimeter setting: increase LPV all Cats DA to 869 feet, LNAV/VNAV all Cats DA to 927 feet and all visibilities ⅜ mile; increase all MDA 120 feet and Cat C/D visibilities ¼ mile. For inop ODALS, increase LPV all Cats visibility to ⅞ mile, LNAV/VNAV all Cats to 1⅛ mile and LNAV Cat C/D to 1¼ mile. For inop ODALS when using Augusta Rgnl at Bush Fld altimeter setting, increase LPV all Cats visibility to 1¼ mile, LNAV/VNAV all Cats to 1½ mile and LNAV Cat D to 1⅝ mile.

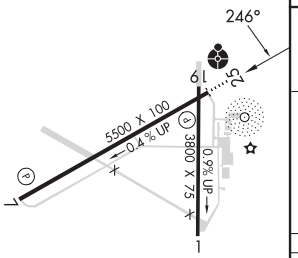
ODALS

MISSED APPROACH: Climb to 3000 direct VIXLY and hold.

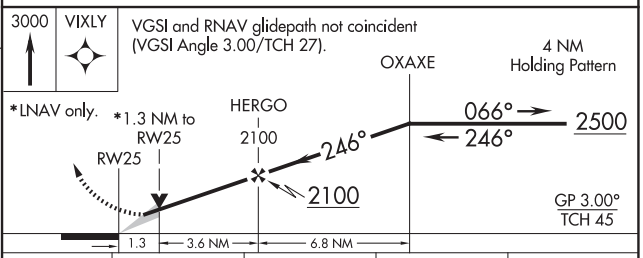
AWOS-3PT	AUGUSTA APP CON *	CLNC DEL	UNICOM
118.025	**119.15 284.625**	**126.075**	**122.8** (CTAF) L



ELEV 529	TDZE 515



REIL Rwy 25
MIRL Rwy 7-25 L



CATEGORY	A	B	C	D
LPV DA	765-¾ 250 (300-¾)			
LNAV/VNAV DA	823-1 308 (300-1)			
LNAV MDA	940-¾ 425 (500-¾)		940-1⅛ 425 (500-1⅛)	

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

AIKEN, SOUTH CAROLINA | AL-5197 (FAA) | 25163

VORTAC IRQ	APP CRS	Rwy Ldg	N/A
113.9	102°	TDZE	N/A
Chan 86		Apt Elev	529

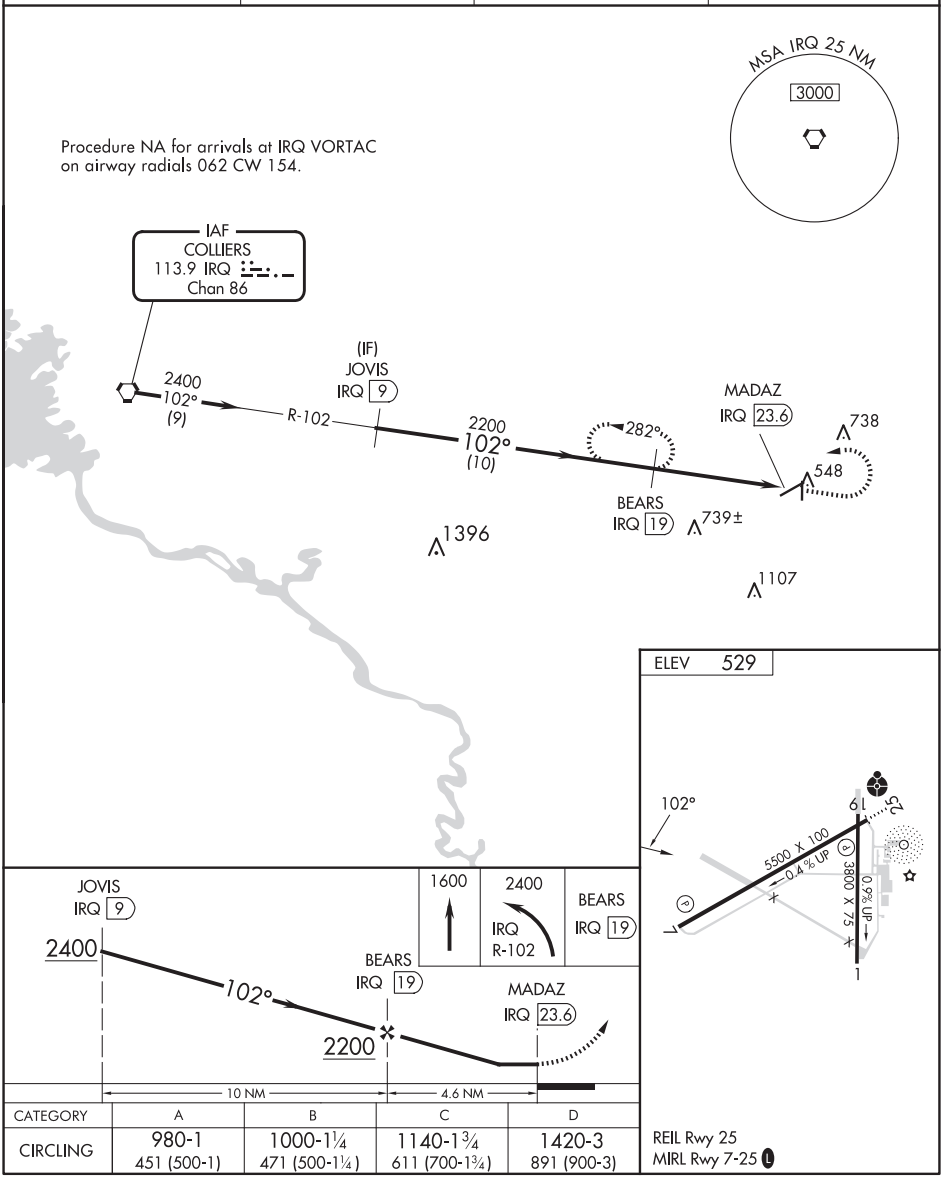
VOR/DME-A

AIKEN RGNL (AIK)

When local altimeter setting not received, use Augusta Rgnl at Bush Fld altimeter setting and increase all MDAs 120 feet and increase Cat C visibility ¼ SM.

MISSED APPROACH: Climb to 1600 then climbing left turn to 2400 on IRQ VORTAC R-102 to BEARS/IRQ 19 DME and hold.

AWOS-3PT	AUGUSTA APP CON ★	CLNC DEL	UNICOM
118.025	119.15 284.625	126.075	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	980-1 451 (500-1)	1000-1¼ 471 (500-1¼)	1140-1¾ 611 (700-1¾)	1420-3 891 (900-3)

REIL Rwy 25
MIRL Rwy 7-25 L

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SE-2, 07 AUG 2025 to 02 OCT 2025

NDB RWY 25

AIKEN RGNL (AIK)

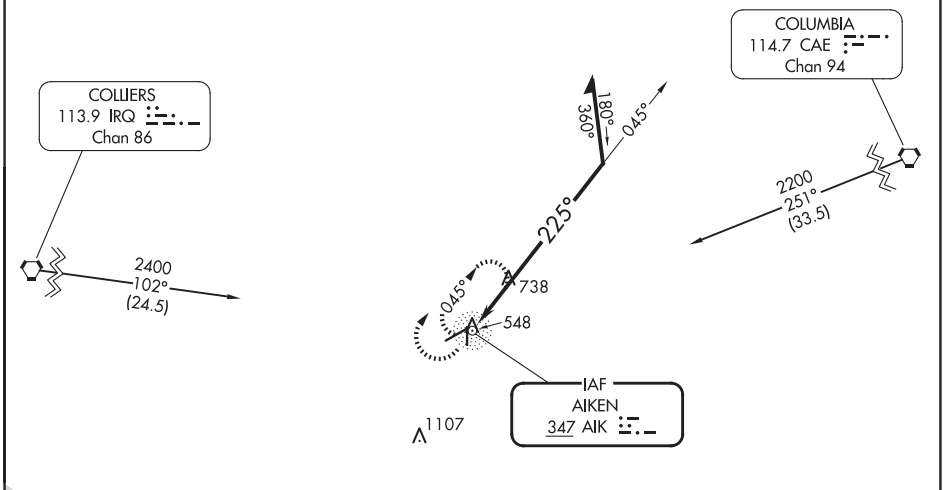
NDB AIK	APP CRS	Rwy Ldg	5500
347	225°	TDZE	515
		Apt Elev	529

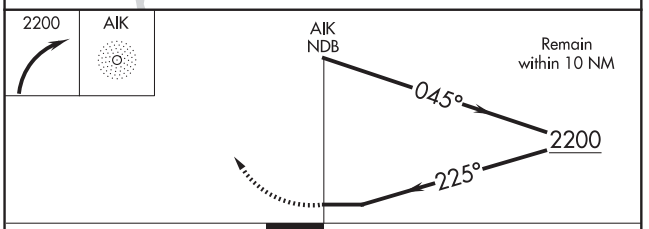
T A NA When local altimeter setting not received, use Augusta Rgnl at Bush Fld altimeter setting and increase all MDAs 120 feet; increase S-25 Cats B/C/D and Circling Cat C visibility ¼ SM. For inop ODALS, increase S-25 Cat C/D visibility to 1⅞ mile. For inop ODALS when using Augusta Rgnl at Bush Fld altimeter setting, increase S-25 Cat C/D visibility to 2½ mile. Helicopter visibility reduction below ¾ SM NA.

ODALS

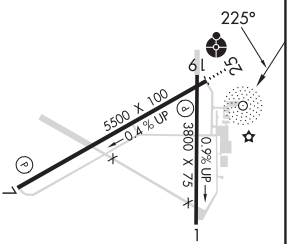
MISSED APPROACH: Climbing right turn to 2200 in AIK NDB holding pattern.

AWOS-3PT	AUGUSTA APP CON ★	CLNC DEL	UNICOM
118.025	119.15 284.625	126.075	122.8 (CTAF) L





ELEV 529 TDZE 515



CATEGORY	A	B	C	D
S-25	1180-¾	665 (700-¾)	1180-1¾	665 (700-1¾)
CIRCLING	1180-1	651 (700-1)	1180-1¾ 651 (700-1¾)	1420-3 891 (900-3)

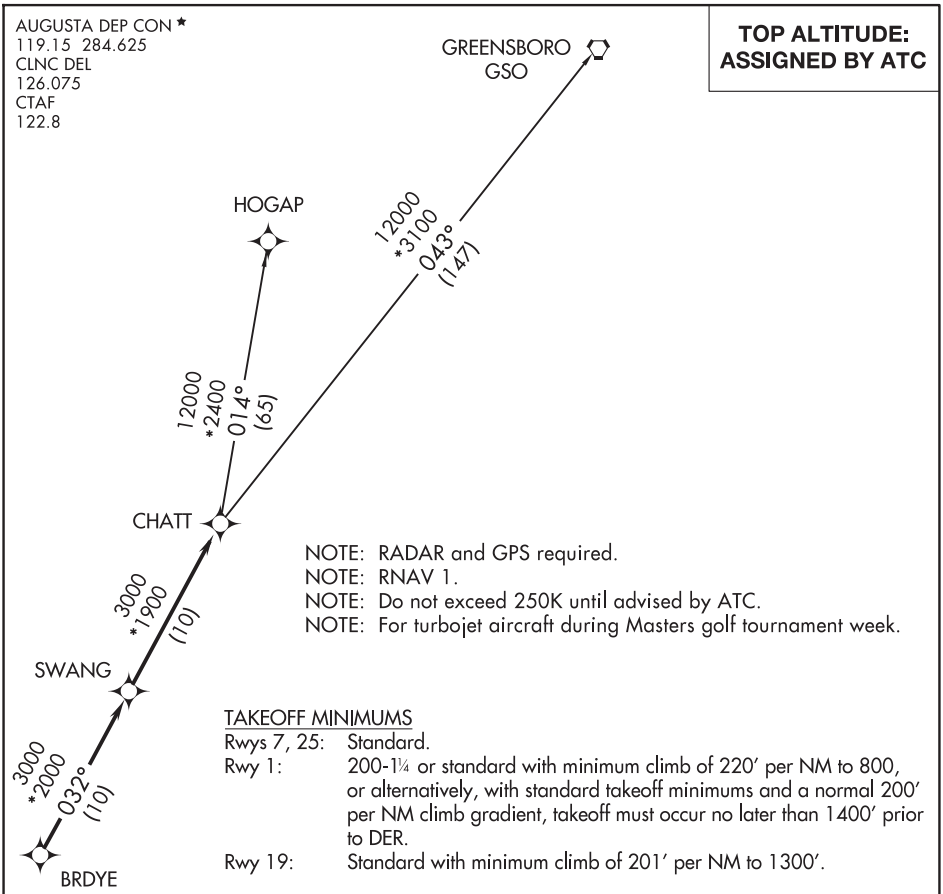
REIL Rwy 25
MIRL Rwy 7-25 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

(CHATT6.CHATT) 25163 AL-5197 (FAA)

CHATT SIX DEPARTURE (RNAV)

AIKEN RGNL (AIK)
AIKEN, SOUTH CAROLINA



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1, 7, 19, 25: Climb on assigned heading for RADAR vectors to BRDYE, then on depicted route to CHATT, thence . . . .

. . . . maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

GREENSBORO TRANSITION (CHATT6.GSO)
HOGAP TRANSITION (CHATT6.HOGAP)

SE-2, 07 AUG 2025 to 02 OCT 2025

DOVER FIVE DEPARTURE (RNAV)

AUGUSTA DEP CON★
119.15 284.625
CLNC DEL 126.075
CTAF
122.8

TOP ALTITUDE: ASSIGNED BY ATC

NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: RNAV 1.
NOTE: For turbojet aircraft during Masters Golf Tournament week.
NOTE: Do not exceed 250K until advised by ATC.

TAKEOFF MINIMUMS
Rwys 7, 25: Standard.
Rwy 1: 300-1¼ or standard with minimum climb of 216′ per NM to 700, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1400′ prior to DER.
Rwy 19: Standard with minimum climb of 201′ per NM to 1000.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 1, 7, 19, 25: Climb heading assigned by ATC for vectors to BEANS, then on depicted route to DOVER, then on heading 156° for RADAR vectors, thence. . . .

. . . .maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

SE-2, 07 AUG 2025 to 02 OCT 2025

(JUNPR6.JUNPR) 22195 AL-5197 (FAA)

JUNPR SIX DEPARTURE (RNAV)

AIKEN RGNL (AIK)
AIKEN, SOUTH CAROLINA

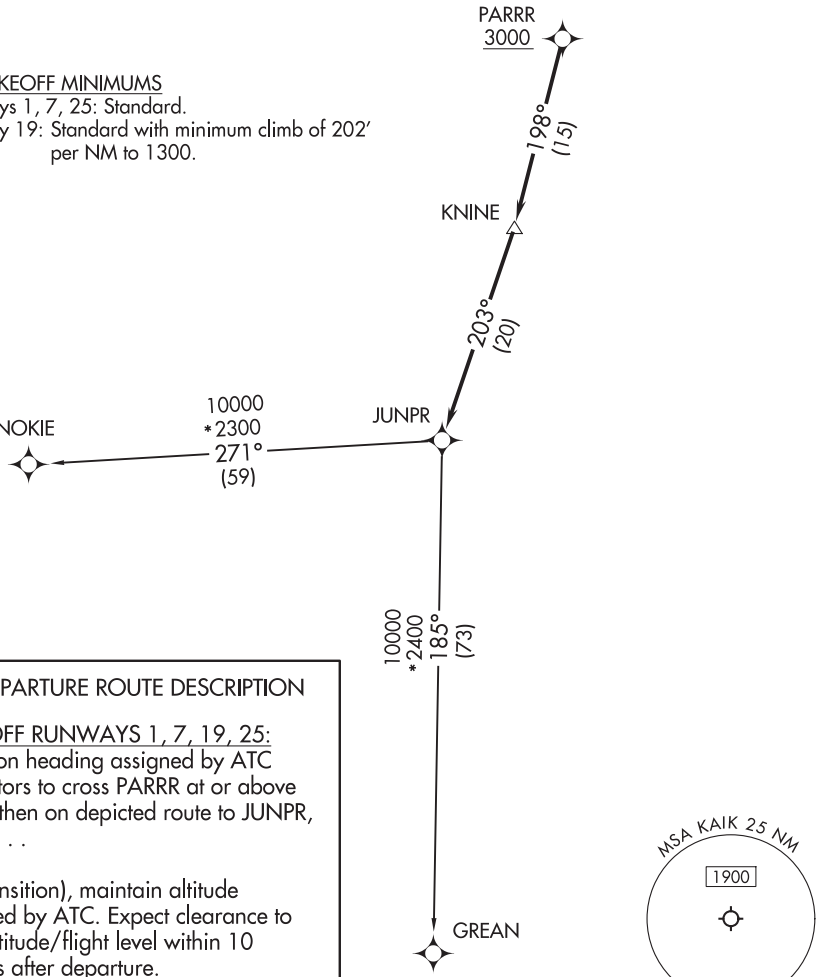
AUGUSTA DEP CON ★
119.15 284.625
CLNC DEL
126.075
CTAF
122.8

TOP ALTITUDE: ASSIGNED BY ATC

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

NOTE: Do not exceed 250K until advised by ATC.

TAKEOFF MINIMUMS
Rwys 1, 7, 25: Standard.
Rwy 19: Standard with minimum climb of 202' per NM to 1300.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1, 7, 19, 25:
Climb on heading assigned by ATC for vectors to cross PARRR at or above 3000, then on depicted route to JUNPR, thence. . .

. . .(transition), maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

GREAN TRANSITION (JUNPR6.GREAN)
NOKIE TRANSITION (JUNPR6.NOKIE)

NOTE: Chart not to scale.

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

TOP ALTITUDE:
ASSIGNED BY ATC
CTAF
122.8
AUGUSTA DEP CON★
119.15 284.625
CLNC DEL
126.075
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: RNAV 1.
NOTE: For use during Masters Golf Tournament week only.
NOTE: Do not exceed 250K until advised by ATC.
PARRR
262°
(15)
FOURR
221°
(9)
PGAAA
(13)
KAOLN
N
TAKEOFF MINIMUMS
Rwys 7, 25: Standard.
Rwy 1: 300-1¼ or standard with minimum climb of 216′ per NM to 700, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1400′ prior to DER.
Rwy 19: Standard with minimum climb of 201′ per NM to 1000.
NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION
TAKEOFF RWYS 1, 7, 19, 25: Climb on assigned heading for RADAR vectors to PARRR, then on depicted route to KAOLN. Thence. . . .
. . . .maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

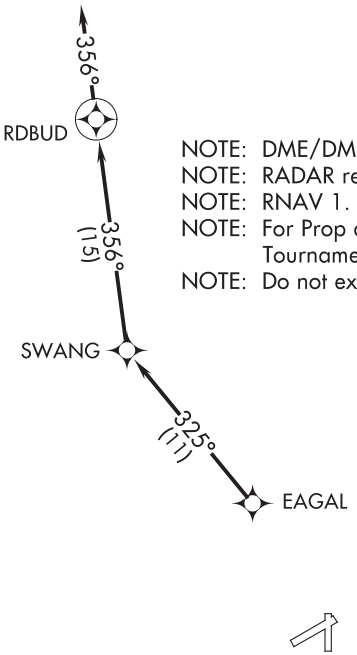
(RDBUD4.RDBUD) 19059 AL-5197 (FAA)

RDBUD FOUR DEPARTURE (RNAV)

AIKEN RGNL (AIK)
AIKEN, SOUTH CAROLINA

CTAF
122.8
AUGUSTA DEP CON★
119.15 284.625
CLNC DEL
126.075

TOP ALTITUDE: ASSIGNED BY ATC



NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: For Prop aircraft only during Masters Golf Tournament week.
NOTE: Do not exceed 250K until advised by ATC.

TAKEOFF MINIMUMS
Rwys 7, 25: Standard.
Rwy 1: 300-1¼ or standard with minimum climb of 216′ per NM to 700, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1400′ from to DER.
Rwy 19: Standard with a minimum climb of 201′ per NM to 1000.

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

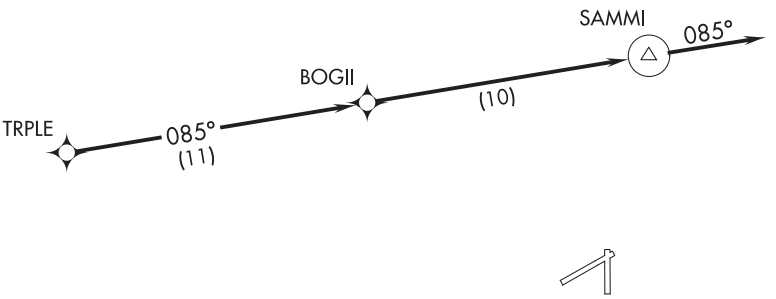
TAKEOFF RWYS 1, 7, 19, 25: Climb heading assigned by ATC for vectors to EAGAL, then on depicted route to RDBUD, then on heading 356° for RADAR vectors, thence....

....maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

AUGUSTA DEP CON★
119.15 284.625
CLNC DEL
126.075
CTAF
122.8

TOP ALTITUDE: ASSIGNED BY ATC



NOTE: RADAR and GPS required.
NOTE: RNAV 1.
NOTE: Do not exceed 250K until advised by ATC.

TAKEOFF MINIMUMS
Rwys 7, 25: Standard.
Rwy 1: 200-1¼ or standard with minimum climb of 220′ per NM to 800, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1400′ prior to DER.
Rwy 19: Standard with minimum climb of 201′ per NM to 1300′.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1, 7, 19, 25: Climb on assigned heading for RADAR vectors to TRPLE. Then on depicted route to SAMMI. Then on heading 085° for RADAR vectors. Thence. . . .

. . . .maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

ALBEMARLE, NORTH CAROLINA AL-6707 (FAA) 23110

ILS or LOC RWY 22L
STANLY COUNTY (VUJ)

LOC I-VUJ	APP CRS	Rwy Idg	5499
110.55	223°	TDZE	584
		Apt Elev	609

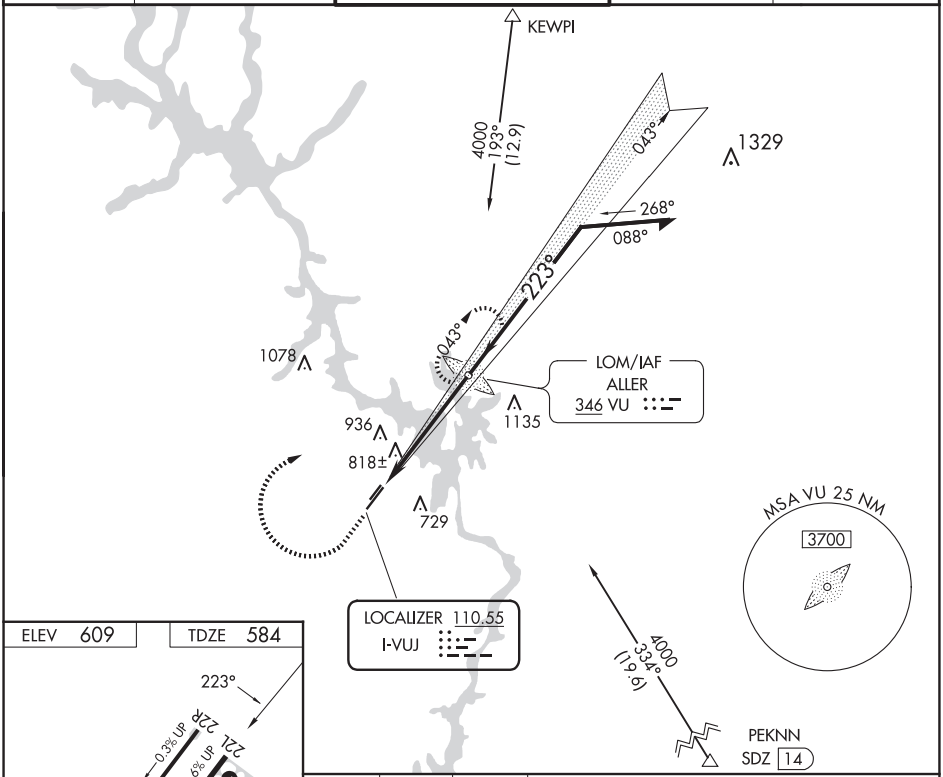
ADF required.

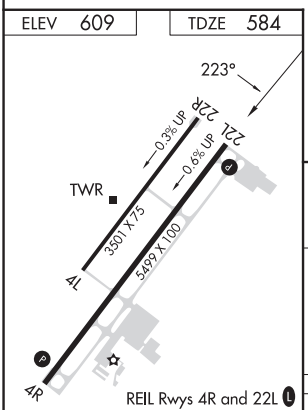
T A PAR

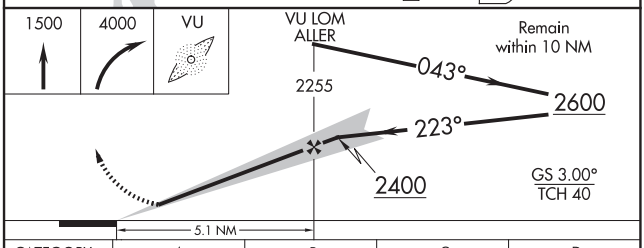
Circling Rwy 4L, 22R NA at night.
Rwy 22L helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ALLER LOM and hold, continue climb-in-hold to 4000.

AWOS-3	CHARLOTTE APP CON	STANLY COUNTY TOWER★	GND CON	CLNC DEL
128.175	128.325 307.8	126.275 (CTAF) L 291.9	121.75 254.375	121.75 254.375







FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
S-ILS 22L	916-1		332 (400-1)	
S-LOC 22L	1100-1	516 (500-1)	1100-1⅜	516 (500-1⅜)
C CIRCLING	1260-1	651 (700-1)	1260-1¾ 651 (700-1¾)	1380-2½ 771 (800-2½)

ALBEMARLE, NORTH CAROLINA
Amdt 1D 08SEP22

35°25'N-80°09'W

STANLY COUNTY (VUJ)
ILS or LOC RWY 22L

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 4R

STANLY COUNTY (VUJ)

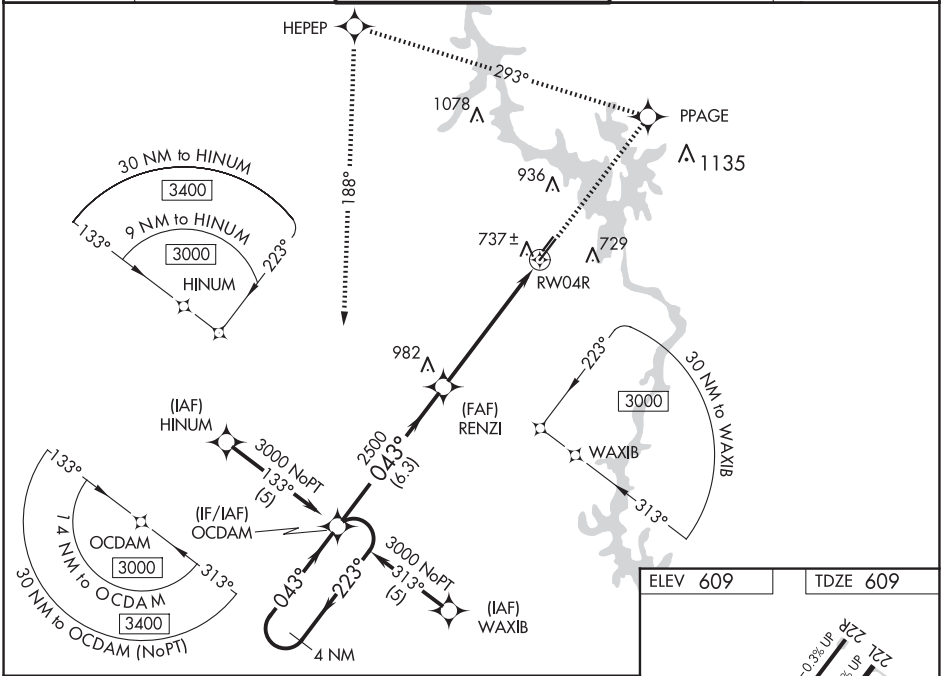
WAAS CH 49117 W04A	APP CRS 043°	Rwy Idg 5499 / TDZE 609 / Apt Elev 609

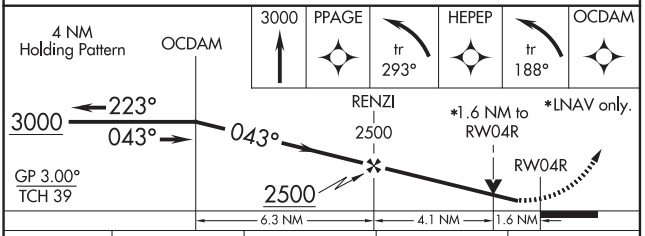
PAR

Circling to Rwy 4L/22R NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Asheboro altimeter setting and increase LPV DA to 929, LNAV/VNAV DA to 1083, and all MDA 60 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cats C and D visibility ¼ mile. Baro-VNAV NA when using Asheboro altimeter setting. VDP NA with Asheboro altimeter setting.

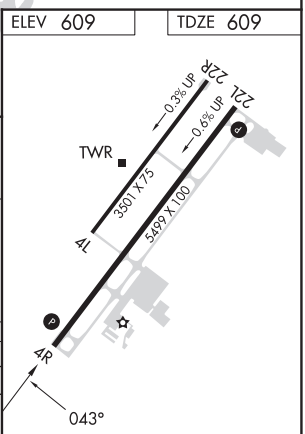
MISSED APPROACH: Climb to 3000 direct PPAGE and left turn on track 293° to HEPEP and left turn on track 188° to OCDAM and hold.

AWOS-3	CHARLOTTE APP CON	STANLY COUNTY TOWER★	GND CON	CLNC DEL
128.175	128.325 307.8	126.275 (CTAF) L 291.9	121.75 254.375	121.75 254.375





CATEGORY	A	B	C	D
LPV DA	876-1 267 (300-1)			
LNAV/VNAV DA	1030-1½ 421 (500-1½)			
LNAV MDA	1160-1 551 (600-1)		1160-1½ 551 (600-1½)	1160-1¾ 551 (600-1¾)
CIRCLING	1260-1 651 (700-1)		1260-1¾ 651 (700-1¾)	1380-2½ 771 (800-2½)



REIL Rwys 4R and 22L (L)
MIRL Rwys 4L-22R (L)
HIRL Rwys 4R-22L (L)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

ALBEMARLE, NORTH CAROLINA AL-6707 (FAA) 23110

WAAS CH 78317 W22A	APP CRS 223°	Rwy Idg 5499 TDZE 584 Apt Elev 609

RNAV (GPS) RWY 22L

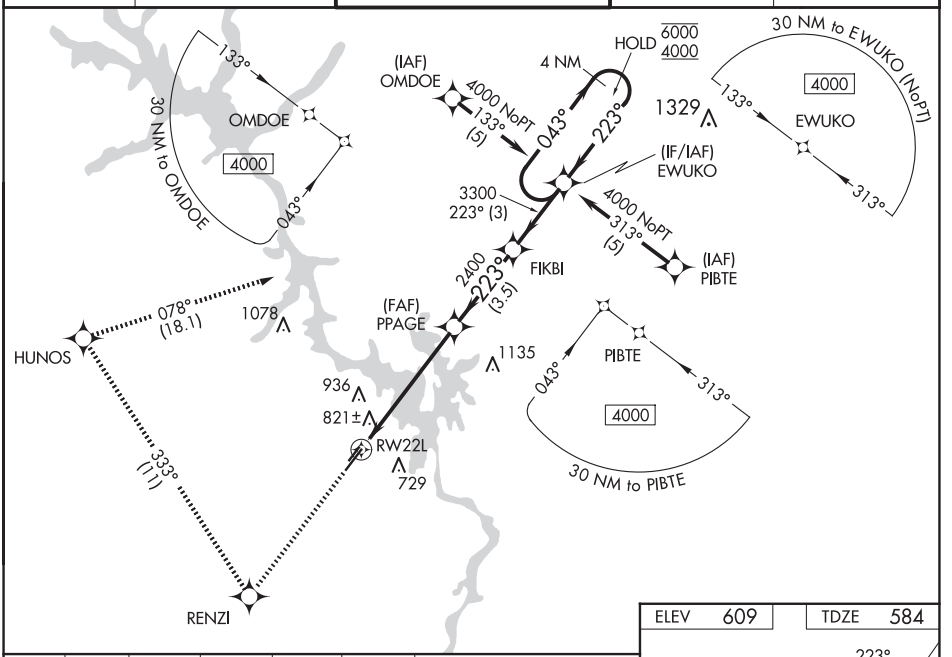
STANLY COUNTY (VUJ)

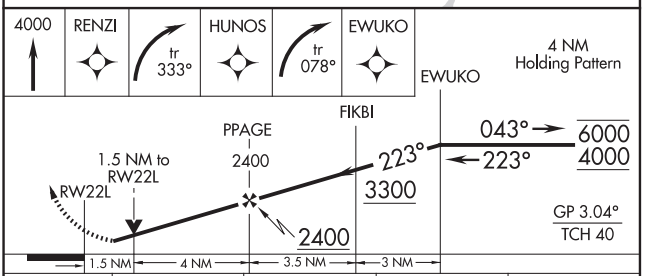
RNP APCH-GPS.

T A PAR — Circling Rwy 4L, 22R NA at night. Rwy 22L helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

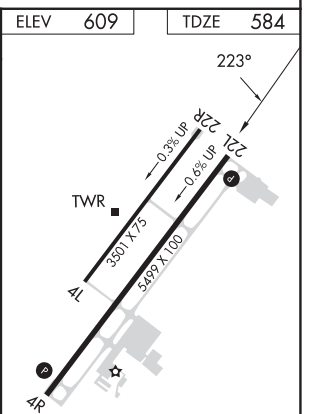
MISSED APPROACH: Climb to 4000 direct RENZI and right turn on track 333° to HUNOS and right turn on track 078° to EWUKO and hold.

AWOS-3	CHARLOTTE APP CON	STANLY COUNTY TOWER★	GND CON	CLNC DEL
128.175	128.325 307.8	126.275 (CTAF) L 291.9	121.75 254.375	121.75 254.375





CATEGORY	A	B	C	D
LPV DA		919-1	335 (400- 1)	
LNAV/VNAV DA		1272-2	688 (700-2)	
LNAV MDA	1100-1 516 (500-1)		1100-1⅜	516 (500-1⅜)
C CIRCLING	1260-1 651 (700-1)		1260-1¾ 651 (700-1¾)	1380-2½ 771 (800-2½)



REIL Rwys 4R and 22L L
MIRL Rwys 4L-22R L
HIRL Rwys 4R-22L L

ALBEMARLE, NORTH CAROLINA
Orig-B 08SEP22

35°25'N-80°09'W

STANLY COUNTY (VUJ)

RNAV (GPS) RWY 22L

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

NDB RWY 22L
STANLY COUNTY (VUJ)

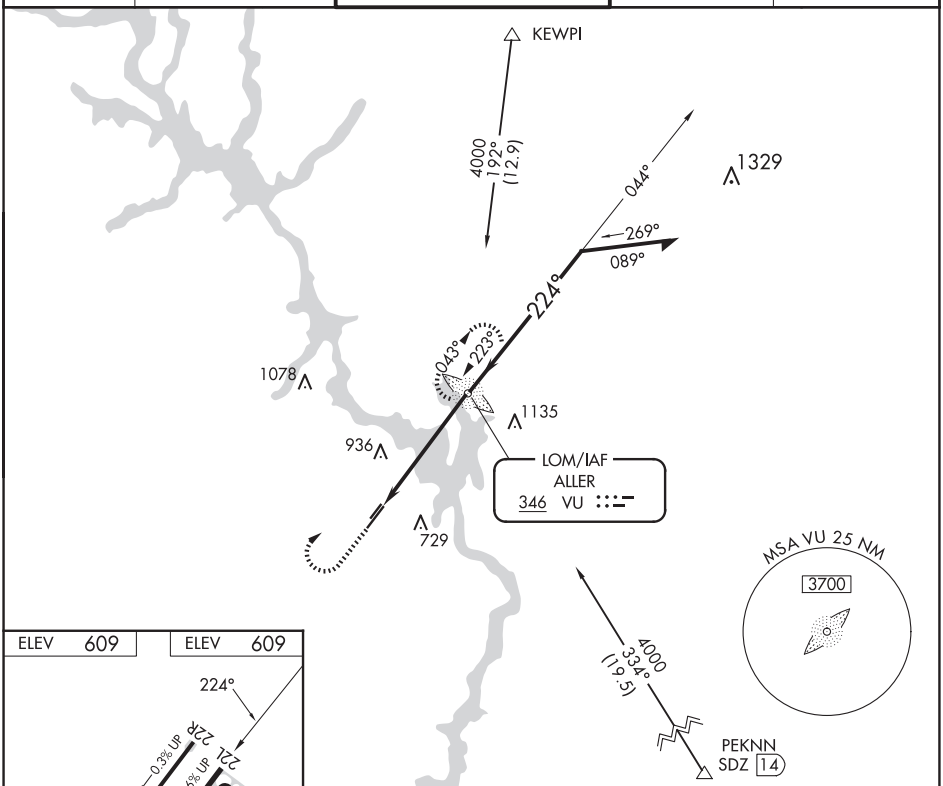
LOM VU	APP CRS	Rwy Idg 5499
346	224°	TDZE 584
		Apt Elev 609

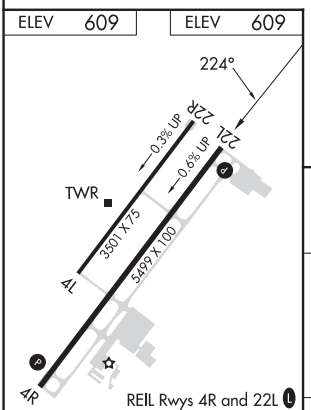
PAR

Circling to Rwy 4L/22R NA at night. When local altimeter setting not received, use Asheboro altimeter setting and increase all MDA 60 feet; increase S-22L Cats C and D, and Circling Cats C and D visibility ¼ mile.

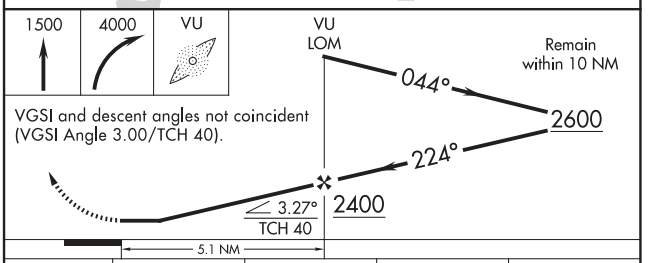
MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ALLER LOM and hold, continue climb-in-hold to 4000.

AWOS-3	CHARLOTTE APP CON	STANLY COUNTY TOWER★	GND CON	CLNC DEL
128.175	128.325 307.8	126.275 (CTAF) L 291.9	121.75 254.375	121.75 254.375





REIL Rwys 4R and 22L L
MIRL Rwys 4L-22R L
HIRL Rwys 4R-22L L



VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 40).

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
S-22L	1240-1	656 (700-1)	1240-1¾ 656 (700-1¾)	1240-2 656 (700-2)
CIRCLING	1260-1	651 (700-1)	1260-1¾ 651 (700-1¾)	1380-2½ 771 (800-2½)

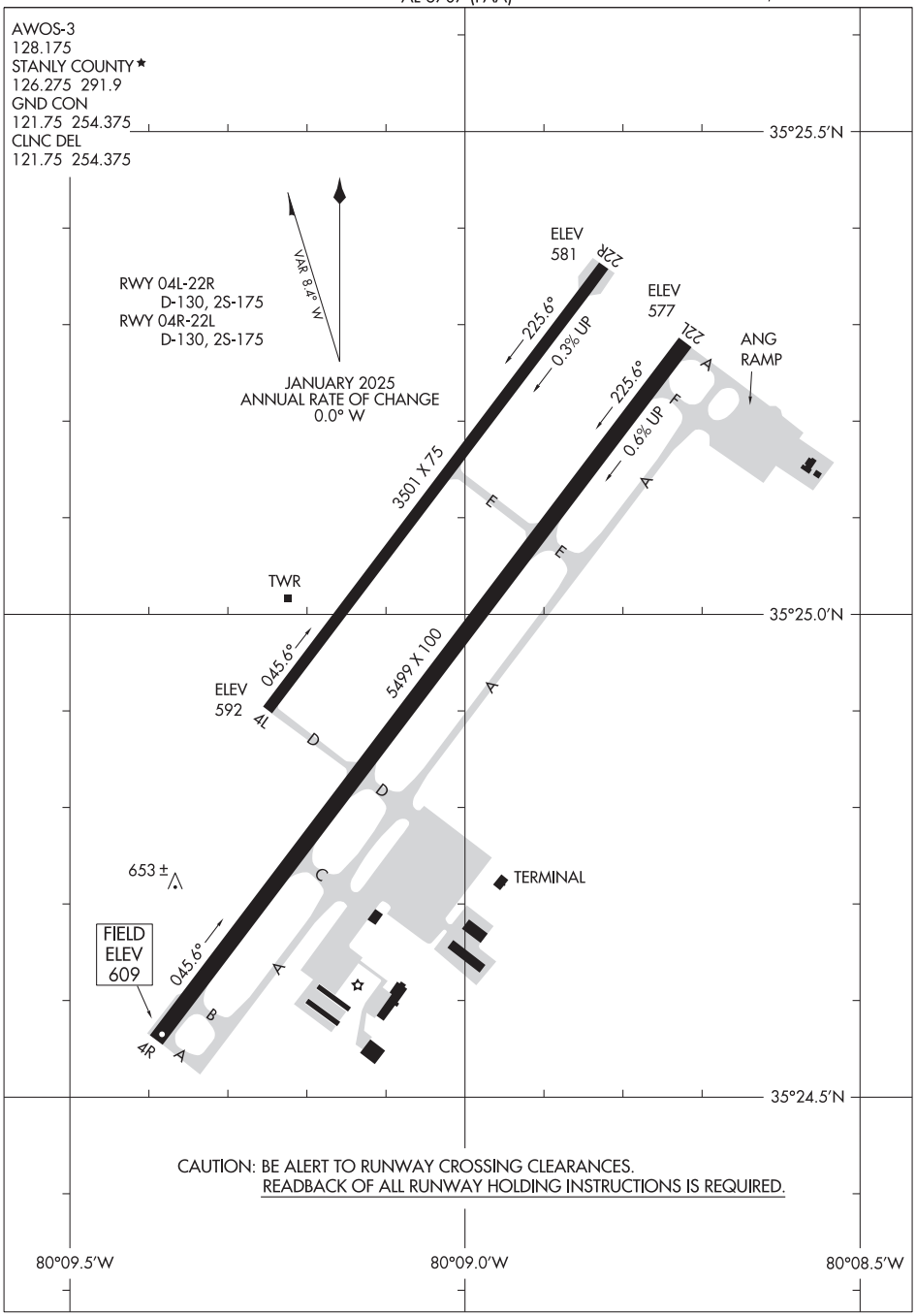
SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

25107

AIRPORT DIAGRAM

AL-6707 (FAA)

STANLY COUNTY (VUJ)
ALBEMARLE, NORTH CAROLINA



SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM
25107

ALBEMARLE, NORTH CAROLINA
STANLY COUNTY (VUJ)

BARMY FIVE DEPARTURE (RNAV)

BARMY FIVE DEPARTURE (RNAV)
(BARMY5.BARMY) 21MAR24
ALBEMARLE, NORTH CAROLINA
STANLY COUNTY (VUJ)
SE-2, 07 AUG 2025 to 02 OCT 2025

(BEAVY6.BEAVY) 24081 AL-6707 (FAA)

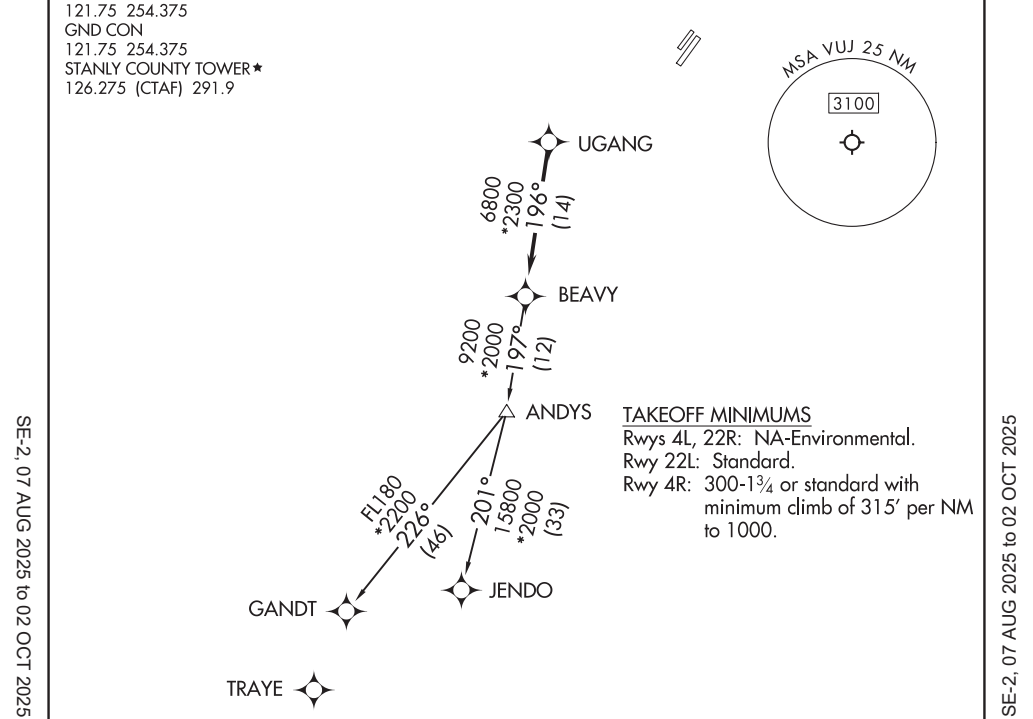
BEAVY SIX DEPARTURE (RNAV)

STANLY COUNTY (VUJ)
ALBEMARLE, NORTH CAROLINA

CHARLOTTE DEP CON
128.325 307.8
AWOS-3
128.175
CLNC DEL
121.75 254.375
GND CON
121.75 254.375
STANLY COUNTY TOWER★
126.275 (CTAF) 291.9

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

TOP ALTITUDE: 3000



TAKEOFF MINIMUMS
Rwys 4L, 22R: NA-Environmental.
Rwy 22L: Standard.
Rwy 4R: 300-1¾ or standard with minimum climb of 315′ per NM to 1000.

NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, on RADAR vectors to UGANG, then on depicted route to BEAVY. Then on assigned transition maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

GANDT TRANSITION (BEAVY6.GANDT)
JENDO TRANSITION (BEAVY6.JENDO)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

BOBZY FIVE DEPARTURE (RNAV)

(BOBZY5.BOBZY) 21MAR24

(BOBZY5.BOBZY) 24081

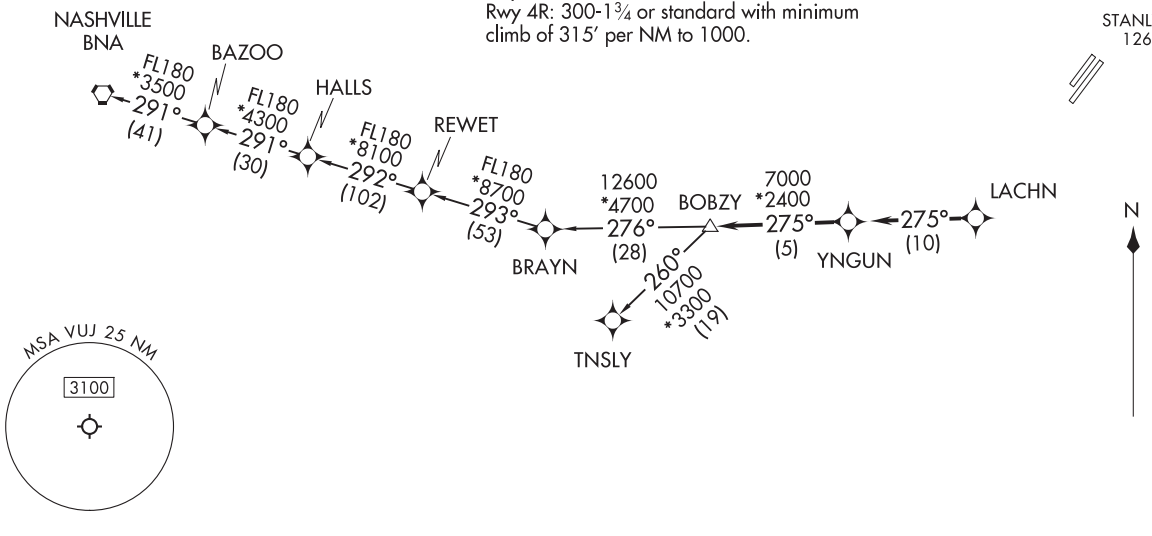
BOBZY FIVE DEPARTURE (RNAV)

TOP ALTITUDE: 3000

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

CHARLOTTE DEP CON
128.325 307.8
AWOS-3
128.175
CLNC DEL
121.75 254.375
GND CON
121.75 254.375
STANLY COUNTY TOWER ★
126.275 (CTAF) 291.9

TAKEOFF MINIMUMS
Rwys 4L, 22R: NA - Environmental.
Rwy 22L: Standard.
Rwy 4R: 300-1¾ or standard with minimum climb of 315′ per NM to 1000.



DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, on RADAR vectors to LACHN, then on depicted route to BOBZY, then on assigned transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

NASHVILLE TRANSITION (BOBZY5.BNA)
TNSLY TRANSITION (BOBZY5.TNSLY)

NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

ALBEMARLE, NORTH CAROLINA
STANLY COUNTY (VUJ)

ALBEMARLE, NORTH CAROLINA
STANLY COUNTY (VUJ)

AL-6707 (FAA)

(ESTRR5.ESTRR) 24081 AL-6707 (FAA)

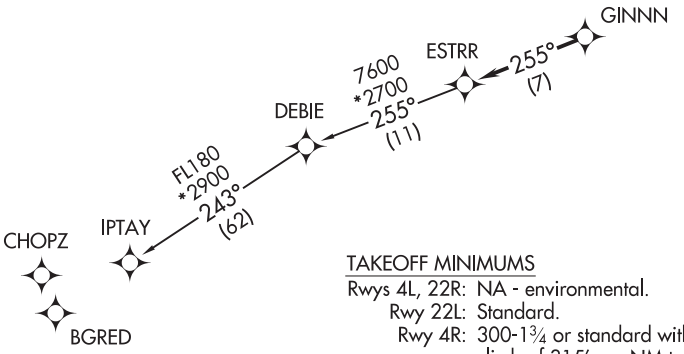
ESTRR FIVE DEPARTURE (RNAV)

STANLY COUNTY (VUJ)
ALBEMARLE, NORTH CAROLINA

CHARLOTTE DEP CON
128.325 307.8
AWOS-3
128.175
CLNC DEL
121.75 254.375
GND CON
121.75 254.375
STANLY COUNTY TOWER ★
126.275 (CTAF) 291.9

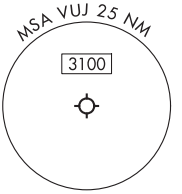
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

TOP ALTITUDE: 3000



TAKEOFF MINIMUMS
Rwys 4L, 22R: NA - environmental.
Rwy 22L: Standard.
Rwy 4R: 300-1¾ or standard with minimum climb of 315' per NM to 1000.

NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, on RADAR vectors to GINNN, then on track 255° to ESTRR, then on IPTAY Transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

IPTAY TRANSITION (ESTRR5.IPTAY)

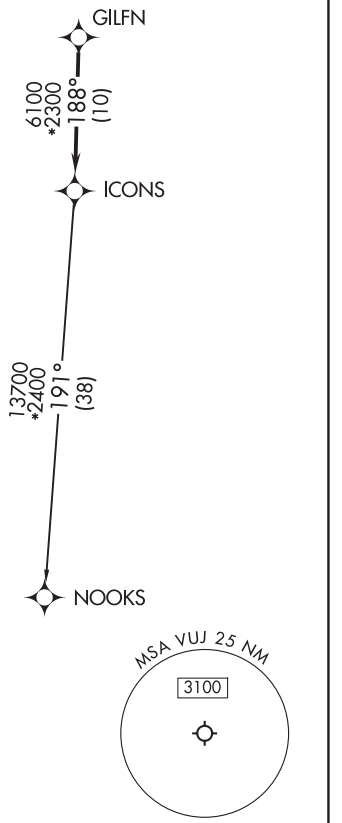
SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

ICONS FIVE DEPARTURE (RNAV)

CHARLOTTE DEP CON
128.325 307.8
AWOS-3
128.175
CLNC DEL
121.75 254.375
GND CON
121.75 254.375
STANLY COUNTY TOWER ★
126.275 291.9

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

TOP ALTITUDE: 3000



TAKEOFF MINIMUMS
Rwys 4L, 22R: NA - Environmental
Rwy 22L: Standard.
Rwy 4R: 300-1¾ or standard with minimum climb of 315' per NM to 1000.

NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, on RADAR vectors to GILFN, then on track 188° to ICONS. Then on NOOKS Transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

NOOKS TRANSITION (ICONS5.NOOKS)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

JOJJO FIVE DEPARTURE (RNAV)

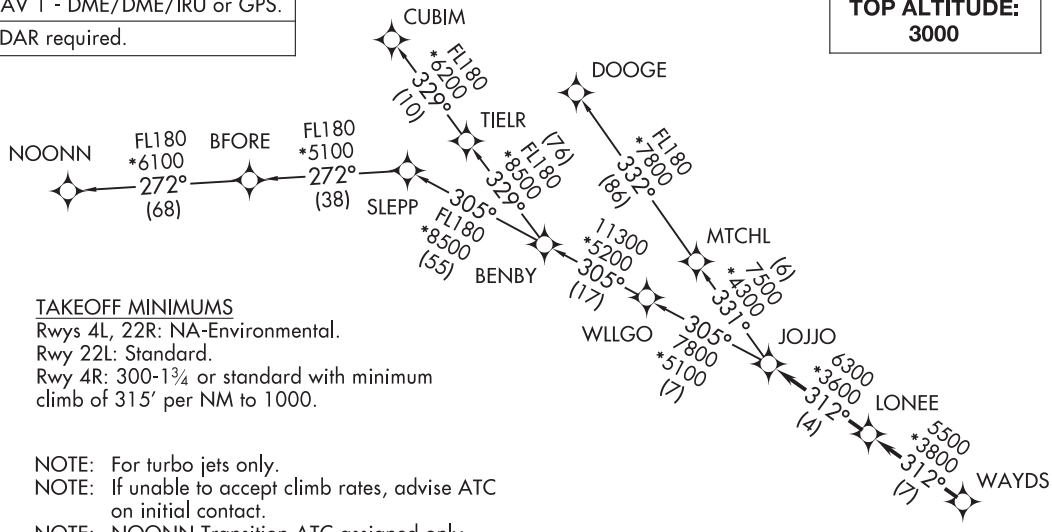
(JOJJO5.JOJJO) 21MAR24

ALBEMARLE, NORTH CAROLINA
STANLY COUNTY (VUJ)

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

TOP ALTITUDE: 3000

CHARLOTTE DEP CON
128.325 307.8
AWOS-3
128.175
CLNC DEL
121.75 254.375
GND CON
121.75 254.375
STANLY COUNTY TOWER ★
126.275 (CTAF) 291.9



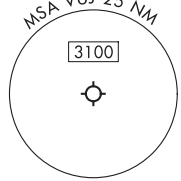
TAKEOFF MINIMUMS
Rwys 4L, 22R: NA-Environmental.
Rwy 22L: Standard.
Rwy 4R: 300-1¾ or standard with minimum climb of 315' per NM to 1000.

NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: NOONN Transition ATC assigned only.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, on RADAR vectors to WAYDS, then on depicted route to JOJJO. Then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

CUBIM TRANSITION (JOJJO5.CUBIM)
DOOGE TRANSITION (JOJJO5.DOOGE)
NOONN TRANSITION (JOJJO5.NOONN)



NOTE: Chart not to scale.

(JOJJO5.JOJJO) 24081

JOJJO FIVE DEPARTURE (RNAV)

STANLY COUNTY (VUJ)
ALBEMARLE, NORTH CAROLINA

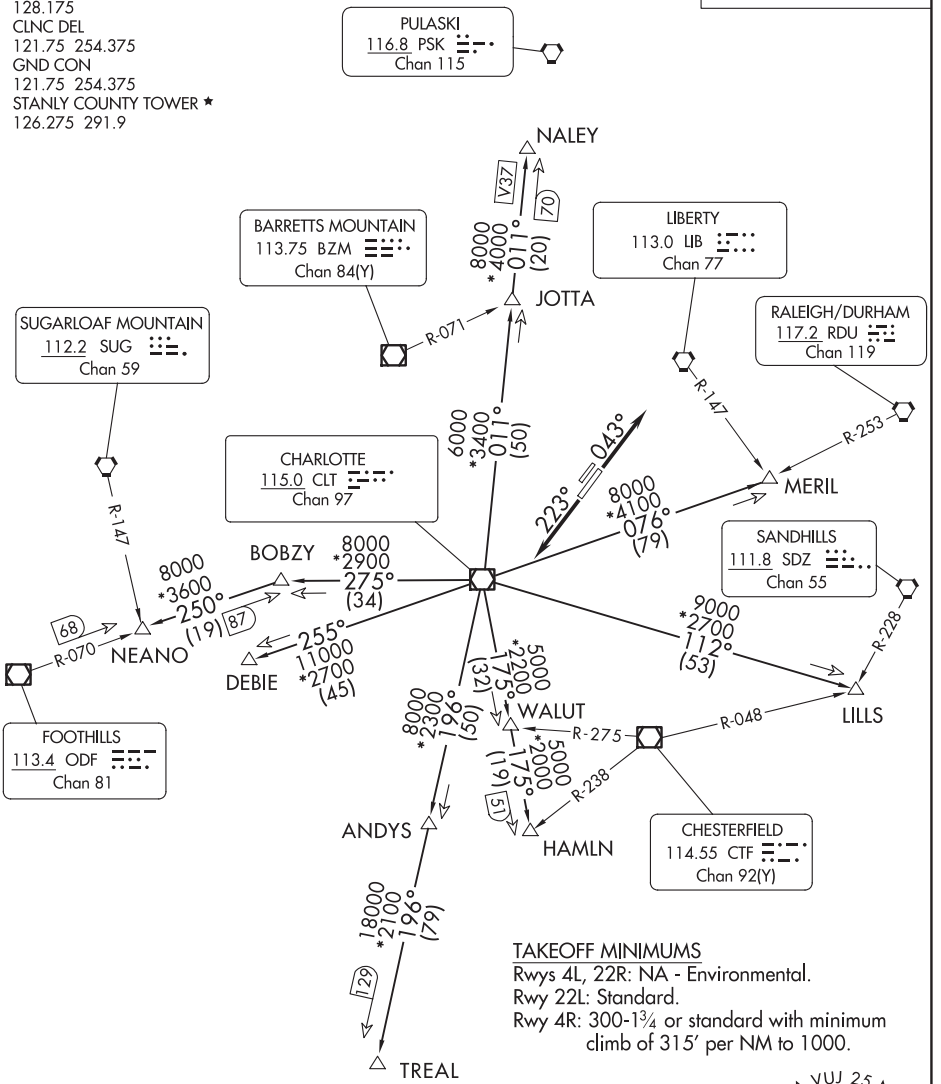
AL-6707 (FAA)

KERMIT FOUR DEPARTURE

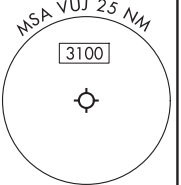
RADAR and DME required.

TOP ALTITUDE: 3000

CHARLOTTE DEP CON
128.325 307.8
AWOS-3
128.175
CLNC DEL
121.75 254.375
GND CON
121.75 254.375
STANLY COUNTY TOWER ★
126.275 291.9



TAKEOFF MINIMUMS
Rwys 4L, 22R: NA - Environmental.
Rwy 22L: Standard.
Rwy 4R: 300-1¾ or standard with minimum climb of 315′ per NM to 1000.



NOTE: For turbo jet aircraft only.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: Transponder code will be issued via Charlotte clearance delivery.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4R: Climb on heading 043°, thence . . . .
TAKEOFF RUNWAY 22L: Climb on heading 223°, thence . . . .

. . . . on RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (KER4.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.
DEBIE TRANSITION (KER4.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.
HAMLN TRANSITION (KER4.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.
JOTTA TRANSITION (KER4.JOTTA): From over CLT VOR/DME on CLT R-011 to JOTTA.
LILLS TRANSITION (KER4.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.
MERIL TRANSITION (KER4.MERIL): From over CLT VOR/DME on CLT R-076 to MERIL.
NALEY TRANSITION (KER4.NALEY): From over CLT VOR/DME on CLT R-011 to NALEY.
NEANO TRANSITION (KER4.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY, then on ODF R-070 to NEANO.
TREAL TRANSITION (KER4.TREAL): From over CLT VOR/DME on CLT R-196 to TREAL.

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

CHARLOTTE DEP CON
128.325 307.8
AWOS-3
128.175
CLNC DEL
121.75 254.375
GND CON
121.75 254.375
STANLY COUNTY TOWER*
126.275 (CTAF) 291.9

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

NOTE: For turbojets only.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwys 4L, 22R: NA - environmental.
Rwy 22L: Standard.
Rwy 4R: 300-1¾ or Standard with minimum climb of 315' per NM to 1000.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, on RADAR vectors to MUNBE, then on depicted route to KILNS, then on AUDII Transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

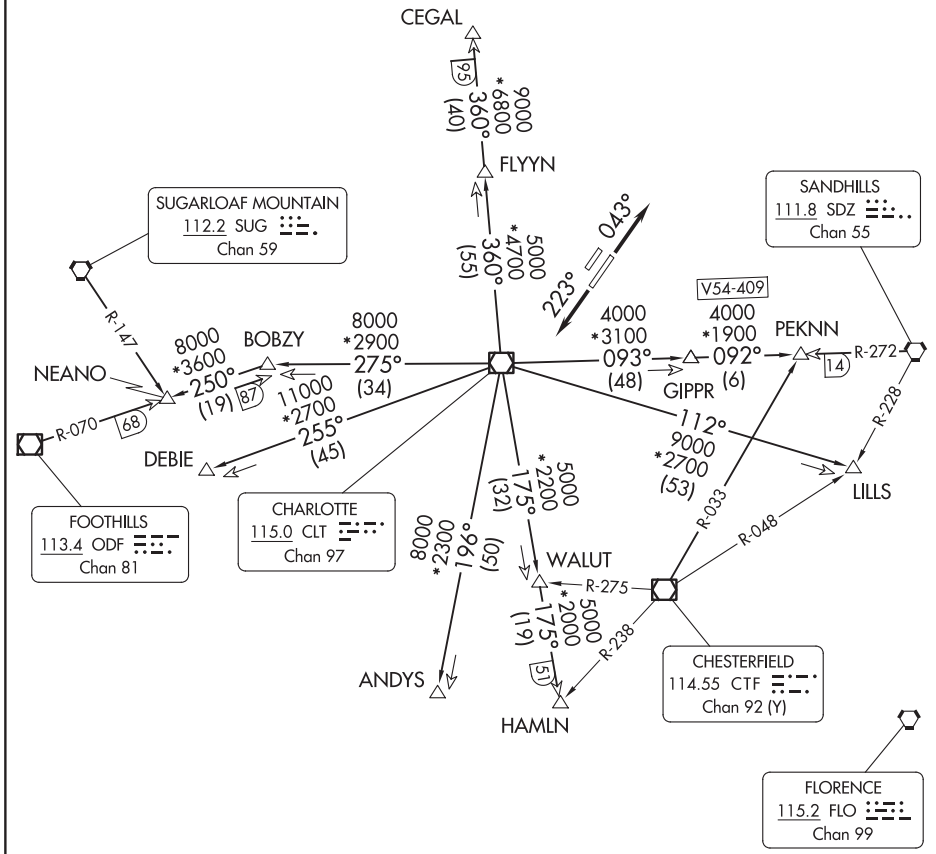
AUDII TRANSITION (KILNS5.AUDII)

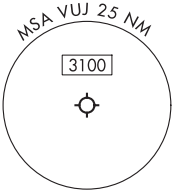
CHARLOTTE DEP CON
128.325 307.8
AWOS-3
128.175
CLNC DEL
121.75 254.375
GND CON
121.75 254.375
STANLEY COUNTY TOWER*
126.275 (CTAF) 291.9

TOP ALTITUDE: 3000

RADAR and DME required.

TAKEOFF MINIMUMS
Rwys 4L, 22R: NA-Environmental.
Rwy 22L: Standard.
Rwy 4R: 300-1¾ or standard with minimum climb of 315' per NM to 1000.





NOTE: For propeller aircraft only.
NOTE: Turboprops: Operate in a manner that will result in best forward speed and climb rate.
NOTE: Transponder code will be issued via Charlotte clearance delivery.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-2, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4R: Climb on heading 043°, thence. . . .
TAKEOFF RUNWAY 22L: Climb on heading 223°, thence. . . .

. . . .expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (KNI3.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.
CEGAL TRANSITION (KNI3.CEGAL): From over CLT VOR/DME on CLT R-360 to CEGAL.
DEBIE TRANSITION (KNI3.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.
FLYYN TRANSITION (KNI3.FLYYN): From over CLT VOR/DME on CLT R-360 to FLYYN.
HAMLN TRANSITION (KNI3.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.
LILLS TRANSITION (KNI3.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.
NEANO TRANSITION (KNI3.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY, then on ODF R-070 to NEANO.
PEKNN TRANSITION (KNI3.PEKNN): From over CLT VOR/DME on CLT R-093 to GIPPR, then on SDZ R-272 to PEKNN.

SE-2, 07 AUG 2025 to 02 OCT 2025

(KRITR6.KRITR) 24081

KRITR SIX DEPARTURE (RNAV)

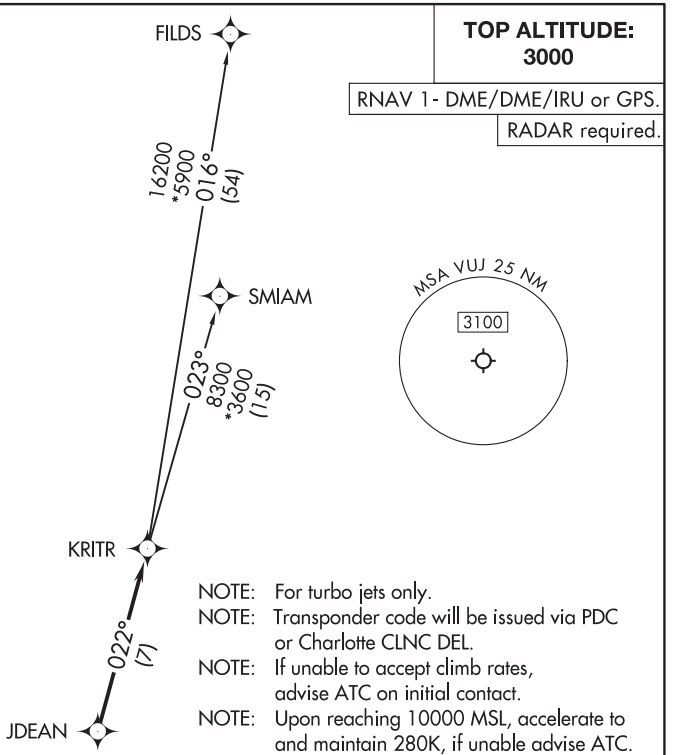
AL-6707 (FAA)

STANLY COUNTY (VUJ)
ALBEMARLE, NORTH CAROLINA

CHARLOTTE DEP CON
128.325 307.8
AWOS-3
128.175
CLNC DEL
121.75 254.375
GND CON
121.75 254.375
STANLY COUNTY TOWER ★
126.275 (CTAF) 291.9

TOP ALTITUDE: 3000

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



NOTE: For turbo jets only.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

TAKEOFF MINIMUMS
Rwys 4L, 22R: NA - Environmental.
Rwy 22L: Standard.
Rwy 4R: 300-1¾ or standard with minimum climb of 315′ per NM to 1000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, on RADAR vectors to JDEAN, then on track 022° to KRITR, then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

FILDS TRANSITION (KRITR6.FILDS)
SMIAM TRANSITION (KRITR6.SMIAM)

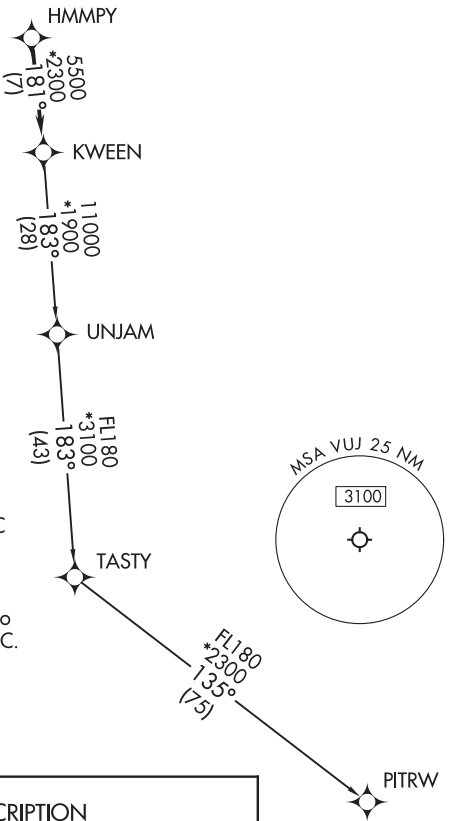
SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

CHARLOTTE DEP CON
128.325 307.8
AWOS-3
128.175
CLNC DEL
121.75 254.375
GND CON
121.75 254.375
STANLY COUNTY TOWER *
126.275 (CTAF) 291.9

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

TOP ALTITUDE: 3000

TAKEOFF MINIMUMS
Rwys 4L, 22R: NA - Environmental.
Rwy 22L: Standard.
Rwy 4R: 300-1¾ or standard with minimum climb of 315' per NM to 1000.



NOTE: For turbo jets only.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, on RADAR vectors to HMMPY, then on track 181° to KWEEN, then on assigned transition, maintain 3000, expect filed altitude within 10 minutes after departure.

PITRW TRANSITION (KWEEN5.PITRW)
UNJAM TRANSITION (KWEEN5.UNJAM)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

(LILLS3.LILLS) 24081 AL-6707 (FAA)

LILLS THREE DEPARTURE (RNAV)

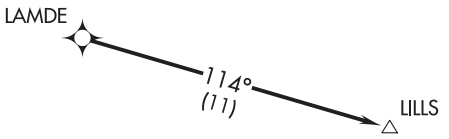
STANLY COUNTY (VUJ)
ALBEMARLE, NORTH CAROLINA

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

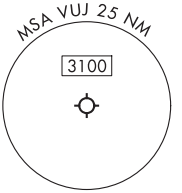
TOP ALTITUDE: 3000

CHARLOTTE DEP CON
128.325 307.8
AWOS-3
128.175
CLNC DEL
121.75 254.375
GND CON
121.75 254.375
STANLY COUNTY TOWER★
126.275 (CTAF) 291.9

TAKEOFF MINIMUMS
Rwys 4L, 22R: NA-Environmental.
Rwy 22L: Standard.
Rwy 4R: 300-1¾ or standard with minimum climb of 315′ per NM to 1000.



NOTE: For turbo jets only.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, on RADAR vectors to LAMDE, then on depicted route to LILLS. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

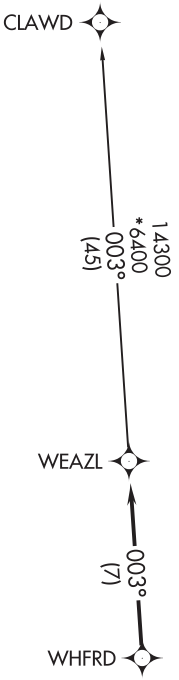
WEAZL FIVE DEPARTURE (RNAV)

STANLY COUNTY (VUJ)
ALBEMARLE, NORTH CAROLINA

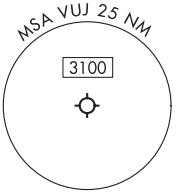
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

TOP ALTITUDE: 3000

CHARLOTTE DEP CON
128.325 307.8
AWOS-3
128.175
CLNC DEL
121.75 254.375
GND CON
121.75 254.375
STANLY COUNTY TOWER ★
126.275 291.9



NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.



TAKEOFF MINIMUMS
Rwys 4L, 22R: NA-Environmental.
Rwy 22L: Standard.
Rwy 4R: 300-1¾ or standard with minimum climb of 315′ per NM 1000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, on RADAR vectors to WHFRD, then on track 003° to WEAZL. Then on CLAWD Transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

CLAWD TRANSITION (WEAZL5.CLAWD)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

ALLENDALE, SOUTH CAROLINA

AL-5769 (FAA)

24025

RNAV (GPS) RWY 17

ALLENDALE COUNTY (AQX)

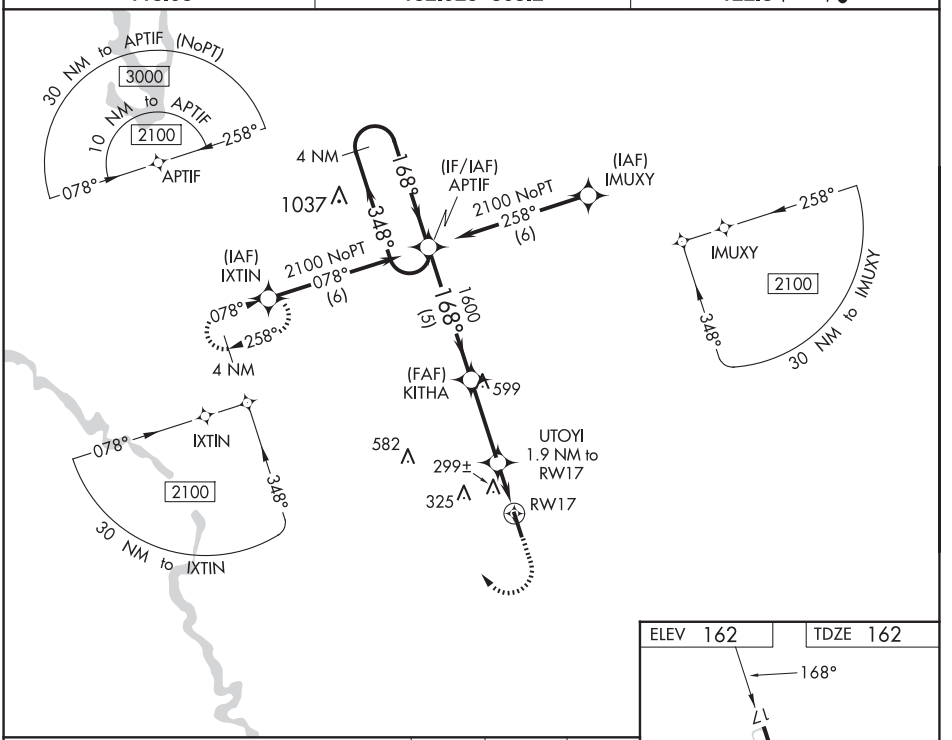
WAAS	APP CRS	Rwy Idg	4990
CH 45733	168°	TDZE	162
W17A		Apt Elev	162

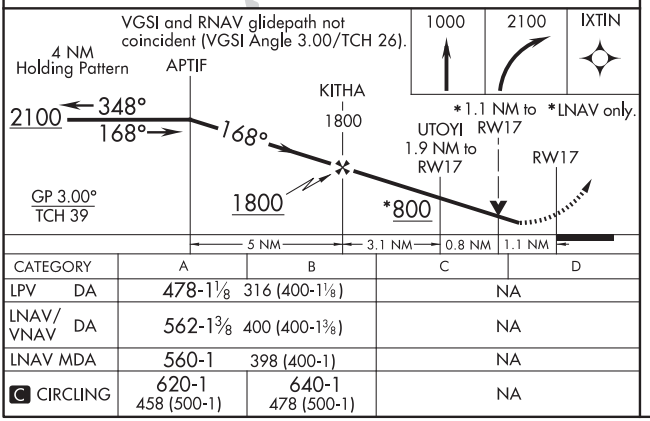
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 17 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Augusta Rgnl at Bush Fld altimeter setting. When local altimeter setting not received, use Augusta Rgnl at Bush Fld altimeter setting and increase all DA 99 feet and all MDA 100 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats ⅜ mile.

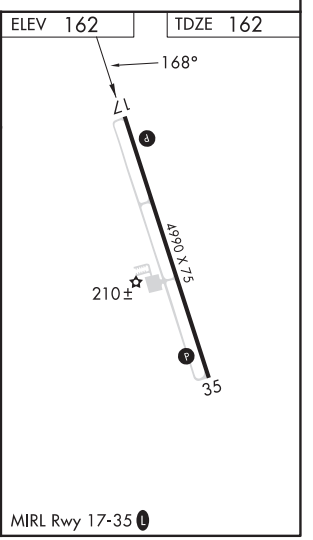
MISSED APPROACH: Climb to 1000 then climbing right turn to 2100 direct IXTIN and hold.

AWOS-3PT	JACKSONVILLE CENTER	UNICOM
118.95	132.925 363.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	478-1⅛	316 (400-1⅛)	NA	
LNAV/VNAV DA	562-1⅜	400 (400-1⅜)	NA	
LNAV MDA	560-1	398 (400-1)	NA	
C CIRCLING	620-1 458 (500-1)	640-1 478 (500-1)	NA	



ALLENDALE, SOUTH CAROLINA

Orig-B 18JUN20

33°00'N-81°16'W

ALLENDALE COUNTY (AQX)

RNAV (GPS) RWY 17

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 35

ALLENDALE COUNTY (AQX)

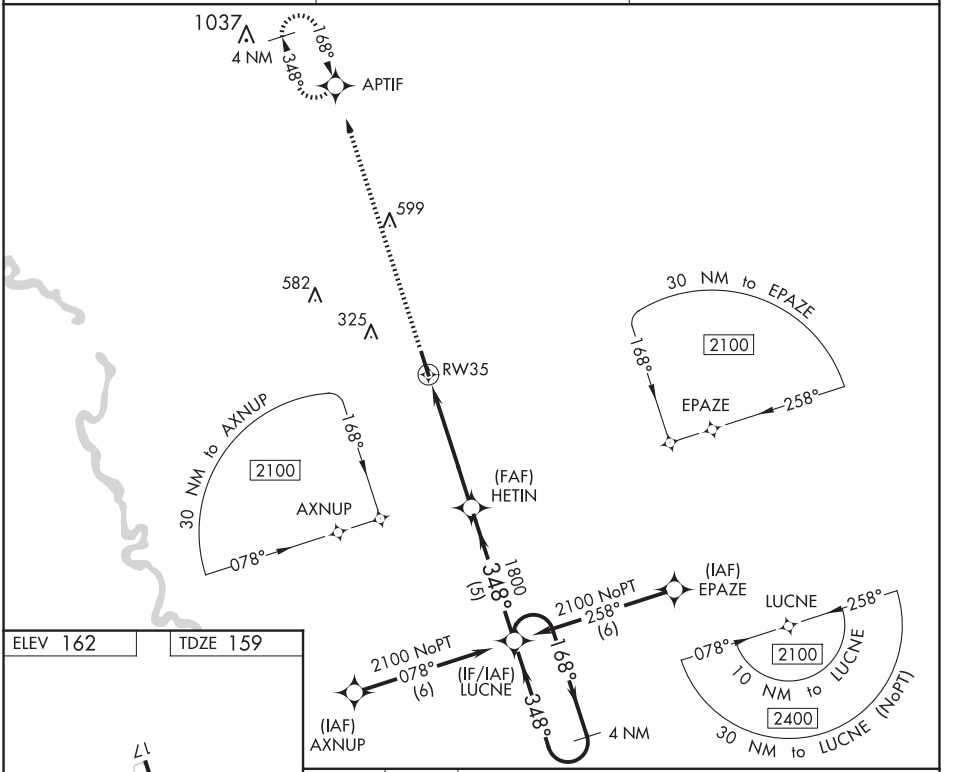
WAAS	APP CRS	Rwy Idg	4990
CH 77733	348°	TDZE	159
W35A		Apt Elev	162

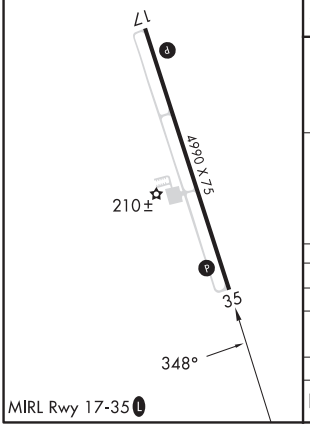
RNP APCH.

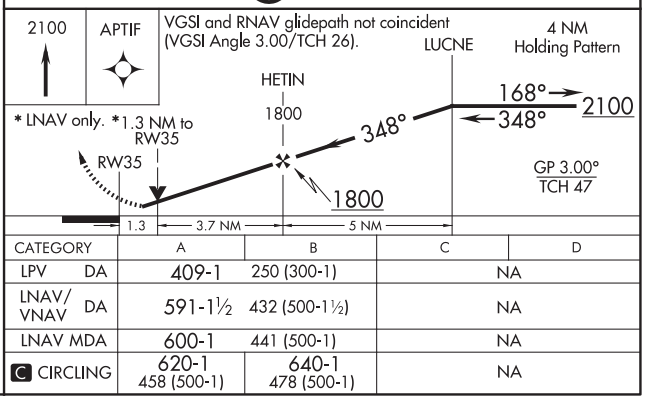
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Augusta Rgnl at Bush Fld altimeter setting and increase all DA 99 feet and all MDA 100 feet, increase LPV, LNAV/VNAV all Cats visibility ⅜ mile. Baro-VNAV and VDP NA when using Augusta Rgnl at Bush Fld altimeter setting.

MISSED APPROACH: Climb to 2100 direct APTIF and hold.

AWOS-3PT	JACKSONVILLE CENTER	UNICOM
118.95	132.925 363.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	409-1	250 (300-1)	NA	
LNAV/VNAV DA	591-1½	432 (500-1½)	NA	
LNAV MDA	600-1	441 (500-1)	NA	
C CIRCLING	620-1 458 (500-1)	640-1 478 (500-1)	NA	

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

ALLENDALE, SOUTH CAROLINA AL-5769 (FAA) 24025

VOR-A

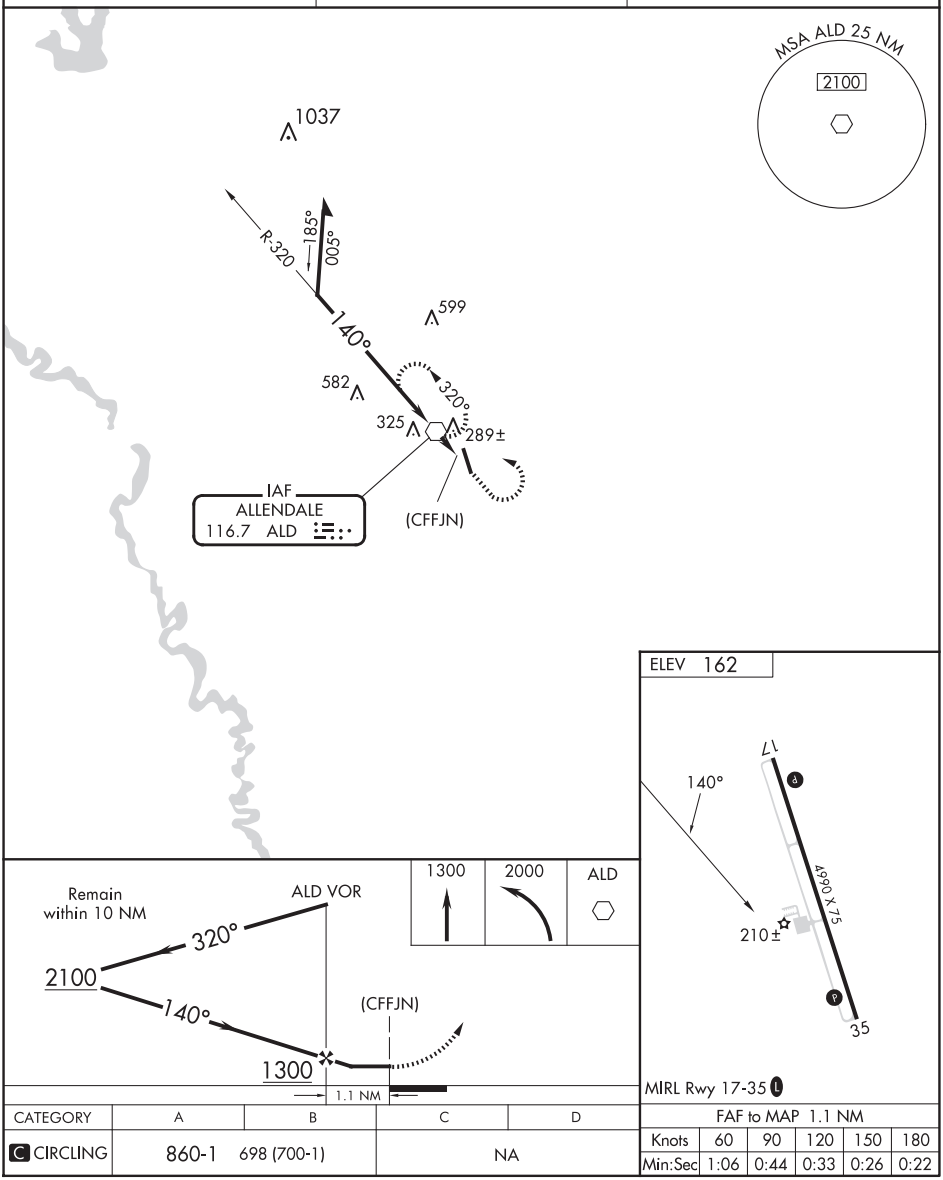
ALLENDALE COUNTY (AQX)

VOR ALD	APP CRS	Rwy Idg	N/A
116.7	140°	TDZE	N/A
		Apt Elev	162

When local altimeter setting not received, use Augusta Rgnl at Bush Fld altimeter setting.

MISSED APPROACH: Climb to 1300, then climbing left turn to 2000 direct ALD VOR and hold.

AWOS-3PT	JACKSONVILLE CENTER	UNICOM
118.95	132.925 363.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
C CIRCLING	860-1	698 (700-1)	NA	

FAF to MAP 1.1 NM

Knots	60	90	120	150	180
Min:Sec	1:06	0:44	0:33	0:26	0:22

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 5

ANDERSON RGNL (AND)

LOC/DME I-AND	APP CRS	Rwy Idg	6002
111.9	051°	TDZE	759
Chan 56		Apt Elev	782

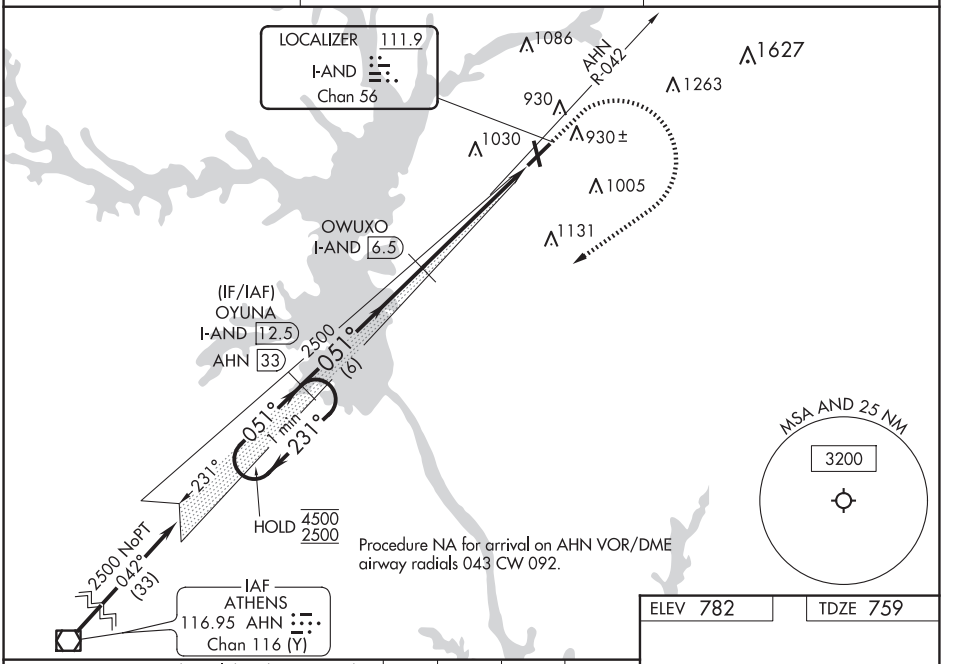
DME required.

When local altimeter setting not received, use Clemson altimeter setting and increase S-ILS 05 DA to 1006 feet; increase all MDAs 60 feet and Circling visibility Cat C/D ¼ SM. VDP NA when using Clemson altimeter setting. Circling Rwy 17, 35 NA at night. For inop ALS increase S-LOC 05 visibility Cat C/D to 1⅜ SM.

MALSR

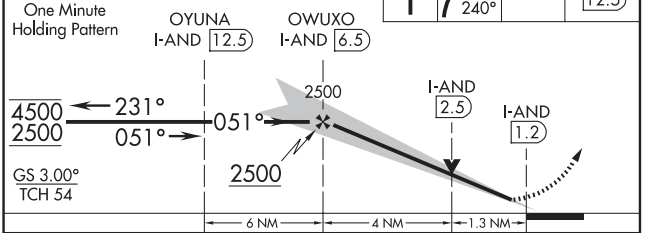
MISSED APPROACH: Climb to 1600 then climbing right turn to 2500 on heading 240° and on AHN VOR/DME R-042 to OYUNA/I-AND 12.5 DME and hold.

ASOS	GREER APP CON★	CTAF
120.675	118.8 270.275	123.6 L



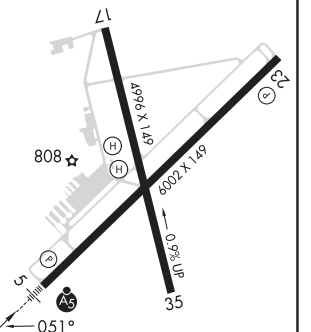
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 49).

1600	2500 hdg 240°	AHN R-042	OYUNA I-AND 12.5



CATEGORY	A	B	C	D
S-ILS 5	959-½ 200 (200-½)			
S-LOC 5	1220-½ 461 (500-½)		1220-1 461 (500-1)	
C CIRCLING	1260-1 478 (500-1)	1320-1 538 (600-1)	1440-1¾ 658 (700-1¾)	1500-2¼ 718 (800-2¼)

ELEV 782 TDZE 759



HIRL Rwy 5-23 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

ANDERSON, SOUTH CAROLINA AL-857 (FAA) 22363

RNAV (GPS) RWY 5

ANDERSON RGNL (AND)

WAAS	APP CRS	Rwy Idg	6002
CH 62901	051°	TDZE	759
W05A		Apt Elev	782

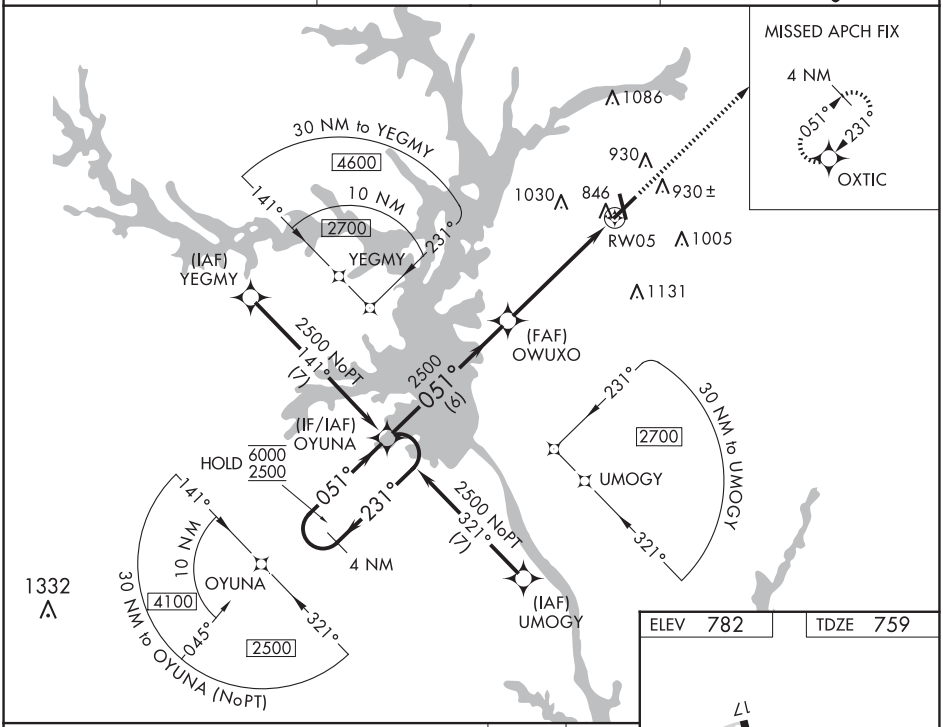
RNP APCH - GPS.

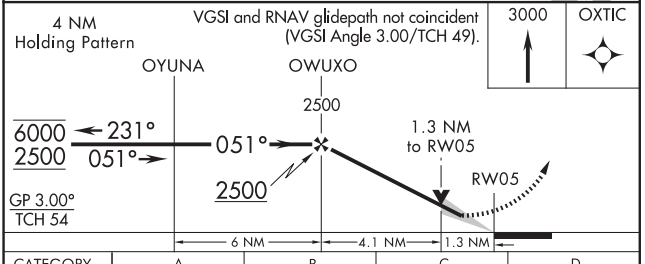
T A VDP NA when using Clemson altimeter setting. When local altimeter setting not received, use Clemson altimeter setting and increase LPV DA to 1006 feet; increase all MDAs 60 feet and LNAV visibility Cats C/D 1⅛ SM, Circling visibility Cats C/D ¼ SM. Circling Rwy 17, 35 NA at night. For inop ALS when using Clemson altimeter setting, increase LNAV visibility Cats C/D to 1⅜ SM.

MALSR A5

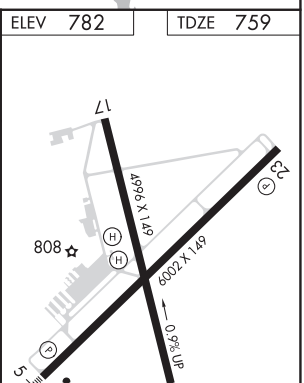
MISSED APPROACH: Climb to 3000 direct OXTIC and hold.

ASOS	GREER APP CON★	CTAF
120.675	118.8 270.275	123.6 L





CATEGORY	A	B	C	D
LPV DA	959-½	200 (200-½)		
LNAV MDA	1200-½	441 (500-½)	1200-⅞	441 (500-⅞)
C CIRCLING	1260-1 478 (500-1)	1320-1 538 (600-1)	1440-1¾ 658 (700-1¾)	1500-2¼ 718 (800-2¼)



ANDERSON, SOUTH CAROLINA
Amdt 2 29DEC22

34°30′N-82°43′W

ANDERSON RGNL (AND)

RNAV (GPS) RWY 5

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 17

ANDERSON RGNL (AND)

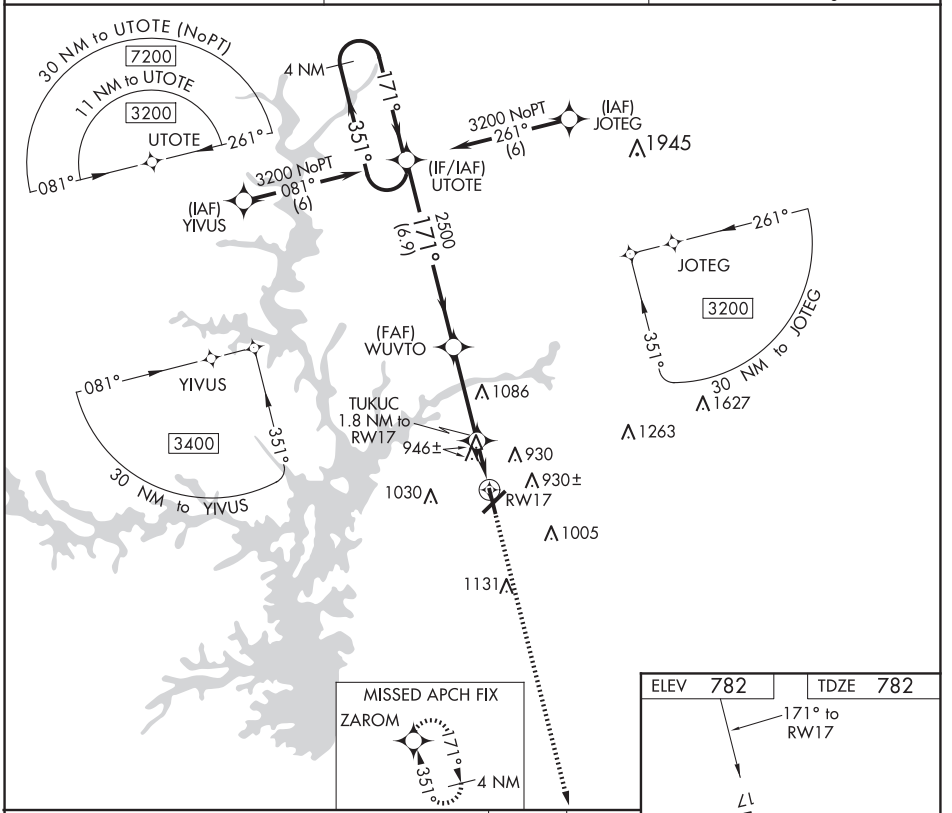
WAAS	APP CRS	Rwy Idg	4996
CH 49034	171°	TDZE	782
W17A		Apt Elev	782

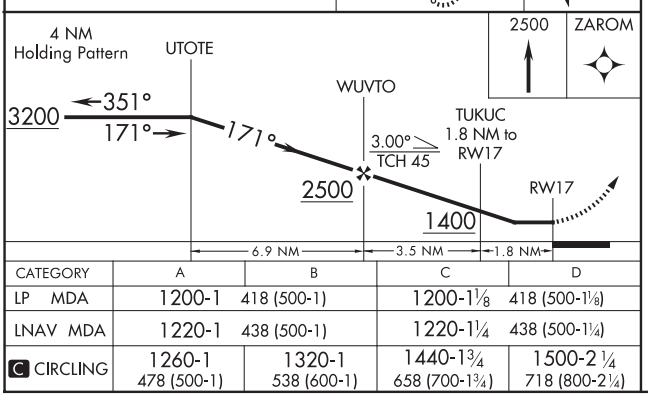
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Clemson altimeter setting and increase all MDA 60 feet and increase LP, LNAV and Circling Cats C/D visibility ¼ mile.

Straight-in Rwy 17 NA at night, Circling Rwy 17, 35 NA at night. 17, 35 helicopter visibility reduction below 1 SM NA.

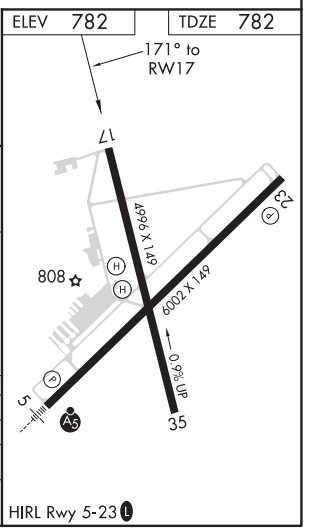
MISSED APPROACH: Climb to 2500 direct ZAROM and hold.

ASOS	GREER APP CON ★	CTAF
120.675	118.8 270.275	123.6 L





CATEGORY	A	B	C	D
LP MDA	1200-1	418 (500-1)	1200-1⅛	418 (500-1⅛)
LNAV MDA	1220-1	438 (500-1)	1220-1¼	438 (500-1¼)
C CIRCLING	1260-1 478 (500-1)	1320-1 538 (600-1)	1440-1¾ 658 (700-1¾)	1500-2¼ 718 (800-2¼)



SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

ANDERSON, SOUTH CAROLINA AL-857 (FAA) 22363

WAAS	APP CRS	Rwy Idg	6002
CH 90540	231°	TDZE	754
W23A		Apt Elev	782

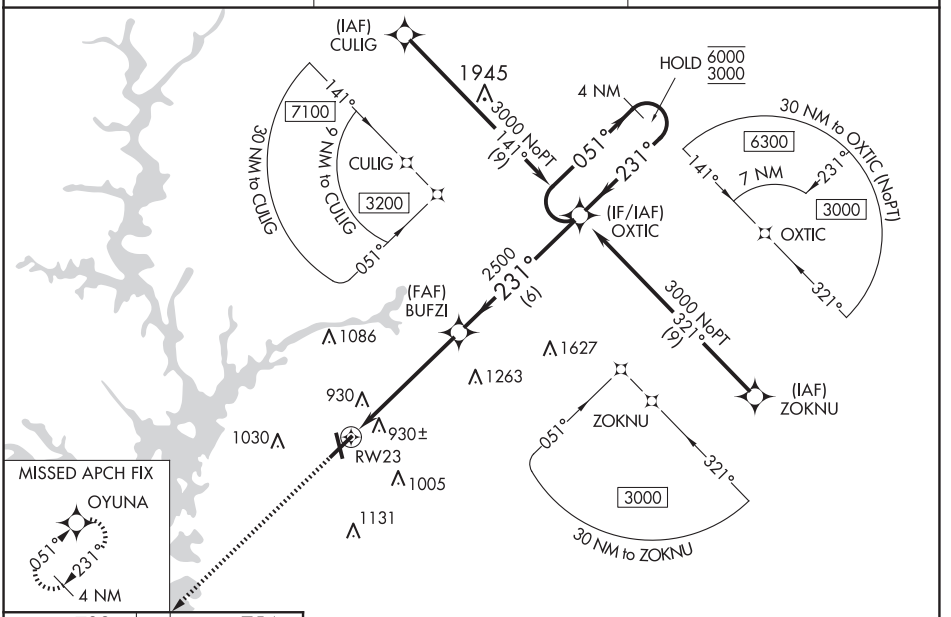
RNAV (GPS) RWY 23
ANDERSON RGNL (AND)

RNP APCH - GPS.

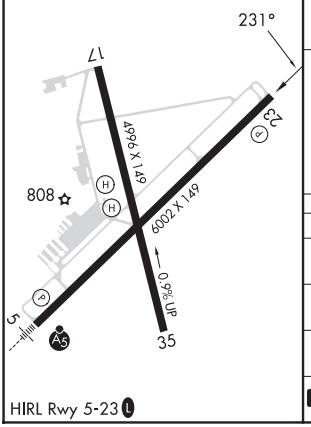
Circling Rwy 17, 35 NA at night. Baro-VNAV and VDP NA when using Clemson altimeter setting. Rwy 23 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. When local altimeter setting not received, use Clemson altimeter setting and increase LPV DA to 1149 feet and all visibilities ⅛ SM; increase LNAV/VNAV DA to 1267 feet; increase all MDAs 60 feet and visibility LNAV Cats C/D and Circling Cats C/D ¼ SM.

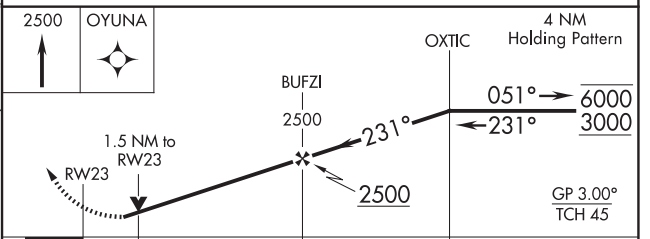
MISSED APPROACH: Climb to 2500 direct OYUNA and hold.

ASOS	GREER APP CON ★	CTAF
120.675	118.8 270.275	123.6 L



ELEV 782 TDZE 754





CATEGORY	A	B	C	D
LPV DA	1102-1 348 (400-1)			
LNAV/VNAV DA	1220-1⅜ 466 (500-1⅜)			
LNAV MDA	1280-1 526 (500-1)		1280-1½ 526 (500-1½)	
C CIRCLING	1280-1 498 (500-1)	1320-1 538 (600-1)	1440-1¾ 658 (700-1¾)	1500-2¼ 718 (800-2¼)

ANDERSON, SOUTH CAROLINA
Amdt 3 29DEC22

34°30′N-82°43′W

ANDERSON RGNL (AND)
RNAV (GPS) RWY 23

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 35

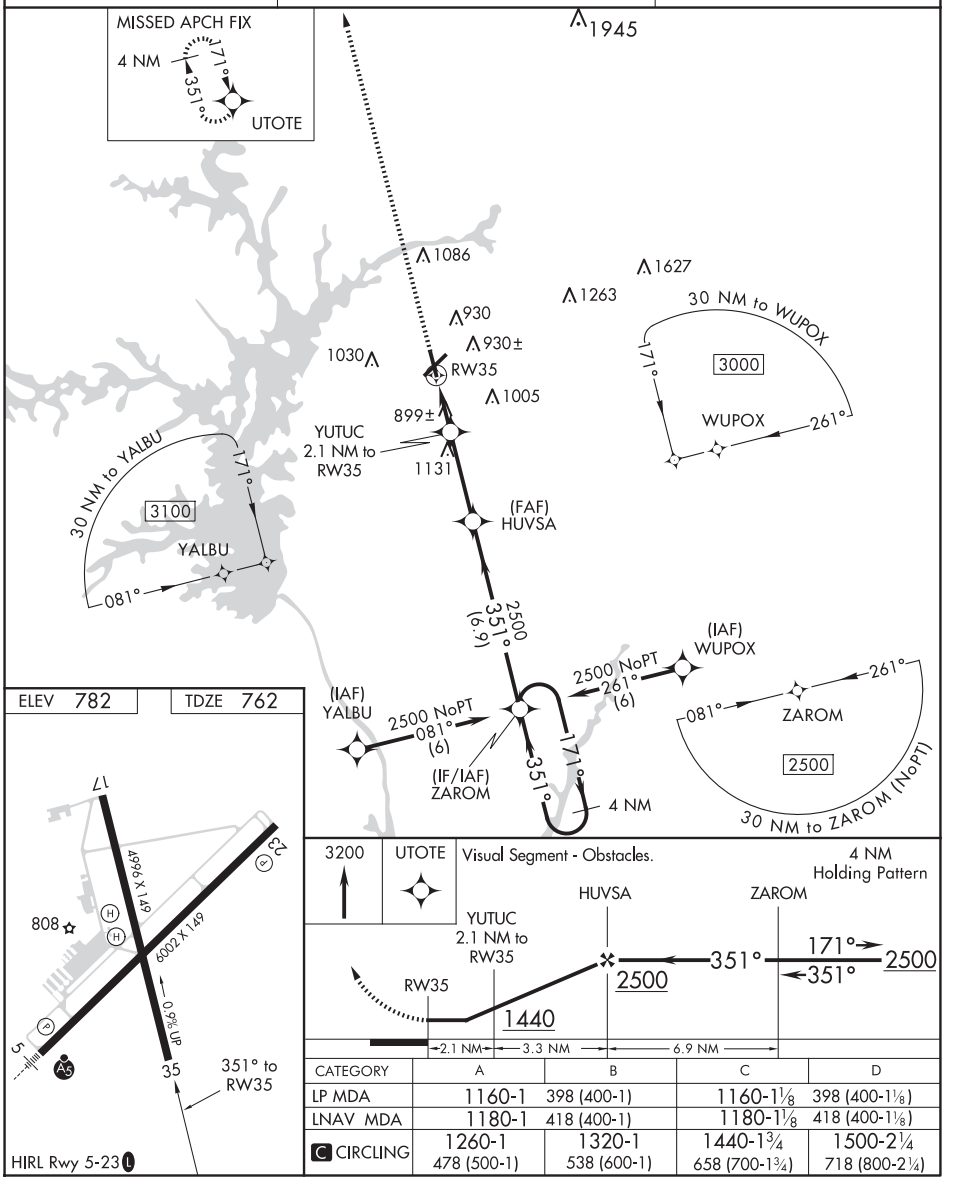
ANDERSON RGNL (AND)

WAAS	APP CRS	Rwy Idg	4996
CH 93734	351°	TDZE	762
W35A		Apt Elev	782

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Clemson altimeter setting and increase all MDA 60 feet; increase all Cats C and D visibility ¼ mile. Straight-in Rwy 35 NA at night, Circling Rwy 17, 35 NA at night. Rwy 17, 35 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3200 direct UTOTE and hold.

ASOS	GREER APP CON ★	CTAF
120.675	118.8 270.275	123.6 L



CATEGORY	A	B	C	D
LP MDA	1160-1	398 (400-1)	1160-1⅛	398 (400-1⅛)
LNAV MDA	1180-1	418 (400-1)	1180-1⅛	418 (400-1⅛)
C CIRCLING	1260-1 478 (500-1)	1320-1 538 (600-1)	1440-1¾ 658 (700-1¾)	1500-2¼ 718 (800-2¼)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

ANDERSON, SOUTH CAROLINA

AL-857 (FAA)

24249

VOR RWY 5

ANDERSON RGNL (AND)

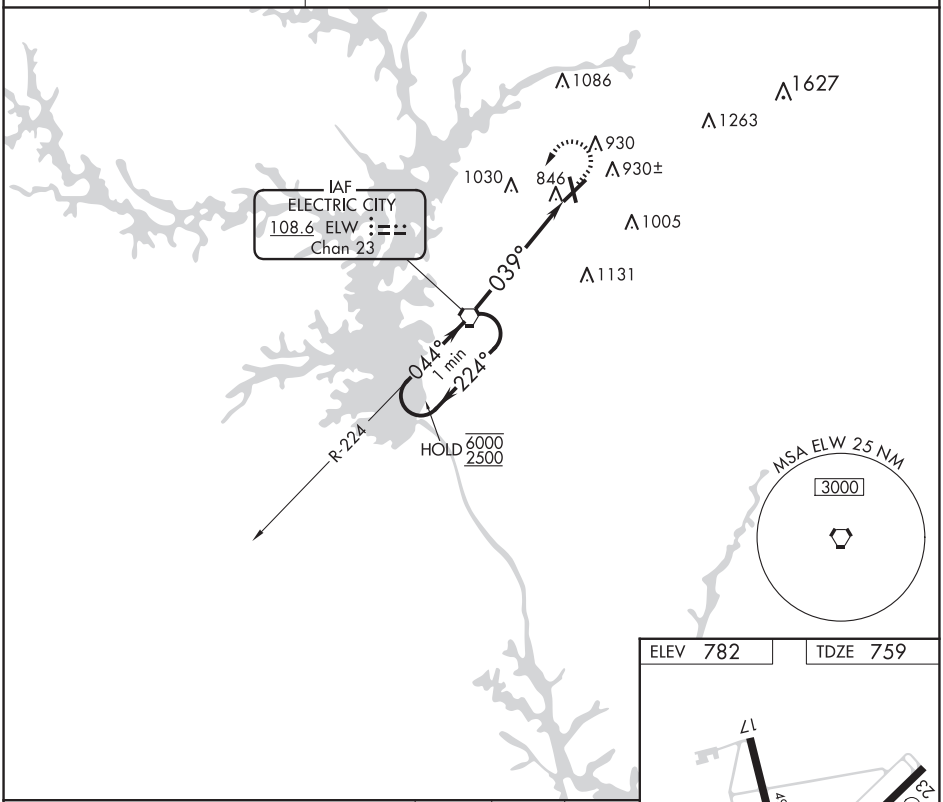
VORTAC ELW	APP CRS	Rwy Idg	6002
108.6	039°	TDZE	759
Chan 23		Apt Elev	782

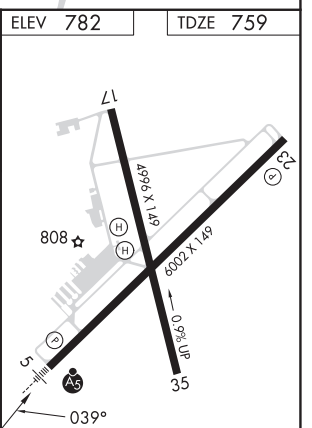
T A Rwy 17, 35 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use CEU altimeter setting and increase all MDAs 60 feet and S-5 visibility Cat C/D ⅛ SM, and Circling visibility Cat C/D ¼ SM. VDP NA when using CEU altimeter setting. Circling Rwy 17, 35 NA at night.

MALSR

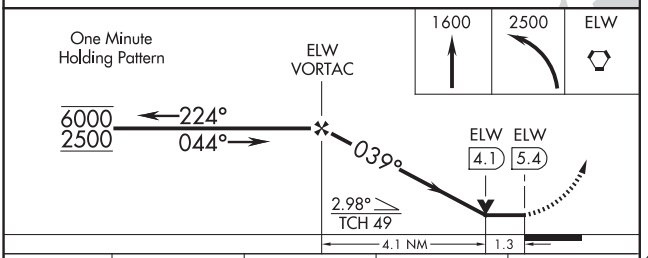
MISSED APPROACH: Climb to 1600 then climbing left turn to 2500 direct ELW VORTAC and hold.

ASOS	GREER APP CON ★	CTAF
120.675	118.8 270.275	123.6 L





HIRL Rwy 5-23 L



CATEGORY	A	B	C	D
S-5	1200-½	441 (500-½)	1200-⅞	441 (500-⅞)
C CIRCLING	1260-1 478 (500-1)	1320-1 538 (600-1)	1440-1¾ 658 (700-1¾)	1500-2¼ 718 (800-2¼)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 8

WESTERN CAROLINA RGNL (RHP)

WAAS	APP CRS		
CH 86932	061°	Rwy Idg	5285
W08A		TDZE	1682
		Apt Elev	1699

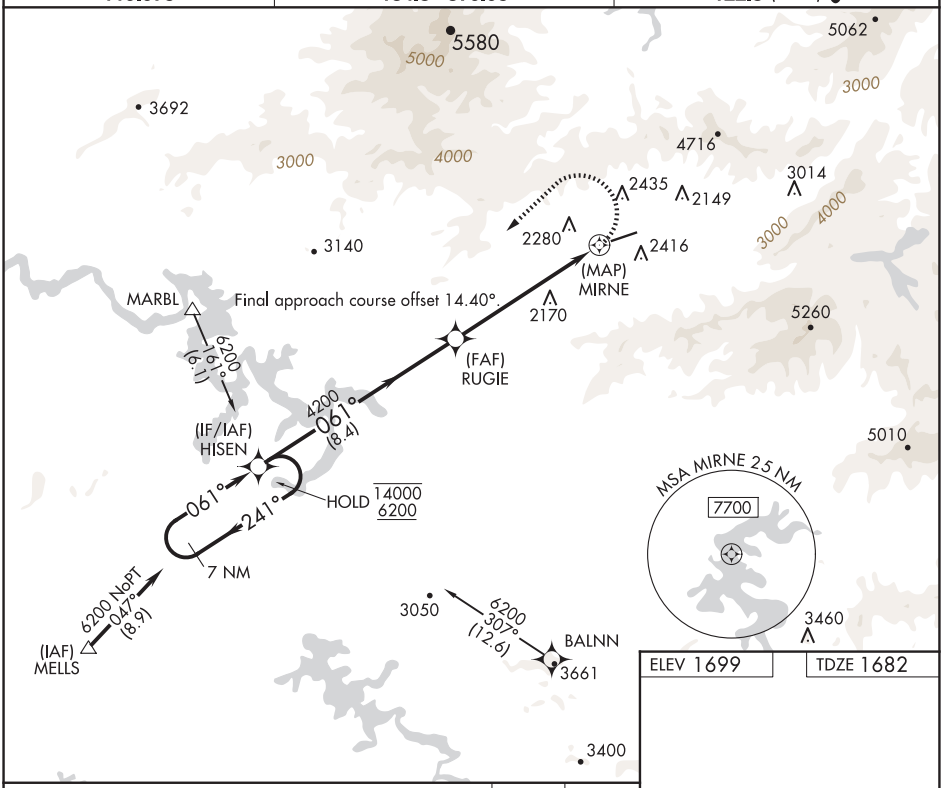
RNP APCH - GPS.

T
NA
-4°C

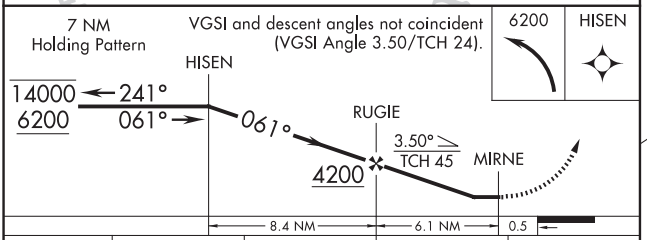
Procedure NA at night. Rwy 8 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, procedure NA.

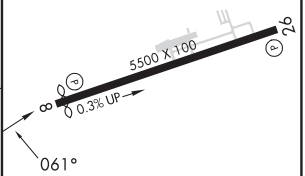
MISSED APPROACH: Climbing left turn to 6200 direct HISEN and hold.

AWOS-3P	ATLANTA CENTER	UNICOM
119.675	134.8 379.95	122.8 (CTAF) L



ELEV 1699 TDZE 1682





CATEGORY	A	B	C	D
LP MDA	3980-1¼ 2298 (2300-1¼)	3980-1½ 2298 (2300-1½)	3980-3 2298 (2300-3)	NA
LNAV MDA	4160-1¼ 2478 (2500-1¼)	4160-1½ 2478 (2500-1½)	4160-3 2478 (2500-3)	NA
C CIRCLING	4160-1¼ 2461 (2500-1¼)	4160-1½ 2461 (2500-1½)	NA	

REIL Rwy 8 L
MIRL Rwy 8-26 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

ANDREWS, SOUTH CAROLINA

AL-10057 (FAA)

24305

RNAV (GPS)-A

ROBERT F SWINNIE (PHH)

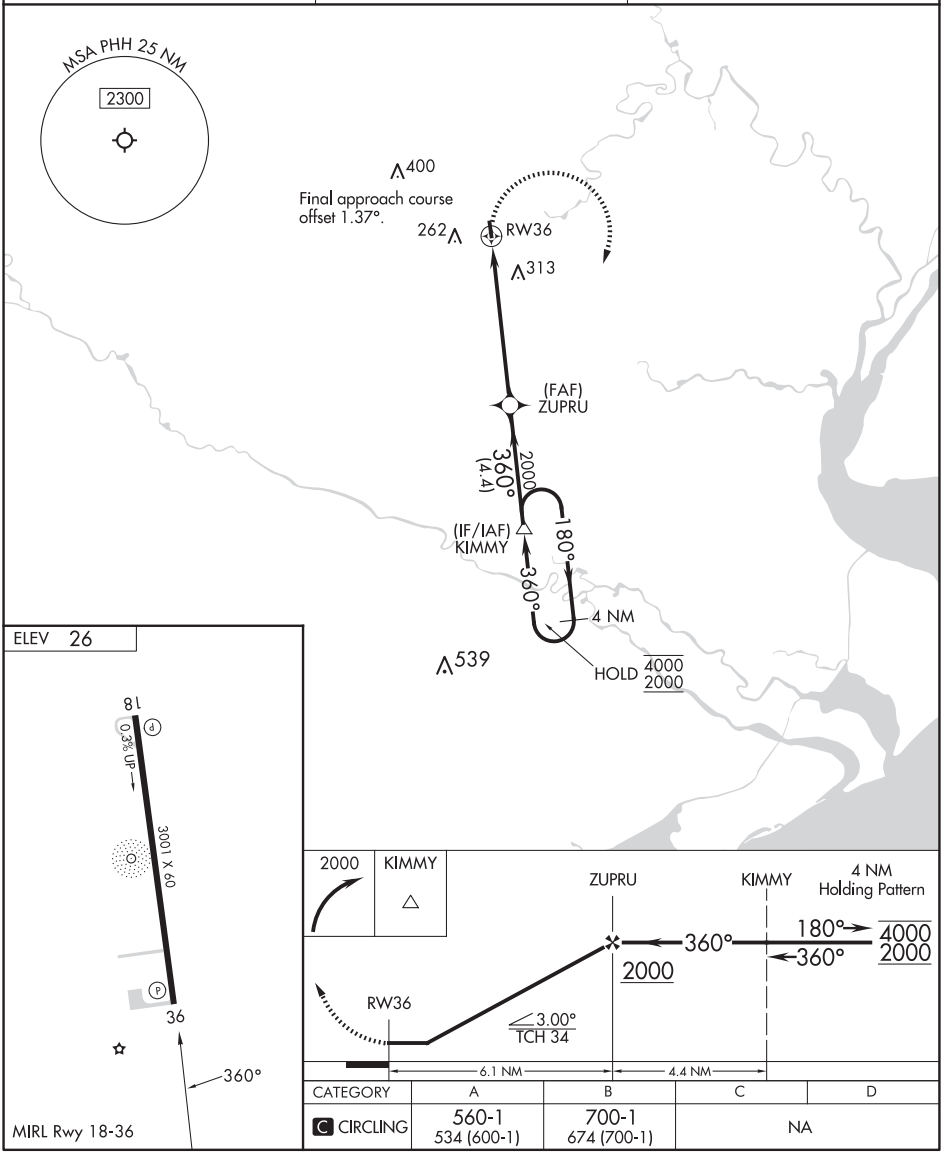
APP CRS	Rwy Idg	N/A
360°	TDZE	N/A
	Apt Elev	26

RNP APCH - GPS.

Procedure NA at night.
NA Rwy 18, 36 helicopter visibility reduction below 1 SM NA.
Use Myrtle Beach altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct KIMMY and hold.

MYR AWOS-3PT	MYRTLE BEACH APP CON ★	CTAF
123.925	127.4 257.95	122.9



CATEGORY	A	B	C	D
C CIRCLING	560-1 534 (600-1)	700-1 674 (700-1)	NA	

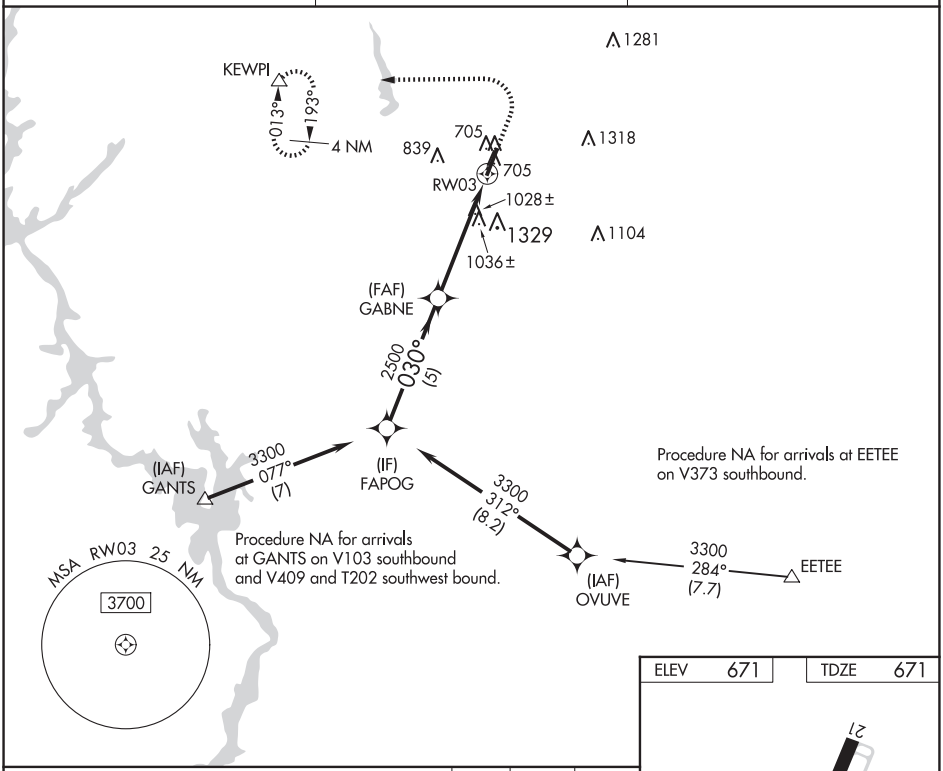
WAAS	APP CRS	Rwy Idg	5501
CH 86740	030°	TDZE	671
W03A		Apt Elev	671

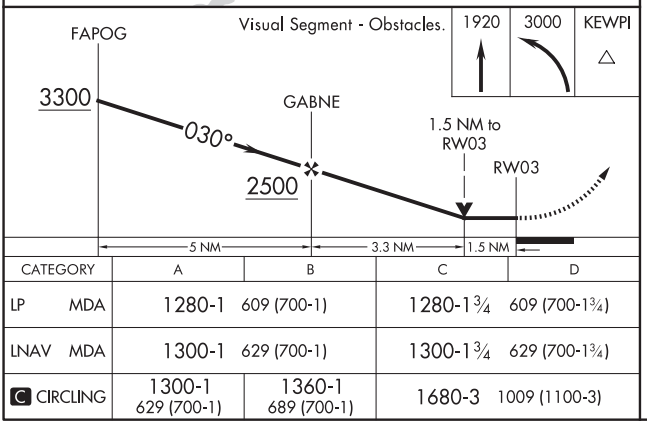
RNAV (GPS) RWY 3
ASHEBORO RGNL (HBI)

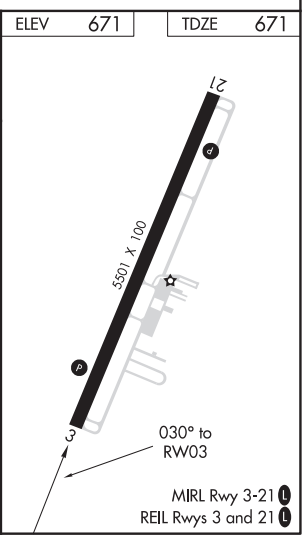
Rwy 3 helicopter visibility reduction below ¾ SM NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: (Do not exceed 250K until KEWPI) Climb to 1920 then climbing left turn to 3000 direct KEWPI and hold.

AWOS-3	GREENSBORO APP CON	UNICOM
119.275	126.6 327.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
LP MDA	1280-1 609 (700-1)		1280-1¾ 609 (700-1¾)	
LNAV MDA	1300-1 629 (700-1)		1300-1¾ 629 (700-1¾)	
C CIRCLING	1300-1 629 (700-1)	1360-1 689 (700-1)	1680-3 1009 (1100-3)	

SE-2, 07 AUG 2025 to 02 OCT 2025
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ASHEBORO, NORTH CAROLINA

AL-5777 (FAA)

22307

RNAV (GPS) RWY 21

ASHEBORO RGNL (HBI)

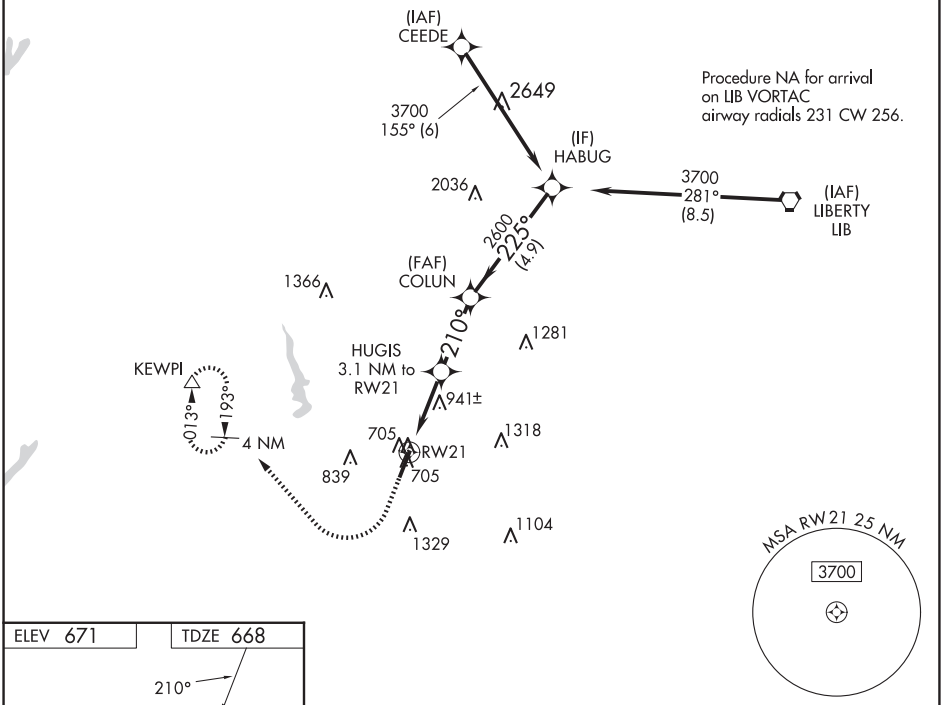
WAAS CH 53739 W21A	APP CRS 210°	Rwy Idg 5501 TDZE 668 Apt Elev 671

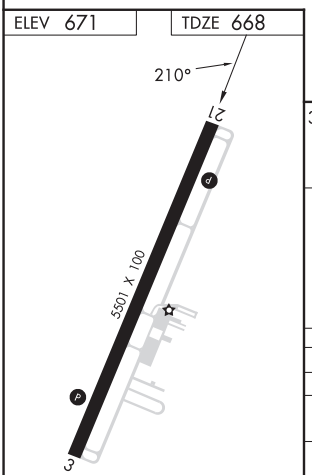
RNP APCH-GPS.

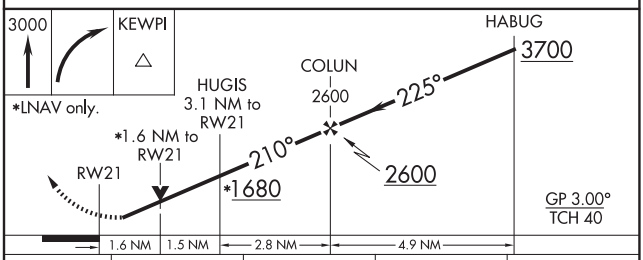
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Rwy 21 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 then right turn direct KEWPI and hold.

AWOS-3	GREENSBORO APP CON	UNICOM
119.275	126.6 327.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	918-¾ 250 (300-¾)			
LNAV/VNAV DA	1069-1⅛ 401 (400-1⅛)			
LNAV MDA	1220-1 552 (600-1)		1220-1⅝ 552 (600-1⅝)	
C CIRCLING	1300-1 629 (700-1)	1360-1 689 (700-1)	1680-3 1009 (1100-3)	

ASHEBORO, NORTH CAROLINA
Amdt 1A 03NOV22

35°39′N-79°54′W

ASHEBORO RGNL (HBI)
RNAV (GPS) RWY 21

SE-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 17

ASHEVILLE RGNL (AVL)

LOC/DME I-IMO	APP CRS	Rwy Idg	8002
110.9	167°	TDZE	2164
Chan 46		Apt Elev	2164

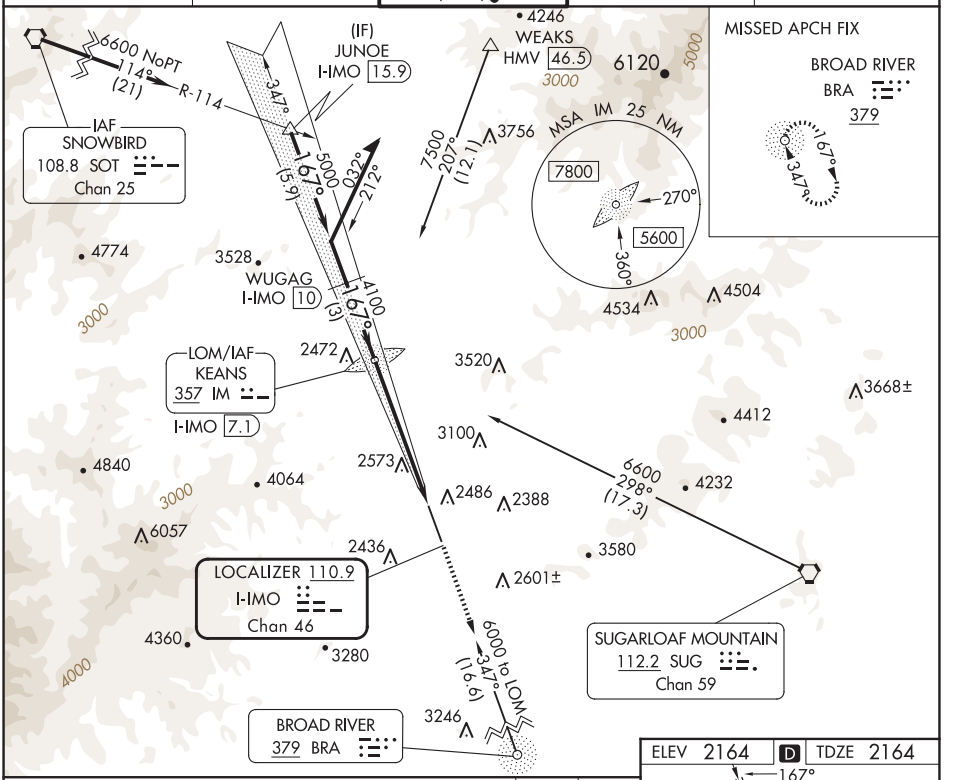
ADF and DME required.

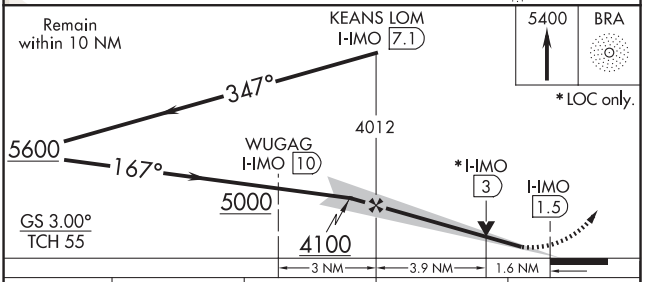
Circling NA west of Rwy 17-35.

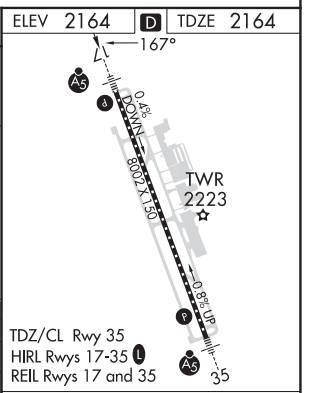
MALSR

MISSED APPROACH: Climb to 5400 direct BRA NDB and hold. Continue climb-in-hold to 5400.

ATIS	ASHEVILLE APP CON★	ASHEVILLE TOWER★	GND CON	UNICOM
120.2	124.65 351.8	121.1 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
S-ILS 17	2364-½		200 (200-½)	
S-LOC 17	2720-½	556 (600-½)	2720-1⅛	556 (600-1⅛)
C CIRCLING	2800-1 636 (700-1)	2880-1 716 (800-1)	3540-3 1376 (1400-3)	3720-3 1556 (1600-3)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SE-2, 07 AUG 2025 to 02 OCT 2025
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ILS or LOC RWY 35

ASHEVILLE RGNL (AVL)

LOC/DME I-AVL	APP CRS	Rwy Idg	8002
110.5	347°	TDZE	2141
Chan 42		Apt Elev	2164

Circling NA west of Rwy 17-35.

MALSR

MISSED APPROACH: Climb to 2700 then climbing right turn to 6800 on heading 020° and on SUG VORTAC R-313 to JUNOE INT/SUG 24.5 DME and hold, continue climb-in-hold to 6800.
* Missed approach requires minimum climb of 340 feet per NM to 4200.

ATIS	ASHEVILLE APP CON ★	ASHEVILLE TOWER ★	GND CON	UNICOM
120.2	124.65 351.8	121.1 (CTAF) L 257.8	121.9	122.95

MISSED APCH FIX
R-313
114.6 HMV Chan 93
JUNOE SUG 24.5
108.8 SOT R-114 Chan 25
313°
133°
R-213
112.2 SUG Chan 59

LOCALIZER 110.5
I-AVL
Chan 42
4360

UMUXE INT
I-AVL 7.3
RADAR
3280

BROAD RIVER
379 BRA

(IF/IAF)
NURUE INT
I-AVL 11.4

FREEZ
SUG 18.4

HOLD 6600 5100

SUGARLOAF MOUNTAIN
112.2 SUG
Chan 59

MSA BRA 25 NM
3668±
7600

R-313
R-251
R-232
R-205
R-287

6200 232° (12.7)
6200 052° (5.7)
4000 347° (4.2)
1 min 167° 347°
5100 NoPT 347° (8.3)
5700 287° (24.6)
167°

Procedure NA for arrivals at SUG VORTAC on V185 northbound.

Procedure NA for arrival on SPA VORTAC airway radials 231 CW 325.

SPARTANBURG
115.7 SPA
Chan 104

(IAF)
TUXDO
I-AVL 19.8

3520
3100
2573
2486
2388
2436
2601±
3580
4412
4232
3246
4149
3200±
5049
3000
4000

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

ELEV 2164 D TDZE 2141

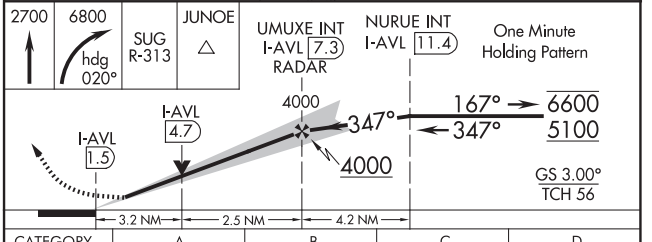
TWR 2223

0.4% DOWN
8002 X 150
0.8% UP
17
35
347°

TDZ/CL Rwy 35
HIRL Rwys 17-35 L
REIL Rwys 17 and 35

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D
S-ILS 35*	2360/24 219 (200-½)			
S-ILS 35	3019-4 878 (900-4)			
S-LOC 35	3200/40 1059 (1100-¾)	3200/55 1059 (1100-1)	3200-2½ 1059 (1100-2½)	
C CIRCLING	3200-1¼ 1036 (1100-1¼)	3200-1½ 1036 (1100-1½)	3460-3 1296 (1300-3)	3720-3 1556 (1600-3)

RNAV (GPS) RWY 17

ASHEVILLE RGNL (AVL)

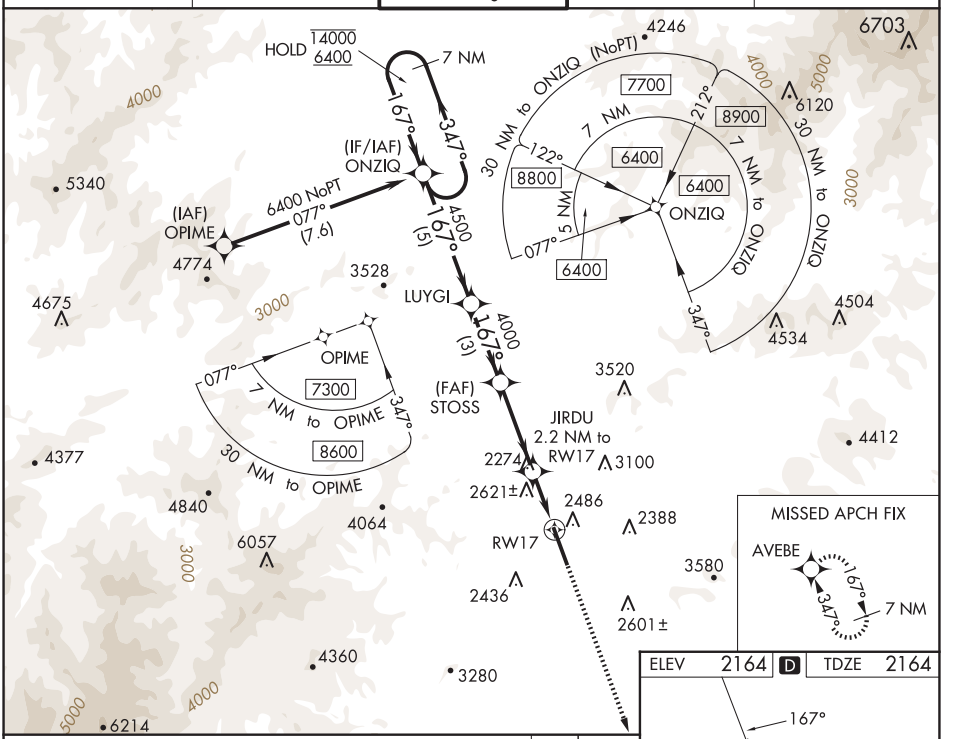
WAAS	APP CRS	Rwy Idg	8002
CH 93641	167°	TDZE	2164
W17A		Apt Elev	2164

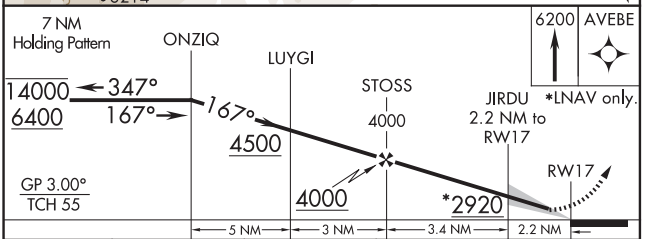
RNP APCH.

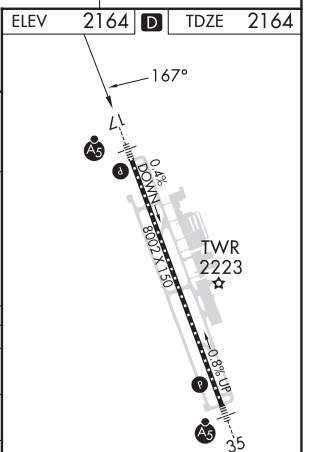
T A Circling NA west of Rwy 17-35. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 2½ SM and increase LNAV Cats C/D visibility to 2 SM.

MALSR A5 MISSED APPROACH: Climb to 6200 direct AVEBE and hold, continue climb-in-hold to 6200.

ATIS	ASHEVILLE APP CON★	ASHEVILLE TOWER★	GND CON	UNICOM
120.2	124.65 351.8	121.1 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	2364-½	200 (200-½)		
LNAV/VNAV DA	2960-1¾	796 (800-1¾)		
LNAV MDA	2880-½	716 (800-½)	2880-1⅝	716 (800-1⅝)
C CIRCLING	2880-1	716 (800-1)	3460-3 1296 (1300-3)	3720-3 1556 (1600-3)

TDZ/CL Rwy 35
HIRL Rwys 17-35 L
REIL Rwys 17 and 35

SE-2, 07 AUG 2025 to 02 OCT 2025
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ASHEVILLE, NORTH CAROLINA | AL-5061 (FAA) | 25107

RNAV (GPS) RWY 35

ASHEVILLE RGNL (AVL)

WAAS	APP CRS	Rwy Idg	8002
CH 48941	347°	TDZE	2141
W35A		Apt Elev	2164

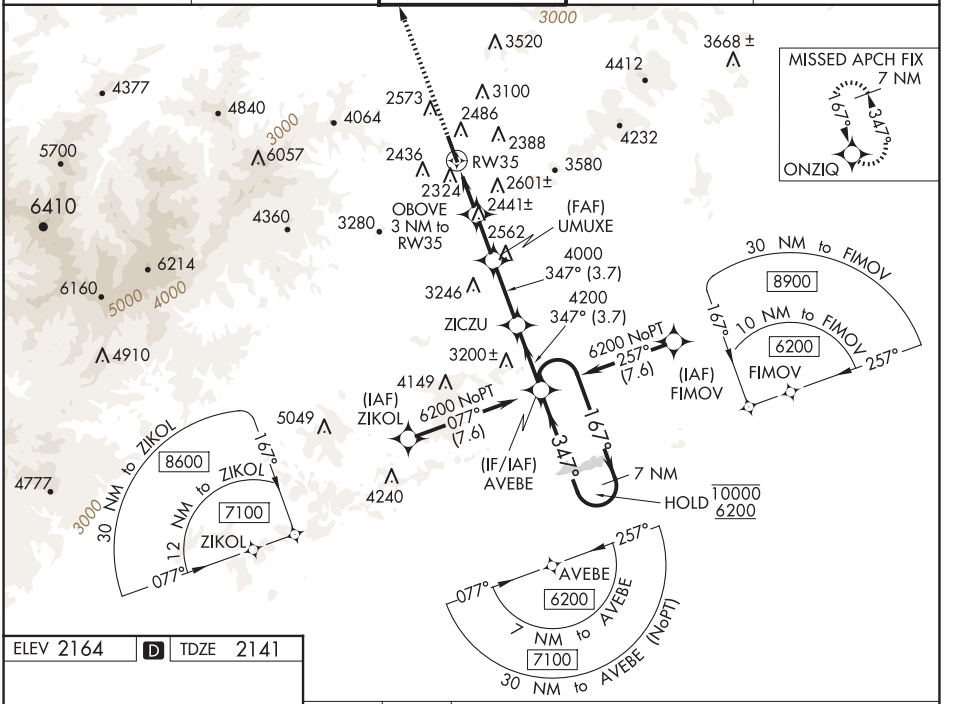
RNP APCH.

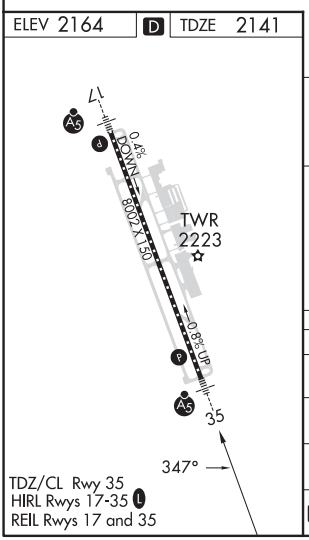
Circling NA west of Rwy 17-35. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. For inop ALS, increase LNAV Cat C/D visibility to 1⅜ SM.

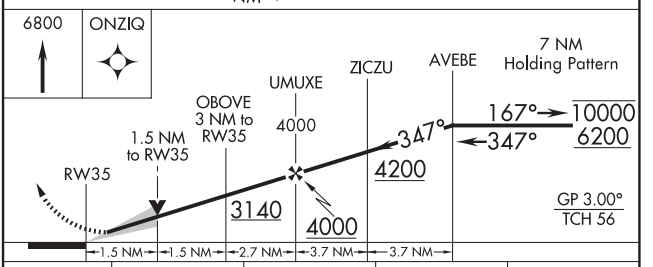
MALSR

MISSED APPROACH: Climb to 6800 direct ONZIQ and hold, continue climb-in-hold to 6800.

ATIS	ASHEVILLE APP CON★	ASHEVILLE TOWER★	GND CON	UNICOM
120.2	124.65 351.8	121.1 (CTAF) L 257.8	121.9	122.95

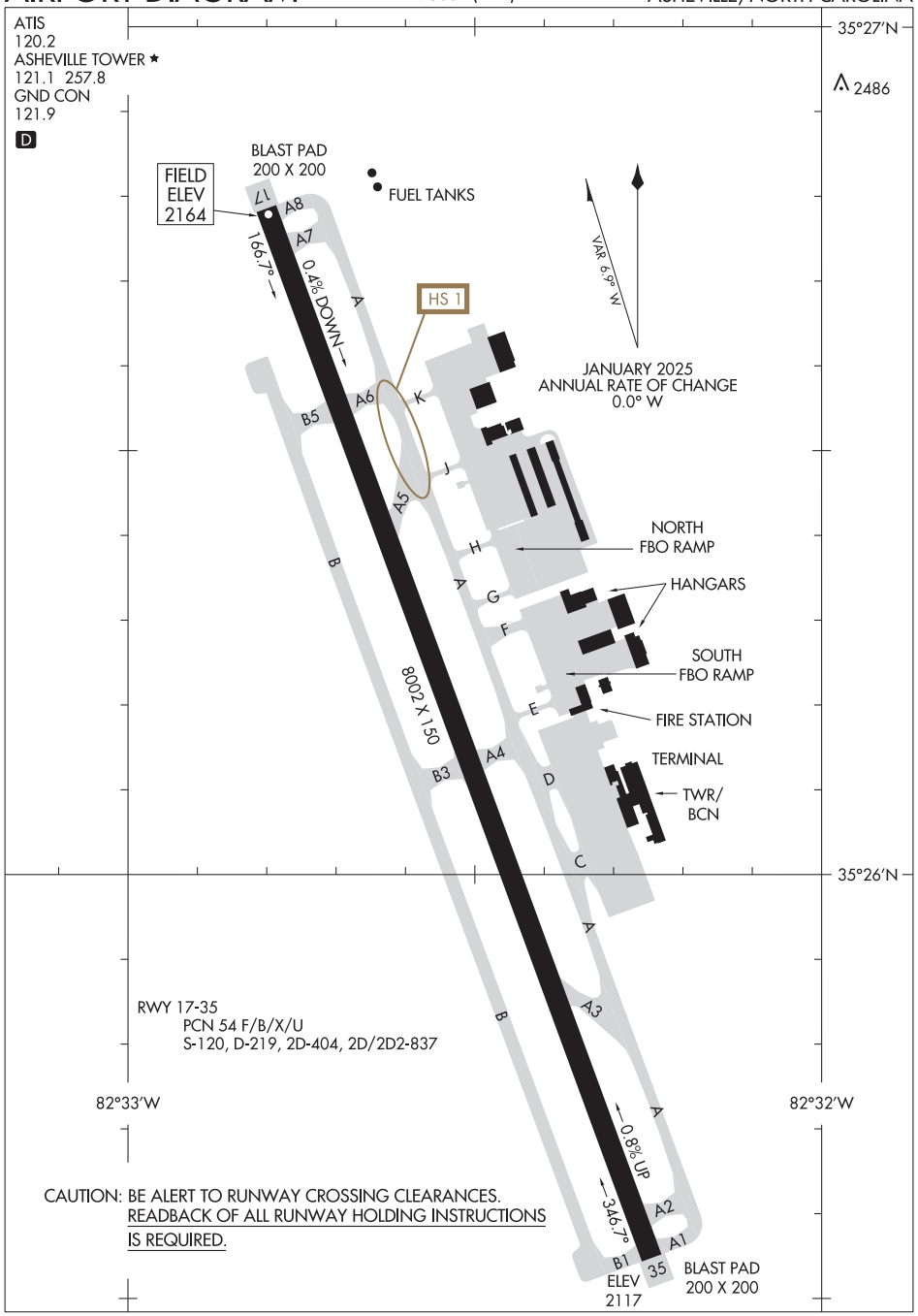






CATEGORY	A	B	C	D
LPV DA	2342/40	201 (200-¾)		
LNAV/VNAV DA	2577/40	436 (500-¾)		
LNAV MDA	2660/40	519 (500-¾)	2660/55 519 (500-1)	2660/50 519 (500-1)
C CIRCLING	2800-1 636 (700-1)	2880-1 716 (800-1)	3460-3 1296 (1300-3)	3720-3 1556 (1600-3)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025



SE-2, 07 AUG 2025 to 02 OCT 2025

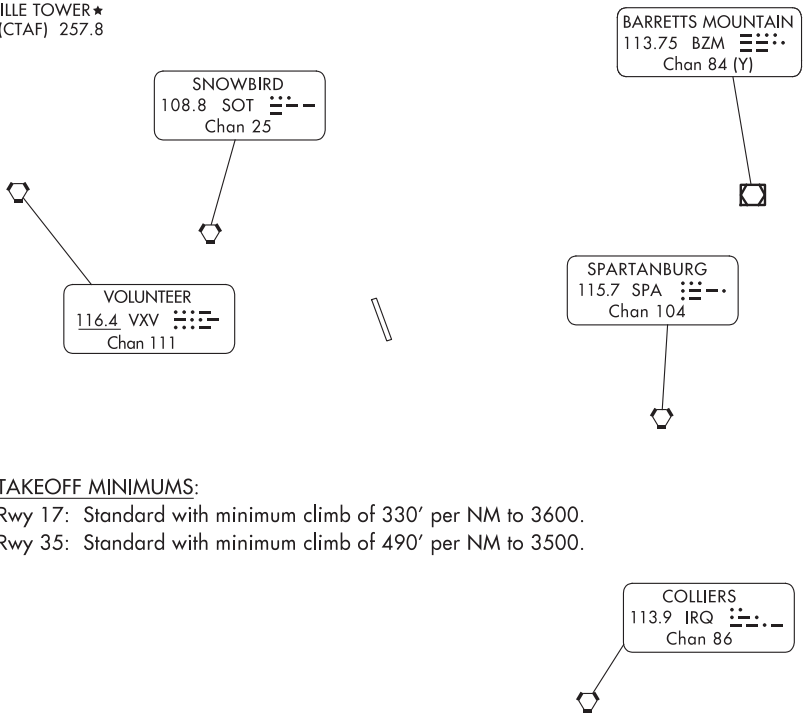
SE-2, 07 AUG 2025 to 02 OCT 2025

(AVL7.AVL) 24025 AL-5061 (FAA)
ASHEVILLE SEVEN DEPARTURE

ASHEVILLE RGNL (AVL)
ASHEVILLE, NORTH CAROLINA

TOP ALTITUDE: 8000

ASHEVILLE DEP CON★
124.65 351.8 (Rwy 17)
125.8 269.575 (Rwy 35)
ATLANTA CENTER DEP CON
132.625 353.625 (when twr closed)
ATIS
120.2
GND CON
121.9
ASHEVILLE TOWER★
121.1 (CTAF) 257.8



TAKEOFF MINIMUMS:
Rwy 17: Standard with minimum climb of 330′ per NM to 3600.
Rwy 35: Standard with minimum climb of 490′ per NM to 3500.

NOTE: RADAR required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on a heading between 147° CW to 187° from DER as assigned by ATC (When tower closed, climb heading 167°) thence. . . .

TAKEOFF RUNWAY 35: Climb on a heading between 332° CW to 002° from DER as assigned by ATC (When tower closed, climb heading 347°) thence. . . .

. . . .On RADAR vectors to intercept filed route/fix. Maintain 8000 or lower filed altitude. Expect filed altitude/flight level within 10 minutes after departure.

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	3603
051°	TDZE	226
	Apt Elev	231

RNAV (GPS) RWY 5

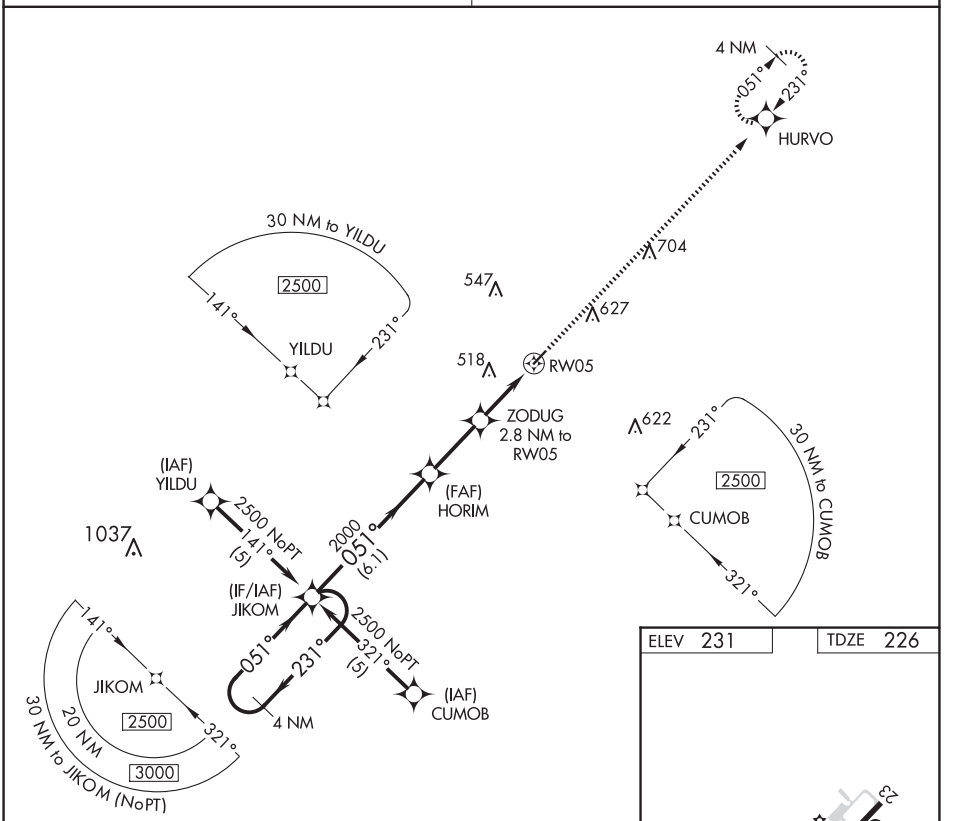
BAMBERG COUNTY (99N)

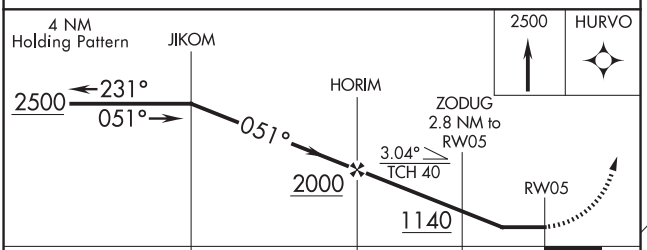
RNP APCH.

Procedure NA at night.
NA Rwy 5 helicopter visibility reduction below 1 SM NA.
Use Orangeburg Muni altimeter setting; when not received, procedure NA.

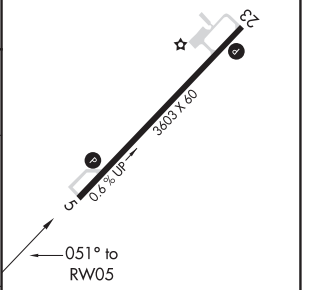
MISSED APPROACH: Climb to 2500 direct HURVO and hold.

COLUMBIA APP CON	UNICOM
124.15 338.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	740-1 514 (600-1)		NA	



SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

BAMBERG, SOUTH CAROLINA AL-9818 (FAA) 19311

APP CRS	Rwy Idg	3603
231°	TDZE	231
	Apt Elev	231

RNAV (GPS) RWY 23

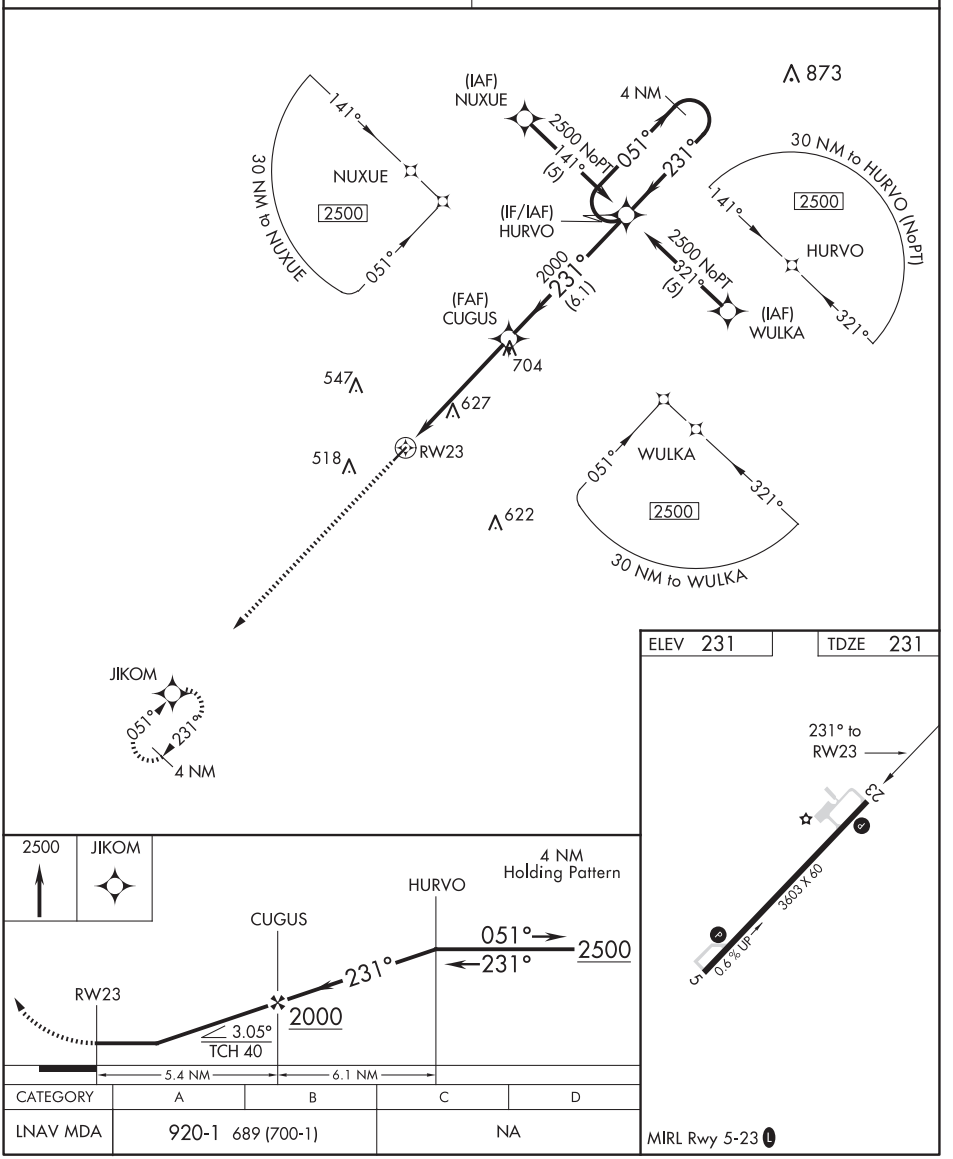
BAMBERG COUNTY (99N)

RNP APCH.

Procedure NA at night.
Rwy 23 helicopter visibility reduction below 1 SM NA.
Use Orangeburg Muni altimeter setting; when not received, procedure NA.

MISSED APPROACH: Climb to 2500 direct JIKOM and hold.

COLUMBIA APP CON	UNICOM
124.15 338.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	920-1 689 (700-1)		NA	

MIRL Rwy 5-23 L

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 17

BARNWELL RGNL (BNL)

WAAS	APP CRS	Rwy Ldg	5119
CH 90418	165°	TDZE	246
W17A		Apt Elev	246

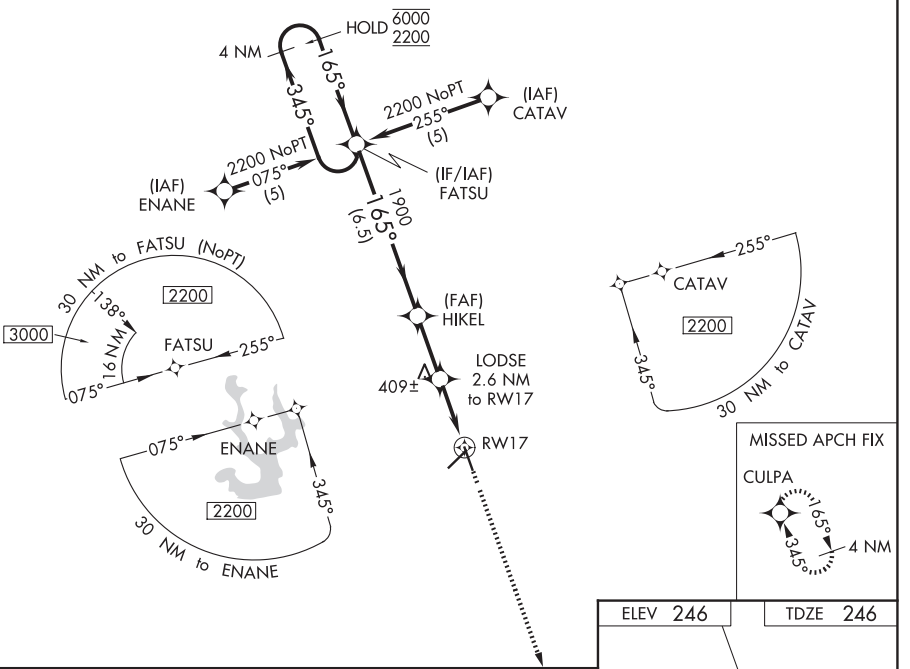
RNP APCH.

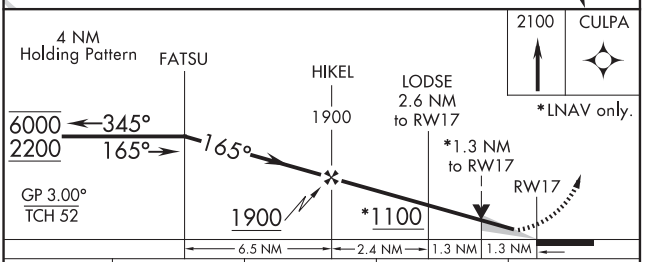
Circling Rwy 5, 23 NA at night. Inop table does not apply to LPV, LNAV/VNAV all Cats, and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

ODALS

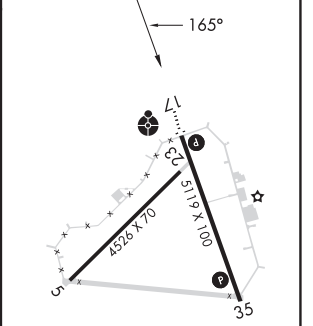
MISSED APPROACH: Climb to 2100 direct CULPA and hold.

AWOS-3PT	JACKSONVILLE CENTER	GCO	UNICOM
119.775	132.925 363.2	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	496-¾ 250 (300-¾)			
LNAV/VNAV DA	604-1¼ 358 (400-1¼)			
LNAV MDA	700-¾ 454 (500-¾)		700-1¼ 454 (500-1¼)	700-1½ 454 (500-1½)
CIRCLING	700-1 454 (500-1)		900-1¾ 654 (700-1¾)	900-2 654 (700-2)



MIRL Rwy 17-35 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

BARNWELL, SOUTH CAROLINA AL-5808 (FAA) 25219

RNAV (GPS) RWY 35

BARNWELL RGNL (BNL)

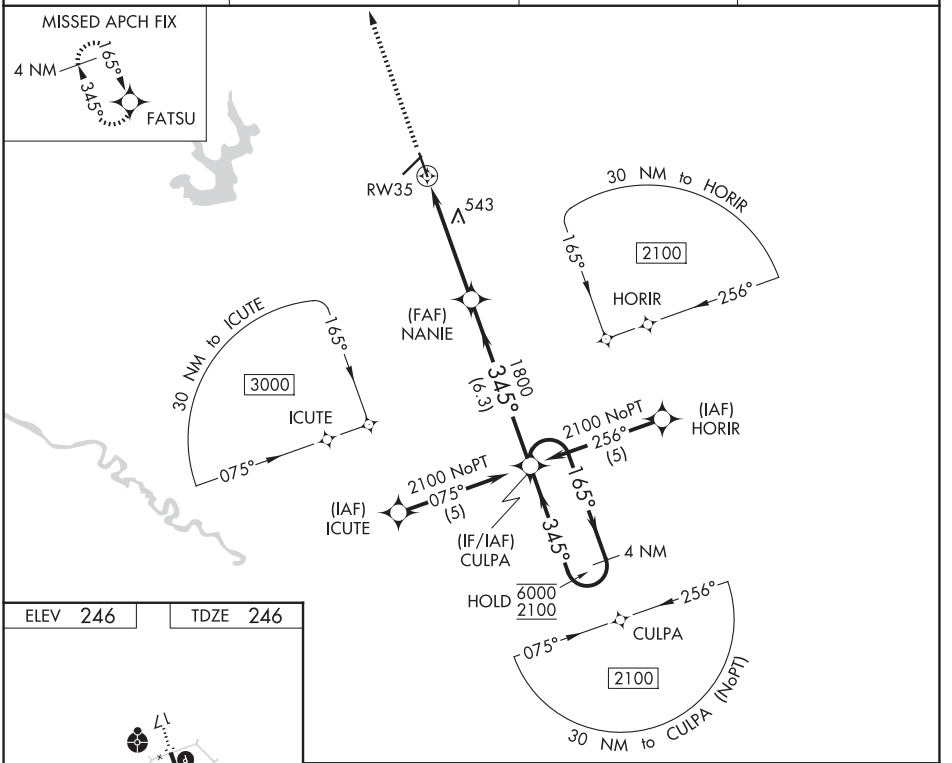
APP CRS	Rwy Ldg	5119
345°	TDZE	246
	Apt Elev	246

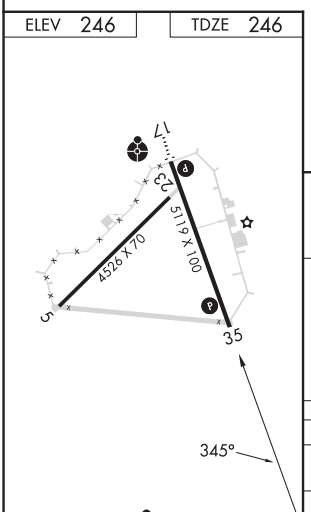
RNP APCH - GPS.

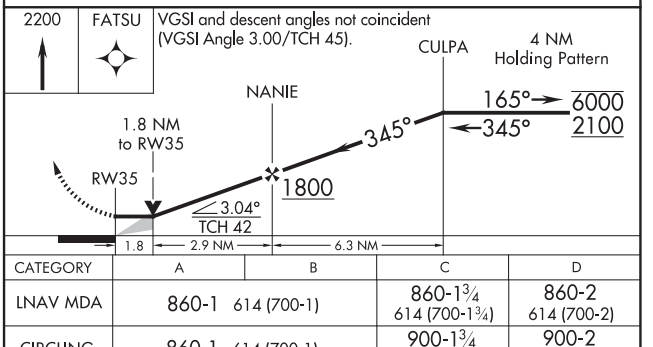
VDP NA when using AGS altimeter setting. When local altimeter setting not received, use AGS altimeter setting and increase all MDAs 100 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C/D ½ SM. Circling Rwy 5, 23 NA at night.

MISSED APPROACH: Climb to 2200 direct FATSU and hold.

AWOS-3PT	JACKSONVILLE CENTER	GCO	UNICOM
119.775	132.925 363.2	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	860-1 614 (700-1)		860-1¾ 614 (700-1¾)	860-2 614 (700-2)
CIRCLING	860-1 614 (700-1)		900-1¾ 654 (700-1¾)	900-2 654 (700-2)

MIRL Rwy 17-35 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 3

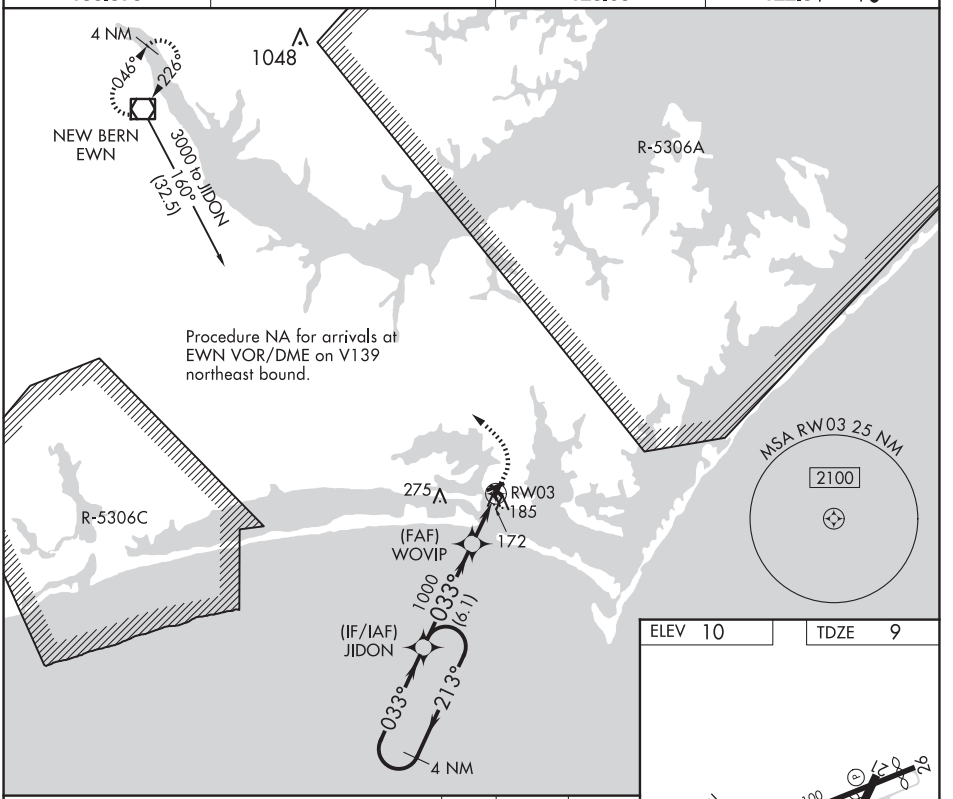
MICHAEL J SMITH FLD (MRH)

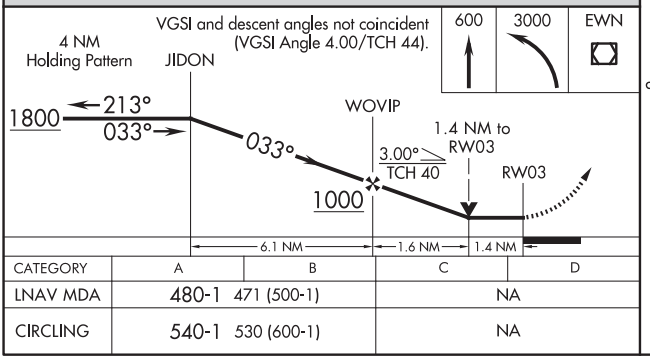
APP CRS	Rwy Idg	3328
033°	TDZE	9
	Apt Elev	10

T A Circling Rwy 8, 14, 32 NA at night. DME/DME RNP-0.3 NA. ATC clearance required to penetrate R-5306A and R-5306C. When local altimeter setting not received, use Cherry Point MCAS (Cunningham Fld) altimeter setting and increase all MDA 40 feet. Rwy 3 helicopter visibility reduction below ¾ SM NA. VDP NA when using Cherry Point MCAS (Cunningham Fld) altimeter setting. Rwy 8, 14, 32 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 600 then climbing left turn to 3000 direct EWN VOR/DME and hold.

ASOS	CHERRY POINT APP CON	CLNC DEL	UNICOM
135.375	132.575 299.6	125.65	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	480-1 471 (500-1)		NA	
CIRCLING	540-1 530 (600-1)		NA	

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

BEAUFORT, NORTH CAROLINA

AL-5095 (FAA)

24081

RNAV (GPS) RWY 8

MICHAEL J SMITH FLD (MRH)

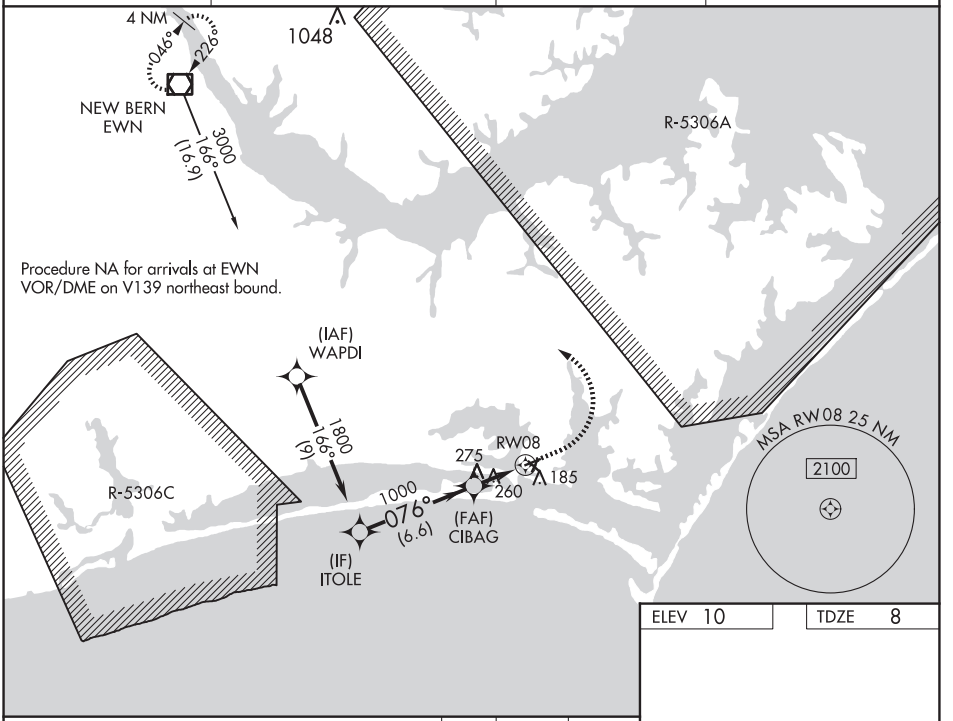
WAAS	APP CRS	Rwy Idg	5004
CH 97727	076°	TDZE	8
W08A		Apt Elev	10

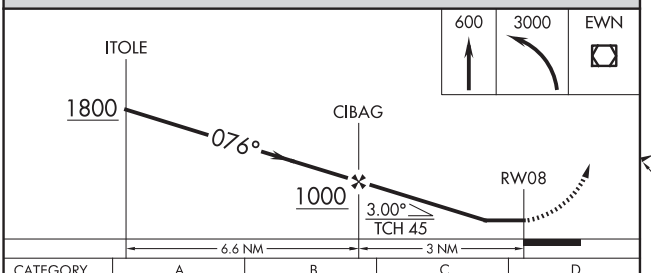
RNP APCH.

ATC clearance required to penetrate R-5306A and R-5306C.
Rwy 8, helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 8 NA at night, Circling Rwy 8, 14, 32 NA at night.

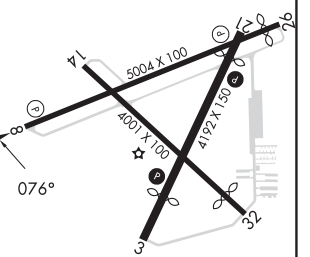
MISSED APPROACH: Climb to 600 then climbing left turn to 3000 direct EWN VOR/DME and hold.

ASOS	CHERRY POINT APP CON	CLNC DEL	UNICOM
135.375	132.575 299.6	125.65	122.8 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	520-1 512 (600-1)		520-1⅜ 512 (600-1⅜)	
LNAV MDA	540-1 532 (600-1)		540-1½ 532 (600-1½)	
C CIRCLING	540-1 530 (600-1)		580-1½ 570 (600-1½)	620-2 610 (700-2)



REIL Rwys 8 and 26 L
MIRL Rwys 3-21 and 8-26 L

BEAUFORT, NORTH CAROLINA
Amdt 2B 26MAR20

34°44'N-76°40'W

MICHAEL J SMITH FLD (MRH)

RNAV (GPS) RWY 8

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	4001
141°	TDZE	9
	Apt Elev	10

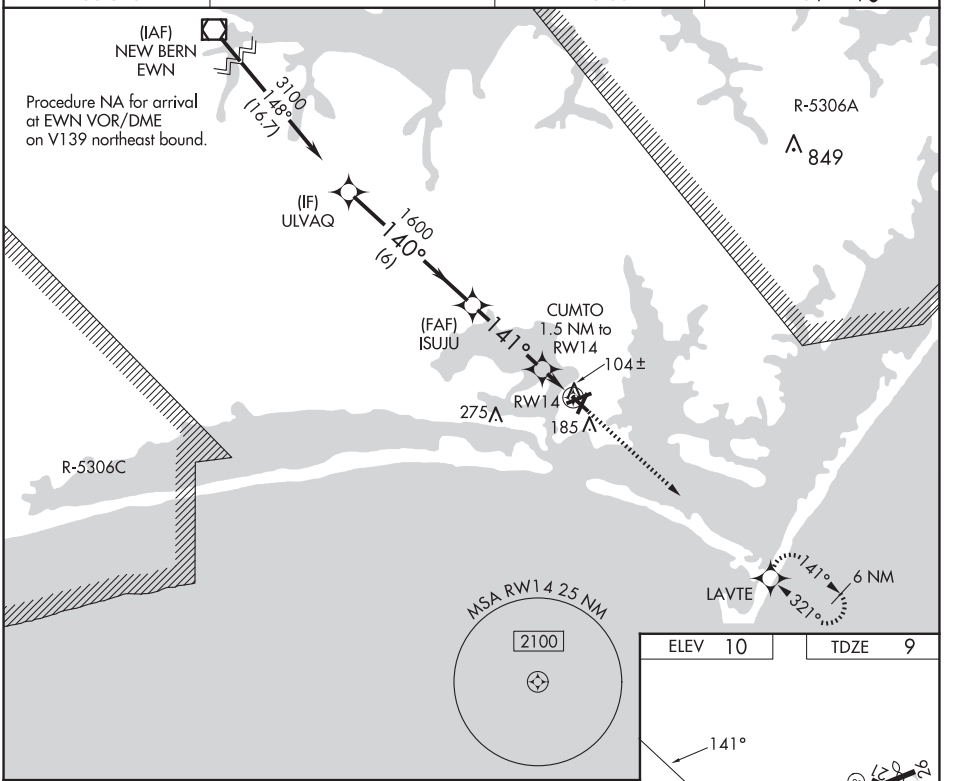
RNAV (GPS) RWY 14

MICHAEL J SMITH FLD (MRH)

DME/DME RNP-0.3 NA. ATC clearance required to penetrate R-5306A and R-5306C. When local altimeter setting not received, use Cherry Point MCAS (Cunningham Fld) altimeter setting and increase all MDA 40 feet; increase LNAV Cats C and D visibility ⅛ mile. Straight-in Rwy 14 NA at night, Circling Rwy 8, 14, 32 NA at night. Rwy 8, 14, 32 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2300 direct LAVTE and hold.

ASOS	CHERRY POINT APP CON	CLNC DEL	UNICOM
135.375	132.575 299.6	125.65	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	360-1 351 (400-1)			
CIRCLING	540-1 530 (600-1)		580-1½ 570 (600-1½)	580-2 570 (600-2)

REIL Rwys 8 and 26 L
MIRL Rwys 3-21 and 8-26 L

SE-2, 07 AUG 2025 to 02 OCT 2025
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APP CRS		
213°	Rwy Idg	3676
	TDZE	9
	Apt Elev	10

RNAV (GPS) RWY 21

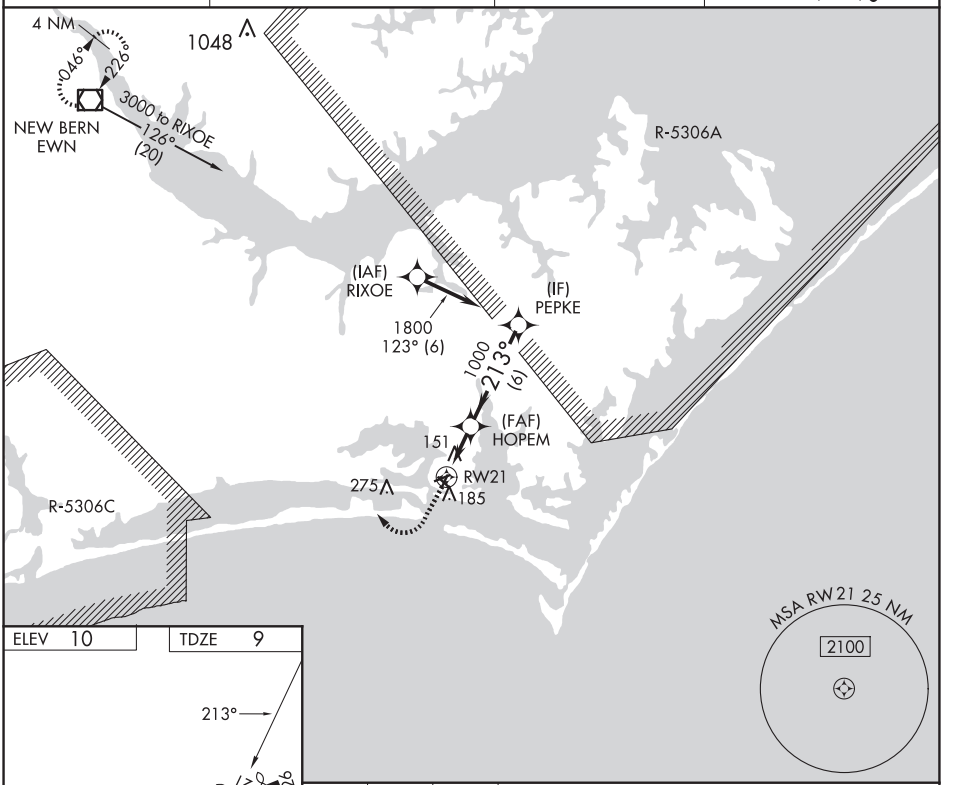
MICHAEL J SMITH FLD (MRH)

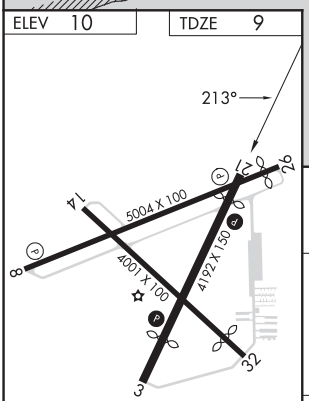
RNP APCH - GPS.

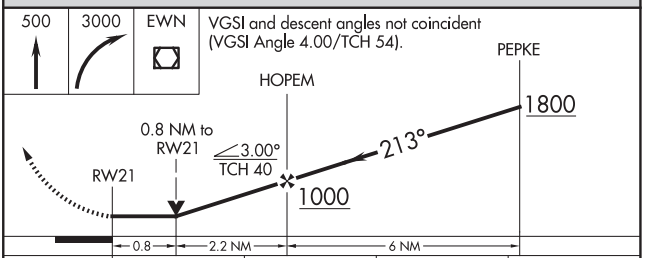
Circling Rwy 8, 14, 32 NA at night. Rwy 21 helicopter visibility reduction below ¾ SM NA. ATC clearance required to penetrate R-5306A and R-5306C.

MISSED APPROACH: Climb to 500 then climbing right turn to 3000 direct EWN VOR/DME and hold.

ASOS	CHERRY POINT APP CON	CLNC DEL	UNICOM
135.375	132.575 299.6	125.65	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	420-1 411 (500-1)		NA	
CIRCLING	540-1 530 (600-1)		NA	

REIL Rwys 8 and 26 L
MIRL Rwys 3-21 and 8-26 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 26

MICHAEL J SMITH FLD (MRH)

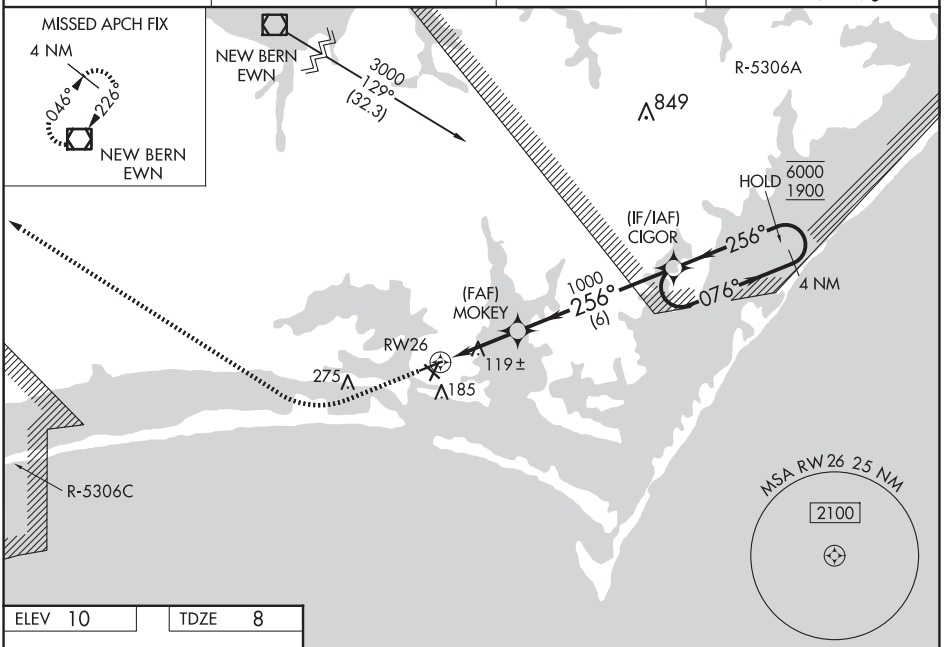
WAAS	APP CRS	Rwy Idg	4715
CH 40338	256°	TDZE	8
W26A		Apt Elev	10

RNP APCH - GPS.

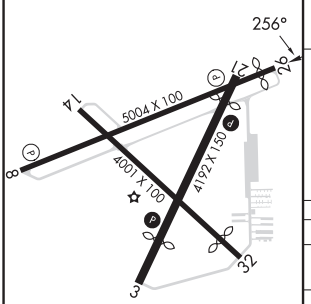
Circling Rwy 8, 14, 32 NA at night. Rwy 26 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C. ATC clearance required to penetrate R-5306A and R-5306C.

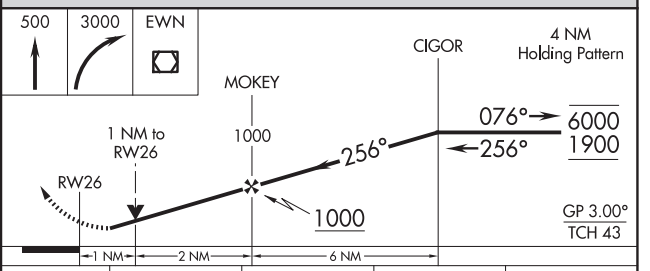
MISSED APPROACH: Climb to 500 then climbing right turn to 3000 direct EWN VOR/DME and hold.

ASOS	CHERRY POINT APP CON	CLNC DEL	UNICOM
135.375	132.575 299.6	125.65	122.8 (CTAF) L



ELEV 10 TDZE 8





CATEGORY	A	B	C	D
LPV DA	266-¾ 258 (300-¾)			
LNAV/VNAV DA	394-1⅛ 386 (400-1⅛)			
LNAV MDA	380-1 372 (400-1)			
C CIRCLING	540-1 530 (600-1)		580-1½ 570 (600-1½)	580-2 570 (600-2)

REIL Rwys 8 and 26 L
MIRL Rwys 3-21 and 8-26 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

BEAUFORT, NORTH CAROLINA AL-5095 (FAA) 24081

RNAV (GPS) RWY 32

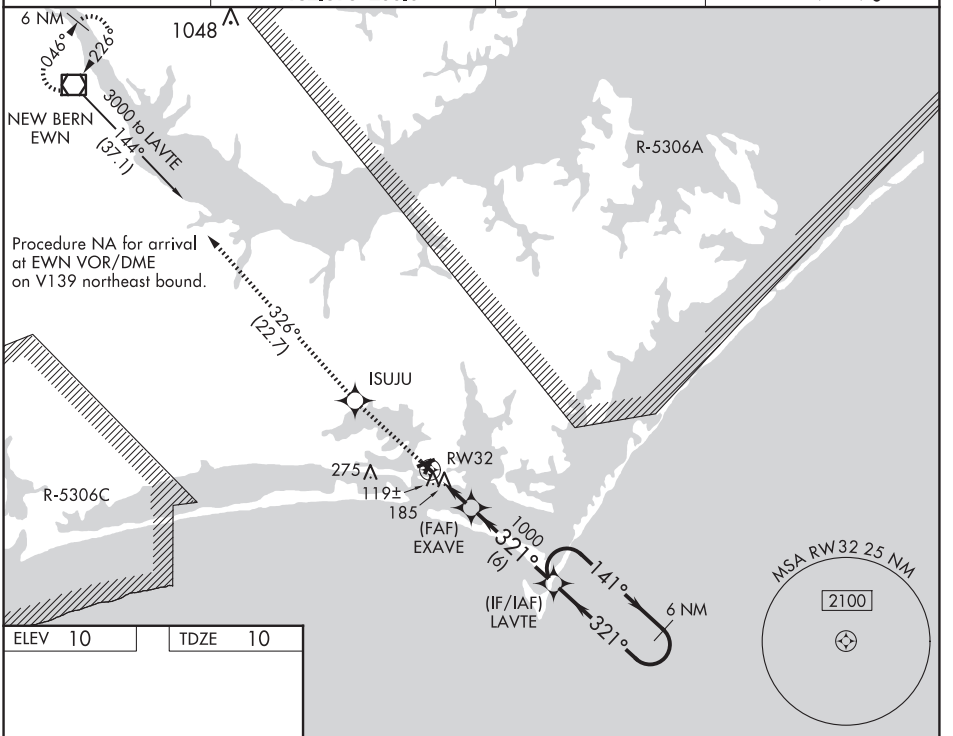
MICHAEL J SMITH FLD (MRH)

WAAS	APP CRS	Rwy Idg	3511
CH 69227	321°	TDZE	10
W32A		Apt Elev	10

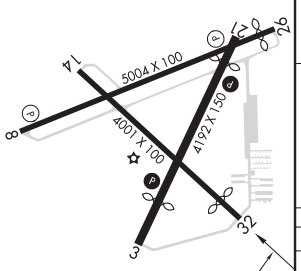
DME/DME RNP-0.3 NA. ATC clearance required to penetrate R-5306A and R-5306C. When local altimeter setting not received, use Cherry Point MCAS (Cunningham Fld) altimeter setting and increase all MDA 40 feet; increase LP Cats C and D visibility ⅛ mile. Straight-in Rwy 32 NA at night, Circling Rwy 8, 14, 32 NA at night. Rwy 8, 14, 32 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct ISUJU and on track 326° to EWN VOR/DME and hold.

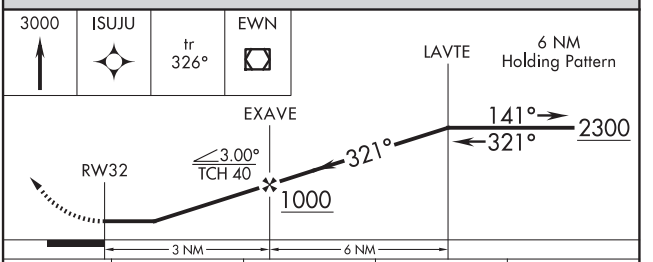
ASOS	CHERRY POINT APP CON	CLNC DEL	UNICOM
135.375	132.575 299.6	125.65	122.8 (CTAF) L



ELEV 10 TDZE 10



REIL Rwys 8 and 26 L
MIRL Rwys 3-21 and 8-26 L



CATEGORY	A	B	C	D
LP MDA	380-1 370 (400-1)			
LNAV MDA	460-1 450 (500-1)		460-1⅜ 450 (500-1⅜)	
CIRCLING	540-1 530 (600-1)		580-1½ 570 (600-1½)	580-2 570 (600-2)

BEAUFORT, NORTH CAROLINA
Amdt 1B 16JUN22

34°44'N-76°40'W

MICHAEL J SMITH FLD (MRH)

RNAV (GPS) RWY 32

SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 7

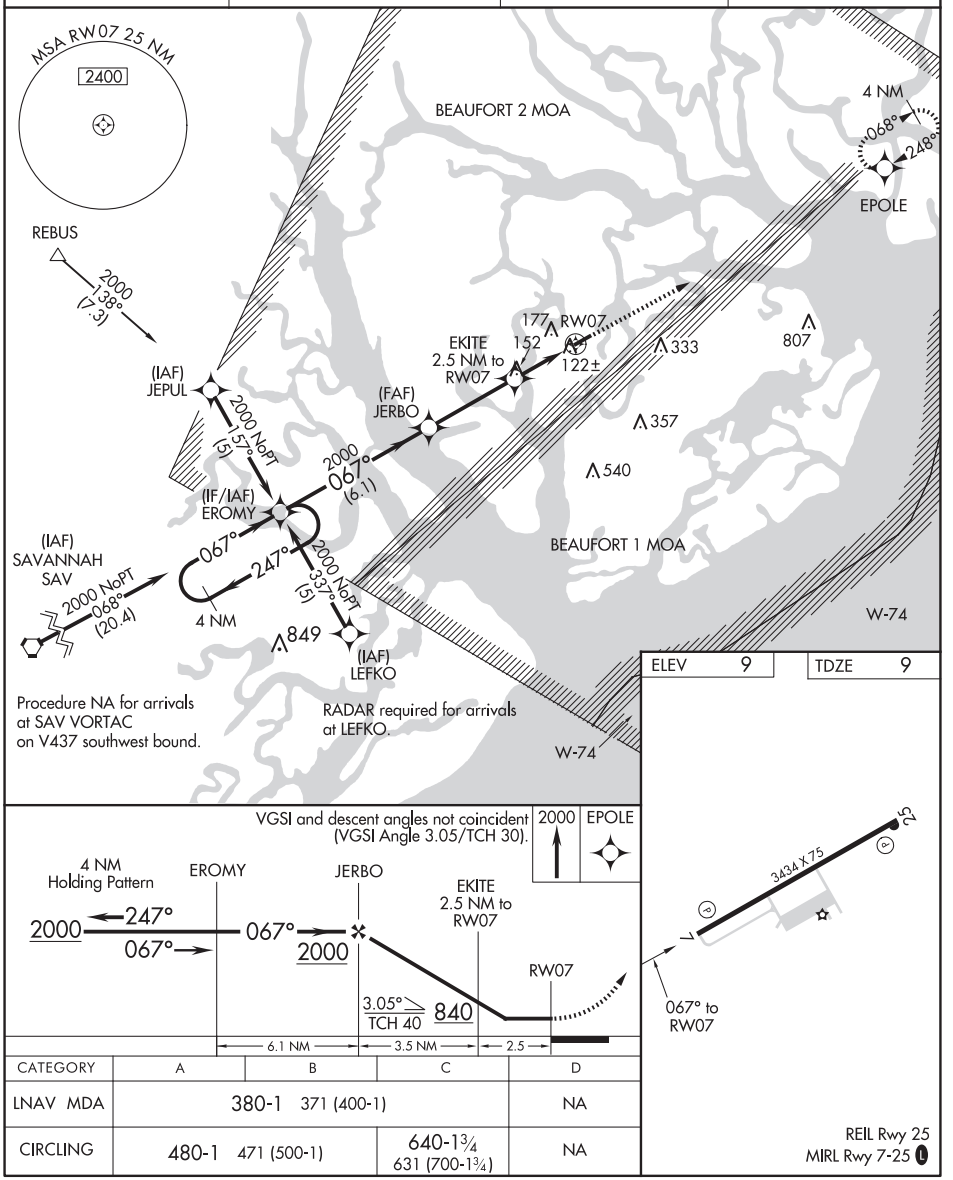
BEAUFORT EXEC (ARW)

APP CRS	Rwy Idg	3434
067°	TDZE	9
	Apt Elev	9

DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Beaufort MCAS (Merritt Fld) ASR altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 2000 direct EPOLE and hold.

AWOS-3	BEAUFORT APP CON ★	CLNC DEL	UNICOM
119.675	125.125 292.125	121.725	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	380-1 371 (400-1)			NA
CIRCLING	480-1 471 (500-1)		640-1¾ 631 (700-1¾)	NA

REIL Rwy 25
MIRL Rwy 7-25 L

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RNAV (GPS) RWY 25

BEAUFORT EXEC (ARW)

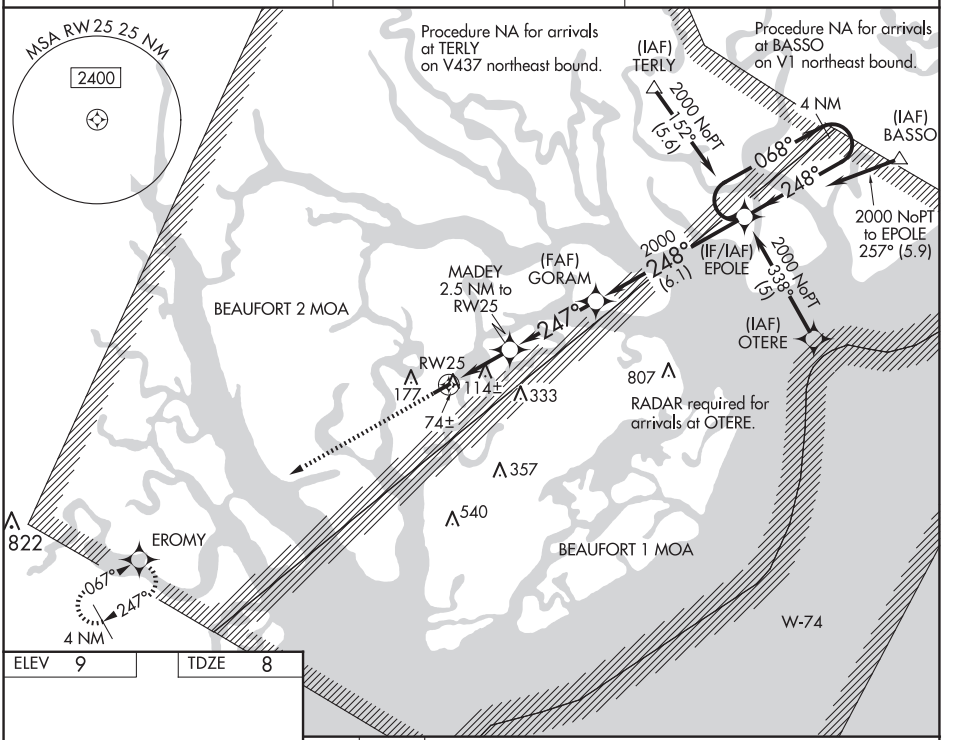
WAAS CH 69418 W25A	APP CRS 247°	Rwy Idg 3434 TDZE 8 Apt Elev 9

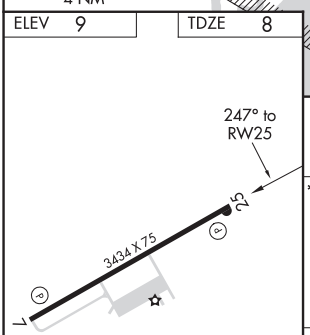
ASR

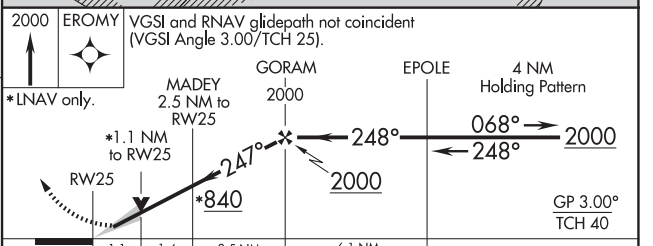
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Beaufort MCAS (Merritt Fld) altimeter setting and increase LPV DA to 226, LNAV/VNAV DA to 352, and all MDA 20 feet. VDP and Baro-VNAV NA when using Beaufort MCAS (Merritt Fld) altimeter setting.

MISSED APPROACH: Climb to 2000 direct EROMY and hold.

AWOS-3	BEAUFORT APP CON★	UNICOM
119.675	125.125 292.125	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	208-1	200 (200-1)		NA
LNAV/VNAV DA	334-1¼	326 (400-1¼)		NA
LNAV MDA	380-1	372 (400-1)		NA
CIRCLING	480-1	471 (500-1)	640-1¾ 631 (700-1¾)	NA

REIL Rwy 25
MIRL Rwy 7-25 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

BEAUFORT, SOUTH CAROLINA

ILS or LOC Y RWY 23

LOC I-NBC	APCH CRS	Rwy ldg 12,202 TDZE 16 Arpt Elev 37
111.55	227°	

[USN] BEAUFORT MCAS (MERRITT FLD) (KNBC)

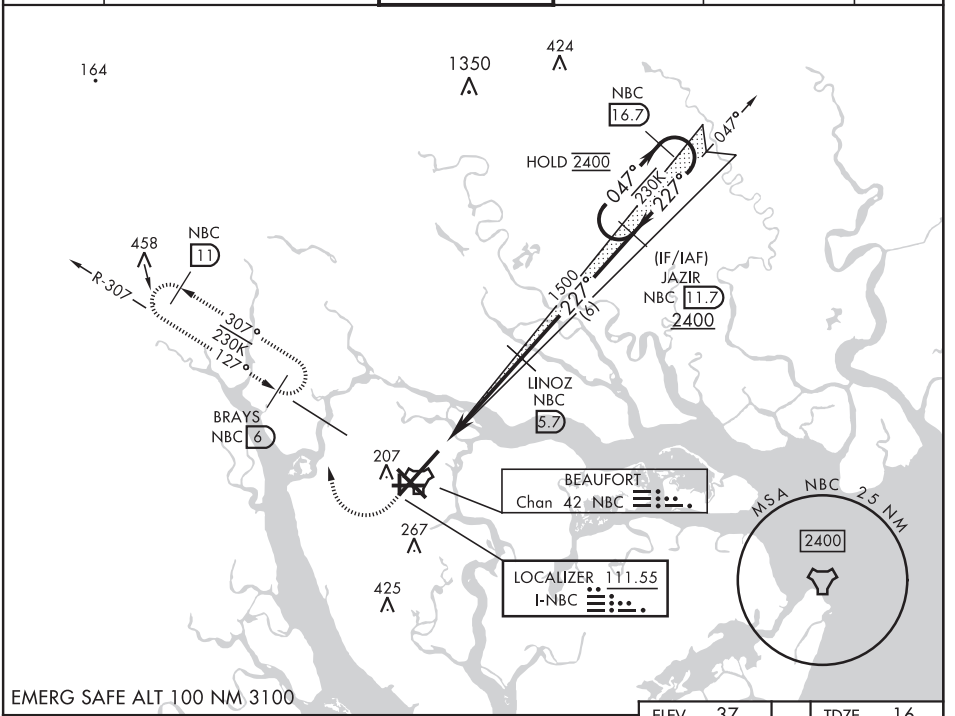
RNAV or RADAR required for missed approach.

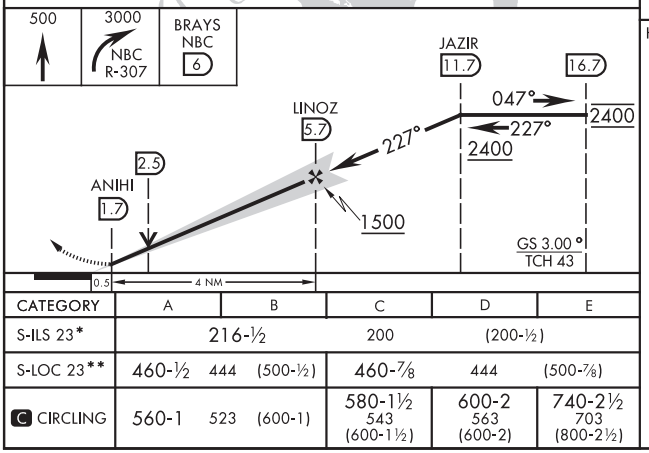
*When ALS inop, increase vis to ¾ mile.
**When ALS inop, increase CAT AB vis to 1 mile; CAT CDE vis to 1⅜ miles.

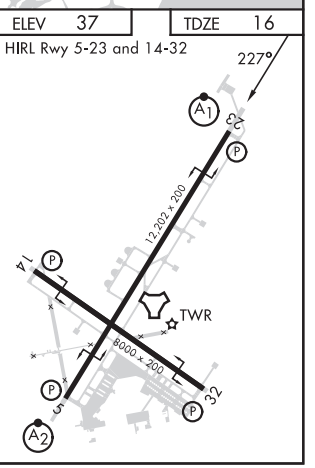
ALSF-1

MISSED APPROACH: Climb to 500, then climbing right turn to 3000, join NBC TACAN R-307 direct BRAYS and hold. Continue climb in hold to 3000.

ATIS★	APP CON	TOWER★	GND CON	CLNC DEL	ASR/PAR
279.525	125.125 292.125 (ABV 3000) 123.7 269.125 (3000 and BLW)	119.05 342.875	128.15 348.625	128.15 254.375	







CATEGORY	A	B	C	D	E
S-ILS 23*	216-½		200	(200-½)	
S-LOC 23**	460-½	444 (500-½)	460-⅞	444 (500-⅞)	
C CIRCLING	560-1	523 (600-1)	580-1½ 543 (600-1½)	600-2 563 (600-2)	740-2½ 703 (800-2½)

BEAUFORT, SOUTH CAROLINA
Orig 25JAN24

32°29'N-80°43'W

BEAUFORT MCAS (MERRITT FLD) (KNBC)

ILS or LOC Y RWY 23

SE-2, 07 AUG 2025 to 02 OCT 2025

BEAUFORT, SOUTH CAROLINA

ILS or LOC Z RWY 23

LOC/DME I-NBC	APCH CRS	Rwy ldg 12,202
111.55	227°	TDZE 16
Chan 52 (Y)		Arpt Elev 37

[USN] BEAUFORT MCAS (MERRITT FLD) (KNBC)

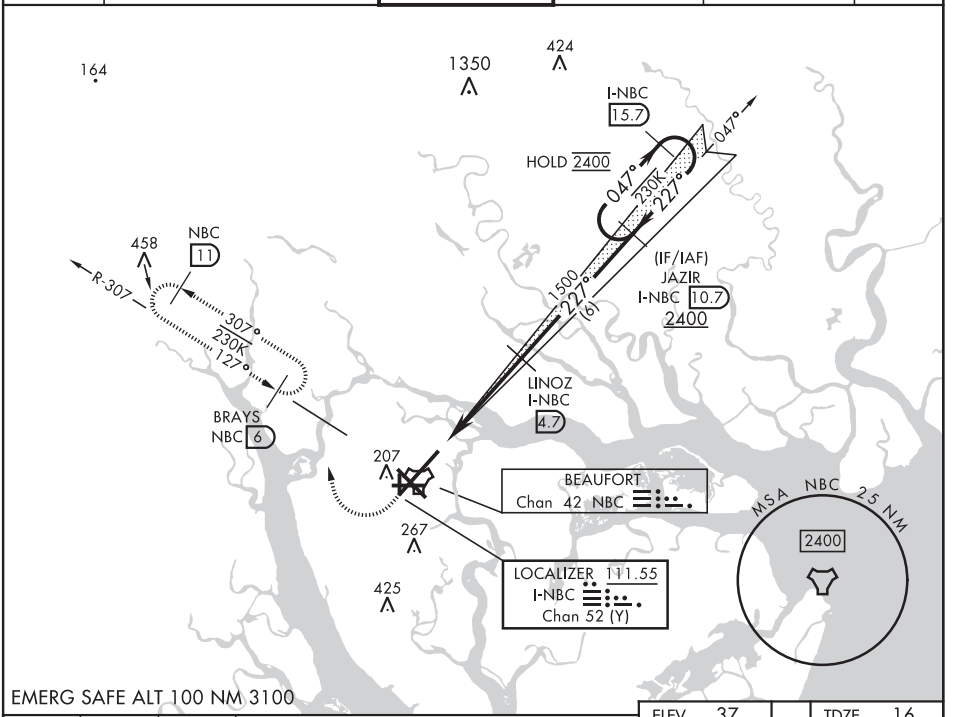
RNAV or RADAR required for missed approach.

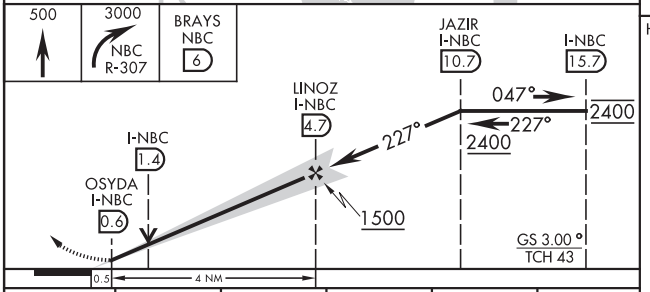
▼ *When ALS inop, increase vis to ¾ mile.
**When ALS inop, increase CAT AB vis to 1 mile; CAT CDE vis to 1⅜ miles.

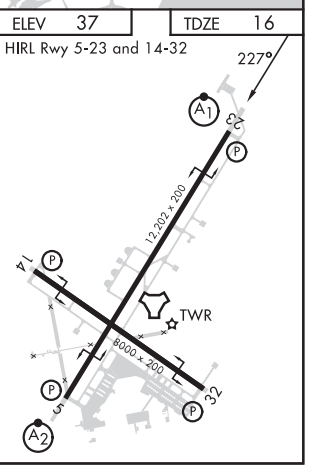
ALSF-1

MISSED APPROACH: Climb to 500, then climbing right turn to 3000, join NBC TACAN R-307 direct BRAYS and hold. Continue climb in hold to 3000.

ATIS ★	APP CON	TOWER ★	GND CON	CLNC DEL	ASR/PAR
279.525	125.125 292.125 (ABV 3000) 123.7 269.125 (3000 and BLW)	119.05 342.875	128.15 348.625	128.15 254.375	







CATEGORY	A	B	C	D	E
S-ILS 23*	216-½		200	(200-½)	
S-LOC 23**	460-½	444 (500-½)	460-⅞	444	(500-⅞)
C CIRCLING	560-1	523 (600-1)	580-1½ 543 (600-1½)	600-2 563 (600-2)	740-2½ 703 (800-2½)

BEAUFORT, SOUTH CAROLINA 32°29'N-80°43'W BEAUFORT MCAS (MERRITT FLD) (KNBC)

Orig 25JAN24

ILS or LOC Z RWY 23

SE-2, 07 AUG 2025 to 02 OCT 2025

BEAUFORT, SOUTH CAROLINA

RNAV (GPS) RWY 5

WAAS	APCH CRS	Rwy ldg 12,202
Chan 90095	047°	TDZE 37
W05A		Arpt Elev 37

[USN]

BEAUFORT MCAS (MERRITT FLD) (KNBC)

RNP APCH

RADAR required

* When ALS inop, increase vis to 1 mile.
** When ALS inop, increase CAT AB vis to 1 mile, CAT CD to 1⅛ miles.

SALSF

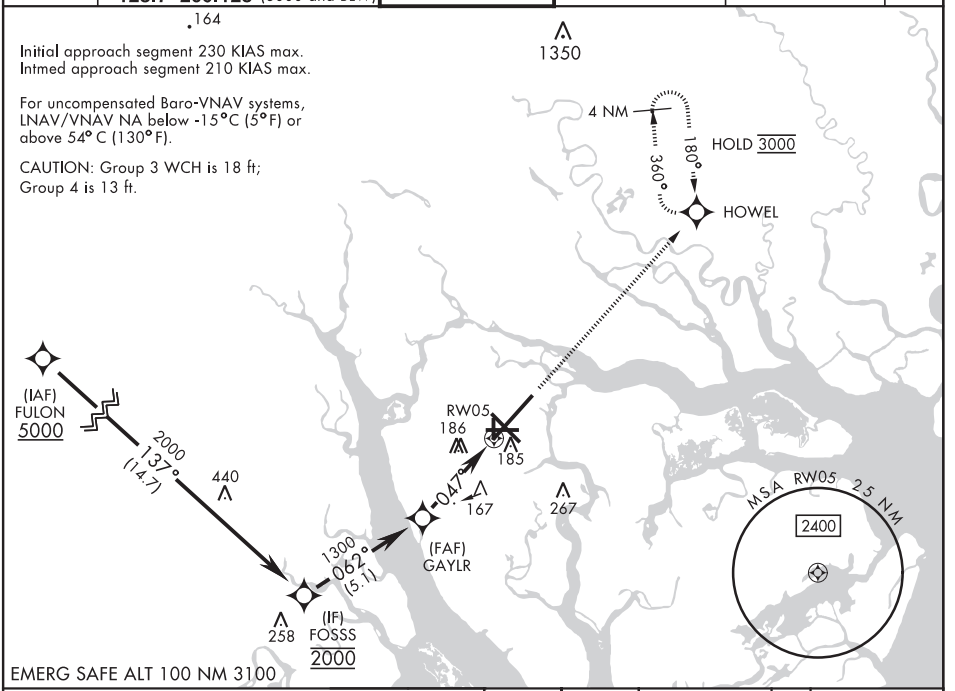
MISSED APPROACH: Climb to 3000 direct HOWEL and hold, continue climb-in-hold to 3000.

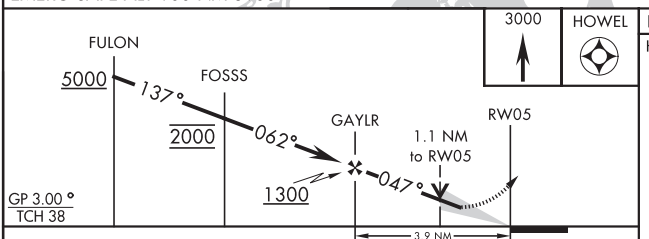
ATIS ★	APP CON	TOWER★	GND CON	CLNC DEL	ASR/ PAR
279.525	125.125 292.125 (ABV 3000) 123.7 269.125 (3000 and BLW)	119.05 342.875	128.15 348.625	128.15 254.375	

Initial approach segment 230 KIAS max.
Intmed approach segment 210 KIAS max.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54° C (130°F).

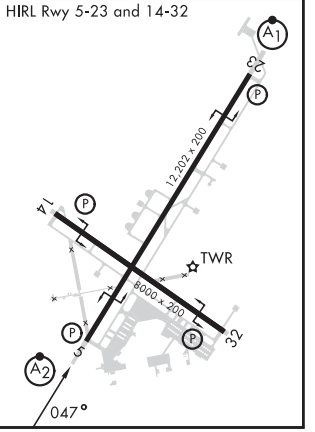
CAUTION: Group 3 WCH is 18 ft; Group 4 is 13 ft.





ELEV 37 TDZE 37

HIRL Rwy 5-23 and 14-32



CATEGORY	A	B	C	D
LPV DA	237-¾	200	(200-¾)	
LNAV/ VNAV DA *	409-¾	372	(400-¾)	
LNAV MDA **	420-¾ 383 (400-¾)		420-⅞ 383 (400-⅞)	
C CIRCLING	560-1 523 (600-1)		580-1½ 543 (600-1½)	600-2 563 (600-2)

BEAUFORT, SOUTH CAROLINA

32°29'N-80°43'W

BEAUFORT MCAS (MERRITT FLD) (KNBC)

Amdt 6 11JUL24

RNAV (GPS) RWY 5

SE-2, 07 AUG 2025 to 02 OCT 2025

BEAUFORT, SOUTH CAROLINA

RNAV (GPS) RWY 14

WAAS	APCH CRS	Rwy Idg	8000
Chan 91240	140°	TDZE	32
W14A		Arpt Elev	37

[USN] BEAUFORT MCAS (MERRITT FLD) (KNBC)

RNP APCH

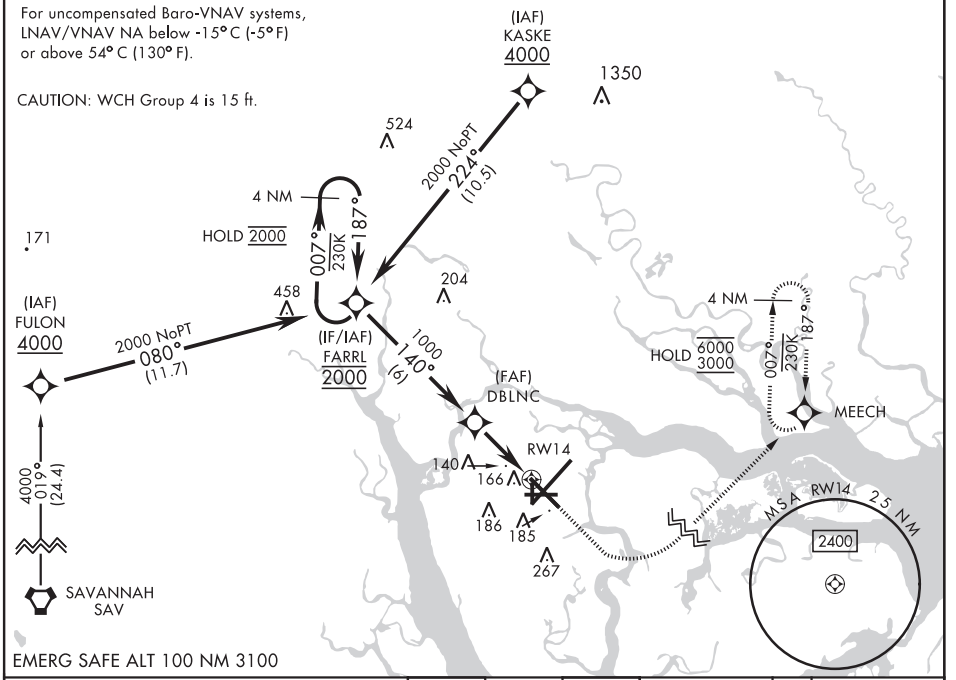
RADAR required for arrivals via KASKE or FARRL IAFs.

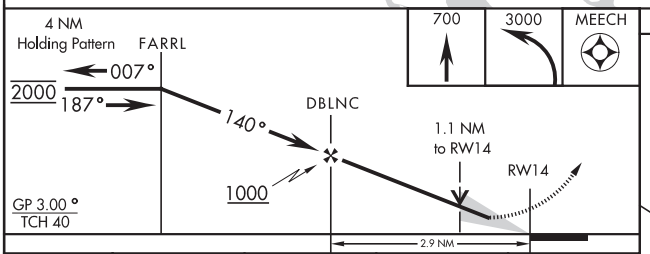
MISSED APPROACH: Climb to 700, then climbing left turn to 3000 direct MEECH and hold.

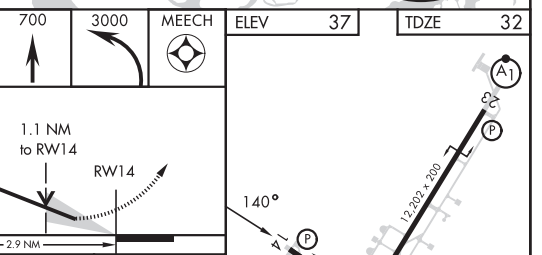
ATIS ★	APP CON	TOWER ★	GND CON	CLNC DEL	ASR/ PAR
279.525	(ABV 3000) 125.125 292.125 (3000 and BLW) 123.7 269.125	119.05 342.875	128.15 348.625	128.15 254.375	

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (-5°F) or above 54°C (130°F).

CAUTION: WCH Group 4 is 15 ft.







CATEGORY	A	B	C	D
LPV DA	232-¾	200	(200-¾)	
LNAV/ VNAV DA	416-1⅛	384	(400-1⅛)	
LNAV MDA	420-1 388 (400-1)		420-1⅛ 388 (400-1⅛)	
C CIRCLING	560-1 523 (600-1)		580-1½ 543 (600-1½)	600-2 563 (600-2)

BEAUFORT, SOUTH CAROLINA 32°29'N-80°43'W BEAUFORT MCAS (MERRITT FLD) (KNBC)

Amdt 5 11JUL24

RNAV (GPS) RWY 14

SE-2, 07 AUG 2025 to 02 OCT 2025

BEAUFORT, SOUTH CAROLINA

RNAV (GPS) RWY 23

BEAUFORT MCAS (MERRITT FLD) (KNBC)

[USN]

WAAS	APCH CRS	Rwy ldg 12,202
Chan 93379	227°	TDZE 16
W23A		Arpt Elev 37

RNP APCH

RADAR required.

▼ * When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase vis to 1 mile.

ALSF-1

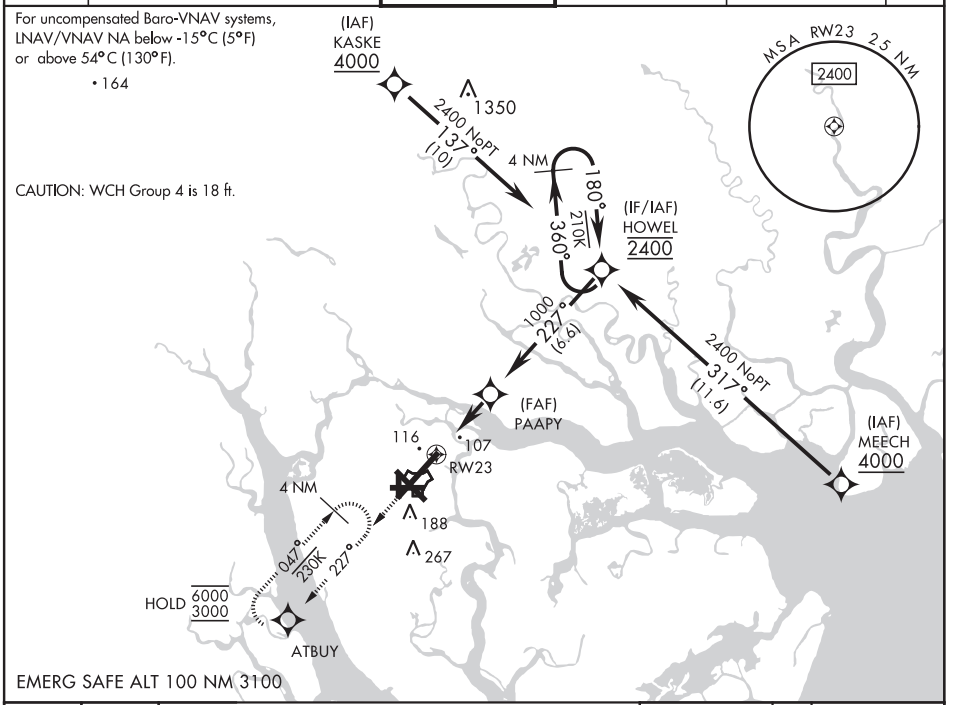
MISSED APPROACH: Climb to 3000 direct ATBUY and hold. Continue climb in hold to 3000.

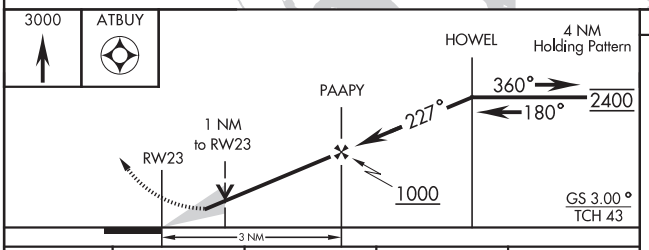
ATIS ★	APP CON	TOWER ★	GND CON	CLNC DEL	ASR/ PAR
279.525	125.125 292.125 (ABV 3000) 123.7 269.125 (3000 and BLW)	119.05 342.875	128.15 348.625	128.15 254.375	

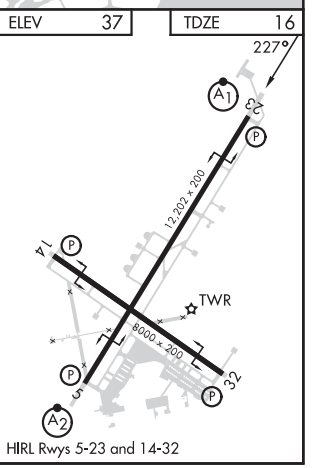
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).

•164

CAUTION: WCH Group 4 is 18 ft.







CATEGORY	A	B	C	D
LPV DA *	216-½	200	(200-½)	
LNAV/ VNAV DA **	380-⅝	364	(400-⅝)	
LNAV MDA **	380-½ 364 (400-½)		380-¾ 364 (400-¾)	
C CIRCLING	560-1 523 (600-1)		580-1½ 543 (600-1½)	600-2 563 (600-2)

BEAUFORT, SOUTH CAROLINA

Amdt 5 11JUL24

32° 29′N-80° 43′W

BEAUFORT MCAS (MERRITT FLD) (KNBC)

RNAV (GPS) RWY 23

SE-2, 07 AUG 2025 to 02 OCT 2025

BEAUFORT, SOUTH CAROLINA

RNAV (GPS) RWY 32

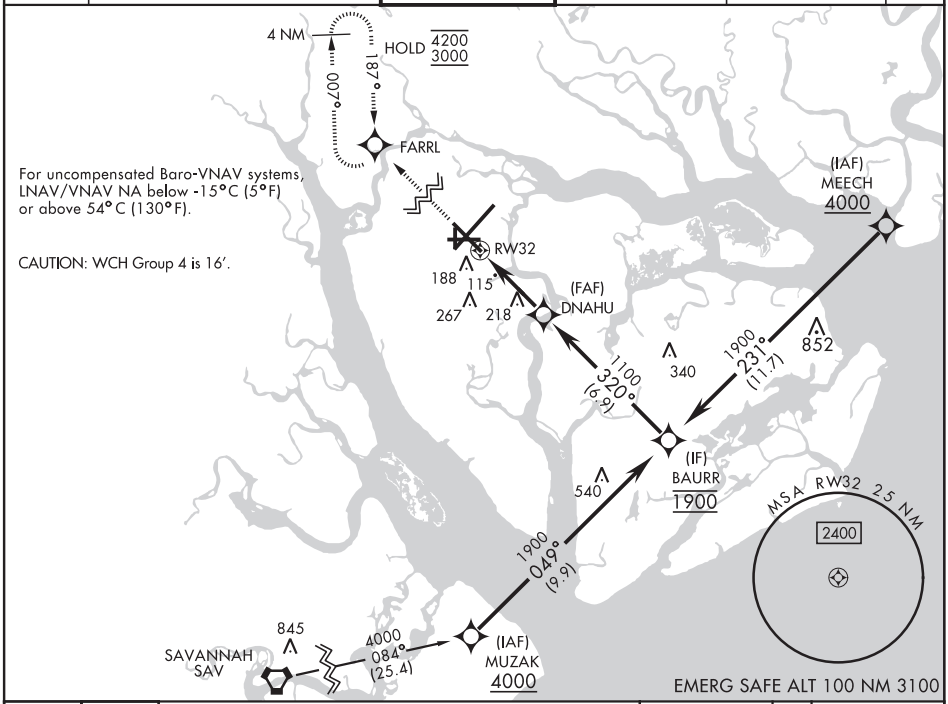
WAAS	APCH CRS	Rwy Idg	8000
Chan 95233	320°	TDZE	25
W32A		Arpt Elev	37

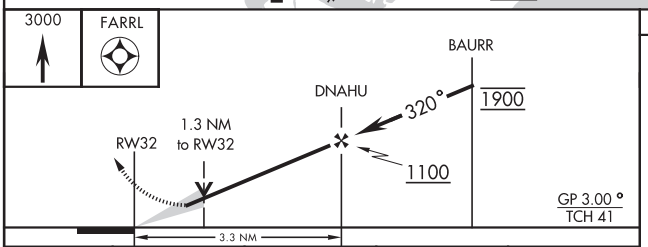
[USN] BEAUFORT MCAS (MERRITT FLD) (KNBC)

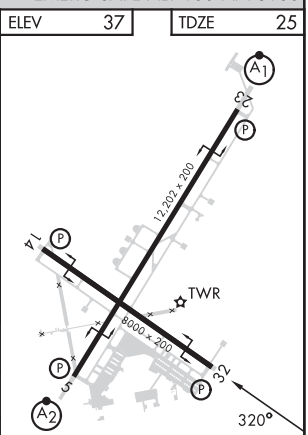
RNP APCH

MISSED APPROACH: Climb to 3000 direct FARRL and hold, continue climb in hold to 3000.

ATIS ★	APP CON		TOWER ★	GND CON	CLNC DEL	ASR/ PAR
279.525	125.125 292.125	ABV 3000	119.05 342.875	128.15 348.625	128.15 254.375	
	123.7 269.125	3000 and BLW				







CATEGORY	A		B	C		D	
LPV DA	312-7/8		287	(300-7/8)			
LNAV/ VNAV DA	389-1		364	(400-1)			
LNAV MDA	480-1	455	(500-1)	480-1 3/8	455	(500-1 3/8)	
C CIRCLING	560-1	523	(600-1)	580-1 1/2	543	(600-1 1/2)	600-2 563 (600-2)

BEAUFORT, SOUTH CAROLINA 32°29'N-80°43'W BEAUFORT MCAS (MERRITT FLD) (KNBC)

Amdt 7 11JUL24

RNAV (GPS) RWY 32

SE-2, 07 AUG 2025 to 02 OCT 2025

BEAUFORT, SOUTH CAROLINA

TACAN RWY 5

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
NBC Chan 42	054°	12,202	37	37

[USN] BEAUFORT MCAS (MERRITT FLD) (KNBC)

RADAR required

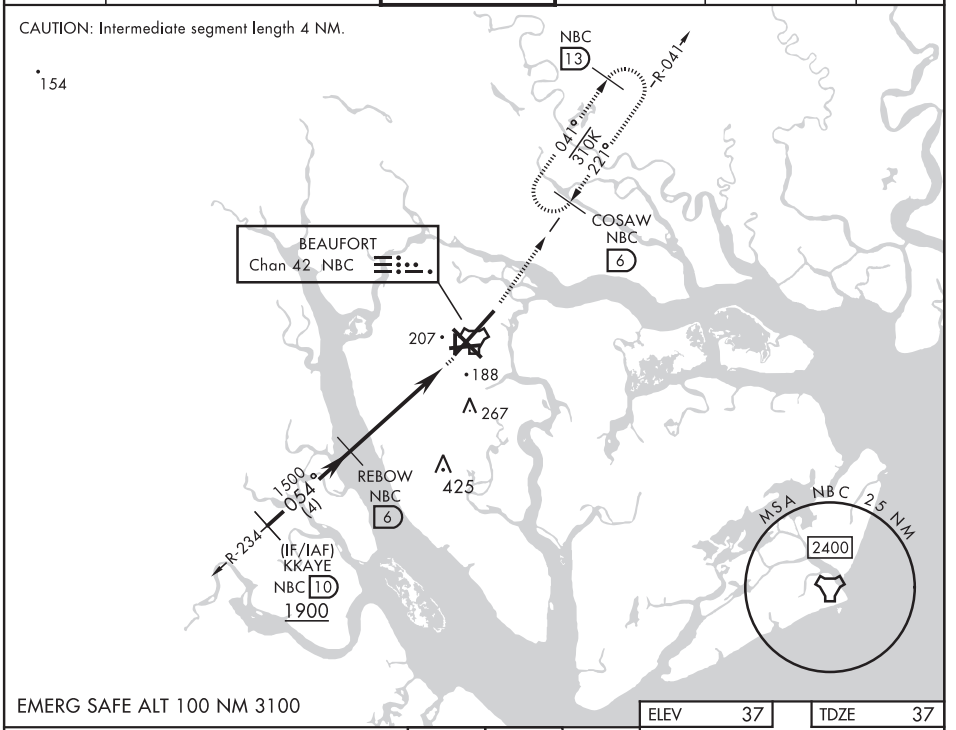
▼ * When ALS inop, increase CAT AB vis to 1 mile; CAT CDE vis to 1⅜ miles.

SALSF A2

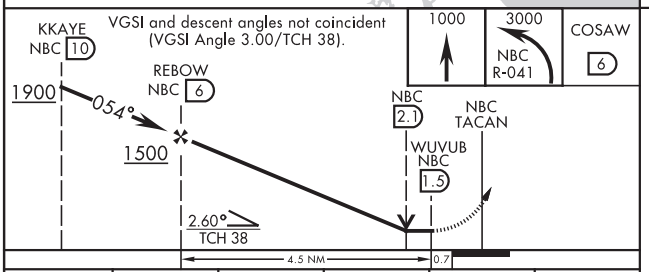
MISSED APPROACH: Climb to 1000, then climbing left turn to 3000 via NBC TACAN R-041 to COSAW and hold. Continue climb-in-hold to 3000.

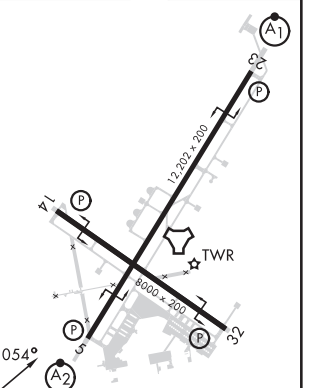
ATIS ★	APP CON	TOWER ★	GND CON	CLNC DEL	ASR/PAR
279.525	125.125 292.125 (ABV 3000) 123.7 269.125 (3000 and BLW)	119.05 342.875	128.15 348.625	128.15 254.375	

CAUTION: Intermediate segment length 4 NM.



ELEV 37 TDZE 37





HIRL Rwy 5-23 and 14-32

CATEGORY	A	B	C	D	E
S-5 *	480-¾	443 (500-¾)	480-1	443	(500-1)
C CIRCLING	560-1	523 (600-1)	580-1½ 543 (600-1½)	600-2 563 (600-2)	740-2½ 703 (800-2½)

SE-2, 07 AUG 2025 to 02 OCT 2025

BEAUFORT, SOUTH CAROLINA

TACAN RWY 14

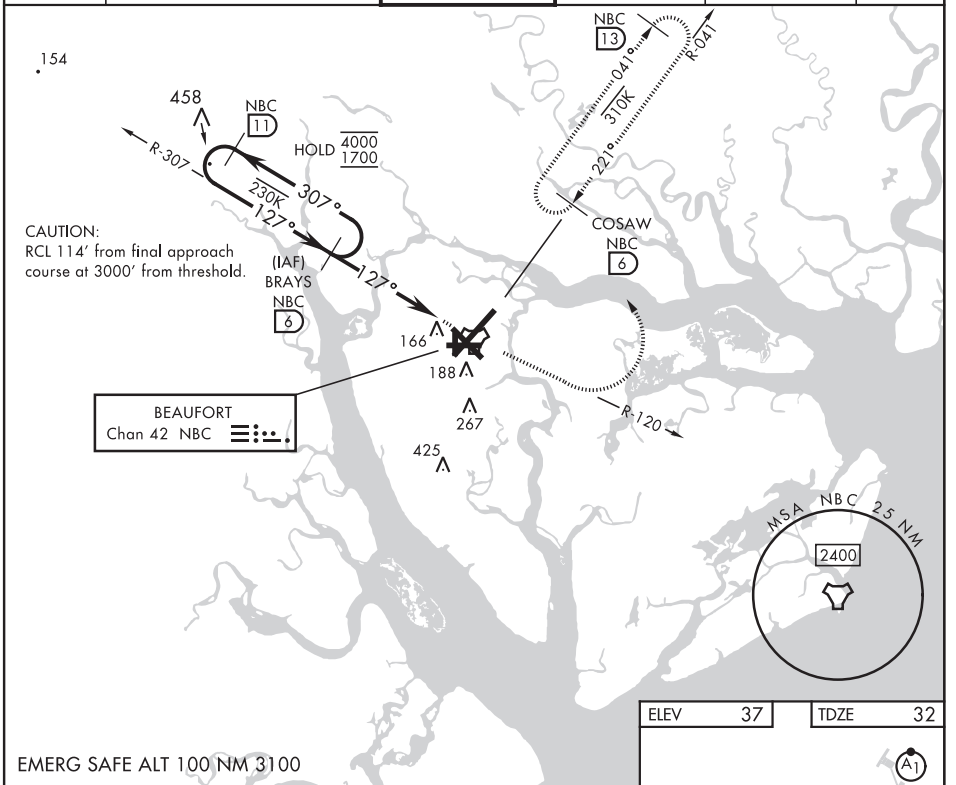
TACAN	APCH CRS	Rwy Idg	8000
Chan 42 NBC	127°	TDZE	32
		Arpt Elev	37

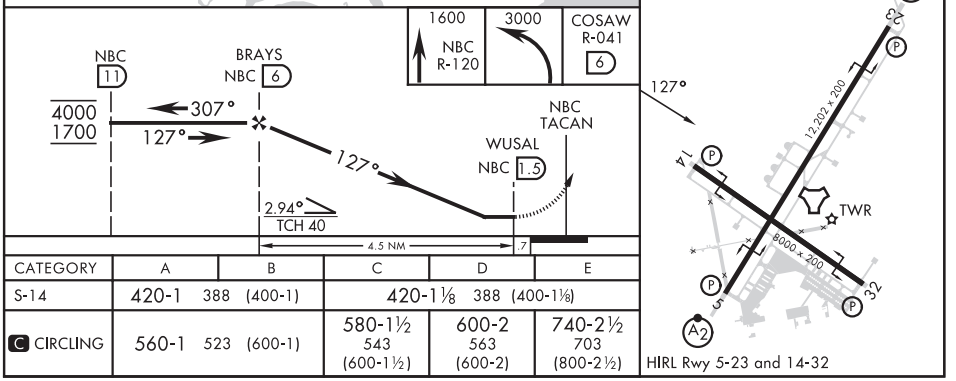
[USN] BEAUFORT MCAS (MERRITT FLD) (KNBC)

RADAR required

MISSED APPROACH: Climb to 1600 on NBC TACAN R-120, then climbing left turn to 3000 via hdg 330° to intercept NBC R-041 to 6 DME (COSAW) and hold. Continue climb in hold to 3000.

ATIS★	APP CON	TOWER★	GND CON	CLNC DEL	ASR/PAR
279.525	125.125 292.125 (ABV 3000) 123.7 269.125 (3000 and BLW)	119.05 342.875	128.15 348.625	128.15 254.375	





CATEGORY	A	B	C	D	E
S-14	420-1 388 (400-1)		420-1⅛ 388 (400-1⅛)		
C CIRCLING	560-1 523 (600-1)		580-1½ 543 (600-1½)	600-2 563 (600-2)	740-2½ 703 (800-2½)

BEAUFORT, SOUTH CAROLINA 32°29'N-80°43'W BEAUFORT MCAS (MERRITT FLD) (KNBC)

Amdt 3 11JUL24

TACAN RWY 14

SE-2, 07 AUG 2025 to 02 OCT 2025

BEAUFORT, SOUTH CAROLINA

TACAN RWY 23

TACAN NBC Chan 42	APCH CRS 221°	Rwy ldg 12,202 TDZE 16 Arpt Elev 37

[USN] BEAUFORT MCAS (MERRITT FLD) (KNBC)

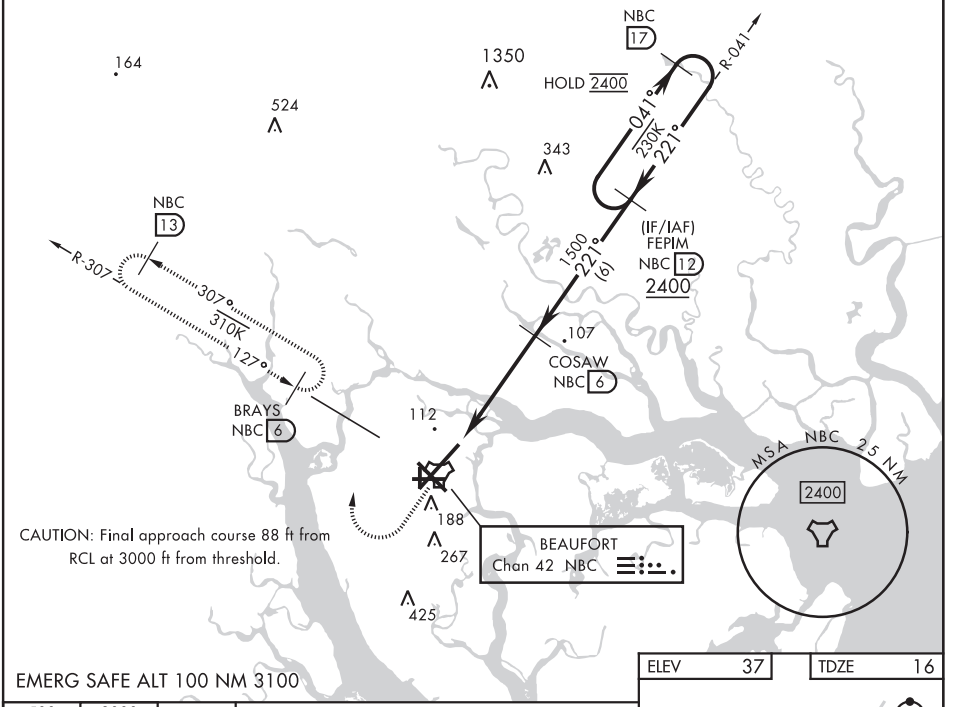
RADAR required

*When ALS inop, increase vis to 1 mile.

ALSF-1

MISSED APPROACH: Climb to 500, then climbing right turn to 3000, join NBC TACAN R-307 direct BRAYS and hold. Continue climb in hold to 3000.

ATIS ★	APP CON	TOWER ★	GND CON	CLNC DEL	ASR/PAR
279.525	125.125 292.125 (ABV 3000) 123.7 269.125 (3000 and BLW)	119.05 342.875	128.15 348.625	128.15 254.375	



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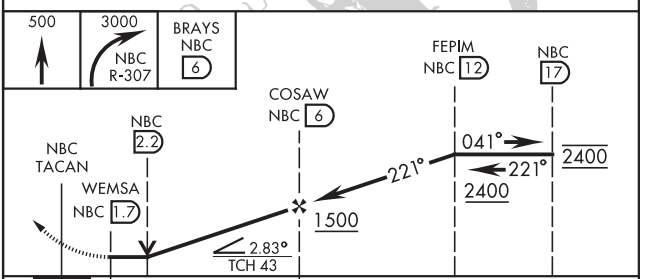
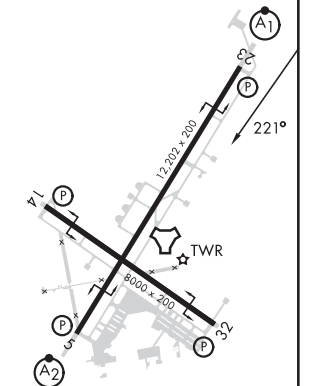


ELEV 37 TDZE 16



HIRL Rwy 5-23 and 14-32

CATEGORY	A	B	C	D	E
S-23 *	380-½	364 (400-½)	380-¾	364 (400-¾)	
C CIRCLING	560-1	523 (600-1)	580-1½ 543 (600-1½)	600-2 563 (600-2)	740-2½ 703 (800-2½)

BEAUFORT, SOUTH CAROLINA 32°29'N-80°43'W BEAUFORT MCAS (MERRITT FLD) (KNBC)

Amdt 3 11JUL24

TACAN RWY 23

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

BEAUFORT, SOUTH CAROLINA

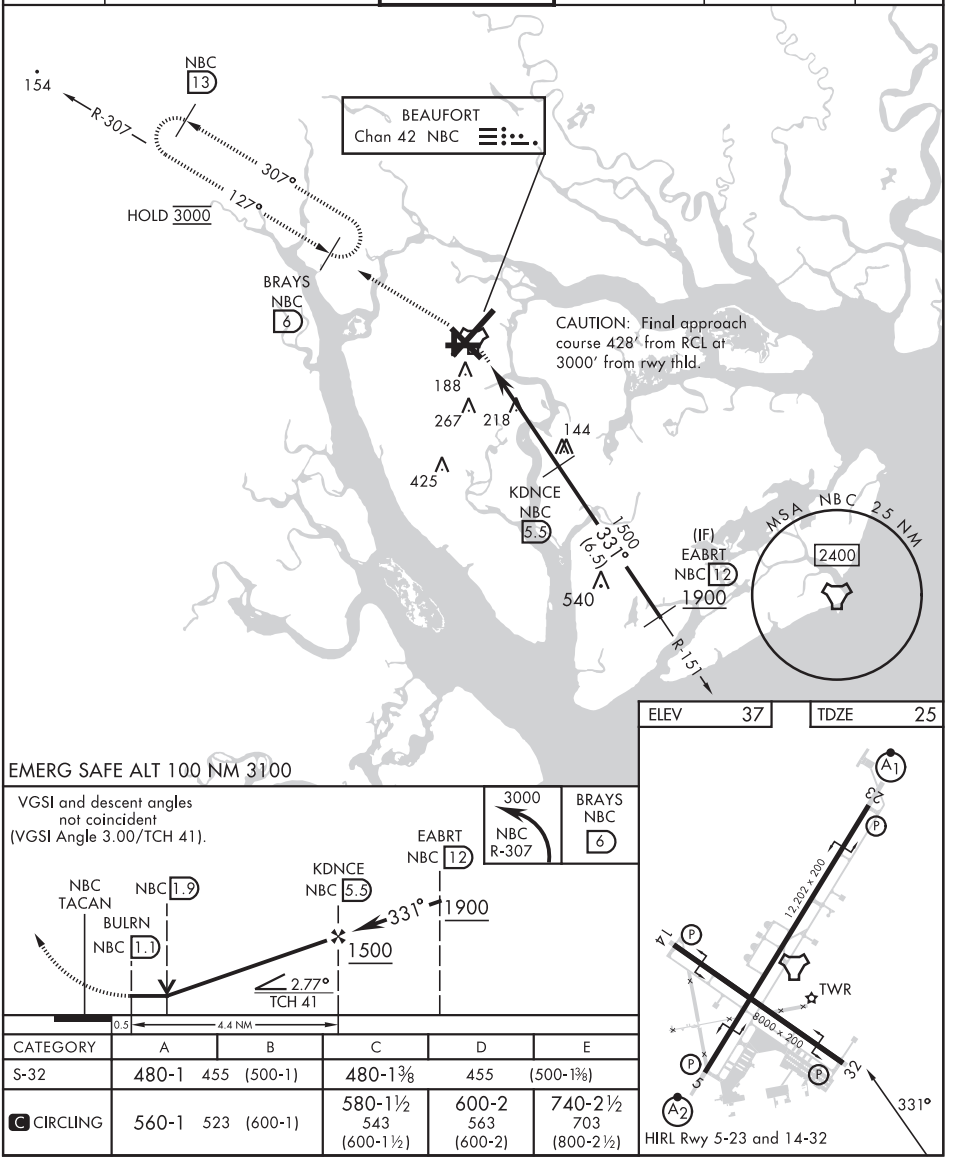
TACAN RWY 32

TACAN	APCH CRS	Rwy Idg	8000
Chan 42	331°	TDZE	25
		Arpt Elev	37

[USN] BEAUFORT MCAS (MERRITT FLD) (KNBC)

MISSED APPROACH: Climb to 3000 on NBC TACAN R-307 to BRAYS and hold. Continue climb in hold to 3000.

ATIS ★	APP CON	TOWER ★	GND CON	CLNC DEL	ASR/PAR
279.525	125.125 292.125 (ABV 3000) 123.7 269.125 (3000 and BLW)	119.05 342.875	128.15 348.625	128.15 254.375	

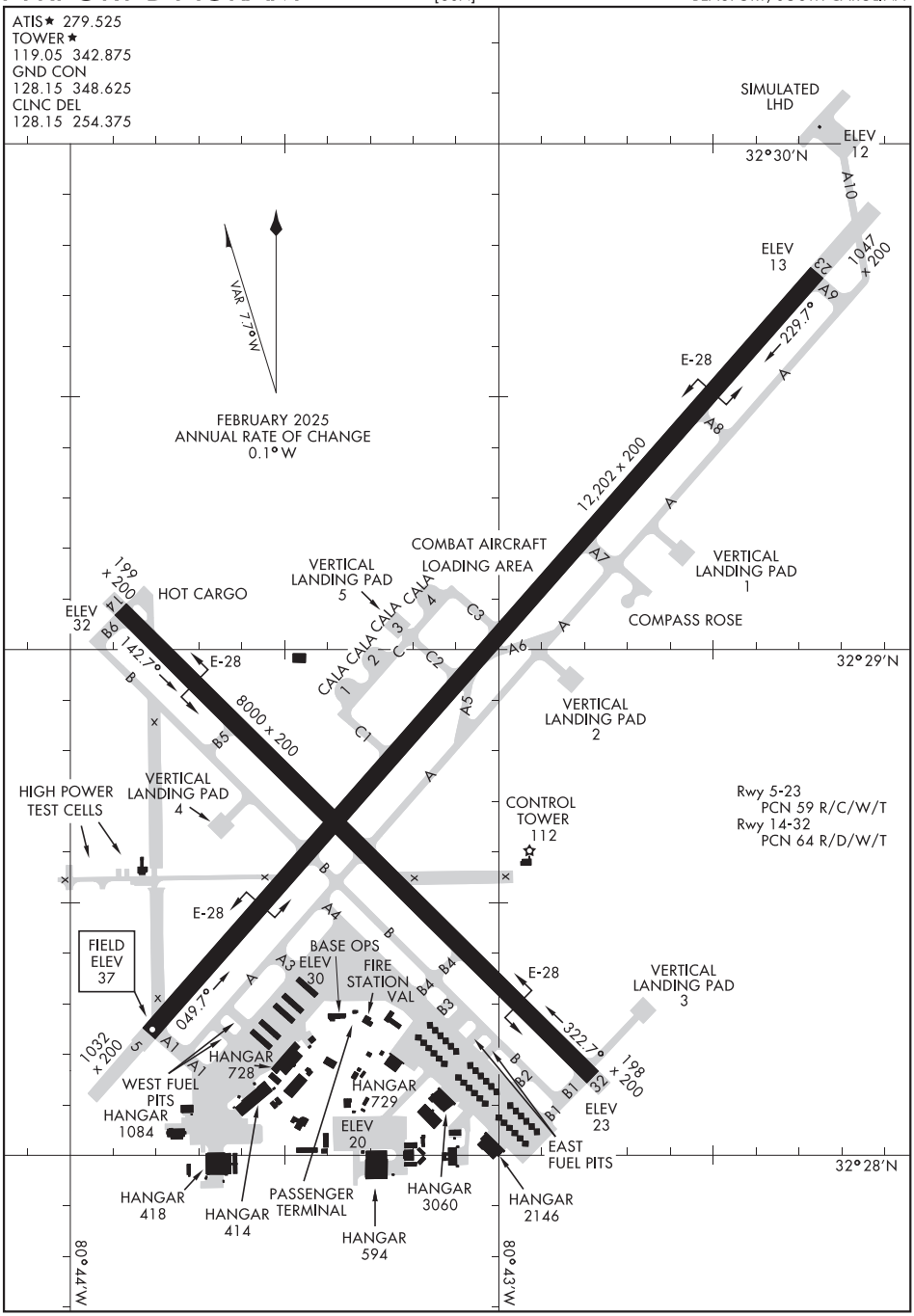


CATEGORY	A	B	C	D	E
S-32	480-1	455 (500-1)	480-1⅜	455	(500-1⅜)
C CIRCLING	560-1	523 (600-1)	580-1½ 543 (600-1½)	600-2 563 (600-2)	740-2½ 703 (800-2½)

32°29′N-80°43′W

TACAN RWY 32

SE-2, 07 AUG 2025 to 02 OCT 2025



AIRPORT DIAGRAM
BEAUFORT, SOUTH CAROLINA
BEAUFORT MCAS (MERRITT FLD) (KNBC)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

BENNETTSVILLE, SOUTH CAROLINA

AL-6047 (FAA)

24305

RNAV (GPS) RWY 7

MARLBORO COUNTY JETPORT/H E AVENT FLD (BBP)

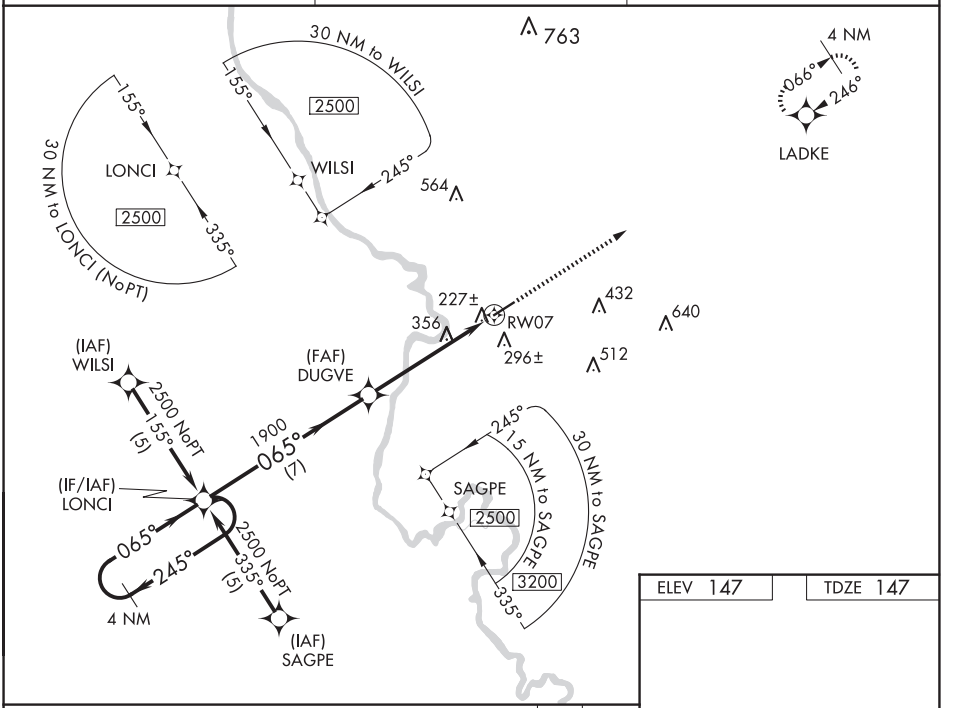
WAAS	APP CRS	Rwy Idg	5003
CH 77818	065°	TDZE	147
W07A		Apt Elev	147

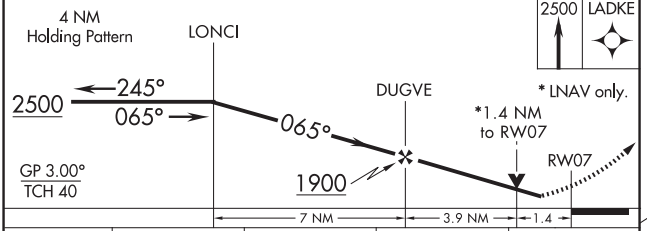
RNP APCH.

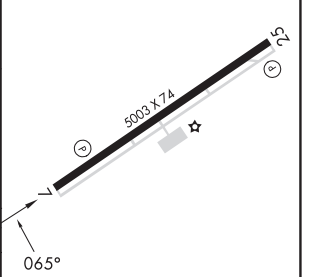
Baro-VNAV NA when using Florence altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. Rwy 7 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Florence altimeter setting and increase all DA 61 feet and MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C and Cat D visibility ¼ mile. VDP NA with Florence altimeter setting.

MISSED APPROACH: Climb to 2500 direct LADKE and hold.

AWOS-3PT	FLORENCE APP CON ★	UNICOM
123.825	118.6 341.7	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	437-1 290 (300-1)			
LNAV/VNAV DA	507-1¼ 360 (400-1¼)			
LNAV MDA	620-1 473 (500-1)		620-1¼ 473 (500-1¼)	620-1½ 473 (500-1½)

MIRL Rwy 7-25
REIL Rwys 7 and 25

BENNETTSVILLE, SOUTH CAROLINA

Amdt 1B 07NOV19

MARLBORO COUNTY JETPORT/H E AVENT FLD (BBP)

34°37′N-79°44′W

RNAV (GPS) RWY 7

SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 25

MARLBORO COUNTY JETPORT/H E AVENT FLD (BBP)

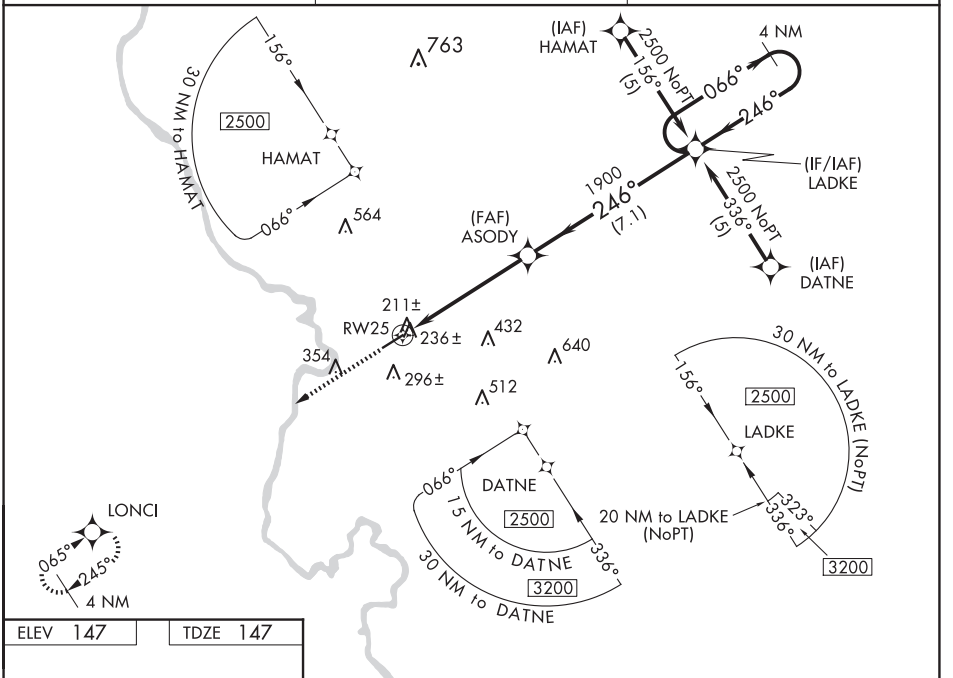
WAAS	APP CRS	Rwy Idg	5003
CH 42818	246°	TDZE	147
W25A		Apt Elev	147

RNP APCH.

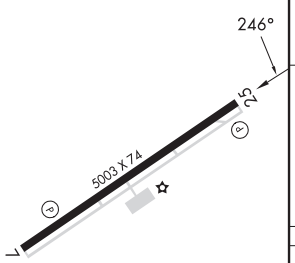
Baro-VNAV NA when using Florence altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 47°C. Rwy 25 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Florence altimeter setting and increase all DA 61 feet and MDA 80 feet. Increase LPV all Cats, and LNAV Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct LONCI and hold.

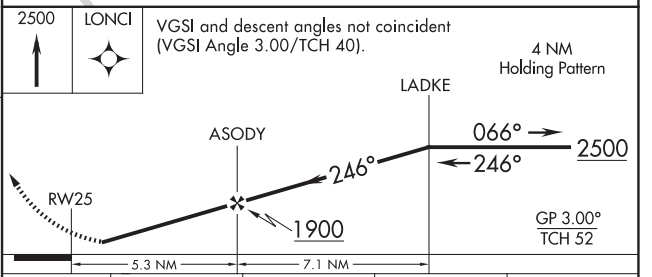
AWOS-3PT	FLORENCE APP CON ★	UNICOM
123.825	118.6 341.7	122.8 (CTAF)



ELEV 147	TDZE 147



MIRL Rwy 7-25
REIL Rwys 7 and 25



CATEGORY	A	B	C	D
LPV DA	441-1 294 (300-1)			
LNAV/VNAV DA	621-1¾ 474 (500-1¾)			
LNAV MDA	680-1 533 (600-1)		680-1½ 533 (600-1½)	680-1¾ 533 (600-1¾)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

ILS Y or LOC Y RWY 6

BURLINGTON/ALAMANCE RGNL (BUY)

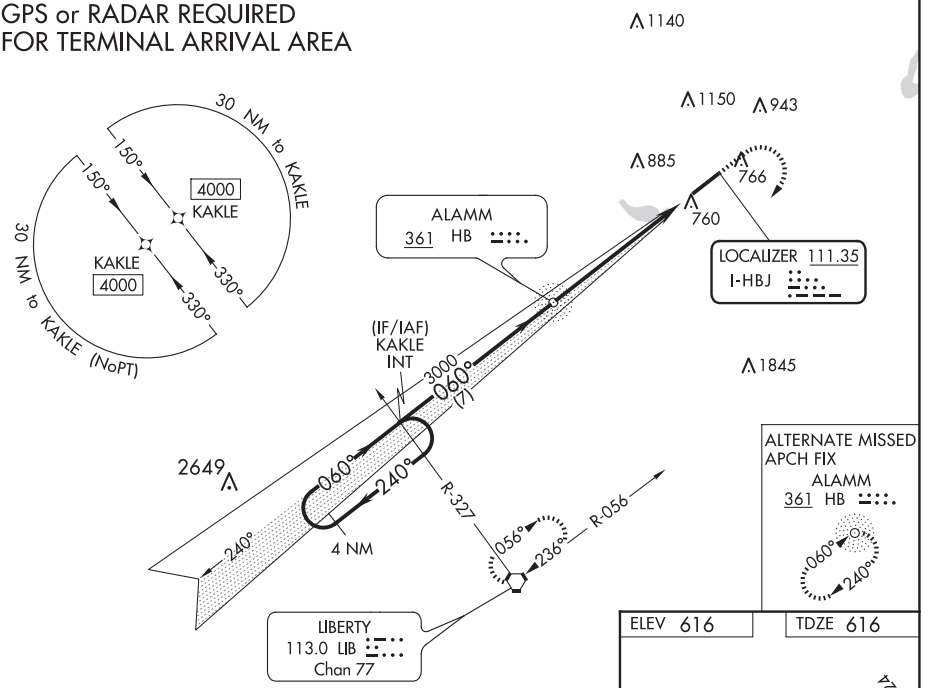
LOC I-HBJ	APP CRS	Rwy Idg	6406
111.35	060°	TDZE	616
		Apt Elev	616

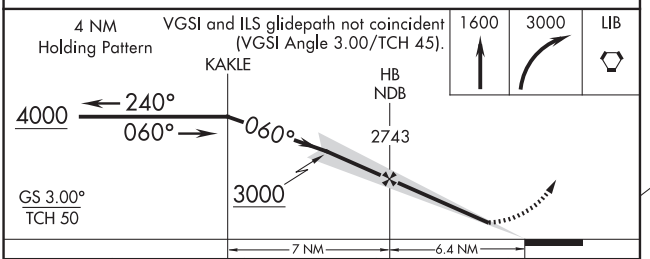
When local altimeter setting not received, use Greensboro altimeter setting and increase all DA 97 feet and all MDA 100 feet and S-ILS 6 all Cats, S-LOC 6 Cat C/D, and Circling Cats C visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA. ADF required.

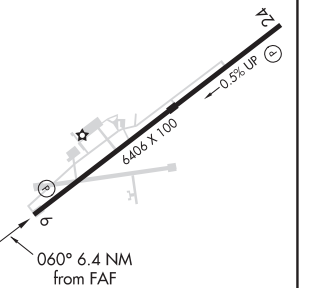
MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct LIB VORTAC and hold.

ASOS	GREENSBORO APP CON	CLNC DEL	UNICOM
135.325	126.6 327.075	120.25	122.975 (CTAF) L

GPS or RADAR REQUIRED
FOR TERMINAL ARRIVAL AREA







CATEGORY	A	B	C	D
S-ILS 6		866-¾ 250 (300-¾)		
S-LOC 6	1160-1 544 (600-1)		1160-1⅝ 544 (600-1⅝)	
C CIRCLING	1160-1 544 (600-1)		1520-2¾ 904 (1000-2¾)	1520-3 904 (1000-3)

HIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

FAF to MAP 6.4 NM					
Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

ILS Z or LOC Z RWY 6

BURLINGTON/ALAMANCE RGNL (BUY)

LOC I-HBJ	APP CRS	Rwy Idg	6406
111.35	060°	TDZE	616
		Apt Elev	616

ADF required for LOC only.

TNA Rwy 6 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct LIB VORTAC and hold.

ASOS	GREENSBORO APP CON	CLNC DEL	UNICOM
135.325	126.6 327.075	120.25	122.975 (CTAF) L

Procedure NA for arrival on GSO VORTAC airway radials 108 CW 162.

IAF GREENSBORO 116.2 GSO Chan 109

4000 NoPT 124° (15.9)

R-124

R-327

ALAMM 361 HB

3000 060° (7)

(IF/IAF) KAKLE INT GSO 15.9

MSA HB 25 NM 3700

2649

060° 1 min 240°

240°

HOLD 5100 4000

4000 NoPT 327° (7.1)

056° 236°

R-056

IAF LIBERTY 113.0 LIB Chan 77

1140 1150 943 885 766 760 1845

ALTERNATE MISSED APCH FIX ALAMM 361 HB 060° 240°

LOCALIZER 111.35 I-HBJ

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 45).

1600	3000	LIB

One Minute Holding Pattern

KAKLE INT

HB NDB

5100 4000 240° 060° 060° 2743 3000

GS 3.00° TCH 50

7 NM 6.4 NM

ELEV 616 TDZE 616

24 0.5% UP

6406 X 100

060° 6.4 NM from FAF

CATEGORY	A	B	C	D
S-ILS 6	866-¾	250 (300-¾)		
S-LOC 6	1160-1	544 (600-1)	1160-1⅝	544 (600-1⅝)
C CIRCLING	1160-1	544 (600-1)	1520-2¾ 904 (1000-2¾)	1520-3 904 (1000-3)

HIRL Rwy 6-24 L

REIL Rwys 6 and 24 L

FAF to MAP 6.4 NM

Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

BURLINGTON, NORTH CAROLINA AL-5694 (FAA) 21336

WAAS	APP CRS		
CH **42911**	**060°**	Rwy Idg	**6406**
W06A		TDZE	**616**
		Apt Elev	**616**

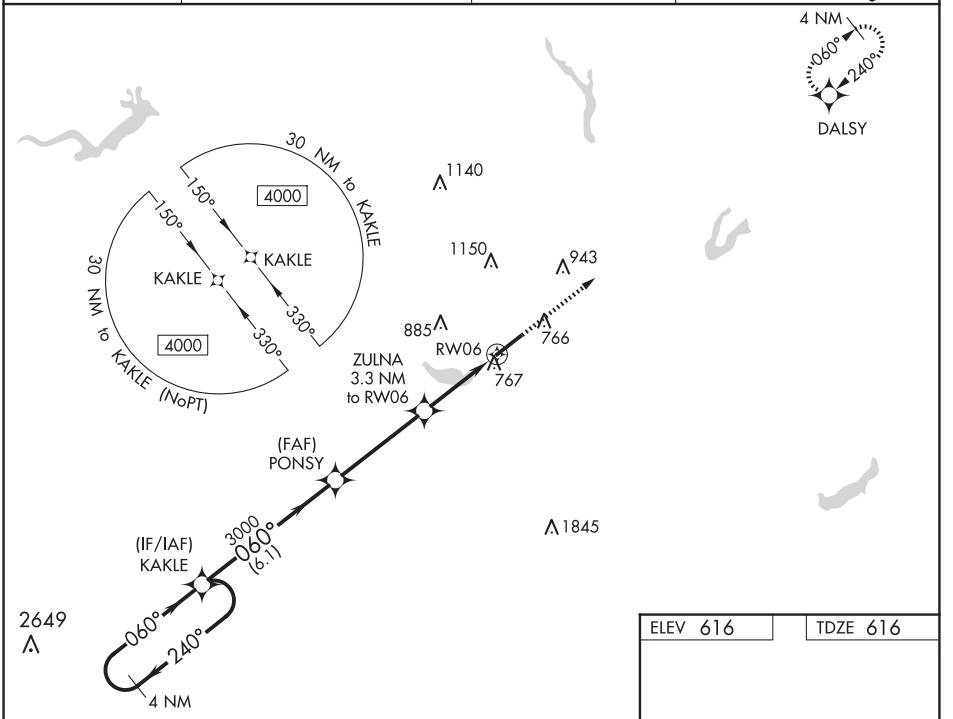
RNAV (GPS) RWY 6

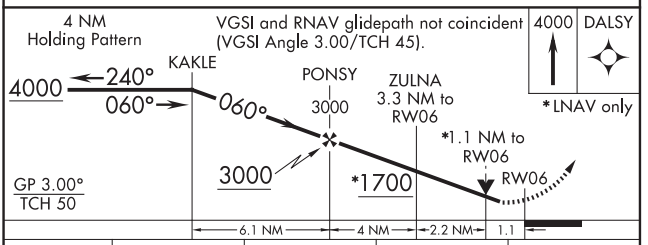
BURLINGTON/ALAMANCE RGNL (BUY)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greensboro altimeter setting and increase all DA 97 feet and all MDA 100 feet, increase LPV and LNAV/VNAV visibility ⅜ mile, LNAV Cats C/D and Circling Cat C ¼ mile. VDP and Baro-VNAV NA when using Greensboro altimeter setting. Helicopter visibility reduction below ¾ SM NA.

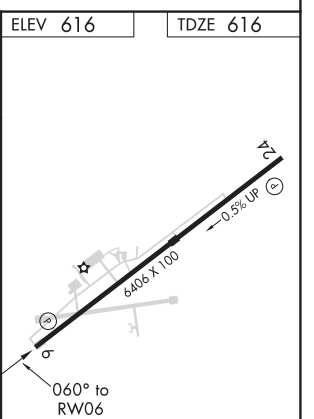
MISSED APPROACH: Climb to 4000 direct DALSY and hold.

ASOS	GREENSBORO APP CON	CLNC DEL	UNICOM
135.325	**126.6 327.075**	**120.25**	**122.975** (CTAF) L





CATEGORY	A	B	C	D
LPV DA	866-¾ 250 (300-¾)			
LNAV/VNAV DA	928-1 312 (400-1)			
LNAV MDA	1020-1 404 (500-1)		1020-1⅛ 404 (500-1⅛)	
C CIRCLING	1100-1 484 (500-1)		1520-2¾ 904 (1000-2¾)	1520-3 904 (1000-3)



HIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

BURLINGTON, NORTH CAROLINA
Amdt 1A 21AUG14

36°03'N-79°28'W

BURLINGTON/ALAMANCE RGNL (BUY)
RNAV (GPS) RWY 6

SE-2, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS		
CH 48836 W24A	240°	Rwy Idg	6406
		TDZE	597
		Apt Elev	616

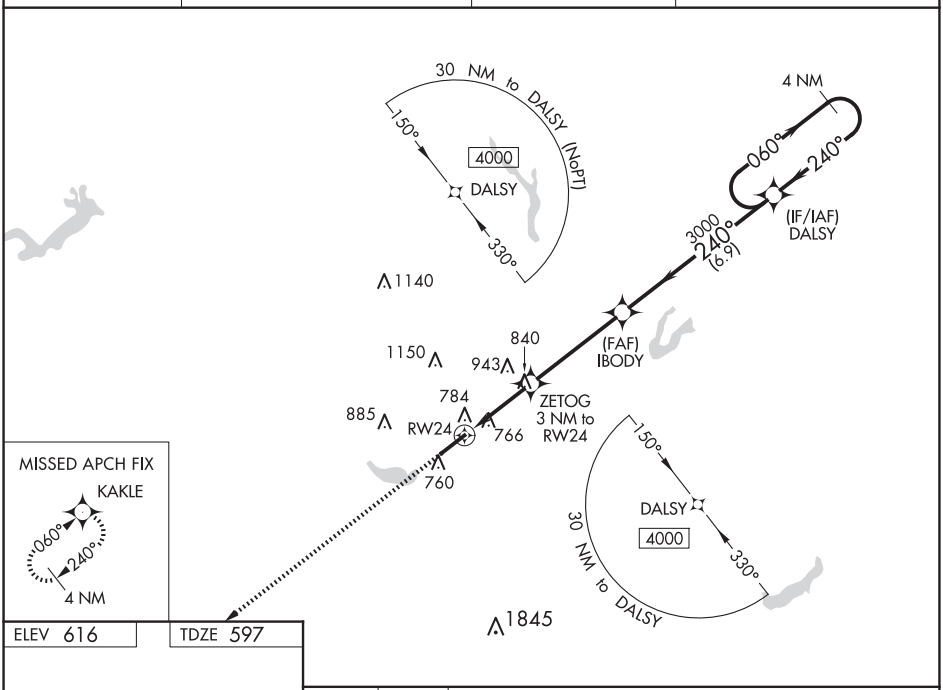
RNAV (GPS) RWY 24

BURLINGTON/ALAMANCE RGNL (BUY)

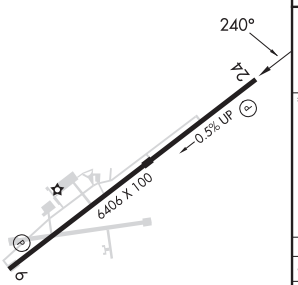
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greensboro altimeter setting and increase all DA 97 feet and all MDA 100 feet. Increase LPV, LNAV/VNAV, LNAV Cats C/D and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Greensboro altimeter setting. Helicopter visibility reduction below ¾ SM NA.

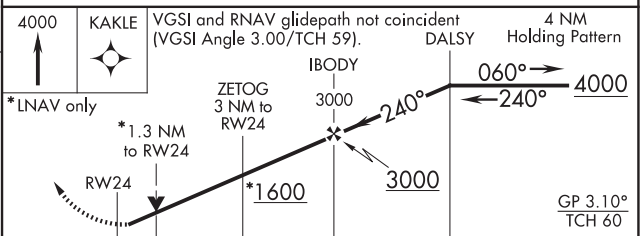
MISSED APPROACH: Climb to 4000 direct KAKLE and hold.

ASOS	GREENSBORO APP CON	CLNC DEL	UNICOM
135.325	126.6 327.075	120.25	122.975 (CTAF) L



ELEV 616 TDZE 597





CATEGORY	A	B	C	D
LPV DA	987-1¼ 390 (400-1¼)			
LNAV/VNAV DA	1056-1½ 459 (500-1½)			
LNAV MDA	1060-1 463 (500-1)		1060-1⅜ 463 (500-1⅜)	
C CIRCLING	1100-1 484 (500-1)		1520-2¾ 904 (1000-2¾)	1520-3 904 (1000-3)

HIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

BURLINGTON, NORTH CAROLINA AL-5694 (FAA) 21336

VORTAC LIB	APP CRS	Rwy ldg	N/A
113.0	209°	TDZE	N/A
Chan 77		Apt Elev	616

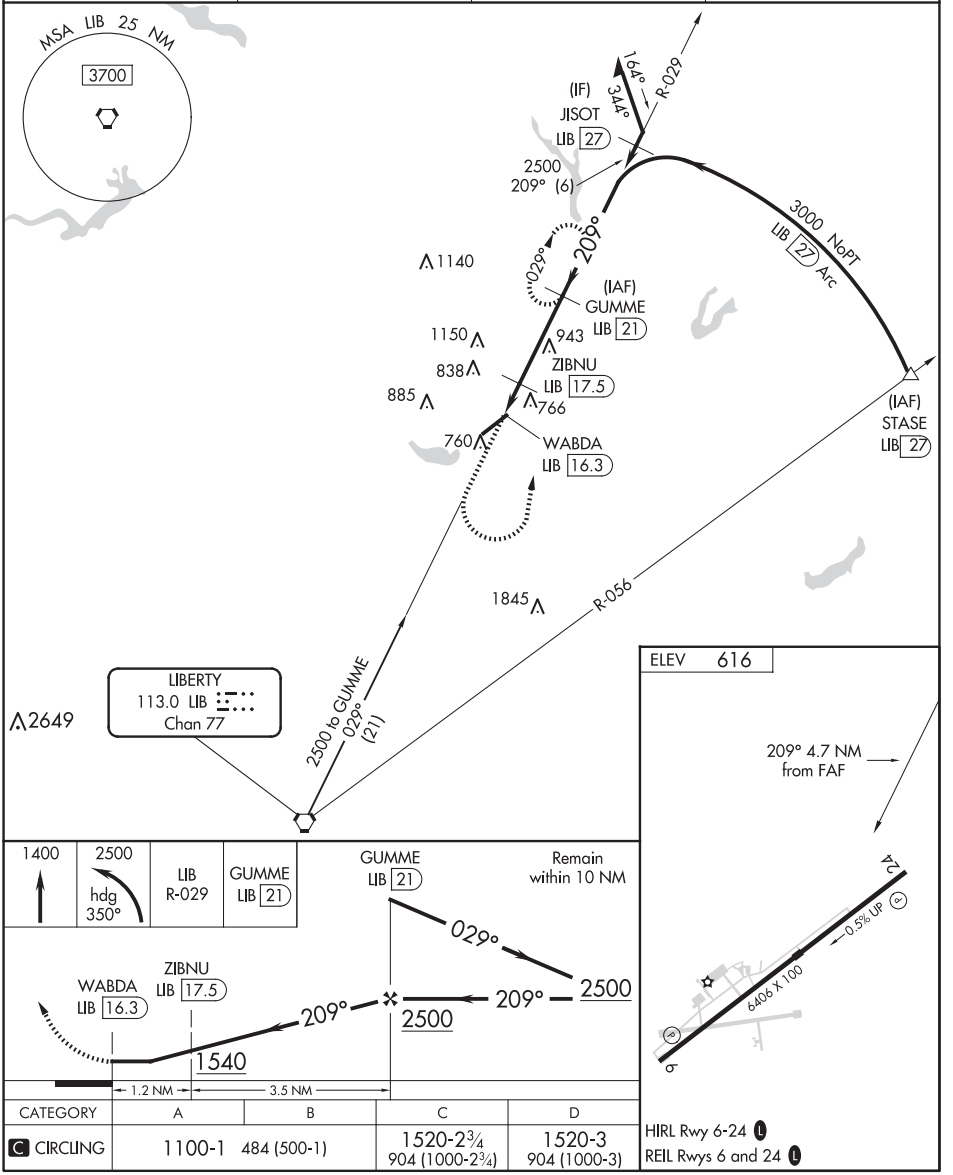
VOR/DME-A

BURLINGTON/ALAMANCE RGNL (BUY)

When local altimeter setting not received, use Greensboro altimeter setting and increase all MDA 100 feet and increase Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1400 then climbing left turn to 2500 on heading 350° and LIB R-029 to GUMME/21 DME and hold.

ASOS	GREENSBORO APP CON	CLNC DEL	UNICOM
135.325	126.6 327.075	120.25	122.975 (CTAF) L



CATEGORY	A	B	C	D
C CIRCLING	1100-1 484 (500-1)		1520-2¾ 904 (1000-2¾)	1520-3 904 (1000-3)

HIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 6

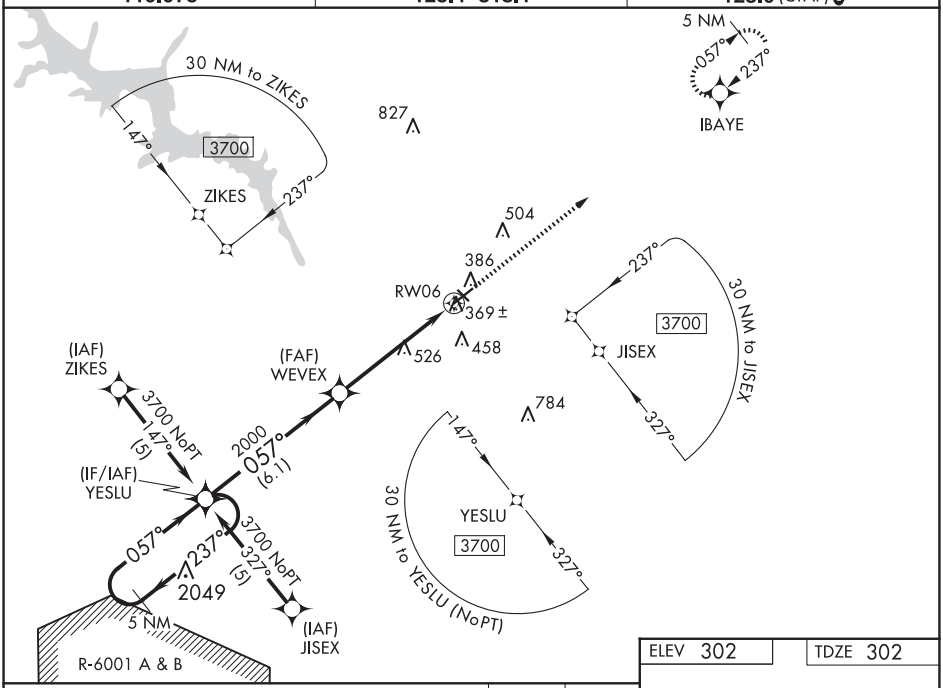
WOODWARD FLD (CDN)

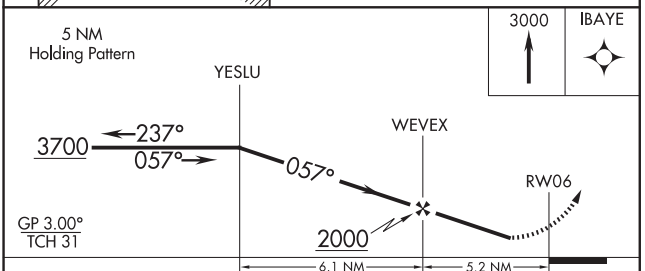
WAAS	APP CRS	Rwy Idg	5000
CH 86505	057°	TDZE	302
W06A		Apt Elev	302

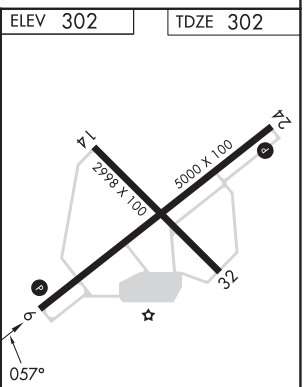
Baro-VNAV NA when using Columbia altimeter setting. When local altimeter setting not received, use Columbia altimeter setting and increase all DAs/MDAs 100 feet; increase LNAV and Circling visibility Cats C/D ¼ SM. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct IBAYE and hold.

AWOS-3PT	SHAW APP CON ★	UNICOM
119.975	125.4 318.1	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	582-1 280 (300-1)			
LNAV/VNAV DA	713-1½ 411 (500-1½)			
LNAV MDA	780-1 478 (500-1)		780-1¼ 478 (500-1¼)	780-1½ 478 (500-1½)
CIRCLING	840-1 538 (600-1)		840-1½ 538 (600-1½)	900-2 598 (600-2)

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

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

CAMDEN, SOUTH CAROLINA

AL-5558 (FAA)

24305

RNAV (GPS) RWY 24

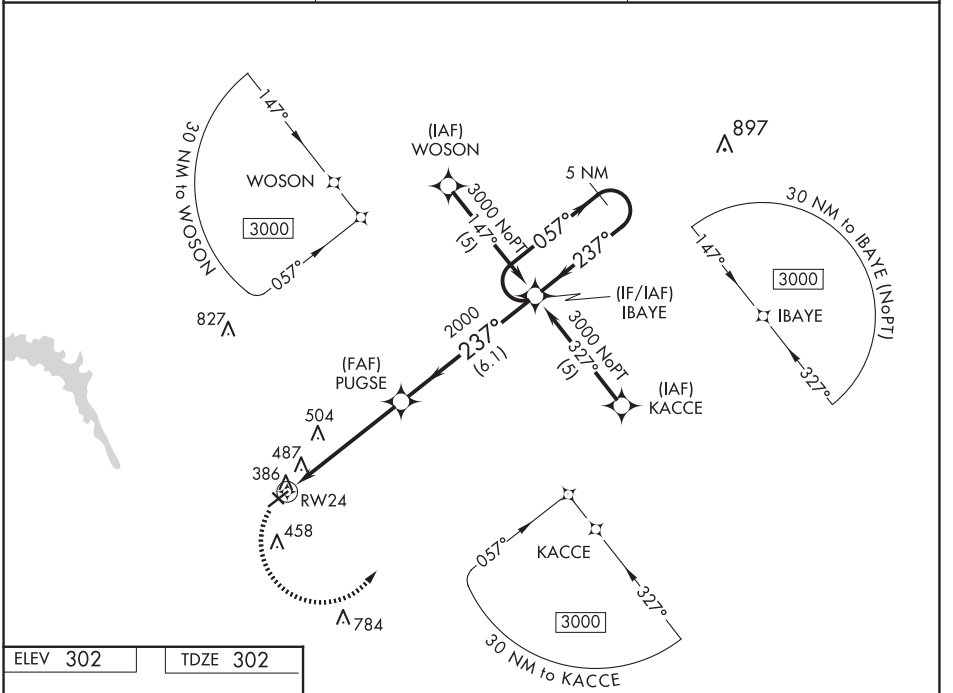
WOODWARD FLD (CDN)

APP CRS	Rwy Idg	5000
237°	TDZE	302
	Apt Elev	302

When local altimeter setting not received, use Columbia altimeter setting and increase all MDAs 100 feet; increase LNAV and Circling visibility Cats C/D ¼ SM. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 3000 direct IBAYE and hold.

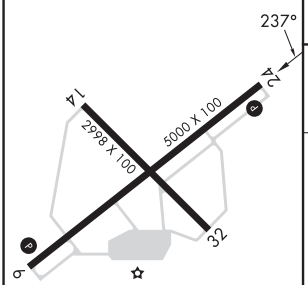
AWOS-3PT	SHAW APP CON ★	UNICOM
119.975	125.4 318.1	123.0 (CTAF) L



SE-2, 07 AUG 2025 to 02 OCT 2025

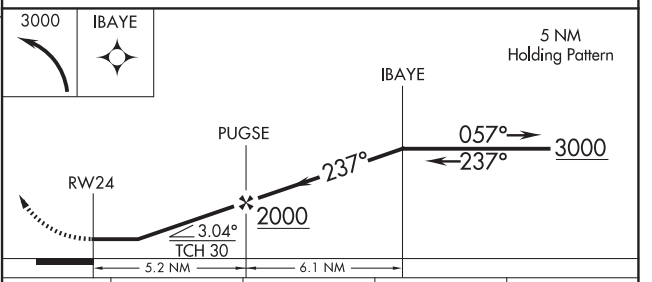
SE-2, 07 AUG 2025 to 02 OCT 2025

ELEV 302 TDZE 302



MIRL Rwy 6-24 L

REIL Rwys 6 and 24 L



CATEGORY	A	B	C	D
LNAV MDA	800-1 498 (500-1)		800-1¼ 498 (500-1¼)	800-1½ 498 (500-1½)
CIRCLING	840-1 538 (600-1)		840-1½ 538 (600-1½)	900-2 598 (600-2)

CAMDEN, SOUTH CAROLINA

Orig-A 20MAY21

34°17′N-80°34′W

WOODWARD FLD (CDN)

RNAV (GPS) RWY 24

VOR/DME-A

WOODWARD FLD (CDN)

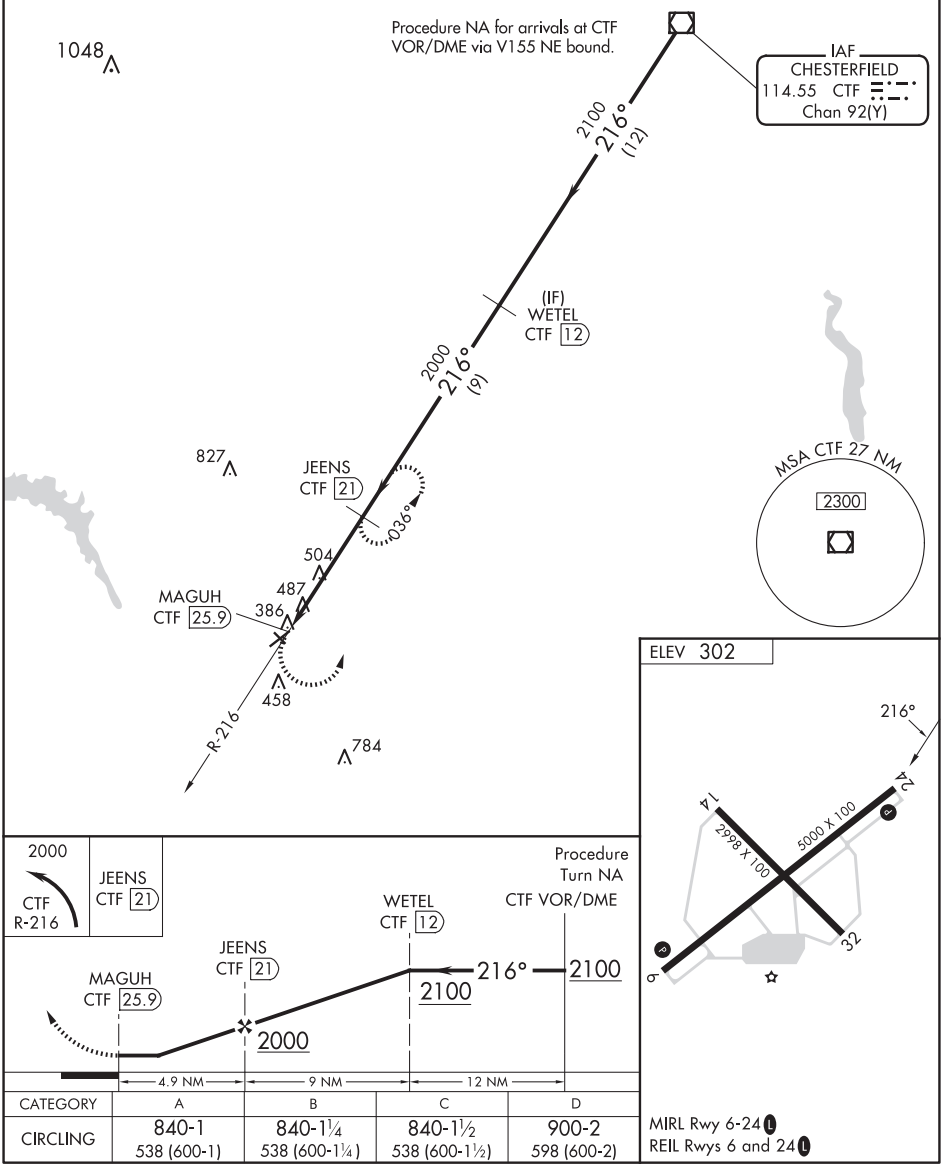
VOR/DME CTF	APP CRS	Rwy Idg	N/A
114.55	216°	TDZE	N/A
Chan 92(Y)		Apt Elev	302

When local altimeter setting not received, use Columbia altimeter setting and increase all MDAs 100 feet and Circling visibility Cats C/D ¼ SM.

NA

MISSED APPROACH: Climbing left turn to 2000 via CTF VOR/DME R-216 to JEENS/21 DME and hold.

AWOS-3PT	SHAW APP CON ★	UNICOM
119.975	125.4 318.1	123.0 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	840-1 538 (600-1)	840-1¼ 538 (600-1¼)	840-1½ 538 (600-1½)	900-2 598 (600-2)

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

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

CHARLESTON, SOUTH CAROLINA AL-76 (FAA) 25163

LOC I-CHS	APP CRS	Rwy Ldg	9001
109.7	154°	TDZE	43
		Apt Elev	46

ILS or LOC RWY 15

CHARLESTON AFB/INTL (CHS)

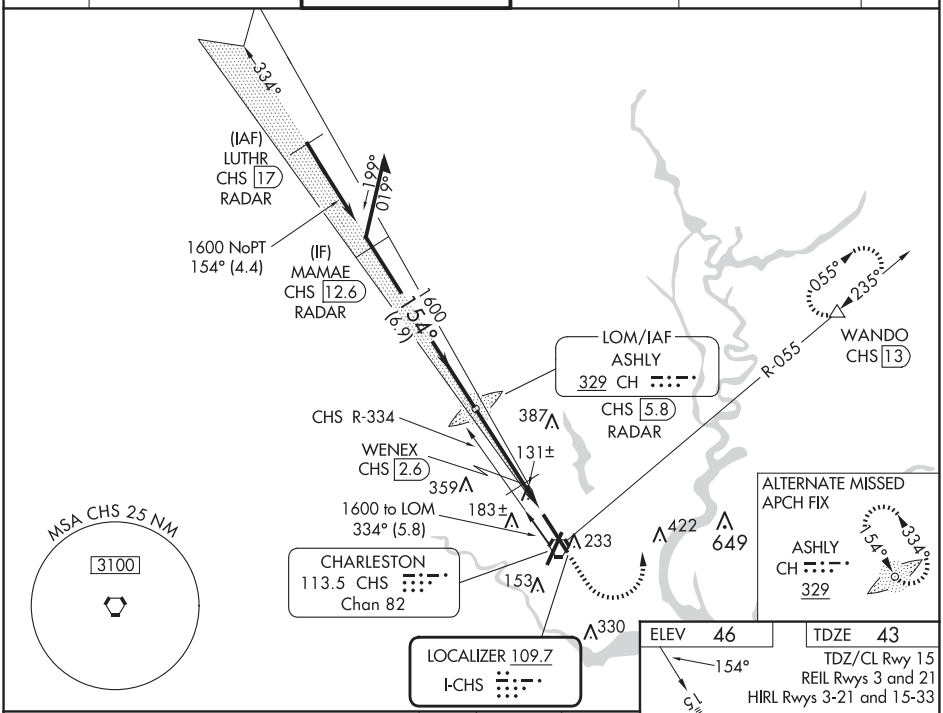
DME required.

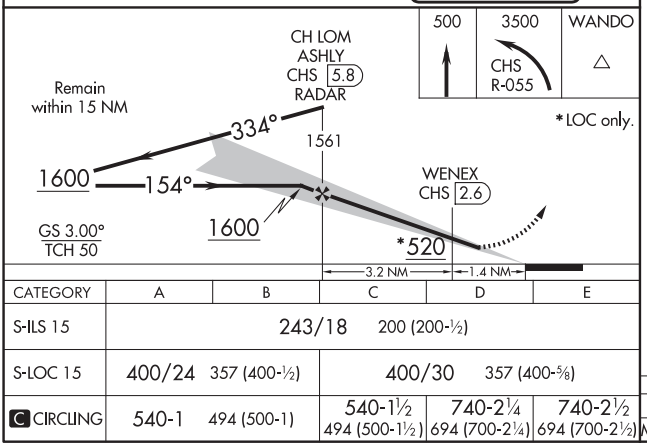
For inop ALS, increase S-ILS 15 Cat E visibility to RVR 4000 and S-LOC 15 Cats C/D/E visibility to RVR 5500. DME from CHS VORTAC. Simultaneous reception of I-CHS and CHS DME required.

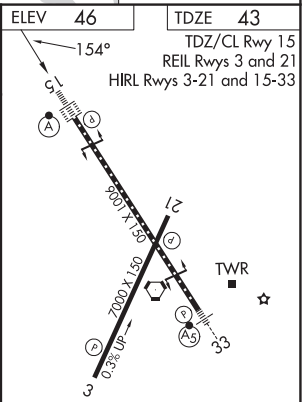
ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3500 on CHS VORTAC R-055 to WANDO/CHS VORTAC 13 DME and hold, continue climb-in-hold to 3500.

D-ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL	CPDLC
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 291.65	







CATEGORY	A	B	C	D	E
S-ILS 15	243/18	200 (200-½)			
S-LOC 15	400/24	357 (400-½)	400/30	357 (400-⅝)	
C CIRCLING	540-1	494 (500-1)	540-1½ 494 (500-1½)	740-2¼ 694 (700-2¼)	740-2½ 694 (700-2½)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CHARLESTON, SOUTH CAROLINA
Amdt 24B 22APR21

32°54′N-80°02′W

CHARLESTON AFB/INTL (CHS)
ILS or LOC RWY 15

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 33

CHARLESTON AFB/INTL (CHS)

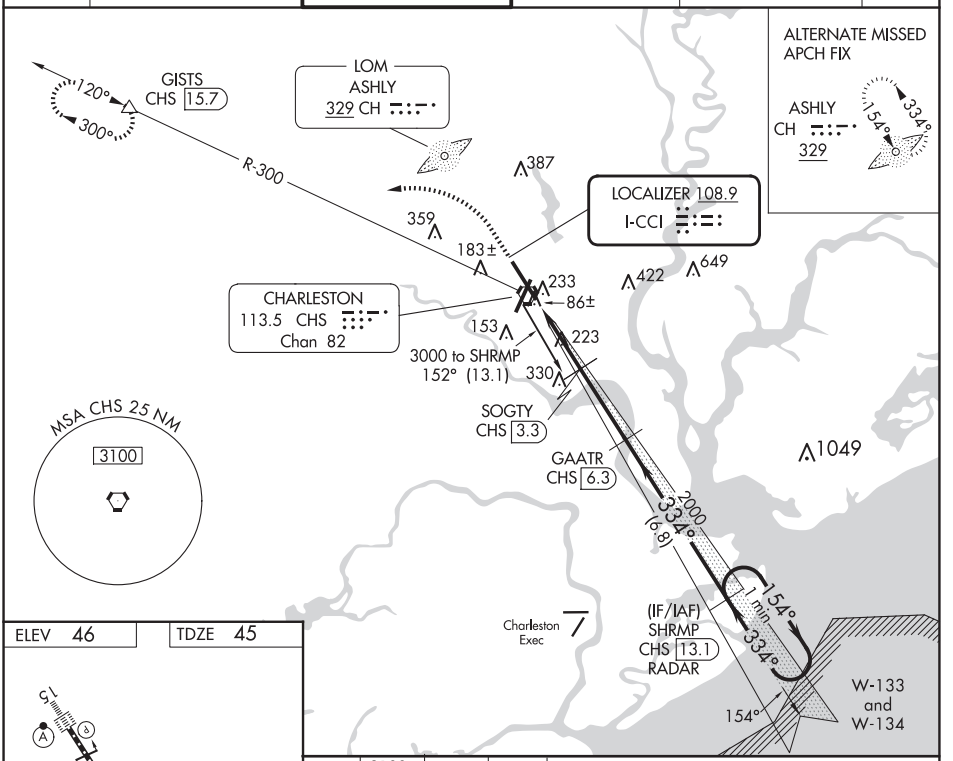
LOC I-CCI	APP CRS	Rwy Ldg	9001
108.9	334°	TDZE	45
		Apt Elev	46

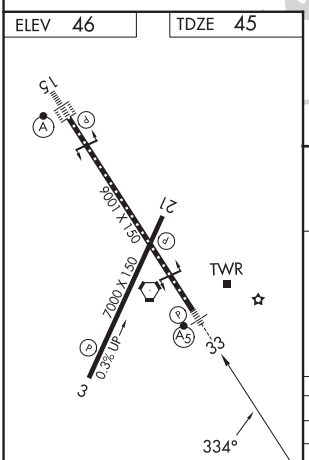
DME from CHS VORTAC. Simultaneous reception of I-CCI and CHS DME required. DME required. For inop MALSR, increase S-ILS 33 Cat E visibility to RVR 4000 and S-LOC 33 Cat E visibility to 1⅜.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

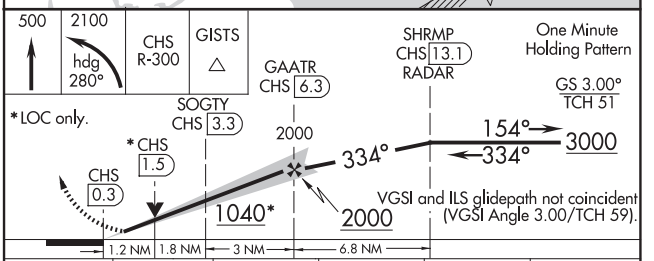
MISSED APPROACH: Climb to 500 then climbing left turn to 2100 on heading 280° and on CHS VORTAC R-300 to GISTS/15.7 DME and hold.

D-ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL	CPDLC
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 291.65	





TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33



CATEGORY	A	B	C	D	E
S-ILS 33 **	245/24 200 (200-½)				
S-LOC 33	480/24 435 (500-½)		480/45 435 (500-⅞)		
CIRCLING	540-1 494 (500-1)		540-1½ 494 (500-1½)	740-2¼ 694 (700-2¼)	740-2½ 694 (700-2½)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

CHARLESTON, SOUTH CAROLINA AL-76 (FAA) 25163

ILS RWY 15 (SA CAT I)

CHARLESTON AFB/INTL (CHS)

LOC I-CHS	APP CRS	Rwy Ldg	9001
109.7	154°	TDZE	43
		Apt Elev	46

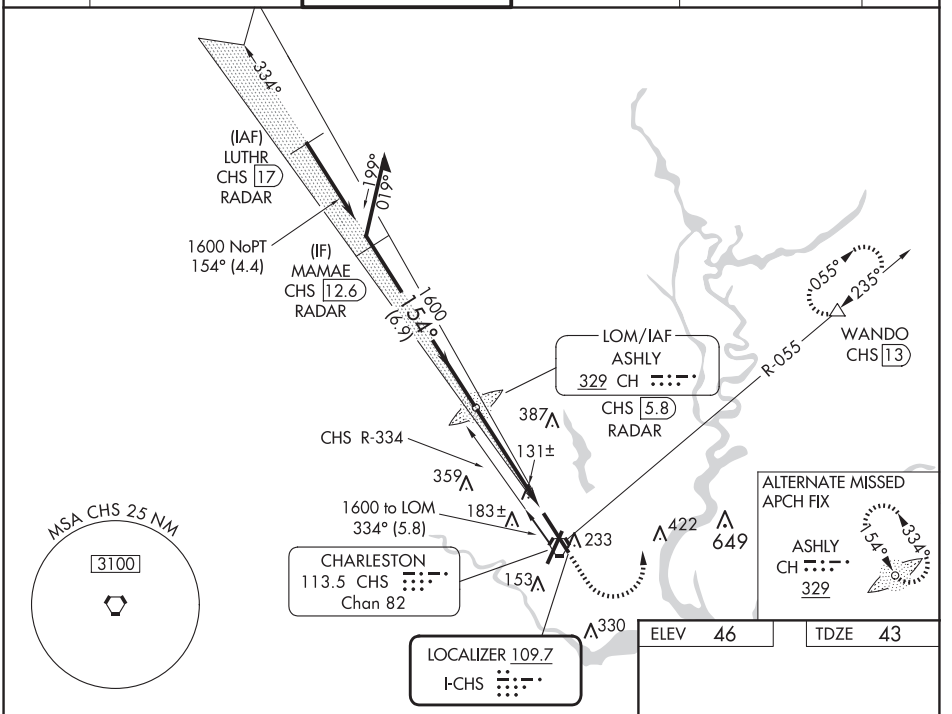
DME required.

Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. DME from CHS VORTAC. Simultaneous reception of I-CHS and CHS DME required.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3500 on CHS VORTAC R-055 to WANDO/CHS VORTAC 13 DME and hold, continue climb-in-hold to 3500.

D-ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL	CPDLC
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 291.65	



CATEGORY	A	B	C	D
S-ILS 15	RA 151/14 150 DA 193			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33

CHARLESTON, SOUTH CAROLINA
Amdt 24B 22APR21

32°54'N-80°02'W

CHARLESTON AFB/INTL (CHS)

ILS RWY 15 (SA CAT I)

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

ILS RWY 15 (CAT II)

CHARLESTON AFB/INTL (CHS)

LOC I-CHS	APP CRS	Rwy Ldg	9001
109.7	154°	TDZE	43
		Apt Elev	46

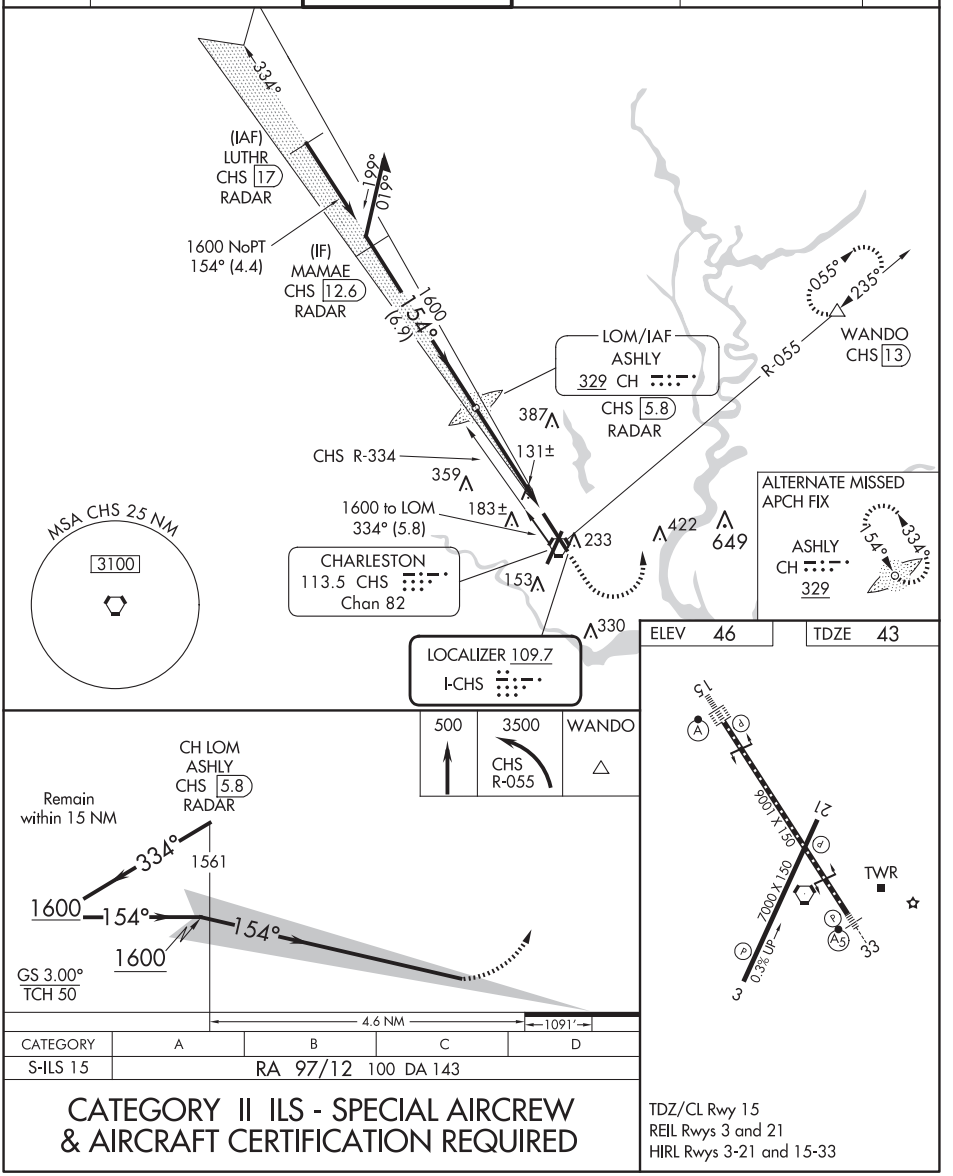
DME required.

DME from CHS VORTAC. Simultaneous reception of I-CHS and CHS DME required.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3500 on CHS VORTAC R-055 to WANDO/CHS VORTAC 13 DME and hold, continue climb-in-hold to 3500.

D-ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL	CPDLC
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 291.65	



CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (RNP) Z RWY 3

CHARLESTON AFB/INTL (CHS)

APP CRS	Rwy Ldg	7000
031°	TDZE	35
	Apt Elev	46

RNP AR APCH.

For uncompensated Baro-VNAV systems, procedure NA below -5°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct BAMDE and hold, continue to climb-in-hold to 3000.

D-ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL	CPDLC
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 291.65	

MISSED APCH FIX

4 NM 031° 211° BAMDE

359 183± 233 422 330 533

RW03 153

(IF) RECHY 4000 210K RF REQD

2400 131° (5.9)

RORDY 1300 (4)

(FAF) ZUNSU 031° (3.9)

(IF) STNNS 4000 210K RF REQD

3200 219° (2.5)

JEKDA 2500 (3)

1300 (4.1)

UZADY

1300 031° (4.2)

HODIL 2100 031° (3.8)

(IF) FEPID 3000

MSA RW03 25 NM 3100

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

See planview for multiple IF locations.

3000 BAMDE

ZUNSU 1300

1300 031° RW03

GP 3.00° TCH 50

3.9 NM

CATEGORY	A	B	C	D
RNP 0.20 DA		285-¾	250 (300-¾)	
RNP 0.30 DA		429-1⅛	394 (400-1⅛)	

AUTHORIZATION REQUIRED

ELEV 46 TDZE 35

15 7 9001 X 150 21 7000 X 150 TWR 0.5% UP 3 033° 031°

TDZ/CL Rwy 15

REIL Rwys 3 and 21

HIRL Rwys 3-21 and 15-33

RNAV (RNP) Z RWY 15

CHARLESTON AFB/INTL (CHS)

APP CRS	Rwy Ldg	9001
154°	TDZE	43
	Apt Elev	46

For uncompensated Baro-VNAV systems, procedure NA below -5°C (23°F) or above 54°C (130°F). GPS required. For inop ALSF, increase RNP 0.11 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 3000 on track 154° to SHRMP and hold.

D-ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL	CPDLC
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 291.65	

MISSED APCH FIX

SHRMP 154° 334° 4 NM

(IAF) LUTHR 4000 (RNP 0.50) 3000 154° (4.4)

(IF) MAMAE

1800 154° (5.2)

(IF) KREIS 3000 RF REQD

1900 225° (4.4)

MSA RW15 25 NM 3100

1500 154° (1.6)

JJAAY

JCEEE Max 210K

1500 (6.5)

1100 (2.8)

ASHLY LOM

551

WEKNG Max 210K

1100 154° (1.4)

(FAF) TIPOE

387

3500 030° (4.4)

(IF) PIPPY 5000 (RNP 0.50) RF REQD

154° (3.2)

359

131±

RW15

183±

233

154° (14.3)

153

ELEV 46 TDZ 43

154°

5 21 3 33

7000 X 150

7000 X 150

0.3% UP

TWR

TIPOE 1100

See planview for multiple IF locations.

3000 tr 154° SHRMP

1100 154° RW15

GP 3.00° TCH 50

3.2 NM

CATEGORY	A	B	C	D
RNP 0.11 DA		315/24	272 (300-½)	
RNP 0.30 DA		428/45	385 (400-⅞)	

AUTHORIZATION REQUIRED

TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (RNP) Z RWY 21

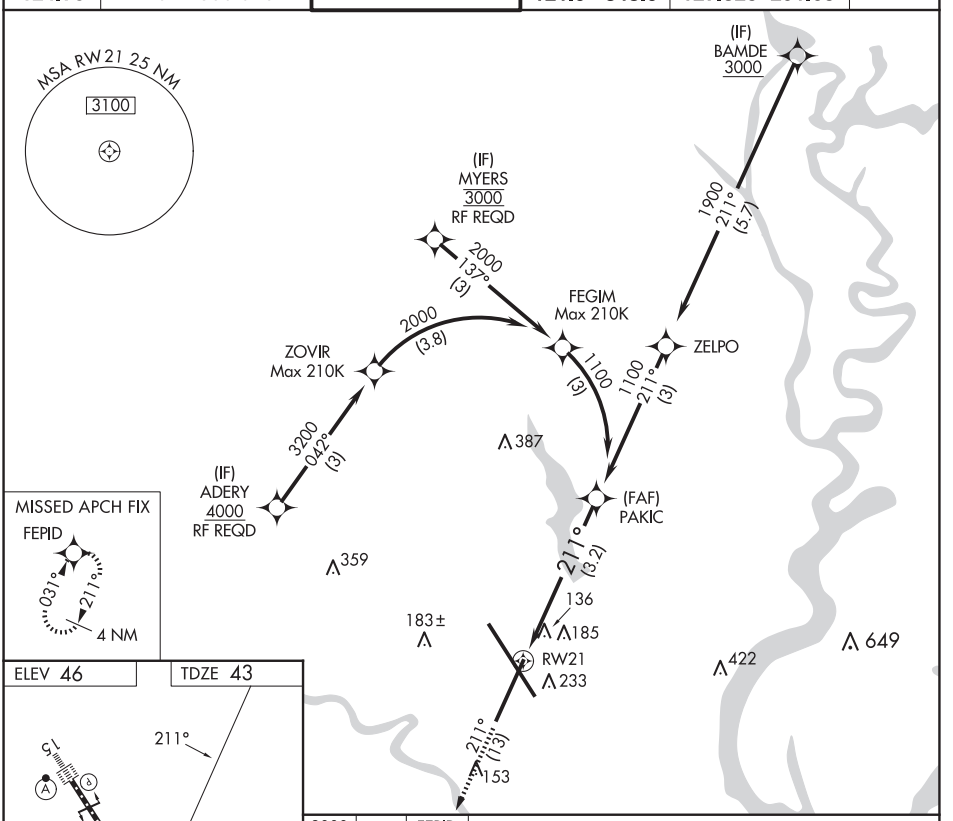
CHARLESTON AFB/INTL (CHS)

APP CRS	Rwy Ldg	7000
211°	TDZE	43
	Apt Elev	46

For uncompensated Baro-VNAV systems, procedure NA below -5°C (23°F) or above 54°C (130°F). GPS required.

MISSED APPROACH: Climb to 3000 on track 211° to FEPID and hold.

D-ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL	CPDLC
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 291.65	



CATEGORY	A	B	C	D
RNP 0.21 DA		427-1⅛	384 (400-1⅛)	
RNP 0.30 DA		455-1⅜	412 (500-1⅜)	

AUTHORIZATION REQUIRED

TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	9001
334°	TDZE	45
	Apt Elev	46

RNAV (RNP) Z RWY 33

CHARLESTON AFB/INTL (CHS)

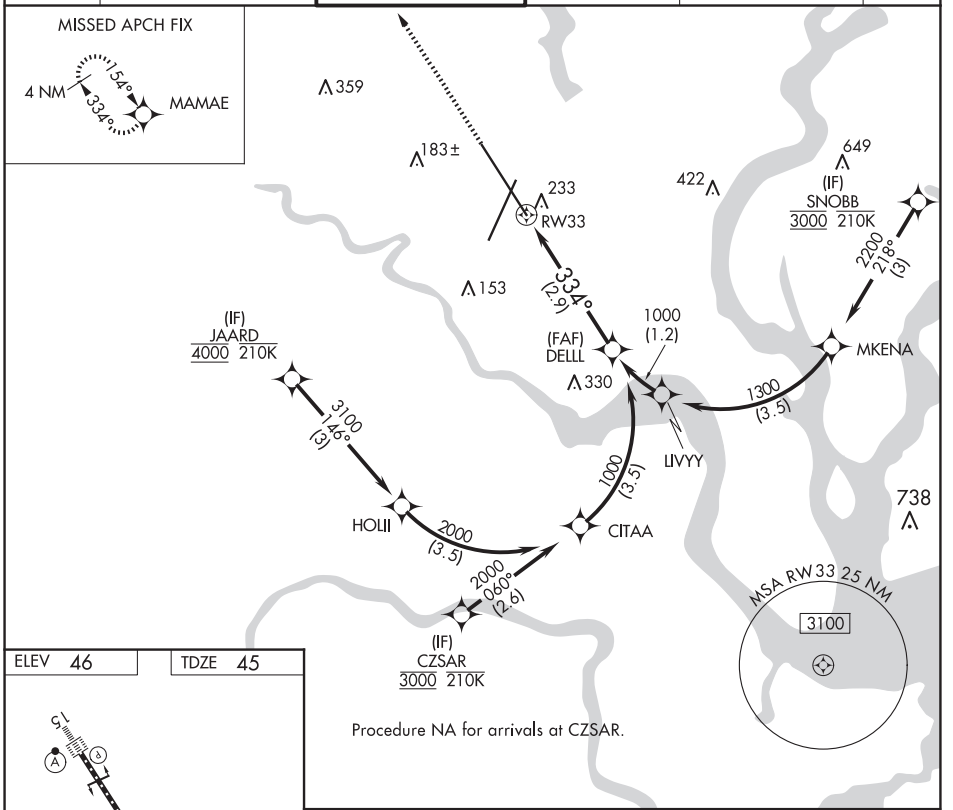
RNP AR APCH. RF required.

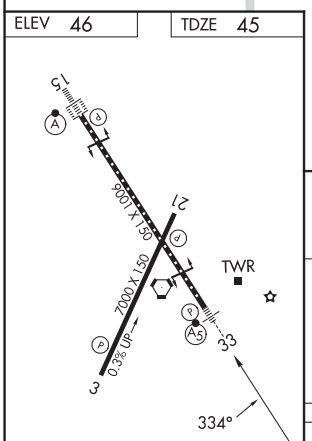
For uncompensated Baro-VNAV systems, procedure NA below -5°C or above 54°C. For inop ALS, increase RNP 0.23 all Cats visibility to RVR 5500.

MALSR

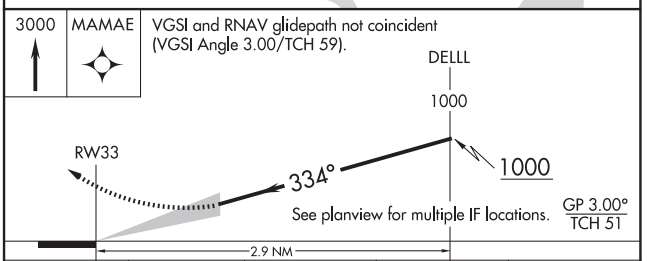
MISSED APPROACH: Climb to 3000 direct MAMAE and hold, continue to climb-in-hold to 3000.

D-ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL	CPDLC
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 291.65	





TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33



CATEGORY	A	B	C	D
RNP 0.23 DA		419/35	374 (400-⅝)	
RNP 0.30 DA		477/40	432 (500-¾)	

AUTHORIZATION REQUIRED

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

CHARLESTON, SOUTH CAROLINA AL-76 (FAA) 25163

RNAV (GPS) Y RWY 3

CHARLESTON AFB/INTL (CHS)

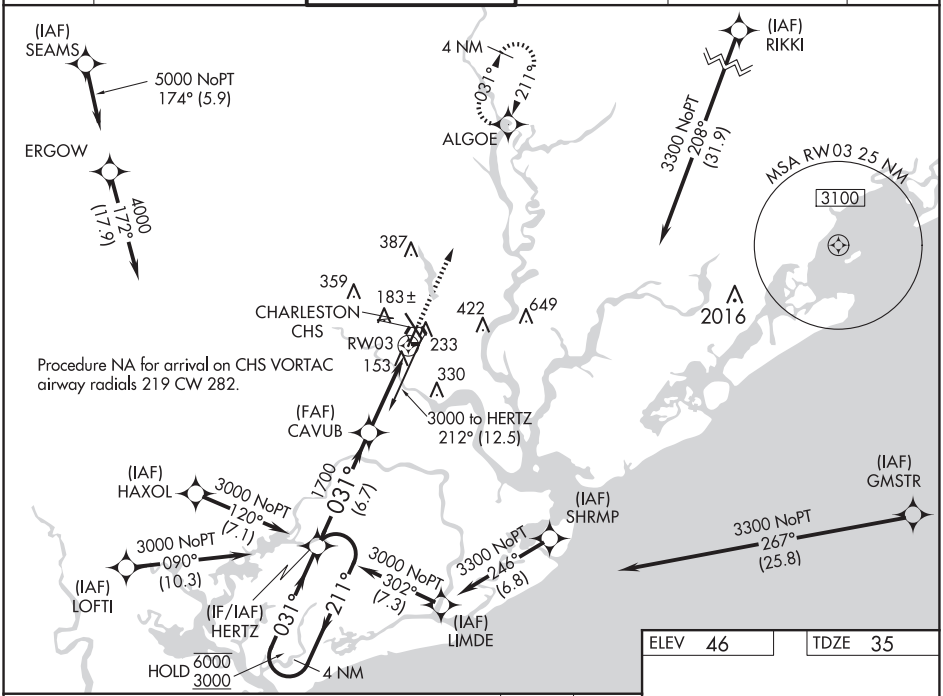
WAAS	APP CRS	Rwy Ldg	7000
CH 86699	031°	TDZE	35
W03A		Apt Elev	46

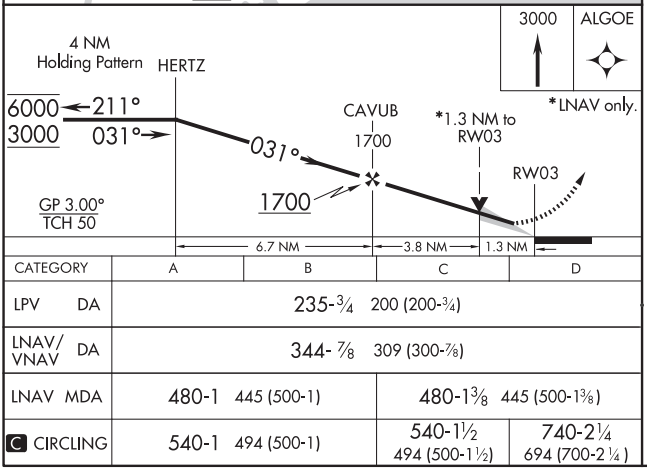
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C.

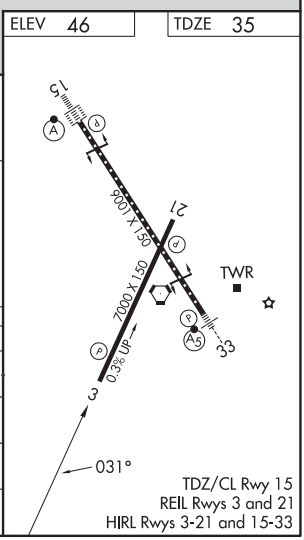
MISSED APPROACH: Climb to 3000 direct ALGOE and hold, continue climb-in-hold to 3000.

D-ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL	CPDLC
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 291.65	





CATEGORY	A	B	C	D
LPV DA	235-¾ 200 (200-¾)			
LNAV/VNAV DA	344- ⅞ 309 (300-⅞)			
LNAV MDA	480-1 445 (500-1)		480-1⅜ 445 (500-1⅜)	
C CIRCLING	540-1 494 (500-1)		540-1½ 494 (500-1½)	740-2¼ 694 (700-2¼)



CHARLESTON, SOUTH CAROLINA
Amdt 3A 07OCT21

32°54'N-80°02'W

CHARLESTON AFB/INTL (CHS)

RNAV (GPS) Y RWY 3

SE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH **93519** **W15A**	APP CRS **154°**	Rwy Ldg **9001** TDZE **43** Apt Elev **46**

RNAV (GPS) Y RWY 15

CHARLESTON AFB/INTL (CHS)

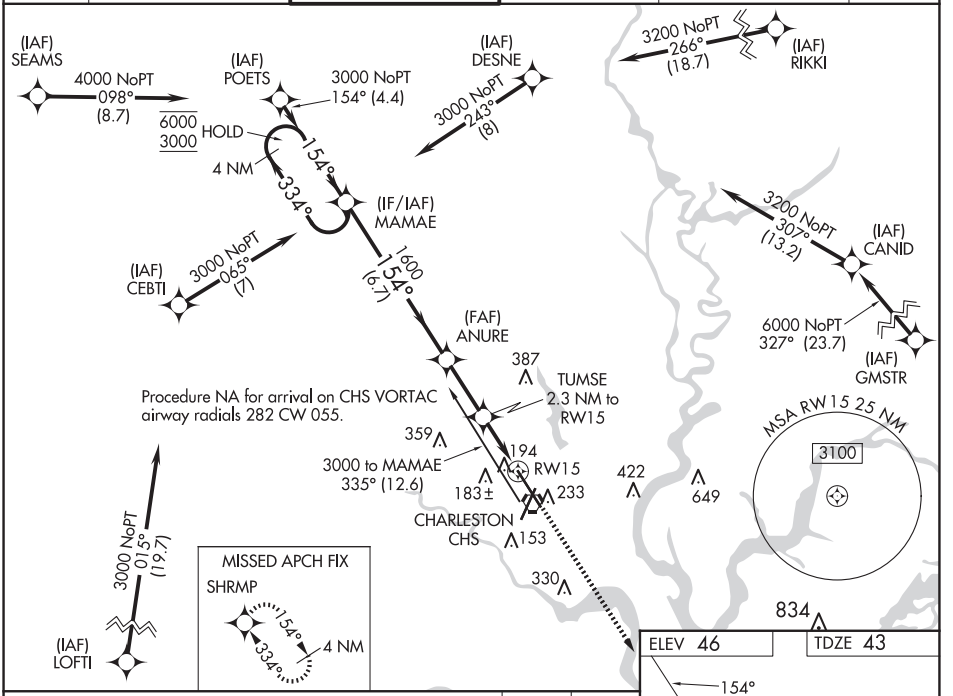
RNP APCH.

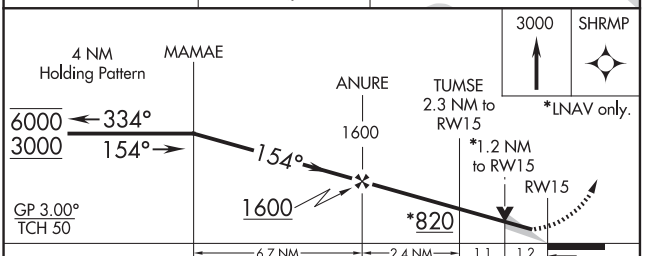
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C. For inop ALS, increase LNAV Cat C/D visibility to RVR 6000.

ALSF-2

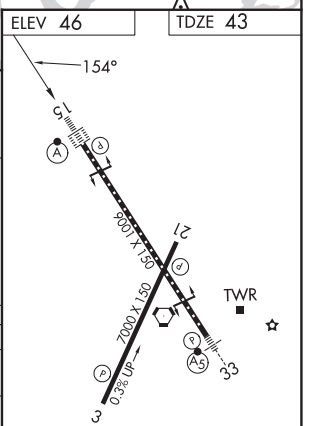
MISSED APPROACH: Climb to 3000 direct SHRMP and hold.

D-ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL	CPDLC
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 291.65	





CATEGORY	A	B	C	D
LPV DA	243/18 200 (200-½)			
LNAV/VNAV DA	375/26 332 (400-½)			
LNAV MDA	460/24 417 (500-½)		460/40 417 (500-¾)	
C CIRCLING	540-1 494 (500-1)		540-1½ 494 (500-1½)	740-2¼ 694 (700-2¼)



TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

CHARLESTON, SOUTH CAROLINA | AL-76 (FAA) | 25163

WAAS	APP CRS	Rwy Ldg	7000
CH 40499	211°	TDZE	43
W21A		Apt Elev	46

RNAV (GPS) Y RWY 21

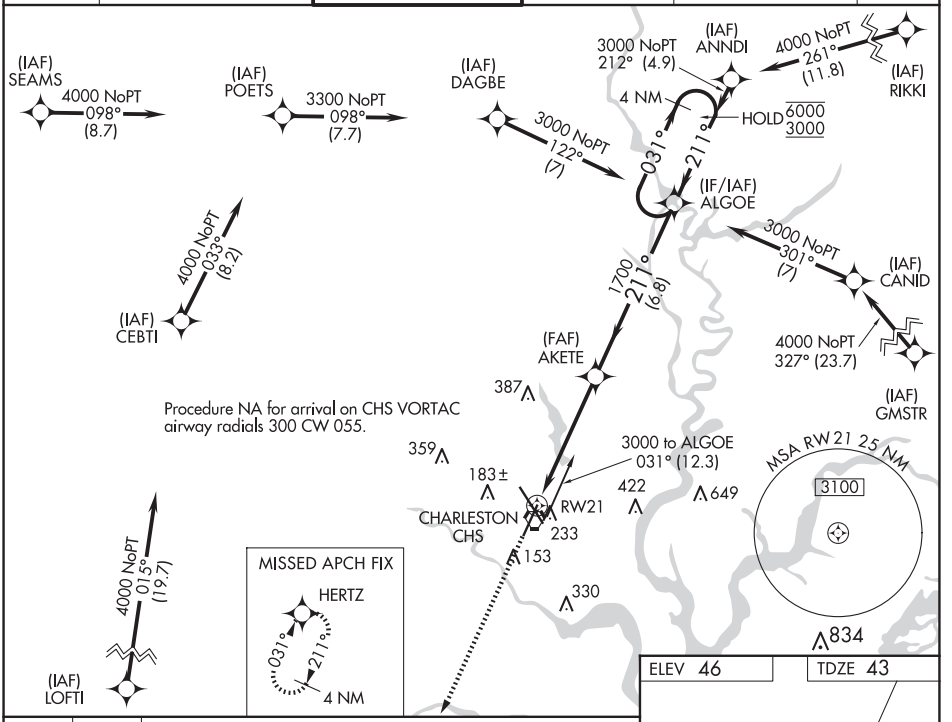
CHARLESTON AFB/INTL (CHS)

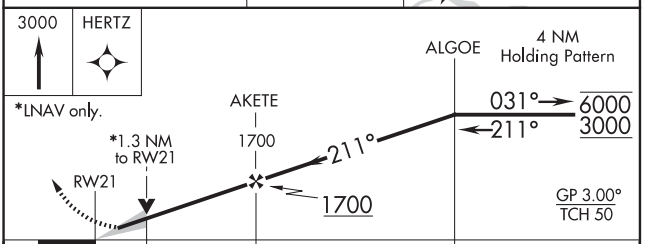
RNP APCH.

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C.

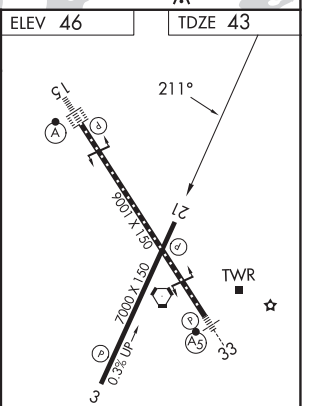
MISSED APPROACH: Climb to 3000 direct HERTZ and hold, continue climb-in-hold to 3000.

D-ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL	CPDLC
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 291.65	





CATEGORY	A	B	C	D
LPV DA	293-¾ 250 (300-¾)			
LNAV/VNAV DA	382-1 339 (400-1)			
LNAV MDA	500-1 457 (500-1)		500-1⅜ 457 (500-1⅜)	
C CIRCLING	540-1 494 (500-1)		540-1½ 494 (500-1½)	740-2¼ 694 (700-2¼)



TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33

CHARLESTON, SOUTH CAROLINA
Amdt 3A 07OCT21

32°54'N-80°02'W

CHARLESTON AFB/INTL (CHS)

RNAV (GPS) Y RWY 21

SE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 63218 W33A	APP CRS 334°	Rwy Ldg 9001 TDZE 45 Apt Elev 46

RNAV (GPS) Y RWY 33

CHARLESTON AFB/INTL (CHS)

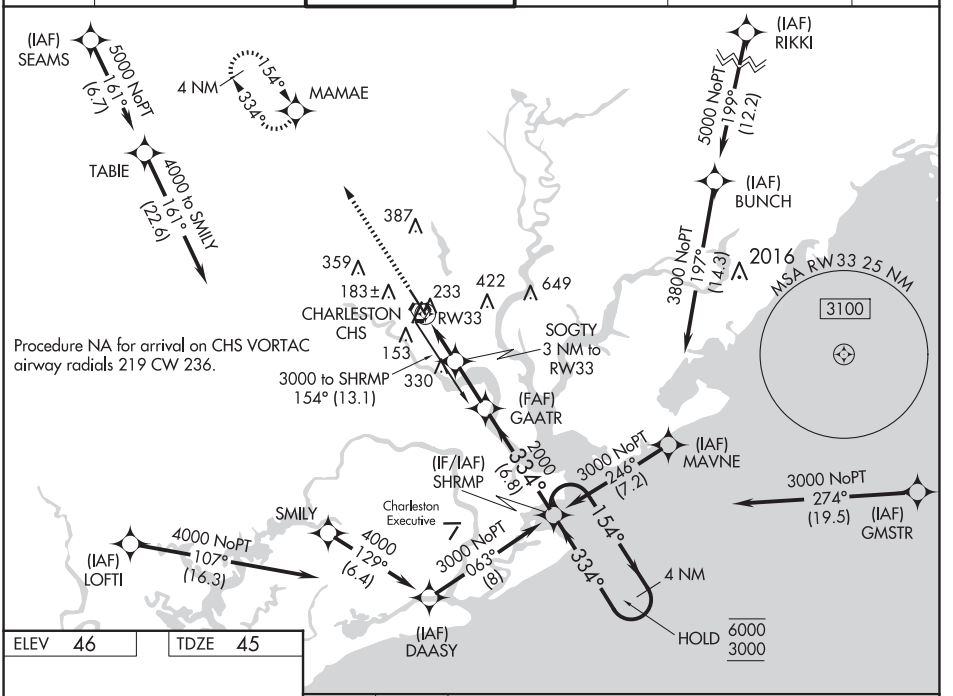
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C.
RVR 1800 authorized with use of FD or AP or HUD to DA.

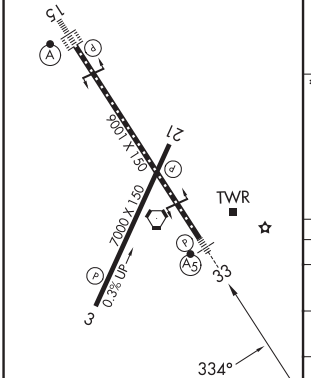
MALSR

MISSED APPROACH: Climb to 3000 direct MAMAE and hold, continue to climb-in-hold to 3000.

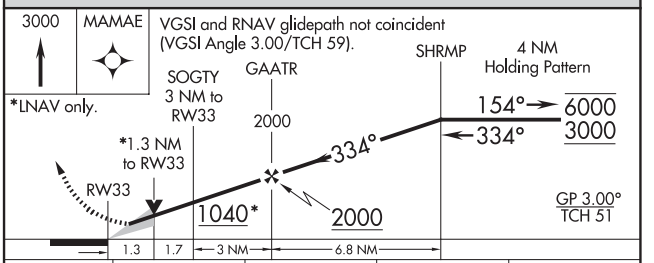
D-ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL	CPDLC
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 291.65	



ELEV 46	TDZE 45



TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33



CATEGORY	A	B	C	D
LPV DA #	245/24 200 (200-½)			
LNAV/VNAV DA	472/40 427 (500-¾)			
LNAV MDA	500/24 455 (500-½)		500/45 455 (500-⅞)	
C CIRCLING	540-1 494 (500-1)		540-1½ 494 (500-1½)	740-2¼ 694 (700-2¼)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

CHARLESTON, SOUTH CAROLINA

AL-76 (FAA)

25163

VOR/DME or TACAN RWY 3

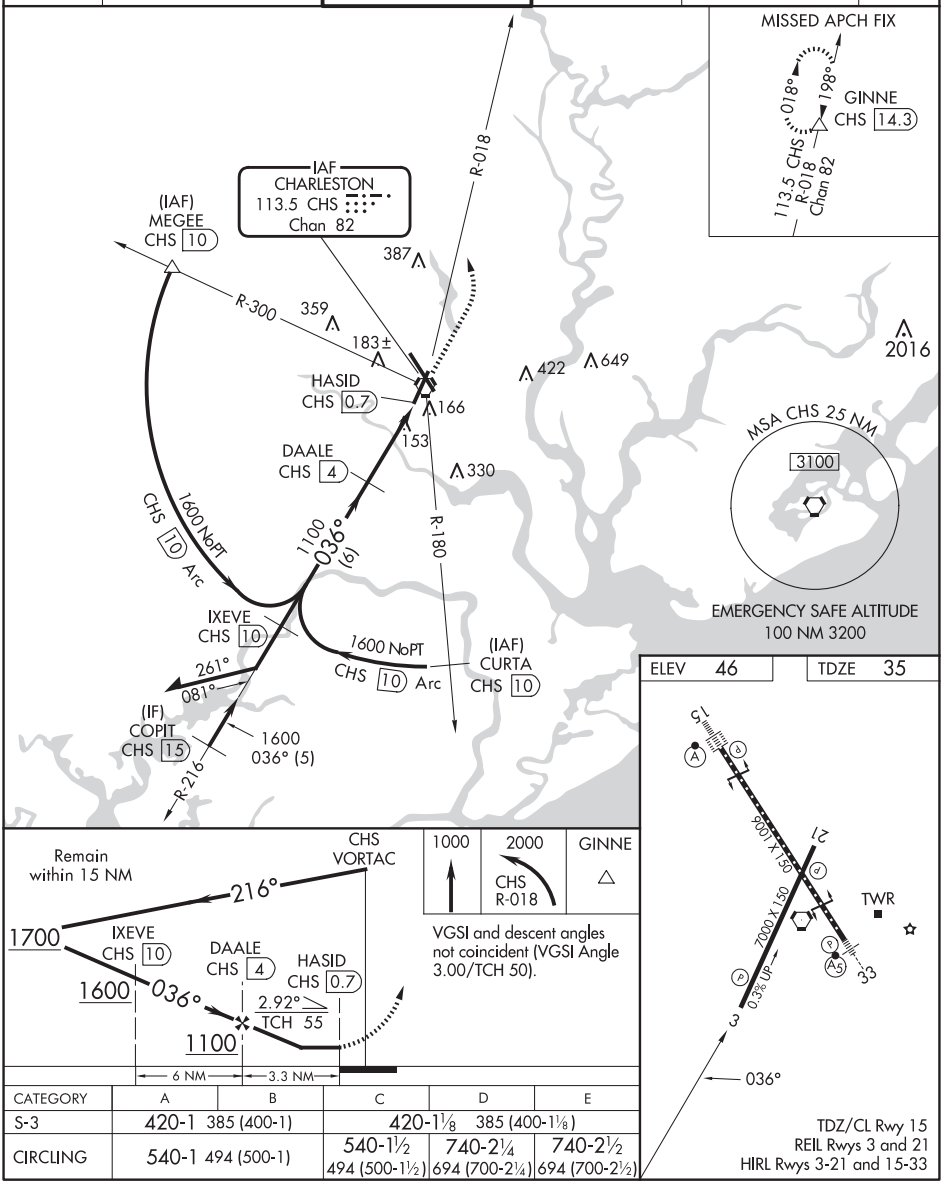
CHARLESTON AFB/INTL (CHS)

VORTAC CHS	APP CRS	Rwy Ldg	7000
113.5	036°	TDZE	35
Chan 82		Apt Elev	46

DME required.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 on CHS R-018 to GINNE/14.3 DME and hold.

D-ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL	CPDLC
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 291.65	



CATEGORY	A	B	C	D	E
S-3	420-1 385 (400-1)		420-1⅛ 385 (400-1⅛)		
CIRCLING	540-1 494 (500-1)		540-1½ 494 (500-1½)	740-2¼ 694 (700-2¼)	740-2½ 694 (700-2½)

SE-2, 07 AUG 2025 to 02 OCT 2025

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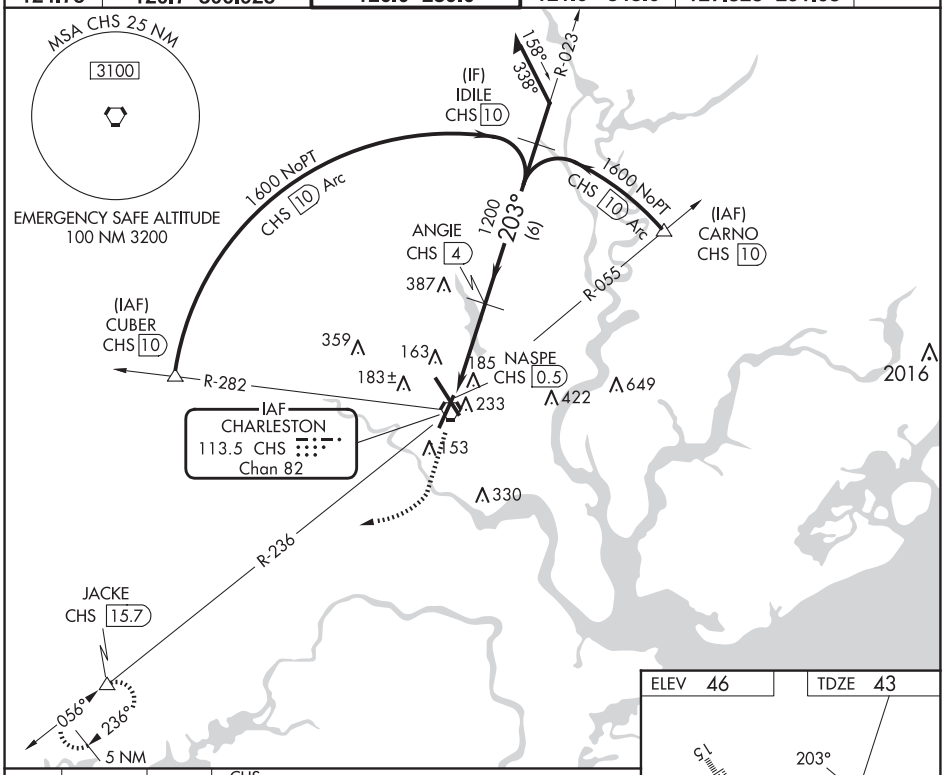
VOR/DME or TACAN RWY 21

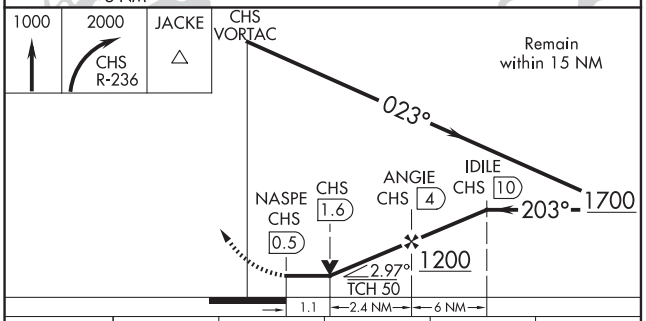
CHARLESTON AFB/INTL (CHS)

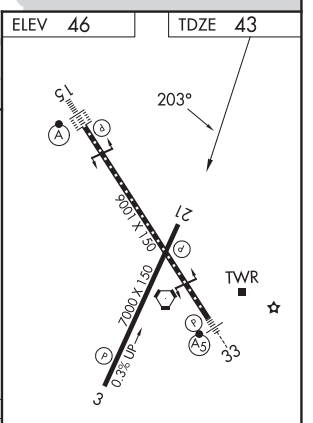
VORTAC CHS 113.5 Chan 82	APP CRS 203°	Rwy Ldg 7000 TDZE 43 Apt Elev 46

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 via CHS R-236 to JACKE INT/15.7 DME and hold.

D-ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL	CPDLC
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 291.65	







CATEGORY	A	B	C	D	E
S-21	440-1 397 (400-1)		440-1⅛ 397 (400-1⅛)		
CIRCLING	540-1 494 (500-1)		540-1½ 494 (500-1½)	740-2¼ 694 (700-2¼)	740-2½ 694 (700-2½)

TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

CHARLESTON, SOUTH CAROLINA AL-76 (FAA) 25163

VOR/DME or TACAN RWY 33

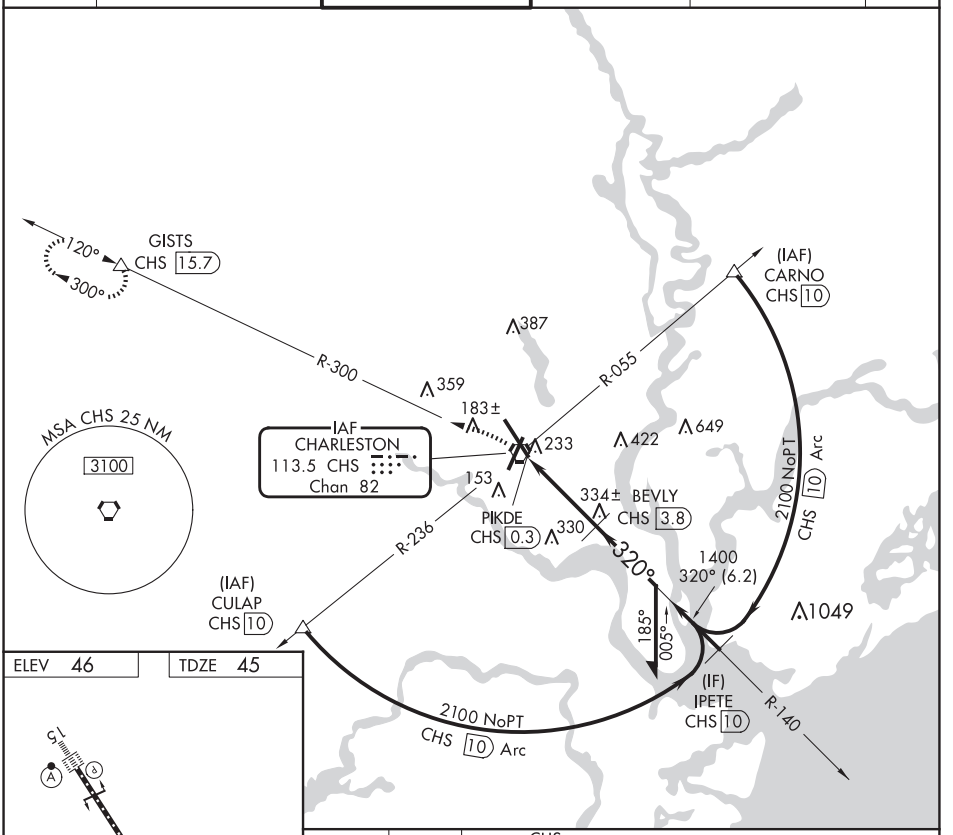
CHARLESTON AFB/INTL (CHS)

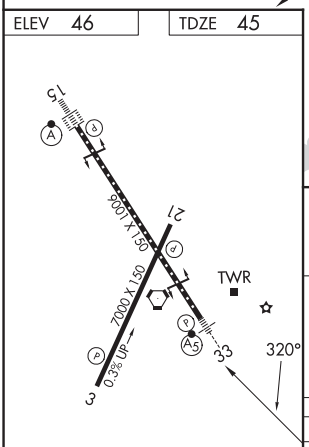
VORTAC CHS	APP CRS	Rwy Ldg	9001
113.5	320°	TDZE	45
Chan 82		Apt Elev	46

MALSR

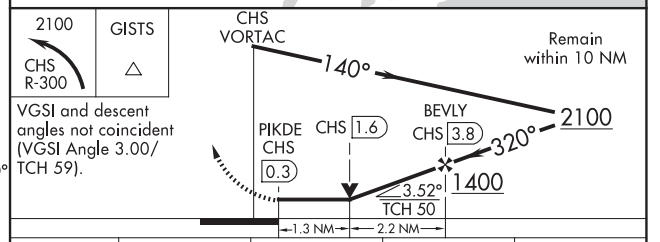
MISSED APPROACH: Climbing left turn to 2100 on CHS R-300 to GISTS/CHS 15.7 DME and hold.

D-ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL	CPDLC
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 291.65	





TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33



CATEGORY	A	B	C	D
S-33	500/24	455 (500-½)	500/45	NA
			455 (500-⅞)	
CIRCLING	540-1	494 (500-1)	540-1½	740-2¼
			494 (500-1½)	694 (700-2¼)

CHARLESTON, SOUTH CAROLINA 32°54'N-80°02'W CHARLESTON AFB/INTL (CHS)
Amdt 13C 07OCT21

VOR/DME or TACAN RWY 33

SE-2, 07 AUG 2025 to 02 OCT 2025

VOR Y or TACAN Y RWY 15

CHARLESTON AFB/INTL (CHS)

VORTAC CHS	APP CRS	Rwy Ldg	9001
113.5	157°	TDZE	43
Chan 82		Apt Elev	46

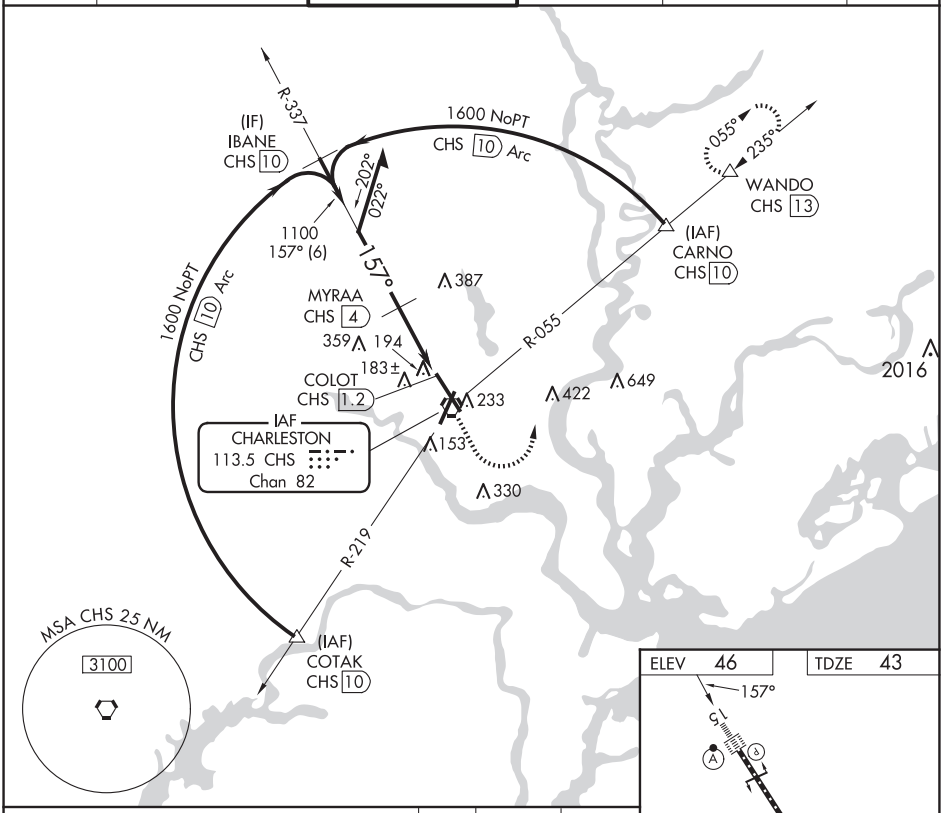
DME required.

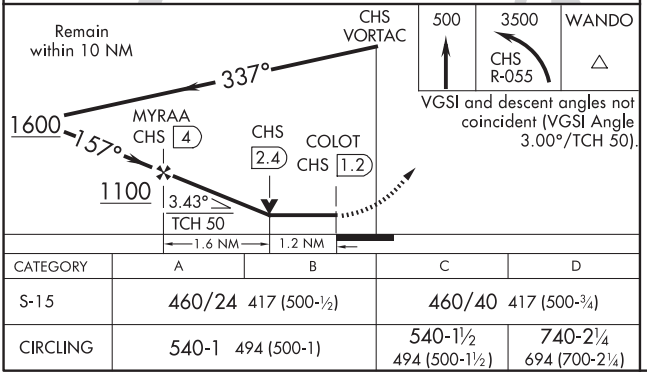
For inop ALS, increase S-15 Cat A/B visibility to RVR 5500 and Cat C/D visibility to RVR 6000.

ALSF-2

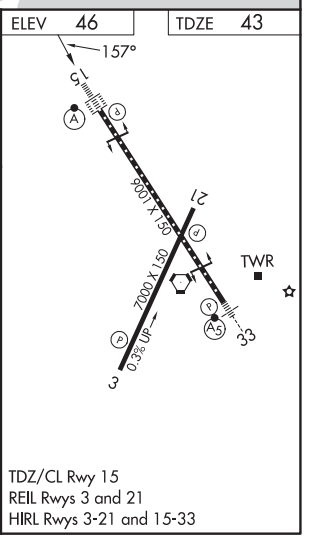
MISSED APPROACH: Climb to 500 then climbing left turn to 3500 on CHS VORTAC R-055 to WANDO/CHS 13 DME and hold, continue climb-in-hold to 3500.

D-ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL	CPDLC
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 291.65	





CATEGORY	A	B	C	D
S-15	460/24	417 (500-½)	460/40	417 (500-¾)
CIRCLING	540-1	494 (500-1)	540-1½ 494 (500-1½)	740-2¼ 694 (700-2¼)



TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33

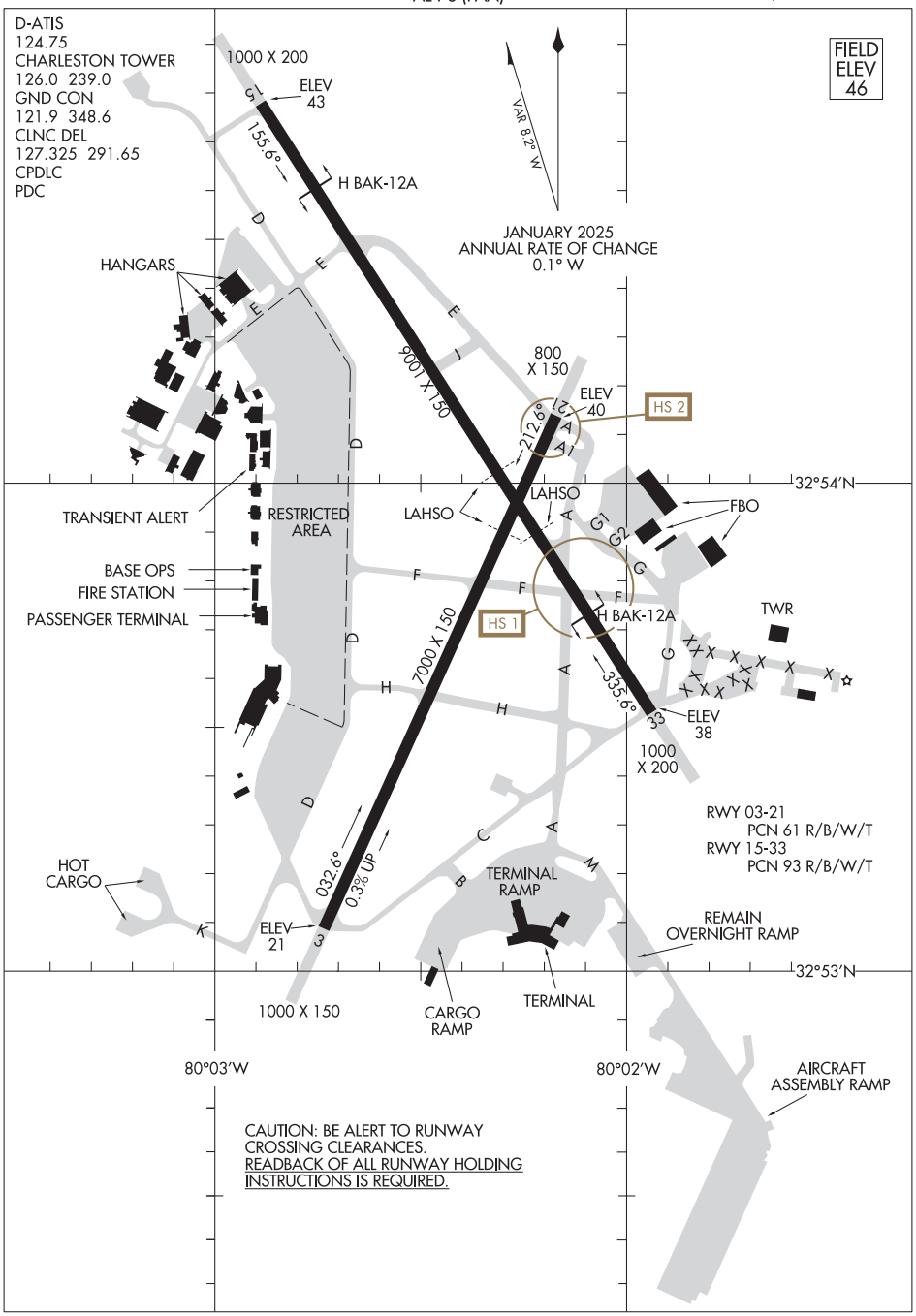
SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

25163

AIRPORT DIAGRAM

AL-76 (FAA)

CHARLESTON AFB/INTL (CHS)
CHARLESTON, SOUTH CAROLINA



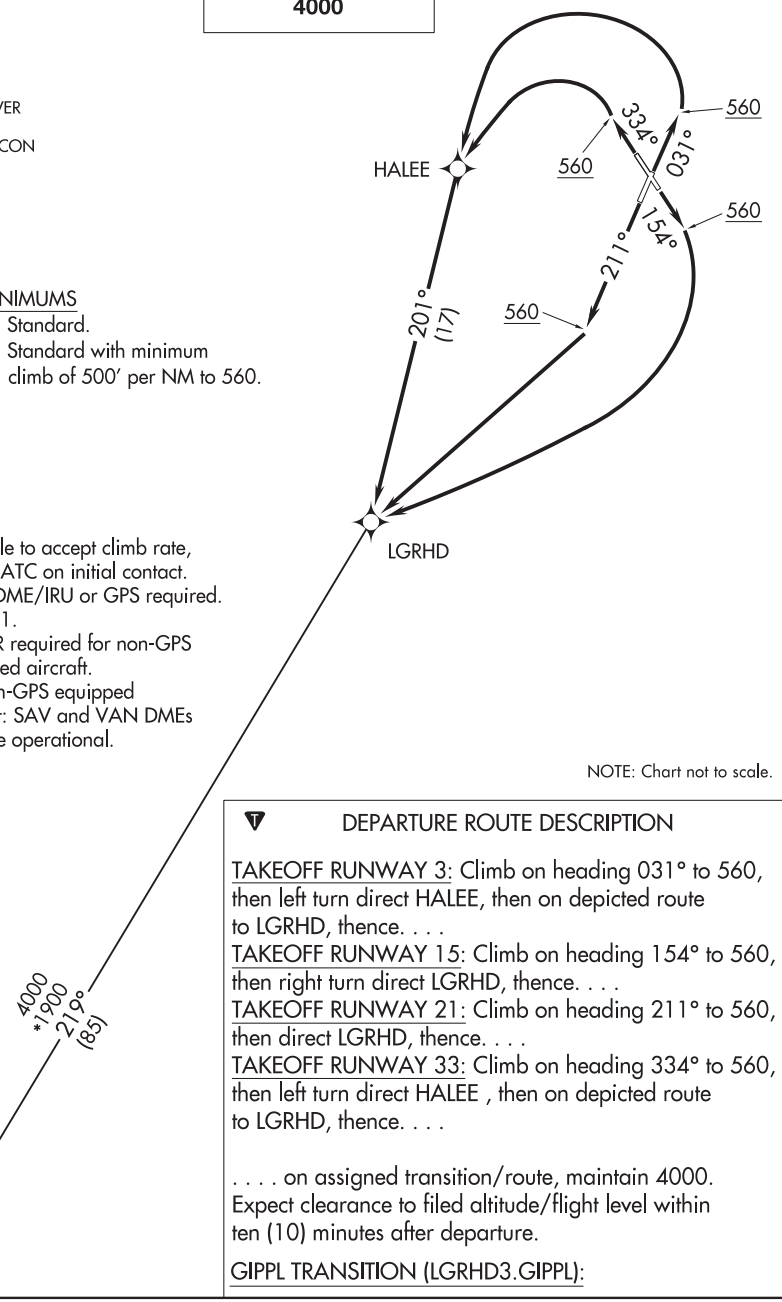
SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM
25163
CHARLESTON, SOUTH CAROLINA
CHARLESTON AFB/INTL (CHS)

D-ATIS
124.75
CLNC DEL
127.325 291.65
CPDLC
GND CON
121.9 348.6
CHARLESTON TOWER
126.0 239.0
CHARLESTON DEP CON
120.7 306.925

TOP ALTITUDE: 4000



TAKEOFF MINIMUMS
Rwys 15, 33: Standard.
Rwys 3, 21: Standard with minimum climb of 500' per NM to 560.

NOTE: If unable to accept climb rate, advise ATC on initial contact.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: For non-GPS equipped aircraft: SAV and VAN DMEs must be operational.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 031° to 560, then left turn direct HALEE, then on depicted route to LGRHD, thence. . . .
TAKEOFF RUNWAY 15: Climb on heading 154° to 560, then right turn direct LGRHD, thence. . . .
TAKEOFF RUNWAY 21: Climb on heading 211° to 560, then direct LGRHD, thence. . . .
TAKEOFF RUNWAY 33: Climb on heading 334° to 560, then left turn direct HALEE , then on depicted route to LGRHD, thence. . . .

. . . . on assigned transition/route, maintain 4000. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

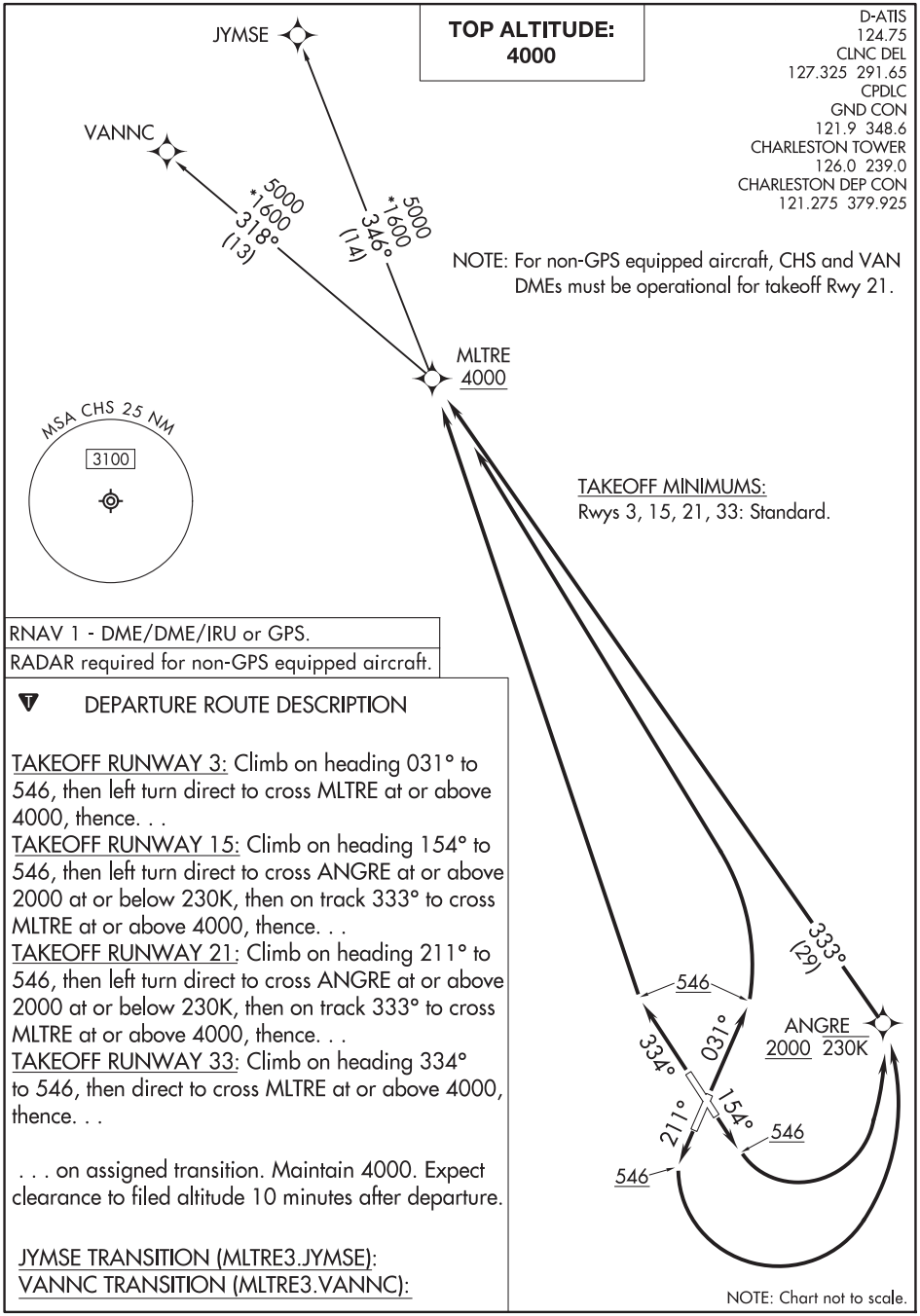
GIPPL TRANSITION (LGRHD3.GIPPL):

SE-2, 07 AUG 2025 to 02 OCT 2025

(MLTRE3.MLTRE) 23166 AL-76 (FAA)

MLTRE THREE DEPARTURE (RNAV)

CHARLESTON AFB/INTL (CHS)
CHARLESTON, SOUTH CAROLINA



SE-2, 07 AUG 2025 to 02 OCT 2025

PLMTO THREE DEPARTURE (RNAV)

TOP ALTITUDE:
4000

NOTE: Chart not to scale.

D-ATIS 124.75
CLNC DEL 127.325 291.65
CPDLC
GND CON 121.9 348.6
CHARLESTON TOWER 126.0 239.0
CHARLESTON DEP CON 121.275 379.925

NOTE: If unable to accept climb rate, advise ATC on initial contact.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required for non-GPS equipped aircraft.

GRAND STRAND CRE

5000
*2100
048° (49)

PLMTO

N

044° (12)

LOIRN

090° (9)

JAYLN

560 031° 334°
560 154° 211°
560

TAKEOFF MINIMUMS
Rwys 15, 33: Standard.
Rwys 3, 21: Standard with minimum climb of 500' per NM to 560.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 031° to 560, then right turn direct LOIRN, then on depicted route to PLMTO, thence. . . .

TAKEOFF RUNWAY 15: Climb on heading 154° to 560, then left turn direct JAYLN, then on depicted route to PLMTO, thence. . . .

TAKEOFF RUNWAY 21: Climb on heading 211° to 560, then left turn direct JAYLN, then on depicted route to PLMTO, thence. . . .

TAKEOFF RUNWAY 33: Climb on heading 334° to 560, then right turn direct LOIRN, then on depicted route to PLMTO, thence. . . .

. . . .on assigned transition/route. Maintain 4000. Expect clearance to filed altitude within ten minutes after departure.

GRAND STRAND TRANSITION (PLMTO3.CRE):

SE-2, 07 AUG 2025 to 02 OCT 2025

STUNO ONE DEPARTURE (RNAV)

(STUNO1.STUNO) 07OCT21

CHARLESTON, SOUTH CAROLINA
CHARLESTON AFB/INTL (CHS)

D-ATIS
124.75
CLNC DEL
127.325 291.65
CPDLC
GND CON
121.9 348.6
CHARLESTON TOWER
126.0 239.0
CHARLESTON DEP CON
120.7 306.925

TOP ALTITUDE: 4000

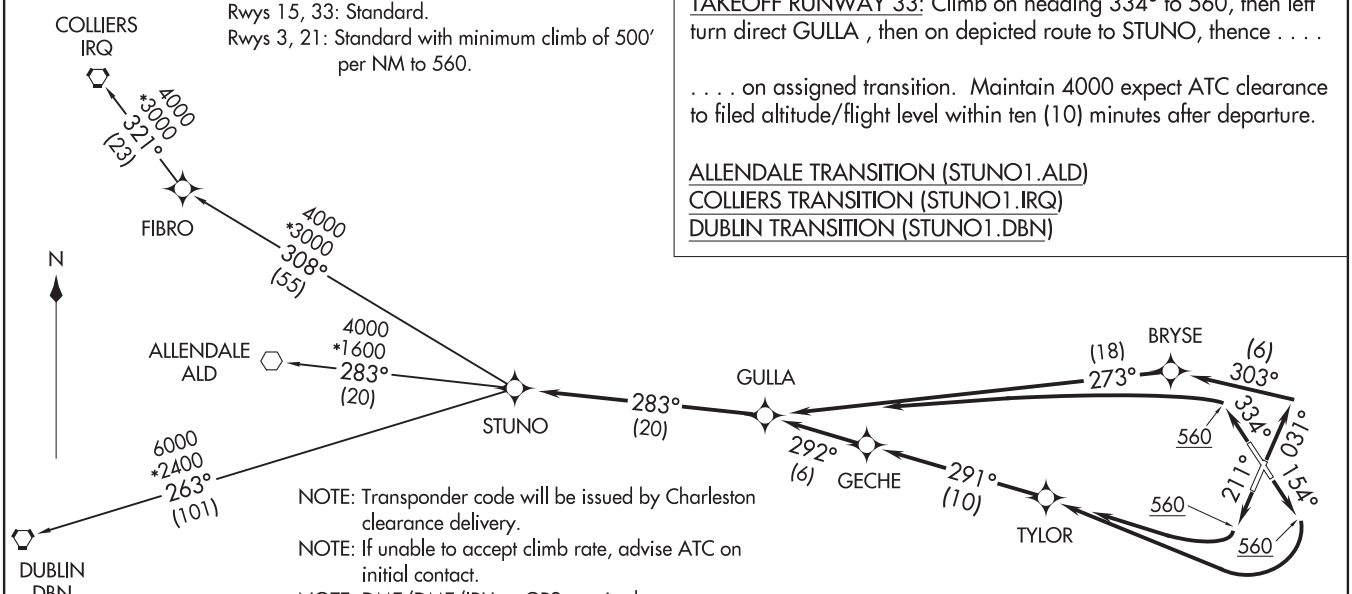
TAKEOFF MINIMUMS:
Rwys 15, 33: Standard.
Rwys 3, 21: Standard with minimum climb of 500' per NM to 560.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 031° to intercept course 303° to BRYSE, then on depicted route to STUNO, thence . . . .
TAKEOFF RUNWAY 15: Climb on heading 154° to 560, then right turn direct TYLOR, then on depicted route to STUNO, thence . . . .
TAKEOFF RUNWAY 21: Climb on heading 211° to 560, then right turn direct TYLOR, then on depicted route to STUNO, thence . . . .
TAKEOFF RUNWAY 33: Climb on heading 334° to 560, then left turn direct GULLA , then on depicted route to STUNO, thence . . . .

. . . . on assigned transition. Maintain 4000 expect ATC clearance to filed altitude/flight level within ten (10) minutes after departure.

ALLENDALE TRANSITION (STUNO1.ALD)
COLLIERS TRANSITION (STUNO1.IRQ)
DUBLIN TRANSITION (STUNO1.DBN)

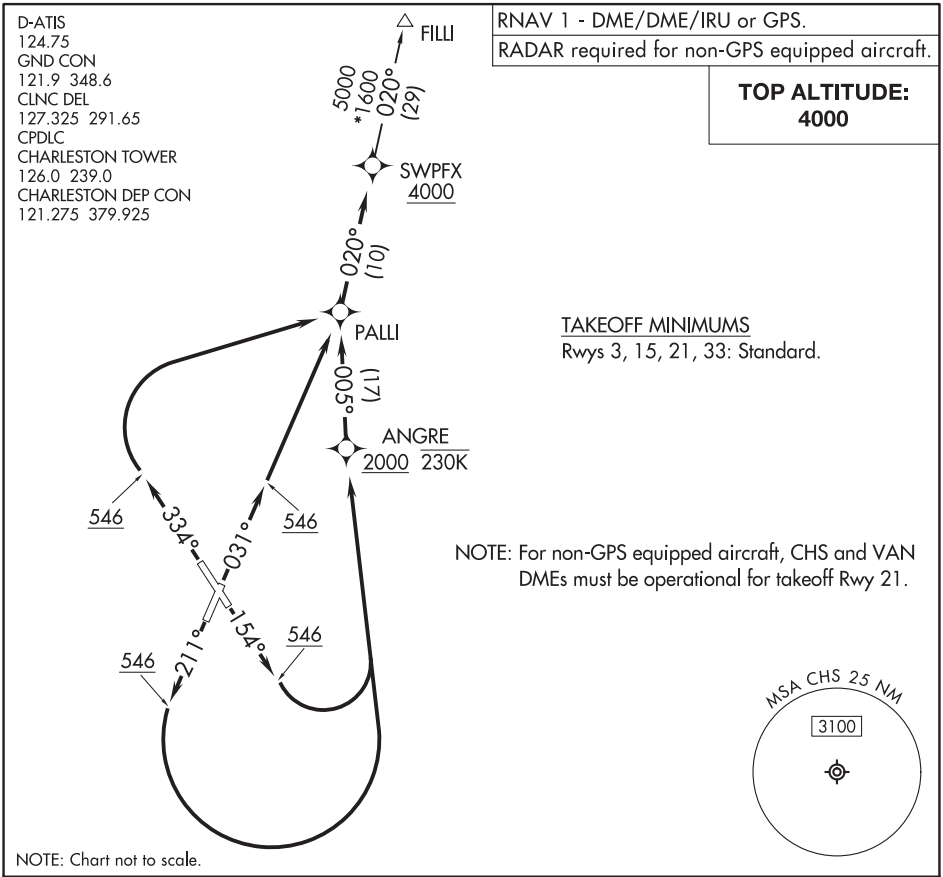


NOTE: Transponder code will be issued by Charleston clearance delivery.
NOTE: If unable to accept climb rate, advise ATC on initial contact.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required for non-GPS equipped aircraft.

NOTE: Chart not to scale.

(STUNO1.STUNO) 23110
STUNO ONE DEPARTURE (RNAV)
CHARLESTON AFB/INTL (CHS)
CHARLESTON, SOUTH CAROLINA

SWPFX THREE DEPARTURE (RNAV)



SE-2, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 031° to 546, then direct PALLI, then on track 020° to cross SWPFX at or above 4000, thence . . . .

TAKEOFF RUNWAY 15: Climb on heading 154° to 546, then left turn direct to cross ANGRE at or above 2000 at or below 230K, then on depicted route to cross SWPFX at or above 4000, thence . . . .

TAKEOFF RUNWAY 21: Climb on heading 211° to 546, then left turn direct to cross ANGRE at or above 2000 at or below 230K, then on depicted route to cross SWPFX at or above 4000, thence . . . .

TAKEOFF RUNWAY 33: Climb on heading 334° to 546, then right turn direct PALLI, then on track 020° to cross SWPFX at or above 4000, thence . . . .

. . . . on assigned transition. Maintain 4000. Expect clearance to filed altitude 10 minutes after departure.

FILLI TRANSITION (SWPFX3.FILLI)

CHARLESTON, SOUTH CAROLINA AL-5354 (FAA) 23166

ILS or LOC RWY 9

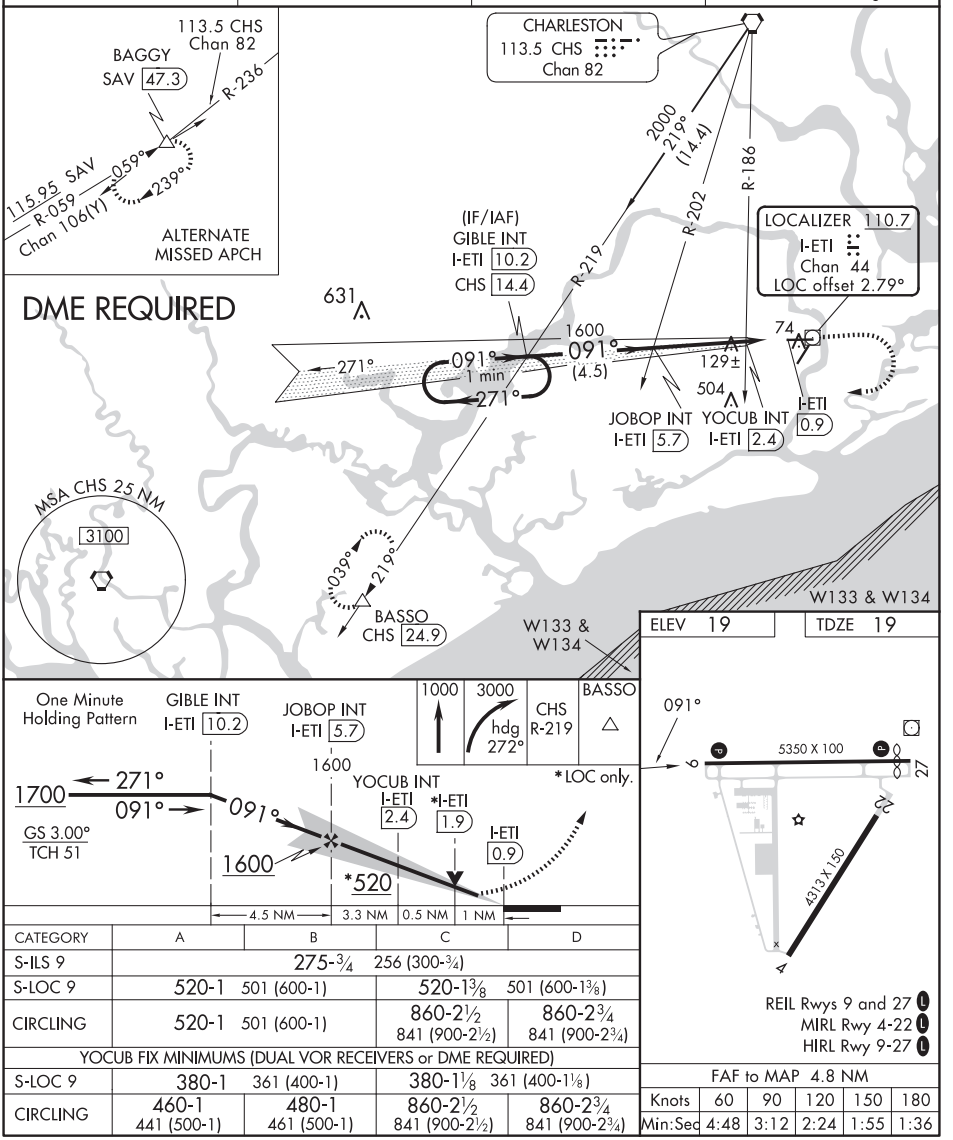
CHARLESTON EXEC (JZI)

LOC/DME I-ETI	APP CRS	Rwy ldg	5350
110.7	091°	TDZE	19
Chan 44		Apt Elev	19

▼ DME required. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase DA to 307 feet and all ▲ MDAs 40 feet, increase S-ILS 9 visibility all Cats ⅛ SM; increase S-LOC 9 and Circling Cats C/D visibility ¼ SM; increase S-LOC YOCUB fix minimums Cats C/D visibility ⅛ SM and Circling YOCUB fix minimums Cats C/D visibility ¼ SM. VDP NA when using Charleston AFB/Intl altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 on heading 272° and on CHS VORTAC R-219 to BASSO/CHS 24.9 DME and hold.

AWOS-3	CHARLESTON APP CON	CLNC DEL	UNICOM
123.775	120.7 306.925	119.85	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-ILS 9	275-¾	256 (300-¾)		
S-LOC 9	520-1	501 (600-1)	520-1⅜	501 (600-1⅜)
CIRCLING	520-1	501 (600-1)	860-2½ 841 (900-2½)	860-2¾ 841 (900-2¾)
YOCUB FIX MINIMUMS (DUAL VOR RECEIVERS or DME REQUIRED)				
S-LOC 9	380-1	361 (400-1)	380-1⅛	361 (400-1⅛)
CIRCLING	460-1 441 (500-1)	480-1 461 (500-1)	860-2½ 841 (900-2½)	860-2¾ 841 (900-2¾)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

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SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 4

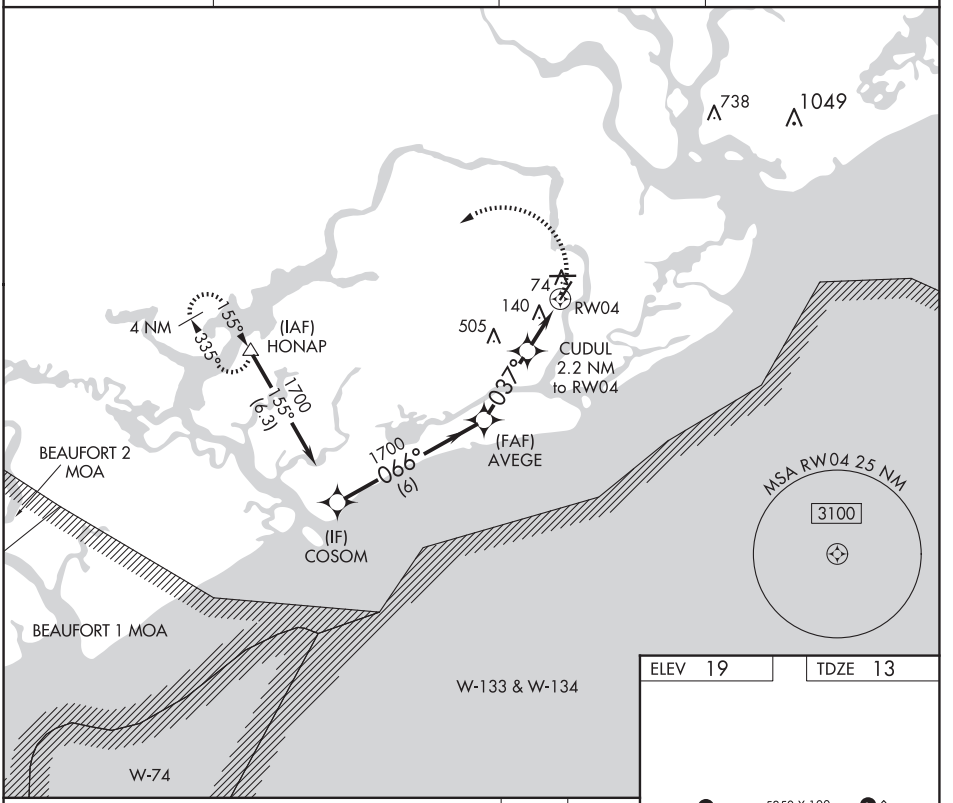
CHARLESTON EXEC (JZI)

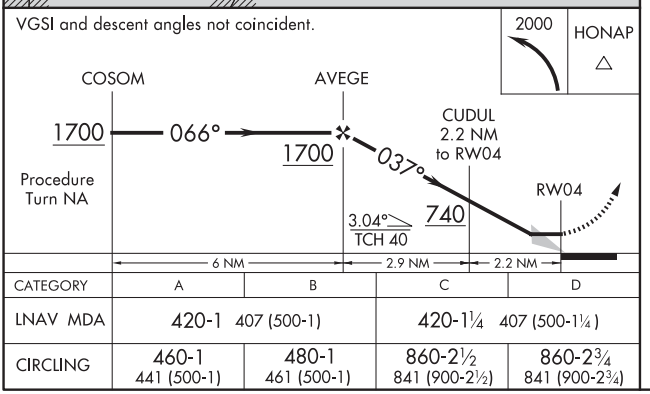
APP CRS	Rwy Idg	4313
037°	TDZE	13
	Apt Elev	19

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all MDAs 40 feet; increase LNAV Cat D and Circling visibility Cats C/D ¼ SM.

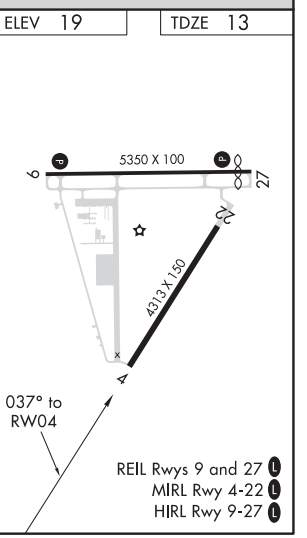
MISSED APPROACH: Climbing left turn to 2000 direct HONAP and hold.

AWOS-3	CHARLESTON APP CON	CLNC DEL	UNICOM
123.775	120.7 306.925	119.85	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	420-1 407 (500-1)		420-1¼ 407 (500-1¼)	
CIRCLING	460-1 441 (500-1)	480-1 461 (500-1)	860-2½ 841 (900-2½)	860-2¾ 841 (900-2¾)



SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

CHARLESTON, SOUTH CAROLINA AL-5354 (FAA) 21168

RNAV (GPS) RWY 9

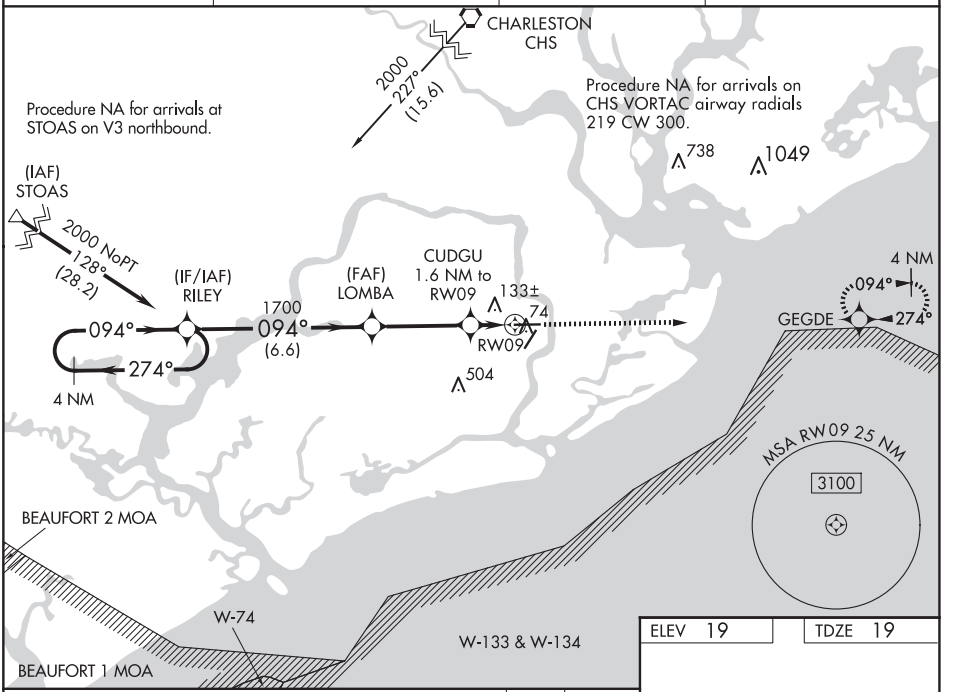
CHARLESTON EXEC (JZI)

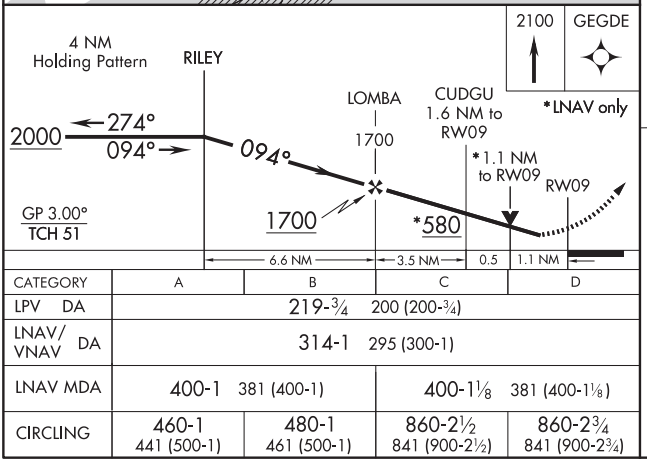
WAAS CH 53305 W09A	APP CRS 094°	Rwy ldg 5350 TDZE 19 Apt Elev 19

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Charleston AFB/Intl altimeter setting. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase LPV DA to 251 feet; increase LNAV/VNAV DA to 346 feet and all MDAs 40 feet; increase LNAV Cats C/D ⅛ SM and Circling visibility Cats C/D ¼ SM.

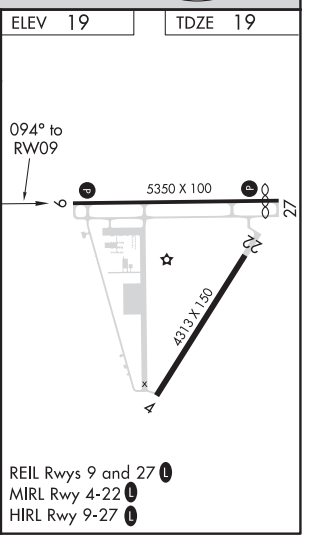
MISSED APPROACH: Climb to 2100 direct GEGDE and hold.

AWOS-3	CHARLESTON APP CON	CLNC DEL	UNICOM
123.775	120.7 306.925	119.85	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	219-¾	200 (200-¾)		
LNAV/VNAV DA	314-1	295 (300-1)		
LNAV MDA	400-1	381 (400-1)	400-1⅛	381 (400-1⅛)
CIRCLING	460-1 441 (500-1)	480-1 461 (500-1)	860-2½ 841 (900-2½)	860-2¾ 841 (900-2¾)



REIL Rwys 9 and 27 L
MIRL Rwy 4-22 L
HIRL Rwy 9-27 L

CHARLESTON, SOUTH CAROLINA
Amdt 3C 17JUN21

32°42'N-80°00'W

CHARLESTON EXEC (JZI)

RNAV (GPS) RWY 9

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 27

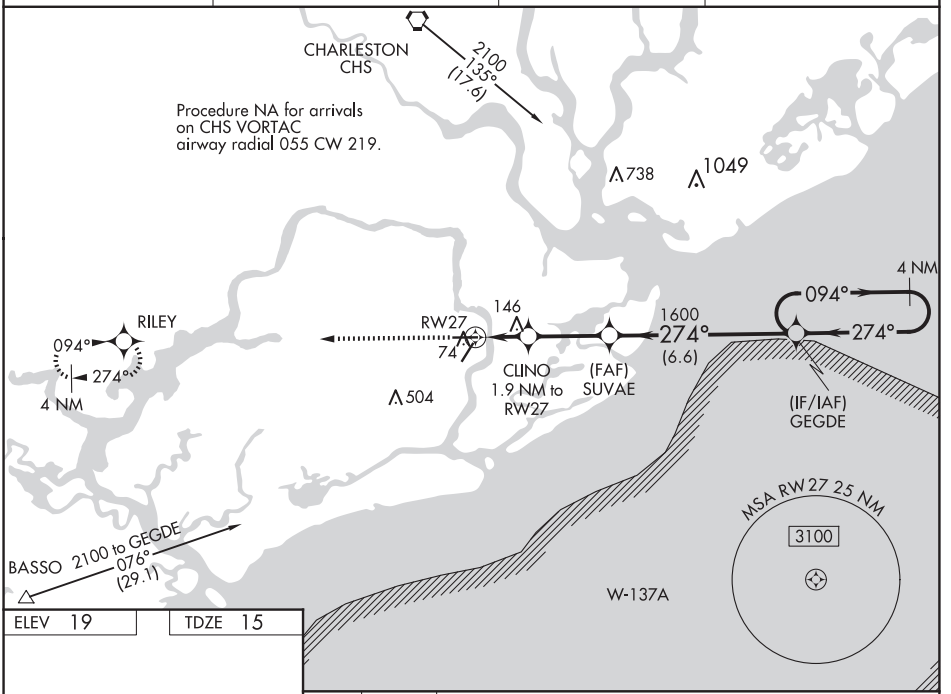
CHARLESTON EXEC (JZI)

WAAS	APP CRS	Rwy ldg	5000
CH 77701 W27A	274°	TDZE	15
		Apt Elev	19

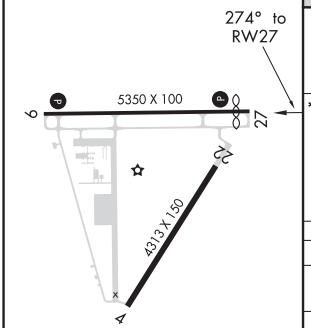
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase LPV DA to 297 feet, increase LNAV/VNAV DA to 335 feet, increase all MDAs 40 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C/D visibility ⅛ SM, and Circling visibility Cats C/D ¼ SM. Baro-VNAV and VDP NA when using Charleston AFB/Intl altimeter setting.

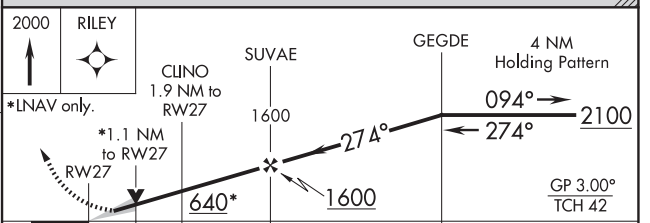
MISSED APPROACH: Climb to 2000 direct RILEY and hold.

AWOS-3	CHARLESTON APP CON	CLNC DEL	UNICOM
123.775	120.7 306.925	119.85	122.8 (CTAF) L



ELEV 19 | TDZE 15





CATEGORY	A	B	C	D
LPV DA	265-⅞ 250 (300-⅞)			
LNAV/VNAV DA	303-1 288 (300-1)			
LNAV MDA	400-1 385 (400-1)		400-1⅛ 385 (400-1⅛)	
CIRCLING	460-1 441 (500-1)	480-1 461 (500-1)	860-2½ 841 (900-2½)	860-2¾ 841 (900-2¾)

REIL Rwys 9 and 27 L
MIRL Rwy 4-22 L
HIRL Rwy 9-27 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

(EXTVE1.PLFMD) 22363 AL-5354 (FAA)

EXECUTIVE ONE DEPARTURE (RNAV)

CHARLESTON EXEC (JZI)
CHARLESTON, SOUTH CAROLINA

SE-2, 07 AUG 2025 to 02 OCT 2025

EXECUTIVE ONE DEPARTURE (RNAV)

(EXTVE1.PLFMD) 25AUG11

CHARLESTON, SOUTH CAROLINA
CHARLESTON EXEC (JZI)

SE-2, 07 AUG 2025 to 02 OCT 2025

KIAWAH TWO DEPARTURE (RNAV)

(KMBEE2.KMBEE) 23334 AL-5354 (FAA)

KMBEE TWO DEPARTURE (RNAV)

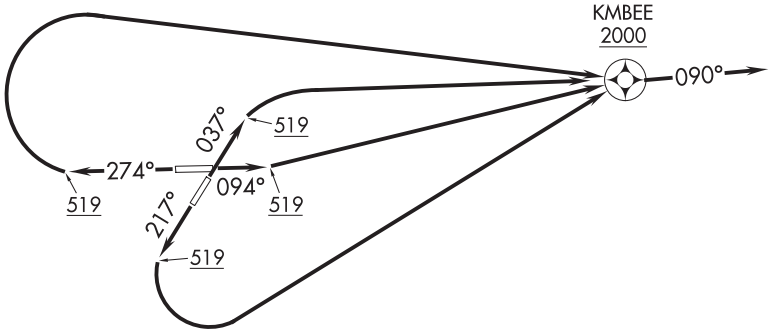
CHARLESTON EXEC (JZI)
CHARLESTON, SOUTH CAROLINA

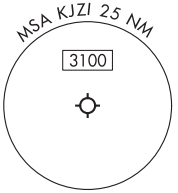
AWOS-3
123.775
CLNC DEL
119.85
CTAF
122.8
CHARLESTON DEP CON
121.275 379.925

TOP ALTITUDE: 2000

RNAV 1 - GPS.
RADAR required.

NOTE: If unable to accept crossing restriction, advise ATC on initial contact.





TAKEOFF MINIMUMS:
Rwys 4, 9, 22, 27: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb on heading 037° to 519, then right turn direct KMBEE, cross KMBEE at or above 2000, thence. . .
TAKEOFF RUNWAY 9: Climb on heading 094° to 519, then direct KMBEE, cross KMBEE at or above 2000, thence. . .
TAKEOFF RUNWAY 22: Climb on heading 217° to 519, then left turn direct KMBEE, cross KMBEE at or above 2000, thence. . .
TAKEOFF RUNWAY 27: Climb on heading 274° to 519, then right turn direct KMBEE, cross KMBEE at or above 2000, thence. . .

. . .fly heading 090° or as assigned by ATC for RADAR vectors, maintain 2000. Expect filed altitude 10 minutes after departure.

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 18C

CHARLOTTE/DOUGLAS INTL (CLT)

LOC/DME I-PEP	APP CRS	Rwy Idg 10000
111.3 Chan 50	183°	TDZE 742
		Apt Elev 748

RADAR required for procedure entry. DME or RADAR required

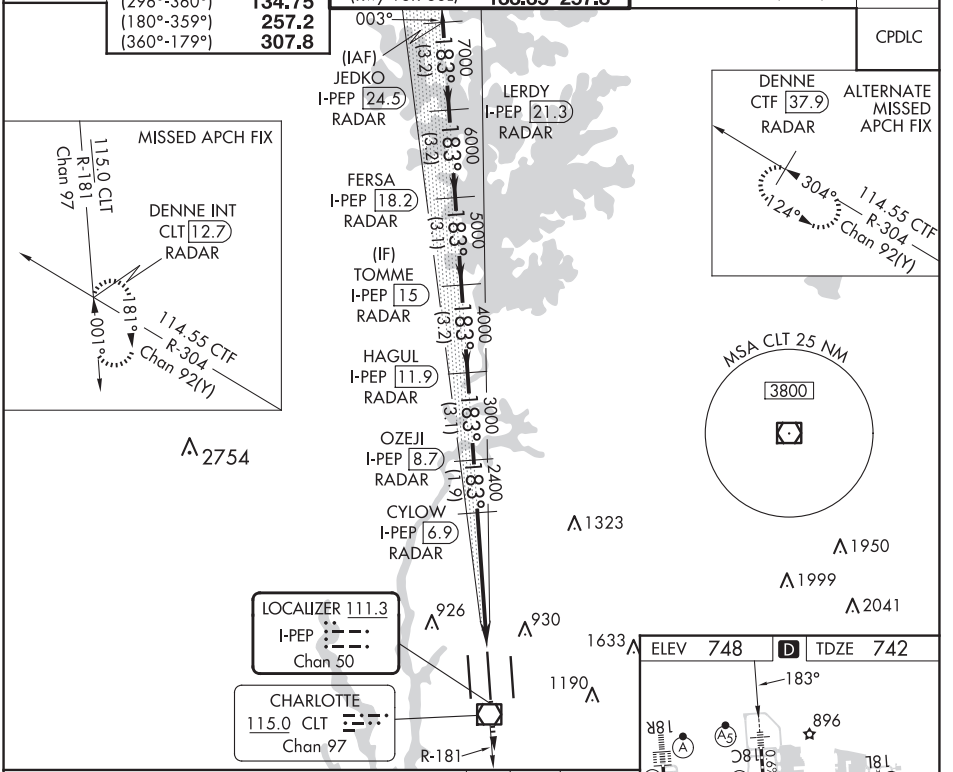
Circling NA at night. Simultaneous approach authorized. For inop ALS, increase S-LOC 18C Cat C/D visibility to 1⅜ SM.

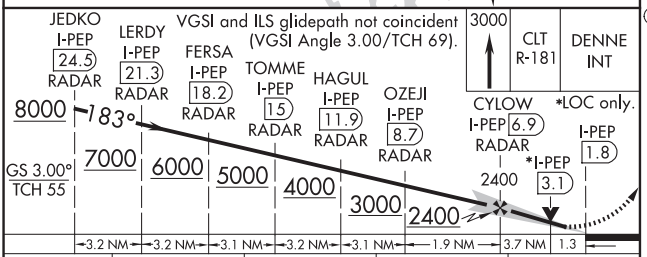
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

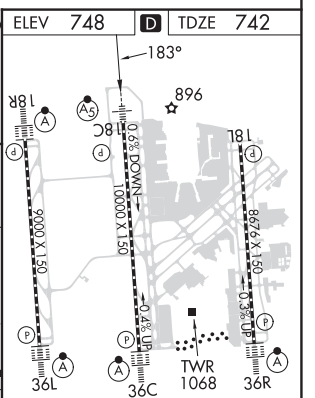
MALSR

MISSED APPROACH: Climb to 3000 on CLT VOR/DME R-181 to DENNE INT/ CLT 12.7 DME/RADAR and hold.

D-ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON	CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R)	118.1	257.8	121.8 348.6 (WEST)	127.15
DEP 132.1	(120°-295°)	120.05	(Rwy 18C-36C)	126.4	257.8	121.9 348.6 (EAST)	348.6
	(296°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8		CPDLC
	(180°-359°)	257.2					
	(360°-179°)	307.8					







HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

CATEGORY	A	B	C	D
S-ILS 18C **	942/24 200 (200-½)			
S-LOC 18C	1220/24 478 (500-½)		1220/50 478 (500-1)	
C CIRCLING	1380-1 632 (700-1)		1500-2¼ 752 (800-2¼)	1500-2½ 752 (800-2½)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 18L

CHARLOTTE/DOUGLAS INTL (CLT)

LOC/DME I-VKQ	APP CRS	Rwy Idg	8676
110.35	183°	TDZE	748
Chan 40 (Y)		Apt Elev	748

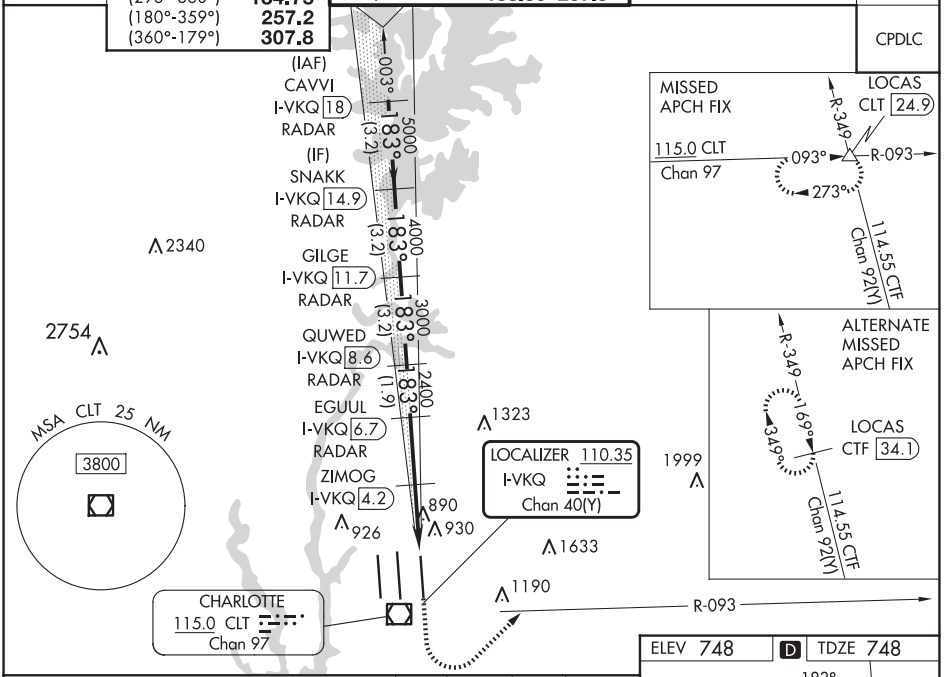
RADAR required for procedure entry. DME or RADAR required.

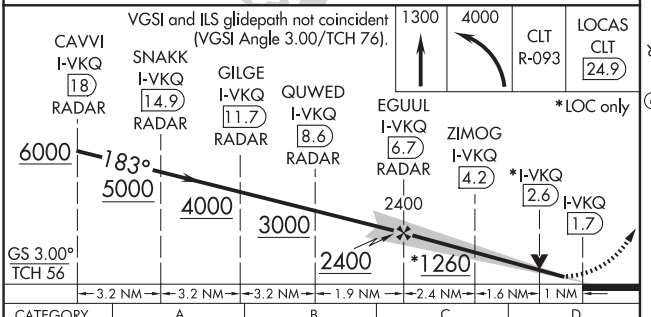
T Simultaneous approach authorized.

A Rwy 18L helicopter visibility reduction below RVR 4000 NA.

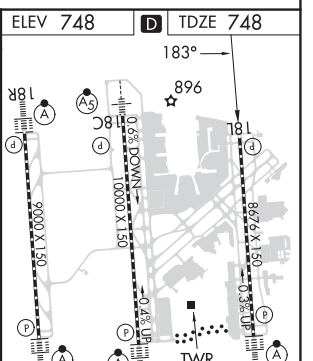
MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 on CLT VOR/DME R-093 to LOCAS INT/CLT 24.9 DME and hold.

D-ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER		GND CON	CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R)	118.1 257.8	121.8 348.6 (WEST)	127.15
DEP 132.1	(120°-295°)	120.05	(Rwy 18C-36C)	126.4 257.8	121.9 348.6 (EAST)	348.6
	(296°-360°)	134.75	(Rwy 18R-36L)	133.35 257.8		
	(180°-359°)	257.2				CPDLC
	(360°-179°)	307.8				





CATEGORY	A	B	C	D
S-ILS 18L	1002/40 254 (300-¾)			
S-LOC 18L	1260/55 512 (600-1)		1260-1⅜ 512 (600-1⅜)	
ZIMOG FIX MINIMUMS (DME REQUIRED)				
S-LOC 18L	1140/55 392 (400-1)		1140/60 392 (400-1¼)	



FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 18R

CHARLOTTE/DOUGLAS INTL (CLT)

LOC/DME I-RGS	APP CRS	Rwy Idg	9000
110.15	183°	TDZE	744
Chan 38 (Y)		Apt Elev	748

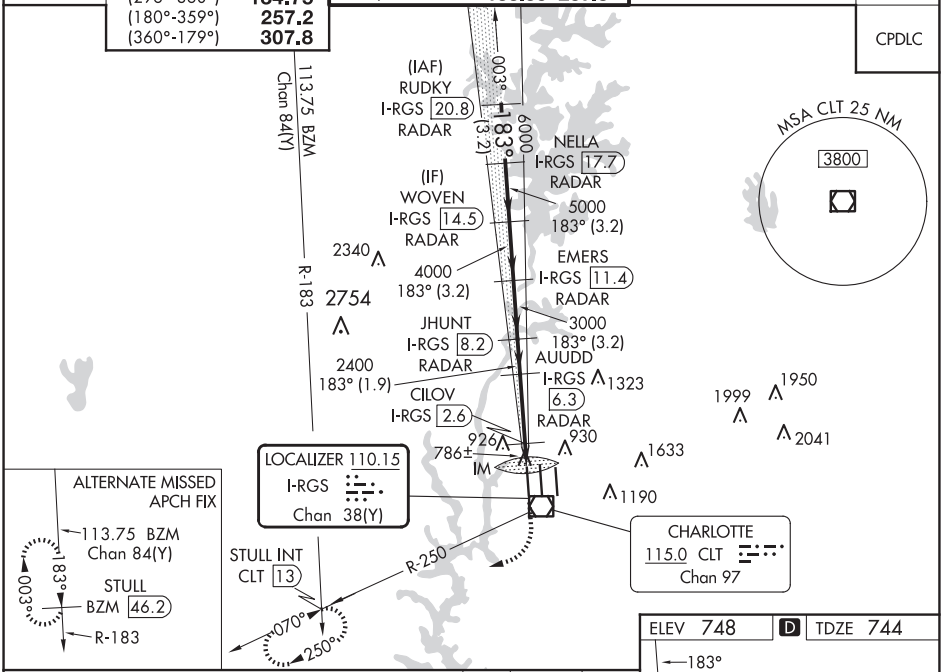
RADAR required for procedure entry. DME or RADAR required.

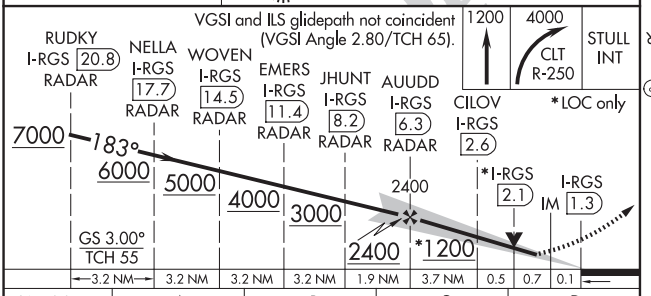
Simultaneous approach authorized. CILOV minimums: For inop ALS, increase S-LOC 18R all Cats visibility to RVR 4500.

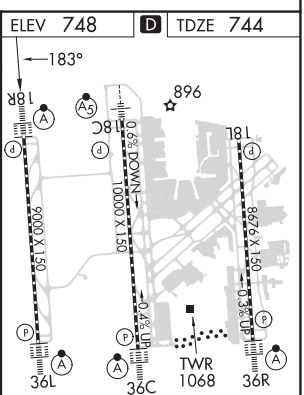
ALSF-2

MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 on CLT VOR/DME R-250 to STULL INT/CLT 13 DME and hold, continue climb-in-hold to 4000.

D-ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON	CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R)	118.1	257.8	121.8 348.6 (WEST)	127.15
DEP 132.1	(120°-295°)	120.05	(Rwy 18C-36C)	126.4	257.8	121.9 348.6 (EAST)	348.6
	(296°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8		CPDLC
	(180°-359°)	257.2					
	(360°-179°)	307.8					







HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

CATEGORY	A	B	C	D
S-ILS 18R	944/18 200 (200-½)			
S-LOC 18R	1200/24 456 (500-½)		1200/45 456 (500-⅞)	
CILOV FIX MINIMUMS (DME REQUIRED)				
S-LOC 18R	1040/24 296 (300-½)			

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

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SE-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 36C

CHARLOTTE/DOUGLAS INTL (CLT)

LOC I-DQG	APP CRS	Rwy Idg	10000
111.7	003°	TDZE	707
		Apt Elev	748

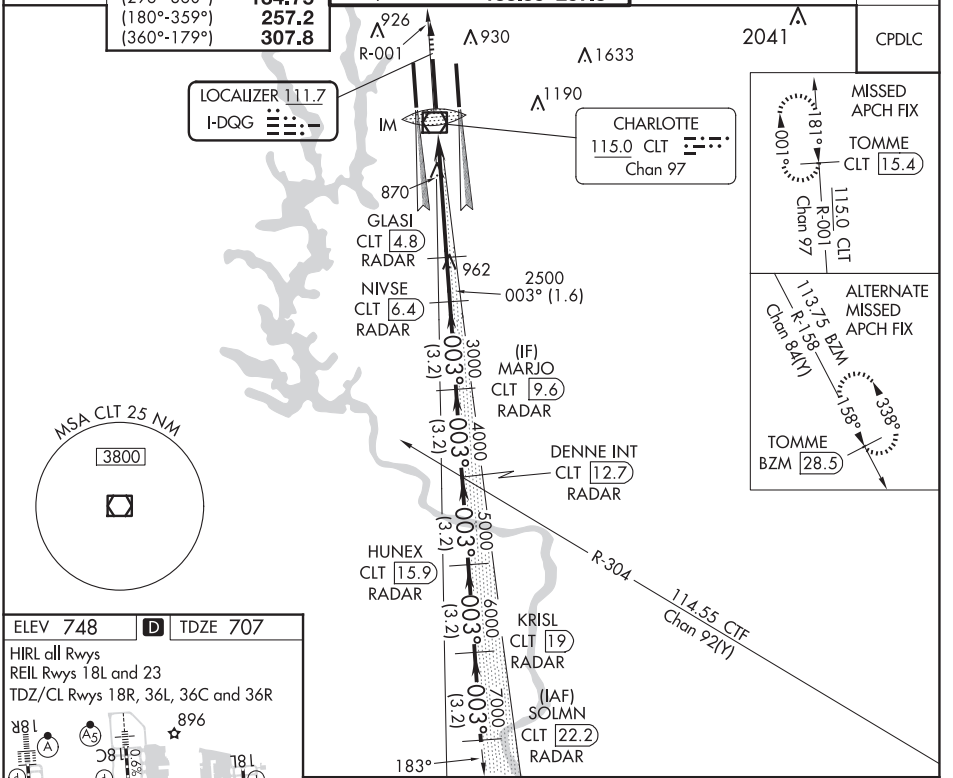
RADAR required for procedure entry. DME or RADAR required.

Circling NA at night. Simultaneous approach authorized. DQG ILS LLZ Rwy 36C unusable for rollout guidance.

ALSF-2

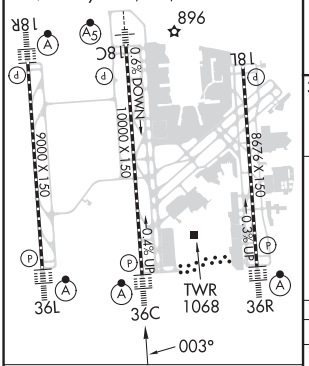
MISSED APPROACH: Climb to 3000 on CLT VOR/DME R-001 to TOMME/CLT 15.4 DME and hold.

D-ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON	CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R)	118.1	257.8	121.8 348.6 (WEST)	127.15
DEP 132.1	(120°-295°)	120.05	(Rwy 18C-36C)	126.4	257.8	121.9 348.6 (EAST)	348.6
	(296°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8		CPDLC
	(180°-359°)	257.2					
	(360°-179°)	307.8					



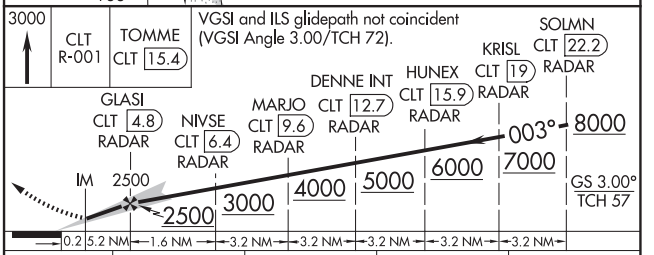
ELEV 748	D	TDZE 707

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R



FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D
S-ILS 36C	907/18 200 (200-½)			
S-LOC 36C	1120/24 413 (400-½)			
C CIRCLING	1380-1 632 (700-1)		1500-2¼ 752 (800-2¼)	1500-2½ 752 (800-2½)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 36L

CHARLOTTE/DOUGLAS INTL (CLT)

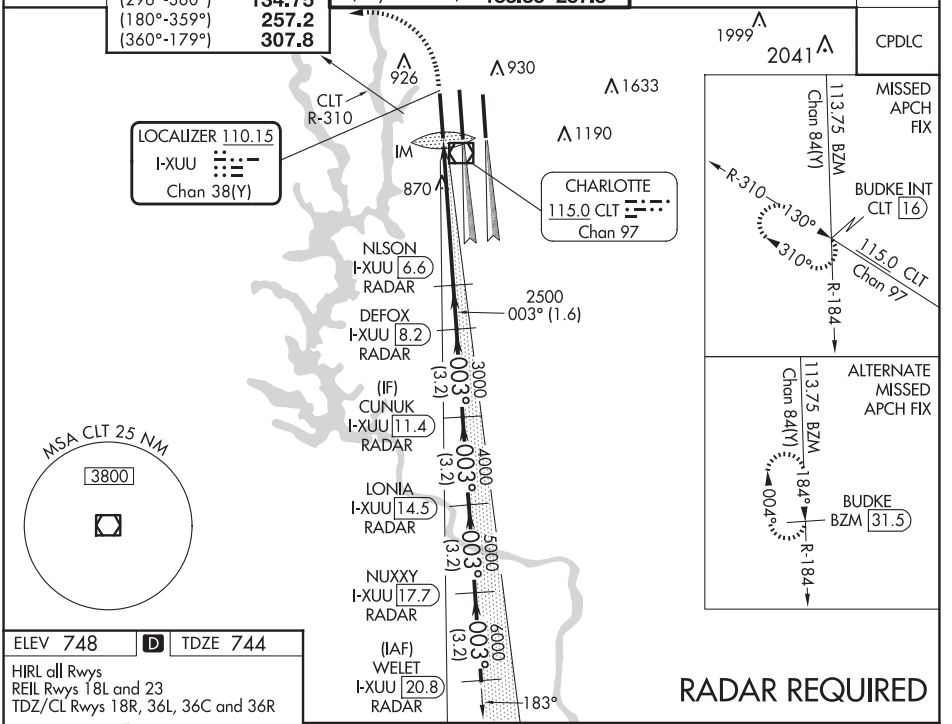
LOC/DME I-XUU	APP CRS	Rwy Idg	9000
110.15	003°	TDZE	744
Chan 38(Y)		Apt Elev	748

▼ Circling NA at night. Simultaneous approach authorized.
▲ DME or RADAR required.

ALSF-2

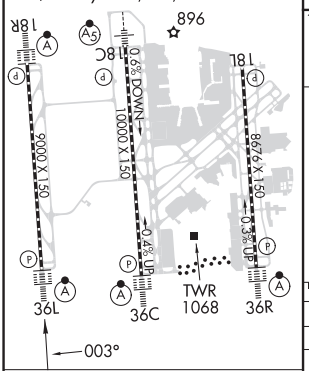
MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 on CLT VOR/DME R-310 to BUDKE/CLT 16 DME and hold.

D-ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R)	118.1	257.8	121.8	348.6 (WEST)	127.15
DEP 132.1	(120°-295°)	120.05	(Rwy 18C-36C)	126.4	257.8	121.9	348.6 (EAST)	348.6
	(296°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8			
	(180°-359°)	257.2						CPDLC
	(360°-179°)	307.8						



ELEV 748 D TDZE 744

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

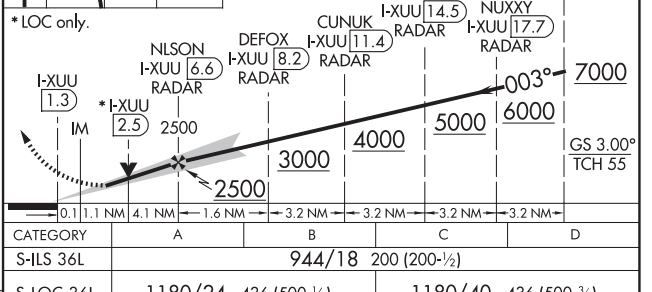


FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

1200 4000 CLT R-310 BUDKE INT

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).



CATEGORY	A	B	C	D
S-ILS 36L	944/18 200 (200-½)			
S-LOC 36L	1180/24 436 (500-½)		1180/40 436 (500-¾)	
C CIRCLING	1380-1 632 (700-1)		1500-2¼ 752 (800-2¼)	1500-2½ 752 (800-2½)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 36R

CHARLOTTE/DOUGLAS INTL (CLT)

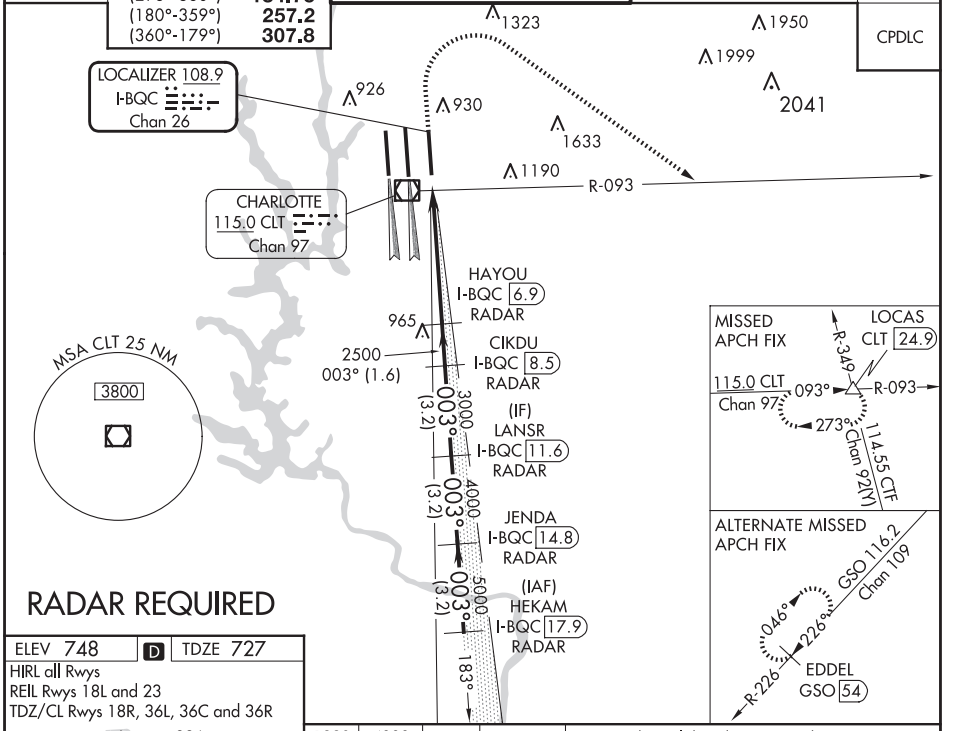
LOC/DME I-BQC	APP CRS	Rwy Idg	8390
108.9	003°	TDZE	727
Chan 26		Apt Elev	748

Circling NA at night. Simultaneous approach authorized. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1320 then climbing right turn to 4000 on CLT VOR/DME R-093 to LOCAS INT/24.9 DME and hold.

D-ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER		GND CON	CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R)	118.1 257.8	121.8 348.6 (WEST)	127.15
DEP 132.1	(120°-295°)	120.05	(Rwy 18C-36C)	126.4 257.8	121.9 348.6 (EAST)	348.6
	(296°-360°)	134.75	(Rwy 18R-36L)	133.35 257.8		CPDLC
	(180°-359°)	257.2				
	(360°-179°)	307.8				



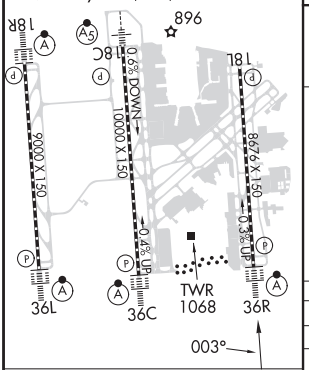
RADAR REQUIRED

ELEV 748 D TDZE 727

HIRL all Rwys

REIL Rwys 18L and 23

TDZ/CL Rwys 18R, 36L, 36C and 36R

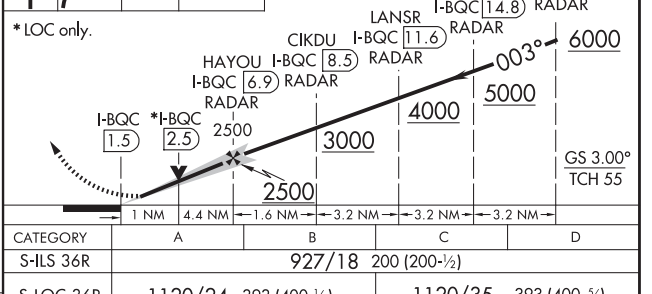


FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

1320	4000	CLT R-093	LOCAS CLT 24.9

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 74).



CATEGORY	A	B	C	D
S-ILS 36R	927/18 200 (200-½)			
S-LOC 36R	1120/24 393 (400-½)		1120/35 393 (400-⅝)	
C CIRCLING	1380-1 632 (700-1)		1500-2¼ 752 (800-2¼)	1500-2½ 752 (800-2½)

SE-2, 07 AUG 2025 to 02 OCT 2025

ILS RWY 18R (SA CAT I)

CHARLOTTE/DOUGLAS INTL (CLT)

LOC/DME I-RGS	APP CRS	Rwy Idg	9000
110.15	183°	TDZE	744
Chan 38(Y)		Apt Elev	748

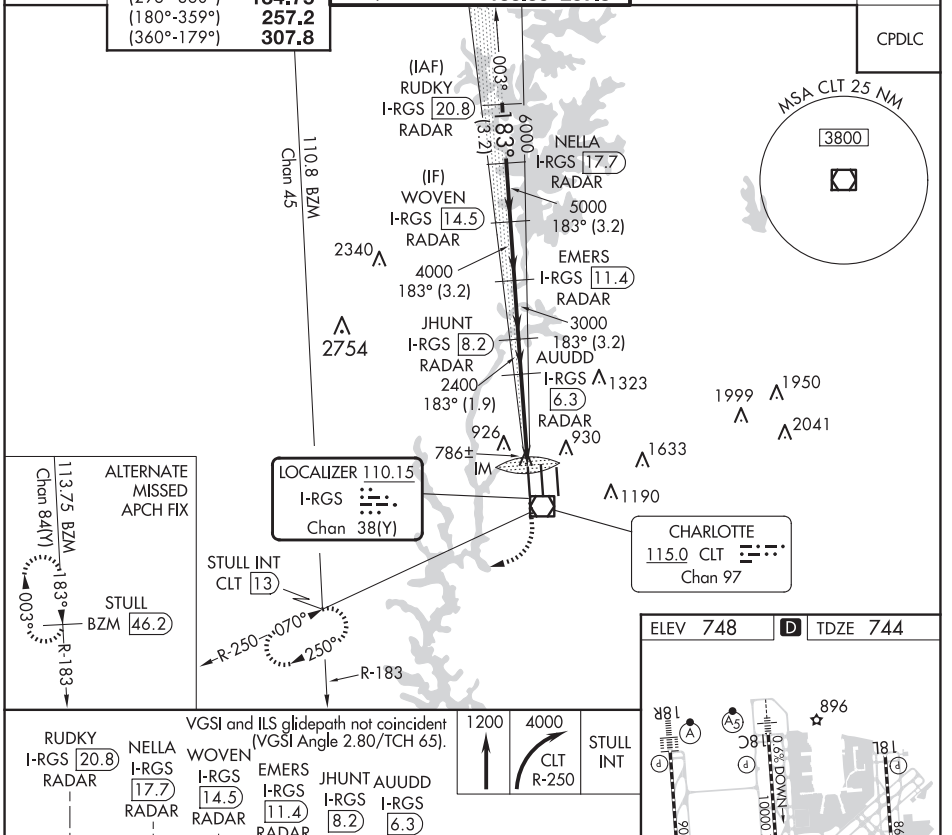
RADAR required for procedure entry. DME or RADAR required.

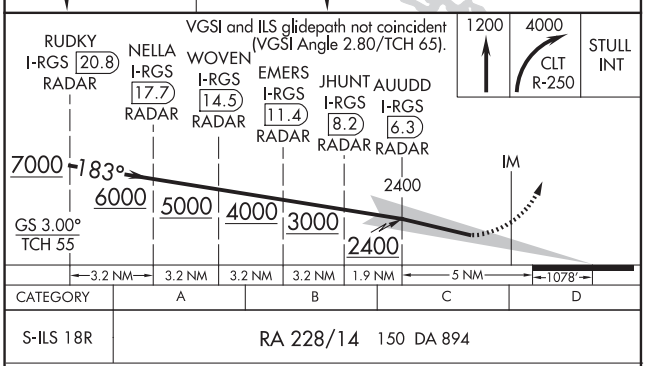
Simultaneous approach authorized. Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to DH.

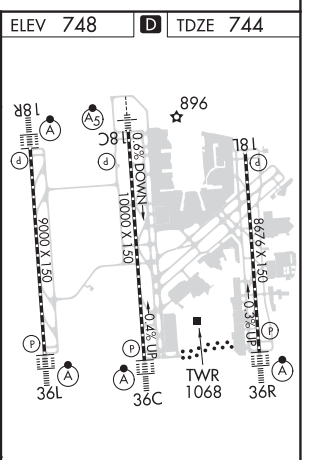
ALSF-2

MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 on CLT VOR/DME R-250 to STULL INT/CLT 13 DME and hold, continue climb-in-hold to 4000.

D-ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON	CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R)	118.1	257.8	121.8 348.6 (WEST)	127.15
DEP 132.1	(120°-295°)	120.05	(Rwy 18C-36C)	126.4	257.8	121.9 348.6 (EAST)	348.6
	(296°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8		CPDLC
	(180°-359°)	257.2					
	(360°-179°)	307.8					







HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

SA CATEGORY I ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

CHARLOTTE, NORTH CAROLINA AL-78 (FAA) 25051

ILS RWY 36L (SA CAT I)

CHARLOTTE/DOUGLAS INTL (CLT)

LOC/DME I-XUU	APP CRS	Rwy Idg	9000
110.15	003°	TDZE	744
Chan 38 (Y)		Apt Elev	748

Simultaneous approach authorized.
DME or RADAR required. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 and on CLT VOR/DME R-310 to BUDKE INT/CLT 16 DME and hold.

D-ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R)	118.1	257.8	121.8	348.6 (WEST)	127.15
DEP 132.1	(120°-295°)	120.05	(Rwy 18C-36C)	126.4	257.8	121.9	348.6 (EAST)	348.6
	(296°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8			
	(180°-359°)	257.2						CPDLC
	(360°-179°)	307.8						

1999 2041

926 930 1633 1190 870

CLT R-310

LOCALIZER 110.15
I-XUU
Chan 38(Y)

IM

CHARLOTTE
115.0 CLT
Chan 97

NLSON
I-XUU 6.6
RADAR

DEFOX
I-XUU 8.2
RADAR

(IF)
CUNUK
I-XUU 11.4
RADAR

LONIA
I-XUU 14.5
RADAR

NUXXY
I-XUU 17.7
RADAR

(IAF)
WELET
I-XUU 20.8
RADAR

2500
003° (1.6)

3000
003° (3.2)

4000
003° (3.2)

5000
003° (3.2)

6000
003° (3.2)

183°

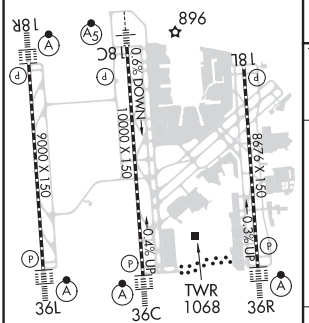
RADAR REQUIRED

MSA CLT 25 NM
3800

MISSED APCH FIX
113.75 BZM
Chan 84(Y)
R-310
130°
310°
BUDKE INT
CLT 16
115.0 CLT
Chan 97
R-184

ALTERNATE MISSED APCH FIX
113.75 BZM
Chan 84(Y)
184°
004°
BUDKE
BZM 31.5
R-184

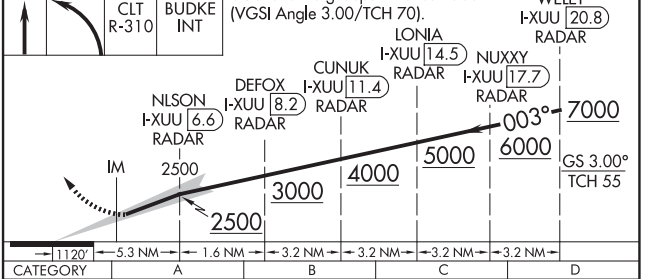
ELEV 748 D TDZE 744



HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

1200 4000 CLT R-310 BUDKE INT

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).



CATEGORY	A	B	C	D
S-ILS 36L	RA 164/14 150 DA 894			

SA CATEGORY I ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

CHARLOTTE, NORTH CAROLINA
Amdt 1B 10SEP20

35°13'N-80°57'W

CHARLOTTE/DOUGLAS INTL (CLT)
ILS RWY 36L (SA CAT I)

SE-2, 07 AUG 2025 to 02 OCT 2025

ILS RWY 36R (SA CAT I)

CHARLOTTE/DOUGLAS INTL (CLT)

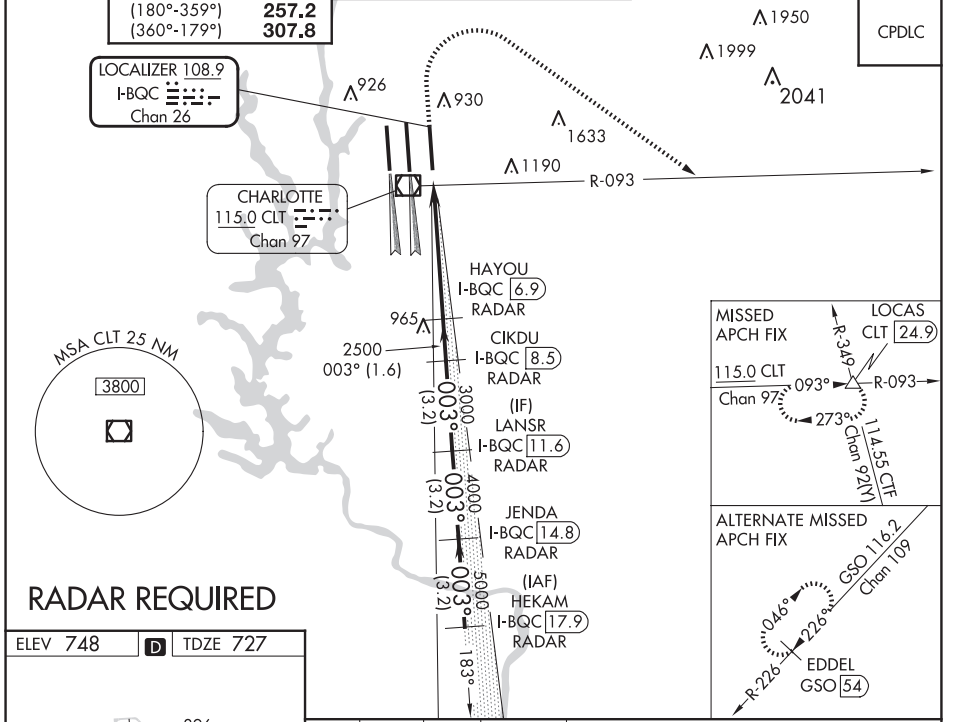
LOC/DME I-BQC	APP CRS	Rwy Idg	8390
108.9	003°	TDZE	727
Chan 26		Apt Elev	748

Simultaneous approach authorized.
DME or RADAR required. Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to DH.

ALSF-2

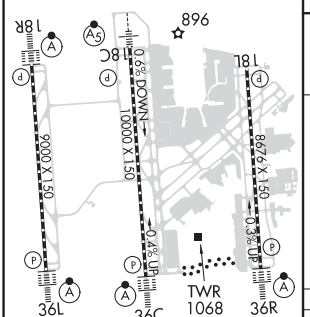
MISSED APPROACH: Climb to 1320 then climbing right turn to 4000 on CLT VOR/DME R-093 to LOCAS INT/24.9 DME and hold.

D-ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R)	118.1	257.8	121.8	348.6 (WEST)	127.15
DEP 132.1	(120°-295°)	120.05	(Rwy 18C-36C)	126.4	257.8	121.9	348.6 (EAST)	348.6
	(296°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8			CPDLC
	(180°-359°)	257.2						
	(360°-179°)	307.8						



RADAR REQUIRED

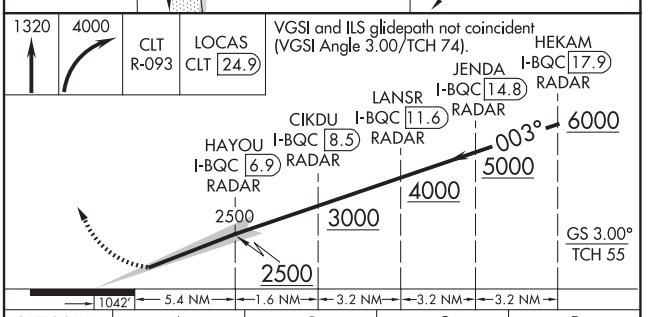
ELEV 748 | D | TDZE 727



HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

1320	4000	CLT R-093	LOCAS CLT 24.9

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 74).



CATEGORY	A	B	C	D
S-ILS 36R	RA 173/14 150 DA 877			

SA CATEGORY I ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

CHARLOTTE, NORTH CAROLINA | AL-78 (FAA) | 25051

ILS RWY 18R (CAT II & III)

CHARLOTTE/DOUGLAS INTL (CLT)

LOC/DME I-RGS	APP CRS	Rwy Idg	9000
110.15	183°	TDZE	744
Chan 38(Y)		Apt Elev	748

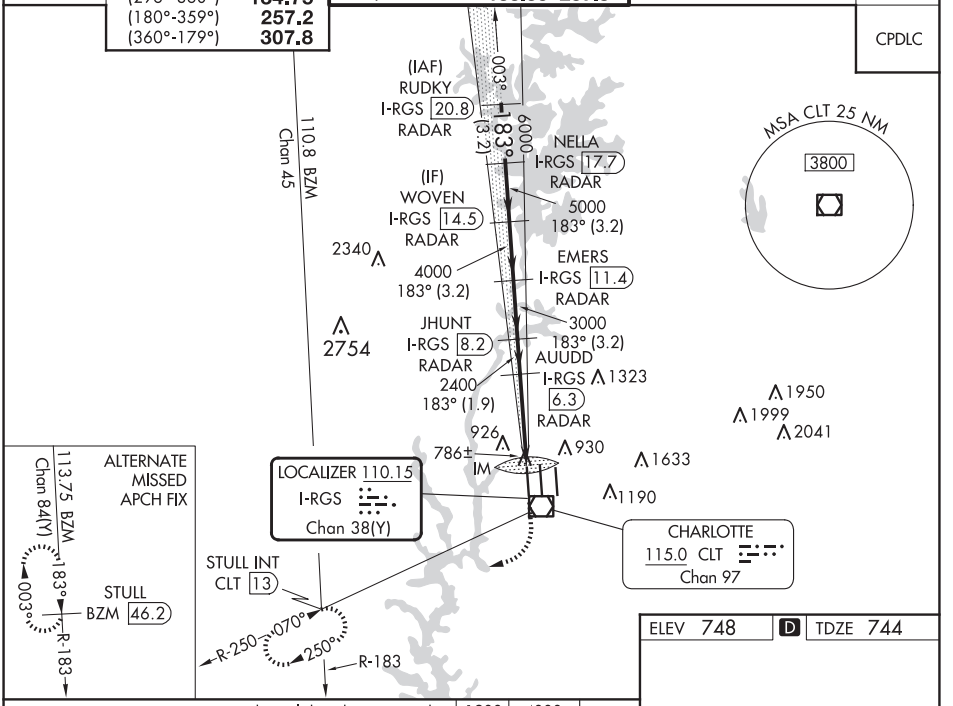
RADAR required for procedure entry. DME or RADAR required.

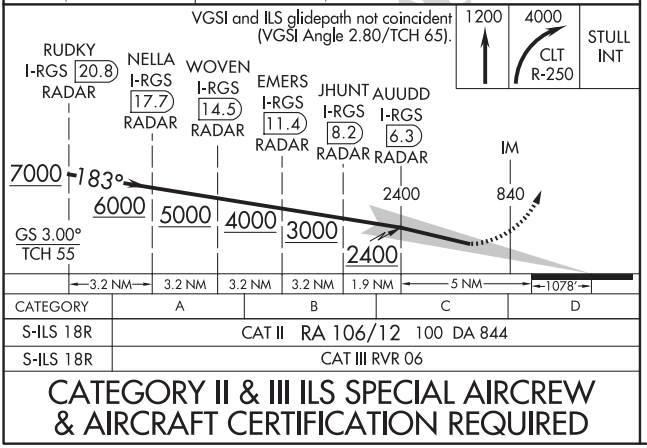
Simultaneous approach authorized.

ALSF-2

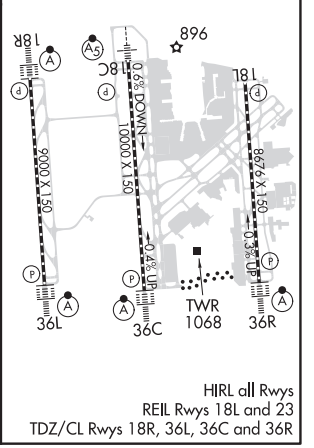
MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 on CLT VOR/DME R-250 to STULL INT/CLT 13 DME and hold, continue climb-in-hold to 4000.

D-ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON	CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R)	118.1	257.8	121.8 348.6 (WEST)	127.15
DEP 132.1	(120°-295°)	120.05	(Rwy 18C-36C)	126.4	257.8	121.9 348.6 (EAST)	348.6
	(296°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8		CPDLC
	(180°-359°)	257.2					
	(360°-179°)	307.8					





CATEGORY II & III ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

CHARLOTTE, NORTH CAROLINA
Amdt 2A 05DEC19

35°13'N-80°57'W

CHARLOTTE/DOUGLAS INTL (CLT)

ILS RWY 18R (CAT II & III)

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

ILS RWY 36C (CAT II & III)

CHARLOTTE/DOUGLAS INTL (CLT)

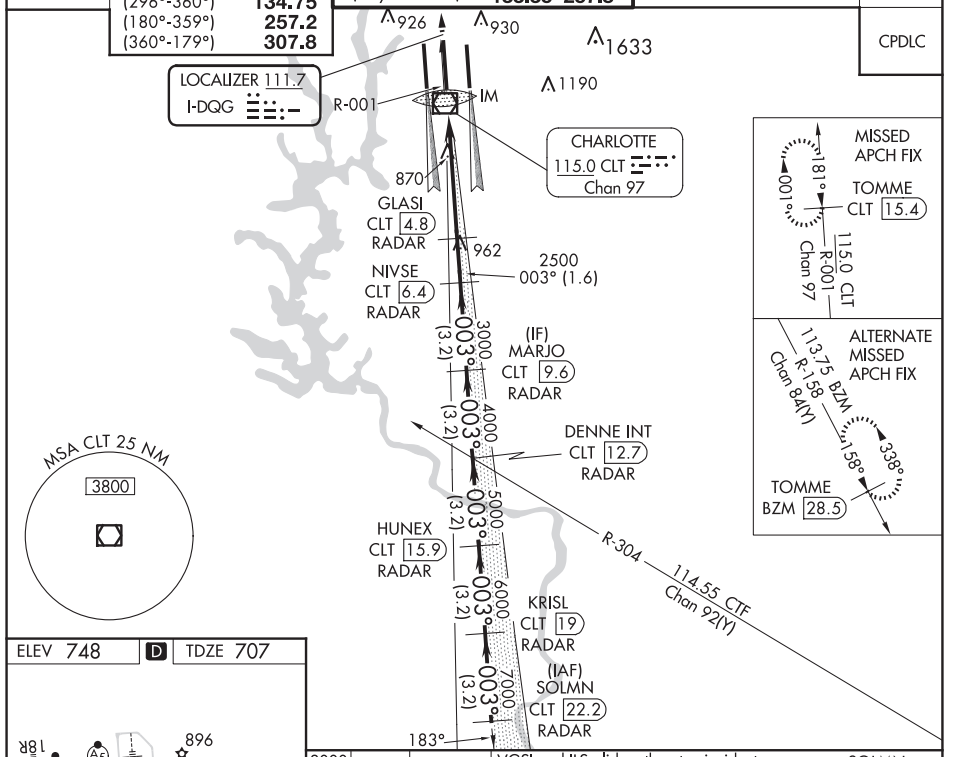
LOC I-DQG	APP CRS	Rwy Idg 10000
111.7	003°	TDZE 707
		Apt Elev 748

RADAR required for procedure entry. DME or RADAR required.
Simultaneous approach authorized.
DQG ILS LLZ Rwy 36C unusable for rollout guidance.

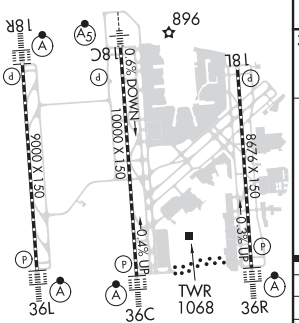
ALSF-2

MISSED APPROACH: Climb to 3000 on CLT VOR/DME R-001 to TOMME/CLT 15.4 DME and hold.

D-ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER		GND CON	CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R)	118.1 257.8	121.8 348.6 (WEST)	127.15
DEP 132.1	(120°-295°)	120.05	(Rwy 18C-36C)	126.4 257.8	121.9 348.6 (EAST)	348.6
	(296°-360°)	134.75	(Rwy 18R-36L)	133.35 257.8		CPDLC
	(180°-359°)	257.2				
	(360°-179°)	307.8				



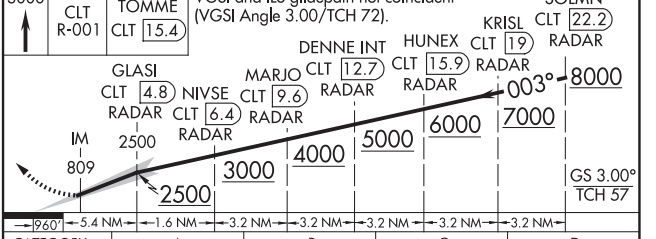
ELEV 748 D TDZE 707



HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

3000 CLT R-001 TOMME CLT 15.4

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



CATEGORY	A	B	C	D
S-ILS 36C	CAT II	RA 126/12	100	DA 807
S-ILS 36C	CAT IIIa	RVR 07		
S-ILS 36C	CAT IIIb	RVR 07		
S-ILS 36C	CAT IIIc	NA		

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

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

CHARLOTTE, NORTH CAROLINA AL-78 (FAA) 25051

LOC/DME I-XUU	APP CRS	Rwy Idg	9000
110.15	003°	TDZE	744
Chan 38(Y)		Apt Elev	748

ILS RWY 36L (CAT II & III)

CHARLOTTE/DOUGLAS INTL (CLT)

Simultaneous approach authorized.
DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 on CLT VOR/DME R-310 to BUDKE INT/CLT 16 DME and hold.

D-ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R)	118.1	257.8	121.8	348.6 (WEST)	127.15
DEP 132.1	(120°-295°)	120.05	(Rwy 18C-36C)	126.4	257.8	121.9	348.6 (EAST)	348.6
	(296°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8			CPDLC
	(180°-359°)	257.2						
	(360°-179°)	307.8						

1999 2041

926 930 1633 1190

CLT R-310

LOCALIZER 110.15
I-XUU
Chan 38(Y)

IM 870

CHARLOTTE
115.0 CLT
Chan 97

NLSON
I-XUU 6.6
RADAR

DEFOX
I-XUU 8.2
RADAR

(IF)
CUNUK
I-XUU 11.4
RADAR

LONIA
I-XUU 14.5
RADAR

NUXXY
I-XUU 17.7
RADAR

(IAF)
WELET
I-XUU 20.8
RADAR

2500
003° (1.6)

3000 003° (3.2)

4000 003° (3.2)

5000 003° (3.2)

6000 003° (3.2)

183°

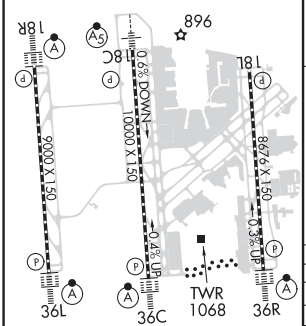
RADAR REQUIRED

MSA CLT 25 NM
3800

MISSED APCH FIX
113.75 BZM Chan 84(Y)
R-310 130° 310°
BUDKE INT CLT 16
115.0 CLT Chan 97
R-184

ALTERNATE MISSED APCH FIX
113.75 BZM Chan 84(Y)
184° 004°
BUDKE BZM 31.5
R-184

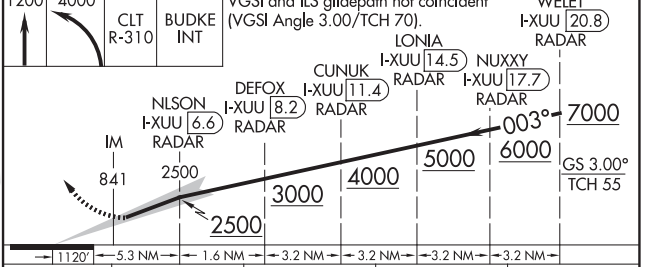
ELEV 748 D TDZE 744



HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

1200 4000 CLT R-310 BUDKE INT

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).



CATEGORY	A	B	C	D
S-ILS 36L	CAT II RA 106/12	100	DA 844	
S-ILS 36L	CAT IIIa RVR 07			
S-ILS 36L	CAT IIIb RVR 06			
S-ILS 36L	CAT IIIc NA			

CATEGORY II & III ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

CHARLOTTE, NORTH CAROLINA
Amdt 1B 10SEP20

35°13'N-80°57'W

CHARLOTTE/DOUGLAS INTL (CLT)
ILS RWY 36L (CAT II & III)

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

ILS RWY 36R (CAT II & III)

CHARLOTTE/DOUGLAS INTL (CLT)

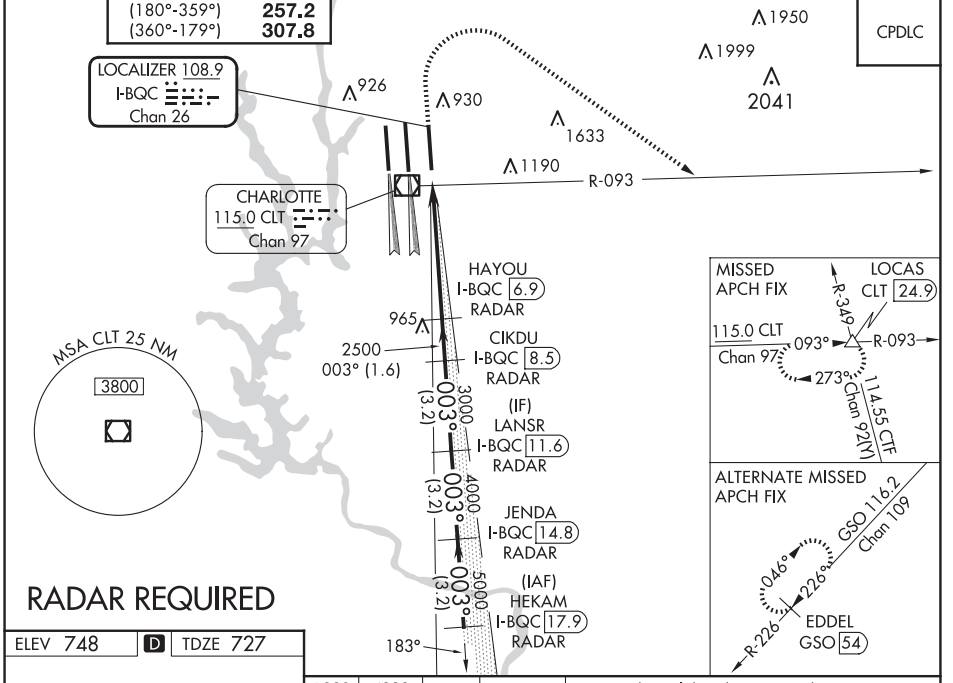
LOC/DME I-BQC	APP CRS	Rwy Idg	8390
108.9	003°	TDZE	727
Chan 26		Apt Elev	748

Simultaneous approach authorized.
DME or RADAR required.

ALSF-2

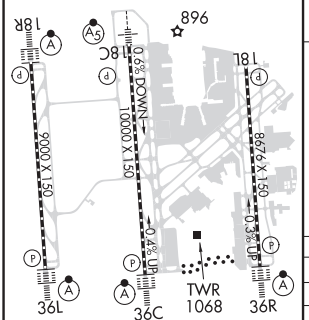
MISSED APPROACH: Climb to 1320 then climbing right turn to 4000 on CLT VOR/DME R-093 to LOCAS INT/24.9 DME and hold.

D-ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON	CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R)	118.1	257.8	121.8 348.6 (WEST)	127.15
DEP 132.1	(120°-295°)	120.05	(Rwy 18C-36C)	126.4	257.8	121.9 348.6 (EAST)	348.6
	(296°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8		CPDLC
	(180°-359°)	257.2					
	(360°-179°)	307.8					



RADAR REQUIRED

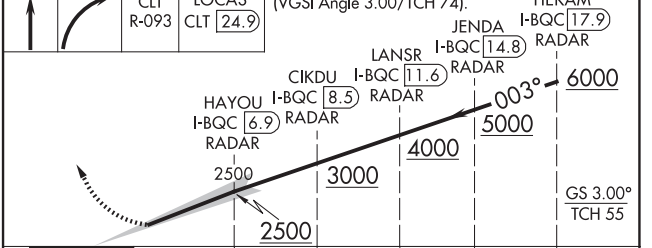
ELEV 748 | D | TDZE 727



HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

1320	4000	CLT R-093	LOCAS CLT 24.9

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 74).



CATEGORY	A	B	C	D
S-ILS 36R	CAT II RA 119/12 100 DA 827			
S-ILS 36R	CAT IIIa RVR 06			
S-ILS 36R	CAT IIIb NA			
S-ILS 36R	CAT IIIc NA			

CATEGORY II & III ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

CHARLOTTE, NORTH CAROLINA AL-78 (FAA) 25051

RNAV (RNP) Z RWY 18C

CHARLOTTE/DOUGLAS INTL (CLT)

APP CRS	Rwy Idg	10000
183°	TDZE	742
	Apt Elev	748

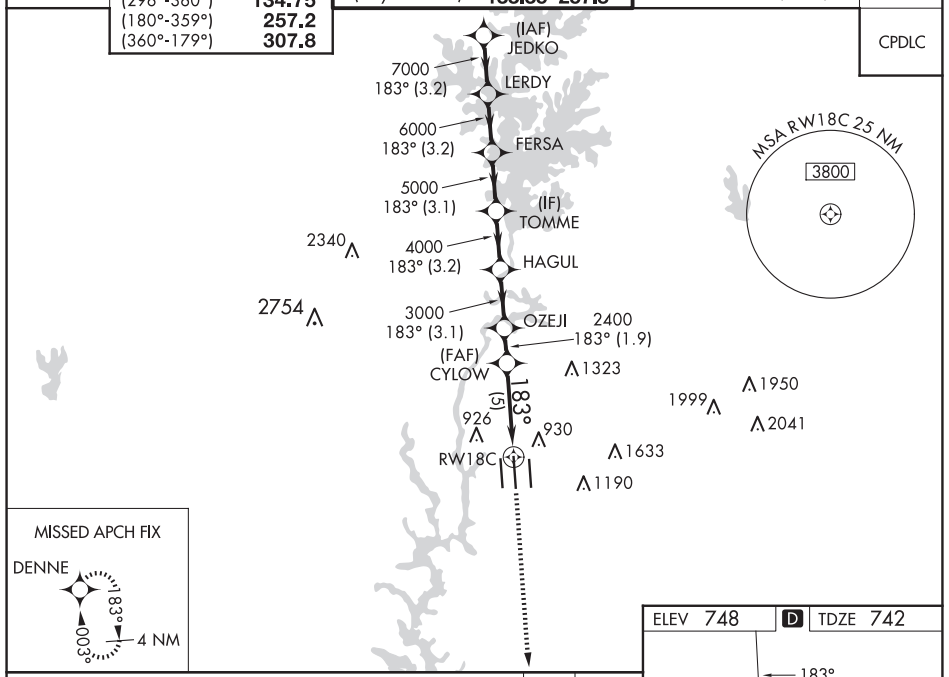
RNP AR APCH.

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

MALSR

MISSED APPROACH: Climb to 3000 direct DENNE and hold.

D-ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.325	(Rwys 18L-36R)	118.1	257.8	121.8	348.6 (WEST)	127.15
DEP 132.1	(120°-295°)	120.05	(Rwy 18C-36C)	126.4	257.8	121.9	348.6 (EAST)	348.6
	(296°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8			CPDLC
	(180°-359°)	257.2						
	(360°-179°)	307.8						



MISSED APCH FIX

DENNE

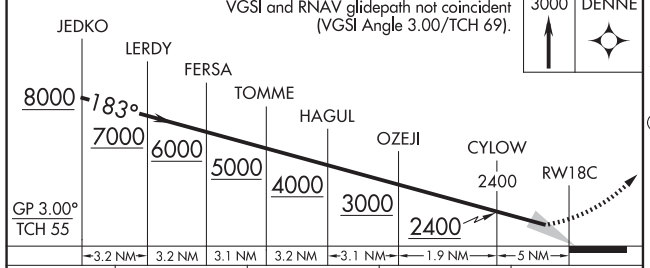
183°

003°

4 NM

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).

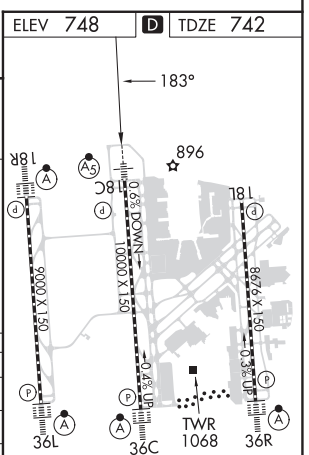
3000 DENNE



CATEGORY	A	B	C	D
RNP 0.11 DA		1067/26	325 (400-½)	
RNP 0.30 DA		1177/40	435 (500-¾)	

AUTHORIZATION REQUIRED

ELEV 748 D TDZE 742



HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (RNP) Z RWY 36C

CHARLOTTE/DOUGLAS INTL (CLT)

APP CRS	Rwy Idg	10000
003°	TDZE	707
	Apt Elev	748

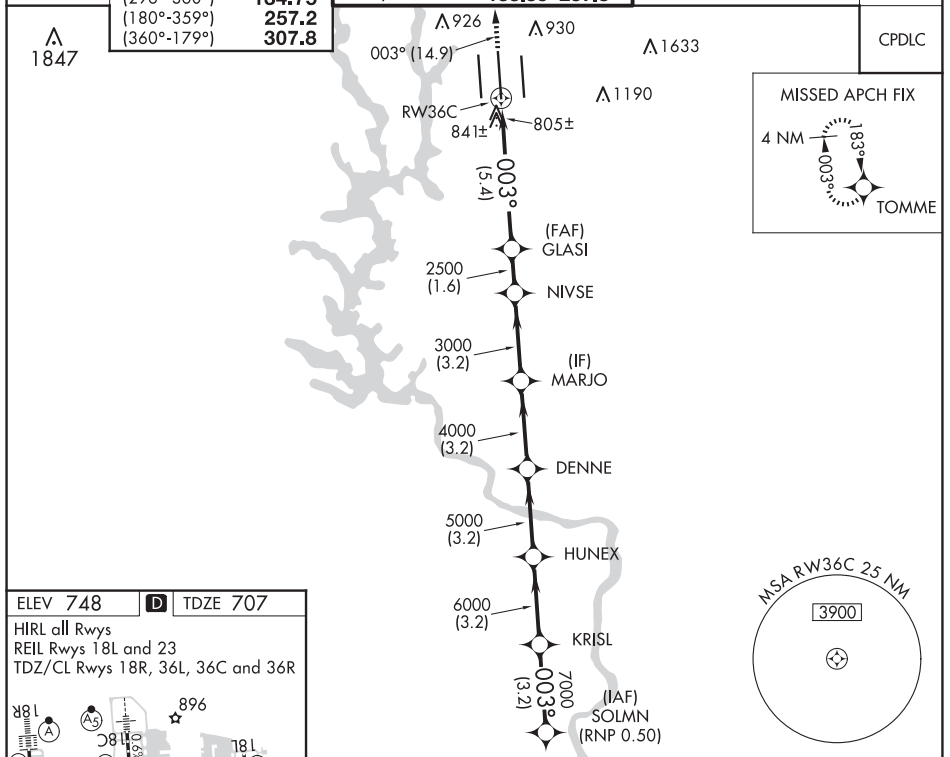
RNP AR APCH - GPS.

Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -8°C or above 54°C. For inop ALS, increase RNP 0.30 visibility all Cats to 1⅜ SM.

ALSF-2

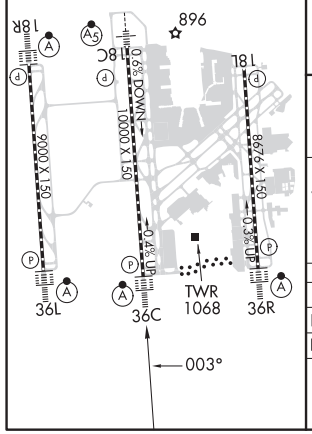
MISSED APPROACH: Climb to 3000 on track 003° to TOMME and hold.

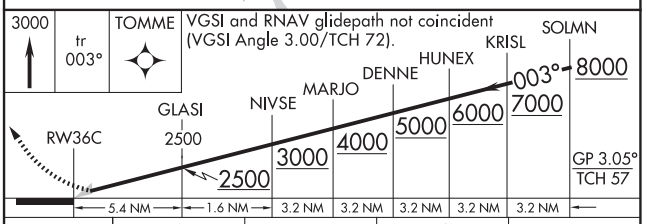
D-ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER		GND CON	CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R)	118.1 257.8	121.8 348.6 (WEST)	127.15
DEP 132.1	(120°-295°)	120.05	(Rwy 18C-36C)	126.4 257.8	121.9 348.6 (EAST)	348.6
	(296°-360°)	134.75	(Rwy 18R-36L)	133.35 257.8		CPDLC
	(180°-359°)	257.2				
	(360°-179°)	307.8				



ELEV 748 D TDZE 707

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R





CATEGORY	A	B	C	D
RNP 0.11 DA	1134/40 427 (400-¾)			
RNP 0.30 DA	1180/50 473 (500-1)			

AUTHORIZATION REQUIRED

SE-2, 07 AUG 2025 to 02 OCT 2025

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CHARLOTTE, NORTH CAROLINA AL-78 (FAA) 25051

WAAS	APP CRS	Rwy Idg 10000
CH 81800	183°	TDZE 742
W18B		Apt Elev 748

RNAV (GPS) Y RWY 18C

CHARLOTTE/DOUGLAS INTL (CLT)

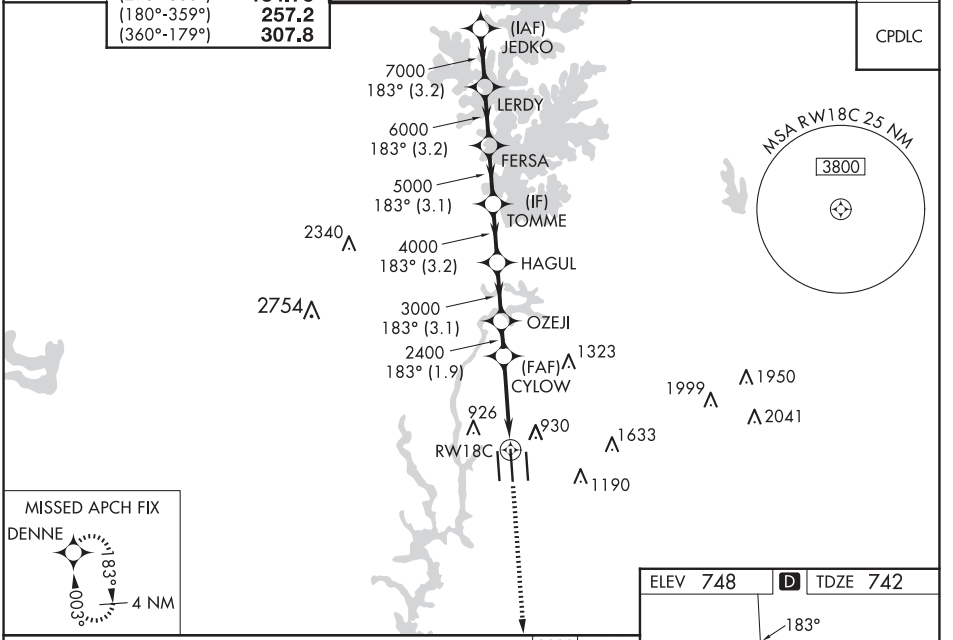
RNP APCH.

Circling NA at night. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 direct DENNE and hold.

D-ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER		GND CON	CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R)	118.1 257.8	121.8 348.6 (WEST)	127.15
DEP 132.1	(120°-295°)	120.05	(Rwy 18C-36C)	126.4 257.8	121.9 348.6 (EAST)	348.6
	(296°-360°)	134.75	(Rwy 18R-36L)	133.35 257.8		CPDLC
	(180°-359°)	257.2				
	(360°-179°)	307.8				



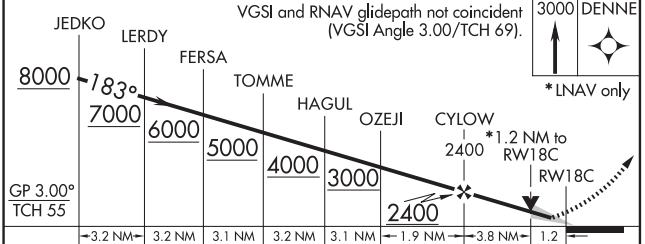
MISSED APCH FIX

DENNE 183° 003° 4 NM

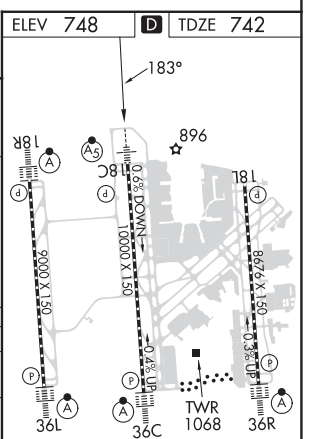
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).

3000 DENNE

*LNAV only



CATEGORY	A	B	C	D
LPV DA **	942/24 200 (200-½)			
LNAV/VNAV DA	1070/26 328 (400-½)			
LNAV MDA	1200/24 458 (500-½)		1200/45 458 (500-⅞)	
C CIRCLING	1380-1 632 (700-1)		1500-2¼ 752 (800-2¼)	1500-2½ 752 (800-2½)



HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

CHARLOTTE, NORTH CAROLINA
Amdt 4 15AUG19

35°13'N-80°57'W

CHARLOTTE/DOUGLAS INTL (CLT)
RNAV (GPS) Y RWY 18C

RNAV (GPS) Y RWY 18L

CHARLOTTE/DOUGLAS INTL (CLT)

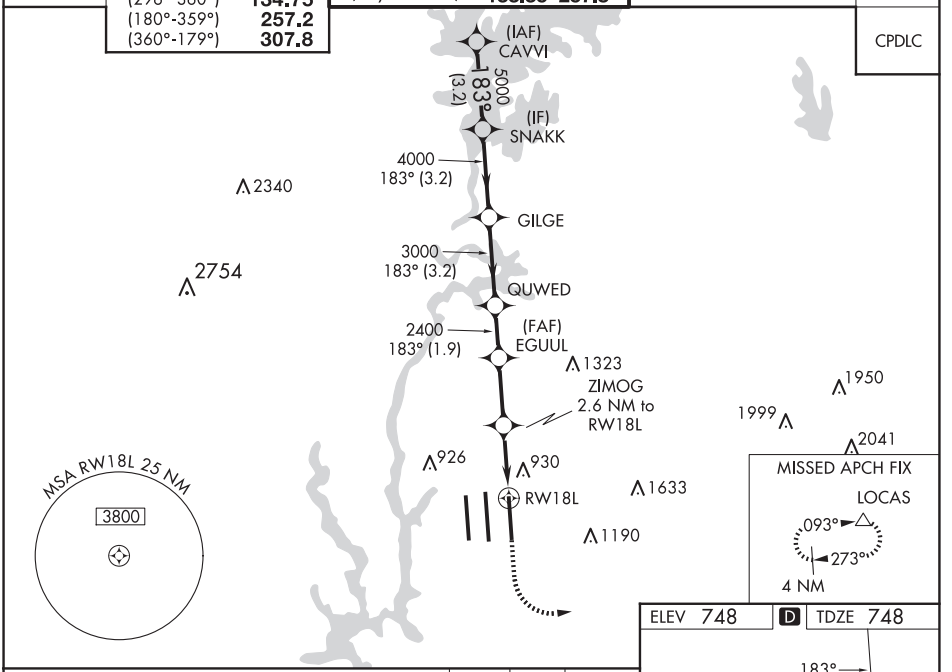
WAAS	APP CRS	Rwy Idg	8676
CH 77500	183°	TDZE	748
W18A		Apt Elev	748

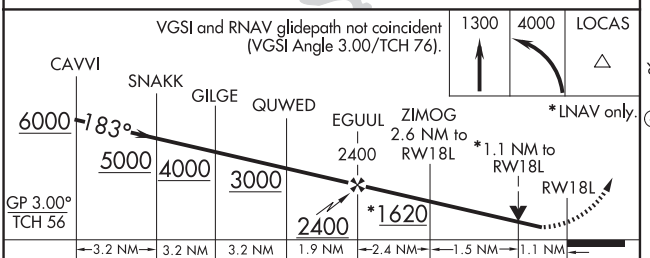
RNP APCH.

Circling NA at night. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. Rwy 18L helicopter visibility reduction below RVR 4000 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C.

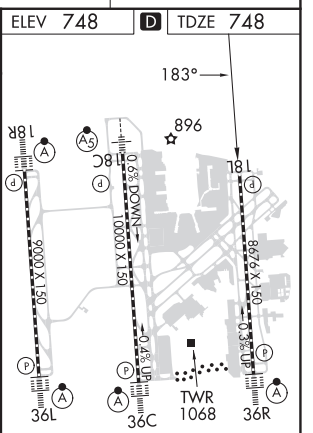
MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 direct LOCAS and hold.

D-ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER		GND CON	CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R)	118.1 257.8	121.8 348.6 (WEST)	127.15
DEP 132.1	(120°-295°)	120.05	(Rwy 18C-36C)	126.4 257.8	121.9 348.6 (EAST)	348.6
	(296°-360°)	134.75	(Rwy 18R-36L)	133.35 257.8		CPDLC
	(180°-359°)	257.2				
	(360°-179°)	307.8				





CATEGORY	A	B	C	D
LPV DA	1002/40 254 (300-¾)			
LNAV/VNAV DA	1216-1⅜ 468 (500-1⅜)			
LNAV MDA	1180/55 432 (500-1)		1180-1¼ 432 (500-1¼)	
C CIRCLING	1380-1 632 (700-1)		1500-2¼ 752 (800-2¼)	1500-2½ 752 (800-2½)



HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

CHARLOTTE, NORTH CAROLINA AL-78 (FAA) 25051

RNAV (GPS) Y RWY 18R

CHARLOTTE/DOUGLAS INTL (CLT)

WAAS	APP CRS	Rwy Idg	9000
CH 82415	183°	TDZE	744
W18D		Apt Elev	748

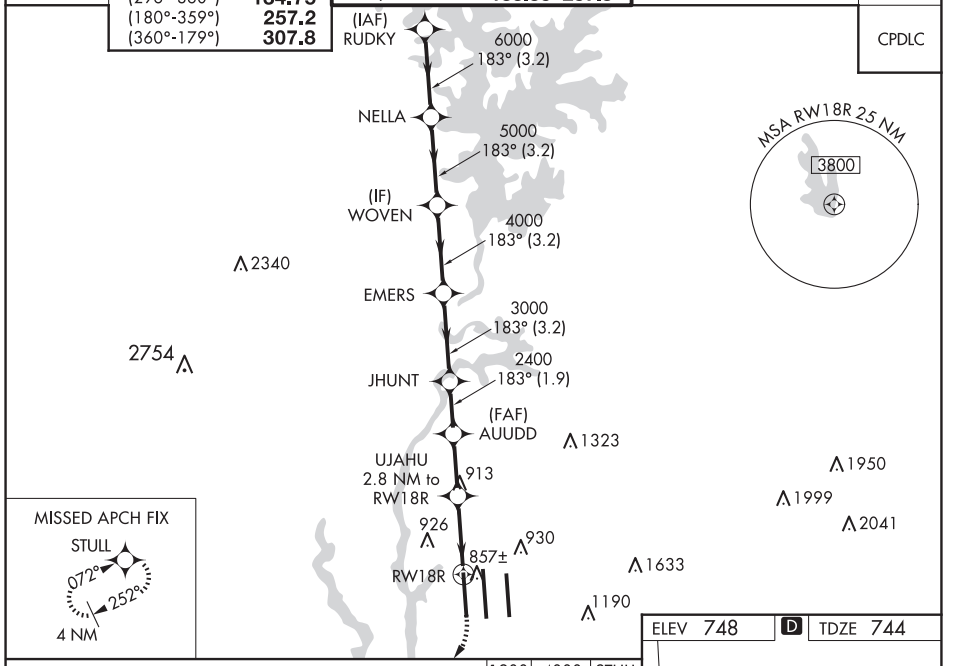
RNP APCH.

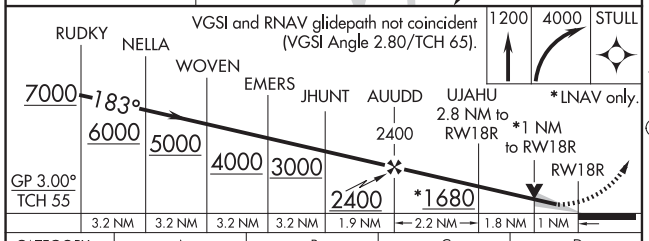
Circling NA at night. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500. For inop ALS, increase LNAV Cat C/D visibility to RVR 5500.

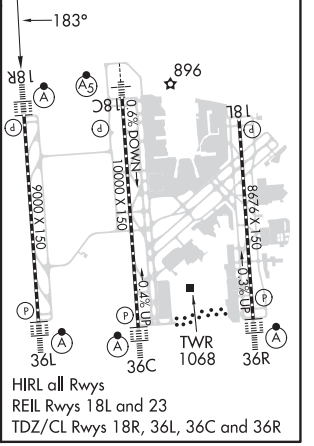
ALSF-2

MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 direct STULL and hold, continue climb-in-hold to 4000.

D-ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER		GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R)	118.1 257.8	121.8 348.6 (WEST)		127.15
DEP 132.1	(120°-295°)	120.05	(Rwy 18C-36C)	126.4 257.8	121.9 348.6 (EAST)		348.6
	(296°-360°)	134.75	(Rwy 18R-36L)	133.35 257.8			CPDLC
	(180°-359°)	257.2					
	(360°-179°)	307.8					







CATEGORY	A	B	C	D
LPV DA	944/18 200 (200-½)			
LNAV/VNAV DA	1018/24 274 (300-½)			
LNAV MDA	1120/24 376 (400-½)		1120/40 376 (400-¾)	
C CIRCLING	1380-1 632 (700-1)		1500-2¼ 752 (800-2¼)	1500-2½ 752 (800-2½)

CHARLOTTE, NORTH CAROLINA
Amdt 2 15AUG19

35°13'N-80°57'W

CHARLOTTE/DOUGLAS INTL (CLT)

RNAV (GPS) Y RWY 18R

SE-2, 07 AUG 2025 to 02 OCT 2025

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RNAV (GPS) Y RWY 36C

CHARLOTTE/DOUGLAS INTL (CLT)

WAAS	APP CRS	Rwy Idg	10000
CH 86200	003°	TDZE	707
W36B		Apt Elev	748

RNP APCH.

Circling NA at night. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. LNAV procedure NA during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 3000 direct TOMME and hold.

D-ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R)	118.1	257.8	121.8	348.6 (WEST)	127.15
DEP 132.1	(120°-295°)	120.05	(Rwy 18C-36C)	126.4	257.8	121.9	348.6 (EAST)	348.6
	(296°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8			
	(180°-359°)	257.2						CPDLC
	(360°-179°)	307.8						

1847 926 930 1633 1190

RW36C

(FAF) GLASI

2500 (1.6) NIVSE

3000 (3.2) (IF) MARJO

4000 (3.2) DENNE

5000 (3.2) HUNEX

6000 (3.2) KRISL

7000 003° (3.2) (IAF) SOLMN

MISSED APCH FIX

4 NM 183° 003° TOMME

MSA RW36C 25 NM

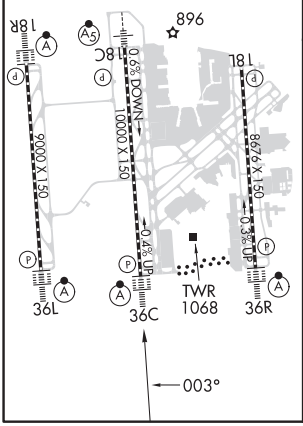
3800

ELEV 748 D TDZE 707

HIRL all Rwys

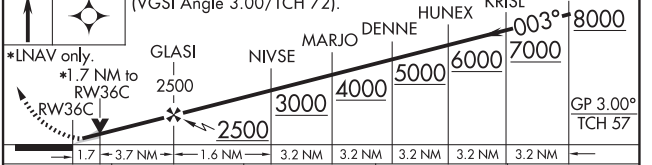
REIL Rwys 18L and 23

TDZ/CL Rwys 18R, 36L, 36C and 36R



3000 TOMME

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



CATEGORY	A	B	C	D
LPV DA	907/18 200 (200-½)			
LNAV/VNAV DA	1229-1⅜ 522 (500-1⅜)			
LNAV MDA	1320/40 613 (600-¾)		1320-1⅜ 613 (600-1⅜)	
C CIRCLING	1380-1 632 (700-1)		1500-2¼ 752 (800-2¼)	1500-2½ 752 (800-2½)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

CHARLOTTE, NORTH CAROLINA | AL-78 (FAA) | 25051

RNAV (GPS) Y RWY 36L

CHARLOTTE/DOUGLAS INTL (CLT)

WAAS	APP CRS	Rwy Idg	9000
CH 56515	003°	TDZE	744
W36A		Apt Elev	748

RADAR required for procedure entry. RNP APCH.

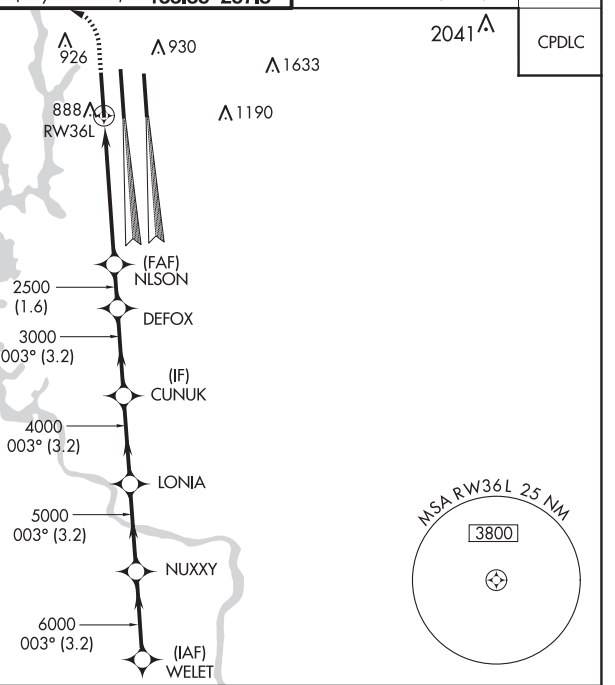
Circling NA at night. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and increase LNAV Cats C/D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C.

ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 direct BUDKE and hold.

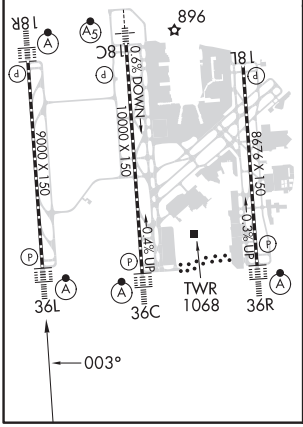
D-ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R)	118.1	257.8	121.8	348.6 (WEST)	127.15
DEP 132.1	(120°-295°)	120.05	(Rwy 18C-36C)	126.4	257.8	121.9	348.6 (EAST)	348.6
	(296°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8			CPDLC
	(180°-359°)	257.2						
	(360°-179°)	307.8						

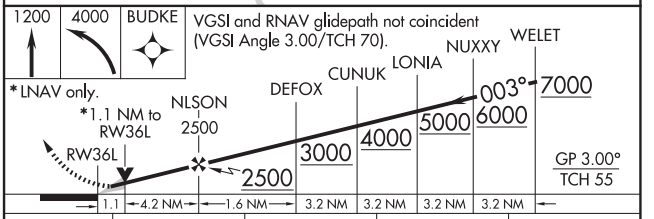
MISSED APCH FIX



ELEV 748 | D | TDZE 744

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R





CATEGORY	A	B	C	D
LPV DA	944/18 200 (200-½)			
LNAV/VNAV DA	1049/24 305 (400-½)			
LNAV MDA	1140/24 396 (400-½)		1140/35 396 (400-⅝)	
C CIRCLING	1380-1 632 (700-1)		1500-2¼ 752 (800-2¼)	1500-2½ 752 (800-2½)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) Y RWY 36R

CHARLOTTE/DOUGLAS INTL (CLT)

WAAS	APP CRS	Rwy Idg	8390
CH 90100	003°	TDZE	727
W36D		Apt Elev	748

RNP APCH.

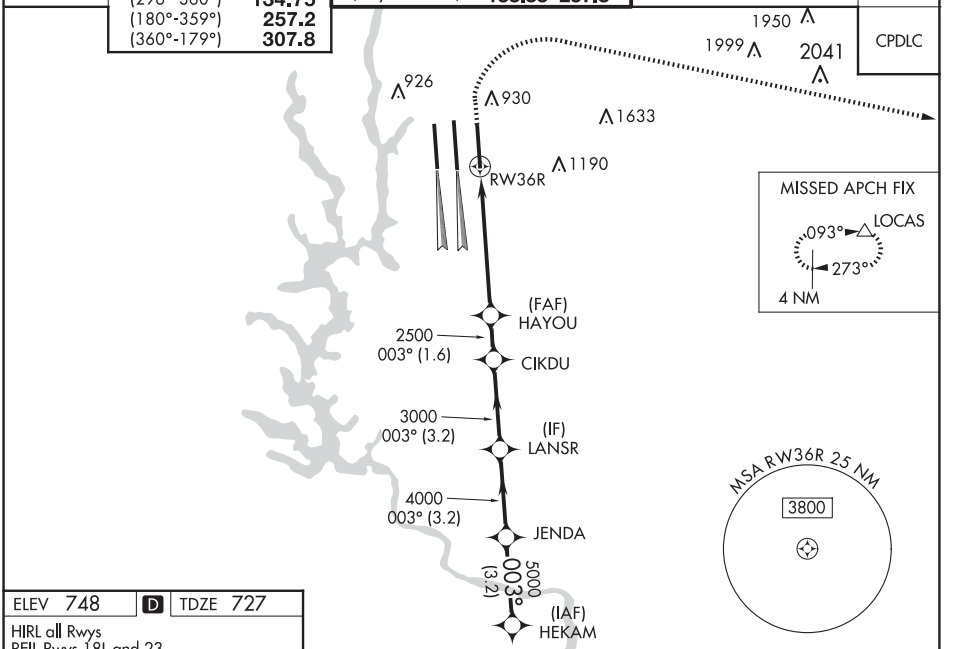
Circling NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations. For inop ALSF, increase LNAV/VNAV all Cats visibility to 1⅝ mile.

ALSF-2

MISSED APPROACH: Climb to1320 then climbing right turn to 4000 direct LOCAS and hold.

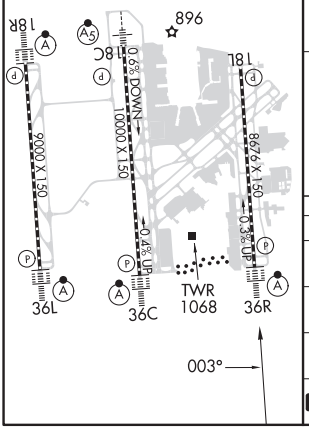
D-ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER		GND CON	CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R)	118.1 257.8	121.8 348.6 (WEST)	127.15
DEP 132.1	(120°-295°)	120.05	(Rwy 18C-36C)	126.4 257.8	121.9 348.6 (EAST)	348.6
	(296°-360°)	134.75	(Rwy 18R-36L)	133.35 257.8		
	(180°-359°)	257.2				
	(360°-179°)	307.8				

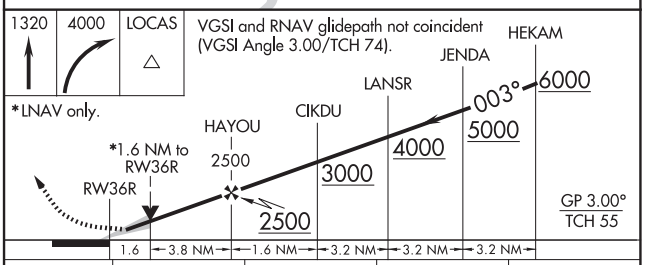
CPDLC



ELEV 748 | D | TDZE 727

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R





CATEGORY	A	B	C	D
LPV DA	927/18 200 (200-½)			
LNAV/VNAV DA	1229-1¼ 502 (500-1¼)			
LNAV MDA	1320/24 593 (600-½)		1320-1¼ 593 (600-1¼)	
C CIRCLING	1380-1 632 (700-1)		1500-2¼ 752 (800-2¼)	1500-2½ 752 (800-2½)

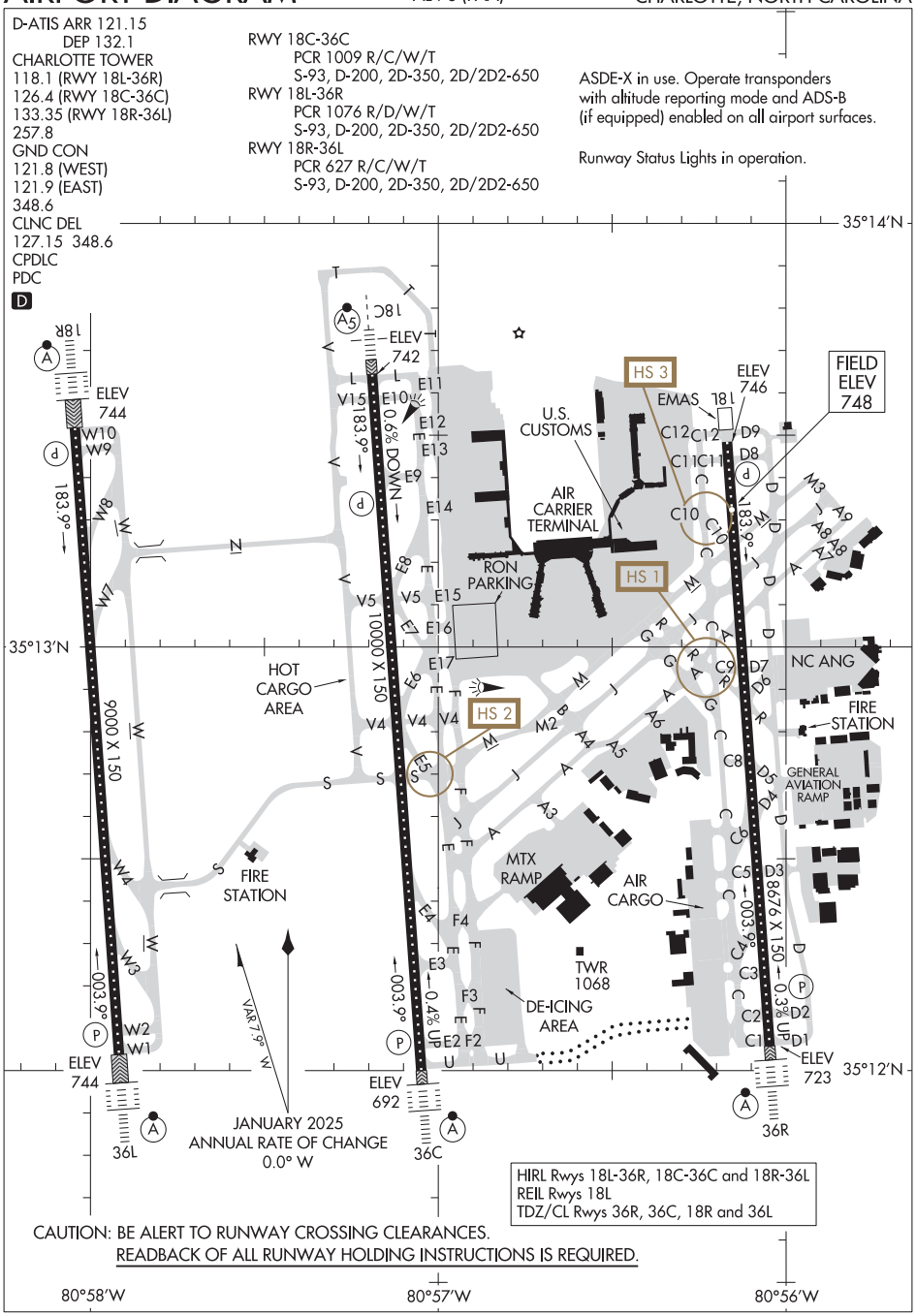
SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

25107

AIRPORT DIAGRAM

AL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA



SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM
25107
CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)

ATTENTION ALL USERS PAGE (AAUP)

1. **PREFLIGHT:** All aircraft capable of conducting terminal RNAV procedures should expect an RNAV SID clearance. If unable to accept the RNAV SID clearance, notify Clearance Delivery. Upon receipt of your Air Traffic Control (ATC) clearance, crosscheck the assigned RNAV SID, Departure Runway, and En route Transition, as loaded into and depicted by your navigation system, against your clearance. Ensure that the sequencing of waypoints loaded in the FMS matches the waypoints on the appropriate chart(s). Do not modify or manually construct RNAV procedures. Ensure all transitions are loaded correctly.

2. **BEFORE TAKEOFF:** Ensure that the Departure Runway assigned on taxi, RNAV SID, and En Route Transition are depicted by your navigation system. Pay particular attention if you have received a runway change or a revised ATC clearance. Pilots of aircraft equipped with electronic navigation map displays, must verify the aircraft symbol relative to the runway symbol and lateral track, and depicted route, agrees with your clerance. You should ensure the waypoints sequence depicted by your navigation system matches the route depicted on the appropriate chart(s) and the altitude set in the altitude window matches the TOP ALTITUDE of the SID, unless amended by ATC. For navigation systems with ROUTE and LEGS pages, the LEGS page should be used to verify routing. If unable to comply with the RNAV SID contact ATC prior to takeoff and request an amended clearance.

3. **LINE UP/TAKEOFF:** Pilots can expect a takeoff clearance from ATC that will provide instructions to depart the runway via the heading coded in the departure path, as depicted on the chart or via an assigned heading to be maintained. IE: On runway 18L and 18C aircraft should fly runway heading or heading assigned by ATC. Runway 36C aircraft are expected to fly heading 330 or heading assigned by ATC. Runway 36R aircraft are expected to fly heading 025 or heading assigned by ATC. A typical takeoff clearance will state, for example, "Delta 123, runway three six right, cleared for takeoff" or "Delta 123, runway one eight center, cleared for take-off". After verifying that the correct runway and departure are loaded and that the correct lateral navigation mode is available and ready for use after takeoff, the expected pilot response is, "Delta 123, runway three six right, cleared for takeoff" or "Delta 123, runway one eight center, cleared for takeoff". If the takeoff clearance does not match the planned/loaded procedure, either request an initial heading from tower or refuse the takeoff clearance until the discrepancy is resolved.

4. **AFTER TAKEOFF:** Pilots are expected to comply with the headings coded on the various departure procedures. Aircraft can expect guidance/vectors towards the initial or subsequent waypoint on a procedure. For example, "American 123, proceed direct DANEC" or "American 123, proceed direct GULFY". Pilots should maintain heading on departure until cleared by ATC direct to a waypoint or vectors towards the initial or subsequent waypoint on a procedure. For example, "American 123 proceed direct DANEC" or "American 123, proceed direct GULFY". Parallel RNAV departures must not encroach on the airspace between parallel runway centerlines without specific ATC clearance. Manually intervene if necessary to stay on track to avoid transgressing in the direction of a parallel track. If unable to comply with the SID profile, immediately notify ATC.

(CONTINUED ON FOLLOWING PAGE)

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ATTENTION ALL USERS PAGE (AAUP)

CONTINUED FROM PREVIOUS PAGE

5. **SPECIFIC INFORMATION:** Charlotte will utilize RNAV departures operations all hours of the day seven days a week. All properly equipped aircraft should expect to fly CHARLOTTE RNAV DEPARTURE. Pilots may anticipate a runway assignment based upon the information below, however runway assignments will be issued on initial contact with Ground Control.

Charlotte RNAV SIDs Directions

North	East	South	West
JOJJO	BARMY	ICONS	ESTRR
WEAZL	KILNS	BEAVY	BOBZY
KRITR	LILLS	KWEEN	

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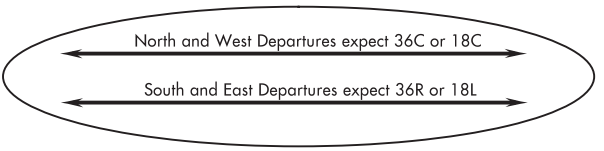
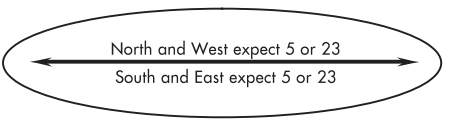
Expected Runway Assignment

Dual Departures



Night Noise Operations



BARMY FIVE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAYS 18L/C: Climb on heading 183° to 1260, then on heading 183° or as assigned by ATC on RADAR vectors to MESHY, thence. . . .
TAKEOFF RUNWAY 18R: Climb on heading 183° to 1260, then on heading 200° or as assigned by ATC on RADAR vectors to MESHY, thence. . . .
TAKEOFF RUNWAY 36L: Climb on heading 003° to 1260, then on heading 315° or as assigned by ATC on RADAR vectors to MESHY, thence. . . .
TAKEOFF RUNWAY 36C: Climb on heading 003° to 1260, then on heading 330° or as assigned by ATC on RADAR vectors to MESHY, thence. . . .
TAKEOFF RUNWAY 36R: Climb on heading 003° to 1260, then on heading 025° or as assigned by ATC on RADAR vectors to MESHY, thence. . . .

. . . .on depicted route to BARMY, then on assigned transition. Maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

NUTZE TRANSITION (BARMY5.NUTZE)
RALEIGH/DURHAM TRANSITION (BARMY5.RDU)
TAR RIVER TRANSITION (BARMY5.TYI)

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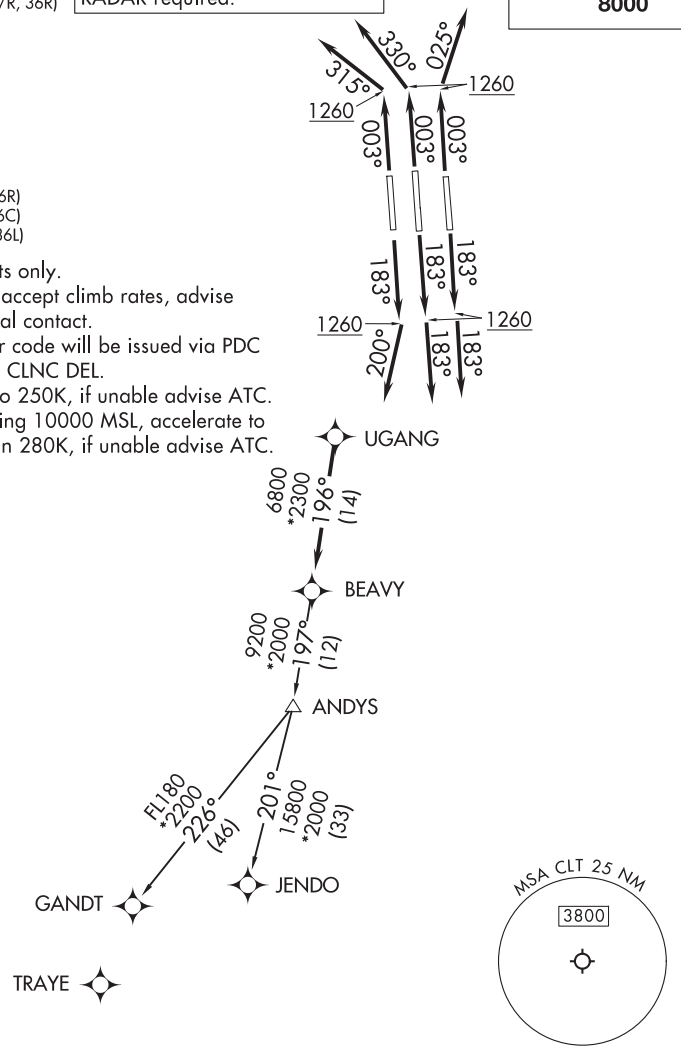
BEAVY SIX DEPARTURE (RNAV)

CHARLOTTE DEP CON
120.5 257.2 (Rwys 36L/C)
124.0 307.8 (Rwys18L/C/R, 36R)
D-ATIS DEP
132.1
CLNC DEL
127.15 348.6
CPDLC
GND CON
121.8 348.6 (WEST)
121.9 348.6 (EAST)
CHARLOTTE TOWER
118.1 257.8 (Rwys 18L-36R)
126.4 257.8 (Rwy 18C-36C)
133.35 257.8 (Rwy 18R-36L)

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

TOP ALTITUDE: 8000

NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Accelerate to 250K, if unable advise ATC. Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.



TAKEOFF MINIMUMS
Rwys 18L/C/R, 36C/R: Standard with minimum climb of 500'per NM to 1260.
Rwy 36L: Standard with minimum climb of 500' per NM to 1400.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

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(BEAVY6.BEAVY) 24081

BEAVY SIX DEPARTURE (RNAV)

AL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAYS 18L/C: Climb on heading 183° to 1260, then on heading 183° or as assigned by ATC on RADAR vectors to UGANG, thence. . . .
TAKEOFF RUNWAY 18R: Climb on heading 183° to 1260, then on heading 200° or as assigned by ATC on RADAR vectors to UGANG, thence. . . .
TAKEOFF RUNWAY 36C: Climb on heading 003° to 1260, then on heading 330° or as assigned by ATC on RADAR vectors to UGANG, thence. . . .
TAKEOFF RUNWAY 36L: Climb on heading 003° to 1260, then on heading 315° or as assigned by ATC on RADAR vectors to UGANG, thence. . . .
TAKEOFF RUNWAY 36R: Climb on heading 003° to 1260, then on heading 025° or as assigned by ATC on RADAR vectors to UGANG, thence. . . .

. . . .on depicted route to BEAVY, then on assigned transition. Maintain 8000.
Expect clearance to filed altitude within 10 minutes after departure.

GANDT TRANSITION (BEAVY6.GANDT)
JENDO TRANSITION (BEAVY6.JENDO)

SE-2, 07 AUG 2025 to 02 OCT 2025

TOP ALTITUDE: 8000

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

CHARLOTTE DEP CON 120.5 257.2
D-ATIS DEP 132.1
CLNC DEL 127.15 348.6
CPDLC
GND CON 121.8 348.6 (WEST) 121.9 348.6 (EAST)
CHARLOTTE TOWER 118.1 257.8 (Rwys 18L-36R) 126.4 257.8 (Rwy 18C-36C) 133.35 257.8 (Rwy 18R-36L)

NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Accelerate to 250K, if unable advise ATC. Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

TAKEOFF MINIMUMS
Rwys 18L/C/R, 36C/R: Standard with minimum climb of 500' per NM to 1260.
Rwy 36L: Standard with minimum climb of 500' per NM to 1400.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

BOBZY FIVE DEPARTURE (RNAV)
(BOBZY5.BOBZY) 21MAR24
CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)

(BOBZY5.BOBZY) 24081

BOBZY FIVE DEPARTURE (RNAV)

AL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

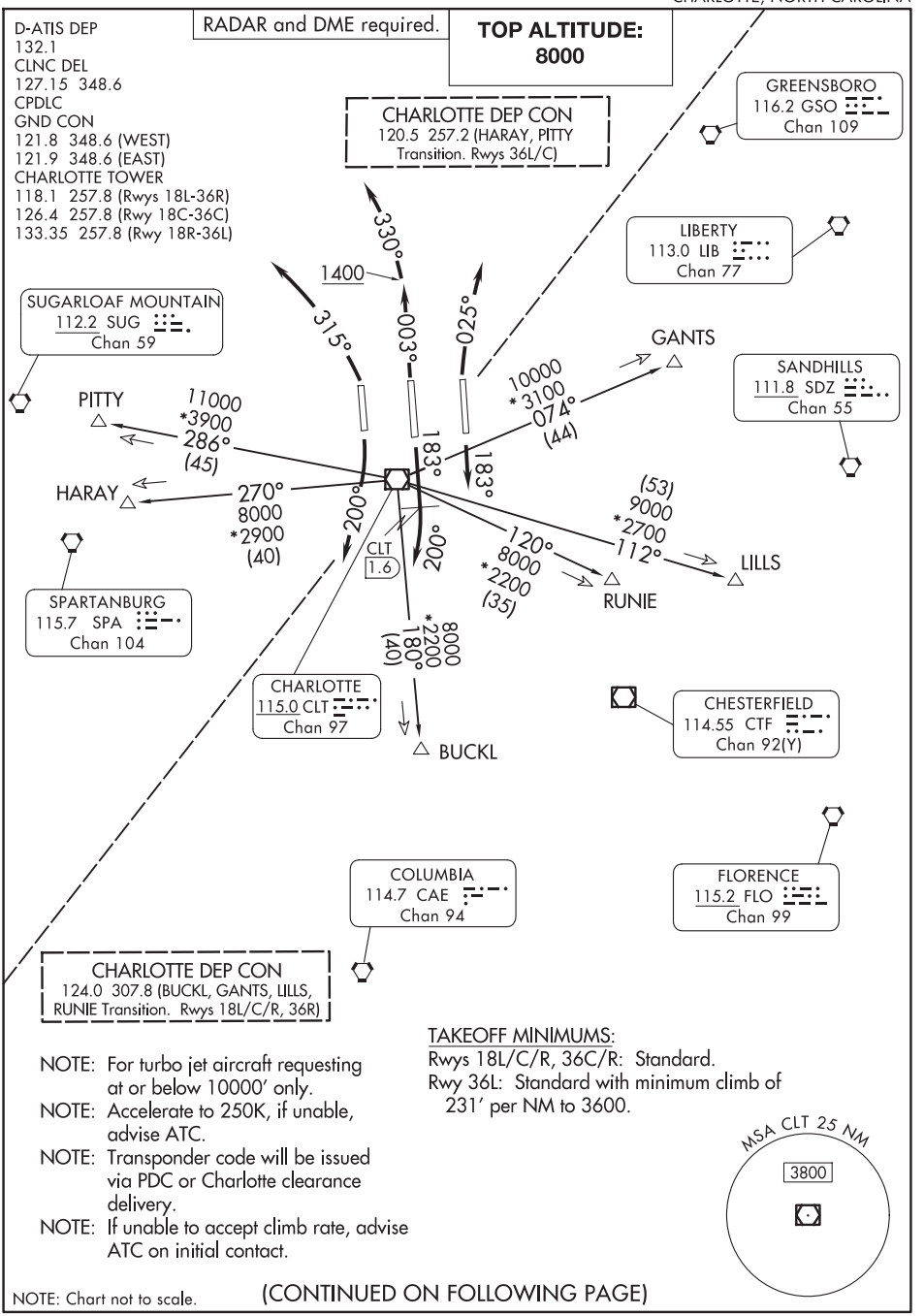
SE-2, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAYS 18L/C: Climb on heading 183° to 1260, then on heading 183° or as assigned by ATC on RADAR vectors to LACHN, thence. . . .
TAKEOFF RUNWAY 18R: Climb on heading 183° to 1260, then on heading 200° or as assigned by ATC on RADAR vectors to LACHN, thence. . . .
TAKEOFF RUNWAY 36L: Climb on heading 003° to 1260, then on heading 315° or as assigned by ATC on RADAR vectors to LACHN, thence. . . .
TAKEOFF RUNWAY 36C: Climb on heading 003° to 1260, then on heading 330° or as assigned by ATC on RADAR vectors to LACHN, thence. . . .
TAKEOFF RUNWAY 36R: Climb on heading 003° to 1260, then on heading 025° or as assigned by ATC on RADAR vectors to LACHN, thence. . . .

. . . .on depicted route to BOBZY, then on assigned transition. Maintain 8000.
Expect clearance to filed altitude within 10 minutes after departure.

NASHVILLE TRANSITION (BOBZY5.BNA)
TNSLY TRANSITION (BOBZY5.TNSLY)



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(CLT3.CLT) 23222

CHARLOTTE THREE DEPARTURE AL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18C: Climb on heading 183° until passing CLT VOR/DME 1.6 DME, then turn right heading 200°, Thence. . . .
TAKEOFF RUNWAY 18L: Climb on heading 183°, Thence. . . .
TAKEOFF RUNWAY 18R: Climbing right turn heading 200°, Thence. . . .
TAKEOFF RUNWAY 36C: Climb on heading 003° to 1400 then left turn heading 330°, Thence. . . .
TAKEOFF RUNWAY 36L: Climbing left turn heading 315°, Thence. . . .
TAKEOFF RUNWAY 36R: Climbing right turn heading 025°, Thence. . . .

. . . .expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 8000. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

BUCKL TRANSITION (CLT3.BUCKL): From over CLT VOR/DME to BUCKL.
GANTS TRANSITION (CLT3.GANTS): From over CLT VOR/DME to GANTS.
HARAY TRANSITION (CLT3.HARAY): From over CLT VOR/DME to HARAY.
LILLS TRANSITION (CLT3.LILLS): From over CLT VOR/DME to LILLS.
PITTY TRANSITION (CLT3.PITTY): From over CLT VOR/DME to PITTY.
RUNIE TRANSITION (CLT3.RUNIE): From over CLT VOR/DME to RUNIE.

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CHARLOTTE DEP CON 120.5 257.2
D-ATIS DEP 132.1
CLNC DEL 127.15 348.6
GND CON 121.8 348.6 (WEST) 121.9 348.6 (EAST)
CHARLOTTE TOWER 118.1 257.8 (Rwys 18L-36R) 126.4 257.8 (Rwy 18C-36C) 133.35 257.8 (Rwy 18R-36L)
MSA CLT 25 NM
3800
N
025° 330° 315° 1260
003° 003° 003°
183° 183° 183°
183° 183° 200° 1260
GINNN
ESTRR
255° (7)
7600
*2700
255° (11)
DEBIE
FL180
*2600
243° (62)
IPTAY
CHOPZ
BGRED
TOP ALTITUDE: 8000
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.
NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Accelerate to 250K, if unable advise ATC. Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
TAKEOFF MINIMUMS
Rwys 18L/C/R, 36C/R: Standard with minimum climb of 500' per NM to 1260.
Rwy 36L: Standard with minimum climb of 500' per NM to 1400.
(CONTINUED ON FOLLOWING PAGE)
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAYS 18L/C: Climb on heading 183° to 1260, then on heading 183° or as assigned by ATC on RADAR vectors to GINNN, thence. . . .
TAKEOFF RUNWAY 18R: Climb on heading 183° to 1260, then on heading 200° or as assigned by ATC on RADAR vectors to GINNN, thence. . . .
TAKEOFF RUNWAY 36C: Climb on heading 003° to 1260, then on heading 330° or as assigned by ATC on RADAR vectors to GINNN, thence. . . .
TAKEOFF RUNWAY 36L: Climb on heading 003° to 1260, then on heading 315° or as assigned by ATC on RADAR vectors to GINNN, thence. . . .
TAKEOFF RUNWAY 36R: Climb on heading 003° to 1260, then on heading 025° or as assigned by ATC on RADAR vectors to GINNN, thence. . . .

. . . .on track 255° to ESTRR, then on IPTAY Transition. Maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

IPTAY TRANSITION (ESTRR5.IPTAY)

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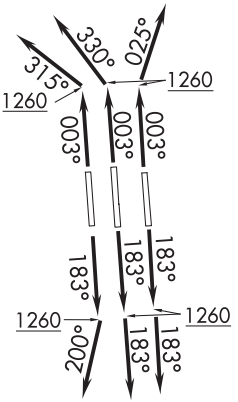
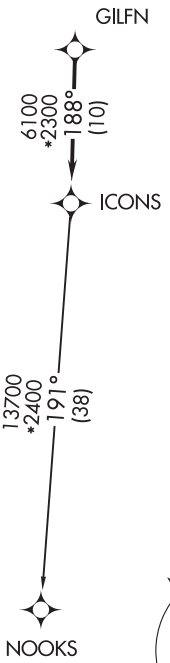
ICONS FIVE DEPARTURE (RNAV)

CHARLOTTE DEP CON
120.5 257.2 (Rwys 36L/C)
124.0 307.8 (Rwys 18L/C/R, 36R)
D-ATIS DEP
132.1
CLNC DEL
127.15 348.6
CPDLC
GND CON
121.8 348.6 (WEST)
121.9 348.6 (EAST)
CHARLOTTE TOWER
118.1 257.8 (Rwys 18L-36R, 5-23)
126.4 257.8 (Rwy 18C-36C)
133.35 257.8 (Rwy 18R-36L)

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

TOP ALTITUDE: 8000

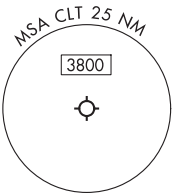




TAKEOFF MINIMUMS

Rwys 18L/C/R, 36C/R: Standard with minimum climb of 500' per NM to 1260.
Rwy 36L: Standard with minimum climb of 500' per NM to 1400.

NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Accelerate to 250K, if unable advise ATC. Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

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DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAYS 18L/C: Climb on heading 183° to 1260, then on heading 183° or as assigned by ATC on RADAR vectors to GILFN, thence. . . .
TAKEOFF RUNWAY 18R: Climb on heading 183° to 1260, then on heading 200° or as assigned by ATC on RADAR vectors to GILFN, thence. . . .
TAKEOFF RUNWAY 36L: Climb on heading 003° to 1260, then on heading 315° or as assigned by ATC on RADAR vectors to GILFN, thence. . . .
TAKEOFF RUNWAY 36C: Climb on heading 003° to 1260, then on heading 330° or as assigned by ATC on RADAR vectors to GILFN, thence. . . .
TAKEOFF RUNWAY 36R: Climb on heading 003° to 1260, then on heading 025° or as assigned by ATC on RADAR vectors to GILFN, thence. . . .

. . . .on track 188° to ICONS, then on NOOKS transition. Maintain 8000.
Expect clearance to filed altitude within 10 minutes after departure.

NOOKS TRANSITION (ICONS5.NOOKS)

SE-2, 07 AUG 2025 to 02 OCT 2025

JOJJO FIVE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAYS 18L/C: Climb on heading 183° to 1260, then on heading 183° or as assigned by ATC on RADAR vectors to WAYDS, thence. . . .
TAKEOFF RUNWAY 18R: Climb on heading 183° to 1260, then on heading 200° or as assigned by ATC on RADAR vectors to WAYDS, thence. . . .
TAKEOFF RUNWAY 36L: Climb on heading 003° to 1260, then on heading 315° or as assigned by ATC on RADAR vectors to WAYDS, thence. . . .
TAKEOFF RUNWAY 36C: Climb on heading 003° to 1260, then on heading 330° or as assigned by ATC on RADAR vectors to WAYDS, thence. . . .
TAKEOFF RUNWAY 36R: Climb on heading 003° to 1260, then on heading 025° or as assigned by ATC on RADAR vectors to WAYDS, thence. . . .

. . . .on depicted route to JOJJO, then on assigned transition. Maintain 8000.
Expect clearance to filed altitude within 10 minutes after departure.

CUBIM TRANSITION (JOJJO5.CUBIM)
DOOGE TRANSITION (JOJJO5.DOOGE)
NOONN TRANSITION (JOJJO5.NOONN)

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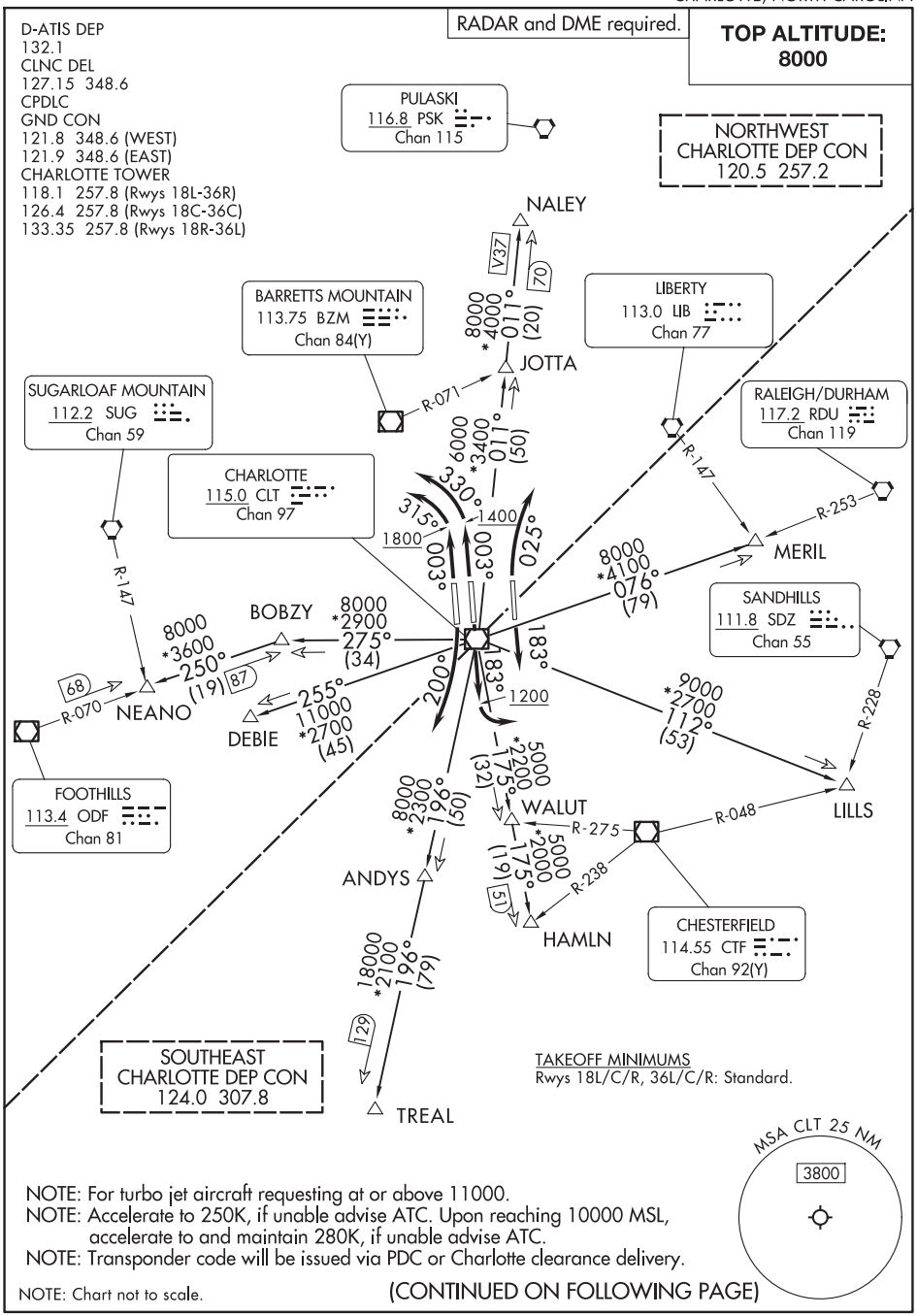

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DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb on heading 183°, thence . . . .
TAKEOFF RUNWAY 18C: Climb on heading 183° to 1200 before turning left, thence . . . .
TAKEOFF RUNWAY 18R: Climbing right turn heading 200°, thence . . . .
TAKEOFF RUNWAY 36L: Climb on heading 003° to 1800 then left turn heading 315°, thence . . . .
TAKEOFF RUNWAY 36C: Climb on heading 003° to 1400 then left turn heading 330°, thence . . . .
TAKEOFF RUNWAY 36R: Climbing right turn heading 025°, thence . . . .

. . . . on RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 8000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (KER4.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.
DEBIE TRANSITION (KER4.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.
HAMLN TRANSITION (KER4.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.
JOTTA TRANSITION (KER4.JOTTA): From over CLT VOR/DME on CLT R-011 to JOTTA.
LILLS TRANSITION (KER4.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.
MERIL TRANSITION (KER4.MERIL): From over CLT VOR/DME on CLT R-076 to MERIL.
NALEY TRANSITION (KER4.NALEY): From over CLT VOR/DME on CLT R-011 to NALEY.
NEANO TRANSITION (KER4.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY, then on ODF R-070 to NEANO.
TREAL TRANSITION (KER4.TREAL): From over CLT VOR/DME on CLT R-196 to TREAL.

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CHARLOTTE DEP CON 124.0 307.8
D-ATIS DEP 132.1
CLNC DEL 127.15 348.6
CPDLC
GND CON 121.8 348.6 (WEST) 121.9 348.6 (EAST)
CHARLOTTE TOWER 118.1 257.8 (Rwys 18L-36R) 126.4 257.8 (Rwy 18C-36C) 133.35 257.8 (Rwy 18R-36L)

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

TOP ALTITUDE: 8000

TAKEOFF MINIMUMS
Rwys 18L/C/R, 36C/R: Standard with minimum climb of 500' per NM to 1260.
Rwy 36L: Standard with minimum climb of 500' per NM to 1400.

NOTE: For turbojets only.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Accelerate to 250K, if unable advise ATC. Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAYS 18L/C: Climb on heading 183° to 1260, then on heading 183° or as assigned by ATC on RADAR vectors to MUNBE, thence. . . .
TAKEOFF RUNWAY 18R: Climb on heading 183° to 1260, then on heading 200° or as assigned by ATC on RADAR vectors to MUNBE, thence. . . .
TAKEOFF RUNWAY 36L: Climb on heading 003° to 1260, then on heading 315° or as assigned by ATC on RADAR vectors to MUNBE, thence. . . .
TAKEOFF RUNWAY 36C: Climb on heading 003° to 1260, then on heading 330° or as assigned by ATC on RADAR vectors to MUNBE, thence. . . .
TAKEOFF RUNWAY 36R: Climb on heading 003° to 1260, then on heading 025° or as assigned by ATC on RADAR vectors to MUNBE, thence. . . .

. . . .on depicted route to KILNS, then on AUDII Transition. Maintain 8000.
Expect clearance to filed altitude within 10 minutes after departure.

AUDII TRANSITION (KILNS5.AUDII)

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KNIGHTS THREE DEPARTURE

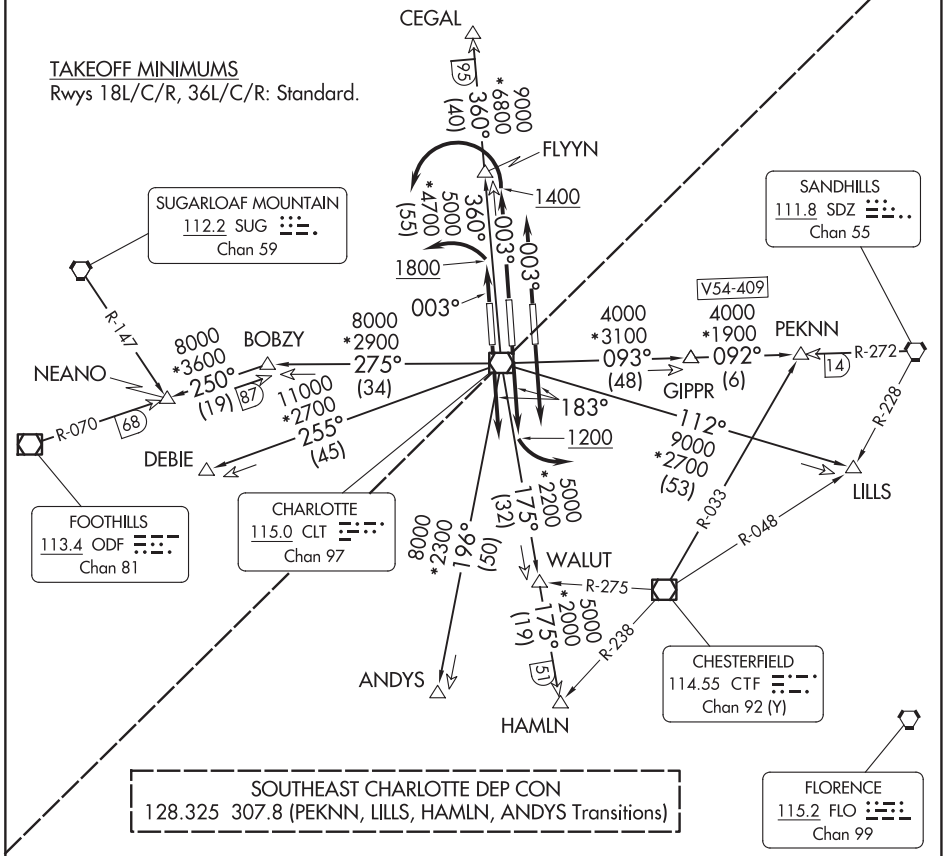
D-ATIS DEP
132.1
CLNC DEL
127.15 348.6
CPDLC
GND CON
121.8 348.6 (WEST)
121.9 348.6 (EAST)
CHARLOTTE TOWER
118.1 257.8 (Rwy 18L-36R)
126.4 257.8 (Rwy 18C-36C)
133.35 257.8 (Rwy 18R-36L)

TOP ALTITUDE: 4000

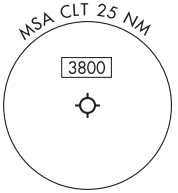
RADAR and DME required.

NORTHWEST CHARLOTTE DEP CON
120.05 257.2 (DEBIE, NEANO Transitions)
120.05 257.2 (FLYYN, CEGAL Transitions Rwys 18L/C/R)
120.5 257.2 (FLYYN, CEGAL Transitions Rwys 36L/C/R)

TAKEOFF MINIMUMS
Rwys 18L/C/R, 36L/C/R: Standard.



SOUTHEAST CHARLOTTE DEP CON
128.325 307.8 (PEKNN, LILLS, HAMLN, ANDYS Transitions)



NOTE: For propeller aircraft only.
NOTE: Turboprops: Operate in a manner that will result in best forward speed and climb rate.
NOTE: Transponder code will be issued via PDC or Charlotte clearance delivery.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 18L/R: Climb on heading 183° or as assigned by ATC, thence. . . .
TAKEOFF RUNWAY 18C: Climb on heading 183° to 1200 before turning left, thence. . . .
TAKEOFF RUNWAY 36L: Climb on heading 003° to 1800 before turning left, thence. . . .
TAKEOFF RUNWAY 36C: Climb on heading 003° to 1400 before turning left, thence. . . .
TAKEOFF RUNWAY 36R: Climb on heading 003° or as assigned by ATC, thence. . . .

. . . .expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 4000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (KNI3.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.
CEGAL TRANSITION (KNI3.CEGAL): From over CLT VOR/DME on CLT R-360 to CEGAL.
DEBIE TRANSITION (KNI3.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.
FLYYN TRANSITION (KNI3.FLYYN): From over CLT VOR/DME on CLT R-360 to FLYYN.
HAMLN TRANSITION (KNI3.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.
LILLS TRANSITION (KNI3.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.
NEANO TRANSITION (KNI3.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY, then on ODF R-070 to NEANO.
PEKNN TRANSITION (KNI3.PEKNN): From over CLT VOR/DME on CLT R-093 to GIPPR, then on SDZ R-272 to PEKNN.

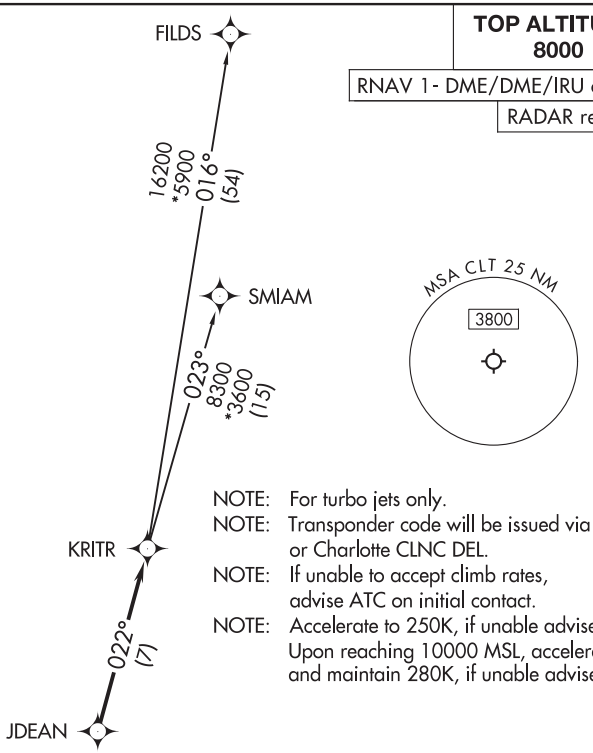
SE-2, 07 AUG 2025 to 02 OCT 2025

KRITR SIX DEPARTURE (RNAV)

CHARLOTTE DEP CON
120.5 257.2
D-ATIS DEP 132.1
CLNC DEL
127.15 348.6
CPDLC
GND CON
121.8 348.6 (WEST)
121.9 348.6 (EAST)
CHARLOTTE TOWER
118.1 257.8 (Rwys 18L-36R)
126.4 257.8 (Rwy 18C-36C)
133.35 257.8 (Rwy 18R-36L)

TOP ALTITUDE: 8000

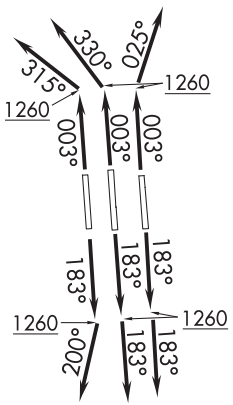
RNAV 1- DME/DME/IRU or GPS.
RADAR required.



NOTE: For turbo jets only.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Accelerate to 250K, if unable advise ATC. Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

TAKEOFF MINIMUMS

Rwys 18L/C/R, 36C/R: Standard with minimum climb of 500' per NM to 1260.
Rwy 36L: Standard with minimum climb of 500' per NM to 1400.



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAYS 18L/C: Climb on heading 183° to 1260, then on heading 183° or as assigned by ATC on RADAR vectors to JDEAN, thence. . . .
TAKEOFF RUNWAY 18R: Climb on heading 183° to 1260, then on heading 200° or as assigned by ATC on RADAR vectors to JDEAN , thence. . . .
TAKEOFF RUNWAY 36L: Climb on heading 003° to 1260, then on heading 315° or as assigned by ATC on RADAR vectors to JDEAN, thence. . . .
TAKEOFF RUNWAY 36C: Climb on heading 003° to 1260, then on heading 330° or as assigned by ATC on RADAR vectors to JDEAN, thence. . . .
TAKEOFF RUNWAY 36R: Climb on heading 003° to 1260, then on heading 025° or as assigned by ATC on RADAR vectors to JDEAN, thence. . . .

. . . .on track 022° to KRITR, then on assigned transition. Maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

FILDS TRANSITION (KRITR6.FILDS)
SMIAM TRANSITION (KRITR6.SMIAM)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

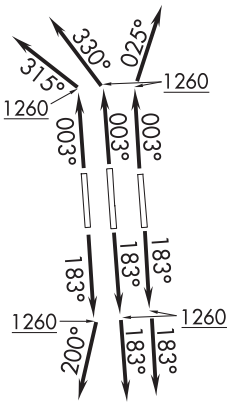
KWEEN FIVE DEPARTURE (RNAV)

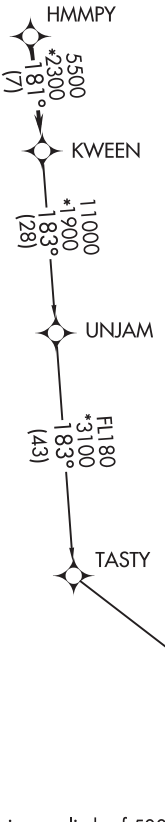
CHARLOTTE DEP CON
120.5 257.2 (Rwys 36L/C)
124.0 307.8 (Rwys 18L/C/R, 36R)
D-ATIS DEP
132.1
CLNC DEL
127.15 348.6
CPDLC
GND CON
121.8 348.6 (WEST)
121.9 348.6 (EAST)
CHARLOTTE TOWER
118.1 257.8 (Rwys 18L-36R)
126.4 257.8 (Rwy 18C-36C)
133.35 257.8 (Rwy 18R-36L)

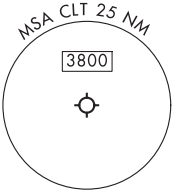
TOP ALTITUDE: 8000

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.







NOTE: For turbo jets only.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Accelerate to 250K, if unable advise ATC. Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

TAKEOFF MINIMUMS

Rwys 18L/C/R, 36C/R: Standard with minimum climb of 500' per NM to 1260.
Rwy 36L: Standard with minimum climb of 500' per NM to 1400.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAYS 18L/C: Climb on heading 183° to 1260, then on heading 183° or as assigned by ATC on RADAR vectors to HMMPY, thence. . . .

TAKEOFF RUNWAY 18R: Climb on heading 183° to 1260, then on heading 200° or as assigned by ATC on RADAR vectors to HMMPY, thence. . . .

TAKEOFF RUNWAY 36L: Climb on heading 003° to 1260, then on heading 315° or as assigned by ATC on RADAR vectors to HMMPY, thence. . . .

TAKEOFF RUNWAY 36C: Climb on heading 003° to 1260, then on heading 330° or as assigned by ATC on RADAR vectors to HMMPY, thence. . . .

TAKEOFF RUNWAY 36R: Climb on heading 003° to 1260, then on heading 025° or as assigned by ATC on RADAR vectors to HMMPY, thence. . . .

. . . .on track 181° to KWEEN, then on assigned transition. Maintain 8000.
Expect clearance to filed altitude within 10 minutes after departure.

PITRW TRANSITION (KWEEN5.PITRW)
UNJAM TRANSITION (KWEEN5.UNJAM)

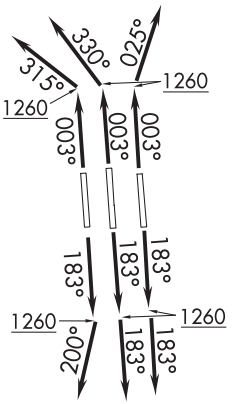
SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

LILLS THREE DEPARTURE (RNAV)

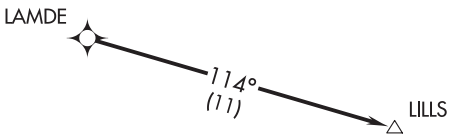
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

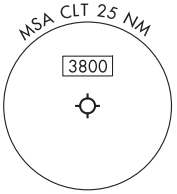
TOP ALTITUDE: 8000

CHARLOTTE DEP CON
124.0 307.8
D-ATIS DEP
132.1
CLNC DEL
127.15 348.6
CPDLC
GND CON
121.8 348.6 (WEST)
121.9 348.6 (EAST)
CHARLOTTE TOWER
118.1 257.8 (Rwy 18L-36R)
126.4 257.8 (Rwy 18C-36C)
133.35 257.8 (Rwy 18R-36L)



NOTE: For turbo jets only.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Accelerate to 250K, if unable advise ATC. Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.





TAKEOFF MINIMUMS
Rwys 18L/C/R, 36C/R: Standard with minimum climb of 500′ per NM to 1260.
Rwy 36L: Standard with minimum climb of 500′ per NM to 1400.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAYS 18L/C: Climb on heading 183° to 1260, then on heading 183° or as assigned by ATC on RADAR vectors to LAMDE, thence. . . .
TAKEOFF RUNWAY 18R: Climb on heading 183° to 1260, then on heading 200° or as assigned by ATC on RADAR vectors to LAMDE, thence. . . .
TAKEOFF RUNWAY 36L: Climb on heading 003° to 1260, then on heading 315° or as assigned by ATC on RADAR vectors to LAMDE, thence. . . .
TAKEOFF RUNWAY 36C: Climb on heading 003° to 1260, then on heading 330° or as assigned by ATC on RADAR vectors to LAMDE, thence. . . .
TAKEOFF RUNWAY 36R: Climb on heading 003° to 1260, then on heading 025° or as assigned by ATC on RADAR vectors to LAMDE, thence. . . .

. . .on depicted route to LILLS. Maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

(WEAZL5.WEAZL) 25107 AL-78 (FAA)

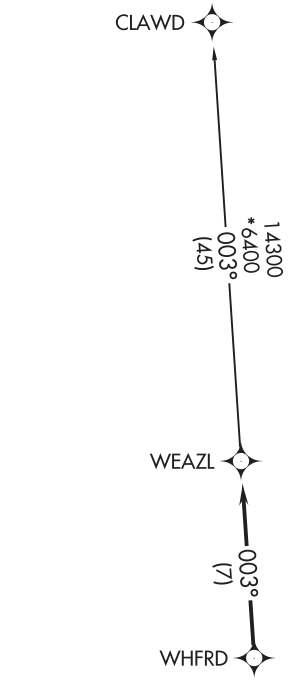
CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

WEAZL FIVE DEPARTURE (RNAV)

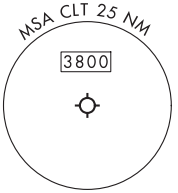
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

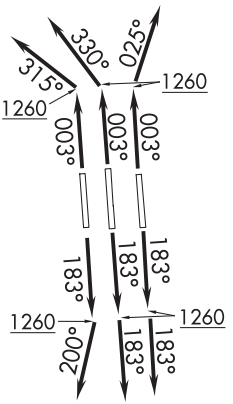
TOP ALTITUDE: 8000

CHARLOTTE DEP CON
120.5 257.2
D-ATIS DEP
132.1
CLNC DEL
127.15 348.6
CPDLC
GND CON
121.8 348.6 (WEST)
121.9 348.6 (EAST)
CHARLOTTE TOWER
118.1 257.8 (Rwys 18L-36R)
126.4 257.8 (Rwy 18C-36C)
133.35 257.8 (Rwy 18R-36L)



NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Accelerate to 250K, if unable advise ATC. Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.





TAKEOFF MINIMUMS
Rwys 18L/C/R, 36C/R: Standard with minimum climb of 500' per NM to 1260.
Rwy 36L: Standard with minimum climb of 500' per NM to 1400.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

WEAZL FIVE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAYS 18L/C: Climb on heading 183° to 1260, then on heading 183° or as assigned by ATC on RADAR vectors to WHFRD, thence. . .
TAKEOFF RUNWAY 18R: Climb on heading 183° to 1260, then on heading 200° or as assigned by ATC on RADAR vectors to WHFRD, thence. . .
TAKEOFF RUNWAY 36L: Climb on heading 003° to 1260, then on heading 315° or as assigned by ATC on RADAR vectors to WHFRD, thence. ..
TAKEOFF RUNWAY 36C: Climb on heading 003° to 1260, then on heading 330° or as assigned by ATC on RADAR vectors to WHFRD, thence. . .
TAKEOFF RUNWAY 36R: Climb on heading 003° to 1260, then on heading 025° or as assigned by ATC on RADAR vectors to WHFRD, thence. . .

. . .on track 003° to WEAZL, then on CLAWD Transition. Maintain 8000.
Expect clearance to filed altitude within 10 minutes after departure.

CLAWD TRANSITION (WEAZL5.CLAWD)

SE-2, 07 AUG 2025 to 02 OCT 2025

CHERAW, SOUTH CAROLINA | AL-5553 (FAA) | 22195

APP CRS	Rwy Idg	5000
078°	TDZE	239
	Apt Elev	239

RNAV (GPS) RWY 8

CHERAW MUNI/LYNCH BELLINGER FLD (CQW)

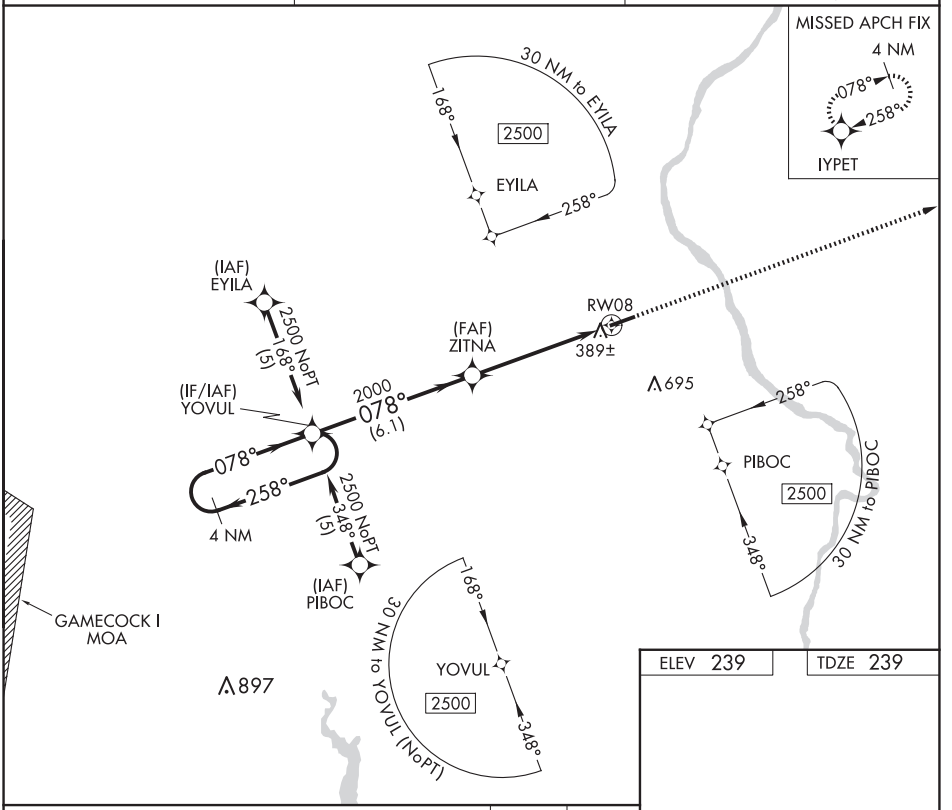
RNP APCH.

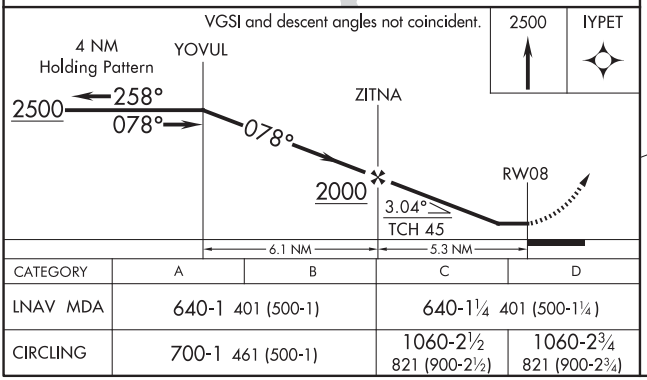
NA

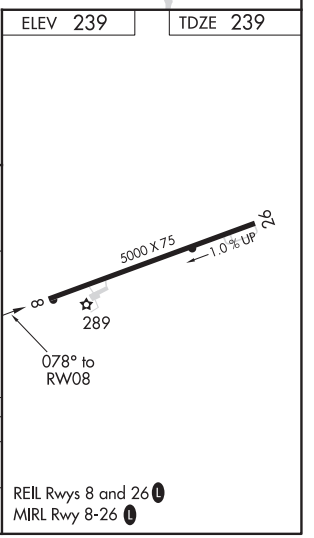
Rwy 8 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Darlington altimeter setting and increase all MDA 60 feet and Circling Cat C/D visibility ¼ SM. Procedure NA at night.

MISSED APPROACH: Climb to 2500 direct IYPET and hold.

AWOS-3	FLORENCE APP CON ★	UNICOM
124.825	118.6 341.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	640-1 401 (500-1)		640-1¼ 401 (500-1¼)	
CIRCLING	700-1 461 (500-1)		1060-2½ 821 (900-2½)	1060-2¾ 821 (900-2¾)

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 82134 W26A	APP CRS 258°	Rwy Idg 5000 TDZE 209 Apt Elev 239

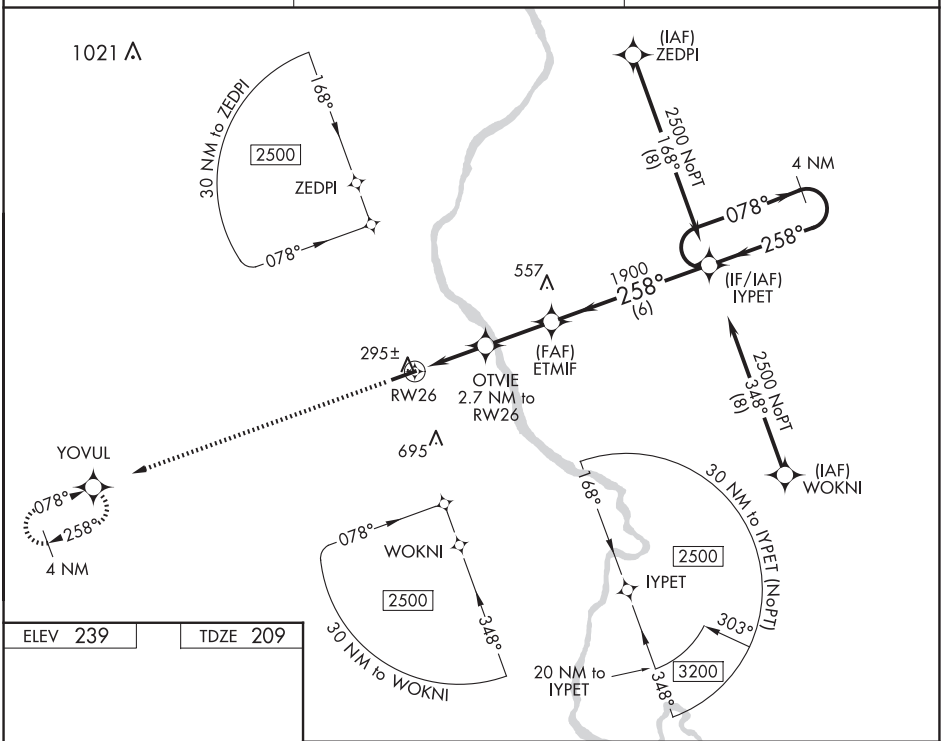
RNAV (GPS) RWY 26

CHERAW MUNI/LYNCH BELLINGER FLD (CQW)

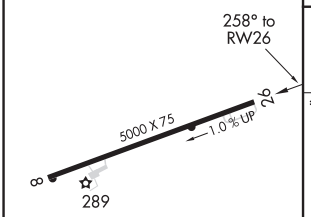
T A DME/DME RNP-0.3 NA. When local altimeter setting not received, use Darlington altimeter setting and increase all DA 44 feet, all MDA 60 feet, LNAV/VNAV all Cats visibility ⅛ mile, LNAV Cat C/D and Circling Cat C/D visibility ¼ mile. Helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Procedure NA at night.

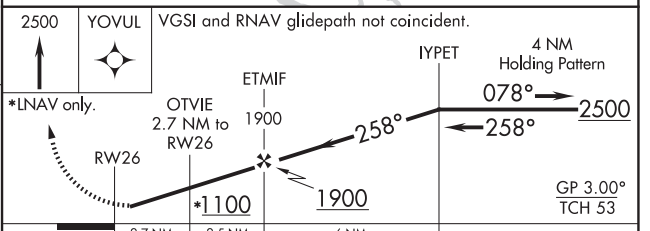
MISSED APPROACH: Climb to 2500 direct YOVUL and hold.

AWOS-3	FLORENCE APP CON ★	UNICOM
124.825	118.6 341.7	122.8 (CTAF) L



ELEV 239 TDZE 209





CATEGORY	A	B	C	D
LPV DA	459-1	250 (300-1)		
LNAV/VNAV DA	578-1¼	369 (400-1¼)		
LNAV MDA	560-1	351 (400-1)		
C CIRCLING	700-1 461 (500-1)		1060-2½ 821 (900-2½)	1060-2¾ 821 (900-2¾)

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

CHERAW, SOUTH CAROLINA | AL-5553 (FAA) | 22195

VOR/DME CTF	APP CRS	Rwy Idg 5000
114.55	080°	TDZE 239
Chan 92(Y)		Apt Elev 239

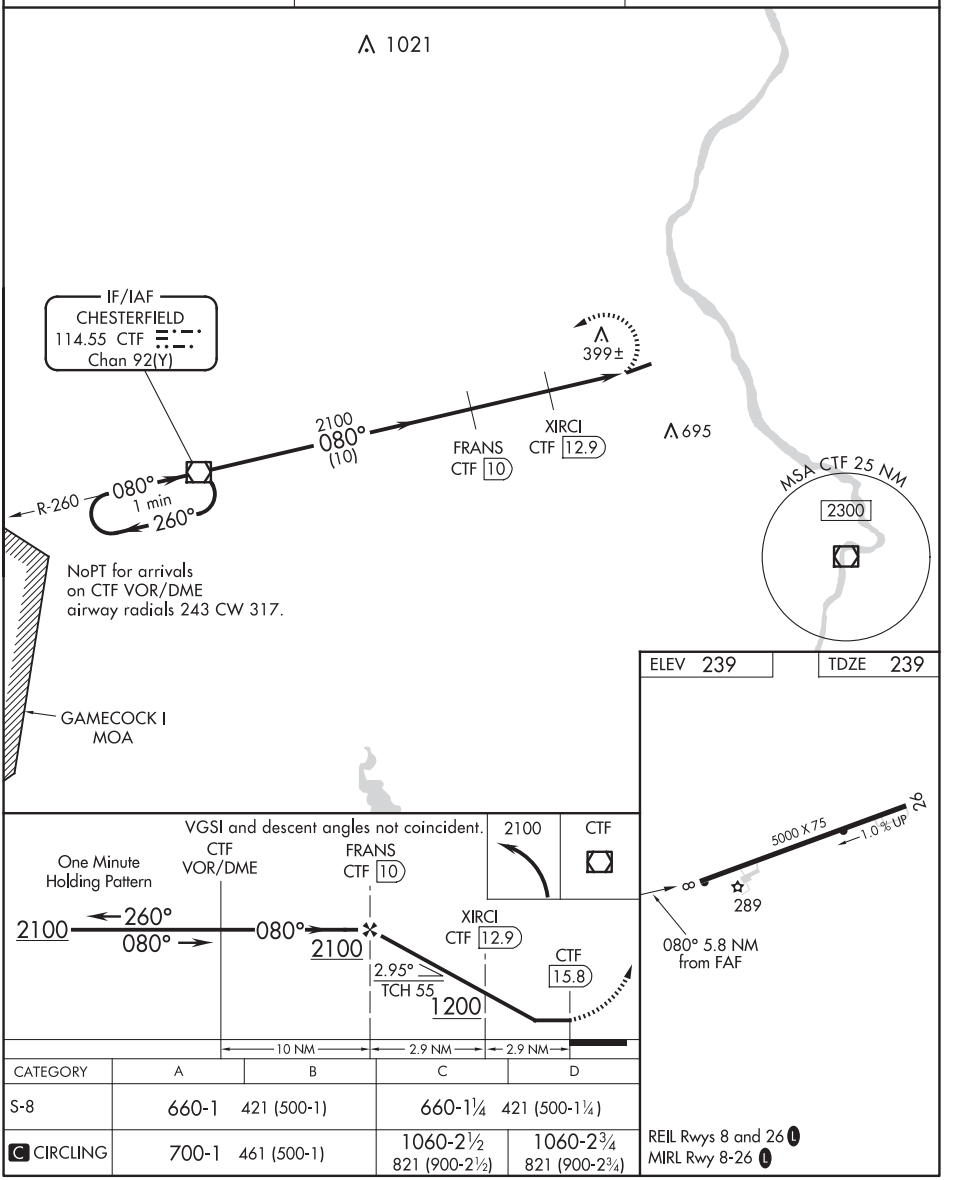
VOR/DME RWY 8

CHERAW MUNI/LYNCH BELLINGER FLD (CQW)

When local altimeter setting not received, use Darlington altimeter setting and increase all MDA 60 feet, and S-8 Cat C/D visibility ⅛ mile and Circling Cat C/D visibility ¼ mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 2100 direct CTF VOR/DME and hold.

AWOS-3	FLORENCE APP CON ★	UNICOM
124.825	118.6 341.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-8	660-1	421 (500-1)	660-1¼	421 (500-1¼)
C CIRCLING	700-1	461 (500-1)	1060-2½ 821 (900-2½)	1060-2¾ 821 (900-2¾)

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

CHERRY POINT, NORTH CAROLINA

ILS or LOC/DME RWY 23R

LOC/DME I-NKT	APCH CRS	Rwy ldg	7552
108.9	234°	TDZE	23
Chan 26		Arpt Elev	29

[USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

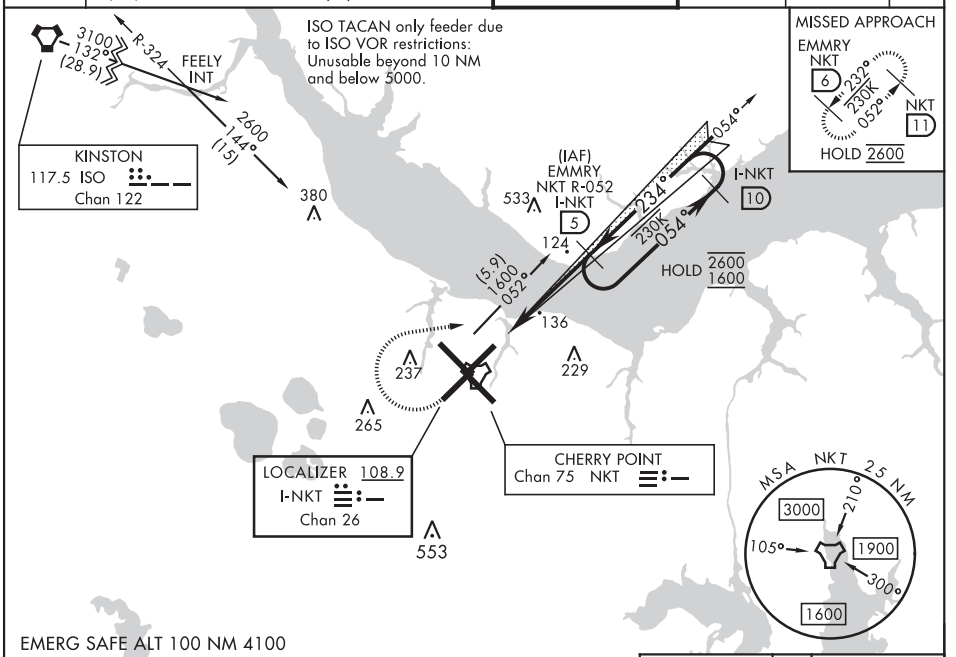
TACAN required

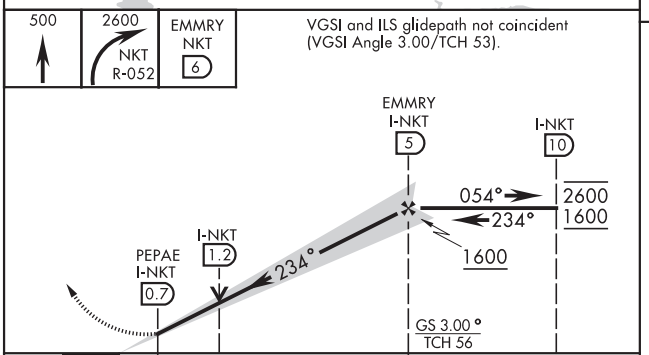
▼ * When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase vis to 1 mile.

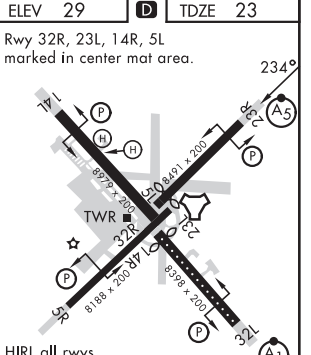
MALSR

MISSED APPROACH: Climb to 500, then climbing right turn to 2600 via NKT TACAN R-052 to EMMRY and hold. Continue climb in hold to 2600.

ATIS	APP CON				TOWER	GND CON	CLNC DEL	ASR/PAR
127.475	(E)	119.75	360.775	(abv 2600′)	121.3 340.2	128.625	125.95	
244.875	(E)	132.575	299.6	(at/blw 2600′)		239.025	316.125	
	(W)	119.35	377.175	(N) 124.1 268.7				







CATEGORY	A	B	C	D
S-ILS 23R*	223-½	200 (200-½)		
S-LOC 23R**	400-½	377 (400-½)	400-⅝	377 (400-⅝)
C CIRCLING	580-1	551 (600-1)	580-1½ 551 (600-1½)	580-2 551 (600-2)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

CHERRY POINT, NORTH CAROLINA 34° 54′N-76° 53′W CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

Amdt 1 02NOV23

ILS or LOC/DME RWY 23R

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

CHERRY POINT, NORTH CAROLINA

RNAV (GPS) RWY 5R

WAAS	APCH CRS	Rwy ldg	8188
Chan 71199	054°	TDZE	27
W05A		Arpt Elev	29

[USN]

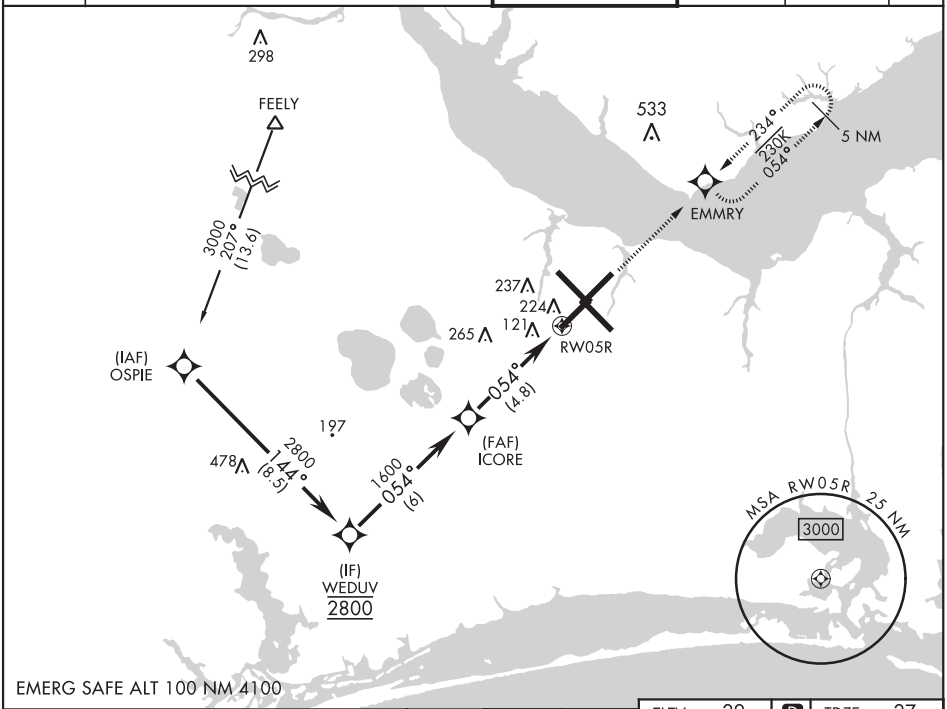
CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

RNP APCH

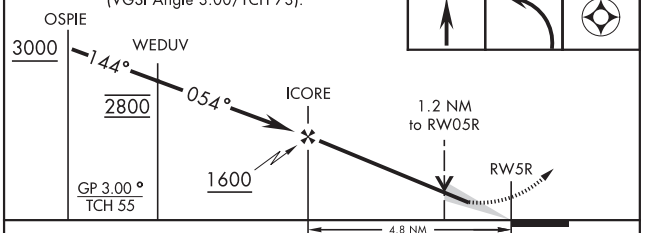
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (129°F).

MISSED APPROACH: Climb to 600, then climbing left turn to 2600 direct EMMRY and hold. Continue climb in hold to 2600.

ATIS	APP CON			TOWER	GND CON	CLNC DEL	ASR/ PAR
127.475	(E) 119.75	360.775	(abv 2600')	121.3 340.2	128.625	125.95	
244.875	(E) 132.575	299.6	(at/blw 2600')		239.025	316.125	
	(W) 119.35	377.175	(N) 124.1 268.7				



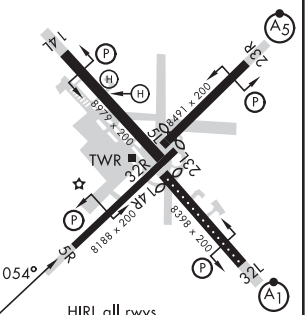
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).



CATEGORY	A	B	C	D
LPV DA	226-¾	200	(200-¾)	
LNAV/ VNAV DA	398-1	372	(400-1)	
LNAV MDA	480-1	454 (500-1)	480-1⅜	454 (500-1⅜)
C CIRCLING	580-1	551 (600-1)	580-1½ 551 (600-1½)	580-2 551 (600-2)

ELEV 29 | D | TDZE 27

Rwy 32R, 23L, 14R, 5L marked in center mat area.



HIRL all rwys
REIL Rwy 5L and 14R
Rwy 5L-23R ldg 7552'
Rwy 14R-32L ldg 7551'

CHERRY POINT, NORTH CAROLINA 34°54'N-76°53'W CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

Amdt 6 02NOV23

RNAV (GPS) RWY 5R

SE-2, 07 AUG 2025 to 02 OCT 2025

CHERRY POINT, NORTH CAROLINA

RNAV (GPS) RWY 14L

WAAS	APCH CRS	Rwy Idg	8979
Chan 41117	144°	TDZE	26
W14A		Arpt Elev	29

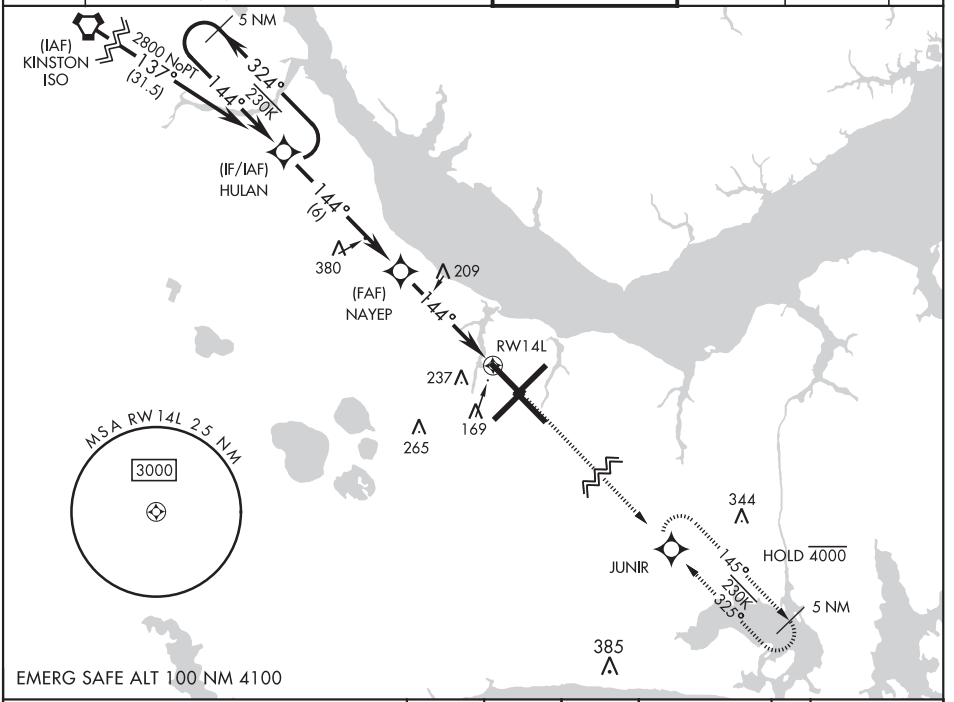
[USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

RNP APCH

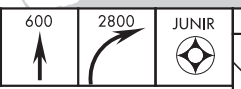
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (129°F).

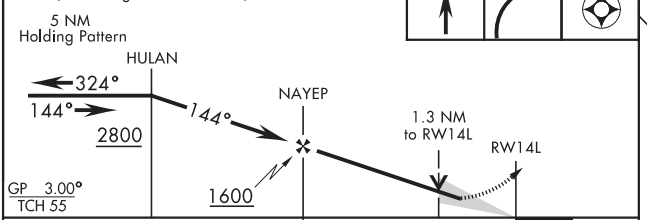
MISSED APPROACH: Climb to 600 then climbing right turn to 2800 direct JUNIR and hold.

ATIS	APP CON	TOWER	GND CON	CLNC DEL	ASR/PAR
127.475 244.875	119.75 (E) 360.775 (abv 2600′) 132.575 (E) 299.6 (at/blw 2600′) 119.35 (W) 377.175 (N) 124.1 268.7	121.3 340.2	128.625 239.025	125.95 316.125	

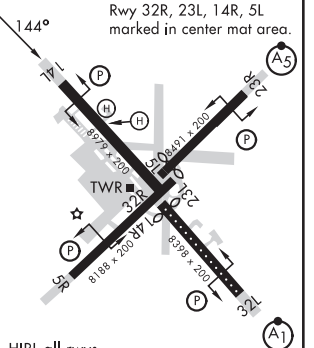


VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).





ELEV 29 | D | TDZE 26



CATEGORY	A	B	C	D
LPV DA	226-¾ 200 (200-¾)			
LNAV/VNAV DA	301-⅞ 275 (300-⅞)	312-⅞ 286 (300-⅞)	320-⅞ 294 (300-⅞)	331-⅞ 305 (400-⅞)
LNAV MDA	500-1 474 (500-1)		500-1⅜ 474 (500-1⅜)	
C CIRCLING	580-1 551 (600-1)		580-1½ 551 (600-1½)	580-2 551 (600-2)

CHERRY POINT, NORTH CAROLINA 34°54′N-76°53′W CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

Amdt 5 02NOV23

RNAV (GPS) RWY 14L

SE-2, 07 AUG 2025 to 02 OCT 2025

24025

CHERRY POINT, NORTH CAROLINA

RNAV (GPS) RWY 23R

WAAS	APCH CRS	Rwy ldg	7552
Chan 51523	235°	TDZE	23
W23A		Arpt Elev	29

[USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

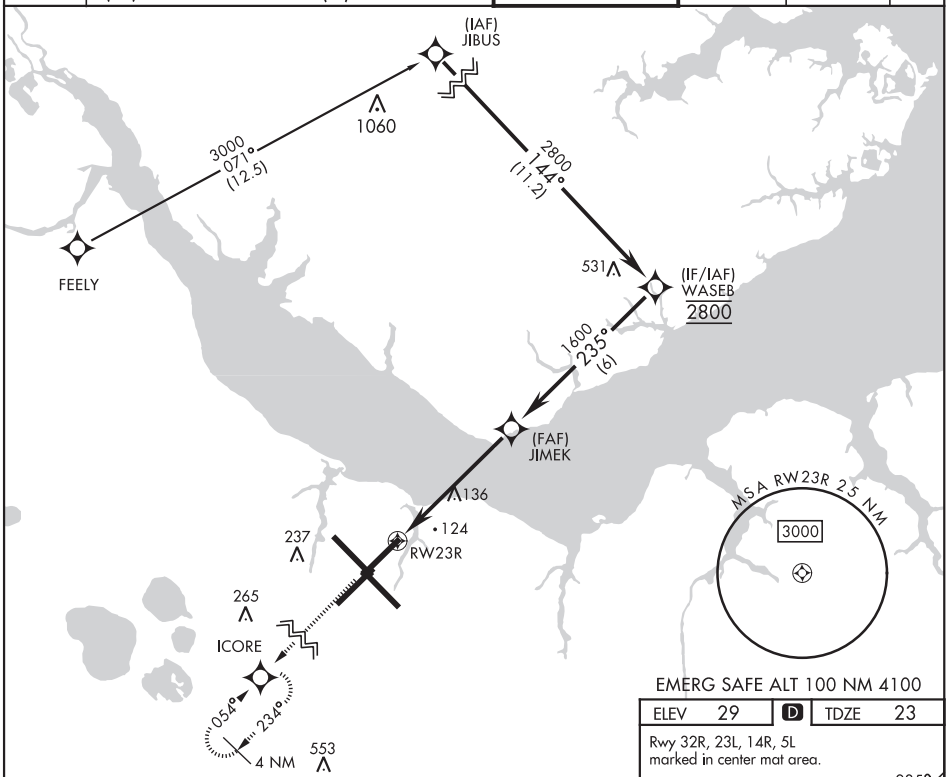
RNP APCH

* When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase vis to 1 mile.

MALSR

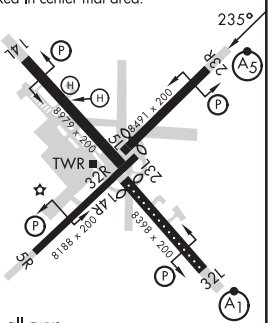
Missed Approach: Climb to 600 then climbing left turn to 2600 direct ICORE and hold. Continue climb in hold to 2600.

ATIS	APP CON				TOWER	GND CON	CLNC DEL	ASR/PAR
127.475	(E)	119.75	360.775	(abv 2600')	121.3 340.2	128.625	125.95	
244.875	(E)	132.575	299.6	(at/blw 2600')		239.025	316.125	
	(W)	119.35	377.175	(N) 124.1 268.7				

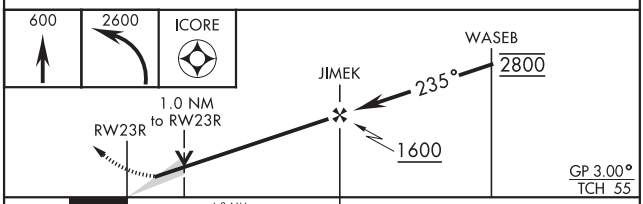


ELEV 29	D	TDZE 23

Rwy 32R, 23L, 14R, 5L marked in center mat area.



HIRL all rwys
REIL Rwy 5L and 14R
Rwy 5L-23R ldg 7552'
Rwy 14R-32L ldg 7551'



CATEGORY	A	B	C	D
LPV*		223- ½ 200 (200-½)		
LNAV/VNAV DA**		400- ⅝ 377 (400-⅝)		
LNAV MDA**	400-½ 377 (400-½)		400-⅝ 377 (400-⅝)	
C CIRCLING	580-1 551 (600-1)		580-1 ½ 551 (600-1½)	580-2 551 (600-2)

CHERRY POINT, NORTH CAROLINA 34°54'N-76°53'W CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

Amdt 5 02NOV23

RNAV (GPS) RWY 23R

SE-2, 07 AUG 2025 to 02 OCT 2025

CHERRY POINT, NORTH CAROLINA

RNAV (GPS) RWY 32L

WAAS	APCH CRS	Rwy ldg	7551
Chan 54304	325°	TDZE	26
W32A		Arpt Elev	29

[USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

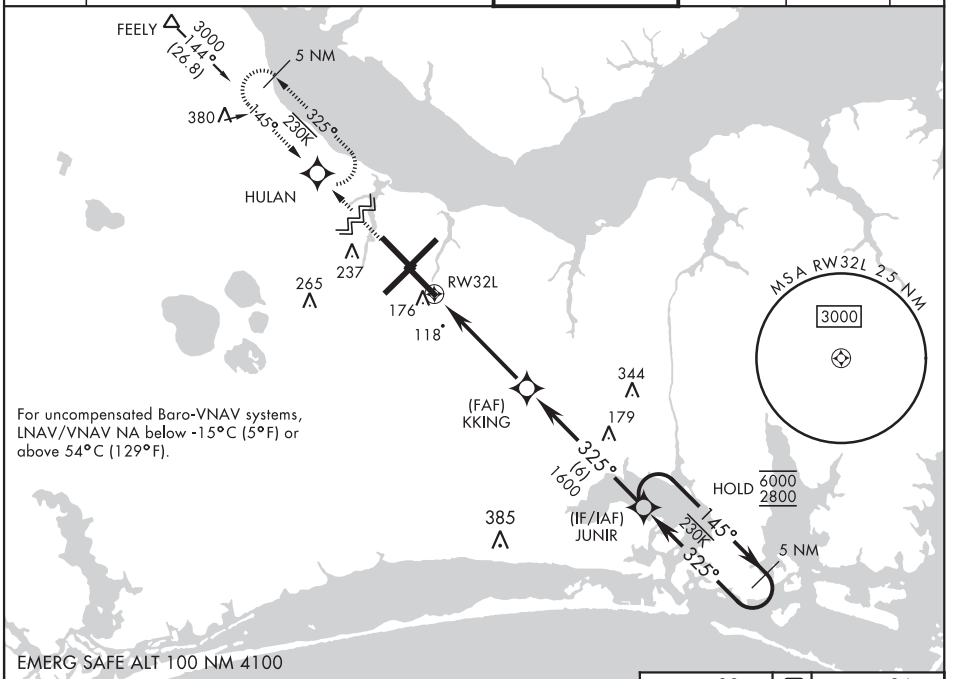
RNP APCH

*When ALS inop, increase vis to ¾ mile.
**When ALS inop, increase vis to 1 mile.
***When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles.

ALSF-1

MISSED APPROACH: Climb to 600 then climbing right turn to 2800 direct HULAN and hold.

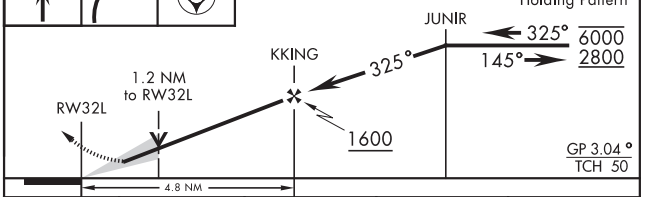
ATIS	APP CON				TOWER	GND CON	CLNC DEL	ASR/ PAR
127.475	(E)	119.75	360.775	(abv 2600′)	121.3 340.2	128.625	125.95	
244.875	(E)	132.575	299.6	(at/blw 2600′)		239.025	316.125	
	(W)	119.35	377.175	(N) 124.1 268.7				



600 | 2800 | HULAN

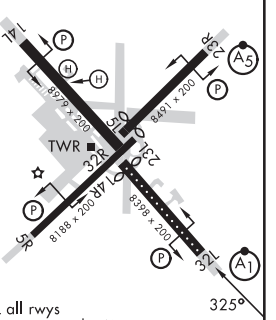
VGSI and RNAV glidepath not coincident.
(VGSI Angle 3.00/TCH 78)

5 NM Holding Pattern



ELEV 29 | D | TDZE 26

Rwy 32R, 23L, 14R, 5L marked in center mat area.



HIRL all rwys
REIL Rwy 5L and 14R
Rwy 5L-23R ldg 7552′
Rwy 14R-32L ldg 7551′

CATEGORY	A	B	C	D
LPV DA*	225-½	200 (200-½)		
LNAV/ VNAV DA**	400-⅝	375 (400-⅝)		
LNAV MDA***	460-½	435 (500-½)	460-¾	435 (500-¾)
C CIRCLING	580-1	551 (600-1)	580-1½ 551 (600-1½)	580-2 551 (600-2)

CHERRY POINT, NORTH CAROLINA 34°54′N-76°53′W CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

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RNAV (GPS) RWY 32L

SE-2, 07 AUG 2025 to 02 OCT 2025

CHERRY POINT, NORTH CAROLINA

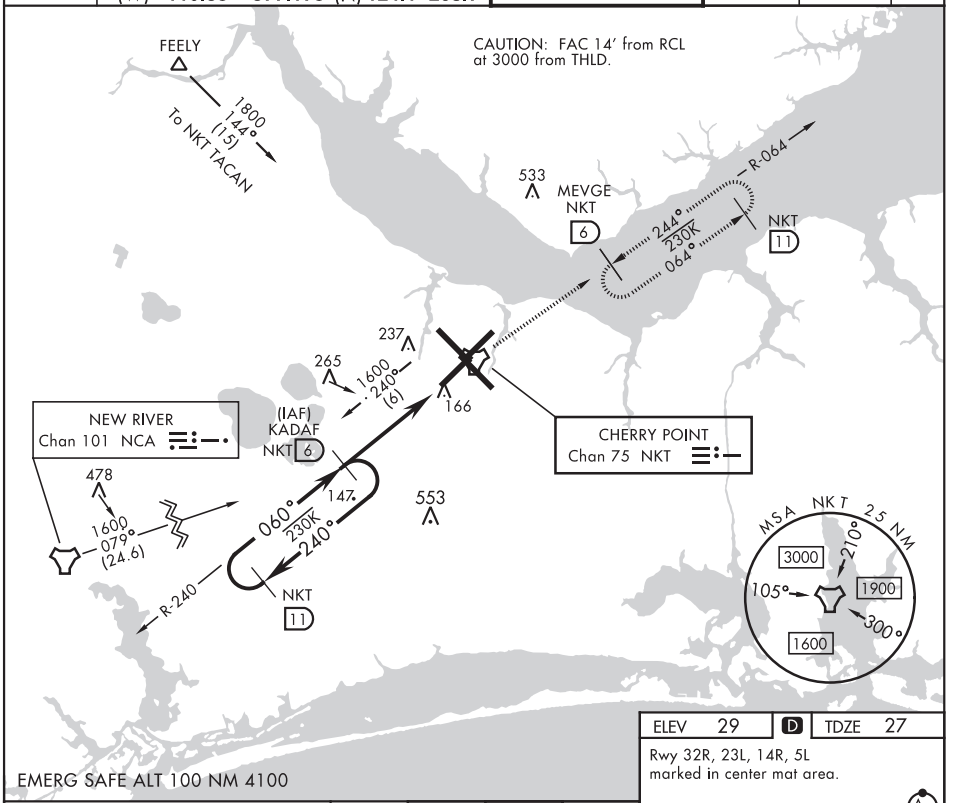
TACAN Z RWY 5R

TACAN	APCH CRS	Rwy ldg	8188
NKT Chan 75	060°	TDZE	27
		Arpt Elev	29

[USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

MISSED APPROACH: Climb to 1600 direct NKT TACAN and fly NKT R-064 to MEVGE and hold.

ATIS	APP CON				TOWER	GND CON	CLNC DEL	ASR/ PAR
127.475	(E)	119.75	360.775	(abv 2600′)	121.3 340.2	128.625	125.95	
244.875	(E)	132.575	299.6	(at/blw 2600′)		239.025	316.125	
	(W)	119.35	377.175	(N) 124.1 268.7				

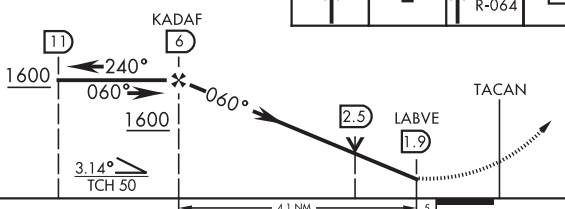


SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 73).

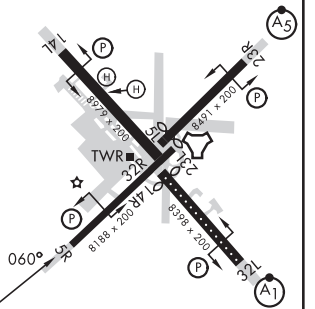
1600	NKT	NKT R-064	MEVGE 6



CATEGORY	A		B		C		D	
S-5R	420-1	394	(400-1)		420-1⅛	394	(400-1⅛)	
C CIRCLING	580-1	551	(600-1)		580-1½	551 (600-1½)	580-2	551 (600-2)

ELEV 29 | D | TDZE 27

Rwy 32R, 23L, 14R, 5L marked in center mat area.



HIRL all rwys
REIL Rwy 5L and 14R
Rwy 5L-23R ldg 7552′
Rwy 14R-32L ldg 7551′

CHERRY POINT, NORTH CAROLINA

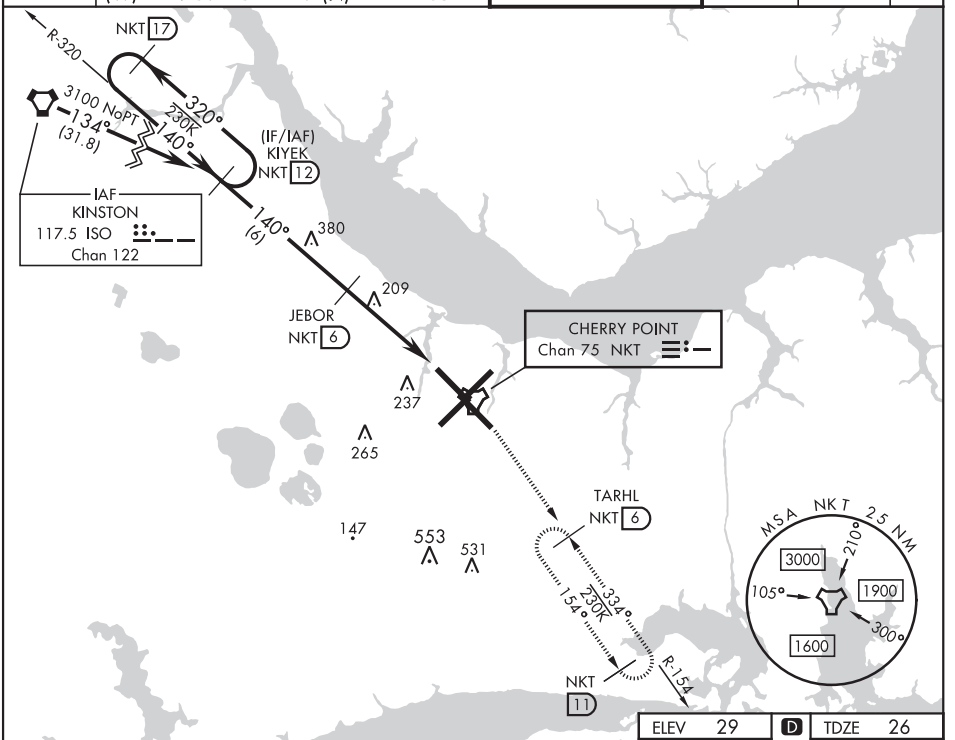
TACAN Z RWY 14L

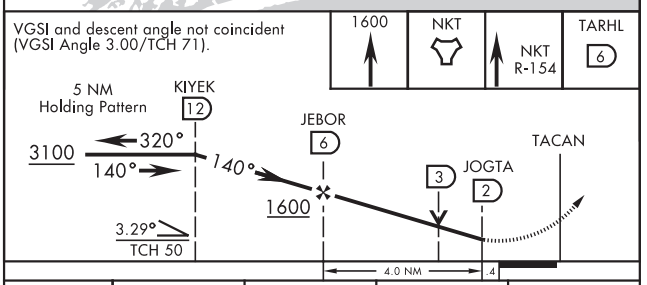
TACAN	APCH CRS	Rwy ldg	8979
Chan 75	140°	TDZE	26
		Arpt Elev	29

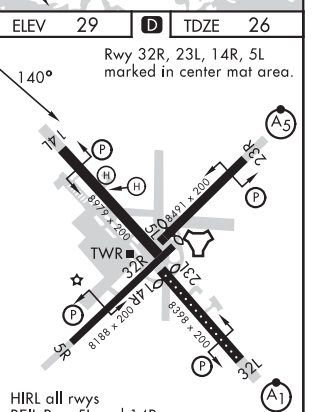
[USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

MISSED APPROACH: Climb to 1600 direct NKT TACAN and fly NKT R-154 to TARHL and hold.

ATIS	APP CON			TOWER	GND CON	CLNC DEL	ASR/ PAR
127.475	(E) 119.75	360.775	(abv 2600′)	121.3 340.2	128.625	125.95	
244.875	(E) 132.575	299.6	(at/blw 2600′)		239.025	316.125	
	(W) 119.35	377.175	(N) 124.1 268.7				







CATEGORY	A	B	C	D
S-14L	500-1 474	(500-1)	500-1⅜ 474	(500-1⅜)
C CIRCLING	580-1 551	(600-1)	580-1½ 551	(600-1½) 580-2 551 (600-2)

HIRL all rwys
REIL Rwy 5L and 14R
Rwy 5L-23R ldg 7552′
Rwy 14R-32L ldg 7551′

CHERRY POINT, NORTH CAROLINA 34° 54′N-76° 53′W CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

Amdt 7 02NOV23

TACAN Z RWY 14L

SE-2, 07 AUG 2025 to 02 OCT 2025

CHERRY POINT, NORTH CAROLINA

TACAN Z RWY 32L

TACAN	APCH CRS	Rwy ldg	7551
NKT Chan 75	334°	TDZE	26
		Arpt Elev	29

[USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

* When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1⅜ miles.

ALSF-1

MISSED APPROACH: Climbing right turn to 1600 and intercept NKT R-064 to MEVGE and hold.

ATIS	APP CON				TOWER	GND CON	CLNC DEL	ASR/ PAR
127.475	(E)	119.75	360.775	(abv 2600′)	121.3 340.2	128.625	125.95	
244.875	(E)	132.575	299.6	(at/blw 2600′)		239.025	316.125	
	(W)	119.35	377.175	(N) 124.1 268.7				

KINSTON
117.5 ISO
Chan 122

3100
132°
(28.9)

(IAF)
FEELY
INT

1800
144°
(15)

ISO TACAN only feeder due to ISO VOR restrictions: Unusable beyond 10 NM and below 5000.

2300
046°
(28.2)

NEW RIVER
Chan 101 NCA

533

MEVGE
NKT 6

R-064

244°
230K
064°

NKT 11

237

176

265

IAF
CHERRY POINT
Chan 75 NKT

CAUTION: FAC 158′ from RCL 3000 from THLD.

1600
154°
(6)

(IF/IAF)
TARHL
NKT 6

553

141

154°
230K
334°

NKT 11

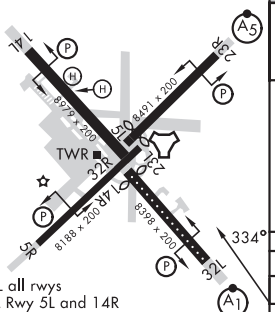
R-154

MSA NKT 25 NM
3000
210°
1900
105°
300°
1600

EMERG SAFE ALT 100 NM 4100

ELEV 29 D TDZE 26

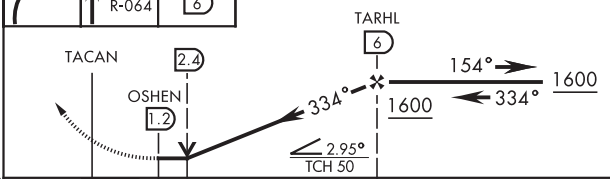
Rwy 32R, 23L, 14R, 5L marked in center mat area.



HIRL all rwys
REIL Rwy 5L and 14R
Rwy 5L-23R ldg 7552′
Rwy 14R-32L ldg 7551′

1600 | NKT R-064 | MEVGE NKT 6

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 78).



CATEGORY	A	B	C	D
S-32L *	460-½ 435 (500-½)		460-¾ 435	(500-¾)
C CIRCLING	580-1 551 (600-1)		580-1½ 551 (600-1½)	580-2 551 (600-2)

CHERRY POINT, NORTH CAROLINA

34° 54′N-76° 53′W CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

Amdt 6 02NOV23

TACAN Z RWY 32L

SE-2, 07 AUG 2025 to 02 OCT 2025

CHERRY POINT, NORTH CAROLINA

COPTER TACAN RWY 23R

TACAN	APCH CRS	Rwy ldg	7552
NKT Chan 75	225°	TDZE	23
		Arpt Elev	29

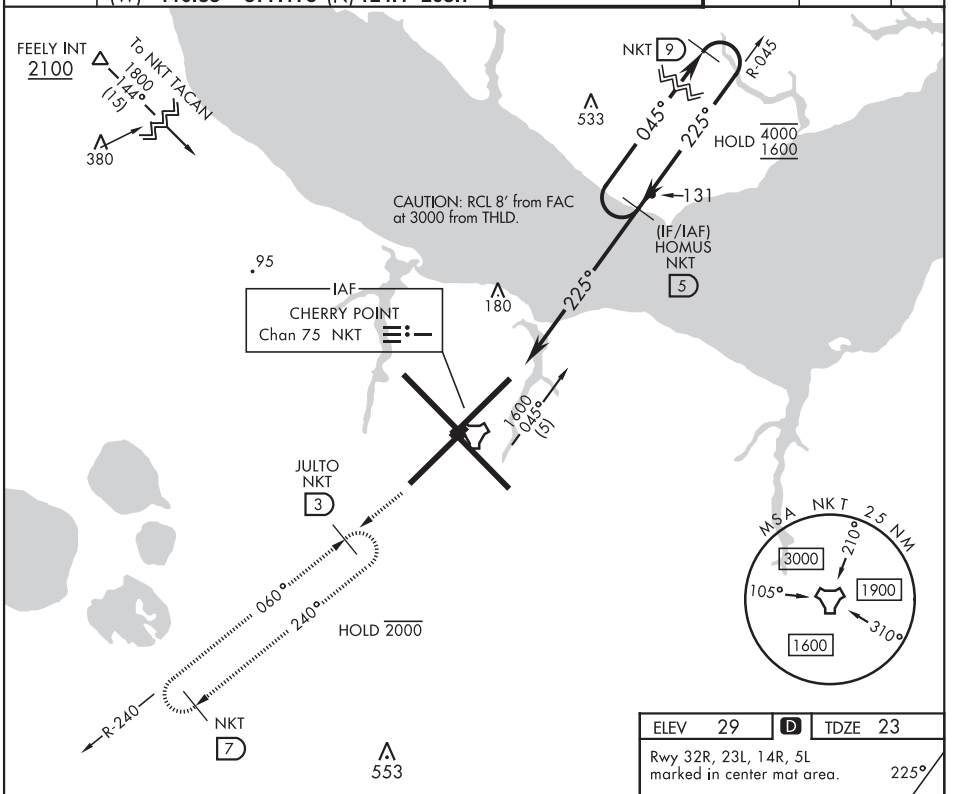
[USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

* When ALS inop, increase vis to 1 mile.
Max Airspeed 90 KIAS

MALSR

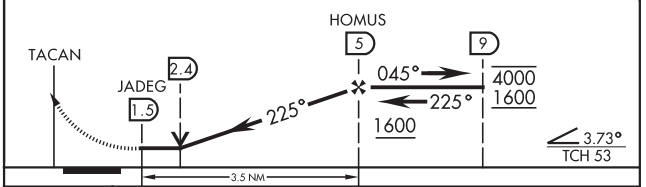
MISSED APPROACH: Climb to 1600 direct NKT TACAN and fly NKT R-240 to JULTO and hold.

ATIS	APP CON				TOWER	GND CON	CLNC DEL	ASR/ PAR
127.475	(E)	119.75	360.775	(abv 2600')	121.3 340.2	128.625	125.95	
244.875	(E)	132.575	299.6	(at/blw 2600')		239.025	316.125	
	(W)	119.35	377.175	(N) 124.1 268.7				



VGSI and descent angle not coincident (VGSI Angle 3.00/TCH 53).

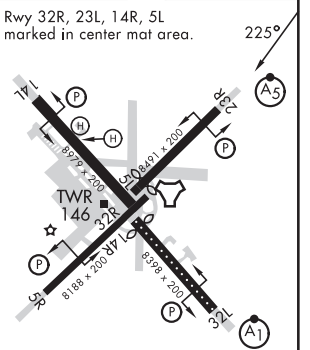
1600	NKT	JULTO NKT R-240 3



CATEGORY	COPTER		
S-23R *	440-½	417	(500-½)

ELEV 29 D TDZ 23

Rwy 32R, 23L, 14R, 5L marked in center mat area.



HIRL all rwys
REIL Rwy 5L and 14R
Rwy 5L-23R ldg 7552'
Rwy 14R-32L ldg 7551'

CHERRY POINT, NORTH CAROLINA 34°54'N-76°53'W CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

Amdt 8 02NOV23

COPTER TACAN RWY 23R

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

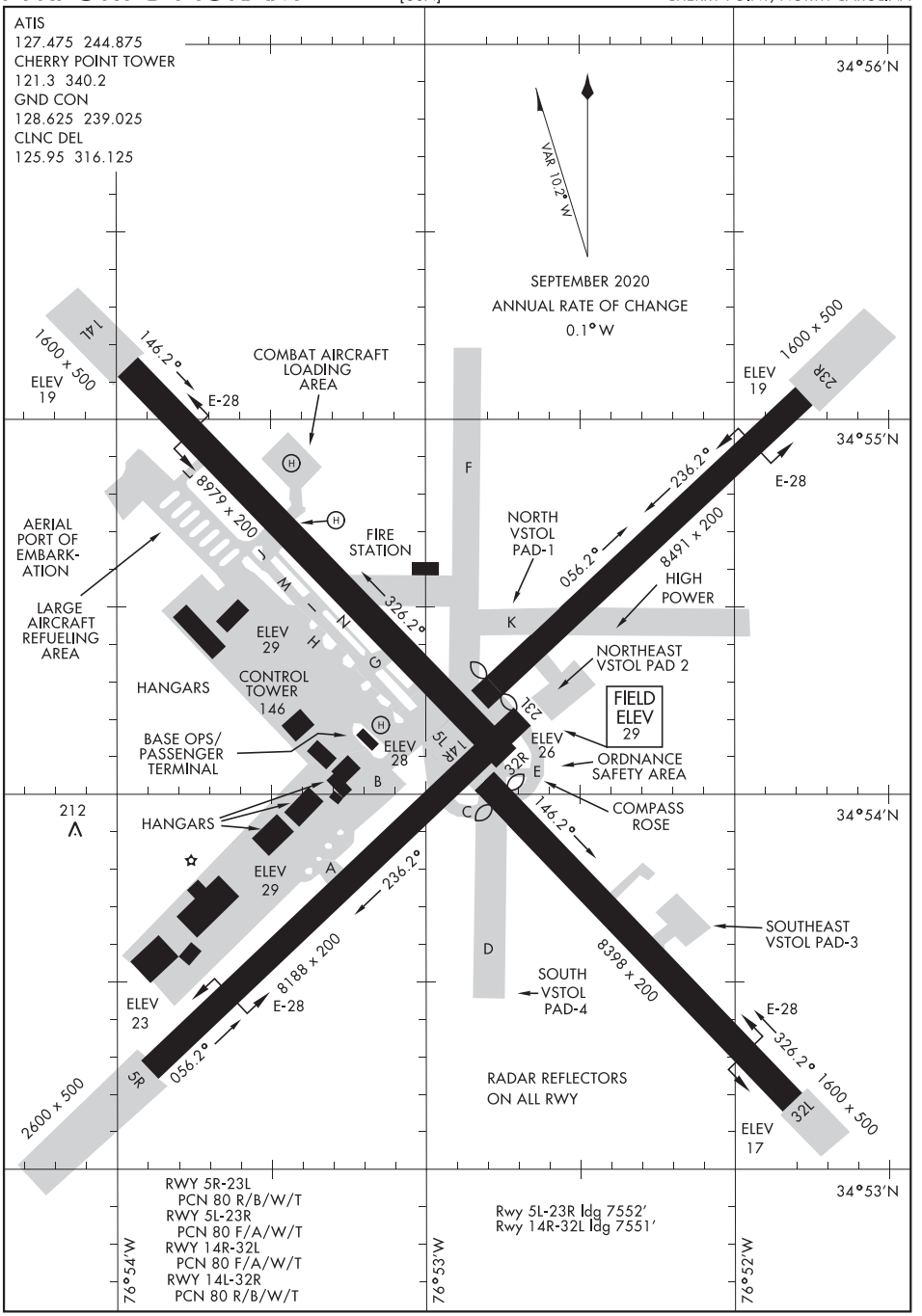
24025

AIRPORT DIAGRAM

CHERRY POINT MCAS, (CUNNINGHAM FLD) (KNKT)

[USN]

CHERRY POINT, NORTH CAROLINA



SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

CHERRY POINT, NORTH CAROLINA

CHERRY POINT MCAS, (CUNNINGHAM FLD) (KNKT)

RNAV (GPS) RWY 17

CHESTER CATAWBA RGNL (DCM)

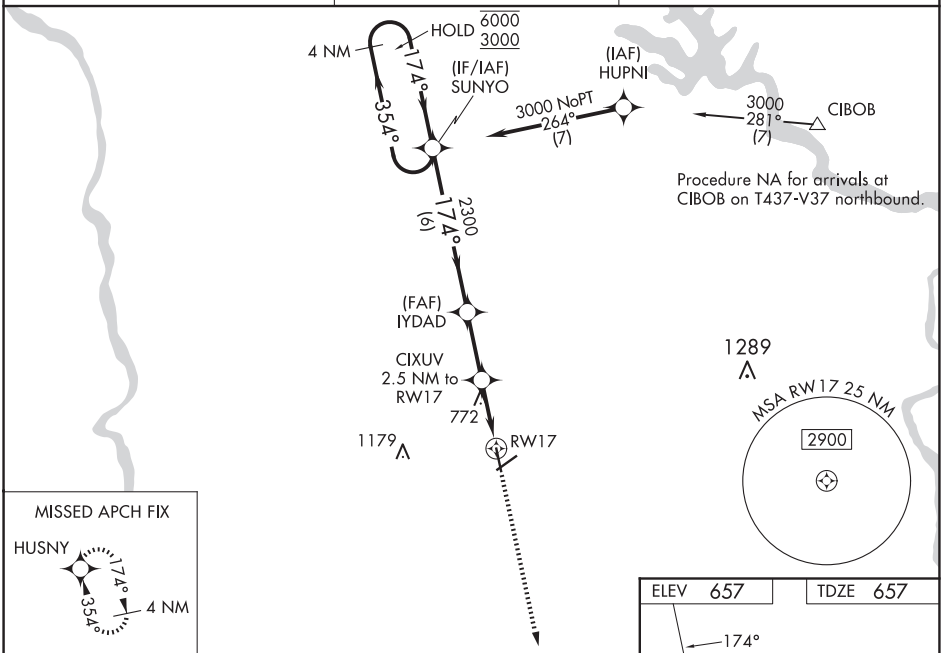
WAAS	APP CRS	Rwy Idg	5000
CH **93818**	**174°**	TDZE	**657**
W17A		Apt Elev	**657**

RNP APCH-GPS.

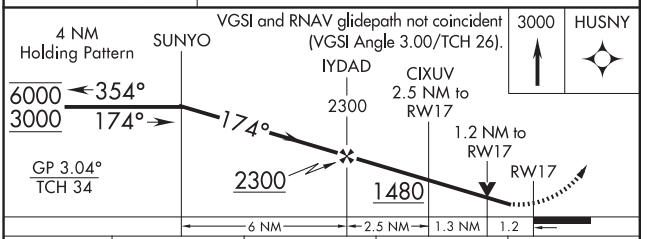
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling to Rwy 5-23 NA at night. Rwy 17 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using UZA altimeter setting. When local altimeter setting not received, use UZA altimeter setting and increase LPV DA to 940 feet and all visibilities ⅛ SM. Increase LNAV/VNAV DA to 1167 feet; increase all MDAs 40 feet and LNAV visibility Cat C/D ¼ SM.

MISSED APPROACH: Climb to 3000 direct HUSNY and hold.

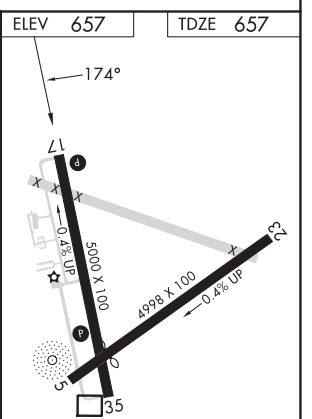
AWOS-3	CHARLOTTE APP CON	UNICOM
120.975	**120.05 307.8**	**122.7** (CTAF) L



MISSED APCH FIX



CATEGORY	A	B	C	D
LPV DA	907-¾ 250 (300-¾)			
LNAV/VNAV DA	1134-1⅜ 477 (500-1⅜)			
LNAV MDA	1060-1 403 (500-1)		1060-1⅛ 403 (500-1⅛)	
CIRCLING	1160-1 503 (600-1)		1280-1¾ 623 (700-1¾)	1480-2¾ 823 (900-2¾)



MIRL Rwy 17-35 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

CHESTER, SOUTH CAROLINA

AL-5954 (FAA)

24193

RNAV (GPS) RWY 35

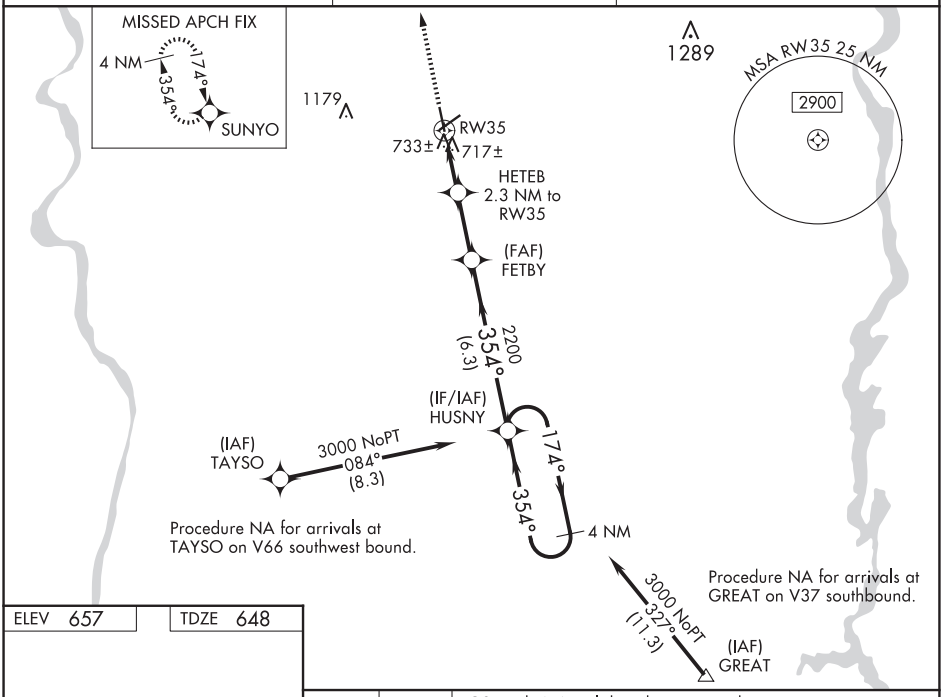
CHESTER CATAWBA RGNL (DCM)

WAAS	APP CRS	Rwy Idg	5000
CH 40318	354°	TDZE	648
W35A		Apt Elev	657

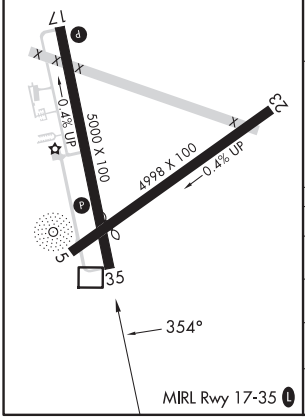
Circling to Rwy 5-23 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rock Hill altimeter setting and increase all DA 33 feet and all MDAs 40 feet; increase LPV, LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Rock Hill altimeter setting.

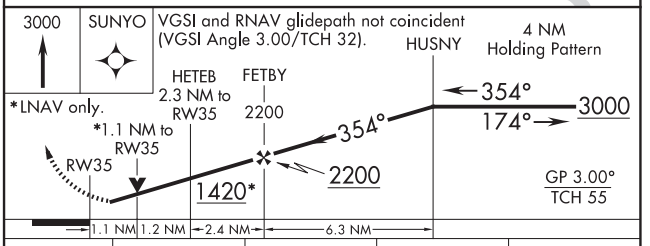
MISSED APPROACH: Climb to 3000 direct SUNYO and hold.

AWOS-3	CHARLOTTE APP CON	UNICOM
120.975	120.05 307.8	122.7 (CTAF) L



ELEV 657 | TDZE 648





CATEGORY	A	B	C	D
LPV DA	940-1 292 (300-1)			
LNAV/VNAV DA	1010-1¼ 362 (400-1¼)			
LNAV MDA	1020-1 372 (400-1)			1020-1¼ 372 (400-1¼)
CIRCLING	1160-1 503 (600-1)		1280-1¾ 623 (700-1¾)	1480-2¾ 823 (900-2¾)

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

NDB RWY 35

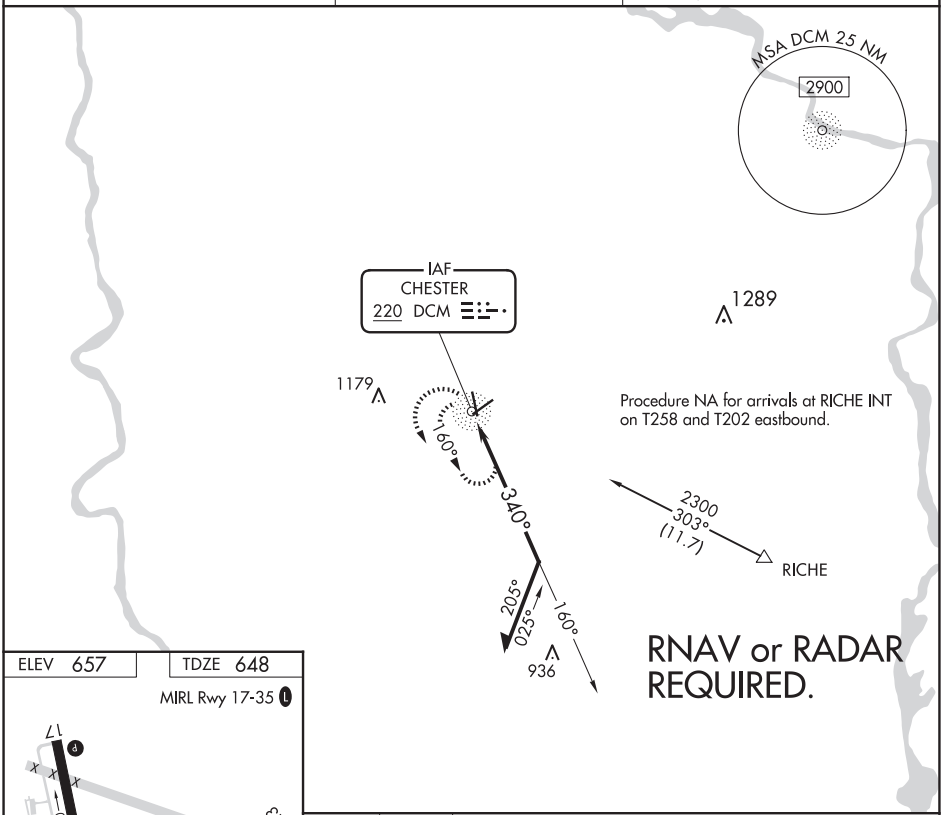
CHESTER CATAWBA RGNL (DCM)

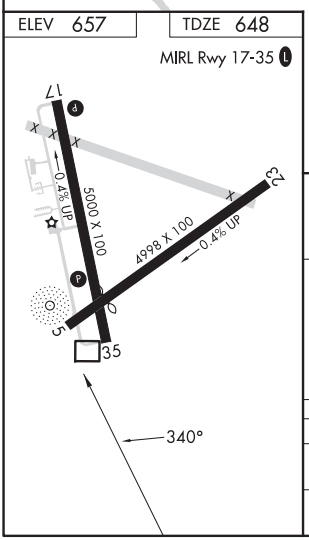
NDB DCM	APP CRS	Rwy Idg	5000
220	340°	TDZE	648
		Apt Elev	657

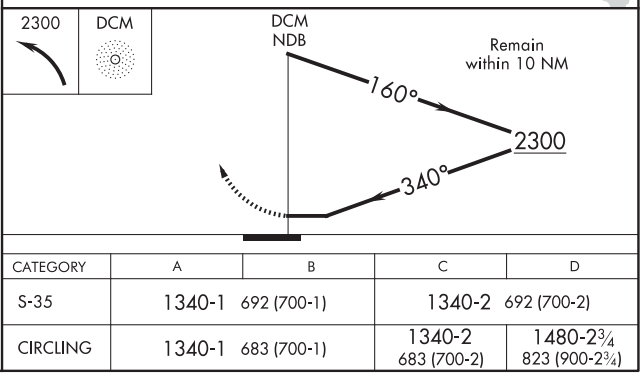
Circling to Rwy 5/23 NA at night. Rwy 35 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use UZA altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing left turn to 2300 in DCM NDB holding pattern.

AWOS-3	CHARLOTTE APP CON	UNICOM
120.975	120.05 307.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-35	1340-1	692 (700-1)	1340-2	692 (700-2)
CIRCLING	1340-1	683 (700-1)	1340-2 683 (700-2)	1480-2¾ 823 (900-2¾)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

CLEMSON, SOUTH CAROLINA | AL-5996 (FAA) | 24025

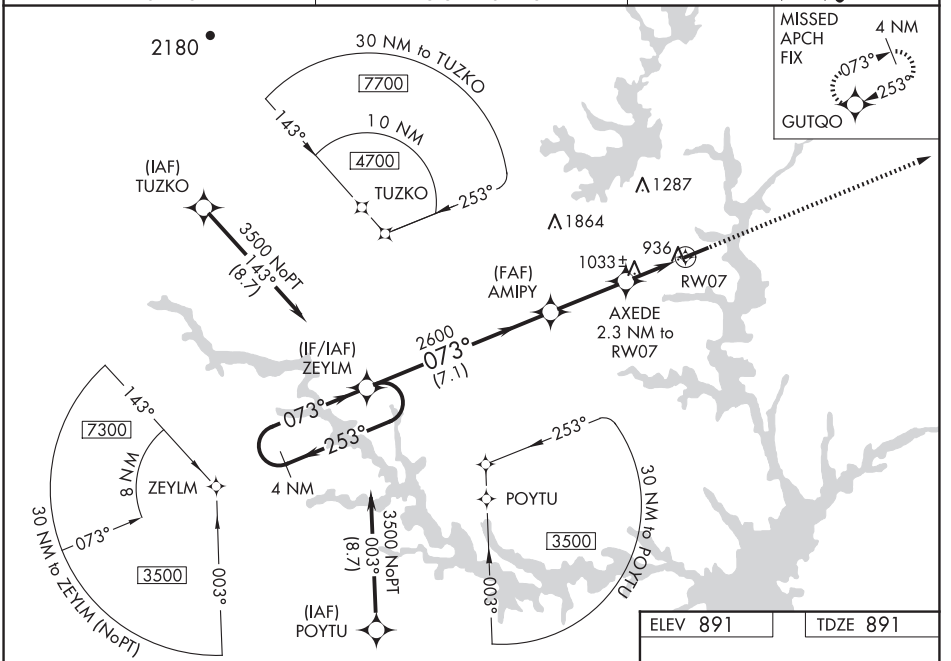
WAAS	APP CRS	Rwy Idg	5000
CH 97605	073°	TDZE	891
W07A		Apt Elev	891

RNAV (GPS) RWY 7
OCONEE COUNTY RGNL (CEU)

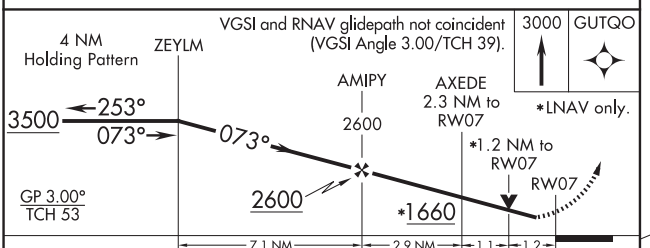
Baro-VNAV NA when using Anderson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Anderson altimeter setting and increase all DA 47 feet and all MDA 60 feet; increase LPV and LNAV/VNAV Cats A and B, and LNAV Cat C visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

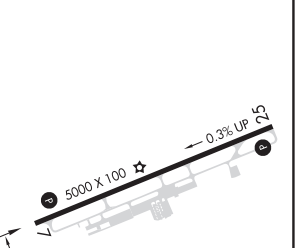
MISSED APPROACH: Climb to 3000 direct GUTQO and hold.

ASOS	GREER APP CON ★	UNICOM
119.275	118.8 270.275	122.7 (CTAF) L



ELEV 891 | TDZE 891





CATEGORY	A	B	C	D
LPV DA	1146-¾	255 (300-¾)	1146-1 255 (300-1)	NA
LNAV/VNAV DA	1144-¾	253 (300-¾)	1144-1 253 (300-1)	NA
LNAV MDA	1300-1	409 (500-1)	1300-1⅛ 409 (500-1⅛)	NA
C CIRCLING	1300-1 409 (500-1)	1360-1 469 (500-1)	1640-2¼ 749 (800-2¼)	NA

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

CLEMSON, SOUTH CAROLINA
Amdt 3A 18AUG16

34°40'N-82°53'W

OCONEE COUNTY RGNL (CEU)
RNAV (GPS) RWY 7

SE-2, 07 AUG 2025 to 02 OCT 2025

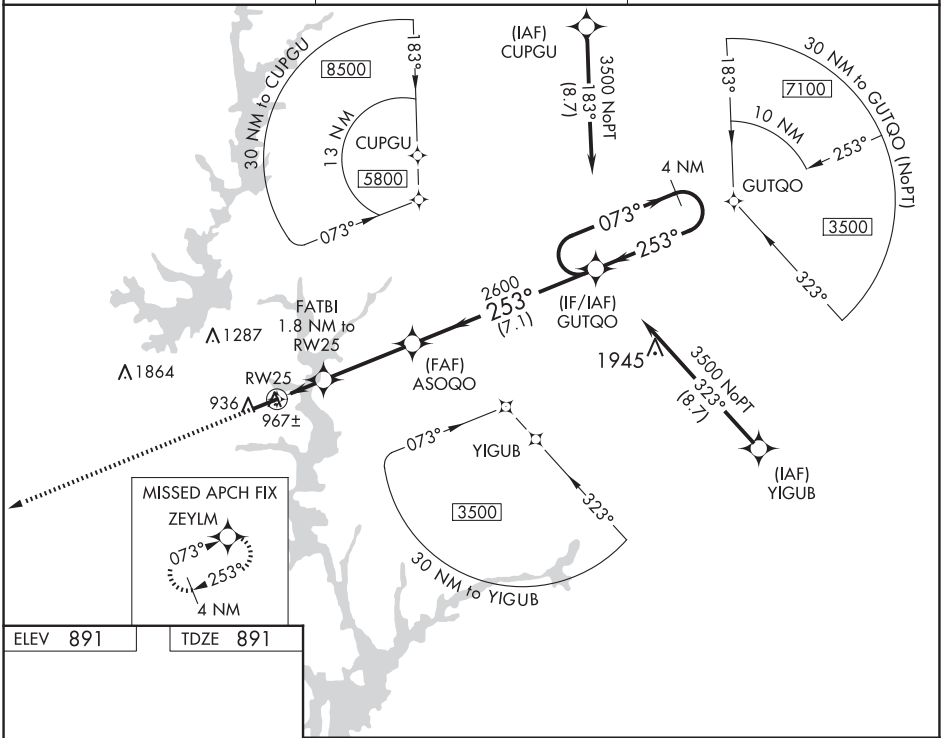
WAAS	APP CRS	Rwy Idg	5000
CH 50405	253°	TDZE	891
W25A		Apt Elev	891

RNAV (GPS) RWY 25
OCONEE COUNTY RGNL (CEU)

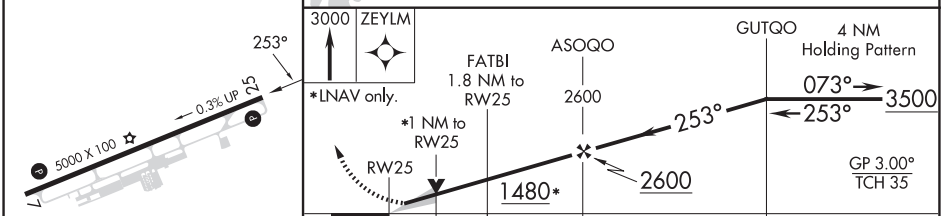
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Anderson altimeter setting and increase all DA 47 feet and all MDA 60 feet; increase LPV all Cats, and LNAV Cat C visibility ⅛ mile; increase LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV and VDP NA when using Anderson altimeter setting.

MISSED APPROACH: Climb to 3000 direct ZEYLM and hold.

ASOS	GREER APP CON★	UNICOM
119.275	118.8 270.275	122.7 (CTAF)



ELEV 891	TDZE 891



	A	B	C	D
LPV DA	1091-¾ 200 (200-¾)			NA
LNAV/VNAV DA	1141-⅞ 250 (300-⅞)			NA
LNAV MDA	1220-1 329 (400-1)			NA
C CIRCLING	1300-1 409 (500-1)	1360-1 469 (500-1)	1640-2¼ 749 (800-2¼)	NA

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

CLINTON, NORTH CAROLINA AL-5782 (FAA) 23110

RNAV (GPS) RWY 6

CLINTON-SAMPSON COUNTY (CTZ)

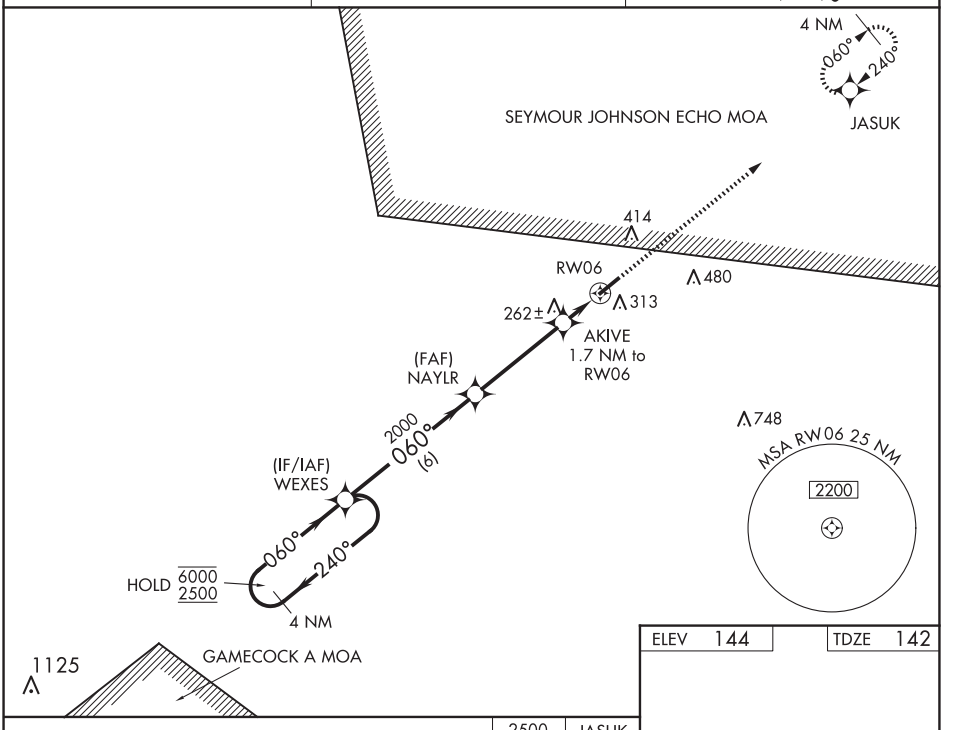
WAAS	APP CRS	Rwy Idg	5008
CH 53720	060°	TDZE	142
W06A		Apt Elev	144

RNP APCH - GPS.

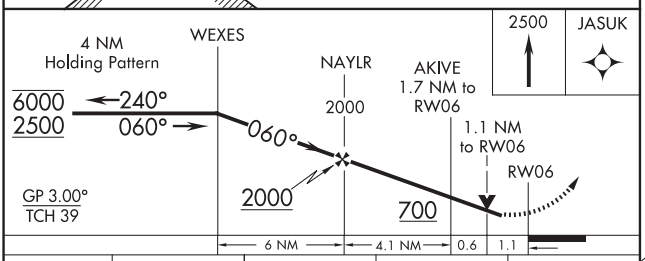
Rwy 6 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

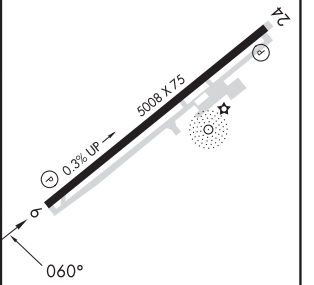
MISSED APPROACH: Climb to 2500 direct JASUK and hold.

AWOS-3	FAYETTEVILLE APP CON	UNICOM
119.125	133.0 290.25	122.8 (CTAF) L



ELEV 144 TDZE 142





CATEGORY	A	B	C	D
LPV DA		392-¾	250 (300-¾)	
LNAV/VNAV DA		545-1⅛	403 (500-1⅛)	
LNAV MDA		520-1	378 (400-1)	
CIRCLING	680-1 536 (600-1)	780-1 636 (700-1)	840-2 696 (700-2)	840-2¼ 696 (700-2¼)

MIRL Rwy 6-24
REIL Rwys 6 and 24 L

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

CLINTON, NORTH CAROLINA
Amdt 2D 20APR23

34°58′N-78°22′W

CLINTON-SAMPSON COUNTY (CTZ)
RNAV (GPS) RWY 6

RNAV (GPS) Y RWY 24

CLINTON-SAMPSON COUNTY (CTZ)

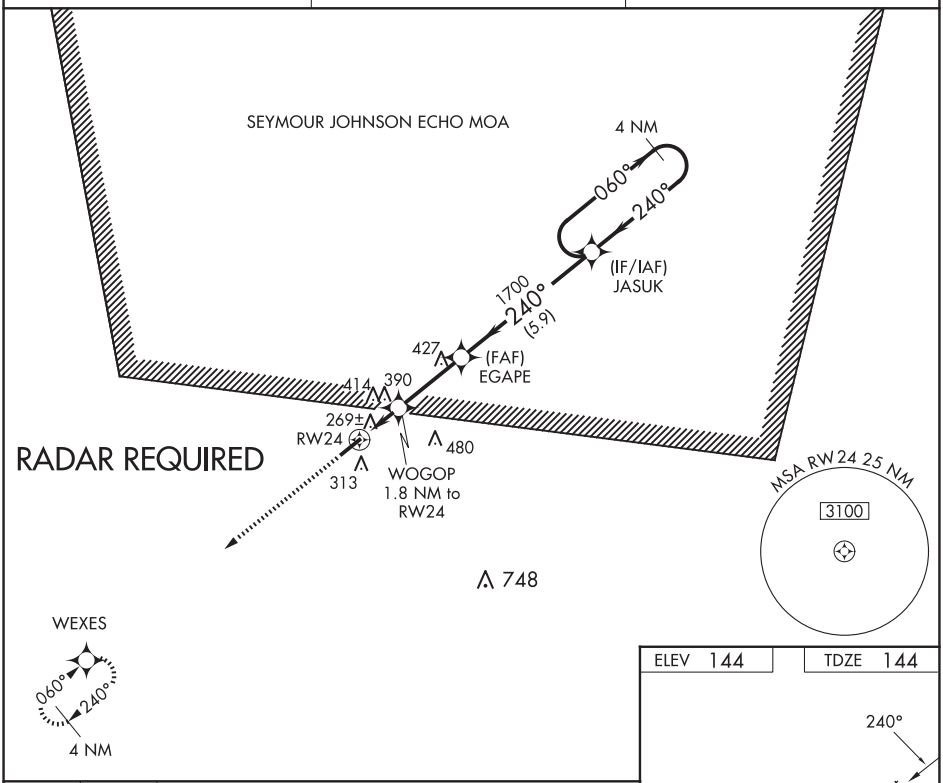
WAAS	APP CRS	Rwy Idg	5002
CH 99321	240°	TDZE	144
W24B		Apt Elev	144

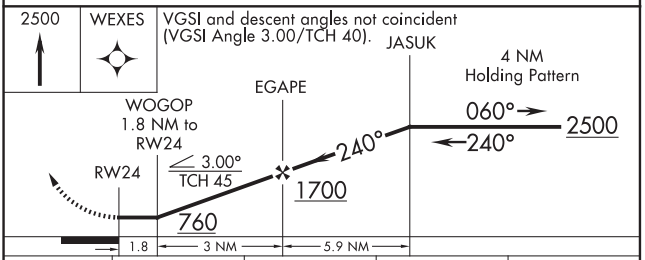
RNP APCH-GPS.

Rwy 24 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use DPL altimeter setting and increase all MDAs 60 feet and visibility Cats C and D ¼ SM.

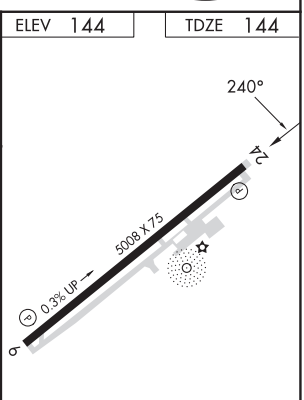
MISSED APPROACH: Climb to 2500 direct WEXES and hold.

AWOS-3	FAYETTEVILLE APP CON	UNICOM
119.125	133.0 290.25	122.8 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	560-1	416 (500-1)	560-1⅛	416 (500-1⅛)
LNAV MDA	640-1	496 (500-1)	640-1⅜	496 (500-1⅜)
CIRCLING	680-1 536 (600-1)	780-1 636 (700-1)	840-2 696 (700-2)	840-2¼ 696 (700-2¼)



MIRL Rwy 6-24
REIL Rwys 6 and 24 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

CLINTON, NORTH CAROLINA AL-5782 (FAA) 25107

WAAS	APP CRS	Rwy Idg	5008
CH 82620	240°	TDZE	144
W24A		Apt Elev	144

RNAV (GPS) Z RWY 24

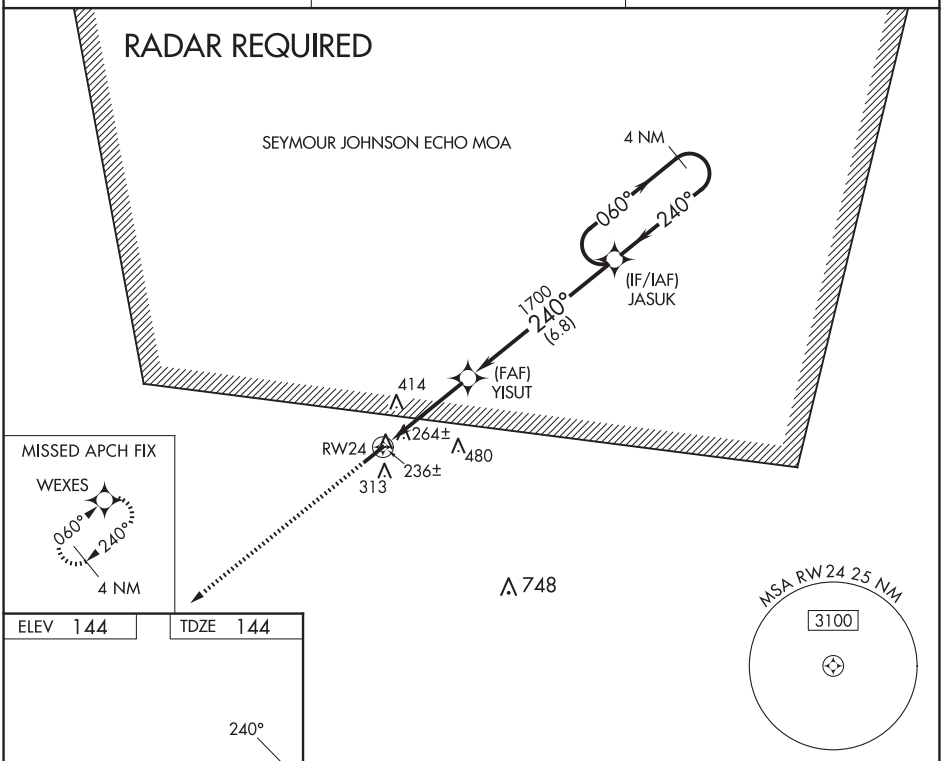
CLINTON-SAMPSON COUNTY (CTZ)

RNP APCH-GPS.

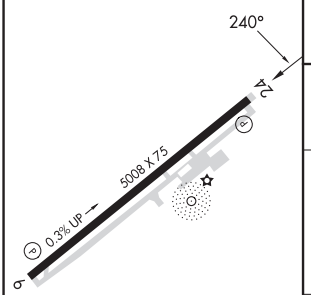
Baro-VNAV NA when using DPL altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 46°C. When local altimeter setting not received, use DPL altimeter setting and increase all DA 45 feet, increase LNAV/VNAV Cats A/B/C visibility ⅛ mile. Rwy 24 helicopter visibility reduction below ¾ SM NA.

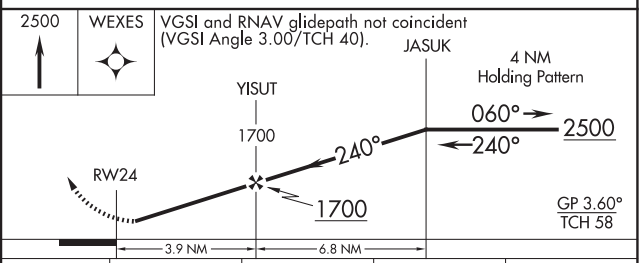
MISSED APPROACH: Climb to 2500 direct WEXES and hold.

AWOS-3	FAYETTEVILLE APP CON	UNICOM
119.125	133.0 290.25	122.8 (CTAF)



ELEV 144 TDZE 144





CATEGORY		A	B	C	D
LPV	DA	470-1	326 (400-1)		NA
LNAV/VNAV	DA	566-1¼	422 (500-1¼)		NA

MIRL Rwy 6-24
REIL Rwys 6 and 24

CLINTON, NORTH CAROLINA Orig-D 17APR25

34°58′N-78°22′W

CLINTON-SAMPSON COUNTY (CTZ)

RNAV (GPS) Z RWY 24

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

VOR/DME FAY	APP CRS	Rwy Idg N/A
114.85	095°	TDZE N/A
Chan 95 (Y)		Apt Elev 144

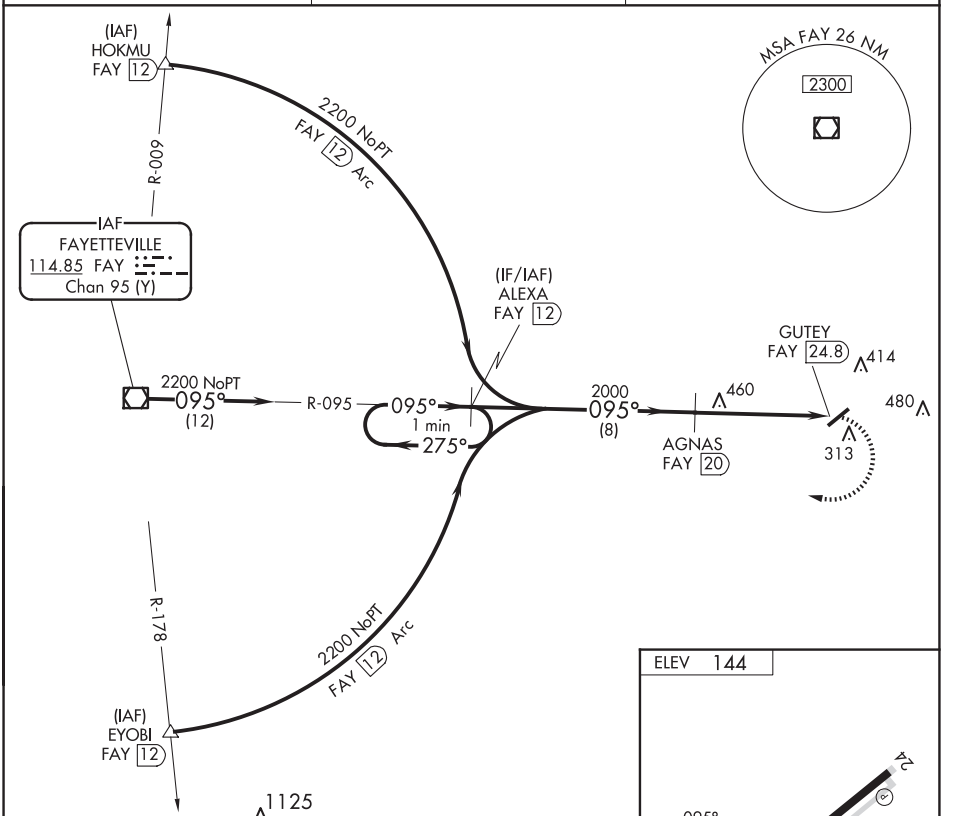
VOR/DME-A

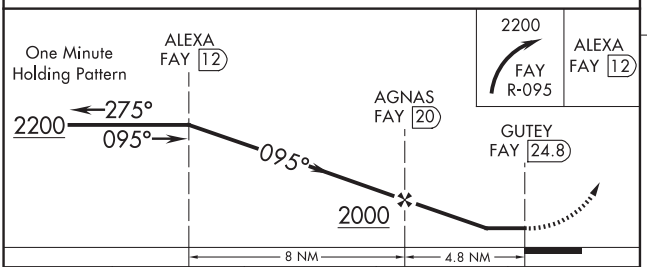
CLINTON-SAMPSON COUNTY (CTZ)

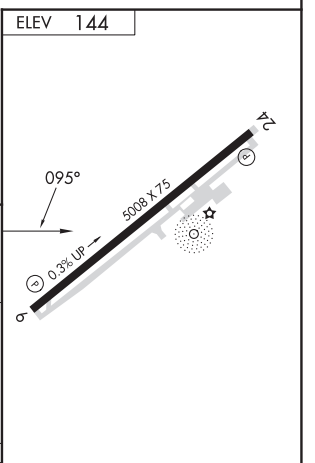
When local altimeter setting not received, use Kenansville altimeter setting and increase all MDA 60 feet, and increase Circling Cats C/D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2200 on FAY VOR/DME R-095 to ALEXA/FAY 12 DME and hold.

AWOS-3	FAYETTEVILLE APP CON	UNICOM
119.125	133.0 290.25	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	760-1 616 (700-1)	780-1 636 (700-1)	840-2 696 (700-2)	840-2¼ 696 (700-2¼)

MIRL Rwy 6-24
REIL Rwys 6 and 24 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

COLUMBIA, SOUTH CAROLINA | AL-89 (FAA) | 25163

LOC I-GJC	APP CRS	Rwy Idg	7001
108.95	052°	TDZE	228
		Apt Elev	236

ILS or LOC RWY 5
COLUMBIA METRO (CAE)

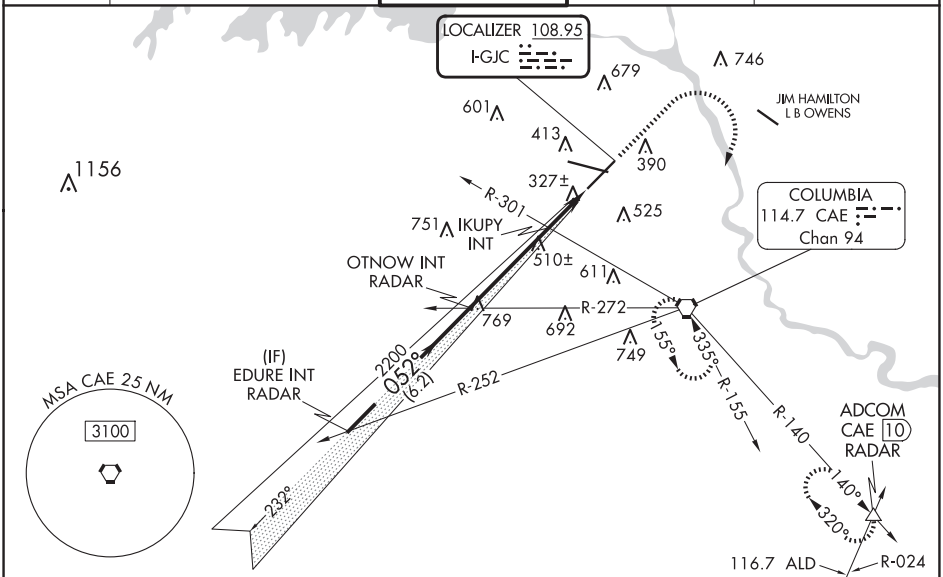
RADAR required for procedure entry.

For inop ALS, increase S-ILS 5 Cat E visibility to RVR 4000, increase S-LOC 5 Cats C/D/E visibility to 2 SM and increase IKUPY minimums S-LOC 5 Cats C/D/E visibility to RVR 5500.
*RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

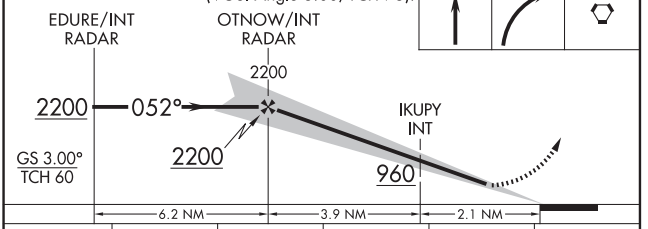
MISSED APPROACH: Climb to 1500 then climbing right turn to 2300 direct CAE VORTAC and hold, continue climb-in-hold to 2300. (TACAN aircraft continue on CAE VORTAC R-140 to ADCOM INT/CAE VORTAC 10 DME and hold NW, right turn, 140° inbound).

ATIS	COLUMBIA APP CON	COLUMBIA TOWER	GND CON	CLNC DEL
120.15	133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	119.5 257.8	121.9 348.6	119.75



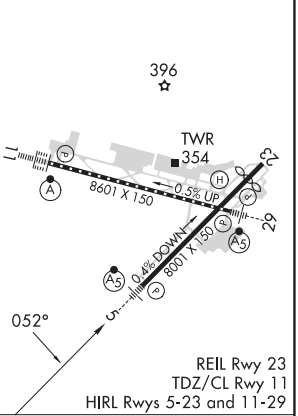
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).

1500	2300	CAE



CATEGORY	A	B	C	D	E
S-ILS 5*	428/24 200 (200-½)				
S-LOC 5	960/24 732 (800-½)		960-1⅝ 732 (800-1⅝)		
C CIRCLING	960-1 724 (800-1)		1040-2¼ 804 (900-2¼)	1040-2½ 804 (900-2½)	1040-2¾ 804 (900-2¾)
IKUPY FIX MINIMUMS (DUAL VOR RECEIVER REQUIRED)					
S-LOC 5	580/24 352 (400-½)		580/30 352 (400-⅝)		
C CIRCLING	740-1 504 (600-1)	860-1 624 (700-1)	1040-2¼ 804 (900-2¼)	1040-2½ 804 (900-2½)	1040-2¾ 804 (900-2¾)

ELEV 236 | D | TDZE 228



FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 11

COLUMBIA METRO (CAE)

LOC/DME I-CAE	APP CRS	Rwy Idg	8601
110.3	112°	TDZE	236
Chan 40		Apt Elev	236

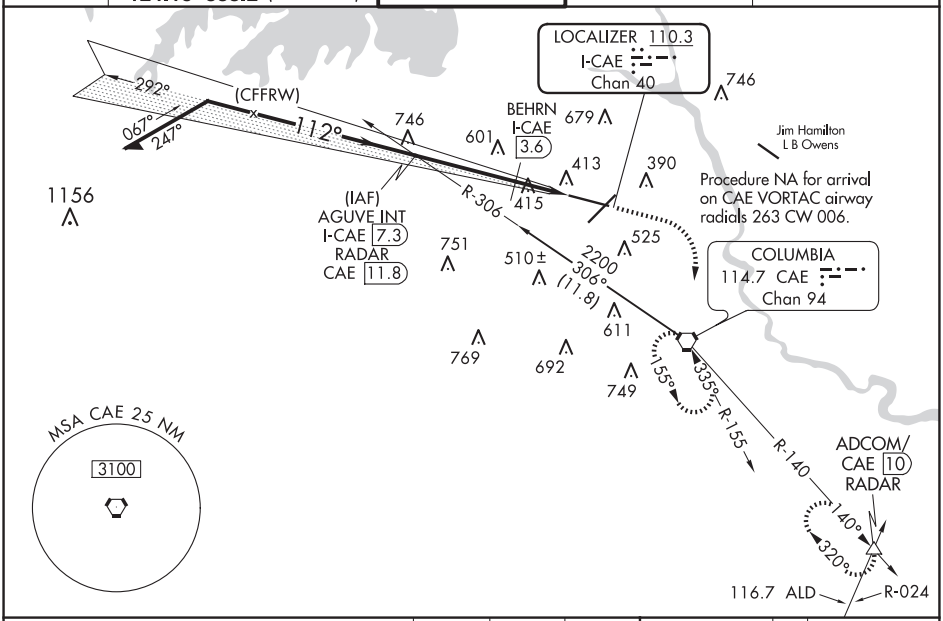
DME or RADAR required for LOC only.

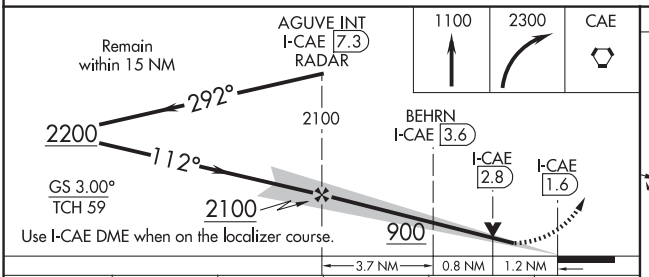
For inop ALS, increase S-ILS 11 Cat E visibility to RVR 4000, S-LOC 11 Cats C/D/E visibility to 1⅞ SM, and BEHRN Minimums S-LOC 11 Cat E visibility to 1⅜ SM.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 2300 direct CAE VORTAC and hold, continue climb-in-hold to 2300. (TACAN aircraft contine on CAE VORTAC R-140 to ADCOM INT/CAE VORTAC 10 DME and hold NW, right turn, 140° inbound)

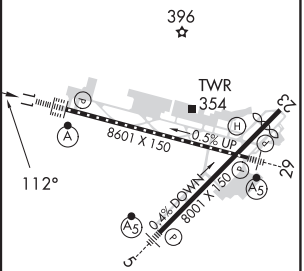
ATIS	COLUMBIA APP CON	COLUMBIA TOWER	GND CON	CLNC DEL
120.15	133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	119.5 257.8	121.9 348.6	119.75





CATEGORY	A	B	C	D	E
S-ILS 11	436/18 200 (200-½)				
S-LOC 11	900/24 664 (700-½)		900-1½ 664 (700-1½)		
C CIRCLING	900-1 664 (700-1)		1040-2¼ 804 (900-2¼)	1040-2½ 804 (900-2½)	1040-2¾ 804 (900-2¾)
BEHRN MINIMUMS (DME REQUIRED)					
S-LOC 11	680/24 444 (500-½)		680/45 444 (500-⅞)		
C CIRCLING	740-1 504 (600-1)	860-1 624 (700-1)	1040-2¼ 804 (900-2¼)	1040-2½ 804 (900-2½)	1040-2¾ 804 (900-2¾)

ELEV 236 D TDZE 236



REIL Rwy 23
TDZ/CL Rwy 11
HIRL Rwys 5-23 and 11-29

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

COLUMBIA, SOUTH CAROLINA

AL-89 (FAA)

25107

ILS or LOC RWY 29

COLUMBIA METRO (CAE)

LOC I-VYK	APP CRS	Rwy Idg	8506
108.3	292°	TDZE	227
		Apt Elev	236

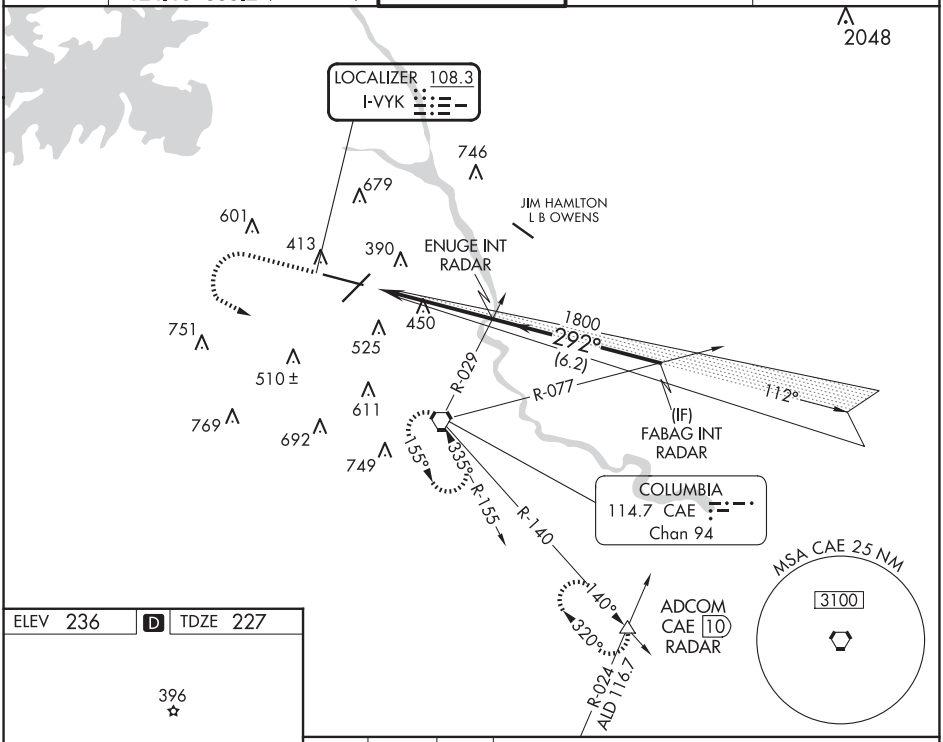
RADAR required for procedure entry.

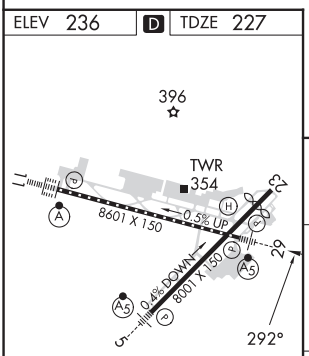
For inop ALS, increase S-ILS 29 Cat E visibility to RVR 4000, and S-LOC 29 Cats C/D/E to 1⅜ SM. *RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2300 direct CAE VORTAC and hold, continue climb-in-hold to 2300. (TACAN aircraft continue on CAE VORTAC R-140 to ADCOM INT/10 DME and hold NW, right turn, 140° inbound).

ATIS	COLUMBIA APP CON	COLUMBIA TOWER	GND CON	CLNC DEL
120.15	133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	119.5 257.8	121.9 348.6	119.75

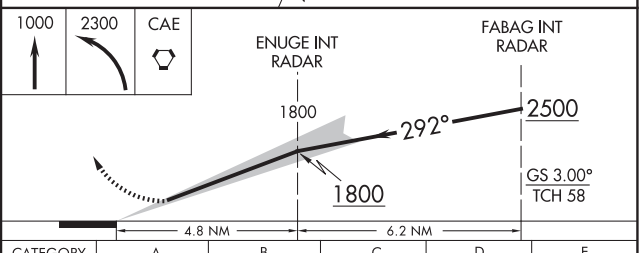




REIL Rwy 23
TDZ/CL Rwy 11
HIRL Rwys 5-23 and 11-29

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D	E
S-ILS 29*	427/24 200 (200-½)				
S-LOC 29	700/24 473 (500-½)		700/50 473 (500-1)		
C CIRCLING	740-1 504 (600-1)	860-1 624 (700-1)	1040-2¼ 804 (900-2¼)	1040-2½ 804 (900-2½)	1040-2¾ 804 (900-2¾)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-CAE	APP CRS	Rwy Idg 8601
110.3	112°	TDZE 236
Chan 40		Apt Elev 236

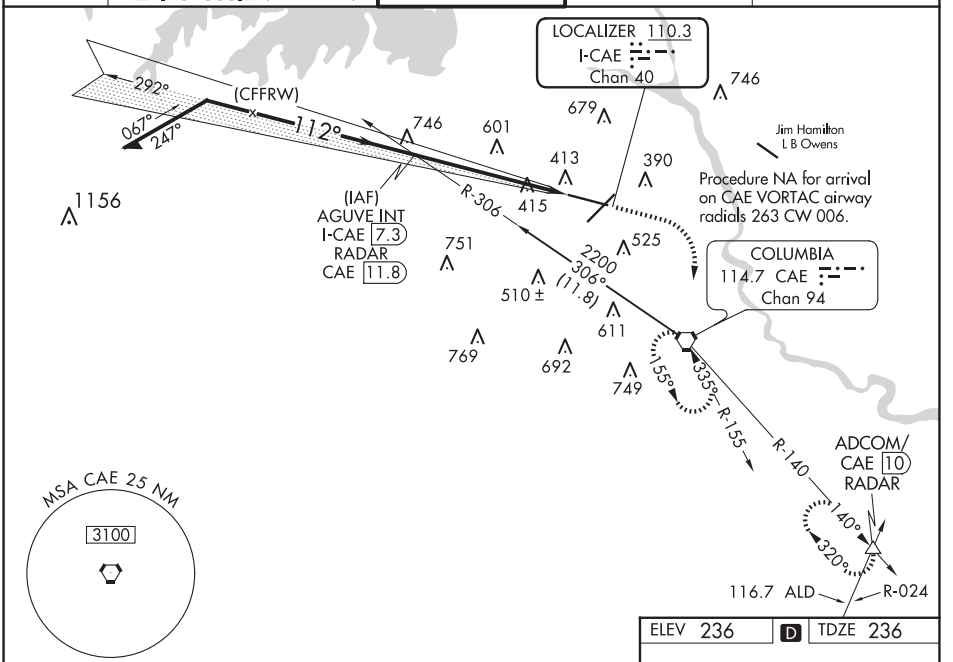
ILS RWY 11 (CAT II & III)

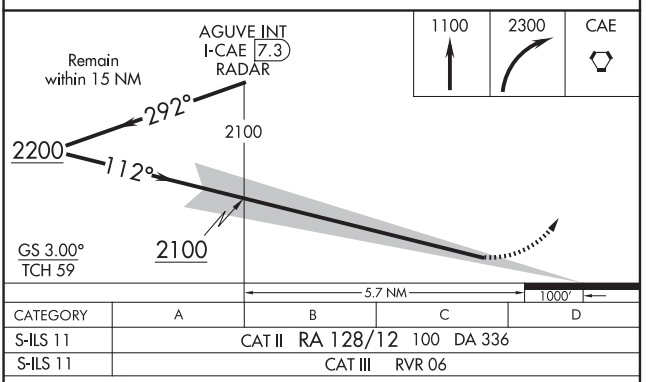
COLUMBIA METRO (CAE)

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 2300 direct CAE VORTAC and hold, continue climb-in-hold to 2300. (TACAN aircraft continue on CAE VORTAC R-140 to ADCOM INT/CAE VORTAC 10 DME and hold NW, right turn, 140° inbound)

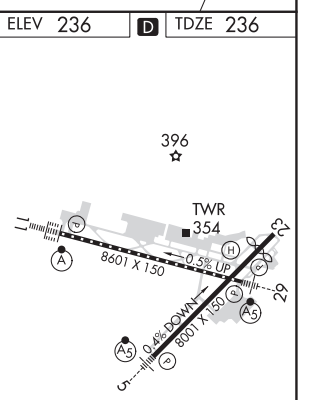
ATIS	COLUMBIA APP CON	COLUMBIA TOWER	GND CON	CLNC DEL
120.15	133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	119.5 257.8	121.9 348.6	119.75





CATEGORY	A	B	C	D
S-ILS 11	CAT II RA 128/12 100 DA 336			
S-ILS 11	CAT III RVR 06			

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



REIL Rwy 23
TDZ/CL Rwy 11
HIRL Rwys 5-23 and 11-29

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

COLUMBIA, SOUTH CAROLINA AL-89 (FAA) 25107

RNAV (GPS) RWY 5
COLUMBIA METRO (CAE)

WAAS	APP CRS	Rwy Idg	7001
CH 45526	052°	TDZE	228
W05A		Apt Elev	236

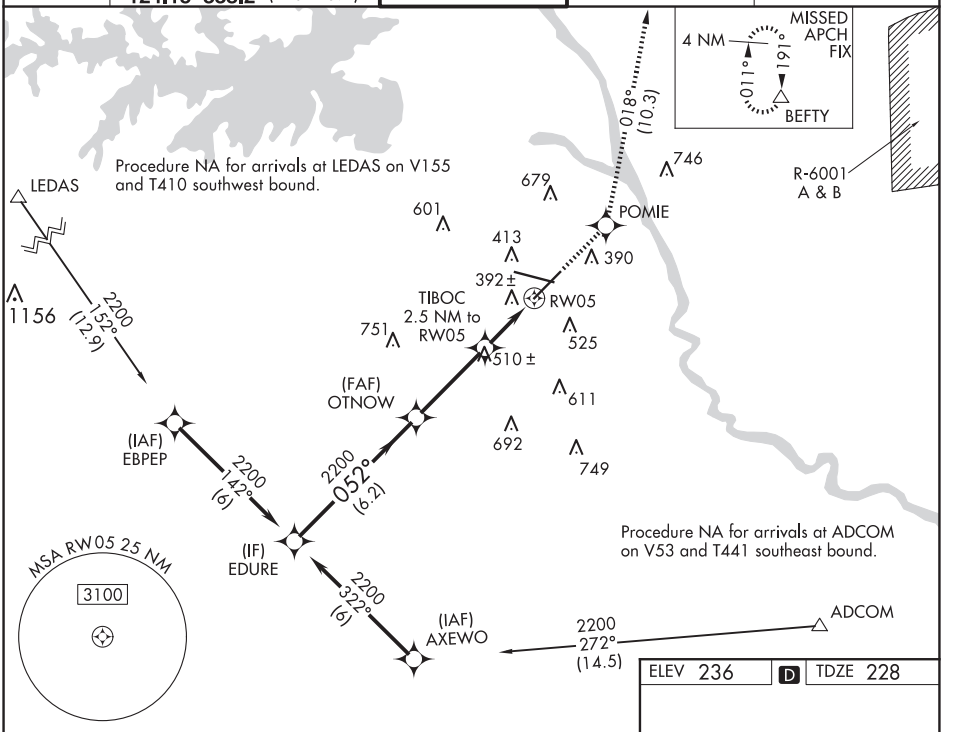
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000 and LNAV Cats C and D visibility to 1⅜ SM. *RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

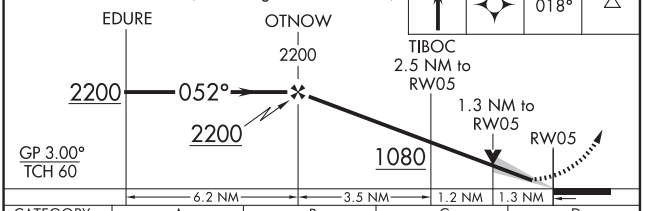
MISSED APPROACH: Climb to 2400 direct POMIE and on track 018° to BEFTY and hold.

ATIS	COLUMBIA APP CON	COLUMBIA TOWER	GND CON	CLNC DEL
120.15	133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	119.5 257.8	121.9 348.6	119.75



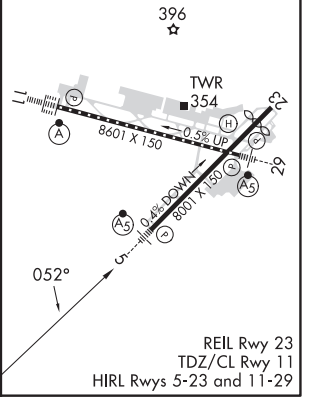
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).

2400 POMIE tr 018° BEFTY



CATEGORY	A	B	C	D
LPV DA*	428/24 200 (200-½)			
LNAV/VNAV DA	638/40 410 (500-¾)			
LNAV MDA	700/24 472 (500-½)		700/50 472 (500-1)	
CIRCLING	740-1 504 (600-1)	860-1 624 (700-1)	1040-2¼ 804 (900-2¼)	1040-2½ 804 (900-2½)

ELEV 236 D TDZE 228



COLUMBIA, SOUTH CAROLINA
Amdt 3 17APR25

33°56'N-81°07'W

COLUMBIA METRO (CAE)
RNAV (GPS) RWY 5

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 11

COLUMBIA METRO (CAE)

WAAS	APP CRS	Rwy Idg	8601
CH 61014	112°	TDZE	236
W11A		Apt Elev	236

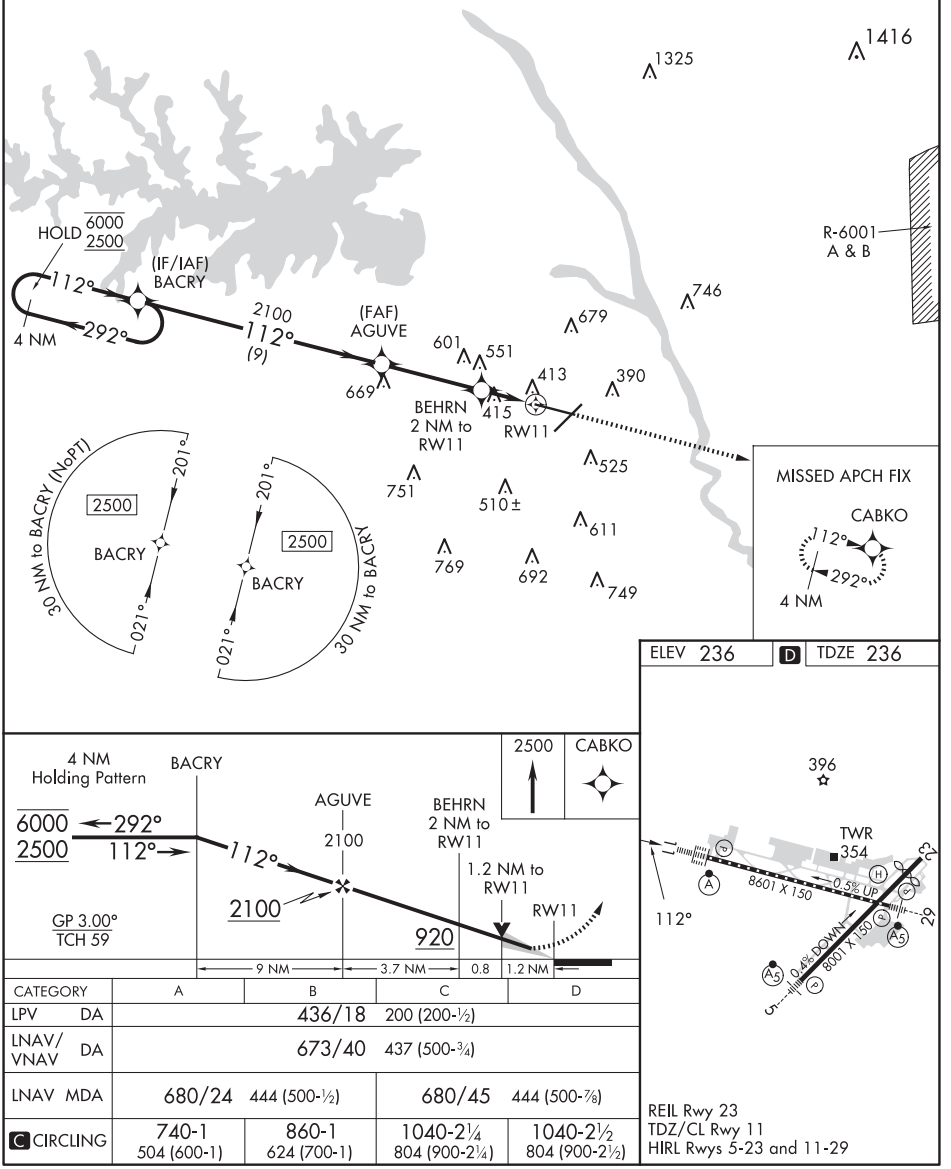
RNP APCH-GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C.

ALSF-2

MISSED APPROACH: Climb to 2500 direct CABKO and hold.

ATIS	COLUMBIA APP CON	COLUMBIA TOWER	GND CON	CLNC DEL
120.15	133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	119.5 257.8	121.9 348.6	119.75



CATEGORY	A	B	C	D
LPV DA	436/18 200 (200-½)			
LNAV/VNAV DA	673/40 437 (500-¾)			
LNAV MDA	680/24 444 (500-½)		680/45 444 (500-⅞)	
C CIRCLING	740-1 504 (600-1)	860-1 624 (700-1)	1040-2¼ 804 (900-2¼)	1040-2½ 804 (900-2½)

REIL Rwy 23
TDZ/CL Rwy 11
HIRL Rwys 5-23 and 11-29

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

COLUMBIA, SOUTH CAROLINA AL-89 (FAA) 23278

RNAV (GPS) RWY 23

COLUMBIA METRO (CAE)

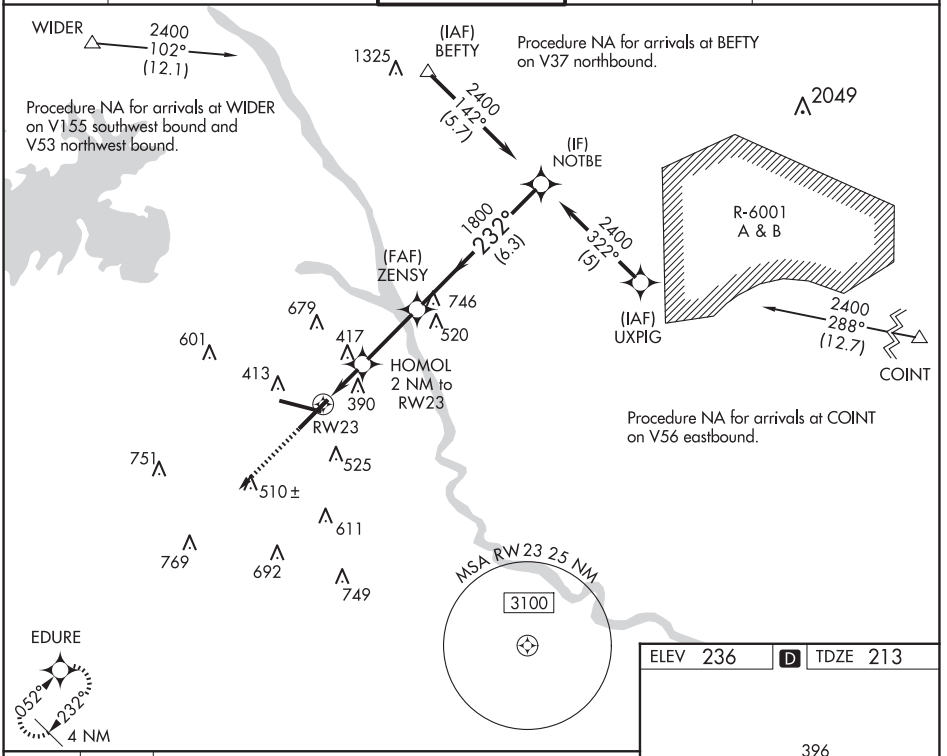
WAAS	APP CRS	Rwy Idg	7001
CH 40026	232°	TDZE	213
W23A		Apt Elev	236

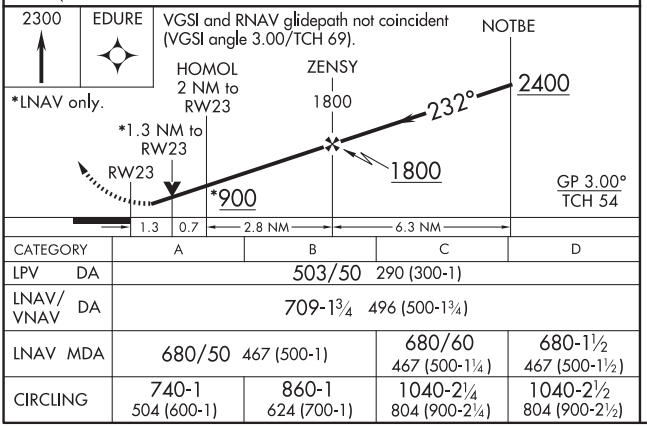
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 23 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2300 direct EDURE and hold.

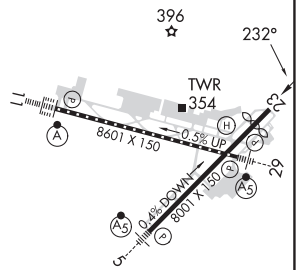
ATIS	COLUMBIA APP CON	COLUMBIA TOWER	GND CON	CLNC DEL
120.15	133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	119.5 257.8	121.9 348.6	119.75





CATEGORY	A	B	C	D
LPV DA	503/50 290 (300-1)			
LNAV/VNAV DA	709-1¾ 496 (500-1¾)			
LNAV MDA	680/50 467 (500-1)		680/60 467 (500-1¼)	680-1½ 467 (500-1½)
CIRCLING	740-1 504 (600-1)	860-1 624 (700-1)	1040-2¼ 804 (900-2¼)	1040-2½ 804 (900-2½)

ELEV 236 D TDZE 213



REIL Rwy 23
TDZ/CL Rwy 11
HIRL Rwys 5-23 and 11-29

COLUMBIA, SOUTH CAROLINA
Amdt 2D 11AUG22

33°56'N-81°07'W

COLUMBIA METRO (CAE)

RNAV (GPS) RWY 23

SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 29

COLUMBIA METRO (CAE)

WAAS	APP CRS	Rwy Idg	8506
CH 53414	292°	TDZE	227
W29A		Apt Elev	236

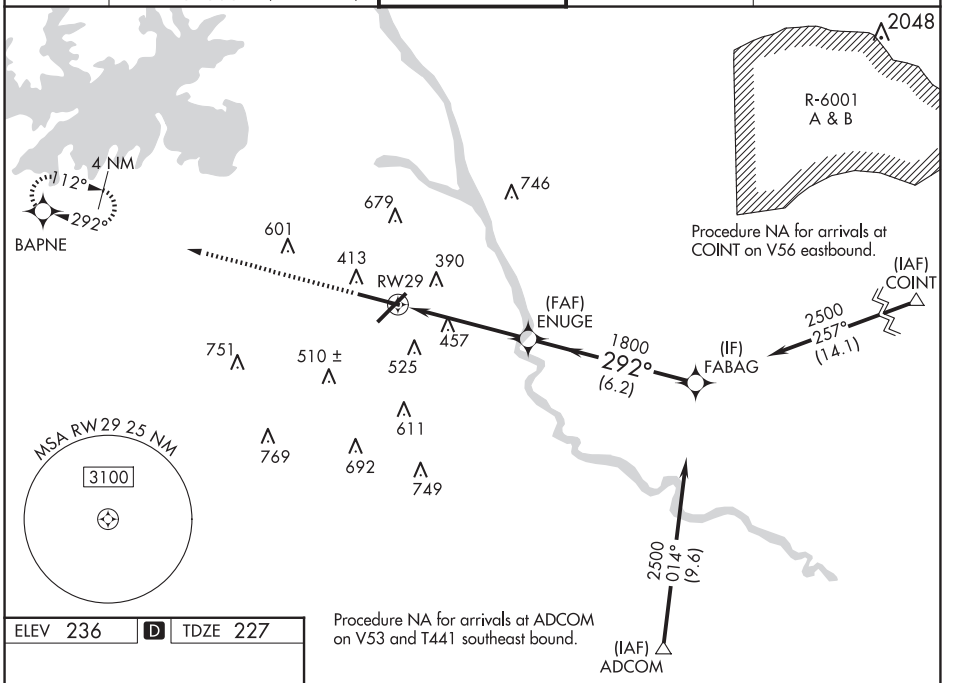
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV Cats C and D to 1⅜ SM.
*RVR 1800 authorized with use of FD or AP or HUD to DA.

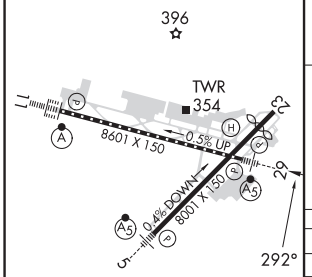
MALSR

MISSED APPROACH: Climb to 3000 direct BAPNE and hold.

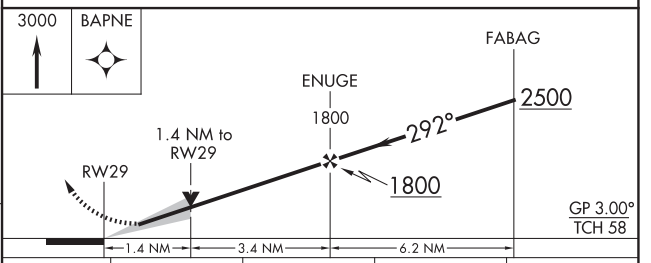
ATIS	COLUMBIA APP CON	COLUMBIA TOWER	GND CON	CLNC DEL
120.15	133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	119.5 257.8	121.9 348.6	119.75



ELEV 236 D TDZE 227



REIL Rwy 23
TDZ/CL Rwy 11
HIRL Rwys 5-23 and 11-29



CATEGORY	A	B	C	D
LPV DA *	427/24 200 (200-½)			
LNAV/VNAV DA	544/24 317 (400-½)			544/40 317 (400-¾)
LNAV MDA	720/24 493 (500-½)		720/50 493 (500-1)	
CIRCLING	740-1 504 (600-1)	860-1 624 (700-1)	1040-2¼ 804 (900-2¼)	1040-2½ 804 (900-2½)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

COLUMBIA, SOUTH CAROLINA

AL-89 (FAA)

23278

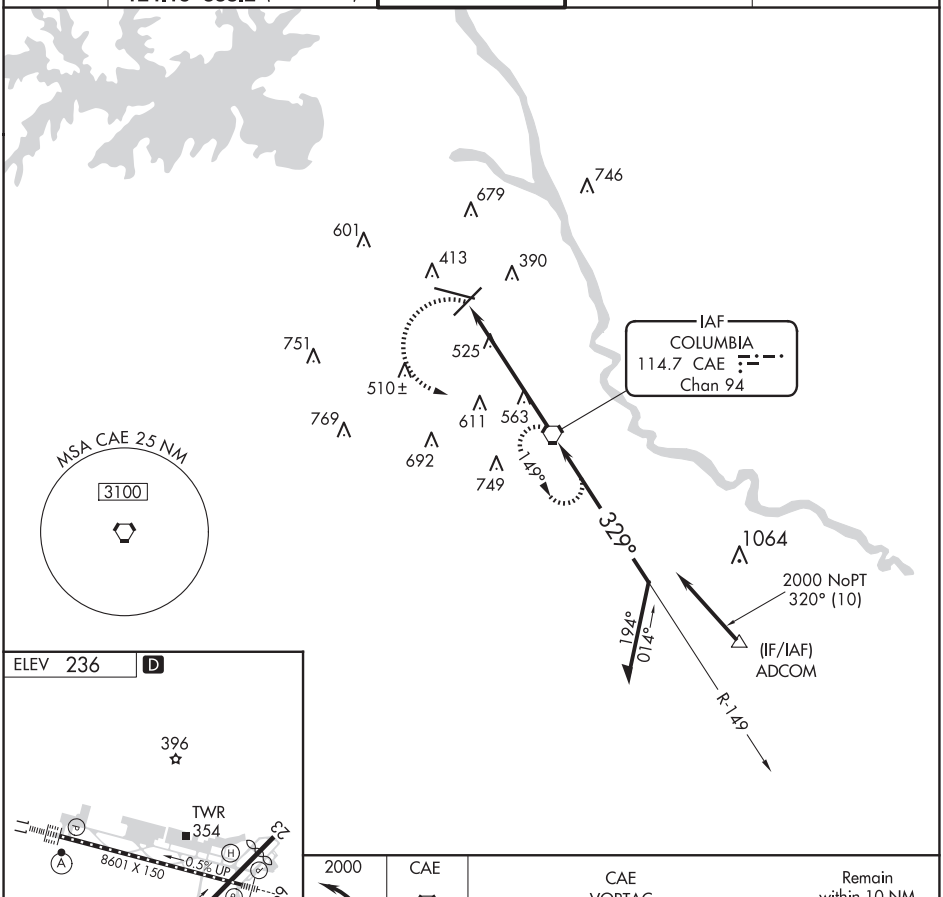
VOR-A

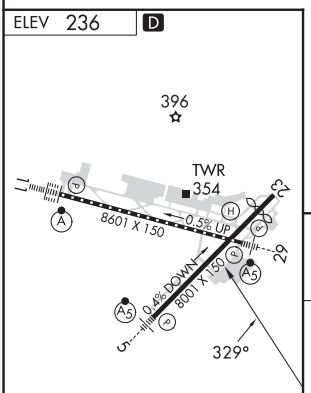
COLUMBIA METRO (CAE)

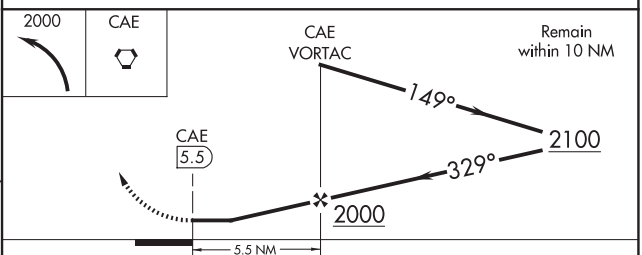
VORTAC CAE	APP CRS	Rwy Idg	N/A
114.7	329°	TDZE	N/A
Chan 94		Apt Elev	236

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

ATIS	COLUMBIA APP CON	COLUMBIA TOWER	GND CON	CLNC DEL
120.15	133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	119.5 257.8	121.9 348.6	119.75





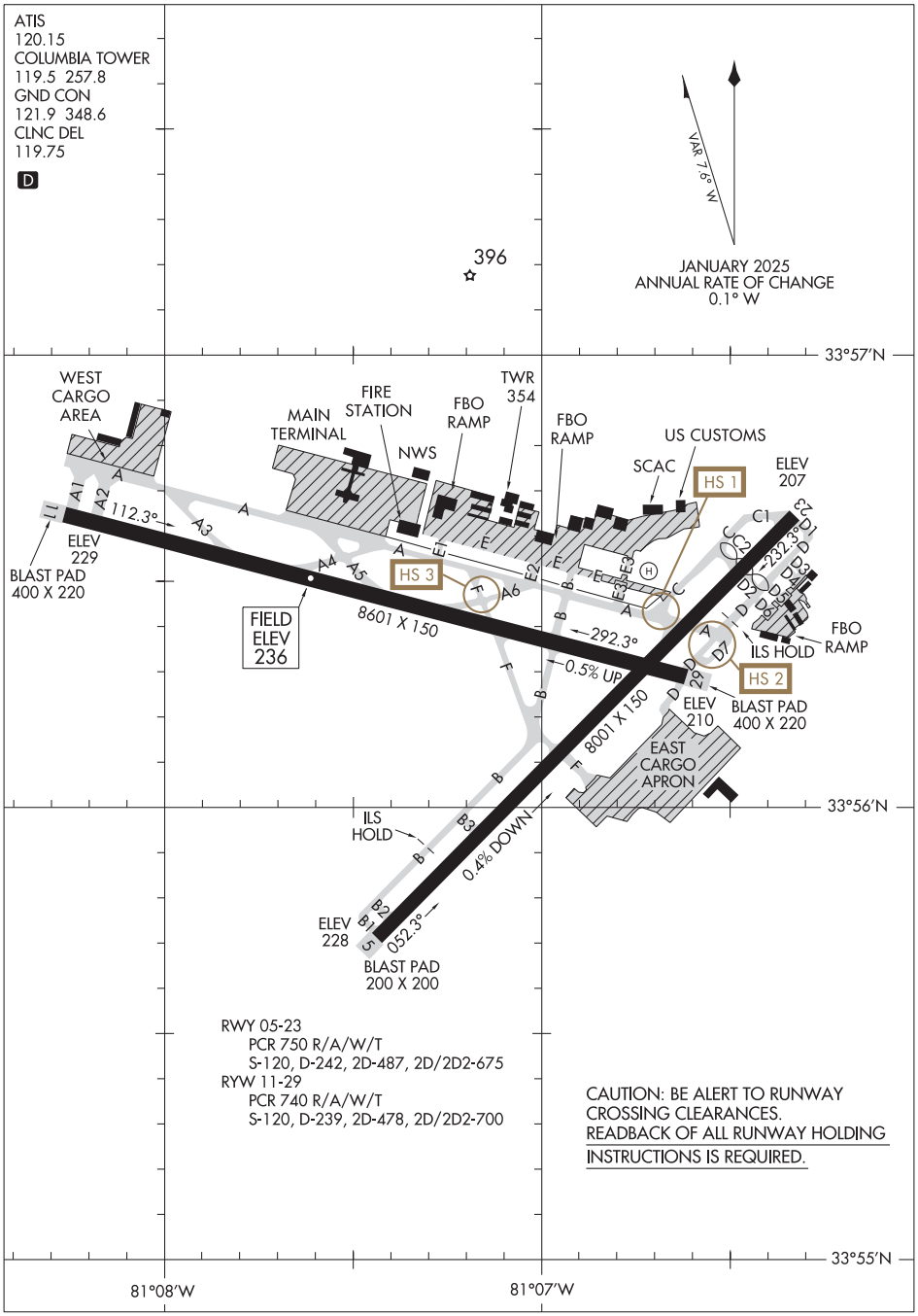


FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D
CIRCLING	820-1 584 (600-1)	860-1 624 (700-1)	1040-2¼ 804 (900-2¼)	1040-2½ 804 (900-2½)

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025



SE-2, 07 AUG 2025 to 02 OCT 2025

COLUMBIA, SOUTH CAROLINA

AL-90 (FAA)

19283

RNAV (GPS) RWY 13

JIM HAMILTON L B OWENS (CUB)

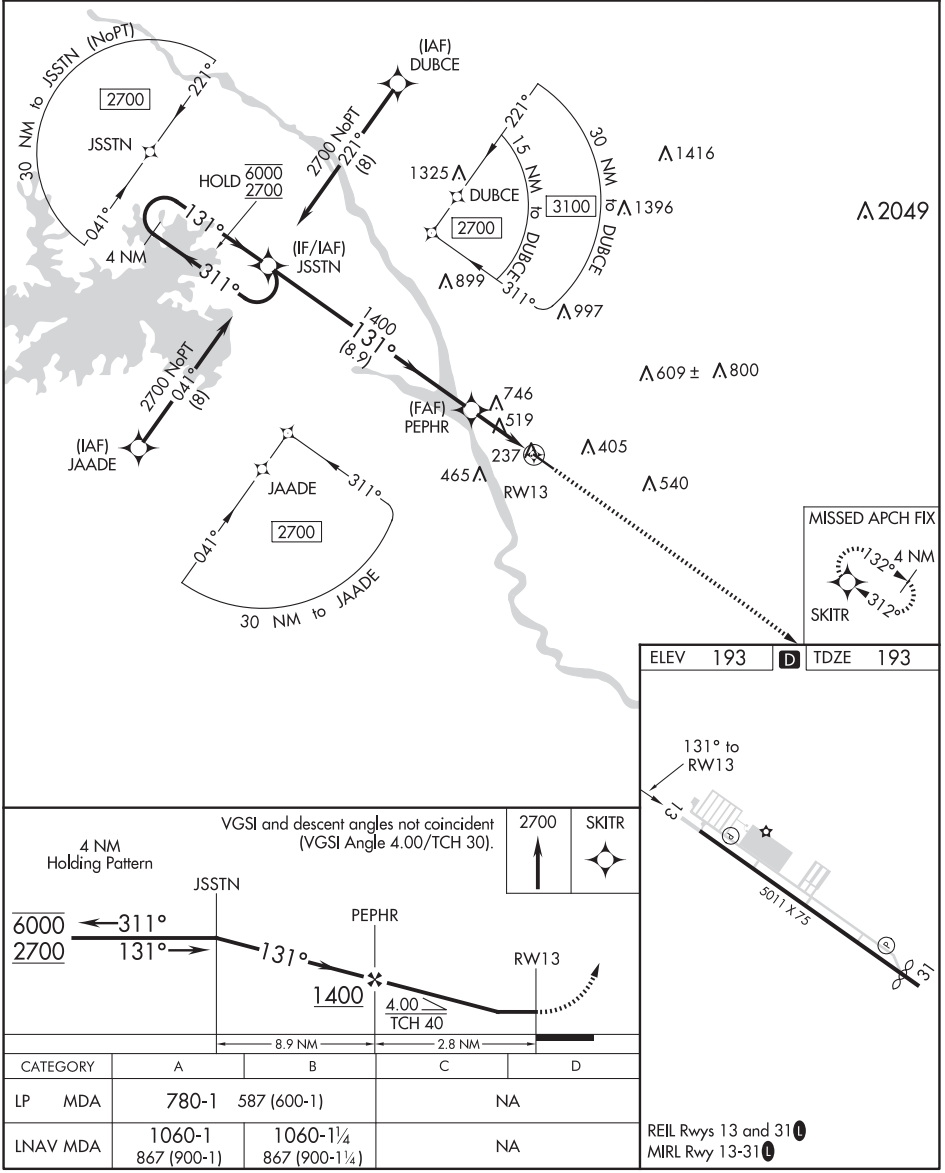
WAAS	APP CRS	Rwy Idg	4999
CH 49042	131°	TDZE	193
W13A		Apt Elev	193

RNP APCH.

Procedure NA at night. Rwy 13 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2700 direct SKITR and hold.

ASOS	COLUMBIA APP CON	CLNC DEL	UNICOM
118.675	133.4 285.6	124.4	123.075 (CTAF) L



CATEGORY	A	B	C	D
LP MDA	780-1 587 (600-1)		NA	
LNAV MDA	1060-1 867 (900-1)	1060-1¼ 867 (900-1¼)	NA	

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

COLUMBIA, SOUTH CAROLINA
Orig 13SEP18

33°58'N-81°00'W

JIM HAMILTON L B OWENS (CUB)

RNAV (GPS) RWY 13

SE-2, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	4599
CH 42742	311°	TDZE	186
W31A		Apt Elev	193

RNAV (GPS) RWY 31

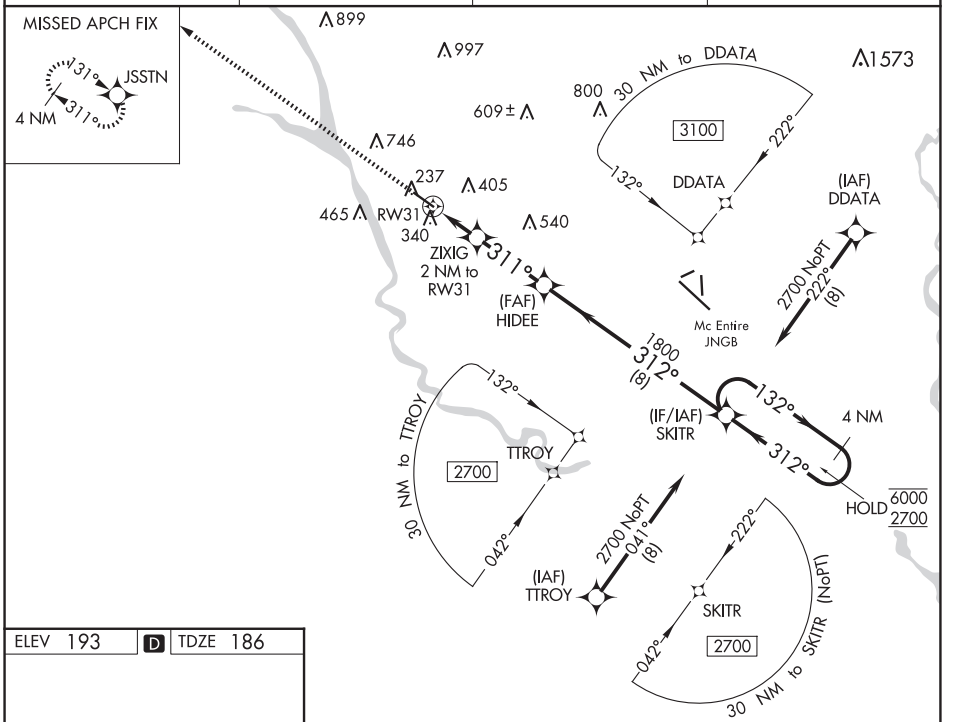
JIM HAMILTON L B OWENS (CUB)

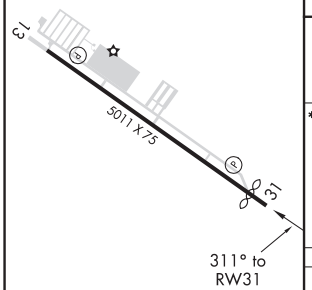
RNP APCH.

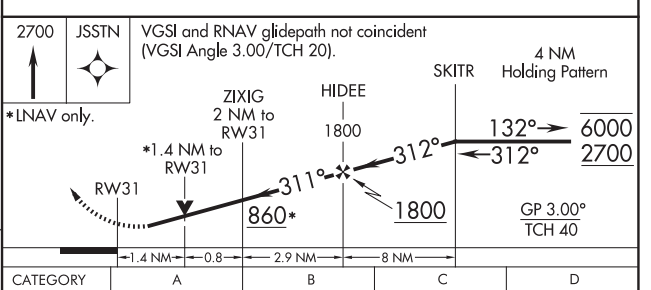
Rwy 31 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C.

MISSED APPROACH: Climb to 2700 direct JSSTN and hold.

ASOS	COLUMBIA APP CON	CLNC DEL	UNICOM
118.675	133.4 285.6	124.4	123.075 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	436-¾	250 (300-¾)		
LNAV/VNAV DA	551-1	365 (400-1)		
LNAV MDA	640-1	454 (500-1)	640-1⅜	454 (500-1⅜)

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

COLUMBIA, SOUTH CAROLINA

AL-90 (FAA)

19283

LOC RWY 31

JIM HAMILTON L B OWENS (CUB)

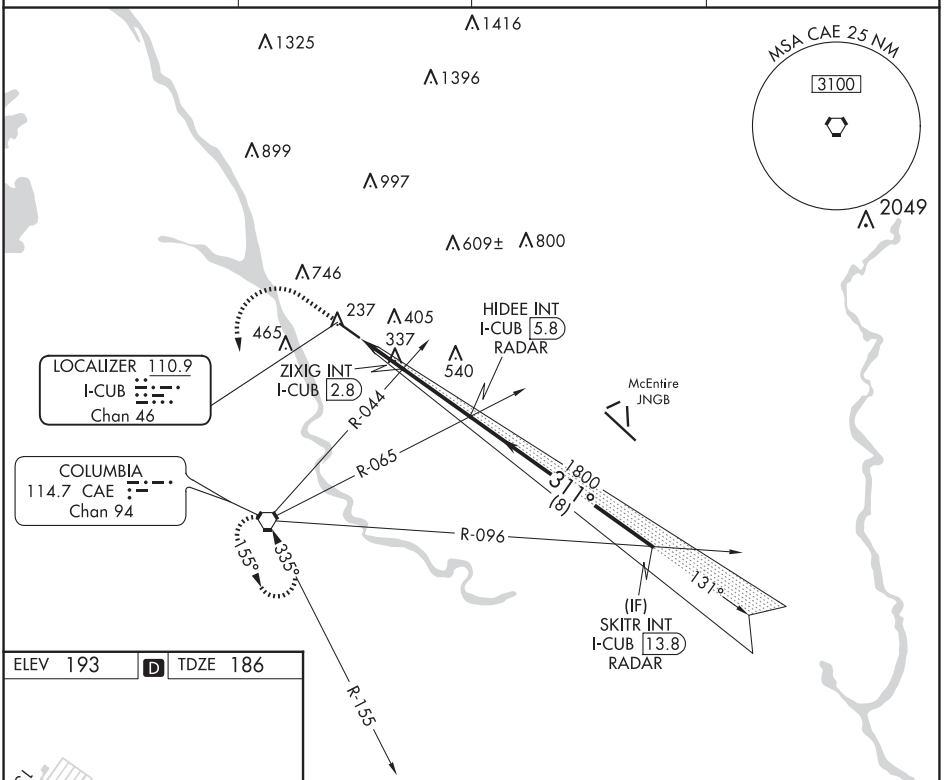
LOC/DME I-CUB	APP CRS	Rwy Idg	4599
110.9	311°	TDZE	186
Chan 46		Apt Elev	193

RADAR required for procedure entry.

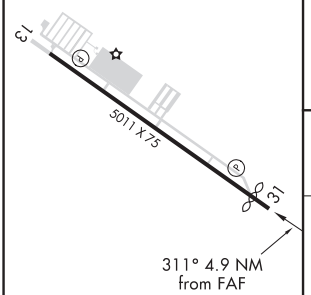
T
A NA — Rwy 31 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct CAE VORTAC and hold.

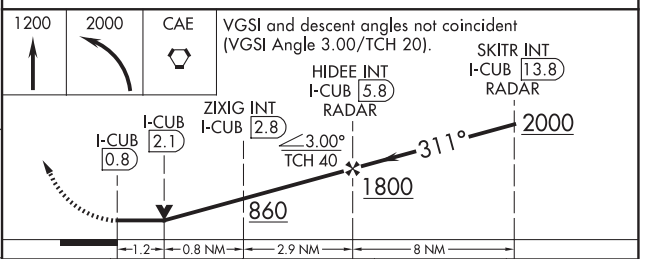
ASOS	COLUMBIA APP CON	CLNC DEL	UNICOM
118.675	133.4 285.6	124.4	123.075 (CTAF) L



ELEV 193 D TDZ 186



REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L



FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-LOC 31	600-1	414 (500-1)	600-1⅛	414 (500-1⅛)

COLUMBIA, SOUTH CAROLINA
Amdt 2 13SEP18

33°58′N-81°00′W

JIM HAMILTON L B OWENS (CUB)
LOC RWY 31

SE-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 20

CONCORD-PADGETT RGNL (JQF)

LOC/DME I-JQF	APP CRS	Rwy Idg	6350
111.95	196°	TDZE	699
Chan 56 (Y)		Apt Elev	704

DME or RADAR required for LOC only.

T A NA For inop ALS, increase S-LOC 20 Cat A/B visibility to 1 SM, Cat C/D visibility to 1 3/8 SM. Rwy 20 helicopter visibility reduction below 3/4 SM NA. S-ILS inop table does not apply.

MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 3400 on heading 020° and CLT VOR/DME R-036 to LEEMO INT/ I-JQF 12.3 DME/RADAR and hold.

ATIS	CHARLOTTE APP CON	CONCORD TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
133.675	128.325 307.8	134.65 (CTAF) L	121.85	118.55	127.25 (when twr closed)	122.95

IAF BARRETTS MOUNTAIN 113.75 BZM Chan 84(Y)

3400 128° (33)

R-128

IAF GREENSBORO 116.2 GSO Chan 109

3400 233° (43.8)

016° 036° 216°

1848

(IF) LEEMO INT I-JQF 12.3 RADAR

Use BZM R-128 and CLT R-036 to locate LEEMO INT prior to intercepting localizer.

Procedure NA for arrival on GSO VORTAC airway radials 193 CW 283.

2348

2400 196° (6)

Procedure NA for arrival on BZM VOR/DME airway radials 071 CW 143.

919±

909 ± GLISS I-JQF 6.3 RADAR

1574

1032

1255

786

1120 ±

1047

940 ±

2043

R-036

MSA CLT 25 NM 3800

LOCALIZER 111.95 I-JQF Chan 56(Y)

1950

1999

2041

115.0 CLT Chan 97

ELEV 704 D TDZE 699

196°

20

TWR

7402 X 100

0.9% UP

TDZL Rwy 20 L

REIL Rwy 2 L

HIRL Rwy 2-20 L

1200 3400 hdg 020° CLT R-036 LEEMO INT

GLISS I-JQF 6.3 RADAR

LEEMO INT I-JQF 12.3 RADAR

* LOC only.

* I-JQF 2.5

I-JQF 1.2

2400

196°

3400

2400

GS 3.00° TCH 44

1.3 3.8 NM 6 NM

CATEGORY	A	B	C	D
S-ILS 20	1026-¾ 327 (400-¾)			
S-LOC 20	1160-¾ 461 (500-¾)		1160-1 461 (500-1)	
C CIRCLING	1300-1 596 (600-1)		1480-2¼ 776 (800-2¼)	1480-2½ 776 (800-2½)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

CONCORD, NORTH CAROLINA

AL-9155 (FAA)

25051

RNAV (GPS) RWY 2

CONCORD-PADGETT RGNL (JQF)

WAAS	APP CRS		
CH **93903**	**016°**	Rwy Idg	**7400**
W02A		TDZE	**667**
		Apt Elev	**705**

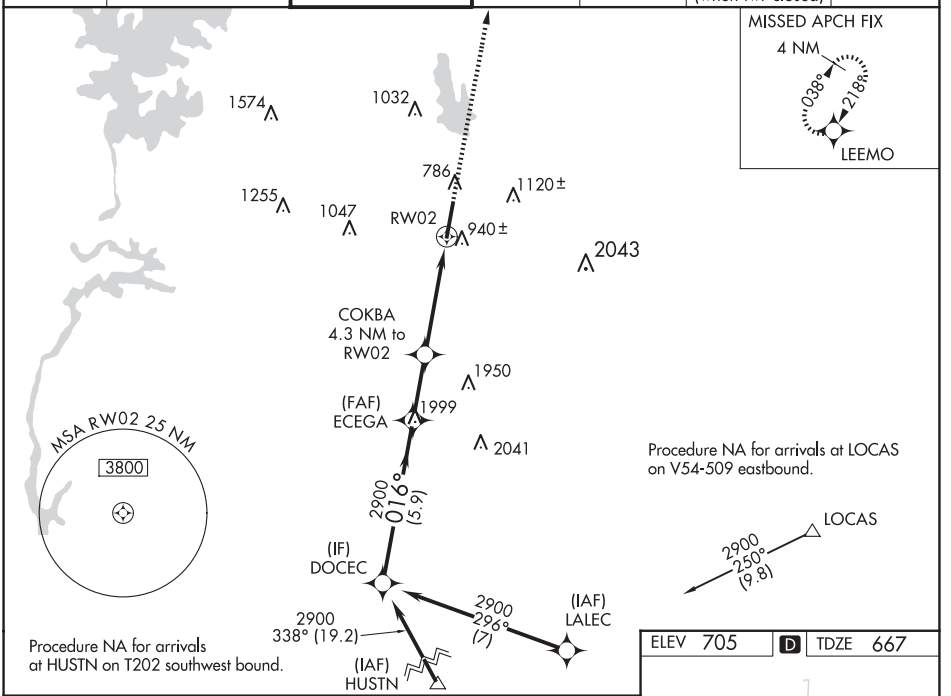
RNP APCH.

Rwy 2 helicopter visibility reduction below ¾ SM NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 45°C.

MISSED APPROACH: Climb to 4000 direct LEEMO and hold, continue climb-in-hold to 4000.

ATIS	CHARLOTTE APP CON	CONCORD TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
133.675	**128.325 307.8**	**134.65** (CTAF) L	**121.85**	**118.55**	**127.25** (when twr closed)	**122.95**



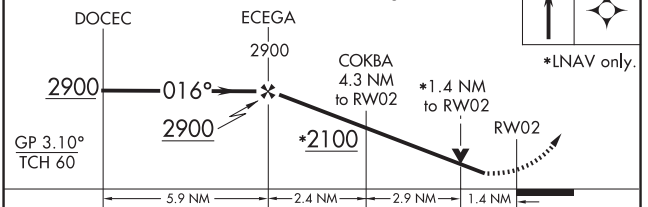
SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 69).

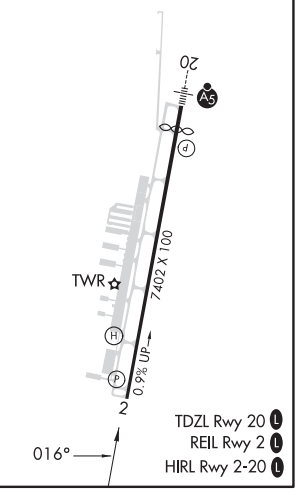
4000 LEEMO

*LNAV only.



CATEGORY	A	B	C	D
LPV DA	986-1⅛ 319 (300-1⅛)			
LNAV/VNAV DA	1220-1⅞ 553 (600-1⅞)			
LNAV MDA	1240-1 573 (600-1)		1240-1⅝ 573 (600-1⅝)	
C CIRCLING	1300-1 595 (600-1)		1480-2¼ 775 (800-2¼)	1480-2½ 775 (800-2½)

ELEV 705 D TDZE 667



CONCORD, NORTH CAROLINA

Amdt 1A 03JAN19

35°23'N-80°43'W

CONCORD-PADGETT RGNL (JQF)

RNAV (GPS) RWY 2

RNAV (GPS) RWY 20

CONCORD-PADGETT RGNL (JQF)

WAAS	APP CRS		
CH 56499	196°	Rwy Idg	6350
W20A		TDZE	699
		Apt Elev	704

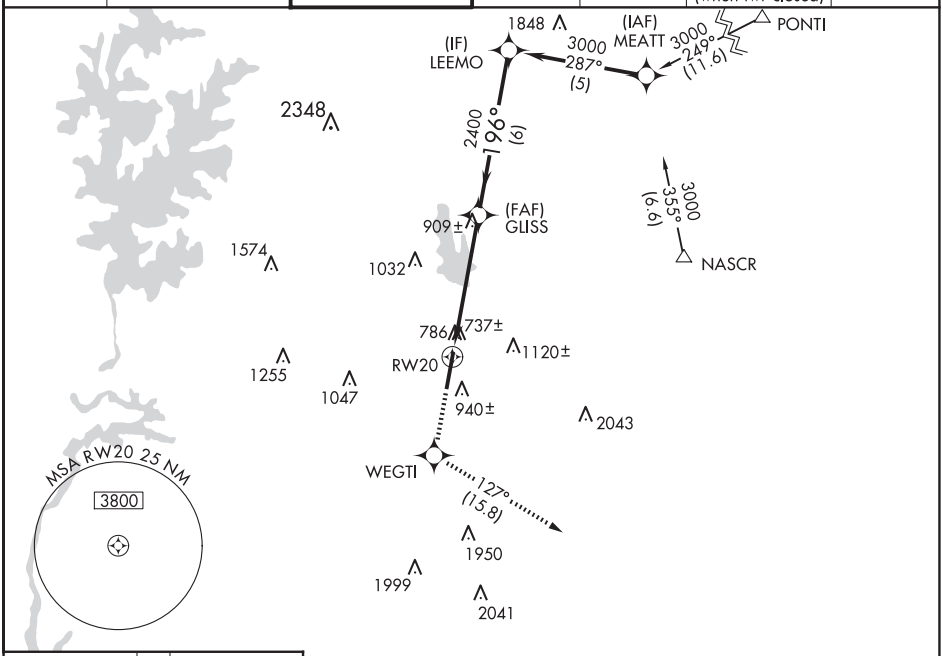
RNP APCH-GPS.

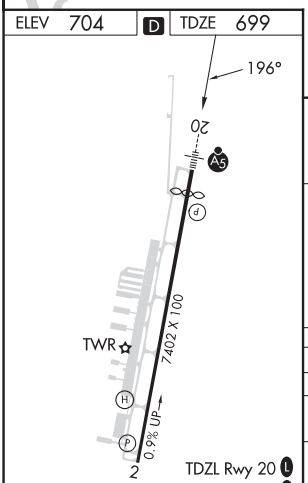
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV/VNAV visibility all Cats to 1⅜ SM. Rwy 20 helicopter visibility reduction below ¾ SM NA.

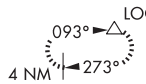
MALSR

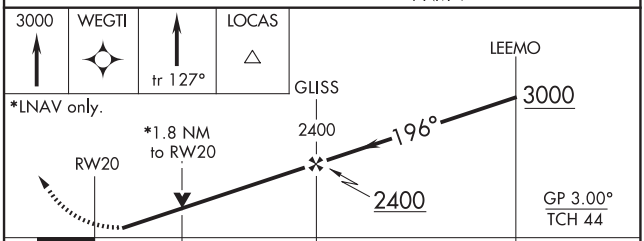
MISSED APPROACH: Climb to 3000 direct WEGTI and on track 127° to LOCAS and hold.

ATIS	CHARLOTTE APP CON	CONCORD TOWER ★	GND CON	CLNC DEL	CLNC DEL (when twr closed)	UNICOM
133.675	128.325 307.8	134.65 (CTAF) L	121.85	118.55	127.25	122.95









CATEGORY	A	B	C	D
LPV DA	1026-¾ 327 (400-¾)			
LNAV/VNAV DA	1222-1¼ 523 (600-1¼)			
LNAV MDA	1300-¾ 601 (600-¾)		1300-1⅜ 601 (600-1⅜)	
C CIRCLING	1300-1 596 (600-1)		1480-2¼ 776 (800-2¼)	1480-2½ 776 (800-2½)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

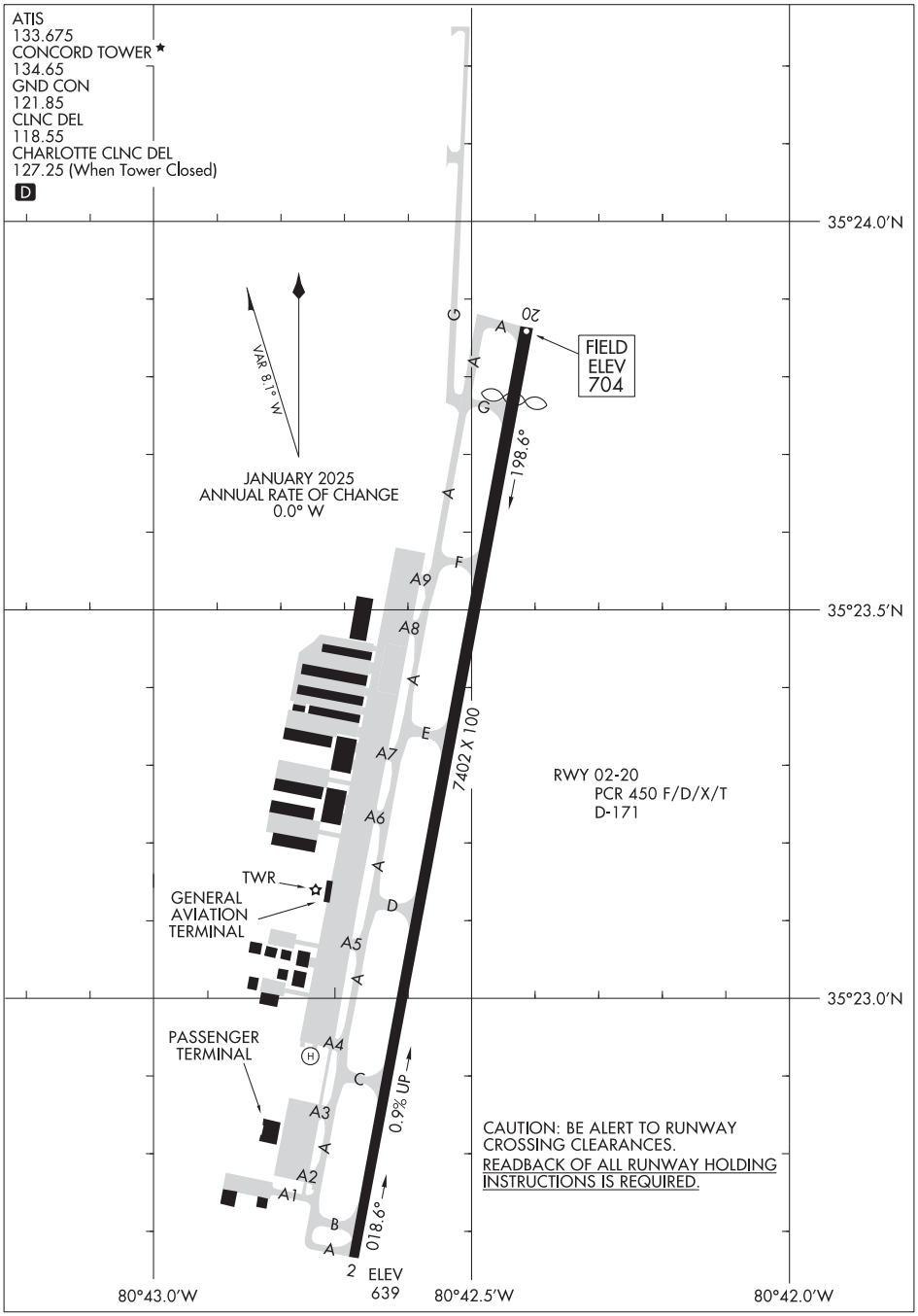
25107

AIRPORT DIAGRAM

AL-9155 (FAA)

CONCORD-PADGETT RGNL (JQF)

CONCORD, NORTH CAROLINA



SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM
25107
CONCORD, NORTH CAROLINA
CONCORD-PADGETT RGNL (JQF)

BARMY FIVE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 016° to 2200, then on heading assigned by ATC, thence. . . .
TAKEOFF RUNWAY 20: Climbing left turn heading 150° to 2400, then on heading assigned by ATC, thence. . . .

. . . .on RADAR vectors to MESHY, then on depicted route to BARMY. Then on assigned transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

NUTZE TRANSITION (BARMY5.NUTZE)
RALEIGH/DURHAM TRANSITION (BARMY5.RDU)
TAR RIVER TRANSITION (BARMY5.TYI)

SE-2, 07 AUG 2025 to 02 OCT 2025

(BEAVY6.BEAVY) 25051 AL-9155 (FAA)

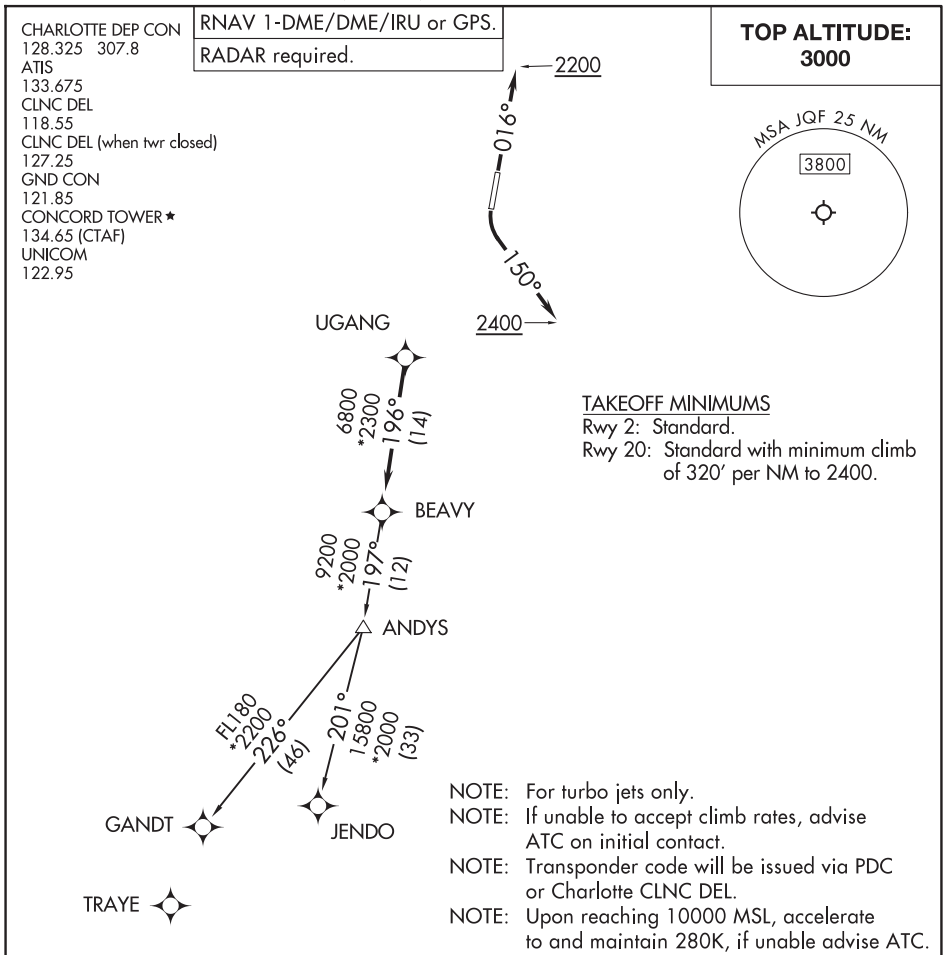
BEAVY SIX DEPARTURE (RNAV)

CONCORD-PADGETT RGNL (JQF)
CONCORD, NORTH CAROLINA

CHARLOTTE DEP CON
128.325 307.8
ATIS
133.675
CLNC DEL
118.55
CLNC DEL (when twr closed)
127.25
GND CON
121.85
CONCORD TOWER ★
134.65 (CTAF)
UNICOM
122.95

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

TOP ALTITUDE: 3000



TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: Standard with minimum climb of 320′ per NM to 2400.

NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 016° to 2200, then on heading assigned by ATC, thence. . . .
TAKEOFF RUNWAY 20: Climbing left turn heading 150° to 2400, then on heading assigned by ATC, thence. . . .

. . . .on RADAR vectors to UGANG, then on track 196° to BEAVY. Then on assigned transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

GANDT TRANSITION (BEAVY6.GANDT)
JENDO TRANSITION (BEAVY6.JENDO)

SE-2, 07 AUG 2025 to 02 OCT 2025

BOBZY FIVE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 016° to 2200, then on heading assigned by ATC, thence. . . .

TAKEOFF RUNWAY 20: Climbing left turn heading 150° to 2400, then on heading assigned by ATC, thence. . . .

. . . .on RADAR vectors to LACHN, then on depicted route to BOBZY, then on assigned transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

NASHVILLE TRANSITION (BOBZY5.BNA)
TNSLY TRANSITION (BOBZY5.TNSLY)

TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: Standard with minimum climb of 320' per NM to 2400.

NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

SE-2, 07 AUG 2025 to 02 OCT 2025

(ESTRR5.ESTRR) 25051 AL-9155 (FAA)

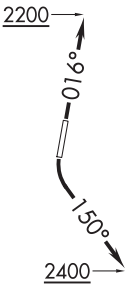
ESTRR FIVE DEPARTURE (RNAV)

CONCORD-PADGETT RGNL (JQF)
CONCORD, NORTH CAROLINA

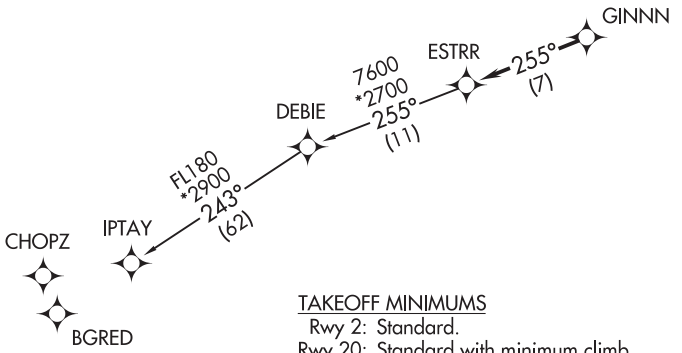
CHARLOTTE DEP CON
128.325 307.8
ATIS
133.675
CLNC DEL
118.55
CLNC DEL (when twr closed)
127.25
GND CON
121.85
CONCORD TOWER ★
134.65 (CTAF)
UNICOM
122.95

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

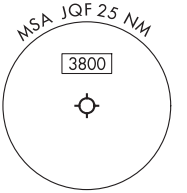
TOP ALTITUDE: 3000



NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.



TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: Standard with minimum climb of 320′ per NM to 2400.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 016° to 2200, then on heading assigned by ATC, thence. . . .
TAKEOFF RUNWAY 20: Climbing left turn heading 150° to 2400, then on heading assigned by ATC, thence. . . .

. . . .on RADAR vectors to GINNN, then on track 255° to ESTRR, then on IPTAY Transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

IPTAY TRANSITION (ESTRR5.IPTAY)

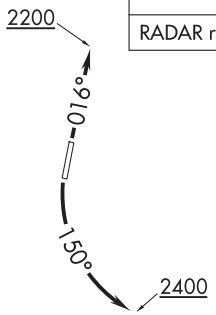
SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

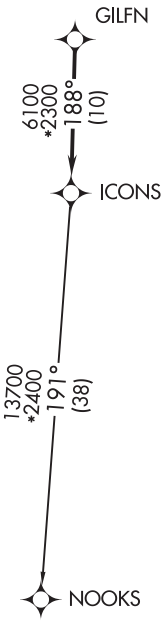
ICONS FIVE DEPARTURE (RNAV)

CHARLOTTE DEP CON
128.325 307.8
ATIS
133.675
CLNC DEL
118.55
CLNC DEL (when twr closed)
127.25
GND CON
121.85
CONCORD TOWER ★
134.65
UNICOM
122.95

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

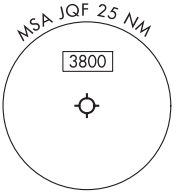
TOP ALTITUDE: 3000





TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: Standard with minimum climb of 320′ per NM to 2400.

NOTE: For turbojets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 016° to 2200, then on heading assgined by ATC, thence. . . .
TAKEOFF RUNWAY 20: Climbing left turn heading 150° to 2400, then on heading assigned by ATC, thence. . . .

. . . .on RADAR vectors to GILFN, then on track 188° to ICONS. Then on NOOKS Transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

NOOKS TRANSITION (ICONS5.NOOKS)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

JOJJO FIVE DEPARTURE (RNAV)

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.

TOP ALTITUDE: 3000

CHARLOTTE DEP CON 128.325 307.8
ATIS 133.675
CLNC DEL 118.55
CLNC DEL (when twr closed) 127.25
GND CON 121.85
CONCORD TOWER★ 134.65 (CTAF)
UNICOM 122.95

NOONN
FL180 *6100 272° (68)
BFORE
FL180 *5100 272° (38)
SLEPP
CUBIM
FL180 *6200 329° (10)
TIELR
(76) FL180 *8500 329°
305° FL180 *8500 (55)
BENBY
DOOGE
11300 *5200 305° (17)
WLLGO
FL180 *7800 332° (86)
MTCHL
(6) 7500 *4300 331°
305° 7800 *5100 (7)
JOJJO
6300 *3600 312° (4)
LONEE
5500 *3800 312° (7)
WAYDS

TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: Standard with minimum climb of 320' per NM to 2400.

NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: NOONN Transition ATC assigned only.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

016° 2200
150° 2400

N

NOTE: Chart not to scale.

WSA JQF 25 NM
3800

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 016° to 2200, then on heading assigned by ATC, thence. . . .
TAKEOFF RUNWAY 20: Climbing left turn heading 150° to 2400, then on heading assigned by ATC, thence. . . .

. . . .on RADAR vectors to WAYDS, then on depicted route to JOJJO. Then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

CUBIM TRANSITION (JOJJO5.CUBIM)
DOOGE TRANSITION (JOJJO5.DOOGE)
NOONN TRANSITION (JOJJO5.NOONN)

KERMIT FOUR DEPARTURE

CHARLOTTE DEP CON
128.325 307.8
ATIS
133.675
CLNC DEL
118.55
CLNC DEL (when twr closed)
127.25
GND CON
121.85
CONCORD TOWER ★
134.65 (CTAF)
UNICOM
122.95

RADAR and DME required.

TOP ALTITUDE: 3000

PULASKI
116.8 PSK
Chan 115

NALEY

V37

70

8000
*4000
011°
(20)

BARRETTS MOUNTAIN
113.75 BZM
Chan 84(Y)

LIBERTY
113.0 LIB
Chan 77

JOTTA

SUGARLOAF MOUNTAIN
112.2 SUG
Chan 59

R-071

RALEIGH/DURHAM
117.2 RDU
Chan 119

2200

R-147

6000
*3400
011°
(50)

010°

MERIL

R-253

CHARLOTTE
115.0 CLT
Chan 97

150°

2400

8000
*4100
076°
(79)

SANDHILLS
111.8 SDZ
Chan 55

R-147

8000
*3600
250°
(19)

BOBZY

8000
*2900
275°
(34)

68

87

R-070

NEANO

255°
11000
*2700
(45)

DEBIE

9000
*2700
112°
(53)

R-228

5000
*2200
175°
(32)

8000
*2300
196°
(50)

WALUT

R-275

R-048

LILLS

FOOTHILLS
113.4 ODF
Chan 81

5000
*2000
175°
(19)

R-238

51

ANDYS

HAMLN

CHESTERFIELD
114.55 CTF
Chan 92(Y)

18000
*2100
196°
(79)

129

TREAL

TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: Standard with minimum climb of 320′ per NM to 2400.

MSA JQF 25 NM
3800

NOTE: For turbo jet aircraft only.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: Transponder code will be issued via Concord ATCT or Charlotte clearance delivery.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

SE-2, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 016° to 2200, thence . . . .
TAKEOFF RUNWAY 20: Climbing left turn heading 150° to 2400, thence . . . .

. . . . on RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (KER4.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.
DEBIE TRANSITION (KER4.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.
HAMLN TRANSITION (KER4.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.
JOTTA TRANSITION (KER4.JOTTA): From over CLT VOR/DME on CLT R-011 to JOTTA.
LILLS TRANSITION (KER4.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.
MERIL TRANSITION (KER4.MERIL): From over CLT VOR/DME on CLT R-076 to MERIL.
NALEY TRANSITION (KER4.NALEY): From over CLT VOR/DME on CLT R-011 to NALEY.
NEANO TRANSITION (KER4.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY, then on ODF R-070 to NEANO.
TREAL TRANSITION (KER4.TREAL): From over CLT VOR/DME on CLT R-196 to TREAL.

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 016° to 2200, then on heading assigned by ATC, thence. . . .
TAKEOFF RUNWAY 20: Climbing left turn heading 150° to 2400, then on heading assigned by ATC, thence. . . .

. . . .on RADAR vectors to MUNBE, then on depicted route to KILNS, then on AUDII transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

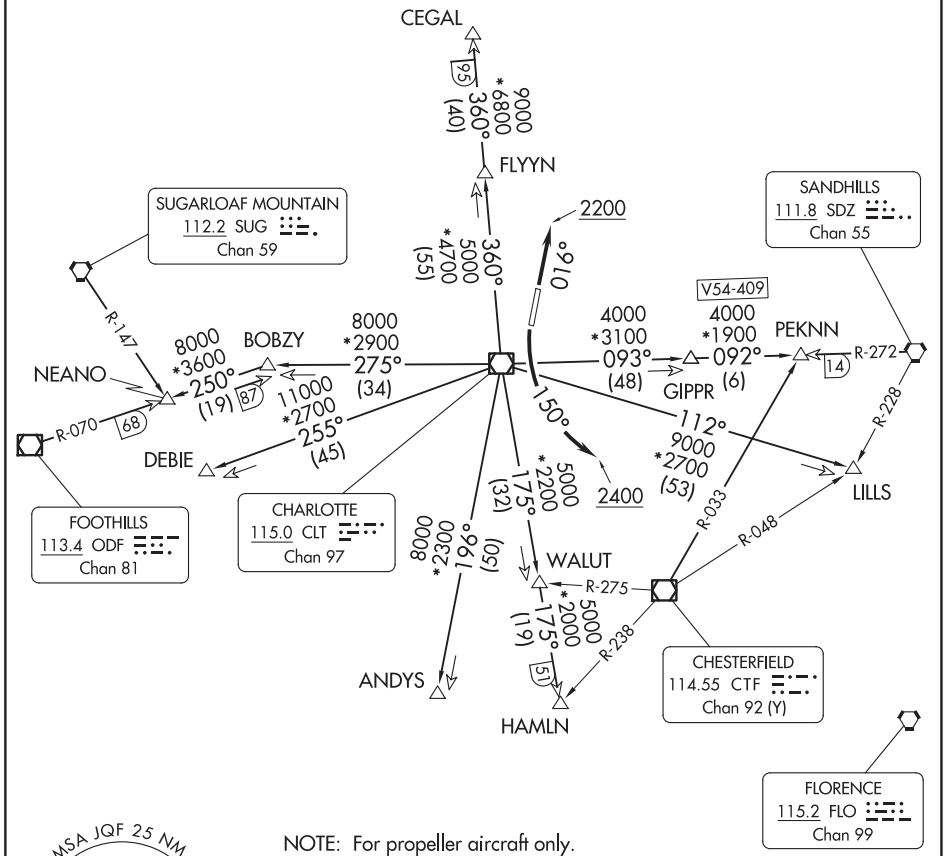
AUDII TRANSITION (KILNS5.AUDII)

CHARLOTTE DEP CON
128.325 307.8
ATIS
133.675
CLNC DEL
118.55
CLNC DEL (when twr closed)
127.25
GND CON
121.85
CONCORD TOWER ★
134.65 (CTAF)
UNICOM
122.95

TOP ALTITUDE: 3000

RADAR and DME required.

TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: Standard with minimum climb of 320′ per NM to 2400.



NOTE: For propeller aircraft only.
NOTE: Turboprops: Operate in a manner that will result in best forward speed and climb rate.
NOTE: Transponder code will be issued via Concord ATCT or Charlotte clearance delivery.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-2, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 016° to 2200, thence. . . .
TAKEOFF RUNWAY 20: Climbing left turn heading 150° to 2400, thence. . . .

. . . .expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (KNI3.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.
CEGAL TRANSITION (KNI3.CEGAL): From over CLT VOR/DME on CLT R-360 to CEGAL.
DEBIE TRANSITION (KNI3.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.
FLYYN TRANSITION (KNI3.FLYYN): From over CLT VOR/DME on CLT R-360 to FLYYN.
HAMLN TRANSITION (KNI3.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.
LILLS TRANSITION (KNI3.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.
NEANO TRANSITION (KNI3.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY, then on ODF R-070 to NEANO.
PEKNN TRANSITION (KNI3.PEKNN): From over CLT VOR/DME on CLT R-093 to GIPPR, then on SDZ R-272 to PEKNN.

SE-2, 07 AUG 2025 to 02 OCT 2025

(KRITR6.KRITR) 25051

KRITR SIX DEPARTURE (RNAV)

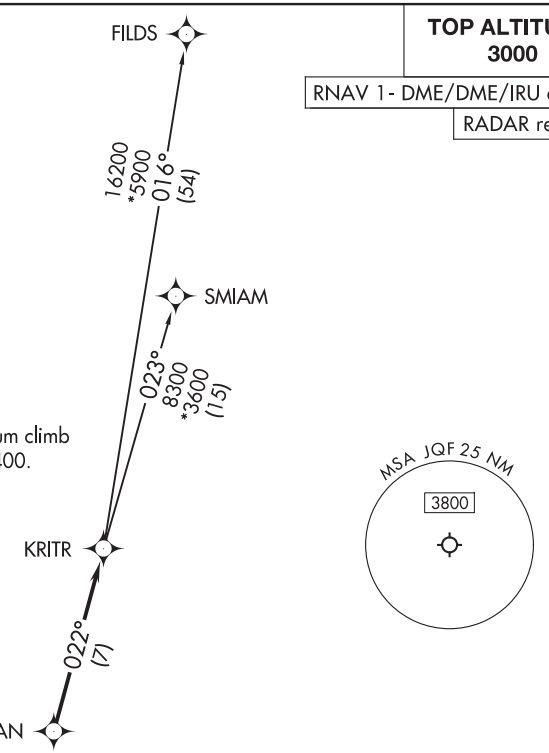
AL-9155 (FAA)

CONCORD-PADGETT RGNL (JQF)
CONCORD, NORTH CAROLINA

CHARLOTTE DEP CON
128.325 307.8
ATIS
133.675
CLNC DEL
118.55
CLNC DEL (when twr closed)
127.25
GND CON
121.85
CONCORD TOWER ★
134.65 (CTAF)
UNICOM
122.95

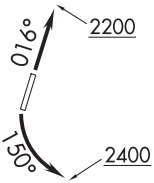
TOP ALTITUDE: 3000

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



TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: Standard with minimum climb of 320′ per NM to 2400.

NOTE: For turbo jets only.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 016° to 2200, then on heading assigned by ATC, thence. . . .
TAKEOFF RUNWAY 20: Climbing left turn heading 150° to 2400, then on heading assigned by ATC, thence. . . .

. . . .on RADAR vectors to JDEAN, then on track 022° to KRITR, then on assigned transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

FILDS TRANSITION (KRITR6.FILDS)
SMIAM TRANSITION (KRITR6.SMIAM)

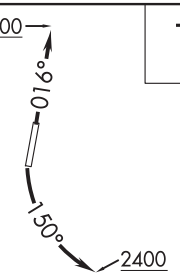
SE-2, 07 AUG 2025 to 02 OCT 2025

KWEEN FIVE DEPARTURE (RNAV)

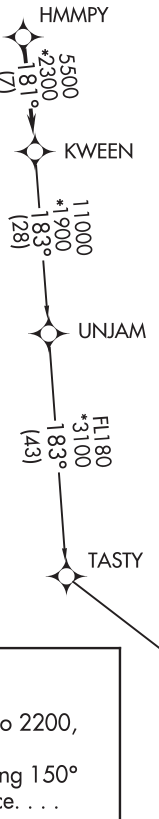
CHARLOTTE DEP CON
128.325 307.8
ATIS
133.675
CLNC DEL
118.55
CLNC DEL (when twr closed)
127.25
GND CON
121.85
CONCORD TOWER ★
134.65 (CTAF)
UNICOM
122.95

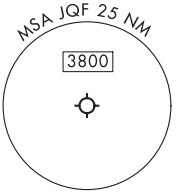
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

TOP ALTITUDE: 3000



TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: Standard with minimum climb of 320′ per NM to 2400.





NOTE: For turbo jets only.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 016° to 2200, then on heading assigned by ATC, thence. . . .
TAKEOFF RUNWAY 20: Climbing left turn heading 150° to 2400, then on heading assigned by ATC, thence. . . .

. . . .on RADAR vectors to HMMPY, then on track 181° to KWEEN. Then on assigned transition. Maintain 3000, expect filed altitude within10 minutes after departure.

PITRW TRANSITION (KWEEN5.PITRW)
UNJAM TRANSITION (KWEEN5.UNJAM)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

(LILLS3.LILLS) 25051 AL-9155 (FAA)

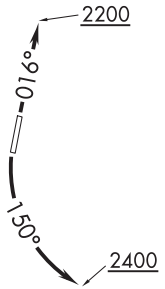
LILLS THREE DEPARTURE (RNAV)

CONCORD-PADGETT RGNL (JQF)
CONCORD, NORTH CAROLINA

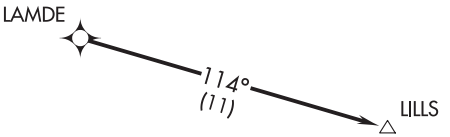
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

TOP ALTITUDE: 3000

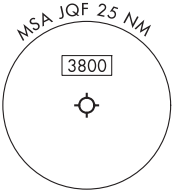
CHARLOTTE DEP CON
128.325 307.8
ATIS
133.675
CLNC DEL
118.55
CLNC DEL (when twr closed)
127.25
GND CON
121.85
CONCORD TOWER ★
134.65 (CTAF)
UNICOM
122.95



TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: Standard with minimum climb of 320′ per NM to 2400.



NOTE: For turbo jets only.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 016° to 2200, then on heading assigned by ATC, thence. . . .
TAKEOFF RUNWAY 20: Climbing left turn heading 150° to 2400, then on heading assigned by ATC, thence. . . .

. . . .on RADAR vectors to LAMDE, then on depicted route to LILLS. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

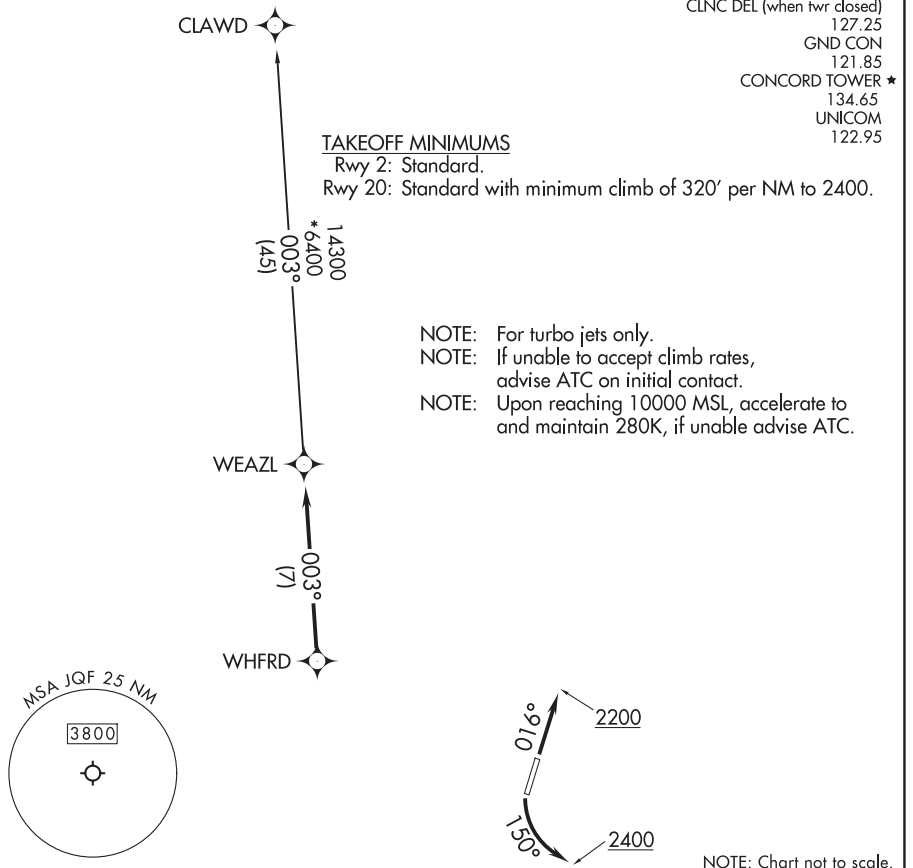
SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

WEAZL FIVE DEPARTURE (RNAV)

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

TOP ALTITUDE: 3000

CHARLOTTE DEP CON
128.325 307.8
ATIS
133.675
CLNC DEL
118.55
CLNC DEL (when twr closed)
127.25
GND CON
121.85
CONCORD TOWER ★
134.65
UNICOM
122.95



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 016° to 2200, then on heading assigned by ATC, thence . . . .
TAKEOFF RUNWAY 20: Climbing left turn heading 150° to 2400, then on heading assigned by ATC, thence. . . .

. . . . on RADAR vectors to WHFRD, then on track 003° to WEAZL, then on CLAWD Transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

CLAWD TRANSITION (WEAZL5.CLAWD)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

CONWAY, SOUTH CAROLINA AL-6274 (FAA) 24305

RNAV (GPS) RWY 4

CONWAY-HORRY COUNTY (HYW)

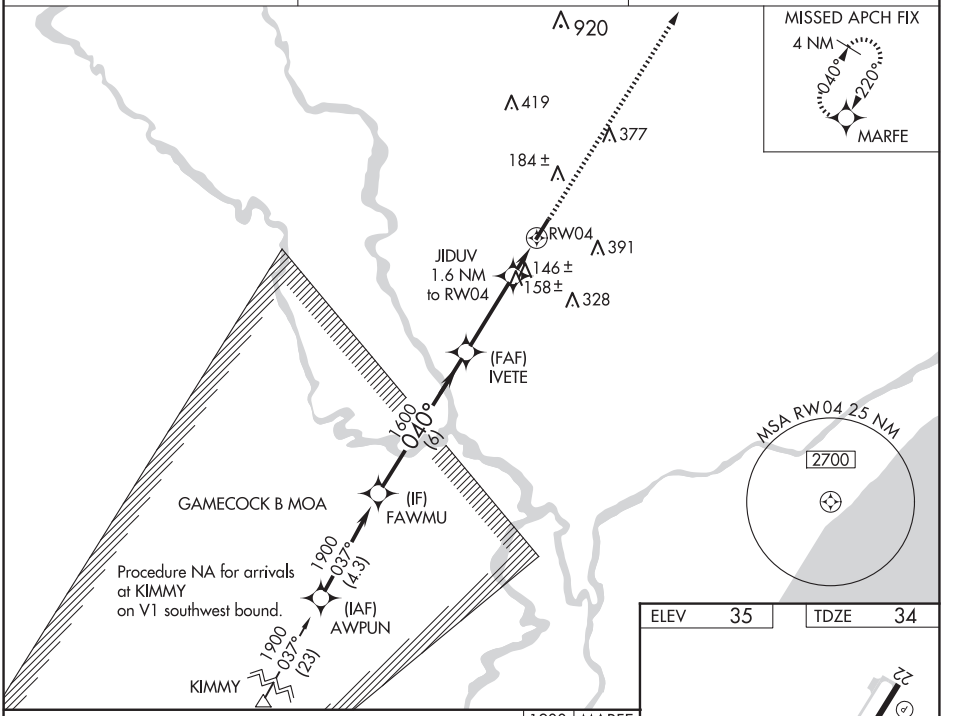
WAAS	APP CRS	Rwy Idg	4401
CH 56524	040°	TDZE	34
W04A		Apt Elev	35

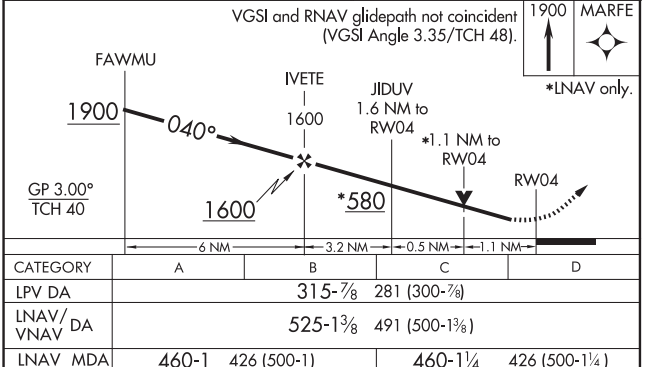
RNP APCH.

When Circling to Rwy 22 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Rwy 4 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

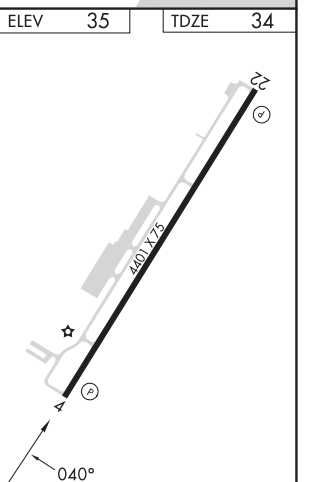
MISSED APPROACH: Climb to 1900 direct MARFE and hold.

AWOS-3	MYRTLE BEACH APP CON ★	UNICOM
119.525	127.4 257.95	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	315-⅞ 281 (300-⅞)			
LNAV/VNAV DA	525-1⅜ 491 (500-1⅜)			
LNAV MDA	460-1 426 (500-1)		460-1¼ 426 (500-1¼)	
C CIRCLING	520-1 485 (500-1)	540-1 505 (600-1)	700-1¾ 665 (700-1¾)	700-2 665 (700-2)



CONWAY, SOUTH CAROLINA
Amdt 1B 07OCT21

33°50′N-79°07′W

CONWAY-HORRY COUNTY (HYW)

RNAV (GPS) RWY 4

SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 22

CONWAY-HORRY COUNTY (HYW)

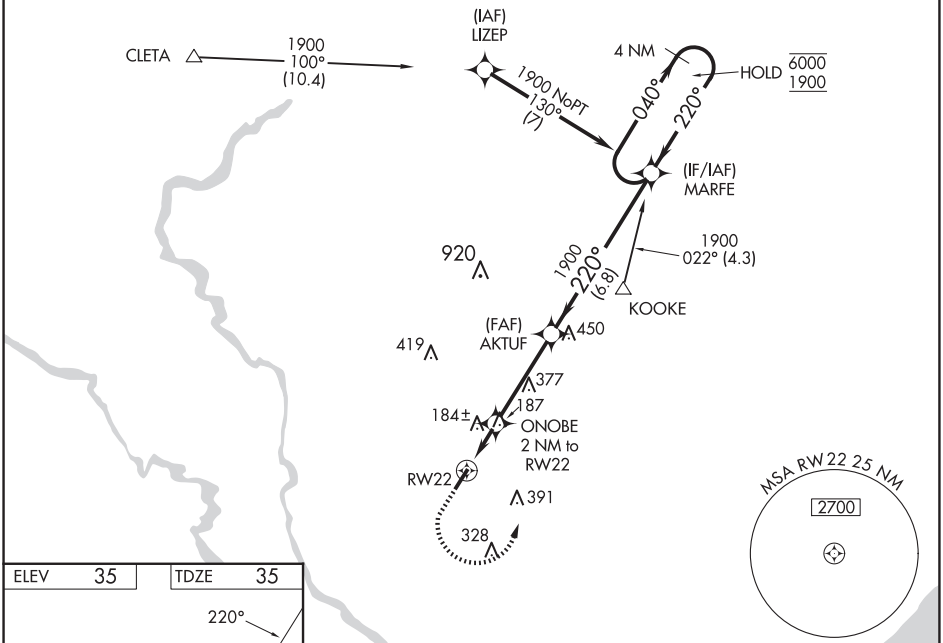
WAAS	APP CRS	Rwy Idg	4401
CH 90424	220°	TDZE	35
W22A		Apt Elev	35

RNP APCH.

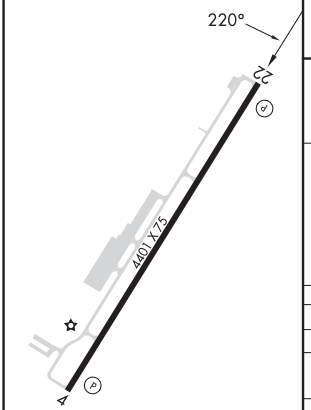
Rwy 22 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 22 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 500 then climbing left turn to 1900 direct MARFE and hold.

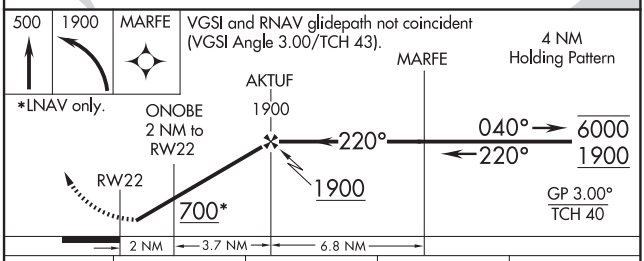
AWOS-3	MYRTLE BEACH APP CON ★	UNICOM
119.525	127.4 257.95	122.7 (CTAF) L



ELEV 35 TDZE 35



REIL Rwys 4 and 22
MIRL Rwy 4-22 L



CATEGORY	A	B	C	D
LPV DA	285-1 250 (300-1)			
LNAV/VNAV DA	438-1⅛ 403 (500-1⅛)			
LNAV MDA	440-1 405 (500-1)		440-1⅛ 405 (500-1⅛)	
C CIRCLING	520-1 485 (500-1)	540-1 505 (600-1)	700-1¾ 665 (700-1¾)	700-2 665 (700-2)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 5

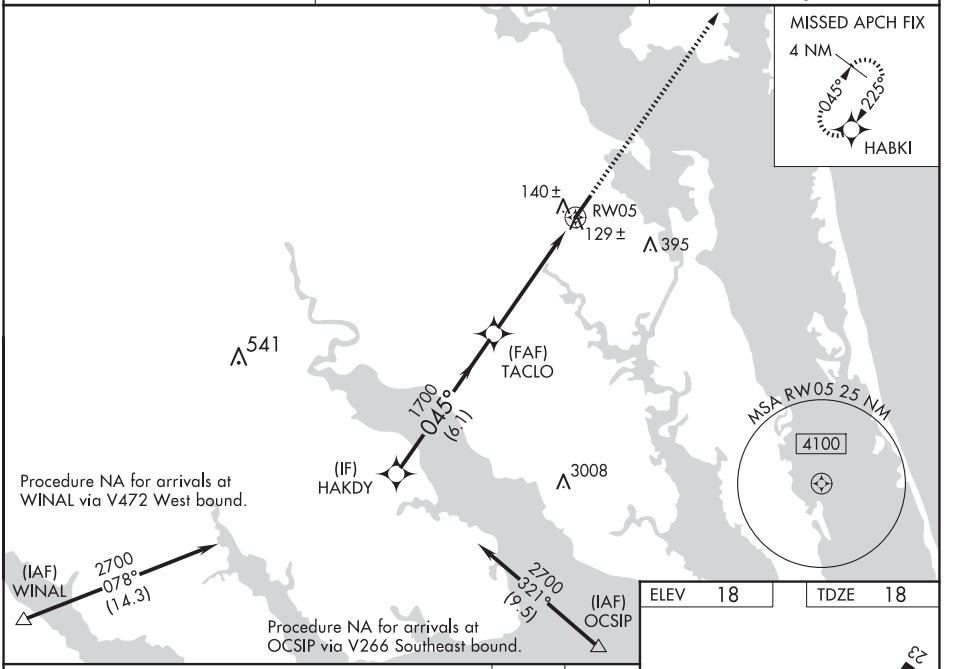
CURRITUCK COUNTY RGNL (ONX)

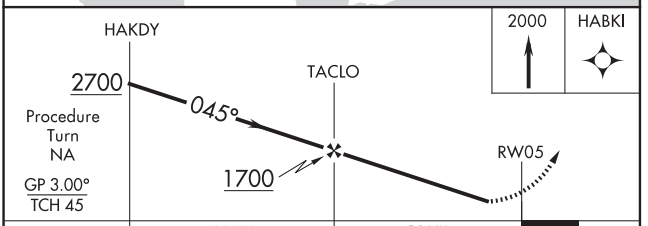
WAAS	APP CRS	Rwy Idg	5502
CH 49008	045°	TDZE	18
W05A		Apt Elev	18

Baro-VNAV NA when using Oceana NAS/Apollo Soucek altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA when tethered balloon located approximately 11.4 NM southwest of airport is flying. When local altimeter setting not received, use Oceana NAS/Apollo Soucek altimeter setting and increase all DA 59 feet, and all MDA 60 feet; increase LNAV Cat. C and D visibility ¼ mile.

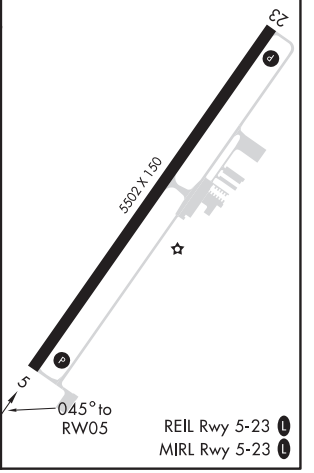
MISSED APPROACH: Climb to 2000 direct HABKI and hold.

AWOS-3	OCEANA APP CON	CTAF
119.775	123.9 266.8	122.9 L





CATEGORY	A	B	C	D
LPV DA	343-1¼ 325 (400-1¼)			
LNAV/VNAV DA	410-1½ 392 (400-1½)			
LNAV MDA	400-1 382 (400-1)			400-1¼ 382 (400-1¼)
CIRCLING	440-1 422 (500-1)	480-1 462 (500-1)	480-1½ 462 (500-1½)	760-2½ 742 (800-2½)



SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 23

CURRITUCK COUNTY RGNL (ONX)

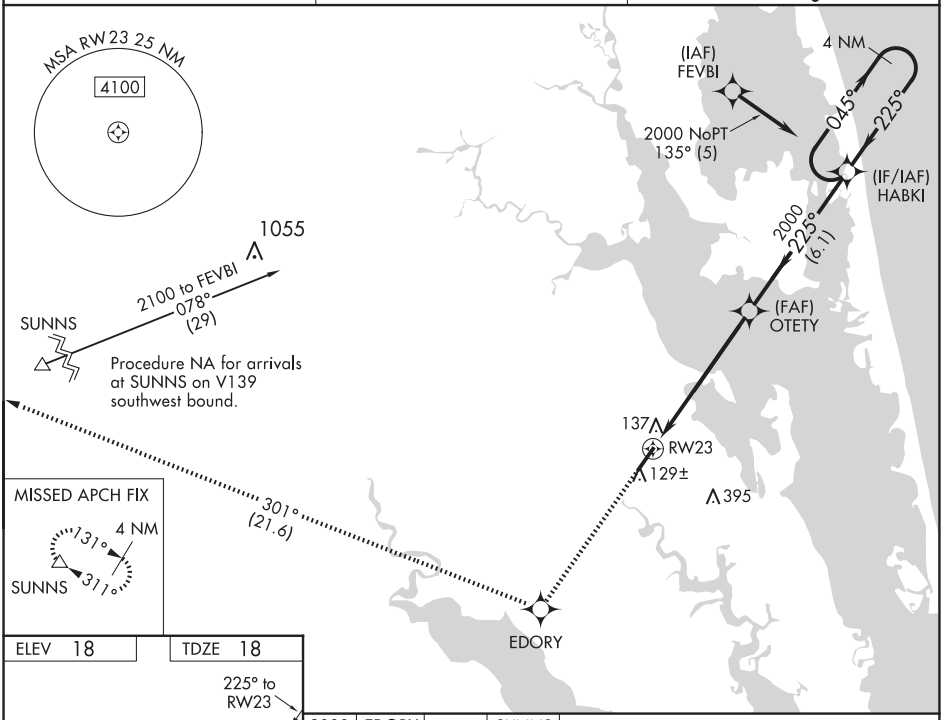
WAAS CH 97408 W23A	APP CRS 225°	Rwy Idg 5502 / TDZE 18 / Apt Elev 18

RNP APCH.

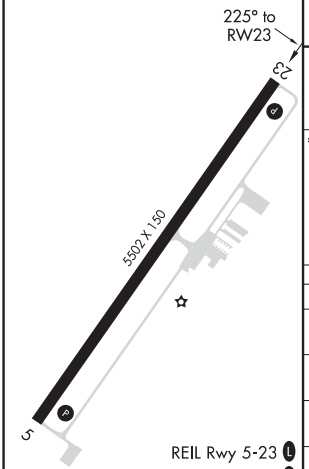
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). Rwy 23 helicopter visibility reduction below ¾ SM NA.

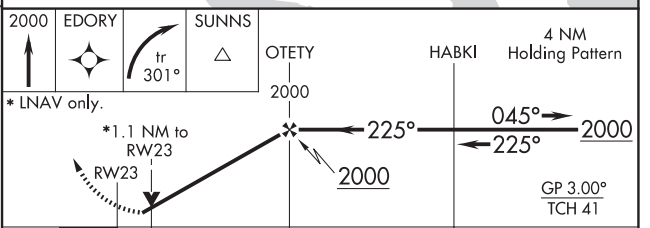
MISSED APPROACH: Climb to 2000 direct EDORY and right turn on track 301° to SUNNS and hold.

AWOS-3	OCEANA APP CON	CTAF
119.775	123.9 266.8	122.9 L



ELEV 18	TDZE 18





CATEGORY	A	B	C	D
LPV DA	384-1¼ 366 (400-1¼)			
LNAV/VNAV DA	424-1½ 406 (500-1½)			
LNAV MDA	400-1 382 (400-1)		400-1¼ 382 (400-1¼)	
CIRCLING	440-1 422 (500-1)	480-1 462 (500-1)	480-1½ 462 (500-1½)	760-2½ 742 (800-2½)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

VOR/DME-A

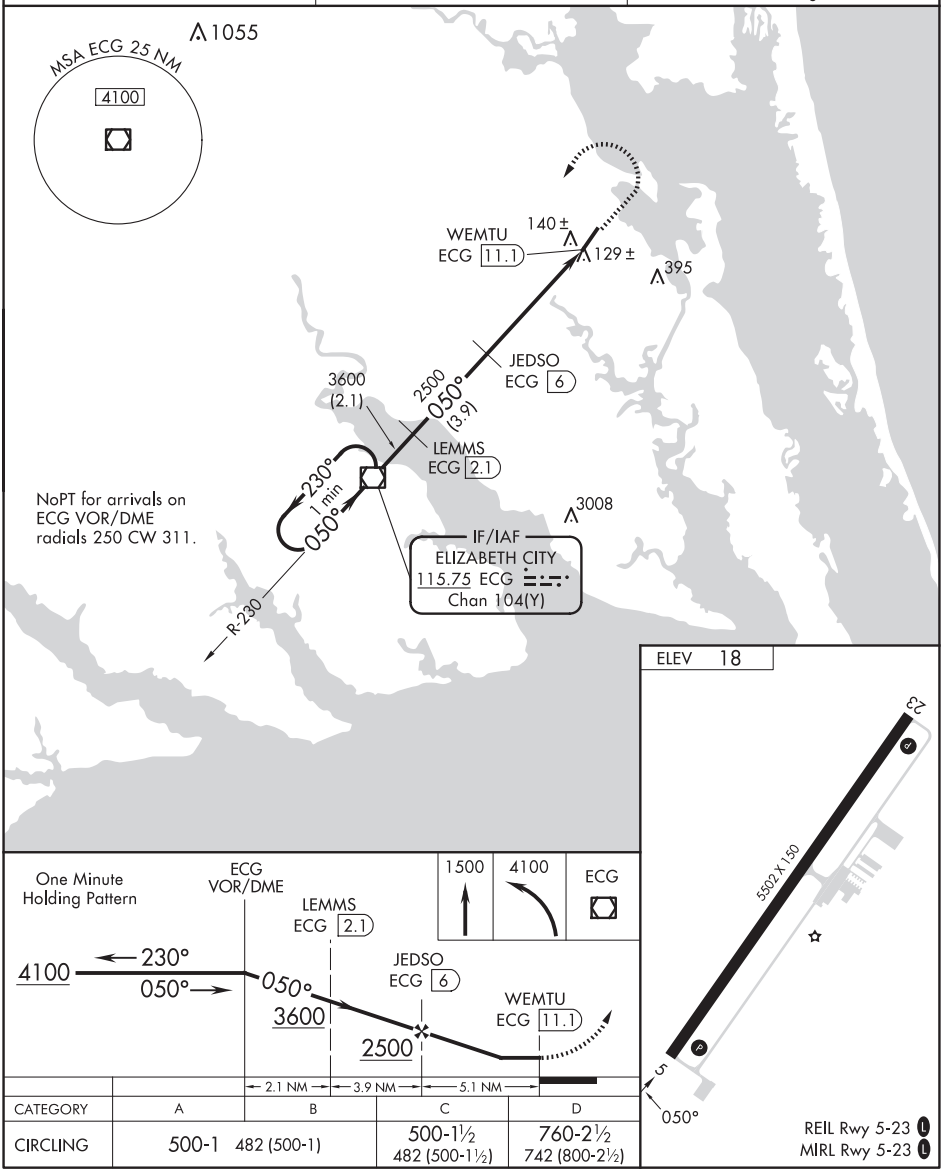
CURRITUCK COUNTY RGNL (ONX)

VOR/DME ECG	APP CRS	Rwy Idg	N/A
115.75	050°	TDZE	N/A
Chan 104(Y)		Apt Elev	18

When local altimeter setting not received, use Oceana NAS/Apollo Soucek altimeter setting and increase all MDA 60 feet. Procedure NA when tethered balloon located approximately 11.4 NM southwest of airport is flying.

MISSED APPROACH: Climb to 1500 then climbing left turn to 4100 direct ECG VOR/DME and hold, continue climb-in-hold to 4100.

AWOS-3	OCEANA APP CON	CTAF
119.775	123.9 266.8	122.9 (L)



CATEGORY	A	B	C	D
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	760-2½ 742 (800-2½)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 5
DARLINGTON COUNTY (UDG)

WAAS	APP CRS	Rwy Idg	5500
CH 42704	050°	TDZE	189
W05A		Apt Elev	192

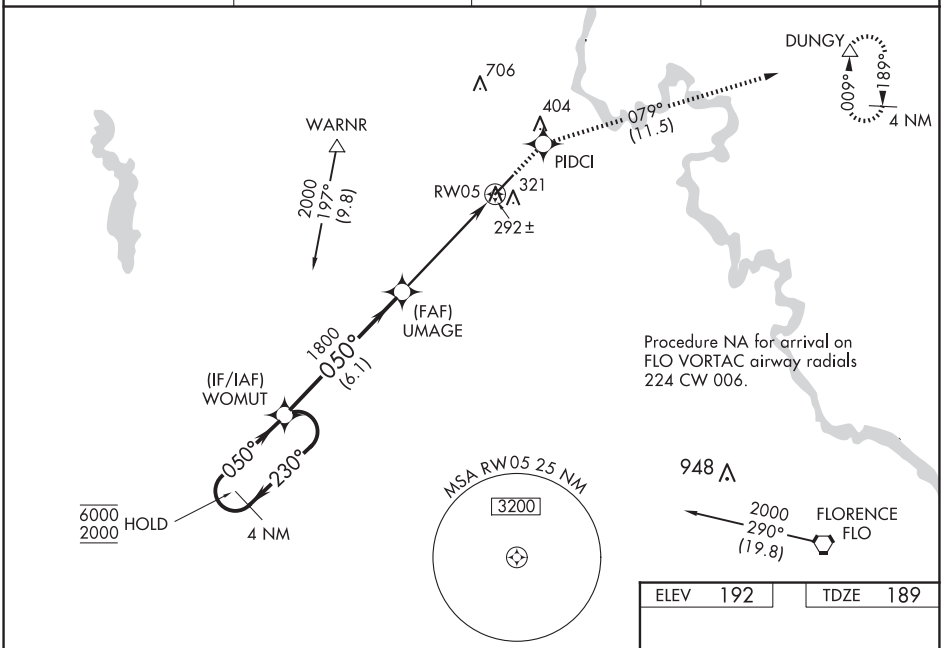
RNP APCH.

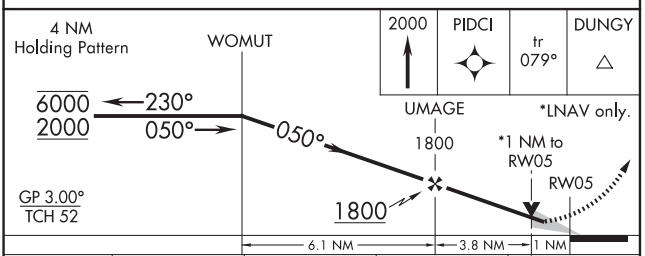
▼
▲ Inop table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

ODALS

MISSED APPROACH: Climb to 2000 direct PIDCI and on track 079°to DUNGY and hold.

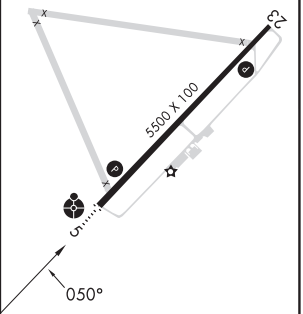
AWOS-3PT	FLORENCE APP CON ★	CLNC DEL	UNICOM
119.925	118.6 341.7	118.55	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	493-1 304 (400-1)			
LNAV/VNAV DA	562-1¼ 373 (400-1¼)			
LNAV MDA	560-1 371 (400-1)			560-1¼ 371 (400-1¼)
CIRCLING	640-1 448 (500-1)	660-1 468 (500-1)	720-1½ 528 (600-1½)	1020-2¾ 828 (900-2¾)

ELEV 192 TDZE 189



MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

DARLINGTON, SOUTH CAROLINA AL-5375 (FAA) 24305

WAAS	APP CRS	Rwy Idg	5500
CH 86904	230°	TDZE	185
W23A		Apt Elev	192

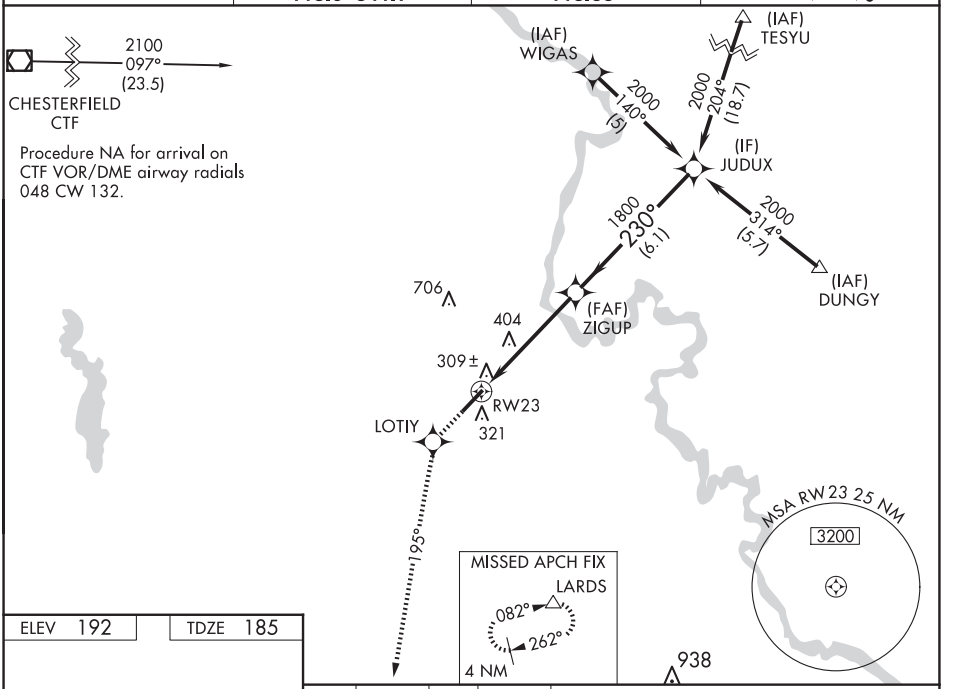
RNAV (GPS) RWY 23

DARLINGTON COUNTY (UDG)

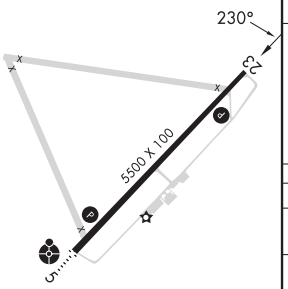
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use Florence altimeter setting: increase LPV DA to 527 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 627 feet; increase all MDAs 60 feet and visibility Cat D ¼ SM. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA when using Florence altimeter setting.

MISSED APPROACH: Climb to 2000 direct LOTIY and via 195° track to LARDS and hold.

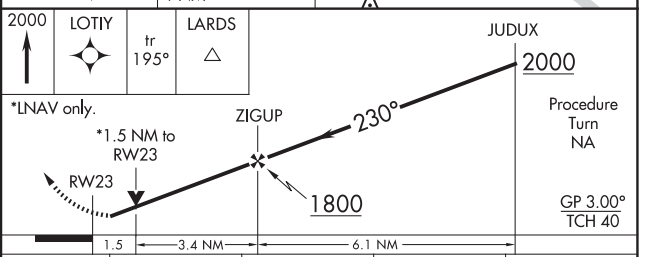
AWOS-3PT	FLORENCE APP CON ★	CLNC DEL	UNICOM
119.925	118.6 341.7	118.55	123.0 (CTAF) L



ELEV 192 TDZE 185



MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L



CATEGORY	A	B	C	D
LPV DA	479-1 294 (300-1)			
LNAV/VNAV DA	579-1½ 394 (400-1½)			
LNAV MDA	700-1 515 (600-1)		700-1½ 515 (600-1½)	700-1¾ 515 (600-1¾)
CIRCLING	700-1 508 (600-1)		720-1½ 528 (600-1½)	1020-2¾ 828 (900-2¾)

DARLINGTON, SOUTH CAROLINA
Orig-D 02DEC21

34°27'N-79°53'W

DARLINGTON COUNTY (UDG)
RNAV (GPS) RWY 23

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

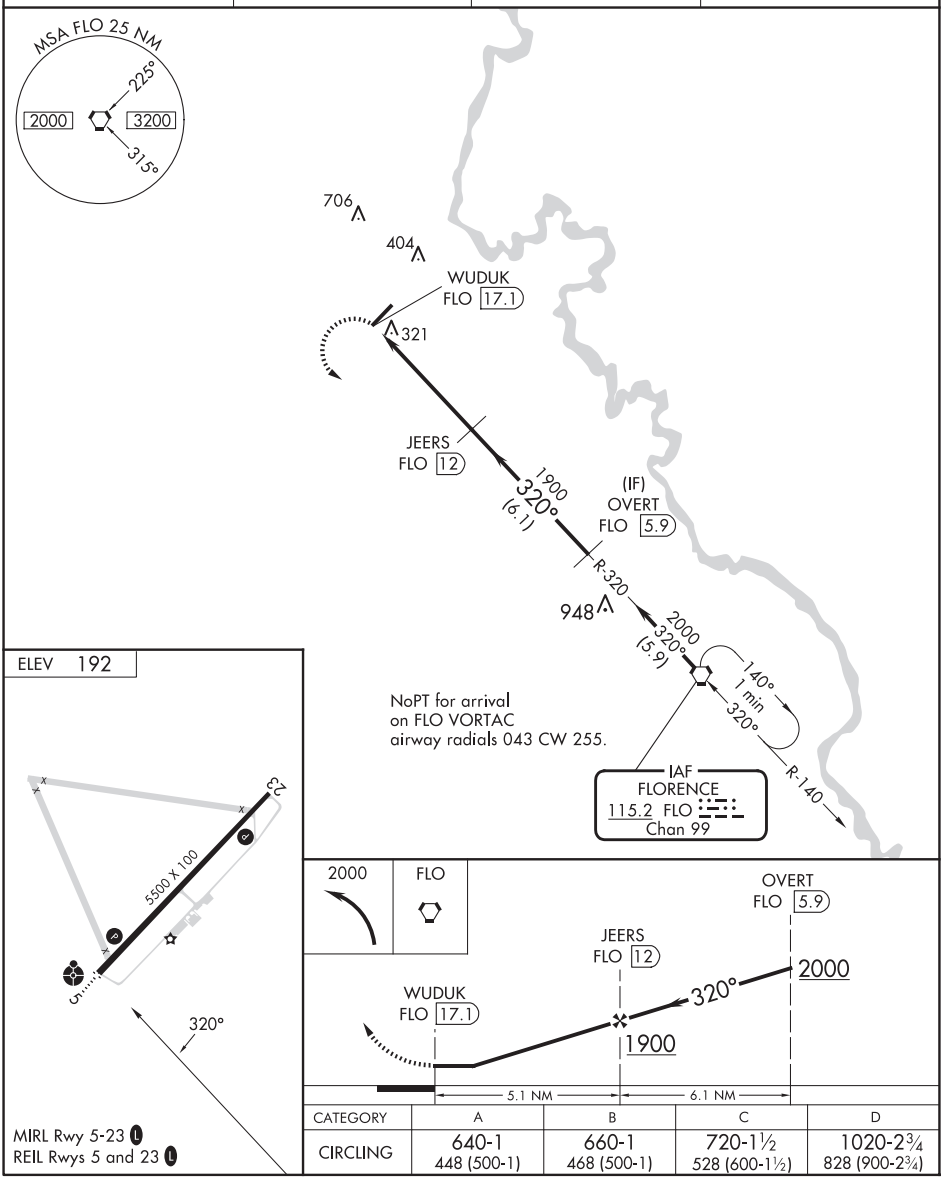
VORTAC FLO	APP CRS	Rwy Idg N/A
115.2	320°	TDZE N/A
Chan 99		Apt Elev 192

VOR-A
DARLINGTON COUNTY (UDG)

DME required.

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

AWOS-3PT	FLORENCE APP CON ★	CLNC DEL	UNICOM
119.925	118.6 341.7	118.55	123.0 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	640-1 448 (500-1)	660-1 468 (500-1)	720-1½ 528 (600-1½)	1020-2¾ 828 (900-2¾)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

DILLON, SOUTH CAROLINA | AL-5887 (FAA) | 25163

APP CRS	Rwy Ldg	N/A
070°	TDZE	N/A
	Apt Elev	133

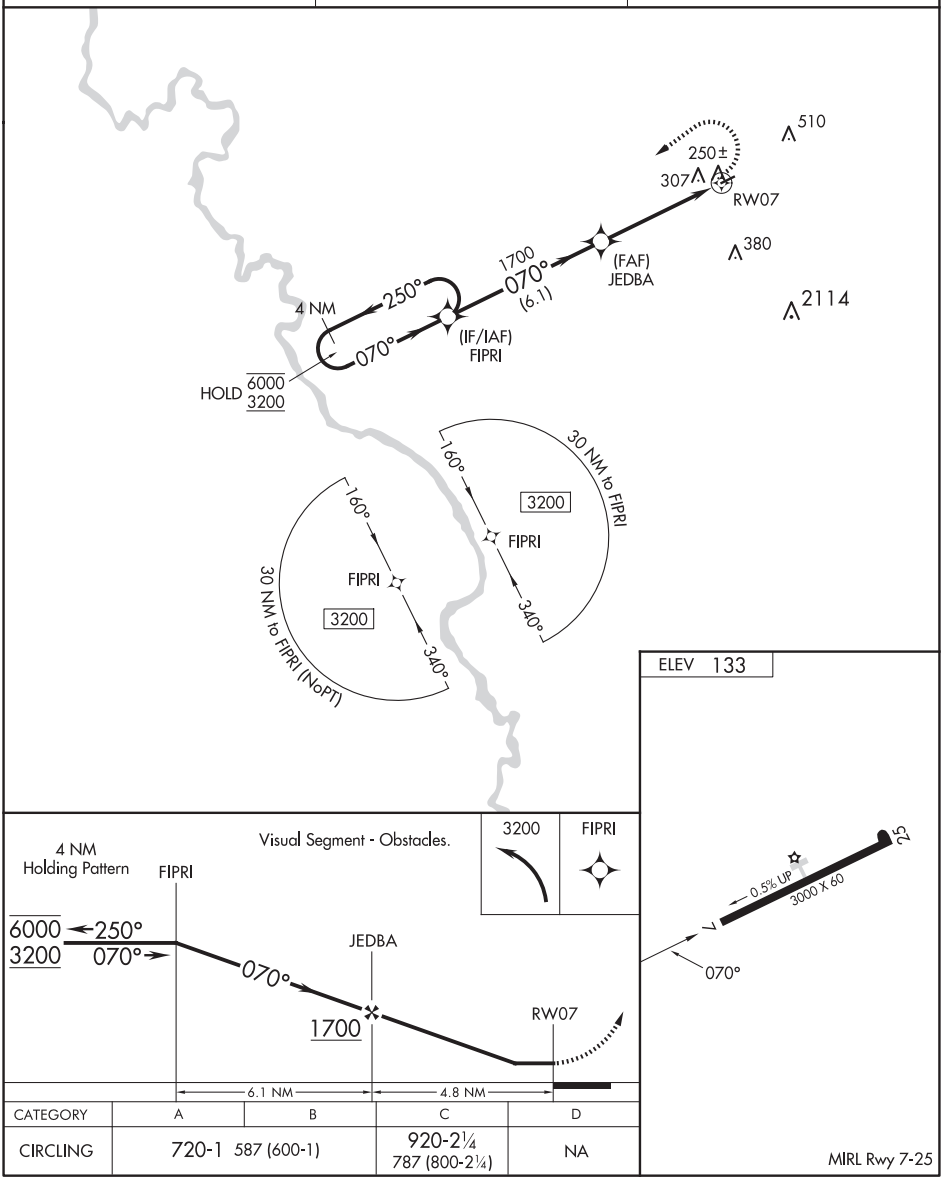
RNAV (GPS)-A
DILLON COUNTY (DLC)

RNP APCH - GPS.

Rwy 7, 25 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use FLO altimeter setting; when not received, procedure NA.

MISSED APPROACH: Climbing left turn to 3200 direct FIPRI and hold, continue climb-in-hold to 3200.

FLO ASOS	FLORENCE APP CON ★	CTAF
123.625	118.6 341.7	122.9



CATEGORY	A	B	C	D
CIRCLING	720-1 587 (600-1)		920-2¼ 787 (800-2¼)	NA

MIRL Rwy 7-25

DILLON, SOUTH CAROLINA
Orig 12JUN25

34°27'N-79°22'W

DILLON COUNTY (DLC)
RNAV (GPS)-A

SE-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 19

NORTHEASTERN RGNL (EDE)

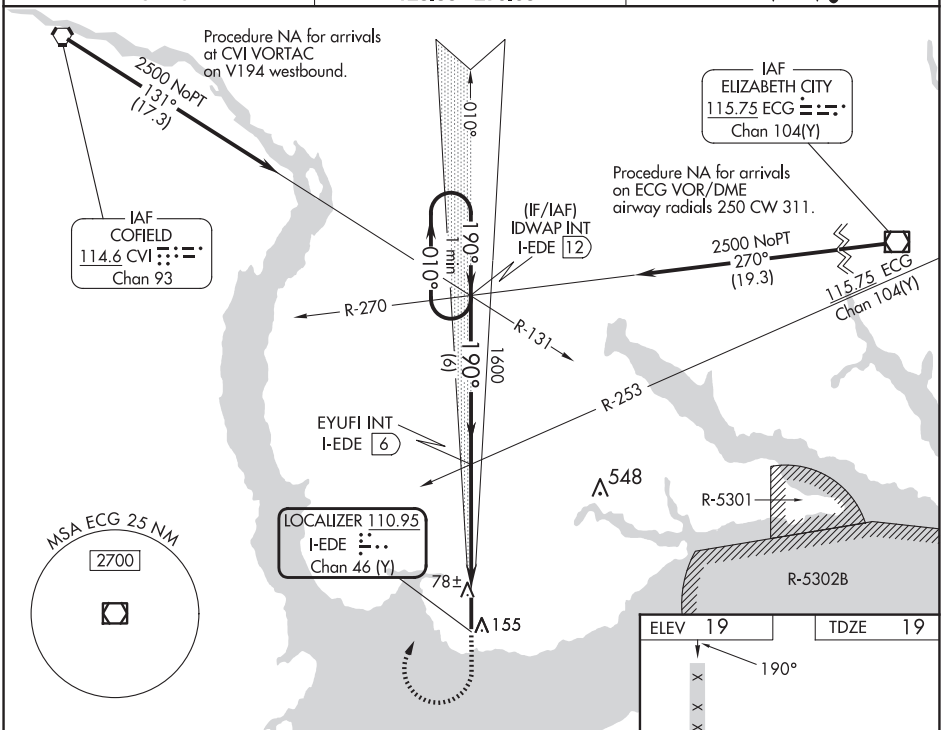
LOC/DME I-EDE	APP CRS	Rwy Idg	6001
110.95	190°	TDZE	19
Chan 46 (Y)		Apt Elev	19

DME or RADAR required for procedure entry.

When local altimeter setting not received, use Elizabeth City altimeter setting: increase S-ILS 19 DA to 276 feet; increase all MDAs 60 feet and S-LOC 19 visibility Cat C/D ⅛ SM, and Circling visibilty Cat C ¼ SM. VDP NA when using Elizabeth City altimeter setting. Rwy 19 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 600 then climbing right turn to 2500 on heading 030° and I-EDE localizer N course to IDWAP INT/I-EDE 12 DME and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
118.275	123.85 279.65	123.0 (CTAF)



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 48).

600	2500 hdg 030°	I-EDE N crs	IDWAP INT

One Minute Holding Pattern

IDWAP INT I-EDE 12

EYUFI INT I-EDE 6

2500 ← 010° 190° → 190°

GS 3.00° TCH 43

1600

I-EDE 2.5

I-EDE 1.2

6 NM 3.9 NM 1.3 NM

CATEGORY	A	B	C	D
S-ILS 19	219-¾ 200 (200-¾)			
S-LOC 19	480-1 461 (500-1)		480-1⅜ 461 (500-1⅜)	
CIRCLING	520-1 501 (600-1)		560-1½ 541 (600-1½)	580-2 561 (600-2)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

EDENTON, NORTH CAROLINA AL-741 (FAA) 24305

APP CRS	Rwy Idg	6001
025°	TDZE	19
	Apt Elev	19

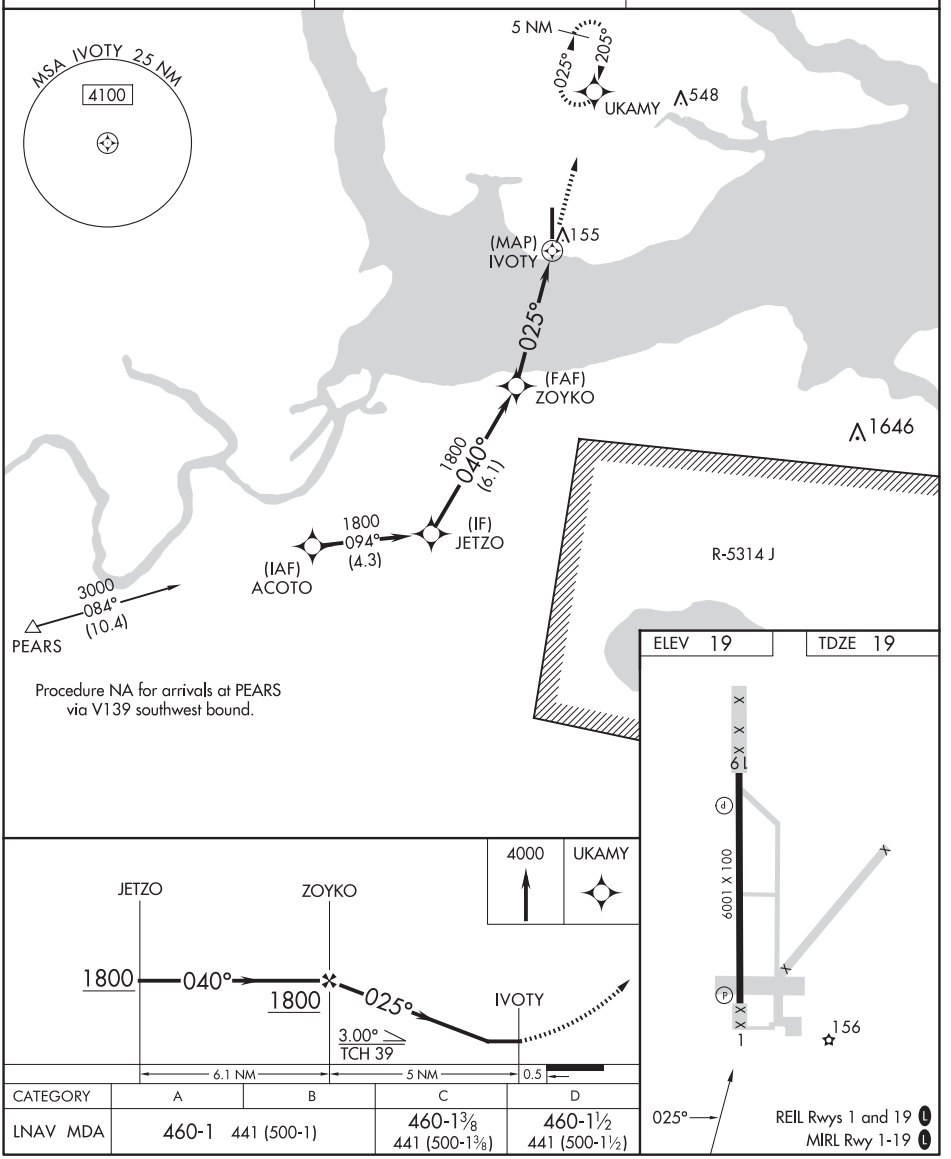
RNAV (GPS) RWY 1
NORTHEASTERN RGNL (EDE)

RNP APCH-GPS.

If local altimeter setting not received, use Elizabeth City altimeter setting and increase all MDAs 60 feet. Rwy 1 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 4000 direct UKAMY and hold, continue climb-in-hold to 4000.

AWOS-3	WASHINGTON CENTER	UNICOM
118.275	123.85 279.65	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	460-1	441 (500-1)	460-1⅜ 441 (500-1⅜)	460-1½ 441 (500-1½)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 90503 W19A	APP CRS 190°	Rwy Idg 6001 TDZE 19 Apt Elev 19

RNAV (GPS) RWY 19

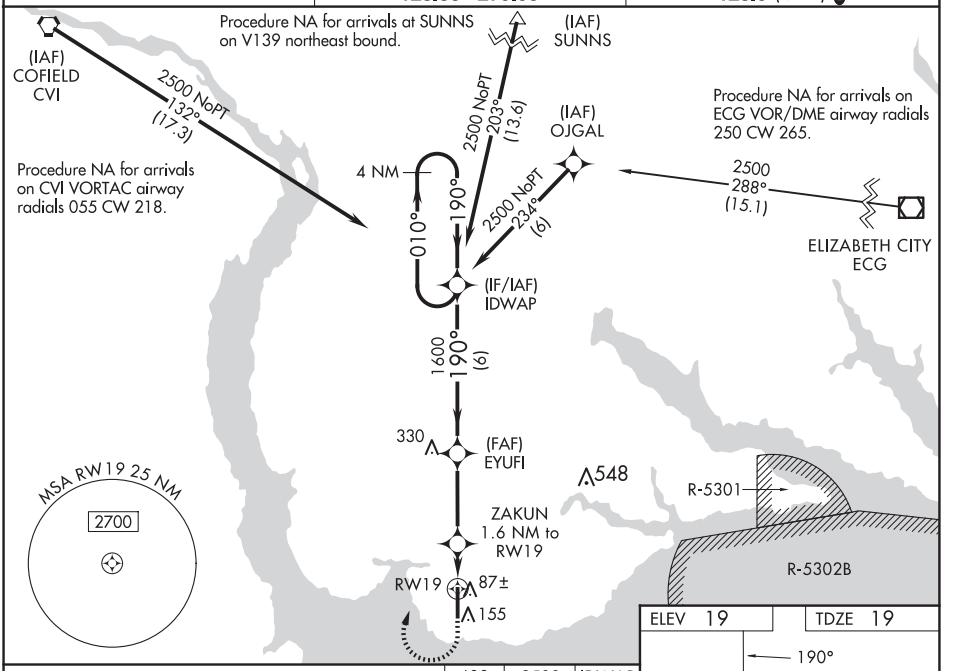
NORTHEASTERN RGNL (EDE)

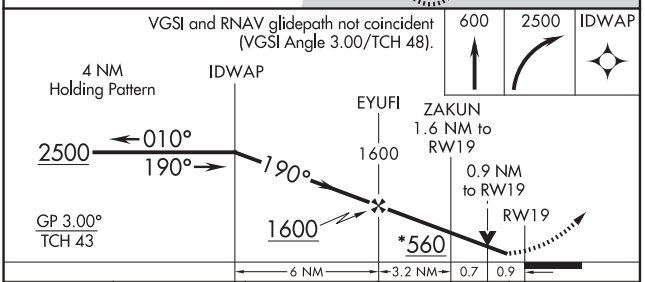
RNP APCH - GPS.

Baro-VNAV NA when using Elizabeth City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C. When local altimeter setting not received, use Elizabeth City altimeter setting and increase LPV DA to 276 feet; increase LNAV/VNAV DA to 355 feet and all visibilities ⅛ SM; increase all MDAs 60 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C ¼ SM. VDP NA when using Elizabeth City altimeter setting. Rwy 19 helicopter visibility reduction below ¾ SM NA.

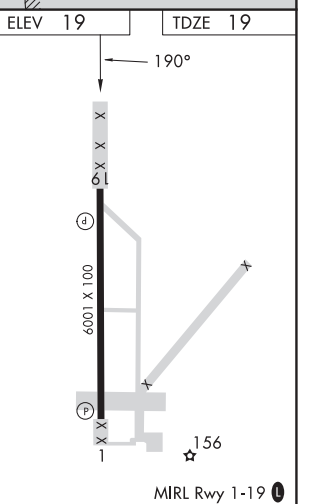
MISSED APPROACH: Climb to 600 then right turn to 2500 direct IDWAP and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
118.275	123.85 279.65	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	219-¾ 200 (200-¾)			
LNAV/VNAV DA	289- ⅞ 270 (300-⅞)			
LNAV MDA	400-1⅛ 381 (400-1⅛)			
CIRCLING	520-1 501 (600-1)		560-1½ 541 (600-1½)	580-2 561 (600-2)



MIRL Rwy 1-19 L

REIL Rwys 1 and 19 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

ELIZABETH CITY, NORTH CAROLINA AL-617 (FAA) 24361

ILS or LOC RWY 10

ELIZABETH CITY CG AIR STATION/RGNL (ECG)

LOC/DME I-EPR	APP CRS	Rwy Idg	TDZE
111.35 Chan 50 (Y)	103°	7219	11
		Apt Elev	11

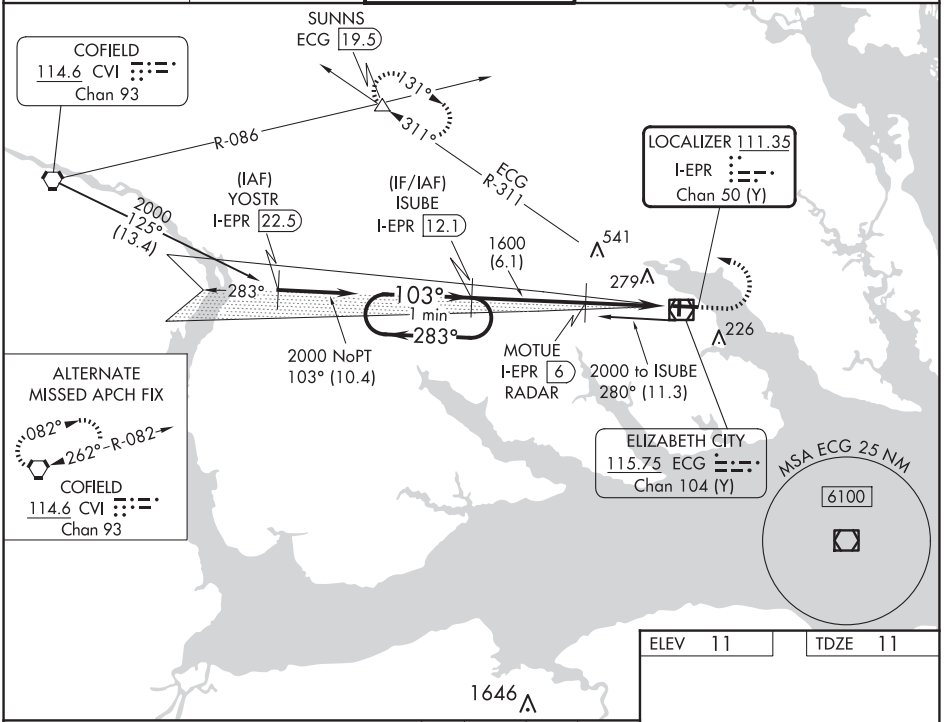
DME required.

Procedure NA when tethered balloon located approximately 2 miles southeast of airport is flying.

SALS

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 on heading 281° and ECG VOR/DME R-311 to SUNNS INT/ECG 19.5 DME and hold.

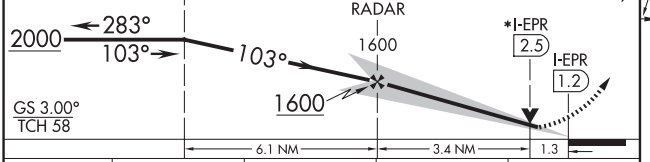
ASOS	NORFOLK APP CON	ELIZABETH CITY TOWER★	GND CON	UNICOM
124.375	119.55 269.425	120.5 (CTAF) L 355.6	121.9	122.95

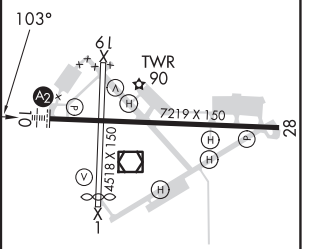


VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 49).

500	3000	ECG R-311	SUNNS
↑	hdg 281°		△

*LOC only.





MIRL Rwy 1-19
HIRL Rwy 10-28 L
REIL Rwys 10 and 28

CATEGORY	A	B	C	D
S-ILS 10	261-¾ 250 (300-¾)			
S-LOC 10	460-1 449 (500-1)		460-1⅜ 449 (500-1⅜)	
C CIRCLING	480-1 469 (500-1)		640-1¾ 629 (700-1¾)	640-2 629 (700-2)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 1

ELIZABETH CITY CG AIR STATION/RGNL (ECG)

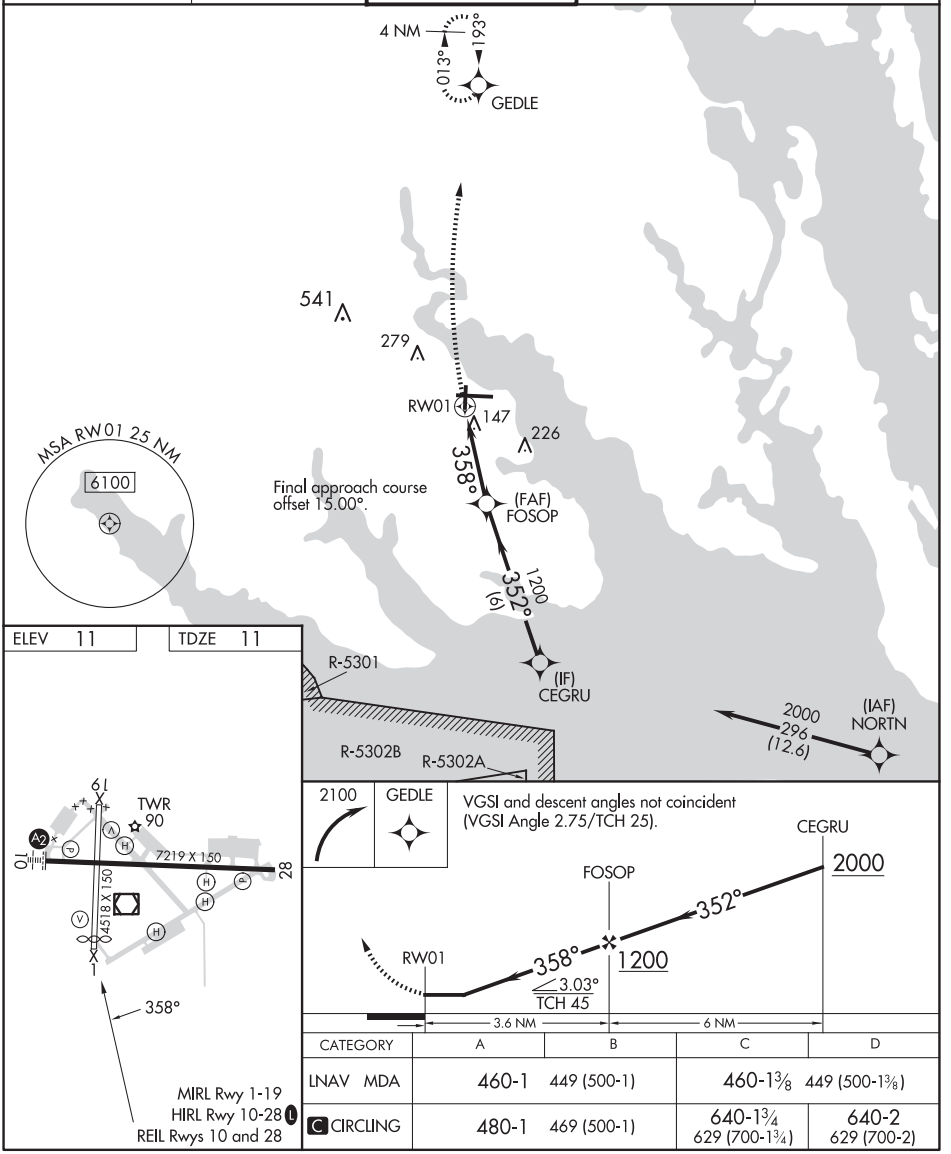
APP CRS	Rwy Idg	4219
358°	TDZE	11
	Apt Elev	11

RNP APCH.

Rwy 1 helicopter visibility reduction below ¾ SM NA. ATC clearance required to penetrate R-5302B. Procedure NA when tethered balloon located approximately 2 miles southeast airport is flying.

MISSED APPROACH: Climbing right turn to 2100 direct GEDLE and hold.

ASOS	NORFOLK APP CON	ELIZABETH CITY TOWER ★	GND CON	UNICOM
124.375	119.55 269.425	120.5 (CTAF) L 355.6	121.9	122.95



CATEGORY	A	B	C	D
LNAV MDA	460-1	449 (500-1)	460-1⅜	449 (500-1⅜)
C CIRCLING	480-1	469 (500-1)	640-1¾ 629 (700-1¾)	640-2 629 (700-2)

SE-2, 07 AUG 2025 to 02 OCT 2025

ELIZABETH CITY, NORTH CAROLINA

AL-617 (FAA)

24361

RNAV (GPS) RWY 10

ELIZABETH CITY CG AIR STATION/RGNL (ECG)

WAAS	APP CRS	Rwy Idg	7219
CH 65703	103°	TDZE	11
W10A		Apt Elev	11

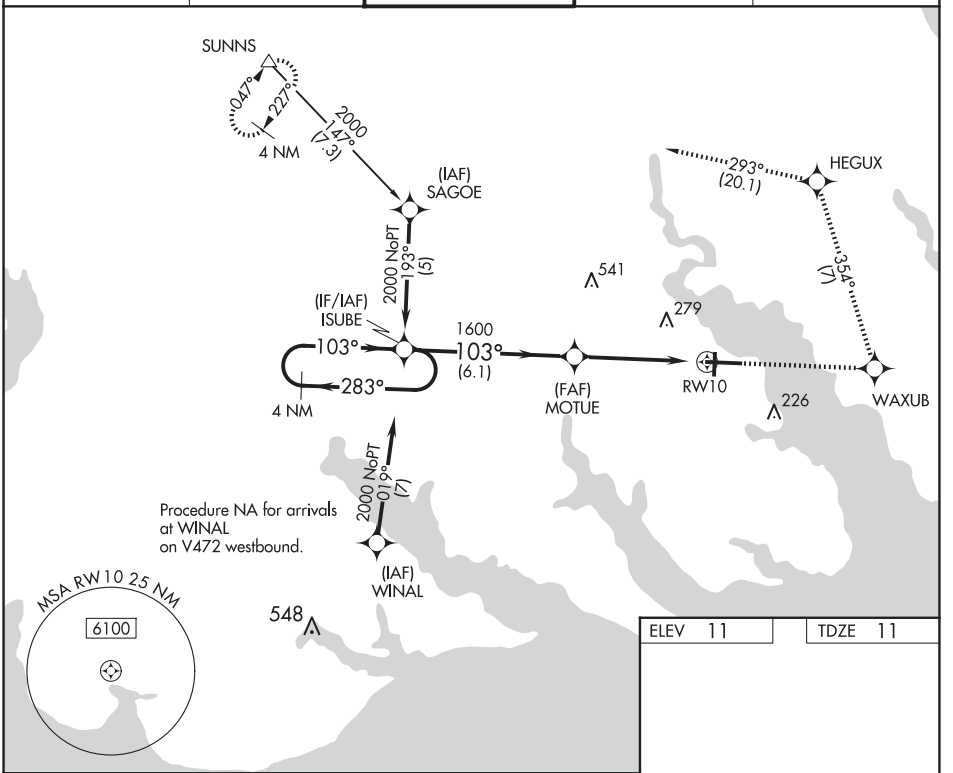
RNP APCH.

T Procedure NA when tethered balloon located approximately 2 miles southeast of airport is flying.

SALS A2

MISSED APPROACH: Climb to 2000 direct WAXUB and left turn on track 354° to HEGUX and 2000 on track 293° to SUNNS and hold.

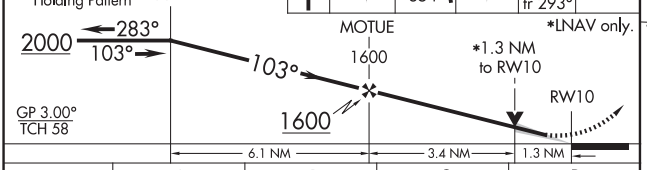
ASOS	NORFOLK APP CON	ELIZABETH CITY TOWER ★	GND CON	UNICOM
124.375	119.55 269.425	120.5 (CTAF) L 355.6	121.9	122.95



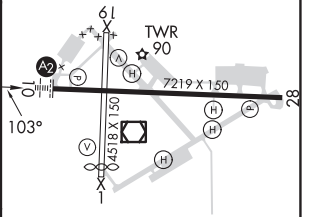
ELEV	11	TDZE	11

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 49).

2000	WAXUB	tr 354°	HEGUX	2000 tr 293°	SUNNS



*LNAV only.



CATEGORY	A	B	C	D
LPV DA	261-¾		250 (300-¾)	
LNAV MDA	460-1	449 (500-1)	460-1⅜	449 (500-1⅜)
C CIRCLING	480-1	469 (500-1)	640-1¾ 629 (700-1¾)	640-2 629 (700-2)

MIRL Rwy 1-19
HIRL Rwy 10-28 L
REIL Rwys 10 and 28

ELIZABETH CITY, NORTH CAROLINA
Amdt 1C 24MAY18

ELIZABETH CITY CG AIR STATION/RGNL (ECG)
36°16'N-76°10'W
RNAV (GPS) RWY 10

SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 19

ELIZABETH CITY CG AIR STATION/RGNL (ECG)

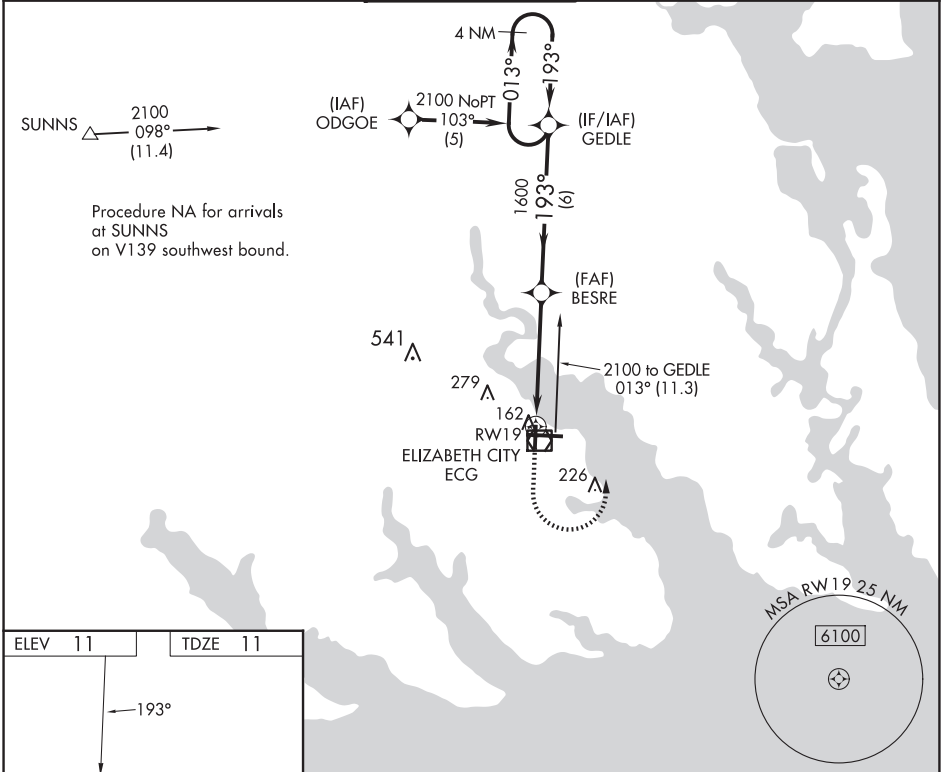
APP CRS	Rwy Idg	4518
193°	TDZE	11
	Apt Elev	11

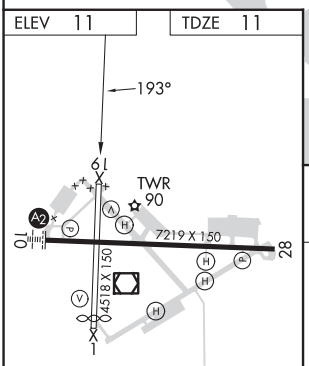
RNP APCH.

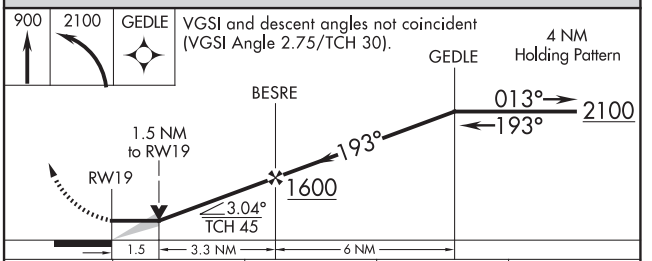
T Procedure NA when tethered balloon located approximately 2 miles southeast airport is flying.

MISSED APPROACH: Climb to 900 then climbing left turn to 2100 direct GEDLE and hold.

ASOS	NORFOLK APP CON	ELIZABETH CITY TOWER★	GND CON	UNICOM
124.375	119.55 269.425	120.5 (CTAF) L 355.6	121.9	122.95







CATEGORY	A	B	C	D
LNAV MDA	480-1	469 (500-1)	480-1⅜	469 (500-1⅜)
C CIRCLING	480-1	469 (500-1)	640-1¾ 629 (700-1¾)	640-2 629 (700-2)

MIRL Rwy 1-19
HIRL Rwy 10-28 L
REIL Rwys 10 and 28

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

ELIZABETH CITY, NORTH CAROLINA AL-617 (FAA) 24361

RNAV (GPS) RWY 28

ELIZABETH CITY CG AIR STATION/RGNL (ECG)

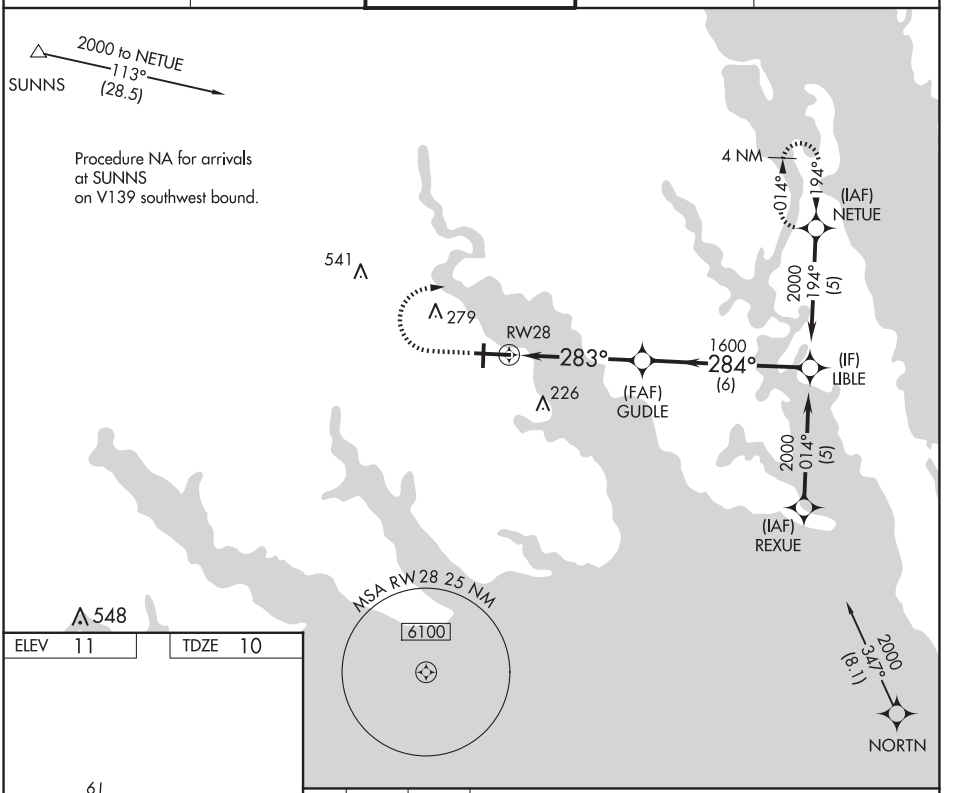
APP CRS	Rwy Idg	7219
283°	TDZE	10
	Apt Elev	11

RNP APCH.

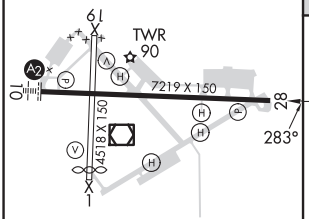
Rwy 28 helicopter visibility reduction below ¾ SM NA. Procedure NA when tethered balloon located approximately 2 miles southeast of airport is flying.

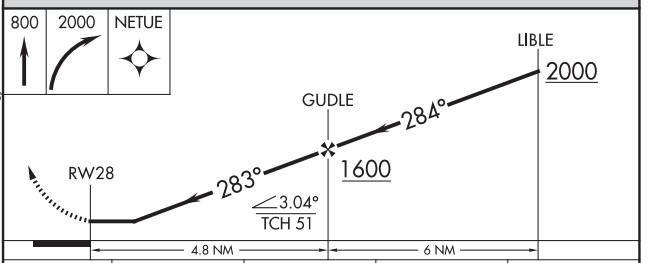
MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct NETUE and hold.

ASOS	NORFOLK APP CON	ELIZABETH CITY TOWER★	GND CON	UNICOM
124.375	119.55 269.425	120.5 (CTAF) L 355.6	121.9	122.95



ELEV	11	TDZE	10





CATEGORY	A	B	C	D
LNAV MDA	460-1	450 (500-1)	460-1⅜	450 (500-1⅜)
C CIRCLING	480-1	469 (500-1)	640-1¾ 629 (700-1¾)	640-2 629 (700-2)

MIRL Rwy 1-19
HIRL Rwy 10-28 L
REIL Rwys 10 and 28

ELIZABETH CITY, NORTH CAROLINA
Orig-B 24MAY18

ELIZABETH CITY CG AIR STATION/RGNL (ECG)
36°16′N-76°10′W
RNAV (GPS) RWY 28

SE-2, 07 AUG 2025 to 02 OCT 2025

VOR/DME ECG	APP CRS	Rwy Idg 7219
115.75	108°	TDZE 11
Chan 104 (Y)		Apt Elev 11

VOR/DME RWY 10

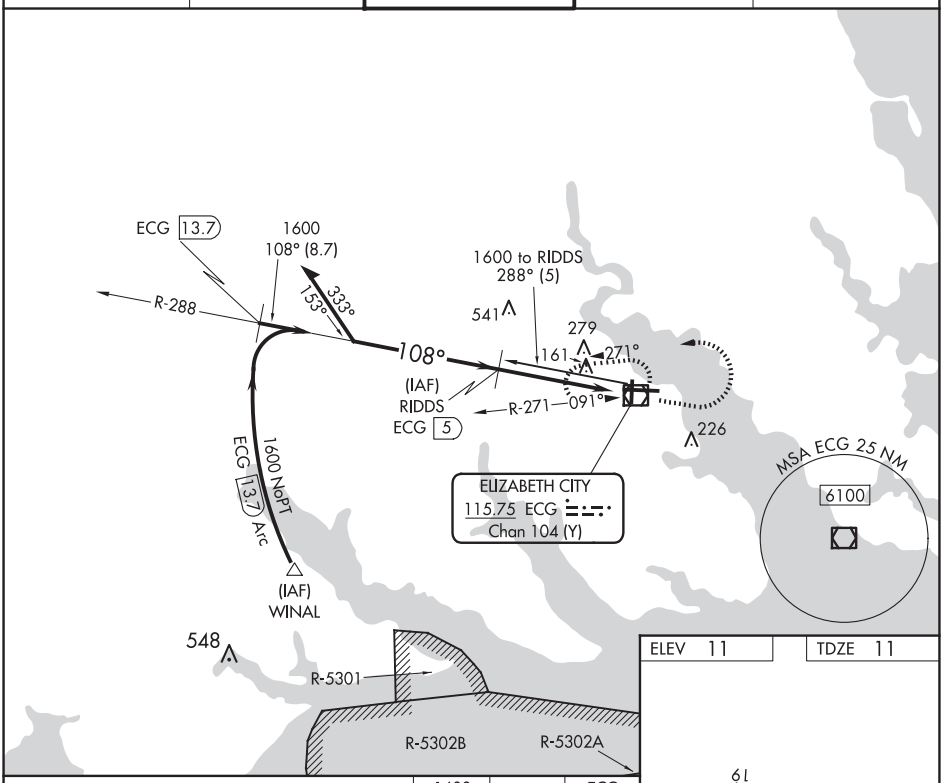
ELIZABETH CITY CG AIR STATION/RGNL (ECG)

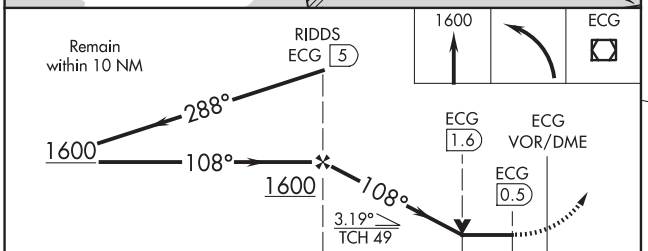
T A Procedure NA when tethered balloon located approximately 2 miles southeast of airport is flying. When local altimeter setting not received, use Currituck altimeter setting and increase all MDAs 40 feet and increase S-10 visibility Cats C/D ⅛ SM.

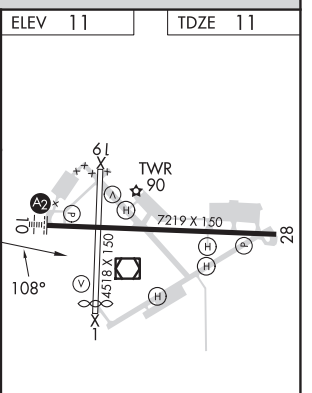
SALS A2

MISSED APPROACH: Climb to 1600 then left turn direct ECG VOR/DME and hold.

ASOS	NORFOLK APP CON	ELIZABETH CITY TOWER ★	GND CON	UNICOM
124.375	119.55 269.425	120.5 (CTAF) L 355.6	121.9	122.95







CATEGORY	A	B	C	D
S-10	540-1 529 (600-1)		540-1¼ 529 (600-1¼)	
C CIRCLING	540-1 529 (600-1)		640-1¾ 629 (700-1¾)	640-2 629 (700-2)

MIRL Rwy 1-19
HIRL Rwy 10-28 L
REIL Rwys 10 and 28

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

ELIZABETH CITY, NORTH CAROLINA AL-617 (FAA) 24361

VOR/DME ECG	APP CRS	Rwy Idg 4518
115.75	184°	TDZE 11
Chan 104 (Y)		Apt Elev 11

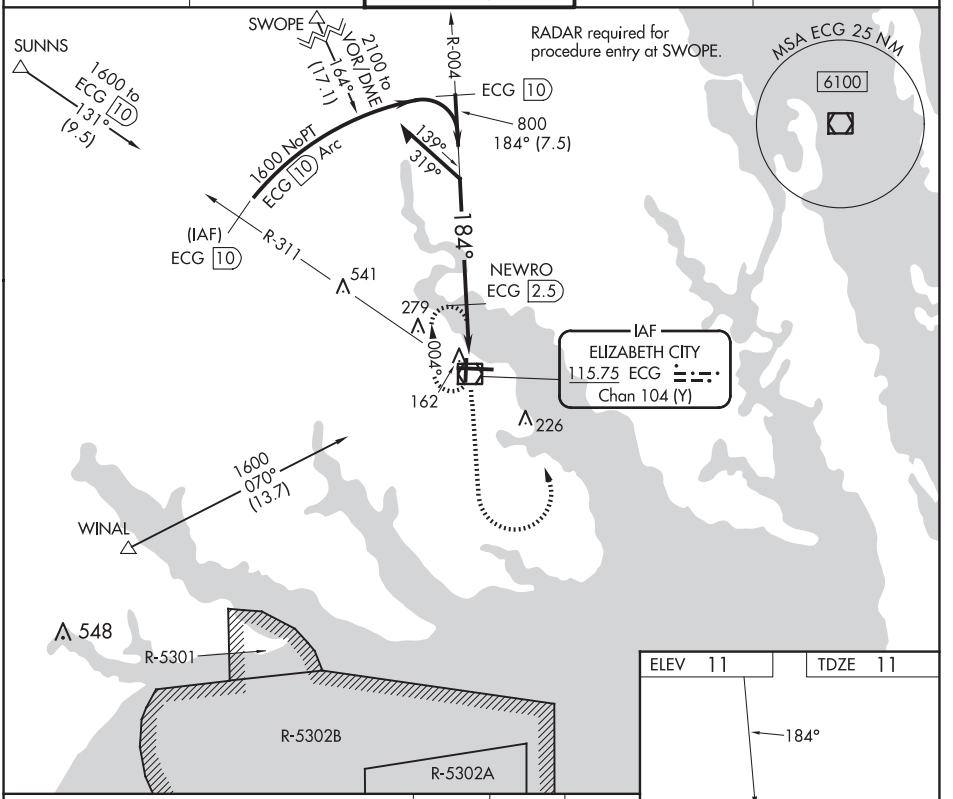
VOR/DME RWY 19

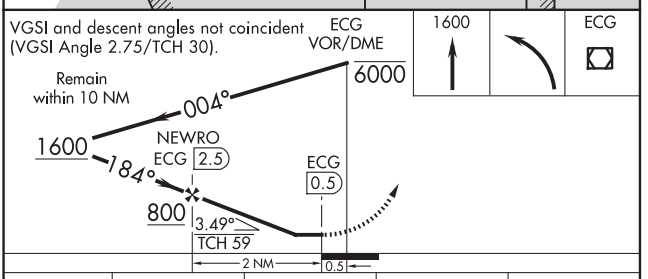
ELIZABETH CITY CG AIR STATION/RGNL (ECG)

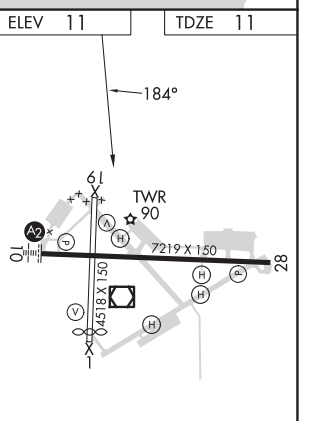
Procedure NA when tethered balloon located approximately 2 miles southeast of airport is flying. When local altimeter setting not received, use Currituck altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 1600 then left turn direct ECG VOR/DME and hold.

ASOS	NORFOLK APP CON	ELIZABETH CITY TOWER★	GND CON	UNICOM
124.375	119.55 269.425	120.5 (CTAF) L 355.6	121.9	122.95







CATEGORY	A	B	C	D
S-19	480-1	469 (500-1)	480-1⅜ 469 (500-1⅜)	480-1½ 469 (500-1½)
C CIRCLING	480-1	469 (500-1)	640-1¾ 629 (700-1¾)	640-2 629 (700-2)

MIRL Rwy 1-19
HIRL Rwy 10-28 L
REIL Rwys 10 and 28

SE-2, 07 AUG 2025 to 02 OCT 2025

VOR/DME ECG	APP CRS	Rwy Idg 7219
115.75	270°	TDZE 10
Chan 104 (Y)		Apt Elev 11

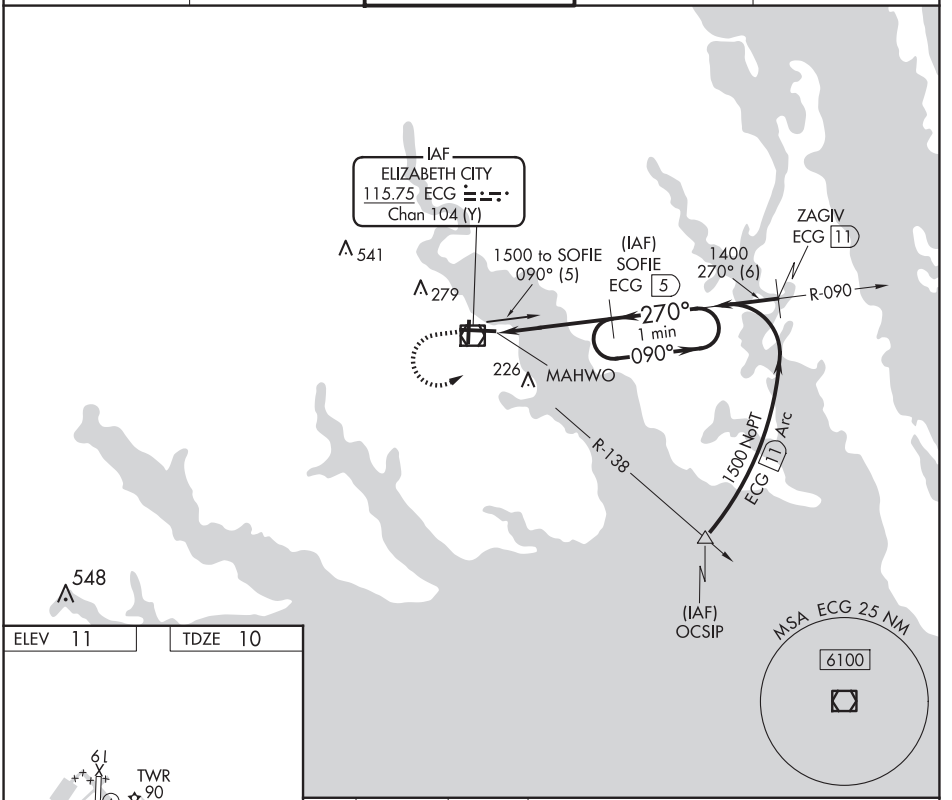
VOR/DME RWY 28

ELIZABETH CITY CG AIR STATION/RGNL (ECG)

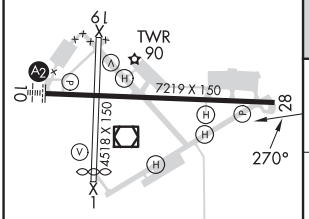
Procedure NA when tethered balloon located approximately 2 miles southeast of airport is flying. When local altimeter setting not received, use Currituck altimeter setting and increase all MDAs 40 feet and S-28 visibility Cats C/D 1⅛ SM. Rwy 28 helicopter visibility reduction below ¾ SM NA.

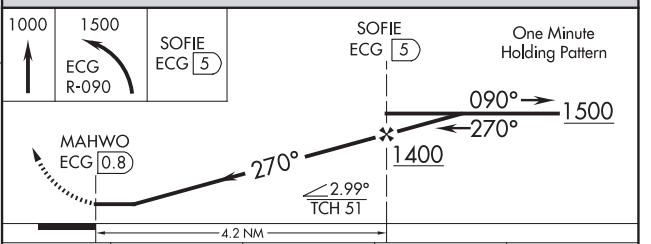
MISSED APPROACH: Climb to 1000 then climbing left turn to 1500 via ECG R-090 to SOFIE 5 DME and hold.

ASOS	NORFOLK APP CON	ELIZABETH CITY TOWER★	GND CON	UNICOM
124.375	119.55 269.425	120.5 (CTAF) L 355.6	121.9	122.95



ELEV 11 TDZE 10





CATEGORY	A	B	C	D
S-28	380-1 370 (400-1)			380-1¼ 370 (400-1¼)
C CIRCLING	480-1 469 (500-1)		640-1¾ 629 (700-1¾)	640-2 629 (700-2)

MIRL Rwy 1-19
HIRL Rwy 10-28 L
REIL Rwys 10 and 28

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

ELIZABETH CITY, NORTH CAROLINA AL-617 (FAA) 24361

NDB LLW	APP CRS	Rwy Idg	7219
254	101°	TDZE	11
		Apt Elev	11

NDB RWY 10

ELIZABETH CITY CG AIR STATION/RGNL (ECG)

T NA Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying. When local altimeter setting not received, use Currituck altimeter setting and increase all MDA 40 feet.

SALS A2

MISSED APPROACH: Climb to 1600 then left turn direct LLW NDB and hold.

ASOS	NORFOLK APP CON	ELIZABETH CITY TOWER★	GND CON	UNICOM
124.375	119.55 269.425	120.5 (CTAF) L 355.6	121.9	122.95

RADAR required for procedure entry at SWOPE.

SWOPE

2100
187°
(15.3)

ELIZABETH CITY
115.75 ECG
Chan 104 (Y)

541

280

281°

326°
146°

281°

101°

226

1600 to NDB
280° (5.9)

1600
054°
(9.1)

IAF
WOODVILLE
254 LLW

WINAL

MSA LLW 25 NM
2700
250°
6100
340°

548

R-5301

R-5302B

R-5302A

ELEV 11 TDZE 11

101°

61

TWR
90

A2

7219 X 150

10

28

1

Ø451B X 150

1600 LLW

Remain within 10 NM

LLW NDB

281°

1600

101°

1600

5.5 NM

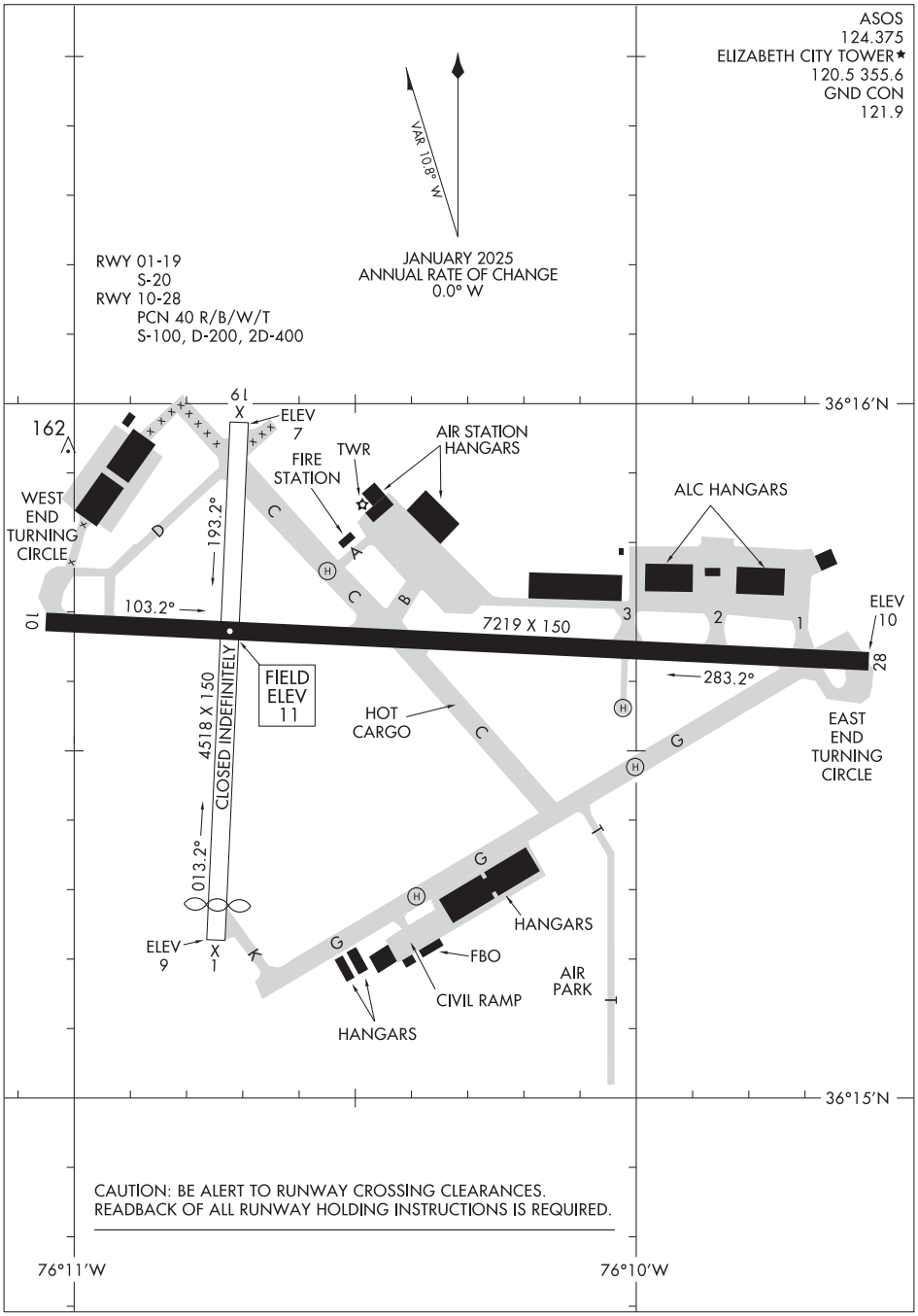
MIRL Rwy 1-19
HIRL Rwy 10-28 L
REIL Rwys 10 and 28

CATEGORY	A	B	C	D
S-10	640-1	629 (700-1)	640-1¾ 629 (700-1¾)	640-2 629 (700-2)
C CIRCLING	640-1	629 (700-1)	640-1¾ 629 (700-1¾)	640-2 629 (700-2)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025



SE-2, 07 AUG 2025 to 02 OCT 2025

ELIZABETHTOWN, NORTH CAROLINA AL-6982 (FAA) 24081

WAAS	APP CRS	Rwy Idg	5006
CH **82419**	**152°**	TDZE	**132**
W15A		Apt Elev	**132**

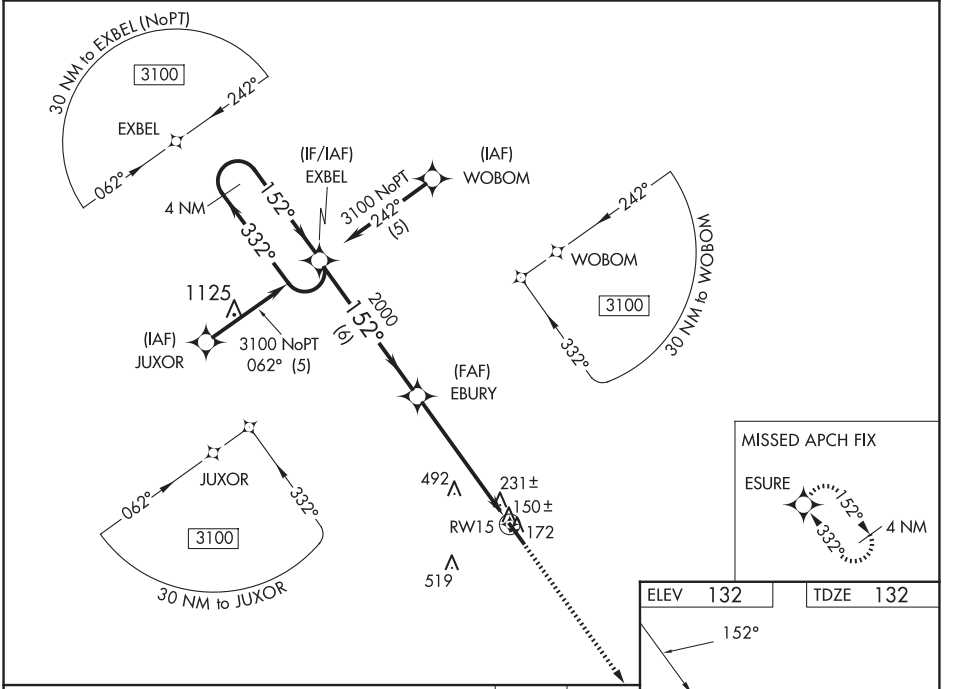
RNAV (GPS) RWY 15

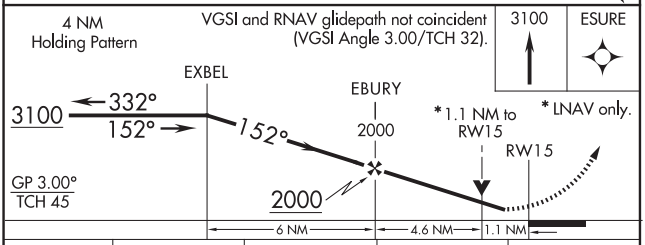
CURTIS L BROWN JR FLD (EYF)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fayetteville, NC altimeter setting; increase LPV DA to 454 feet, LNAV/VNAV DA to 601 feet, and all MDAs 80 feet, and increase LPV and LNAV/VNAV all Cats visibility ¼ SM, LNAV Cats C and D and Circling Cats C and D visibility ¼ SM. Baro-VNAV and VDP NA when using Fayetteville, NC altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

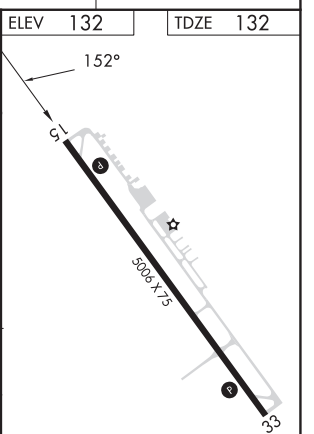
MISSED APPROACH: Climb to 3100 direct ESURE and hold, continue climb-in-hold to 3100.

AWOS-3P	FAYETTEVILLE APP CON	UNICOM
119.475	**133.0 290.25**	**122.8** (CTAF) L





CATEGORY	A	B	C	D
LPV DA	382-1	250 (300-1)		
LNAV/VNAV DA	529-1½	397 (400-1½)		
LNAV MDA	660-1 528 (600-1)		660-1½ 528 (600-1½)	660-1¾ 528 (600-1¾)
CIRCLING	660-1 528 (600-1)		880-2¼ 748 (800-2¼)	880-2½ 748 (800-2½)



REIL Rwys 15 and 33 L
MIRL Rwy 15-33 L

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	5006
CH 70519	332°	TDZE	131
W33A		Apt Elev	132

RNAV (GPS) RWY 33

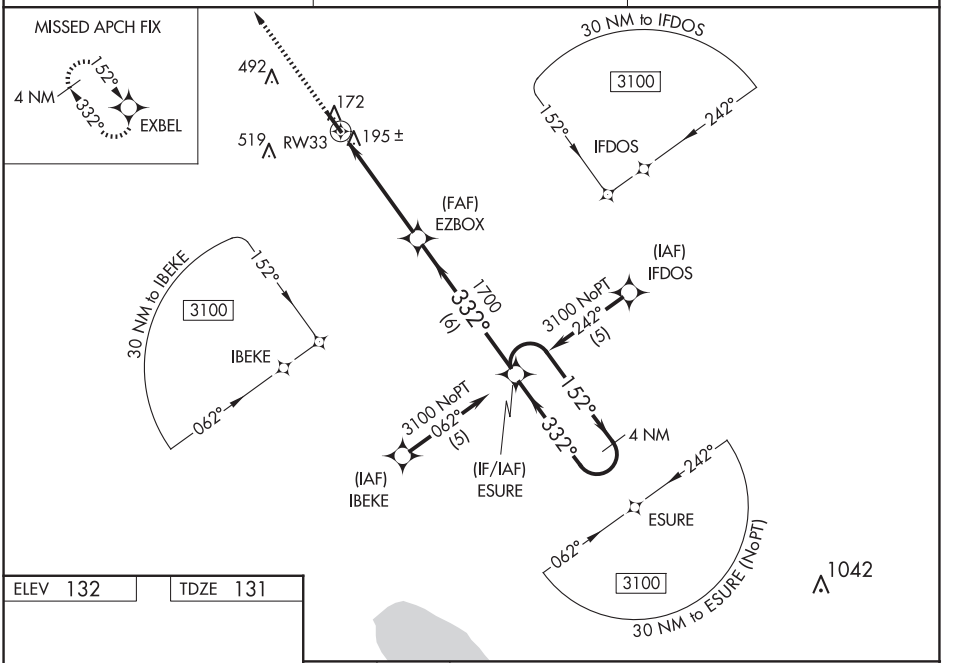
CURTIS L BROWN JR FLD (EYF)

RNP APCH.

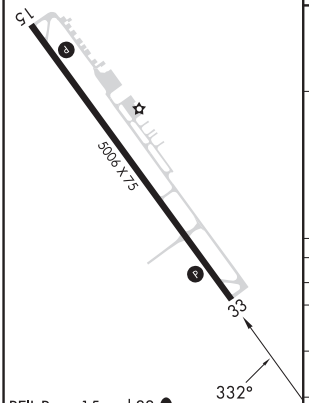
T A Rwy 33 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Fayetteville, NC altimeter setting; increase LPV DA to 453 feet, LNAV/VNAV DA to 537 feet, and all MDAs 80 feet, and increase LPV and LNAV/VNAV all Cats visibility ¼ SM, LNAV Cats C and D and Circling Cats C and D visibility ¼ SM. Baro-VNAV and VDP NA when using Fayetteville, NC altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

MISSED APPROACH: Climb to 3100 direct EXBEL and hold.

AWOS-3P	FAYETTEVILLE APP CON	UNICOM
119.475	133.0 290.25	122.8 (CTAF) L



ELEV 132 TDZE 131

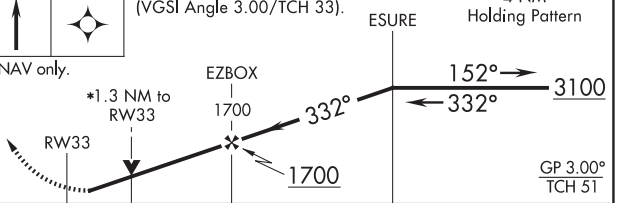


REIL Rwys 15 and 33 L
MIRL Rwy 15-33 L

3100 EXBEL

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 33).

*LNAV only.



CATEGORY	A	B	C	D
LPV DA	381-¾		250 (300-¾)	
LNAV/VNAV DA	465-1¼		334 (400-1¼)	
LNAV MDA	580-1	449 (500-1)	580-1¼ 449 (500-1¼)	580-1½ 449 (500-1½)
CIRCLING	580-1 448 (500-1)	660-1 528 (600-1)	880-2¼ 748 (800-2¼)	880-2½ 748 (800-2½)

SE-2, 07 AUG 2025 to 02 OCT 2025

ELIZABETHTOWN, NORTH CAROLINA AL-6982 (FAA) 24081

VOR/DME FAY	APP CRS	Rwy Idg	5006
114.85	152°	TDZE	132
Chan 95(Y)		Apt Elev	132

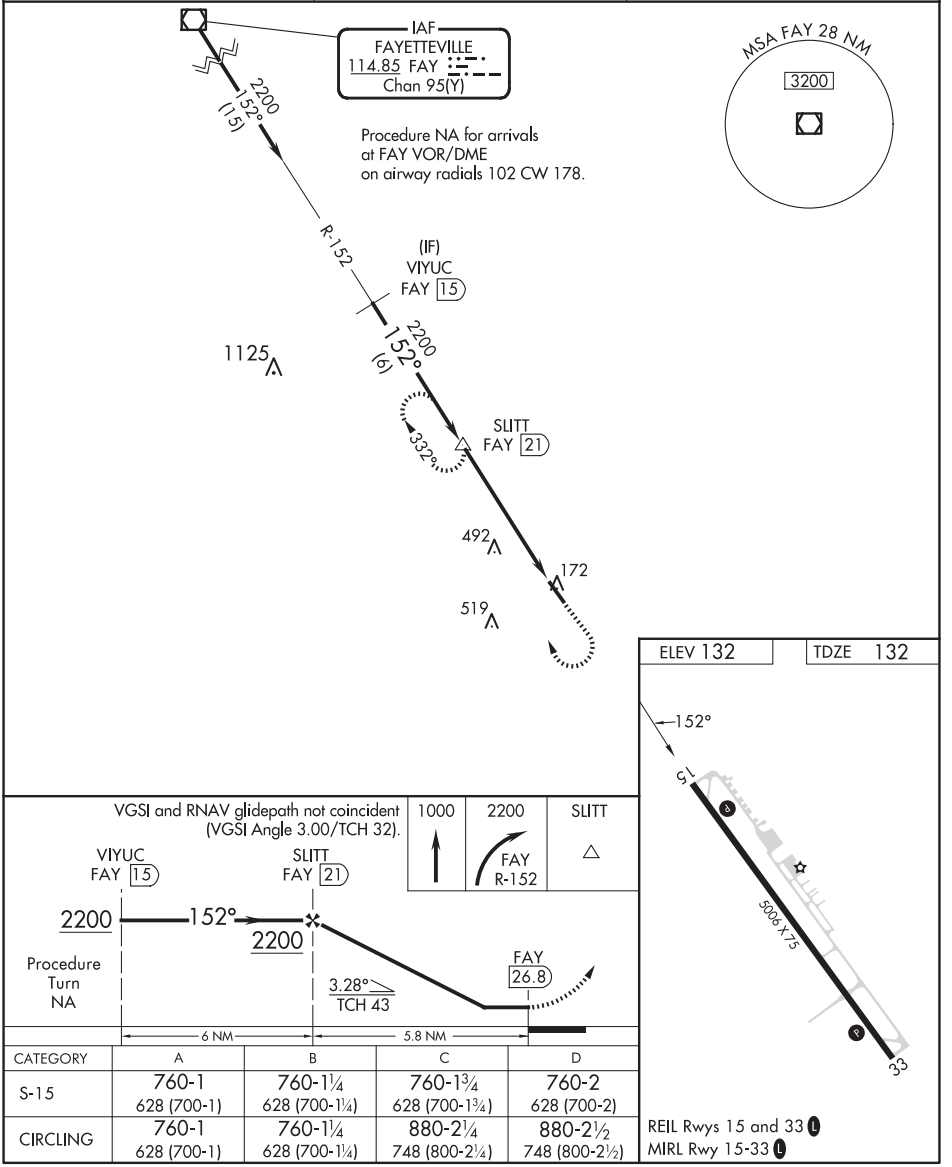
VOR/DME RWY 15

CURTIS L BROWN JR FLD (EYF)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Fayetteville altimeter setting; increase all MDA 80 feet and increase S-15 Cats C and D and Circling Cat C and D visibility ¼ SM.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2200 on FAY R-152 to SLITT/21 DME and hold.

AWOS-3P	FAYETTEVILLE APP CON	UNICOM
119.475	133.0 290.25	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-15	760-1 628 (700-1)	760-1¼ 628 (700-1¼)	760-1¾ 628 (700-1¾)	760-2 628 (700-2)
CIRCLING	760-1 628 (700-1)	760-1¼ 628 (700-1¼)	880-2¼ 748 (800-2¼)	880-2½ 748 (800-2½)

REIL Rwys 15 and 33 L
MIRL Rwy 15-33 L

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	4001
CH 65836	074°	TDZE	1067
W07A		Apt Elev	1067

RNAV (GPS) RWY 7

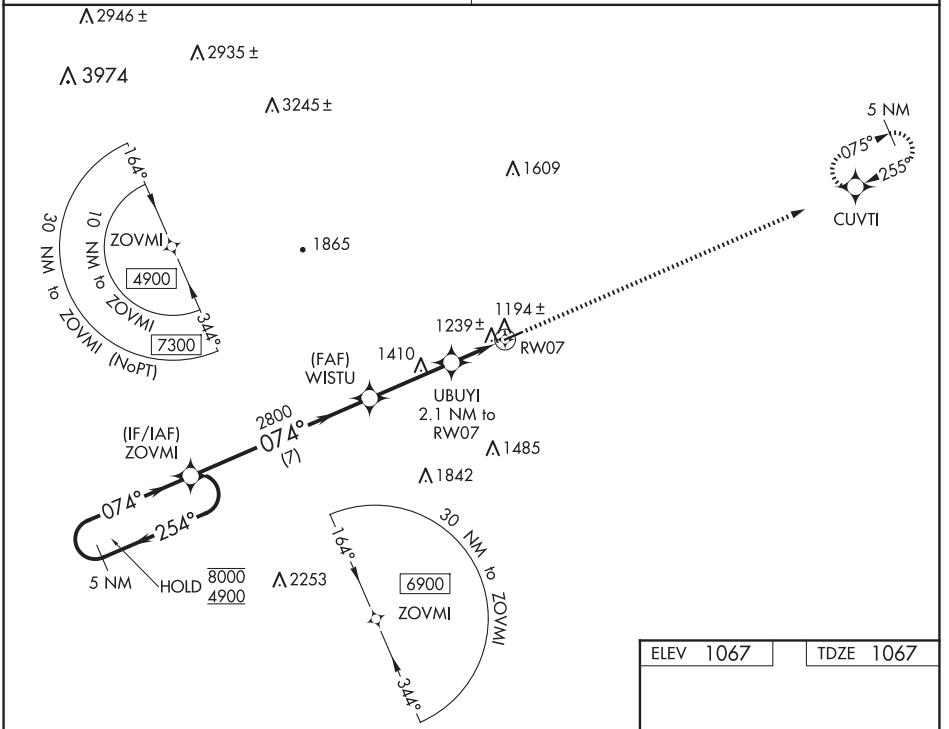
ELKIN MUNI (ZEF)

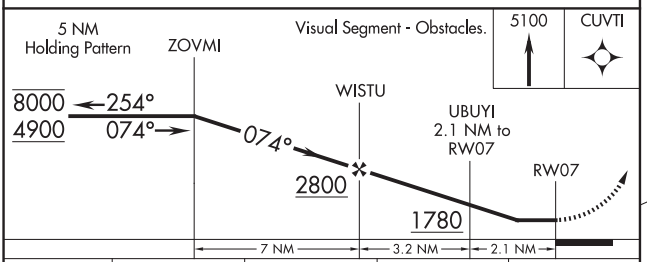
RNP APCH.

Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Mount Airy altimeter setting and increase all MDAs 80 feet and all Cats C/D visibilities ¼ SM. Rwy 7 helicopter visibility reduction below 1 SM NA.

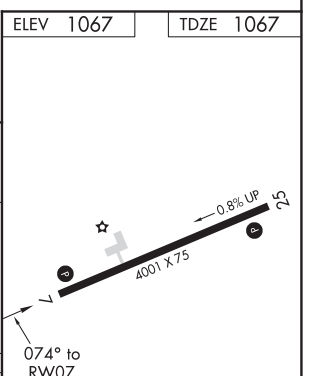
MISSED APPROACH: Climb to 5100 direct CUVTI and hold, continue climb-in-hold to 5100.

ATLANTA CENTER	UNICOM
125.15 263.0	123.05 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	1460-1	393 (400-1)	1460-1⅛	393 (400-1⅛)
LNAV MDA	1500-1	433 (500-1)	1500-1¼	433 (500-1¼)
C CIRCLING	1540-1 473 (500-1)	1600-1 533 (600-1)	1680-1¾ 613 (700-1¾)	1840-2½ 773 (800-2½)



MIRL Rwy 7-25 L
REIL Rwy 7 and Rwy 25 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

ELKIN, NORTH CAROLINA | AL-5952 (FAA) | 20198

RNAV (GPS) RWY 25

ELKIN MUNI (ZEF)

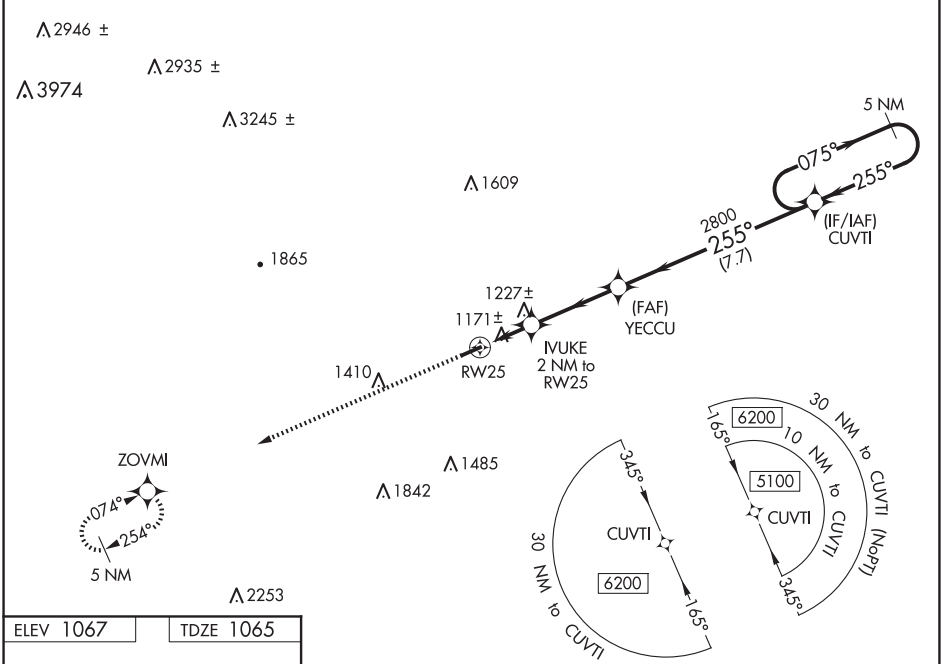
WAAS	APP CRS	Rwy Idg	4001
CH 70536	255°	TDZE	1065
W25A		Apt Elev	1067

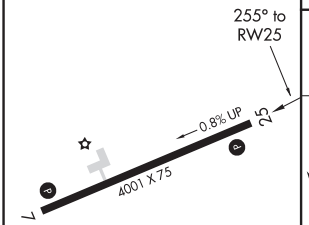
Obtain local altimeter setting on CTAF; when not received, use Mount Airy altimeter setting and increase MDA 80 ft and LP and Circling Cats C/D visibility ¼ mile. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

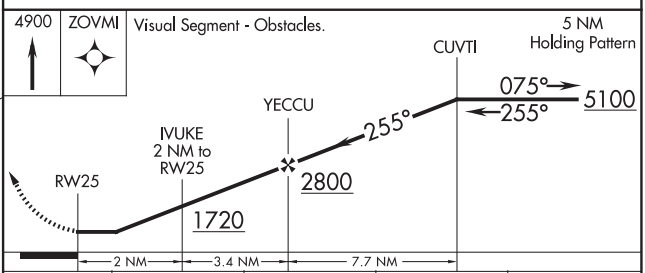
NA

MISSED APPROACH: Climb to 4900 direct ZOVMI and hold, continue climb-in-hold to 4900.

ATLANTA CENTER	UNICOM
125.15 263.0	123.05 (CTAF) L







CATEGORY	A	B	C	D
LP MDA	1440-1 375 (400-1)		1440-1⅛ 375 (400-1⅛)	
LNAV MDA	1480-1 415 (500-1)		1480-1⅜ 415 (500-1⅜)	
C CIRCLING	1540-1 473 (500-1)	1600-1 533 (600-1)	1680-1¾ 613 (700-1¾)	1840-2½ 773 (800-2½)

MIRL Rwy 7-25 L
REIL Rwy 7 and Rwy 25 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 11

HYDE COUNTY (7W6)

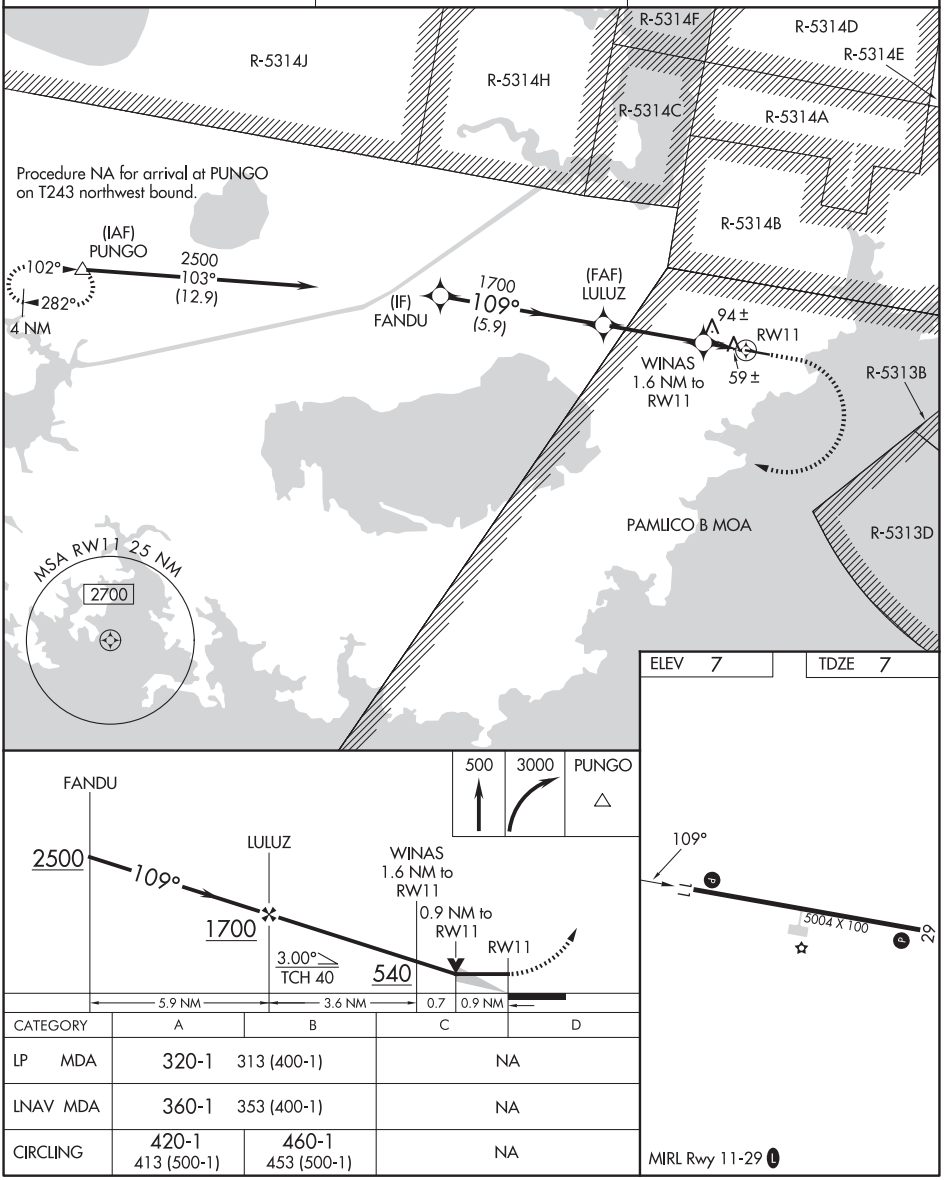
WAAS	APP CRS	Rwy Ldg	5004
CH 40442	109°	TDZE	7
W11A		Apt Elev	7

RNP APCH - GPS.

VDP NA when using HSE altimeter setting. When local altimeter setting not received, use HSE altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 500 then climbing right turn 3000 direct PUNGO and hold.

AWOS-3P	CHERRY POINT APP CON	UNICOM
119.275	119.75 360.775	122.7 (CTAF) L



CATEGORY	A	B	C	D
LP MDA	320-1 313 (400-1)		NA	
LNAV MDA	360-1 353 (400-1)		NA	
CIRCLING	420-1 413 (500-1)	460-1 453 (500-1)	NA	

MIRL Rwy 11-29 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

ERWIN, NORTH CAROLINA | AL-6700 (FAA) | 23278

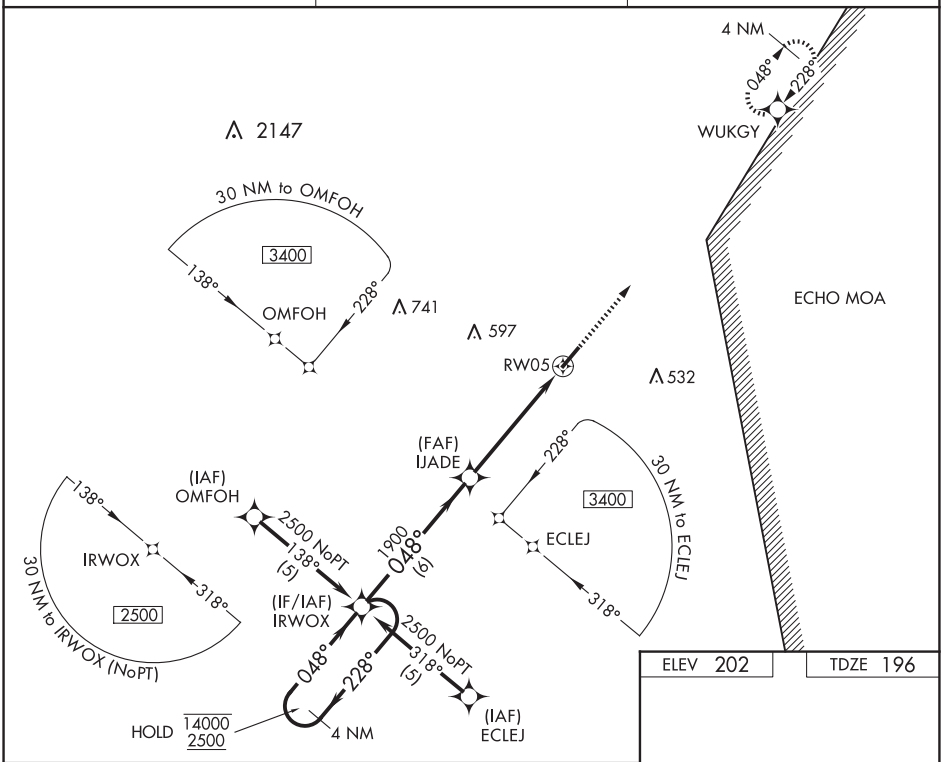
WAAS	APP CRS	Rwy Idg	5005
CH 66004	048°	TDZE	196
W05A		Apt Elev	202

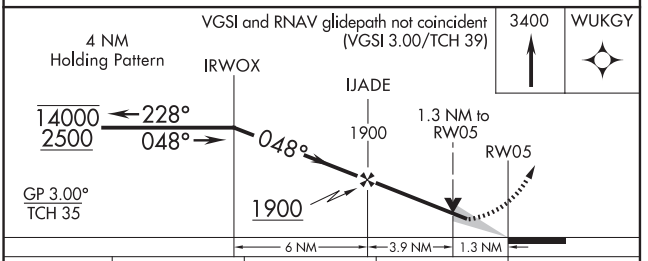
RNAV (GPS) RWY 5
HARNETT RGNL JETPORT (HRJ)

RNP APCH - GPS.

MISSED APPROACH: Climb to 3400 direct WUKGY and hold, continue climb in hold to 3400.

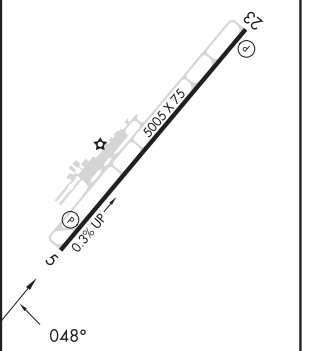
AWOS-3	FAYETTEVILLE APP CON	UNICOM
119.025	125.175 285.575	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	475-1 279 (300-1)			NA
LNAV MDA	640-1 444 (500-1)		640-1⅜ 444 (500-1⅜)	NA
C CIRCLING	660-1 458 (500-1)	720-1 518 (600-1)	780-1½ 578 (600-1½)	NA

ELEV 202 | TDZE 196



REIL Rwy 5 and 23 L
MIRL Rwy 5-23 L

ERWIN, NORTH CAROLINA
Amdt 2D 08SEP22

35°23'N-78°44'W

HARNETT RGNL JETPORT (HRJ)
RNAV (GPS) RWY 5

SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 23

HARNETT RGNL JETPORT (HRJ)

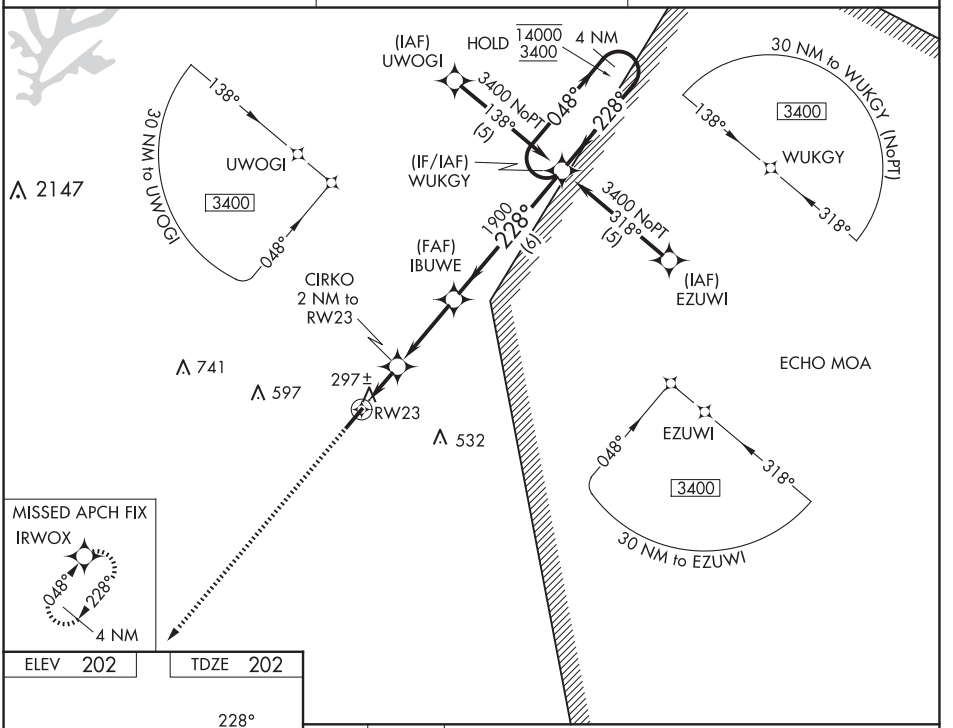
WAAS	APP CRS	Rwy Idg	5005
CH 45904	228°	TDZE	202
W23A		Apt Elev	202

RNP APCH - GPS.

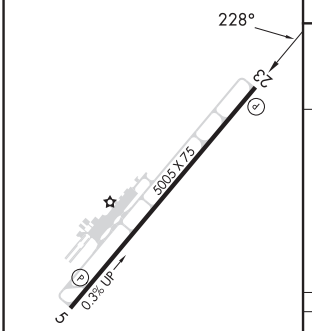
Rwy 23 helicopter visibility reduction below ¾ SM NA.

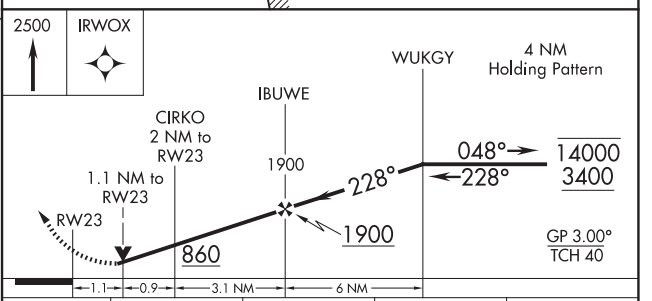
MISSED APPROACH: Climb to 2500 direct IRWOX and hold.

AWOS-3	FAYETTEVILLE APP CON	UNICOM
119.025	125.175 285.575	122.7 (CTAF)



ELEV 202 TDZE 202





CATEGORY	A	B	C	D
LPV DA	551-1 349 (400-1)			NA
LNAV MDA	600-1 398 (400-1)		600-1⅛ 398 (400-1⅛)	NA
C CIRCLING	660-1 458 (500-1)	720-1 518 (600-1)	780-1½ 578 (600-1½)	NA

REIL Rwy 5 and 23 (L)
MIRL Rwy 5-23 (L)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

ERWIN, NORTH CAROLINA

AL-6700 (FAA)

23278

LOC RWY 5

HARNETT RGNL JETPORT (HRJ)

LOC/DME I-HRJ	APP CRS	Rwy Idg 5005
108.35	048°	TDZE 196
Chan 20 (Y)		Apt Elev 202

DME required.

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 on heading 290° and RDU R-194 to LANHO INT/RDU 21.2 DME and hold.

AWOS-3	FAYETTEVILLE APP CON	UNICOM
119.025	125.175 285.575	122.7 (CTAF) L

RALEIGH-DURHAM 117.2 RDU Chan 119

741

3100 to IRWOX 196° (38.7)

597

532

DENIL FAY 21

LOCALIZER 108.35 I-HRJ Chan 20(Y)

IJADE I-HRJ 6.1

1900

048° (6)

(IF/IAF) IRWOX INT I-HRJ 12.1 FAY 14.7 RDU 38.7

048° 1 min 228°

228°

HOLD 6000 2500

R-002

R-5311 A, B, C

MSA HQT 25 NM

3400

1049

2500 NoPT 002° (14.7)

IAF FAYETTEVILLE 114.85 FAY Chan 95 (Y)

MISSED APCH FIX

R-194

R-117

LANHO RDU 21.2

194° 113.0 LIB Chan 77

014° 117.2 RDU Chan 119

ALTERNATE MISSED APCH FIX

R-009

189°

060°

DENIL FAY 21

114.85 FAY Chan 95 (Y)

ELEV 202 TDZE 196

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 39).

700 2000 hdg 290° RDU R-194 LANHO

IRWOX INT I-HRJ 12.1

IJADE I-HRJ 6.1

6000 2500 228° 048° 048° 1900 3.04° TCH 35

I-HRJ 2.2 I-HRJ 0.9

6 NM 3.9 NM 1.3

CATEGORY	A	B	C	D
S-5	640-1 444 (500-1)		640-1⅜ 444 (500-1⅜)	NA
C CIRCLING	660-1 458 (500-1)	720-1 518 (600-1)	780-1½ 578 (600-1½)	NA

5005 X 75

0.3% UP

23

048°

REIL Rwy 5 and 23 L

MIRL Rwy 5-23 L

ERWIN, NORTH CAROLINA

Orig-C 08SEP22

35°23'N-78°44'W

HARNETT RGNL JETPORT (HRJ)

LOC RWY 5

SE-2, 07 AUG 2025 to 02 OCT 2025

NDB HQT	APP CRS	Rwy Idg	5005
417	230°	TDZE	202
		Apt Elev	202

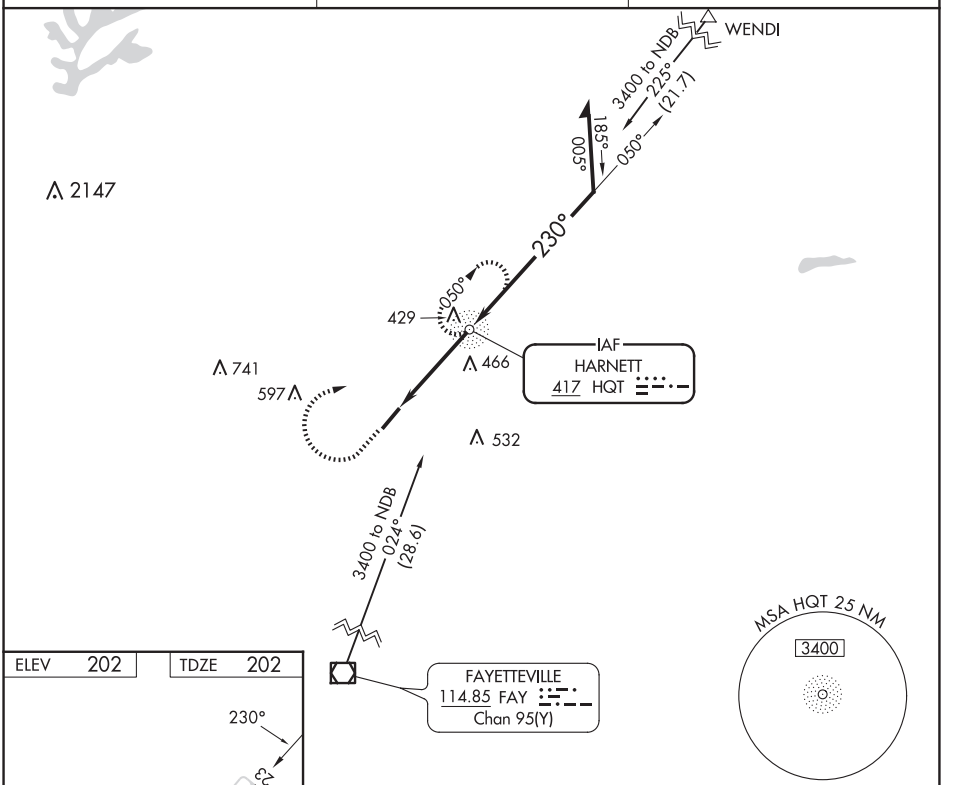
NDB RWY 23

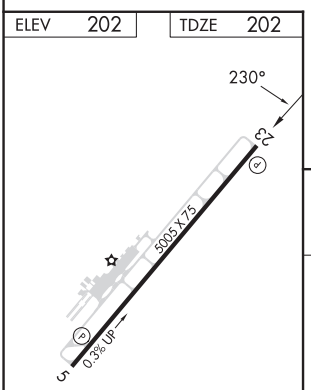
HARNETT RGNL JETPORT (HRJ)

When local altimeter setting not received, use Smithfield altimeter setting and increase all MDA 60 feet, and S-23 and Circling Cat C visibility ⅛ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1200 then climbing right turn to 3400 direct HQT NDB and hold.

AWOS-3	FAYETTEVILLE APP CON	UNICOM
119.025	125.175 285.575	122.7 (CTAF)

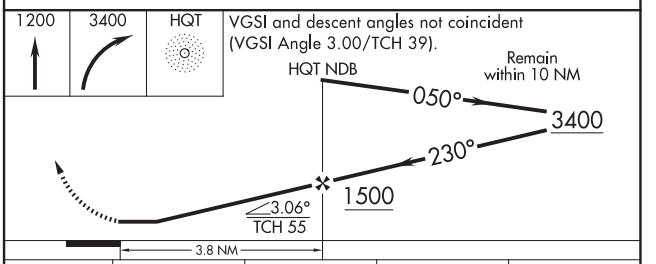




REIL Rwy 5 and 23

MIRL Rwy 5-23

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16



CATEGORY	A	B	C	D
S-23	780-1	578 (600-1)	780-1⅝ 578 (600-1⅝)	NA
CIRCLING	780-1	578 (600-1)	780-1⅝ 578 (600-1⅝)	NA

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

FAYETTEVILLE, NORTH CAROLINA | AL-690 (FAA) | 24081

ILS or LOC RWY 4

FAYETTEVILLE RGNL/GRANNIS FLD (FAY)

LOC/DME I-GRA	APP CRS	Rwy Idg	6508
110.5	038°	TDZE	189
Chan 42		Apt Elev	189

DME required.

* RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 on FAY VOR/DME R-131 to GANDS/FAY 14.6 DME and hold.

ATIS	FAYETTEVILLE APP CON	FAYETTEVILLE TOWER	GND CON
121.25	133.0 290.25	118.3 269.2	121.7 348.6

ALTERNATE MISSED APCH FIX

FAYETTEVILLE 114.85 FAY Chan 95(Y)

270° R-090 090°

1049 912 368 337 305 551

LOCALIZER 110.5 I-GRA Chan 42

MSA FAY 25 NM 2300

YISBU I-GRA 3

CINLO I-GRA 6.5 RADAR

2300 to ZODGI 217° (12.5)

FAYETTEVILLE 114.85 FAY Chan 95(Y)

R-131

(IF/IAF) ZODGI I-GRA 13.5 RADAR

1900 038° (7)

1249

038° 1 min 218°

HOLD 6000 2300

218°

GANDS FAY 14.6

131° 311°

One Minute Holding Pattern

ZODGI I-GRA 13.5 RADAR

CINLO I-GRA 6.5 RADAR

YISBU I-GRA 3

I-GRA 2.1

I-GRA 1.2

6000 2300 218° 038°

038°

1900

800

GS 3.00° TCH 45

7 NM 3.4 NM 0.9 0.9

1100 3000 FAY R-131 GANDS

ELEV 189 D TDZE 189

TWR 252

7709 X 150 0.5% UP

4801 X 150

10 28 22 4

038°

HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10, 22, and 28

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A	B	C	D
S-ILS 4*	389/24 200 (200-½)			
S-LOC 4	520/24 331 (400-½)		520/26 331 (400-½)	
C CIRCLING	640-1 451 (500-1)	660-1 471 (500-1)	860-2 671 (700-2)	860-2¼ 671 (700-2¼)

FAYETTEVILLE, NORTH CAROLINA
Amdt 18 14JUL22

34°59′N-78°53′W

FAYETTEVILLE RGNL/GRANNIS FLD (FAY)

ILS or LOC RWY 4

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 50111 W04A	APP CRS 038°	Rwy Idg 6508 / TDZE 189 / Apt Elev 189

RNAV (GPS) RWY 4

FAYETTEVILLE RGNL/GRANNIS FLD (FAY)

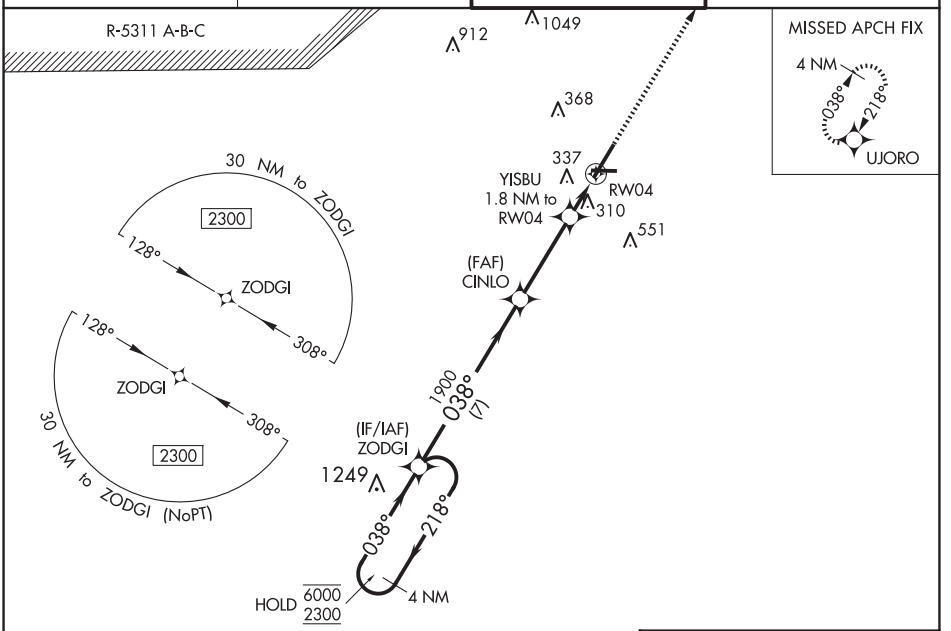
RNP APCH.

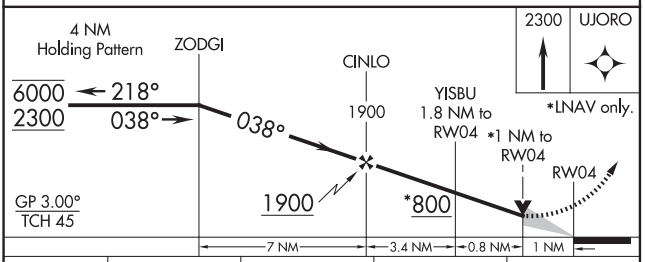
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10° C or above 54°C.
RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 2300 direct UJORO and hold.

ATIS	FAYETTEVILLE APP CON	FAYETTEVILLE TOWER	GND CON
121.25	133.0 290.25	118.3 269.2	121.7 348.6

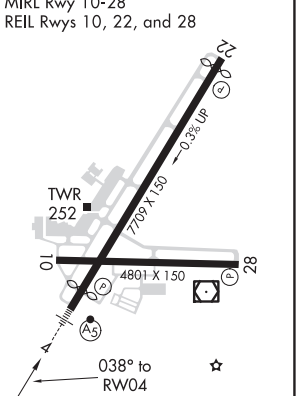




CATEGORY	A	B	C	D
LPV DA #	389/24	200 (200-½)		
LNAV/VNAV DA	588/35	399 (400-⅝)		
LNAV MDA	560/24	371 (400-½)		
C CIRCLING	640-1 451 (500-1)	660-1 471 (500-1)	860-2 671 (700-2)	860-2¼ 671 (700-2¼)

ELEV 189 D TDZE 189

HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10, 22, and 28



SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

APP CRS		
086°	Rwy Idg	4801
	TDZE	188
	Apt Elev	189

RNAV (GPS) RWY 10

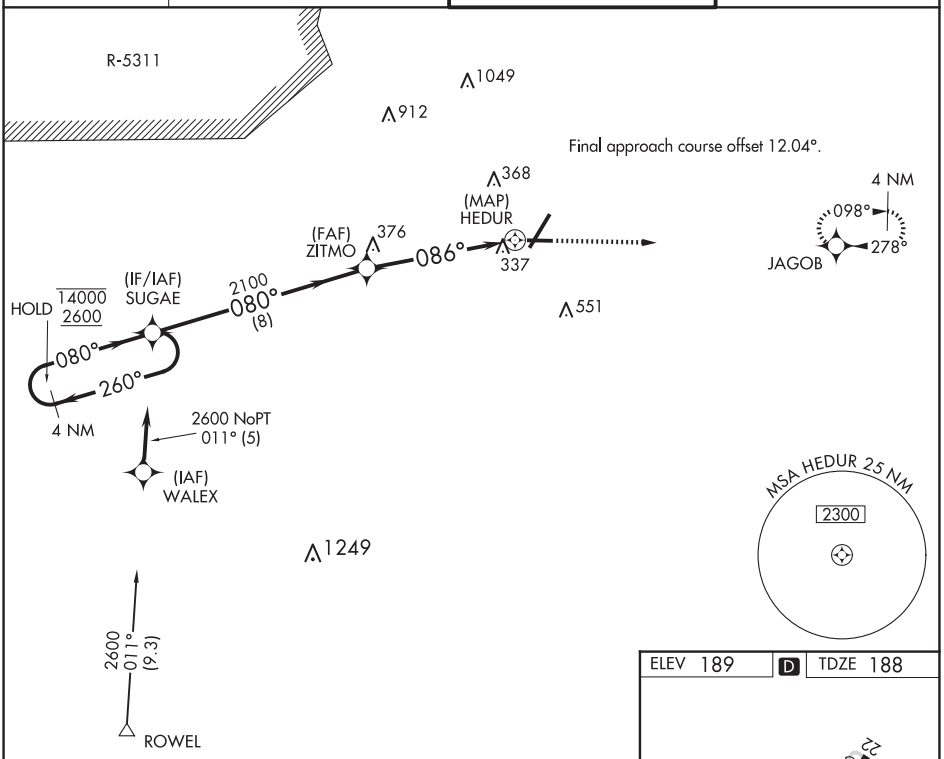
FAYETTEVILLE RGNL/GRANNIS FLD (FAY)

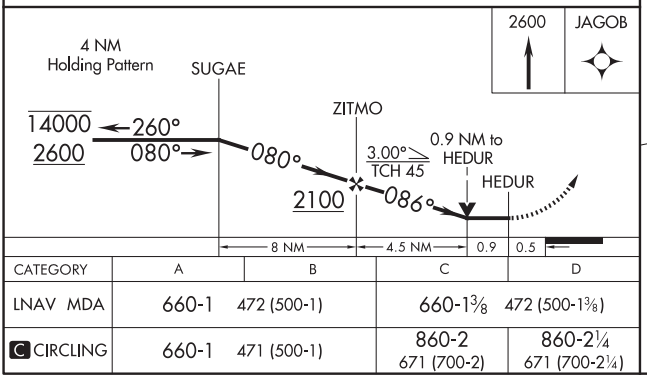
RNP APCH - GPS.

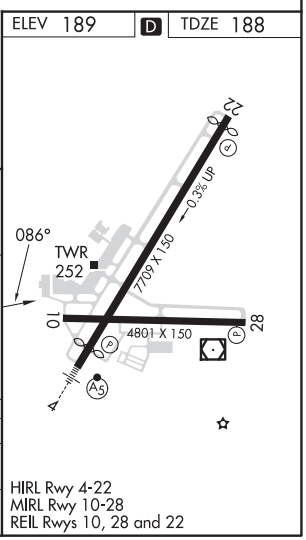
Rwy 10 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2600 direct JAGOB and hold.

ATIS	FAYETTEVILLE APP CON	FAYETTEVILLE TOWER	GND CON
121.25	133.0 290.25	118.3 269.2	121.7 348.6







CATEGORY	A	B	C	D
LNAV MDA	660-1	472 (500-1)	660-1⅜	472 (500-1⅜)
C CIRCLING	660-1	471 (500-1)	860-2 671 (700-2)	860-2¼ 671 (700-2¼)

HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10, 28 and 22

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 22

FAYETTEVILLE RGNL/GRANNIS FLD (FAY)

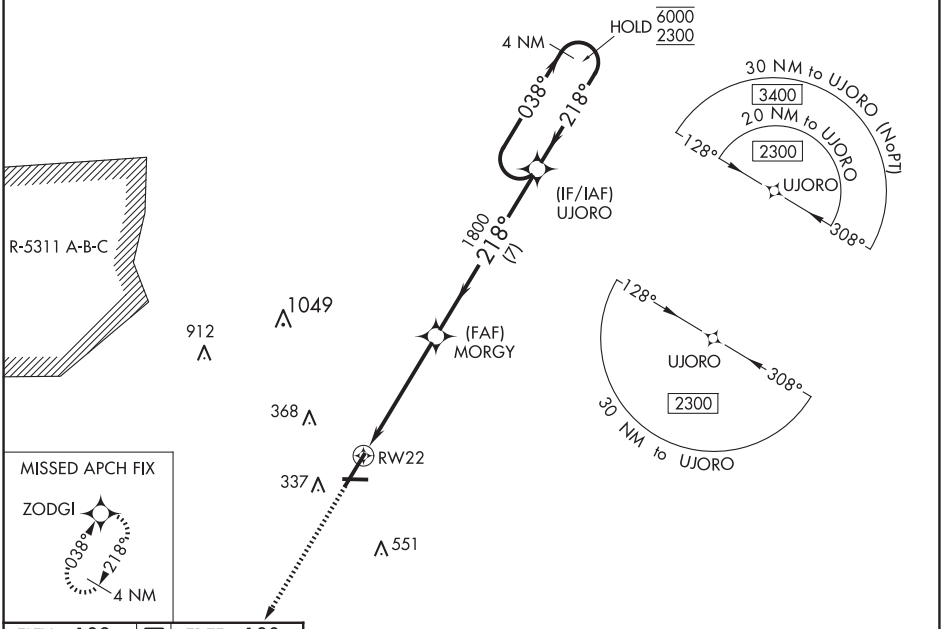
WAAS	APP CRS	Rwy Idg	6413
CH 45511	218°	TDZE	180
W22A		Apt Elev	189

RNP APCH.

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C.

MISSED APPROACH: Climb to 2300 direct ZODGI and hold.

ATIS	FAYETTEVILLE APP CON	FAYETTEVILLE TOWER	GND CON
121.25	133.0 290.25	118.3 269.2	121.7 348.6



CATEGORY	A	B	C	D
LPV DA	380-¾	200 (200-¾)		
LNAV/VNAV DA	437-¾	257 (300-¾)		
LNAV MDA	560-1	380 (400-1)		
C CIRCLING	640-1 451 (500-1)	660-1 471 (500-1)	860-2 671 (700-2)	860-2¼ 671 (700-2¼)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	4801
278°	TDZE	188
	Apt Elev	189

RNAV (GPS) RWY 28

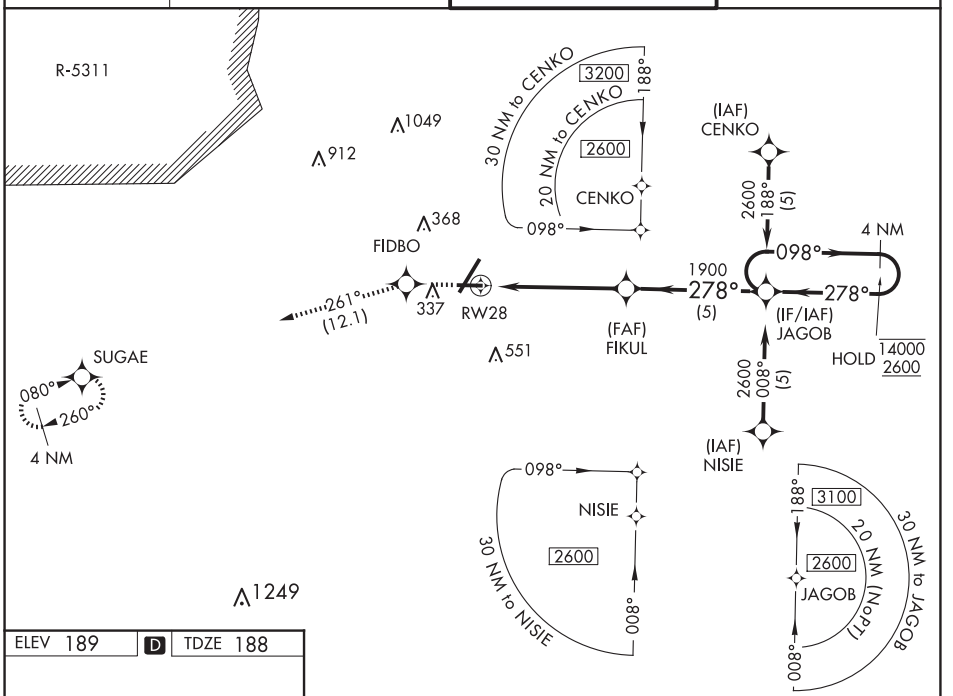
FAYETTEVILLE RGNL/GRANNIS FLD (FAY)

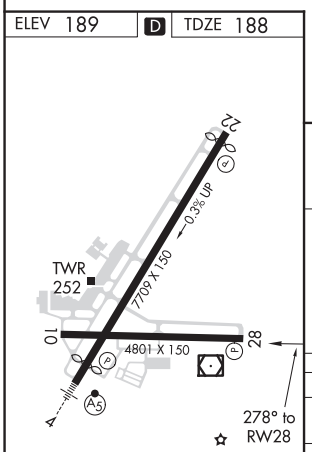
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10° C or above 54°C.

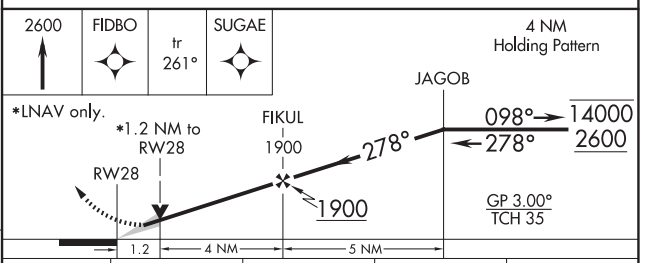
MISSED APPROACH: Climb to 2600 direct FIDBO and on 261° track to SUGAE and hold.

ATIS	FAYETTEVILLE APP CON	FAYETTEVILLE TOWER	GND CON
121.25	133.0 290.25	118.3 269.2	121.7 348.6





HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10, 28 and 22



CATEGORY	A	B	C	D
LNAV/VNAV DA	500-1¼ 312 (400-1¼)			
LNAV MDA	600-1 412 (500-1)		600-1¼ 412 (500-1¼)	
C CIRCLING	640-1¼ 451 (500-1¼)	660-1¼ 471 (500-1¼)	860-2 671 (700-2)	860-2¼ 671 (700-2¼)

SE-2, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-GRA	APP CRS	Rwy Idg	6413
110.5	218°	TDZE	180
Chan 42		Apt Elev	189

LOC BC RWY 22

FAYETTEVILLE RGNL/GRANNIS FLD (FAY)

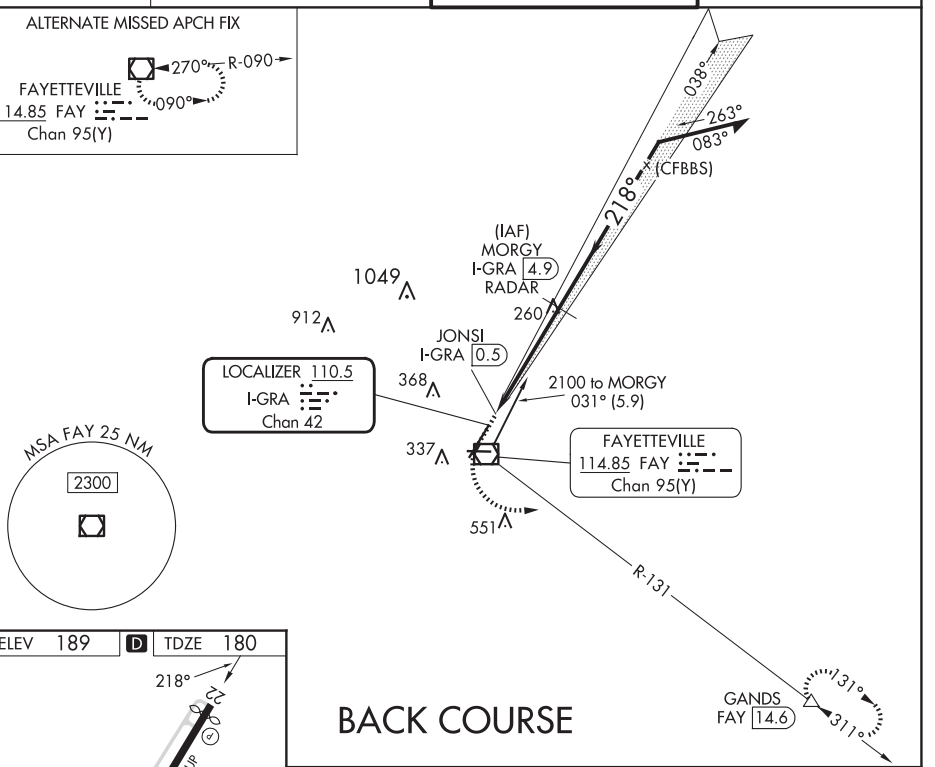
DME required.

MISSED APPROACH: Climb to 900 then climbing left turn to 3000 on heading 100° and on FAY VOR/DME R-131 to GANDS/FAY 14.6 DME and hold.

ATIS	FAYETTEVILLE APP CON	FAYETTEVILLE TOWER	GND CON
121.25	133.0 290.25	118.3 269.2	121.7 348.6

ALTERNATE MISSED APCH FIX

FAYETTEVILLE
114.85 FAY
Chan 95(Y)
270° R-090
090°



BACK COURSE

900	3000	FAY	GANDS
	hdg 100°	R-131	

MORGY
I-GRA 4.9
RADAR

Remain within 10 NM

Use I-GRA DME when on the localizer course.

I-GRA 1

JONSI
I-GRA 0.5

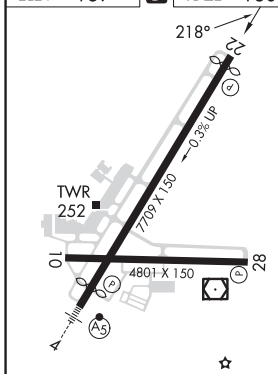
3.00°
TCH 50

038°
2100
218°
1800

Disregard GS indications.

0.6 0.5 3.9 NM

ELEV 189 D TDZE 180



HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10, 28 and 22

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CATEGORY	A	B	C	D
S-22	560-1 380 (400-1)			
C CIRCLING	640-1 451 (500-1)	660-1 471 (500-1)	860-2 671 (700-2)	860-2¼ 671 (700-2¼)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

FAYETTEVILLE, NORTH CAROLINA | AL-690 (FAA) | 24081

VOR RWY 4

FAYETTEVILLE RGNL/GRANNIS FLD (FAY)

VOR/DME FAY 114.85 Chan 95(Y)	APP CRS 058°	Rwy Idg 6508 TDZE 189 Apt Elev 189

DME required.

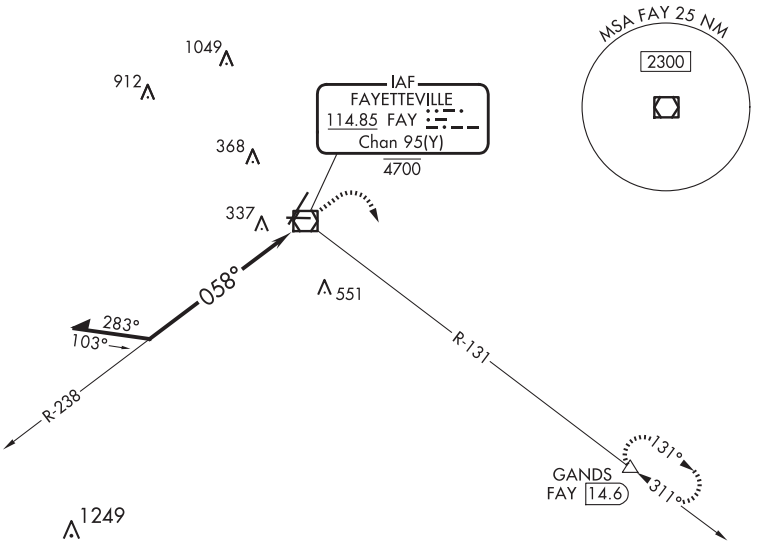
Rwy 4 helicopter visibility reduction below RVR 4000 NA.

For inop ALS, increase S-4 Cats A/B visibility to RVR 5500.

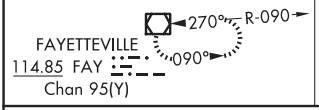
MALSR

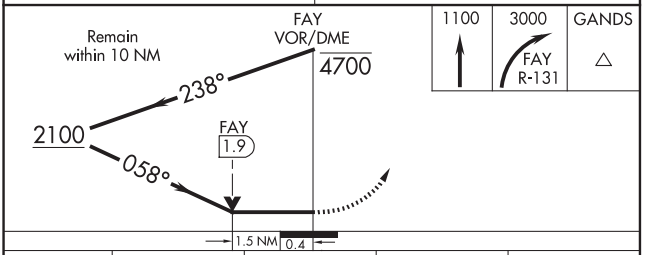
MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 on FAY VOR/DME R-131 to GANDS/FAY 14.6 DME and hold.

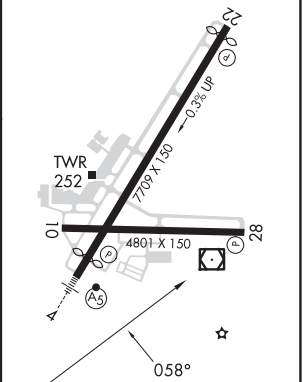
ATIS	FAYETTEVILLE APP CON	FAYETTEVILLE TOWER	GND CON
121.25	133.0 290.25	118.3 269.2	121.7 348.6



ALTERNATE MISSED APCH FIX







CATEGORY	A	B	C	D
S-4	720/40	531 (600-¾)	720/55	531 (600-1)
C CIRCLING	720-1	531 (600-1)	860-2 671 (700-2)	860-2¼ 671 (700-2¼)

HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10, 22, and 28

FAYETTEVILLE, NORTH CAROLINA
Amdt 17 14JUL22

FAYETTEVILLE RGNL/GRANNIS FLD (FAY)
34°59′N-78°53′W
VOR RWY 4

SE-2, 07 AUG 2025 to 02 OCT 2025

VOR RWY 22

FAYETTEVILLE RGNL/GRANNIS FLD (FAY)

VOR/DME FAY	APP CRS	Rwy Idg	6413
114.85	198°	TDZE	180
Chan 95(Y)		Apt Elev	189

DME required.

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 on heading 100° and on FAY VOR/DME R-131 to GANDS/FAY 14.6 DME and hold.

ATIS	FAYETTEVILLE APP CON	FAYETTEVILLE TOWER	GND CON
121.25	133.0 290.25	118.3 269.2	121.7 348.6

ALTERNATE MISSED APCH FIX

FAYETTEVILLE
114.85 FAY
Chan 95(Y)
270° R-090
090°

R-018
243°
063°
198°
1049
549
912
368
337
551
IAF
FAYETTEVILLE
114.85 FAY
Chan 95(Y)
R-131
MSA FAY 25 NM
2300
GANDS
FAY 14.6
131°
311°
1249

ELEV 189 D TDZE 180

198°
0.3% UP
TWR
252
709 X 150
4801 X 150
10
28
A5

1300	3000	FAY R-131	GANDS
↑	hdg 100°		△

FAY VOR/DME
Remain within 10 NM
018°
2100
FAY 3.1
198°
0.9
2.2

CATEGORY	A	B	C	D
S-22	900-1 720 (800-1)		900-2 720 (800-2)	
C CIRCLING	900-1 711 (800-1)		900-2 711 (800-2)	900-2¼ 711 (800-2¼)

HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10,28 and 22

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

FAYETTEVILLE, NORTH CAROLINA | AL-690 (FAA) | 24081

VOR RWY 28

FAYETTEVILLE RGNL/GRANNIS FLD (FAY)

VOR/DME FAY	APP CRS	Rwy Idg	4801
114.85	264°	TDZE	188
Chan 95(Y)		Apt Elev	189

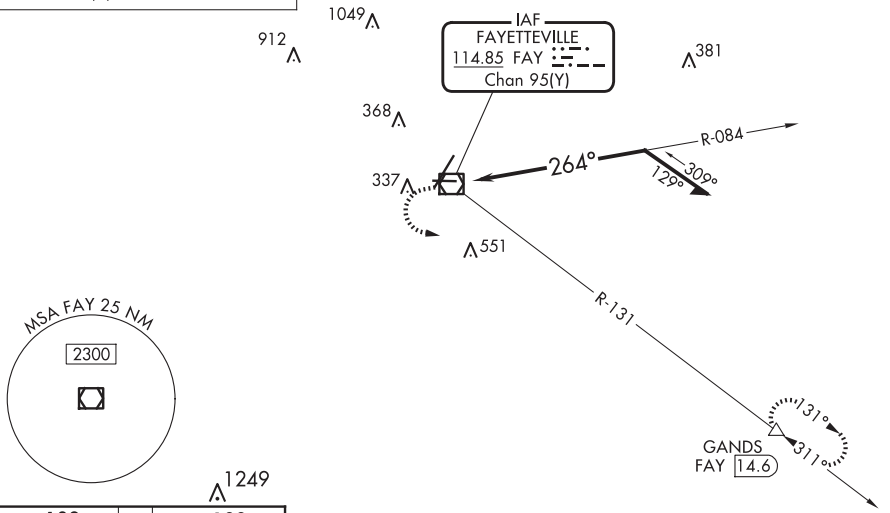
DME required.

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 on FAY VOR/DME R-131 to GANDS/FAY 14.6 DME and hold.

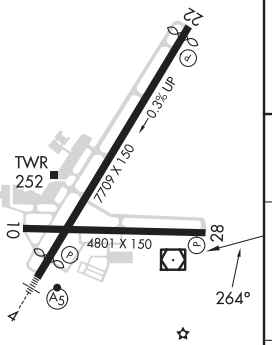
ATIS	FAYETTEVILLE APP CON	FAYETTEVILLE TOWER	GND CON
121.25	133.0 290.25	118.3 269.2	121.7 348.6

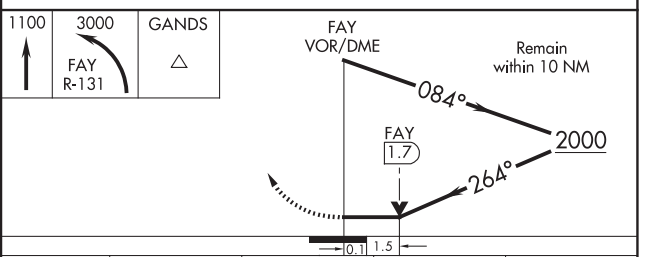
ALTERNATE MISSED APCH FIX

FAYETTEVILLE
114.85 FAY
Chan 95(Y)
270° R-090
090°



ELEV 189 | D | TDZE 188





CATEGORY	A	B	C	D
S-28	700-1 512 (600-1)		700-1⅜ 512 (600-1⅜)	
C CIRCLING	700-1 511 (600-1)		860-2 671 (700-2)	860-2¼ 671 (700-2¼)

HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10, 22 and 28

FAYETTEVILLE, NORTH CAROLINA
Amdt 9 14JUL22

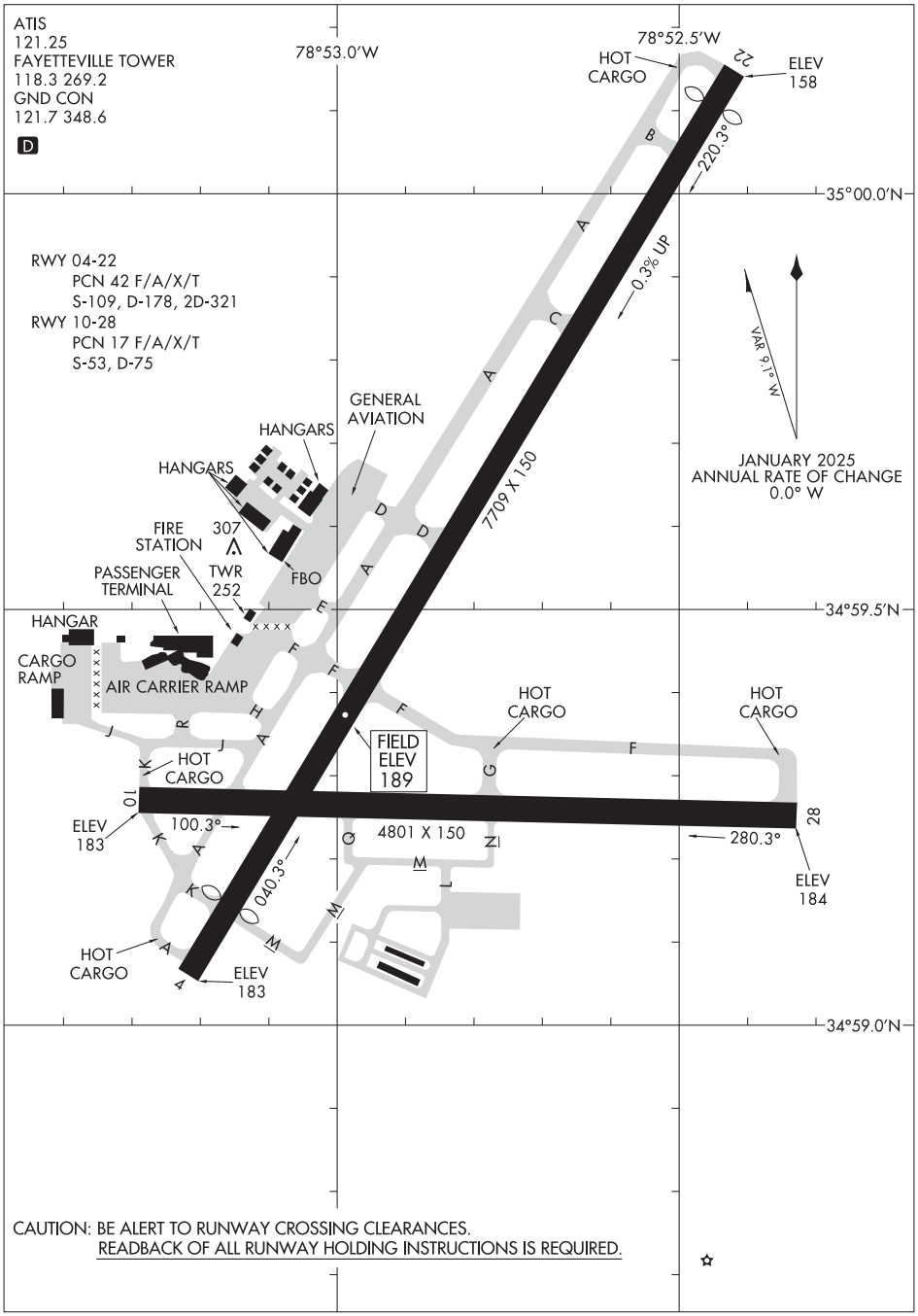
34°59′N-78°53′W

FAYETTEVILLE RGNL/GRANNIS FLD (FAY)

VOR RWY 28

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025



SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

(MTY5.MTY) 24081

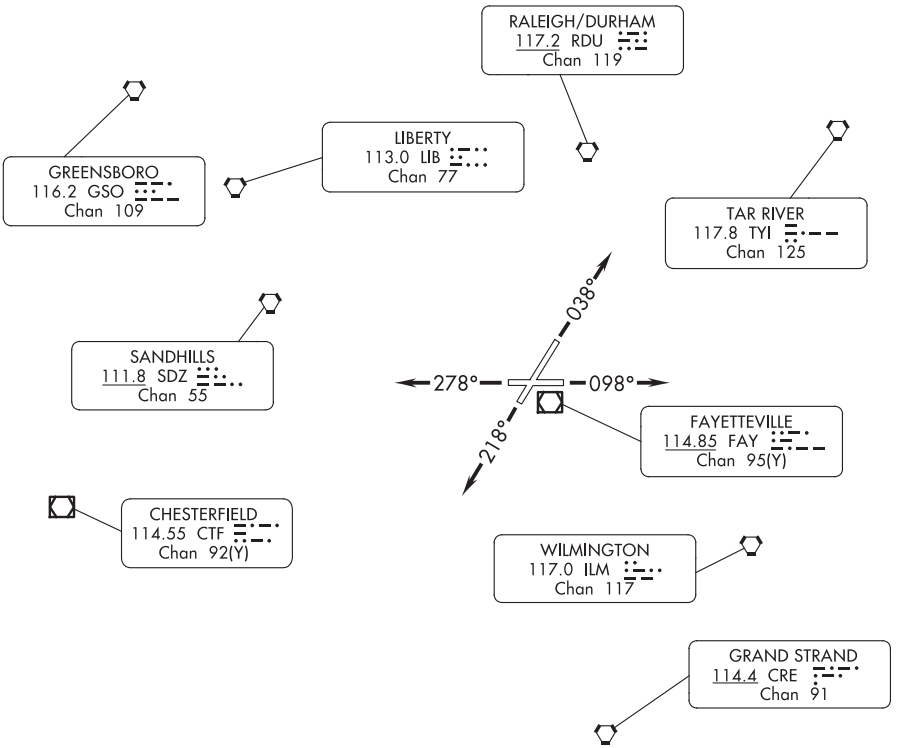
MOUNTY FIVE DEPARTURE

FAYETTEVILLE RGNL/GRANNIS FLD (FAY)
AL-690 (FAA)
FAYETTEVILLE, NORTH CAROLINA

RADAR required.

TOP ALTITUDE: 2000

ATIS
121.25
GND CON
121.7 348.6
FAYETTEVILLE TOWER
118.3 269.2
FAYETTEVILLE DEP CON
133.0 290.25



TAKEOFF MINIMUMS:
Rwys 4, 10, 22, 28: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb heading 038° or as assigned, thence. . . .
TAKEOFF RUNWAY 10: Climb heading 098° or as assigned, thence. . . .
TAKEOFF RUNWAY 22: Climb heading 218° or as assigned, thence . . . .
TAKEOFF RUNWAY 28: Climb heading 278° or as assigned, thence. . . .

. . . .maintain 2000 or assigned altitude. Expect vectors to join filed route.
Expect further clearance to filed altitude 10 minutes after departure.

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 9

FLORENCE RGNL (FLO)

LOC/DME I-FLO	APP CRS	Rwy Ldg	6502
109.1	093°	TDZE	147
Chan 28		Apt Elev	147

RNP APCH - GPS.

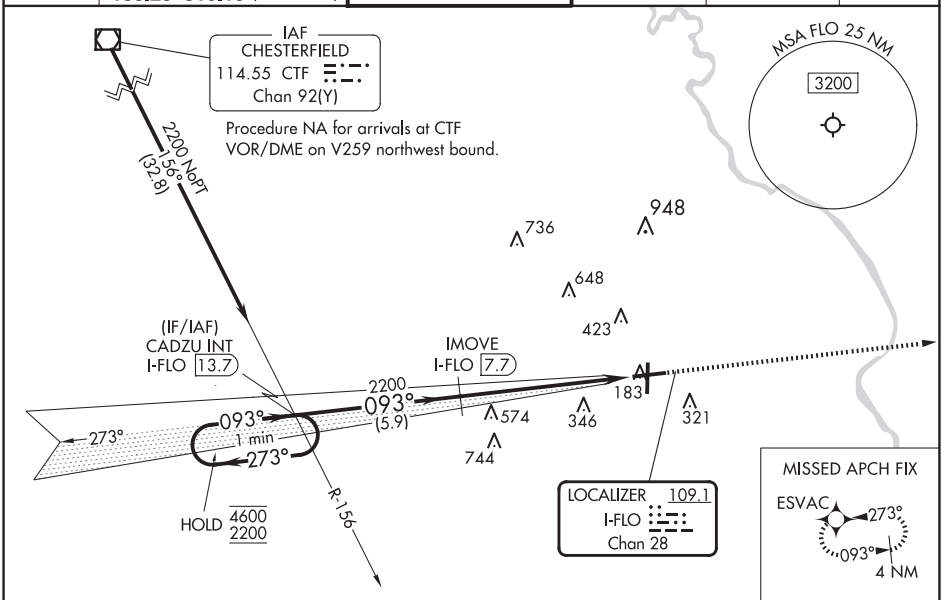
DME required.

Circling Rwy 1, 19 NA at night. For inop ALS, increase S-LOC 9 Cats C and D visibilities to 2 SM.

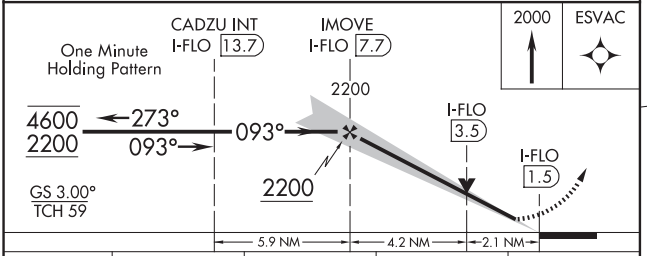
MALSR

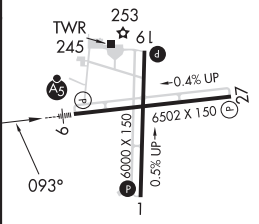
MISSED APPROACH: Climb to 2000 direct ESVAC and hold.

ATIS	FLORENCE APP CON★	FLORENCE TOWER★	GND CON	CLNC DEL	UNICOM
123.625	118.6 341.7 (256°-074°) 135.25 316.15 (075°-255°)	125.1 (CTAF) L 353.85	121.9 353.85	121.9 353.85	122.95



ELEV 147 TDZE 147





CATEGORY	A	B	C	D
S-ILS 9	347-½ 200 (200-½)			
S-LOC 9	860-½ 713 (800-½)		860-1⅝ 713 (800-1⅝)	
CIRCLING	860-1 713 (800-1)		900-2¼ 753 (800-2¼)	900-2½ 753 (800-2½)

REIL Rwys 1,19 and 27 L
HIRL Rwy 9-27 L
MIRL Rwy 1-19

FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

FLORENCE, SOUTH CAROLINA AL-145 (FAA) 23334

RNAV (GPS) RWY 1

FLORENCE RGNL (FLO)

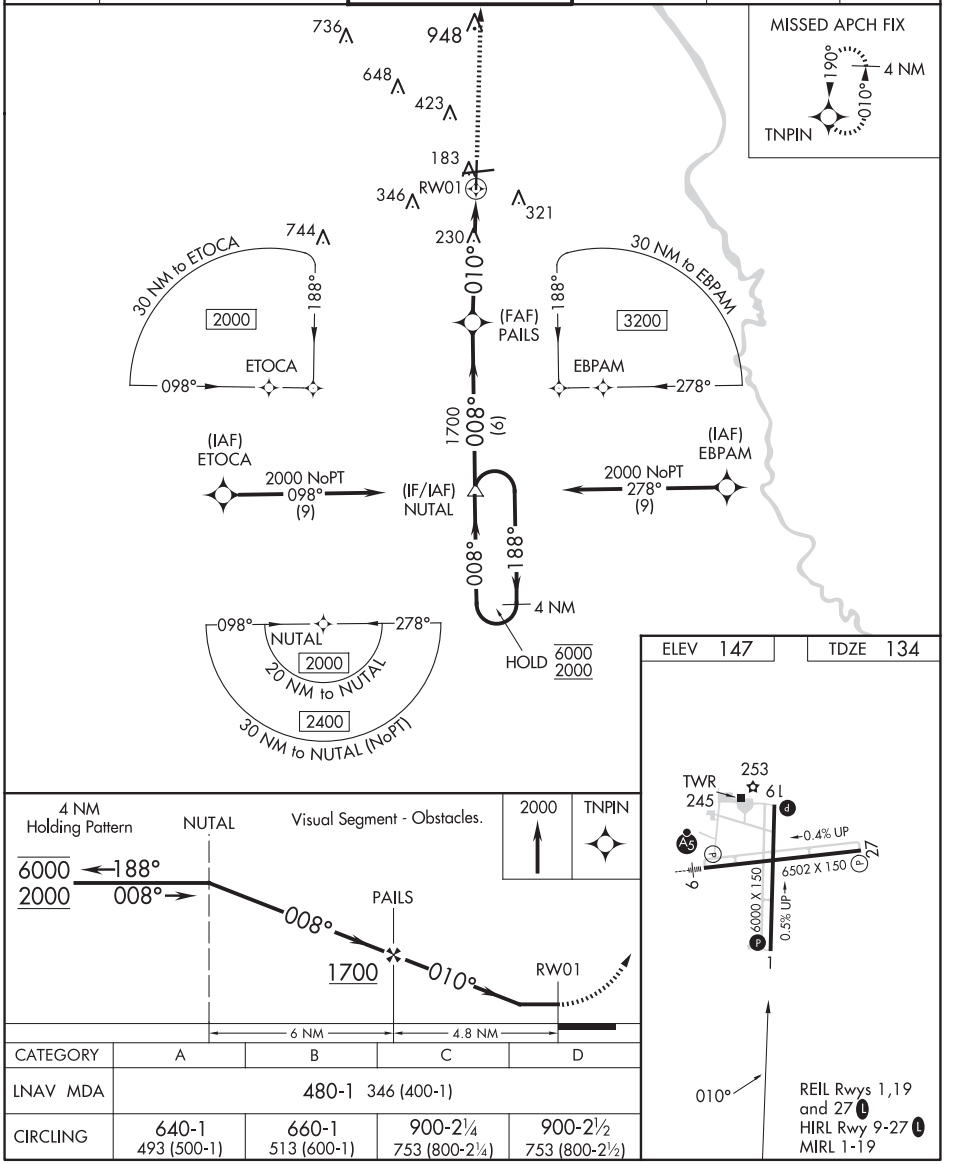
APP CRS	Rwy Idg	6000
010°	TDZE	134
	Apt Elev	147

RNP APCH - GPS.

Rwy 1 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 1 NA at night, Circling Rwy 1, 19 NA at night.

MISSED APPROACH: Climb to 2000 direct TNPIN and hold.

ATIS	FLORENCE APP CON★	FLORENCE TOWER★	GND CON	CLNC DEL	UNICOM
123.625	118.6 341.7 (256°-074°) 135.25 316.15 (075°-255°)	125.1 (CTAF) L 353.85	121.9 353.85	121.9 353.85	122.95



CATEGORY	A	B	C	D
LNAV MDA	480-1 346 (400-1)			
CIRCLING	640-1 493 (500-1)	660-1 513 (600-1)	900-2¼ 753 (800-2¼)	900-2½ 753 (800-2½)

FLORENCE, SOUTH CAROLINA
Amdt 1A 30NOV23

34°11'N-79°43'W

FLORENCE RGNL (FLO)

RNAV (GPS) RWY 1

SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 9

FLORENCE RGNL (FLO)

WAAS	APP CRS	Rwy Idg	6502
CH 70710	092°	TDZE	147
W09A		Apt Elev	147

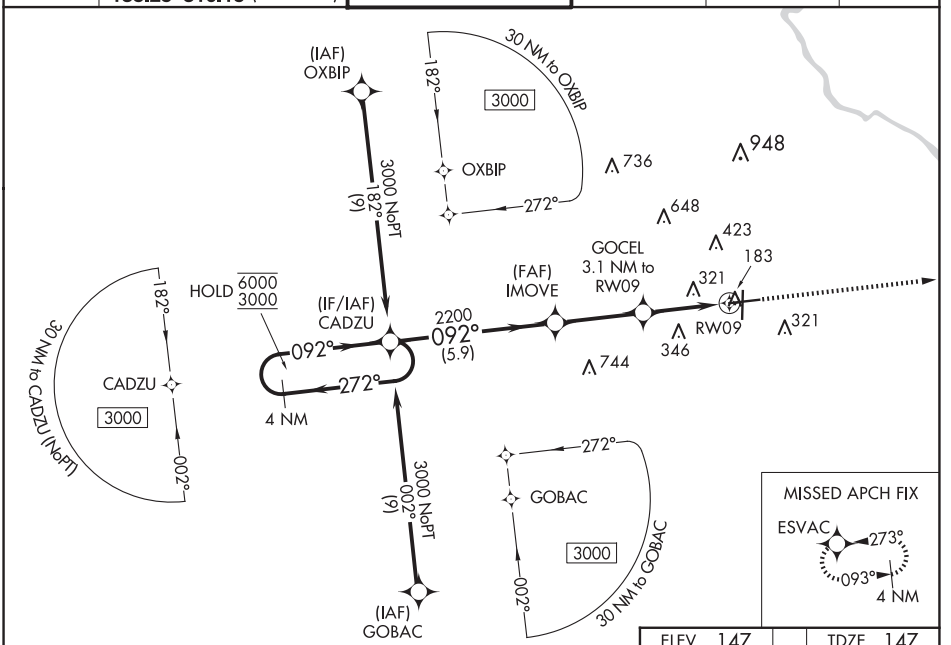
RNP APCH - GPS.

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. Circling Rwy 1, 19 NA at night.

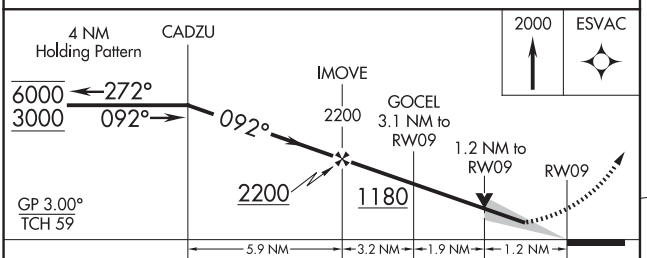
MALSR

MISSED APPROACH: Climb to 2000 direct ESVAC and hold.

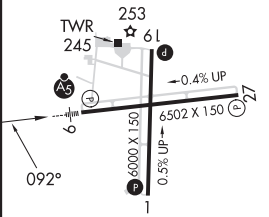
ATIS	FLORENCE APP CON★	FLORENCE TOWER★	GND CON	CLNC DEL	UNICOM
123.625	118.6 341.7 (256°-074°) 135.25 316.15 (075°-255°)	125.1 (CTAF) L 353.85	121.9 353.85	121.9 353.85	122.95



ELEV 147 TDZE 147



CATEGORY	A	B	C	D
LPV DA	347-½		200 (200-½)	
LNAV/VNAV DA	603-⅞		456 (500-⅞)	
LNAV MDA	580-½	433 (500-½)	580-¾	433 (500-¾)
CIRCLING	640-1 493 (500-1)	660-1 513 (600-1)	900-2¼ 753 (800-2¼)	900-2½ 753 (800-2½)



REIL Rwys 1,19 and 27 L
HIRL Rwy 9-27 L
MIRL Rwy 1-19

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

FLORENCE, SOUTH CAROLINA | AL-145 (FAA) | 23334

RNAV (GPS) RWY 19

FLORENCE RGNL (FLO)

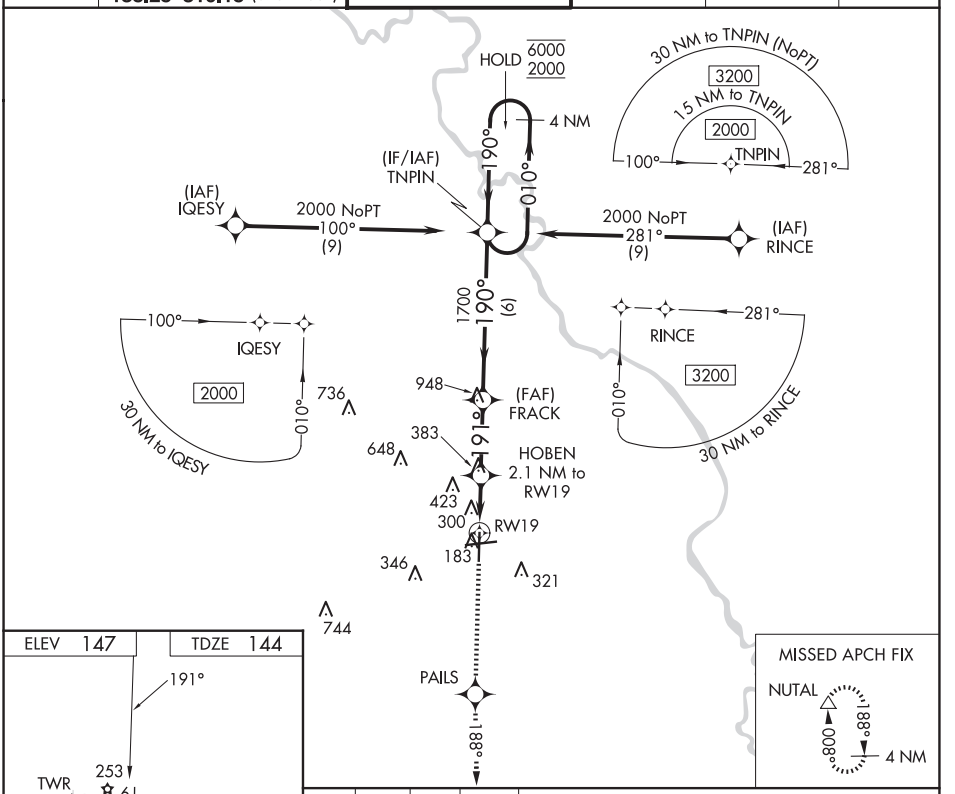
APP CRS	Rwy Idg	6000
191°	TDZE	144
	Apt Elev	147

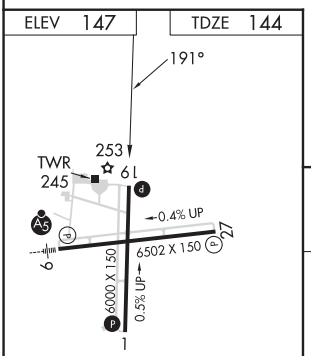
RNP APCH - GPS.

Rwy 19 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 19 NA at night, Circling Rwy 1, 19 NA at night.

MISSED APPROACH: Climb to 2000 direct PAILS and on track 188° to NUTAL and hold.

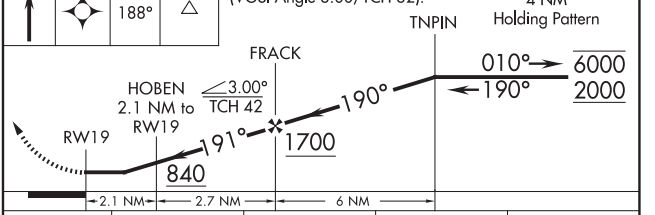
ATIS	FLORENCE APP CON★	FLORENCE TOWER★	GND CON	CLNC DEL	UNICOM
123.625	118.6 341.7 (256°-074°) 135.25 316.15 (075°-255°)	125.1 (CTAF) L 353.85	121.9 353.85	121.9 353.85	122.95





2000	PAILS	tr 188°	NUTAL

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 32).



CATEGORY	A	B	C	D
LNAV MDA	560-1	416 (500-1)	560-1⅛	416 (500-1⅛)
CIRCLING	640-1 493 (500-1)	660-1 513 (600-1)	900-2¼ 753 (800-2¼)	900-2½ 753 (800-2½)

MIRL Rwy 1-19
REIL Rwys 1,19 and 27 L
HIRL Rwy 9-27 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 27

FLORENCE RGNL (FLO)

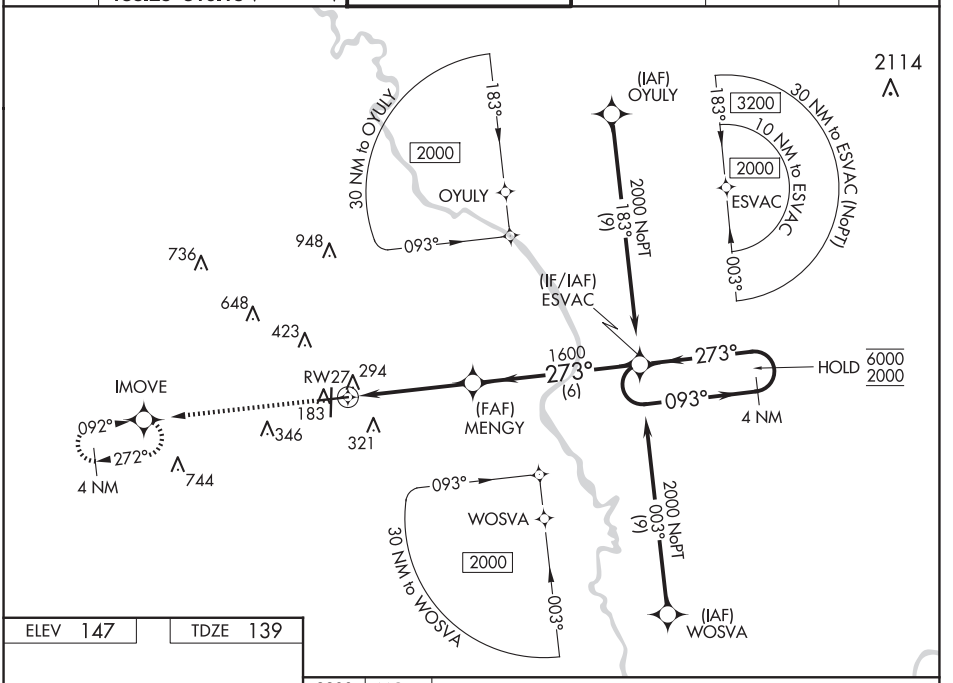
WAAS	APP CRS	Rwy Idg	6502
CH 61310	273°	TDZE	139
W27A		Apt Elev	147

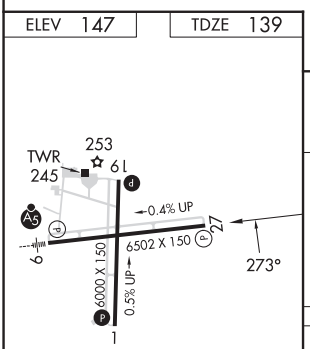
RNP APCH - GPS.

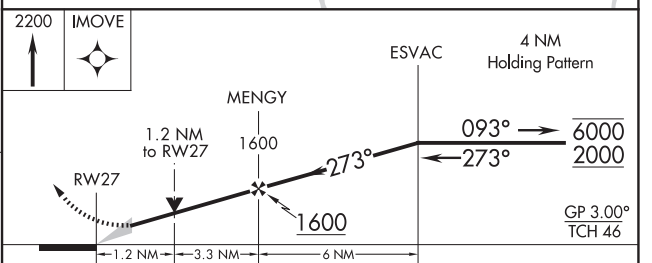
Circling Rwy 1, 19 NA at night.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C.

MISSED APPROACH: Climb to 2200 direct IMOVE and hold, continue climb-in-hold to 2200.

ATIS	FLORENCE APP CON★	FLORENCE TOWER★	GND CON	CLNC DEL	UNICOM
123.625	118.6 341.7 (256°-074°) 135.25 316.15 (075°-255°)	125.1 (CTAF) L 353.85	121.9 353.85	121.9 353.85	122.95







CATEGORY	A	B	C	D
LPV DA	389-1 250 (300-1)			
LNAV/VNAV DA	465-1 326 (400-1)			
LNAV MDA	560-1 421 (500-1)		560-1¼ 421 (500-1¼)	
CIRCLING	640-1 493 (500-1)	660-1 513 (600-1)	900-2¼ 753 (800-2¼)	900-2½ 753 (800-2½)

MIRL Rwy 1-19
HIRL Rwy 9-27 L
REIL Rwys 1, 19 and 27 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

FLORENCE, SOUTH CAROLINA AL-145 (FAA) 22027

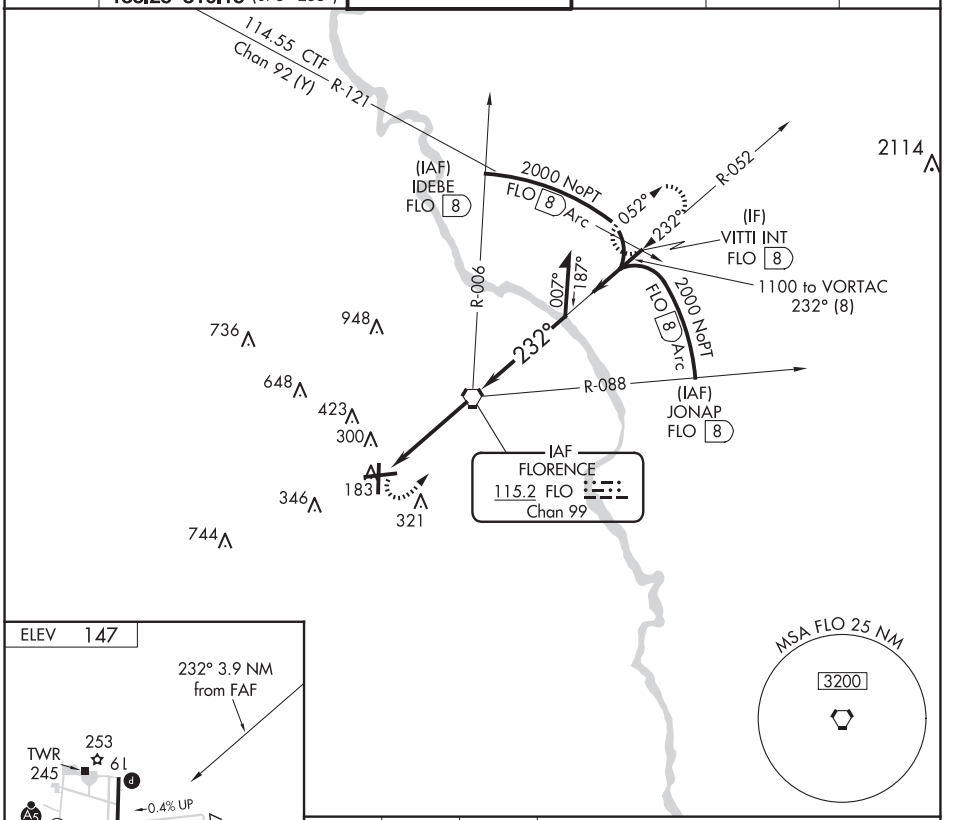
VORTAC FLO	APP CRS	Rwy Idg	N/A
115.2	232°	TDZE	N/A
Chan 99		Apt Elev	147

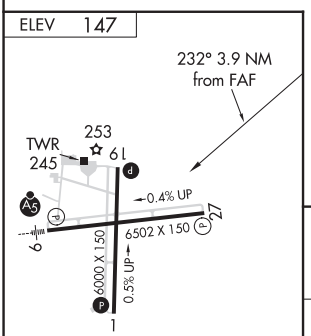
VOR or TACAN-A
FLORENCE RGNL (FLO)

When local altimeter setting not received, use Darlington altimeter setting: increase all MDA 60 feet and visibility Circling Cat C and D ¼ SM. Helicopter visibility reduction below 1 SM NA. Night Landing: Rwy 1, 19 NA.

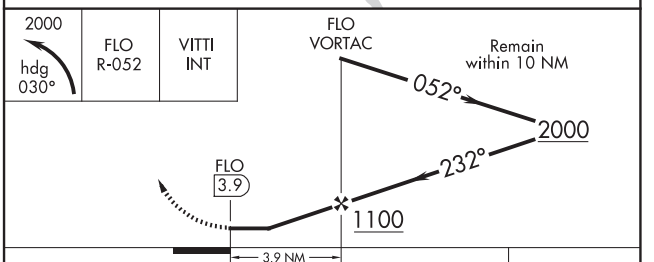
MISSED APPROACH: Climbing left turn to 2000 via heading 030° and FLO VORTAC R-052 to VITTI INT/FLO 8 DME and hold.

ATIS	FLORENCE APP CON★	FLORENCE TOWER★	GND CON	CLNC DEL	UNICOM
123.625	118.6 341.7 (256°-074°) 135.25 316.15 (075°-255°)	125.1 (CTAF) L 353.85	121.9 353.85	121.9 353.85	122.95





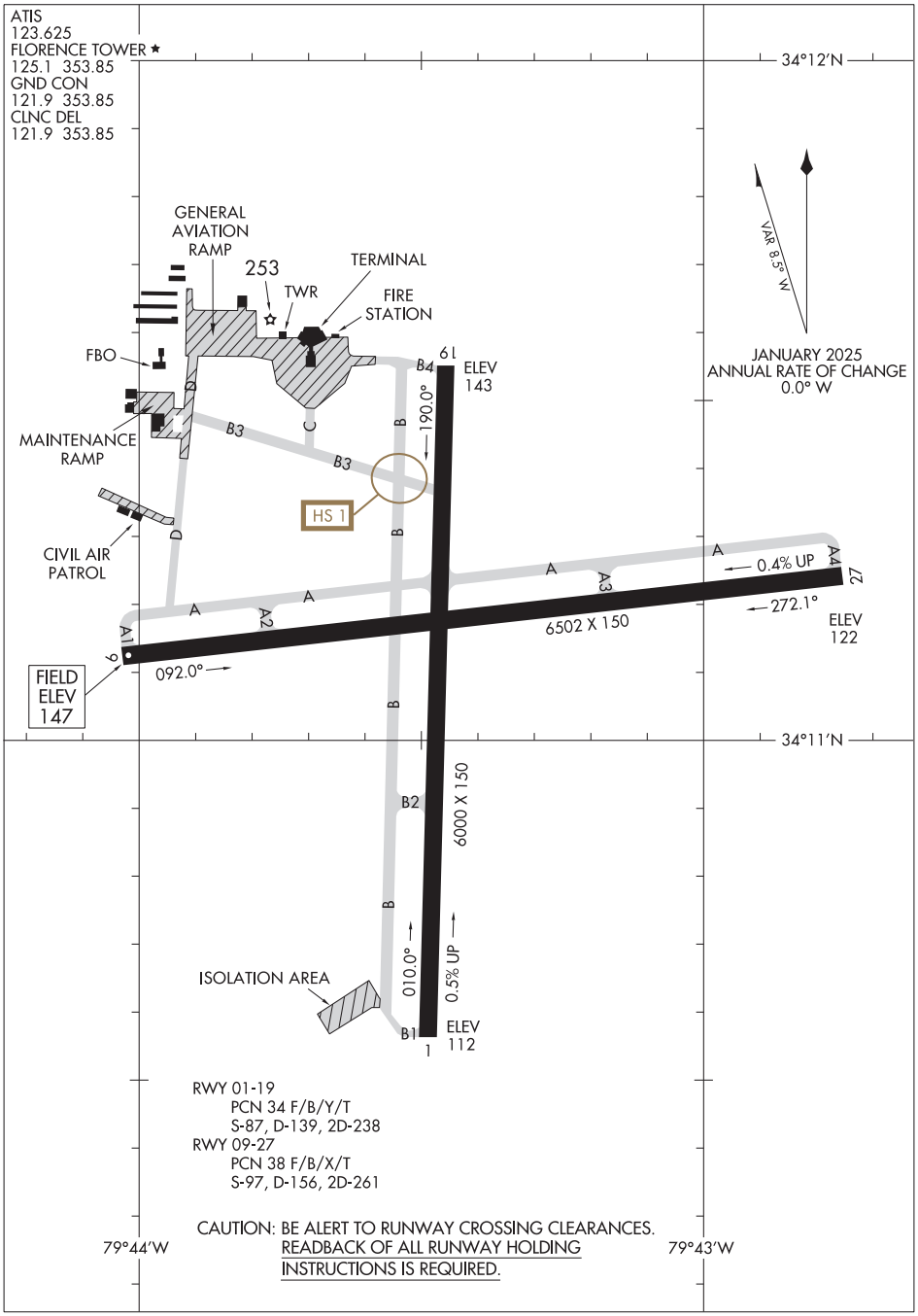
REIL Rwys 1,19 and 27 L
HIRL Rwy 9-27 L



FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

CATEGORY	A	B	C	D
CIRCLING	640-1 493 (500-1)	660-1 513 (600-1)	900-2¼ 753 (800-2¼)	900-2½ 753 (800-2½)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025



RWY 01-19
PCN 34 F/B/Y/T
S-87, D-139, 2D-238
RWY 09-27
PCN 38 F/B/X/T
S-97, D-156, 2D-261

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

FRANKLIN, NORTH CAROLINA AL-10364 (FAA) 25219

RNAV (GPS)-A

MACON COUNTY (1A5)

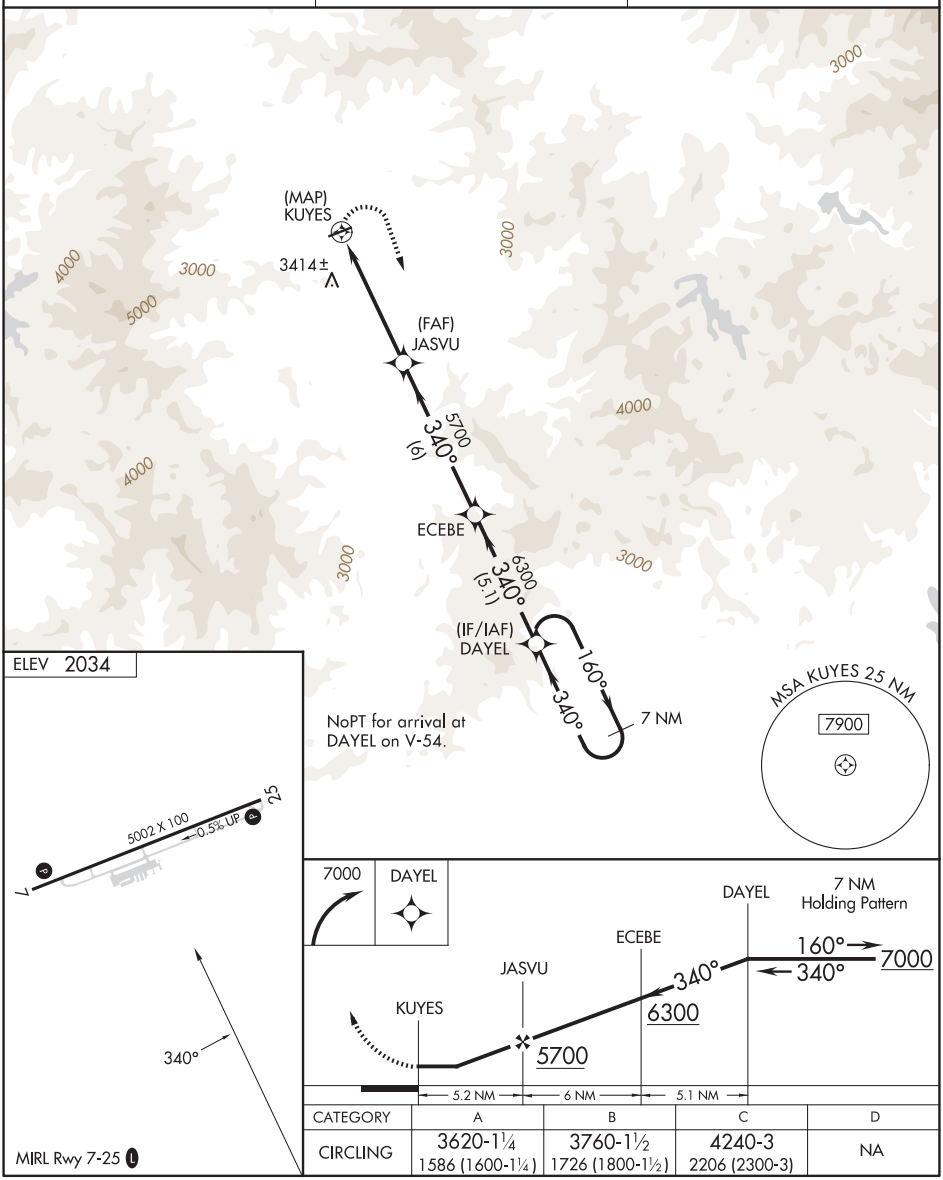
APP CRS	Rwy Ldg	N/A
340°	TDZE	N/A
	Apt Elev	2034

T A -11°C

When local altimeter setting not received, Procedure NA.
DME/DME RNP-0.3 NA.
Procedure NA at night.

MISSED APPROACH: Climbing right turn to 7000 direct DAYEL and hold.

AWOS-3P	ATLANTA CENTER	UNICOM
118.225	134.8 379.95	123.05 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	3620-1¼ 1586 (1600-1¼)	3760-1½ 1726 (1800-1½)	4240-3 2206 (2300-3)	NA

FRANKLIN, NORTH CAROLINA
Orig-A 20MAY21

35°13′N-83°25′W

MACON COUNTY (1A5)

RNAV (GPS)-A

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 3

GASTONIA MUNI (AKH)

WAAS	APP CRS	Rwy ldg	3769
CH 90302	034°	TDZE	798
W03A		Apt Elev	798

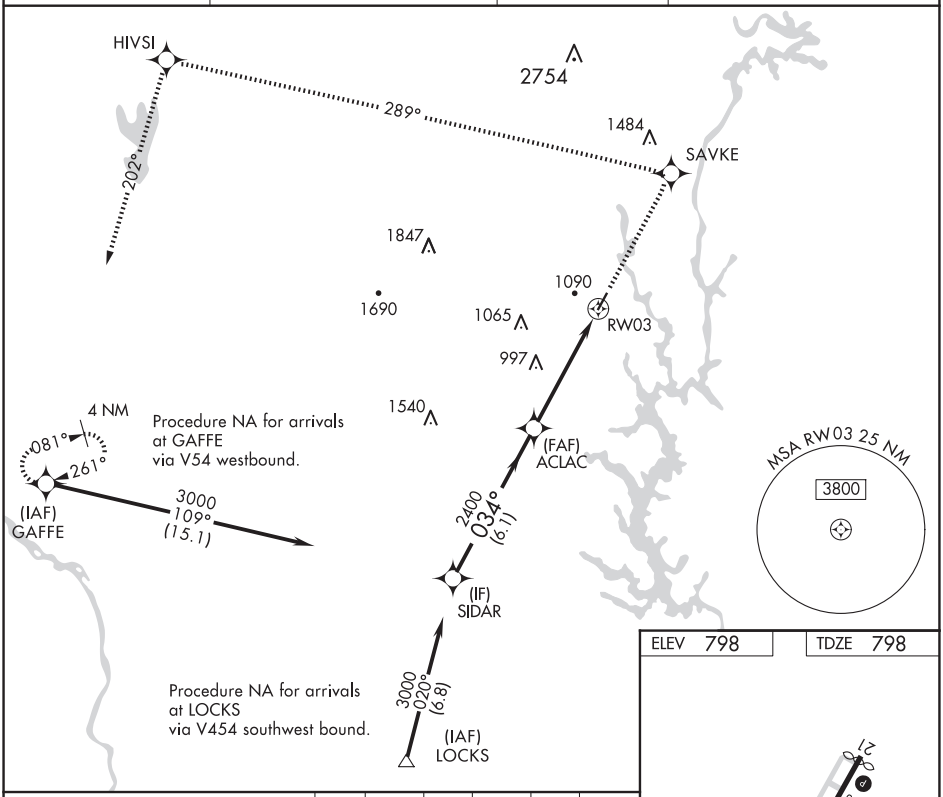
RNP APCH.

If local altimeter setting not received, use Charlotte Douglas Intl altimeter setting and increase all DAs/MDAs 40 feet. Inoperative table does not apply.

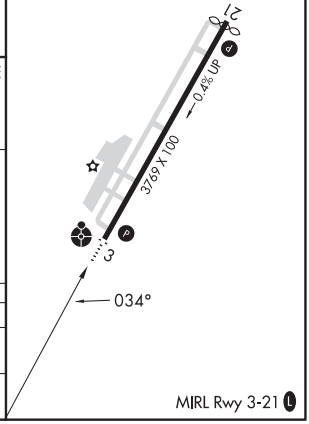
ODALS

MISSED APPROACH: Climb to 3200 direct SAVKE and via 289° track to HIVSI and 202° track to GAFFE and hold.

ASOS	CHARLOTTE APP CON	CLNC DEL	UNICOM
135.725	120.05 257.2	127.2	123.0 (CTAF) L



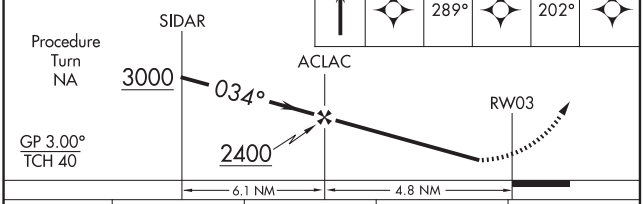
ELEV 798 TDZE 798



MIRL Rwy 3-21 L

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 29).

3200	SAVKE	tr 289°	HIVSI	tr 202°	GAFFE



CATEGORY	A	B	C	D
LPV DA	1118-1¼ 320 (400-1¼)			NA
LNAV MDA	1440-1 642 (700-1)		1440-1¾ 642 (700-1¾)	NA

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

GASTONIA, NORTH CAROLINA | AL-6081 (FAA) | 25107

RNAV (GPS) RWY 21

GASTONIA MUNI (AKH)

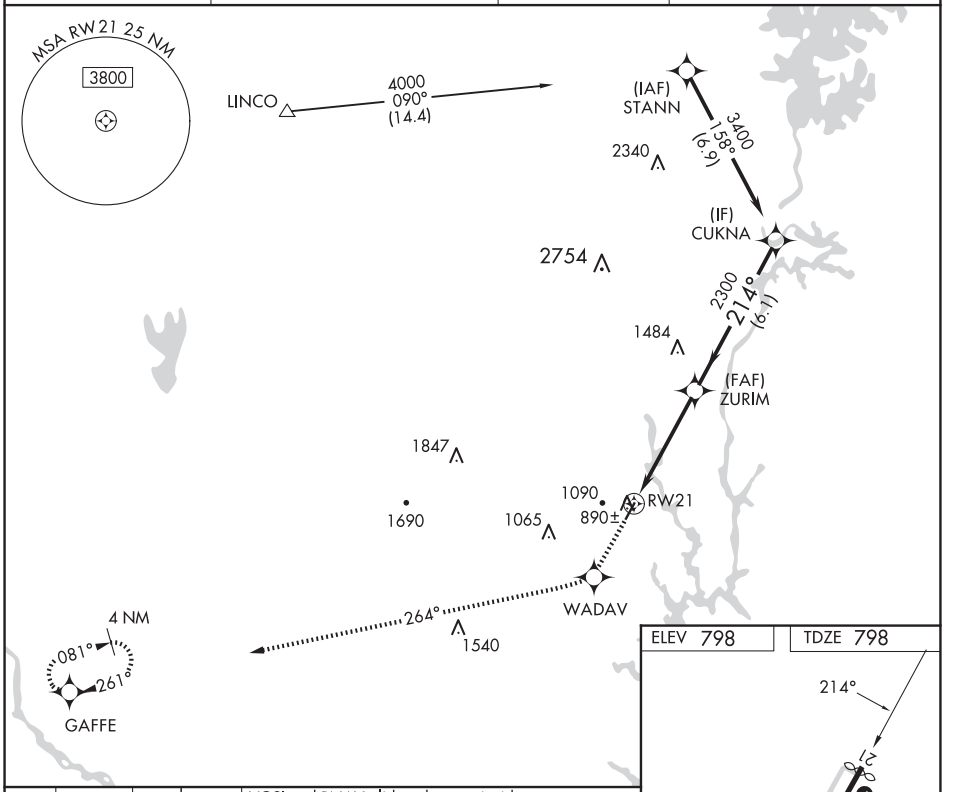
WAAS	APP CRS	Rwy ldg	3688
CH 50402	214°	TDZE	798
W21A		Apt Elev	798

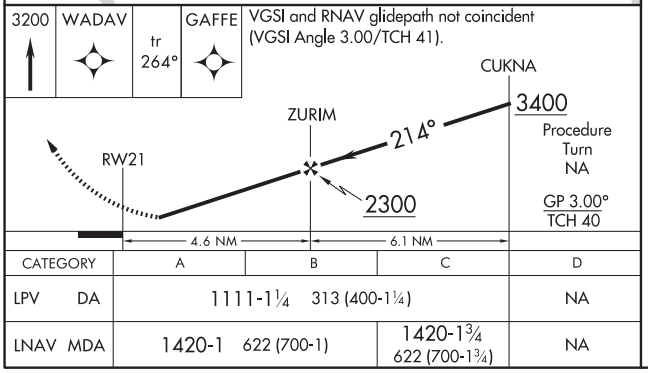
RNP APCH.

If local altimeter setting not received, use Charlotte/Douglas Intl altimeter setting and increase all DA/MDAs 40 feet.
Rwy 21 helicopter visibility reduction below ¾ SM NA.

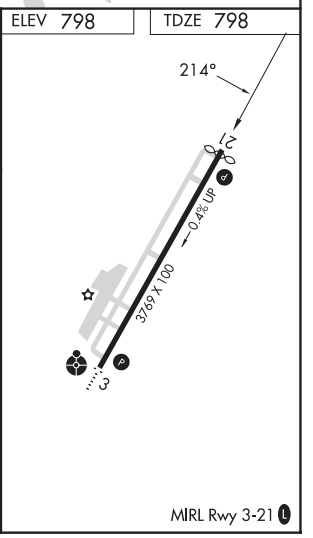
MISSED APPROACH: Climb to 3200 direct WADAV and via 264° track to GAFFE and hold.

ASOS	CHARLOTTE APP CON	CLNC DEL	UNICOM
135.725	120.05 257.2	127.2	123.0 (CTAF)





CATEGORY	A	B	C	D
LPV DA	1111-1¼ 313 (400-1¼)			NA
LNAV MDA	1420-1 622 (700-1)		1420-1¾ 622 (700-1¾)	NA



SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

NDB GHJ	APP CRS	Rwy Idg	3769
260	034°	TDZE	798
		Apt Elev	798

NDB RWY 3

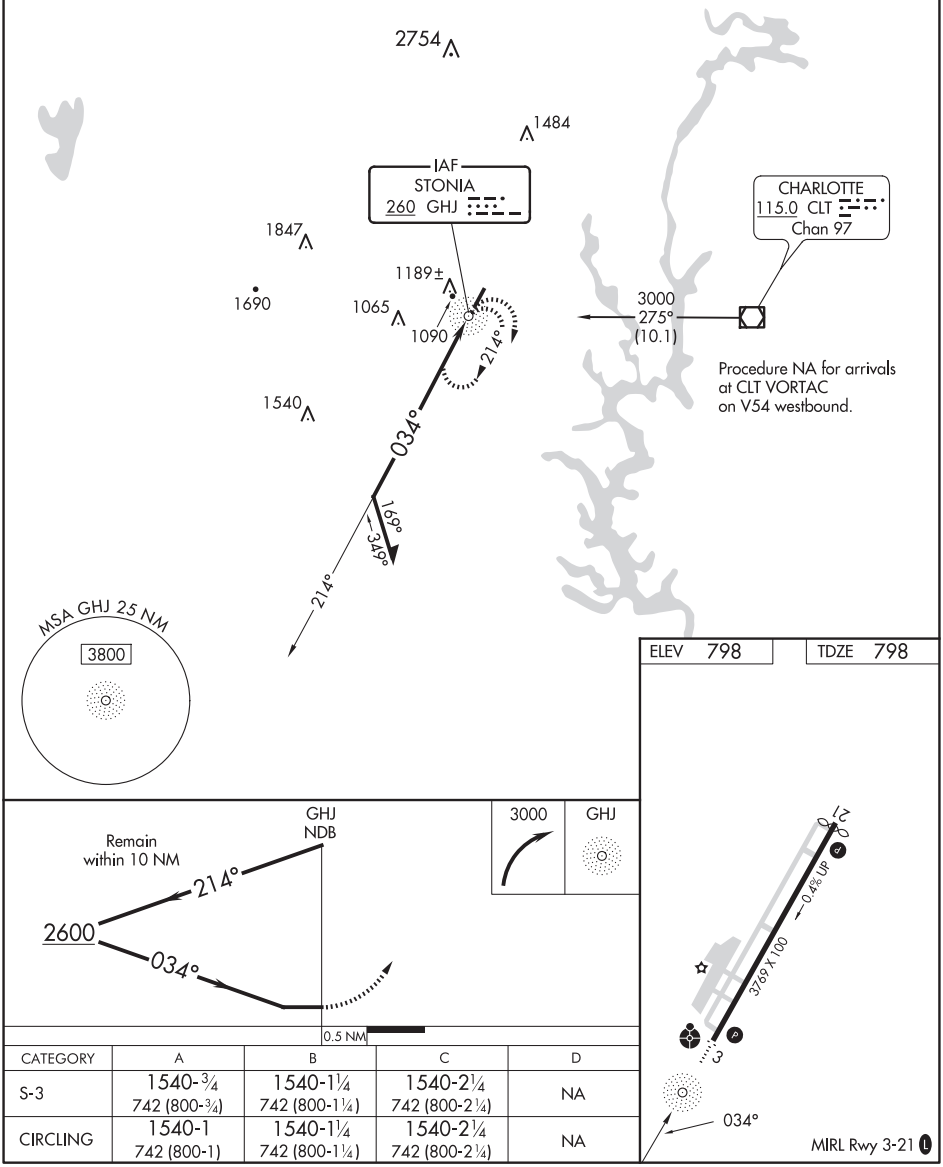
GASTONIA MUNI (AKH)

Inop table does not apply to Cats B and C.

ODALS

MISSED APPROACH: Climbing right turn to 3000 in GHJ NDB holding pattern.

ASOS	CHARLOTTE APP CON	CLNC DEL	UNICOM
135.725	120.05 257.2	127.2	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-3	1540-¾ 742 (800-¾)	1540-1¼ 742 (800-1¼)	1540-2¼ 742 (800-2¼)	NA
CIRCLING	1540-1 742 (800-1)	1540-1¼ 742 (800-1¼)	1540-2¼ 742 (800-2¼)	NA

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

BARMY FIVE DEPARTURE (RNAV)
(BARMY5.BARMY) 21MAR24

GASTONIA, NORTH CAROLINA
GASTONIA MUNI (AKH)

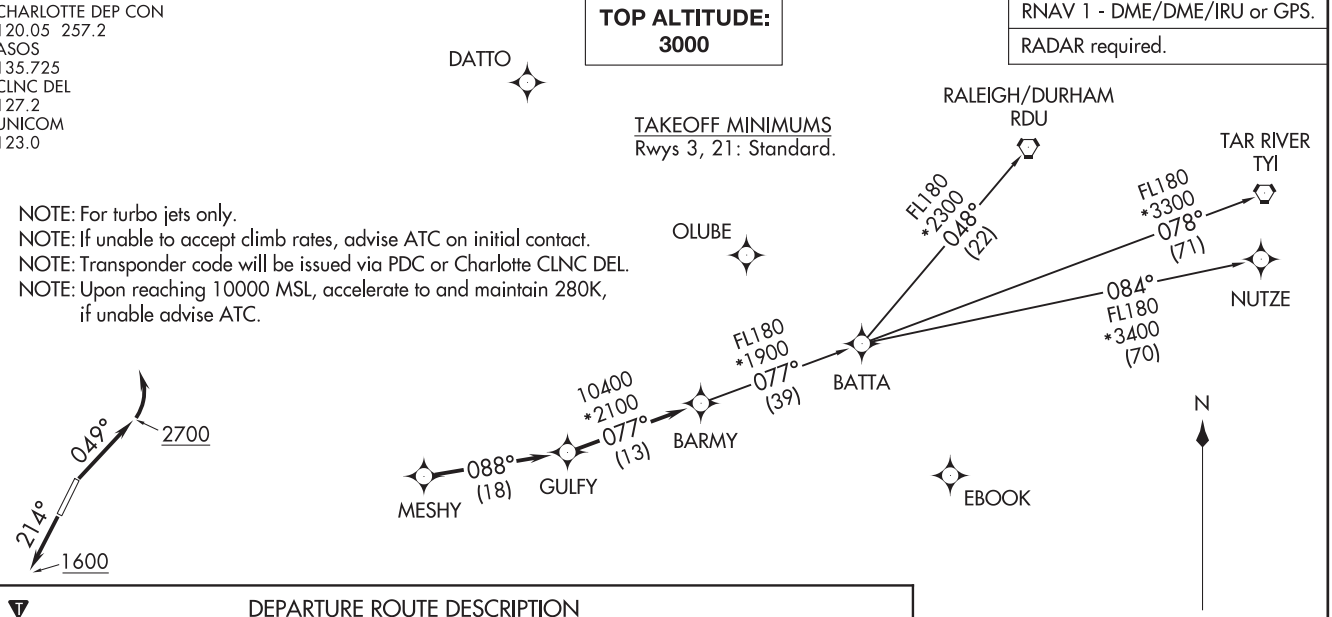
CHARLOTTE DEP CON
120.05 257.2
ASOS
135.725
CLNC DEL
127.2
UNICOM
123.0

TOP ALTITUDE: 3000

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

TAKEOFF MINIMUMS
Rwys 3, 21: Standard.

NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

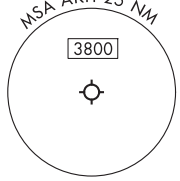


DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 049° to 2700 before turning left, then on heading assigned by ATC, thence. . . .
TAKEOFF RUNWAY 21: Climb on heading 214° to 1600 before proceeding north, then on heading assigned by ATC, thence. . . .

. . . .on RADAR vectors to MESHY, then on depicted route to BARMY. Then on assigned transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

NUTZE TRANSITION (BARMY5.NUTZE)
RALEIGH/DURHAM TRANSITION (BARMY5.RDU)
TAR RIVER TRANSITION (BARMY5.TYI)



NOTE: Chart not to scale.

(BARMY5.BARMY) 24081
BARMY FIVE DEPARTURE (RNAV)

GASTONIA MUNI (AKH)
GASTONIA, NORTH CAROLINA

AL-6081 (FAA)

BEAVY SIX DEPARTURE (RNAV)

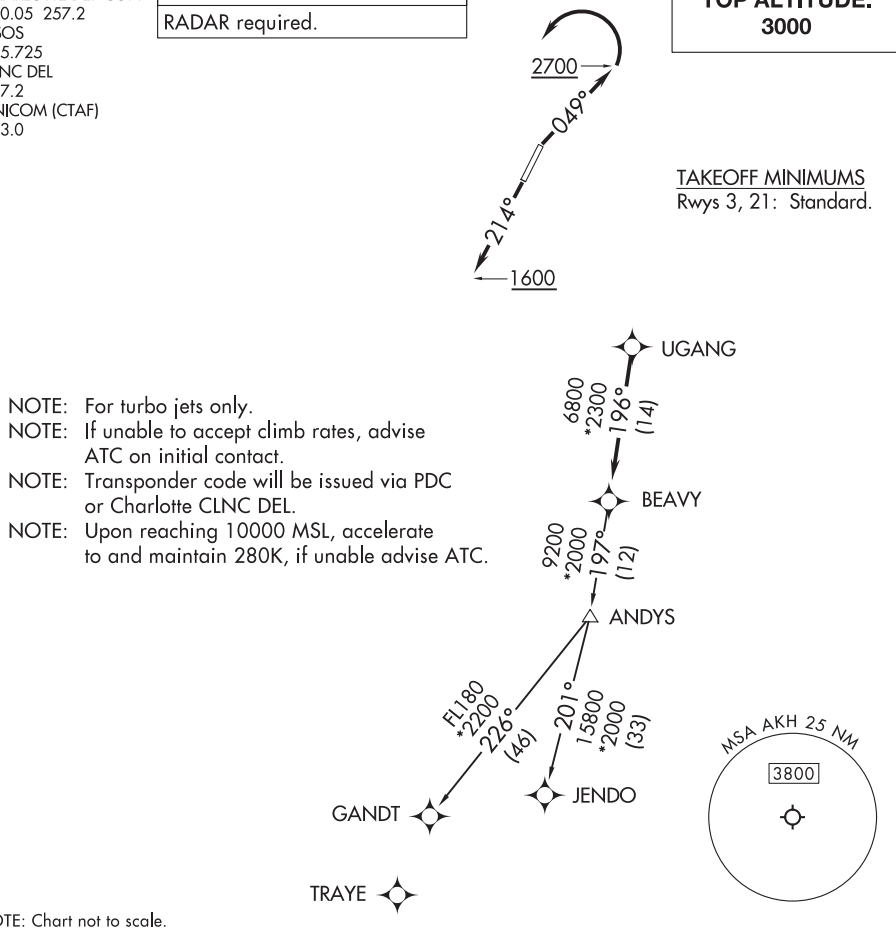
GASTONIA MUNI (AKH)
GASTONIA, NORTH CAROLINA

CHARLOTTE DEP CON
120.05 257.2
ASOS
135.725
CLNC DEL
127.2
UNICOM (CTAF)
123.0

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

TOP ALTITUDE: 3000

TAKEOFF MINIMUMS
Rwys 3, 21: Standard.



NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 049° to 2700 before turning left, then on heading assigned by ATC, thence...
TAKEOFF RUNWAY 21: Climb on heading 214° to 1600 before proceeding north, then on heading assigned by ATC, thence...

...on RADAR vectors to UGANG, then on track 196° to BEAVY. Then on assigned transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

GANDT TRANSITION (BEAVY6.GANDT)
JENDO TRANSITION (BEAVY6.JENDO)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

BOBZY FIVE DEPARTURE (RNAV)

(BOBZY5.BOBZY) 21MAR24

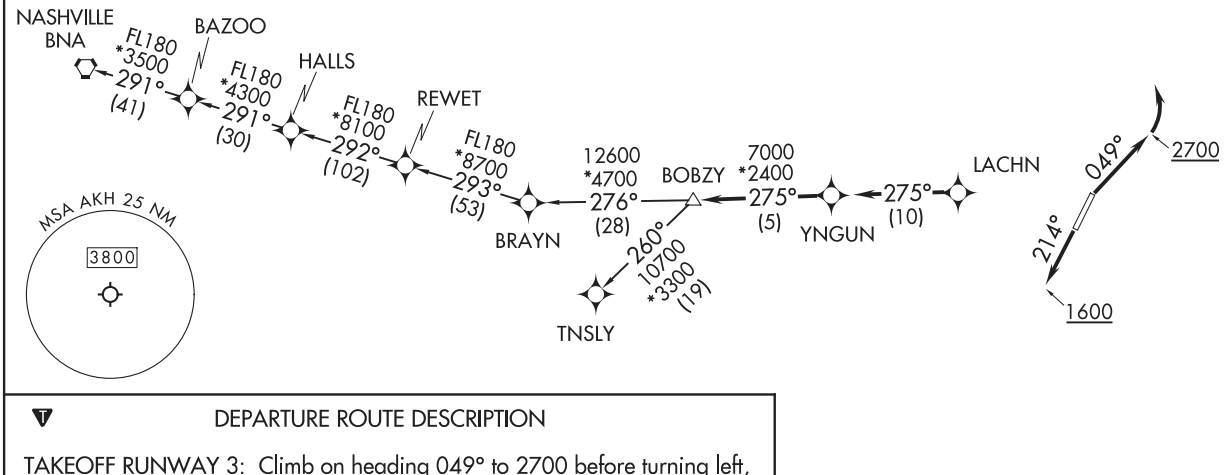
GASTONIA, NORTH CAROLINA
GASTONIA MUNI (AKH)

TOP ALTITUDE: 3000

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

CHARLOTTE DEP CON
120.05 257.2
ASOS
135.725
CLNC DEL
127.2
UNICOM
123.0

TAKEOFF MINIMUMS
Rwys 3, 21: Standard.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 049° to 2700 before turning left, then on heading assigned by ATC, thence. . . .
TAKEOFF RUNWAY 21: Climb on heading 214° to 1600 before proceeding north, then on heading assigned by ATC, thence. . . .

. . . . on RADAR vectors to LACHN, then on depicted route to BOBZY, then on assigned transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

NASHVILLE TRANSITION (BOBZY5.BNA)
TNSLY TRANSITION (BOBZY5.TNSLY)

NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

(BOBZY5.BOBZY) 24081
BOBZY FIVE DEPARTURE (RNAV)
GASTONIA MUNI (AKH)
GASTONIA, NORTH CAROLINA

AL-6081 (FAA)

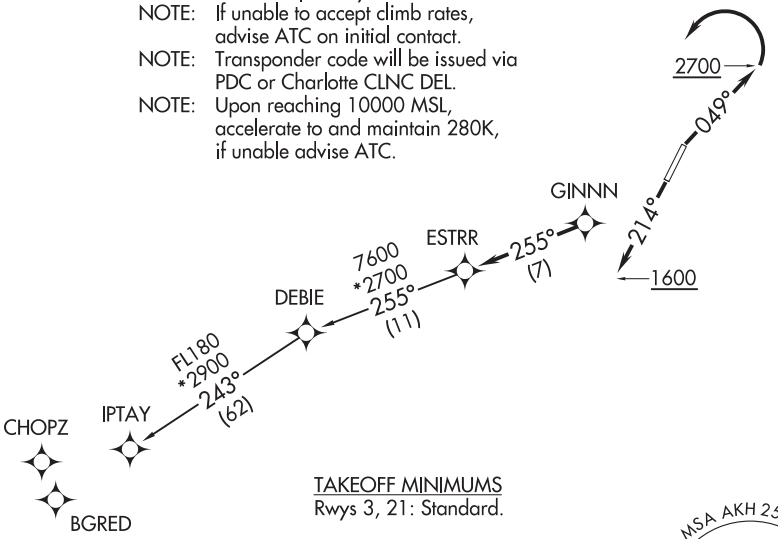
ESTRR FIVE DEPARTURE (RNAV)

CHARLOTTE DEP CON
120.05 257.2
ASOS
135.725
CLNC DEL
127.2
UNICOM (CTAF)
123.0

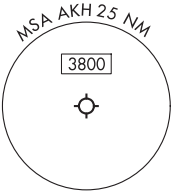
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

TOP ALTITUDE: 3000

NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.



TAKEOFF MINIMUMS
Rwys 3, 21: Standard.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 049° to 2700 before turning left, then on heading assigned by ATC, thence. . . .
TAKEOFF RUNWAY 21: Climb on heading 214° to 1600 before proceeding north, then on heading assigned by ATC, thence. . . .

. . . .on RADAR vectors to GINNN, then on track 255° to ESTRR, then on IPTAY Transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

IPTAY TRANSITION (ESTRR5.IPTAY)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

(ICONS5.ICONS) 24081 AL-6081 (FAA)

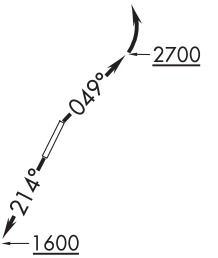
ICONS FIVE DEPARTURE (RNAV)

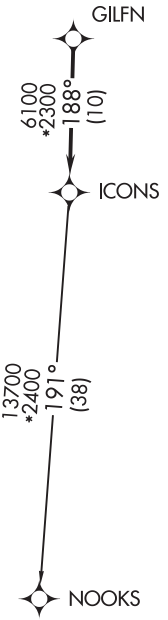
GASTONIA MUNI (AKH)
GASTONIA, NORTH CAROLINA

CHARLOTTE DEP CON
120.05 257.2
ASOS
135.725
CLNC DEL
127.2
UNICOM
123.0

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

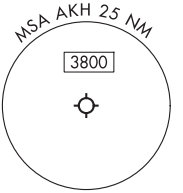
TOP ALTITUDE: 3000





TAKEOFF MINIMUMS
Rwys 3, 21: Standard.

NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 049° to 2700 before turning left, then on heading assigned by ATC, thence. . . .
TAKEOFF RUNWAY 21: Climb on heading 214° to 1600 before proceeding north, then on heading assigned by ATC, thence. . . .

. . . .on RADAR vectors to GILFN, then on track 188° to ICONS. Then on NOOKS Transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

NOOKS TRANSITION (ICONS5.NOOKS)

SE-2, 07 AUG 2025 to 02 OCT 2025

JOJJO FIVE DEPARTURE (RNAV)

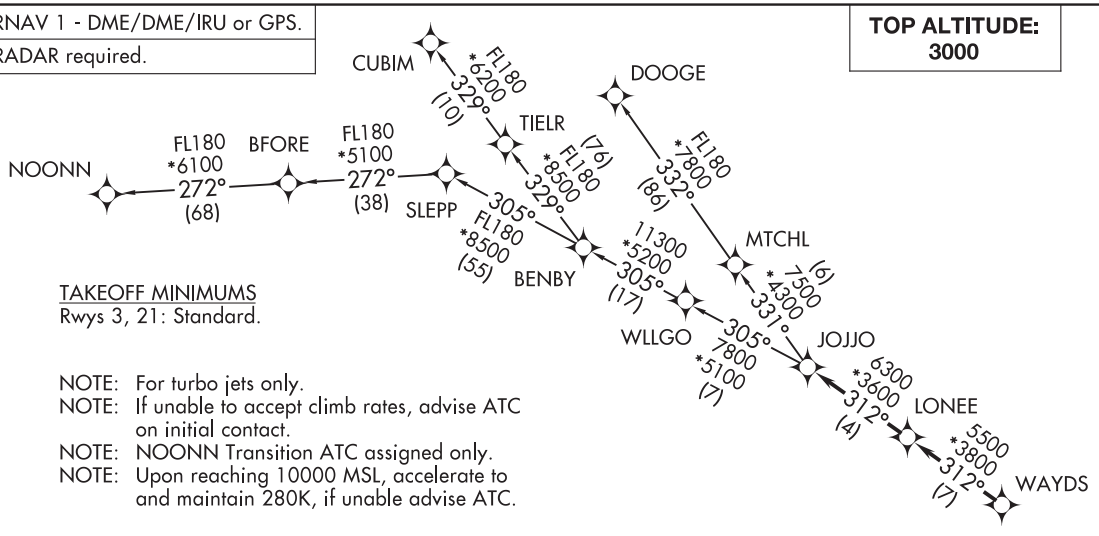
(JOJJO5.JOJJO) 21MAR24

GASTONIA, NORTH CAROLINA
GASTONIA MUNI (AKH)

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

TOP ALTITUDE: 3000

CHARLOTTE DEP CON
120.05 257.2
ASOS
135.725
CLNC DEL
127.2
UNICOM (CTAF)
123.0



TAKEOFF MINIMUMS
Rwys 3, 21: Standard.

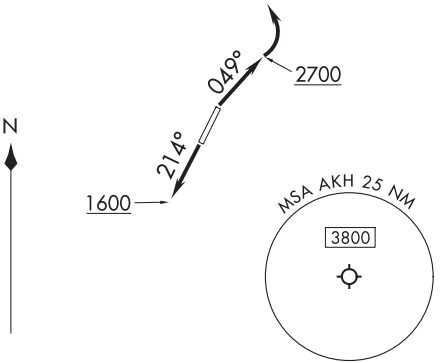
NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: NOONN Transition ATC assigned only.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 049° to 2700 before turning left, then on heading assigned by ATC, thence. . . .
TAKEOFF RUNWAY 21: Climb on heading 214° to 1600 before proceeding north, then on heading assigned by ATC, thence. . . .

. . . .on RADAR vectors to WAYDS, then on depicted route to JOJJO. Then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

CUBIM TRANSITION (JOJJO5.CUBIM)
DOOGE TRANSITION (JOJJO5.DOOGE)
NOONN TRANSITION (JOJJO5.NOONN)



NOTE: Chart not to scale.

JOJJO FIVE DEPARTURE (RNAV)

(JOJJO5.JOJJO) 24081

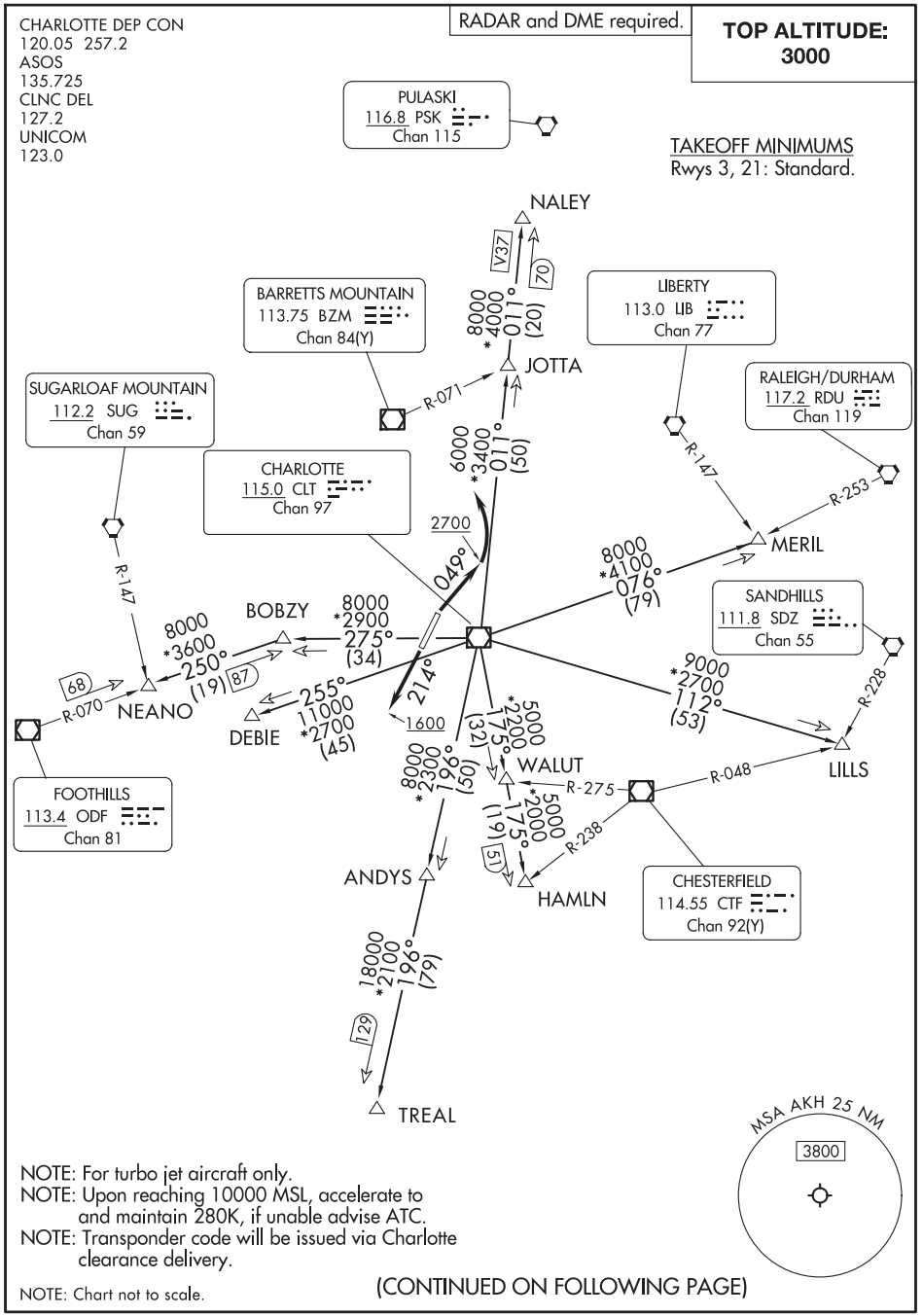
GASTONIA MUNI (AKH)
GASTONIA, NORTH CAROLINA

AL-6081 (FAA)

(KER4.KER) 24081
KERMIT FOUR DEPARTURE

AL-6081 (FAA)

GASTONIA MUNI (AKH)
GASTONIA, NORTH CAROLINA



(CONTINUED ON FOLLOWING PAGE)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 049° to 2700, before turning left, thence . . . .
TAKEOFF RUNWAY 21: Climb on heading 214° to 1600 before proceeding north, thence . . . .

. . . . on RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (KER4.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.
DEBIE TRANSITION (KER4.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.
HAMLN TRANSITION (KER4.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.
JOTTA TRANSITION (KER4.JOTTA): From over CLT VOR/DME on CLT R-011 to JOTTA.
LILLS TRANSITION (KER4.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.
MERIL TRANSITION (KER4.MERIL): From over CLT VOR/DME on CLT R-076 to MERIL.
NALEY TRANSITION (KER4.NALEY): From over CLT VOR/DME on CLT R-011 to NALEY.
NEANO TRANSITION (KER4.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY, then on ODF R-070 to NEANO.
TREAL TRANSITION (KER4.TREAL): From over CLT VOR/DME on CLT R-196 to TREAL.

SE-2, 07 AUG 2025 to 02 OCT 2025

KILNS FIVE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 049° to 2700 before turning left, then on heading assigned by ATC, thence . . . .
TAKEOFF RUNWAY 21: Climb on heading 214° to 1600 before proceeding north, then on heading assigned by ATC, thence . . . .

. . . . on RADAR vectors to MUNBE, then on depicted route to KILNS, then on AUDII Transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

AUDII TRANSITION (KILNS5.AUDII)

SE-2, 07 AUG 2025 to 02 OCT 2025

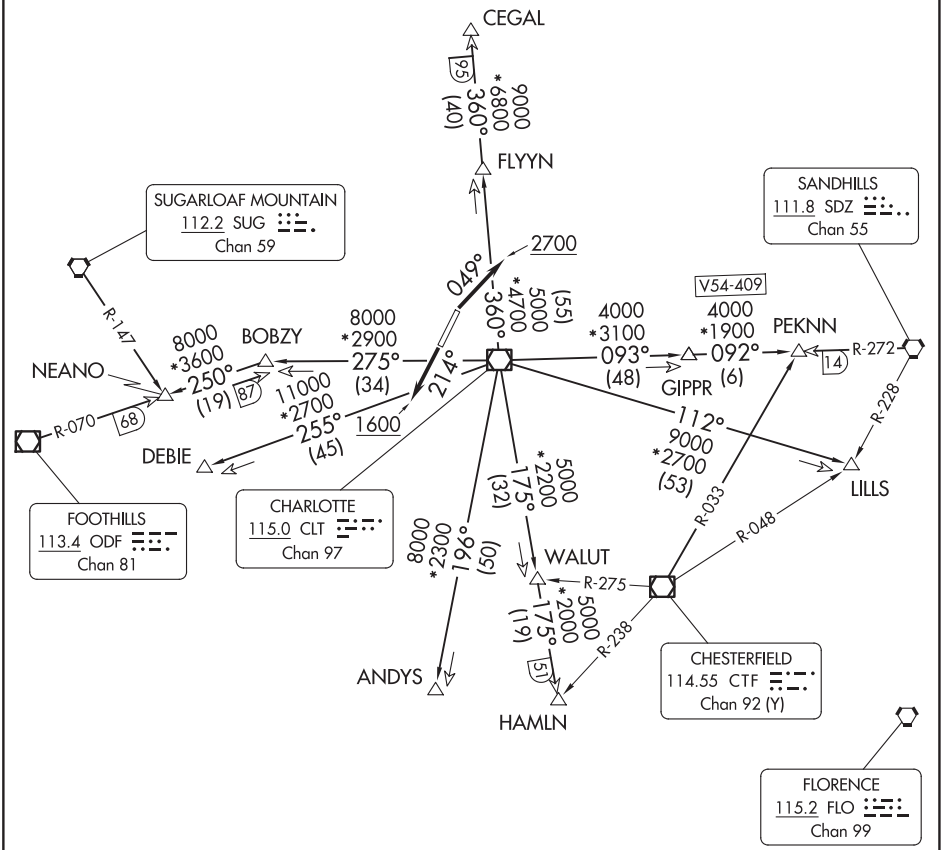
KNIGHTS THREE DEPARTURE

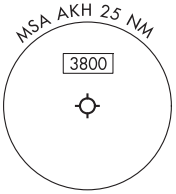
CHARLOTTE DEP CON
120.05 257.2
ASOS
135.725
CLNC DEL
127.2
UNICOM (CTAF)
123.0

TOP ALTITUDE: 3000

RADAR and DME required.

TAKEOFF MINIMUMS
Rwys 3, 21: Standard.





NOTE: For propeller aircraft only.
NOTE: Turboprops: Operate in a manner that will result in best forward speed and climb rate.
NOTE: Transponder code will be issued via Charlotte clearance delivery.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

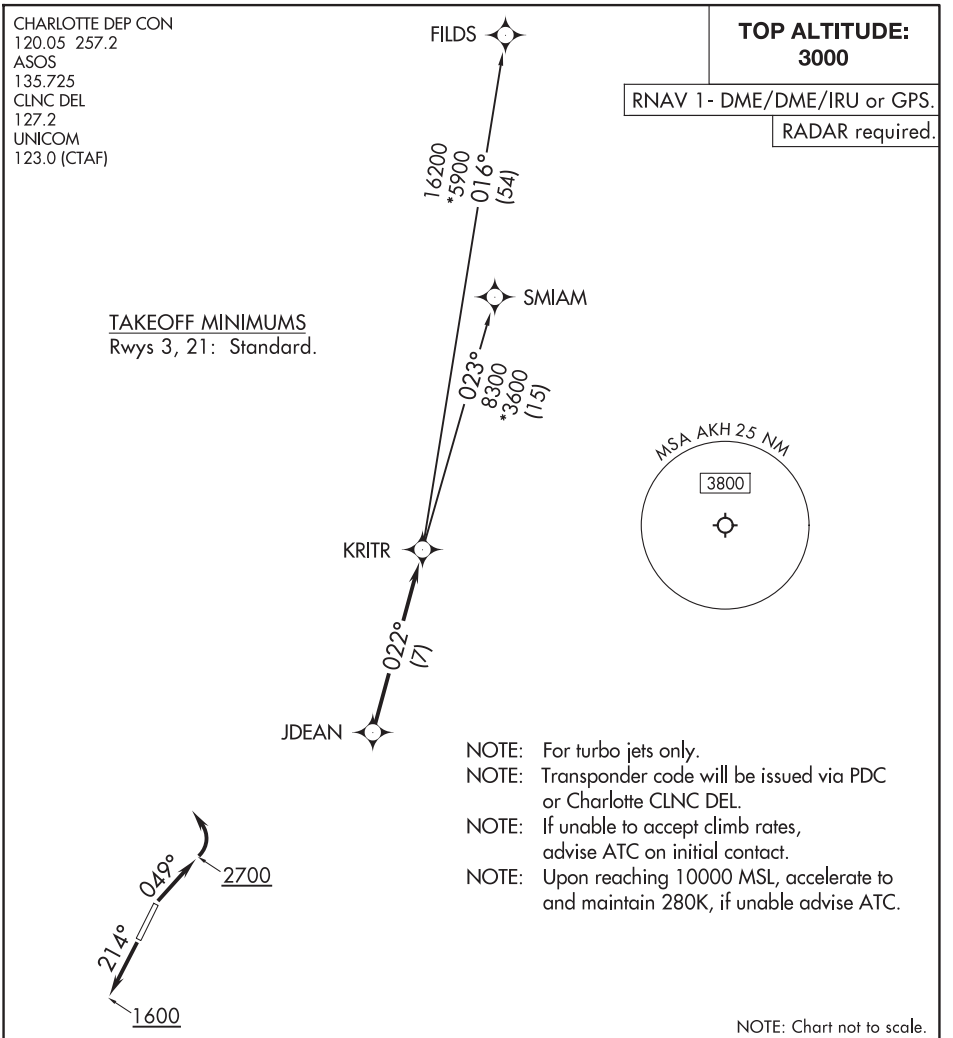
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 049° to 2700, thence. . . .
TAKEOFF RUNWAY 21: Climb on heading 214° to 1600 before proceeding north, thence. . . .

. . . .expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (KNI3.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.
CEGAL TRANSITION (KNI3.CEGAL): From over CLT VOR/DME on CLT R-360 to CEGAL.
DEBIE TRANSITION (KNI3.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.
FLYYN TRANSITION (KNI3.FLYYN): From over CLT VOR/DME on CLT R-360 to FLYYN.
HAMLN TRANSITION (KNI3.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.
LILLS TRANSITION (KNI3.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.
NEANO TRANSITION (KNI3.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY, then on ODF R-070 to NEANO.
PEKNN TRANSITION (KNI3.PEKNN): From over CLT VOR/DME on CLT R-093 to GIPPR, then on SDZ R-272 to PEKNN.

SE-2, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 049° to 2700 before turning left, then on heading assigned by ATC, thence. . . .
TAKEOFF RUNWAY 21: Climb on heading 214° to 1600 before proceeding north, then on heading by ATC, thence. . . .

. . . .on RADAR vectors to JDEAN, then on track 022° to KRITR, then on assigned transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

FILDS TRANSITION (KRITR6.FILDS)
SMIAM TRANSITION (KRITR6.SMIAM)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

(KWEEN5.KWEEN) 24081 AL-6081 (FAA)

KWEEN FIVE DEPARTURE (RNAV)

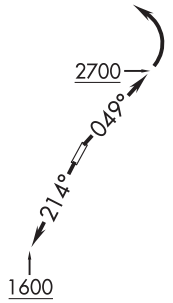
GASTONIA MUNI (AKH)
GASTONIA, NORTH CAROLINA

SE-2, 07 AUG 2025 to 02 OCT 2025

CHARLOTTE DEP CON
120.05 257.2
ASOS
135.725
CLNC DEL
127.2
UNICOM
123.0

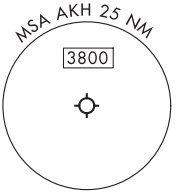
TOP ALTITUDE: 3000

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



TAKEOFF MINIMUMS
Rwys 3, 21: Standard.

NOTE: For turbo jets only.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climbing on heading 049° to 2700 before turning left, then on heading assigned by ATC, thence...
TAKEOFF RUNWAY 21: Climb on heading 214° to 1600 before proceeding north, then on heading assigned by ATC, thence...

...on RADAR vectors to HMMPY, then on track 181° to KWEEN. Then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

PITRW TRANSITION (KWEEN5.PITRW)
UNJAM TRANSITION (KWEEN5.UNJAM)

NOTE: Chart not to scale.

LILLS THREE DEPARTURE (RNAV)

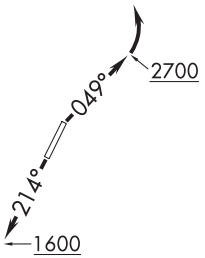
GASTONIA MUNI (AKH)
GASTONIA, NORTH CAROLINA

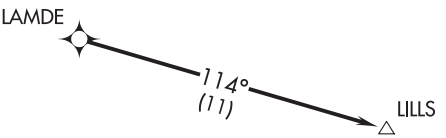
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

TOP ALTITUDE: 3000

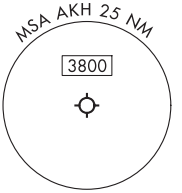
CHARLOTTE DEP CON
120.05 257.2
ASOS
135.725
CLNC DEL
127.2
UNICOM (CTAF)
123.0

TAKEOFF MINIMUMS
Rwys 3, 21: Standard.





NOTE: For turbo jets only.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 049° to 2700 before turning left, then on heading assigned by ATC, thence. . . .
TAKEOFF RUNWAY 21: Climb on heading 214° to 1600 before proceeding north, then on heading assigned by ATC, thence. . . .

. . . . on RADAR vectors to LAMDE, then on depicted route to LILLS. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

(WEAZL5.WEAZL) 24081 AL-6081 (FAA)

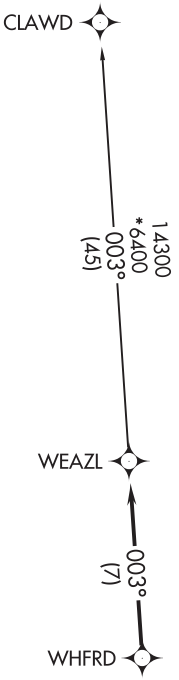
WEAZL FIVE DEPARTURE (RNAV)

GASTONIA MUNI (AKH)
GASTONIA, NORTH CAROLINA

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

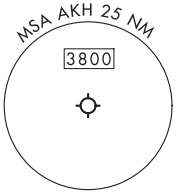
TOP ALTITUDE: 3000

CHARLOTTE DEP CON
120.05 307.8
ASOS
135.725
CLNC DEL
127.2
UNICOM
123.0

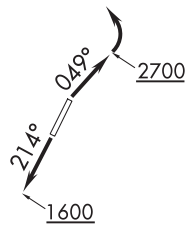


TAKEOFF MINIMUMS
Rwys 3, 21: Standard.

NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 049° to 2700 before turning left, then on heading assigned by ATC, thence . . . .
TAKEOFF RUNWAY 21: Climb on heading 214° to 1600 before proceeding north, then on heading assigned by ATC, thence . . . .

. . . . on RADAR vectors to WHFRD, then on track 003° to WEAZL, then on CLAWD Transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

CLAWD TRANSITION (WEAZL5.CLAWD)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 5

GEORGETOWN COUNTY (GGE)

WAAS	APP CRS	Rwy Idg	6005
CH 97635	049°	TDZE	40
W05A		Apt Elev	40

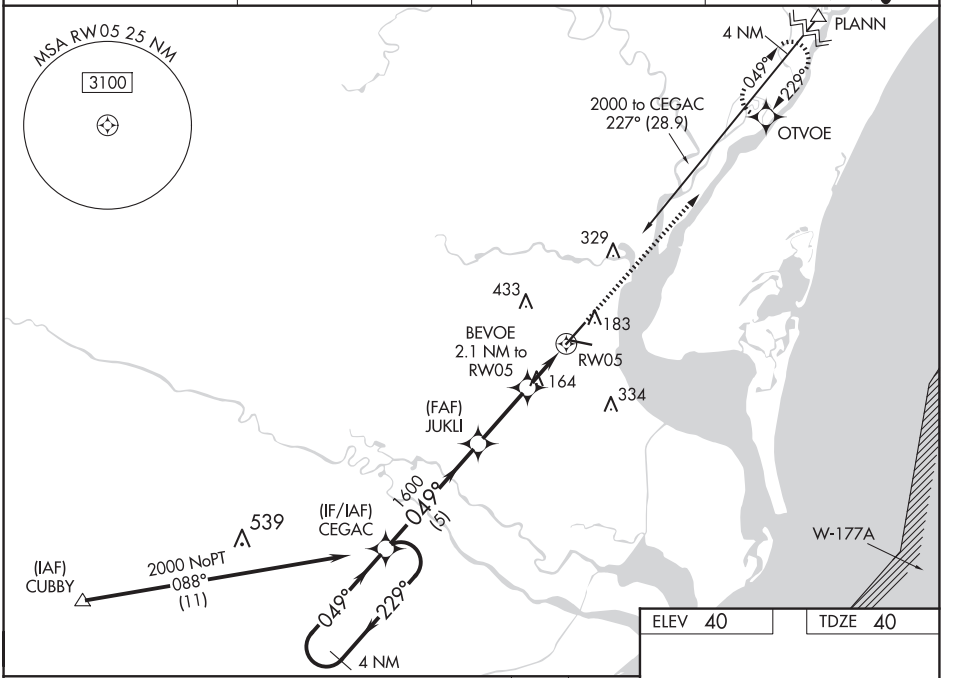
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 5 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase LNAV/VNAV visibility Cats A/B to ⅞ SM. Inop table does not apply to LPV all Cats. Circling Rwy 11, 29 NA at night.

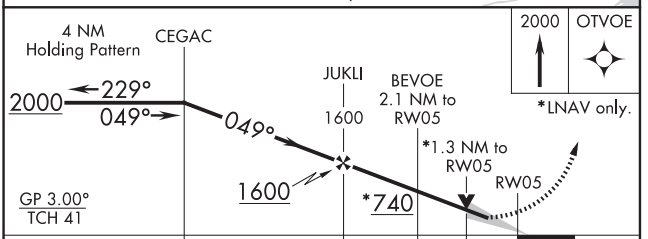
ODALS

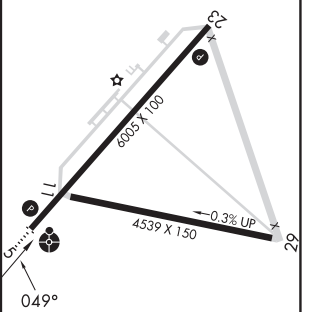
MISSED APPROACH: Climb to 2000 direct OTVOE and hold.

AWOS-3	MYRTLE BEACH APP CON ★	GCO	UNICOM
118.275	127.4 257.95	121.725	123.0 (CTAF) L



ELEV 40 TDZE 40





CATEGORY	A	B	C	D
LPV DA	290-¾ 250 (300-¾)			
LNAV/VNAV DA	304-¾ 264 (300-¾)			
LNAV MDA	480-¾ 440 (500-¾)		480-1⅛ 440 (500-1⅛)	
C CIRCLING	500-1 460 (500-1)	520-1 480 (500-1)	740-2 700 (700-2)	740-2¼ 700 (700-2¼)

MIRL Rwy 11-29
MIRL Rwy 5-23 L
REIL Rwy 5 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

GEORGETOWN, SOUTH CAROLINA AL-6244 (FAA) 23166

WAAS	APP CRS	Rwy Idg	6005
CH 58108	229°	TDZE	37
W23A		Apt Elev	40

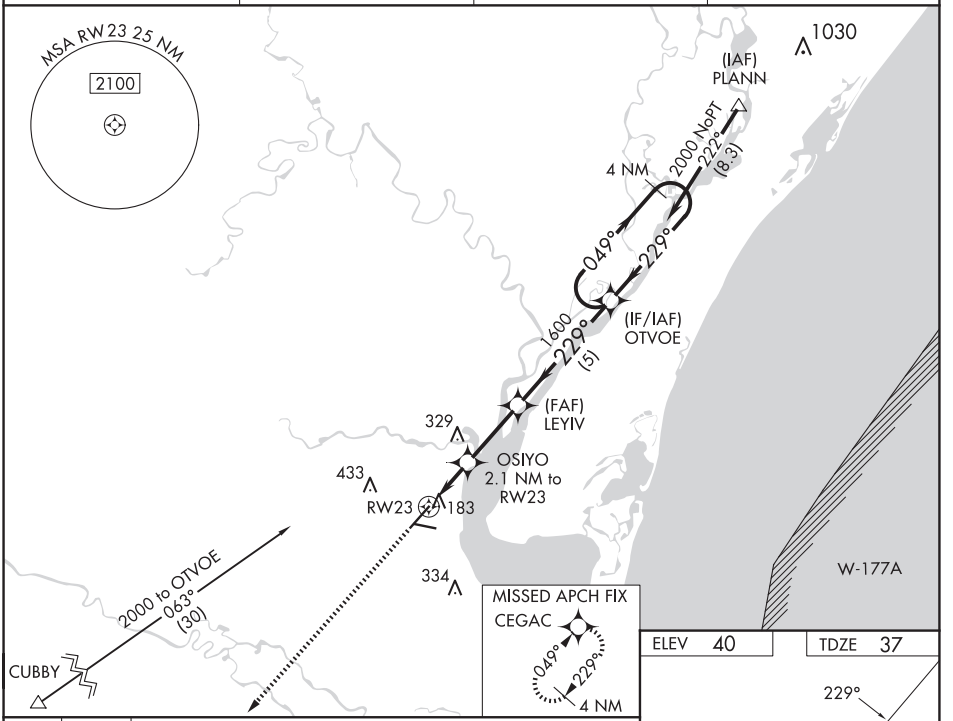
RNAV (GPS) RWY 23
GEORGETOWN COUNTY (GGE)

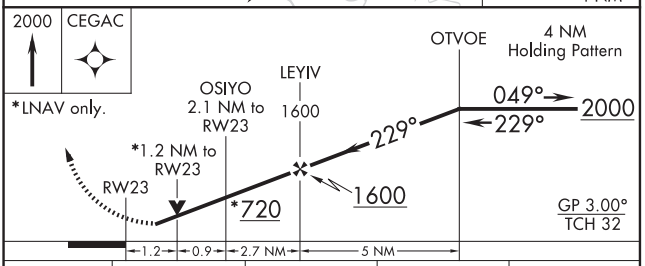
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.
Circling Rwy 11, 29 NA at night. Rwy 23 helicopter visibility reduction below ¾ SM NA.

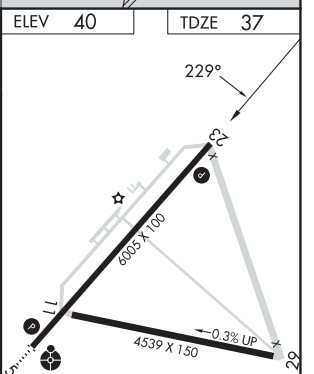
MISSED APPROACH: Climb to 2000 direct CEGAC and hold.

AWOS-3	MYRTLE BEACH APP CON ★	GCO	UNICOM
118.275	127.4 257.95	121.725	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	323-1 286 (300-1)			
LNAV/VNAV DA	347-1⅛ 310 (400-1⅛)			
LNAV MDA	440-1 403 (500-1)		440-1⅛ 403 (500-1⅛)	
C CIRCLING	500-1 460 (500-1)	520-1 480 (500-1)	740-2 700 (700-2)	740-2¼ 700 (700-2¼)



GEORGETOWN, SOUTH CAROLINA
Amdt 2C 13AUG20

33°19'N-79°19'W

GEORGETOWN COUNTY (GGE)
RNAV (GPS) RWY 23

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 23

WAYNE EXEC JETPORT (GWW)

LOC I-UGZ	APP CRS	Rwy Idg	5501
111.9	227°	TDZE	134
		Apt Elev	134

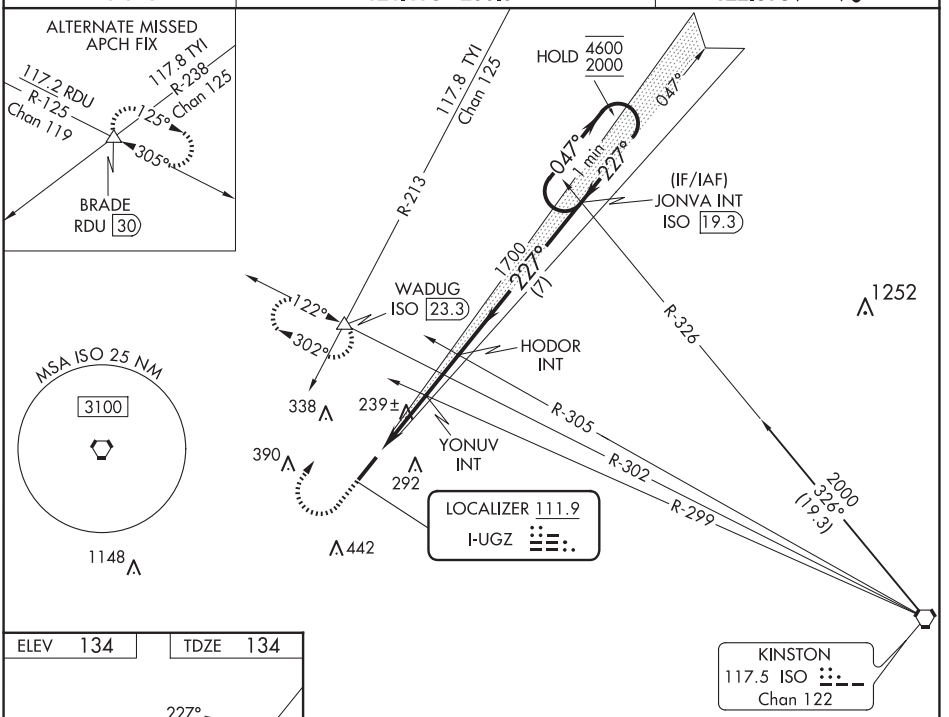
DME or RADAR required.

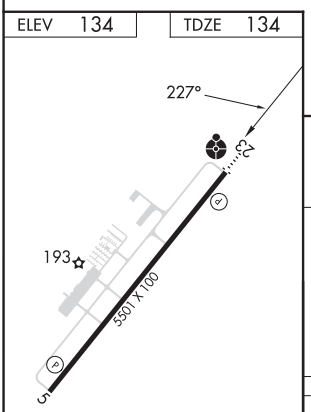
When local altimeter setting not received, use Smithfield altimeter setting and increase DA to 388 and all MDAs 60 feet, increase S-LOC Cats C/D visibility ¼ SM, Circling Cats C/D ¼ SM. Inop table does not apply to S-ILS 23.

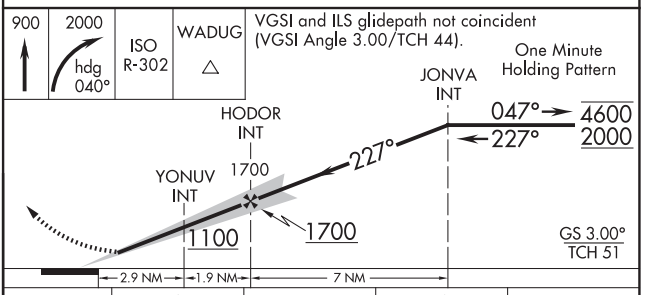
ODALS

MISSED APPROACH: Climb to 900 then climbing right turn to 2000 on heading 040° and on ISO VORTAC R-302 to WADUG INT/ISO 23.3 DME and hold.

AWOS-3P	SEYMOUR JOHNSON APP CON ★	UNICOM
118.975	121.175 290.9	122.975 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 23	334-¾ 200 (200-¾)			
S-LOC 23	500-¾ 366 (400-¾)		500-1 366 (400-1)	
CIRCLING	580-1 446 (500-1)	640-1 506 (600-1)	760-1¾ 626 (700-1¾)	760-2 626 (700-2)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

GOLDSBORO, NORTH CAROLINA AL-5770 (FAA) 22307

WAAS	APP CRS	Rwy Idg	5501
CH 99624	047°	TDZE	132
W05A		Apt Elev	133

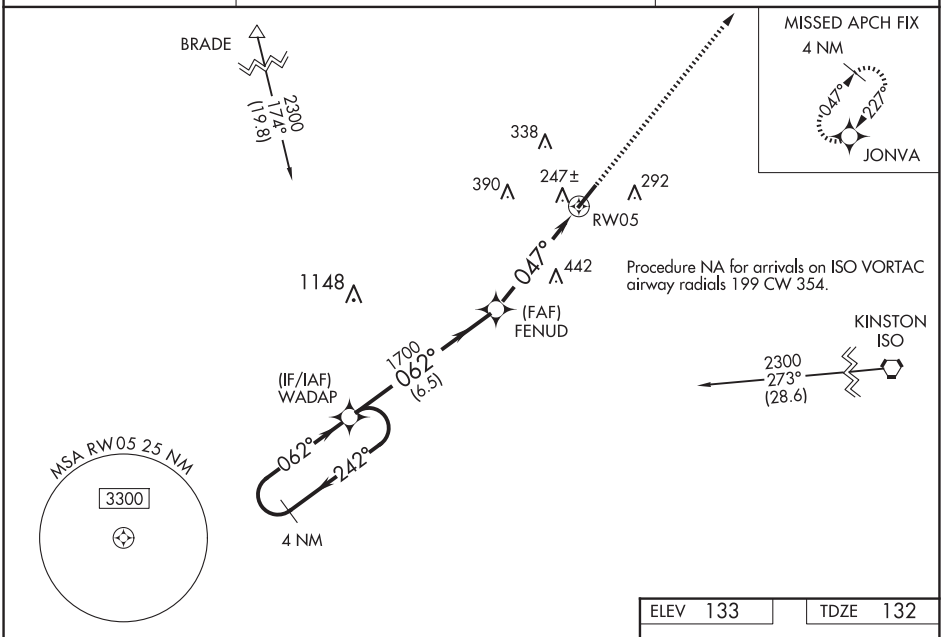
RNAV (GPS) RWY 5

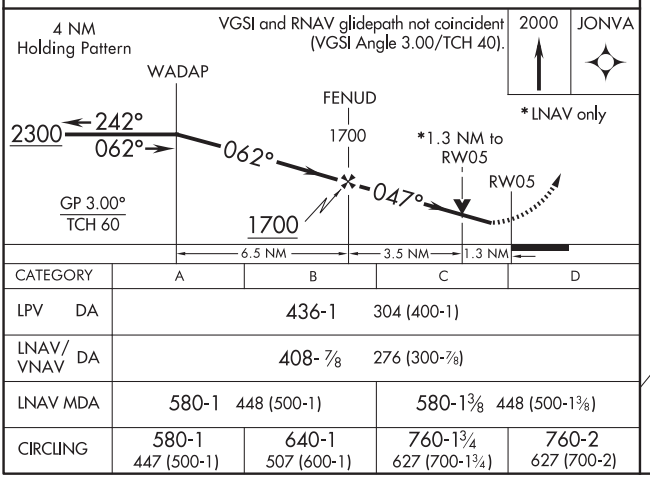
WAYNE EXEC JETPORT (GWW)

Baro-VNAV NA when using Smithfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. VDP NA with Smithfield altimeter setting. When local altimeter setting not received, use Smithfield altimeter setting and increase LPV DA to 490 feet, LNAV/VNAV DA to 462 and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats visibility ⅛ SM, and Circling visibility Cat C/D ¼ SM.

MISSED APPROACH: Climb to 2000 direct JONVA and hold.

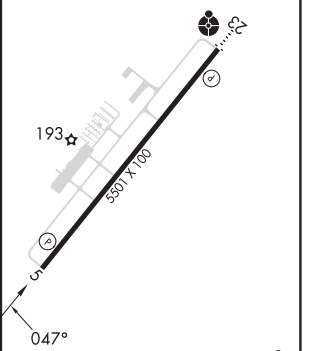
AWOS-3P	SEYMOUR JOHNSON APP CON *	UNICOM
118.975	121.175 290.9	122.975 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	436-1	304 (400-1)		
LNAV/VNAV DA	408-⅞	276 (300-⅞)		
LNAV MDA	580-1 448 (500-1)		580-1⅜ 448 (500-1⅜)	
CIRCLING	580-1 447 (500-1)	640-1 507 (600-1)	760-1¾ 627 (700-1¾)	760-2 627 (700-2)

ELEV 133 TDZE 132



MIRL Rwy 5-23 L
REIL Rwy 5 and 23 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 23

WAYNE EXEC JETPORT (GWW)

WAAS CH 70320 W23A	APP CRS 227°	Rwy Idg 5501 TDZE 133 Apt Elev 133

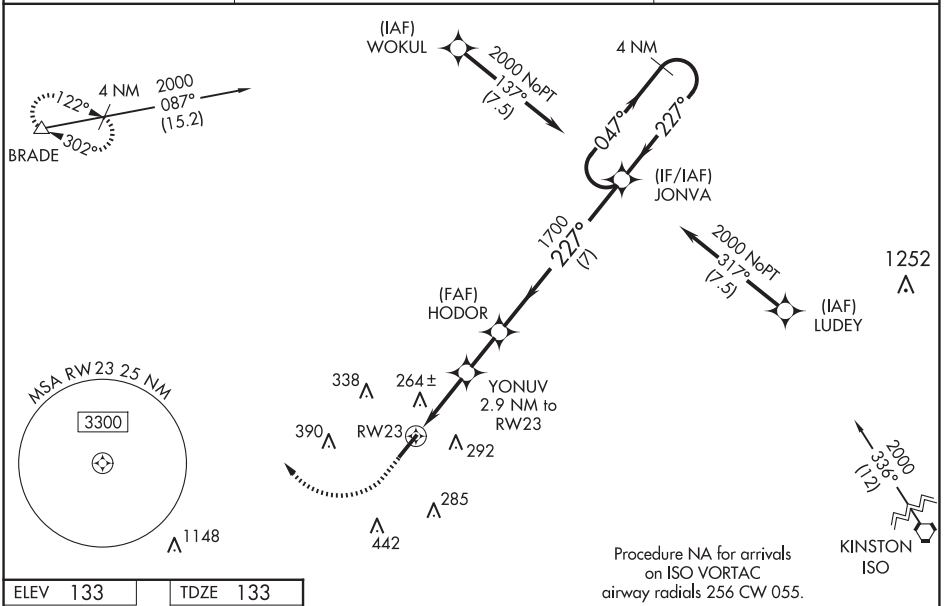
RNP APCH.

Baro-VNAV NA when using Smithfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). VDP NA with Smithfield altimeter setting. When local altimeter setting not received, use Smithfield altimeter setting and increase LPV DA to 387 feet, LNAV/VNAV DA to 499 feet and all MDA 60 feet, increase LNAV/VNAV all Cats and LNAV Cats C/D visibilities ⅛ SM, and Circling Cat C/D ¼ SM. For inop ALS when using Smithfield altimeter setting, increase LNAV/VNAV visibility all Cats to 1 SM and LNAV visibility Cats A/B to 1 SM and Cats C/D to 1⅜ SM.

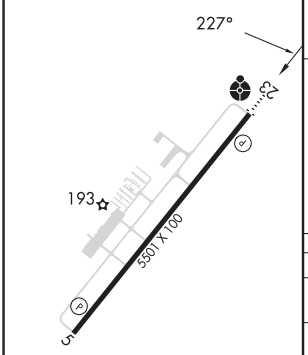
ODALS

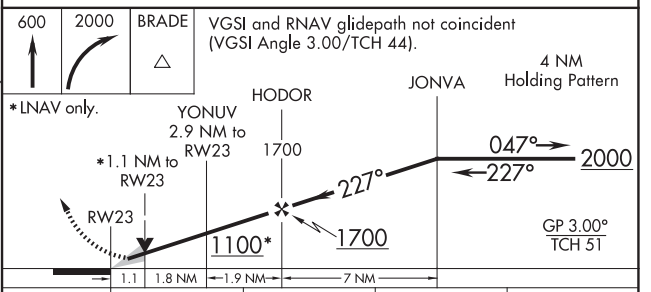
MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct BRADE and hold.

AWOS-3P	SEYMOUR JOHNSON APP CON ★	UNICOM
118.975	121.175 290.9	122.975 (CTAF) L



ELEV 133	TDZE 133





CATEGORY	A	B	C	D
LPV DA	333-¾ 200 (200-¾)			
LNAV/VNAV DA	445-⅞ 312 (400-⅞)			
LNAV MDA	520-¾ 387 (400-¾)		520-1 387 (400-1)	
CIRCLING	580-1 447 (500-1)	640-1 507 (600-1)	760-1¾ 627 (700-1¾)	760-2 627 (700-2)

MIRL Rwy 5-23 L

REIL Rwy 5 and 23 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

GOLDSBORO, NORTH CAROLINA

AL-5770 (FAA)

24109

RNAV (GPS)-A

WAYNE EXEC JETPORT (GWW)

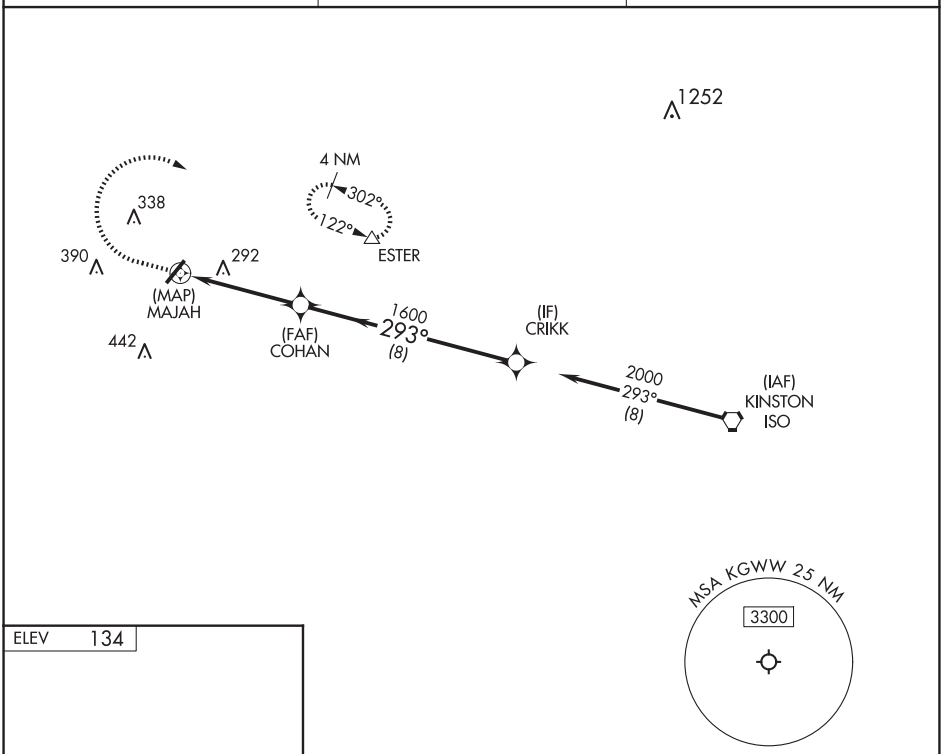
APP CRS	Rwy Idg	N/A
293°	TDZE	N/A
	Apt Elev	134

RNP APCH - GPS.

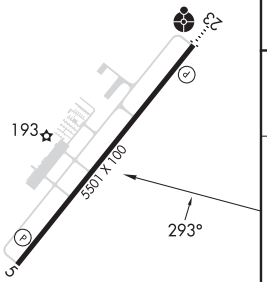
When local altimeter setting not received, use Smithfield altimeter setting and increase all MDAs 60 feet and visibility Cat C/D ¼ SM.

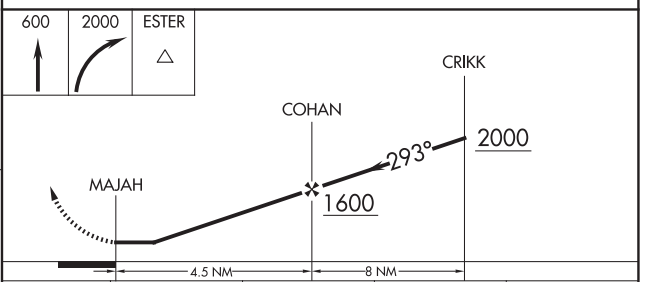
MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct ESTER and hold, continue climb-in-hold to 2000.

AWOS-3P	SEYMOUR JOHNSON APP CON★	UNICOM
118.975	121.175 290.9	122.975 (CTAF) L



ELEV 134





CATEGORY	A	B	C	D
CIRCLING	580-1 446 (500-1)	640-1 506 (600-1)	760-1¾ 626 (700-1¾)	760-2 626 (700-1)

MIRL Rwy 5-23 L

REIL Rwy 5 and 23 L

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 5L

PIEDMONT TRIAD INTL (GSO)

LOC/DME I-LLG	APP CRS	Rwy Ldg	9000
109.55	054°	TDZE	916
Chan 32(Y)		Apt Elev	926

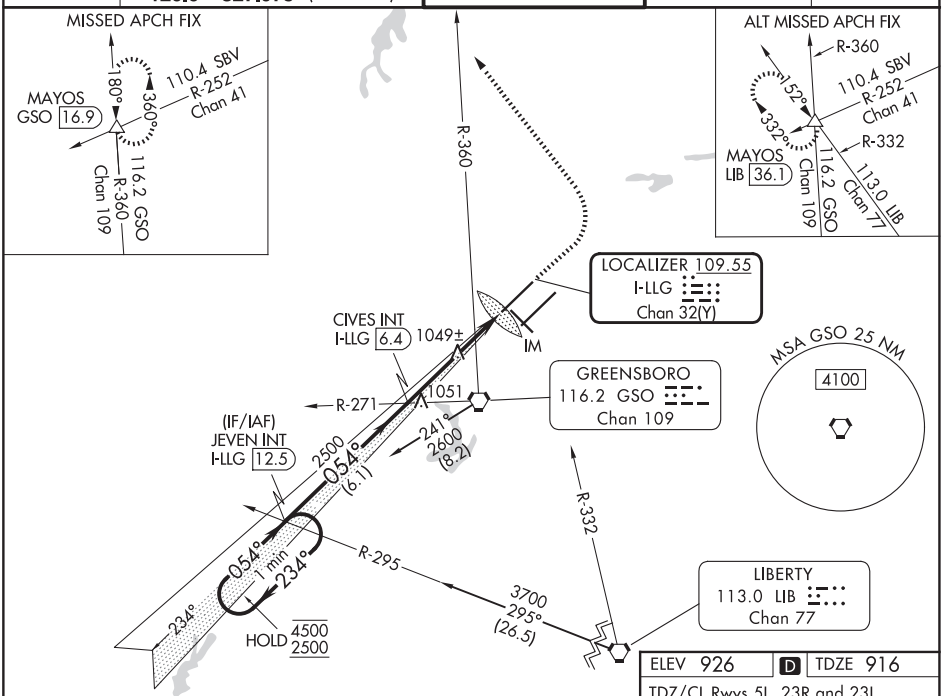
DME or RADAR required for procedure entry at LIB VORTAC.

Simultaneous approach authorized. For inop ALS, increase S-LOC 5L Cat C/D visibility to RVR 5500.

ALSF-2

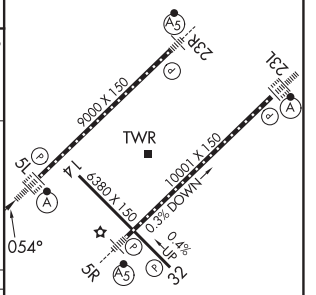
MISSED APPROACH: Climb to 1400 then climbing left turn to 3100 on heading 330° and GSO VORTAC R-360 to MAYOS INT/GSO 16.9 DME and hold.

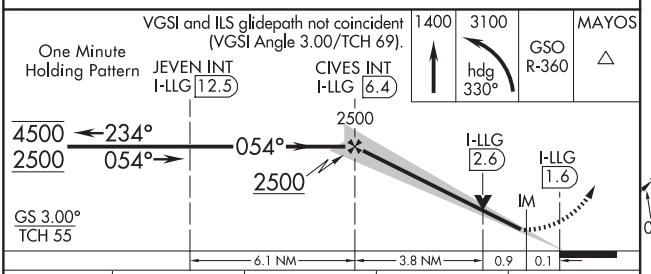
D-ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 126.6 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75



ELEV 926	D	TDZE 916

TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R





CATEGORY	A	B	C	D
S-ILS 5L	1116/18		200 (200-½)	
S-LOC 5L	1300/24	384 (400-½)	1300/35	384 (400-⅝)
CIRCLING	1440-1	514 (600-1)	1700-2¼ 774 (800-2¼)	1700-2½ 774 (800-2½)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

GREENSBORO, NORTH CAROLINA AL-178 (FAA) 25219

ILS or LOC RWY 5R
PIEDMONT TRIAD INTL (GSO)

LOC/DME I-LZY	APP CRS	Rwy Ldg 10001
111.9	054°	TDZE 900
Chan 56		Apt Elev 926

T A Simultaneous approach authorized. For inop ALS, increase S-LOC 5R Cat C/D to RVR 6000.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR (A5)

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 on heading 139° and GSO VORTAC R-108 to KIMES INT/GSO 18.8 DME and hold.

D-ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 126.6 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75

ALTERNATE MISSED APCH FIX
056° 236° R-056
LIBERTY
LIB
113.0
Chan 77

MISSED APCH FIX
R-006 110.4 SBV Chan 41
116.2 GSO R-108 Chan 109
108°
288°
R-219 113.0 LIB Chan 77
KIMES
GSO 18.8

LOCALIZER 111.9
I-LZY
Chan 56

GREENSBORO
116.2 GSO
Chan 109

1051
1142
R-247
054°
(IAF)
PAGAN INT
LIB 24
I-LZY 7.5
RADAR
2900
247° (2.9)
R-108
R-305
(CFDXV)
189°
600
234°
MSA GSO 25 NM
4100
LIBERTY
113.0 LIB
Chan 77
3700
305°
(24)

ELEV 926 D TDZE 900
TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).
Remain within 10 NM
PAGAN INT
LIB 24
I-LZY 7.5
RADAR
234°
2900
054°
2800
2800
GS 3.00°
TCH 53
I-LZY 3
I-LZY 1.8
4.6 NM
1.2 NM

1600	3000	GSO	KIMES
	hdg 139°	R-108	△

TWR
9000 X 150
6380 X 150
10001 X 150
0.3% DOWN
0.4% UP
5L
23R
23L
5R
32
054°

CATEGORY	A	B	C	D
S-ILS 5R **	1100/24	200 (200-½)		
S-LOC 5R	1320/24	420 (400-½)	1320/40	420 (400-¾)
CIRCLING	1440-1	514 (600-1)	1700-2¼ 774 (800-2¼)	1700-2½ 774 (800-2½)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 23L

PIEDMONT TRIAD INTL (GSO)

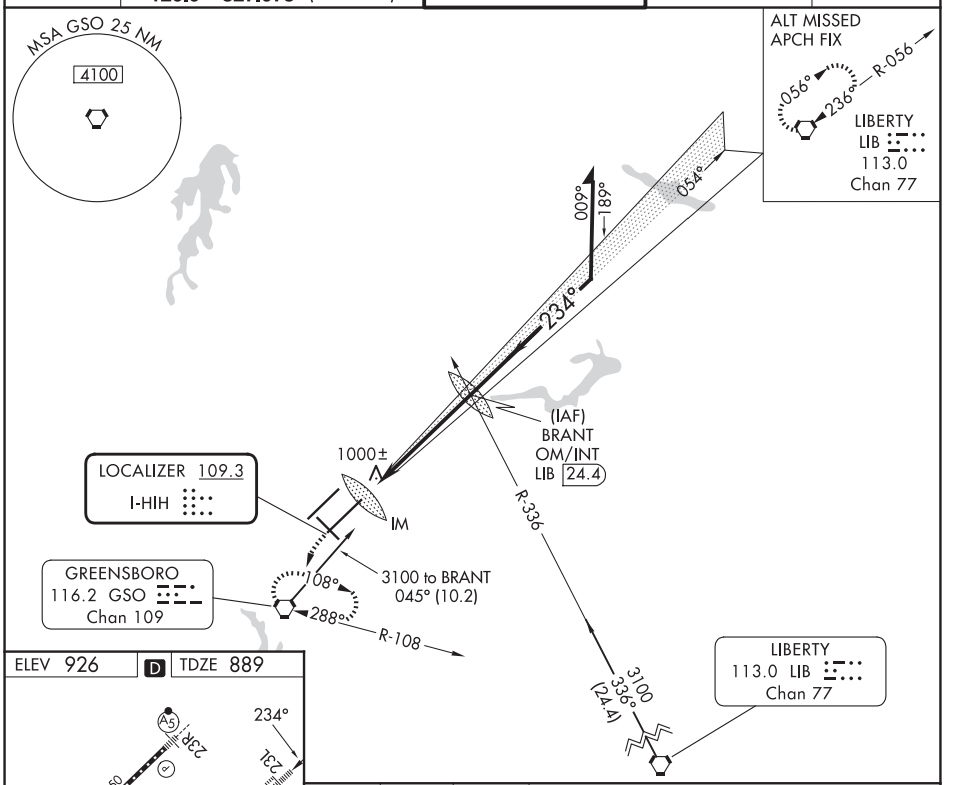
LOC I-HIH	APP CRS	Rwy Ldg	9601
109.3	234°	TDZE	889
		Apt Elev	926

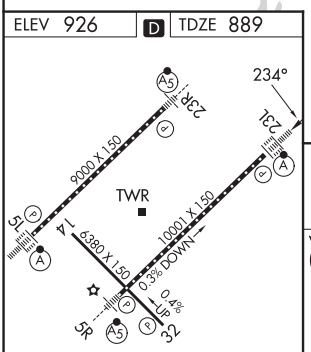
Simultaneous approach authorized with Rwy 23R.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing left turn to 3100 direct GSO VORTAC and hold, continue climb-in-hold to 3100.

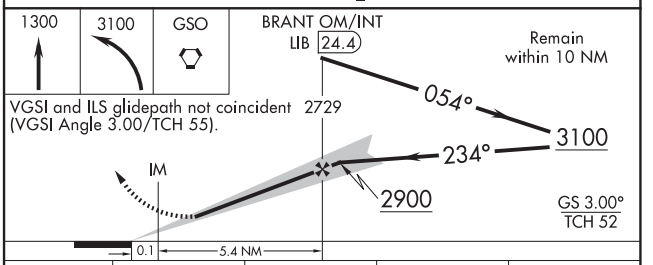
D-ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 126.6 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75





TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-ILS 23L	1089/18 200 (200-½)			
S-LOC 23L	1260/24 371 (400-½)			1260/40 371 (400-¾)
CIRCLING	1440-1 514 (600-1)		1700-2¼ 774 (800-2¼)	1700-2½ 774 (800-2½)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

GREENSBORO, NORTH CAROLINA AL-178 (FAA) 25219

ILS or LOC RWY 23R

PIEDMONT TRIAD INTL (GSO)

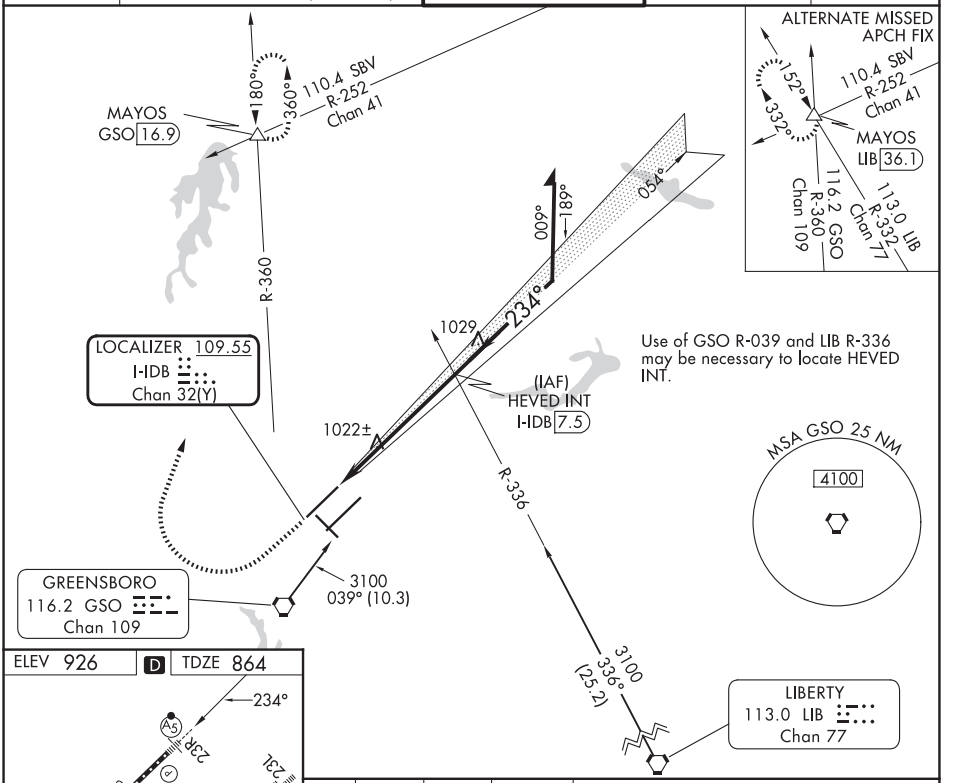
LOC/DME I-IDB	APP CRS	Rwy Ldg	9000
109.55	234°	TDZE	864
Chan 32(Y)		Apt Elev	926

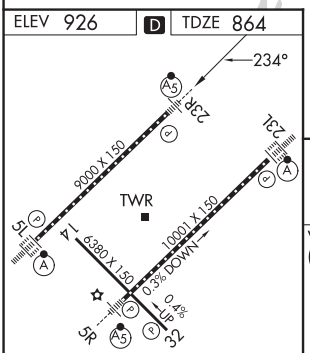
Simultaneous approach authorized.

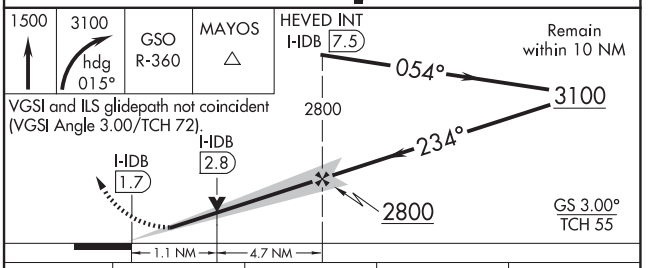
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3100 on heading 015° and GSO VORTAC R-360 to MAYOS INT/GSO 16.9 DME and hold.

D-ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 126.6 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75







TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

CATEGORY	A	B	C	D
S-ILS 23R		1064/18	200 (200-½)	
S-LOC 23R	1280/24	416 (400-½)	1280/40	416 (400-¾)
CIRCLING	1440-1	514 (600-1)	1700-2¼ 774 (800-2¼)	1700-2½ 774 (800-2½)

GREENSBORO, NORTH CAROLINA
Orig-E 06OCT22

36°06'N-79°56'W

PIEDMONT TRIAD INTL (GSO)

ILS or LOC RWY 23R

SE-2, 07 AUG 2025 to 02 OCT 2025

ILS Y or LOC Y RWY 32

PIEDMONT TRIAD INTL (GSO)

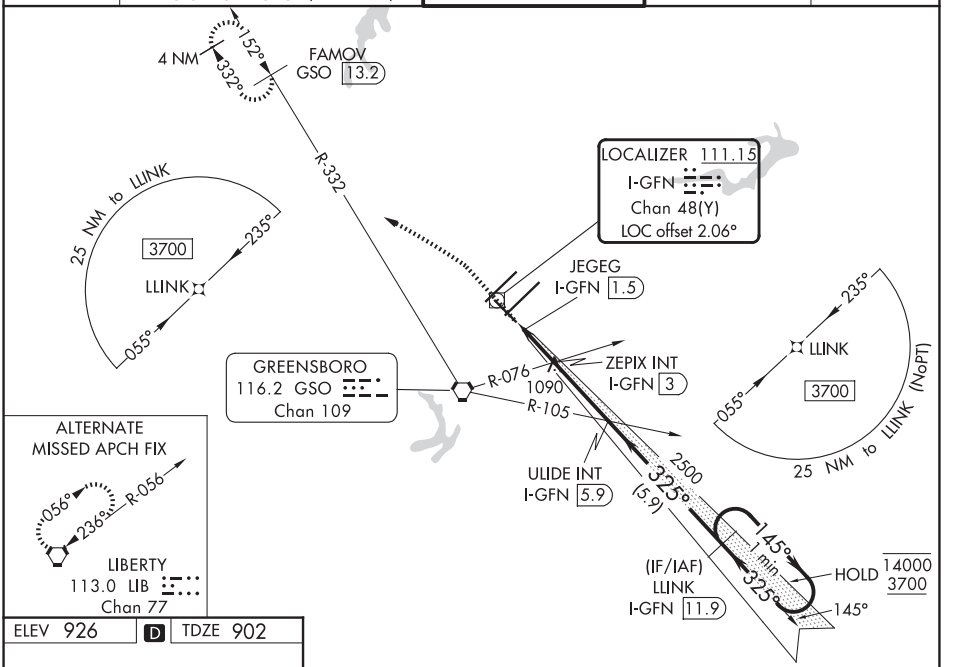
LOC/DME I-GFN	APP CRS	Rwy Ldg 6380
111.15	325°	TDZE 902
Chan 48(Y)		Apt Elev 926

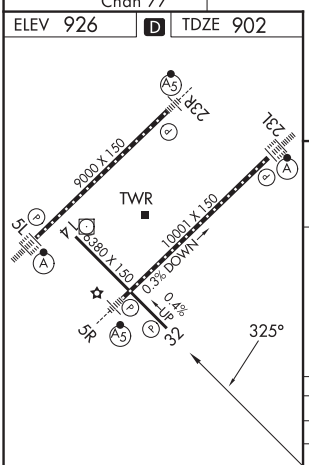
RNAV 1-GPS or RADAR required for procedure entry.
DME required.

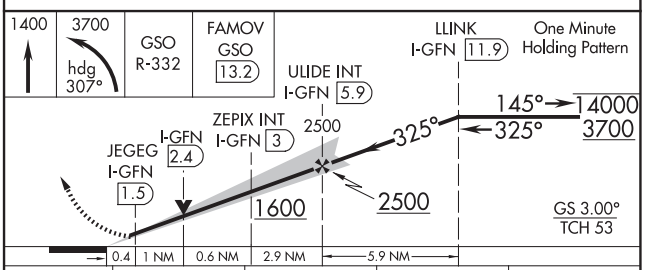
T A Rwy 32 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1400 then climbing left turn to 3700 on heading 307° and GSO VORTAC R-332 to FAMOV/GSO 13.2 DME and hold.

D-ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 126.6 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75







CATEGORY	A	B	C	D
S-ILS 32	1152-¾ 250 (300-¾)			
S-LOC 32	1400-1 498 (500-1)		1400-1⅜ 498 (500-1⅜)	
CIRCLING	1440-1 514 (600-1)		1700-2¼ 774 (800-2¼)	1700-2½ 774 (800-2½)

TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

GREENSBORO, NORTH CAROLINA AL-178 (FAA) 25219

ILS Z or LOC Z RWY 32

PIEDMONT TRIAD INTL (GSO)

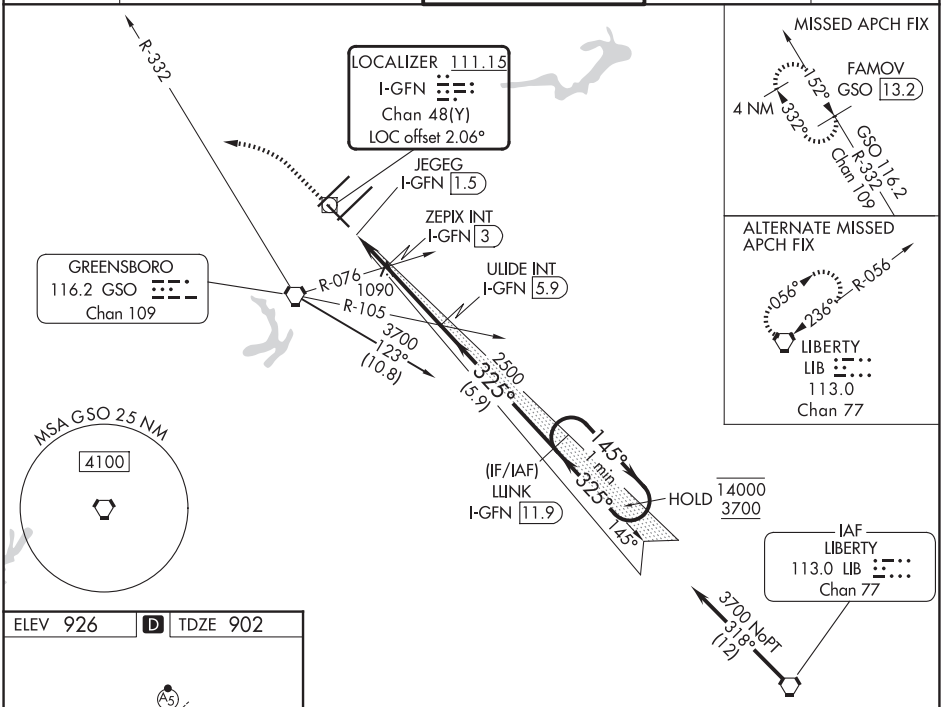
LOC/DME I-GFN	APP CRS	Rwy Ldg	6380
111.15	325°	TDZE	902
Chan 48 (Y)		Apt Elev	926

DME required.

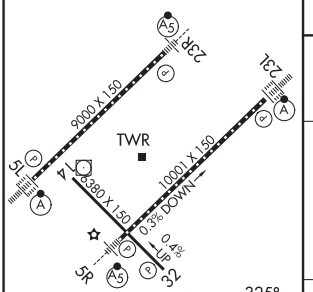
Rwy 32 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1400 then climbing left turn to 3700 on heading 307° and GSO VORTAC R-332 to FAMOV/GSO 13.2 DME and hold.

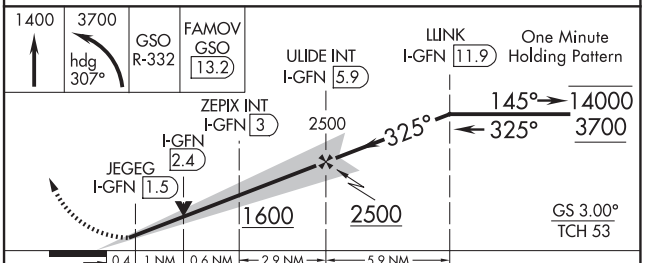
D-ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 126.6 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75



ELEV 926 D TDZE 902



TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R



CATEGORY	A	B	C	D
S-ILS 32	1152-¾ 250 (300-¾)			
S-LOC 32	1400-1 498 (500-1)		1400-1⅜ 498 (500-1⅜)	
CIRCLING	1440-1 514 (600-1)		1700-2¼ 774 (800-2¼)	1700-2½ 774 (800-2½)

GREENSBORO, NORTH CAROLINA
Orig-B 18MAY23

36°06'N-79°56'W

PIEDMONT TRIAD INTL (GSO)

ILS Z or LOC Z RWY 32

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

ILS RWY 23L (CAT II)

PIEDMONT TRIAD INTL (GSO)

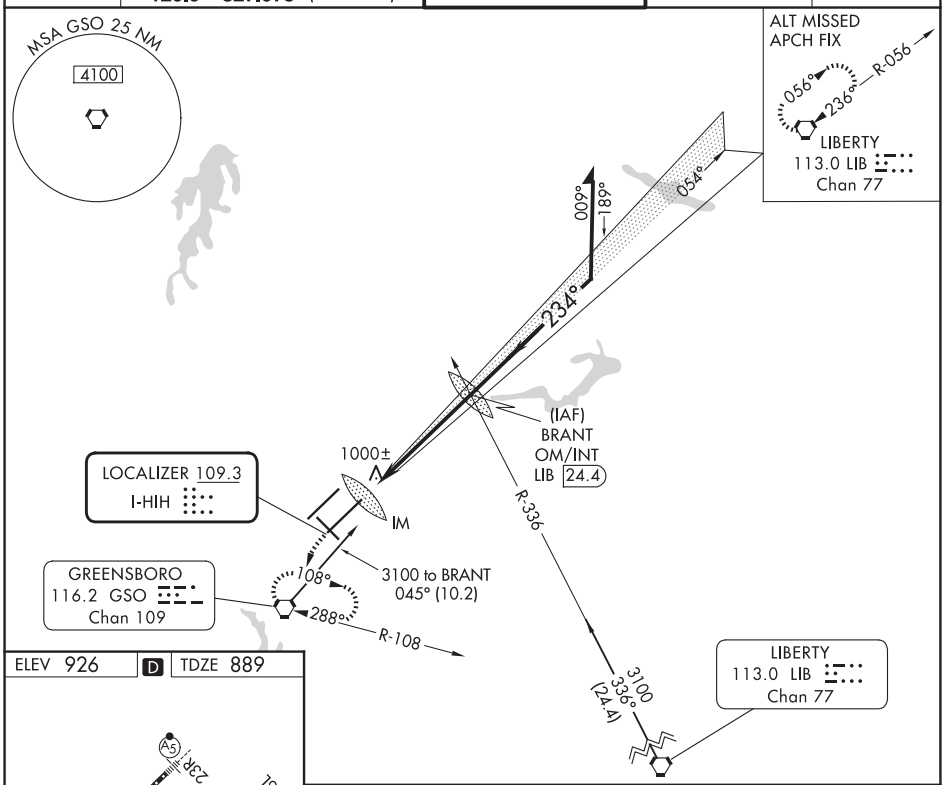
LOC I-HIH	APP CRS	Rwy Ldg	9601
109.3	234°	TDZE	889
		Apt Elev	926

Simultaneous approach authorized with Rwy 23R.

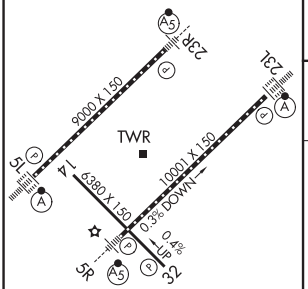
ALSF-2

MISSED APPROACH: Climb to 1300 then climbing left turn to 3100 direct GSO VORTAC and hold, continue climb-in-hold to 3100.

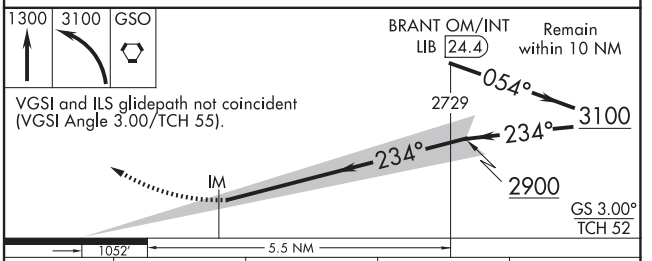
D-ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 126.6 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75



ELEV 926 D TDZE 889



TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R



CATEGORY	A	B	C	D
S-ILS 23L	RA 106/12 100 DA 989			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

GREENSBORO, NORTH CAROLINA AL-178 (FAA) 25219

ILS RWY 5L (CAT II & III)

PIEDMONT TRIAD INTL (GSO)

LOC/DME I-LLG	APP CRS	Rwy Ldg	9000
109.55	054°	TDZE	916
Chan 32(Y)		Apt Elev	926

DME or RADAR required for procedure entry at LIB VORTAC.

Simultaneous approach authorized.

ALSF-2

MISSED APPROACH: Climb to 1400 then climbing left turn to 3100 on heading 330° and GSO VORTAC R-360 to MAYOS INT/GSO 16.9 DME and hold.

D-ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 126.6 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75

MISSED APCH FIX

MAYOS GSO 16.9

180° 360° 110.4 SBV R-252 Chan 41

116.2 GSO Chan 109 R-360

ALT MISSED APCH FIX

R-360

152° 332° 110.4 SBV R-252 Chan 41

MAYOS LIB 36.1 116.2 GSO Chan 109

LOCALIZER 109.55 I-LLG Chan 32(Y)

CIVES INT I-LLG 6.4 1049± IM

GREENSBORO 116.2 GSO Chan 109

MSA GSO 25 NM 4100

(IF/IAF) JEVEN INT I-LLG 12.5

R-271 1051 2500 054° (6.1) 241° 2600 (8.2)

R-332 R-295 3700 295° (26.5)

LIBERTY 113.0 LIB Chan 77

1 min 054° 234° 234° HOLD 4500 2500

ELEV 926 D TDZE 916

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69).

One Minute Holding Pattern

JEVEN INT I-LLG 12.5 CIVES INT I-LLG 6.4

1400	3100	GSO R-360	MAYOS
	hdg 330°		△

4500 2500 234° 054° 054° 2500 2500 IM 1017

GS 3.00° TCH 55

6.1 NM 4.7 NM 1186'

CATEGORY	A	B	C	D
S-ILS 5L	CAT II RA 113/12 100 DA 1016			
S-ILS 5L	CAT III RVR 06			

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

TWR 9000 X 150 6380 X 150 10001 X 150 0.3% DOWN 0.4% UP 14 32 5L 5R 23R 23L

TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

GREENSBORO, NORTH CAROLINA
Orig-D 06OCT22

36°06'N-79°56'W

PIEDMONT TRIAD INTL (GSO)

ILS RWY 5L (CAT II & III)

SE-2, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-LZY	APP CRS	Rwy Ldg 10001
111.9	054°	TDZE 900
Chan 56		Apt Elev 926

ILS RWY 5R (SA CAT II)

PIEDMONT TRIAD INTL (GSO)

Simultaneous approach authorized.
REDUCED LIGHTING: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 on heading 139° and GSO VORTAC R-108 to KIMES INT/ GSO 18.8 DME and hold.

D-ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 126.6 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75

ALTERNATE MISSED APCH FIX
056° 236° R-056
LIBERTY
113.0 LIB
Chan 77

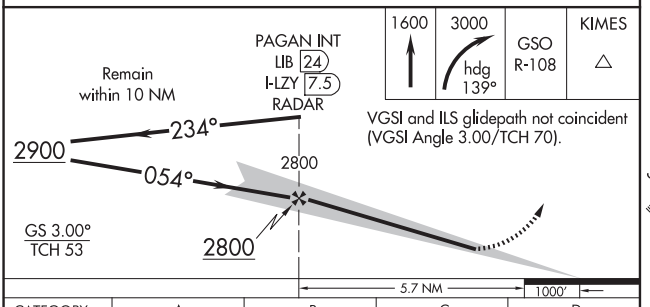
MISSED APCH FIX
R-006 110.4 SBV Chan 41
116.2 GSO R-108 Chan 109
108° 288°
R-219 113.0 LIB Chan 77
KIMES GSO 18.8

LOCALIZER 111.9
I-LZY
Chan 56

GREENSBORO
116.2 GSO
Chan 109

1051
1142
2900
247° (2.9)
R-108
R-305
R-247
054°
(IAF)
PAGAN INT
LIB 24
I-LZY 7.5
RADAR
(CFDXV)
MSA GSO 25 NM
4100
234°
090°
181°
3700
305° (24)
LIBERTY
113.0 LIB
Chan 77

ELEV 926 D TDZE 900

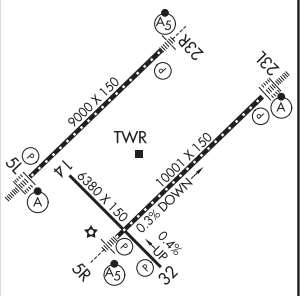


1600	3000	GSO	KIMES
	hdg 139°	R-108	△

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).

CATEGORY	A	B	C	D
S-ILS 5R	RA 122/12 100 DA 1000			

SA CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

GREENSBORO, NORTH CAROLINA AL-178 (FAA) 25219

RNAV (GPS) RWY 5L

PIEDMONT TRIAD INTL (GSO)

WAAS CH 86515 W05B	APP CRS 054°	Rwy Ldg 9000 TDZE 916 Apt Elev 926

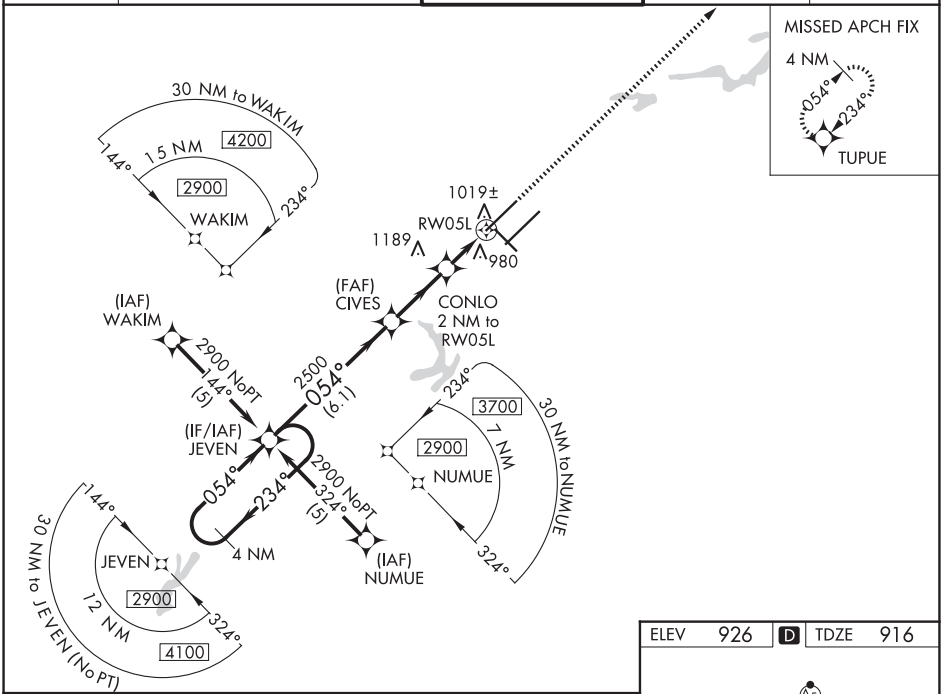
RNP APCH - GPS.

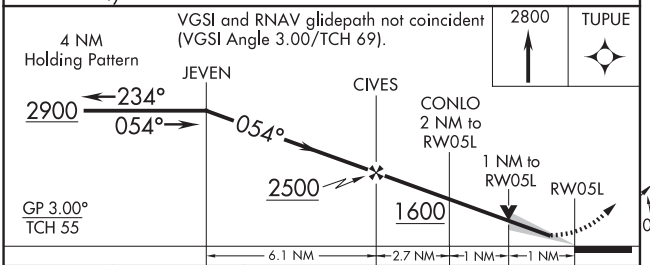
For inop ALS, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. Simultaneous approach authorized with ILS or LOC Rwy 5R, ILS Rwy 5R (CAT II). Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations.

ALSF-2

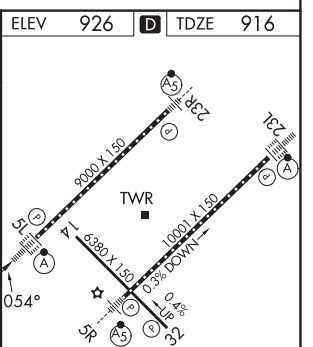
MISSED APPROACH: Climb to 2800 direct TUPUE and hold.

D-ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 126.6 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75





CATEGORY	A	B	C	D
LPV DA	1116/18 200 (200-½)			
LNAV/VNAV DA	1367/50 451 (500-1)			
LNAV MDA	1300/24 384 (400-½)		1300/35 384 (400-⅝)	1300/50 384 (400-1)
CIRCLING	1440-1 514 (600-1)		1700-2¼ 774 (800-2¼)	1700-2½ 774 (800-2½)



TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

GREENSBORO, NORTH CAROLINA
Orig-E 25JAN24

36°06'N-79°56'W

PIEDMONT TRIAD INTL (GSO)

RNAV (GPS) RWY 5L

SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 5R

PIEDMONT TRIAD INTL (GSO)

WAAS CH 53610 W05A	APP CRS 054°	Rwy Ldg 10001 TDZE 900 Apt Elev 926

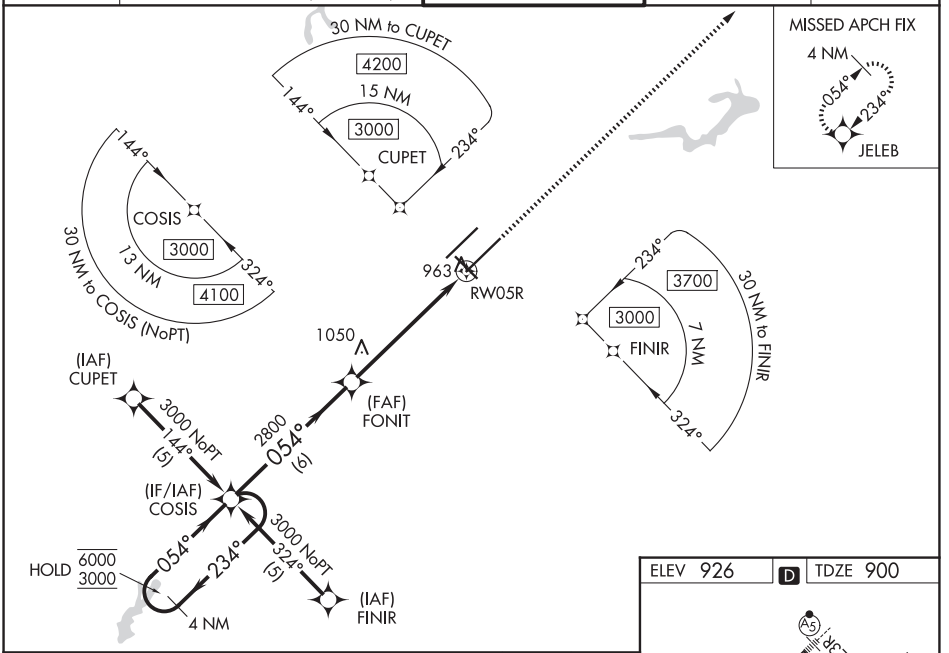
RNP APCH-GPS.

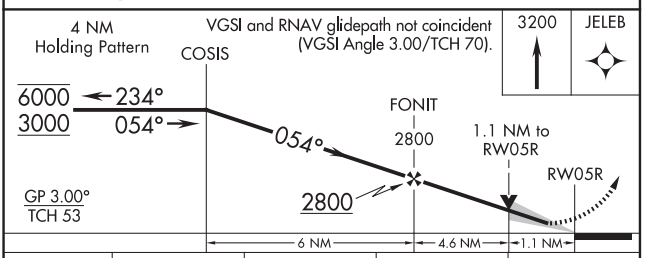
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations. For inop ALS, increase LNAV Cat C/D visibility to RVR 6000.
**1800 RVR authorized with use of FD or AP or HUD to DA.

MALSR

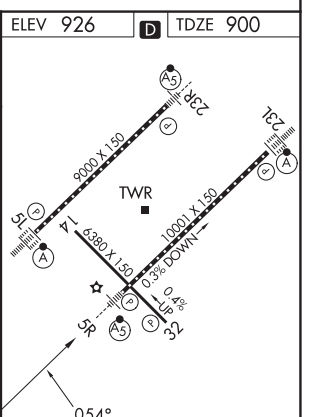
MISSED APPROACH: Climb to 3200 direct JELEB and hold.

D-ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 126.6 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75





CATEGORY	A	B	C	D
LPV DA**	1100/24 200 (200-½)			
LNAV/VNAV DA	1321/40 421 (400-¾)			
LNAV MDA	1300/24 400 (400-½)		1300/40 400 (400-¾)	
CIRCLING	1440-1 514 (600-1)		1700-2¼ 774 (800-2¼)	1700-2½ 774 (800-2½)



TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

GREENSBORO, NORTH CAROLINA AL-178 (FAA) 25219

RNAV (GPS) RWY 14

PIEDMONT TRIAD INTL (GSO)

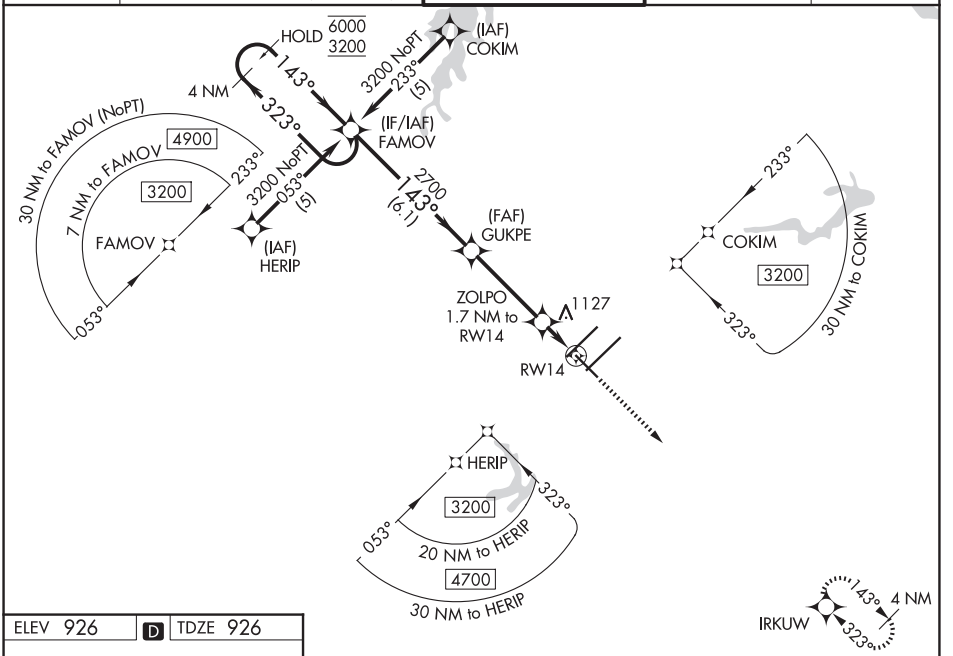
WAAS CH 93919 W14A	APP CRS 143°	Rwy Ldg 6380 TDZE 926 Apt Elev 926

RNP APCH - GPS.

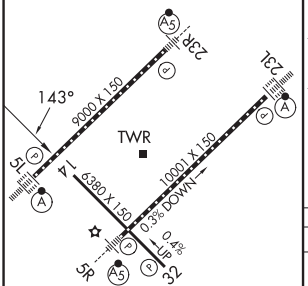
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C.

MISSED APPROACH: Climb to 3700 direct IRKUW and hold, continue climb-in-hold to 3700.

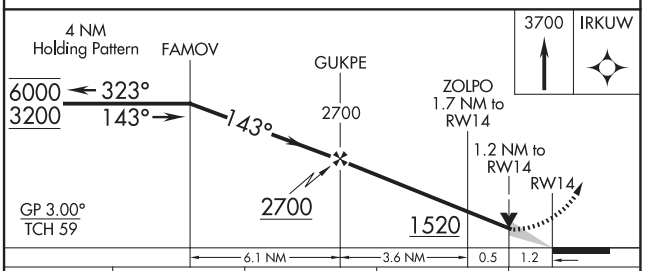
D-ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 126.6 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75



ELEV 926 D TDZE 926



TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL All Rwys



CATEGORY	A	B	C	D
LPV DA	1126-¾ 200 (200-¾)			
LNAV/VNAV DA	1424-1⅜ 498 (500-1⅜)			
LNAV MDA	1360-1 434 (500-1)		1360-1¼ 434 (500-1¼)	
CIRCLING	1440-1 514 (600-1)		1700-2¼ 774 (800-2¼)	1700-2½ 774 (800-2½)

GREENSBORO, NORTH CAROLINA
Amdt 2B 16MAY24

36°06'N-79°56'W

PIEDMONT TRIAD INTL (GSO)

RNAV (GPS) RWY 14

SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 23L

PIEDMONT TRIAD INTL (GSO)

WAAS CH 97710 W23A	APP CRS 234°	Rwy Ldg 9601 TDZE 889 Apt Elev 926

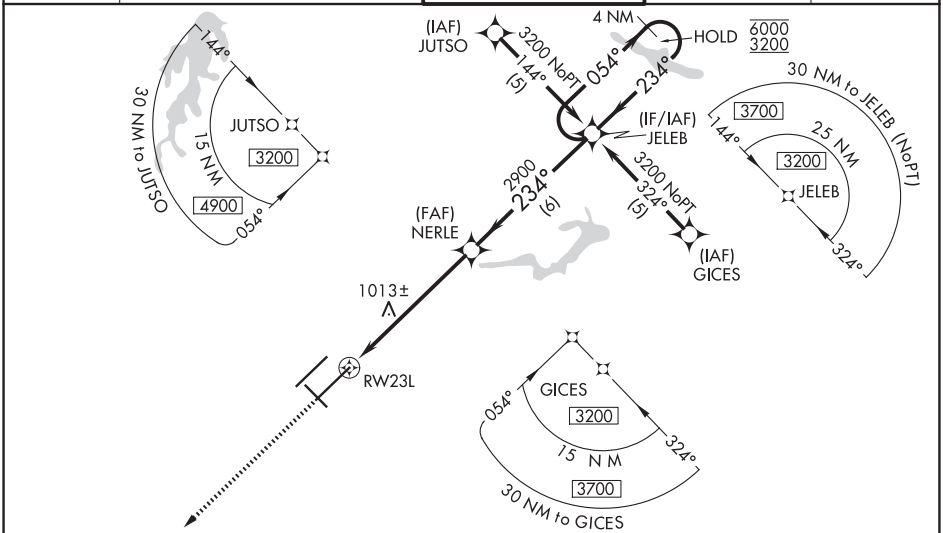
RNP APCH - GPS.

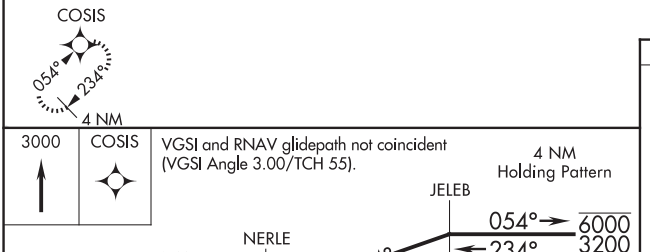
Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

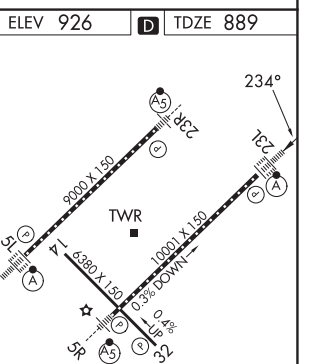
ALSF-2

MISSED APPROACH: Climb to 3000 direct COSIS and hold.

D-ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 126.6 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75







CATEGORY	A	B	C	D
LPV DA	1089/18 200 (200-½)			
LNAV/VNAV DA	1283/35 394 (400-⅝)			
LNAV MDA	1280/24 391 (400-½)		1280/35 391 (400-⅝)	
CIRCLING	1440-1 514 (600-1)		1700-2¼ 774 (800-2¼)	1700-2½ 774 (800-2½)

TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

GREENSBORO, NORTH CAROLINA AL-178 (FAA) 25219

RNAV (GPS) RWY 23R

PIEDMONT TRIAD INTL (GSO)

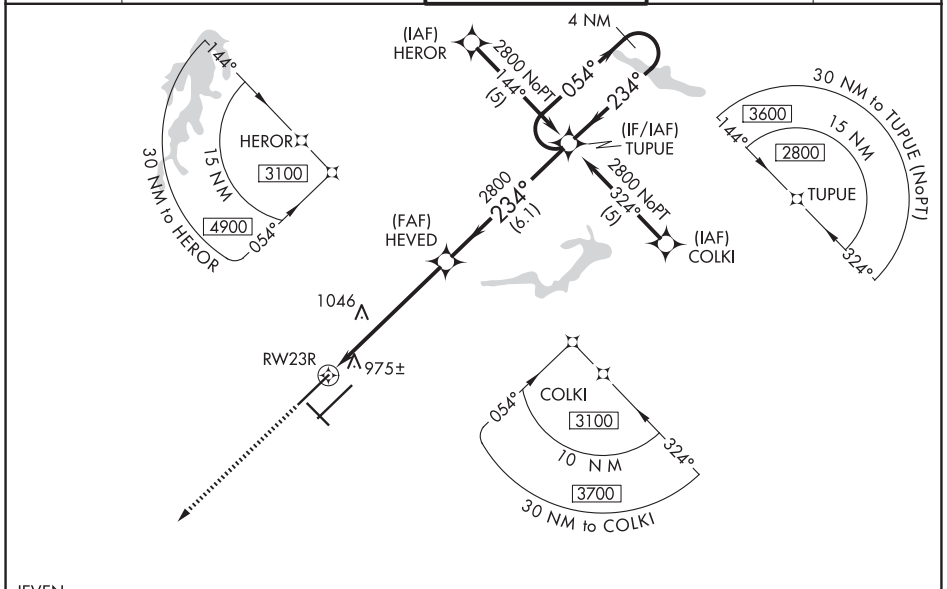
WAAS CH 90315 W23B	APP CRS 234°	Rwy Ldg 9000 TDZE 864 Apt Elev 926

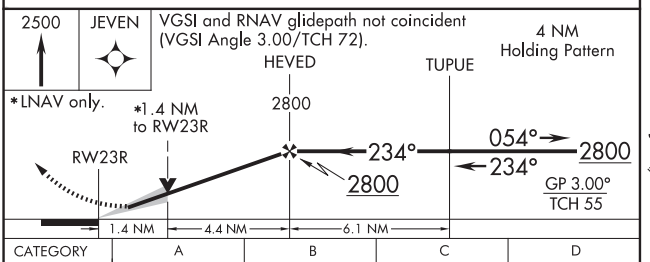
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with ILS or LOC RWY 23L, ILS RWY 23L CAT (II). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

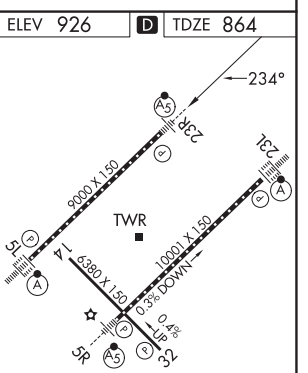
MALSR (A5)

MISSED APPROACH: Climb to 2500 direct JEVEN and hold.

D-ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 126.6 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75







CATEGORY	A	B	C	D
LPV DA	1064/18 200 (200-½)			
LNAV/VNAV DA	1414-1½ 550 (500-1½)			
LNAV MDA	1340/24 476 (500-½)		1340/50 476 (500-1)	
CIRCLING	1440-1 514 (600-1)		1700-2¼ 774 (800-2¼)	1700-2½ 774 (800-2½)

TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

GREENSBORO, NORTH CAROLINA
Orig-E 15JUN23

36°06'N-79°56'W

PIEDMONT TRIAD INTL (GSO)

RNAV (GPS) RWY 23R

SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 32

PIEDMONT TRIAD INTL (GSO)

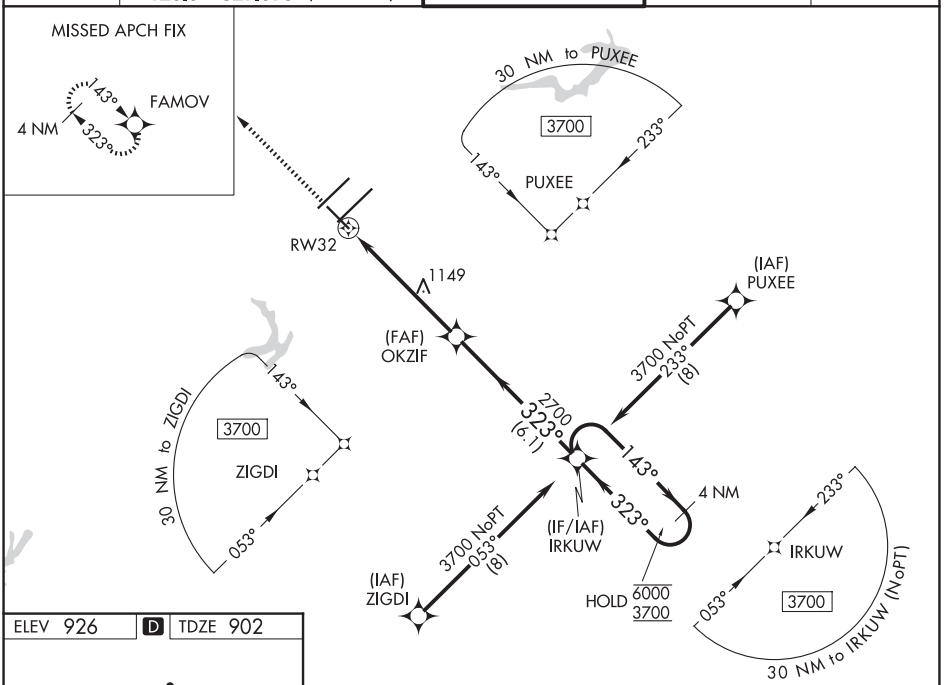
WAAS	APP CRS	Rwy Ldg	6380
CH 61035	323°	TDZE	902
W32A		Apt Elev	926

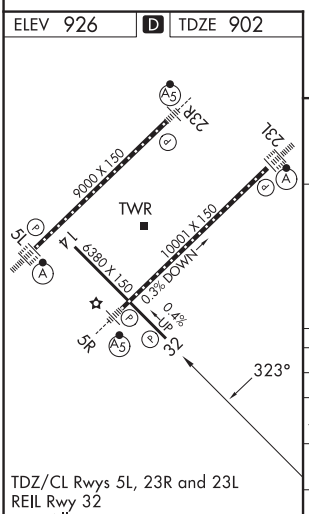
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. Rwy 32 helicopter visibility reduction below ¾ SM NA.

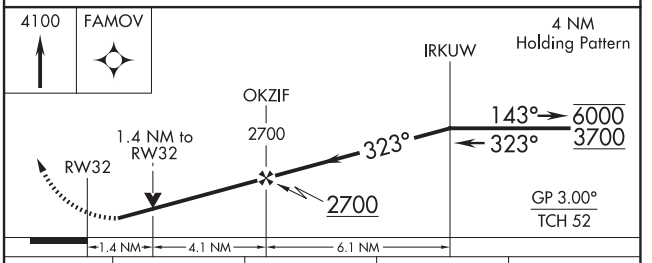
MISSED APPROACH: Climb to 4100 direct FAMOV and hold, continue climb-in-hold to 4100.

D-ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 126.6 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75





TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL All Rwys



CATEGORY	A	B	C	D
LPV DA	1102-¾ 200 (200-¾)			
LNAV/VNAV DA	1419-1⅜ 517 (500-1⅜)			
LNAV MDA	1400-1 498 (500-1)		1400-1⅜ 498 (500-1⅜)	
CIRCLING	1440-1 514 (600-1)		1700-2¼ 774 (800-2¼)	1700-2½ 774 (800-2½)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

GREENSBORO, NORTH CAROLINA AL-178 (FAA) 25219

VOR/DME RWY 23L

PIEDMONT TRIAD INTL (GSO)

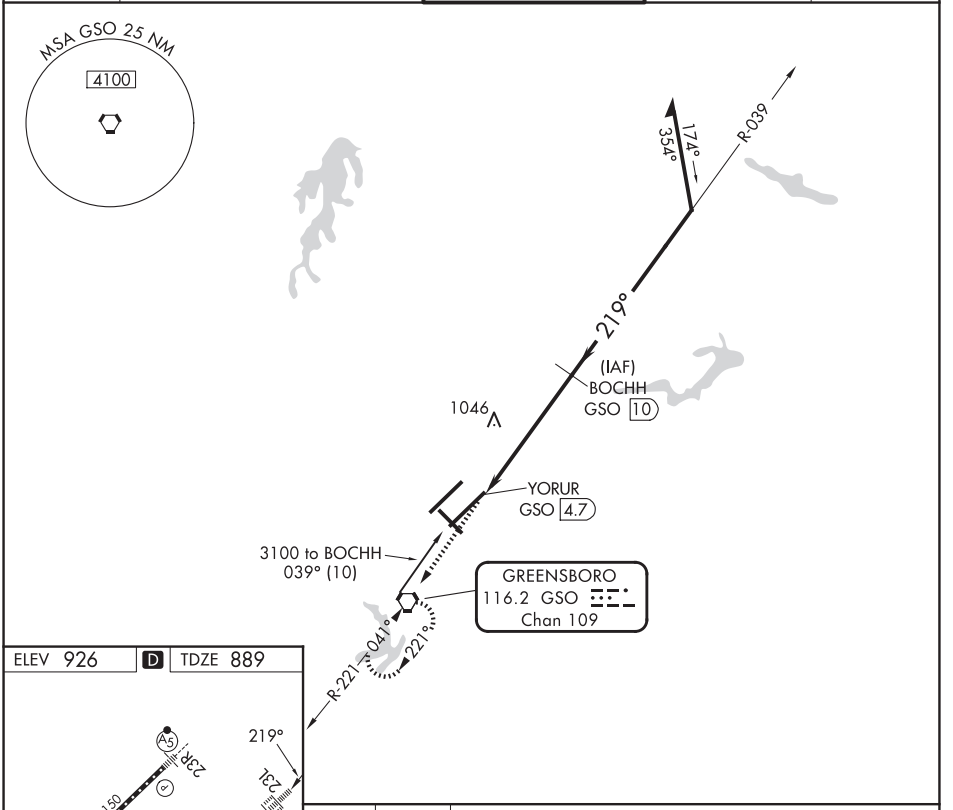
VORTAC GSO	APP CRS	Rwy Ldg	9601
116.2	219°	TDZE	889
Chan 109		Apt Elev	926

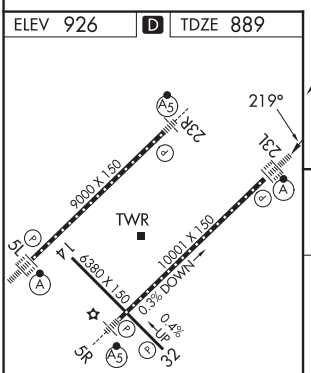
For inop ALS, increase S-23L Cat D visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 3100 direct GSO VORTAC and hold, continue climb-in-hold to 3100.

D-ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 126.6 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75





CATEGORY	A	B	C	D
S-23L	1300/24	411 (400-½)	1300/40 411 (400-¾)	1300/50 411 (400-1)
CIRCLING	1440-1	514 (600-1)	1700-2¼ 774 (800-2¼)	1700-2½ 774 (800-2½)

TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

GREENSBORO, NORTH CAROLINA
Amdt 10C 06OCT22

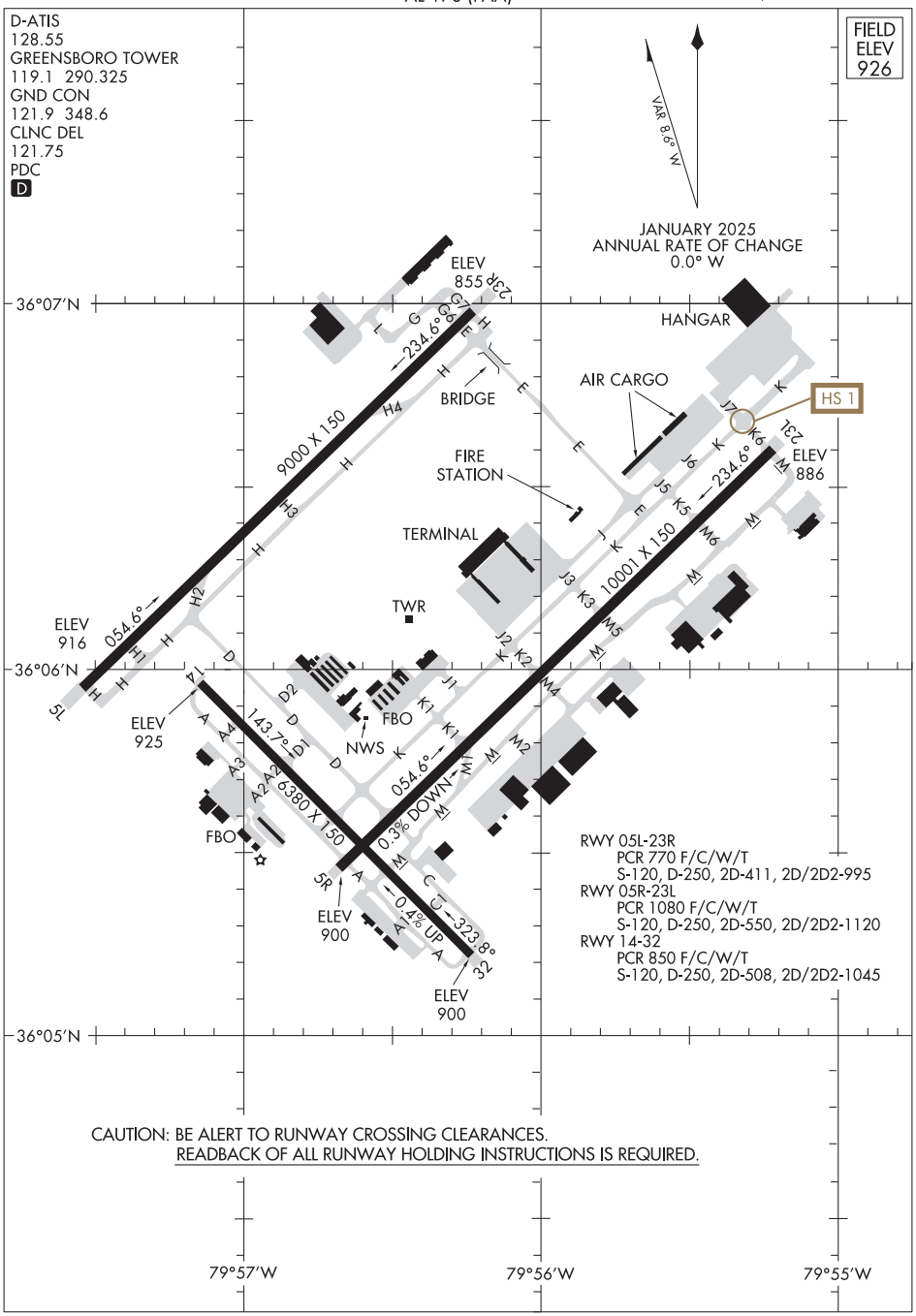
36°06'N-79°56'W

PIEDMONT TRIAD INTL (GSO)

VOR/DME RWY 23L

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

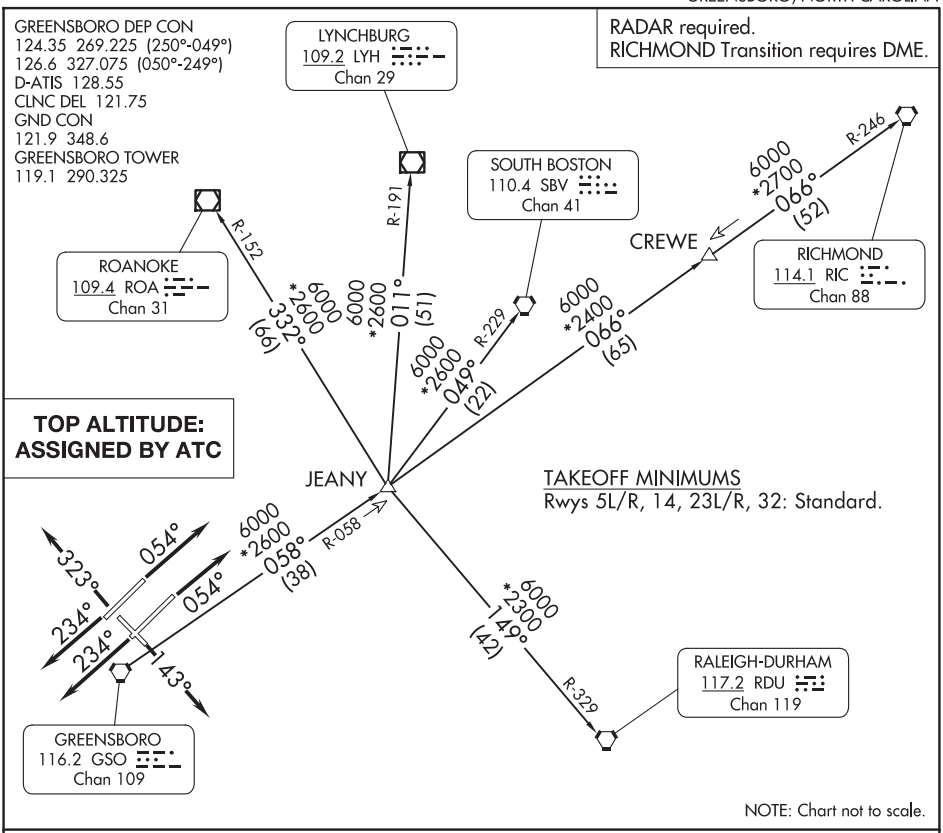


SE-2, 07 AUG 2025 to 02 OCT 2025

(QUAK8.GSO) 24081 AL-178 (FAA)

QUAKER EIGHT DEPARTURE

PIEDMONT TRIAD INTL (GSO)
GREENSBORO, NORTH CAROLINA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5L/R: Climb on heading 054°, thence. . . .
TAKEOFF RUNWAY 14: Climb on heading 143°, thence. . . .
TAKEOFF RUNWAYS 23L/R: Climb on heading 234°, thence. . . .
TAKEOFF RUNWAY 32: Climb on heading 323°, thence. . . .
. . . .maintain altitude assigned by ATC. RADAR vectors will be provided to intercept assigned radial associated with the issued transition, or if no transition assigned, RADAR vectors will be provided to the appropriate fix. Expect requested altitude/flight level 10 minutes after departure.

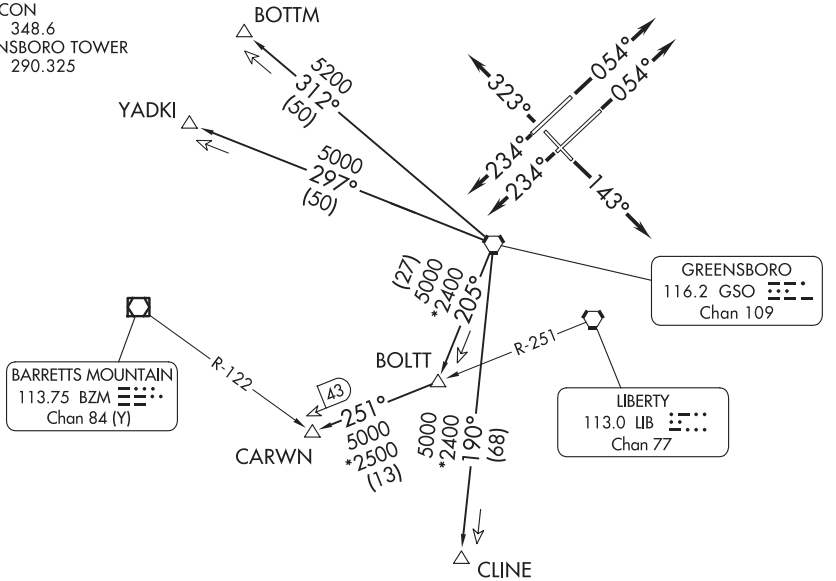
LYNCHBURG TRANSITION (QUAK8.LYH): From over GSO VORTAC on GSO R-058 to JEANY then on LYH R-191 to LYH VOR/DME.
RALEIGH/DURHAM TRANSITION (QUAK8.RDU): From over GSO VORTAC on GSO R-058 to JEANY then on RDU R-329 to RDU VORTAC.
RICHMOND TRANSITION (QUAK8.RIC): From over GSO VORTAC on GSO R-058 to JEANY then on GSO R-058 and RIC R-246 to CREWE then on RIC R-246 to RIC VORTAC.
ROANOKE TRANSITION (QUAK8.ROA): From over GSO VORTAC on GSO R-058 to JEANY then on ROA R-152 to ROA VOR/DME.
SOUTH BOSTON TRANSITION (QUAK8.SBV): From over GSO VORTAC on GSO R-058 to JEANY then on SBV R-229 to SBV VORTAC.

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

TRIAD NINE DEPARTURE

GREENSBORO DEP CON
124.35 269.225 (250°-049°)
126.6 327.075 (050°-249°)
D-ATIS 128.55
CLNC DEL 121.75
GND CON
121.9 348.6
GREENSBORO TOWER
119.1 290.325

TOP ALTITUDE: ASSIGNED BY ATC



TAKEOFF MINIMUMS
Rwys 5L/R, 14, 23L/R, 32: Standard.

NOTE: RADAR and DME required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 5L/R: Climb heading 054°, thence. . . .
TAKEOFF RWY 14: Climb heading 143°, thence. . . .
TAKEOFF RWYS 23L/R: Climb heading 234°, thence. . . .
TAKEOFF RWY 32: Climb heading 323°, thence. . . .

. . . .maintain altitude assigned by ATC. Expect vector to intercept assigned radial associated with the issued transition. Proceed via the depicted radial to the transition fix, thence as filed. If no transition assigned, expect vector to the appropriate fix. Expect requested altitude/flight level ten (10) minutes after departure.

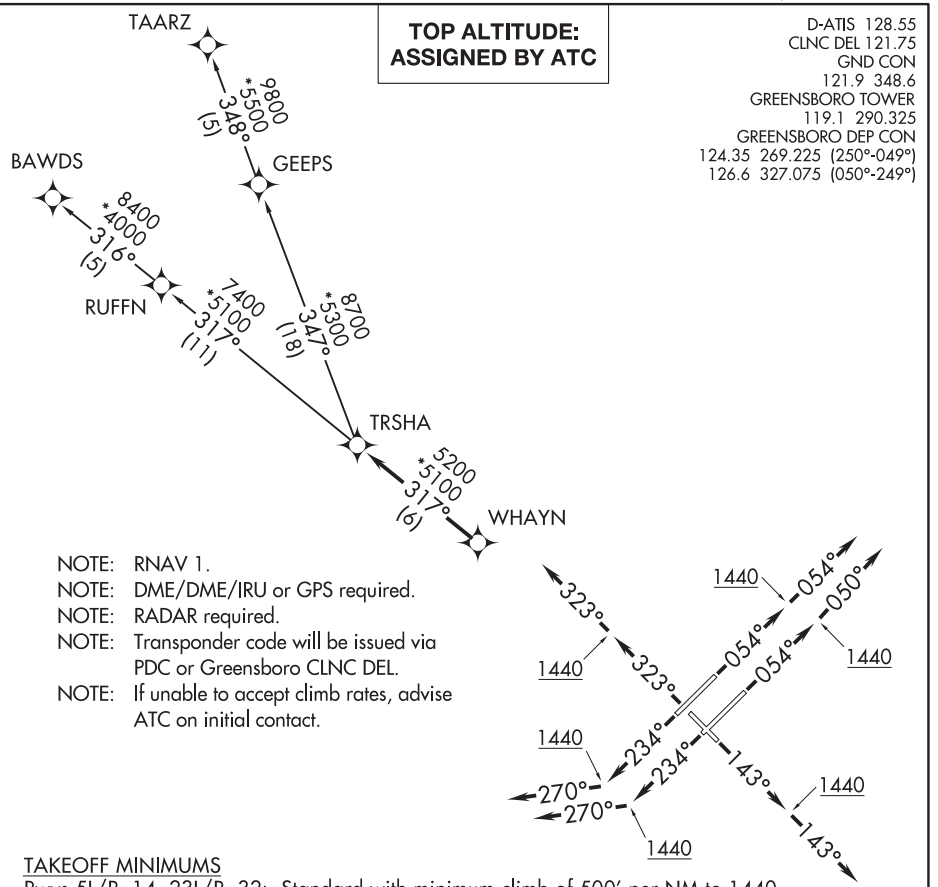
BOTTM TRANSITION (TRI9.BOTTM): Expect vector to intercept GSO R-312 to BOTTM.
CARWN TRANSITION (TRI9.CARWN): Expect vector to intercept GSO R-205 to BOLTT, then on LIB R-251 to CARWN.
CLINE TRANSITION (TRI9.CLINE): Expect vector to intercept GSO R-190 to CLINE.
YADKI TRANSITION (TRI9.YADKI): Expect vector to intercept GSO R-297 to YADKI.

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

(TRSHA1.TRSHA) 17285 AL-178 (FAA)

TRSHA ONE DEPARTURE (RNAV)

PIEDMONT TRIAD INTL (GSO)
GREENSBORO, NORTH CAROLINA



TAKEOFF MINIMUMS
Rwys 5L/R, 14, 23L/R, 32: Standard with minimum climb of 500′ per NM to 1440.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5L: Climb heading 054° to 1440, then on heading 054°. Thence. . . .
TAKEOFF RWY 5R: Climb heading 054° to 1440, then on heading 050°. Thence. . . .
TAKEOFF RWY 14: Climb heading 143°to 1440, then on heading 143°. Thence. . . .
TAKEOFF RWY 23L/R: Climb heading 234° to 1440, then on heading 270°. Thence. . . .
TAKEOFF RWY 32: Climb heading 323° to 1440, then on heading 323°. Thence. . . .

. . . .expect RADAR vectors to WHAYN, then on track 317° to TRSHA, then on assigned transition. Maintain altitude assigned by ATC. Expect clearance to filed altitude within ten (10) minutes after departure.

BAWDS TRANSITION (TRSHA1.BAWDS)
TAARZ TRANSITION (TRSHA1.TAARZ)

SE-2, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-PGV	APP CRS	Rwy Idg 6505
110.7	197°	TDZE 25
Chan 44		Apt Elev 26

ILS Y or LOC Y RWY 20

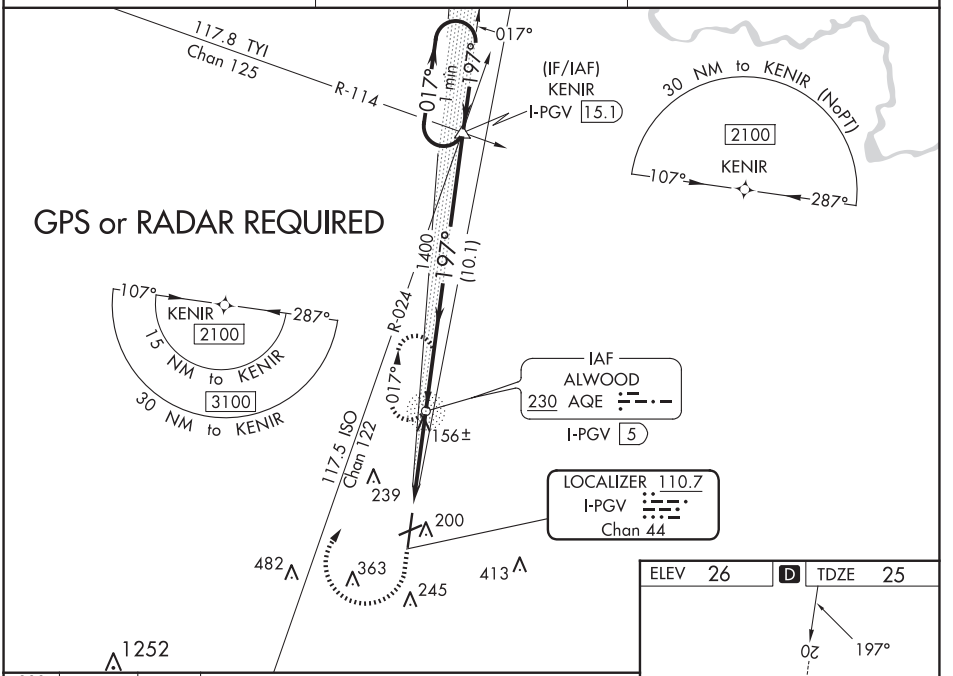
PITT-GREENVILLE (PGV)

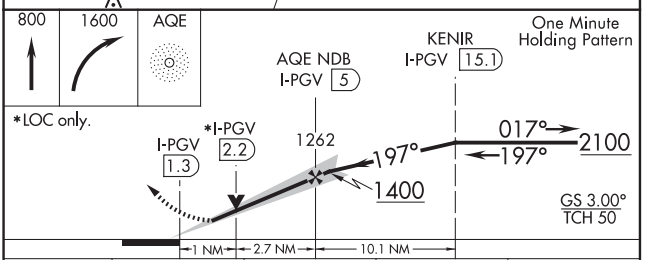
T ANA ADF required. VDP NA with Washington altimeter setting. When local altimeter setting not received use Washington altimeter setting and increase S-ILS 20 DA to 298 feet; increase all MDAs 60 feet and S-LOC 20 visibility Cat C/D ⅛ SM, and Circling visibility Cat D ¼ SM. For inop ALS when using Washington altimeter setting, increase S-ILS 20 all Cats visibility ⅜ SM, and S-LOC 20 visibility Cat A/B ¼ SM. Inop table does not apply to S-ILS all Cats. Rwy 20 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase S-LOC 20 visibility Cat A/B ¼ SM, Cat C/D ⅜ SM.

MALSR

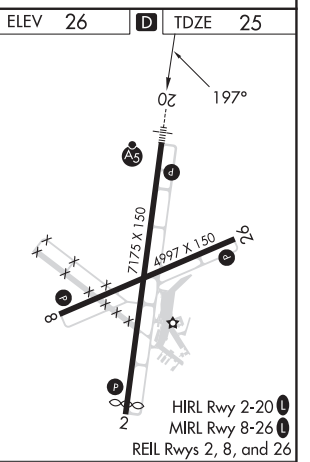
MISSED APPROACH: Climb to 800 then climbing right turn to 1600 direct AQE NDB and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
128.425	123.85 279.65	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 20	257-¾ 231 (300-¾)			
S-LOC 20	420-¾ 394 (400-¾)			
C CIRCLING	600-1 574 (600-1)	620-1 594 (600-1)	700-2 674 (700-2)	800-2½ 774 (800-2½)



FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

GREENVILLE, NORTH CAROLINA | AL-5521 (FAA) | 23110

LOC/DME I-PGV	APP CRS	Rwy Idg	6505
110.7	197°	TDZE	25
Chan 44		Apt Elev	26

ILS Z or LOC Z RWY 20

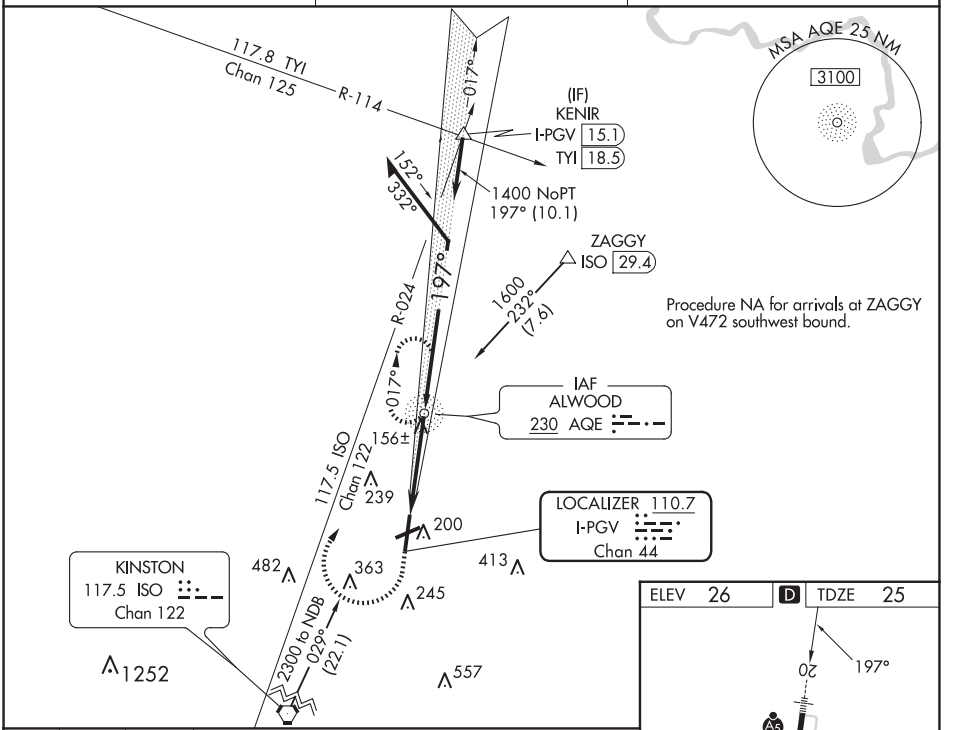
PITT-GREENVILLE (PGV)

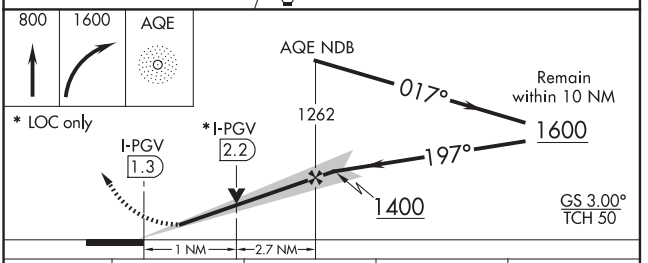
T NA — ADF required. VDP NA with Washington altimeter setting. When local altimeter setting not received use Washington altimeter setting and increase S-ILS 20 DA to 298 feet; increase all MDAs 60 feet and S-LOC 20 visibility Cat C/D ⅛ SM, and Circling visibility Cat D ¼ SM. For inop ALS when using Washington altimeter setting, increase S-ILS 20 all Cats visibility ⅜ SM, and S-LOC 20 visibility Cat A/B ¼ SM. Inop table does not apply to S-ILS all Cats. Rwy 20 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase S-LOC 20 visibility Cat A/B ¼ SM, Cat C/D ⅜ SM.

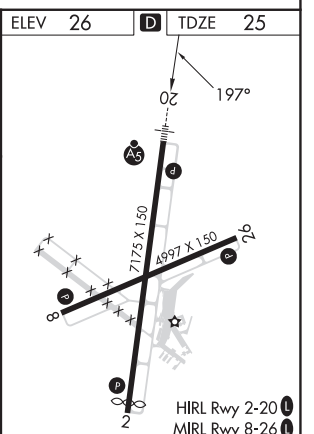
MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 1600 direct AQE NDB and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
128.425	123.85 279.65	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 20	257-¾	231 (300-¾)		
S-LOC 20	420-¾	394 (400-¾)		
C CIRCLING	600-1 574 (600-1)	620-1 594 (600-1)	700-2 674 (700-2)	800-2½ 774 (800-2½)

FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 42738 W02A	APP CRS 017°	Rwy Idg 6904 TDZE 24 Apt Elev 26

RNAV (GPS) RWY 2

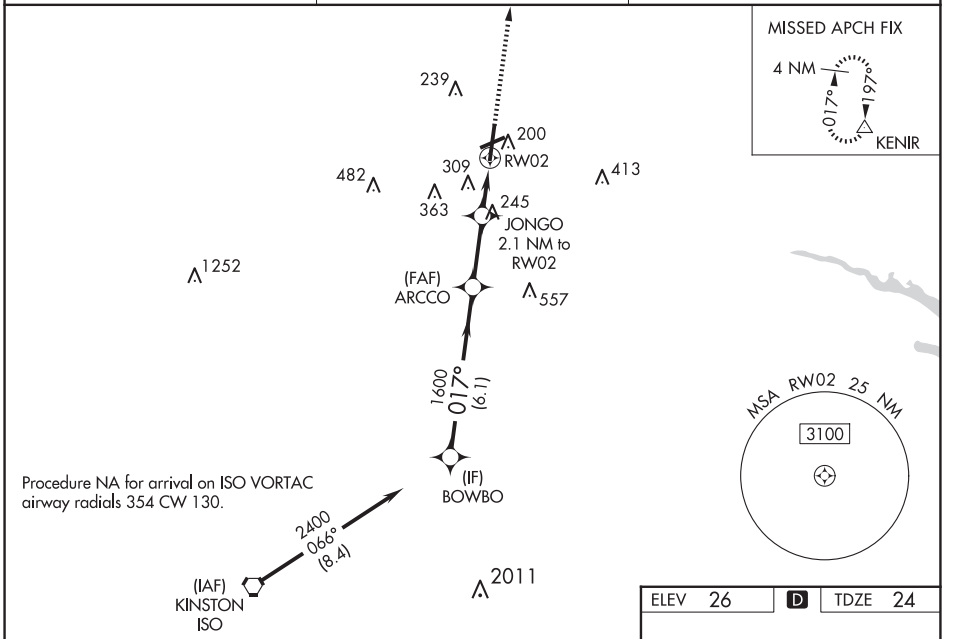
PITT-GREENVILLE (PGV)

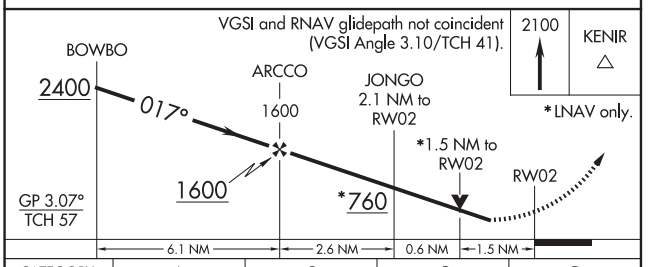
RNP APCH-GPS.

Baro-VNAV NA when using Washington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 50°C. Rwy 2 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received use Washington altimeter setting and increase LPV DA to 444 feet, visibility all Cats ⅛ SM; increase LNAV/VNAV DA to 661; increase all MDAs 60 feet, LNAV visibility Cat C and D and Circling Cat D ¼ SM. VDP NA when using Washington altimeter setting.

MISSED APPROACH: Climb to 2100 direct KENIR and hold.

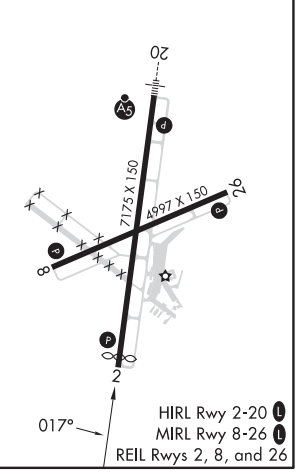
AWOS-3	WASHINGTON CENTER	UNICOM
128.425	123.85 279.65	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	403-1 379 (400-1)			
LNAV/VNAV DA	620-1¾ 596 (600-1¾)			
LNAV MDA	540-1 516 (600-1)		540-1⅜ 516 (600-1⅜)	
C CIRCLING	600-1 574 (600-1)	620-1 594 (600-1)	700-2 674 (700-2)	800-2½ 774 (800-2½)

ELEV 26 D TDZE 24



SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 8

PITT-GREENVILLE (PGV)

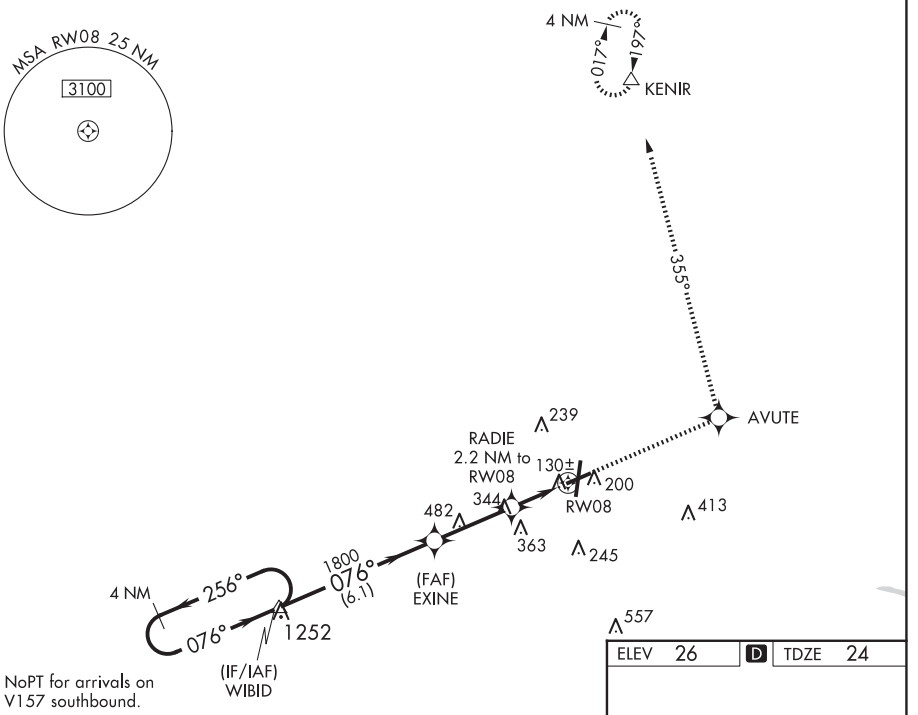
APP CRS	Rwy Idg	4997
076°	TDZE	24
	Apt Elev	26

RNP APCH - GPS.

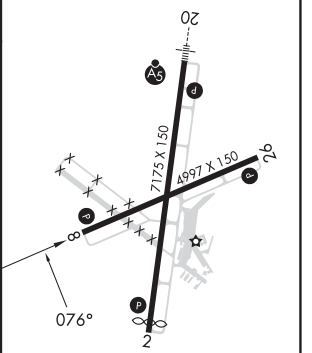
Rwy 8 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received use Washington altimeter setting and increase all MDAs 60 feet, LNAV visibility Cat C and D 1⅛ SM and Circling visibility Cat D ¼ SM.

MISSED APPROACH: Climb to 3000 direct AVUTE and via 355° track to KENIR and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
128.425	123.85 279.65	122.8 (CTAF) L



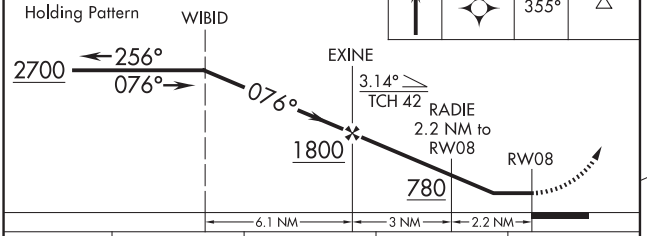
ELEV 26 D TDZE 24



HIRL Rwy 2-20 L
MIRL Rwy 8-26 L
REIL Rwys 2, 8, and 26

VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 53).

3000	AVUTE	tr 355°	KENIR



CATEGORY	A	B	C	D
LNAV MDA	500-1 476 (500-1)		500-1⅜ 476 (500-1⅜)	
CIRCLING	600-1 574 (600-1)	620-1 594 (600-1)	700-2 674 (700-2)	800-2½ 774 (800-2½)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 20

PITT-GREENVILLE (PGV)

WAAS CH 87011 W20A	APP CRS 197°	Rwy Idg 6505 TDZE 25 Apt Elev 26

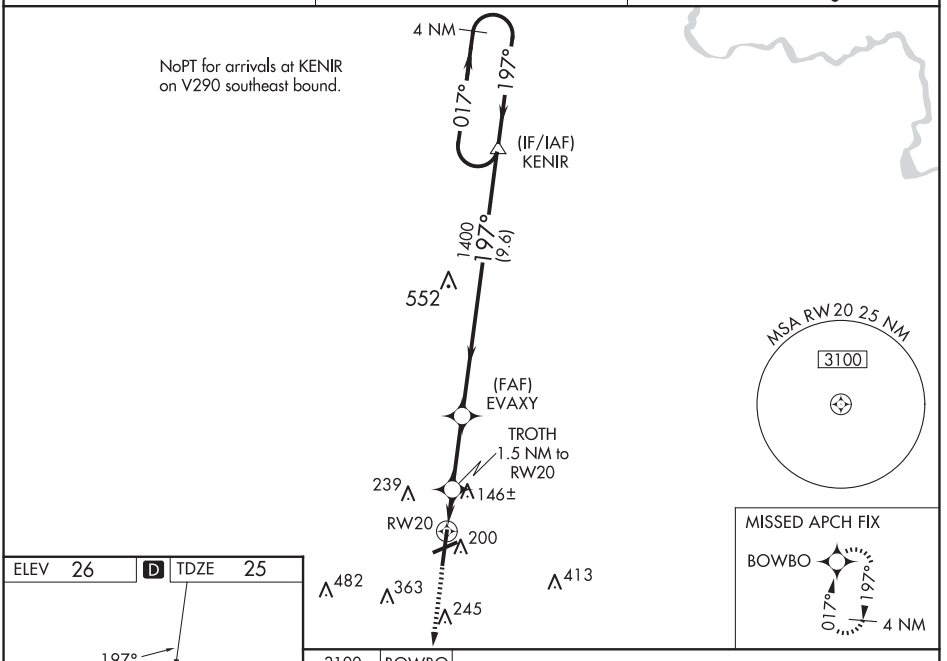
RNP APCH - GPS.

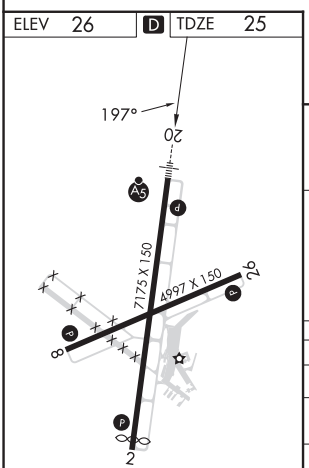
T A Baro-VNAV NA when using Washington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 50°C. When local altimeter setting not received use Washington altimeter setting and increase LPV DA to 272 feet; increase LNAV/VNAV DA to 345; increase all MDAs 60 feet and Circling visibility Cat D ¼SM. For inop ALS, increase LNAV/VNAV all Cats visibility to ⅞ mile and LNAV all Cats visibility to 1 mile. For inop ALS when using Washington altimeter setting, increase LNAV/VNAV all Cats visibility ⅛ SM, and LNAV visibility Cat A/B ¼ SM. Rwy 20 helicopter visibility reduction below ¾ SM NA.

MALSR

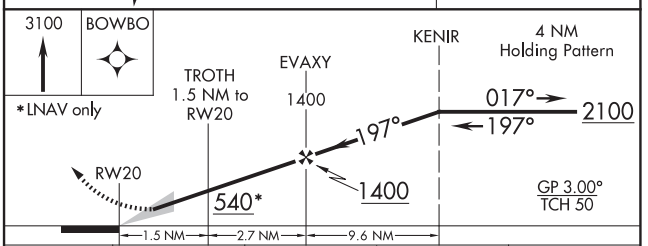
MISSED APPROACH: Climb to 3100 direct BOWBO and hold, continue climb-in-hold to 3100.

AWOS-3	WASHINGTON CENTER	UNICOM
128.425	123.85 279.65	122.8 (CTAF) L





HIRL Rwy 2-20 L
MIRL Rwy 8-26 L
REIL Rwys 2, 8, and 26



CATEGORY	A	B	C	D
LPV DA	231-½ 205 (300-½)			
LNAV/VNAV DA	304-¾ 278 (300-¾)			
LNAV MDA	400-¾ 374 (400-¾)			
C CIRCLING	600-1 574 (600-1)	620-1 594 (600-1)	700-2 674 (700-2)	800-2½ 774 (800-2½)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

GREENVILLE, NORTH CAROLINA | AL-5521 (FAA) | 23110

RNAV (GPS) RWY 26

PITT-GREENVILLE (PGV)

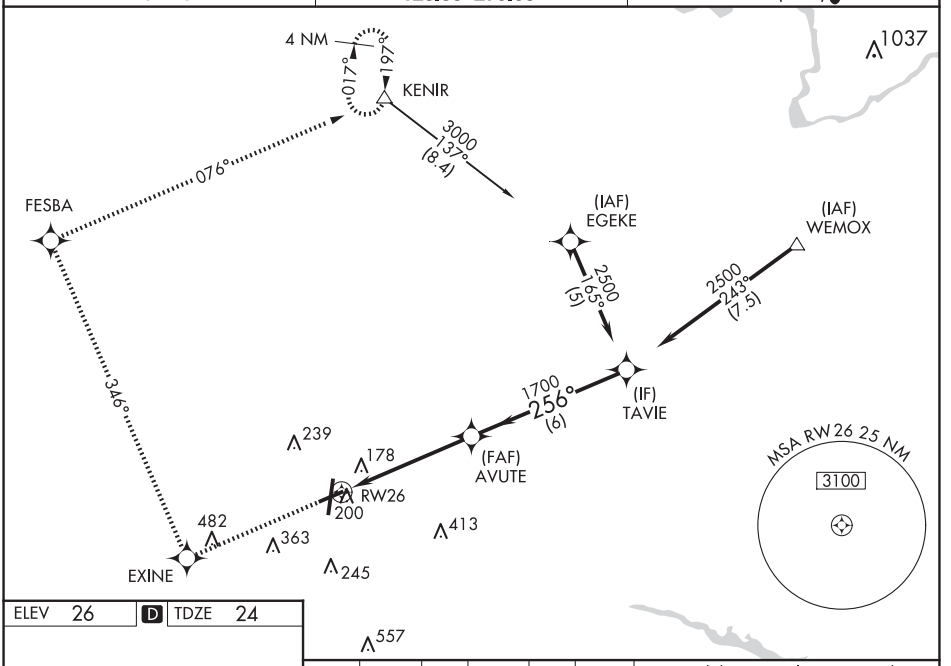
WAAS CH 53711 W26A	APP CRS 256°	Rwy Idg 4997 TDZE 24 Apt Elev 26

RNP APCH - GPS.

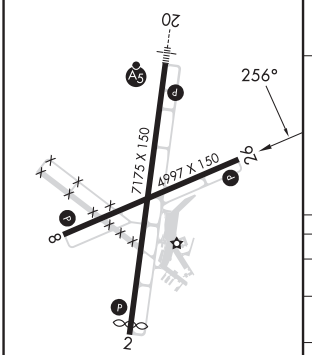
Baro-VNAV NA when using Washington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. Rwy 26 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received use Washington altimeter setting and increase LPV DA to 376 feet, visibility all Cats ⅛ SM; increase LNAV/VNAV DA to 505, visibility all Cats ⅛ SM; increase all MDAs 60 feet, LNAV visibility Cat C and D and Circling Cat D ¼ SM.

MISSED APPROACH: Climb to 3000 direct EXINE and via 346° track to FESBA and via 076° track to KENIR and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
128.425	123.85 279.65	122.8 (CTAF) L



ELEV 26	D	TDZE 24

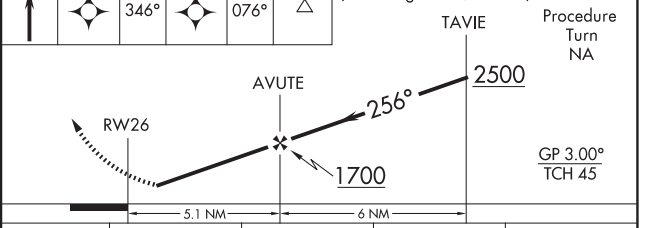


HIRL Rwy 2-20 L
MIRL Rwy 8-26 L
REIL Rwys 2, 8, and 26

557

3000	EXINE	tr 346°	FESBA	tr 076°	KENIR

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 40).



CATEGORY	A	B	C	D
LPV DA	335-⅞ 311 (400-⅞)			
LNAV/VNAV DA	464-1¼ 440 (500-1¼)			
LNAV MDA	520-1 496 (500-1)		520-1⅜ 496 (500-1⅜)	
CIRCLING	600-1 574 (600-1)	620-1 594 (600-1)	700-2 674 (700-2)	800-2½ 774 (800-2½)

GREENVILLE, NORTH CAROLINA
Amdt 2B 24MAR22

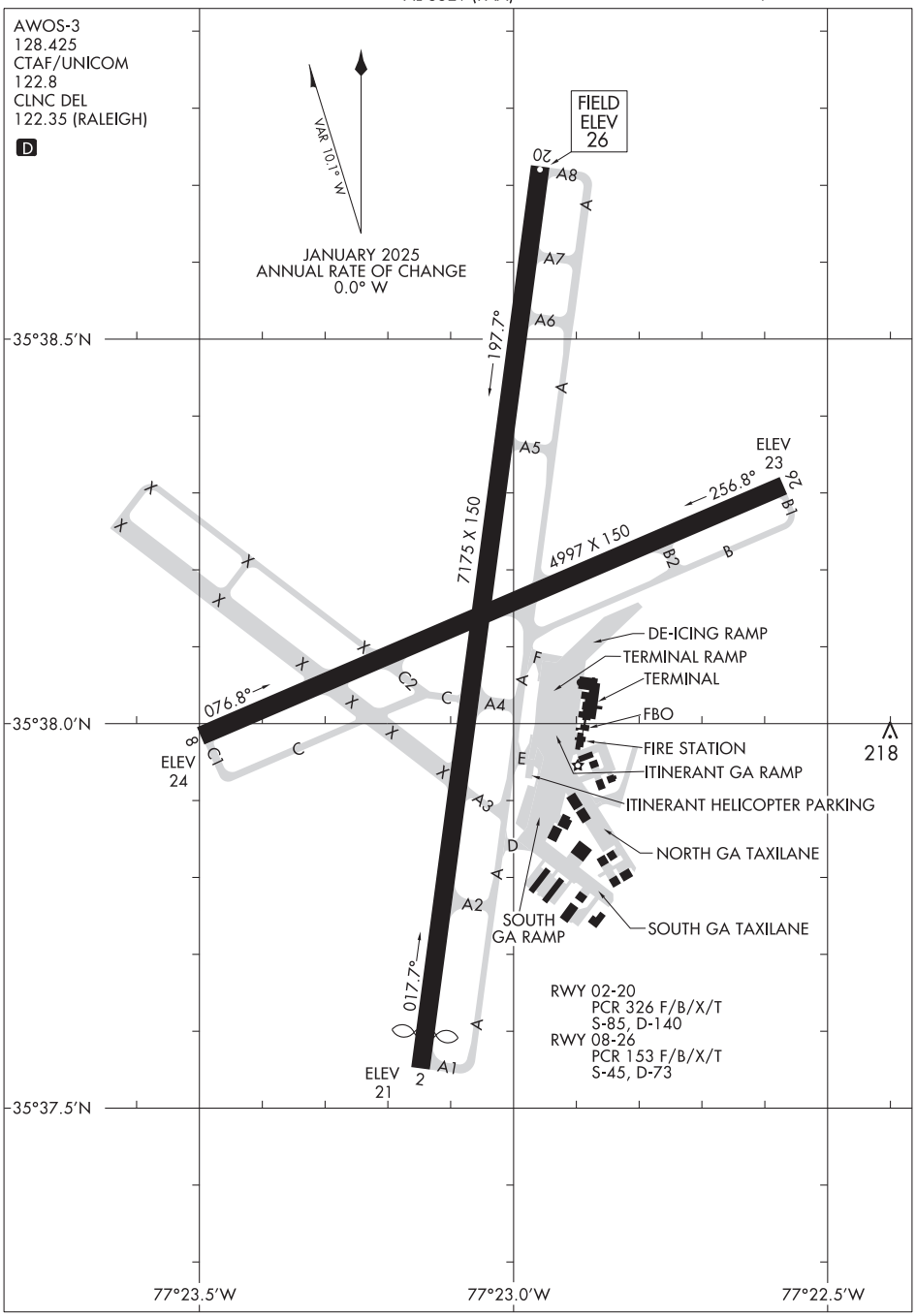
35°38'N-77°23'W

PITT-GREENVILLE (PGV)

RNAV (GPS) RWY 26

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025



SE-2, 07 AUG 2025 to 02 OCT 2025

GREENVILLE, SOUTH CAROLINA AL-179 (FAA) 23278

ILS or LOC RWY 5

DONALDSON FLD (GYH)

LOC/DME I-GYH	APP CRS	Rwy Idg	8000
108.3	047°	TDZE	956
Chan 20		Apt Elev	956

RNP APCH - GPS.

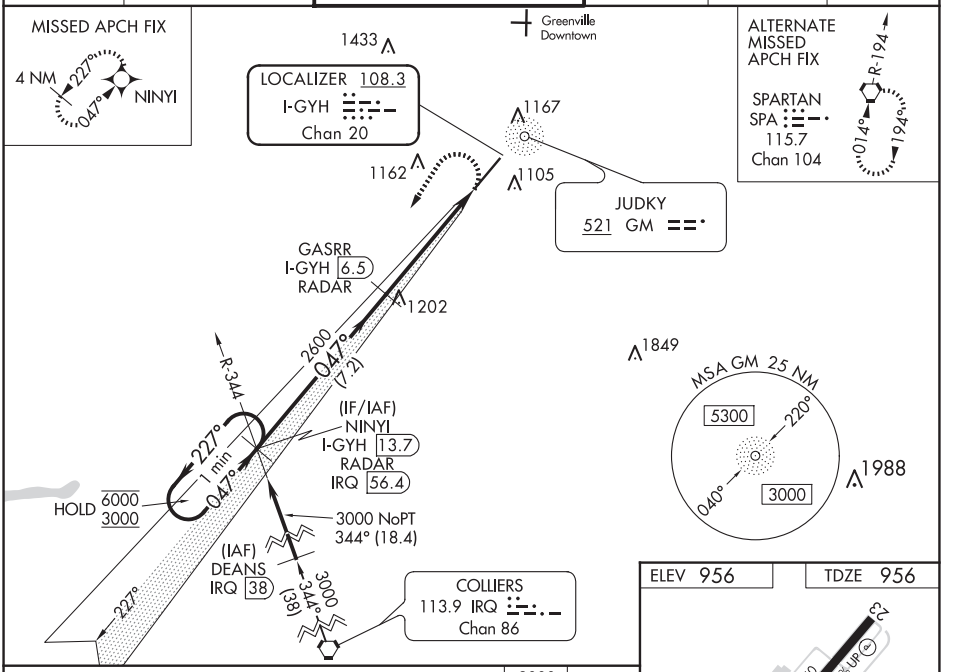
DME or RADAR required.

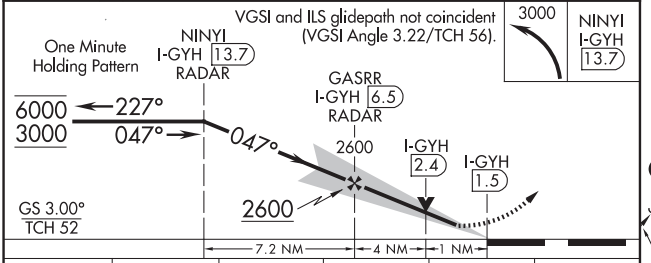
VDP NA when using Greer altimeter setting. When local altimeter setting not received, use Greer altimeter setting and increase S-ILS 5 DA to 1185 feet; increase all MDAs 40 feet and S-LOC 5 visibility Cats C, D, E ⅛ SM. For inop ALS, increase S-ILS 5 Cat E visibility to ¾ SM and increase S-LOC 5 Cat E visibility to 1⅛ SM. For inop ALS when using Greer altimeter setting, increase S-ILS 5 Cat E visibility to ¾ SM and increase S-LOC 5 Cat E visibility to 1¼ SM. DME required when GSP App Con closed.

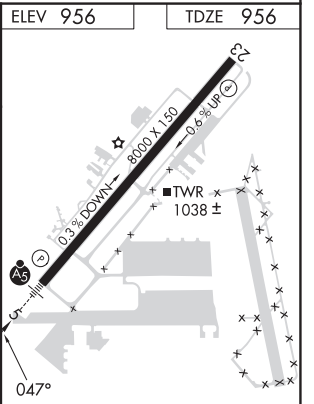
MALSR

MISSED APPROACH: Climbing left turn to 3000 direct NINYI and hold.

AWOS-3	GREER APP CON ★	DONALDSON TOWER ★	GND CON	CLNC DEL	UNICOM
127.325	118.8 270.275	133.325 (CTAF) L 269.25	121.4	121.4	122.7







CATEGORY	A	B	C	D	E
S-ILS 5	1156-½ 200 (200-½)				
S-LOC 5	1340-½ 384 (400-½)		1340-⅝ 384 (400-⅝)		
CIRCLING	1420-1 464 (500-1)	1480-1 524 (600-1)	1480-1½ 524 (600-1½)	1520-2 564 (600-2)	1560-2¼ 604 (700-2¼)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 5

DONALDSON FLD (GYH)

WAAS CH 72603 W05A	APP CRS 047°	Rwy Idg 8000 TDZE 956 Apt Elev 956

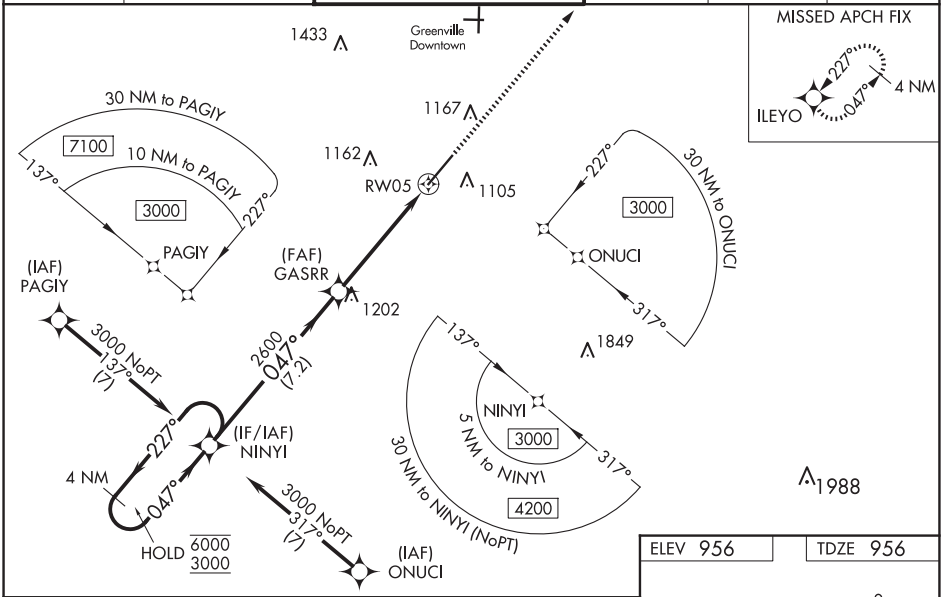
RNP APCH - GPS.

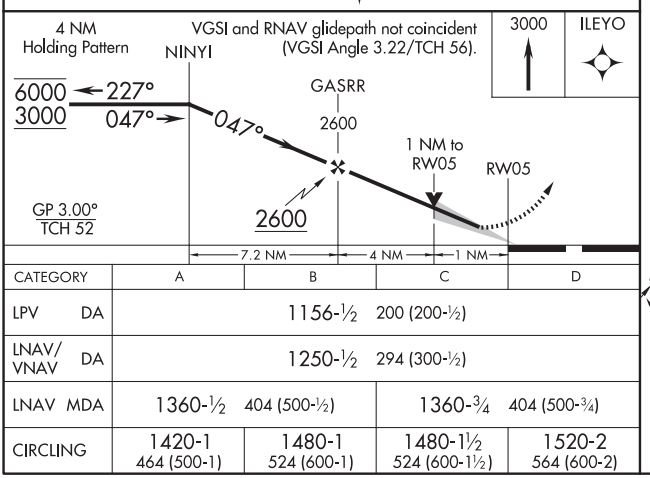
Baro-VNAV and VDP NA when using Greer altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Greer altimeter setting and increase LPV DA to 1185 feet; increase LNAV/VNAV DA to 1279; increase all MDAs 40 feet and LNAV visibility Cats C and D ⅛ SM. For inop ALS, increase LNAV/VNAV visibility all Cats to ⅞ SM and increase LNAV visibility Cats C/D to 1 ⅛ SM.

MALSR

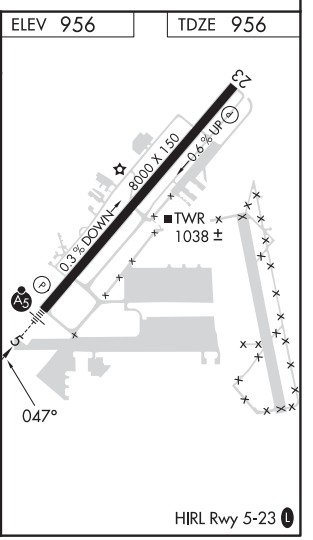
MISSED APPROACH: Climb to 3000 direct ILEYO and hold.

AWOS-3	GREER APP CON ★	DONALDSON TOWER ★	GND CON	CLNC DEL	UNICOM
127.325	118.8 270.275	133.325 (CTAF) L 269.25	121.4	121.4	122.7





CATEGORY	A	B	C	D
LPV DA	1156-½ 200 (200-½)			
LNAV/VNAV DA	1250-½ 294 (300-½)			
LNAV MDA	1360-½ 404 (500-½)		1360-¾ 404 (500-¾)	
CIRCLING	1420-1 464 (500-1)	1480-1 524 (600-1)	1480-1½ 524 (600-1½)	1520-2 564 (600-2)



SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

GREENVILLE, SOUTH CAROLINA AL-179 (FAA) 23054

RNAV (GPS) RWY 23

DONALDSON FLD (GYH)

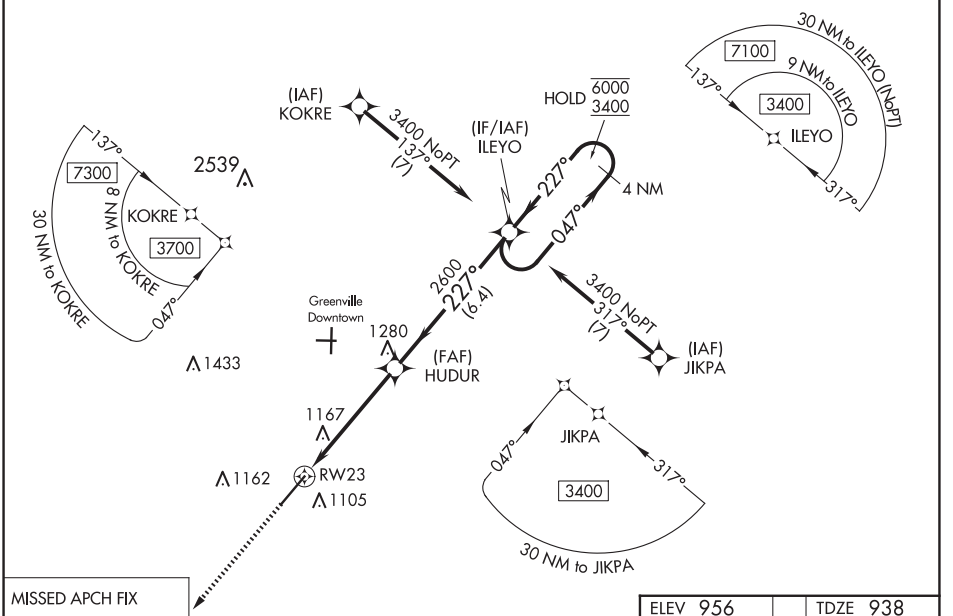
APP CRS	Rwy Idg	8000
227°	TDZE	938
	Apt Elev	956

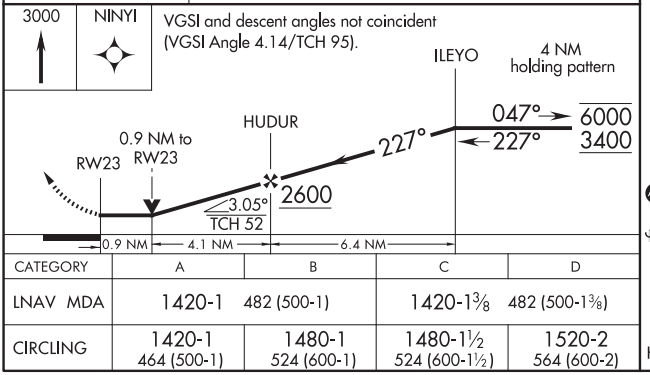
RNP APCH - GPS.

Rwy 23 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Greer altimeter setting and increase all MDAs 40 feet and LNAV visibility Cat C/D ⅛ SM. VDP NA when using Greer altimeter setting.

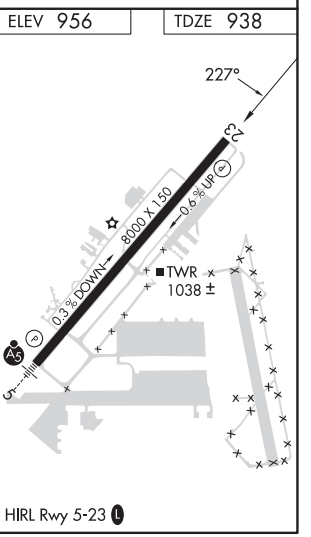
MISSED APPROACH: Climb to 3000 direct NINYI and hold.

AWOS-3	GREER APP CON ★	DONALDSON TOWER ★	GND CON	CLNC DEL	UNICOM
127.325	118.8 270.275	133.325 (CTAF) L 269.25	121.4	121.4	122.7





CATEGORY	A	B	C	D
LNAV MDA	1420-1 482 (500-1)		1420-1⅜ 482 (500-1⅜)	
CIRCLING	1420-1 464 (500-1)	1480-1 524 (600-1)	1480-1½ 524 (600-1½)	1520-2 564 (600-2)



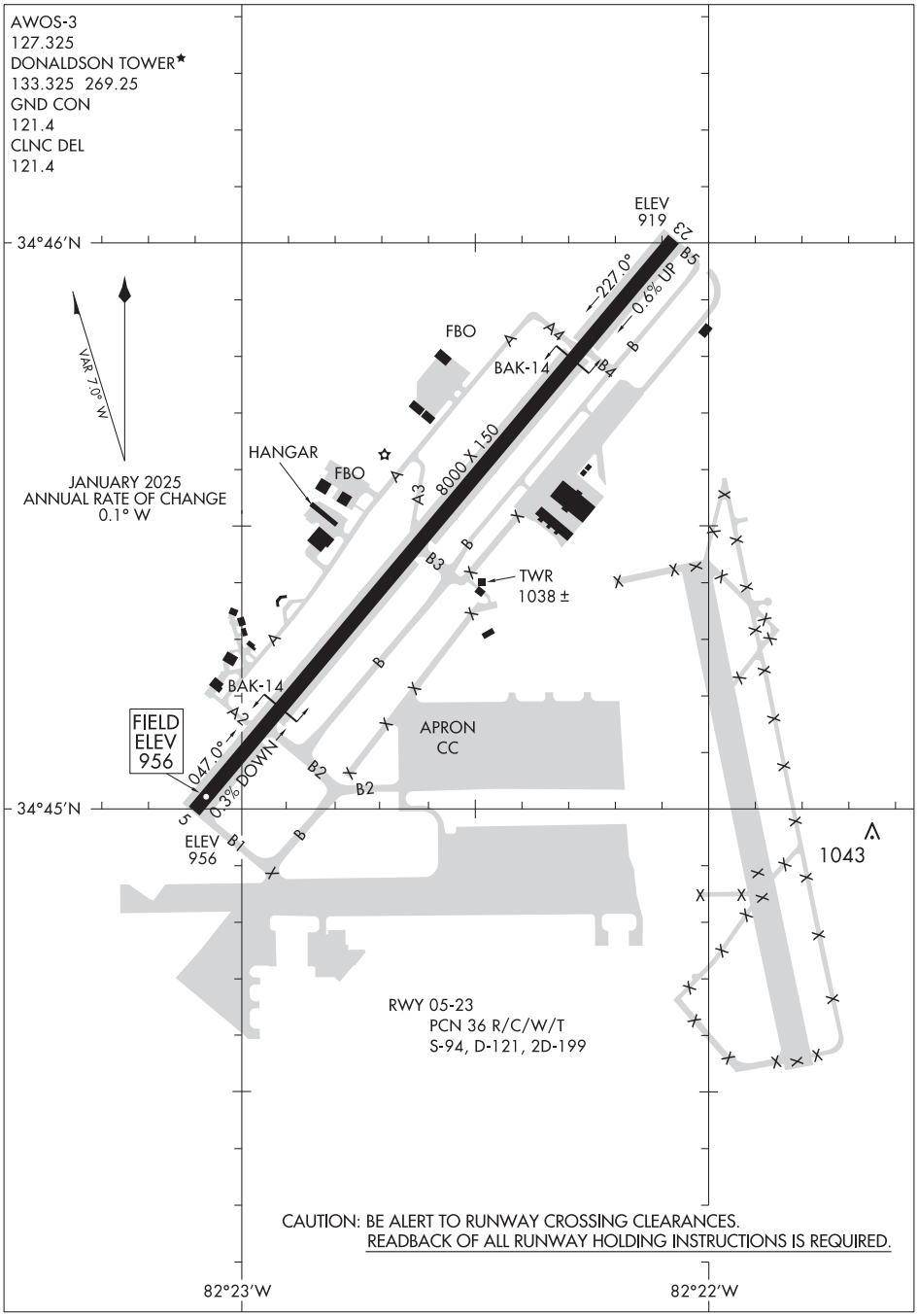
GREENVILLE, SOUTH CAROLINA Amdt 1 23FEB23

34°45'N-82°23'W

DONALDSON FLD (GYH)

RNAV (GPS) RWY 23

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025



SE-2, 07 AUG 2025 to 02 OCT 2025

(BIMMR3.BIMMR) 22139 AL-179 (FAA)

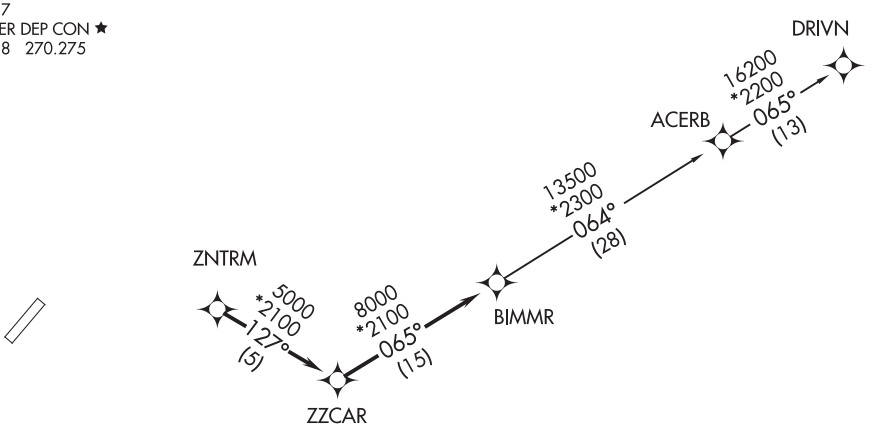
BIMMR THREE DEPARTURE (RNAV)

DONALDSON FLD (GYH)
GREENVILLE, SOUTH CAROLINA

AWOS-3
127.325
CLNC DEL
121.4
GND CON
121.4
DONALDSON TOWER ★
133.325 269.25
UNICOM
122.7
GREER DEP CON ★
118.8 270.275

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

TOP ALTITUDE: 3000



TAKEOFF MINIMUMS
Rwy 23: Standard.
Rwy 5: 300-1¾ or standard with minimum climb of 223' per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to DER.

NOTE: Do not exceed 250K until advised by ATC.
NOTE: For turbojets only.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5, 23: Climb on assigned heading for RADAR vectors to ZNTRM, thence. . . .

. . . .on depicted route to BIMMR. Then on assigned transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

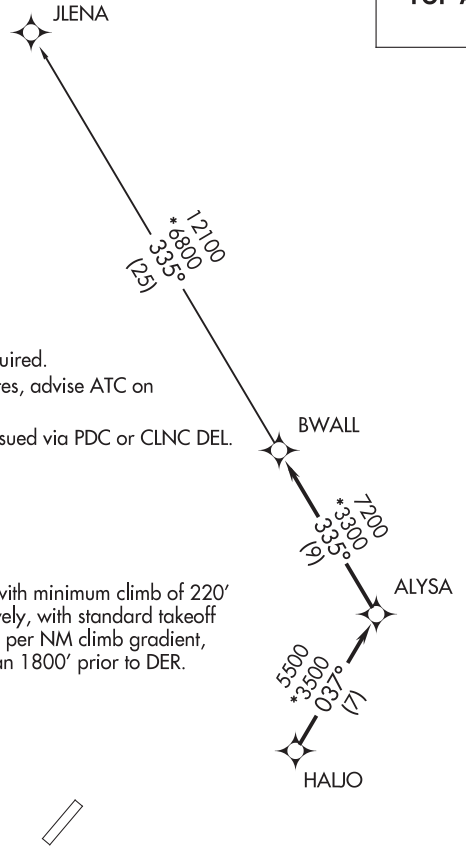
ACERB TRANSITION (BIMMR3.ACERB)
DRIVN TRANSITION (BIMMR3.DRIVN)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

BWALL TWO DEPARTURE (RNAV)

AWOS-3
127.325
CLNC DEL
121.4
GND CON
121.4
DONALDSON TOWER ★
133.325 269.25
UNICOM
122.7
GREER DEP CON ★
118.8 270.275

TOP ALTITUDE: 3000



NOTE: For turbojets only.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or CLNC DEL.

TAKEOFF MINIMUMS
Rwy 23: Standard.
Rwy 5: 300-1¾ or standard with minimum climb of 220′ per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1800′ prior to DER.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to HALJO, then on depicted route to BWALL, thence. . . .

. . . .on JLENA transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

JLENA TRANSITION (BWALL2.JLENA)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

GREENVILLE, SOUTH CAROLINA AL-180 (FAA) 25051

ILS or LOC RWY 1

GREENVILLE DOWNTOWN (GMU)

LOC I-GMU	APP CRS	Rwy Idg	5393
109.7	006°	TDZE	1015
		Apt Elev	1048

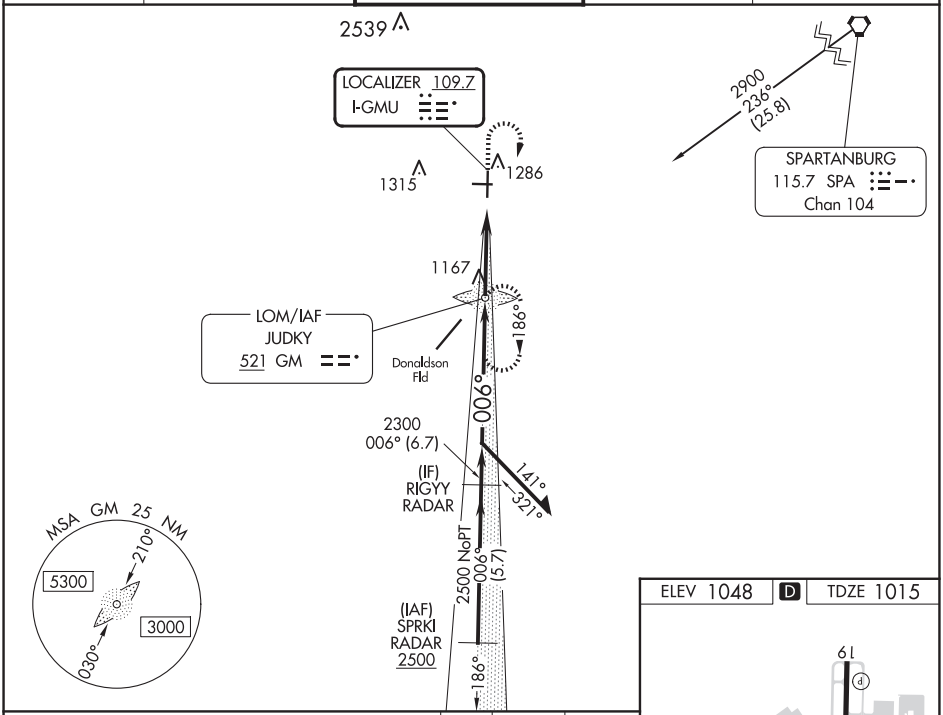
ADF required. RADAR required for procedure entry at SPRKI.

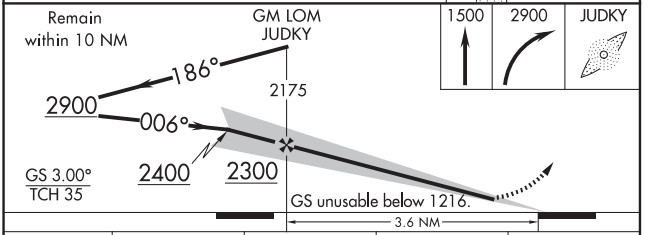
T A Inop table does not apply to S-ILS 1 all Cats. For inop ALS, increase S-LOC 1 visibility Cats C/D to 1⅛ SM. When local altimeter setting not received, use Greer altimeter setting and increase DA to 1248, increase all MDAs 40 feet and Circling Cat C visibility ¼ SM. For inop ALS when using Greer altimeter setting, increase S-LOC 1 visibility Cat C/D to 1⅜ SM. When using Greer altimeter setting, inop table does not apply to S-ILS 1 all Cats.

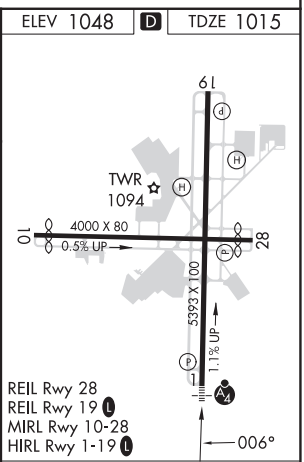
MALSF

MISSED APPROACH: Climb to 1500 then climbing right turn to 2900 direct JUDKY LOM and hold, continue climb-in-hold to 2900.

ATIS	GREER APP CON★	GREENVILLE TOWER★	GND CON	UNICOM
127.075	118.8 270.275	119.9 (CTAF) L 257.7	121.25	122.95







CATEGORY	A	B	C	D
S-ILS 1	1216-¾ 201 (200-¾)			
S-LOC 1	1420-¾ 405 (400-¾)		1420-1 405 (400-1)	
C CIRCLING	1620-1 572 (600-1)		1780-2 732 (800-2)	1860-2¾ 812 (900-2¾)

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	5393
CH 53413	006°	TDZE	1015
W01A		Apt Elev	1048

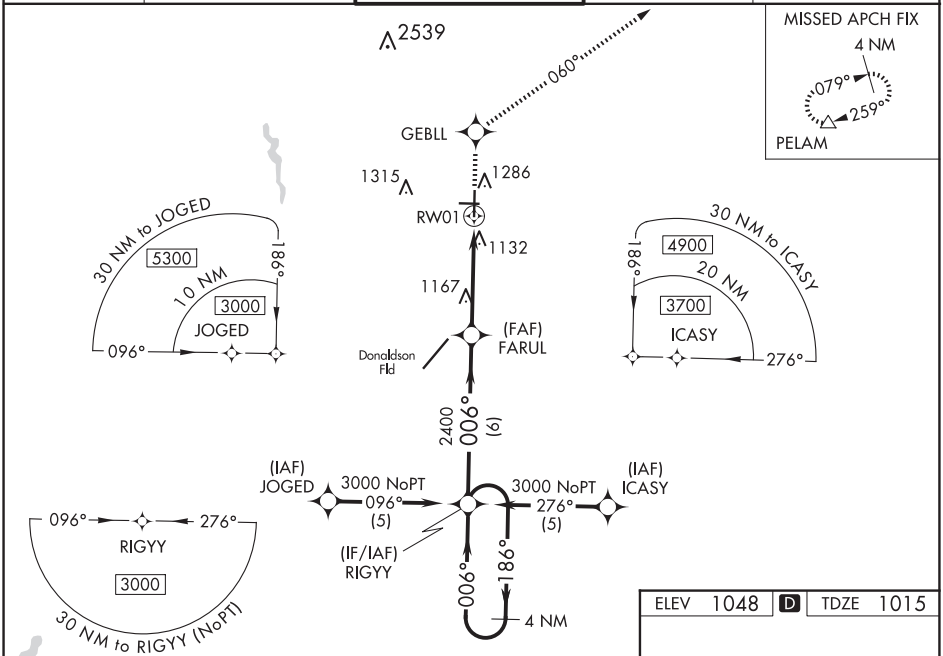
RNAV (GPS) RWY 1
GREENVILLE DOWNTOWN (GMU)

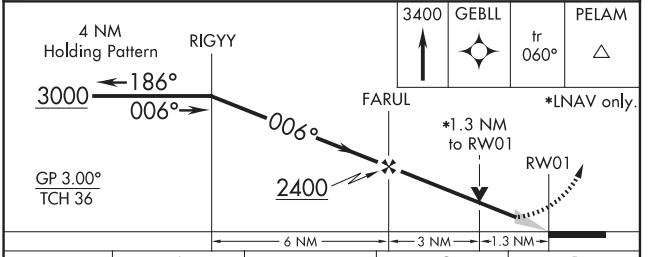
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Greer altimeter setting. When local altimeter setting not received, use Greer altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat D and Circling Cat C visibility ¼ mile. Inop table does not apply to LNAV/VNAV all Cats and LNAV Cat C.

MALSF

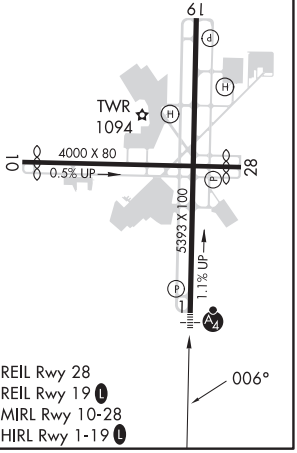
MISSED APPROACH: Climb to 3400 direct GEBLL and via track 060° to PELAM and hold.

ATIS	GREER APP CON ★	GREENVILLE TOWER ★	GND CON	UNICOM
127.075	118.8 270.275	119.9 (CTAF) L 257.7	121.25	122.95





CATEGORY	A	B	C	D
LPV DA	1215-¾ 200 (200-¾)			
LNAV/VNAV DA	1415-1½ 400 (400-1½)			
LNAV MDA	1440-¾ 425 (400-¾)		1440-1¼ 425 (400-1¼)	
C CIRCLING	1620-1 572 (600-1)		1780-2 732 (800-2)	1860-2¾ 812 (900-2¾)



SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

GREENVILLE, SOUTH CAROLINA AL-180 (FAA) 25051

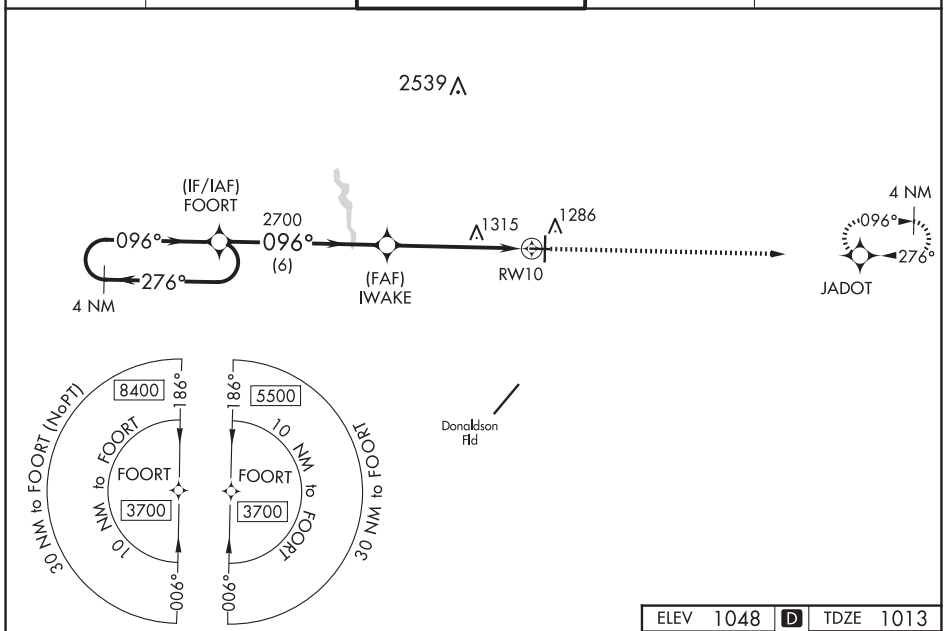
WAAS CH 49137 W10A	APP CRS 096°	Rwy Idg 3463 TDZE 1013 Apt Elev 1048

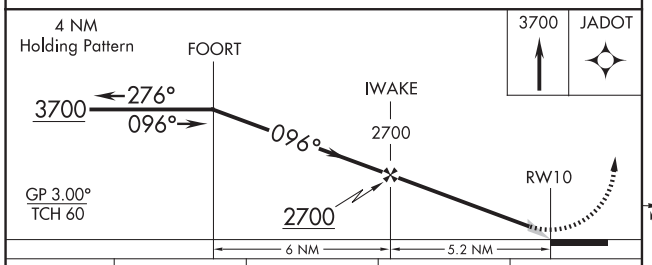
RNAV (GPS) RWY 10
GREENVILLE DOWNTOWN (GMU)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greer altimeter setting and increase all DA 29 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility ⅛ mile and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3700 direct JADOT and hold.

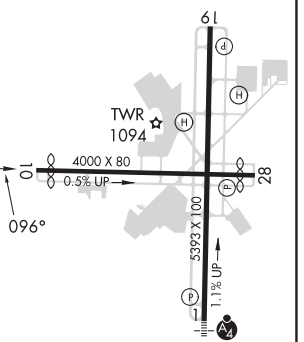
ATIS	GREER APP CON ★	GREENVILLE TOWER ★	GND CON	UNICOM
127.075	118.8 270.275	119.9 (CTAF) L 257.7	121.25	122.95





CATEGORY	A	B	C	D
LPV DA	1269-1 256 (300-1)			
LNAV/VNAV DA	1351-1⅛ 338 (400-1⅛)			
LNAV MDA	1580-1 567 (600-1)		1580-1⅝ 567 (600-1⅝)	
C CIRCLING	1620-1 572 (600-1)		1780-2 732 (800-2)	1860-2¾ 812 (900-2¾)

ELEV 1048 D TDZE 1013



SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 19

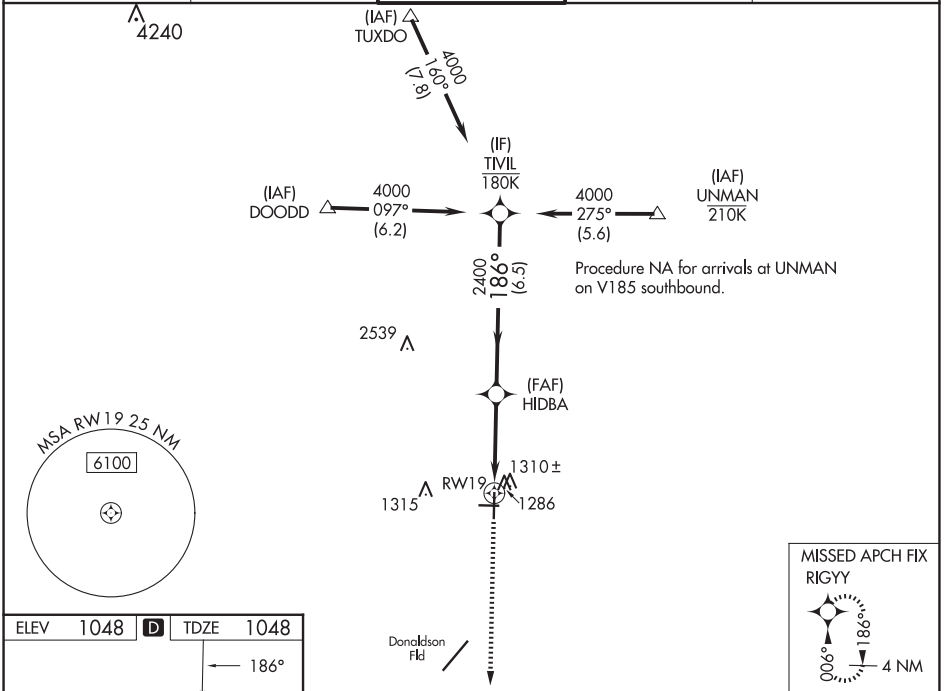
GREENVILLE DOWNTOWN (GMU)

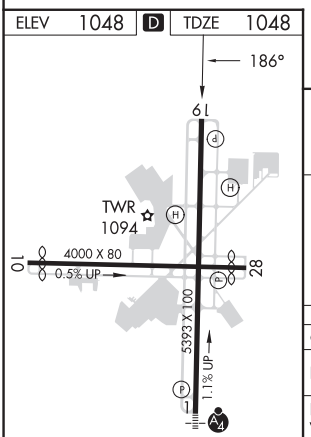
WAAS	APP CRS	Rwy Idg	5393
CH 93837	186°	TDZE	1048
W19A		Apt Elev	1048

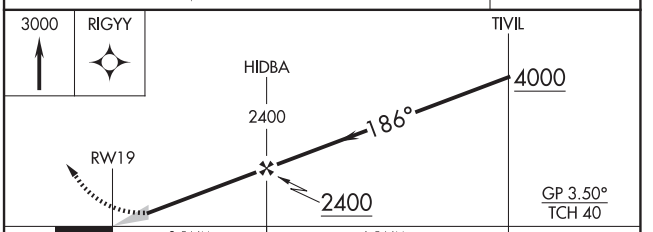
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greer altimeter setting and increase all DA 29 feet and all MDA 40 feet; increase LPV and LNAV/VNAV all Cats visibility ⅛ mile, increase LNAV Cats C/D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct RIGYY and hold.

ATIS	GREER APP CON ★	GREENVILLE TOWER ★	GND CON	UNICOM
127.075	118.8 270.275	119.9 (CTAF) L 257.7	121.25	122.95







CATEGORY	A	B	C	D
LPV DA	1373-1 325 (400-1)			NA
LNAV/VNAV DA	1480-1¼ 432 (500-1¼)			NA
LNAV MDA	1560-1 512 (600-1)		1560-1⅜ 512 (600-1⅜)	
C CIRCLING	1620-1 572 (600-1)		1780-2 732 (800-2)	1860-2¾ 812 (900-2¾)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

GREENVILLE, SOUTH CAROLINA | AL-180 (FAA) | 25051

WAAS	APP CRS	Rwy Idg	3463
CH 87037	276°	TDZE	1013
W28A		Apt Elev	1048

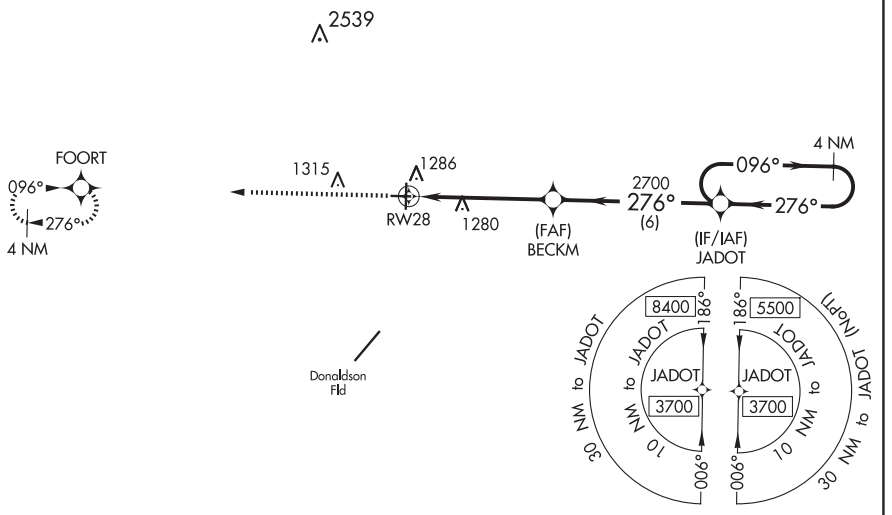
RNAV (GPS) RWY 28

GREENVILLE DOWNTOWN (GMU)

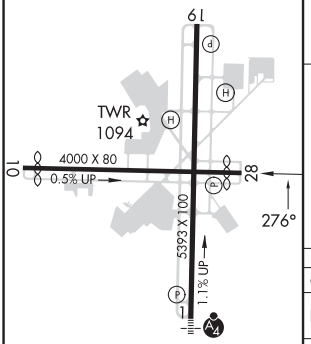
Baro-VNAV NA when using Greer altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greer altimeter setting and increase all DA 29 feet and all MDA 40 feet; increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ⅛ mile. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 19 NA.

MISSED APPROACH: Climb to 3700 direct FOORT and hold.

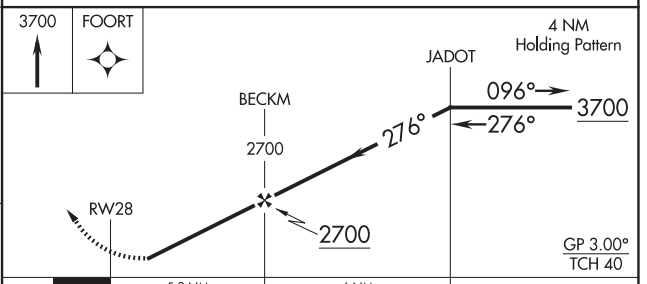
ATIS	GREER APP CON ★	GREENVILLE TOWER ★	GND CON	UNICOM
127.075	118.8 270.275	119.9 (CTAF) L 257.7	121.25	122.95



ELEV 1048 | D | TDZE 1013

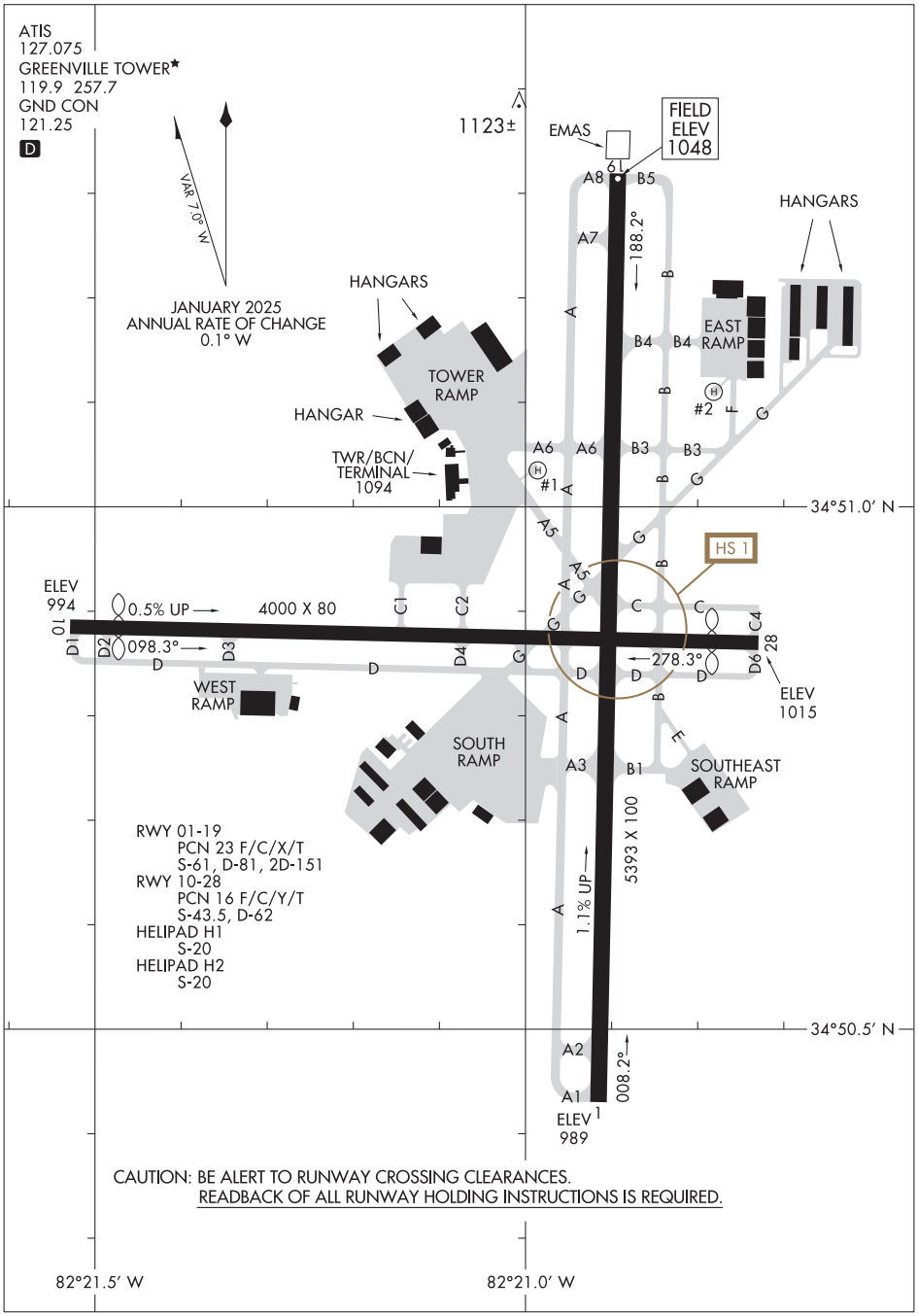


REIL Rwy 28
REIL Rwy 19 L
MIRL Rwy 10-28
HIRL Rwy 1-19 L



CATEGORY	A	B	C	D
LPV DA	1263-1 250 (300-1)			
LNAV/VNAV DA	1463-1½ 450 (500-1½)			
LNAV MDA	1540-1 527 (500-1)		1540-1½ 527 (500-1½)	
C CIRCLING	1620-1 572 (600-1)		1780-2 732 (800-2)	1860-2¾ 812 (900-2¾)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025



SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

(BIMMR3.BIMMR) 25051 AL-180 (FAA)

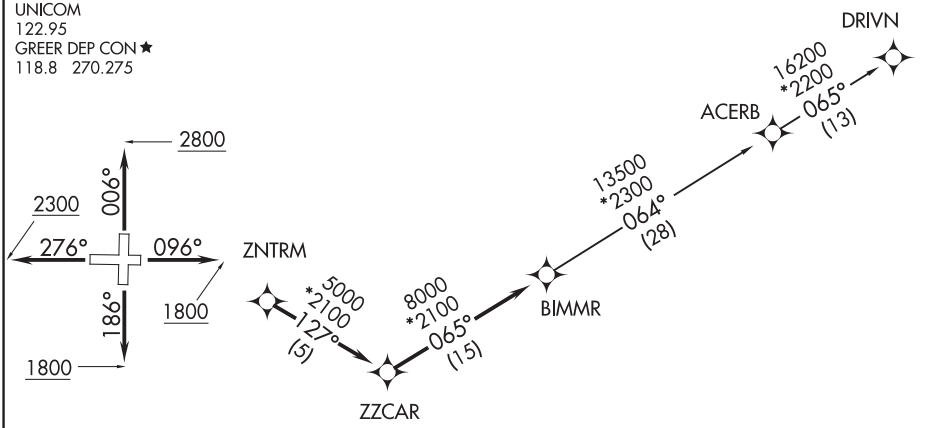
BIMMR THREE DEPARTURE (RNAV)

GREENVILLE DOWNTOWN(GMU)
GREENVILLE, SOUTH CAROLINA

ATIS
127.075
GND CON
121.25
GREENVILLE TOWER ★
119.9 257.7
UNICOM
122.95
GREER DEP CON ★
118.8 270.275

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

TOP ALTITUDE: 3000



TAKEOFF MINIMUMS
Rwys 1, 19: Standard.
Rwy 10: 300-1⅛ or standard with minimum climb of 355′ per NM to 1300.
Rwy 28: 300-2½ or standard with minimum climb of 221′ per NM to 1500, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1900′ prior to DER.

NOTE: Do not exceed 250K until advised by ATC.
NOTE: For turbojets only.

NOTE: Chart not to scale.

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 006° to 2800 before turning west or northwest for RADAR vectors to ZNTRM, thence. . . .
TAKEOFF RUNWAY 10: Climb on heading 096° to 1800 before turning west or northwest for RADAR vectors to ZNTRM, thence. . . .
TAKEOFF RUNWAY 19: Climb on heading 186° to 1800 before turning north for RADAR vectors to ZNTRM, thence. . . .
TAKEOFF RUNWAY 28: Climb on heading 276° to 2300 before turning north or northwest for RADAR vectors to ZNTRM, thence. . . .

. . . .on depicted route to BIMMR. Then on assigned transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

ACERB TRANSITION (BIMMR3.ACERB)

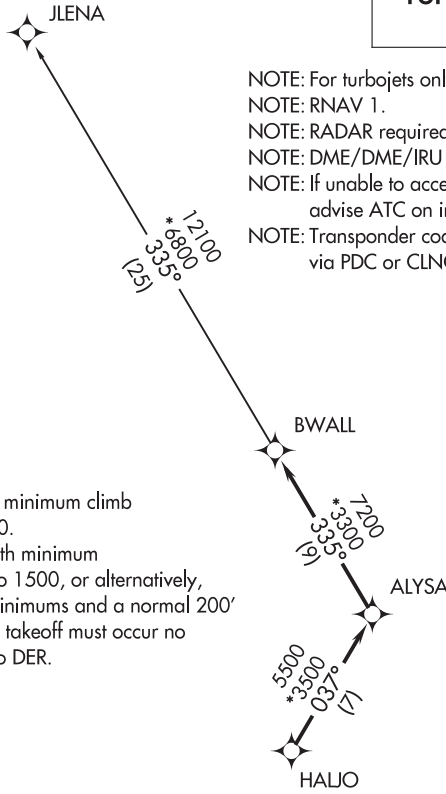
DRIVN TRANSITION (BIMMR3.DRIVN)

BWALL TWO DEPARTURE (RNAV)

ATIS
127.075
GND CON
121.25
GREENVILLE TOWER ★
119.9 257.7
UNICOM
122.95
GREER DEP CON ★
118.8 270.275

TOP ALTITUDE: 3000

NOTE: For turbojets only.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or CLNC DEL.

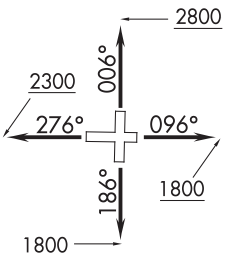


TAKEOFF MINIMUMS

Rwy 1, 19: Standard.

Rwy 10: 300-1 or standard with minimum climb of 355′ per NM to 1300.

Rwy 28: 300-2½ or standard with minimum climb of 220′ per NM to 1500, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1900′ prior to DER.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RWYS: Climb on assigned heading for RADAR vectors to HALJO, then on depicted route to BWALL, thence. . . .

. . . .on JLENA transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

TAKEOFF RWY 1: Climb heading 006° to 2800 before turning west or northwest.
TAKEOFF RWY 10: Climb heading 096° to 1800 before turning west or northwest.
TAKEOFF RWY 19: Climb heading 186° to 1800 before turning north.
TAKEOFF RWY 28: Climb heading 276° to 2300 before turning north or northwest.

JLENA TRANSITION (BWALL2.JLENA)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS		
CH **78239**	**092°**	Rwy Idg	**5001**
W09A		TDZE	**631**
		Apt Elev	**631**

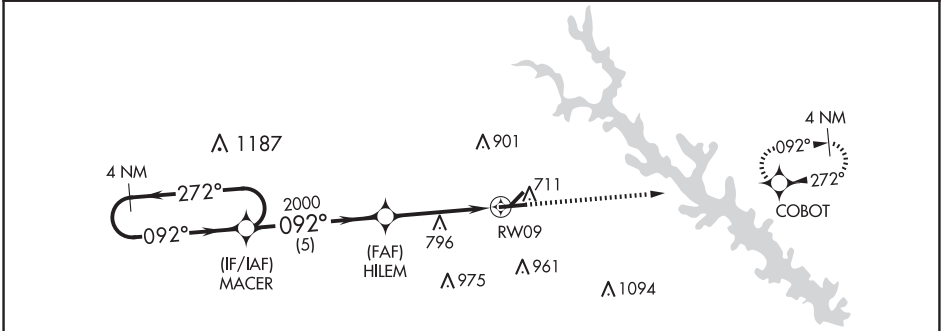
RNAV (GPS) RWY 9

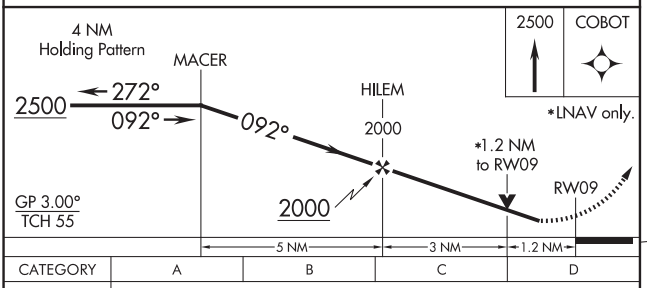
GREENWOOD COUNTY (GRD)

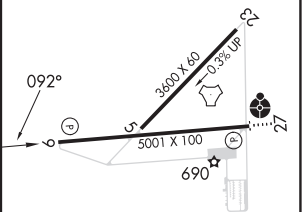
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Laurens altimeter setting. DME/DME RNP-0.3 NA. Circling Rwy 5, 23 NA at night. When local altimeter setting not received, use Laurens altimeter setting and increase LPV DA to 991 feet and visibility ⅛ SM all Cats, LNAV/VNAV DA to 1070 feet and visibility ¼ SM all Cats, increase all MDA 60 feet, and LNAV Cat C/D visibility ⅛ SM and Circling Cat C/D visibility ¼ SM. Rwy 9 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2500 direct COBOT and hold.

ASOS	GREER APP CON★	UNICOM
121.125	**120.6 350.2**	**122.975** (CTAF) L







CATEGORY	A	B	C	D
LPV DA	938-1 307 (400-1)			
LNAV/VNAV DA	1017-1¼ 386 (400-1¼)			
LNAV MDA	1060-1 429 (500-1)		1060-1¼ 429 (500-1¼)	
C CIRCLING	1080-1 449 (500-1)	1100-1 469 (500-1)	1320-2 689 (700-2)	1340-2¼ 709 (800-2¼)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

SE-2, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS		
CH **82539**	**272°**	Rwy Idg	**5001**
W27A		TDZE	**629**
		Apt Elev	**631**

AL-183 (FAA)

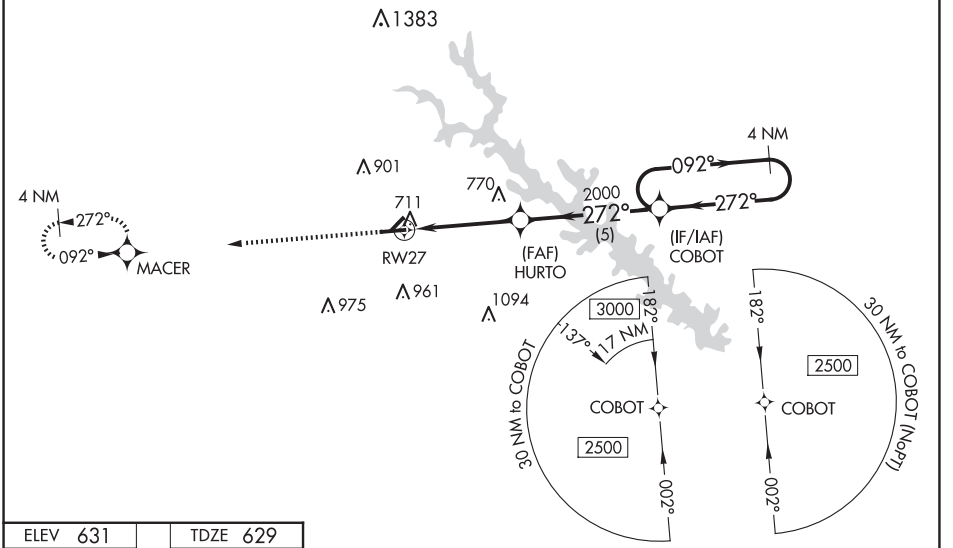
RNAV (GPS) RWY 27
GREENWOOD COUNTY (GRD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Laurens altimeter setting. DME/DME RNP-0.3 NA. Circling Rwy 5, 23 NA at night. Rwy 27 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Laurens altimeter setting: increase LPV DA to 932 feet and all visibilities ⅛ SM; increase LNAV/VNAV DA to 936 feet and all visibilities ⅛ SM; increase all MDA 60 feet and LNAV visibility Cats C and D ⅛ SM and Circling visibility Cats C and D ¼ SM. For inop ALS,increase LNAV/VNAV all Cats visibility to ⅞ SM and LNAV all Cats visibility to 1 SM. For inop ALS when using Laurens altimeter setting, increase LPV and LNAV/VNAV all Cats and LNAV Cats A and B visibility to 1 SM and LNAV Cats C and D visibility to 1⅛ SM.

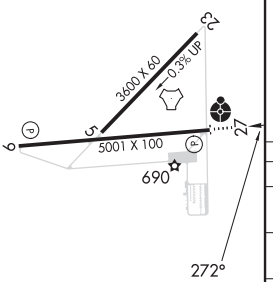
ODALS

MISSED APPROACH: Climb to 2500 direct MACER and hold.

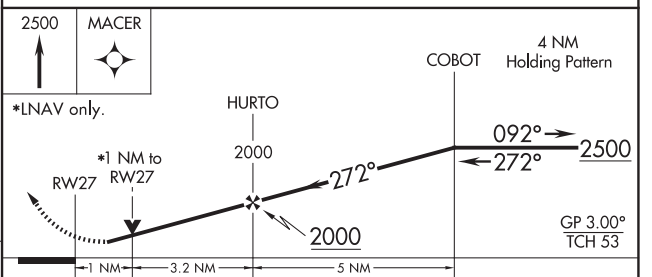
ASOS	GREER APP CON ★	UNICOM
121.125	**120.6 350.2**	**122.975** (CTAF) L



ELEV 631 | TDZE 629



MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L



CATEGORY	A	B	C	D
LPV DA	879- ¾ 250 (300-¾)			
LNAV/VNAV DA	883- ¾ 254 (300-¾)			
LNAV MDA	980- ¾ 351 (400-¾)		980- ⅞ 351 (400-⅞)	
C CIRCLING	1080-1 449 (500-1)	1100-1 469 (500-1)	1320-2 689 (700-2)	1340-2¼ 709 (800-2¼)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

GREER, SOUTH CAROLINA

AL-5124 (FAA)

24081

ILS or LOC RWY 4

GREENVILLE SPARTANBURG INTL (GSP)

LOC/DME I-GSP	APP CRS	Rwy Idg 11001
109.3	038°	TDZE 947
Chan 30		Apt Elev 964

DME required.

TAA For inop ALS, increase S-LOC 4 Cats C and D visibility to RVR 5500. When local altimeter setting not received, use Greenville Downtown altimeter setting: increase DA to 1176 feet; increase all MDAs 40 feet and visibility S-LOC 4 Cat C/D to RVR 4000 and Circling Cat D ½ SM. For inop ALS, when using Greenville Downtown altimeter setting, increase S-LOC 4 Cats C/D visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 3000 then right turn direct SPA VORTAC and hold.

ATIS	GREER APP CON ★	GREER TOWER ★	GND CON	CLNC DEL	UNICOM
134.25	118.8 270.275	120.1 (CTAF) L 251.15	121.9	121.9	122.95

MSA SPA 25 NM
5200
086° 266°
3600

LOCALIZER 109.3
I-GSP
Chan 30

SPARTANBURG
115.7 SPA
Chan 104

2539
1200 ±
1348
1120
1118
1067
3000
231°
(27.7)

Procedure NA for arrival on SPA VORTAC airway radials 231 CW 269.

JOKVA
I-GSP 3.4

MULDE
I-GSP 6

R-231

2300
038°
(6.9)

(IF/IAF)
OXABY
I-GSP 12.9
SPA 27.7

HOLD 5400 3000
038°
1 min
218°

MISSED APCH FIX
SPARTANBURG
115.7 SPA
Chan 104
194°
014°
R-194

ELEV 964 TDZE 947

One Minute Holding Pattern
OXABY
I-GSP 12.9
MULDE
I-GSP 6
JOKVA
I-GSP 3.4
I-GSP 1.9
3000
SPA
*LOC only.
5400
3000
218°
038°
038°
2300
2300
*1460
GS 3.00°
TCH 55
6.9 NM
2.6 NM
1.5 NM

11001 X 150
TWR
1061
038°

CATEGORY	A	B	C	D
S-ILS 4	1147/18 200 (200-½)			
S-LOC 4	1320/24 373 (400-½)		1320/35 373 (400-⅝)	
C CIRCLING	1440-1 476 (500-1)		1480-1½ 516 (600-1½)	1700-2¼ 736 (800-2¼)

CL Rwy 22 L
HIRL Rwy 4-22 L
TDZ/CL Rwy 4

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 22

GREENVILLE SPARTANBURG INTL (GSP)

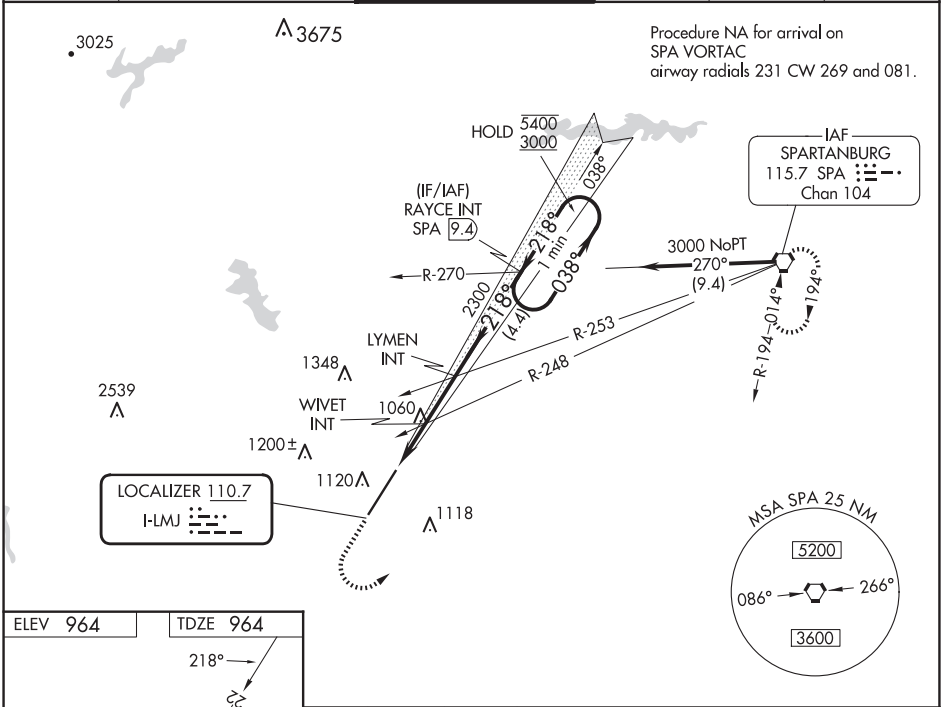
LOC I-LMJ	APP CRS	Rwy Idg	11001
110.7	218°	TDZE	964
		Apt Elev	964

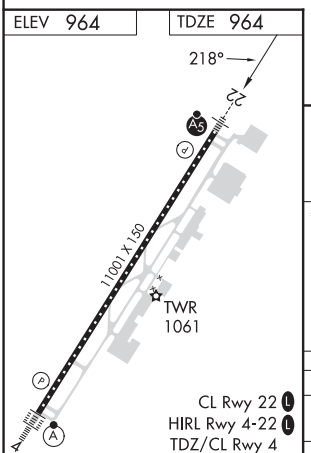
TA: When local altimeter setting not received, use Greenville Downtown altimeter setting: increase DA to 1193; increase all MDAs 40 feet and visibility S-LOC 22 Cats C and D to RVR 3500 and Circling Cat D ¼ SM. For inop ALS, increase S-LOC 22 Cat C/D visibility to RVR 5500.

MALSR

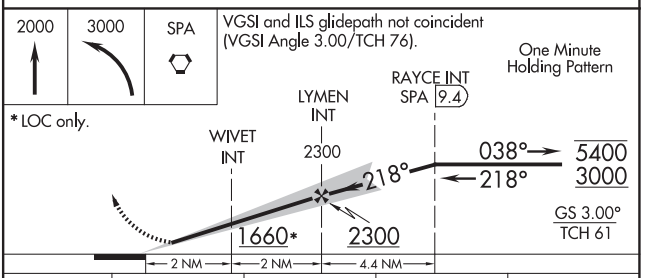
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct SPA VORTAC and hold.

ATIS	GREER APP CON★	GREER TOWER★	GND CON	CLNC DEL	UNICOM
134.25	118.8 270.275	120.1 (CTAF) L 251.15	121.9	121.9	122.95





FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20



CATEGORY	A	B	C	D
S-ILS 22	1164/24 200 (200-½)			
S-LOC 22	1320/24 356 (400-½)		1320/30 356 (400-⅝)	
C CIRCLING	1440-1 476 (500-1)		1480-1½ 516 (600-1½)	1700-2¼ 736 (800-2¼)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

GREER, SOUTH CAROLINA

AL-5124 (FAA)

24081

ILS RWY 4 (SA CAT I)

GREENVILLE SPARTANBURG INTL (GSP)

LOC/DME I-GSP	APP CRS	Rwy Idg 11001
109.3	038°	TDZE 947
Chan 30		Apt Elev 964

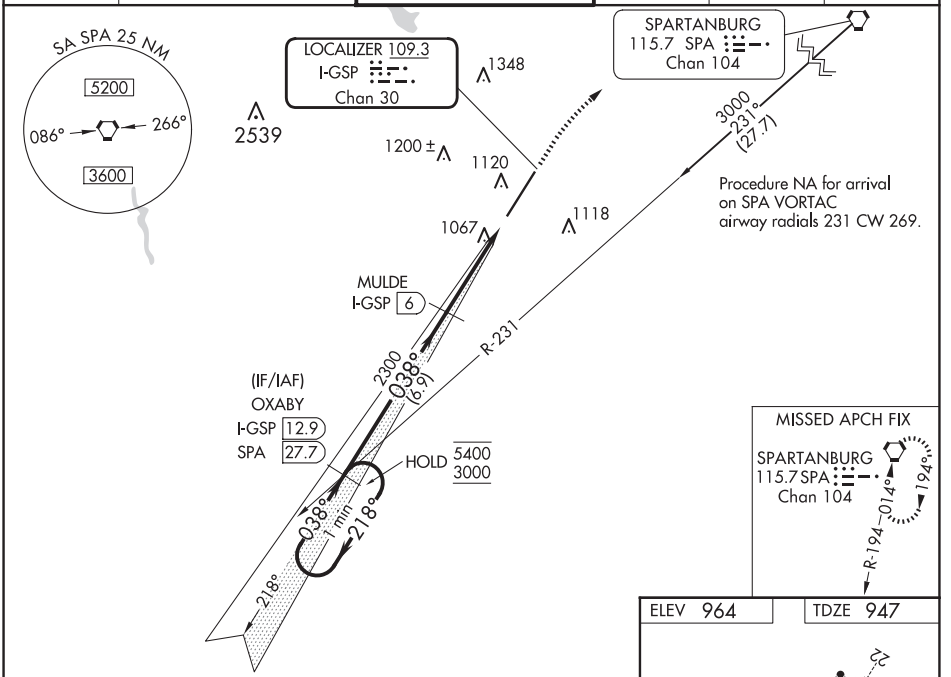
DME required.

TA Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. Procedure NA when control tower closed.

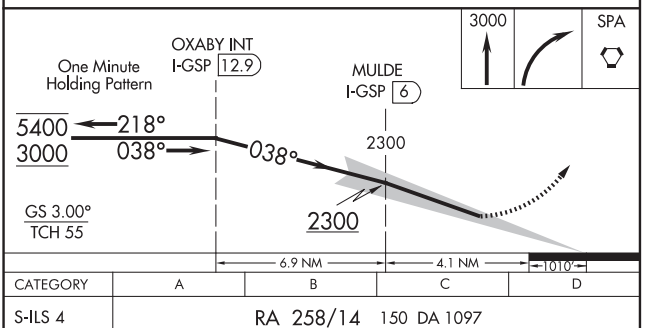
ALSF-2

MISSED APPROACH: Climb to 3000 then right turn direct SPA VORTAC and hold.

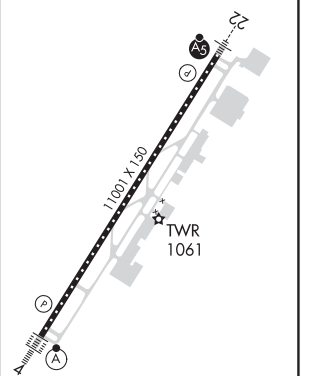
ATIS	GREER APP CON ★	GREER TOWER ★	GND CON	CLNC DEL	UNICOM
134.25	118.8 270.275	120.1 (CTAF) L 251.15	121.9	121.9	122.95



ELEV 964	TDZE 947



CATEGORY	A	B	C	D
S-ILS 4	RA 258/14 150 DA 1097			



CL Rwy 22 L
HIRL Rwy 4-22 L
TDZ/CL Rwy 4

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

GREER, SOUTH CAROLINA
Amdt 25 05DEC19

34°54'N-82°13'W

GREENVILLE SPARTANBURG INTL (GSP)
ILS RWY 4 (SA CAT I)

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

ILS RWY 4 (CAT II & III)

GREENVILLE SPARTANBURG INTL (GSP)

LOC/DME I-GSP	APP CRS	Rwy Idg	11001
109.3	038°	TDZE	947
Chan 30		Apt Elev	964

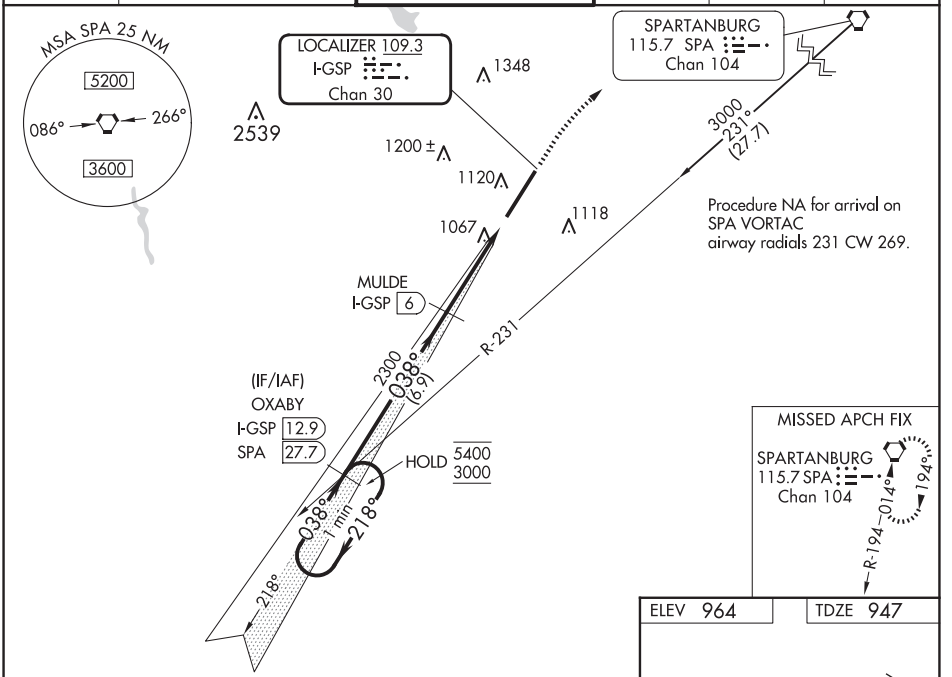
DME required.

CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. Procedure NA when control tower closed.

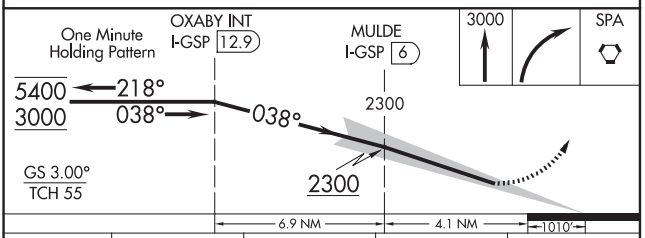
ALSF-2

MISSED APPROACH: Climb to 3000 then right turn direct SPA VORTAC and hold.

ATIS	GREER APP CON ★	GREER TOWER ★	GND CON	CLNC DEL	UNICOM
134.25	118.8 270.275	120.1 (CTAF) L 251.15	121.9	121.9	122.95

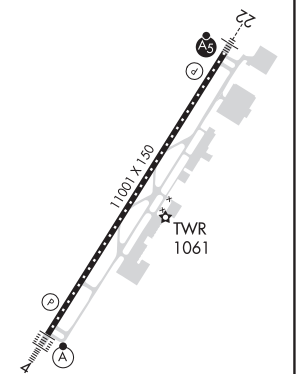


ELEV 964	TDZE 947



CATEGORY	A	B	C	D
S-ILS 4	CAT II RA 142/12		100 DA 1047	
S-ILS 4	CAT IIIa		RVR 07	
S-ILS 4	CAT IIIb		RVR 06	
S-ILS 4	CAT IIIc		NA	

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



CL Rwy 22 L
HIRL Rwy 4-22 L
TDZ/CL Rwy 4

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

GREER, SOUTH CAROLINA

AL-5124 (FAA)

24081

WAAS CH 78103 W04A	APP CRS 038°	Rwy Idg 11001 TDZE 947 Apt Elev 964

RNAV (GPS) RWY 4

GREENVILLE SPARTANBURG INTL (GSP)

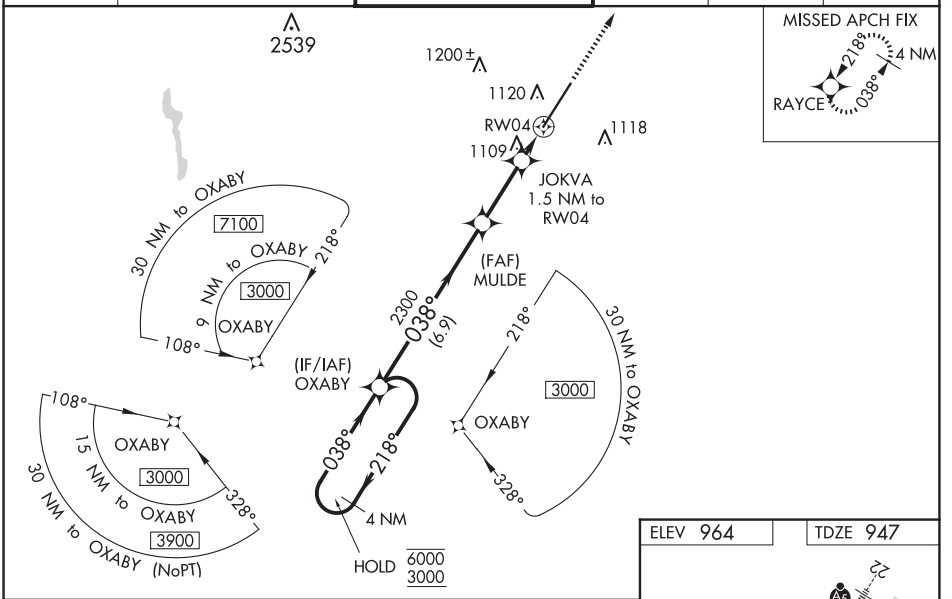
RNP APCH.

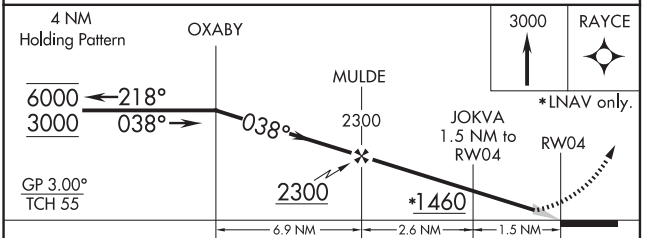
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1⅜ SM and increase LNAV Cat C/D visibility to RVR 6000. When local altimeter setting not received, use Greenville Downtown altimeter setting: increase LPV DA to 1176 feet and LNAV/VNAV DA to 1450 feet and all Cats visibility to RVR 5500; increase all MDAs 40 feet and visibility LNAV Cats C and D to RVR 4500 and Circling Cat D visibility ¼ SM. For inop ALS, when using Greenville Downtown altimeter setting, increase LNAV/VNAV all Cats visibility to 1⅜ SM. Baro-VNAV NA when using Greenville Downtown altimeter setting.

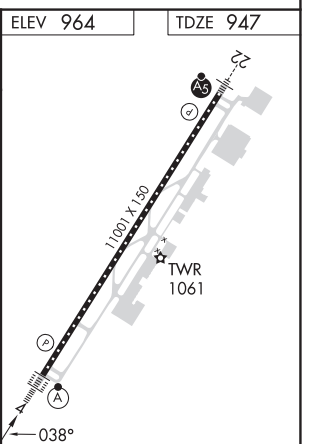
ALSF-2

MISSED APPROACH: Climb to 3000 direct RAYCE and hold.

ATIS	GREER APP CON★	GREER TOWER★	GND CON	CLNC DEL	UNICOM
134.25	118.8 270.275	120.1 (CTAF) L 251.15	121.9	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	1147/18 200 (200-½)			
LNAV/VNAV DA	1421/50 474 (500-1)			
LNAV MDA	1360/24 413 (400-½)		1360/40 413 (400-¾)	
C CIRCLING	1440-1 476 (500-1)		1480-1½ 516 (600-1½)	1700-2¼ 736 (800-2¼)

CL Rwy 22 L
HIRL Rwy 4-22 L
TDZ/CL Rwy 4

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 99602 W22A	APP CRS 218°	Rwy Idg 11001 TDZE 964 Apt Elev 964

RNAV (GPS) RWY 22
GREENVILLE SPARTANBURG INTL (GSP)

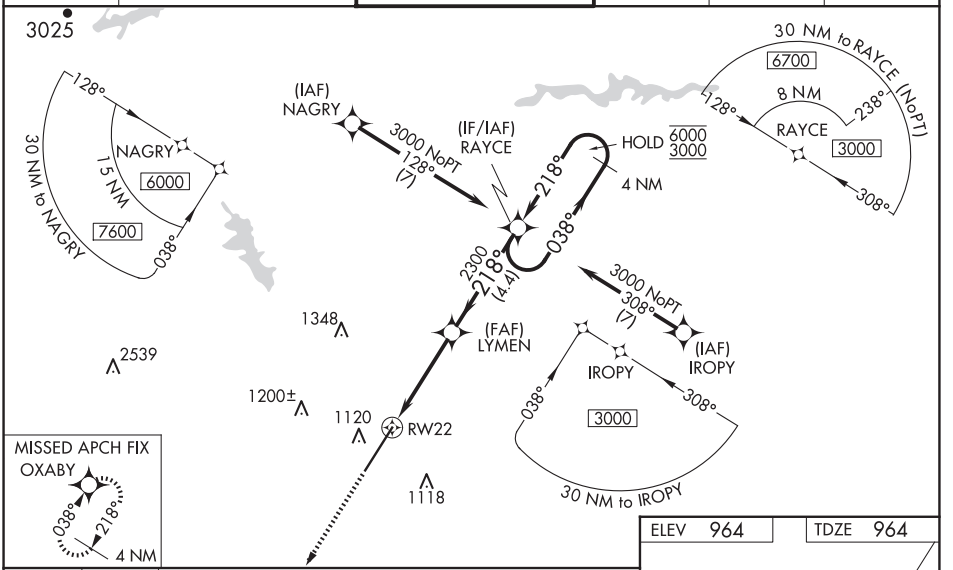
RNP APCH.

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500. When local altimeter setting not received, use Greenville downtown altimeter setting: increase LPV DA to 1193 feet; increase LNAV/VNAV DA to 1267 feet; increase all MDA 40 feet and LNAV Cat C/D visibility to RVR 4000; increase Circling Cat D visibility to 2½ SM. For inop ALS, when using Greenville downtown altimeter setting, increase LNAV/VNAV all Cats visibility to RVR 4500. VDP and Baro-VNAV NA when using Greenville downtown altimeter setting.

MALSR (A5)

MISSED APPROACH: Climb to 3000 direct OXABY and hold.

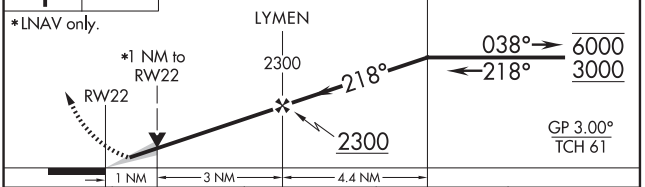
ATIS	GREER APP CON ★	GREER TOWER ★	GND CON	CLNC DEL	UNICOM
134.25	118.8 270.275	120.1 (CTAF) (L) 251.15	121.9	121.9	122.95



3000 | OXABY

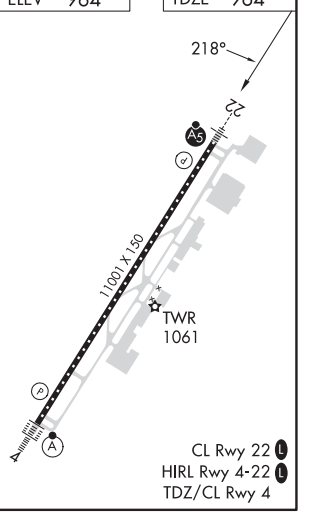
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 76).

*LNAV only.



CATEGORY	A	B	C	D
LPV DA	1164/24 200 (200-½)			
LNAV/VNAV DA	1238/24 274 (300-½)			
LNAV MDA	1360/24 396 (400-½)		1360/35 396 (400-⅝)	
C CIRCLING	1440-1 476 (500-1)		1480-1½ 516 (600-1½)	1700-2¼ 736 (800-2¼)

ELEV 964 TDZE 964



SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

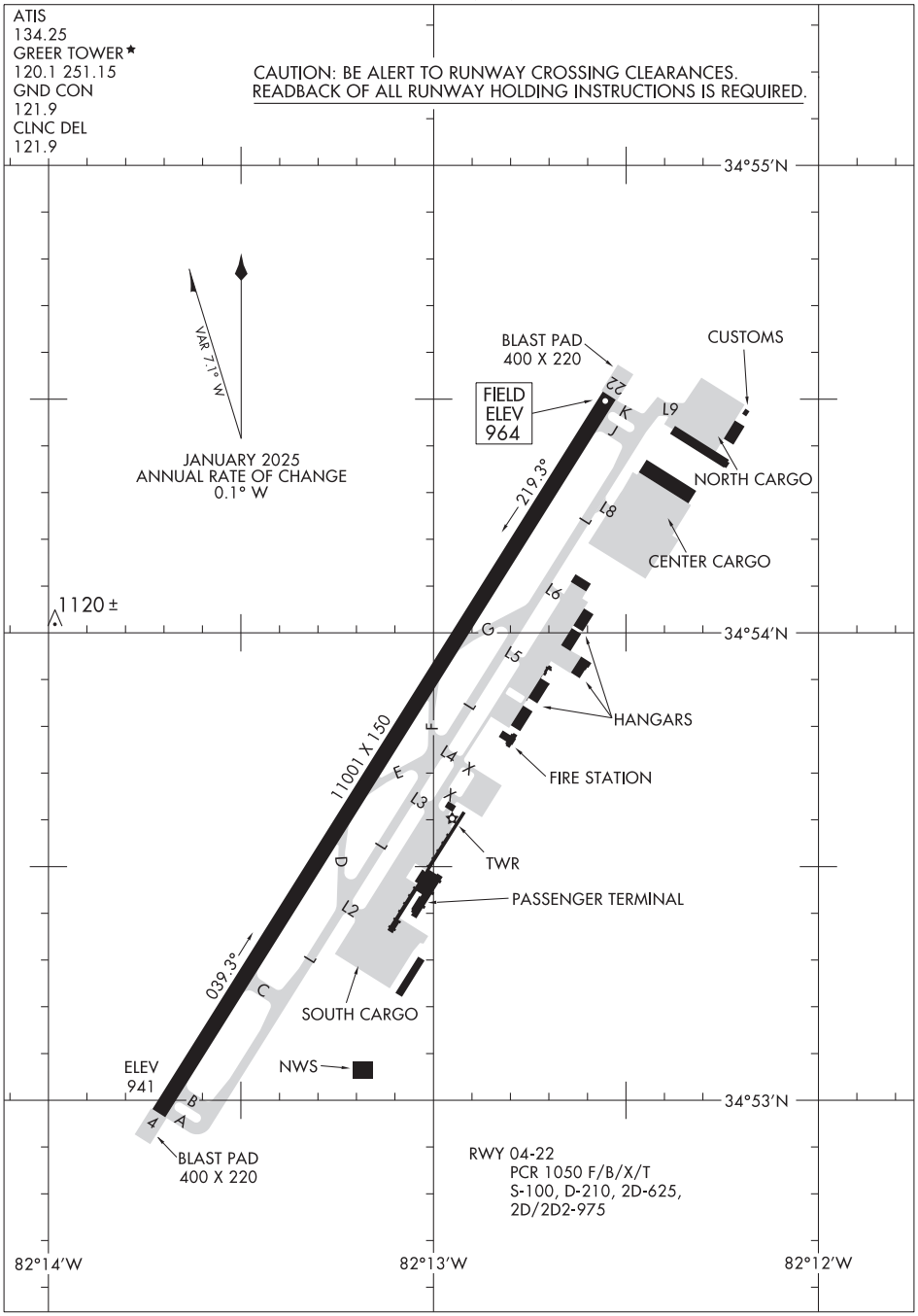
25107

AIRPORT DIAGRAM

GREENVILLE SPARTANBURG INTL (GSP)

GREER, SOUTH CAROLINA

AL-5124 (FAA)



SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM
25107

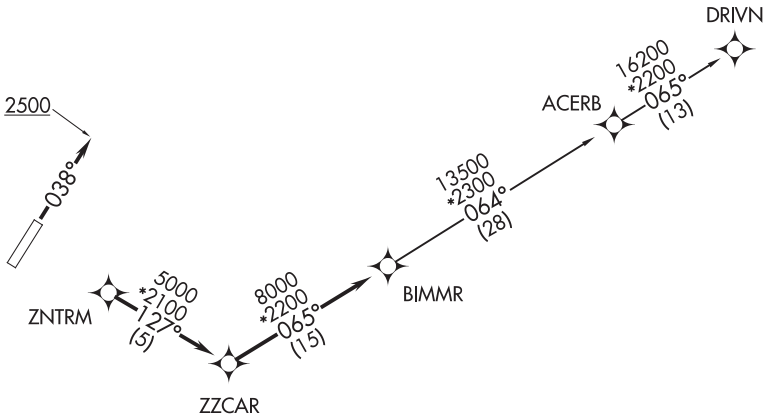
GREER, SOUTH CAROLINA
GREENVILLE SPARTANBURG INTL (GSP)

BIMMR THREE DEPARTURE (RNAV)

ATIS
134.25
GND CON
121.9
GREER TOWER★
120.1 251.15
UNICOM
122.95
GREER DEP CON★
119.4 350.2

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

TOP ALTITUDE: 5000



TAKEOFF MINIMUMS
Rwys 4, 22: Standard.

NOTE: Do not exceed 250K until advised by ATC.
NOTE: For turbojets only.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb on heading 038° to 2500 before turning west or northwest for RADAR vectors to ZNTRM, thence. . . .
TAKEOFF RUNWAY 22: Climb on assigned heading for RADAR vectors to ZNTRM, thence. . . .

. . . .on depicted route to BIMMR. Then on assigned transition. Maintain 5000. Expect clearance to filed altitude within 10 minutes after departure.

ACERB TRANSITION (BIMMR3.ACERB)

DRIVN TRANSITION (BIMMR3.DRIVN)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

(BWALL2.BWALL) 19339 AL-5124 (FAA)

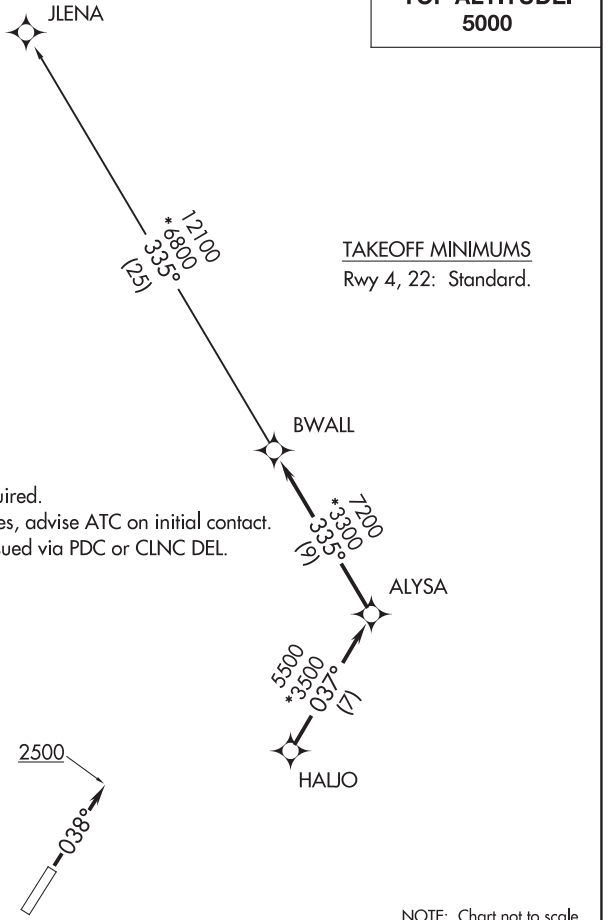
BWALL TWO DEPARTURE (RNAV)

GREENVILLE SPARTANBURG INTL (GSP)
GREER, SOUTH CAROLINA

SE-2, 07 AUG 2025 to 02 OCT 2025

ATIS
134.25
GND CON
121.9
GREER TOWER★
120.1 251.15
UNICOM
122.95
GREER DEP CON★
119.4 350.2

TOP ALTITUDE: 5000



TAKEOFF MINIMUMS
Rwy 4, 22: Standard.

NOTE: For turbojets only.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or CLNC DEL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to HALJO, then on depicted route to BWALL, thence. . . .

. . . .on JLENA transition. Maintain 5000. Expect clearance to filed altitude within 10 minutes after departure.

TAKEOFF RUNWAY 4: Climb heading 038° to 2500 before turning left.

JLENA TRANSITION (BWALL2.JLENA)

RNAV (GPS) RWY 3

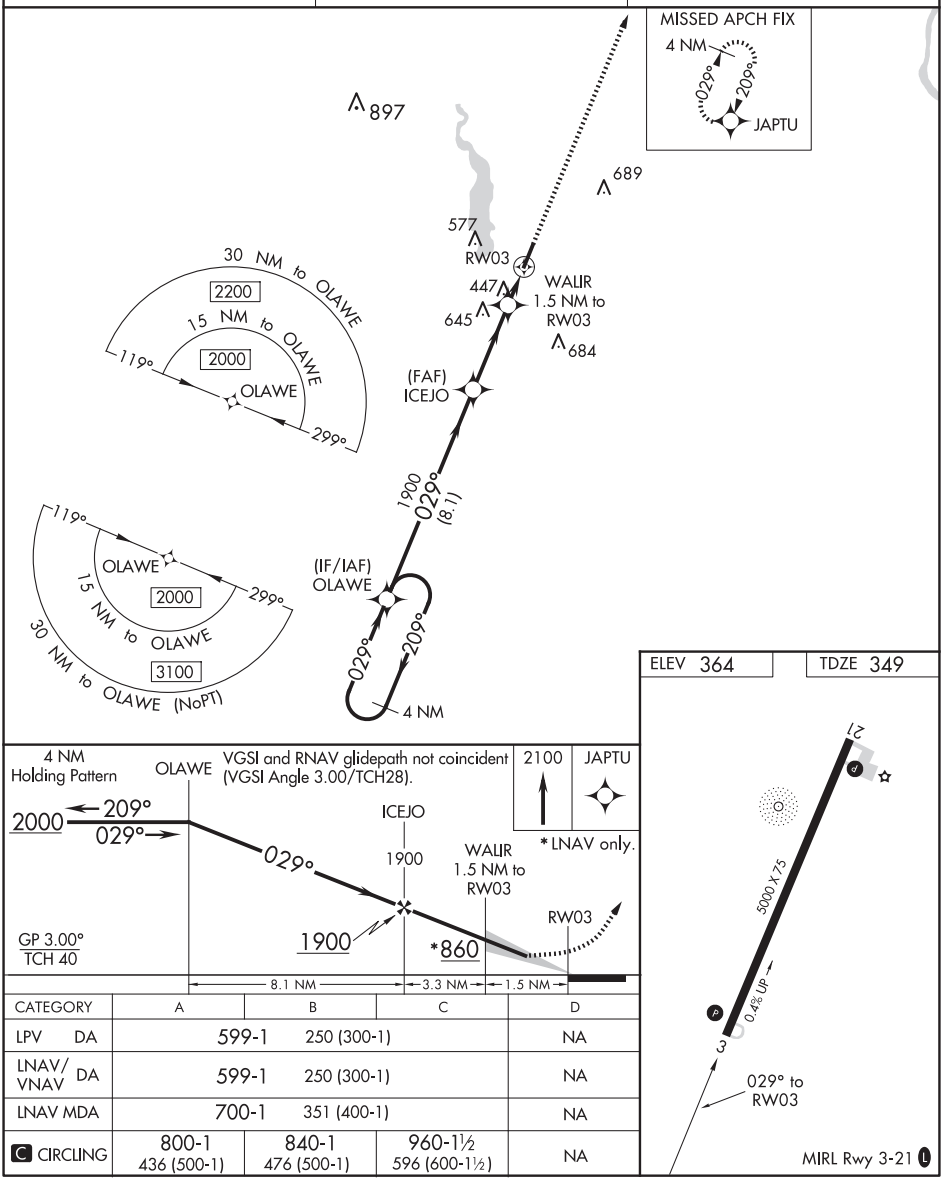
HARTSVILLE RGNL (HVS)

WAAS	APP CRS	Rwy Idg	5000
CH 87140	029°	TDZE	349
W03A		Apt Elev	364

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C (15°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2100 direct JAPTU and hold.

AWOS-3	SHAW APP CON ★	UNICOM
118.225	125.4 318.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	599-1	250 (300-1)		NA
LNAV/VNAV DA	599-1	250 (300-1)		NA
LNAV MDA	700-1	351 (400-1)		NA
C CIRCLING	800-1 436 (500-1)	840-1 476 (500-1)	960-1½ 596 (600-1½)	NA

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

HARTSVILLE, SOUTH CAROLINA AL-5739 (FAA) 22027

WAAS	APP CRS	Rwy Idg	5000
CH 69640	209°	TDZE	364
W21A		Apt Elev	364

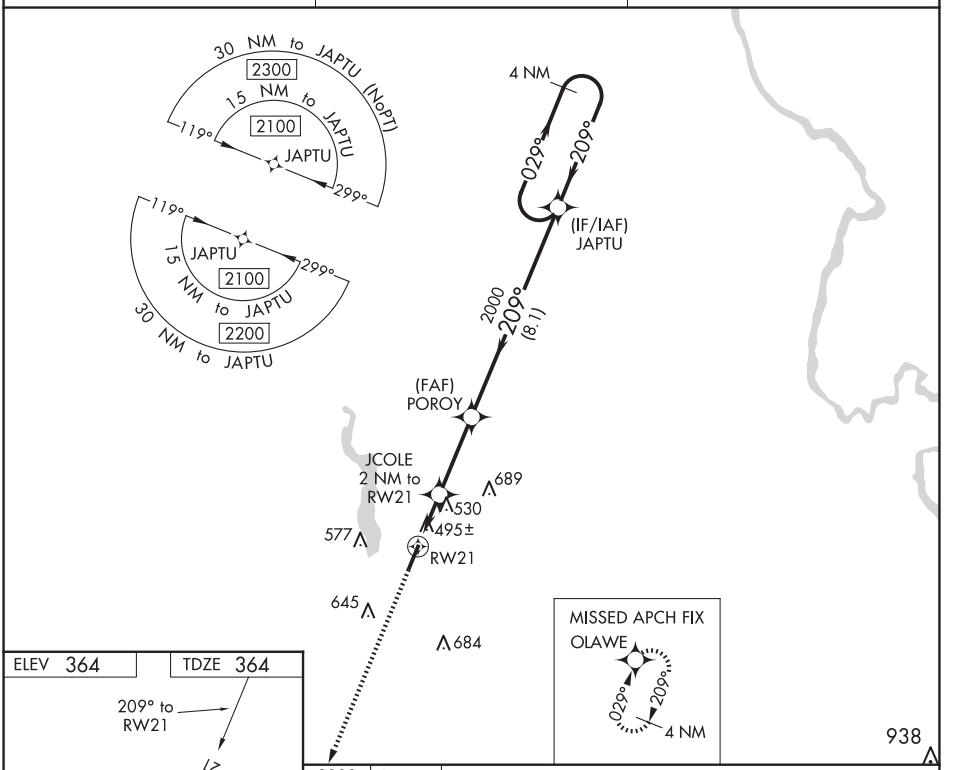
RNAV (GPS) RWY 21

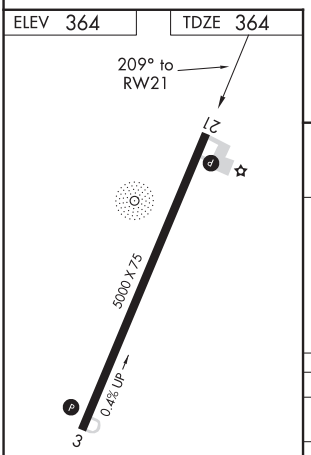
HARTSVILLE RGNL (HVS)

Rwy 21 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

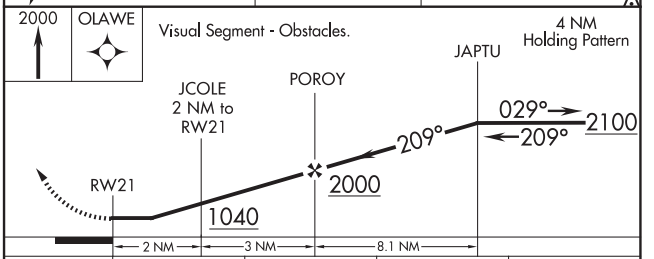
MISSED APPROACH: Climb to 2000 direct OLAWE and hold.

AWOS-3	SHAW APP CON ★	UNICOM
118.225	125.4 381.1	122.8 (CTAF) L





MIRL Rwy 3-21 L



CATEGORY	A	B	C	D
LP MDA	760-1 396 (400-1)		760-1⅛ 396 (400-1⅛)	NA
LNAV MDA	780-1 416 (500-1)		780-1⅛ 416 (500-1⅛)	NA
C CIRCLING	800-1 436 (500-1)	840-1 476 (500-1)	960-1½ 596 (600-1½)	NA

HARTSVILLE, SOUTH CAROLINA
Amdt 1 17AUG17

34°24′N-80°07′W

HARTSVILLE RGNL (HVS)

RNAV (GPS) RWY 21

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

VOR/DME CTF	APP CRS	Rwy Idg	N/A
114.55	155°	TDZE	N/A
Chan 92 (Y)		Apt Elev	364

VOR-A

HARTSVILLE RGNL (HVS)

DME required.

MISSED APPROACH: Climbing right turn to 2200 direct CTF VOR/DME and hold.

AWOS-3	SHAW APP CON ★	UNICOM
118.225	125.4 318.1	122.8 (CTAF) L

DME REQUIRED

IF/IAF CHESTERFIELD 114.55 CTF Chan 92 (Y)

155° 1 min 335°

2200 (6.5) 155° R-155

NoPT for arrival on CTF VOR/DME airway radials 234 CW 048.

TIARA CTF 6.5

2100 (6) 155°

897

CHEEP CTF 12.5

SHOYU CTF 16.5

689

577

645

684

R-180

2200 to CTF VOR/DME 360° (34.3)

FLO 115.2 Chan 99

R-255

CHART FLO 30.4

MSA CTF 25 NM

2300

ELEV 364

155° 4 NM from FAF

21

5000 X 75

0.4% UP

3

MIRL Rwy 3-21 L

One Minute Holding Pattern

CTF VOR/DME

TIARA CTF 6.5

CHEEP CTF 12.5

SHOYU CTF 16.5

2200 335° 155°

155° 2200 155°

2100

2200 CTF

6.5 NM 6 NM 4 NM

CATEGORY	A	B	C	D
C CIRCLING	860-1	496 (500-1)	960-1½ 596 (600-1½)	NA

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

HATTERAS, NORTH CAROLINA AL-6362 (FAA) 20086

RNAV (GPS) RWY 7

BILLY MITCHELL (HSE)

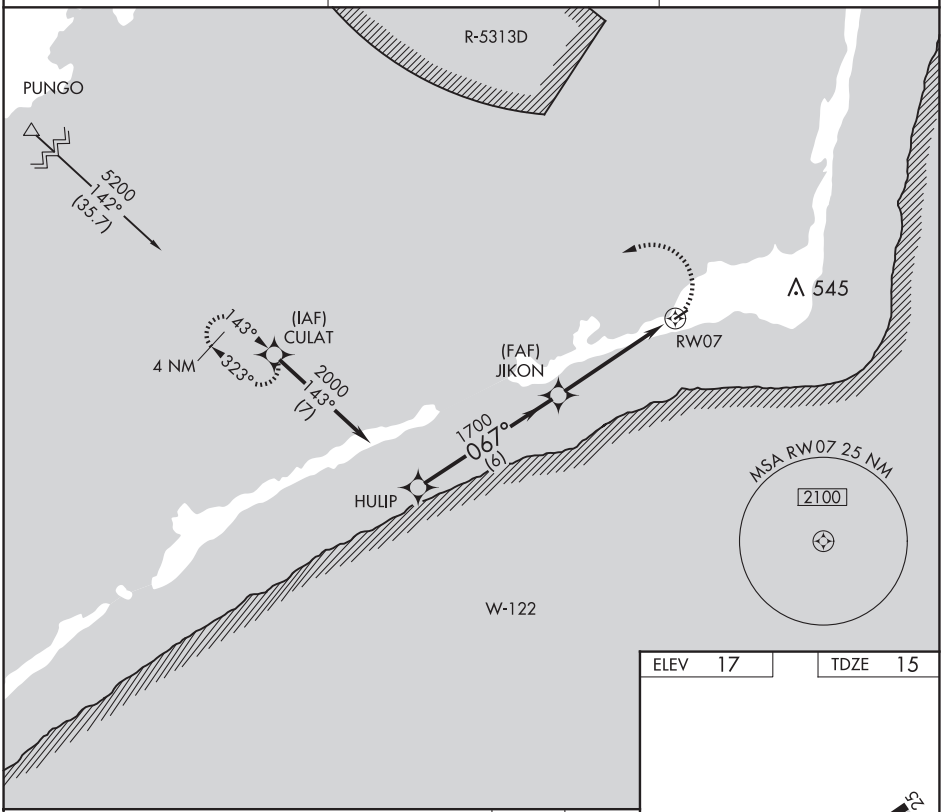
APP CRS	Rwy Idg	3002
067°	TDZE	15
	Apt Elev	17

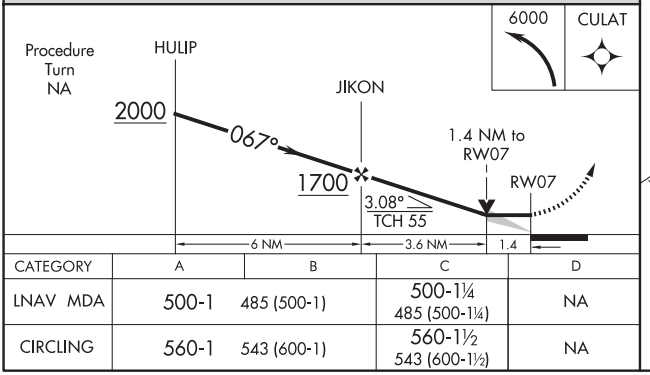
NA

Procedure NA at night.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

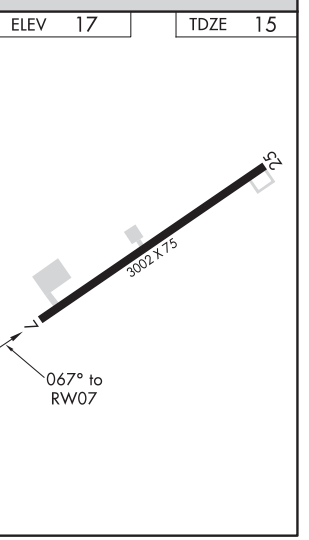
MISSED APPROACH: Climbing left turn to 6000 direct CULAT WP and hold.

ASOS	CHERRY POINT APP CON	CTAF
118.375	119.75 360.775	122.9





CATEGORY	A	B	C	D
LNAV MDA	500-1	485 (500-1)	500-1¼ 485 (500-1¼)	NA
CIRCLING	560-1	543 (600-1)	560-1½ 543 (600-1½)	NA



HATTERAS, NORTH CAROLINA
Orig 20MAR03

35°14'N-75°37'W

BILLY MITCHELL (HSE)

RNAV (GPS) RWY 7

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 25

BILLY MITCHELL (HSE)

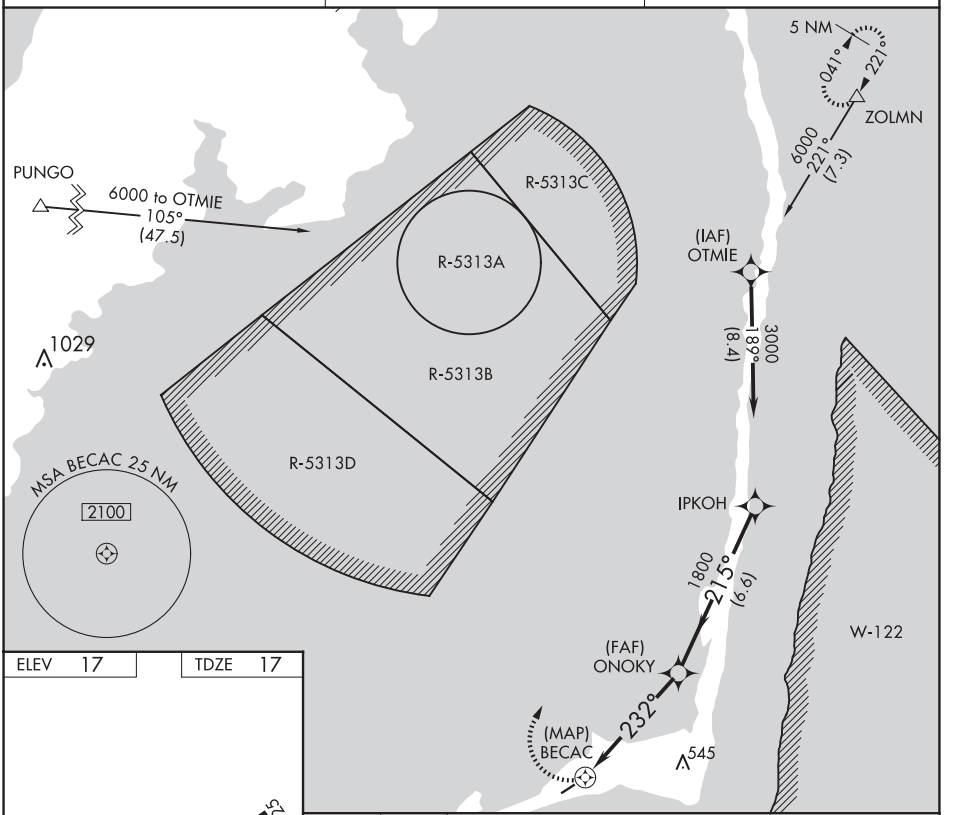
APP CRS	Rwy Idg	3002
232°	TDZE	17
	Apt Elev	17

NA

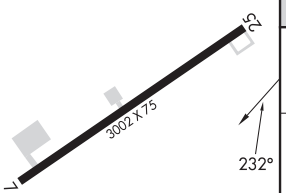
Procedure NA at night.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

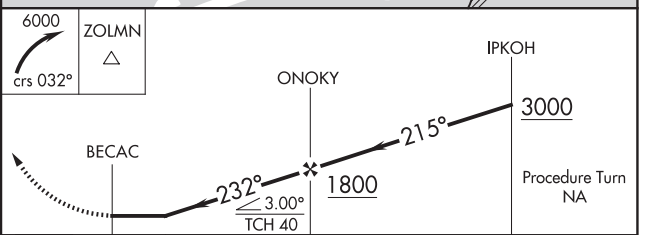
MISSED APPROACH: Climbing right turn to 6000 via course 032° to ZOLMN WP and hold.

ASOS	CHERRY POINT APP CON	CTAF
118.375	119.75 360.775	122.9



ELEV 17	TDZE 17





CATEGORY	A	B	C	D
LNAV MDA	520-1	503 (600-1)	520-1½ 503 (600-1½)	NA
CIRCLING	560-1	543 (600-1)	560-1½ 543 (600-1½)	NA

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

HICKORY, NORTH CAROLINA AL-706 (FAA) 25163

ILS or LOC RWY 24

HICKORY RGNL (HKY)

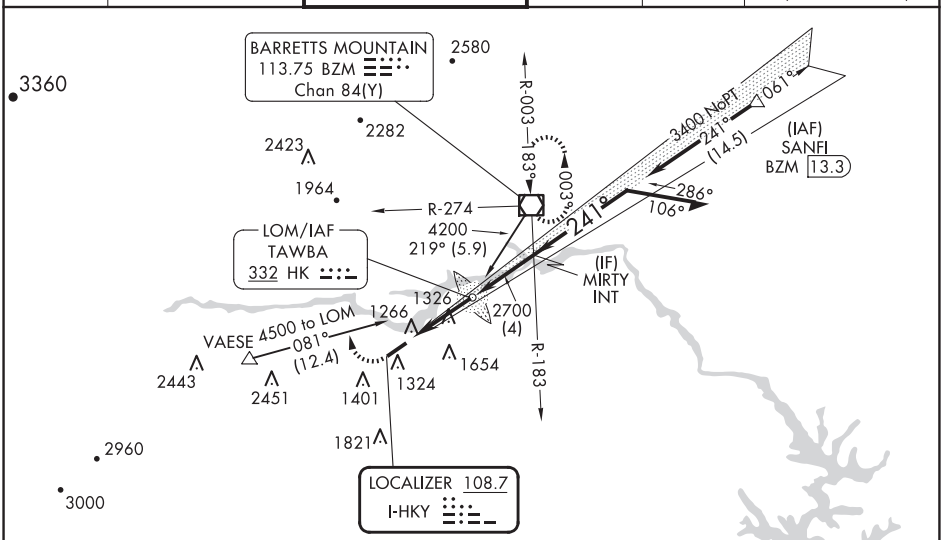
LOC I-HKY	APP CRS	Rwy Ldg	6401
108.7	241°	TDZE	1190
		Apt Elev	1190

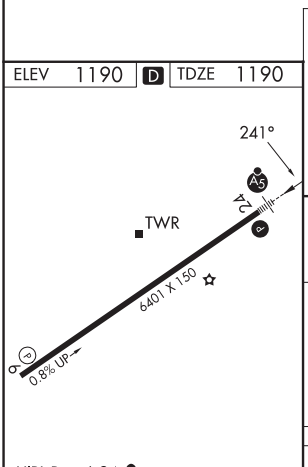
For inop ALS, increase S-LOC 24 Cat C and D visibility ⅛ SM.

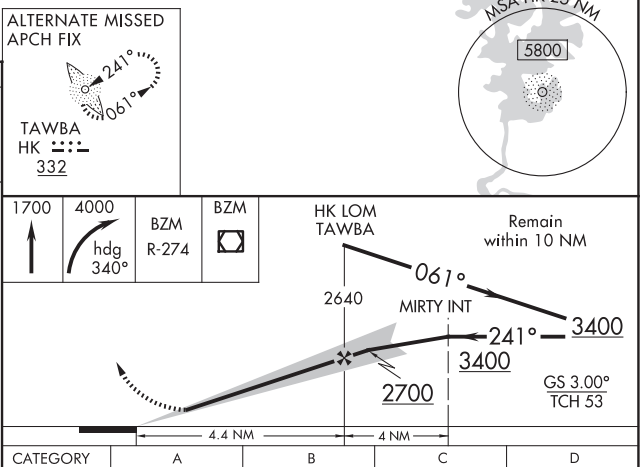
MALSR

MISSED APPROACH: Climb to 1700 then climbing right turn to 4000 on heading 340° and on BZM VOR/DME R-274 to BZM VOR/DME and hold.

ASOS	ATLANTA CENTER	HICKORY TOWER ★	GND CON	CLNC DEL	CLNC DEL
118.325	125.15 263.0	128.15 (CTAF) L	121.7	121.7	124.25 (When twr closed)







FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CATEGORY	A	B	C	D
S-ILS 24	1390-½	200 (200-½)		
S-LOC 24	1580-½	390 (400-½)	1580-⅝	390 (400-⅝)
C CIRCLING	1640-1 450 (500-1)	1660-1 470 (500-1)	2020-2½ 830 (900-2½)	2040-2¾ 850 (900-2¾)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 6

HICKORY RGNL (HKY)

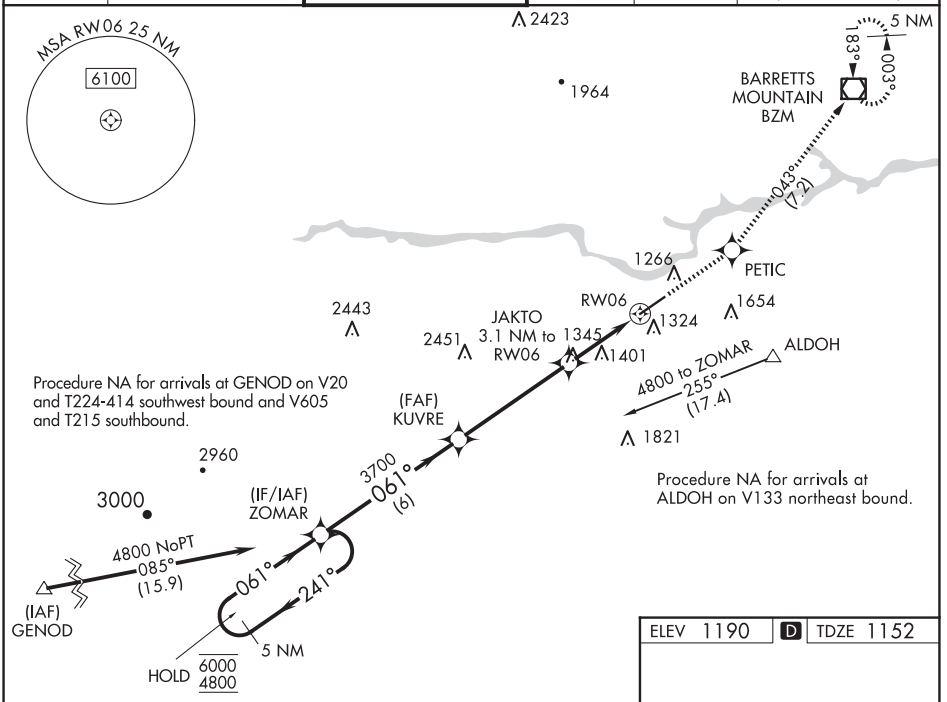
WAAS	APP CRS	Rwy Ldg	6401
CH 82623	061°	TDZE	1152
W06A		Apt Elev	1190

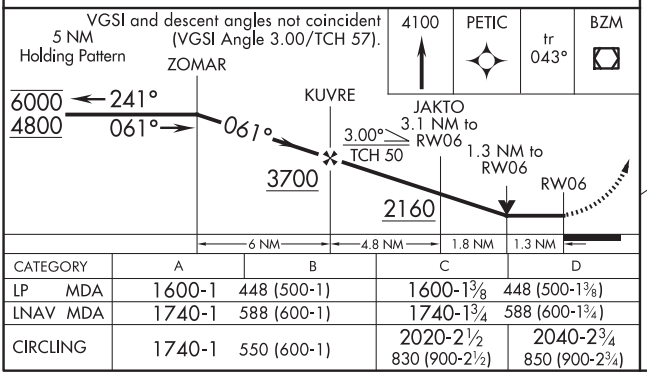
RNP APCH-GPS.

Rwy 6 helicopter visibility reduction below ¾ SM NA.

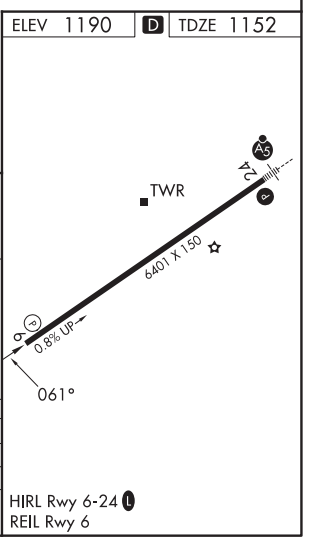
MISSED APPROACH: Climb to 4100 direct PETIC and on track 043° to BZM VOR/DME and hold, continue climb-in-hold to 4100.

ASOS	ATLANTA CENTER	HICKORY TOWER ★	GND CON	CLNC DEL	CLNC DEL
118.325	125.15 263.0	128.15 (CTAF) L	121.7	121.7	124.25 (When twr closed)





CATEGORY	A	B	C	D
LP MDA	1600-1	448 (500-1)	1600-1⅜	448 (500-1⅜)
LNAV MDA	1740-1	588 (600-1)	1740-1¾	588 (600-1¾)
CIRCLING	1740-1	550 (600-1)	2020-2½ 830 (900-2½)	2040-2¾ 850 (900-2¾)



SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

HICKORY, NORTH CAROLINA AL-706 (FAA) 25163

RNAV (GPS) RWY 24

HICKORY RGNL (HKY)

WAAS CH 42921 W24A	APP CRS 241°	Rwy Ldg 6401 TDZE 1190 Apt Elev 1190

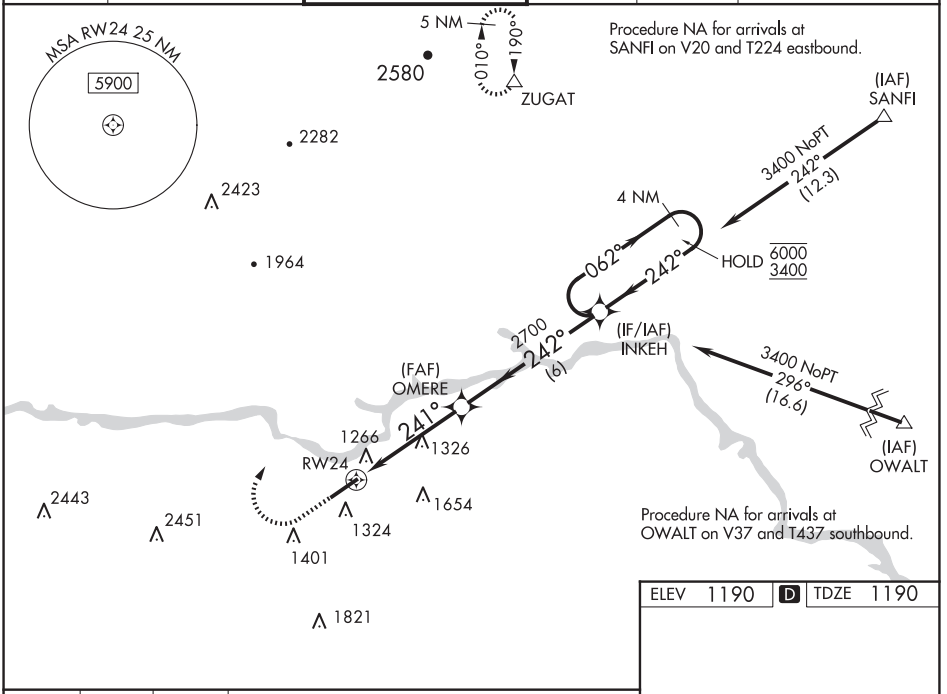
RNP APCH-GPS.

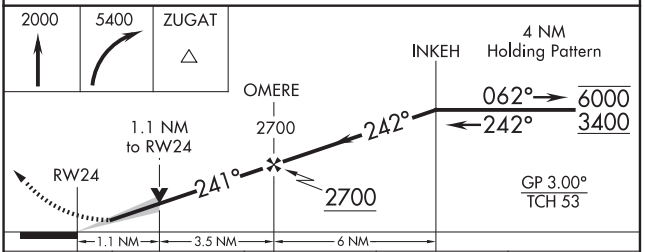
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ⅞ SM.

MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 5400 direct ZUGAT and hold, continue climb-in-hold to 5400.

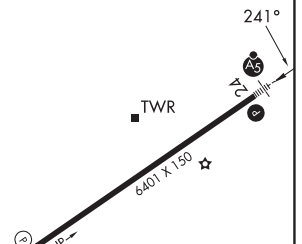
ASOS	ATLANTA CENTER	HICKORY TOWER ★	GND CON	CLNC DEL	CLNC DEL
118.325	125.15 263.0	128.15 (CTAF) L	121.7	121.7	124.25 (When twr closed)





CATEGORY	A	B	C	D
LPV DA	1390-½ 200 (200-½)			
LNAV/VNAV DA	1467-½ 277 (300-½)			
LNAV MDA	1580-½ 390 (400-½)		1580-⅝ 390 (400-⅝)	
C CIRCLING	1640-1 450 (500-1)	1660-1 470 (500-1)	2020-2½ 830 (900-2½)	2040-2¾ 850 (900-2¾)

ELEV 1190 D TDZE 1190



HIRL Rwy 6-24 L
REIL Rwy 6

HICKORY, NORTH CAROLINA
Amdt 2 25JAN24

35°44'N-81°23'W

HICKORY RGNL (HKY)

RNAV (GPS) RWY 24

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

VOR/DME RWY 24

HICKORY RGNL (HKY)

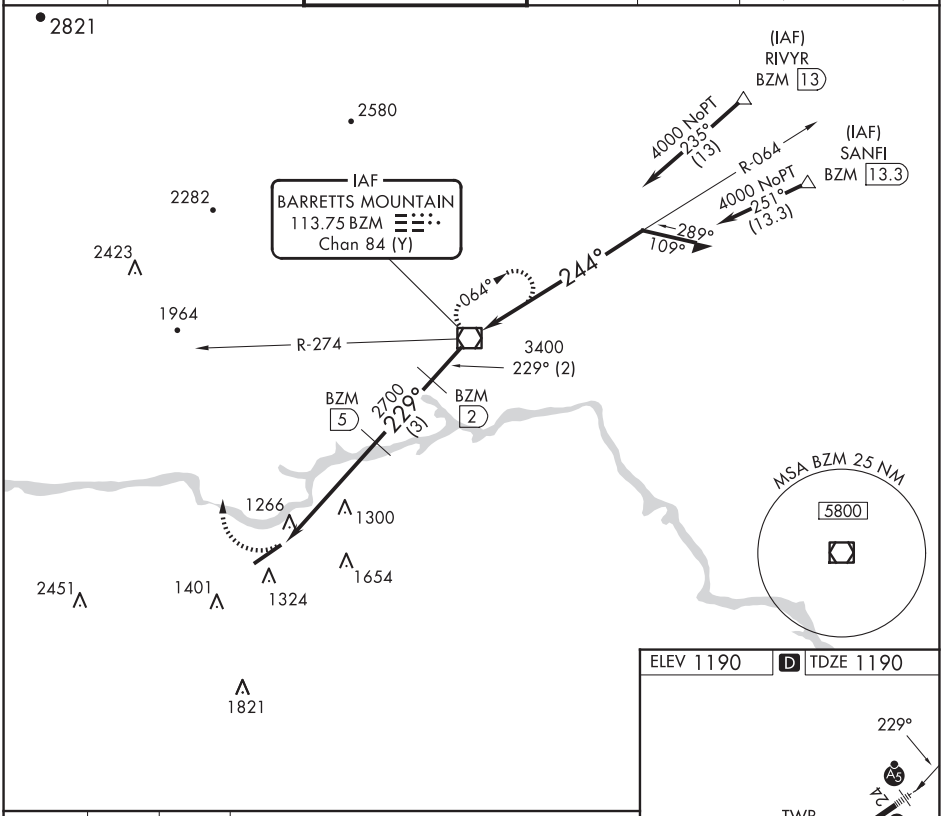
VOR/DME BZM	APP CRS	Rwy Ldg	6401
113.75	229°	TDZE	1190
Chan 84 (Y)		Apt Elev	1190

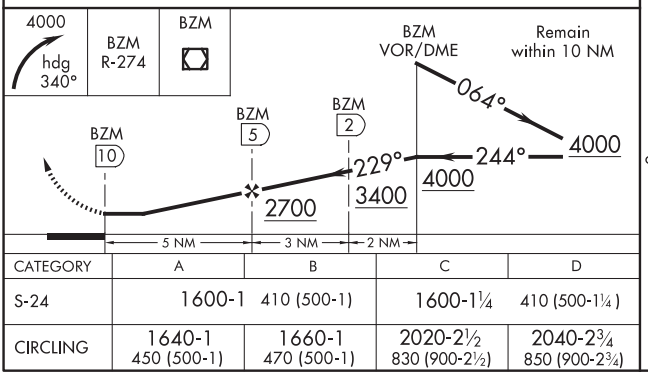
T A Inop table does not apply. Night landing: Rwy 1/6/19 NA. When local altimeter setting not received, use Morganton altimeter setting and increase all MDA 40 feet and visibility S-24 and Circling Cat D ¼ SM.

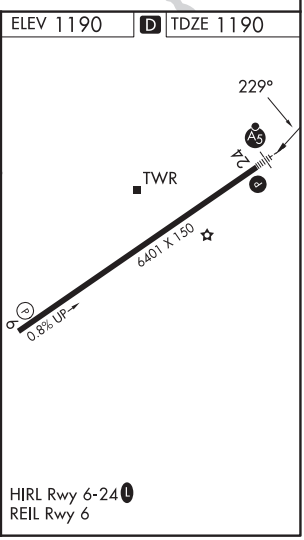
MALSR

MISSED APPROACH: Climbing right turn to 4000 via heading 340° and BZM R-274 to BZM VOR/DME and hold.

ASOS	ATLANTA CENTER	HICKORY TOWER ★	GND CON	CLNC DEL	CLNC DEL
118.325	125.15 263.0	128.15 (CTAF) L	121.7	121.7	124.25 (When twr closed)







CATEGORY	A	B	C	D
S-24	1600-1	410 (500-1)	1600-1¼	410 (500-1¼)
CIRCLING	1640-1 450 (500-1)	1660-1 470 (500-1)	2020-2½ 830 (900-2½)	2040-2¾ 850 (900-2¾)

HIRL Rwy 6-24 L
REIL Rwy 6

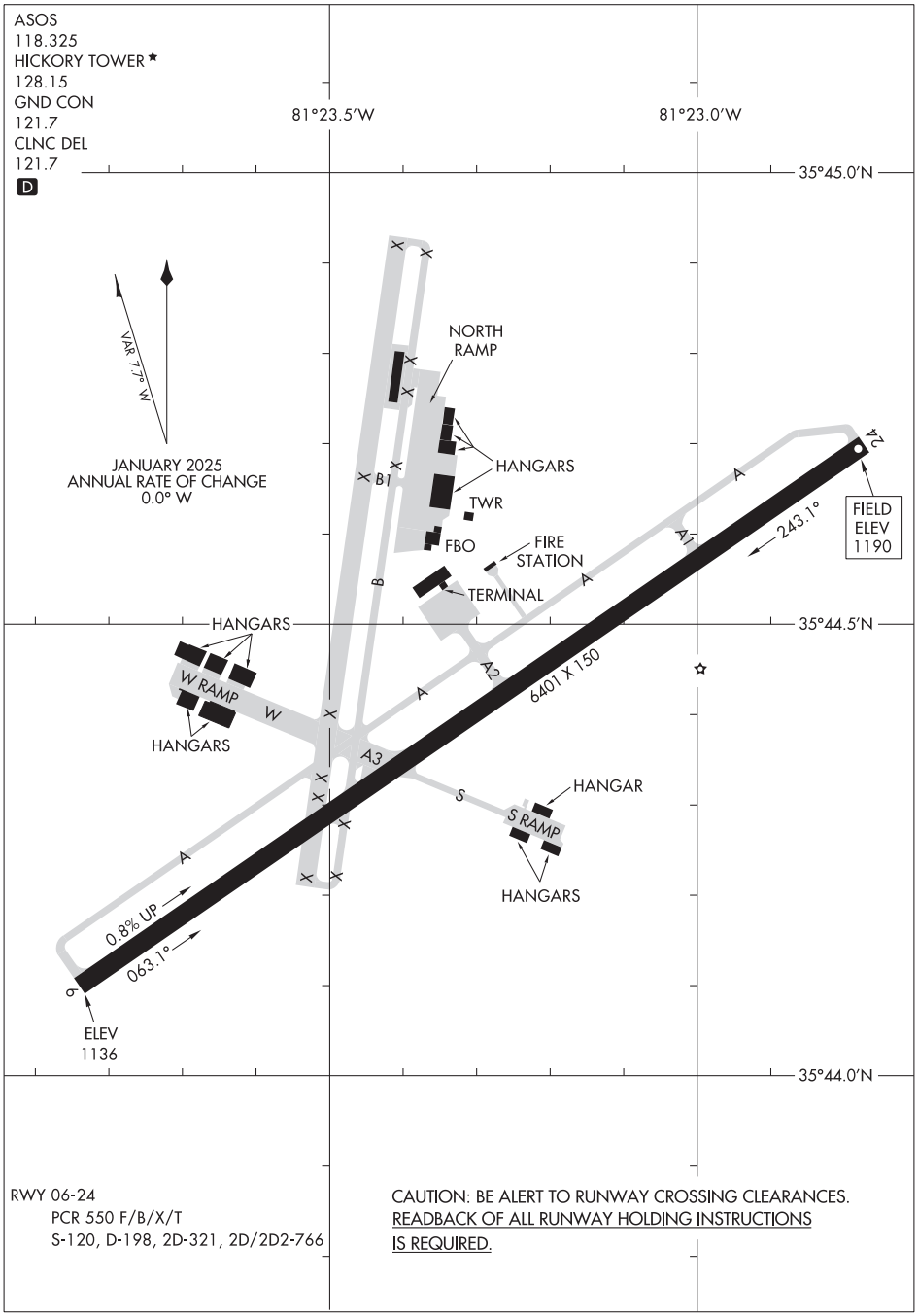
SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

25163

AIRPORT DIAGRAM

AL-706 (FAA)

HICKORY RGNL (HKY)
HICKORY, NORTH CAROLINA



RWY 06-24
PCR 550 F/B/X/T
S-120, D-198, 2D-321, 2D/2D2-766

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM
25163

HICKORY, NORTH CAROLINA
HICKORY RGNL (HKY)

SE-2, 07 AUG 2025 to 02 OCT 2025

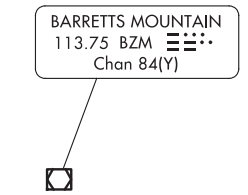
SE-2, 07 AUG 2025 to 02 OCT 2025

HICKORY ONE DEPARTURE

ATLANTA CENTER
125.15 263.0
ASOS
118.325
CLNC DEL
121.7
CLNC DEL (When twr closed)
124.25
GND CON
121.7
HICKORY TOWER ★
128.15 (CTAF)

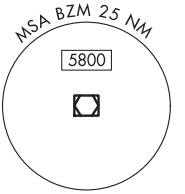
TOP ALTITUDE: ASSIGNED BY ATC

RADAR required.



SE-2, 07 AUG 2025 to 02 OCT 2025

TAKEOFF MINIMUMS
Rwy 6: Standard.
Rwy 24: Standard with minimum climb of 275'/NM to 2900.



NOTE: Chart not to scale.

SE-2, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to assigned route. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

HILTON HEAD ISLAND, SOUTH CAROLINA AL-5709 (FAA) 25163

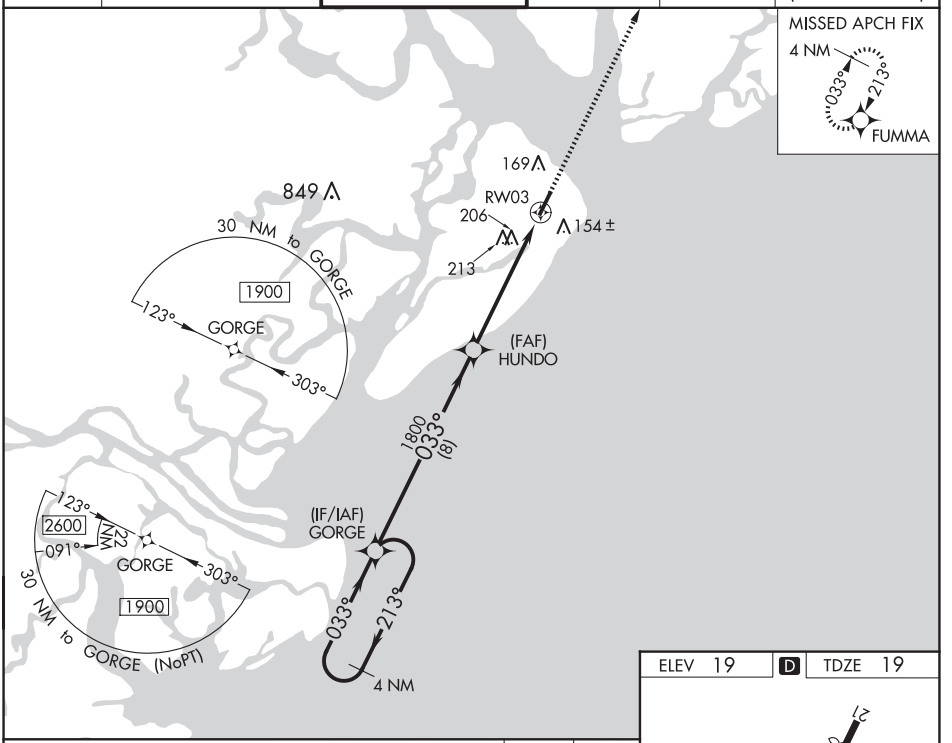
WAAS	APP CRS	Rwy Ldg 4703
CH 45641	033°	TDZE 19
W03A		Apt Elev 19

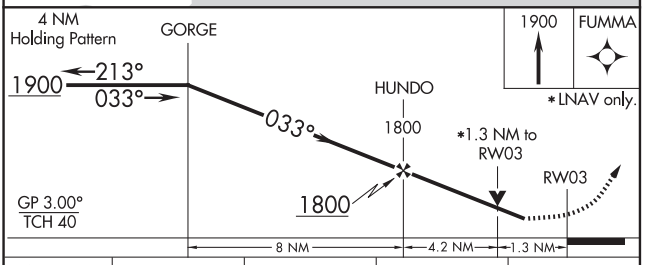
RNAV (GPS) RWY 3
HILTON HEAD (HXD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Rwy 3 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

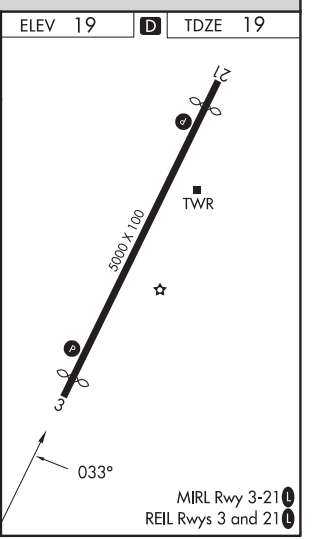
MISSED APPROACH: Climb to 1900 direct FUMMA and hold.

ATIS	SAVANNAH APP CON ★	HILTON HEAD TOWER ★	GND CON	CLNC DEL	CLNC DEL
121.4	125.3 371.875	118.975 (CTAF) L	121.1	121.1	123.85 (When twr closed)





CATEGORY	A	B	C	D
LPV DA	321-1		302 (400-1)	
LNAV/VNAV DA	334-1		315 (400-1)	
LNAV MDA	480-1 461 (500-1)		480-1⅜ 461 (500-1⅜)	
C CIRCLING	480-1 461 (500-1)	520-1 501 (600-1)	520-1½ 501 (600-1½)	580-2 561 (600-2)



SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 21

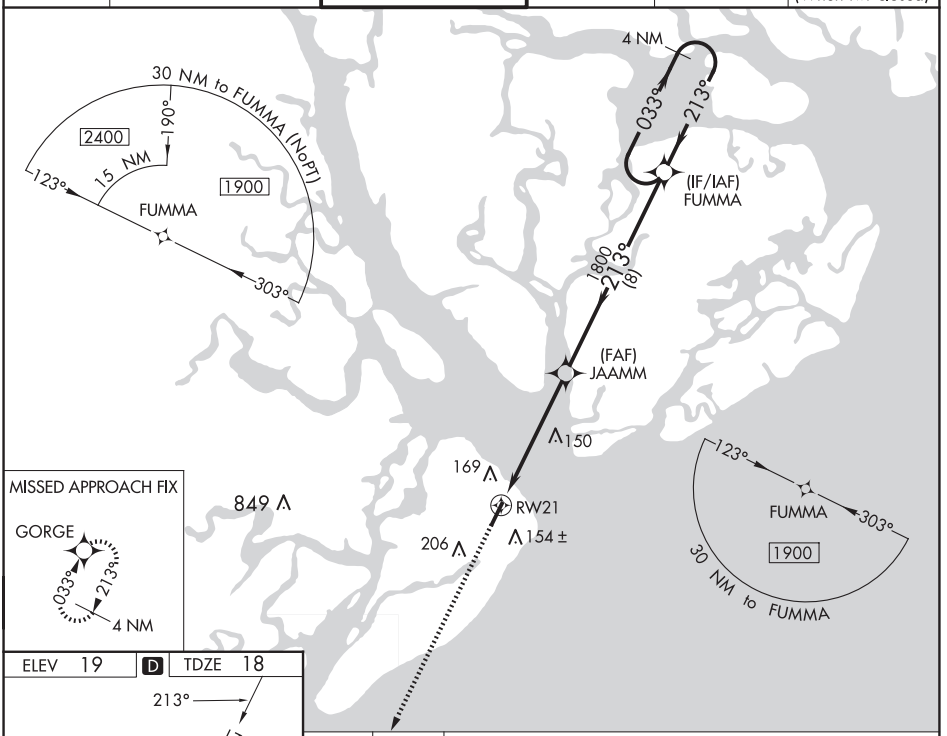
HILTON HEAD (HXD)

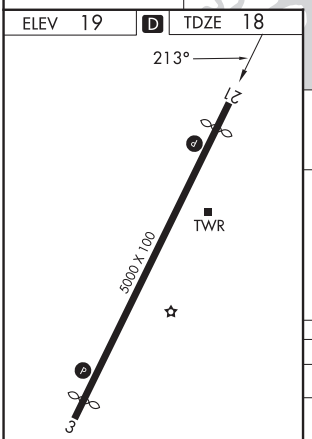
WASS CH 77641 W21A	APP CRS 213°	Rwy Ldg 4597 TDZE 18 Apt Elev 19

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rwy 21 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1900 direct GORGE and hold.

ATIS	SAVANNAH APP CON ★	HILTON HEAD TOWER ★	GND CON	CLNC DEL	CLNC DEL (When twr closed)
121.4	125.3 371.875	118.975 (CTAF) L	121.1	121.1	123.85



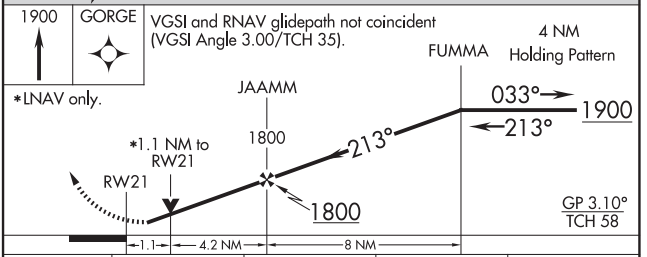


MIRL Rwy 3-21 L
REIL Rwys 3 and 21 L

1900 | GORGE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 35).

*LNAV only.



CATEGORY	A	B	C	D
LPV DA	340-1 322 (400-1)			
LNAV/VNAV DA	293-⅞ 275 (300-⅞)			
LNAV MDA	480-1 462 (500-1)		480-1⅜ 462 (500-1⅜)	
C CIRCLING	480-1 461 (500-1)	520-1 501 (600-1)	520-1½ 501 (600-1½)	580-2 561 (600-2)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

HILTON HEAD ISLAND, SOUTH CAROLINA

AL-5709 (FAA)

25163

LOC RWY 21

HILTON HEAD (HXD)

LOC/DME I-HXD	APP CRS	Rwy Ldg	4597
111.3	213°	TDZE	18
Chan 50		Apt Elev	19

NA

Rwy 21 helicopter visibility reduction below 3/4 SM NA. DME required.

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 on SAV R-085 to SELER/SAV 21.5 DME and hold, continue climb-in-hold to 2000.

ATIS	SAVANNAH APP CON ★	HILTON HEAD TOWER ★	GND CON	CLNC DEL	CLNC DEL
121.4	125.3 371.875	118.975 (CTAF) L	121.1	121.1	123.85 (When twr closed)

RADAR REQUIRED

033°

(IF) ZEXUN I-HXD 13.5

1800

213° (7.4)

JAAMM I-HXD 6.1

WOVIN I-HXD 3

169

150

154 ±

206

849

SELER SAV 21.5

085°

265°

R-085

ALTERNATE MISSED APCH FIX

113.5 CHS

R-219

Chan 82

039°

219°

TYBEE CHS 76.1

SAVANNAH 115.95 SAV Chan 106 (Y)

LOCALIZER 111.3 I-HXD Chan 50

MSA SAV 25 NM

2600

ELEV 19 D TDZE 18

213°

21

TWR

5000 X 100

800 | 2000 SAV R-085 | SELER SAV 21.5

JAAMM I-HXD 6.1

ZEXUN I-HXD 13.5

WOVIN I-HXD 3

I-HXD 1.9

I-HXD 0.8

213° 1800

1800

3.13°

760 TCH 40

1.1 NM 1.1 NM 3.1 NM 7.4 NM

CATEGORY	A	B	C	D
S-21	400-1 382 (400-1)		400-1⅛	382 (400-1⅛)
C CIRCLING	480-1 461 (500-1)	520-1 501 (600-1)	520-1½ 501 (600-1½)	580-2 561 (600-2)

MIRL Rwy 3-21 L

REIL Rwys 3 and 21 L

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

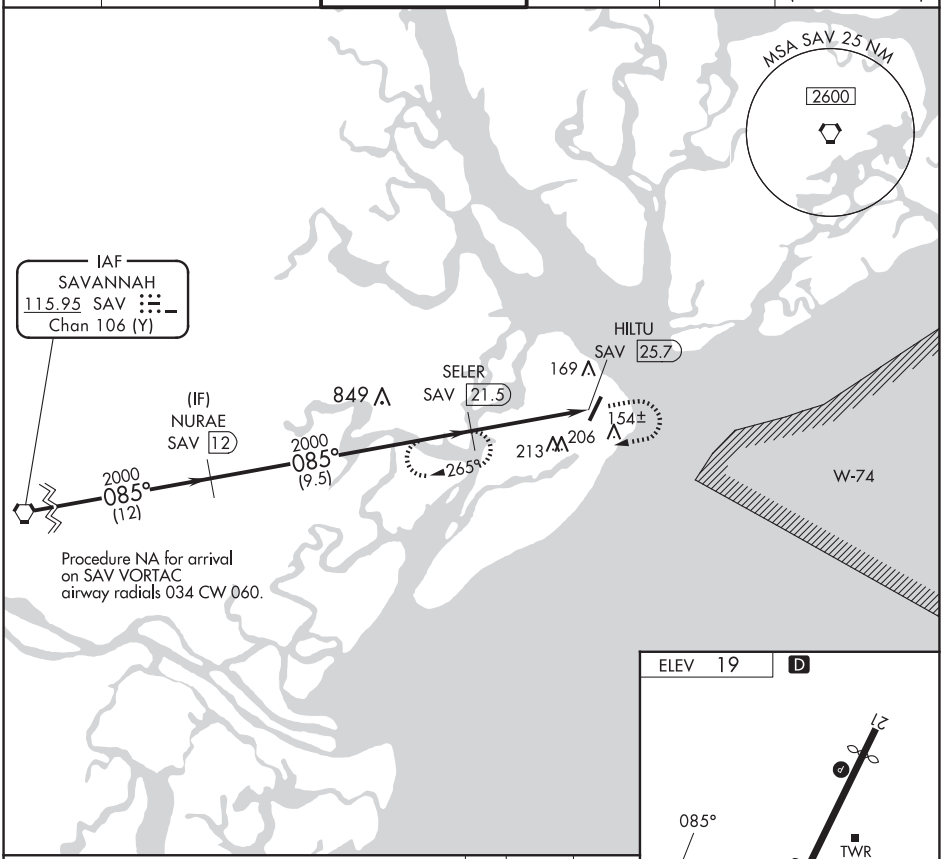
VORTAC SAV	APP CRS	Rwy Ldg	N/A
115.95	085°	TDZE	N/A
Chan 106 (Y)		Apt Elev	19

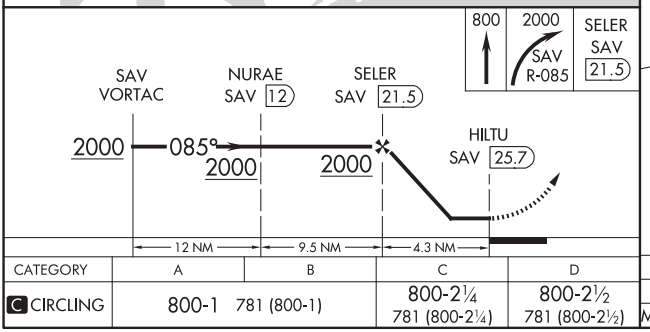
VOR-A
HILTON HEAD (HXD)

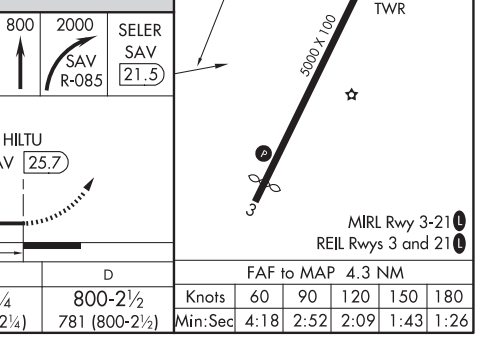
DME required

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 on SAV R-085 to SELER/21.5 DME and hold, continue climb-in-hold to 2000.

ATIS	SAVANNAH APP CON ★	HILTON HEAD TOWER ★	GND CON	CLNC DEL	CLNC DEL
121.4	125.3 371.875	118.975 (CTAF) L	121.1	121.1	123.85 (When twr closed)







CATEGORY	A	B	C	D
C CIRCLING	800-1	781 (800-1)	800-2¼	800-2½
			781 (800-2¼)	781 (800-2½)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

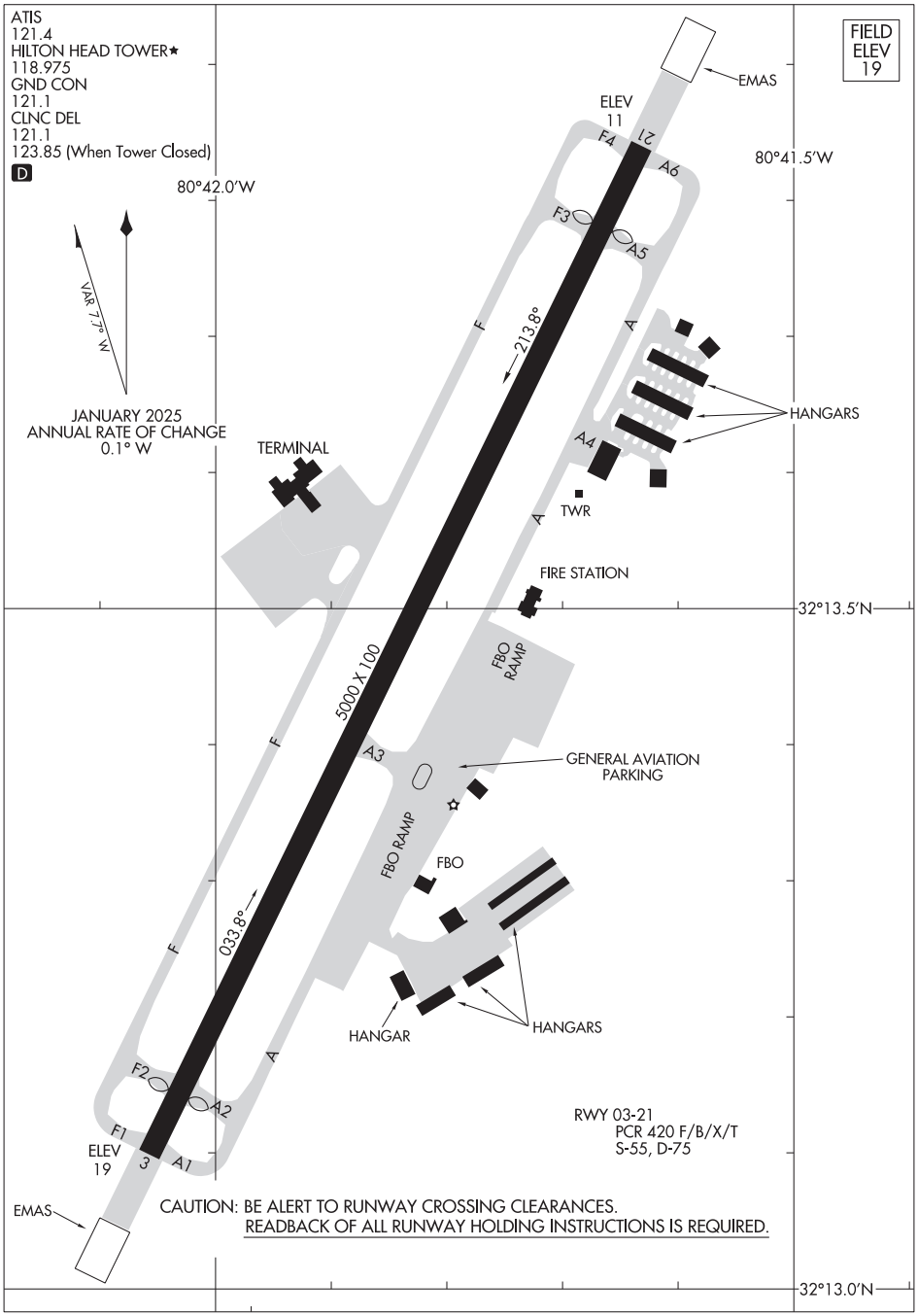
SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

BROAD CREEK VISUAL RWY 3

HILTON HEAD (HXD)
HILTON HEAD ISLAND, SOUTH CAROLINA

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025



SE-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 5

ALBERT J ELLIS (OAJ)

LOC/DME I-OAJ	APP CRS	Rwy Idg	7100
108.7	052°	TDZE	89
Chan 24		Apt Elev	93

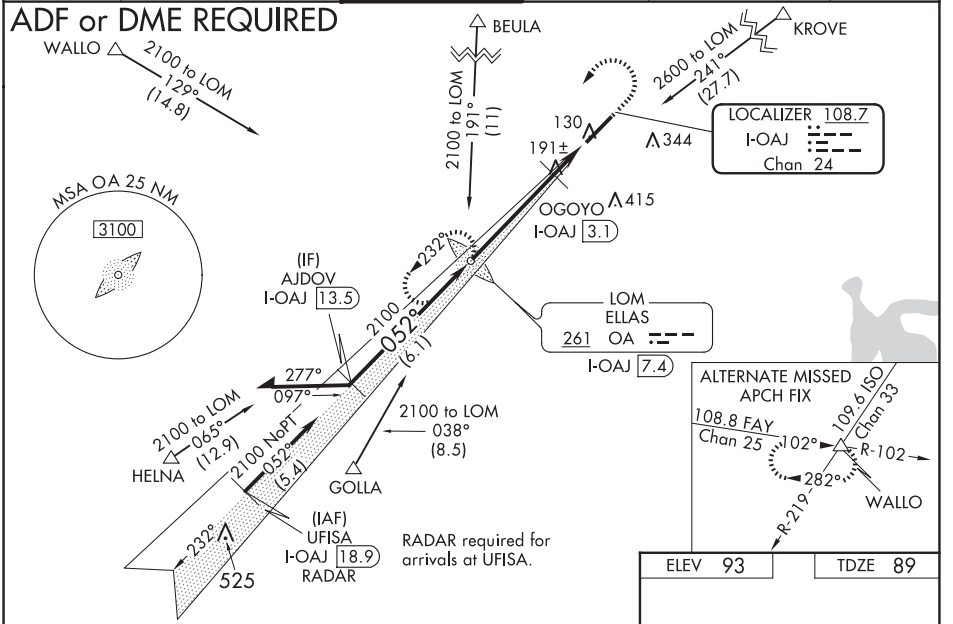
VDP NA with Wilmington altimeter setting. When local altimeter setting not received, use Wilmington altimeter setting and increase all DA to 382 feet; increase all MDAs 100 feet and visibility S-LOC 5 Cats C/D and Circling Cats C/D ¼ SM; OGOYO fix minimums: increase visibility S-LOC 5 Cats C/D ⅜ SM and Circling Cats C/D ¼ SM. For inoperative MALSR, increase S-LOC 5 Cats C/D visibility to 1⅜ mile, increase OGOYO fix minimums S-LOC 5 Cats C/D visibility to 1 mile. For inoperative MALSR when using Wilmington altimeter setting, increase S-ILS 5 all Cats visibility to ⅞ mile, increase S-LOC 5 Cats C/D visibility to 1⅝ mile, increase OGOYO fix minimums S-LOC 5 Cats C/D visibility to 1⅞ mile. ADF required.

MALSR

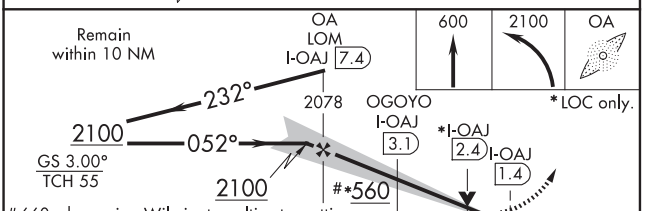
MISSED APPROACH: Climb to 600 then climbing left turn to 2100 direct ELLAS LOM/I-OAJ 7.4 DME and hold.

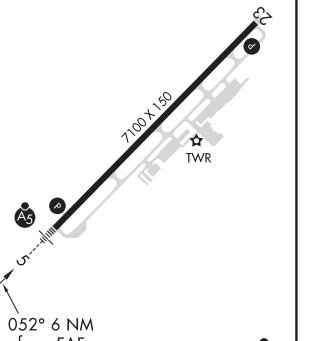
ATIS	WILMINGTON APP CON ★	ELLIS TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	135.75 317.425	132.65 (CTAF) L	125.4	121.4 257.6 (when twr closed)	122.95

ADF or DME REQUIRED



ELEV 93 TDZE 89





CATEGORY	A	B	C	D
S-ILS 5	289-½ 200 (200-½)			
S-LOC 5	560-½ 471 (500-½)		560-1 471 (500-1)	
CIRCLING	560-1 467 (500-1)		720-1¾ 627 (700-1¾)	720-2 627 (700-2)
OGOYO FIX MINIMUMS (DME REQUIRED)				
S-LOC 5	460-½ 371 (400-½)		460-⅝ 371 (400-⅝)	
CIRCLING	540-1 447 (500-1)	560-1 467 (500-1)	720-1¾ 627 (700-1¾)	720-2 627 (700-2)

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

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 5

ALBERT J ELLIS (OAJ)

WAAS	APP CRS	Rwy Idg	7100
CH 49009	052°	TDZE	89
W05A		Apt Elev	93

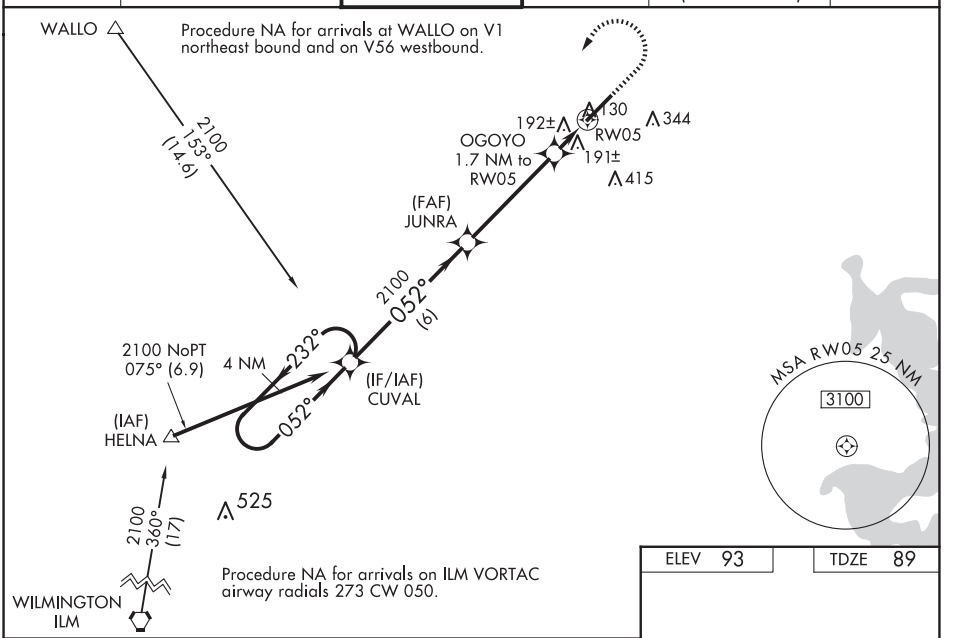
TAA

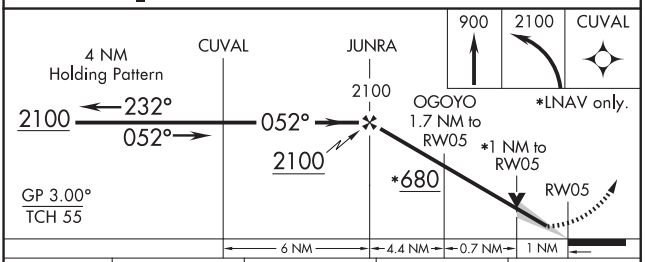
Baro-VNAV NA when using Wilmington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP -0.3 NA. VDP NA with Wilmington altimeter setting. When local altimeter setting not received, use Wilmington altimeter setting and increase LPV DA to 383 feet; increase LNAV/VNAV DA to 559 feet and all visibilities ⅜ SM. Increase all MDAs 100 feet and LNAV visibility Cat C/D ⅜ SM, and Circling visibility Cat C/D ¼ SM. For inoperative MALSR, increase LNAV Cat C/D visibility to 1 mile. For inoperative MALSR, when using Wilmington altimeter setting, increase LPV all Cats visibility to ⅞ mile, increase LNAV/VNAV all Cats to 1½ mile, and LNAV Cat C/D to 1⅜ mile.

MALSR

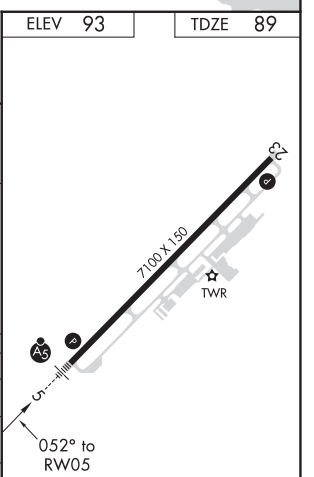
MISSED APPROACH: Climb to 900 then climbing left turn to 2100 direct CUVAL and hold.

ATIS	WILMINGTON APP CON ★	ELLIS TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	135.75 317.425	132.65 (CTAF) L	125.4	121.4 257.6 (when twr closed)	122.95





CATEGORY	A	B	C	D
LPV DA	289-½	200 (200-½)		
LNAV/VNAV DA	465-¾	376 (400-¾)		
LNAV MDA	460-½	371 (400-½)	460-⅝	371 (400-⅝)
CIRCLING	540-1 447 (500-1)	560-1 467 (500-1)	720-1¾ 627 (700-1¾)	720-2 627 (700-2)



SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

JACKSONVILLE, NORTH CAROLINA AL-5880 (FAA) 21364

RNAV (GPS) RWY 23

ALBERT J ELLIS (OAJ)

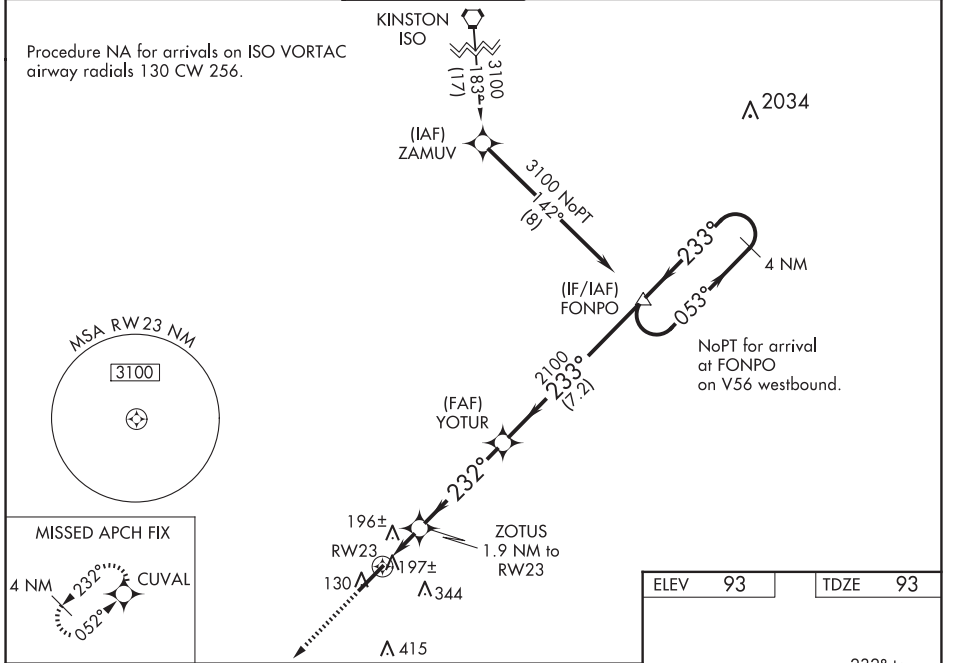
WAAS	APP CRS	Rwy Idg	7100
CH 62827	232°	TDZE	93
W23A		Apt Elev	93

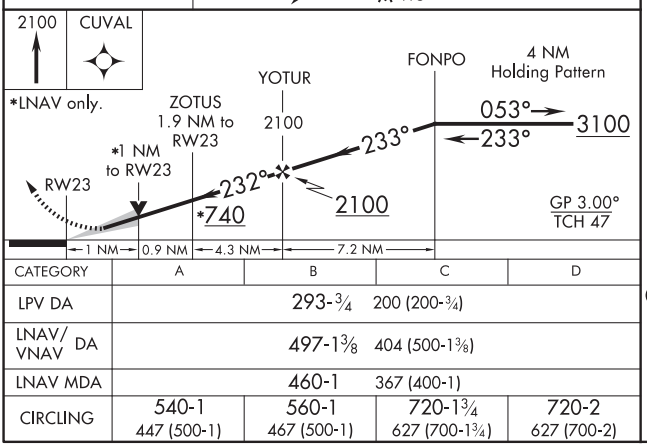
Baro-VNAV NA when using Wilmington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. VDP NA with Wilmington altimeter setting. When local altimeter setting not received, use Wilmington altimeter setting and increase LPV DA to 387 feet and all visibilities ⅛ SM. Increase LNAV/VNAV DA to 591 feet; increase all MDAs 100 feet and LNAV visibility Cat C/D ⅜ SM, and Circling visibility Cat C/D ¼ SM.

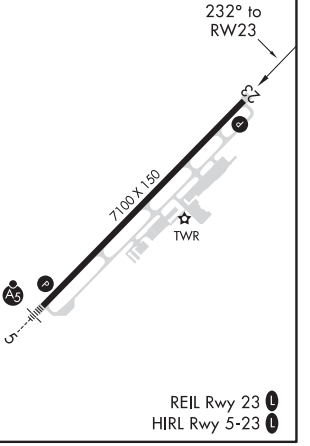
MISSED APPROACH: Climb to 2100 direct CUVAL and hold.

ATIS	WILMINGTON APP CON ★	ELLIS TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	135.75 317.425	132.65 (CTAF) L	125.4	121.4 257.6 (when twr closed)	122.95

Procedure NA for arrivals on ISO VORTAC airway radials 130 CW 256.







CATEGORY	A	B	C	D
LPV DA	293-¾ 200 (200-¾)			
LNAV/VNAV DA	497-1⅜ 404 (500-1⅜)			
LNAV MDA	460-1 367 (400-1)			
CIRCLING	540-1 447 (500-1)	560-1 467 (500-1)	720-1¾ 627 (700-1¾)	720-2 627 (700-2)

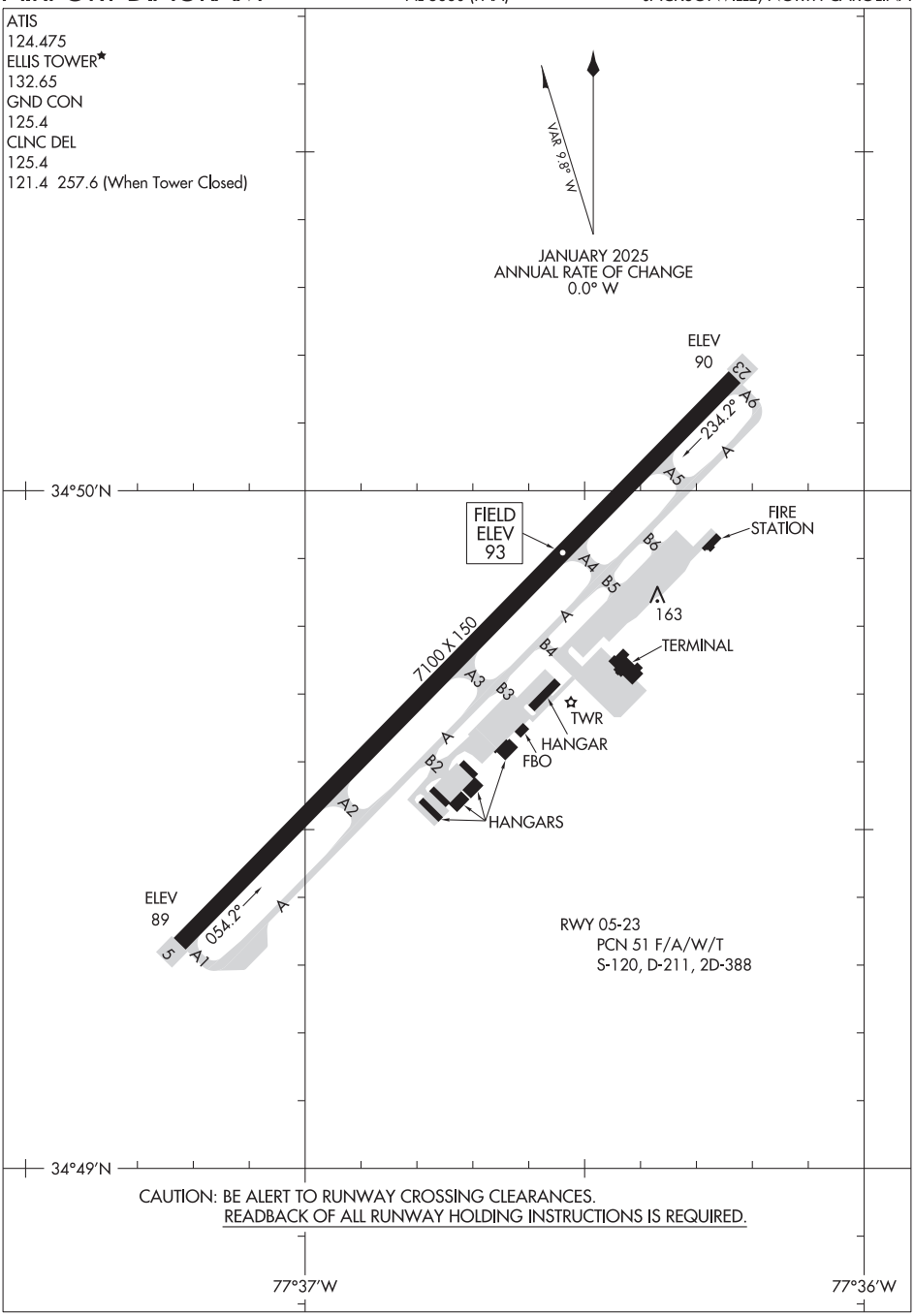
JACKSONVILLE, NORTH CAROLINA 34°50'N-77°37'W ALBERT J ELLIS (OAJ)

Orig-B 30DEC21

RNAV (GPS) RWY 23

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025



SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

JEFFERSON, NORTH CAROLINA AL-6790 (FAA) 24249

WAAS	APP CRS	Rwy Idg	5002
CH 70437	276°	TDZE	3142
W28A		Apt Elev	3178

RNAV (GPS) RWY 28
ASHE COUNTY (GEV)

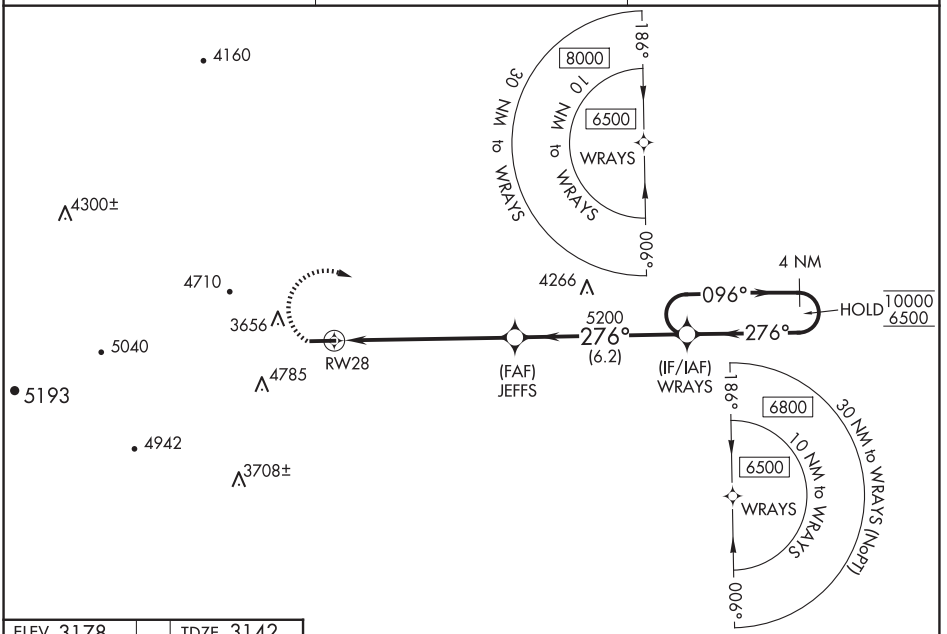
RNP APCH - GPS.

T A -16°C

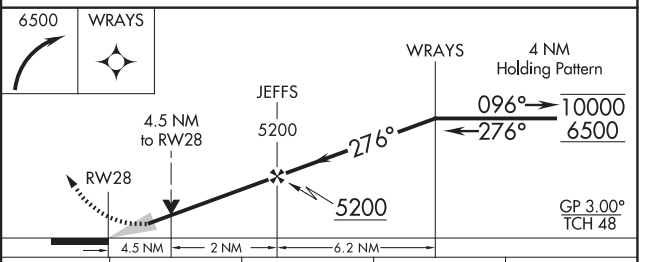
Circling to Rwy 10 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 14°C or above 54°C.

MISSED APPROACH: Climbing right turn to 6500 direct WRAYS and hold, continue climb-in-hold to 6500.
*Missed approach requires minimum climb of 350 feet per NM to 5700.

AWOS-3	ATLANTA CENTER	UNICOM
120.675	125.15 263.0	122.8 (CTAF) L



ELEV 3178 TDZE 3142



CATEGORY	A	B	C	D
LPV DA*	3799-1⅞ 657 (700-1⅞)			
LPV DA	4052-4 910 (900-4)			
LNAV/VNAV DA	4024-4 882 (900-4)			
LNAV MDA	4560-1¼ 1418 (1400-1¼)	4560-1½ 1418 (1400-1½)	4560-3 1418 (1400-3)	
C CIRCLING	4560-1¼ 1382 (1400-1¼)	4560-1½ 1382 (1400-1½)	5140-3 1962 (2000-3)	5180-3 2002 (2100-3)

REIL Rwy 28 L
MIRL Rwy 10-28 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-JUH	APP CRS	Rwy Idg	5002
109.35	276°	TDZE	3142
Chan 30 (Y)		Apt Elev	3178

LOC RWY 28
ASHE COUNTY (GEV)

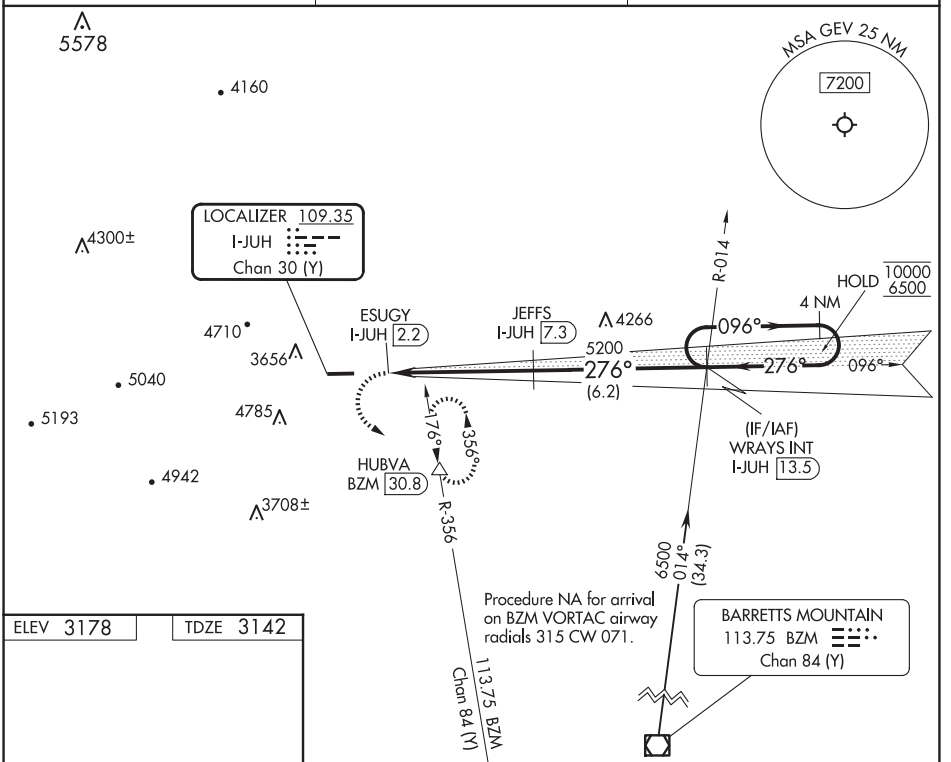
DME required.

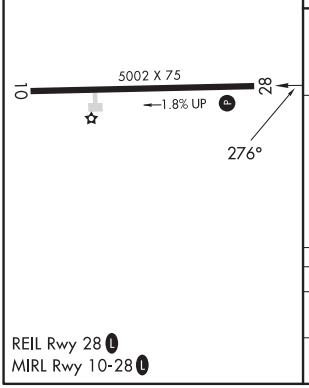
Circling to Rwy 10 NA at night.

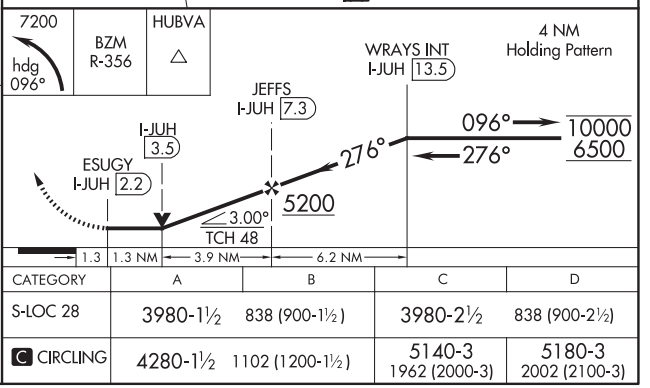
-16°C

MISSED APPROACH: Climbing left turn to 7200 on heading 096° and on BZM VOR/DME R-356 to HUBVA/BZM 30.8 DME and hold, continue climb-in-hold to 7200.

AWOS-3	ATLANTA CENTER	UNICOM
120.675	125.15 263.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-LOC 28	3980-1½	838 (900-1½)	3980-2½	838 (900-2½)
C CIRCLING	4280-1½	1102 (1200-1½)	5140-3 1962 (2000-3)	5180-3 2002 (2100-3)

REIL Rwy 28 L
MIRL Rwy 10-28 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

KENANSVILLE, NORTH CAROLINA AL-6228 (FAA) 20254

RNAV (GPS) RWY 5
DUPLIN COUNTY (DPL)

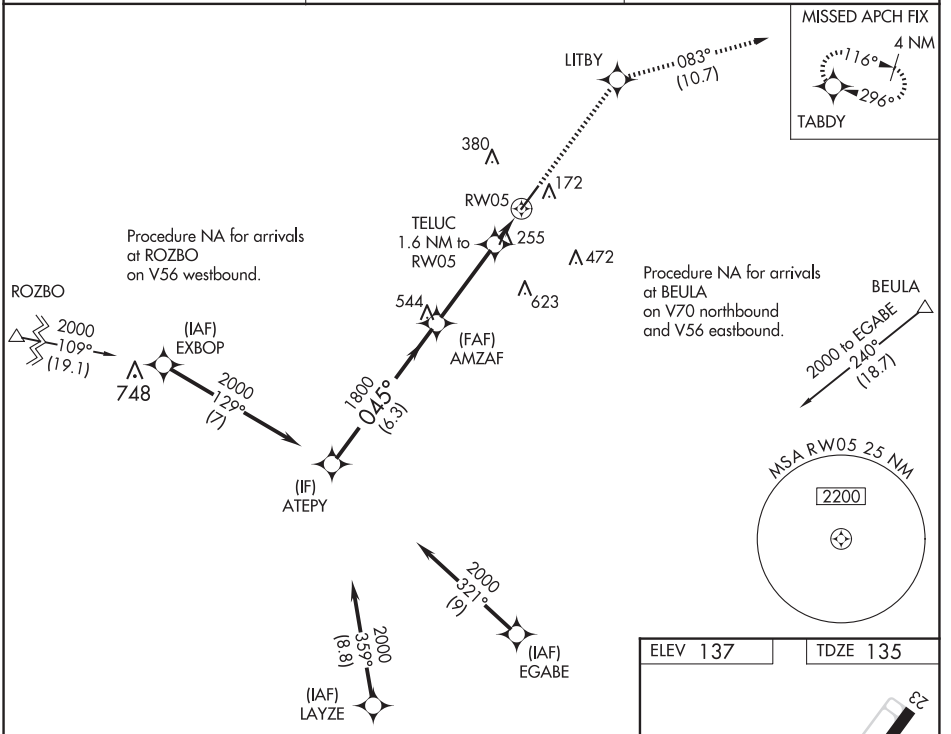
WAAS	APP CRS	Rwy Idg	6003
CH 63121	045°	TDZE	135
W05A		Apt Elev	137

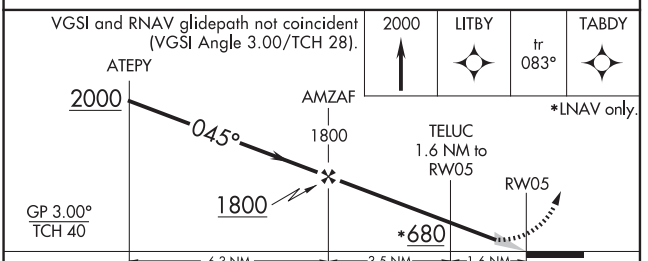
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

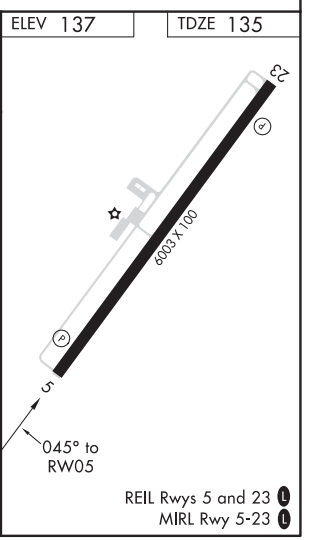
MISSED APPROACH: Climb to 2000 direct LITBY and on track 083° to TABDY and hold.

AWOS-3	SEYMOUR JOHNSON APP CON★	UNICOM
120.675	119.7 273.6	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	385-¾ 250 (300-¾)			
LNAV/VNAV DA	396-⅞ 261 (300-⅞)			
LNAV MDA	520-1 385 (400-1)		520-1⅛ 385 (400-1⅛)	



KENANSVILLE, NORTH CAROLINA
Amdt 1A 15AUG19

35°00′N-77°59′W

DUPLIN COUNTY (DPL)
RNAV (GPS) RWY 5

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	6003
CH 69521	225°	TDZE	137
W23A		Apt Elev	137

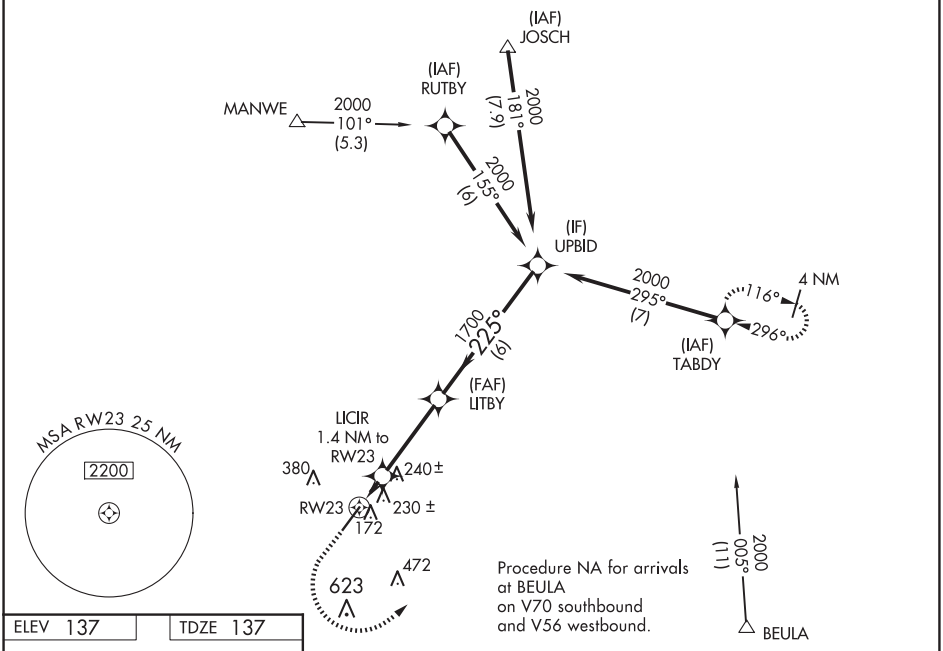
RNAV (GPS) RWY 23
DUPLIN COUNTY (DPL)

RNP APCH.

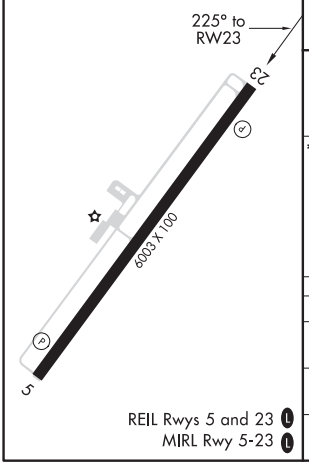
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

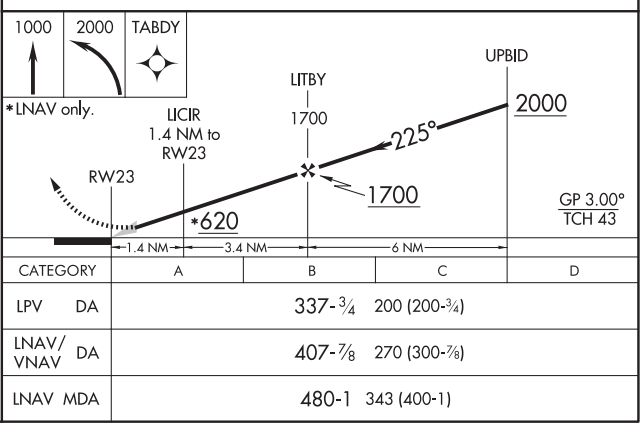
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct TABDY and hold.

AWOS-3	SEYMOUR JOHNSON APP CON ★	UNICOM
120.675	119.7 273.6	123.0 (CTAF) L



ELEV 137 TDZE 137





CATEGORY	A	B	C	D
LPV DA	337-¾ 200 (200-¾)			
LNAV/VNAV DA	407-⅞ 270 (300-⅞)			
LNAV MDA	480-1 343 (400-1)			

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

KILL DEVIL HILLS, NORTH CAROLINA AL-10743 (FAA) 24305

RNAV (GPS) RWY 3

FIRST FLIGHT (FFA)

APP CRS	Rwy Idg	3000
001°	TDZE	12
	Apt Elev	12

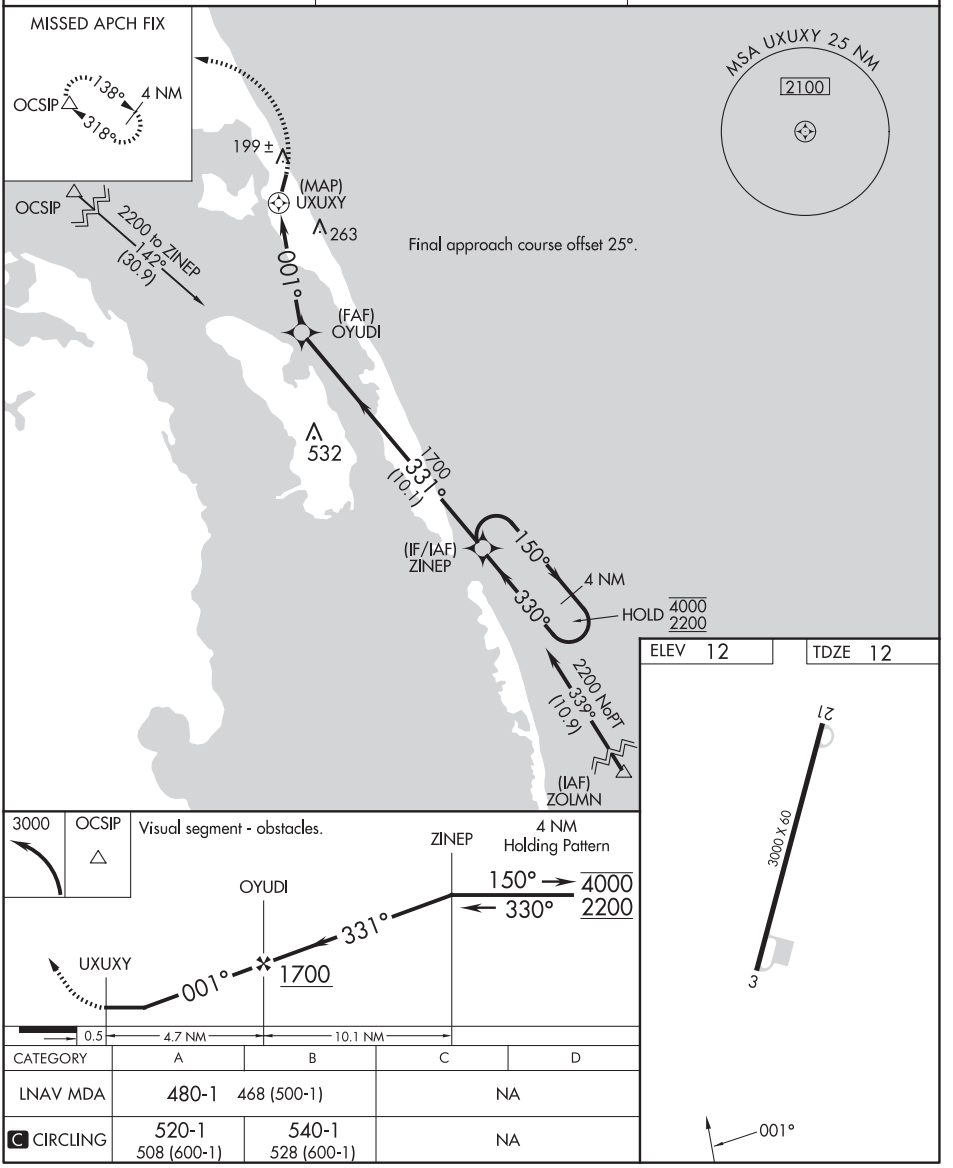
RNP APCH - GPS.

Procedure NA at night.

Rwy 3 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 3000 direct OCSIP and hold.

AWOS-3	CHERRY POINT APP CON	CTAF
118.075	124.725 350.35	122.9



CATEGORY	A	B	C	D
LNAV MDA	480-1	468 (500-1)	NA	
C CIRCLING	520-1 (508 (600-1))	540-1 (528 (600-1))	NA	

KILL DEVIL HILLS, NORTH CAROLINA
Orig-A 26JAN23

36°01'N-75°40'W

FIRST FLIGHT (FFA)

RNAV (GPS) RWY 3

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 21

FIRST FLIGHT(FFA)

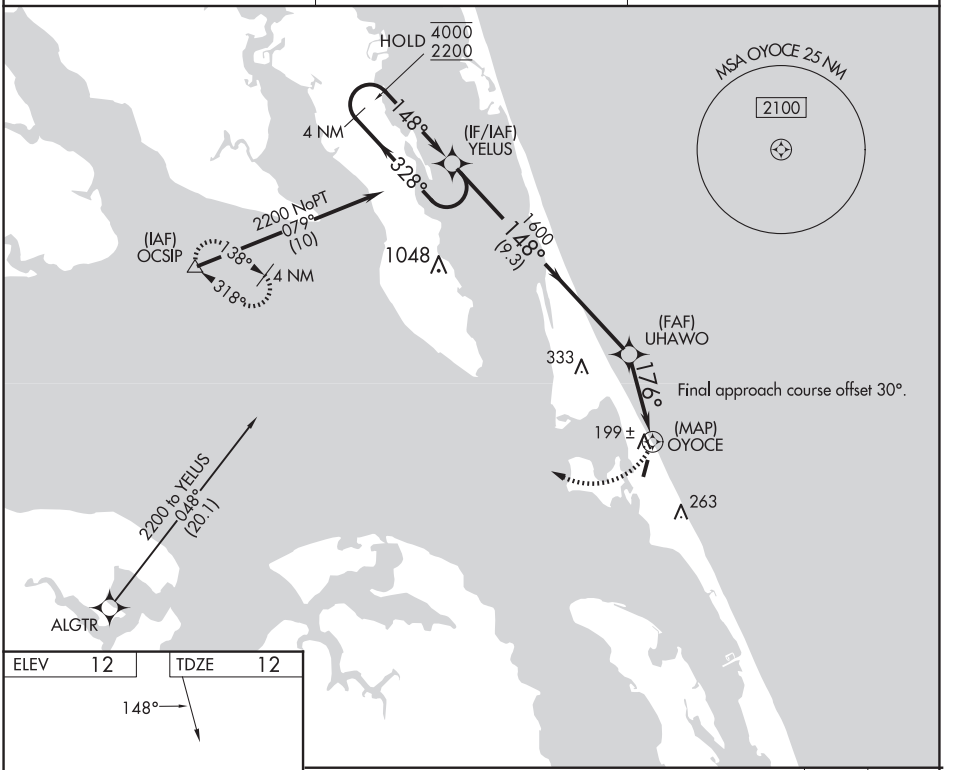
WAAS	APP CRS	Rwy Idg	3000
CH 50240	176°	TDZE	12
W21A		Apt Elev	12

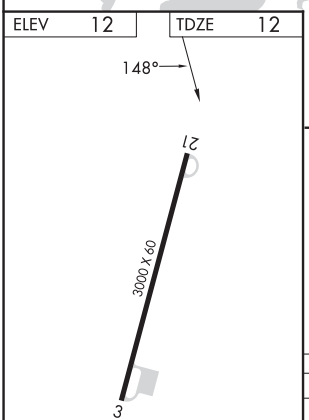
RNP APCH - GPS.

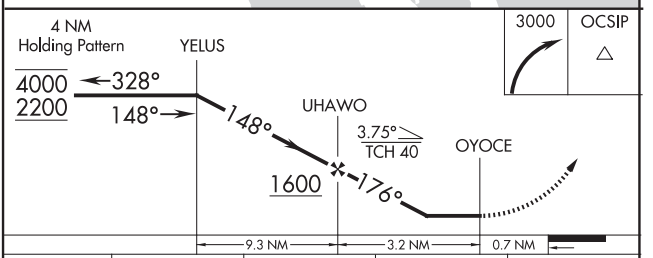
Rwy 21 helicopter visibility reduction below 1 SM NA.
Procedure NA at night.

MISSED APPROACH: Climbing right turn to 3000 direct OCSIP and hold.

AWOS-3	CHERRY POINT APP CON	CTAF
118.075	124.725 350.35	122.9







CATEGORY	A	B	C	D
LP MDA	460-1	448 (500-1)	NA	
LNAV MDA	500-1	488 (500-1)	NA	
C CIRCLING	520-1 508 (600-1)	540-1 528 (600-1)	NA	

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

KINGSTREE, SOUTH CAROLINA | AL-6221 (FAA) | 23166

RNAV (GPS) RWY 14

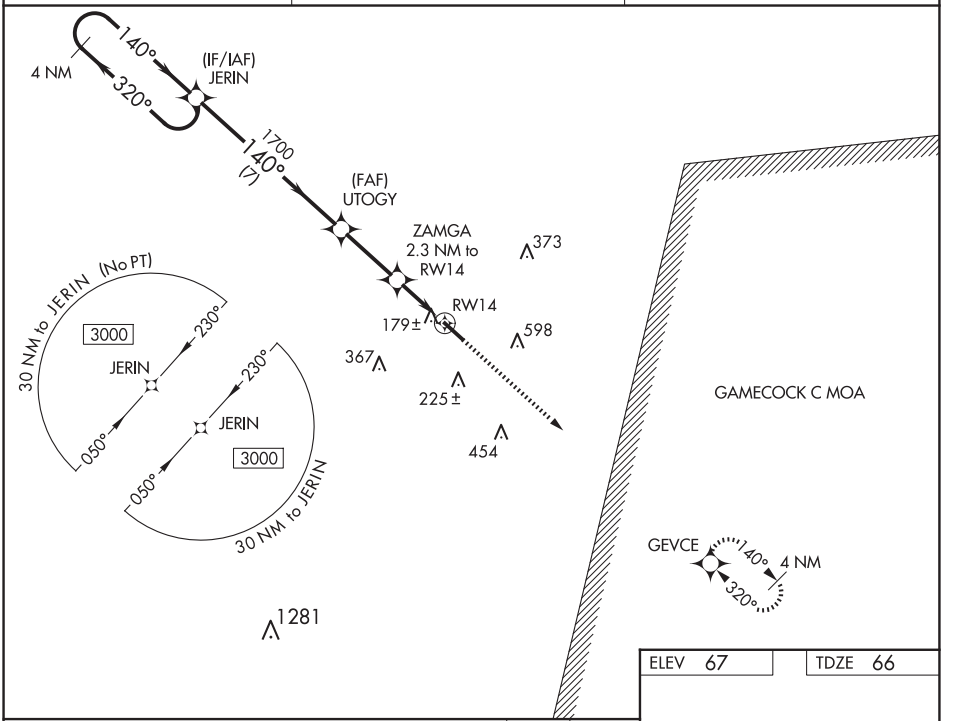
WILLIAMSBURG RGNL (CKI)

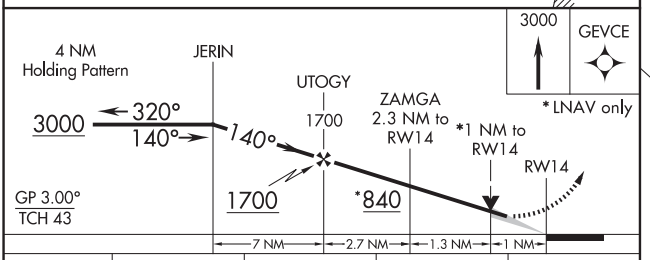
WAAS	APP CRS		
CH 87040	140°	Rwy Idg	5000
W14A		TDZE	66
		Apt Elev	67

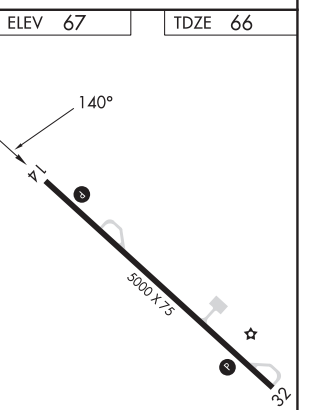
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Florence Rgnl altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct GEVCE and hold.

AWOS-3	MYRTLE BEACH APP CON ★	UNICOM
124.775	127.4 257.95	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	334-1 268 (300-1)	334-⅞ 268 (300-⅞)		
LNAV/VNAV DA	454-1¼ 388 (400-1¼)			
LNAV MDA	440-1 374 (400-1)			
C CIRCLING	480-1 413 (500-1)	580-1 513 (600-1)	960-2¾ 893 (900-2¾)	960-3 893 (900-3)

MIRL Rwy 14-32 L

KINGSTREE, SOUTH CAROLINA
Orig 17AUG17

33°43′N-79°51′W

WILLIAMSBURG RGNL (CKI)

RNAV (GPS) RWY 14

SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 32

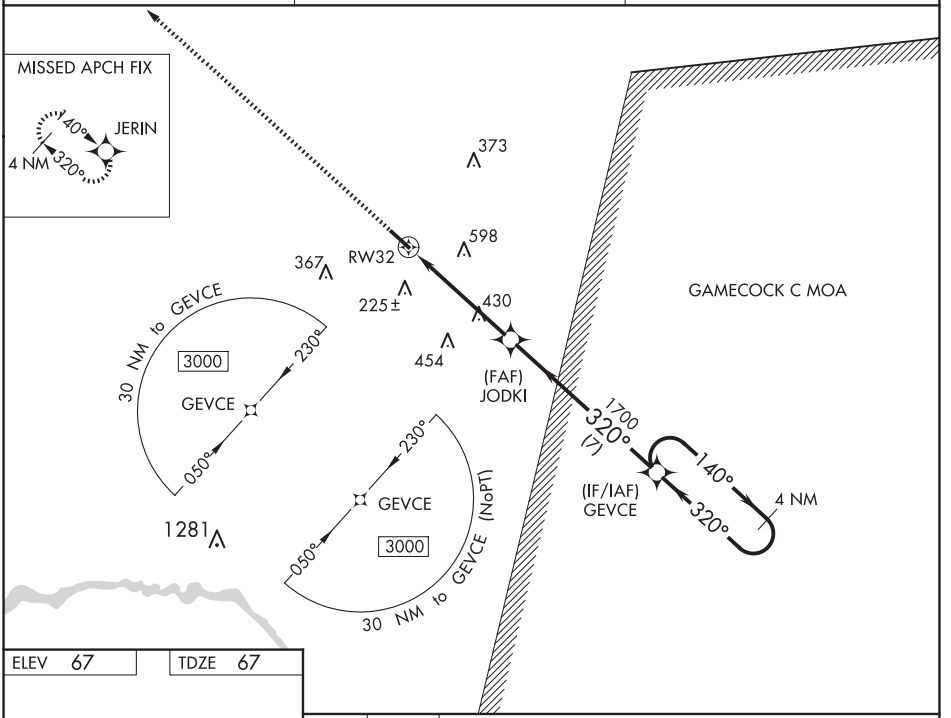
WILLIAMSBURG RGNL (CKI)

WAAS	APP CRS	Rwy Idg	5000
CH 45740	320°	TDZE	67
W32A		Apt Elev	67

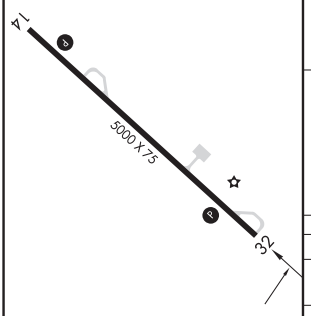
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Florence Rgnl altimeter setting. Rwy 32 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct JERIN and hold.

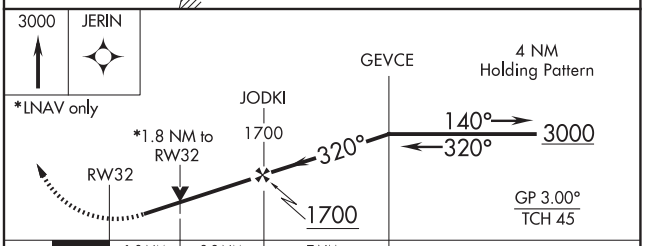
AWOS-3	MYRTLE BEACH APP CON ★	UNICOM
124.775	127.4 257.95	122.7 (CTAF) L



ELEV 67 TDZE 67



MIRL Rwy 14-32 L



CATEGORY	A	B	C	D
LPV DA	317-⅞ 250 (300-⅞)			
LNAV/VNAV DA	334-⅞ 267 (300-⅞)			
LNAV MDA	680-1 613 (700-1)		680-1¾ 613 (700-1¾)	
C CIRCLING	680-1 613 (700-1)		960-2¾ 893 (900-2¾)	960-3 893 (900-3)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

KINSTON, NORTH CAROLINA AL-5038 (FAA) 22195

ILS or LOC RWY 5

KINSTON RGNL JETPORT AT STALLINGS FLD (ISO)

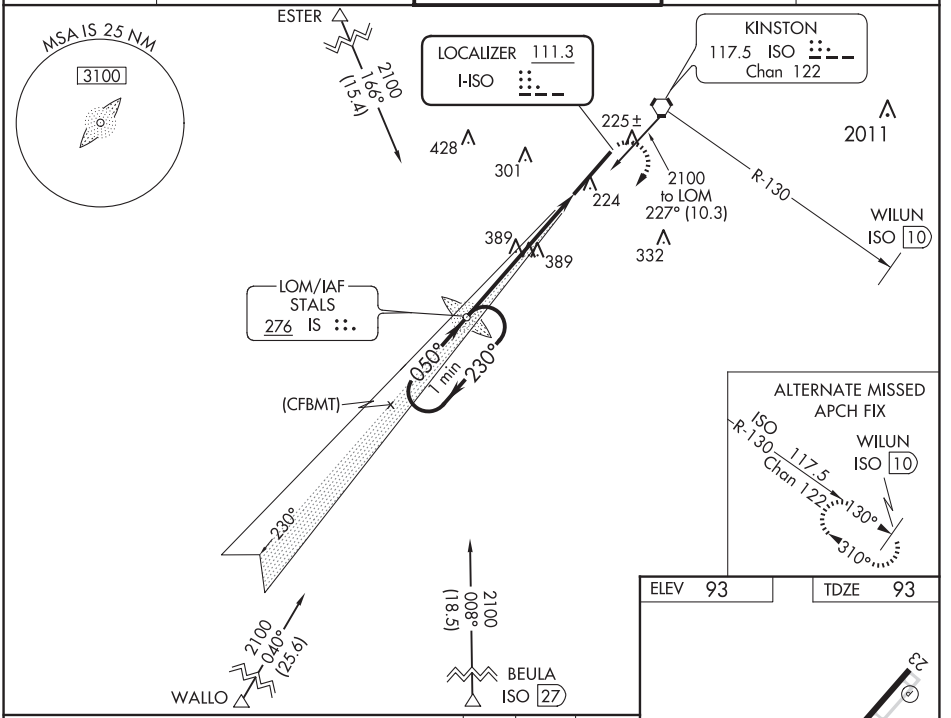
LOC I-ISO	APP CRS	Rwy Idg	10960
111.3	050°	TDZE	93
		Apt Elev	93

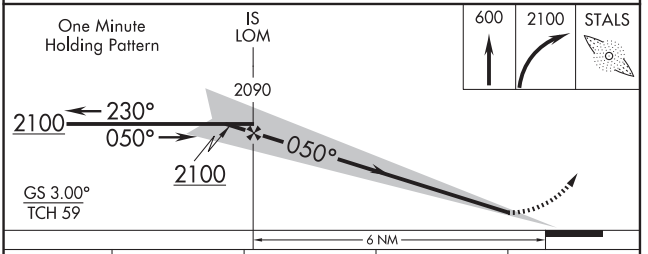
ADF Required. When local altimeter setting not received, use Seymour Johnson AFB altimeter setting and increase DA to 336; increase all MDA 60 feet and S-LOC 5 Cats C and D visibility ⅛ mile and Circling Cat D visibility ¼ mile. For inop MALSR, increase S-LOC 5 Cats C and D visibility to 1⅝ mile. For inop MALSR when using Seymour Johnson AFB altimeter setting, increase S-LOC 5 Cats C and D visibility to 1¾ mile. ** RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Seymour Johnson AFB altimeter setting.

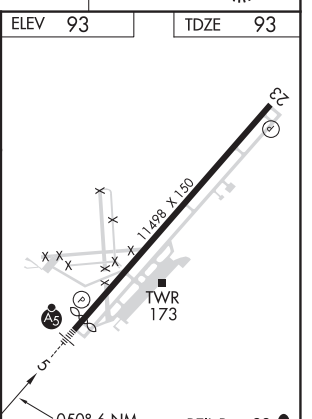
MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 2100 direct STALS LOM and hold.

AWOS-3	SEYMOUR JOHNSON APP CON ★	KINSTON TOWER ★	GND CON	UNICOM
132.75	127.3 273.6	120.6 (CTAF) L 335.55	121.9	122.95







CATEGORY	A	B	C	D
S-ILS 5 **	293/24	200 (200-½)		
S-LOC 5	640/24	547 (600-½)	640/60	547 (600-1¼)
C CIRCLING	640-1	547 (600-1)	700-1¾ 607 (700-1¾)	740-2 647 (700-2)

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

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy ldg	10960
CH 82004	050°	TDZE	93
W05A		Apt Elev	93

RNAV (GPS) RWY 5

KINSTON RGNL JETPORT AT STALLINGS FLD (ISO)

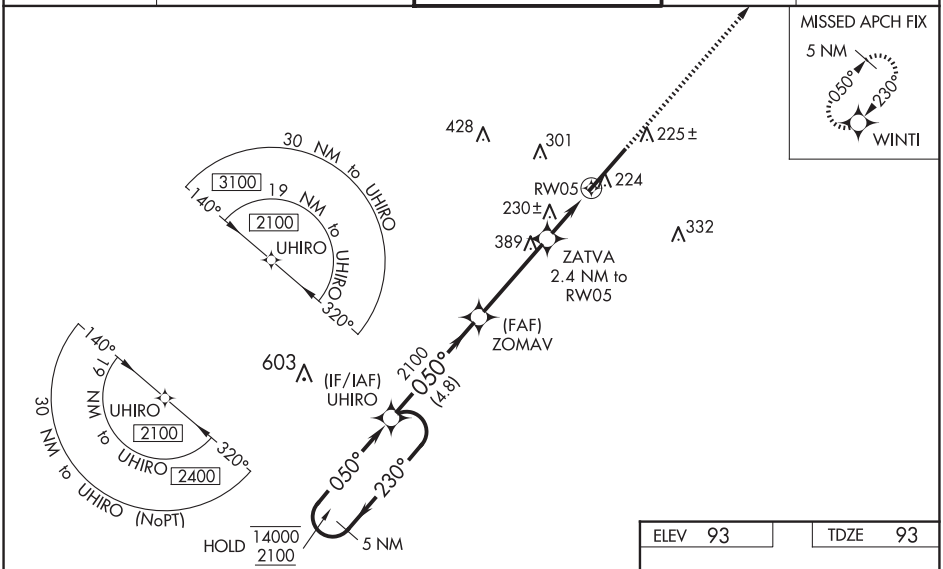
RNP APCH - GPS.

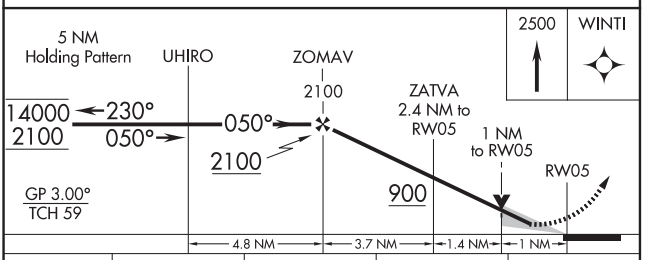
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.
A Baro-VNAV and VDP NA when using GSB altimeter setting. When local altimeter setting not received, use GSB altimeter setting: increase LPV DA to 336 feet; increase LNAV/VNAV DA to 529 feet and all visibilities to RVR 4000; increase all MDAs 60 feet and LNAV visibility Cat C/D to RVR 4500 and Circling visibility Cat D 1¼ SM. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV Cats A and B visibility to RVR 5500 and Cats C and D to RVR 6000. For inop ALS when using GSB altimeter setting, increase LNAV Cats A and B visibility to RVR 5500 and Cats C and D to 1⅜ mile.
* RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using GSB altimeter setting).

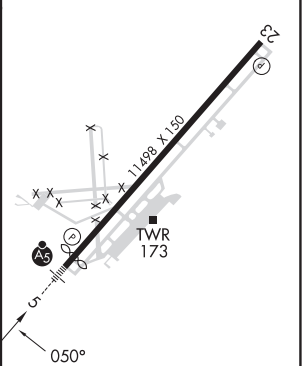
MALSR

MISSED APPROACH: Climb to 2500 direct WINTI and hold.

AWOS-3	SEYMOUR JOHNSON APP CON ★	KINSTON TOWER ★	GND CON	UNICOM
132.75	127.3 273.6	120.6 (CTAF) L 335.55	121.9	122.95







CATEGORY	A	B	C	D
LPV DA*	293/24	200 (200-½)		
LNAV/VNAV DA	486/35	393 (400-⅝)		
LNAV MDA	480/24	387 (400-½)	480/35	387 (400-⅝)
C CIRCLING	580-1	487 (500-1)	700-1¾ 607 (700-1¾)	740-2 647 (700-2)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

KINSTON, NORTH CAROLINA | AL-5038 (FAA) | 22027

WAAS CH 77704 W23A	APP CRS 230°	Rwy ldg 11498 TDZE 87 Apt Elev 93

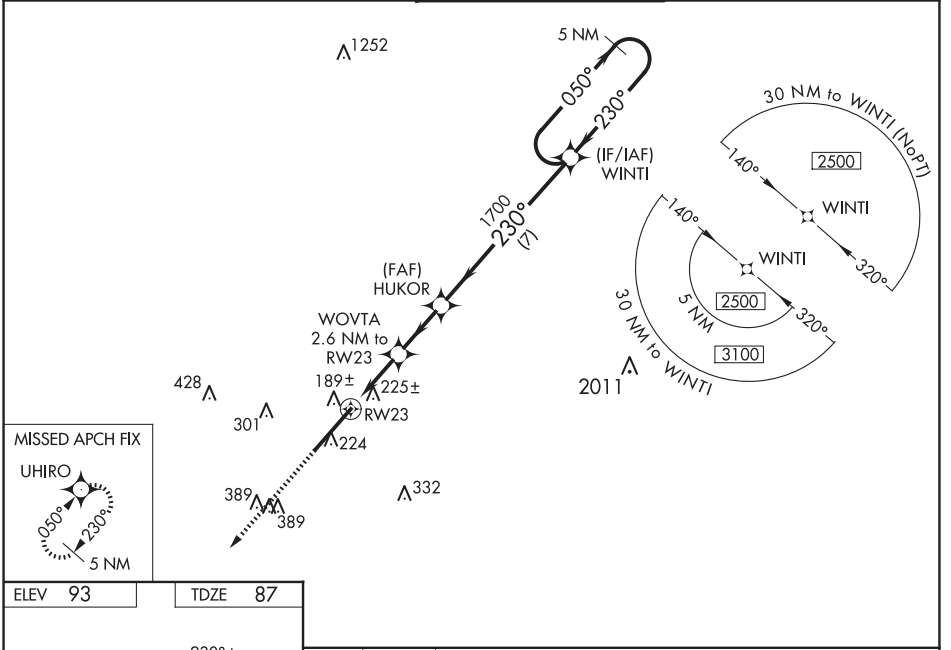
RNAV (GPS) RWY 23

KINSTON RGNL JETPORT AT STALLINGS FLD (ISO)

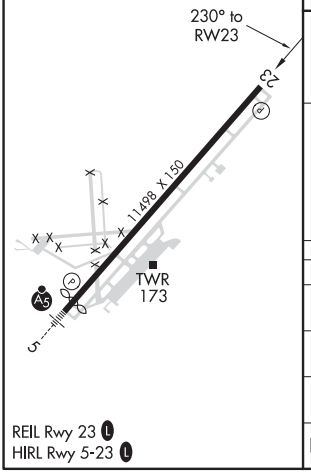
Baro-VNAV NA when using Seymour Johnson AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Seymour Johnson AFB altimeter setting. Rwy 23 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Seymour Johnson AFB altimeter setting and increase LPV DA to 432, LNAV/VNAV DA to 413, and all MDA 60 feet. Increase LPV all Cats and LNAV Cats C and D visibility ⅛ mile, and increase LNAV/VNAV all Cats and Circling Cat D visibility ¼ mile.

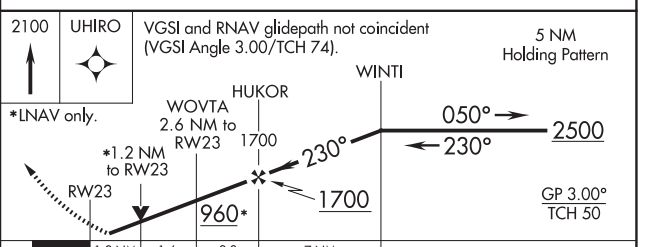
MISSED APPROACH: Climb to 2100 direct UHIRO and hold.

AWOS-3	SEYMOUR JOHNSON APP CON ★	KINSTON TOWER ★	GND CON	UNICOM
132.75	127.3 273.6	120.6 (CTAF) L 335.55	121.9	122.95



ELEV 93	TDZE 87





CATEGORY	A	B	C	D
LPV DA	390-1 303 (300-1)			
LNAV/VNAV DA	437-1⅛ 350 (400-1⅛)			
LNAV MDA	540-1 453 (500-1)		540-1⅜ 453 (500-1⅜)	
C CIRCLING	580-1 487 (500-1)		700-1¾ 607 (700-1¾)	740-2 647 (700-2)

REIL Rwy 23 L
HIRL Rwy 5-23 L

KINSTON, NORTH CAROLINA
Amdt 3A 12OCT17

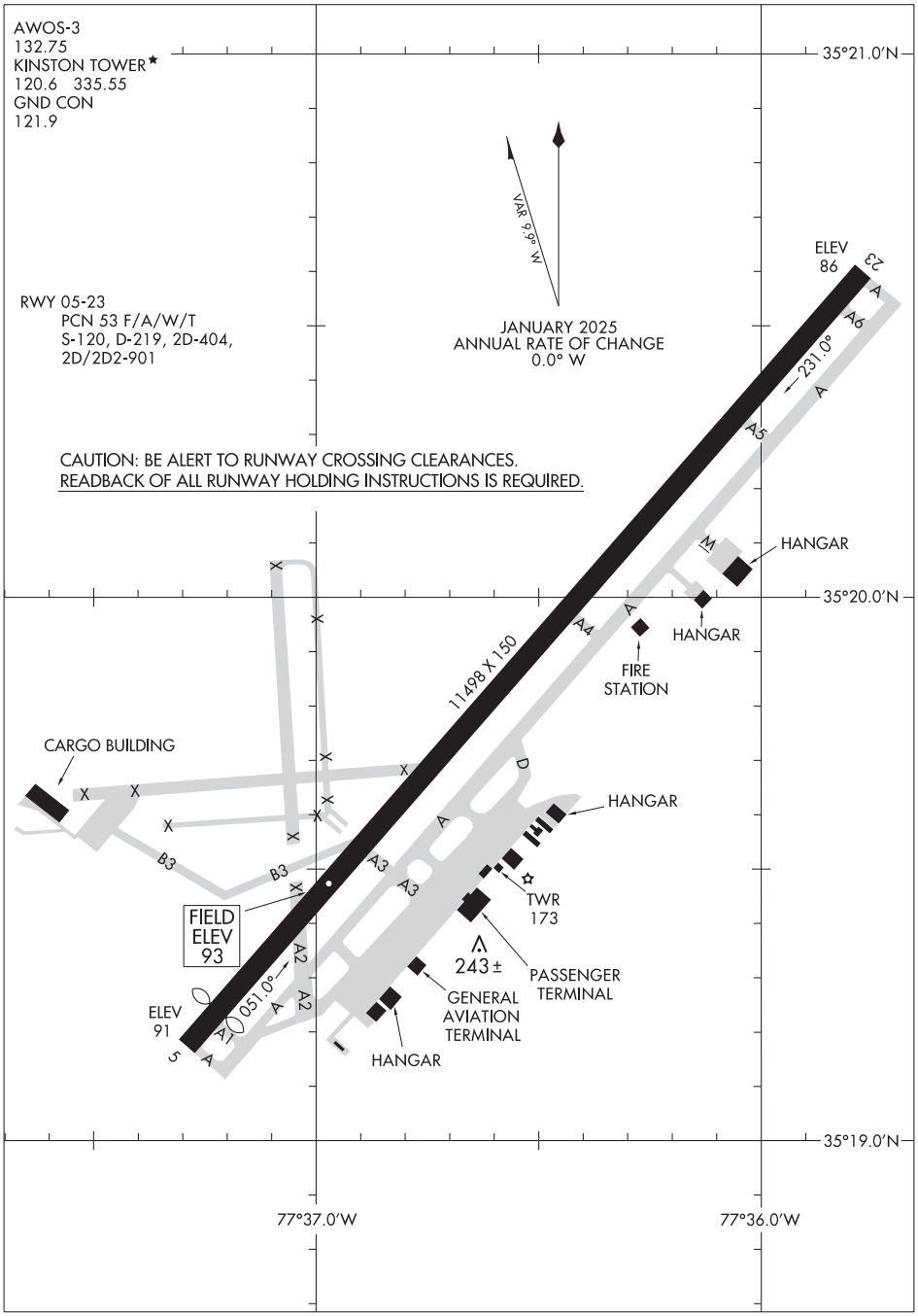
35°20'N-77°37'W

KINSTON RGNL JETPORT AT STALLINGS FLD (ISO)

RNAV (GPS) RWY 23

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025



SE-2, 07 AUG 2025 to 02 OCT 2025

LAKE CITY, SOUTH CAROLINA AL-6914 (FAA) 21140

RNAV (GPS) RWY 1

LAKE CITY MUNI CJ EVANS FLD (51J)

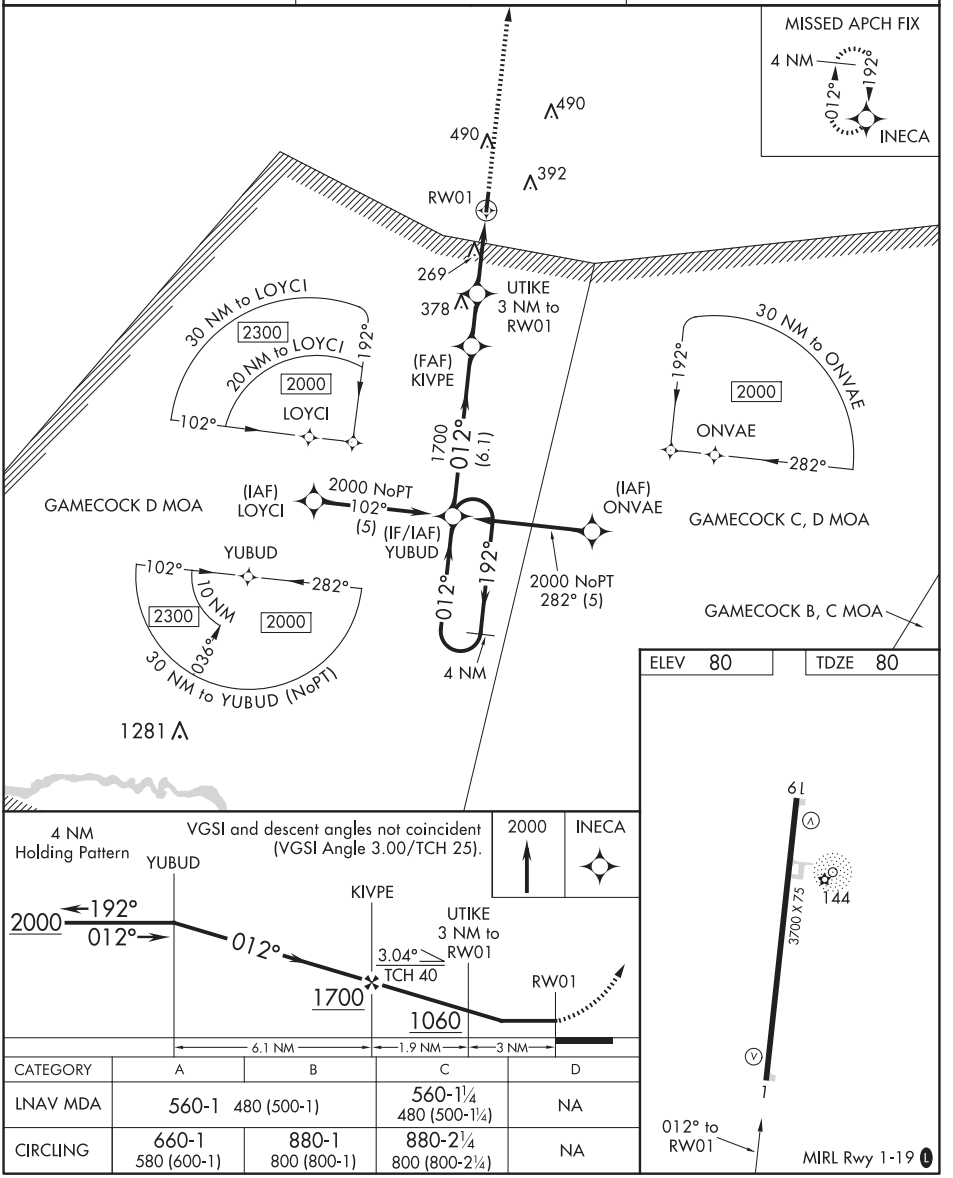
APP CRS	Rwy Idg	3700
012°	TDZE	80
	Apt Elev	80

T A NA

DME/DME RNP-0.3 NA. Straight-in minimums NA at night. Use Kingstree altimeter setting, when not received, use Florence altimeter setting and increase all MDAs 40 feet, increase Circling Cats B/C visibility ¼ SM. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct INECA and hold.

CKI AWOS-3	FLORENCE APP CON ★	CTAF
124.775	135.25 316.15	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	560-1 480 (500-1)		560-1¼ 480 (500-1¼)	NA
CIRCLING	660-1 580 (600-1)	880-1 800 (800-1)	880-2¼ 800 (800-2¼)	NA

LAKE CITY, SOUTH CAROLINA
Orig-A 20MAY21

33° 51'N-79° 46'W

LAKE CITY MUNI CJ EVANS FLD (51J)

RNAV (GPS) RWY 1

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 19

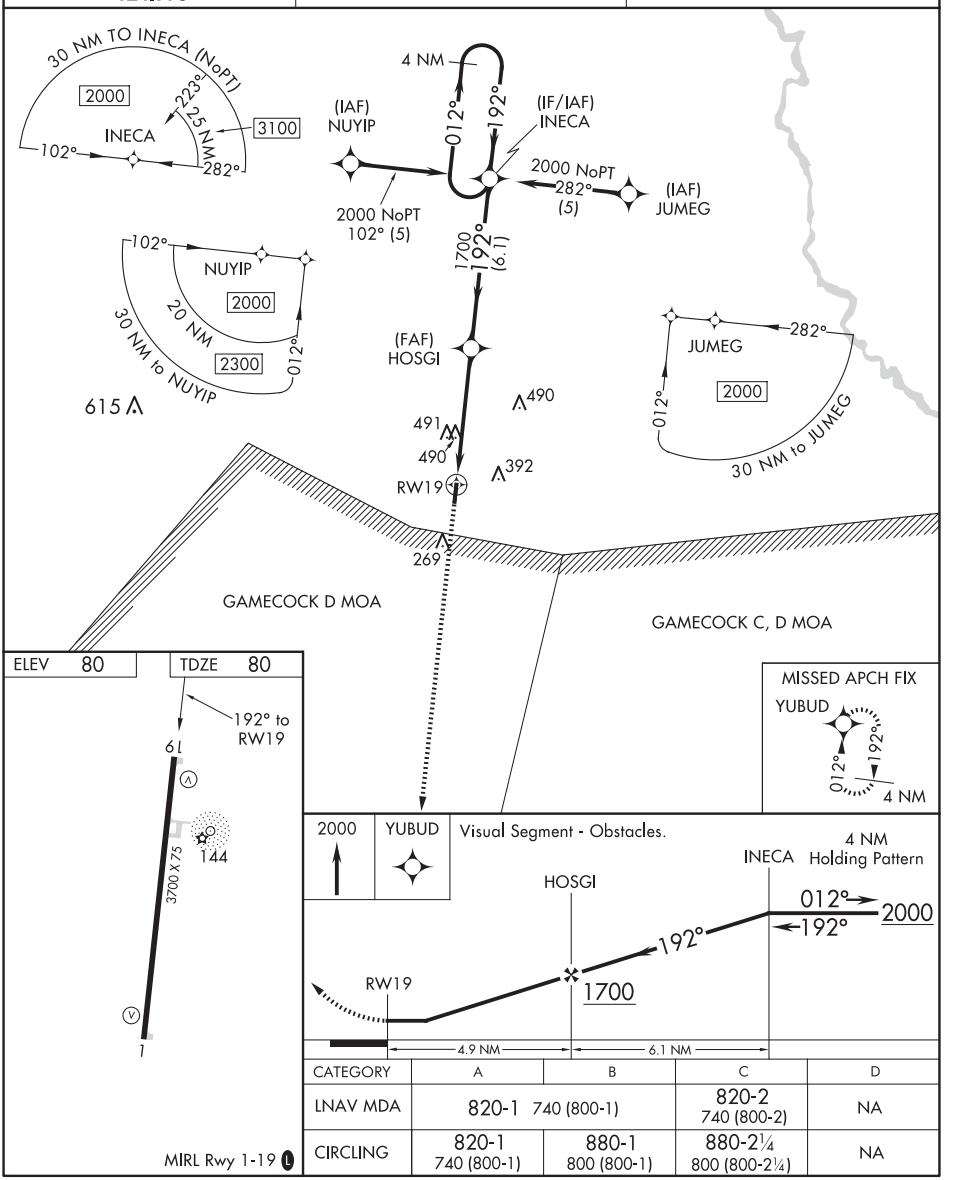
LAKE CITY MUNI CJ EVANS FLD (51J)

APP CRS	Rwy Idg	3700
192°	TDZE	80
	Apt Elev	80

T NA Rwy 19 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Use Kingstree altimeter setting, when not received, use Florence altimeter setting and increase all MDAs 40 feet, increase LNAV Cat B visibility ¼ SM and Cat C visibility ½ SM, increase Circling Cats B/C visibility ¼ SM. Straight-in Rwy 19 NA at night.

MISSED APPROACH: Climb to 2000 direct YUBUD and hold.

CKI AWOS-3	FLORENCE APP CON★	CTAF
124.775	135.25 316.15	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	820-1 740 (800-1)		820-2 740 (800-2)	NA
CIRCLING	820-1 740 (800-1)	880-1 800 (800-1)	880-2¼ 800 (800-2¼)	NA

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 6

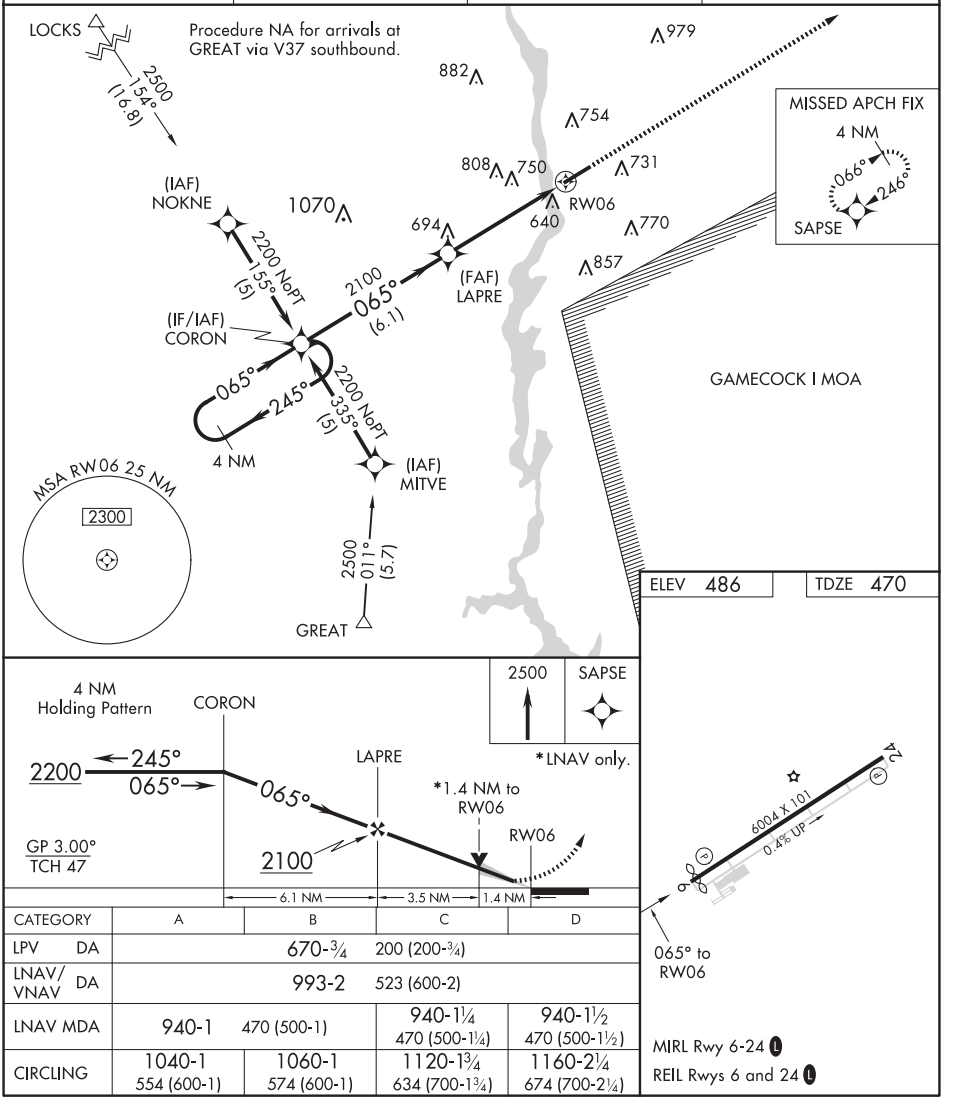
LANCASTER COUNTY-MC WHIRTER FLD (LKR)

WAAS	APP CRS	Rwy Idg	5899
CH 86816	065°	TDZE	470
W06A		Apt Elev	486

When VGSI inoperative, Circling Rwy 24 NA at night. Baro-VNAV NA when using Rock Hill altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Rock Hill altimeter setting and increase LPV DA 69 feet, LNAV/VNAV DA 98 feet and all MDA 80 feet, and increase LPV, LNAV/VNAV all Cats, LNAV and Circling Cats C and D visibilities ¼ mile. VDP NA when using Rock Hill altimeter setting.

MISSED APPROACH: Climb to 2500 direct SAPSE and hold.

AWOS-3	CHARLOTTE APP CON	GCO	UNICOM
120.825	120.05 307.8	121.725	122.725 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	670-¾		200 (200-¾)	
LNAV/VNAV DA	993-2		523 (600-2)	
LNAV MDA	940-1	470 (500-1)	940-1¼ 470 (500-1¼)	940-1½ 470 (500-1½)
CIRCLING	1040-1 554 (600-1)	1060-1 574 (600-1)	1120-1¾ 634 (700-1¾)	1160-2¼ 674 (700-2¼)

MIRL Rwy 6-24 L

REIL Rwys 6 and 24 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH **70416** **W24A**	APP CRS **246°**	Rwy Idg **6004** TDZE **486** Apt Elev **486**

RNAV (GPS) RWY 24

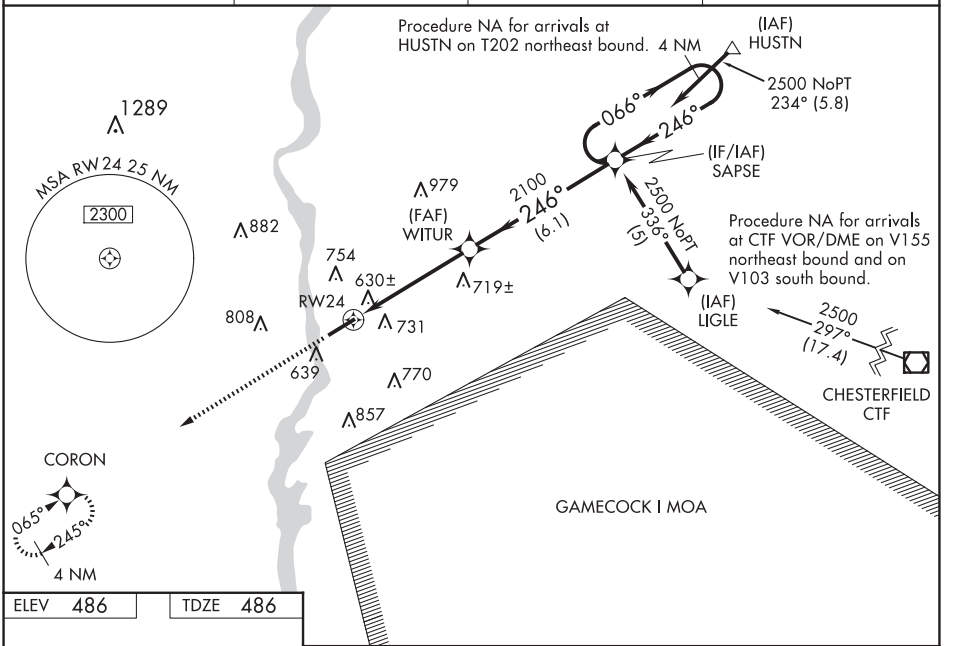
LANCASTER COUNTY-MC WHIRTER FLD (LKR)

RNP APCH.

When VGSI inoperative Straight-in/Circling Rwy 24 procedure NA at night. Baro-VNAV NA when using Rock Hill altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 47°C. When local altimeter setting not received, use Rock Hill altimeter setting and increase LPV DA to 805 feet, LNAV/VNAV DA to 1086 feet, and all MDA 80 feet, increase LNAV Cat C and Circling Cats C and D visibility ¼ SM.

MISSED APPROACH: Climb to 2200 direct CORON and hold.

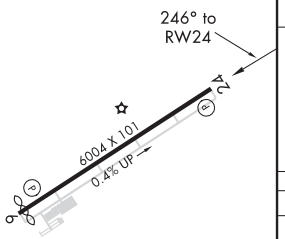
AWOS-3	CHARLOTTE APP CON	GCO	UNICOM
120.825	**120.05 307.8**	**121.725**	**122.725** (CTAF) L



SE-2, 07 AUG 2025 to 02 OCT 2025

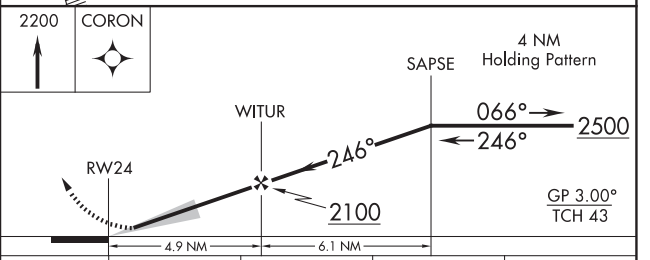
SE-2, 07 AUG 2025 to 02 OCT 2025

ELEV 486	TDZE 486



MIRL Rwy 6-24 L

REIL Rwys 6 and 24 L



CATEGORY	A	B	C	D
LPV DA	736-1 250 (300-1)			
LNAV/VNAV DA	1017-2 531 (600-2)			
LNAV MDA	960-1 474 (500-1)		960-1¼ 474 (500-1¼)	960-1½ 474 (500-1½)
CIRCLING	1040-1 554 (600-1)	1060-1 574 (600-1)	1120-1¾ 634 (700-1¾)	1160-2¼ 674 (700-2¼)

AL-5853 (FAA)

(BARMY5.BARMY) 24081

LANCASTER COUNTY-MC WHIRTER FLD (LKR)

LANCASTER, SOUTH CAROLINA

BARMY FIVE DEPARTURE (RNAV)

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.

TOP ALTITUDE: 3000

CHARLOTTE DEP CON
120.05 307.8
AWOS-3
120.825
GCO
121.725
UNICOM
122.725

NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

DATTO

OLUBE

RALEIGH/DURHAM
RDU

FL180
*2300
048°
(22)

FL180
*1900
077°
(39)

BATTA

10400
*2100
077°
(13)

BARMY

088°
(18)

GULFY

MESHY

TAR RIVER
TYI

FL180
*3300
078°
(71)

NUTZE

084°
FL180
*3400
(70)

EBOOK

N

TAKEOFF MINIMUMS
Rwys 6, 24: Standard.

MSA LKR 25 NM
2300

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC on RADAR vectors to MESHY, then on depicted route to BARMY. Then on assigned transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

NUTZE TRANSITION (BARMY5.NUTZE)
RALEIGH/DURHAM TRANSITION (BARMY5.RDU)
TAR RIVER TRANSITION (BARMY5.TYI)

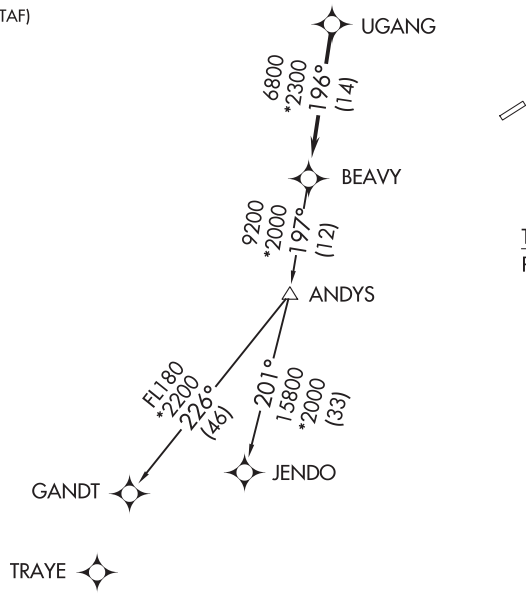
BARMY FIVE DEPARTURE (RNAV)
(BARMY5.BARMY) 21MAR24
LANCASTER, SOUTH CAROLINA
LANCASTER COUNTY-MC WHIRTER FLD (LKR)
SE-2, 07 AUG 2025 to 02 OCT 2025

BEAVY SIX DEPARTURE (RNAV)

CHARLOTTE DEP CON
120.05 307.8
AWOS-3
120.825
GCO
121.725
UNICOM (CTAF)
122.725

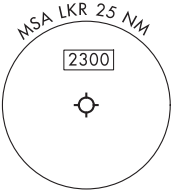
RNAV 1-DME/DME/IRU or GPS.
RADAR required.

TOP ALTITUDE: 3000



TAKEOFF MINIMUMS
Rwys 6, 24: Standard.

NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, on RADAR vectors to UGANG, then on depicted route to BEAVY. Then on assigned transition maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

GANDT TRANSITION (BEAVY6.GANDT)
JENDO TRANSITION (BEAVY6.JENDO)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

BOBZY FIVE DEPARTURE (RNAV)

(BOBZY5.BOBZY) 21MAR24

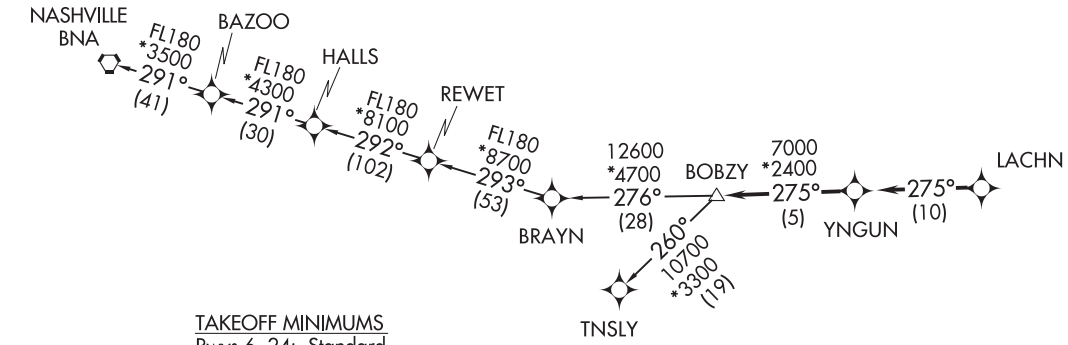
LANCASTER COUNTY-MC WHIRTER FLD (LKR)

LANCASTER, SOUTH CAROLINA

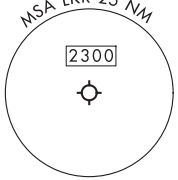
TOP ALTITUDE: 3000

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

CHARLOTTE DEP CON
120.05 307.8
AWOS-3
120.825
GCO
121.725
UNICOM
122.725



TAKEOFF MINIMUMS
Rwys 6, 24: Standard.



DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, on RADAR vectors to LACHN, then on depicted route to BOBZY, then on assigned transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

NASHVILLE TRANSITION (BOBZY5.BNA)
TNSLY TRANSITION (BOBZY5.TNSLY)

NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

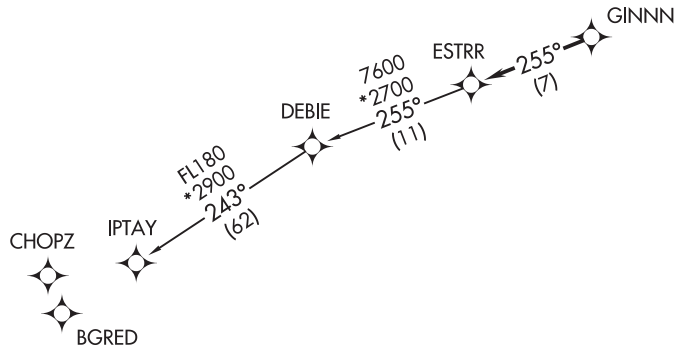
NOTE: Chart not to scale.

(BOBZY5.BOBZY) 24081
BOBZY FIVE DEPARTURE (RNAV)
LANCASTER COUNTY-MC WHIRTER FLD (LKR)
LANCASTER, SOUTH CAROLINA

TOP ALTITUDE: 3000

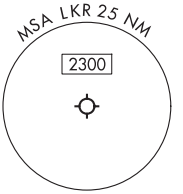
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

CHARLOTTE DEP CON
120.05 307.8
AWOS-3
120.825
GCO
121.725
UNICOM (CTAF)
122.725



TAKEOFF MINIMUMS
Rwys 6, 24: Standard.

NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, on RADAR vectors to GINNN, then on track 255° to ESTRR, then on IPTAY Transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

IPTAY TRANSITION (ESTRR5.IPTAY)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

(ICONS5.ICONS) 24081 AL-5853 (FAA)

ICONS FIVE DEPARTURE (RNAV)

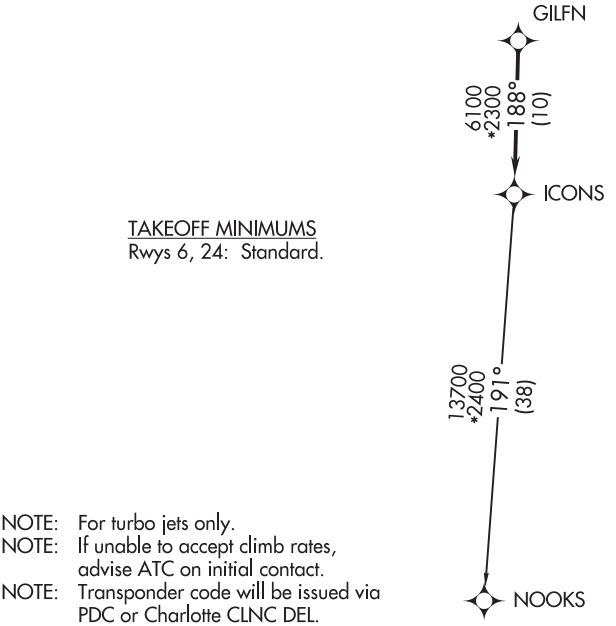
LANCASTER COUNTY-MC WHIRTER FLD (LKR)
LANCASTER, SOUTH CAROLINA

CHARLOTTE DEP CON
120.05 307.8
AWOS-3
120.825
GCO
121.725
UNICOM
122.725

RNAV - 1 DME/DME/IRU or GPS.

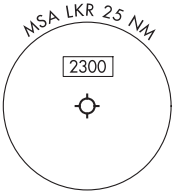
RADAR required.

TOP ALTITUDE: 3000



TAKEOFF MINIMUMS
Rwys 6, 24: Standard.

NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to GILFN, then on track 188° to ICONS. Then on NOOKS Transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

NOOKS TRANSITION (ICONS5.NOOKS)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

JOJJO FIVE DEPARTURE (RNAV)

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

TOP ALTITUDE: 3000

CHARLOTTE DEP CON 120.05 307.8
AWOS-3 120.825
GCO 121.725
UNICOM (CTAF) 122.725

NOONN
FL180 *6100 272° (68)
BFORE
FL180 *5100 272° (38)
SLEPP
FL180 *8500 (55)
BENBY
305° FL180 *8500 (76)
TIELR
FL180 *6200 329° (10)
CUBIM
329° 305° *5200 11300 (17)
WILLGO
305° 7800 *5100 (7)
DOOGE
FL180 *7800 332° (86)
MTCHL
(6) 7500 *4300 331°
JOJJO
6300 *3600 312° (4)
LONEE
5500 *3800 312° (7)
WAYDS

TAKEOFF MINIMUMS
Rwys 6, 24: Standard.

NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: NOONN Transition ATC assigned only.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

MSA LKR 25 NM
2300

N

NOTE: Chart not to scale.

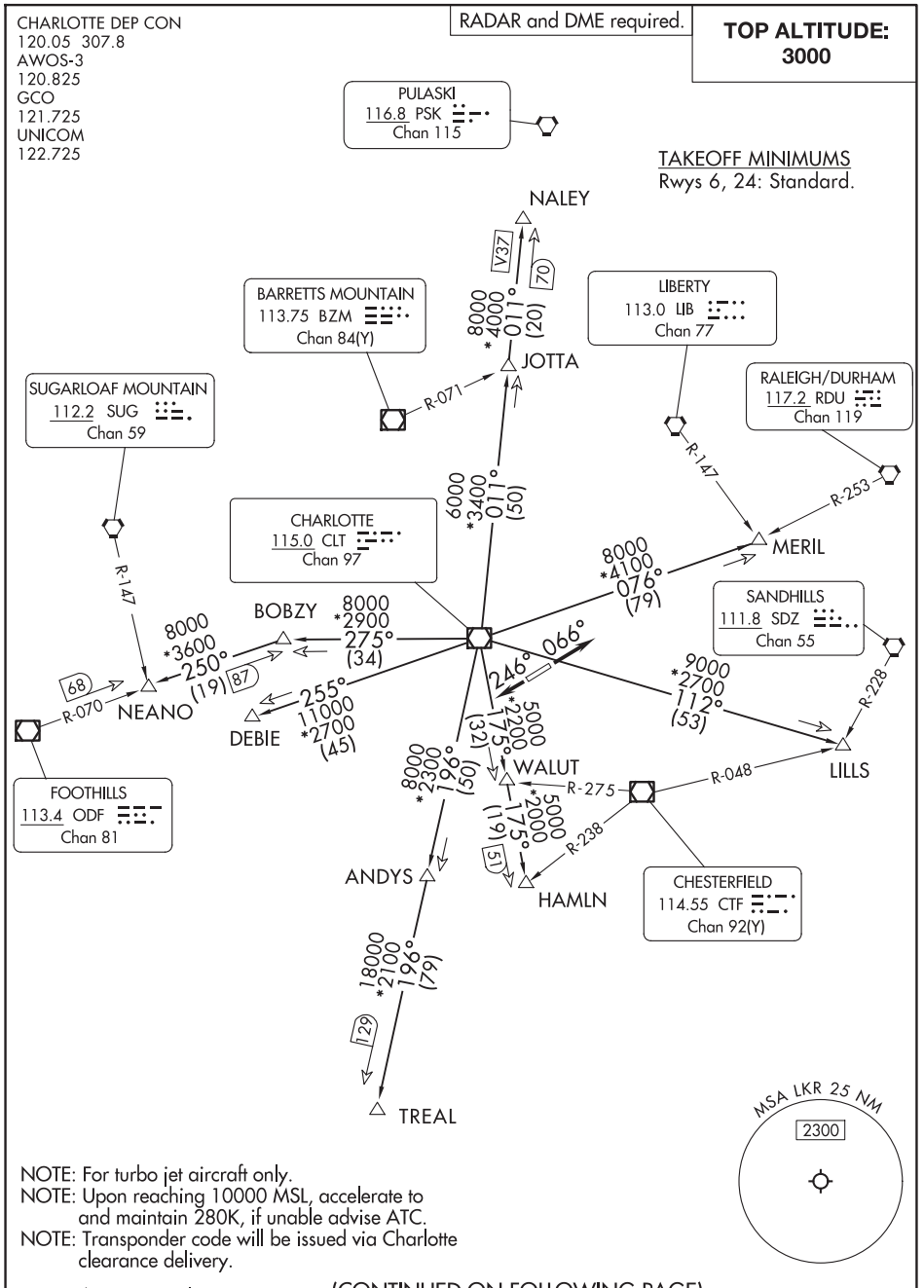
DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, on RADAR vectors to WAYDS, then on depicted route to JOJJO. Then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

CUBIM TRANSITION (JOJJO5.CUBIM)
DOOGE TRANSITION (JOJJO5.DOOGE)
NOONN TRANSITION (JOJJO5.NOONN)

(KER4.KER) 24081
KERMIT FOUR DEPARTURE

LANCASTER COUNTY-MC WHIRTER FLD (LKR)
AL-5853 (FAA)
LANCASTER, SOUTH CAROLINA



NOTE: For turbo jet aircraft only.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: Transponder code will be issued via Charlotte clearance delivery.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

KERMIT FOUR DEPARTURE
(KER4.KER) 21MAR24

LANCASTER, SOUTH CAROLINA
LANCASTER COUNTY-MC WHIRTER FLD (LKR)

SE-2, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb on heading 066°, thence . . . .
TAKEOFF RUNWAY 24: Climb on heading 246°. Thence . . . .

. . . . on RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (KER4.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.
DEBIE TRANSITION (KER4.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.
HAMLN TRANSITION (KER4.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.
JOTTA TRANSITION (KER4.JOTTA): From over CLT VOR/DME on CLT R-011 to JOTTA.
LILLS TRANSITION (KER4.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.
MERIL TRANSITION (KER4.MERIL): From over CLT VOR/DME on CLT R-076 to MERIL.
NALEY TRANSITION (KER4.NALEY): From over CLT VOR/DME on CLT R-011 to NALEY.
NEANO TRANSITION (KER4.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY, then on ODF R-070 to NEANO.
TREAL TRANSITION (KER4.TREAL): From over CLT VOR/DME on CLT R-196 to TREAL.

SE-2, 07 AUG 2025 to 02 OCT 2025

AL-5853 (FAA)

(KILNS5.KILNS) 24081

LANCASTER COUNTY-MC WHIRTER FLD (LKR)

LANCASTER, SOUTH CAROLINA

KILNS FIVE DEPARTURE (RNAV)

CHARLOTTE DEP CON
120.05 307.8
AWOS-3
120.825
GCO
121.725
UNICOM (CTAF)
122.725

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

NOTE: For turbojets only.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, on RADAR vectors to MUNBE, then on depicted route to KILNS, then on AUDII Transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

AUDII TRANSITION (KILNS5.AUDII)

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

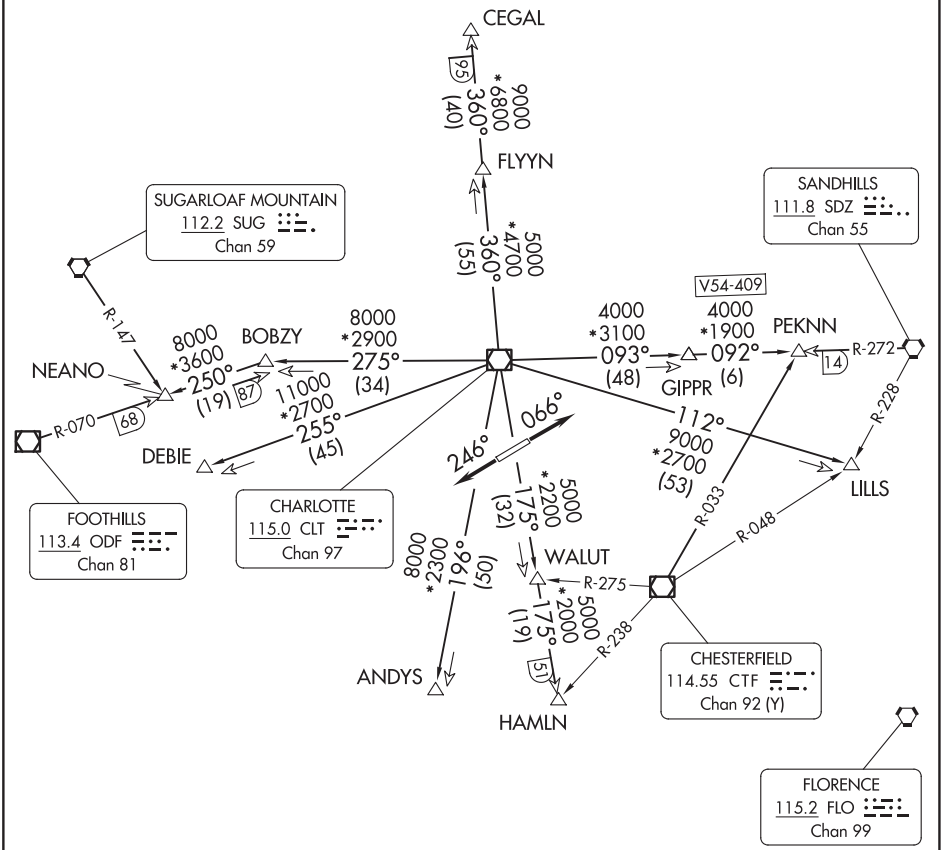
KILNS FIVE DEPARTURE (RNAV)
(KILNS5.KILNS) 21MAR24
LANCASTER, SOUTH CAROLINA
LANCASTER COUNTY-MC WHIRTER FLD (LKR)

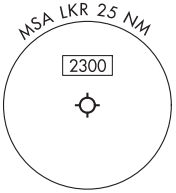
CHARLOTTE DEP CON
120.05 307.8
AWOS-3
120.825
GCO
121.725
UNICOM (CTAF)
122.725

TOP ALTITUDE: 3000

RADAR and DME required.

TAKEOFF MINIMUMS
Rwys 6, 24: Standard.





NOTE: For propeller aircraft only.
NOTE: Turboprops: Operate in a manner that will result in best forward speed and climb rate.
NOTE: Transponder code will be issued via Charlotte clearance delivery.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-2, 07 AUG 2025 to 02 OCT 2025

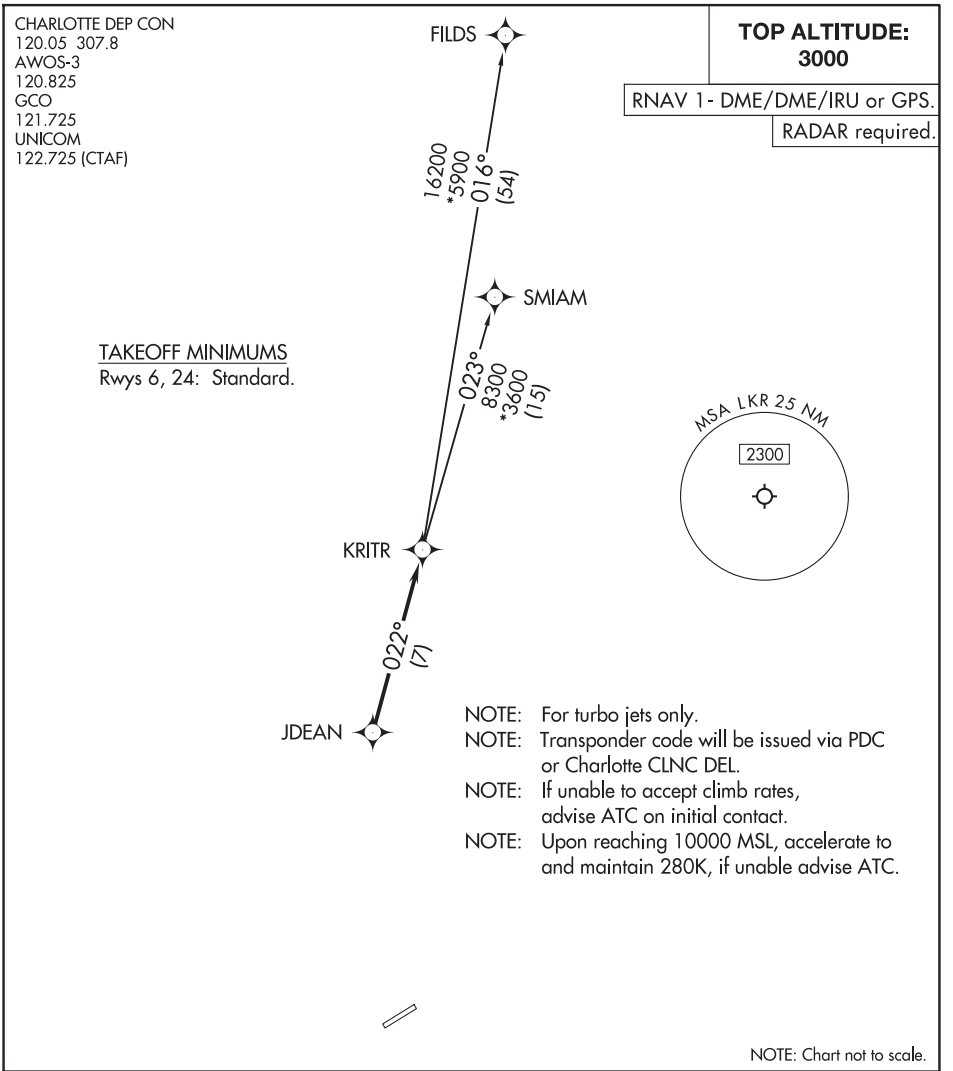
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb on heading 066° thence. . . .
TAKEOFF RUNWAY 24: Climb on heading 246° thence. . . .

. . . .expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (KNI3.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.
CEGAL TRANSITION (KNI3.CEGAL): From over CLT VOR/DME on CLT R-360 to CEGAL.
DEBIE TRANSITION (KNI3.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.
FLYYN TRANSITION (KNI3.FLYYN): From over CLT VOR/DME on CLT R-360 to FLYYN.
HAMLN TRANSITION (KNI3.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.
LILLS TRANSITION (KNI3.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.
NEANO TRANSITION (KNI3.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY, then on ODF R-070 to NEANO.
PEKNN TRANSITION (KNI3.PEKNN): From over CLT VOR/DME on CLT R-093 to GIPPR, then on SDZ R-272 to PEKNN.

SE-2, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, on RADAR vectors to JDEAN, then on track 022° to KRITR, then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

FILDS TRANSITION (KRITR6.FILDS)
SMIAM TRANSITION (KRITR6.SMIAM)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

AL-5853 (FAA)

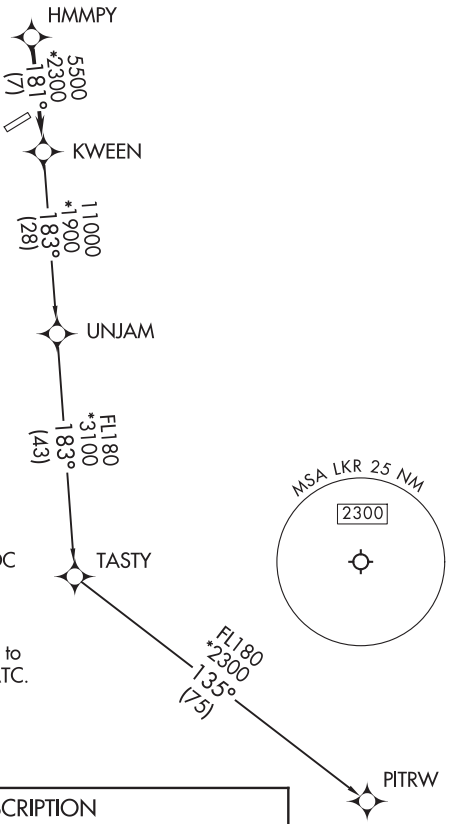
(KWEEN5.KWEEN) 24081
KWEEN FIVE DEPARTURE (RNAV)

LANCASTER COUNTY-MC WHIRTER FLD (LKR)
LANCASTER, SOUTH CAROLINA

CHARLOTTE DEP CON
120.05 307.8
AWOS-3
120.825
GCO
121.725
UNICOM
122.725

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

TOP ALTITUDE: 3000



TAKEOFF MINIMUMS
Rwys 6, 24: Standard.

NOTE: For turbo jets only.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, on RADAR vectors to HMMPY, then on track 181° to KWEEN, then on assigned transition, maintain 3000, expect filed altitude within 10 minutes after departure.

PITRW TRANSITION (KWEEN5.PITRW)
UNJAM TRANSITION (KWEEN5.UNJAM)

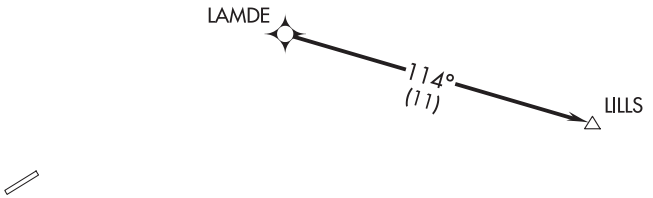
SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

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

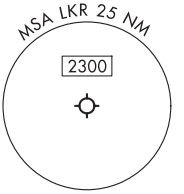
TOP ALTITUDE: 3000

CHARLOTTE DEP CON
120.05 307.8
AWOS-3
120.825
GCO
121.725
UNICOM (CTAF)
122.725

TAKEOFF MINIMUMS
Rwys 6, 24: Standard.



NOTE: For turbo jets only.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, on RADAR vectors to LAMDE, then on depicted route to LILLS. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

(WEAZL5.WEAZL) 24081

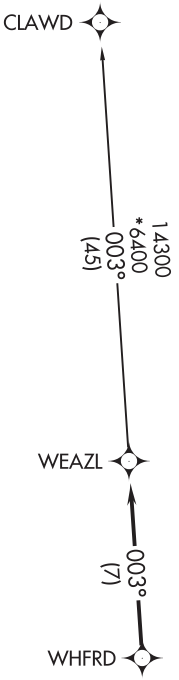
WEAZL FIVE DEPARTURE (RNAV)

LANCASTER COUNTY-MC WHIRTER FLD (LKR)
AL-5853 (FAA)
LANCASTER, SOUTH CAROLINA

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

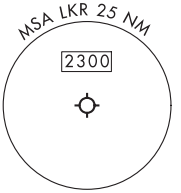
TOP ALTITUDE: 3000

CHARLOTTE DEP CON
120.05 307.8
AWOS-3
120.825
GCO
121.725
UNICOM
122.725



TAKEOFF MINIMUMS
Rwys 6, 24: Standard.

NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, on RADAR vectors to WHFRD, then on track 003° to WEAZL. Then on CLAWD Transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

CLAWD TRANSITION (WEAZL5.CLAWD)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 8

LAURENS COUNTY (LUX)

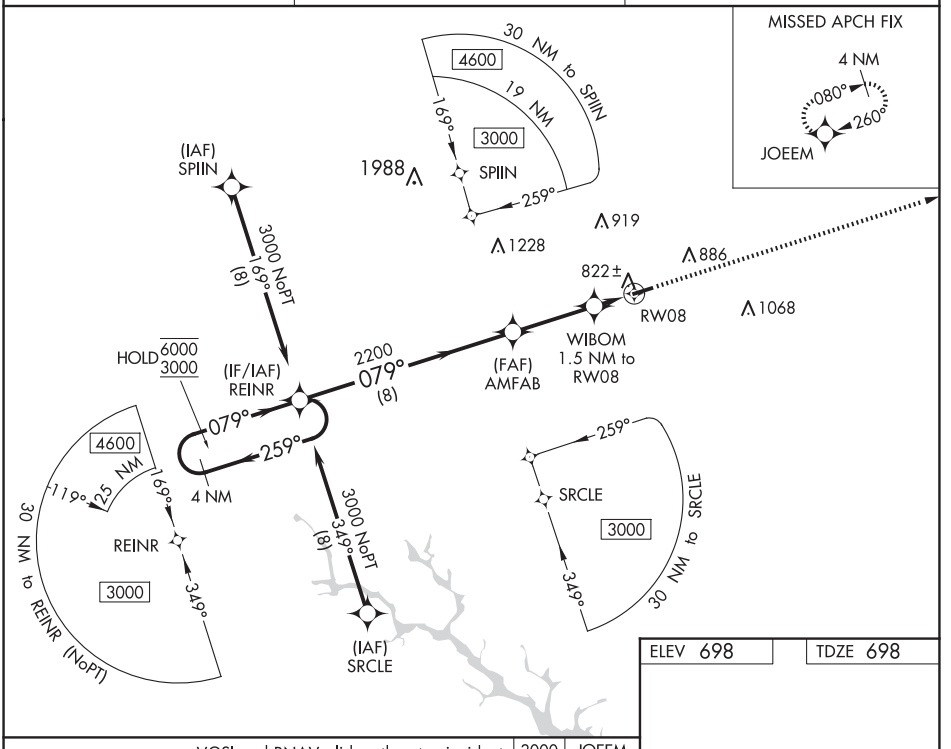
WAAS	APP CRS	Rwy Idg	4051
CH 72635	079°	TDZE	698
W08A		Apt Elev	698

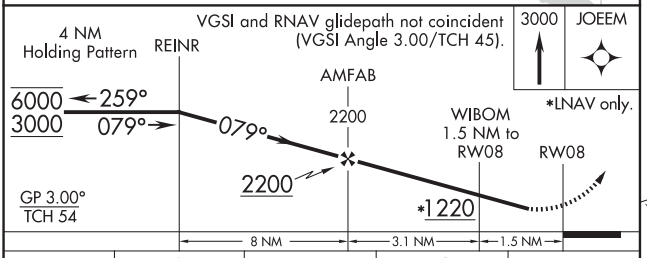
RNP APCH-GPS.

Rwy 8 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

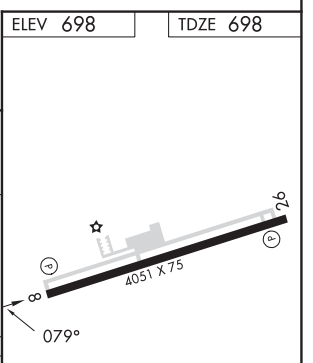
MISSED APPROACH: Climb to 3000 direct JOEEM and hold.

AWOS-3	GREER APP CON ★	UNICOM
123.975	120.6 350.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	948-¾	250 (300-¾)	NA	
LNAV/VNAV DA	957-¾	259 (300-¾)	NA	
LNAV MDA	1080-1	382 (400-1)	NA	
C CIRCLING	1200-1	502 (600-1)	NA	



REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

LAURENS, SOUTH CAROLINA | AL-6166 (FAA) | 23110

RNAV (GPS) RWY 26

LAURENS COUNTY (LUX)

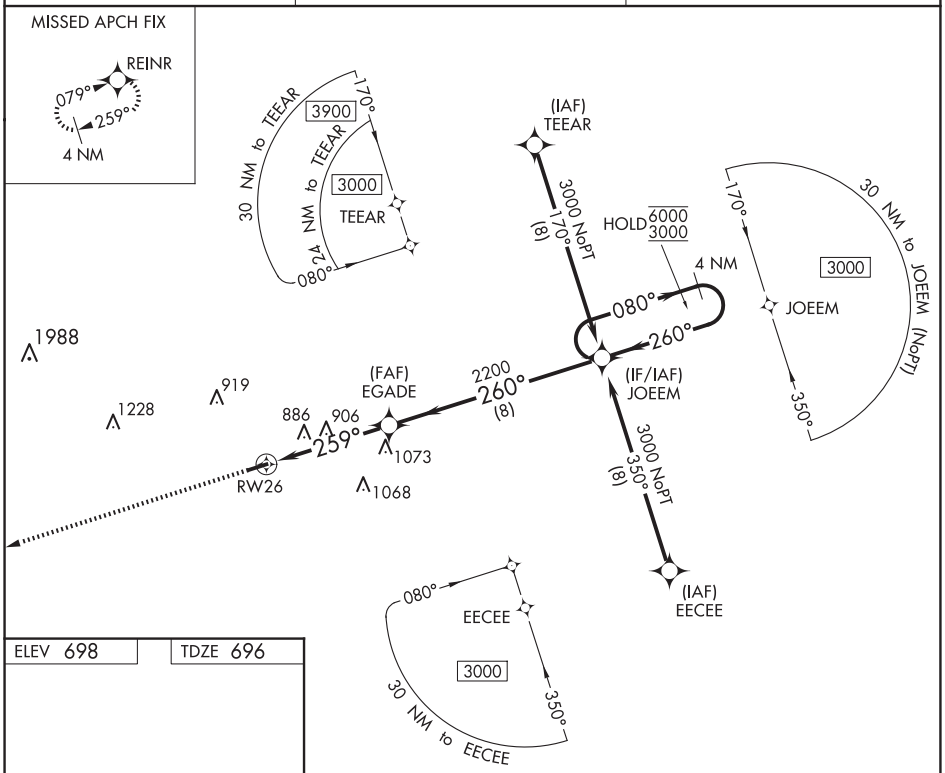
WAAS	APP CRS	Rwy Idg	4051
CH 81935	259°	TDZE	696
W26A		Apt Elev	698

RNP APCH-GPS.

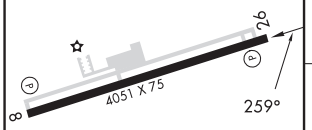
Rwy 26 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct REINR and hold.

AWOS-3	GREER APP CON ★	UNICOM
123.975	120.6 350.2	122.8 (CTAF) L

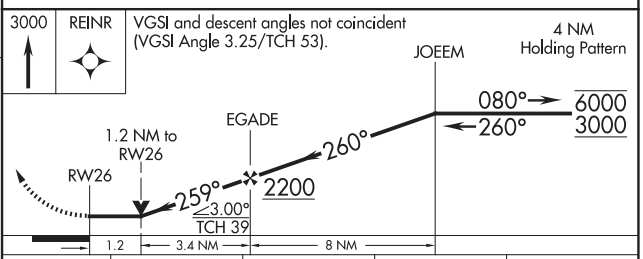


ELEV 698 | TDZE 696



REIL Rwys 8 and 26 L

MIRL Rwy 8-26 L



CATEGORY	A	B	C	D
LP MDA	1160-1	464 (500-1)	NA	
LNAV MDA	1160-1	464 (500-1)	NA	
C CIRCLING	1200-1	502 (600-1)	NA	

LAURENS, SOUTH CAROLINA
Amdt 1A 20APR23

34°30'N-81°57'W

LAURENS COUNTY (LUX)

RNAV (GPS) RWY 26

SE-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 6

DAVIDSON COUNTY EXEC (EXX)

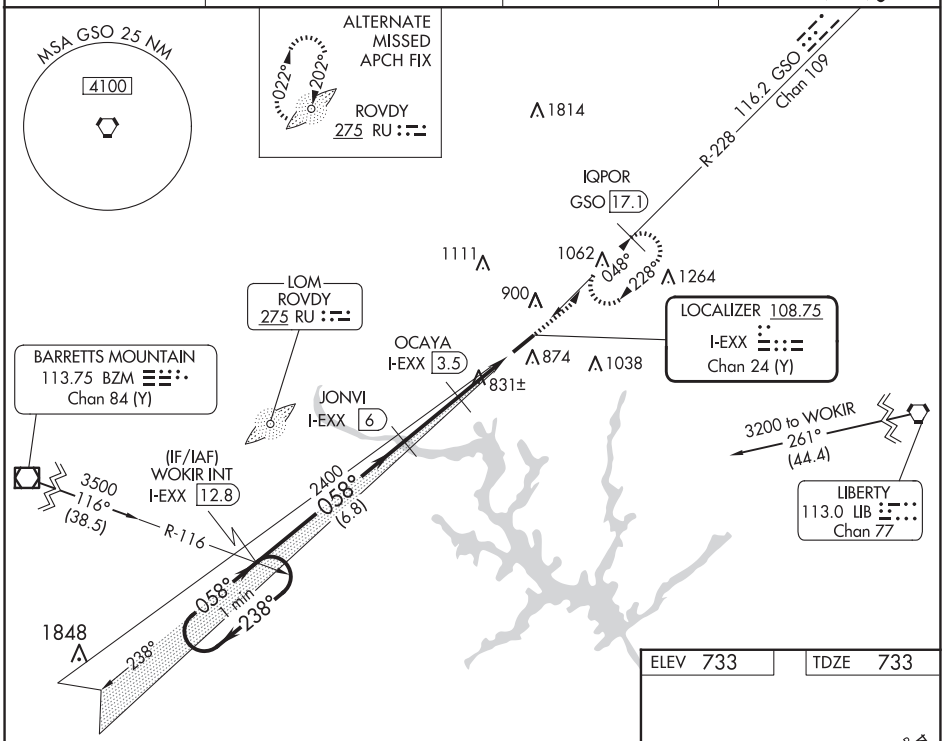
LOC/DME I-EXX	APP CRS	Rwy Idg 5004
108.75 Chan 24 (Y)	058°	TDZE 733
		Apt Elev 733

T NA VDP NA with Salisbury altimeter setting. When local altimeter setting not received, use Salisbury altimeter setting and increase all DA 37 feet and all MDA 40 feet; increase S-ILS 6 all Cats and S-LOC 6 Cat C visibility ⅛ mile. DME required. Rwy 6 helicopter visibility reduction below ¾ SM NA.

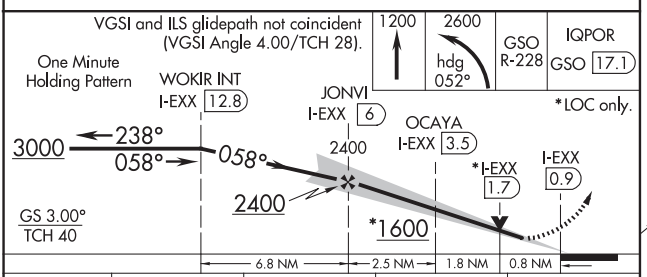
MALSR (A5)

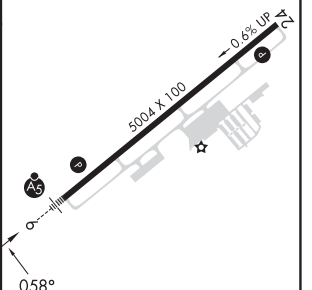
MISSED APPROACH: Climb to 1200 then climbing left turn to 2600 on heading 052° and GSO VORTAC R-228 to IQPOR/GSO 17.1 DME and hold.

AWOS-3	GREENSBORO APP CON	GCO	UNICOM
119.825	126.6 327.075	135.075	122.8 (CTAF) L



ELEV 733 TDZE 733





CATEGORY	A	B	C	D
S-ILS 6	983-⅞ 250 (300-⅞)			NA
S-LOC 6	1120-1 387 (400-1)		1120-1⅛ 387 (400-1⅛)	NA
CIRCLING	1220-1 487 (500-1)	1240-1 507 (600-1)	1340-1¾ 607 (700-1¾)	NA

MIRL Rwy 6-24 L
REIL Rwys 24 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

LEXINGTON, NORTH CAROLINA AL-6294 (FAA) 24305

WAAS	APP CRS	Rwy Idg	5004
CH 97628	058°	TDZE	733
W06A		Apt Elev	733

RNAV (GPS) RWY 6

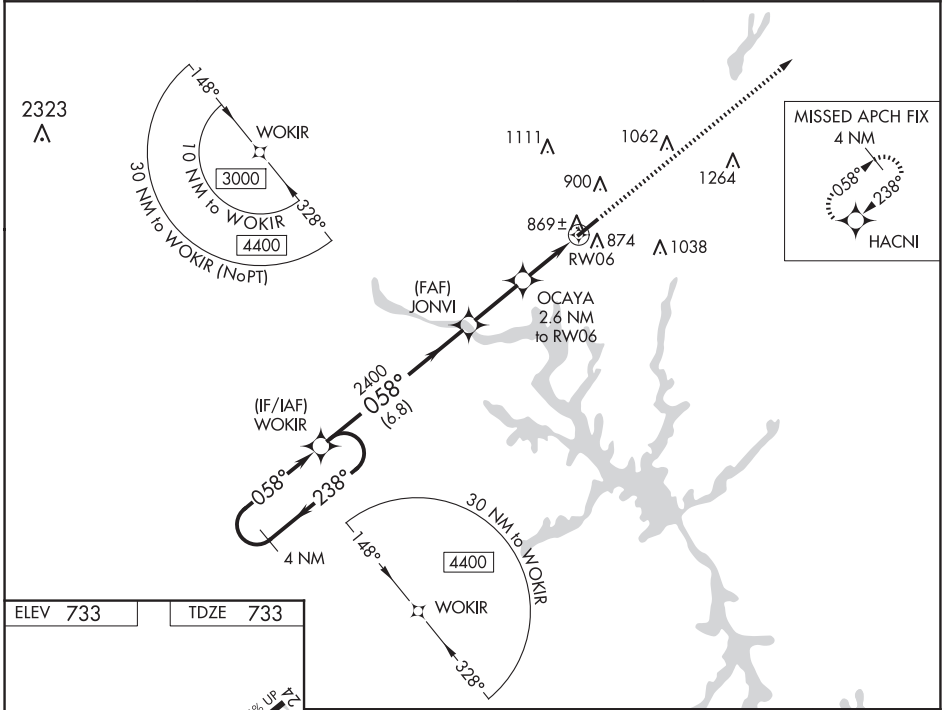
DAVIDSON COUNTY EXEC (EXX)

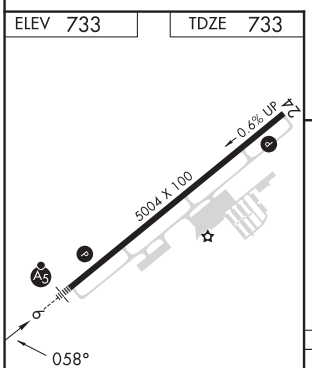
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Salisbury altimeter setting and increase all DA 37 feet and all MDA 40, increase LPV, LNAV/VNAV all Cats and LNAV Cat C visibility ⅛ mile. DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Salisbury altimeter setting.

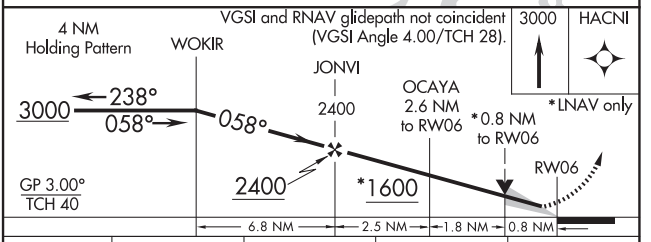
MALSR

MISSED APPROACH: Climb to 3000 direct HACNI and hold.

AWOS-3	GREENSBORO APP CON	GCO	UNICOM
119.825	126.6 327.075	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	983-⅞	250 (300-⅞)		NA
LNAV/VNAV DA	1020-1	287 (300-1)		NA
LNAV MDA	1120-1	387 (400-1)	1120-1⅛ 387 (400-1⅛)	NA
CIRCLING	1220-1 487 (500-1)	1240-1 507 (600-1)	1340-1¾ 607 (700-1¾)	NA

MIRL Rwy 6-24 L
REIL Rwys 24 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	5004
CH 69326	238°	TDZE	713
W24A		Apt Elev	733

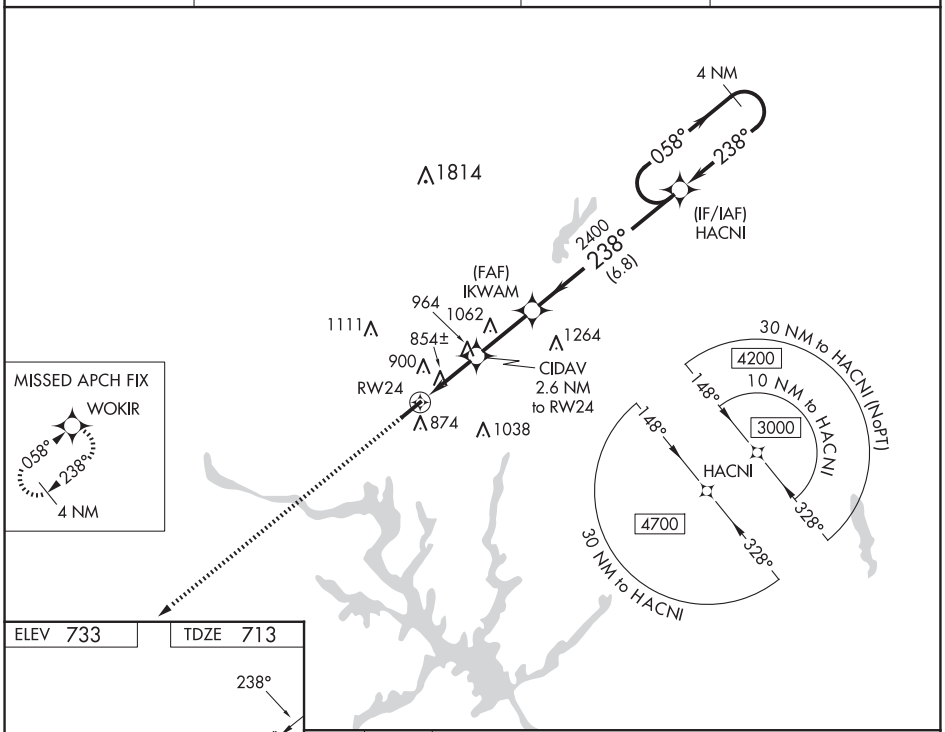
RNAV (GPS) RWY 24

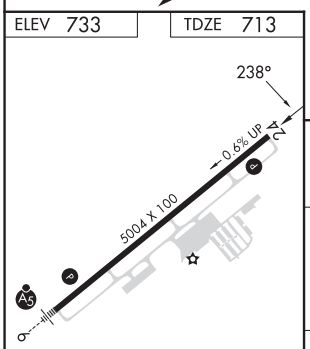
DAVIDSON COUNTY EXEC (EXX)

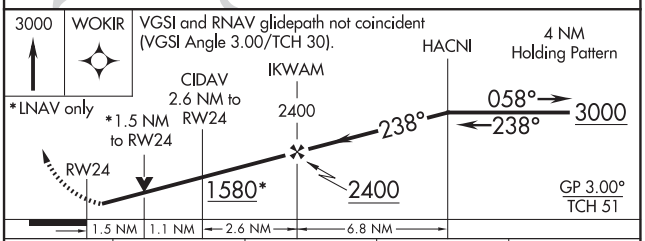
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Salisbury altimeter setting and increase all DA 37 feet and all MDA 40 feet, increase LPV and LNAV/VNAV all Cats visibility ⅛ SM, LNAV Cat C visibility ¼ SM. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Salisbury altimeter setting.

MISSED APPROACH: Climb to 3000 direct WOKIR and hold.

AWOS-3	GREENSBORO APP CON	GCO	UNICOM
119.825	126.6 327.075	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1026-1 313 (300-1)			NA
LNAV/VNAV DA	1150-1½ 437 (500-1½)			NA
LNAV MDA	1220-1 507 (500-1)		1220-1⅜ 507 (500-1⅜)	NA
CIRCLING	1220-1 487 (500-1)	1240-1 507 (600-1)	1340-1¾ 607 (700-1¾)	NA

MIRL Rwy 6-24 L
REIL Rwys 24 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

LINCOLNTON, NORTH CAROLINA AL-6894 (FAA) 21224

LOC/DME I-IPJ	APP CRS	Rwy Idg	5501
111.15	233°	TDZE	872
Chan 48 (Y)		Apt Elev	878

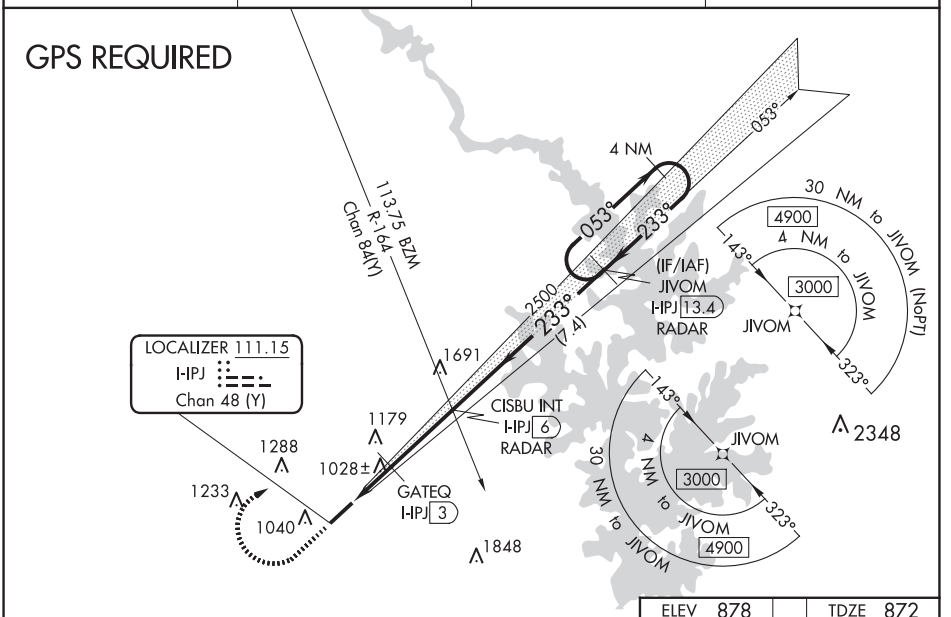
ILS Y or LOC Y RWY 23

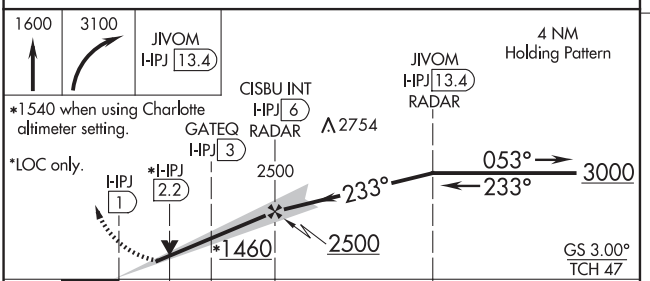
LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

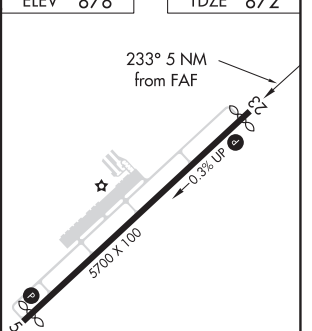
When local altimeter setting not received, use Charlotte altimeter setting: increase DA to 1212 feet and visibility ⅛ SM; increase all MDAs 80 feet and visibility S-LOC 23 Cats C/D ⅛ SM and Circling Cats C/D visibility ¼ SM and GATEQ Fix Minimums Cats C/D ¼ SM. VDP NA when using Charlotte altimeter setting. Rwy 23 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1600 then climbing right turn to 3100 direct JIVOM I-IPJ 13.4 DME/RADAR and hold (GPS Required).

AWOS-3	CHARLOTTE APP CON	CLNC DEL (GCO)	UNICOM
119.675	134.75 257.2	124.9	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 23	1149-⅞ 277 (300-⅞)			
S-LOC 23	1460-1 588 (600-1)		1460-1¾ 588 (600-1¾)	
C CIRCLING	1460-1 582 (600-1)		1640-2¼ 762 (800-2¼)	1640-2½ 762 (800-2½)
GATEQ FIX MINIMUMS				
S-LOC 23	1280-1 408 (500-1)		1280-1⅛ 408 (500-1⅛)	
C CIRCLING	1400-1 522 (600-1)	1440-1 562 (600-1)	1640-2¼ 762 (800-2¼)	1640-2½ 762 (800-2½)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-IPJ	APP CRS	Rwy Idg	5501
111.15	233°	TDZE	872
Chan 48 (Y)		Apt Elev	878

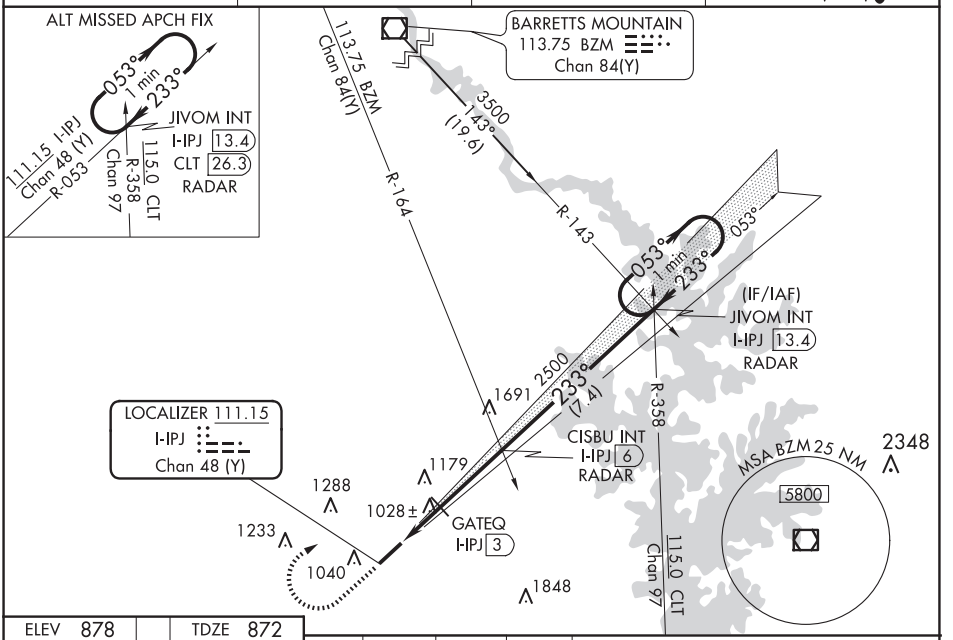
ILS Z or LOC Z RWY 23

LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

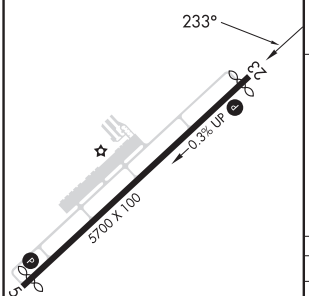
When local altimeter setting not received, use Charlotte altimeter setting: increase DA to 1212 feet and visibility ⅛ SM; increase all MDAs 80 feet and visibility S-LOC 23 Cats C/D ⅛ SM and Circling Cats C/D ¼ SM and GATEQ Fix Minimums Cats C/D ¼ SM. VDP NA when using Charlotte altimeter setting. Rwy 23 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1600 then climbing right turn to 3100 on heading 043° and BZM VOR/DME R-143 to JIVOM INT/I-IPJ 13.4 DME/RADAR and hold.

AWOS-3	CHARLOTTE APP CON	CLNC DEL (GCO)	UNICOM
119.675	134.75 257.2	124.9	123.05 (CTAF) L



ELEV 878	TDZE 872



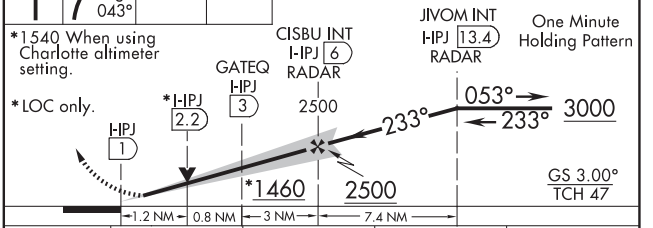
REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

1600	3100 hdg 043°	BZM R-143	JIVOM INT

*1540 When using Charlotte altimeter setting.

*LOC only.



CATEGORY	A	B	C	D
S-ILS 23	1149-⅞ 277 (300-⅞)			
S-LOC 23	1460-1 588 (600-1)		1460-1¾ 588 (600-1¾)	
C CIRCLING	1460-1 582 (600-1)		1640-2¼ 762 (600-2¼)	1640-2½ 762 (800-2½)
GATEQ FIX MINIMUMS				
S-LOC 23	1280-1 408 (500-1)		1280-1⅛ 408 (500-1⅛)	
C CIRCLING	1400-1 522 (600-1)	1440-1 562 (600-1)	1640-2¼ 762 (800-2¼)	1640-2½ 762 (800-2½)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

LINCOLNTON, NORTH CAROLINA AL-6894 (FAA) 20254

WAAS CH 78408 W05A	APP CRS 053°	Rwy Idg 5500 TDZE 878 Apt Elev 878

RNAV (GPS) RWY 5

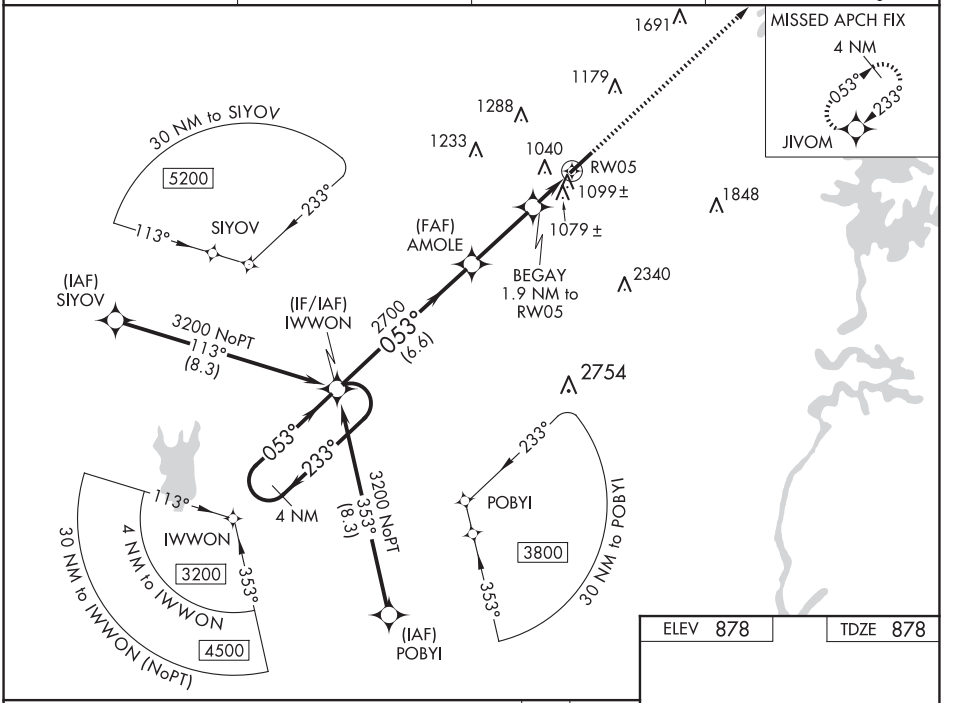
LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

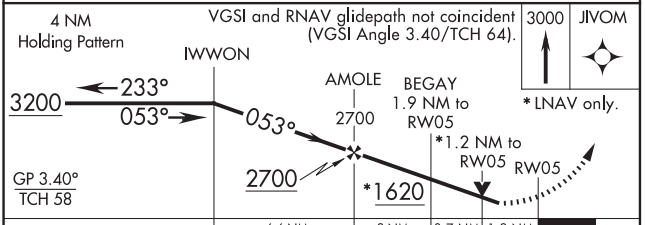
RNP APCH.

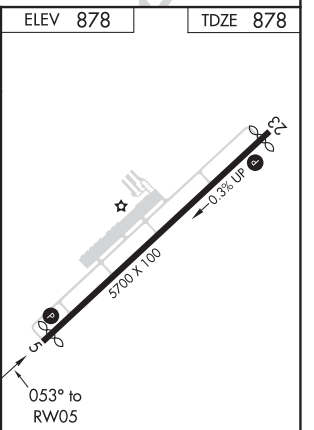
When local altimeter setting not received, use Charlotte altimeter setting: increase LPV DA to 1395 feet, LNAV/VNAV DA to 1463 feet and visibility LNAV/VNAV ¼ SM; increase all MDAs 80 feet and visibility Cats C and D ¼ SM. Rwy 5 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Charlotte altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C.

MISSED APPROACH: Climb to 3000 direct JIVOM and hold.

AWOS-3	CHARLOTTE APP CON	CLNC DEL (GCO)	UNICOM
119.675	134.75 257.2	124.9	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1332-1⅜ 454 (500-1⅜)			NA
LNAV/VNAV DA	1400-1½ 522 (600-1½)			NA
LNAV MDA	1360-1 482 (500-1)		1360-1⅜ 482 (500-1⅜)	
C CIRCLING	1400-1 522 (600-1)	1440-1 562 (600-1)	1640-2¼ 762 (800-2¼)	1640-2½ 762 (800-2½)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 69210 W23A	APP CRS 233°	Rwy Idg 5501 TDZE 872 Apt Elev 878

RNAV (GPS) RWY 23

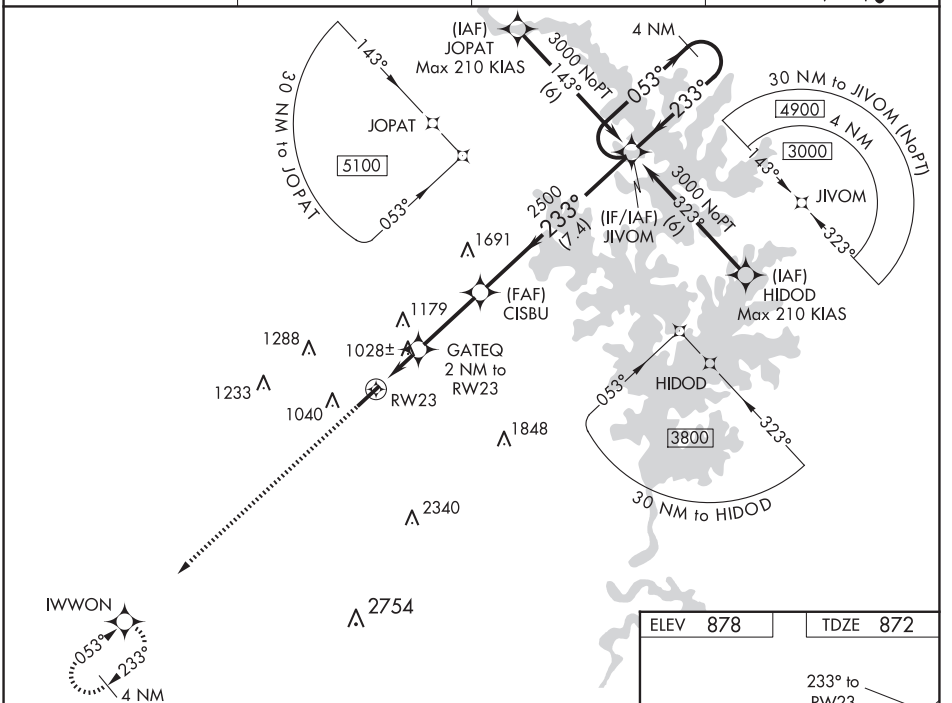
LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

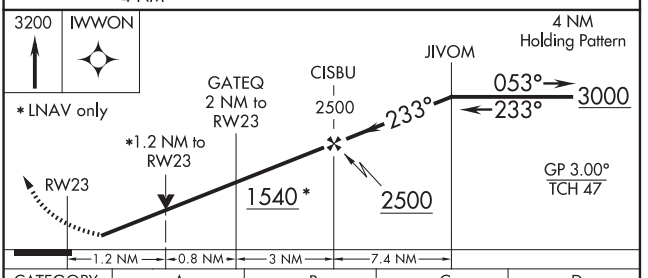
RNP APCH.

When local altimeter setting not received, use Charlotte altimeter setting: increase LPV DA to 1212 feet, LNAV/VNAV DA to 1204 feet and all visibilities ⅛ SM; increase all MDAs 80 feet and visibility Cats C and D ¼ SM. Baro-VNAV and VDP NA when using Charlotte altimeter setting. Rwy 23 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

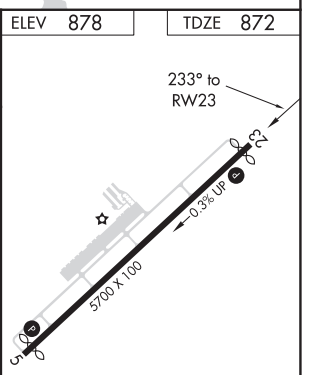
MISSED APPROACH: Climb to 3200 direct IWWON and hold.

AWOS-3	CHARLOTTE APP CON	CLNC DEL (GCO)	UNICOM
119.675	134.75 257.2	124.9	123.05 (CTAF) L





CATEGORY	A	B	C	D
LPV DA		1149-⅞	277 (300-⅞)	
LNAV/VNAV DA		1141-⅞	269 (300-⅞)	
LNAV MDA	1280-1	408 (500-1)	1280-1⅛	408 (500-1⅛)
C CIRCLING	1400-1 522 (600-1)	1440-1 562 (600-1)	1640-2¼ 762 (800-2¼)	1640-2½ 762 (800-2½)



REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

BARMY FIVE DEPARTURE (RNAV)

(BARMY5.BARMY) 21MAR24

LINCOLNTON, NORTH CAROLINA

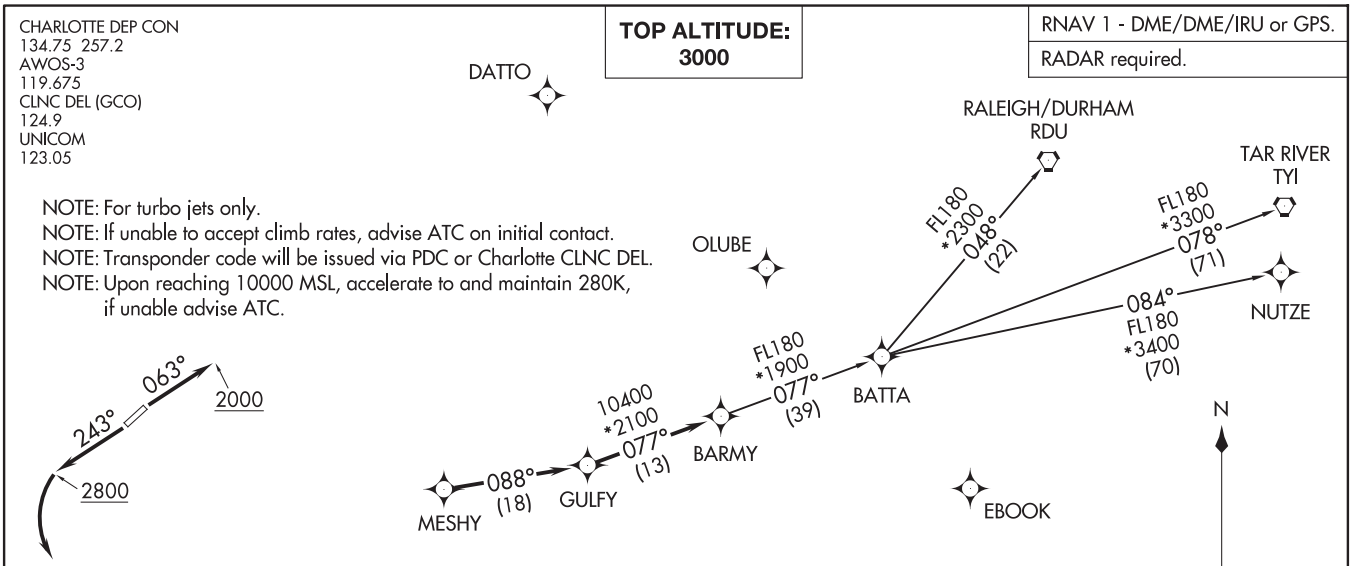
LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

CHARLOTTE DEP CON
134.75 257.2
AWOS-3
119.675
CLNC DEL (GCO)
124.9
UNICOM
123.05

TOP ALTITUDE: 3000

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

NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.



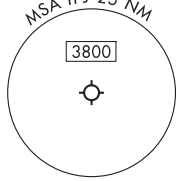
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 063° to 2000 before proceeding on course, then on heading assigned by ATC, thence. . . .
TAKEOFF RUNWAY 23: Climb on heading 243° to 2800 before turning left, then on heading assigned by ATC, thence. . . .

. . . .on RADAR vectors to MESHY, then on depicted route to BARMY. Then on assigned transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

NUTZE TRANSITION (BARMY5.NUTZE)
RALEIGH/DURHAM TRANSITION (BARMY5.RDU)
TAR RIVER TRANSITION (BARMY5.TYI)

TAKEOFF MINIMUMS
Rwys 5, 23: Standard.



NOTE: Chart not to scale.

(BARMY5.BARMY) 24081

BARMY FIVE DEPARTURE (RNAV)

AL-6894 (FAA)

LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

LINCOLNTON, NORTH CAROLINA

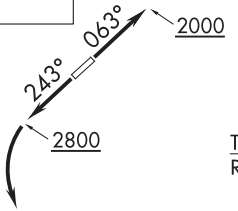
408

BEAVY SIX DEPARTURE (RNAV)

CHARLOTTE DEP CON
134.75 257.2
AWOS-3
119.675
CLNC DEL (GCO)
124.9
UNICOM (CTAF)
123.05

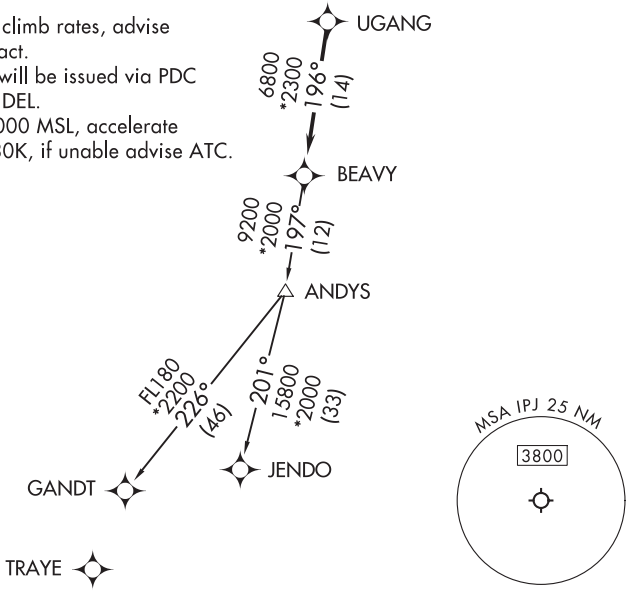
RNAV 1-DME/DME/IRU or GPS.
RADAR required.

TOP ALTITUDE: 3000



TAKEOFF MINIMUMS
Rwys 5, 23: Standard.

NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 063° to 2000 before proceeding on course, then on heading assigned by ATC, thence. . . .
TAKEOFF RUNWAY 23: Climb on heading 243° to 2800 before turning left, then on heading assigned by ATC, thence. . . .

. . . .on RADAR vectors to UGANG, then on track 196° to BEAVY. Then on assigned transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

GANDT TRANSITION (BEAVY6.GANDT)
JENDO TRANSITION (BEAVY6.JENDO)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

BOBZY FIVE DEPARTURE (RNAV)

(BOBZY5.BOBZY) 21MAR24

LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

LINCOLNTON, NORTH CAROLINA

(BOBZY5.BOBZY) 24081

BOBZY FIVE DEPARTURE (RNAV)

LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

LINCOLNTON, NORTH CAROLINA

AL-6894 (FAA)

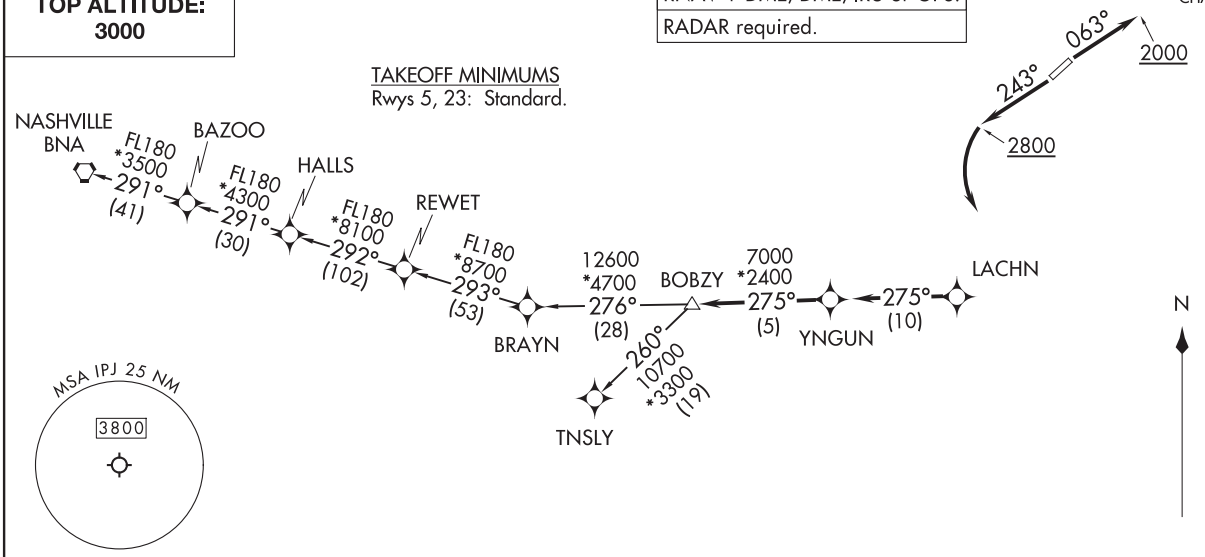
410

TOP ALTITUDE: 3000

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

CHARLOTTE DEP CON
134.75 257.2
AWOS-3
119.675
CLNC DEL (GCO)
124.9
UNICOM
123.05

TAKEOFF MINIMUMS
Rwys 5, 23: Standard.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 063° to 2000 before proceeding on course, then on heading assigned by ATC, thence. . . .
TAKEOFF RUNWAY 23: Climb on heading 243° to 2800 before turning left, then on heading assigned by ATC, thence. . . .

. . . . on RADAR vectors to LACHN, then on depicted route to BOBZY, then on assigned transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

NASHVILLE TRANSITION (BOBZY5.BNA)
TNSLY TRANSITION (BOBZY5.TNSLY)

NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

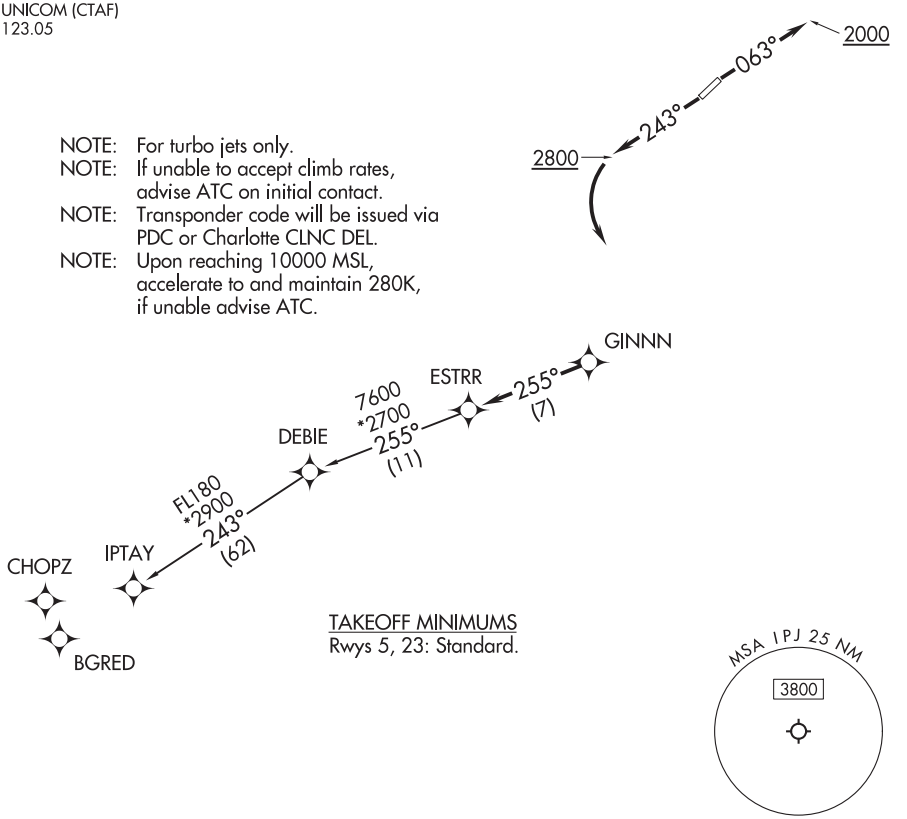
NOTE: Chart not to scale.

CHARLOTTE DEP CON
134.75 257.2
AWOS-3
119.675
CLNC DEL (GCO)
124.9
UNICOM (CTAF)
123.05

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

TOP ALTITUDE: 3000

NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 063° to 2000 before proceeding on course, then on heading assigned by ATC, thence. . . .
TAKEOFF RUNWAY 23: Climb on heading 243° to 2800 before turning left, then on heading assigned by ATC, thence. . . .

. . . .on RADAR vectors to GINNN, then on track 255° to ESTRR, then on IPTAY Transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

IPTAY TRANSITION (ESTRR5.IPTAY)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

(ICONS5.ICONS) 24081 AL-6894 (FAA)

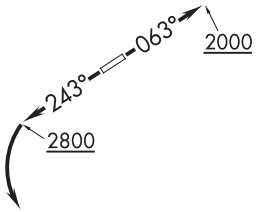
ICONS FIVE DEPARTURE (RNAV)

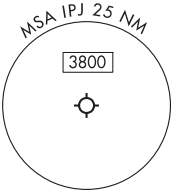
LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)
LINCOLNTON, NORTH CAROLINA

CHARLOTTE DEP CON
134.75 257.2
AWOS-3
119.675
CLNC DEL (GCO)
124.9
UNICOM
123.05

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

TOP ALTITUDE: 3000





TAKEOFF MINIMUMS
Rwys 5, 23: Standard.

NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 063° to 2000 before proceeding on course, then on heading assigned by ATC, thence. . . .
TAKEOFF RUNWAY 23: Climb on heading 243° to 2800 before turning left, then on heading assigned by ATC, thence. . . .

. . . .on RADAR vectors to GILFN, then on track 188° to ICONS. Then on NOOKS Transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

NOOKS TRANSITION (ICONS5.NOOKS)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

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

TOP ALTITUDE: 3000

CHARLOTTE DEP CON 134.75 257.2
AWOS-3 119.675
CLNC DEL (GCO) 124.9
UNICOM (CTAF) 123.05

NOONN FL180 *6100 272° (68)
BFORE FL180 *5100 272° (38)
SLEPP FL180 *8500 305° (55)
CUBIM FL180 *6200 329° (10)
TIELR (76) FL180 *8500 329°
BENBY 11300 *5200 305° (17)
DOOGE FL180 *7800 332° (86)
WLLGO 7800 *5100 305° (7)
MTCHL (6) 7500 *4300 331°
JOJJO 6300 *3600 312° (4)
LONEE 5500 *3800 312° (7)
WAYDS
2800
2000
063°
243°

TAKEOFF MINIMUMS
Rwys 5, 23: Standard.

NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: NOONN Transition ATC assigned only.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

MSA IPJ 25 NM
3800

N

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 063° to 2000 before proceeding on course, then on heading assigned by ATC, thence. . . .
TAKEOFF RUNWAY 23: Climb on heading 243° to 2800 before turning left, then on heading assigned by ATC, thence. . . .

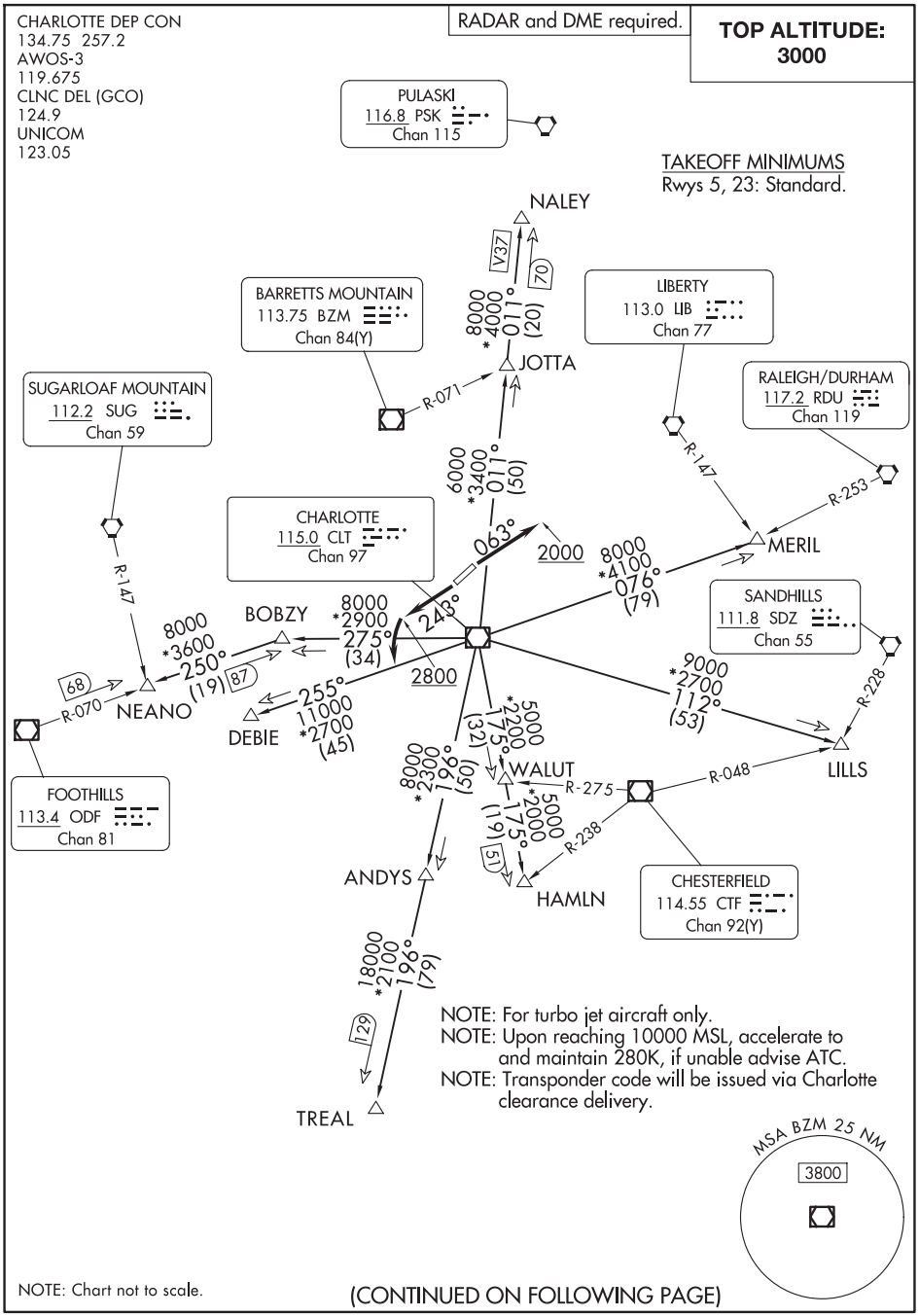
. . . .on RADAR vectors to WAYDS, then on depicted route to JOJJO. Then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

CUBIM TRANSITION (JOJJO5.CUBIM)
DOOGE TRANSITION (JOJJO5.DOOGE)
NOONN TRANSITION (JOJJO5.NOONN)

SE-2, 07 AUG 2025 to 02 OCT 2025

(KER4.KER) 24081
KERMIT FOUR DEPARTURE

LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)
AL-6894 (FAA)
LINCOLNTON, NORTH CAROLINA



(CONTINUED ON FOLLOWING PAGE)

SE-2, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 063° to 2000 before proceeding on course. thence . . . .
TAKEOFF RUNWAY 23: Climb on heading 243° to 2800 before turning left, thence . . . .

. . . . on RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (KER4.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.
DEBIE TRANSITION (KER4.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.
HAMLN TRANSITION (KER4.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.
JOTTA TRANSITION (KER4.JOTTA): From over CLT VOR/DME on CLT R-011 to JOTTA.
LILLS TRANSITION (KER4.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.
MERIL TRANSITION (KER4.MERIL): From over CLT VOR/DME on CLT R-076 to MERIL.
NALEY TRANSITION (KER4.NALEY): From over CLT VOR/DME on CLT R-011 to NALEY.
NEANO TRANSITION (KER4.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY, then on ODF R-070 to NEANO.
TREAL TRANSITION (KER4.TREAL): From over CLT VOR/DME on CLT R-196 to TREAL.

SE-2, 07 AUG 2025 to 02 OCT 2025

KILNS FIVE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 063° to 2000 before proceeding on course, then on heading assigned by ATC, thence . . . .
TAKEOFF RUNWAY 23: Climb on heading 243° to 2800 before turning left, then on heading assigned by ATC, thence . . . .

. . . . on RADAR vectors to MUNBE, then on depicted route to KILNS, then on AUDII Transition. Maintain 3000.
Expect clearance to filed altitude within 10 minutes after departure.

AUDII TRANSITION (KILNS5.AUDII)

KILNS FIVE DEPARTURE (RNAV)
(KILNS5.KILNS) 21MAR24
LINCOLNTON, NORTH CAROLINA
LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

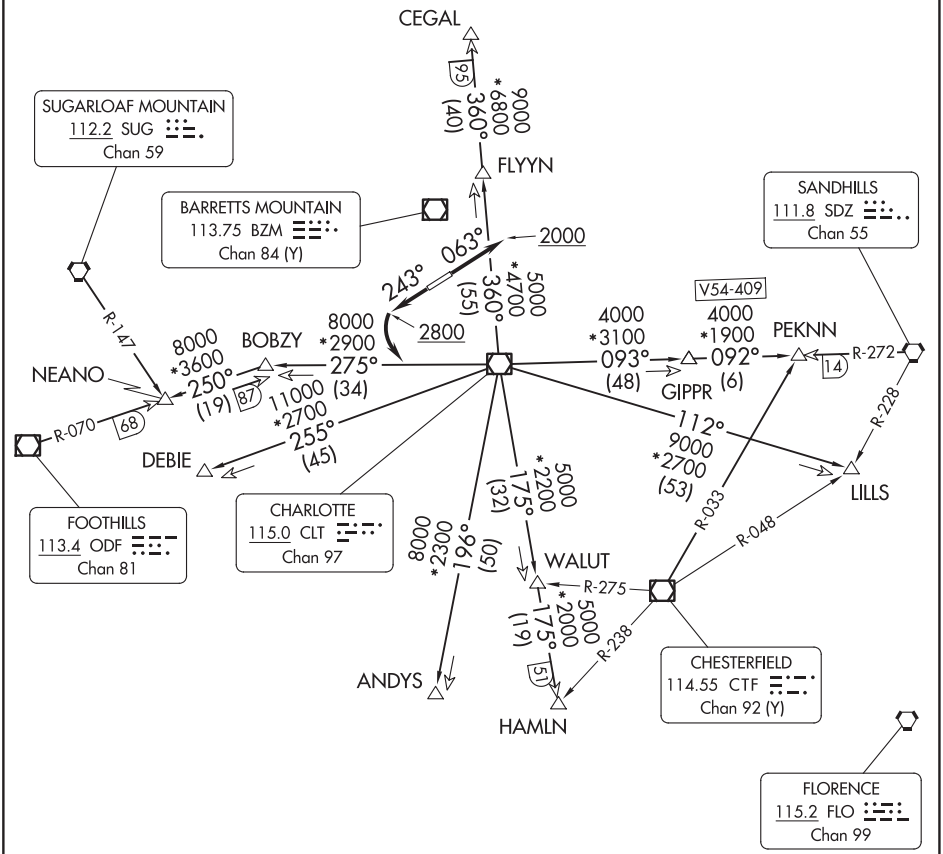
SE-2, 07 AUG 2025 to 02 OCT 2025

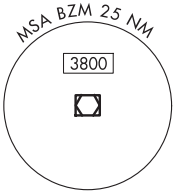
CHARLOTTE DEP CON
134.75 257.2
AWOS-3
119.675
CLNC DEL (GCO)
124.9
UNICOM (CTAF)
123.05

TOP ALTITUDE: 3000

RADAR and DME required.

TAKEOFF MINIMUMS
Rwys 5, 23: Standard.





NOTE: For propeller aircraft only.
NOTE: Turboprops: Operate in a manner that will result in best forward speed and climb rate.
NOTE: Transponder code will be issued via Charlotte clearance delivery.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-2, 07 AUG 2025 to 02 OCT 2025

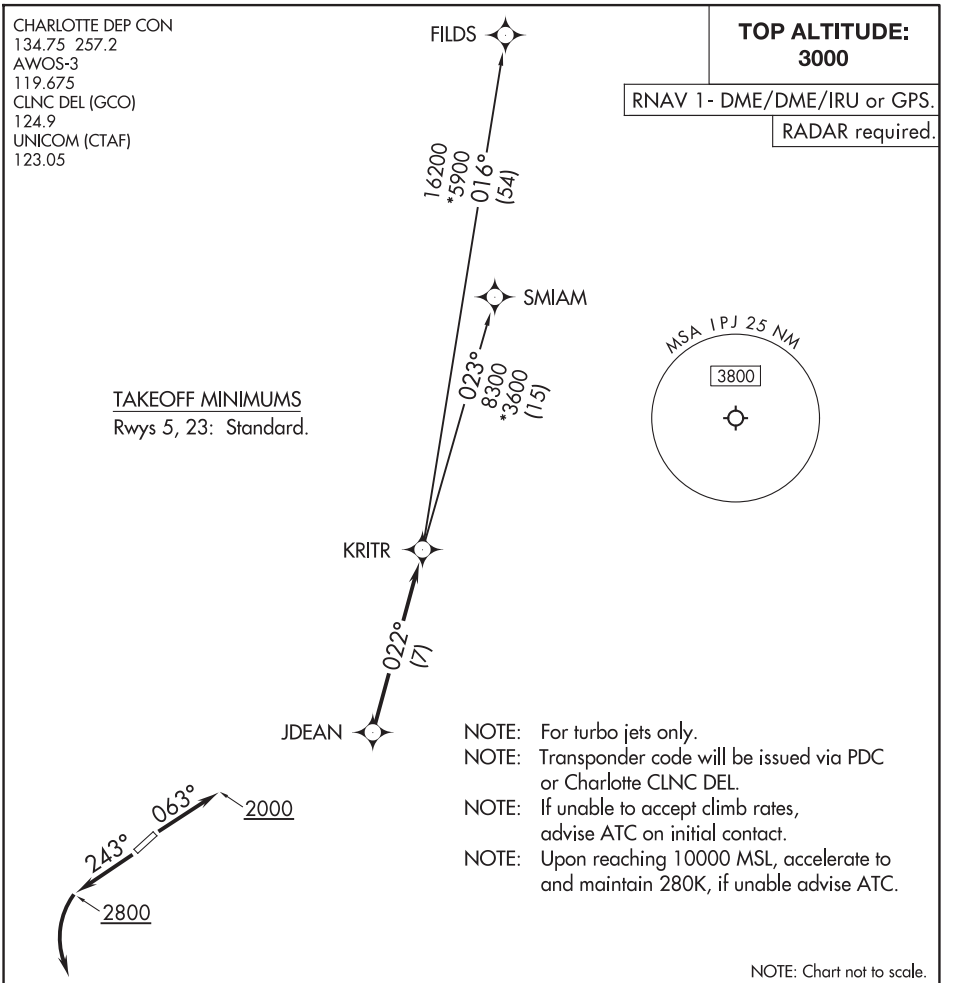
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 063° to 2000 before proceeding on course, thence. . . .
TAKEOFF RUNWAY 23: Climb on heading 243° to 2800 before turning left, thence. . . .

. . . .expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (KNI3.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.
CEGAL TRANSITION (KNI3.CEGAL): From over CLT VOR/DME on CLT R-360 to CEGAL.
DEBIE TRANSITION (KNI3.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.
FLYYN TRANSITION (KNI3.FLYYN): From over CLT VOR/DME on CLT R-360 to FLYYN.
HAMLN TRANSITION (KNI3.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.
LILLS TRANSITION (KNI3.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.
NEANO TRANSITION (KNI3.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY, then on ODF R-070 to NEANO.
PEKNN TRANSITION (KNI3.PEKNN): From over CLT VOR/DME on CLT R-093 to GIPPR, then on SDZ R-272 to PEKNN.

SE-2, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 063° to 2000 before proceeding on course, then on heading assigned by ATC, thence. . . .
TAKEOFF RUNWAY 23: Climb on heading 243° to 2800 before turning left, then on heading assigned by ATC, thence. . . .

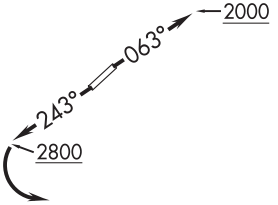
. . . .on RADAR vectors to JDEAN, then on track 022° to KRITR, then on assigned transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

FILDS TRANSITION (KRITR6.FILDS)
SMIAM TRANSITION (KRITR6.SMIAM)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

KWEEN FIVE DEPARTURE (RNAV)

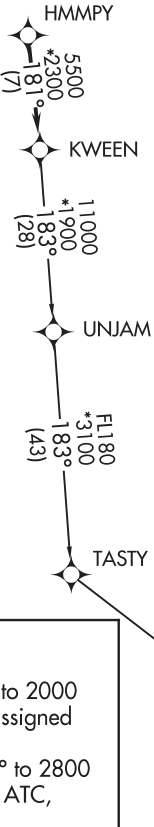
CHARLOTTE DEP CON
134.75 257.2
AWOS-3
119.675
CLNC DEL (GCO)
124.9
UNICOM
123.05

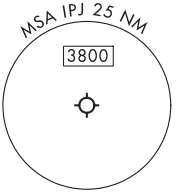


TOP ALTITUDE: 3000

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

TAKEOFF MINIMUMS
Rwys 5, 23: Standard.





NOTE: For turbo jets only.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 063° to 2000 before proceeding on course, then on heading assigned by ATC, thence...
TAKEOFF RUNWAY 23: Climb on heading 243° to 2800 before turning left, then on heading assigned by ATC, thence...

...on RADAR vectors to HMMPY, then on track 181° to KWEEN. Then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

PITRW TRANSITION (KWEEN5.PITRW)
UNJAM TRANSITION (KWEEN5.UNJAM)

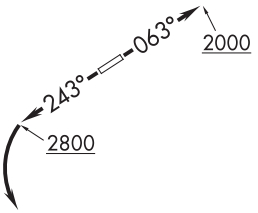
SE-2, 07 AUG 2025 to 02 OCT 2025

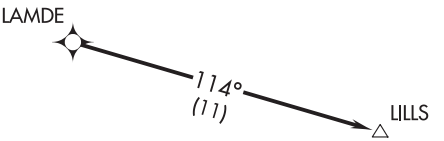
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

TOP ALTITUDE: 3000

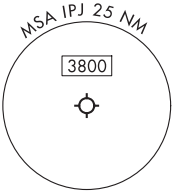
CHARLOTTE DEP CON
134.75 257.2
AWOS-3
119.675
CLNC DEL (GCO)
124.9
UNICOM (CTAF)
123.05

TAKEOFF MINIMUMS
Rwys 5, 23: Standard.





NOTE: For turbo jets only.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 063° to 2000 before proceeding on course, then on heading assigned by ATC, thence. . . .
TAKEOFF RUNWAY 23: Climb on heading 243° to 2800 before turning left, then on heading assigned by ATC, thence. . . .

. . . .on RADAR vectors to LAMDE, then on depicted route to LILLS. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

(WEAZL5.WEAZL) 24081

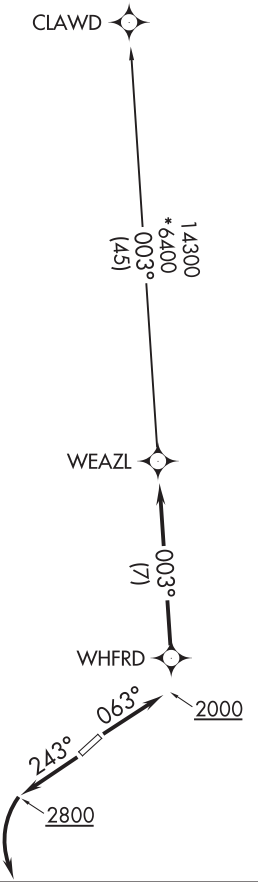
WEAZL FIVE DEPARTURE (RNAV)

LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)
AL-6894 (FAA)
LINCOLNTON, NORTH CAROLINA

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

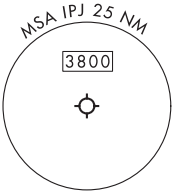
TOP ALTITUDE: 3000

CHARLOTTE DEP CON
134.75 257.2
AWOS-3
119.675
CLNC DEL (GCO)
124.9
UNICOM
123.05



TAKEOFF MINIMUMS
Rwys 5, 23: Standard.

NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 063° to 2000 before proceeding on course, then on heading assigned by ATC, thence . . . .
TAKEOFF RUNWAY 23: Climb on heading 243° to 2800 before turning left, then on heading assigned by ATC, thence . . . .

. . . . on RADAR vectors to WHFRD, then on track 003° to WEAZL. Then on CLAWD Transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

CLAWD TRANSITION (WEAZL5.CLAWD)

SE-2, 07 AUG 2025 to 02 OCT 2025

GPS RWY 26

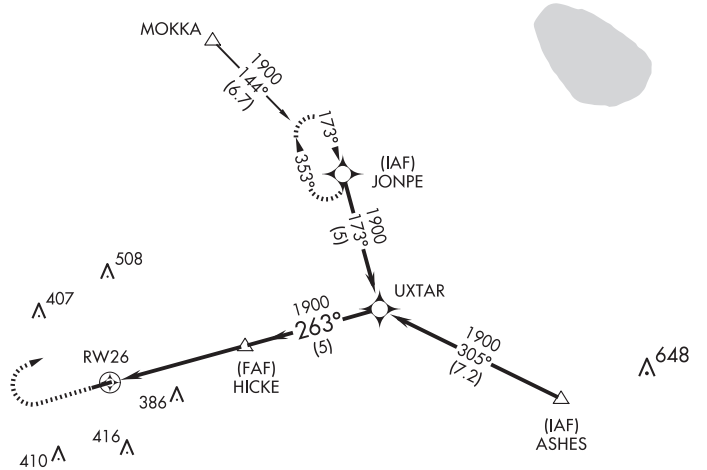
TWIN CITY (5J9)

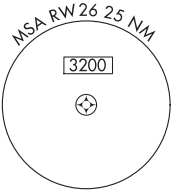
APP CRS	Rwy Idg	3694
263°	TDZE	99
	Apt Elev	99

Use Myrtle Beach Intl altimeter setting.
Procedure NA at night.
Helicopter visibility below 1 SM NA.

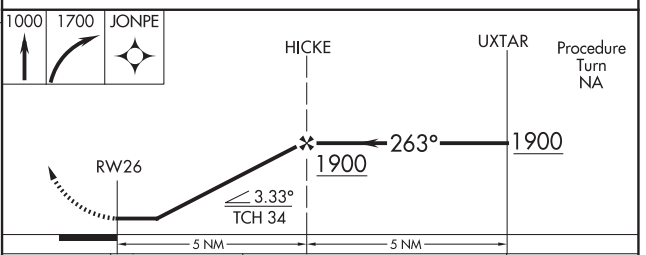
MISSED APPROACH: Climb to 1000 then climbing right turn to 1700 direct JONPE WP and hold.

MYRTLE BEACH APP CON ★	CTAF
119.2 350.3	122.9





ELEV 99 TDZE 99



CATEGORY	A	B	C	D
S-26	540-1 441 (500-1)		NA	
CIRCLING	600-1 501 (600-1)		NA	

LIRL Rwy 8-26

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

LOUISBURG, NORTH CAROLINA AL-9131 (FAA) 23222

ILS or LOC RWY 5

TRIANGLE NORTH EXEC (LHZ)

LOC/DME I-LHZ	APP CRS	Rwy Idg	5498
109.35	046°	TDZE	368
Chan 30 (Y)		Apt Elev	368

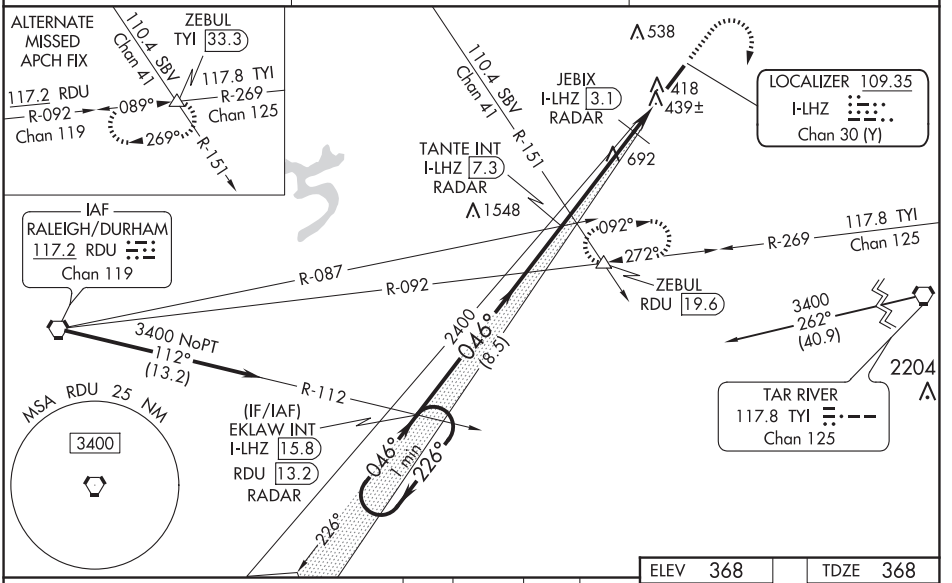
DME or RADAR required.

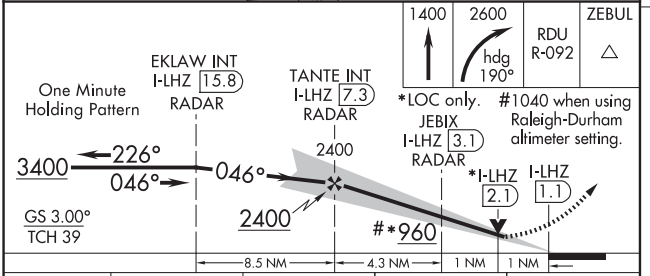
T NA VDP NA when using Raleigh-Durham altimeter setting. When local altimeter setting not received, use Raleigh-Durham altimeter setting and increase ILS DA to 633 feet and all MDAs 80 feet; increase S-LOC and Circling visibility Cats C/D ¼ SM and JEBIX Fix Minimums: Circling visibility Cat C/D ¼ SM. For inop ALS when using Raleigh-Durham altimeter setting, increase S-ILS all Cats visibility to ⅞ SM, S-LOC Cats C/D visibility to 1⅞ SM and JEBIX Fix Minimums S-LOC Cats C/D visibility to 1⅛ SM.

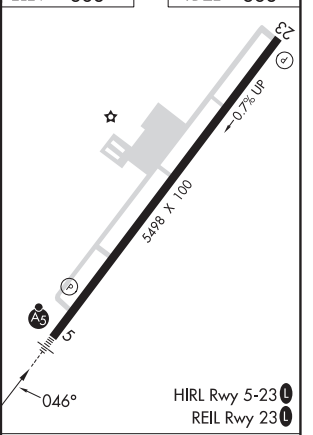
MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 2600 on heading 190° and on RDU VORTAC R-092 to ZEBUL INT/RDU 19.6 DME and hold.

AWOS-3	RALEIGH APP CON	UNICOM
118.325	125.3 353.675	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 5	568-½	200 (200-½)		
S-LOC 5	960-½	592 (600-½)	960-1¼	592 (600-1¼)
CIRCLING	960-1	592 (600-1)	980-1¾ 612 (700-1¾)	1000-2 632 (700-2)
JEBIX FIX MINIMUMS				
S-LOC 5	700-½	332 (400-½)	700-¾	332 (400-¾)
CIRCLING	800-1 432 (500-1)	840-1 472 (500-1)	980-1¾ 612 (700-1¾)	1000-2 632 (700-2)

FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

LOUISBURG, NORTH CAROLINA
Amdt 4C 30DEC21

36°01′N-78°20′W

TRIANGLE NORTH EXEC (LHZ)
ILS or LOC RWY 5

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 5

TRIANGLE NORTH EXEC (LHZ)

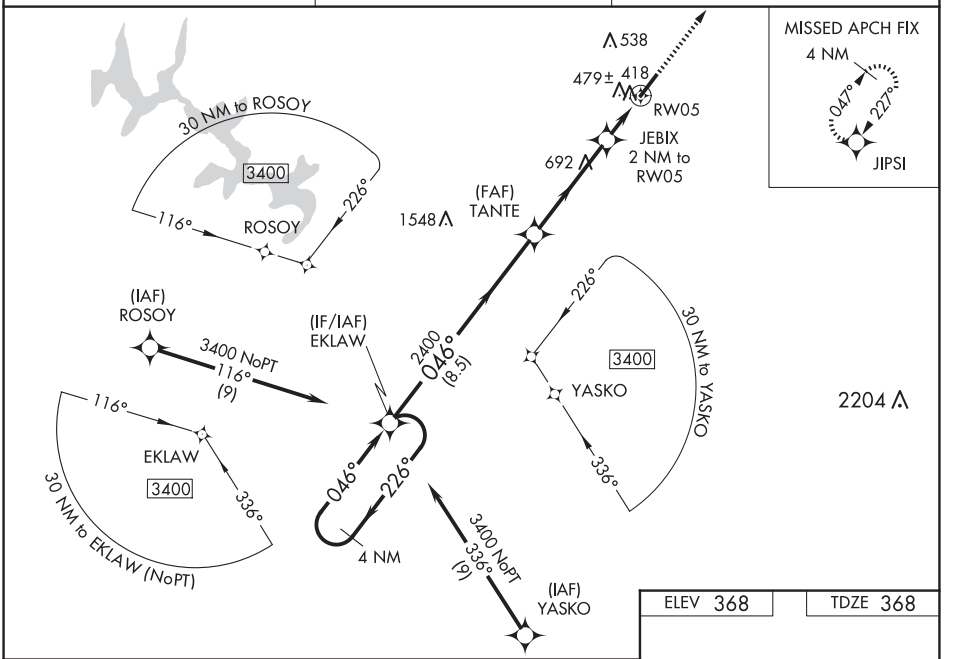
WAAS	APP CRS	Rwy Idg	5498
CH **90103**	**046°**	TDZE	**368**
W05A		Apt Elev	**368**

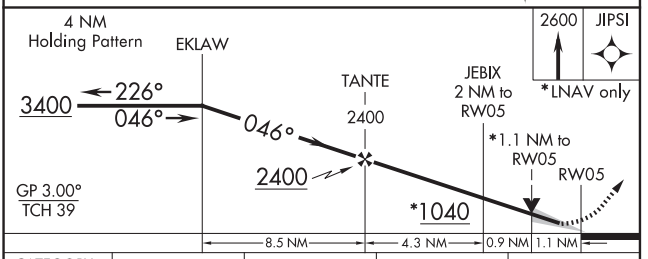
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Raleigh-Durham altimeter setting and increase LPV DA to 633 feet; LNAV/VNAV DA to 705 feet and all visibilities ⅛ SM. Increase all MDAs 80 feet and visibility Cat C/D ¼ SM. For inop MALSR, increase LNAV/VNAV all Cats visibility to ⅞ mile and LNAV Cats C/D visibility to 1 mile. For inop MALSR when using Raleigh-Durham altimeter setting, increase LPV all Cats visibility to ⅞ mile. Baro-VNAV and VDP NA with Raleigh-Durham altimeter setting.

MALSR

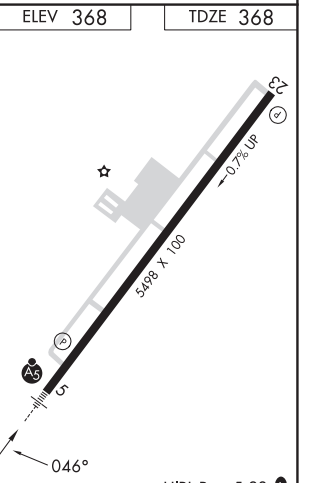
MISSED APPROACH: Climb to 2600 direct JIPSI and hold.

AWOS-3	RALEIGH APP CON	UNICOM
118.325	**125.3 353.675**	**123.0** (CTAF)





CATEGORY	A	B	C	D
LPV DA	568-½ 200 (200-½)			
LNAV/VNAV DA	640-½ 272 (300-½)			
LNAV MDA	740-½ 372 (400-½)		740-⅝ 372 (400-⅝)	
CIRCLING	800-1 432 (500-1)	840-1 472 (500-1)	980-1¾ 612 (700-1¾)	1000-2 632 (700-2)



SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

LOUISBURG, NORTH CAROLINA | AL-9131 (FAA) | 23222

WAAS CH 62825 W23A	APP CRS 227°	Rwy Idg 5498	TDZE 352	Apt Elev 368

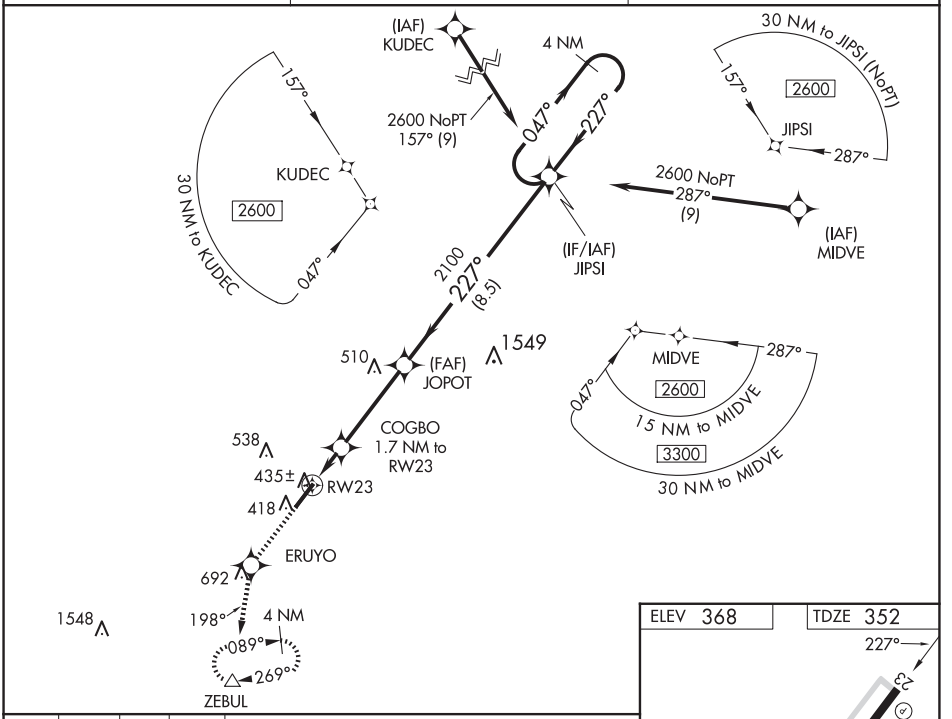
RNAV (GPS) RWY 23

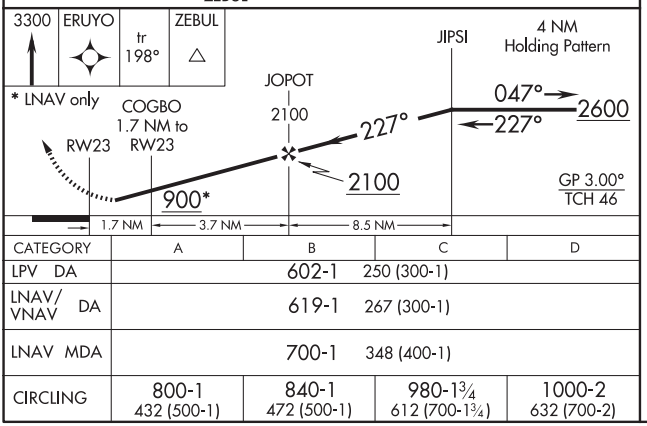
TRIANGLE NORTH EXEC (LHZ)

Baro-VNAV NA when using Raleigh-Durham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 41°C (105°F). When VGSI inop, Straight-in/Circling Rwy 23 procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Raleigh-Durham altimeter setting and increase LPV DA to 667 feet; LNAV/VNAV DA to 684 feet and all visibilities ⅛ SM. Increase all MDAs 80 feet and visibility Cats C/D ⅜ SM.

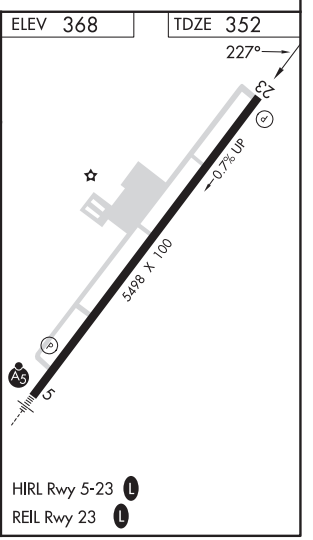
MISSED APPROACH: Climb to 3300 direct ERUYO and on track 198° to ZEBUL and hold, continue climb-in-hold to 3300.

AWOS-3	RALEIGH APP CON	UNICOM
118.325	125.3 353.675	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA		602-1	250 (300-1)	
LNAV/VNAV DA		619-1	267 (300-1)	
LNAV MDA		700-1	348 (400-1)	
CIRCLING	800-1 432 (500-1)	840-1 472 (500-1)	980-1¾ 612 (700-1¾)	1000-2 632 (700-2)



HIRL Rwy 5-23 L
REIL Rwy 23 L

LOUISBURG, NORTH CAROLINA
Amdt 1B 30DEC21

36°01′N-78°20′W

TRIANGLE NORTH EXEC (LHZ)
RNAV (GPS) RWY 23

SE-2, 07 AUG 2025 to 02 OCT 2025

VORTAC RDU	APP CRS	Rwy Idg	N/A
117.2	077°	TDZE	N/A
Chan 119		Apt Elev	368

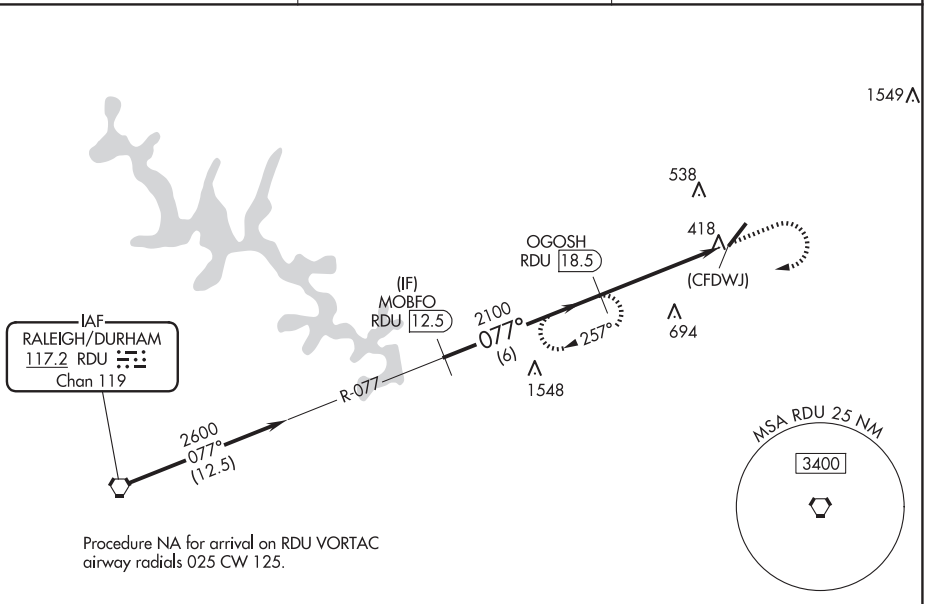
VOR-A
TRIANGLE NORTH EXEC (LHZ)

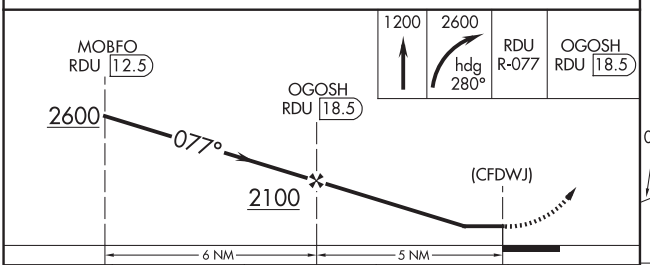
DME required.

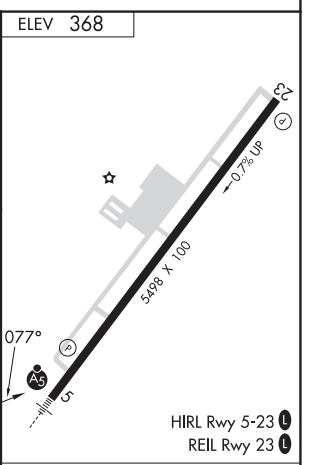
When local altimeter not received, use Raleigh-Durham Intl altimeter setting and increase all MDA 80 feet and Cats B/C visibility ¼ SM.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2600 on heading 280° and on RDU VORTAC R-077 to OGOSH/RDU 18.5 DME and hold.

AWOS-3	RALEIGH APP CON	UNICOM
118.325	125.3 353.675	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1260-1¼ 892 (900-1¼)		1260-2¾ 892 (900-2¾)	1260-3 892 (900-3)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

LUMBERTON, NORTH CAROLINA AL-800 (FAA) 25163

ILS or LOC RWY 5

LUMBERTON RGNL (LBT)

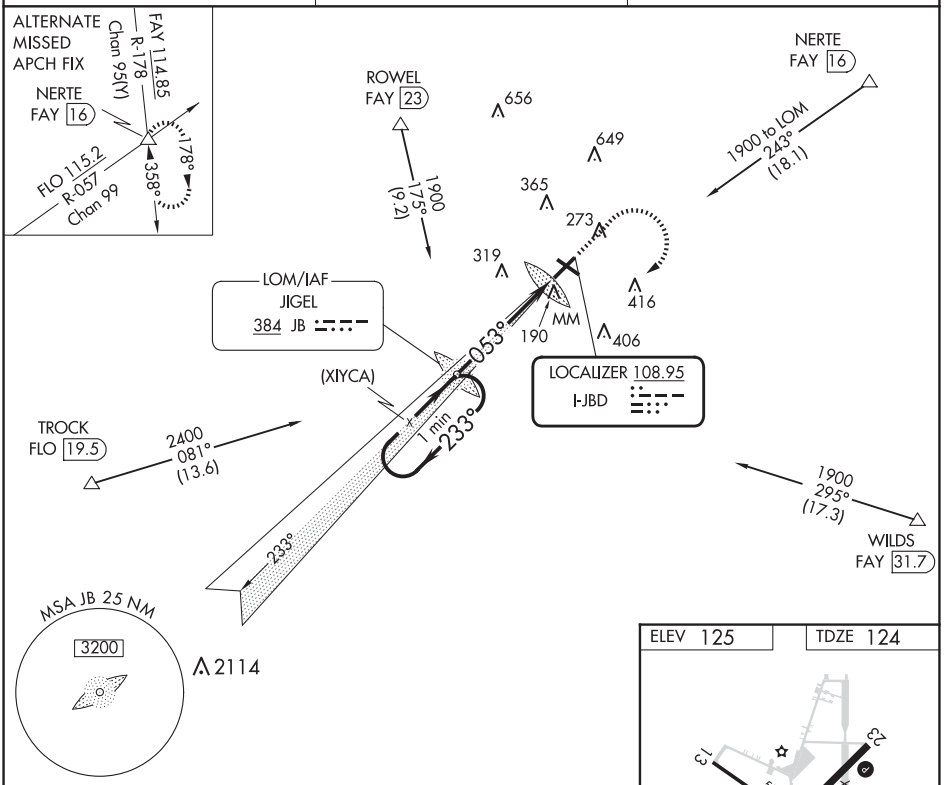
LOC I-JBD	APP CRS	Rwy Idg	5343
108.95	053°	TDZE	124
		Apt Elev	125

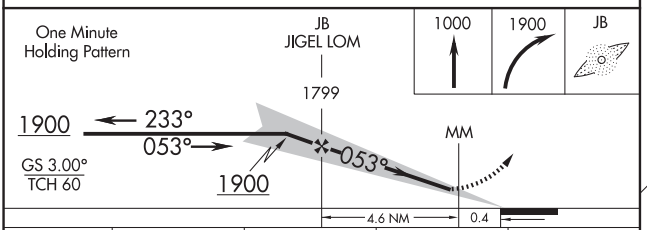
ADF required.

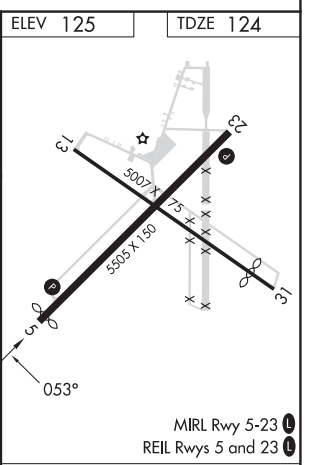
When local altimeter setting not received, use Maxton altimeter setting and increase DA to 416 feet and all visibility ⅛ SM; increase all MDA to 60 feet and S-LOC 5 visibility Cat C ⅛ SM and Circling visibility Cat C ¼ SM. Circling Rwy 13, 31 NA at night. Autopilot coupled approach NA below 1250.

MISSED APPROACH: Climb to 1000 then climbing right turn to 1900 direct JIGEL LOM and hold.

ASOS	FAYETTEVILLE APP CON	UNICOM
134.775	133.0 290.25	122.8 (CTAF) L







MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

CATEGORY	A	B	C	D
S-ILS 5	360-¾ 236 (300-¾)			NA
S-LOC 5	600-1 476 (500-1)		600-1⅜ 476 (500-1⅜)	NA
CIRCLING	660-1 535 (600-1)		720-1½ 595 (600-1½)	NA

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

LUMBERTON, NORTH CAROLINA 34°37'N-79°04'W LUMBERTON RGNL (LBT)

Amdt 1D 12AUG21 ILS or LOC RWY 5

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	5343
CH 97421	053°	TDZE	124
W05A		Apt Elev	125

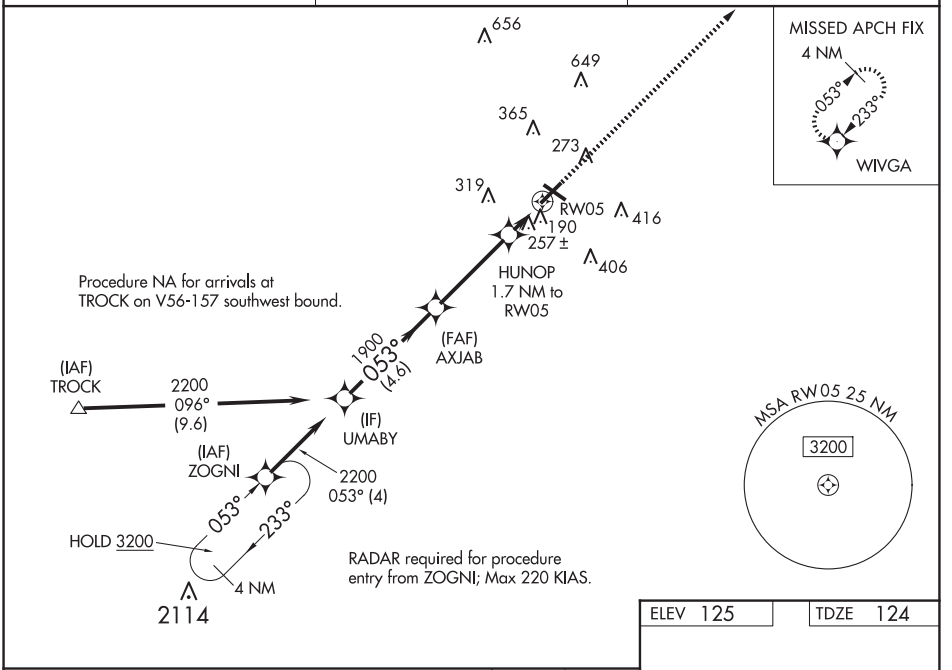
RNAV (GPS) RWY 5
LUMBERTON RGNL (LBT)

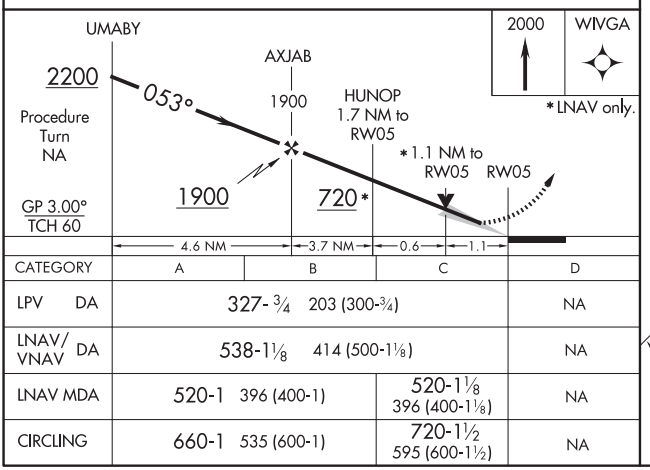
RNP APCH - GPS.

When local altimeter setting not received, use Maxton altimeter setting: increase LPV DA to 383 feet; LNAV/VNAV DA to 594 feet and all visibility ¼ SM; increase all MDAs 60 feet and LNAV visibility Cat C and Circling Cat C ¼ SM. Baro-VNAV and VDP NA when using Maxton altimeter setting. Circling Rwy 13, 31 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

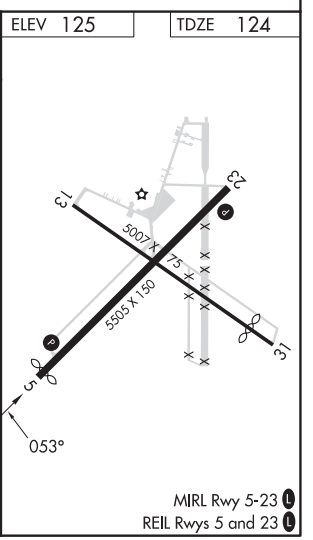
MISSED APPROACH: Climb to 2000 direct WIVGA and hold.

ASOS	FAYETTEVILLE APP CON	UNICOM
134.775	133.0 290.25	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	327-¾ 203 (300-¾)			NA
LNAV/VNAV DA	538-1⅛ 414 (500-1⅛)			NA
LNAV MDA	520-1 396 (400-1)		520-1⅛ 396 (400-1⅛)	NA
CIRCLING	660-1 535 (600-1)		720-1½ 595 (600-1½)	NA



SE-2, 07 AUG 2025 to 02 OCT 2025

LUMBERTON, NORTH CAROLINA AL-800 (FAA) 25163

WAAS	APP CRS	Rwy Idg	5007
CH 61221	133°	TDZE	125
W13A		Apt Elev	125

RNAV (GPS) RWY 13

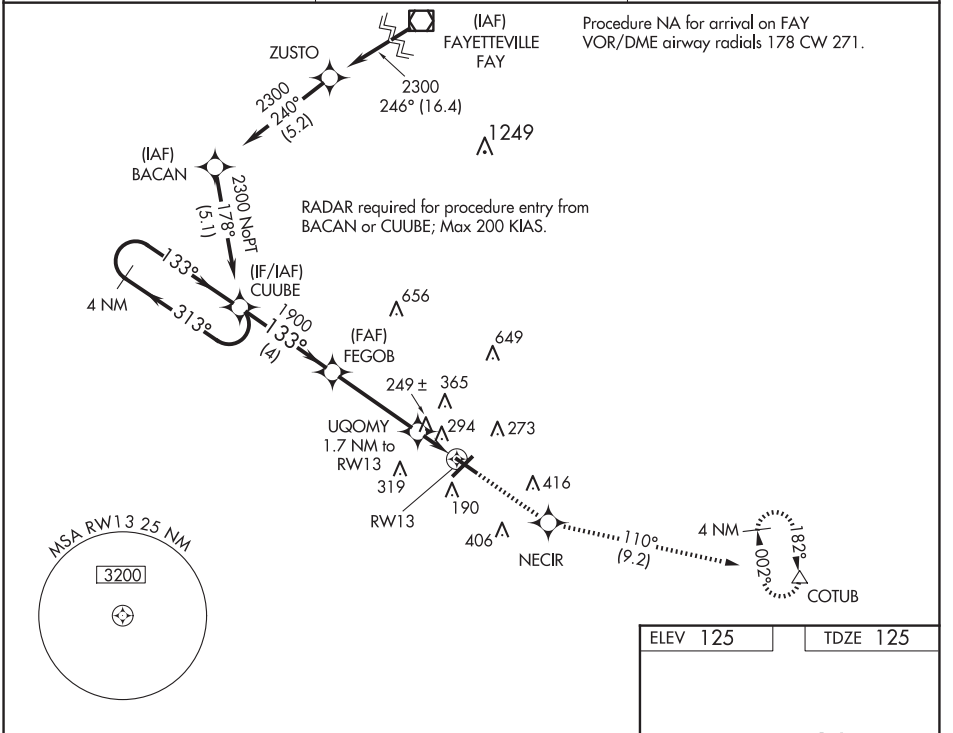
LUMBERTON RGNL (LBT)

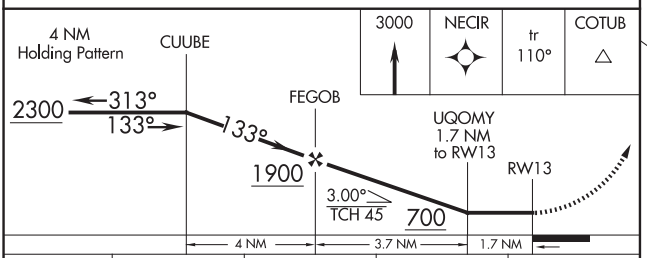
RNP APCH-GPS.

Rwy 13 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Maxton altimeter setting; increase all MDAs 60 feet; increase LP Cat C and Circling Cat C visibility ¼ SM and LNAV Cat C ⅛ SM. Straight-in Rwy 13 NA at night, Circling Rwy 13, 31 NA at night.

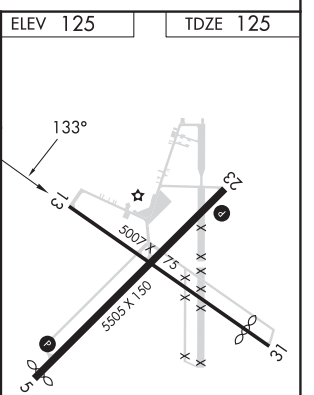
MISSED APPROACH: Climb to 3000 direct NECIR and on track 110° to COTUB and hold.

ASOS	FAYETTEVILLE APP CON	UNICOM
134.775	133.0 290.25	122.8 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	500-1 375 (400-1)			NA
LNAV MDA	600-1 475 (500-1)		600-1⅜ 475 (500-1⅜)	NA
CIRCLING	660-1 535 (600-1)		720-1½ 595 (600-1½)	NA



MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

LUMBERTON, NORTH CAROLINA 34°37'N-79°04'W LUMBERTON RGNL (LBT)
Orig-C 12AUG21

RNAV (GPS) RWY 13

SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 23

LUMBERTON RGNL (LBT)

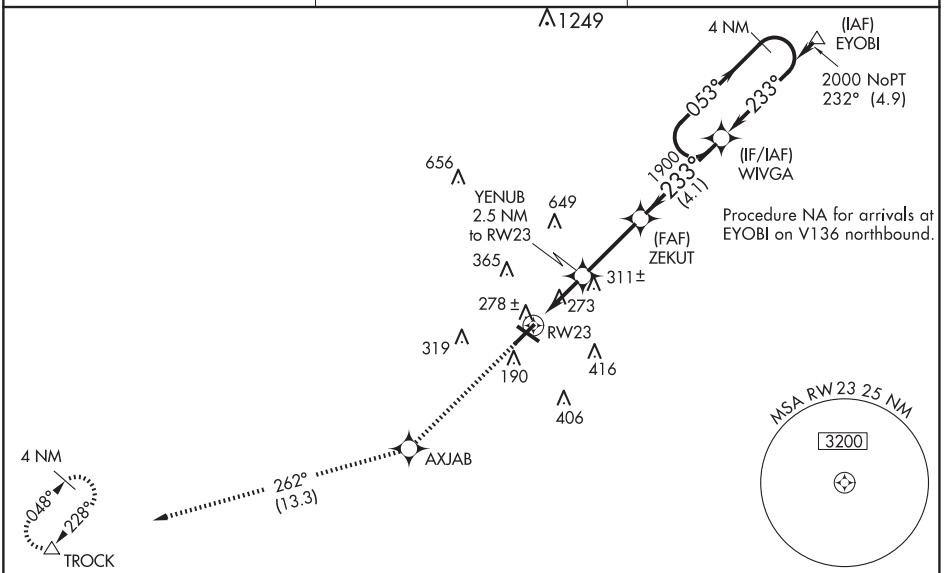
WAAS	APP CRS	Rwy Idg	5505
CH 50221	233°	TDZE	124
W23A		Apt Elev	125

RNP APCH - GPS.

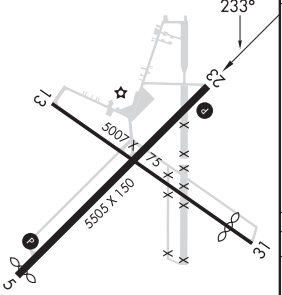
Rwy 23 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Maxton altimeter setting: increase LPV DA to 469 feet and all visibility ⅛ SM; LNAV/VNAV DA to 495 feet and all visibility ⅛ SM; increase all MDAs 60 feet and Circling visibility Cat C ¼ SM. Baro-VNAV and VDP NA when using Maxton altimeter setting. Circling to Rwy 13 and 31 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2200 direct AXJAB and on track 262° to TROCK and hold.

ASOS	FAYETTEVILLE APP CON	UNICOM
134.775	133.0 290.25	122.8 (CTAF) L



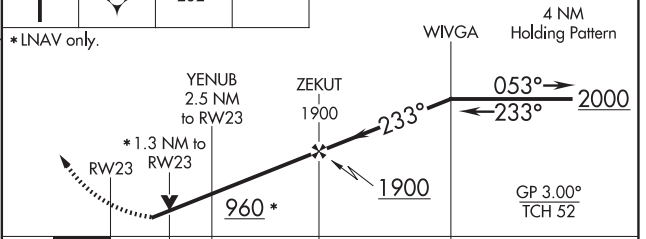
ELEV 125 TDZE 124



MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

2200	AXJAB	tr 262°	TROCK

VGSI and RNAV glidepath not coincident (VGSI Angle 3.20/TCH 45).



CATEGORY	A	B	C	D
LPV DA	413-⅞ 289 (300-⅞)			NA
LNAV/VNAV DA	439-⅞ 315 (400-⅞)			NA
LNAV MDA	580-1 456 (500-1)		580-1⅜ 456 (500-1⅜)	NA
CIRCLING	660-1 535 (600-1)		720-1½ 595 (600-1½)	NA

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

CAMP MACKALL, NORTH CAROLINA

RNAV (GPS) RWY 12

WAAS CH 92382 W12A	APCH CRS 118°	Rwy ldg 4794 TDZE 375 Arpt Elev 376

AL-6315 (USA)

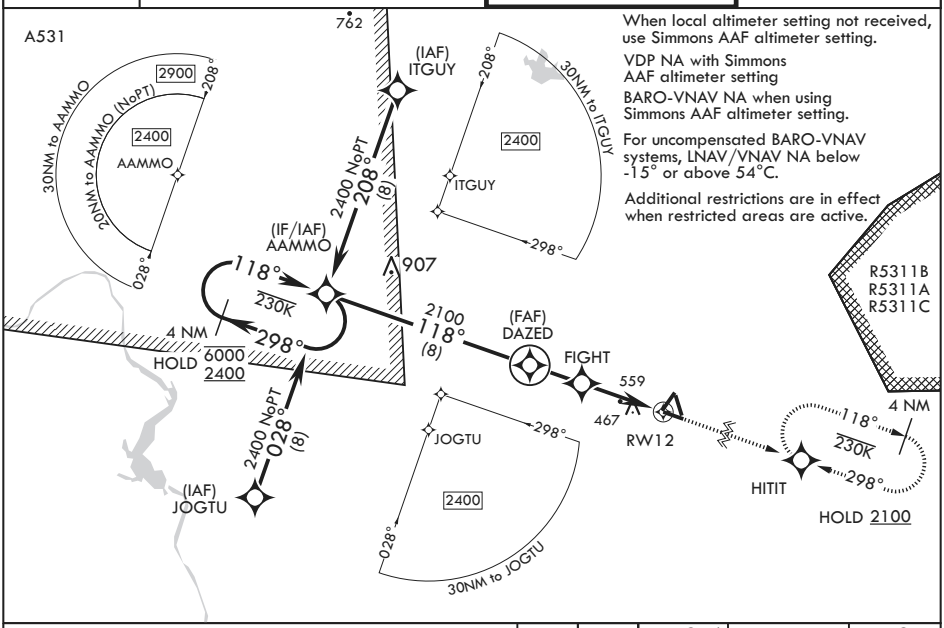
MACKALL AAF (KHFF)

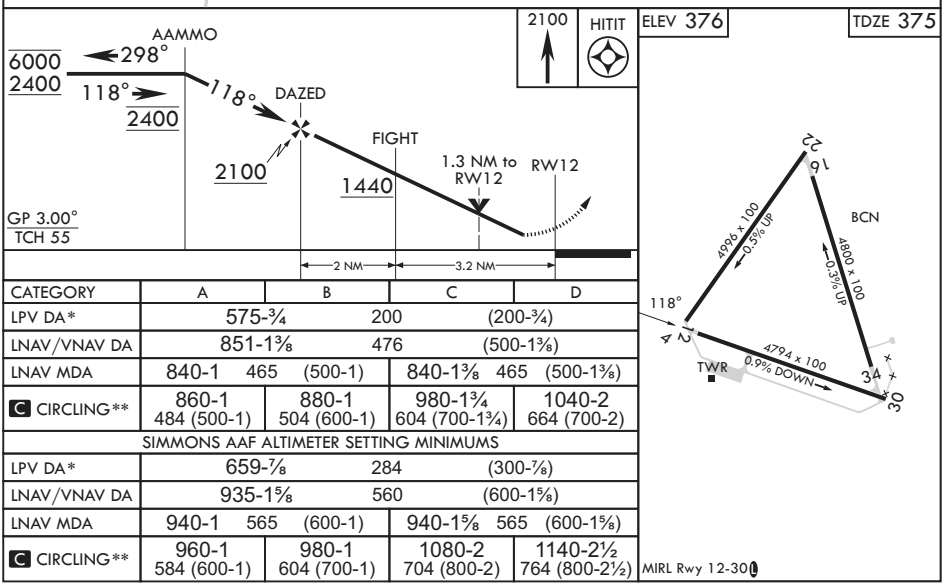
RNP APCH-GPS

MISSED APPROACH: Climb to 2100 direct HITIT and hold.

T * When tower closed, increase vis to 1 mile.
** Circling NA to RWYs 4,16,22, and 34.

D-ATIS	FAYETTEVILLE APP CON/DEP CON	TOWER★	GND CON
141.4	127.8 343.725	121.0 (CTAF) 254.4	128.35 251.05





CATEGORY	A	B	C	D
LPV DA*	575-¾	200	(200-¾)	
LNAV/VNAV DA	851-1⅜	476	(500-1⅜)	
LNAV MDA	840-1 465	(500-1)	840-1⅜ 465	(500-1⅜)
C CIRCLING**	860-1 484 (500-1)	880-1 504 (600-1)	980-1¾ 604 (700-1¾)	1040-2 664 (700-2)
SIMMONS AAF ALTIMETER SETTING MINIMUMS				
LPV DA*	659-⅞	284	(300-⅞)	
LNAV/VNAV DA	935-1⅝	560	(600-1⅝)	
LNAV MDA	940-1 565	(600-1)	940-1⅝ 565	(600-1⅝)
C CIRCLING**	960-1 584 (600-1)	980-1 604 (700-1)	1080-2 704 (800-2)	1140-2½ 764 (800-2½)

MIRL Rwy 12-30

CAMP MACKALL, NORTH CAROLINA

35°02'N - 79°30'W

MACKALL AAF (KHFF)

Amdt 1 10AUG23

RNAV (GPS) RWY 12

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

CAMP MACKALL, NORTH CAROLINA

RNAV (GPS) RWY 30

WAAS CH **51219** **W30A**	APCH CRS **298°**	Rwy ldg **4794** TDZE **352** Arpt Elev **376**

AL-6315 (USA)

MACKALL AAF (KHFF)

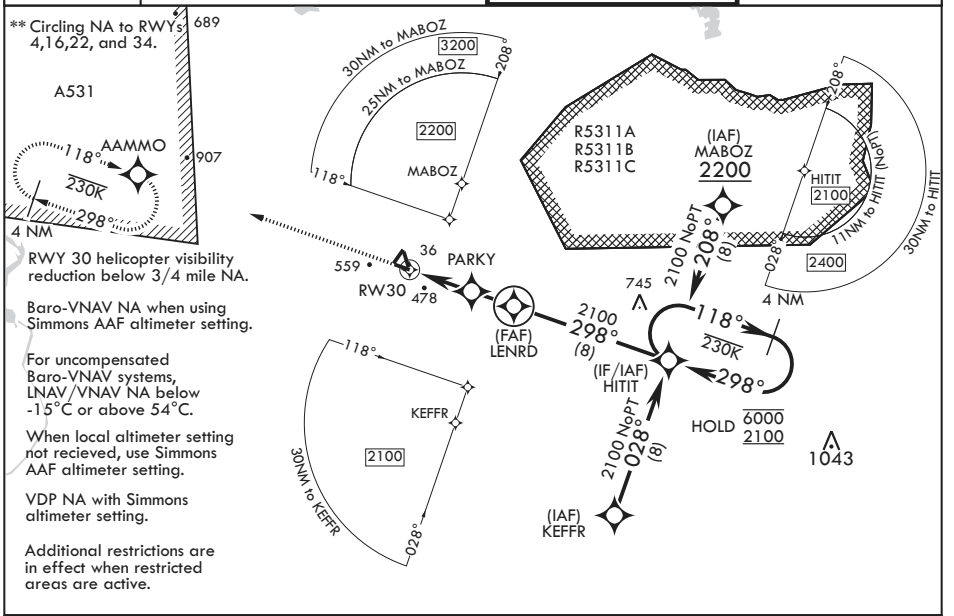
RNP APCH-GPS

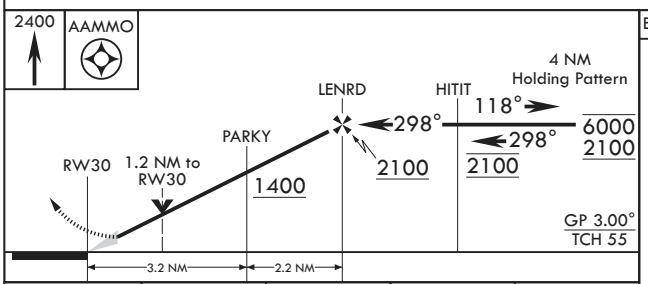
RADAR required when special use space active.

T * When tower closed, increase vis to 1 mile.

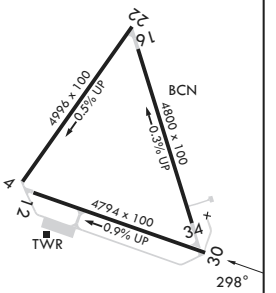
MISSED APPROACH: Climb to 2400 direct AAMMO and hold.

D-ATIS	FAYETTEVILLE APP CON/DEP CON	TOWER★	GND CON
141.4	**127.8 343.725**	**121.0** (CTAF) **254.4**	**128.35 251.05**





ELEV 376 TDZE 352



CATEGORY	A	B	C	D
LPV DA*	602-¾ 250 (300-¾)			
LNAV/VNAV DA	793-1⅜ 441 (500-1⅜)			
LNAV MDA	760-1 408 (400-1)		760-1⅛ 408 (400-1⅛)	
C CIRCLING**	860-1 484 (500-1)	880-1 504 (600-1)	980-1¾ 604 (700-1¾)	1040-2 664 (700-2)
SIMMONS AAF ALTIMETER SETTING MINIMUMS				
LPV DA	686-1 334 (400-1)			
LNAV/VNAV DA	860-1⅜ 508 (500-1⅜)			
LNAV MDA	860-1 508 (500-1)		860-1⅜ 508 (500-1⅜)	
C CIRCLING**	960-1 584 (600-1)	980-1 604 (700-1)	1080-2 704 (800-2)	1140-2½ 764 (800-2½)

MIRL Rwy 12-30

CAMP MACKALL, NORTH CAROLINA

35°02'N - 79°30'W

MACKALL AAF (KHFF)

Amdt 1 07SEP23

RNAV (GPS) RWY 30

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

MANNING, SOUTH CAROLINA

AL-5510 (FAA)

23222

NDB RWY 2

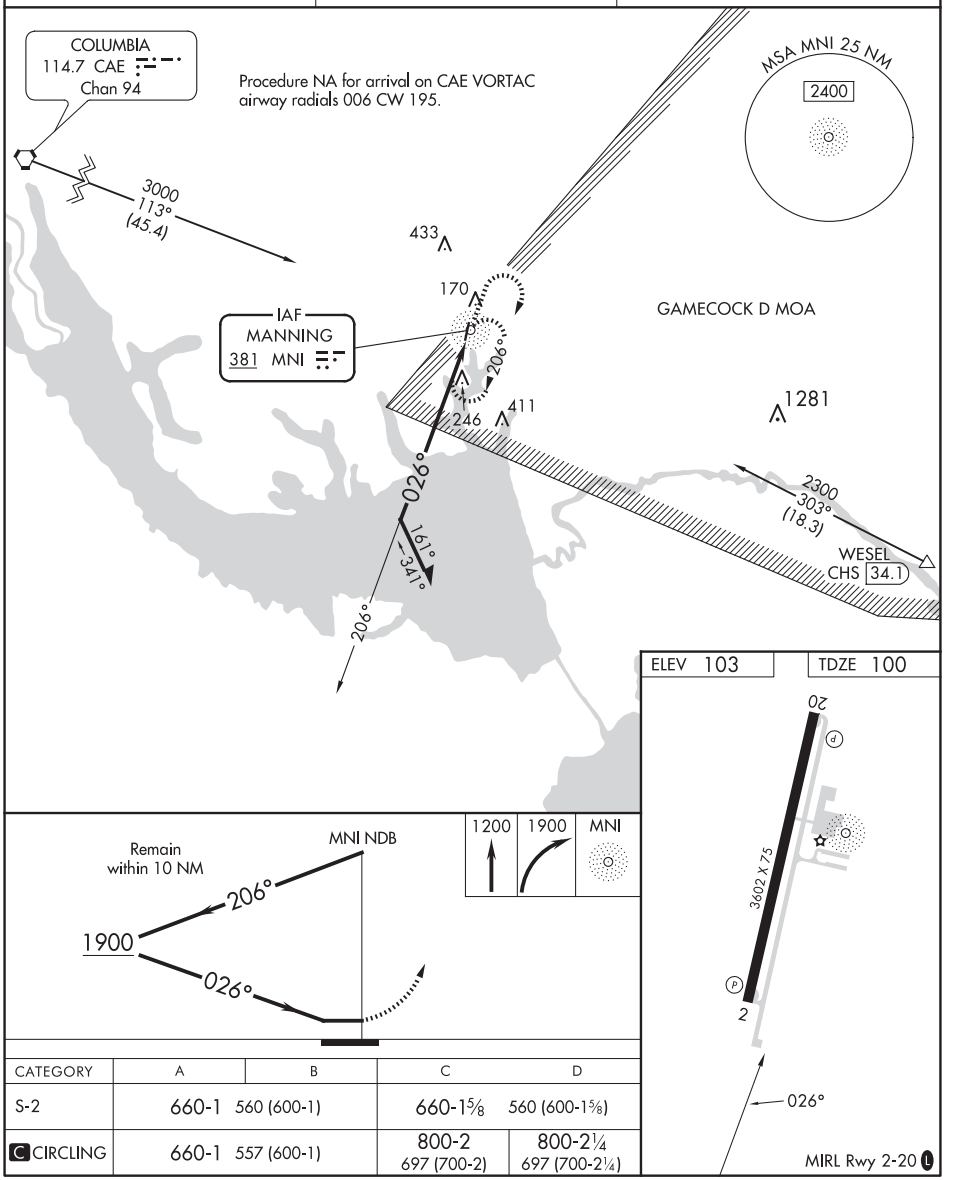
SANTEE COOPER RGNL (MNI)

NDB MNI	APP CRS	Rwy Idg 3602 TDZE 100 Apt Elev 103
381	026°	

Rwy 2 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 1200, then climbing right turn to 1900 direct MNI NDB and hold, continue climb-in-hold to 1900.

AWOS-3	SHAW APP CON ★	UNICOM
120.175	125.4 318.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-2	660-1	560 (600-1)	660-1⅝	560 (600-1⅝)
C CIRCLING	660-1	557 (600-1)	800-2 697 (700-2)	800-2¼ 697 (700-2¼)

MANNING, SOUTH CAROLINA

Amdt 3 10AUG23

33°35'N-80°13'W

SANTEE COOPER RGNL (MNI)

NDB RWY 2

SE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 72626 W05A	APP CRS 047°	Rwy Idg 4001 TDZE 12 Apt Elev 13

RNAV (GPS) RWY 5

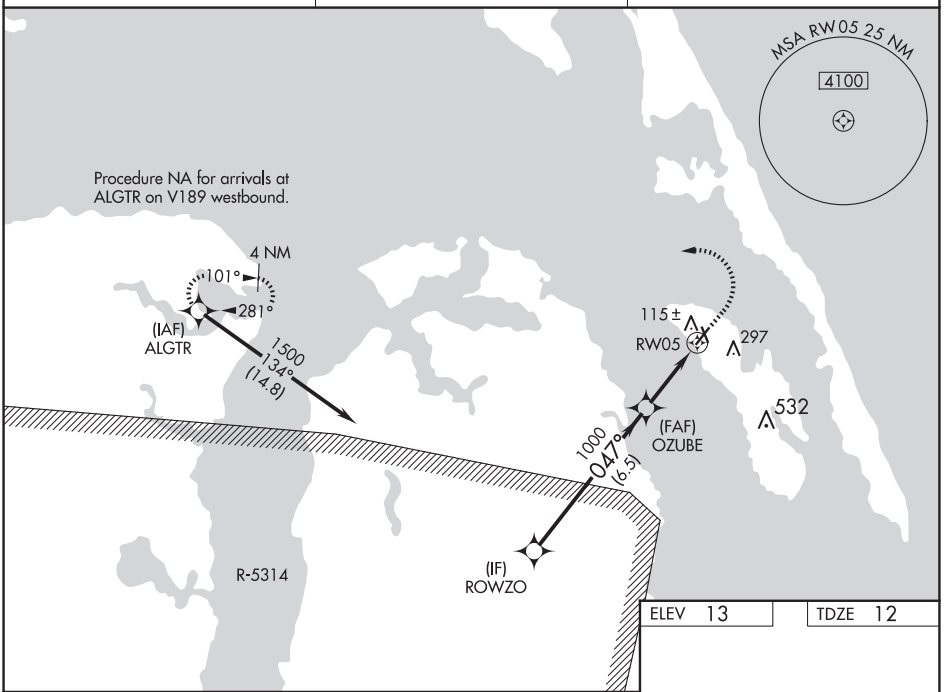
DARE COUNTY RGNL (MQI)

RNP APCH - GPS.

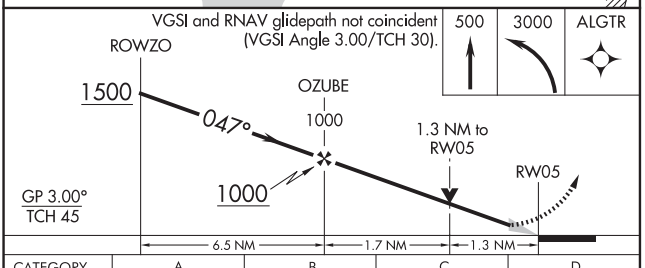
Circling Rwy 17, 23, 35 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C.

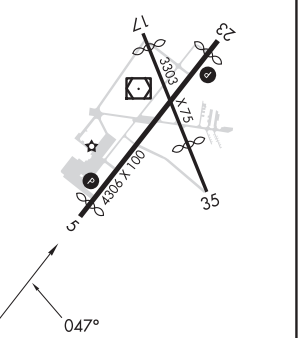
MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct ALGTR and hold.

AWOS-3	CHERRY POINT APP CON	UNICOM
128.275	124.725 350.35	122.8 (CTAF) L



ELEV 13 TDZE 12





CATEGORY	A	B	C	D
LPV DA	262-¾	250 (300-¾)		NA
LNAV/VNAV DA	347-1	335 (400-1)		NA
LNAV MDA	460-1	448 (500-1)	460-1⅜ 448 (500-1⅜)	NA
C CIRCLING	600-1	587 (600-1)	600-1½ 587 (600-1½)	NA

REIL Rwys 5 and 23 L
MIRL Rwys 5-23 and 17-35 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

MANTEO, NORTH CAROLINA AL-6372 (FAA) 24305

APP CRS	Rwy Idg	3013
167°	TDZE	13
	Apt Elev	13

RNAV (GPS) RWY 17

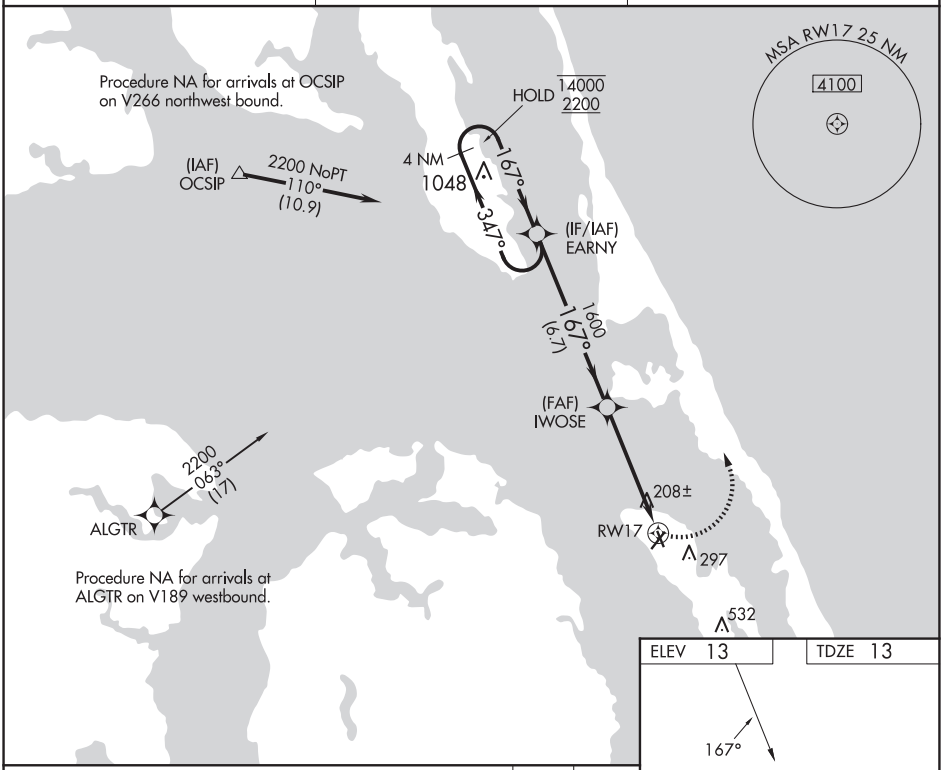
DARE COUNTY RGNL (MQI)

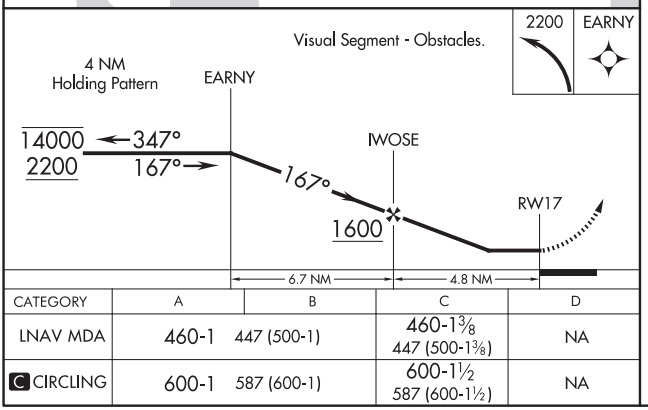
RNP APCH - GPS.

Circling Rwy 23, 35 NA at night. Rwy 17 helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwy 17 NA at night.

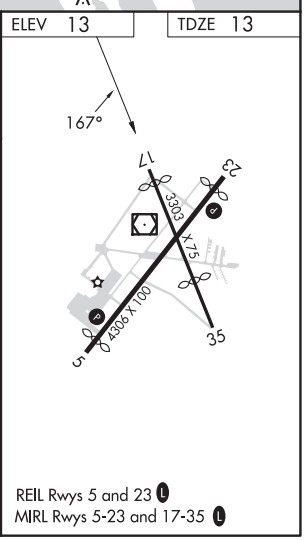
MISSED APPROACH: Climbing left turn to 2200 direct EARNY and hold.

AWOS-3	CHERRY POINT APP CON	UNICOM
128.275	124.725 350.35	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	460-1	447 (500-1)	460-1⅜ 447 (500-1⅜)	NA
C CIRCLING	600-1	587 (600-1)	600-1½ 587 (600-1½)	NA



REIL Rwys 5 and 23 L
MIRL Rwys 5-23 and 17-35 L

MANTEO, NORTH CAROLINA
Orig-B 20APR23

35°55′N-75°42′ W

DARE COUNTY RGNL (MQI)
RNAV (GPS) RWY 17

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	4005
227°	TDZE	12
	Apt Elev	13

RNAV (GPS) RWY 23

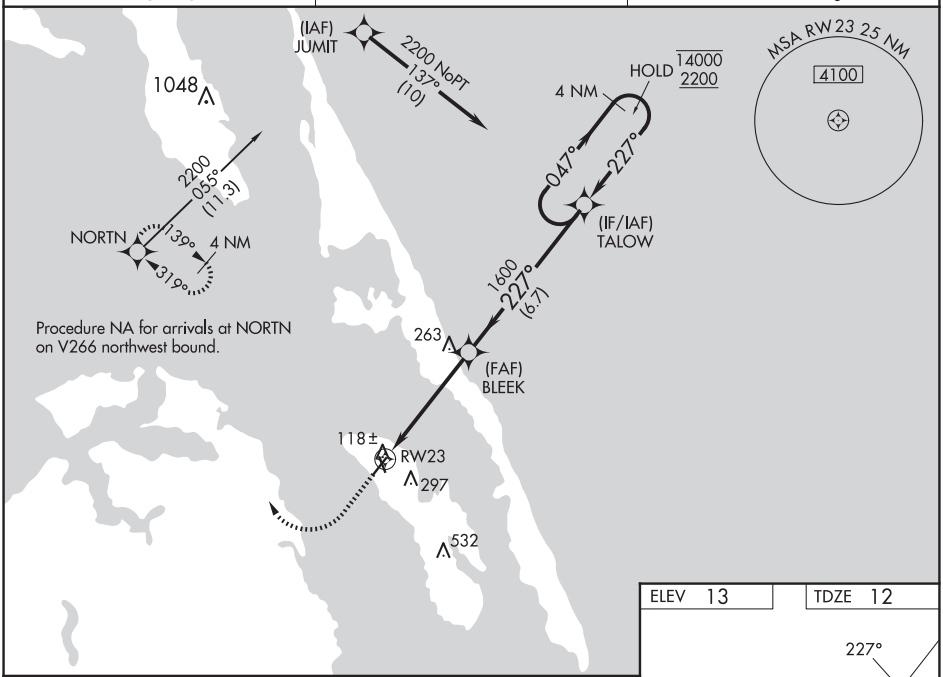
DARE COUNTY RGNL (MQI)

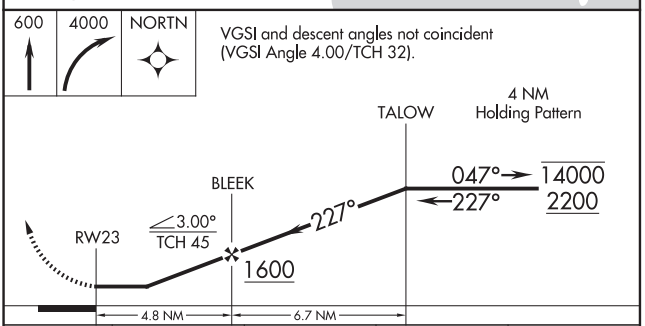
RNP APCH - GPS.

Circling Rwy 17, 35 NA at night. Rwy 23 helicopter visibility reduction below 1 SM NA. Straight-in/Circling Rwy 23 NA at night.

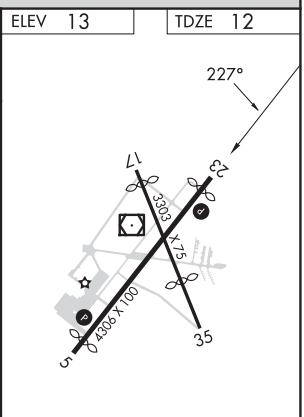
MISSED APPROACH: Climb to 600 then climbing right turn to 4000 direct NORTN and hold, continue climb-in-hold to 4000.

AWOS-3	CHERRY POINT APP CON	UNICOM
128.275	124.725 350.35	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	520-1	508 (600-1)	520-1 3/8 508 (600-1 3/8)	NA
C CIRCLING	600-1	587 (600-1)	600-1 1/2 587 (600-1 1/2)	NA



REIL Rwys 5 and 23 L
MIRL Rwys 5-23 and 17-35 L

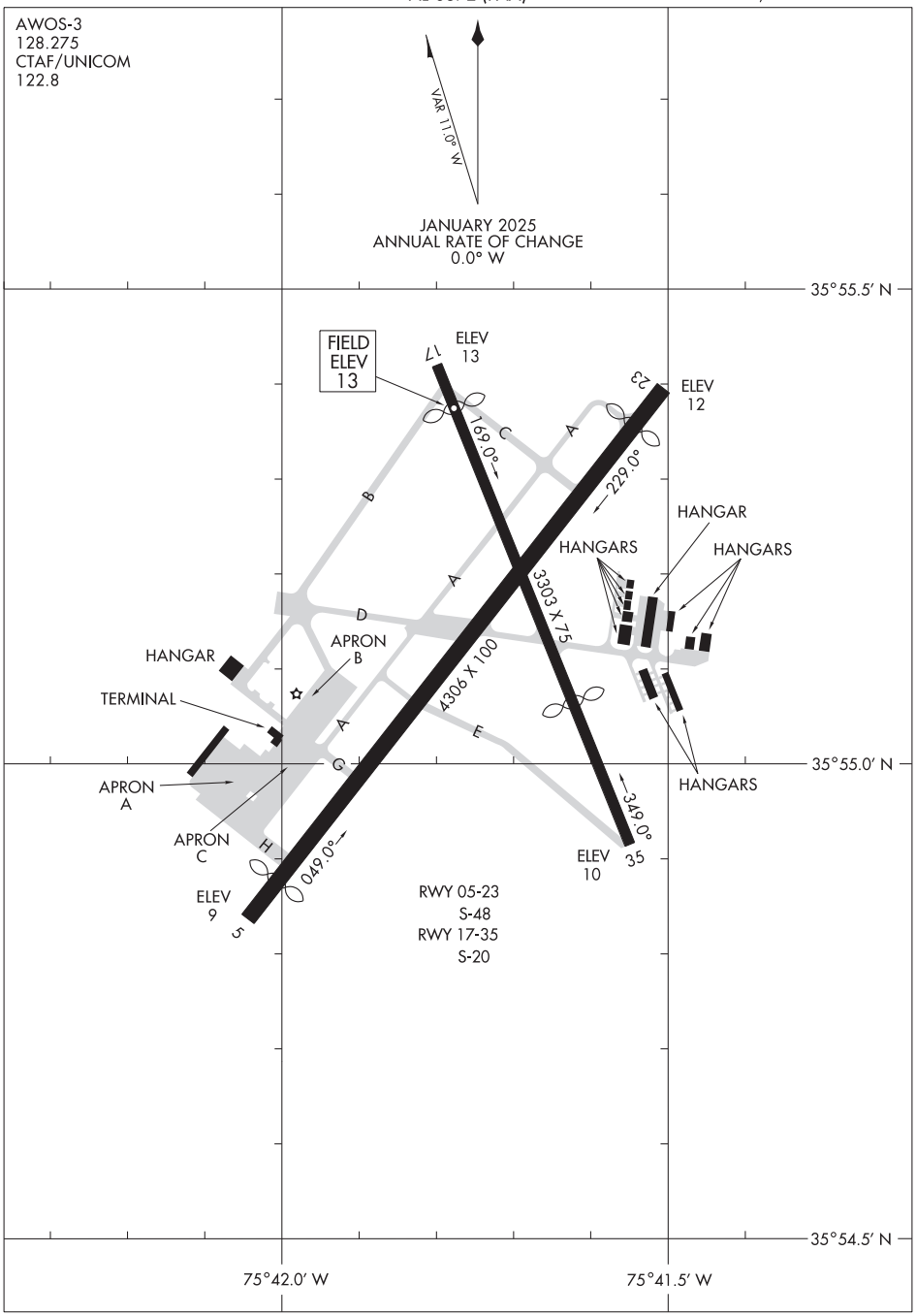
SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

25107

AIRPORT DIAGRAM

AL-6372 (FAA)

DARE COUNTY RGNL (MQI)
MANTEO, NORTH CAROLINA



AIRPORT DIAGRAM
25107

MANTEO, NORTH CAROLINA
DARE COUNTY RGNL (MQI)

SE-2, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	4505
CH 40336	043°	TDZE	92
W04A		Apt Elev	92

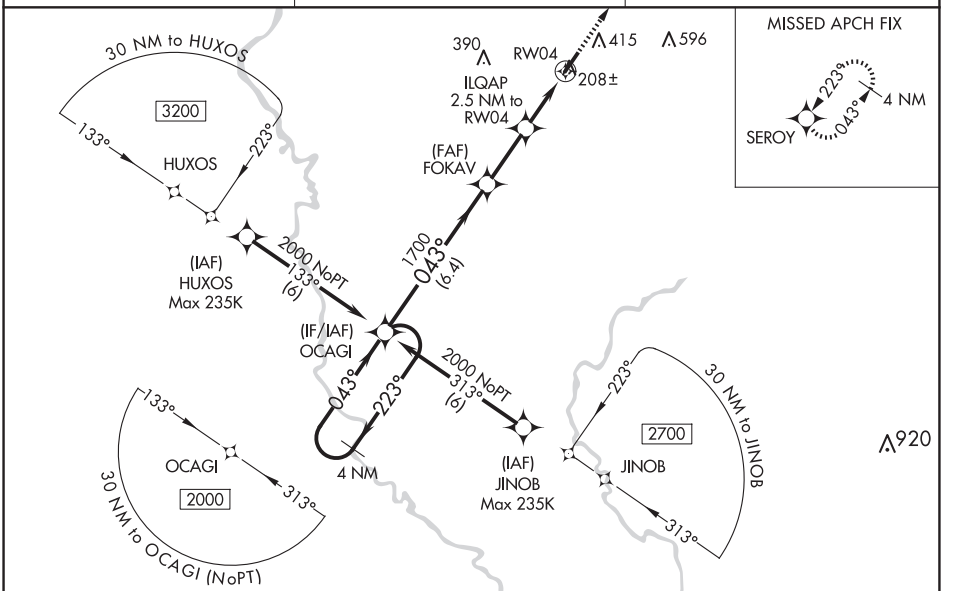
RNAV (GPS) RWY 4

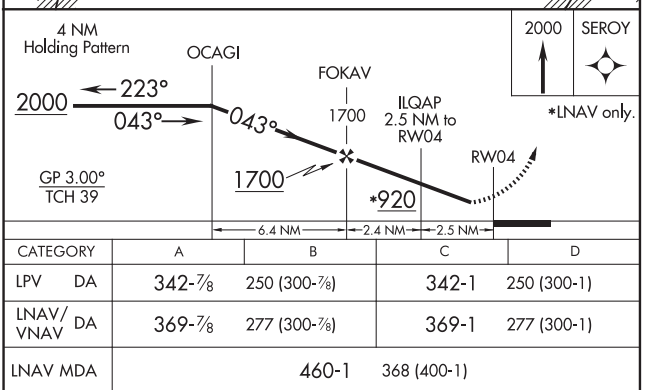
MARION COUNTY (MAO)

Baro-VNAV NA when using Florence altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Florence altimeter setting and increase all DA 53 feet and all visibilities ⅛ mile, increase all MDA 60 feet and all Cat C/D visibilities ¼ mile.

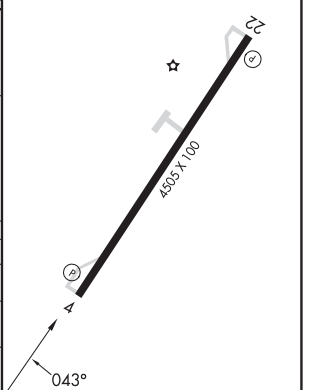
MISSED APPROACH: Climb to 2000 direct SEROY and hold.

AWOS-3PT	FLORENCE APP CON ★	UNICOM
119.875	135.25 316.15	122.8 (CTAF)





CATEGORY	A	B	C	D
LPV DA	342-⅞	250 (300-⅞)	342-1	250 (300-1)
LNAV/VNAV DA	369-⅞	277 (300-⅞)	369-1	277 (300-1)
LNAV MDA	460-1		368 (400-1)	
C CIRCLING	720-1	628 (700-1)	720-1¾ 628 (700-1¾)	960-2¾ 868 (900-2¾)



SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

MARION, SOUTH CAROLINA AL-5662 (FAA) 24305

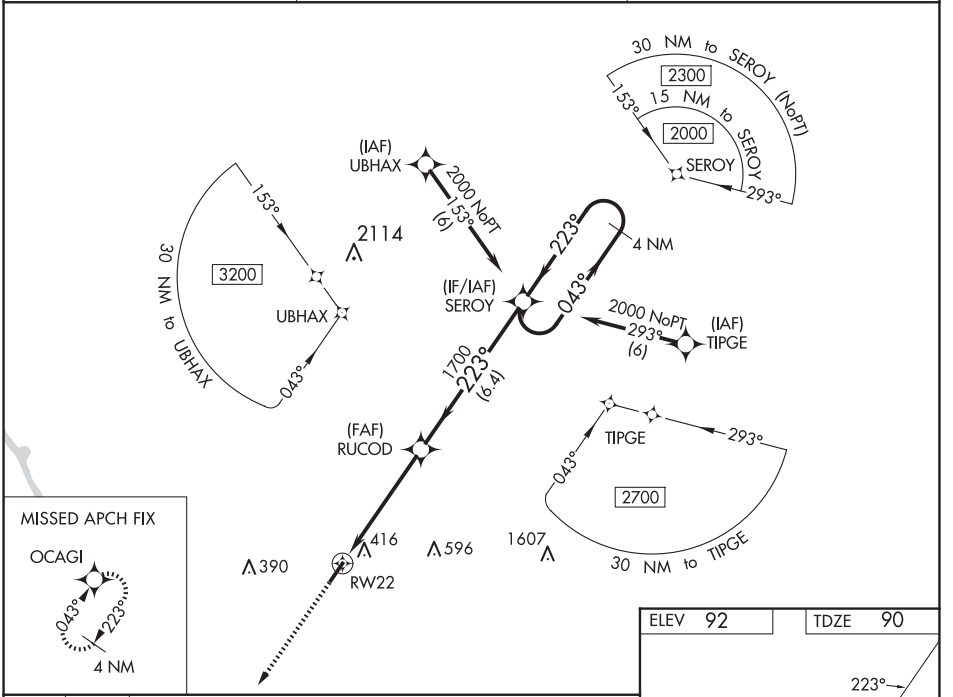
WAAS	APP CRS	Rwy Idg	4505
CH 45836	223°	TDZE	90
W22A		Apt Elev	92

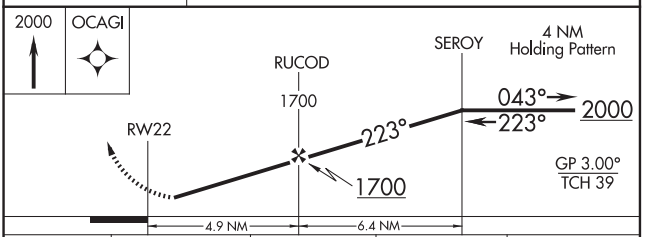
RNAV (GPS) RWY 22
MARION COUNTY (MAO)

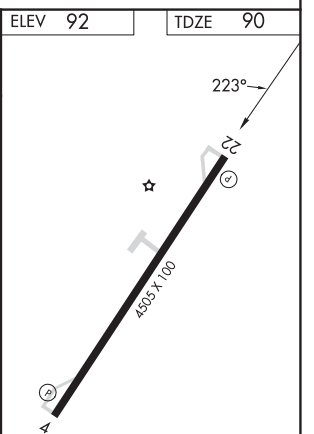
Baro-VNAV NA when using Florence altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Florence altimeter setting and increase all DA 53 feet and all visibilities ¼ mile, increase all MDA 60 feet and all Cat C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 2000 direct OCAGI and hold.

AWOS-3PT	FLORENCE APP CON ★	UNICOM
119.875	135.25 316.15	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA		396-1	306 (400-1)	
LNAV/VNAV DA		577-1⅝	487 (500-1⅝)	
LNAV MDA	680-1	590 (600-1)	680-1¾	590 (600-1¾)
C CIRCLING	720-1	628 (700-1)	720-1¾ 628 (700-1¾)	960-2¾ 868 (900-2¾)

MIRL Rwy 4-22

MARION, SOUTH CAROLINA
Orig-A 25JUN15

34°11′N-79°20′W

MARION COUNTY (MAO)
RNAV (GPS) RWY 22

SE-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 5

LAURINBURG/MAXTON (MEB)

LOC I-MEB	APP CRS	Rwy Ldg	6503
110.7	054°	TDZE	216
		Apt Elev	216

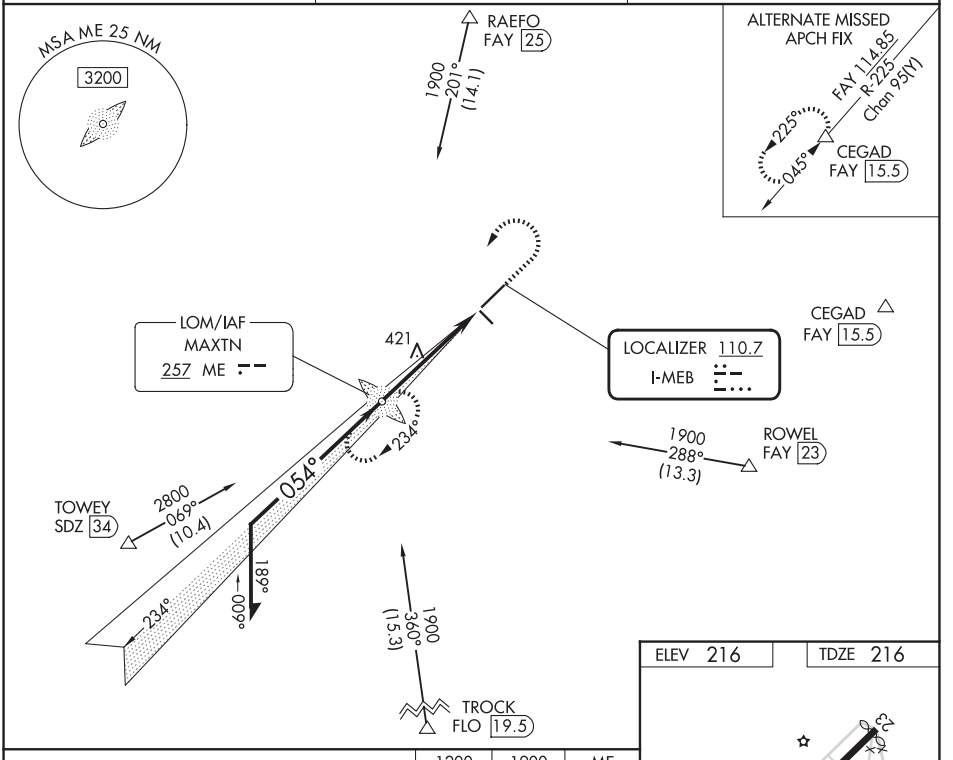
ADF required for procedure entry.
ADF required.

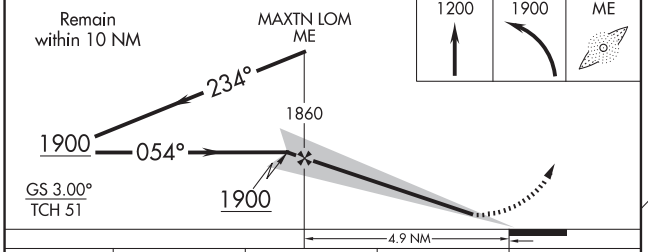
Circling Rwy 13 and 31 NA at night. For inop ALS, increase S-LOC 5 Cat C/D visibility to 1⅜ SM.

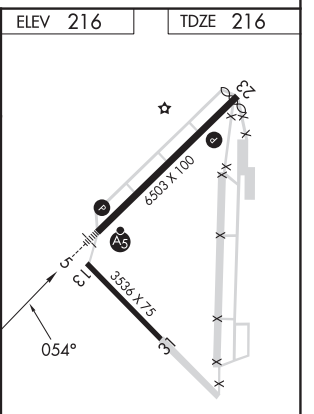
MALSR

MISSED APPROACH: Climb to 1200 then climbing left turn to 1900 direct MAXTN LOM and hold.

ASOS	FAYETTEVILLE APP CON	UNICOM
134.125	127.8 343.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 5	416-½ 200 (200-½)			
S-LOC 5	680-½ 464 (500-½)		680-1 464 (500-1)	
CIRCLING	740-1 524 (600-1)		780-1½ 564 (600-1½)	1020-2½ 804 (900-2½)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

MAXTON, NORTH CAROLINA | AL-5519 (FAA) | 25219

RNAV (GPS) RWY 5

LAURINBURG/MAXTON (MEB)

WAAS	APP CRS	Rwy Ldg	6503
CH 90423	054°	TDZE	216
W05A		Apt Elev	216

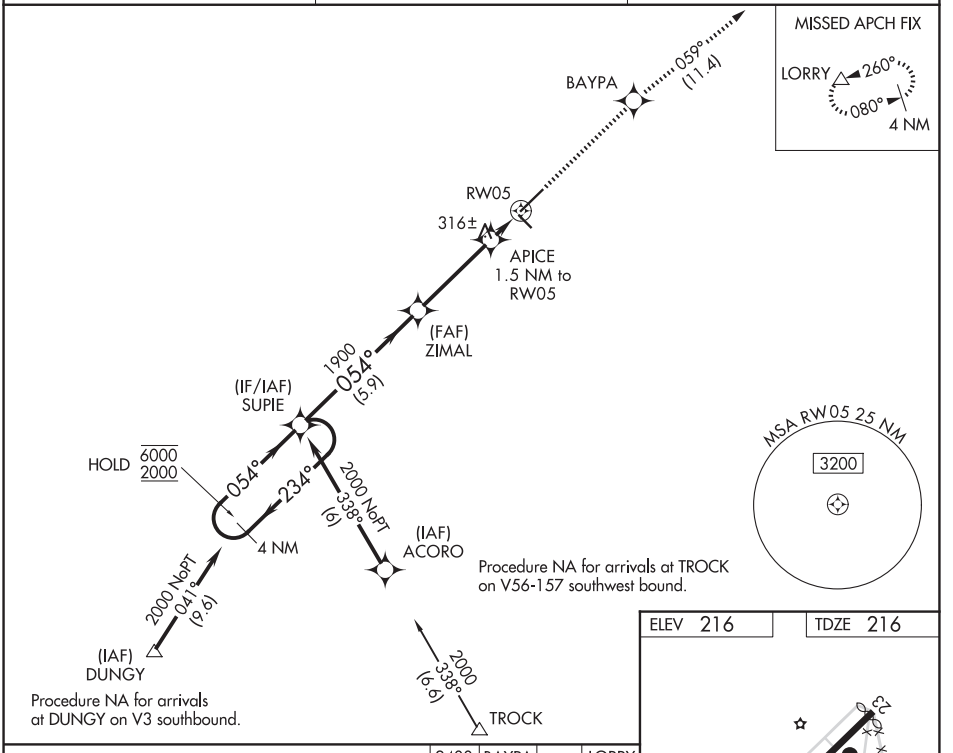
RNP APCH.

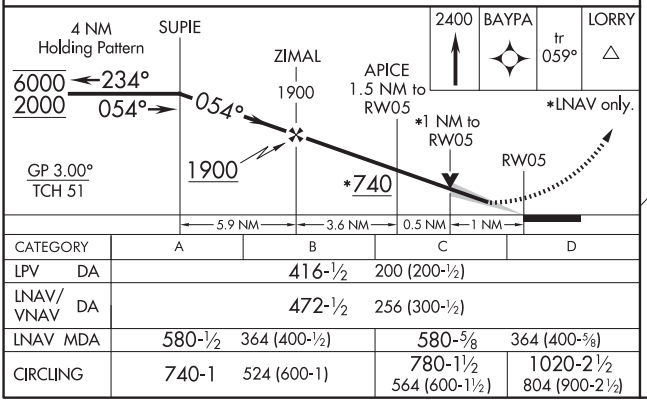
Circling to Rwy 13 and 31 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 42°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM, and LNAV Cat C/D visibility to 1 SM.

MALSR

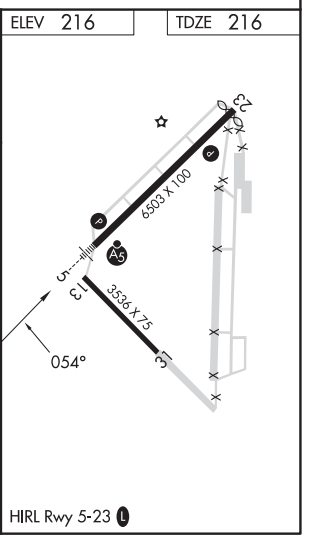
MISSED APPROACH: Climb to 2400 direct BAYPA and on track 059° to LORRY and hold.

ASOS	FAYETTEVILLE APP CON	UNICOM
134.125	127.8 343.725	122.8 (CTAF)





CATEGORY	A	B	C	D
LPV DA	416-½	200 (200-½)		
LNAV/VNAV DA	472-½	256 (300-½)		
LNAV MDA	580-½	364 (400-½)	580-⅝	364 (400-⅝)
CIRCLING	740-1	524 (600-1)	780-1½ 564 (600-1½)	1020-2½ 804 (900-2½)



SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 23

LAURINBURG/MAXTON (MEB)

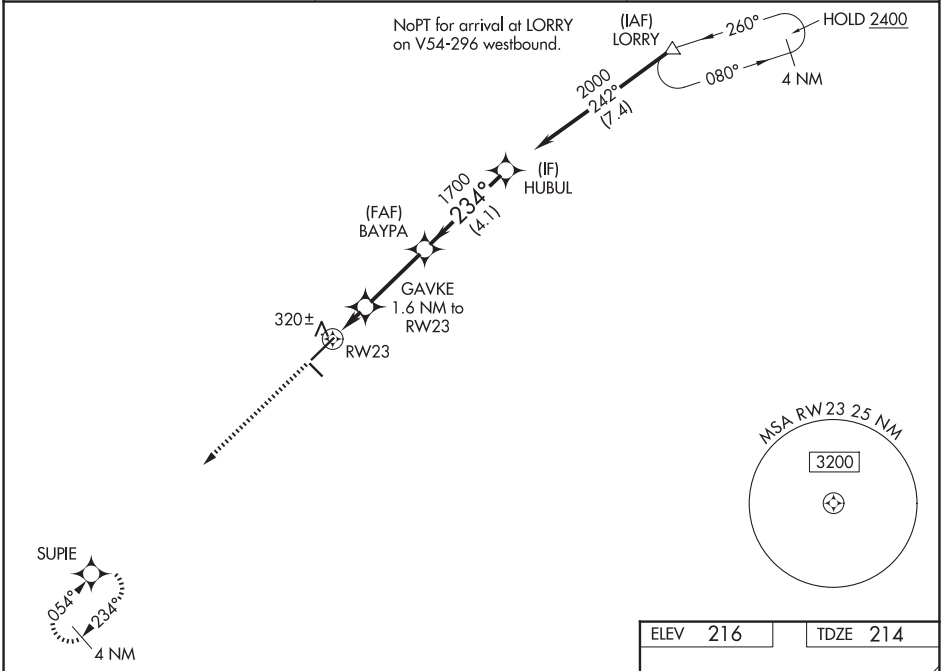
WAAS	APP CRS		
CH **61023**	**234°**	Rwy Ldg	**6316**
W23A		TDZE	**214**
		Apt Elev	**216**

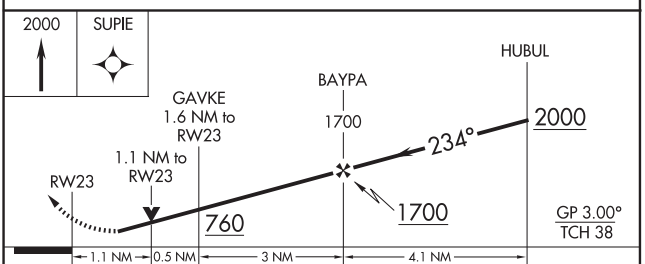
RNP APCH-GPS.

Circling to Rwy 13 and 31 NA at night. Rwy 23 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C.

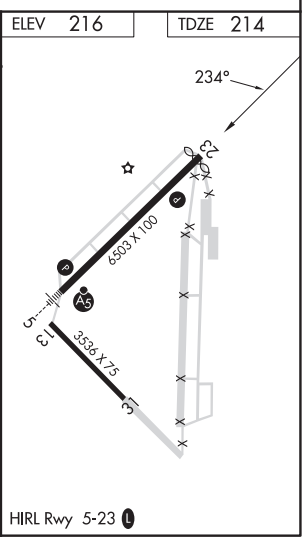
MISSED APPROACH: Climb to 2000 direct SUPIE and hold.

ASOS	FAYETTEVILLE APP CON	UNICOM
134.125	**127.8 343.725**	**122.8** (CTAF) L





CATEGORY	A	B	C	D
LPV DA	483-⅞	269 (300-⅞)		
LNAV/VNAV DA	483-⅞	269 (300-⅞)		
LNAV MDA	580-1	366 (400-1)		
CIRCLING	740-1	524 (600-1)	780-1½ 564 (600-1½)	1020-2½ 804 (900-2½)



SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

EASTOVER, SOUTH CAROLINA

ILS or LOC/DME RWY 32

LOC I-MMT	APCH CRS	Rwy Idg	TDZE	Arpt Elev
111.1	322°	9012	243	254

[USAF]

MC ENTIRE JNGB (KMMT)

T * When ALS inop, increase RVR to 40, and vis to ¾ mile.
** When ALS inop, increase RVR to 55, and vis to 1 mile.

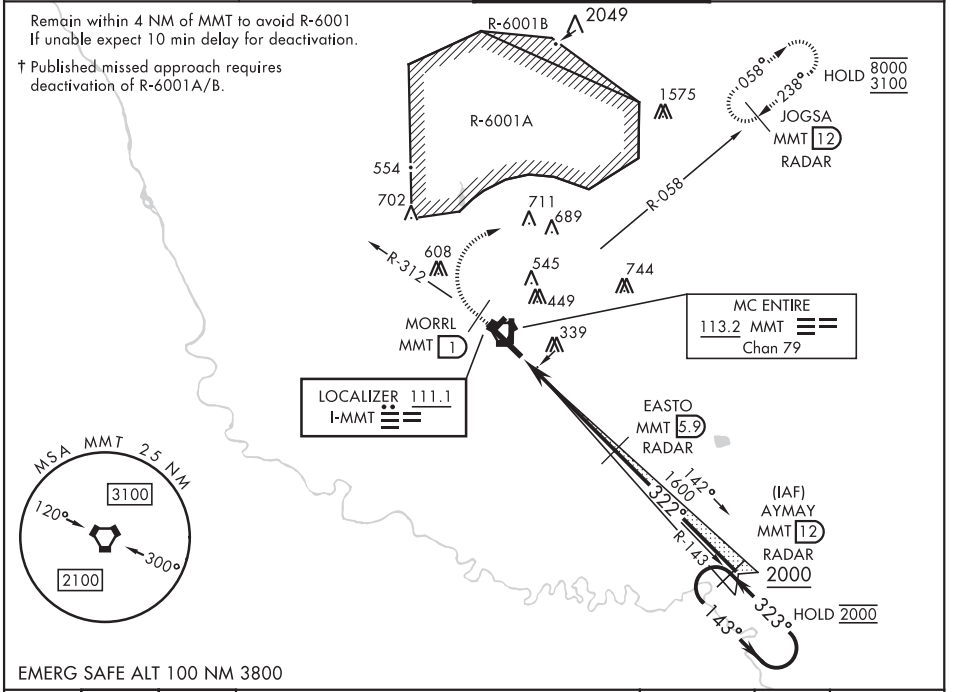
ALSF-1

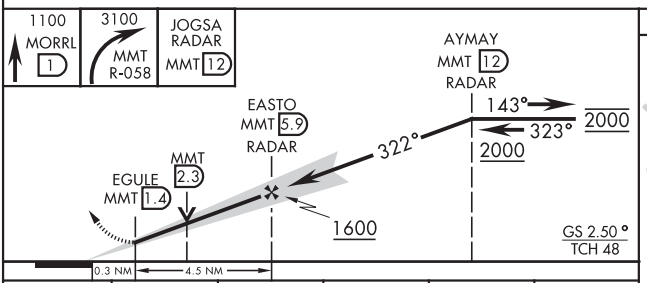
† MISSED APPROACH: Climb to 1100 direct MORRL/ 1 DME then climbing right to 3100 intercept MMT R-058 direct JOGSA/12 DME and hold.

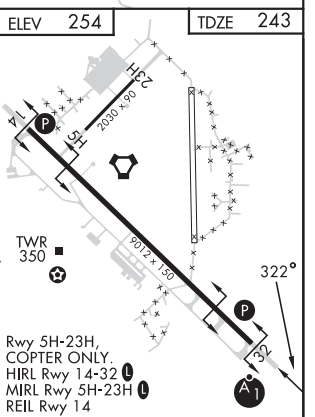
ATIS ★	SHAW APP CON	TOWER ★	GND CON
327.05	125.4 318.1	132.4 (CTAF) 253.5	127.625 226.675

Remain within 4 NM of MMT to avoid R-6001 If unable expect 10 min delay for deactivation.

† Published missed approach requires deactivation of R-6001A/B.







CATEGORY	A	B	C	D	E
S-ILS 32 *	443/24		200		(200-½)
S-LOC 32**	620/24 377 (400-½)		620/35 377 (400-⅝)		
C CIRCLING	740-1 486 (500-1)	840-1 586 (600-1)	880-1¾ 626 (700-1¾)	940-2¼ 686 (700-2¼)	1020-2¾ 766 (800-2¾)

FAF to MAP 4.5 NM					
Knots	120	140	160	180	200
Min:Sec	2:15	1:56	1:41	1:30	1:21

EASTOVER, SOUTH CAROLINA

33°55′N-80°48′W

MC ENTIRE JNGB (KMMT)

Amdt 4 25MAY17

ILS or LOC/DME RWY 32

SE-2, 07 AUG 2025 to 02 OCT 2025

EASTOVER, SOUTH CAROLINA

TACAN RWY 14

VORTAC MMT	APCH CRS	Rwy Idg	9012
113.2	132°	TDZE	251
Chan 79		Arpt Elev	254

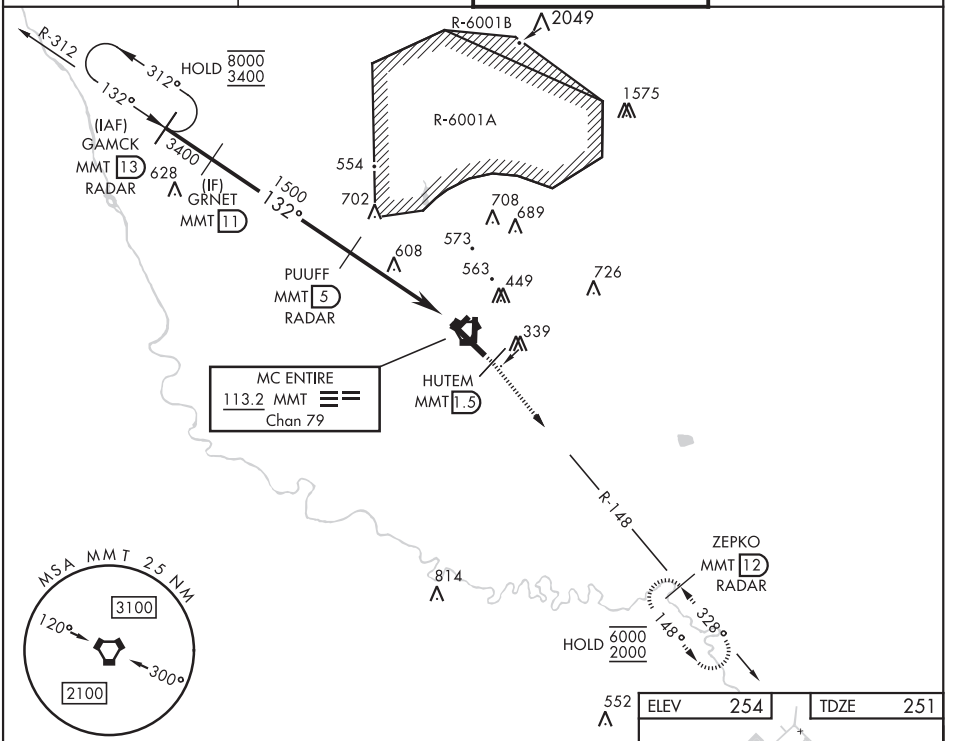
[USAF]

MC ENTIRE JNGB (KMMT)

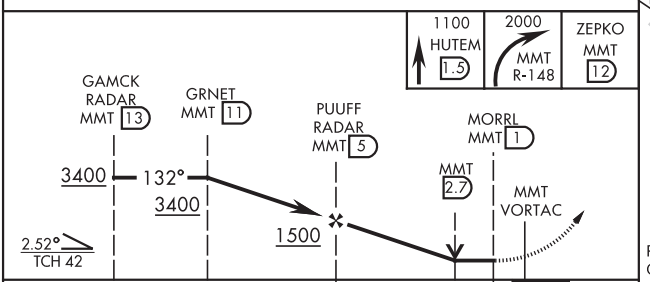
* Circling to Rwy 05H-23H not authorized at night.

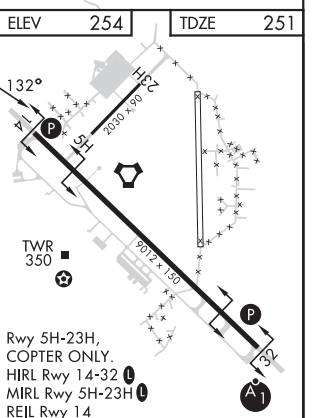
MISSED APPROACH: Climb to 1100 direct HUTEM/1.5 DME then climbing right turn to 2000 intercept MMT R-148 direct ZEPKO/12 DME and hold.

ATIS ★	SHAW APP CON	TOWER ★	GND CON
327.05	125.4 318.1	132.4 (CTAF) L 253.5	127.625 226.675



EMERG SAFE ALT 100 NM 3800





CATEGORY	A	B	C	D	E
S-14	880-1	629 (700-1)	880-1¾	629 (700-1¾)	
C CIRCLING *	880-1	626 (700-1)	880-1¾ 626 (700-1¾)	1020-2½ 766 (800-2½)	1020-2¾ 766 (800-2¾)

FAF to MAP 4.0 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

EASTOVER, SOUTH CAROLINA

Amdt 1 25MAY17

33°55′N-80°48′W

MC ENTIRE JNGB (KMMT)

TACAN RWY 14

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

EASTOVER, SOUTH CAROLINA

TACAN RWY 32

VORTAC MMT	APCH CRS	Rwy Idg	9012
113.2	328°	TDZE	243
Chan 79		Arpt Elev	254

[USAF]

MC ENTIRE JNGB (KMMT)

* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE RVR to 60, vis to 1⅛ miles.

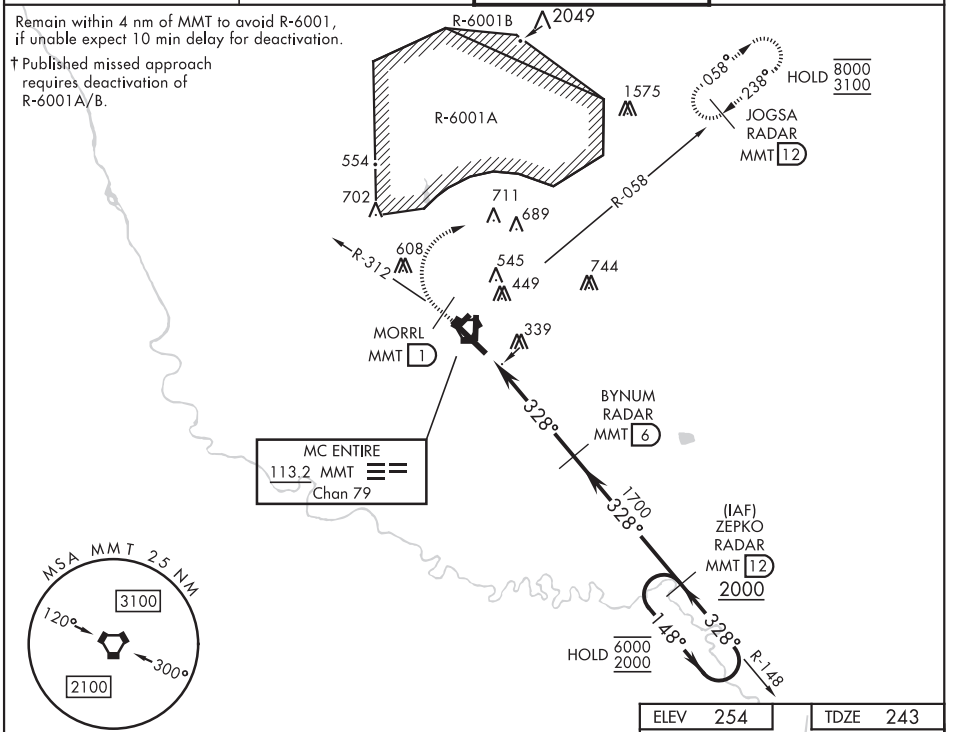
ALSF-1

† MISSED APPROACH: Climb to 1100 direct MORRL/1 DME then climbing right turn to 3100 intercept MMT R-058 direct JOGSA/12 DME and hold.

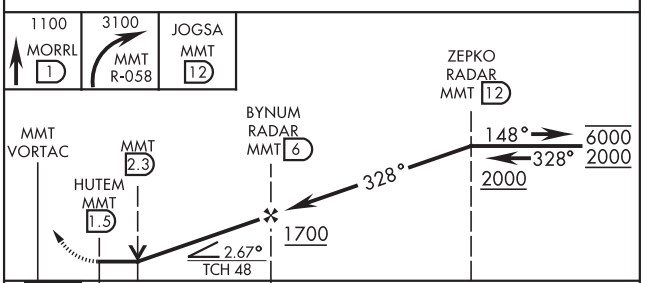
ATIS ★	SHAW APP CON	TOWER ★	GND CON
327.05	125.4 318.1	132.4 (CTAF) L 253.5	127.625 226.675

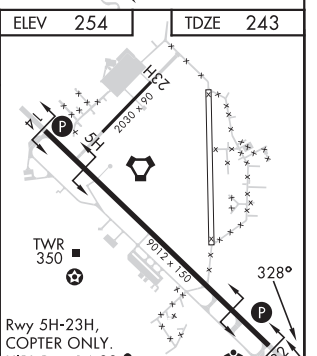
Remain within 4 nm of MMT to avoid R-6001, if unable expect 10 min delay for deactivation.

† Published missed approach requires deactivation of R-6001A/B.



EMERG SAFE ALT 100 NM 3800





CATEGORY	A	B	C	D	E
S-32 *	640/24 397 (400-½)		640/40 397 (400-¾)		
C CIRCLING	740-1 486 (500-1)	840-1 586 (600-1)	880-1¾ 626 (700-1¾)	940-2¼ 686 (700-2¼)	1020-2¾ 766 (800-2¾)

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

EASTOVER, SOUTH CAROLINA

33°55′N-80°48′W

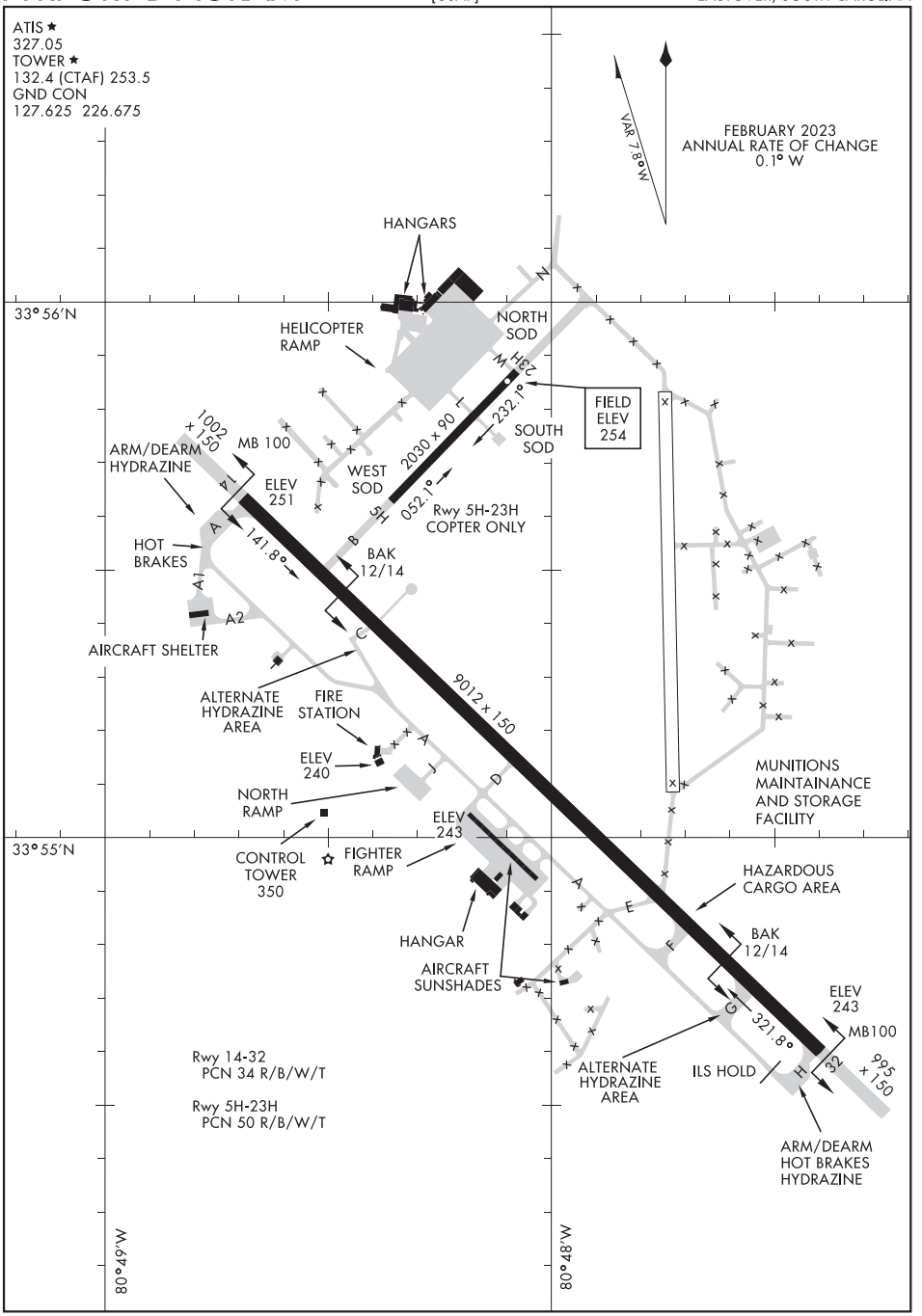
MC ENTIRE JNGB (KMMT)

Amdt 4 25MAY17

TACAN RWY 32

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025



SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

MOCKSVILLE, NORTH CAROLINA AL-6616 (FAA) 23222

RNAV (GPS) RWY 9

TWIN LAKES (8A7)

APP CRS	Rwy Idg	2943
094°	TDZE	818
	Apt Elev	818

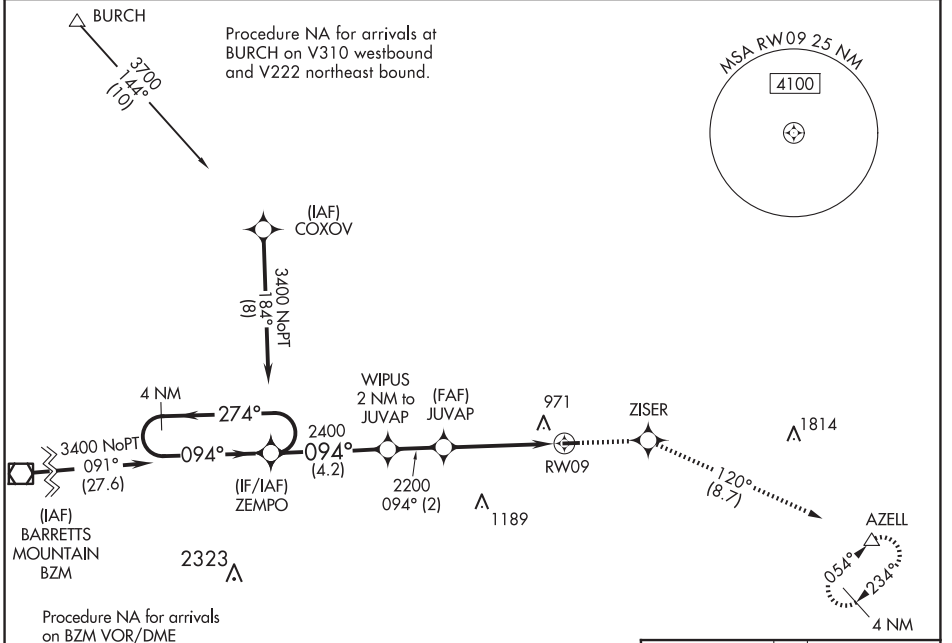
RNP APCH.

NA

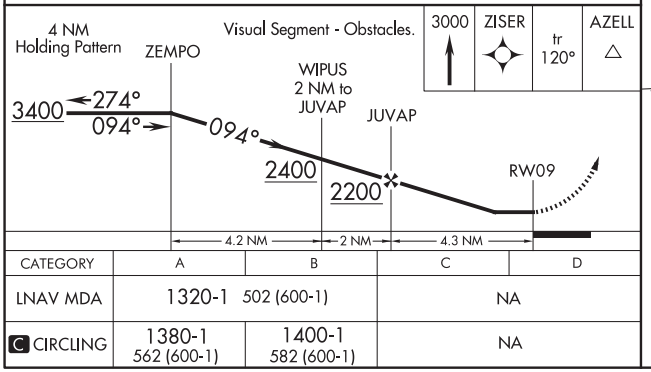
Use Davidson County Exec altimeter setting; when not received, use Smith Reynolds altimeter setting and increase all MDA 40 feet. Procedure NA at night. Rwy 9 helicopter visibility reduction below 1 SM NA.

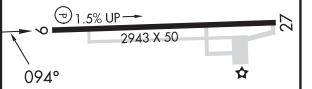
MISSED APPROACH: Climb to 3000 direct ZISER and on track 120° to AZELL and hold.

EXX AWOS-3	GREENSBORO APP CON	UNICOM
119.825	124.35 269.225	122.7 (CTAF)



ELEV 818 TDZE 818





CATEGORY	A	B	C	D
LNAV MDA	1320-1 502 (600-1)		NA	
C CIRCLING	1380-1 562 (600-1)	1400-1 582 (600-1)	NA	

LIRL Rwy 9-27

MOCKSVILLE, NORTH CAROLINA
Amdt 1B 11OCT18

35°55'N-80°27'W

TWIN LAKES (8A7)

RNAV (GPS) RWY 9

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	4351
CH 63210	050°	TDZE	74
W05A		Apt Elev	74

RNAV (GPS) RWY 5

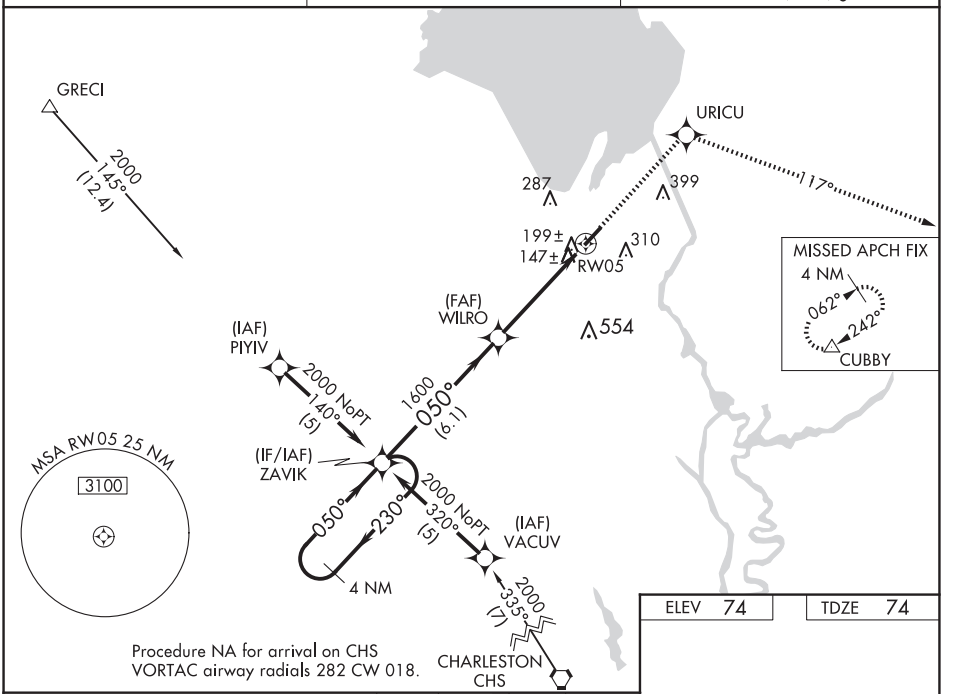
BERKELEY COUNTY (MKS)

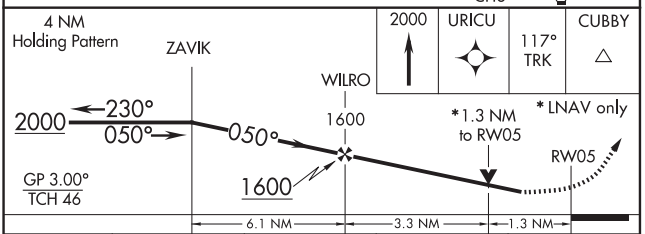
RNP APCH-GPS.

T A NA — Circling to Rwy 23 NA at night. Baro-VNAV NA when using Charleston AFB/Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C or above 54° C. Visibility reduction by helicopters NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting: increase LPV DA to 451 feet; LNAV/VNAV DA to 513 feet; increase all MDA 60 feet and increase LNAV Cat C and Circling Cat C/D visibility ¼ SM. VDP NA when using Charleston AFB/Intl altimeter setting.

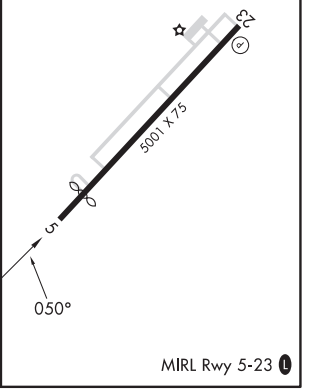
MISSED APPROACH: Climb to 2000 direct URICU and via 117° track to CUBBY and hold.

AWOS-3	CHARLESTON APP CON	UNICOM
119.175	121.275 379.925	123.05 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	407-1¼		333 (400-1¼)	
LNAV/VNAV DA	469-1½		395 (400-1½)	
LNAV MDA	520-1	446 (500-1)	520-1¼ 446 (500-1¼)	520-1½ 446 (500-1½)
CIRCLING	580-1 506 (600-1)	620-1 546 (600-1)	700-1¾ 626 (700-1¾)	860-2½ 786 (800-2½)



SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 23

BERKELEY COUNTY (MKS)

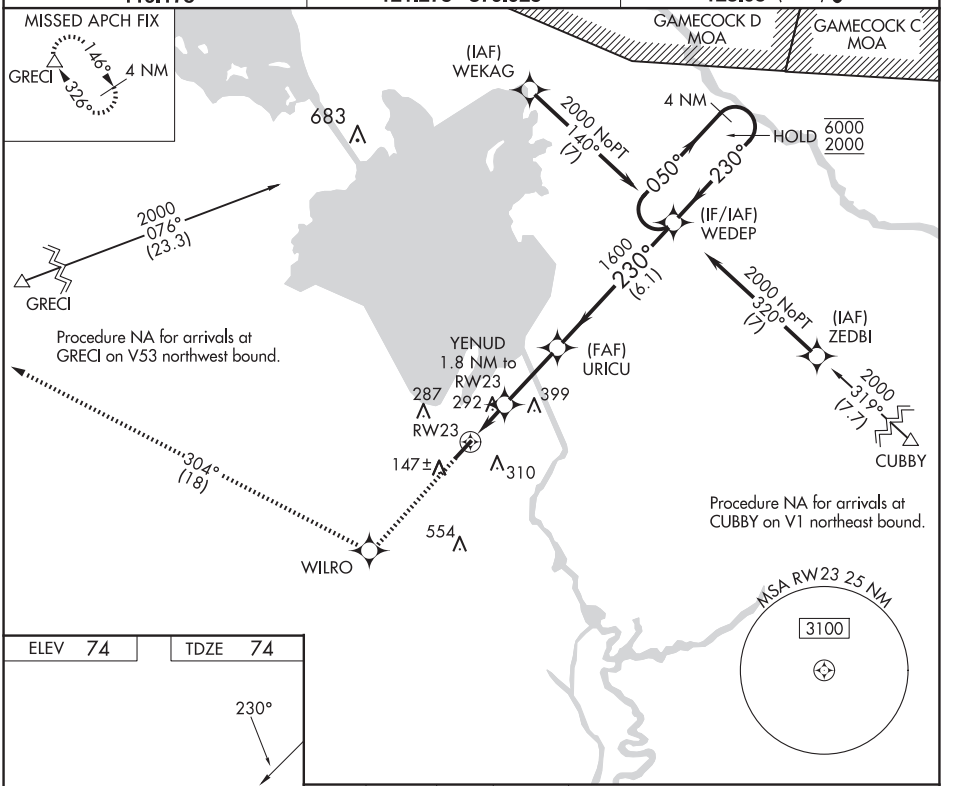
APP CRS	Rwy Idg	5001
230°	TDZE	74
	Apt Elev	74

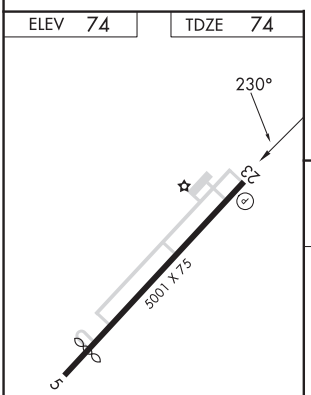
RNP APCH - GPS.

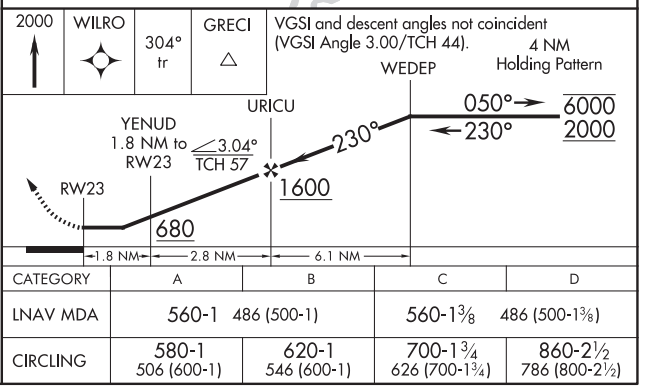
Procedure NA at night. Rwy 23 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting: increase all MDAs 60 feet and increase LNAV visibility Cat C and D and Circling visibility Cat C and D ¼ SM.

MISSED APPROACH: Climb to 2000 direct WILRO and on track 304° to GRECI and hold.

AWOS-3	CHARLESTON APP CON	UNICOM
119.175	121.275 379.925	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	560-1 486 (500-1)		560-1⅜	486 (500-1⅜)
CIRCLING	580-1 506 (600-1)	620-1 546 (600-1)	700-1¾ 626 (700-1¾)	860-2½ 786 (800-2½)

MIRL Rwy 5-23 L

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

VORTAC CHS 113.5 Chan 82	APP CRS 185°	Rwy Idg N/A TDZE N/A Apt Elev 74

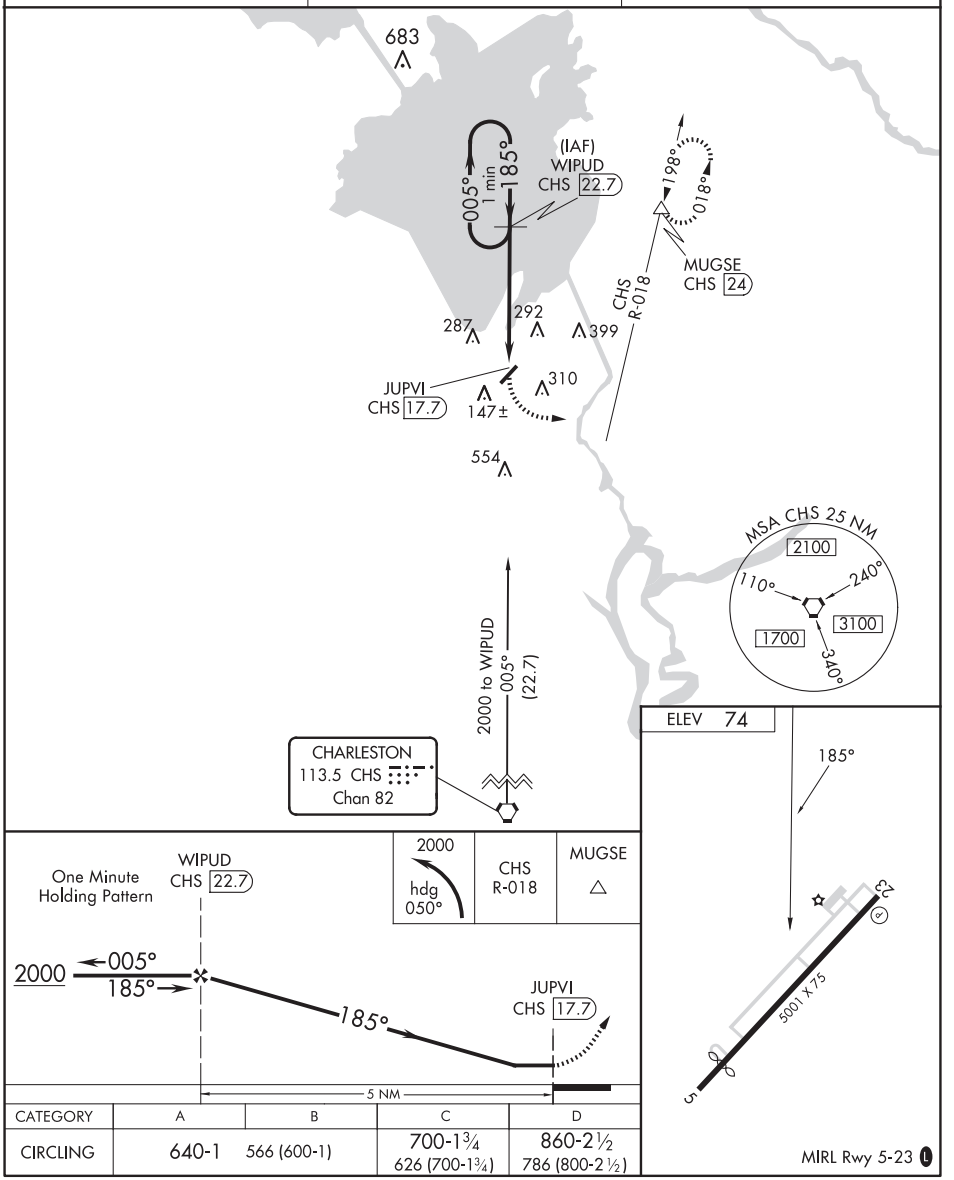
VOR/DME-A

BERKELEY COUNTY (MKS)

NA Procedure NA at night. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting: increase all MDA 60 feet and Cat C/D visibility ¼ SM. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 2000 via heading 050° and CHS R-018 to MUGSE/CHS 24 DME and hold.

AWOS-3	CHARLESTON APP CON	UNICOM
119.175	121.275 379.925	123.05 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	640-1	566 (600-1)	700-1¾ 626 (700-1¾)	860-2½ 786 (800-2½)

MIRL Rwy 5-23 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

MONROE, NORTH CAROLINA | AL-5726 (FAA) | 23334

LOC/DME I-EQY	APP CRS	Rwy ldg	7001
109.75	053°	TDZE	683
Chan 34 (Y)		Apt Elev	683

ILS or LOC RWY 5

CHARLOTTE/MONROE EXEC (EQY)

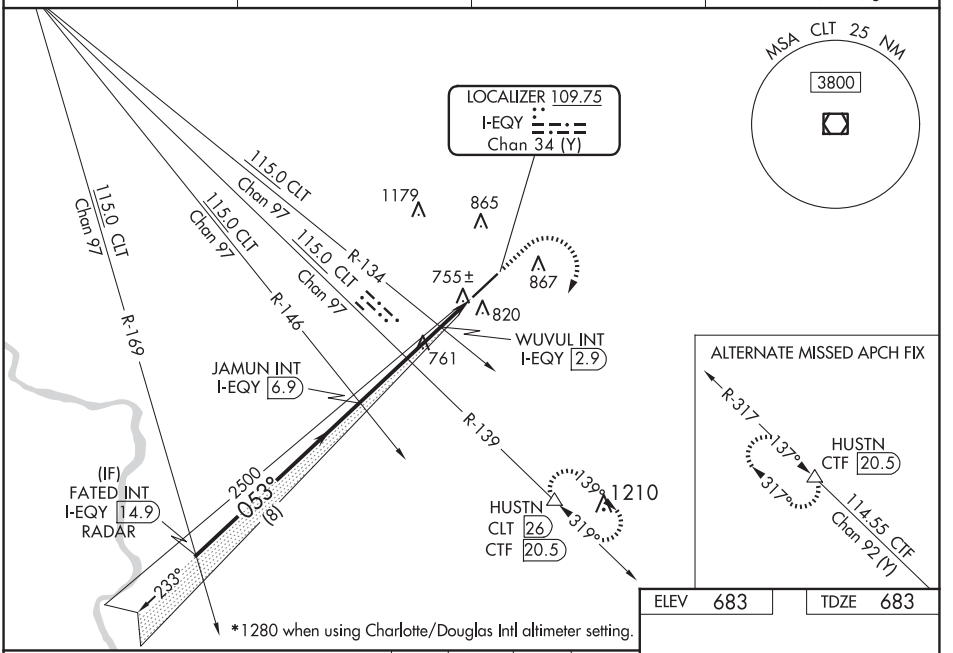
DME required. RADAR required for procedure entry.

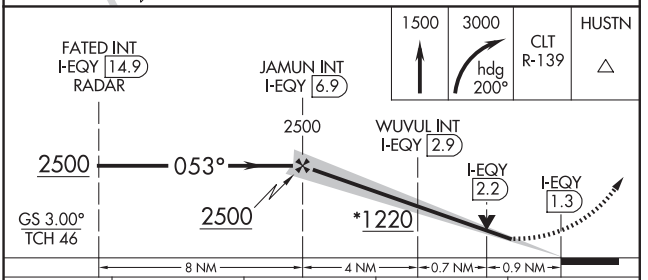
Rwy 5 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to S-ILS 5 all Cats. For inop ALS, increase S-LOC 5 Cat A/B visibility and WUVUL fix minimums S-LOC 5 all Cats visibility to 1 SM.

MALSR

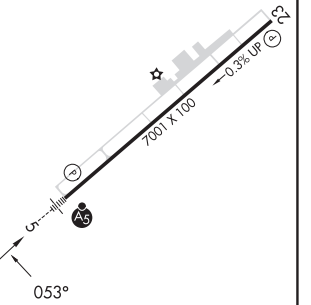
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on heading 200° and on CLT VOR/DME R-139 to HUSTN/CLT 26 DME and hold, continue climb-in-hold to 3000.

ASOS	CHARLOTTE APP CON	CLNC DEL	UNICOM
135.775	120.05 307.8	132.55	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 5	933-¾ 250 (300-¾)			
S-LOC 5	1220-¾ 537 (600-¾)		1220-1 537 (600-1)	
C CIRCLING	1220-1 537 (600-1)		1220-1½ 537 (600-1½)	1480-2½ 797 (800-2½)
WUVUL FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 5	1020-¾ 337 (400-¾)			
C CIRCLING	1220-1 537 (600-1)		1220-1½ 537 (600-1½)	1480-2½ 797 (800-2½)



HIRL Rwy 5-23 L
REIL Rwy 23 L

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:35	3:44	2:48	2:14	1:52

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 5

CHARLOTTE/MONROE EXEC (EQY)

WAAS	APP CRS	Rwy Idg	7001
CH 66002	053°	TDZE	683
W05A		Apt Elev	683

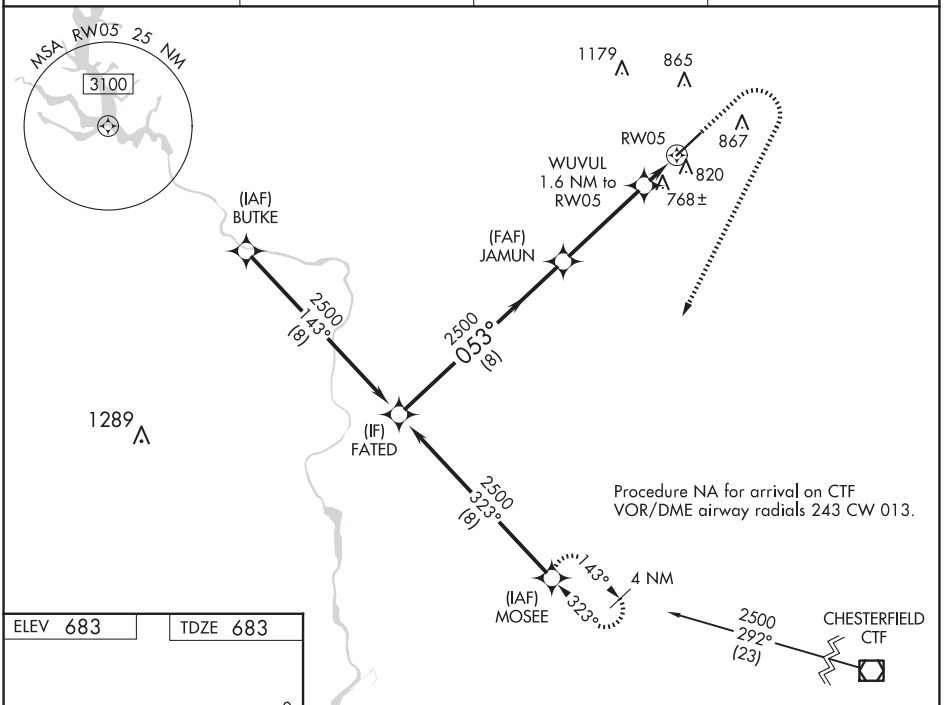
RNP APCH-GPS.

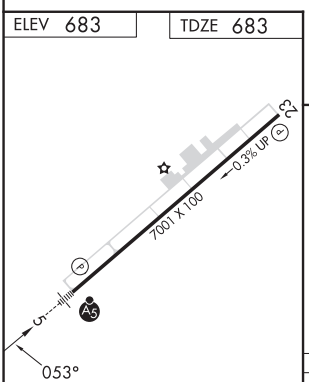
Rwy 5 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. Inop table does not apply to LPV all Cats. For inop ALS, increase LNAV/VNAV all Cats visibility to ⅞ SM and LNAV all Cats visibility to 1 SM.

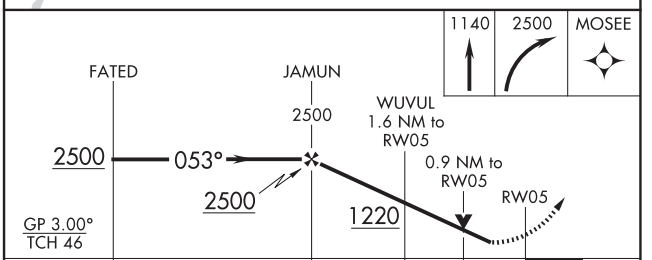
MALSR

MISSED APPROACH: Climb to 1140 then climbing right turn to 2500 direct MOSEE and hold.

ASOS	CHARLOTTE APP CON	CLNC DEL	UNICOM
135.775	120.05 307.8	132.55	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	933-¾ 250 (300-¾)			
LNAV/VNAV DA	1001-¾ 318 (400-¾)			
LNAV MDA	1020-¾ 337 (400-¾)			
C CIRCLING	1220-1 537 (600-1)		1220-1½ 537 (600-1½)	1480-2½ 797 (800-2½)

HIRL Rwy 5-23 L
REIL Rwy 23 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

MONROE, NORTH CAROLINA | AL-5726 (FAA) | 23334

RNAV (GPS) RWY 23

CHARLOTTE/MONROE EXEC (EQY)

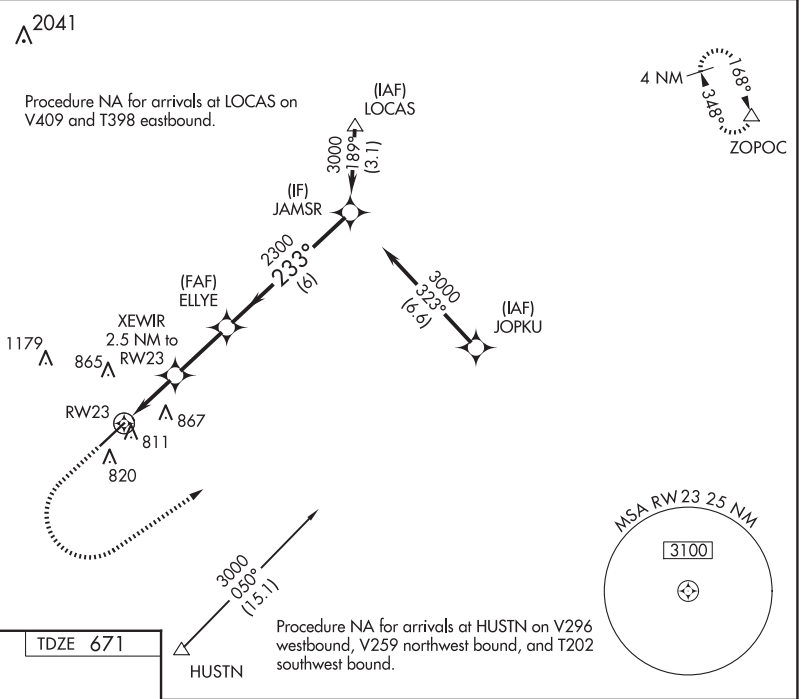
WAAS	APP CRS	Rwy Idg	7001
CH 90141	233°	TDZE	671
W23A		Apt Elev	683

RNP APCH-GPS.

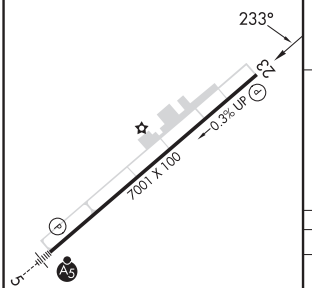
Rwy 23 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C.

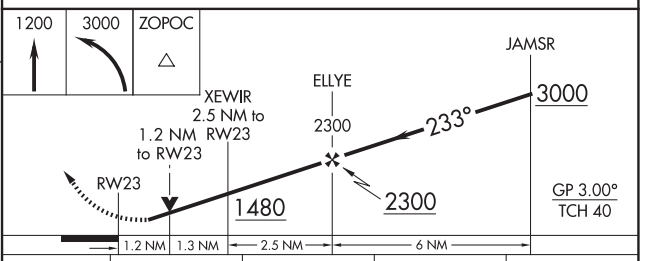
MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct ZOPOC and hold.

ASOS	CHARLOTTE APP CON	CLNC DEL	UNICOM
135.775	120.05 307.8	132.55	122.7 (CTAF) L



ELEV 683 | TDZE 671





CATEGORY	A	B	C	D
LPV DA	939-1	268 (300-1)		
LNAV/VNAV DA	981-1	310 (300-1)		
LNAV MDA	1080-1	409 (400-1)	1080-1⅛	409 (400-1⅛)
C CIRCLING	1220-1	537 (600-1)	1220-1½ 537 (600-1½)	1480-2½ 797 (800-2½)

HIRL Rwys 5-23 L
REIL Rwy 23 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

BARMY FIVE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC on RADAR vectors to MESHY, then on depicted route to BARMY. Then on assigned transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

NUTZE TRANSITION (BARMY5.NUTZE)
RALEIGH/DURHAM TRANSITION (BARMY5.RDU)
TAR RIVER TRANSITION (BARMY5.TYI)

SE-2, 07 AUG 2025 to 02 OCT 2025

AL-5726 (FAA)

(BEAVY6.BEAVY) 24081

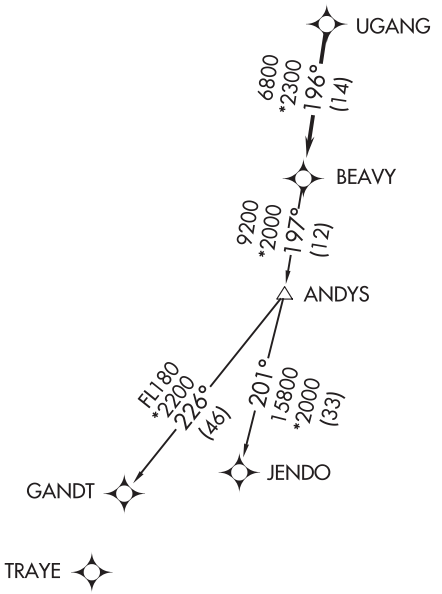
BEAVY SIX DEPARTURE (RNAV)

CHARLOTTE/MONROE EXEC (EQY)
MONROE, NORTH CAROLINA

CHARLOTTE DEP CON
120.05 307.8
ASOS
135.775
CLNC DEL
132.55
UNICOM (CTAF)
122.7

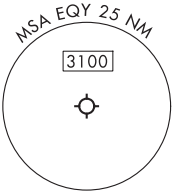
RNAV 1-DME/DME/IRU or GPS.
RADAR required.

TOP ALTITUDE: 3000



TAKEOFF MINIMUMS
Rwys 5, 23: Standard.

NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, on RADAR vectors to UGANG, then on depicted route to BEAVY. Then on assigned transition maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

GANDT TRANSITION (BEAVY6.GANDT)
JENDO TRANSITION (BEAVY6.JENDO)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

BOBZY FIVE DEPARTURE (RNAV)

(BOBZY5.BOBZY) 21MAR24

CHARLOTTE/MONROE EXEC (EQY)

MONROE, NORTH CAROLINA

(BOBZY5.BOBZY) 24081

BOBZY FIVE DEPARTURE (RNAV)

CHARLOTTE/MONROE EXEC (EQY)

MONROE, NORTH CAROLINA

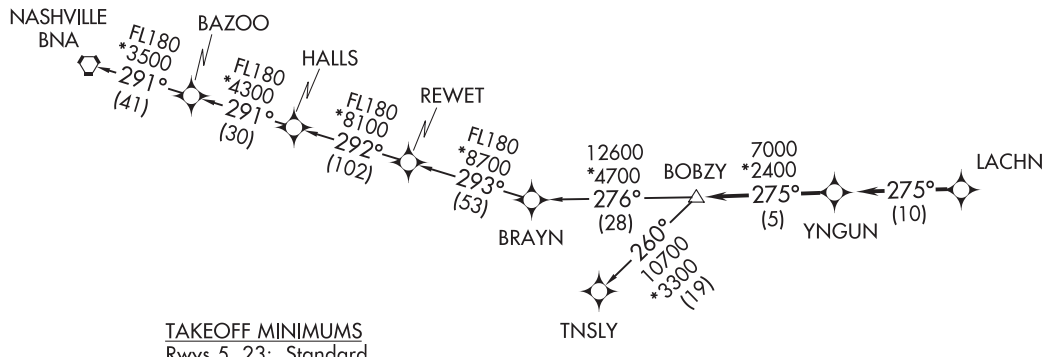
AL-5726 (FAA)

457

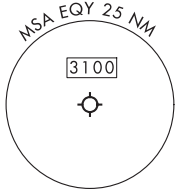
TOP ALTITUDE: 3000

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

CHARLOTTE DEP CON
120.05 307.8
ASOS
135.775
CLNC DEL
132.55
UNICOM
122.7



TAKEOFF MINIMUMS
Rwys 5, 23: Standard.



DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, on RADAR vectors to LACHN, then on depicted route to BOBZY, then on assigned transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

NASHVILLE TRANSITION (BOBZY5.BNA)
TNSLY TRANSITION (BOBZY5.TNSLY)

NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

(ESTRR5.ESTRR) 24081 AL-5726 (FAA)

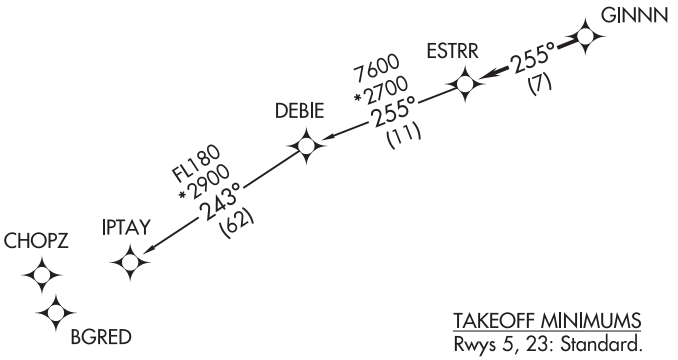
ESTRR FIVE DEPARTURE (RNAV)

CHARLOTTE/MONROE EXEC (EQY)
MONROE, NORTH CAROLINA

TOP ALTITUDE: 3000

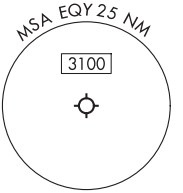
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

CHARLOTTE DEP CON
120.05 307.8
ASOS
135.775
CLNC DEL
132.55
UNICOM (CTAF)
122.7



TAKEOFF MINIMUMS
Rwys 5, 23: Standard.

NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, on RADAR vectors to GINNN, then on track 255° to ESTRR, then on IPTAY Transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

IPTAY TRANSITION (ESTRR5.IPTAY)

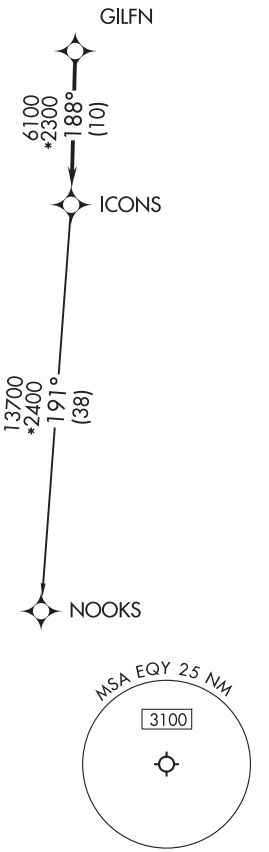
SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

ICONS FIVE DEPARTURE (RNAV)

CHARLOTTE DEP CON
120.05 307.8
ASOS
135.775
CLNC DEL
132.55
UNICOM
122.7

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

TOP ALTITUDE: 3000



TAKEOFF MINIMUMS
Rwys 5, 23: Standard.

NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to GILFN, then on track 188° to ICONS. Then on NOOKS Transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

NOOKS TRANSITION (ICONS5.NOOKS)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

(JOJJO5.JOJJO) 24081 AL-5726 (FAA)

JOJJO FIVE DEPARTURE (RNAV)

CHARLOTTE/MONROE EXEC (EQY)
MONROE, NORTH CAROLINA

JOJJO FIVE DEPARTURE (RNAV)

(JOJJO5.JOJJO) 21MAR24

MONROE, NORTH CAROLINA
CHARLOTTE/MONROE EXEC (EQY)

SE-2, 07 AUG 2025 to 02 OCT 2025

CHARLOTTE DEP CON
120.05 307.8
ASOS
135.775
CLNC DEL
132.55
UNICOM
122.7

RADAR and DME required.

TOP ALTITUDE: 3000

PULASKI
116.8 PSK
Chan 115

TAKEOFF MINIMUMS
Rwys 5, 23: Standard.

NALEY
V37
70
8000
*4000
011°
(20)

BARRETTS MOUNTAIN
113.75 BZM
Chan 84(Y)

LIBERTY
113.0 LIB
Chan 77

JOTTA

SUGARLOAF MOUNTAIN
112.2 SUG
Chan 59

R-071

RALEIGH/DURHAM
117.2 RDU
Chan 119

R-147

R-253

6000
*3400
011°
(50)

CHARLOTTE
115.0 CLT
Chan 97

MERIL

8000
*4100
076°
(79)

SANDHILLS
111.8 SDZ
Chan 55

R-147

8000
*3600
250°
(19)

BOBZY

8000
*2900
275°
(34)

053°

9000
*2700
112°
(53)

R-228

68

87

R-070

NEANO

255°
11000
*2700
(45)

DEBIE

233°
*2200
175°
(32)

5000

8000
*2300
196°
(50)

WALUT

R-275

R-048

LILLS

FOOTHILLS
113.4 ODF
Chan 81

*2000
5000
175°
(19)

R-238

51

ANDYS

HAMLN

CHESTERFIELD
114.55 CTF
Chan 92(Y)

18000
*2100
196°
(79)

129

TREAL

MSA EQY 25 NM
3100

NOTE: For turbo jet aircraft only.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: Transponder code will be issued via Charlotte clearance delivery.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 053°, thence . . . .
TAKEOFF RUNWAY 23: Climb on heading 233°, thence . . . .

. . . . on RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (KER4.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.
DEBIE TRANSITION (KER4.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.
HAMLN TRANSITION (KER4.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.
JOTTA TRANSITION (KER4.JOTTA): From over CLT VOR/DME on CLT R-011 to JOTTA.
LILLS TRANSITION (KER4.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.
MERIL TRANSITION (KER4.MERIL): From over CLT VOR/DME on CLT R-076 to MERIL.
NALEY TRANSITION (KER4.NALEY): From over CLT VOR/DME on CLT R-011 to NALEY.
NEANO TRANSITION (KER4.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY, then on ODF R-070 to NEANO.
TREAL TRANSITION (KER4.TREAL): From over CLT VOR/DME on CLT R-196 to TREAL.

SE-2, 07 AUG 2025 to 02 OCT 2025

TOP ALTITUDE: 3000
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.
CHARLOTTE DEP CON
120.05 307.8
ASOS
135.775
CLNC DEL
132.55
UNICOM (CTAF)
122.7
NOTE: For turbojets only.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
AUDII
FL180
*3100
044°
(37)
OLUBE
EBOOK
DATTO
DURST
17000
*2100
076°
(29)
KILNS
076°
(18)
LILIC
077°
(17)
MUNBE
N
TAKEOFF MINIMUMS
Rwys 5, 23: Standard.
MSP EQY 25 NM
3100
NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION
Climb on heading assigned by ATC, on RADAR vectors to MUNBE, then on depicted route to KILNS, then on AUDII Transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.
AUDII TRANSITION (KILNS5.AUDII)

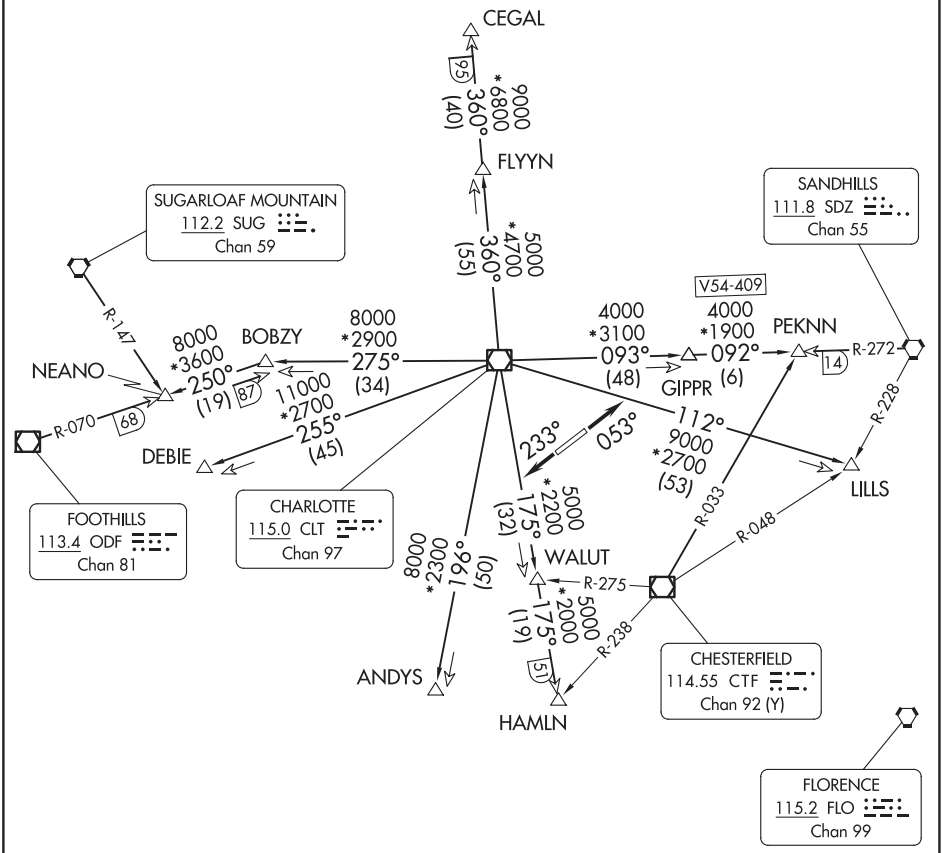
KNIGHTS THREE DEPARTURE

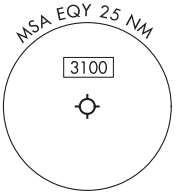
CHARLOTTE DEP CON
120.05 307.8
ASOS
135.775
CLNC DEL
132.55
UNICOM (CTAF)
122.7

TOP ALTITUDE: 3000

RADAR and DME required.

TAKEOFF MINIMUMS
Rwys 5, 23: Standard.





NOTE: For propeller aircraft only.
NOTE: Turboprops: Operate in a manner that will result in best forward speed and climb rate.
NOTE: Transponder code will be issued via Charlotte clearance delivery.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-2, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 053°, thence. . . .
TAKEOFF RUNWAY 23: Climb on heading 233°, thence. . . .

. . . .expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (KNI3.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.
CEGAL TRANSITION (KNI3.CEGAL): From over CLT VOR/DME on CLT R-360 to CEGAL.
DEBIE TRANSITION (KNI3.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.
FLYYN TRANSITION (KNI3.FLYYN): From over CLT VOR/DME on CLT R-360 to FLYYN.
HAMLN TRANSITION (KNI3.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.
LILLS TRANSITION (KNI3.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.
NEANO TRANSITION (KNI3.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY, then on ODF R-070 to NEANO.
PEKNN TRANSITION (KNI3.PEKNN): From over CLT VOR/DME on CLT R-093 to GIPPR, then on SDZ R-272 to PEKNN.

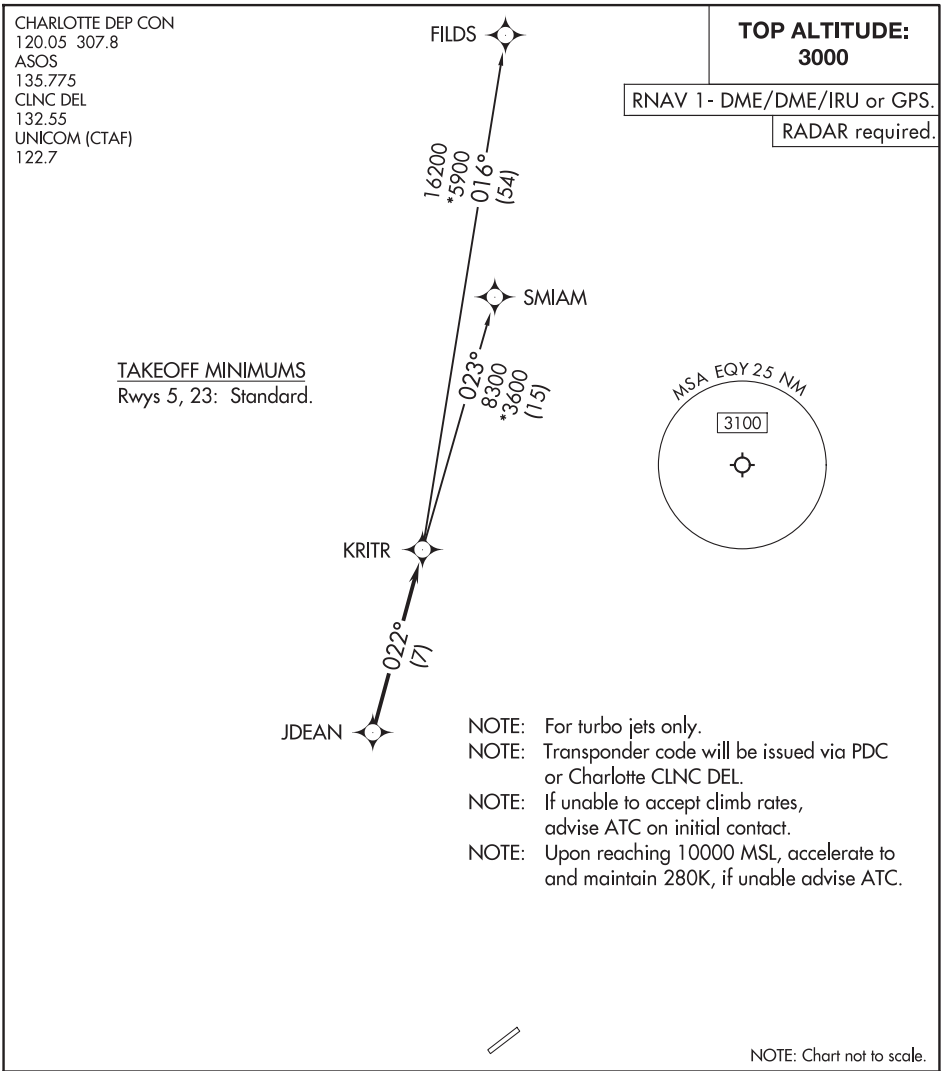
SE-2, 07 AUG 2025 to 02 OCT 2025

(KRITR6.KRITR) 24081

KRITR SIX DEPARTURE (RNAV)

AL-5726 (FAA)

CHARLOTTE/MONROE EXEC (EQY)
MONROE, NORTH CAROLINA



DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, on RADAR vectors to JDEAN, then on track 022° to KRITR, then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

FILDS TRANSITION (KRITR6.FILDS)
SMIAM TRANSITION (KRITR6.SMIAM)

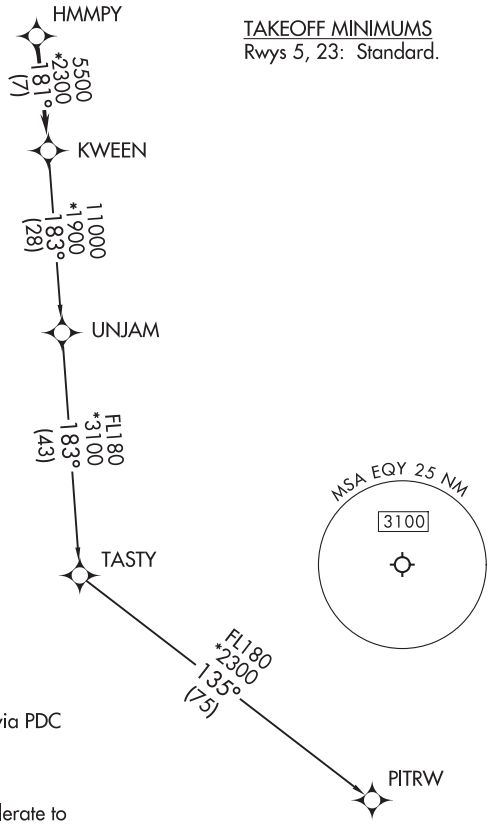
SE-2, 07 AUG 2025 to 02 OCT 2025

KWEEN FIVE DEPARTURE (RNAV)

CHARLOTTE DEP CON
120.05 307.8
ASOS
135.775
CLNC DEL
132.55
UNICOM
122.7

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

TOP ALTITUDE: 3000



TAKEOFF MINIMUMS
Rwys 5, 23: Standard.

NOTE: For turbo jets only.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, on RADAR vectors to HMMPY, then on track 181° to KWEEN, then on assigned transition, maintain 3000, expect filed altitude within 10 minutes after departure.

PITRW TRANSITION (KWEEN5.PITRW)
UNJAM TRANSITION (KWEEN5.UNJAM)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

(LILLS3.LILLS) 24081 AL-5726 (FAA)

LILLS THREE DEPARTURE (RNAV)

CHARLOTTE/MONROE EXEC (EQY)
MONROE, NORTH CAROLINA

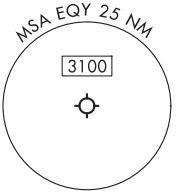
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

TOP ALTITUDE: 3000

CHARLOTTE DEP CON
120.05 307.8
ASOS
135.775
CLNC DEL
132.55
UNICOM (CTAF)
122.7

TAKEOFF MINIMUMS
Rwys 5, 23: Standard.

NOTE: For turbo jets only.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, on RADAR vectors to LAMDE, then on depicted route to LILLS. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

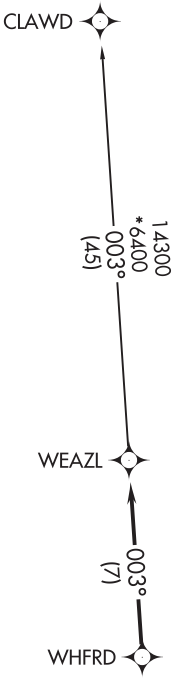
SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

WEAZL FIVE DEPARTURE (RNAV)

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

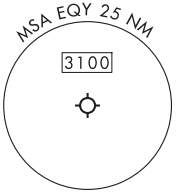
TOP ALTITUDE: 3000

CHARLOTTE DEP CON
120.05 307.8
ASOS
135.775
CLNC DEL
132.55
UNICOM
122.7



TAKEOFF MINIMUMS
Rwy 5, 23: Standard.

NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, on RADAR vectors to WHFRD, then on track 003° to WEAZL. Then on CLAWD Transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

CLAWD TRANSITION (WEAZL5.CLAWD)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

MOORESVILLE, NORTH CAROLINA | AL-10308 (FAA) | 22307

APP CRS	Rwy Idg	2962
144°	TDZE	839
	Apt Elev	839

RNAV (GPS) RWY 14

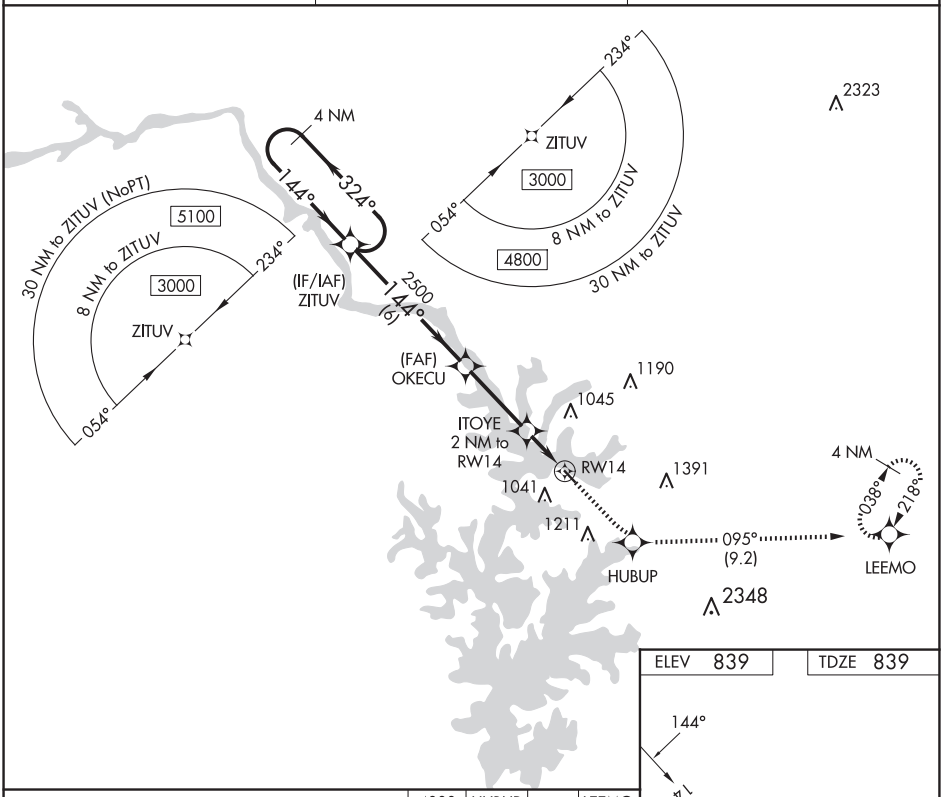
LAKE NORMAN AIRPARK (14A)

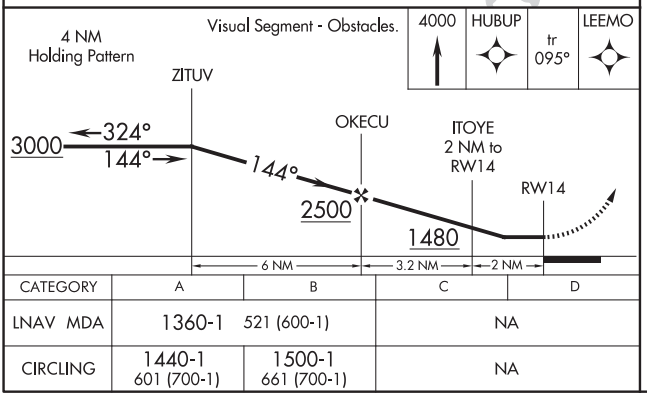
NA

Procedure NA at night. DME/DME RNP-0.3 NA. Use Statesville altimeter setting; when not received, use Charlotte altimeter setting and increase all MDA 40 feet. Rwy 14, 32 helicopter visibility reduction below 1 SM NA.

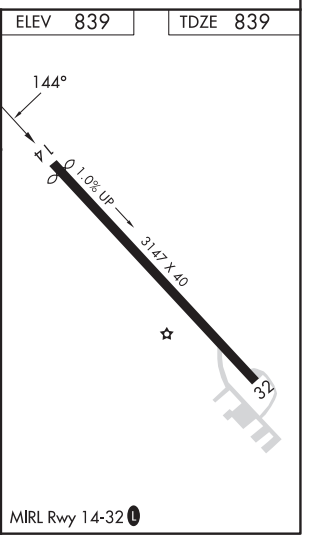
MISSED APPROACH: Climb to 4000 direct HUBUP and on track 095° to LEEMO and hold, continue climb-in-hold to 4000.

SVH AWOS-3	CHARLOTTE APP CON	UNICOM
119.225	134.75 257.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1360-1	521 (600-1)	NA	
CIRCLING	1440-1 601 (700-1)	1500-1 661 (700-1)	NA	



MOORESVILLE, NORTH CAROLINA
Amdt 1B 04NOV21

35°37'N-80°54'W

LAKE NORMAN AIRPARK (14A)
RNAV (GPS) RWY 14

SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 3

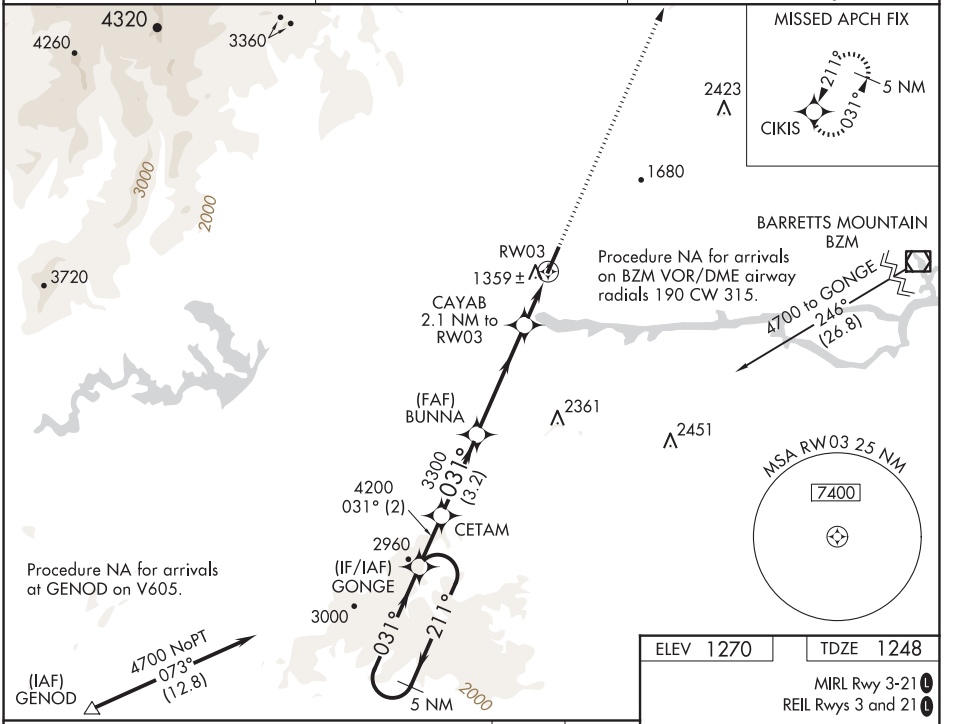
FOOTHILLS RGNL (MRN)

WAAS CH 69322 W03A	APP CRS 031°	Rwy Idg 5500	TDZE 1248	Apt Elev 1270

Baro-VNAV NA when using Hickory altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 36°C (96°F). DME/DME RNP-0.3 NA. VDP NA with Hickory altimeter setting. When local altimeter not received use Hickory altimeter: increase LPV DA to 1540 feet, LNAV/VNAV DA to 1600 feet, and visibility LNAV/VNAV all Cats ⅛ SM; increase all MDA 60 feet and visibility LNAV Cats C and D ⅛ SM and Circling Cat D ¼ SM.

MISSED APPROACH: Climb to 4800 direct CIKIS and hold.

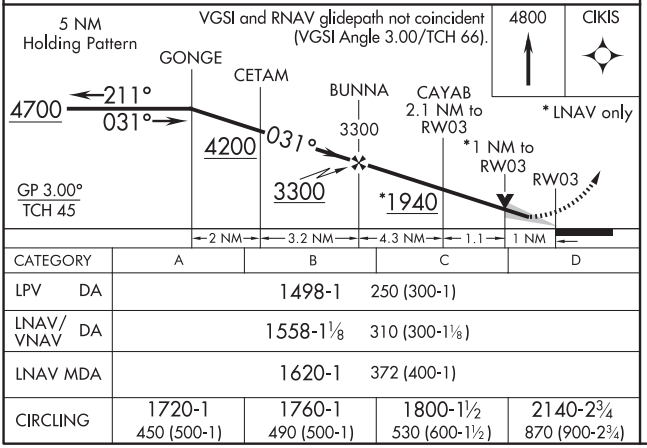
AWOS-3P	ATLANTA CENTER	UNICOM
124.175	125.15 263.0	122.7 (CTAF) L



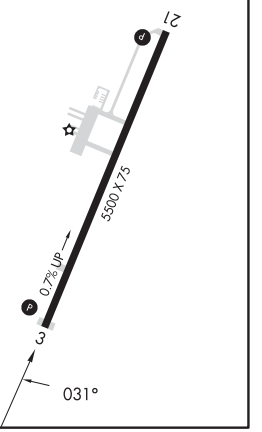
ELEV 1270 TDZE 1248

MIRL Rwy 3-21 L

REIL Rwys 3 and 21 L



CATEGORY	A	B	C	D
LPV DA		1498-1	250 (300-1)	
LNAV/VNAV DA		1558-1⅛	310 (300-1⅛)	
LNAV MDA		1620-1	372 (400-1)	
CIRCLING	1720-1 450 (500-1)	1760-1 490 (500-1)	1800-1½ 530 (600-1½)	2140-2¾ 870 (900-2¾)



SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

MORGANTON, NORTH CAROLINA

AL-5707 (FAA)

25107

RNAV (GPS) RWY 21

FOOTHILLS RGNL (MRN)

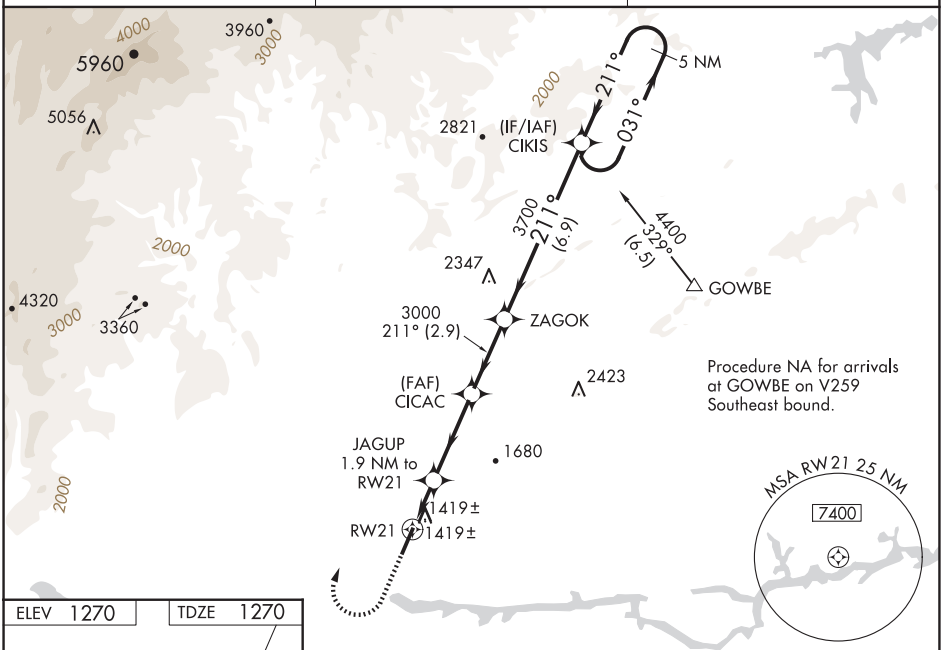
WAAS	APP CRS	Rwy Idg	5500
CH 40322	211°	TDZE	1270
W21A		Apt Elev	1270

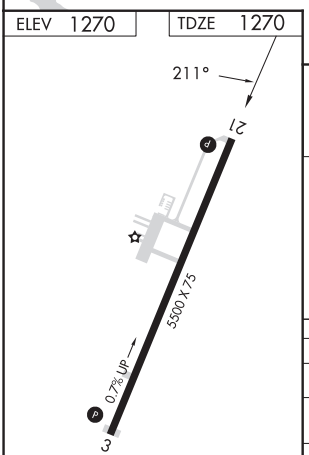
T Baro-VNAV NA when using Hickory altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 35°C (95°F). DME/DME RNP-0.3 NA. VDP NA with Hickory altimeter setting. When local altimeter not received use Hickory altimeter: increase LPV DA to 1562 feet, LNAV/VNAV DA to 1642 feet, and visibility LPV all Cats ¼ SM and LNAV/VNAV all Cats ⅛ SM; increase all MDA 60 feet and visibility LNAV Cats C and D and Circling Cat D ¼ SM.

A

MISSED APPROACH: Climb to 2000 then climbing right turn to 4400 direct CIKIS and hold.

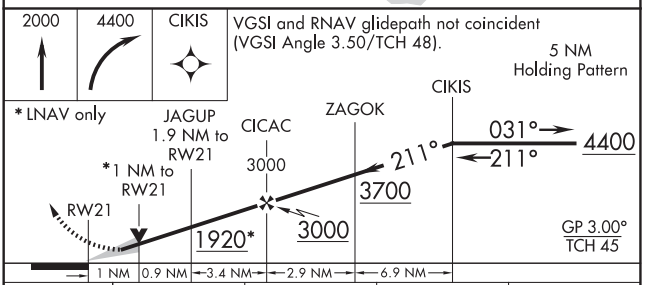
AWOS-3P	ATLANTA CENTER	UNICOM
124.175	125.15 263.0	122.7 (CTAF) L





MIRL Rwy 3-21 L

REIL Rwys 3 and 21 L



CATEGORY	A	B	C	D
LPV DA	1520-¾ 250 (300-¾)			
LNAV/VNAV DA	1600-1⅛ 330 (400-1⅛)			
LNAV MDA	1680-1 410 (500-1)		1680-1⅛ 410 (500-1⅛)	
CIRCLING	1720-1 450 (500-1)	1760-1 490 (500-1)	1800-1½ 530 (600-1½)	2140-2¾ 870 (900-2¾)

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

LOC RWY 3

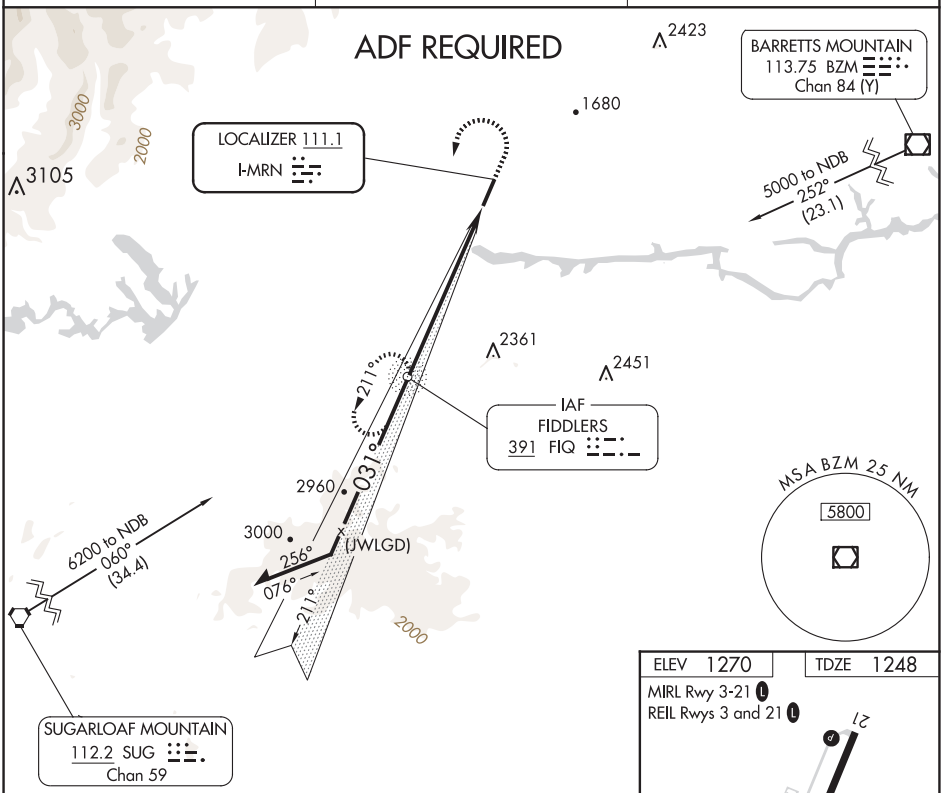
FOOTHILLS RGNL (MRN)

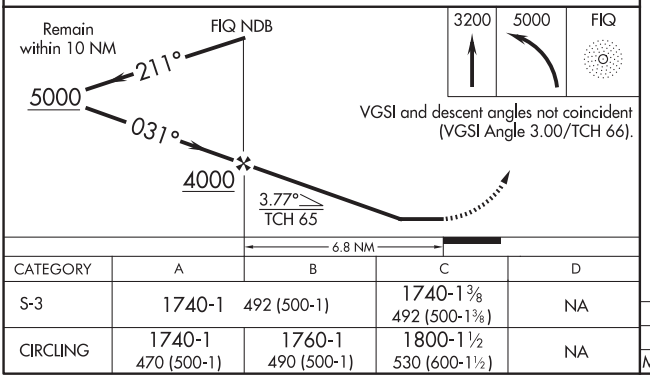
LOC I-MRN	APP CRS		
111.1	031°	Rwy Idg	5500
		TDZE	1248
		Apt Elev	1270

ADF required. When local altimeter setting not received, use Hickory altimeter setting: increase all MDA 60 feet and visibility S-3 Cat C ¼ SM.

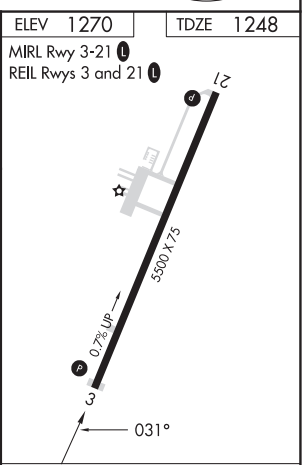
MISSED APPROACH: Climb to 3200 then climbing left turn to 5000 direct FIQ NDB and hold.

AWOS-3P	ATLANTA CENTER	UNICOM
124.175	125.15 263.0	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-3	1740-1 492 (500-1)		1740-1⅜ 492 (500-1⅜)	NA
CIRCLING	1740-1 470 (500-1)	1760-1 490 (500-1)	1800-1½ 530 (600-1½)	NA



FAF to MAP 6.8 NM

Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

MOUNT AIRY, NORTH CAROLINA

AL-6492 (FAA)

23222

RNAV (GPS) RWY 18

MOUNT AIRY/SURRY COUNTY (MWK)

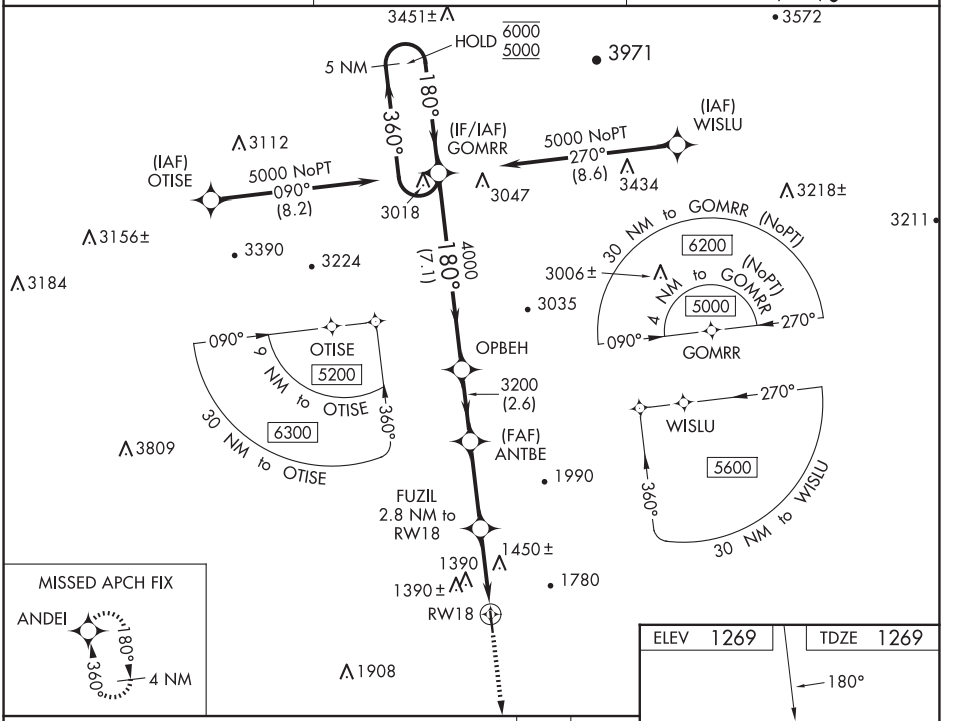
WAAS	APP CRS	Rwy Idg	5500
CH 58317	180°	TDZE	1269
W18A		Apt Elev	1269

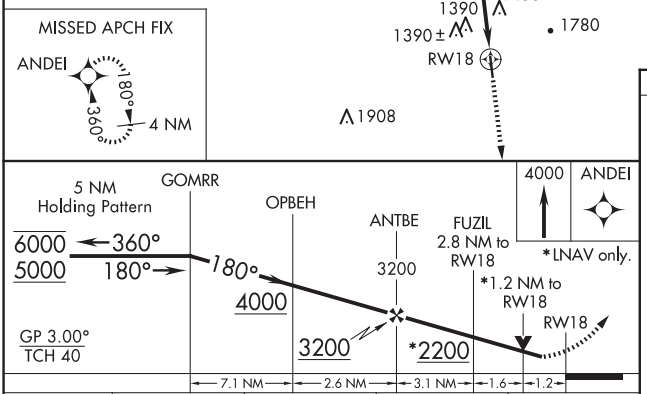
RNP APCH.

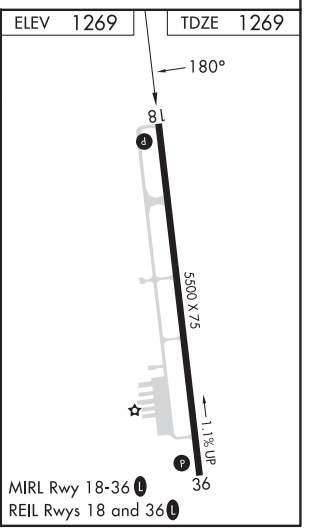
Rwy 18 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 4000 direct ANDEI and hold.

AWOS-3	GREENSBORO APP CON	UNICOM
121.125	124.35 269.225	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1522-1	253 (300-1)		
LNAV/VNAV DA	1742-1⅜	473 (500-1⅜)		
LNAV MDA	1700-1	431 (500-1)	1700-1¼	431 (500-1¼)
C CIRCLING	1940-1 671 (700-1)	2040-1 771 (800-1)	2180-2¾ 911 (1000-2¾)	2340-3 1071 (1100-3)

MOUNT AIRY, NORTH CAROLINA

Amdt 1A 05NOV20

36°28'N-80°33'W

MOUNT AIRY/SURRY COUNTY (MWK)

RNAV (GPS) RWY 18

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 36

MOUNT AIRY/SURRY COUNTY (MWK)

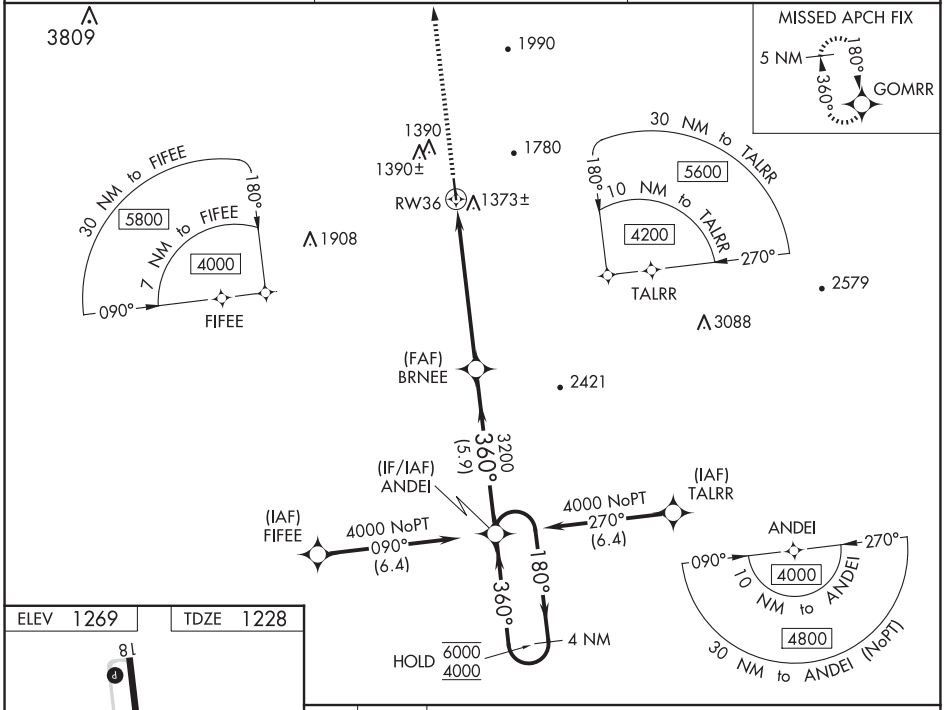
WAAS	APP CRS	Rwy Idg	5500
CH 99717	360°	TDZE	1228
W36A		Apt Elev	1269

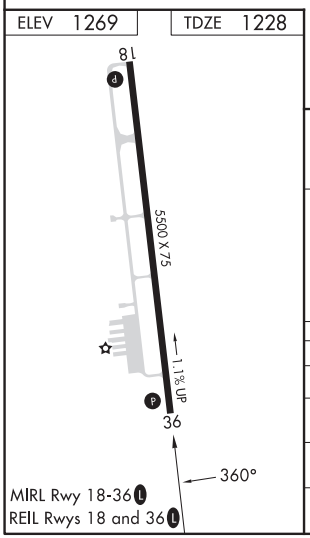
RNP APCH.

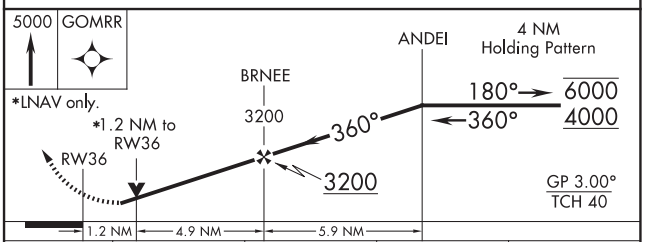
Rwy 36 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 5000 direct GOMRR and hold.

AWOS-3	GREENSBORO APP CON	UNICOM
121.125	124.35 269.225	123.0 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1527-1 299 (300-1)			
LNAV/VNAV DA	1637-1⅛ 409 (400-1⅛)			
LNAV MDA	1640-1 412 (400-1)		1640-1⅛ 412 (400-1⅛)	
C CIRCLING	1940-1 671 (700-1)	2040-1 771 (800-1)	2180-2¾ 911 (1000-2¾)	2340-3 1071 (1100-3)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

MOUNT OLIVE, NORTH CAROLINA AL-6393 (FAA) 23222

RNAV (GPS) RWY 5

MOUNT OLIVE MUNI (W40)

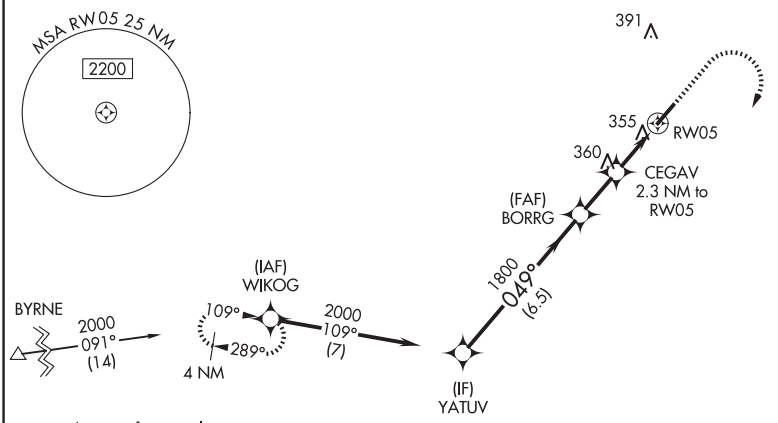
WAAS	APP CRS	Rwy Idg	5254
CH 69431	049°	TDZE	166
W05A		Apt Elev	166

RNP APCH - GPS.

Rwy 5 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Goldsboro altimeter setting.

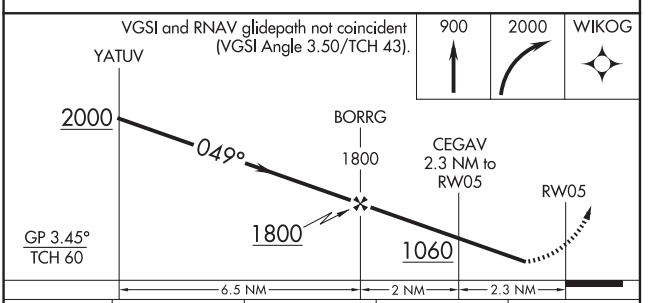
MISSED APPROACH: Climb to 900 then climbing right turn to 2000 direct WIKOG and hold.

AWOS-3P	SEYMOUR JOHNSON APP CON*	UNICOM
120.075	119.7 273.6	122.8 (CTAF) L

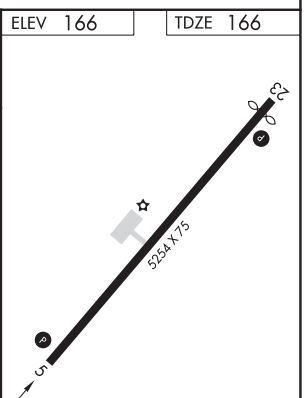


SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025



CATEGORY	A	B	C	D
LPV DA	625-1⅜	459 (500-1⅜)		NA
LNAV MDA	640-1	474 (500-1)	640-1⅜ 474 (500-1⅜)	NA
CIRCLING	700-1	534 (600-1)	720-1½ 554 (600-1½)	NA



MOUNT OLIVE, NORTH CAROLINA 35°13'N-78°02'W MOUNT OLIVE MUNI (W40)

Orig-E 10AUG23

RNAV (GPS) RWY 5

RNAV (GPS) RWY 23

MOUNT OLIVE MUNI (W40)

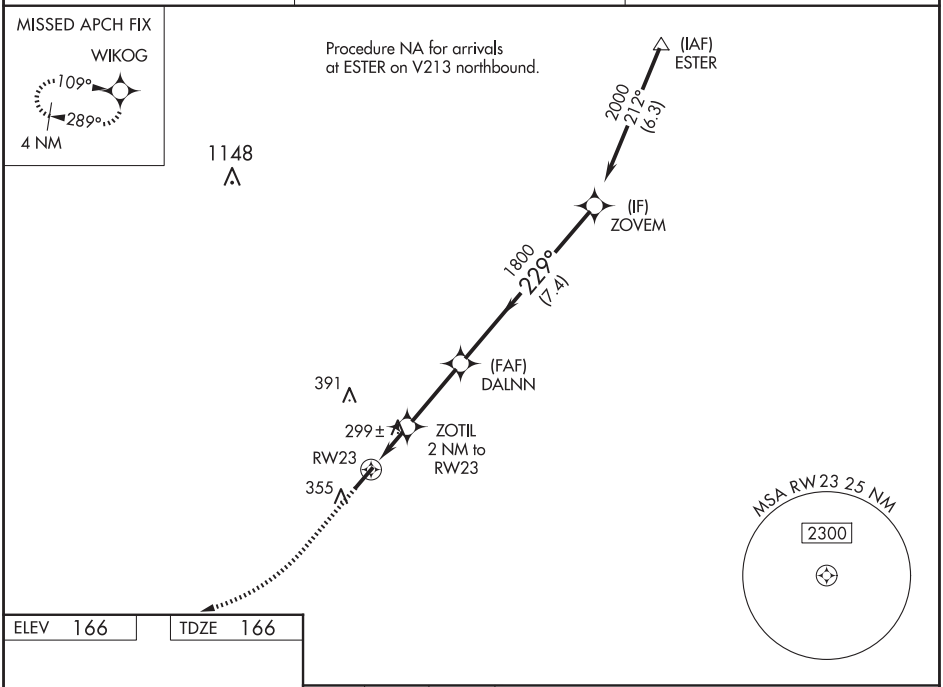
WAAS	APP CRS	Rwy Idg	5000
CH 90331	229°	TDZE	166
W23A		Apt Elev	166

RNP APCH - GPS.

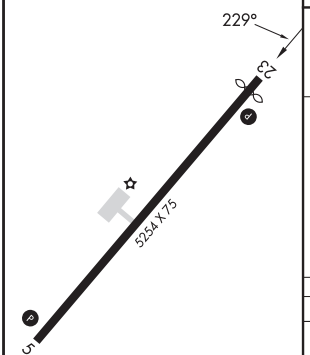
Rwy 23 helicopter visibility reduction below ¾ SM NA.
When local altimeter setting not received, use Goldsboro altimeter setting.

MISSED APPROACH: Climb to 700 then climbing right turn to 2000 direct WIKOG and hold.

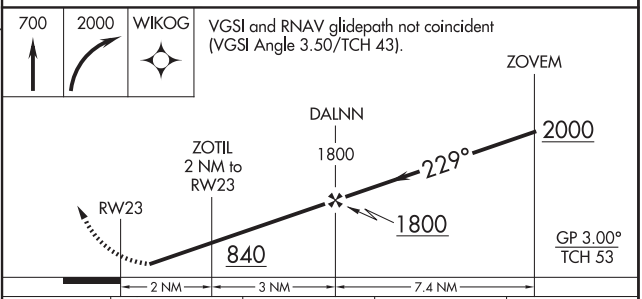
AWOS-3P	SEYMOUR JOHNSON APP CON*	UNICOM
120.075	119.7 273.6	122.8 (CTAF) L



ELEV 166	TDZE 166



MIRL Rwy 5-23 L



CATEGORY	A	B	C	D
LPV DA	452-1 286 (300-1)			NA
LNAV MDA	580-1 414 (500-1)		580-1⅛ 414 (500-1⅛)	NA
CIRCLING	700-1 534 (600-1)		720-1½ 554 (600-1½)	NA

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

MOUNT PLEASANT, SOUTH CAROLINA

AL-6957 (FAA)

25163

RNAV (GPS) RWY 17

MT PLEASANT RGNL-FAISON FLD (LRO)

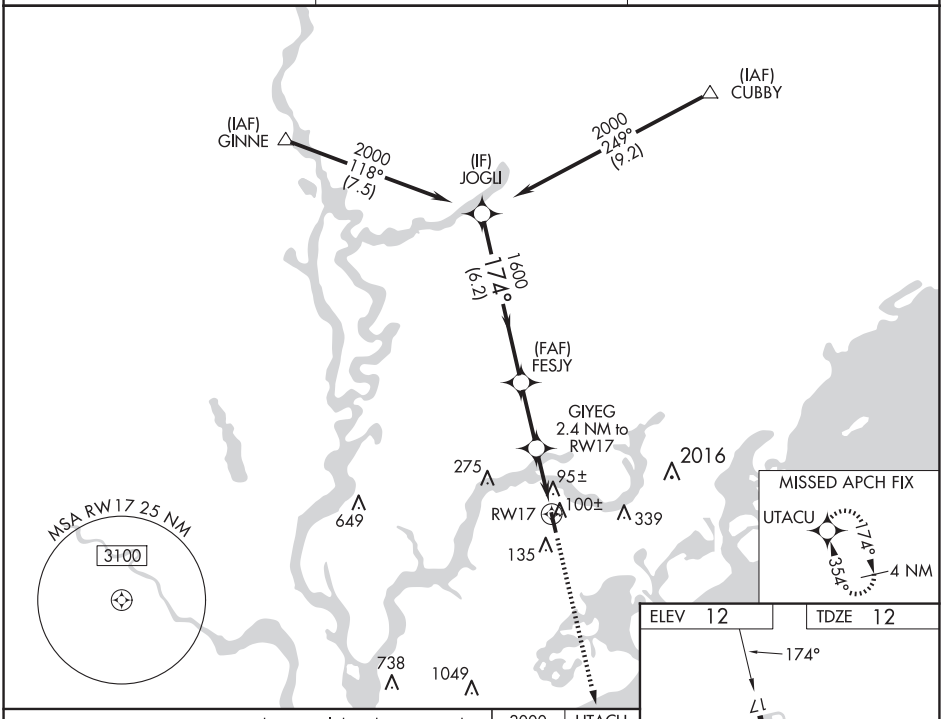
WAAS	APP CRS	Rwy Ldg	3700
CH 62817	174°	TDZE	12
W17A		Apt Elev	12

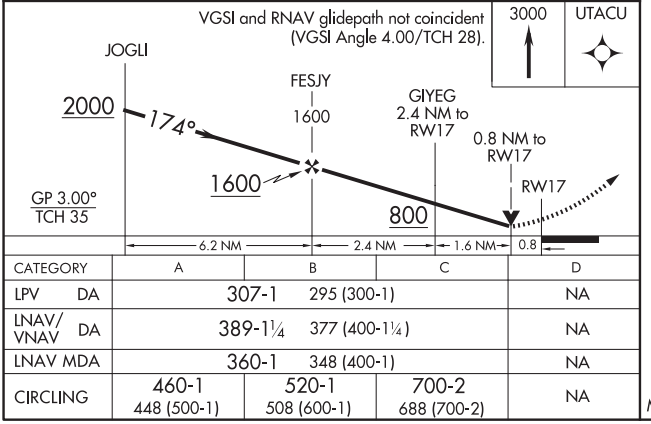
RNP APCH - GPS.

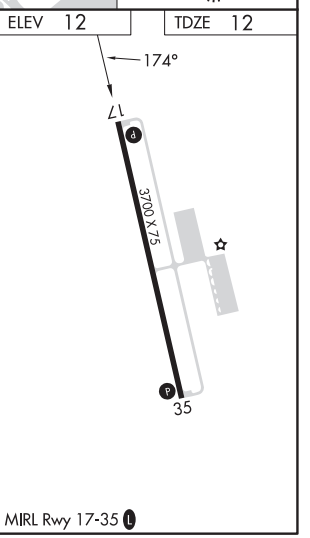
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 17 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct UTACU and hold, continue climb-in-hold to 3000.

AWOS-3	CHARLESTON APP CON	UNICOM
118.625	121.275 379.925	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	307-1	295 (300-1)		NA
LNAV/VNAV DA	389-1¼	377 (400-1¼)		NA
LNAV MDA	360-1	348 (400-1)		NA
CIRCLING	460-1 448 (500-1)	520-1 508 (600-1)	700-2 688 (700-2)	NA

MOUNT PLEASANT, SOUTH CAROLINA

Orig-G 15MAY25

32°54'N-79°47'W

MT PLEASANT RGNL-FAISON FLD (LRO)

RNAV (GPS) RWY 17

SE-2, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	3700
354°	TDZE	12
	Apt Elev	12

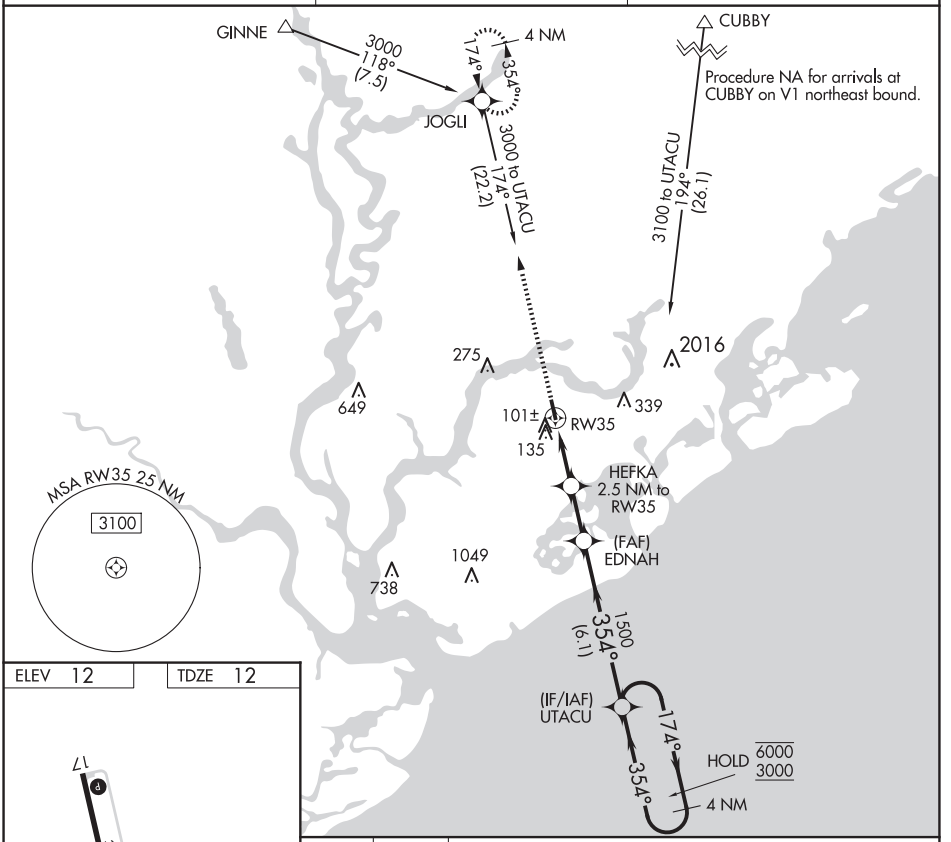
RNAV (GPS) RWY 35

MT PLEASANT RGNL-FAISON FLD (LRO)

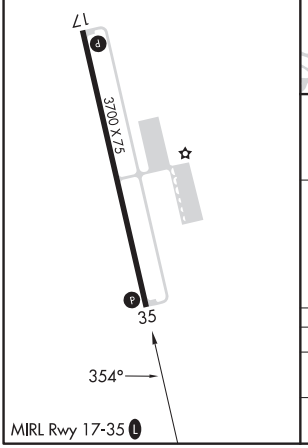
RNP APCH - GPS.

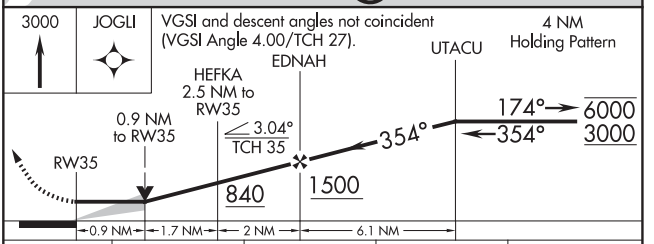
MISSED APPROACH: Climb to 3000 direct JOGLI and hold, continue climb-in-hold to 3000.

AWOS-3	CHARLESTON APP CON	UNICOM
118.625	121.275 379.925	122.7 (CTAF) L



ELEV 12	TDZE 12





CATEGORY	A	B	C	D
LNAV MDA	400-1	388 (400-1)	400-1⅛ 388 (400-1⅛)	NA
CIRCLING	460-1 448 (500-1)	520-1 508 (600-1)	700-2 688 (700-2)	NA

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

MOUNT PLEASANT, SOUTH CAROLINA

AL-6957 (FAA)

25163

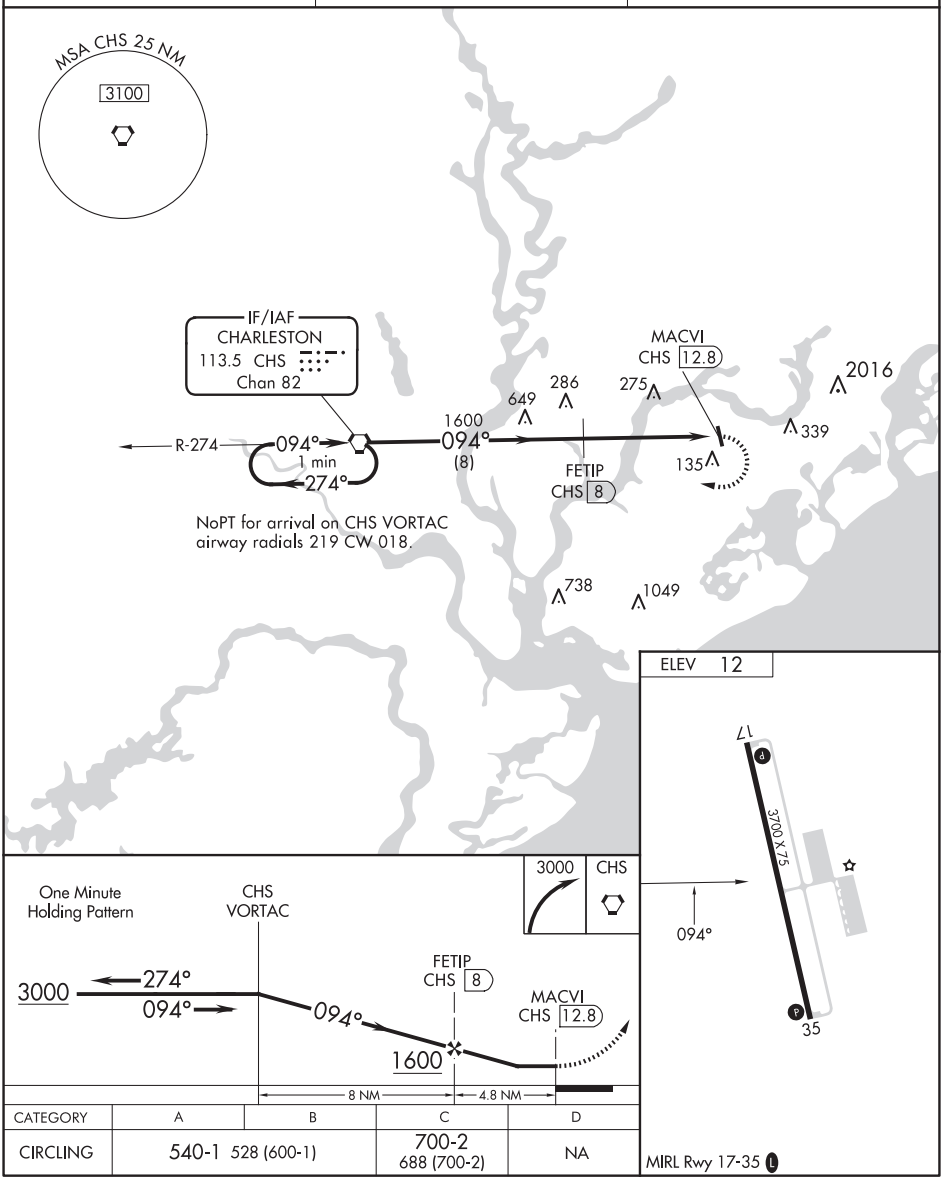
VOR/DME-A

MT PLEASANT RGNL-FAISON FLD (LRO)

VORTAC CHS	APP CRS	Rwy Ldg	N/A
113.5	094°	TDZE	N/A
Chan 82		Apt Elev	12

MISSED APPROACH: Climbing right turn to 3000 direct CHS VORTAC and hold.

AWOS-3	CHARLESTON APP CON	UNICOM
118.625	121.275 379.925	122.7 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	540-1 528 (600-1)		700-2 688 (700-2)	NA

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 18

MYRTLE BEACH INTL (MYR)

LOC/DME I-MYR	APP CRS	Rwy Ldg	9503
109.5	177°	TDZE	23
Chan 32		Apt Elev	25

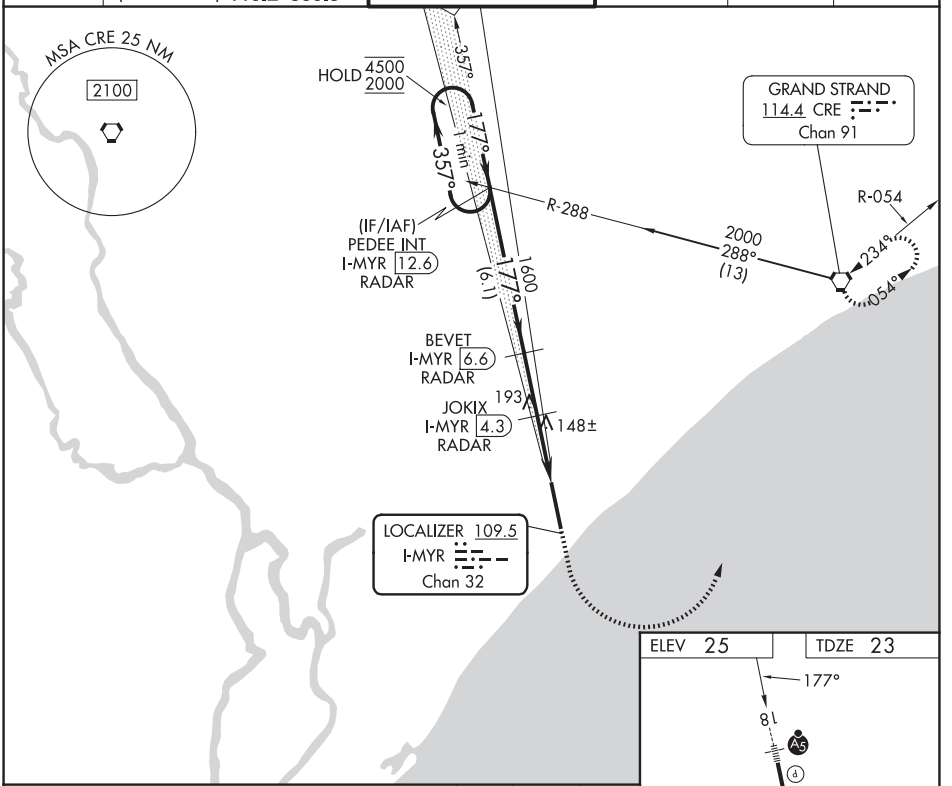
DME required.

For inop ALS, increase S-ILS 18 Cat E visibility to RVR 4000 and S-LOC 18 Cats C/D/E visibility to RVR 5500.
*RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct CRE VORTAC and hold.

ATIS	MYRTLE BEACH APP CON★	MYRTLE BEACH TOWER★	GND CON	CLNC DEL	UNICOM
123.925	(171° - 321°) 127.4 257.95 (322° - 170°) 119.2 350.3	128.45 (CTAF) L 259.3	120.3 275.8	120.3	122.95



CATEGORY	A	B	C	D	E
S-ILS 18*	223/24 200 (200-½)				
S-LOC 18	400/24 377 (400-½)		400/35 377 (400-⅝)		
CIRCLING	560-1 535 (600-1)		700-2 675 (700-2)	700-2¼ 675 (700-2¼)	700-2½ 675 (700-2½)

HIRL Rwy 18-36 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

MYRTLE BEACH, SOUTH CAROLINA | AL-280 (FAA) | 25219

ILS or LOC RWY 36

MYRTLE BEACH INTL (MYR)

LOC I-BSQ	APP CRS	Rwy Ldg	9503
111.9	357°	TDZE	25
		Apt Elev	25

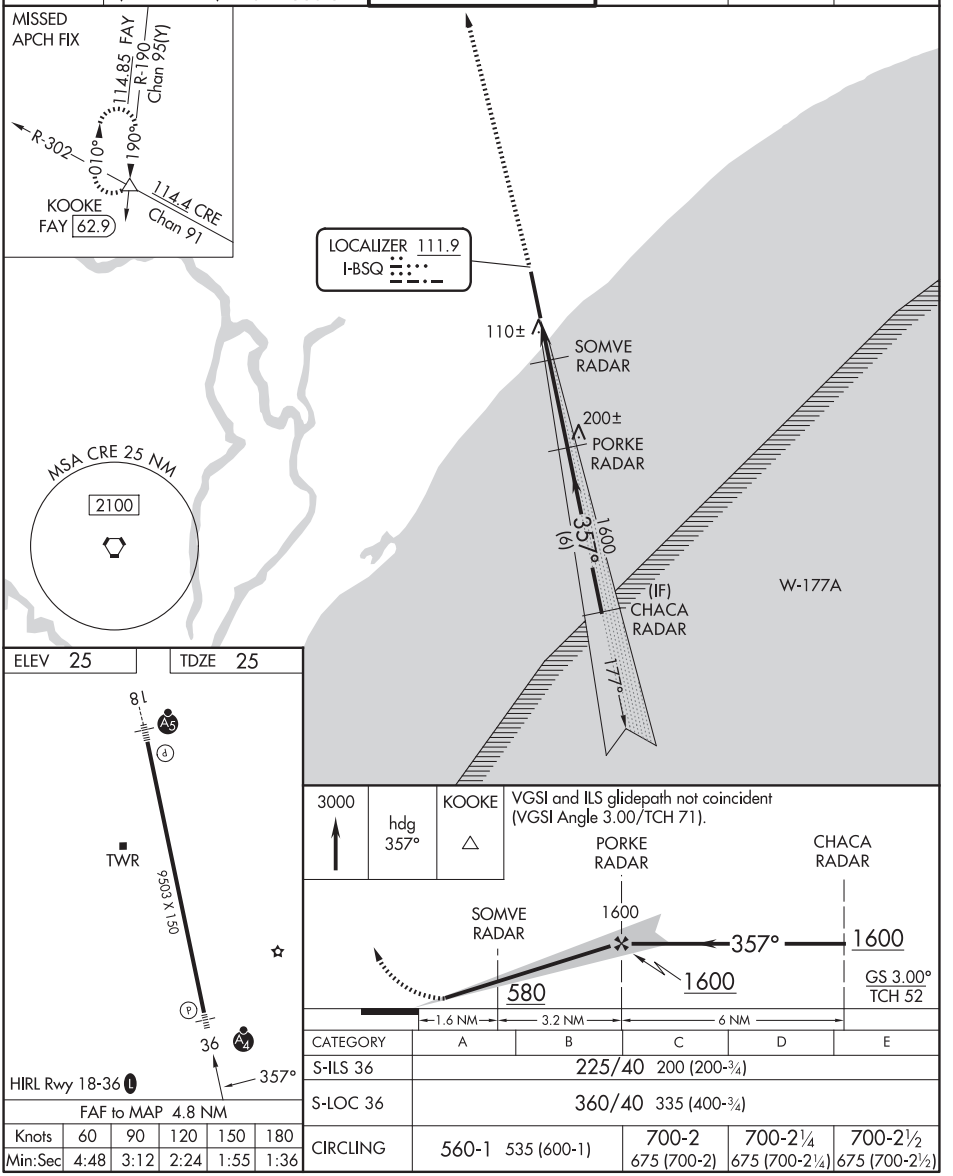
RADAR required.

For inop ALS increase S-LOC 36 Cats D/E visibility to RVR 5000.

MALSF

MISSED APPROACH: Climb to 3000 on heading 357° expect RADAR vectors to KOOKE INT/FAY 62.9 DME and hold.

ATIS	MYRTLE BEACH APP CON ★	MYRTLE BEACH TOWER ★	GND CON	CLNC DEL	UNICOM
123.925	(171° - 321°) 127.4 257.95 (322° - 170°) 119.2 350.3	128.45 (CTAF) L 259.3	120.3 275.8	120.3	122.95



FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D	E
S-ILS 36	225/40 200 (200-¾)				
S-LOC 36	360/40 335 (400-¾)				
CIRCLING	560-1 535 (600-1)		700-2 675 (700-2)	700-2¼ 675 (700-2¼)	700-2½ 675 (700-2½)

MYRTLE BEACH, SOUTH CAROLINA

Amdt 5 03NOV22

33°41'N-78°56'W

MYRTLE BEACH INTL (MYR)

ILS or LOC RWY 36

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

ILS RWY 18 (SA CAT I & II)

MYRTLE BEACH INTL (MYR)

LOC/DME I-MYR	APP CRS	Rwy Ldg	9503
109.5	177°	TDZE	23
Chan 32		Apt Elev	25

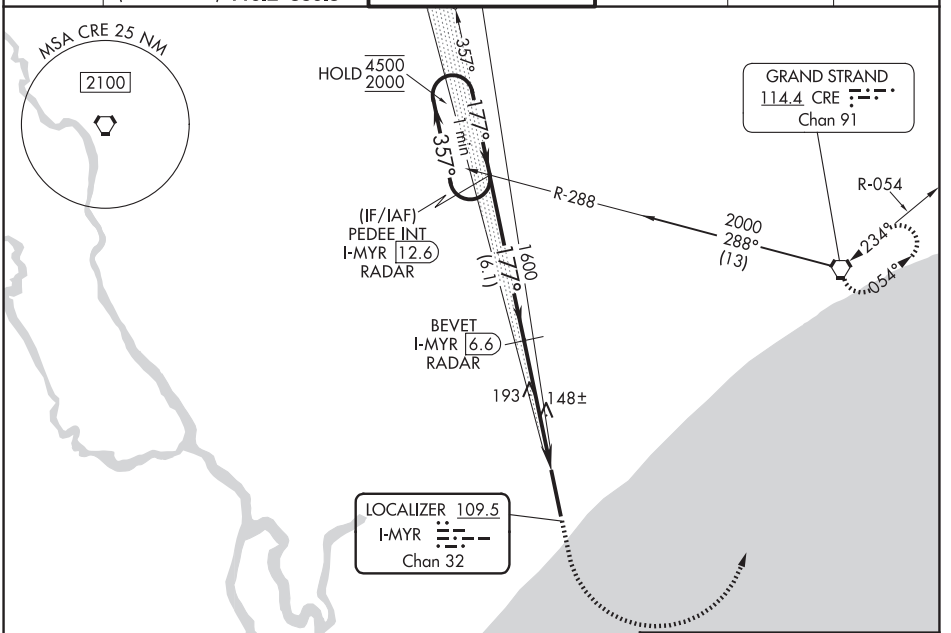
DME required.

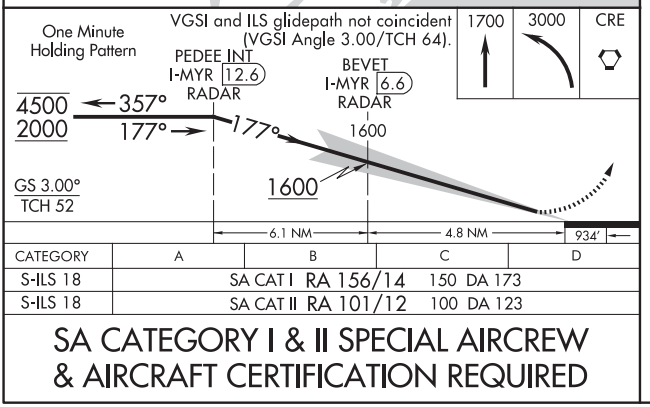
SA CAT I/II: Requires specific OPSPEC, MSPEC, or LOA approval.

MALSR

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct CRE VORTAC and hold.

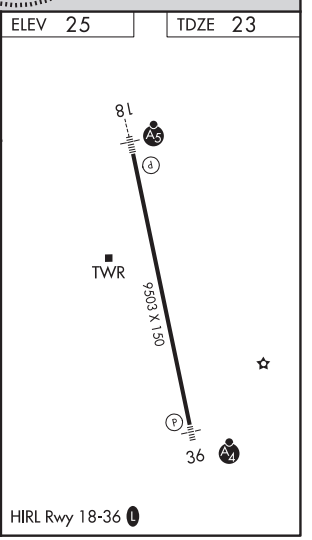
ATIS	MYRTLE BEACH APP CON ★	MYRTLE BEACH TOWER ★	GND CON	CLNC DEL	UNICOM
123.925	(171° - 321°) 127.4 257.95 (322° - 170°) 119.2 350.3	128.45 (CTAF) L 259.3	120.3 275.8	120.3	122.95





CATEGORY	A	B	C	D
S-ILS 18	SA CAT I RA 156/14 150 DA 173			
S-ILS 18	SA CAT II RA 101/12 100 DA 123			

SA CATEGORY I & II SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

MYRTLE BEACH, SOUTH CAROLINA | AL-280 (FAA) | 25219

RNAV (GPS) RWY 18

MYRTLE BEACH INTL (MYR)

WAAS CH 93819 W18A	APP CRS 177°	Rwy Ldg 9503 / TDZE 23 / Apt Elev 25

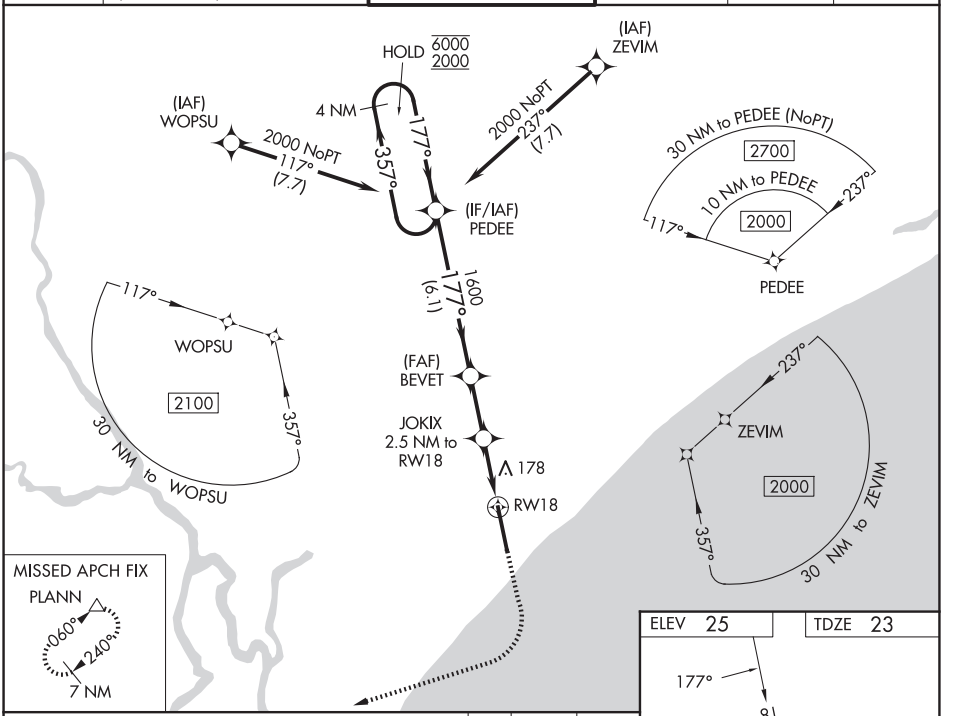
RNP APCH - GPS.

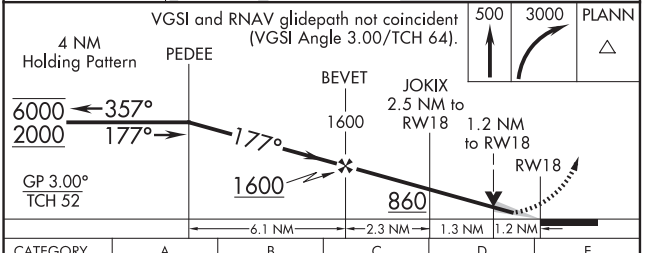
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, increase LNAV/VNAV Cat E visibility to 1½ mile and increase LNAV Cats C, D and E visibility to RVR 6000.
*RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

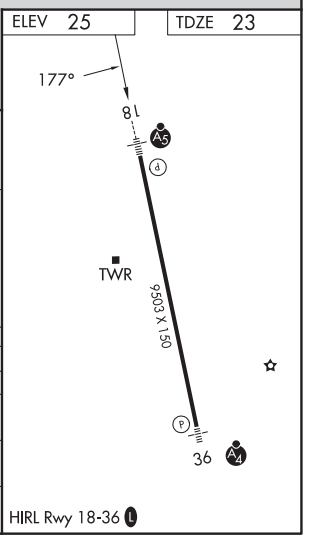
MISSED APPROACH: Climb to 500 then climbing right turn to 3000 direct PLANN and hold, continue climb-in-hold to 3000.

ATIS	MYRTLE BEACH APP CON★	MYRTLE BEACH TOWER★	GND CON	CLNC DEL	UNICOM
123.925	(171° - 321°) 127.4 257.95 (322° - 170°) 119.2 350.3	128.45 (CTAF) L 259.3	120.3 275.8	120.3	122.95





CATEGORY	A	B	C	D	E
LPV DA*	223/24 200 (200-½)				
LNAV/VNAV DA	465/50 442 (500-1)				
LNAV MDA	440/24 417 (500-½)		440/40 417 (500-¾)		
CIRCLING	560-1 535 (600-1)		700-2 675 (700-2)	700-2¼ 675 (700-2¼)	700-2½ 675 (700-2½)



SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 36

MYRTLE BEACH INTL (MYR)

WAAS	APP CRS	Rwy Ldg	9503
CH 93719	357°	TDZE	25
W36A		Apt Elev	25

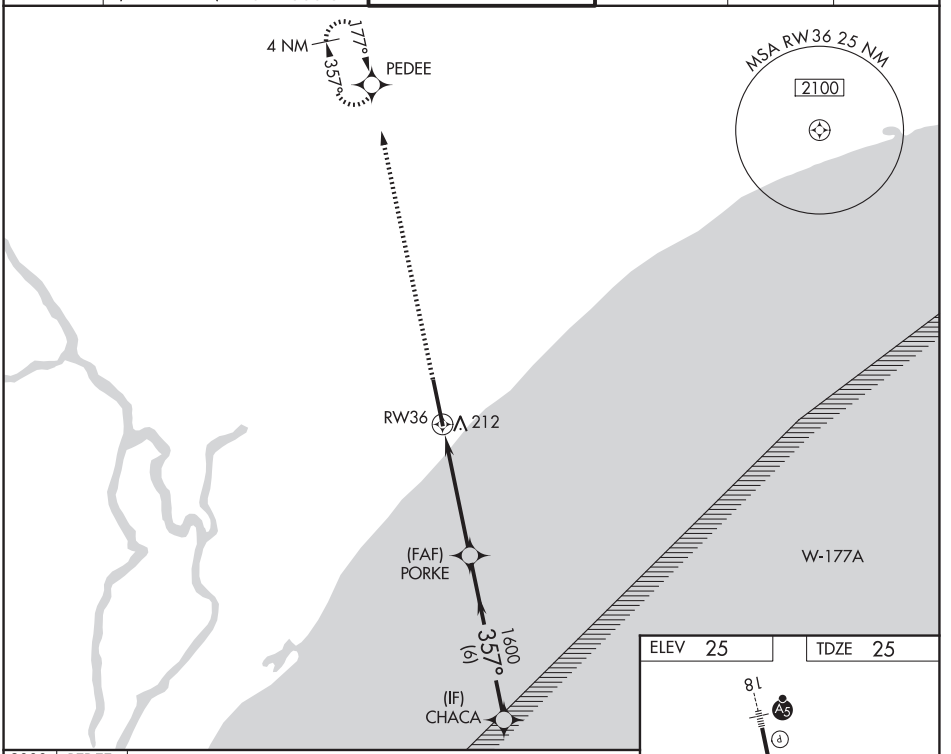
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Inop table does not apply to LPV. For inop ALS, increase LNAV Cats C, D, and E visibility to 1⅜ SM.

MALSF

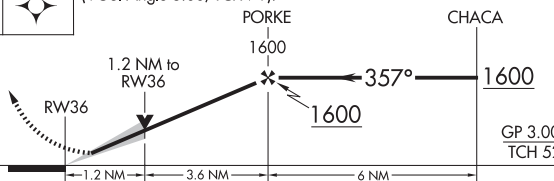
MISSED APPROACH: Climb to 2000 direct PEDEE and hold.

ATIS	MYRTLE BEACH APP CON ★	MYRTLE BEACH TOWER ★	GND CON	CLNC DEL	UNICOM
123.925	(171° - 321°) 127.4 257.95 (322° - 170°) 119.2 350.3	128.45 (CTAF) L 259.3	120.3 275.8	120.3	122.95



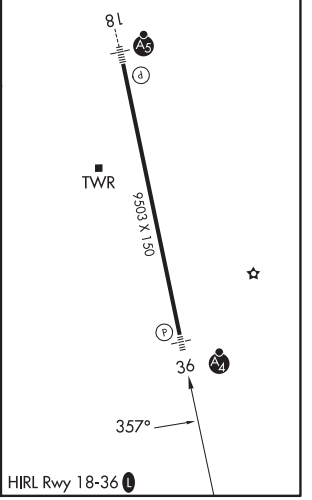
2000 PEDEE

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



CATEGORY	A	B	C	D	E
LPV DA	225/40 200 (200-¾)				
LNAV/VNAV DA	374/45 349 (400-⅞)				
LNAV MDA	480/40 455 (500-¾)		480/55 455 (500-1)		
CIRCLING	560-1 535 (600-1)		700-2 675 (700-2)	700-2¼ 675 (700-2¼)	700-2½ 675 (700-2½)

ELEV 25 TDZE 25



HIRL Rwy 18-36 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

MYRTLE BEACH, SOUTH CAROLINA AL-280 (FAA) 25219

RNAV (GPS)-A

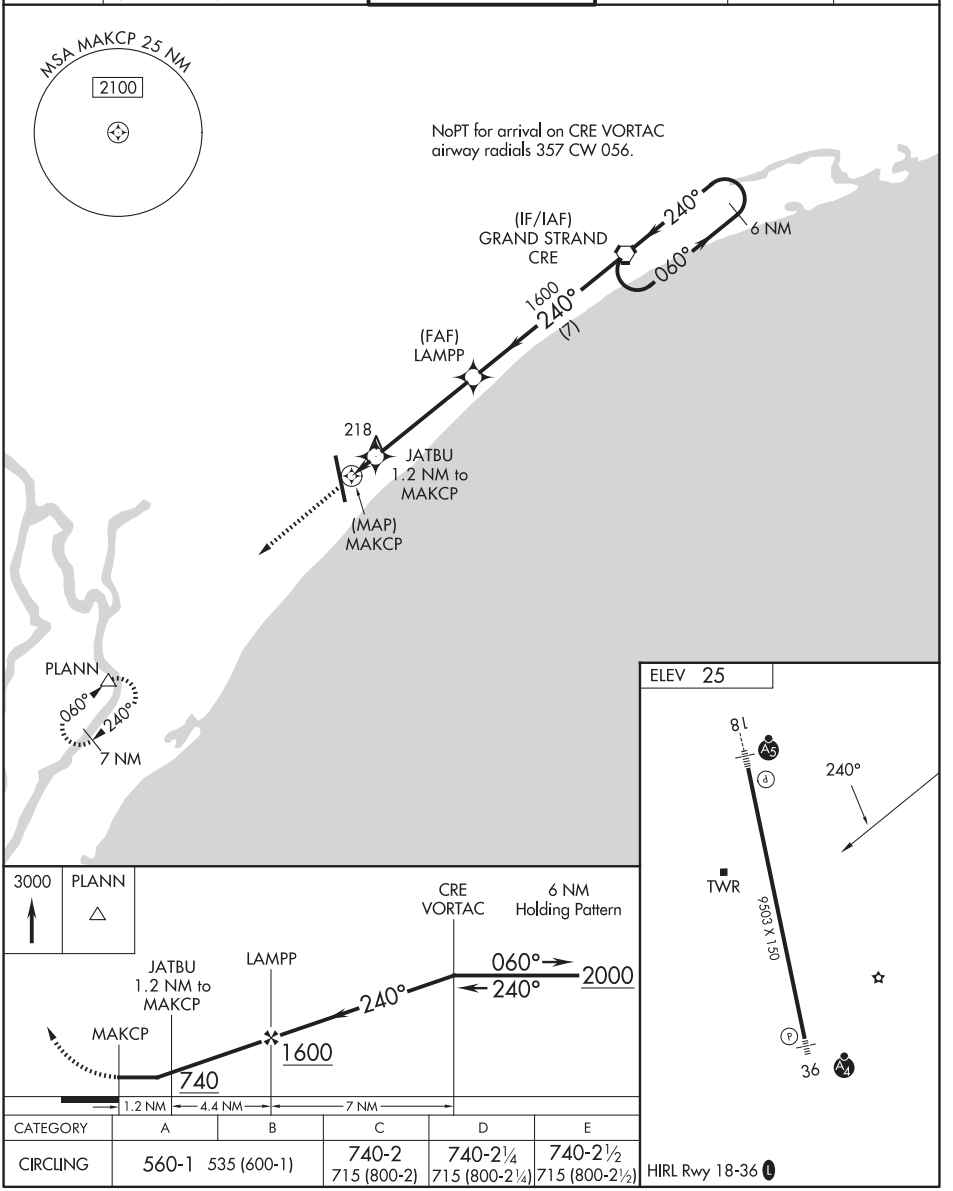
MYRTLE BEACH INTL (MYR)

APP CRS	Rwy Ldg	N/A
240°	TDZE	N/A
	Apt Elev	25

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct PLANN and hold.

ATIS	MYRTLE BEACH APP CON ★	MYRTLE BEACH TOWER ★	GND CON	CLNC DEL	UNICOM
123.925	(171° - 321°) 127.4 257.95 (322° - 170°) 119.2 350.3	128.45 (CTAF) L 259.3	120.3 275.8	120.3	122.95



CATEGORY	A	B	C	D	E
CIRCLING	560-1	535 (600-1)	740-2 715 (800-2)	740-2¼ 715 (800-2¼)	740-2½ 715 (800-2½)

HIRL Rwy 18-36 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

VOR-A

MYRTLE BEACH INTL (MYR)

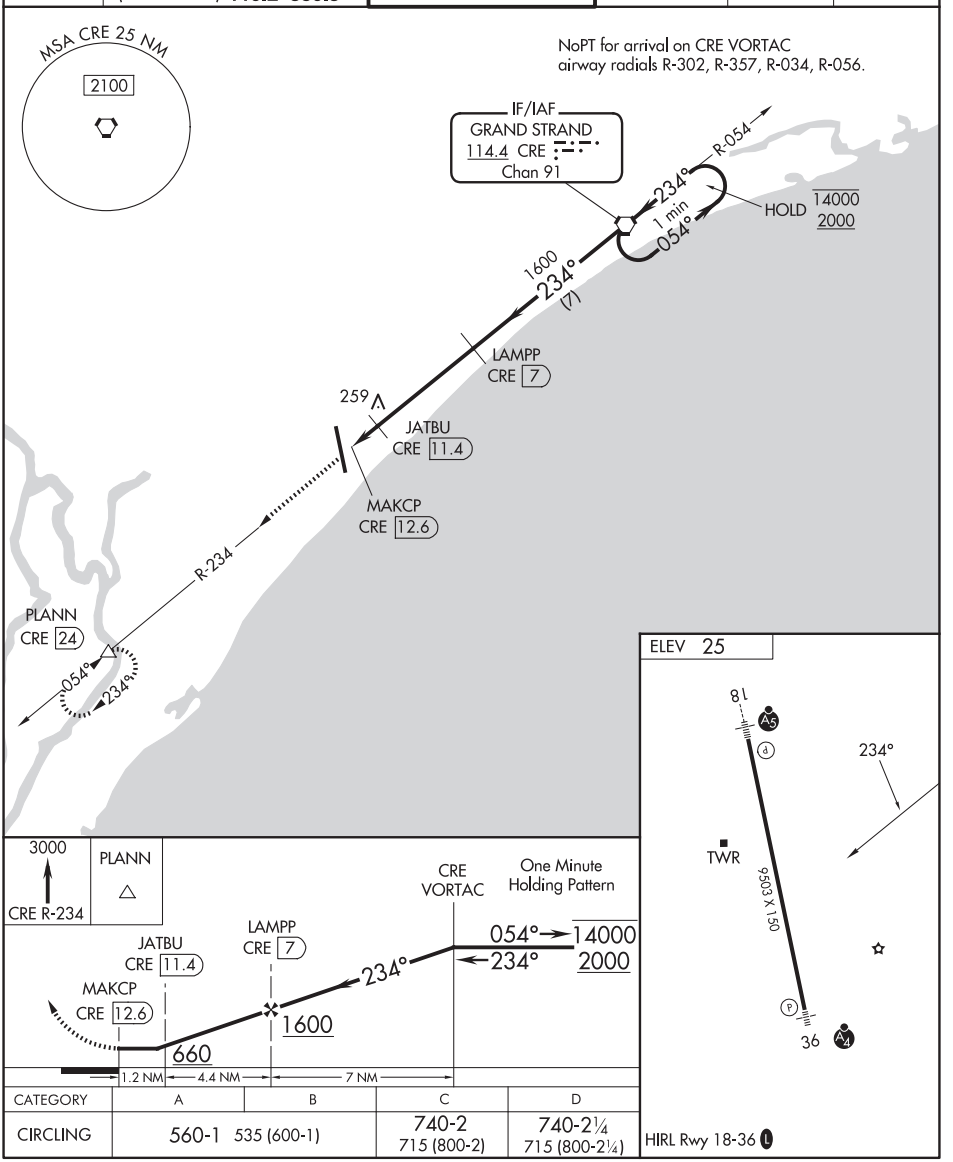
VORTAC CRE	APP CRS	Rwy Ldg	N/A
114.4	234°	TDZE	N/A
Chan 91		Apt Elev	25

DME required.

T
A

MISSED APPROACH: Climb to 3000 on CRE VORTAC R-234 to PLANN/24 DME and hold, continue climb-in-hold to 3000.

ATIS	MYRTLE BEACH APP CON ★	MYRTLE BEACH TOWER ★	GND CON	CLNC DEL	UNICOM
123.925	(171° - 321°) 127.4 257.95 (322° - 170°) 119.2 350.3	128.45 (CTAF) L 259.3	120.3 275.8	120.3	122.95



CATEGORY	A	B	C	D
CIRCLING	560-1 535 (600-1)		740-2 715 (800-2)	740-2¼ 715 (800-2¼)

HIRL Rwy 18-36 L

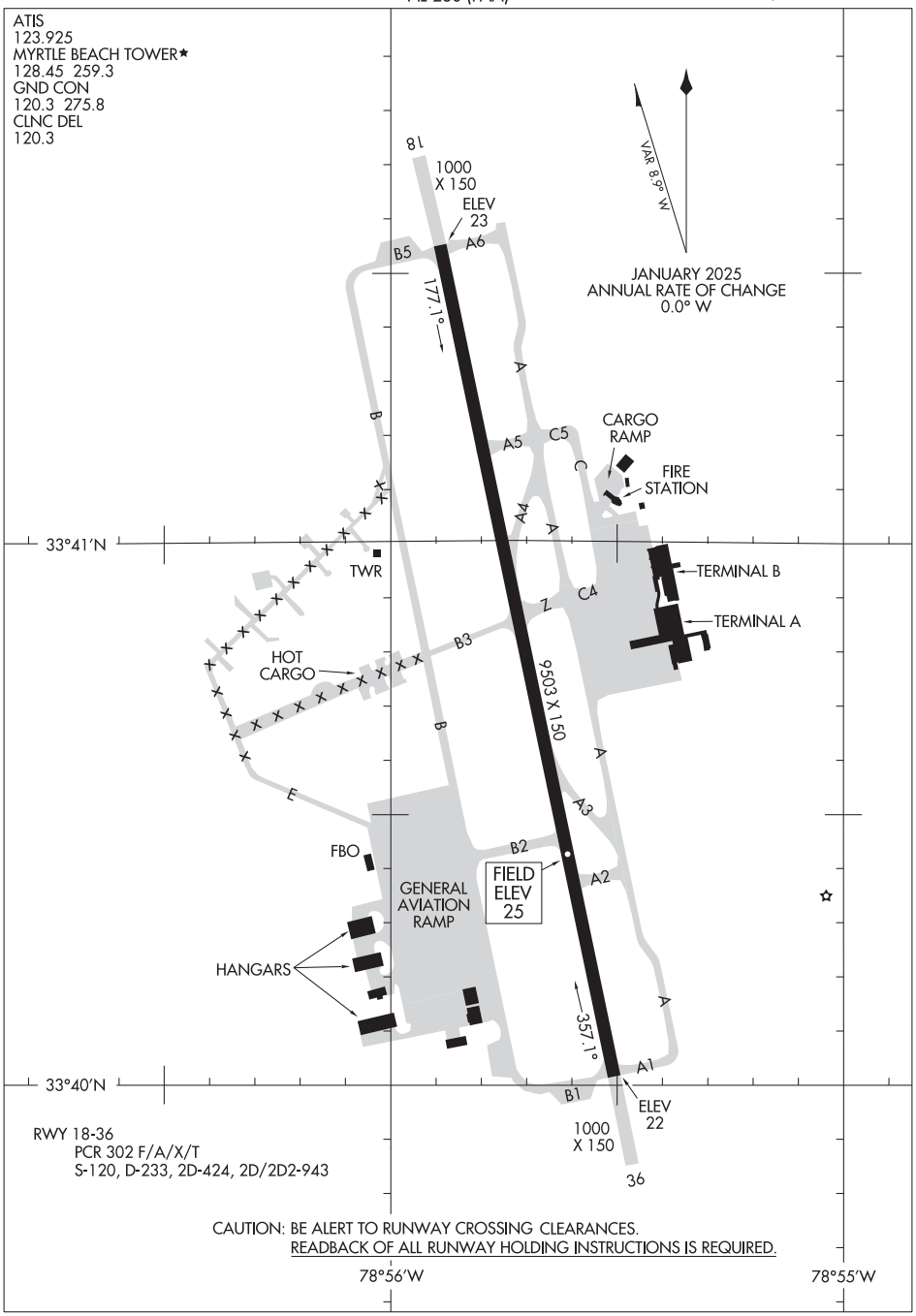
SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

25219

AIRPORT DIAGRAM

MYRTLE BEACH INTL (MYR)
MYRTLE BEACH, SOUTH CAROLINA

AL-280 (FAA)



SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM
25219

MYRTLE BEACH, SOUTH CAROLINA
MYRTLE BEACH INTL (MYR)

ILS or LOC RWY 4

COASTAL CAROLINA RGNL (EWN)

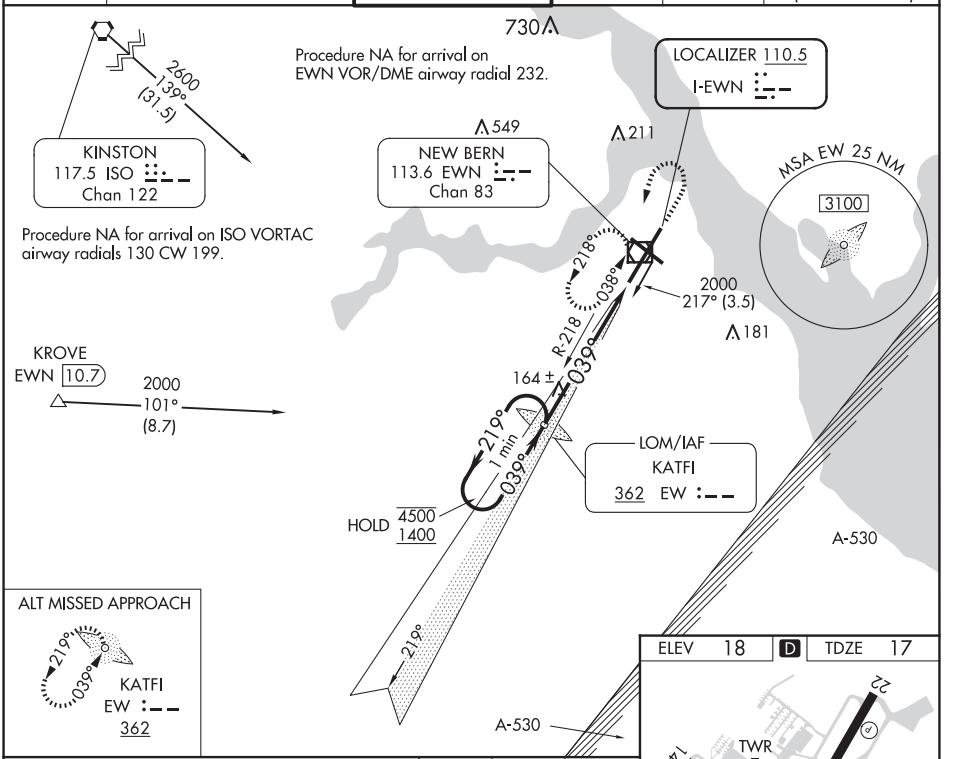
LOC I-EWN	APP CRS	Rwy Idg	5753
110.5	039°	TDZE	17
		Apt Elev	18

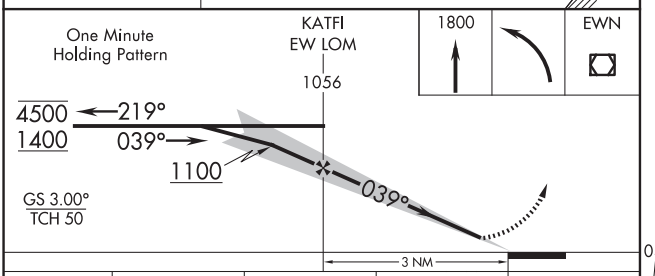
RADAR or ADF required for procedure entry. ADF required for LOC only.

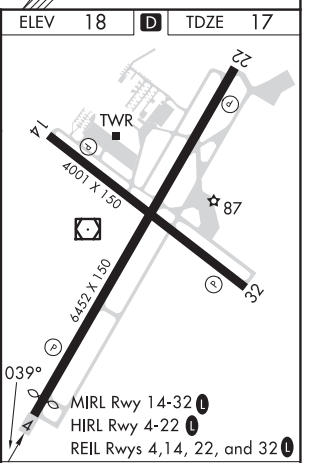
Circling Rwy 14, 32 NA at night.
Autopilot coupled approach NA below 540 ft MSL.

MISSED APPROACH: Climb to 1800 then climbing left turn direct EWN VOR/DME and hold.

ASOS	CHERRY POINT APP CON	NEW BERN TOWER ★	GND CON	CLNC DEL	CLNC DEL
118.525	119.35 374.9	124.25 (CTAF) L	121.7	121.7	120.525 (when twr closed)







CATEGORY	A	B	C	D
S-ILS 4	217-¾	200 (200-¾)		
S-LOC 4	420-1 403 (500-1)		420-1⅛ 403 (500-1⅛)	
C CIRCLING	480-1 462 (500-1)	520-1 502 (600-1)	600-1½ 582 (600-1½)	860-2¾ 842 (900-2¾)

FAF to MAP 3 NM

Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

NEW BERN, NORTH CAROLINA AL-670 (FAA) 24081

WAAS	APP CRS	Rwy Idg	5753
CH 69402	039°	TDZE	17
W04A		Apt Elev	18

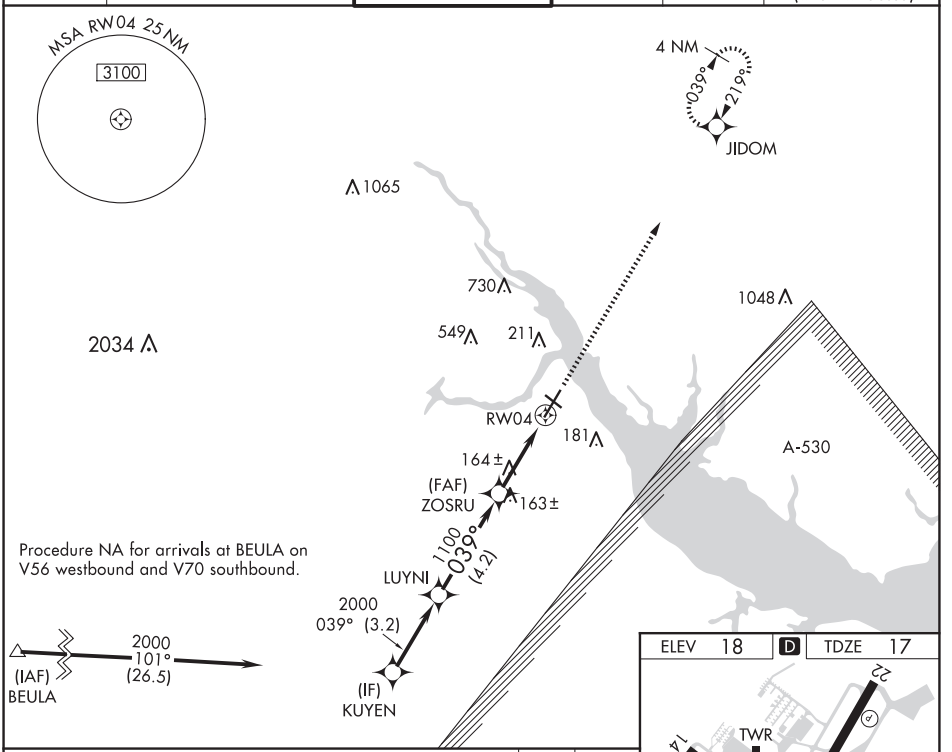
RNAV (GPS) RWY 4
COASTAL CAROLINA RGNL (EWN)

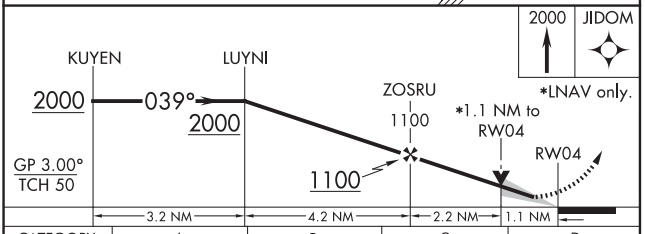
RNP APCH-GPS.

Circling Rwy 14, 32 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C.

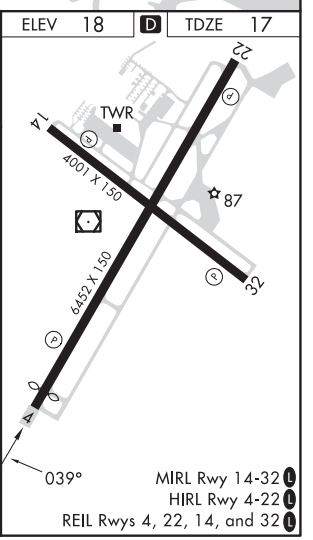
MISSED APPROACH: Climb to 2000 direct JIDOM and hold.

ASOS	CHERRY POINT APP CON	NEW BERN TOWER ★	GND CON	CLNC DEL	CLNC DEL
118.525	119.35 374.9	124.25 (CTAF) L	121.7	121.7	120.525 (when twr closed)





CATEGORY	A	B	C	D
LPV DA	217-¾	200 (200-¾)		
LNAV/VNAV DA	441-1¼	424 (500-1¼)		
LNAV MDA	420-1	403 (500-1)	420-1⅛	403 (500-1⅛)
C CIRCLING	480-1 462 (500-1)	520-1 502 (600-1)	600-1½ 582 (600-1½)	860-2¾ 842 (900-2¾)



NEW BERN, NORTH CAROLINA
Amdt 2A 06OCT22

35°04'N-77°03'W

COASTAL CAROLINA RGNL (EWN)
RNAV (GPS) RWY 4

SE-2, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS		
CH **63002**	**219°**	Rwy Idg	**6153**
W22A		TDZE	**17**
		Apt Elev	**18**

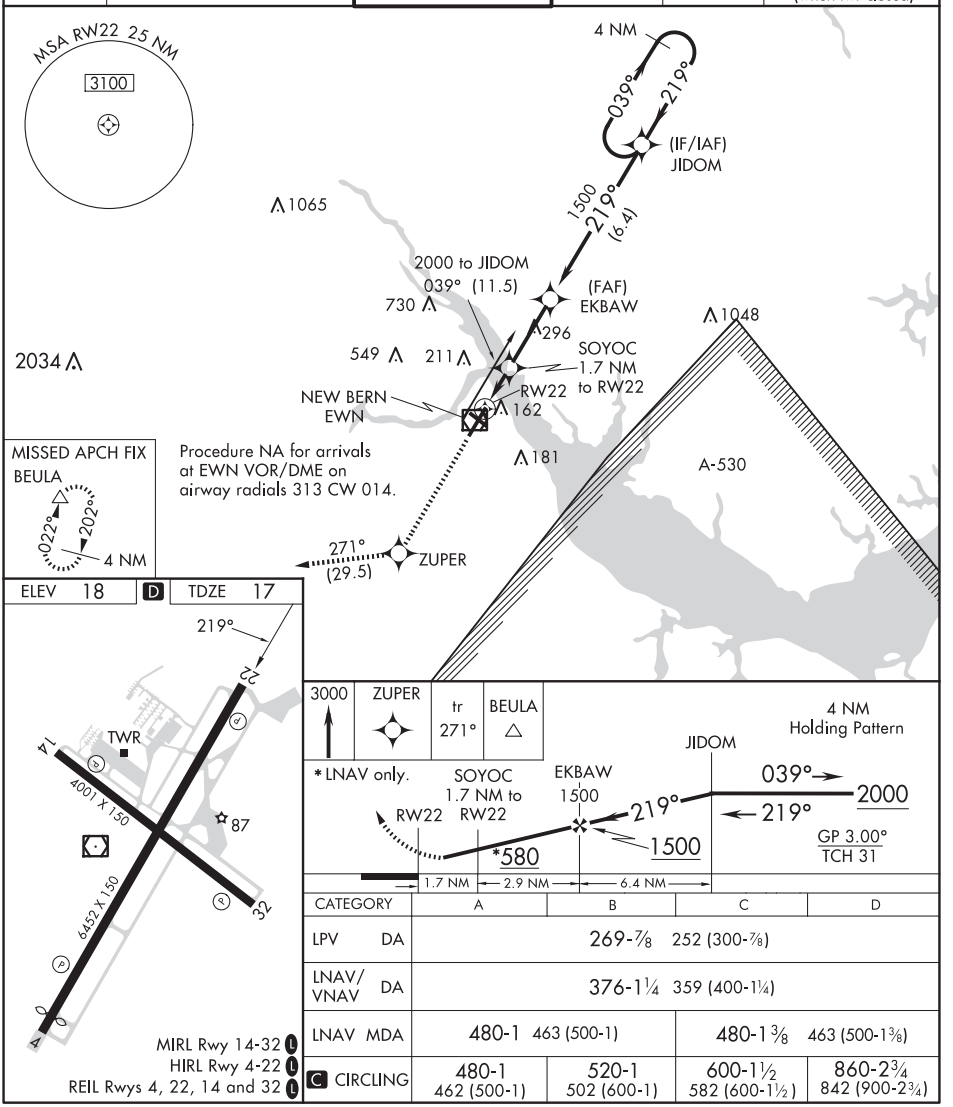
RNAV (GPS) RWY 22
COASTAL CAROLINA RGNL (EWN)

RNP APCH.

T A Rwy 14, 32 helicopter visibilty reduction below 1 SM NA. Rwy 22 helicopter visibilty reduction below ¾ SM NA. Circling Rwy 14, 32 NA at night. Baro-VNAV NA when using Cherry Point 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 Cherry Point altimeter setting; increase all DA 32 feet and all MDA 40 feet. Increase LPV and LNAV/VNAV visibility ⅛ SM, and Circling Cat C/D visibility ¼ SM.

MISSED APPROACH: Climb to 3000 direct ZUPER and on track 271° to BEULA and hold.

ASOS	CHERRY POINT APP CON	NEW BERN TOWER ★	GND CON	CLNC DEL	CLNC DEL
118.525	**119.35 374.9**	**124.25** (CTAF) L	**121.7**	**121.7**	**120.525** (when twr closed)



CATEGORY	A	B	C	D
LPV DA	269-⅞ 252 (300-⅞)			
LNAV/VNAV DA	376-1¼ 359 (400-1¼)			
LNAV MDA	480-1 463 (500-1)		480-1⅜ 463 (500-1⅜)	
C CIRCLING	480-1 462 (500-1)	520-1 502 (600-1)	600-1½ 582 (600-1½)	860-2¾ 842 (900-2¾)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

NEW BERN, NORTH CAROLINA

AL-670 (FAA)

24081

VOR RWY 22

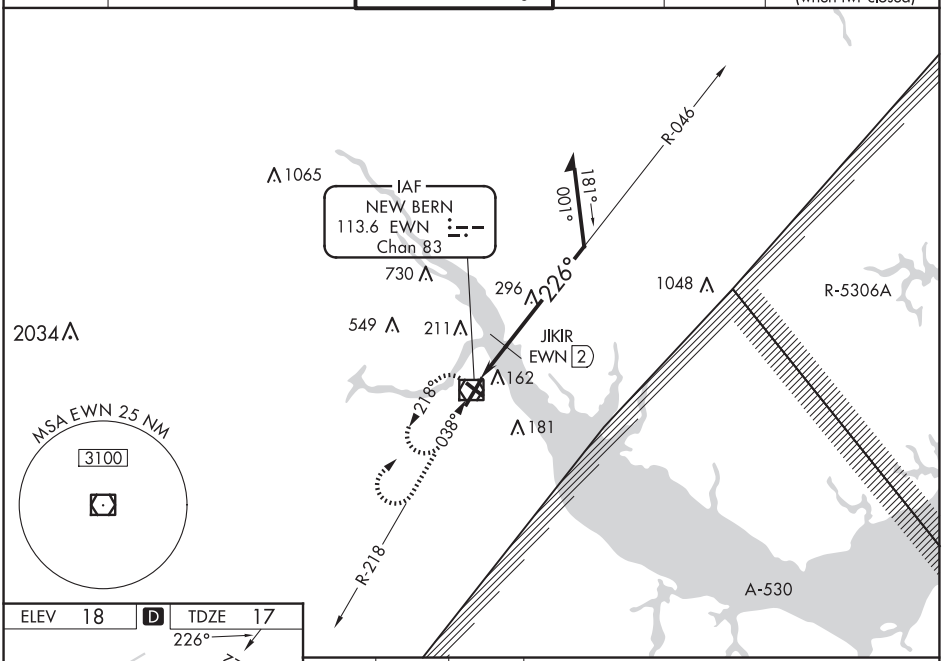
COASTAL CAROLINA RGNL (EWN)

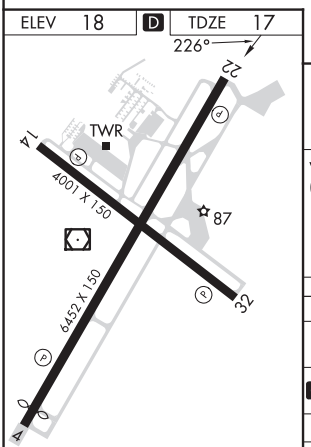
VOR/DME EWN	APP CRS	Rwy Idg	6153
113.6	226°	TDZE	17
Chan 83		Apt Elev	18

Rwy 14, 32 helicopter visibility reduction below 1 SM NA. Rwy 22 helicopter visibilty reduction below ¾ SM NA. Circling Rwy 14, 32 NA at night. JIKIR fix minimums: S-22 Cat D minimums NA when using Cherry Point altimeter setting. When local altimeter setting not received, use Cherry Point altimeter setting and increase all MDAs 40 feet and Circling Cat D visibility ¼ SM and JIKIR fix minimums Circling Cat C/D visibility ¼ SM.

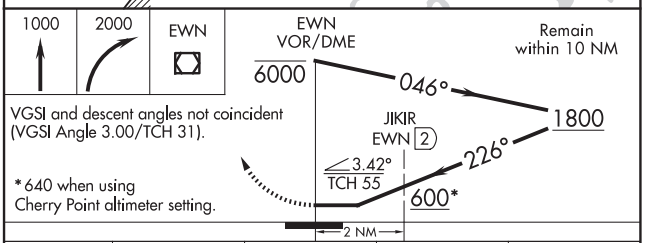
MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct EWN VOR/ DME and hold, continue climb-in-hold to 2000.

ASOS	CHERRY POINT APP CON	NEW BERN TOWER ★	GND CON	CLNC DEL	CLNC DEL
118.525	119.35 374.9	124.25 (CTAF) L	121.7	121.7	120.525 (when twr closed)





MIRL Rwy 14-32 L
HIRL Rwy 4-22 L
REIL Rwys 4, 22, 14 and 32 L

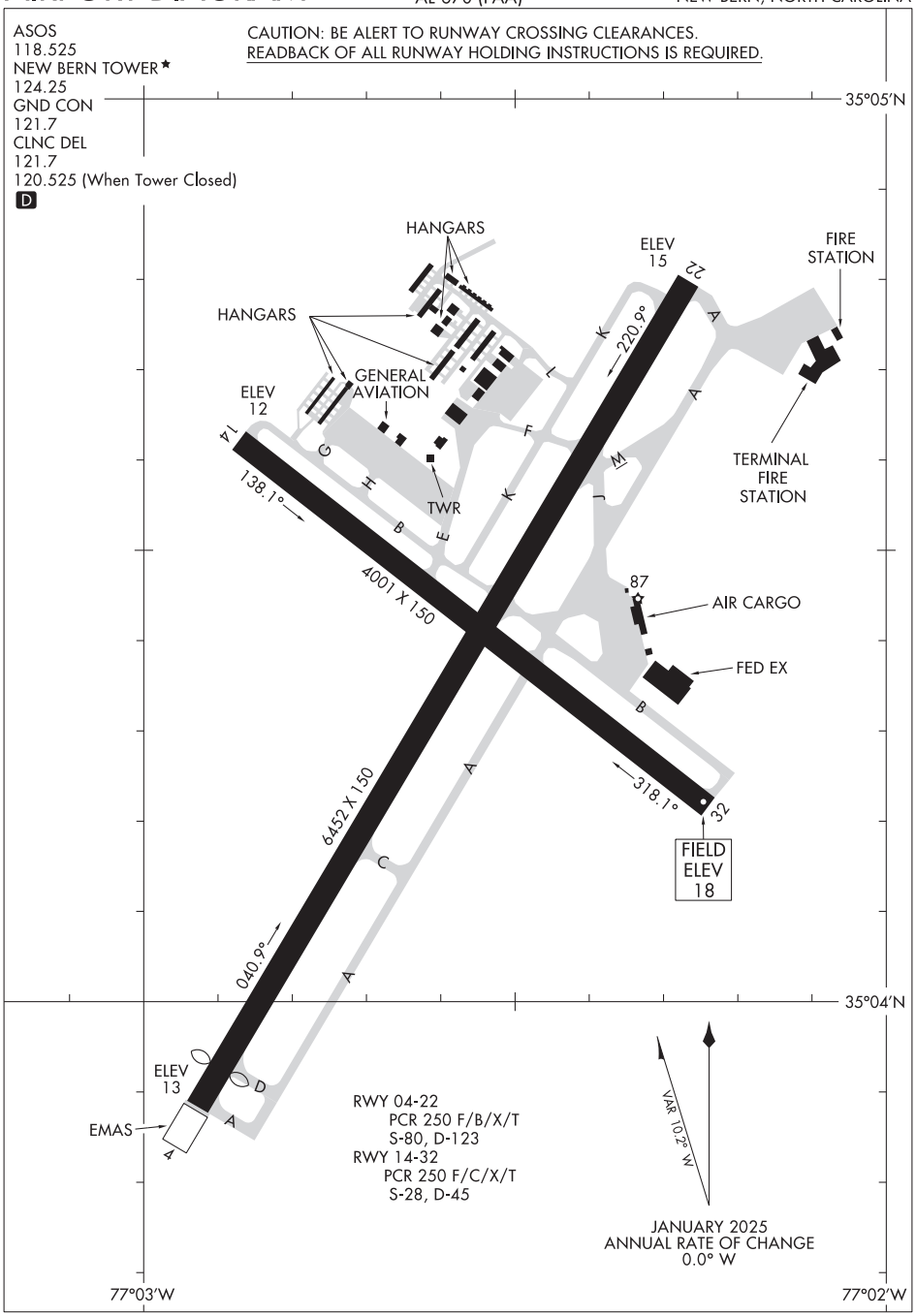


VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 31).

*640 when using Cherry Point altimeter setting.

CATEGORY	A	B	C	D
S-22	600-1 583 (600-1)		600-1¾ 583 (600-1¾)	
C CIRCLING	600-1 582 (600-1)		600-1¾ 582 (600-1¾)	860-2¾ 842 (900-2¾)
JIKIR FIX MINIMUMS (DME REQUIRED)				
S-22	480-1 463 (500-1)		480-1⅜ 463 (500-1⅜)	
C CIRCLING	480-1 462 (500-1)	520-1 502 (600-1)	600-1½ 582 (600-1½)	860-2¾ 842 (900-2¾)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025



SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

JACKSONVILLE, NORTH CAROLINA

RNAV (GPS) RWY 1

APCH CRS	Rwy Idg	4789
008°	THRE	24
	Arpt Elev	26

[USN] NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

RNP APCH

RADAR required

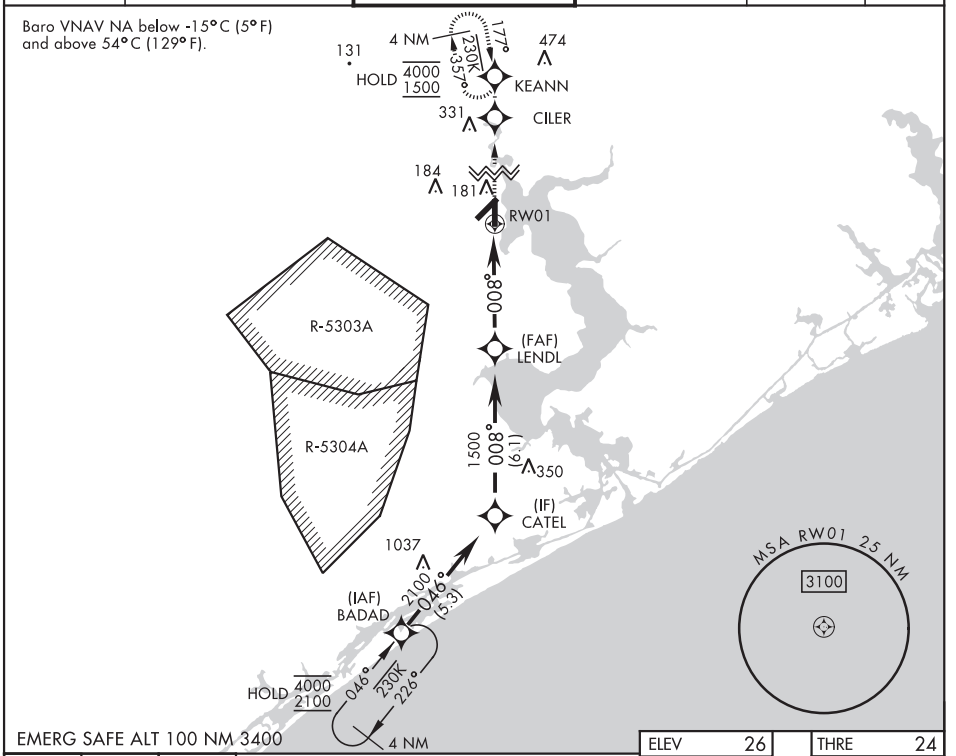
* When ALS inop, increase vis to 7/8 mile.
** When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1 1/8 miles.

SALSF

MISSED APPROACH: Climb to 1500 direct CILER, 008° track to KEANN and hold.

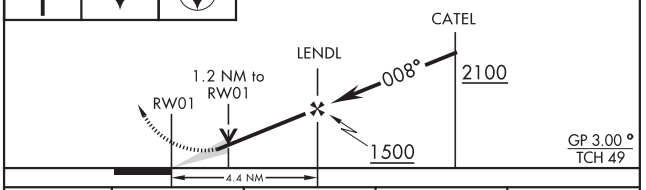
ATIS ★	CHERRY POINT APP CON	TOWER ★	GND CON	CLNC DEL	ASR/PAR
288.325	119.35 377.175	134.95(CTAF) L★ 360.2	121.8 254.275	269.25	

Baro VNAV NA below -15°C (5°F) and above 54°C (129°F).

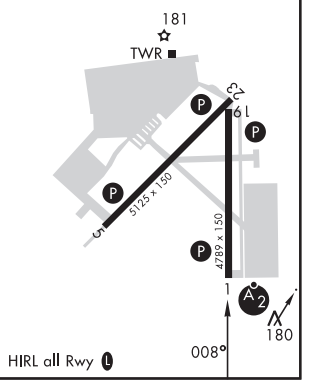


1500	CILER	KEANN

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 46)



ELEV	26	THRE	24



CATEGORY	A	B	C	D
LNAV/ VNAV DA *	311-¾ 287 (300-¾)	322-¾ 298 (300-¾)	330- ¾ 306 (400-¾)	341-¾ 317 (400-¾)
LNAV MDA **	440-¾ 416 (500-¾)		440-1 416 (500-1)	
CIRCLING	500-1 474 (500-1)		700-2 674 (700-2)	700-2¼ 674 (700-2¼)

JACKSONVILLE, NORTH CAROLINA 34°43'N-77°26'W NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

Amdt 6 10JUL25

RNAV (GPS) RWY 1

SE-2, 07 AUG 2025 to 02 OCT 2025

JACKSONVILLE, NORTH CAROLINA

RNAV (GPS) RWY 5

WAAS	APCH CRS	Rwy Idg	5125
Chan 77243	053°	TDZE	26
W05A		Arpt Elev	26

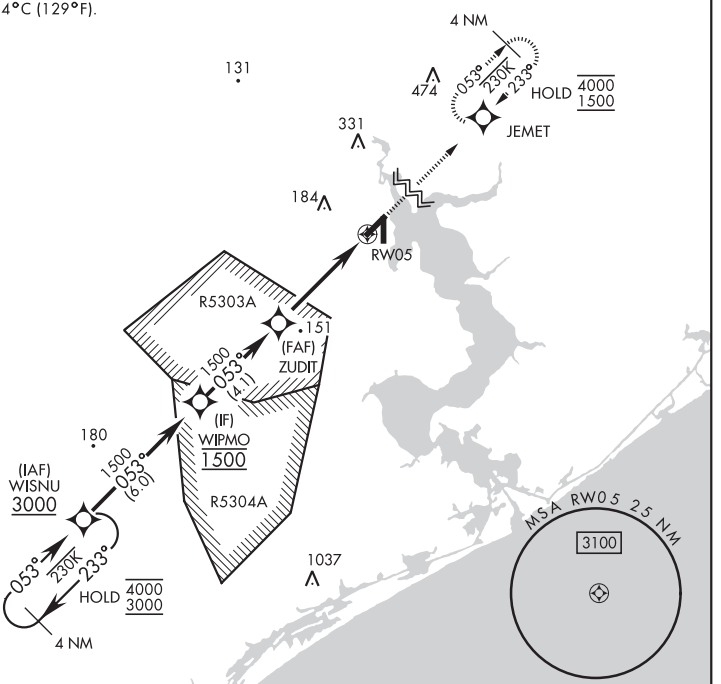
[USN] NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

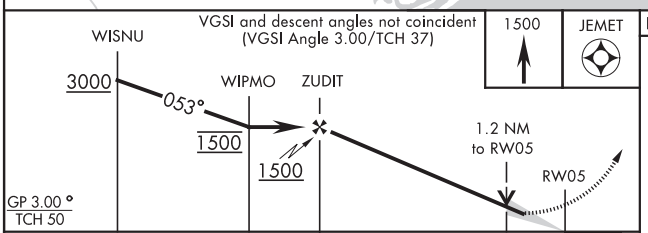
RNP APCH
RADAR required

MISSED APPROACH: Climb to 1500 direct JEMET and hold.

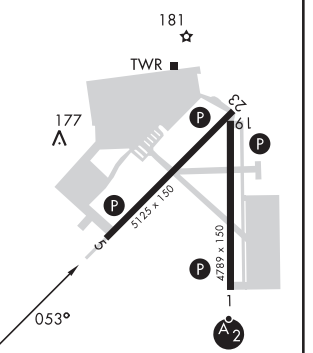
ATIS ★	CHERRY POINT APP CON	TOWER ★	GND CON	CLNC DEL	ASR/PAR
288.325	119.35 377.175	134.95 (CTAF) Ⓛ★ 360.2	121.8 254.275	269.25	

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (129°F).





ELEV 26 TDZE 26



CATEGORY	A	B	C	D
LPV DA	226-3/4	200 (200-3/4)		
LNAV/VNAV DA	308-7/8 282 (300-7/8)	319-7/8 293 (300-7/8)	327-7/8 301 (400-7/8)	338-7/8 312 (400-7/8)
LNAV MDA	440-1 414 (500-1)		440-1 1/8 414 (500-1 1/8)	
CIRCLING	500-1 474 (500-1)		700-2 674 (700-2)	700-2 1/4 674 (700-2 1/4)

HIRL all Rwy Ⓛ

JACKSONVILLE, NORTH CAROLINA 34°43'N-77°26'W NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

Amdt 9 10JUL25

RNAV (GPS) RWY 5

SE-2, 07 AUG 2025 to 02 OCT 2025

JACKSONVILLE, NORTH CAROLINA

RNAV (GPS) RWY 19

APCH CRS	Rwy ldg	4789
188°	TDZE	23
	Arpt Elev	26

[USN] NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

RNP APCH

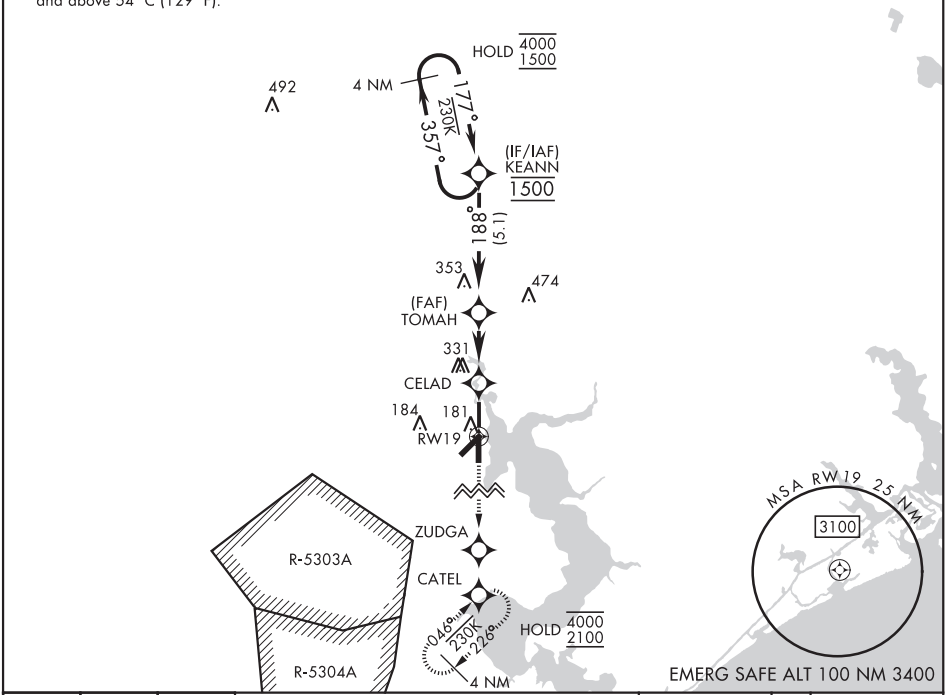
RADAR required

MISSED APPROACH: Climb to 2100 direct ZUDGA, direct CATEL and hold.

ATIS ★	CHERRY POINT APP CON	TOWER ★	GND CON	CLNC DEL	ASR/PAR
288.325	119.35 377.175	134.95(CTAF) L★ 360.2	121.8 254.275	269.25	

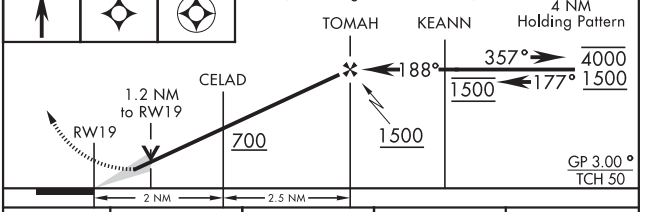
*154

Baro VNAV NA below -15°C (5°F) and above 54°C (129°F).

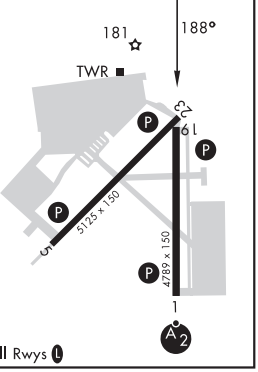


2100 | ZUDGA | CATEL

VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 41)



ELEV 26 | TDZE 23



CATEGORY	A	B	C	D
LNAV/ VNAV DA	313-⅞ 290 (300-⅞)	323-⅞ 300 (300-⅞)	331-⅞ 308 (400-⅞)	342-⅞ 319 (400-⅞)
LNAV MDA	440-1 417 (500-1)		440-1⅛ 417 (500-1⅛)	
CIRCLING	500-1 474 (500-1)		700-2 674 (700-2)	700-2¼ 674 (700-2¼)

HIRL all Rwys L

JACKSONVILLE, NORTH CAROLINA 34°43'N-77°26'W NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

Amdt 6 10JUL25

RNAV (GPS) RWY 19

SE-2, 07 AUG 2025 to 02 OCT 2025

JACKSONVILLE, NORTH CAROLINA

RNAV (GPS) RWY 23

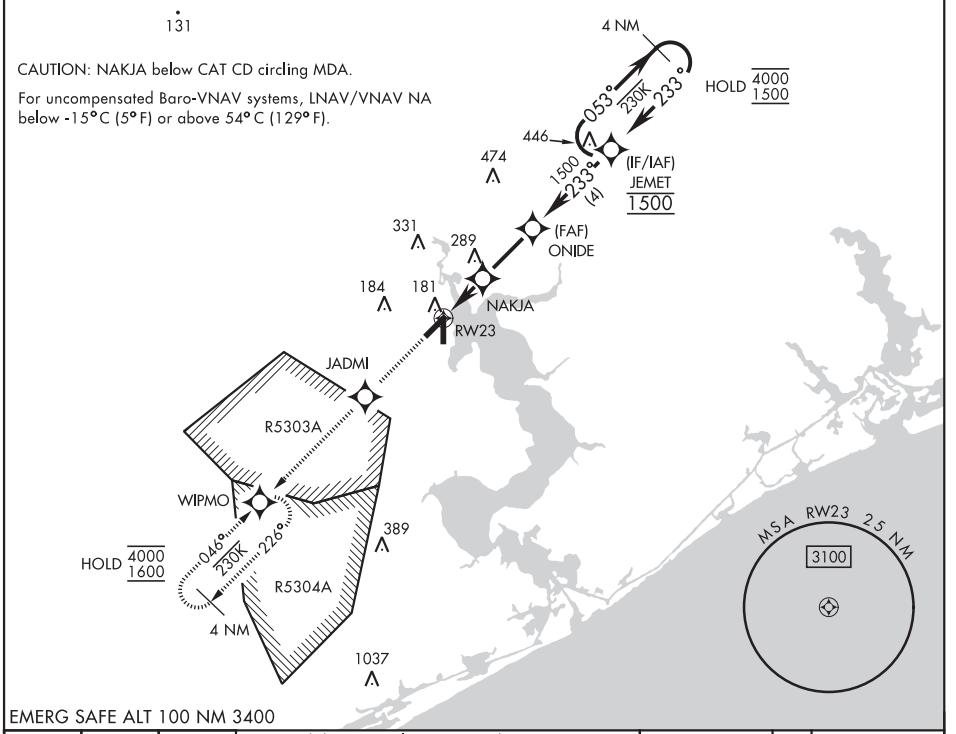
WAAS	APCH CRS	Rwy ldg 5125
Chan 92556	233°	TDZE 24
W23A		Arpt Elev 26

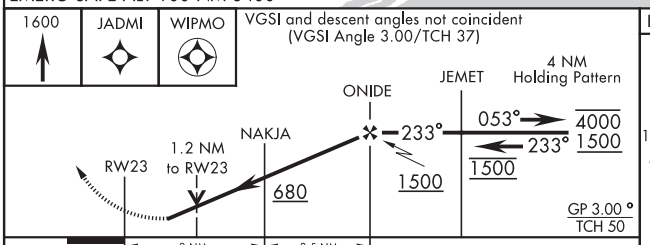
[USN] NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

RNP APCH
RADAR required

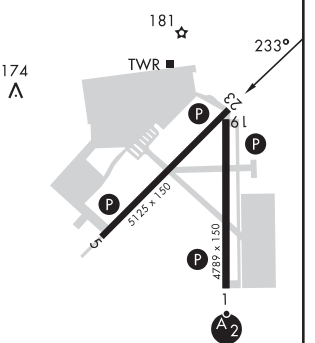
MISSED APPROACH: Climb to 1600 direct JADMI, track 233° to WIPMO and hold.

ATIS ★	CHERRY POINT APP CON	TOWER ★	GND CON	CLNC DEL	ASR/PAR
288.325	119.35 377.175	134.95(CTAF) L★ 360.2	121.8 254.275	269.25	





ELEV 26 TDZE 24



CATEGORY	A	B	C	D
LPV DA	224-¾	200	(200-¾)	
LNAV/VNAV DA	312-⅞ 288 (300-⅞)	323-⅞ 299 (300-⅞)	331-⅞ 307 (400-⅞)	342-⅞ 318 (400-⅞)
LNAV MDA	440-1 416 (500-1)		440-1⅛ 416 (500-1⅛)	
CIRCLING	500-1 474 (500-1)		700-2 674 (700-2)	700-2¼ 674 (700-2¼)

HIRL all rwys L

JACKSONVILLE, NORTH CAROLINA 34°43'N-77°26'W NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

Amdt 7 10JUL25

RNAV (GPS) RWY 23

SE-2, 07 AUG 2025 to 02 OCT 2025

JACKSONVILLE, NORTH CAROLINA

TACAN RWY 1

TACAN	APCH CRS	Rwy ldg	4789
NCA Chan 101	357°	TDZE	24
		Arpt Elev	26

[USN] NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

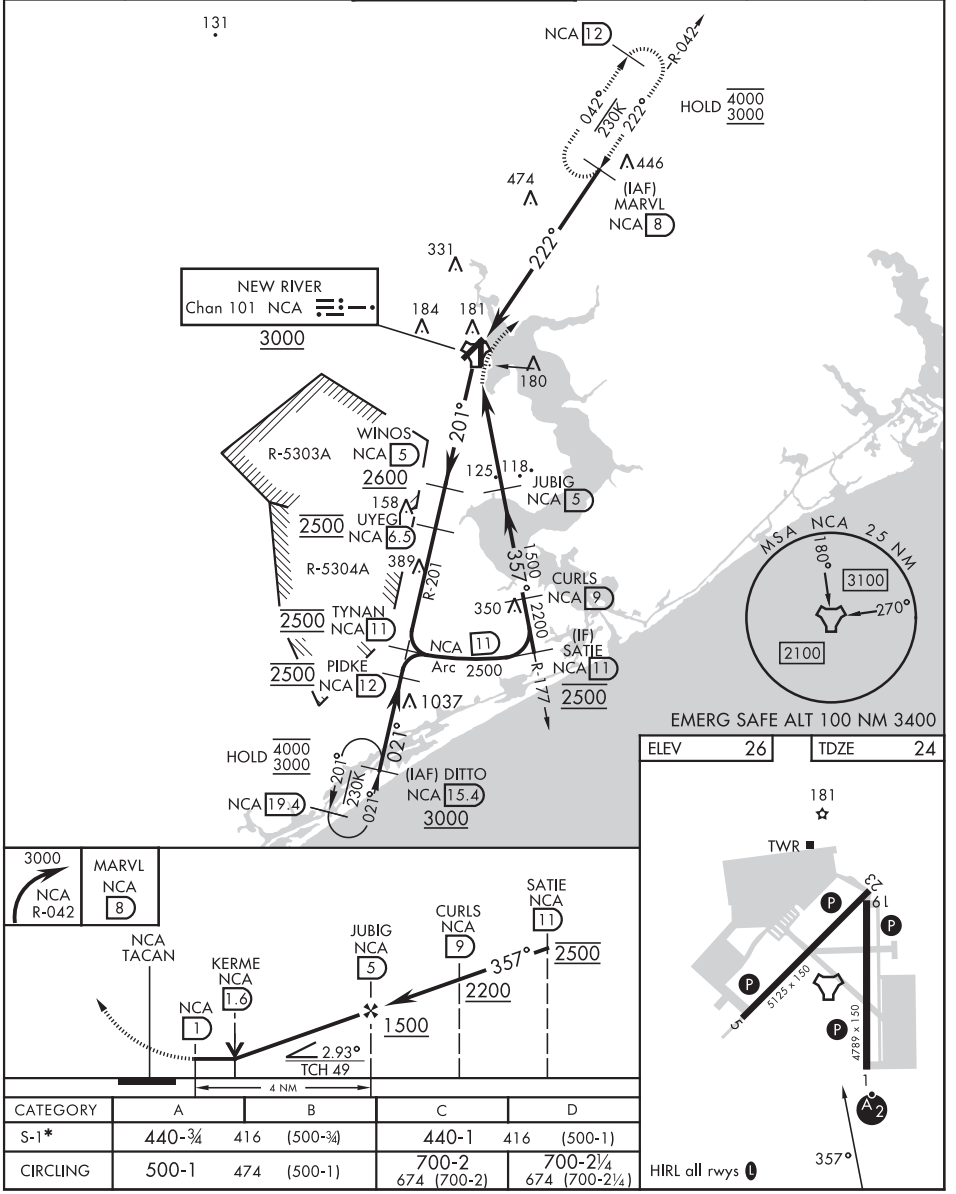
RADAR required

* When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1⅛ miles.

SALSF

MISSED APPROACH: Climbing right turn to 3000 direct MARVL (NCA TACAN R-042/ 8 DME) and hold. Continue climb-in-hold to 3000.

ATIS ★	CHERRY POINT APP CON	TOWER ★	GND CON	CLNC DEL	ASR/PAR
288.325	119.35 377.175	134.95 (CTAF) L★ 360.2	121.8 254.275	269.25	



CATEGORY	A		B	C		D	
S-1*	440-¾	416	(500-¾)	440-1	416	(500-1)	
CIRCLING	500-1	474	(500-1)	700-2 674	(700-2)	700-2¼ 674	(700-2¼)

JACKSONVILLE, NORTH CAROLINA 34° 43′N-77° 26′W NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

Amdt 5 10JUL25

TACAN RWY 1

SE-2, 07 AUG 2025 to 02 OCT 2025

JACKSONVILLE, NORTH CAROLINA

TACAN RWY 5

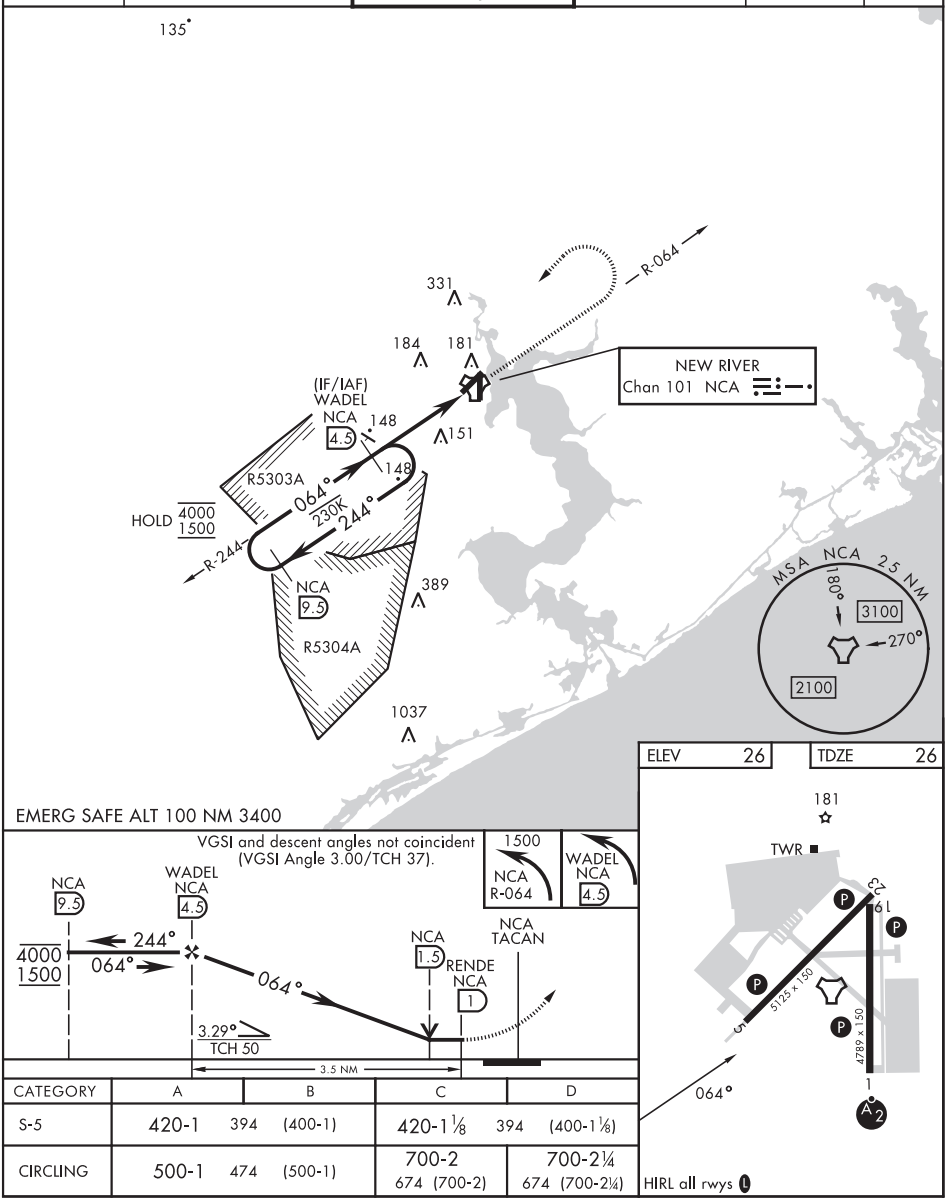
TACAN	APCH CRS	Rwy Idg	5125
Chan 101	064°	TDZE	26
		Arpt Elev	26

[USN] NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

RADAR required

MISSED APPROACH: Climbing left turn to 1500 via NCA TACAN R-064, then left turn direct WADEL and hold.

ATIS ★	CHERRY POINT APP CON	TOWER ★	GND CON	CLNC DEL	ASR/PAR
288.325	119.35 377.175	134.95(CTAF) Ⓛ★ 360.2	121.8 254.275	269.25	



CATEGORY	A		B		C		D	
S-5	420-1	394	(400-1)		420-1⅛	394	(400-1⅛)	
CIRCLING	500-1	474	(500-1)		700-2	674	(700-2)	700-2¼ 674 (700-2¼)

HIRL all rwys Ⓛ

JACKSONVILLE, NORTH CAROLINA 34° 43′N-77° 26′W NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

Amdt 5 10JUL25

TACAN RWY 5

SE-2, 07 AUG 2025 to 02 OCT 2025

JACKSONVILLE, NORTH CAROLINA

TACAN RWY 19

TACAN	APCH CRS	Rwy ldg	4789
NCA Chan **101**	**199°**	TDZE	**23**
		Arpt Elev	**26**

[USN] NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

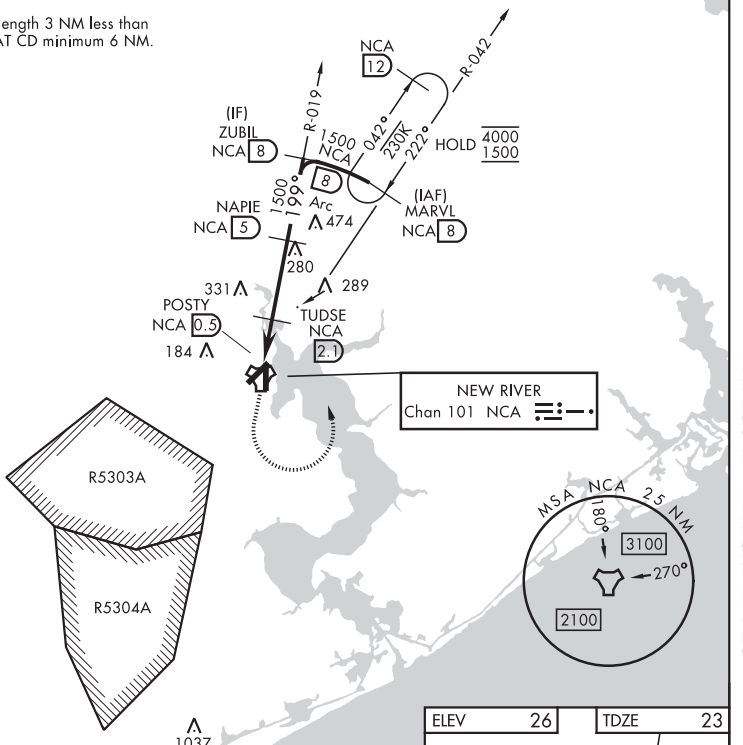
RADAR required

MISSED APPROACH: Climbing left turn to 1500 intercept NCA TACAN R-042 direct MARVL (R-042/8 DME) and hold.

ATIS ★	CHERRY POINT APP CON	TOWER ★	GND CON	CLNC DEL	ASR/PAR
288.325	**119.35 377.175**	**134.95**(CTAF) Ⓛ★ **360.2**	**121.8 254.275**	**269.25**	

135

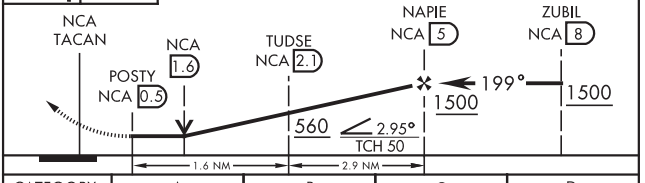
CAUTION: Intmed segment length 3 NM less than CAT AB minimum 5 NM; CAT CD minimum 6 NM.



EMERG SAFE ALT 100 NM 3400

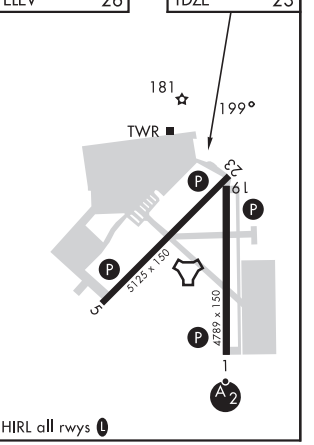
1500 NCA R-042 | MARVL NCA 8

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 41).



CATEGORY	A	B	C	D
S-19	440-1 417 (500-1)		440-1⅛ 417 (500-1⅛)	
CIRCLING	500-1 474 (500-1)		700-2 674 (700-2)	700-2¼ 674 (700-2¼)

ELEV 26 | TDZE 23



JACKSONVILLE, NORTH CAROLINA 34°43′N-77°26′W NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

Amdt 5 10JUL25

TACAN RWY 19

SE-2, 07 AUG 2025 to 02 OCT 2025

JACKSONVILLE, NORTH CAROLINA

TACAN RWY 23

TACAN	APCH CRS	Rwy ldg	5125
Chan 101	222°	TDZE	24
		Arpt Elev	26

[USN] NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

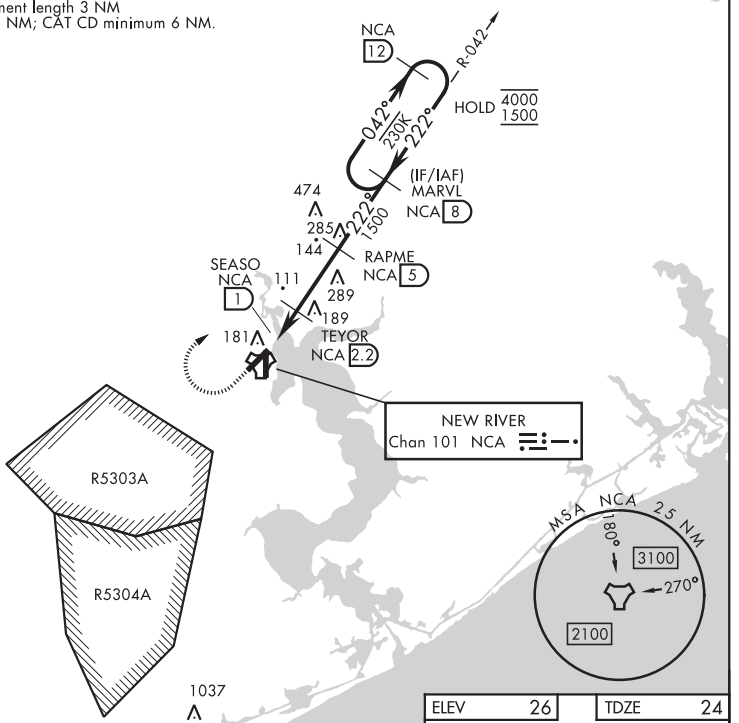
RADAR required

MISSED APPROACH: Climb to 600 then climbing right turn to 1500, intercept NCA TACAN R-042 to MARVL and hold.

ATIS ★	CHERRY POINT APP CON	TOWER ★	GND CON	CLNC DEL	ASR/PAR
288.325	119.35 377.175	134.95 (CTAF) L★ 360.2	121.8 254.275	269.25	

135

CAUTION: Intermediate segment length 3 NM less than CAT AB minimum 5 NM; CAT CD minimum 6 NM.

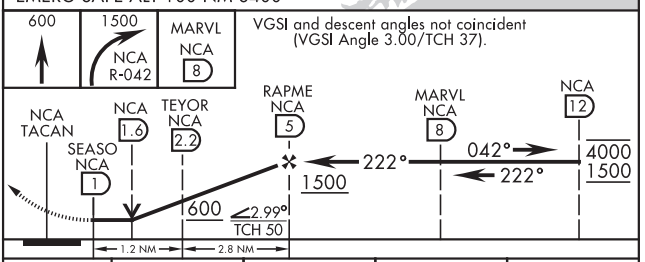


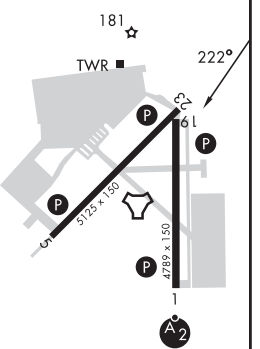
SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

EMERG SAFE ALT 100 NM 3400

ELEV	26	TDZE	24





CATEGORY	A		B	C		D	
S-23	440-1	416	(500-1)	440-1⅛	416	(500-1⅛)	
CIRCLING	500-1	474	(500-1)	700-2	674 (700-2)	700-2¼	674 (700-2¼)

HIRL all Rwys L

JACKSONVILLE, NORTH CAROLINA 34° 43'N-77° 26'W NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

Amdt 5 10JUL25

TACAN RWY 23

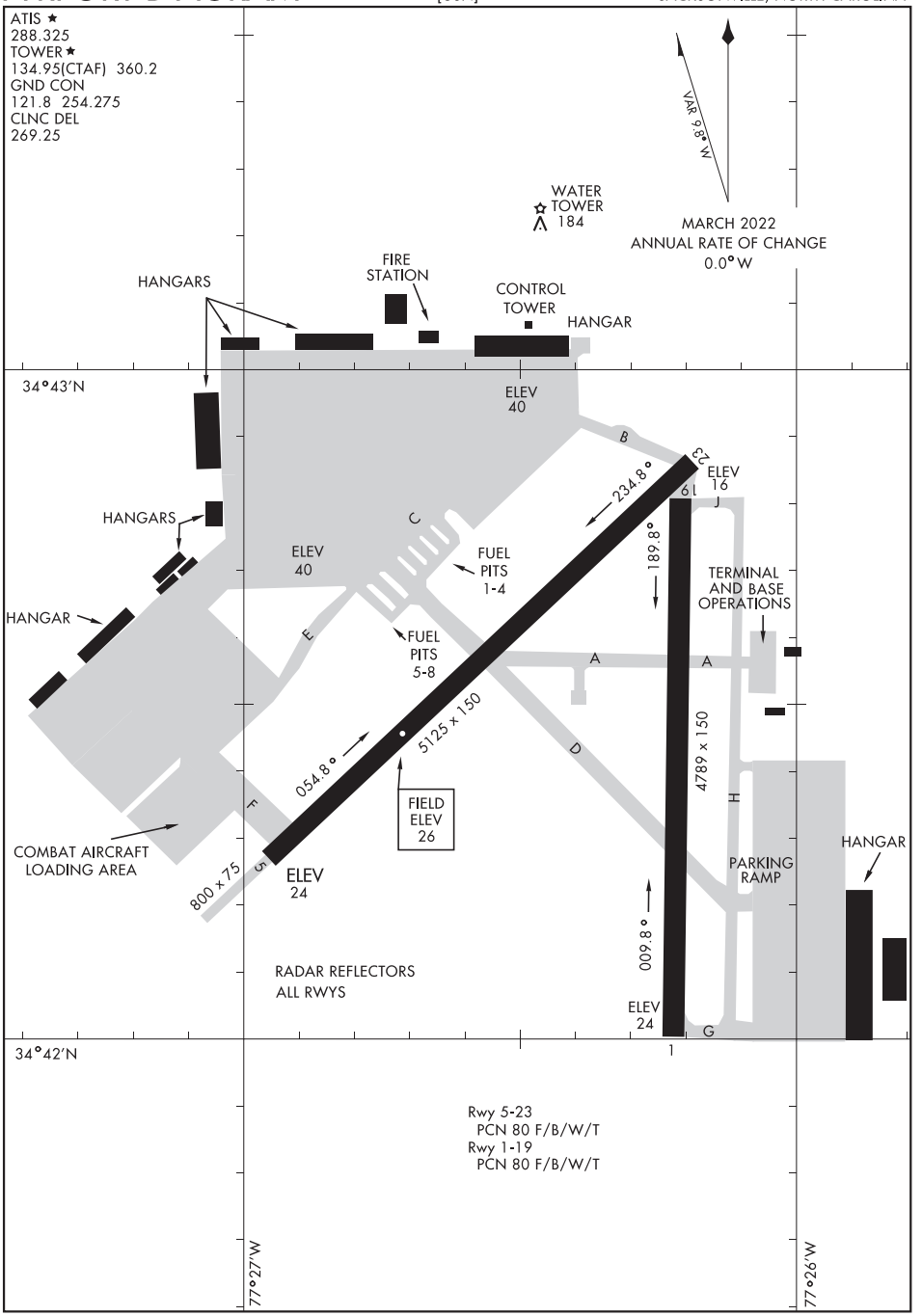
25023

AIRPORT DIAGRAM

NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

[USN]

JACKSONVILLE, NORTH CAROLINA



AIRPORT DIAGRAM

JACKSONVILLE, NORTH CAROLINA

NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	4001
044°	TDZE	558
	Apt Elev	570

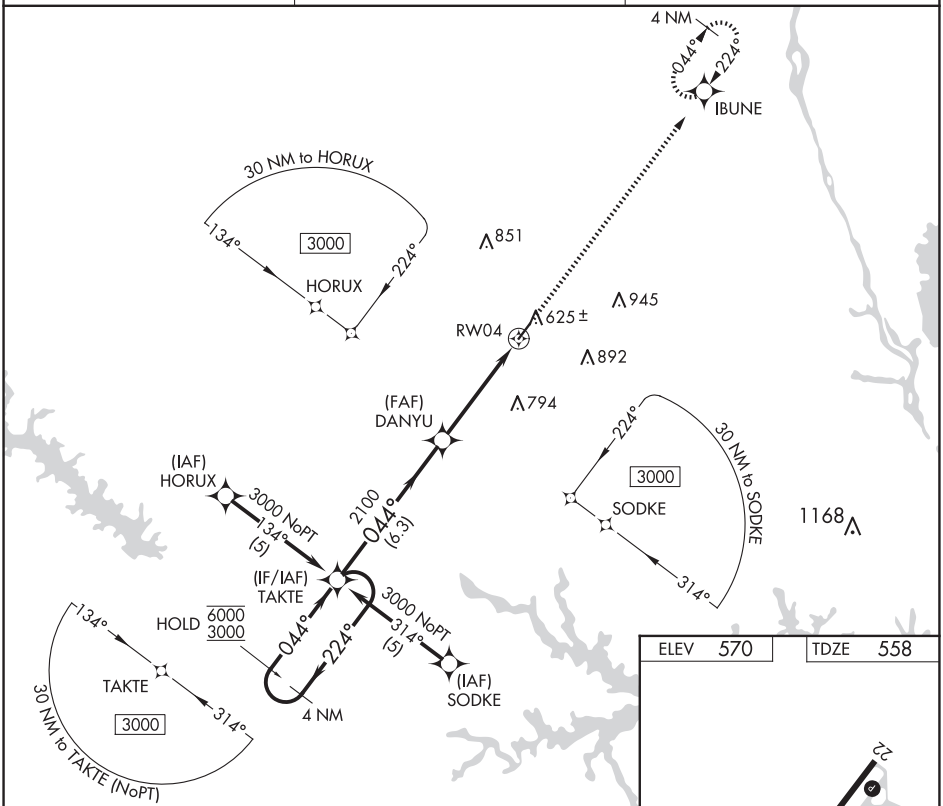
RNAV (GPS) RWY 4
NEWBERRY COUNTY (EOE)

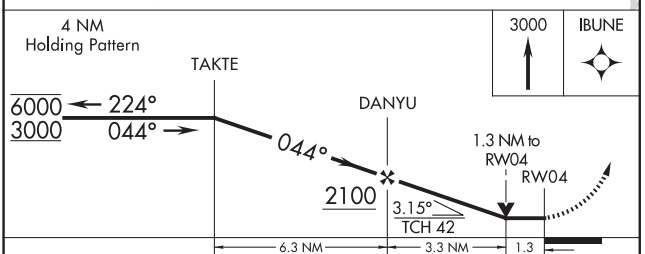
RNP APCH - GPS.

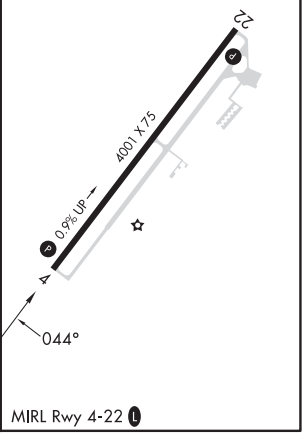
Rwy 4 helicopter visibility reduction below ¾ SM NA. VDP NA when using GRD altimeter setting. When local altimeter setting not received, use GRD altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 3000 direct IBUNE and hold.

AWOS-3	COLUMBIA APP CON	UNICOM
124.275	133.4 285.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1000-1	442 (500-1)	NA	
CIRCLING	1080-1 510 (600-1)	1160-1 590 (600-1)	NA	

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

NEWBERRY, SOUTH CAROLINA AL-6129 (FAA) 24249

APP CRS	Rwy Idg	4001
224°	TDZE	570
	Apt Elev	570

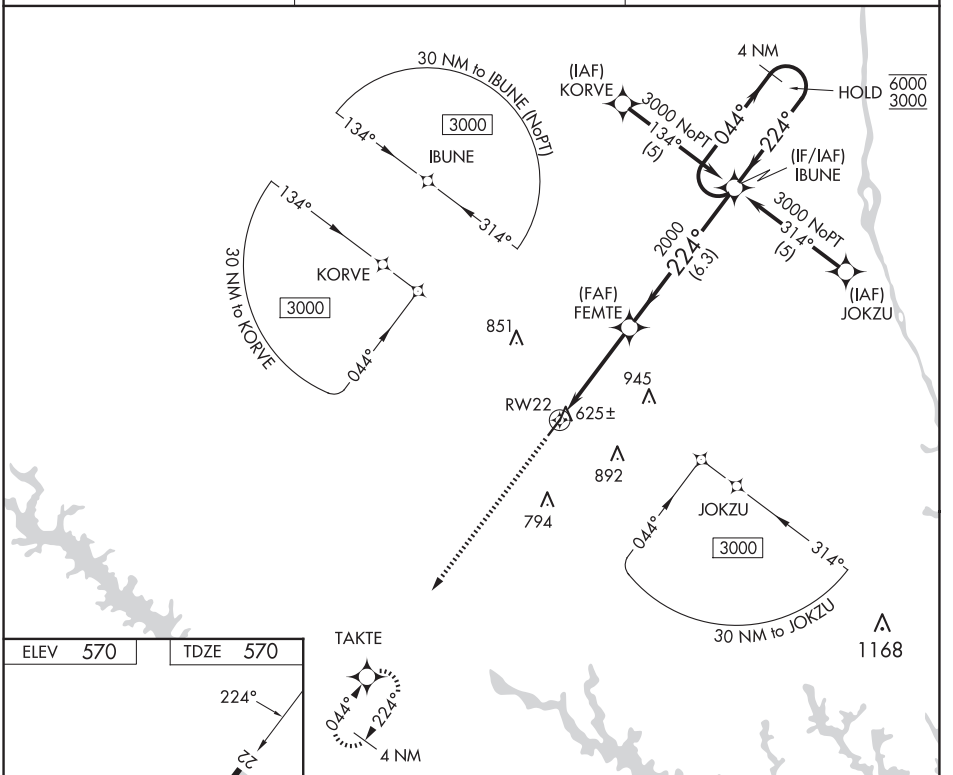
RNAV (GPS) RWY 22
NEWBERRY COUNTY (EOE)

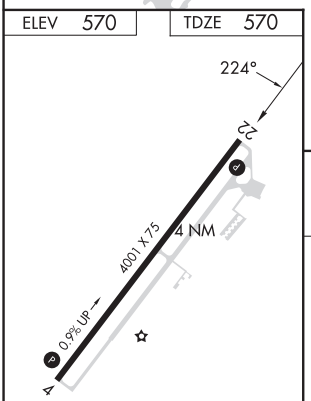
RNP APCH - GPS.

T A VDP NA when using GRD altimeter setting. Rwy 22 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use GRD altimeter setting and increase all MDA 80 feet.

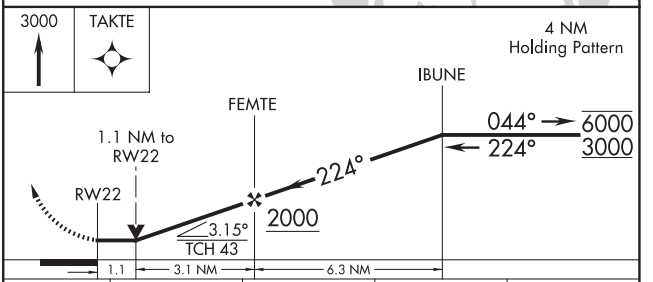
MISSED APPROACH: Climb to 3000 direct TAKTE and hold.

AWOS-3	COLUMBIA APP CON	UNICOM
124.275	133.4 285.6	122.8 (CTAF) L





MIRL Rwy 4-22 L



CATEGORY	A	B	C	D
LNAV MDA	980-1 410 (500-1)		NA	
CIRCLING	1080-1 510 (600-1)	1160-1 590 (600-1)	NA	

NEWBERRY, SOUTH CAROLINA
Amdt 1 05SEP24

34°19′N-81°38′W

NEWBERRY COUNTY (EOE)
RNAV (GPS) RWY 22

SE-2, 07 AUG 2025 to 02 OCT 2025

NDB EOE 278	APP CRS 213°	Rwy Idg 4001 TDZE 570 Apt Elev 570

NDB RWY 22

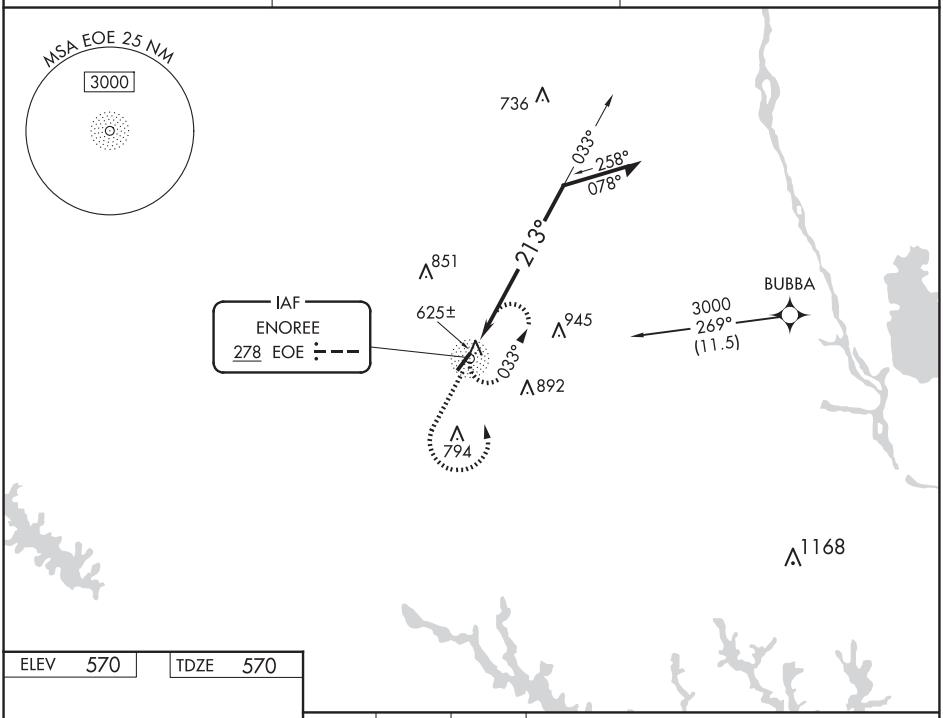
NEWBERRY COUNTY (EOE)

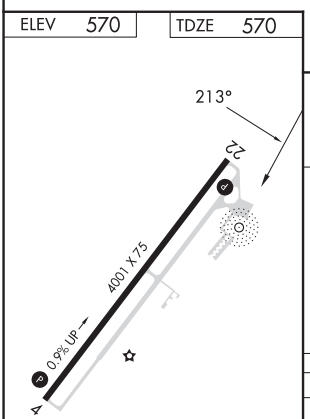
RNAV 1 - GPS or RADAR required for procedure entry.

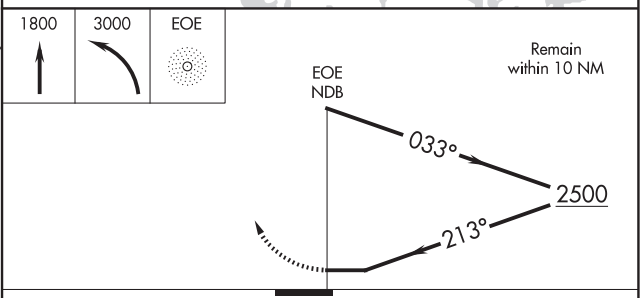
T A Rwy 22 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Greenwood altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct EOE NDB and hold.

AWOS-3	COLUMBIA APP CON	UNICOM
124.275	133.4 285.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-22	1100-1 530 (600-1)		NA	
C CIRCLING	1100-1 530 (600-1)	1160-1 590 (600-1)	NA	

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

22363

NORTH, SOUTH CAROLINA

RNAV (GPS) RWY 6

APCH CRS	Rwy Idg	9003
061°	TDZE	281
	Arpt Elev	321

AL-3017 (USAF)

NORTH AF AUX (KXNO)

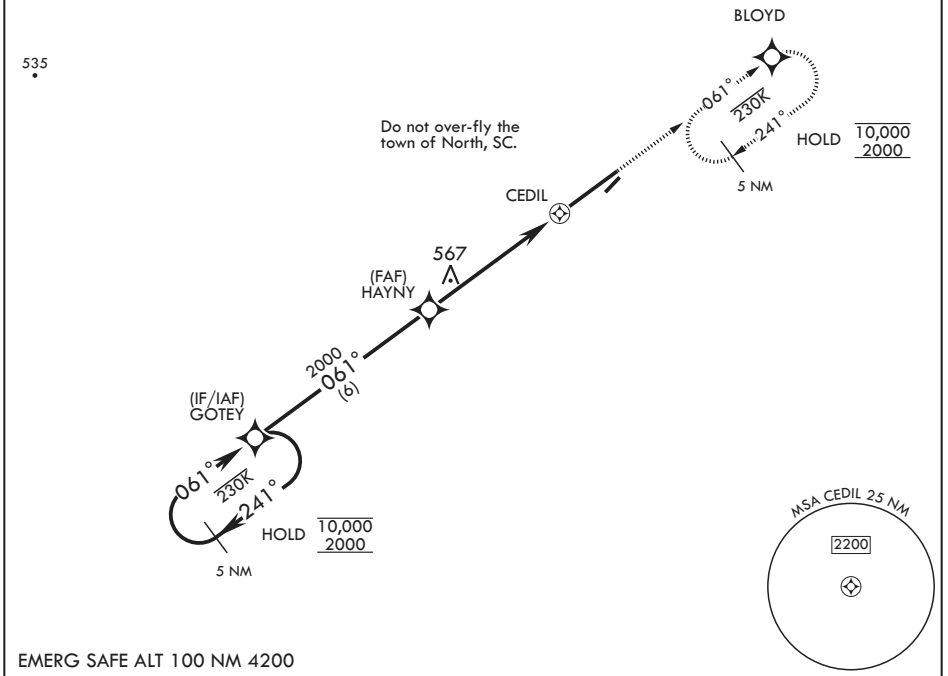
RNP APCH.

* Circling NA to Assault Strip.

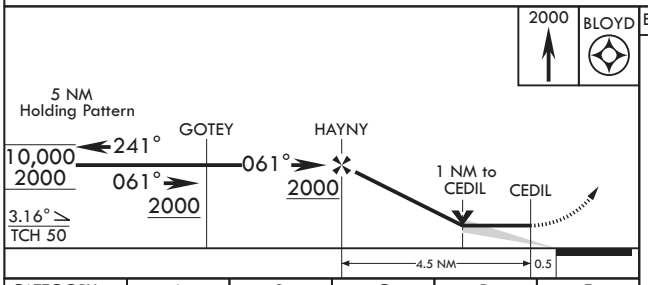
MISSED APPROACH: Climb to 2000 direct BLOYD and hold.

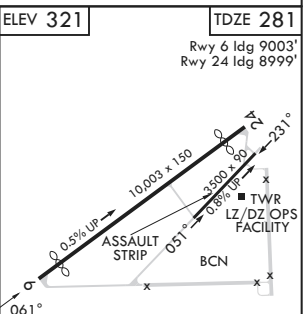
ASOS	COLUMBIA APP CON/DEP CON	LZ/DZ OPS FAC
118.525	124.15 338.2	120.475 235.775

CAUTION: Uncontrolled airspace below 700 ft AGL.



EMERG SAFE ALT 100 NM 4200





CATEGORY	A	B	C	D	E
LNAV MDA	880-1 599 (600-1)		880-1¾ 599 (600-1¾)		
C CIRCLING*	940-1 619 (700-1)		940-1¾ 619 (700-1¾)	1400-3 1079 (1100-3)	

NORTH, SOUTH CAROLINA

33°37'N - 81°05'W

NORTH AF AUX (KXNO)

Amdt 3 29DEC22

RNAV (GPS) RWY 6

SE-2, 07 AUG 2025 to 02 OCT 2025

NORTH, SOUTH CAROLINA

RNAV (GPS) RWY 24

APCH CRS	Rwy ldg	8999
241°	TDZE	316
	Arpt Elev	321

AL-3017 (USAF)

NORTH AF AUX (KXNO)

RNP APCH.

* Circling NA to Assault Strip.

MISSED APPROACH: Climb to 2000 direct GOTEY and hold, continue climb-in-hold to 2000.

ASOS	COLUMBIA APP CON/DEP CON	LZ/DZ OPS FAC
118.525	124.15 338.2	120.475 235.775

575

CAUTION: Uncontrolled airspace below 700ft AGL.

(IF/IAF) JARYY 3000

2000 241° (6)

3000 304° (8.8)

(IAF) JEDDI

(FAF) BLOYD

554

RW24

Do not over-fly the town of North, SC.

5 NM

061° 230K 241°

HOLD 10,000 2000

GOTEY

MSA RW24 25 NM 2200

EMERG SAFE ALT 100 NM 4200

2000 GOTEY

JARYY 3000

241°

BLOYD 2000

1.4 NM to RW24

RW24

2.81° TCH 50

5.5 NM

ELEV 321 TDZE 316

Rwy 6 ldg 9003'

Rwy 24 ldg 8999'

241° 231°

0.5% DOWN

3500 x 90

10,003 x 150

0.8% UP

TWR

LZ/DZ OPS FACILITY

ASSAULT STRIP

051°

BCN

HIRL Rwy 6-24

CATEGORY	A	B	C	D	E
LNAV MDA	880-1 564 (600-1)		880-1⅝ 564 (600-1⅝)		
C CIRCLING*	940-1 619 (700-1)		940-1¾ 619 (700-1¾)	1400-3 1079 (1100-3)	

NORTH, SOUTH CAROLINA

33°37'N - 81°05'W

NORTH AF AUX (KXNO)

Amdt 3 29DEC22

RNAV (GPS) RWY 24

SE-2, 07 AUG 2025 to 02 OCT 2025

NORTH, SOUTH CAROLINA

VOR or TACAN A

VORTAC CAE	APCH CRS	Rwy ldg	N/A
114.70	186°	TDZE	N/A
Chan 94		Arpt Elev	321

[USAF]

NORTH AF AUX (KXNO)

*Circling NA to Assault Strip.

MISSED APPROACH: Climb to 2000 via CAE VORTAC R-186 to ZIMEK and hold as published.

ASOS (KOGB)	LZ/DZ OPS FACILITY	COLUMBIA APP CON
118.525	120.475 Ⓒ 235.775	124.15 338.2

600

IAF
COLUMBIA
114.7 CAE
Chan 94

2000
186°
ADAVE
CAE
3

NOT FOR CIVIL USE

2000
186°

JIBUD
CAE
9

CAUTION:
Uncontrolled airspace
below 700' AGL.

Do not over-fly the
town of North, SC.

590

ZIMEK
CAE
25

RADAR required for holding
above 2000 or >230 KIAS

006°
186°
CAE
29

R-186

MSA CAE 25 NM
3100
070°
290°
2200

EMERG SAFE ALT 100 NM 4800

2000
CAE
R-186

ZIMEK
CAE
25

JIBUD
CAE
9

ADAVE
CAE
3

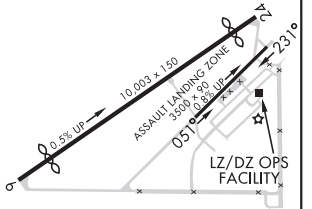
VORTAC

KAMRE
CAE
14.3

186° 2000
2000 2000

0.2 5.3 NM

ELEV 321
Rwy 6 ldg 9003'
Rwy 24 ldg 8999'
186°



CATEGORY	A	B	C	D	E
C CIRCLING*	NOT AUTHORIZED		940-1¾ 619 (700-1¾)	1000-2¼ 679 (700-2¼)	1000-2½ 679 (700-2½)

HIRL Rwy 6-24 Ⓒ

33°37'N-81°05'W

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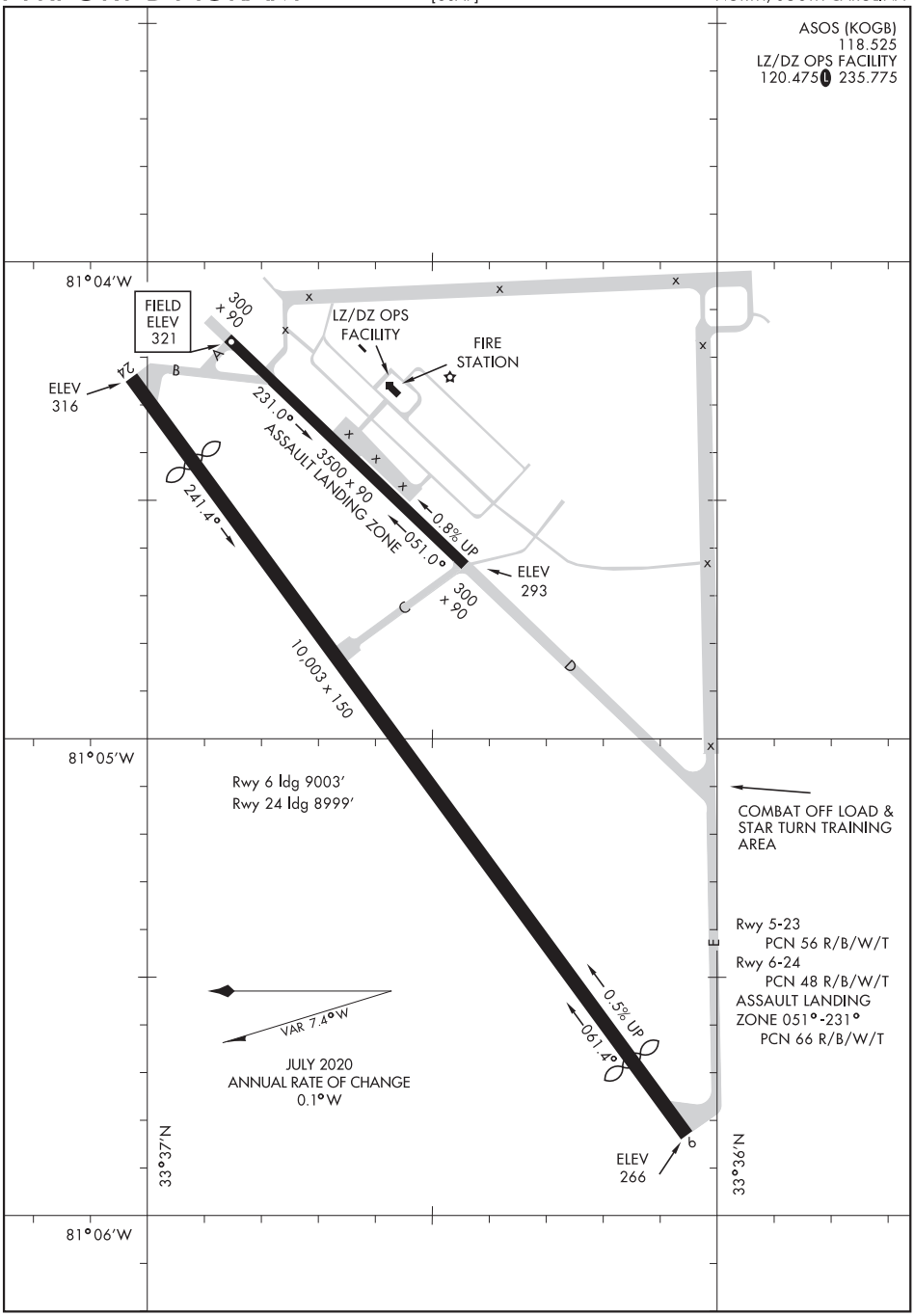
SE-2, 07 AUG 2025 to 02 OCT 2025



SE-2, 07 AUG 2025 to 02 OCT 2025

NORTH MYRTLE BEACH, SOUTH CAROLINA AL-5097 (FAA) 22363

ILS or LOC RWY 23

GRAND STRAND (CRE)

LOC/DME I-CRE	APP CRS	Rwy Idg	5997
111.7	234°	TDZE	30
Chan 54		Apt Elev	32

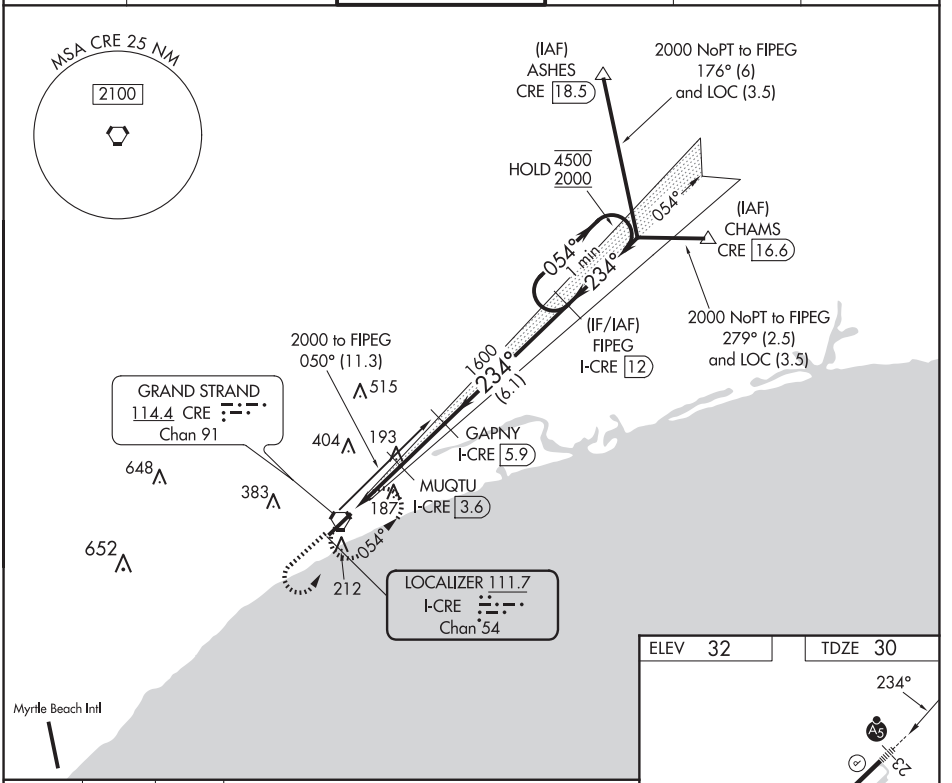
DME required.

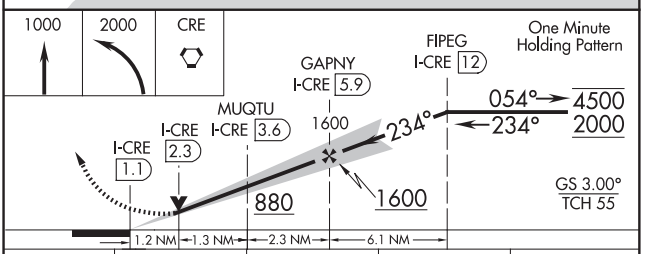
T A Rwy 23 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase S-LOC 23 Cat A/B visibility to 1 SM.

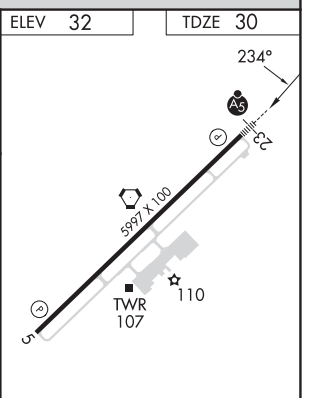
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct CRE VORTAC and hold, continue climb-in-hold to 2000.

ATIS	MYRTLE BEACH APP CON ★	STRAND TOWER ★	GND CON	CLNC DEL	UNICOM
119.625	119.2 350.3	124.6 (CTAF) L 257.6	121.8 257.6	121.8	122.95







CATEGORY	A	B	C	D
S-ILS 23	230-½	200 (200-½)		
S-LOC 23	460-¾	430 (500-¾)		
C CIRCLING	520-1	488 (500-1)	720-2 688 (700-2)	720-2¼ 688 (700-2¼)

HIRL Rwy 5-23 L
REIL Rwy 5 L

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 5

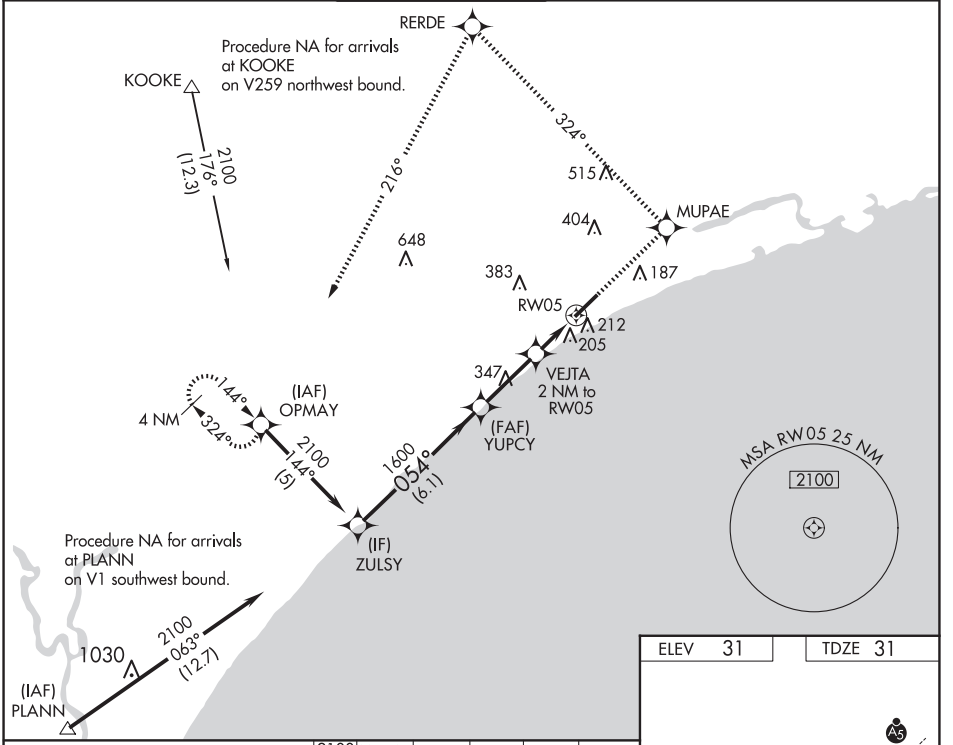
GRAND STRAND (CRE)

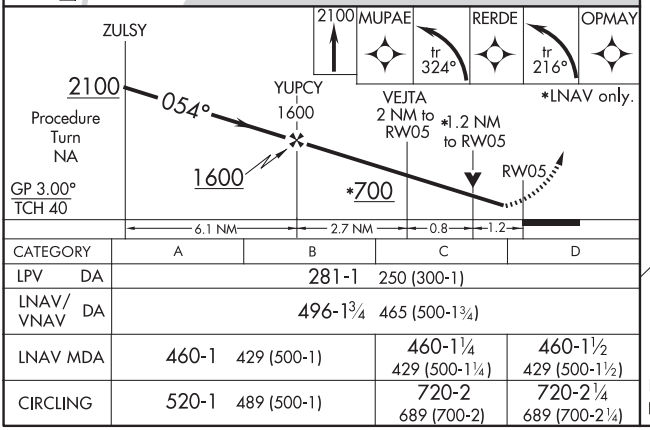
WAAS	APP CRS		
CH **82519**	**054°**	Rwy Idg	**5997**
W05A		TDZE	**31**
		Apt Elev	**31**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Myrtle Beach Intl altimeter setting and increase all DA 31 feet and all MDA 40 feet. VDP and Baro-VNAV NA with Myrtle Beach Intl altimeter setting.

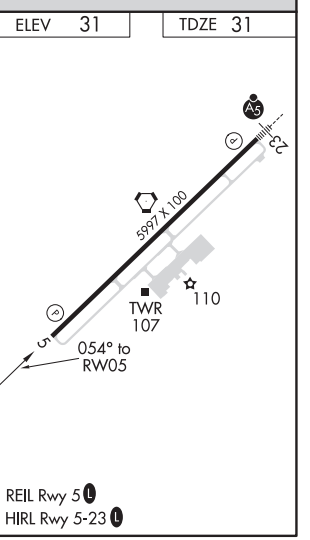
MISSED APPROACH: Climb to 2100 direct MUPAE and left turn on track 324° to RERDE and left turn on track 216° to OPMAY and hold.

ATIS	MYRTLE BEACH APP CON★	STRAND TOWER★	GND CON	CLNC DEL	UNICOM
119.625	**119.2 350.3**	**124.6** (CTAF) Ⓛ **257.6**	**121.8 257.6**	**121.8**	**122.95**





CATEGORY	A	B	C	D
LPV DA	281-1	250 (300-1)		
LNAV/VNAV DA	496-1¾	465 (500-1¾)		
LNAV MDA	460-1	429 (500-1)	460-1¼ 429 (500-1¼)	460-1½ 429 (500-1½)
CIRCLING	520-1	489 (500-1)	720-2 689 (700-2)	720-2¼ 689 (700-2¼)



SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

NORTH MYRTLE BEACH, SOUTH CAROLINA AL-5097 (FAA) 22027

RNAV (GPS) RWY 23

GRAND STRAND (CRE)

WAAS	APP CRS	Rwy Idg	5997
CH 42819	234°	TDZE	30
W23A		Apt Elev	32

RNP APCH-GPS.

Rwy 23 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1⅛ SM; increase LNAV Cats A/B visibility to 1 SM.

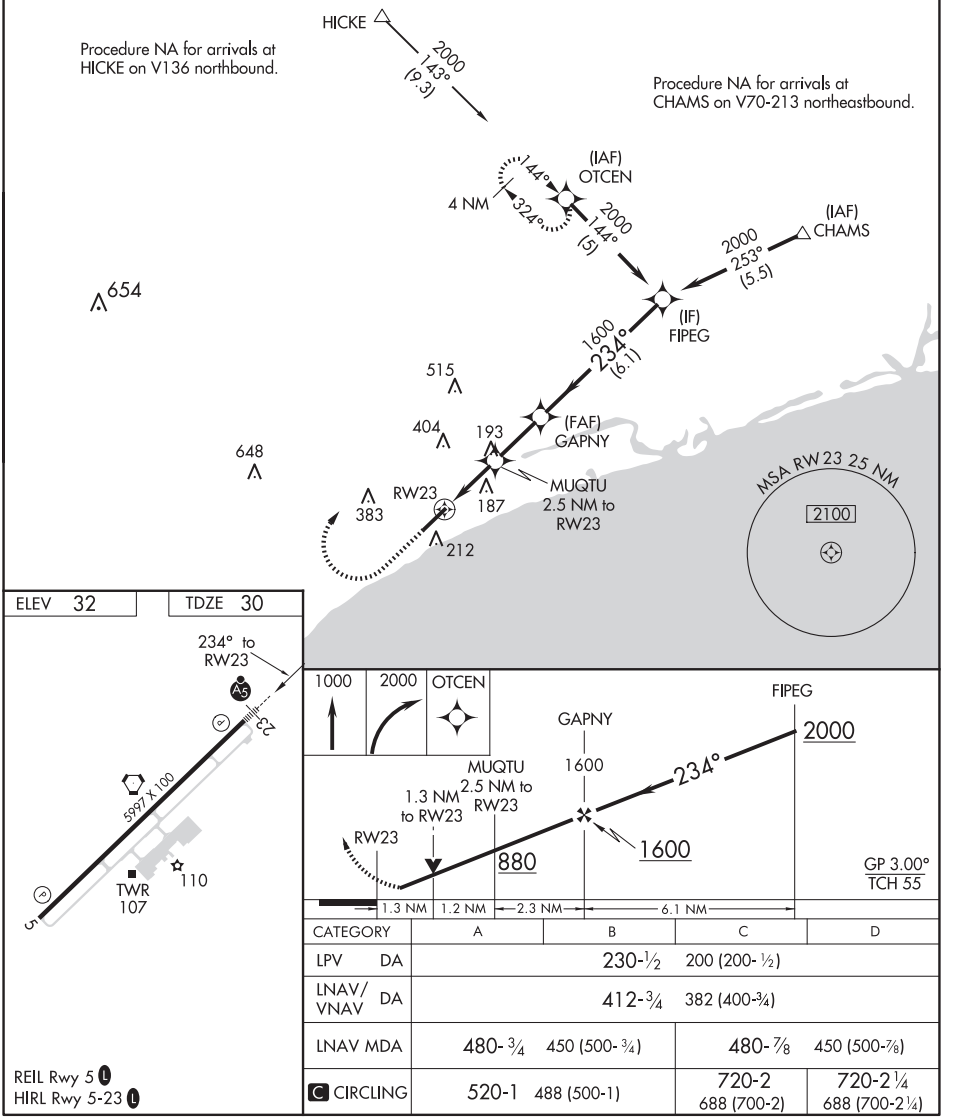
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct OTCEN and hold.

ATIS	MYRTLE BEACH APP CON★	STRAND TOWER★	GND CON	CLNC DEL	UNICOM
119.625	119.2 350.3	124.6 (CTAF) L 257.6	121.8 257.6	121.8	122.95

Procedure NA for arrivals at HICKE on V136 northbound.

Procedure NA for arrivals at CHAMS on V70-213 northeastbound.



CATEGORY	A	B	C	D
LPV DA	230-½	200 (200-½)		
LNAV/VNAV DA	412-¾	382 (400-¾)		
LNAV MDA	480-¾	450 (500-¾)	480-⅞	450 (500-⅞)
C CIRCLING	520-1	488 (500-1)	720-2	688 (700-2)
			720-2¼	688 (700-2¼)

REIL Rwy 5 L
HIRL Rwy 5-23 L

NORTH MYRTLE BEACH, SOUTH CAROLINA
Amdt 1C 27JAN22

33°49′N-78°43′W

GRAND STRAND (CRE)

RNAV (GPS) RWY 23

SE-2, 07 AUG 2025 to 02 OCT 2025

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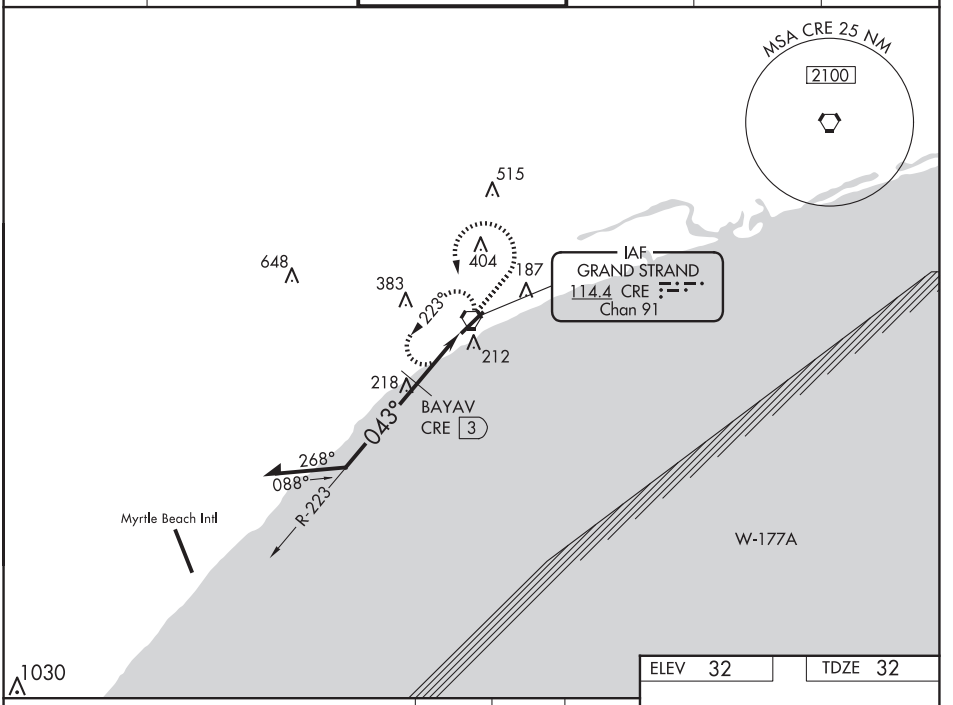
VOR RWY 5
GRAND STRAND (CRE)

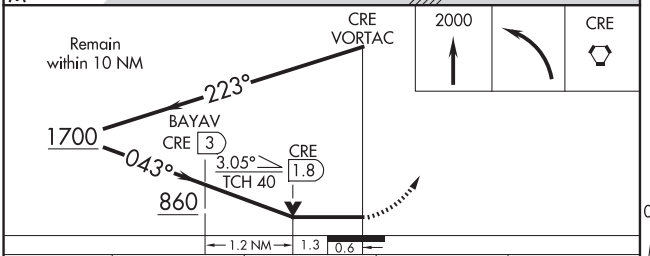
VORTAC CRE	APP CRS	Rwy Idg	5997
114.4	043°	TDZE	32
Chan 91		Apt Elev	32

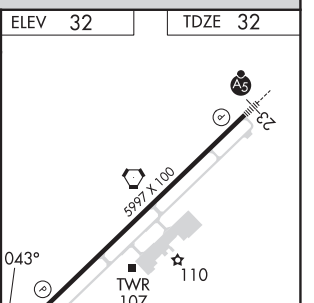
Rwy 5 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 then left turn direct CRE VORTAC and hold.

ATIS	MYRTLE BEACH APP CON ★	STRAND TOWER ★	GND CON	CLNC DEL	UNICOM
119.625	119.2 350.3	124.6 (CTAF) L 257.6	121.8 257.6	121.8	122.95







CATEGORY	A	B	C	D
S-5	860-1 828 (900-1)	860-1¼ 828 (900-1¼)	860-2½	828 (900-2½)
C CIRCLING	860-1¼	828 (900-1¼)	860-2½ 828 (900-2½)	860-2¾ 828 (900-2¾)
BAYAV FIX MINIMUMS				
S-5	480-1	448 (500-1)	480-1⅜	448 (500-1⅜)
C CIRCLING	520-1	488 (500-1)	720-2 688 (700-2)	720-2¼ 688 (700-2¼)

REIL Rwy 5 L
HIRL Rwy 5-23 L

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NORTH MYRTLE BEACH, SOUTH CAROLINA AL-5097 (FAA) 22363

VOR RWY 23

GRAND STRAND (CRE)

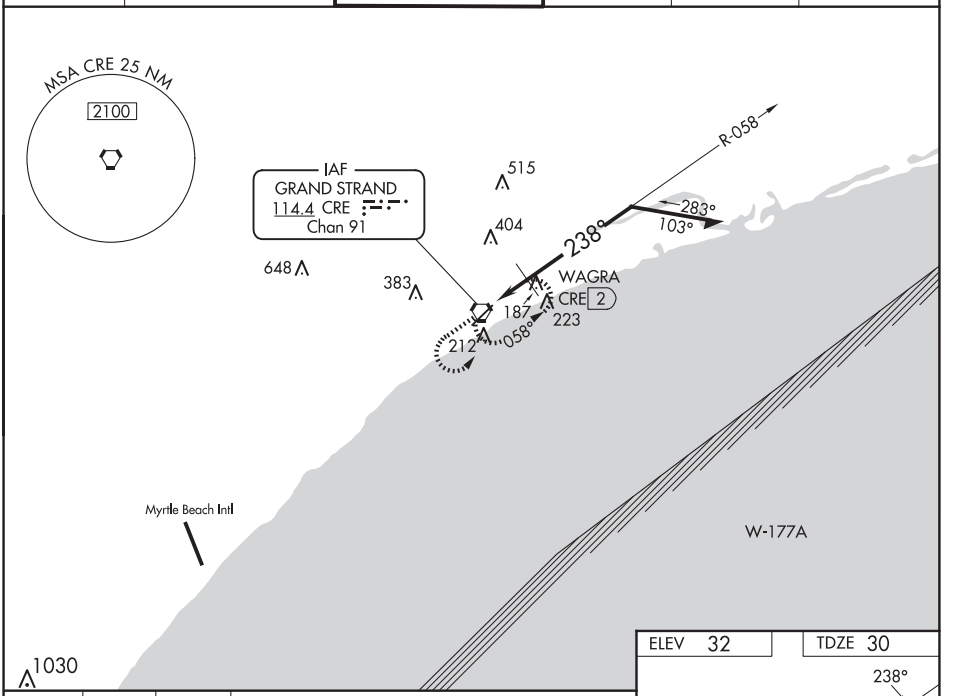
VORTAC CRE	APP CRS	Rwy Idg	5997
114.4	238°	TDZE	30
Chan 91		Apt Elev	32

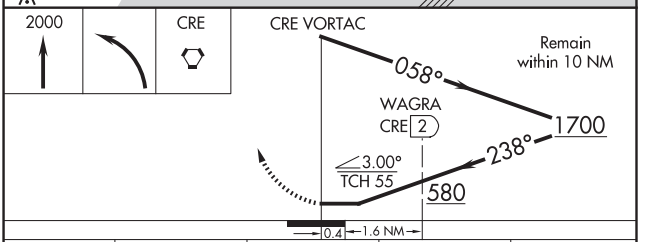
Rwy 23 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase S-23 Cats A/B visibility to 1 SM.

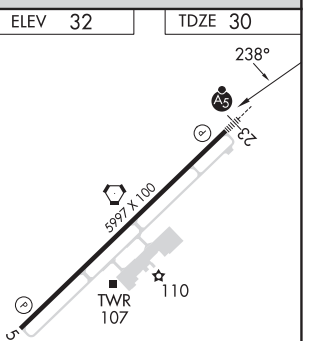
MALSR

MISSED APPROACH: Climb to 2000 then left turn direct CRE VORTAC and hold.

ATIS	MYRTLE BEACH APP CON★	STRAND TOWER★	GND CON	CLNC DEL	UNICOM
119.625	119.2 350.3	124.6 (CTAF) L 257.6	121.8 257.6	121.8	122.95







CATEGORY	A	B	C	D
S-23	580-¾	550 (600-¾)	580-1⅛	550 (600-1⅛)
C CIRCLING	580-1	548 (600-1)	720-2 688 (700-2)	720-2¼ 688 (700-2¼)
WAGRA FIX MINIMUMS				
S-23	480-¾	450 (500-¾)	480-⅞	450 (500-⅞)
C CIRCLING	520-1	488 (500-1)	720-2 688 (700-2)	720-2¼ 688 (700-2¼)

HIRL Rwy 5-23 L
REIL Rwy 5 L

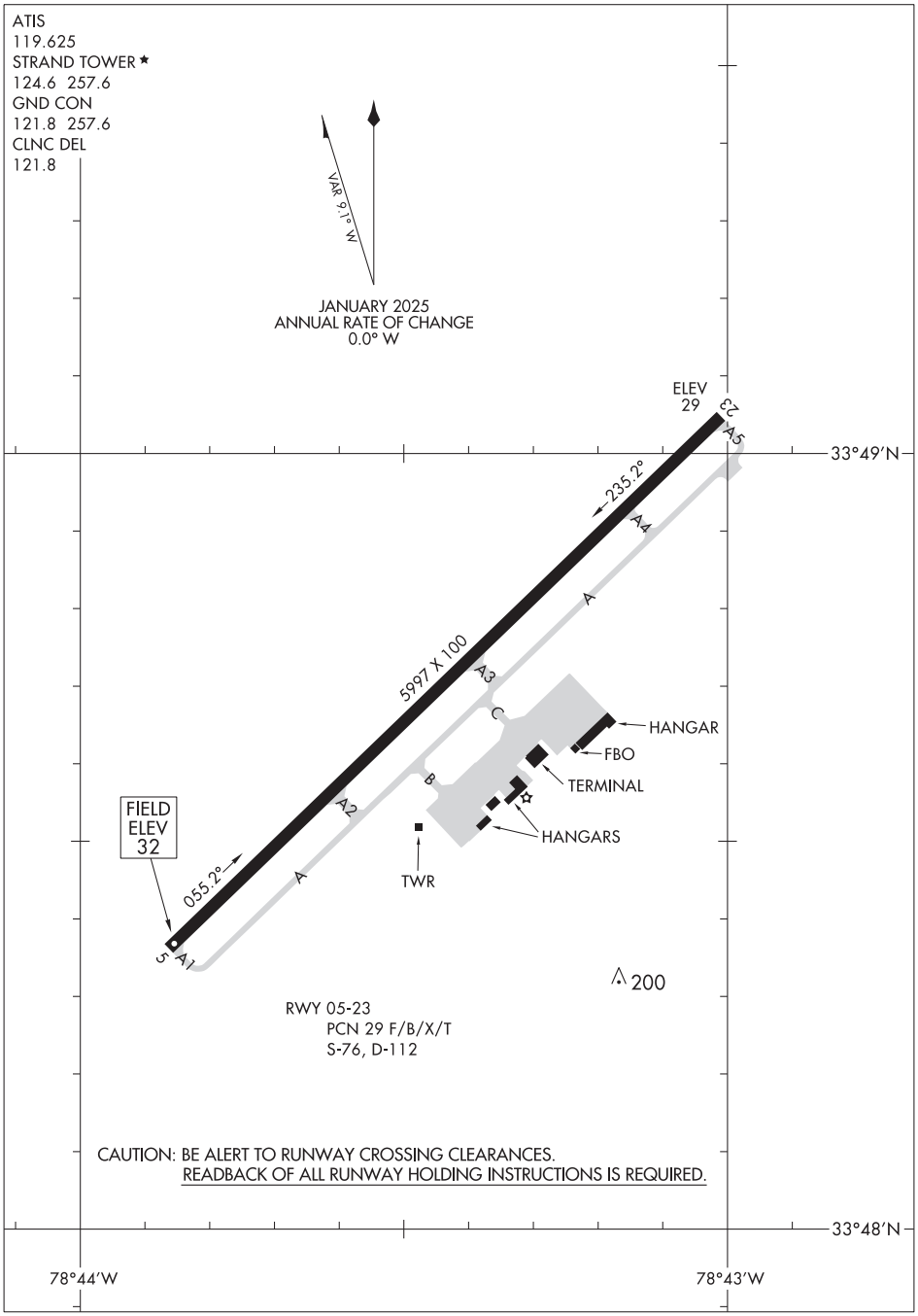
NORTH MYRTLE BEACH, SOUTH CAROLINA
Amdt 20B 27JAN22

33°49′N-78°43′W

GRAND STRAND (CRE)

VOR RWY 23

SE-2, 07 AUG 2025 to 02 OCT 2025



SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

NORTH WILKESBORO, NORTH CAROLINA

AL-6962 (FAA)

24361

ILS Y or LOC Y RWY 1

WILKES COUNTY (UKF)

LOC/DME I-UKF	APP CRS	Rwy Idg	6201
111.55	007°	TDZE	1276
Chan 52 (Y)		Apt Elev	1303

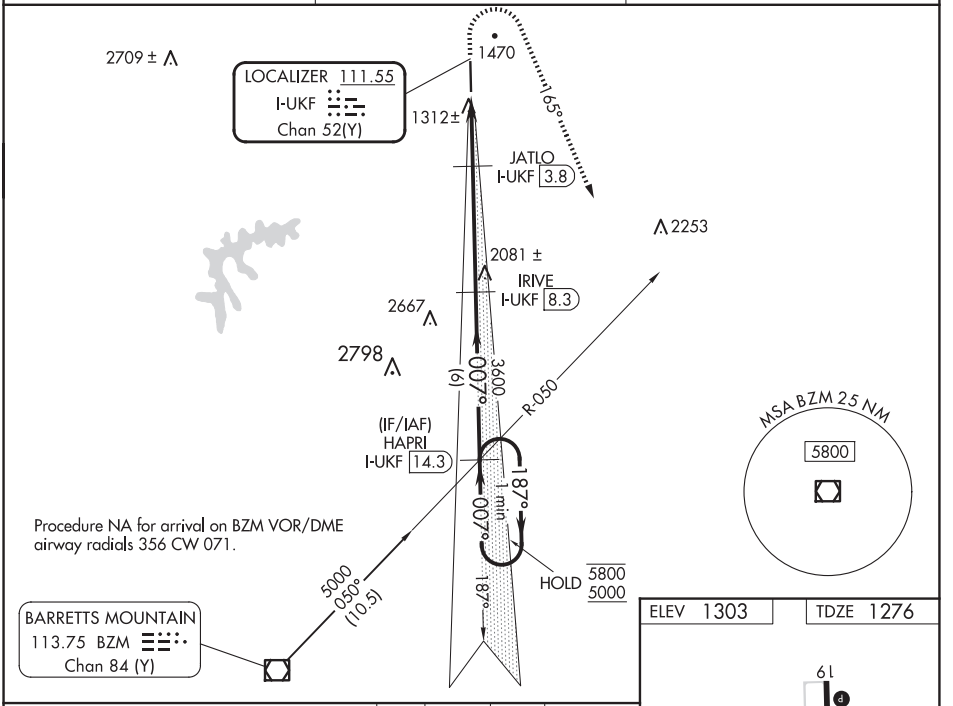
DME required.

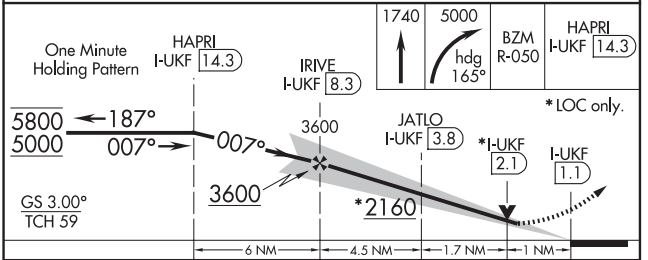
T A VDP NA when using Hickory altimeter setting. When local altimeter setting not received, use Hickory altimeter setting and increase S-ILS DA to 1569 feet and all MDAs 100 feet, and increase S-LOC Cats C/D visibility ⅜ SM and Circling Cat C visibility ½ SM. For inop ALS when using Hickory altimeter setting, increase S-ILS all Cats visibility and S-LOC Cat C/D visibility ⅜ SM.

MALSR

MISSED APPROACH: Climb to 1740 then climbing right turn to 5000 heading 165° and BZM VOR/DME R-050 direct HAPRI/ I-UKF 14.3 DME and hold, continue climb-in-hold to 5000.

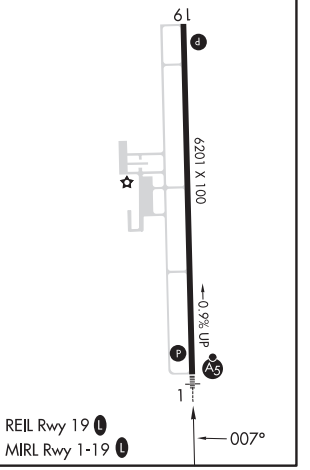
AWOS-3	ATLANTA CENTER	UNICOM
126.625	125.15 263.0	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 1	1476-½ 200 (200-½)			
S-LOC 1	1640-½ 364 (400-½)		1640-⅝ 364 (400-⅝)	
C CIRCLING	1800-1 497 (500-1)	1880-1 577 (600-1)	1880-1½ 577 (600-1½)	2240-3 937 (1000-3)

ELEV 1303 TDZE 1276



NORTH WILKESBORO, NORTH CAROLINA

Amdt 1A 16JUL20

36°13'N-81°06'W

WILKES COUNTY (UKF)

ILS Y or LOC Y RWY 1

SE-2, 07 AUG 2025 to 02 OCT 2025

ILS Z or LOC Z RWY 1

WILKES COUNTY (UKF)

LOC/DME I-UKF	APP CRS	Rwy Idg	6201
111.55	007°	TDZE	1276
Chan 52 (Y)		Apt Elev	1303

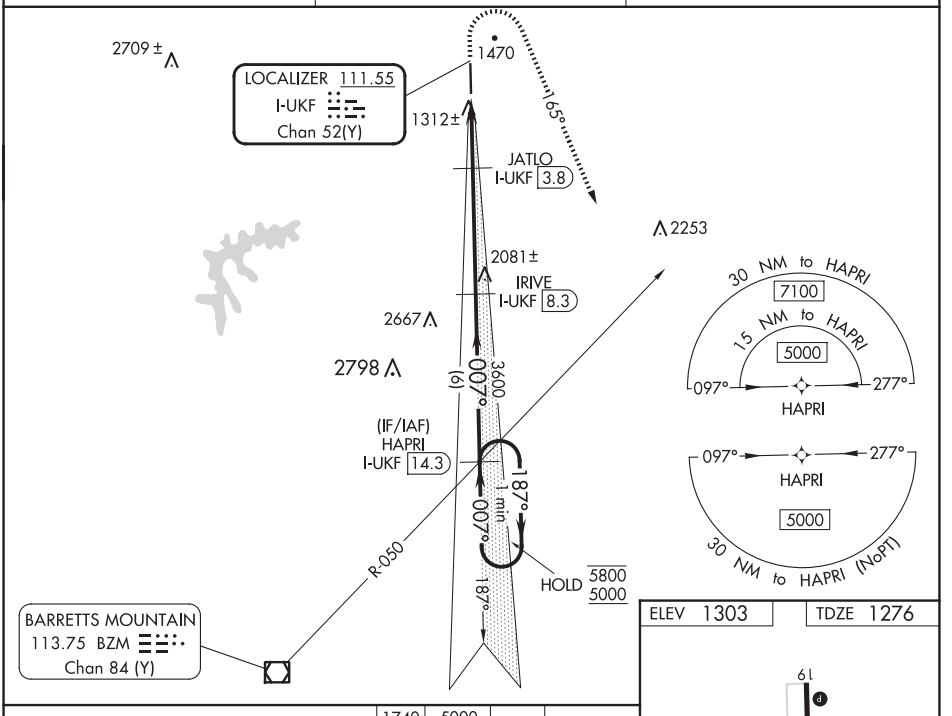
DME required. RNAV 1-GPS required.

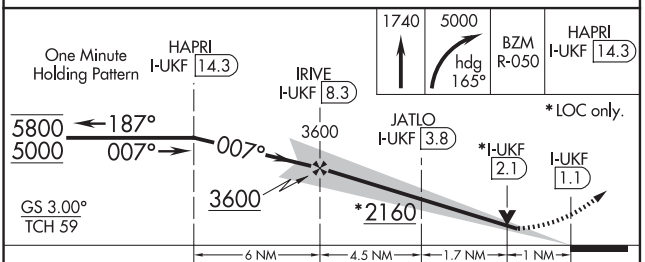
T A VDP NA when using Hickory altimeter setting. When local altimeter setting not received, use Hickory altimeter setting and increase S-ILS DA to 1569 feet and all MDAs 100 feet, and increase S-LOC Cats C/D visibility ⅜ SM and Circling Cat C visibility ½ SM. For inop ALS when using Hickory altimeter setting, increase S-ILS all Cats visibility and S-LOC Cat C/D visibility ⅜ SM.

MALSR A5

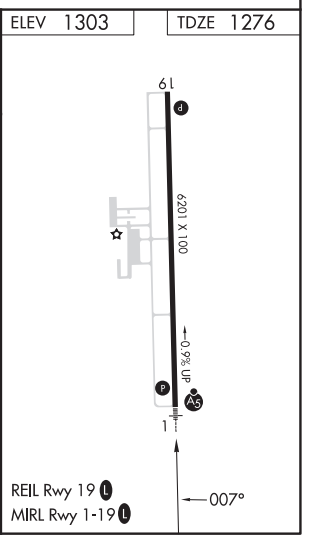
MISSED APPROACH: Climb to 1740 then climbing right turn to 5000 heading 165° and BZM VOR/DME R-050 direct HAPRI/ I-UKF 14.3 DME and hold, continue climb-in-hold to 5000.

AWOS-3	ATLANTA CENTER	UNICOM
126.625	125.15 263.0	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 1	1476-½ 200 (200-½)			
S-LOC 1	1640-½ 364 (400-½)		1640-⅝ 364 (400-⅝)	
C CIRCLING	1800-1 497 (500-1)	1880-1 577 (600-1)	1880-1½ 577 (600-1½)	2240-3 937 (1000-3)



SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

NORTH WILKESBORO, NORTH CAROLINA AL-6962 (FAA) 24361

RNAV (GPS) RWY 1

WILKES COUNTY (UKF)

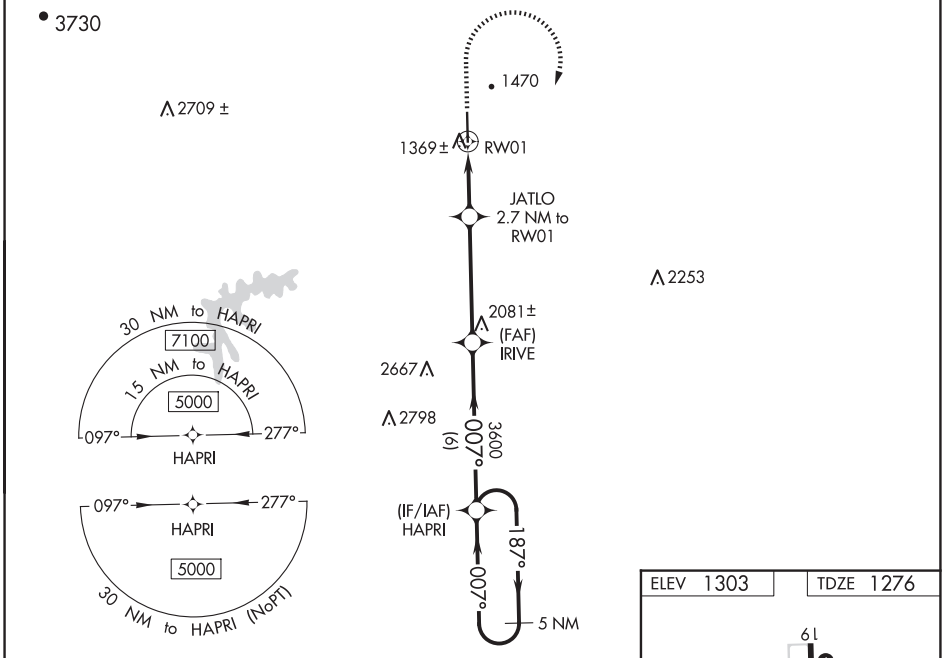
WAAS	APP CRS	Rwy Idg	6201
CH 40440	007°	TDZE	1276
W01A		Apt Elev	1303

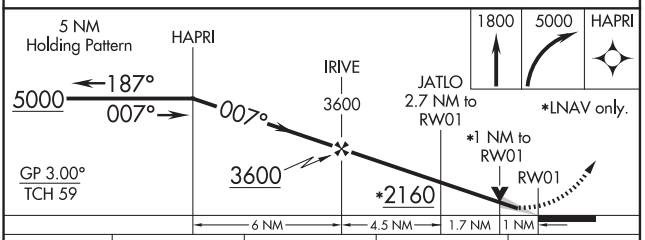
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hickory altimeter setting and increase LPV DA to 1566 feet and LNAV/VNAV DA to 1669 feet and LNAV/VNAV visibility all Cats ¼ SM. Increase all MDAs 100 feet and LNAV visibility Cats C/D ¼ SM and Circling Cat C ½ SM. For inop ALS when using Hickory altimeter setting, increase LPV all Cats visibility to 1 SM. VDP and Baro-VNAV NA when using Hickory altimeter setting.

MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 5000 direct HAPRI and hold, continue climb-in-hold to 5000.

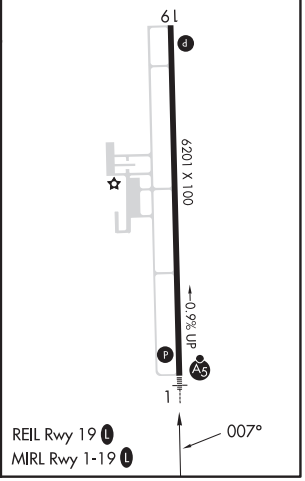
AWOS-3	ATLANTA CENTER	UNICOM
126.625	125.15 263.0	122.7 (CTAF)





CATEGORY	A	B	C	D
LPV DA	1476-½	200 (200-½)		
LNAV/VNAV DA	1579-⅝	303 (300-⅝)		
LNAV MDA	1620-½	344 (400-½)	1620-⅝	344 (400-⅝)
C CIRCLING	1800-1 497 (500-1)	1880-1 577 (600-1)	1880-1½ 577 (600-1½)	2240-3 937 (1000-3)

ELEV 1303 TDZE 1276



NORTH WILKESBORO, NORTH CAROLINA
Amdt 1 17AUG17

36°13'N-81°06'W

WILKES COUNTY (UKF)

RNAV (GPS) RWY 1

SE-2, 07 AUG 2025 to 02 OCT 2025
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WAAS	APP CRS	Rwy Idg	6201
CH 99740	187°	TDZE	1303
W19A		Apt Elev	1303

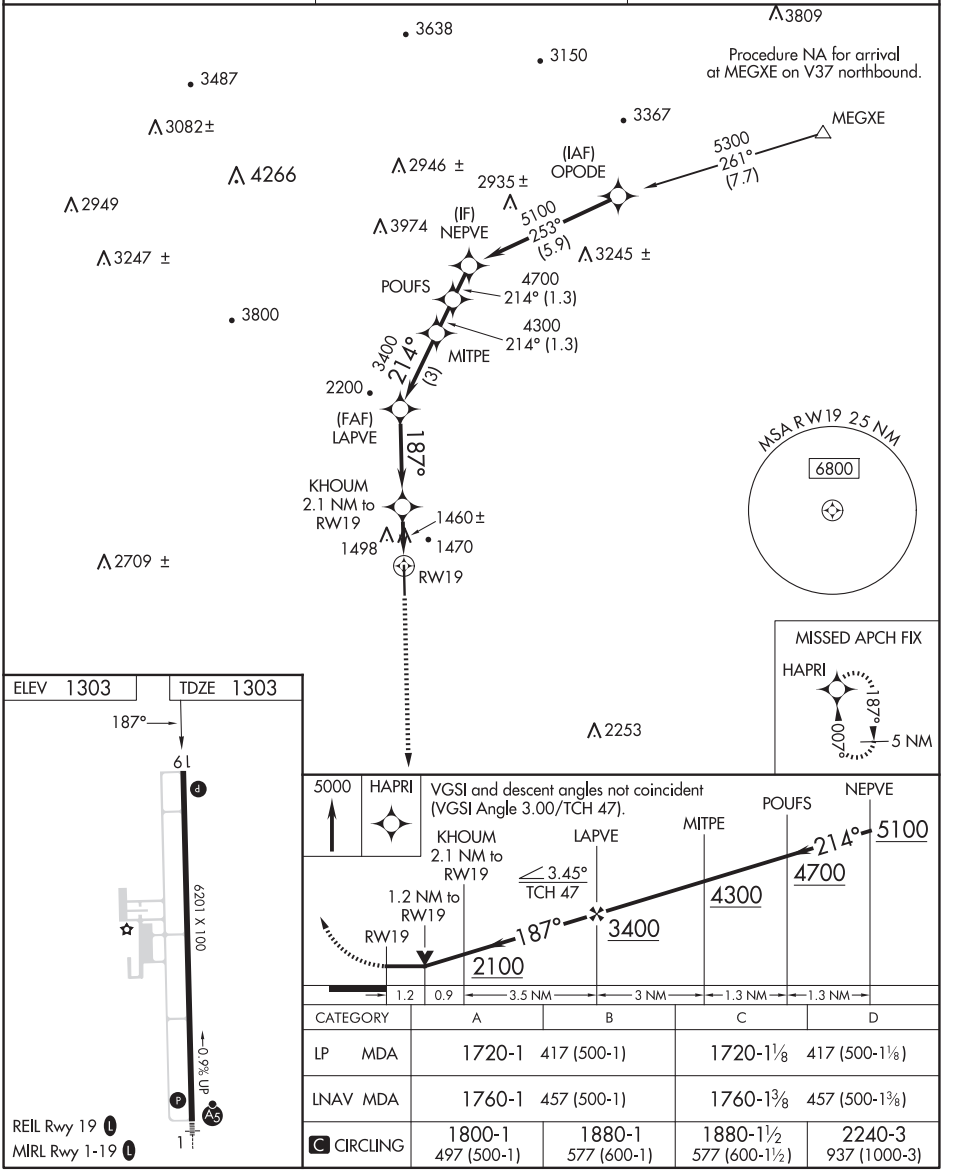
RNAV (GPS) RWY 19

WILKES COUNTY (UKF)

DME/DME RNP-0.3 NA. VDP NA when using Hickory altimeter setting. When local altimeter setting not received, use Hickory altimeter setting and increase all MDAs 100 feet and LP and LNAV visibility Cats C/D ¼ SM and increase Circling visibility Cat C ½ SM. Rwy 19 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 5000 direct HAPRI and hold, continue climb-in-hold to 5000.

AWOS-3	ATLANTA CENTER	UNICOM
126.625	125.15 263.0	122.7 (CTAF) L



CATEGORY	A	B	C	D
LP MDA	1720-1	417 (500-1)	1720-1⅛	417 (500-1⅛)
LNAV MDA	1760-1	457 (500-1)	1760-1⅜	457 (500-1⅜)
C CIRCLING	1800-1 497 (500-1)	1880-1 577 (600-1)	1880-1½ 577 (600-1½)	2240-3 937 (1000-3)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

OAK ISLAND, NORTH CAROLINA AL-6533 (FAA) 24193

WAAS CH 86917 W05A	APP CRS 049°	Rwy Idg 5105 TDZE 24 Apt Elev 26

RNAV (GPS) RWY 5

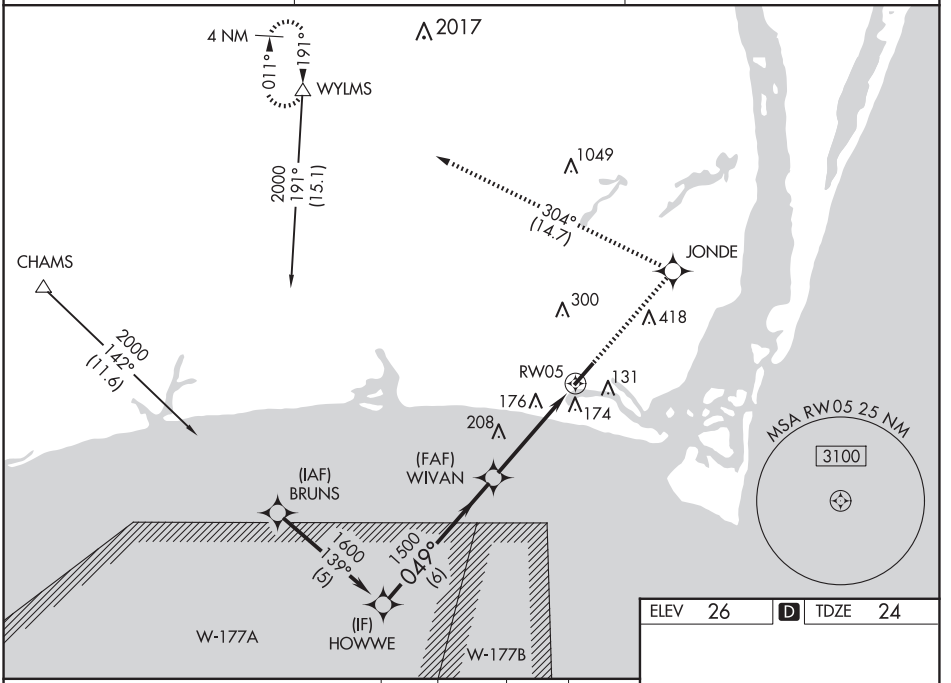
CAPE FEAR RGNL JETPORT/HOWIE FRANKLIN FLD (SUT)

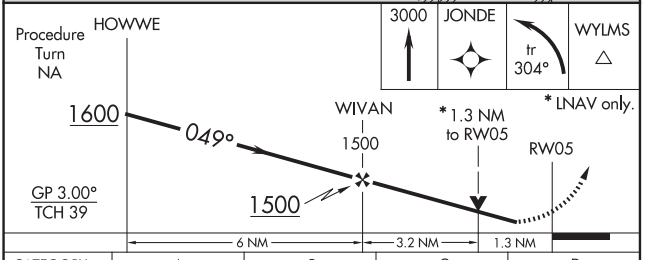
RNP APCH - GPS.

Baro-VNAV NA when using Wilmington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 5 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Wilmington altimeter setting and increase LPV DA to 325 feet, increase LNAV/VNAV DA to 511 feet, increase all MDAs 60 feet and LNAV visibility Cat C ⅛ SM, and Circling visibility Cat C ¼ SM. VDP NA when using Wilmington altimeter setting.

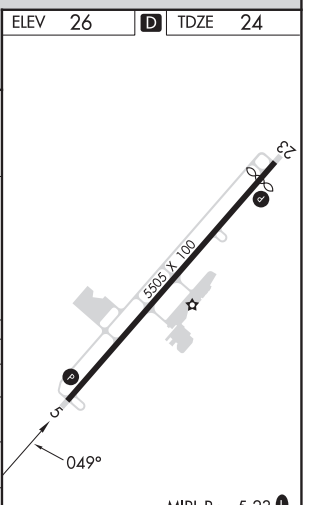
MISSED APPROACH: Climb to 3000 direct JONDE and left turn on track 304° to WYLMS and hold.

AWOS-3P	WILMINGTON APP CON ★	UNICOM
124.175	118.25 284.65	123.05 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	274-1 250 (300-1)			NA
LNAV/VNAV DA	460-1½ 436 (500-1½)			NA
LNAV MDA	460-1 436 (500-1)		460-1¼ 436 (500-1¼)	NA
CIRCLING	480-1 454 (500-1)	520-1 494 (500-1)	720-2 694 (700-2)	NA



OAK ISLAND, NORTH CAROLINA
Amdt 1E 06OCT22

CAPE FEAR RGNL JETPORT/HOWIE FRANKLIN FLD (SUT)
33°56'N-78°04'W

RNAV (GPS) RWY 5

SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 23

CAPE FEAR RGNL JETPORT/HOWIE FRANKLIN FLD (SUT)

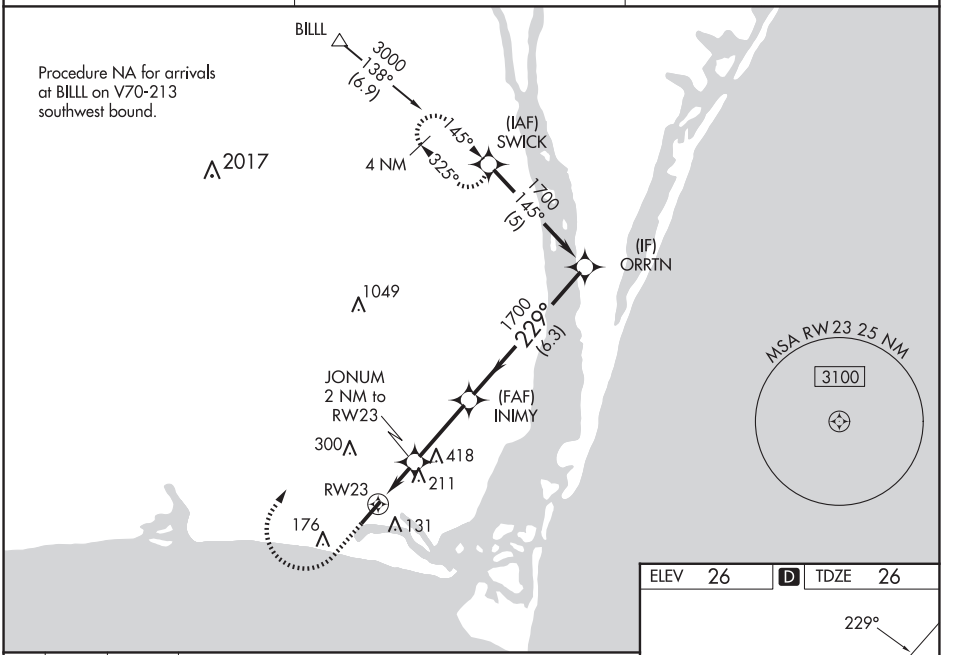
WAAS	APP CRS	Rwy Idg	5105
CH 90527	229°	TDZE	26
W23A		Apt Elev	26

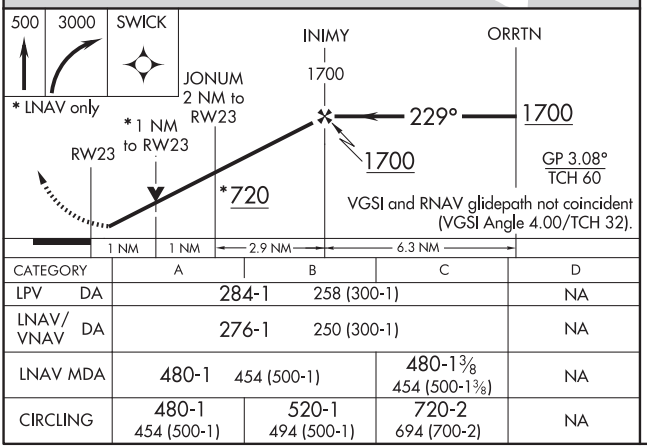
RNP APCH - GPS.

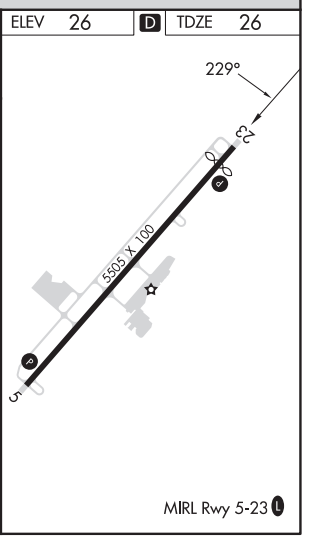
Baro-VNAV NA when using Wilmington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Wilmington altimeter setting and increase LPV DA to 335 feet, increase LNAV/VNAV DA to 327 feet, increase all MDAs 60 feet and Circling visibility Cat C ¼ SM. Rwy 23 helicopter visibility reduction below ¾ SM NA. VDP NA when using Wilmington altimeter setting.

MISSED APPROACH: Climb to 500 then climbing right turn to 3000 direct SWICK and hold.

AWOS-3P	WILMINGTON APP CON ★	UNICOM
124.175	118.25 284.65	123.05(CTAF) L







CATEGORY	A	B	C	D
LPV DA	284-1	258 (300-1)		NA
LNAV/VNAV DA	276-1	250 (300-1)		NA
LNAV MDA	480-1 454 (500-1)		480-1⅜ 454 (500-1⅜)	NA
CIRCLING	480-1 454 (500-1)	520-1 494 (500-1)	720-2 694 (700-2)	NA

SE-2, 07 AUG 2025 to 02 OCT 2025

OCRACOKE, NORTH CAROLINA AL-6810 (FAA) 22307

RNAV (GPS) RWY 6

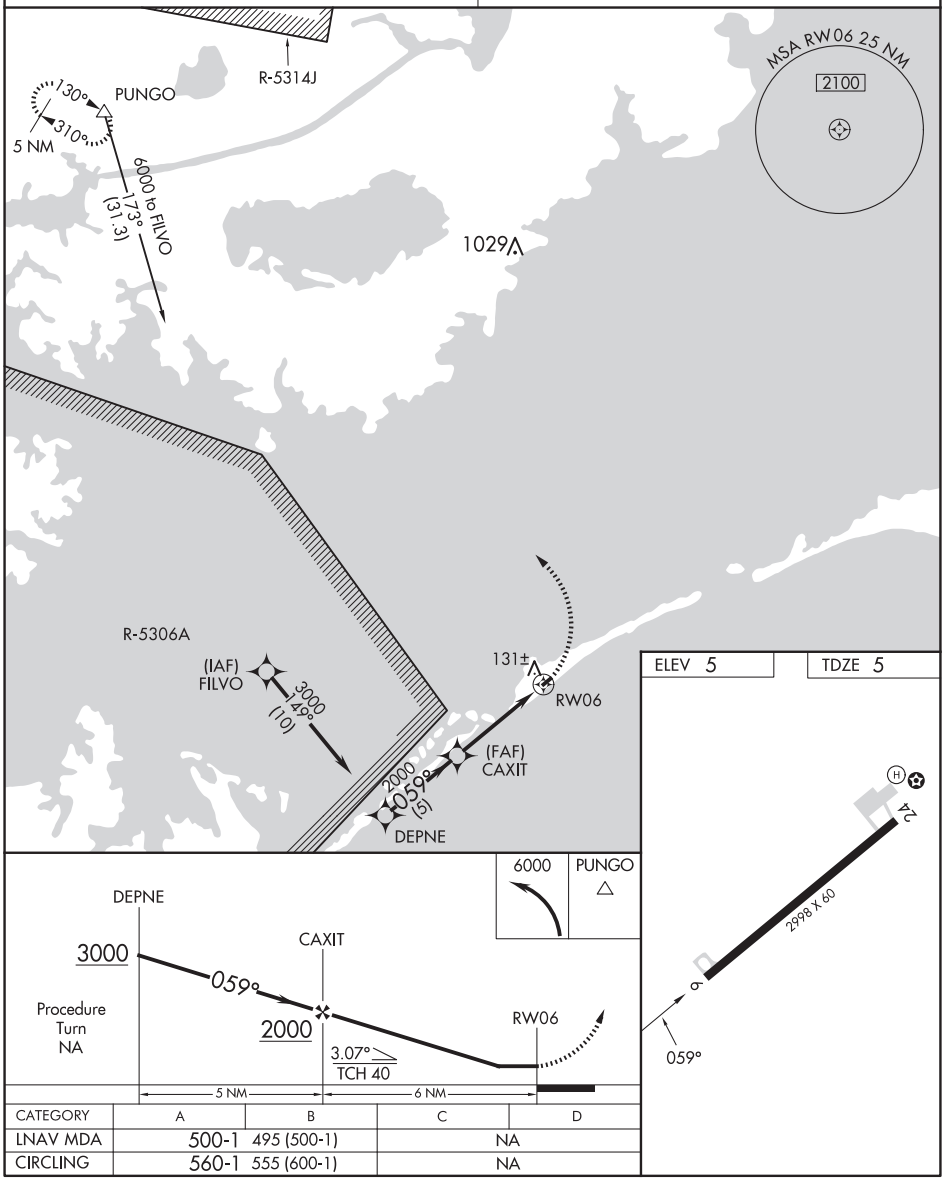
OCRACOKE ISLAND (W95)

APP CRS	Rwy Idg	2998
059°	TDZE	5
	Apt Elev	5

NA Procedure NA at night. Use Hatteras altimeter setting, when not received procedure NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 6000 direct PUNGO WP and hold.

CHERRY POINT APP CON	CTAF
119.75 360.775	122.9



CATEGORY	A	B	C	D
LNAV MDA	500-1	495 (500-1)	NA	
CIRCLING	560-1	555 (600-1)	NA	

OCRACOKE, NORTH CAROLINA
Orig-A 10DEC15

35°06'N-75°58'W

OCRACOKE ISLAND (W95)

RNAV (GPS) RWY 6

SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 24

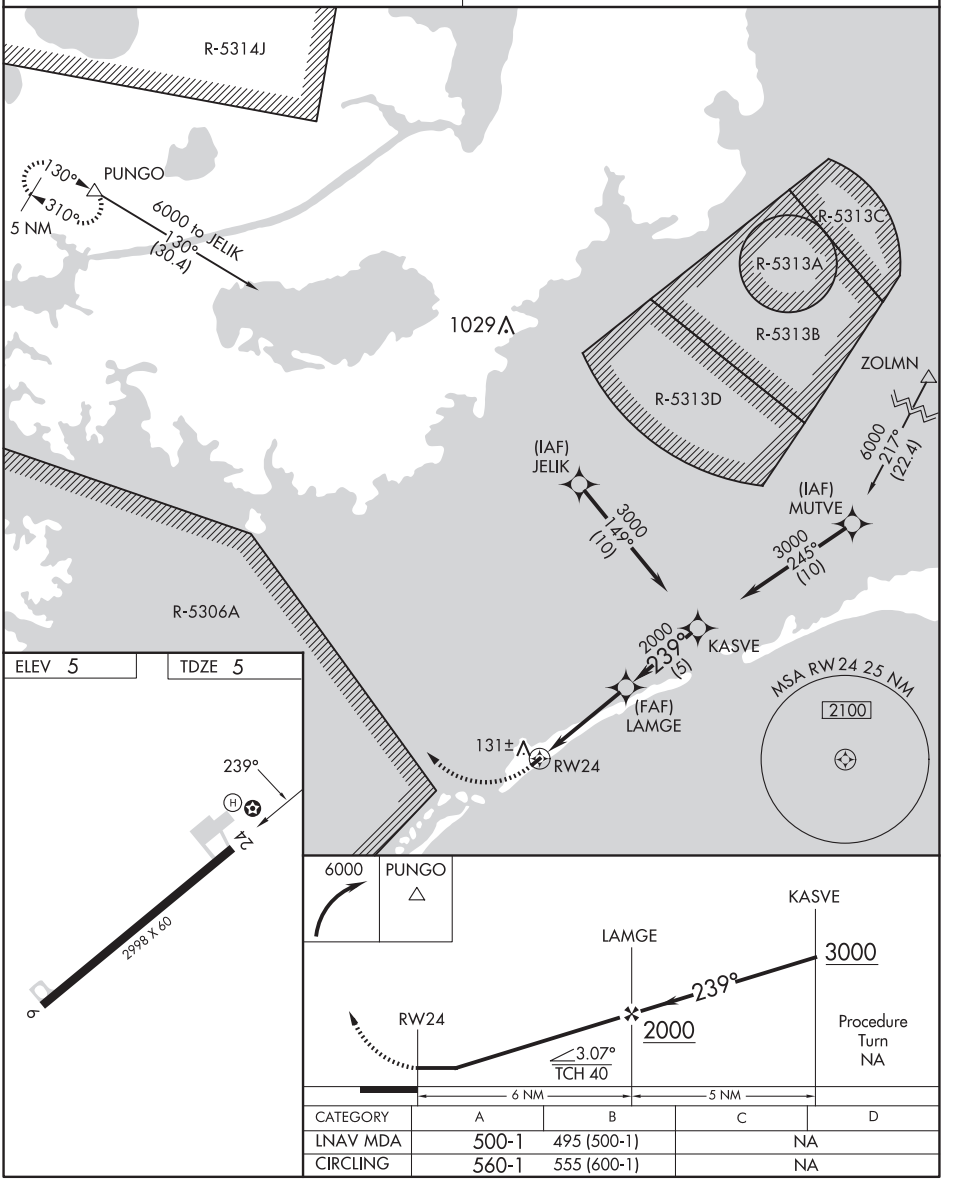
OCRACOKE ISLAND (W95)

APP CRS	Rwy Idg	2998
239°	TDZE	5
	Apt Elev	5

NA — Procedure NA at night. Use Hatteras altimeter setting, when not received procedure NA. DME/DME RNP-0.3 NA. Helicopter visibilty reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 6000 direct PUNGO WP and hold.

CHERRY POINT APP CON	CTAF
119.75 360.775	122.9



CATEGORY	A	B	C	D
LNAV MDA	500-1	495 (500-1)	NA	
CIRCLING	560-1	555 (600-1)	NA	

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

ORANGEBURG, SOUTH CAROLINA AL-5711 (FAA) 23166

WAAS CH 57918 W05A	APP CRS 049°	Rwy Idg 4508	TDZE 191	Apt Elev 195

RNAV (GPS) RWY 5

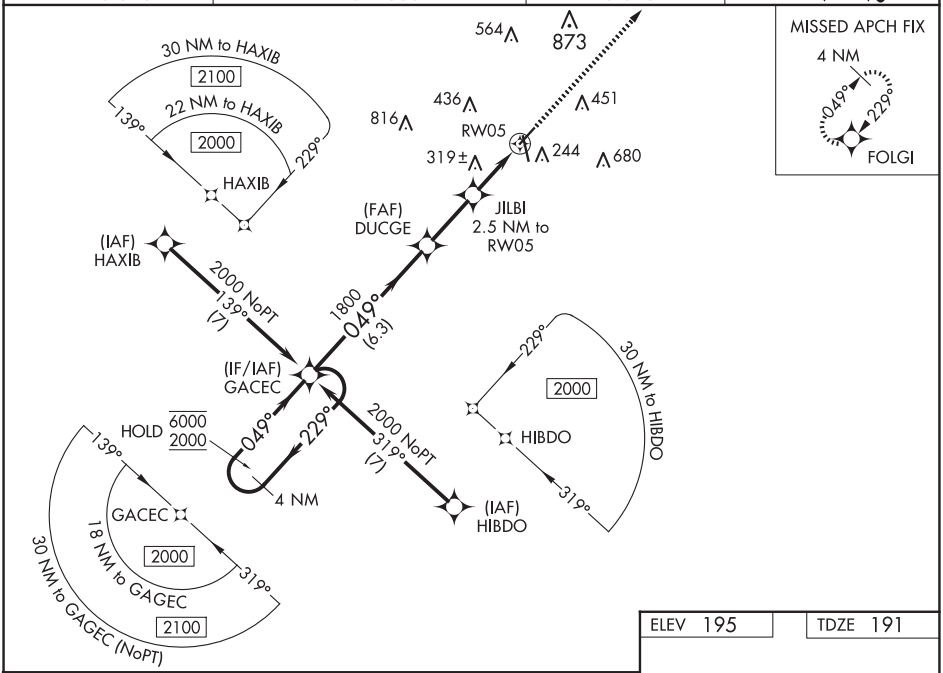
ORANGEBURG MUNI (OGB)

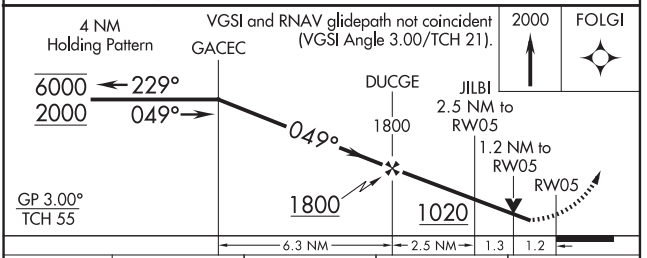
RNP APCH - GPS.

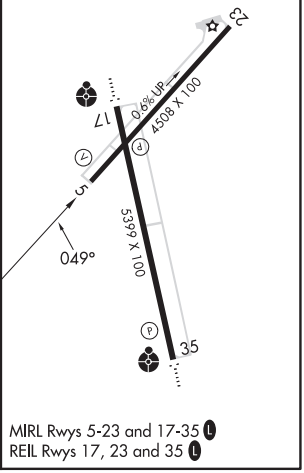
Circling Rwy 17 NA at night. Baro-VNAV and VDP NA when using Columbia Metro altimeter setting. Rwy 5 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. When local altimeter setting not received, use Columbia Metro altimeter setting: increase LPV DA to 542 feet; increase LNAV/VNAV DA to 520 feet; increase all MDAs 80 feet and visibility Cats C and D ¼ SM.

MISSED APPROACH: Climb to 2000 direct FOLGI and hold.

ASOS	COLUMBIA APP CON		GCO	UNICOM
118.525	124.15	338.2	125.675	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	463-1 272 (300-1)			
LNAV/VNAV DA	441-1 250 (300-1)			
LNAV MDA	580-1 389 (400-1)		580-1⅛ 389 (400-1⅛)	
CIRCLING	680-1 485 (500-1)	740-1 545 (600-1)	980-2¼ 785 (800-2¼)	980-2½ 785 (800-2½)

MIRL Rwys 5-23 and 17-35 L
REIL Rwys 17, 23 and 35 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 17

ORANGEBURG MUNI (OGB)

APP CRS	Rwy Idg	5399
174°	TDZE	181
	Apt Elev	195

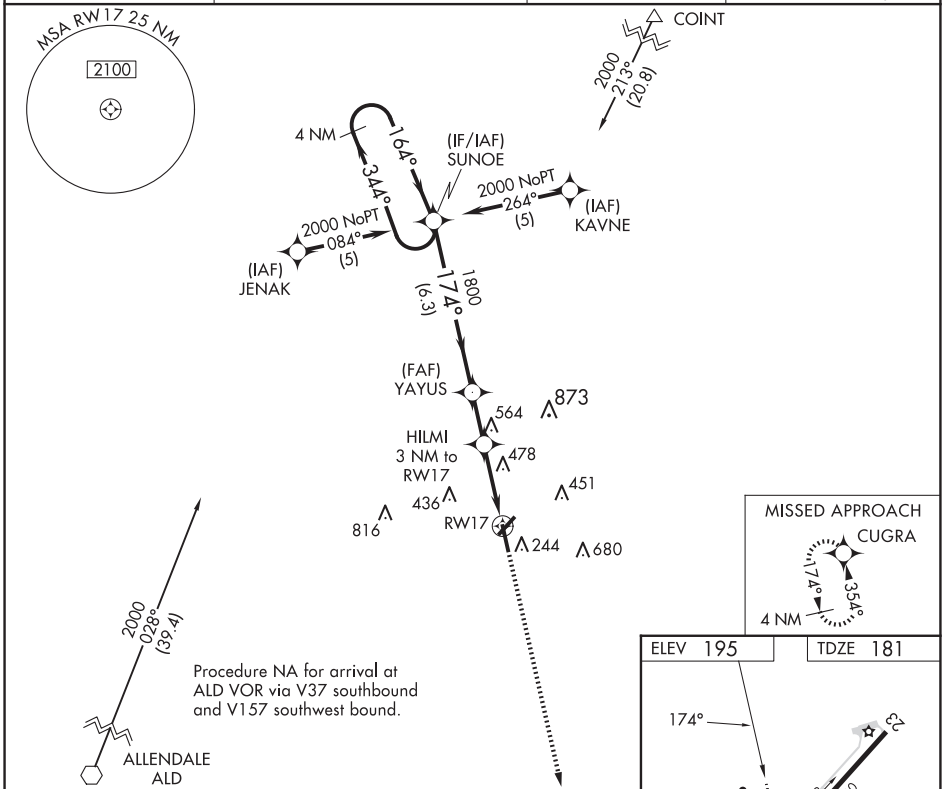
RNP APCH-GPS.

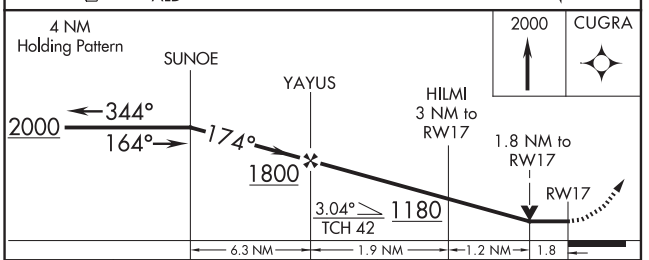
When local altimeter setting not received, use Columbia Metro altimeter setting and increase all MDAs 80 feet and visibility Cat C/D ⅛ SM, and Circling visibility Cat C/D ¼ SM. VDP NA when using Columbia Metro altimeter setting. Straight-in minimums NA at night, Circling Rwy 17 NA at night. Rwy 17 helicopter visibility reduction below 1 SM NA.

ODALS

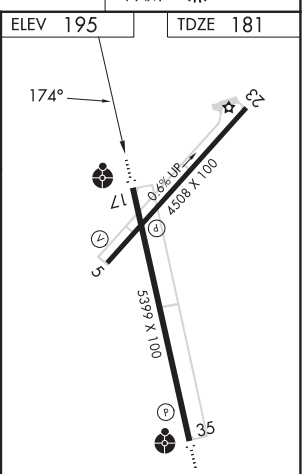
MISSED APPROACH: Climb to 2000 direct CUGRA and hold.

ASOS	COLUMBIA APP CON	GCO	UNICOM
118.525	124.15 338.2	125.675	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	780-¾ 599 (600-¾)		780-1⅝	599 (600-1⅝)
CIRCLING	780-1 585 (600-1)	800-1 605 (700-1)	1040-2½ 845 (900-2½)	1040-2¾ 845 (900-2¾)



REIL Rwys 17, 23, and 35 L

MIRL Rwys 5-23 and 17-35 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

ORANGEBURG, SOUTH CAROLINA AL-5711 (FAA) 23166

WAAS CH 99318 W23A	APP CRS 229°	Rwy Idg 4508 TDZE 195 Apt Elev 195

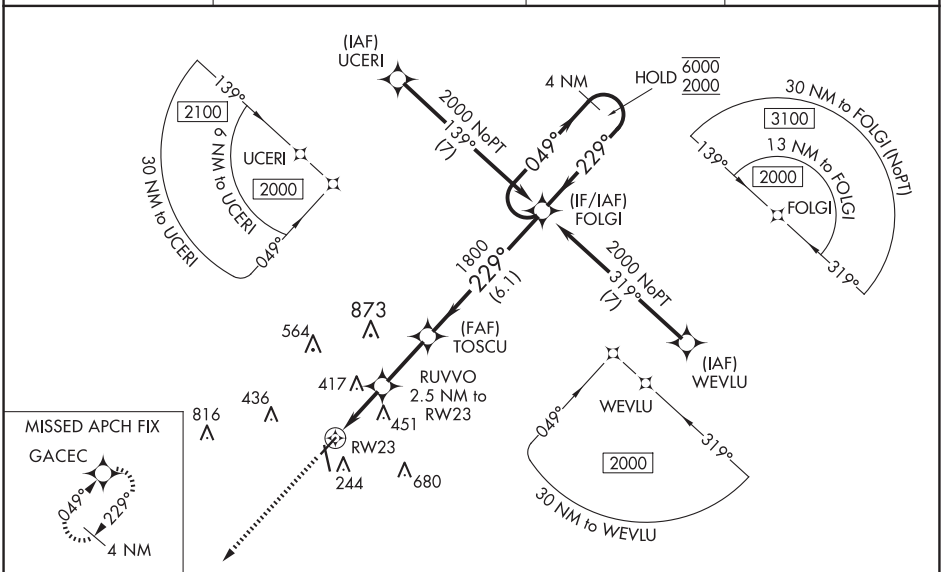
RNAV (GPS) RWY 23
ORANGEBURG MUNI (OGB)

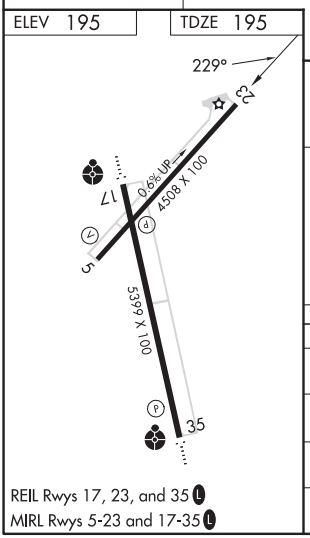
RNP APCH-GPS.

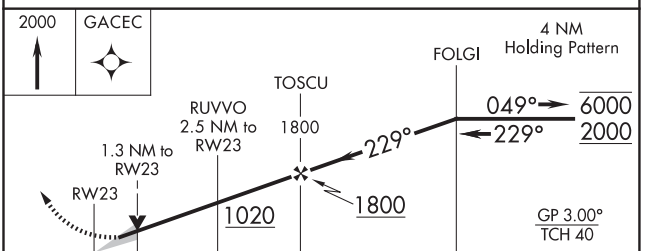
Circling Rwy 17 NA at night. Baro-VNAV and VDP NA when using Columbia Metro altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. When local altimeter setting not received, use Columbia Metro altimeter setting: increase LPV DA to 538 feet and all visibilities ⅛ SM; increase LNAV/VNAV DA to 740 feet and all visibilities ¼ SM; increase all MDAs 80 feet and visibility Cats C and D ¼ SM.

MISSED APPROACH: Climb to 2000 direct GACEC and hold.

ASOS	COLUMBIA APP CON	GCO	UNICOM
118.525	124.15 338.2	125.675	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	459-⅞ 264 (300-⅞)			
LNAV/VNAV DA	660-1⅜ 465 (500-1⅜)			
LNAV MDA	660-1 465 (500-1)		660-1⅜ 465 (500-1⅜)	
CIRCLING	680-1 485 (500-1)	740-1 545 (600-1)	980-2¼ 785 (800-2¼)	980-2½ 785 (800-2½)

ORANGEBURG, SOUTH CAROLINA
Amdt 2 15JUN23

33°27′N-80°52′W

ORANGEBURG MUNI (OGB)
RNAV (GPS) RWY 23

SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 35

ORANGEBURG MUNI (OGB)

WAAS CH **97418** **W35A**	APP CRS **354°**	Rwy Idg **5399** TDZE **186** Apt Elev **195**

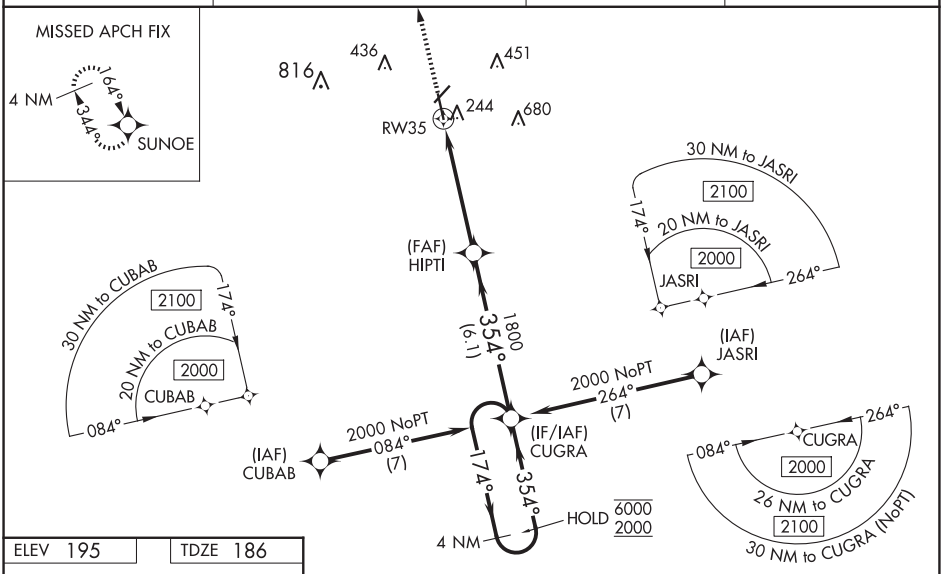
RNP APCH - GPS.

Circling Rwy 17 NA at night. Baro-VNAV and VDP NA when using Columbia Metro altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. Inop table does not apply to LPV. For inop ALS, increase LNAV/VNAV Cat A/B visibility to ⅞ SM and LNAV Cat C/D visibility to 1⅜ SM. When local altimeter setting not received, use Columbia Metro altimeter setting: increase LPV DA to 515 feet and all visibilities ⅛ SM; increase LNAV/VNAV DA to 559 feet and all visibilities ¼ SM; increase all MDAs 80 feet and visibility Cats C and D ¼ SM. For inop ALS when using Columbia Metro altimeter setting, increase LPV and LNAV/VNAV Cat A/B visibility to 1 SM.

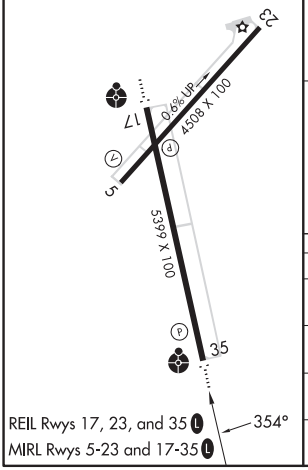
ODALS

MISSED APPROACH: Climb to 2000 direct SUNOE and hold.

ASOS	COLUMBIA APP CON	GCO	UNICOM
118.525	**124.15 338.2**	**125.675**	**122.7** (CTAF)



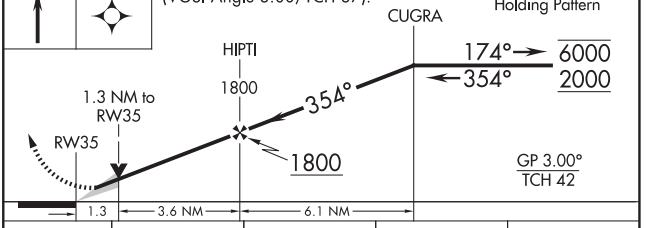
ELEV 195 TDZE 186



2000 SUNOE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 37).

4 NM Holding Pattern



CATEGORY	A	B	C	D
LPV DA	436-¾	250 (300-¾)		
LNAV/VNAV DA	480-¾	294 (300-¾)		
LNAV MDA	640-¾	454 (500-¾)	640-1⅛	454 (500-1⅛)
CIRCLING	680-1 485 (500-1)	740-1 545 (600-1)	980-2¼ 785 (800-2¼)	980-2½ 785 (800-2½)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

OXFORD, NORTH CAROLINA

AL-6550 (FAA)

24305

RNAV (GPS) RWY 6

HENDERSON/OXFORD (HNZ)

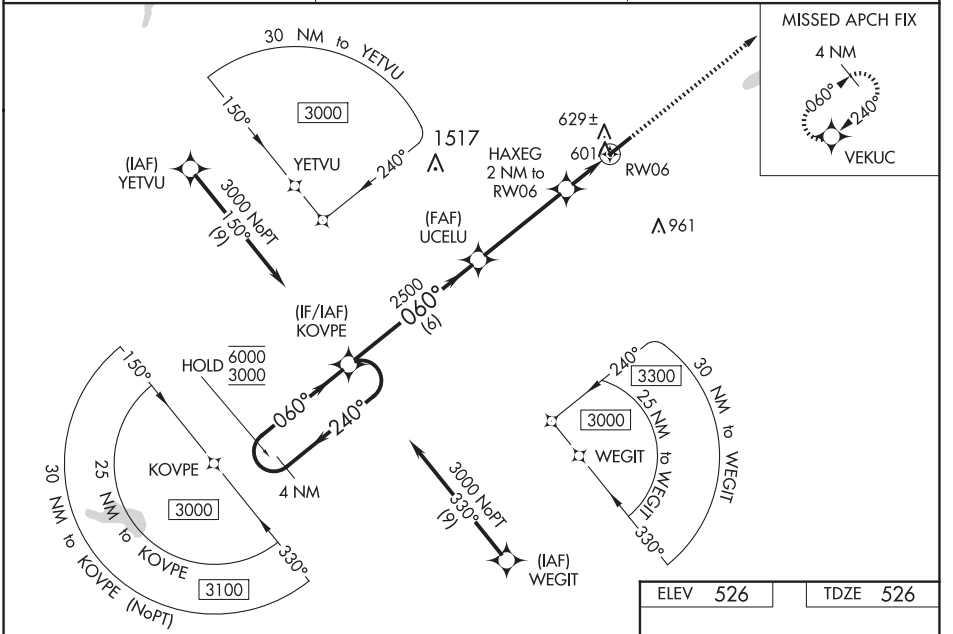
WAAS	APP CRS	Rwy Idg	5501
CH 45709	060°	TDZE	526
W06A		Apt Elev	526

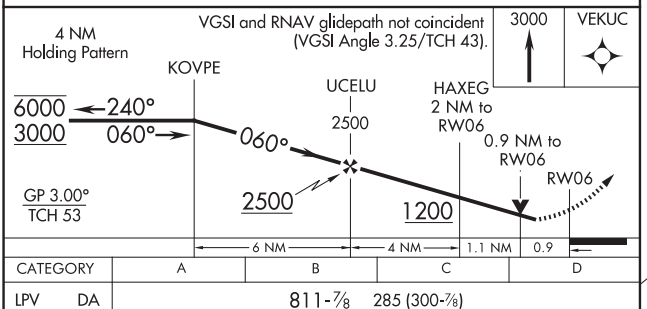
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.
When local altimeter setting not received, use Roxboro altimeter setting: increase all DA to 875 feet and all visibilities ⅛ SM; increase all MDA 80 feet and visibility Cats C and D ¼ SM. Baro-VNAV and VDP NA when using Roxboro altimeter setting.
Rwy 6 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct VEKUC and hold.

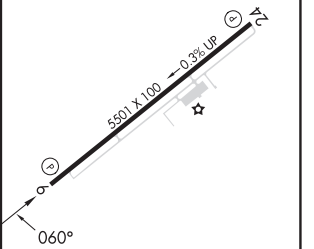
AWOS-3	RALEIGH APP CON	UNICOM
118.625	132.35 256.9	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	811-⅞ 285 (300-⅞)			
LNAV/VNAV DA	810-⅞ 284 (300-⅞)			
LNAV MDA	880-1 354 (400-1)			
C CIRCLING	960-1 434 (500-1)	980-1 454 (500-1)	1100-1½ 574 (600-1½)	1280-2½ 754 (800-2½)

ELEV 526 TDZE 526



REIL Rwy 6 L
MIRL Rwy 6-24 L

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 63009 W24A	APP CRS 240°	Rwy Idg 5501 TDZE 523 Apt Elev 526

RNAV (GPS) RWY 24

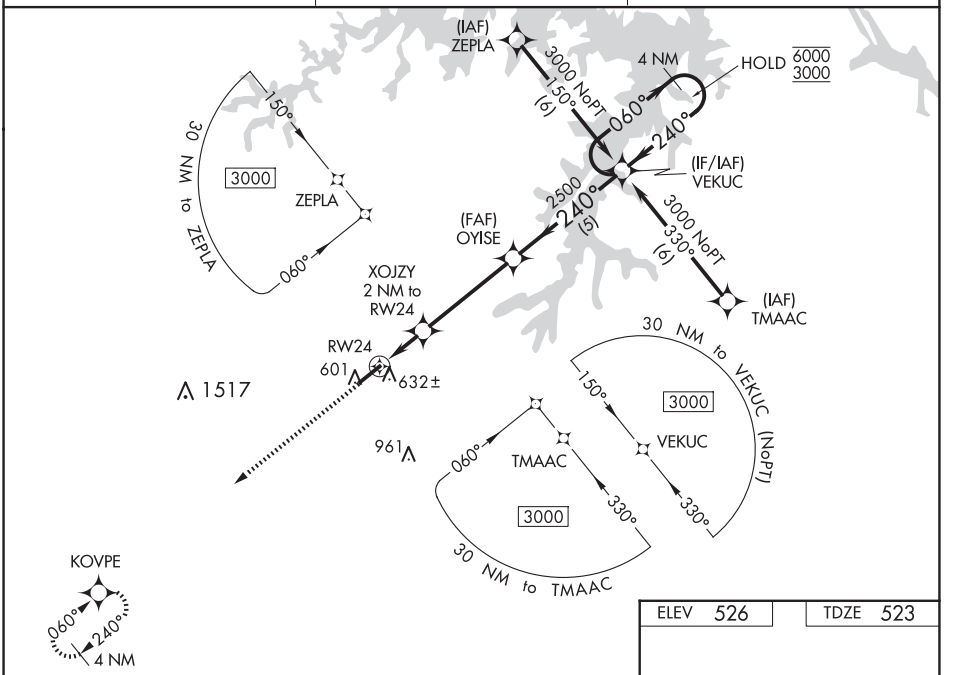
HENDERSON/OXFORD (HNZ)

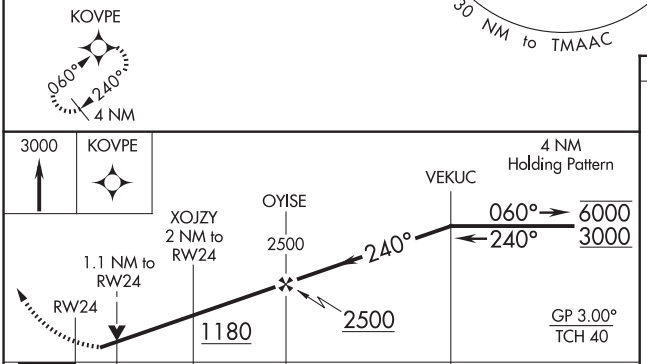
RNP APCH - GPS.

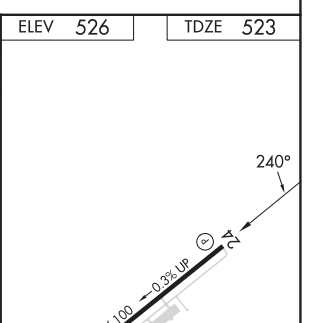
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using Roxboro altimeter setting. Rwy 24 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Roxboro altimeter setting and increase LPV DA to 837 feet and all visibilities ⅛ SM; increase LNAV/VNAV DA to 877 feet and all visibilities ⅛ SM; increase all MDAs 80 feet and LNAV visibility Cat C/D ⅜ SM, and Circling visibility Cat C/D ¼ SM.

MISSED APPROACH: Climb to 3000 direct KOVPE and hold.

AWOS-3	RALEIGH APP CON	UNICOM
118.625	132.35 256.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	773-¾ 250 (300-¾)			
LNAV/VNAV DA	813-⅞ 290 (300-⅞)			
LNAV MDA	900-1 377 (400-1)			
C CIRCLING	960-1 434 (500-1)	980-1 454 (500-1)	1100-1½ 574 (600-1½)	1280-2½ 754 (800-2½)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

OXFORD, NORTH CAROLINA

AL-6550 (FAA)

24305

LOC RWY 6

HENDERSON/OXFORD (HNZ)

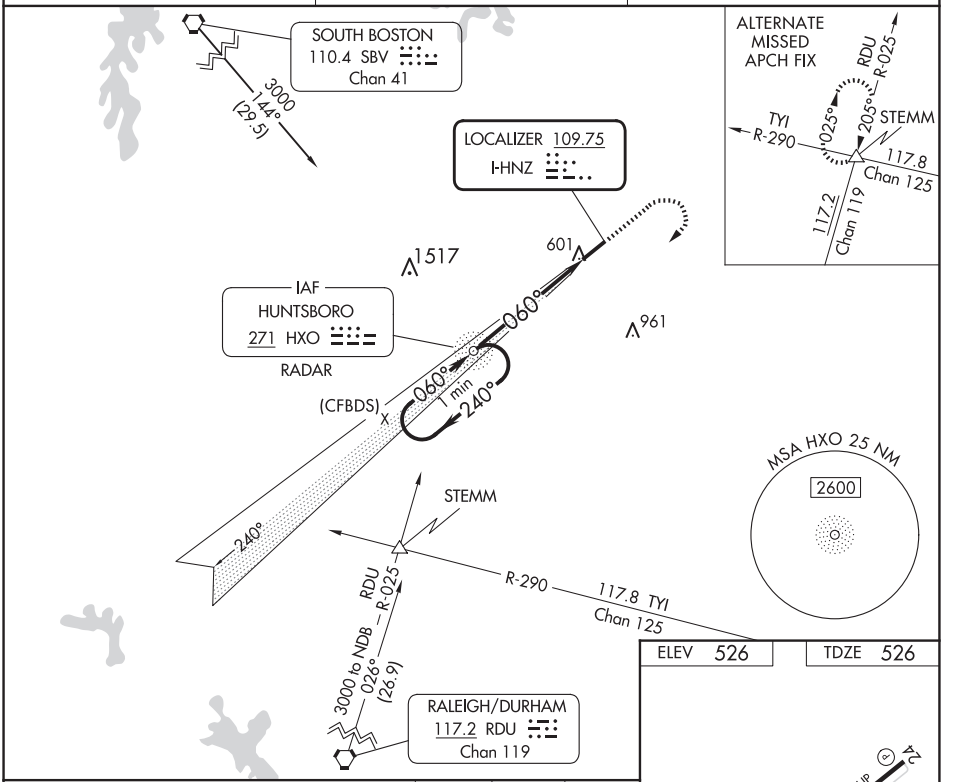
LOC I-HNZ	APP CRS	Rwy Idg	5501
109.75	060°	TDZE	526
		Apt Elev	526

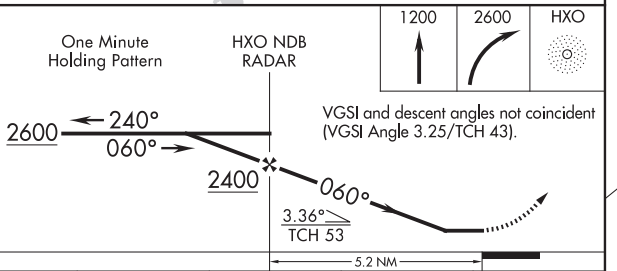
ADF or RADAR required. ADF or RADAR required for procedure entry.

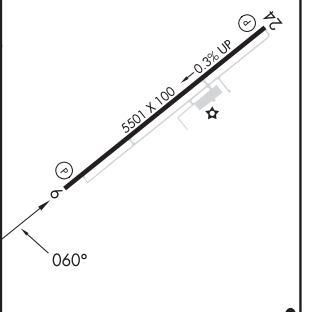
Rwy 6 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Roxboro altimeter setting and increase all MDA 80 feet; increase S-6 Cat C/D visibility ⅛ SM and Circling Cat C and D visibility ¼ SM.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2600 direct HXO NDB/RADAR and hold.

AWOS-3	RALEIGH APP CON	UNICOM
118.625	132.35 256.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-6	980-1	454 (500-1)	980-1⅜	454 (500-1⅜)
C CIRCLING	980-1	454 (500-1)	1100-1½	1280-2½
			574 (600-1½)	754 (800-2½)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

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RNAV (GPS) RWY 6

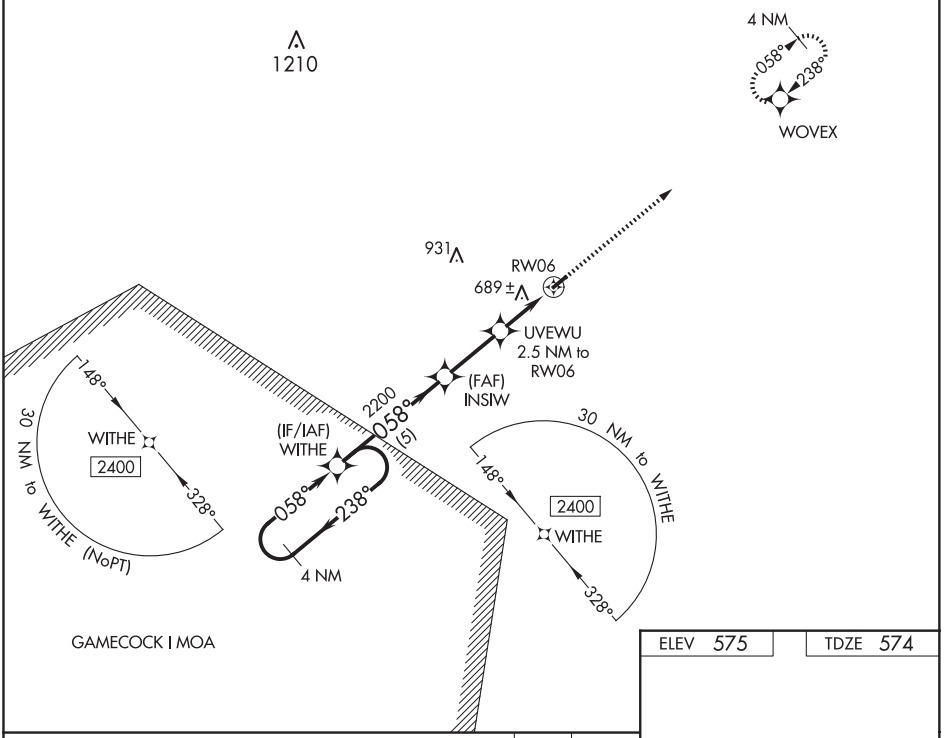
PAGELAND (PYG)

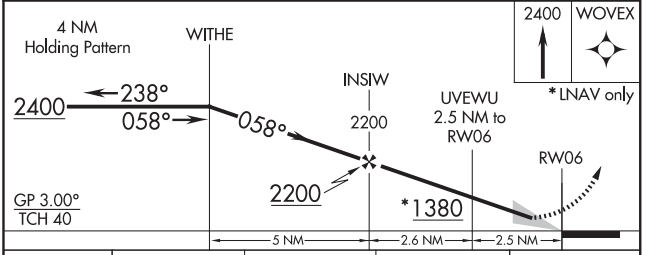
WAAS	APP CRS	Rwy Idg	3396
CH 56440	058°	TDZE	574
W06A		Apt Elev	575

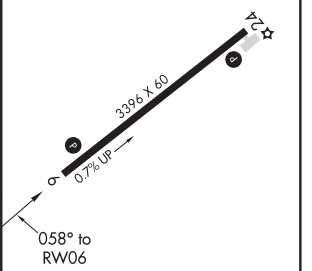
T A NA Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Charlotte/Monroe Exec altimeter setting. When Charlotte/Monroe Exec altimeter not received, use Charlotte/Douglas Intl altimeter setting and increase LPV DA to 943 feet and all visibilities ⅛ SM. Increase LNAV/VNAV DA to 1139 feet and all visibilities ¼ SM. Increase all MDA 60 feet.

MISSED APPROACH: Climb to 2400 direct WOVEX and hold.

EQY ASOS	CHARLOTTE APP CON	(CTAF)
135.775	120.05 307.8	122.9







CATEGORY	A	B	C	D
LPV DA	889-1⅛	315 (400-1⅛)	NA	
LNAV/VNAV DA	1085-1⅞	511 (600-1⅞)	NA	
LNAV MDA	1020-1	446 (500-1)	NA	
C CIRCLING	1100-1⅞	525 (600-1⅞)	NA	

MIRL Rwy 6
REIL Rwys 6 and 24

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 24

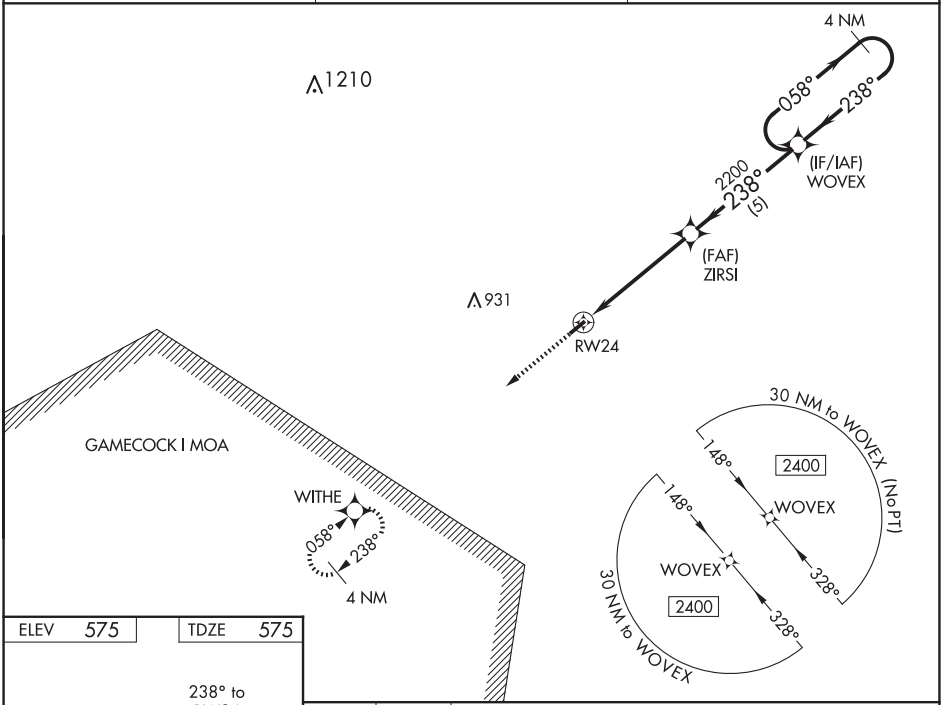
PAGELAND (PYG)

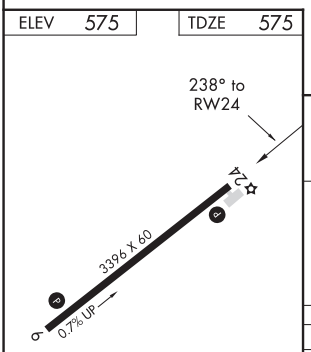
WAAS	APP CRS		
CH **97540**	**238°**	Rwy Idg	**3396**
W24A		TDZE	**575**
		Apt Elev	**575**

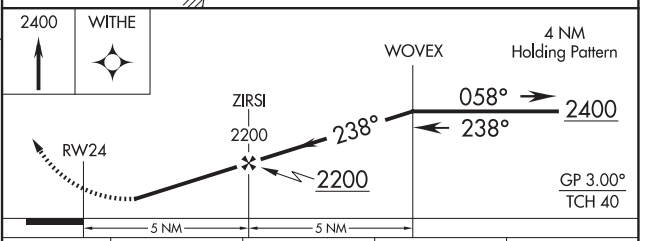
Baro-VNAV NA. Rwy 24 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. Use Charlotte/Monroe Exec altimeter setting. When Charlotte/Monroe Exec altimeter not received, use Charlotte/Douglas Intl altimeter setting and increase LPV DA to 944 feet and all visibilities ¼ SM. Increase LNAV/VNAV DA to 986 feet and all visibilities ⅛ SM. Increase all MDA 60 feet.

MISSED APPROACH: Climb to 2400 direct WITHE and hold.

EQY ASOS	CHARLOTTE APP CON	(CTAF)
135.775	**120.05 307.8**	**122.9**







CATEGORY	A	B	C	D
LPV DA	890-1	315 (400-1)	NA	
LNAV/VNAV DA	932-1¼	357 (400-1¼)	NA	
LNAV MDA	1040-1	465 (500-1)	NA	
C CIRCLING	1100-1	525 (600-1)	NA	

MIRL Rwy 6-24
REIL Rwys 6 and 24

SE-2, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	4335
CH 82526	178°	TDZE	452
W18A		Apt Elev	452

RNAV (GPS) RWY 18

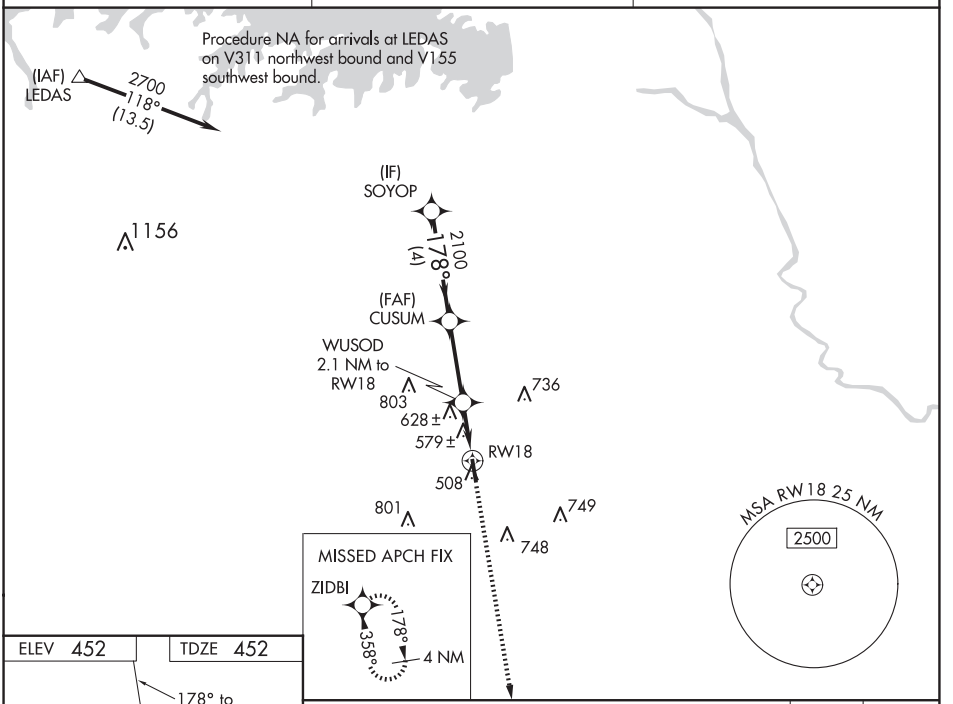
LEXINGTON COUNTY (6JØ)

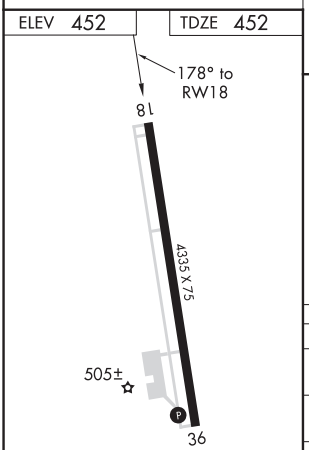
RNP APCH.

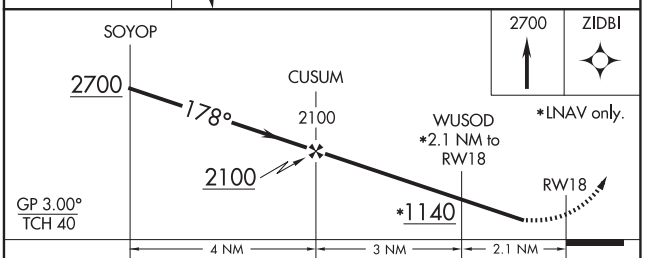
Baro-VNAV NA. Rwy 18 helicopter visibility reduction below ¾ SM NA. Use Columbia Metro altimeter setting; when not received use Jim Hamilton L B Owens altimeter setting and increase all DA 19 feet, all MDA 20 feet and increase LPV and LNAV/VNAV all Cats visibility ⅛ mile.

MISSED APPROACH: Climb to 2700 direct ZIDBI and hold.

CAE ASOS	COLUMBIA APP CON	UNICOM
120.15	124.15 338.2	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	757-1 305 (400-1)		NA	
LNAV/VNAV DA	797-1⅛ 345 (400-1⅛)		NA	
LNAV MDA	940-1 488 (500-1)		NA	
CIRCLING	980-1 528 (600-1)	1060-1 608 (700-1)	NA	

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

PELION, SOUTH CAROLINA AL-6765 (FAA) 22027

WAAS CH **40326** **W36A**	APP CRS **358°**	Rwy Idg **4335** TDZE **452** Apt Elev **452**

RNAV (GPS) RWY 36
LEXINGTON COUNTY (6J0)

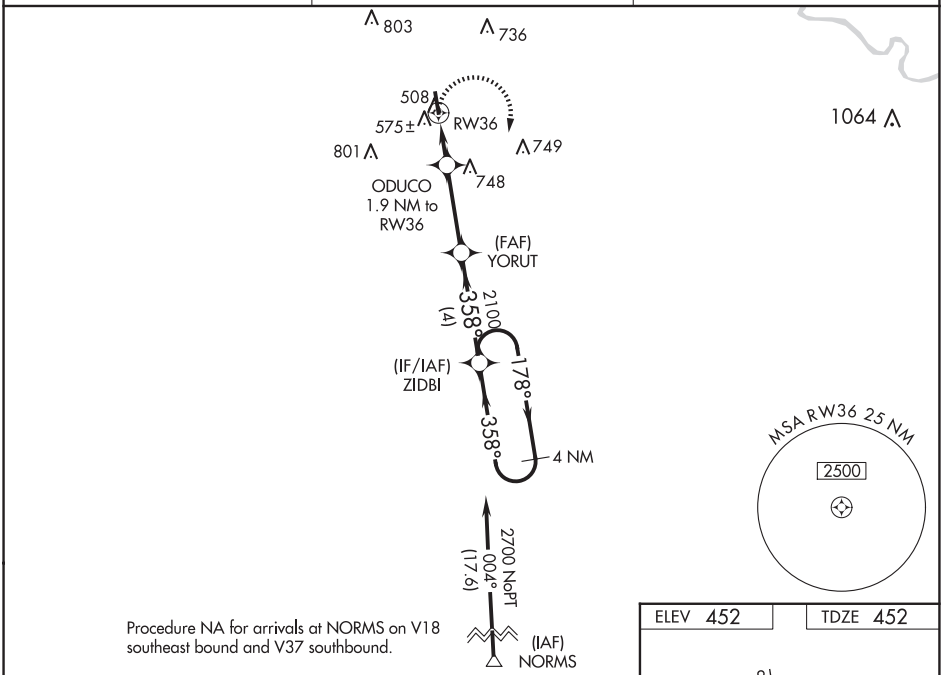
RNP APCH.

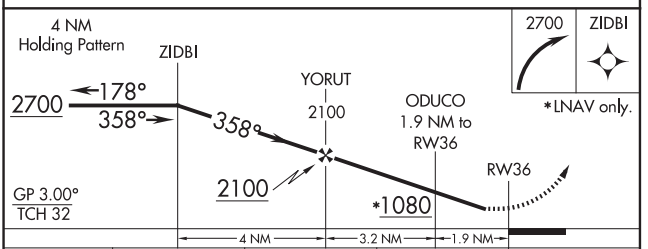
Baro-VNAV NA. Rwy 36 helicopter visibility reduction below ¾ SM NA. Use Columbia Metro altimeter setting; when not received use Jim Hamilton L B Owens altimeter setting and increase all DA 19 feet, all MDA 20 feet and increase LPV and LNAV/VNAV all Cats visibility ⅛ mile.

NA

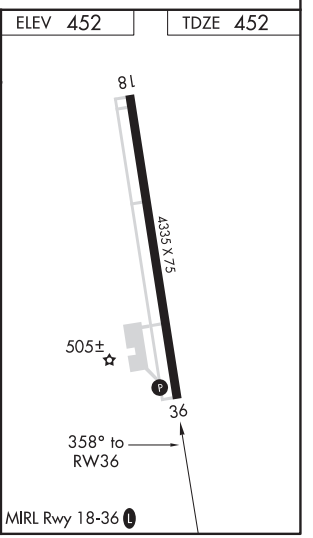
MISSED APPROACH: Climbing right turn to 2700 direct ZIDBI and hold.

CAE ASOS	COLUMBIA APP CON	UNICOM
120.15	**124.15 338.2**	**123.0** (CTAF) L





CATEGORY	A	B	C	D
LPV DA	757-1 305 (400-1)		NA	
LNAV/VNAV DA	793-1⅛ 341 (400-1⅛)		NA	
LNAV MDA	880-1 428 (500-1)		NA	
CIRCLING	980-1 528 (600-1)	1060-1 608 (700-1)	NA	



PELION, SOUTH CAROLINA
Orig-C 27JAN22

33°48'N-81°15'W

LEXINGTON COUNTY (6J0)
RNAV (GPS) RWY 36

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

VORTAC CAE 114.7 Chan 94	APP CRS 250°	Rwy Idg N/A TDZE N/A Apt Elev 452

VOR-A

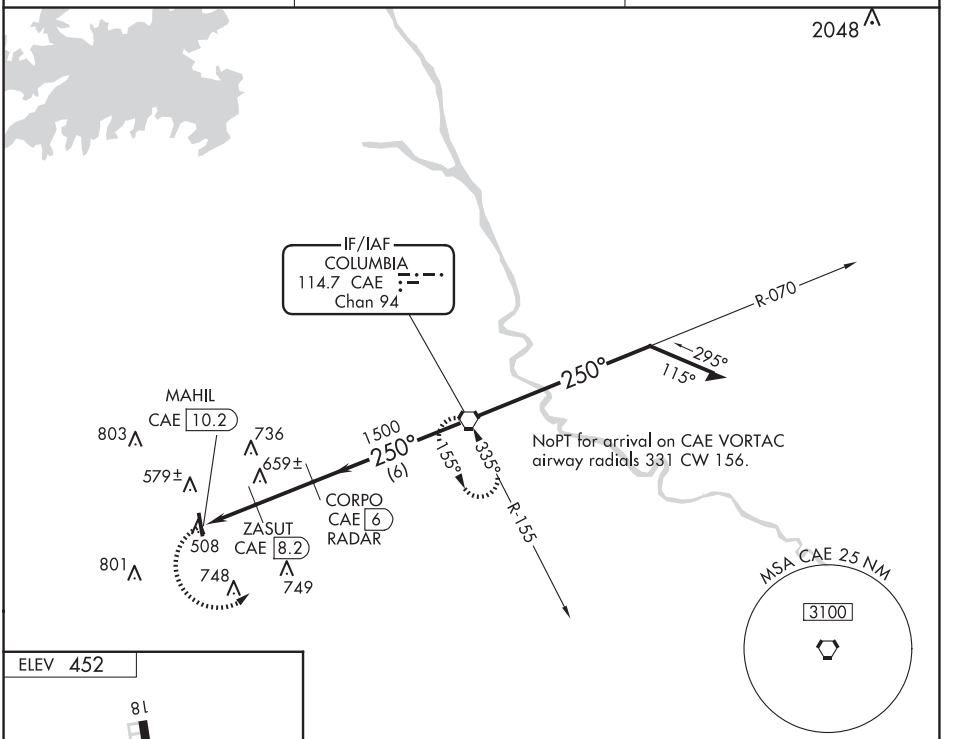
LEXINGTON COUNTY (6JØ)

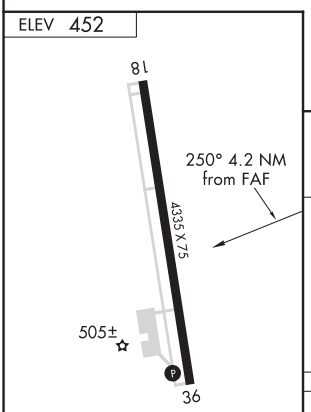
DME or RADAR required.

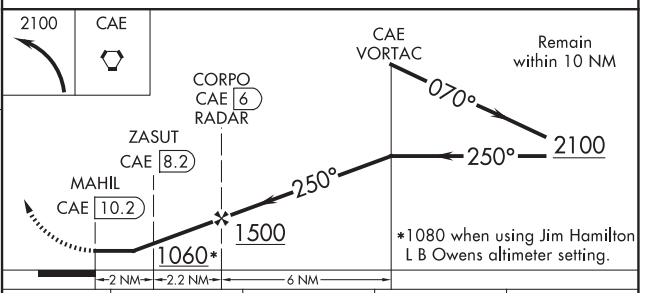
T NA — Use Columbia Metro altimeter setting; when not received, use Jim Hamilton L B Owens altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing left turn to 2100 direct CAE VORTAC and hold.

CAE ASOS 120.15	COLUMBIA APP CON 124.15 338.2	UNICOM 123.0 (CTAF) L







FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

ZASUT FIX MINIMUMS			
CATEGORY	A	B	C D
CIRCLING	1060-1 608 (700-1)		NA
CIRCLING	980-1 528 (600-1)	1060-1 608 (700-1)	NA

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

PICKENS, SOUTH CAROLINA AL-6174 (FAA) 23166

WAAS	APP CRS	Rwy Idg	5002
CH **99517**	**048°**	TDZE	**996**
W05A		Apt Elev	**1013**

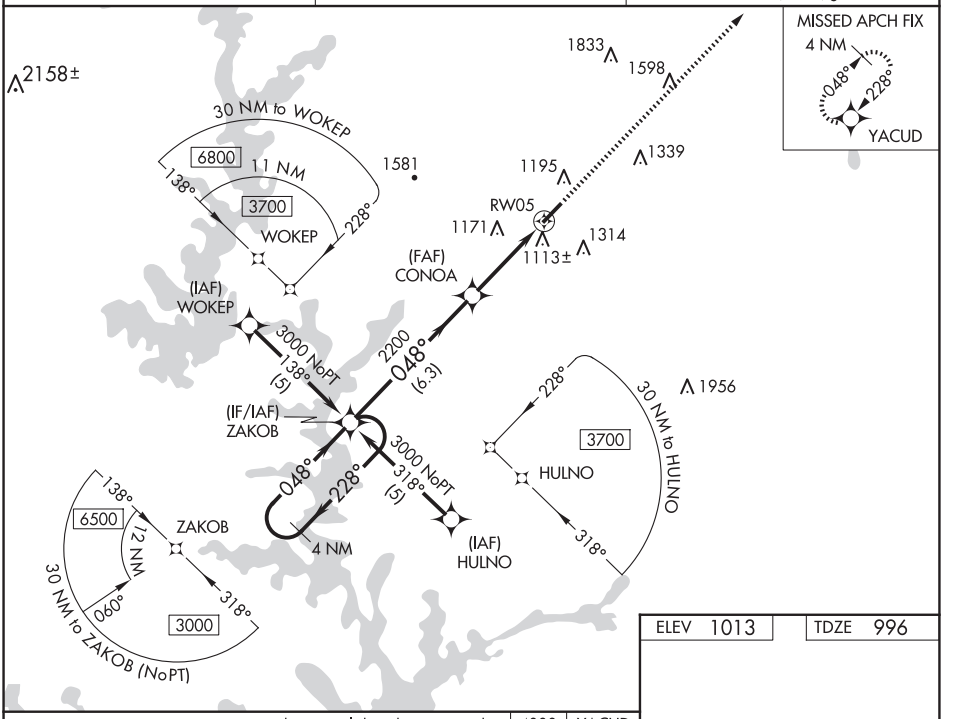
RNAV (GPS) RWY 5

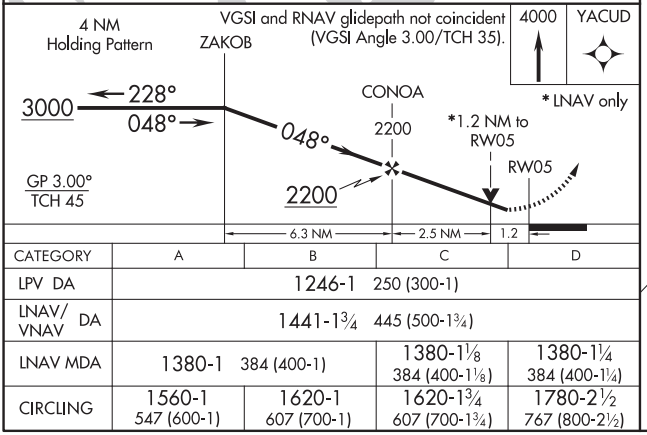
PICKENS COUNTY (LQK)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Clemson altimeter setting and increase LPV DA to 1292 feet and visibility all Cats ¼ SM; increase LNAV/VNAV DA to 1487 feet; increase all MDAs 60 feet and LNAV Cat C and Circling Cat D visibility ¼ SM, and LNAV Cat D visibility ⅛ SM. Baro-VNAV NA when using Clemson altimeter setting. VDP NA with Clemson altimeter setting.

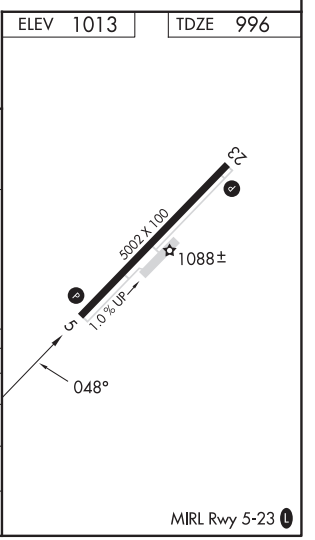
MISSED APPROACH: Climb to 4000 direct YACUD and hold.

AWOS-3	GREER APP CON ★	UNICOM
120.0	**118.8 270.275**	**122.8** (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1246-1 250 (300-1)			
LNAV/VNAV DA	1441-1¾ 445 (500-1¾)			
LNAV MDA	1380-1 384 (400-1)		1380-1⅛ 384 (400-1⅛)	1380-1¼ 384 (400-1¼)
CIRCLING	1560-1 547 (600-1)	1620-1 607 (700-1)	1620-1¾ 607 (700-1¾)	1780-2½ 767 (800-2½)



PICKENS, SOUTH CAROLINA
Orig-A 09SEP21

34°49'N-82°42'W

PICKENS COUNTY (LQK)

RNAV (GPS) RWY 5

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS		
Ch **42817**	**228°**	Rwy Idg	**5002**
W23A		TDZE	**1013**
		Apt Elev	**1013**

RNAV (GPS) RWY 23

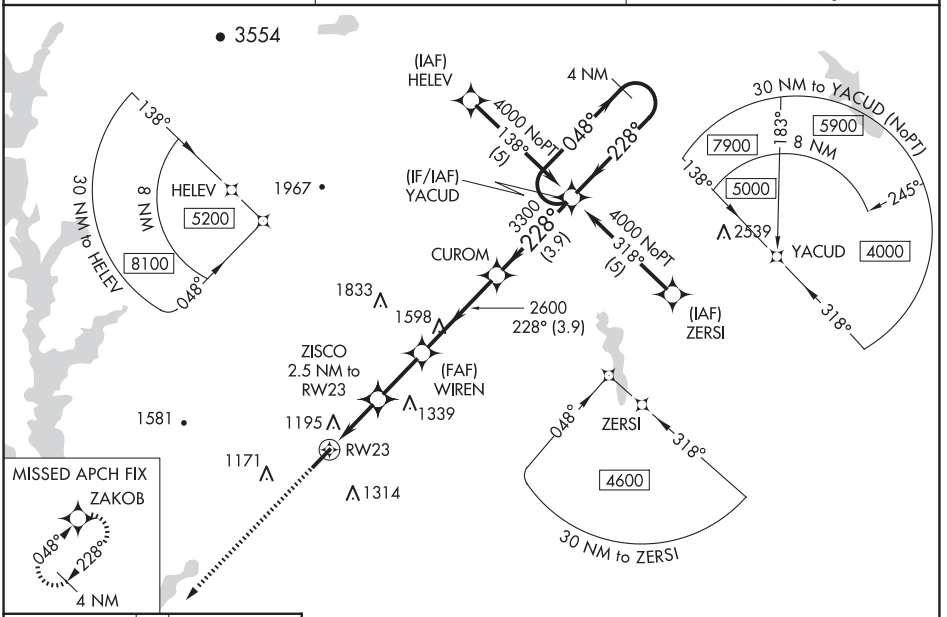
PICKENS COUNTY (LQK)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Clemson altimeter setting and increase LPV DA to 1356 feet and visibility all Cats ¼ SM; increase LNAV/VNAV DA to 1594 feet; increase all MDAs 60 feet and LNAV Cat C and Circling Cat D visibility ¼ SM, increase LNAV Cat D visibility ⅛ SM. Baro-VNAV NA when using Clemson altimeter setting. VDP NA with Clemson altimeter setting.

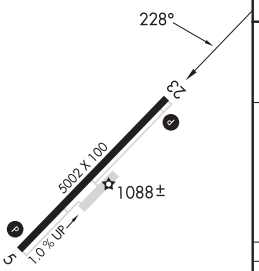
NA

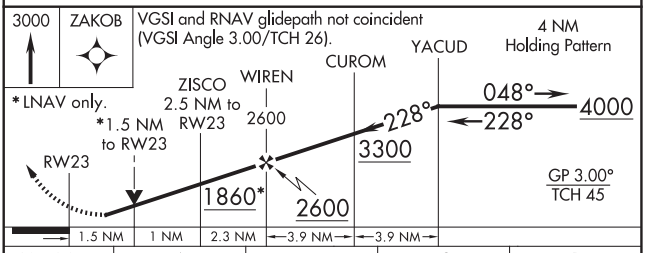
MISSED APPROACH: Climb to 3000 direct ZAKOB and hold.

AWOS-3	GREER APP CON ★	UNICOM
120.0	**118.8 270.275**	**122.8** (CTAF) L



ELEV 1013	TDZE 1013





CATEGORY	A	B	C	D
LPV DA	1310-1 297 (300-1)			
LNAV/ VNAV DA	1548-2 535 (600-2)			
LNAV MDA	1500-1 487 (500-1)		1500-1⅜ 487 (500-1⅜)	1500-1½ 487 (500-1½)
CIRCLING	1560-1 547 (600-1)	1620-1 607 (700-1)	1620-1¾ 607 (700-1¾)	1780-2½ 767 (800-2½)

MIRL Rwy 5-23 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

PINEHURST/SOUTHERN PINES, NORTH CAROLINA AL-5239 (FAA) 20086

LOC/DME I-SOP	APP CRS	Rwy Idg	5502
111.5	054°	TDZE	455
Chan 52		Apt Elev	459

ILS Y or LOC Y RWY 5

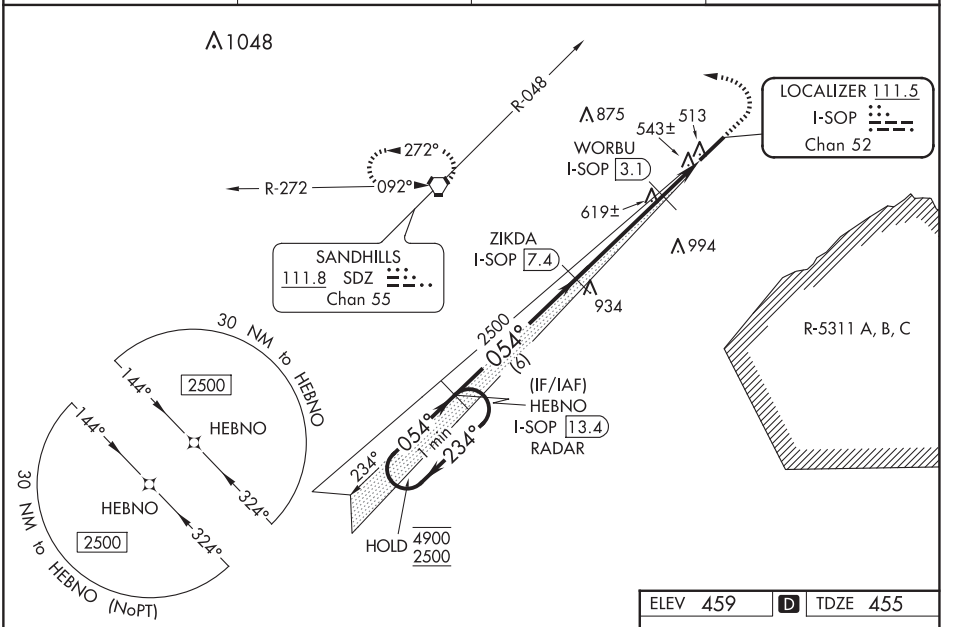
MOORE COUNTY (SOP)

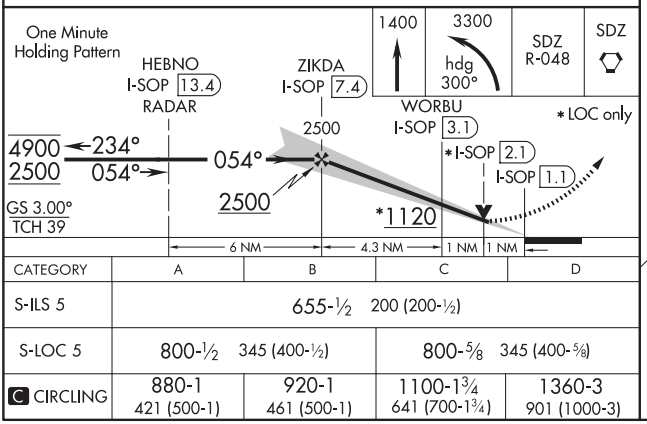
DME required.
RNAV-1 GPS or RADAR required.

MALSR

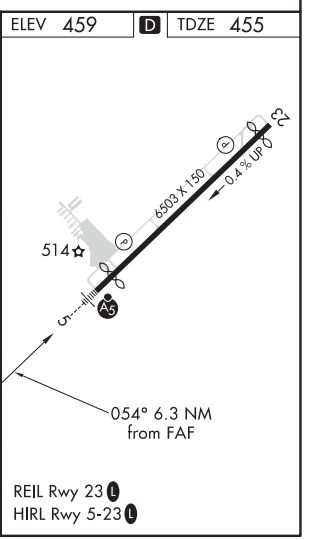
MISSED APPROACH: Climb to 1400 then climbing left turn to 3300 on heading 300° and on SDZ VORTAC R-048 to SDZ VORTAC and hold.

AWOS-3PT	FAYETTEVILLE APP CON	CLNC DEL	UNICOM
127.575	127.8 343.725	127.0	123.05 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 5	655-½ 200 (200-½)			
S-LOC 5	800-½ 345 (400-½)		800-⅝ 345 (400-⅝)	
C CIRCLING	880-1 421 (500-1)	920-1 461 (500-1)	1100-1¾ 641 (700-1¾)	1360-3 901 (1000-3)



PINEHURST/SOUTHERN PINES, NORTH CAROLINA
Orig-C 28FEB19

35°14'N-79°23'W

MOORE COUNTY (SOP)

ILS Y or LOC Y RWY 5

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-SOP	APP CRS	Rwy Idg	5502
111.5	054°	TDZE	455
Chan 52		Apt Elev	459

ILS Z or LOC Z RWY 5

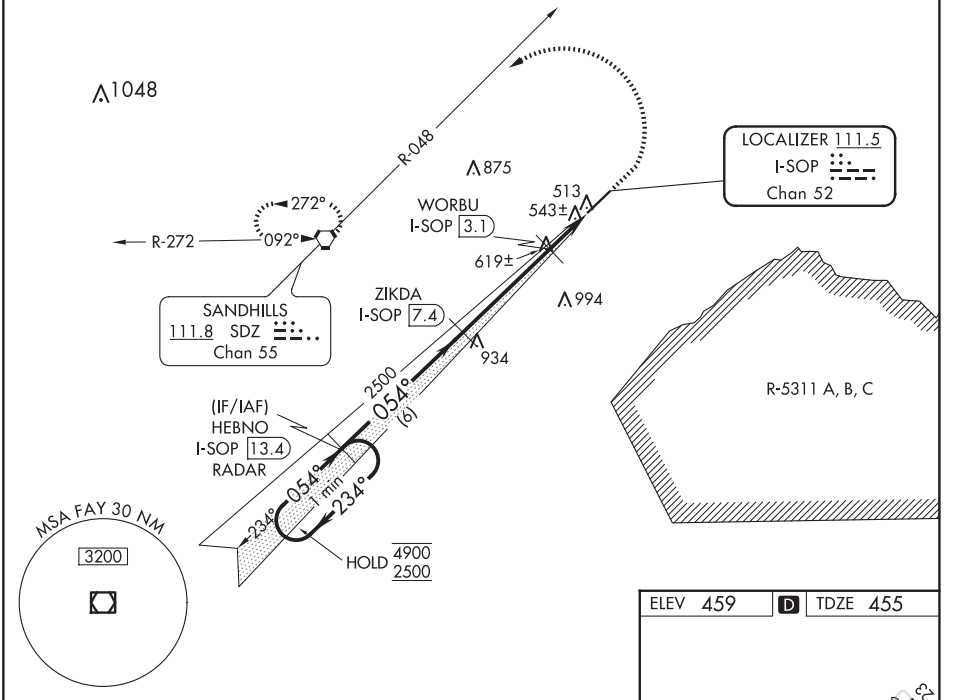
MOORE COUNTY (SOP)

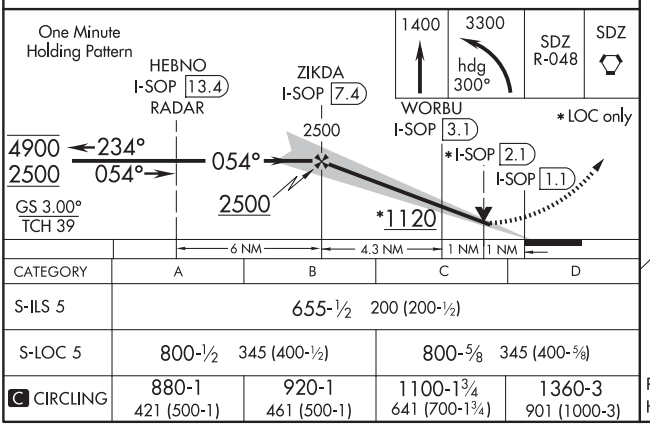
DME required.
RADAR required for procedure entry.

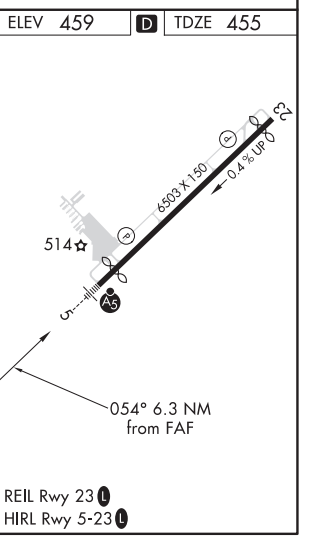
MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 3300 on heading 300° and on SDZ VORTAC R-048 to SDZ VORTAC and hold.

AWOS-3PT	FAYETTEVILLE APP CON	CLNC DEL	UNICOM
127.575	127.8 343.725	127.0	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 5	655-½ 200 (200-½)			
S-LOC 5	800-½ 345 (400-½)		800-⅝ 345 (400-⅝)	
C CIRCLING	880-1 421 (500-1)	920-1 461 (500-1)	1100-1¾ 641 (700-1¾)	1360-3 901 (1000-3)

REIL Rwy 23 L
HIRL Rwy 5-23 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 70526 W05A	APP CRS 054°	Rwy Idg 5502 TDZE 455 Apt Elev 459

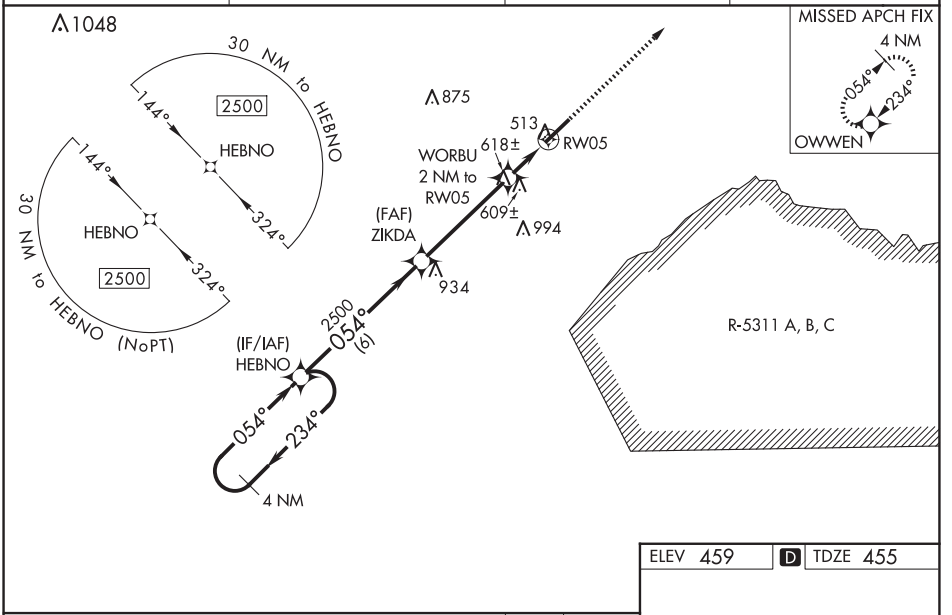
RNAV (GPS) RWY 5
MOORE COUNTY (SOP)

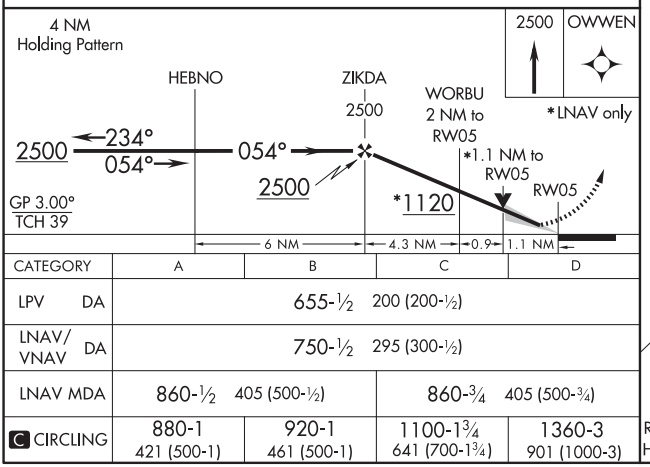
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LNAV/VNAV all Cats visibility to ⅞ mile, LNAV Cats A/B visibility to 1 mile and LNAV Cats C/D visibility to 1⅛ mile. When local altimeter setting not received, use Sanford altimeter setting and increase all DA 88 feet and all MDA 100 feet, increase LNAV/VNAV all Cats visibility ⅛ mile, LNAV Cats C/D visibility ¼ mile, and Circling Cat C ½ mile. When using Sanford altimeter setting, for inop MALSR increase LNAV/VNAV all Cats visibility to 1⅛ mile, LNAV Cats A/B visibility to 1 mile, and LNAV Cat C/D visibility to 1⅜ mile. Baro-VNAV and VDP NA when using Sanford altimeter setting.

MALSR

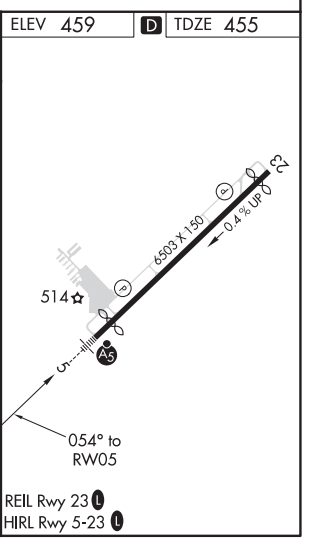
MISSED APPROACH: Climb to 2500 direct OWWEN and hold.

AWOS-3PT	FAYETTEVILLE APP CON	CLNC DEL	UNICOM
127.575	127.8 343.725	127.0	123.05 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	655-½ 200 (200-½)			
LNAV/VNAV DA	750-½ 295 (300-½)			
LNAV MDA	860-½ 405 (500-½)		860-¾ 405 (500-¾)	
C CIRCLING	880-1 421 (500-1)	920-1 461 (500-1)	1100-1¾ 641 (700-1¾)	1360-3 901 (1000-3)



SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	5722
CH 42726	234°	TDZE	443
W23A		Apt Elev	459

RNAV (GPS) RWY 23

MOORE COUNTY (SOP)

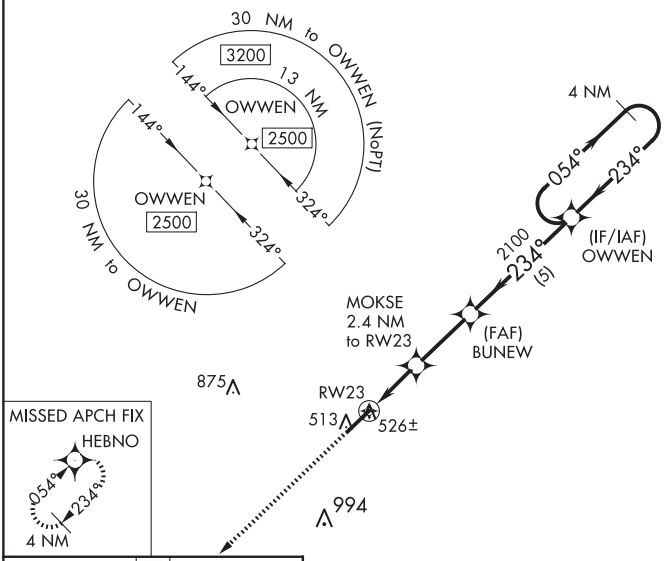
RNP APCH.

T Baro-VNAV NA when using Sanford altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Sanford altimeter setting and increase all DA 88 feet and all MDA 100 feet; increase LNAV Cats C/D visibility ⅜ mile and Circling Cat C visibility ½ mile. Rwy 23 helicopter visibility reduction below ¾ SM NA.

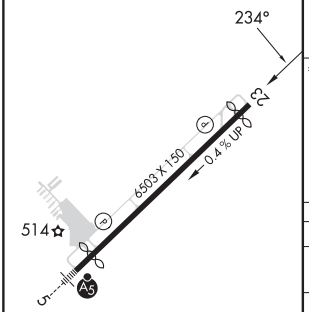
A

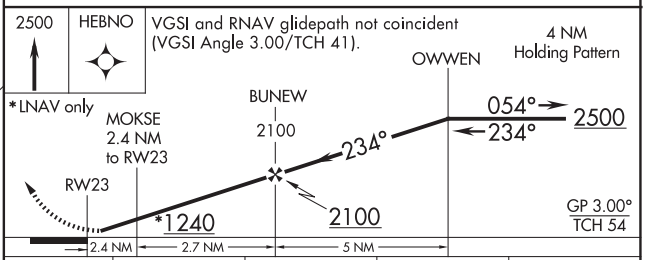
MISSED APPROACH: Climb to 2500 direct HEBNO and hold.

AWOS-3PT	FAYETTEVILLE APP CON	CLNC DEL	UNICOM
127.575	127.8 343.725	127.0	123.05 (CTAF) L



ELEV 459 D TDZE 443





CATEGORY	A	B	C	D
LPV DA	693-1 250 (300-1)			
LNAV/VNAV DA	699-1 256 (300-1)			
LNAV MDA	780-1 337 (400-1)			
C CIRCLING	880-1 421 (500-1)	920-1 461 (500-1)	1100-1¾ 641 (700-1¾)	1360-3 901 (1000-3)

REIL Rwy 23 L
HIRL Rwy 5-23 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

PLYMOUTH, NORTH CAROLINA AL-6249 (FAA) 24193

WAAS	APP CRS	Rwy Idg	5500
CH 93825	027°	TDZE	36
W03A		Apt Elev	36

RNAV (GPS) RWY 3

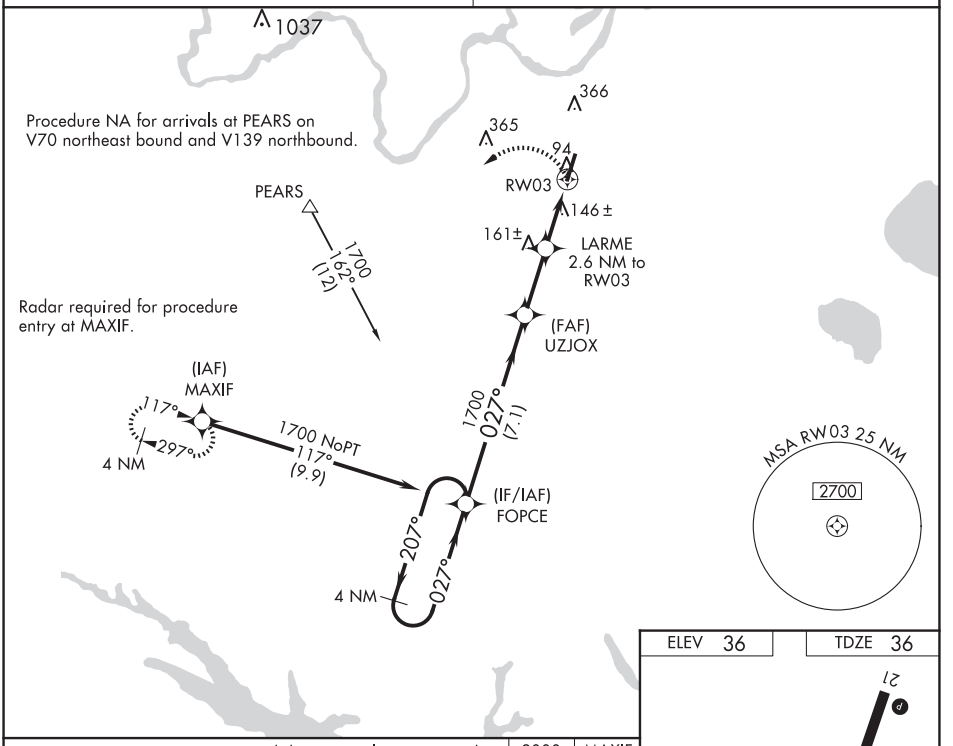
PLYMOUTH MUNI (PMZ)

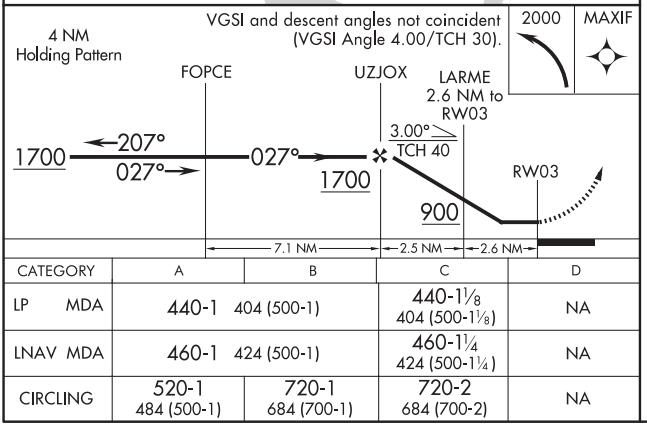
T Use Northeastern Rgnl altimeter setting; when not received, use Coastal Carolina Rgnl altimeter setting and increase all MDA 80 feet; increase all Cat C visibilities ¼ SM. When VGSI inop, procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

A NA

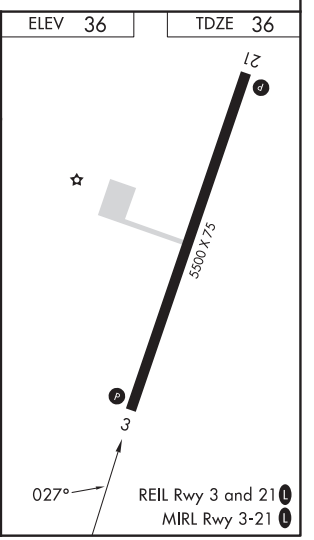
MISSED APPROACH: Climbing left turn to 2000 direct MAXIF and hold.

CHERRY POINT APP CON	UNICOM
119.35 377.175	122.8 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	440-1 404 (500-1)		440-1⅛ 404 (500-1⅛)	NA
LNAV MDA	460-1 424 (500-1)		460-1¼ 424 (500-1¼)	NA
CIRCLING	520-1 484 (500-1)	720-1 684 (700-1)	720-2 684 (700-2)	NA



PLYMOUTH, NORTH CAROLINA
Orig-B 20MAY21

35°49′N-76°46′W

PLYMOUTH MUNI (PMZ)

RNAV (GPS) RWY 3

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 21

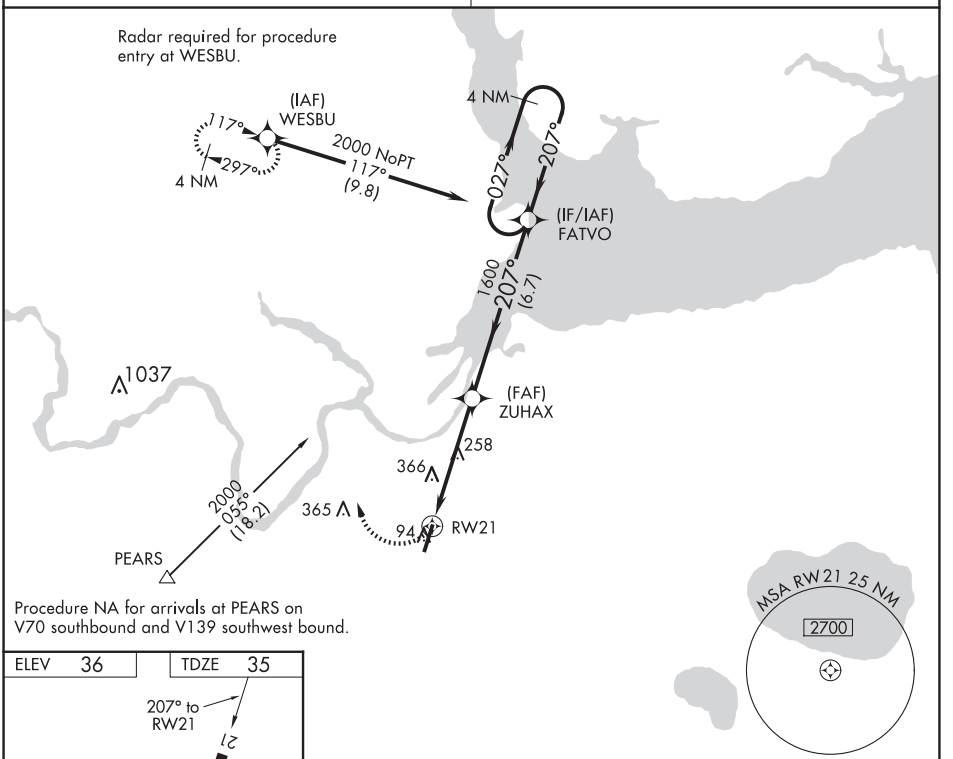
PLYMOUTH MUNI (PMZ)

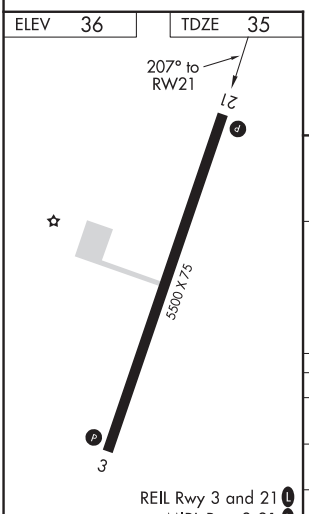
WAAS	APP CRS	Rwy Idg	5500
CH 63125	207°	TDZE	35
W21A		Apt Elev	36

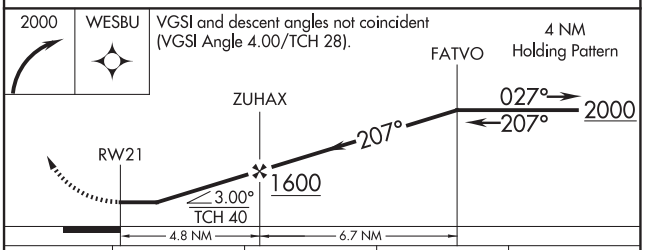
T A NA — Use Northeastern Rgnl altimeter setting; when not received, use Coastal Carolina Rgnl altimeter setting and increase all MDA 80 feet; increase all Cat C visibilities ¼ SM. When VGSI inop, procedure NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2000 direct WESBU and hold.

CHERRY POINT APP CON	UNICOM
119.35 377.175	122.8 (CTAF) L







CATEGORY	A	B	C	D
LP MDA	600-1 565 (600-1)		600-1⅝ 565 (600-1⅝)	NA
LNAV MDA	660-1 625 (700-1)		660-1¾ 625 (700-1¾)	NA
CIRCLING	660-1 624 (700-1)	720-1 684 (700-1)	720-2 684 (700-2)	NA

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

FORT BRAGG, NORTH CAROLINA

ILS or LOC RWY 23

LOC I-POB	APCH CRS	Rwy ldg	7501
110.9	228°	TDZE	200
		Arpt Elev	225

[USAF]

POPE AAF (KPOB)

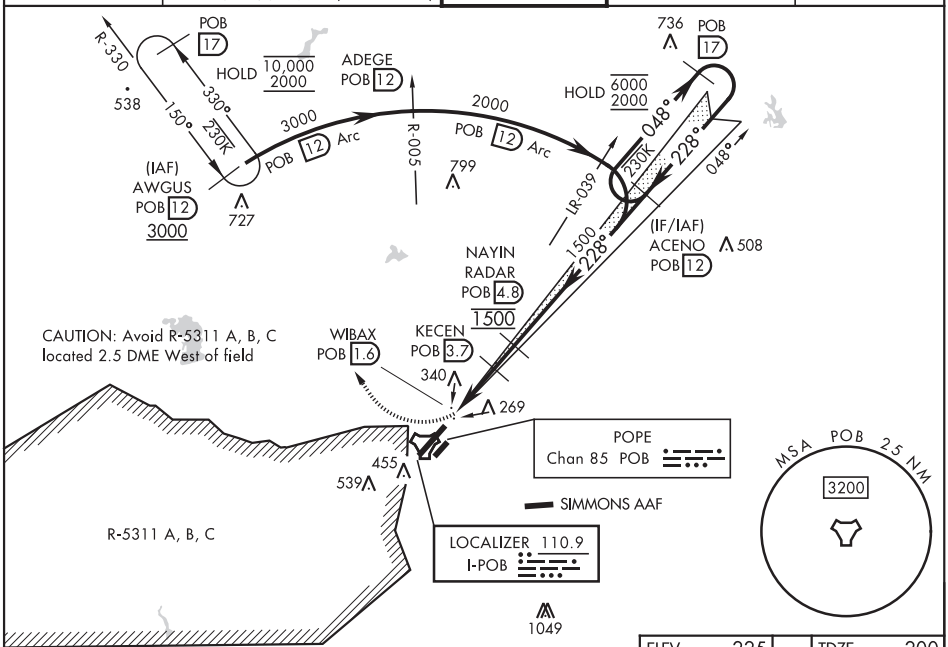
RADAR required

▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile; CAT CD RVR to 60, vis to 1⅛ miles.
*** Circling not authorized SE of Rwy 5-23.
**** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile; CAT CD vis to 1¼ miles.

ALSF-1 (A1)

MISSED APPROACH: Climbing right turn to 2000 direct AWGUS and hold.
For acft not equipped with TACAN or suitable RNAV system with GPS: Climbing right turn to 2000 hdg 350°, expect RADAR vectors.

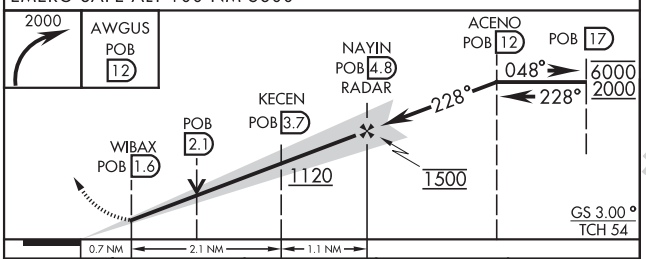
ATIS	FAYETTEVILLE APP CON	TOWER	GND CON	CLNC DEL
132.3 353.725	125.175 285.575 (271°-090°) 133.0 290.25 (091°-270°)	135.025 291.1	124.55 275.8	124.55 275.8



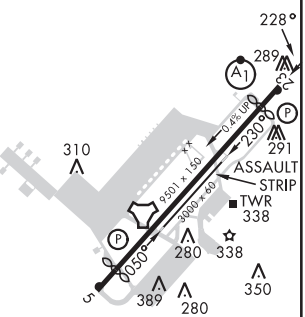
SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

EMERG SAFE ALT 100 NM 5300



ELEV 225 TDZE 200



HIRL Rwy 5-23
LIRL Rwy 050°-230°
REIL Rwy 5

CATEGORY	A	B	C	D
S-ILS 23 *	400/24 200 (200-½)			
S-LOC 23 **	620/24 420 (500-½)		620/40 420 (500-¾)	
CIRCLING ***	760-1 542 (600-1)		920-2 702 (800-2)	1060-2¾ 842 (900-2¾)
WITHOUT LAST STEPDOWN FIX				
S-LOC 23 ****	640/24 440 (500-½)		640/45 440 (500-⅞)	

FAF to MAP 3.2 NM					
Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

FORT BRAGG, NORTH CAROLINA 35° 10'N-79° 01'W POPE AAF (KPOB)

Amdt 8 07OCT21

ILS or LOC RWY 23

FORT BRAGG, NORTH CAROLINA

RNAV (GPS) RWY 23

WAAS	APCH CRS		
Chan **52202**	**228°**	Rwy Idg	**7501**
W23A		TDZE	**200**
		Arpt Elev	**225**

[USAF]

POPE AAF (KPOB)

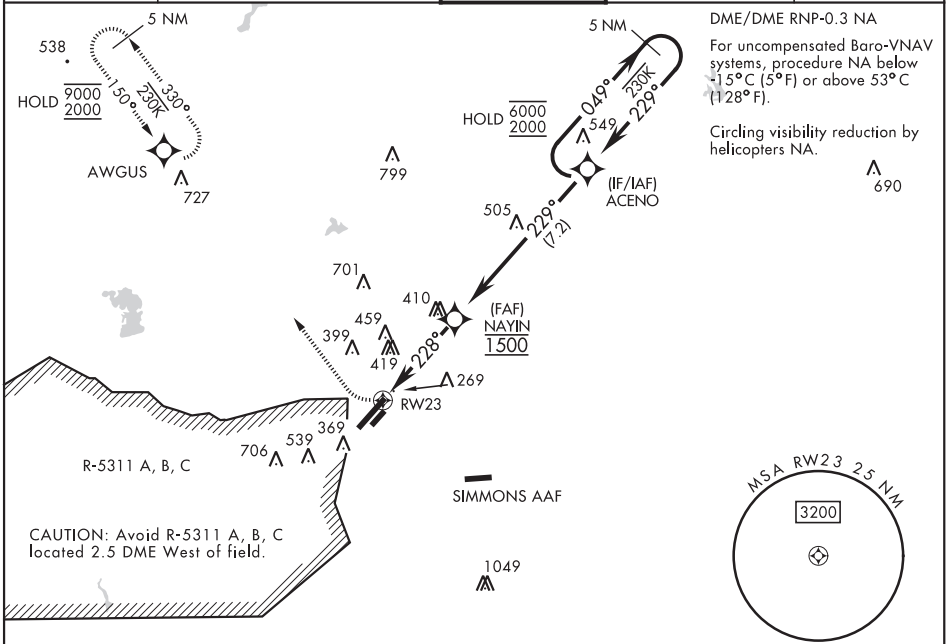
RADAR required

* When ALS inop, increase RVR to 40 vis to ¾ mile.
** When ALS inop, increase vis to 1¼ mile.
*** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile; CAT CD vis to 1⅜ miles.
**** Circling not authorized SE of Rwy 5-23.

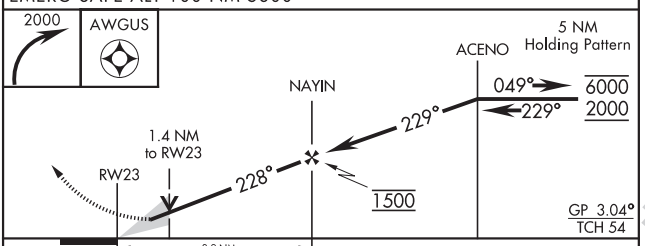
ALSF-1

MISSED APPROACH: Climbing right turn to 2000 direct AWGUS and hold.

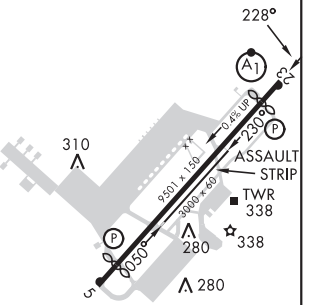
ATIS	FAYETTEVILLE APP CON		TOWER	GND CON	CLNC DEL
132.3 353.725	125.175 285.575	(271°- 090°)	135.025 291.1	124.55 275.8	124.55 275.8
	133.0 290.25	(091°- 270°)			



EMERG SAFE ALT 100 NM 5300



ELEV	225	TDZE	200



CATEGORY	A	B	C	D
LPV DA *	400/24	200 (200-½)		
LNAV/ ** VNAV DA	572/40	372 (400-¾)		
LNAV MDA ***	720/24 520 (600-½)		720/55 520 (600-1)	
CIRCLING ****	760-1 542 (600-1)		920-2 702 (800-2)	1060-2¾ 842 (900-2¾)

HIRL Rwy 5-23
LIRL Rwy 050°-230°
REIL Rwy 5

FORT BRAGG, NORTH CAROLINA 35°10'N-79°01'W POPE AAF (KPOB)

Amdt 8 11JUL24

RNAV (GPS) RWY 23

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

FORT BRAGG, NORTH CAROLINA

TACAN RWY 23

POPE AAF (KPOB)

TACAN POB Chan 85	APCH CRS 232°	Rwy ldg 7501 TDZE 200 Arpt Elev 225	[USAF]

RADAR required

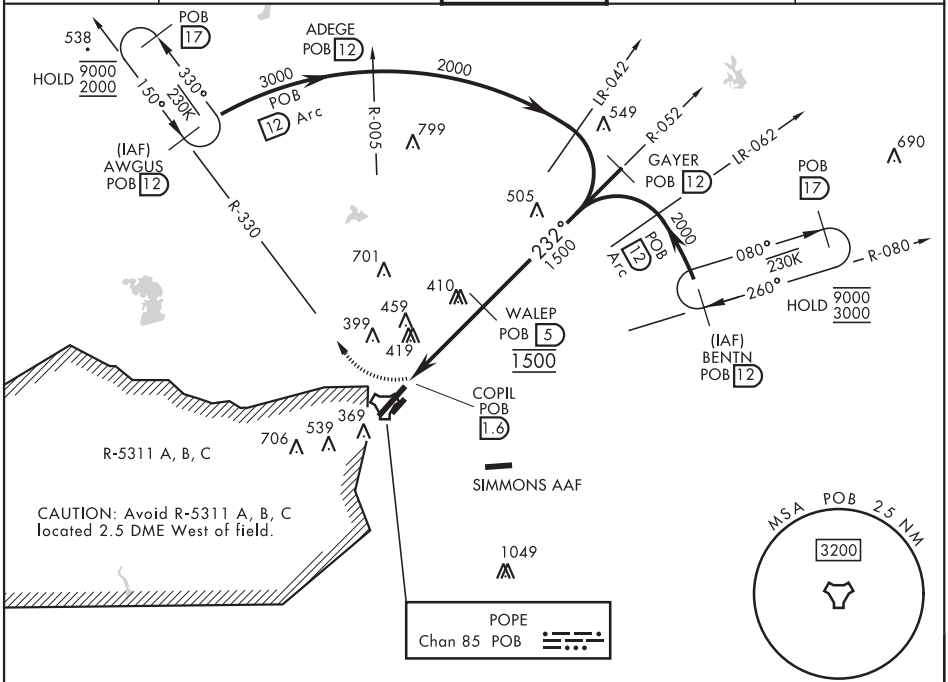
▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile; CAT CD vis to 1⅜ miles.

** Circling not authorized SE of Rwy 5-23.

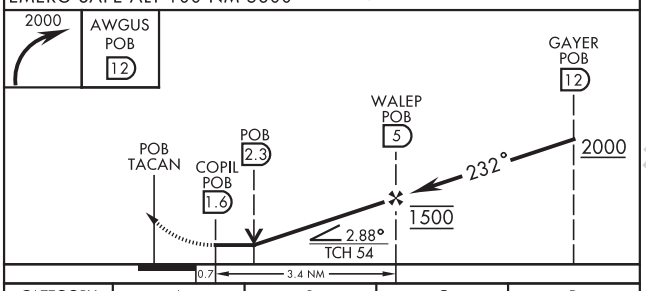
ALSF-1

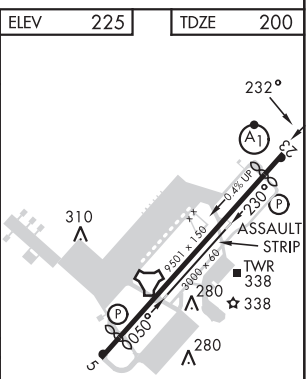
MISSED APPROACH: Climbing right turn to 2000 direct AWGUS and hold.

ATIS	FAYETTEVILLE APP CON	TOWER	GND CON	CLNC DEL
132.3 353.725	125.175 285.575 (271°- 090°) 133.0 290.25 (091°- 270°)	135.025 291.1	124.55 275.8	124.55 275.8



EMERG SAFE ALT 100 NM 5300





CATEGORY	A		B	C		D	
S-23*	760/24	560	(600-½)	760/60	560	(600-1⅛)	
CIRCLING**	760-1	542	(600-1)	920-2	702 (800-2)	1060-2¾	842 (900-2¾)

HIRL Rwy 5-23
LIRL Rwy 050°-230°
REIL Rwy 5

SE-2, 07 AUG 2025 to 02 OCT 2025

FORT BRAGG, NORTH CAROLINA

TACAN-A

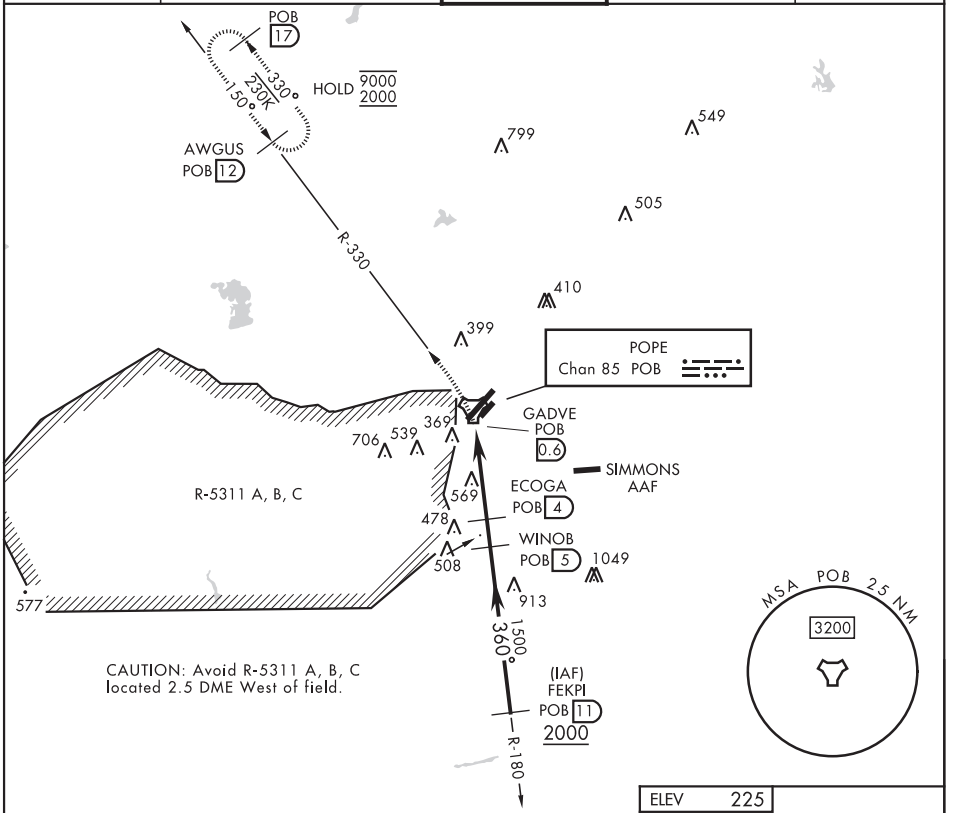
TACAN POB Chan 85	APCH CRS 360°	Rwy Idg N/A TDZE N/A Arpt Elev 225	[USAF]	POPE AAF (KPOB)

RADAR required

▼ * Circling not authorized SE of Rwy 5-23.

MISSED APPROACH: Climbing left turn to 2000 via POB R-330 to AWGUS and hold.

ATIS	FAYETTEVILLE APP CON	TOWER	GND CON	CLNC DEL
132.3 353.725	125.175 285.575 (271°- 090°) 133.0 290.25 (091°- 270°)	135.025 291.1	124.55 275.8	124.55 275.8



CATEGORY	A	B	C	D
CIRCLING *	840-1	622 (700-1)	920-2 702 (800-2)	1060-2¾ 842 (900-2¾)

FORT BRAGG, NORTH CAROLINA 35°10'N-79°01'W POPE AAF (KPOB)

Amdt 4 24MAY18

TACAN-A

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

[USAF]

POPE AAF (KPOB)

FORT BRAGG, NORTH CAROLINA

AIRPORT DIAGRAM

FORT BRAGG, NORTH CAROLINA

POPE AAF (KPOB)

SE-2, 07 AUG 2025 to 02 OCT 2025

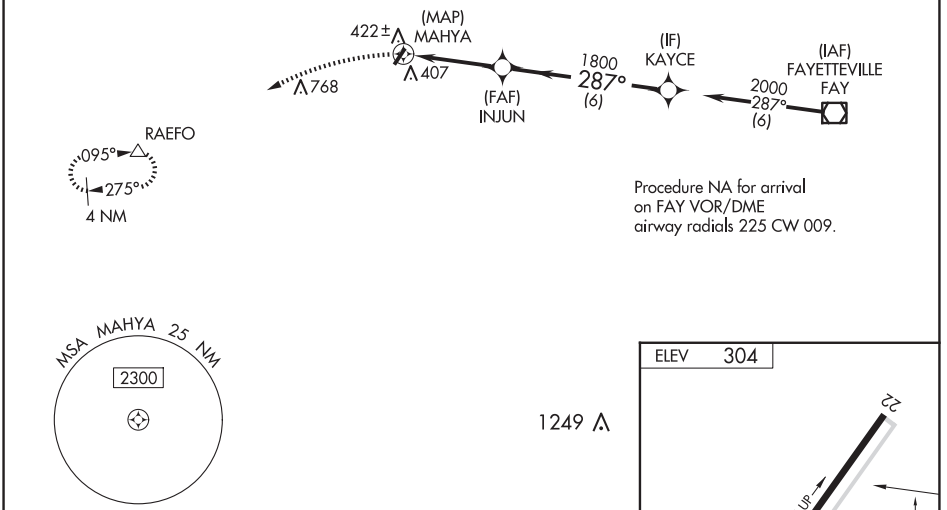
SE-2, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	N/A
287°	TDZE	N/A
	Apt Elev	304

RNAV (GPS)-A

P K AIRPARK (5W4)

NA DME/DME RNP-0.3 NA. Procedure NA at night. Use Fayetteville altimeter setting.	MISSED APPROACH: Climbing left turn to 3000 direct RAEFO and hold.
FAYETTEVILLE APP CON **127.8 290.25**	UNICOM **123.0** (CTAF)



CATEGORY	A	B	C	D
C CIRCLING	840-1 536 (600-1)	860-1 556 (600-1)	920-1¾ 616 (700-1¾)	NA

MIRL Rwy 4-22

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RAEFORD, NORTH CAROLINA

AL-6439 (FAA)

23110

VOR-A

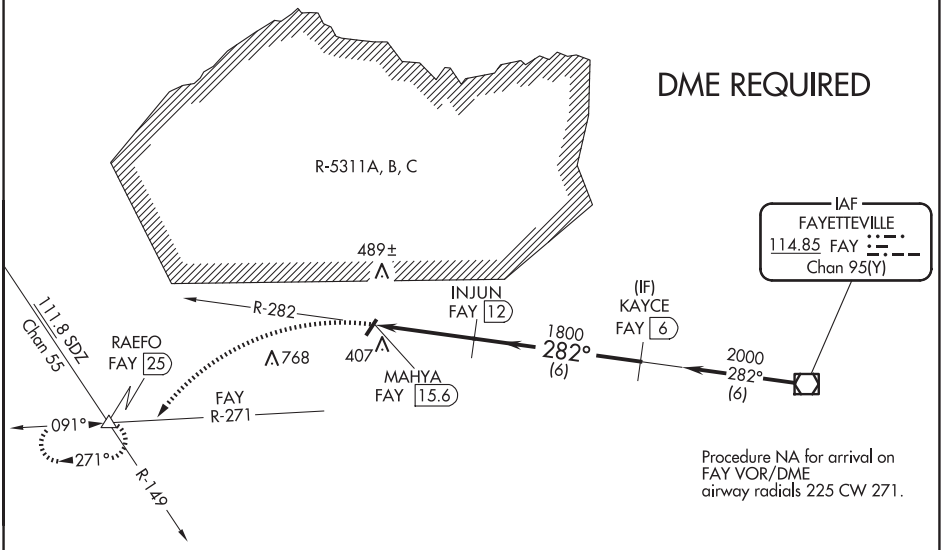
P K AIRPARK (5W4)

VOR/DME FAY	APP CRS	Rwy Idg N/A
114.85	282°	TDZE N/A
Chan 95(Y)		Apt Elev 304

DME required. Procedure NA at night. Use Fayetteville altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 on FAY VOR/DME R-271 to RAEFO/FAY 25 DME and hold.

FAYETTEVILLE APP CON	UNICOM
127.8 290.25	123.0 (CTAF)



CATEGORY	A	B	C	D
C CIRCLING	840-1 536 (600-1)	860-1 556 (600-1)	920-1¾ 616 (700-1¾)	NA

MIRL Rwy 4-22

SE-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 5L

RALEIGH-DURHAM INTL (RDU)

LOC/DME I-GKK	APP CRS	Rwy Ldg	10000
109.1	054°	TDZE	384
Chan 28		Apt Elev	435

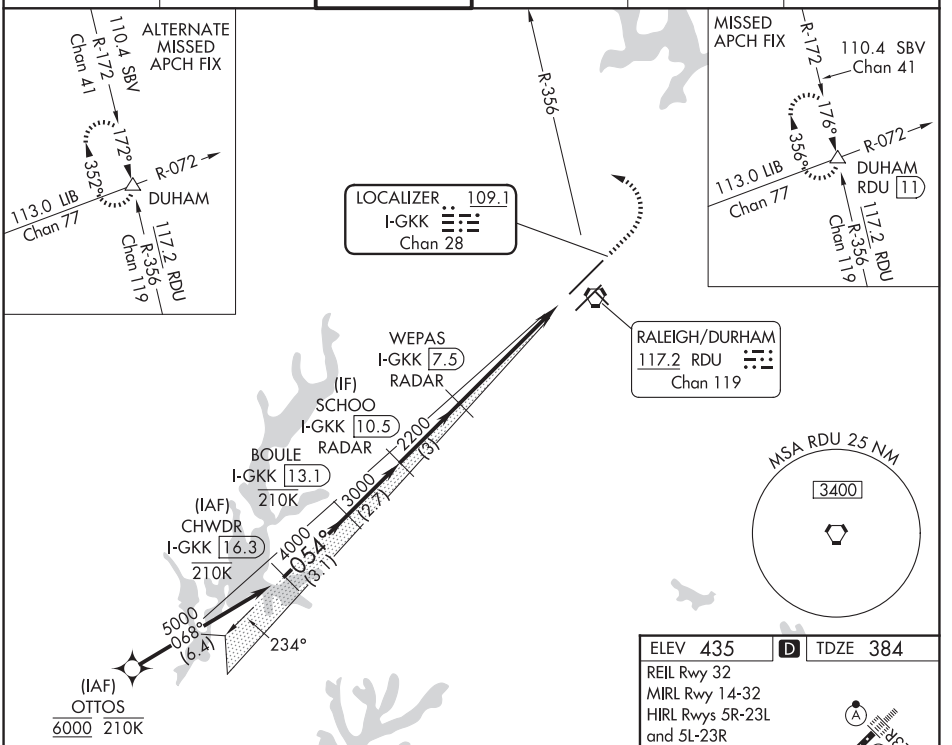
RNAV 1-DME/DME/IRU or GPS or RADAR required for procedure entry. DME or RADAR required for LOC only.

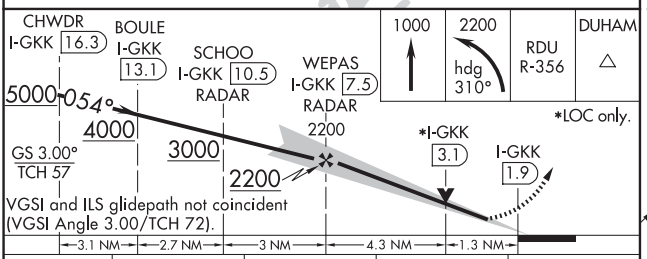
T A Simultaneous approach authorized.

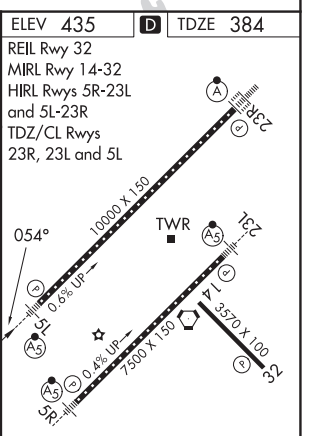
MALSR (A5)

MISSED APPROACH: Climb to 1000 then climbing left turn to 2200 on heading 310° and RDU VORTAC R-356 to DUHAM INT/RDU 11 DME and hold.

D-ATIS	RALEIGH APP CON	RALEIGH TOWER	GND CON	CLNC DEL	CPDLC
123.8	127.675 307.9	127.45 257.8	121.9 348.6	120.1	







CATEGORY	A	B	C	D
S-ILS 5L	598/18 214 (200-½)			
S-LOC 5L	840/24 456 (500-½)		840/45 456 (500-⅞)	
CIRCLING	960-1 525 (600-1)		1020-1½ 585 (600-1½)	1180-2½ 745 (800-2½)

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

SE-2, 07 AUG 2025 to 02 OCT 2025

RALEIGH/DURHAM, NORTH CAROLINA AL-516 (FAA) 25219

ILS or LOC RWY 5R

RALEIGH-DURHAM INTL (RDU)

LOC/DME I-RDU	APP CRS	Rwy Ldg	7500
109.5	054°	TDZE	420
Chan 32		Apt Elev	435

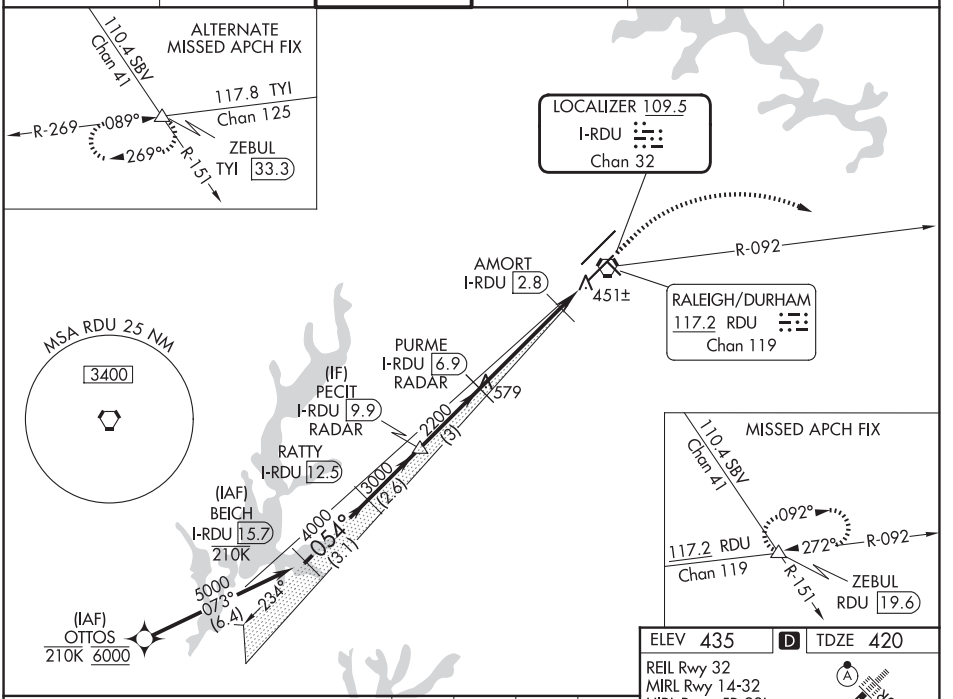
RNAV 1-DME/DME/IRU or GPS or RADAR required for procedure entry. DME or RADAR required for LOC only.

Simultaneous approach authorized.
RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 2600 on heading 130° and on RDU VORTAC R-092 to ZEBUL INT/ RDU 19.6 DME and hold.

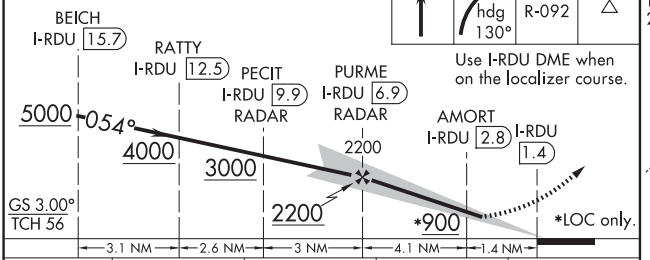
D-ATIS	RALEIGH APP CON	RALEIGH TOWER	GND CON	CLNC DEL	CPDLC
123.8	127.675 307.9	127.45 257.8	121.9 348.6	120.1	



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 62).

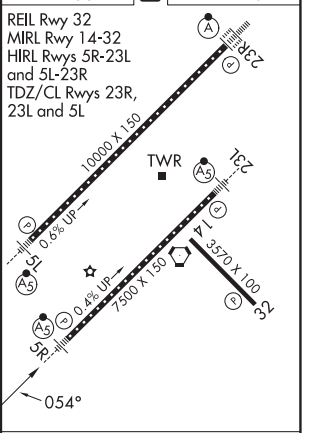
1000	2600 hdg 130°	RDU R-092	ZEBUL

Use I-RDU DME when on the localizer course.



ELEV 435 D TDZE 420

REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L



FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D
S-ILS 5R #	620/24 200 (200-½)			
S-LOC 5R	760/24 340 (400-½)		760/26 340 (400-½)	
CIRCLING	960-1 525 (600-1)		1020-1½ 585 (600-1½)	1180-2½ 745 (800-2½)

RALEIGH/DURHAM, NORTH CAROLINA
Amdt 31 25FEB21

35°53'N-78°47'W

RALEIGH-DURHAM INTL (RDU)

ILS or LOC RWY 5R

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 23L

RALEIGH-DURHAM INTL (RDU)

LOC/DME I-LEI	APP CRS	Rwy Ldg	7500
108.5	234°	TDZE	435
Chan 22		Apt Elev	435

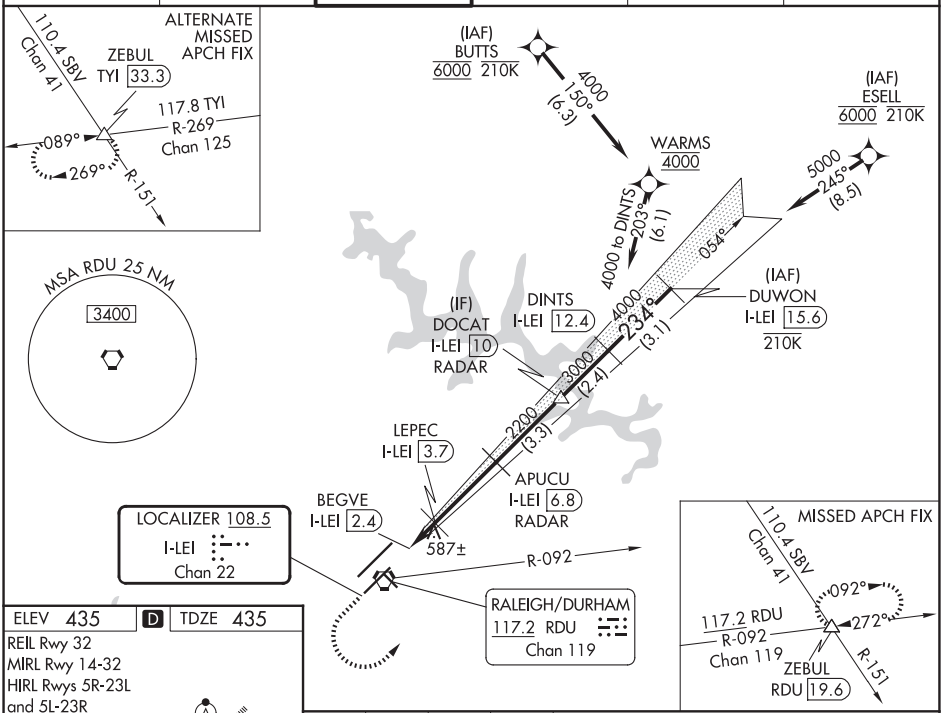
RNAV 1-DME/DME/IRU or GPS or RADAR required for procedure entry. DME required for LOC only.

T A Simultaneous approach authorized. For inop ALS, increase S-ILS 23L all Cats visibility to RVR 5500. Localizer unusable for coupled approaches below 1100 or within 2 NM of threshold.

MALSR (A5)

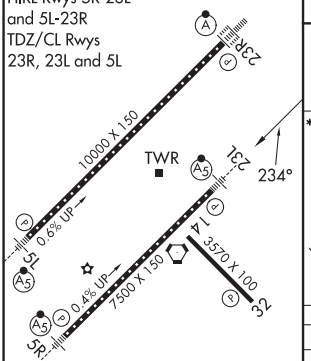
MISSED APPROACH: Climb to 1100 then climbing left turn to 2600 on heading 050° and RDU VORTAC R-092 to ZEBUL INT and hold.

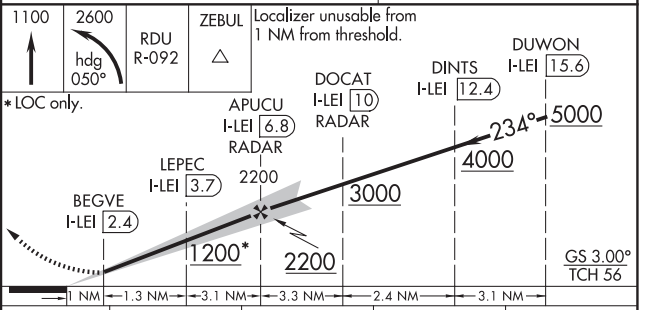
D-ATIS	RALEIGH APP CON	RALEIGH TOWER	GND CON	CLNC DEL	CPDLC
123.8	127.675 307.9	127.45 257.8	121.9 348.6	120.1	



ELEV 435	D	TDZE 435

REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L





CATEGORY	A	B	C	D
S-ILS 23L	806/35 371 (400-⅝)			
S-LOC 23L	840/40 405 (500-¾)			
CIRCLING	960-1¼ 525 (600-1¼)		1020-1½ 585 (600-1½)	1180-2½ 745 (800-2½)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RALEIGH/DURHAM, NORTH CAROLINA AL-516 (FAA) 25219

ILS or LOC RWY 23R

RALEIGH-DURHAM INTL (RDU)

LOC/DME I-DMP	APP CRS	Rwy Ldg	10000
111.7	234°	TDZE	409
Chan 54		Apt Elev	435

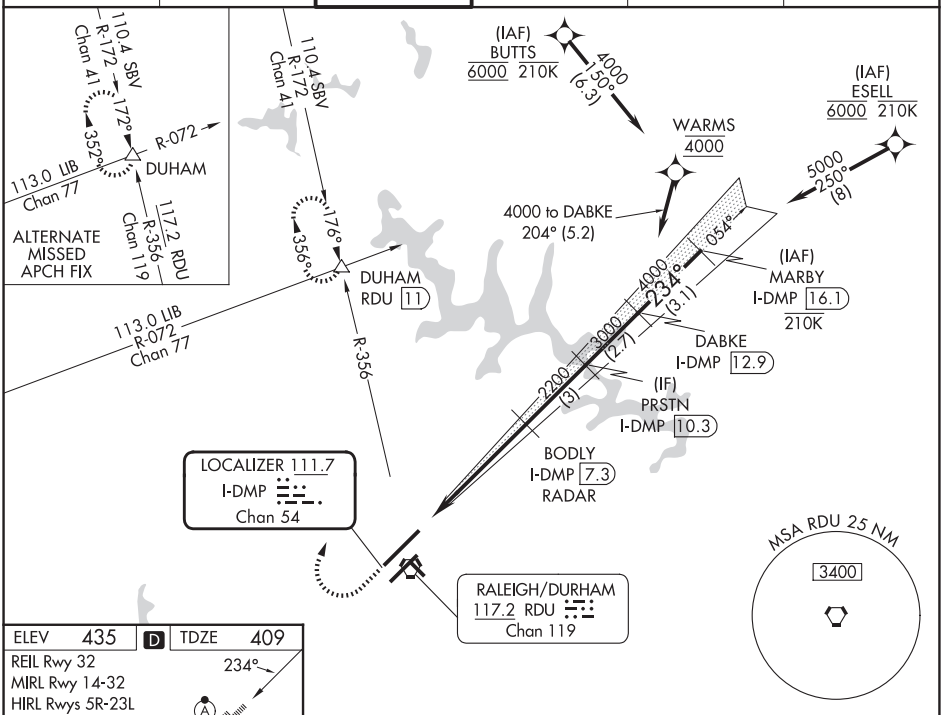
RNAV 1-DME/DME/IRU or GPS or RADAR required for procedure entry. RADAR or DME required for LOC only.

Simultaneous approach authorized. For inop ALS increase S-LOC 23R Cat C/D visibility to 1⅝ SM.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 2200 on RDU VORTAC R-356 to DUHAM INT/RDU 11 DME and hold.

D-ATIS	RALEIGH APP CON	RALEIGH TOWER	GND CON	CLNC DEL	CPDLC
123.8	127.675 307.9	127.45 257.8	121.9 348.6	120.1	

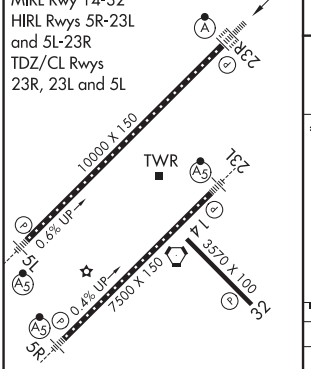


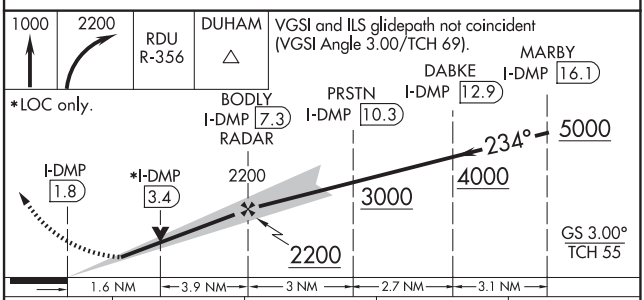
SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

ELEV 435 D TDZE 409

REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L





FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D
S-ILS 23R	609/18 200 (200-½)			
S-LOC 23R	980/24 571 (600-½)		980-1¼ 571 (600-1¼)	
CIRCLING	980-1 545 (600-1)		1020-1⅝ 585 (600-1⅝)	1180-2½ 745 (800-2½)

RALEIGH/DURHAM, NORTH CAROLINA
Amdt 12 25FEB21

35°53′N-78°47′W

RALEIGH-DURHAM INTL (RDU)
ILS or LOC RWY 23R

LOC/DME I-RDU	APP CRS	Rwy Ldg	7500
109.5	054°	TDZE	420
Chan 32		Apt Elev	435

ILS RWY 5R (SA CAT I & II)

RALEIGH-DURHAM INTL (RDU)

RNAV 1-DME/DME/IRU or GPS or RADAR required for procedure entry.

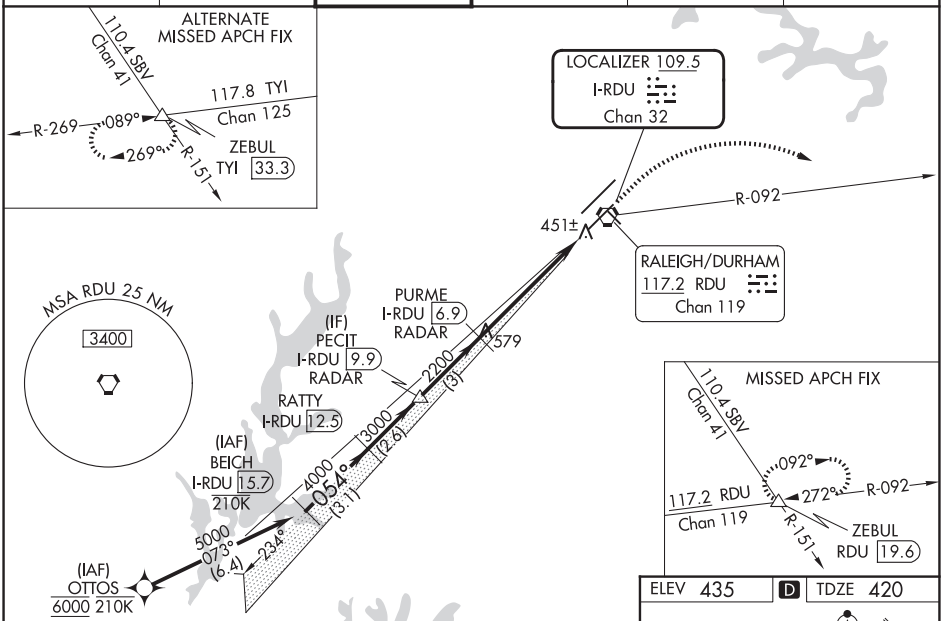
T

Simultaneous approach authorized.
SA CAT I: Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to DH.
SA CAT II: Reduced lighting: Requires specific OPSPEC, MSPEC or LOA approval and use of autoland or HUD to touchdown.

MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 2600 on heading 130° and on RDU VORTAC R-092 to ZEBUL INT/RDU 19.6 DME and hold.

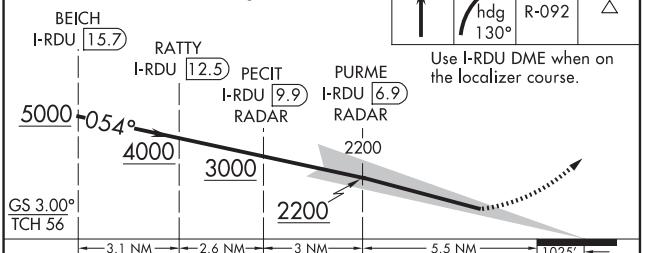
D-ATIS	RALEIGH APP CON	RALEIGH TOWER	GND CON	CLNC DEL	CPDLC
123.8	127.675 307.9	127.45 257.8	121.9 348.6	120.1	



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 62).

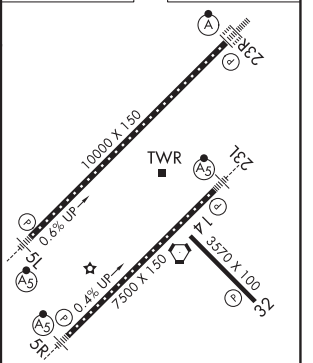
1000	2600	RDU	ZEBUL
	hdg 130°	R-092	△

Use I-RDU DME when on the localizer course.



CATEGORY	A	B	C	D
S-ILS 5R	SA CAT I	RA 230/14	150	DA 570
S-ILS 5R	SA CAT II	RA 183/12	100	DA 520

ELEV 435 D TDZE 420



REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L

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

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RALEIGH/DURHAM, NORTH CAROLINA AL-516 (FAA) 25219

LOC/DME I-DMP	APP CRS	Rwy Ldg	10000
111.7	234°	TDZE	409
Chan 54		Apt Elev	435

ILS RWY 23R (CAT II & III)

RALEIGH-DURHAM INTL (RDU)

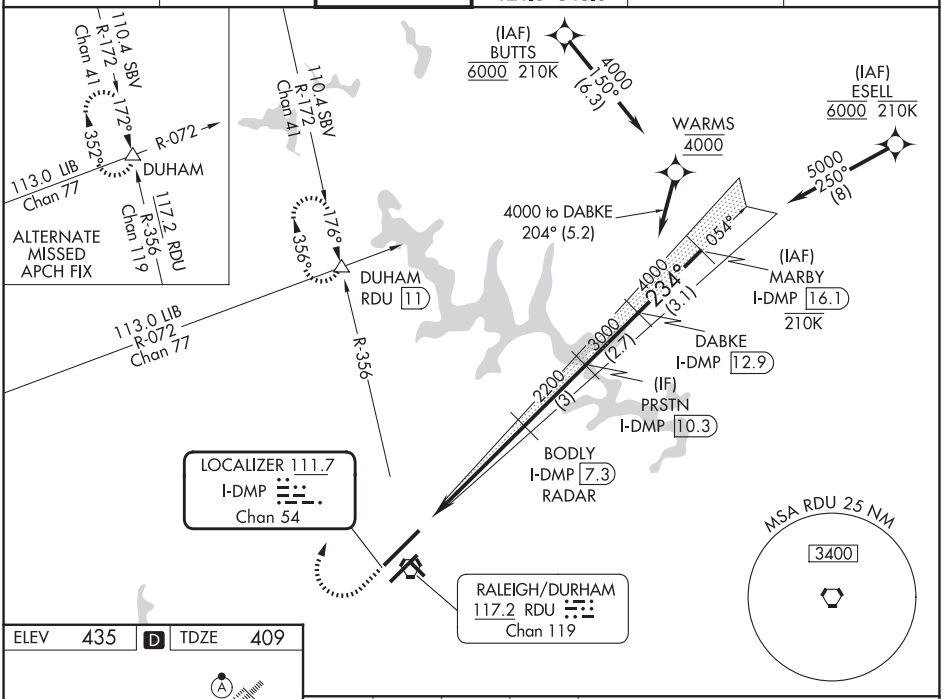
RNAV 1-DME/DME/IRU or GPS or RADAR required for procedure entry.

Simultaneous approach authorized.

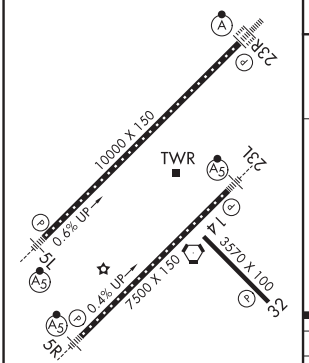
ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 2200 on RDU VORTAC R-356 to DUHAM INT/RDU 11 DME and hold.

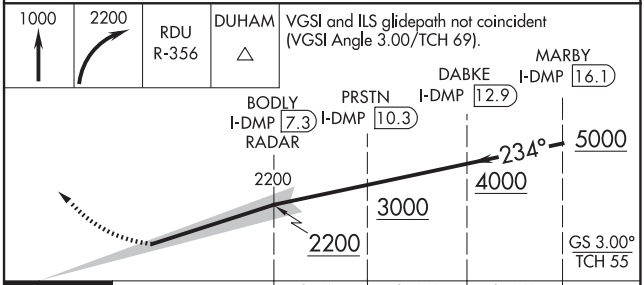
D-ATIS	RALEIGH APP CON	RALEIGH TOWER	GND CON	CLNC DEL	CPDLC
123.8	127.675 307.9	127.45 257.8	121.9 348.6	120.1	



ELEV	435	D	TDZE	409



REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L



CATEGORY	A	B	C	D
S-ILS 23R	CAT II RA 105/12 100 DA 509			
S-ILS 23R	CAT III RVR 06			

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

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (RNP) Z RWY 5L

RALEIGH-DURHAM INTL (RDU)

APP CRS	Rwy Ldg	10000
054°	TDZE	384
	Apt Elev	435

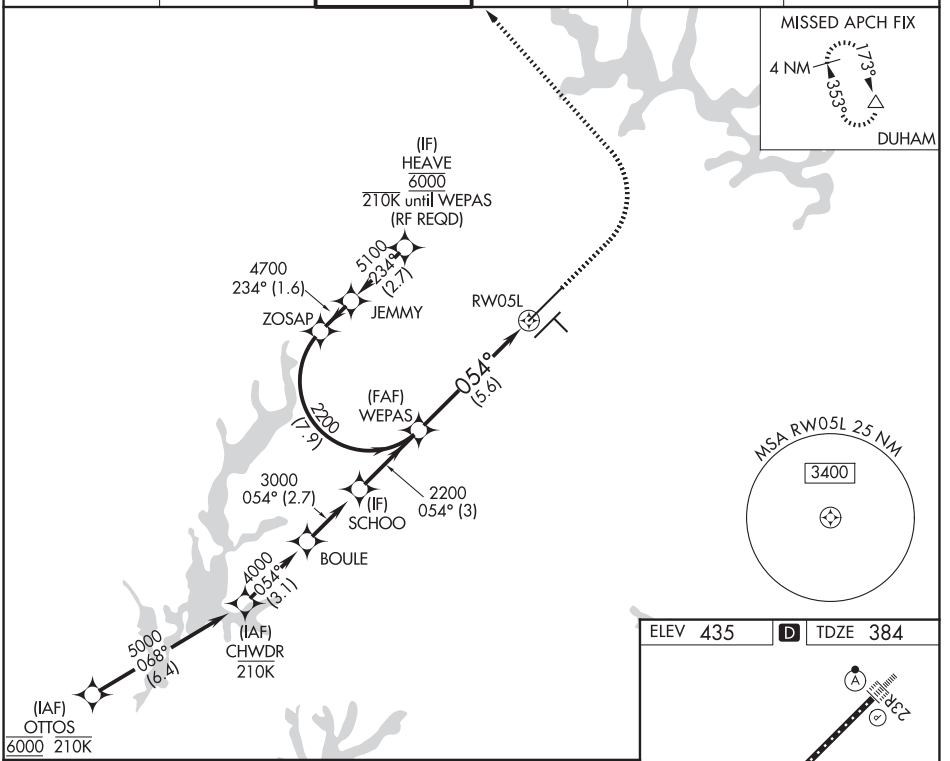
RNP AR APCH-GPS.

For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 54°C. Simultaneous approach authorized, except for arrivals at HEAVE. For inop ALS, increase RNP 0.10 all Cats visibility to RVR 4500.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2200 direct DUHAM and hold.

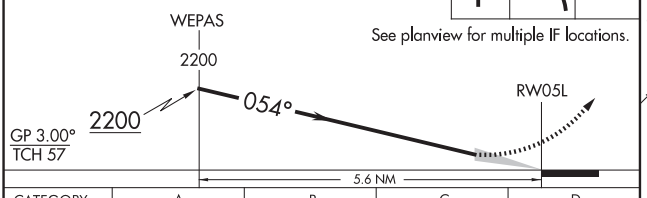
D-ATIS	RALEIGH APP CON	RALEIGH TOWER	GND CON	CLNC DEL	CPDLC
123.8	127.675 307.9	127.45 257.8	121.9 348.6	120.1	



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

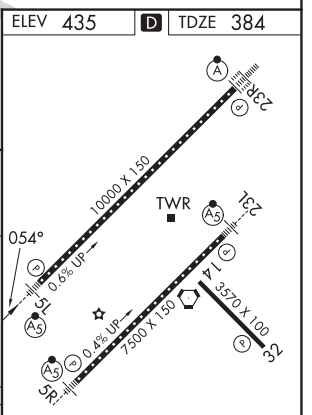
1000	2200	DUHAM

See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.10 DA	684/24 300 (300-½)			
RNP 0.30 DA	780/35 396 (400-⅝)			

AUTHORIZATION REQUIRED



REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 5L, 23L, and 23R

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RALEIGH/DURHAM, NORTH CAROLINA AL-516 (FAA) 25219

RNAV (RNP) Z RWY 5R

RALEIGH-DURHAM INTL (RDU)

APP CRS	Rwy Ldg	7500
054°	TDZE	420
	Apt Elev	435

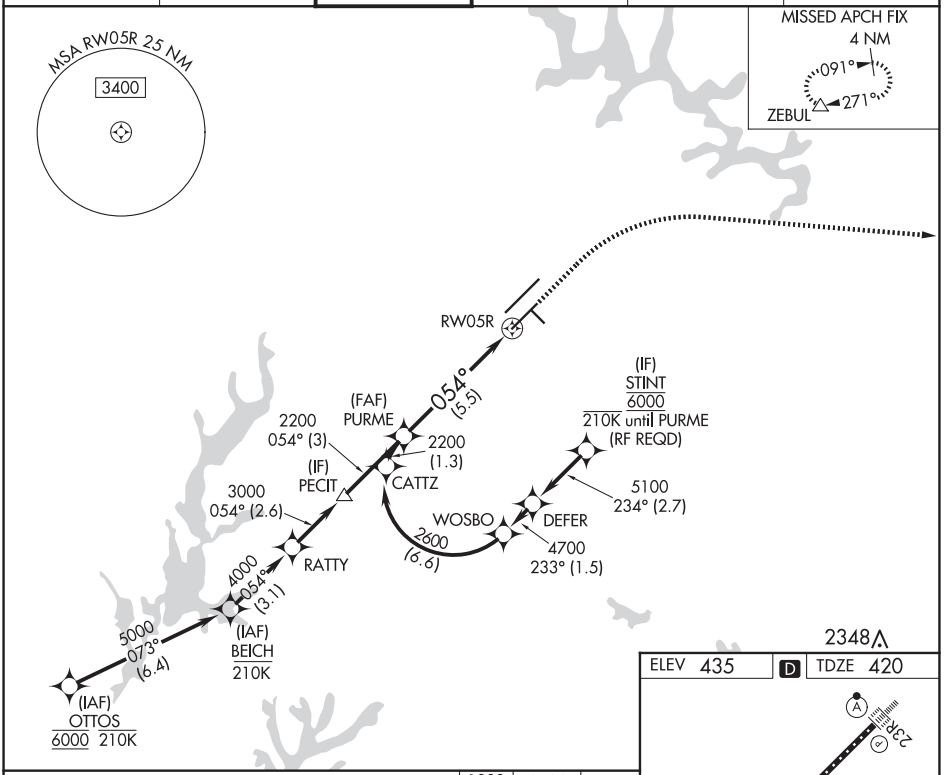
RNP AR APCH-GPS.

T For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 4500. Simultaneous approach authorized, except for arrivals at STINT.

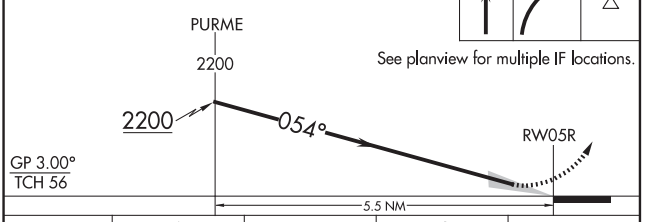
MALSR (A5)

MISSED APPROACH: Climb to 1000 then climbing right turn to 2600 direct ZEBUL and hold.

D-ATIS	RALEIGH APP CON	RALEIGH TOWER	GND CON	CLNC DEL	CPDLC
123.8	127.675 307.9	127.45 257.8	121.9 348.6	120.1	



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 62).



1000	2600	ZEBUL
↑	↷	△

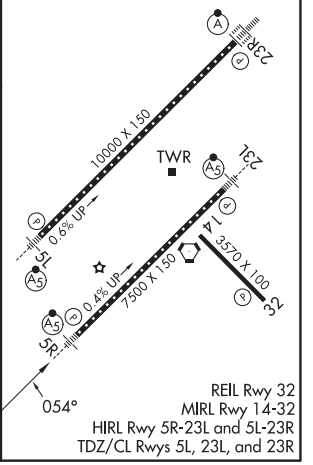
See planview for multiple IF locations.

CATEGORY	A	B	C	D
RNP 0.30 DA	721/24 301 (400-½)			

AUTHORIZATION REQUIRED

2348

ELEV 435 D TDZE 420



RALEIGH/DURHAM, NORTH CAROLINA
Amdt 3A 26DEC24

35°53'N-78°47'W

RALEIGH-DURHAM INTL (RDU)

RNAV (RNP) Z RWY 5R

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (RNP) Z RWY 23L

RALEIGH-DURHAM INTL (RDU)

APP CRS	Rwy Ldg	7500
234°	TDZE	435
	Apt Elev	435

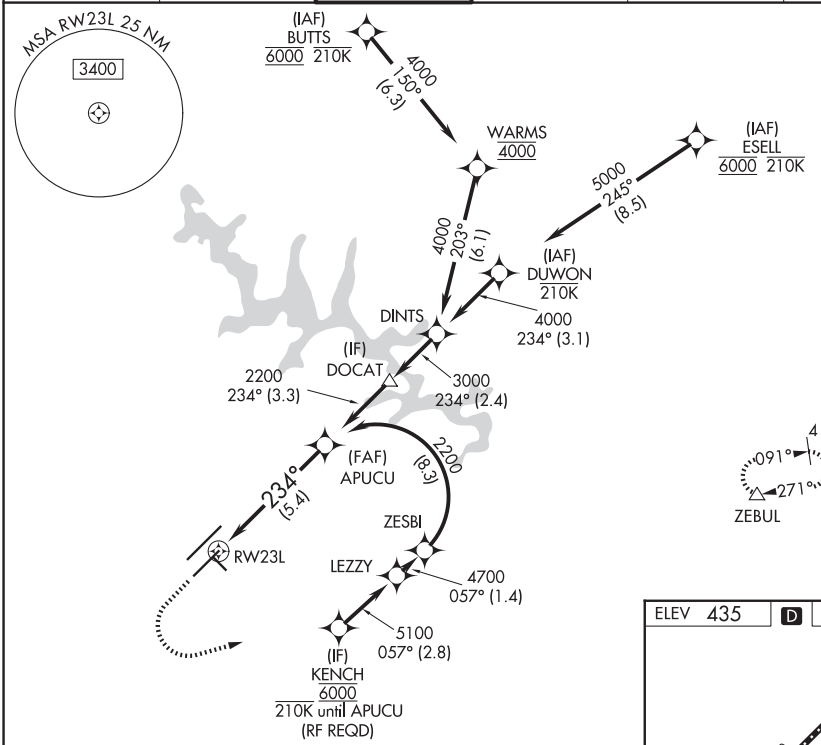
RNP AR APCH-GPS.

T For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 54°C. Simultaneous approach authorized, except for arrivals at KENCH. For inop ALS, increase RNP 0.10 all Cats visibility to RVR 5500.

MALSR

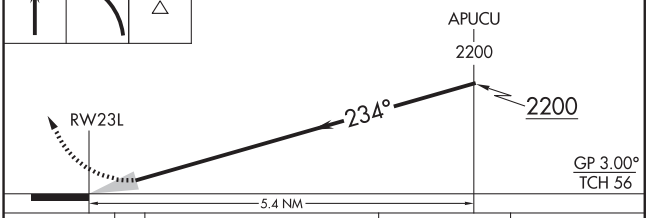
MISSED APPROACH: Climb to 1100 then climbing left turn to 2600 direct ZEBUL and hold.

D-ATIS	RALEIGH APP CON	RALEIGH TOWER	GND CON	CLNC DEL	CPDLC
123.8	127.675 307.9	127.45 257.8	121.9 348.6	120.1	



1100	2600	ZEBUL
↑	↰	△

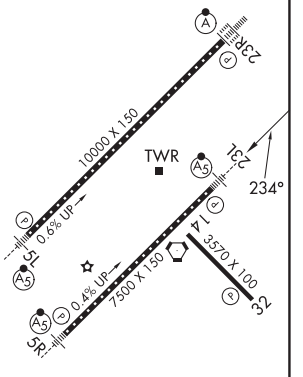
See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.10 DA	776/30 341 (400-⅝)			
RNP 0.30 DA	826/35 391 (400-⅝)			

AUTHORIZATION REQUIRED

ELEV 435 D TDZE 435



REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 5L, 23L, and 23R

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RALEIGH/DURHAM, NORTH CAROLINA AL-516 (FAA) 25219

RNAV (RNP) Z RWY 23R

RALEIGH-DURHAM INTL (RDU)

APP CRS	Rwy Ldg	10000
234°	TDZE	409
	Apt Elev	435

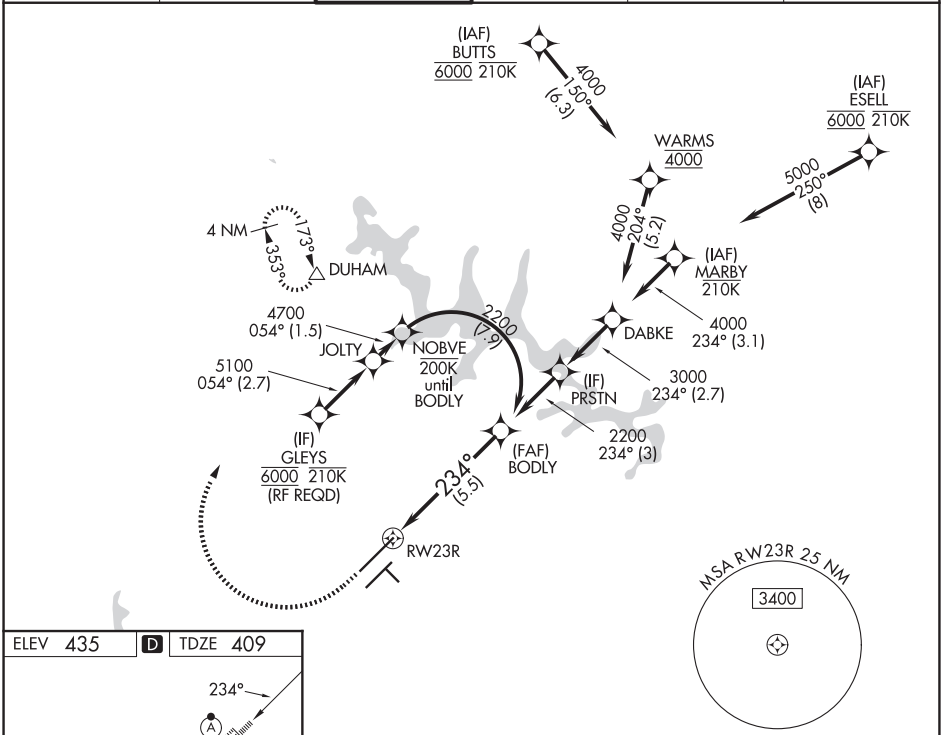
RNP AR APCH-GPS.

For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 54°C. For inop ALS, increase RNP 0.15 all Cats visibility to RVR 5500, increase RNP 0.30 all Cats visibility to 1⅜ SM. Simultaneous approach authorized except for arrivals at GLEYS.

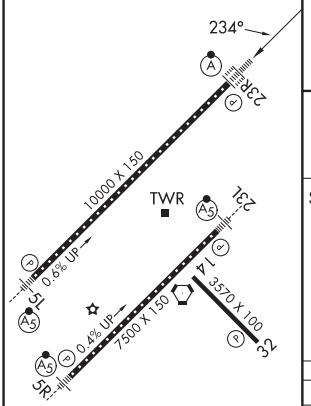
ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 2200 direct DUHAM and hold.

D-ATIS	RALEIGH APP CON	RALEIGH TOWER	GND CON	CLNC DEL	CPDLC
123.8	127.675 307.9	127.45 257.8	121.9 348.6	120.1	



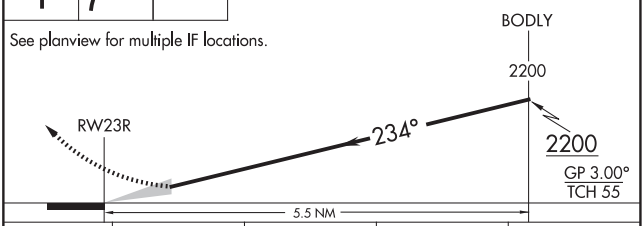
ELEV 435 D TDZE 409



1000	2200	DUHAM
↑	↱	△

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).

See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.15 DA	760/30 351 (400-⅝)			
RNP 0.30 DA	910/55 501 (500-1)			

AUTHORIZATION REQUIRED

RALEIGH/DURHAM, NORTH CAROLINA
Amdt 3 25FEB21

RALEIGH-DURHAM INTL (RDU)
35°53'N-78°47'W RNAV (RNP) Z RWY 23R

SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 32

RALEIGH-DURHAM INTL (RDU)

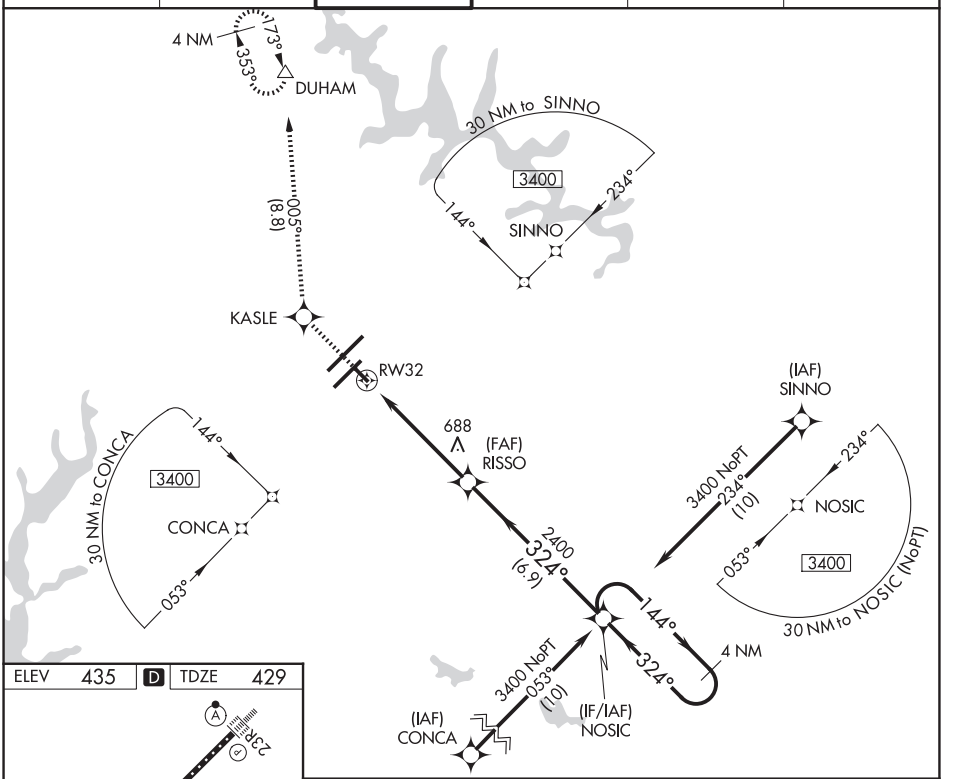
APP CRS	Rwy Ldg	3570
324°	TDZE	429
	Apt Elev	435

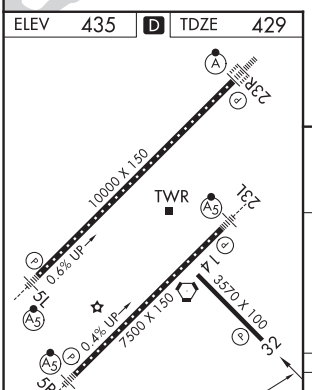
RNP APCH.

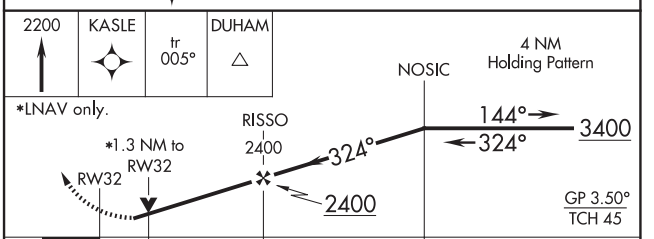
T Rwy 32 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA below -15°C (5°F) or above 48°C (118°F).

MISSED APPROACH: Climb to 2200 direct KASLE and on track 005° to DUHAM and hold.

D-ATIS	RALEIGH APP CON	RALEIGH TOWER	GND CON	CLNC DEL	CPDLC
123.8	127.675 307.9	127.45 257.8	121.9 348.6	120.1	







CATEGORY	A	B	C	D
LNAV/VNAV DA	820-1¼ 391 (400-1¼)			NA
LNAV MDA	1000-1 571 (600-1)		1000-1½ 571 (600-1½)	NA
CIRCLING	1000-1¼ 565 (600-1¼)		1040-1¾ 605 (700-1¾)	NA

REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RALEIGH/DURHAM, NORTH CAROLINA AL-516 (FAA) 25219

RNAV (GPS) Y RWY 5L

RALEIGH-DURHAM INTL (RDU)

WAAS CH 48813 W05A	APP CRS 054°	Rwy Ldg 10000 TDZE 384 Apt Elev 435

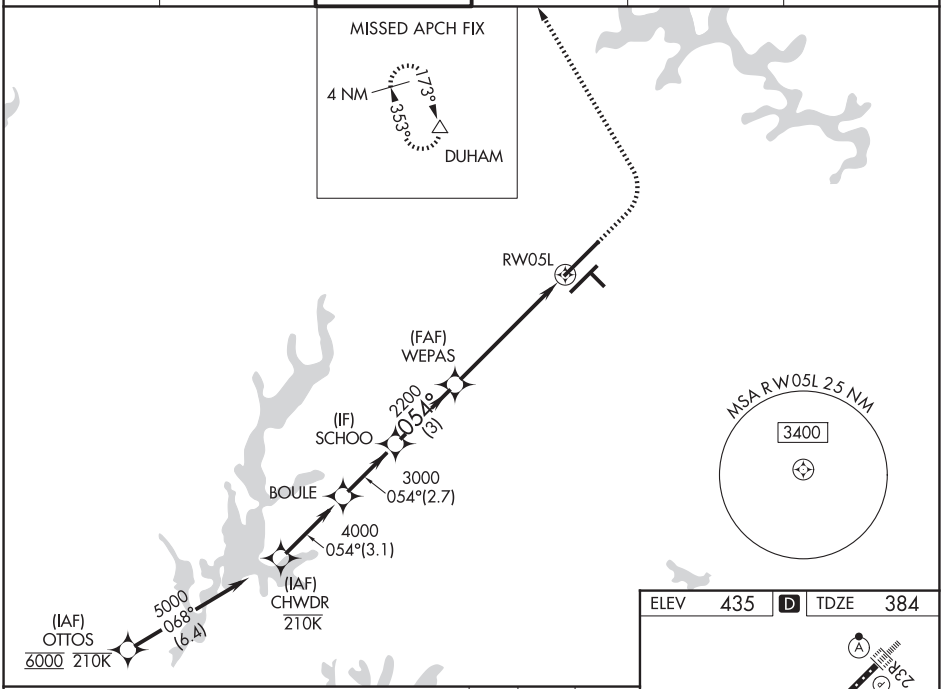
RNP APCH-GPS.

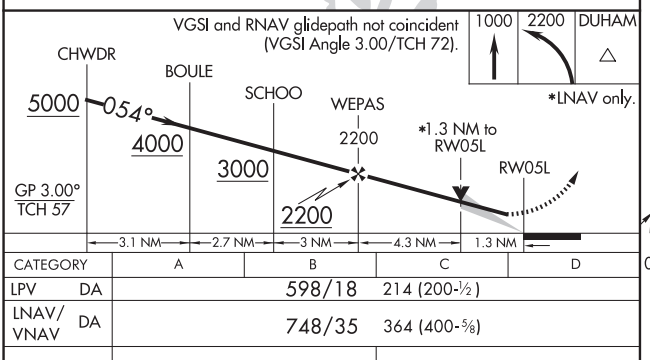
Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5500. Use of FD or AP required during simultaneous operations.

MALSR

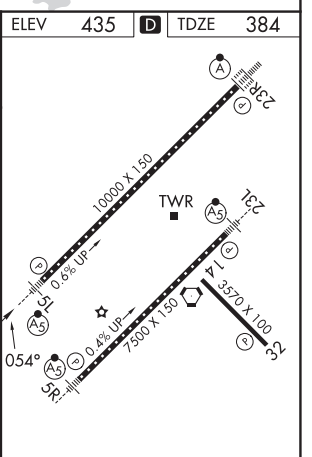
MISSED APPROACH: Climb to 1000 then climbing left turn to 2200 direct DUHAM and hold.

D-ATIS	RALEIGH APP CON	RALEIGH TOWER	GND CON	CLNC DEL	CPDLC
123.8	127.675 307.9	127.45 257.8	121.9 348.6	120.1	





CATEGORY	A	B	C	D
LPV DA	598/18	214 (200-½)		
LNAV/VNAV DA	748/35	364 (400-⅝)		
LNAV MDA	840/24	456 (500-½)	840/45	456 (500-⅞)
CIRCLING	960-1	525 (600-1)	1020-1½ 585 (600-1½)	1180-2½ 745 (800-2½)



REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) Y RWY 5R

RALEIGH-DURHAM INTL (RDU)

WAAS	APP CRS	Rwy Ldg	7500
CH 90213	054°	TDZE	420
W05B		Apt Elev	435

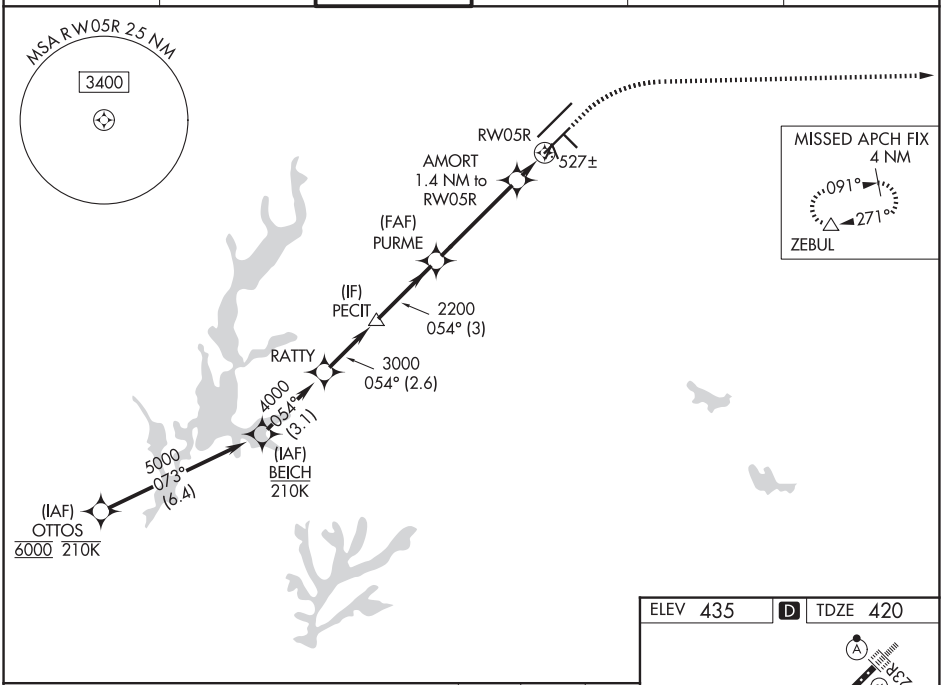
RNP APCH-GPS.

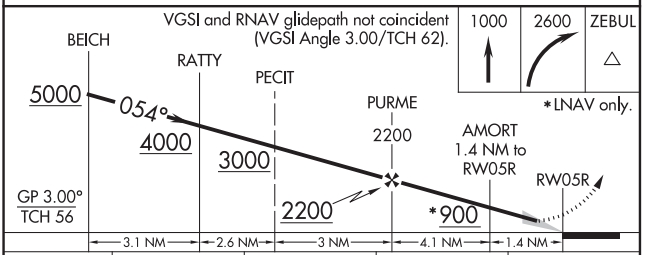
Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV Cats C/D visibility to RVR 5500. # RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

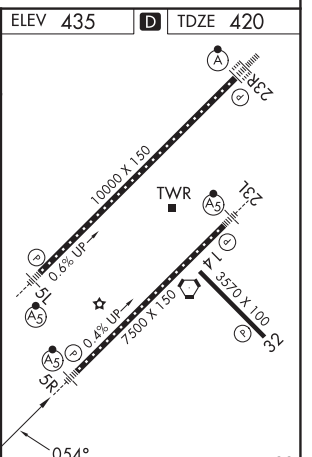
MISSED APPROACH: Climb to 1000 then climbing right turn to 2600 direct ZEBUL and hold.

D-ATIS	RALEIGH APP CON	RALEIGH TOWER	GND CON	CLNC DEL	CPDLC
123.8	127.675 307.9	127.45 257.8	121.9 348.6	120.1	





CATEGORY	A	B	C	D
LPV DA	#620/24 200 (200-½)			
LNAV/VNAV DA	688/24 268 (300-½)			
LNAV MDA	780/24 360 (400-½)		780/40 360 (400-¾)	
CIRCLING	960-1 525 (600-1)		1020-1½ 585 (600-1½)	1180-2½ 745 (800-2½)



SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RALEIGH/DURHAM, NORTH CAROLINA AL-516 (FAA) 25219

WAAS	APP CRS	Rwy Ldg	7500
CH 65713	234°	TDZE	435
W23B		Apt Elev	435

RNAV (GPS) Y RWY 23L

RALEIGH-DURHAM INTL (RDU)

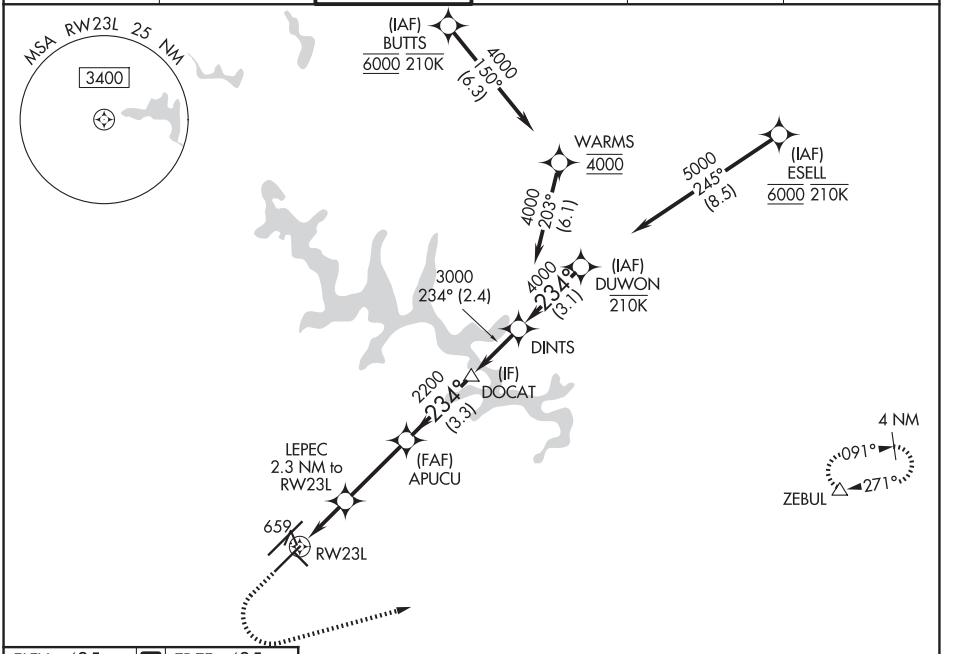
RNP APCH-GPS.

Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV Cat C/D visibility to 1⅜ SM.

MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 2600 direct ZEBUL and hold.

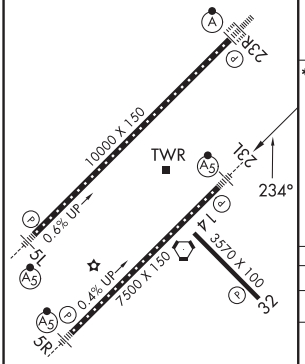
D-ATIS	RALEIGH APP CON	RALEIGH TOWER	GND CON	CLNC DEL	CPDLC
123.8	127.675 307.9	127.45 257.8	121.9 348.6	120.1	

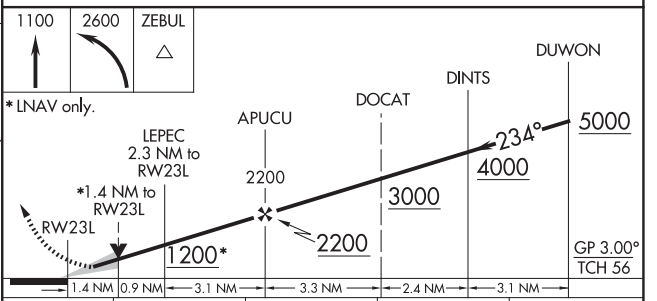


SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

ELEV 435 D TDZE 435





CATEGORY	A	B	C	D
LPV DA	635/18 200 (200-½)			
LNAV/VNAV DA	820/35 385 (400-⅝)			
LNAV MDA	920/24 485 (500-½)		920/50 485 (500-1)	
CIRCLING	960-1 525 (600-1)		1020-1½ 585 (600-1½)	1180-2½ 745 (800-2½)

RNAV (GPS) Y RWY 23R

RALEIGH-DURHAM INTL (RDU)

WAAS	APP CRS	Rwy Ldg	10000
CH 45613	234°	TDZE	409
W23A		Apt Elev	435

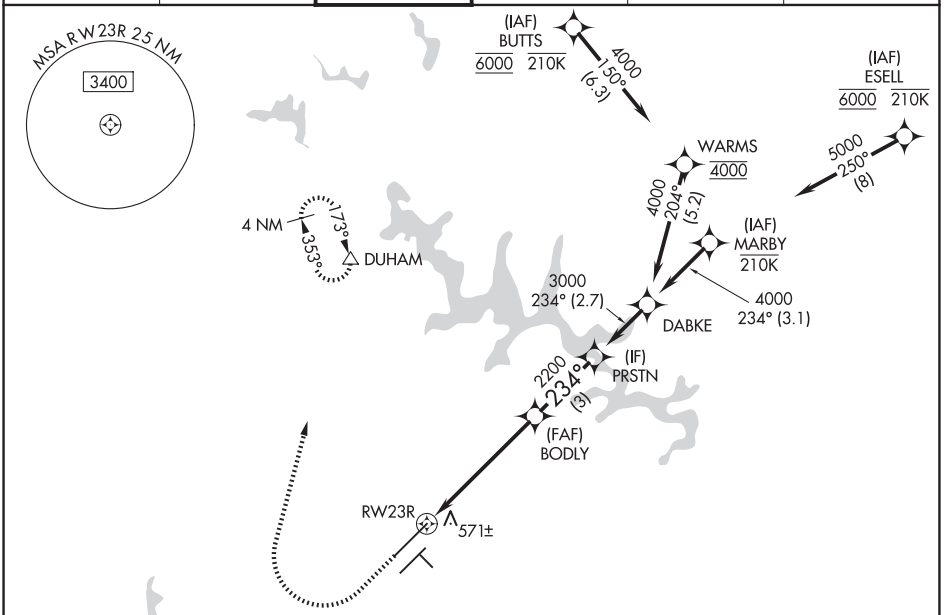
RNP APCH - GPS.

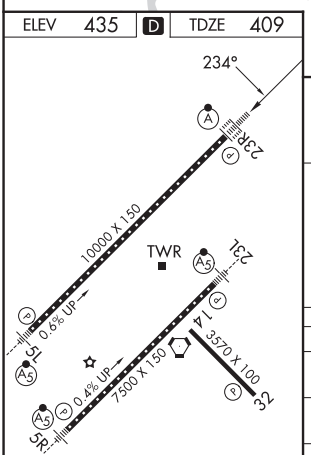
Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000 and LNAV Cat C/D visibility to 1⅝ NM.

ALSF-2

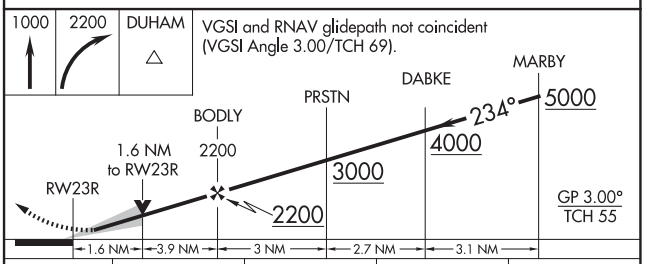
MISSED APPROACH: Climb to 1000 then climbing right turn to 2200 direct DUHAM and hold.

D-ATIS	RALEIGH APP CON	RALEIGH TOWER	GND CON	CLNC DEL	CPDLC
123.8	127.675 307.9	127.45 257.8	121.9 348.6	120.1	





REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5L-23R and 5R-23L
TDZ/CL Rwys 5L, 23L, and 23R



CATEGORY		A	B	C	D
LPV	DA	609/18 200 (200-½)			
LNAV/VNAV	DA	826/40 417 (400-¾)			
LNAV	MDA	980/24 571 (600-½)		980-1¼ 571 (600-1¼)	
CIRCLING		980-1 545 (600-1)		1020-1⅝ 585 (600-1⅝)	1180-2½ 745 (800-2½)

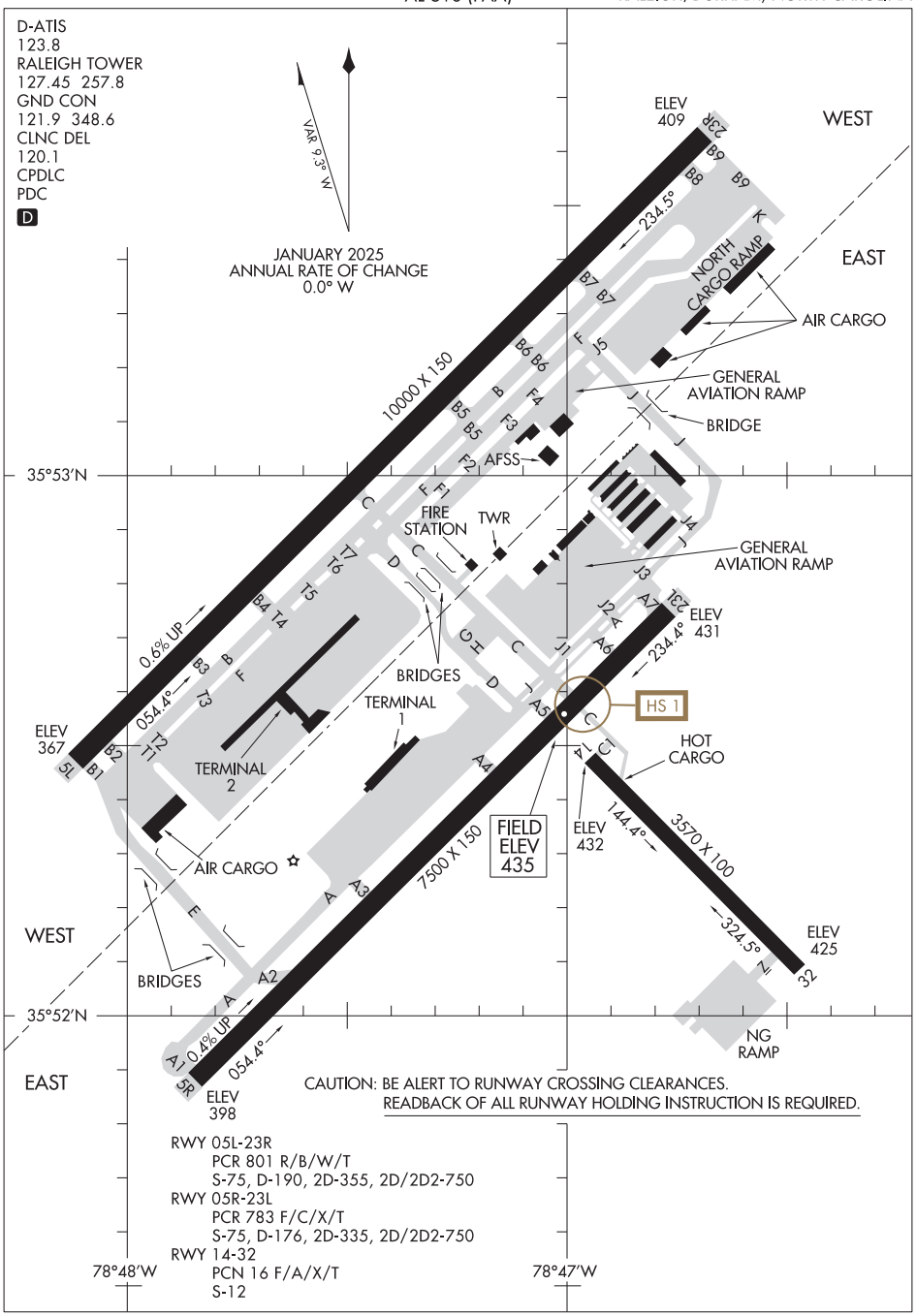
SE-2, 07 AUG 2025 to 02 OCT 2025

25219

AIRPORT DIAGRAM

AL-516 (FAA)

RALEIGH-DURHAM INTL (RDU)
RALEIGH/DURHAM, NORTH CAROLINA



SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

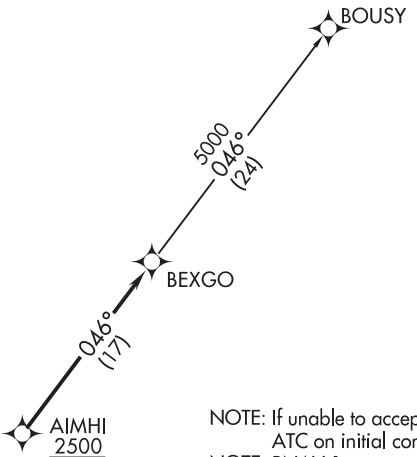
AIRPORT DIAGRAM
25219

RALEIGH/DURHAM, NORTH CAROLINA
RALEIGH-DURHAM INTL (RDU)

BEXGO FIVE DEPARTURE (RNAV)

RALEIGH DEP CON
132.35 256.9
D-ATIS
123.8
CLNC DEL
120.1
CPDLC
GND CON
121.9 348.6
RALEIGH TOWER
127.45 257.8

TOP ALTITUDE:
(JETS) 6000
(PROPS) ASSIGNED BY ATC



NOTE: If unable to accept climb rate, advise ATC on initial contact.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.

TAKEOFF MINIMUMS
Rwys 5L/R: Standard.
Rwy 14: Standard with minimum climb of 310′ per NM to 1000.
Rwy 23L: Standard with minimum climb of 250′ per NM to 2300.
Rwy 23R: Standard with minimum climb of 240′ per NM to 2100.
Rwy 32: 300-1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5L/R, 14, 23L/R, 32: Climb on assigned heading for RADAR vectors to cross AIMHI at or above 2500, thence. . . .

. . . .on track 046° to BEXGO. Turbojets maintain 6000, propellers maintain altitude assigned by ATC. Expect clearance to filed altitude within ten minutes after departure.

BOUSY TRANSITION (BEXGO5.BOUSY)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

(HOOKZ5.HOOKZ) 25051 AL-516 (FAA)

HOOKZ FIVE DEPARTURE (RNAV)

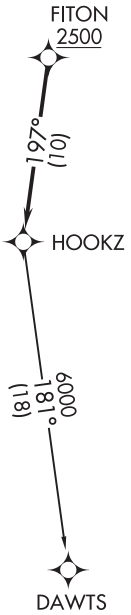
RALEIGH-DURHAM INTL (RDU)
RALEIGH/DURHAM, NORTH CAROLINA

TOP ALTITUDE:
(JETS) 6000
(PROPS) ASSIGNED BY ATC

RALEIGH DEP CON
125.3 353.675
D-ATIS
123.8
CLNC DEL
120.1
CPDLC
GND CON
121.9 348.6
RALEIGH TOWER
127.45 257.8

TAKEOFF MINIMUMS

Rwys 5L/R: Standard.
Rwy 14: Standard with minimum climb of 310′ per NM to 1000.
Rwy 23L: Standard with minimum climb of 250′ per NM to 2300.
Rwy 23R: Standard with minimum climb of 240′ per NM to 2100.
Rwy 32: 300-1.



NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: If unable to accept climb rate, advise ATC on initial contact.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5L/R, 14, 23L/R, 32: Climb on assigned heading for RADAR vectors to cross FITON at or above 2500, thence. . . .

. . . .on track 197° to HOOKZ. Turbojets maintain 6000, propellers maintain altitude assigned by ATC. Expect clearance to filed altitude within ten minutes after departure.

DAWTS TRANSITION (HOOKZ5.DAWTS)

NOTE: Chart not to scale.

SE-2, 07 AUG 2025 to 02 OCT 2025

RALEIGH DEP CON
125.3 353.675
D-ATIS
123.8
CLNC DEL
120.1
CPDLC
GND CON
121.9 348.6
RALEIGH TOWER
127.45 257.8
TOP ALTITUDE:
(JETS) 6000
(PROPS) ASSIGNED BY ATC
N
STRMY
2500
092°
(10)
HURIC
5000
092°
(11)
FEBEL
TAKEOFF MINIMUMS
Rwys 5L/R: Standard.
Rwy 14: Standard with minimum climb of 310′ per NM to 1000.
Rwy 23L: Standard with minimum climb of 250′ per NM to 2300.
Rwy 23R: Standard with minimum climb of 240′ per NM to 2100.
Rwy 32: 300-1.
NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAYS 5L/R, 14, 23L/R, 32: Climb on assigned heading for RADAR vectors to cross STRMY at or above 2500, thence. . . .
. . . .on track 092° to HURIC. Turbojets maintain 6000, propellers maintain altitude assigned by ATC. Expect clearance to filed altitude within ten minutes after departure.
FEBEL TRANSITION (HURIC4.FEBEL)
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: If unable to accept climb rate, advise ATC on initial contact.

(LWOOD5.LWOOD) 24361 AL-516 (FAA)

LWOOD FIVE DEPARTURE (RNAV)

RALEIGH-DURHAM INTL (RDU)
RALEIGH/DURHAM, NORTH CAROLINA

RALEIGH DEP CON
132.35 256.9
D-ATIS
123.8
CLNC DEL
120.1
CPDLC
GND CON
121.9 348.6
RALEIGH TOWER
127.45 257.8

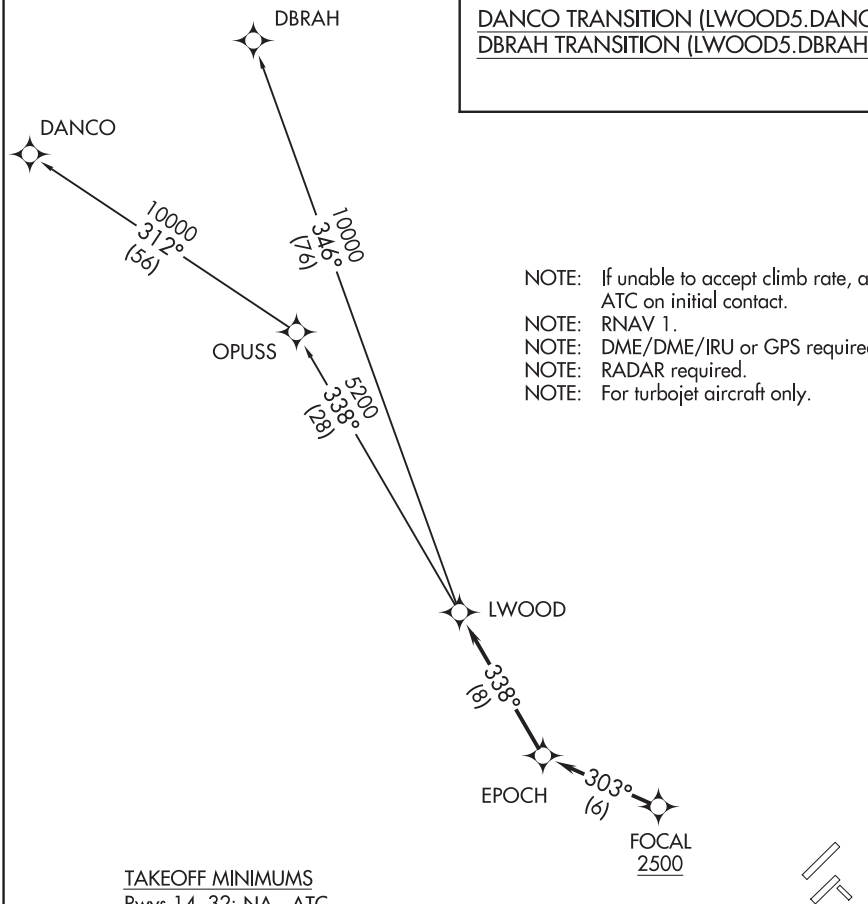
TOP ALTITUDE: 6000

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5L/R, 23L/R: Climb on assigned heading for RADAR vectors to cross FOCAL at or above 2500, thence. . . .

. . . .on depicted route to LWOOD. Maintain 6000. Expect clearance to filed altitude within ten minutes after departure.

DANCO TRANSITION (LWOOD5.DANCO)
DBRAH TRANSITION (LWOOD5.DBRAH)



NOTE: If unable to accept climb rate, advise ATC on initial contact.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: For turbojet aircraft only.

TAKEOFF MINIMUMS
Rwys 14, 32: NA - ATC.
Rwys 5L/R: Standard.
Rwy 23L: Standard with minimum climb of 250′ per NM to 2300.
Rwy 23R: Standard with minimum climb of 240′ per NM to 2100.

NOTE: Chart not to scale.

LWOOD FIVE DEPARTURE (RNAV)

RALEIGH/DURHAM, NORTH CAROLINA
RALEIGH-DURHAM INTL (RDU)

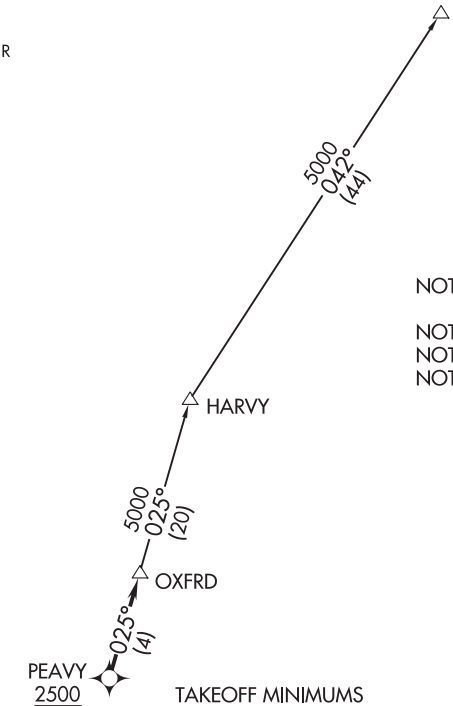
(LWOOD5.LWOOD) 02DEC21

SE-2, 07 AUG 2025 to 02 OCT 2025

OXFRD FIVE DEPARTURE (RNAV)

RALEIGH DEP CON
132.35 256.9
D-ATIS
123.8
CLNC DEL
120.1
CPDLC
GND CON
121.9 348.6
RALEIGH TOWER
127.45 257.8

TOP ALTITUDE:
(JETS) 6000
(PROPS) ASSIGNED BY ATC



NOTE: If unable to accept climb rate, advise ATC on initial contact.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.

TAKEOFF MINIMUMS
Rwys 5L/R: Standard.
Rwy 14: Standard with minimum climb of 310′ per NM to 1000.
Rwy 23L: Standard with minimum climb of 250′ per NM to 2300.
Rwy 23R: Standard with minimum climb of 240′ per NM to 2100.
Rwy 32: 300-1.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5L/R, 14, 23L/R, 32: Climb on assigned heading for RADAR vectors to cross PEAVY at or above 2500, thence. . . .

. . . .on track 025° to OXFRD. Turbojets maintain 6000, propellers maintain altitude assigned by ATC. Expect clearance to filed altitude within ten minutes after departure.

CARML TRANSITION (OXFRD5.CARML)

NOTE: Chart not to scale.

SE-2, 07 AUG 2025 to 02 OCT 2025
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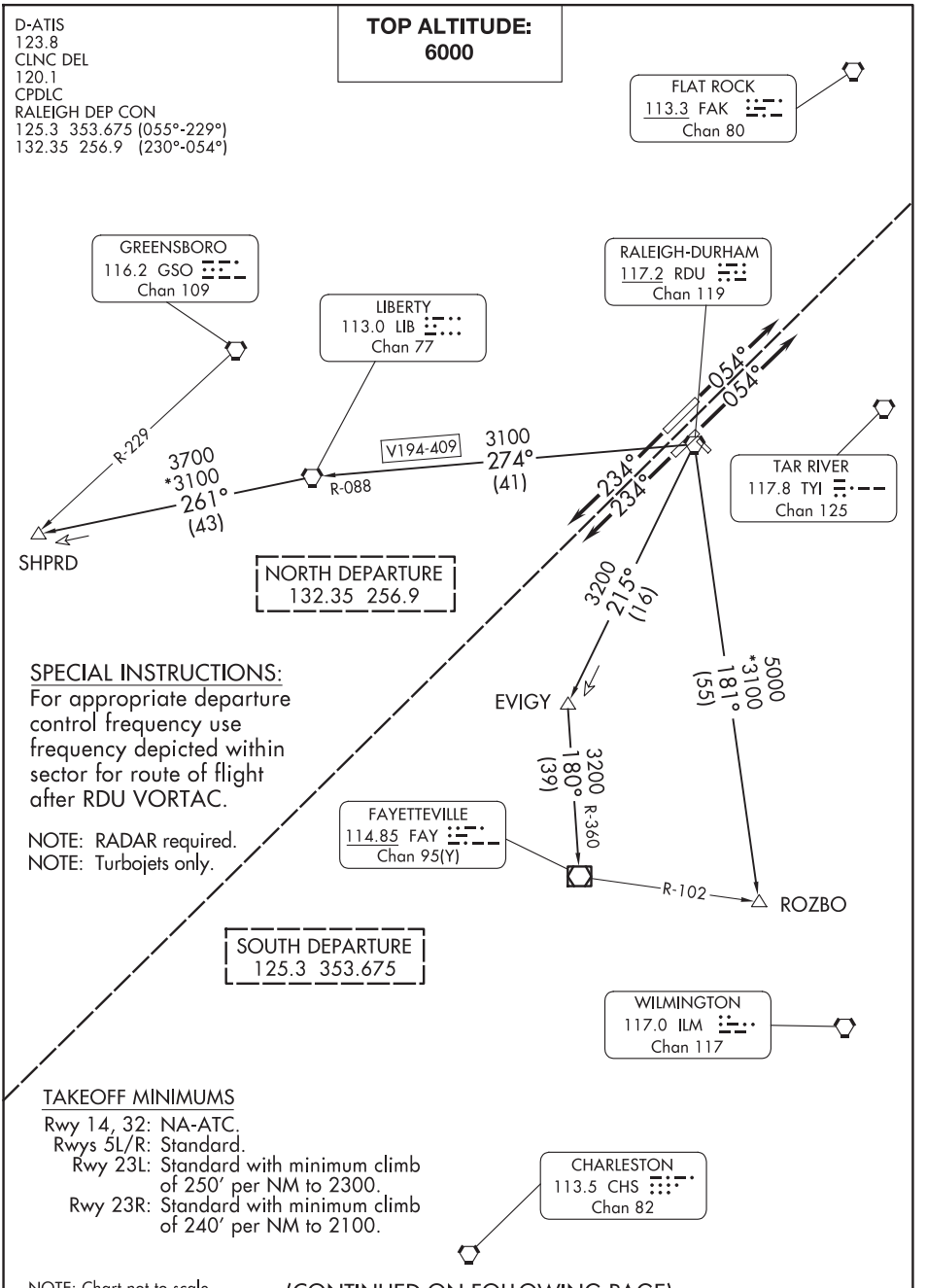
(PACK9.RDU) 24193 AL-516 (FAA)

PACKK NINE DEPARTURE

RALEIGH-DURHAM INTL (RDU)
RALEIGH/DURHAM, NORTH CAROLINA



TAKEOFF MINIMUMS

Rwy 14, 32: NA-ATC.
Rwys 5L/R: Standard.
Rwy 23L: Standard with minimum climb of 250′ per NM to 2300.
Rwy 23R: Standard with minimum climb of 240′ per NM to 2100.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5L/R: Climb on heading 054°, or as assigned by ATC, thence. . . .
TAKEOFF RUNWAYS 23L/R: Climb on heading 234°, or as assigned by ATC, thence. . . .

. . . .for RADAR vectors to assigned/filed transition/fix/navaid/airway, maintain 6000, expect filed altitude ten minutes after departure.

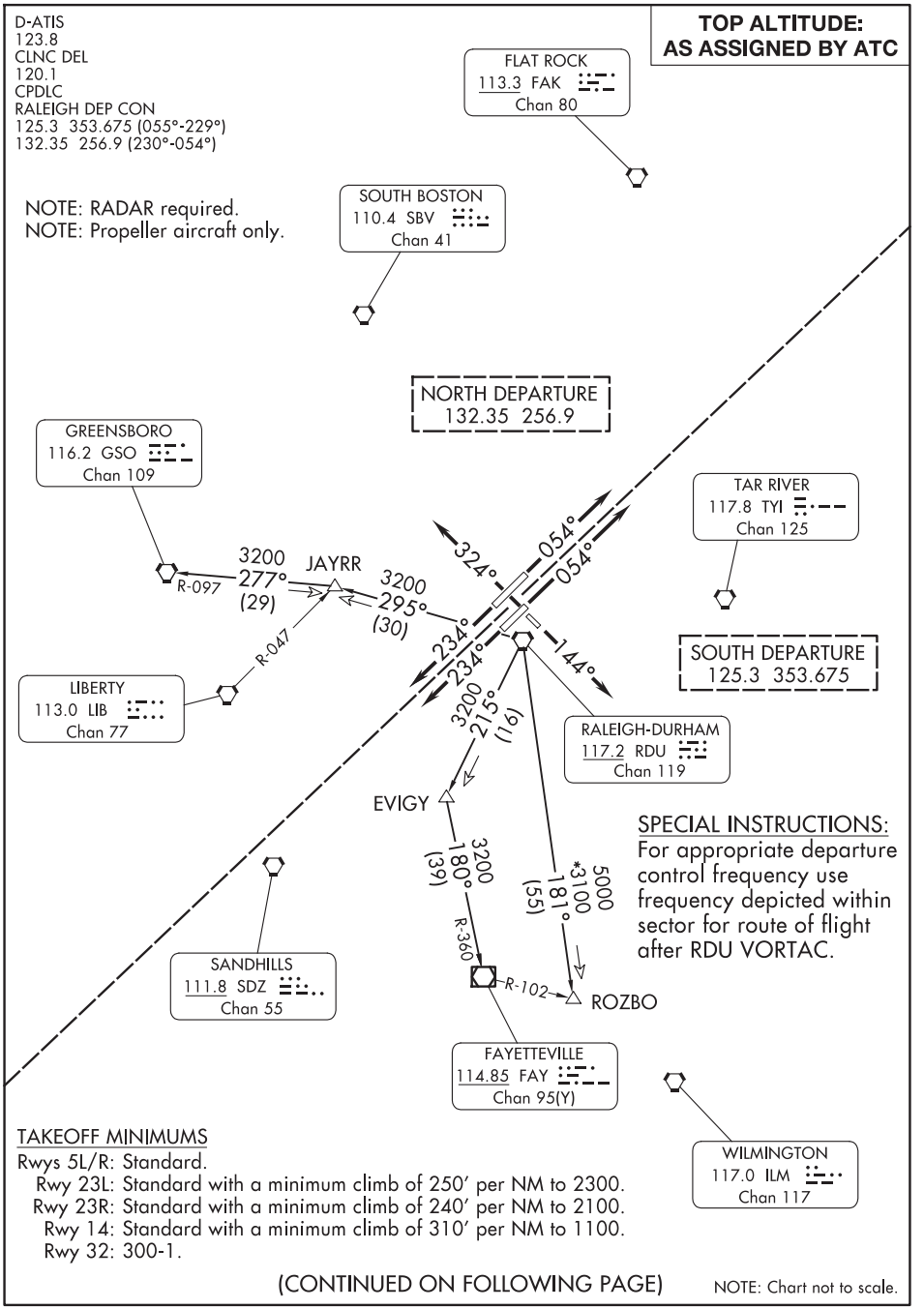
FAYETTEVILLE TRANSITION (PACK9.FAY): From over RDU VORTAC on RDU R-215 to EVIGY, then on FAY R-360 to FAY VOR/DME.
ROZBO TRANSITION (PACK9.ROZBO): From over RDU VORTAC on RDU R-181 to ROZBO.
SHPRD TRANSITION (PACK9.SHPRD): From over RDU VORTAC on RDU R-274 and LIB R-088 to LIB VORTAC, then on LIB R-261 to SHPRD.

SE-2, 07 AUG 2025 to 02 OCT 2025

(RDU1.RDU) 24193 AL-516 (FAA)

RALEIGH ONE DEPARTURE

RALEIGH-DURHAM INTL (RDU)
RALEIGH/DURHAM, NORTH CAROLINA



TAKEOFF MINIMUMS

Rwys 5L/R: Standard.
Rwy 23L: Standard with a minimum climb of 250′ per NM to 2300.
Rwy 23R: Standard with a minimum climb of 240′ per NM to 2100.
Rwy 14: Standard with a minimum climb of 310′ per NM to 1100.
Rwy 32: 300-1.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5L/R: Climb on heading 054° or as assigned by ATC, thence. . . .
TAKEOFF RUNWAY 14: Climb on heading 144° or as assigned by ATC, thence. . . .
TAKEOFF RUNWAYS 23L/R: Climb on heading 234° or as assigned by ATC, thence. . . .
TAKEOFF RUNWAY 32: Climb on heading 324° or as assigned by ATC, thence. . . .

. . . .expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid/airway. Maintain altitude assigned by ATC, expect clearance to filed altitude/flight level 10 minutes after departure.

FAYETTEVILLE TRANSITION (RDU1.FAY): From over RDU VORTAC on RDU R-215 to EVIGY, then on FAY R-360 to FAY VOR/DME.

GREENSBORO TRANSITION (RDU1.GSO): From over RDU VORTAC on RDU R-295 to JAYRR, then on GSO R-097 to GSO VORTAC.

ROZBO TRANSITION (RDU1.ROZBO): From over RDU VORTAC on RDU R-181 to ROZBO.

SE-2, 07 AUG 2025 to 02 OCT 2025

(ROZBO5.ROZBO) 25051 AL-516 (FAA)

ROZBO FIVE DEPARTURE (RNAV)

RALEIGH-DURHAM INTL (RDU)
RALEIGH/DURHAM, NORTH CAROLINA

RALEIGH DEP CON
125.3 353.675
D-ATIS
123.8
CLNC DEL
120.1
CPDLC
GND CON
121.9 348.6
RALEIGH TOWER
127.45 257.8

TOP ALTITUDE:
(JETS) 6000
(PROPS) ASSIGNED BY ATC

NOTE: If unable to accept climb rate, advise ATC on initial contact.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.

TAKEOFF MINIMUMS

Rwys 5L/R: Standard.
Rwy 14: Standard with minimum climb of 310′ per NM to 1000.
Rwy 23L: Standard with minimum climb of 250′ per NM to 2300.
Rwy 23R: Standard with minimum climb of 240′ per NM to 2100.
Rwy 32: 300-1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

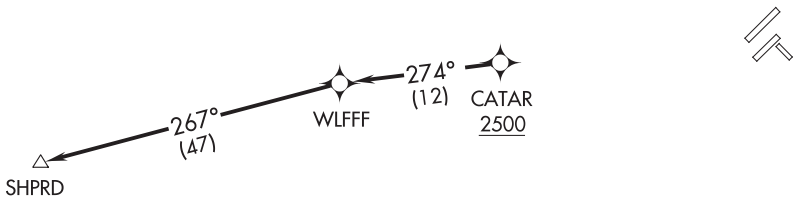
TAKEOFF RUNWAYS 5L/R, 14, 23L/R, 32:
Climb on assigned heading for RADAR vectors to cross EAGER at or above 2500, thence . . . .

.... on track 182° to ROZBO, then as assigned. Turbojets maintain 6000, propellers maintain altitude assigned by ATC. Expect clearance to filed altitude within ten minutes after departure.

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

TOP ALTITUDE: 6000

RALEIGH DEP CON
132.35 256.9
D-ATIS
123.8
CLNC DEL
120.1
CPDLC
GND CON
121.9 348.6
RALEIGH TOWER
127.45 257.8



NOTE: If unable to accept climb rate, advise ATC on initial contact.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: For turbojet aircraft only.

TAKEOFF MINIMUMS

Rwys 14, 32: NA - ATC.
Rwys 5L/R: Standard.
Rwy 23L: Standard with minimum climb of 250′ per NM to 2300.
Rwy 23R: Standard with minimum climb of 240′ per NM to 2100.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5L/R, 23L/R: Climb on assigned heading for RADAR vectors to cross CATAR at or above 2500, thence. . . .

. . . .on depicted route to SHPRD, then as assigned. Maintain 6000, expect clearance to filed altitude within ten minutes after departure.

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

REIDSVILLE, NORTH CAROLINA | AL-6329 (FAA) | 25219

RNAV (GPS) RWY 13

ROCKINGHAM COUNTY NC SHILOH (SIF)

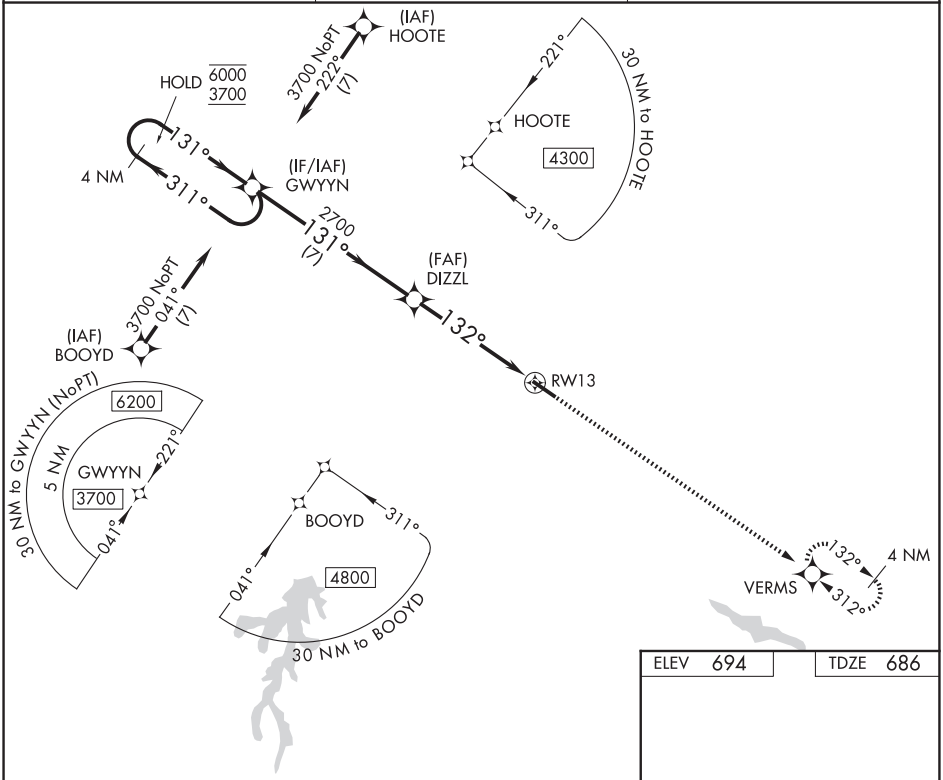
APP CRS	Rwy Ldg	4700
132°	TDZE	686
	Apt Elev	694

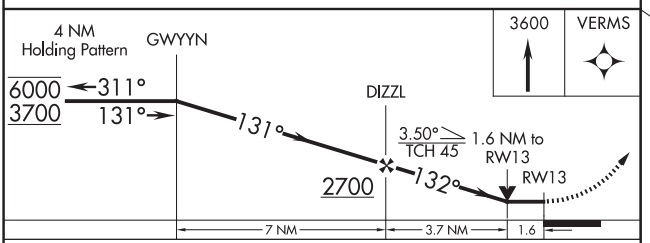
RNP APCH - GPS.

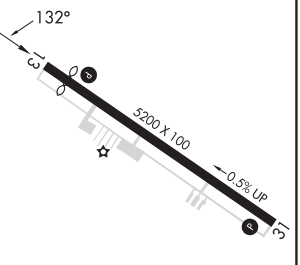
VDP NA when using GSO altimeter setting.
Rwy 13 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3600 direct VERMS and hold.

AWOS-3	GREENSBORO APP CON	UNICOM
119.775	124.35 269.225	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1380-1	694 (700-1)	1380-2	694 (700-2)
CIRCLING	1380-1	686 (700-1)	1380-2 686 (700-2)	1440-2½ 746 (800-2½)

REIL Rwys 13 and 31 L
HIRL Rwy 13-31 L

REIDSVILLE, NORTH CAROLINA
Amdt 1 31OCT24

ROCKINGHAM COUNTY NC SHILOH (SIF)
36°26'N-79°51'W
RNAV (GPS) RWY 13

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	5200
312°	TDZE	668
	Apt Elev	694

RNAV (GPS) RWY 31

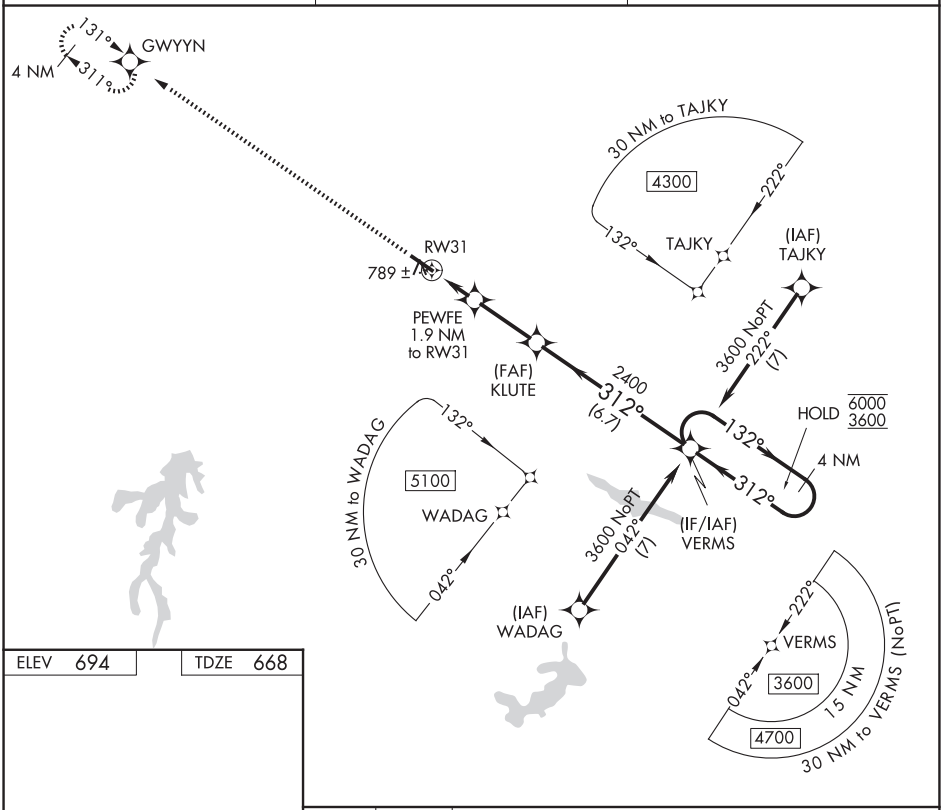
ROCKINGHAM COUNTY NC SHILOH (SIF)

RNP APCH - GPS.

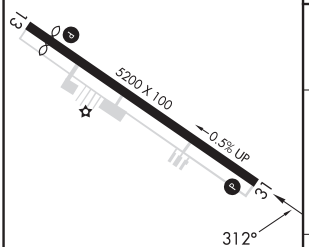
VDP NA when using GSO altimeter setting.
Rwy 31 helicopter visibility reduction below ¾ SM NA.

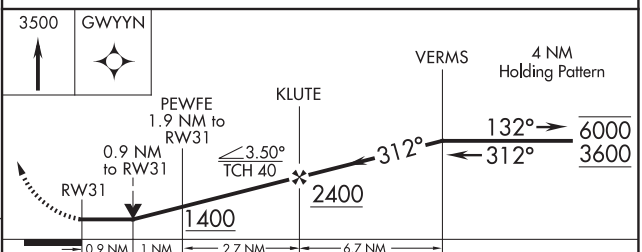
MISSED APPROACH: Climb to 3500 direct GWYYN and hold.

AWOS-3	GREENSBORO APP CON	UNICOM
119.775	124.35 269.225	122.8 (CTAF) L



ELEV 694 TDZE 668





CATEGORY	A	B	C	D
LNAV MDA	1080-1	412 (400-1)	1080-1⅛	412 (400-1⅛)
CIRCLING	1280-1 586 (600-1)	1340-1 646 (700-1)	1360-1¾ 666 (700-1¾)	1440-2½ 746 (800-2½)

REIL Rwys 13 and 31 L
HIRL Rwy 13-31 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

REIDSVILLE, NORTH CAROLINA | AL-6329 (FAA) | 25219

VOR-A

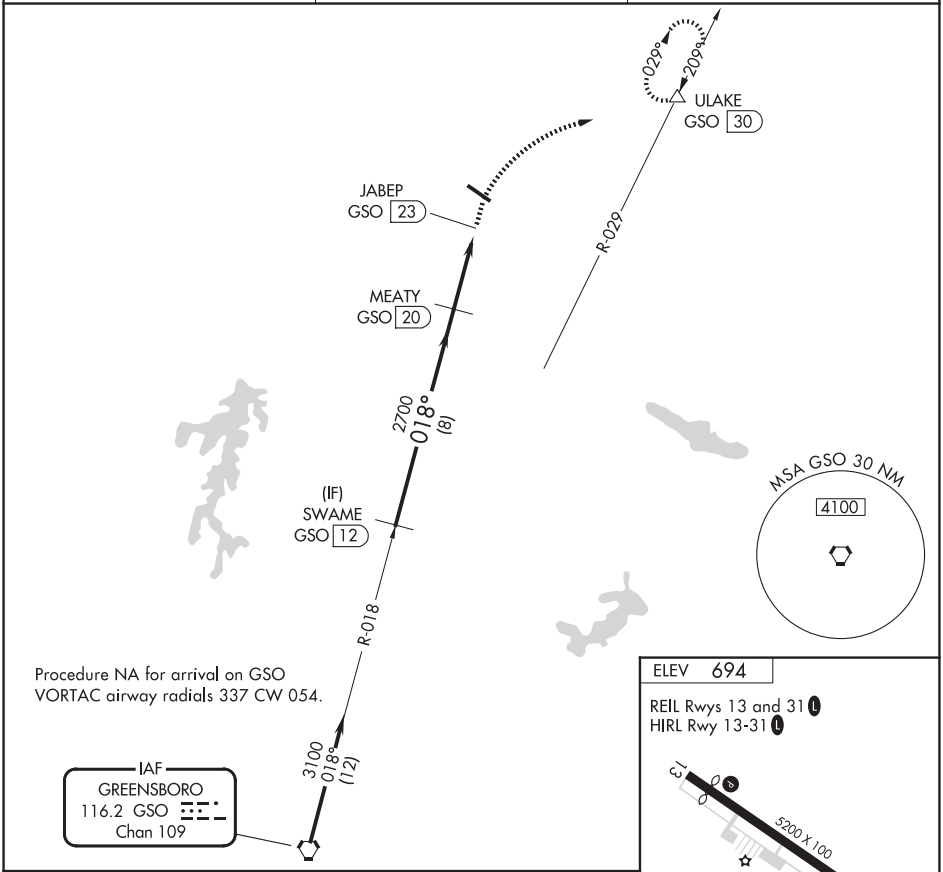
ROCKINGHAM COUNTY NC SHILOH (SIF)

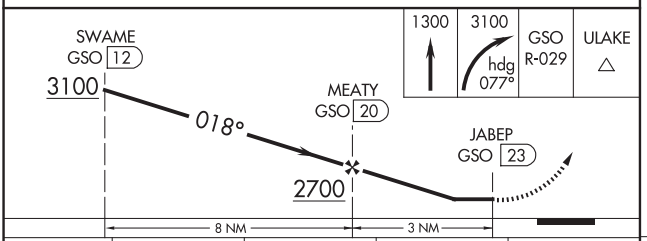
VORTAC GSO	APP CRS	Rwy Ldg	N/A
116.2	018°	TDZE	N/A
Chan 109		Apt Elev	694

DME required.

MISSED APPROACH: Climb to 1300 then climbing right turn to 3100 on heading 077° and GSO VORTAC R-029 to ULAKE/GSO 30 DME and hold, continue climb-in-hold to 3100.

AWOS-3	GREENSBORO APP CON	UNICOM
119.775	124.35 269.225	122.8 (CTAF) L

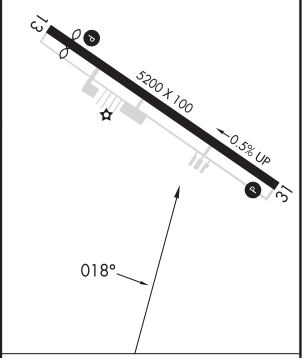




ELEV 694

REIL Rwys 13 and 31 L

HIRL Rwy 13-31 L



CATEGORY	A	B	C	D
CIRCLING	1280-1½ 586 (600-1½)	1340-1½ 646 (700-1½)	1340-1¾ 646 (700-1¾)	1440-2½ 746 (800-2½)

FAF to MAP 3 NM

Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	5500
CH 78025	019°	TDZE	144
W02A		Apt Elev	144

RNAV (GPS) RWY 2

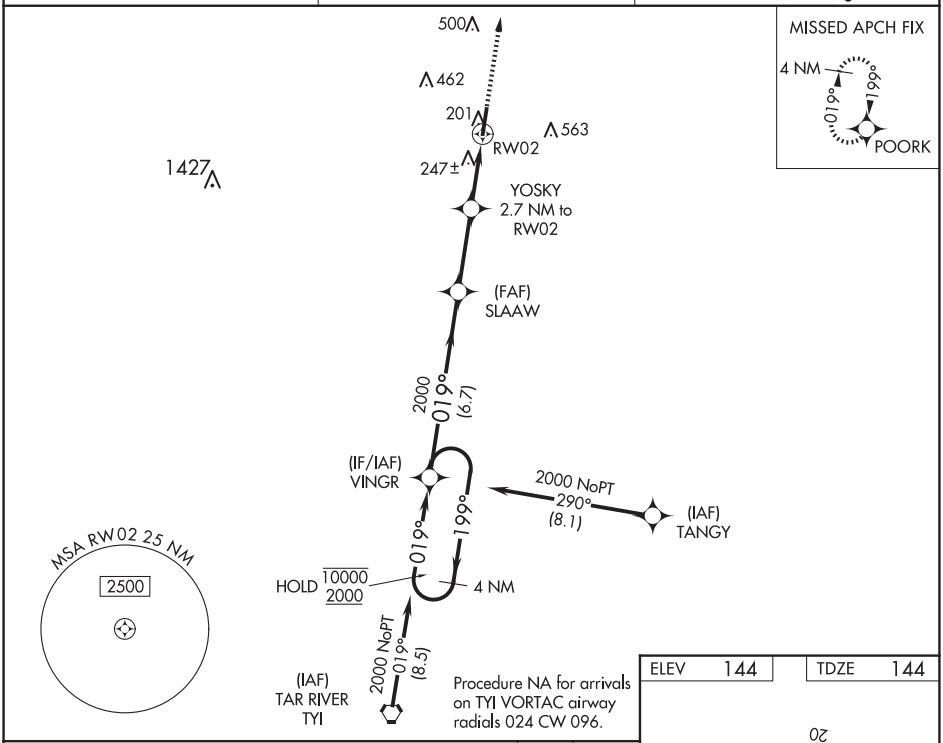
HALIFAX/NORTHAMPTON RGNL (IXA)

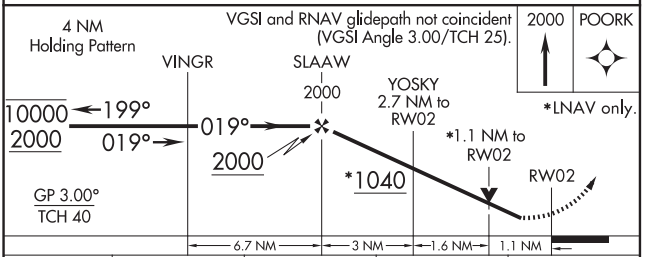
RNP APCH - GPS.

Rwy 2 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling NA east of Rwys 2-20.

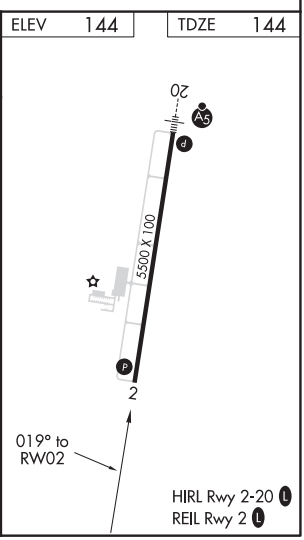
MISSED APPROACH: Climb to 2000 direct POORK and hold.

AWOS-3PT	WASHINGTON CENTER	UNICOM
119.975	132.025 290.425	123.075 (CTAF) L





CATEGORY	A	B	C	D
LPV DA		394-⅞	250 (300-⅞)	
LNAV/VNAV DA		433-1	289 (300-1)	
LNAV MDA		500-1	356 (400-1)	
C CIRCLING	580-1 436 (500-1)	600-1 456 (500-1)	780-1¾ 636 (700-1¾)	860-2¼ 716 (800-2¼)



SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

ROANOKE RAPIDS, NORTH CAROLINA | AL-10369 (FAA) | 23054

WAAS	APP CRS	Rwy Idg	5500
CH 72725	199°	TDZE	144
W20A		Apt Elev	144

RNAV (GPS) RWY 20

HALIFAX/NORTHAMPTON RGNL (IXA)

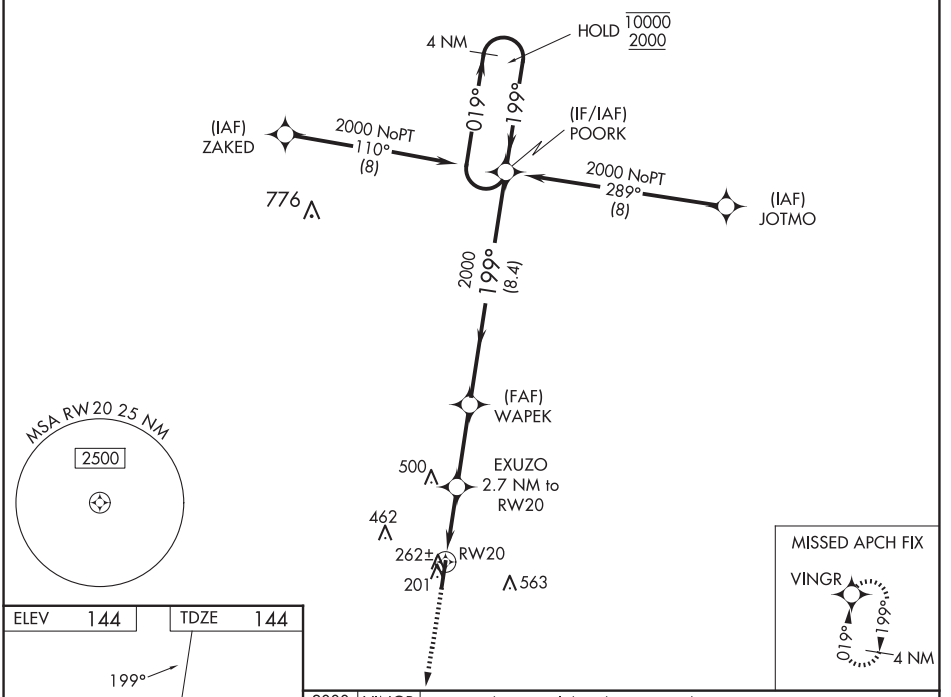
RNP APCH-GPS.

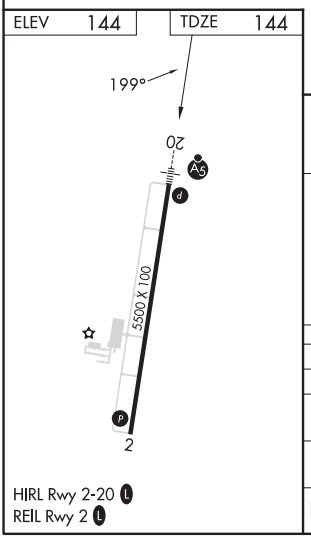
T A Circling NA east of Rwy 2-20. Rwy 20 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS increase LNAV/VNAV visibility all Cats to ⅞ SM and LNAV visibility all Cats to 1 SM.

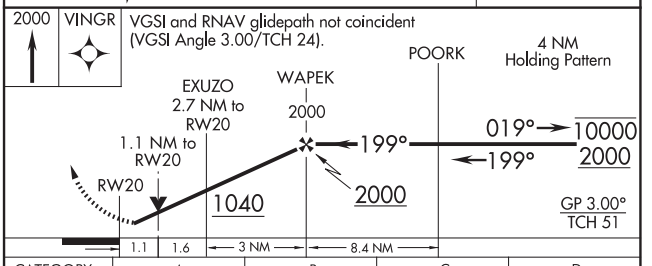
MALSR

MISSED APPROACH: Climb to 2000 direct VINGR and hold.

AWOS-3PT	WASHINGTON CENTER	UNICOM
119.975	132.025 290.425	123.075 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	394-¾	250 (300-¾)		
LNAV/VNAV DA	423-¾	279 (300-¾)		
LNAV MDA	520-¾	376 (400-¾)		
C CIRCLING	580-1 436 (500-1)	600-1 456 (500-1)	780-1¾ 636 (700-1¾)	860-2¼ 716 (800-2¼)

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

VORTAC TYI	APP CRS	Rwy Idg	5500
117.8	014°	TDZE	144
Chan 125		Apt Elev	145

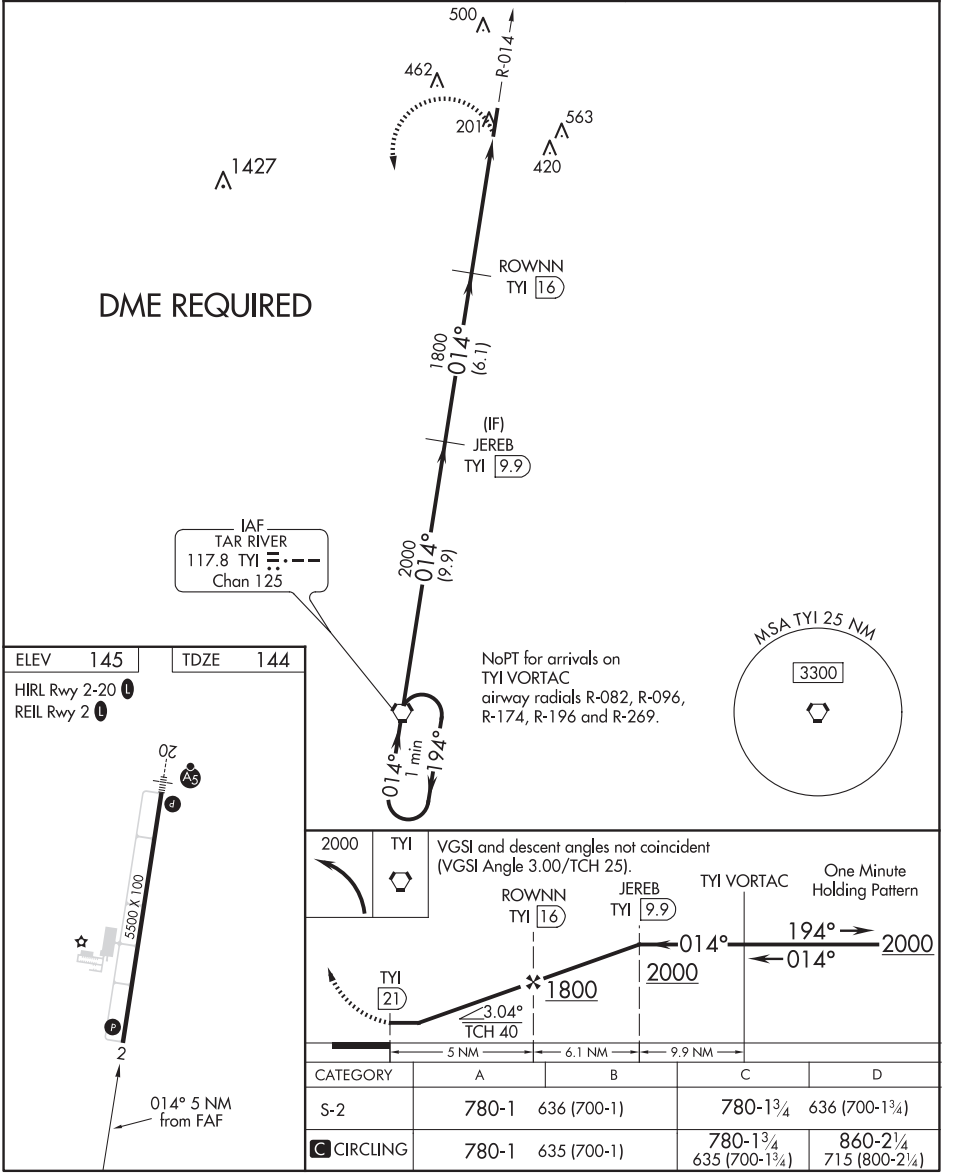
VOR RWY 2

HALIFAX/NORTHAMPTON RGNL (IXA)

Circling NA east of Rwy 2-20.
Rwy 2 helicopter visibility reduction below ¾ SM NA.
DME required.

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

AWOS-3PT	WASHINGTON CENTER	UNICOM
119.975	132.025 290.425	123.075 (CTAF) L



CATEGORY	A	B	C	D
S-2	780-1	636 (700-1)	780-1¾	636 (700-1¾)
C CIRCLING	780-1	635 (700-1)	780-1¾ 635 (700-1¾)	860-2¼ 715 (800-2¼)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

ROCK HILL, SOUTH CAROLINA

AL-5361 (FAA)

23334

ILS Y or LOC Y RWY 2

ROCK HILL/YORK COUNTY/BRYANT FLD (UZA)

LOC/DME I-UZA	APP CRS	Rwy Idg	5500
108.5	016°	TDZE	666
Chan 22		Apt Elev	666

ADF or DME required. VDP NA with Charlotte/Douglas Intl altimeter setting. When local altimeter setting not received, use Charlotte/Douglas Intl altimeter setting and increase all DA 45 feet and all MDA 60 feet. Increase S-LOC 2 Cat C/D visibility ¼ mile. For inop MALSR, increase S-LOC 2 Cat C/D visibility to 1⅛ mile. For inop MALSR, when using Charlotte/Douglas Intl altimeter setting, increase S-LOC 2 Cat C/D visibility to 1⅜ mile.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 on heading 174° and CLT VOR/DME R-203 to CONEL/I-UZA 12.7 DME/RADAR and hold.

ASOS	CHARLOTTE APP CON	GCO	UNICOM
120.775	120.05 307.8	121.725	123.05 (CTAF) L

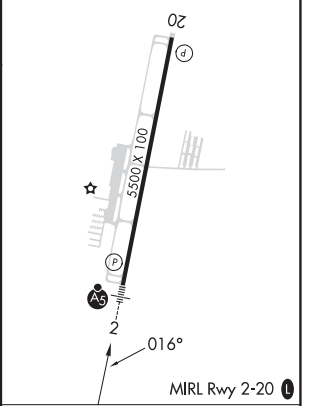
GPS REQUIRED FOR TERMINAL ARRIVAL AREA

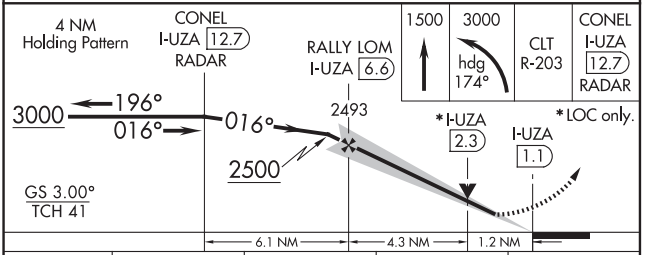
ALTERNATE MISSED APCH FIX

RALLY
UZ
227
I-UZA 6.6
016°
196°

1020
1037
802
841
115.0 CLT Chan 97
R-203
LOCALIZER 108.5
I-UZA
Chan 22
30 NM to GUCRE
3200
196°
106°
GUCRE
LOM/IAF
RALLY
227 UZ
I-UZA 6.6
(IAF)
GUCRE
3000 NoPT
106°
(8)
(IF/IAF)
CONEL
I-UZA 12.7
RADAR
2500
016°
(6.1)
1289
30 NM to TAGCU
196°
3100
TAGCU
286°
3000 NoPT
286°
(8)
(IAF)
TAGCU
106°
286°
CONEL
3000
30 NM to CONEL (NoPT)
016°
196°
4 NM

ELEV 666 TDZE 666





FAF to MAP 5.5 NM

CATEGORY	A	B	C	D
S-ILS 2	866-½ 200 (200-½)			
S-LOC 2	1080-½ 414 (500-½)		1080-¾ 414 (500-¾)	
C CIRCLING	1140-1 474 (500-1)	1160-1 494 (500-1)	1340-2 674 (700-2)	1340-2¼ 674 (700-2¼)

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SE-2, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-UZA	APP CRS	Rwy Idg	5500
108.5	016°	TDZE	666
Chan 22		Apt Elev	666

ILS Z or LOC Z RWY 2

ROCK HILL/YORK COUNTY/BRYANT FLD (UZA)

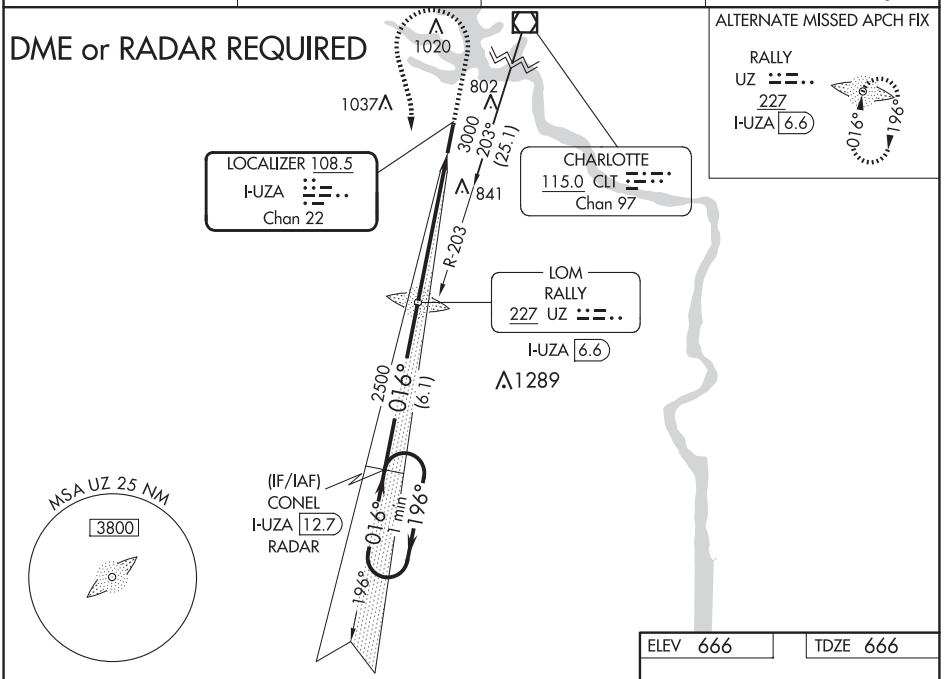
T ANA — ADF or DME required. VDP NA with Charlotte/Douglas Intl altimeter setting. When local altimeter setting not received, use Charlotte/Douglas Intl altimeter setting and increase all DA 45 feet and all MDA 60 feet. Increase S-LOC 2 Cat C/D visibility ¼ mile. For inop MALSR, increase S-LOC 2 Cat C/D visibility to 1⅛ mile. For inop MALSR, when using Charlotte/Douglas Intl altimeter setting, increase S-LOC 2 Cat C/D visibility to 1⅜ mile.

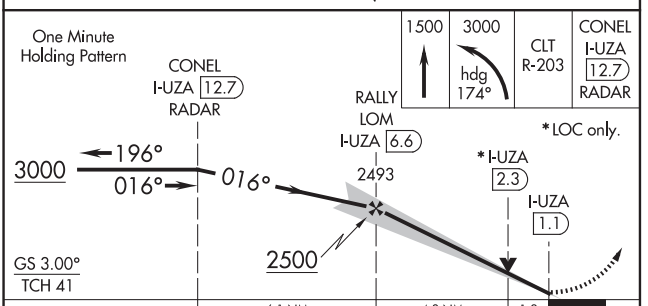
MALSR A5

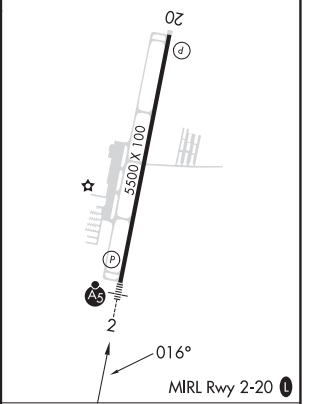
MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 on heading 174° and CLT VOR/DME R-203 to CONEL/ I-UZA 12.7 DME/RADAR and hold.

ASOS	CHARLOTTE APP CON	GCO	UNICOM
120.775	120.05 307.8	121.725	123.05 (CTAF) L

DME or RADAR REQUIRED







FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D
S-ILS 2	866-½ 200 (200-½)			
S-LOC 2	1080-½ 414 (500-½)		1080-¾ 414 (500-¾)	
C CIRCLING	1140-1 474 (500-1)	1160-1 494 (500-1)	1340-2 674 (700-2)	1340-2¼ 674 (700-2¼)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

ROCK HILL, SOUTH CAROLINA AL-5361 (FAA) 23334

WAAS	APP CRS	Rwy Idg	5500
CH 70425	016°	TDZE	666
W02A		Apt Elev	666

RNAV (GPS) RWY 2

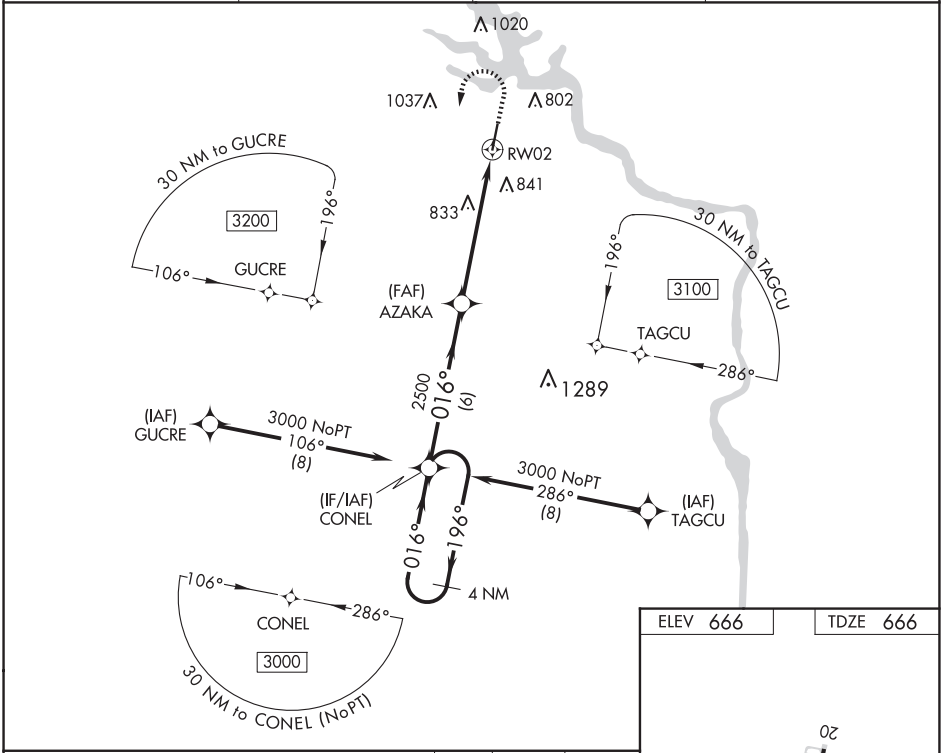
ROCK HILL/YORK COUNTY/BRYANT FLD (UZA)

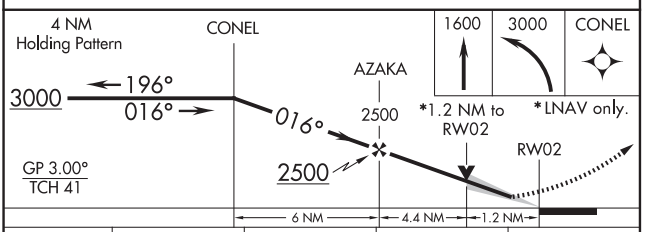
Baro-VNAV and VDP NA when using Charlotte/Douglas Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C (16°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charlotte/Douglas Intl altimeter setting and increase all DA 45 feet and all MDA 60 feet. Increase LNAV/VNAV all Cats visibility ⅛ mile and LNAV Cat C/D visibility ¼ mile.

MALSR

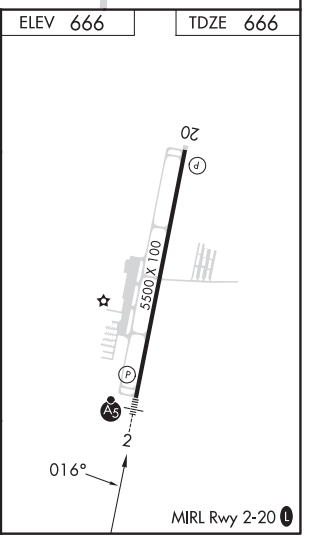
MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct CONEL and hold.

ASOS	CHARLOTTE APP CON	GCO	UNICOM
120.775	120.05 307.8	121.725	123.05 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	866-½ 200 (200-½)			
LNAV/VNAV DA	1022-¾ 356 (400-¾)			
LNAV MDA	1100-½ 434 (500-½)		1100-¾ 434 (500-¾)	
C CIRCLING	1140-1 474 (500-1)	1160-1 494 (500-1)	1340-2 674 (700-2)	1340-2¼ 674 (700-2¼)



SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 20

ROCK HILL/YORK COUNTY/BRYANT FLD (UZA)

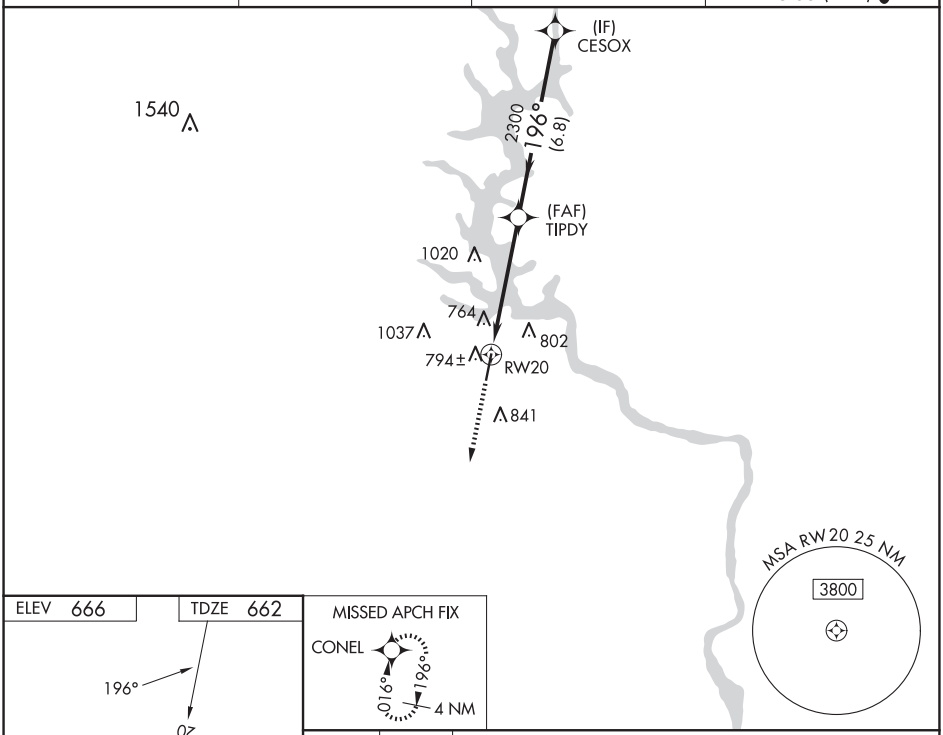
WAAS CH 90325 W20A	APP CRS 196°	Rwy Idg 5500	TDZE 662	Apt Elev 666

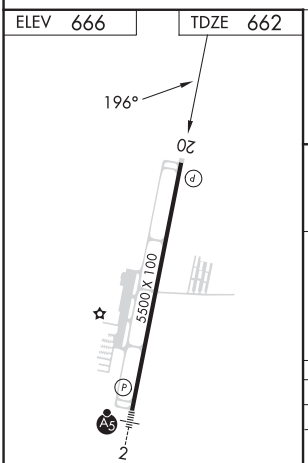
RNP APCH-GPS.

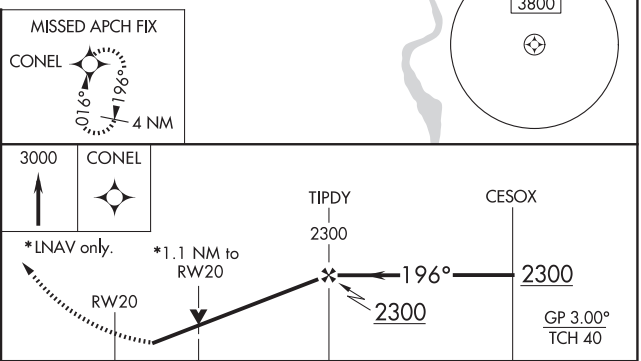
For uncompensated Baro-VNAV systems, procedure NA below -16°C or above 39°C. When local altimeter setting not received, use Charlotte/Douglas Intl altimeter setting and increase LPV DA to 957 feet, LNAV/VNAV DA to 1084 feet, and all MDAs 60 feet; increase LPV visibility all Cats ⅛ SM, LNAV/VNAV visibility all Cats ¼ SM, and LNAV visibility Cat C/D ¼ SM. VDP and Baro-VNAV NA when using Charlotte/Douglas Intl altimeter setting. Rwy 20 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct CONEL and hold.

ASOS	CHARLOTTE APP CON	GCO	UNICOM
120.775	120.05 307.8	121.725	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	912-¾ 250 (300-¾)			
LNAV/VNAV DA	1039-1 377 (400-1)			
LNAV MDA	1060-1 398 (400-1)		1060-1⅛ 398 (400-1⅛)	
CIRCLING	1140-1 474 (500-1)	1160-1 494 (500-1)	1340-2 674 (700-2)	1340-2¼ 674 (700-2¼)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

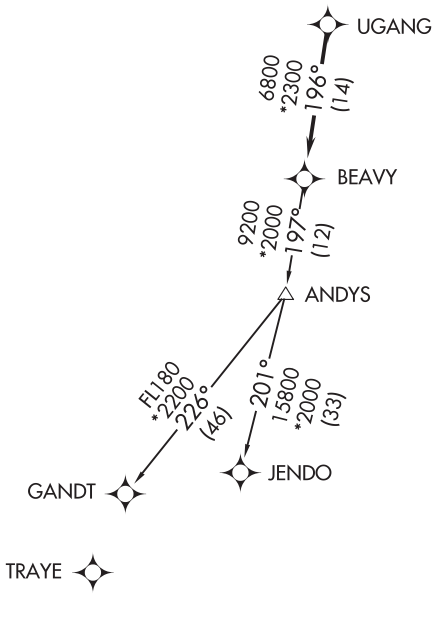
SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

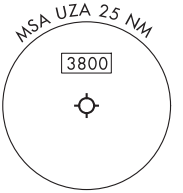
CHARLOTTE DEP CON
120.05 307.8
ASOS
120.775
UNICOM (CTAF)
123.05

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

TOP ALTITUDE: 3000



TAKEOFF MINIMUMS
Rwys 2, 20: Standard.



NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, on RADAR vectors to UGANG, then on depicted route to BEAVY. Then on assigned transition maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

GANDT TRANSITION (BEAVY6.GANDT)
JENDO TRANSITION (BEAVY6.JENDO)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

BOBZY FIVE DEPARTURE (RNAV)

(BOBZY5.BOBZY) 21MAR24

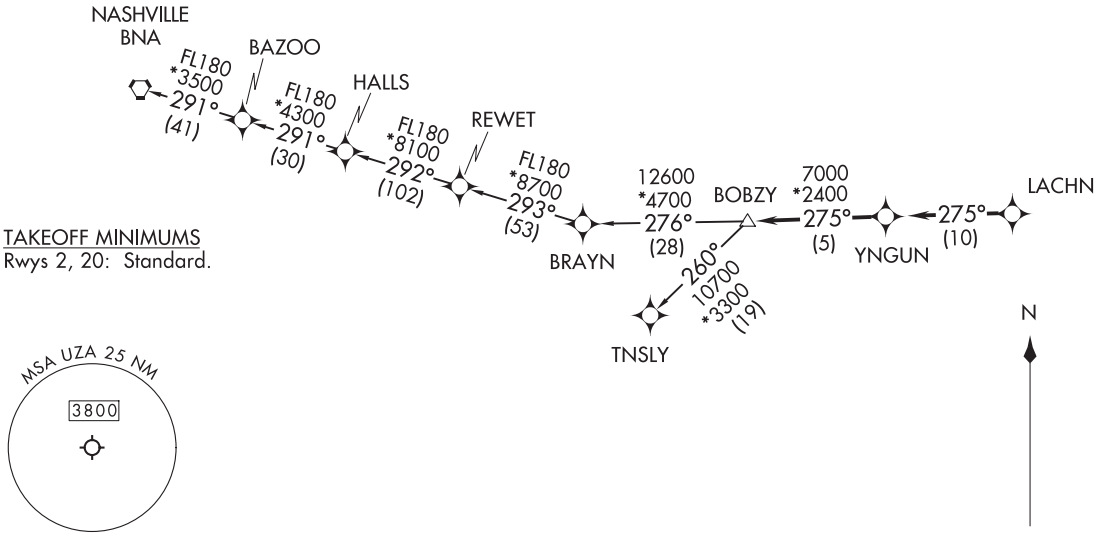
ROCK HILL, SOUTH CAROLINA

ROCK HILL/YORK COUNTY/BRYANT FLD (UZA)

TOP ALTITUDE: 3000

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

CHARLOTTE DEP CON
120.05 307.8
ASOS
120.775
UNICOM
123.05



TAKEOFF MINIMUMS
Rwys 2, 20: Standard.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, on RADAR vectors to LACHN, then on depicted route to BOBZY, then on assigned transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

NASHVILLE TRANSITION (BOBZY5.BNA)
TNSLY TRANSITION (BOBZY5.TNSLY)

NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

(BOBZY5.BOBZY) 24081

BOBZY FIVE DEPARTURE (RNAV)

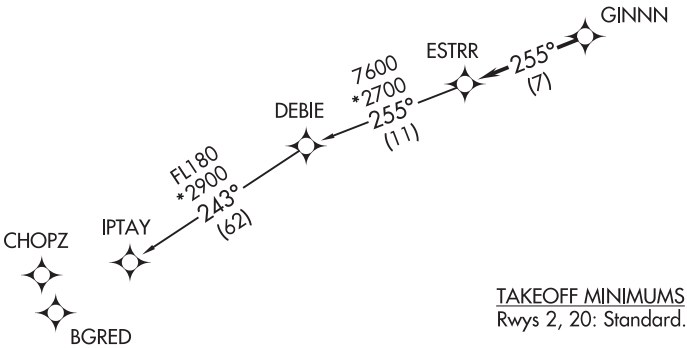
ROCK HILL/YORK COUNTY/BRYANT FLD (UZA)

ROCK HILL, SOUTH CAROLINA

TOP ALTITUDE: 3000

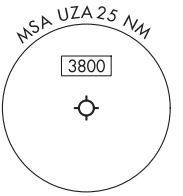
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

CHARLOTTE DEP CON
120.05 307.8
ASOS
120.775
UNICOM (CTAF)
123.05



TAKEOFF MINIMUMS
Rwys 2, 20: Standard.

NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, on RADAR vectors to GINNN, then on track 255° to ESTRR, then on IPTAY Transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

IPTAY TRANSITION (ESTRR5.IPTAY)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

(ICONS5.ICONS) 24109 AL-5361 (FAA)

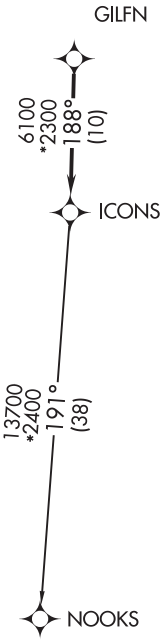
ICONS FIVE DEPARTURE (RNAV)

ROCK HILL/YORK CO/BRYANT FLD (UZA)
ROCK HILL, SOUTH CAROLINA

CHARLOTTE DEP CON
120.05 307.8
ASOS
120.775
UNICOM
123.05

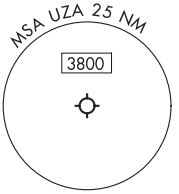
RNAV - 1 DME/DME/IRU or GPS.
RADAR required.

TOP ALTITUDE: 3000



TAKEOFF MINIMUMS
Rwys 2, 20: Standard.

NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, on RADAR vectors to GILFN, then on track 188° to ICONS. Then on NOOKS Transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

NOOKS TRANSITION (ICONS5.NOOKS)

SE-2, 07 AUG 2025 to 02 OCT 2025

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

CHARLOTTE DEP CON 120.05 307.8
ASOS 120.775
UNICOM (CTAF) 123.05

TOP ALTITUDE: 3000

NOONN
FL180 *6100 272° (68)
BFORE
FL180 *5100 272° (38)
SLEPP
FL180 *8500 305° (55)
BENBY
(76) FL180 *8500 329°
TIELR
FL180 *6200 329° (10)
CUBIM
DOOGE
FL180 *7800 332° (86)
MTCHL
(6) 7500 *4300 331°
JOJJO
11300 *5200 305° (17)
WLLGO
7800 *5100 305° (7)
6300 *3600 312° (4)
LONEE
3500 *3800 312° (7)
WAYDS

N

WSPA UZA 2.5 NM
3800

NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwys 2, 20: Standard.

NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: NOONN Transition ATC assigned only.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, on RADAR vectors to WAYDS, then on depicted route to JOJJO. Then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

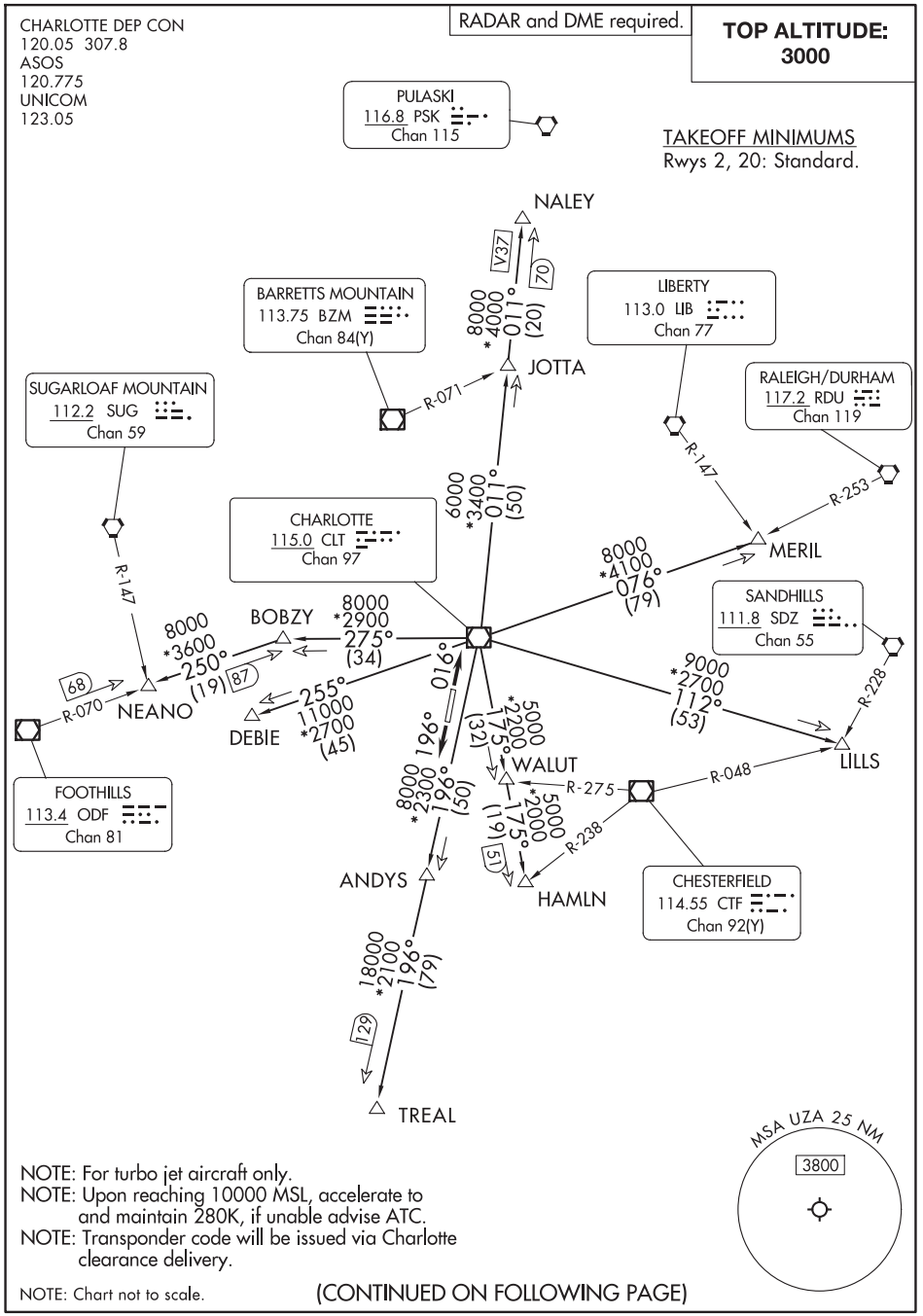
CUBIM TRANSITION (JOJJO5.CUBIM)
DOOGE TRANSITION (JOJJO5.DOOGE)
NOONN TRANSITION (JOJJO5.NOONN)

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

(KER4.KER) 24081
KERMIT FOUR DEPARTURE

ROCK HILL/YORK COUNTY/BRYANT FLD (UZA)
AL-5361 (FAA)
ROCK HILL, SOUTH CAROLINA



NOTE: For turbo jet aircraft only.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: Transponder code will be issued via Charlotte clearance delivery.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

KERMIT FOUR DEPARTURE
(KER4.KER) 21MAR24

ROCK HILL, SOUTH CAROLINA
ROCK HILL/YORK COUNTY/BRYANT FLD (UZA)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 016°, thence . . . .
TAKEOFF RUNWAY 20: Climb on heading 196°, thence . . . .

. . . . on RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (KER4.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.
DEBIE TRANSITION (KER4.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.
HAMLN TRANSITION (KER4.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.
JOTTA TRANSITION (KER4.JOTTA): From over CLT VOR/DME on CLT R-011 to JOTTA.
LILLS TRANSITION (KER4.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.
MERIL TRANSITION (KER4.MERIL): From over CLT VOR/DME on CLT R-076 to MERIL.
NALEY TRANSITION (KER4.NALEY): From over CLT VOR/DME on CLT R-011 to NALEY.
NEANO TRANSITION (KER4.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY, then on ODF R-070 to NEANO.
TREAL TRANSITION (KER4.TREAL): From over CLT VOR/DME on CLT R-196 to TREAL.

SE-2, 07 AUG 2025 to 02 OCT 2025

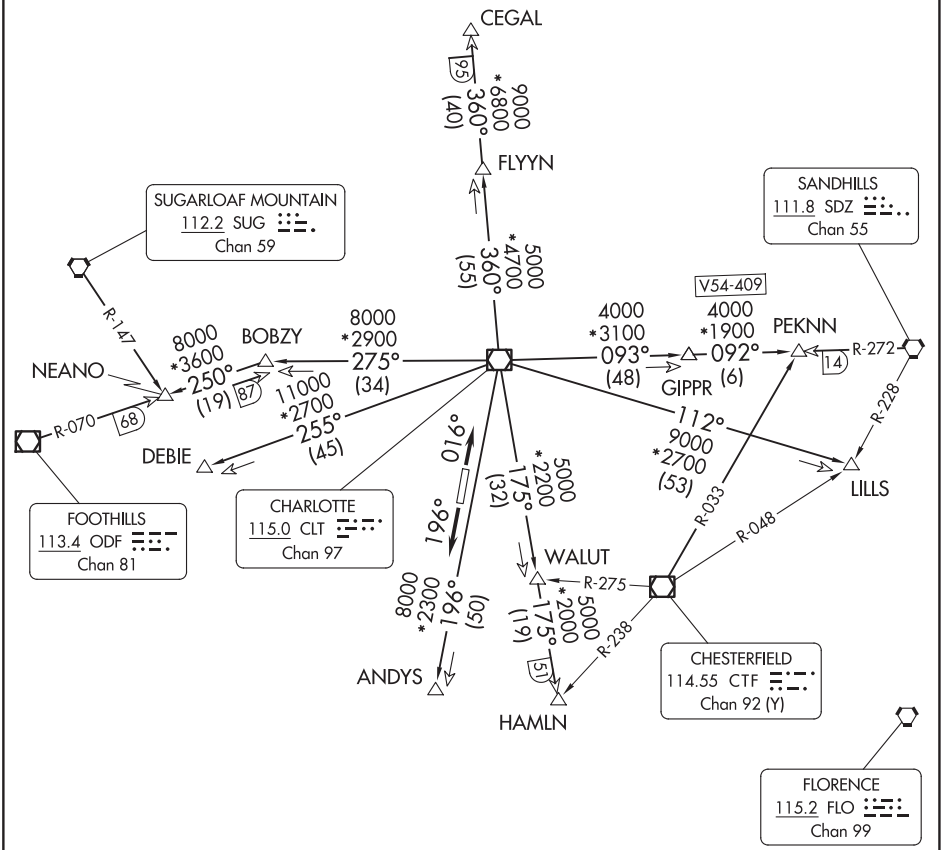
SE-2, 07 AUG 2025 to 02 OCT 2025

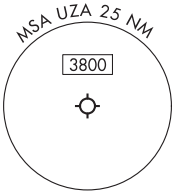
CHARLOTTE DEP CON
120.05 307.8
ASOS
120.775
UNICOM (CTAF)
123.05

TOP ALTITUDE: 3000

RADAR and DME required.

TAKEOFF MINIMUMS
Rwys 2, 20: Standard.





NOTE: For propeller aircraft only.
NOTE: Turboprops: Operate in a manner that will result in best forward speed and climb rate.
NOTE: Transponder code will be issued via Charlotte clearance delivery.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-2, 07 AUG 2025 to 02 OCT 2025

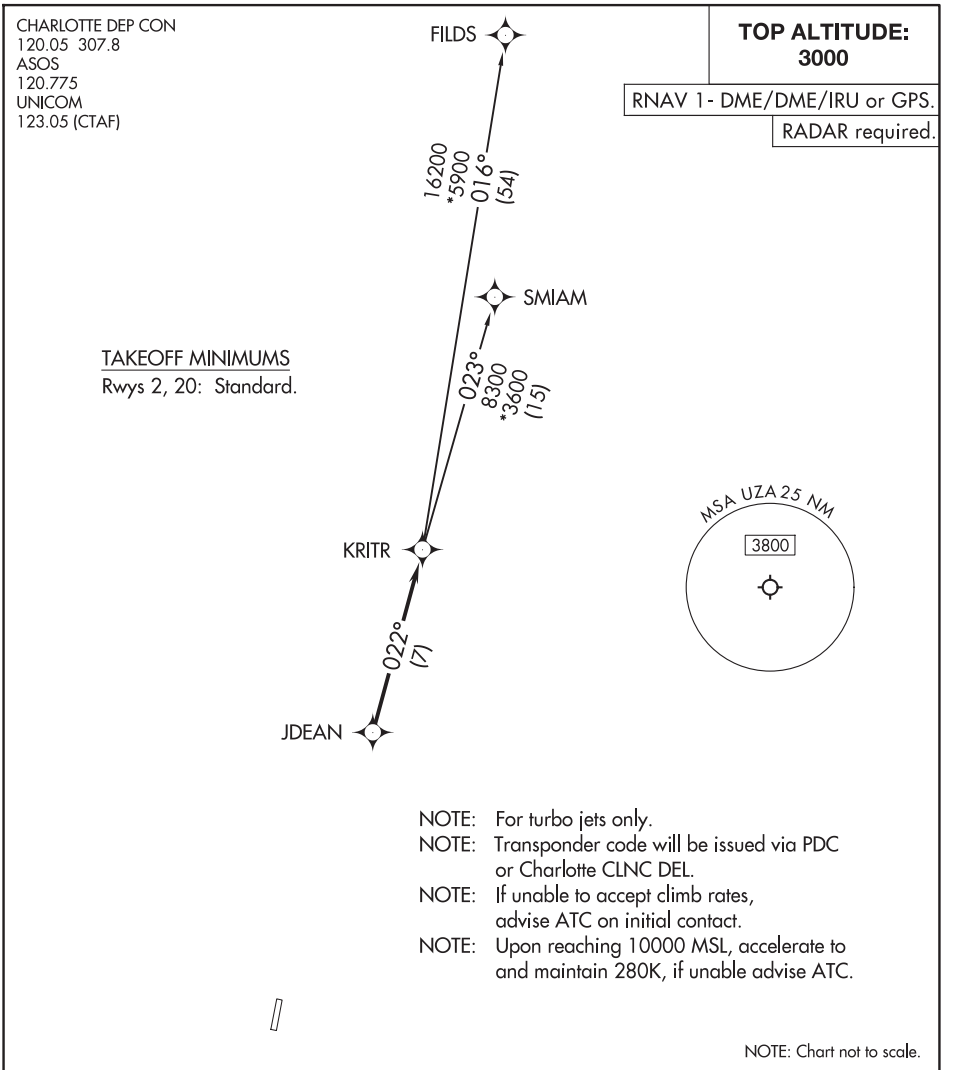
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 016°, thence. . . .
TAKEOFF RUNWAY 20: Climb on heading 196°, thence. . . .

. . . .expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (KNI3.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.
CEGAL TRANSITION (KNI3.CEGAL): From over CLT VOR/DME on CLT R-360 to CEGAL.
DEBIE TRANSITION (KNI3.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.
FLYYN TRANSITION (KNI3.FLYYN): From over CLT VOR/DME on CLT R-360 to FLYYN.
HAMLN TRANSITION (KNI3.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.
LILLS TRANSITION (KNI3.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.
NEANO TRANSITION (KNI3.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY, then on ODF R-070 to NEANO.
PEKNN TRANSITION (KNI3.PEKNN): From over CLT VOR/DME on CLT R-093 to GIPPR, then on SDZ R-272 to PEKNN.

SE-2, 07 AUG 2025 to 02 OCT 2025



SE-2, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, on RADAR vectors to JDEAN, then on track 022° to KRITR, then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

FILDS TRANSITION (KRITR6.FILDS)
SMIAM TRANSITION (KRITR6.SMIAM)

AL-5361 (FAA)

(KWEEN5.KWEEN) 24081

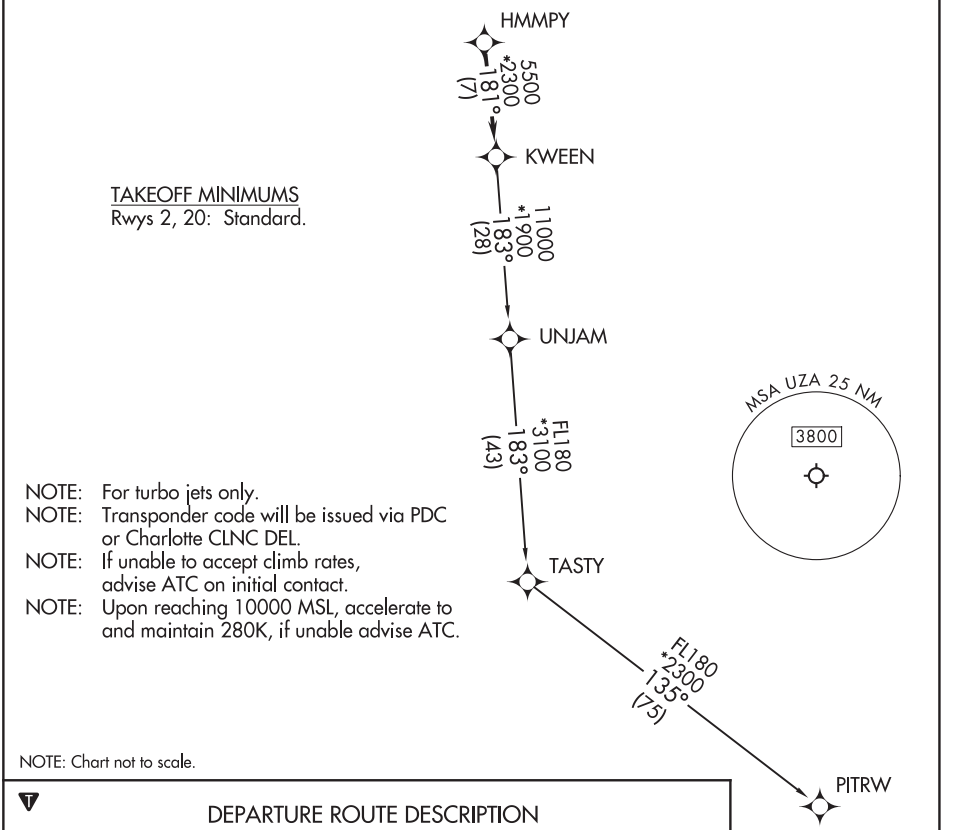
KWEEN FIVE DEPARTURE (RNAV)

ROCK HILL/YORK COUNTY/BRYANT FLD (UZA)
ROCK HILL, SOUTH CAROLINA

CHARLOTTE DEP CON
120.05 307.8
ASOS
120.775
UNICOM
123.05

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

TOP ALTITUDE: 3000



TAKEOFF MINIMUMS
Rwys 2, 20: Standard.

NOTE: For turbo jets only.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, on RADAR vectors to HMMPY, then on track 181° to KWEEN, then on assigned transition, maintain 3000, expect filed altitude within 10 minutes after departure.

PITRW TRANSITION (KWEEN5.PITRW)
UNJAM TRANSITION (KWEEN5.UNJAM)

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

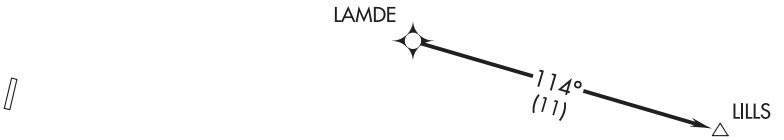
LILLS THREE DEPARTURE (RNAV)

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

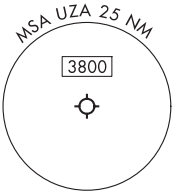
TOP ALTITUDE: 3000

CHARLOTTE DEP CON
120.05 307.8
ASOS
120.775
UNICOM (CTAF)
123.05

TAKEOFF MINIMUMS
Rwys 2, 20: Standard.



NOTE: For turbo jets only.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, on RADAR vectors to LAMDE, then on depicted route to LILLS. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

(WEAZL5.WEAZL) 24081

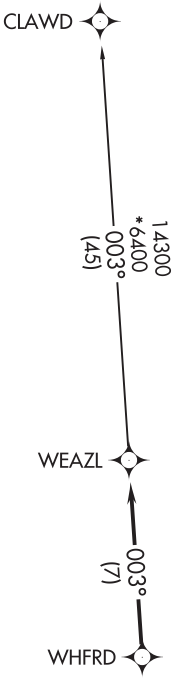
WEAZL FIVE DEPARTURE (RNAV)

ROCK HILL/YORK COUNTY/BRYANT FLD (UZA)
AL-5361 (FAA) ROCK HILL, SOUTH CAROLINA

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

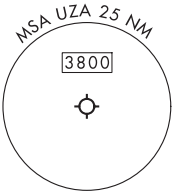
TOP ALTITUDE: 3000

CHARLOTTE DEP CON
120.05 307.8
ASOS
120.775
UNICOM
123.05



TAKEOFF MINIMUMS
Rwys 2, 20: Standard.

NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, on RADAR vectors to WHFRD, then on track 003° to WEAZL. Then on CLAWD Transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

CLAWD TRANSITION (WEAZL5.CLAWD)

SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 32

RICHMOND COUNTY (RCZ)

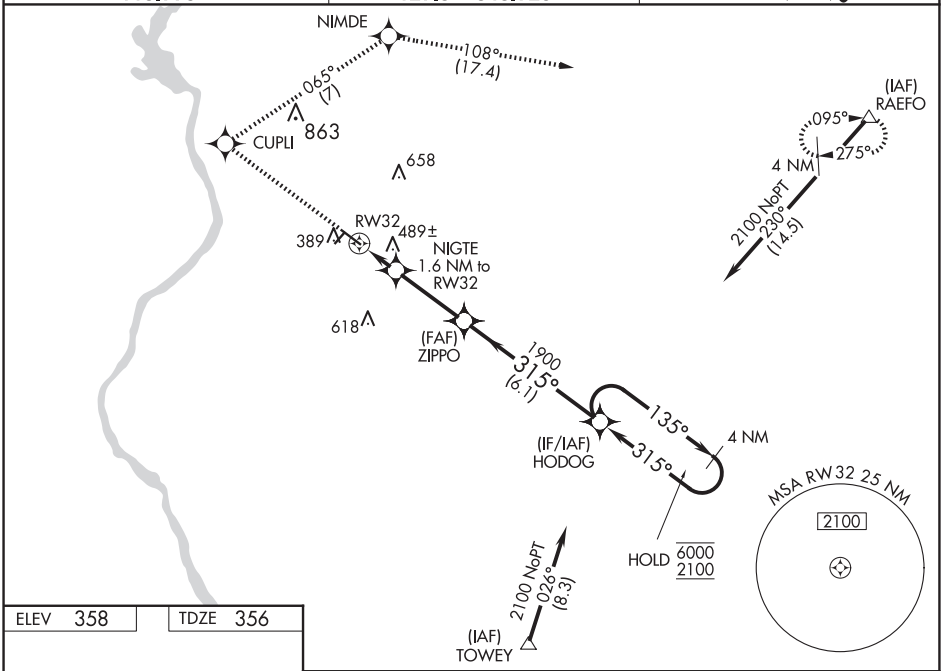
WAAS	APP CRS	Rwy Idg	4800
CH 63217	315°	TDZE	356
W32A		Apt Elev	358

RNP APCH - GPS.

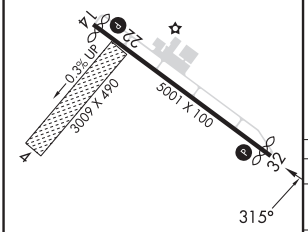
Circling NA to Rwys 4 and 22. Procedure NA at night. Rwy 32 helicopter visibility reduction below 1 NA. Baro-VNAV NA when using Mackall altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Mackall altimeter setting: increase LPV DA to 679 feet; LNAV/VNAV DA to 833 feet and all visibilities 1/8 SM; increase all MDAs 40 feet and LNAV visibility Cat C/D 1/8 SM.

MISSED APPROACH: Climb to 2400 direct CUPLI and right turn on track 065° to NIMDE and on track 108° to RAEFO and hold.

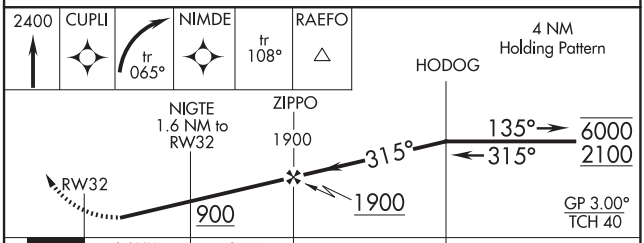
AWOS-3	FAYETTEVILLE APP CON	UNICOM
118.775	127.8 343.725	122.8 (CTAF) L



ELEV 358	TDZE 356



REIL Rwy 32
MIRL Rwy 14-32 L



CATEGORY	A	B	C	D
LPV DA	640-1 284 (300-1)			
LNAV/VNAV DA	794-1¼ 438 (500-1¼)			
LNAV MDA	740-1 384 (400-1)		740-1⅛ 384 (400-1⅛)	
CIRCLING	800-1 442 (500-1)	820-1 462 (500-1)	960-1¾ 602 (700-1¾)	960-2 602 (700-2)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

ROCKY MOUNT, NORTH CAROLINA | AL-5743 (FAA) | 22195

ILS or LOC RWY 4

ROCKY MOUNT/WILSON RGNL (RWI)

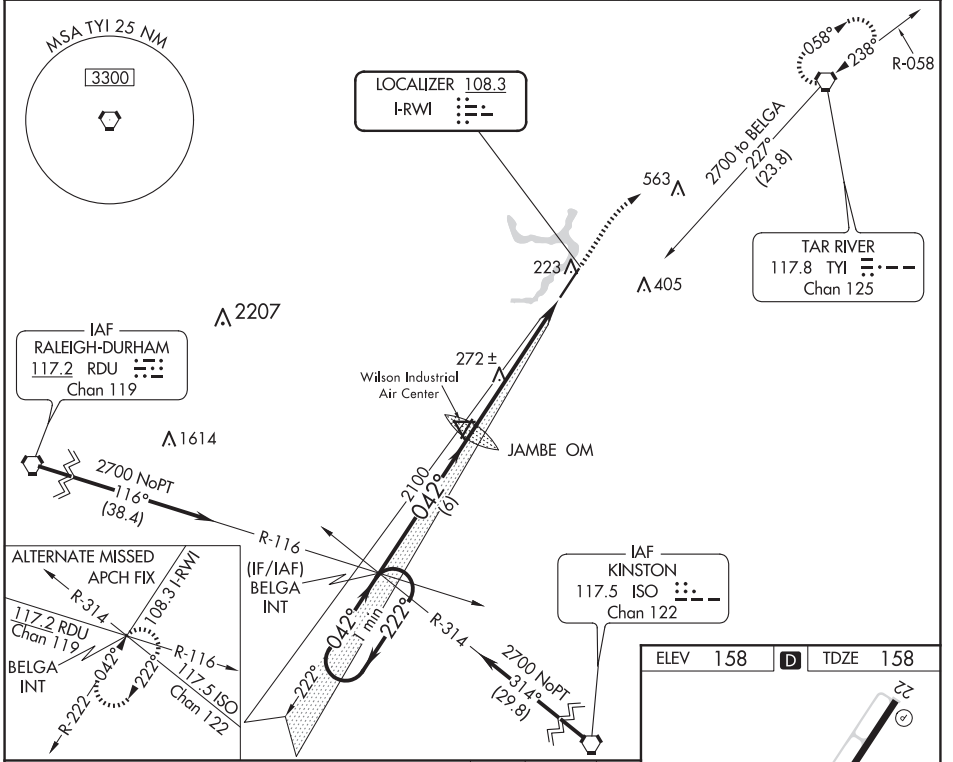
LOC I-RWI	APP CRS	Rwy Idg	7099
108.3	042°	TDZE	158
		Apt Elev	158

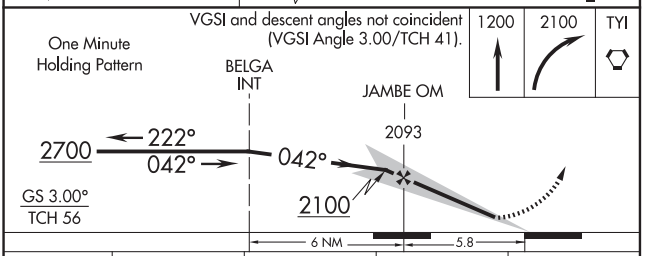
T
A NA

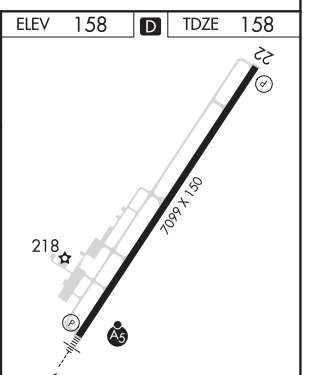
MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 2100 direct TYI VORTAC and hold.

ASOS	WASHINGTON CENTER	UNICOM
118.875	123.85 279.65	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 4	408-½ 250 (300-½)			
S-LOC 4	540-½ 382 (400-½)		540-⅝ 382 (400-⅝)	540-¾ 382 (400-¾)
C CIRCLING	600-1 442 (500-1)	620-1 462 (500-1)	720-1½ 562 (600-1½)	740-2 582 (600-2)

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	7099
CH 56513	042°	TDZE	158
W04A		Apt Elev	158

RNAV (GPS) RWY 4

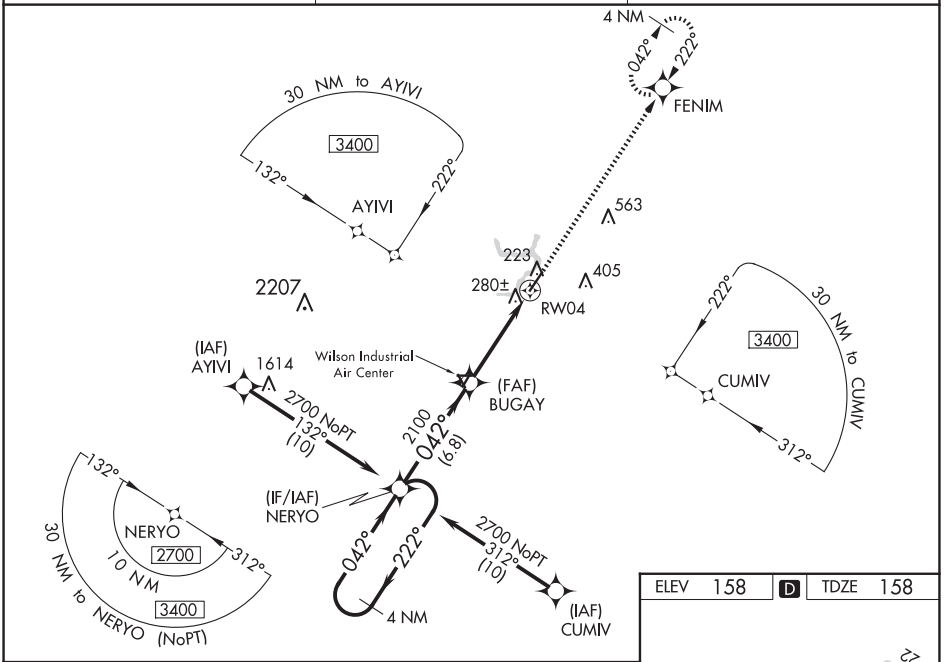
ROCKY MOUNT/WILSON RGNL (RWI)

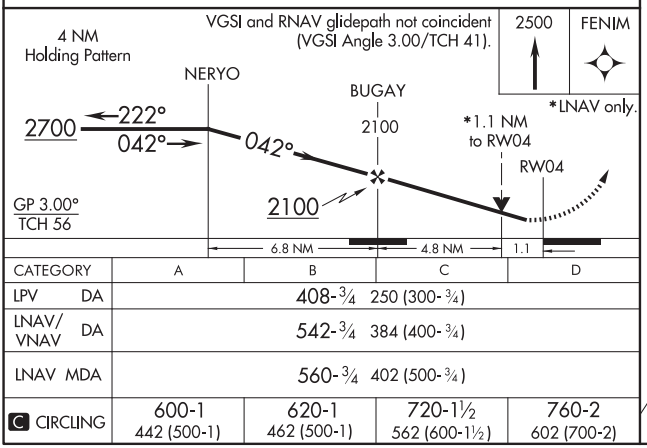
T A Inop table does not apply to LPV when using local altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F). When local altimeter setting not received, use Wayne Exec Jetport altimeter setting and increase LPV DA to 467; increase LNAV/VNAV DA to 601 and all Cats visibility ¼ mile; increase all MDA 60 feet and LNAV Cats C/D and Circling Cat C visibility ¼ mile. For inop MALSR, increase LNAV Cat A/B visibility to 1 mile. DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Wayne Exec Jetport altimeter setting. Rwy 4 helicopter visibility reduction below ¾ SM NA.

MALSR

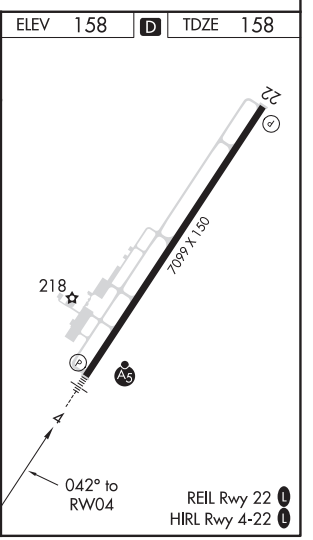
MISSED APPROACH: Climb to 2500 direct FENIM and hold.

ASOS	WASHINGTON CENTER	UNICOM
118.875	123.85 279.65	123.05 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	408-¾ 250 (300-¾)			
LNAV/VNAV DA	542-¾ 384 (400-¾)			
LNAV MDA	560-¾ 402 (500-¾)			
C CIRCLING	600-1 442 (500-1)	620-1 462 (500-1)	720-1½ 562 (600-1½)	760-2 602 (700-2)



SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

ROCKY MOUNT, NORTH CAROLINA | AL-5743 (FAA) | 21336

RNAV (GPS) RWY 22

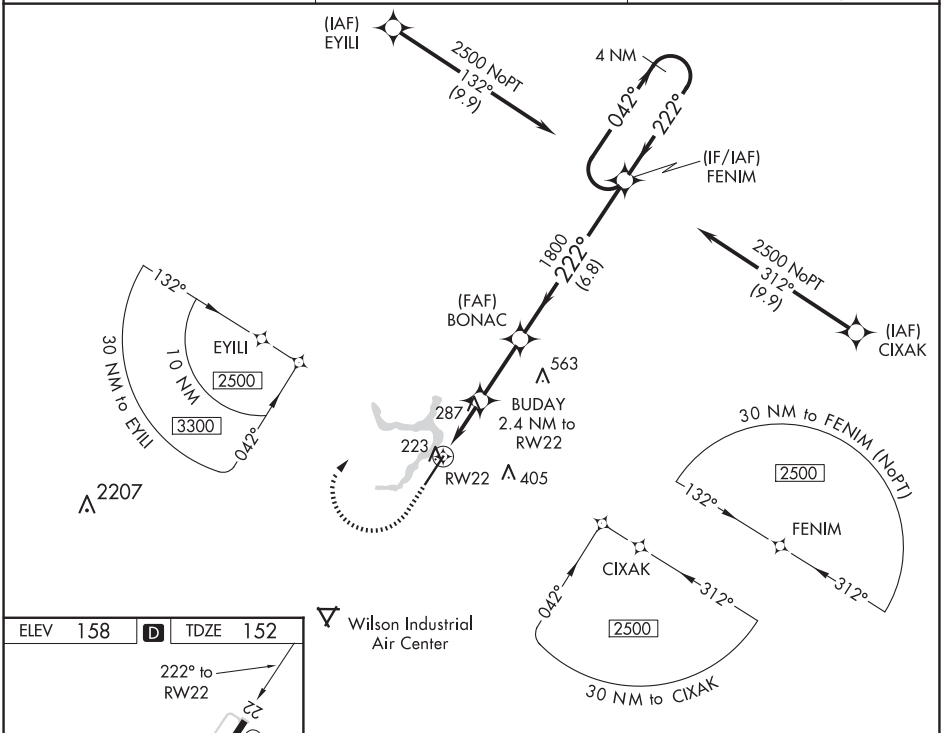
ROCKY MOUNT/WILSON RGNL (RWI)

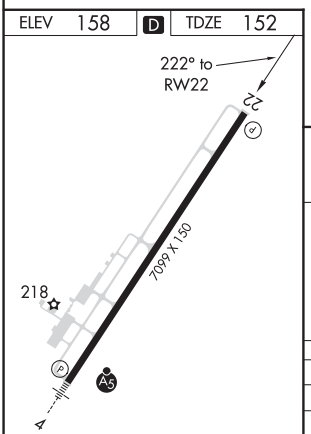
WAAS	APP CRS	Rwy Idg	6900
CH 70435	222°	TDZE	152
W22A		Apt Elev	158

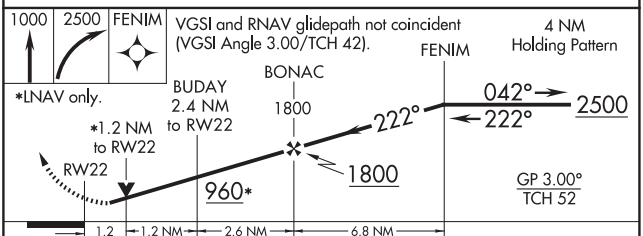
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Wayne Exec Jetport altimeter setting. When local altimeter setting not received, use Wayne Exec Jetport altimeter setting and increase all DA 59 feet and all visibilities ¼ mile; increase all MDA 60 feet and LNAV Cats C/D and Circling Cat C visibility ¼ mile. Rwy 22 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct FENIM and hold.

ASOS	WASHINGTON CENTER	UNICOM
118.875	123.85 279.65	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	436-⅞ 284 (300-⅞)			
LNAV/VNAV DA	513-1⅛ 361 (400-1⅛)			
LNAV MDA	560-1 408 (500-1)		560-1⅛ 408 (500-1⅛)	
C CIRCLING	600-1 442 (500-1)	620-1 462 (500-1)	720-1½ 562 (600-1½)	760-2 602 (700-2)

REIL Rwy 22 L
HIRL Rwy 4-22 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

VOR RWY 22

ROCKY MOUNT/WILSON RGNL (RWI)

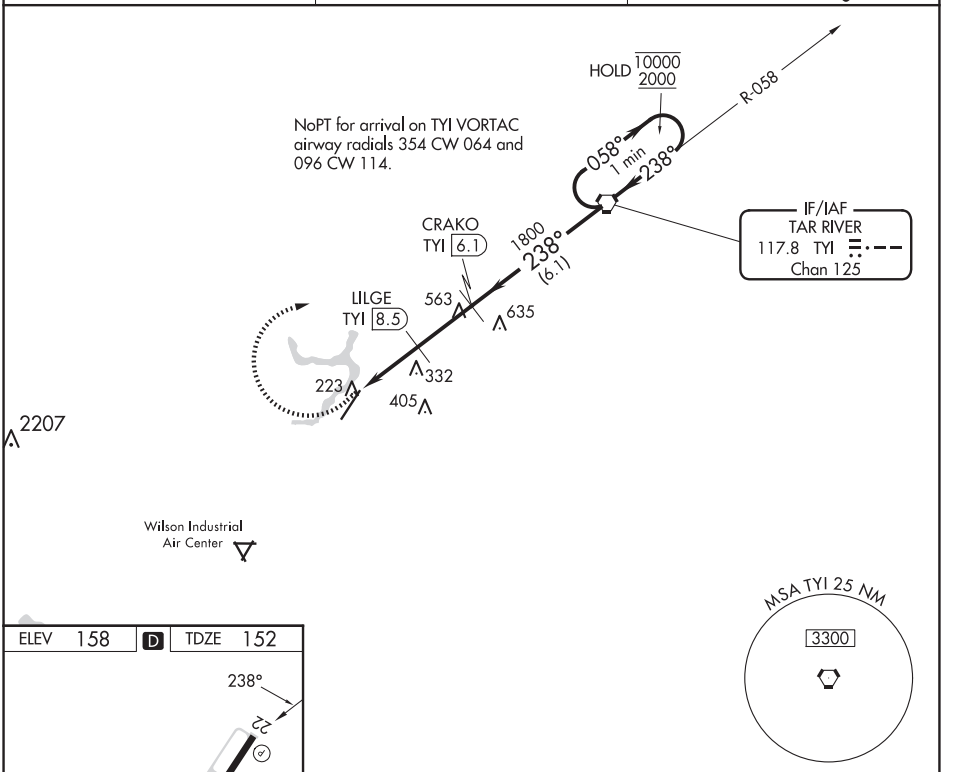
VORTAC TYI	APP CRS	Rwy Idg	6900
117.8	238°	TDZE	152
Chan 125		Apt Elev	158

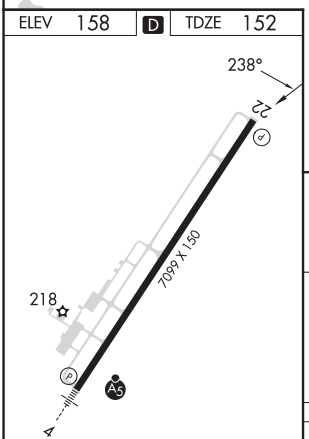
DME required.

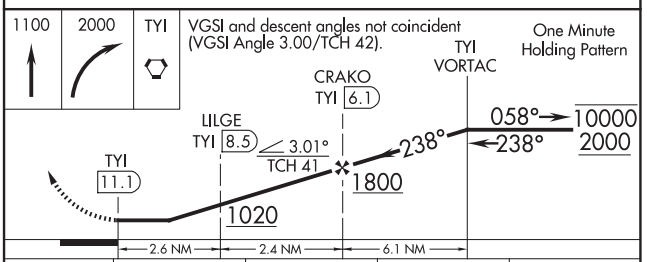
T A Rwy 22 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Wayne Exec Jetport altimeter setting and increase all MDAs 60 feet and S-22 Cat C/D ⅛ SM and Circling Cat C visibility ¼ SM. Straight-in Rwy 22 NA at night, Circling Rwy 4, 22 NA at night.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct TYI VORTAC and hold.

ASOS	WASHINGTON CENTER	UNICOM
118.875	123.85 279.65	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-22	600-1 448 (500-1)		600-1¼ 448 (500-1¼)	
C CIRCLING	600-1 442 (500-1)	620-1 462 (500-1)	720-1½ 562 (600-1½)	760-2 602 (700-2)

REIL Rwy 22 L
HIRL Rwy 4-22 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

ROXBORO, NORTH CAROLINA AL-6901 (FAA) 23278

LOC/DME I-TDF	APP CRS	Rwy Idg	5702
108.7	060°	TDZE	604
Chan 24		Apt Elev	609

ILS or LOC RWY 6

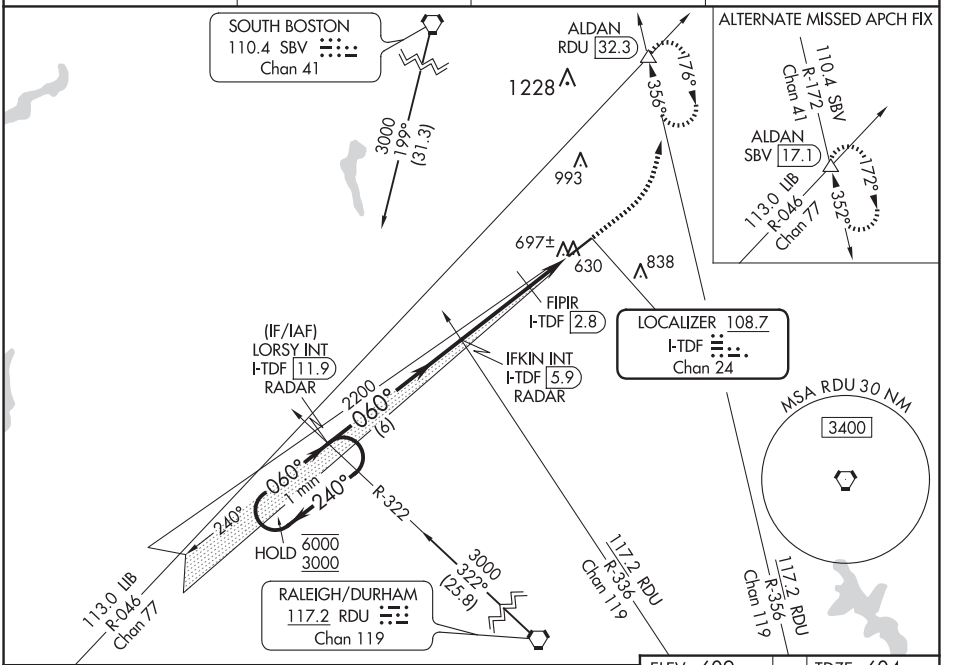
RALEIGH RGNL AT PERSON COUNTY (TDF)

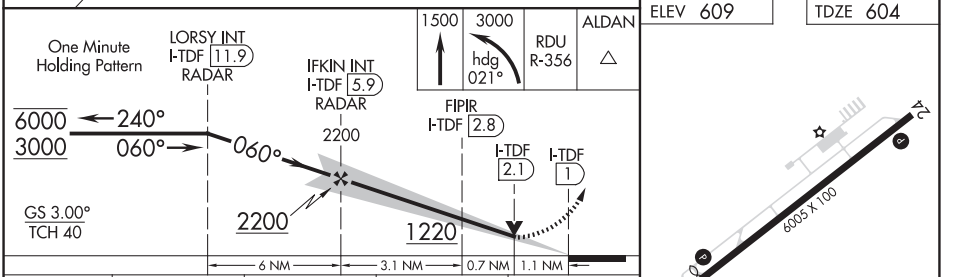
For inop ALS, increase S-LOC 6 visibility Cats C/D to 1¾ SM and increase FIPIR fix minimums S-LOC 6 visibility Cats C/D to 1 SM.

MALSR

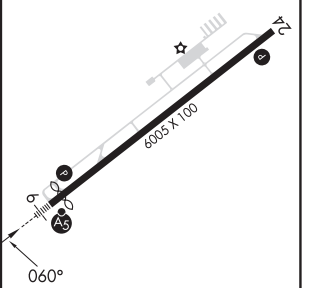
MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 on heading 021° and on RDU VORTAC R-356 to ALDAN INT/RDU 32.3 DME and hold, continue climb-in-hold to 3000.

AWOS-3	RALEIGH APP CON	GCO	UNICOM
126.725	132.35 256.9	119.7	122.7 (CTAF) L





ELEV 609 TDZE 604



REIL Rwy 24 L
MIRL Rwy 6-24 L

CATEGORY	A	B	C	D
S-ILS 6	804-½ 200 (200-½)			
S-LOC 6	1220-½ 616 (700-½)		1220-1⅜ 616 (700-1⅜)	
CIRCLING	1220-1 611 (700-1)		1300-2 691 (700-2)	1300-2¼ 691 (700-2¼)
FIPIR FIX MINIMUMS				
S-LOC 6	980-½ 376 (400-½)		980-⅝ 376 (400-⅝)	
CIRCLING	1080-1 471 (500-1)		1300-2 691 (700-2)	1300-2¼ 691 (700-2¼)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH **86512** **W06A**	APP CRS **060°**	Rwy Idg **5702** TDZE **604** Apt Elev **609**

RNAV (GPS) RWY 6

RALEIGH RGNL AT PERSON COUNTY (TDF)

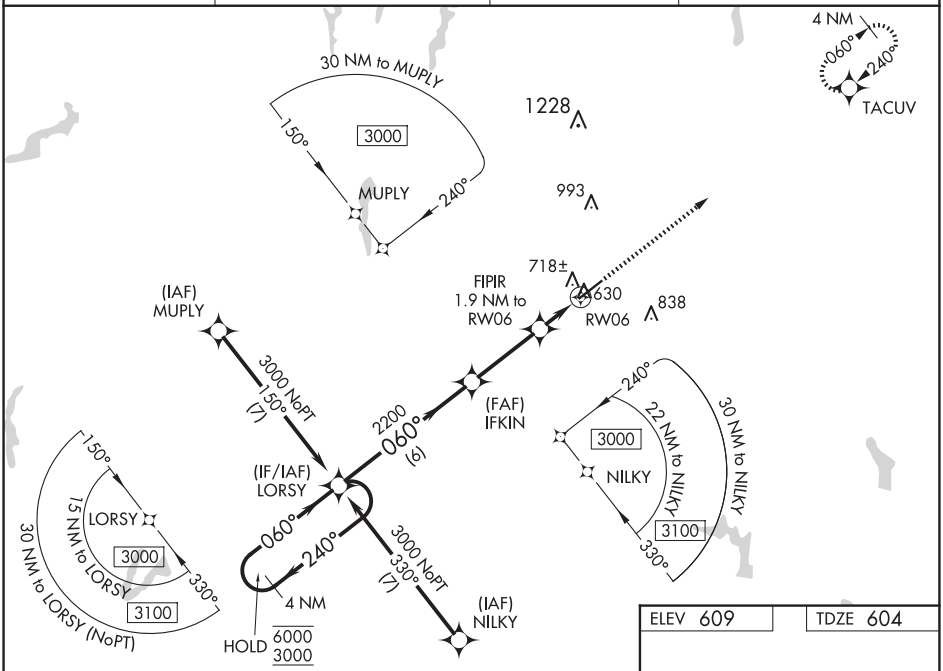
RNP APCH - GPS.

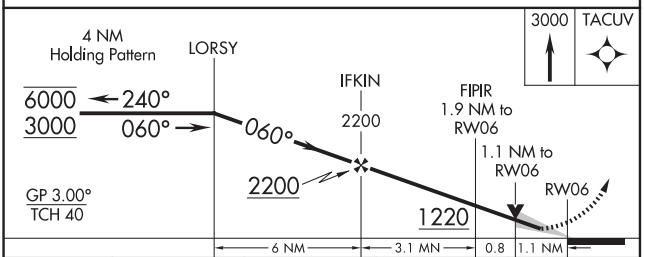
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ⅞ SM and LNAV Cat C/D visibility to 1 SM.

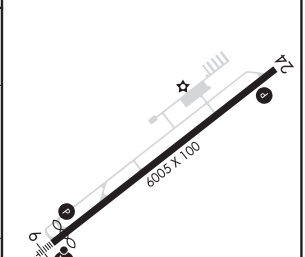
MALSR

MISSED APPROACH: Climb to 3000 direct TACUV and hold.

AWOS-3	RALEIGH APP CON	GCO	UNICOM
126.725	**132.35 256.9**	**119.7**	**122.7** (CTAF) L







CATEGORY	A	B	C	D
LPV DA	804-½ 200 (200-½)			
LNAV/VNAV DA	879-½ 275 (300-1½)			
LNAV MDA	980-½ 376 (400-½)		980-⅝ 376 (400-⅝)	
CIRCLING	1080-1 471 (500-1)		1300-2 691 (700-2)	1300-2¼ 691 (700-2¼)

REIL Rwy 24 L
MIRL Rwy 6-24 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

ROXBORO, NORTH CAROLINA AL-6901 (FAA) 21308

WAAS	APP CRS	Rwy Idg	6005
CH 50510	240°	TDZE	609
W24A		Apt Elev	609

RNAV (GPS) RWY 24

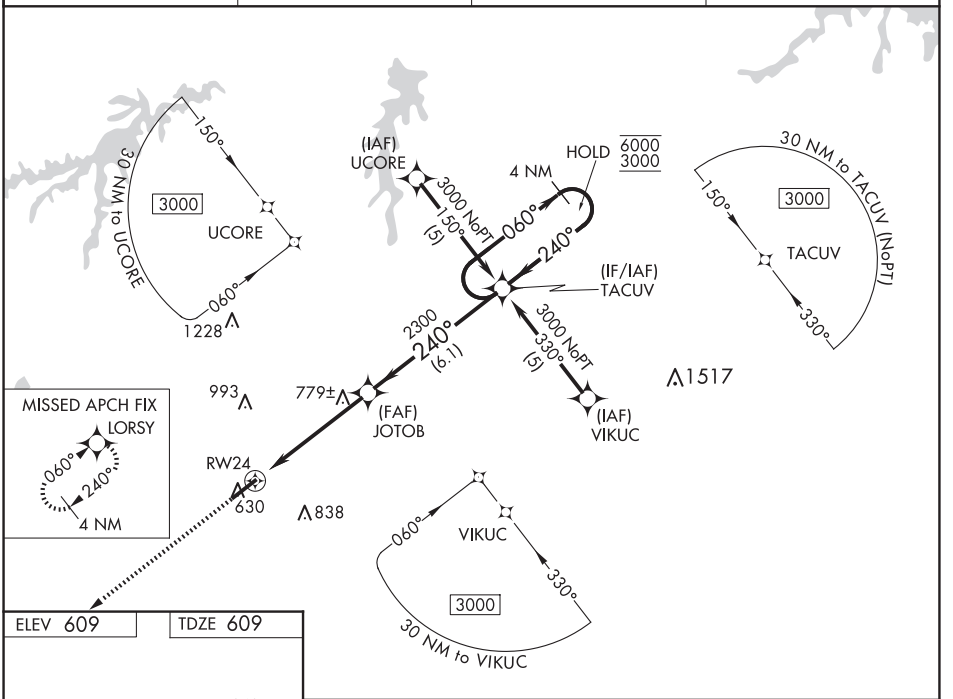
RALEIGH RGNL AT PERSON COUNTY (TDF)

RNP APCH.

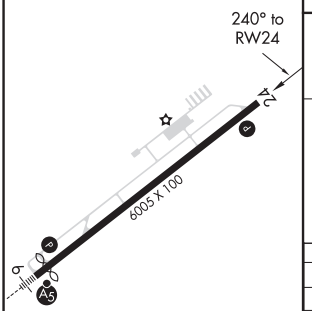
▼ Rwy 24 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct LORSY and hold.

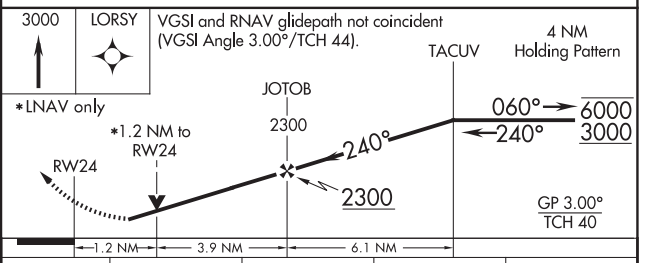
AWOS-3	RALEIGH APP CON	GCO	UNICOM
126.725	132.35 256.9	119.7	122.7 (CTAF) L



ELEV 609 TDZE 609



REIL Rwy 24 L
MIRL Rwy 6-24 L



CATEGORY	A	B	C	D
LPV DA	920-1 311 (400-1)			
LNAV/VNAV DA	997-1½ 388 (400-1½)			
LNAV MDA	1040-1 431 (500-1)		1040-1¼ 431 (500-1¼)	1040-1½ 431 (500-1½)
CIRCLING	1080-1 471 (500-1)		1300-2 691 (700-2)	1300-2¼ 691 (700-2¼)

ROXBORO, NORTH CAROLINA
Orig-D 04NOV21

RALEIGH RGNL AT PERSON COUNTY (TDF)
36°17'N-78°59'W

RNAV (GPS) RWY 24

SE-2, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	5000
CH 40021	009°	TDZE	1059
W01A		Apt Elev	1077

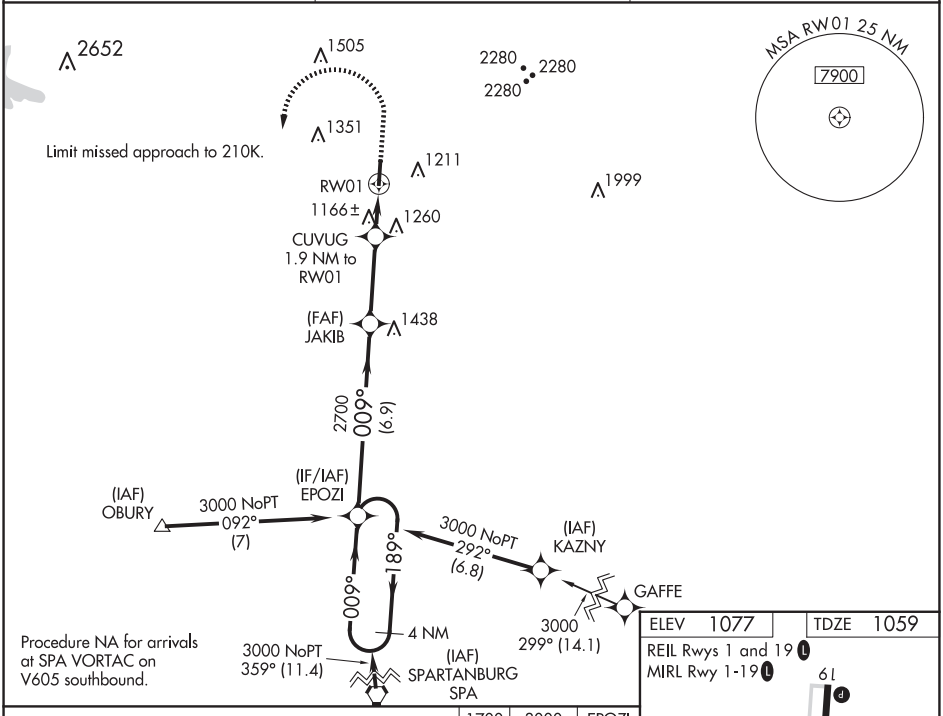
RNAV (GPS) RWY 1

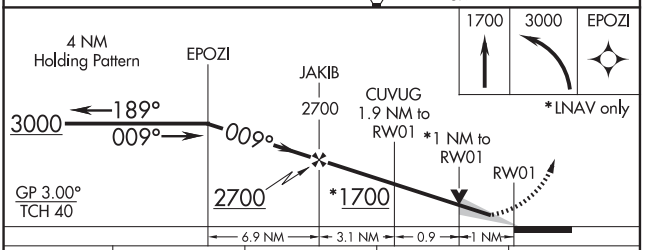
RUTHERFORD COUNTY/MARCHMAN FLD (FQD)

T A Baro-VNAV NA when using Shelby-Cleveland County Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below-17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shelby-Cleveland County Rgnl altimeter setting and increase all DA 77 feet, all MDA 80 feet, and increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cats C/D visibility ¼ mile. VDP NA with Shelby-Cleveland County Rgnl altimeter setting.

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct EPOZI and hold.

AWOS-3	GREER APP CON ★	UNICOM
118.275	119.4 350.2	122.8 (CTAF) L



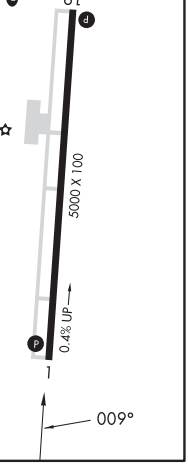


CATEGORY	A	B	C	D
LPV DA	1309-⅞	250 (300-⅞)		
LNAV/VNAV DA	1459-1⅜	400 (400-1⅜)		
LNAV MDA	1420-1	361 (400-1)		
C CIRCLING	1560-1 483 (500-1)	1620-1 543 (600-1)	1640-1½ 563 (600-1½)	1820-2½ 743 (800-2½)

ELEV 1077 TDZE 1059

REIL Rwys 1 and 19 L

MIRL Rwy 1-19 L



SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RUTHERFORDTON, NORTH CAROLINA AL-6297 (FAA) 24025

WAAS CH 82335 W19A	APP CRS 189°	Rwy Idg 5000 TDZE 1077 Apt Elev 1077

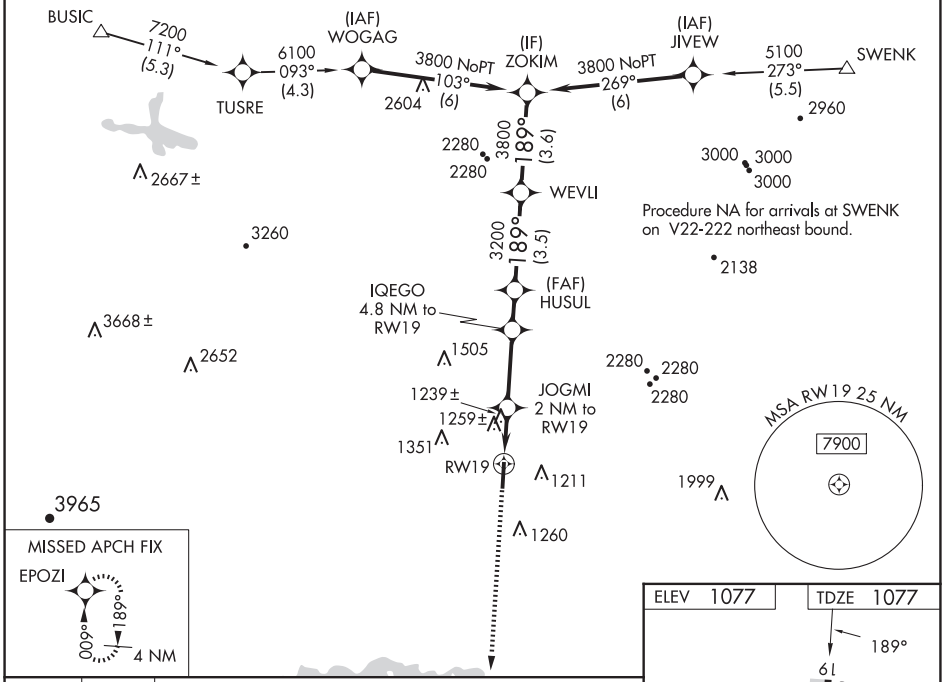
RNAV (GPS) RWY 19

RUTHERFORD COUNTY/MARCHMAN FLD (FQD)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shelby-Cleveland County Rgnl altimeter setting and increase all MDA 80 feet and increase LP and LNAV Cat C and D ⅛ mile, increase Circling Cat C and D visibility ¼ mile. Rwy 19 helicopter visibility reduction below ¾ mile NA.

MISSED APPROACH: Climb to 3000 direct EPOZI and hold.

AWOS-3	GREER APP CON ★	UNICOM
118.275	119.4 350.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
LP MDA	1500-1 423 (500-1)		1500-1¼ 423 (500-1¼)	
LNAV MDA	1520-1 443 (500-1)		1520-1⅜ 443 (500-1⅜)	
C CIRCLING	1560-1 483 (500-1)	1620-1 543 (600-1)	1640-1½ 563 (600-1½)	1820-2½ 743 (800-2½)

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-FQD	APP CRS	Rwy Idg	5000
109.55	009°	TDZE	1059
Chan 32(Y)		Apt Elev	1077

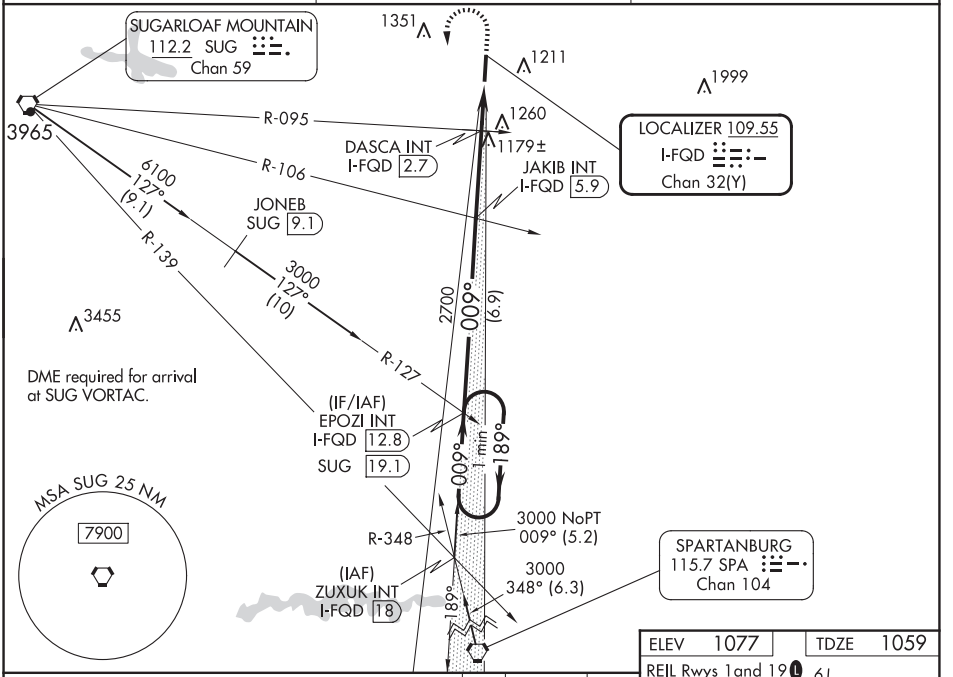
LOC RWY 1

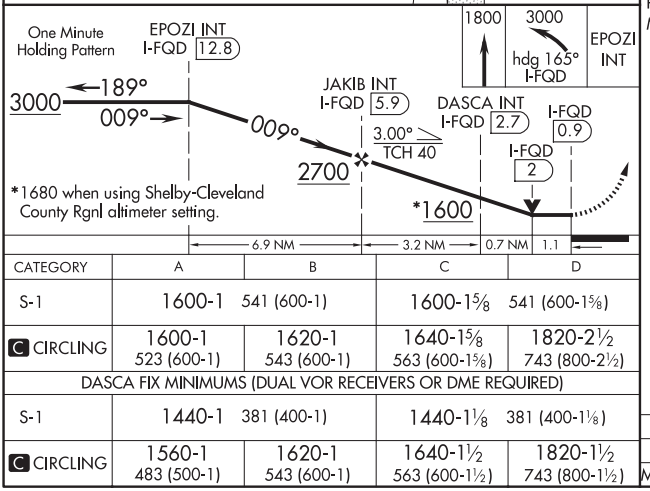
RUTHERFORD COUNTY/MARCHMAN FLD (FQD)

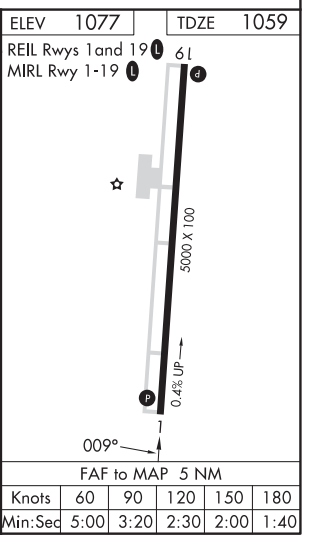
T A NA VDP NA with Shelby-Cleveland County Rgnl altimeter setting. When local altimeter setting not received, use Shelby-Cleveland County Rgnl altimeter setting and increase all MDA 80 feet and S-1 Cat C and D and Circling Cat C visibilities ⅛ mile; increase Circling Cat D visibility ¼ mile. DASCA fix minimums: Increase S-1 Cat C and D and Circling Cat C and D visibilities ¼ mile.

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 on heading 165° and on I-FQD localizer south course to EPOZI INT/I-FQD 12.8 DME and hold.

AWOS-3	GREER APP CON ★	UNICOM
118.275	119.4 350.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-1	1600-1 541 (600-1)		1600-1⅝ 541 (600-1⅝)	
C CIRCLING	1600-1 523 (600-1)	1620-1 543 (600-1)	1640-1⅝ 563 (600-1⅝)	1820-2½ 743 (800-2½)
DASCA FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-1	1440-1 381 (400-1)		1440-1⅛ 381 (400-1⅛)	
C CIRCLING	1560-1 483 (500-1)	1620-1 543 (600-1)	1640-1½ 563 (600-1½)	1820-1½ 743 (800-1½)

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

ST. GEORGE, SOUTH CAROLINA AL-6745 (FAA) 23166

APP CRS	Rwy Idg	3201
052°	TDZE	84
	Apt Elev	85

RNAV (GPS) RWY 5

ST GEORGE (6J2)

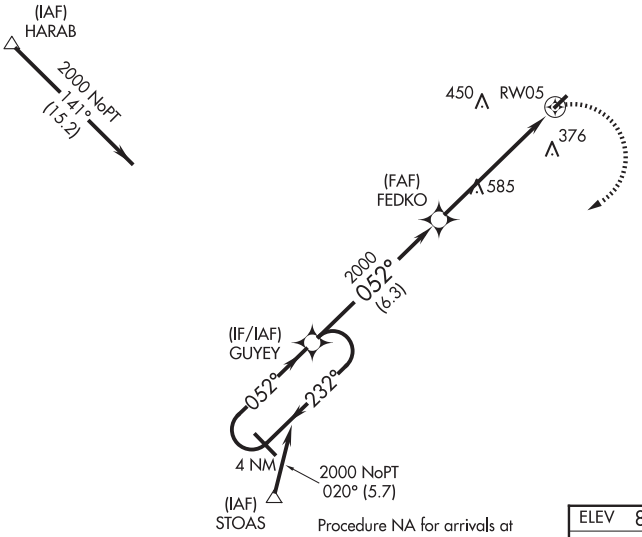
NA — DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Summerville altimeter setting; when not received, use Charleston altimeter setting and increase all MDAs 40 feet, increase LNAV and Circling Cat C visibility ¼ mile, increase LNAV and Circling Cat D visibility ½ mile. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 2000 direct GUYEY and hold.

CHARLESTON APP CON	UNICOM
120.7 306.925	122.8 (CTAF)

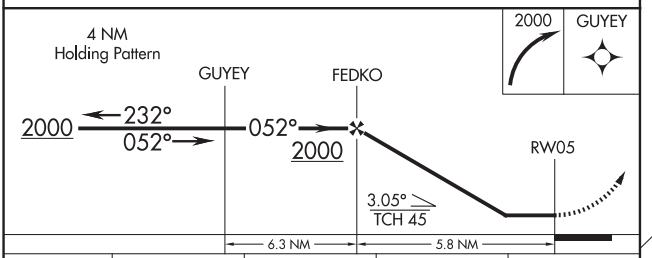
648

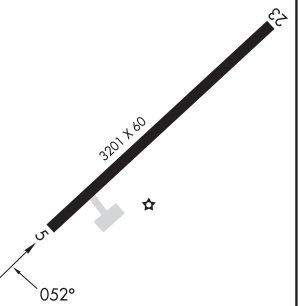
Procedure NA for arrivals at HARAB on V18 Northwest bound.



Procedure NA for arrivals at STOAS on V3 Southbound.

ELEV 85 TDZE 84





CATEGORY	A	B	C	D
LNAV MDA	940-1¼ 856 (900-1¼)		940-2½ 856 (900-2½)	940-2¾ 856 (900-2¾)
CIRCLING	940-1¼ 855 (900-1¼)		940-2½ 855 (900-2½)	940-2¾ 855 (900-2¾)

LIRL Rwy 5-23

ST. GEORGE, SOUTH CAROLINA
Orig-A 25JUN15

33°12'N-80°31'W

ST GEORGE (6J2)
RNAV (GPS) RWY 5

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 20

MID-CAROLINA RGNL (RUQ)

LOC I-RUQ	APP CRS	Rwy Idg	5501
109.95	202°	TDZE	772
		Apt Elev	772

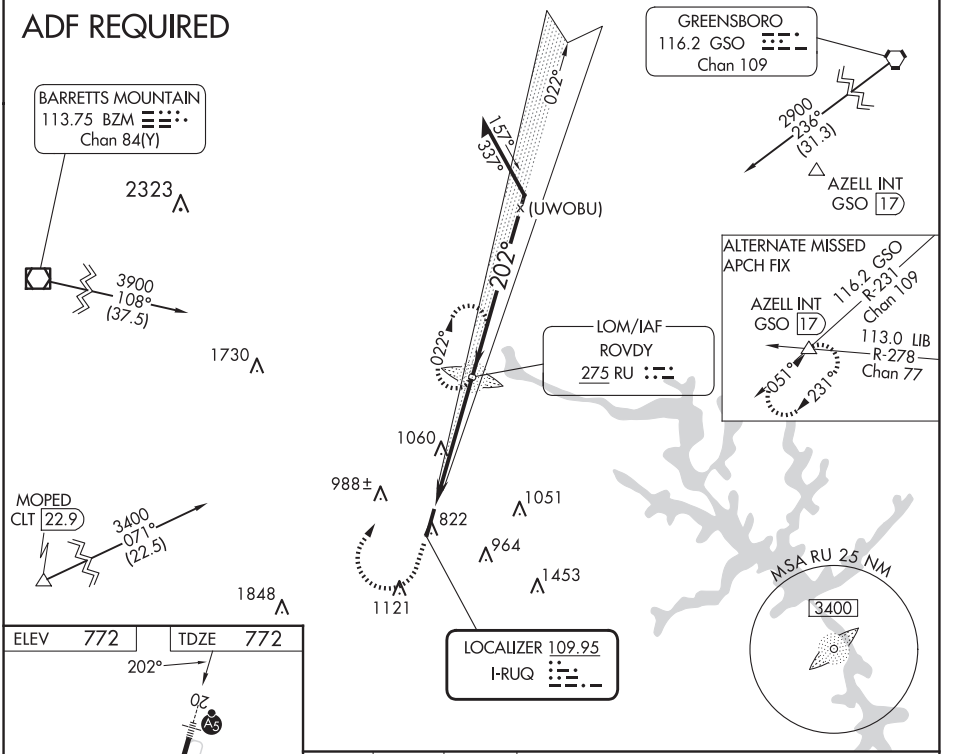
T A NA — ADF required. When local altimeter setting not received, use Lexington altimeter setting and increase all DA 37 feet and all MDA 40 feet; increase S-LOC Cats C/D visibility ⅛ SM and Circling Cat D visibility ¼ SM. For inop ALS when using Lexington altimeter setting, increase S-LOC 20 Cats C and D visibility to 1¾ mile.

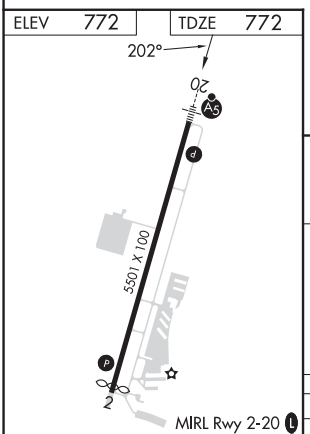
MALSR

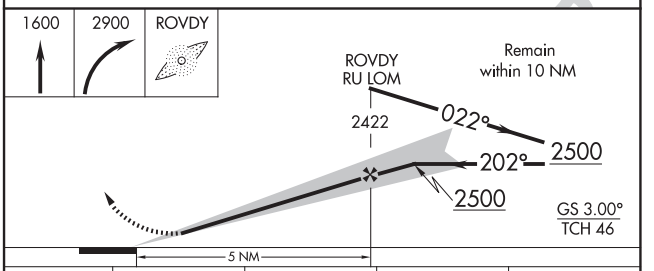
MISSED APPROACH: Climb to 1600 then climbing right turn to 2900 direct ROVDY LOM and hold.

AWOS-3	CHARLOTTE APP CON	CLNC DEL	UNICOM
118.175	128.325 307.8	127.35	122.725 (CTAF) L

ADF REQUIRED







FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-ILS 20	972-½ 200 (200-½)			
S-LOC 20	1360-½ 588 (600-½)		1360-1¼ 588 (600-1¼)	
C CIRCLING	1360-1 588 (600-1)		1440-1¾ 668 (700-1¾)	1440-2 668 (700-2)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

SALISBURY, NORTH CAROLINA

AL-5551 (FAA)

25163

RNAV (GPS) RWY 2

MID-CAROLINA RGNL (RUQ)

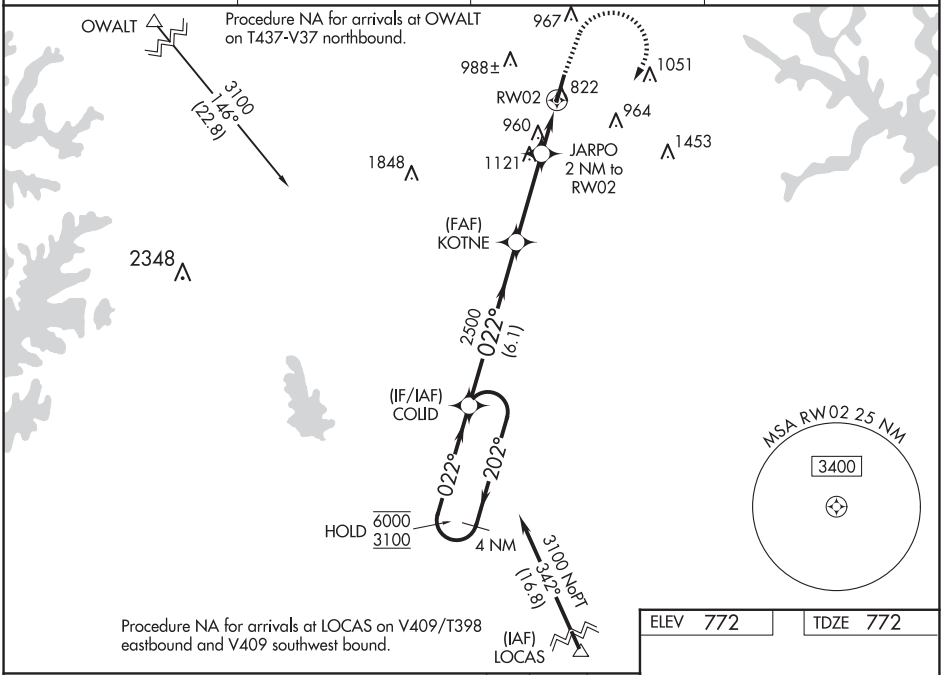
WAAS	APP CRS	Rwy Ldg	5375
CH 40321	022°	TDZE	772
W02A		Apt Elev	772

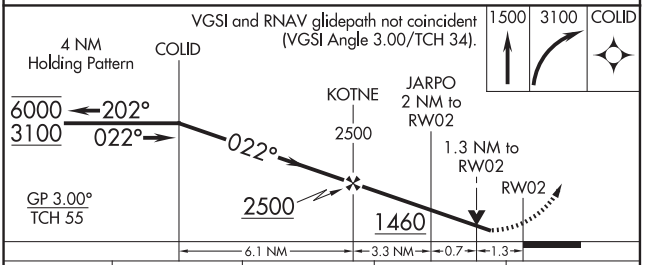
RNP APCH - GPS.

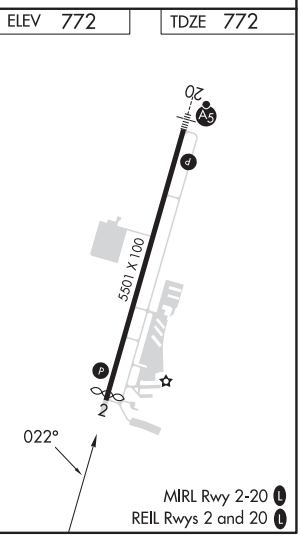
Rwy 2 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3100 direct COLID and hold.

AWOS-3	CHARLOTTE APP CON	CLNC DEL	UNICOM
118.175	128.325 307.8	127.35	122.725 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1138-1 366 (400-1)			
LNAV/VNAV DA	1181-1⅛ 409 (500-1⅛)			
LNAV MDA	1220-1 448 (500-1)		1220-1⅜ 448 (500-1⅜)	
C CIRCLING	1240-1 468 (500-1)	1260-1 488 (500-1)	1440-1¾ 668 (700-1¾)	1440-2 668 (700-2)

SALISBURY, NORTH CAROLINA
Amdt 2A 12JUN25

35°39′N-80°31′W

MID-CAROLINA RGNL (RUQ)

RNAV (GPS) RWY 2

SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 20

MID-CAROLINA RGNL (RUQ)

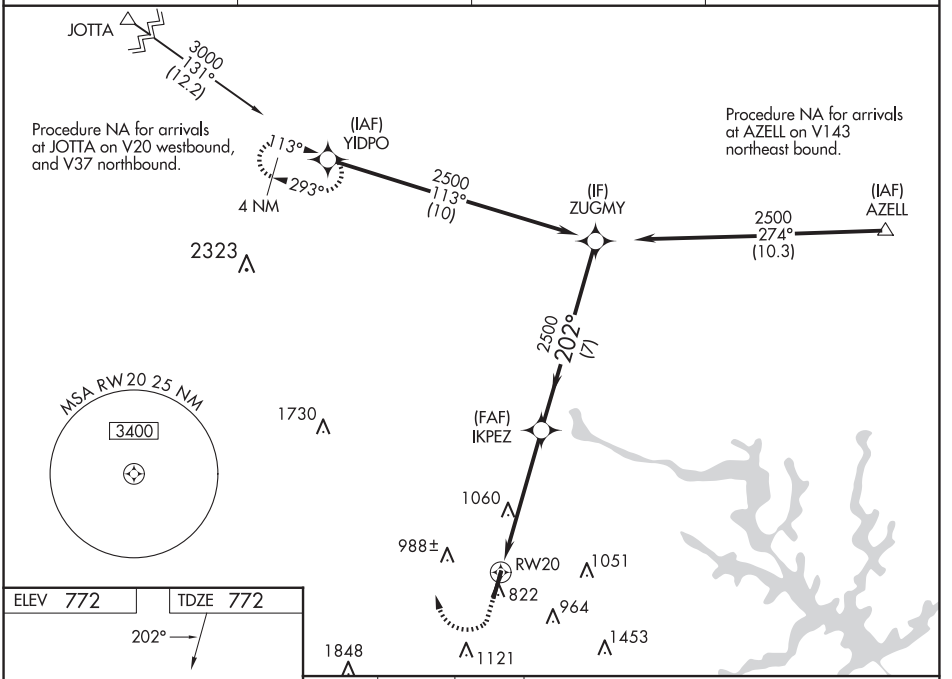
WAAS	APP CRS	Rwy Idg	5501
CH 42521	202°	TDZE	772
W20A		Apt Elev	772

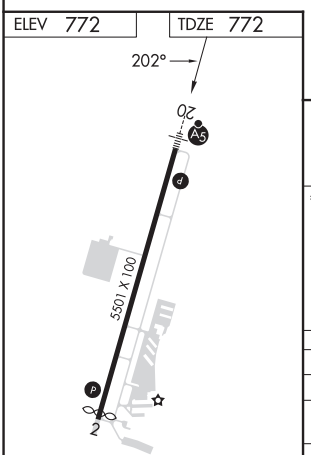
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4°F) or above
A 39°C (102°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase all DA 37 feet and all MDA 40 feet, increase LNAV Cat C and D visibility ⅛ SM and Circling Cat C visibility ⅛ SM and Circling Cat D ¼ SM. For inop ALS when using Lexington altimeter setting, increase LNAV Cat C and D visibility to 1¾ SM. VDP and Baro-VNAV NA when using Lexington altimeter setting. For inop ALS, increase LNAV/VNAV visibility to ⅞ SM all Cats.

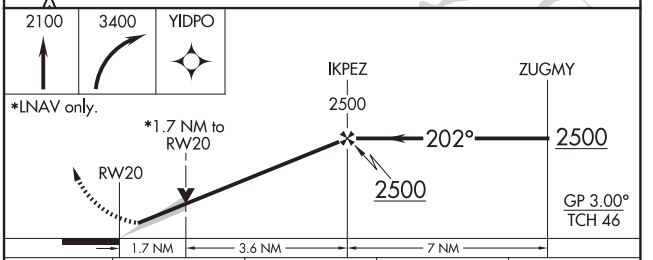
MALSR (A5)

MISSED APPROACH: Climb to 2100 then climbing right turn to 3400 direct YIDPO and hold.

AWOS-3	CHARLOTTE APP CON	CLNC DEL	UNICOM
118.175	128.325 307.8	127.35	122.725 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	972-½ 200 (200-½)			
LNAV/VNAV DA	1032-½ 260 (300-½)			
LNAV MDA	1360-½ 588 (600-½)		1360-1¼ 588 (600-1¼)	
C CIRCLING	1360-1 588 (600-1)		1440-1¾ 668 (700-1¾)	1440-2 668 (700-2)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

SALISBURY, NORTH CAROLINA

AL-5551 (FAA)

23334

NDB RWY 20

MID-CAROLINA RGNL (RUQ)

LOM RU	APP CRS	Rwy Idg	5501
275	202°	TDZE	772
		Apt Elev	772

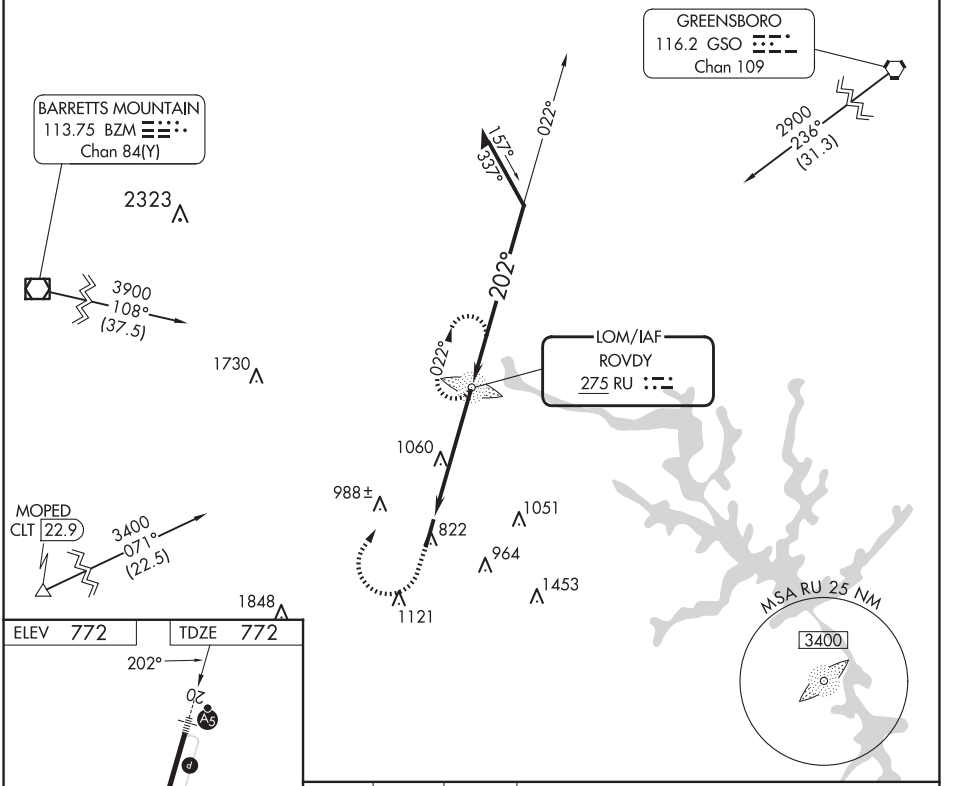
When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 40 feet, increase S-20 Cats C and D, and Circling Cat C visibility ⅛ SM and Circling Cat D ¼ SM. For inop ALS, increase Cat D visibility to 1⅞ SM. For inop ALS when using Lexington altimeter setting increase Cat D visibility to 2 SM.

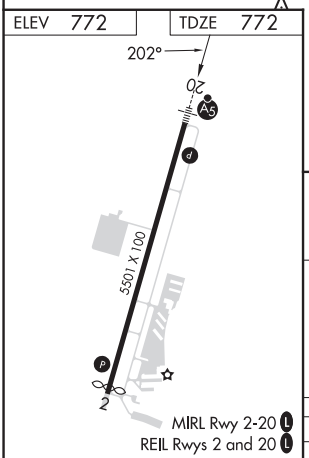
NA

MALSR

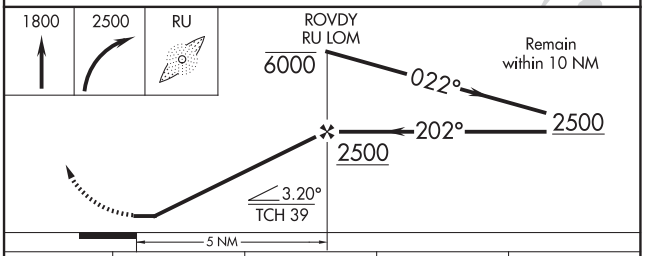
MISSED APPROACH: Climb to 1800 then climbing right turn to 2500 direct ROVDY LOM and hold.

AWOS-3	CHARLOTTE APP CON	CLNC DEL	UNICOM
118.175	128.325 307.8	127.35	122.725 (CTAF) L





FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-20	1420-¾ 648 (700-¾)		1420-1⅜ 648 (700-1⅜)	
C CIRCLING	1420-1 648 (700-1)		1440-1⅞ 668 (700-1⅞)	1440-2 668 (700-2)

SALISBURY, NORTH CAROLINA
Amdt 1C 27FEB20

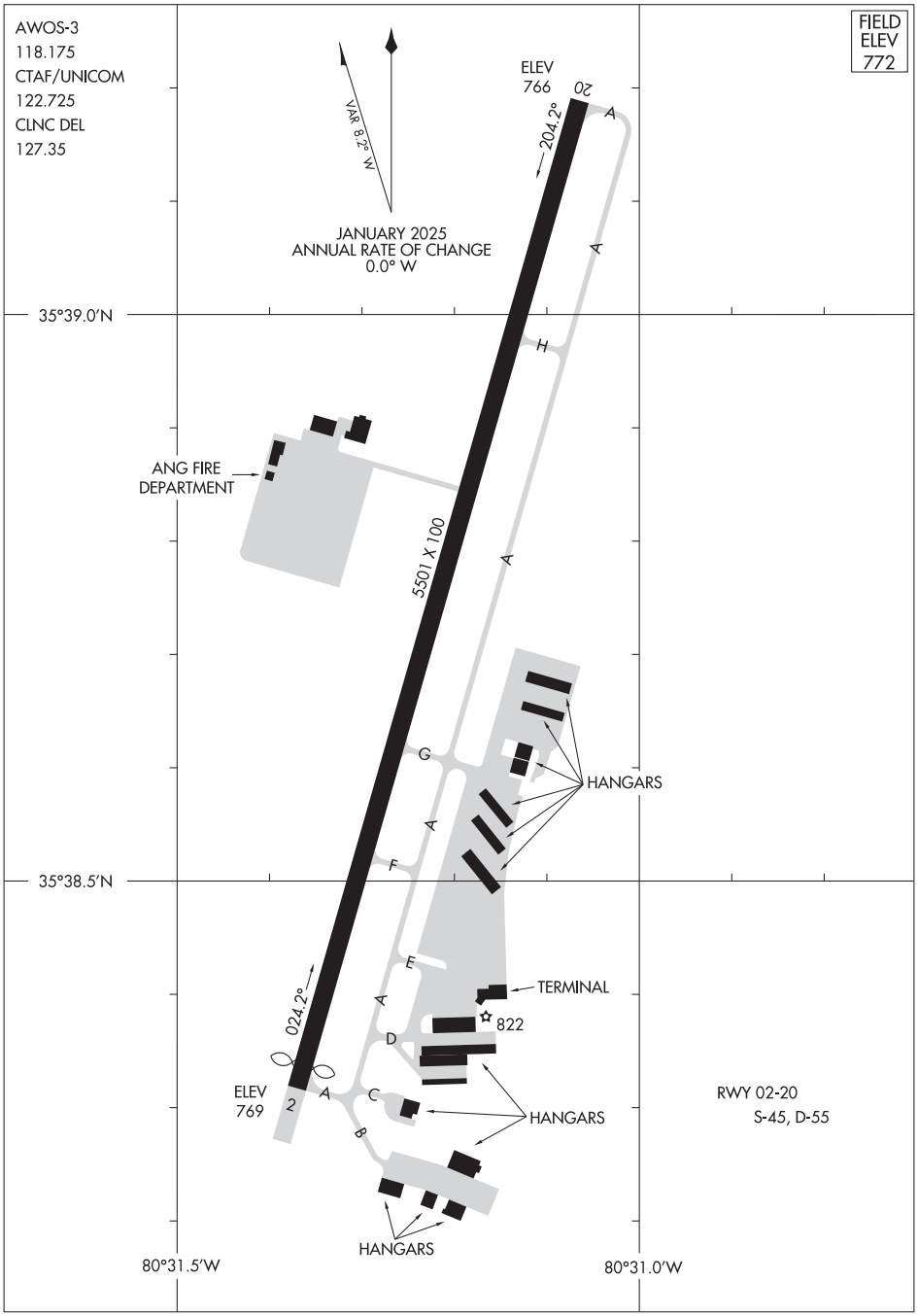
35°39′N-80°31′W

MID-CAROLINA RGNL (RUQ)

NDB RWY 20

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025



SE-2, 07 AUG 2025 to 02 OCT 2025

BARMY FIVE DEPARTURE (RNAV)

(BARMY5.BARMY) 21MAR24

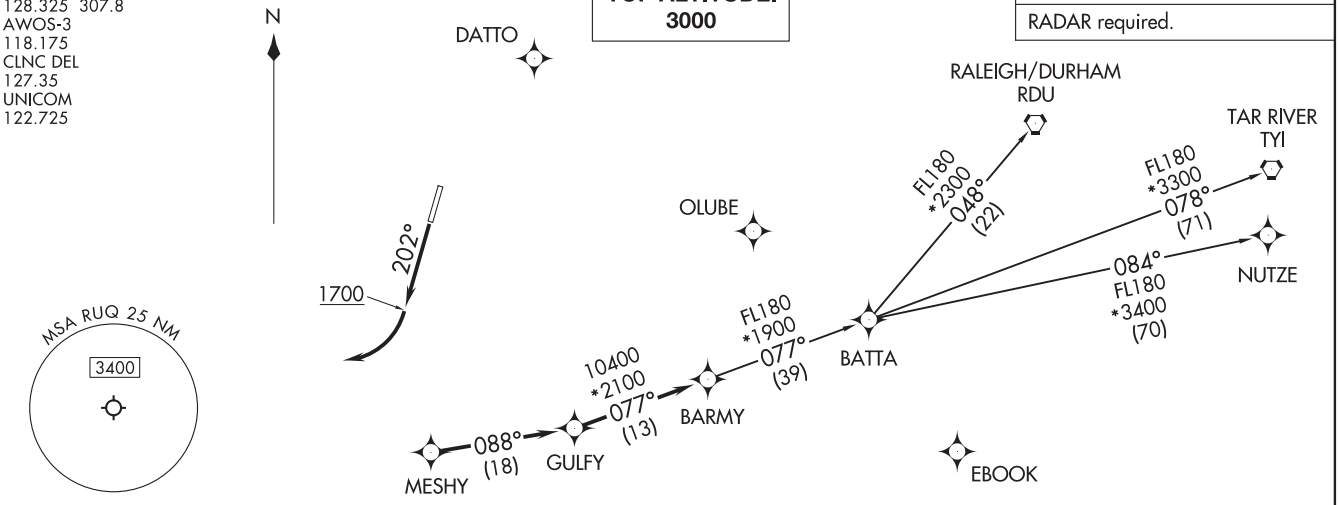
SALISBURY, NORTH CAROLINA

MID-CAROLINA RGNL (RUQ)

CHARLOTTE DEP CON
128.325 307.8
AWOS-3
118.175
CLNC DEL
127.35
UNICOM
122.725

TOP ALTITUDE: 3000

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



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading assigned by ATC, thence. . . .
TAKEOFF RUNWAY 20: Climb on heading 202° to 1700 before turning right, then on heading assigned by ATC, thence. . . .

. . . .on RADAR vectors to MESHY, then on depicted route to BARMY. Then on assigned transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

NUTZE TRANSITION (BARMY5.NUTZE)
RALEIGH/DURHAM TRANSITION (BARMY5.RDU)
TAR RIVER TRANSITION (BARMY5.TYI)

TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: 400-2¾ or standard with minimum climb of 205′ per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1200′ prior to DER.

NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

(BARMY5.BARMY) 24081

BARMY FIVE DEPARTURE (RNAV)

AL-5551 (FAA)

620

MID-CAROLINA RGNL (RUQ)

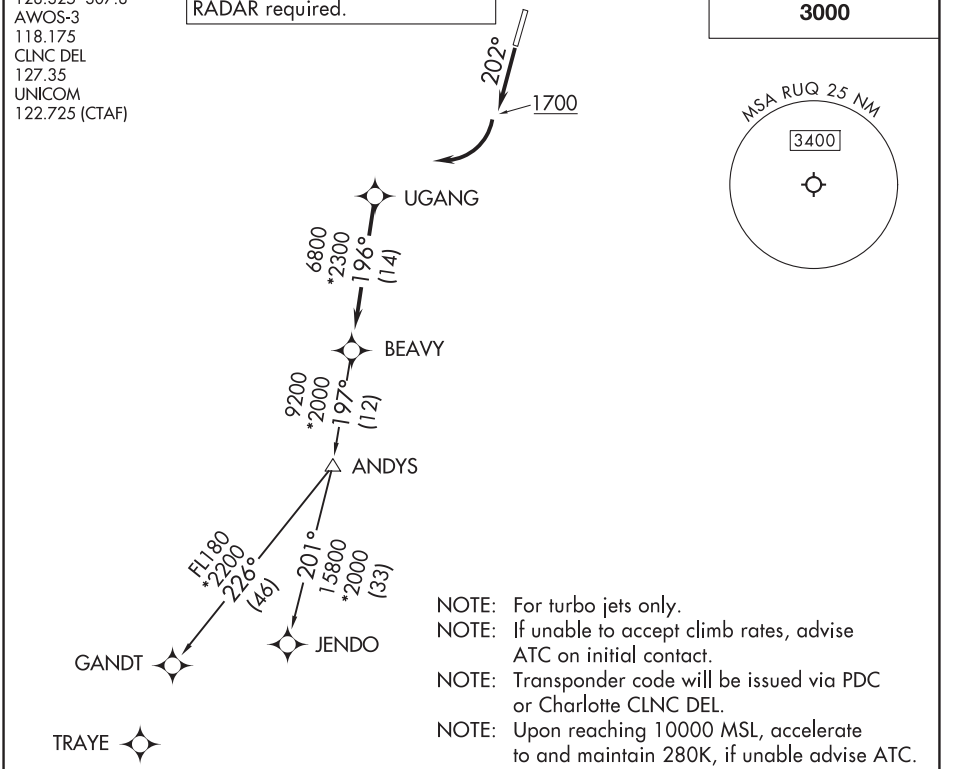
SALISBURY, NORTH CAROLINA

BEAVY SIX DEPARTURE (RNAV)

CHARLOTTE DEP CON
128.325 307.8
AWOS-3
118.175
CLNC DEL
127.35
UNICOM
122.725 (CTAF)

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

TOP ALTITUDE: 3000



NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: 400-2¾ or standard with minimum climb of 205' per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading assigned by ATC, thence...
TAKEOFF RUNWAY 20: Climb on heading 202° to 1700 before turning right, then on heading assigned by ATC, thence...

...on RADAR vectors to UGANG, then on track 196° to BEAVY. Then on assigned transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

GANDT TRANSITION (BEAVY6.GANDT)
JENDO TRANSITION (BEAVY6.JENDO)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

BOBZY FIVE DEPARTURE (RNAV)

(BOBZY5.BOBZY) 21MAR24

MID-CAROLINA RGNL (RUQ)

SALISBURY, NORTH CAROLINA

TOP ALTITUDE: 3000

RNAV 1-DME/DME/IRU or GPS.

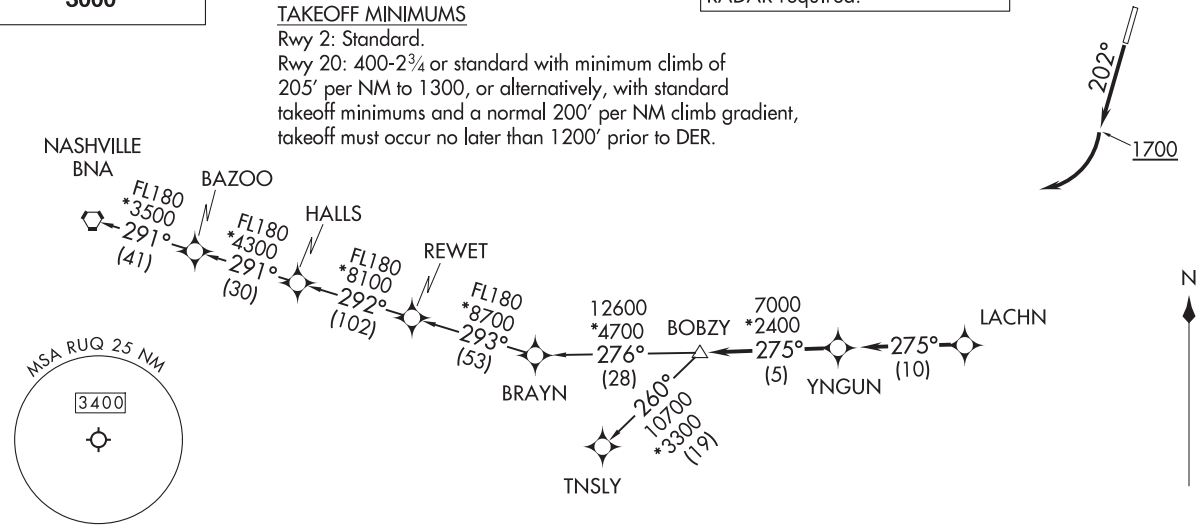
RADAR required.

CHARLOTTE DEP CON
128.325 307.8
AWOS-3
118.175
CLNC DEL
127.35
UNICOM
122.725

TAKEOFF MINIMUMS

Rwy 2: Standard.

Rwy 20: 400-2¾ or standard with minimum climb of 205' per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading assigned by ATC, thence. . . .
TAKEOFF RUNWAY 20: Climb on heading 202° to 1700 before turning right, then on heading assigned by ATC, thence. . . .

. . . . on RADAR vectors to LACHN, then on depicted route to BOBZY, then on assigned transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

NASHVILLE TRANSITION (BOBZY5.BNA)
TNSLY TRANSITION (BOBZY5.TNSLY)

NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

(BOBZY5.BOBZY) 24081
BOBZY FIVE DEPARTURE (RNAV)
MID-CAROLINA RGNL (RUQ)
SALISBURY, NORTH CAROLINA

AL-5551 (FAA)

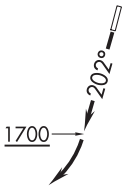
ESTRR FIVE DEPARTURE (RNAV)

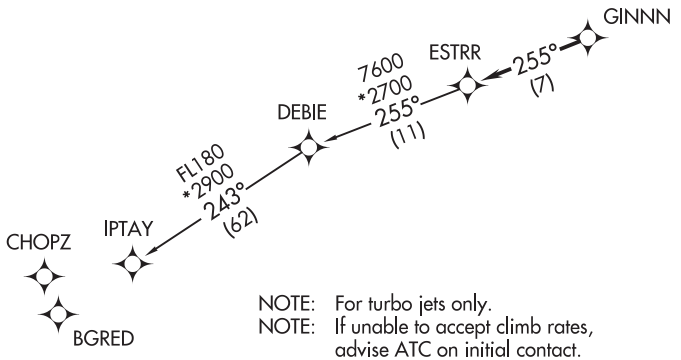
TOP ALTITUDE: 3000

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

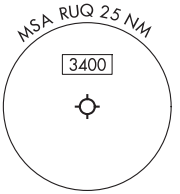
CHARLOTTE DEP CON
128.325 307.8
AWOS-3
118.175
CLNC DEL
127.35
UNICOM (CTAF)
122.725

TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: 400-2¾ or standard with minimum climb of 205' per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.





NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading assigned by ATC, thence. . . .
TAKEOFF RUNWAY 20: Climb on heading 202° to 1700 before turning right, then on heading assigned by ATC, thence. . . .

. . . .on RADAR vectors to GINNN, then on track 255° to ESTRR, then on IPTAY Transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

IPTAY TRANSITION (ESTRR5.IPTAY)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

ICONS FIVE DEPARTURE (RNAV)

CHARLOTTE DEP CON
128.325 307.8
AWOS-3
118.175
CLNC DEL
127.35
UNICOM
122.725

RNAV - 1 DME/DME/IRU or GPS.

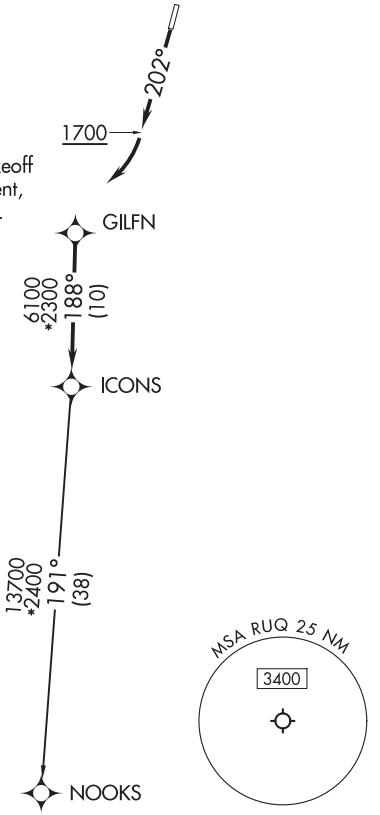
RADAR required.

TOP ALTITUDE: 3000

TAKEOFF MINIMUMS

Rwy 2: Standard.

Rwy 20: 400-2¾ or standard with minimum climb of 205' per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.



NOTE: For turbo jets only.

NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading assigned by ATC, thence. . . .

TAKEOFF RUNWAY 20: Climb on heading 202° to 1700 before turning right, then on heading assigned by ATC, thence. . . .

. . . .on RADAR vectors to GILFN, then on track 188° to ICONS. Then on NOOKS Transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

NOOKS TRANSITION (ICONS5.NOOKS)

SE-2, 07 AUG 2025 to 02 OCT 2025

JOJJO FIVE DEPARTURE (RNAV)

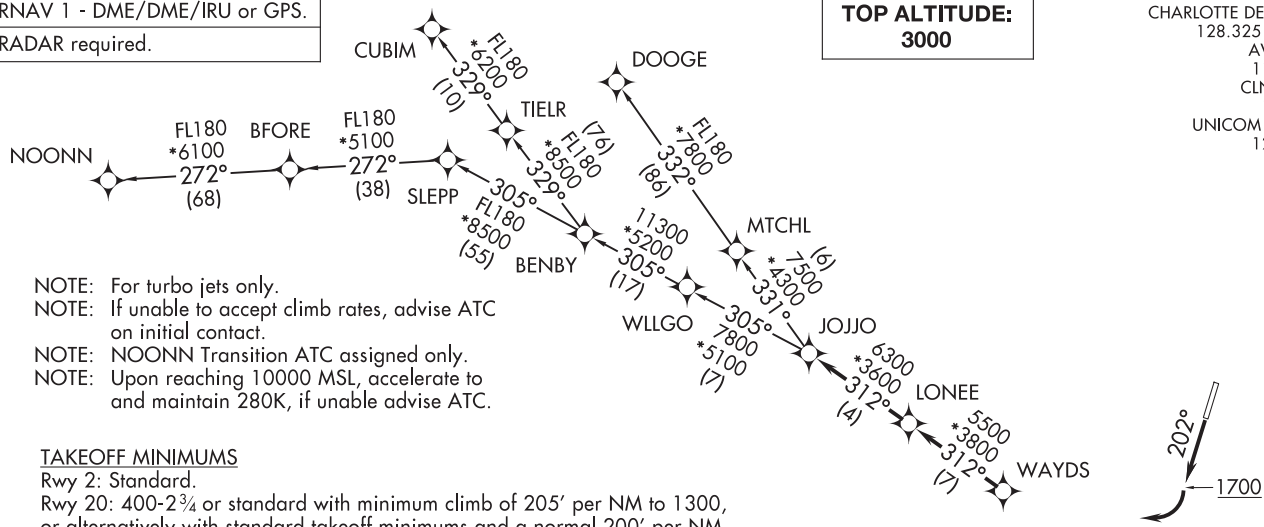
(JOJJO5.JOJJO) 21MAR24

SALISBURY, NORTH CAROLINA
MID-CAROLINA RGNL (RUQ)

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

TOP ALTITUDE: 3000

CHARLOTTE DEP CON
128.325 307.8
AWOS-3
118.175
CLNC DEL
127.35
UNICOM (CTAF)
122.725



NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: NOONN Transition ATC assigned only.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

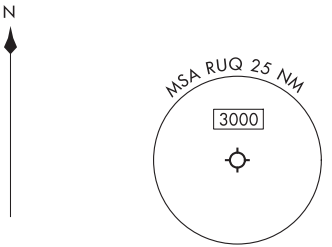
TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: 400-2¾ or standard with minimum climb of 205' per NM to 1300, or alternatively,with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading assigned by ATC, thence. . . .
TAKEOFF RUNWAY 20: Climb on heading 202° to 1700 before turning right, then on heading assigned by ATC, thence. . . .

. . . .on RADAR vectors to WAYDS, then on depicted route to JOJJO. Then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

CUBIM TRANSITION (JOJJO5.CUBIM)
DOOGE TRANSITION (JOJJO5.DOOGE)
NOONN TRANSITION (JOJJO5.NOONN)



NOTE: Chart not to scale.

(JOJJO5.JOJJO) 24081
JOJJO FIVE DEPARTURE (RNAV)
AL-5551 (FAA)
MID-CAROLINA RGNL (RUQ)
SALISBURY, NORTH CAROLINA

(KER4.KER) 24081 AL-5551 (FAA)

KERMIT FOUR DEPARTURE

MID-CAROLINA RGNL (RUQ)
SALISBURY, NORTH CAROLINA

CHARLOTTE DEP CON
128.325 307.8
AWOS-3
118.175
CLNC DEL
127.35
UNICOM
122.725

RADAR and DME required.

TOP ALTITUDE: 3000

PULASKI
116.8 PSK
Chan 115

NALEY

V37

70

8000
*4000
011°
(20)

BARRETTS MOUNTAIN
113.75 BZM
Chan 84(Y)

LIBERTY
113.0 LIB
Chan 77

JOTTA

SUGARLOAF MOUNTAIN
112.2 SUG
Chan 59

R-071

RALEIGH/DURHAM
117.2 RDU
Chan 119

R-147

R-253

6000
*3400
011°
(50)

022°

CHARLOTTE
115.0 CLT
Chan 97

MERIL

8000
*4100
076°
(79)

202°

1700

BOBZY

8000
*2900
275°
(34)

SANDHILLS
111.8 SDZ
Chan 55

8000
*3600
250°
(19)

R-147

68

87

R-070

NEANO

255°
11000
*2700
(45)

DEBIE

9000
*2700
112°
(53)

R-228

5000
*2200
175°
(32)

WALUT

8000
*2300
196°
(50)

LILLS

R-275

R-048

FOOTHILLS
113.4 ODF
Chan 81

5000
*2000
175°
(19)

R-238

51

ANDYS

HAMLN

CHESTERFIELD
114.55 CTF
Chan 92(Y)

18000
*2100
196°
(79)

129

TREAL

NOTE: For turbo jet aircraft only.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: Transponder code will be issued via Charlotte clearance delivery.

MSA RUQ 25 NM
3400

TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: 400-2¾ or standard with minimum climb of 205′ per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1200′ prior to DER.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

SE-2, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 022°, thence . . . .
TAKEOFF RUNWAY 20: Climb on heading 202° to 1700 before turning right, thence . . . .

. . . . on RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (KER4.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.
DEBIE TRANSITION (KER4.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.
HAMLN TRANSITION (KER4.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.
JOTTA TRANSITION (KER4.JOTTA): From over CLT VOR/DME on CLT R-011 to JOTTA.
LILLS TRANSITION (KER4.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.
MERIL TRANSITION (KER4.MERIL): From over CLT VOR/DME on CLT R-076 to MERIL.
NALEY TRANSITION (KER4.NALEY): From over CLT VOR/DME on CLT R-011 to NALEY.
NEANO TRANSITION (KER4.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY, then on ODF R-070 to NEANO.
TREAL TRANSITION (KER4.TREAL): From over CLT VOR/DME on CLT R-196 to TREAL.

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

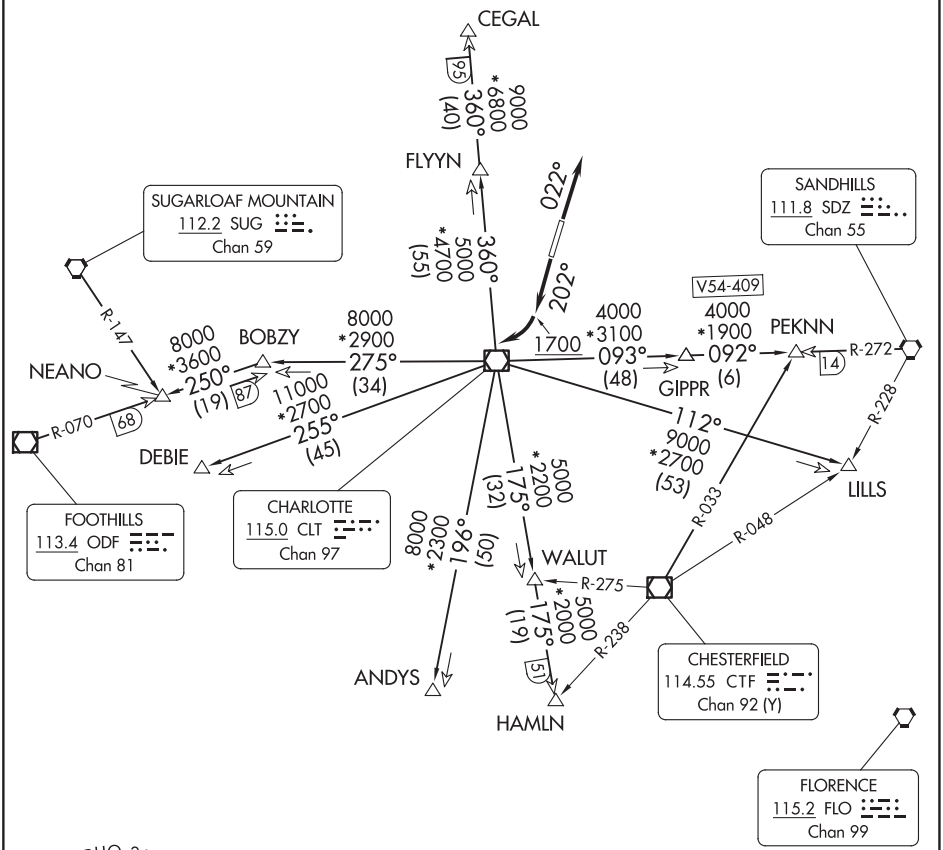
KNIGHTS THREE DEPARTURE

CHARLOTTE DEP CON
128.325 307.8
AWOS-3
118.175
CLNC DEL
127.35
UNICOM (CTAF)
122.725

TOP ALTITUDE: 3000

RADAR and DME required.

TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: 400-2¾ or standard with minimum climb of 205' per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.



NOTE: For propeller aircraft only.
NOTE: Turboprops: Operate in a manner that will result in best forward speed and climb rate.
NOTE: Transponder code will be issued via Charlotte clearance delivery.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 022° , thence. . . .
TAKEOFF RUNWAY 20: Climb on heading 202° to 1700 before turning west, thence. . . .

. . . .expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (KNI3.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.
CEGAL TRANSITION (KNI3.CEGAL): From over CLT VOR/DME on CLT R-360 to CEGAL.
DEBIE TRANSITION (KNI3.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.
FLYYN TRANSITION (KNI3.FLYYN): From over CLT VOR/DME on CLT R-360 to FLYYN.
HAMLN TRANSITION (KNI3.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.
LILLS TRANSITION (KNI3.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.
NEANO TRANSITION (KNI3.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY, then on ODF R-070 to NEANO.
PEKNN TRANSITION (KNI3.PEKNN): From over CLT VOR/DME on CLT R-093 to GIPPR, then on SDZ R-272 to PEKNN.

SE-2, 07 AUG 2025 to 02 OCT 2025

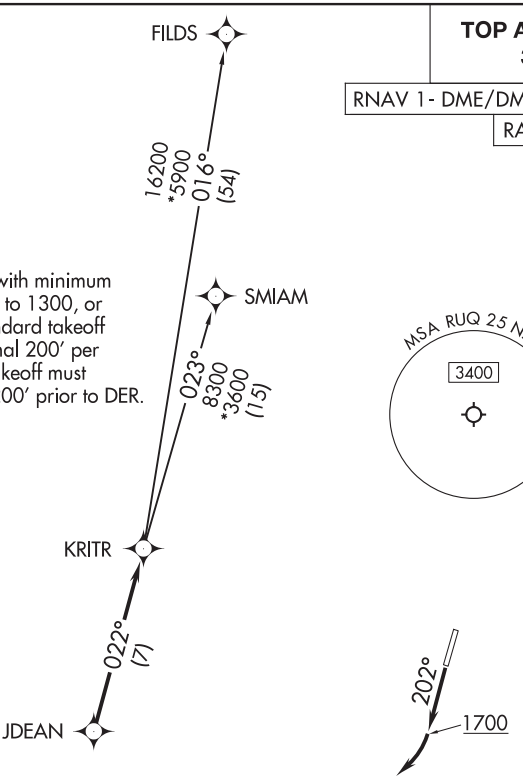
CHARLOTTE DEP CON
128.325 307.8
AWOS-3
118.175
CLNC DEL
127.35
UNICOM
122.725 (CTAF)

TOP ALTITUDE: 3000

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

TAKEOFF MINIMUMS

Rwy 2: Standard.
Rwy 20: 400-2¾ or standard with minimum climb of 205′ per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1200′ prior to DER.



NOTE: For turbo jets only.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading assigned by ATC, thence. . . .
TAKEOFF RUNWAY 20: Climb on heading 202° to 1700 before turning right, then on heading assigned by ATC, thence. . . .

. . . .on RADAR vectors to JDEAN, then on track 022° to KRITR, then on assigned transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

FILDS TRANSITION (KRITR6.FILDS)
SMIAM TRANSITION (KRITR6.SMIAM)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

(KWEEN5.KWEEN) 24081 AL-5551 (FAA)

KWEEN FIVE DEPARTURE (RNAV)

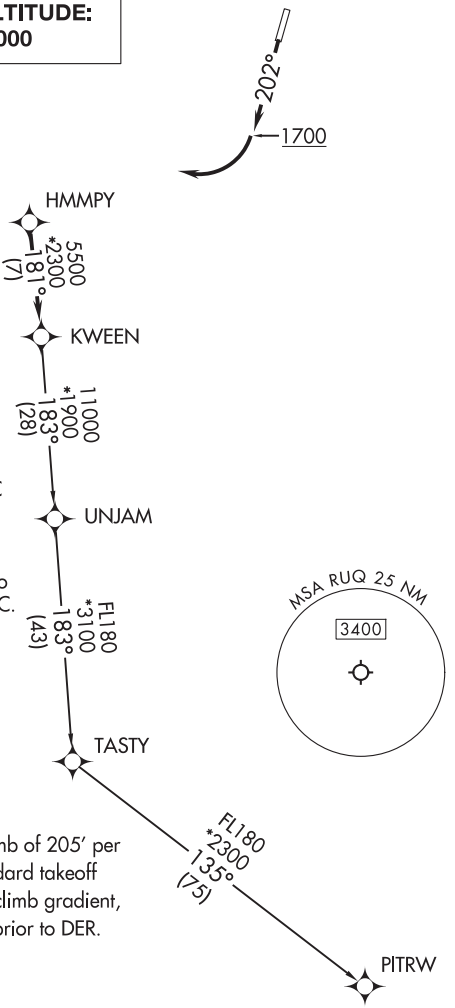
MID-CAROLINA RGNL (RUQ)
SALISBURY, NORTH CAROLINA

CHARLOTTE DEP CON
128.325 307.8
AWOS-3
118.175
CLNC DEL
127.35
UNICOM
122.725

TOP ALTITUDE: 3000

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.



NOTE: For turbo jets only.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

TAKEOFF MINIMUMS

Rwy 2: Standard.

Rwy 20: 400-2¾ or standard with minimum climb of 205' per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading assigned by ATC, thence...
TAKEOFF RUNWAY 20: Climb on heading 202° to 1700 before turning right, then on heading assigned by ATC, thence...

...on RADAR vectors to HMMPY, then on track 181° to KWEEN. Then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

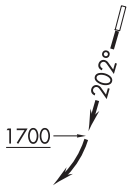
PITRW TRANSITION (KWEEN5.PITRW)
UNJAM TRANSITION (KWEEN5.UNJAM)

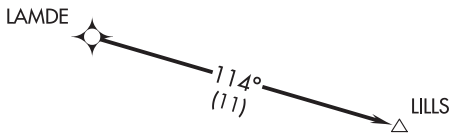
SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

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

TOP ALTITUDE: 3000

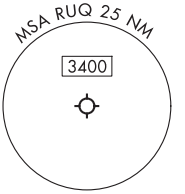
CHARLOTTE DEP CON
128.325 307.8
AWOS-3
118.175
CLNC DEL
127.35
UNICOM (CTAF)
122.725





TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: 400-2¾ or standard with minimum climb of 205' per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

NOTE: For turbo jets only.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading assigned by ATC, thence. . . .
TAKEOFF RUNWAY 20: Climb on heading 202° to 1700 before turning right, then on heading assigned by ATC, thence. . . .

. . . .on RADAR vectors to LAMDE, then on depicted route to LILLS. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

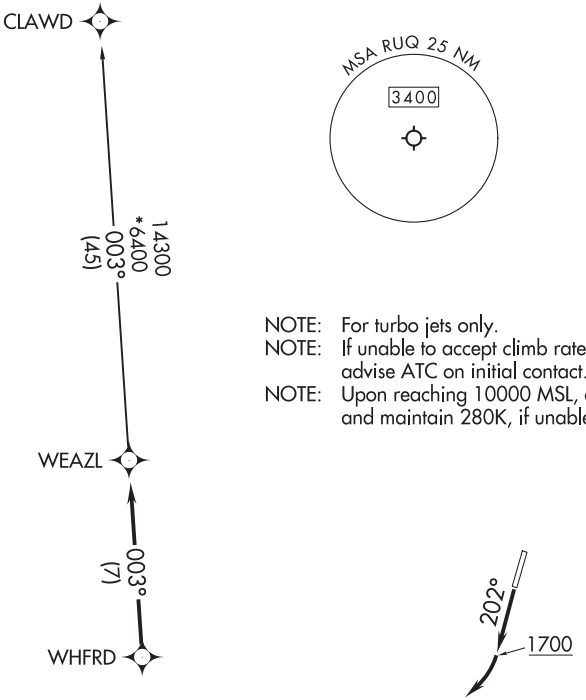
SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

WEAZL FIVE DEPARTURE (RNAV)

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

TOP ALTITUDE: 3000

CHARLOTTE DEP CON
128.325 307.8
AWOS-3
118.175
CLNC DEL
127.35
UNICOM
122.725



NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: 400-2¾ or standard with minimum climb of 205' per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading assigned by ATC, thence . . . .
TAKEOFF RUNWAY 20: Climb on heading 202° to 1700 before turning right, then on heading assigned by ATC, thence . . . .

. . . . on RADAR vectors to WHFRD, then on track 003° to WEAZL, then on CLAWD Transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

CLAWD TRANSITION (WEAZL5.CLAWD)

SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 1

SALUDA COUNTY (6J4)

APP CRS	Rwy Ldg	3189
015°	TDZE	539
	Apt Elev	539

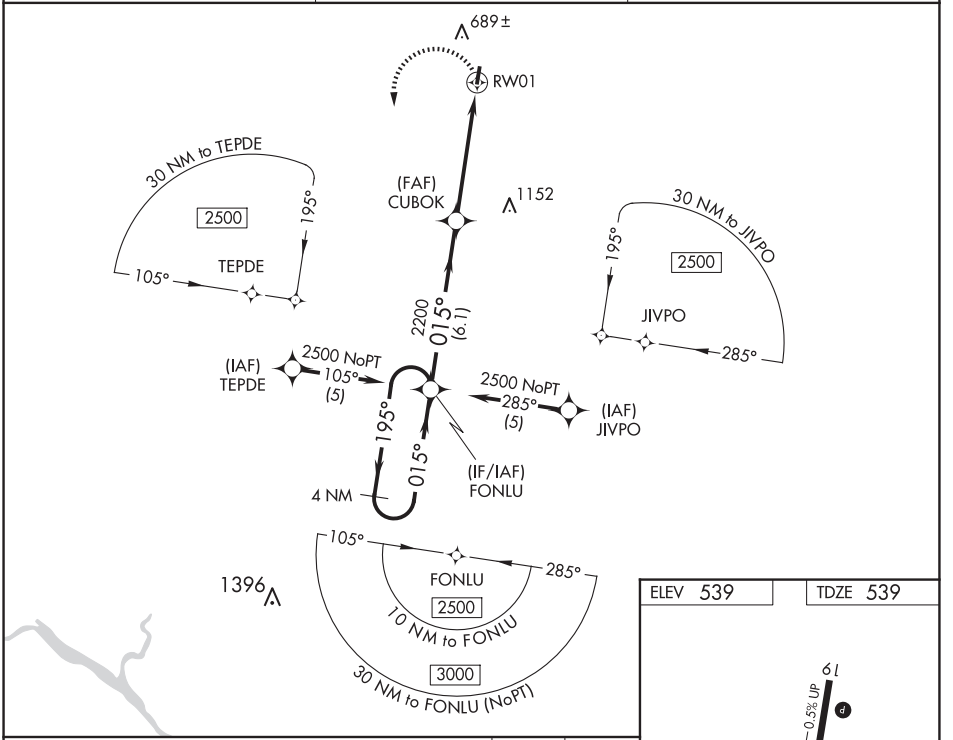
RNP APCH.

NA

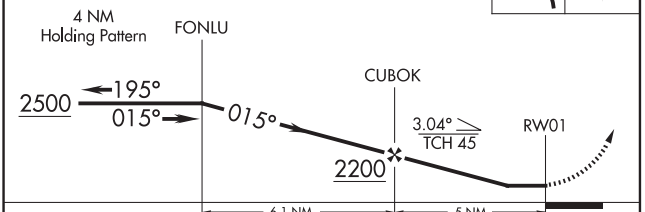
Procedure NA at night. Rwy 1 helicopter visibility reduction below 1 SM NA. Use Aiken altimeter setting; when not received, use Augusta Rgnl at Bush Fld altimeter setting and increase all MDA 100 feet and increase LNAV Cat C visibility ¼ SM.

MISSED APPROACH: Climbing left turn to 2500 direct FONLU and hold.

AIK AWOS-3PT	AUGUSTA APP CON ★	CTAF
118.025	119.15	122.9 L

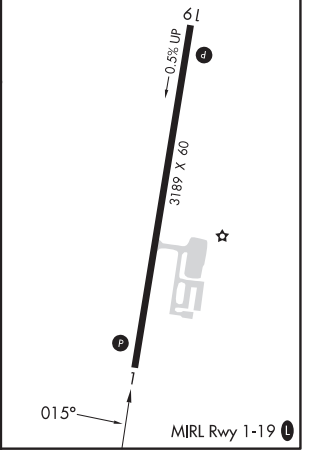


VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 32).



CATEGORY	A	B	C	D
LNAV MDA	1160-1	621 (700-1)	1160-1¾	NA
			621 (700-1¾)	

ELEV 539 TDZE 539



SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

SALUDA, SOUTH CAROLINA | AL-10393 (FAA) | 25163

RNAV (GPS) RWY 19

SALUDA COUNTY (6J4)

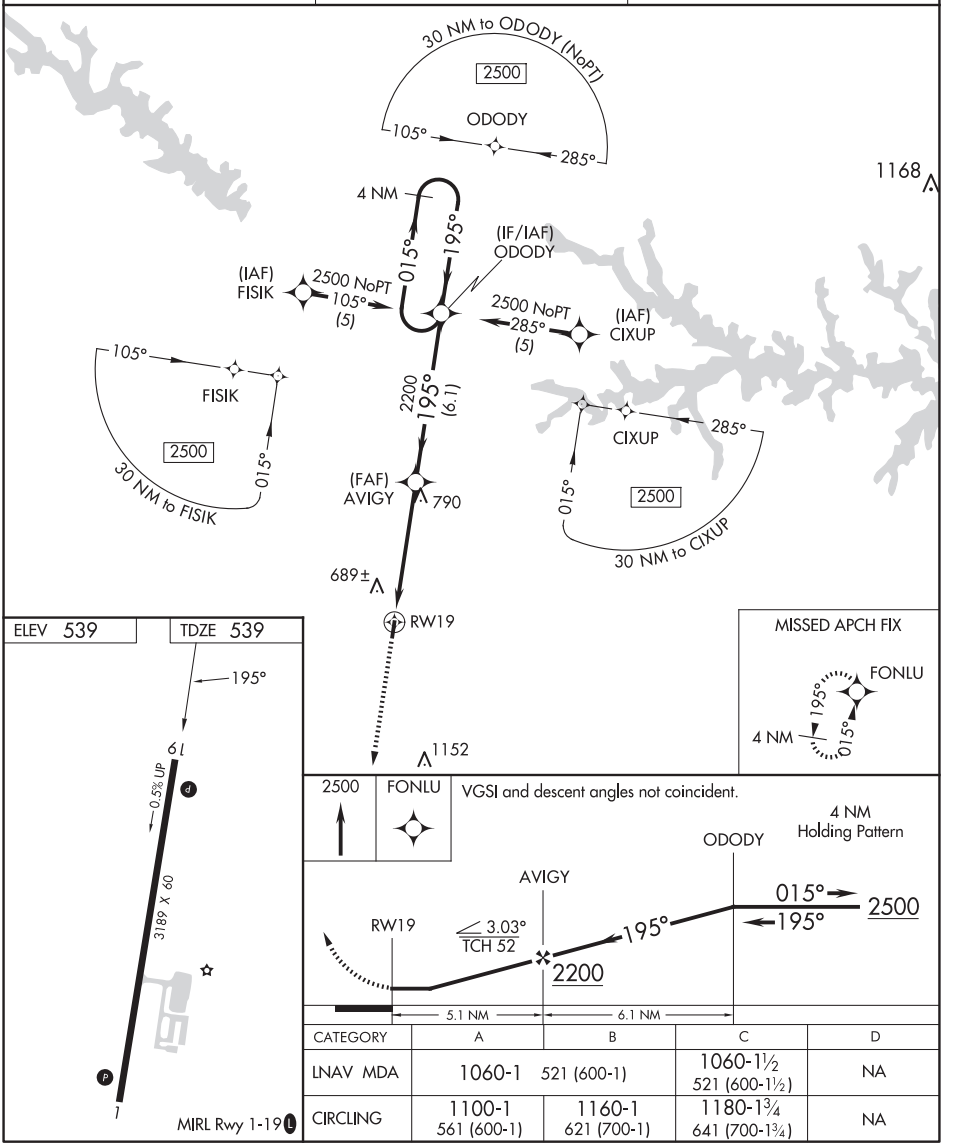
APP CRS	Rwy Ldg	3189
195°	TDZE	539
	Apt Elev	539

V
A NA

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Aiken altimeter setting, when not received, use Augusta Rgnl altimeter setting and increase all MDAs 100 feet, increase LNAV Cat C visibility ¼ SM and Circling Cat C visibility ½ SM.

MISSED APPROACH: Climb to 2500 direct FONLU and hold.

AIK AWOS-3PT	AUGUSTA APP CON ★	CTAF
118.025	119.15	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1060-1	521 (600-1)	1060-1½ 521 (600-1½)	NA
CIRCLING	1100-1 561 (600-1)	1160-1 621 (700-1)	1180-1¾ 641 (700-1¾)	NA

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

ILS Y or LOC Y RWY 3

RALEIGH EXEC JETPORT AT SANFORD-LEE COUNTY (TTA)

LOC/DME I-TTA	APP CRS	Rwy Idg	6501
110.75	029°	TDZE	247
Chan 44 (Y)		Apt Elev	247

RNAV 1-GPS required.

RNAV 1-GPS or RADAR required for procedure entry.

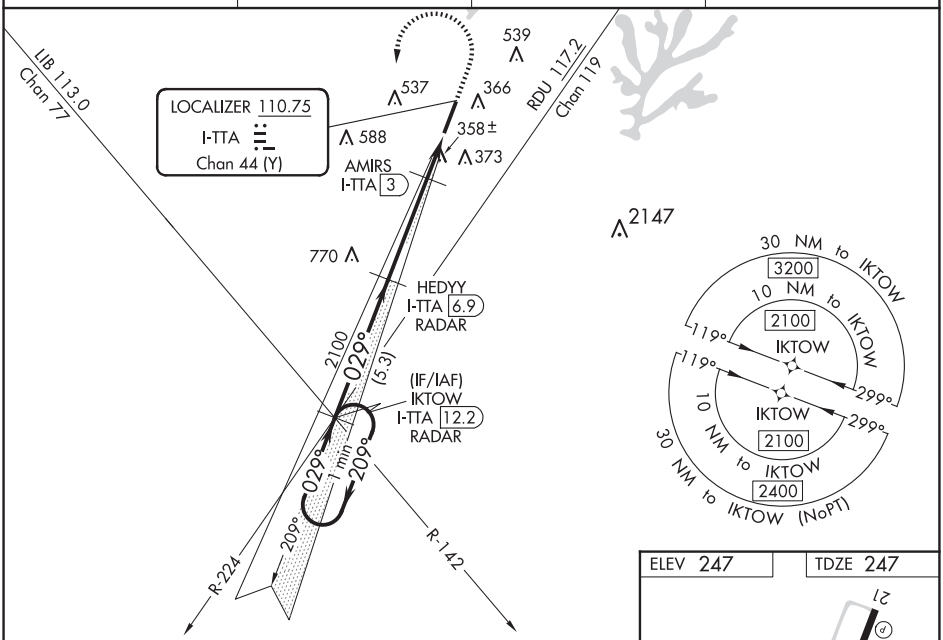
When local altimeter setting not received, use Raleigh/Durham altimeter setting: increase DA to 527 feet; increase all MDAs 100 feet and S-LOC 3 Cats C and D visibility to 1 SM and Circling Cat C visibility to 2 SM and Cat D to 2¾ SM. For inop ALS, increase S-LOC 3 Cats C and D visibility to 1 SM. For inop ALS when using Raleigh/Durham altimeter setting, increase S-ILS 3 all Cats visibility to ⅞ SM and increase S-LOC 3 Cats C and D visibility to 1⅜ SM. VDP NA when using Raleigh/Durham altimeter setting.

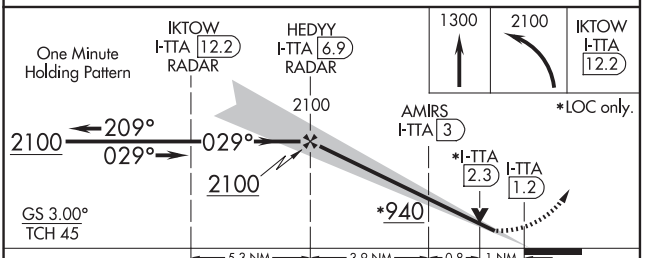
T A NA

MALSR

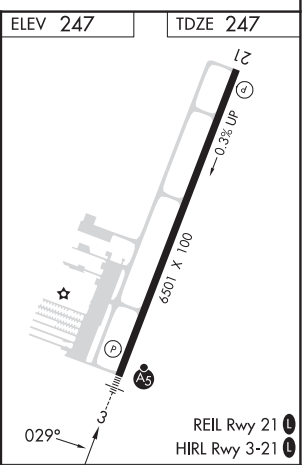
MISSED APPROACH: Climb to 1300 then climbing left turn to 2100 direct IKTOW INT/I-TTA 12.2 DME/RADAR and hold.

AWOS-3	RALEIGH APP CON	UNICOM	GCO
120.625	125.3 353.675	123.075 (CTAF) L	135.075





CATEGORY	A	B	C	D
S-ILS 3	447-½ 200 (200-½)			
S-LOC 3	620-½ 373 (400-½)		620-⅝ 373 (400-⅝)	
C CIRCLING	760-1 513 (600-1)	820-1 573 (600-1)	840-1½ 593 (600-1½)	960-2¼ 713 (800-2¼)



FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

SANFORD, NORTH CAROLINA | AL-9472 (FAA) | 23222

ILS Z or LOC Z RWY 3

RALEIGH EXEC JETPORT AT SANFORD-LEE COUNTY (TTA)

LOC/DME I-TTA	APP CRS	Rwy Idg	6501
110.75	029°	TDZE	246
Chan 44 (Y)		Apt Elev	246

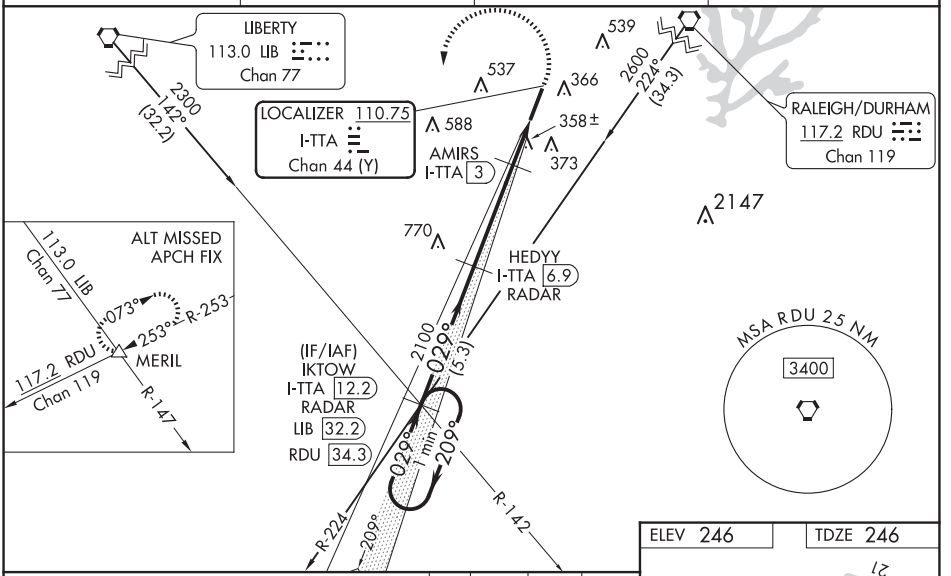
DME required for LOC only.

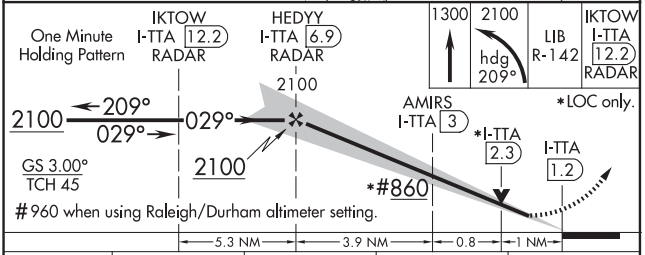
T NA When local altimeter setting not received, use Raleigh/Durham altimeter setting: increase DA to 527 feet; increase all MDAs 100 feet and S-LOC 3 Cats C and D visibility to 1⅜ SM, increase Circling Cat C visibility to 2 SM and Cat D to 2¾ SM; AMIRS FIX MINIMUMS: increase S-LOC 3 Cats C and D visibility to 1 SM, and Circling Cat C visibility to 2 SM and Cat D visibility to 2¾ SM. For inop ALS, increase S-LOC 3 Cats C and D visibility to 1¾ SM. AMIRS FIX MINIMUMS: increase S-LOC 3 Cats C and D visibility to 1 SM. For inop ALS when using Raleigh/Durham altimeter setting, increase S-ILS 3 all Cats visibility to ⅞ SM and S-LOC 3 Cats C and D visibility to 2 SM. AMIRS FIX MINIMUMS: increase S-LOC 3 Cats C and D visibility to 1⅜ SM. VDP NA when using Raleigh/Durham altimeter setting.

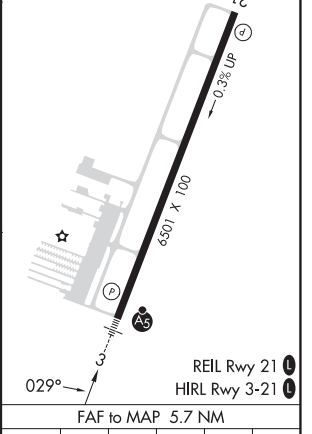
MALSR

MISSED APPROACH: Climb to 1300 then climbing left turn to 2100 on heading 209° and LIB VORTAC R-142 to IKTOW INT/I-TTA 12.2 DME/RADAR and hold.

AWOS-3	RALEIGH APP CON	UNICOM	GCO
120.625	125.3 353.675	123.075 (CTAF) L	135.075







CATEGORY	A	B	C	D
S-ILS 3	446-½	200 (200-½)		
S-LOC 3	860-½	614 (700-½)	860-1⅜	614 (700-1⅜)
C CIRCLING	860-1	614 (700-1)	860-1¾ 614 (700-1¾)	960-2¼ 714 (800-2¼)
AMIRS FIX MINIMUMS				
S-LOC 3	620-½	374 (400-½)	620-⅝	374 (400-⅝)
C CIRCLING	760-1 514 (600-1)	820-1 574 (600-1)	840-1½ 594 (600-1½)	960-2¼ 714 (800-2¼)

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 3

RALEIGH EXEC JETPORT AT SANFORD-LEE COUNTY (TTA)

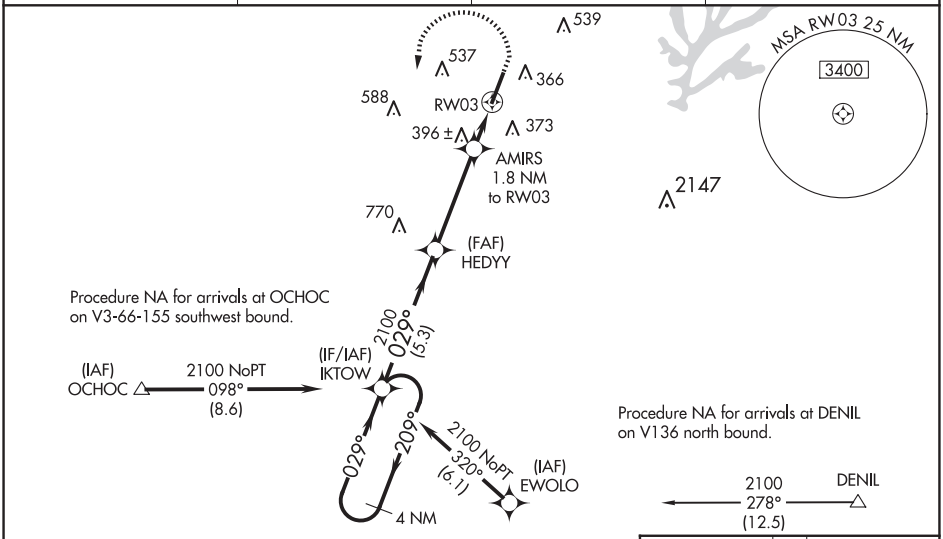
WAAS	APP CRS		
CH **72822**	**029°**	Rwy Idg	**6501**
W03A		TDZE	**246**
		Apt Elev	**246**

Baro-VNAV NA when using Raleigh/Durham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Raleigh/Durham altimeter setting and increase all DA 81 feet and all MDA 100 feet. Increase LNAV/VNAV all Cats visibility to 1⅛ mile, LNAV Cats C and D visibility to 1 mile, and Circling Cat C visibility to 2 mile and Cat D visibility to 2¾ mile. For inop MALSR, increase LNAV/VNAV all Cats visibility to 1¼ mile and LNAV Cats C and D visibility to 1⅛ mile. For inop MALSR when using Raleigh/Durham altimeter setting, increase LPV all Cats visibility to ⅞ mile and LNAV Cats C and D visibility to 1⅜ mile. VDP NA when using Raleigh/Durham altimeter setting.

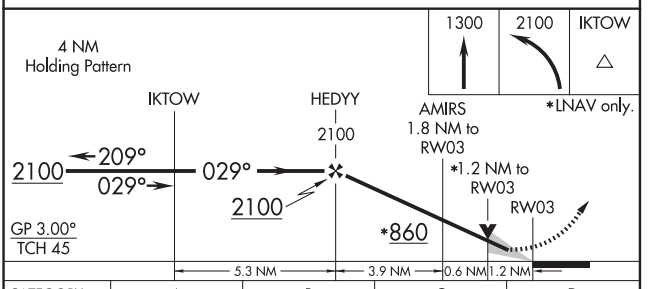
MALSR

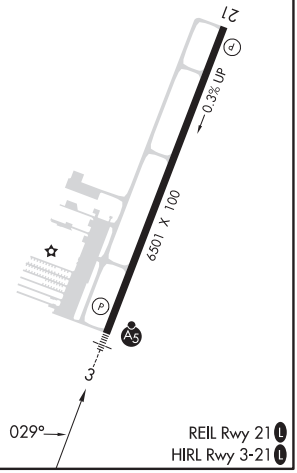
MISSED APPROACH: Climb to 1300 then climbing left turn to 2100 direct IKTOW and hold.

AWOS-3	RALEIGH APP CON	UNICOM	GCO
120.625	**125.3 353.675**	**123.075** (CTAF)	**135.075**



ELEV	246	TDZE	246





CATEGORY	A	B	C	D
LPV DA	446-½ 200 (200-½)			
LNAV/VNAV DA	634-⅞ 388 (400-⅞)			
LNAV MDA	660-½ 414 (500-½)		660-¾ 414 (500-¾)	
C CIRCLING	760-1 514 (600-1)	820-1 574 (600-1)	840-1½ 594 (600-1½)	960-2¼ 714 (800-2¼)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

SANFORD, NORTH CAROLINA AL-9472 (FAA) 23222

RNAV (GPS) RWY 21

RALEIGH EXEC JETPORT AT SANFORD-LEE COUNTY (TTA)

WAAS CH 86522 W21A	APP CRS 209°	Rwy Idg 6501 TDZE 230 Apt Elev 247

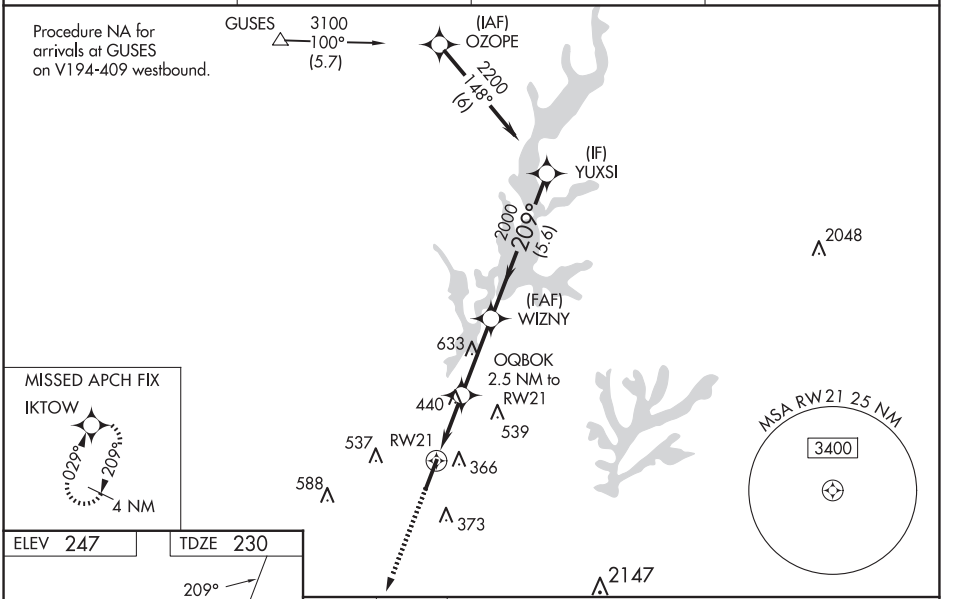
RNP APCH.

T A Baro-VNAV NA when using Raleigh/Durham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Raleigh/Durham altimeter setting and increase all DA 81 feet and all MDA 100 feet. Increase LPV all Cats visibility to 1¼ SM, LNAV/VNAV all Cats visibility to 1⅛ SM, LNAV Cats C and D visibility to 1⅝ SM, and Circling Cat C visibility to 2 SM and Cat D visibility to 2¾ SM. Rwy 21 helicopter visibility reduction below ¾ SM NA. VDP NA when using Raleigh/Durham altimeter setting.

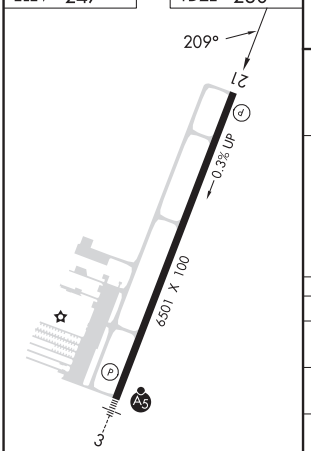
MISSED APPROACH: Climb to 2100 direct IKTOW and hold.

AWOS-3	RALEIGH APP CON	UNICOM	GCO
120.625	125.3 353.675	123.075 (CTAF) L	135.075

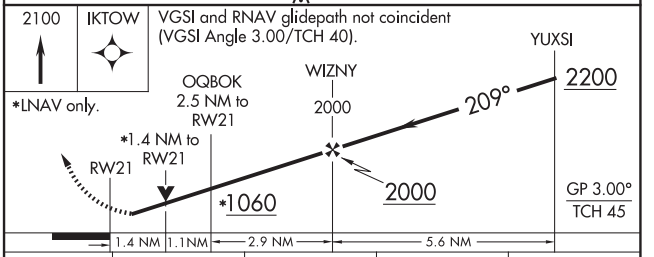
Procedure NA for arrivals at GUSES on V194-409 westbound.



ELEV 247 TDZE 230



REIL Rwy 21 L
HIRL Rwy 3-21 L



CATEGORY	A	B	C	D
LPV DA	530-1	300 (300-1)		
LNAV/VNAV DA	518-⅞	288 (300-⅞)		
LNAV MDA	700-1	470 (500-1)	700-1⅜	470 (500-1⅜)
C CIRCLING	760-1 513 (600-1)	820-1 573 (600-1)	840-1½ 593 (600-1½)	960-2¼ 713 (800-2¼)

SANFORD, NORTH CAROLINA
Amdt 2A 12SEP19

RALEIGH EXEC JETPORT AT SANFORD-LEE COUNTY (TTA)
35°35'N-79°06'W

RNAV (GPS) RWY 21

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

GOLDSBORO, NORTH CAROLINA

ILS or LOC Y RWY 8

LOC I-GSB	APCH CRS	Rwy ldg 11,760
109.3	081°	TDZE 73
		Arpt Elev 109

[USAF] SEYMOUR JOHNSON AFB (KGSB)

RADAR or DME required.

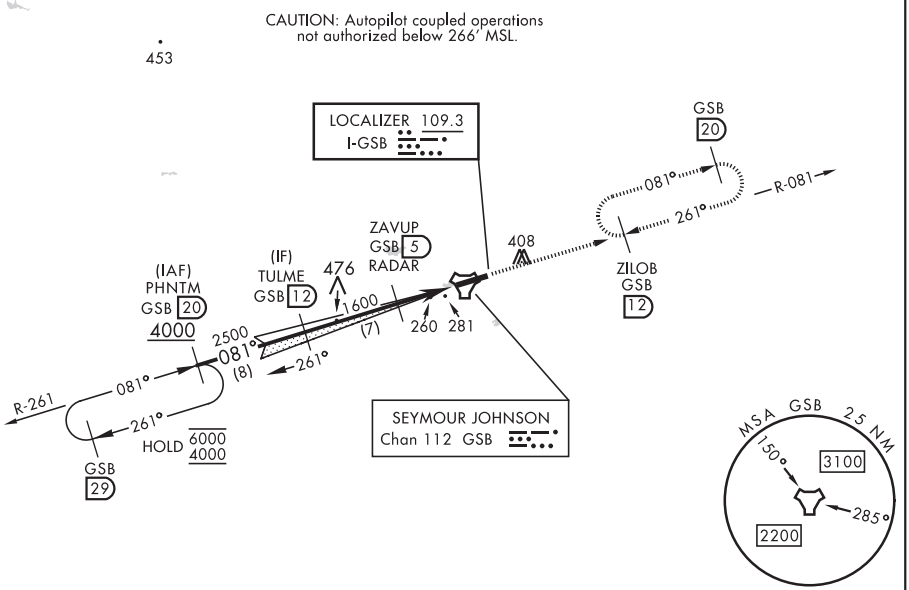
▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.
*** Circling N of Rwy 8-26 not authorized.

ALSF-1

MISSED APPROACH: Climb to 2300 via GSB R-081 to ZILOB and hold.

ATIS ★	APP CON	TOWER ★	GND CON	CLNC DEL
317.625	123.7 290.9 (258°- 110°) 119.7 273.6 (111°- 257°)	126.25 370.875	132.45 275.8	128.025 270.8

CAUTION: Autopilot coupled operations not authorized below 266' MSL.

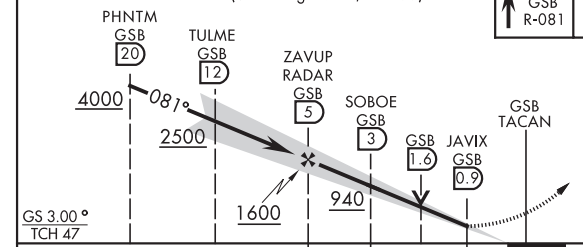


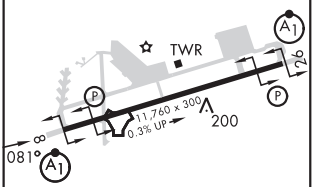
EMERG SAFE ALT 100 NM 3700

ELEV	109	TDZE	73

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 55).

2300 GSB R-081 | ZILOB R-081 12





CATEGORY	A	B	C	D	E
S-ILS 8*	273/24 200 (200-½)				
S-LOC 8**	520/24 447 (500-½)		520/45 447 (500-⅞)		
*** C CIRCLING	580-1 471 (500-1)	600-1 491 (500-1)	680-1½ 571 (600-1½)	740-2 631 (700-2)	740-2¼ 631 (700-2¼)

HIRL Rwy 8-26

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

GOLDSBORO, NORTH CAROLINA

ILS or LOC Y RWY 26

LOC I-DDX	APCH CRS	Rwy ldg 11,760
109.9	261°	TDZE 109
		Arpt Elev 109

[USAF] SEYMOUR JOHNSON AFB (KGSB)

RADAR or DME required

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1⅛ miles.

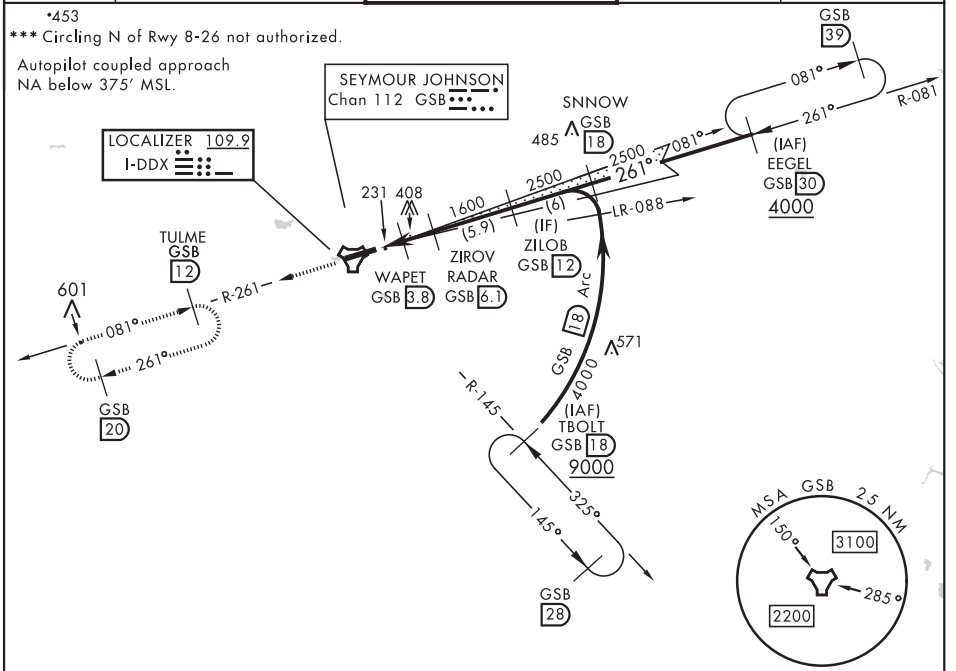
ALSF-1

MISSED APPROACH: Climb to 2200 via GSB TACAN R-261 to TULME and hold.

ATIS ★	APP CON	TOWER ★	GND CON	CLNC DEL
317.625	123.7 290.9 (258°- 110°) 119.7 273.6 (111°- 257°)	126.25 370.875	132.45 275.8	128.025 270.8

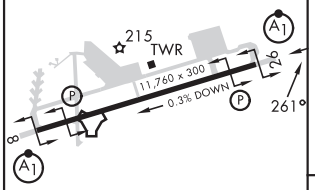
•453
*** Circling N of Rwy 8-26 not authorized.

Autopilot coupled approach
NA below 375' MSL.



EMERG SAFE ALT 100 NM 3700

ELEV 109	TDZE 109

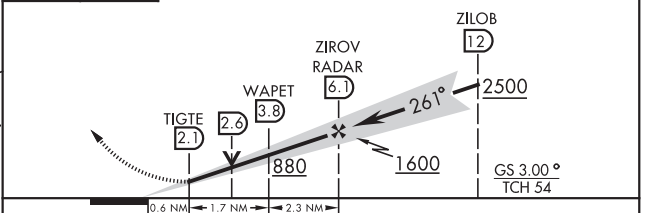


HIRL Rwy 8-26

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

2200
GSB
R-261

TULME
R-261
12



CATEGORY	A	B	C	D	E
S-ILS 26*	309/24 200 (200-½)				
S-LOC 26**	500/24 391 (400-½)		500/35 391 (400-⅝)		
C CIRCLING ***	580-1 471 (500-1)	600-1 491 (500-1)	680-1½ 571 (600-1½)	740-2 631 (700-2)	740-2¼ 631 (700-2¼)

GOLDSBORO, NORTH CAROLINA
Amdt 9 03NOV22

35°20'N-77°58'W

SEYMOUR JOHNSON AFB (KGSB)

ILS or LOC Y RWY 26

SE-2, 07 AUG 2025 to 02 OCT 2025

GOLDSBORO, NORTH CAROLINA

RNAV (GPS) RWY 8

SEYMOUR JOHNSON AFB (KGSB)

WAAS CH 63600 W08A	APCH CRS 081°	Rwy ldg 11,760 TDZE 73 Arpt Elev 109

- (USAF)

RNP APCH-GPS

T * When ALS inop, increase RVR to 40, vis to ¾ mile.
** When ALS inop, increase vis to 1 3/8 miles.

ALSF-1 (A1)

MISSED APPROACH: Climb to 2300 direct ZILOB and hold.

ATIS★	APP CON	TOWER★	GND CON	CLNC DEL
317.625	119.7 273.6 (111° -257°) 123.7 290.9 (258° -110°)	126.25 370.875	132.45 275.8	128.025 270.8

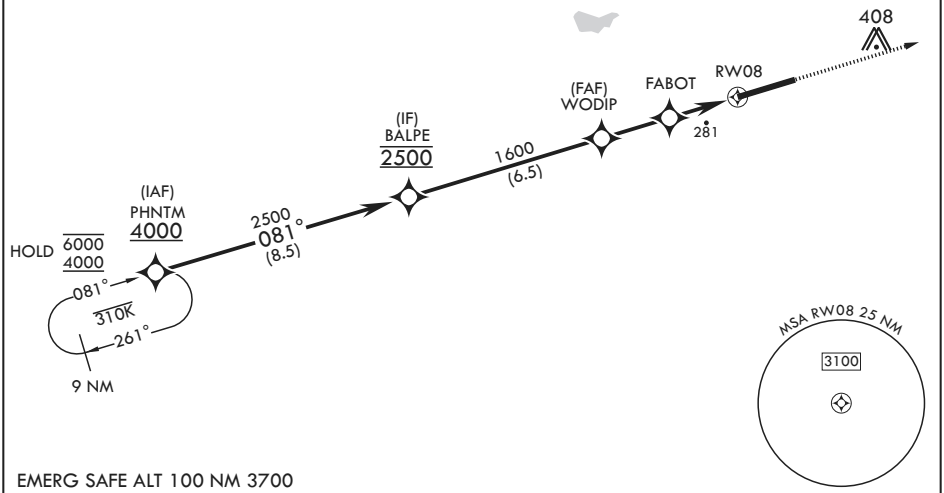
319

*** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 3/8 miles.

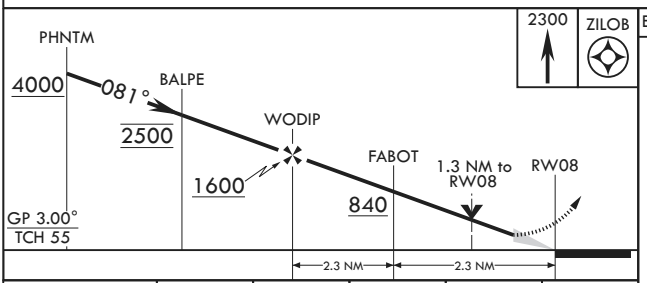
**** Circling NA N of RWY 8-26.

For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 54°C (130°F).

MISSED APPROACH
9 NM
081°
261°
ZILOB

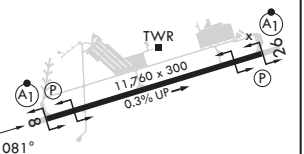


EMERG SAFE ALT 100 NM 3700



2300 ZILOB

ELEV 109 TDZE 73



CATEGORY	A	B	C	D	E
LPV DA*	273/24		200	(200-½)	
LNAV/VNAV DA**	540/50		467	(500-1)	
LNAV MDA***	540/24	467 (500-½)	540/50	467	(500-1)
C CIRCLING****	580-1 471 (500-1)	600-1 491 (500-1)	680-1½ 571 (600-1½)	740-2 631 (700-2)	740-2¼ 631 (700-2¼)

HIRL all Rwys

GOLDSBORO, NORTH CAROLINA

35°20'N - 77°58'W

SEYMOUR JOHNSON AFB (KGSB)

Amdt 7 11JUL24

RNAV (GPS) RWY 8

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

24193

GOLDSBORO, NORTH CAROLINA

RNAV (GPS) RWY 26

WAAS CH **95096** **W26A**	APCH CRS **261°**	Rwy ldg **11,760** TDZE **109** Arpt Elev **109**

- (USAF)

SEYMOUR JOHNSON AFB (KGSB)

RNP APCH-GPS

ALSF-1

MISSED APPROACH: Climb to 2200 direct RITIE and hold.

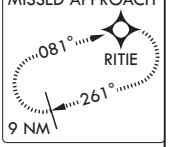
* When ALS inop, increase RVR to 40, vis to 3/4 mile.
** When ALS, inop increase RVR to 60, vis to 1 1/8 miles.

ATIS★	APP CON	TOWER★	GND CON	CLNC DEL
317.625	**119.7 273.6** (111° -257°) **123.7 290.9** (258° -110°)	**126.25 370.875**	**132.45 275.8**	**128.025 270.8**

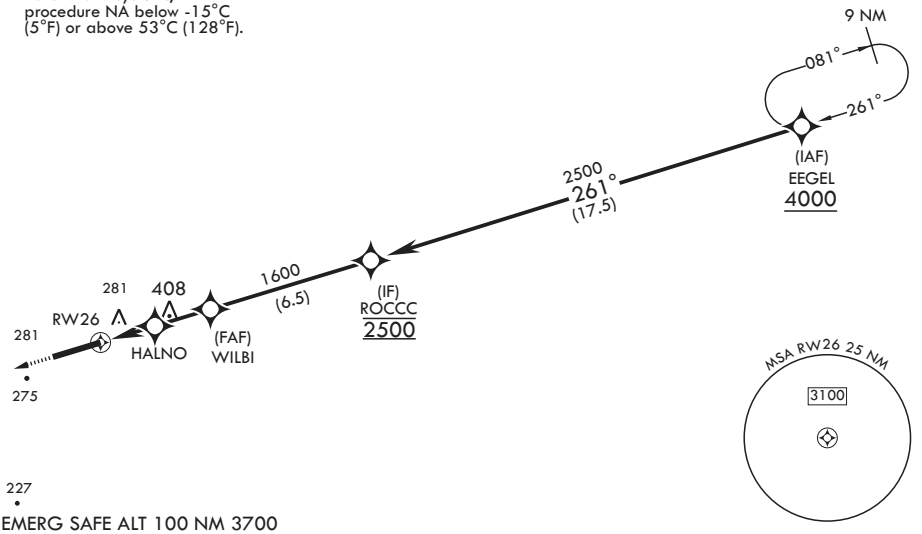
*** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1¼ miles.

**** Circling NA N of Rwy 8-26.

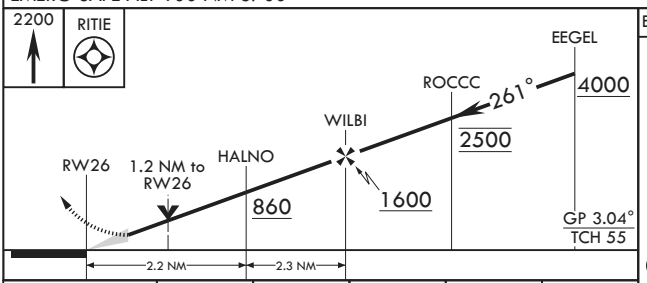
MISSED APPROACH



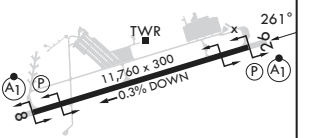
For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 53°C (128°F).



EMERG SAFE ALT 100 NM 3700



ELEV 109 TDZE 109



CATEGORY	A	B	C	D	E
LPV DA*	309/24		200	(200-½)	
LNAV/VNAV DA**	510/40		401	(500-¾)	
LNAV MDA***	540/24	431 (500-½)	540/40	431	(500-¾)
C CIRCLING****	580-1 471 (500-1)	600-1 491 (500-1)	680-1½ 571 (600-1½)	740-2 631 (700-2)	740-2¼ 631 (700-2¼)

HIRL all Rwys

GOLDSBORO, NORTH CAROLINA — 35°20'N - 77°58'W — SEYMOUR JOHNSON AFB (KGSB)

Amdt 6 11JUL24

RNAV (GPS) RWY 26

SE-2, 07 AUG 2025 to 02 OCT 2025

GOLDSBORO, NORTH CAROLINA

TACAN Y RWY 8

TACAN	APCH CRS	Rwy Idg	TDZE	Arpt Elev
GSB Chan 112	081°	11,760	73	109

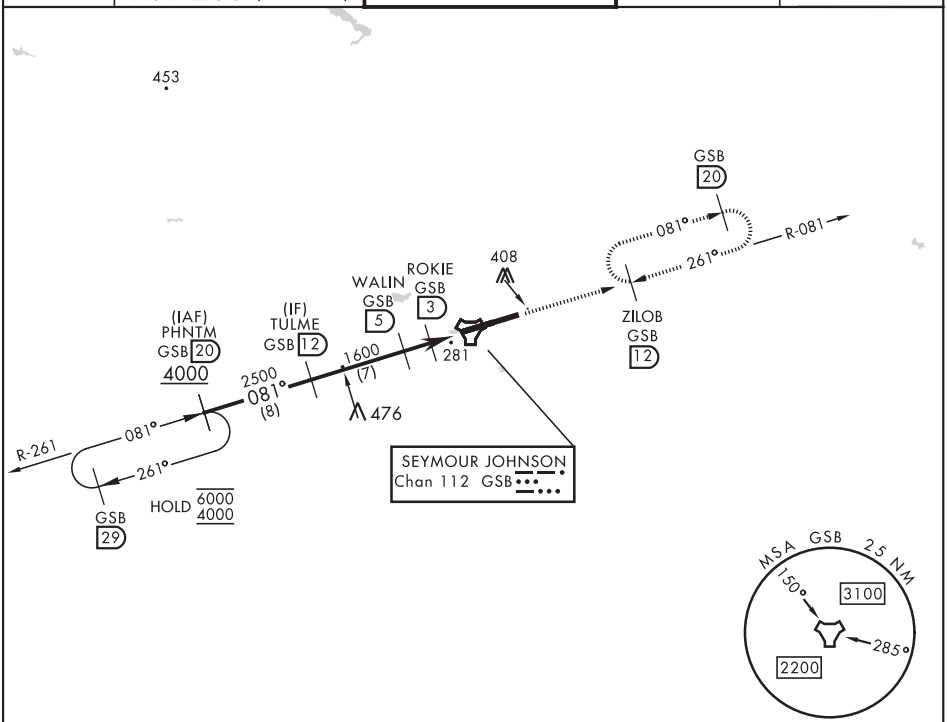
[USAF] SEYMOUR JOHNSON AFB (KGSB)

T * When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1⅜ miles.
** Circling N of Rwy 8-26 not authorized.

ALSF-1

MISSED APPROACH: Climb to 2300 via GSB R-081 to ZILOB and hold.

ATIS ★	APP CON	TOWER ★	GND CON	CLNC DEL
317.625	123.7 290.9 (258°- 110°) 119.7 273.6 (111°- 257°)	126.25 370.875	132.45 275.8	128.025 270.8

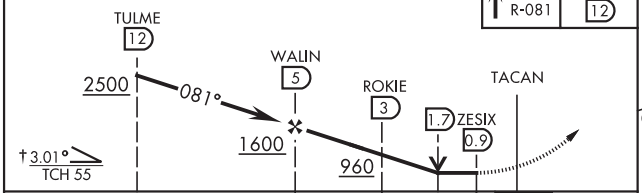


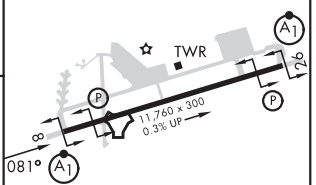
EMERG SAFE ALT 100 NM 3700

ELEV 109 TDZE 73

† WALIN to ZESIX

2300 GSB R-081 ZILOB R-081 12





CATEGORY	A	B	C	D	E
S-8 *	540/24 467 (500-½)		540/50 467 (500-1)		
C CIRCLING **	580-1 471 (500-1)	600-1 491 (500-1)	680-1½ 571 (600-1½)	740-2 631 (700-2)	740-2¼ 631 (700-2¼)

HIRL Rwy 8-26

GOLDSBORO, NORTH CAROLINA 35°20'N-77°58'W SEYMOUR JOHNSON AFB (KGSB)

Amdt 8 03NOV22

TACAN Y RWY 8

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

GOLDSBORO, NORTH CAROLINA

TACAN Y RWY 26

TACAN	APCH CRS	Rwy Idg	11,760
Chan 112	261°	TDZE	109
		Arpt Elev	109

[USAF]

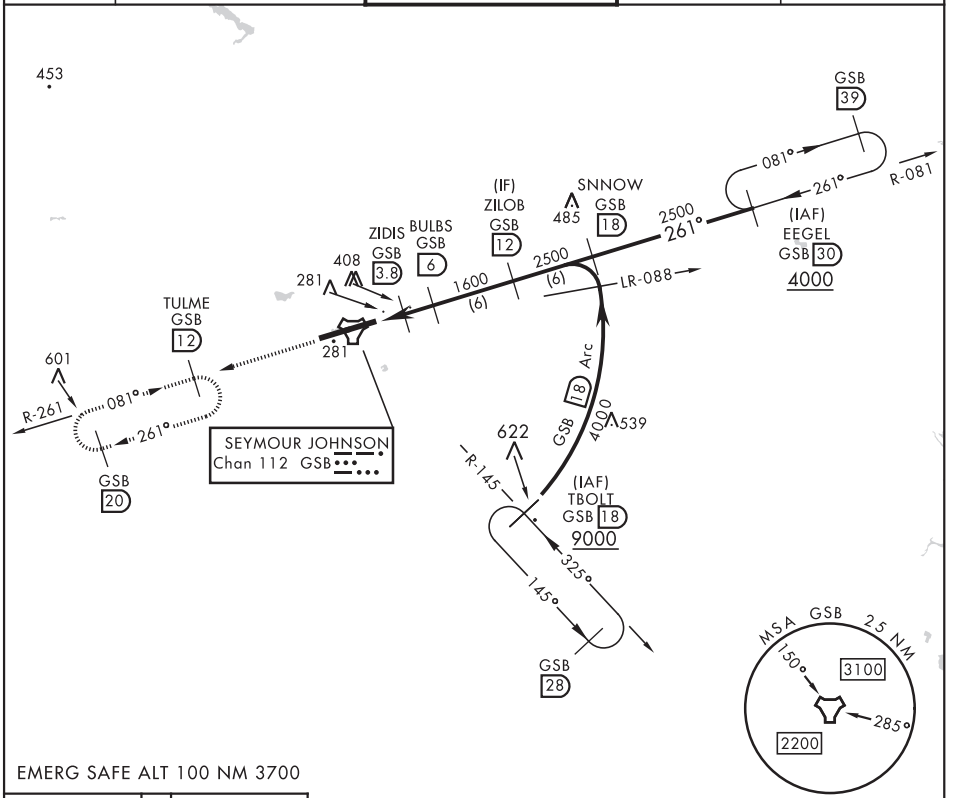
SEYMOUR JOHNSON AFB (KGSB)

* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1¼ miles.
** Circling N of Rwy 8-26 not authorized.

ALSF-1

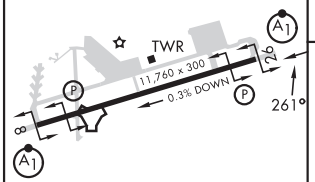
MISSED APPROACH: Climb to 2200 via GSB R-261 to TULME and hold.

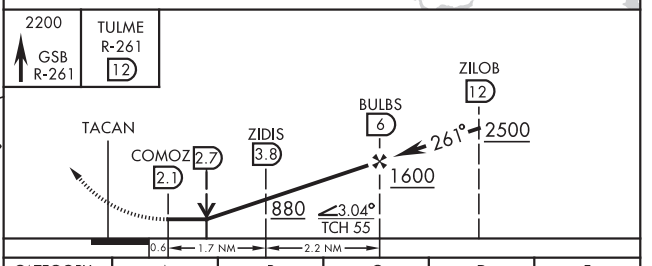
ATIS ★	APP CON	TOWER ★	GND CON	CLNC DEL
317.625	123.7 290.9 (258°- 110°) 119.7 273.6 (111°- 257°)	126.25 370.875	132.45 275.8	128.025 270.8



EMERG SAFE ALT 100 NM 3700

ELEV 109	TDZE 109





CATEGORY	A	B	C	D	E
S-26 *	540/24 431 (500-½)		540/40 431 (500-¾)		
C CIRCLING **	580-1 471 (500-1)	600-1 491 (500-1)	680-1½ 571 (600-1½)	740-2 631 (700-2)	740-2¼ 631 (700-2¼)

HIRL Rwy 8-26

GOLDSBORO, NORTH CAROLINA

Amdt 8 03NOV22

35° 20'N-77° 58'W

SEYMOUR JOHNSON AFB (KGSB)

TACAN Y RWY 26

SE-2, 07 AUG 2025 to 02 OCT 2025

GOLDSBORO, NORTH CAROLINA

TACAN-A

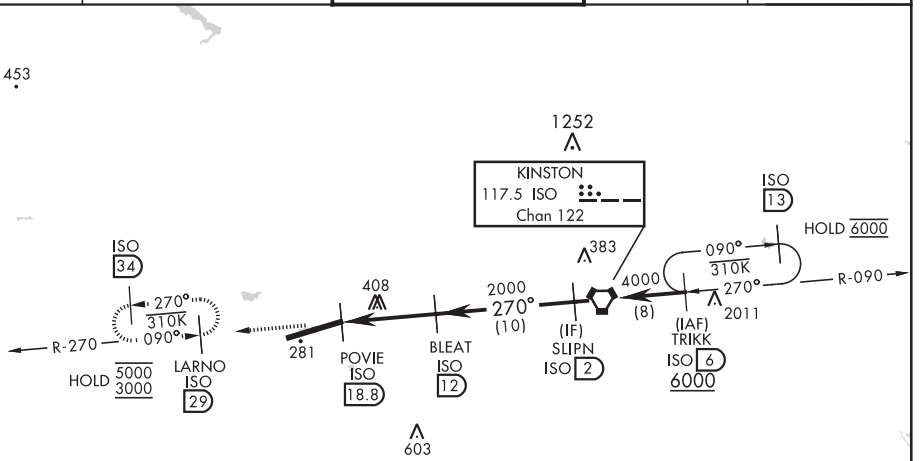
KINSTON ISO 117.5 Chan 122	APCH CRS 270°	Rwy Idg N/A TDZE N/A Arpt Elev 109

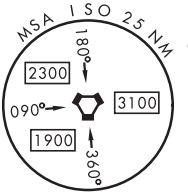
[USAF] SEYMOUR JOHNSON AFB (KGSB)

Circling not authorized from Rwy 8 clockwise to RWY 26.

MISSED APPROACH: Climb to 3000 via ISO VORTAC R-270 to LARNO and hold; continue climb-in-hold to 3000.

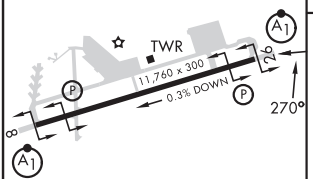
ATIS ★	APP CON	TOWER ★	GND CON	CLNC DEL
317.625	123.7 290.9 (258°- 110°) 119.7 273.6 (111°- 257°)	126.25 370.875	132.45 275.8	128.025 270.8



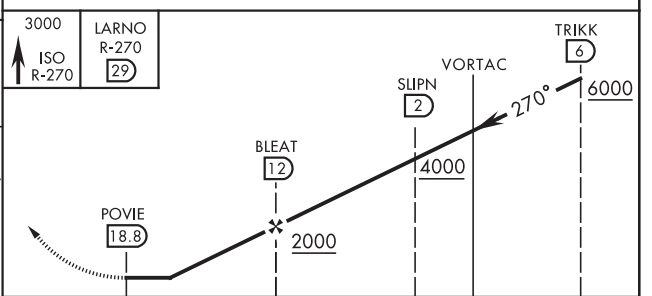


EMERG SAFE ALT 100 NM 4100

ELEV 109 | TDZE N/A



HIRL Rwy 8-26



FAF to MAP 6.8 NM					
Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

CATEGORY	A	B	C	D	E
C CIRCLING	740-1	631 (700-1)	740-1¾ 631 (700-1¾)	740-2 631 (700-2)	740-2¼ 631 (700-2¼)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

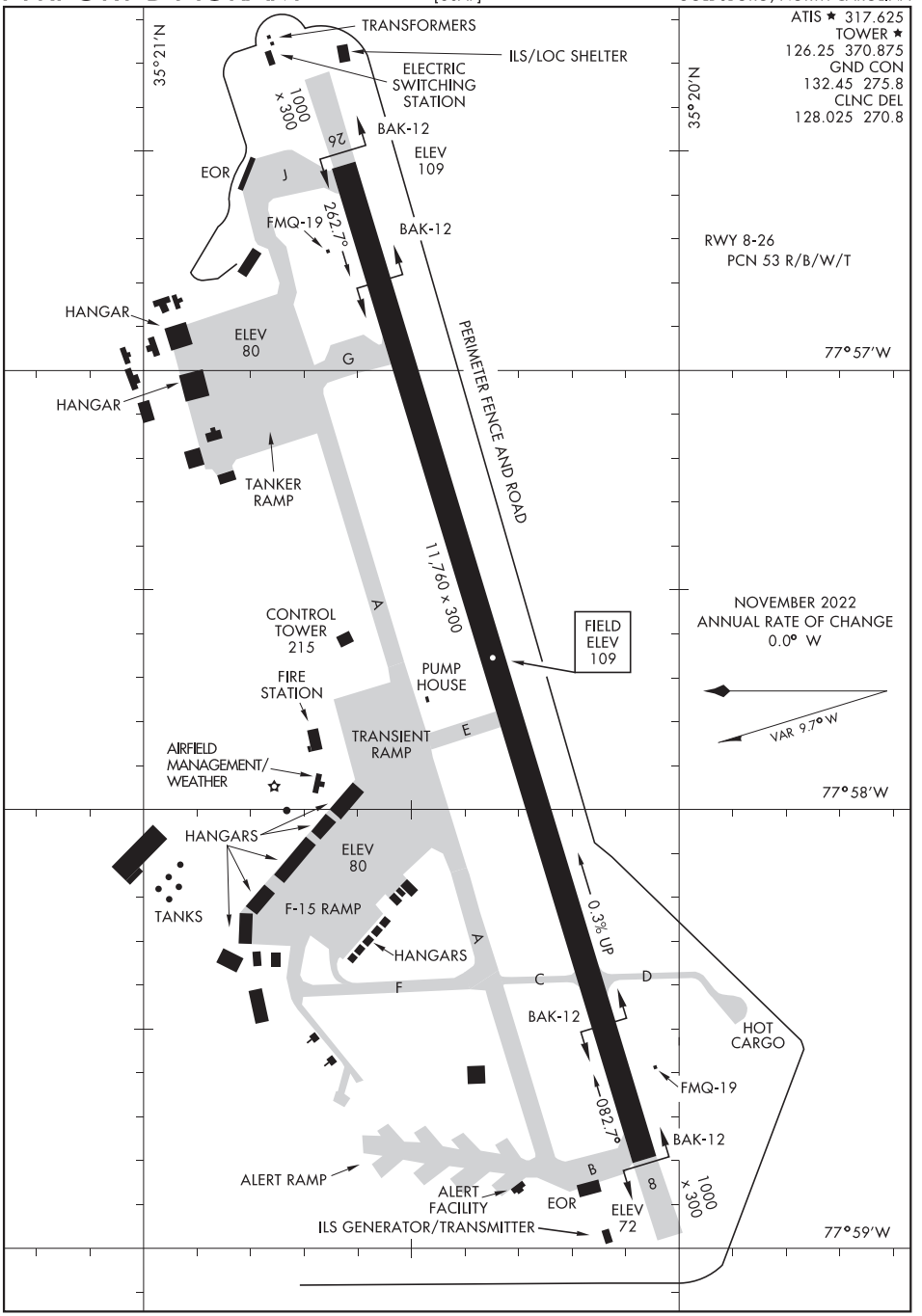
24025

AIRPORT DIAGRAM

[USAF]

SEYMOUR JOHNSON AFB (KGSB)

GOLDSBORO, NORTH CAROLINA



SE-2, 07 AUG 2025 to 02 OCT 2025

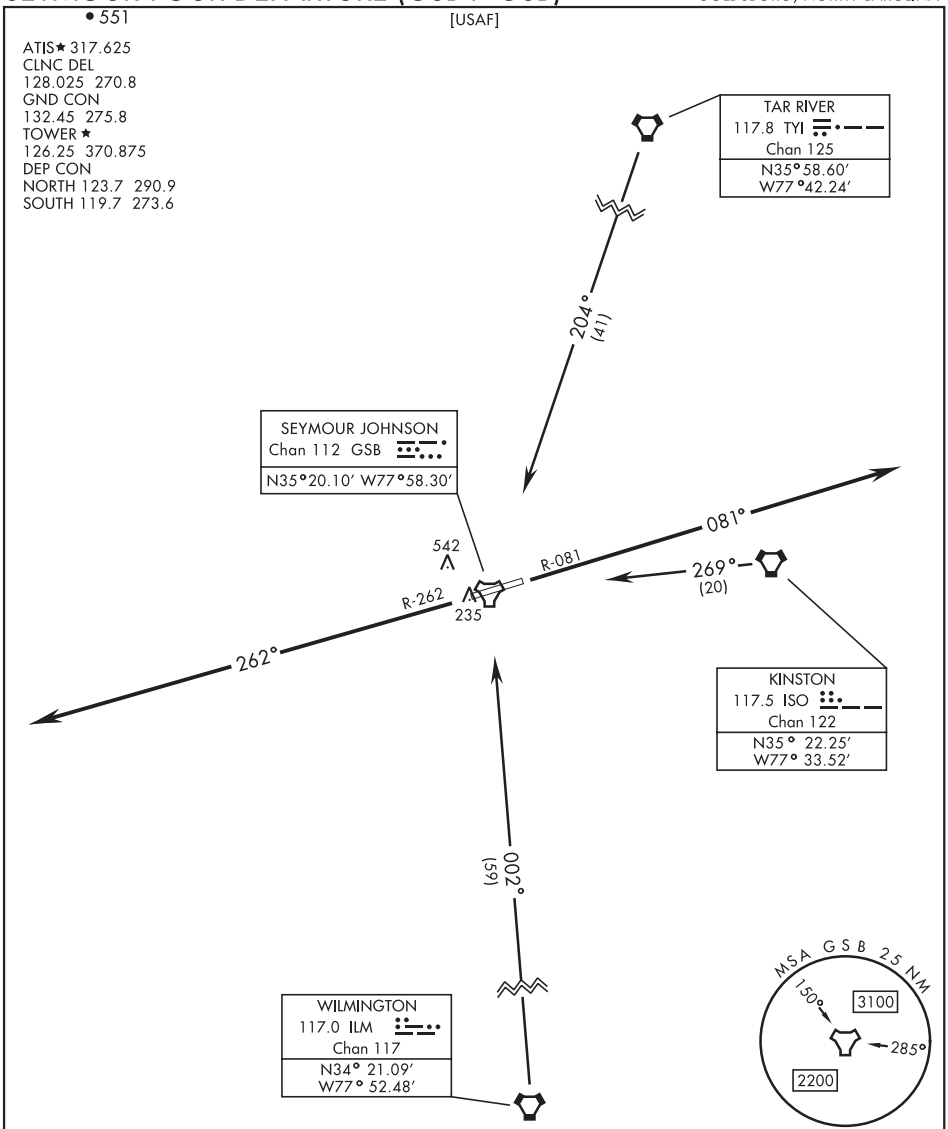
SE-2, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

GOLDSBORO, NORTH CAROLINA

SEYMOUR JOHNSON AFB (KGSB)

SEYMOUR-FOUR DEPARTURE (GSB4•GSB)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 8: Track outbound on GSB R-081 until passing 2500, then turn right/left on course climbing to assigned altitude.

TAKEOFF RWY 26: Track outbound on GSB R-262 until passing 2500, then turn right/left on course climbing to assigned altitude.

SE-2, 07 AUG 2025 to 02 OCT 2025

SUMTER, SOUTH CAROLINA

ILS or LOC Y RWY 4L

LOC I-SSC	APCH CRS		4L	4R
110.1	043°	Rwy ldg	10,014	8014
		TDZE	240	236
		Arpt Elev	241	241

[USAF] SHAW AFB (KSSC)

RADAR or DME required.

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅝ miles.

ALSF-1

MISSED APPROACH: Climbing to 2000, intercept SSC TACAN R-042 to GABLE and hold.

ATIS *	SHAW APP CON	SHAW TOWER *	GND CON	CLNC DEL
132.125 270.1	125.4 318.1	126.65 254.25	121.8 289.4	121.8 289.4

CAUTION: When Rwy 22L VGSI inop, circling only authorized at night with MAJCOM A3 approval. Terrain 239' MSL, 200' prior to threshold, 200' right of course.

Terrain 242' MSL, 200' prior to threshold. When VGSI inop, procedure NA at night.

USAF Only: When VGSI inop, straight in Rwy 4L authorized at night with MAJCOM A3 approval.

SSC 18 818 R-042 042° 222° GABLE SSC 11

1573 672 398 543 499 409 295 617

LOCALIZER 110.1 I-SSC

EEGAL RADAR SSC 4.9

CAVEG SSC 1.8

SHAW Chan 38 SSC

(IF/IAF) WUXEV SSC 11 1700 043° 854 R-215

SSC 18 223° 043° 223°

Remain West of SSC R-215

R-6002

RADAR required when R-6002 active

1340

MSA SSC 2.5 NM 180° 3100 090° 2400

EMERG SAFE ALT 100 NM 3800

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

SSC 18 WUXEV SSC 11 223° 2000 043° 043° VGSI and ILS glideslope not coincident (VGSI angle 2.80/TCH 37). GS 2.80° TCH 49 1400

EEGAL RADAR SSC 4.9 1409

2000 SSC R-042 GABLE SSC 11

SSC TACAN

CAVEG SSC 1.8

3.1 NM 0.6 NM

ELEV 241

TDZE 4L 240

TDZE 4R 236

519 435 502 450 407 268 392

TWR 340

10,014 x 150

8014 x 150

22R 22L 4L 4R

043°

HIRL all Rwy

CATEGORY	A	B	C	D	E
S-ILS 4L	490/50		250 (300-1)		
S-LOC 4L *	780/50 540 (600-1)		780/55 540 (600-1)		
SIDESTEP 4R *	780/50 544 (600-¾)		780-1⅜ 544 (600-1⅜)		
C CIRCLING	820-1 579 (600-1)	880-1 639 (700-1)	1000-2¼ 759 (800-2¼)	1000-2½ 759 (800-2½)	1000-2¾ 759 (800-2¾)

FAF to MAP 3.1 NM

Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

SUMTER, SOUTH CAROLINA

ILS or LOC Y RWY 22R

[USAF] SHAW AFB (KSSC)

LOC I-JWU	APCH CRS		22R	22L
108.7	223°	Rwy ldg	10,014	8014
		TDZE	240	235
		Arpt Elev	241	241

RADAR or DME required.

▼* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¼ miles.

ALSF-1

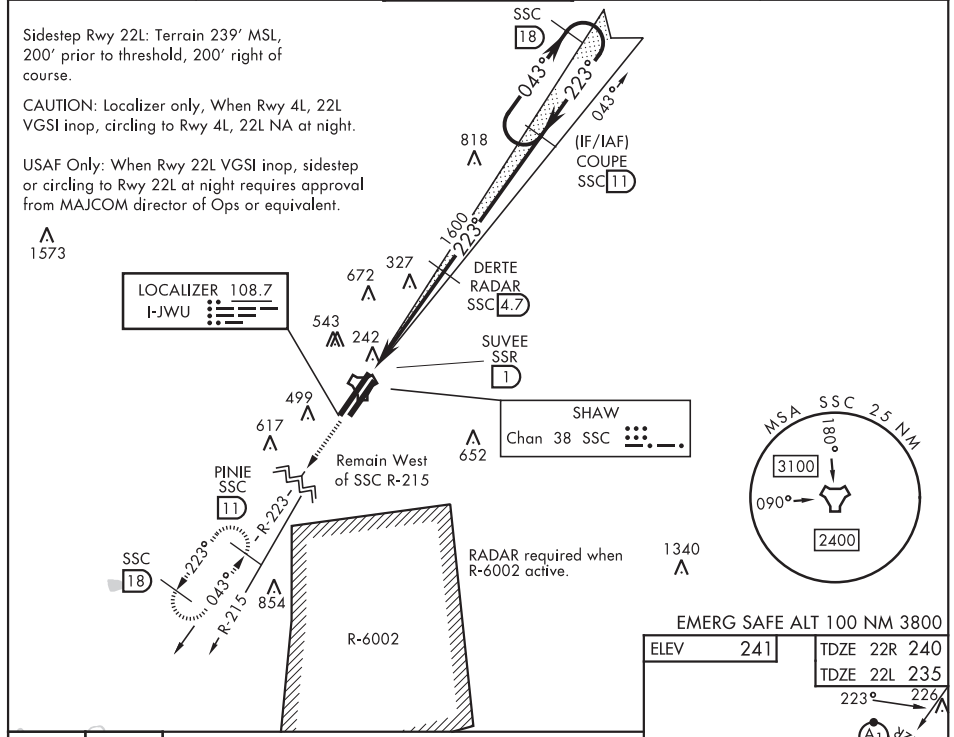
MISSED APPROACH: Climbing to 2000, intercept SSC TACAN R-223 to PINIE and hold.

ATIS ★	SHAW APP CON	SHAW TOWER ★	GND CON	CLNC DEL
132.125 270.1	125.4 318.1	126.65 254.25	121.8 289.4	121.8 289.4

Sidestep Rwy 22L: Terrain 239' MSL, 200' prior to threshold, 200' right of course.

CAUTION: Localizer only, When Rwy 4L, 22L VGSI inop, circling to Rwy 4L, 22L NA at night.

USAF Only: When Rwy 22L VGSI inop, sidestep or circling to Rwy 22L at night requires approval from MAJCOM director of Ops or equivalent.

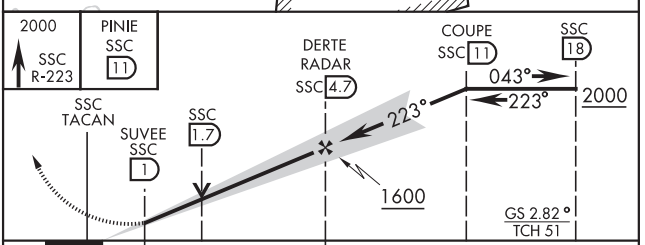


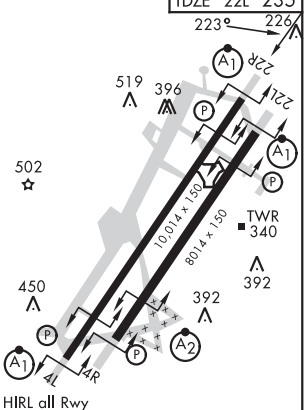
EMERG SAFE ALT 100 NM 3800

ELEV 241

TDZE 22R 240

TDZE 22L 235





CATEGORY	A	B	C	D	E
S-ILS 22R *	440/24 200 (200-½)				
S-LOC 22R**	660/24 420 (500-½)		660/40 420 (500-¾)		
SIDESTEP ** 22L	660-1 425 (500-1)		660-1¼ 425 (500-1¼)		
C CIRCLING	820-1 579 (600-1)	880-1 639 (700-1)	1000-2¼ 759 (800-2¼)	1000-2½ 759 (800-2½)	1000-2¾ 759 (800-2¾)

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

SUMTER, SOUTH CAROLINA
Amdt 1 10OCT19

33° 58'N-80° 28'W

SHAW AFB (KSSC)

ILS or LOC Y RWY 22R

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

SUMTER, SOUTH CAROLINA

TACAN Y RWY 4L

SHAW AFB (KSSC)

[USAF]

TACAN	APCH CRS		4L	4R
SSC Chan 38	043°	Rwy ldg	10,014	8014
		TDZE	240	236
		Arpt Elev	241	241

RADAR required when R-6002 active.

▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅝ miles.

ALSF-1

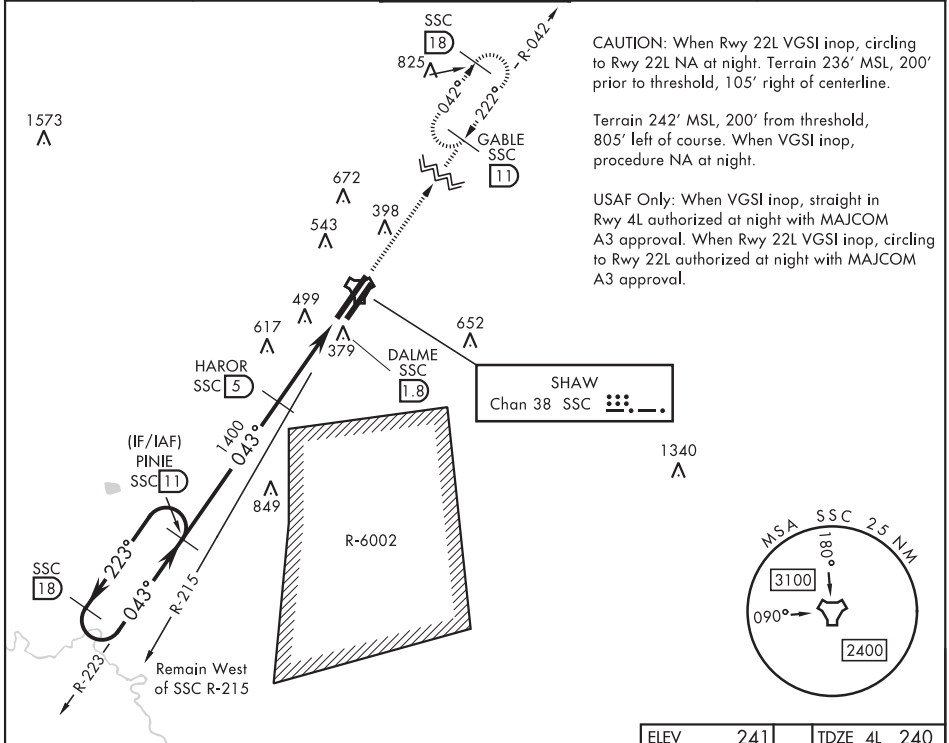
MISSED APPROACH: Climbing to 2000, intercept SSC TACAN R-042 to GABLE and hold.

ATIS ★	SHAW APP CON	SHAW TOWER ★	GND CON	CLNC DEL
132.125 270.1	125.4 318.1	126.65 254.25	121.8 289.4	121.8 289.4

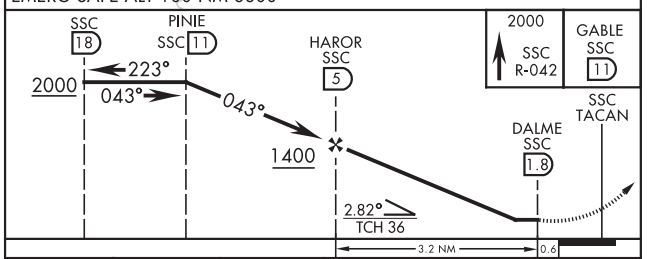
CAUTION: When Rwy 22L VGSI inop, circling to Rwy 22L NA at night. Terrain 236' MSL, 200' prior to threshold, 105' right of centerline.

Terrain 242' MSL, 200' from threshold, 805' left of course. When VGSI inop, procedure NA at night.

USAF Only: When VGSI inop, straight in Rwy 4L authorized at night with MAJCOM A3 approval. When Rwy 22L VGSI inop, circling to Rwy 22L authorized at night with MAJCOM A3 approval.



EMERG SAFE ALT 100 NM 3800

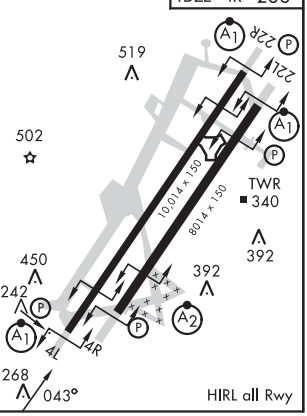


CATEGORY	A	B	C	D	E
S-4L *	800/50 560 (600-1)		800/60 560 (600-1⅛)		
SIDESTEP * 4R	800/50 564 (600-1)		800-1⅜ 564 (600-1⅜)		
C CIRCLING	820-1 579 (600-1)	880-1 639 (700-1)	1000-2¼ 759 (800-2¼)	1000-2½ 759 (800-2½)	1000-2¾ 759 (800-2¾)

ELEV 241

TDZE 4L 240

TDZE 4R 236



SUMTER, SOUTH CAROLINA
Amdt 1 07NOV19

33° 58'N-80° 28'W

SHAW AFB (KSSC)

TACAN Y RWY 4L

SE-2, 07 AUG 2025 to 02 OCT 2025

SUMTER, SOUTH CAROLINA

TACAN Y RWY 22R

TACAN	APCH CRS		22R	22L
SSC Chan 38	222°	Rwy Idg	10,014	8014
		TDZE	240	235
		Arpt Elev	241	241

[USAF]

SHAW AFB (KSSC)

RADAR required when R-6002 active.

▼ * When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climbing to 2000, intercept SSC TACAN R-223 to PINIE and hold.

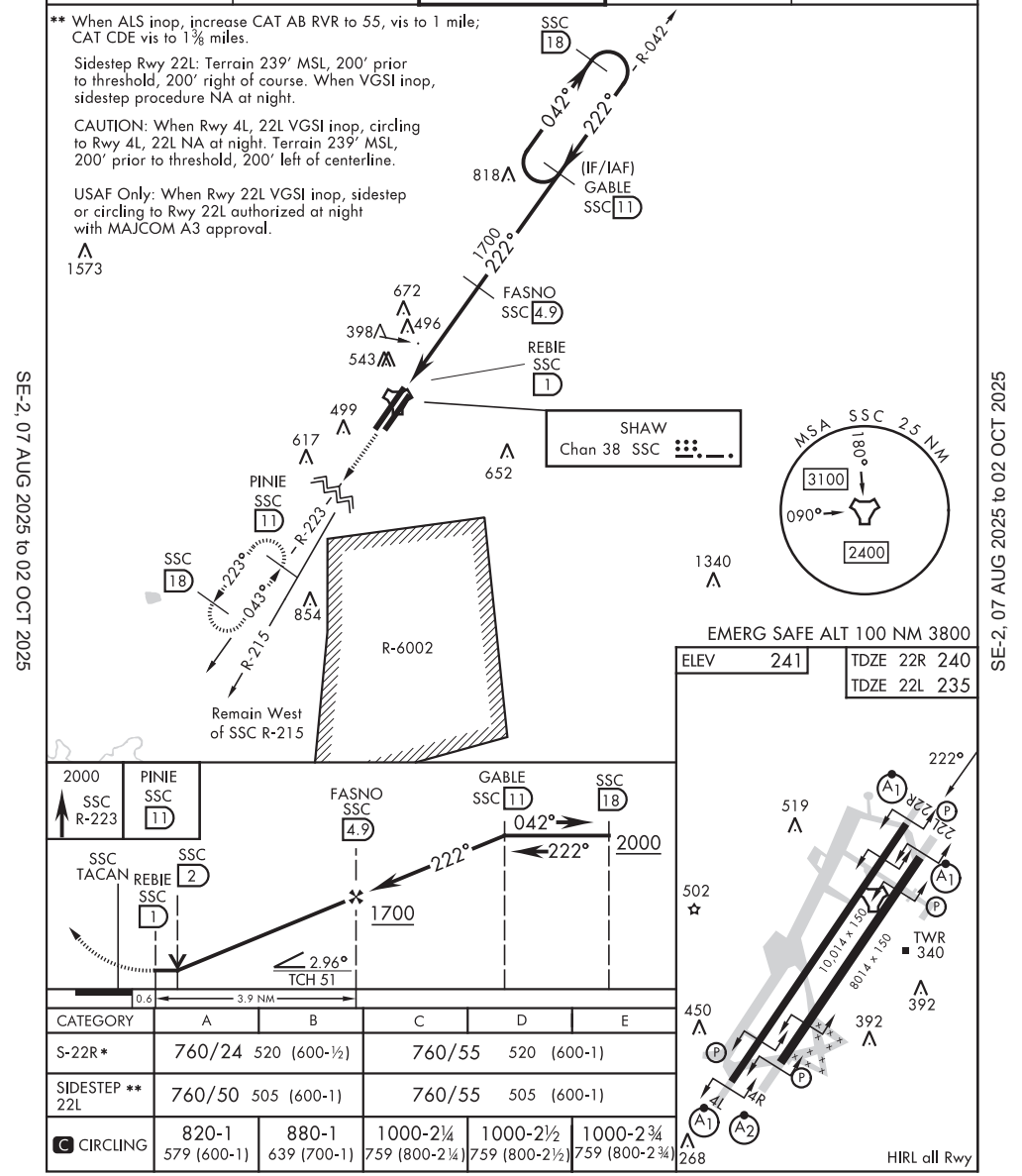
ATIS ★	SHAW APP CON	SHAW TOWER ★	GND CON	CLNC DEL
132.125 270.1	125.4 318.1	126.65 254.25	121.8 289.4	121.8 289.4

** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1⅜ miles.

Sidestep Rwy 22L: Terrain 239' MSL, 200' prior to threshold, 200' right of course. When VGSI inop, sidestep procedure NA at night.

CAUTION: When Rwy 4L, 22L VGSI inop, circling to Rwy 4L, 22L NA at night. Terrain 239' MSL, 200' prior to threshold, 200' left of centerline.

USAF Only: When Rwy 22L VGSI inop, sidestep or circling to Rwy 22L authorized at night with MAJCOM A3 approval.



CATEGORY	A	B	C	D	E
S-22R*	760/24 520 (600-½)		760/55 520 (600-1)		
SIDESTEP ** 22L	760/50 505 (600-1)		760/55 505 (600-1)		
C CIRCLING	820-1 579 (600-1)	880-1 639 (700-1)	1000-2¼ 759 (800-2¼)	1000-2½ 759 (800-2½)	1000-2¾ 759 (800-2¾)

SUMTER, SOUTH CAROLINA

Amdt 1 07NOV19

33° 58'N-80° 28'W

SHAW AFB (KSSC)

TACAN Y RWY 22R

SE-2, 07 AUG 2025 to 02 OCT 2025

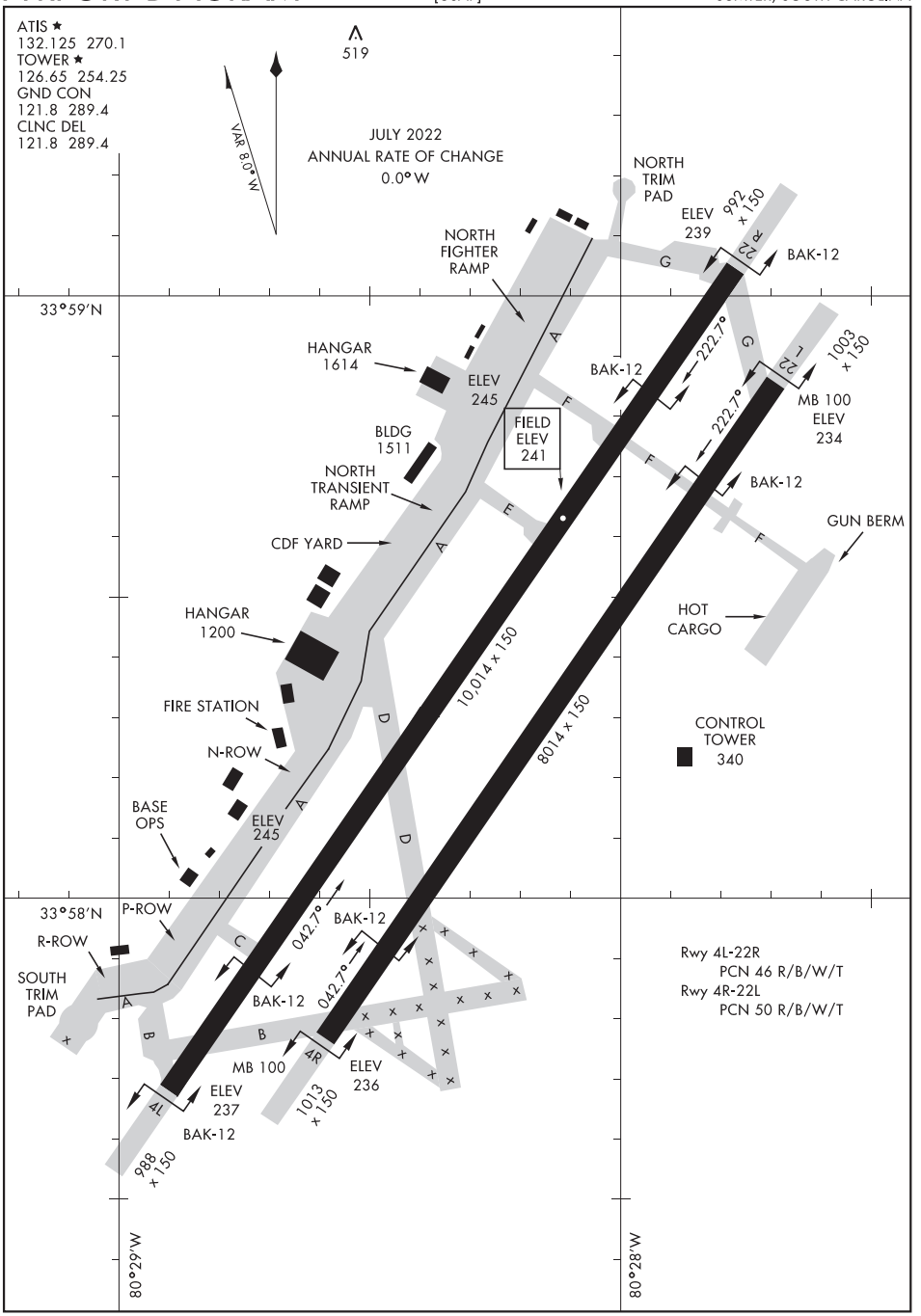
25163

AIRPORT DIAGRAM

SHAW AFB (KSSC)

[USAF]

SUMTER, SOUTH CAROLINA



AIRPORT DIAGRAM

SUMTER, SOUTH CAROLINA

SHAW AFB (KSSC)

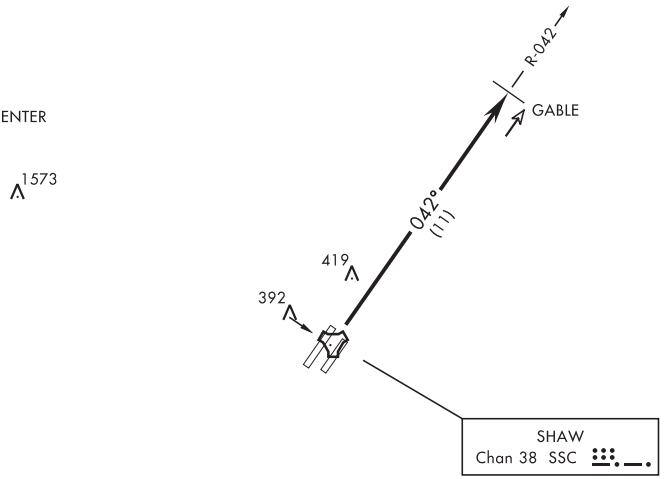
SE-2, 07 AUG 2025 to 02 OCT 2025

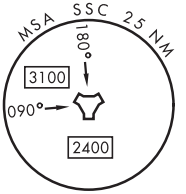
SE-2, 07 AUG 2025 to 02 OCT 2025

GABLE-FOUR DEPARTURE (GABLE4.GABLE)

ATIS ★ 132.125 270.1
CLNC DEL
121.8 289.4
GND CON
121.8 289.4
SHAW TOWER ★
126.65 254.25
SHAW DEP CON
125.4 318.1
JACKSONVILLE CENTER
124.7 298.9

[USAF]





RWY 4R, Terrain 0 ft inward of DER, 500 ft left of centerline, 236 ft MSL.

EMERG SAFE ALT 100 NM 3800

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 4R/L: Climbing to 2000, intercept SSC TACAN R-042 until SSC 11 DME, then as directed by ATC.

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

25163

SHAW AFB (KSSC)

PINIE FOUR DEPARTURE (PINIE4.PINIE)

SUMTER, SOUTH CAROLINA

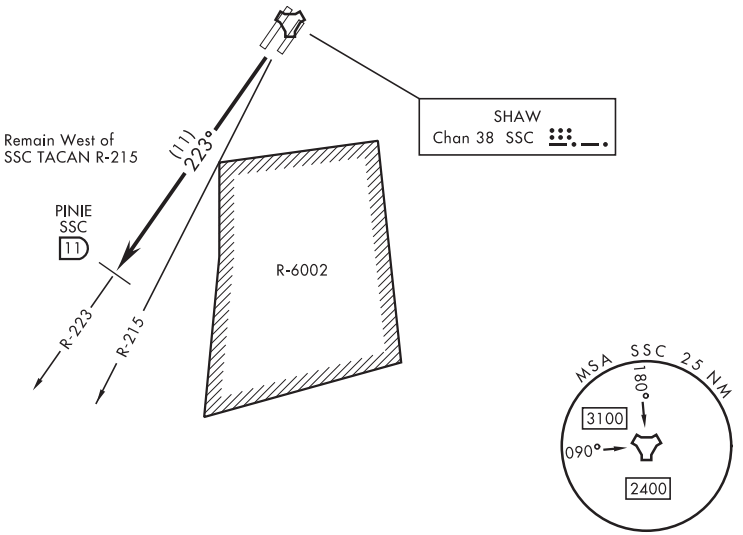
[USAF]

RADAR required when R-6002 active

ATIS ★ 132.125 270.1
CLNC DEL
121.8 289.4
GND CON
121.8 289.4
SHAW TOWER ★
126.65 254.25
SHAW DEP CON
125.4 318.1
JACKSONVILLE CENTER
124.7 298.9

RWY 22L, Radio-tower 5137′ from DER, 1701′ left of centerline, 140′ AGL/369′ MSL.
RWY 22L, F16 tail 46′ from DER, 224′ right of centerline, 16′ AGL/249′ MSL.
RWY 22L, Terrain 0′ inward of DER, 500′ right of centerline, 236′ MSL.
RWY 22L, GS-rwy 04L 563′ from DER, 500′ right of centerline, 40′ AGL/273′ MSL.

1573



EMERG SAFE ALT 100 NM 3800

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 22L/R: Climbing to 2000, intercept SSC TACAN R-223 until SSC 11 DME, then as directed by ATC.

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	5001
CH 63124	050°	TDZE	847
W05A		Apt Elev	847

RNAV (GPS) RWY 5

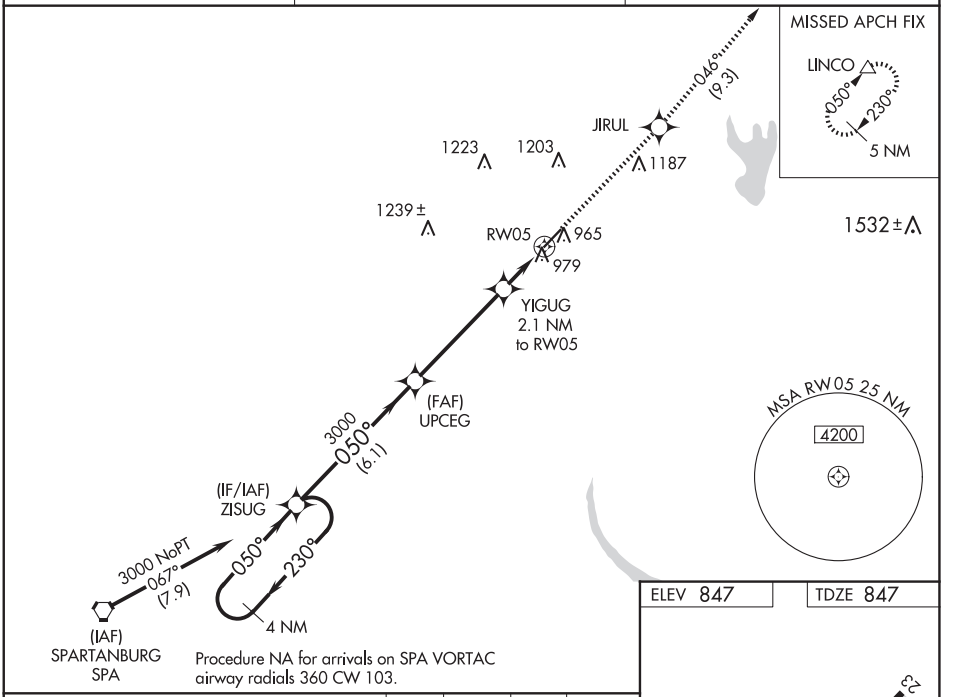
SHELBY-CLEVELAND COUNTY RGNL (EHO)

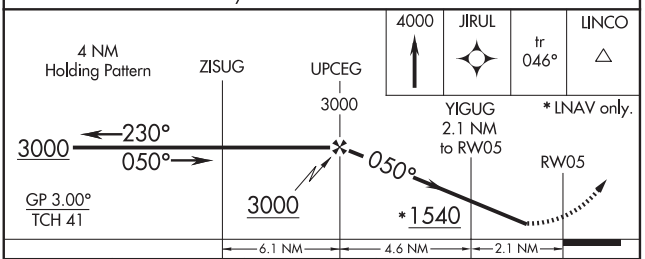
RNP APCH.

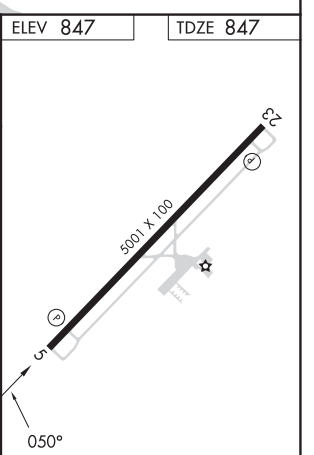
Baro-VNAV NA when using Charlotte altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 38°C. Rwy 5 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Charlotte altimeter setting and increase all DA 88 feet and all MDA 100 feet; increase LPV all Cats visibility ⅛ SM and LNAV/VNAV all Cats, LNAV Cat C/D visibility ¼ SM.

MISSED APPROACH: Climb to 4000 direct JIRUL and on track 046° to LINCO and hold.

AWOS-3	CHARLOTTE APP CON	UNICOM
118.425	120.05 257.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1097-1 250 (300-1)			
LNAV/VNAV DA	1173-1⅛ 326 (400-1⅛)			
LNAV MDA	1240-1 393 (400-1)		1240-1⅛ 393 (400-1⅛)	

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

SHELBY, NORTH CAROLINA | AL-5704 (FAA) | 23166

WAAS CH **99424** **W23A**	APP CRS **230°**	Rwy Idg **5001** TDZE **847** Apt Elev **847**

RNAV (GPS) RWY 23

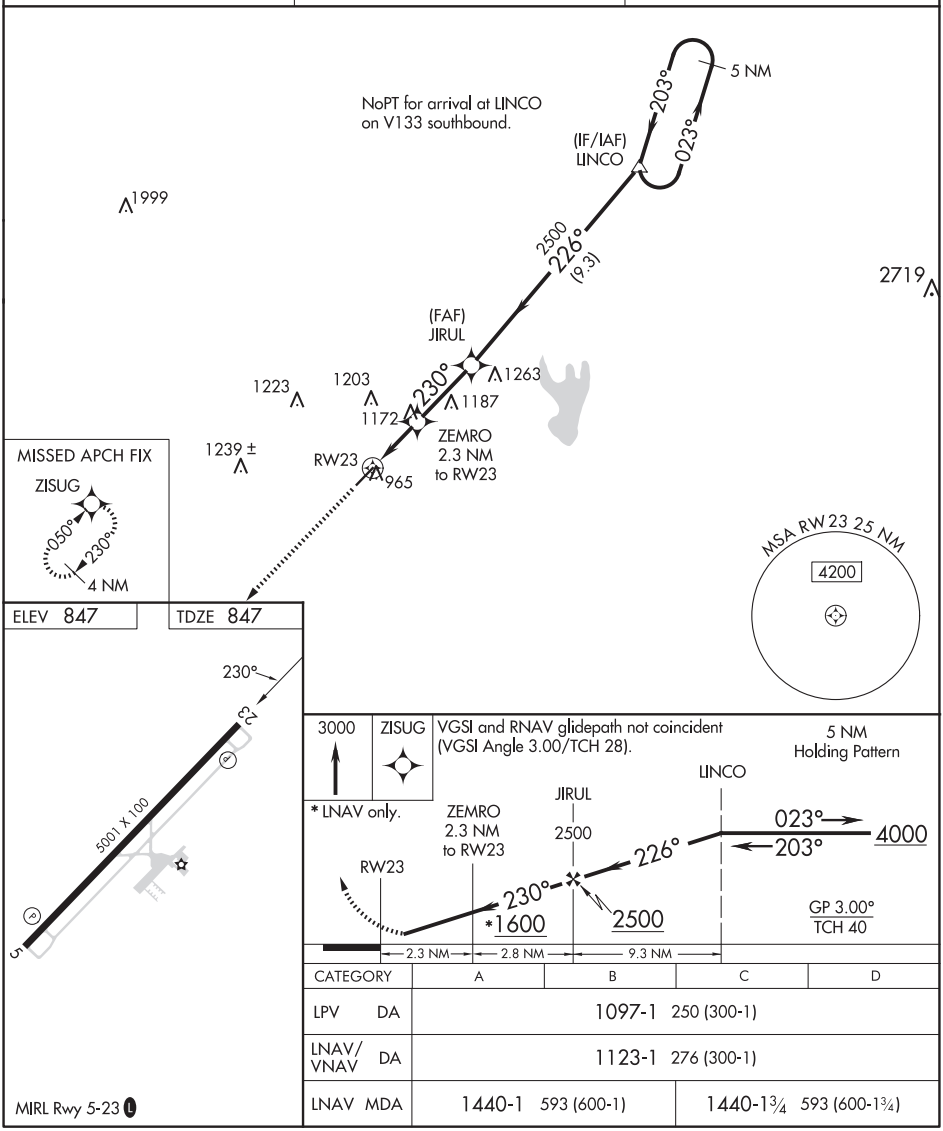
SHELBY-CLEVELAND COUNTY RGNL (EHO)

RNP APCH.

T A Baro-VNAV NA when using Charlotte altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 38°C. When local altimeter setting not received, use Charlotte altimeter setting and increase all DA 88 feet and all MDA 100 feet; increase LPV all Cats visibility ⅛ SM and LNAV/VNAV all Cats, LNAV Cat C/D visibility ¼ SM.

MISSED APPROACH: Climb to 3000 direct ZISUG and hold.

AWOS-3	CHARLOTTE APP CON	UNICOM
118.425	**120.05 257.2**	**122.8** (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1097-1 250 (300-1)			
LNAV/VNAV DA	1123-1 276 (300-1)			
LNAV MDA	1440-1 593 (600-1)		1440-1¾ 593 (600-1¾)	

MIRL Rwy 5-23 L

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

NDB RWY 23

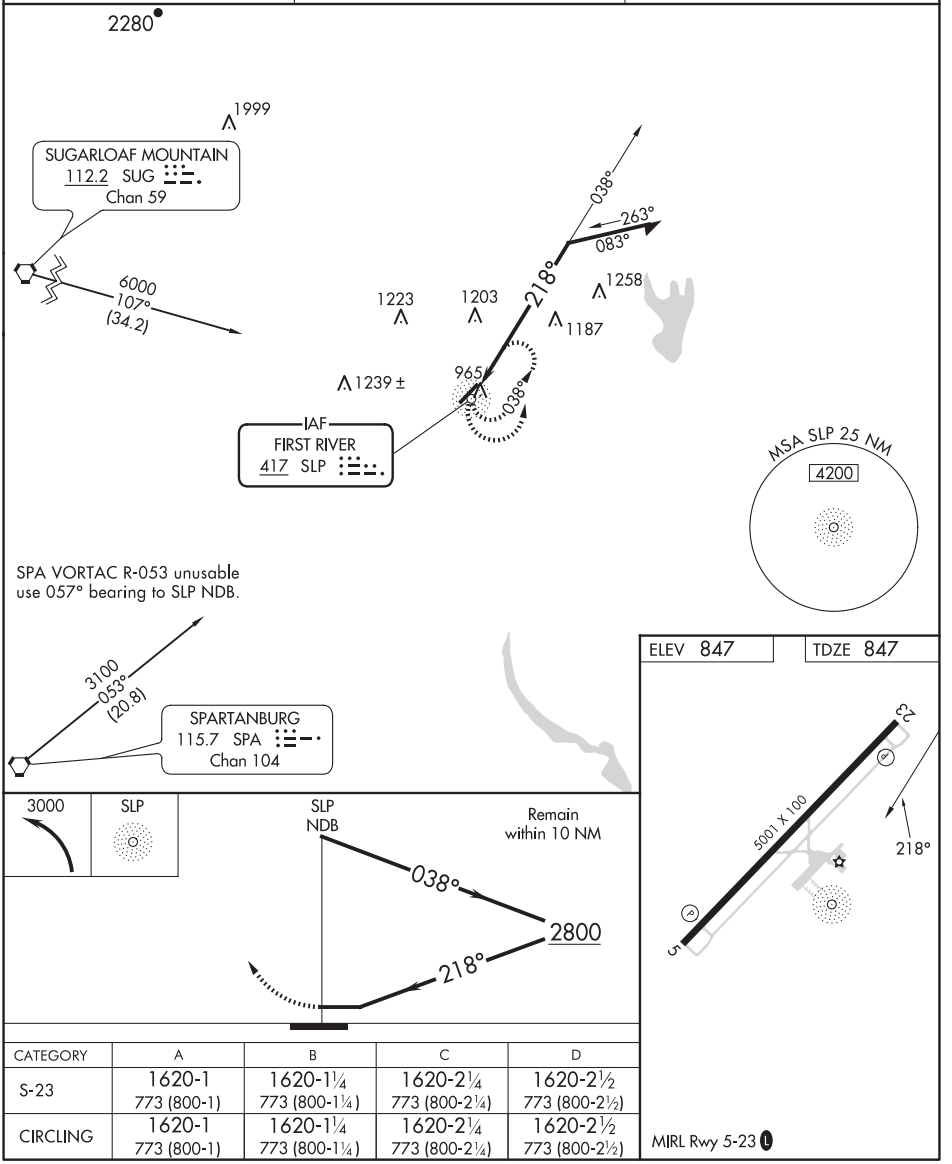
SHELBY-CLEVELAND COUNTY RGNL (EHO)

NDB SLP	APP CRS	Rwy Idg	5001
417	218°	TDZE	847
		Apt Elev	847

Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Charlotte altimeter setting and increase all MDA 100 feet and S-23 Cat C and D visibility ¼ mile and Circling Cat C and D visibility ¼ mile. RWY 23 Straight-in and Circling and Circling to Rwy 5 NA at night.

MISSED APPROACH: Climbing left turn to 3000 in SLP NDB holding pattern.

AWOS-3	CHARLOTTE APP CON	UNICOM
118.425	120.05 257.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-23	1620-1 773 (800-1)	1620-1¼ 773 (800-1¼)	1620-2¼ 773 (800-2¼)	1620-2½ 773 (800-2½)
CIRCLING	1620-1 773 (800-1)	1620-1¼ 773 (800-1¼)	1620-2¼ 773 (800-2¼)	1620-2½ 773 (800-2½)

MIRL Rwy 5-23 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 4

SILER CITY MUNI (SCR)

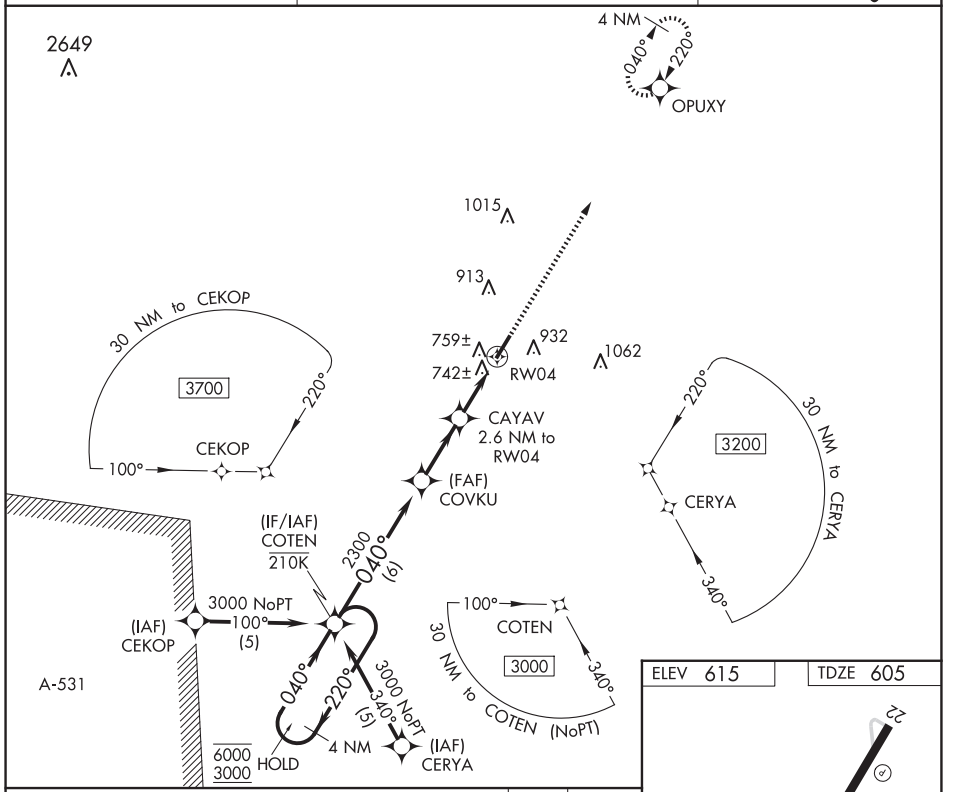
WAAS	APP CRS	Rwy Idg	5000
CH 42935	040°	TDZE	605
W04A		Apt Elev	615

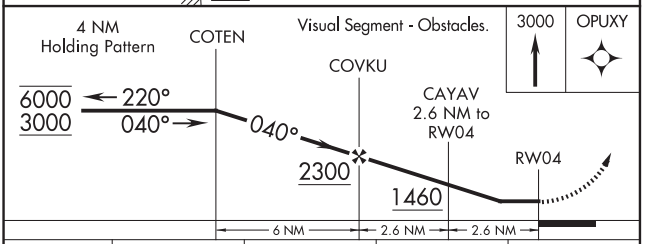
RNP APCH.

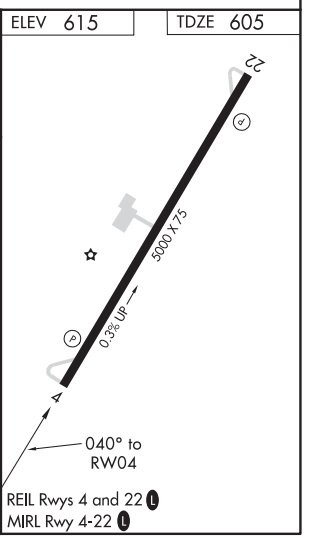
T A Procedure NA at night. Rwy 4, 22 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Asheboro Rgnl altimeter setting: increase all MDA 60 feet, increase LP and Circling Cat C visibilities ¼ SM, and increase LNAV Cat C visibility ⅛ SM.

MISSED APPROACH: Climb to 3000 direct OPUXY and hold.

AWOS-3	GREENSBORO APP CON	UNICOM
125.775	126.6 327.075	122.7 (CTAF) L







CATEGORY	A	B	C	D
LP MDA	1000-1	395 (400-1)	1000-1⅛ 395 (400-1⅛)	NA
LNAV MDA	1020-1	415 (500-1)	1020-1¼ 415 (500-1¼)	NA
C CIRCLING	1240-1	625 (700-1)	1240-1¾ 625 (700-1¾)	NA

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 22

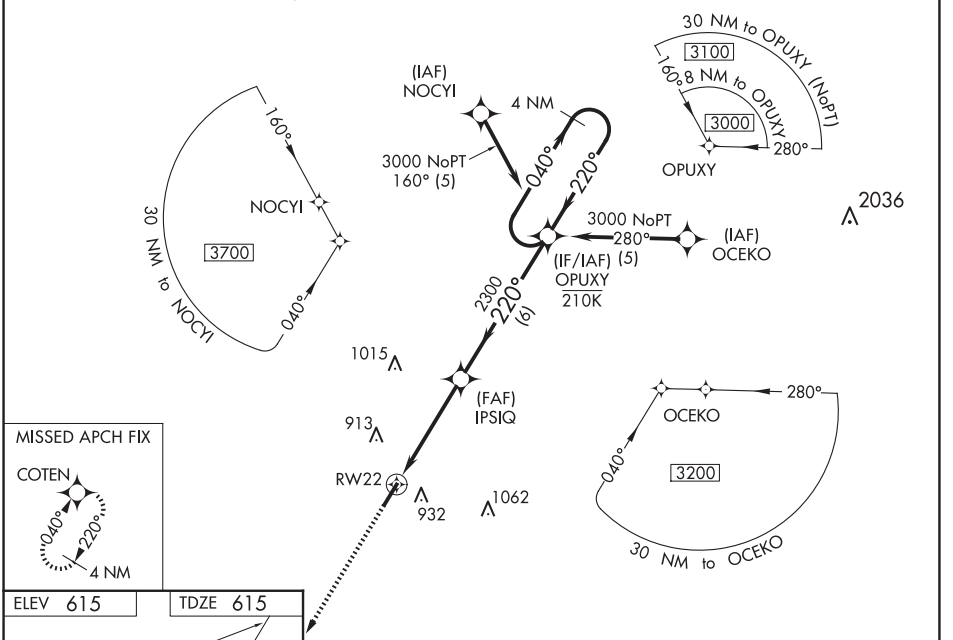
SILER CITY MUNI (SCR)

WAAS	APP CRS	Rwy Idg	5000
CH 40335	220°	TDZE	615
W22A		Apt Elev	615

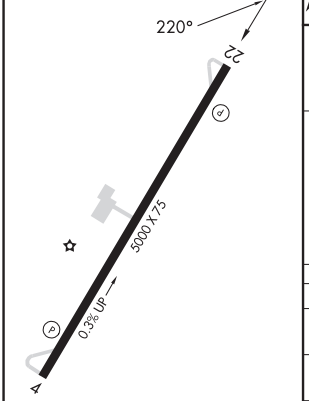
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Procedure NA at night. Baro-VNAV NA when using Asheboro altimeter setting. Rwy 4, 22 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Asheboro altimeter setting: increase all DA 53 feet and all MDA 60 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cat C visibilities ⅛ mile, increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct COTEN and hold.

AWOS-3	GREENSBORO APP CON	UNICOM
125.775	126.6 327.075	122.7 (CTAF) L



ELEV 615 TDZE 615

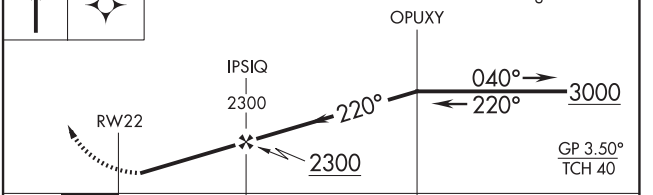


REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

3000 COTEN

VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 45).

4 NM Holding Pattern



CATEGORY	A	B	C	D
LPV DA	954-1 339 (400-1)			NA
LNAV/VNAV DA	1140-1⅝ 525 (600-1⅝)			NA
LNAV MDA	1160-1 545 (600-1)		1160-1⅝ 545 (600-1⅝)	NA
C CIRCLING	1240-1 625 (700-1)		1240-1¾ 625 (700-1¾)	NA

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

FORT LIBERTY, NORTH CAROLINA

RNAV (GPS) RWY 9

APCH CRS	Rwy Idg	4121
093°	TDZE	242
	Arpt Elev	243

[USA]

SIMMONS AAF (KFBG)

RNP APCH - GPS

RADAR required

When local altimeter setting not received, use Pope AAF altimeter setting.

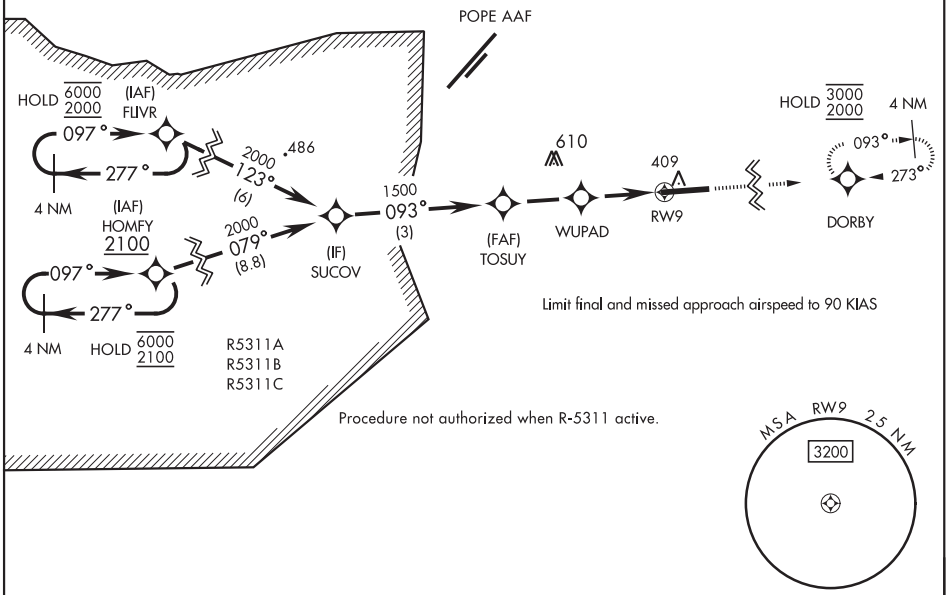
MISSED APPROACH: Climb to 2000 direct DORBY and hold.

ATIS	FAYETTEVILLE APP CON	TOWER ★	GND CON
139.25	133.0 290.25	125.9 240.625	121.9 229.4

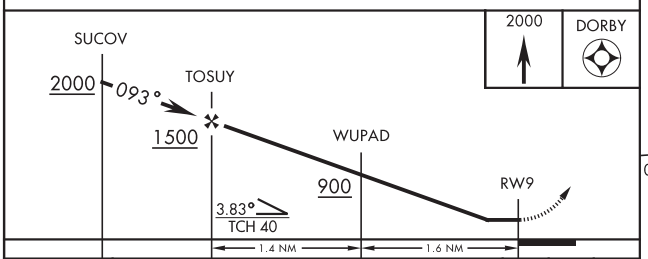
Procedure not authorized at night.
Rwy 9 helicopter visibility reduction below 1 mile not authorized.

Knots	60	120	180	240	300	360
V/V(fpm)	400	800	1200	1600	2000	2400

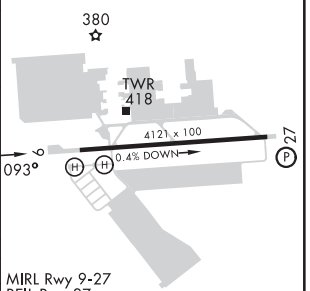
Min climb of 400 ft/NM to 2000 - Controlling Obstacle Unk



FOR HELICOPTER USE ONLY



CATEGORY	A		B	C	D
LNAV MDA	680-1	439 (500-1)		NA	



FORT LIBERTY, NORTH CAROLINA
Amdt 1 05OCT23

35°08'N-78°56'W

SIMMONS AAF (KFBG)

RNAV (GPS) RWY 9

SE-2, 07 AUG 2025 to 02 OCT 2025

FORT LIBERTY, NORTH CAROLINA

RNAV (GPS) RWY 27

APCH CRS	Rwy ldg	4121
273°	TDZE	242
	Arpt Elev	243

[USA]

SIMMONS AAF (KFBG)

RNP APCH - GPS

When local altimeter setting not received, use Pope AAF altimeter setting.

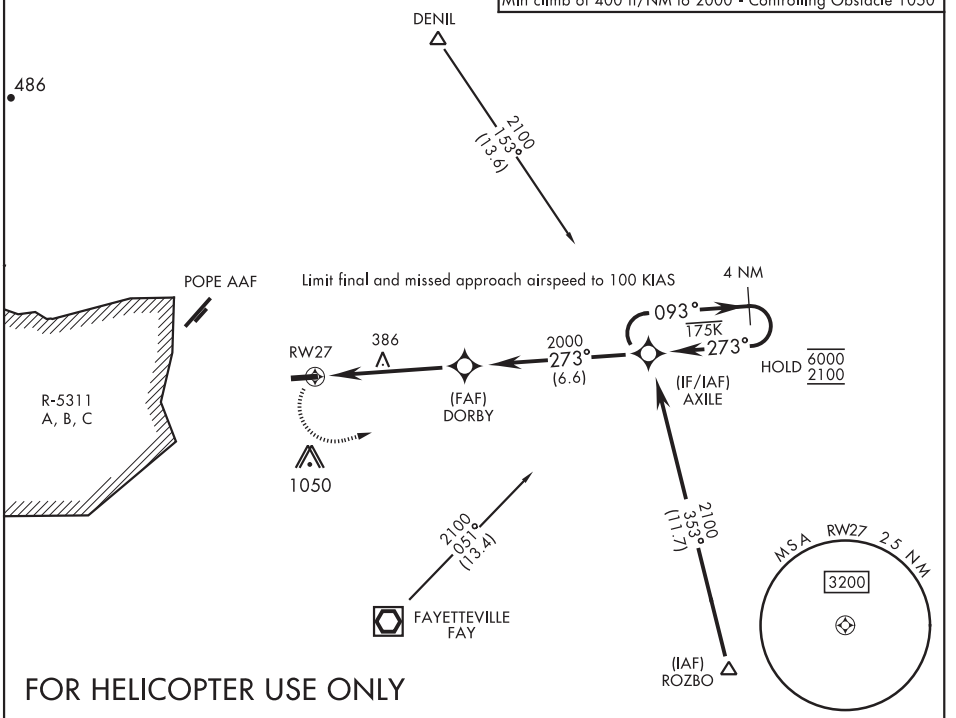
MISSED APPROACH: Climbing left turn to 2100 direct AXILE and hold.

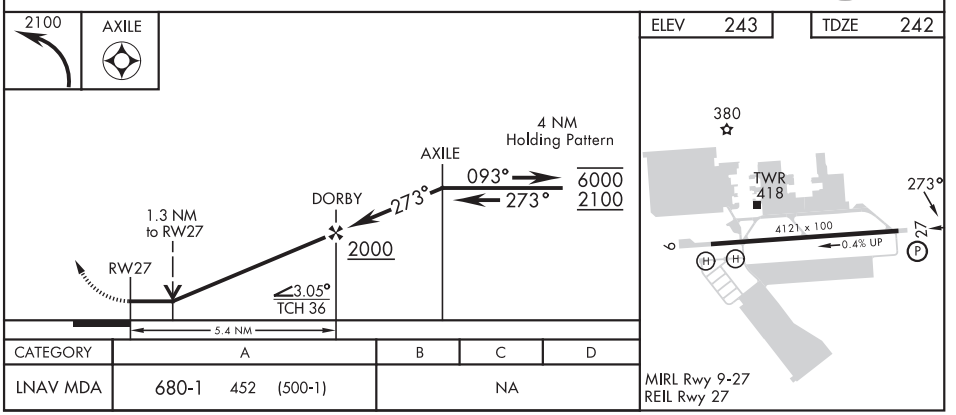
ATIS	FAYETTEVILLE APP CON	TOWER ★	GND CON
139.25	133.0 290.25	125.9 240.625	121.9 229.4

Rwy 27 helicopter visibility reduction below 3/4 mile not authorized.

Knots	60	120	180	240	300	360
V/V(fpm)	400	800	1200	1600	2000	2400

Min climb of 400 ft/NM to 2000 - Controlling Obstacle 1050'





CATEGORY	A	B	C	D
LNAV MDA	680-1 452 (500-1)	NA		

MIRL Rwy 9-27
REIL Rwy 27

FORT LIBERTY, NORTH CAROLINA — 35°08'N-78°56'W — SIMMONS AAF (KFBG)

Amdt 2 15JUN23

RNAV (GPS) RWY 27

SE-2, 07 AUG 2025 to 02 OCT 2025

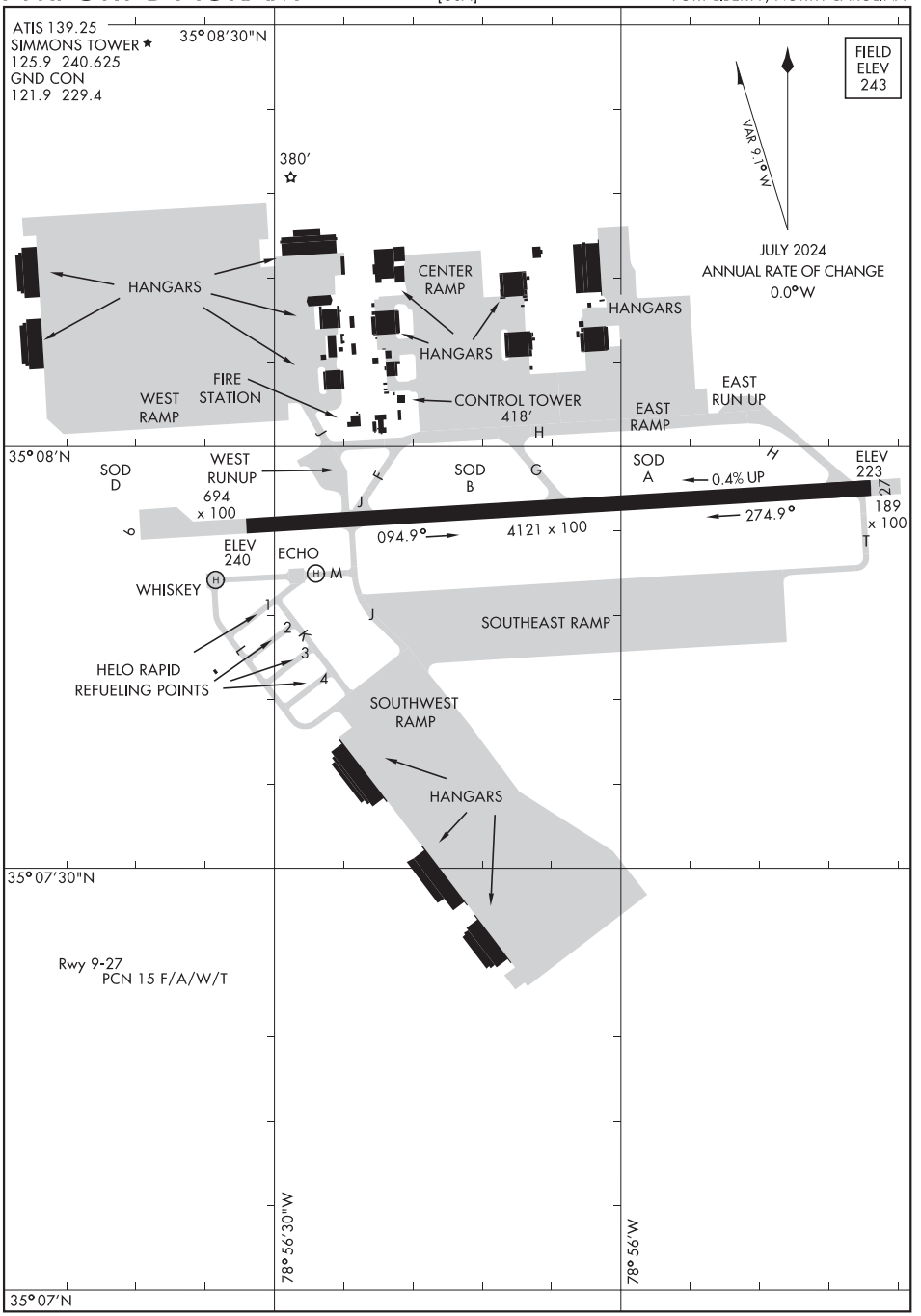
24193

AIRPORT DIAGRAM

SIMMONS AAF (KFBG)

[USA]

FORT LIBERTY, NORTH CAROLINA



SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

FORT LIBERTY, NORTH CAROLINA

SIMMONS AAF (KFBG)

ILS Y or LOC Y RWY 3

JOHNSTON RGNL (JNX)

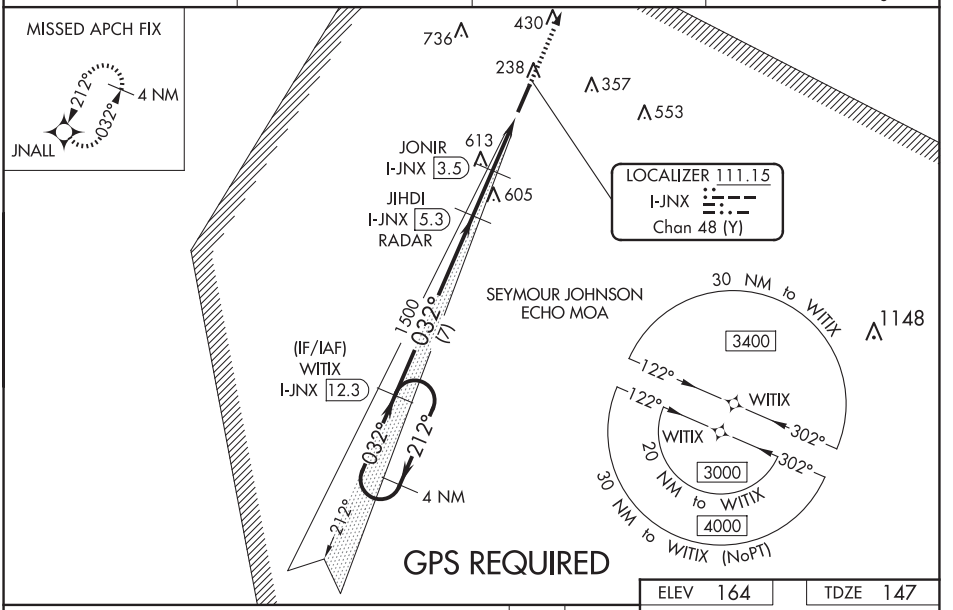
LOC/DME I-JNX	APP CRS	Rwy Idg	5500
111.15	032°	TDZE	147
Chan 48 (Y)		Apt Elev	164

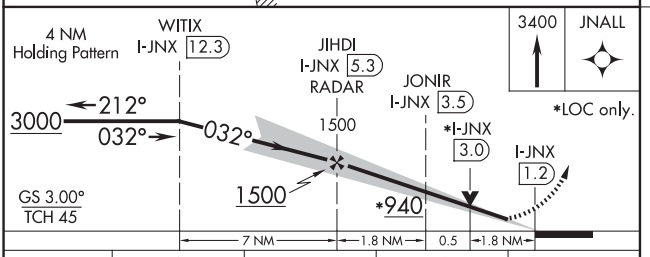
T NA — GPS required. VDP NA with Erwin altimeter setting. When local altimeter setting not received, use Erwin altimeter setting: increase DA to 447 feet, increase all MDA 60 feet and S-LOC 3 Cat C/D and Circling Cat A visibility ¼ mile, and JONIR fix minimums S-LOC 3 Cat C/D visibility ⅛ mile and Circling Cat C ¼ mile. For inop MALSR, increase S-LOC 3 Cat C/D visibility to 2½ mile and JONIR fix minimums S-LOC 3 Cat C/D to 1¾ mile. For inop MALSR when using Erwin altimeter setting, increase S-ILS all Cats visibility to 1 mile.

MALSR (A5)

MISSED APPROACH: Climb to 3400 direct JNALL and hold, continue climb-in-hold to 3400.

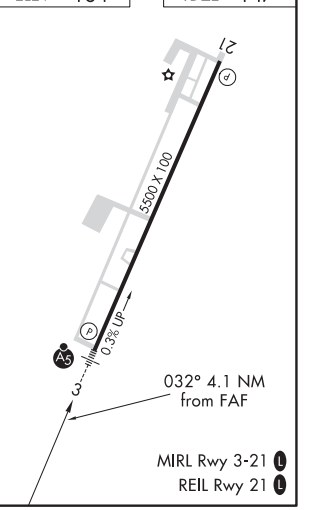
AWOS-3	RALEIGH APP CON	GCO	UNICOM
120.225	125.3 353.675	135.075	122.725 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 3	397-½ 250 (300-½)			
S-LOC 3	940-½ 793 (800-½)	940-¾ 793 (800-¾)	940-1¾ 793 (800-1¾)	
C CIRCLING	940-1 776 (800-1)	940-1¼ 776 (800-1¼)	940-2½ 776 (800-2½)	1100-3 936 (1000-3)
JONIR FIX MINIMUMS				
S-LOC 3	780-½ 633 (700-½)		780-1⅜ 633 (700-1⅜)	
C CIRCLING	780-1 616 (700-1)		920-2¼ 756 (800-2¼)	1100-3 936 (1000-3)

ELEV 164 TDZE 147



SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

SMITHFIELD, NORTH CAROLINA AL-6502 (FAA) 20254

ILS Z or LOC Z RWY 3

JOHNSTON RGNL (JNX)

LOC/DME I-JNX	APP CRS	Rwy Idg	5500
111.15	032°	TDZE	147
Chan 48 (Y)		Apt Elev	164

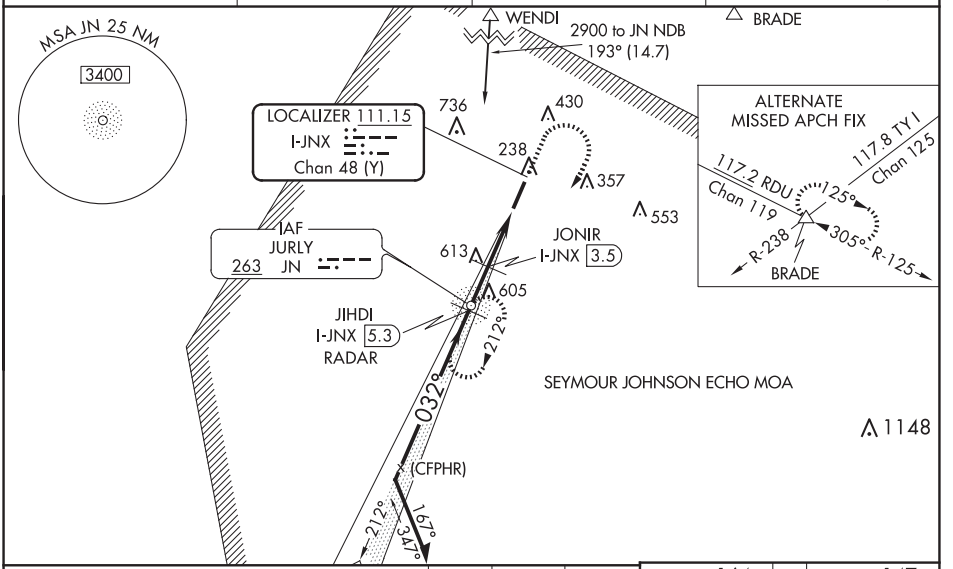
ADF required. ADF or RADAR required for procedure entry.
DME or RADAR required for LOC only.

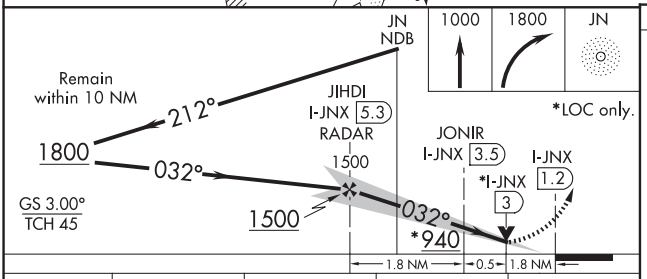
T NA VDP NA with Erwin altimeter setting. When local altimeter setting not received, use Erwin altimeter setting: increase DA to 447 feet and all MDAs 60 feet; increase S-LOC 3 Cats C/D and Circling Cat A visibility ¼ SM; JONIR DME fix minimums increase S-LOC 3 Cats C/D visibility ⅛ SM and Circling Cat C visibility ¼ SM. For inop ALS, increase S-LOC 3 Cats C/D visibility to 2½ SM; increase JONIR DME fix minimums Cats C/D visibility to 1¾ SM. For inop ALS when using Erwin altimeter setting, increase S-ILS all Cats visibility to 1 SM.

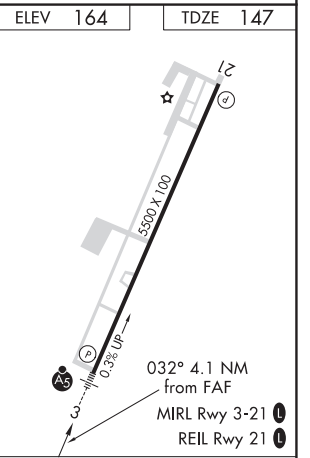
MALSR A5

MISSED APPROACH: Climb to 1000 then climbing right turn to 1800 direct JN NDB and hold.

AWOS-3	RALEIGH APP CON	GCO	UNICOM
120.225	125.3 353.675	135.075	122.725 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 3	397-½ 250 (300-½)			
S-LOC 3	940-½ 793 (800-½)	940-¾ 793 (800-¾)	940-1¾ 793 (800-1¾)	
C CIRCLING	940-1 776 (800-1)	940-1¼ 776 (800-1¼)	940-2½ 776 (800-2½)	1100-3 936 (1000-3)
JONIR DME FIX MINIMUMS				
S-LOC 3	780-½ 633 (700-½)		780-1⅜ 633 (700-1⅜)	
C CIRCLING	780-1 616 (700-1)		920-2¼ 756 (800-2¼)	1100-3 936 (1000-3)

FAF to MAP 4.1 NM

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

SMITHFIELD, NORTH CAROLINA
Amdt 2A 24MAY18

35°32'N-78°23'W

JOHNSTON RGNL (JNX)

ILS Z or LOC Z RWY 3

SE-2, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	5500
CH 48819	032°	TDZE	147
W03A		Apt Elev	164

RNAV (GPS) RWY 3

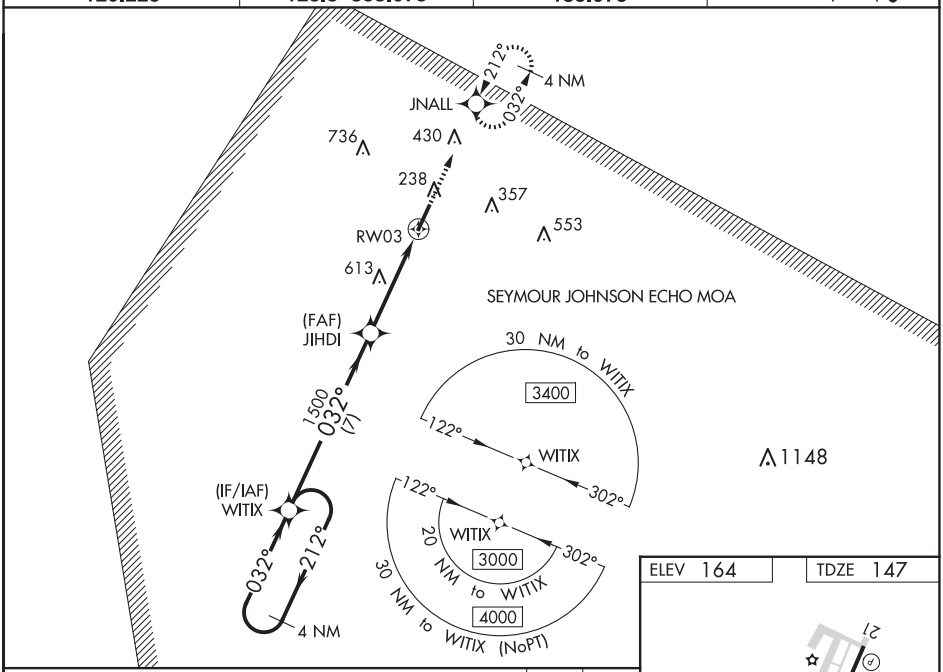
JOHNSTON RGNL (JNX)

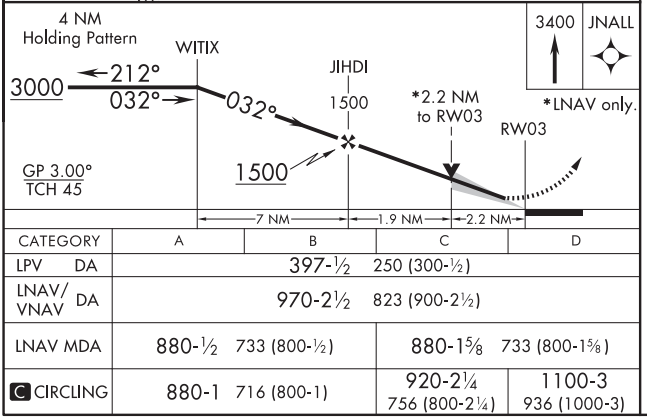
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Erwin altimeter setting and increase LPV DA to 447 feet, LNAV/VNAV DA to 1020 feet, and all LNAV/VNAV visibilities ½ mile. Increase all MDA 60 feet; increase visibility Cat B, C, and D ¼ mile. Baro-VNAV and VDP NA with Erwin altimeter setting. Inop table does not apply to LNAV/VNAV when using Erwin altimeter setting. For inop MALSR when using Erwin altimeter setting, increase LPV all Cats visibility to 1 mile and LNAV Cats C/D visibility to 2½ miles.

MALSR

MISSED APPROACH: Climb to 3400 direct JNALL and hold, continue climb-in-hold to 3400.

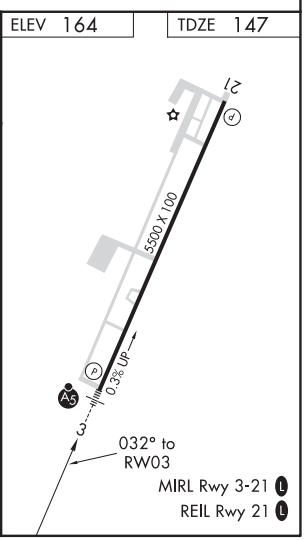
AWOS-3	RALEIGH APP CON	GCO	UNICOM
120.225	125.3 353.675	135.075	122.725 (CTAF) L





3400	JNALL

CATEGORY	A	B	C	D
LPV DA	397-½	250 (300-½)		
LNAV/VNAV DA	970-2½	823 (900-2½)		
LNAV MDA	880-½	733 (800-½)	880-1⅝	733 (800-1⅝)
C CIRCLING	880-1	716 (800-1)	920-2¼	756 (800-2¼)
			1100-3	936 (1000-3)



SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

SMITHFIELD, NORTH CAROLINA AL-6502 (FAA) 20254

RNAV (GPS) RWY 21

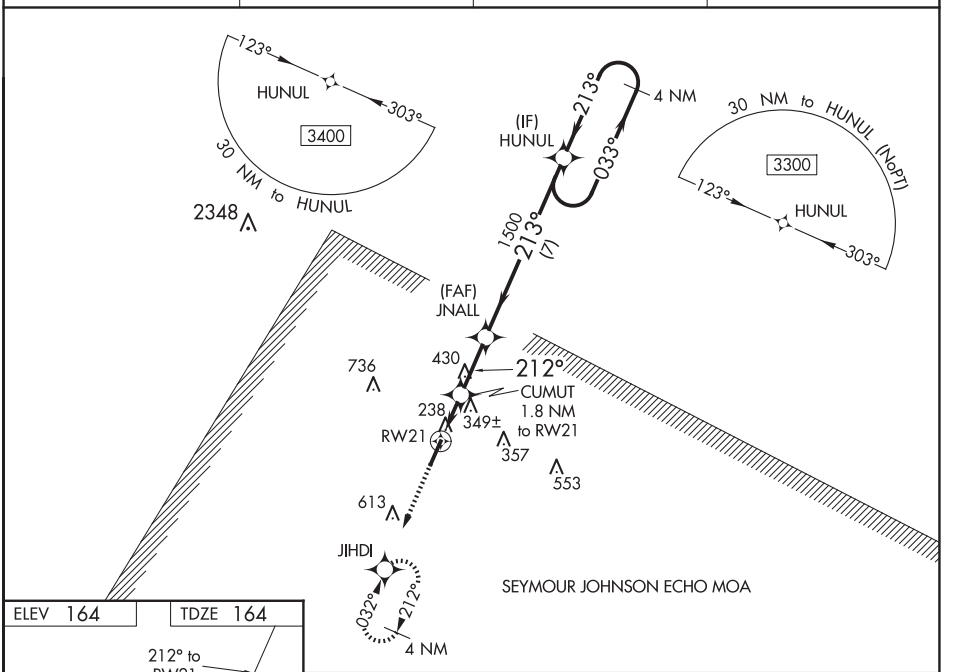
JOHNSTON RGNL (JNX)

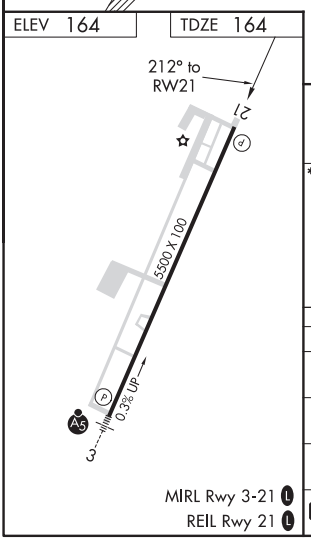
WAAS	APP CRS	Rwy Idg	5500
CH 65937	212°	TDZE	164
W21A		Apt Elev	164

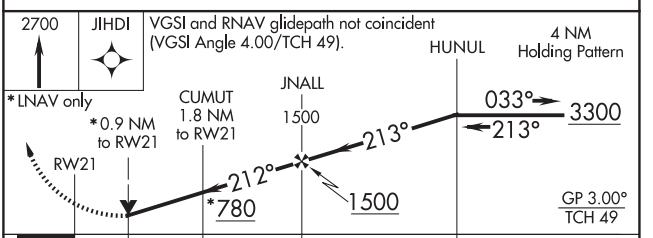
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Erwin altimeter setting and increase all DA 50 feet and all MDA 60 feet; increase LPV all Cats and Circling Cat C visibility ¼ mile; increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ⅛ mile. Baro-VNAV and VDP NA with Erwin altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2700 direct JIHDI and hold, continue climb-in-hold to 2700.

AWOS-3	RALEIGH APP CON	GCO	UNICOM
120.225	125.3 353.675	135.075	122.725 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	518-1⅛ 354 (400-1⅛)			
LNAV/VNAV DA	666-1¾ 502 (600-1¾)			
LNAV MDA	600-1 436 (500-1)		600-1¼ 436 (500-1¼)	
C CIRCLING	660-1 496 (500-1)		920-2¼ 756 (800-2¼)	1100-3 936 (1000-3)

SMITHFIELD, NORTH CAROLINA
Amdt 1 30APR15

35°32'N-78°23'W

JOHNSTON RGNL (JNX)

RNAV (GPS) RWY 21

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 5

SPARTANBURG DOWNTOWN MEML/SIMPSON FLD (SPA)

LOC/DME I-SPA	APP CRS	Rwy Idg 5852
109.1	047°	TDZE 802
Chan 28		Apt Elev 802

DME required.

For inop ALS, increase S-LOC 5 Cats C/D visibility to 1 SM.

MALSR

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 direct SPA VORTAC and hold, continue climb-in-hold to 3000.

AWOS-3	GREER APP CON ★	CLNC DEL	UNICOM
133.925	119.4 350.2	120.55	123.0 (CTAF) L

Procedure NA for arrival on SPA VORTAC airway radials 231 CW 269.

SPARTANBURG 115.7 SPA Chan 104

2500 to FREST 212° (17.8)

194°

014°

R-194

1336

1053±

1075

LOCALIZER 109.1 I-SPA Chan 28

1004

924

899±

1677

1198

LOM JUDKY 521 GM

(IF/IAF) FREST INT I-SPA 11.9

VETPY I-SPA 5.1

2100

047° (6.8)

276°

047°

1 min

227°

227°

HOLD 5200 2500

MSA SPA 25 NM

5200

224°

044°

2900

1849

ELEV 802 D TDZE 802

One Minute Holding Pattern

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 45).

1300 3000 SPA

*LOC only.

FREST INT I-SPA 11.9

VETPY I-SPA 5.1

5200 2500 227° 047°

047°

2100

*I-SPA 2.1

I-SPA 1.1

GS 3.00° TCH 50

2100

6.8 NM 2.9 NM 1 NM

CATEGORY	A	B	C	D
S-ILS 5	1002-¾	200 (200-¾)		
S-LOC 5	1160-¾	358 (400-¾)		
C CIRCLING	1320-1	518 (600-1)	1380-1½ 578 (600-1½)	1420-2 618 (700-2)

862

5852 X 100

23

047°

HIRL Rwy 5-23 L

REIL Rwy 23 L

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

SPARTANBURG, SOUTH CAROLINA AL-401 (FAA) 23166

RNAV (GPS) RWY 5

SPARTANBURG DOWNTOWN MEML/SIMPSON FLD (SPA)

WAAS	APP CRS	Rwy Idg	5852
CH 61226	047°	TDZE	802
W05A		Apt Elev	802

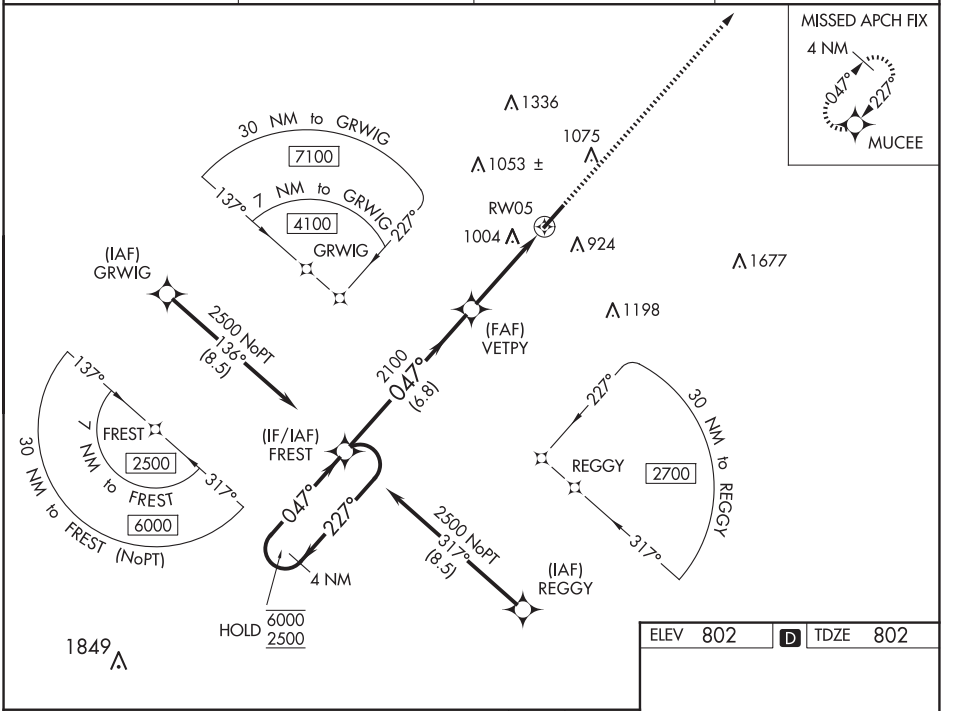
RNP APCH-GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

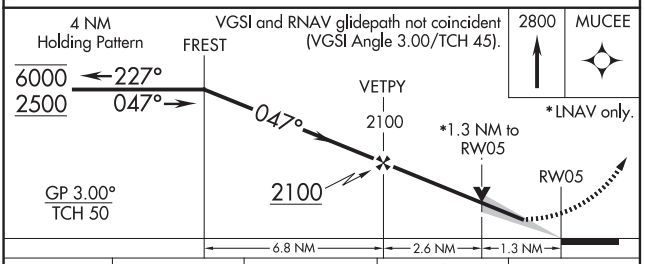
MALSR

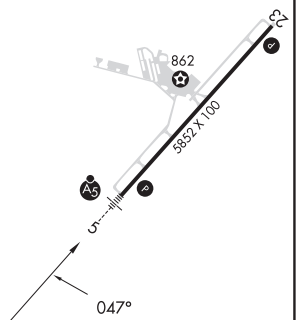
MISSED APPROACH: Climb to 2800 direct MUCEE and hold.

AWOS-3	GREER APP CON ★	CLNC DEL	UNICOM
133.925	119.4 350.2	120.55	123.0 (CTAF) L



ELEV 802 D TDZE 802





CATEGORY	A	B	C	D
LPV DA	1002-¾ 200 (200-¾)			
LNAV/VNAV DA	1260-⅞ 458 (500-⅞)			
LNAV MDA	1260-¾ 458 (500-¾)		1260-⅞ 458 (500-⅞)	
C CIRCLING	1320-1 518 (600-1)		1380-1½ 578 (600-1½)	1420-2 618 (700-2)

HIRL Rwy 5-23 L
REIL Rwy 23 L

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 23

SPARTANBURG DOWNTOWN MEML/SIMPSON FLD (SPA)

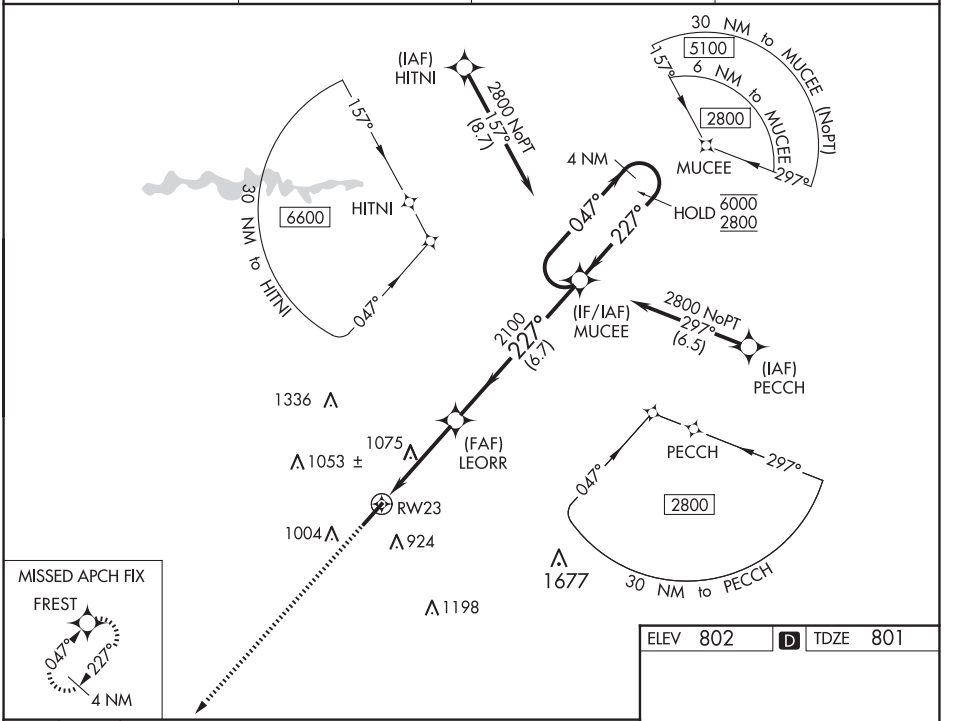
WAAS	APP CRS	Rwy Idg	5452
CH 65926	227°	TDZE	801
W23A		Apt Elev	802

RNP APCH.

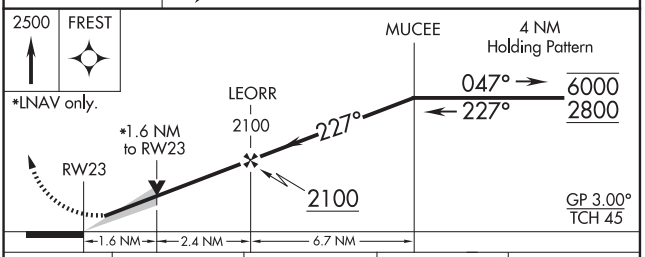
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

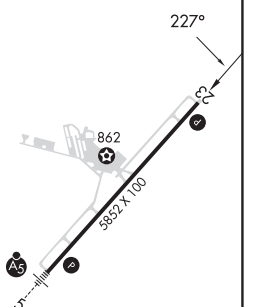
MISSED APPROACH: Climb to 2500 direct FREST and hold.

AWOS-3	GREER APP CON ★	CLNC DEL	UNICOM
133.925	119.4 350.2	120.55	123.0 (CTAF) L



ELEV 802 D TDZE 801





CATEGORY	A	B	C	D
LPV DA	1001-¾ 200 (200-¾)			
LNAV/VNAV DA	1090-⅞ 289 (300-⅞)			
LNAV MDA	1340-1 539 (600-1)		1340-1½ 539 (600-1½)	
C CIRCLING	1340-1 538 (600-1)		1380-1½ 578 (600-1½)	1420-2 618 (700-2)

HIRL Rwy 5-23 L
REIL Rwy 23 L

SE-2, 07 AUG 2025 to 02 OCT 2025

(BIMMR3.BIMMR) 22139

SPARTANBURG DOWNTOWN MEML/SIMPSON FLD (SPA)

BIMMR THREE DEPARTURE (RNAV)

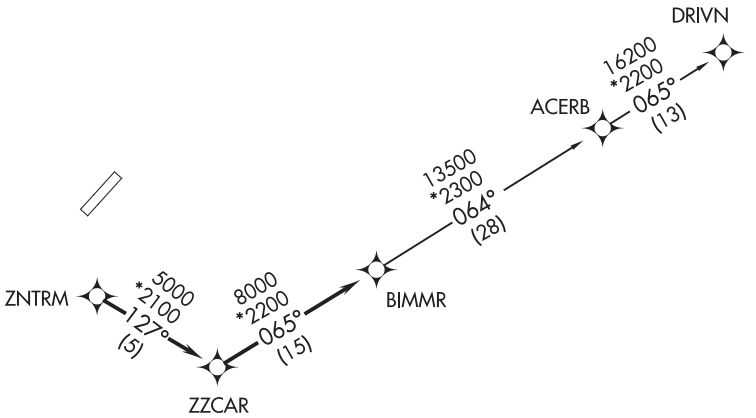
SPARTANBURG, SOUTH CAROLINA

AWOS-3
133.925
CLNC DEL
120.55
UNICOM
123.0
GREER DEP CON ★
119.4 350.2

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.

TOP ALTITUDE: 3000



TAKEOFF MINIMUMS
Rwys 5, 23: Standard.

NOTE: Do not exceed 250K until advised by ATC.
NOTE: For turbojets only.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5, 23: Climb on assigned heading for RADAR vectors to ZNTRM, thence. . . .

. . . .on depicted route to BIMMR. Then on assigned transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

ACERB TRANSITION (BIMMR3.ACERB)

DRIVN TRANSITION (BIMMR3.DRIVN)

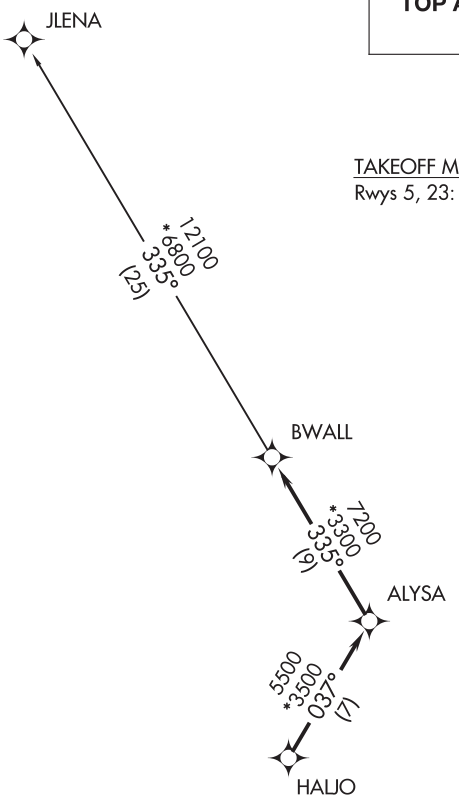
SE-2, 07 AUG 2025 to 02 OCT 2025

BWALL TWO DEPARTURE (RNAV)

AWOS-3
133.925
CLNC DEL
120.55
UNICOM
123.0
GREER DEP CON ★
119.4 350.2

TOP ALTITUDE: 3000

TAKEOFF MINIMUMS
Rwys 5, 23: Standard.



NOTE: For turbojets only.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or CLNC DEL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to HALJO, then on depicted route to BWALL, thence. . . .

. . . .on JLENA transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

JLENA TRANSITION (BWALL2.JLENA)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

STAR, NORTH CAROLINA | AL-9824 (FAA) | 22195

RNAV (GPS) RWY 3
MONTGOMERY COUNTY (43A)

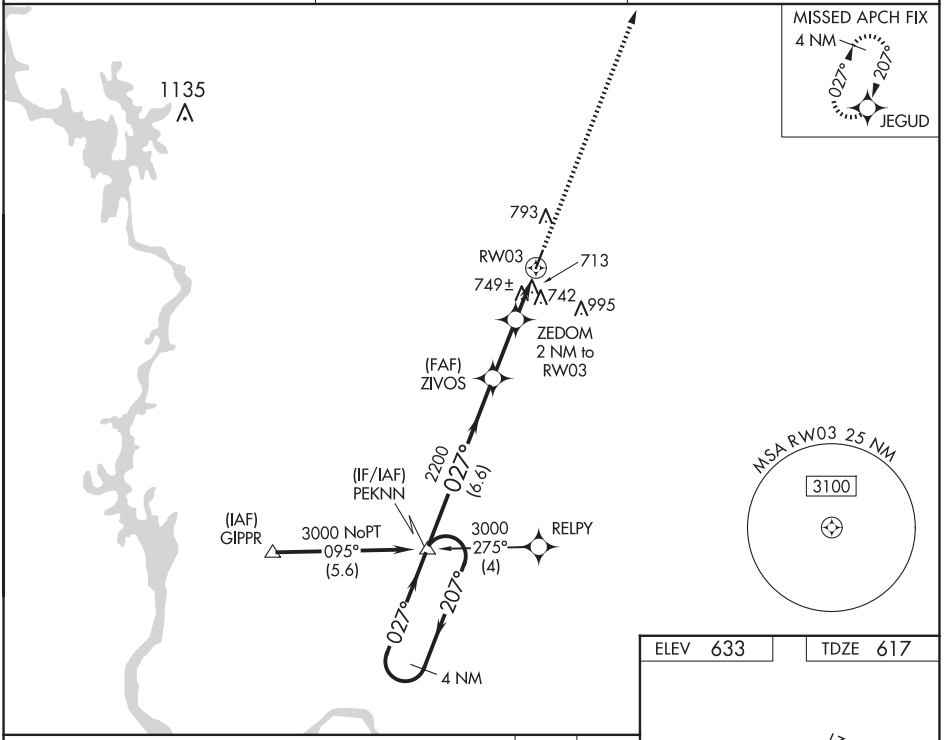
WAAS	APP CRS	Rwy Idg	4002
CH 61235	027°	TDZE	617
W03A		Apt Elev	633

RNP APCH-GPS.

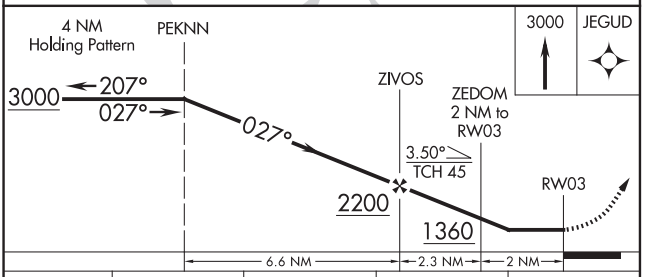
T NA — Use Asheboro altimeter setting; when not received, use Albemarle altimeter setting. Circling Rwy 21 NA at night. Rwy 3 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct JEGUD and hold.

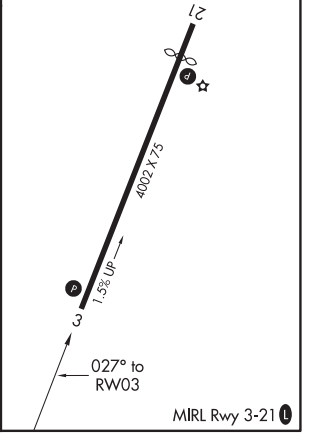
HBI AWOS-3	FAYETTEVILLE APP CON	UNICOM
119.275	127.8 343.725	122.8 (CTAF) L



ELEV 633 | TDZE 617



CATEGORY	A	B	C	D
LP MDA	1060-1 443 (500-1)		NA	
LNAV MDA	1080-1 463 (500-1)		NA	
C CIRCLING	1240-1 607 (700-1)	1340-1 707 (800-1)	NA	



SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 21

MONTGOMERY COUNTY (43A)

WAAS	APP CRS	Rwy Idg	3544
CH 72935	207°	TDZE	626
W21A		Apt Elev	633

RNP APCH-GPS.

T NA Rwy 21 helicopter visibility reduction below 1 SM NA. Use Asheboro altimeter setting; when not received, use Albemarle altimeter setting. Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct ZIVOS and on track 207° to PEKNN and hold.

HBI AWOS-3	FAYETTEVILLE APP CON	UNICOM
119.275	127.8 343.725	122.8 (CTAF) L

Procedure NA for arrivals at LIB VORTAC on V454 eastbound.

1329 A

(IAF) LIBERTY LIB

4 NM

3000 NoPT to JEGUD 203° (15.8)

HOLD 6000 3000

027° 207°

(IF/IAF) JEGUD

2300 207° (5.8)

3000 078° (20.5)

GANTS

(FAF) ZOGMI

758± 793 759± WAVMA 2 NM to RW21

RW21

995

ZIVOS

207° (6.6)

MSA RW21 25 NM

3700

MISSED APCH FIX PEKNN

027° 207° 4 NM

ELEV 633 TDZE 626

207° to RW21

21

4002 X 75

1.5% UP

3

MIRL Rwy 3-21 L

3000	ZIVOS	tr 207°	PEKNN

Visual Segment - Obstacles.

4 NM Holding Pattern

JEGUD

ZOGMI

WAVMA 2 NM to RW21

RW21

027° 6000

207° 3000

207°

2300

1280

2 NM 3.2 NM 5.8 NM

CATEGORY	A	B	C	D
LP MDA	1060-1 434 (500-1)		NA	
LNAV MDA	1100-1 474 (500-1)		NA	
C CIRCLING	1240-1 607 (700-1)	1340-1 707 (800-1)	NA	

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

STATESVILLE, NORTH CAROLINA AL-5683 (FAA) 23334

ILS Y or LOC Y RWY 28

STATESVILLE RGNL (SVH)

LOC/DME I-SVH	APP CRS	Rwy Idg	6453
111.75	285°	TDZE	967
Chan 54 (Y)		Apt Elev	968

DME required.

When local altimeter setting not received, use Lincolnton altimeter setting and increase ILS DA to 1219 and all MDA 60 feet; increase S-LOC 28 Cats C/D visibility ⅛ mile and Circling Cat C visibility ¼ mile. VDP NA when using Lincolnton altimeter setting. For inop MALSR when using Lincolnton altimeter setting, increase S-ILS 28 all Cats visibility to ⅞ mile and S-LOC 28 Cats C/D visibility to 1 mile.

MALSR

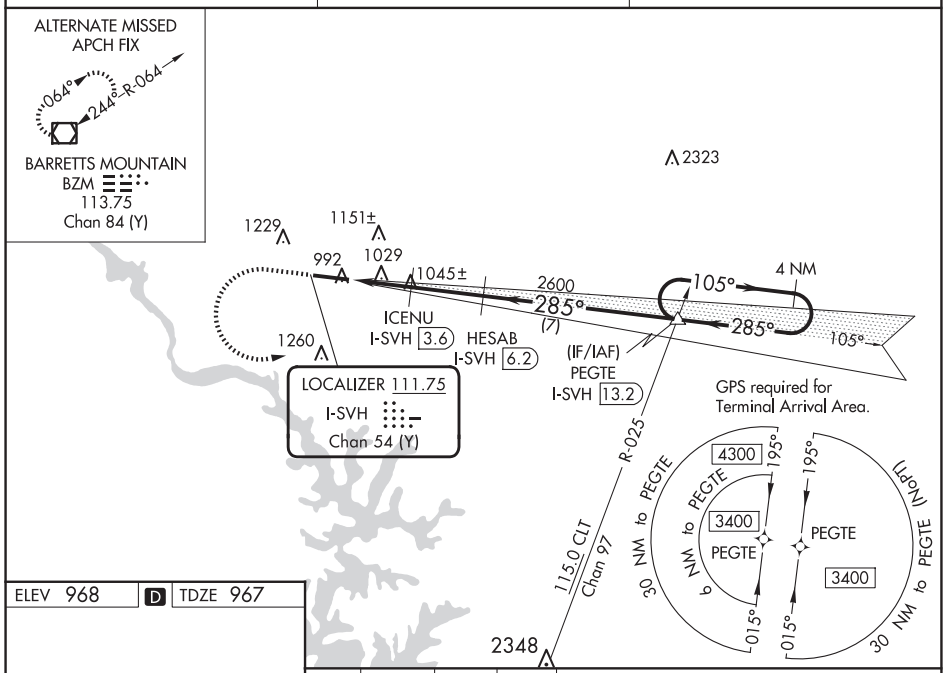
MISSED APPROACH: Climb to 1700 then climbing left turn to 3400 on heading 105° and on CLT VOR/DME R-025 to PEGTE INT/I-SVH 13.2 DME and hold.

AWOS-3	ATLANTA CENTER	UNICOM
119.225	125.15 263.0	123.075 (CTAF) L

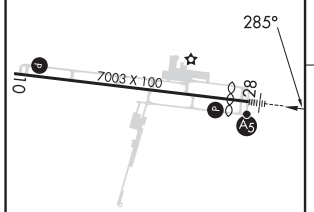
ALTERNATE MISSED APCH FIX

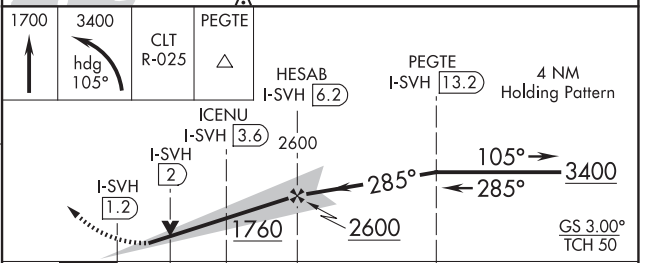
064°-R-244°-R-064

BARRETTS MOUNTAIN
BZM
113.75
Chan 84 (Y)



ELEV 968 D TDZE 967





CATEGORY	A	B	C	D
S-ILS 28	1167-½ 200 (200-½)			
S-LOC 28	1280-½ 313 (400-½)			
C CIRCLING	1420-1 452 (500-1)	1540-1 572 (600-1)	1540-1½ 572 (600-1½)	1560-2 592 (600-2)

REIL Rwy 10 L
HIRL Rwy 10-28 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

ILS Z or LOC Z RWY 28

STATESVILLE RGNL (SVH)

LOC/DME I-SVH	APP CRS	Rwy Idg	6453
111.75	285°	TDZE	967
Chan 54 (Y)		Apt Elev	968

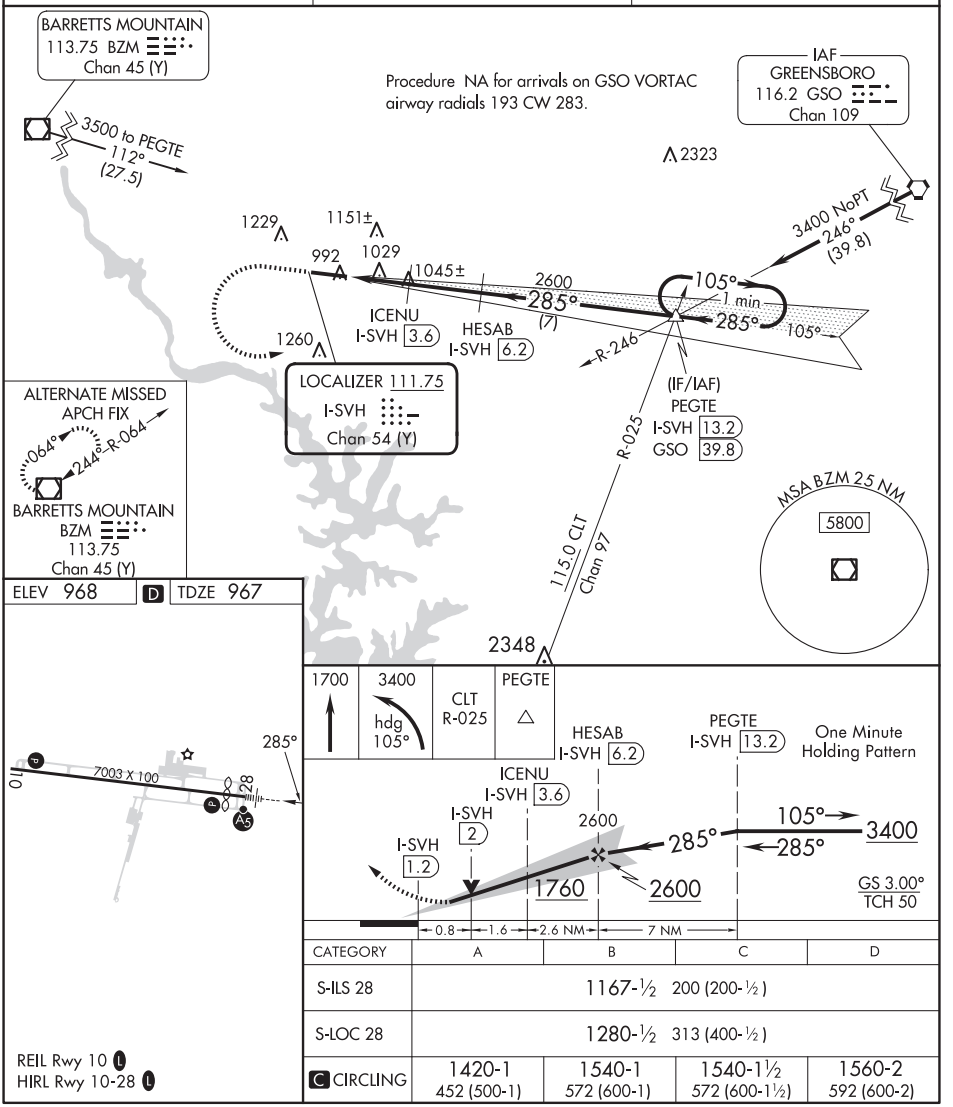
DME required.

When local altimeter setting not received, use Lincolnton altimeter setting and increase ILS DA to 1219 and all MDA 60 feet; increase S-LOC 28 Cats C/D visibility ⅛ mile and Circling Cat C visibility ¼ mile. VDP NA when using Lincolnton altimeter setting. For inop MALSR when using Lincolnton altimeter setting, increase S-ILS 28 all Cats visibility to ⅞ mile and S-LOC 28 Cats C/D visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 1700 then climbing left turn to 3400 on heading 105° and CLT VOR/DME R-025 to PEGTE INT/I-SVH 13.2 DME and hold.

AWOS-3	ATLANTA CENTER	UNICOM
119.225	125.15 263.0	123.075 (CTAF) L



CATEGORY	A	B	C	D
S-ILS 28	1167-½ 200 (200-½)			
S-LOC 28	1280-½ 313 (400-½)			
C CIRCLING	1420-1 452 (500-1)	1540-1 572 (600-1)	1540-1½ 572 (600-1½)	1560-2 592 (600-2)

REIL Rwy 10 L
HIRL Rwy 10-28 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

STATESVILLE, NORTH CAROLINA AL-5683 (FAA) 23334

RNAV (GPS) RWY 10

STATESVILLE RGNL (SVH)

WAAS	APP CRS	Rwy Idg	6453
CH 99435	105°	TDZE	968
W10A		Apt Elev	968

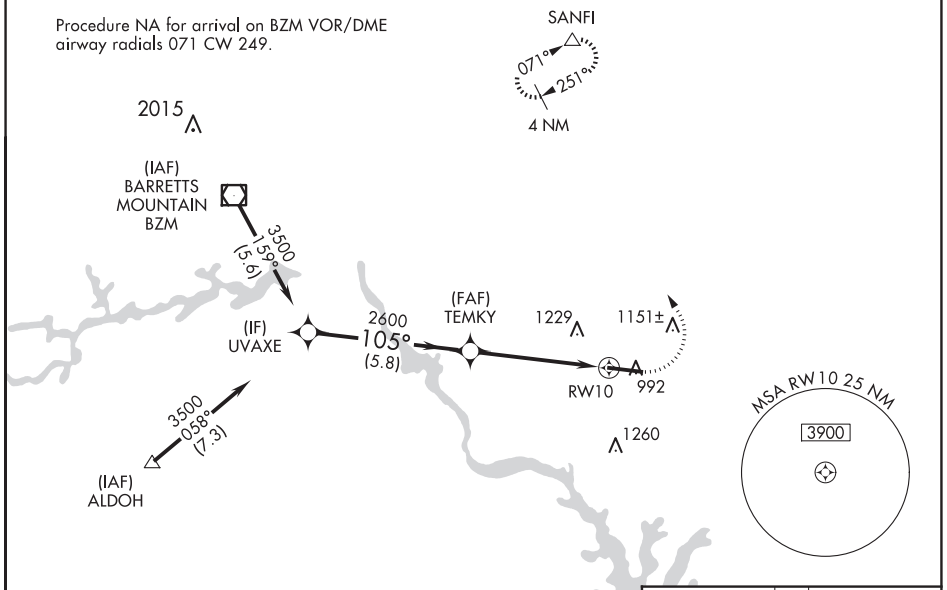
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

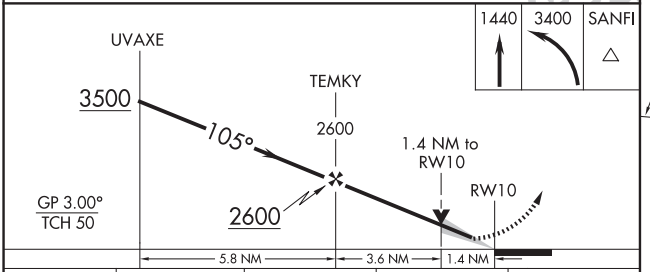
MISSED APPROACH: Climb to 1440 then climbing left turn to 3400 direct SANFI and hold.

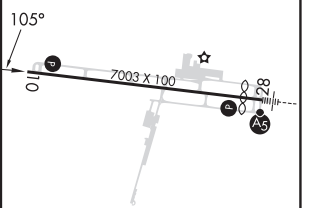
AWOS-3	ATLANTA CENTER	UNICOM
119.225	125.15 263.0	123.075 (CTAF) L

Procedure NA for arrival on BZM VOR/DME airway radials 071 CW 249.



ELEV 968 D TDZE 968





CATEGORY	A	B	C	D
LPV DA	1218-¾ 250 (300-¾)			
LNAV/VNAV DA	1479-1⅜ 511 (600-1⅜)			
LNAV MDA	1440-1 472 (500-1)		1440-1⅜ 472 (500-1⅜)	
C CIRCLING	1440-1 472 (500-1)	1540-1 572 (600-1)	1540-1½ 572 (600-1½)	1560-2 592 (600-2)

REIL Rwy 10 L
HIRL Rwy 10-28 L

STATESVILLE, NORTH CAROLINA
Amdt 2 30NOV23

35°46'N-80°57'W

STATESVILLE RGNL (SVH)

RNAV (GPS) RWY 10

SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 28

STATESVILLE RGNL (SVH)

WAAS	APP CRS	Rwy Idg	6453
CH 60903	285°	TDZE	967
W28A		Apt Elev	968

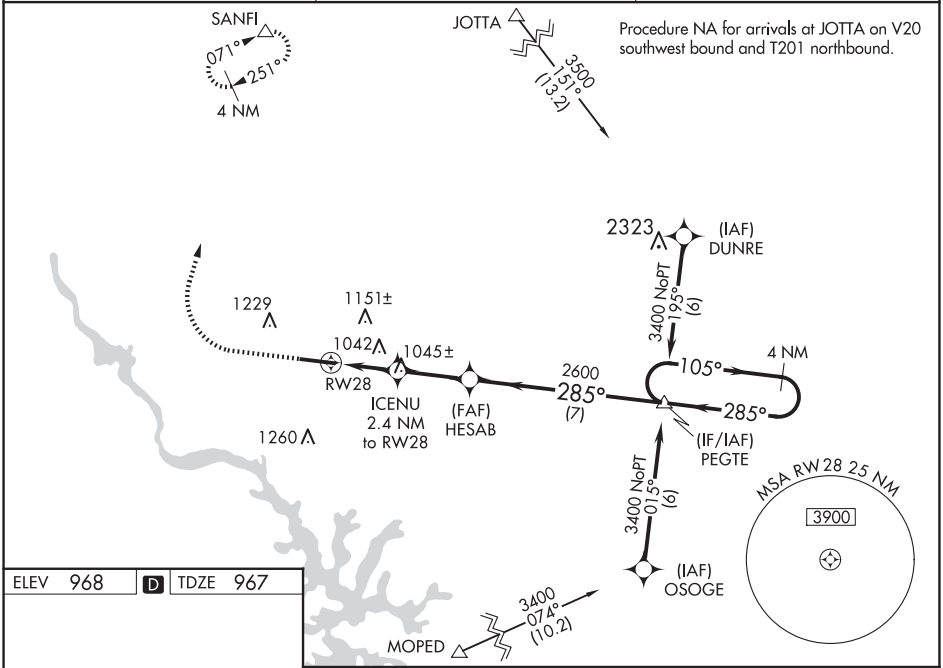
RNP APCH - GPS.

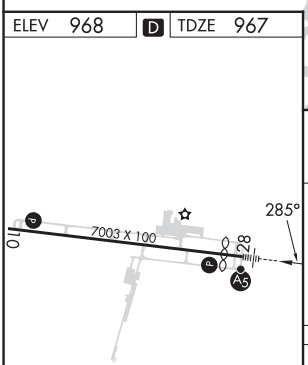
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Lincolnton altimeter setting and increase LPV DA to 1218, LNAV/VNAV DA to 1269, and all MDA 60 feet; increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ⅛ , and Circling Cat C ¼ mile. VDP and Baro-VNAV NA when using Lincolnton altimeter setting. For inop MALSR, increase LNAV/VNAV all Cats and LNAV Cats C/D visibility to ⅞ mile. For inop MALSR when using Lincolnton altimeter setting, increase LNAV/VNAV all Cats and LNAV Cats C/D visibility to 1 mile.

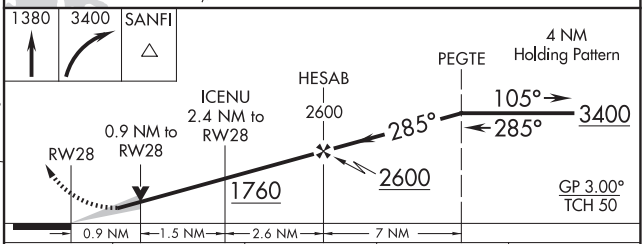
MALSR

MISSED APPROACH: Climb to 1380 then climbing right turn to 3400 direct SANFI and hold.

AWOS-3	ATLANTA CENTER	UNICOM
119.225	125.15 263.0	123.075 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1167-¾		200 (200-¾)	
LNAV/VNAV DA	1218-¾		251 (300-¾)	
LNAV MDA	1300-¾		333 (400-¾)	
C CIRCLING	1420-1 452 (500-1)	1540-1 572 (600-1)	1540-1½ 572 (600-1½)	1560-2 592 (600-2)

REIL Rwy 10 L
HIRL Rwy 10-28 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

SUMMERVILLE, SOUTH CAROLINA

AL-9078 (FAA)

21056

RNAV (GPS) RWY 6

SUMMERVILLE (DYB)

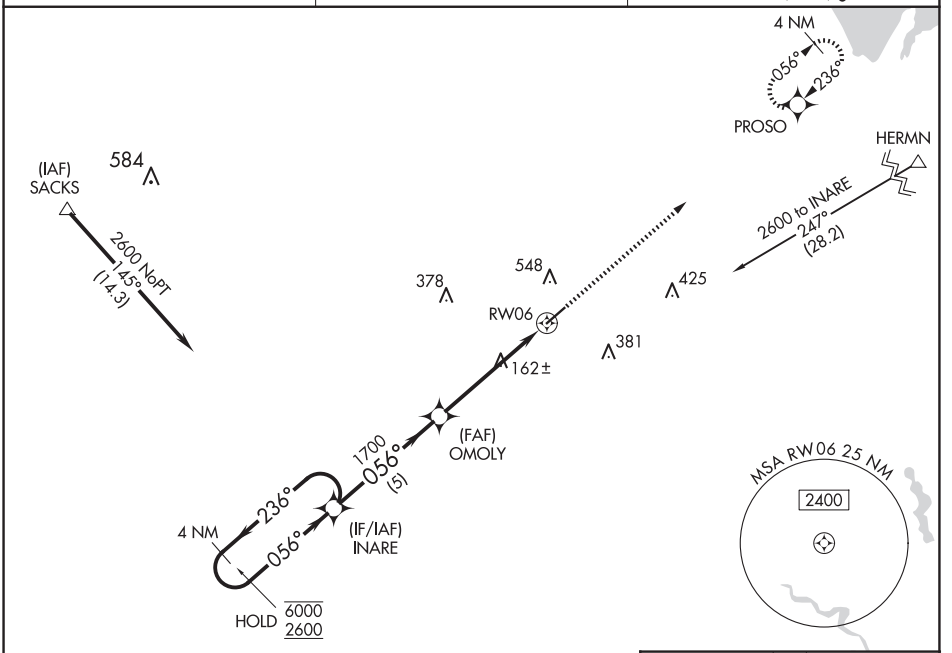
WAAS	APP CRS	Rwy Idg	5000
CH 49018	056°	TDZE	53
W06A		Apt Elev	56

RNP APCH.

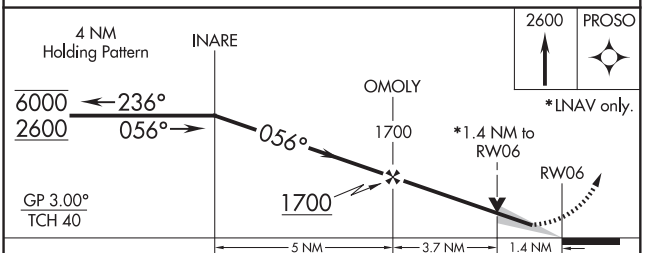
Circling Rwy 24 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2600 direct PROSO and hold.

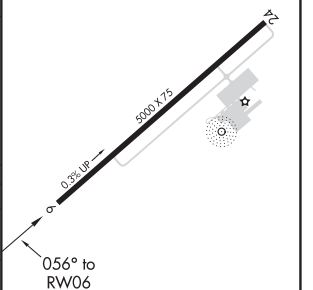
AWOS-3	CHARLESTON APP CON	UNICOM
119.575	120.7 306.925	123.0 (CTAF) L



ELEV 56	TDZE 53



CATEGORY	A	B	C	D
LPV DA	253-¾ 200 (200-¾)			NA
LNAV/VNAV DA	477-1¼ 424 (500-1¼)			NA
LNAV MDA	540-1 487 (500-1)		540-1⅜ 487 (500-1⅜)	NA
C CIRCLING	860-1 804 (900-1)		860-2¼ 804 (900-2¼)	NA



MIRL Rwy 6-24 L

SUMMERVILLE, SOUTH CAROLINA

Amdt 1A 08NOV18

33°04'N-80°17'W

SUMMERVILLE (DYB)

RNAV (GPS) RWY 6

SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 24

SUMMERVILLE (DYB)

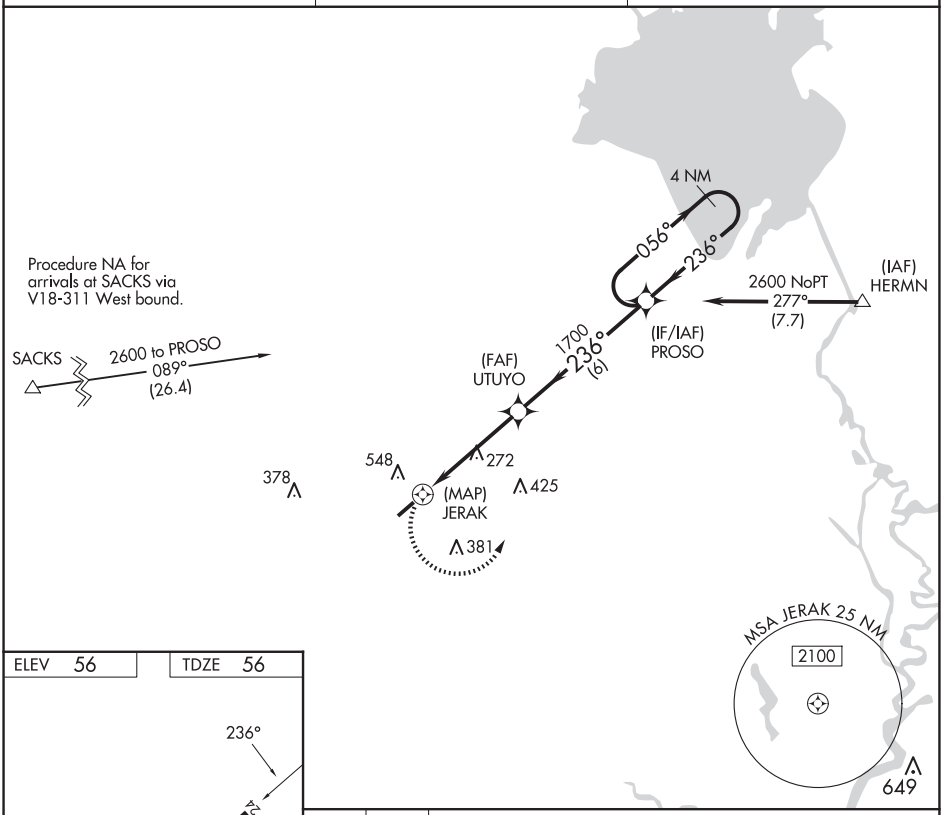
APP CRS	Rwy Idg	5000
236°	TDZE	56
	Apt Elev	56

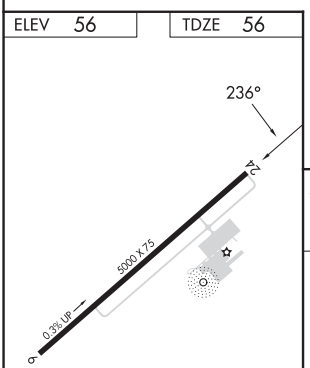
RNP APCH-GPS.

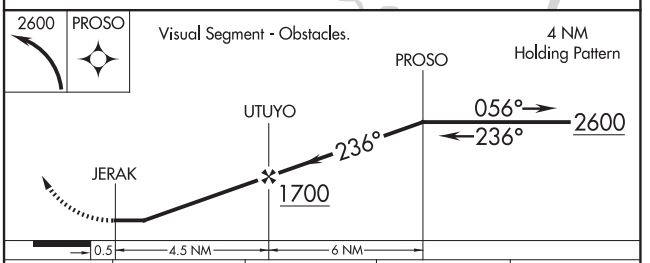
Straight-in/Circling Rwy 24 NA at night.
Rwy 24 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 2600 direct PROSO and hold.

AWOS-3	CHARLESTON APP CON	UNICOM
119.575	120.7 306.925	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	540-1 484 (500-1)		540-1⅜ 484 (500-1⅜)	NA
C CIRCLING	860-1 804 (900-1)	860-1¼ 804 (900-1¼)	860-2¼ 804 (900-2¼)	NA

MIRL Rwy 6-24 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

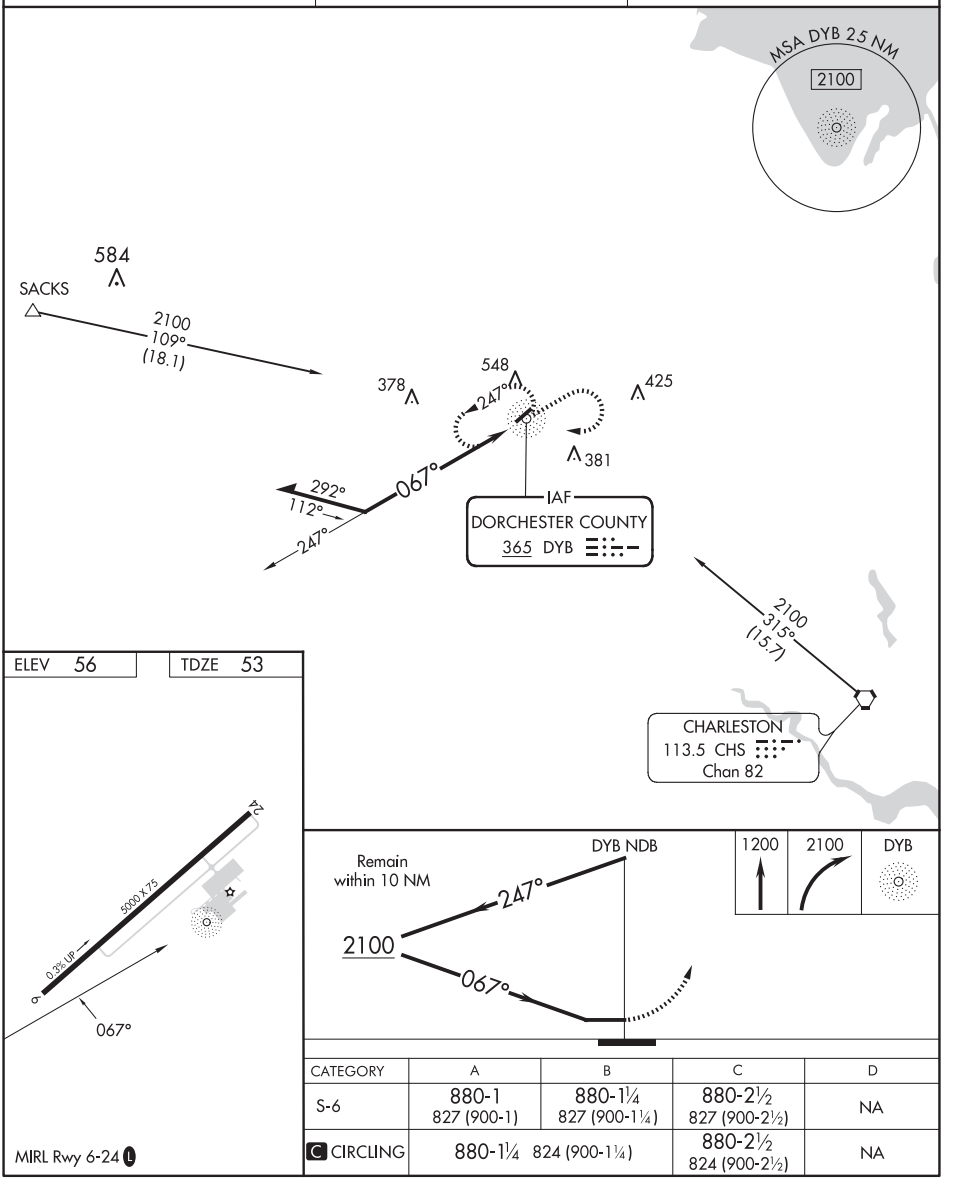
NDB RWY 6
SUMMERVILLE (DYB)

NDB DYB	APP CRS	Rwy Idg	5000
365	067°	TDZE	53
		Apt Elev	56

T A NA — Circling Rwy 24 NA at night. Rwy 6 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2100 direct DYB NDB and hold.

AWOS-3	CHARLESTON APP CON	UNICOM
119.575	120.7 306.925	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-6	880-1 827 (900-1)	880-1¼ 827 (900-1¼)	880-2½ 827 (900-2½)	NA
C CIRCLING	880-1¼ 824 (900-1¼)		880-2½ 824 (900-2½)	NA

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-SMS	APP CRS	Rwy Idg	5501
109.35	230°	TDZE	182
Chan 30 (Y)		Apt Elev	182

ILS or LOC RWY 23

SUMTER (SMS)

DME required.

Circling NA to Rwys 14 and 32.
Inop table does not apply to S-ILS 23 all Cats.

ODALS

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 on heading 050° and CTF VOR/DME R-176 to GAUGH INT/I-SMS 12.4 DME and hold.

AWOS-3	SHAW APP CON ★	UNICOM
118.075	125.4	122.7 (CTAF) L

Procedure NA for arrivals on CTF VOR/DME airway radials 132 CW 243.

IAF
CHESTERFIELD
114.55 CTF
Chan 92(Y)

2100 NoPT
176° (30.9)

(IF/IAF)
GAUGH INT
I-SMS 12.4

050°
230°
1 min
050°
HOLD 4600 2000

1900
230° (6)

824

LOCALIZER 109.35
I-SMS
Chan 30 (Y)

AGOZE
I-SMS 6.3

WUMIS
I-SMS 3.7

672
537±
275±
439
654
544
763
1337

R-176

MSA SMS 25 NM
3100

ELEV 182 TDZE 182

230°
23
14
5501 X 100
3081 X 120
32

600	2000	CTF	GAUGH
	hdg 050°	R-176	INT

One Minute Holding Pattern

GAUGH/INT
I-SMS 12.4

AGOZE
I-SMS 6.3

WUMIS
I-SMS 3.7

I-SMS 2.1

I-SMS 1.1

1900
230°
050°
230°
4600
2000

1040
1900

GS 3.00°
TCH 44

1 NM 1.6 NM 2.7 NM 6 NM

CATEGORY	A	B	C	D
S-ILS 23	382-¾ 200 (200-¾)			
S-LOC 23	540-¾ 358 (400-¾)		540-⅞ 358 (400-⅞)	
C CIRCLING	600-1 418 (500-1)	680-1 498 (500-1)	960-2¼ 778 (800-2¼)	960-2½ 778 (800-2½)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SUMTER, SOUTH CAROLINA
Amdt 2A 17APR25

34°00'N-80°22'W

SUMTER (SMS)

ILS or LOC RWY 23

683

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

SUMTER, SOUTH CAROLINA

AL-5194 (FAA)

23278

RNAV (GPS) RWY 5

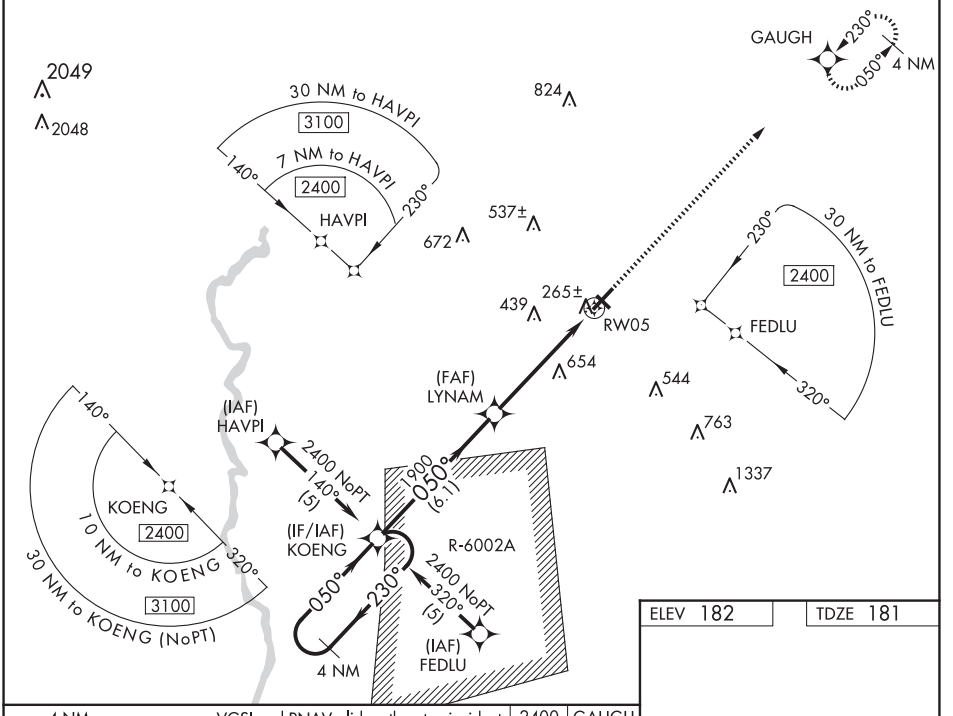
SUMTER (SMS)

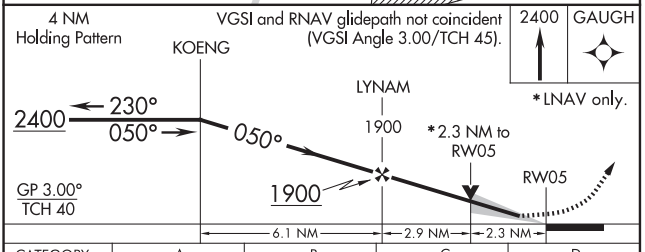
WAAS	APP CRS	Rwy Idg	5501
CH 61215	050°	TDZE	181
W05A		Apt Elev	182

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Procedure NA when R-6002A is active. Circling NA to Rwy 14-32. When local altimeter setting not received, use Camden altimeter setting and increase all DA 65 feet and all MDA 80 feet and LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D, and Circling Cats C/D visibilities ¼ mile. VDP and Baro/VNAV NA when using Camden altimeter setting.

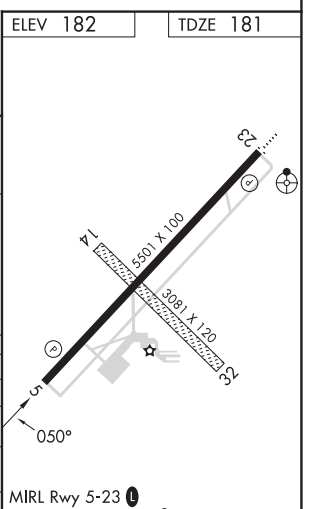
MISSED APPROACH: Climb to 2400 direct GAUGH and hold.

AWOS-3	SHAW APP CON*	UNICOM
118.075	125.4	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	381-¾ 200 (200-¾)			
LNAV/VNAV DA	535-1¼ 354 (400-1¼)			
LNAV MDA	940-1 759 (800-1)	940-1¼ 759 (800-1¼)	940-2¼ 759 (800-2¼)	940-2½ 759 (800-2½)
C CIRCLING	940-1 758 (800-1)	940-1¼ 758 (800-1¼)	1000-2½ 818 (900-2½)	1000-2¾ 818 (900-2¾)



SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 23

SUMTER (SMS)

WAAS CH 58141 W23A	APP CRS 230°	Rwy Idg 5501 TDZE 182 Apt Elev 182

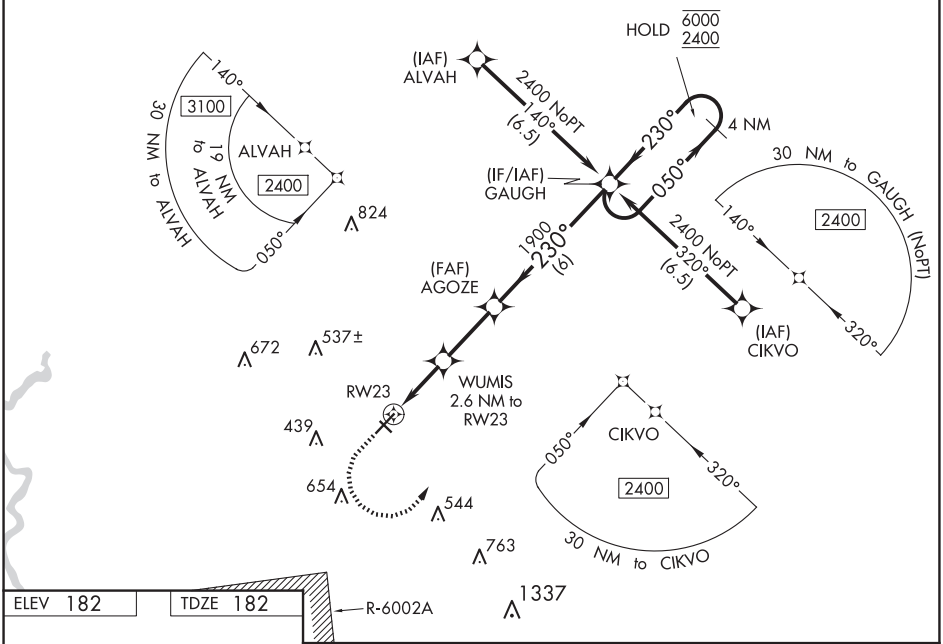
RNP APCH.

T A Circling NA to Rwys 14 and 32. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Inop table does not apply to LPV all Cats. For inop ALS increase LNAV/VNAV Cat A/B visibility to ⅞ SM.

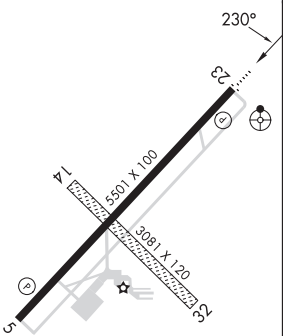
ODALS

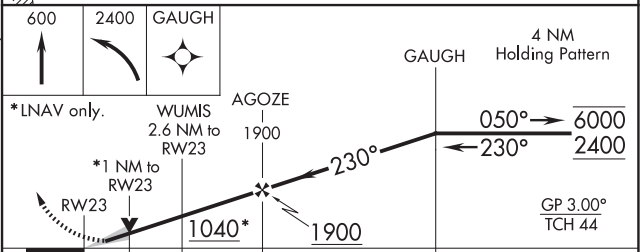
MISSED APPROACH: Climb to 600 then climbing left turn to 2400 direct GAUGH and hold.

AWOS-3	SHAW APP CON ★	UNICOM
118.075	125.4	122.7 (CTAF) L



ELEV 182 TDZE 182





CATEGORY	A	B	C	D
LPV DA	382-¾ 200 (200-¾)			
LNAV/VNAV DA	460-¾ 278 (300-¾)			
LNAV MDA	540-¾ 358 (400-¾)		540-⅞ 358 (400-⅞)	
C CIRCLING	600-1 418 (500-1)	680-1 498 (500-1)	1000-2½ 818 (900-2½)	1000-2¾ 818 (900-2¾)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

SYLVA, NORTH CAROLINA | AL-9825 (FAA) | 25219

RNAV (GPS) RWY 33

JACKSON COUNTY (24A)

APP CRS		
311°	Rwy Ldg	3060
	TDZE	2807
	Apt Elev	2857

RNP APCH.

Procedure NA at night.
Rwy 33 helicopter visibility reduction below 1 SM NA.
-13°C

MISSED APPROACH: Climb to 5000 then climbing left turn to 8000 direct HOGTA and hold.

AWOS-3PT	ATLANTA CENTER	UNICOM
118.9	134.8 379.95	123.0 (CTAF) L

Final approach course offset 16.17°

SNOWBIRD SOT

Procedure NA for arrivals at SOT VORTAC on V185 northwest bound.

8600
181°
(35.8)

(MAP)
KAKEC

YALUK
6 NM to
KAKEC

(FAF)
OWEMU

5700
311°
(3.7)

(IF/IAF)
UYOSE

311°
131°

HOLD
10000
6700

7 NM

6700 NoPT
012°
(8)

(IAF)
HOGTA

192°
012°
7 NM

MSA KAKEC 25 NM
7900

ELEV 2857 | TDZE 2807

15
3210 x 60
1.6% UP
33

311°

5000 | 8000 | HOGTA

Visual segment - Obstacles.

7 NM Holding Pattern

UYOSE
OWEMU
YALUK
6 NM to
KAKEC
KAKEC
5020
5700
311°
131°
311°
10000
6700

0.5 | 6 NM | 2 NM | 3.7 NM

CATEGORY	A	B	C	D
LNAV MDA	4360-1¼ 1553 (1600-1¼)	4360-1½ 1553 (1600-1½)	NA	
CIRCLING	4360-1¼ 1503 (1600-1¼)	4520-1½ 1663 (1700-1½)	NA	

REIL Rwy 15
REIL Rwy 33 L
MIRL Rwy 15-33 L

SYLVA, NORTH CAROLINA
Amdt 1 05DEC19

35°19′N-83°13′W

JACKSON COUNTY (24A)

RNAV (GPS) RWY 33

SE-2, 07 AUG 2025 to 02 OCT 2025

VOR/DME or GPS RWY 27

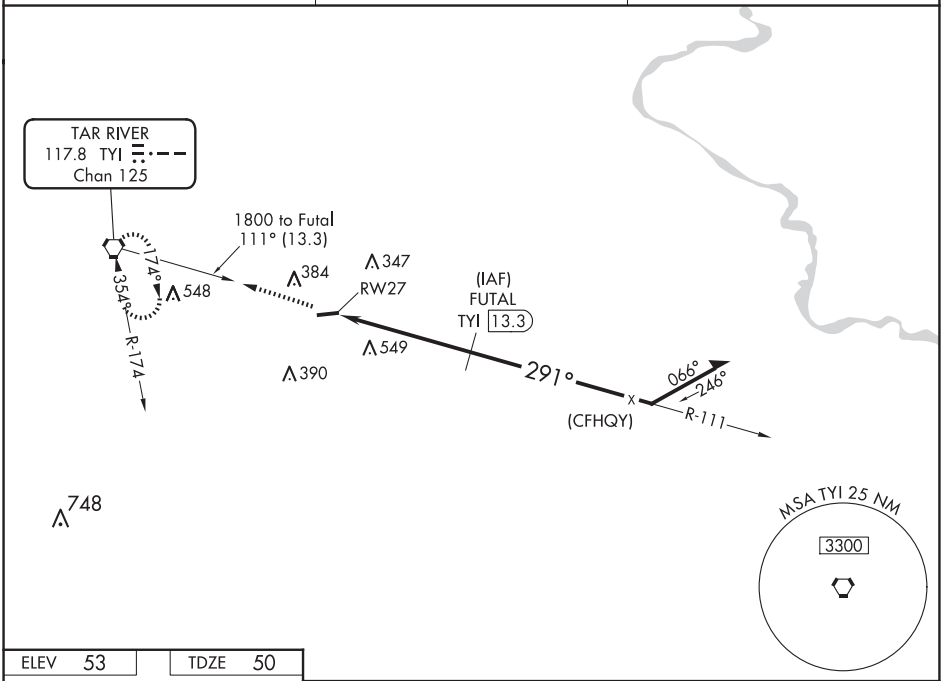
TARBORO-EDGECOMBE (ETC)

VORTAC TYI	APP CRS	Rwy Idg	3999
117.8	291°	TDZE	50
Chan 125		Apt Elev	53

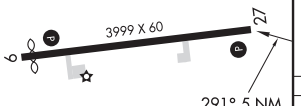
Use Rocky Mount altimeter setting; when not received
NA use Raleigh-Durham altimeter setting minimums.

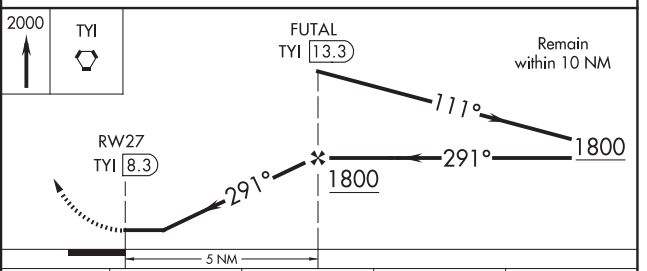
MISSED APPROACH: Climb to 2000 direct TYI VORTAC and hold.

AWOS-3P	WASHINGTON CENTER	CTAF
119.575	123.85 279.65	122.9 L



ELEV 53 TDZE 50





CATEGORY	A	B	C	D
S-27	860-1 810 (900-1)	860-1¼ 810 (900-1¼)	860-2¼ 810 (900-2¼)	860-2½ 810 (900-2½)
CIRCLING	860-1 807 (900-1)	860-1¼ 807 (900-1¼)	860-2¼ 807 (900-2¼)	920-2¾ 867 (900-2¾)
RALEIGH-DURHAM ALTIMETER SETTING MINIMUMS				
S-27	1080-1¼ 1030 (1100-1¼)	1080-1½ 1030 (1100-1½)	1080-3	1030 (1100-3)
CIRCLING	1080-1¼ 1027 (1100-1¼)	1080-1½ 1027 (1100-1½)	1080-3 1027 (1100-3)	1140-3 1087 (1100-3)

REIL Rwy 27 L
MIRL Rwy 9-27 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 5

UNION COUNTY, TROY SHELTON FLD (35A)

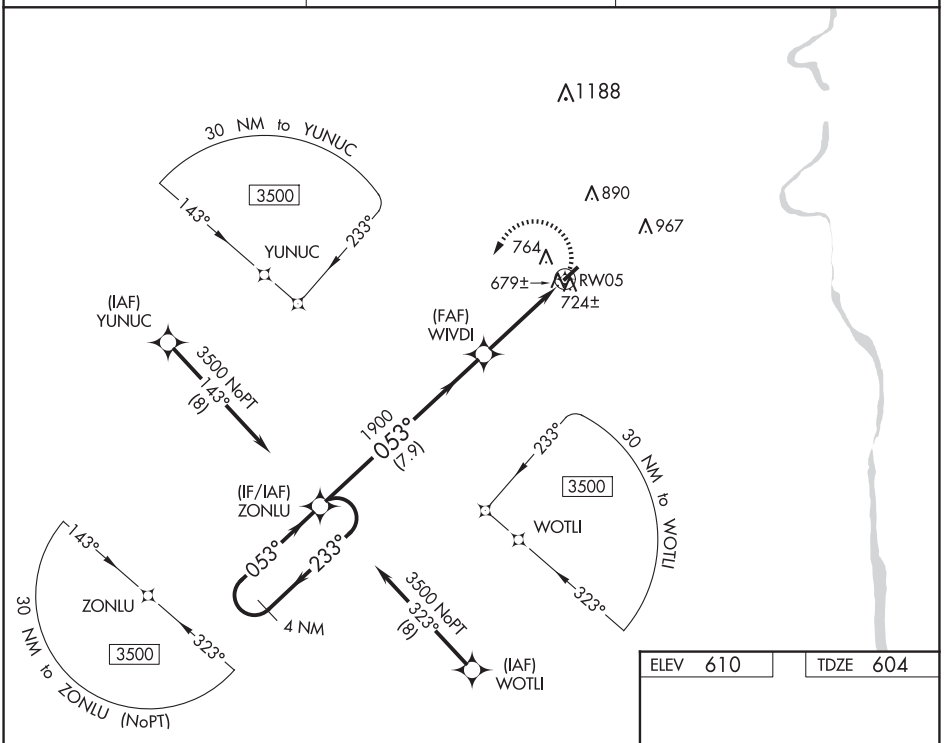
WAAS	APP CRS	Rwy Idg	3508
CH 97335	053°	TDZE	604
W05A		Apt Elev	610

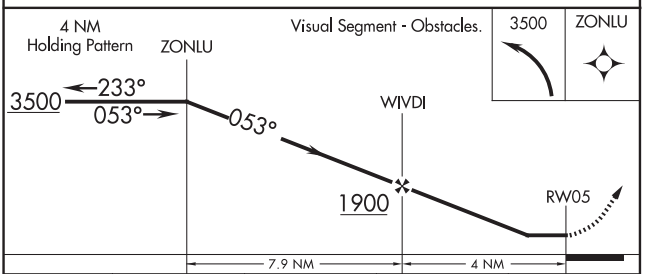
RNP APCH.

When local altimeter setting not received, use Laurens altimeter setting.
Procedure NA at night. Rwy 5 helicopter visibility reduction below 1 SM NA.

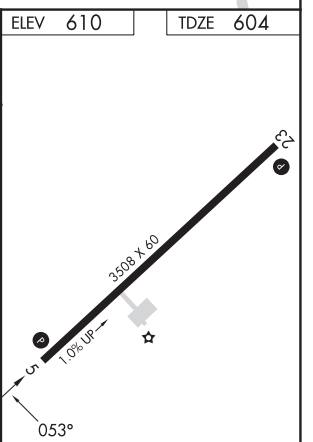
MISSED APPROACH: Climbing left turn to 3500 direct ZONLU and hold.

AWOS-3PT	GREER APP CON ★	UNICOM
119.45	119.4 350.2	122.7 (CTAF)





CATEGORY	A	B	C	D
LP MDA	1000-1	396 (400-1)	NA	
LNAV MDA	1040-1	436 (500-1)	NA	
C CIRCLING	1180-1	570 (600-1)	NA	



REIL Rwy 23
MIRL Rwy 5-23 (L)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 23

UNION COUNTY, TROY SHELTON FLD (35A)

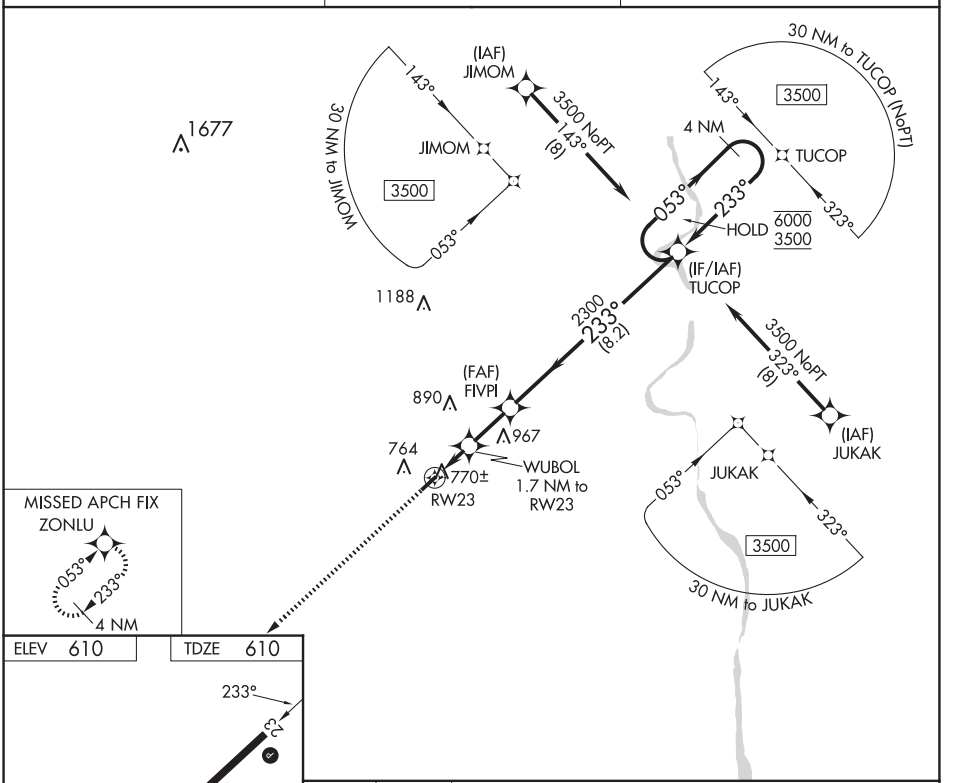
WAAS	APP CRS		
CH 77535	233°	Rwy Idg	3508
W23A		TDZE	610
		Apt Elev	610

RNP APCH - GPS.

Procedure NA at night. When local altimeter setting not received, use Laurens altimeter setting and increase all MDAs 60 feet. Rwy 23 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3500 direct ZONLU and hold, continue climb-in-hold to 3500.

AWOS-3PT	GREER APP CON ★	UNICOM
119.45	119.4 350.2	122.7 (CTAF) L



CATEGORY	A	B	C	D
LP MDA	1080-1	470 (500-1)	NA	
LNAV MDA	1140-1	530 (600-1)	NA	
CIRCLING	1180-1	570 (600-1)	NA	

REIL Rwy 23
MIRL Rwy 5-23 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

WADESBORO, NORTH CAROLINA AL-6613 (FAA) 23222

LOC/DME I-AFP	APP CRS	Rwy Idg	5498
108.55	342°	TDZE	299
Chan 22(Y)		Apt Elev	300

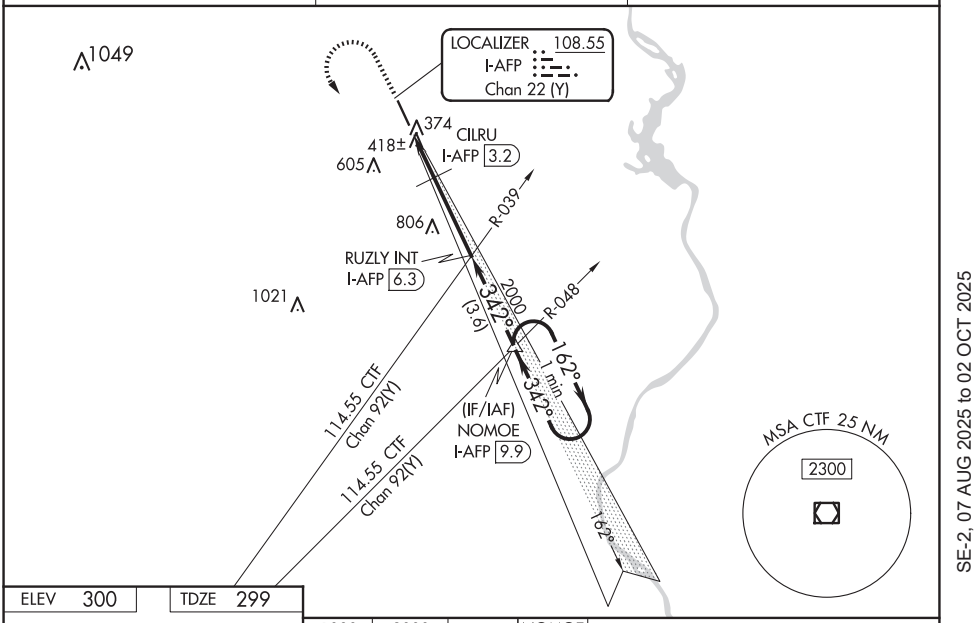
ILS or LOC RWY 34

ANSON COUNTY/JEFF CLOUD FLD (AFP)

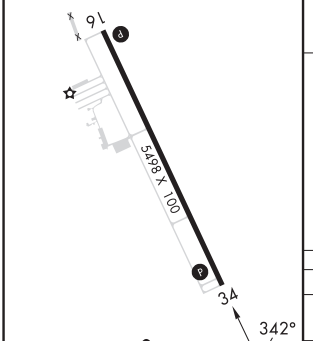
Rwy 34 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 on heading 120° and on I-AFP S course (162°) to NOMOE INT/I-AFP 9.9 DME and hold.

AWOS-3	CHARLOTTE APP CON	UNICOM
119.325	120.05 307.8	122.8 (CTAF) L



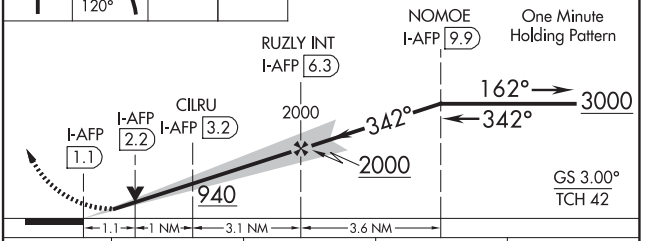
ELEV 300	TDZE 299



MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

1000	3000 hdg 120°	I-AFP S crs	NOMOE △



CATEGORY	A	B	C	D
S-ILS 34	649-1 350 (400-1)			
S-LOC 34	940-1 641 (700-1)		940-1⅞ 641 (700-1⅞)	
CILRU FIX MINIMUMS				
S-LOC 34	820-1 521 (600-1)		820-1½ 521 (600-1½)	

WADESBORO, NORTH CAROLINA
Orig-D 03NOV22

ANSON COUNTY/JEFF CLOUD FLD (AFP)
35°01'N-80°05'W
ILS or LOC RWY 34

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 16

ANSON COUNTY/JEFF CLOUD FLD (AFP)

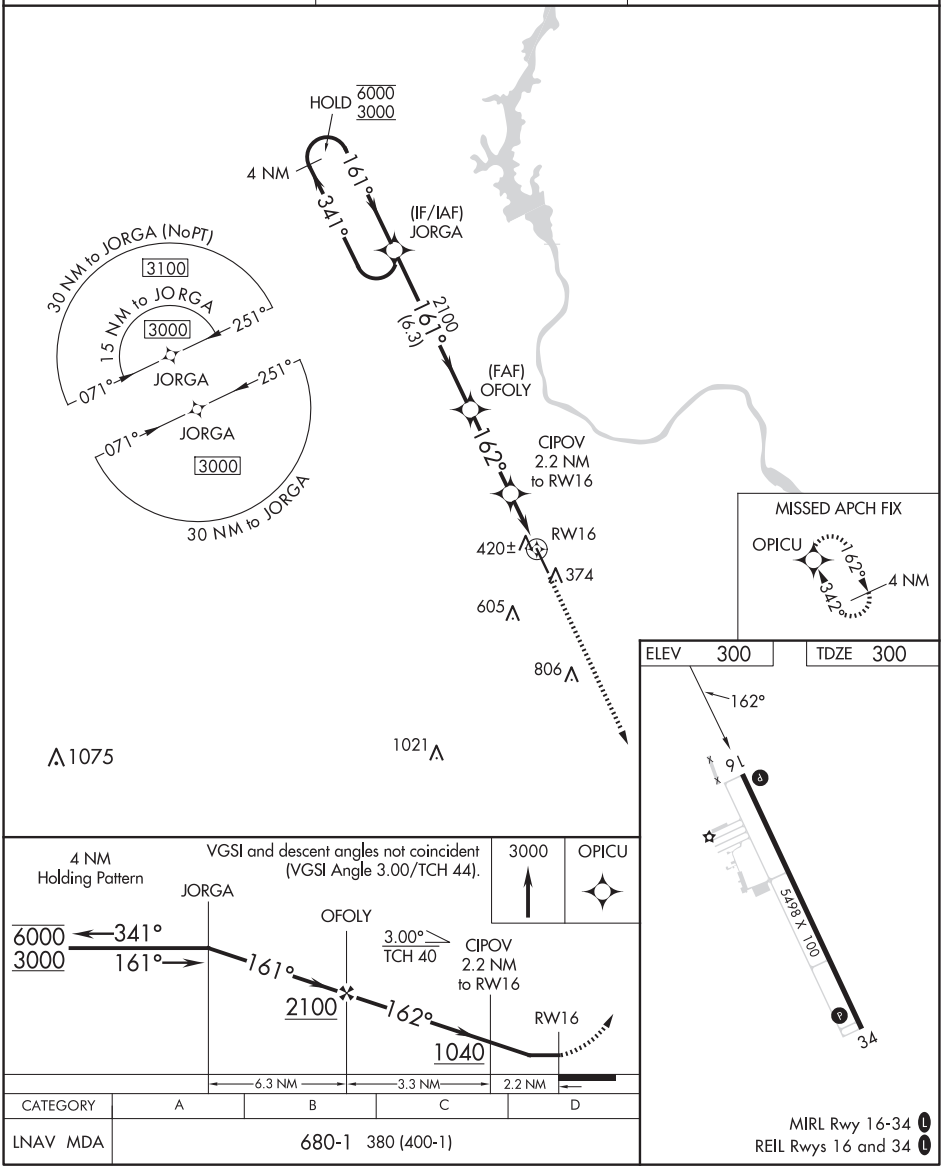
APP CRS		
162°	Rwy Idg	5498
	TDZE	300
	Apt Elev	300

RNP APCH - GPS.

Procedure NA at night.
Rwy 16 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct OPICU and hold.

AWOS-3	CHARLOTTE APP CON	UNICOM
119.325	120.05 307.8	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	680-1 380 (400-1)			

MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

WADESBORO, NORTH CAROLINA | AL-6613 (FAA) | 23222

WAAS	APP CRS	Rwy Idg	5498
CH 69408	342°	TDZE	299
W34A		Apt Elev	300

RNAV (GPS) RWY 34

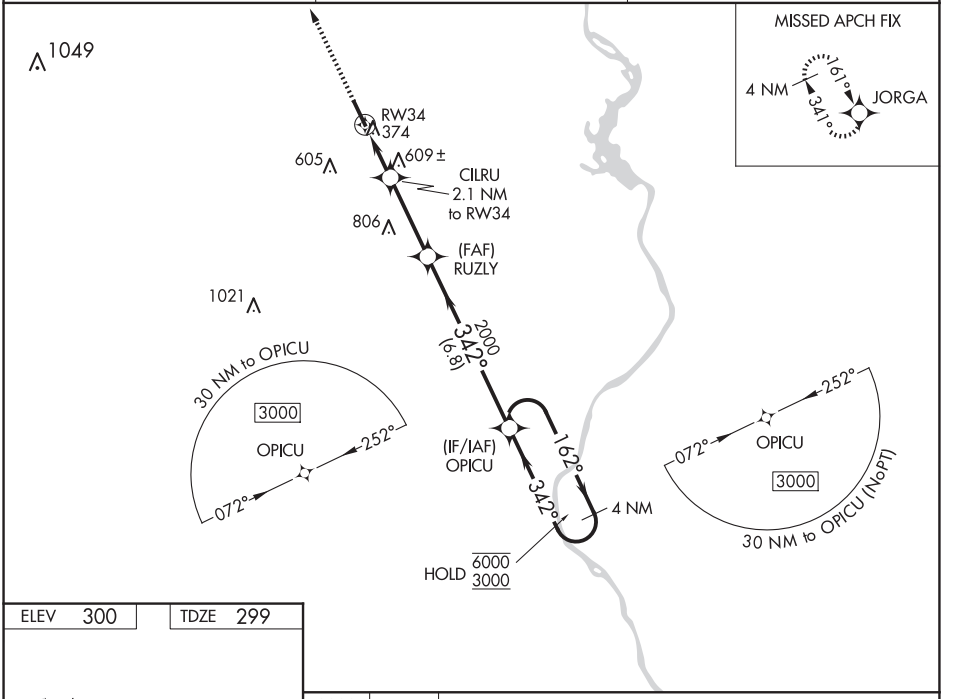
ANSON COUNTY/JEFF CLOUD FLD (AFP)

RNP APCH - GPS.

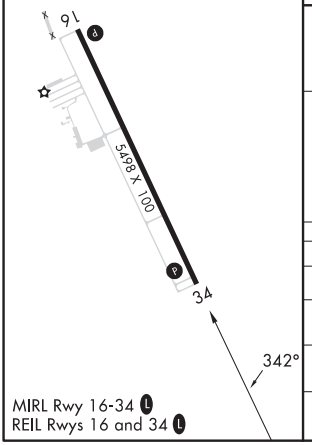
For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 42°C . Rwy 34 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct JORGA and hold.

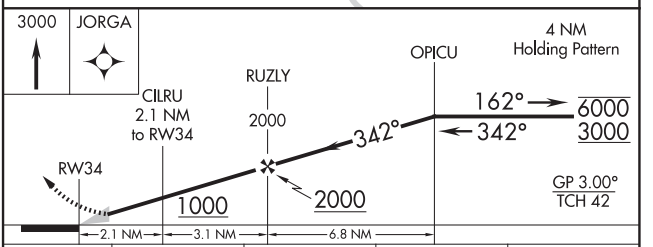
AWOS-3	CHARLOTTE APP CON	UNICOM
119.325	120.05 307.8	122.8 (CTAF) L



ELEV 300 | TDZE 299



MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L



CATEGORY	A	B	C	D
LPV DA	649-1 350 (400-1)			
LNAV/VNAV DA	957-1⅞ 658 (700-1⅞)			
LNAV MDA	860-1 561 (600-1)		860-1⅝ 561 (600-1⅝)	
CIRCLING	860-1 560 (600-1)		1080-2¼ 780 (800-2¼)	1080-2½ 780 (800-2½)

WADESBORO, NORTH CAROLINA
Amdt 2D 03NOV22

35°01'N-80°05'W

ANSON COUNTY/JEFF CLOUD FLD (AFP)

RNAV (GPS) RWY 34

SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 9

WALLACE-PENDER (ACZ)

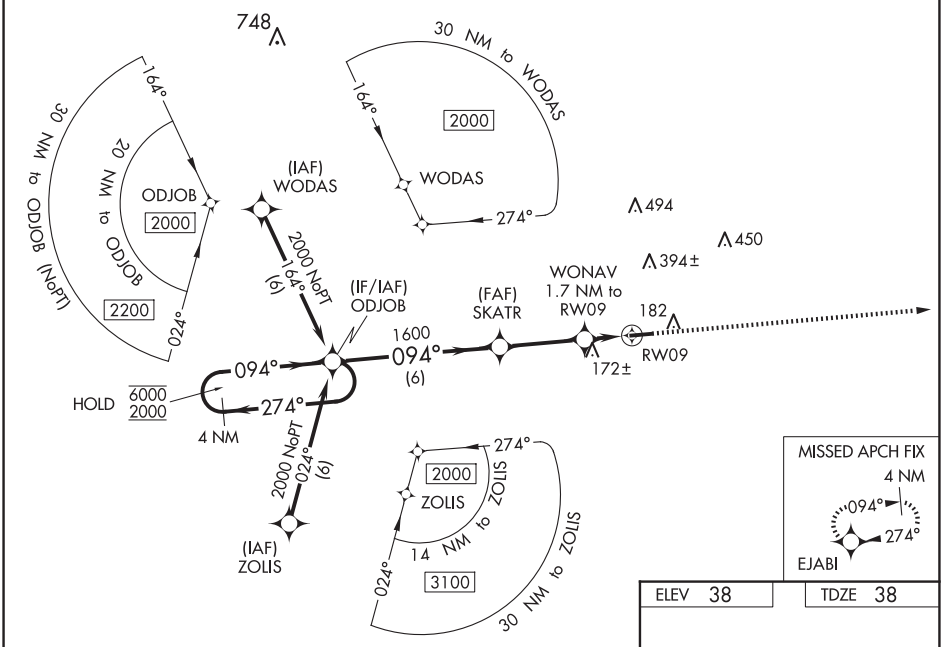
WAAS	APP CRS	Rwy Idg	4004
CH 93536	094°	TDZE	38
W09A		Apt Elev	38

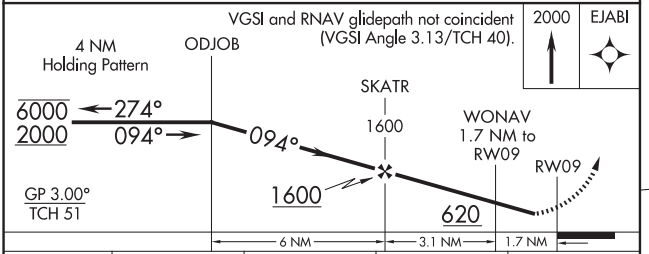
RNP APCH - GPS.

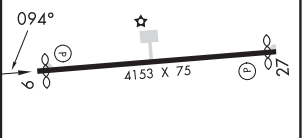
T NA Rwy 9 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA. When local altimeter not received, use Kenansville altimeter setting. Straight-in and Circling Rwy 9 NA at night.

MISSED APPROACH: Climb to 2000 direct EJABI and hold.

AWOS-3P	WILMINGTON APP CON ★	UNICOM
121.07	135.75 317.425	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	401-1 363 (400-1)			
LNAV/VNAV DA	538-1⅝ 500 (500-1⅝)			
LNAV MDA	500-1 462 (500-1)		500-1⅜ 462 (500-1⅜)	
C CIRCLING	620-1 582 (600-1)		820-2¼ 782 (800-2¼)	820-2½ 782 (800-2½)

MIRL Rwy 9-27 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

WALLACE, NORTH CAROLINA AL-5587 (FAA) 25107

RNAV (GPS) RWY 27

WALLACE-PENDER (ACZ)

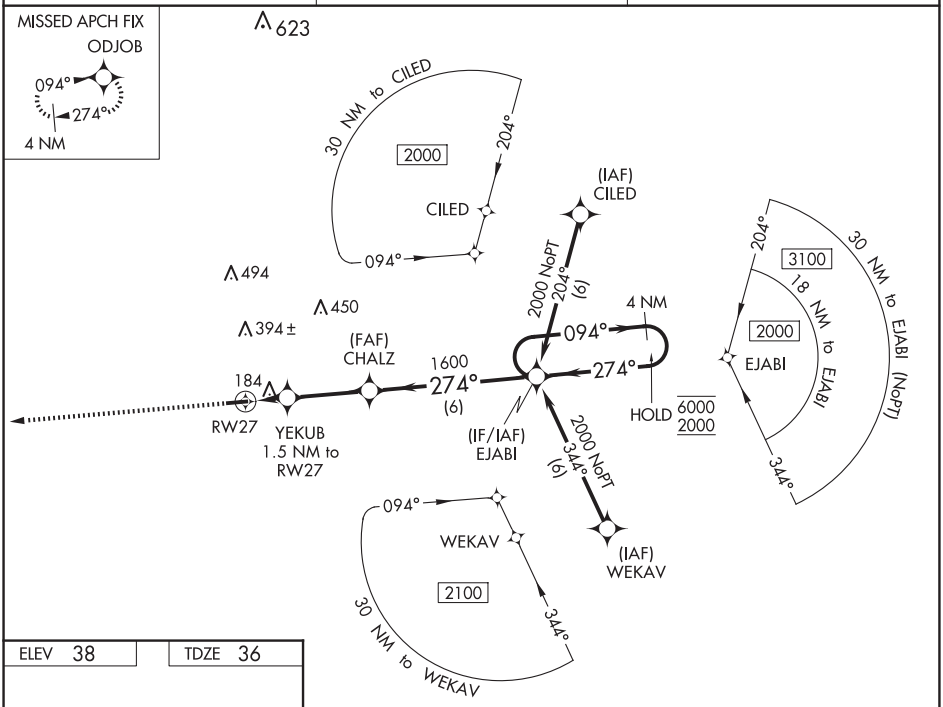
WAAS	APP CRS	Rwy Idg	4002
CH 53336	274°	TDZE	36
W27A		Apt Elev	38

RNP APCH - GPS.

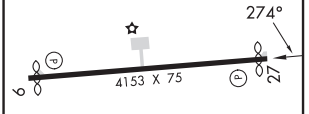
Circling Rwy 9 NA at night. Rwy 27 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. When local altimeter setting not received, use Kenansville altimeter setting.

MISSED APPROACH: Climb to 2000 direct ODJOB and hold.

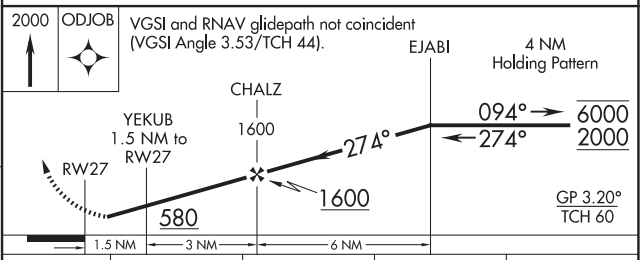
AWOS-3P	WILMINGTON APP CON ★	UNICOM
121.07	135.75 317.425	122.8 (CTAF) L



ELEV 38 TDZE 36



MIRL Rwy 9-27 L



CATEGORY	A	B	C	D
LPV DA	406-1 370 (400-1)			NA
LNAV/VNAV DA	599-1¾ 563 (600-1¾)			NA
LNAV MDA	560-1 524 (600-1)		560-1½ 524 (600-1½)	
C CIRCLING	620-1 582 (600-1)		820-2¼ 782 (800-2¼)	820-2½ 782 (800-2½)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

VORTAC GSO	APP CRS	Rwy Idg	2725
116.2	334°	TDZE	631
Chan 109		Apt Elev	631

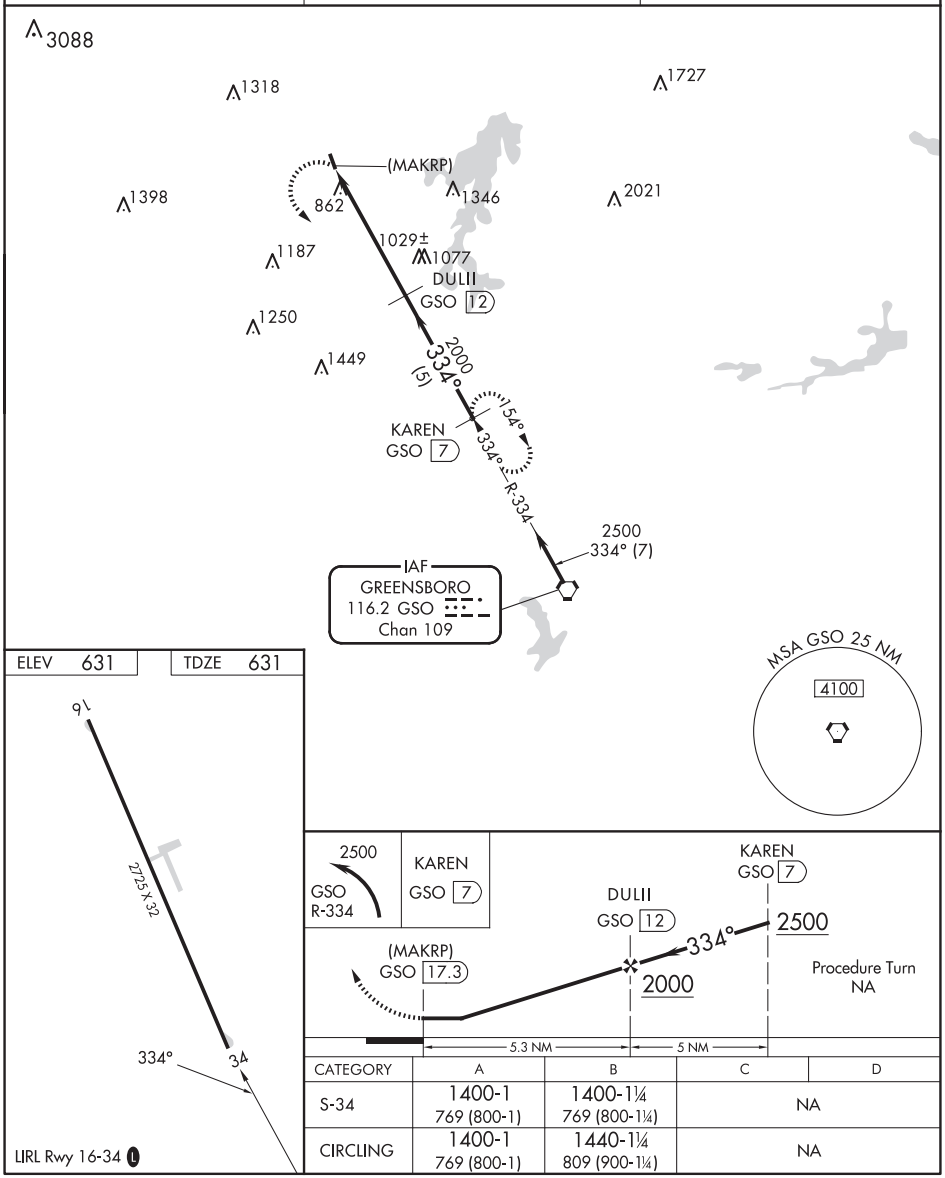
VOR/DME or GPS RWY 34

MEADOW BROOK FLD (N63)

NA — Use Reidsville altimeter setting. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 2500 via GSO R-334 to KAREN GSO 7 DME and hold.

SIF AWOS-3	GREENSBORO APP CON	UNICOM
119.775	124.35 269.225	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-34	1400-1 769 (800-1)	1400-1¼ 769 (800-1¼)	NA	
CIRCLING	1400-1 769 (800-1)	1440-1¼ 809 (900-1¼)	NA	

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

WALTERBORO, SOUTH CAROLINA

AL-5752 (FAA)

24305

ILS Y or LOC Y RWY 23

LOWCOUNTRY RGNL (RBW)

LOC/DME I-RBW	APP CRS	Rwy Idg	6002
110.15	229°	TDZE	101
Chan 38 (Y)		Apt Elev	101

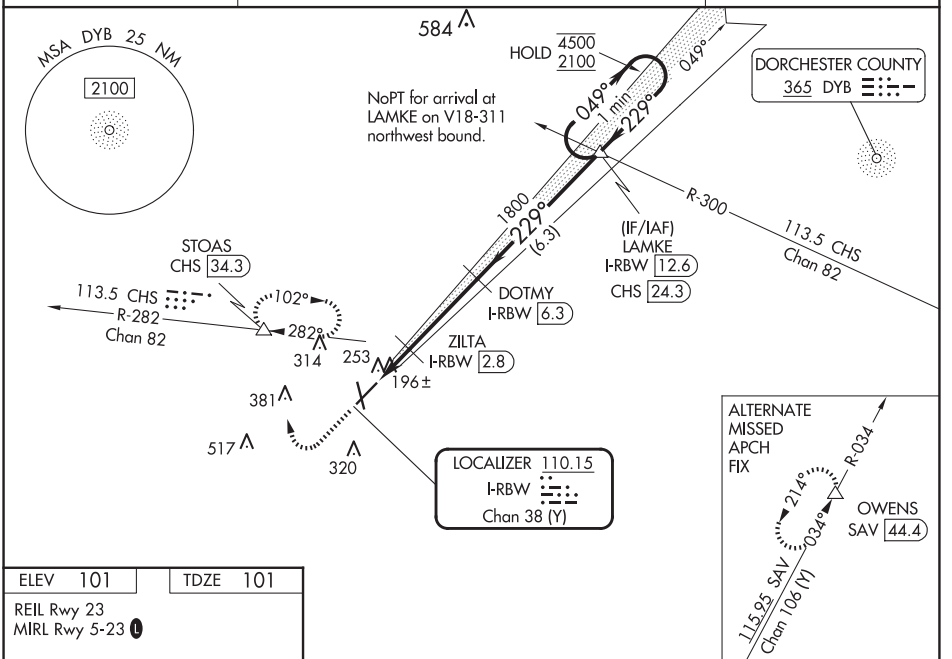
DME required.

Rwy 23 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to S-LOC 23 all Cats.

ODALS

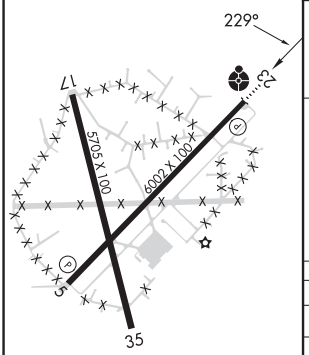
MISSED APPROACH: Climb to 700 then climbing right turn to 2000 on heading 360° and CHS VORTAC R-282 to STOAS/CHS VORTAC 34.3 DME and hold, continue climb-in-hold to 2000, or as directed by ATC.

AWOS-3PT	CHARLESTON APP CON	UNICOM
118.725	120.7 306.925	122.8 (CTAF) L

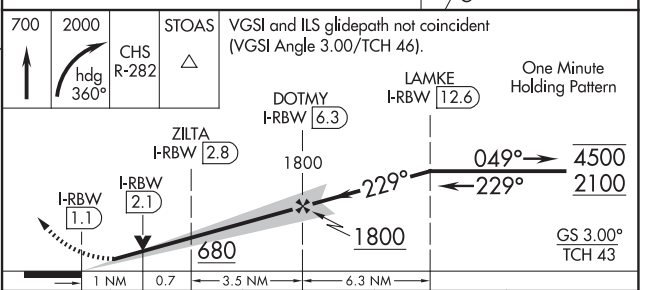


ELEV 101	TDZE 101

REIL Rwy 23
MIRL Rwy 5-23 L



FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-ILS 23	301-¾ 200 (200-¾)			
S-LOC 23	460-¾ 359 (400-¾)		460-⅞ 359 (400-⅞)	
C CIRCLING	620-1 519 (600-1)		700-1½ 599 (600-1½)	700-2 599 (600-2)

WALTERBORO, SOUTH CAROLINA

Amdt 3 30NOV23

32°55′N-80°38′W

LOWCOUNTRY RGNL (RBW)

ILS Y or LOC Y RWY 23

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

ILS Z or LOC Z RWY 23

LOWCOUNTRY RGNL (RBW)

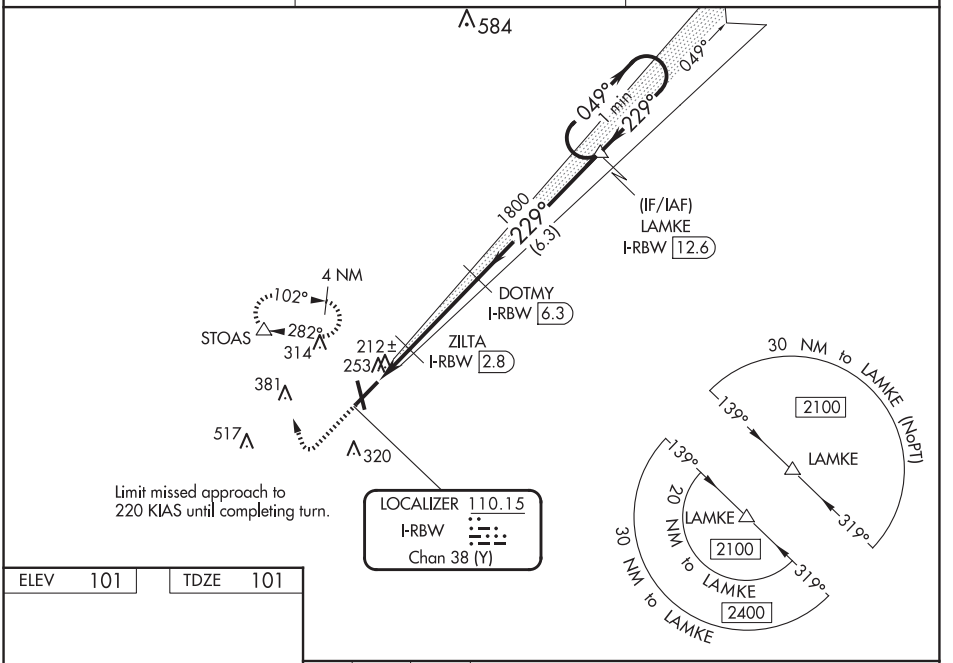
LOC/DME I-RBW	APP CRS	Rwy Idg	6002
110.15	229°	TDZE	101
Chan 38 (Y)		Apt Elev	101

Inop table does not apply to S-LOC 23 Cat C. GPS and DME required. Helicopter visibility reduction below ¾ SM NA. VDP NA with Charleston AFB/Intl altimeter setting. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting: increase S-ILS 23 DA to 379 feet and all MDA 80 feet; increase S-LOC 23 Cats C/D visibility ⅛ mile and Circling Cat C visibility ½ mile and Circling Cat D visibility ¼ mile. For inop ODALS when using Charleston AFB/Intl altimeter setting, increase S-ILS 23 all Cats visibility to ⅞ mile and S-LOC 23 Cat D visibility to 1⅜ mile.

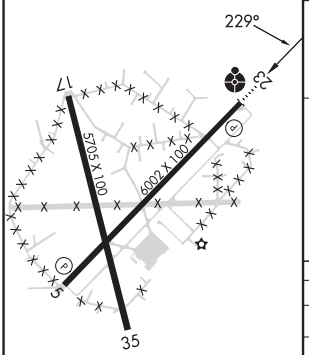
ODALS

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct STOAS and hold.

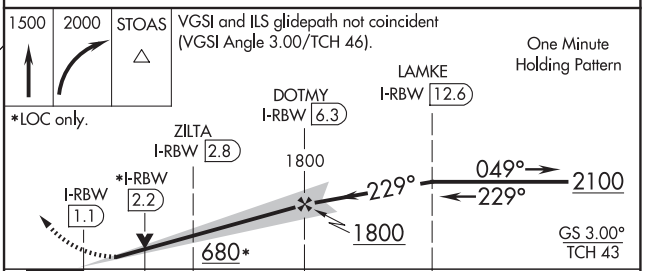
AWOS-3PT	CHARLESTON APP CON	UNICOM
118.725	120.7 306.925	122.8 (CTAF)



ELEV 101	TDZE 101



REIL Rwy 23
MIRL Rwy 5-23 (L)



CATEGORY	A	B	C	D
S-ILS 23	301-¾ 200 (200-¾)			
S-LOC 23	480-¾ 379 (400-¾)		480-1 379 (400-1)	
C CIRCLING	620-1 519 (600-1)	640-1 539 (600-1)	700-1½ 599 (600-1½)	700-2 599 (600-2)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

WALTERBORO, SOUTH CAROLINA AL-5752 (FAA) 24305

RNAV (GPS) RWY 5

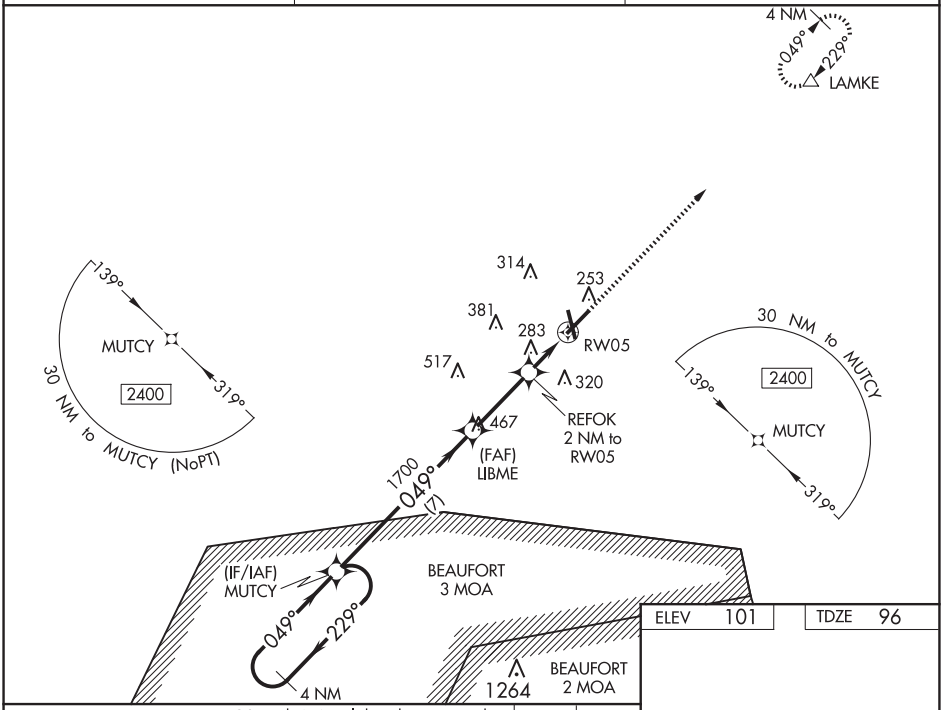
LOWCOUNTRY RGNL (RBW)

WAAS	APP CRS	Rwy Idg	6002
CH 82232	049°	TDZE	96
W05A		Apt Elev	101

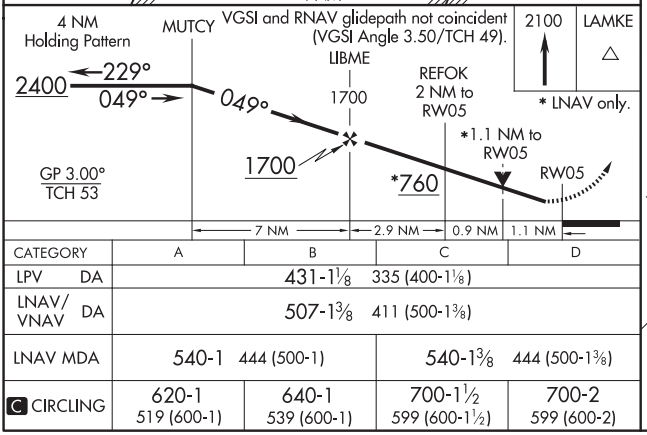
For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Charleston AFB/Intl altimeter setting.
Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all DA 78 feet and all MDA 80 feet; increase LPV, LNAV/VNAV all Cats and Circling Cat D visibility ¼ mile, increase LNAV Cat C - D visibility ⅛ mile, increase Circling Cat C visibility ½ mile.

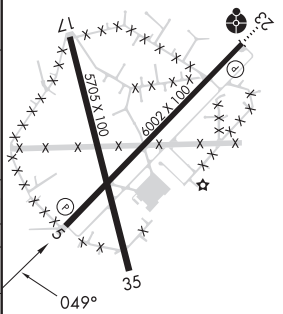
MISSED APPROACH: Climb to 2100 direct LAMKE and hold.

AWOS-3PT	CHARLESTON APP CON	UNICOM
118.725	120.7 306.925	122.8 (CTAF) L



ELEV	101	TDZE	96





CATEGORY	A	B	C	D
LPV DA	431-1⅛ 335 (400-1⅛)			
LNAV/VNAV DA	507-1⅜ 411 (500-1⅜)			
LNAV MDA	540-1 444 (500-1)		540-1⅜ 444 (500-1⅜)	
C CIRCLING	620-1 519 (600-1)	640-1 539 (600-1)	700-1½ 599 (600-1½)	700-2 599 (600-2)

REIL Rwy 23
MIRL Rwy 5-23 L

WALTERBORO, SOUTH CAROLINA
Amdt 1A 29MAY14

32°55'N-80°38'W

LOWCOUNTRY RGNL (RBW)

RNAV (GPS) RWY 5

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	5705
CH 93616	171°	TDZE	93
W17A		Apt Elev	101

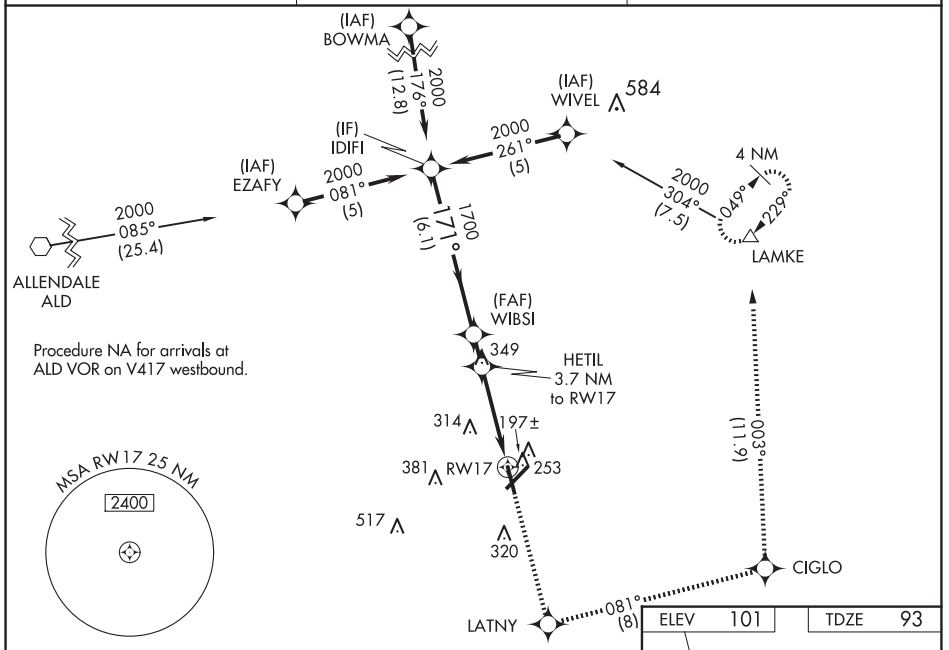
RNAV (GPS) RWY 17

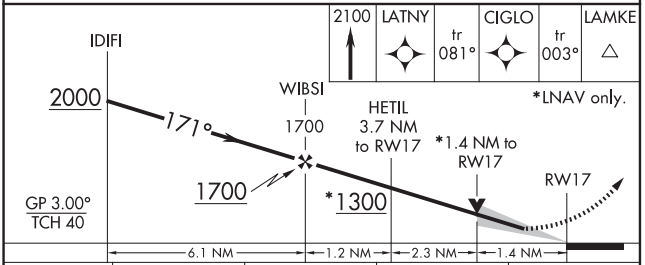
LOWCOUNTRY RGNL (RBW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Charleston Intl/AFB altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting: increase LPV DA to 421 feet and LNAV/VNAV DA to 587 feet and all MDA 80 feet; increase LPV visibility all Cats ⅛ mile; increase LNAV/VNAV visibility all Cats, LNAV Cats C/D, and Circling Cat D visibility ¼ mile; increase Circling Cat C visibility ½ mile.

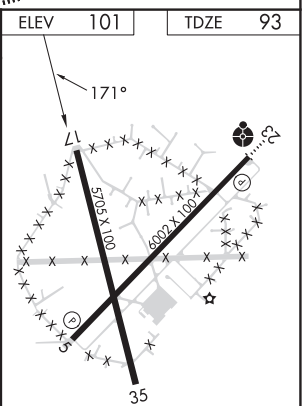
MISSED APPROACH: Climb to 2100 direct LATNY and on track 081° to CIGLO and track 003° to LAMKE and hold.

AWOS-3PT	CHARLESTON APP CON	UNICOM
118.725	120.7 306.925	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	343-1 250 (300-1)			
LNAV/VNAV DA	508-1½ 415 (500-1½)			
LNAV MDA	580-1 487 (500-1)		580-1⅜ 487 (500-1⅜)	
C CIRCLING	620-1 519 (600-1)	640-1 539 (600-1)	700-1½ 599 (600-1½)	700-2 599 (600-2)



SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

WALTERBORO, SOUTH CAROLINA | AL-5752 (FAA) | 24305

WAAS CH 61016 W23A	APP CRS 229°	Rwy Idg 6002 / TDZE 101 / Apt Elev 101

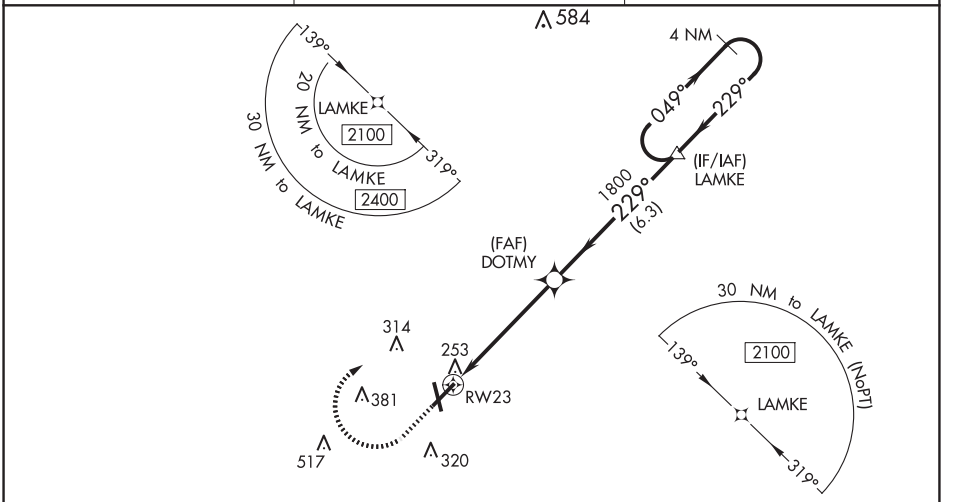
RNAV (GPS) RWY 23
LOWCOUNTRY RGNL (RBW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Charleston AFB/Intl altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. For inop ODALS, increase LNAV/VNAV all Cats visibility to 1¼ mile and LNAV Cat D visibility to 1⅜ mile. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting: increase LPV DA to 379 feet and LNAV/VNAV DA to 542 feet and all MDA 80 feet; increase LNAV/VNAV visibility all Cats, LNAV Cats C/D visibility, and Circling Cat D visibility ¼ mile; increase Circling Cat C visibility ½ mile. For inop ODALS when using Charleston AFB/Intl altimeter setting, increase LPV all Cats visibility to ⅞ mile and LNAV/VNAV all Cats and LNAV Cats C/D visibility to 1½ mile.

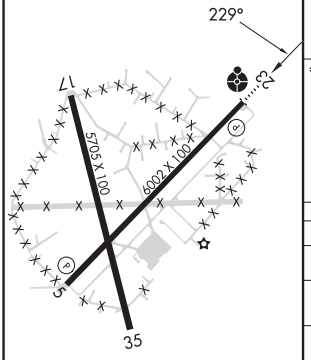
ODALS

MISSED APPROACH: Climb to 1200 then climbing right turn to 2100 direct LAMKE and hold.

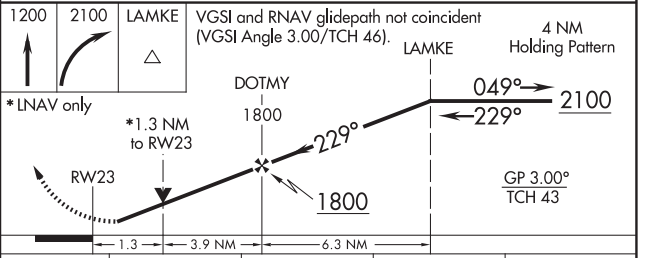
AWOS-3PT	CHARLESTON APP CON	UNICOM
118.725	120.7 306.925	122.8 (CTAF) L



ELEV 101 | TDZE 101



REIL Rwy 23
MIRL Rwy 5-23 L



CATEGORY	A	B	C	D
LPV DA	301-¾	200 (200-¾)		
LNAV/VNAV DA	464-1⅛	363 (400-1⅛)		
LNAV MDA	560-¾	459 (500-¾)	560-1⅛	459 (500-1⅛)
C CIRCLING	620-1	640-1	700-1½	700-2
	519 (600-1)	539 (600-1)	599 (600-1½)	599 (600-2)

WALTERBORO, SOUTH CAROLINA
Amdt 2 03MAR16

32°55′N-80°38′W

LOWCOUNTRY RGNL (RBW)
RNAV (GPS) RWY 23

SE-2, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	5705
CH 48916	351°	TDZE	95
W35A		Apt Elev	101

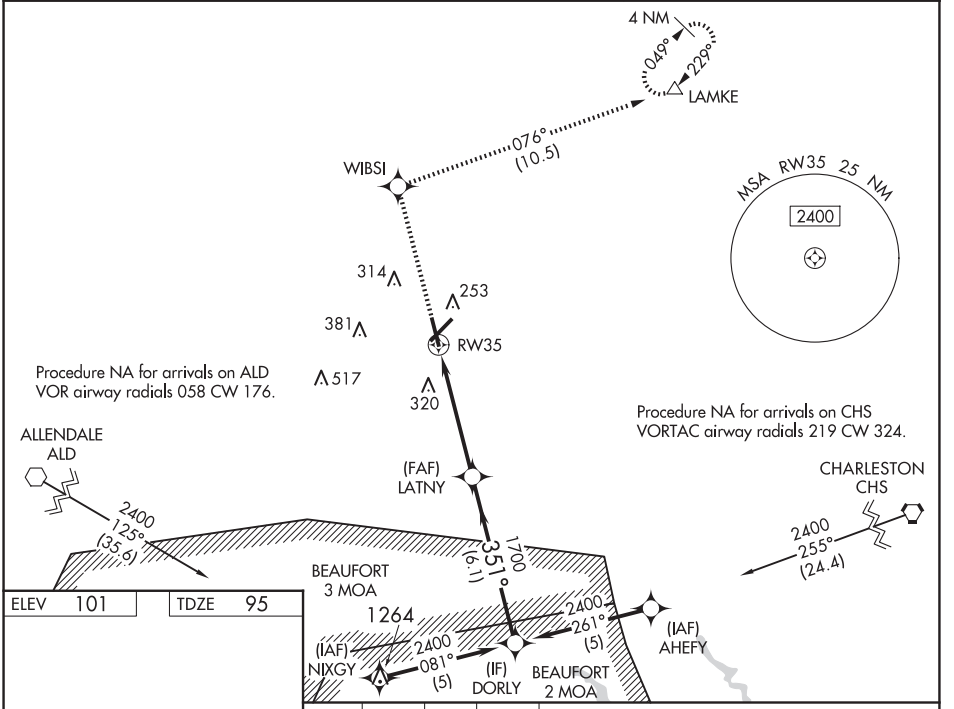
RNAV (GPS) RWY 35

LOWCOUNTRY RGNL (RBW)

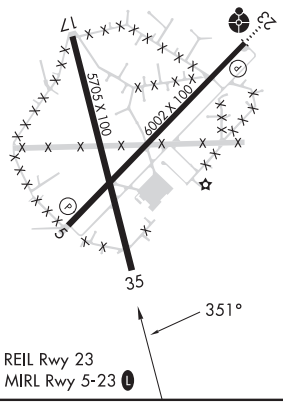
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Charleston AFB/Intl altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting: increase LPV DA to 476 feet and LNAV/VNAV DA to 525 feet and all MDA 80 feet; increase LPV visibility all Cats, LNAV/VNAV visibility all Cats, LNAV Cats C/D visibility, and Circling Cat D visibility ¼ mile; increase Circling Cat C visibility ½ mile.

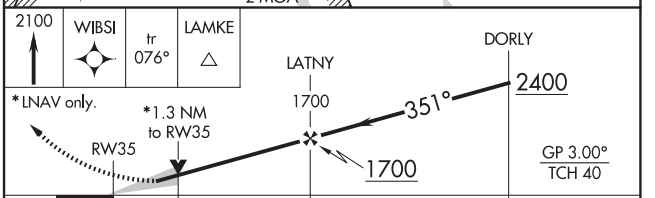
MISSED APPROACH: Climb to 2100 direct WIBSI and on track 076° to LAMKE and hold.

AWOS-3PT	CHARLESTON APP CON	UNICOM
118.725	120.7 306.925	122.8 (CTAF) L



ELEV 101	TDZE 95





CATEGORY	A	B	C	D
LPV DA	398-1 303 (300-1)			
LNAV/VNAV DA	447-1¼ 352 (400-1¼)			
LNAV MDA	560-1 465 (500-1)		560-1⅜ 465 (500-1⅜)	
C CIRCLING	620-1 519 (600-1)	640-1 539 (600-1)	700-1½ 599 (600-1½)	700-2 599 (600-2)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

WASHINGTON, NORTH CAROLINA AL-5916 (FAA) 21224

RNAV (GPS) RWY 5
WASHINGTON-WARREN (OCW)

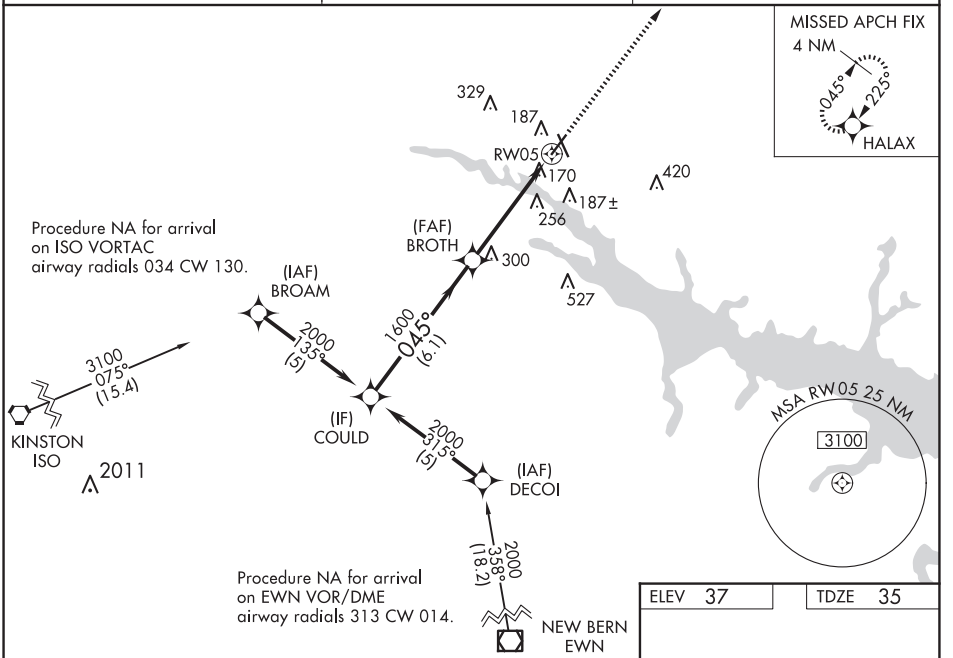
WAAS	APP CRS	Rwy Idg	5000
CH 42810	045°	TDZE	35
W05A		Apt Elev	37

RNP APCH-GPS.

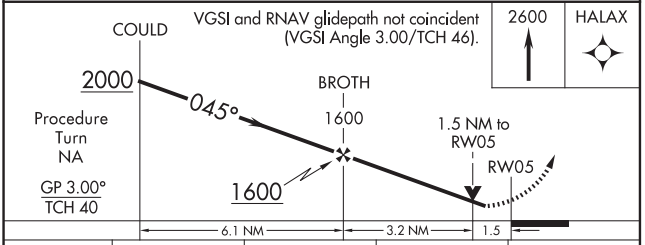
Circling Rwy 17 NA at night. Baro-VNAV and VDP NA when using Greenville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 5 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Greenville altimeter setting: increase LPV DA to 484 feet and visibility ¼ SM, and LNAV/VNAV DA to 519 feet; increase all MDAs 60 feet and visibility LNAV Cat C/D ¼ SM.

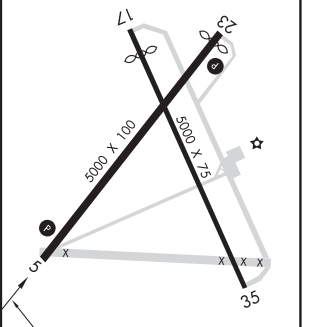
MISSED APPROACH: Climb to 2600 direct HALAX and hold.

AWOS-3	CHERRY POINT APP CON	UNICOM
120.175	119.35 377.175	122.7 (CTAF) L



ELEV 37 TDZE 35





CATEGORY	A	B	C	D
LPV DA	442-1⅛ 407 (500-1⅛)			
LNAV/VNAV DA	477-1⅜ 442 (500-1⅜)			
LNAV MDA	560-1 525 (600-1)		560-1½ 525 (600-1½)	
CIRCLING	560-1 523 (600-1)		640-1¾ 603 (700-1¾)	780-2½ 743 (800-2½)

REIL Rwy 5 and 23 L
MIRL Rwys 5-23 L

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 93810 W23A	APP CRS 225°	Rwy Idg 4800 TDZE 37 Apt Elev 37

RNAV (GPS) RWY 23

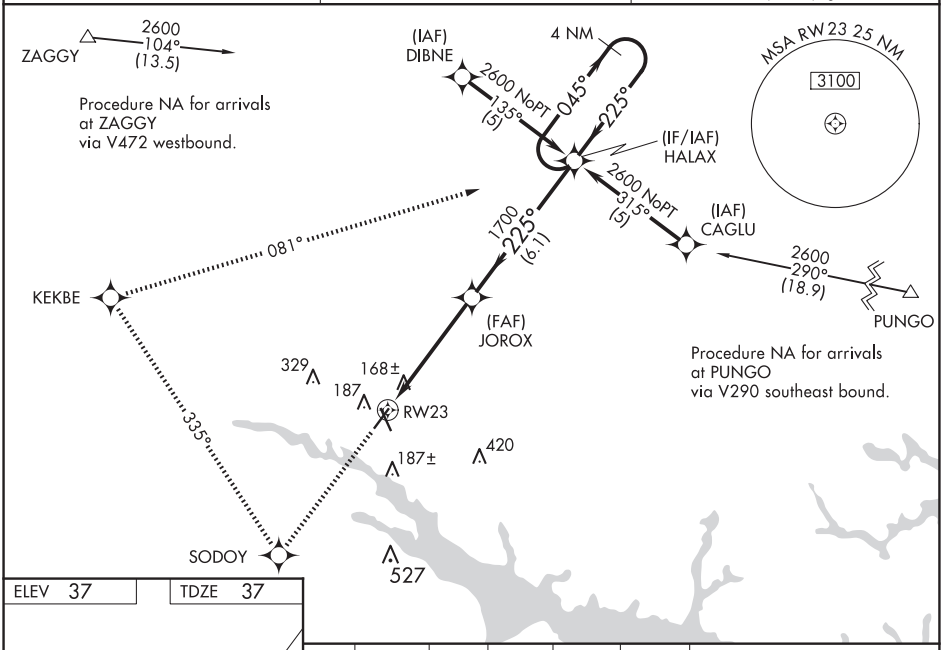
WASHINGTON-WARREN (OCW)

RNP APCH-GPS.

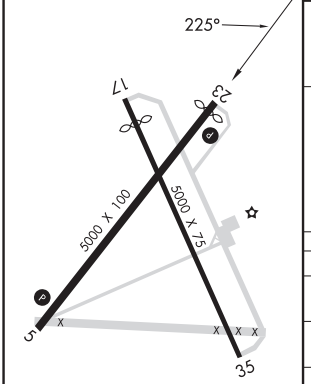
Baro-VNAV and VDP NA when using Greenville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Greenville altimeter setting: increase LPV DA to 478 feet and visibility ¼ SM, and LNAV/VNAV DA to 515 feet and visibility ⅛ SM; increase all MDAs 60 feet and visibility LNAV Cat C/D ¼ SM. Circling Rwy 17 NA at night.

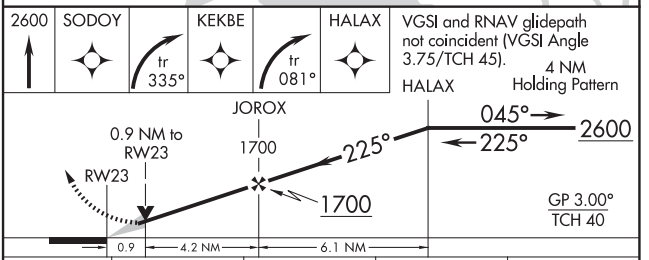
MISSED APPROACH: Climb to 2600 direct SODOY and right turn via 335° track to KEKBE and right turn via 081° track to HALAX and hold.

AWOS-3	CHERRY POINT APP CON	UNICOM
120.175	119.35 377.175	122.7 (CTAF) L



ELEV 37	TDZE 37





CATEGORY	A	B	C	D
LPV DA	436-1⅛ 399 (400-1⅛)			
LNAV/VNAV DA	473-1¼ 436 (500-1¼)			
LNAV MDA	420-1 383 (400-1)		420-1⅛ 383 (400-1⅛)	
CIRCLING	540-1 503 (600-1)		640-1¾ 603 (700-1¾)	780-2½ 743 (800-2½)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

WASHINGTON, NORTH CAROLINA

AL-5916 (FAA)

21224

RNAV (GPS) RWY 35

WASHINGTON-WARREN (OCW)

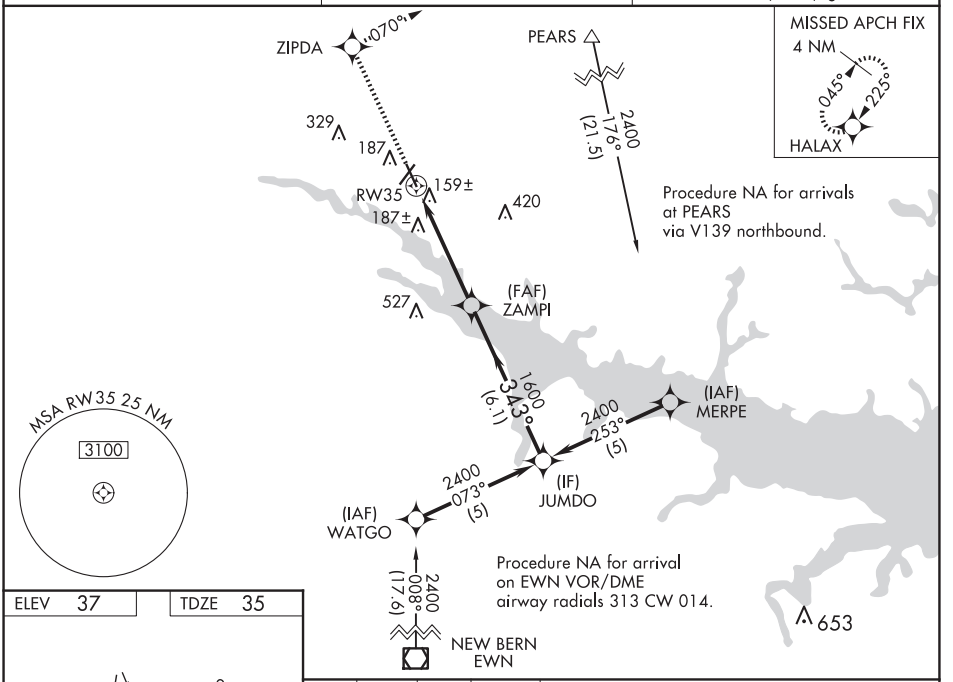
WAAS	APP CRS	Rwy Idg	5000
CH 78310	343°	TDZE	35
W35A		Apt Elev	37

RNP APCH-GPS.

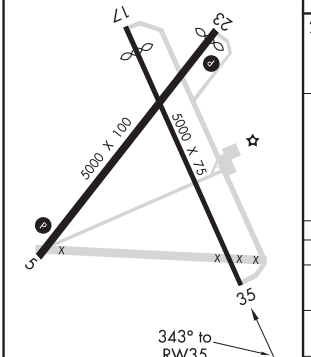
Baro-VNAV and VDP NA when using Greenville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 35 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Greenville altimeter setting: increase LPV DA to 401 feet, and LNAV/VNAV DA to 535 feet; increase all MDAs 60 feet and visibility LNAV Cat C/D ⅛ SM. Straight-in Minimums NA at night, Circling Rwy 17 NA at night.

MISSED APPROACH: Climb to 2600 direct ZIPDA and via 070° track to HALAX and hold.

AWOS-3	CHERRY POINT APP CON	UNICOM
120.175	119.35 377.175	122.7 (CTAF)

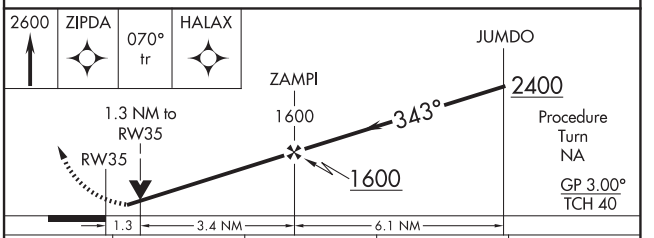


ELEV 37	TDZE 35



REIL Rwy 5 and 23

MIRL Rwys 5-23



CATEGORY	A	B	C	D
LPV DA	359-1 324 (400-1)			
LNAV/VNAV DA	493-1⅜ 458 (500-1⅜)			
LNAV MDA	500-1 465 (500-1)		500-1⅜ 465 (500-1⅜)	
CIRCLING	540-1 503 (600-1)		640-1¾ 603 (700-1¾)	780-2½ 743 (800-2½)

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-OCW	APP CRS	Rwy Idg	5000
110.9	045°	TDZE	35
Chan 46		Apt Elev	37

LOC RWY 5

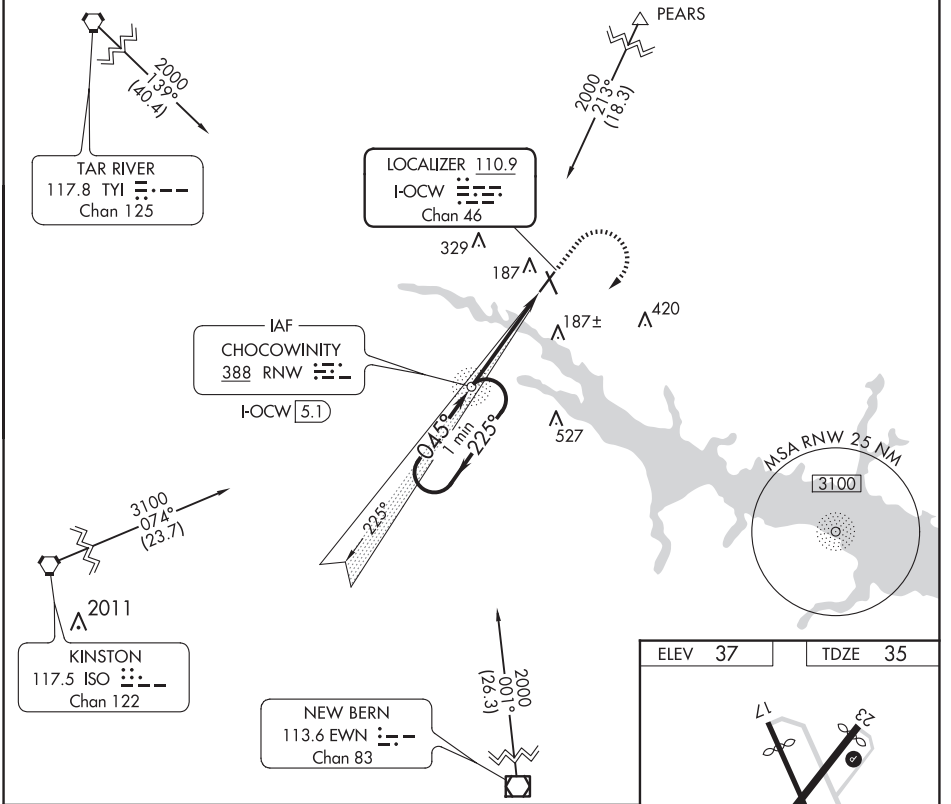
WASHINGTON-WARREN (OCW)

ADF required.

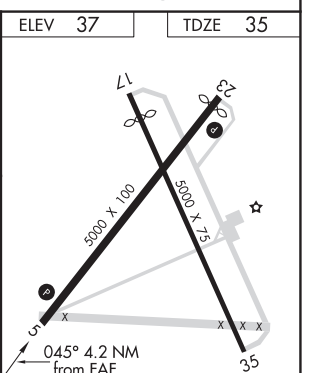
Circling Rwy 17 NA at night. When local altimeter setting not received, use Greenville altimeter setting and increase all MDAs 60 feet.
Rwy 5 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1000, then climbing right turn to 1600 direct RNW NDB and hold.

AWOS-3	CHERRY POINT APP CON	UNICOM
120.175	119.35 377.175	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-5	480-1	445 (500-1)	480-1⅜	445 (500-1⅜)
CIRCLING	540-1	503 (600-1)	640-1¾	780-2½
			603 (700-1¾)	743 (800-2½)



REIL Rwy 5 and 23 L
MIRL Rwys 5-23 L

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

WAXHAW, NORTH CAROLINA AL-6246 (FAA) 19283

APP CRS	Rwy Idg	3309
045°	TDZE	602
	Apt Elev	602

RNAV (GPS) RWY 4

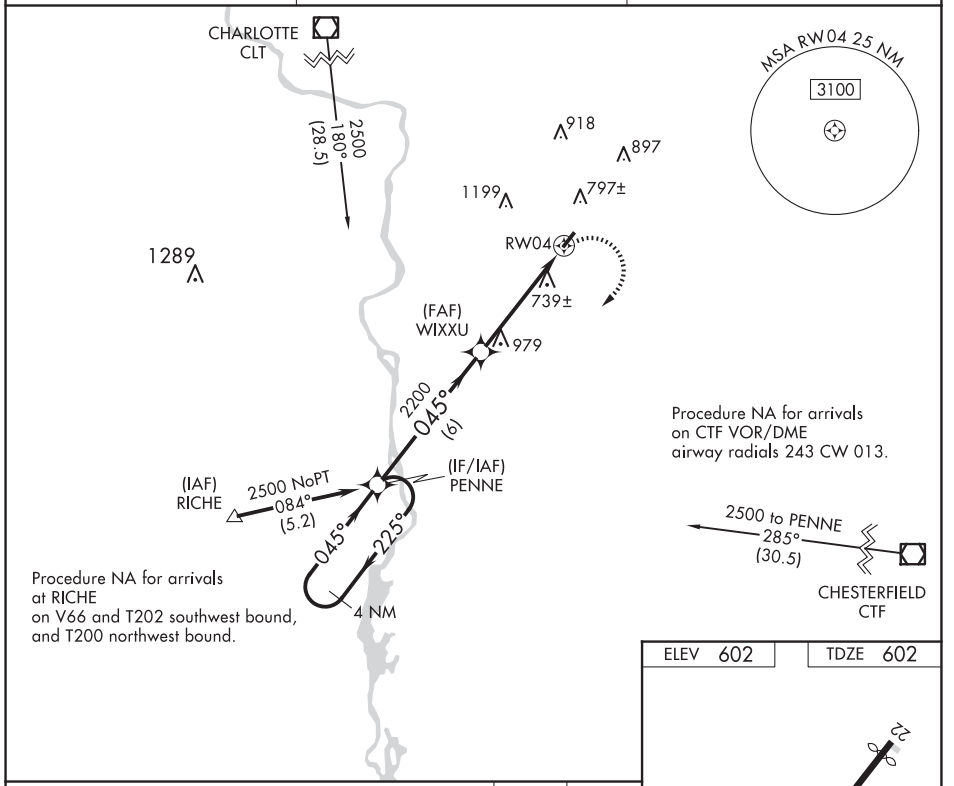
JAARS-TOWNSEND (N52)

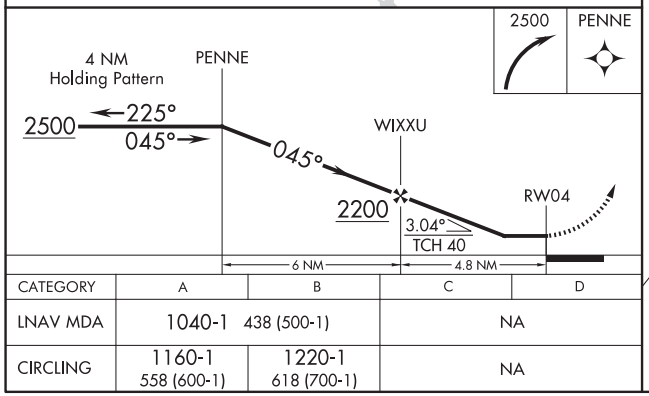
TNA

DME/DME RNP-0.3 NA. Use Monroe altimeter setting, when not received use Rock Hill altimeter setting and increase all MDA 20 feet. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

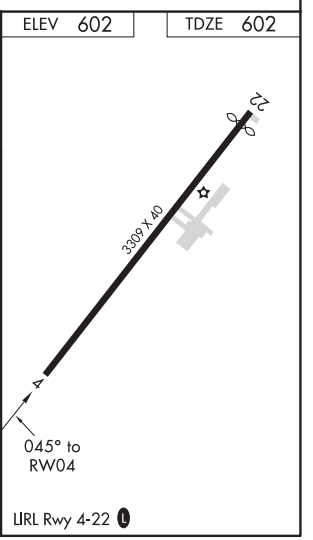
MISSED APPROACH: Climbing right turn to 2500 direct PENNE and hold.

EQY ASOS	CHARLOTTE APP CON	UNICOM
135.775	120.05 307.8	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1040-1	438 (500-1)	NA	
CIRCLING	1160-1 558 (600-1)	1220-1 618 (700-1)	NA	



WAXHAW, NORTH CAROLINA
Orig-A 18SEP14

34°52'N-80°45'W

JAARS-TOWNSEND (N52)

RNAV (GPS) RWY 4

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 22

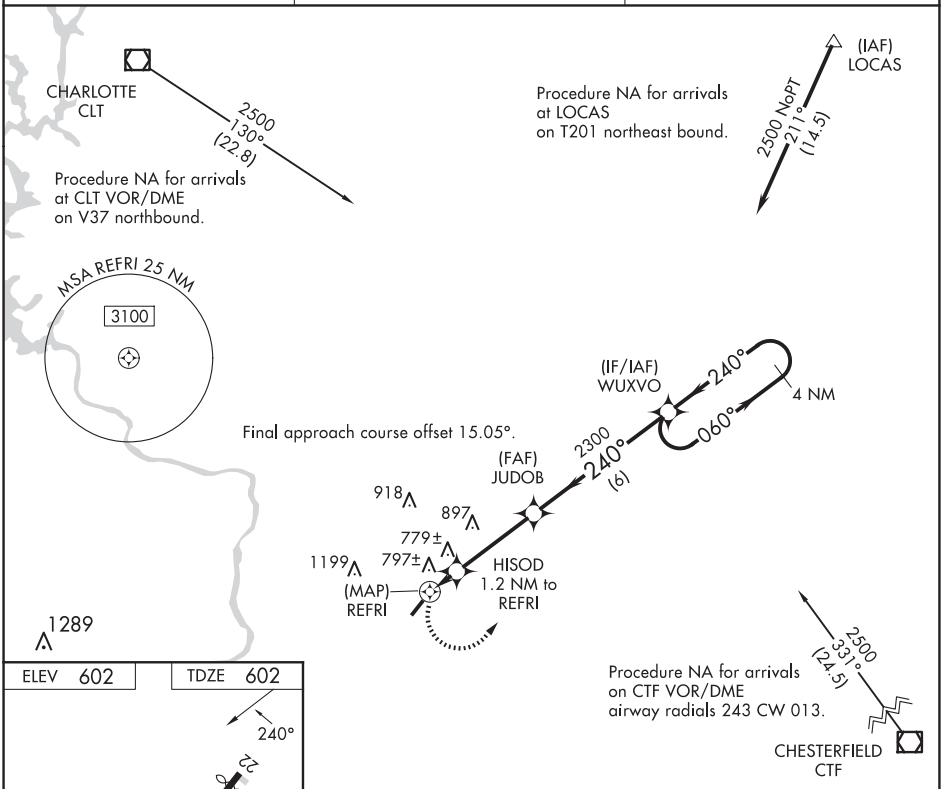
JAARS-TOWNSEND (N52)

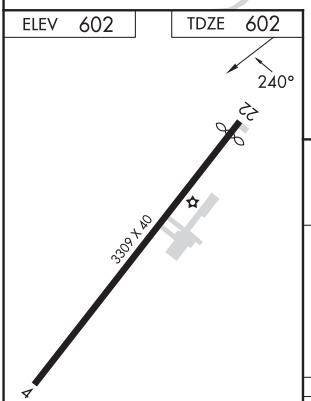
APP CRS	Rwy Idg	3109
240°	TDZE	602
	Apt Elev	602

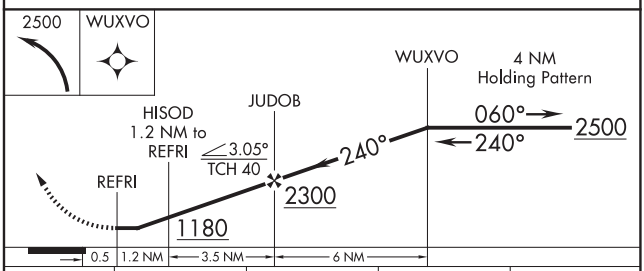
DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Monroe altimeter setting, when not received use Rock Hill altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing left turn to 2500 direct WUXVO and hold.

EQY ASOS	CHARLOTTE APP CON	UNICOM
135.775	120.05 307.8	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1080-1 478 (500-1)		NA	
CIRCLING	1160-1 558 (600-1)	1220-1 618 (700-1)	NA	

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

WHITEVILLE, NORTH CAROLINA | AL-6407 (FAA) | 25107

RNAV (GPS) RWY 6

COLUMBUS COUNTY RGNL (CPC)

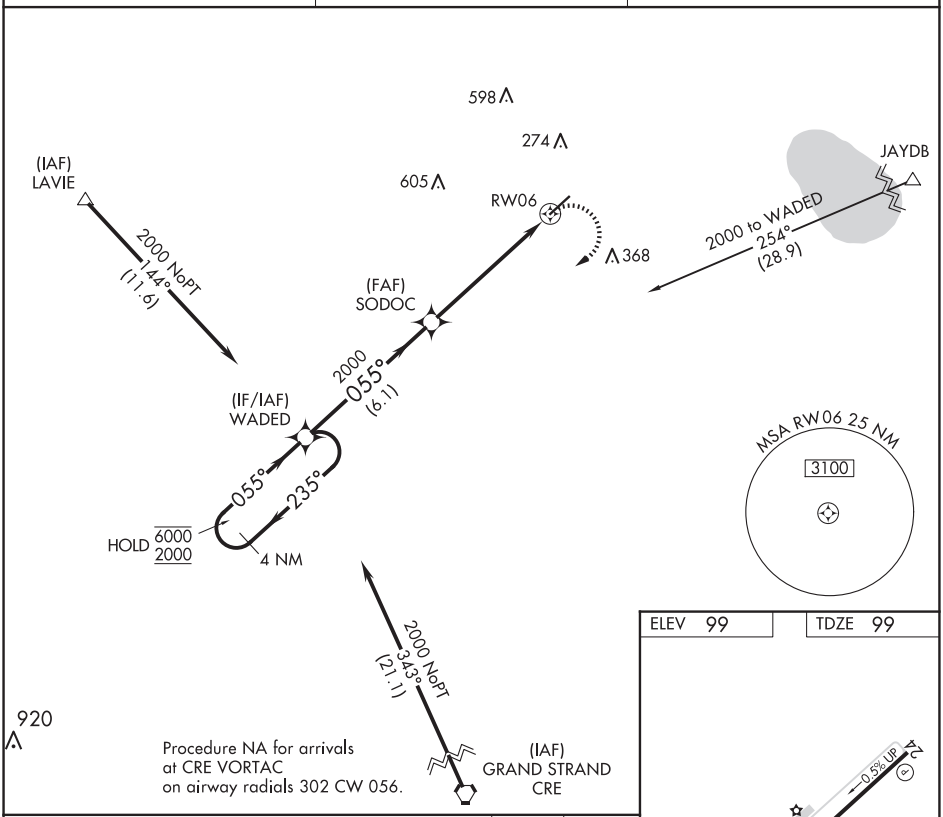
APP CRS	Rwy Idg	5500
055°	TDZE	99
	Apt Elev	99

RNP APCH.

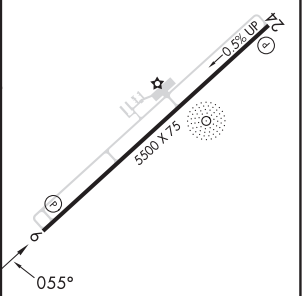
VDP NA when using Elizabethtown altimeter setting. Rwy 6 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Elizabethtown altimeter setting and increase all MDA 60 feet, LNAV Cat C/D visibility ⅛ SM.

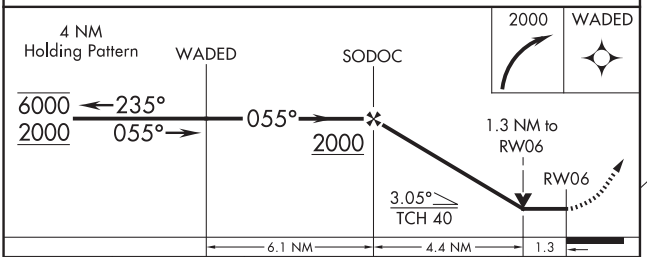
MISSED APPROACH: Climbing right turn to 2000 direct WADED and hold.

AWOS-3	MYRTLE BEACH APP CON ★	UNICOM
118.375	119.2 350.3	122.8 (CTAF) L



ELEV 99 | TDZE 99





CATEGORY	A	B	C	D
LNAV MDA	560-1 461 (500-1)		560-1⅜ 461 (500-1⅜)	

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

WHITEVILLE, NORTH CAROLINA
Amdt 1A 15AUG19

34°16'N-78°43'W

COLUMBUS COUNTY RGNL (CPC)
RNAV (GPS) RWY 6

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	5500
CH 86638	235°	TDZE	86
W24A		Apt Elev	99

RNAV (GPS) RWY 24
COLUMBUS COUNTY RGNL (CPC)

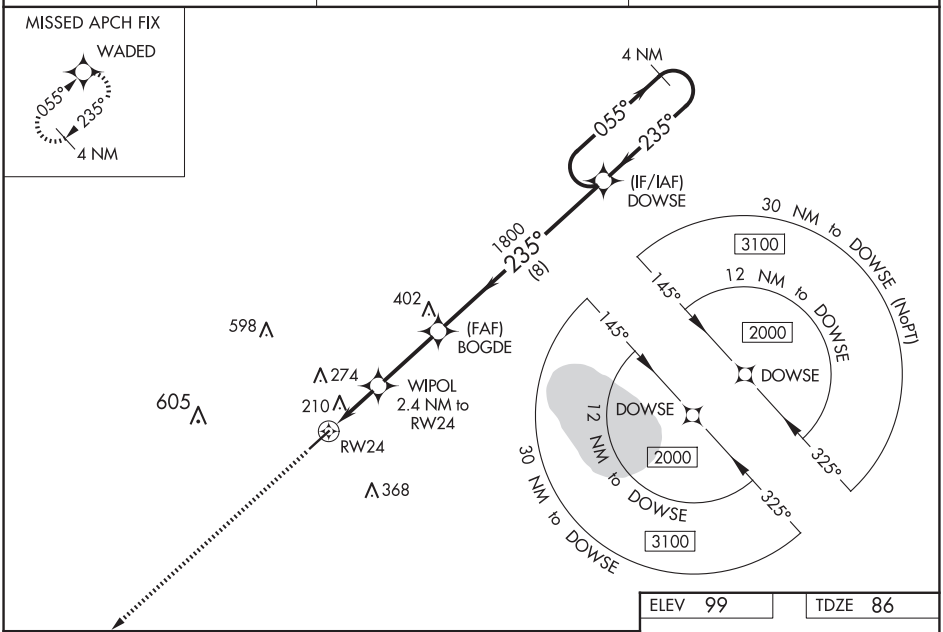
RNP APCH.

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Elizabethtown altimeter setting.

A Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Elizabethtown altimeter setting and increase LPV DA to 427 feet, LNAV/VNAV DA to 441 feet and all visibilities ¼ mile. Increase all MDA 60 feet and all Cat C and D visibilities ¼ mile.

MISSED APPROACH: Climb to 2000 direct WADED and hold.

AWOS-3	MYRTLE BEACH APP CON ★	UNICOM
118.375	119.2 350.3	122.8 (CTAF) L

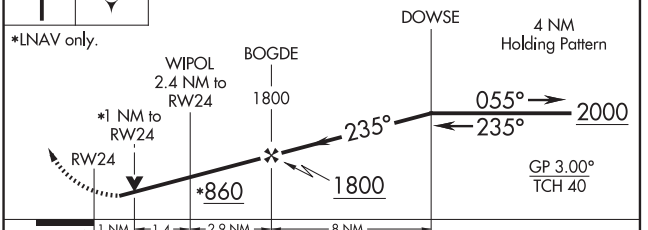


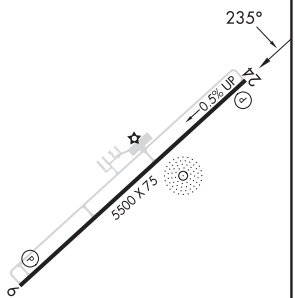
ELEV 99 TDZE 86

2000 WADED

VGSI and RNAV glidepath not coincident (VGSI Angle 3.25/TCH 42).

*LNAV only.





CATEGORY	A	B	C	D
LPV DA	374-1	288 (300-1)		
LNAV/VNAV DA	388-1⅛	302 (300-1⅛)		
LNAV MDA	460-1	374 (400-1)		
C CIRCLING	520-1 421 (500-1)	580-1 481 (500-1)	680-1½ 581 (600-1½)	780-2¼ 681 (700-2¼)

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

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

WHITEVILLE, NORTH CAROLINA AL-6407 (FAA) 25107

NDB CPC	APP CRS		
227	059°	Rwy Idg	5500
		TDZE	99
		Apt Elev	99

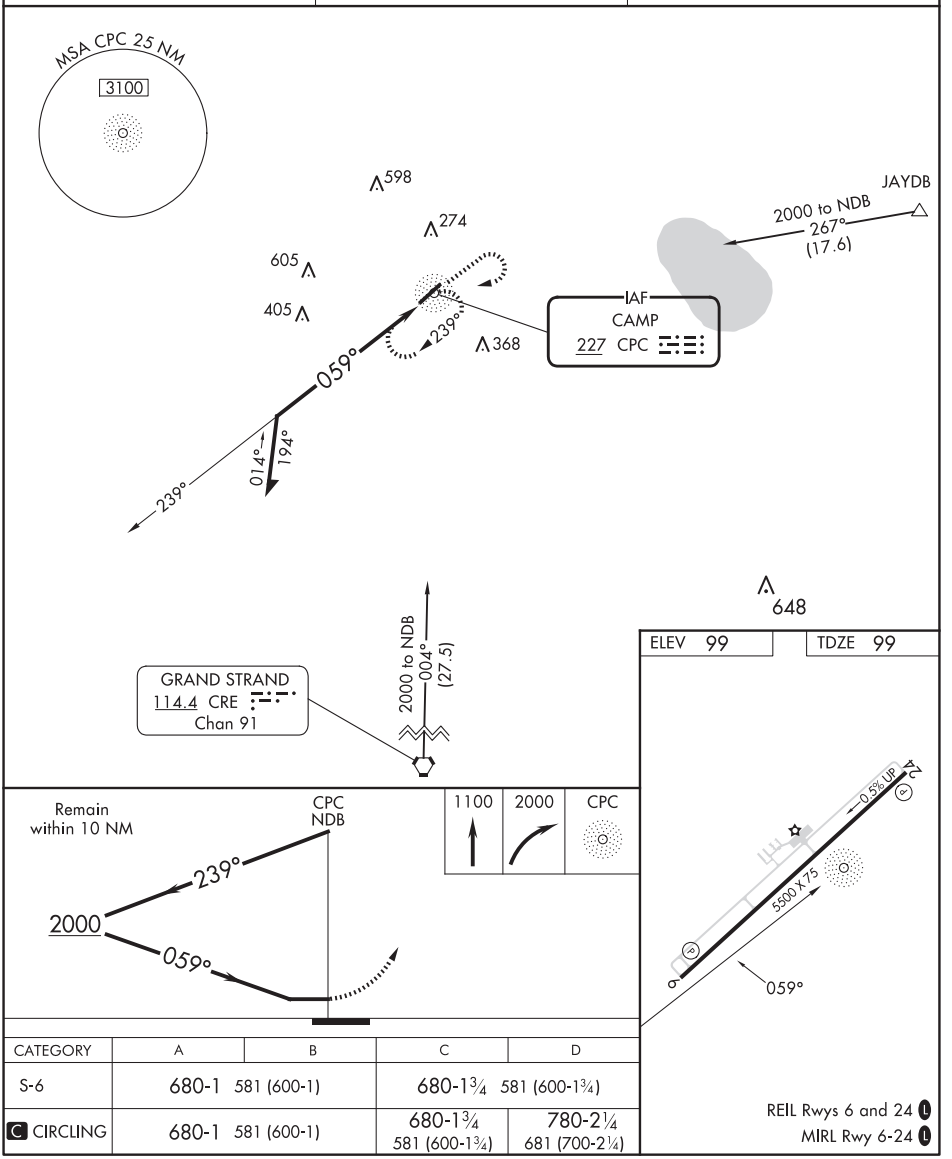
NDB RWY 6

COLUMBUS COUNTY RGNL (CPC)

Rwy 6 helicopter visibility reduction below ¾ SM NA.
When local altimeter setting not received, use Elizabethtown altimeter setting and increase all MDA 60 feet, increase S-6 Cat C/D and Circling Cat C visibility ⅛ SM and Circling Cat D visibility ¼ SM.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct CPC NDB and hold, continue climb-in-hold to 2000.

AWOS-3	MYRTLE BEACH APP CON ★	UNICOM
118.375	119.2 350.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-6	680-1	581 (600-1)	680-1¾	581 (600-1¾)
C CIRCLING	680-1	581 (600-1)	680-1¾ 581 (600-1¾)	780-2¼ 681 (700-2¼)

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

WHITEVILLE, NORTH CAROLINA
Amdt 6 06DEC18

34°16'N-78°43'W

COLUMBUS COUNTY RGNL (CPC)
NDB RWY 6

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	5000
033°	TDZE	75
	Apt Elev	75

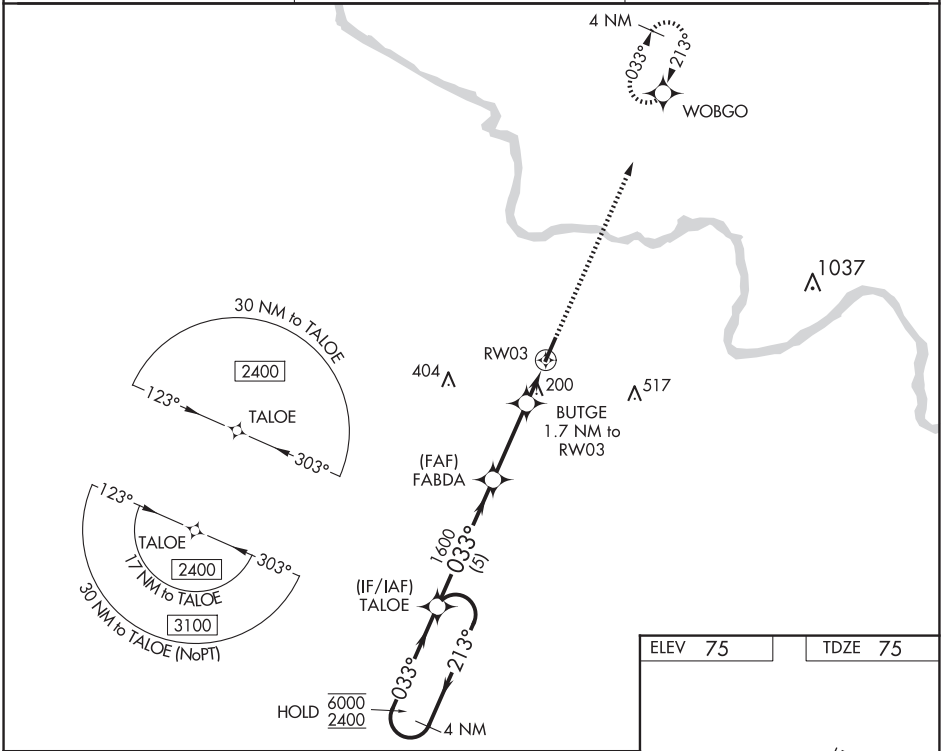
RNAV (GPS) RWY 3
MARTIN COUNTY (MCZ)

RNP APCH - GPS.

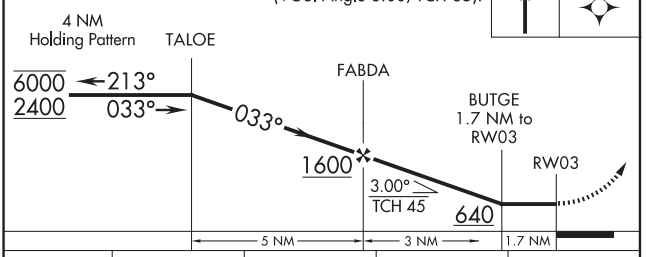
Rwy 3 helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 3 NA at night, Circling Rwy 3 NA at night.

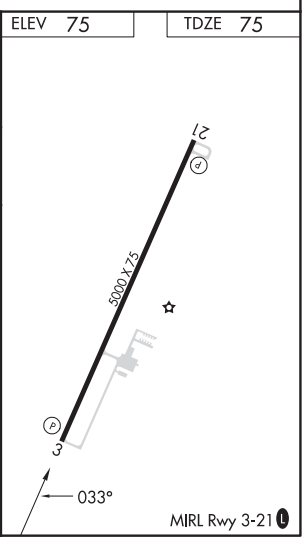
MISSED APPROACH: Climb to 3500 direct WOBGO and hold, continue climb-in-hold to 3500.

AWOS-3P	WASHINGTON CENTER	UNICOM
118.65	123.85 279.65	122.8 (CTAF) L



VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 35).





CATEGORY	A	B	C	D
LNAV MDA	460-1 385 (400-1)		460-1⅛ 385 (400-1⅛)	
C CIRCLING	500-1 425 (500-1)	540-1 465 (500-1)	680-1¾ 605 (700-1¾)	880-2½ 805 (900-2½)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

WILLIAMSTON, NORTH CAROLINA AL-5991 (FAA) 23222

WAAS	APP CRS	Rwy Idg	5000
CH 86237	213°	TDZE	75
W21A		Apt Elev	75

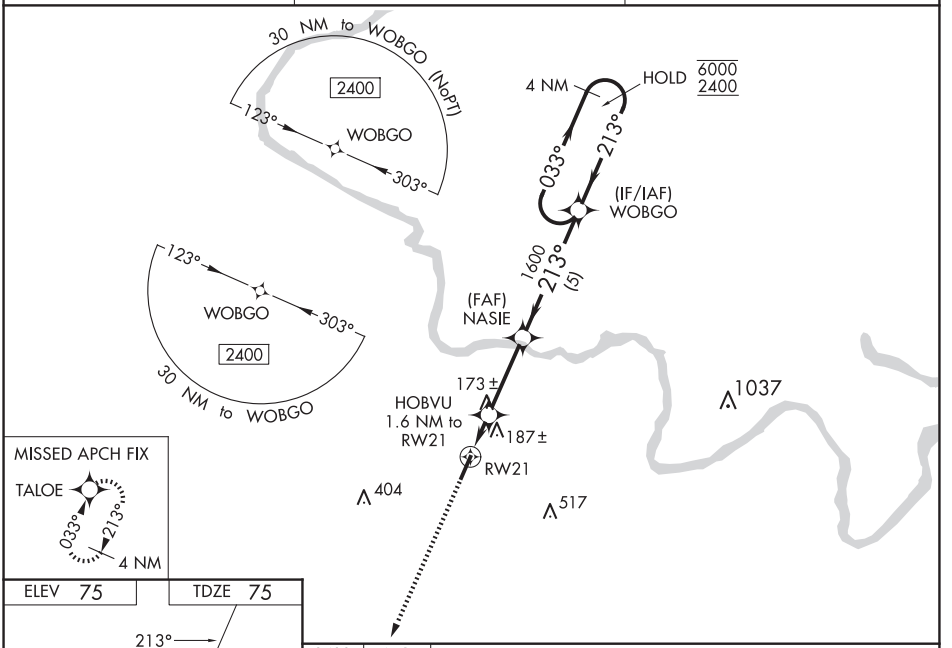
RNAV (GPS) RWY 21
MARTIN COUNTY (MCZ)

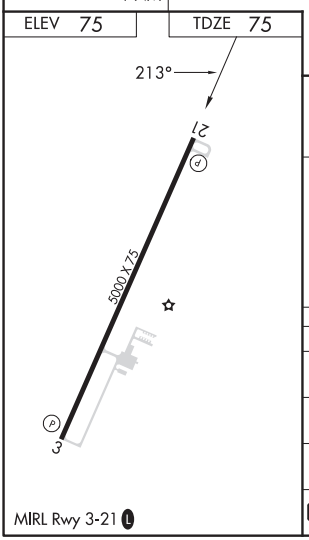
RNP APCH - GPS.

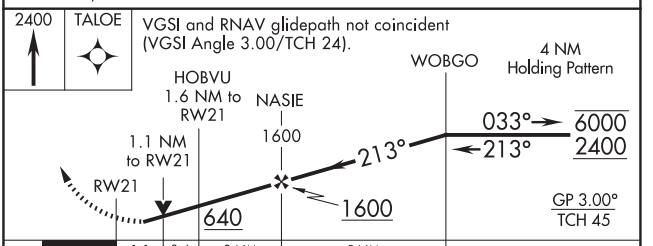
Circling Rwy 3 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2400 direct TALOE and hold, continue climb-in-hold to 2400.

AWOS-3P	WASHINGTON CENTER	UNICOM
118.65	123.85 279.65	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	383-1	308 (400-1)		
LNAV/VNAV DA	343-1	268 (300-1)		
LNAV MDA	440-1	365 (400-1)		
C CIRCLING	500-1 425 (500-1)	540-1 465 (500-1)	680-1¾ 605 (700-1¾)	880-2½ 805 (900-2½)

MIRL Rwy 3-21 L

WILLIAMSTON, NORTH CAROLINA
Amdt 1C 10AUG23

35°52'N-77°11'W

MARTIN COUNTY (MCZ)
RNAV (GPS) RWY 21

SE-2, 07 AUG 2025 to 02 OCT 2025

ILS Y or LOC RWY 6

WILMINGTON INTL (ILM)

LOC/DME I-GNM	APP CRS	Rwy Idg	8016
109.95	058°	TDZE	28
Chan 36 (Y)		Apt Elev	32

T A ADF required. DME required.

MISSED APPROACH: Climb to 1800 direct WILZE LOM and hold.

ATIS	WILMINGTON APP CON★	WILMINGTON TOWER★	GND CON	CLNC DEL	UNICOM
124.975	118.25 284.65 (164°-343°) 135.75 317.425 (344°-163°)	119.9 (CTAF) L 239.3	121.9 348.6	120.875	122.95

ALTERNATE MISSED APCH FIX

AIRLI IL 281

169° 349°

RNAV 1-GPS or RADAR REQUIRED

MSA GM 25 NM 3100

LOM WILZE 205 GM

238° 058°

LOCALIZER 109.95 I-GNM Chan 36 (Y)

225± 611 176 114 354 621 275 154± 181± 164± 449

SAAFO I-GNM 6.7

ZIPVO I-GNM 3.2

(IF/IAF) LURKY I-GNM 13.7

2017

1700 058° (7)

058° 1 min 238°

238°

LOM AIRLI 281 IL

ELEV 32 D TDZE 28

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 57).

1800 GM

One Minute Holding Pattern

LURKY I-GNM 13.7

SAAFO I-GNM 6.7

ZIPVO I-GNM 3.2

*LOC only.

3100 238° 058° 058° 1700 *I-GNM 2.7 I-GNM 1.6

GS 3.00° TCH 60

1700 *580

7 NM 3.5 NM 0.5 1.1 NM

CATEGORY	A	B	C	D
S-ILS 6	228/40 200 (200-¾)			
S-LOC 6	420/55 392 (400-1)		420/60 392 (400-1¼)	
C CIRCLING	560-1 528 (600-1)		720-2 688 (700-2)	920-3 888 (900-3)

7754 X 150

8016 X 150

87

TWR 136

35

058°

HIRL Rwy 6-24 and 17-35 L

REIL Rwy 6 and 17 L

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

WILMINGTON, NORTH CAROLINA AL-459 (FAA) 24361

ILS Y or LOC RWY 24

WILMINGTON INTL (ILM)

LOC I-GMX	APP CRS	Rwy Idg	8016
111.55	238°	TDZE	26
		Apt Elev	32

**RVR 1800 authorized with use of FD or AP or HUD to DA. ADF required.

MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 1800 direct WILZE LOM and hold.

ATIS	WILMINGTON APP CON★	WILMINGTON TOWER★	GND CON	CLNC DEL	UNICOM
124.975	118.25 284.65 (164°-343°) 135.75 317.425 (344°-163°)	119.9 (CTAF) L 239.3	121.9 348.6	120.875	122.95

ALTERNATE MISSED APCH FIX

AIRLI
IL
281

169°
349°

RNAV 1-GPS or RADAR REQUIRED

1042

TOPSY

058°

238°

1 min

058°

225 ±

238°

176

611

275

621

354

181±

449

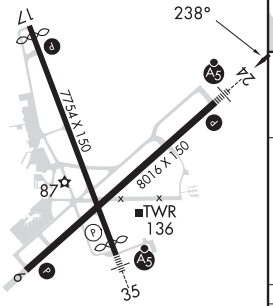
LOM/IAF
WILZE
205 GM

LOCALIZER 111.55
I-GMX

LOM
AIRLI
281 IL

MSA GM 25 NM
3100

ELEV 32 D TDZE 26



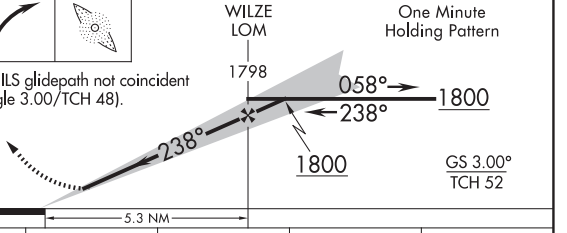
HIRL Rwy 6-24 and 17-35 L
REIL Rwy 6 and 17 L

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

500	1800	GM

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 48).



CATEGORY	A	B	C	D
S-ILS 24**	226/24 200 (200-½)			
S-LOC 24	500/24 474 (500-½)		500/50 474 (500-1)	
C CIRCLING	560-1 528 (600-1)		720-2 688 (700-2)	920-3 888 (900-3)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

ILS Y or LOC RWY 35

WILMINGTON INTL (ILM)

LOC I-ILM	APP CRS	Rwy Idg	7204
110.3	349°	TDZE	31
		Apt Elev	32

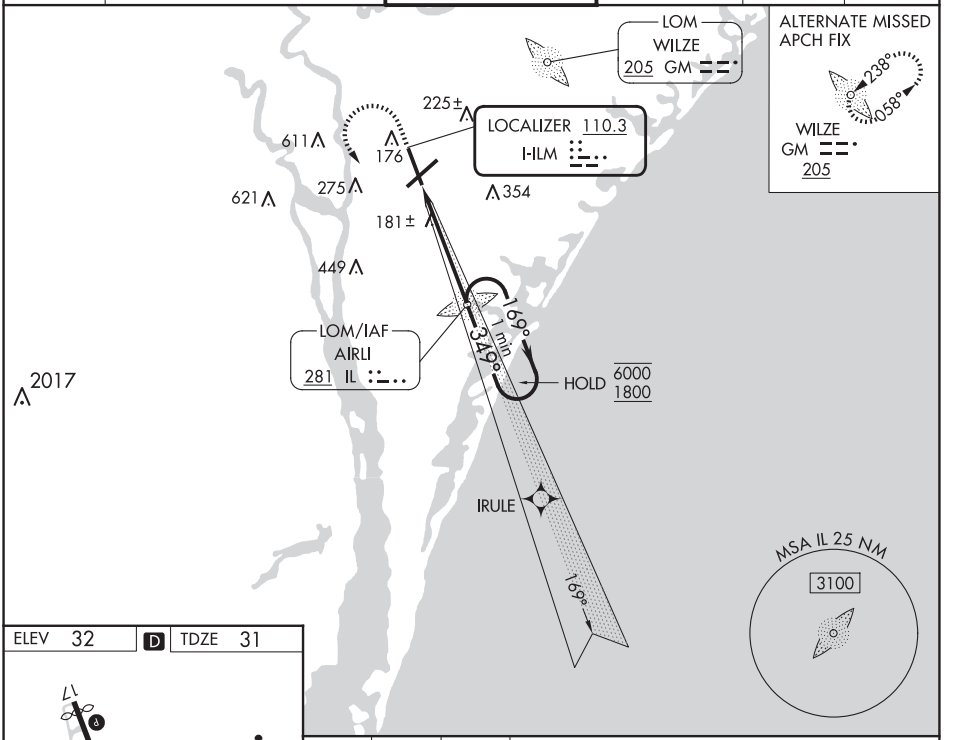
ADF required. RADAR required for procedure entry.

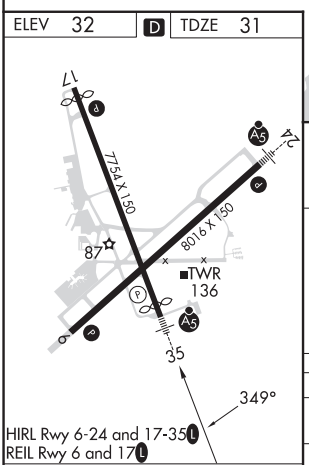
For inop ALS, increase S-LOC 35 Cat C/D visibility to 1⅜ SM.

MALSR

MISSED APPROACH: Climb to 600 then climbing left turn to 1800 direct AIRLI LOM and hold.

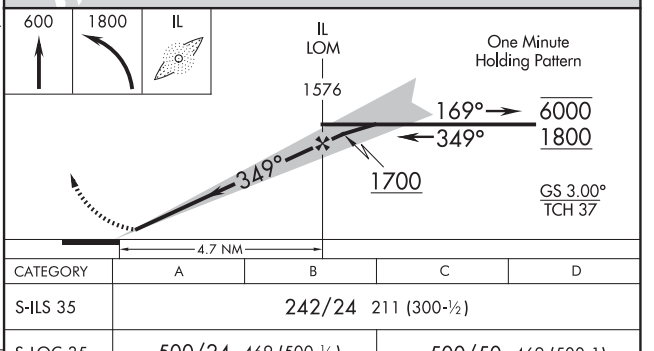
ATIS	WILMINGTON APP CON★	WILMINGTON TOWER★	GND CON	CLNC DEL	UNICOM
124.975	118.25 284.65 (164°-343°) 135.75 317.425 (344°-163°)	119.9 (CTAF) L 239.3	121.9 348.6	120.875	122.95





FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:38	3:06	2:19	1:51	1:33



CATEGORY	A	B	C	D
S-ILS 35	242/24 211 (300-½)			
S-LOC 35	500/24 469 (500-½)		500/50 469 (500-1)	
C CIRCLING	560-1 528 (600-1)		720-2 688 (700-2)	920-3 888 (900-3)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

WILMINGTON, NORTH CAROLINA | AL-459 (FAA) | 24361

LOC/DME I-GNM	APP CRS	Rwy Idg 8016
109.95	058°	TDZE 28
Chan 36 (Y)		Apt Elev 32

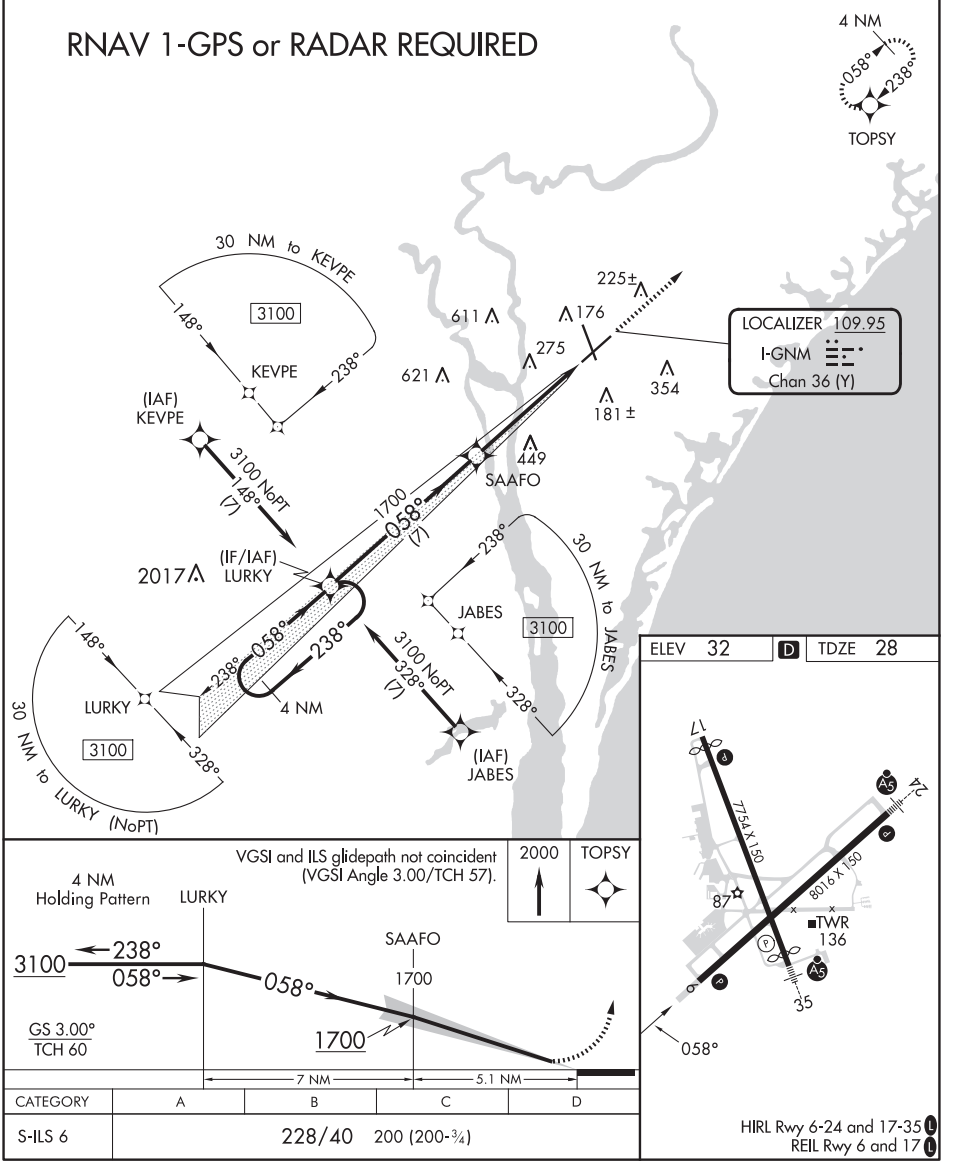
ILS Z RWY 6

WILMINGTON INTL (ILM)

RNAV 1-GPS required.

MISSED APPROACH: Climb to 2000 direct TOPSY and hold.

ATIS	WILMINGTON APP CON★	WILMINGTON TOWER★	GND CON	CLNC DEL	UNICOM
124.975	118.25 284.65 (164°-343°) 135.75 317.425 (344°-163°)	119.9 (CTAF) L 239.3	121.9 348.6	120.875	122.95



CATEGORY	A	B	C	D
S-ILS 6	228/40	200 (200-¾)		

HIRL Rwy 6-24 and 17-35 L
REIL Rwy 6 and 17 L

WILMINGTON, NORTH CAROLINA
Orig-B 17AUG17

34°16'N-77°54'W

WILMINGTON INTL (ILM)
ILS Z RWY 6

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

ILS Z RWY 24
WILMINGTON INTL (ILM)

LOC I-GMX	APP CRS	Rwy Idg	8016
111.55	238°	TDZE	26
		Apt Elev	32

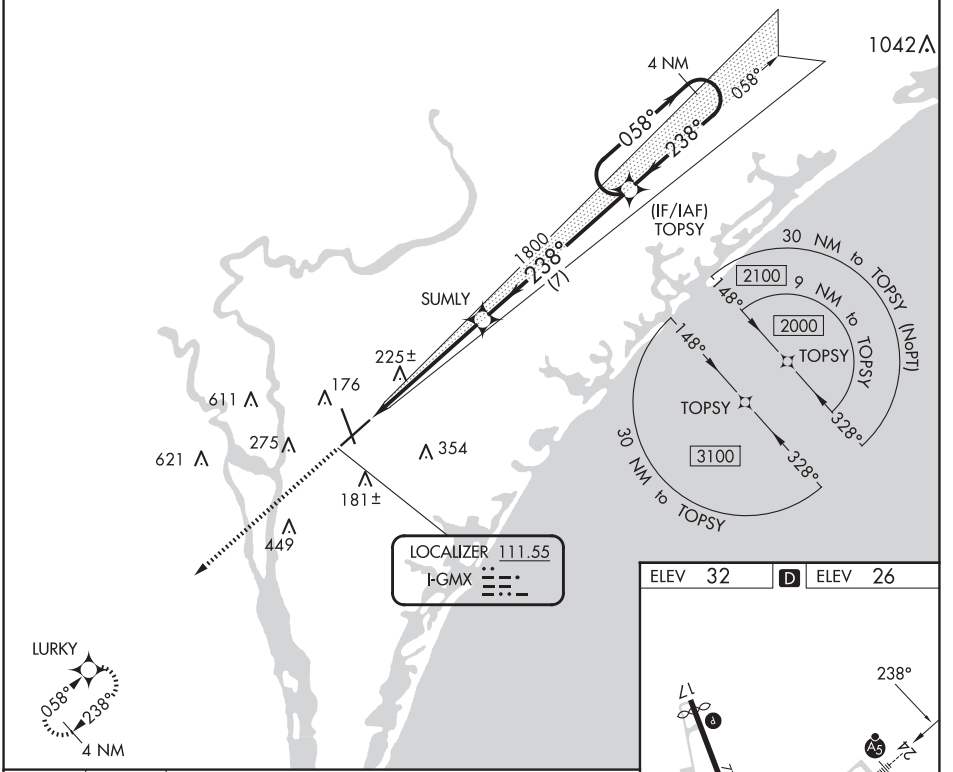
RNAV 1-GPS required.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

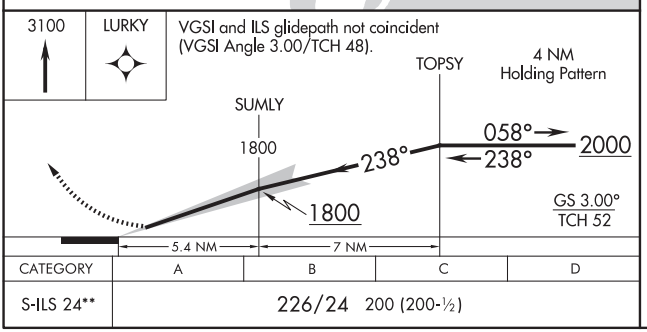
MALSR

MISSED APPROACH: Climb to 3100 direct LURKY and hold.

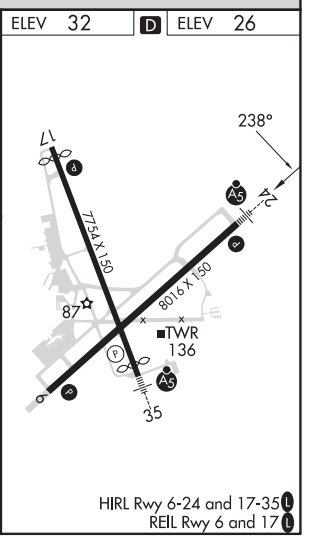
ATIS	WILMINGTON APP CON★	WILMINGTON TOWER★	GND CON	CLNC DEL	UNICOM
124.975	118.25 284.65 (164°-343°) 135.75 317.425 (344°-163°)	119.9 (CTAF) L 239.3	121.9 348.6	120.875	122.95

RNAV 1-GPS or RADAR REQUIRED





CATEGORY	A	B	C	D
S-ILS 24**	226/24 200 (200-½)			



SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

ILS Z RWY 35
WILMINGTON INTL (ILM)

LOC I-ILM	APP CRS	Rwy Idg	7204
110.3	349°	TDZE	31
		Apt Elev	32

NA — RNAV 1-GPS required.

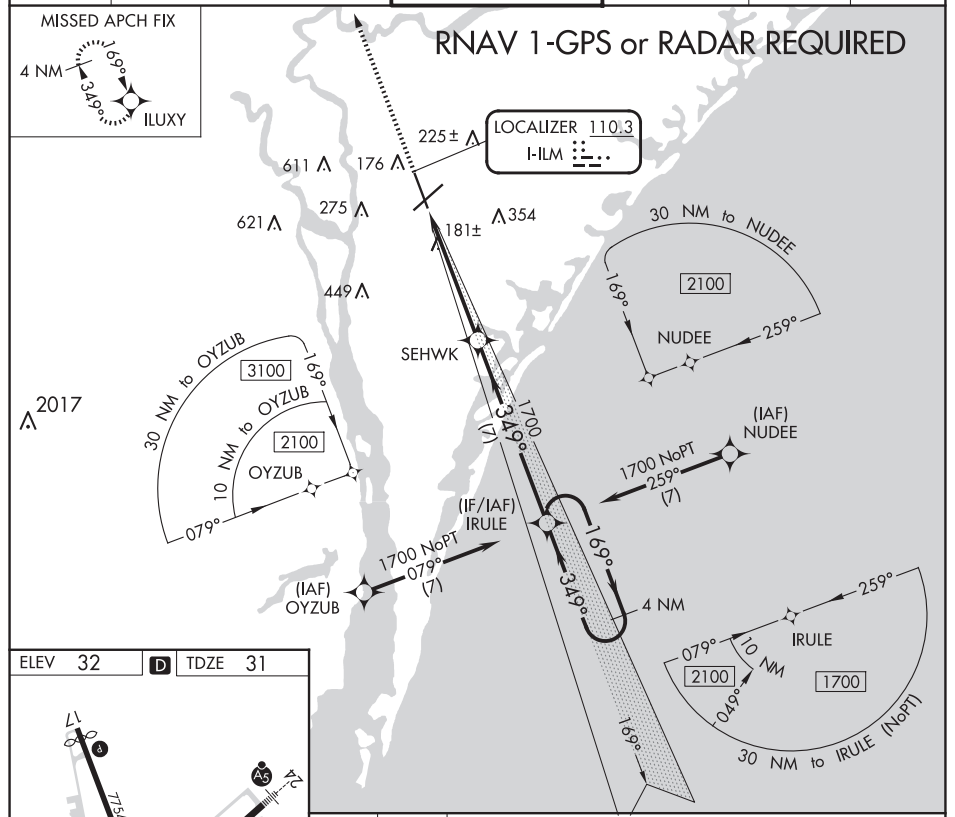
MALSR

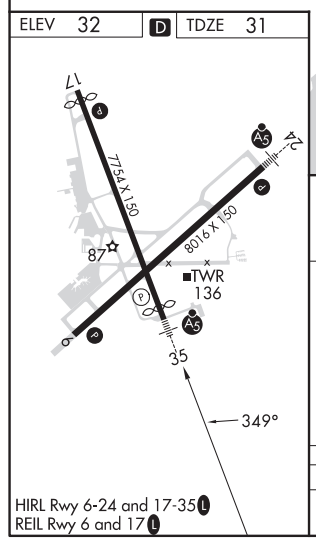
MISSED APPROACH: Climb to 3000 direct ILUXY and hold.

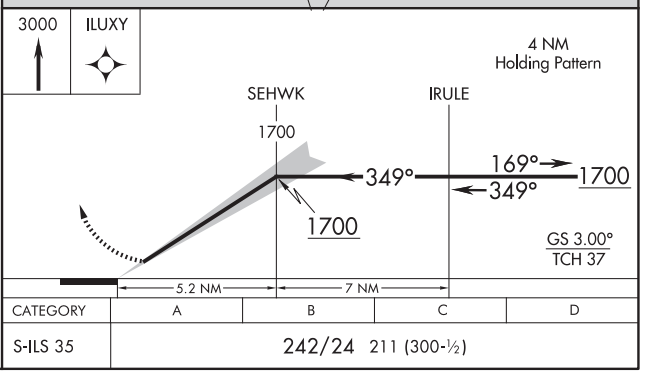
ATIS	WILMINGTON APP CON★	WILMINGTON TOWER★	GND CON	CLNC DEL	UNICOM
124.975	118.25 284.65 (164°-343°) 135.75 317.425 (344°-163°)	119.9 (CTAF) L 239.3	121.9 348.6	120.875	122.95

MISSED APCH FIX

RNAV 1-GPS or RADAR REQUIRED







CATEGORY	A	B	C	D
S-ILS 35	242/24 211 (300-½)			

SE-2, 07 AUG 2025 to 02 OCT 2025

LOC I-GMX	APP CRS	Rwy Idg	8016
111.55	238°	TDZE	26
		Apt Elev	32

ILS Y RWY 24 (SA CAT I & II)

WILMINGTON INTL (ILM)

ADF required. SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. Procedure NA when tower closed.

MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 1800 direct WILZE LOM and hold.

ATIS	WILMINGTON APP CON★	WILMINGTON TOWER★	GND CON	CLNC DEL	UNICOM
124.975	118.25 284.65 (164°-343°) 135.75 317.425 (344°-163°)	119.9 (CTAF) L 239.3	121.9 348.6	120.875	122.95

ALTERNATE MISSED APCH FIX

AIRLI IL 281

169° 349°

RNAV 1-GPS or RADAR REQUIRED

1042

TOPSY

058°

238°

1 min

058°

225±

238°

611 176 275 621 354 181± 449

LOM/IAF WILZE 205 GM

LOCALIZER 111.55 I-GMX

LOM AIRLI 281 IL

MSA GM 25 NM 3100

ELEV 32 D TDZE 26

7754 X 150

8016 X 150

87

TWR 136

35

500	1800	GM

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 48).

WILZE LOM 1798

One Minute Holding Pattern

058° 1800

238°

238°

1800

GS 3.00° TCH 52

900' 5.3 NM

CATEGORY	A	B	C	D
S-ILS 24	SA CAT I RA 151/14 150 DA 176			
S-ILS 24	SA CAT II RA 108/12 100 DA 126			

HIRL Rwy 6-24 and 17-35 L

REIL Rwy 6 and 17 L

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

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

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

WILMINGTON, NORTH CAROLINA | AL-459 (FAA) | 24361

RNAV (GPS) RWY 6

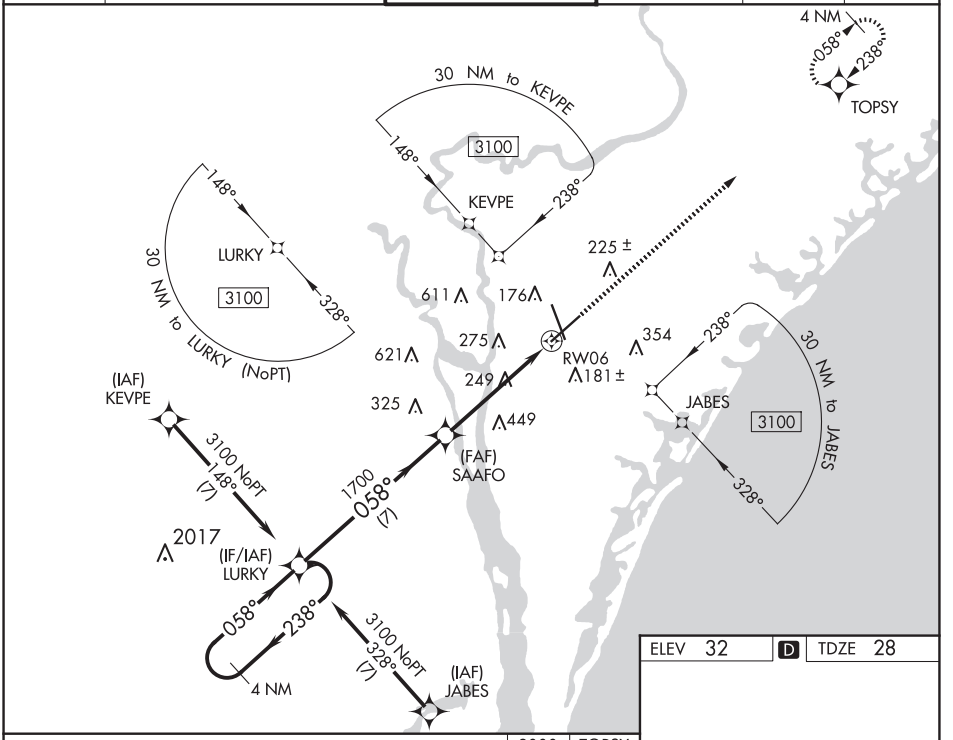
WILMINGTON INTL (ILM)

WAAS	APP CRS	Rwy Idg	8016
CH 86599	058°	TDZE	28
W06A		Apt Elev	32

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct TOPSY and hold.

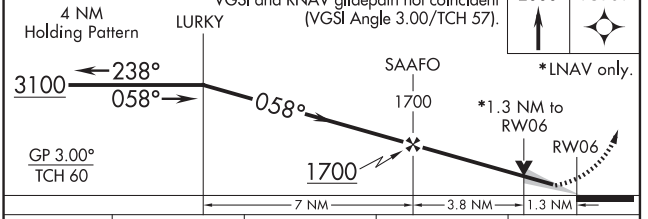
ATIS	WILMINGTON APP CON★	WILMINGTON TOWER★	GND CON	CLNC DEL	UNICOM
124.975	118.25 284.65 (164°-343°) 135.75 317.425 (344°-163°)	119.9 (CTAF) L 239.3	121.9 348.6	120.875	122.95



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 57).

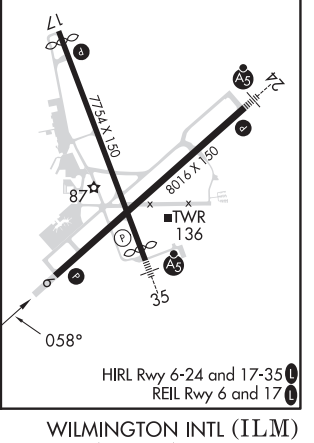
2000 TOPSY

*LNAV only.



CATEGORY	A	B	C	D
LPV DA	228/40 200 (200-¾)			
LNAV/VNAV DA	434/60 406 (500-1¼)			
LNAV MDA	500/55 472 (500-1)		500-1⅜ 472 (500-1⅜)	
C CIRCLING	560-1 528 (600-1)		720-2 688 (700-2)	920-3 888 (900-3)

ELEV 32 | D | TDZE 28



HIRL Rwy 6-24 and 17-35 L
REIL Rwy 6 and 17 L

WILMINGTON, NORTH CAROLINA
Amdt 3B 17AUG17

34°16'N-77°54'W

WILMINGTON INTL (ILM)
RNAV (GPS) RWY 6

SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 17

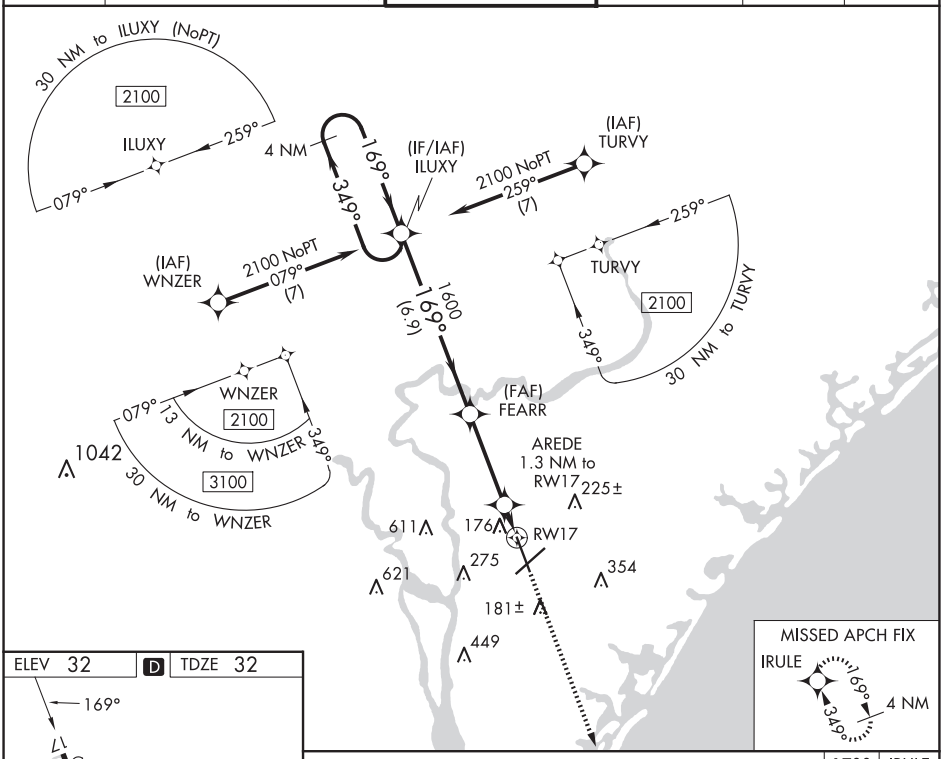
WILMINGTON INTL (ILM)

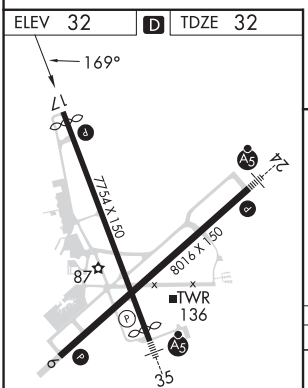
WAAS	APP CRS	Rwy Idg	6604
CH 90499	169°	TDZE	32
W17A		Apt Elev	32

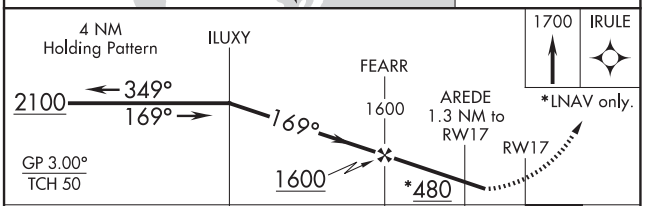
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rwy 17 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1700 direct IRULE and hold.

ATIS	WILMINGTON APP CON★	WILMINGTON TOWER★	GND CON	CLNC DEL	UNICOM
124.975	118.25 284.65 (164°-343°) 135.75 317.425 (344°-163°)	119.9 (CTAF) L 239.3	121.9 348.6	120.875	122.95







CATEGORY	A	B	C	D
LPV DA	369-1⅛ 337 (400-1⅛)			
LNAV/VNAV DA	405-1¼ 373 (400-1¼)			
LNAV MDA	420-1 388 (400-1)		420-1⅛ 388 (400-1⅛)	
C CIRCLING	560-1 528 (600-1)		720-2 688 (700-2)	920-3 888 (900-3)

HIRL Rwy 6-24 and 17-35 L
REIL Rwy 6 and 17 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 24

WILMINGTON INTL (ILM)

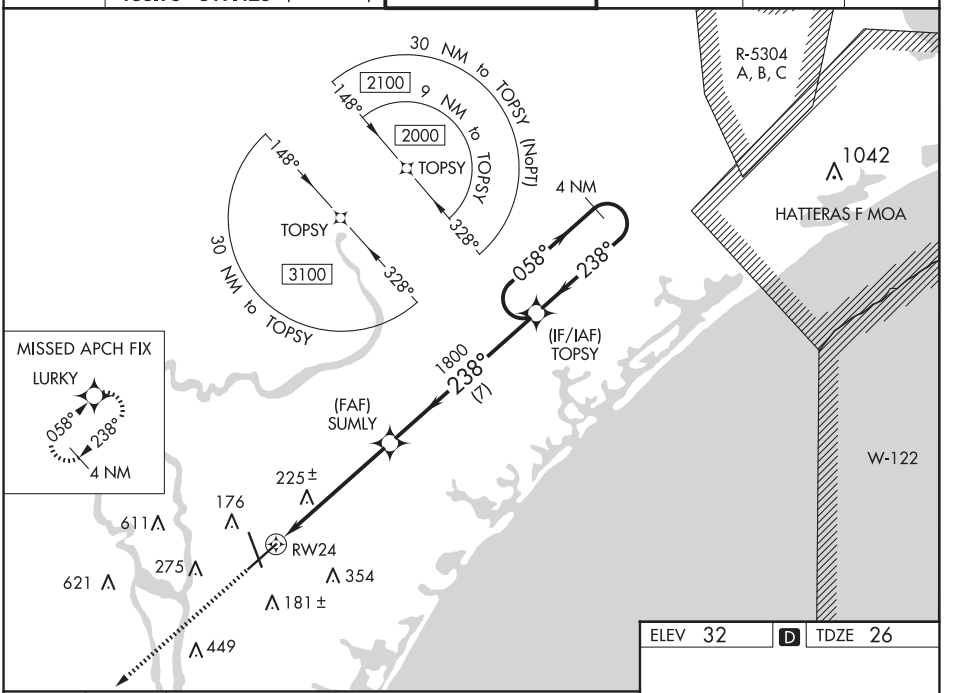
WAAS CH 45899 W24A	APP CRS 238°	Rwy Idg 8016 TDZE 26 Apt Elev 32

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3100 direct LURKY and hold.

ATIS	WILMINGTON APP CON★	WILMINGTON TOWER★	GND CON	CLNC DEL	UNICOM
124.975	118.25 284.65 (164°-343°) 135.75 317.425 (344°-163°)	119.9 (CTAF) L 239.3	121.9 348.6	120.875	122.95

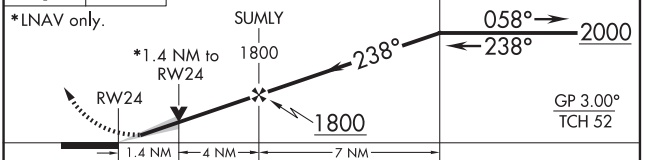


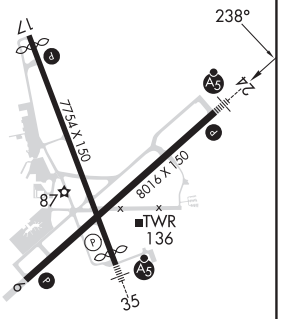
ELEV 32	D	TDZE 26

3100 | LURKY

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 48).

*LNAV only.





CATEGORY	A	B	C	D
LPV DA **	226/24 200 (200-½)			
LNAV/VNAV DA	401/40 375 (400-¾)			
LNAV MDA	500/24 474 (500-½)		500/50 474 (500-1)	
C CIRCLING	560-1 528 (600-1)		720-2 688 (700-2)	920-3 888 (900-3)

HIRL Rwy 6-24 and 17-35 L
REIL Rwy 6 and 17 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 35

WILMINGTON INTL (ILM)

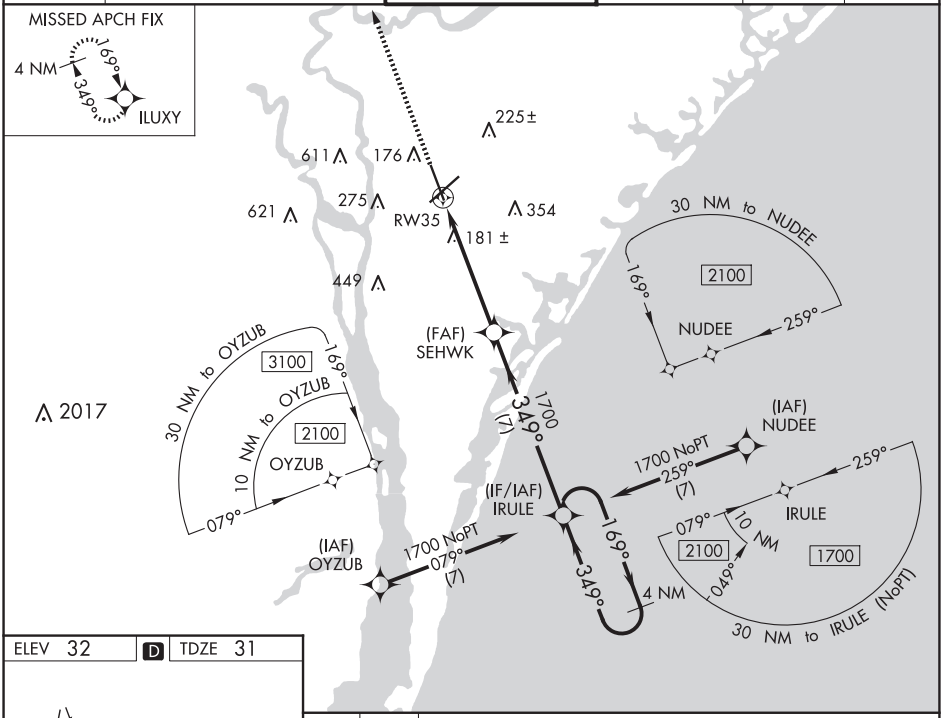
WAAS	APP CRS	Rwy Idg	7204
CH 50499	349°	TDZE	31
W35A		Apt Elev	32

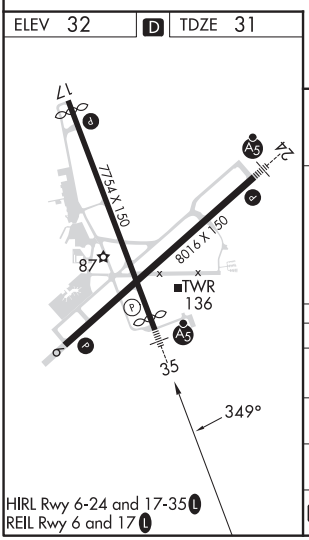
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALS, increase LNAV Cats C/D visibility to 1⅜ SM.

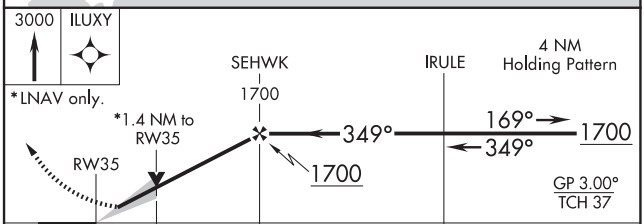
MALSR

MISSED APPROACH: Climb to 3000 direct ILUXY and hold.

ATIS	WILMINGTON APP CON★	WILMINGTON TOWER★	GND CON	CLNC DEL	UNICOM
124.975	118.25 284.65 (164°-343°) 135.75 317.425 (344°-163°)	119.9 (CTAF) L 239.3	121.9 348.6	120.875	122.95







CATEGORY	A	B	C	D
LPV DA	242/24 211 (300-½)			
LNAV/VNAV DA	426/45 395 (400-⅞)			
LNAV MDA	500/24 469 (500-½)		500/50 469 (500-1)	
C CIRCLING	560-1 528 (600-1)		720-2 688 (700-2)	920-3 888 (900-3)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

WILMINGTON, NORTH CAROLINA | AL-459 (FAA) | 24361

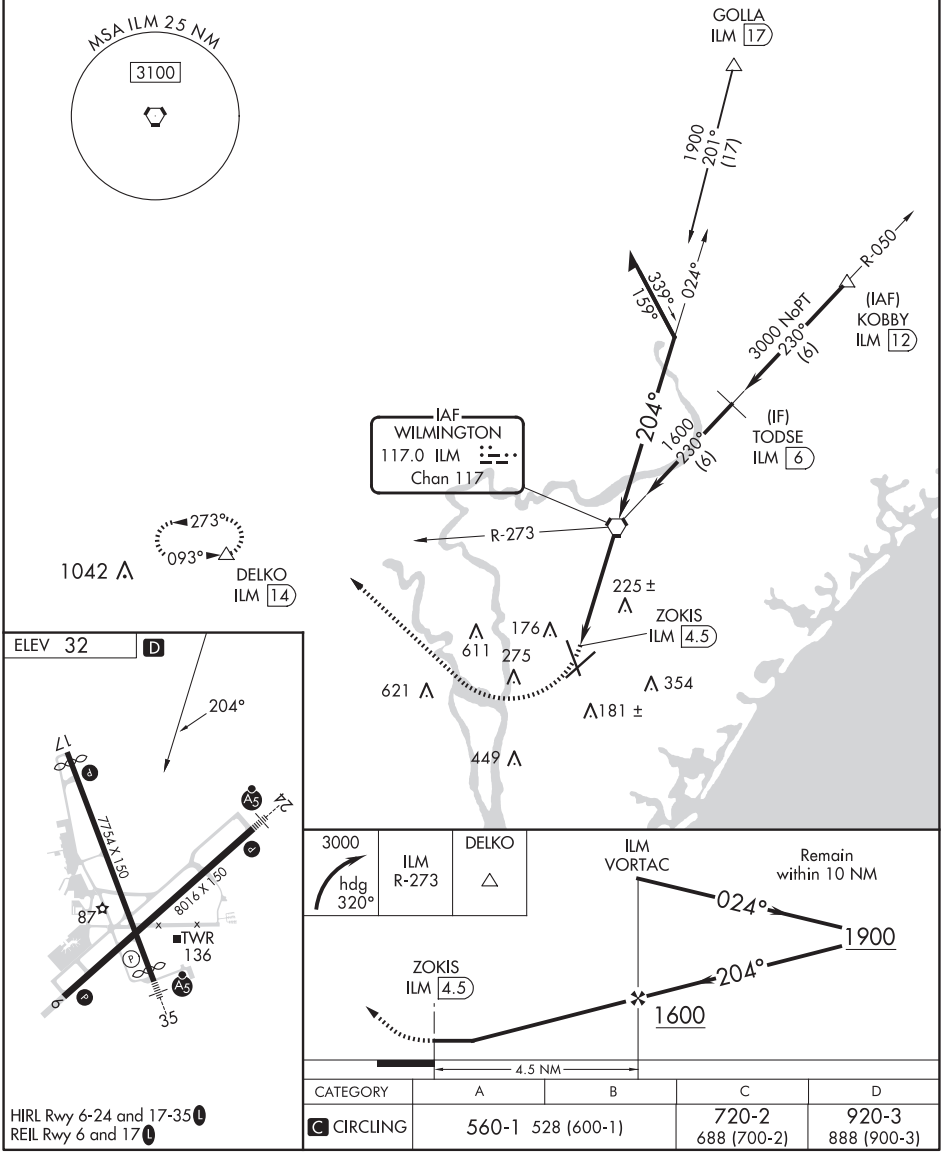
TACAN-A

WILMINGTON INTL (ILM)

VORTAC ILM 117.0 Chan 117	APP CRS 204°	Rwy Idg N/A TDZE N/A Apt Elev 32

MISSED APPROACH: Climbing right turn to 3000 heading 320° and ILM R-273 to DELKO/ILM 14 DME and hold.

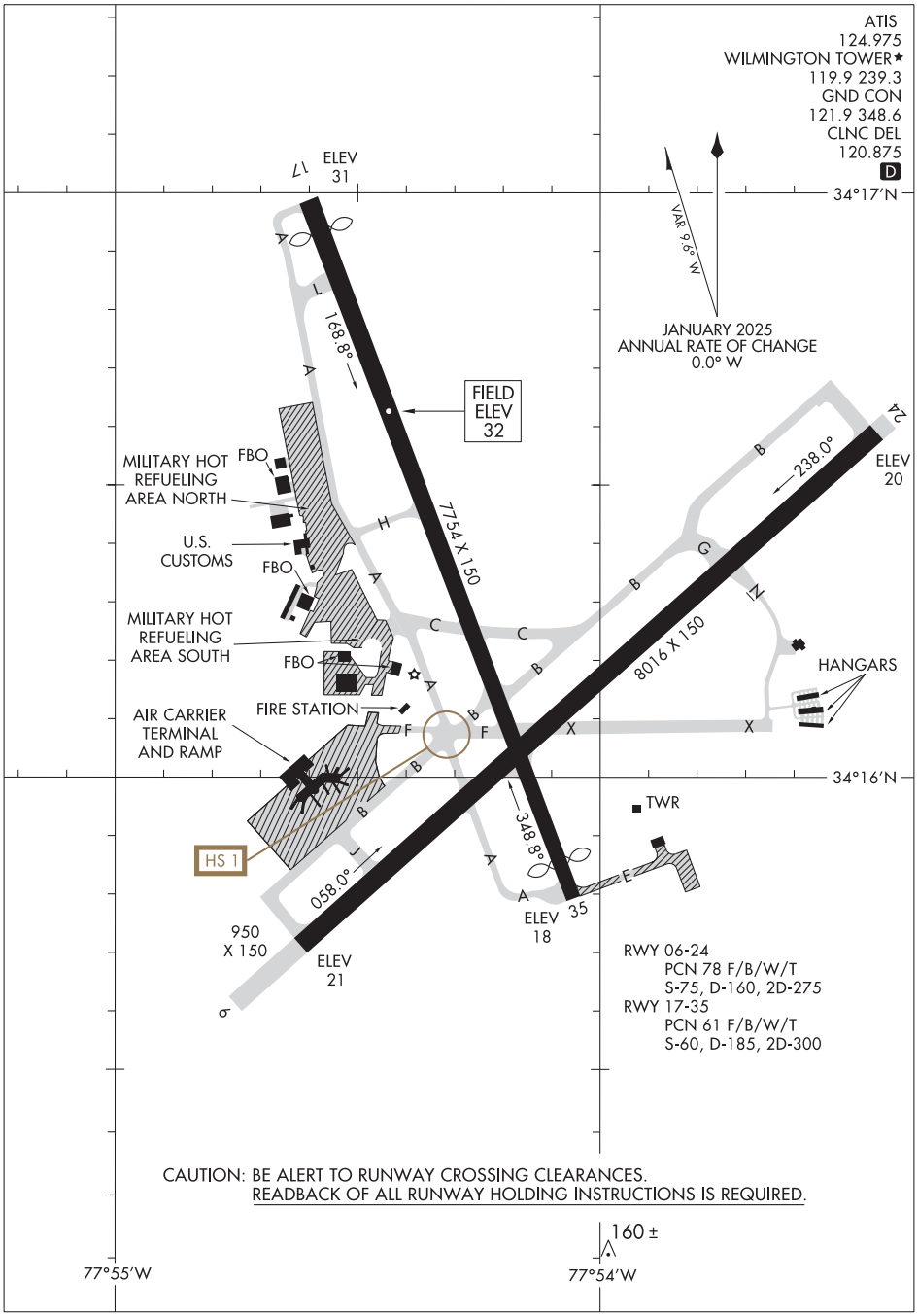
ATIS	WILMINGTON APP CON★	WILMINGTON TOWER★	GND CON	CLNC DEL	UNICOM
124.975	118.25 284.65 (164°-343°) 135.75 317.425 (344°-163°)	119.9 (CTAF) L 239.3	121.9 348.6	120.875	122.95



CATEGORY	A	B	C	D
C CIRCLING	560-1	528 (600-1)	720-2 688 (700-2)	920-3 888 (900-3)

HIRL Rwy 6-24 and 17-35 L
REIL Rwy 6 and 17 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025



SE-2, 07 AUG 2025 to 02 OCT 2025

WILSON, NORTH CAROLINA AL-6376 (FAA) 20086

WAAS	APP CRS		
CH 69339	038°	Rwy Idg	4500
W03A		TDZE	156
		Apt Elev	160

RNAV (GPS) RWY 3
WILSON INDUSTRIAL AIR CENTER (WØ3)

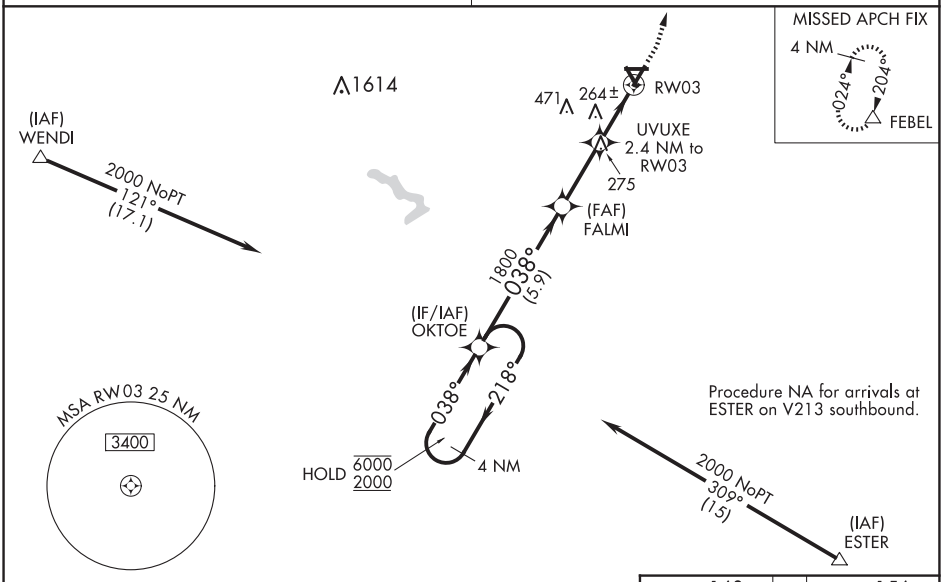
RNP APCH.

T NA

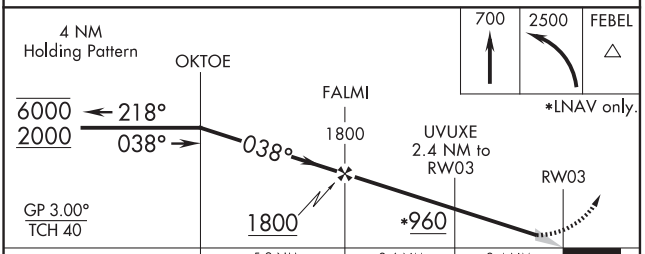
Baro-VNAV NA when using Rocky Mount altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Obtain local altimeter setting on CTAF; when not received, use Rocky Mount altimeter setting: increase LPV DA to 421 and visibility all Cats ⅛ SM; increase LNAV/VNAV DA to 439; increase all MDA 20 feet and LNAV visibility Cats C and D ⅛ SM. Circling Rwy 9, 15, 27, 33 NA at night.

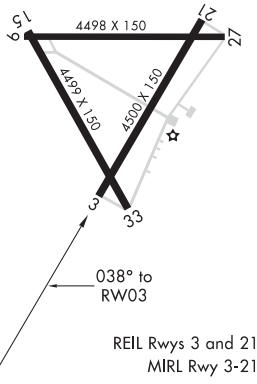
MISSED APPROACH: Climb to 700, then climbing left turn to 2500 direct FEBEL and hold.

WASHINGTON CENTER	UNICOM
123.85 279.65	123.0 (CTAF) L



ELEV 160 TDZE 156





CATEGORY	A	B	C	D
LPV DA	406-¾ 250 (300-¾)			
LNAV/VNAV DA	424-⅞ 268 (300-⅞)			
LNAV MDA	520-1 364 (400-1)		520-1¾ 364 (400-1¾)	520-2 364 (400-2)
C CIRCLING	660-1 500 (500-1)		780-1¾ 620 (700-1¾)	780-2 620 (700-2)

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	4498
095°	TDZE	161
	Apt Elev	160

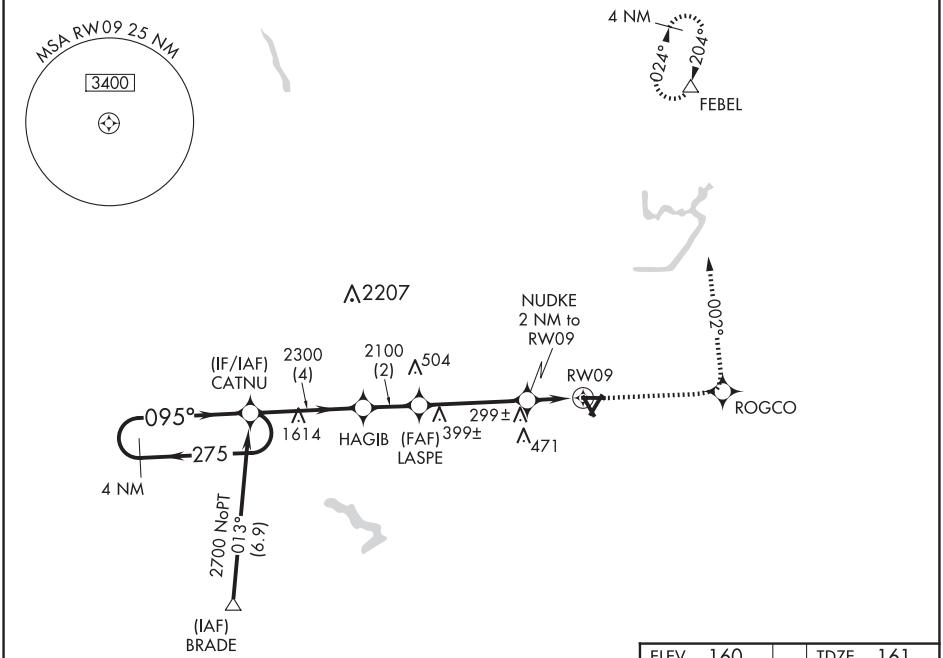
RNAV (GPS) RWY 9

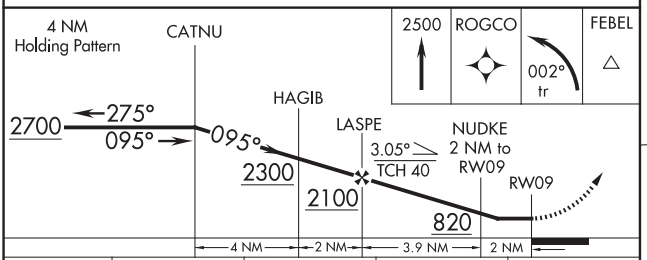
WILSON INDUSTRIAL AIR CENTER (W03)

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received use Rocky Mount altimeter setting.

MISSED APPROACH: Climb to 2500 direct ROGCO then left turn via 002° track to FEBEL and hold.

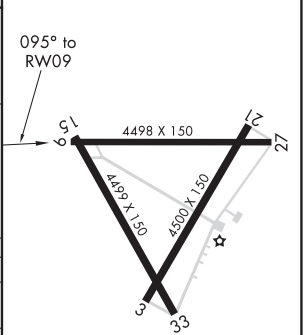
WASHINGTON CENTER	UNICOM
123.85 279.65	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	560-1 399 (400-1)			560-1¼ 399 (400-1¼)
CIRCLING	660-1 500 (500-1)		780-1¾ 620 (700-1¾)	780-2 620 (700-2)
ROCKY MOUNT ALTIMETER SETTING MINIMUMS				
LNAV MDA	580-1 419 (500-1)		580-1¼ 419 (500-1¼)	
CIRCLING	680-1 520 (600-1)		800-1¾ 640 (700-1¾)	800-2 640 (700-2)

ELEV 160 TDZE 161



REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

WILSON, NORTH CAROLINA

AL-6376 (FAA)

22195

RNAV (GPS) RWY 15

WILSON INDUSTRIAL AIR CENTER (W03)

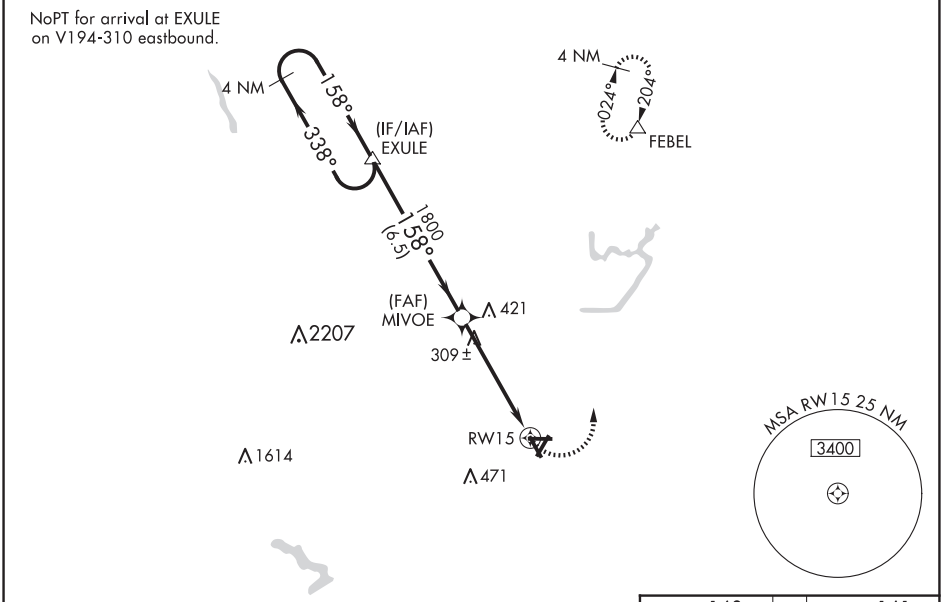
APP CRS	Rwy Idg	4499
158°	TDZE	161
	Apt Elev	160

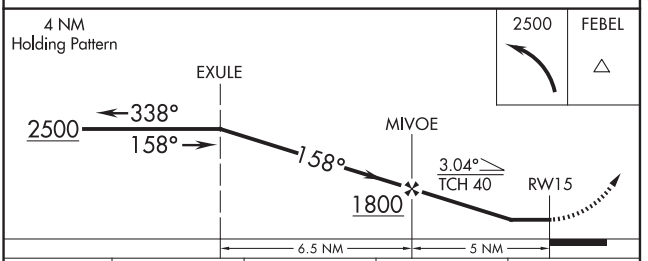
NA

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received use Rocky Mount altimeter setting.

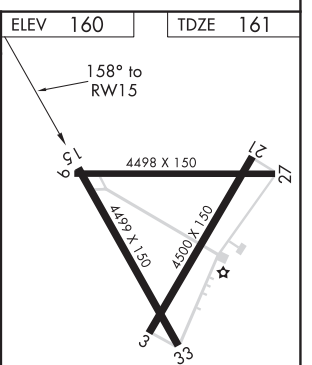
MISSED APPROACH: Climbing left turn to 2500 direct FEBEL and hold.

WASHINGTON CENTER	UNICOM
123.85 279.65	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	560-1 399 (400-1)			560-1¼ 399 (400-1¼)
CIRCLING	660-1 500 (500-1)		780-1¾ 620 (700-1¾)	780-2 620 (700-2)
ROCKY MOUNT ALTIMETER SETTING MINIMUMS				
LNAV MDA	580-1 419 (500-1)		580-1¼ 419 (500-1¼)	
CIRCLING	680-1 520 (600-1)		800-1¾ 640 (700-1¾)	800-2 640 (700-2)



REIL Rwys 3 and 21 L

MIRL Rwy 3-21 L

WILSON, NORTH CAROLINA

Amdt 1B 14JUL22

35°46'N-77°58'W

WILSON INDUSTRIAL AIR CENTER (W03)

RNAV (GPS) RWY 15

SE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 21

WILSON INDUSTRIAL AIR CENTER (W03)

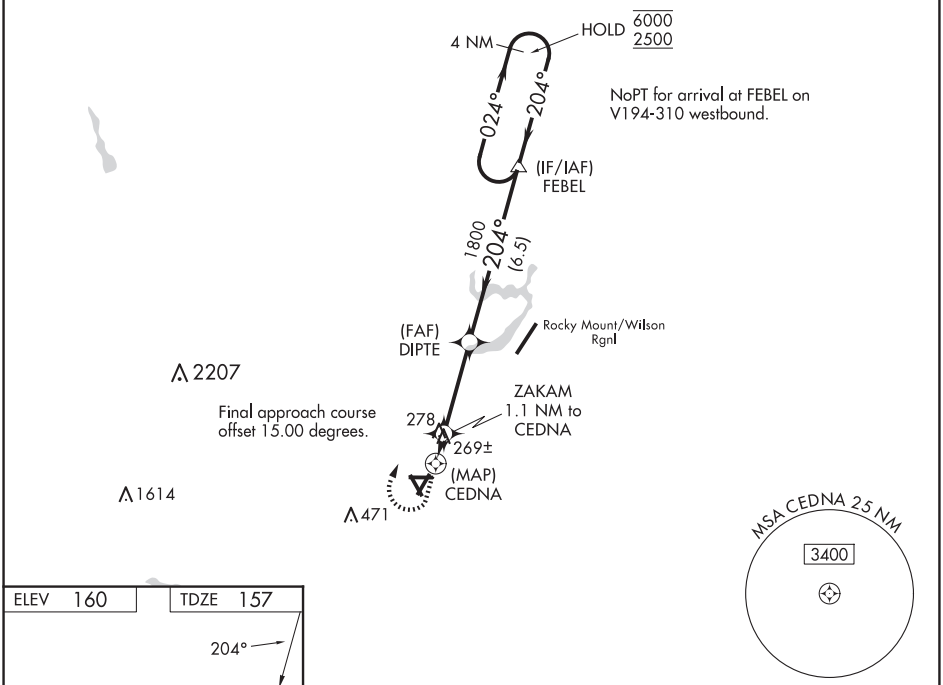
WAAS	APP CRS	Rwy Idg	4500
CH 72739	204°	TDZE	157
W21A		Apt Elev	160

RNP APCH.

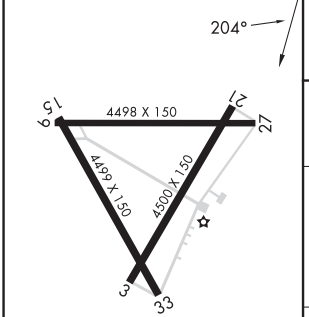
T A NA — Circling Rwy 9, 15, 27, 33 NA at night. Obtain local altimeter setting on CTAF; when not received, use Rocky Mount altimeter setting and increase all MDA 20 feet; increase LP Cats C and D visibility 1/8 SM. Rwy 21 helicopter visibility reduction below 3/4 SM NA.

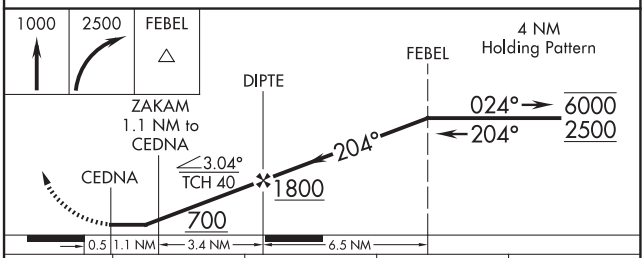
MISSED APPROACH: Climb to 1000, then climbing right turn to 2500 direct FEBEL and hold.

WASHINGTON CENTER	UNICOM
123.85 279.65	123.0 (CTAF) L



ELEV 160 TDZE 157





CATEGORY	A	B	C	D
LP MDA	520-1 363 (400-1)			
LNAV MDA	540-1 383 (400-1)		540-1 1/8 383 (400-1 1/8)	
C CIRCLING	660-1 500 (500-1)		780-1 3/4 620 (700-1 3/4)	780-2 620 (700-2)

REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

WILSON, NORTH CAROLINA

AL-6376 (FAA)

22195

RNAV (GPS) RWY 33

WILSON INDUSTRIAL AIR CENTER (WØ3)

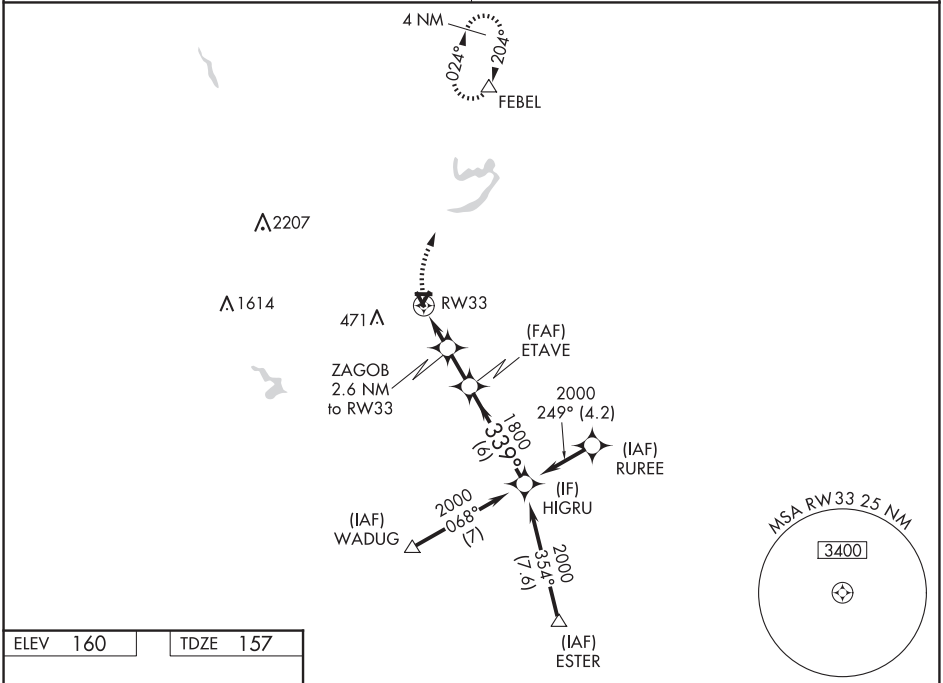
APP CRS	Rwy Idg	4499
339°	TDZE	157
	Apt Elev	160

RNP APCH.

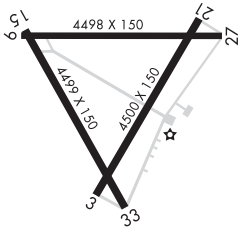
▼ ▲ NA — Obtain local altimeter setting on CTAF; when not received, use Rocky Mount altimeter setting. Straight-in Rwy 33 NA at night, Circling Rwy 9, 15, 27, 33 NA at night. Rwy 33 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 2500 direct FEBEL WP and hold.

WASHINGTON CENTER	UNICOM
123.85 279.65	123.0 (CTAF) L



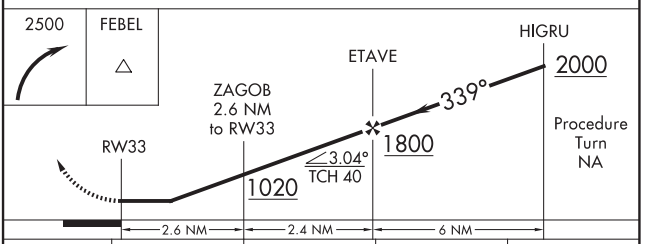
ELEV 160 | TDZE 157



339° to RW33

REIL Rwys 3 and 21 L

MIRL Rwy 3-21 L



CATEGORY	A	B	C	D
LNAV MDA	640-1	483 (500-1)	640-1¼ 483 (500-1¼)	640-1½ 483 (500-1½)
CIRCLING	660-1	500 (500-1)	780-1¾ 620 (700-1¾)	780-2 620 (700-2)
ROCKY MOUNT ALTIMETER SETTING MINIMUMS				
LNAV MDA	660-1	503 (500-1)	660-1½	503 (500-1½)
CIRCLING	680-1	520 (600-1)	800-1¾ 640 (700-1¾)	800-2 640 (700-2)

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	5010
CH 82329	045°	TDZE	578
W04A		Apt Elev	578

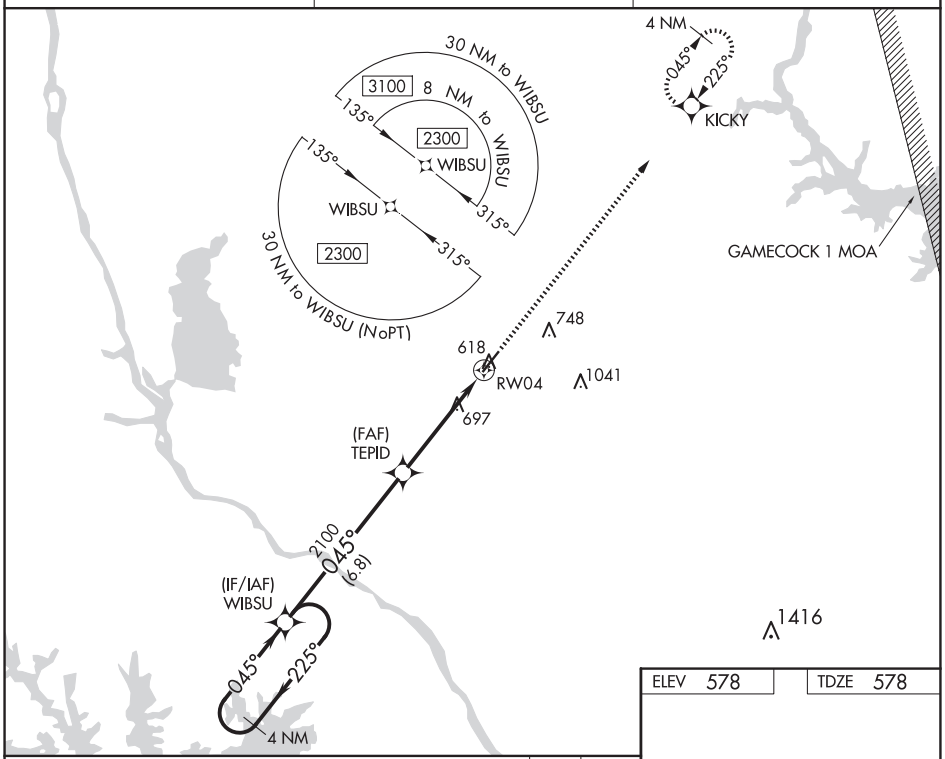
RNAV (GPS) RWY 4

FAIRFIELD COUNTY (FDW)

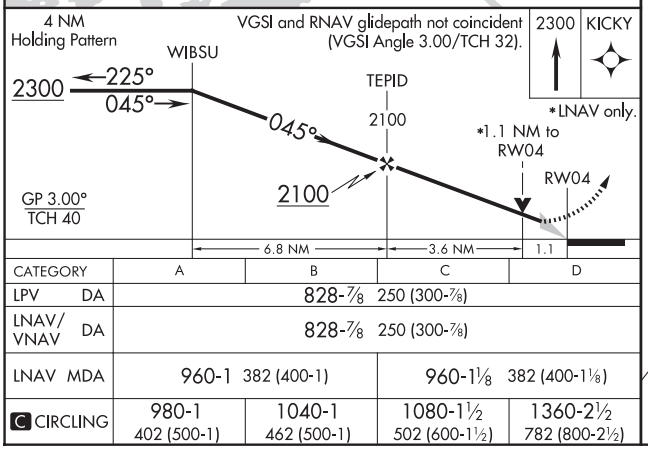
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

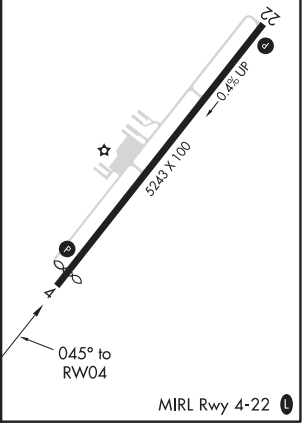
MISSED APPROACH: Climb to 2300 direct KICKY and hold.

AWOS-3	COLUMBIA APP CON	UNICOM
119.075	133.4 285.6	123.05 (CTAF)



ELEV 578	TDZE 578





CATEGORY	A	B	C	D
LPV DA	828-⅞ 250 (300-⅞)			
LNAV/VNAV DA	828-⅞ 250 (300-⅞)			
LNAV MDA	960-1 382 (400-1)		960-1⅛ 382 (400-1⅛)	
C CIRCLING	980-1 402 (500-1)	1040-1 462 (500-1)	1080-1½ 502 (600-1½)	1360-2½ 782 (800-2½)

MIRL Rwy 4-22

SE-2, 07 AUG 2025 to 02 OCT 2025
SE-2, 07 AUG 2025 to 02 OCT 2025

WINNSBORO, SOUTH CAROLINA AL-6281 (FAA) 21056

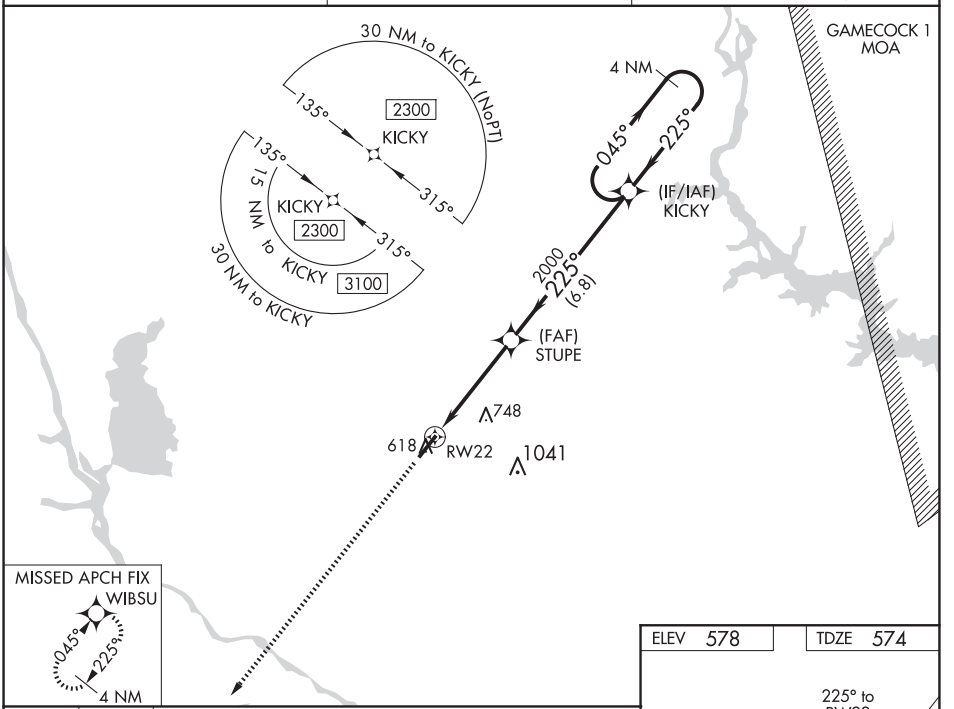
WAAS	APP CRS	Rwy Idg	5243
CH 97330	225°	TDZE	574
W22A		Apt Elev	578

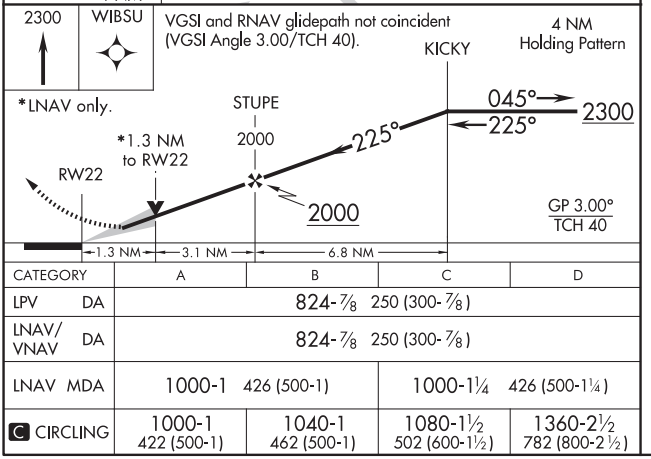
RNAV (GPS) RWY 22
FAIRFIELD COUNTY (FDW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

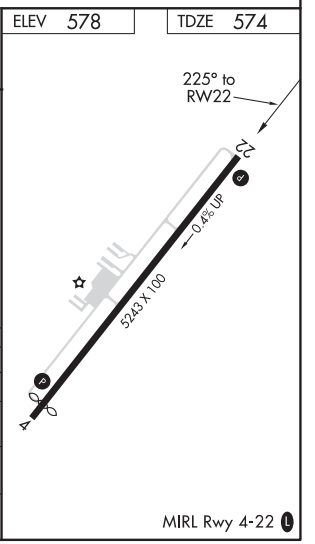
MISSED APPROACH: Climb to 2300 direct WIBSU and hold.

AWOS-3	COLUMBIA APP CON	UNICOM
119.075	133.4 285.6	123.05 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	824-⅞ 250 (300-⅞)			
LNAV/VNAV DA	824-⅞ 250 (300-⅞)			
LNAV MDA	1000-1 426 (500-1)		1000-1¼ 426 (500-1¼)	
C CIRCLING	1000-1 422 (500-1)	1040-1 462 (500-1)	1080-1½ 502 (600-1½)	1360-2½ 782 (800-2½)



WINNSBORO, SOUTH CAROLINA
Amdt 2 07DEC17

34°19′N-81°07′W

FAIRFIELD COUNTY (FDW)
RNAV (GPS) RWY 22

SE-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 33

SMITH REYNOLDS (INT)

LOC I-INT	APP CRS	Rwy Ldg	6655
110.3	332°	TDZE	941
		Apt Elev	969

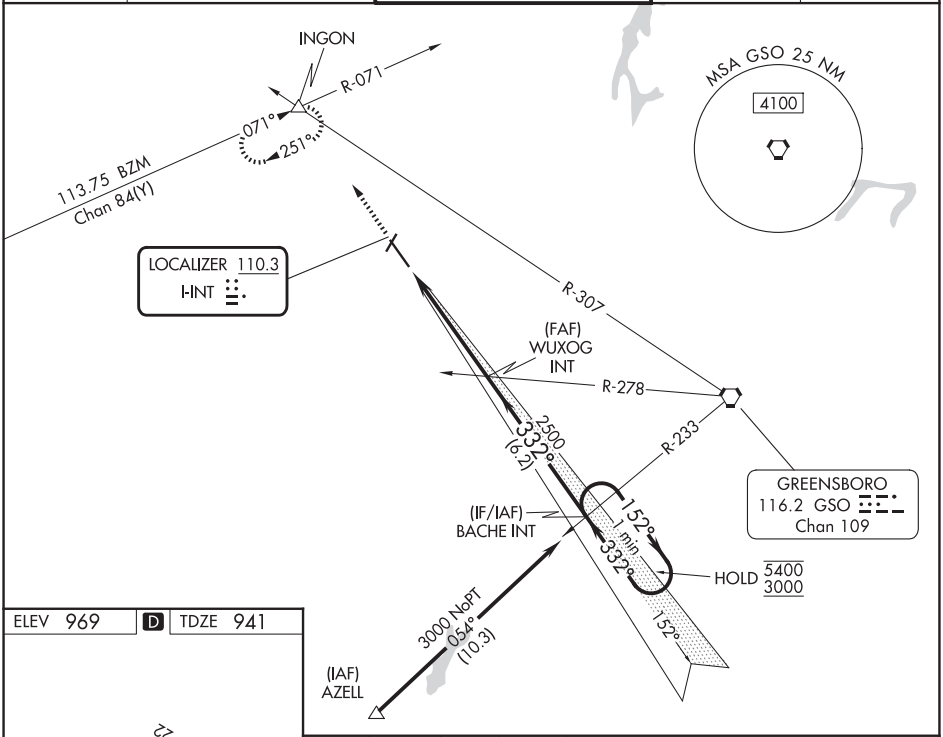
RNP APCH-GPS. From AZELL.
RADAR required for non-GPS equipped aircraft.

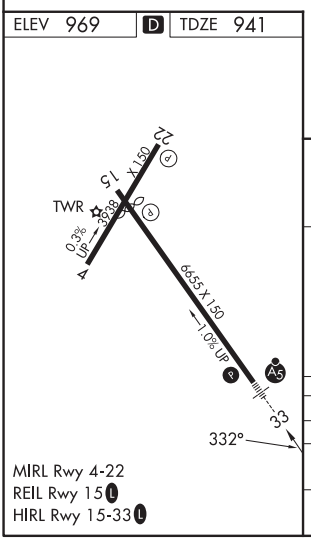
T A *RVR 1800 authorized with use of FD or AP or HUD to DA.

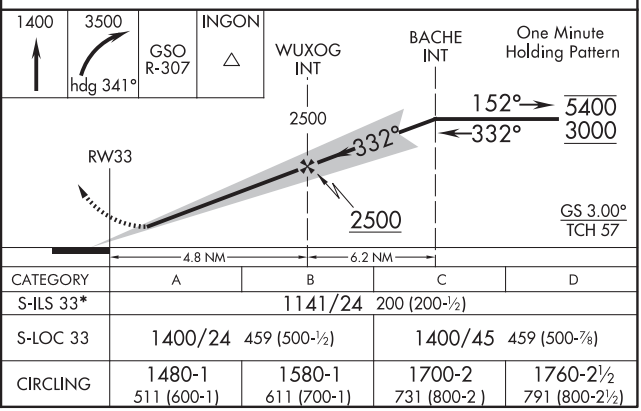
MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 on heading 341° and GSO VORTAC R-307 to INGON INT and hold, continue climb-in-hold to 3500.

ATIS	GREENSBORO APP CON	WINSTON-SALEM TOWER ★	GND CON	UNICOM
121.3	124.35 269.225	123.75 (CTAF) L 257.8	128.25	122.95







CATEGORY	A	B	C	D
S-ILS 33*	1141/24 200 (200-½)			
S-LOC 33	1400/24 459 (500-½)		1400/45 459 (500-⅞)	
CIRCLING	1480-1 511 (600-1)	1580-1 611 (700-1)	1700-2 731 (800-2)	1760-2½ 791 (800-2½)

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WINSTON SALEM, NORTH CAROLINA AL-463 (FAA) 25219

RNAV (GPS) RWY 15

SMITH REYNOLDS (INT)

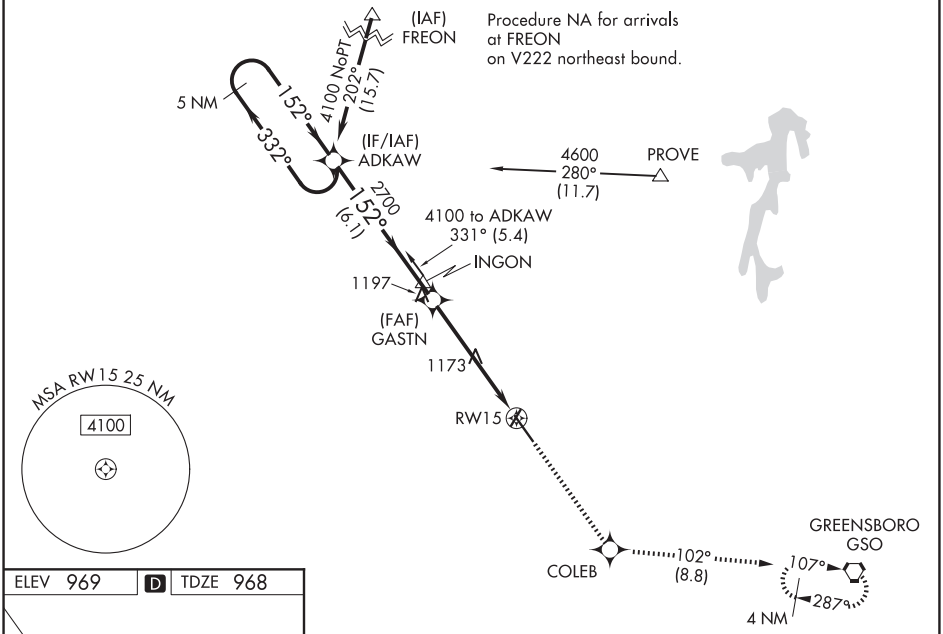
APP CRS	Rwy Ldg	6069
152°	TDZE	968
	Apt Elev	969

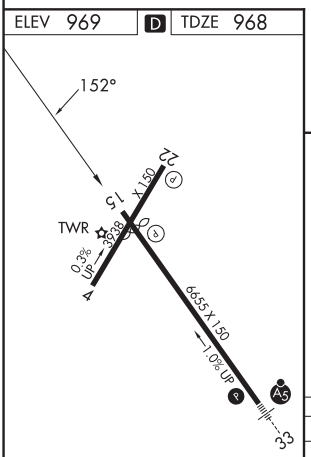
RNP APCH.

When local altimeter setting not received, use Piedmont Triad Intl altimeter setting and increase all MDA 40 feet and Circling Cats C/D visibility ¼ SM. Circling Rwy 4, 22 NA at night. Rwy 15 helicopter visibility reduction below ¾ SM NA.

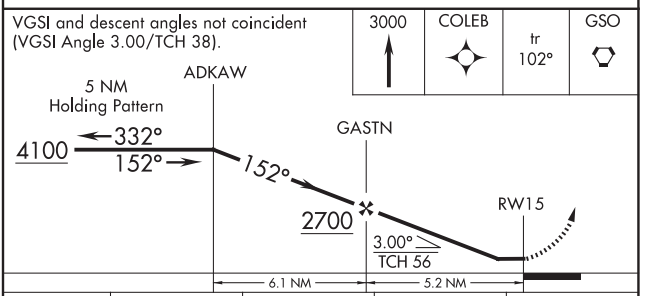
MISSED APPROACH: Climb to 3000 direct COLEB and on track 102° to GSO VORTAC and hold.

ATIS	GREENSBORO APP CON	WINSTON-SALEM TOWER ★	GND CON	UNICOM
121.3	124.35 269.225	123.75 (CTAF) L 257.8	128.25	122.95





MIRL Rwy 4-22
REIL Rwy 15 L
HIRL Rwy 15-33 L



CATEGORY	A	B	C	D
LNAV MDA	1440-1	472 (500-1)	1440-1⅜	472 (500-1⅜)
CIRCLING	1480-1 511 (600-1)	1580-1 611 (700-1)	1700-2 731 (800-2)	1760-2½ 791 (800-2½)

WINSTON SALEM, NORTH CAROLINA
Amdt 1D 20MAY21

36°08'N-80°13'W

SMITH REYNOLDS (INT)

RNAV (GPS) RWY 15

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RNAV (GPS) RWY 33

SMITH REYNOLDS (INT)

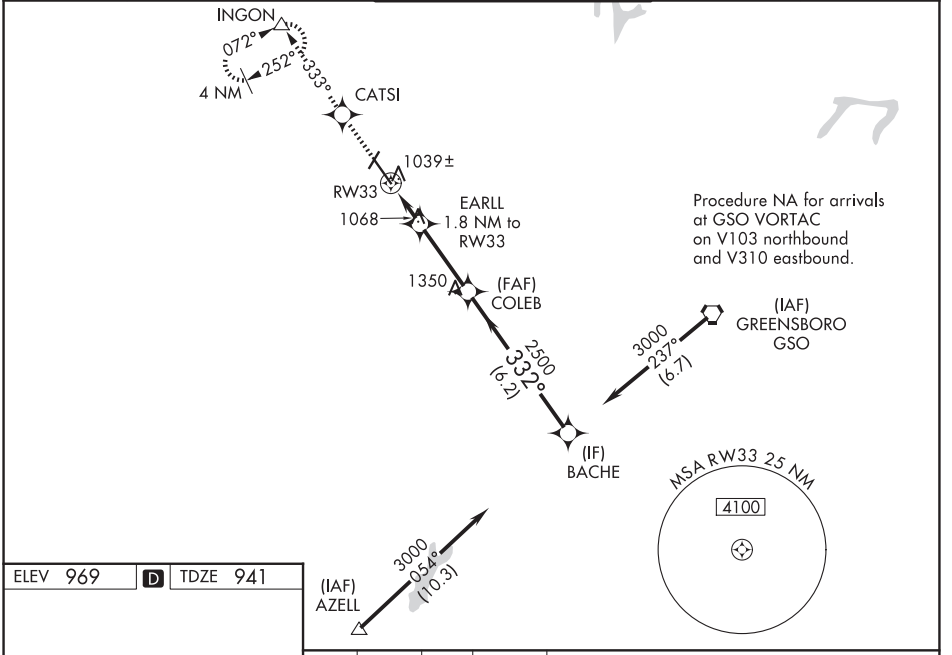
WAAS CH 82011 W33A	APP CRS 332°	Rwy Ldg 6655 TDZE 941 Apt Elev 969

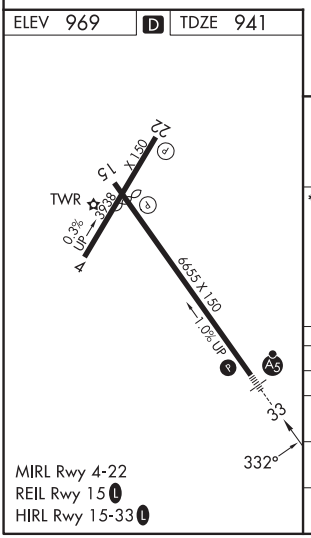
T A For inoperative MALSR, when using Piedmont Triad Intl altimeter setting, increase LPV all Cats visibility to 1 mile. Baro-VNAV NA when using Piedmont Triad Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Piedmont Triad Intl altimeter setting; increase LPV DA to 1180 feet, LNAV/VNAV DA to 1446 feet and visibility all Cats ¼ SM; increase all MDA 40 feet and Circling visibility Cats C/D ¼ SM. ** RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Piedmont Triad Intl altimeter setting. Circling Rwy 4, 22 NA at night.

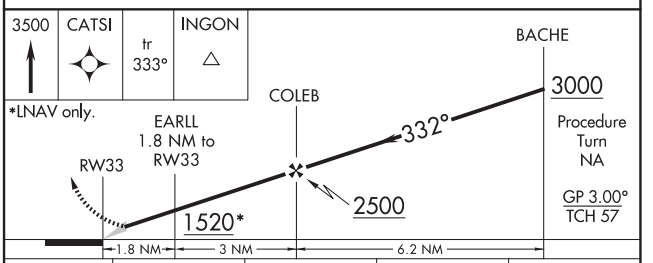
MALSR

MISSED APPROACH: Climb to 3500 direct CATSI and on 333° track to INGON and hold, continue climb-in-hold to 3500.

ATIS	GREENSBORO APP CON	WINSTON-SALEM TOWER ★	GND CON	UNICOM
121.3	124.35 269.225	123.75 (CTAF) L 257.8	128.25	122.95







CATEGORY	A	B	C	D
LPV DA**	1141/24 200 (200-½)			
LNAV/VNAV DA	1407/60 466 (500-1¼)			
LNAV MDA	1380/24 439 (500-½)		1380/40 439 (500-¾)	1380/50 439 (500-1)
CIRCLING	1480-1 511 (600-1)	1580-1 611 (700-1)	1700-2 731 (800-2)	1760-2½ 791 (800-2½)

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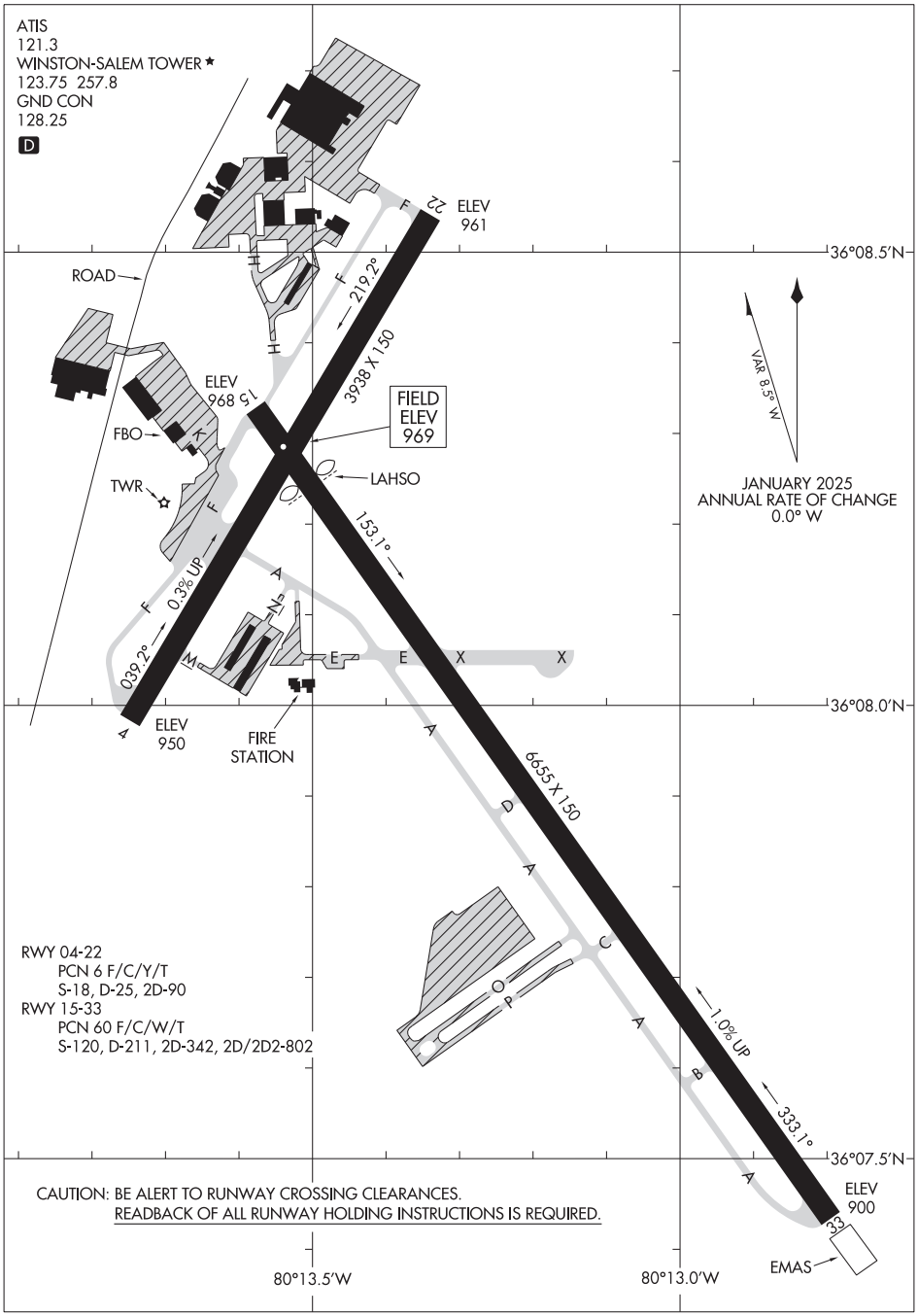
25219
AIRPORT DIAGRAM

AL-463 (FAA)

SMITH REYNOLDS (INT)
WINSTON SALEM, NORTH CAROLINA

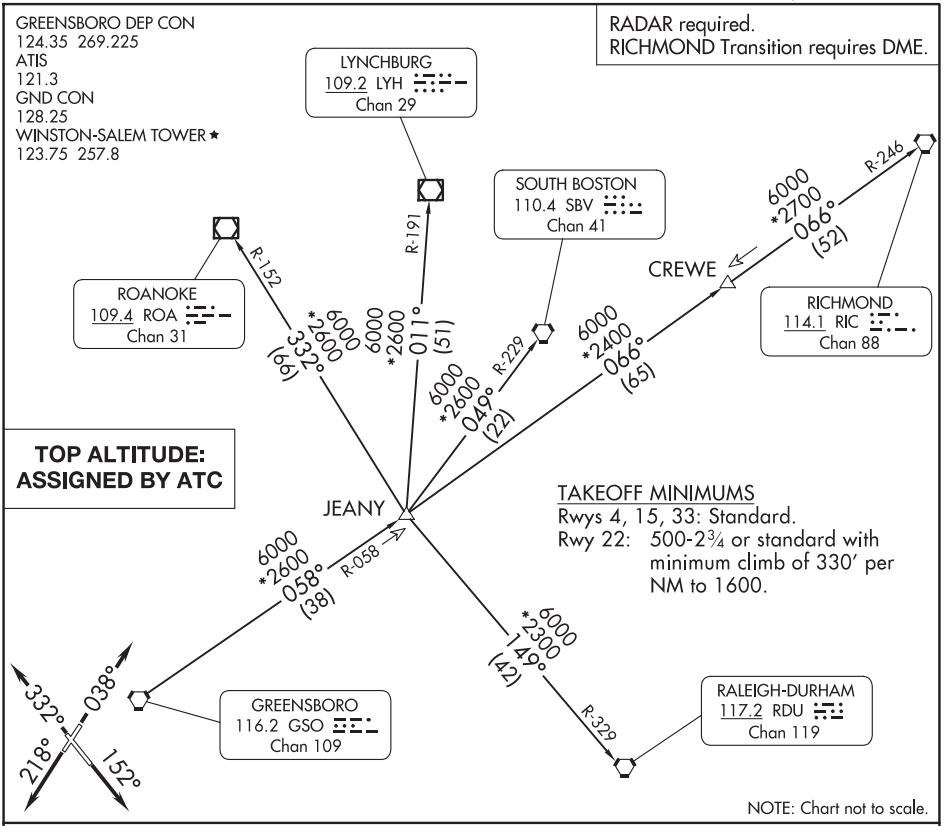


AIRPORT DIAGRAM
25219

WINSTON SALEM, NORTH CAROLINA
SMITH REYNOLDS (INT)

SE-2, 07 AUG 2025 to 02 OCT 2025

QUAKER EIGHT DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb on heading 038°, thence. . . .
TAKEOFF RUNWAY 15: Climb on heading 152°, thence. . . .
TAKEOFF RUNWAY 22: Climb on heading 218°, thence. . . .
TAKEOFF RUNWAY 33: Climb on heading 332°, thence. . . .
. . . .maintain altitude assigned by ATC. RADAR vectors will be provided to intercept assigned radial associated with the issued transition, or if no transition assigned, RADAR vectors will be provided to the appropriate fix. Expect requested altitude/flight level 10 minutes after departure.

LYNCHBURG TRANSITION (QUAK8.LYH): From over GSO VORTAC on GSO R-058 to JEANY then on LYH R-191 to LYH VOR/DME.
RALEIGH/DURHAM TRANSITION (QUAK8.RDU): From over GSO VORTAC on GSO R-058 to JEANY then on RDU R-329 to RDU VORTAC.
RICHMOND TRANSITION (QUAK8.RIC): From over GSO VORTAC on GSO R-058 to JEANY then on GSO R-058 and RIC R-246 to CREWE then on RIC R-246 to RIC VORTAC.
ROANOKE TRANSITION (QUAK8.ROA): From over GSO VORTAC on GSO R-058 to JEANY then on ROA R-152 to ROA VOR/DME.
SOUTH BOSTON TRANSITION (QUAK8.SBV): From over GSO VORTAC on GSO R-058 to JEANY then on SBV R-229 to SBV VORTAC.

(TRI9.GSO) 24081

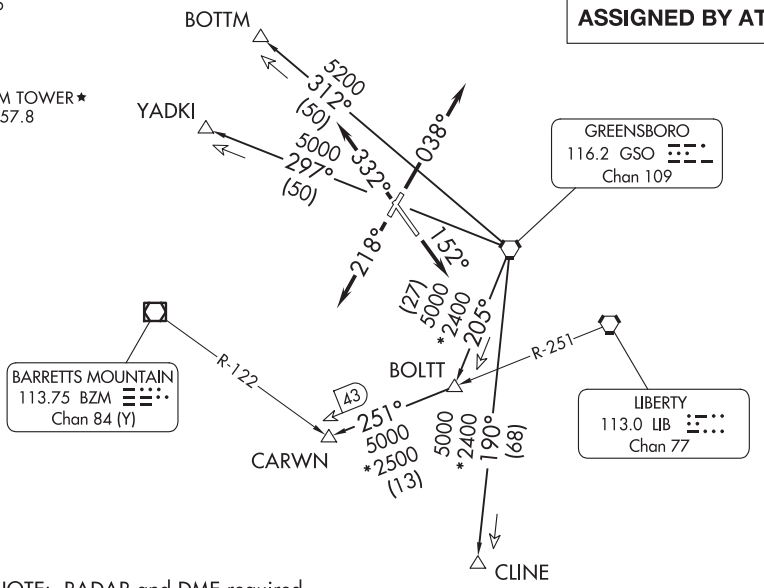
TRIAD NINE DEPARTURE

AL-463 (FAA)

SMITH REYNOLDS (INT)
WINSTON SALEM, NORTH CAROLINA

GREENSBORO DEP CON
124.35 269.225
ATIS
121.3
GND CON
128.25
WINSTON-SALEM TOWER★
123.75 (CTAF) 257.8

TOP ALTITUDE: ASSIGNED BY ATC



NOTE: RADAR and DME required.

TAKEOFF MINIMUMS
Rwys 4, 15, 33: Standard.
Rwy 22: 500-2¾ or standard with minimum climb of 330′ per NM to 1600.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb heading 038°, thence . . . .
TAKEOFF RUNWAY 15: Climb heading 152°, thence . . . .
TAKEOFF RUNWAY 22: Climb heading 218°, thence . . . .
TAKEOFF RUNWAY 33: Climb heading 332°, thence . . . .

. . . . maintain altitude assigned by ATC. Expect vector to intercept assigned radial associated with the issued transition. Proceed via the depicted radial to the transition fix, thence as filed. If no transition assigned, expect vector to the appropriate fix. Expect requested altitude/flight level ten (10) minutes after departure.

BOTTM TRANSITION (TRI9.BOTTM): Expect vector to intercept GSO R-312 to BOTTM.
CARWN TRANSITION (TRI9.CARWN): Expect vector to intercept GSO R-205 to BOLTT, then on LIB R-251 to CARWN.
CLINE TRANSITION (TRI9.CLINE): Expect vector to intercept GSO R-190 to CLINE.
YADKI TRANSITION (TRI9.YADKI): Expect vector to intercept GSO R-297 to YADKI.

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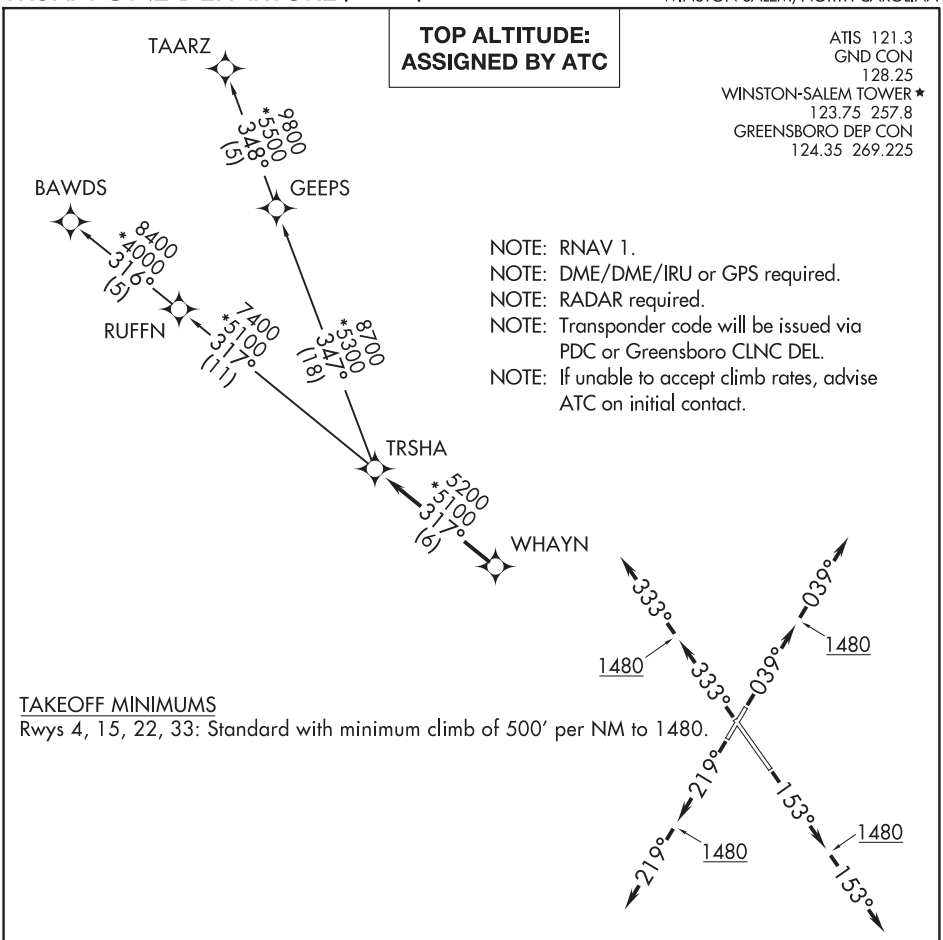
TRSHA ONE DEPARTURE (RNAV)



TAKEOFF MINIMUMS
Rwys 4, 15, 22, 33: Standard with minimum climb of 500' per NM to 1480.

NOTE: Chart not to scale.

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb heading 039° to 1480, then on heading 039°. Thence. . .
TAKEOFF RUNWAY 15: Climb heading 153° to 1480, then on heading 153°. Thence. . .
TAKEOFF RUNWAY 22: Climb heading 219°to 1480, then on heading 219°. Thence. . .
TAKEOFF RUNWAY 33: Climb heading 333° to 1480, then on heading 333°. Thence. . .

. . .expect RADAR vectors to WHAYN, then on track 317° to TRSHA, then on assigned transition. Maintain altitude assigned by ATC. Expect clearance to filed altitude within ten (10) minutes after departure.

BAWDS TRANSITION (TRSHA1.BAWDS)
TAARZ TRANSITION (TRSHA1.TAARZ)

INTENTIONALLY

LEFT

BLANK

SE-2, 07 AUG 2025 to 02 OCT 2025

SE-2, 07 AUG 2025 to 02 OCT 2025

INSIDE BACK COVER

INTENTIONALLY

LEFT

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FAA Product ID: BTPSE2

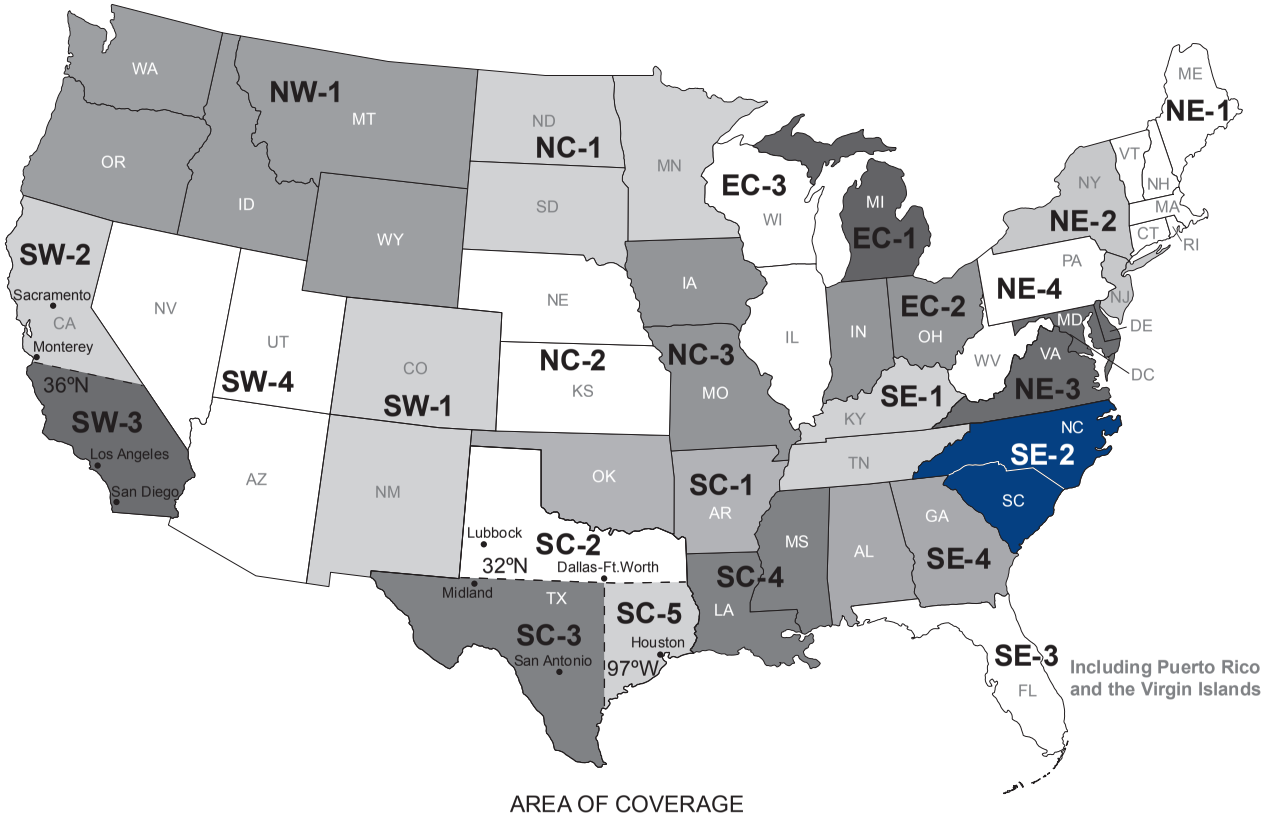
NSN 7641015059593

NGA REF. NO. OK-10-2859

TERMXFAABTPPSE2

EFF. DATE 25219

U.S. TERMINAL PUBLICATION VOLUMES



AREA OF COVERAGE