

# NACOMATIC

Effective: 08-April-2010

Expires: 06-May-2010

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VA Min Alt#3	-	5	RMN	-	275
VA Min Rdr#3	-	9	ROA	-	259
VA Min TO#3	-	15	SFQ	-	283
OV4	-	47	SHD	-	278
OVG	-	117	TGI	-	287
AKQ	-	304	VA39	-	89
AVC	-	273	VBW	-	45
BCB	-	34	VJI	-	30
BKT	-	40	W24	-	139
CHO	-	49	W45	-	130
CJR	-	58	W63	-	56
CPK	-	174	W75	-	269
CXE	-	54	W78	-	270
DAA	-	76	W91	-	160
DAN	-	63	W94	-	319
EMV	-	71	W96	-	224
EZF	-	94	WAL	-	306
FAF	-	83	XSA	-	289
FCI	-	229			
FKN	-	90			
FRR	-	96			
FVX	-	74			
FYJ	-	316			
GDY	-	101			
HEF	-	140			
HLX	-	98			
HSP	-	114			
HWY	-	314			
JFZ	-	227			
JGG	-	318			
JYO	-	121			
LFI	-	102			
LKU	-	128			
LNP	-	326			
LVL	-	119			
LYH	-	133			
MFV	-	156			
MKJ	-	151			
MTV	-	153			
NGU	-	180			
NTU	-	291			
NYG	-	221			
OFP	-	256			
OKV	-	322			
OMH	-	215			
ORF	-	193			
PHF	-	161			
PSK	-	67			
PTB	-	217			
PVG	-	210			
RIC	-	232			

VA Mins - Alternates #3	-	5	ROANOKE .....	ROA	-	259
VA Mins - Radar #3	-	9	SALUDA .....	W75	-	269
VA Mins - Take-Off #3	-	15	SOUTH BOSTON .....	W78	-	270
ABINGDON .....	VJI	-	SOUTH HILL .....	AVC	-	273
BLACKSBURG .....	BCB	-	STAFFORD .....	RMN	-	275
BLACKSTONE .....	BKT	-	STAUNTON-WAYNESBORO	SHD	-	278
BRIDGEWATER .....	VBW	-	SUFFOLK .....	SFQ	-	283
BROOKNEAL .....	OV4	-	TANGIER .....	TGI	-	287
CHARLOTTESVILLE ...	CHO	-	TAPPAHANNOCK .....	XSA	-	289
CHASE CITY .....	CXE	-	VIRGINIA BEACH ....	NTU	-	291
CLARKSVILLE .....	W63	-	WAKEFIELD .....	AKQ	-	304
CULPEPER .....	CJR	-	WALLOPS ISLAND ....	WAL	-	306
DANVILLE .....	DAN	-	WARRENTON .....	HWY	-	314
DUBLIN .....	PSK	-	WEST POINT .....	FYJ	-	316
EMPORIA .....	EMV	-	WILLIAMSBURG .....	JGG	-	318
FARMVILLE .....	FVX	-	WILLIAMSBURG .....	W94	-	319
FORT BELVOIR .....	DAA	-	WINCHESTER .....	OKV	-	322
FORT EUSTIS .....	FAF	-	WISE .....	LNP	-	326
FORT LEE .....	VA39	-				
FRANKLIN .....	FKN	-				
FREDERICKSBURG ....	EZF	-				
FRONT ROYAL .....	FRR	-				
GALAX-HILLSVILLE ..	HLX	-				
GRUNDY .....	GDY	-				
HAMPTON .....	LFI	-				
HOT SPRINGS .....	HSP	-				
JONESVILLE .....	OVG	-				
LAWRENCEVILLE .....	LVL	-				
LEESBURG .....	JYO	-				
LOUISA .....	LKU	-				
LURAY .....	W45	-				
LYNCHBURG .....	LYH	-				
LYNCHBURG .....	W24	-				
MANASSAS .....	HEF	-				
MARION-WYTHEVILLE .	MKJ	-				
MARTINSVILLE .....	MTV	-				
MELFA .....	MFV	-				
MONETA .....	W91	-				
NEWPORT NEWS .....	PHF	-				
NORFOLK .....	CPK	-				
NORFOLK .....	NGU	-				
NORFOLK .....	ORF	-				
NORFOLK .....	PVG	-				
ORANGE .....	OMH	-				
PETERSBURG .....	PTB	-				
QUANTICO .....	NYG	-				
QUINTON .....	W96	-				
RICHLANDS .....	JFZ	-				
RICHMOND-ASHLAND ..	OFP	-				
RICHMOND .....	FCI	-				
RICHMOND .....	RIC	-				

## INSTRUMENT APPROACH PROCEDURE CHARTS

**IFR ALTERNATE AIRPORT MINIMUMS**

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
<b>ABERDEEN PROVING GROUND, MD</b>	
PHILLIPS AAF (KAPG) .....	<b>NDB Rwy 22</b>
	<b>VOR Rwy 22</b>
	<b>VOR/DME Rwy 22</b>
	<b>RNAV (GPS) Rwy 22</b>

NA when control tower closed.

<b>ABINGDON, VA</b>	
VIRGINIA HIGHLANDS .....	<b>LOC Rwy 24</b>
	<b>RNAV (GPS) Rwy 6</b>
	<b>RNAV (GPS) Rwy 24</b>
	<b>VOR/DME-B</b>

NA when local weather not available.  
Category C, 800-2½, Category D, 800-2½.

<b>ANNAPOLIS, MD</b>	
LEE .....	<b>RNAV (GPS)-A</b>

NA when local weather not available.

<b>BALTIMORE, MD</b>	
BALTIMORE-WASHINGTON INTL	
THURGOOD MARSHALL <b>ILS or LOC Rwy 15L<sup>1</sup></b>	
	<b>ILS or LOC Rwy 28<sup>2</sup></b>
	<b>VOR Rwy 10<sup>3</sup></b>

<sup>1</sup>ILS, LOC, Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

<sup>2</sup>ILS, Categories A,B,C, 700-2; Category D 700-2¼; LOC, Category D, 800-2¼.

<sup>3</sup>Categories A,B, 1100-2; Category C, D 1100-3.

MARTIN STATE .....	<b>ILS or LOC Rwy 33<sup>123</sup></b>
	<b>LOC Rwy 15<sup>2</sup></b>
	<b>VOR/DME or TACAN Z Rwy 15<sup>4</sup></b>

<sup>1</sup>ILS, Category D, 700-2.

<sup>2</sup>NA when control tower closed.

<sup>3</sup>NA when local weather not available.

<sup>4</sup>Categories A,B, 900-2; Category C, 900-2½; Category D 900-2¾.

<b>BLACKSBURG, VA</b>	
VIRGINIA TECH/MONTGOMERY EXECUTIVE .....	<b>RNAV (GPS) Rwy 12</b>
	<b>RNAV (GPS) Rwy 30</b>

NA when local weather not available.

NAME	ALTERNATE MINIMUMS
<b>CHARLOTTESVILLE, VA</b>	
CHARLOTTESVILLE-ALBEMARLE .....	<b>ILS or LOC Rwy 3<sup>12</sup></b>
	<b>RNAV (GPS) Rwy 3<sup>34</sup></b>
	<b>RNAV (GPS) Y Rwy 21<sup>35</sup></b>
	<b>RNAV (GPS) Z Rwy 21<sup>34</sup></b>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>ILS, Categories A, B, C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.

<sup>3</sup>NA when local weather not available.

<sup>4</sup>Category D, 1000-3.

<sup>5</sup>Category C, 800-2¼; Category D, 1000-3.

<b>COLLEGE PARK, MD</b>	
COLLEGE PARK .....	<b>RNAV (GPS) Rwy 15</b>

NA when local weather not available.

<b>CULPEPER, VA</b>	
CULPEPER RGNL .....	<b>LOC Rwy 4<sup>1</sup></b>
	<b>RNAV (GPS) Rwy 4<sup>2</sup></b>
	<b>RNAV (GPS) Rwy 22<sup>2</sup></b>
	<b>VOR-A<sup>2</sup></b>

<sup>1</sup>NA when FBO closed.

<sup>2</sup>NA when local weather not available.

<b>DANVILLE, VA</b>	
DANVILLE RGNL .....	<b>ILS or LOC Rwy 2</b>
	<b>VOR Rwy 2</b>
	<b>VOR Rwy 20<sup>1</sup></b>

NA when local weather not available.

<sup>1</sup>Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

<b>DUBLIN, VA</b>	
NEW RIVER VALLEY .....	<b>VOR or GPS-A</b>
	Category D, 800-2¼.



# ALTERNATE MINS

10098

E2



NAME ALTERNATE MINIMUMS

## EASTON, MD

EASTON/  
NEWNAM FIELD ..... ILS or LOC/DME Rwy 4<sup>1</sup>  
RNAV (GPS) Rwy 4  
RNAV (GPS) Rwy 15  
RNAV (GPS) Rwy 22  
RNAV (GPS) Rwy 33

NA when local weather not available.  
<sup>1</sup>ILS,LOC, NA when control tower closed.

## EMPORIA, VA

EMPORIA-  
GREENSVILLE RGNL ..... RNAV (GPS) Rwy 15  
NA when local weather not available.

## FELKER AAF (KFAF)

FORT EUSTIS, VA.....ORIG 08297  
NDB Rwy 14  
COPTER NDB Rwy 14  
RNAV (GPS) Rwy 14  
COPTER RNAV (GPS) Rwy 14

NA when control tower closed.

## FREDERICK, MD

FREDERICK MUNI ..... RNAV (GPS) Rwy 5<sup>12</sup>  
RNAV (GPS) Y Rwy 23<sup>1</sup>  
RNAV (GPS) Z Rwy 23<sup>3</sup>

<sup>1</sup>Category D, 800-2½.  
<sup>2</sup>NA when local weather not available.  
<sup>3</sup>Categories A,B,C,D, 800-2½.

## GAITHERSBURG, MD

MONTGOMERY COUNTY  
AIRPARK ..... NDB Rwy 14  
Categories A, B, 900-2; Category C, 900-2½;  
Category D, 900-2¾.

## GALAX/HILLSVILLE, VA

TWIN COUNTY ..... RNAV (GPS) Rwy 1  
RNAV (GPS) Rwy 19  
NA when local weather not available.

## GEORGETOWN, DE

SUSSEX COUNTY ..... RNAV (GPS) Rwy 4  
RNAV (GPS) Rwy 22  
NA when local weather not available.

## HAGERSTOWN, MD

HAGERSTOWN RGNL-RICHARD A.  
HENSON FIELD ..... ILS or LOC Rwy 9<sup>1</sup>  
ILS or LOC Rwy 27<sup>1</sup>  
RNAV (GPS) Rwy 9  
RNAV (GPS) Rwy 27  
VOR Rwy 9

NA when local weather not available.  
<sup>1</sup>NA when control tower closed.

NAME ALTERNATE MINIMUMS

## HOT SPRINGS, VA

INGALLS FIELD ..... RNAV (GPS) Rwy 7  
NA when local weather not available.  
Categories, A, B, 1000-2; Category C, 1000-2¾, Category D, 1000-3.

## LEESBURG, VA

LEESBURG EXECUTIVE .. RNAV (GPS) Rwy 17  
LPV, Category D, 700-2.

## LEONARDTOWN, MD

ST. MARY'S COUNTY  
RGNL ..... RNAV (GPS) Rwy 11  
RNAV (GPS) Rwy 29

NA when local weather not available.

## LOUISA, VA

LOUISA COUNTY/  
FREEMAN FIELD ..... RNAV (GPS) Rwy 27  
NA when local weather not available.

## LYNCHBURG, VA

LYNCHBURG RGNL/PRESTON GLENN  
FIELD ..... ILS or LOC Rwy 4<sup>12</sup>  
RNAV (GPS) Rwy 4<sup>3</sup>  
RNAV (GPS) Rwy 22<sup>3</sup>  
VOR/DME Rwy 22<sup>4</sup>  
VOR Rwy 4<sup>3</sup>

<sup>1</sup>ILS,LOC, NA when control tower closed.  
<sup>2</sup>ILS,Categories A,B, 800-2;Category C,900-2½, Category D, 900-2¾. LOC,Category C,900-2½, Category D, 900-2¾.  
<sup>3</sup>Category C, 900-2½; Category D, 900-2¾.  
<sup>4</sup>Categories A,B, 900-2; Category C, 900-2½, Category D, 900-2¾.

## MANASSAS, VA

MANASSAS RGNL/HARRY P DAVIS  
FIELD ..... ILS or LOC Rwy 16L,700-2  
RNAV (GPS) Rwy 16L  
NA when control tower closed.

## MARION/WYTHEVILLE, VA

MOUNTAIN EMPIRE ..... RNAV (GPS) Rwy 26  
NA when local weather not available.  
Category C, 800-2¾.

## MARTINSVILLE, VA

BLUE RIDGE ..... RNAV (GPS) Rwy 30  
NA when local weather not available.  
Categories A,B, 1000-2; Categories C,D, 1000-3.

## MELFA, VA

ACCOMACK COUNTY ..... RNAV (GPS) Rwy 3  
RNAV (GPS) Rwy 21  
NA when local weather not available.

08 APR 2010 to 06 MAY 2010



# ALTERNATE MINS



NAME ALTERNATE MINIMUMS

## MIDDLETOWN, DE

SUMMIT ..... RNAV (GPS) Rwy 17  
RNAV (GPS) Rwy 35

NA when local weather not available.

## NEWPORT NEWS, VA

NEWPORT NEWS/WILLIAMSBURG

INTL ..... ILS or LOC Rwy 7<sup>12</sup>  
ILS or LOC Rwy 25<sup>1</sup>  
LOC/DME Rwy 20<sup>12</sup>  
RNAV (GPS) Rwy 7<sup>2</sup>  
RNAV (GPS) Rwy 20<sup>2</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>NA when local weather not available.

## OCEAN CITY, MD

OCEAN CITY MUNI ..... RNAV (GPS) Rwy 2<sup>1</sup>  
RNAV (GPS) Rwy 32<sup>12</sup>  
VOR-A<sup>3</sup>

<sup>1</sup>NA when local weather not available.

<sup>2</sup>Category D, 800-2¼.

<sup>3</sup>Categories A, B, 900-2; Category C, 900-2½;  
Category D, 900-2¼.

## PETERSBURG, VA

DINWIDDIE COUNTY ..... RNAV (GPS) Rwy 5  
RNAV (GPS) Rwy 23  
VOR Rwy 23

NA when local weather not available.

## RICHLANDS, VA

TAZEWELL COUNTY ..... LOC/DME Rwy 25  
RNAV (GPS) Rwy 25

NA when local weather not available.

## RICHMOND, VA

RICHMOND INTL ..... ILS or LOC Rwy 16  
ILS, Categories A,B, 900-2, Category C,  
900-2¾, Category D, 900-3.  
LOC, Categories A,B, 900-2, Category C,  
900-2¾, Category D, 900-3.

## RICHMOND/ASHLAND, VA

HANOVER

COUNTY MUNI ..... RNAV (GPS) Rwy 16  
VOR Rwy 16<sup>1</sup>

NA when local weather not available.

<sup>1</sup>Category C, 800-2¼, Category D, 800-2½.

NAME ALTERNATE MINIMUMS

## ROANOKE, VA

ROANOKE RGNL/WOODRUM  
FIELD ..... ILS or LOC Rwy 33<sup>12</sup>  
LDA Rwy 6<sup>2</sup>  
VOR/NDB Rwy 33<sup>3</sup>

<sup>1</sup>ILS, Categories A,B, 800-2; Category C,  
800-2¼; Category D, 800-2½. LOC,  
Category C, 800-2¼; Category D, 800-2½.

<sup>2</sup>Categories A,B, 1600-2; Categories C,D,  
1600-3.

<sup>3</sup>Categories A,B, 1400-2; Categories C,D,  
1400-3.

## SALISBURY, MD

SALISBURY-OCEAN CITY

WICOMICO RGNL ..... ILS or LOC Rwy 32  
RNAV (GPS) Rwy 32  
VOR Rwy 23<sup>1</sup>

NA when local weather not available.

<sup>1</sup>Categories A, B, 1100-2; Categories C, D,  
1100-3.

## STAUNTON-WAYNESBORO- HARRISONBURG, VA

SHENANDOAH VALLEY

RGNL ..... ILS or LOC Rwy 5<sup>1</sup>  
NDB Rwy 5  
RNAV (GPS) Rwy 5  
RNAV (GPS) Rwy 23

NA when local weather not available.

<sup>1</sup>ILS, Category D, 700-2.

## SUFFOLK, VA

SUFFOLK EXECUTIVE ..... RNAV (GPS) Rwy 4  
RNAV (GPS) Rwy 7

NA when local weather not available.

## WALLOPS ISLAND, VA

WALLOPS FLIGHT

FACILITY ..... VOR/DME or TACAN Rwy 10  
Categories A,B, 900-2; Category C, 900-2½;  
Category D, 900-2¼.



# ALTERNATE MINS

E4



NAME ALTERNATE MINIMUMS  
**WASHINGTON, DC**  
 WASHINGTON  
 DULLES INTL ..... ILS or LOC/DME Rwy 1C<sup>1</sup>  
                                   ILS or LOC/DME Rwy 1L<sup>1</sup>  
                                   ILS or LOC/DME Rwy 12<sup>1</sup>  
                                   ILS or LOC/DME Rwy 19C<sup>1</sup>  
                                   ILS or LOC/DME Rwy 19R<sup>1</sup>  
                                   ILS or LOC Rwy 1R<sup>1</sup>  
                                   ILS or LOC Rwy 19L<sup>1</sup>  
                                   RNAV (GPS) Y Rwy 19R<sup>2</sup>

<sup>1</sup>ILS, Categories A, B, C, D, 700-2.

<sup>2</sup>Category D, 800-2¼.

RONALD REAGAN  
 WASHINGTON NATIONAL ..... ILS Rwy 1<sup>1</sup>  
                                   LDA/DME Rwy 19<sup>2</sup>  
                                   RNAV (GPS) Rwy 33<sup>3</sup>  
 ROSSLYN LDA Rwy 19, 1100-3  
                                   VOR/DME or GPS Rwy 15<sup>4</sup>  
                                   VOR/DME or GPS Rwy 19<sup>5</sup>  
                                   VOR Rwy 1<sup>2</sup>

<sup>1</sup>ILS, Categories A, B, C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.

<sup>2</sup>Category D, 800-2¼.

<sup>3</sup>Categories A, B, C, D, 800-2½.

<sup>4</sup>Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

<sup>5</sup>Categories A, B, 1000-2; Categories C, D, 1000-3.

## WEST POINT, VA

MIDDLE  
 PENINSULA RGNL ..... RNAV (GPS) Rwy 10  
                                   VOR-A

NA when local weather not available.

NAME ALTERNATE MINIMUMS  
**WILMINGTON, DE**  
 NEW CASTLE ..... ILS or LOC Rwy 11<sup>2</sup>  
                                   RNAV (GPS) Rwy 1<sup>2</sup>  
                                   RNAV (GPS) Rwy 9<sup>2</sup>  
                                   RNAV (GPS) Rwy 19<sup>2</sup>  
                                   RNAV (GPS) Rwy 27<sup>2</sup>  
                                   VOR Rwy 1<sup>23</sup>  
                                   VOR Rwy 27<sup>3</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>Category D, 800-2¼.

## WINCHESTER, VA

WINCHESTER RGNL ..... RNAV (GPS) Rwy 14  
                                   RNAV (GPS) Rwy 32  
                                   VOR/DME-A

NA when local weather not available.

## WISE, VA

LONESOME PINE ..... LOC/DME Rwy 24<sup>12</sup>  
                                   RNAV (GPS) Rwy 6<sup>12</sup>  
                                   RNAV (GPS) Rwy 24<sup>3</sup>

<sup>1</sup>NA when local weather not available.


<sup>2</sup>Category D, 800-2¼.

<sup>3</sup>Category C, 800-2¼; Category D, 900-2¾.

08 APR 2010 to 06 MAY 2010

# RADAR INSTRUMENT APPROACH MINIMUMS

## ANDREWS AFB (KADW), (CAMP SPRINGS) MD (09127 USAF)

RADAR - (E) 113.1T 124.0 128.35 257.2 286.6 301.5 316.7 335.5 360.8 379.2  **ELEV 280**



	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	1L <sup>1</sup>		AB	760/24	500	(500-½)
			C	760/40	500	(500-¾)
			D	760/50	500	(500-1)
			E	760/60	500	(500-1¼)
	19R <sup>4</sup>		AB	780/24	507	(500-½)
			CD	780/50	507	(500-1)
			E	780/60	507	(500-1¼)
	19L <sup>2</sup>		ABC	720/40	440	(500-¾)
			DE	720/50	440	(500-1)
	1R <sup>1</sup>		ABC	760/40	495	(500-¾)
			D	760/50	495	(500-1)
			E	760/60	495	(500-1¼)
CIR <sup>3</sup>	19L		A	720-1	440	(500-1)
			B	740-1	460	(500-1)
			C	740-1½	460	(500-1½)
			DE	840-2	560	(600-2)
	19R		AB	780-1	500	(500-1)
			C	780-1½	500	(500-1½)
			DE	840-2	560	(600-2)
	1L, 1R		AB	760-1	480	(500-1)
			C	760-1½	480	(500-1½)
			DE	840-2	560	(600-2)

<sup>1</sup>When ALS inop, increase CAT AB RVR 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles and CAT E vis to 1¾ miles. <sup>2</sup>When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles and CAT DE vis to 1½ miles.

<sup>3</sup>Circling not authorized W of Rwy 1L-19R. <sup>4</sup>When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½.

## DAVISON AAF (KDAV), VA (Ft. Belvoir) (Amdt 11, 10098 USA)

**ELEV 73**

RADAR<sup>1</sup> - (E) 118.85 119.95 248.5x 265.6   NA

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	32	3.0°/34/689	ABCD	346/50	280	(300-1)
	14	3.0°/59/1114	ABCD	642-2	590	(600-2)

When control tower clsd procedure NA.

<sup>1</sup>Opr 1100-2300Z++ wkd exclud hol, R-IFF SIF svc not avbl.

**NORFOLK NS (KNGU), (CHAMBERS FIELD), VA (10098 USN)**

**ELEV 17**

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

	<b>RWY</b>	<b>GS/TCH/RPI</b>	<b>CAT</b>	<b>DH/ MDA-VIS</b>	<b>HAT/ HATh/ HAA</b>	<b>CEIL-VIS</b>
PAR <sup>1</sup>	10 <sup>2 3</sup>	3.0°/50/948	ABCDE	117-¼	100	(100-¼)
	28 <sup>4</sup>	3.0°/36/682	ABCDE	265-¾	250	(300-¾)
COPTER PAR <sup>1</sup>	10 <sup>2 3</sup>	3.0°/50/948	COPTER	117-¼	100	(100-¼)
	28 <sup>4</sup>	3.0°/36/682	COPTER	265-¾	250	(300-¾)
PAR W/O GS <sup>1</sup>	28 <sup>5</sup>		ABCDE	460-1	445	(500-1)
	10 <sup>6</sup>		ABC	460-¾	443	(500-¾)
				DE	460-1	443
ASR <sup>1</sup>	10 <sup>7</sup>		AB	520-¾	503	(600-¾)
			CD	520-1	503	(600-1)
			E	520-1¼	503	(600-1¼)
	28 <sup>6</sup>		ABC	460-1	445	(500-1)
			DE	460-1¼	445	(500-1¼)
CIR ASR <sup>8 9</sup>	10, 28		AB	520-1¼	503	(600-1¼)
			C	520-1½	503	(600-1½)
			DE	580-2	563	(600-2)
CIR PAR W/O GS <sup>8 9</sup>	10, 28		AB	520-1¼	503	(600-1¼)
			C	520-1½	503	(600-1½)
			DE	580-2	563	(600-2)

<sup>1</sup>No-NOTAM preventive maint Mon 1200-1800Z++. <sup>2</sup>When ALS inop, increase vis CAT ABCDE to ½ mile. <sup>3</sup>PAPI RRP and PAR RPI are not coincidental. <sup>4</sup>When ALS inop, increase vis CAT ABCDE to 1 mile. <sup>5</sup>When ALS inop, increase vis CAT ABCDE to 1¼ miles. <sup>6</sup>When ALS inop, increase vis CAT ABC to 1¼ miles, CAT DE to 1½ miles. <sup>7</sup>When ALS inop, increase vis CAT AB to 1¼ miles, CAT CD to 1½ miles, CAT E to 1¾ miles. <sup>8</sup>CAT E cir not authorized south of Rwy 10-28. <sup>9</sup>Norfolk NS Heliport lctd 1 NM NW, use caution in cir apch.



OCEANA NAS (KNTU), (APOLLO SOUCEK FIELD) VA (09351 USN)

ELEV 23

RADAR - (E) 124.825 310.8 328.4 346.4 348.75 352.1 363.1 ▽

	<b>RWY</b>	<b>GS/TCH/RPI</b>	<b>CAT</b>	<b>DH/ MDA-VIS</b>	<b>HAT/ HATH/ HAA</b>	<b>CEIL-VIS</b>	
PAR <sup>8</sup>	5R <sup>1</sup>	3.0°/36/686	ABCDE	120-¼	100	(100-¼)	
	23L <sup>1</sup>	3.0°/42/809	ABCDE	122-¼	100	(100-¼)	
	5L	3.0°/40/753	ABCDE	121-½	100	(100-½)	
	23R	3.0°/44/841	ABCDE	121-½	100	(100-½)	
	32L <sup>1</sup>	3.0°/41/782	ABCDE	123-¼	100	(100-¼)	
	14R	3.0°/38/711	ABCDE	272-1	250	(300-1)	
PAR W/O GS <sup>8</sup>	14R		ABCDE	360-1¼	338	(400-1¼)	
	5R <sup>2</sup>		ABCD	420-¾	400	(400-¾)	
			E	420-1	400	(400-1)	
			5L	ABCD	420-1¼	399	(400-1¼)
			E	420-1½	399	(400-1½)	
	32L <sup>4</sup>		ABCDE	360-¾	337	(400-¾)	
	23L <sup>3</sup>		ABC	460-¾	438	(500-¾)	
			DE	460-1	438	(500-1)	
	14R		ABCDE	300-1¼	278	(300-1¼)	
	23R		ABC	460-1¼	439	(500-1¼)	
		DE	460-1½	439	(500-1½)		
PAR SIDESTEP <sup>8</sup>	32R		AB	360-1¼	339	(400-1¼)	
			C	360-1½	339	(400-1½)	
			DE	360-2	339	(400-2)	
	14L		AB	360-1¼	340	(400-1¼)	
			C	360-1½	340	(400-1½)	
			DE	360-2	340	(400-2)	
	5L		ABC	420-1½	399	(400-1½)	
			DE	420-2	399	(400-2)	
			23L	ABC	460-1½	438	(500-1½)
	23R		DE	460-2	438	(500-2)	
			ABC	460-1½	439	(500-1½)	
			DE	460-2	439	(500-2)	
	PAR W/O GS SIDESTEP <sup>8</sup>	5L		AB	420-1¼	399	(400-1¼)
				C	420-1½	399	(400-1½)
				DE	420-2	399	(400-2)
		32R		AB	360-1¼	339	(400-1¼)
			C	360-1½	339	(400-1½)	
			DE	360-2	339	(400-2)	
14L			AB	360-1¼	340	(400-1¼)	
			C	360-1½	340	(400-1½)	
			DE	360-2	340	(400-2)	
23L			AB	460-1¼	438	(500-1¼)	
			C	460-1½	438	(500-1½)	
			DE	460-2	438	(500-2)	
23R			AB	460-1¼	439	(500-1¼)	
			C	460-1½	439	(500-1½)	
			DE	460-2	439	(500-2)	

# RADAR INSTRUMENT APPROACH MINIMUMS

## OCEANA NAS (KNTU), (Continued)

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATh/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	5R <sup>5</sup>		AB	420-½	400	(400-½)
			CD	420-¾	400	(400-¾)
			E	420-1	400	(400-1)
	5L		ABC	400-1	379	(400-1)
			DE	400-1¼	379	(400-1¼)
	32L <sup>6</sup>		AB	440-½	417	(500-½)
			CD	440-¾	417	(500-¾)
			E	440-1	417	(500-1)
	23L <sup>7</sup>		AB	460-½	438	(500-½)
			C	460-¾	438	(500-¾)
			DE	460-1	438	(500-1)
	14R		AB	460-1	438	(500-1)
			C	460-1¼	438	(500-1¼)
			DE	460-1½	438	(500-1½)
	14L		AB	460-1	440	(500-1)
			C	460-1¼	440	(500-1¼)
			DE	460-1½	440	(500-1½)
	23R		AB	460-1	439	(500-1)
			C	460-1¼	439	(500-1¼)
			DE	460-1½	439	(500-1½)
32R		AB	440-1	419	(500-1)	
		CD	440-1¼	419	(500-1¼)	
		E	440-1½	419	(500-1½)	
CIR ASR	All Rwy		AB	480-1	457	(500-1)
			C	480-1½	457	(500-1½)
			D	580-2	557	(600-2)
			E	620-2	597	(600-2)
CIR PAR	All Rwy		ABC	480-1¾	457	(500-1¾)
			D	580-2	557	(600-2)
			E	620-2¼	597	(600-2¼)
CIR PAR W/O GS	All Rwy		AB	480-1¼	457	(500-1¼)
			C	480-1½	457	(500-1½)
			D	580-2	558	(600-2)
			E	620-2	598	(600-2)

<sup>1</sup>When ALS inop, increase vis CAT ABCDE to ½ mile. <sup>2</sup>When ALS inop, increase vis CAT ABCD to 1¼ miles, CAT E to 1½ miles. <sup>3</sup>When ALS inop, increase CAT ABC to 1¼ miles, CAT DE to 1½ miles. <sup>4</sup>When ALS inop, increase vis CAT ABCDE to 1¼ miles. <sup>5</sup>When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles, CAT E to 1½ miles. <sup>6</sup>When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles. <sup>7</sup>When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles, CAT E to 1½ miles. <sup>8</sup>No-NOTAM preventive maintenance TUE 1030Z-1430Z++.

**PATUXENT RIVER NAS (KNHK), (TRAPNELL FLD), MD (09267 USN) ELEV 39**

**RADAR - (E) 120.05 121.0 135.025 250.3 281.8 301.2 305.2 318.8 348.0 362.6 ▾**

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HATh/ HAA</u>	<u>CEIL-VIS</u>
PAR <sup>1</sup>	6 <sup>2</sup>	3.0°/46/971	ABCDE	139-¼	100	(100-¼)
	24	3.0°/43/805	ABCDE	120-½	100	(100-½)
	14	3.0°/37/735	ABCDE	127-½	100	(100-½)
	32	3.0°/48/892	ABCDE	268-1	250	(300-1)
PAR W/O	6 <sup>4</sup>		ABCD	360-½	321	(400-½)
GS			E	360-¾	321	(400-¾)
	14		ABCDE	340-1¼	313	(400-1¼)
	24		ABCDE	320-1¼	300	(400-1¼)
	32		ABCDE	340-1¼	322	(400-1¼)
ASR	14		ABC	380-1	353	(400-1)
			DE	380-1¼	353	(400-1¼)
	32		ABC	400-1	382	(400-1)
			DE	400-1¼	382	(400-1¼)
	6 <sup>3</sup>		AB	500-½	461	(500-½)
			C	500-¾	461	(500-¾)
			D	500-1	461	(500-1)
			E	500-1¼	461	(500-1¼)
			AB	440-1	420	(500-1)
	24		CD	440-1¼	420	(500-1¼)
		E	440-1½	420	(500-1½)	
		A	540-1	501	(600-1)	
CIR <sup>5</sup>	6-24, 14-32		B	560-1	521	(600-1)
			C	560-1½	521	(600-1½)
			D	600-2	561	(600-2)
			E	640-2¼	601	(700-2¼)
			A	540-1	501	(600-1)

<sup>1</sup>PAR No-NOTAM preventive maint period Wed 1300-1700Z++. <sup>2</sup>When ALS inop, increase Cat ABCDE vis to ½ mile. <sup>3</sup>When ALS inop, increase Cat AB vis to 1 mile, Cat C vis to 1¼ miles, Cat D vis to 1½ miles, Cat E vis to 1¾ miles. <sup>4</sup>When ALS inop, increase vis Cat ABCD to 1 mile, Cat E vis to 1¼ miles. <sup>5</sup>When circling from PAR W/O GS Rwy 14, 24, and 32, increase vis Cat AB to 1¼ miles.

# RADAR INSTRUMENT APPROACH MINIMUMS

**QUANTICO MCAF (KNYG),** (TURNER FIELD) VA (09295 USN)

**ELEV 11**

RADAR<sup>1</sup> - 120.925 351.95 353.65 363.15 ▽

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HATH/ HAA</u>	<u>CEIL-VIS</u>
PAR <sup>23</sup>	2	3.0°/35/670	ABCD	262-1	252	(300-1)
PAR W/O GS <sup>2</sup>	2		ABCD	400-1¼	390	(400-1¼)
ASR <sup>2</sup>	2		AB	560-1	550	(600-1)
			C	560-1½	550	(600-1½)
			D	560-1¾	550	(600-1¾)
CIR PAR or PAR W/O GS <sup>4</sup>	2		A	500-1¼	490	(500-1¼)
			B	540-1¼	530	(600-1¼)
			C	540-1½	530	(600-1½)
			D	700-2¼	690	(700-2¼)
CIR <sup>4</sup>	2		AB	560-1	550	(600-1)
			C	560-1½	550	(600-1½)
			D	700-2¼	690	(700-2¼)

<sup>1</sup>GCA avbl daily during published field opr hr. Ctc twr for freq asgn. <sup>2</sup>Procedure NA at night when VGSI inop. <sup>3</sup>PAR military use only in other than VFR. <sup>4</sup>Circling not authorized W of Rwy 2-20.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF 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 take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. 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 described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

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 take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

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

NAME	TAKE-OFF MINIMUMS	NAME	TAKE-OFF MINIMUMS
<b>ABINGDON, VA</b>		<b>ANNAPOLIS, MD</b>	
VIRGINIA HIGHLANDS		LEE	
TAKE-OFF MINIMUMS: <b>Rwys 6, 24</b> , 300-1. DEPARTURE PROCEDURE: Climb straight ahead to 5000 when departing NE, or 4000 when departing SW, before proceeding on course.		TAKE-OFF MINIMUMS: <b>Rwy 30</b> , 300-1 or std. with a min. climb of 410' per NM to 400. DEPARTURE PROCEDURE: <b>Rwy 12</b> , climb runway heading to 700 before proceeding on course. <b>Rwy 30</b> , climb runway heading to 1000 before proceeding right on course. Climb runway heading to 700 before proceeding left on course. NOTE: <b>Rwy 12</b> , cross departure end of runway at or above 35' AGL/66' MSL. <b>Rwy 30</b> , trees, 1433' from departure end of runway, 85' left of centerline, 100' AGL/139' MSL. Cross departure end of runway at or above 35' AGL/66' MSL.	
<b>ANDREWS AFB/NAF (KADW)</b>			
CAMP SPRINGS, MD. . . . . 09127 TAKE-OFF OBSTACLES: <b>Rwy 1L</b> , trees 2972' to 3085' from DER, 765' to 906' right of centerline, 93' AGL/355' MSL. <b>Rwy 1R</b> , trees 1512' from DER, 856' right of centerline, 74' AGL/336' MSL; trees 2254' from DER, 645' left of centerline, 93' AGL/355' MSL; trees 2629' from DER, 1095' left of centerline, 93' AGL/355' MSL; trees 2882' from DER, 364' left of centerline, 104' AGL/362' MSL. <b>Rwy 19L</b> , terrain 267' from DER, 580' left of centerline, 261' MSL; trees 2650' to 2874' from DER, 946' to 1113' right of centerline, 91' AGL/334' MSL. <b>Rwy 19R</b> , trees 2650' to 2873' from DER, 887' to 1054' left of centerline, 91' AGL/334' MSL; tower 4630' from DER, 1664' right of centerline, 108' AGL/377' MSL.			

**BALTIMORE, MD****BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL**

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1½ or std. w/ min. climb of 210' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 044° to 800 before proceeding on course. **Rwy 28**, climb heading 285° to 900 before proceeding on course. **Rwy 33L**, climb heading 320° to 2000 before proceeding on course. **Rwy 33R**, climb heading 005° to 1900 before proceeding on course.

NOTE: **Rwy 4**, rod on lighted pole 1921' from departure end of runway, 329' right of centerline, 58' AGL/197' MSL. Light on pole 2177' from departure end of runway, 294' left of centerline, 58' AGL/197' MSL. Light on pole 1755' from departure end of runway, 482' right of centerline, 47' AGL/186' MSL. Tree 2370' from departure end of runway, 481' right of centerline, 60' AGL/199' MSL. Tank 6635' from departure end of runway, 2265' right of centerline, 122' AGL/316' MSL. Tank 7534' from departure end of runway, 2274' left of centerline, 173' AGL/338' MSL. **Rwy 10**, building 52' from departure end of runway, 319' left of centerline, 13' AGL/133' MSL. **Rwy 15L**, multiple trees beginning 648' from departure end of runway, 617' left of centerline, up to 68' AGL/167' MSL. Light on pole 921' from departure end of runway, 618' left of centerline, 62' AGL/161' MSL. **Rwy 15R**, multiple trees beginning 1144' from departure end of runway, 740' right of centerline, up to 53' AGL/172' MSL. **Rwy 22**, terrain beginning 111' from departure end of runway, 29' right of centerline, up to 171' AGL. Terrain 365' from departure end of runway, 137' left of centerline, 158' MSL. **Rwy 28**, tree 1392' from departure end of runway, 736' left of centerline, 77' AGL/176' MSL. **Rwy 33L**, building 4693' from departure end of runway, 874' right of centerline, 127' AGL/266' MSL. Tree 2250' from departure end of runway, 843' right of centerline, 66' AGL/205' MSL. Microwave antenna on building, 4725' from departure end of runway, 907' right of centerline, 126' AGL/265' MSL. Fence 203' from departure end of runway, 517' right of centerline, 9' AGL/140' MSL. **Rwy 33R**, numerous trees beginning 2925' from departure end of runway, 321' left of centerline, up to 70' AGL/289' MSL. Numerous trees beginning 975' from departure end of runway, 116' right of centerline, up to 63' AGL/262' MSL. Light on pole 2384' from departure end of runway, 837' right of centerline, 55' AGL/254' MSL. Building 998' from departure end of runway, 654' left of centerline, 24' AGL/183' MSL. Light on pole 3869' from departure end of runway, 603' left of centerline, 72' AGL/251' MSL. Light on pole 2736' from departure end of runway, 247' right of centerline, 17' AGL/216' MSL. Pole 3781' from departure end of runway, 370' right of centerline, 40' AGL/242' MSL. Signal 2453' from departure end of runway, 904' left of centerline, 45' AGL/204' MSL.

**BALTIMORE, MD (CON'T)****MARTIN STATE**

TAKE-OFF MINIMUMS: **Rwy 15**, 800-2 or std. with a min. climb of 300' per NM to 1000. **Rwy 33**, 1300-2 or std. with a min. climb of 340' per NM to 1700'.

DEPARTURE PROCEDURE: **Rwy 15**, climb runway heading to 1000 before proceeding on course; or when directed by ATC, climbing right turn heading 190° to 1000 before proceeding on course.

NOTE: **Rwy 15**, trees 1960' from departure end of runway 684' left of centerline, 78' AGL/88' MSL, trees 3395' from departure end of runway, 585' left of centerline, 92' AGL/102' MSL. **Rwy 33**, pole 1553' from departure end of runway, across centerline, 68' AGL/90' MSL. Trees 2342' from departure end of runway, across centerline 86' AGL/108' MSL.

**BLACKSBURG, VA****VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)****AMDT 4 08073 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 12**, 400-1¼ or std. w/ min. climb of 563' per NM to 2700.

DEPARTURE PROCEDURE: **Rwy 12**, climbing right turn direct PSK VORTAC to 3500 before proceeding on course. **Rwy 30**, climbing left turn direct PSK VORTAC to 4100 before proceeding on course.

NOTE: **Rwy 12**, bushes and trees beginning 275' from departure end of runway, 154' left of centerline, up to 100' AGL/2239' MSL. Trees beginning 5108' from departure end of runway, 1363' left of centerline, up to 100' AGL/2499' MSL. Trees beginning 3165' from departure end of runway, 1324' right of centerline up to 100' AGL/2279' MSL. **Rwy 30**, trees beginning 90' from departure end of runway, 461' left of centerline, up to 46' AGL/2140' MSL. Fence and obstruction light pole beginning 546' from departure end of runway, 161' left of centerline, up to 12' AGL/2139' MSL. Vehicle on road beginning 567' from departure end of runway, 310' left of centerline, 24' AGL/2137' MSL. Trees beginning 2080' from departure end of runway, 788' left of centerline, up to 100' AGL/2201' MSL. Fence, 861' from departure end of runway, 52' right of centerline, up to 12' AGL/2135' MSL. Trees beginning 539' from departure end of runway, 326' right of centerline, up to 40' AGL/2153' MSL. Trees beginning 1328' from departure end of runway, 117' right of centerline, up to 100' AGL/2182' MSL terrain beginning 330' from departure end of runway, 366' right of centerline, up to 2138' MSL pole and antenna beginning 1149' from departure end of runway, 391' right of centerline, up to 40' AGL/2151' MSL.

**BLACKSTONE, VA**

ALLEN C PERKINSON BLACKSTONE AAF

TAKE-OFF MINIMUMS: **Rwy 1**, 1000-2 or std. with a min. climb of 280' per NM to 1700. **Rwy 4**, 1000-2 or std. with a min. climb of 220' per NM to 1700. **Rwy 19**, NA.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 010° to 1700 before proceeding on course. **Rwy 4**, climb heading 039° to 1700 before proceeding on course.

**Rwy 22**, climb heading 208° to 900 before proceeding on course. **Rwy 22**, climb heading 208° to 900 before proceeding on course.

NOTE: **Rwy 4**, 50' AGL tree, 150' from departure end of runway, 450' right of centerline. **Rwy 22**, 66' AGL tree, 175' from departure end of runway, 450' left of centerline. Do not fly over ammunition dump 1.1 NM SW of Rwy 4.

**BRIDGEWATER, VA**

BRIDGEWATER AIRPARK

TAKE-OFF MINIMUMS: **Rwy 15**, 700-1. **Rwy 33**, 700-2.

DEPARTURE PROCEDURE: **All aircraft** climb in VBW holding pattern (SW, right turns, 035° inbound) to 4000 before proceeding on course.

**BROOKNEAL, VA**

BROOKNEAL/CAMPBELL COUNTY

NOTE: **Rwy 6**, multiple trees beginning 569' from departure end of runway, 252' right of centerline, up to 100' AGL/689' MSL. **Rwy 24**, multiple trees beginning 334' from departure end of runway, 286' right of centerline, up to 100' AGL/679' MSL. Multiple trees beginning 1377' from departure end of runway, 850' left of centerline, up to 100' AGL/719' MSL.

**CAMBRIDGE, MD**

CAMBRIDGE-DORCHESTER

TAKE-OFF MINIMUMS: **Rwy 34**, 300-1.

**CAMP PEARY LNDG STRIP (KW94)**

WILLIAMSBURG, VA . . . . . 08213

TAKE-OFF OBSTACLES: **Rwy 5**: trees and multiple transmission lines 120' from DER, 184' left of centerline up to 95' AGL/126' MSL. Trees and multiple transmission lines 162' from DER, 257' right of centerline up to 100' AGL/132' MSL. **Rwy 23**: trees and multiple transmission lines 1891' from DER, 69' left of centerline up to 95' AGL/136' MSL. Multiple trees and transmission lines 537' from DER, 437' right of centerline up to 110' AGL/151' MSL.

**CHARLOTTESVILLE, VA**

CHARLOTTESVILLE-ALBEMARLE (CHO)

AMDT 9 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, std. w/ min. climb of 323' per NM to 1500, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3**, climb via heading 030° to 1500 then climbing right turn to 4000 direct GVE VORTAC before proceeding on course, or for climb in visual conditions: cross Charlottesville-Albemarle airport at or above 2700 before proceeding on course.

**Rwy 21**, climb via heading 210° to 1400, then climbing left turn to 4000 direct GVE VORTAC before proceeding on course.

NOTE: **Rwy 3**, pole 97' from DER, 476' right of centerline, 27' AGL/627' MSL. Trees beginning 836' from DER, 597' right of centerline, up to 100' AGL/1216' MSL. Tower 2.3 NM from DER, 3443' right of centerline, 107' AGL/1167' MSL. Terrain beginning 2.2 NM from DER, 3183' right of centerline, up to 1116' MSL.

**CHASE CITY, VA**

CHASE CITY MUNI

NOTE: **Rwy 18**, trees beginning 191' from departure end of runway, 116' left of centerline, up to 100' AGL/609' MSL. Multiple trees beginning 327' from departure end of runway, 133' right of centerline, up to 100' AGL/599' MSL. **Rwy 36**, trees beginning 164' from departure end of runway, 154' right of centerline, up to 100' AGL/649' MSL. Trees beginning 470' from departure end of runway, 124' left of centerline, up to 100' AGL/649' MSL.

**CHURCHVILLE, MD**

HARFORD COUNTY

TAKE-OFF MINIMUMS: **Rwy 28**, 300-1 or std. with a min. climb of 400' per NM to 600.

NOTE: **Rwy 28**, 100' terrain/trees 1150' from departure end of runway.

**CLARKSVILLE, VA**

LAKE COUNTRY RGNL (W63)

AMDT 1 10098 (FAA)

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

**CLINTON, MD**

WASHINGTON EXECUTIVE/HYDE FIELD (W32)

ORIG 08045 (FAA)

NOTES: **Rwy 5**, Vehicle on road beginning 20' from departure end of runway, on centerline, up to 15' AGL/261' MSL. **Rwy 23**, Vehicle on road 23' from departure end of runway, 329' left of centerline, 15' AGL/260' MSL.

**COLLEGE PARK, MD**

COLLEGE PARK (CGS)

AMDT 3B 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15**, 400-2¼ or std. w/ min. climb of 486' per NM to 600. **Rwy 33**, 400-2¼ or std. w/ min. climb of 433' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 149° to 600 before proceeding on course. **Rwy 33**, climb heading 329° to 600 before proceeding on course.

NOTE: **Rwy 15**, trees beginning 2799' from departure end of runway, 570' left of centerline, up to 100' AGL/259' MSL. Antenna 1.1 NM from departure end of runway, 149' left of centerline, 167' AGL/270' MSL. **Rwy 33**, terrain beginning 1 NM from departure end of runway, 3700' right of centerline to 3700' left of centerline, up to 439' MSL. Building 3811' from departure end of runway, 467' right of centerline, 184' AGL/254' MSL. Tower 1.9 NM from departure end of runway, 1447' left of centerline, 255' AGL/405' MSL.

**CRISFIELD, MD**

CRISFIELD MUNI

TAKE-OFF MINIMUMS: **Rwys 6, 24**, NA-obstacles

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

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

**CULPEPER, VA**

CULPEPER RGNL (CJR)

ORIG 07354 (FAA)

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

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

**CUMBERLAND, MD**

GREATER CUMBERLAND RGNL

TAKE-OFF MINIMUMS: **Rwy 5**, 1700-2 or std. with a min. climb of 300' per NM to 3400. **Rwy 11**, 1600-2 or std. with a min. climb of 520' per NM to 3400. **Rwy 23**, 1200-2 or std. with a min. climb of 660' per NM to 3400. **Rwy 29**, NA.

DEPARTURE PROCEDURE: **Rwys 5, 11**, climb runway heading to 3400 before proceeding on course. **Rwy 23**, climbing left turn to intercept 177° course from CBE NDB to 3400 before proceeding on course.

**DANVILLE, VA**

DANVILLE RGNL (DAN)

AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1¼ or std. with a min. climb of 299' per NM to 900.

NOTE: **Rwy 2**, tree 1092' from DER, 8' left of centerline, 67' AGL/586' MSL. Tree 1524' from DER, 659' right of centerline, 67' AGL/606' MSL. **Rwy 13**, trees beginning 569' from DER, 300' right of centerline, up to 100' AGL/759' MSL. Trees beginning 680' from DER, 308' left of centerline, up to 65' AGL/604' MSL. **Rwy 20**, tree 1328' from DER, 633' right of centerline, 30' AGL/569' MSL. **Rwy 31**, hanger 395' from DER, 573' left of centerline, 23' AGL/602' MSL. Pole 1002' from DER, 375' left of centerline, 29' AGL/608' MSL. Antenna 1165' from DER, 416' left of centerline, 62' AGL/641' MSL. Trees beginning 1206' from DER, 287' left of centerline, up to 80' AGL/699' MSL. Trees beginning 2180' from DER, 632' right of centerline, up to 62' AGL/681' MSL.

**DAVISON AAF (KDA)**

FORT BELVOIR, VA

.....Rwy 32, 300-1\*

\* Or standard with minimum climb of 380/NM to 500.

TAKE-OFF OBSTACLES: **Rwy 32**, 63' AGL tree 865' from departure end of rwy, 82' right of centerline.

**DOVER AFB (KDOV)**

DOVER, DE ..... 09155

TAKE-OFF OBSTACLES: **Rwy 1**, possible aircraft/vehicles at DER hammerhead just left of rwy centerline, up to 65' AGL/91' MSL. **Rwy 19**, possible aircraft/vehicles at DER hammerhead just right of rwy centerline, up to 65' AGL/91' MSL. **Rwy 32**, multiple C-5s parked on ramp beginning 1535' thru 2780' from DER, 1010' left of centerline, up to 65' AGL/98' MSL. Bldg 3900' from DER, 760' left of centerline, 88' AGL/119' MSL. Possible taxiing aircraft/vehicles on taxilane Alpha beginning 565' thru 2780' from DER, 750' left of centerline, up to 65' AGL/98' MSL. Possible large aircraft 2800' from DER, on taxiway Golf just left of centerline, up to 65' AGL/92' MSL.

**DOVER/CHESWOLD, DE**

DELAWARE AIRPARK

NOTE: **Rwy 9**, multiple trees beginning 26' from departure end of runway, 50' left of centerline, up to 100' AGL/149' MSL. Pole line 1151' from departure end of runway, 36' right of centerline, 50' AGL/99' MSL. Multiple trees beginning 815' from departure end of runway, 505' right of centerline, up to 100' AGL/154' MSL. **Rwy 27**, multiple trees beginning 231' from departure end of runway, 85' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 829' from departure end of runway, 43' right of centerline, up to 100' AGL/164' MSL.



DUBLIN, VA

NEW RIVER VALLEY (PSK)  
AMDT 2 09071 (FAA)

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

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

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

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

EASTON, MD

EASTON/NEWNAM FIELD

TAKE-OFF MINIMUMS: **Rwy 22**, 300-2 or std. w/ climb of 241' per NM to 500.

NOTE: **Rwy 4**, vehicles on roads beginning 199' from departure end of runway, 350' right of centerline, up to 15' AGL/102' MSL. Multiple poles beginning 434' from departure end of runway, 88' right of centerline, up to 31' AGL/100' MSL. Multiple trees beginning 1485' from departure end of runway, 46' right of centerline, up to 64' AGL/133' MSL. Tree 1509' from departure end of runway, 38' left of centerline, 47' AGL/116' MSL.

**Rwy 15**, fence 2' from departure end of runway, 411' left of centerline, 8' AGL/57' MSL. Multiple poles beginning 721' from departure end of runway, 183' left of centerline, up to 64' AGL/123' MSL. Multiple poles beginning 828' from departure end of runway, 514' right of centerline, up to 26' AGL/85' MSL. Multiple trees beginning 862' from departure end of runway, 275' left of centerline, up to 89' AGL/148' MSL. Multiple trees beginning 1357' from departure end of runway, 238' right of centerline, up to 94' AGL/153' MSL. **Rwy 22**, tree 1251' from departure end of runway, 786' right of centerline, 56' AGL/95' MSL. Multiple trees beginning 1323' from departure end of runway, 759' left of centerline, up to 90' AGL/129' MSL. Tower 1.6NM from departure end of runway, 2373' left of centerline, 276' AGL/291' MSL. **Rwy 33**, multiple trees 10' from departure end of runway, 19' right of centerline, up to 139' AGL/158' MSL. Vehicle on road 352' from departure end of runway, 405' right of centerline, 15' AGL/59' MSL. Pole 888' from departure end of runway, 409' left of centerline, 19' AGL/58' MSL. Multiple trees beginning 1153' from departure end of runway, 245' left of centerline, up to 99' AGL/118' MSL.

ELKTON, MD

CECIL COUNTY

TAKE-OFF MINIMUMS: NOTE: **Rwy 13**, cross departure end of runway at or above 27' AGL/89' MSL.

**Rwy 31**, 300-1½ or std. w/ min. climb of 290' per NM to 400.

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

NOTE: **Rwy 13**, trees 185' from departure end of runway, 110' right of centerline, 50' AGL/113' MSL. Trees 325' from departure end of runway, 125' left of centerline, 75' AGL/138' MSL. **Rwy 31**, trees, 1350' from departure end of runway, on centerline, 115' AGL/221' MSL. Trees beginning 1050' from departure end of runway, 781' left to 781' right of centerline, up to 100' AGL/309' MSL.

EMPORIA, VA

EMPORIA-GREENSVILLE RGNL (EMV)

ORIG 09155 (FAA)

NOTE: **Rwy 15**, vehicle on roadway 21' from DER, 291' left of centerline, up to 15' AGL/124' MSL. Trees beginning 56' from DER, 245' right of centerline, up to 60' AGL/169' MSL. Trees beginning 98' from DER, 231' left of centerline, up to 60' AGL/169' MSL. Trees beginning 1387' from DER, 387' left of centerline, up to 60' AGL/149' MSL. **Rwy 33**, trees beginning 115' from DER, 276' right of centerline, up to 60' AGL/189' MSL. Trees beginning 138' from DER, 321' left of centerline, up to 60' AGL/189' MSL. Vehicle on roadway, 163' from DER, 524' right of centerline, up to 15' AGL/144' MSL. Vehicle on roadway, 222' from DER, 534' left of centerline, up to 17' AGL/146' MSL.

FARMVILLE, VA

FARMVILLE RGNL (FVX)

ORIG 07354 (FAA)

NOTE: **Rwy 3**, tree 1335' from departure end of runway, 277' right of centerline, 59' AGL/476' MSL. **Rwy 21**, vehicle on road 18' from departure end of runway, 495' left of centerline, 15' AGL/425' MSL. Tree 675' from departure end of runway, 315' right of centerline, 42' AGL/452' MSL.

FELKER AAF (KFAF),

FORT EUSTIS, VA . . . . . 08297

**Rwy 14**, 32 standard.

TAKE-OFF OBSTACLES: **Rwy 14**: Tree 3133' from DER, 167' left of centerline, 103' AGL/112' MSL. **Rwy 32**: Crane 2938' from DER, 941' left of centerline, 114' AGL/124' MSL. Trees beginning 2931' from DER, 186' left of centerline up to 74' AGL/85' MSL.

FORT MEADE (ODENTON), MD

TIPTON

NOTE: **Rwy 10**, cross departure end of runway at or above 17' AGL/167' MSL. **Rwy 10**, trees 1052' right of departure end of runway, 88' AGL/238' MSL.

**FRANKLIN, VA**

FRANKLIN MUNI-JOHN BEVERLY ROSE  
(FKN)

AMDT 2 09071 (FAA)

NOTE: **Rwy 9**, trees beginning 1977' from DER, 349' left of centerline, up to 100' AGL/139' MSL. Trees beginning 1287' from DER, 236' right of centerline, up to 100' AGL/134' MSL. Vehicle on road 533' from DER, 604' right of centerline, 15' AGL/59' MSL. **Rwy 27**, trees beginning 100' from DER, 444' left of centerline, up to 100' AGL/134' MSL. Trees beginning 520' from DER, 520' right of centerline, up to 100' AGL/134' MSL. Vehicle on road 308' from DER, left to right of centerline, 15' AGL/44' MSL.

**FREDERICK, MD**

FREDERICK MUNI

TAKE-OFF MINIMUMS: **Rwy 12**, 500-3 or std. with a min. climb of 270' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb runway heading to 2000 before proceeding on course. **Rwy 30**, climbing right turn to intercept FDK VOR R-010 to 2400 before proceeding on course.

**FREDERICKSBURG, VA**

SHANNON

TAKE-OFF MINIMUMS: **Rwy 24**, 800-3 or std. with a min. climb of 290' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 24**, climb to 800 via runway heading before proceeding on course.

NOTE: 744' tower 2.1 NM from departure end of Rwy 24.

**FRIENDLY, MD**

POTOMAC AIRFIELD

TAKE-OFF MINIMUMS: **Rwys 6, 24**, 300-1.

NOTE: **Rwy 6**, 50' AGL trees 300' left of departure end of runway. 75' AGL trees 320' right of departure end of runway. **Rwy 24**, 80' AGL trees 200' right of departure end of runway. 75' AGL trees 200' left of departure end of runway. 30' AGL hanger 200' from departure end of runway, 190' right of centerline.

**FRONT ROYAL, VA**

FRONTROYAL-WARREN COUNTY

TAKE-OFF MINIMUMS: **Rwy 9**, std. w/ min. climb of 409' per NM to 1100, or 2300-3 for climb in visual conditions. **Rwy 27**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 9**, climbing left turn via MRBR-216 to MRB VORTAC before proceeding on course, do not exceed 180 knots until MRB VORTAC; or for climb in visual conditions: cross Front Royal-Warren County Airport at or above 2900 MSL before proceeding on course.

NOTE: **Rwy 9**, multiple trees beginning 148' from departure end of runway, 99' right of centerline, up to 100' AGL/939' MSL. Multiple trees beginning 182' from departure end of runway, 189' left of centerline, up to 100' AGL/854' MSL.

**GAITHERSBURG, MD**

MONTGOMERY COUNTY AIRPARK

TAKE-OFF MINIMUMS: NOTE: **Rwy 14**, 62' AGL trees 197' right of centerline. **Rwy 32**, 63' AGL trees 335' left of centerline.

**GALAX-HILLSVILLE, VA**

TWIN COUNTY

TAKE-OFF MINIMUMS: **Rwy 19**, 300-1 or std. with a min. climb of 240' per NM until passing 3000. **Rwy 1**, 300-1 or std. with a min. climb of 310' per NM until passing 3000.

**GEORGETOWN, DE**

SUSSEX COUNTY

TAKE-OFF MINIMUMS: **Rwys 4, 13, 22, 31**, 300-1.

**GRUNDY, VA**

GRUNDY MUNI

TAKE-OFF MINIMUMS: **Rwy 22**, 300-2 or std. with a min. climb of 240' per NM to 2700.

**HAGERSTOWN, MD**

HAGERSTOWN RGNL -RICHARD A. HENSON  
FIELD

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1.

DEPARTURE PROCEDURE: **Rwy 9**, climbing left turn to 2500 via 040° heading to intercept the HGR R-084 before departing as cleared. **Rwys 2, 20**, climb to 2000 before turning eastbound.

**HOT SPRINGS, VA**

INGALLS FIELD

TAKE-OFF MINIMUMS: **Rwy 7**, 500-1 or std. with a min. climb of 320' per NM to 4400. **Rwy 25**, 600-1 or std. with a min. climb of 390' per NM to 5000.

DEPARTURE PROCEDURE: **Rwy 7**, climb runway heading to 4400 before proceeding on course.

**Rwy 25**, climb runway heading to 5000 before proceeding on course.

**INDIAN HEAD, MD**

MARYLAND

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1½ or std. w/ min. climb of 360' per NM to 600.

NOTE: **Rwy 18**, trees abeam departure end of runway, 125' left of centerline, up to 100' AGL/256' MSL. Trees 269' from departure end of runway, on centerline, 100' AGL/256' MSL. Trees abeam departure end of runway, 125' right of centerline, up to 100' AGL/256' MSL. Tower 6170' from departure end of runway, 620' right of centerline, 190' AGL/384' MSL. **Rwy 36**, trees 258' from departure end of runway, 309' left of centerline, up to 100' AGL/271' MSL. Tree 567' from departure end of runway, 125' left of centerline, 60' AGL/230' MSL. Rising terrain beginning 73' from departure end of runway, 64' right of centerline, 180' MSL.



**JONESVILLE, VA**

**LEE COUNTY**

TAKE-OFF MINIMUMS: **Rwy 7**, std. w/ min. climb of 467' per NM to 3800, or 1900-3 for climb in visual conditions. **Rwy 25**, std. w/ min. climb of 442' per NM to 3500, or 1900-3 for climb in visual conditions.  
 DEPARTURE PROCEDURE: **Rwys 7, 25**, for climb in visual conditions cross Lee County Airport at or above 3200 before proceeding on course.  
 NOTE: **Rwy 7**, terrain 116' from departure end of runway, 72' right of centerline, 1439' MSL. Terrain 691' from departure end of runway, 53' right of centerline, 1459' MSL. Terrain 267' from departure end of runway, 190' left of centerline, 1439' MSL. Terrain 479' from departure end of runway, 68' left of centerline, 1459' MSL.

**LANGLEY AFB (KLFJ)**

**HAMPTON, VA**

..... Orig 07354  
 ..... **Rwy 8**, 500-3\*  
 \* Or standard with minimum climb of 240 ft/NM to 700.  
 NOTE: **Rwy 26**, cross DER at or above 10' AGL/18' MSL.  
 TAKE-OFF OBSTACLES: **Rwy 8**, Boat 2261' from DER, 779' left of centerline, 60' AGL/80' MSL. Boat 2500' from DER, 59' left of centerline, 60' AGL/70' MSL. Vehicle on road 1051' from DER, 702' right of centerline, 15' AGL/43' MSL. Boat 2841' from DER, 641' right of centerline, 60' AGL/80' MSL. Multiple towers 2.0 NM from DER, 1.7 NM right of centerline, 503' AGL/511' MSL. **Rwy 26**, Tree 4050' from DER, 685' left of centerline, 100' AGL/120' MSL. Tree 4840' from DER, 687' left of centerline, 100' AGL/136' MSL. Tree 4044' from DER, 31' left of centerline, 101' AGL/113' MSL. Tree 4153' from DER, 342' right of centerline, 101' AGL/114' MSL. Tree 4037' from DER, 623' right of centerline, 101' AGL/110' MSL. Tree 4377' from DER, 435' right of centerline, 100' AGL/121' MSL. Tree 3805' from DER, 1184' right of centerline, 100' AGL/133' MSL.

**LAUREL, DE**

**LAUREL**

DEPARTURE PROCEDURE: **Rwys 15, 33**, climb runway heading to 1200 before proceeding on course.

**LAWRENCEVILLE, VA**

**LAWRENCEVILLE/BRUNSWICK MUNI**

TAKE-OFF MINIMUMS: **Rwys 6, 24**, NA.  
 NOTE: **Rwy 18**, trees 1654' from departure end of runway, 772' left of centerline, 88' AGL/407' MSL. Trees 200' from departure end of runway, on centerline, 22' AGL/321' MSL. **Rwy 36**, trees 1487' from departure end of runway, 20' left of centerline, 88' AGL/420' MSL. Trees 113' from departure end of runway, 372' right of centerline, 88' AGL/420' MSL.

**LEESBURG, VA**

**LEESBURG EXECUTIVE (JYO)**

**AMDT 1 09183 (FAA)**

DEPARTURE PROCEDURE: **Rwy 35**, climb heading 351° to 900 before proceeding on course.  
 NOTE: **Rwy 17**, building 167' from DER, 360' left of centerline, 22' AGL/401' MSL. Pole 958' from DER, 373' left of centerline, 32' AGL/421' MSL. Trees beginning 138' from DER, left and right of centerline, up to 100' AGL/464' MSL. **Rwy 35**, terrain 96' from DER, 453' left of centerline, 381' MSL. Tree 1078' from DER, 525' left of centerline, up to 100' AGL/413' MSL. Trees 682' from DER, 333' right of centerline, up to 100' AGL/459' MSL. Pole 638' from DER, 642' right of centerline, 49' AGL/428' MSL.

**LEONARDTOWN, MD**

**ST. MARY'S COUNTY RGNL**

NOTES: **Rwy 11**, multiple trees beginning 88' from departure end of runway, 339' left of centerline, up to 80' AGL/205' MSL. Multiple trees beginning 61' from departure end of runway, 193' right of centerline up to 80' AGL/205' MSL. **Rwy 29**, multiple trees beginning 996' from departure end of runway, 227' left of centerline up to 79' AGL/221' MSL. Multiple trees beginning 596' from departure end of runway, 277' right of centerline up to 71' AGL/213' MSL. Multiple towers on buildings beginning 53' from departure end of runway, 400' right of centerline up to 26' AGL/168' MSL. Equipment on building 223' from departure end of runway, 449' right of centerline, 15' AGL/169' MSL. Tower 402' from departure end of runway, 399' right of centerline, 33' AGL/175' MSL. Fence 496' from departure end of runway, 241' right of centerline, 22' AGL/164' MSL.

**LOUISA, VA**

**LOUISA COUNTY/FREEMAN FIELD (LKU)**

**ORIG 08157 (FAA)**

NOTE: **Rwy 9**, trees beginning abeam departure end of runway, 369' right of centerline, up to 100' AGL/589' MSL. Trees beginning 226' from departure end of runway, 541' left of centerline, up to 100' AGL/559' MSL. Trees beginning 1200' from departure end of runway, left and right of centerline, up to 100' AGL/539' MSL. **Rwy 27**, trees beginning abeam departure end of runway, 350' right of centerline, up to 100' AGL/569' MSL. Trees beginning 211' from departure end of runway, 133' right of centerline, up to 100' AGL/569' MSL. Trees beginning 69' from departure end of runway, 513' left of centerline, up to 100' AGL/569' MSL. Trees beginning 586' from departure end of runway, left and right of centerline, up to 100' AGL/549' MSL.

**LURAY, VA**

**LURAY CAVERNS**

TAKE-OFF MINIMUMS: **Rwys 4, 22**, 1000-3  
 DEPARTURE PROCEDURE: Climb visually so as to cross airport at or above 2000, then continue climb to 5000 via LUA 215° bearing before proceeding on course.



## LYNCHBURG, VA

## FALWELL

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

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

NOTE: **Rwy 10**, multiple trees 9' from departure end of runway, 87' right of centerline, up to 100' AGL/899' MSL. Multiple power lines 2896' from departure end of runway, 1192' right of centerline, up to 149' AGL/968' MSL.

LYNCHBURG RGNL/PRESTON GLENN  
FIELD (LYH)

## AMDT 8 08073 (FAA)

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

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

NOTE: **Rwy 4**, trees beginning 2029' from departure end of runway, 62' right of centerline up to 81' AGL/999' MSL. Trees beginning 1422' from departure end of runway, 3' left of centerline up to 76' AGL/995' MSL. Poles beginning 427' from departure end of runway, 483' right of centerline up to 44' AGL/1044' MSL. Obstruction lights on fence beginning 2' from departure end of runway, 500' right of centerline up to 30' AGL/948' MSL. Antenna on building 395' from departure end of runway, 277' right of centerline 15' AGL/954' MSL. Light 606' from departure end of runway, 599' right of centerline, 18' AGL/982' MSL. Building 400' from departure end of runway, 345' right of centerline, 12' AGL/951' MSL. **Rwy 17**, trees beginning 284' from departure end of runway, 77' left of centerline up to 277' AGL/1195' MSL. Trees beginning 265' from departure end of runway, 178' right of centerline up to 57' AGL/969' MSL. Obstruction light on pole 9326' from departure end of runway 333' left of centerline, 270' AGL/1188 MSL. **Rwy 22**, trees beginning 274' from departure end of runway, 245' right of centerline up to 41' AGL/979' MSL. Trees beginning 2616' from departure end of runway, 206' left of centerline up to 41' AGL/979' MSL. Poles beginning 2872' from departure end of runway, 603' right of centerline up to 44' AGL/982' MSL. **Rwy 35**, trees beginning 2955' from departure end of runway, 140' right of centerline up to 96' AGL/1014' MSL. Trees beginning 722' from departure end of runway, 71' left of centerline up to 119' AGL/1037' MSL. Pole 36' from departure end of runway 98' left of centerline, 25' AGL/943' MSL.

## MANASSAS, VA

## MANASSAS RGNL/HARRY P. DAVIS FIELD

NOTE: **Rwy 16R**, terrain 64' from departure end of runway, 136' right of centerline, 179' MSL. Numerous trees beginning 242' from departure end of runway, 53' right of centerline up to 100' AGL/279' MSL. Vehicle on road 886' from departure end of runway, 463' right of centerline, 15' AGL/214' MSL. Terrain 33' from departure end of runway, 427' left of centerline, 179' MSL. Numerous trees beginning 688' from departure end of runway, 40' left of centerline, up to 100' AGL/279' MSL. **Rwy 16L**, terrain 56' from departure end of runway, 177' left of centerline, 179' MSL. Numerous trees beginning 1911' from departure end of runway, 158' left of centerline, up to 83' AGL/292' MSL. Terrain 87' from departure end of runway, 386' right of centerline, 179' MSL. Numerous trees beginning 2559' from departure end of runway, 29' right of centerline, up to 100' AGL/273' MSL. **Rwy 34R**, sign 70' from departure end of runway, 91' right of centerline, 6' AGL/196' MSL. Terrain beginning 23' from departure end of runway, 222' right of centerline, up to 199' MSL. Vehicle on road 198' from departure end of runway, 9' right of centerline, 15' AGL/214' MSL. Numerous trees beginning 1860' from departure end of runway, 828' right of centerline, 70' AGL/280' MSL. Numerous trees beginning 2875' from departure end of runway, 484' left of centerline, up to 27' AGL/266' MSL. **Rwy 34L**, terrain 107' from departure end of runway, 409' right of centerline, 189' MSL. Numerous trees beginning 2802' from departure end of runway, 251' right of centerline, up to 27' AGL/266' MSL. Terrain 76' from departure end of runway, 154' left of centerline, 189' MSL. Vehicle on road 366' from departure end of runway, 19' left of centerline, 15' AGL/204' MSL. Numerous trees beginning 1603' from departure end of runway, 249' left of centerline, up to 43' AGL/252' MSL. Tower 3398' from departure end of runway, 1102' left of centerline, 68' AGL/274' MSL.

## MARION/WYTHEVILLE, VA

## MOUNTAIN EMPIRE

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1. **Rwy 26**, 800-1. DEPARTURE PROCEDURE: **Rwy 8**, climb direct to MK NDB then climb to 5300 via 073° bearing before proceeding on course. **Rwy 26**, climb to 5400 via 253° bearing from MK NDB before proceeding on course.

**MARTINSVILLE, VA**

BLUE RIDGE (MTV)

AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, std. with a min. climb of 249' per NM to 2100 or 1900-3 for climb in visual conditions. **Rwy 30**, std. with a min. climb of 321' per NM to 4300 or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12**, climb heading 125° to 2200 before proceeding on course. For climb in visual conditions: cross Blue Ridge airport at or above 2700 MSL before proceeding on course. **Rwy 30**, for climb in visual conditions: cross Blue Ridge airport at or above 2700 MSL before proceeding on course.

NOTE: **Rwy 12**, trees beginning 316' from DER, 320' left of centerline, up to 47' AGL/956' MSL. Trees beginning 38' from DER, 380' right of centerline, 82' AGL/941' MSL. **Rwy 30**, trees beginning 82' from DER, 9' right of centerline, up to 100' AGL/1058' MSL. Vehicle on road 638' from DER, 418' right of centerline, 15' AGL/974' MSL. Obstruction light on DME 1031' from DER, 304' right of centerline, 18' AGL/977' MSL. Fence 947' from DER, 400' right of centerline, 12' AGL/971' MSL. Trees beginning 102' from DER, 94' left of centerline, up to 77' AGL/1047' MSL.

**MELFA, VA**

ACCOMACK COUNTY

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

**MIDDLETOWN, DE**

SUMMIT

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1, or std. with a min. climb of 280' per NM to 400.

**MITCHELLVILLE, MD**

FREEWAY

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1 or std. with a min. climb of 295' per NM to 500. **Rwy 36**, 300-1 or std. with a min. climb of 500' per NM to 600.

NOTE: **Rwy 18**, trees 328' from departure end of runway, 20' AGL/178' MSL. Trees 838' from departure end of runway, 337' left of centerline, 50' AGL/220' MSL. **Rwy 36**, cross departure end of runway at or above 35' AGL/203' MSL. Road/vehicle, 231' from departure end of runway, 17' AGL/185' MSL. Trees 332' from departure end of runway, 20' AGL/188' MSL. Power poles and lines crossing centerline, 2280' from departure end of runway, 186' AGL/345' MSL.

**MONETA, VA**

SMITH MOUNTAIN LAKE

TAKE-OFF MINIMUMS: **Rwys 5, 23**, 300-1.DEPARTURE PROCEDURE: **Rwys 5, 23**, climb straight ahead to 1600 before proceeding on course.**NEWPORT NEWS, VA**

NEWPORT NEWS/WILLIAMSBURG INTL

TAKE-OFF MINIMUMS: **Rwy 20**, 300-1½ or standard with a minimum climb of 255' per NM to 300.

NOTE: **Rwy 2**, bush 295' from departure end of runway, 291' right of centerline 22' AGL/62' MSL. Tree 937' from departure end of runway, 603' left of centerline 81' AGL/131' MSL. Pole 1221' from departure end of runway, 487' right of centerline 31' AGL/81' MSL. Tree 1275' from departure end of runway, 517' left of centerline 79' AGL/132' MSL. Multiple trees beginning 1554' from departure end of runway, 298' left of centerline up to 88' AGL/141' MSL. Tree 1686' from departure end of runway, 428' right of centerline 61' AGL/114' MSL. Tree 1849' from departure end of runway, 598' right of centerline 72' AGL/125' MSL. T-L tower 3351' from departure end of runway, 1008' left of centerline 109' AGL/161 MSL. **Rwy 7**, tree 371' from departure end of runway, 588' left of centerline 36' AGL/73' MSL. T-L tower 4120' from departure end of runway, 1324' right of centerline 93' AGL/116' MSL. T-L tower 5625' from departure end of runway, 1345' left of centerline 133' AGL/191' MSL. **Rwy 20**, bush 96' from departure end of runway, 293' left of centerline 22' AGL/52' MSL. Stack 5977' from departure end of runway, 598' left of centerline 186' AGL/227' MSL. **Rwy 25**, tree 694' from departure end of runway, 549' right of centerline 42' AGL/65' MSL. Tree 1020' from departure end of runway, 703' right of centerline 23' AGL/97' MSL. Tree 1622' from departure end of runway, 529' left of centerline 59' AGL/79' MSL. Tree 2654' from departure end of runway, 335' right of centerline 86' AGL/106' MSL. Tree 3435' from departure end of runway, 1125' right of centerline 116' AGL/139' MSL.

**NORFOLK, VA**

CHESAPEAKE RGNL

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb runway heading to 500 before proceeding on course.

NOTE: **Rwy 5**, cross departure end of runway at or above 27' AGL/48' MSL. Trees 2200' from departure end of runway, 545' left of centerline, 81' AGL/102' MSL. **Rwy 23**, cross departure end of runway at or above 25' AGL/43' MSL. Trees 1600' from departure end of runway, 710' right of centerline, 62' AGL/82' MSL.

**NORFOLK, VA (CON'T)**

**HAMPTON ROADS EXECUTIVE**

TAKE-OFF MINIMUMS: **Rwy 10**, std. w/ min. climb of 217' per NM to 700, or alternatively w/ std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway or 1700-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 019° to 1600 before turning west. **Rwy 10**, climb heading 102° to 900 before proceeding on course, or for climb in visual conditions, cross Hampton Roads Executive Airport at or above 1600 before proceeding on course. **Rwy 20**, climb heading 199° to 1000 before turning North. **Rwy 28**, climb heading 282° to 1500 before turning North.

NOTE: **Rwy 2**, multiple trees beginning 693' from departure end of runway, 286' left of centerline, up to 100' AGL/124' MSL. Multiple trees beginning 917' from departure end of runway, 422' right of centerline, up to 100' AGL/124' MSL. **Rwy 10**, trees 688' from departure end of runway, 374' left of centerline, 61' AGL/85' MSL. Vehicle on road and multiple trees beginning 750' from departure end of runway, 359' right of centerline, up to 100' AGL/124' MSL. Tower 1.1 NM from departure end of runway, 1424' left of centerline, 175' AGL/192' MSL. **Rwy 20**, vehicle on road and multiple trees beginning 199' from departure end of runway, 250' left of centerline, up to 100' AGL/124' MSL. Vehicle on road and multiple trees beginning 595' from departure end of runway, 8' right of centerline, up to 100' AGL/124' MSL. **Rwy 28**, multiple trees beginning 2711' from departure end of runway, 366' left of centerline, up to 100' AGL/124' MSL. Vehicle on road 3' from departure end of runway, 112' right of centerline, 17' AGL/34' MSL. Multiple trees beginning 2595' from departure end of runway, 362' right of centerline, up to 100' AGL/124' MSL.

**NORFOLK, VA (CON'T)**

**NORFOLK INTL**

NOTES: **Rwy 5**, mobile crane 4091' from departure end of runway, 1249' right of centerline, 150' AGL/163' MSL. Multiple ship masts beginning 2761' from departure end of runway, 22' right of centerline, up to 100' AGL/100' MSL. Multiple ship masts beginning 2564' from departure end of runway, 133' left of centerline, up to 100' AGL/100' MSL. Obstruction light on pole 3978' from departure end of runway, 931' left of centerline, 138' AGL/146' MSL. Multiple towers beginning 4045' from departure end of runway, 982' left of centerline, up to 138' AGL/146' MSL. Obstruction light on pole 2898' from departure end of runway, 811' right of centerline, 84' AGL/98' MSL. Antenna 4115' from departure end of runway, 1585' right of centerline, 117' AGL/131' MSL. Tower 2974' from departure end of runway, 772' right of centerline, 90' AGL/98' MSL, obstruction light on pole 2696' from departure end of runway, 1063' left of centerline, 84' AGL/91' MSL. Bush 29' from departure end of runway, 307' right of centerline, 6' AGL/20' MSL. Tree 1459' from departure end of runway, 159' left of centerline, 41' AGL/55' MSL. Tower 2938' from departure end of runway, 1254' left of centerline, 89' AGL/94' MSL. Tree 1399' from departure end of runway, 201' right of centerline, 38' AGL/52' MSL. Sign 82' from departure end of runway, 301' left of centerline, 2' AGL/19' MSL. Terrain 23' from departure end of runway, 227' left of centerline, 0' AGL/17' MSL. **Rwy 14**, tree 2541' from departure end of runway, 432' right of centerline, 101' AGL/121' MSL. Multiple trees beginning 443' from departure end of runway, 398' left of centerline, up to 75' AGL/95' MSL. Pole 1410' from departure end of runway, 254' right of centerline, 45' AGL/62' MSL. **Rwy 23**, rod on obstruction light pole 1012' from departure end of runway, 650' right of centerline, 56' AGL/73' MSL. Multiple trees beginning 619' from departure end of runway, 584' left of centerline, up to 81' AGL/98' MSL. Obstruction light on pole 1433' from departure end of runway, 738' left of centerline, 54' AGL/71' MSL. Multiple trees beginning 323' from departure end of runway, 504' right of centerline, up to 26' AGL/43' MSL. Pole 2165' from departure end of runway, 840' right of centerline, 57' AGL/74' MSL. **Rwy 33**, multiple trees beginning 17' from departure end of runway, 460' right of centerline, up to 81' AGL/98' MSL. Multiple trees and poles beginning 60' from departure end of runway, 333' left of centerline, up to 87' AGL/92' MSL. Road 207' from departure end of runway, 231' right of centerline, 12' AGL/29' MSL. Multiple obstruction lights on towers 201' from departure end of runway, 135' left of centerline, up to 12' AGL/27' MSL.

**NORFOLK NS (CHAMBERS FIELD)(KNGU)**

NORFOLK, VA . . . . .  
08269

**Rwy 28:** 300-1½\*  
\* Or standard with minimum climb of 235'/NM (DoD) or 245'/NM (civil) to 300.

TAKE-OFF OBSTACLES: **Rwy 10:** Trees with a maximum height of 100' within 1500' of departure end of rwy. Cross departure end of rwy at or above 35' AGL/48' MSL.



**OAKLAND, MD**

GARRETT COUNTY (2G4)  
ORIG 08101 (FAA)

NOTE: **Rwy 9**, Multiple trees beginning 75' from departure end of runway, 94' left of centerline, up to 100' AGL/2939' MSL. Multiple trees beginning 76' from departure end of runway, 47' right of centerline, up to 100' AGL/2939' MSL. **Rwy 27**, Multiple trees beginning 15' from departure end of runway, 334' left of centerline, up to 100' AGL/3019' MSL. Multiple trees beginning 19' from departure end of runway, 107' right of centerline, up to 100' AGL/3019' MSL.

**OCEAN CITY, MD**

OCEAN CITY MUNI

TAKE-OFF MINIMUMS: **Rwys 2, 32**, 400-2 or std. with a min. climb of 260' per NM to 500.

**OCEANA NAS (APOLLO SOUCEK FIELD)(KNTU)**

VIRGINIA BEACH, VA . . . . . 09351

TAKE-OFF OBSTACLES: **Rwy 5L**, Trees 115' MSL, 3706' from DER, 97' right of centerline. **Rwy 5R**, Trees 115' MSL, 3706' from DER, 603' left of centerline. **Rwy 14L**, Trees 105' MSL, 2792' from DER, 7' left of centerline. **Rwy 14R**, Trees 105' MSL, 2792' from DER, 708' left of centerline.

**ORANGE, VA**

ORANGE COUNTY

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1.  
DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 1500 before turning.

**PATUXENT RIVER NAS (TRAPNELL FIELD),(KNHK)**

PATUXENT RIVER, MD . . . . . 09267

**Rwy 6**, Obstacle identification surface begins 15' above DER.  
**Rwy 14**, Obstacle identification surface begins 35' above DER.  
**Rwy 20**, Obstacle identification surface begins 20' above DER.  
**Rwy 24**, Obstacle identification surface begins 15' above DER.  
TAKE-OFF OBSTACLES: **Rwy 6**, Pole 63' AGL/83' MSL, 1967' from DER, 981' left of centerline. **Rwy 14**, Trees 42' AGL/57' MSL, 190' from DER, 223' left of centerline. Two lane road crossing rwy thld max ht 17' AGL/33' MSL, 193' from DER. Pole 34' AGL/50' MSL, 315' from DER, 198' left of centerline. Trees 43' AGL/59' MSL, 520' from DER, 637' right of centerline. **Rwy 20**, Trees 44' AGL/81' MSL, 1555' from DER, 845' right of centerline. Trees 56' AGL/93' MSL, 2057' from DER, 778' right of centerline. Trees 67' AGL/104' MSL, 2077' from DER, 818' right of centerline. Trees 93' AGL/130' MSL, 3029' from DER, 32' left of centerline. **Rwy 24**, 43' AGL/81' MSL, 1682' from DER, 582' left of centerline. Trees 57' AGL/93' MSL, 2015' from DER, 965' left of centerline. Trees 66' AGL/104' MSL, 2056' from DER, 948' left of centerline.

**PETERSBURG, VA**

DINWIDDIE COUNTY (PTB)  
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwys 32, 14**, NA-obstacles.  
NOTE: **Rwy 5**, numerous trees beginning 911' from departure end of runway, 551' left of centerline, up to 65' AGL/254' MSL. Fence 161' from departure end of runway, 472' right of centerline, 7' AGL/196' MSL. Tree 1031' from departure end of runway, 690' right of centerline, 57' AGL/256' MSL. **Rwy 23**, numerous trees beginning 2615' from departure end of runway, 69' right of centerline, up to 80' AGL/289' MSL. Fence 10' from departure end of runway, 476' left of centerline, 10' AGL/199' MSL. Numerous trees beginning 819' from departure end of runway, 528' left of centerline, up to 72' AGL/281' MSL.

**PHILLIPS AAF (KAPG)**

ABERDEEN PROVING GROUND, MD . . 07270

TAKE-OFF OBSTACLES: **Rwy 4**, vehicle on road 1059' from DER, on centerline, 10' AGL/86' MSL. Tree 1126' from DER, 118' left of centerline, 29' AGL/88' MSL. **Rwy 22**, vehicle on road 234' from DER, 27' right of centerline, 10' AGL/49' MSL. Multiple trees beginning 398' from DER, 311' right of centerline, up to 50' AGL/89' MSL. Tree 1094' from DER, 49' left of centerline, 43' AGL/62' MSL.

**QUANTICO MCAF (TURNER FIELD) (KNYG)**

QUANTICO, VA . . . . . 09295

Diverse departments not authorized.  
**Rwy 2**, 400-2½\*  
**Rwy 20**, 300-1¼\*\*  
\* Or standard with minimum civil climb of 470 ft/NM to 600, minimum military climb of 410 ft/NM to 500.  
\*\* Or standard with minimum civil climb of 360 ft/NM to 400, minimum military climb of 320 ft/NM to 400.  
DEPARTURE PROCEDURE: **Rwy 2**, Climbing right turn to 2000 direct BRV VORTAC or to assigned heading for radar vectors. **Rwy 20**, Climb to 2000 direct BRV VORTAC or as assigned for radar vectors.  
TAKE-OFF OBSTACLES: **Rwy 2**, Multiple trees on rising terrain 100' AGL/296' MSL, 4075' from DER, 803' left of centerline. Multiple trees on rising terrain 100' AGL/197' MSL, 5763' from DER, 106' left of centerline. Multiple trees 100' AGL/240' MSL, 5763' from DER, 509' right of centerline. Smokestack 100' MSL, 2310' from DER, 401' left of centerline. Multiple smokestacks up to 397' MSL, 2 NM from DER, 4175' right of centerline. **Rwy 20**, Terrain 27' MSL, starting 347' from DER, 192' right of centerline. Trees 34' AGL/213' MSL, 5749' from DER, 1878' right of centerline.

**QUINTON, VA****NEW KENT COUNTY**

NOTE: **Rwy 10**, trees beginning 358' from departure end of runway, 6' left of centerline, up to 100' AGL/169' MSL. Trees beginning 994' from departure end of runway, 602' right of centerline, up to 100' AGL/209' MSL. Trees beginning 1396' from departure end of runway, 389' left of centerline, up to 100' AGL/209' MSL. Trees beginning 3422' from departure end of runway, left and right of centerline, up to 100' AGL/239' MSL. **Rwy 28**, trees beginning 345' from departure end of runway, 296' right of centerline, up to 100' AGL/209' MSL. Trees beginning 367' from departure end of runway, 527' left of centerline, up to 100' AGL/209' MSL. Trees beginning 2134' from departure end of runway, left and right of centerline, 100' AGL/239' MSL.

**RICHLANDS, VA****TAZEWELL COUNTY**

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1 or std. with a min. climb of 430' per NM to 3000. **Rwy 25**, 300-1 or std. with a min. climb of 280' per NM to 2900.

DEPARTURE PROCEDURE: **Rwy 7**, climb runway heading to 4700 before proceeding southbound.

**Rwy 25**, climb runway heading to 4100 before proceeding southbound.

**RICHMOND, VA****CHESTERFIELD COUNTY**

TAKE-OFF MINIMUMS: **Rwy 15**, 800-1 or std. with a min. climb of 280' per NM to 1200. **Rwy 33**, 1200-1, or std. with a min. climb of 220' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 15**, climb runway heading to 1200' before proceeding on course.

**Rwy 33**, climb runway heading to 1700' before proceeding on course.

NOTE: **Rwy 15**, 18' AGL pole 1315' from departure end of runway, 304' left of centerline. **Rwy 33**, 84' AGL tree 2399' from departure end of runway, 84' left of centerline.

**RICHMOND, VA (CON'T)****RICHMOND INTL (RIC)****AMDT 1 10098 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 2**, 200-1¼ or std. w/ min. climb of 230' per NM to 400, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1600' prior to DER.

NOTE: **Rwy 2**, aircraft on surface beginning 3' from DER, 202' right of centerline, up to 65' AGL/232' MSL. Trees and bushes beginning 104' from DER, 223' left of centerline, up to 100' AGL/251' MSL. Trees beginning 2918' from DER, 367' right of centerline, up to 100' AGL/260' MSL. **Rwy 7**, trees beginning 1208' from DER, 798' right of centerline, up to 100' AGL/259' MSL. Trees beginning 1347' from DER, 283' left of centerline, up to 100' AGL/259' MSL. **Rwy 20**, hangar 817' from DER, 665' right of centerline, 43' AGL/212' MSL. Trees beginning 2307' from DER, 1065' left of centerline, up to 100' AGL/235' MSL. Trees beginning 2645' from DER 759' right of centerline, up to 100' AGL/255' MSL. Pole 3226' from DER, 424' right of centerline, 79' AGL/248' MSL. **Rwy 25**, vehicles on road beginning 390' from DER, on centerline, up to 15' AGL/184' MSL. Train on railroad beginning 545' from DER, on centerline, up to 23' AGL/192' MSL. Tower 799' from DER, 562' left of centerline, 16' AGL/185' MSL. Trees beginning 2414' from DER, 285' right of centerline, up to 100' AGL/279' MSL. Multiple poles beginning 3056' from DER, 565' left of centerline, up to 83' AGL/252' MSL. Trees beginning 3176' from DER, 357' left of centerline, up to 100' AGL/269' MSL. **Rwy 34**, aircraft on surface beginning 12' from DER, 192' left of centerline, up to 65' AGL/230' MSL. Hangar and light pole beginning 1103' from DER, 732' left of centerline, up to 41' AGL/200' MSL. Trees beginning 2202' from DER, 1052' right of centerline, up to 100' AGL/232' MSL. Trees beginning 2689' from DER, 998' left of centerline, up to 100' AGL/237' MSL.

**RICHMOND/ASHLAND, VA****HANOVER COUNTY MUNI (OPF)****ORIG 09239 (FAA)**

NOTE: **Rwy 16**, trees beginning 48' from DER, 479' left of centerline, up to 101' AGL/291' MSL. Poles beginning 1077' from DER, 36' left of centerline, up to 36' AGL/236' MSL. Pole 1120' from DER 166' right of centerline 30' AGL/230' MSL. Trees beginning 1307' from DER, 26' left of centerline, up to 108' AGL/298' MSL. Trees beginning 1431' from DER, 319' right of centerline, up to 104' AGL/294' MSL. **Rwy 34**, road and trees beginning 149' from DER, 345' right of centerline, up to 47' AGL/247' MSL. Road and trees beginning 410' from DER, 386' left of centerline, up to 103' AGL/293' MSL. Poles beginning 660' from DER, on centerline, up to 39' AGL/239' MSL. Trees beginning 1402' from DER, 445' right of centerline, up to 100' AGL/290' MSL. Trees beginning 2714' from DER, 487' right of centerline, up to 104' AGL/304' MSL.

**RIDGELY, MD****RIDGELY AIRPARK**

NOTE: **Rwy 12**, multiple trees beginning 592' from departure end of runway, 6' left of centerline, up to 100' AGL/160' MSL. Multiple trees beginning 239' from departure end of runway, 338' right of centerline, up to 100' AGL/160' MSL.



**ROANOKE, VA**

ROANOKE RGNL/ WOODRUM FIELD (ROA)  
AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 33**, NA - obstacles.

**Rwy 24**, std. w/ min. climb of 216' per NM to 2600.

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 154° to intercept the ROA VORTAC R-122 to 4000 before proceeding on course. **Rwy 24**, climb west on I-SZK LDA localizer course on 4200 to DIXXY Int/I-SZK 15.25 DME before proceeding on course.

NOTE: **Rwy 15**, trees 1.18 NM from departure end of runway, 2122' left of centerline, 60' AGL/1321' MSL.

**Rwy 24**, bush 86' from departure end of runway, 385' left of centerline, 4' AGL/1163' MSL. Tree 150' from departure end of runway, 415' right of centerline, 60' AGL/1171' MSL. Tree 737' from departure end of runway, 454' right of centerline, 60' AGL/1179' MSL. Tree 1164' from departure end of runway, 726' right of centerline, 60' AGL/1206' MSL.

**SALISBURY, MD**

SALISBURY-OCEAN CITY WICOMICO RGNL  
(SBY)

ORIG 07354 (FAA)

NOTE: **Rwy 5**, trees and antennas beginning 961' from departure end of runway, 49' left of centerline, up to 83' AGL/135' MSL. Trees beginning 2769' from departure end of runway, 5' right of centerline, up to 85' AGL/136' MSL. **Rwy 23**, trees beginning 514' from departure end of runway, 518' left of centerline, up to 68' AGL/118' MSL. Trees and antenna beginning 774' from departure end of runway, 303' right of centerline, up to 76' AGL/127' MSL. Trees beginning 2835' from departure end of runway, 186' right of centerline, up to 75' AGL/125' MSL. **Rwy 32**, trailer, hangar and obstruction light beginning 120' from departure end of runway, 509' left of centerline, up to 23' AGL/72' MSL. Trees beginning 2215' from departure end of runway, 140' left of centerline, up to 79' AGL/128' MSL.

**SALUDA, VA**

HUMMEL FIELD

DEPARTURE PROCEDURE: **Rwys 1, 19**, climb runway heading to 1000 before turning on course.

NOTE: **Rwy 1**, 23' AGL tree left of departure end of runway, 65' AGL tree 663' from departure end of runway, 129' left of centerline. **Rwy 19**, 26' AGL tree 237' from departure end of runway, 116' right of centerline.

**SOUTH BOSTON, VA**

WILLIAM M. TUCK

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1. **Rwys 5, 23**, NA.

NOTE: **Rwy 1**, 72' AGL tower 324' from departure end of runway, 283' left of runway centerline.

**SOUTH HILL, VA**

MECKLENBURG-BRUNSWICK RGNL

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 or std. with a min. climb of 250' per NM to 1000. **Rwy 19**, 300-1 or std. with a min. climb of 370' per NM to 1000'

DEPARTURE PROCEDURE: **Rwys 1, 19**, climb runway heading to 1000 before proceeding on course.

**STAFFORD, VA**

STAFFORD RGNL

DEPARTURE PROCEDURE: **Rwy 15**, climbing left turn to 2000, intercept and proceed via BRV R-310 to BRV VORTAC, before proceeding on course. **Rwy 33**, climbing left turn to 2000, intercept and proceed via BRV R-306 to BRV VORTAC, before proceeding on course.

NOTE: **Rwy 33**, cross departure end of runway at or above 34' AGL/246' MSL.

**STAUNTON-WAYNESBORO-HARRISONBURG, VA**

SHENANDOAH VALLEY RGNL (SHD)

AMDT 6 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, std. w/ min. climb of 273' per NM to 3800, or 2200-2½ for climb in visual conditions. **Rwy 23**, standard, or 2200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 047° to 3400 before turning right, or for climb in visual conditions cross Shenandoah Valley Rgnl airport at or above 3300 before proceeding on course. **Rwy 23**, climb heading 227° to 4400 before proceeding on course, or for climb in visual conditions cross Shenandoah Valley Rgnl airport at or above 3300 before proceeding on course.

NOTE: **Rwy 5**, trees 1720' from DER, 635' right of centerline, up to 100' AGL/1279' MSL. **Rwy 23**, tree 679' from DER, 616' left of centerline, 35' AGL/1194' MSL.

**STEVENSVILLE, MD**

BAY BRIDGE

TAKE-OFF MINIMUMS: **Rwy 29**, 500-3 or std. w/ min. climb of 317' per NM to 800.

NOTE: **Rwy 11**, road 354' from departure end of runway, on centerline, 17' AGL/35' MSL. Multiple trees beginning 1471' from departure end of runway, 32' left of centerline, up to 100' AGL/119' MSL. Multiple trees beginning 1485' from departure end of runway, 16' left of centerline, up to 100' AGL/119' MSL. **Rwy 29**, twin bridges 2.25 NM from departure end of runway, 2767' right of centerline, 410' AGL/410' MSL.



## SUFFOLK, VA

## SUFFOLK EXECUTIVE

TAKE-OFF MINIMUMS: **Rwys 4, 7, 22**, 300-1. **Rwy 25**, 300-1 or std. w/ a min. climb of 260' per NM to 300.

Alternatively, with standard takeoff minimums and a normal 200' /NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 4**, trees 1050' from departure end of runway, 250' left of centerline, up to 100' AGL/169' MSL. Trees 1076' from departure end of runway, 105' left of centerline, up to 100' AGL/169' MSL. Powerline 1698' from departure end of runway, 825' right of centerline, 105' AGL/169' MSL. Powerline 3056' from departure end of runway, 524' right of centerline, 105' AGL/174' MSL. **Rwy 7**, trees 1143' from departure end of runway, 688' left of centerline, up to 100' AGL/169' MSL. Powerline 1211' from departure end of runway, 717' right of centerline, 105' AGL/169' MSL. Powerline 2176' from departure end of runway, 259' left of centerline, 105' AGL/169' MSL. Trees 2430' from departure end of runway, 118' right of centerline, up to 100' AGL/169' MSL. Powerline 3140' from departure end of runway, 1263' left of centerline, 105' AGL/174' MSL. **Rwy 22**, road 536' from departure end of runway, 62' left of centerline, 15' AGL/84' MSL. Trees 1403' from departure end of runway, 765' left of centerline, up to 100' AGL/169' MSL. Trees 3595' from departure end of runway, 792' right of centerline, up to 100' AGL/174' MSL. **Rwy 25**, road 198' from departure end of runway, 33' right of centerline, 15' AGL/89' MSL. Trees 805' from departure end of runway, 423' right of centerline, up to 100' AGL/169' MSL. Trees 3258' from departure end of runway, 57' right of centerline, up to 100' AGL/174' MSL.

## TANGIER, VA

## TANGIER ISLAND (TGI)

## ORIG 09015 (FAA)

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

## TAPPAHANNOCK, VA

## TAPPAHANNOCK-ESSEX COUNTY

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

NOTE: **Rwy 10**, terrain 6' from departure end of runway, 20' left of centerline, up to 135' MSL. Terrain 29' from departure end of runway, 281' left of centerline, up to 139' MSL. **Rwy 28**, terrain beginning 12' from departure end of runway, 5' right of centerline, up to 151' MSL.

## WALLOPS ISLAND, VA

## WALLOPS FLIGHT FACILITY (WAL)

## ORIG 09127 (FAA)

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

## WAKEFIELD, VA

## WAKEFIELD MUNI

DEPARTURE PROCEDURE: Climb straight ahead to 500 before proceeding on course.

## WARRENTON, VA

## WARRENTON-FAUQUIER (HWY)

## ORIG 09099 (FAA)

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

## WASHINGTON, DC

## RONALD REAGAN WASHINGTON NATIONAL

TAKE-OFF MINIMUMS: **Rwy 22**, 400-2½ or std. with a min. climb of 210' per NM to 500. **Rwy 33**, 700-3 or std. with a min. climb of 260' per NM to 700. **Rwy 1**, 600-2 or std. with a min. climb of 370' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 1**, left turn as soon as practicable, intercept DCA R-328. Climb to 5000 or as assigned. **Rwy 19**, climb heading 184° to 500 before turning right. **Rwy 33**, intercept DCA R-328. Climb to 5000 or as assigned.

NOTE: Prohibited area, P-56, 1.5 NM north of airport.

## WASHINGTON DULLES INTL (IAD)

## AMDT 1 08325 (FAA)

NOTE: **Rwy 1L**, tower 1918' from departure end of runway, 680' left of centerline, 56' AGL/330' MSL. **Rwy 1C**, tree 2814' from departure end of runway, 1030' left of centerline, 86' AGL/345' MSL. **Rwy 1R**, post 12' from departure end of runway, 223' right of centerline, 8' AGL/294' MSL. **Rwy 12**, tree 520' from departure end of runway, 604' left of centerline, 28' AGL/307' MSL. **Rwy 30**, trees beginning 161' from departure end of runway, 520' left of centerline, up to 57' AGL/396' MSL. Trees beginning 532' from departure end of runway, 600' right of centerline, up to 64' AGL/383' MSL.



**WEST POINT, VA**

MIDDLE PENINSULA RGNL (FYJ)

ORIG 08157 (FAA)

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

**WESTMINSTER, MD**

CARROLL COUNTY RGNL/JACK B. POAGE

FIELD

TAKE-OFF MINIMUMS: **Rwy 16**, 400-1 or std. with a min. climb of 210' per NM to 1300. **Rwy 34**, 300-1 or std. with a min. climb of 320' per NM to 1000.

NOTE: **Rwy 16**, 87' AGL trees 644' from departure end of runway. **Rwy 34**, 102' AGL trees 116' from departure end of runway, 220' right of centerline.

**CLEARVIEW AIRPARK (2W2)**

ORIG 09239 (FAA)

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

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

**WILLIAMSBURG, VA**

WILLIAMSBURG-JAMESTOWN

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1.**WILMINGTON, DE**

NEW CASTLE

TAKE-OFF MINIMUMS: **Rwy 19**, 300-1 or std. w/ min. climb of 266' per NM to 300.

NOTE: **Rwy 1**, multiple trees beginning 751' from departure end of runway, 32' left of centerline, up to 59' AGL/120' MSL, tree 1219' from departure end of runway, 482' right of centerline, 57' AGL/118' MSL, bush 118' from departure end of runway, 385' left of centerline, 4' AGL/65' MSL. **Rwy 9**, multiple trees beginning 1229' from departure end of runway, 30' right of centerline up to 62' AGL/133' MSL, tree 975' from departure end of runway, 66' left of centerline, 53' AGL/124' MSL, light pole 948' from departure end of runway, 596' right of centerline, 44' AGL/115' MSL, tree 1740' from departure end of runway, 458' left of centerline, 83' AGL/134' MSL, light pole 945' from departure end of runway, 316' right of centerline, 38' AGL/109' MSL, rod on building 916' from departure end of runway, 457' left of centerline, 29' AGL/100' MSL. **Rwy 14**, obstacle light 553' from departure end of runway, 440' left of centerline, 29' AGL/103' MSL, rod on obstacle light 606' from departure end of runway, 615' left of centerline, 19' AGL/93' MSL.

**Rwy 19**, antenna on obstruction light tower 4469' from departure end of runway, 1684' right of centerline, 153' AGL/228' MSL, tree 1575' from departure end of runway, 850' right of centerline, 45' AGL/120' MSL, obstruction light on sign 971' from departure end of runway, 448' left of centerline, 28' AGL/103' MSL. **Rwy 27**, tree 697' from departure end of runway, 533' left of centerline, 68' AGL/147' MSL. Tree 1110' from departure end of runway, 584' right of centerline, 38' AGL/117' MSL, pole 793' from departure end of runway, 615' right of centerline, 28' AGL/107' MSL, bush 408' from departure end of runway, 415' left of centerline, 12' AGL/91' MSL. **Rwy 32**, tree 711' from departure end of runway, 207' right of centerline, 29' AGL/104' MSL, tree 1162' from departure end of runway, 83' right of centerline, 32' AGL/107' MSL.

**WINCHESTER, VA**

WINCHESTER RGNL

TAKE-OFF MINIMUMS: **Rwy 32**, 800-2 or std. with a min. climb of 210' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 32**, climb runway heading to 1700 before turning on course.

**WISE, VA**

LONESOME PINE

TAKE-OFF MINIMUMS: **Rwy 24**, 1800-3 or std. with a min. climb of 400' per NM to 4700.

DEPARTURE PROCEDURE: **Rwy 6**, climb on runway heading to 3800 before proceeding on course.

**Rwy 24**, climb on runway heading to 4500 before proceeding on course.

# LOC RWY 24

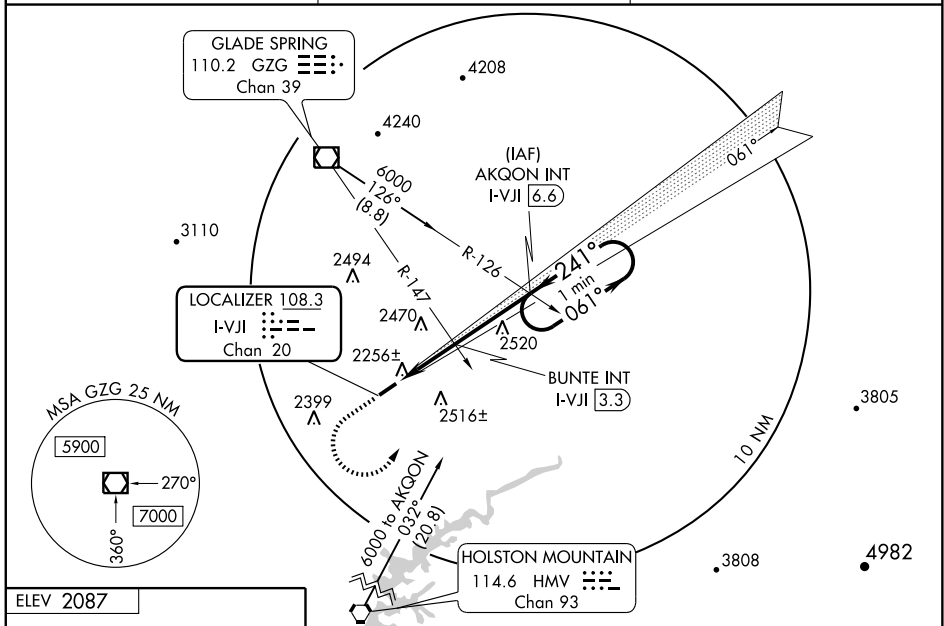
ABINGDON / VIRGINIA HIGHLANDS (VJI)

LOC/DME I-VJI <b>108.3</b> Chan 20	APP CRS <b>241°</b>	Rwy Idg TDZE Apt Elev	<b>4471</b> <b>2087</b> <b>2087</b>
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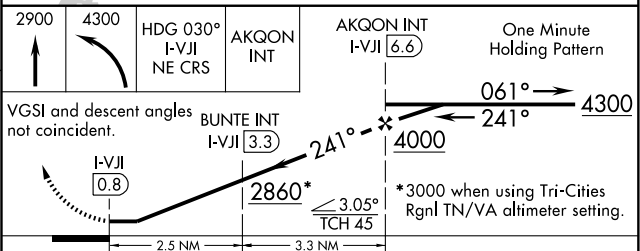
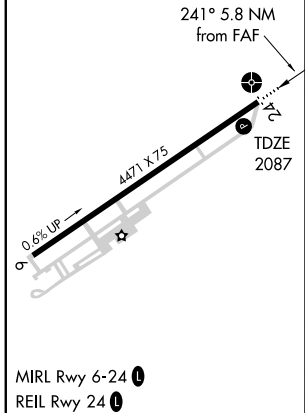
**▼** Inoperative table does not apply. Visibility reduction by helicopters NA.  
**▲** When local altimeter setting not received, use Tri-Cities Rgnl TN/VA altimeter setting and increase all MDA 140 feet; increase S-24 and Circling Cat. A visibility ¼ mile, S-24 and Circling Cat. C and D visibility ½ mile. Increase BUNTE FIX minimums S-24 Cats. C and D and Circling Cat. A visibility ¼ mile, and Circling Cat. C and D visibility ½ mile.

**ODALS** MISSED APPROACH: Climb to 2900 then climbing left turn to 4300 via heading 030° and I-VJI NE course to AKQON INT/I-VJI 6.6 DME and hold.

AWOS-3 <b>128.125</b>	TRI-CITY APP CON <b>128.67 349.0</b>	UNICOM <b>122.8(CTAF)</b>
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ELEV 2087
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CATEGORY	A		B		C		D	
	S-24	2860-1	773 (800-1)	2860-1¼	773 (800-1¼)	2860-2¼	773 (800-2¼)	2860-2½
CIRCLING	2860-1	773 (800-1)	2860-1¼	773 (800-1¼)	2860-2¼	773 (800-2¼)	2860-2½	773 (800-2½)
<b>BUNTE FIX MINIMUMS</b>								
S-24	2520-1	433 (500-1)	2520-1¼	433 (500-1¼)	2520-1½	433 (500-1½)	2520-1½	433 (500-1½)
CIRCLING	2860-1	773 (800-1)	2860-1¼	773 (800-1¼)	2860-2¼	773 (800-2¼)	2860-2½	773 (800-2½)

WAAS CH <b>82411</b>	APP CRS <b>061°</b>	Rwy Idg TDZE Apt Elev	<b>4471</b> <b>2068</b> <b>2087</b>
<b>W06A</b>			

# RNAV (GPS) RWY 6

ABINGDON / VIRGINIA HIGHLANDS (VJI)

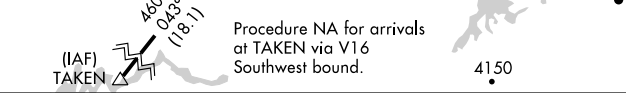
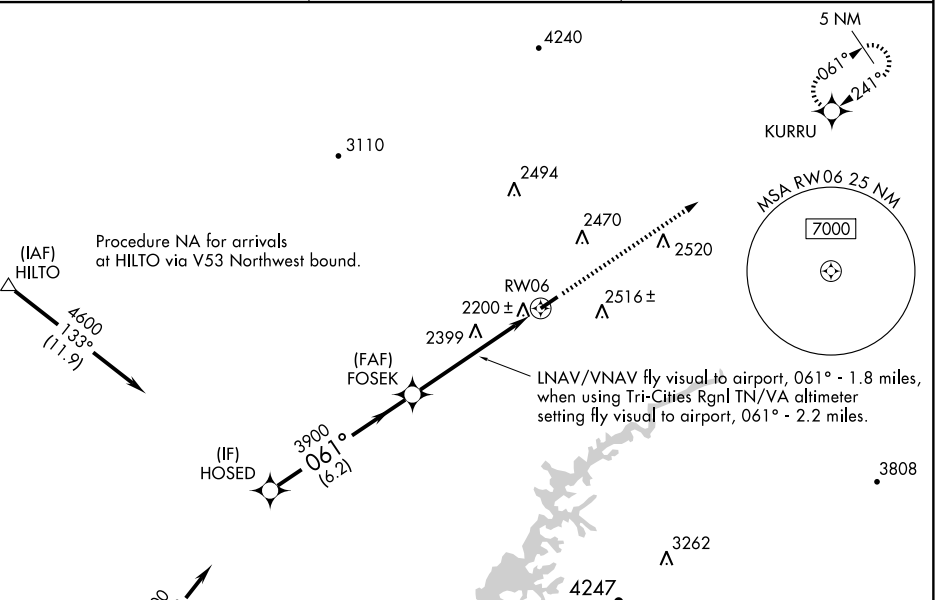
**⚠** Baro-VNAV NA when using Tri-Cities Rgnl TN/VA altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 45°C (113°F).  
**⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tri-Cities Rgnl TN/VA altimeter setting and increase all DA 131 feet and all MDA 140 feet, and increase LPV all Cats, LNAV Cats C and D, and Circling Cats. C and D visibility ½ mile, increase LNAV/VNAV Cat. D and Circling Cat. A visibility ¼ mile.

**MISSED APPROACH:**  
 Climb to 6000 direct KURRU and hold, continue climb-in-hold to 6000.

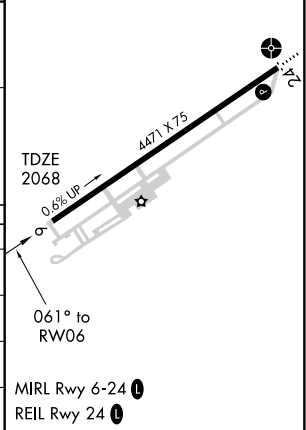
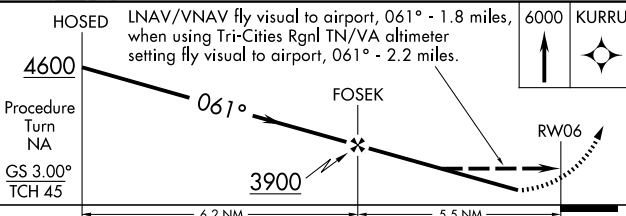
AWOS-3  
**128.125**

TRI-CITY APP CON  
**128.67 349.0**

UNICOM  
**122.8 (CTAF) 0**



ELEV 2087



CATEGORY	A	B	C	D
LPV DA	2436-1¼		368 (400-1¼)	
LNAV/VNAV DA	2669-2		601 (600-2)	
LNAV MDA	2660-1	592 (600-1)	2660-1½ 592 (600-1½)	2660-1¾ 592 (600-1¾)
CIRCLING	2860-1 773 (800-1)	2860-1¼ 773 (800-1¼)	2860-2¼ 773 (800-2¼)	2860-2½ 773 (800-2½)


NE-3, 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 24

ABINGDON / VIRGINIA HIGHLANDS (VJI)

APP CRS	Rwy Idg	<b>4471</b>
<b>241°</b>	TDZE	<b>2087</b>
	Apt Elev	<b>2087</b>

**▼** Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tri-Cities Rgnl TN/VA altimeter setting and increase all MDA 140 feet; increase LNAV Cat. B and Circling Cat. A visibility ¼ mile, increase LNAV and Circling Cat. C/D visibility ½ mile.

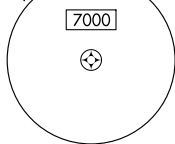
**ODALS**  
  
**MISSED APPROACH:** Climb to 5400 direct FOSEK and left turn via track 125° to TOBEY and via track 055° to ILAYU and hold.

AWOS-3  
**128.125**

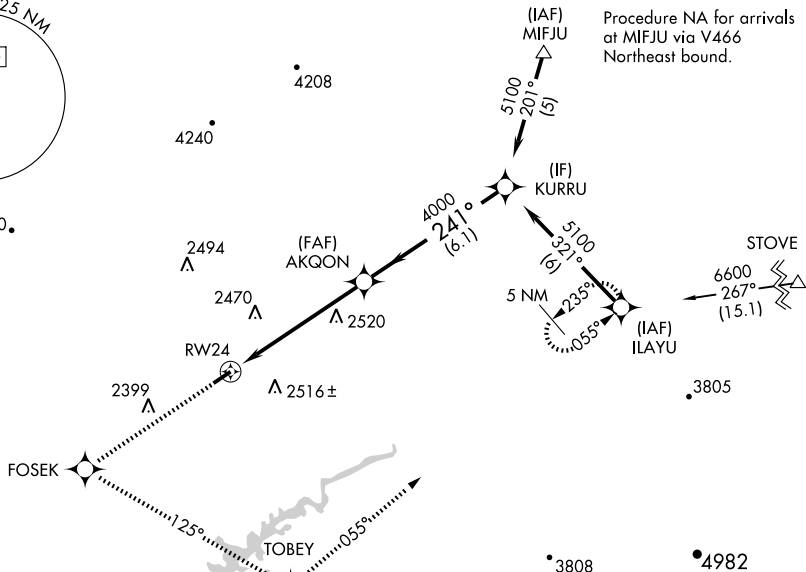
TRI-CITY APP CON  
**128.67 349.0**

UNICOM  
**122.8 (CTAF)**

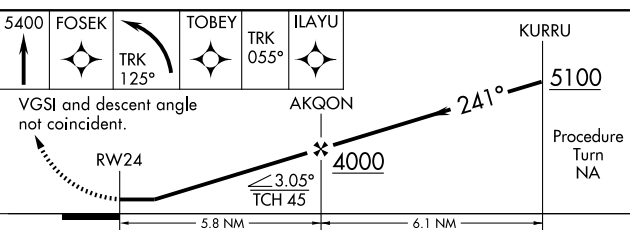
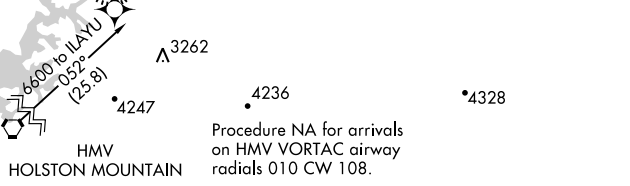
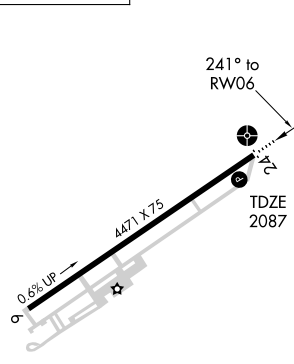
MSA RWY 24 25 NM



3110.



ELEV 2087



CATEGORY	A	B	C	D
LNAV MDA	2820-1	733 (800-1)	2820-2 733 (800-2)	2820-2½ 733 (800-2½)
CIRCLING	2860-1 773 (800-1)	2860-1½ 773 (800-1½)	2860-2¼ 773 (800-2¼)	2860-2½ 773 (800-2½)

MIRL Rwy 6-24 **①**  
 REIL Rwy 24 **①**

NE-3, 08 APR 2010 to 06 MAY 2010

VORTAC HMV <b>114.6</b> Chan <b>93</b>	APP CRS <b>021°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>2087</b>
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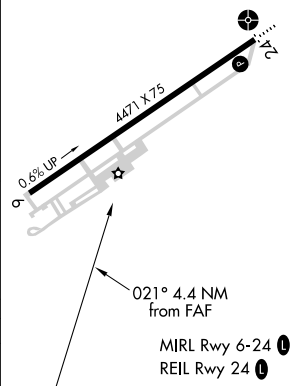
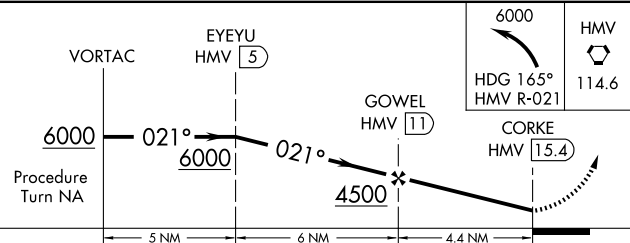
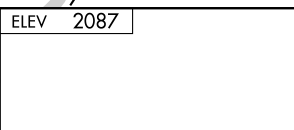
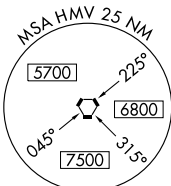
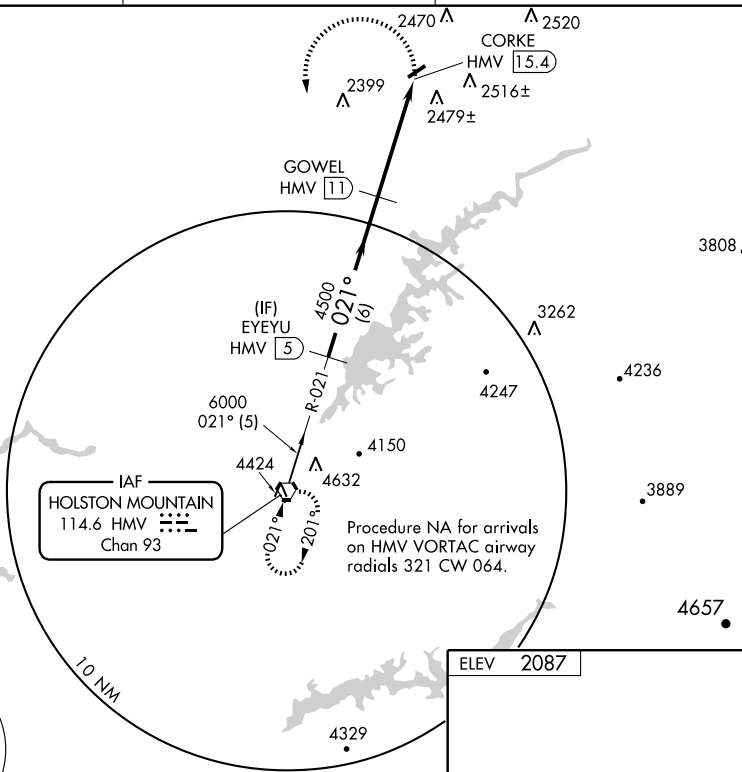
**▼** When local altimeter setting not received; use Tri-Cities Rgnl TN/VA altimeter setting and increase all MDA 140 feet; increase Cat. A visibility ¼ mile, Cats. C and D visibility ½ mile.

**MISSED APPROACH:** Climbing left turn to 6000 via heading 165° and HMV R-021 to HMV VORTAC and hold.

AWOS-3  
**128.125**

TRI-CITY APP CON  
**128.67 349.0**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
CIRCLING	2860-1 773 (800-1)	2860-1¼ 773 (800-1¼)	2860-2¼ 773 (800-2¼)	2860-2½ 773 (800-2½)

NE-3, 08 APR 2010 to 06 MAY 2010

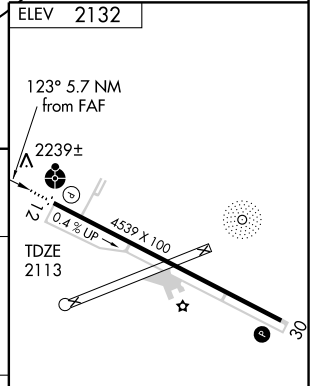
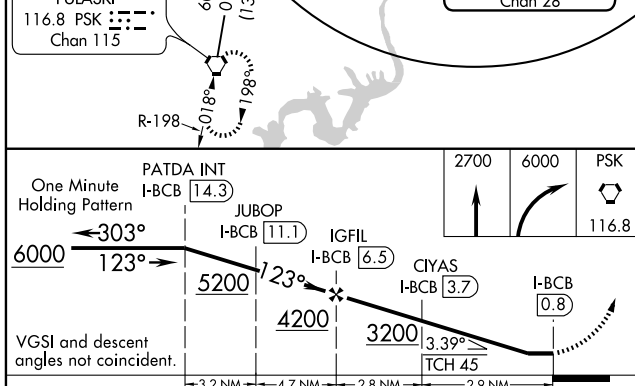
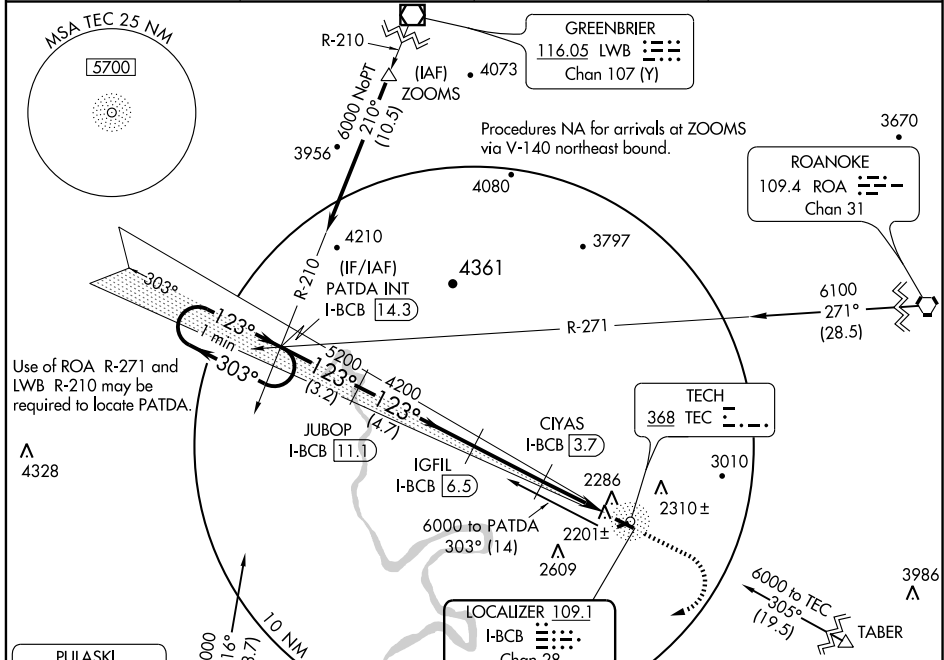
# LOC/DME RWY 12

BLACKSBURG/VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)

LOC/DME I-BCB	APP CRS	Rwy Idg	<b>4539</b>
<b>109.1</b>	<b>123°</b>	TDZE	<b>2113</b>
Chan <b>28</b>		Apt Elev	<b>2132</b>

<p><b>▼</b> Inoperative table does not apply.  <b>▲</b> NA When VGSI inop, procedure NA at night.</p>	<p><b>ODALS</b>  </p>	<p><b>MISSED APPROACH:</b> Climb to 2700 then climbing right turn to 6000 direct PSK VORTAC and hold.</p>
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<p><b>AWOS-3</b>  <b>133.325</b></p>	<p><b>ROANOKE APP CON</b>  <b>126.9 339.8</b></p>	<p><b>ROANOKE CLNC DEL</b>  <b>124.85</b></p>	<p><b>UNICOM</b>  <b>123.05 (CTAF)</b> </p>
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CATEGORY	A	B	C	D
S-12	2460-1 347 (400-1)			NA
CIRCLING	2800-1 668 (700-1)		2800-1 <sup>3</sup> / <sub>4</sub> 668 (700-1 <sup>3</sup> / <sub>4</sub> )	NA

REIL Rwy 30

MIRL Rwy 12-30



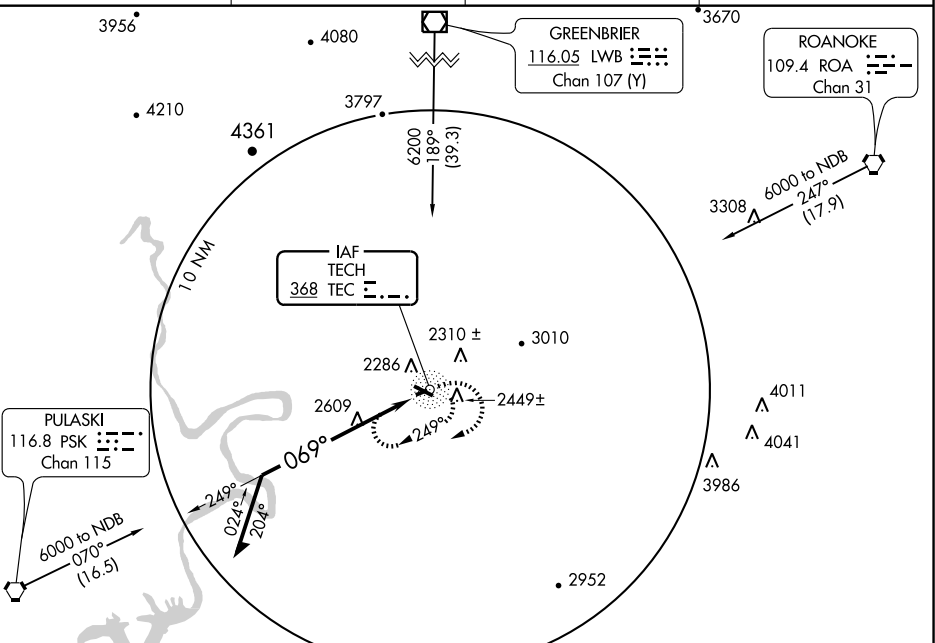
NDB TEC <b>368</b>	APP CRS <b>069°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>2132</b>
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BLACKSBURG/VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)

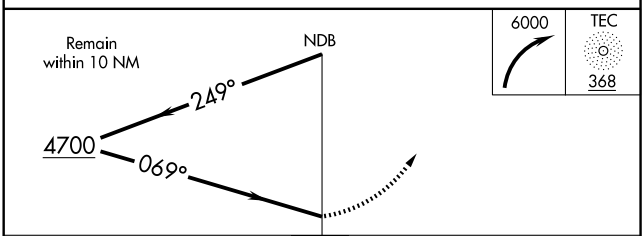
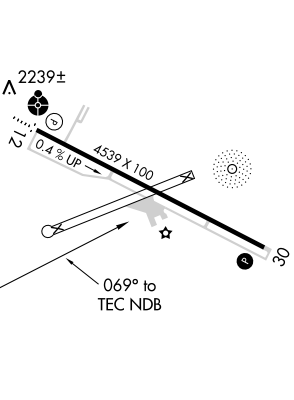
**NA** When local altimeter setting not received, use Dublin altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn to 6000 in TEC NDB holding pattern.

AWOS-3 <b>133.325</b>	ROANOKE APP CON <b>126.9 339.8</b>	ROANOKE CLNC DEL <b>124.85</b>	UNICOM <b>123.05</b> (CTAF) <b>1</b>
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ELEV 2132



REIL Rwy 30 **1**  
MIRL Rwy 12-30 **1**

CATEGORY	A	B	C	D
CIRCLING	3200-1¼ 1068 (1100-1¼)	3200-1½ 1068 (1100-1½)	3200-3 1068 (1100-3)	NA

NE-3, 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 12

BLACKSBURG/VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)

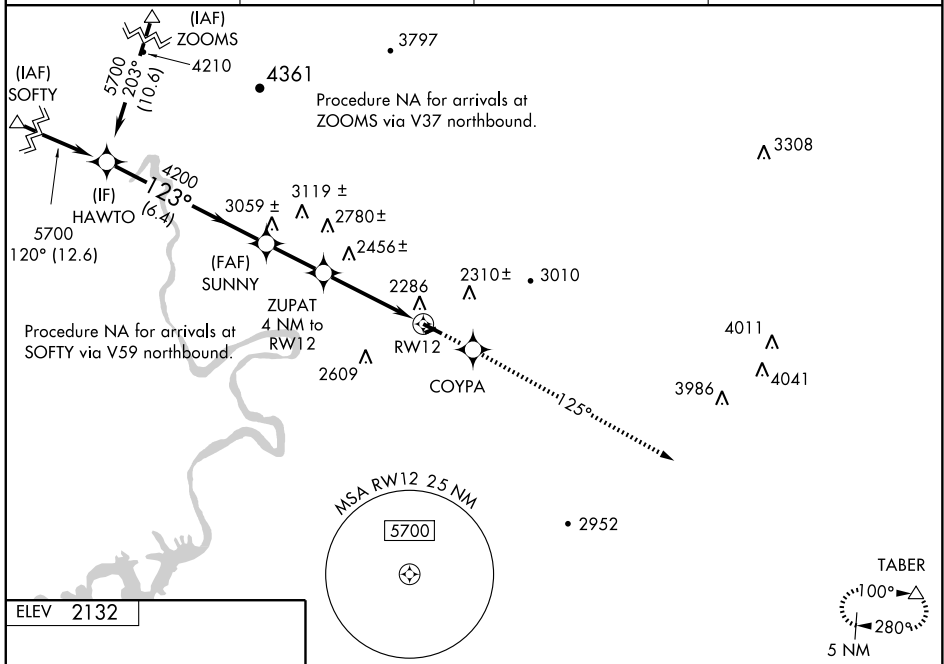
WAAS CH <b>86712</b> <b>W12A</b>	APP CRS <b>123°</b>	Rwy Idg TDZE Apt Elev	<b>4539</b> <b>2113</b> <b>2132</b>
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**⚠** Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Dublin altimeter setting and increase all DA/MDA 40 feet. Increase LNAV and Circling Cat C visibility ¼ mile.

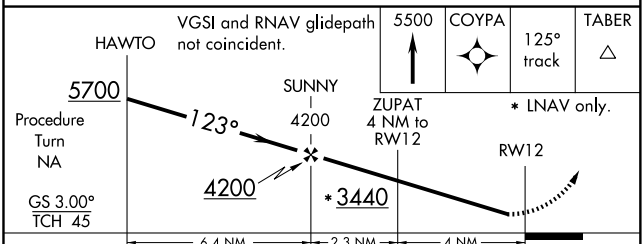
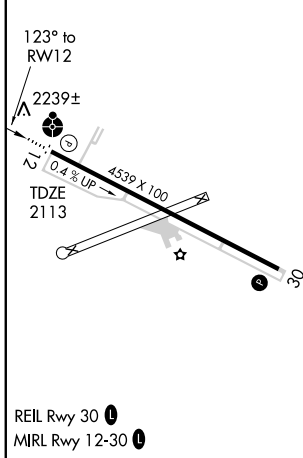
ODALS

MISSED APPROACH: Climb to 5500 direct COYPA and via 125° track to TABER and hold.

AWOS-3 <b>133.325</b>	ROANOKE APP CON <b>126.9 339.8</b>	ROANOKE CLNC DEL <b>124.85</b>	UNICOM <b>123.05 (CTAF)</b>
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ELEV 2132
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CATEGORY	A	B	C	D
LPV DA	2506-1½	393 (400-1½)		NA
LNAV/VNAV DA	2586-1¾	473 (500-1¾)		NA
LNAV MDA	2700-1	587 (600-1)	2700-1½ 587 (600-1½)	NA
CIRCLING	2800-1	668 (700-1)	2800-1¾ 668 (700-1¾)	NA

NE-3, 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 30

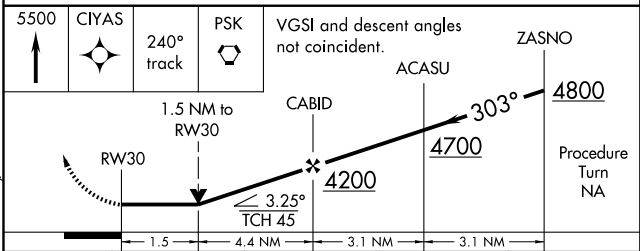
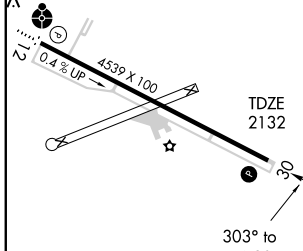
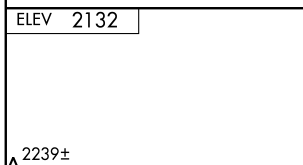
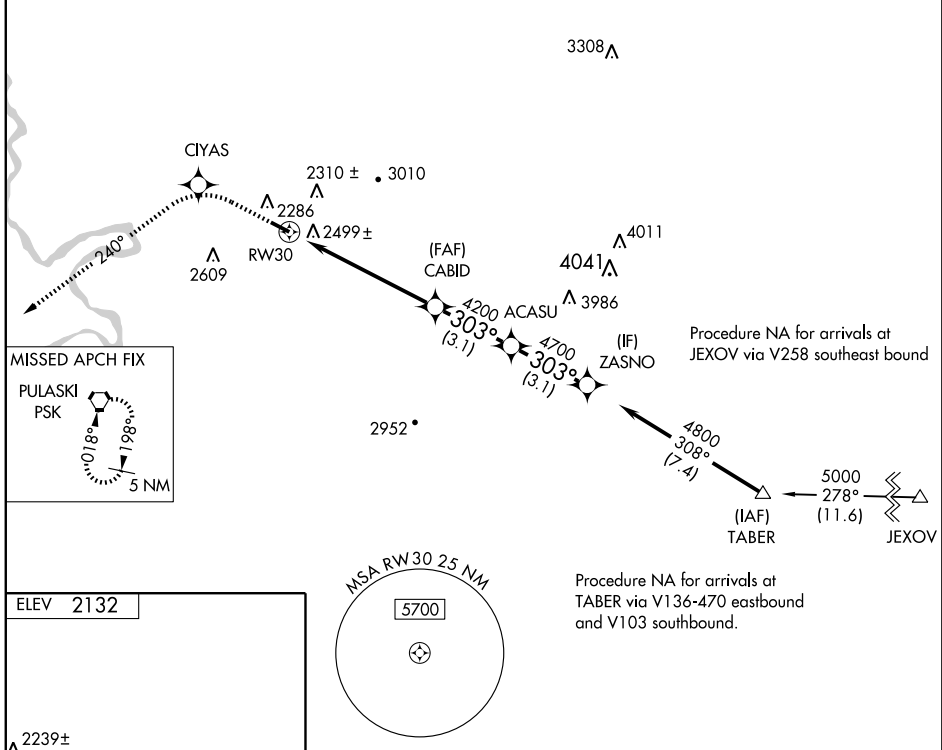
BLACKSBURG/VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)

APP CRS <b>303°</b>	Rwy Idg TDZE Apt Elev	<b>4539</b> <b>2132</b> <b>2132</b>
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**⚠** DME/DME RNP-0.3 NA.  
**⚠** When local altimeter setting not received, use Dublin altimeter setting and increase all MDA 40 feet and Circling Cat C visibility ¼ mile.  
 VDP NA when using Dublin altimeter setting.

**MISSED APPROACH:** Climb to 5500 direct CIYAS and via 240° track to PSK VORTAC and hold.

AWOS-3 <b>133.325</b>	ROANOKE APP CON <b>126.9 339.8</b>	ROANOKE CLNC DEL <b>124.85</b>	UNICOM <b>123.05 (CTAF)</b> <b>Ⓛ</b>
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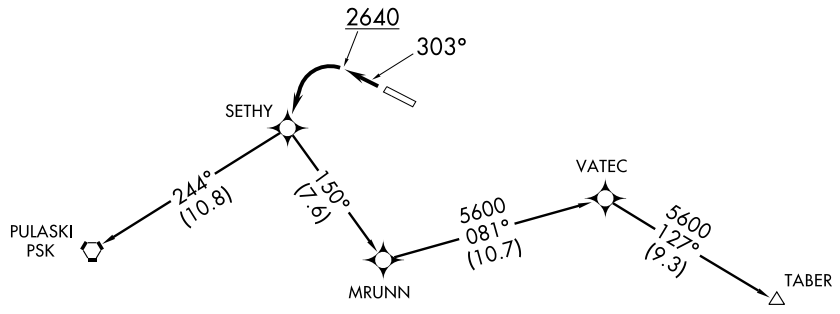
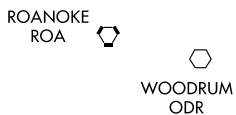
CATEGORY	A	B	C	D
RNAV MDA	2760-1	628 (700-1)	2760-1¾ 628 (700-1¾)	NA
CIRCLING	2800-1	668 (700-1)	2800-1¾ 668 (700-1¾)	NA

REIL Rwy 30 **Ⓛ**  
 MIRL Rwy 12-30 **Ⓛ**

# SETHY TWO DEPARTURE (RNAV)

AWOS-3 133.325  
CTAF 123.05  
ROANOKE DEP CON  
126.9 339.8  
ROANOKE CLNC DEL  
124.85

NOTE: Aircraft on TABER transition,  
do not exceed 220 KIAS until  
passing SETHY.



NOTE: GPS Required.  
NOTE: RNAV 1.  
NOTE: RADAR Required.  
NOTE: When in RADAR contact expect vectors to filed/assigned route.

### TAKE-OFF OBSTACLES

- Rwy 30:
- Trees beginning 90' from DER, 461' left of centerline, up to 46' AGL/2140' MSL.
- Fence and OL pole beginning 546' from DER, 161' left of centerline, up to 12' AGL/2139' MSL.
- Vehicle on road beginning 567' from DER, 310' left of centerline, up to 24' AGL/2137' MSL.
- Trees beginning 2080' from DER, 788' left of centerline, up to 100' AGL/2201' MSL.
- Fence 861' from DER, 52' right of centerline, up to 12' AGL/2135' MSL.
- Trees beginning 539' from DER, 326' right of centerline, up to 40' AGL/2153' MSL.
- Trees beginning 1328' from DER, 117' right of centerline, up to 100' AGL/2182' MSL.
- Terrain beginning 330' from DER, 366' right of centerline, up to 2138' MSL.
- Pole and antenna beginning 1149' from DER, 391' right of centerline, up to 40' AGL/2151' MSL.

### TAKE-OFF MINIMUMS

Rwy 12: NA-ATC.  
Rwy 30: Standard with minimum climb of 300' per NM to 2640. NOTE: Chart not to scale.

### DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RUNWAY 30:** Climb heading 303° to 2640, then left turn direct SETHY, Thence . . . .  
  
. . . . Maintain 6000, expect clearance to filed altitude/flight level 10 minutes after departure.

PULASKI TRANSITION (SETHY2.PSK)  
TABER TRANSITION (SETHY2.TABER)

NE-3, 08 APR 2010 to 06 MAY 2010

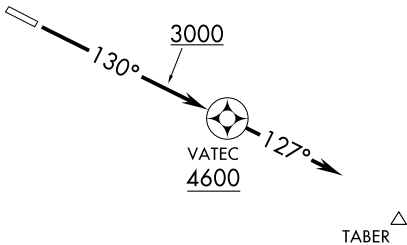
# VATEC ONE DEPARTURE (RNAV)

AWOS-3 133.325  
CTAF 123.05  
ROANOKE DEP CON  
126.9 339.8  
ROANOKE CLNC DEL  
124.85

ROANOKE  
ROA

WOODRUM  
ODR

PULASKI  
PSK



- NOTE: GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: When in RADAR contact expect vectors to filed/assigned route.

### TAKE-OFF OBSTACLES

Rwy 12: Bushes and trees beginning 275' from DER, 154' left of centerline, up to 100' AGL/2239' MSL. Trees beginning 5108' from DER, 1363' left of centerline, up to 100' AGL/2499' MSL. Trees beginning 3165' from DER, 1324' right of centerline, up to 100' AGL/2279' MSL.

### TAKE-OFF MINIMUMS

- Rwy 30: NA-ATC.
- Rwy 12: 400-1¼ with minimum climb of 250' per NM to 4600 or standard with minimum climb of 563' per NM to 3000.

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

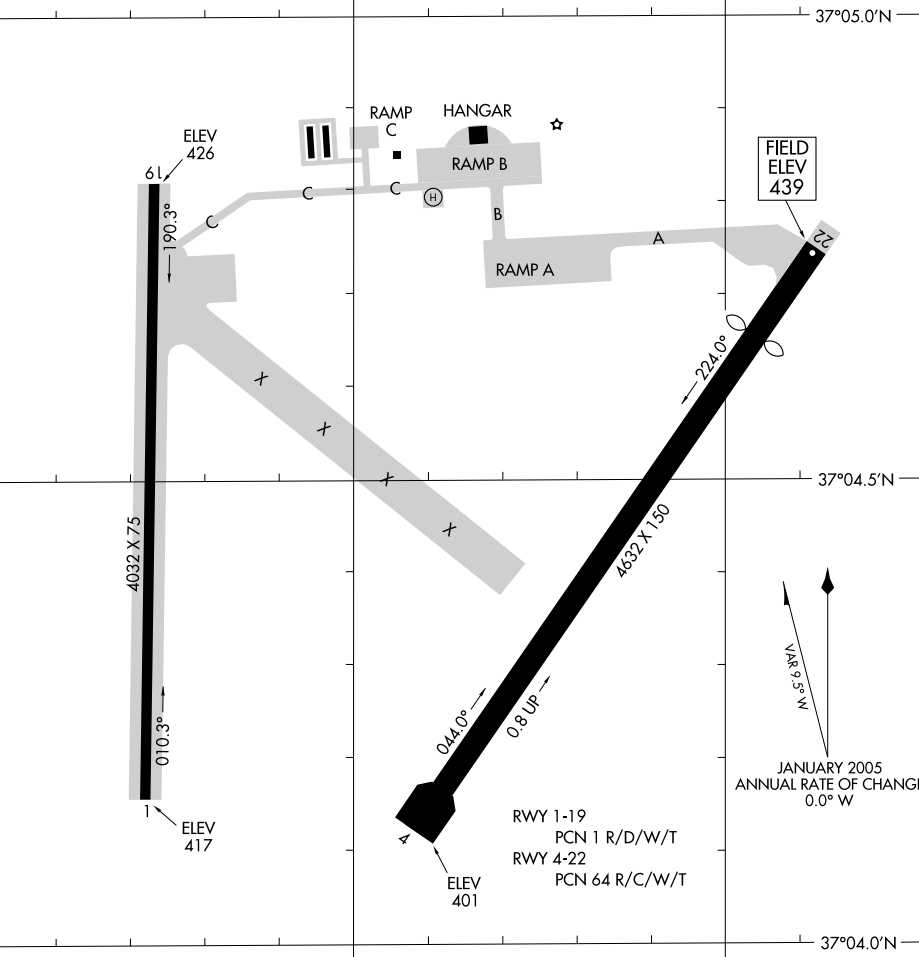
TAKE-OFF RUNWAY 12: Climb heading 130° to 3000, then direct VATEC, then fly heading 127° for radar vectors, Thence . . . .

. . . . Maintain 6000, expect clearance to filed altitude/flight level 10 minutes after departure.

# AIRPORT DIAGRAM

BLACKSTONE/ALLEN C. PERKINSON/BAAF (BKT)  
AL-52 (FAA) BLACKSTONE, VIRGINIA

BLACKSTONE TOWER ★  
126.2 241.0



NE-3, 08 APR 2010 to 06 MAY 2010

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NDB BKT <b>326</b>	APCH CRS <b>135°</b>	Rwy Idg TDZE Arpt Elev <b>NA</b> <b>NA</b> <b>439</b>
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AL-52 [USA]

BLACKSTONE/  
ALLEN C. PERKINSON BAAF (BKT)

▼ \* Circling not authorized East of Rwy 4-22.  
Use Mecklenburg-Brunswick Regional altimeter setting.

MISSED APPROACH: Climbing left turn to 2600 direct BKT NDB and hold.

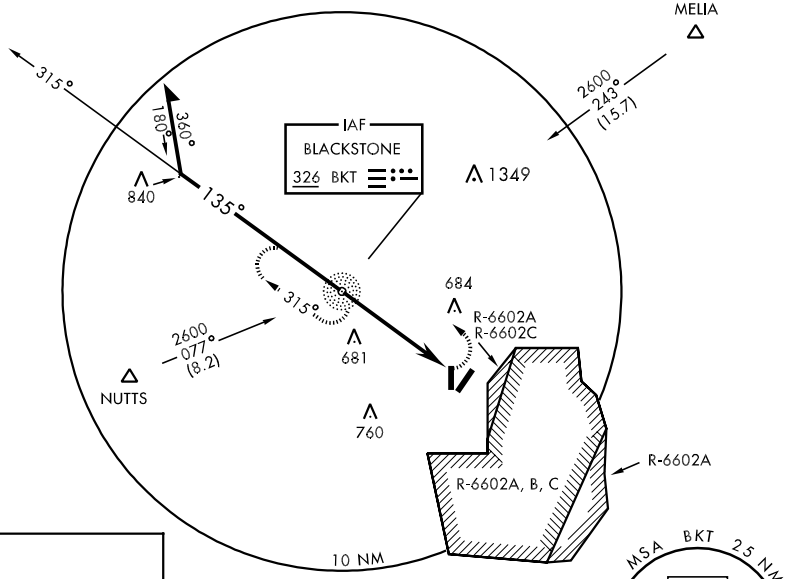
WASHINGTON CENTER  
**118.75 353.9**

BLACKSTONE TOWER  
**126.2 241.0**

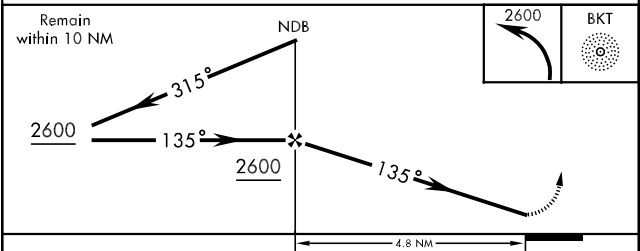
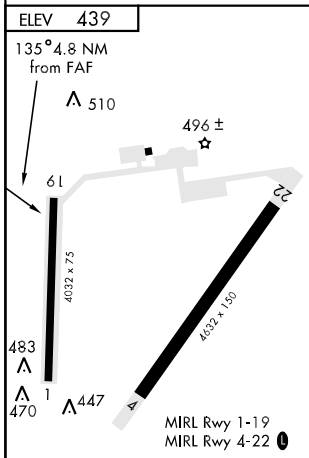
UNICOM  
**122.95 (CTAF) 0**

NOT FOR CIVIL USE

△  
725



NE-3: 08 APR 2010 to 06 MAY 2010



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
CIRCLING *	1040-1 601	(700-1)	1040-1¾ 601 (700-1¾)	1040-2 601 (700-2)

NDB BKT <b>326</b>	APP CRS <b>135°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>439</b>
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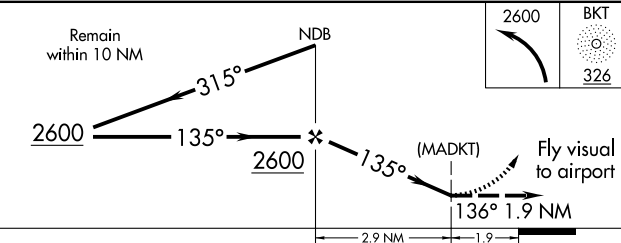
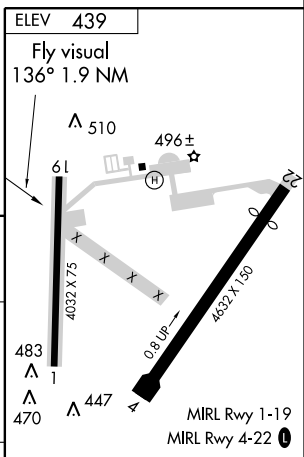
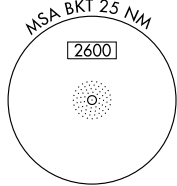
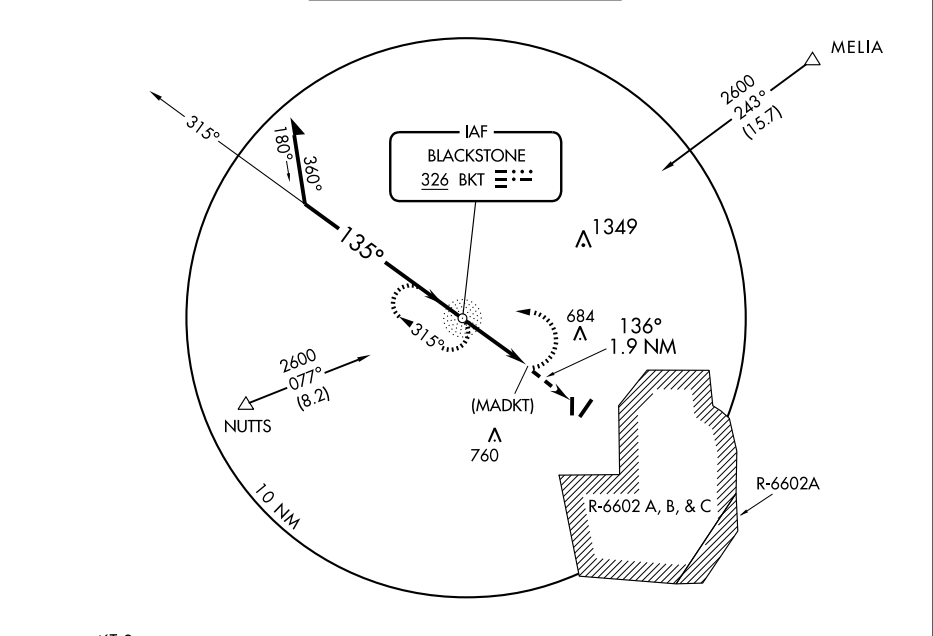
Use Mecklenburg-Brunswick Rgnl altimeter setting.  
Circling not authorized east of Rwy 4-22.  
Fly visual to airport, 136° - 1.9 NM.

MISSED APPROACH: Climbing left turn to 2600 direct BKT NDB and hold.

WASHINGTON CENTER  
**118.75 353.9**

BLACKSTONE TOWER \*  
**126.2 241.0**

CTAF **122.95**



CATEGORY	A	B	C	D	FAF to MAP 2.9 NM	
CIRCLING	1100-2¼ 661 (700-2¼)				NA	
	Knots	60	90	120	150	180
	Min:Sec	2:54	1:56	1:27	1:10	0:58

NE-3, 08 APR 2010 to 06 MAY 2010



# RNAV (GPS) RWY 4

BLACKSTONE/ALLEN C. PERKINSON BLACKSTONE AAF (BKT)

APP CRS	Rwy Idg	<b>4632</b>
<b>058°</b>	TDZE	<b>429</b>
	Apt Elev	<b>439</b>

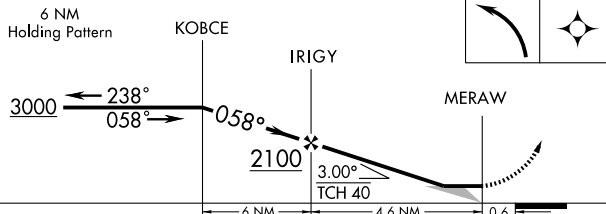
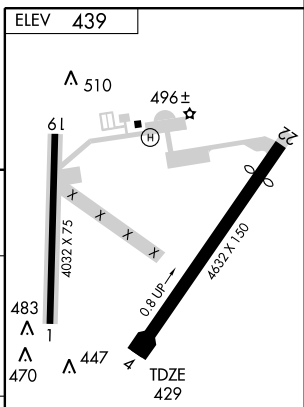
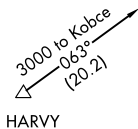
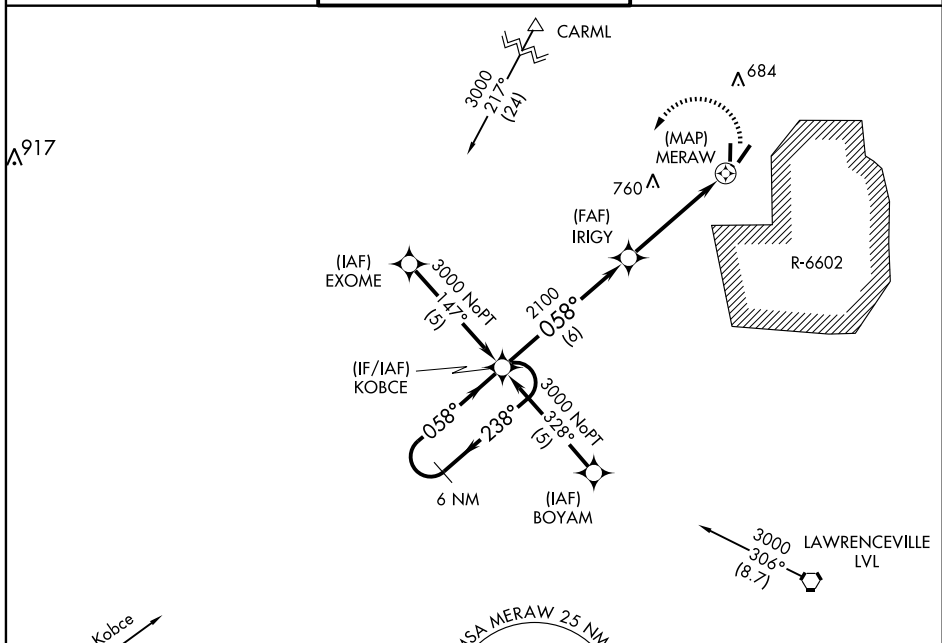
**NA** Use Mecklenburg-Brunswick Rgnl altimeter setting.  
 Circling NA East of Rwy 4-22. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climbing left turn to 3000 direct KOBCE and hold.

WASHINGTON CENTER  
**118.75 353.9**

BLACKSTONE TOWER \*  
**126.2 241.0**

CTAF **122.95**



CATEGORY	A	B	C	D
LNAV MDA	940-1	511 (600-1)	940-1½ 511 (600-1½)	NA
CIRCLING	940-1	501 (600-1)	940-1½ 501 (600-1½)	NA

MIRL Rwy 1-19  
 MIRL Rwy 4-22

NE-3, 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 22

BLACKSTONE/ALLEN C. PERKINSON BLACKSTONE AAF (BKT)

APP CRS	Rwy Idg	<b>3932</b>
<b>220°</b>	TDZE	<b>438</b>
	Apt Elev	<b>439</b>

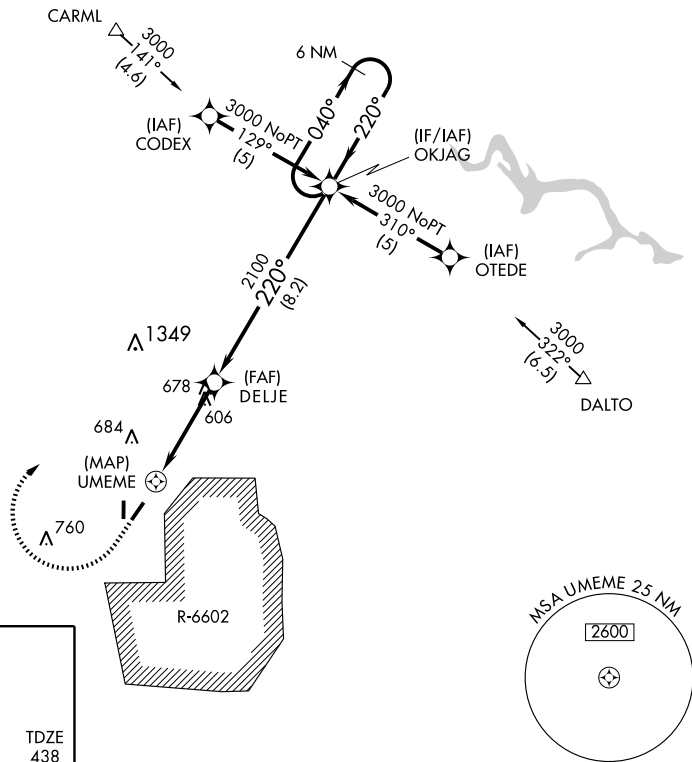
**▼** Use Mecklenburg-Brunswick Rgnl altimeter setting.  
**▲ NA** Circling NA East of Rwy 4-22. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climbing right turn to 3000 direct OKJAG and hold.

WASHINGTON CENTER  
**118.75 353.9**

BLACKSTONE TOWER \*  
**126.2 241.0**

CTAF **0**  
**122.95**

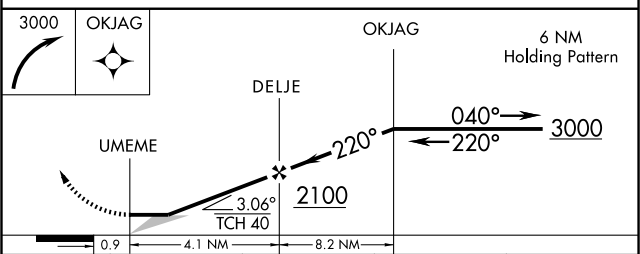


ELEV **439**

The profile view shows the vertical profile of the approach:
 

- Initial altitude: 483 ft (A 1), 470 ft (A 4)
- Altitude at 0.8 NM: 447 ft (A 4)
- Altitude at 4.1 NM: 496± ft (star symbol)
- Altitude at 4.9 NM: 510 ft (A 1)
- TDZE: 438 ft
- Distances: 4032 x 75, 4632 x 150

MIRL Rwy 1-19  
 MIRL Rwy 4-22 **0**



CATEGORY	A	B	C	D
LNAV MDA	980-1	542 (600-1)	980-1½ 542 (600-1½)	NA
CIRCLING	980-1	541 (600-1)	980-1½ 541 (600-1½)	NA

APP CRS	Rwy Idg	<b>2745</b>
<b>167°</b>	TDZE	<b>1165</b>
	Apt Elev	<b>1165</b>

# RNAV (GPS) RWY 15

BRIDGEWATER AIR PARK (VBW)

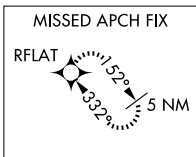
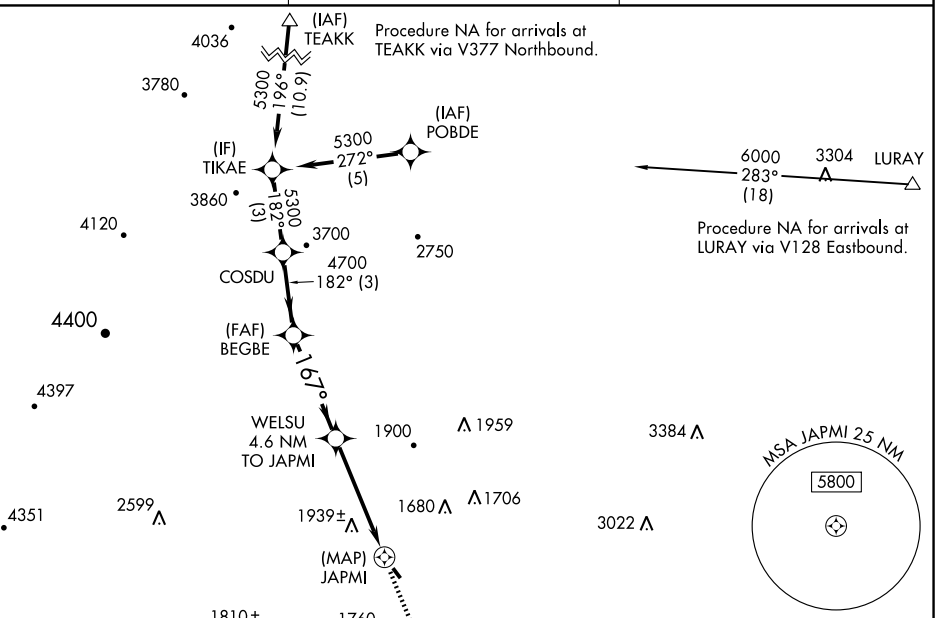
**NA** DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Staunton/Waynesboro/Harrisonburg altimeter setting; when not received, use Charlottesville altimeter setting and increase all MDA 120 feet.

**MISSED APPROACH:** Climb to 5000 direct SONYR and via track 136° to RFLAT and hold, continue climb-in-hold to 5000.

STAUNTON/WAYNESBORO/  
HARRISONBURG AWOS-3  
**124.925**

POTOMAC APP CON  
**132.85 257.75**

UNICOM  
**122.7 (CTAF) 0**



ELEV	1165
TDZE	1165
GR	0.3% UP
TRK	274.5 x 60
33	

MIRL Rwy 15-33 0

	TIKAE	COSDU	BEGBE	WELSU 4.6 NM TO JAPMI	JAPMI
Procedure Turn NA	5300	5300	4700	3140	
	182°	182°	167°		
	3 NM	3 NM	4 NM	4.6 NM	0.5 NM
CATEGORY	A	B	C	D	
LNAV MDA	2180-3	1015 (1100-3)		NA	
CIRCLING	2180-3	1015 (1100-3)		NA	

NE-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	<b>2377</b>
<b>332°</b>	TDZE	<b>1165</b>
	Apt Elev	<b>1165</b>

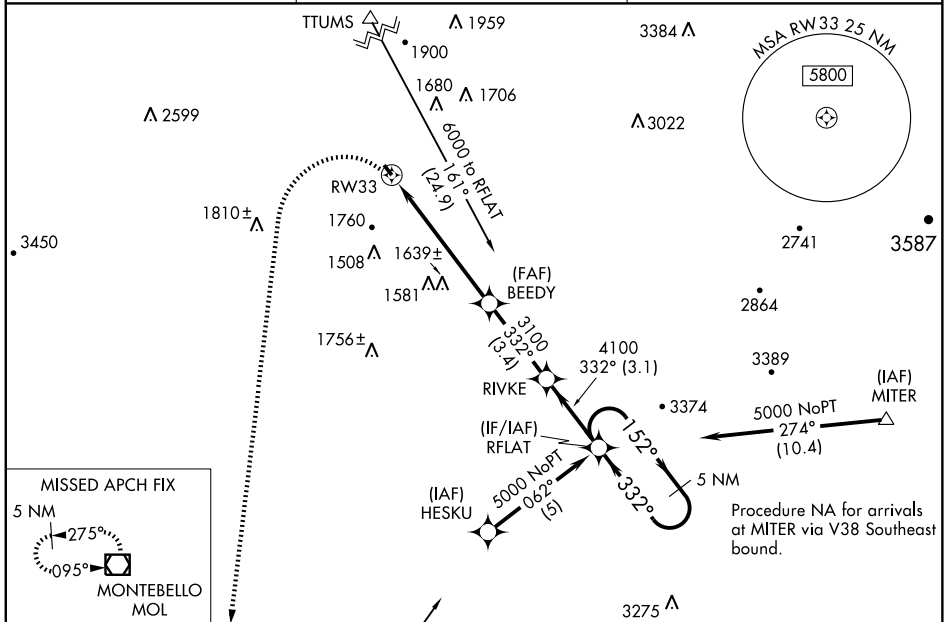
# RNAV (GPS) RWY 33

BRIDGEWATER AIR PARK (VBW)

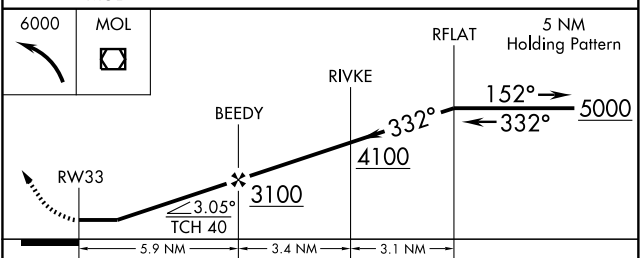
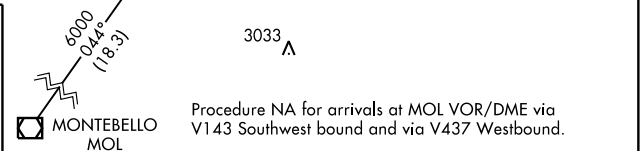
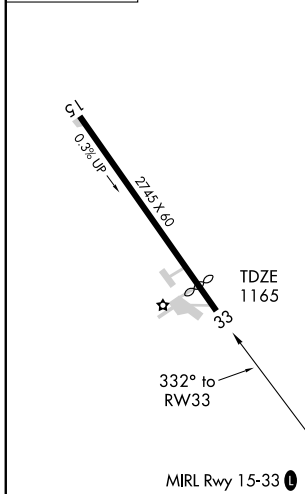
**NA** DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Staunton/Waynesboro/Harrisonburg altimeter setting; when not received, use Charlottesville altimeter setting and increase all MDA 120 feet.

**MISSED APPROACH:** Climbing left turn to 6000 direct MOL VOR/DME and hold.

STAUNTON/WAYNESBORO/ HARRISONBURG AWOS-3 <b>124.925</b>	POTOMAC APP CON <b>132.85 257.75</b>	UNICOM <b>122.7 (CTAF)</b>
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ELEV 1165



CATEGORY	A	B	C	D
LNAV MDA	2180-3	1015 (1100-3)	NA	
CIRCLING	2180-3	1015 (1100-3)	NA	

# RNAV (GPS) RWY 24

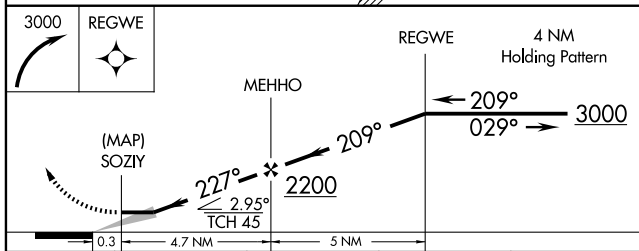
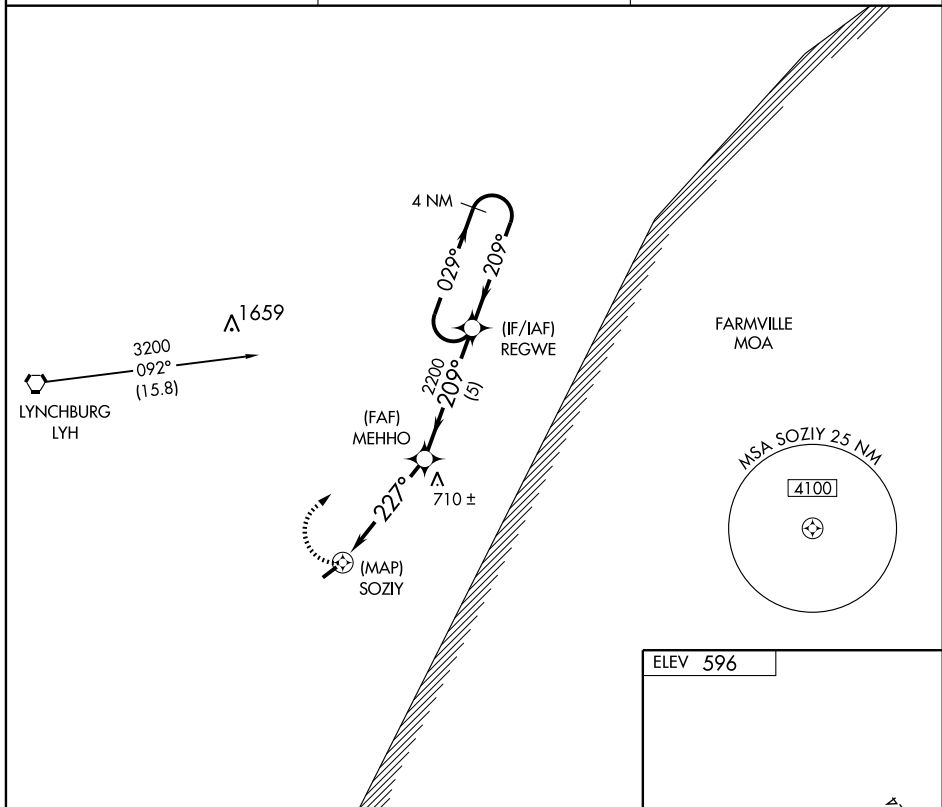
BROOKNEAL/CAMPBELL COUNTY (0V4)

APP CRS	Rwy Idg	<b>3798</b>
<b>227°</b>	TDZE	<b>596</b>
	Apt Elev	<b>596</b>

**▽** Use Lynchburg Rgnl/Preston Glenn Field altimeter setting.  
**△ NA** GPS or RNP-0.3 required.  
 DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climbing right turn to 3000 direct REGWE WP and hold.

LYNCHBURG ASOS <b>119.8</b>	ROANOKE APP CON <b>135.0 254.32</b>	UNICOM <b>122.7 (CTAF) 0</b>
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ELEV 596

Diagram showing the runway 24 threshold and the TDZE (Touchdown Zone Elevation) of 596 feet. The runway length is 3798 x 60 feet.

**MIRL Rwy 6-24 0**

CATEGORY	A	B	C	D
LNAV MDA	980-1	384 (400-1)		NA
CIRCLING	1160-1	564 (600-1)	1160-1½ 564 (600-1½)	NA

VORTAC LYH <b>109.2</b> Chan <b>29</b>	APP CRS <b>128°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>596</b>
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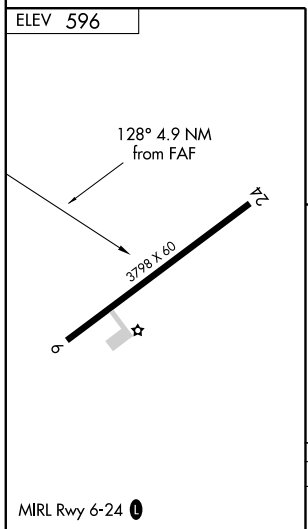
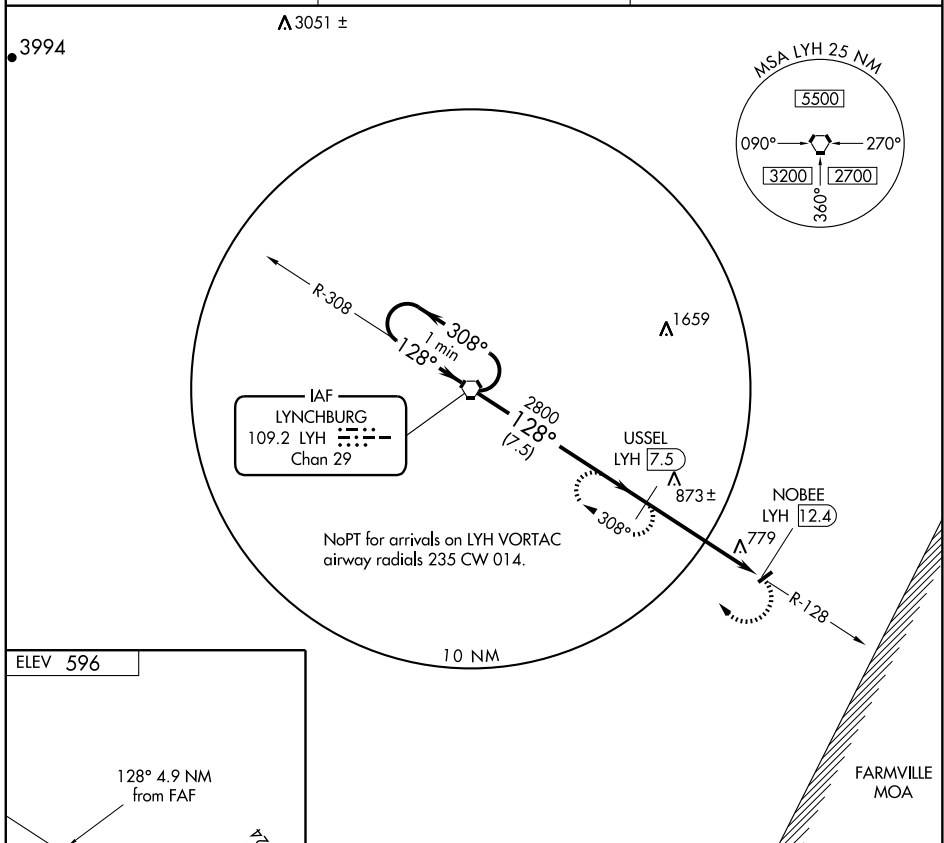
▼  
▲ NA Use Lynchburg Rgnl/Preston Glenn Field altimeter setting.

MISSED APPROACH: Climbing right turn to 2800 via LYH VORTAC R-128 to USSEL 7.5 DME and hold.

LYNCHBURG ASOS  
**119.8**

ROANOKE APP CON  
**135.0 254.32**

UNICOM  
**122.7 (CTAF) 0**



	VORTAC One Minute Holding Pattern		USSEL LYH 7.5	2800 LYH R-128 109.2	USSEL LYH 7.5
	2800	← 308° 128° →	2800	NOBEE LYH 12.4	
			7.5 NM	4.9 NM	
CATEGORY	A	B	C	D	
CIRCLING	1160-1	564 (600-1)	1160-1½ 564 (600-1½)	NA	

NE-3, 08 APR 2010 to 06 MAY 2010

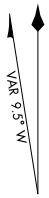
# AIRPORT DIAGRAM

AL-765 (FAA)

CHARLOTTEVILLE-ALBERMARLE (CHO)  
CHARLOTTEVILLE, VIRGINIA

ATIS 118.425  
CHARLOTTEVILLE TOWER ★  
124.5 338.275  
GND CON  
121.9 338.275

38°09.0'N



JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.0°W

21 ELEV 621  
0.3% UP

38°08.5'N

6001 X 150

TERMINAL  
FIRE AND RESCUE BUILDING  
CONTROL TOWER 685  
T HANGARS

HANGAR

760  
▲

38°08.0'N

031.6°  
3

FIELD  
ELEV  
639

T HANGAR

RWY 3-21  
S100, D160, ST175, DT300

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

78°27.5'W

78°27.0'W

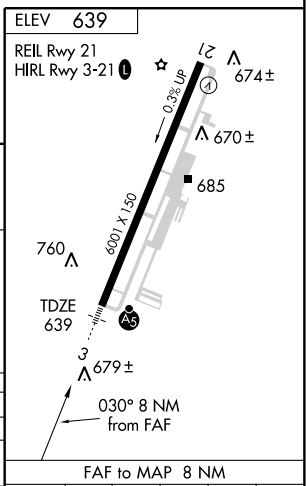
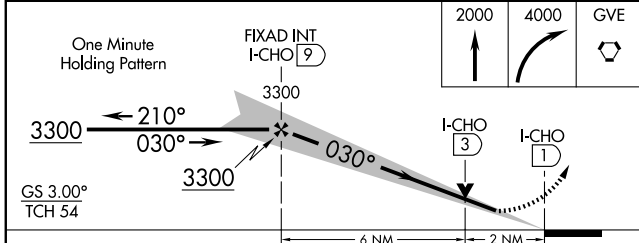
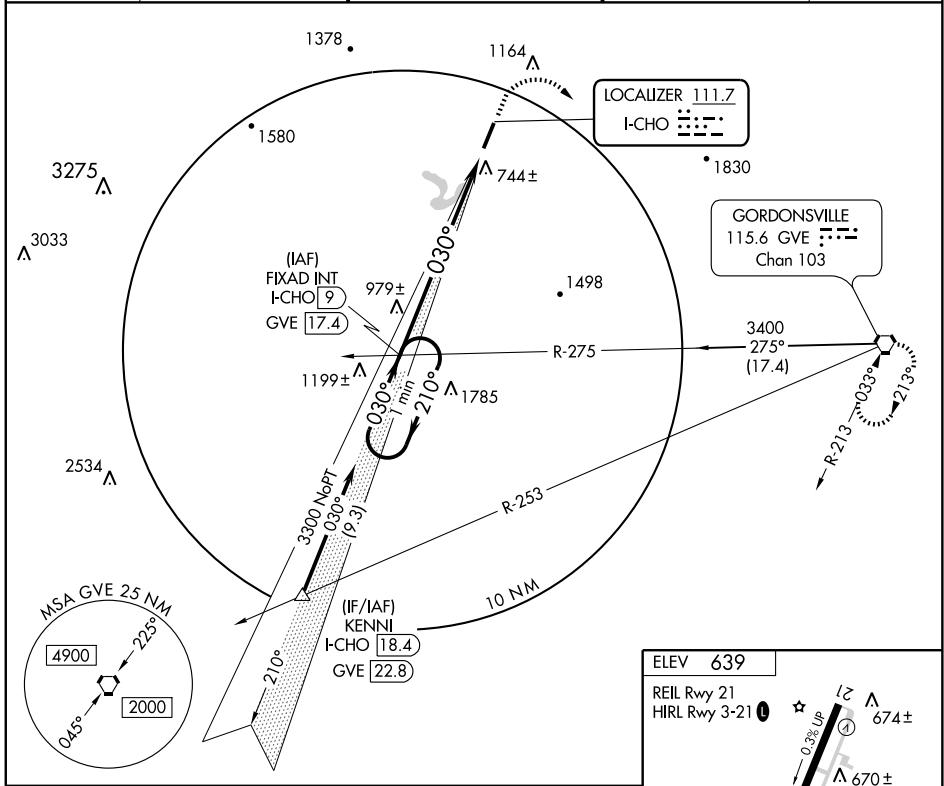
NE-3, 08 APR 2010 to 06 MAY 2010

LOC I-CHO <b>111.7</b>	APP CRS <b>030°</b>	Rwy Idg TDZE Apt Elev	<b>6001</b> <b>639</b> <b>639</b>
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# ILS or LOC RWY 3

CHARLOTTEVILLE-ALBEMARLE (CHO)

MALS R MALS L		MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct GVE VORTAC and hold.		
ATIS <b>118.425</b>	POTOMAC APP CON <b>132.85 257.75</b>	CHARLOTTEVILLE TOWER ★ <b>124.5 (CTAF) 338.275</b>	GND CON <b>121.9 338.275</b>	UNICOM <b>122.95</b>



CATEGORY	A	B	C	D
S-ILS 3		839-1/2	200 (200-1/2)	
S-LOC 3	1340-1/2	701 (800-1/2)	1340-1/2 701 (800-1/2)	1340-1 3/4 701 (800-1 3/4)
CIRCLING	1340-1	701 (800-1)	1340-2 701 (800-2)	1400-2 1/2 761 (800-2 1/2)

Knots	60	90	120	150	180
Min:Sec	8:00	5:20	4:00	3:12	2:40

NE-3, 08 APR 2010 to 06 MAY 2010



# RNAV (GPS) RWY 3

CHARLOTTESVILLE-ALBEMARLE (CHO)

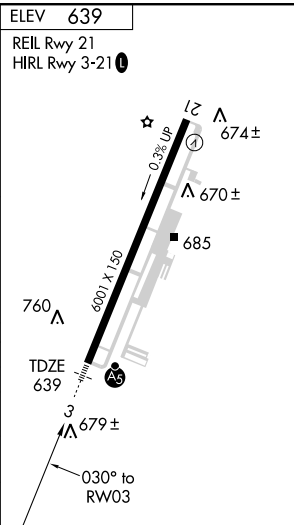
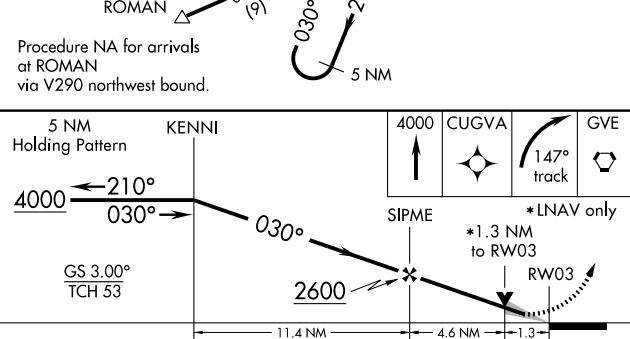
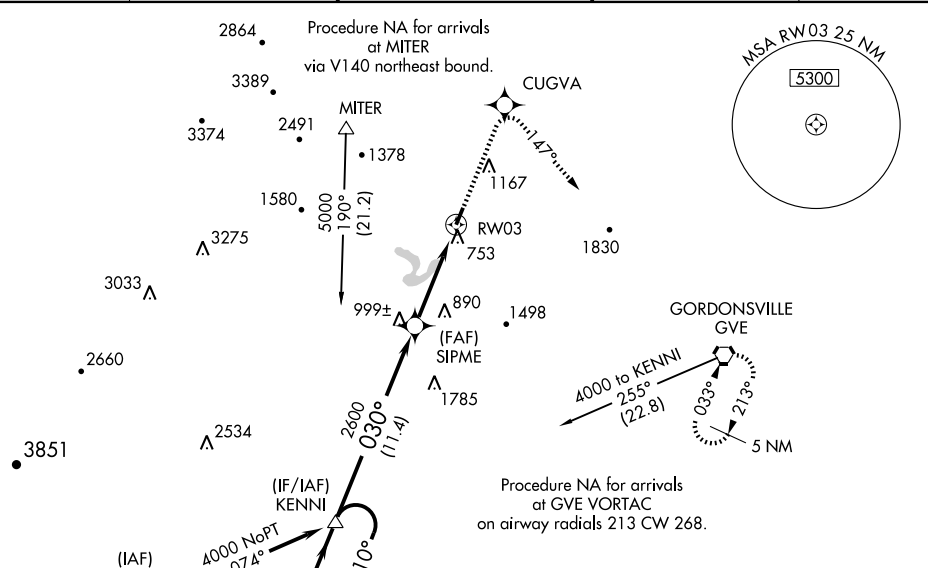
WAAS CH <b>61105</b> <b>W03A</b>	APP CRS <b>030°</b>	Rwy ldg TDZE Apt Elev <b>6001</b> <b>639</b> <b>639</b>
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**▼** If local altimeter setting not received, use Staunton-Waynesboro-Harrisonburg altimeter setting and increase all DAs/MDAs 140 feet.  
**▲** VDP NA when using Staunton-Waynesboro-Harrisonburg altimeter setting. Baro-VNAV NA when using Staunton-Waynesboro-Harrisonburg altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase LPV visibility to 1 mile all Cats. DME/DME RNP-0.3 NA.

MALSR

**MISSED APPROACH:**  
Climb to 4000 direct CUGVA and right turn via 147° track to GVE VORTAC and hold.

ATIS <b>118.425</b>	POTOMAC APP CON <b>132.85 257.75</b>	CHARLOTTESVILLE TOWER ★ <b>124.5 (CTAF) 338.275</b>	GND CON <b>121.9 338.275</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA	903-1/2		264 (300-1/2)	
LNAV/VNAV DA	1100-1		461 (500-1)	
LNAV MDA	1120-1/2	481 (500-1/2)	1120-3/4 481 (500-3/4)	1120-1 481 (500-1)
CIRCLING	1160-1	521 (600-1)	1160-1 1/2 521 (600-1 1/2)	1560-3 921 (1000-3)

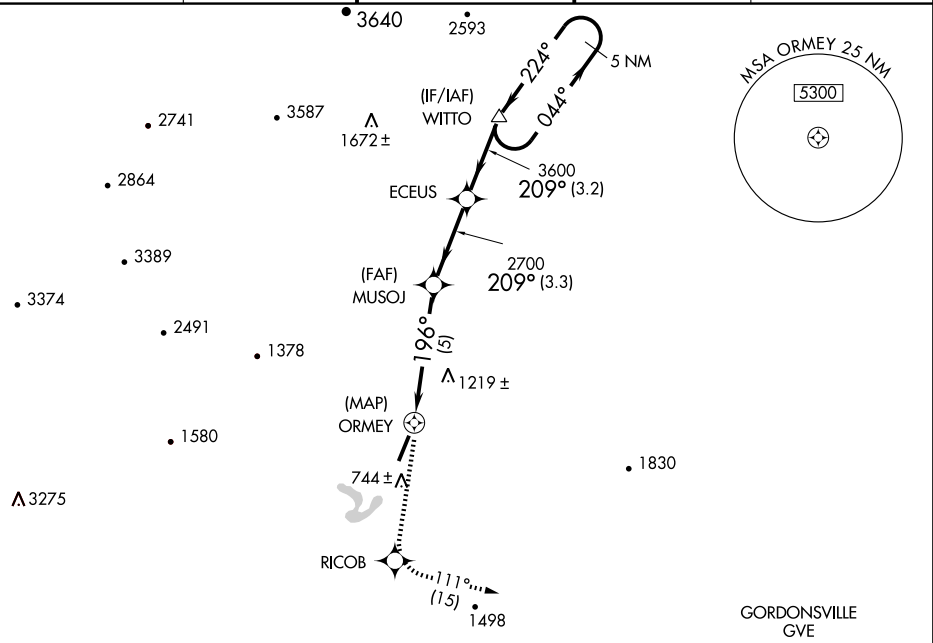
NE-3, 08 APR 2010 to 06 MAY 2010

APP CRS <b>196°</b>	Rwy ldg TDZE Apt Elev	<b>6001</b> <b>628</b> <b>639</b>
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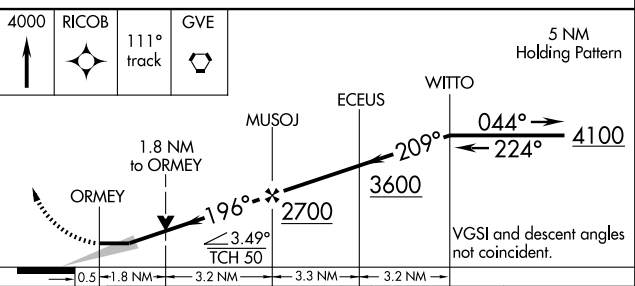
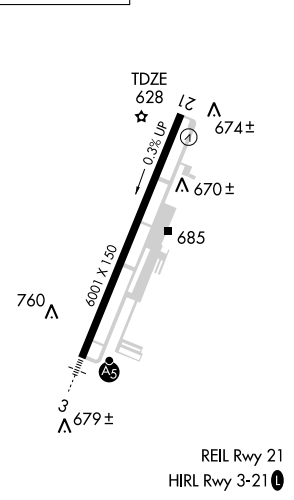
**▽** DME/DME RNP-0.3 NA.  
**△** If local altimeter setting not received, use Staunton/Waynesboro/Harrisonburg altimeter setting and increase all MDAs 140 feet.

**MISSED APPROACH:** Climb to 4000 direct RICOB and via 111° track to GVE VORTAC and hold.

ATIS <b>118.425</b>	POTOMAC APP CON <b>132.85 257.75</b>	CHARLOTTESVILLE TOWER* <b>124.5 (CTAF) 0 338.275</b>	GND CON <b>121.9 338.275</b>	UNICOM <b>122.95</b>
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ELEV **639**



CATEGORY	A	B	C	D
LNNAV MDA	1380-1 752 (800-1)	1380-1¼ 752 (800-1¼)	1380-2¼ 752 (800-2¼)	1380-2½ 752 (800-2½)
CIRCLING	1380-1 741 (800-1)	1380-1¼ 741 (800-1¼)	1380-2¼ 741 (800-2¼)	1560-3 921 (1000-3)

WAAS CH <b>45602</b> <b>W21A</b>	APP CRS <b>210°</b>	Rwy ldg TDZE Apt Elev	<b>6001</b> <b>628</b> <b>639</b>
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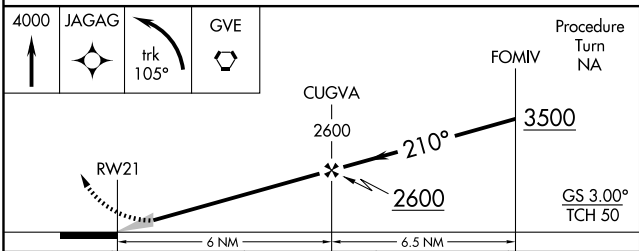
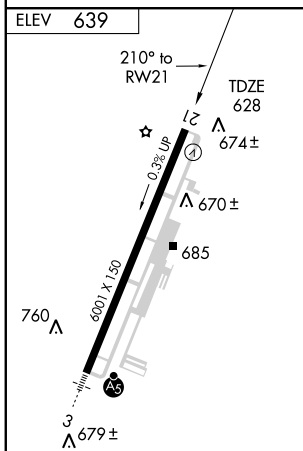
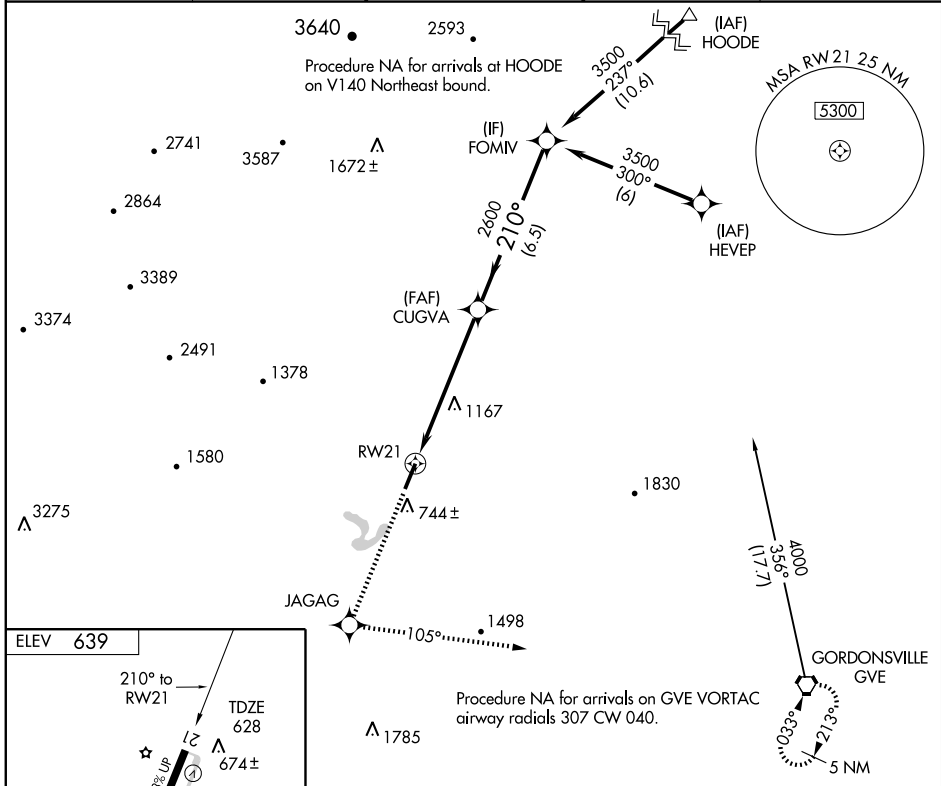
# RNAV (GPS) Z RWY 21

CHARLOTTESVILLE-ALBEMARLE (CHO)

**▼** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Staunton/Waynesboro/Harrisonburg altimeter setting and increase all DA/MDA 140 feet, and increase LPV visibility ½ mile all Cats, and Circling Cat C ¼ mile. Circling requires descent on RNAV glidepath to CMDA.

**▲** MISSED APPROACH: Climb to 4000 direct JAGAG and left turn via track 105° to GVE VORTAC and hold.

ATIS <b>118.425</b>	POTOMAC APP CON <b>132.85 257.75</b>	CHARLOTTESVILLE TOWER★ <b>124.5 (CTAF) 338.275</b>	GND CON <b>121.9 338.275</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA	878-1 250 (300-1)			
CIRCLING	1160-1 521 (600-1)		1160-1½ 521 (600-1½) 1560-3 921 (1000-3)	

REIL Rwy 21  
HIRL Rwy 3-21

NE-3, 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 18

CHASE CITY MUNI (CXE)

APP CRS	Rwy Idg	<b>3400</b>
<b>184°</b>	TDZE	<b>503</b>
	Apt Elev	<b>503</b>

**▼** DME/DME RNP-0.3 NA.  
 Straight-in minimums NA at night. Circling to Rwy 18 NA at night.  
**▲** NA Use Mecklenburg-Brunswick altimeter setting; If not received, use Danville altimeter setting and increase all MDA's 60 feet.

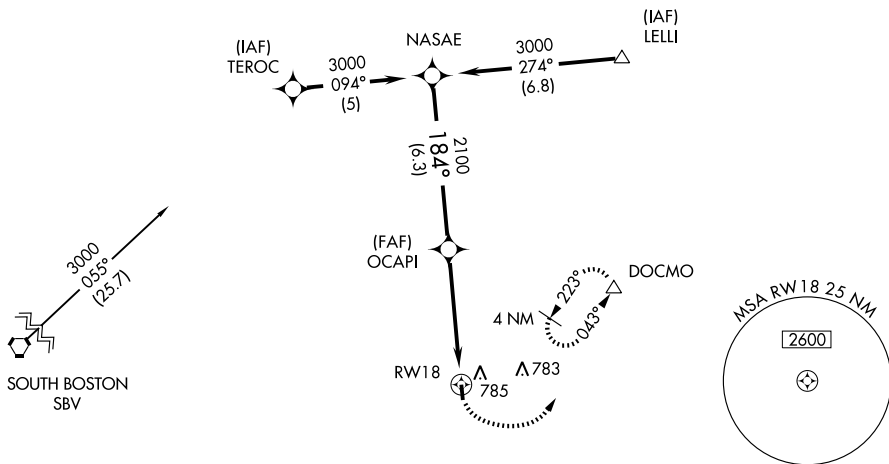
**MISSED APPROACH:** Climbing left turn to 3000 direct DOCMO and hold.

WASHINGTON CENTER  
**118.75 353.9**

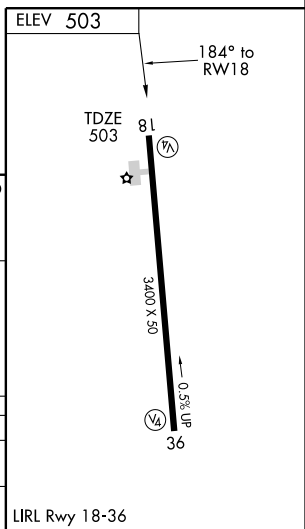
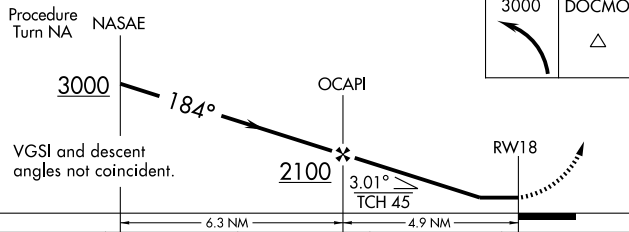
UNICOM  
**122.9 (CTAF)**

Procedure NA for arrival at LELLI via V20 Northeast bound.

△917



Procedure NA for arrival at SBV VORTAC airway radials 032 CW 086.



CATEGORY	A	B	C	D
LNAV MDA	1100-1	597 (600-1)	1100-1½ 597 (600-1½)	NA
CIRCLING	1200-1	697 (700-1)	1200-2 697 (700-2)	NA

LIRL Rwy 18-36

# RNAV (GPS) RWY 36

CHASE CITY MUNI (CXE)

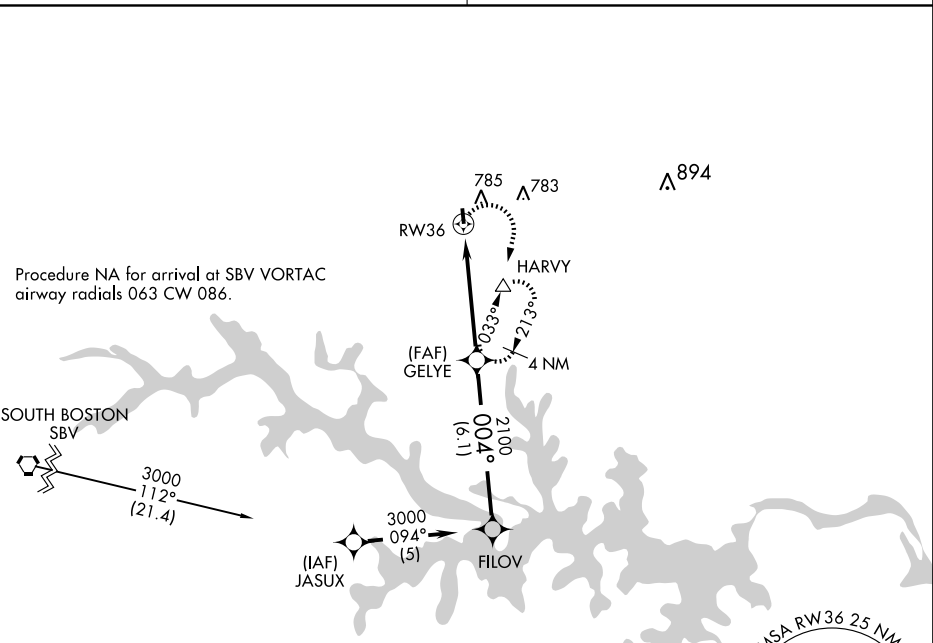
APP CRS	Rwy Idg	<b>3400</b>
<b>004°</b>	TDZE	<b>503</b>
	Apt Elev	<b>503</b>

**V** DME/DME RNP-0.3 NA. Circling to Rwy 18 NA at night.  
**NA** Use Mecklenburg-Brunswick altimeter setting; if not received, use Danville altimeter setting and increase all MDA's 60 feet.

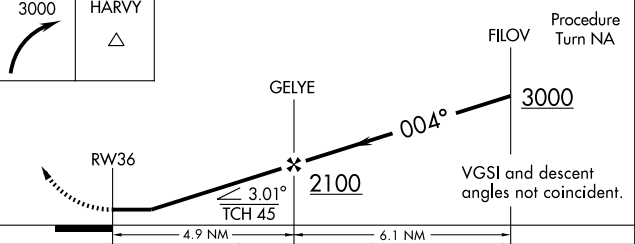
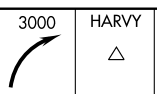
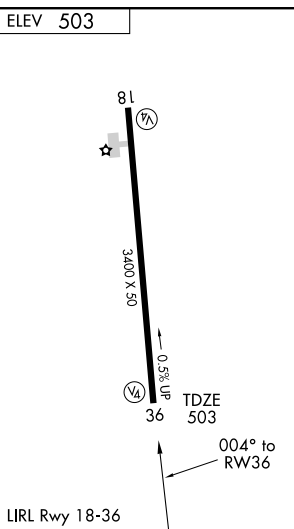
**MISSED APPROACH:** Climbing right turn to 3000 direct HARVY and hold.

WASHINGTON CENTER  
**118.75 353.9**

UNICOM  
**122.9 (CTAF)**



Procedure NA for arrival at SBV VORTAC airway radials 063 CW 086.



CATEGORY	A	B	C	D
LNAV MDA	1040-1	537 (600-1)	1040-1½ 537 (600-1½)	NA
CIRCLING	1200-1	697 (700-1)	1200-2 697 (700-2)	NA

APP CRS	Rwy Idg	<b>4488</b>
<b>036°</b>	TDZE	<b>403</b>
	Apt Elev	<b>421</b>

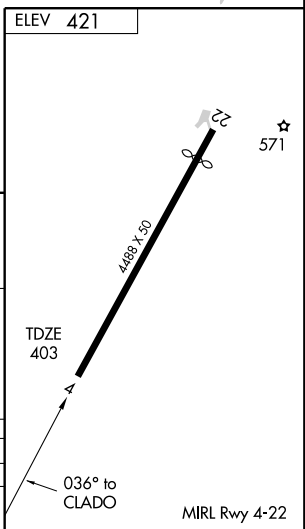
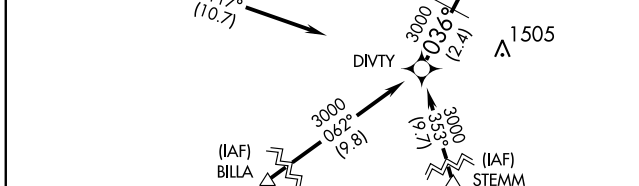
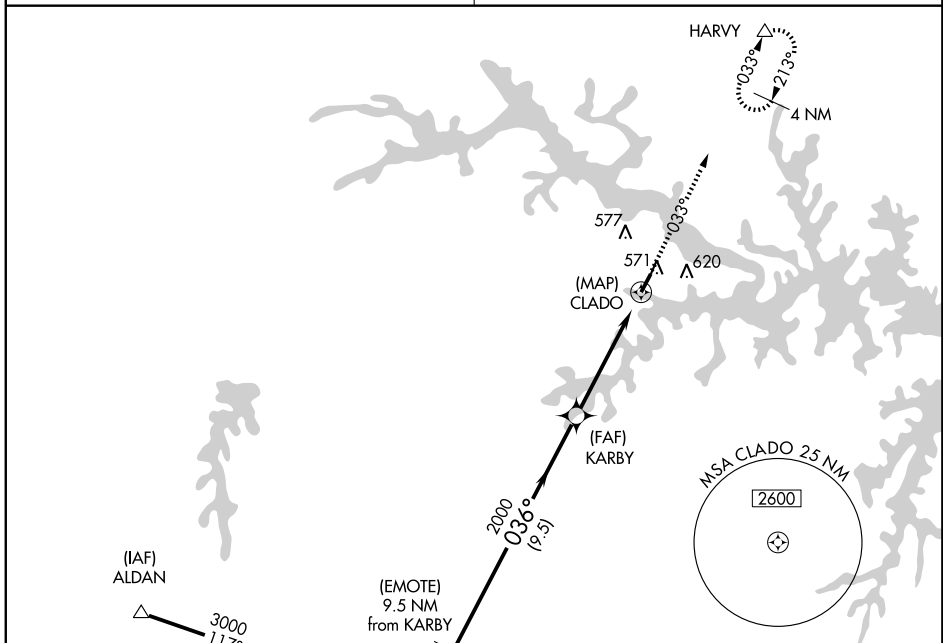
# GPS RWY 4

CLARKSVILLE/LAKE COUNTRY RGNL (W63)

**▼** Use Mecklenburg-Brunswick Rgnl, VA altimeter setting.  
**▲ NA** Procedure not authorized at night.

MISSED APPROACH: Climb to 3000 via 033° course to HARVY WP and hold.

WASHINGTON CENTER **118.75 377.1**      CTAF **122.9**



Procedure Turn NA	DIVTY		(EMOTE) 9.5 NM from KARBY	KARBY	CLADO	HARVY
	3000	3000	3000	2000	2000	3000
	036°	036°	036°	036°	033° CRS	△
	2.4 NM	9.5 NM	5 NM			
CATEGORY	A	B	C	D		
S-4	820-1	417 (400-1)	820-1¼	417 (400-1¼)		
CIRCLING	1000-1 579 (600-1)	1040-1 619 (700-1)	1040-1¾ 619 (700-1¾)	1040-2 619 (700-2)		

NE-3, 08 APR 2010 to 06 MAY 2010

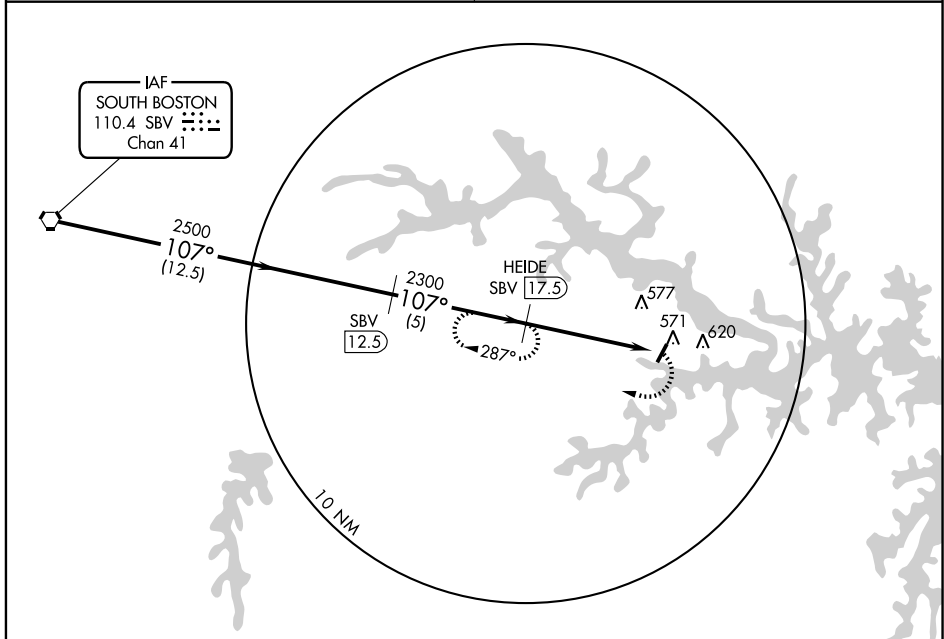
VORTAC SBV <b>110.4</b> Chan <b>41</b>	APP CRS <b>107°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>421</b>
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# VOR/DME-A

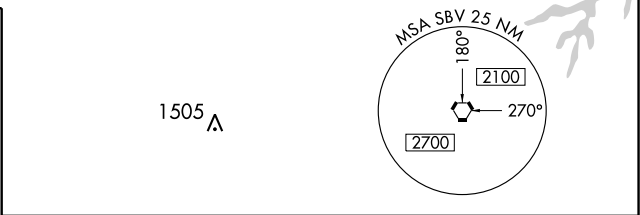
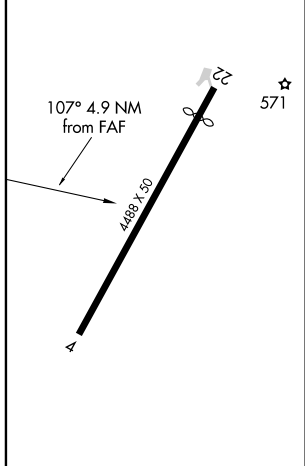
CLARKSVILLE/LAKE COUNTRY RGNL (W63)

Use Mecklenburg-Brunswick Rgnl, VA altimeter setting. NA	MISSED APPROACH: Climbing right turn to 2300 via SBV R-107 to HEIDE/ 17.5 DME and hold.
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WASHINGTON CENTER <b>118.75 377.1</b>	CTAF <b>122.9</b>
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ELEV <b>421</b>
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VORTAC	3000	107°	2300	HEIDE SBV 17.5	2300	HEIDE SBV 17.5
	Procedure Turn NA		2500	SBV 12.5	2300*	SBV 22.5
	12.5 NM		5 NM		4.9 NM	
CATEGORY	A	B	C	D		
CIRCLING	1000-1 579 (600-1)	1040-1 619 (700-1)	1040-1¾ 619 (700-1¾)	1040-2 619 (700-2)		

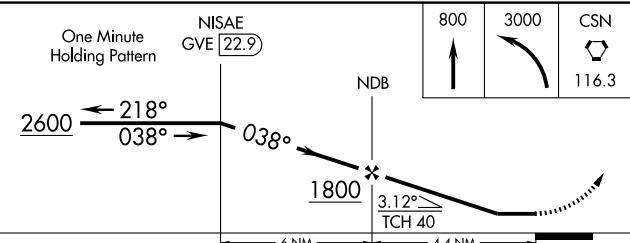
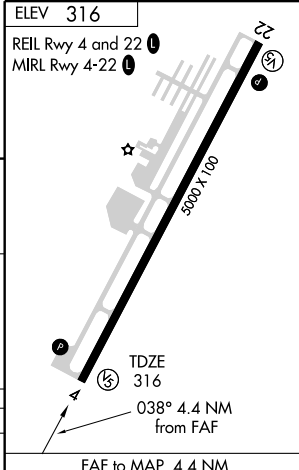
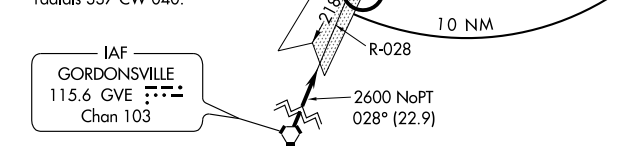
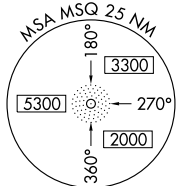
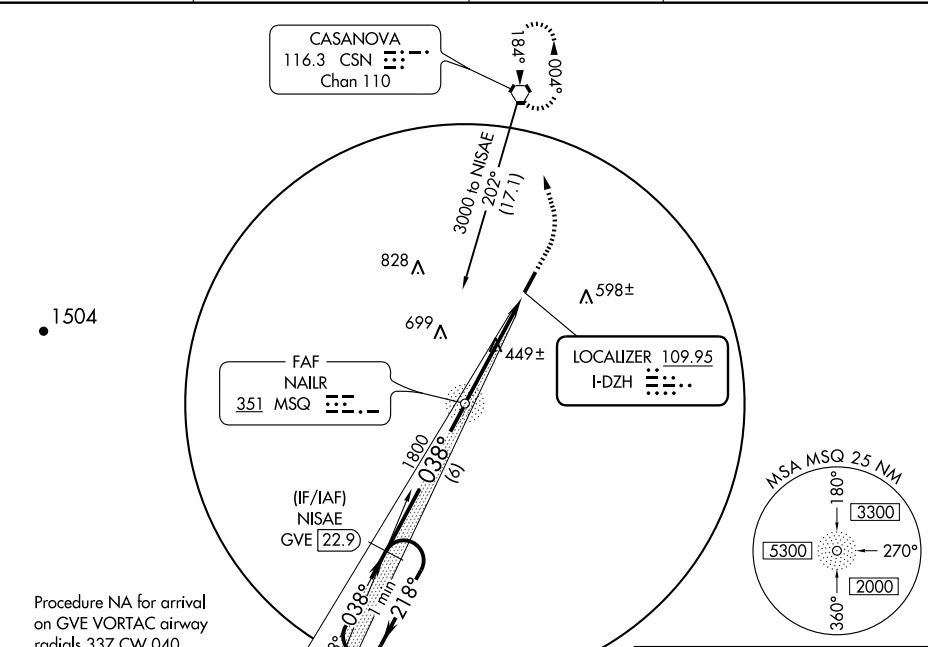
# LOC RWY 4 CULPEPER RGNL (CJR)

LOC I-DZH <b>109.95</b>	APP CRS <b>038°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>316</b> <b>316</b>
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**ADF required.**

**MISSED APPROACH:** Climb to 800 then climbing left turn to 3000 direct CSN VORTAC and hold, continue climb-in-hold to 3000.

AWOS-3 <b>119.325</b>	POTOMAC APP CON <b>124.65 306.925</b>	GCO <b>135.075</b>	UNICOM <b>123.075 (CTAF)</b>
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CATEGORY	A	B	C	D
S-4	700-1	384 (400-1)		NA
CIRCLING	820-1 504 (600-1)	920-1 604 (700-1)	920-1 ¾ 604 (700-1 ¾)	NA

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



# NDB RWY 4

CULPEPER RGNL (CJR)

NDB MSQ	APP CRS	Rwy Idg	5000
351	037°	TDZE	316
		Apt Elev	316

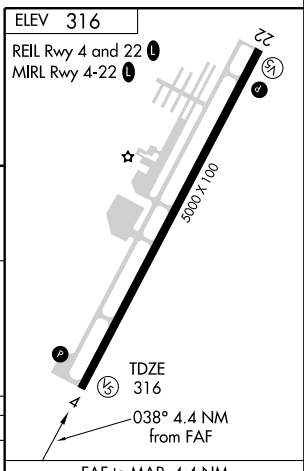
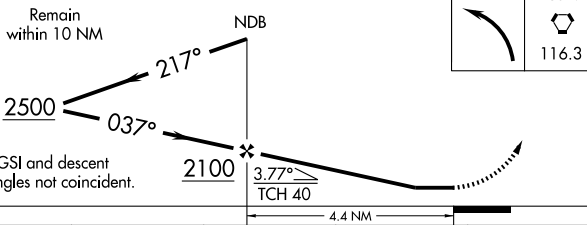
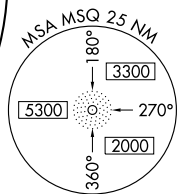
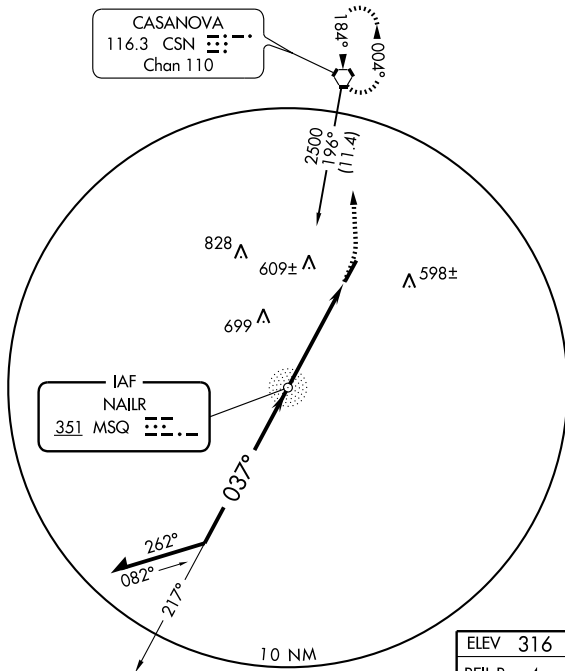
MISSED APPROACH: Climbing left turn to 3000 direct CSN VORTAC and hold, continue climb-in-hold to 3000.

AWOS-3  
119.325

POTOMAC APP CON  
124.65 306.925

GCO  
135.075

UNICOM  
123.075 (CTAF) ①



CATEGORY	A	B	C	D
S-4	920-1 604 (700-1)		920-1 3/4 604 (700-1 3/4)	NA
CIRCLING	920-1 604 (700-1)		920-1 3/4 604 (700-1 3/4)	NA

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

# RNAV (GPS) RWY 4

CULPEPER RGNL (CJR)

WAAS CH <b>77606</b> <b>W04A</b>	APP CRS <b>038°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>316</b> <b>316</b>
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**⚠** When VGSi inop, procedure NA at night. Baro-VNAV NA when using Washington Dulles Intl 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. Visibility reduction by helicopters NA. When local altimeter setting not received, use Washington Dulles Intl altimeter setting and increase all DAs 73 feet, all MDAs 80 feet, LPV and LNAV/VNAV Cats visibility ¼ mile, LNAV Cat D and Circling Cats C and D visibility ¼ mile.

**MISSED APPROACH:**  
Climb to 3000 direct DOYAT and hold.

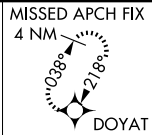
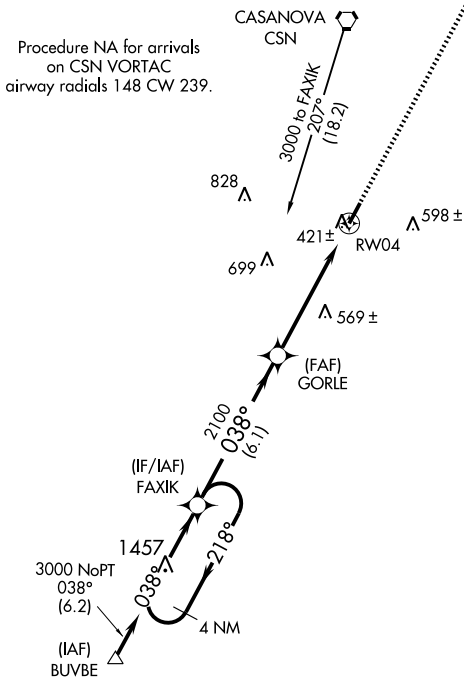
AWOS-3  
**119.325**

POTOMAC APP CON  
**124.65 306.925**

GCO  
**135.075**

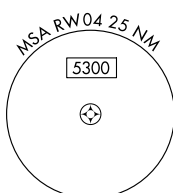
UNICOM  
**123.075 (CTAF) 0**

Procedure NA for arrivals on CSN VORTAC airway radials 148 CW 239.

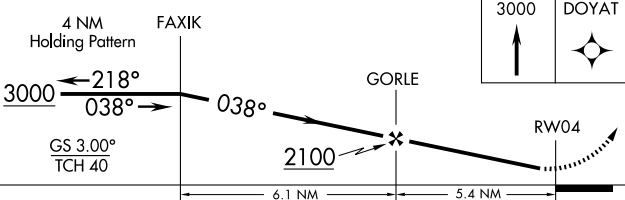
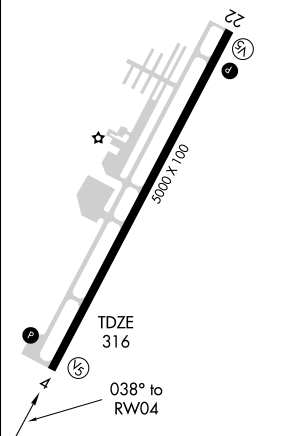


**WARNING -- WASHINGTON DC SFRA. CONTACT POTOMAC APP CON**

WASHINGTON DC METROPOLITAN SFRA



ELEV 316  
REIL Rwy 4 and 22  
MIRL Rwy 4-22



CATEGORY	A	B	C	D
LPV DA		610-1	294 (300-1)	
LNAV/VNAV DA		833-1¾	517 (600-1¾)	
LNAV MDA	820-1	504 (600-1)	820-1½	504 (600-1½)
CIRCLING	900-1 584 (600-1)	960-1 644 (700-1)	960-1¾ 644 (700-1¾)	960-2 644 (700-2)

NE-3, 08 APR 2010 TO 06 MAY 2010

# RNAV (GPS) RWY 22

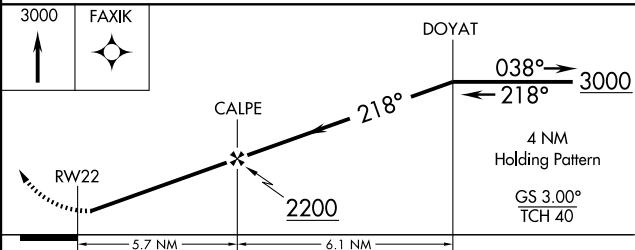
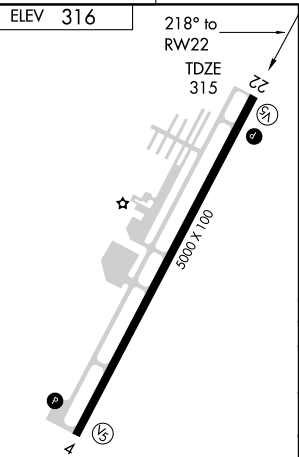
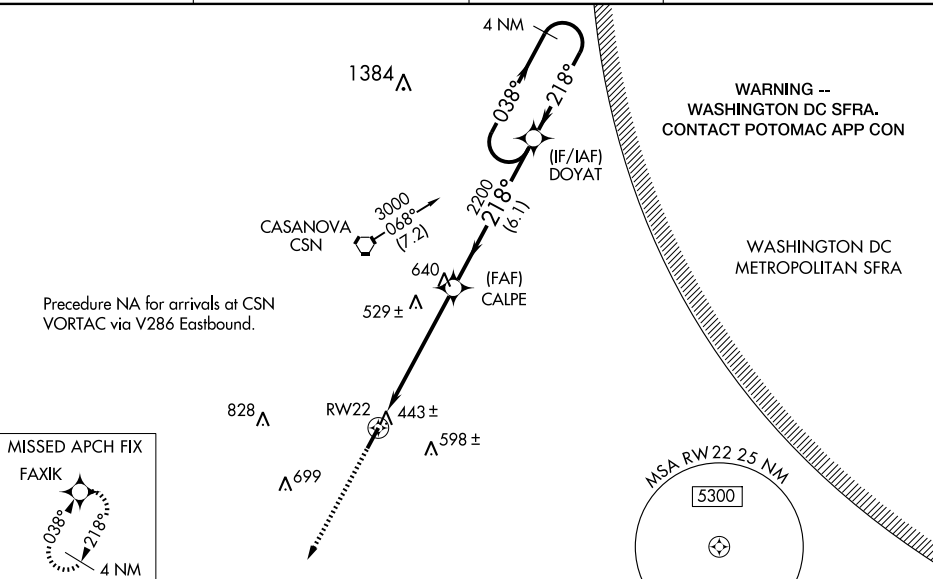
CULPEPER RGNL (CJR)

WAAS CH <b>56306</b> <b>W22A</b>	APP CRS <b>218°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>315</b> <b>316</b>
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**⚠** When VGSI inop, procedure NA at night. Baro-VNAV NA when using Washington Dulles Intl 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. Visibility reduction by helicopters NA. When local altimeter setting not received, use Washington Dulles Intl altimeter setting and increase all DAs/MDAs 80 feet, LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct FAXIK and hold.

AWOS-3 <b>119.325</b>	POTOMAC APP CON <b>124.65 306.925</b>	GCO <b>135.075</b>	UNICOM <b>123.075</b> (CTAF) <b>📻</b>
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CATEGORY	A	B	C	D
LPV DA	657-1¼		342 (400-1¼)	
LNAV/VNAV DA	703-1½		388 (400-1½)	
LNAV MDA	800-1	485 (500-1)	800-1¼ 485 (500-1¼)	800-1½ 485 (500-1½)
CIRCLING	900-1 584 (600-1)	960-1 644 (700-1)	960-1¾ 644 (700-1¾)	960-2 644 (700-2)

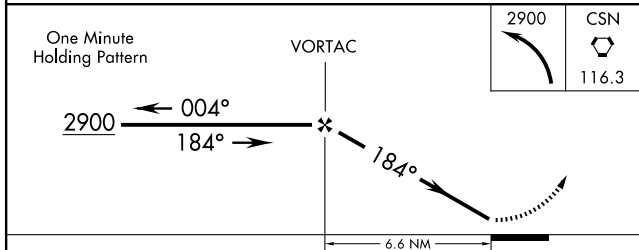
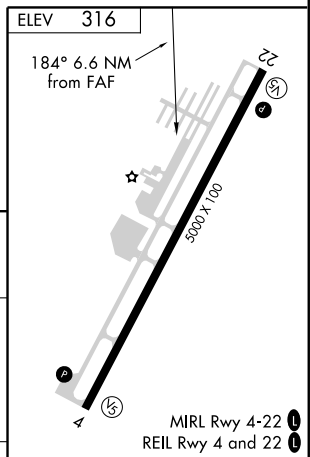
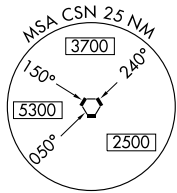
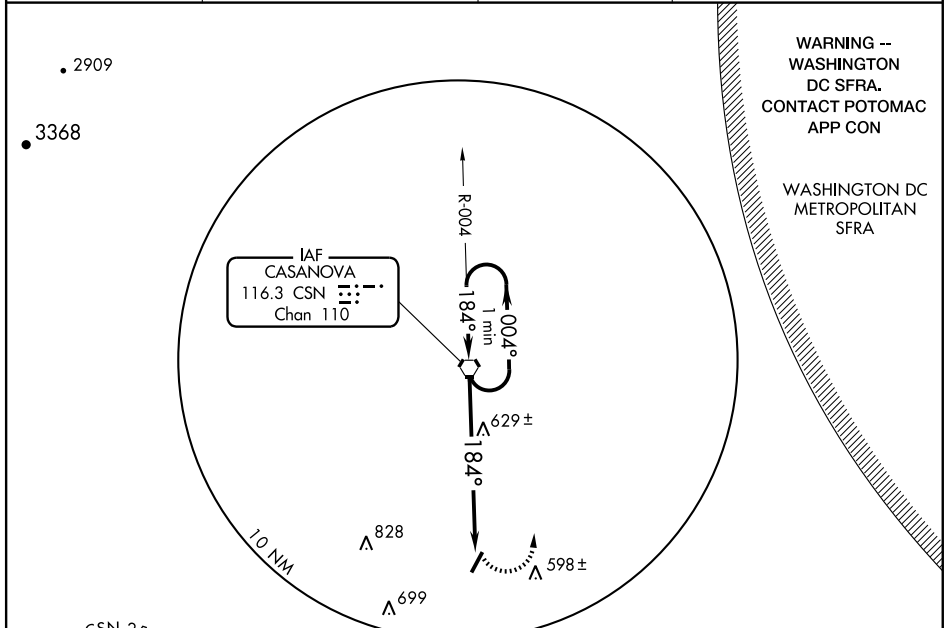
REIL Rwy 4 and 22 **📻**  
MIRL Rwy 4-22 **📻**

VORTAC CSN <b>116.3</b> Chan <b>110</b>	APP CRS <b>184°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>316</b>
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When VGSI inop, procedure NA at night. Visibility reduction by Helicopters NA. When local altimeter setting not received, use Washington Dulles Intl altimeter setting and increase all DAs/MDAs 80 feet, Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2900 direct CSN VORTAC and hold.

AWOS-3 <b>119.325</b>	POTOMAC APP CON <b>124.65 306.925</b>	GCO <b>135.075</b>	UNICOM <b>123.075 (CTAF)</b>
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CATEGORY	A	B	C	D	FAF to MAP 6.6 NM					
CIRCLING	920-1	960-1	960-1¾	960-2	Knots	60	90	120	150	180
	604 (700-1)	644 (700-1)	644 (700-1¾)	644 (700-1)	Min:Sec	6:36	4:24	3:18	2:38	2:12

APP CRS	Rwy Idg	<b>5600</b>
<b>202°</b>	TDZE	<b>568</b>
	Apt Elev	<b>572</b>

**NA** If local altimeter setting not received, use Greensboro, NC altimeter setting and increase all MDA's 160 feet.

**MISSED APPROACH:** Climb to 2000 direct RAZOR WP and hold.

ASOS  
**128.125**

WASHINGTON CENTER  
**124.05 307.0**

UNICOM  
**123.05 (CTAF)**

1635  $\Delta$

(IAF) JAVVA 2500  
156° (3.1)

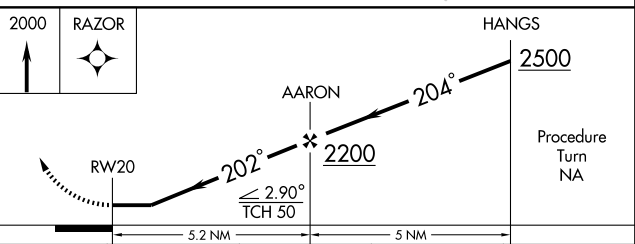
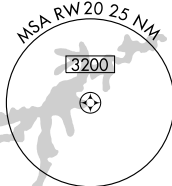
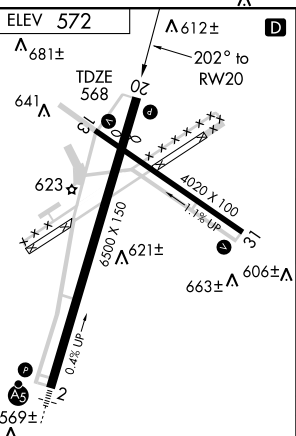
HANGS

2200  
204° (5)  
(FAF) AARON

733  $\Delta$   
RW20  $\Delta$  743  
 $\Delta$  716

2500  
293° (13.1)  
(IAF) SOUTH BOSTON SBV

1226  $\Delta$



CATEGORY	A	B	C	D
S-20	1000-1 432 (500-1)		1000-1½ 432 (500-1½)	1000-1½ 432 (500-1½)
CIRCLING	1060-1 488 (500-1)		1060-1½ 488 (500-1½)	1140-2 568 (600-2)

HIRL Rwy 2-20 **L**  
 MIRL Rwy 13-31 **L**  
 REIL Rwy 13, 20 and 31 **L**

# ILS or LOC RWY 2

DANVILLE RGNL (DAN)

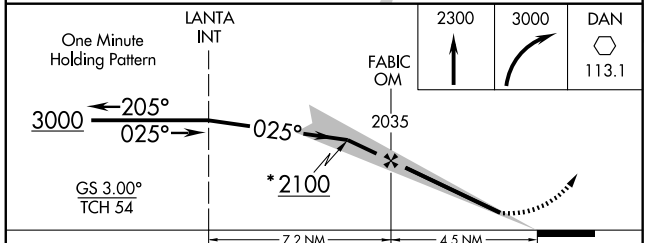
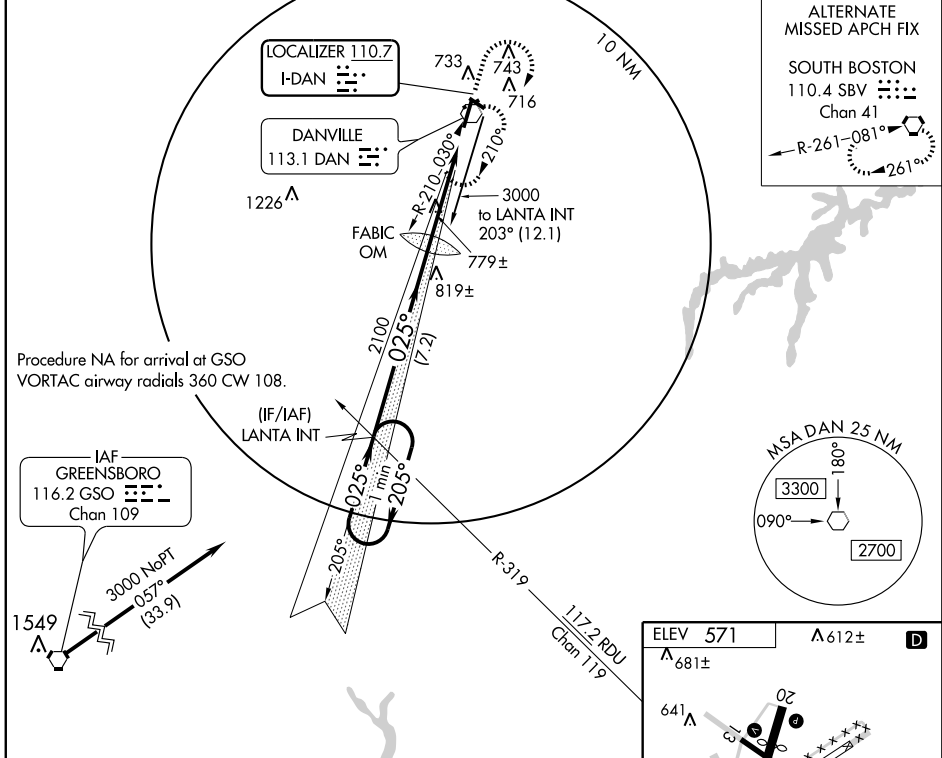
LOC I-DAN <b>110.7</b>	APP CRS <b>025°</b>	Rwy Idg TDZE Apt Elev	<b>5600</b> <b>558</b> <b>571</b>
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**MALSR**  
AS

**MISSED APPROACH:**  
Climb to 2300 then climbing right turn to 3000 direct DAN VOR and hold.

When local altimeter setting not received, use Roxboro, NC altimeter setting and increase all DA 62 feet and all MDA 80 feet, increase S-LOC 2 visibility Cats C and D ¼ mile. For inoperative MALSR when using Roxboro, NC altimeter setting, increase S-ILS 2 visibility all Cats to 1. Circling NA at night to Rwy 31.

ASOS <b>128.125</b>	WASHINGTON CENTER <b>124.05 307.0</b>	UNICOM <b>123.05 (CTAF)</b>
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ELEV 571	Δ 612±	D
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681±

641

623

621±

663±

606±

621

6500 X 150

4020 X 100

1-1½ UP

0.4% UP

569±

AS

TDZE 558

025° 4.5 NM from FAF

HIRL Rwy 2-20

MIRL Rwy 13-31

REIL Rws 13, 20 and 31

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D
S-ILS 2	758-½ 200 (200-½)			
S-LOC 2	1040-½	482 (500-½)	1040-¾ 482 (500-¾)	1040-1 482 (500-1)
CIRCLING	1080-1	509 (500-1)	1080-1½ 509 (500-1½)	1140-2 569 (600-2)

NE-3, 08 APR 2010 to 06 MAY 2010

VOR DAN <b>113.1</b>	APP CRS <b>030°</b>	Rwy Idg TDZE Apt Elev	<b>5600</b> <b>558</b> <b>571</b>
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# VOR RWY 2

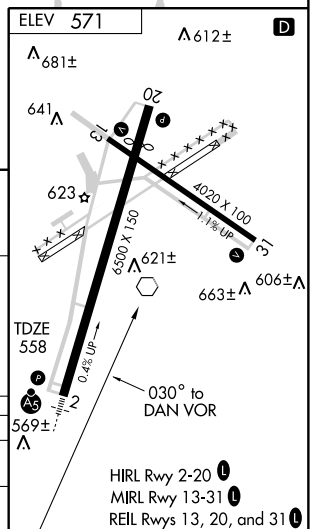
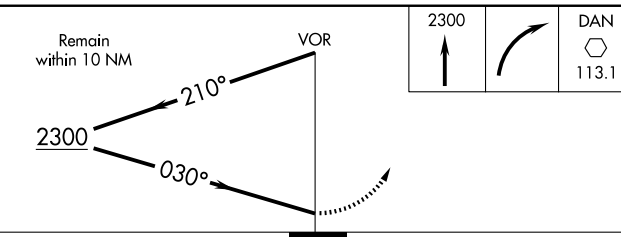
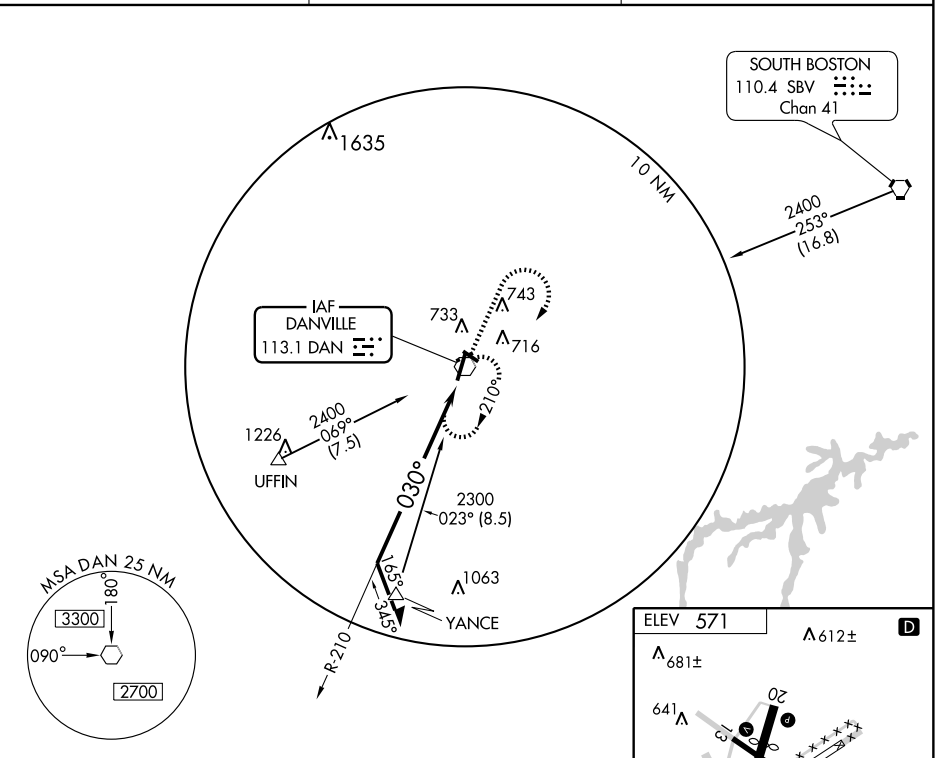
DANVILLE RGNL (DAN)

**▼** Visibility reduction by helicopters NA. When local altimeter setting not received, use Roxboro, NC altimeter setting and increase all MDA 80 feet and S-2 and Circling Cats C and D visibility ¼ mile. For inoperative MALSR for local altimeter setting and when using Roxboro, NC altimeter setting, increase S-2 visibility Cats A and B to 1. Circling NA at night to Rwy 31.

**MALSR**  
**AS**

**MISSED APPROACH:** Climb to 2300 then right turn direct DAN VOR and hold.

ASOS <b>128.125</b>	WASHINGTON CENTER <b>124.05 307.0</b>	UNICOM <b>123.05 (CTAF)</b> <b>0</b>
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CATEGORY	A	B	C	D
S-2	1200-¾ 642 (700-¾)		1200-1¼ 642 (700-1¼)	1200-1½ 642 (700-1½)
CIRCLING	1200-1 629 (700-1)		1200-1¾ 629 (700-1¾)	1200-2 629 (700-2)

NE-3, 08 APR 2010 to 06 MAY 2010

VOR DAN <b>113.1</b>	APP CRS <b>195°</b>	Rwy Idg TDZE Apt Elev	<b>5600</b> <b>568</b> <b>571</b>
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# VOR RWY 20

DANVILLE RGNL (DAN)

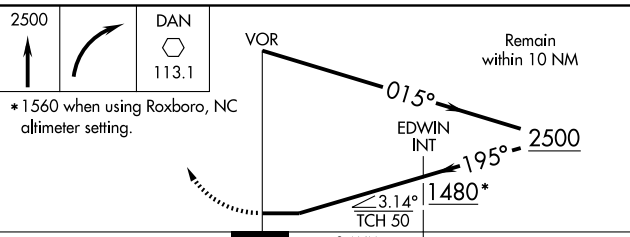
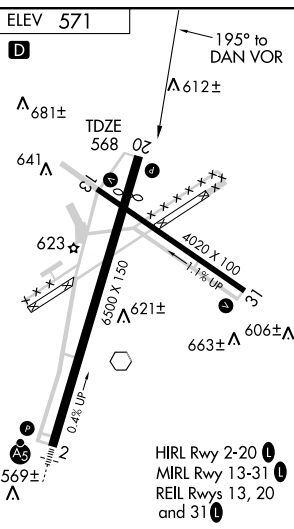
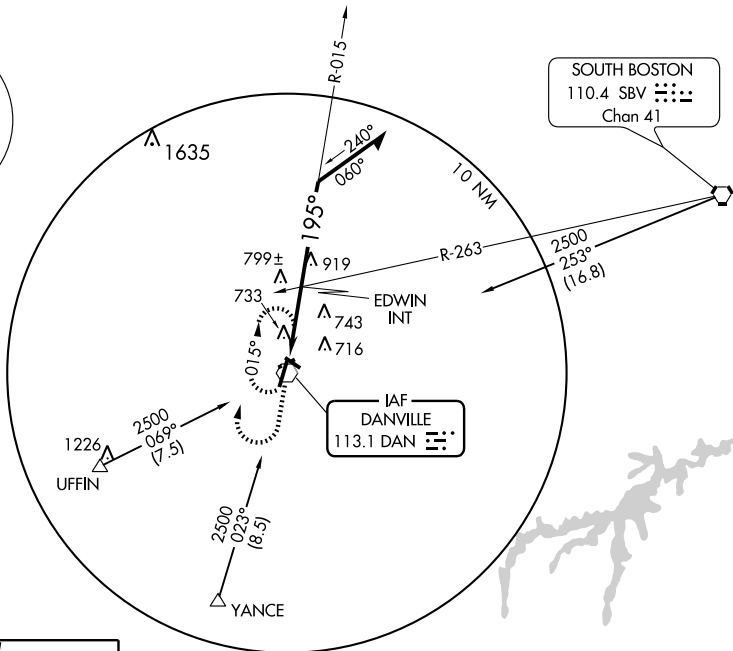
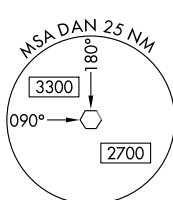
**⚠** When local altimeter setting not received, use Roxboro, NC altimeter setting and increase all MDA 80 feet, increase S-20 and Circling Cats B and C visibility ¼ mile, when using EDWIN fix minimums increase S-20 Cats C and D visibility ¼ mile. Circling NA at night to Rwy 31.

**MISSED APPROACH:** Climb to 2500 then right turn direct DAN VOR and hold.

ASOS  
**128.125**

WASHINGTON CENTER  
**124.05 307.0**

UNICOM  
**123.05 (CTAF) 0**



CATEGORY	A	B	C	D
S-20	1480-1¼	912 (1000-1¼)	1480-2¾ 912 (1000-2¾)	1480-3 912 (1000-3)
CIRCLING	1480-1¼	909 (1000-1¼)	1480-2¾ 909 (1000-2¾)	1480-3 909 (1000-3)
<b>EDWIN FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)</b>				
S-20	1060-1	492 (500-1)	1060-1¼ 492 (500-1¼)	1060-1½ 492 (500-1½)
CIRCLING	1080-1	509 (600-1)	1080-1½ 509 (600-1½)	569 (600-2)

NE-3, 08 APR 2010 to 06 MAY 2010



# ILS or LOC RWY 6

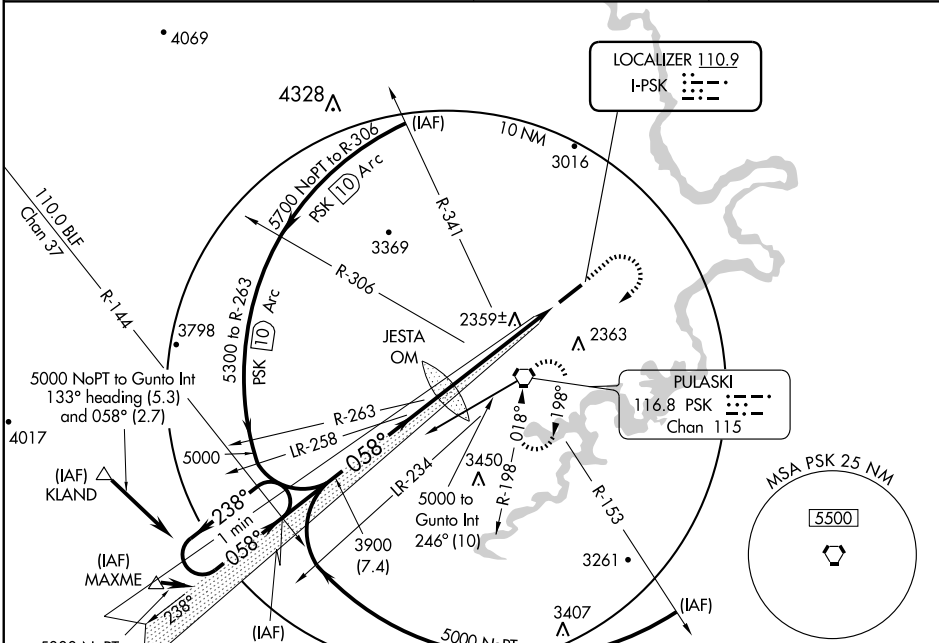
DUBLIN/NEW RIVER VALLEY (PSK)

LOC I-PSK <b>110.9</b>	APP CRS <b>058°</b>	Rwy Idg TDZE Apt Elev	<b>6201</b> <b>2105</b> <b>2105</b>
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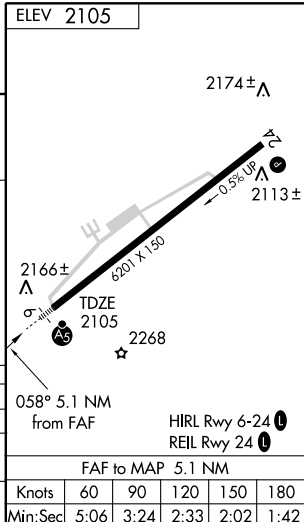
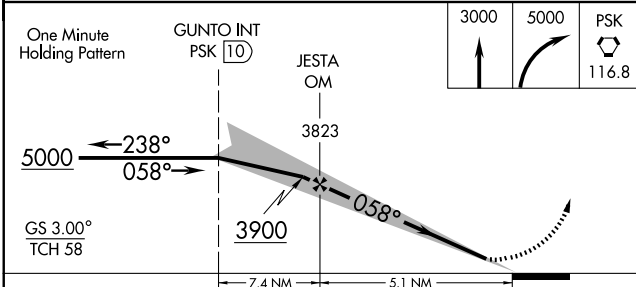
**NA** Inoperative table does not apply to S-ILS.  
Inoperative table does not apply to S-LOC 6 Cats A and B.  
Visibility reduction by helicopters NA.

**MALSR**  
**AS** MISSED APPROACH: Climb to 3000 then climbing right turn to 5000 direct PSK VORTAC and hold.

AWOS-3 <b>127.375</b>	ROANOKE APP CON <b>126.0 339.8</b>	ROANOKE CLNC DEL <b>121.7</b>	UNICOM <b>122.7 (CTAF)</b>
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ELEV 2105
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CATEGORY	A	B	C	D		
S-ILS 6	2314-1 209 (300-1)					
S-LOC 6	2620-1 515 (600-1)		2620-1½ 515 (600-1½)			
CIRCLING	2620-1 515 (600-1)		2620-1½ 515 (600-1½)			
	Knots	60	90	120	150	180
	Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-3. 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 24

DUBLIN/ NEW RIVER VALLEY (PSK)

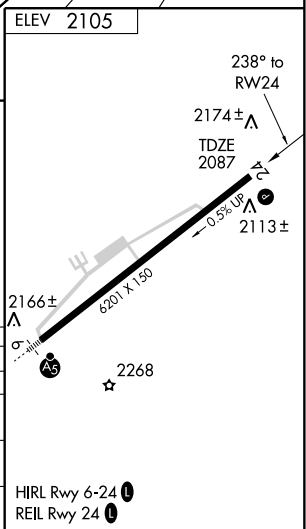
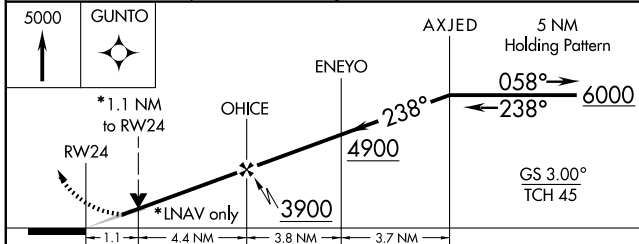
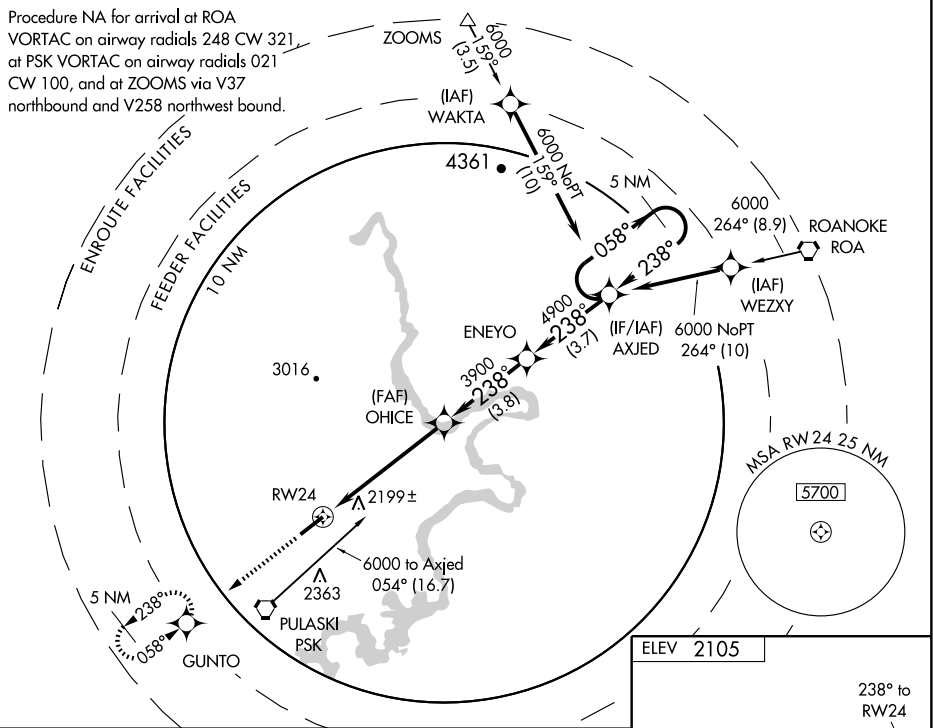
WAAS Chan <b>86227</b> <b>W24A</b>	APP CRS <b>238°</b>	Rwy Idg TDZE Apt Elev	<b>6201</b> <b>2087</b> <b>2105</b>
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MISSED APPROACH: Climb to 5000  
direct GUNTO and hold.

**NA** DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).  
VDP and Baro-VNAV NA when using Virginia Tech/Montgomery Executive  
altimeter setting. If local altimeter setting not received, use Virginia Tech/  
Montgomery Executive altimeter setting and increase all DAs/MDAs 40 feet.

AWOS-3 <b>127.375</b>	ROANOKE APP CON <b>126.0 339.8</b>	ROANOKE CLNC DEL <b>121.7</b>	UNICOM <b>122.7 (CTAF)</b>
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Procedure NA for arrival at ROA  
VORTAC on airway radials 248 CW 321,  
at PSK VORTAC on airway radials 021  
CW 100, and at ZOOMS via V37  
northbound and V258 northwest bound.



CATEGORY	A	B	C	D
LPV DA		2337-1	250 (300-1)	
LNAV/ VNAV DA		2346-1	259 (300-1)	
LNAV MDA	2460-1	373 (400-1)		2460-1 ¼ 373 (400-1 ¼)
CIRCLING	2620-1	515 (600-1)	2660-1 ½ 555 (600-1 ½)	2680-2 575 (600-2)

HIRL Rwy 6-24 **1**  
REIL Rwy 24 **1**

# VOR/DME or GPS RWY 6

DUBLIN/ NEW RIVER VALLEY (PSK)

VORTAC PSK <b>116.8</b> Chan <b>115</b>	APP CRS <b>031°</b>	Rwy Idg TDZE Apt Elev	<b>6201</b> <b>2105</b> <b>2105</b>
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**▼** Inoperative table does not apply.



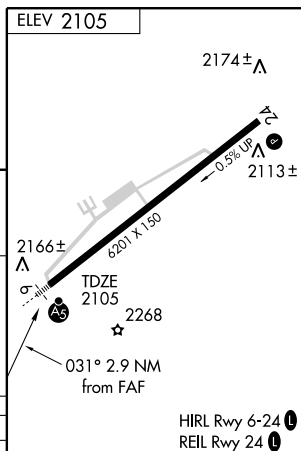
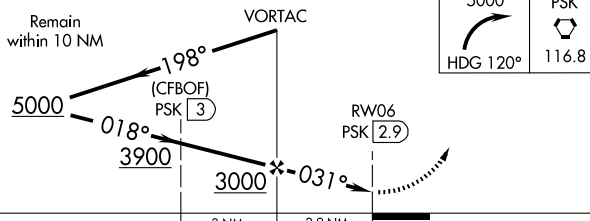
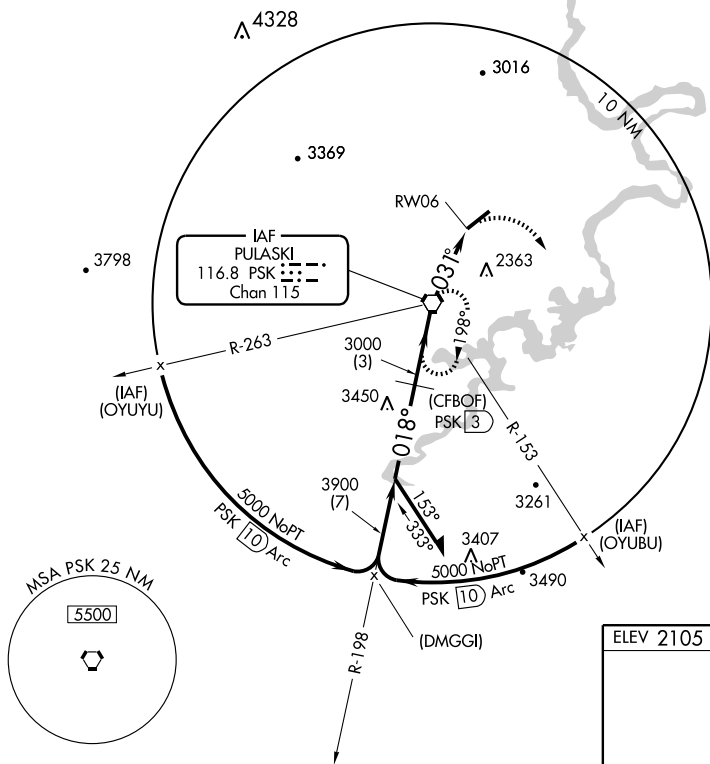
MISSED APPROACH: Climbing right turn to 5000 via heading 120° then direct PSK VORTAC and hold.

AWOS-3  
**127.375**

ROANOKE APP CON  
**126.0 339.8**

ROANOKE CLNC DEL  
**121.7**

UNICOM  
**122.7 (CTAF) 0**



CATEGORY	A	B	C	D
S-6	2620-1 515 (600-1)		2620-1½ 515 (600-1½)	2620-1¾ 515 (600-1¾)
CIRCLING	2620-1 515 (600-1)		2620-1½ 515 (600-1½)	2680-2 575 (600-2)

Knots	60	90	120	150	180
Min:Sec					

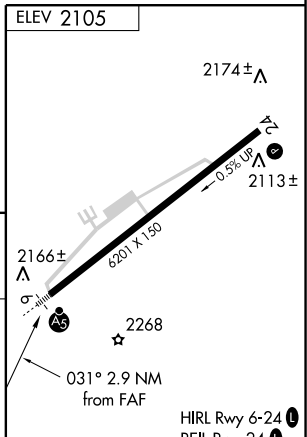
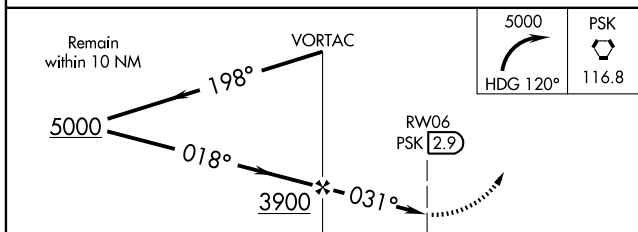
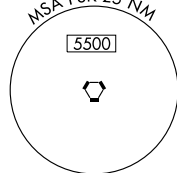
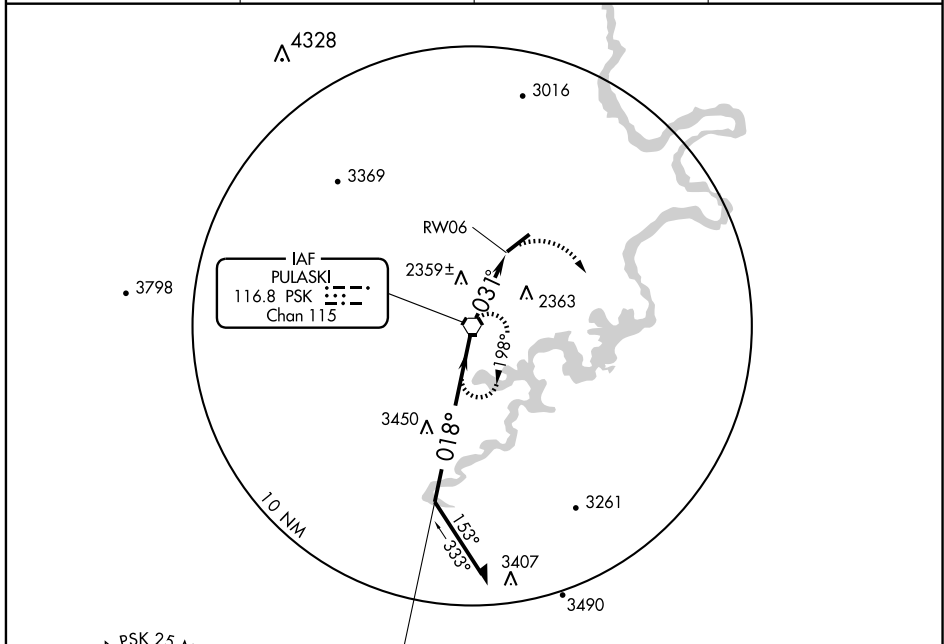
# VOR or GPS-A

DUBLIN/ NEW RIVER VALLEY (PSK)

VORTAC PSK <b>116.8</b> Chan <b>115</b>	APP CRS <b>031°</b>	Rwy Idg TDZE Apt Elev	<b>6201</b> N/A <b>2105</b>
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	MALSR 	MISSED APPROACH: Climbing right turn to 5000 via heading 120° then direct PSK VORTAC and hold.
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AWOS-3 <b>127.375</b>	ROANOKE APP CON <b>126.0 339.8</b>	ROANOKE CLNC DEL <b>121.7</b>	UNICOM <b>122.7 (CTAF) 0</b>
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CATEGORY	A	B	C	D	FAF to MAP 2.9 NM					
CIRCLING	2740-1	635 (700-1)	2740-1 3/4 635 (700-1 3/4)	2740-2 1/4 635 (700-2 1/4)	Knots	60	90	120	150	180
					Min:Sec	2:54	1:56	1:27	1:10	0:58

# LOC RWY 33

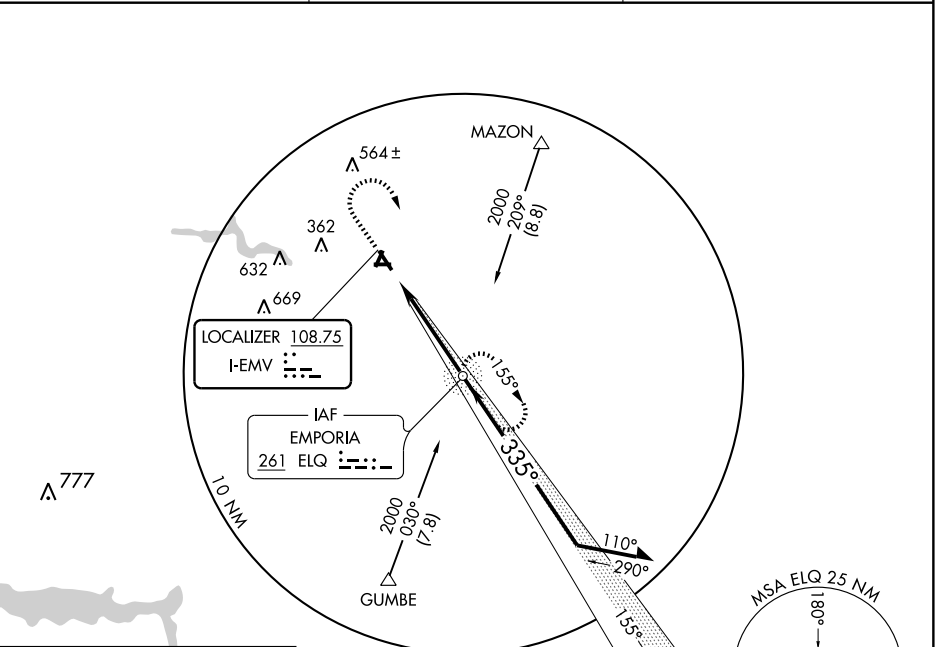
EMPORIA-GREENSVILLE RGNL (EMV)

LOC I-EMV <b>108.75</b>	APP CRS <b>335°</b>	Rwy Idg TDZE Apt Elev	<b>5010</b> <b>121</b> <b>127</b>
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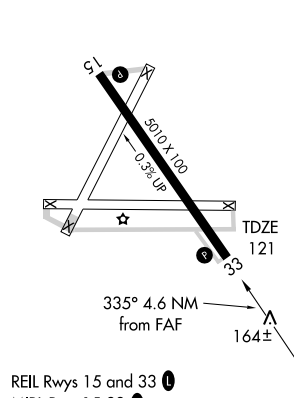
**NA**

MISSED APPROACH: Climb to 600, then climbing right turn to 2000 direct ELQ NDB and hold.

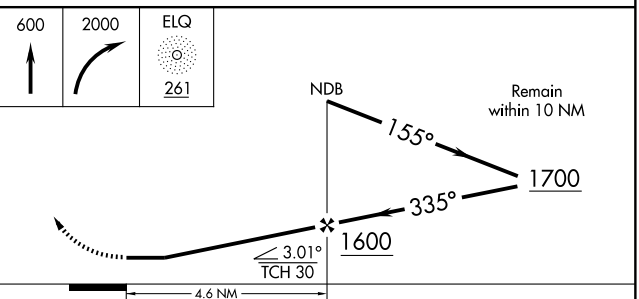
AWOS-3 <b>124.175</b>	WASHINGTON CENTER <b>132.025 269.4</b>	UNICOM <b>123.0 (CTAF)</b>
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ELEV 127



## ADF REQUIRED



FAF to MAP 4.6 NM	CATEGORY	A	B	C	D
Knots 60 90 120 150 180	S-LOC 33	420-1	299 (300-1)		NA
Min:Sec 4:36 3:04 2:18 1:50 1:32	CIRCLING	560-1 433 (500-1)	580-1 453 (500-1)		NA

APP CRS <b>155°</b>	Rwy ldg TDZE Apt Elev	<b>5010</b> <b>127</b> <b>127</b>
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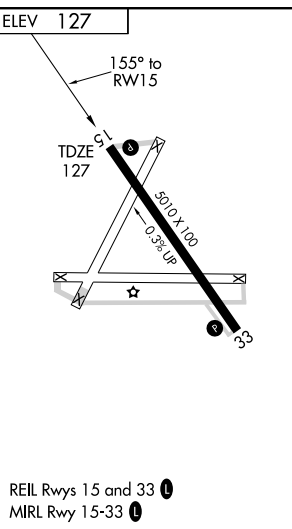
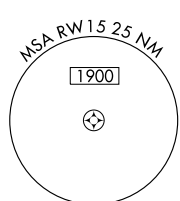
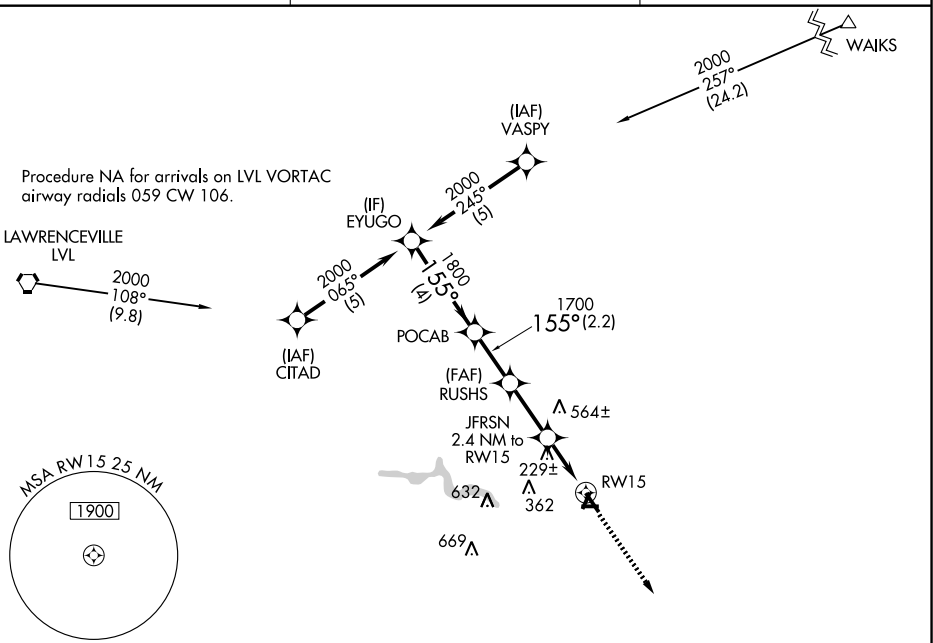
# RNAV (GPS) RWY 15

EMPORIA-GREENSVILLE RGNL (EMV)

**Procedure NA at night. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ahsoskie altimeter setting and increase all MDA 80 feet.**

**MISSED APPROACH: Climb to 2000 direct XETIY and hold.**

AWOS-3 <b>124.175</b>	WASHINGTON CENTER <b>132.025 269.4</b>	UNICOM <b>123.0 (CTAF)</b>
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Procedure Turn NA	2000	1800	1700	920	2000	XETIY
	4 NM		2.2 NM	2.4 NM	2.4 NM	
CATEGORY	A		B		C	D
LNAV MDA	480-1		353 (400-1)		NA	
CIRCLING	560-1		580-1		NA	
	433 (500-1)		453 (500-1)		NA	

NE-3, 08 APR 2010 to 06 MAY 2010

APP CRS <b>335°</b>	Rwy ldg TDZE Apt Elev	<b>5010</b> <b>121</b> <b>127</b>
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# RNAV (GPS) RWY 33

EMPORIA-GREENSVILLE RGNL (EMV)

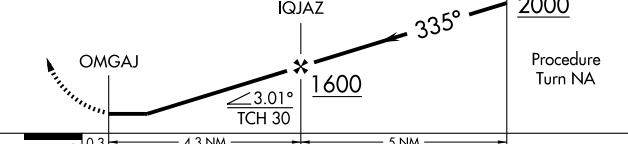
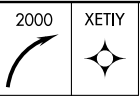
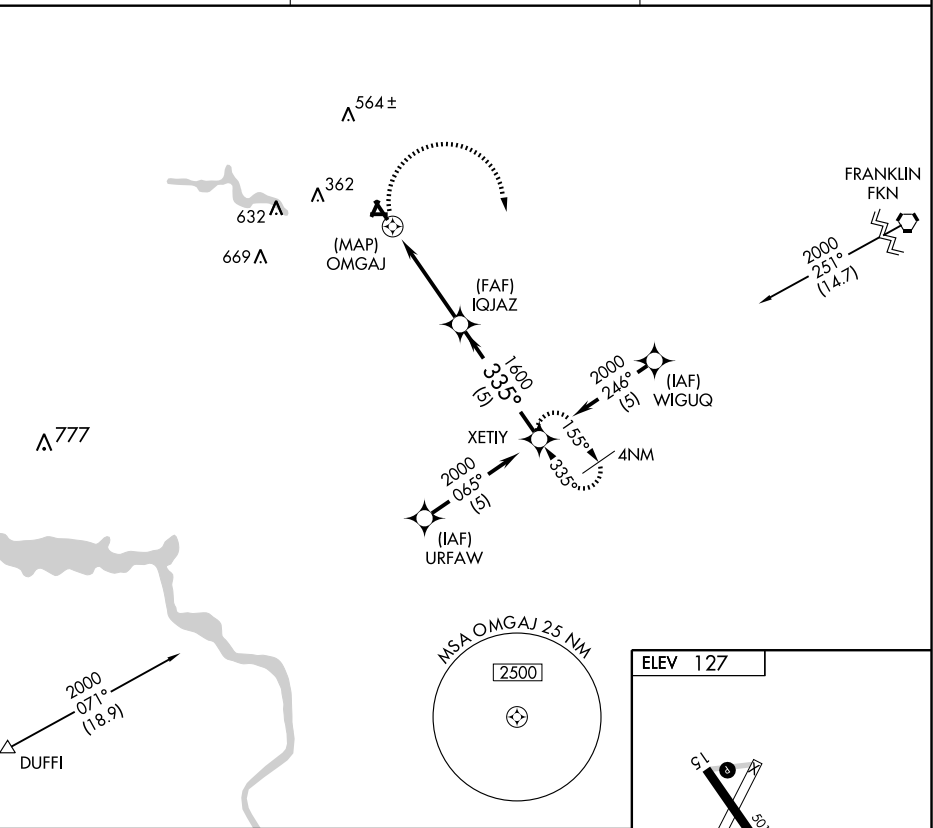
**▼** GPS or RNP-0.3 required.  
**▲ NA** DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climbing right turn to 2000 direct XETIY WP and hold.

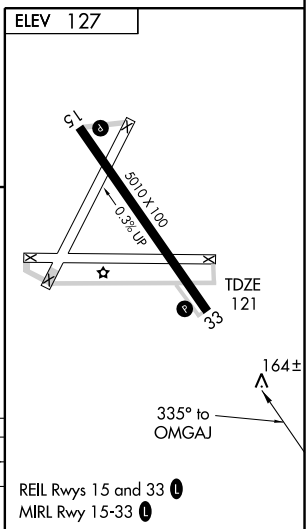
AWOS-3  
**124.175**

WASHINGTON CENTER  
**132.025 269.4**

UNICOM  
**123.0 (CTAF) ①**



CATEGORY	A	B	C	D
LNAV MDA	420-1	299 (300-1)		NA
CIRCLING	560-1	580-1		
	433 (500-1)	453 (500-1)		NA



REIL Rwy 15 and 33 ①  
MIRL Rwy 15-33 ①

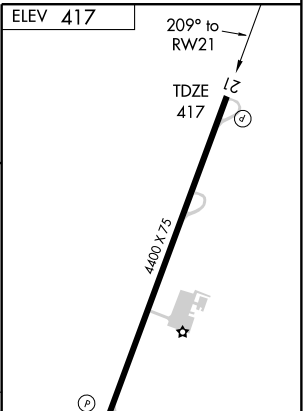
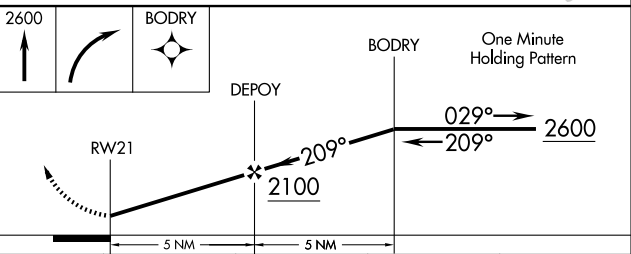
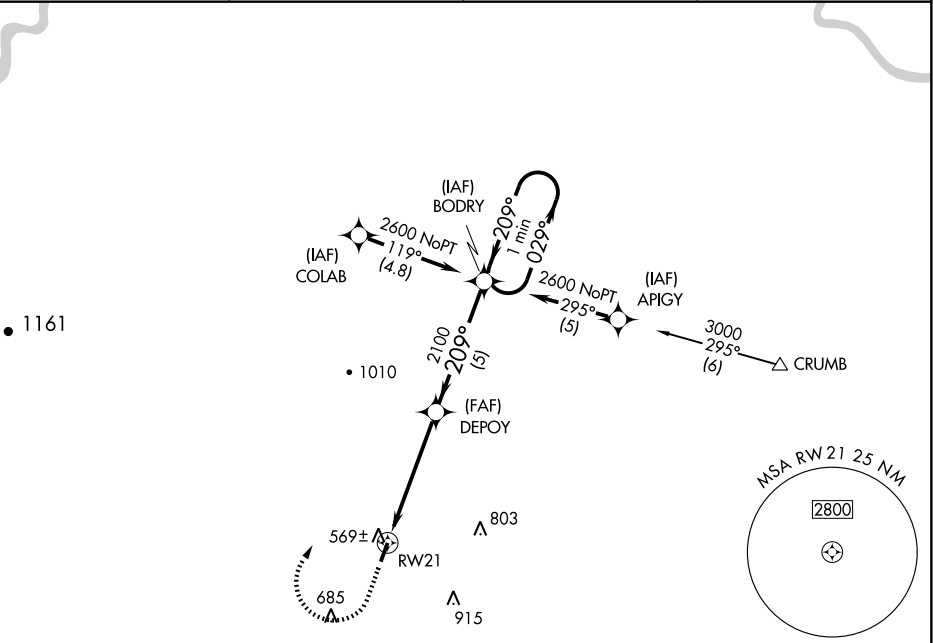
APP CRS	Rwy Idg	<b>4400</b>
<b>209°</b>	TDZE	<b>417</b>
	Apt Elev	<b>417</b>

# GPS RWY 21

FARMVILLE RGNL (FVX)

**NA** MISSED APPROACH: Climb to 2600 then right turn direct BODRY WP and hold.

AWOS-3 <b>132.725</b>	WASHINGTON CENTER <b>135.4 263.1</b>	UNICOM <b>122.8 (CTAF)</b>	GCO <b>135.075</b>
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CATEGORY	A	B	C	D
S-21	820-1 403 (500-1)		820-1½ 403 (500-1½)	NA
CIRCLING	900-1 483 (500-1)		920-1½ 503 (600-1½)	NA

MIRL Rwy 3-21



# NDB or GPS RWY 3

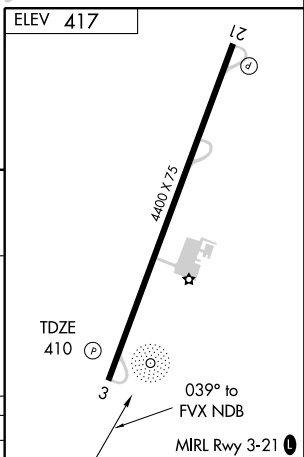
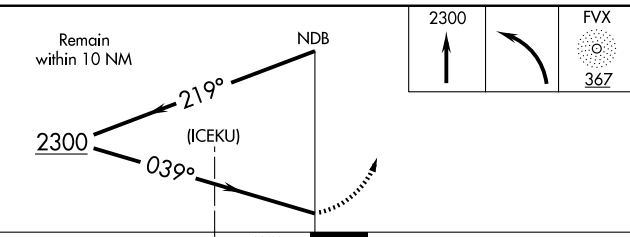
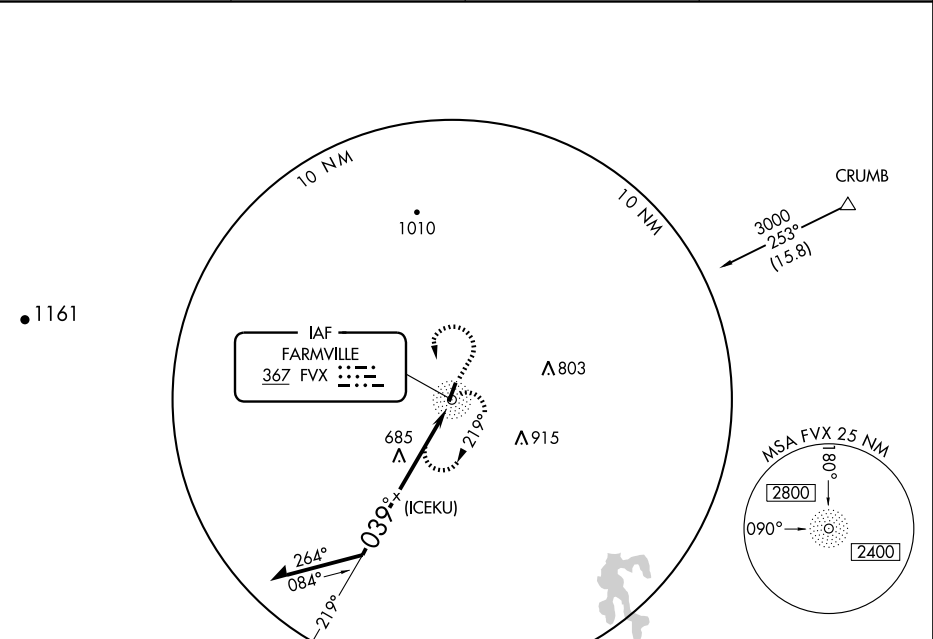
FARMVILLE RGNL (FVX)

NDB FVX <b>367</b>	APP CRS <b>039°</b>	Rwy Idg TDZE Apt Elev	<b>4400</b> <b>410</b> <b>417</b>
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▼  
▲ NA

MISSED APPROACH: Climb to 2300, then left turn direct FVX NDB and hold.

AWOS-3 <b>132.725</b>	WASHINGTON CENTER <b>135.4 263.1</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>	GCO <b>135.075</b>
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CATEGORY	A	B	C	D
S-3	1220-1 810 (900-1)	1220-1¼ 810 (900-1¼)	1220-2¼ 810 (900-2¼)	NA
CIRCLING	1220-1 803 (900-1)	1220-1¼ 803 (900-1¼)	1220-2¼ 803 (900-2¼)	NA

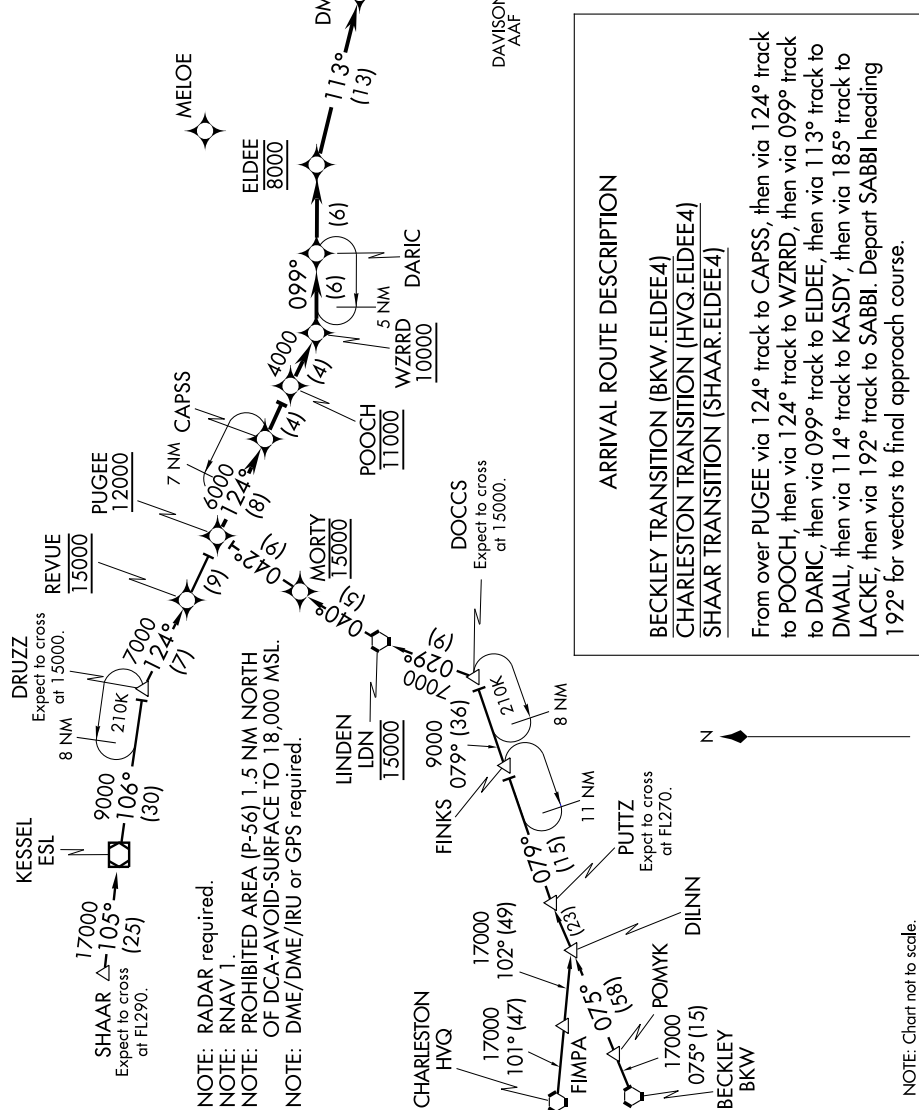
ELEV 417					
Knots	60	90	120	150	180
Min:Sec					

NE-3. 08 APR 2010 to 06 MAY 2010

# ELDEE FOUR ARRIVAL (RNAV)

WASHINGTON, DC

POTOMAC APP CON  
118.67 343.7  
WASHINGTON NATIONAL  
ATIS ARR  
132.65  
ANDREWS ATIS ARR  
113.1 251.05



NOTE: RADAR required.  
NOTE: RNAV 1.  
NOTE: PROHIBITED AREA (P-56) 1.5 NM NORTH OF DCA-AVOID-SURFACE TO 18,000 MSL.  
NOTE: DME/DME/IRU or GPS required.


NOTE: Chart not to scale.

LOC/DME I-DAA <b>108.9</b> Chan <b>26</b>	APCH CRS <b>322°</b>	Rwy ldg TDZE Arprt Elev <b>4727</b> <b>66</b> <b>73</b>
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AL-5504 [USA]

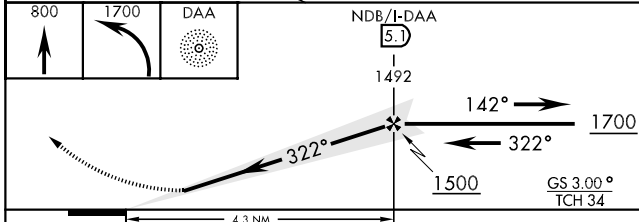
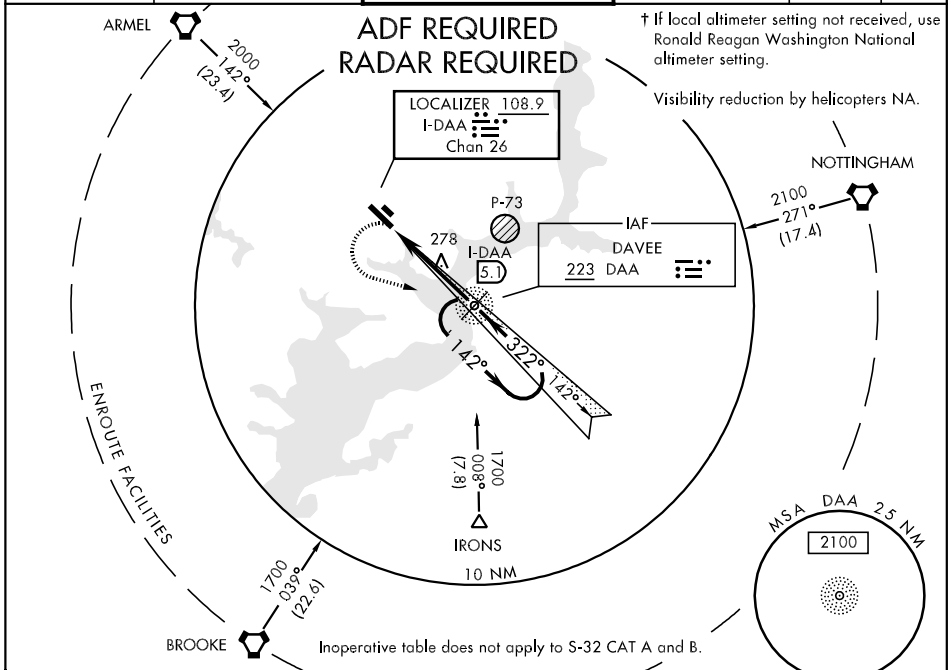
DAVISON AAF (KDAA)

▼ \* When ALS inop, increase CAT D vis to 1½ miles.  
 \*\* When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles.

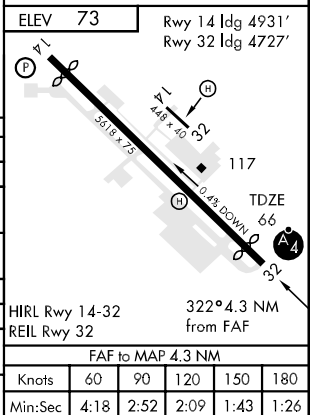
MALSF 

MISSED APPROACH: Climb to 800, then climbing left turn to 1700 direct DAA NDB and hold; or when directed by ATC, climb to 800, then climbing left turn to 2000 hdg 190° within 10 NM.

ATIS <b>128.175 230.0</b>	POTOMAC APP CON <b>119.85 322.3</b>	DAVISON TOWER ★ <b>126.3 (CTAF) 0229.4</b>	GND CON <b>121.9 245.2</b>	CLNC DEL <b>245.2</b>	PAR
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CATEGORY	A	B	C	D
S-ILS 32		346/50	280 (300-1)	
S-LOC 32 *	540/50	474 (500-1)		540/60 474 (500-1½)
CIRCLING	740-1 667 (700-1)		740-1¾ 667 (700-1¾)	760-2¼ 687 (700-2¼)
† RONALD REAGAN WASHINGTON NATIONAL ALTIMETER SETTING MINIMUMS				
S-ILS 32	379/50	313 (400-1)		
S-LOC 32 **	580/50	514 (600-1)	580/60 514 (600-1½)	580-1½ 514 (600-1½)
CIRCLING	780-1 707 (800-1)		780-2 707 (800-2)	800-2¼ 727 (800-2¼)



NE-3: 08 APR 2010 to 06 MAY 2010

NDB DAA <b>223</b>	APCH CRS <b>323°</b>	Rwy ldg TDZE Arprt Elev <b>4727</b> <b>66</b> <b>73</b>
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AL-5504 [USA]

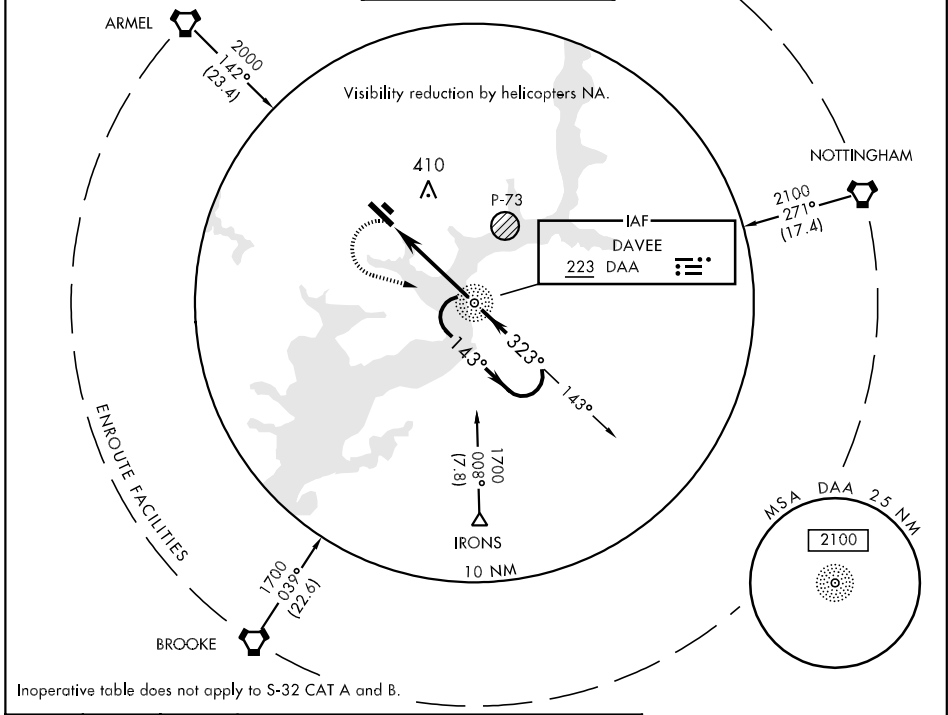
DAVISON AAF (KDA)

▼ \* When ALS inop, increase CAT D vis to 2¼ miles.  
 \*\* If local altimeter setting not received, use Ronald Reagan Washington National altimeter setting.

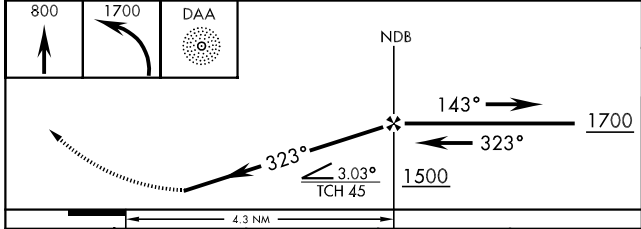


MISSED APPROACH: Climb to 800 then climbing left turn to 1700 direct DAA NDB and hold.

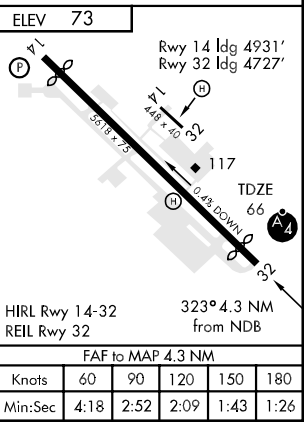
ATIS <b>128.175 230.0</b>	POTOMAC APP CON <b>119.85 322.3</b>	DAVISON TOWER ★ <b>126.3 (CTAF) 0229.4</b>	GND CON <b>121.9 245.2</b>	CINC DEL <b>245.2</b>	PAR
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Inoperative table does not apply to S-32 CAT A and B.



CATEGORY	A	B	C	D
S-32 *	740/50	674 (700-1)	740-1¾ 674 (700-1¾)	740-2 674 (700-2)
CIRCLING	740-1	667 (700-1)	740-1¾ 667 (700-1¾)	760-2¼ 687 (700-2¼)
** RONALD REAGAN WASHINGTON NATIONAL ALTIMETER SETTING MINIMUMS				
S-32 *	780/50	714 (800-1)	780-1¾ 714 (800-1¾)	780-2 714 (800-2)
CIRCLING	780-1	707 (800-1)	780-1¾ 707 (800-1¾)	800-2¼ 727 (800-2¼)



NE-3: 08 APR 2010 to 06 MAY 2010

APCH CRS	Rwy Idg	<b>4931</b>
<b>142°</b>	TDZE	<b>52</b>
	Arpt Elev	<b>73</b>

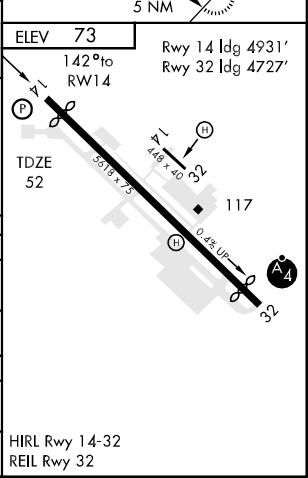
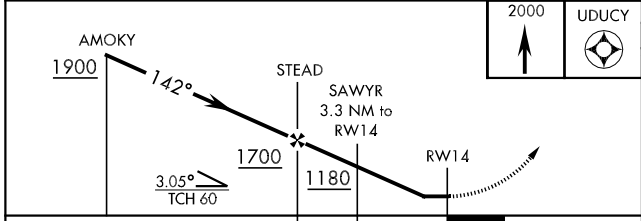
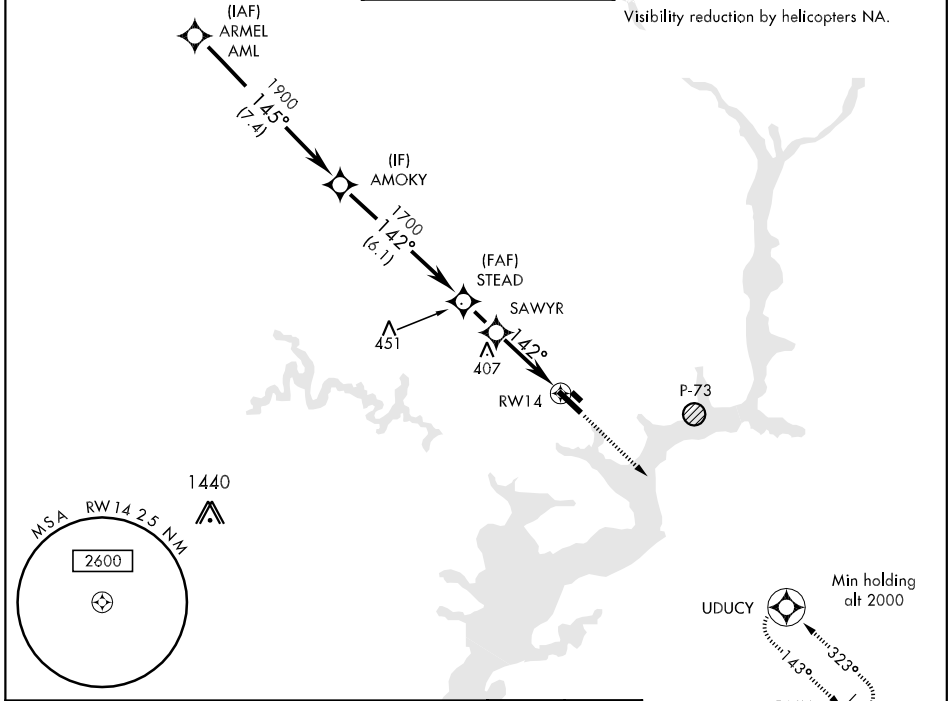
AL-5504 [USA]

DAVISON AAF (KDA A)

▼ \* If local altimeter setting not received, use Ronald Reagan Washington National altimeter setting.  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct UDU CY and hold.

ATIS <b>128.175 230.0</b>	POTOMAC APP CON <b>119.85 322.3</b>	DAVISON TOWER ★ <b>126.3 (CTAF) 0229.4</b>	GND CON <b>121.9 245.2</b>	CLNC DEL <b>245.2</b>	PAR
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CATEGORY	A	B	C	D
LNAV MDA	660-1 608 (600-1)	660-1 608 (600-1 3/4)	660-2 608 (600-2)	660-2 608 (600-2)
CIRCLING	740-1 667 (700-1)	740-1 667 (700-1 3/4)	760-2 687 (700-2 1/4)	760-2 687 (700-2 1/4)
* RONALD REAGAN WASHINGTON NATIONAL ALTIMETER SETTING MINIMUMS				
LNAV MDA	700-1 648 (700-1)	700-2 648 (700-2)	700-2 648 (700-2)	700-2 648 (700-2)
CIRCLING	780-1 707 (800-1)	780-2 707 (800-2)	800-2 727 (800-2 1/4)	800-2 727 (800-2 1/4)

NE-3: 08 APR 2010 to 06 MAY 2010

APCH CRS **323°** Rwy ldg **4727**  
 TDZE **66**  
 Arprt Elev **73**

AL-5504 [USA]

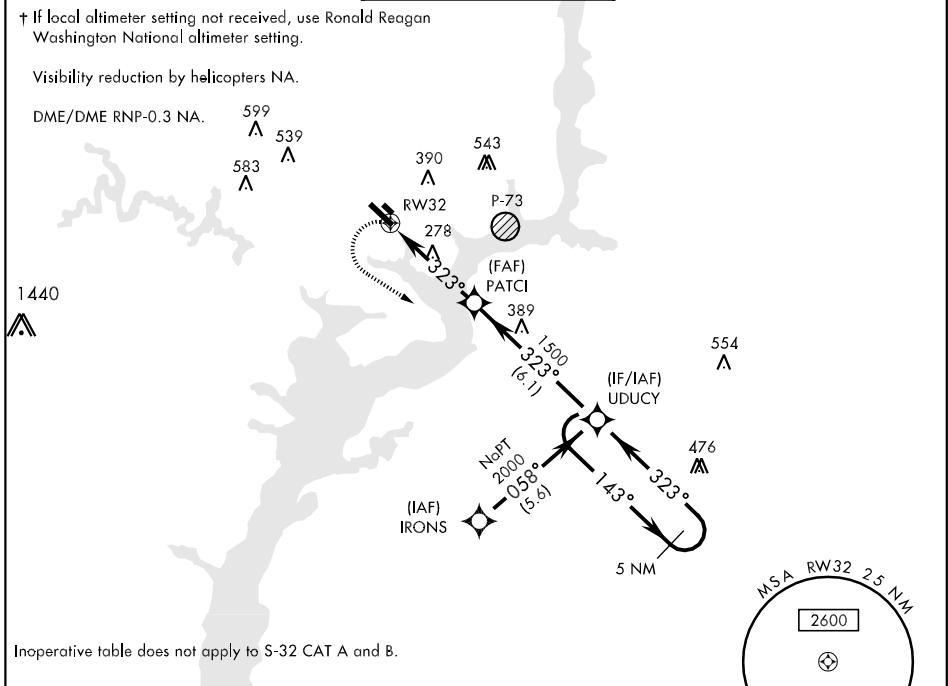
DAVISON AAF (KDA A)

▼ \* When ALS inop, increase CAT D vis to 1½ miles.  
 \*\* When ALS inop, increase CAT C vis to 1½ miles, and CAT D to 1¾ miles.

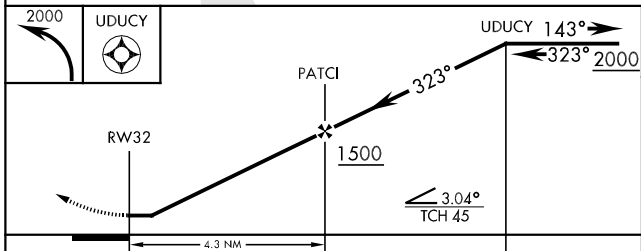


MISSED APPROACH: Climbing left turn to 2000 direct UDU CY and hold.

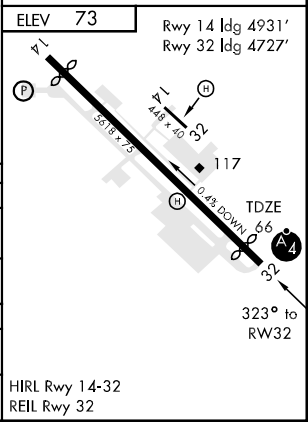
ATIS <b>128.175 230.0</b>	POTOMAC APP CON <b>119.85 322.3</b>	DAVISON TOWER ★ <b>126.3 (CTAF) 0 229.4</b>	GND CON <b>121.9 245.2</b>	CLNC DEL <b>245.2</b>	PAR
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Inoperative table does not apply to S-32 CAT A and B.



CATEGORY	A	B	C	D
LNAV MDA *	540/50 474 (500-1)			540/60 474 (500-1¼)
CIRCLING	740-1 667 (700-1)	740-1¾ 667 (700-1¾)		760-2¼ 687 (700-2¼)
† RONALD REAGAN WASHINGTON NATIONAL ALTIMETER SETTING MINIMUMS				
LNAV MDA **	580/50 514 (600-1)	580/60 514 (600-1¼)	580-1½ 514 (600-1½)	580-1½ 514 (600-1½)
CIRCLING	780-1 707 (800-1)	780-2 707 (800-2)	800-2½ 727 (800-2½)	800-2½ 727 (800-2½)



NE-3: 08 APR 2010 to 06 MAY 2010

# WZRRD TWO ARRIVAL

WASHINGTON, DC

POTOMAC APP CON 118.67  
 WASHINGTON NATIONAL ATIS ARR 132.65  
 ANDREWS ATIS ARR 113.1 251.05  
 DAVIDSON ATIS ARR 128.175

MARTINSBURG  
 112.1 MRB  
 Chan 58

MORGANTOWN  
 111.6 MGW  
 Chan 53

KESSEL  
 110.8 ESL  
 Chan 45  
 N39°13.53'-W78°59.37'

DRUZZ  
 N39°09.80'  
 W78°21.48'  
 Expect to cross  
 at 15000.

SHAAR  
 N39°16.19'  
 W79°31.37'  
 Expect to cross  
 at FL290.

LINDEN  
 114.3 LDN  
 Chan 90  
 N38°51.26'-W78°12.33'

BUNNUN  
 N38°55.96'  
 W78°08.35'

ARMEL  
 113.5 AML  
 Chan 82  
 N38°56.08'-W77°28.00'

CHARLESTON  
 117.4 HVQ  
 Chan 121  
 N38°20.98'-W81°46.19'

PUTTZ  
 N38°25.39'  
 W79°17.44'  
 Expect to cross  
 at FL270.

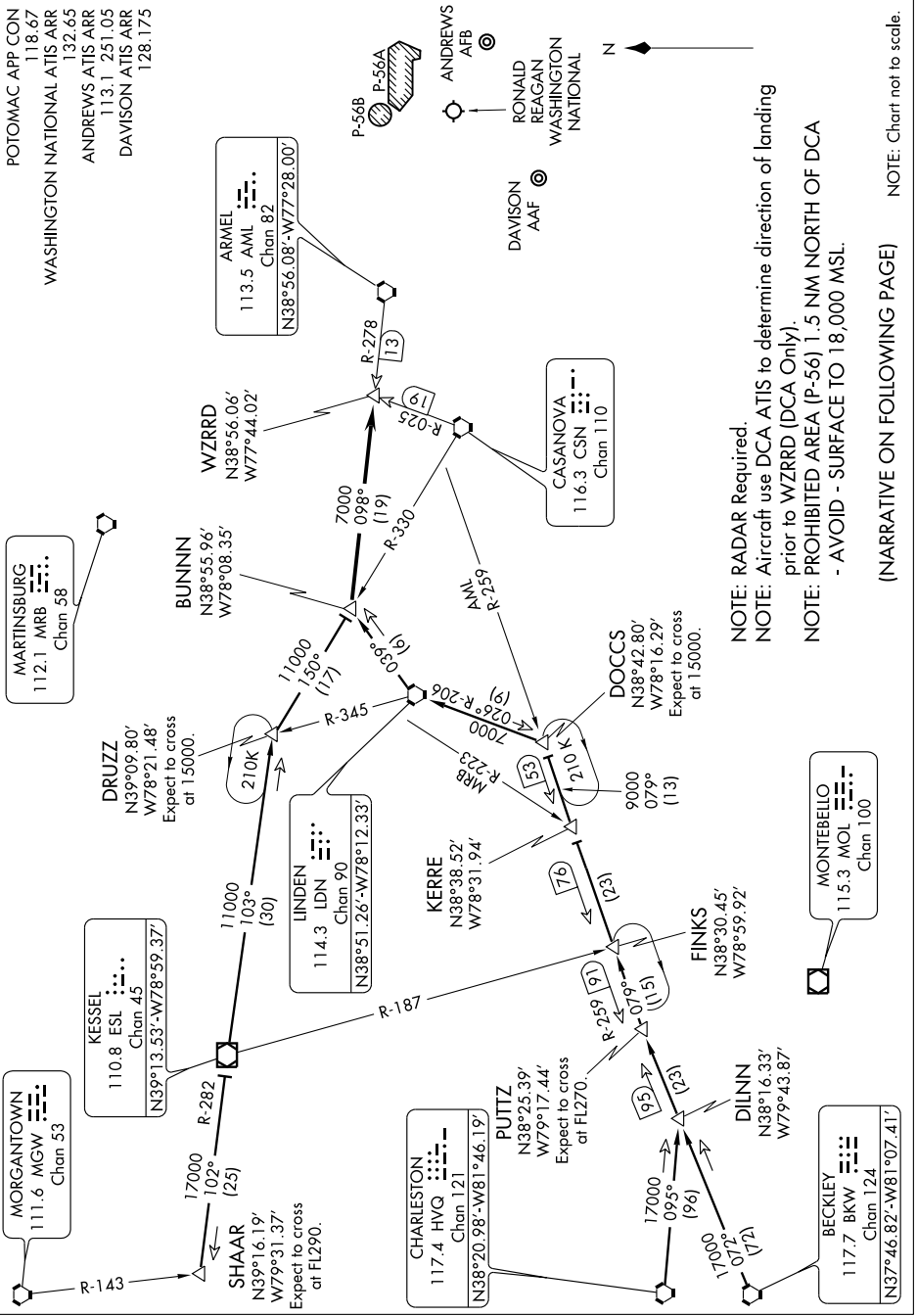
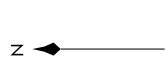
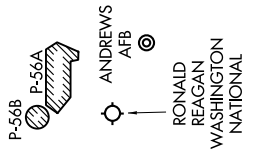
KERRE  
 N38°38.52'  
 W78°31.94'

DOCCS  
 N38°42.80'  
 W78°16.29'  
 Expect to cross  
 at 15000.

CASANOVA  
 116.3 CSN  
 Chan 110

BECKLEY  
 117.7 BKW  
 Chan 124  
 N37°46.82'-W81°07.41'

MONTEBELLO  
 115.3 MOL  
 Chan 100



NOTE: RADAR Required.  
 NOTE: Aircraft use DCA ATIS to determine direction of landing prior to WZRRD (DCA Only).  
 NOTE: PROHIBITED AREA (P-56) 1.5 NM NORTH OF DCA  
 - AVOID - SURFACE TO 18,000 MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.WZRRD2): From over BKW VORTAC via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-039 to BUNNN INT, thence . . . .

CHARLESTON TRANSITION (HVQ.WZRRD2): From over HVQ VORTAC via HVQ R-095 to DILNN INT, then via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-039 to BUNNN INT, thence . . . .

SHAAR TRANSITION (SHAAR.WZRRD2): From over SHAAR INT via ESL R-282 to ESL VOR/DME, then via R-103 to DRUZZ INT, then via CSN R-330 to BUNNN, thence . . . .

. . . . from over BUNNN INT via AML R-278 to WZRRD INT. Expect vectors to final approach course after WZRRD INT.



NDB FAF <b>226</b>	APCH CRS <b>139°</b>	Rwy ldg TDZE Arpt Elev <b>3020</b> <b>11</b> <b>11</b>
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AL-5211 [USA]

FELKER AAF (KFAF)

**▲** When local altimeter setting not received, use Newport News/Williamsburg Intl altimeter setting and increase all MDAs 20 FT.

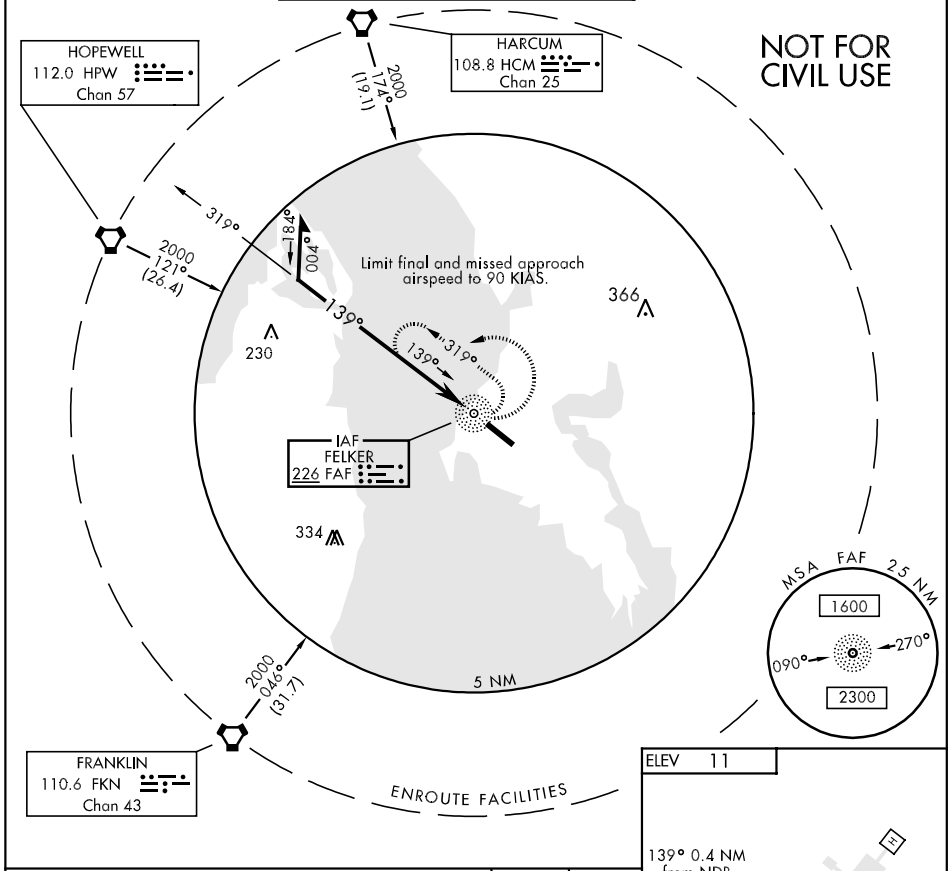


MISSED APPROACH: Climbing left turn to 1600 in FAF NDB holding pattern.

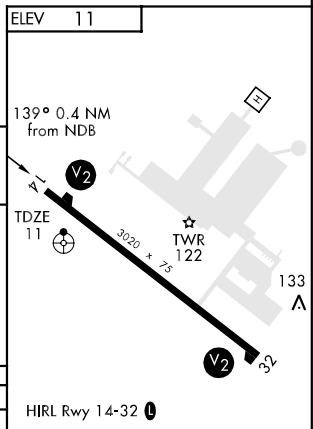
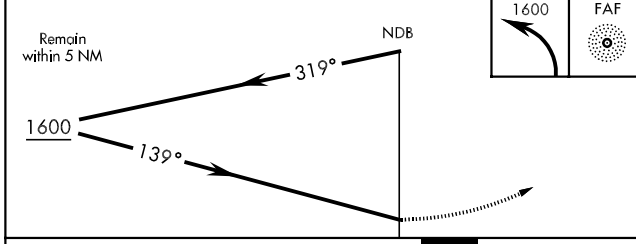
NORFOLK APP CON  
**125.7 335.625**

FELKER TOWER ★  
**126.3 (CTAF) 0 269.25**

GND CON  
**121.35 229.4**



**NOT FOR CIVIL USE**



CATEGORY	COPTER	
H-14	540-34	529 (600-34)

NE-3: 08 APR 2010 to 06 MAY 2010

APCH CRS	Rwy Idg	<b>3020</b>
<b>139°</b>	TDZE	<b>11</b>
	Arpt Elev	<b>11</b>

AL-5211 [USA]

FELKER AAF (KFAF)

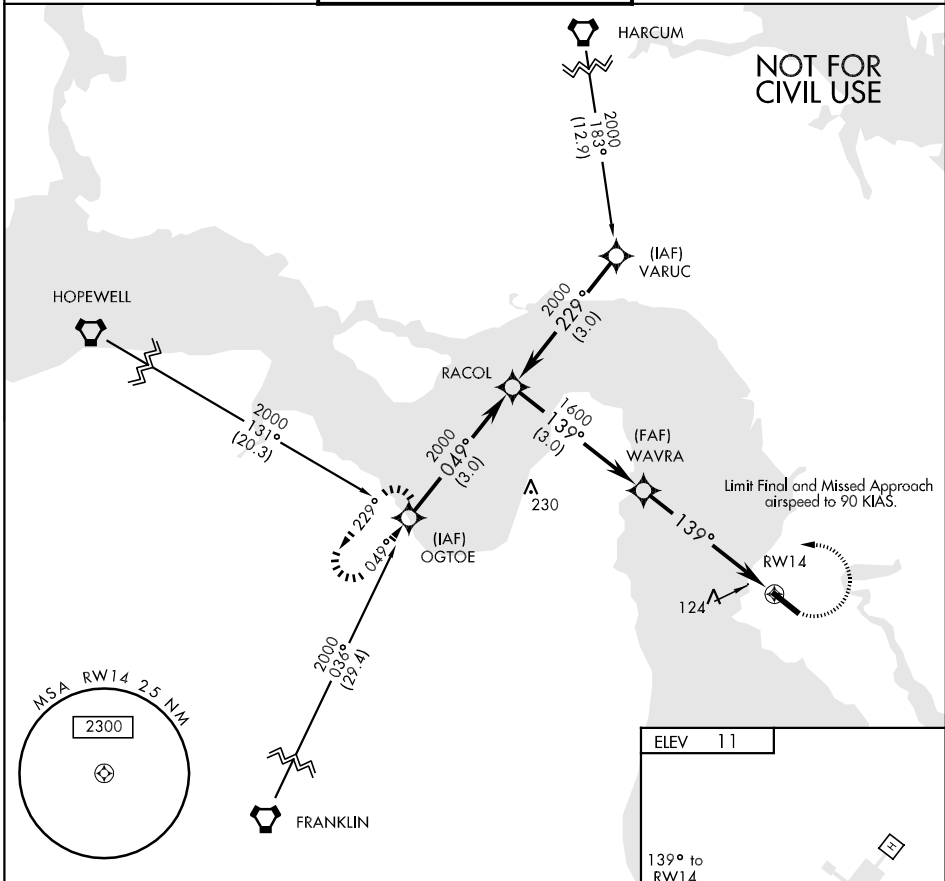
**▲** When local altimeter setting not received, use Newport News/Williamsburg Intl altimeter setting and increase MDA 20 feet. VDP NA when using Newport News/Williamsburg Intl altimeter setting. DME/DME RNP-0.3 NA

ODALS  MISSED APPROACH: Climbing left turn to 2000 direct OGT0E and hold.

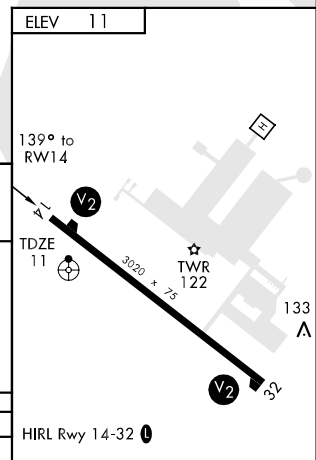
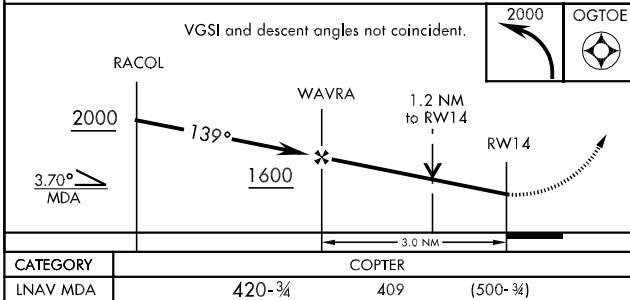
NORFOLK APP CON
<b>125.7 335.625</b>

FELKER TOWER ★
<b>126.3 (CTAF) 0 269.25</b>

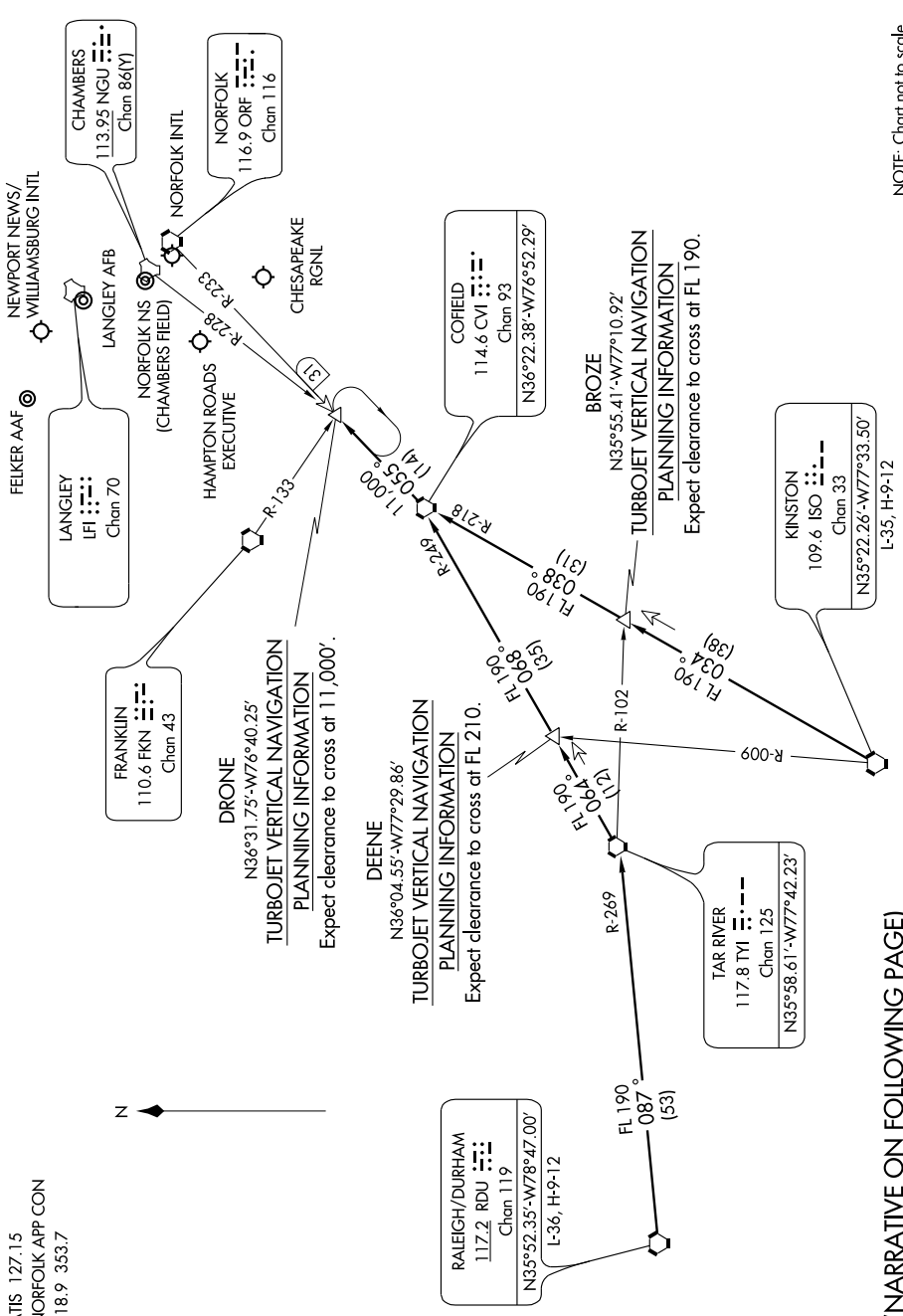
GND CON
<b>121.35 229.4</b>



NE-3: 08 APR 2010 to 06 MAY 2010



ATIS 127.15  
NORFOLK APP CON  
118.9 353.7



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

## ARRIVAL DESCRIPTION

KINSTON TRANSITION (ISO.DRONE1): From over ISO VORTAC via ISO R-034 and CVI R-218 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

RALEIGH/DURHAM (RDU.DRONE1): From over RDU VORTAC via RDU R-087 and TYI R-269 to TYI VORTAC, then via TYI R-064 and CVI R-249 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

....From over DRONE INT expect radar vectors to final approach course.

NDB FAF <b>226</b>	APCH CRS <b>129°</b>	Rwy Idg TDZE Arprt Elev <b>3020</b> <b>11</b> <b>11</b>
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AL-5211 [USA]

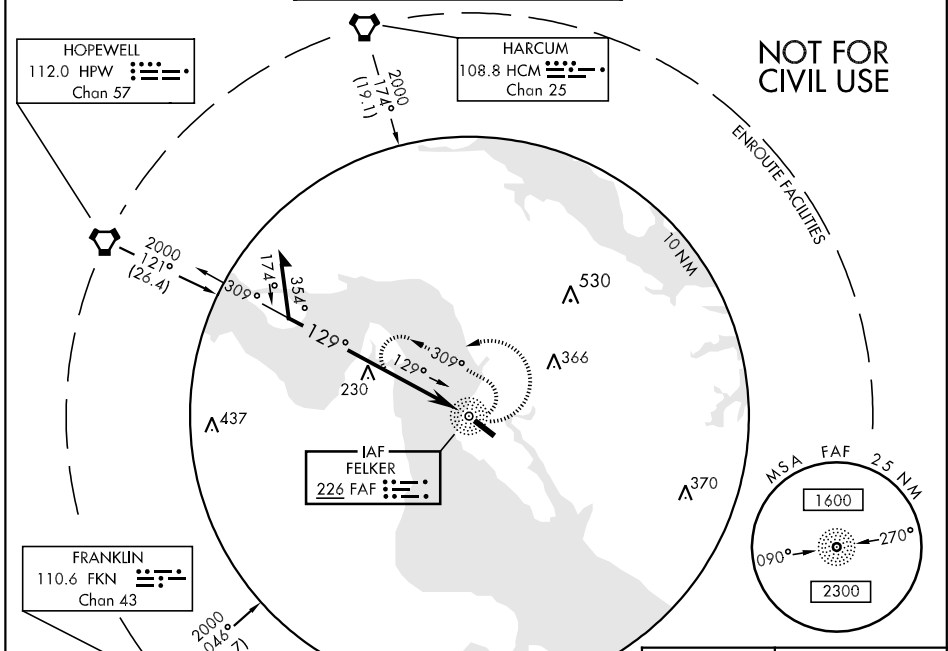
FELKER AAF (KFAF)

**⚠** Visibility reduction by helicopters NA.  
When local altimeter setting not received, use Newport News/  
Williamsburg Intl altimeter setting and increase all MDAs 20 FT.



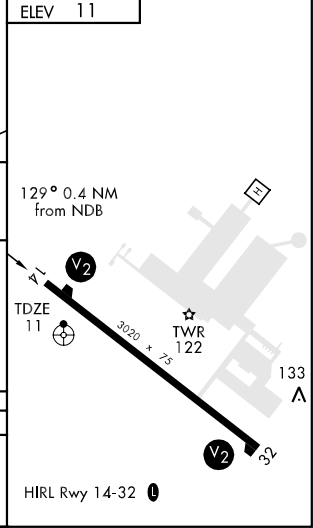
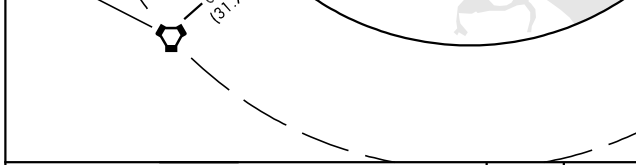
MISSED APPROACH: Climbing left  
turn to 2000 in FAF NDB holding  
pattern.

NORFOLK APP CON <b>125.7 335.625</b>	FELKER TOWER ★ <b>126.3 (CTAF) 0 269.25</b>	GND CON <b>121.35 229.4</b>
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**NOT FOR CIVIL USE**

NE-3. 08 APR 2010 to 06 MAY 2010



2000	309°	NDB
129°		
		Remain within 10 NM

CATEGORY	A	B	C	D
S-14	540-¾	529 (600-¾)	NA	
CIRCLING	540-1	529 (600-1)	NA	

APCH CRS	Rwy Idg	<b>3020</b>
<b>139°</b>	TDZE	<b>11</b>
	Arpt Elev	<b>11</b>

AL-5211 [USA]

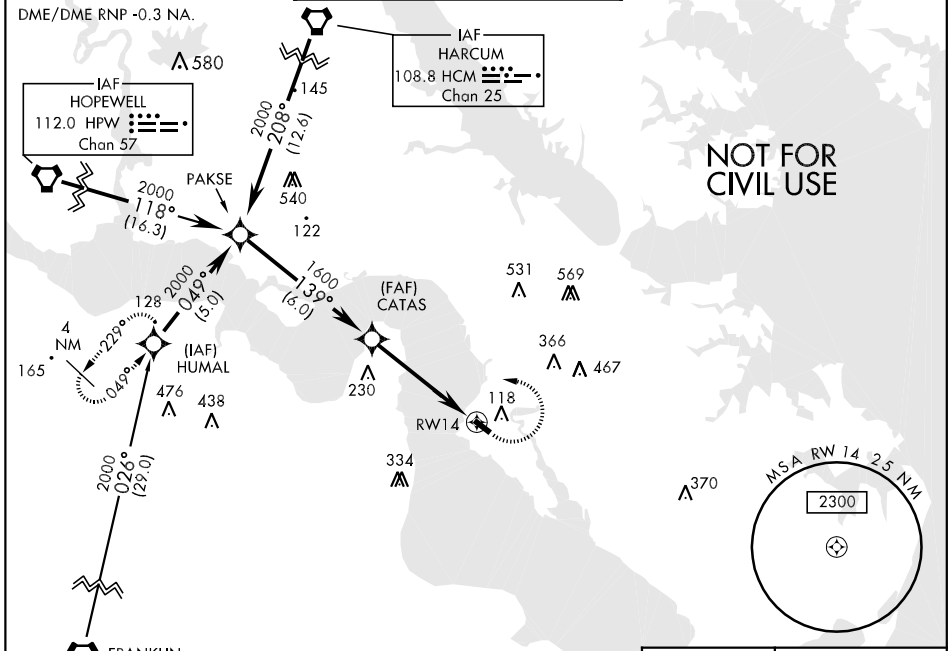
FELKER AAF (KFAF)

**▲** When local altimeter setting not received, use Newport News/Williamsburg Intl altimeter setting and increase all MDAs 20 FT. VDP NA when using Newport News/Williamsburg Intl for altimeter setting. Visibility reduction by helicopters NA.



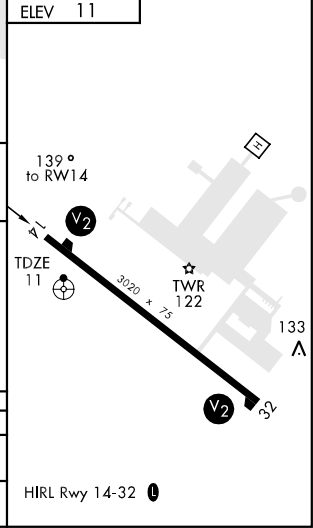
MISSED APPROACH: Climbing left turn to 2000 direct HUMAL and hold.

NORFOLK APP CON	FELKER TOWER ★	GND CON
<b>125.7 335.625</b>	<b>126.3 (CTAF) 0 269.25</b>	<b>121.35 229.4</b>



NOT FOR CIVIL USE

NE-3, 08 APR 2010 to 06 MAY 2010



VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
LNAV MDA	420 - 3/4 409	(500 - 3/4)		NA
CIRCLING	440 - 1 429 (500-1)	480 - 1 469 (500-1)		NA

VORTAC HPW  
**112.0**  
Chan **57**

APCH CRS  
**262°**

Rwy ldg TDZE  
Arprt Elev  
**N/A**  
**100**

AL-2437 [USA]

FORT LEE HELIPAD NR. 3, VA (VA39)

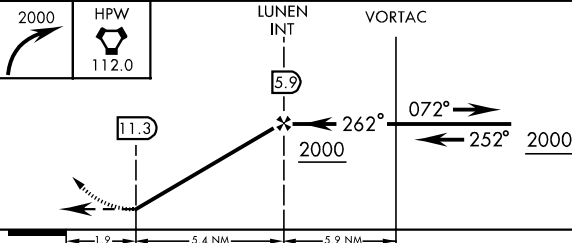
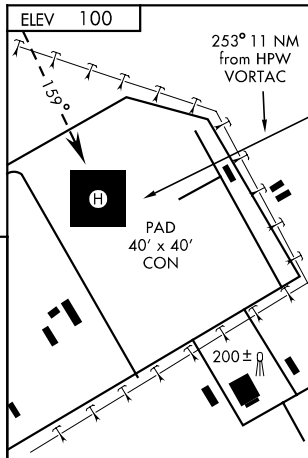
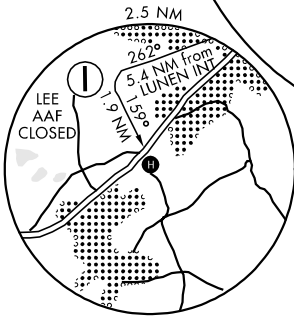
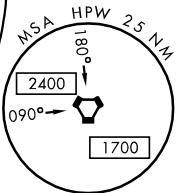
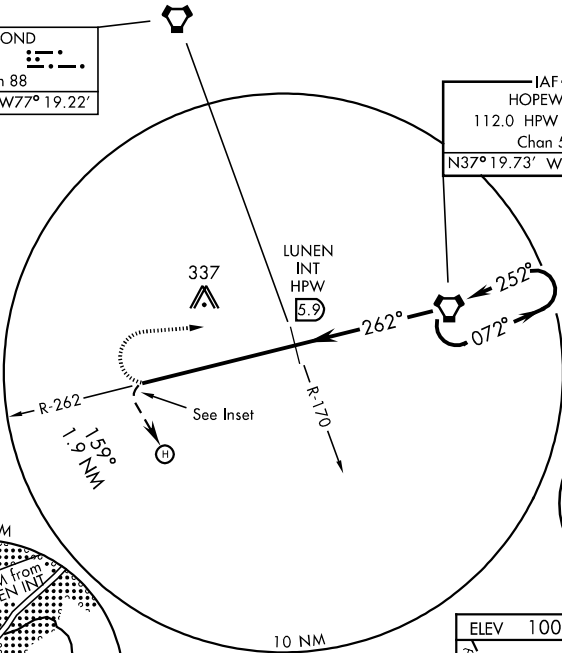
**NA** Use Richmond altimeter setting.  
Procedure not authorized at night.  
Activate Helipad lights and make advy on 126.2.  
Proceed visually from MAP to landing area or conduct the specified missed approach.

**MISSED APPROACH:** Climbing right turn to 2000 direct HPW VORTAC and hold.

RICHMOND APP CON  
**126.4 319.8**

RICHMOND  
114.1 RIC   
Chan 88  
N37° 30.14' W77° 19.22'

IAF  
HOPEWELL  
112.0 HPW   
Chan 57  
N37° 19.73' W77° 06.96'



FAF to MAP 5.4 NM					
Knots	45	60	75	90	105
Min:Sec	7:12	5:24	4:19	3:36	3:05

CATEGORY	COPTER		
H- 262°	680- $\frac{3}{4}$	560	(600- $\frac{3}{4}$ )

NE-3: 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 9

FRANKLIN MUNI-JOHN BEVERLY ROSE (F'KN)

APP CRS	Rwy Idg	<b>4977</b>
<b>090°</b>	TDZE	<b>35</b>
	Apt Elev	<b>41</b>

**▼** GPS or RNP-0.3 required.  
**▲ NA** DME/DME RNP-0.3 NA.

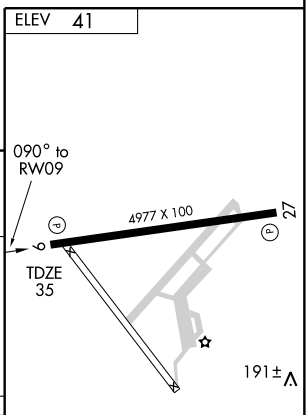
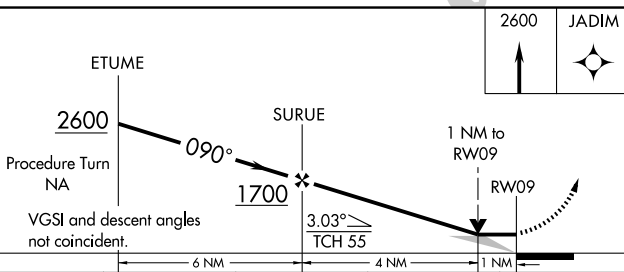
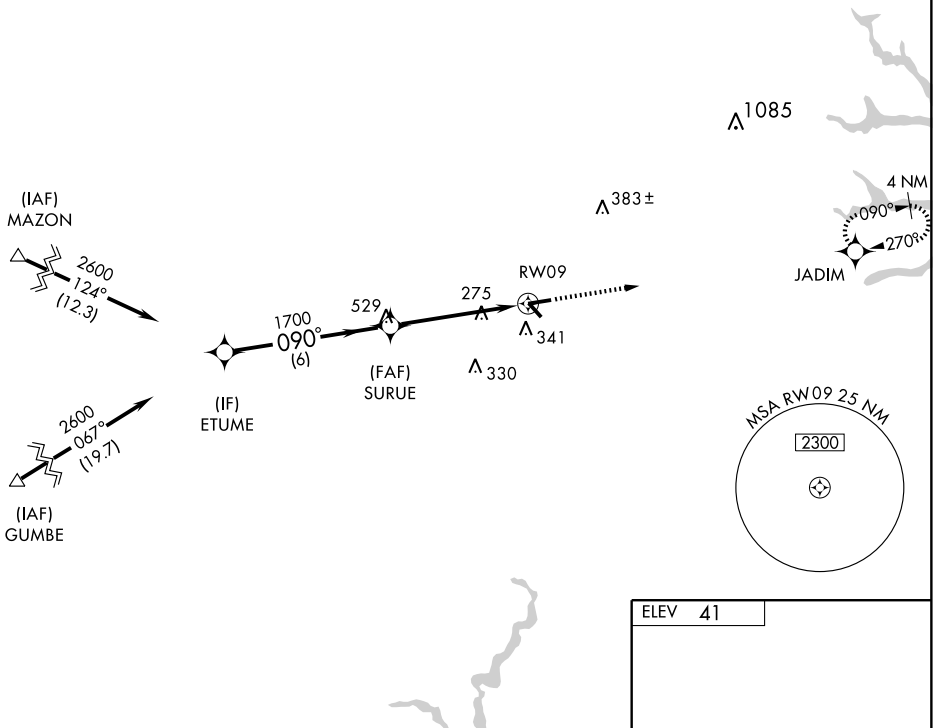
MISSED APPROACH: Climb to 2600  
 direct JADIM WP and hold.

AWOS-3  
**124.675**

NORFOLK APP CON  
**127.9 269.42**

GCO  
**135.075**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
LNAV MDA	580 - 1	545 (600-1)	580 - 1½ 545 (600-1½)	580 - 1¾ 545 (600-1¾)
CIRCLING	700 - 1	659 (700-1)	700 - 1¾ 659 (700-1¾)	700 - 2 659 (700-2)

MIRL Rwy 9-27 0



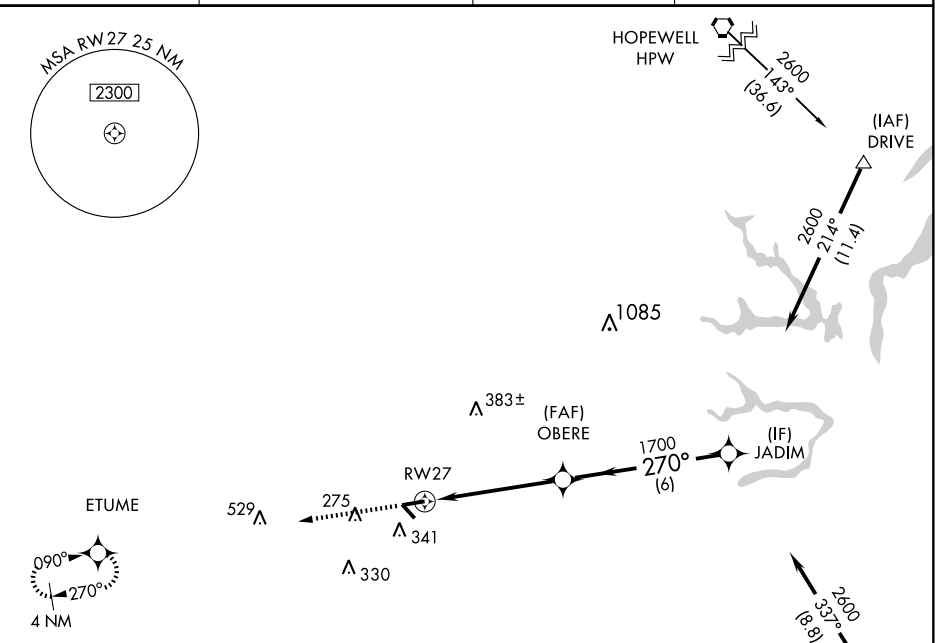
APP CRS <b>270°</b>	Rwy Idg TDZE Apt Elev	<b>4977</b> <b>41</b> <b>41</b>
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# RNAV (GPS) RWY 27

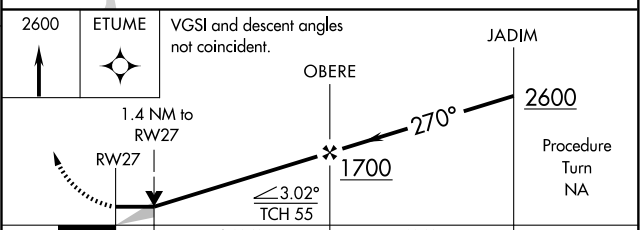
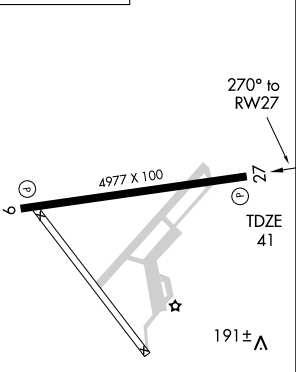
FRANKLIN MUNI-JOHN BEVERLY ROSE (F'K'N)

DME/DME RNP-0.3 NA.		MISSED APPROACH: Climb to 2600 direct ETUME WP and hold.	
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AWOS-3 <b>124.675</b>	NORFOLK APP CON <b>127.9 269.42</b>	GCO <b>135.075</b>	UNICOM <b>122.8 (CTAF)</b>
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ELEV	<b>41</b>
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CATEGORY	A	B	C	D
LNNAV MDA	540-1	499 (500-1)	540-1½ 499 (500-1½)	540-1½ 499 (500-1½)
CIRCLING	700-1	659 (700-1)	700-1¾ 659 (700-1¾)	700-2 659 (700-2)

MIRL Rwy 9-27

NE-3, 08 APR 2010 to 06 MAY 2010

VORTAC FKN <b>110.6</b> Chan <b>43</b>	APP CRS <b>285°</b>	Rwy Idg TDZE Apt Elev	<b>4977</b> <b>41</b> <b>41</b>
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# VOR/DME RWY 27

FRANKLIN MUNI-JOHN BEVERLY ROSE (F'K'N')

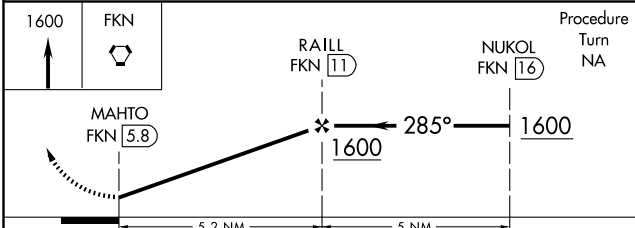
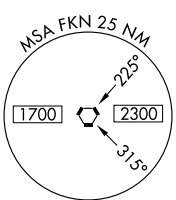
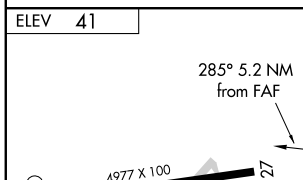
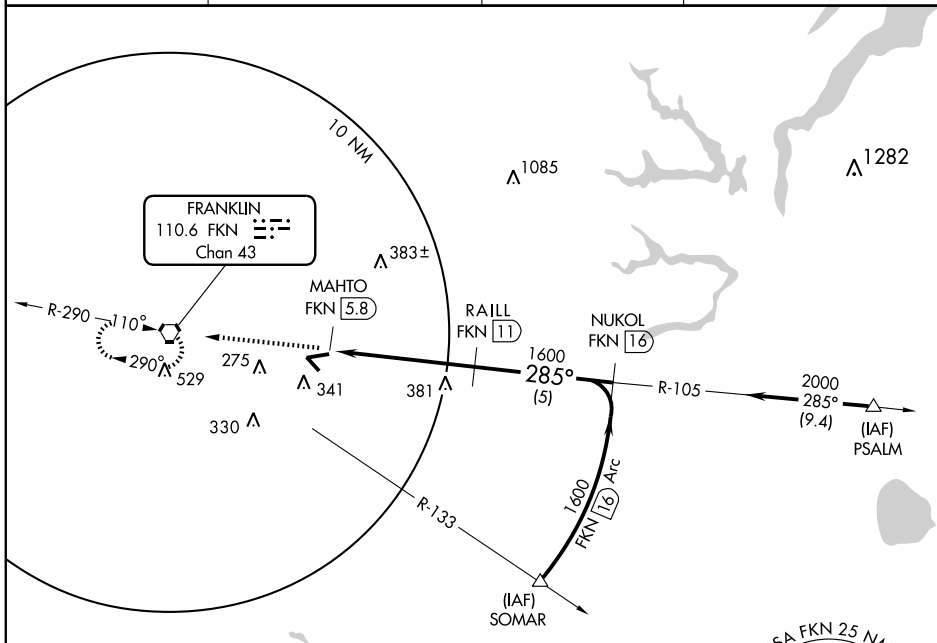
MISSED APPROACH: Climb to 1600  
direct to FKN VORTAC and hold.

AWOS-3  
**124.675**

NORFOLK APP CON  
**127.9 269.42**

GCO  
**135.075**

UNICOM  
**122.8 (CTAF)**



CATEGORY	A	B	C	D
S-27	640-1 599 (600-1)		640-1½ 599 (600-1½)	640-1¾ 599 (600-1¾)
CIRCLING	700-1 659 (700-1)		700-1¾ 659 (700-1¾)	700-2 659 (700-2)

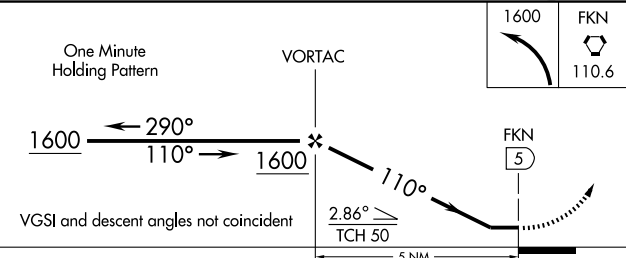
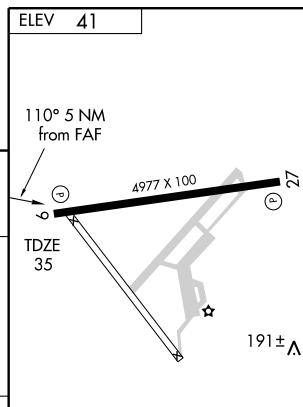
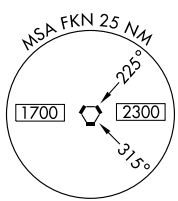
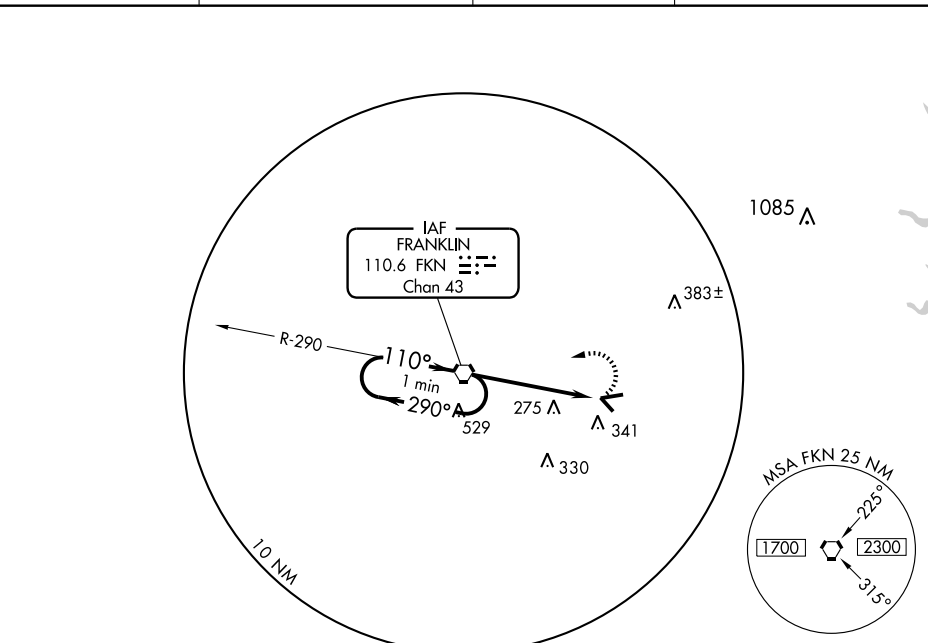
MIRL Rwy 9-27

NE-3, 08 APR 2010 to 06 MAY 2010

VORTAC FKN <b>110.6</b> Chan <b>43</b>	APP CRS <b>110°</b>	Rwy Idg TDZE Apt Elev	<b>4977</b> <b>35</b> <b>41</b>
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MISSED APPROACH: Climbing left turn to 1600 direct FKN VORTAC and hold.

AWOS-3 <b>124.675</b>	NORFOLK APP CON <b>127.9 269.42</b>	GCO <b>135.075</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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CATEGORY	A	B	C	D
S-9	580-1	545 (600-1)	580-1½ 545 (600-1½)	580-1¾ 545 (600-1¾)
CIRCLING	700-1	659 (700-1)	700-1¾ 659 (700-1¾)	700-2 659 (700-2)

MIRL Rwy 9-27 **0**

FAF to MAP 5 NM

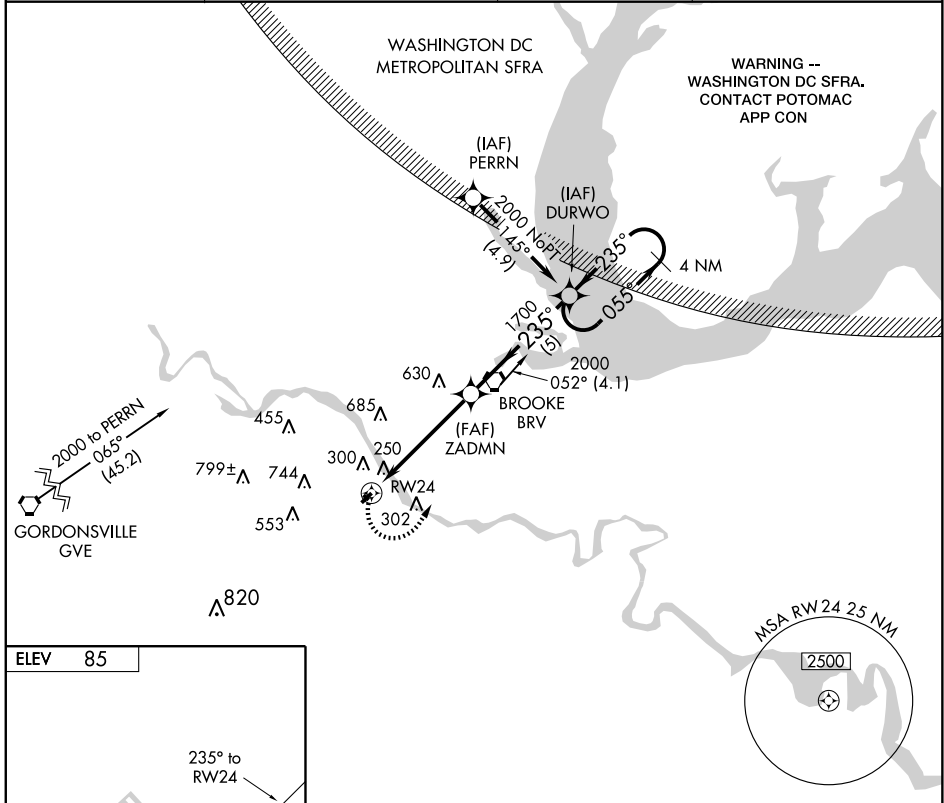
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

# GPS RWY 24

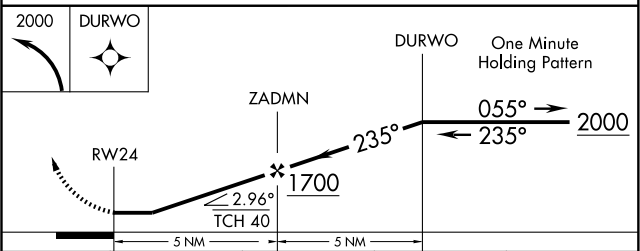
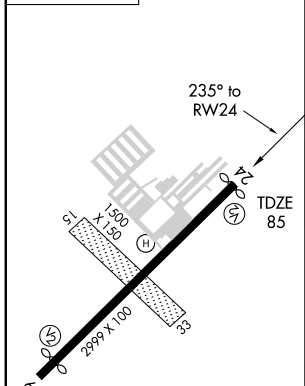
FREDERICKSBURG / SHANNON (EZF)

APP CRS	Rwy Idg	<b>2964</b>
<b>235°</b>	TDZE	<b>85</b>
	Apt Elev	<b>85</b>

Visibility reduction by helicopters NA. NA		MISSED APPROACH: Climbing left turn to 2000 direct DURWO WP and hold.	
AWOS-3 <b>128.125</b>	POTOMAC APP CON <b>124.65 306.925</b>	GCO <b>135.075</b>	UNICOM <b>122.8 (CTAF) 0</b>



ELEV	<b>85</b>
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CATEGORY	A	B	C	D
S-24	600-1	515 (600-1)	600-1½ 515 (600-1½)	NA
CIRCLING	640-1 555 (600-1)	660-1 575 (600-1)	660-1½ 575 (600-1½)	NA

MIRL Rwy 6-24 0

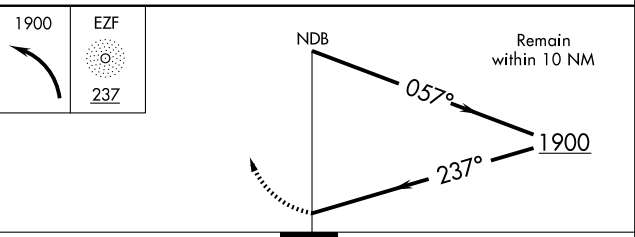
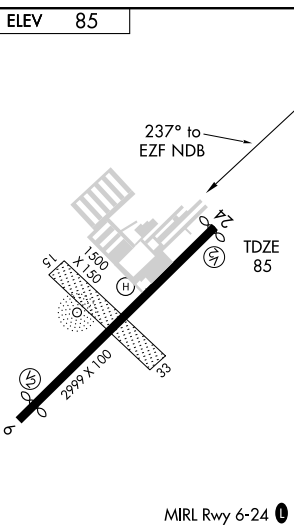
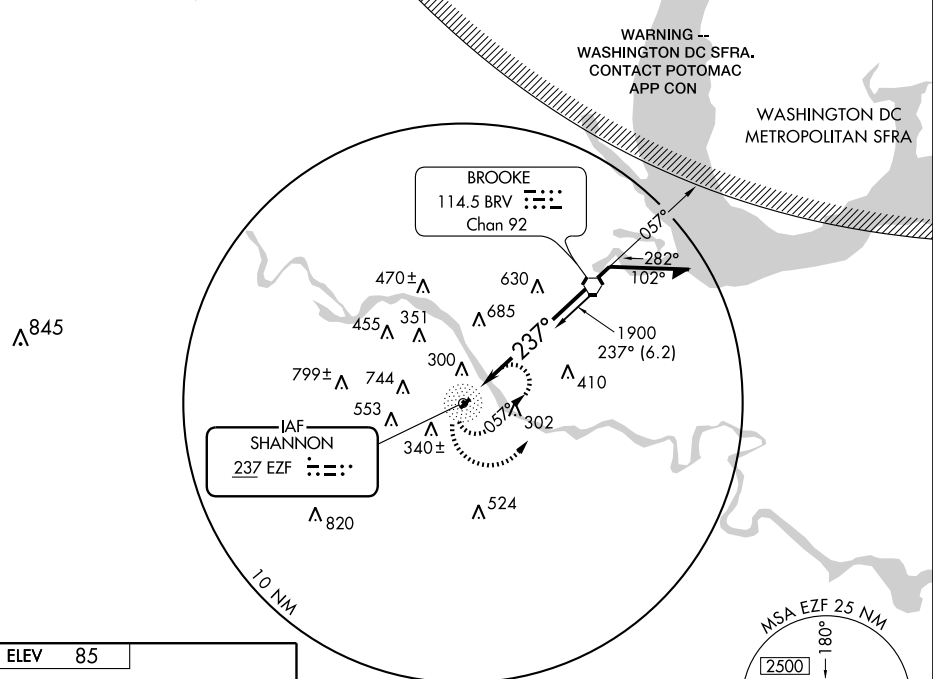
NE-3, 08 APR 2010 to 06 MAY 2010

NDB EZF <b>237</b>	APP CRS <b>237°</b>	Rwy Idg TDZE Apt Elev	<b>2964</b> <b>85</b> <b>85</b>
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▼ Visibility reduction by helicopters NA.  
 ▲ NA

MISSED APPROACH: Climbing left turn to 1900 in EZF NDB holding pattern.

AWOS-3 <b>128.125</b>	POTOMAC APP CON <b>124.65 306.925</b>	GCO <b>135.075</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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CATEGORY	A	B	C	D
S-24	1100-1¼ 1015 (1100-1¼)	1100-1½ 1015 (1100-1½)	1100-3 1015 (1100-3)	NA
CIRCLING	1100-1¼ 1015 (1100-1¼)	1100-1½ 1015 (1100-1½)	1100-3 1015 (1100-3)	NA

NE-3, 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) -A

FRONT ROYAL-WARREN COUNTY (FRR)

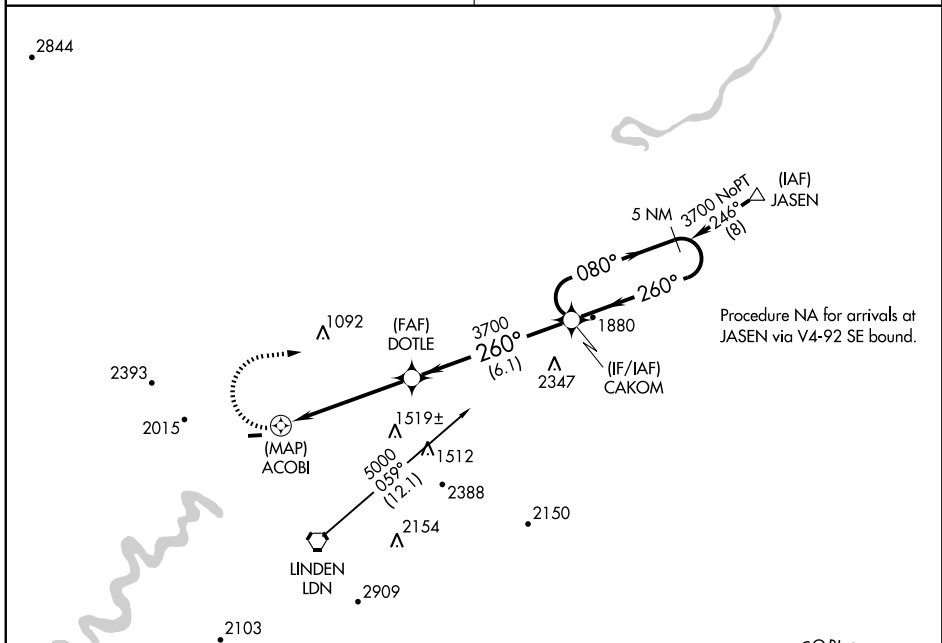
APP CRS <b>260°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>704</b>
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Use Winchester Rgnl altimeter setting; If not received use Eastern WV Rgnl/Shepherd Field altimeter setting and increase all MDAs 60 feet.  
 Procedure NA at night. DME/DME RNP-0.3 NA.

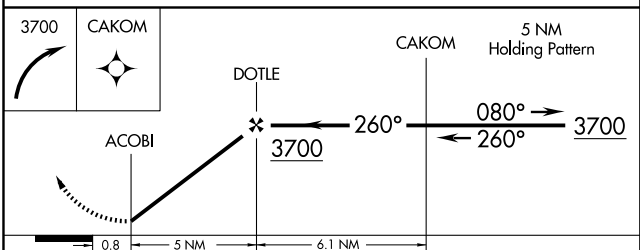
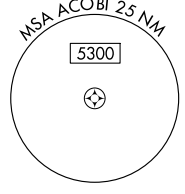
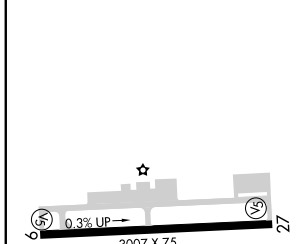
MISSED APPROACH: Climbing right turn to 3700 direct CAKOM and hold.

POTOMAC APP CON  
**120.45**

UNICOM  
**123.0 (CTAF)**



ELEV 704



CATEGORY	A	B	C	D
CIRCLING	1820-1¼ 1116 (1200-1¼)	1820-1½ 1116 (1200-1½)	NA	

MIRL Rwy 9-27

NE-3, 08 APR 2010 to 06 MAY 2010

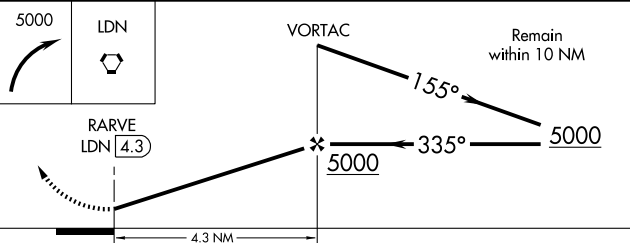
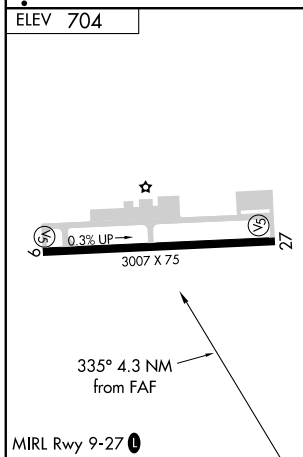
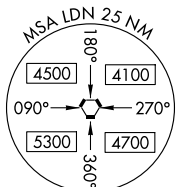
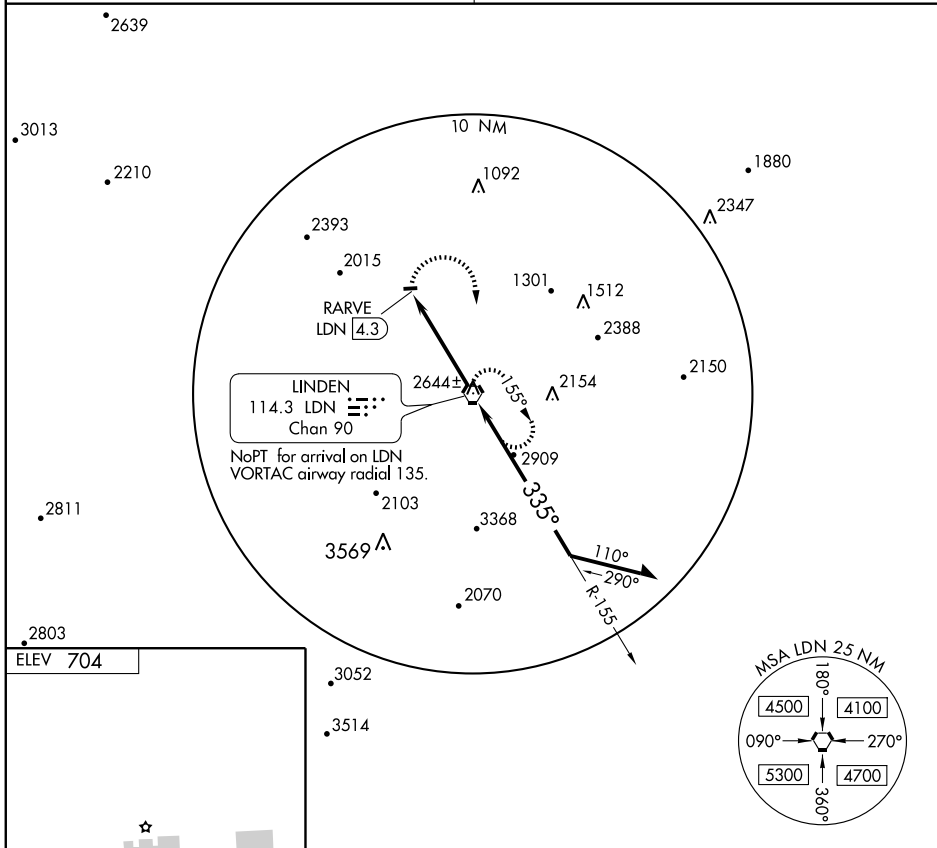
VORTAC LDN <b>114.3</b> Chan <b>90</b>	APP CRS <b>335°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>704</b>
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MISSED APPROACH: Climbing right turn to 5000 direct LDN VORTAC and hold, continue climb-in-hold to 5000.

Procedure NA at night.  
 Use Winchester Rgnl altimeter setting; when not received use Eastern WV Rgnl/Shepherd Field, WV altimeter setting and increase all MDA 60 feet.

POTOMAC APP CON  
**120.45**

UNICOM  
**123.0** (CTAF) **0**



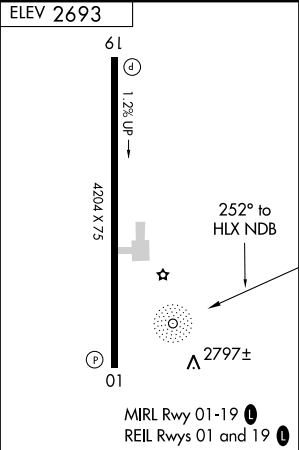
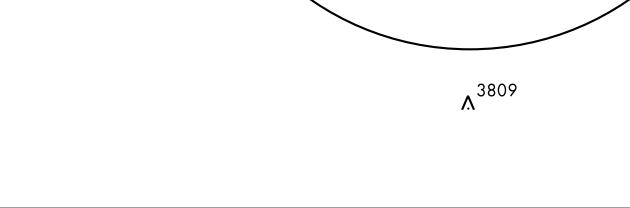
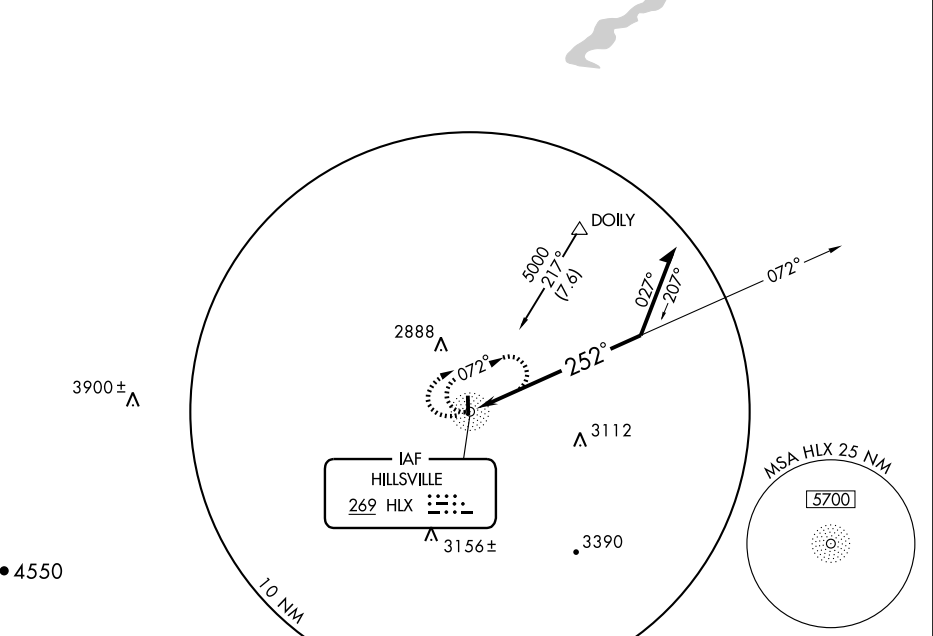
FAF to MAP 4.3 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	3300-1¼ 2596 (2600-1¼)	3300-1½ 2596 (2600-1½)	NA	
Min:Sec	4:18	2:52	2:09	1:43	1:26					

NDB HLX <b>269</b>	APP CRS <b>252°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>2693</b>
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▼  
▲ NA

MISSED APPROACH: Climbing right turn to 5000 in HLX NDB holding pattern.

AWOS-3 <b>118.375</b>	ROANOKE APP CON <b>126.0 339.8</b>	GCO <b>135.075</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	3480-1 787 (800-1)	3480-1¼ 787 (800-1¼)	3480-2¼ 787 (800-2¼)	3480-2½ 787 (800-2½)	Min:Sec					

NE-3, 08 APR 2010 to 06 MAY 2010



# RNAV (GPS) RWY 1

GALAX / TWIN COUNTY (HLX)

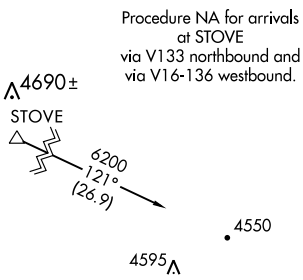
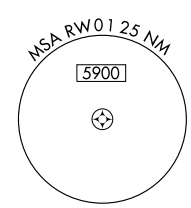
APP CRS	Rwy Idg	<b>4204</b>
<b>005°</b>	TDZE	<b>2693</b>
	Apt Elev	<b>2693</b>

**▽** If local altimeter setting not received, use Dublin altimeter setting and increase all MDAs 300 feet. VDP and straight-in minimums NA when using Dublin altimeter setting. DME/DME RNP-0.3 NA.

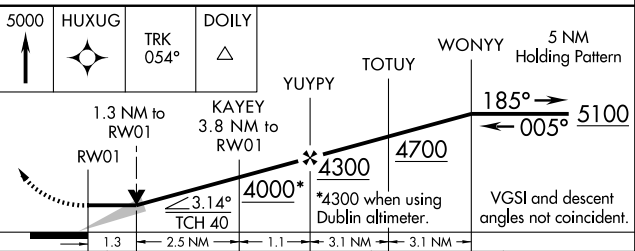
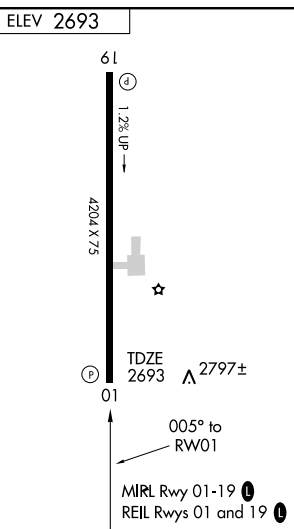
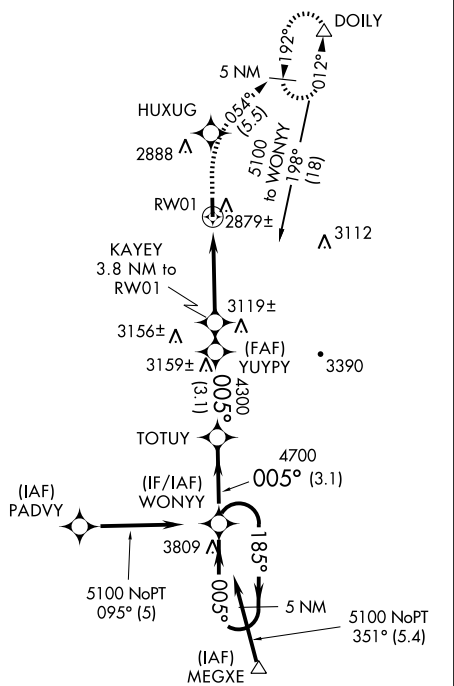
**△**

**MISSED APPROACH:** Climb to 5000 direct HUXUG and via 054° track to DOILY and hold, continue climb-in-hold to 5000.

AWOS-3 <b>118.375</b>	ROANOKE APP CON <b>126.0 339.8</b>	GCO <b>135.075</b>	UNICOM <b>122.8 (CTAF) 0</b>
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△ 3900±



CATEGORY	A	B	C	D
LNVA MDA	3140-1 447 (500-1)		3140-1 ¼ 447 (500-1 ¼)	3140-1 ½ 447 (500-1 ½)
CIRCLING	3200-1 507 (600-1)		3200-1 ½ 507 (600-1 ½)	3260-2 567 (600-2)

NE-3, 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 19

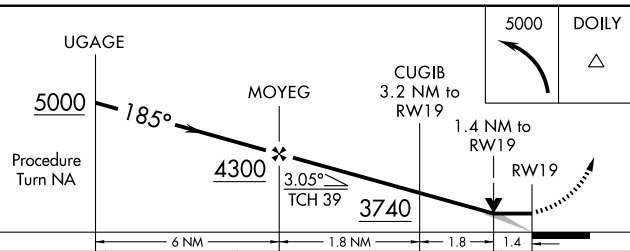
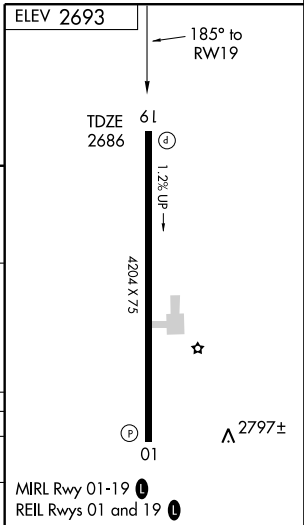
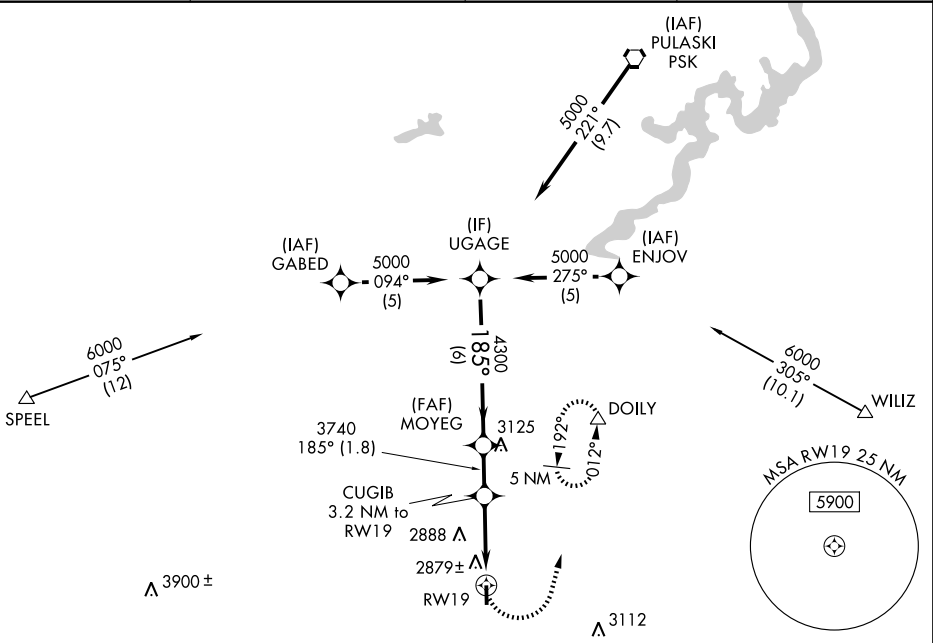
GALAX / TWIN COUNTY (HLX)

APP CRS	Rwy Idg	<b>4204</b>
<b>185°</b>	TDZE	<b>2686</b>
	Apt Elev	<b>2693</b>

**▽** If local altimeter setting not received, use Dublin altimeter setting and increase all MDAs 300 feet. VDP NA when using Dublin altimeter setting. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climbing left turn to 5000 direct DOILY and hold.

AWOS-3 <b>118.375</b>	ROANOKE APP CON <b>126.0 339.8</b>	GCO <b>135.075</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LNAV MDA	3140-1	454 (500-1)	3140-1½ 454 (500-1½)	3140-1½ 454 (500-1½)
CIRCLING	3200-1	507 (600-1)	3200-1½ 507 (600-1½)	3260-2 567 (600-2)

MIRL Rwy 01-19 **0**  
REIL Rwy 01 and 19 **0**

NE-3, 08 APR 2010 to 06 MAY 2010

# GPS RWY 22

GRUNDY MUNI (GDY)

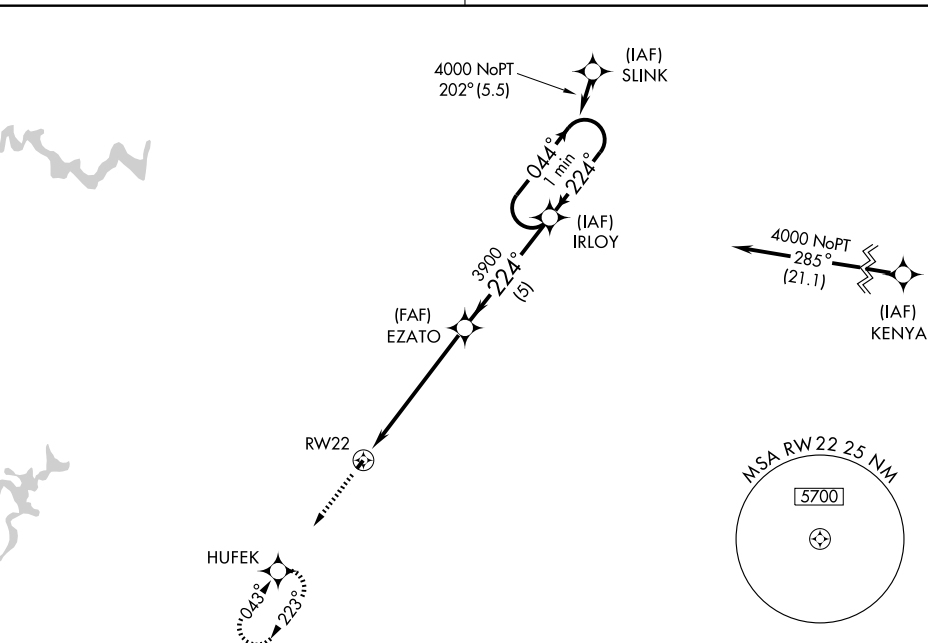
APP CRS **224°**  
 Rwy Idg **2256**  
 TDZE **2304**  
 Apt Elev **2304**

Obtain local altimeter setting on CTAF, if not received, use Lonesome Pine altimeter setting and increase all MDAs 120 feet. Procedure not authorized at night.

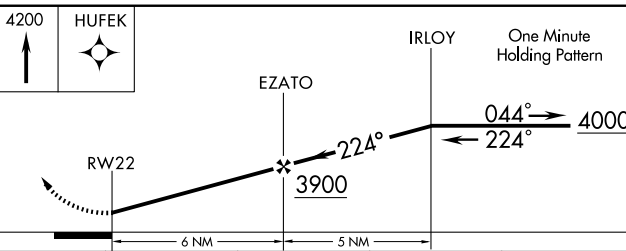
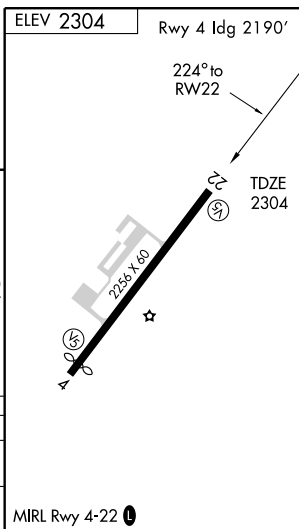
MISSED APPROACH: Climb to 4200 direct HUF EK WP and hold.

INDIANAPOLIS CENTER  
**126.575 257.85**

UNICOM  
**123.0 (CTAF) 0**



NE-3, 08 APR 2010 to 06 MAY 2010



CATEGORY	A	B	C	D
S-22	2720-1	416 (500-1)		NA
CIRCLING	2860-1	556 (600-1)		NA

MIRL Rwy 4-22 0

# AIRPORT DIAGRAM

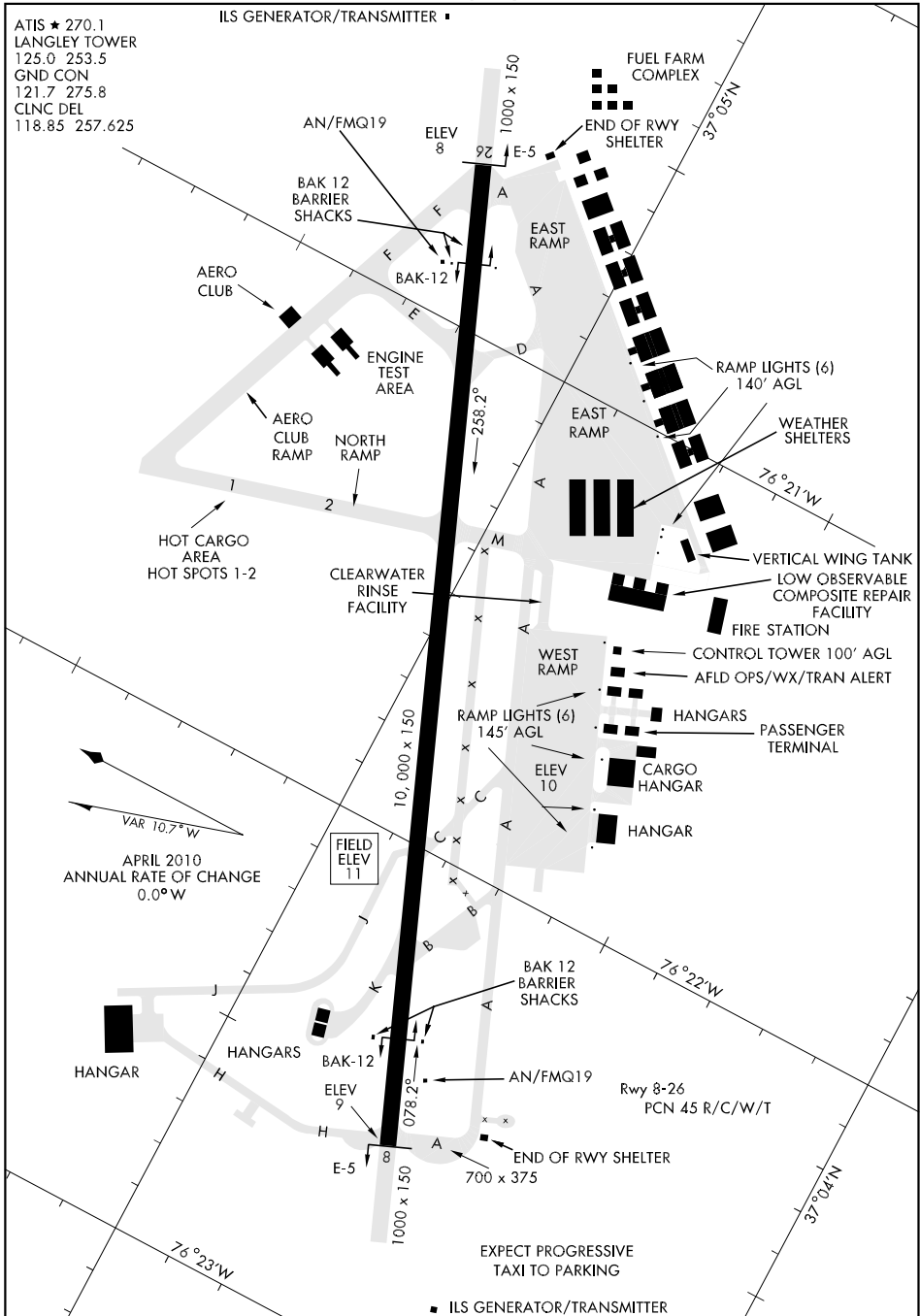
AFD-185 [USAF]

HAMPTON, VIRGINIA

ATIS ★ 270.1  
 LANGLEY TOWER  
 125.0 253.5  
 GND CON  
 121.7 275.8  
 CLNC DEL  
 118.85 257.625

ILS GENERATOR/TRANSMITTER ■

NE-3-08 APR 2010 to 06 MAY 2010



# AIRPORT DIAGRAM

HAMPTON, VIRGINIA



## ARRIVAL DESCRIPTION

KINSTON TRANSITION (ISO.DRONE1): From over ISO VORTAC via ISO R-034 and CVI R-218 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

RALEIGH/DURHAM (RDU.DRONE1): From over RDU VORTAC via RDU R-087 and TYI R-269 to TYI VORTAC, then via TYI R-064 and CVI R-249 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

....From over DRONE INT expect radar vectors to final approach course.

LOC I-LFI <b>109.9</b>	APCH CRS <b>078°</b>	Rwy Idg <b>10,000</b> TDZE Arprt Elev <b>11</b>
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JAL-185 [USAF]

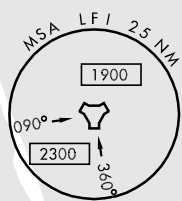
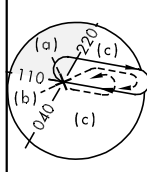
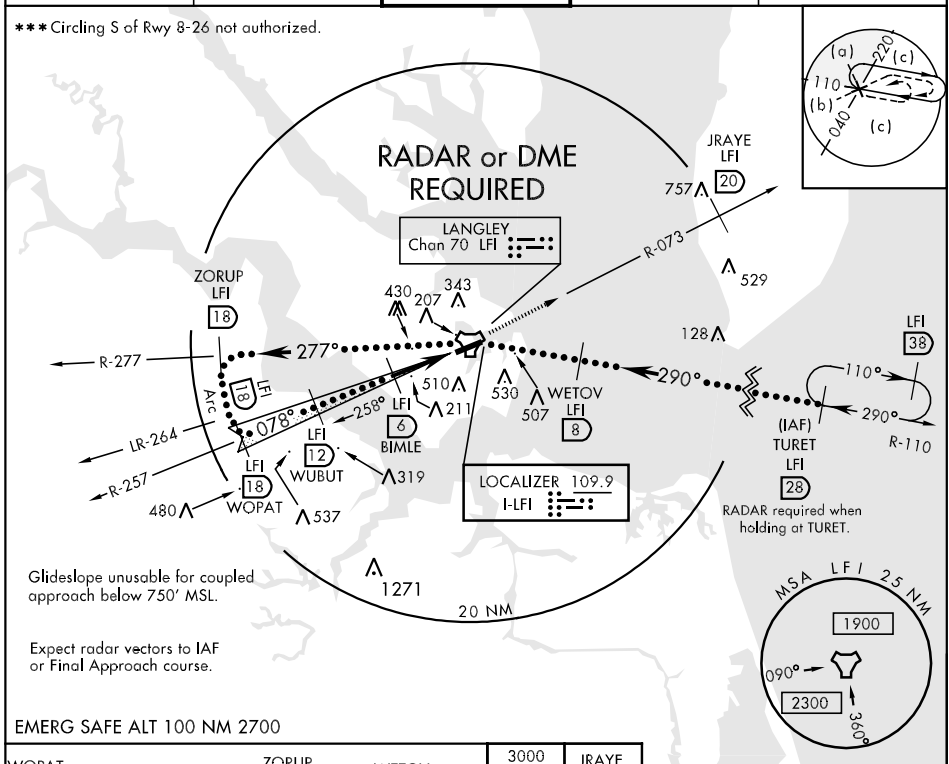
▼ \*When ALS inop, increase RVR to 40 and vis to ¾ mile.  
 \*\*When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles,  
 CAT D vis to 1½ miles, CAT E vis to 1¾ miles.



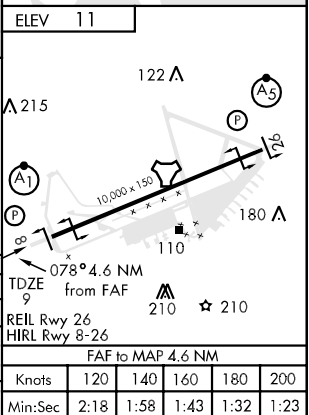
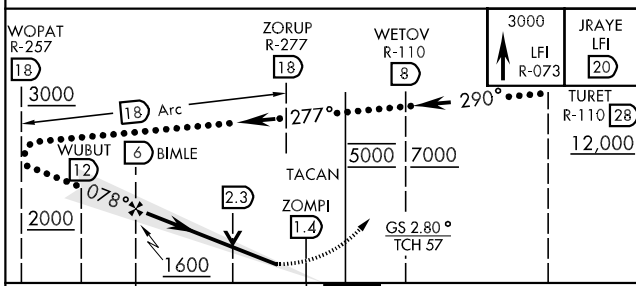
MISSED APPROACH: Climb to 3000 via LFI R-073 to 20 DME (JRAYE).

ATIS ★ <b>270.1</b>	NORFOLK APP CON <b>125.7 335.625</b>	LANGLEY TOWER <b>125.0 253.5</b>	GND CON <b>121.7 275.8</b>	CLNC DEL <b>118.85 257.625</b>
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\*\*\*Circling S of Rwy 8-26 not authorized.



EMERG SAFE ALT 100 NM 2700



CATEGORY	C	D	E
S-ILS 8 *	209/24 200 (200-½)		
S-LOC 8 **	480/40 471 (500-¾)	480/50 471 (500-1)	480/60 471 (500-1¼)
CIRCLING ***	580-1½ 569 (600-1½)	580-2 569 (600-2)	760-2¾ 749 (800-2¾)

FAF to MAP 4.6 NM					
Knots	120	140	160	180	200
Min:Sec	2:18	1:58	1:43	1:32	1:23

NE-3: 08 APR 2010 to 06 MAY 2010

LOC I-ABM <b>109.9</b>	APCH CRS <b>258°</b>	Rwy ldg TDZE Arpt Elev <b>10,000</b> <b>10</b> <b>11</b>
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JAL-185 [USAF]

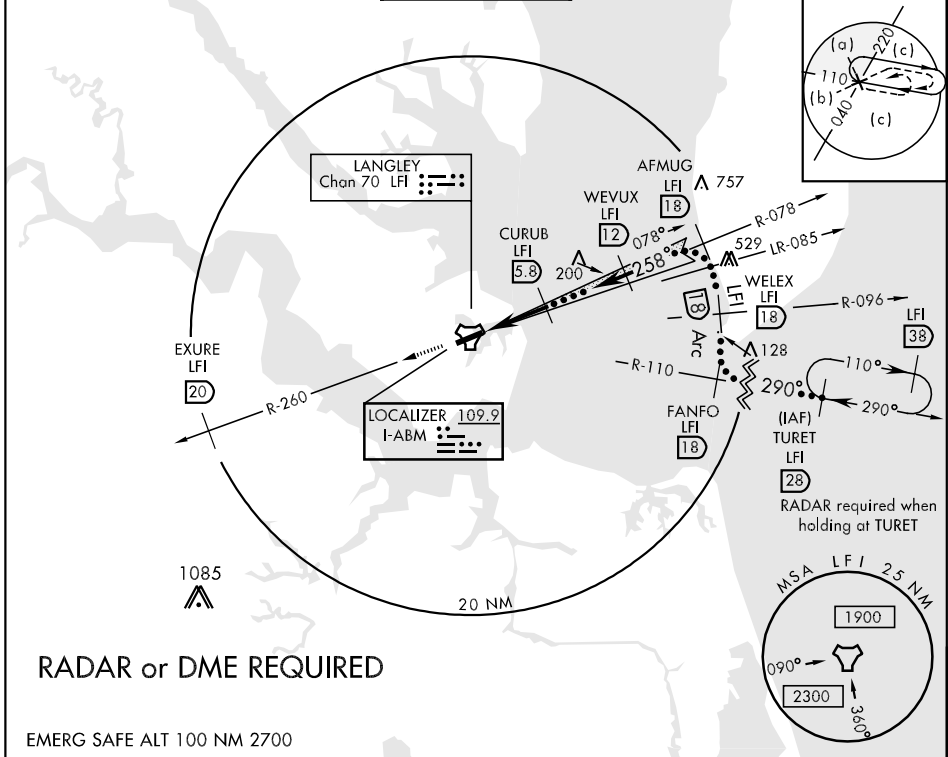
LANGLEY AFB (KLF1)

▼ \* When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1½ miles.  
\*\* Circling S of Rwy 8-26 not authorized.



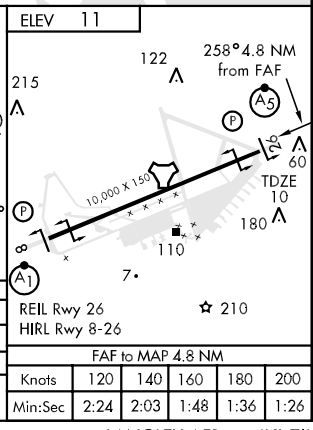
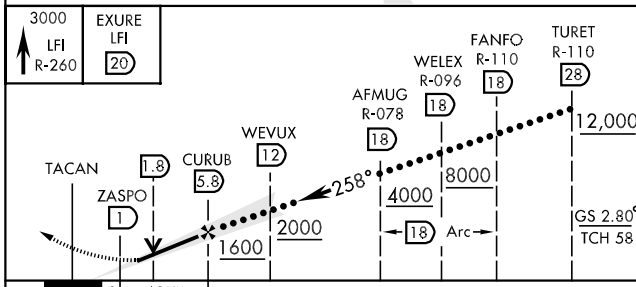
MISSED APPROACH: Climb to 3000 via LFI R-260 to 20 DME (EXURE).

ATIS ★ <b>270.1</b>	NORFOLK APP CON <b>125.7 335.625</b>	LANGLEY TOWER <b>125.0 253.5</b>	GND CON <b>121.7 275.8</b>	CLNC DEL <b>118.85 257.625</b>
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**RADAR or DME REQUIRED**

EMERG SAFE ALT 100 NM 2700



CATEGORY	C	D	E
S-ILS 26*	210/40	200	(200-¾)
S-LOC 26*	400/40	390	(400-¾)
CIRCLING**	580-1½ 569 (600-1½)	580-2 569 (600-2)	760-2¾ 749 (800-2¾)

ELEV	11				
REIL Rwy 26	★ 210				
HIRL Rwy 8-26					
FAF to MAP 4.8 NM					
Knots	120	140	160	180	200
Min:Sec	2:24	2:03	1:48	1:36	1:26

NE-3, 08 APR 2010 to 06 MAY 2010



TACAN LFI Chan 70	APCH CRS 073°	Rwy ldg 10,000 TDZE 9 Arprt Elev 11
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JAL-185 [USAF]

LANGLEY AFB (KLF1)

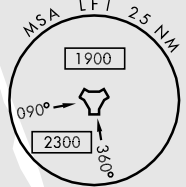
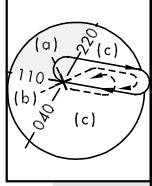
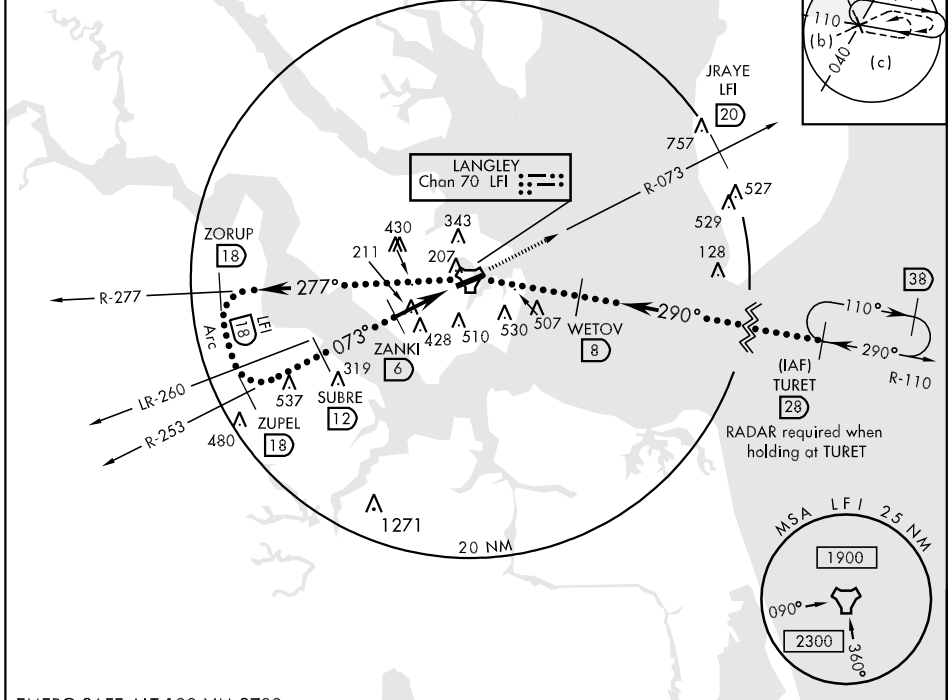
▼ \* When ALS inop, increase CAT C RVR to 60 and vis to 1½ miles, CAT D vis to 1½, CAT E vis to 1¾.  
 \*\* Circling S of Rwy 8-26 not authorized.



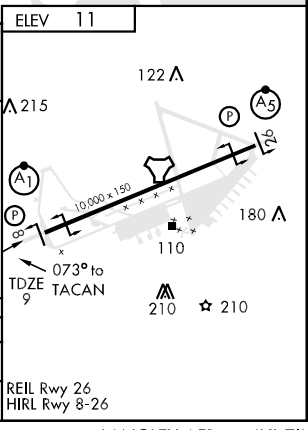
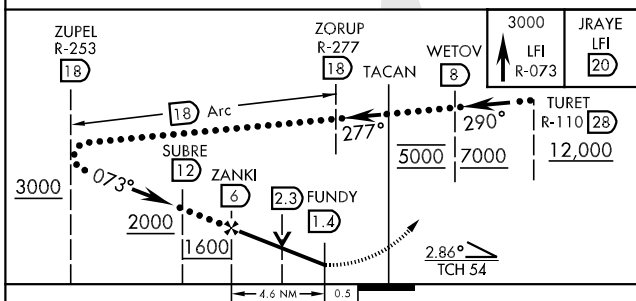
MISSED APPROACH: Climb to 3000 via LFI R-073 to 20 DME (JRAYE).

ATIS ★ 270.1	NORFOLK APP CON 125.7 335.625	LANGLEY TOWER 125.0 253.5	GND CON 121.7 275.8	CLNC DEL 118.85 257.625
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Expect radar vectors to IAF or Final Approach course.



EMERG SAFE ALT 100 NM 2700



CATEGORY	C		D		E	
	S-8*	480/40 471 (500-¾)	480/50 471 (500-1)	480/60 471 (500-1¼)		
CIRCLING**	580-1½ 569 (600-1½)	580-2 569 (600-2)	760-2¾ 749 (800-2¾)			

REIL Rwy 26  
HIRL Rwy 8-26

NE-3: 08 APR 2010 to 06 MAY 2010

TACAN LFI Chan 70	APCH CRS 263°	Rwy ldg 10,000 TDZE 10 Arprt Elev 11
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JAL-185 [USAF]

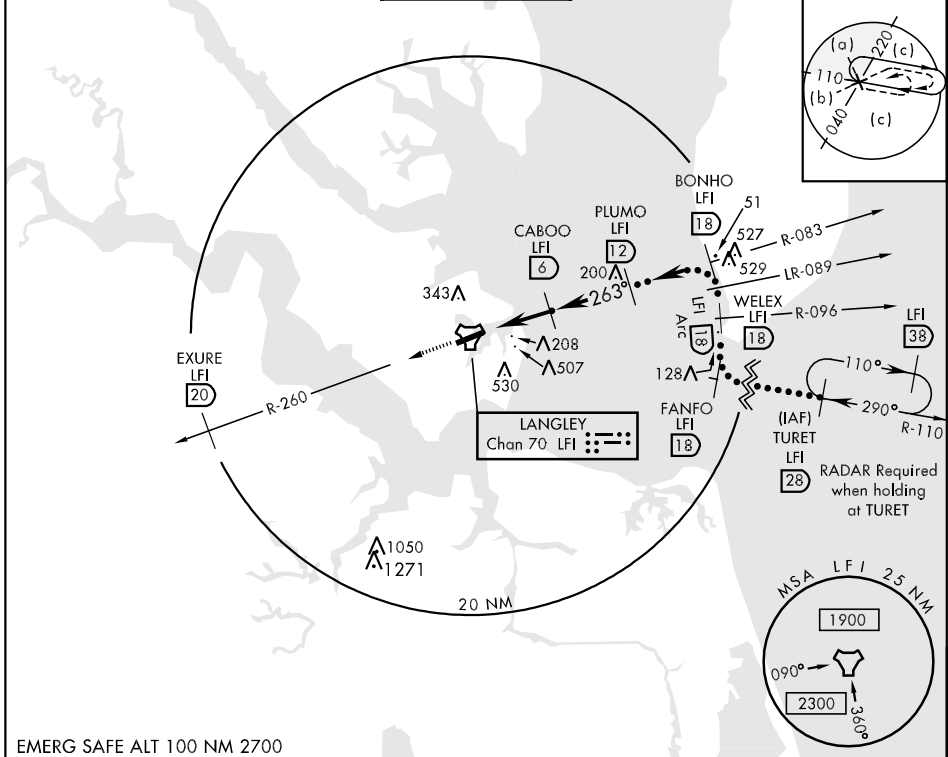
LANGLEY AFB (KLFJ)

▼ \* When ALS inop, increase CAT C RVR to 60 and vis to 1½ miles, CAT DE vis to 1½ miles.  
 \*\* Circling S of Rwy 8-26 not authorized.



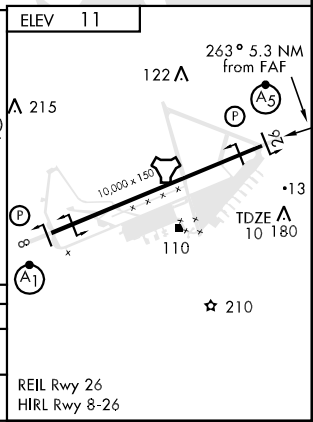
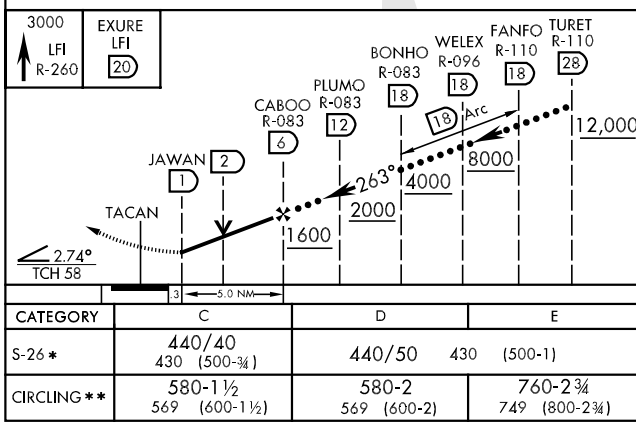
MISSED APPROACH: Climb to 3000 via LFI R-260 to 20 DME (EXURE).

ATIS ★ 270.1	NORFOLK APP CON 125.7 335.625	LANGLEY TOWER 125.0 253.5	GND CON 121.7 275.8	CLNC DEL 118.85 257.625
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NE-3: 08 APR 2010 to 06 MAY 2010

EMERG SAFE ALT 100 NM 2700



LOC I-LFI **109.9** APCH CRS **078°** Rwy Idg **10,000**  
 TDZE **9** Arpt Elev **11**

AL-185 [USAF]

LANGLEY AFB (KLF1)

▼ \* When ALS inop, increase RVR to 40 and vis to ¾ mile.  
 \*\* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

ALSF-1 MISSED APPROACH: Climb to 3000 via LFI R-073 to 20 DME (JRAYE).

ATIS ★ **270.1**

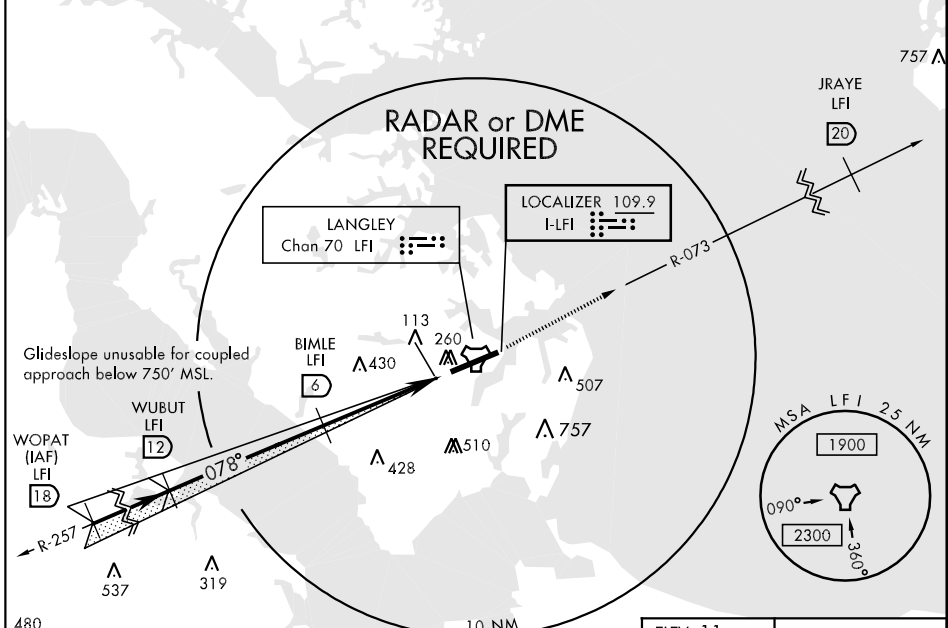
NORFOLK APP CON **125.7 335.625**

LANGLEY TOWER **125.0 253.5**

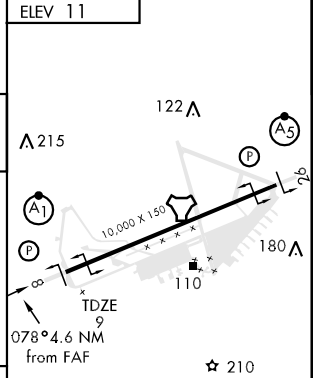
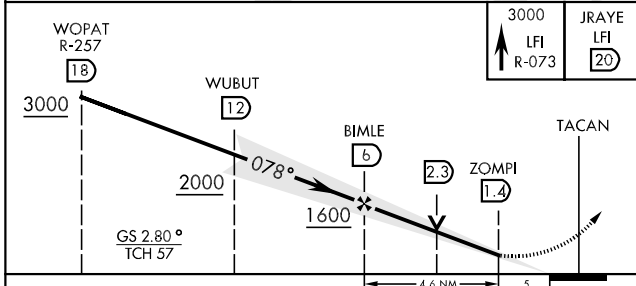
GND CON **121.7 275.8**

CLNC DEL **118.85 257.625**

\*\*\* Circling S of Rwy 8-26 not authorized.



EMERG SAFE ALT 100 NM 2700



CATEGORY	A	B	C	D	E
S-ILS 8 *	209/24		200	(200-½)	
S-LOC 8 **	480/24	471 (500-½)	480/40 471 (500-¾)	480/50 471 (500-1)	480/60 471 (500-1¼)
CIRCLING ***	540-1	529 (600-1)	580-1½ 569 (600-1½)	580-2 569 (600-2)	760-2¾ 749 (800-2¾)

REIL Rwy 26  
 HIRL Rwy 8-26

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

NE-3: 08 APR 2010 to 06 MAY 2010

LOC I-ABM **109.9** APCH CRS **258°** Rwy ldg **10,000**  
 TDZE **10**  
 Arpt Elev **11**

JAL-185 [USAF]

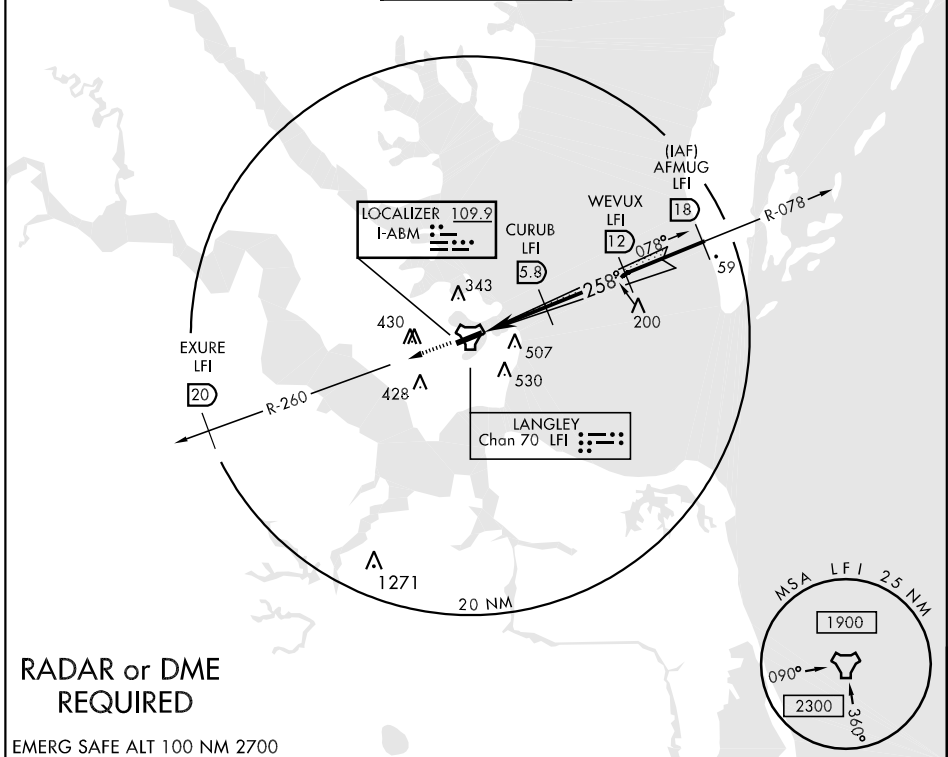
LANGLEY AFB (KLF1)

▼ \* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile,  
 CAT DE RVR to 60 and vis to 1½ miles.  
 \*\* Circling S of Rwy 8-26 not authorized.



MISSED APPROACH: Climb to 3000 via LFI R-260 to 20 DME (EXJURE).

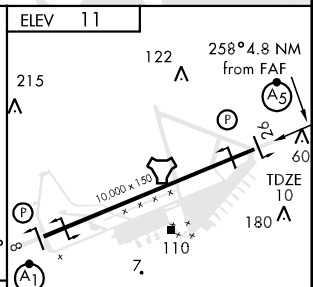
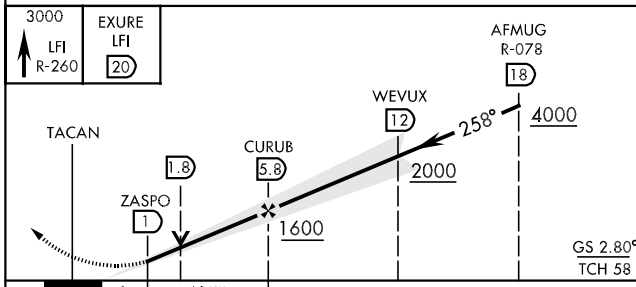
ATIS ★ <b>270.1</b>	NORFOLK APP CON <b>125.7 335.625</b>	LANGLEY TOWER <b>125.0 253.5</b>	GND CON <b>121.7 275.8</b>	CLNC DEL <b>118.85 257.625</b>
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NE-3: 08 APR 2010 to 06 MAY 2010

**RADAR or DME  
REQUIRED**

EMERG SAFE ALT 100 NM 2700



CATEGORY	A	B	C	D	E
S-ILS 26	210/40		200		(200-¾)
S-LOC 26 *	400/40		390		(400-¾)
CIRCLING **	540-1 529 (600-1)		580-1½ 569 (600-1½)	580-2 569 (600-2)	760-2¾ 749 (800-2¾)

ELEV	11
REIL Rwy 26	★ 210
HIRL Rwy 8-26	
FAF to MAP 4.8 NM	
Knots	60 90 120 150 180
Min:Sec	4:48 3:12 2:24 1:55 1:36

APCH CRS	Rwy Idg	10,000
258°	TDZE	10
	Arpt Elev	11

AL-185 [USAF]

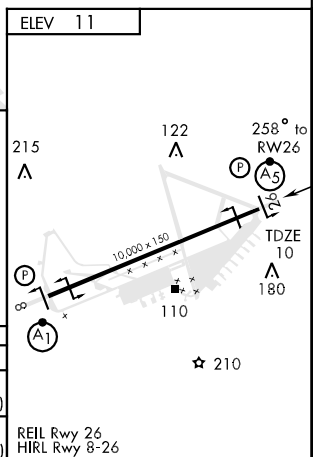
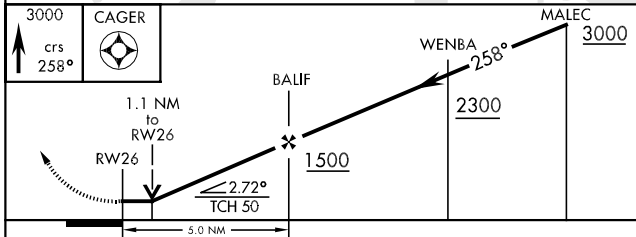
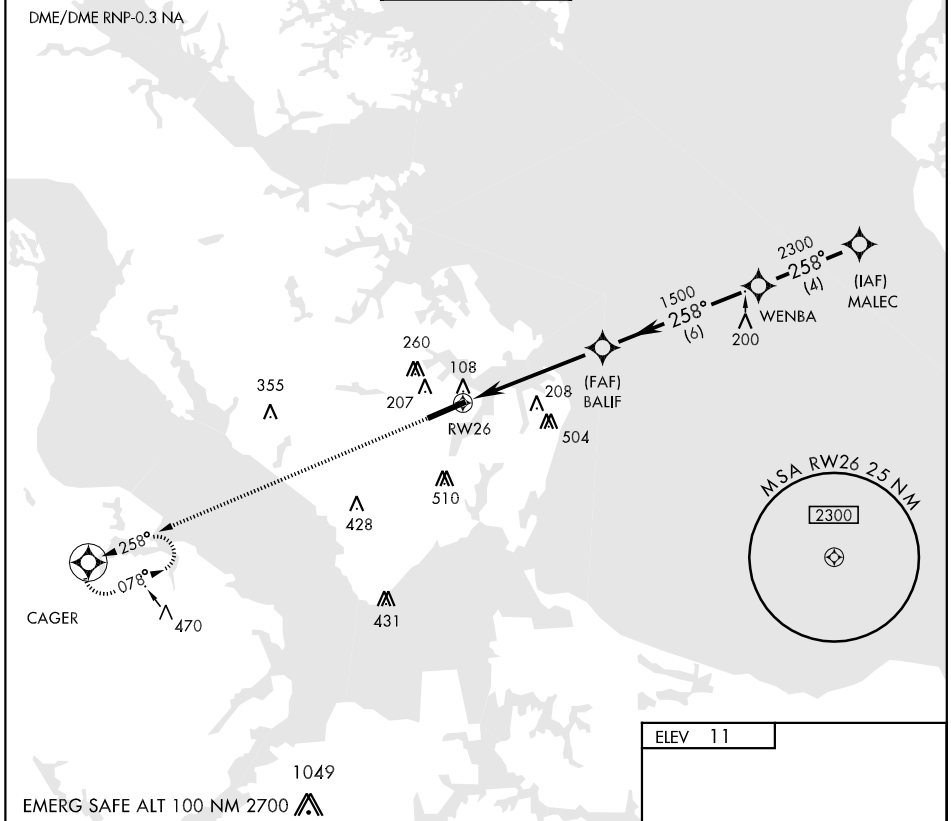
LANGLEY AFB (KLFJ)

▼ \*When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.  
 \*\*Circling S of Rwy 8-26 not authorized for CAT E acft.



MISSED APPROACH: Climb to 3000 on course 258° to CAGER WPT and hold.

ATIS ★ 270.1	NORFOLK APP CON 125.7 335.625	LANGLEY TOWER 125.0 253.5	GND CON 121.7 275.8	CLNC DEL 118.85 257.625
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CATEGORY	A	B	C	D	E
LNAV MDA *	520/40	510 (600-¾)	520/50	510 (600-1)	520/60 510 (600-1¼)
CIRCLING **	540-1	529 (600-1)	580-1½ 569 (600-1½)	580-2 569 (600-2)	760-2¾ 749(800-2¾)

NE-3: 08 APR 2010 to 06 MAY 2010

TACAN LFI Chan <b>70</b>	APCH CRS <b>073°</b>	Rwy ldg <b>10,000</b> TDZE <b>9</b> Arprt Elev <b>11</b>
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AL-185 [USAF]

LANGLEY AFB (KLFJ)

▼ \*When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
 

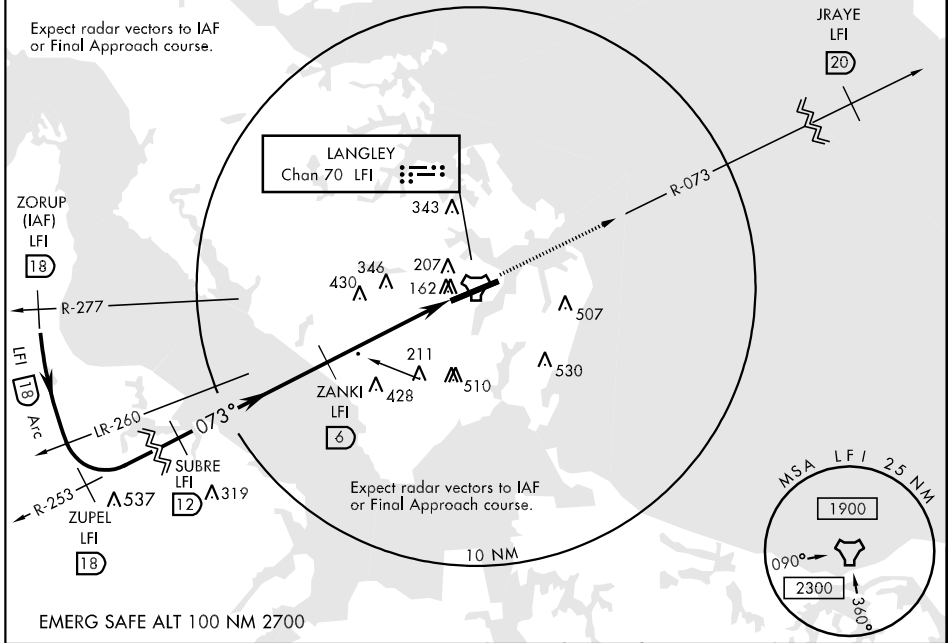
 ALSF-1  

 MISSED APPROACH: Climb to 3000 via LFI R-073 to 20 DME (JRAYE).

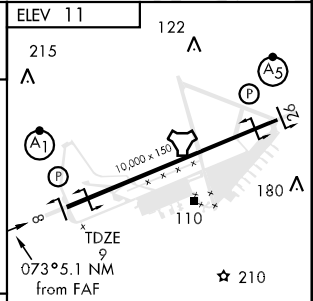
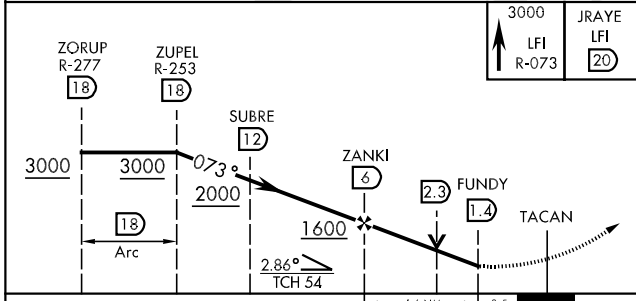
ATIS ★ <b>270.1</b>	NORFOLK APP CON <b>125.7 335.625</b>	LANGLEY TOWER <b>125.0 253.5</b>	GND CON <b>121.7 275.8</b>	CLNC DEL <b>118.85 257.625</b>
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\*\* Circling S of Rwy 8-26 not authorized.

Expect radar vectors to IAF or Final Approach course.



NE-3, 08 APR 2010 to 06 MAY 2010



CATEGORY	A	B	C	D	E
TAC 8 *	480/24	471 (500-½)	480/40 471 (500-¾)	480/50 471 (500-1)	480/60 471 (500-1¼)
CIRCLING **	540-1	529 (600-1)	580-1½ 569 (600-1½)	580-2 569 (600-2)	760-2¾ 749 (800-2¾)

REIL Rwy 26  
 HIRL Rwy 8-26

TACAN LFI Chan 70	APCH CRS 263°	Rwy Idg 10,000	TDZE 10
		Arprt Elev 11	

AL-185 [USAF]

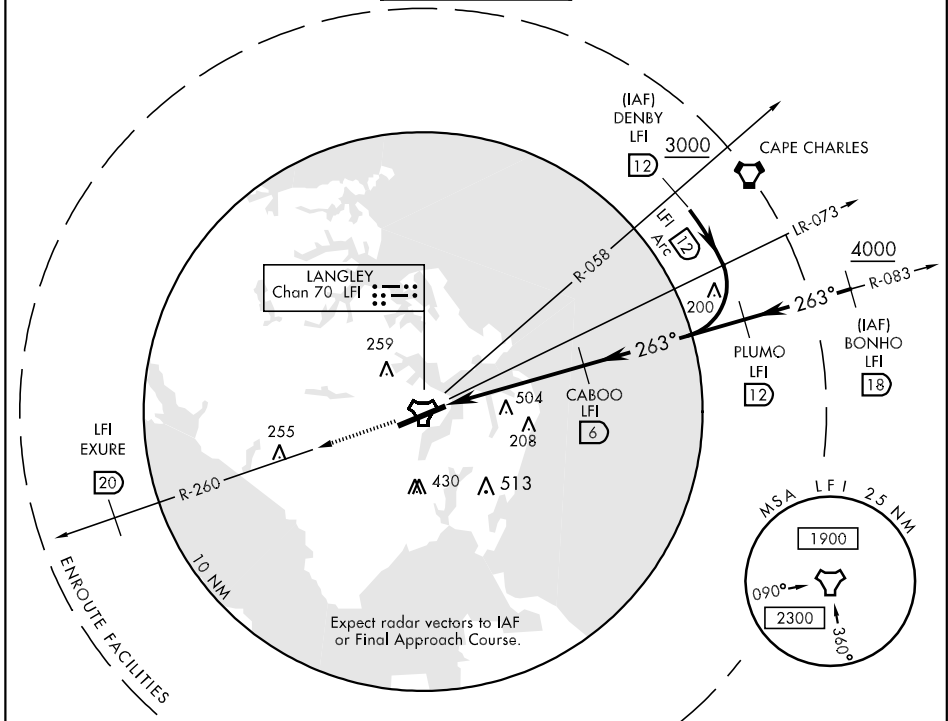
LANGLEY AFB (KLF1)

▼ \*When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.  
 \*\*Circling S of Rwy 8-26 not authorized.

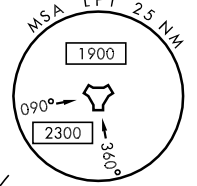


MISSED APPROACH: Climb to 3000 via LFI R-260 to 20 DME (EXURE).

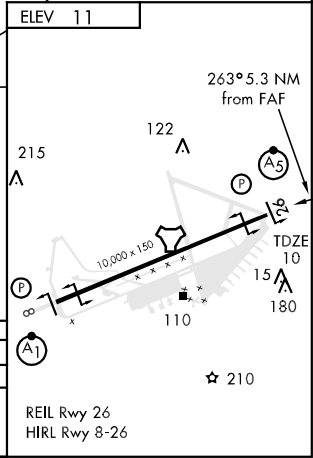
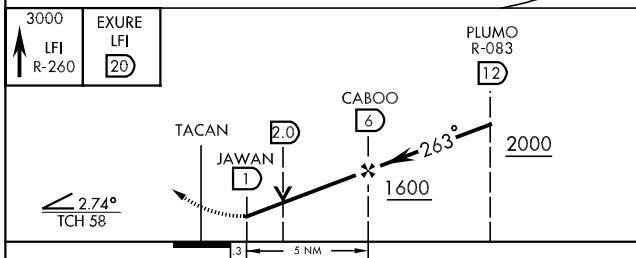
ATIS ★ 270.1	NORFOLK APP CON 125.7 335.625	LANGLEY TOWER 125.0 253.5	GND CON 121.7 275.8	CLNC DEL 118.85 257.625
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NE-3: 08 APR 2010 to 06 MAY 2010



EMERG SAFE ALT 100 NM 2700



CATEGORY	A	B	C	D	E
S-26*	440/40	430	(500-¾)	440/50	430 (500-1)
CIRCLING**	540-1	529 (600-1)	580-1 ½ 569 (600-1½)	580-2 569 (600-2)	760-2 ¾ 749 (800-2¾)

# GPS RWY 25

HOT SPRINGS/INGALLS FIELD (HSP)

APP CRS	Rwy Idg	<b>5600</b>
<b>245°</b>	TDZE	<b>3772</b>
	Apt Elev	<b>3792</b>

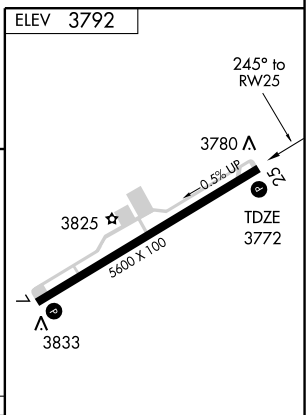
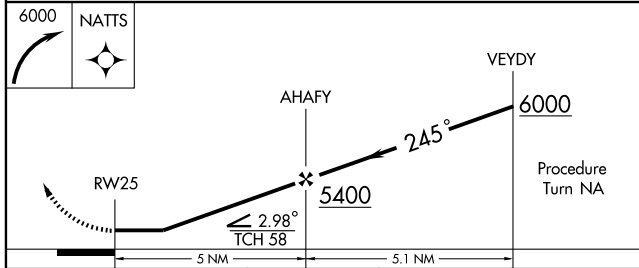
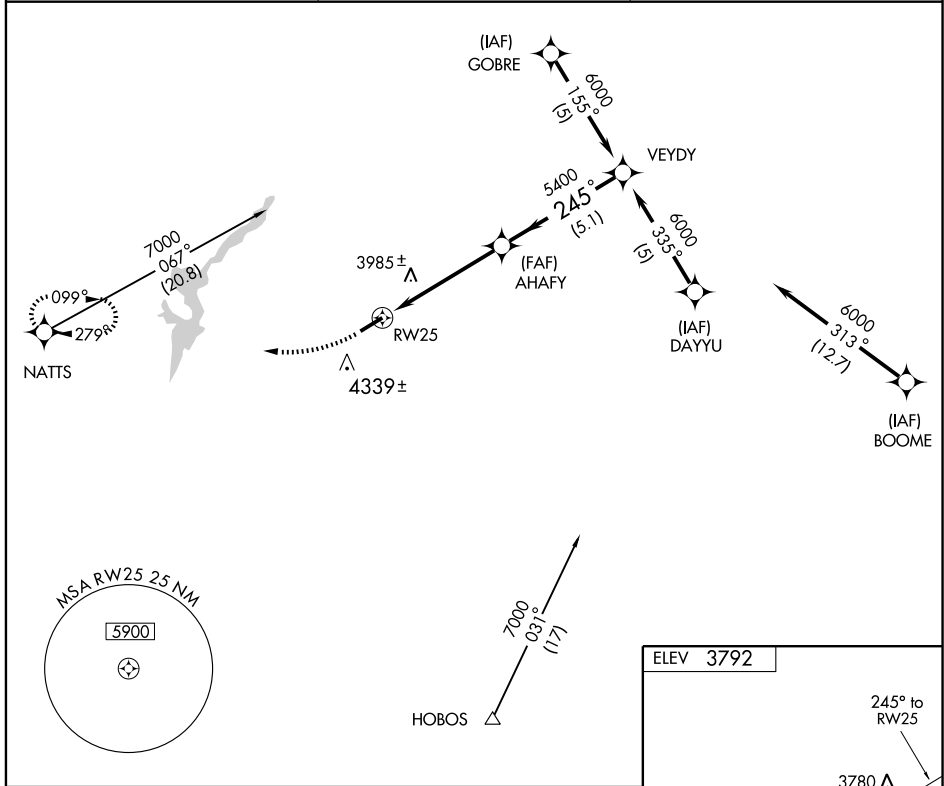
**NA** Circling NA SE of Rwy 7-25.

**MISSED APPROACH:** Climbing right turn to 6000 direct NATTS WP and hold.

AWOS-3  
**118.8**

WASHINGTON CENTER  
**134.4 353.9**

UNICOM  
**123.0 (CTAF) 0**



CATEGORY	A	B	C	D
S-25	4440-1	668 (700-1)	4440-1 3/4 668 (700-1 3/4)	4440-2 668 (700-2)
CIRCLING	4840-1 1/4 1048 (1100-1 1/4)	4840-1 1/2 1048 (1100-1 1/2)	4840-3	1048 (1100-3)

REIL Rwy 25 0  
HIRL Rwy 7-25 0



# ILS or LOC RWY 25

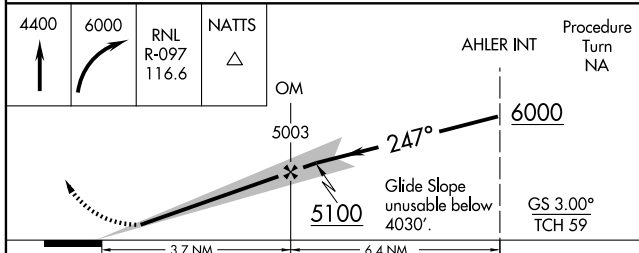
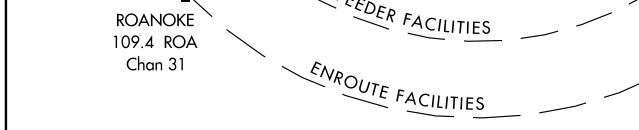
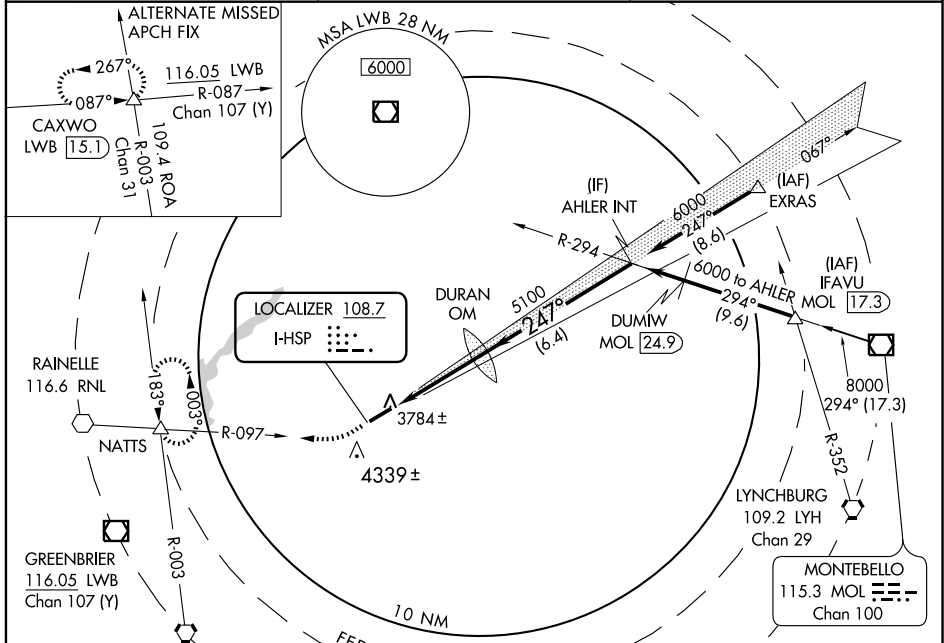
HOT SPRINGS/INGALLS FIELD (HSP)

LOC I-HSP <b>108.7</b>	APP CRS <b>247°</b>	Rwy Idg TDZE Apt Elev <b>5600</b> <b>3773</b> <b>3793</b>
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**NA** Circling NA southeast of Rwy 7-25.  
When local altimeter setting not received, procedure NA.

**MISSED APPROACH:** Climb to 4400 then climbing right turn to 6000 via RNL VOR R-097 to NATTS INT and hold.

AWOS-3 <b>118.8</b>	WASHINGTON CENTER <b>134.4 353.9</b>	UNICOM <b>123.0 (CTAF) 0</b>
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CATEGORY	A	B	C	D
S-ILS 25	4088-1 315 (300-1)			
S-LOC 25	4240-1	467 (500-1)	4240-1½ 467 (500-1½)	4240-1½ 467 (500-1½)
CIRCLING	4440-1	647 (700-1)	4480-2 687 (700-2)	4480-2¼ 687 (700-2¼)

<b>ELEV 3793</b>					
247° 3.7 NM from FAF					
3780 A					
3825					
3833					
5600 X 100					
0.5% UP					
TDZE 3773					
REIL Rwy 25 0					
HIRL Rwy 7-25 0					
FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

# RNAV (GPS) RWY 7

HOT SPRINGS/INGALLS FIELD (HSP)

WAAS CH <b>86813</b> <b>W07A</b>	APP CRS <b>067°</b>	Rwy Idg <b>5600</b> TDZE <b>3793</b> Apt Elev <b>3793</b>
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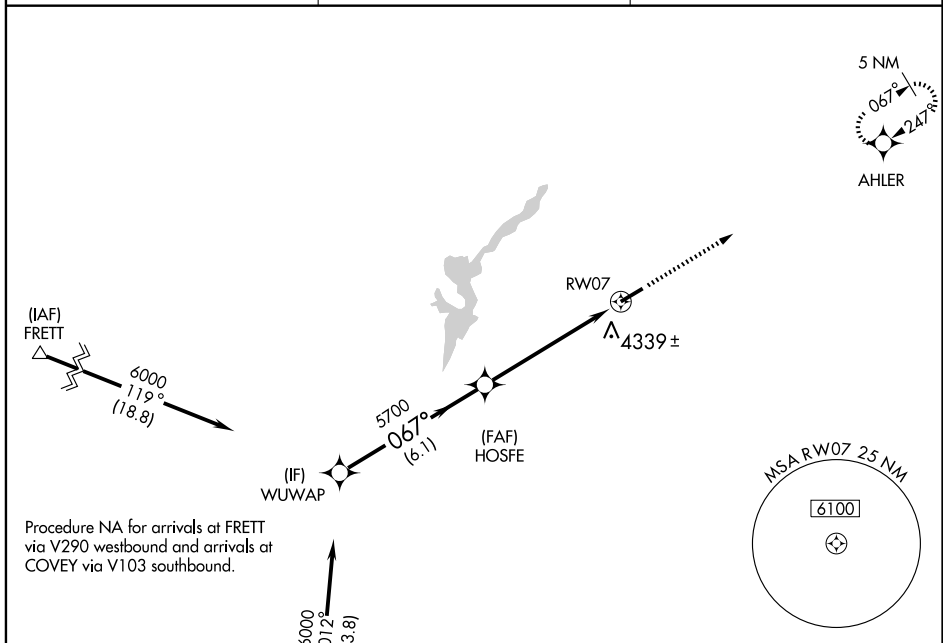
**⚠** Circling NA southeast of Rwy 7-25. Baro-VNAV NA.  
**⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
 When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 6000 direct AHLER and hold.

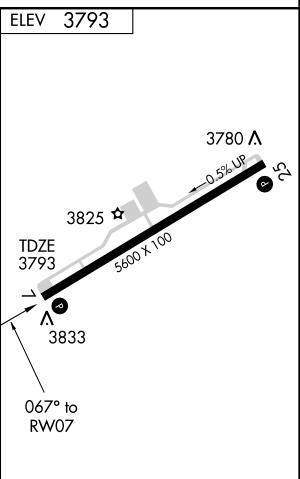
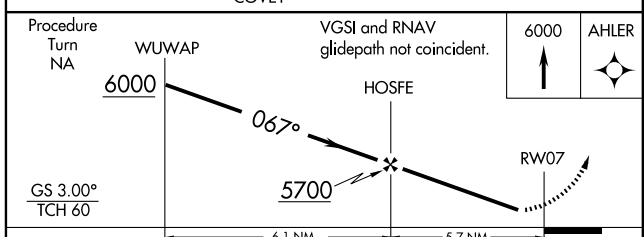
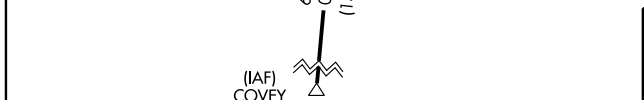
AWOS-3  
**118.8**

WASHINGTON CENTER  
**134.4 353.9**

UNICOM  
**123.0 (CTAF) 0**



Procedure NA for arrivals at FRET  
via V290 westbound and arrivals at  
COVEY via V103 southbound.



CATEGORY	A	B	C	D
LPV DA	4143-1¼		350 (400-1¼)	
LNAV/VNAV DA	4619-3		826 (900-3)	
LNAV MDA	4700-1¼ 907 (1000-1¼)		4700-2¾ 907 (1000-2¾)	
CIRCLING	4700-1¼ 907 (1000-1¼)		4700-3 907 (1000-3)	

REIL Rwy 25 **0**  
HIRL Rwy 7-25 **0**

# RNAV (GPS) RWY 7

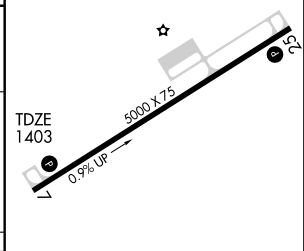
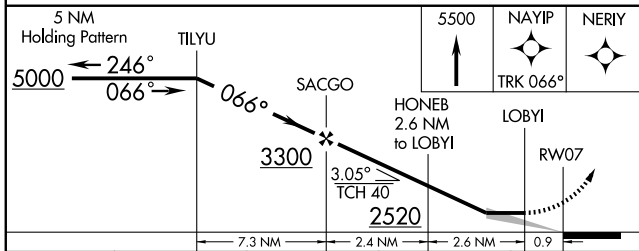
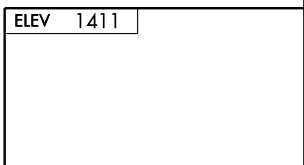
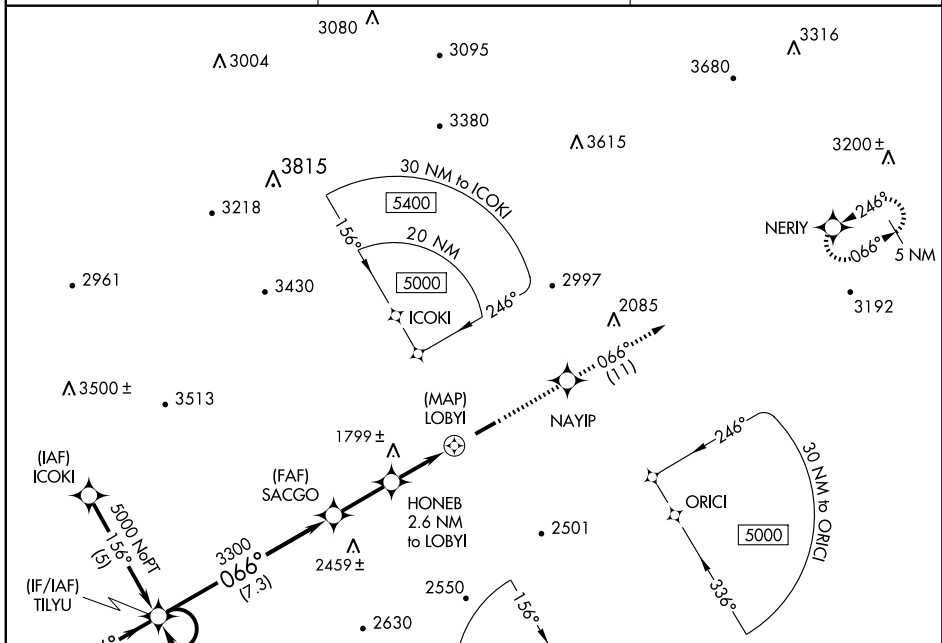
JONESVILLE / LEE COUNTY (ØVGV)

APP CRS	Rwy Idg	<b>5000</b>
<b>066°</b>	TDZE	<b>1403</b>
	Apt Elev	<b>1411</b>

**▽** Use Morristown, TN altimeter setting; if not received, use Middlesboro, KY altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 5500 direct NAYIP and via 066° track to NERIY and hold, continue climb-in-hold to 5500.

MORRISTOWN AWOS-3 <b>126.725</b>	ATLANTA CENTER <b>127.55 269.50</b>	CTAF <b>122.9</b>
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CATEGORY	A	B	C	D
LNAV MDA	2140-1	737 (800-1)	2140-2 737 (800-2)	2140-2 1/4 737 (800-2 1/4)
CIRCLING	2200-1 789 (800-1)	2200-1 1/4 789 (800-1 1/4)	2200-2 1/4 789 (800-2 1/4)	2280-2 3/4 869 (900-2 3/4)

MIRL Rwy 7-25 **Ø**  
REIL Rwys 7 and 25 **Ø**

NE-3, 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 25

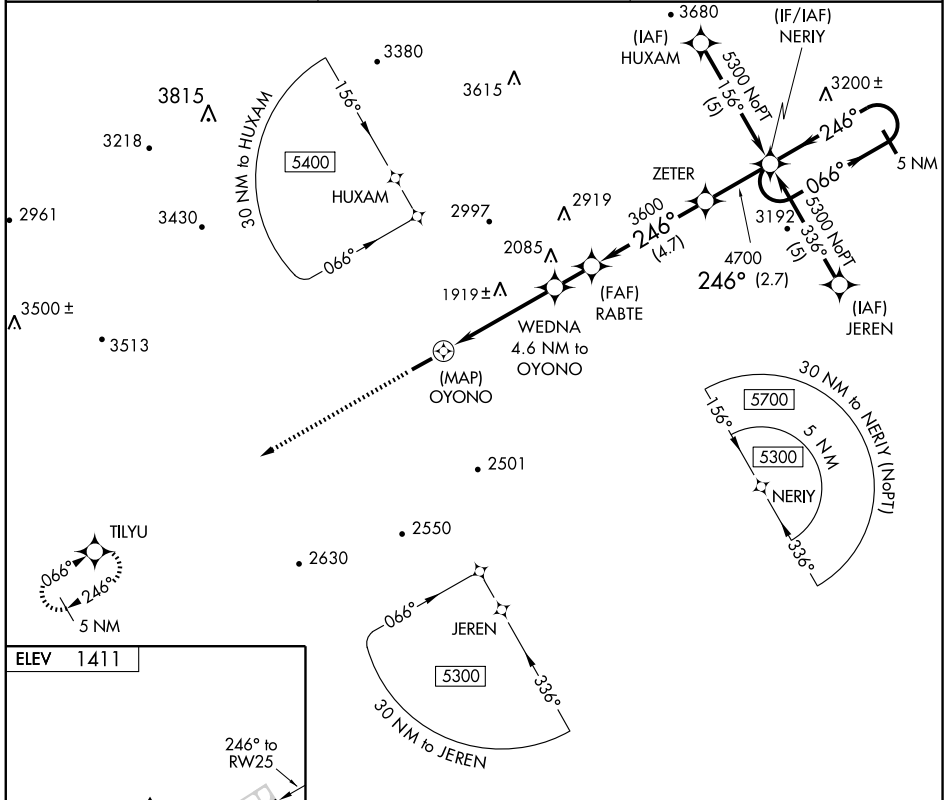
JONESVILLE / LEE COUNTY (ØVG)

APP CRS	Rwy Idg	<b>5000</b>
<b>246°</b>	TDZE	<b>1411</b>
	Apt Elev	<b>1411</b>

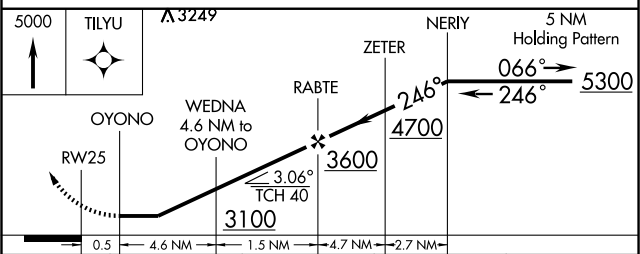
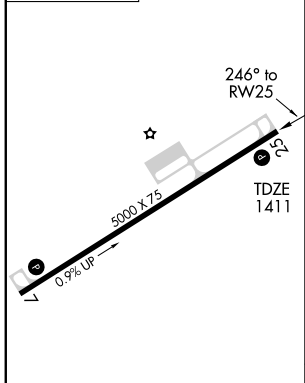
**▽** DME/DME RNP-0.3 NA. Use Morristown, TN altimeter setting;  
**△** NA if not received, use Middlesboro, KY altimeter setting and increase all MDAs 20 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 5000 direct TILYU and hold.

MORRISTOWN AWOS-3 <b>126.725</b>	ATLANTA CENTER <b>127.55 269.50</b>	CTAF <b>122.9</b>
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ELEV	<b>1411</b>
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CATEGORY	A	B	C	D
LNAV MDA	2260-1 849 (900-1)	2260-1¼ 849 (900-1¼)	2260-2½ 849 (900-2½)	2260-2¾ 849 (900-2¾)
CIRCLING	2260-1 849 (900-1)	2260-1¼ 849 (900-1¼)	2260-2½ 849 (900-2½)	2280-2¾ 869 (900-2¾)

MIRL Rwy 7-25 **Ø**  
 REIL Rwy 7 and 25 **Ø**

# RNAV (GPS) RWY 18

LAWRENCEVILLE/BRUNSWICK MUNI (LVL)

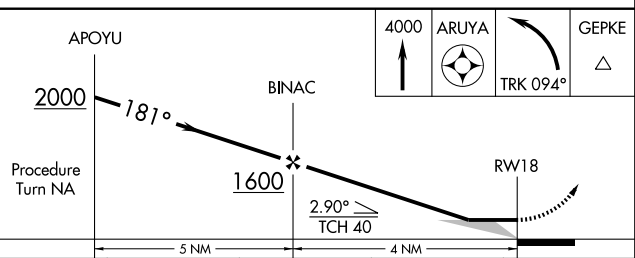
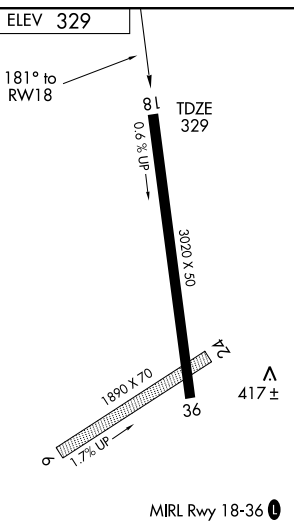
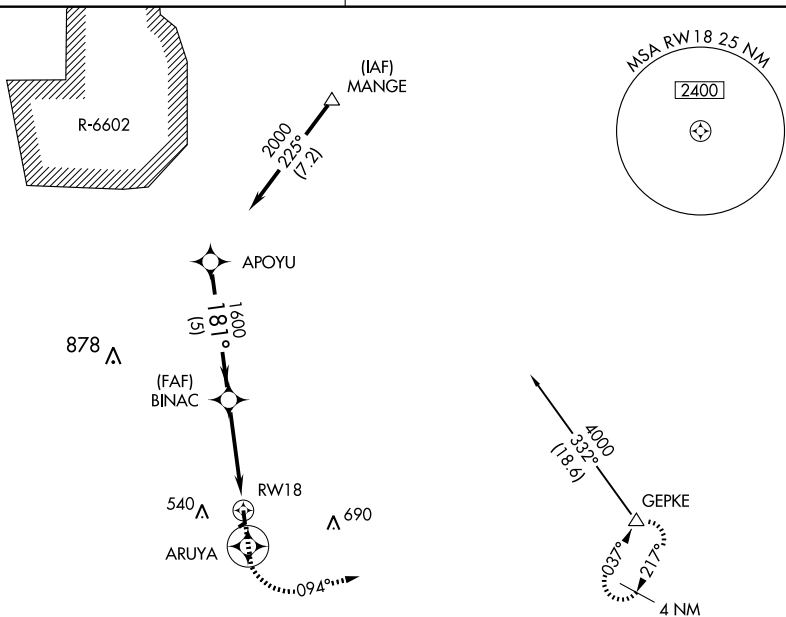
APP CRS	Rwy Idg	<b>3020</b>
<b>181°</b>	TDZE	<b>329</b>
	Apt Elev	<b>329</b>

▼ Use Mecklenburg/Brunswick altimeter setting.  
 ▲ NA DME/DME RNP-0.3 NA. GPS or RNP-0.3 required.  
 Circling NA to Rwy 6/24.

MISSED APPROACH: Climb to 4000 direct ARUYA WP and left turn via 094° track to GEPKE WP and hold.

WASHINGTON APP CON  
**118.75 377.1**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
LNAV MDA	840-1	511 (600-1)	NA	
CIRCLING	940-1	611 (700-1)	NA	

APP CRS	Rwy Idg	<b>3020</b>
<b>001°</b>	TDZE	<b>327</b>
	Apt Elev	<b>329</b>

# RNAV (GPS) RWY 36

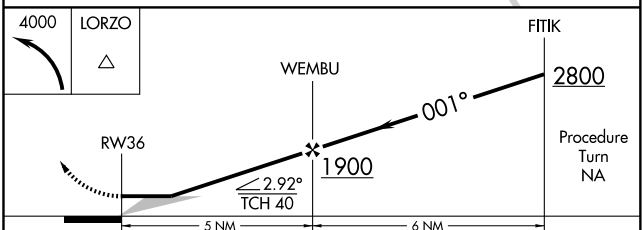
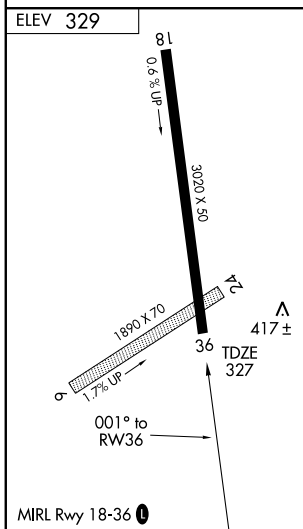
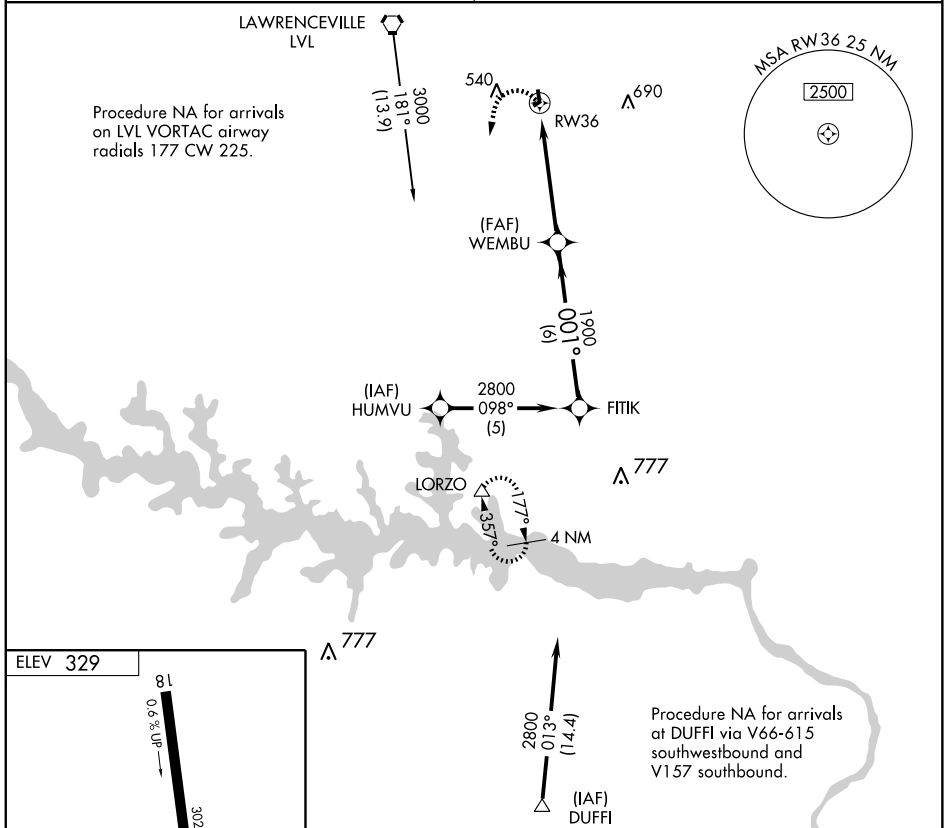
LAWRENCEVILLE/BRUNSWICK MUNI (LVL)

**NA** Use Mecklenburg/Brunswick altimeter setting. DME/DME RNP-0.3 NA. GPS or RNP-0.3 required. Circling NA to Rwy 6/24.

MISSED APPROACH: Climbing left turn to 4000 direct LORZO WP and hold.

WASHINGTON APP CON **118.75 377.1**

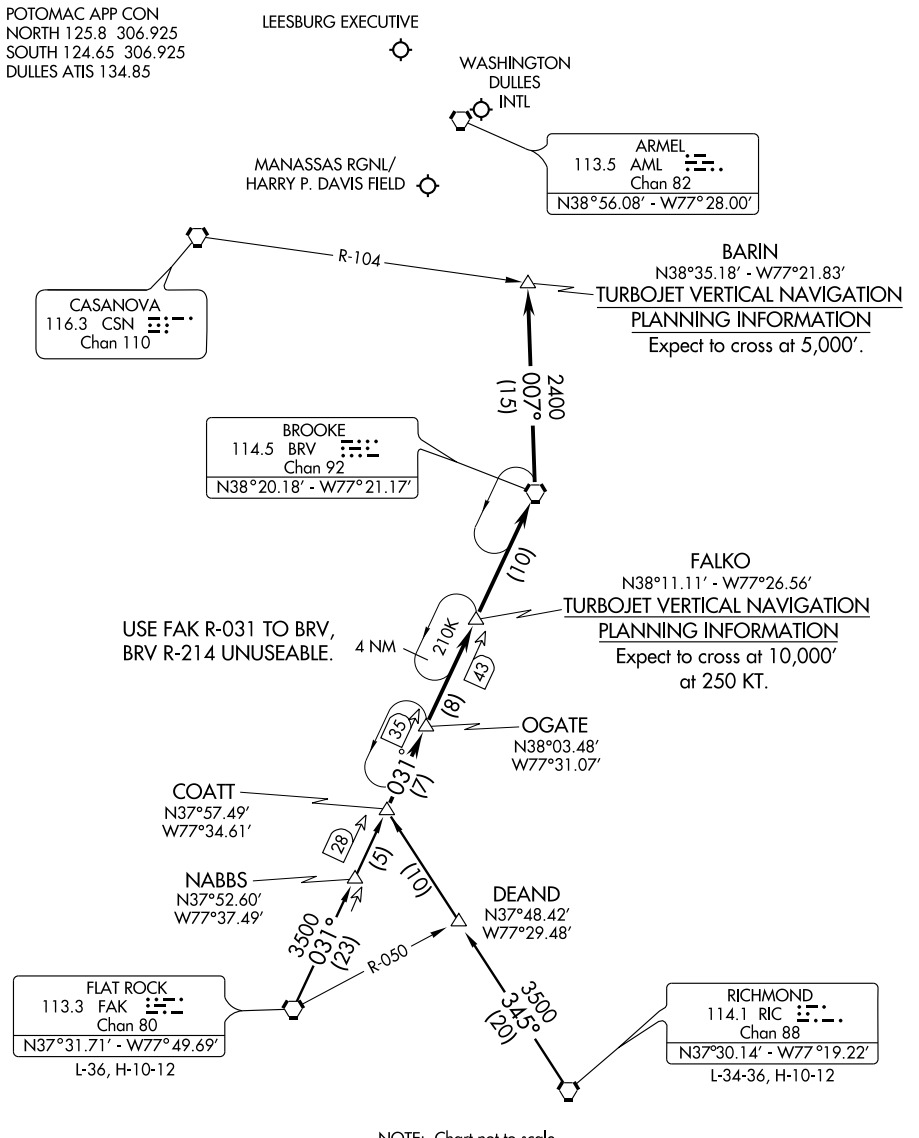
UNICOM **122.8 (CTAF) 0**



CATEGORY	A	B	C	D
LNAV MDA	760-1	433 (500-1)	NA	
CIRCLING	940-1	611 (700-1)	NA	

# COATT FOUR ARRIVAL

WASHINGTON, DC



POTOMAC APP CON  
 NORTH 125.8 306.925  
 SOUTH 124.65 306.925  
 DULLES ATIS 134.85

LEESBURG EXECUTIVE  
 MANASSAS RGNL/  
 HARRY P. DAVIS FIELD

WASHINGTON  
 DULLES  
 INTL

ARMEL  
 113.5 AML  
 Chan 82  
 N38°56.08' - W77°28.00'

CASANOVA  
 116.3 CSN  
 Chan 110

BROOKE  
 114.5 BRV  
 Chan 92  
 N38°20.18' - W77°21.17'

BARIN  
 N38°35.18' - W77°21.83'  
 TURBOJET VERTICAL NAVIGATION  
 PLANNING INFORMATION  
 Expect to cross at 5,000'.

USE FAK R-031 TO BRV,  
 BRV R-214 UNUSEABLE.

FALCO  
 N38°11.11' - W77°26.56'  
 TURBOJET VERTICAL NAVIGATION  
 PLANNING INFORMATION  
 Expect to cross at 10,000'  
 at 250 KT.

FLAT ROCK  
 113.3 FAK  
 Chan 80  
 N37°31.71' - W77°49.69'  
 L-36, H-10-12

RICHMOND  
 114.1 RIC  
 Chan 88  
 N37°30.14' - W77°19.22'  
 L-34-36, H-10-12

NOTE: Chart not to scale.

**FLAT ROCK TRANSITION (FAK.COATT4):** From over FAK VORTAC via FAK R-031 to COATT INT. Thence . . . .  
**RICHMOND TRANSITION (RIC.COATT4):** From over RIC VORTAC via RIC R-345 to COATT INT. Thence . . . .  
 . . . . From over COATT INT via FAK R-031 to BRV VORTAC, then from over BRV VORTAC via BRV R-007 to BARIN INT. Expect radar vectors to final approach course after BARIN INT.

NE-3, 08 APR 2010 to 06 MAY 2010

# LOC RWY 17

## LEESBURG EXECUTIVE (JYO)

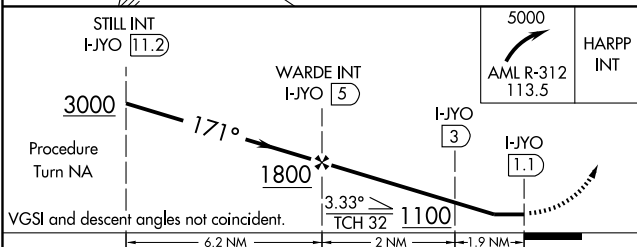
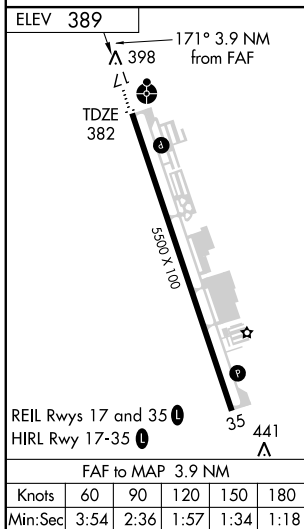
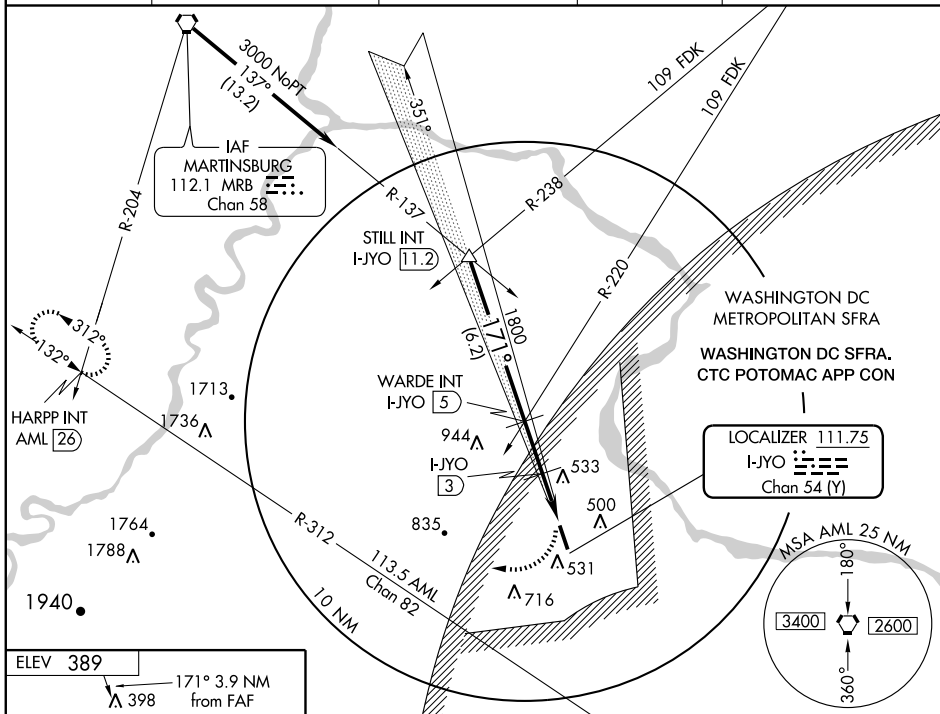
LOC I-JYO <b>111.75</b> Chan <b>54 (Y)</b>	APP CRS <b>171°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>382</b> <b>389</b>
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ODALS



MISSED APPROACH: Climbing right turn to 5000  
via AML R-312 to HARPP Int AML 26 DME and hold.

AWOS-3 <b>125.225</b>	POTOMAC APP CON <b>126.1 338.25</b>	LEESBURG RADIO <b>122.6</b>	CLNC DEL <b>118.55</b>	UNICOM <b>122.975 (CTAF) 0</b>
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CATEGORY	A	B	C	D
S-17	1100-1	718 (800-1)	1100-2 718 (800-2)	1100-2½ 718 (800-2½)
CIRCLING	1100-1	711 (800-1)	1100-2 711 (800-2)	1100-2½ 711 (800-2½)
DME MINIMUMS				
S-17	720-1 338 (400-1)			
CIRCLING	840-1	451 (500-1)	900-1½ 511 (600-1½)	1040-2 651 (700-2)




# RNAV (GPS) RWY 17

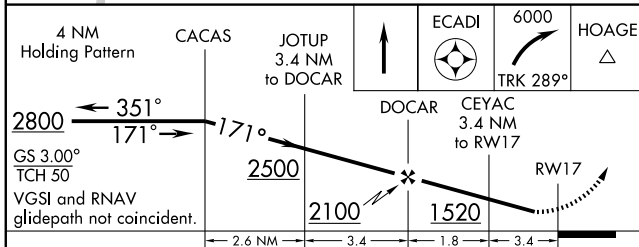
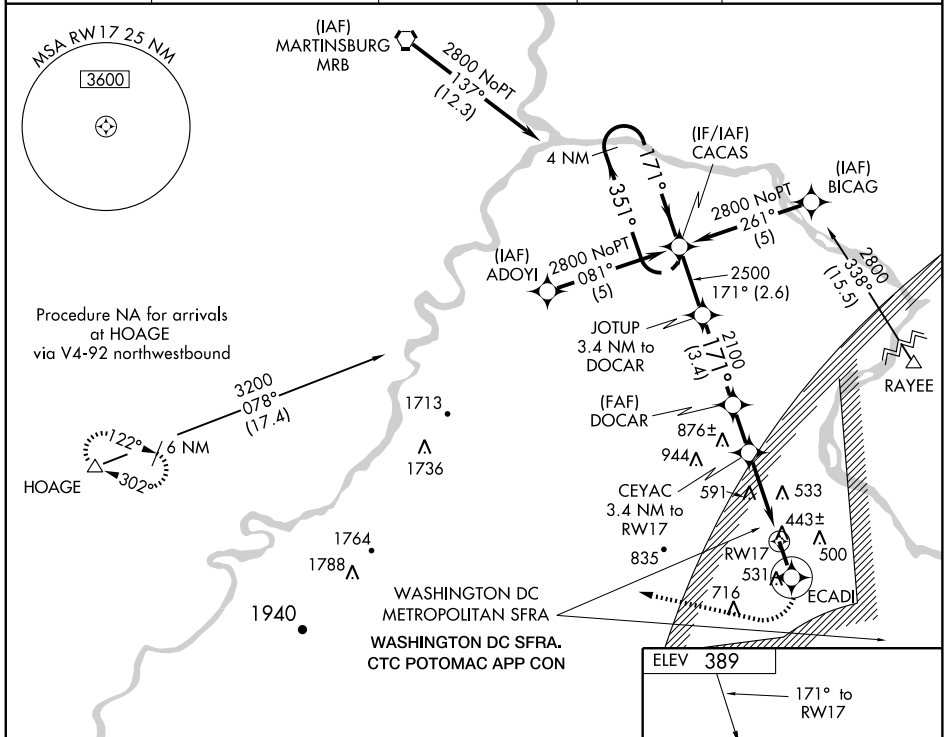
LEESBURG EXECUTIVE (JYO)

WAAS CH <b>60902</b> W17A	APP CRS <b>171°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>382</b> <b>389</b>
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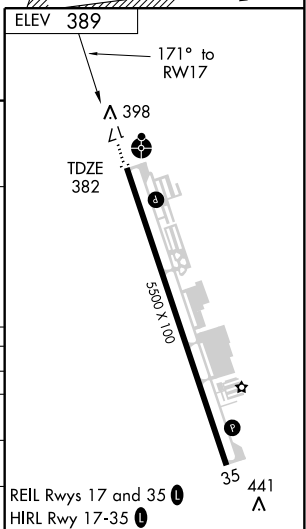
**⚠** Inoperative table does not apply to ODALS Rwy 17.  
**⚠** Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA.  
 When VGSI inoperative, straight-in/circling Rwy 17 procedure NA at night.

**ODALS**  MISSED APPROACH: Climb direct ECADI then climbing right turn to 6000 via 289° track to HOAGE and hold.

AWOS-3 <b>125.225</b>	POTOMAC APP CON <b>126.1 338.25</b>	LEESBURG RADIO <b>122.6</b>	CLNC DEL <b>118.55</b>	UNICOM <b>122.975 (CTAF)</b> <b>0</b>
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CATEGORY	A	B	C	D
LPV DA	640-1		258 (300-1)	
LNAV/DA VNAV	740-1¼		358 (400-1¼)	
LNAV MDA	860-1	478 (500-1)	860-1¼ 478 (500-1¼)	860-1½ 478 (500-1½)
CIRCLING	860-1¼	471 (500-1¼)	860-1½ 471 (500-1½)	1020-2 631 (700-2)

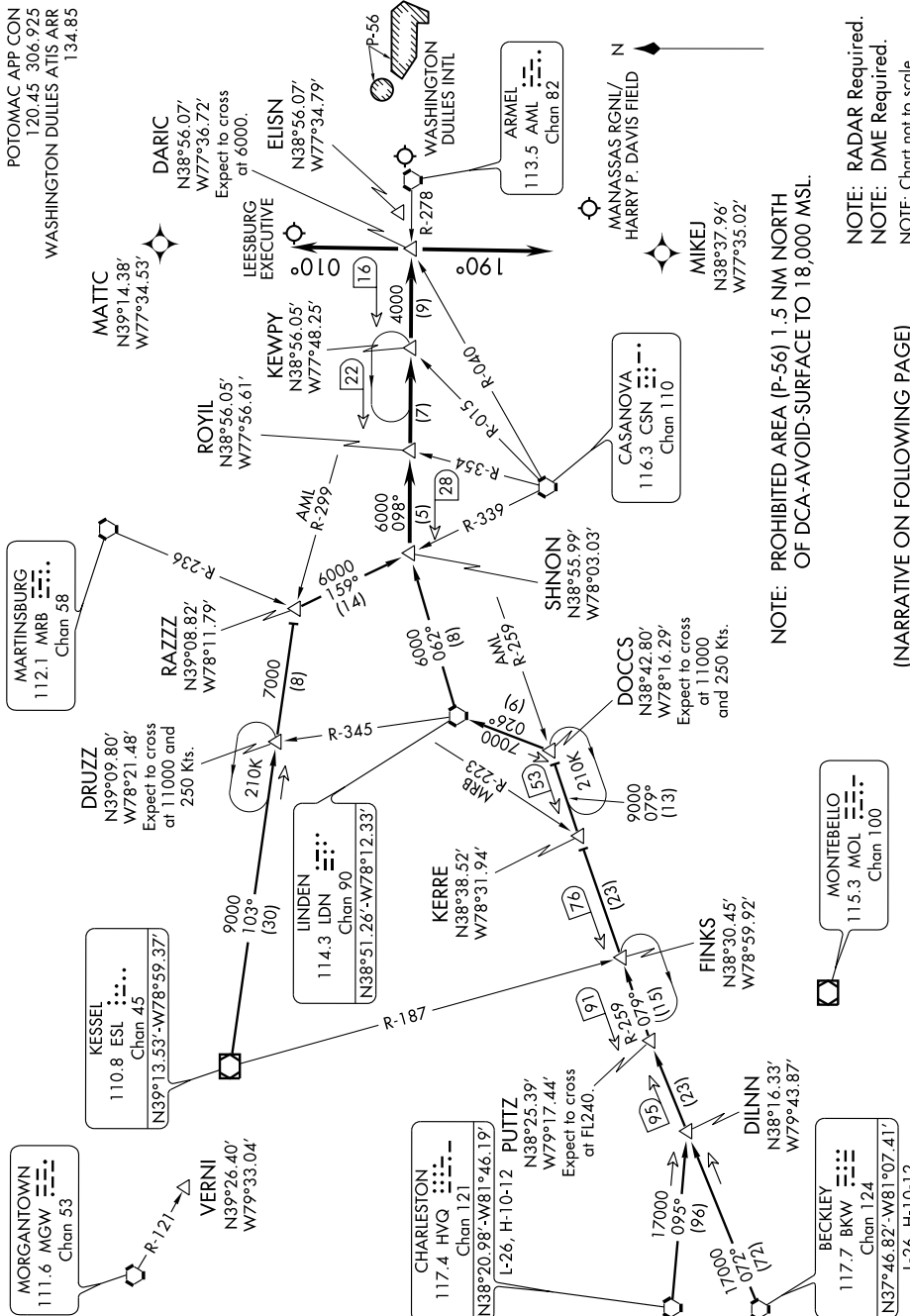


NE-3\_08 APR 2010 to 06 MAY 2010

REIL Rwy 17 and 35 **0**  
 HIRL Rwy 17-35 **0**

# ROYIL TWO ARRIVAL

WASHINGTON, DC



NOTE: PROHIBITED AREA (P-56) 1.5 NM NORTH OF DCA-AVOID-SURFACE TO 18,000 MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR Required.  
NOTE: DME Required.  
NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.ROYIL2): From over BKW VORTAC via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-062 to SHNON INT, thence . . . .

CHARLESTON TRANSITION (HVQ.ROYIL2): From over HVQ VORTAC via HVQ R-095 to DILNN INT, then via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-062 to SHNON INT, thence . . . .

KESSEL TRANSITION (ESL.ROYIL2): From over ESL VOR/DME via ESL R-103 to RAZZZ INT, then via CSN R-339 to SHNON INT, thence . . . .

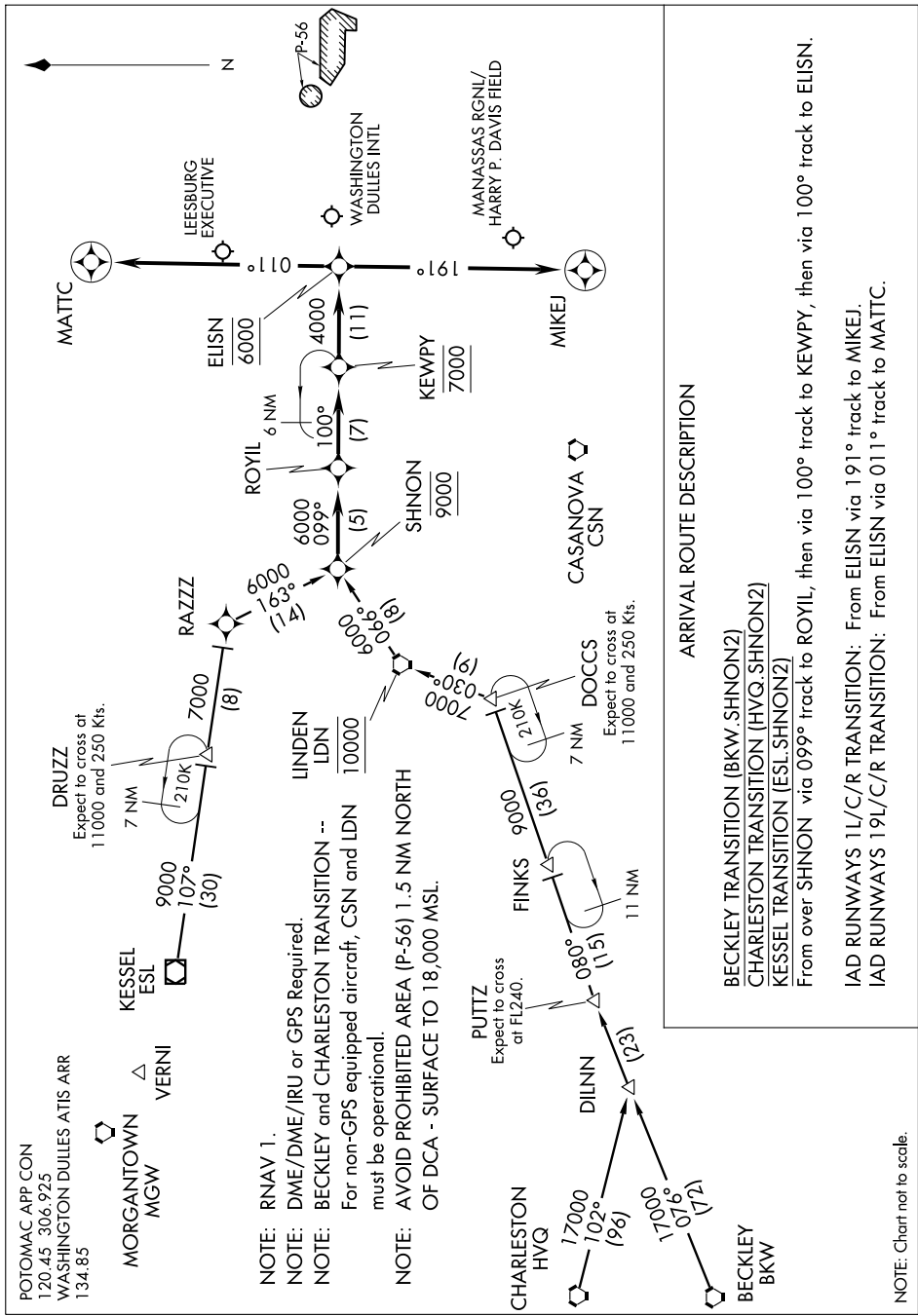
. . . . from over SHNON INT via AML R-278 to ROYIL INT, then via AML R-278 to KEWPY INT, then via AML R-278 to DARIC INT.

LANDING SOUTH (IAD ONLY): Depart DARIC heading 010° for vectors to final approach course.

LANDING NORTH (IAD ONLY): Depart DARIC heading 190° for vectors to final approach course.

# SHNON TWO ARRIVAL (RNAV)

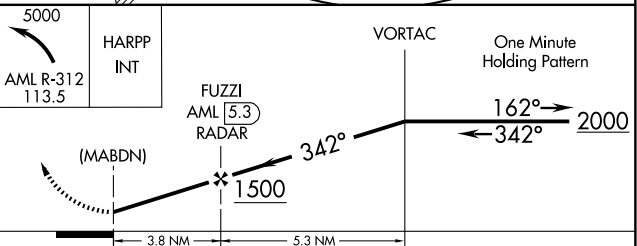
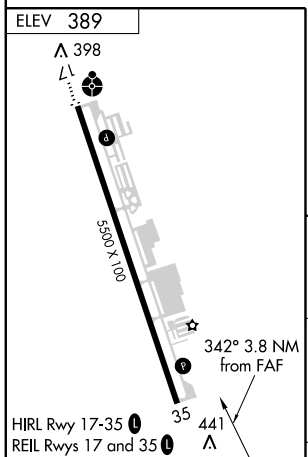
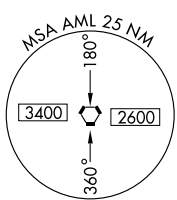
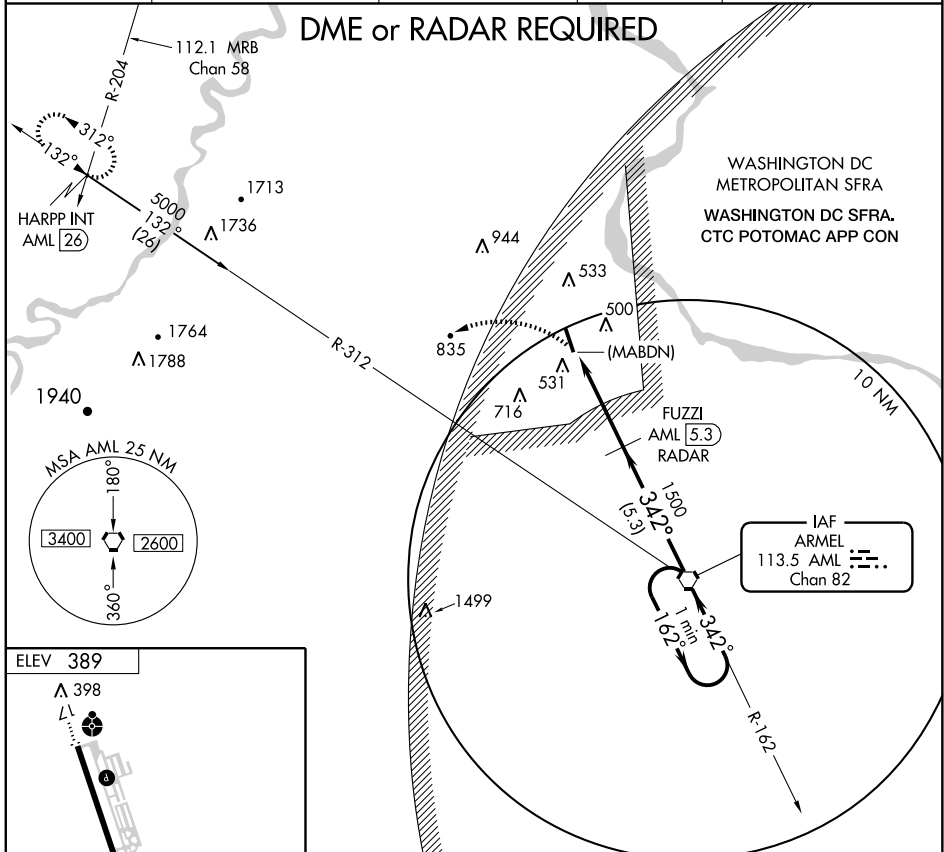
WASHINGTON, DC



VORTAC AML <b>113.5</b> Chan <b>82</b>	APP CRS <b>342°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>389</b>
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MISSED APPROACH: Climbing left turn to 5000 via R-312 to HARPP Int/AML 26 DME and hold.

AWOS-3 <b>125.225</b>	POTOMAC APP CON <b>126.1 338.25</b>	LEESBURG RADIO <b>122.6</b>	CLNC DEL <b>118.55</b>	UNICOM <b>122.975</b> (CTAF) <b>0</b>
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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
CIRCLING	900-1		511 (600-1)		900-1½ 511 (600-1½)
					1040-2 651 (700-2)

NE-3, 08 APR 2010 to 06 MAY 2010

LOC I-LKU <b>108.55</b>	APP CRS <b>271°</b>	Rwy Idg TDZE Apt Elev	<b>4300</b> <b>493</b> <b>493</b>
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# LOC/DME RWY 27

LOUISA COUNTY/FREEMAN FIELD (LKU)

**▼** Circling NA N of Rwy 09-27. When local altimeter setting not received, use Orange altimeter setting and increase all MDAs 40 feet.  
**▲ NA** Visibility reduction by helicopters NA. DME from GVE VORTAC, simultaneous reception of I-LKU and GVE DME required.

MISSED APPROACH: Climb to 2900 direct GVE VORTAC and hold.

AWOS-3  
**119.475**

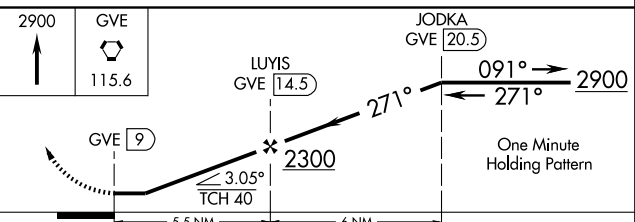
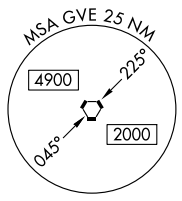
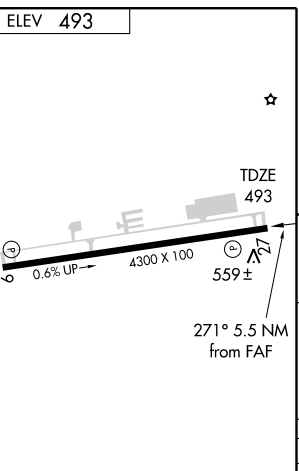
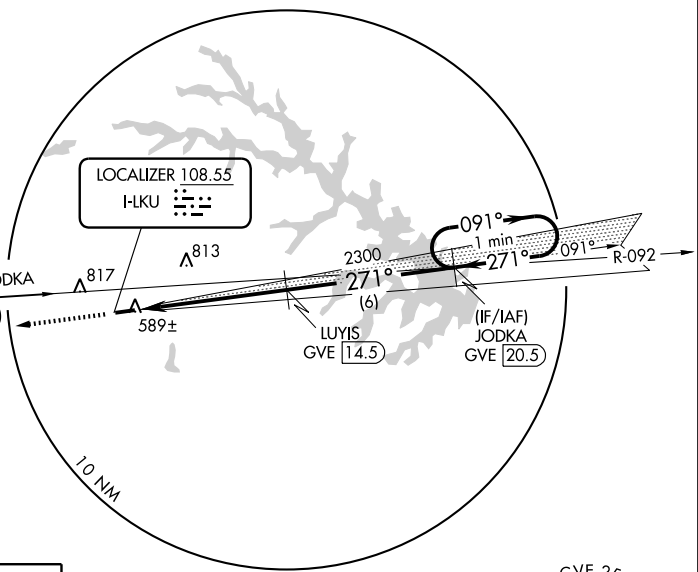
POTOMAC APP CON  
**132.85 257.75**

UNICOM  
**122.725 (CTAF) 0**

1197

GORDONSVILLE  
115.6 GVE  
Chan 103

LOCALIZER 108.55  
I-LKU



CATEGORY	A	B	C	D
S-27	840-1	347 (400-1)		NA
CIRCLING	920-1 427 (500-1)	960-1 467 (500-1)		NA

REIL Rwy 9 and 27  
MIRL Rwy 9-27

APP CRS **271°**  
 Rwy ldg **4300**  
 TDZE **493**  
 Apt Elev **493**

# RNAV (GPS) RWY 27

LOUISA COUNTY/FREEMAN FIELD (LKU)

**⚠** Circling NA N of Rwy 09-27. When local altimeter setting not received, use Orange altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

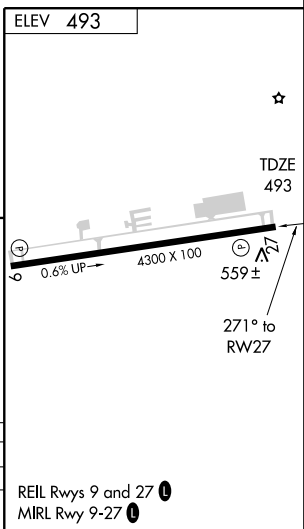
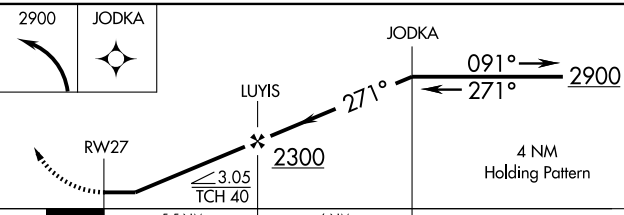
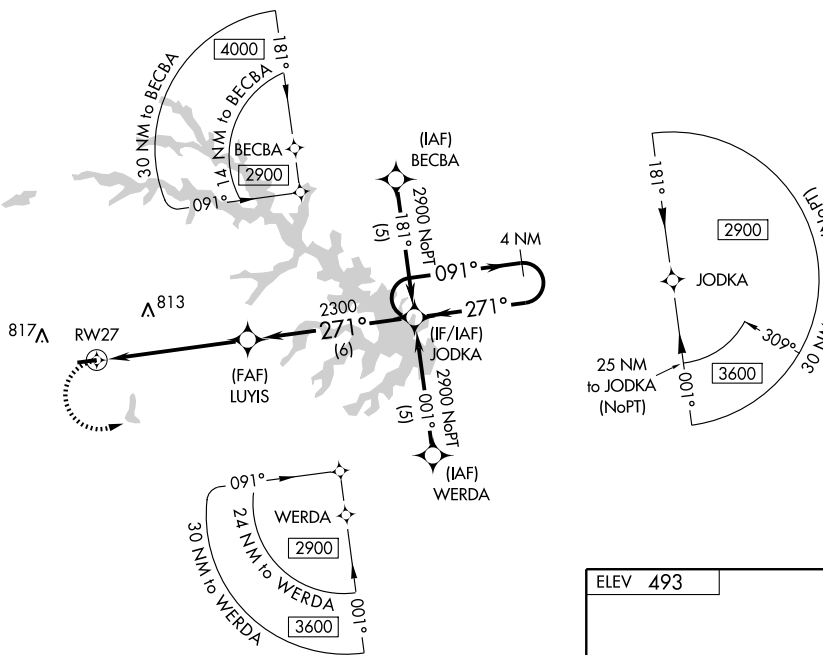
**MISSED APPROACH:**  
 Climbing left turn to 2900 direct JODKA and hold.

AWOS-3  
**119.475**

POTOMAC APP CON  
**132.85 257.75**

UNICOM  
**122.725 (CTAF) ①**

882



CATEGORY	A	B	C	D
LNAV MDA	920-1	427 (500-1)	NA	
CIRCLING	920-1 427 (500-1)	960-1 467 (500-1)	NA	

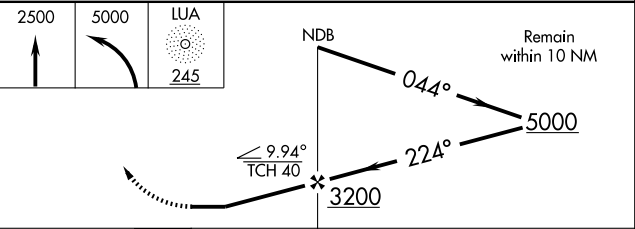
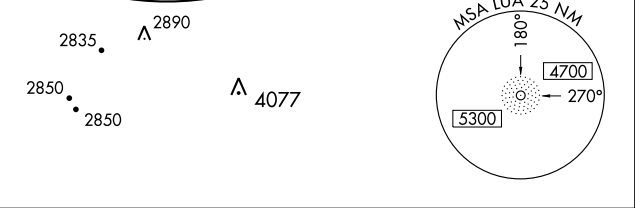
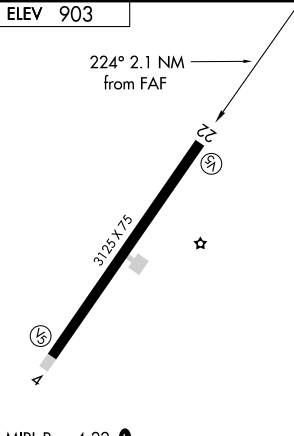
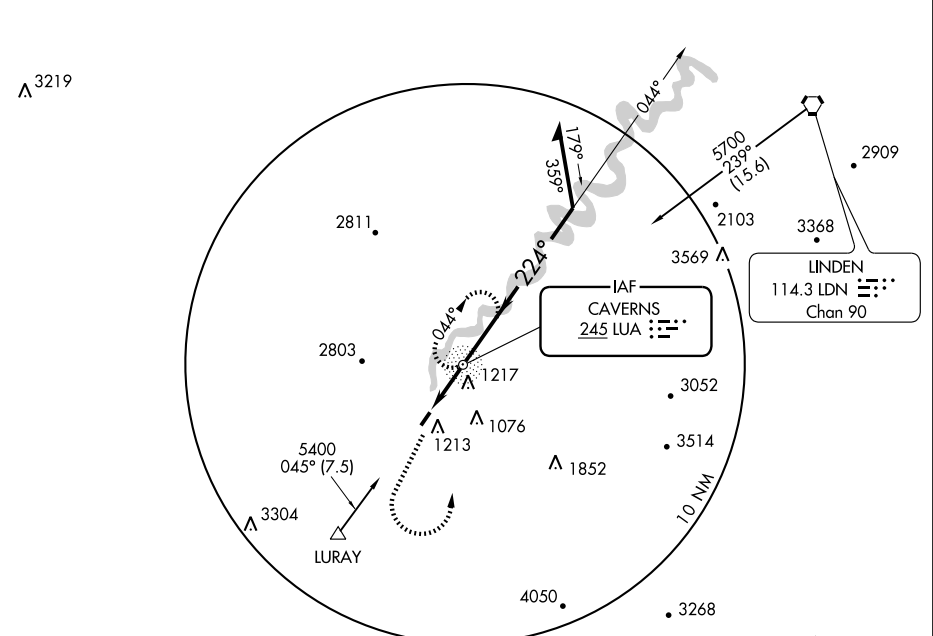
REIL Rwy 9 and 27 ①  
 MIRL Rwy 9-27 ①

NDB LUA <b>245</b>	APP CRS <b>224°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>903</b>
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**▼** Use Charlottesville altimeter setting; when not received, use Orange altimeter setting.  
**▲ NA** Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climb to 2500 then climbing left turn to 5000 direct LUA NDB and hold, continue climb-in-hold to 5000.

CHARLOTTEVILLE ASOS <b>118.425</b>	WASHINGTON CENTER <b>133.2 282.2</b>	UNICOM <b>122.8 (CTAF) 0</b>
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MIRL Rwy 4-22 0	FAF to MAP 2.1 NM
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CATEGORY	A	B	C	D
CIRCLING	2360-1¼ 1457 (1500-1¼)	2360-1½ 1457 (1500-1½)	2360-3 1457 (1500-3)	NA



# RNAV (GPS) RWY 22

LURAY CAVERNS (W45)

APP CRS	Rwy Idg	<b>3125</b>
<b>230°</b>	TDZE	<b>903</b>
	Apt Elev	<b>903</b>

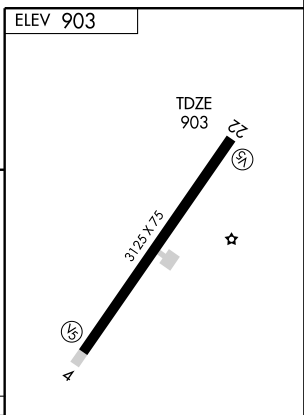
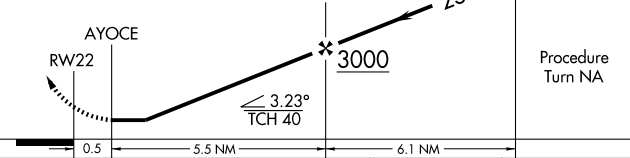
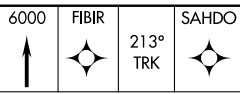
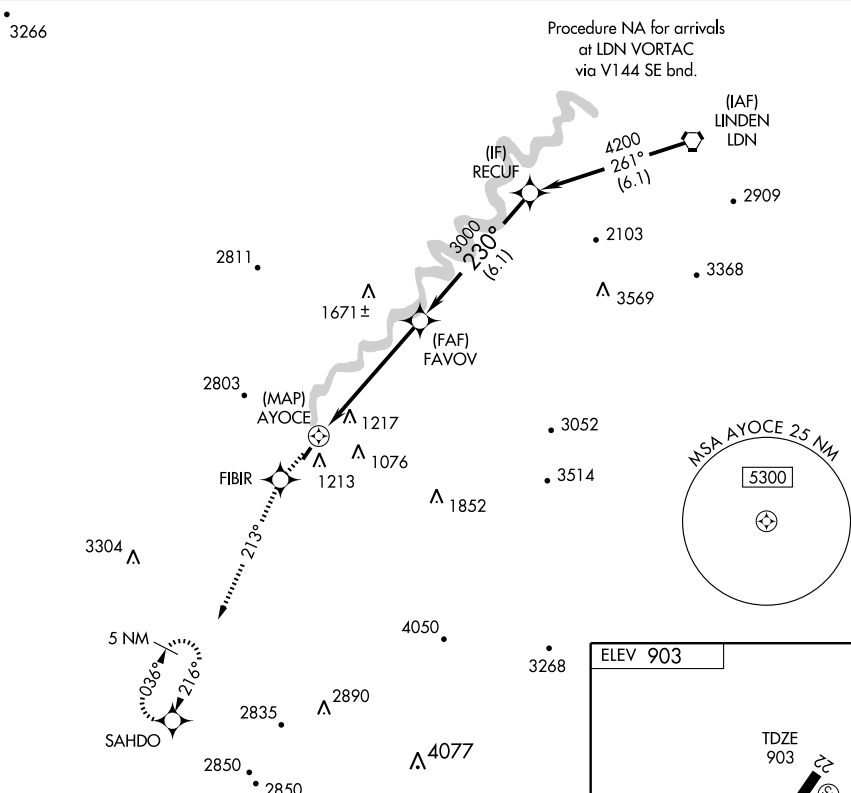
**▼** Use Charlottesville altimeter setting; when not received, use Orange altimeter setting and increase all MDAs 20 feet.  
**▲ NA** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climb to 6000 direct FIBIR and via 213° track to SAHDO and hold, continue climb-and-hold to 6000.

CHARLOTTESVILLE ASOS  
**118.425**

WASHINGTON CENTER  
**133.2 282.2**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
LNVA MDA	2280-1¼ 1377 (1400-1¼)	2280-1½ 1377 (1400-1½)	2280-3 1377 (1400-3)	NA
CIRCLING	2320-1¼ 1417 (1500-1¼)	2320-1½ 1417 (1500-1½)	2320-3 1417 (1500-3)	NA

MIRL Rwy 4-22 0

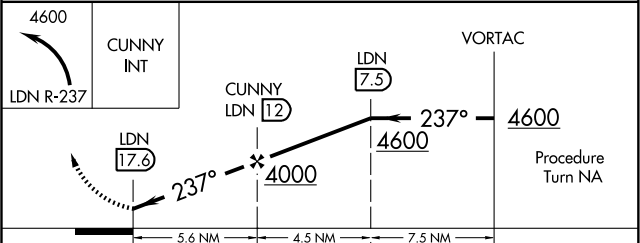
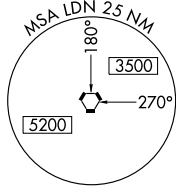
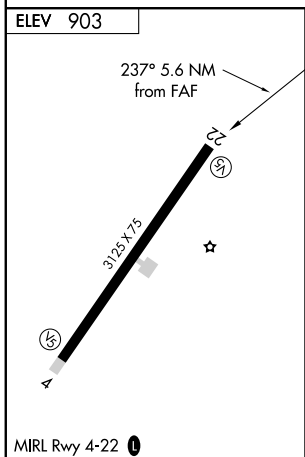
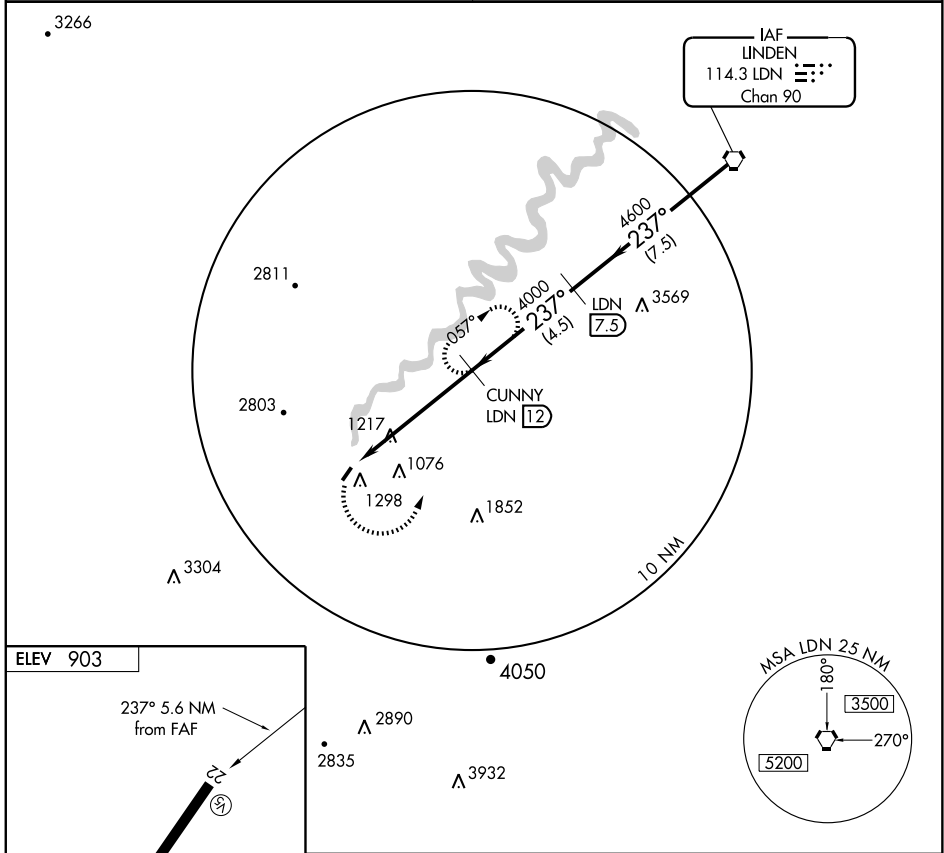
VORTAC LDN <b>114.3</b> Chan <b>90</b>	APP CRS <b>237°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>903</b>
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▼  
▲ NA  
Use Charlottesville altimeter setting.

MISSED APPROACH: Climbing left turn to 4600 via LDN R-237 to CUNNY and hold.

WASHINGTON CENTER  
**133.2 282.2**

UNICOM  
**122.8** (CTAF) **0**



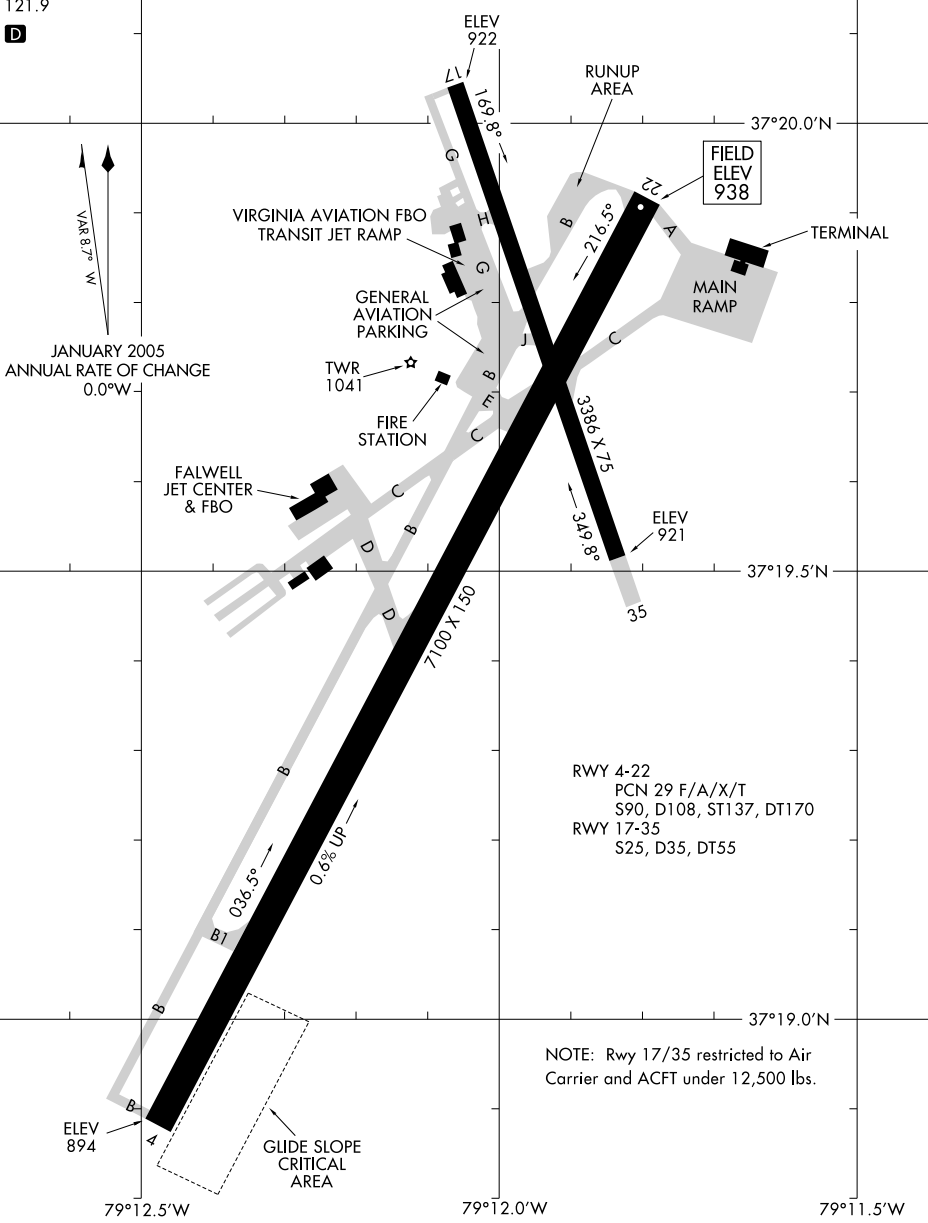
ELEV 903						
Knots	60	90	120	150	180	
Min:Sec						
CATEGORY	A		B		C	D
CIRCLING	2320-1¼ 1417 (1500-1¼)		2320-1½ 1417 (1500-1½)		2320-3 1417 (1500-3)	NA

# AIRPORT DIAGRAM

LYNCHBURG GRGNL/PRESTON GLENN FIELD (LYH)  
AL-499 (FAA)  
LYNCHBURG, VIRGINIA

ATIS  
119.8  
LYNCHBURG TOWER ★  
127.65 257.8  
GND CON  
121.9  
**D**

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READEBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.



RWY 4-22  
PCN 29 F/A/X/T  
S90, D108, ST137, DT170  
RWY 17-35  
S25, D35, DT55

NOTE: Rwy 17/35 restricted to Air Carrier and ACFT under 12,500 lbs.

# ILS or LOC RWY 4

LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

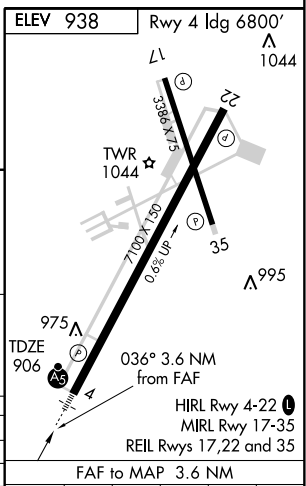
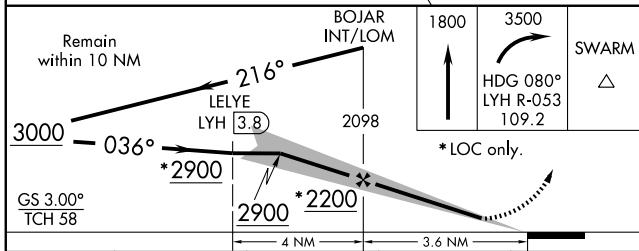
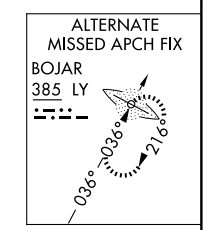
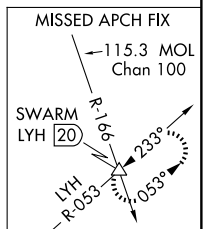
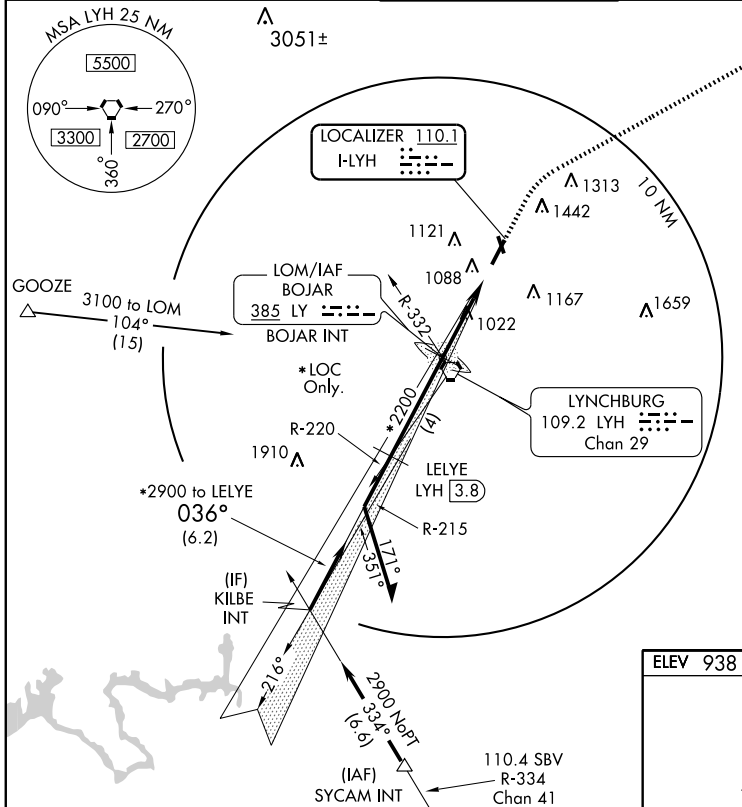
LOC I-LYH <b>110.1</b>	APP CRS <b>036°</b>	Rwy ldg TDZE Apt Elev	<b>6800</b> <b>906</b> <b>938</b>
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**▽** \* DME REQUIRED  
**▲** \*\* RVR 1800 authorized with the use of FD or AP or HUD to DA.



**MISSED APPROACH:** Climb to 1800, then climbing right turn to 3500 via heading 080° and LYH VORTAC R-053 to SWARM Int and hold.

ATIS <b>119.8</b>	ROANOKE APP CON <b>135.0 254.32</b>	LYNCHBURG TOWER ★ <b>127.65 (CTAF) 0 257.8</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
S-ILS 4		** 1106/24	200 (200-½)	
S-LOC 4	1320/24	414 (400-½)	1320/40	414 (400-¾)
CIRCLING	1640-1 702 (800-1)	1700-1¼ 762 (800-1¼)	1800-2½ 862 (900-2½)	1800-2¾ 862 (900-2¾)

F knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

NE-3, 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 4

LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

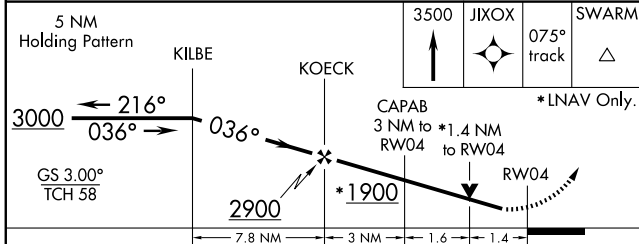
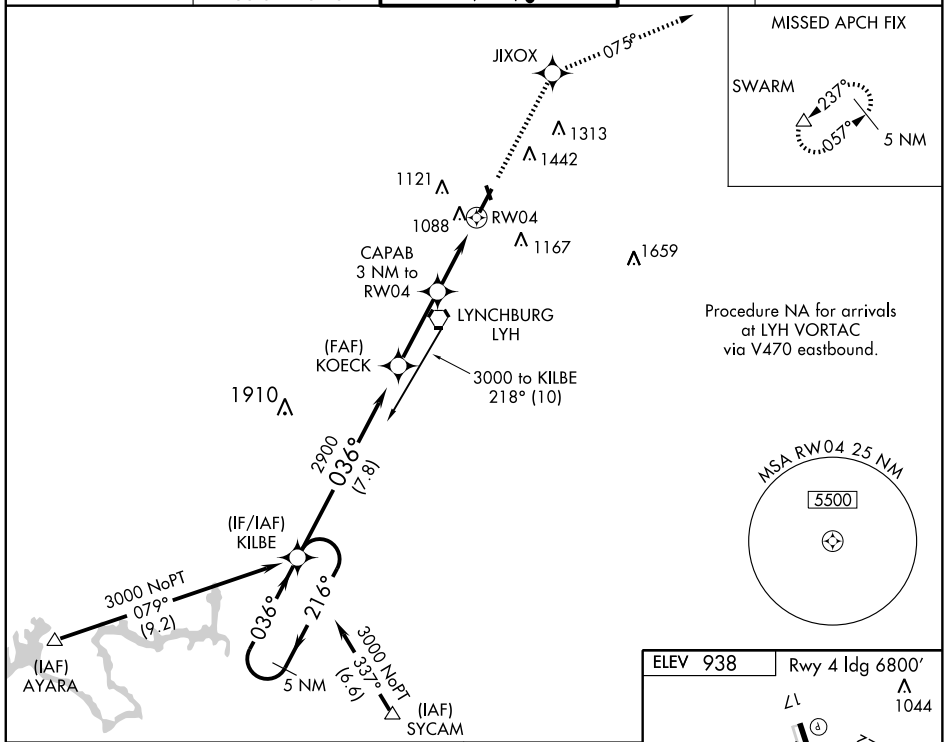
WAAS CH <b>58205</b> W04A	APP CRS <b>036°</b>	Rwy Idg TDZE Apt Elev	<b>6800</b> <b>906</b> <b>938</b>
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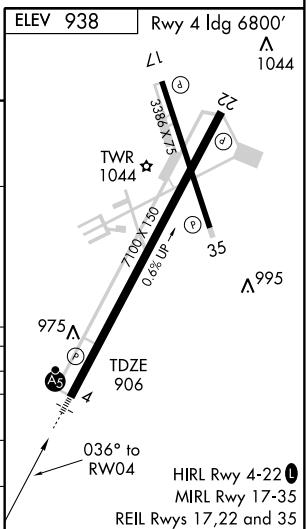
MISSED APPROACH: Climb to 3500 direct JIXOX and via 075° track to SWARM and hold.

For inoperative MALSRL, increase LNAV Cat A and B visibility to RVR 5000. 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.

ATIS <b>119.8</b>	ROANOKE APP CON <b>135.0 254.32</b>	LYNCHBURG TOWER ★ <b>127.65</b> (CTAF) <b>0 257.8</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA		1176/40	270 (300-¾)	
LNAV/DA VNAV		1395/60	489 (500-1½)	
LNAV MDA	1400/40	494 (500-¾)		1400/50 494 (500-1)
CIRCLING	1640-1 702 (800-1)	1700-1¼ 762 (800-1¼)	1800-2½ 862 (900-2½)	1800-2¾ 862 (900-2¾)



# RNAV (GPS) RWY 22

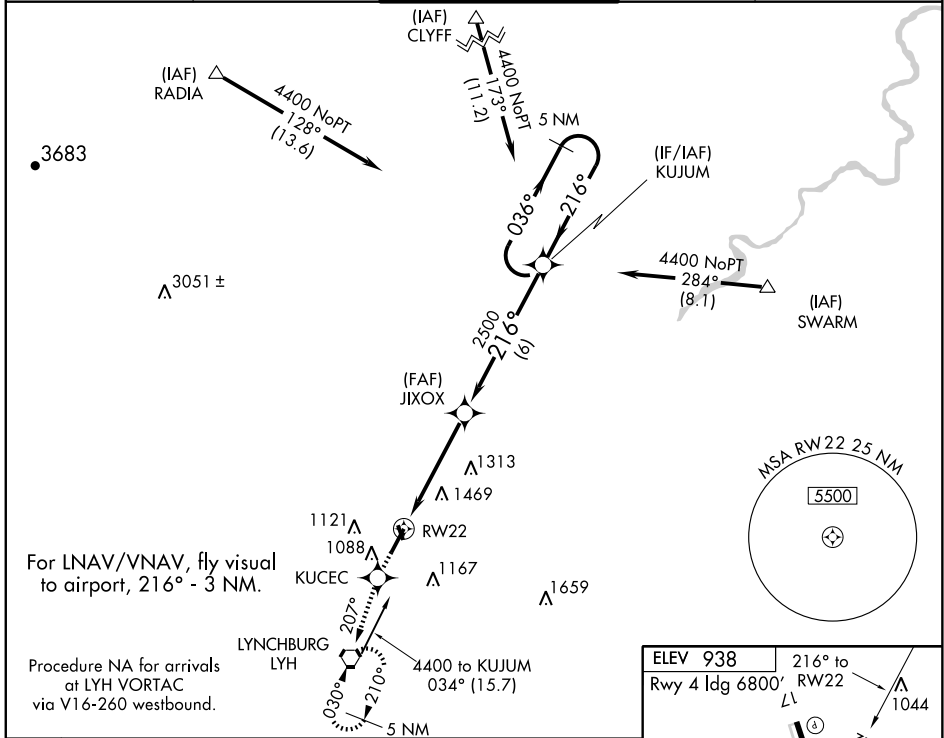
LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

WAAS CH <b>97705</b> <b>W22A</b>	APP CRS <b>216°</b>	Rwy Idg TDZE Apt Elev	<b>7100</b> <b>938</b> <b>938</b>
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**▽** 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.

**MISSED APPROACH:** Climb to 3000 direct KUCEC and via 207° track to LYH VORTAC and hold, continue climb-in hold to 3000.

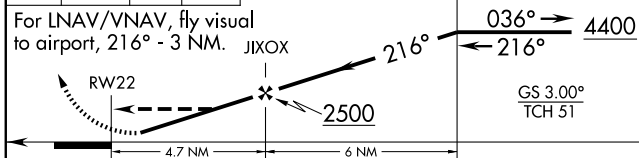
ATIS <b>119.8</b>	ROANOKE APP CON <b>135.0 254.32</b>	LYNCHBURG TOWER ★ <b>127.65 (CTAF) 257.8</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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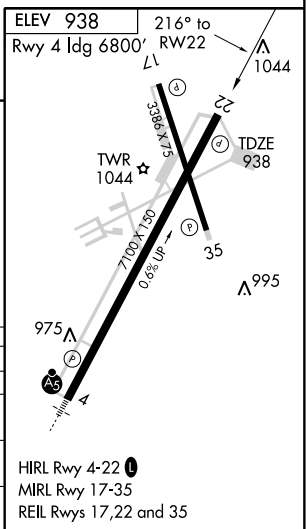
For LNAV/VNAV, fly visual to airport, 216° - 3 NM.

Procedure NA for arrivals at LYH VORTAC via V16-260 westbound.

3000	KUCEC	207° track	LYH	VGSI and RNAV glidepath not coincident.	5 NM Holding Pattern
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CATEGORY	A	B	C	D
LPV DA	1250-1 312 (400-1)			
LNAV/ VNAV DA	1939-2	1001 (1100-2)	1939-3	1001 (1100-3)
LNAV MDA	1720-1 782 (800-1)	1720-1 ¼ 782 (800-1 ¼)	1720-2 ¼ 782 (800-2 ¼)	1720-2 ½ 782 (800-2 ½)
CIRCLING	1720-1 782 (800-1)	1720-1 ¼ 782 (800-1 ¼)	1800-2 ½ 862 (900-2 ½)	1800-2 ¾ 862 (900-2 ¾)



HIRL Rwy 4-22  
MIRL Rwy 17-35  
REIL Rwy 17, 22 and 35

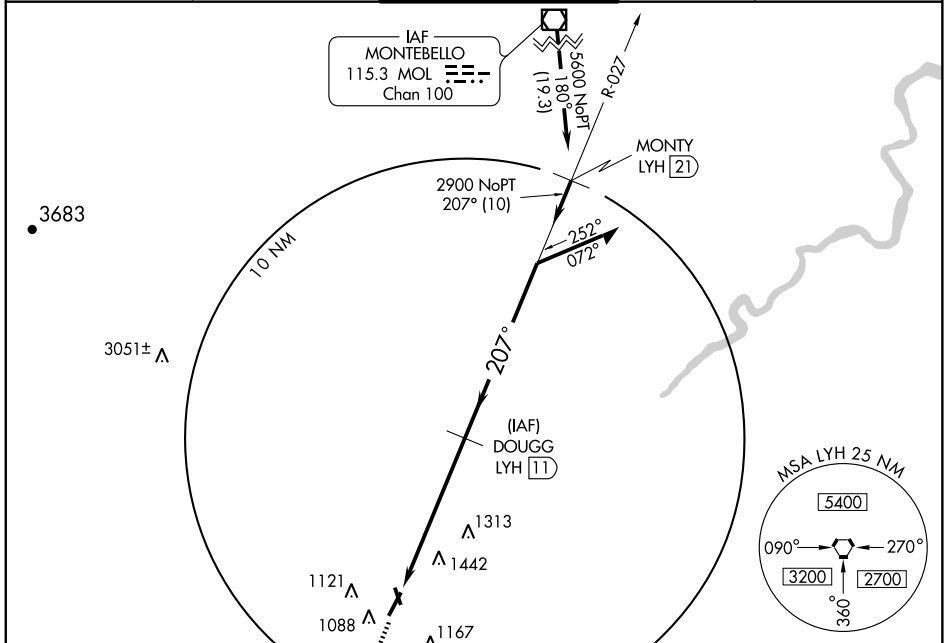
# VOR/DME RWY 22

LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

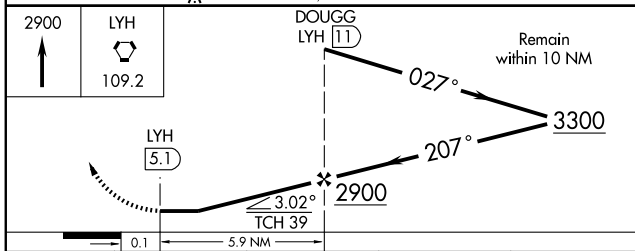
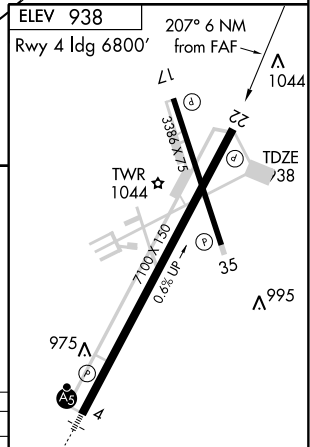
VORTAC LYH <b>109.2</b> Chan 29	APP CRS <b>207°</b>	Rwy ldg TDZE Apt Elev	<b>7100</b> <b>938</b> <b>938</b>
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MISSED APPROACH: Climb to 2900 direct LYH VORTAC and hold.

ATIS <b>119.8</b>	ROANOKE APP CON <b>135.0 254.32</b>	LYNCHBURG TOWER ★ <b>127.65 (CTAF) 257.8</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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LYNCHBURG  
109.2 LYH ---  
Chan 29



CATEGORY	A	B	C	D
S-22	1740-1 802 (900-1)	1740-1¼ 802 (900-1¼)	1740-2¼ 802 (900-2¼)	1740-2½ 802 (900-2½)
CIRCLING	1740-1 802 (900-1)	1740-1¼ 802 (900-1¼)	1800-2½ 862 (900-2½)	1800-2¾ 862 (900-2¾)

HIRL Rwy 4-22  
MIRL Rwy 17-35  
REIL Rwy 17, 22 and 35

# VOR RWY 4

LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

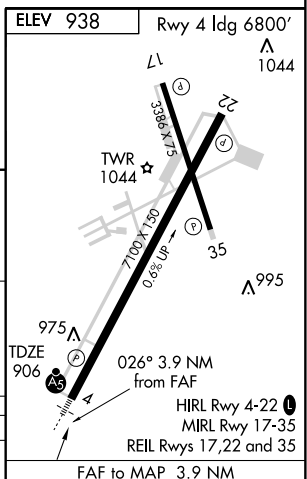
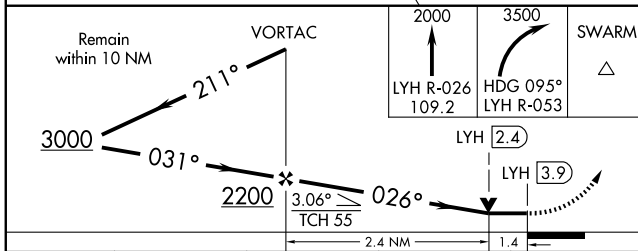
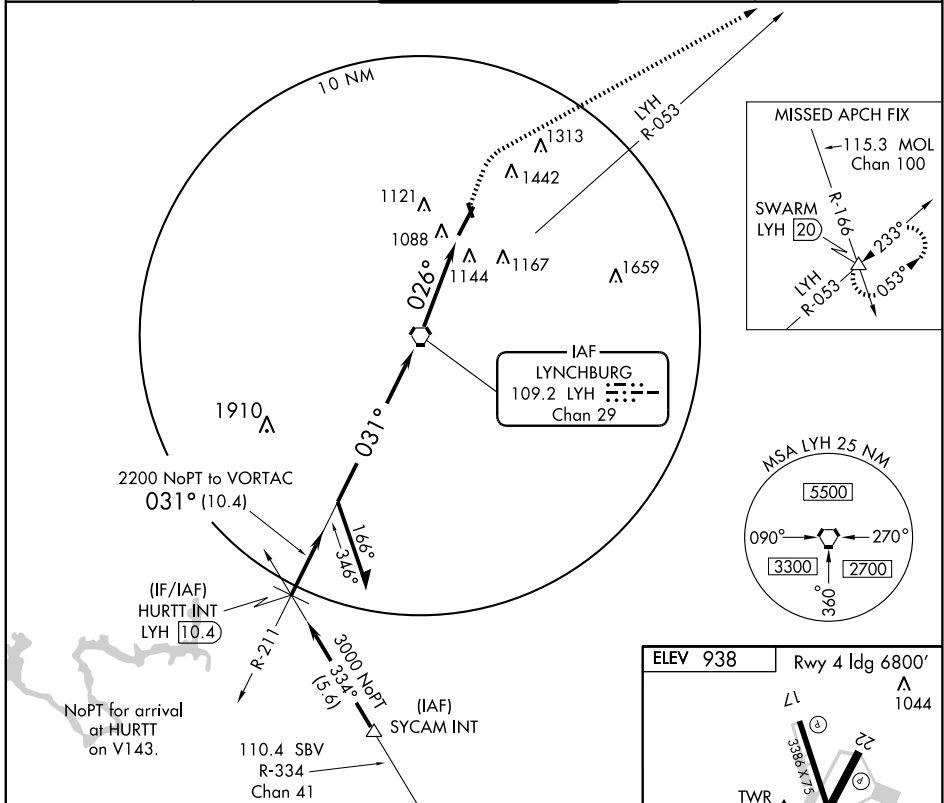
VORTAC LYH <b>109.2</b> Chan <b>29</b>	APP CRS <b>026°</b>	Rwy ldg TDZE Apt Elev <b>6800</b> <b>906</b> <b>938</b>
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**▼** For inoperative MALS, increase S-4 Cat A and B visibility to RVR 5000. Visibility reduction by helicopters NA.  
**▲**

MALS  
**AS**

**MISSED APPROACH:** Climb to 2000 via LYH VORTAC R-026 then climbing right turn to 3500 via heading 095° and LYH VORTAC R-053 to SWARM Int and hold.

ATIS <b>119.8</b>	ROANOKE APP CON <b>135.0 254.32</b>	LYNCHBURG TOWER ★ <b>127.65 (CTAF) 257.8</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
S-4	1400/40	494 (500-3/4)		1400/50 494 (500-1)
CIRCLING	1640-1 702 (800-1)	1700-1 1/4 762 (800-1 1/4)	1800-2 1/2 862 (900-2 1/2)	1800-2 3/4 862 (900-2 3/4)

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18



# RNAV (GPS) RWY 28

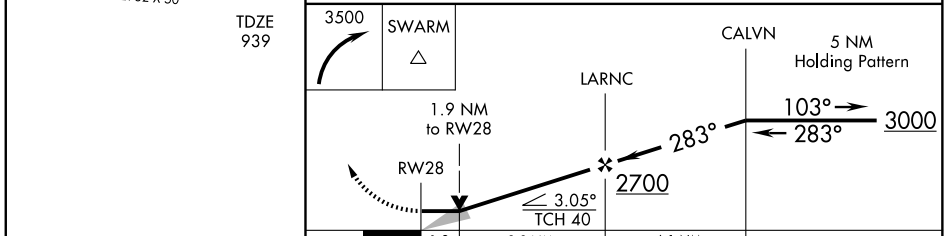
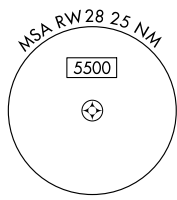
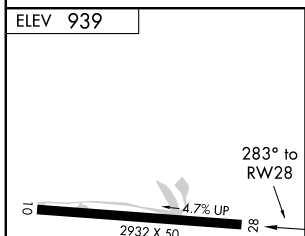
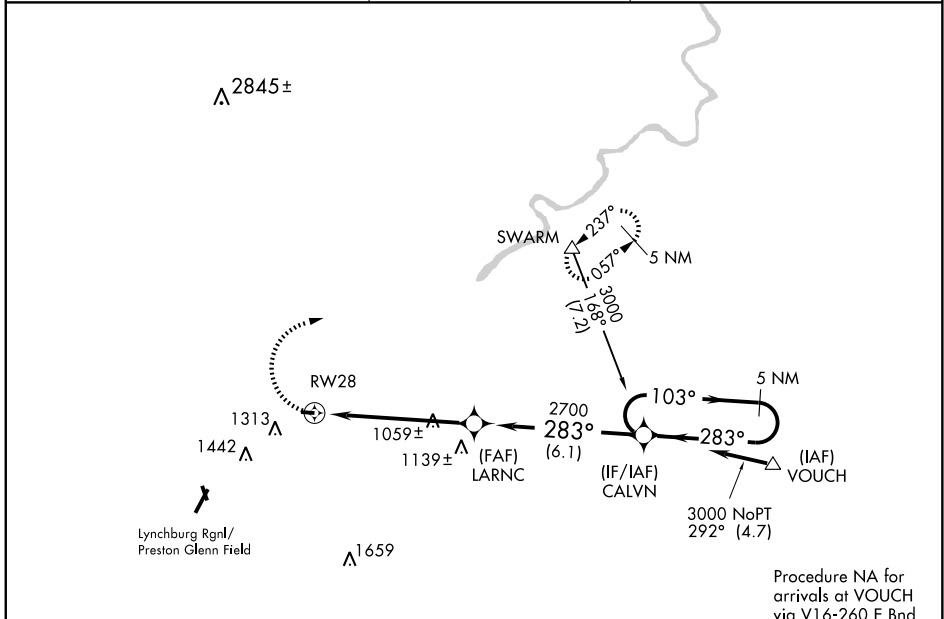
LYNCHBURG/ FALWELL (W24)

APP CRS	Rwy Idg	<b>2932</b>
<b>283°</b>	TDZE	<b>939</b>
	Apt Elev	<b>939</b>

**▼** Use Lynchburg Rgnl/Preston Glenn Field altimeter setting, if not received use Farmville altimeter setting and increase all MDAs 160 feet.  
**▲ NA** VDP NA when using Farmville altimeter setting. Procedure NA at night.  
 DME/DME RNP-0.3 NA.

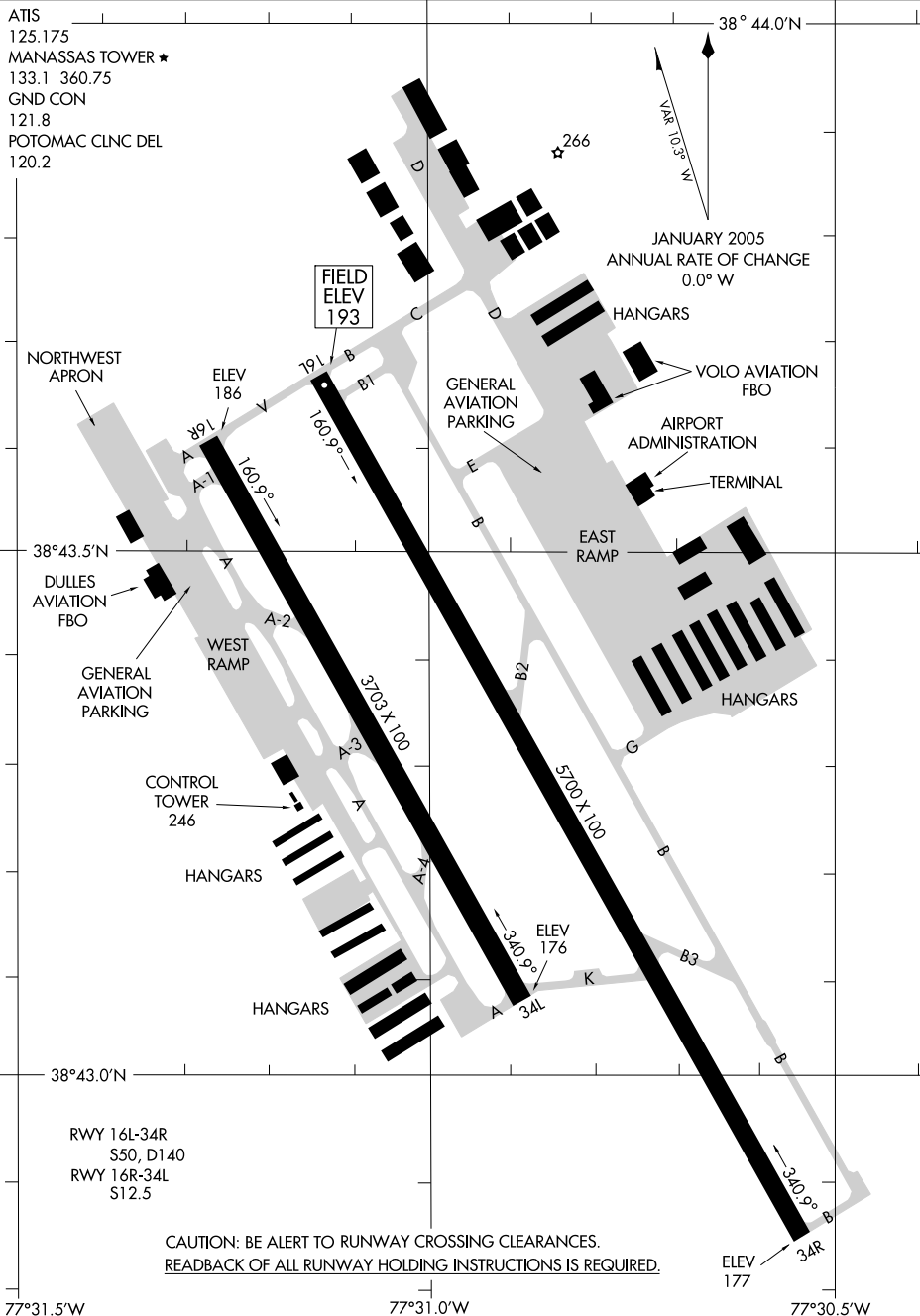
**MISSED APPROACH:** Climbing right turn to 3500 direct SWARM and hold.

LYNCHBURG RGNL/PRESTON GLENN FIELD ASOS <b>119.8</b>	ROANOKE APP CON <b>135.0 254.32</b>	UNICOM <b>123.0</b> (CTAF)
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MIRL Rwy 10-28				
CATEGORY	A	B	C	D
LNAV MDA	1460-1	521 (600-1)		NA

# AIRPORT DIAGRAM



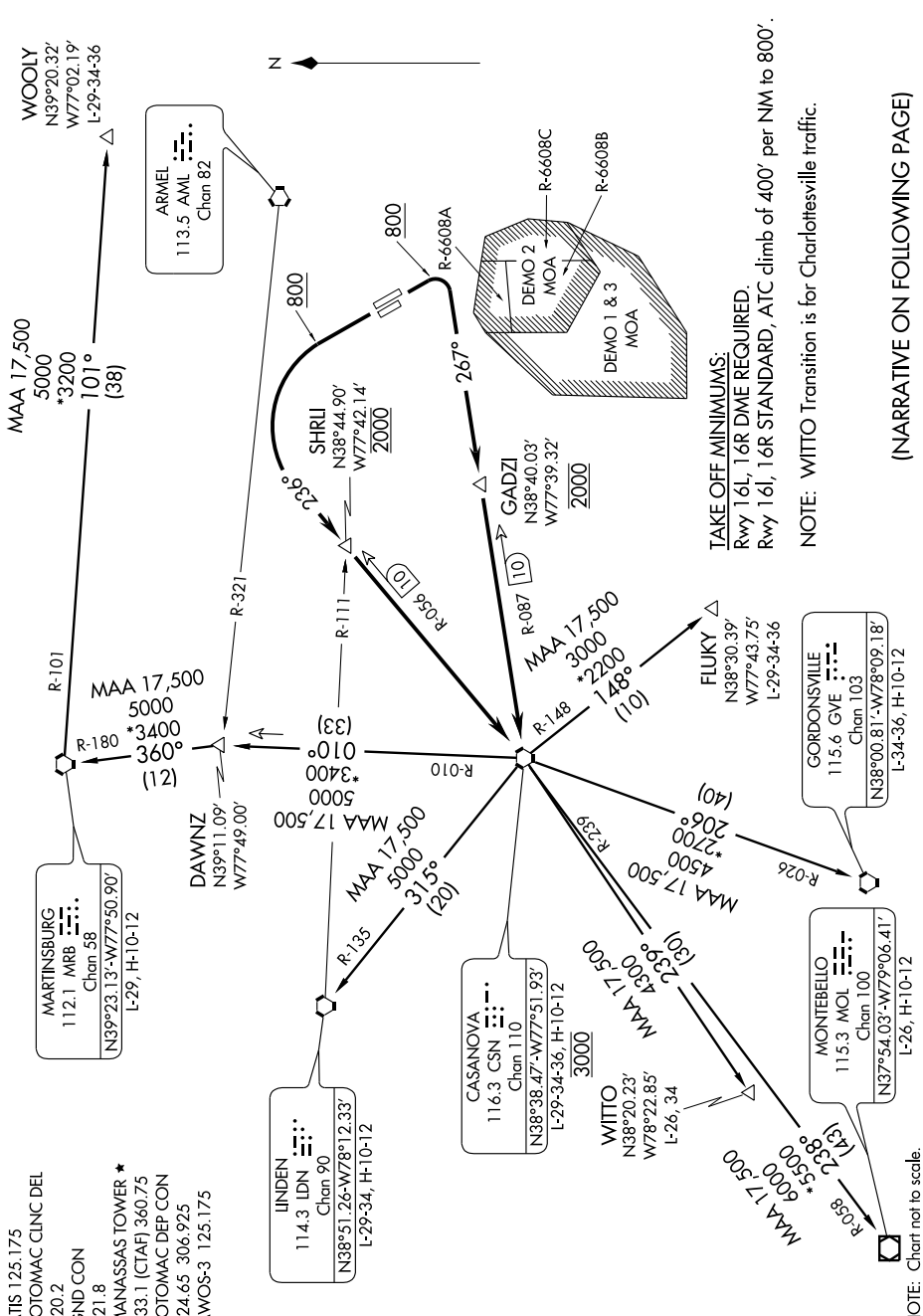
**CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READEBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.**

NE-3, 08 APR 2010 to 06 MAY 2010

ARSENAL TWO DEPARTURE

SL-5326 (FAA)

MANASSAS, VIRGINIA



## ARSENAL TWO DEPARTURE

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 34L: Climb heading 341° to 800', then climbing left turn to 2000' to intercept CSN R-056 to CSN VORTAC. Maintain 2000' until crossing SHRLI INT/CSN VORTAC 10 DME. Thence. . . .

TAKE-OFF RWY 34R: Climb heading 341° to 800', then climbing left turn to 2000' to intercept CSN R-056 to CSN VORTAC. Maintain 2000' until crossing SHRLI INT/CSN VORTAC 10 DME. Thence. . . .

TAKE-OFF RWY 16L: Climb heading 161° to 800', then climbing right turn to 2000' to intercept CSN R-087 to CSN VORTAC. Maintain 2000' until crossing GADZI INT/CSN VORTAC 10 DME. Thence. . . .

TAKE-OFF RWY 16R: Climb heading 161° to 800', then climbing right turn to 2000' to intercept CSN R-087 to CSN VORTAC. Maintain 2000' until crossing GADZI INT/CSN VORTAC 10 DME. Thence. . . .

. . . . climb and maintain 3000'. Cross CSN VORTAC at 3000'.

FLUKY TRANSITION (ARSNL2.FLUKY): From over CSN VORTAC via CSN R-148 to FLUKY INT.

GORDONSVILLE TRANSITION (ARSNL2.GVE): From over CSN VORTAC via CSN R-206 and GVE R-026 to GVE VORTAC.

LINDEN TRANSITION (ARSNL2.LDN): From over CSN VORTAC via CSN R-315 and LDN R-135 to LDN VORTAC.

MARTINSBURG TRANSITION (ARSNL2.MRB): From over CSN VORTAC via CSN R-010 to DAWNZ INT, then via MRB R-180 to MRB VORTAC.

MONTEBELLO TRANSITION (ARSNL2.MOL): From over CSN VORTAC via CSN R-239 and MOL R-058 to MOL VOR/DME.

WITTO TRANSITION (ARSNL2.WITTO): From over CSN VORTAC via CSN R-239 to WITTO INT.

WOOLY TRANSITION (ARSNL2.WOOLY): From over CSN VORTAC via CSN R-010 to DAWNZ INT, then via MRB R-180 to MRB VORTAC, then via MRB R-101 to WOOLY INT.

TAKE-OFF OBSTACLES:

**NOTE:** Rwy 16R: Terrain 64' from DER, 136' right of centerline, 179' MSL. Numerous trees beginning 242' from DER, 53' right of centerline up to 100' AGL/279' MSL. Vehicle on road 886' from DER, 463' right of centerline, 15' AGL/214' MSL. Terrain 33' from DER, 427' left of centerline, 179' MSL. Numerous trees beginning 688' from DER, 40' left of centerline, up to 100' AGL/279' MSL.

**NOTE:** Rwy 16L: Terrain 56' from DER, 177' left of centerline, 179' MSL. Numerous trees beginning 1,911' from DER, 158' left of centerline, up to 83' AGL/292' MSL. Terrain 87' from DER, 386' right of centerline, 179' MSL. Numerous trees beginning 2,559' from DER, 29' right of centerline up to 100' AGL/273' MSL.

**NOTE:** Rwy 34R: Sign 70' from DER, 91' right of centerline, 6' AGL/196' MSL. Terrain beginning 23' from DER, 222' right of centerline, up to 199' MSL. Vehicle on road 198' from DER, 9' right of centerline, 15' AGL/214' MSL. Numerous trees beginning 1,860' from DER, 828' right of centerline, up to 70' AGL/280' MSL. Numerous trees beginning 2,875' from DER, 484' left of centerline, up to 27' AGL/266' MSL.

**NOTE:** Rwy 34L: Terrain 107' from DER, 409' right of centerline, 189' MSL. Numerous trees beginning 2,802' from DER, 251' right of centerline, up to 27' AGL/266' MSL. Terrain 76' from DER, 154' left of centerline, 189' MSL. Vehicle on road 366' from DER, 19' left of centerline, 15' AGL/204' MSL. Numerous trees beginning 1,603' from DER, 249' left of centerline, up to 43' AGL/252' MSL. Tower 3,398 from DER, 1,102' left of centerline, 68' AGL/274' MSL.

# COATT FOUR ARRIVAL

WASHINGTON, DC

POTOMAC APP CON  
 NORTH 125.8 306.925  
 SOUTH 124.65 306.925  
 DULLES ATIS 134.85

LEESBURG EXECUTIVE

WASHINGTON  
 DULLES  
 INTL

MANASSAS RGNL/  
 HARRY P. DAVIS FIELD

ARMEL  
 113.5 AML  
 Chan 82  
 N38°56.08' - W77°28.00'

CASANOVA  
 116.3 CSN  
 Chan 110

BARIN  
 N38°35.18' - W77°21.83'  
TURBOJET VERTICAL NAVIGATION  
PLANNING INFORMATION  
 Expect to cross at 5,000'.

BROOKE  
 114.5 BRV  
 Chan 92  
 N38°20.18' - W77°21.17'

USE FAK R-031 TO BRV,  
 BRV R-214 UNUSEABLE.

FALKO  
 N38°11.11' - W77°26.56'  
TURBOJET VERTICAL NAVIGATION  
PLANNING INFORMATION  
 Expect to cross at 10,000'  
 at 250 KT.

OGATE  
 N38°03.48'  
 W77°31.07'

COATT  
 N37°57.49'  
 W77°34.61'

NABBS  
 N37°52.60'  
 W77°37.49'

DEAND  
 N37°48.42'  
 W77°29.48'

FLAT ROCK  
 113.3 FAK  
 Chan 80  
 N37°31.71' - W77°49.69'  
 L-36, H-10-12

RICHMOND  
 114.1 RIC  
 Chan 88  
 N37°30.14' - W77°19.22'  
 L-34-36, H-10-12

NOTE: Chart not to scale.

**FLAT ROCK TRANSITION (FAK.COATT4):** From over FAK VORTAC via FAK R-031 to COATT INT. Thence . . . .  
**RICHMOND TRANSITION (RIC.COATT4):** From over RIC VORTAC via RIC R-345 to COATT INT. Thence . . . .  
 . . . . From over COATT INT via FAK R-031 to BRV VORTAC, then from over BRV VORTAC via BRV R-007 to BARIN INT. Expect radar vectors to final approach course after BARIN INT.

NE-3, 08 APR 2010 to 06 MAY 2010

# ILS or LOC RWY 16L

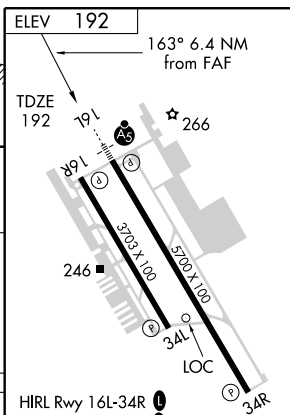
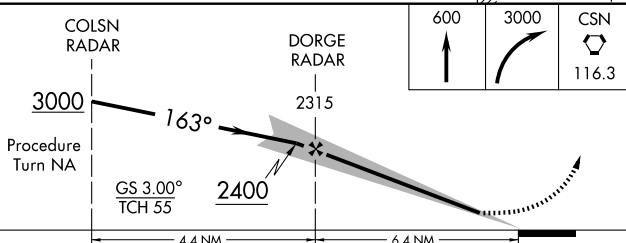
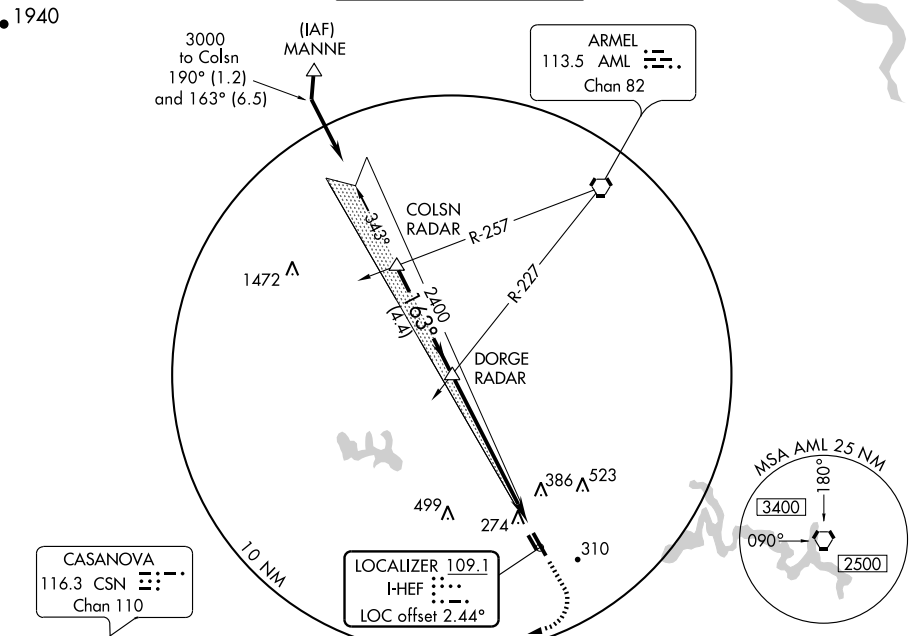
MANASSAS RGNL / HARRY P. DAVIS FIELD (HEF<sup>o</sup>)

LOC I-HEF <b>109.1</b>	APP CRS <b>163°</b>	Rwy Idg TDZE Apt Elev	<b>5700</b> <b>192</b> <b>192</b>
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**⚠** Inoperative table does not apply.

MALS R MISSED APPROACH: Climb to 600, then climbing right turn to 3000 direct CSN VORTAC and hold.

ATIS <b>125.175</b>	POTOMAC APP CON <b>124.65 306.925</b>	MANASSAS TOWER ★ <b>133.1 (CTAF) 360.75</b>	GND CON <b>121.8</b>	POTOMAC CLNC DEL <b>120.2</b>
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CATEGORY	A	B	C	D
S-ILS 16L	442-3/4	250 (300-3/4)	492-1	300 (300-1)
S-LOC 16L	800-1	608 (700-1)	800-1 3/4 608 (700-1 3/4)	800-2 608 (700-2)
CIRCLING	800-1	608 (700-1)	800-1 3/4 608 (700-1 3/4)	800-2 608 (700-2)

HIRL Rwy 16L-34R

MIRL Rwy 16R-34L

REIL All Rwys

FAF to MAP 6.4 NM

Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

NE-3, 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 16L

MANASSAS RGNL / HARRY P. DAVIS FIELD (HEF<sup>o</sup>)

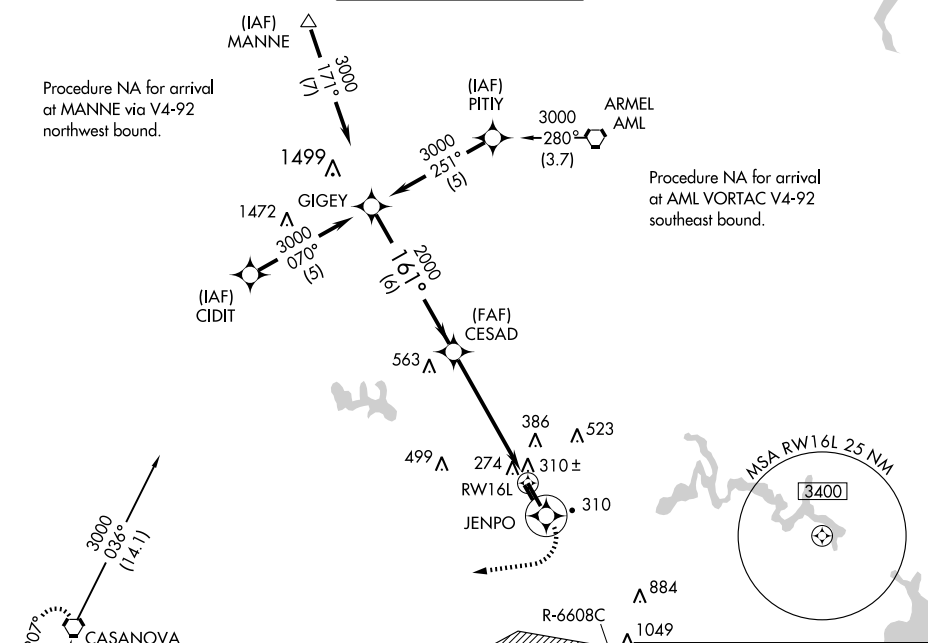
WAAS CH <b>70302</b> <b>W16A</b>	APP CRS <b>161°</b>	Rwy Idg TDZE Apt Elev	<b>5700</b> <b>192</b> <b>192</b>
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**▼** BARO-VNAV NA below -15°C (5°F).  
**▲** DME/DME RNP-0.3 NA.  
 For inoperative MALSR, increase LPV DA vis to 1 mile all Cats.

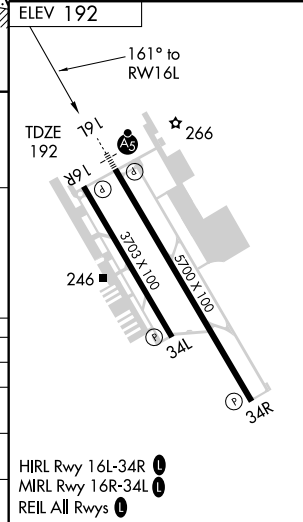


**MISSED APPROACH:** Climb direct JENPO then climbing right turn to 3000 via 267° track to CSN VORTAC and hold.

ATIS <b>125.175</b>	POTOMAC APP CON <b>124.65 306.925</b>	MANASSAS TOWER ★ <b>133.1 (CTAF) 360.75</b>	GND CON <b>121.8</b>	POTOMAC CLNC DEL <b>120.2</b>
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GIGEY		CESAD		JENPO	3000	CSN
Procedure Turn NA		↑		⊙	↷	⬡
GS 3.00° TCH 56		*1.7 to RW16L		*LNNAV only		
6 NM		3.7 NM		1.7 NM		
CATEGORY	A	B	C	D		
LPV DA	490-1/2		298 (300-1/2)			
LNNAV/VNAV DA	720-1/4		528 (600-1/4)			
LNNAV MDA	780-1/2 588 (600-1/2)		780-1 588 (600-1)		780-1/4 588 (600-1/4)	
CIRCLING	780-1 588 (600-1)		780-1/2 588 (600-1/2)		780-2 588 (600-2)	



NE-3, 08 APR 2010 to 06 MAY 2010

HIRL Rwy 16L-34R  
 MRL Rwy 16R-34L  
 REIL All Rwy's

# RNAV (GPS) RWY 16R

MANASSAS RGNL / HARRY P. DAVIS FIELD (HEF<sup>1</sup>)

APP CRS	Rwy Idg	<b>3703</b>
<b>161°</b>	TDZE	<b>185</b>
	Apt Elev	<b>192</b>

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct DILCA WP and right turn via 267° track to CSN VORTAC and hold.

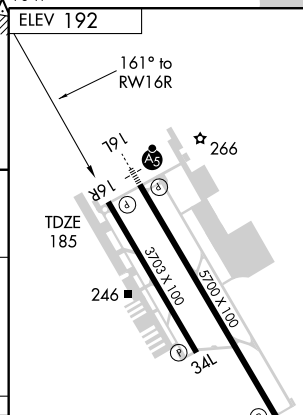
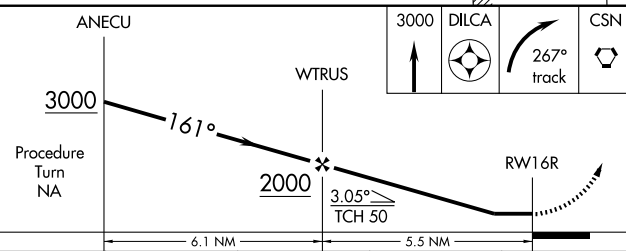
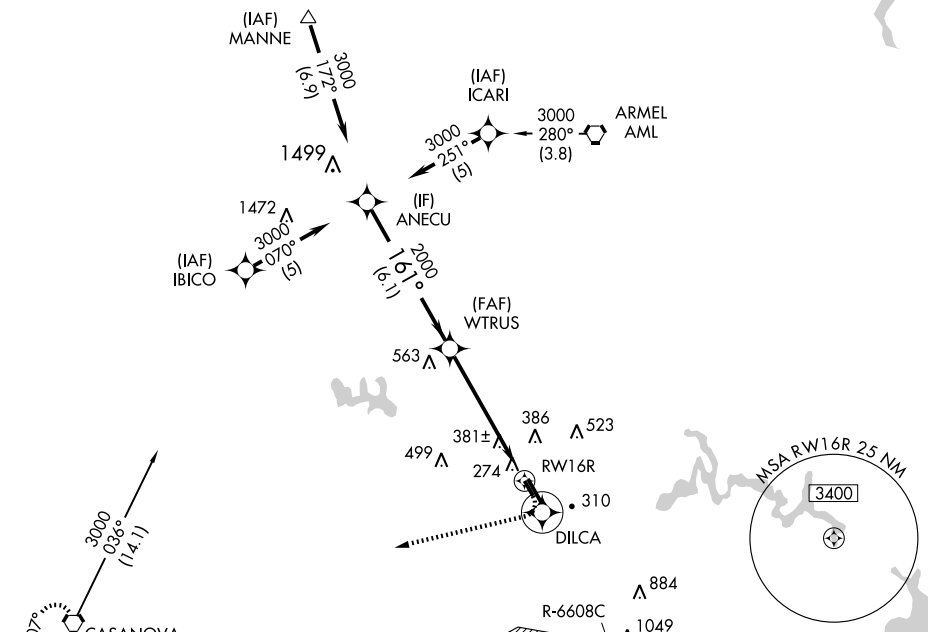
ATIS  
**125.175**

POTOMAC APP CON  
**124.65 306.925**

MANASSAS TOWER \*  
**133.1 (CTAF) 360.75**

GND CON  
**121.8**

POTOMAC CLNC DEL  
**120.2**



CATEGORY	A	B	C	D
LNAV MDA	780-1	595 (600-1)	780-1½ 595 (600-1½)	780-1¾ 595 (600-1¾)
CIRCLING	780-1	588 (600-1)	780-1½ 588 (600-1½)	780-2 588 (600-2)

HIRL Rwy 16L-34R  
MIRL Rwy 16R-34L  
REIL All Rwy's



# RNAV (GPS) RWY 34R

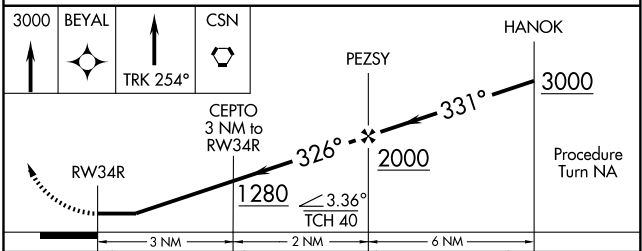
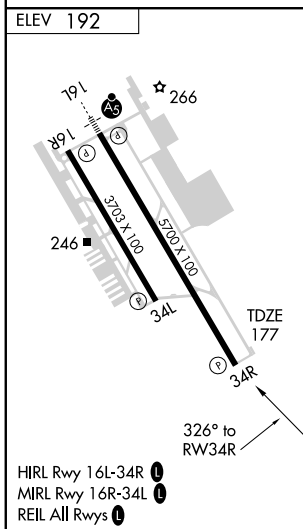
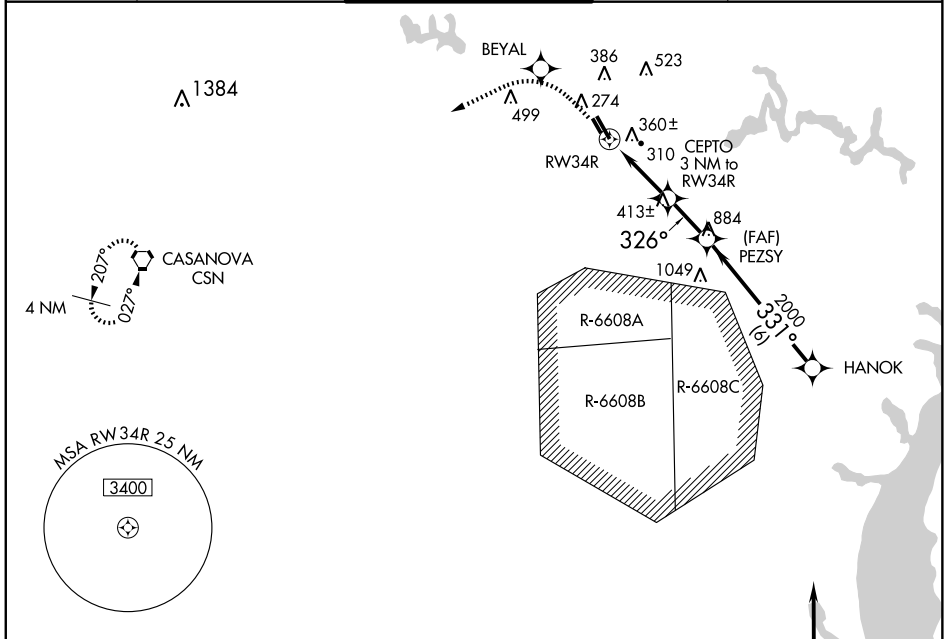
MANASSAS RGNL / HARRY P. DAVIS FIELD (HEF<sup>o</sup>)

APP CRS	Rwy Idg	5700
326°	TDZE	177
	Apt Elev	192

**▼** GPS or RNP-0.3 required.  
**▲** NA DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 3000 direct BEYAL WP and via 254° track to CSN VORTAC and hold.

ATIS <b>125.175</b>	POTOMAC APP CON <b>124.65 306.925</b>	MANASSAS TOWER ★ <b>133.1 (CTAF) 360.75</b>	GND CON <b>121.8</b>	POTOMAC CLNC DEL <b>120.2</b>
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CATEGORY	A	B	C	D
LNAV MDA	620-1	443 (500-1)	620-1¼ 443 (500-1¼)	620-1½ 443 (500-1½)
CIRCLING	700-1	508 (600-1)	720-1½ 528 (600-1½)	760-2 568 (600-2)

NE-3, 08 APR 2010 to 06 MAY 2010



## ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.ROYIL2): From over BKW VORTAC via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-062 to SHNON INT, thence . . . .

CHARLESTON TRANSITION (HVQ.ROYIL2): From over HVQ VORTAC via HVQ R-095 to DILNN INT, then via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-062 to SHNON INT, thence . . . .

KESSEL TRANSITION (ESL.ROYIL2): From over ESL VOR/DME via ESL R-103 to RAZZZ INT, then via CSN R-339 to SHNON INT, thence . . . .

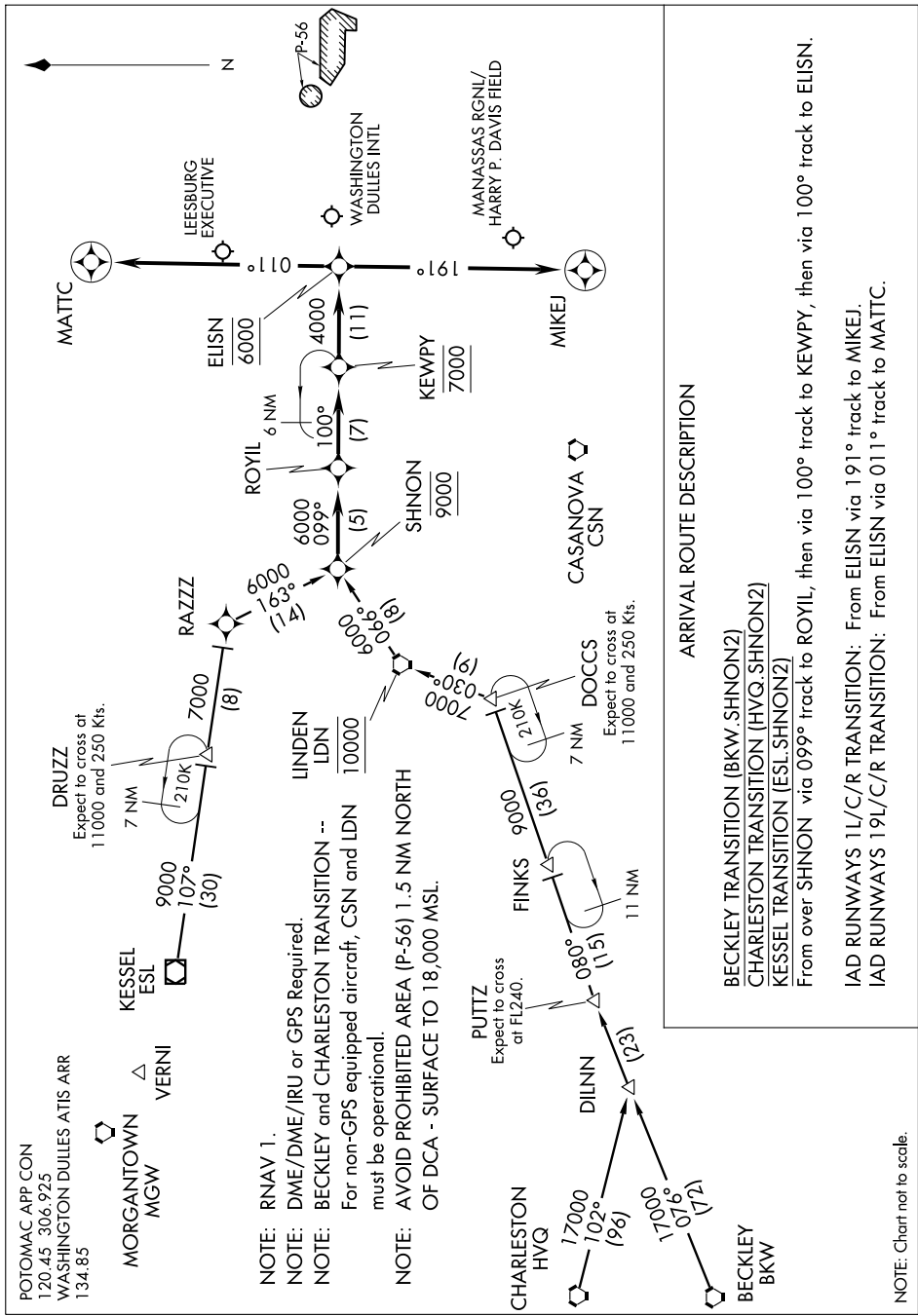
. . . . from over SHNON INT via AML R-278 to ROYIL INT, then via AML R-278 to KEWPY INT, then via AML R-278 to DARIC INT.

**LANDING SOUTH (IAD ONLY)**: Depart DARIC heading 010° for vectors to final approach course.

**LANDING NORTH (IAD ONLY)**: Depart DARIC heading 190° for vectors to final approach course.

# SHNON TWO ARRIVAL (RNAV)

WASHINGTON, DC



# LOC RWY 26

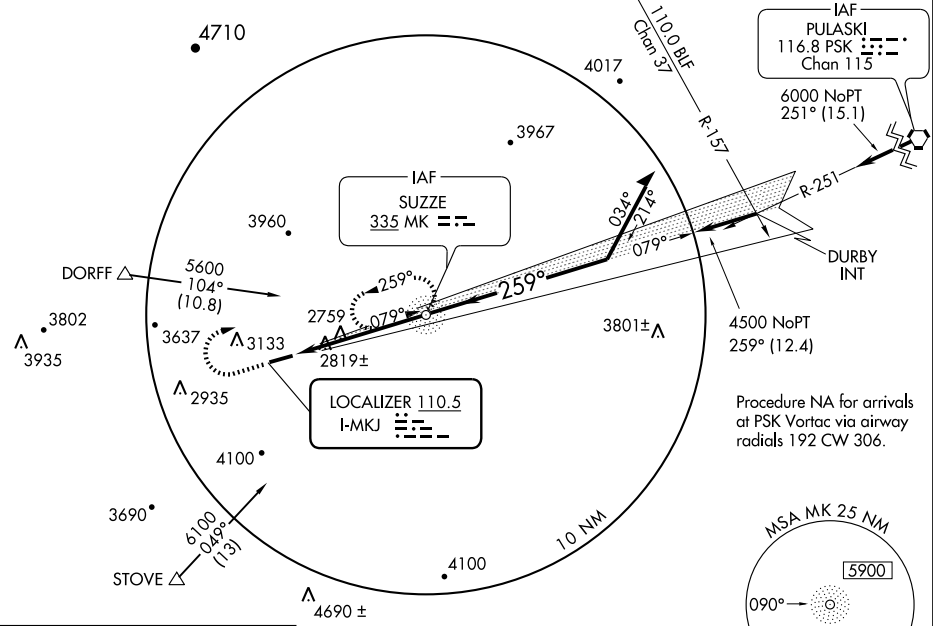
MARION/MOUNTAIN EMPIRE (MKJ)

LOC I-MKJ <b>110.5</b>	APP CRS <b>259°</b>	Rwy Idg 5252	TDZE 2519	Apt Elev 2558
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**⚠** Circling not authorized north of Rwy 8-26. When local altimeter setting not received, use Twin County altimeter setting and increase all MDA 80 feet, S-26 Cat C visibility ¼ mile and Circling Cat B/C visibility ¼ mile. Visibility reduction by helicopters NA.

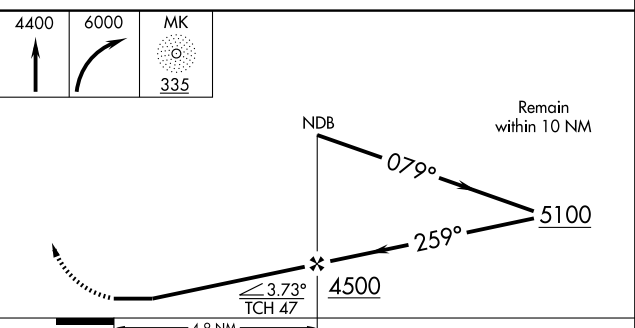
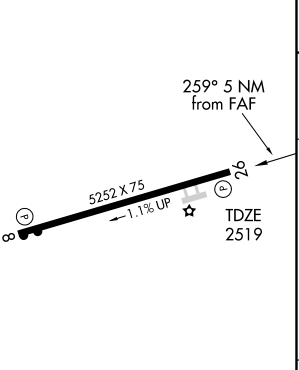
**MISSED APPROACH:** Climb to 4400 then climbing right turn to 6000 direct to MK NDB and hold.

AWOS-3 <b>123.875</b>	ATLANTA CENTER <b>132.9 319.9</b>	UNICOM <b>122.7 (CTAF) 0</b>
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ELEV 2558

## ADF REQUIRED



REIL Rws 8 and 26  
MIRL Rwy 8-26 0

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-26	3080-1	561 (600-1)	3080-1½ 561 (600-1½)	NA
CIRCLING	3260-1	702 (800-1)	3260-2 702 (800-2)	NA

NE-3. 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 26

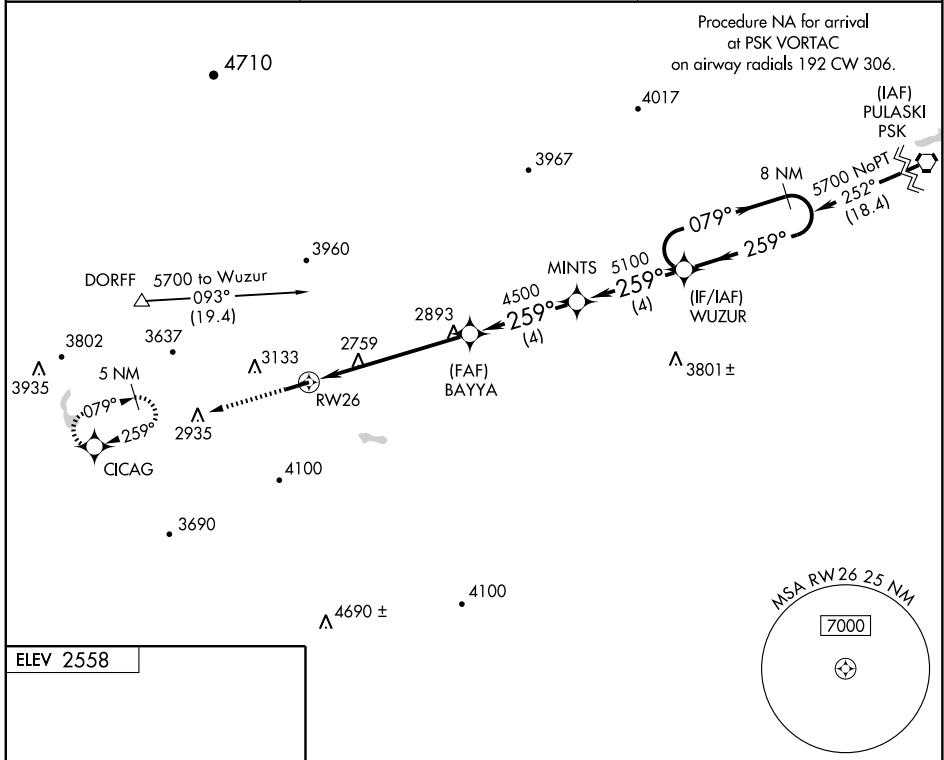
MARION/MOUNTAIN EMPIRE (MKJ)

WAAS	APP CRS	Rwy Idg	5252
CH 72802	259°	TDZE	2519
W26A		Apt Elev	2558

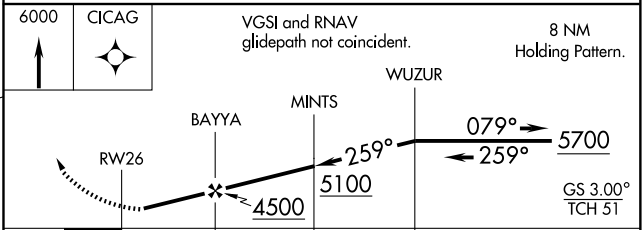
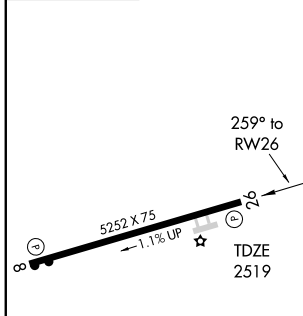
▼ Circling NA north of Rwy 8-26. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Twin County altimeter setting and increase DA and all MDAs 80 feet.

MISSED APPROACH: Climb to 6000 direct CICAG and hold, continue climb-in-hold to 6000.

AWOS-3 <b>123.875</b>	ATLANTA CENTER <b>132.9 319.9</b>	UNICOM <b>122.7 (CTAF) 0</b>
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ELEV 2558



CATEGORY	A	B	C	D
LPV DA	3048-2 529 (600-2)			NA
LNAV MDA	3280-1 761 (800-1)	3280-1¼ 761 (800-1¼)	3280-2¼ 761 (800-2¼)	NA
CIRCLING	3280-2 722 (800-2)			NA

REIL Rwy 8 and 26  
MIRL Rwy 8-26 0

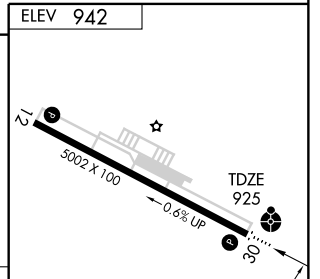
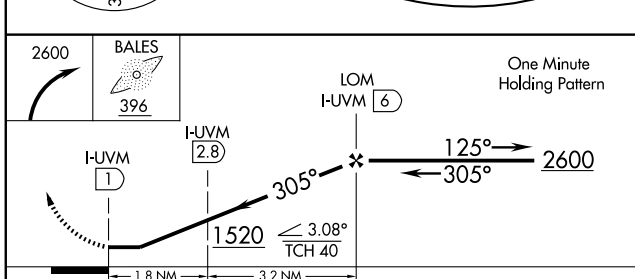
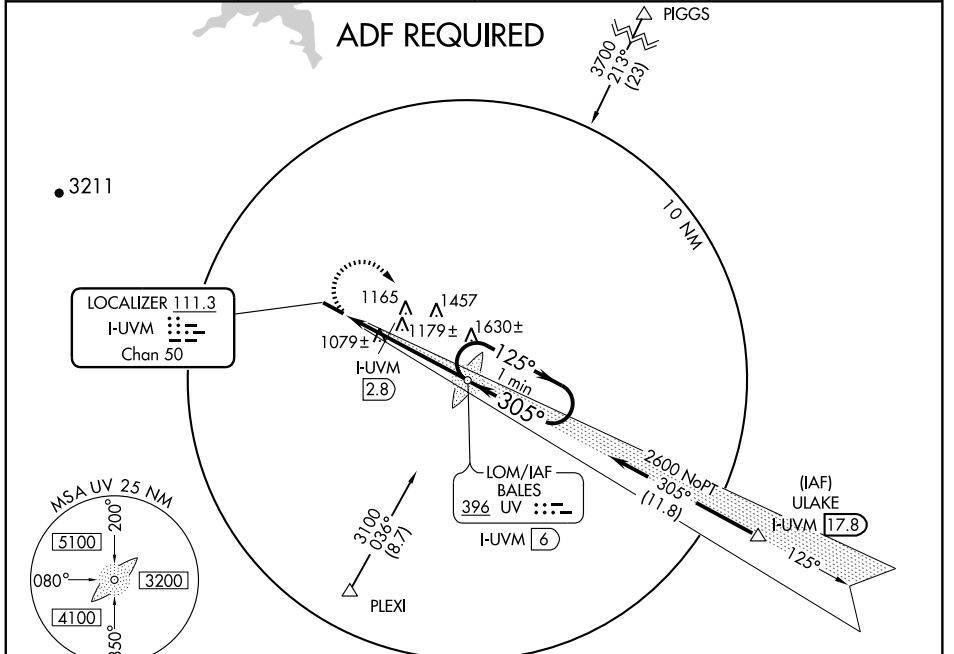
LOC/DME I-UVM <b>111.3</b> Chan <b>50</b>	APP CRS <b>305°</b>	Rwy Idg <b>5002</b> TDZE <b>925</b> Apt Elev <b>942</b>
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**▼** Inoperative table does not apply to ODALS  
**▲ NA** Rwy 30.

**ODALS**

**MISSED APPROACH:** Climbing right turn to 2600 to BALES LOM and hold.

AWOS-3 <b>118.45</b>	GREENSBORO APP CON <b>124.35 269.225</b>	CLNC DEL <b>124.85</b>	UNICOM <b>122.7 (CTAF) 0</b>
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CATEGORY	A	B	C	D
S-30	1520-1 595 (600-1)		1520-1½ 595 (600-1½)	1520-1¾ 595 (600-1¾)
CIRCLING	1560-1 618 (700-1)		1560-1¾ 618 (700-1¾)	1560-2 618 (700-2)
DME MINIMUMS				
S-30	1340-1 415 (400-1)		1340-1½ 415 (400-1½)	
CIRCLING	1560-1 618 (700-1)		1560-1¾ 618 (700-1¾)	1560-2 618 (700-2)

ELEV 942

REIL Rwys 12 and 30 0  
 MIRL Rwy 12-30 0

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

# RNAV (GPS) RWY 12

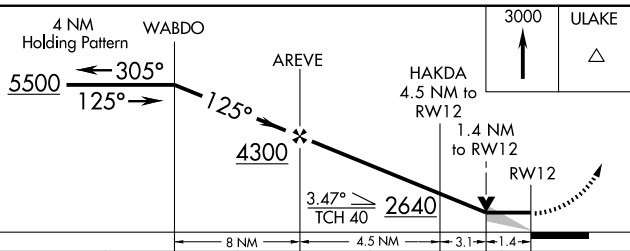
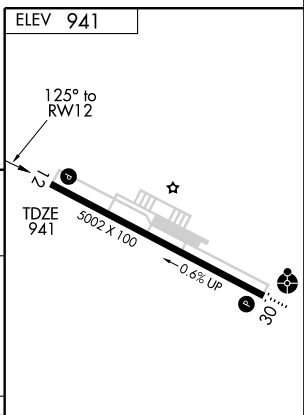
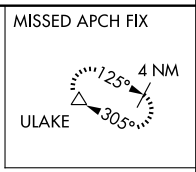
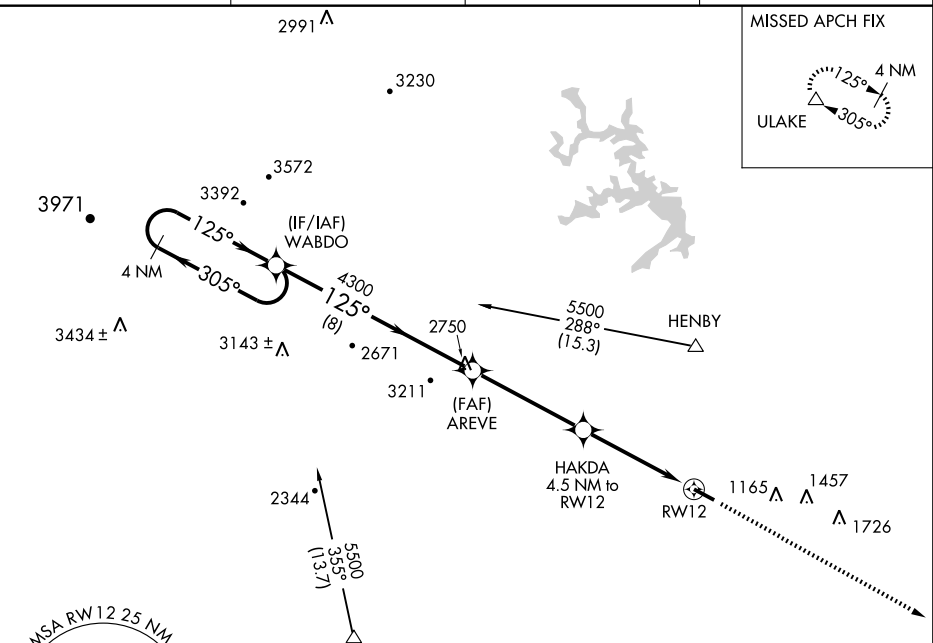
MARTINSVILLE/BUE RIDGE (MTV)

APP CRS	Rwy Idg	<b>5002</b>
<b>125°</b>	TDZE	<b>941</b>
	Apt Elev	<b>941</b>

**GPS or RNP -0.3 required.**  
**DME/DME RNP -0.3 NA.**

**MISSED APPROACH:** Climb to 3000 direct ULAKE WP and hold.

AWOS-3 <b>118.45</b>	GREENSBORO APP CON <b>124.35 269.225</b>	CLNC DEL <b>124.85</b>	UNICOM <b>122.7 (CTAF)</b>
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CATEGORY	A	B	C	D
LNAV MDA	1420-1	479 (500-1)	1420-1 1/4 479 (500-1 1/4)	1420-1 1/2 479 (500-1 1/2)
CIRCLING	1420-1	479 (500-1)	1420-1 1/2 479 (500-1 1/2)	1520-2 579 (600-2)

REIL Rwy 12 and 30 **1**  
 MRL Rwy 12-30 **1**

NE-3, 08 APR 2010 to 06 MAY 2010



# RNAV (GPS) RWY 30

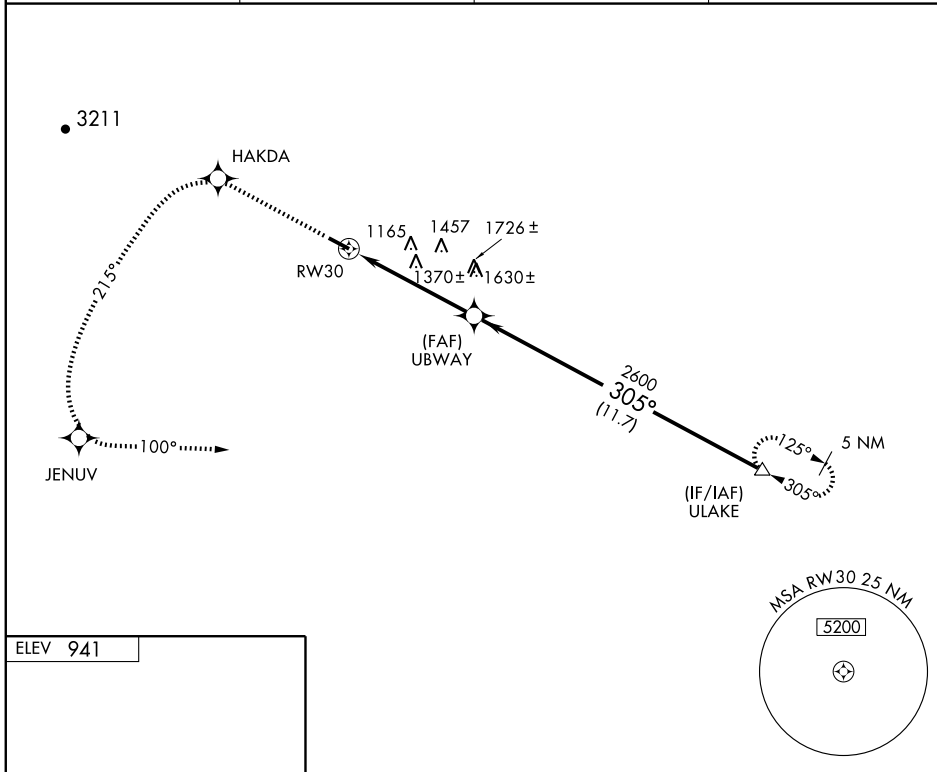
MARTINSVILLE/ BLUE RIDGE (MTV)

WAAS CH <b>65802</b> <b>W30A</b>	APP CRS <b>305°</b>	Rwy Idg TDZE Apt Elev	<b>5002</b> <b>925</b> <b>941</b>
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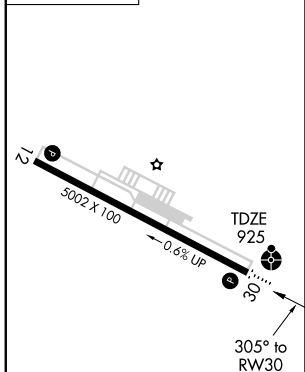
ODALS MISSED APPROACH: Climb to 3200 direct HAKDA and via 215° track to JENUV and left turn via 100° track to ULAKE and hold.

If local altimeter setting not received, use Reidsville, NC altimeter setting and increase DAs to 1344 feet and all MDAs 180 feet.  
Inoperative table does not apply.  
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

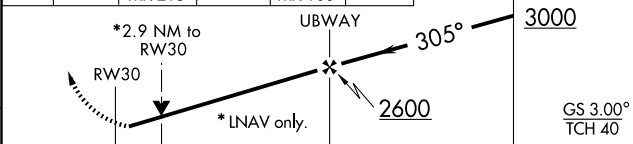
AWOS-3 <b>118.45</b>	GREENSBORO APP CON <b>124.35 269.225</b>	CLNC DEL <b>124.85</b>	UNICOM <b>122.7 (CTAF)</b>
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ELEV 941



3200	HAKDA	JENUV	ULAKE	Procedure Turn NA
	TRK 215°	TRK 100°		



CATEGORY	A	B	C	D
LPV DA	1175-1 250 (300-1)			
LNAV MDA	1880-1 1/4 955 (1000-1 1/4)	1880-1 1/2 955 (1000-1 1/2)	1880-3	995 (1000-3)
CIRCLING	1880-1 1/4 939 (1000-1 1/4)	1880-1 1/2 939 (1000-1 1/2)	1880-3	939 (1000-3)

REIL Rwy 12 and 30   
MIRL Rwy 12-30

# LOC RWY 3

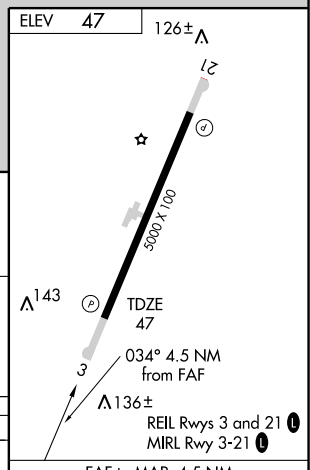
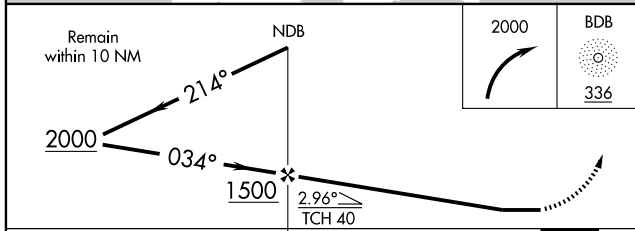
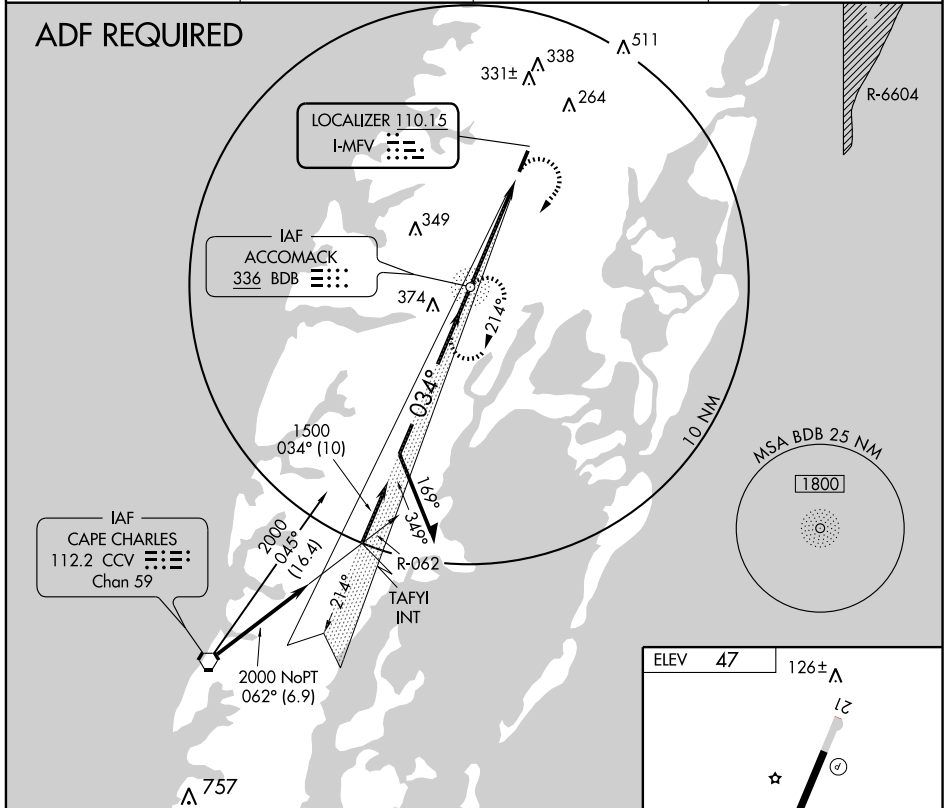
MELFA / ACCOMACK COUNTY (MFV)

LOC I-MFV <b>110.15</b>	APP CRS <b>034°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>47</b> <b>47</b>
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**▽**  
**▲** NA

MISSED APPROACH: Climbing right turn to 2000 direct BDB NDB and hold.

AWOS-3 <b>118.175</b>	PATUXENT APP CON <b>127.95 314.0</b>	GCO <b>135.075</b>	UNICOM <b>122.8 (CTAF)</b> <b>①</b>
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CATEGORY	A	B	C	D
S-LOC 3		400-1	353 (400-1)	
CIRCLING	480-1 433 (500-1)	560-1 513 (600-1)	560-1½ 513 (600-1½)	620-2 573 (600-2)

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

# RNAV (GPS) RWY 3

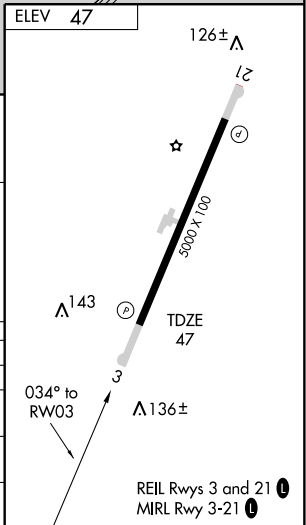
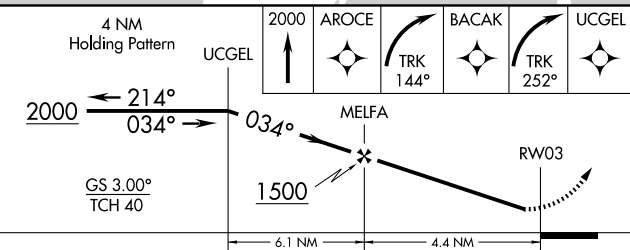
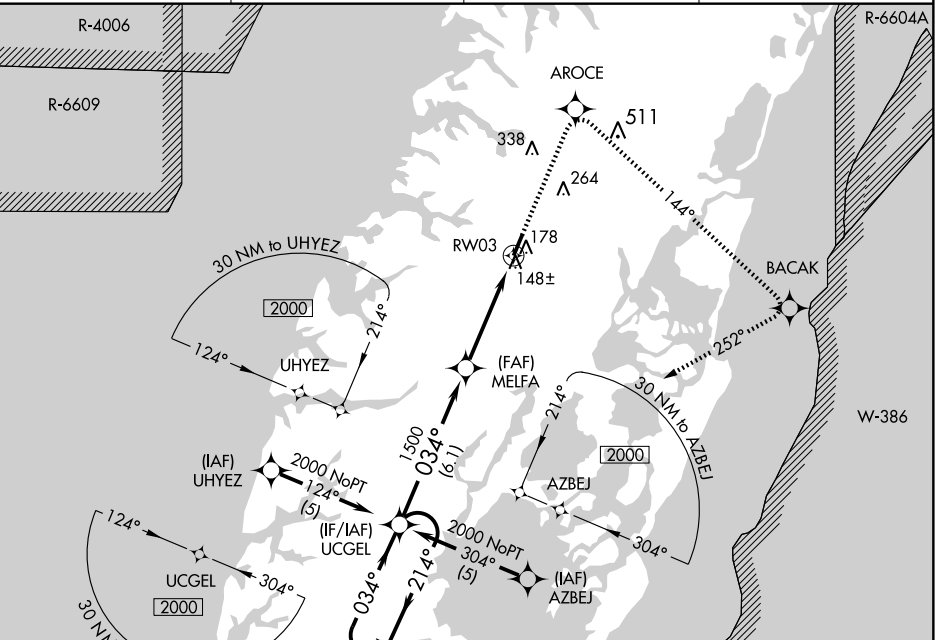
MELFA / ACCOMACK COUNTY (MFV)

WAAS CH <b>42905</b> <b>W03A</b>	APP CRS <b>034°</b>	Rwy Idg TDZE <b>47</b> Apt Elev <b>47</b>	<b>5000</b>
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**▼** If local altimeter setting not received, use Wallops Island altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV NA when using Wallops Island altimeter setting.  
**▲** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 2000 direct AROCE and right turn via 144° track to BACAK and right turn via 144° track to UCGEL and hold.

AWOS-3 <b>118.175</b>	PATUXENT APP CON <b>127.95 314.0</b>	GCO <b>135.075</b>	UNICOM <b>122.8 (CTAF)</b>
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CATEGORY	A	B	C	D
LPV DA		346-1	299 (300-1)	
LNAV/DA VNAV		408-1¼	361 (400-1¼)	
LNAV MDA		440-1	393 (400-1)	440-1¼ 393 (400-1¼)
CIRCLING	480-1 433 (500-1)	560-1 513 (600-1)	560-1½ 513 (600-1½)	620-2 573 (600-2)

# RNAV (GPS) RWY 21

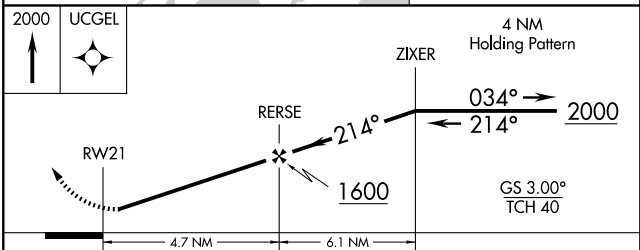
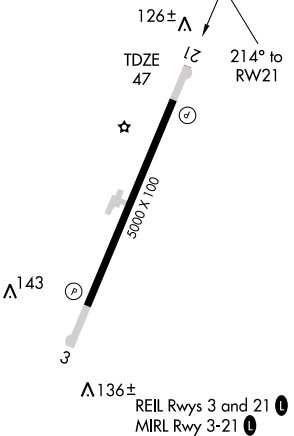
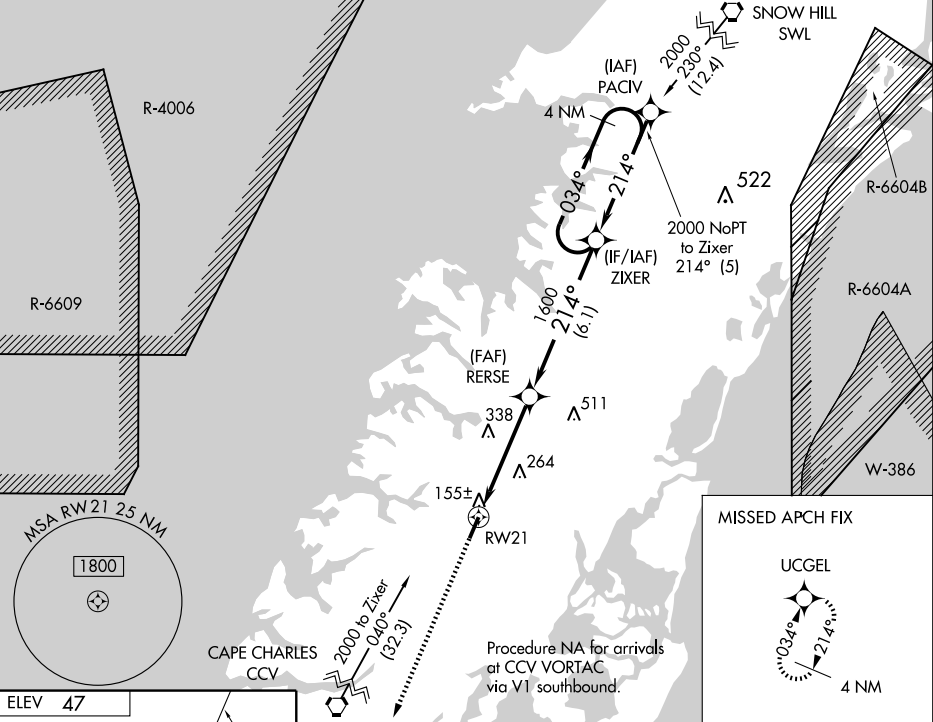
MELFA / ACCOMACK COUNTY (MFV)

WAAS CH <b>69505</b> W21A	APP CRS <b>214°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>47</b> <b>47</b>
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**▽** If local altimeter setting not received, use Wallops Island altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV NA when using Wallops Island altimeter setting.  
**▲** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

**MISSED APPROACH:**  
Climb to 2000 direct UCGEL and hold.

AWOS-3 <b>118.175</b>	PATUXENT APP CON <b>127.95 314.0</b>	GCO <b>135.075</b>	UNICOM <b>122.8 (CTAF)</b> <b>0</b>
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CATEGORY	A	B	C	D
LPV DA	362-1 315 (400-1)			
LNAV/ VNAV DA	545-1¾ 498 (500-1¾)			
LNAV MDA	600-1	553 (600-1)	600-1½ 553 (600-1½)	600-1¾ 553 (600-1¾)
CIRCLING	600-1	553 (600-1)	600-1½ 553 (600-1½)	620-2 573 (600-2)

NE-3, 08 APR 2010 to 06 MAY 2010

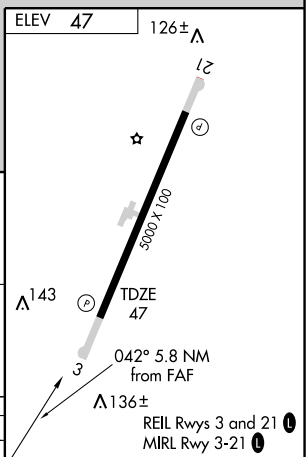
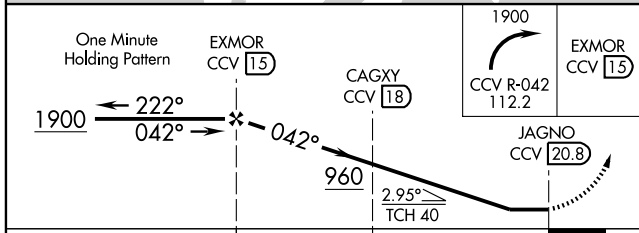
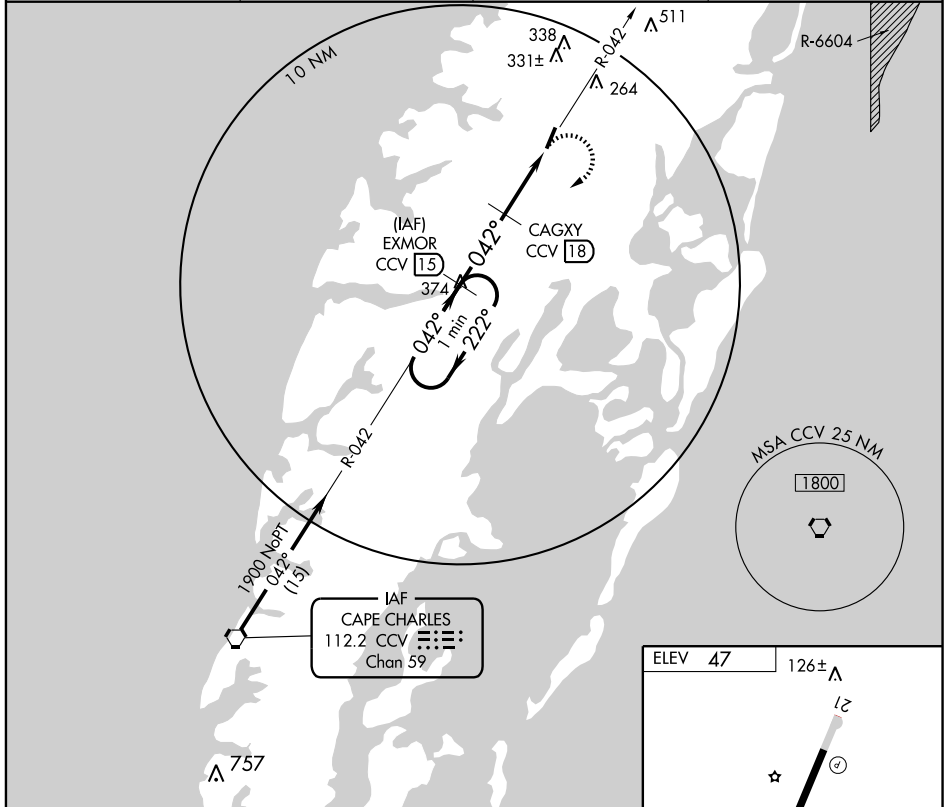
# VOR/DME RWY 3

MELFA / ACCOMACK COUNTY (MFV)

VORTAC CCV <b>112.2</b> Chan <b>59</b>	APP CRS <b>042°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>47</b> <b>47</b>
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MISSED APPROACH: Climbing right turn to 1900 via CCV VORTAC R-042 to EXMOR/CCV 15 DME and hold.

AWOS-3 <b>118.175</b>	PATUXENT APP CON <b>127.95 314.0</b>	GCO <b>135.075</b>	UNICOM <b>122.8</b> (CTAF) <b>1</b>
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CATEGORY	DISTANCE				SPEED					
	A	B	C	D	Knots	60	90	120	150	180
S-3	440-1 393 (400-1)	440-1¼ 393 (400-1¼)	440-1½ 393 (400-1½)	440-1¾ 393 (400-1¾)	Min:Sec					
CIRCLING	480-1 453 (500-1)	560-1¼ 513 (600-1¼)	560-1½ 513 (600-1½)	620-2 573 (600-2)						

VORTAC LYH <b>109.2</b> Chan <b>29</b>	APP CRS <b>247°</b>	Rwy Idg <b>3058</b> TDZE <b>893</b> Apt Elev <b>893</b>
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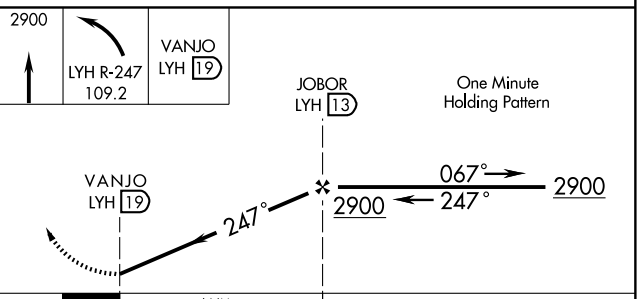
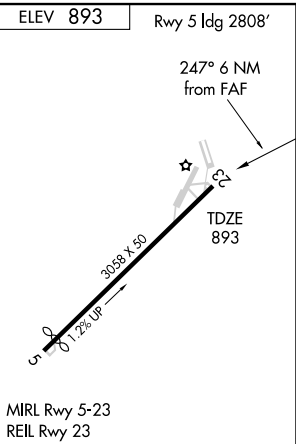
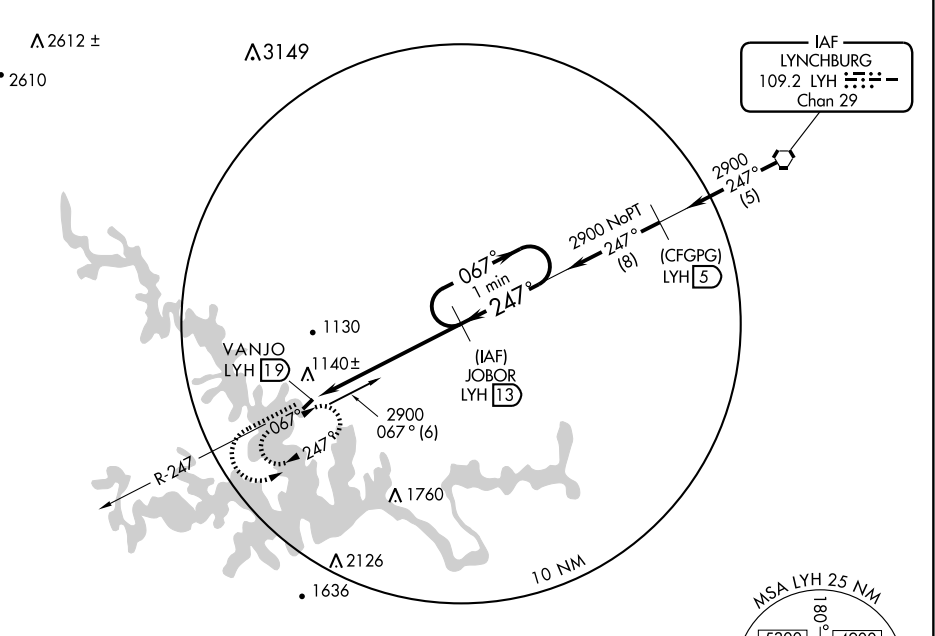
# VOR/DME or GPS RWY 23

MONETA/SMITH MOUNTAIN LAKE (W91)

**▼** Use Lynchburg altimeter setting; if not received, use Roanoke altimeter setting and increase all MDAs 60 feet. Procedure not authorized at night except by prior arrangement for runway lights.

**MISSED APPROACH:** Climb straight ahead to 2900 then left turn to VANJO 19 DME via LYH R-247 and hold.

ROANOKE APP CON <b>135.0 254.32</b>	UNICOM <b>122.8 (CTAF)</b>
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	60	90	120	150	180	CATEGORY	A	B	C	D
Knots						S-23	1540-1	647 (700-1)		NA
Min:Sec						CIRCLING	1540-1	647 (700-1)		NA

9127  
**AIRPORT DIAGRAM**

NEWPORT NEWS / WILLIAMSBURG INTL (PHF)  
AL-957 (FAA)  
NEWPORT NEWS, VIRGINIA

ATIS  
128.65  
NEWPORT NEWS TOWER ★  
118.7 257.9  
GND CON  
121.9 348.6  
CLNC DEL  
121.65 225.4

37°09'N

VAR 10.6° W  
JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.0° W

FIELD  
ELEV  
42

RWYS 2-20, 7-25  
S100, D200, ST175, DT350

ELEV  
38  
25

GENERAL AVIATION  
TERMINAL BUILDING  
GENERAL AVIATION  
PARKING

37°08'N

CONTROL  
TOWER  
110

HOLD LINE  
RWY 7

LAHSO

LAHSO

SOUTH  
CORPORATE  
RAMP

ELEV  
36

ELEV  
36

37°08'N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

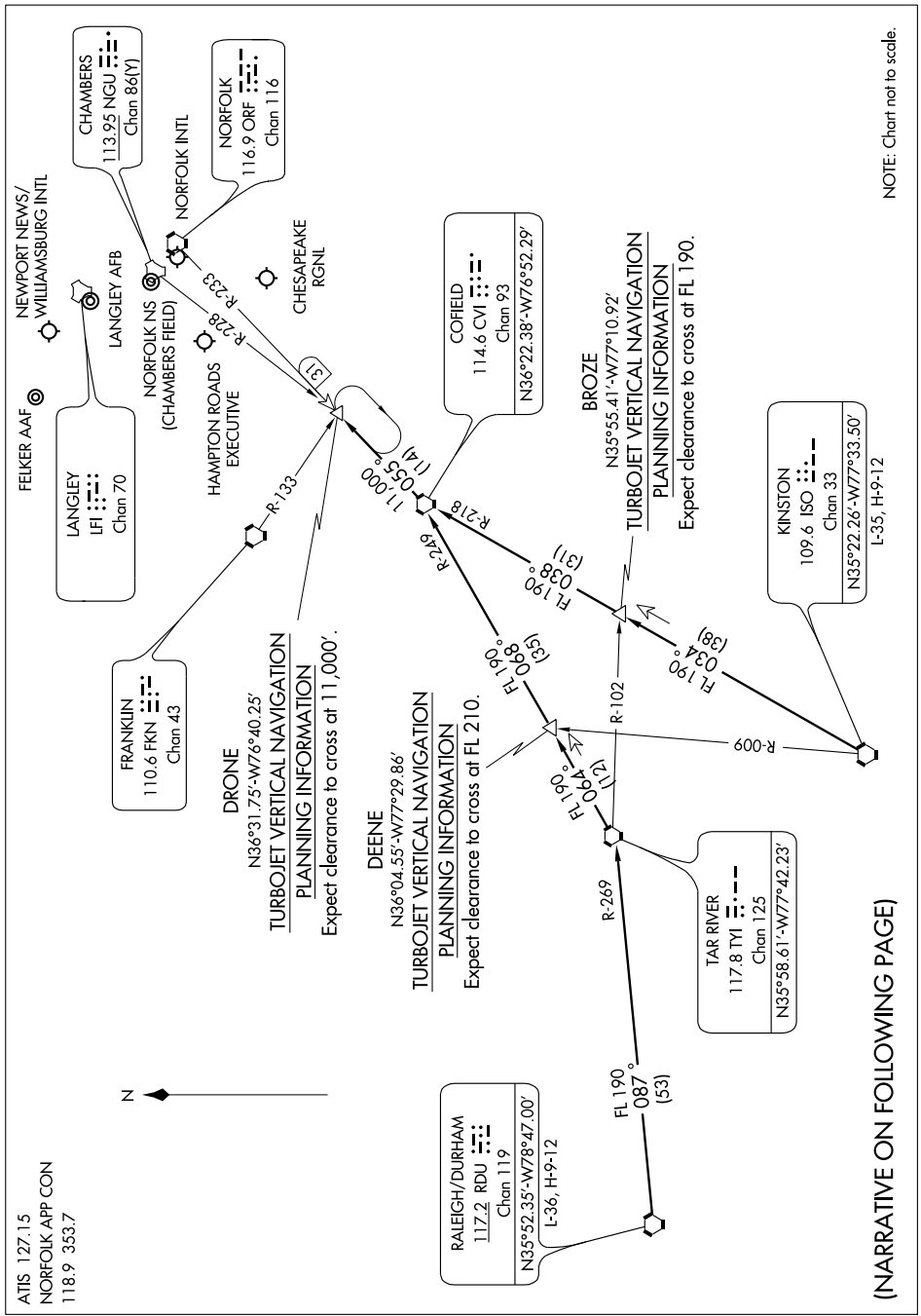
76°30'W

76°29'W

37°07'N

NE-3, 08 APR 2010 to 06 MAY 2010

# DRONE ONE ARRIVAL



(NARRATIVE ON FOLLOWING PAGE)



## ARRIVAL DESCRIPTION

KINSTON TRANSITION (ISO.DRONE1): From over ISO VORTAC via ISO R-034 and CVI R-218 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

RALEIGH/DURHAM (RDU.DRONE1): From over RDU VORTAC via RDU R-087 and TYI R-269 to TYI VORTAC, then via TYI R-064 and CVI R-249 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

....From over DRONE INT expect radar vectors to final approach course.

# HENRY TWO DEPARTURE

SL-957 (FAA)

ATIS\*128.65  
CLNC DEL  
121.65 225.4  
GND CON  
121.9 348.6  
NEWPORT NEWS TOWER\*  
118.7 257.9  
NORFOLK DEP CON  
124.9

**SALISBURY**  
111.2 SBY  
Chan 49  
N38°20.70'-W75°30.64'  
L-34-36, H-10-12

**SNOW HILL**  
112.4 SWL  
Chan 71  
N38°03.40'-W75°27.84'  
L-36, H-10-12

**FLAT ROCK**  
113.3 FAK  
Chan 80  
N37°31.71'-W77°49.69'  
L-36, H-10-12

**HARCUM**  
108.8 HCM  
Chan 25  
N37°26.92'-W76°42.68'  
L-34-36, H-10-12

**JAMIE**  
N37°36.34'  
W75°57.81'  
L-36

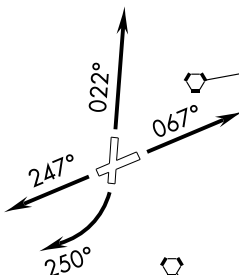
**HOPEWELL**  
112.0 HPW  
Chan 57  
N37°19.73'-W77°06.96'  
L-34-36, H-10-12

**CAPE CHARLES**  
112.2 CCV  
Chan 59  
N37°20.85'-W75°59.86'  
L-35-36, H-10-12

**WAKES**  
N37°03.03'  
W77°04.13'  
L-36, H-10-12

**FRANKLIN**  
110.6 FKN  
Chan 43  
N36°42.85'-W77°00.74'  
L-35-36, H-10-12

**NORFOLK**  
116.9 ORF  
Chan 116  
N36°53.51'-W76°12.02'  
L-35-36, H-10-12



## TAKE-OFF OBSTACLES

- Rwy 2:** Bush, 295' from DER, 291' right of centerline, 22' AGL/62' MSL.  
Tree, 937' from DER, 603' left of centerline, 81' AGL/131' MSL.  
Pole, 1221' from DER, 487' right of centerline, 31' AGL/81' MSL.  
Tree, 1275' from DER, 517' left of centerline, 79' AGL/132' MSL.  
Multiple Trees beginning 1554' from DER, 298' left of centerline, up to 88' AGL/141' MSL.  
Tree, 1686' from DER, 428' right of centerline, 61' AGL/114' MSL.  
Tree, 1849' from DER, 598' right of centerline, 72' AGL/125' MSL.  
T-L Tower, 3351' from DER, 1008' left of centerline, 109' AGL/161' MSL.
- Rwy 7:** Tree, 371' from DER, 588' left of centerline, 36' AGL/73' MSL.  
T-L Tower, 4120' from DER, 1324' right of centerline, 93' AGL/116' MSL.  
T-L Tower, 5625' from DER, 1345' left of centerline, 133' AGL/191' MSL.
- Rwy 20:** Bush, 96' from DER, 293' left of centerline, 22' AGL/52' MSL.  
Stack, 5977' from DER, 598' left of centerline, 186' AGL/227' MSL.
- Rwy 25:** Tree, 694' from DER, 549' right of centerline, 42' AGL/65' MSL.  
Tree, 1020' from DER, 703' right of centerline, 23' AGL/97' MSL.  
Tree, 1622' from DER, 529' left of centerline, 59' AGL/79' MSL.  
Tree 2654' from DER, 335' right of centerline, 86' AGL/106' MSL.  
Tree. 3435' from DER, 1125' right of centerline, 116' AGL/139' MSL.

## TAKE-OFF MINIMUMS

Rwys 2, 7, 25: STANDARD  
Rwy 20: 300-1¼ or STANDARD with a minimum climb of 255 feet per NM to 300.

NOTE: RADAR required.  
NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

- TAKE-OFF RUNWAY 2:** Climb heading 022° to 2000, thence . . . .
- TAKE-OFF RUNWAY 7:** Climb heading 067° to 2000, thence . . . .
- TAKE-OFF RUNWAY 20:** Climbing right turn to 2000 via heading 250°, thence . . . .
- TAKE-OFF RUNWAY 25:** Climb heading 247° to 2000, thence . . . .
- . . . . via vectors to assigned route/fix. Expect clearance to requested altitude 10 minutes after departure.

# ILS or LOC RWY 7

NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

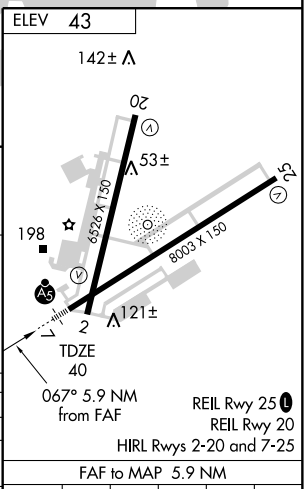
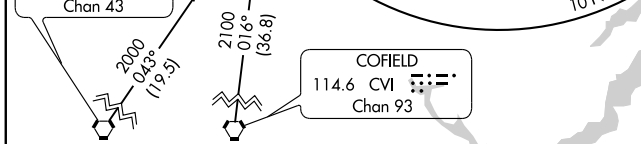
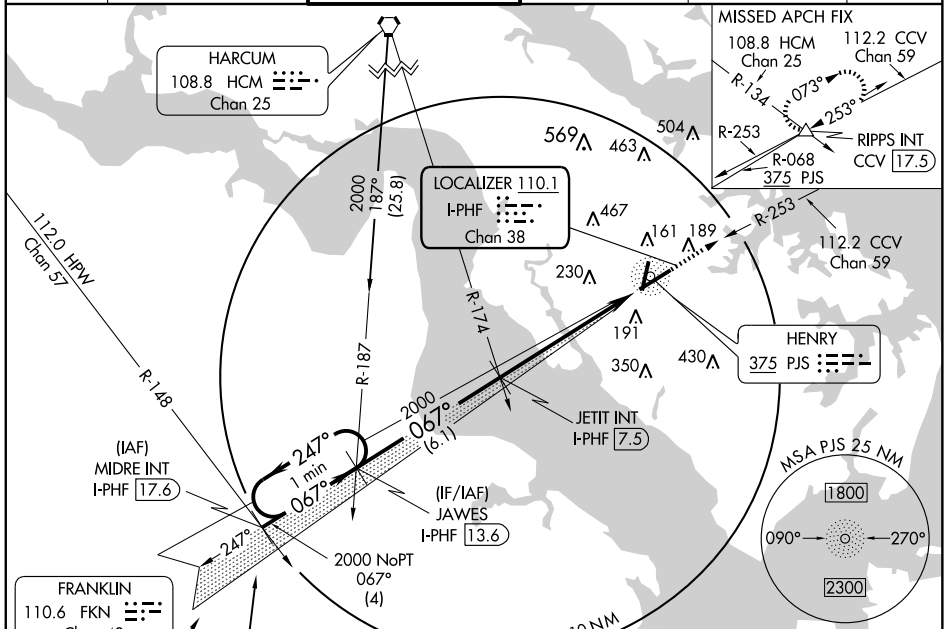
LOC/DME I-PHF <b>110.1</b> Chan <b>38</b>	APP CRS <b>067°</b>	Rwy Idg <b>8003</b> TDZE <b>40</b> Apt Elev <b>43</b>
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MISSED APPROACH: Climb to 2500 via heading 067° and CCV VORTAC R-253 to RIPPS INT/ CCV 17.5 DME and hold.

When local altimeter setting not received, use Norfolk Intl altimeter setting and increase all DA/MDA 60 feet. Increase S-ILS 7 visibility ¼ mile all Cats, increase S-LOC 7 Cats C/D visibility ¼ mile. VDP NA when using Norfolk Intl altimeter setting.  
\*RVR 1800 authorized with the use of FD or AP or HUD to DA.

ATIS <b>128.65</b>	NORFOLK APP CON <b>125.7</b>	NEWPORT NEWS TOWER* <b>118.7(CTAF) 0 257.9</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.65 225.4</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
	* 240/24 200 (200-½)			
	440/24 400 (400-½)			440/40 400 (400-¾)
	540-1 497 (500-1)		540-1½ 497 (500-1½)	600-2 557 (600-2)

NE-3, 08 APR 2010 to 06 MAY 2010

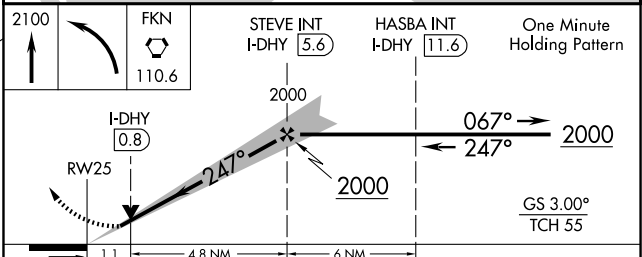
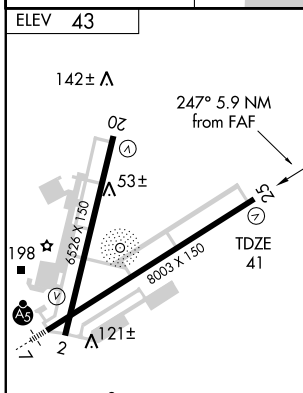
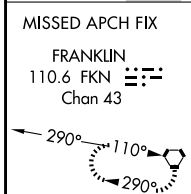
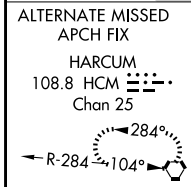
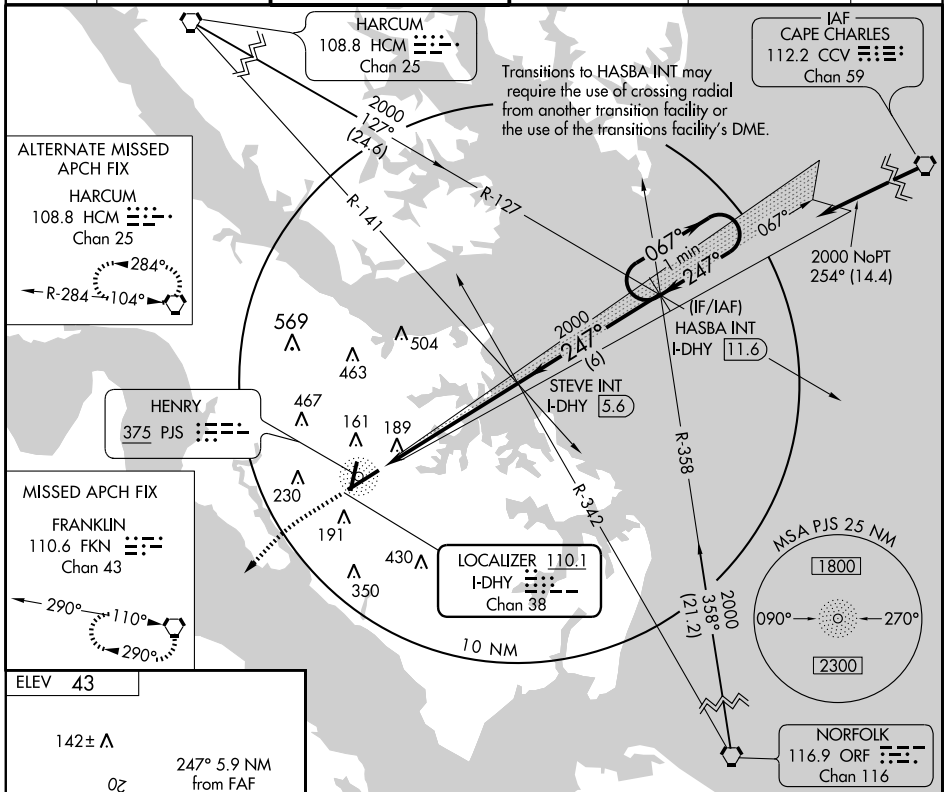
# ILS or LOC RWY 25

NEWPORT NEWS / WILLIAMSBURG INTL (PHF<sup>o</sup>)

LOC/DME I-DHY	APP CRS	Rwy Idg	8003
<b>110.1</b>	<b>247°</b>	TDZE	<b>41</b>
Chan <b>38</b>		Apt Elev	<b>43</b>

MISSED APPROACH: Climb to 2100, then left turn direct FKN VORTAC and hold.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER ★	GND CON	CLNC DEL	UNICOM
<b>128.65</b>	<b>125.7</b>	<b>118.7 (CTAF) 257.9</b>	<b>121.9 348.6</b>	<b>121.65 225.4</b>	<b>122.95</b>



REIL Rwy 25	REIL Rwy 20	HIRL Rlys 2-20 and 7-25	FAF to MAP 5.9 NM		
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58
CATEGORY	A	B	C	D	
S-ILS 25		241- <sup>3</sup> / <sub>4</sub>	200 (200- <sup>3</sup> / <sub>4</sub> )		
S-LOC 25		440-1	399 (400-1)		440-1 <sup>1</sup> / <sub>4</sub> 399 (400-1 <sup>1</sup> / <sub>4</sub> )
CIRCLING		540-1	497 (500-1)		540-1 <sup>1</sup> / <sub>2</sub> 497 (500-1 <sup>1</sup> / <sub>2</sub> )
					600-2 557 (600-2)

# LOC/DME RWY 20

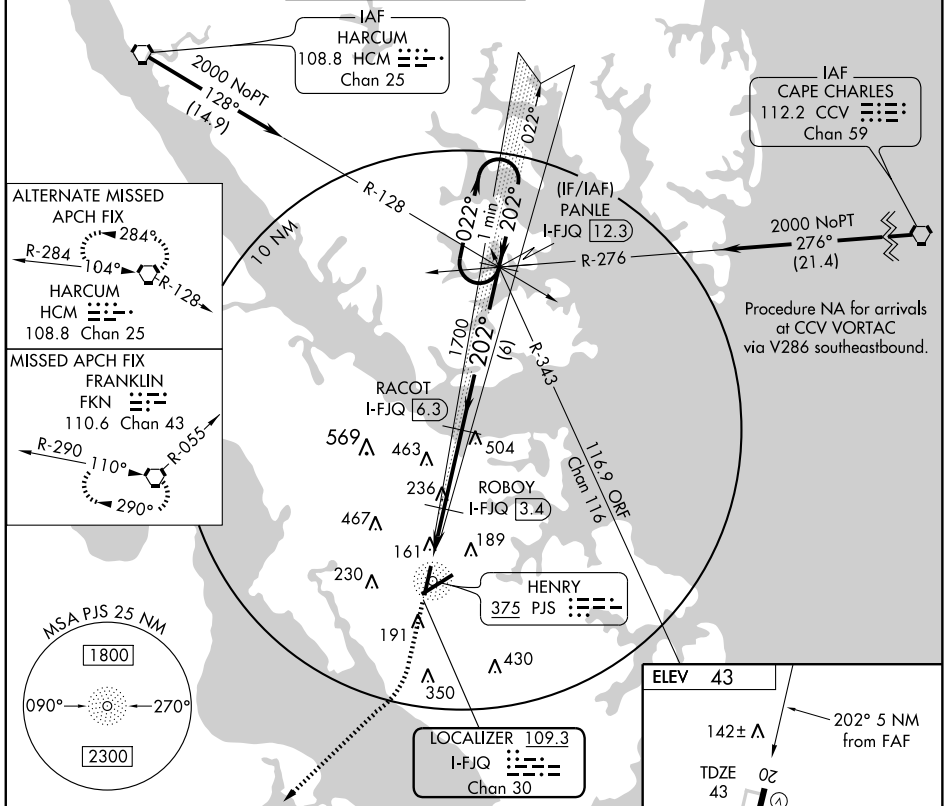
NEWPORT NEWS/WILLIAMSBURG INTL (PHF)

LOC/DME I-FJQ <b>109.3</b> Chan <b>30</b>	APP CRS <b>202°</b>	Rwy Idg TDZE <b>43</b> Apt Elev <b>43</b>	<b>6526</b>
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▼ If local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA. VDP NA when using Norfolk Intl altimeter setting.

MISSED APPROACH: Climb to 800 then climbing right turn to 2100 via FKN VORTAC R-055 to FKN VORTAC and hold.

ATIS <b>128.65</b>	NORFOLK APP CON <b>125.7</b>	NEWPORT NEWS TOWER ★ <b>118.7 (CTAF) 0 257.9</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.65 225.4</b>	UNICOM <b>122.95</b>
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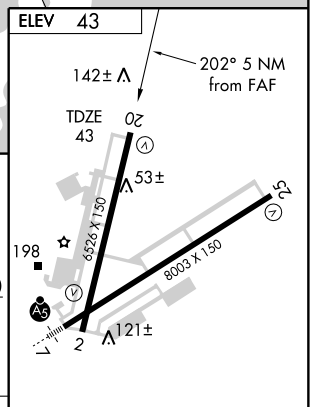
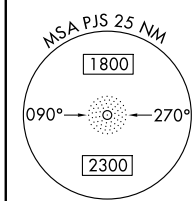
**ALTERNATE MISSED APCH FIX**

R-284 284°  
104°  
HARCUM HCM Chan 25

**MISSED APCH FIX**

FRANKLIN FKN Chan 43  
110.6

R-290 110°  
290°



800	2100	FKN	
↑	↘	⬠	
FKN R-055	110.6		

RACOT I-FJQ 6.3      PANLE I-FJQ 12.3      One Minute Holding Pattern

I-FJQ 1.3      ROBOY I-FJQ 3.4      202° → 2000  
← 202°

760      1700

3.04° TCH 42

1.1      1.1      2.9      6 NM

CATEGORY	A	B	C	D
S-20	420-1	377 (400-1)		420-1¼ 377 (400-1¼)
CIRCLING	540-1	497 (500-1)	540-1½ 497 (500-1½)	600-2 557 (600-2)

REIL Rwy 25  
REIL Rwy 20  
HIRL Rws 2-20 and 7-25

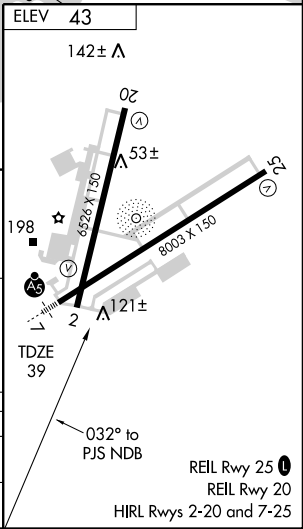
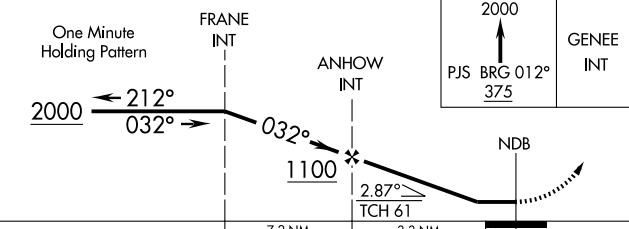
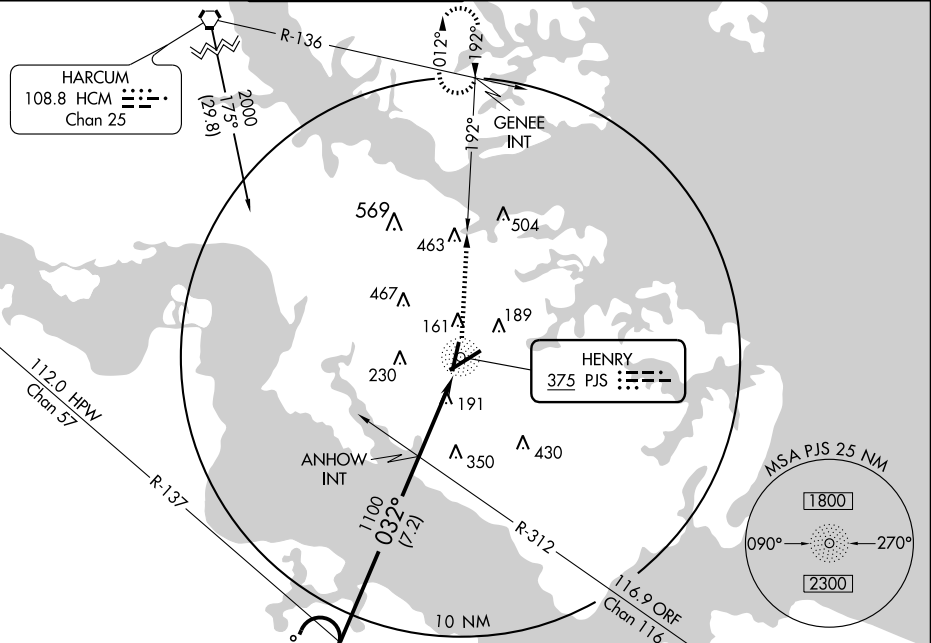
# NDB RWY 2

NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

NDB PJS <b>375</b>	APP CRS <b>032°</b>	Rwy Idg TDZE Apt Elev	<b>6526</b> <b>39</b> <b>43</b>
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MISSED APPROACH: Climb to 2000 via PJS  
NDB bearing 012° to GENEV Int and hold.

ATIS <b>128.65</b>	NORFOLK APP CON <b>125.7</b>	NEWPORT NEWS TOWER★ <b>118.7(CTAF) 257.9</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.65 225.4</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
S-2	700-1 661 (700-1)		700-1¾ 661 (700-1¾)	700-2 661 (700-2)
CIRCLING	700-1 657 (700-1)		700-1¾ 657 (700-1¾)	700-2 657 (700-2)



# RNAV (GPS) RWY 2

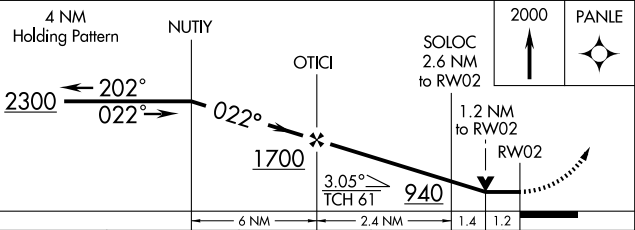
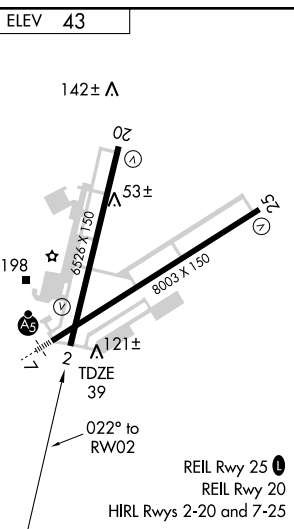
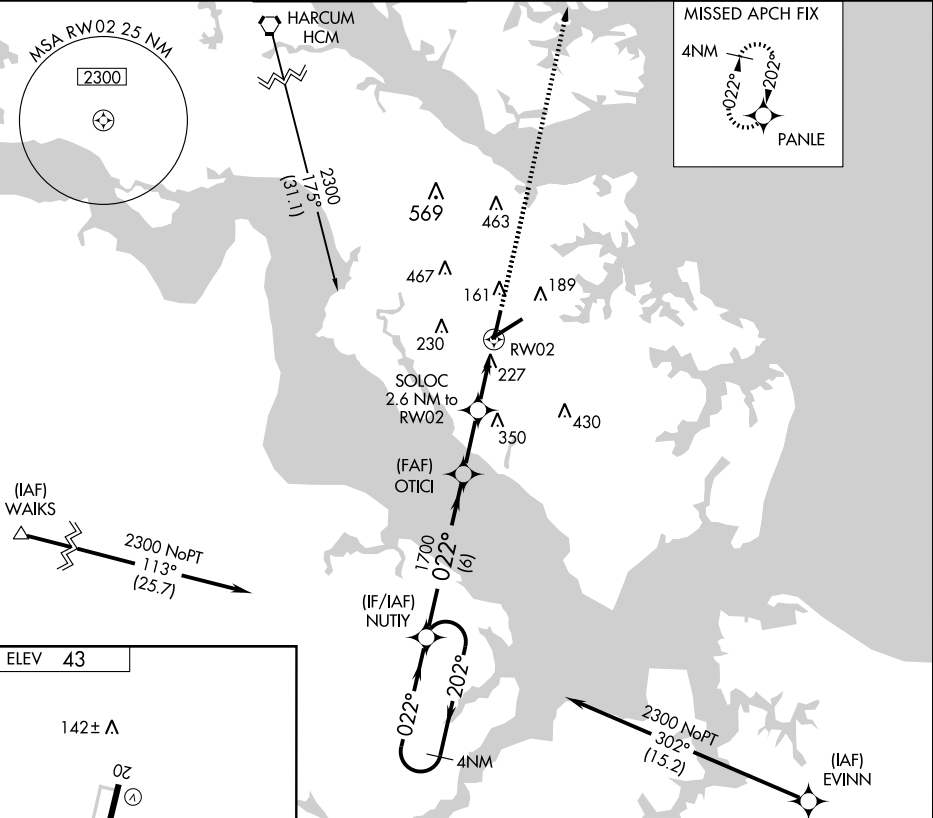
NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

APP CRS	Rwy Idg	<b>6526</b>
<b>022°</b>	TDZE	<b>39</b>
	Apt Elev	<b>43</b>

**NA** GPS or RNP-0.3 required.  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct PANLE WP and hold.

ATIS <b>128.65</b>	NORFOLK APP CON <b>125.7</b>	<b>NEWPORT NEWS TOWER*</b> <b>118.7(CTAF) 257.9</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.65 225.4</b>	UNICOM <b>122.95</b>
-----------------------	---------------------------------	--	-------------------------------	---------------------------------	-------------------------



CATEGORY	A	B	C	D
LNNAV MDA	480-1	441 (500-1)	480-1¼ 441 (500-1¼)	480-1½ 441 (500-1½)
CIRCLING	540-1	497 (500-1)	540-1½ 497 (500-1½)	600-2 557 (600-2)

NE-3, 08 APR 2010 to 06 MAY 2010



# RNAV (GPS) RWY 7

NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

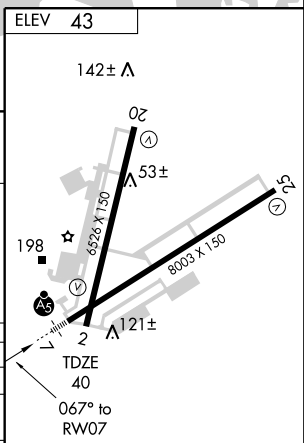
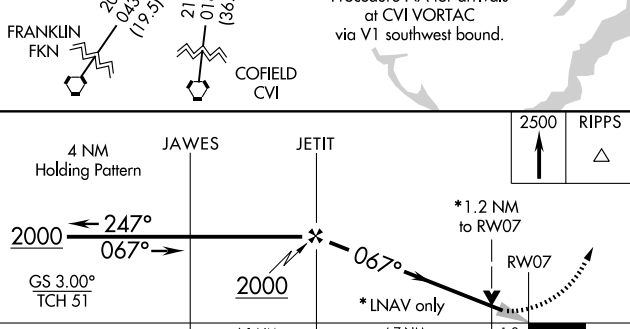
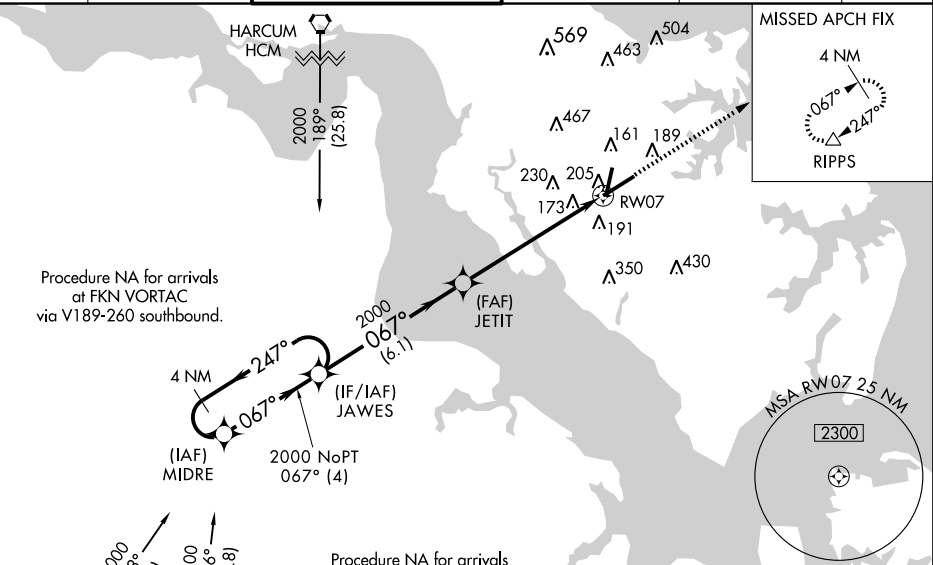
WAAS CH <b>45607</b> <b>W07A</b>	APP CRS <b>067°</b>	Rwy Idg TDZE Apt Elev	<b>8003</b> <b>40</b> <b>43</b>
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When local altimeter setting not received, use Norfolk Intl altimeter setting and increase all DA 49 feet and all MDA 60 feet. Increase visibility LPV all Cats to RVR 6000, increase visibility LNAV/VNAV all Cats to RVR 6000. VDP and Baro-VNAV NA when using Norfolk Intl altimeter setting. For inoperative MALSRS when using Norfolk Intl altimeter setting: increase LPV all Cats visibility RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). For inoperative MALSRS, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. DME/DME RNP-0.3 NA.



**MISSED APPROACH:**  
Climb to 2500 direct RIPPS and hold.

ATIS <b>128.65</b>	NORFOLK APP CON <b>125.7</b>	NEWPORT NEWS TOWER ★ <b>118.7</b> (CTAF) <b>0 257.9</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.65 225.4</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA	354/24		314 (400-½)	
LNAV/VNAV DA	474/50		434 (500-1)	
LNAV MDA	460/24 420 (500-½)		460/40 420 (500-¾)	
CIRCLING	540-1 497 (500-1)		540-1½ 497 (500-1½)	
			600-2 557 (600-2)	

REIL Rwy 25 **0**  
REIL Rwy 20  
HIRL Rwy 2-20 and 7-25

NE-3, 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 20

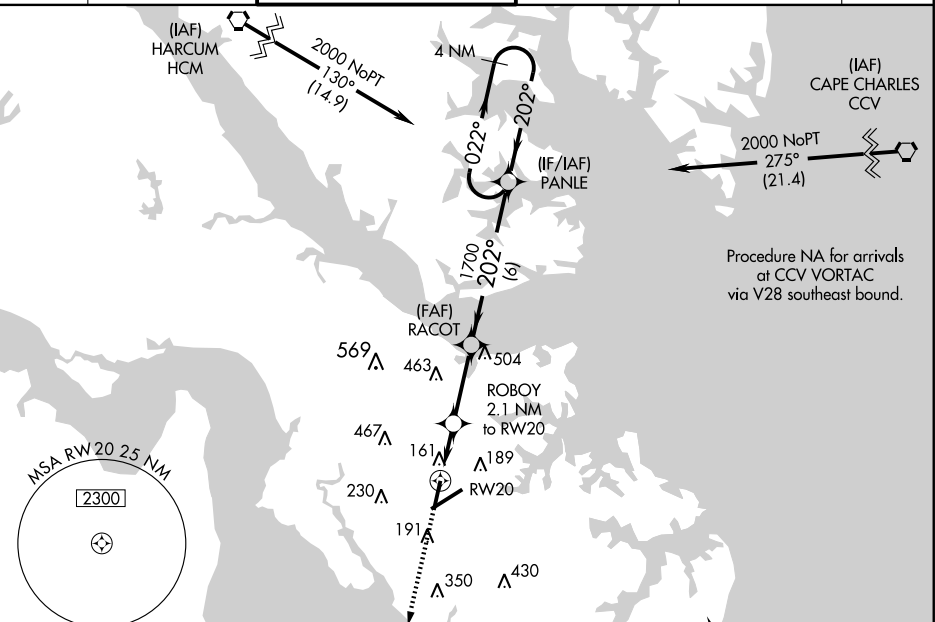
NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

APP CRS	Rwy Idg	<b>6526</b>
<b>202°</b>	TDZE	<b>43</b>
	Apt Elev	<b>43</b>

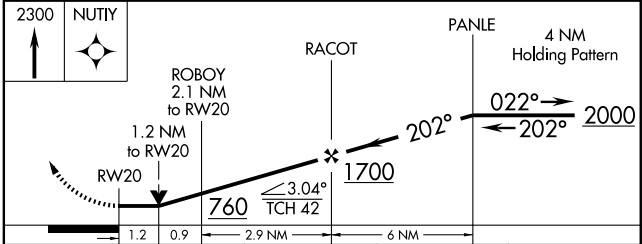
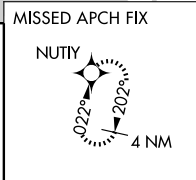
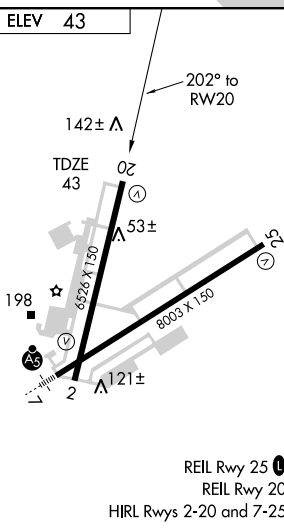
**▼** When local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDA 60 feet and LNAV Cat D visibility ¼ mile. VDP NA when using Norfolk Intl altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

**MISSED APPROACH:**  
Climb to 2300 direct NUTY and hold.

ATIS <b>128.65</b>	NORFOLK APP CON <b>125.7</b>	NEWPORT NEWS TOWER ★ <b>118.7</b> (CTAF) <b>0 257.9</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.65 225.4</b>	UNICOM <b>122.95</b>
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Procedure NA for arrivals at CCV VORTAC via V28 southeast bound.



CATEGORY	A	B	C	D
LNAV MDA	460-1	417 (500-1)	460-1¼	417 (500-1¼)
CIRCLING	540-1	497 (500-1)	540-1½ 497 (500-1½)	600-2 557 (600-2)

NE-3, 08 APR 2010 to 06 MAY 2010

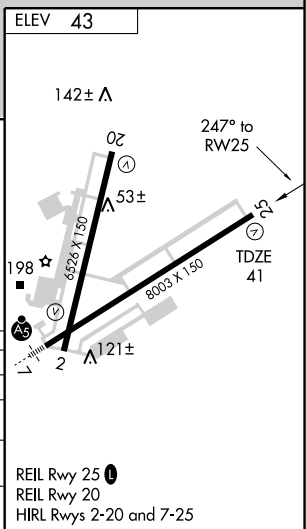
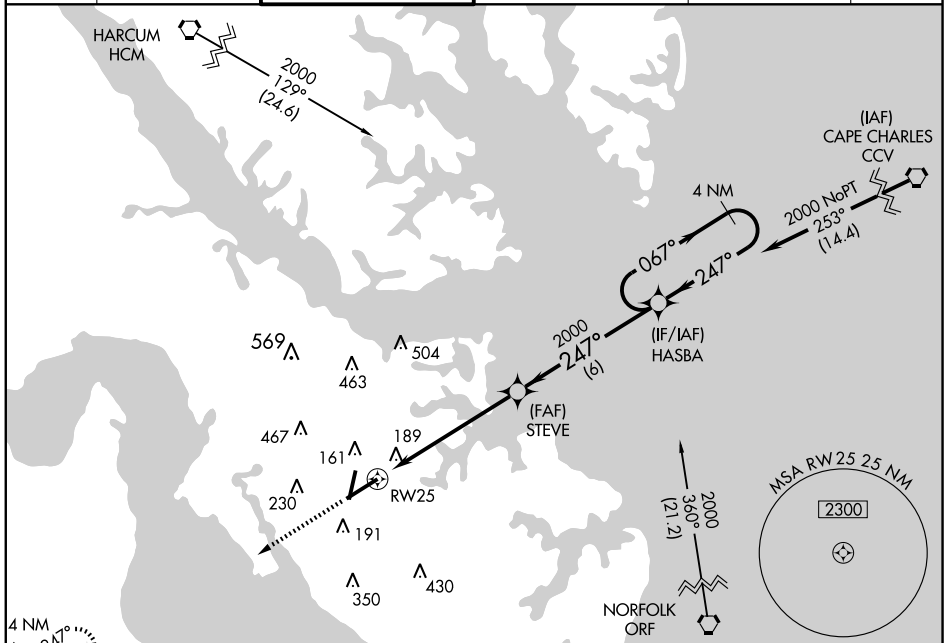
# RNAV (GPS) RWY 25

NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

WAAS CH <b>45510</b> <b>W25A</b>	APP CRS <b>247°</b>	Rwy Idg TDZE Apt Elev	<b>8003</b> <b>41</b> <b>43</b>
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DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).	
ATIS <b>128.65</b>	NORFOLK APP CON <b>125.7</b>
NEWPORT NEWS TOWER★ <b>118.7(CTAF) 257.9</b>	

MISSED APPROACH: Climb to 2000 direct JAWES and hold.		
GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.65 225.4</b>	UNICOM <b>122.95</b>

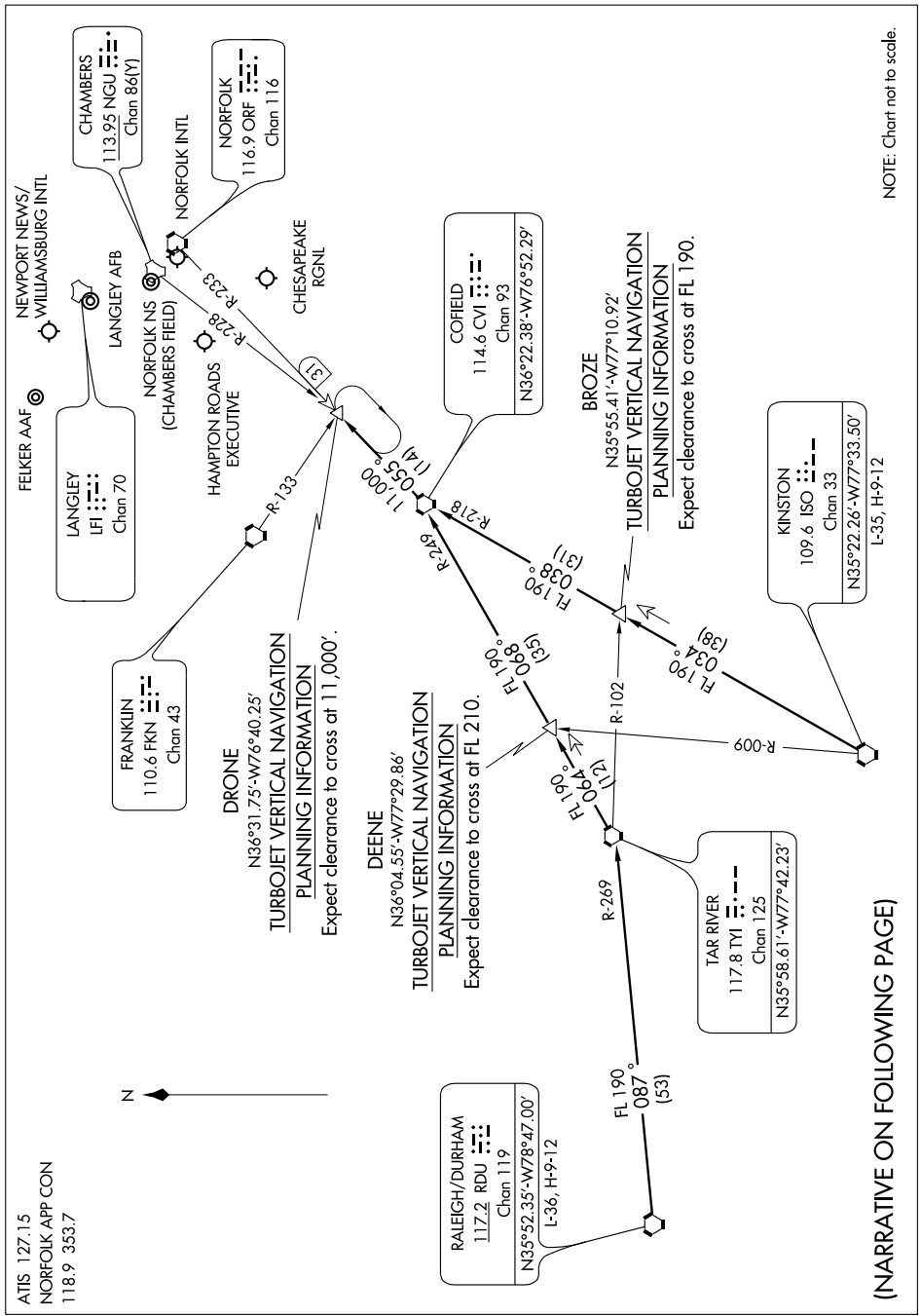


2000	JAWES	STEVE	HASBA	4 NM Holding Pattern
*1.2 NM to RW25		*LNAV only		
1.2 NM		4.7 NM	6 NM	4 NM

CATEGORY	A	B	C	D
LPV DA	420-1¼		379 (400-1¼)	
LNAV/VNAV DA	480-1½		439 (500-1½)	
LNAV MDA	460-1	419 (500-1)	460-1¼	419 (500-1¼)
CIRCLING	540-1½		497 (500-1½)	
			600-2	
			557 (600-2)	

REIL Rwy 25  
REIL Rwy 20  
HIRL Rwy 2-20 and 7-25

# DRONE ONE ARRIVAL



NE-3, 08 APR 2010 to 06 MAY 2010

(NARRATIVE ON FOLLOWING PAGE)

## ARRIVAL DESCRIPTION

KINSTON TRANSITION (ISO.DRONE1): From over ISO VORTAC via ISO R-034 and CVI R-218 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

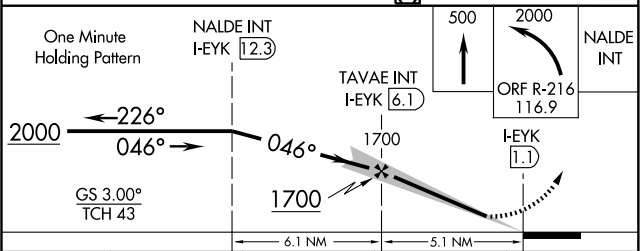
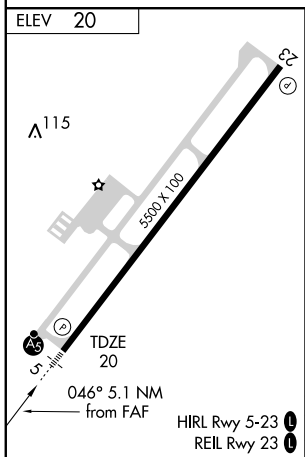
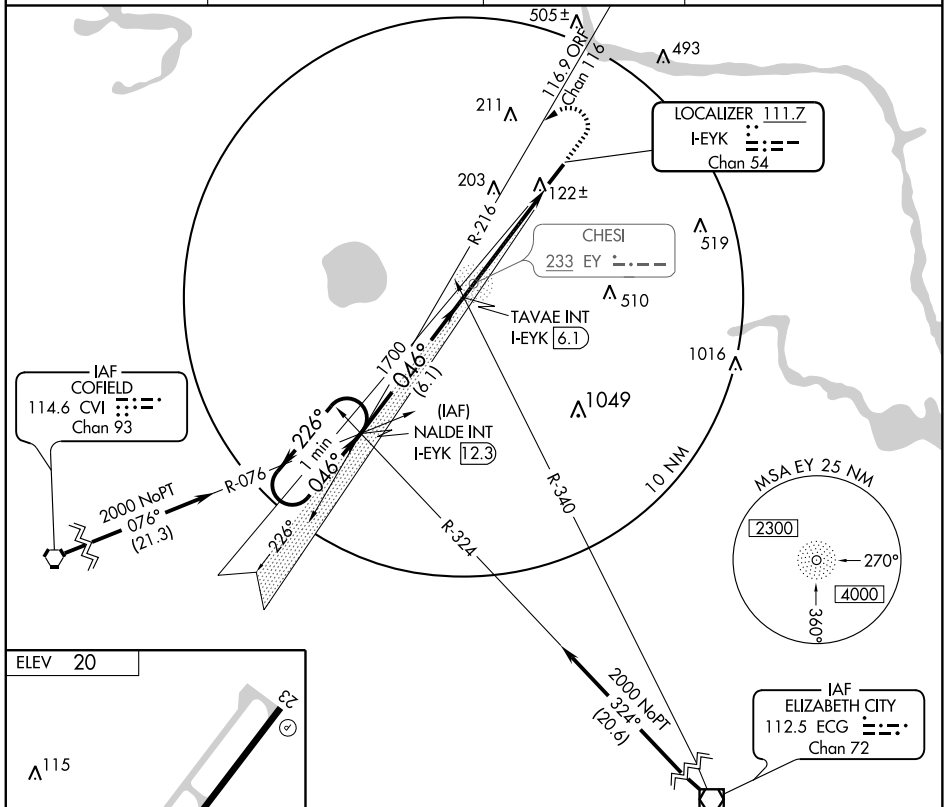
RALEIGH/DURHAM (RDU.DRONE1): From over RDU VORTAC via RDU R-087 and TYI R-269 to TYI VORTAC, then via TYI R-064 and CVI R-249 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

....From over DRONE INT expect radar vectors to final approach course.

LOC/DME I-EYK <b>111.7</b> Chan 54	APP CRS <b>046°</b>	Rwy Idg <b>5500</b> TDZE <b>20</b> Apt Elev <b>20</b>
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NA	MALSR 	MISSED APPROACH: Climb to 500 then climbing left turn to 2000, via ORF R-216 to NALDE Int/I-EYK 12.3 DME and hold.
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AWOS-3 <b>123.675</b>	NORFOLK APP CON <b>118.9 353.7</b>	GCO <b>135.075</b>	UNICOM <b>123.075 (CTAF)</b>
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		A	B	C	D
CATEGORY		A	B	C	D
S-ILS 5		220-½	200 (200-½)		NA
S-LOC 5		380-½	360 (400-½)		NA
CIRCLING		440-1 420 (500-1)	480-1 460 (500-1)	480-1½ 460 (500-1½)	NA

# RNAV (GPS) RWY 5

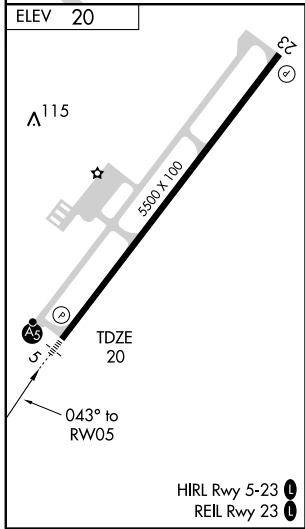
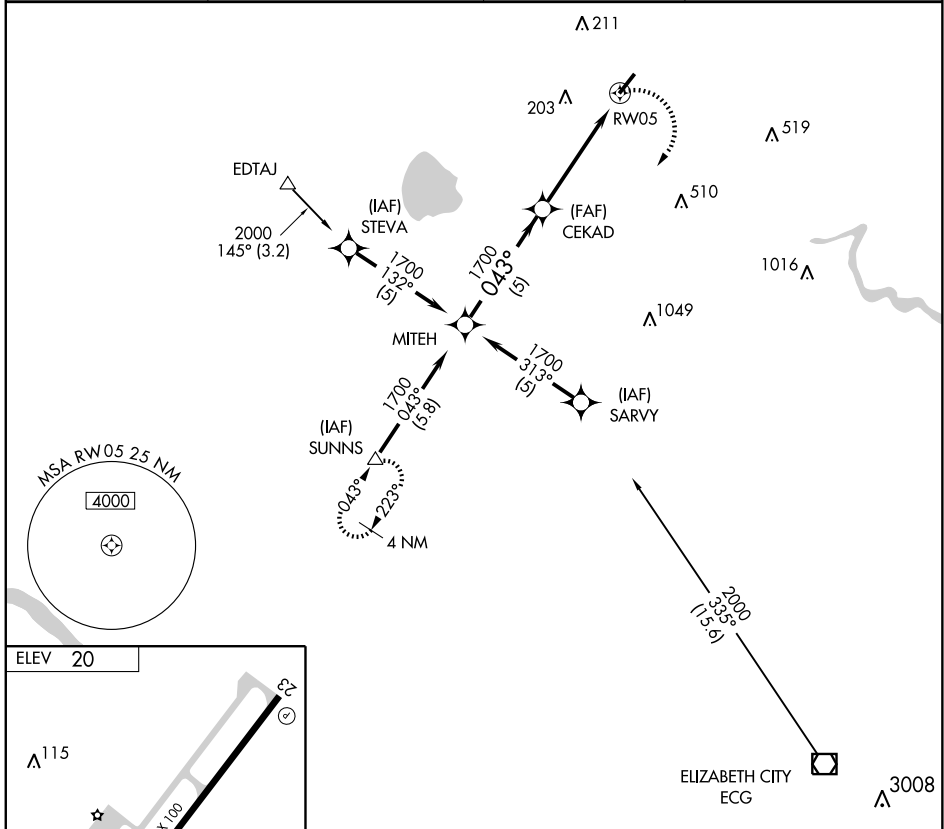
NORFOLK / CHESAPEAKE RGNL (CPK)

APP CRS	Rwy Idg	5500
043°	TDZE	20
	Apt Elev	20

**NA** Inoperative table does not apply.  
DME/DME RNP-0.3 NA.

**MALSR**  
MISSED APPROACH: Climbing right turn to 2100 direct SUNNS and hold.


AWOS-3 <b>123.675</b>	NORFOLK APP CON <b>118.9 353.7</b>	GCO <b>135.075</b>	UNICOM <b>123.075 (CTAF)</b>
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
	MITEH	CEKAD	2100	SUNNS
	1700	1700		$\Delta$
Procedure Turn NA	043°	043°		
	5 NM		5 NM	
CATEGORY	A	B	C	D
LNAV MDA	420-1	400 (400-1)		NA
CIRCLING	420-1	480-1		NA
	400 (400-1)	460 (500-1)		


# TERKS TWO ARRIVAL

NORFOLK APP CON  
 118.9 353.7  
 NORFOLK INTL ATIS  
 127.15  
 NORFOLK NS ATIS  
 118.425 342.0  
 OCEANA NAS ATIS  
 317.6

MONTEBELLO  
 115.3 MOL   
 Chan 100  
 N37°54.03'-W79°06.41'  
 L-26, H-10-12

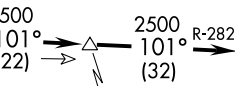
HARCUM  
 108.8 HCM   
 Chan 25  
 N37°26.92'-W76°42.68'

CAPE CHARLES  
 112.2 CCV   
 Chan 59  
 N37°20.85'-W75°59.86'

FLAT ROCK  
 113.3 FAK   
 Chan 80  
 N37°31.71'-W77°49.69'

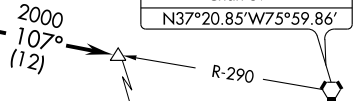
**TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION**

Expect clearance to cross at 14,000'.



**TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION**

Expect clearance to cross at 16,000'.



**TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION**

Expect clearance to cross 20 NM west of FL 210.

NOTE: For aircraft at or above 14,000' only.

NOTE: Chart not to scale.

SUFFOLK EXECUTIVE 

CHESAPEAKE RGNL 

HAMPTON ROADS 

NORFOLK INTL 

NORFOLK NS (CHAMBERS FIELD) 

OCEANA NAS/ APOLLO SOUCEK FIELD 

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

NE-3, 08 APR 2010 to 06 MAY 2010



# VOR/DME RWY 23

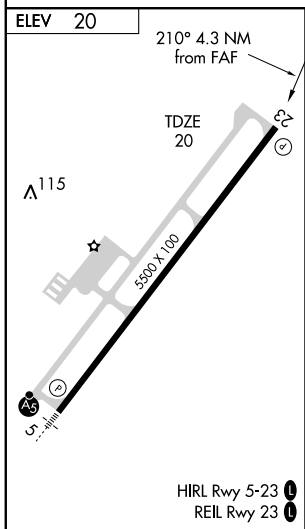
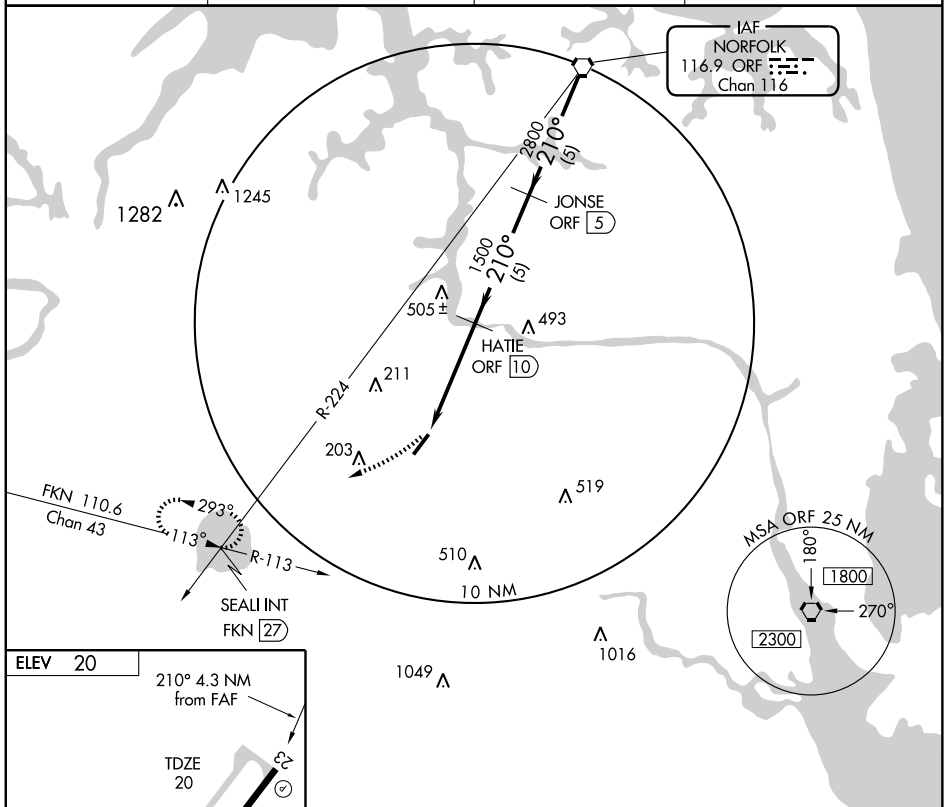
NORFOLK / CHESAPEAKE RGNL (CPK)

VORTAC ORF <b>116.9</b> Chan <b>116</b>	APP CRS <b>210°</b>	Rwy Idg <b>5500</b> TDZE <b>20</b> Apt Elev <b>20</b>
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VOR  
 NA

MISSED APPROACH: Climbing right turn to 2000 via ORF R-224 to SEALI Int/FKN 27 DME and hold.

AWOS-3 <b>123.675</b>	NORFOLK APP CON <b>118.9 353.7</b>	GCO <b>135.075</b>	UNICOM <b>123.075 (CTAF)</b>
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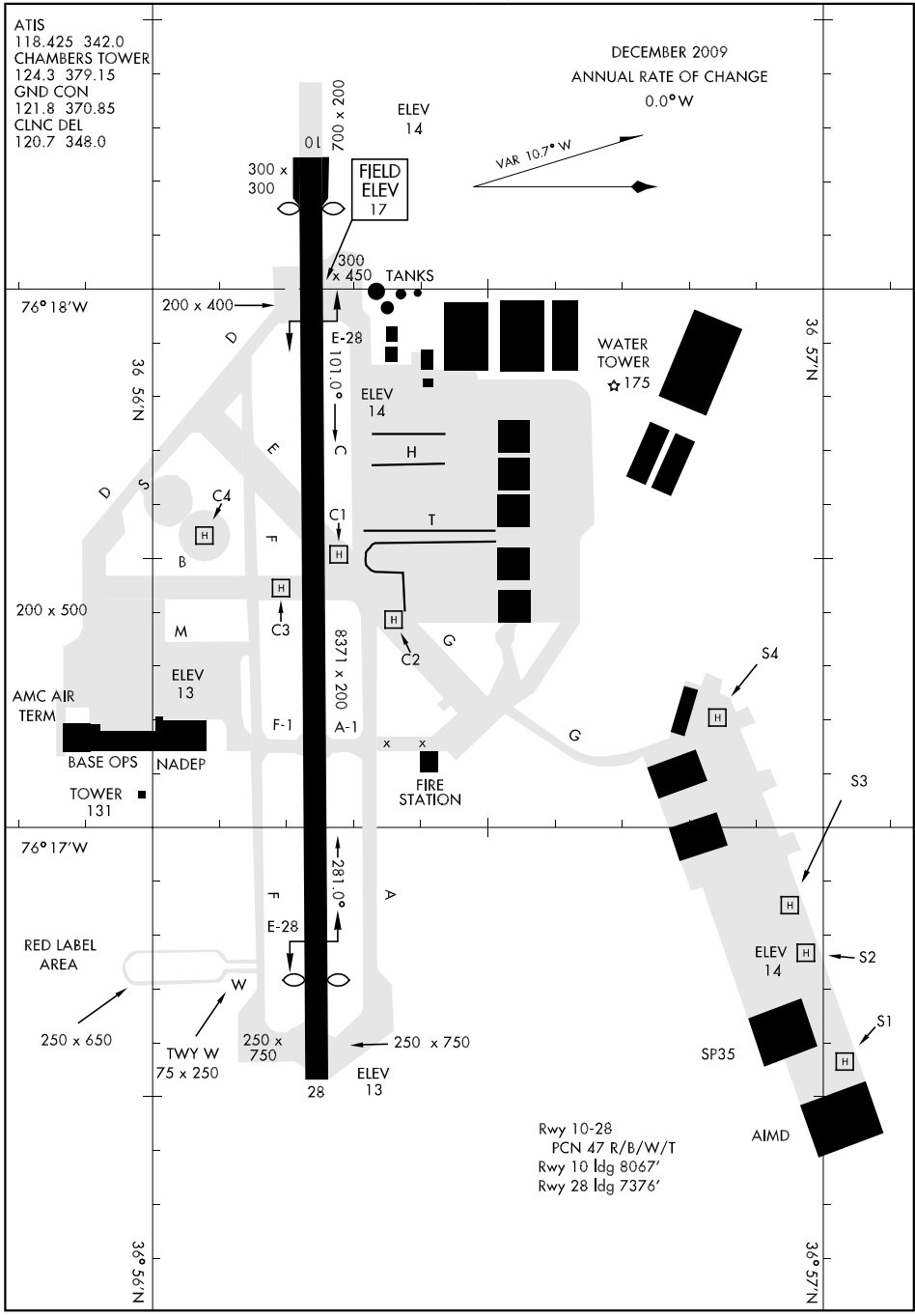
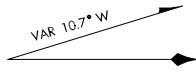


2000 ORF R-224 116.9	SEALI INT FKN 27	HATIE ORF 10	JONSE ORF 5	VORTAC
				3000
Procedure Turn NA				
1.3    3 NM    5 NM    5 NM				
ORF 13 14.3	210° 2800 1500			
CATEGORY	A	B	C	D
S-23	480-1 460 (500-1)	480-1½ 460 (500-1½)	480-1½ 460 (500-1½)	480-1½ 560 (600-2)
CIRCLING	480-1 460 (500-1)	480-1½ 460 (500-1½)	480-1½ 560 (600-2)	580-2 560 (600-2)

NE-3, 08 APR 2010 to 06 MAY 2010

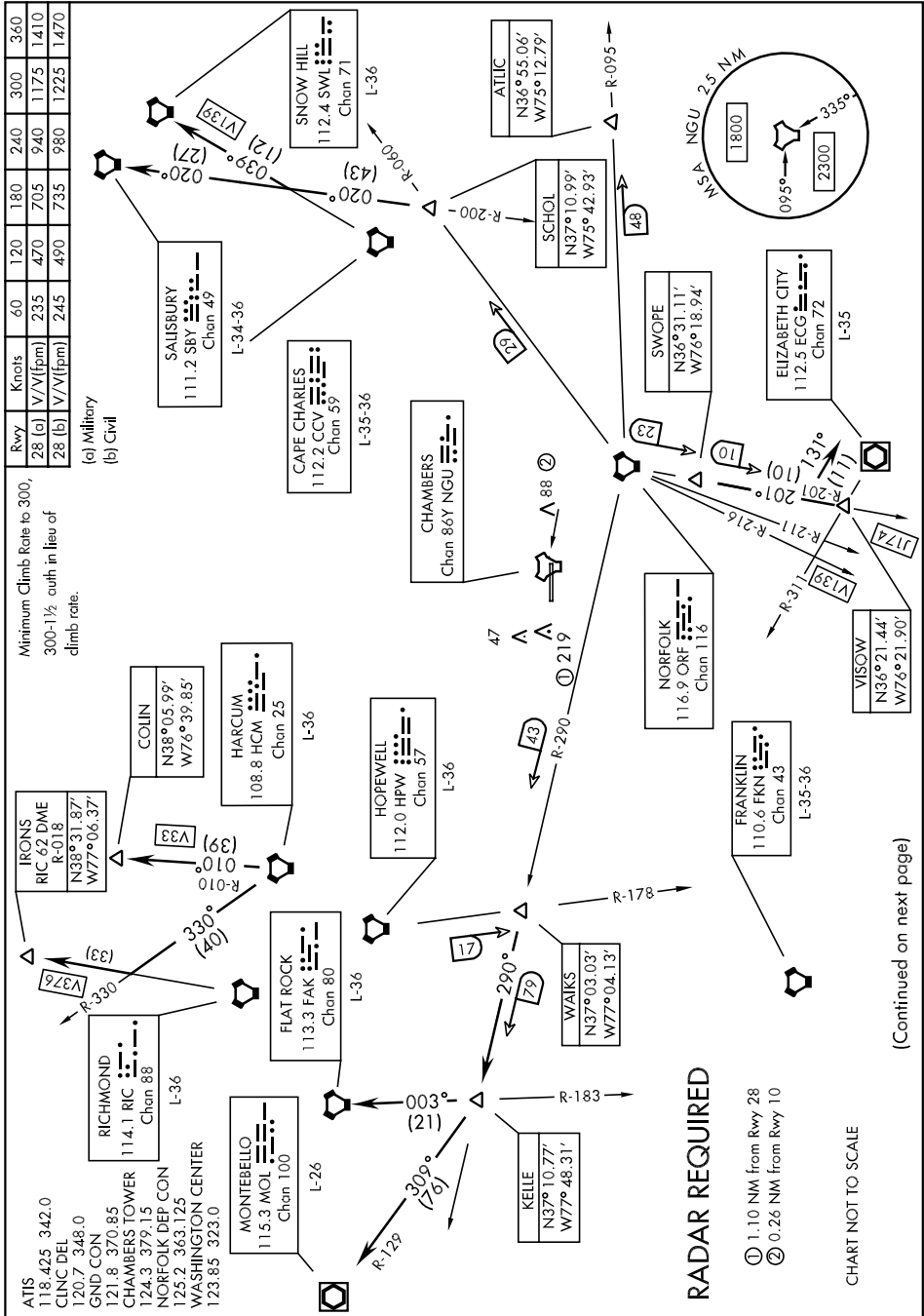
ATIS  
 118.425 342.0  
 CHAMBERS TOWER  
 124.3 379.15  
 GND CON  
 121.8 370.85  
 CLNC DEL  
 120.7 348.0

DECEMBER 2009  
 ANNUAL RATE OF CHANGE  
 0.0°W



Rwy 10-28  
 PCN 47 R/B/W/T  
 Rwy 10 ldg 8067'  
 Rwy 28 ldg 7376'

NE-3-08 APR 2010 to 06 MAY 2010



(Continued on next page)



## DEPARTURE ROUTE DESCRIPTION

(Continued)

TAKE-OFF RWY 10: Climbing left turn heading 050°, cross DER at or above 35' AGL/48' MSL, thence...

TAKE-OFF RWY 28: Climb via heading 280°, thence...

via radar vectors to assigned transition. Maintain 2000 or assigned altitude. Expect clearance to requested altitude/flight level 10 minutes after departure.

ATLIC TRANSITION (NGU7•ATLIC): Via vectors to ATLIC.

CAPE CHARLES TRANSITION (NGU7•CCV): Via vectors to CCV VORTAC. (NOTE: For altitudes 5000 and below).

ELIZABETH CITY TRANSITION (NGU7•ECG): Via vectors to SWOPE, then via ORF R-201 to VISOW (ORF R-201/33 DME), then direct ECG VOR/DME.

FLAT ROCK TRANSITION (NGU7•FAK): Via vectors to WAIKS, then via ORF R-290 to KELLE, then direct FAK VORTAC.

FRANKLIN TRANSITION (NGU7•FKN): Via vectors to FKN VORTAC\*.

HARCUM TRANSITION (NGU7•HCM): Via vectors to HCM VORTAC\*\*.

HOPEWELL TRANSITION (NGU7•HPW): Via vectors to HPW VORTAC.

MONTEBELLO TRANSITION (NGU7•MOL): Via vectors to WAIKS, then via ORF R-290 to KELLE, then intercept MOL R-129 to MOL VOR/DME.

SALISBURY TRANSITION (NGU7•SBY): Via vectors to SCHOL, then SBY R-200 to SBY VORTAC.

SNOW HILL TRANSITION (NGU7•SWL): Via vectors to SCHOL, thence SBY R-200 to V139 to SWL VORTAC.

V139 TRANSITION (NGU7•ORF): Via vectors to V139.

J174 TRANSITION (NGU7•ORF): Via vectors to J174.

\*For routing to TYI/RDU/GSO:

\*\*For routing to NHK/BWI/MTN/DCA METRO AREA via the following:

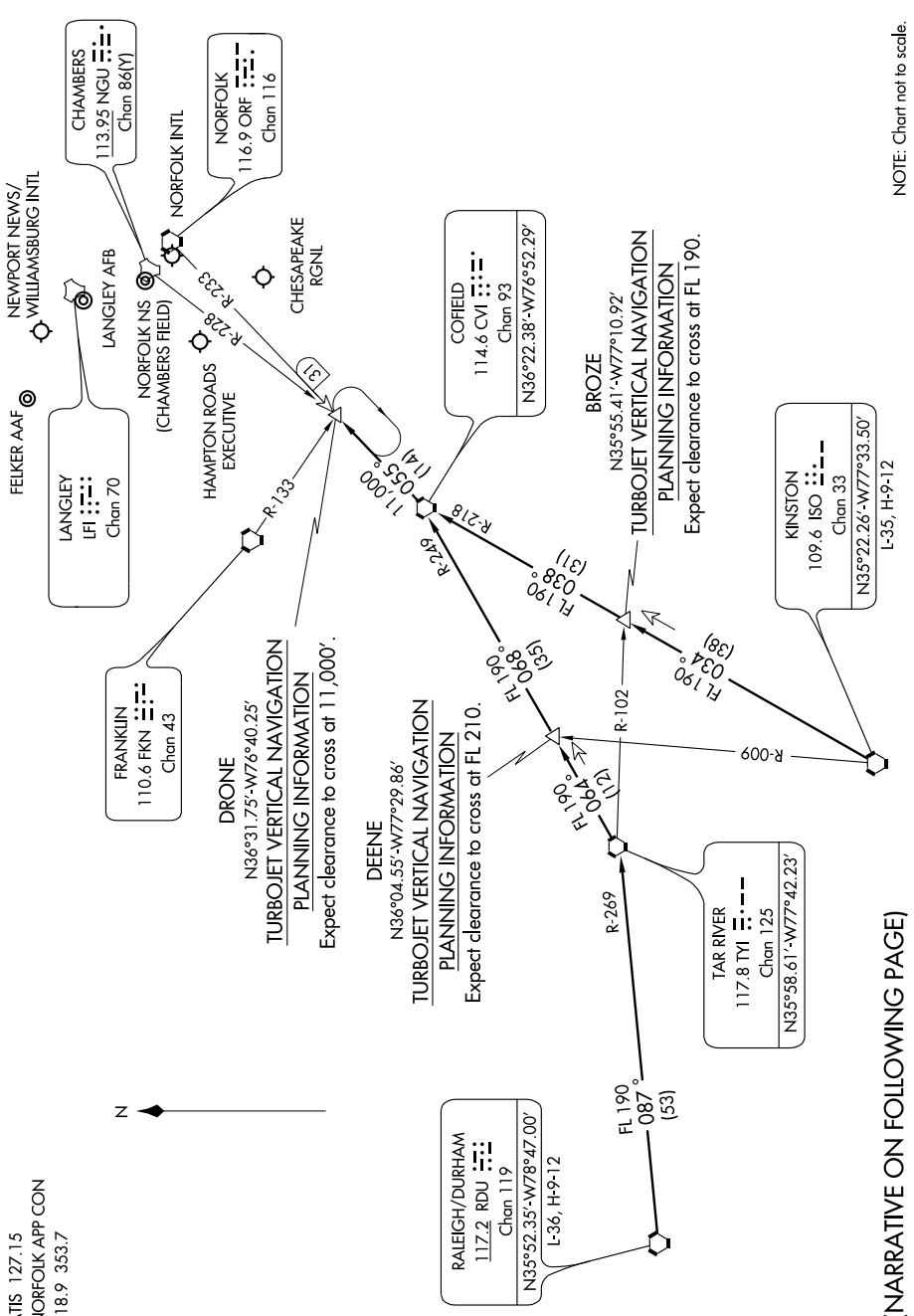
NHK-V33 COLIN V213 PXT. (NOTE For altitudes 7000 or 9000 only.)

BWI/MTN-V33 COLIN V213 PXT V93 GRACO. (NOTE: For altitudes 7000 or 9000 only.)

DCA/ADW/NSF/DAA-HCM R-330 V376 IRONS. (NOTE: For altitude 8000 only.)

NOTE: Transitions are part of the Preferred Departure Route (PDR) system and established as an Air Traffic flow procedure from the Norfolk Terminal Area. These fixes are to be used as the initial filing point out of NS Norfolk.

ATIS 127.15  
NORFOLK APP CON  
118.9 353.7



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

## ARRIVAL DESCRIPTION

KINSTON TRANSITION (ISO.DRONE1): From over ISO VORTAC via ISO R-034 and CVI R-218 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

RALEIGH/DURHAM (RDU.DRONE1): From over RDU VORTAC via RDU R-087 and TYI R-269 to TYI VORTAC, then via TYI R-064 and CVI R-249 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

....From over DRONE INT expect radar vectors to final approach course.

TACAN Chan <b>86Y</b>	APCH CRS <b>097°</b>	Rwy ldg <b>8067'</b> TDZE <b>17</b> Arprt Elev <b>17</b>
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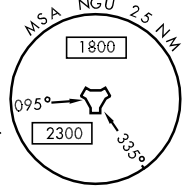
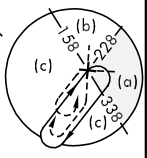
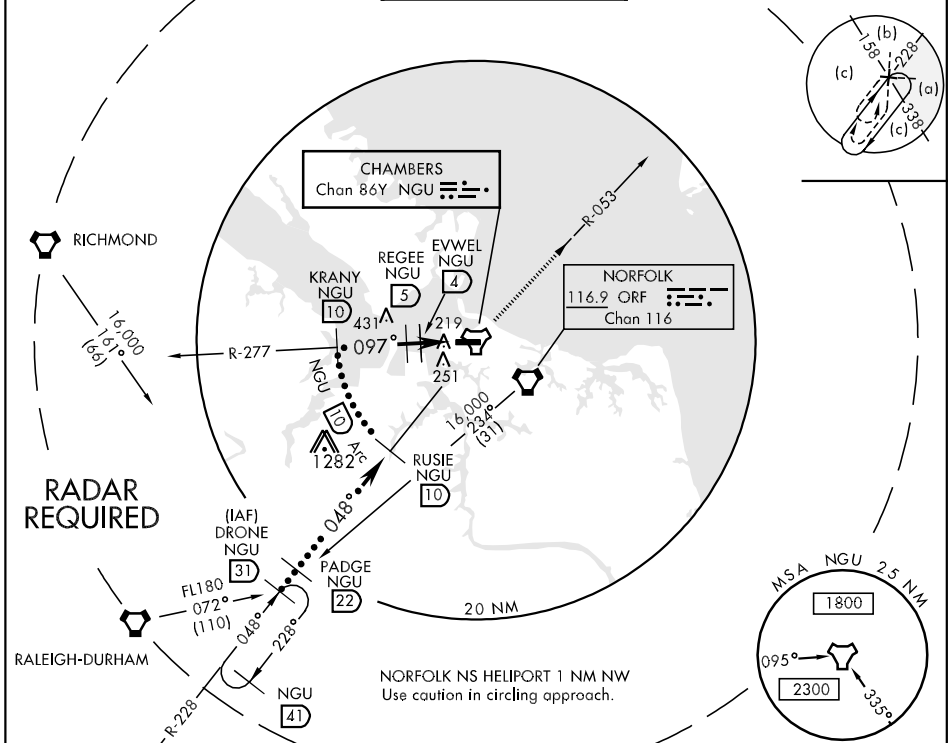
JAL-290 [USN]

NORFOLK NS (CHAMBERS FIELD) (KNGU)

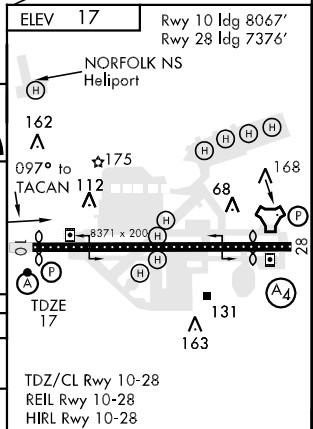
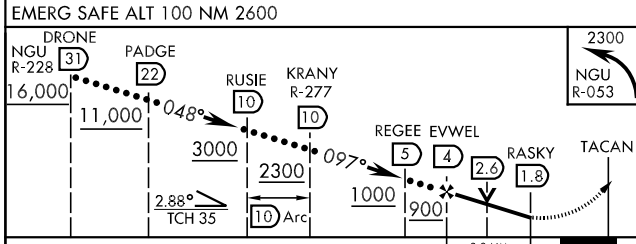
▼ \* When ALS inop, increase vis CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles.  
\*\* CAT E circling not auth S of RWY 10-28.

ALSF-2  
MISSED APPROACH: Climbing left turn to 2300 via NGU R-053 then as directed by ATC.

ATIS <b>118.425 342.0</b>	NORFOLK APP CON <b>118.9 353.7</b>	CHAMBERS TOWER <b>124.3 379.15</b>	GND CON <b>121.8 370.85</b>	ASR/PAR
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EMERG SAFE ALT 100 NM 2600



CATEGORY	C	D	E
S-10 *	480-¾ 463 (500-¾)	480-1 463 (500-1)	480-1¼ 463 (500-1¼)
CIRCLING **	520-1½ 503 (600-1½)	580-2	563 (600-2)

NE-3: 08 APR 2010 to 06 MAY 2010

TACAN NGU Chan <b>86Y</b>	APCH CRS <b>290°</b>	Rwy ldg <b>7376</b> TDZE Arpt Elev <b>15</b> <b>17</b>
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JAL-290 [USN]

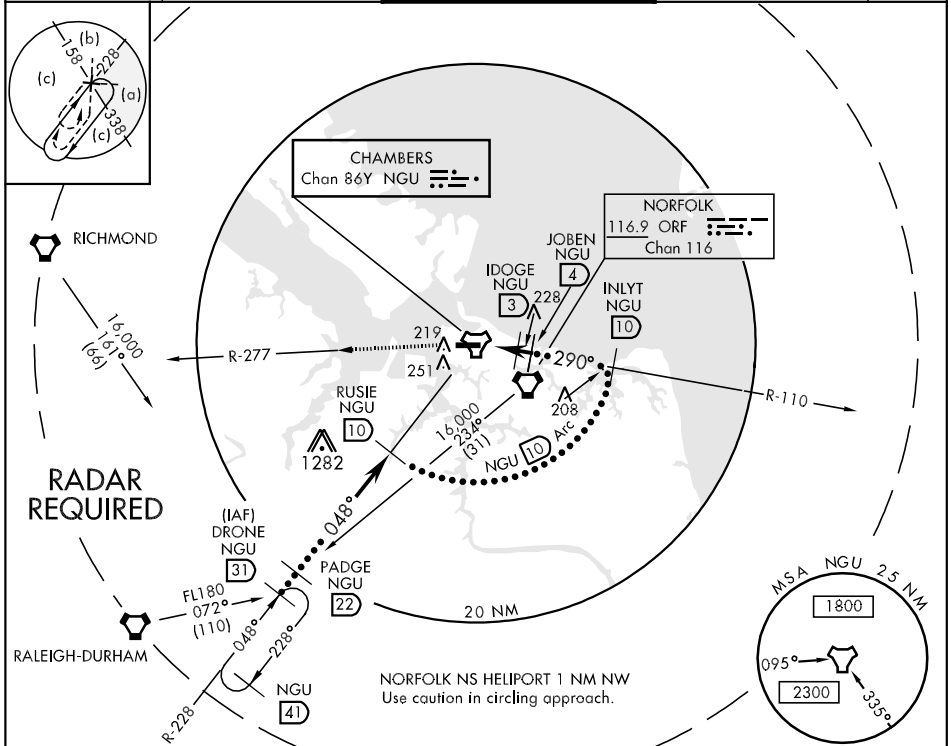
NORFOLK NS (CHAMBERS FIELD) (KNGU)

▼ \* When ALS inop, increase CAT C vis to 1½ miles, CAT DE to 1½ miles.  
\*\* CAT E circling not authorized S of Rwy 10-28.



MISSED APPROACH: Climb to 2300 via NGU R-277 then as directed by ATC.

ATIS <b>118.425 342.0</b>	NORFOLK APP CON <b>118.9 353.7</b>	CHAMBERS TOWER <b>124.3 379.15</b>	GND CON <b>121.8 370.85</b>	ASR/PAR
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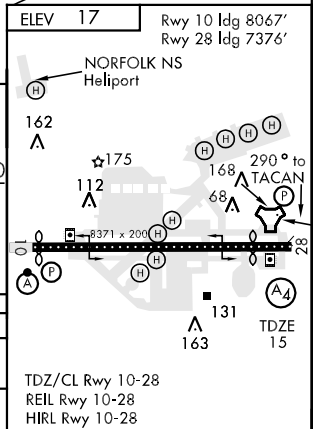
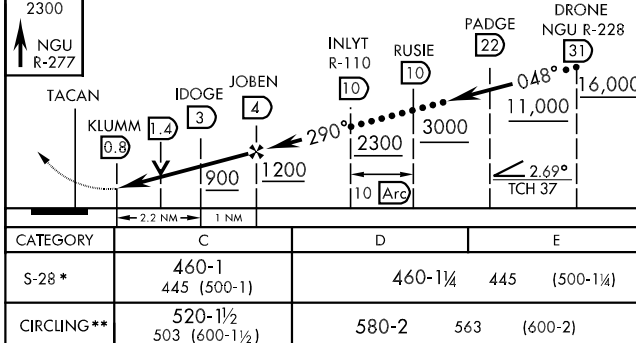


NE-3: 08 APR 2010 to 06 MAY 2010

EMERG SAFE ALT 100 NM 2600

NORFOLK NS HELIPORT 1 NM NW  
Use caution in circling approach.

HIGH ALTITUDE FACILITIES





LOC I-NGU <b>108.95</b>	APCH CRS <b>100°</b>	Rwy Idg TDZE Arprt Elev <b>8067</b> <b>17</b> <b>17</b>
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AL-290 [USN]

NORFOLK NS (CHAMBERS FIELD) (KNGU)

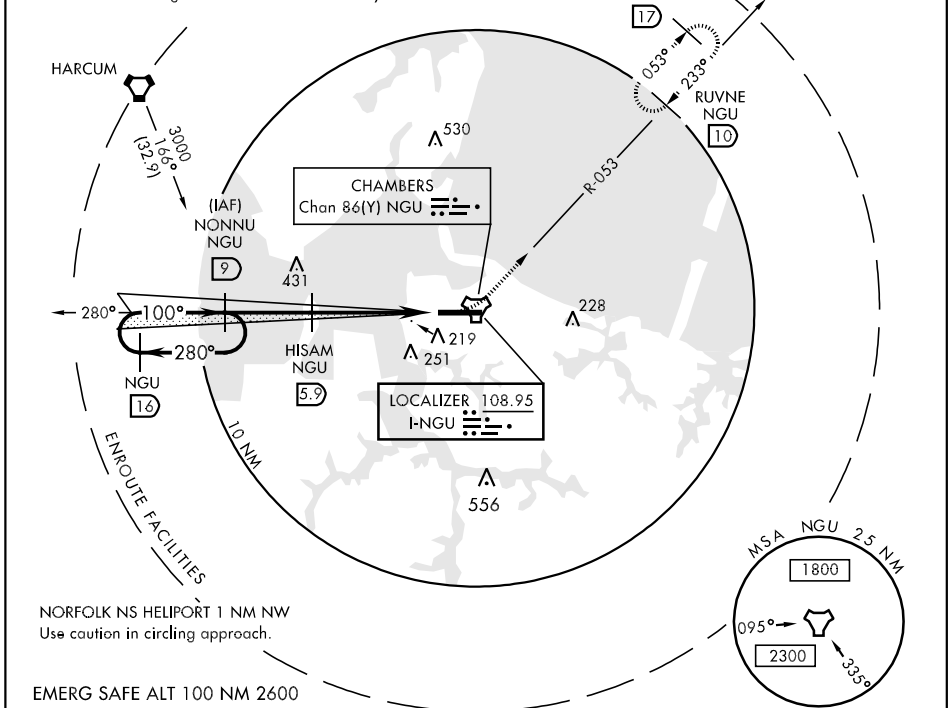
▼ \* When ALS inop, increase vis to ¾ mile.  
 \*\* When ALS inop, increase vis CAT AB to 1 mile,  
 CAT C to 1 ¼ miles, CAT DE to 1 ½ miles.

ALSF-2

MISSED APPROACH: Climbing left  
 turn to 2100 via NGU TACAN R-053  
 to RUVNE and hold.

ATIS <b>118.425 342.0</b>	NORFOLK APP CON <b>118.9 353.7</b>	CHAMBERS TOWER <b>124.3 379.15</b>	GND CON <b>121.8 370.85</b>	CLNC DEL <b>120.7 348.0</b>	ASR/PAR
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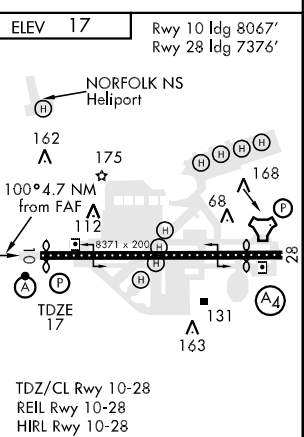
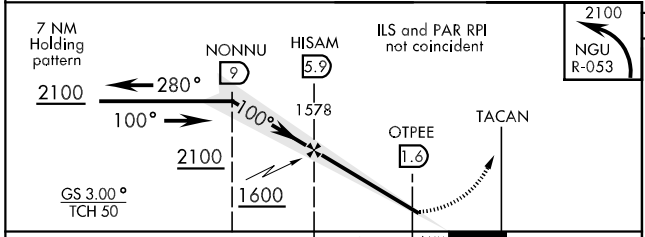
\*\*\* CAT E circling not authorized South of Rwy 10-28.



NORFOLK NS HELIPORT 1 NM NW  
 Use caution in circling approach.

EMERG SAFE ALT 100 NM 2600

NE-3: 08 APR 2010 to 06 MAY 2010



CATEGORY	A	B	C	D	E
S-ILS 10 *	217-½		200 (200-½)		
S-LOC 10 **	460-½	443 (500-½)	460-¾ 443 (500-¾)	460-1	443 (500-1)
CIRCLING ***	520-1	503 (600-1)	520-1½ 503 (600-1½)	580-2	563 (600-2)

APCH CRS	Rwy Idg	<b>8067</b>
<b>100°</b>	TDZE	<b>17</b>
	Arprt Elev	<b>17</b>

AL-290 [USN]

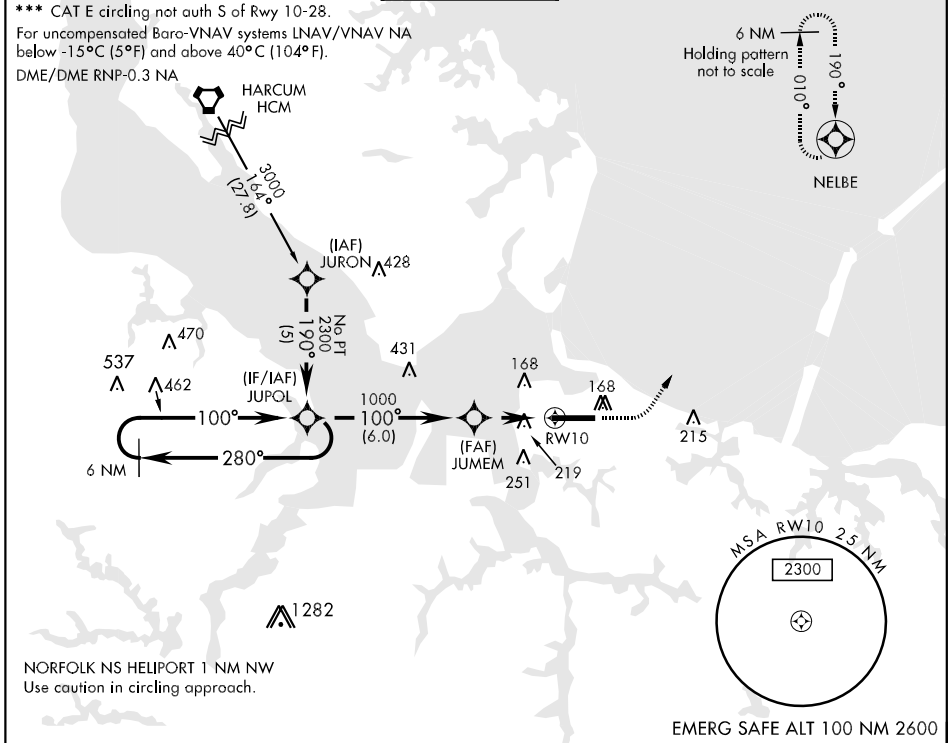
NORFOLK NS (CHAMBERS FIELD) (KNGU)

▼ \* When ALS inop, increase vis CAT ABCDE to 1 3/4 miles.  
 \*\* When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1 1/4 miles, CAT D to 1 1/2 miles, CAT E to 1 3/4 miles.

ALSF-2

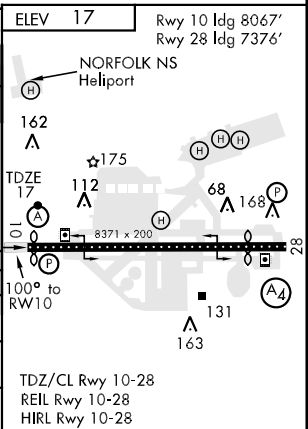
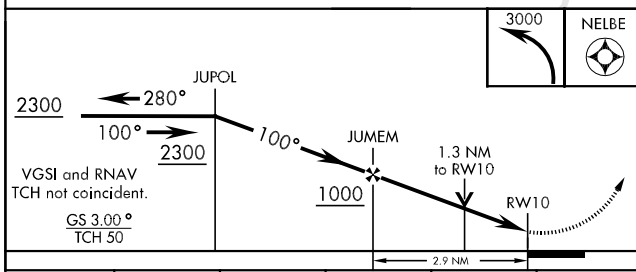
MISSED APPROACH: Climbing left turn to 3000 direct NELBE and hold.

ATIS <b>118.425 342.0</b>	NORFOLK APP CON <b>118.9 353.7</b>	CHAMBERS TOWER <b>124.3 379.15</b>	GND CON <b>121.8 370.85</b>	CLNC DEL <b>120.7 348.0</b>	ASR/PAR
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NORFOLK NS HELIPORT 1 NM SW  
 Use caution in circling approach.

EMERG SAFE ALT 100 NM 2600



CATEGORY	A	B	C	D	E
LNAV/VNAV DA *	540-1 1/4		523	(600-1 1/4)	
LNAV MDA **	480- 1/2	463 (500- 1/2)	480- 3/4 463 (500- 3/4)	480-1 463 (500-1)	480-1 1/4 463(500-1 1/4)
CIRCLING ***	540-1 3/4	523	(600-1 3/4)	580-2	563 (600-2)

NE-3: 08 APR 2010 to 06 MAY 2010

APCH CRS	Rwy ldg TDZE	7376
280°	15	
	Arpt Elev	17

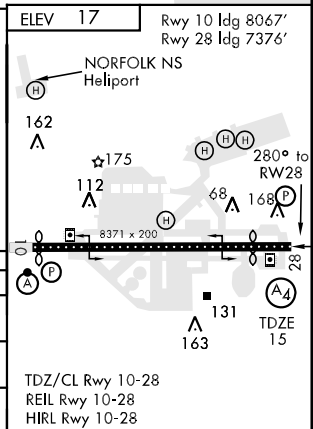
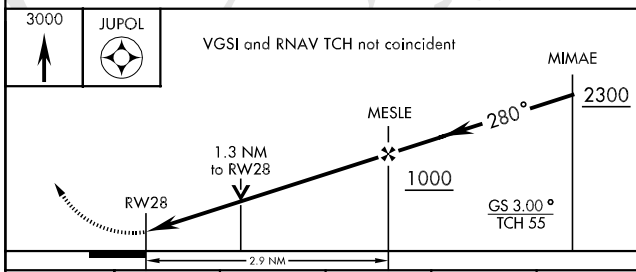
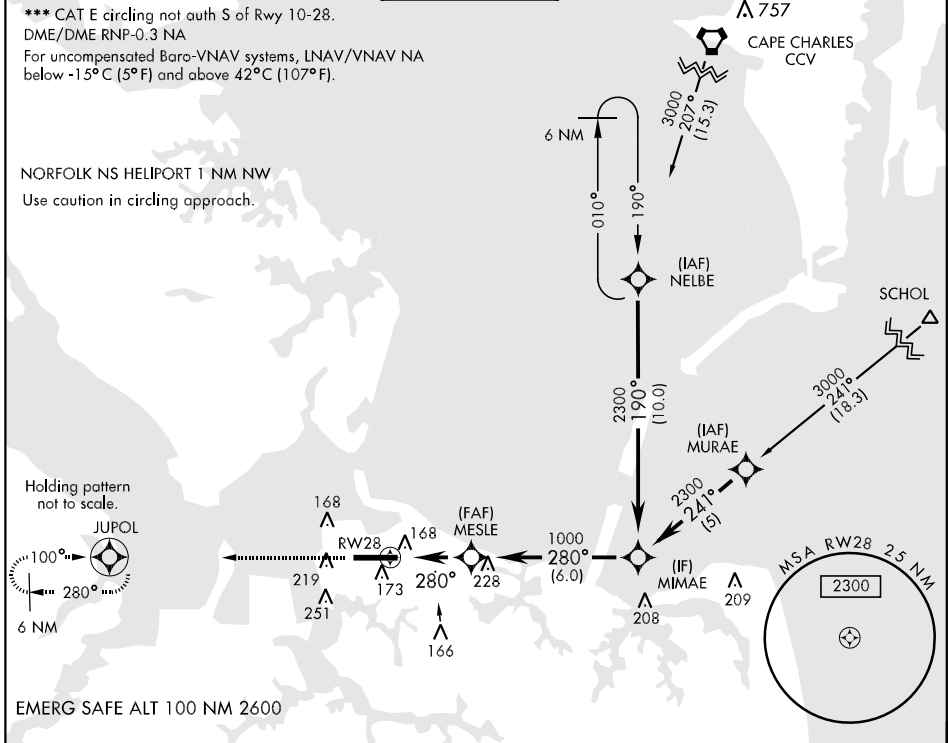
AL-290 [USN]

NORFOLK NS (CHAMBERS FIELD) (KNGU)

▼ \* When ALS inop, increase vis CAT ABCD to 1 mile, CAT E to 1½ miles.  
 \*\* When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT DE to 1½ miles.

SSALS	MISSED APPROACH: Climb to 3000 direct JUPOL and hold.
(A4)	

ATIS	NORFOLK APP CON	CHAMBERS TOWER	GND CON	CLNC DEL	ASR/PAR
118.425 342.0	118.9 353.7	124.3 379.15	121.8 370.85	120.7 348.0	



CATEGORY	A	B	C	D	E
LNAV/VNAV DA*	340-¾		325	(400-¾)	
LNAV MDA**	460-¾	445 (500-¾)	460-1	445 (500-1)	340-1
					325 (400-1)
CIRCLING***	520-1	503 (600-1)	520-1½	580-2	563 (600-2)
			503 (600-1½)		

NE-3: 08 APR 2010 to 06 MAY 2010

TACAN NGU Chan <b>86Y</b>	APCH CRS <b>097°</b>	Rwy ldg TDZE Arprt Elev <b>8067</b> <b>17</b> <b>17</b>
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AL-290 [USN]

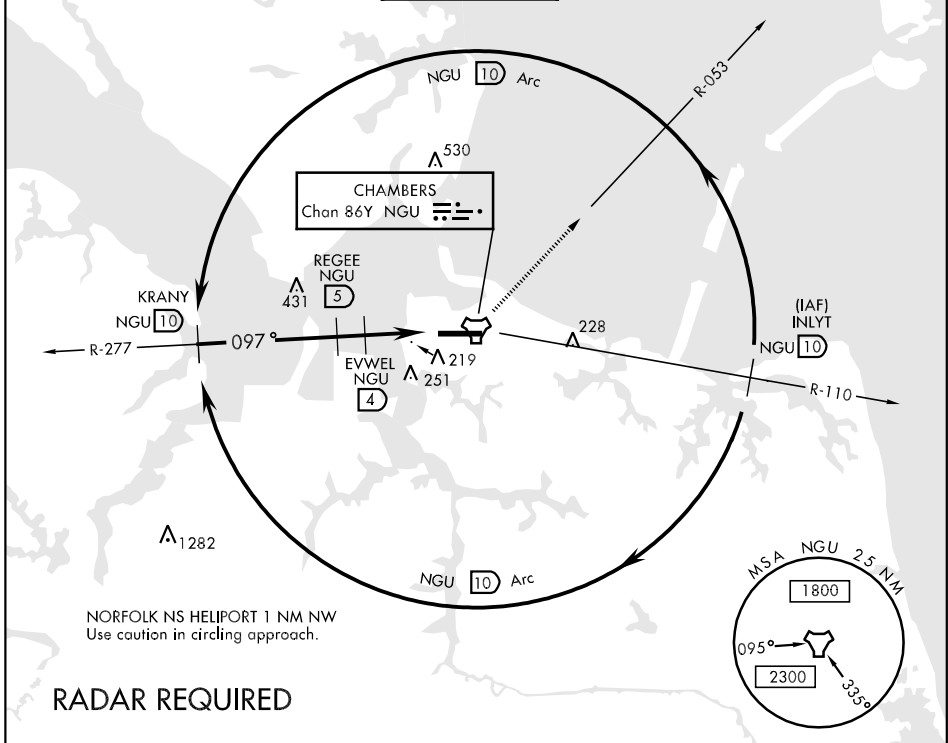
NORFOLK NS (CHAMBERS FIELD) (KNGU)

▼ \* When ALS inop, increase CAT AB vis to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles.



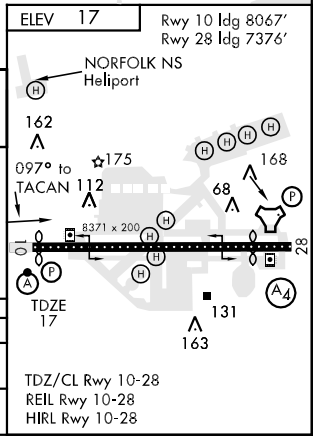
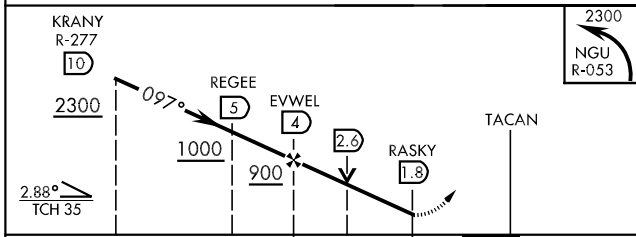
MISSED APPROACH: Climbing left turn to 2300 via NGU TACAN R-053 then as directed by ATC.

ATIS <b>118.425 342.0</b>	NORFOLK APP CON <b>118.9 353.7</b>	CHAMBERS TOWER <b>124.3 379.15</b>	GND CON <b>121.8 370.85</b>	CLNC DEL <b>120.7 348.0</b>	ASR/PAR
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**RADAR REQUIRED**

EMERG SAFE ALT 100 NM 2600



CATEGORY	A	B	C	D
S-10 *	480-½ 463 (500-½)		480-¾ 463 (500-¾)	480-1 463 (500-1)
CIRCLING	520-1 503 (600-1)		520-1½ 503 (600-1½)	580-2 563 (600-2)

NE-3: 08 APR 2010 to 06 MAY 2010

TACAN NGU Chan <b>86Y</b>	APCH CRS <b>290°</b>	Rwy 28 ldg TDZE Arprt Elev <b>7376</b> <b>15</b> <b>17</b>
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AL-290 [USN]

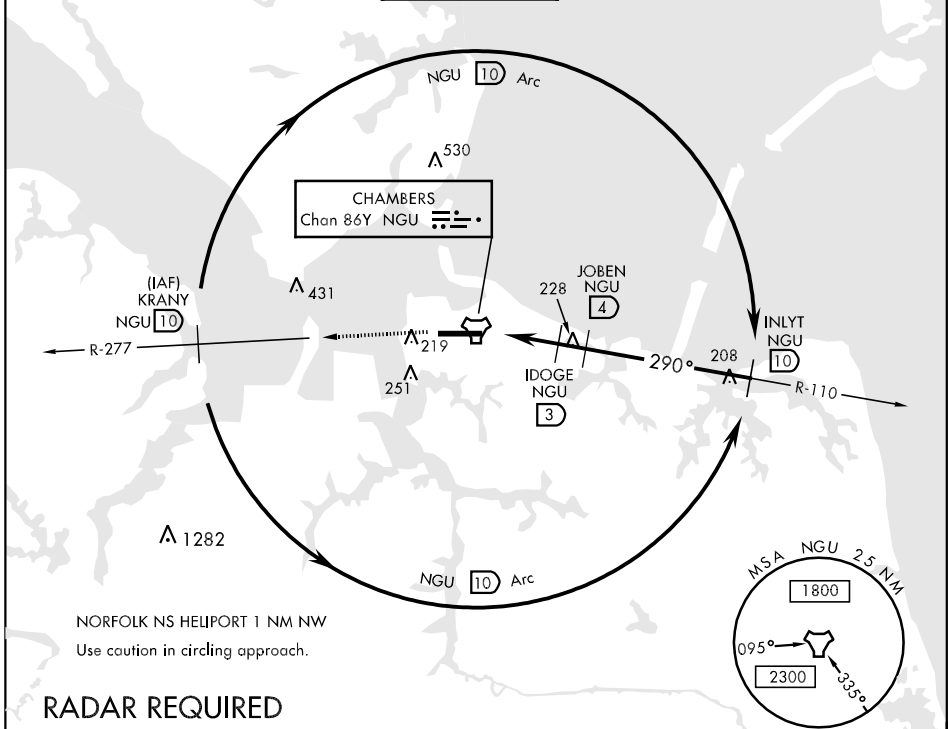
NORFOLK NS (CHAMBERS FIELD) (KNGU)

▼ \* When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles.

SSALS  
A4

MISSED APPROACH: Climb to 2300 via NGU TACAN R-277 then as directed by ATC.

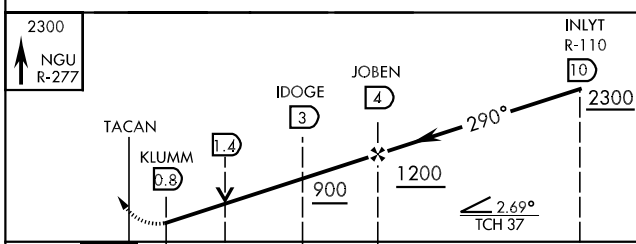
ATIS <b>118.425 342.0</b>	NORFOLK APP CON <b>118.9 353.7</b>	CHAMBERS TOWER <b>124.3 379.15</b>	GND CON <b>121.8 370.85</b>	CLNC DEL <b>120.7 348.0</b>	ASR/PAR
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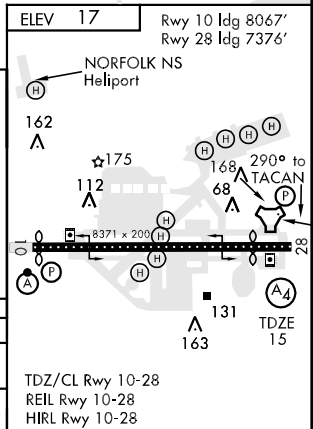
NORFOLK NS HELIPORT 1 NM NW  
Use caution in circling approach.

**RADAR REQUIRED**

EMERG SAFE ALT 100 NM 2600



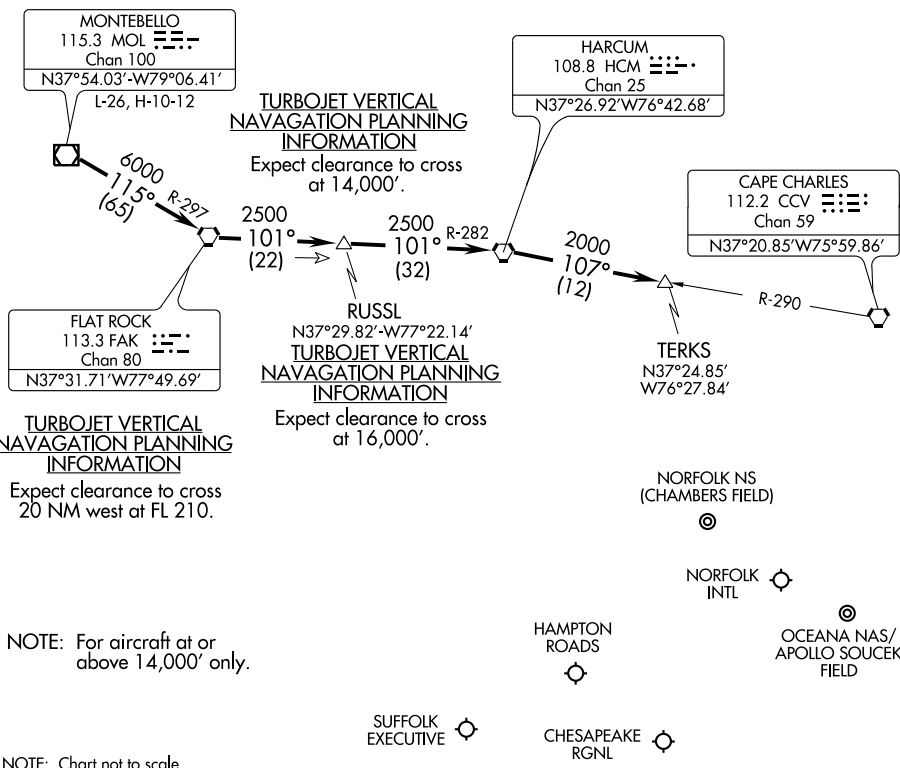
CATEGORY	A	B	C	D
S-28 *	460-¾ 445 (500-¾)	445 (500-¾)	460-1 445 (500-1)	460-1¼ 445 (500-1¼)
CIRCLING	520-1 503 (600-1)		520-1½ 503 (600-1½)	580-2 563 (600-2)



NE-3: 08 APR 2010 to 06 MAY 2010

# TERKS TWO ARRIVAL

NORFOLK APP CON  
 118.9 353.7  
 NORFOLK INTL ATIS  
 127.15  
 NORFOLK NS ATIS  
 118.425 342.0  
 OCEANA NAS ATIS  
 317.6



**TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION**  
 Expect clearance to cross 20 NM west of FL 210.

**TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION**  
 Expect clearance to cross at 14,000'.

**TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION**  
 Expect clearance to cross at 16,000'.

NOTE: For aircraft at or above 14,000' only.

NOTE: Chart not to scale.

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

NE-3, 08 APR 2010 to 06 MAY 2010

# AIRPORT DIAGRAM

AL-291 (FAA)

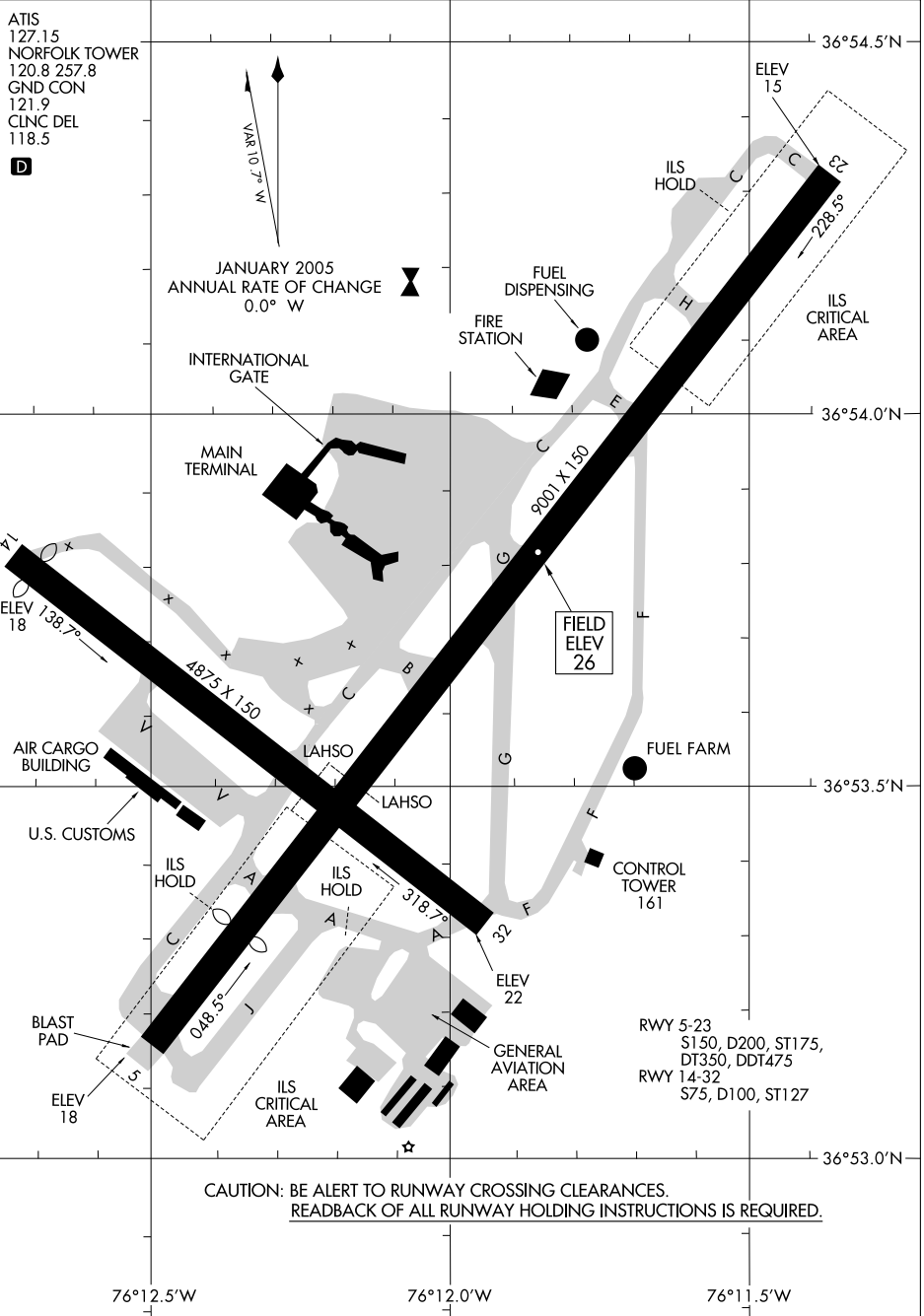
NORFOLK INTL (ORF)  
NORFOLK, VIRGINIA

ATIS  
127.15  
NORFOLK TOWER  
120.8 257.8  
GND CON  
121.9  
CLNC DEL  
118.5

**D**



JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.0° W



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

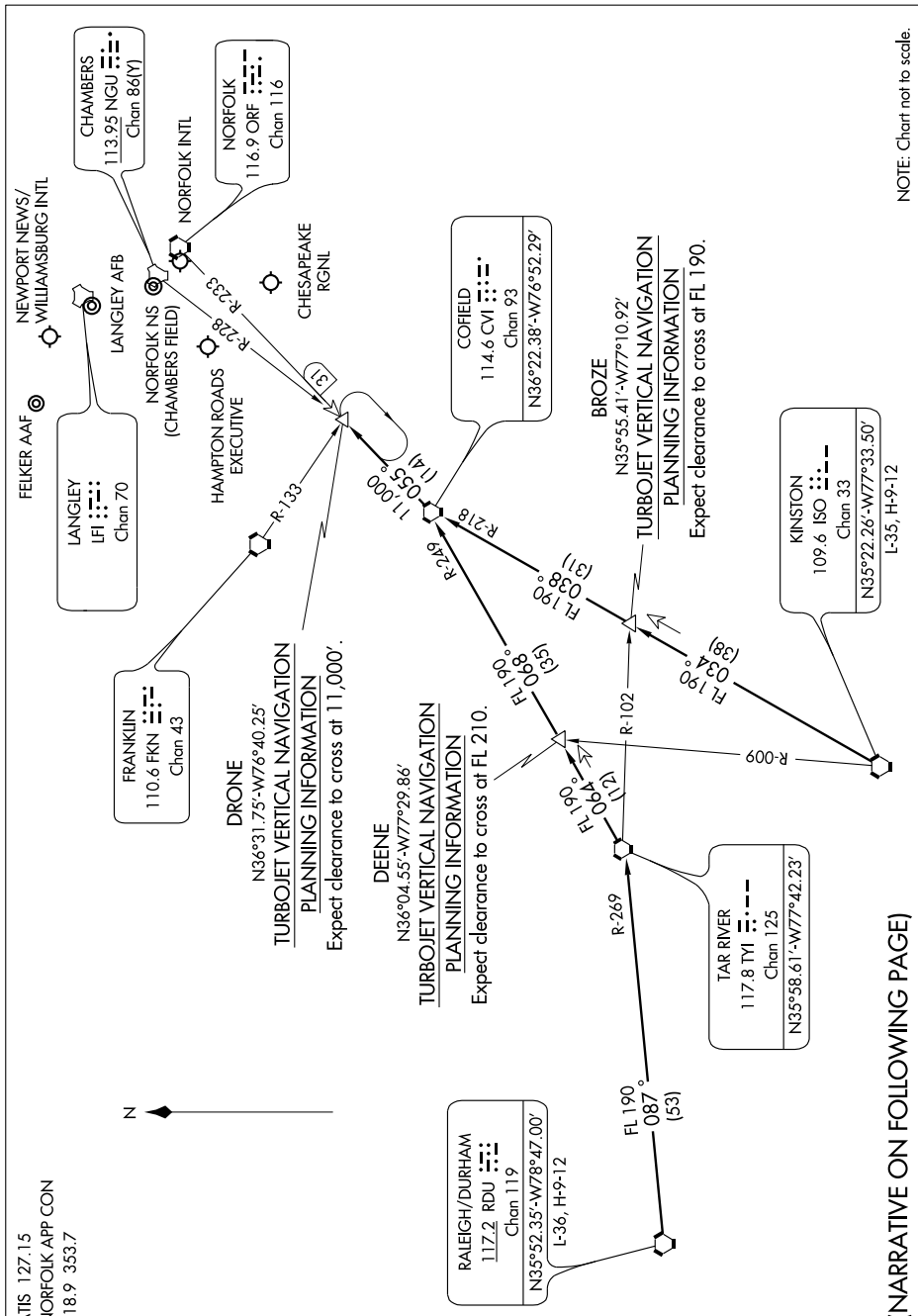
76°12.5'W

76°12.0'W

76°11.5'W

NE-3, 08 APR 2010 to 06 MAY 2010

# DRONE ONE ARRIVAL



(NARRATIVE ON FOLLOWING PAGE)

NE-3, 08 APR 2010 to 06 MAY 2010



## ARRIVAL DESCRIPTION

KINSTON TRANSITION (ISO.DRONE1): From over ISO VORTAC via ISO R-034 and CVI R-218 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

RALEIGH/DURHAM (RDU.DRONE1): From over RDU VORTAC via RDU R-087 and TYI R-269 to TYI VORTAC, then via TYI R-064 and CVI R-249 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

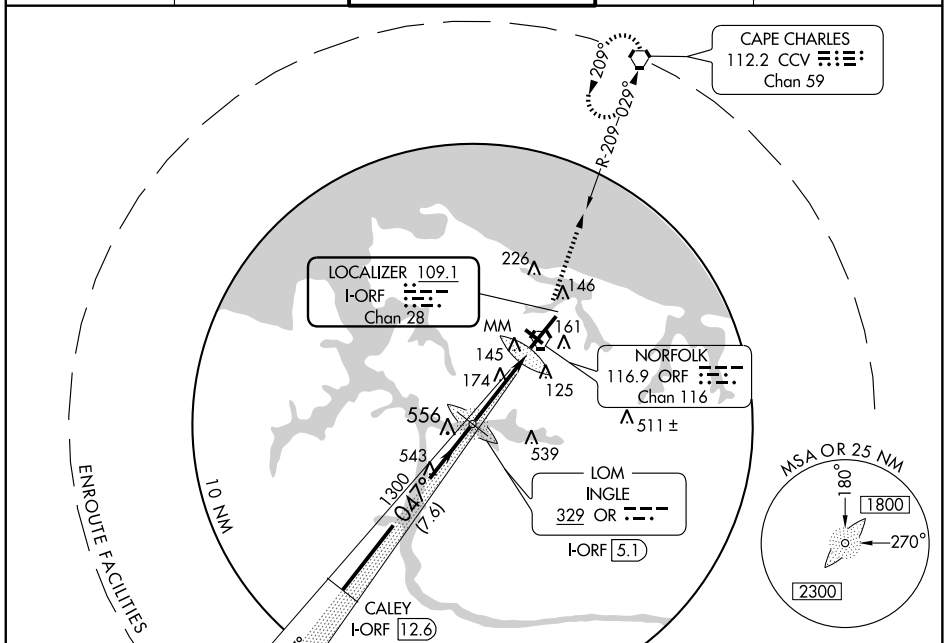
....From over DRONE INT expect radar vectors to final approach course.

# ILS or LOC RWY 5 NORFOLK INTL (ORF)

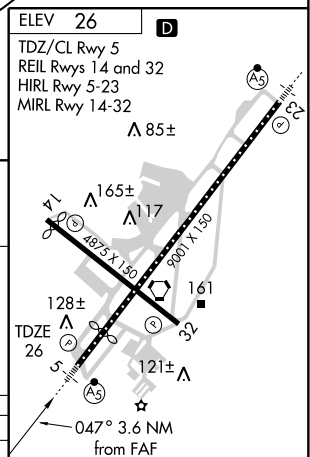
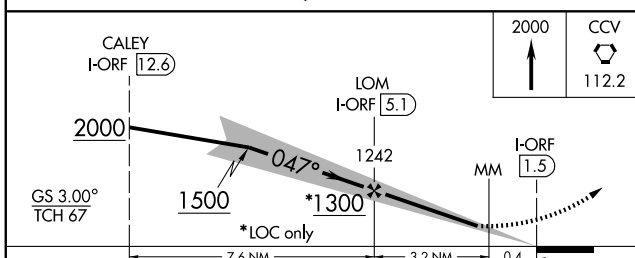
LOC/DME I-ORF <b>109.1</b> Chan <b>28</b>	APP CRS <b>047°</b>	Rwy Idg TDZE Apt Elev	<b>8001</b> <b>26</b> <b>26</b>
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Autopilot coupled approach NA below 744.	MALSRS 	MISSED APPROACH: Climb to 2000 direct CCV VORTAC and hold.
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ATIS <b>127.15</b>	NORFOLK APP CON <b>118.9 353.7</b>	NORFOLK TOWER <b>120.8 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>118.5</b>
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## RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 5	236/18 210 (300-½)			
S-LOC 5	440/24	414 (500-½)	440/40	414 (500-¾)
CIRCLING	520-1	494 (500-1)	540-1½	580-2
			514 (600-1½)	554 (600-2)

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

# ILS RWY 23

NORFOLK INTL (ORF)

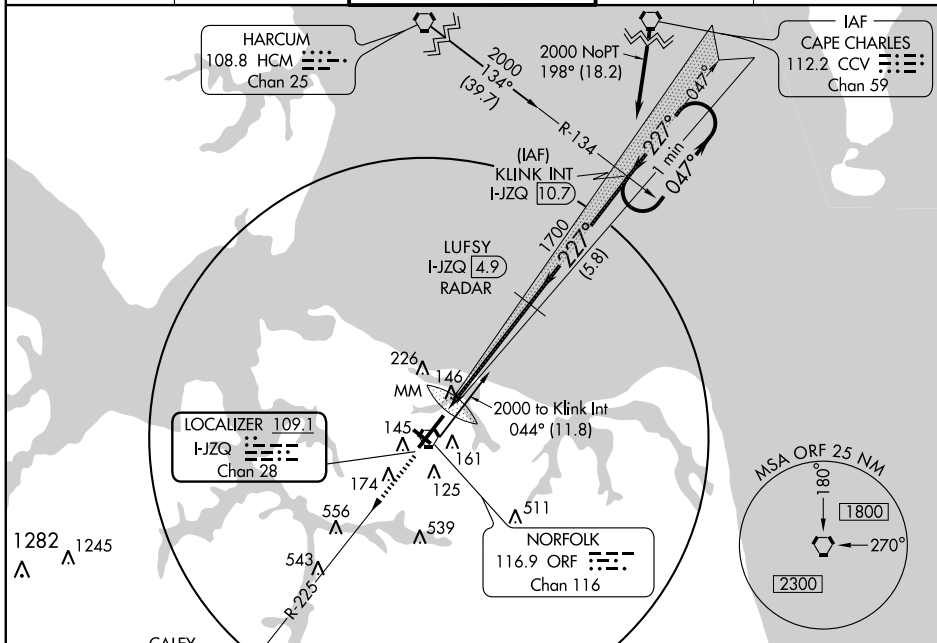
LOC/DME I-JZQ <b>109.1</b> Chan <b>28</b>	APP CRS <b>227°</b>	Rwy Idg TDZE Apt Elev	<b>9001</b> <b>26</b> <b>26</b>
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▼ S-LOC Cats A, B, C, increase visibilities ¼ mile for inoperative MALSRS.

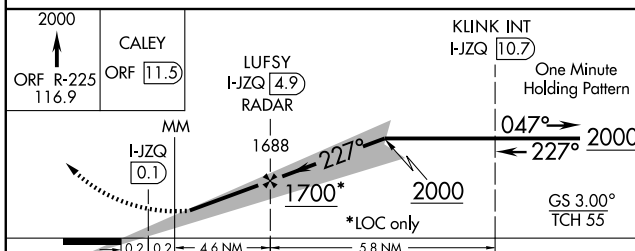
MALSRS

MISSED APPROACH: Climb to 2000 via ORF VORTAC R-225 to CALEY Int and hold.

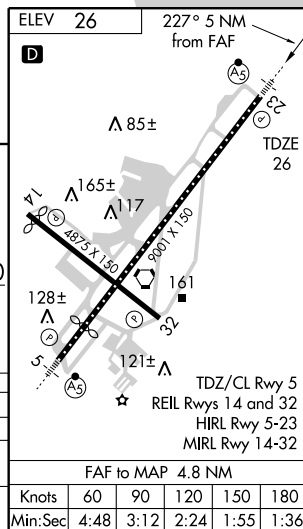
ATIS <b>127.15</b>	NORFOLK APP CON <b>118.9 353.7</b>	NORFOLK TOWER <b>120.8 257.8</b>	GND CON <b>121.9</b>	CINC DEL <b>118.5</b>
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**DME or RADAR REQUIRED**



CATEGORY	A	B	C	D
S-ILS 23		321-¾	295 (300-¾)	
S-LOC 23		400-¾	374 (400-¾)	400-1 374 (400-1)
CIRCLING	520-1	494 (500-1)	540-1½ 514 (600-1½)	580-2 554 (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

# KISRR ONE DEPARTURE

ATIS 127.15  
 CLNC DEL  
 118.5  
 GND CON  
 121.9  
 NORFOLK TOWER  
 120.8 257.8  
 NORFOLK APP CON  
 125.2 363.125  
 ASOS

**FLAT ROCK**  
 113.3 FAK  
 Chan 80  
 N37°31.71'-W77°49.69'  
 L-36, H-10-12

**SALISBURY**  
 111.2 SBY  
 Chan 49  
 N38°20.70'-W75°30.64'  
 L-34-36, H-10-12

**SNOW HILL**  
 112.4 SWL  
 Chan 71  
 N38°03.40'-W75°27.84'  
 L-36, H-10-12

**HARCUM**  
 108.8 HCM  
 Chan 25  
 N37°26.92'-W76°42.68'  
 L-34-36, H-10-12

**HOPEWELL**  
 112.0 HPW  
 Chan 57  
 N37°19.73'-W77°06.96'  
 L-34-36, H-10-12

**CAPE CHARLES**  
 112.2 CCV  
 Chan 59  
 N37°20.85'-W75°59.86'  
 L-35-36, H-10-12

**WAIKS**  
 N37°03.03'  
 W77°04.13'  
 L-36 H-10-12

**SCHOL**  
 N37°10.99'  
 W75°42.93'  
 L-35, H-10-12

**FRANKLIN**  
 110.6 FKN  
 Chan 43  
 N36°42.85'-W77°00.74'  
 L-35-36, H-10-12

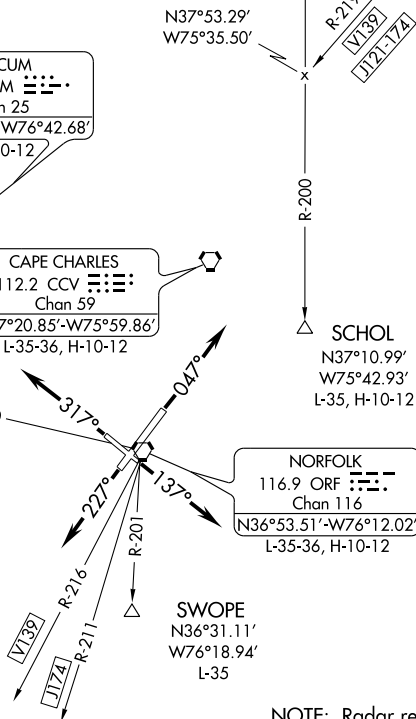
**NORFOLK**  
 116.9 ORF  
 Chan 116  
 N36°53.51'-W76°12.02'  
 L-35-36, H-10-12

**SWOPE**  
 N36°31.11'  
 W76°18.94'  
 L-35

### TAKE OFF MINIMUMS:

RWYS 5, 14, 23, 32: STANDARD

(NOTES CONTINUED ON FOLLOWING PAGE)



NE-3, 08 APR 2010 to 06 MAY 2010

## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RWY 5:** Climb heading 047°. Expect radar vectors to assigned departure route/fix. Thence . . . .

**TAKE-OFF RWY 14:** Climb heading 137°. Expect radar vectors to assigned departure route/fix. Thence . . . .

**TAKE-OFF RWY 23:** Climb heading 227°. Expect radar vectors to assigned departure route/fix. Thence . . . .

**TAKE-OFF RWY 32:** Climb heading 317°. Expect radar vectors to assigned departure route/fix. Thence . . . .

. . . . maintain 4000 feet. Expect clearance to requested altitude 10 minutes after departure.

## KISRR ONE DEPARTURE

TAKE-OFF OBSTACLES

Rwy 5: Mobile Crane 4091' from DER, 1249' right of centerline, 150' AGL/163' MSL. Multiple Ship Masts beginning 2761' from DER, 22' right of centerline, up to 100' AGL/100' MSL. Multiple Ship Masts beginning 2564' from DER, 133' left of centerline, up to 100' AGL/100' MSL. Obstruction light on Pole 3978' from DER, 931' left of centerline, 138' AGL/146' MSL. Multiple Towers beginning 4045' from DER, 982' left of centerline, up to 138' AGL/146' MSL. Obstruction Light on Pole 2898' from DER, 811' right of centerline, 84' AGL/98' MSL. Antenna 4115' from DER, 1585' right of centerline, 117' AGL/131' MSL. Tower 2974' from DER, 772' right of centerline, 90' AGL/98' MSL. Obstruction light on Pole 2696' from DER, 1063' left of centerline, 84' AGL/91' MSL. Bush 29' from DER, 307' right of centerline, 6' AGL/20' MSL. Tree 1459' from DER, 159' left of centerline, 41' AGL/55' MSL. Tower 2938' from DER, 1254' left of centerline, 89' AGL/94' MSL. Tree 1399 from DER, 201' right of centerline, 38' AGL/52' MSL. Sign 82' from DER, 301' left of centerline, 2' AGL/19' MSL. Terrain 23' from DER, 227' left of centerline, 0' AGL/17' MSL.

Rwy 14: Tree 2541' from DER, 432' right of centerline, 101' AGL/121' MSL. Multiple Trees beginning 443' from DER, 398' left of centerline, up to 75' AGL/95' MSL. Pole 1410' from DER, 254' right of centerline, 45' AGL/62' MSL.

Rwy 23: Rod on Obstruction Light Pole 1012' from DER, 650' right of centerline, 56' AGL/73' MSL. Multiple Trees beginning 619' from DER 584' left of centerline, up to 81' AGL/98' MSL. Obstruction Light on Pole, 1433' from DER, 738' left of centerline, 54' AGL/71' MSL. Multiple Trees beginning 323' from DER, 504' right of centerline, up to 26' AGL/43' MSL. Pole 2165' from DER, 840' right of centerline, 57' AGL/74' MSL.

Rwy 32: Multiple Trees beginning 17' from DER, 460' right of centerline, up to 81' AGL/98' MSL. Multiple Trees and Poles beginning 60' from DER, 333' left of centerline, up to 87' AGL/ 92' MSL. Road 207' from DER, 231' right of centerline, 12' AGL/29' MSL. Multiple Obstruction Lights on Towers 201' from DER, 135' left of centerline, up to 12' AGL/27' MSL.

# RIVER VISUAL RWY 5

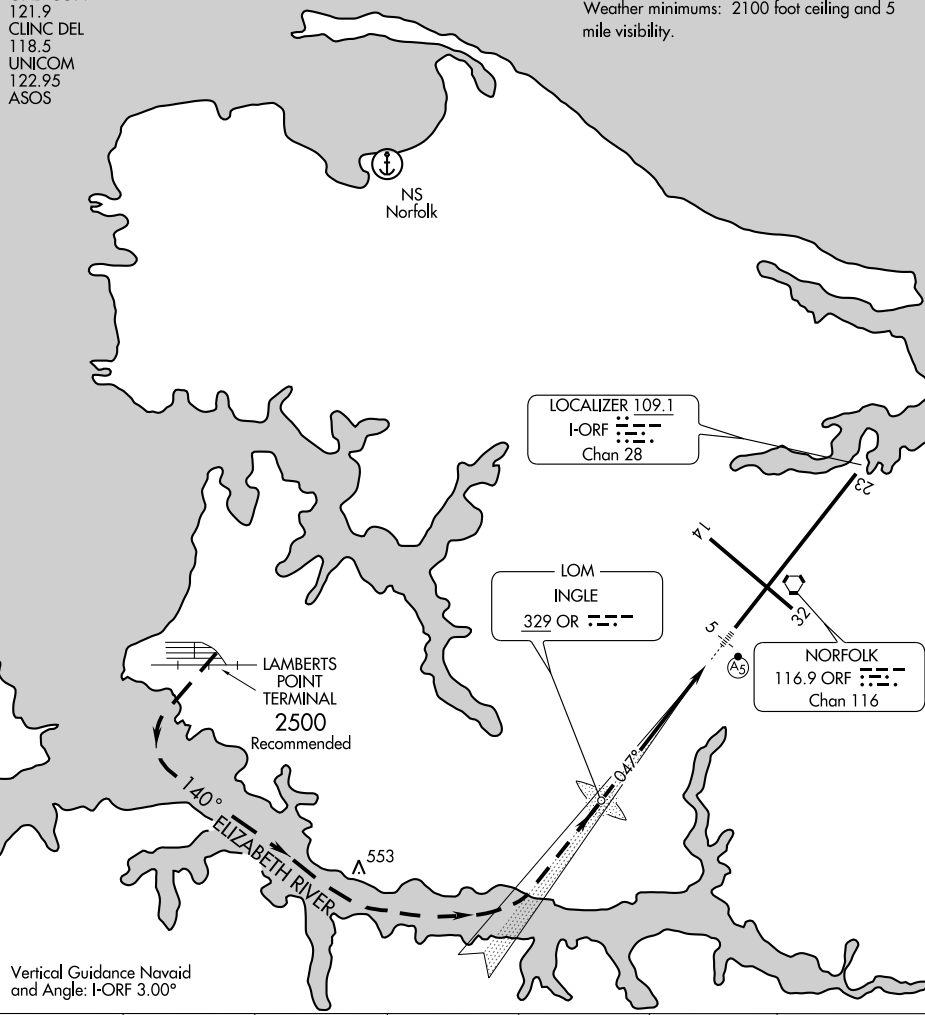
AL-291 (FAA)

NORFOLK INTL (ORF)  
NORFOLK, VIRGINIA

ATIS 127.15  
NORFOLK APP CON  
118.9 353.7  
NORFOLK TOWER  
120.8 257.8  
GND CON  
121.9  
CLINC DEL  
118.5  
UNICOM  
122.95  
ASOS

## RADAR REQUIRED

Weather minimums: 2100 foot ceiling and 5 mile visibility.



Vertical Guidance Navaid and Angle: I-ORF 3.00°

1 NM	2	3	4	5	6
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**RIVER VISUAL RWY 5**  
**PROCEDURE NOT AUTHORIZED AT NIGHT**

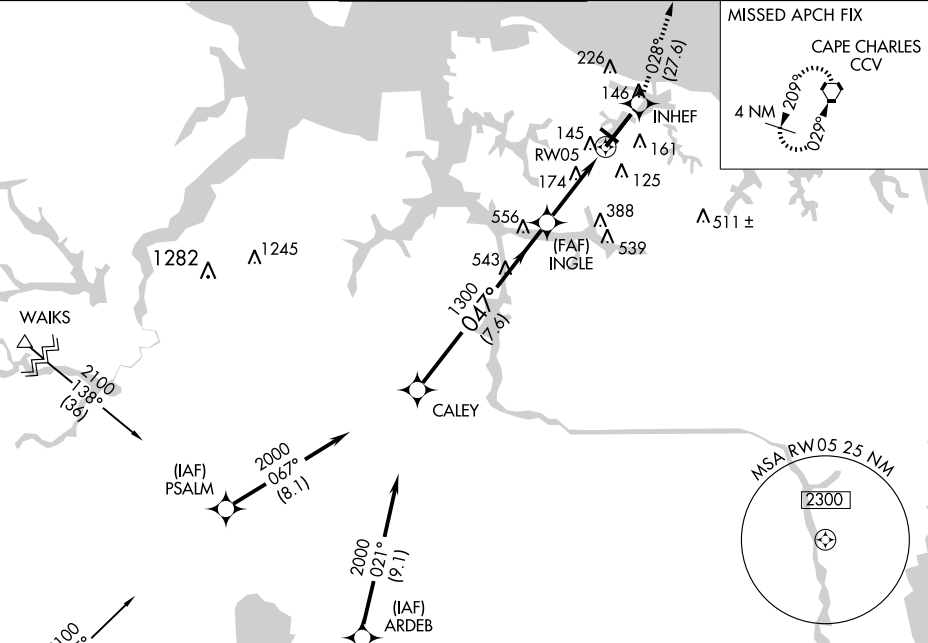
# RNAV (GPS) RWY 5 NORFOLK INTL (ORF)

APP CRS	Rwy Idg	<b>8001</b>
<b>047°</b>	TDZE	<b>26</b>
	Apt Elev	<b>26</b>

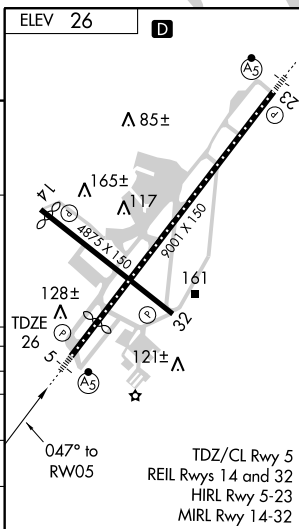
<b>NA</b>	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MALSR 
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**MISSED APPROACH:** Climb to 2000 via 047° course to INHEF WP, then via 028° course to CCV VORTAC and hold.

ATIS <b>127.15</b>	NORFOLK APP CON <b>118.9 353.7</b>	NORFOLK TOWER <b>120.8 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>118.5</b>
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CALEY	2000	047°	INGLE	2000	021°	9.1	2100	342°	22.6
INGLE	1300	047°	RW05	1.7 NM to RW05					



Procedure Turn	NA			
CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	640/24	614 (700-½)	640/60 614 (700-1¼)	640-1½ 614 (700-1½)
CIRCLING	640-1	614 (700-1)	640-1½ 614 (700-1½)	640-2 614 (700-2)

NE-3, 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 14

NORFOLK INTL (ORF)

APP CRS **137°**  
 Rwy ldg **4662**  
 TDZE **25**  
 Apt Elev **26**

GPS or RNP-0.3 required.  
 DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 via 137° course to WARIV WP then left turn direct JIMMY WP and hold.

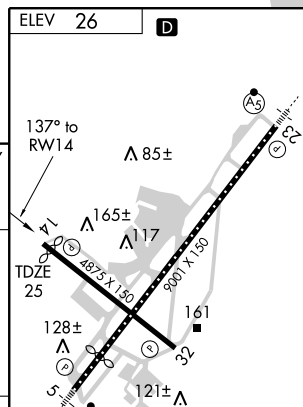
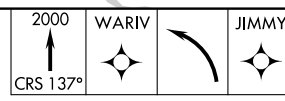
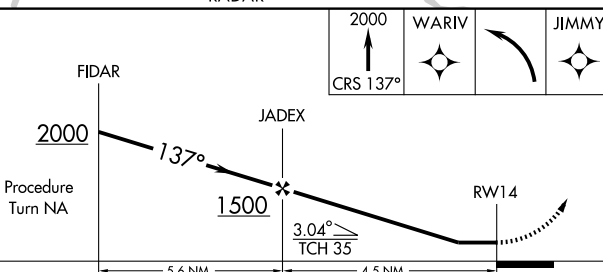
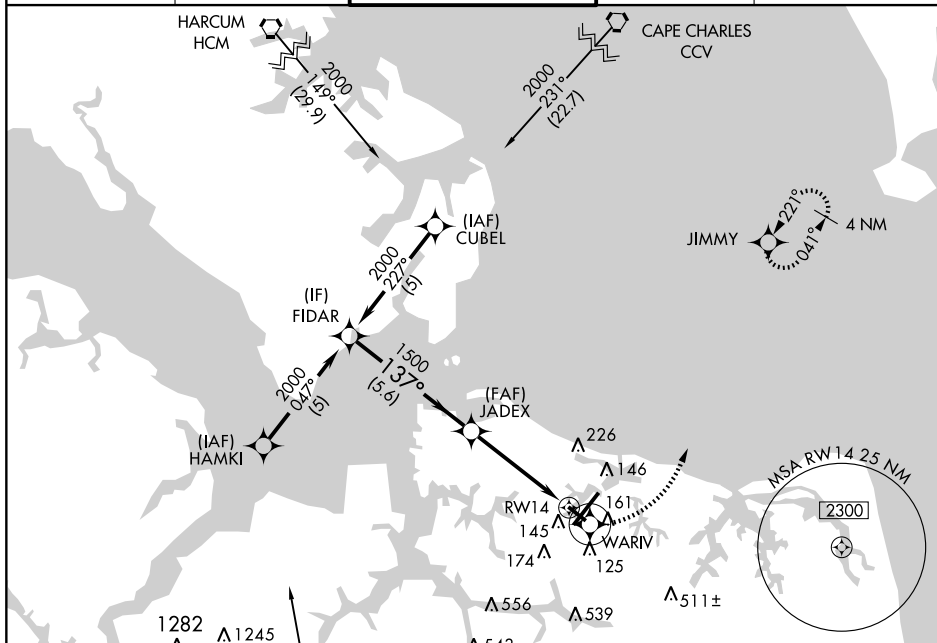
ATIS **127.15**

NORFOLK APP CON **118.9 353.7**

NORFOLK TOWER **120.8 257.8**

GND CON **121.9**

CLNC DEL **118.5**



CATEGORY	A	B	C	D
LNAV MDA	420-1 395 (400-1)		420-1½ 395 (400-1½)	
CIRCLING	520-1 494 (500-1)		540-1½ 514 (600-1½)	580-2 554 (600-2)

TDZ/CL Rwy 5  
 REIL Rwsy 14 and 32  
 HIRL Rwy 5-23  
 MIRL Rwy 14-32



# RNAV (GPS) RWY 23

NORFOLK INTL (ORF)

APP CRS **227°**  
 Rwy Idg **9001**  
 TDZE **26**  
 Apt Elev **26**

For inoperative MALS R increase LNAV/VNAV and LNAV Cat D visibility to 1 ¼ miles. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MALS

MISSED APPROACH: Climb to 2000 via 227° course to CALEY WP and hold.

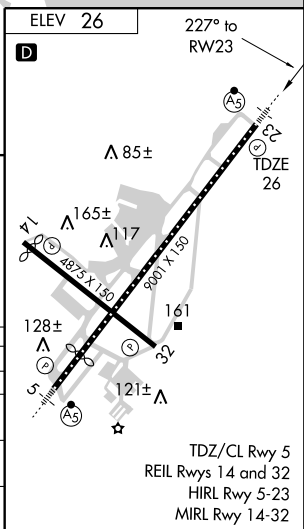
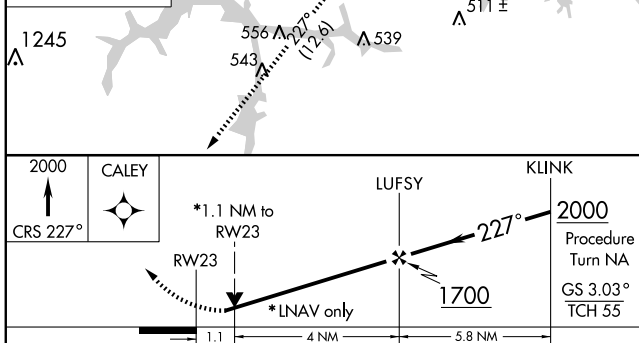
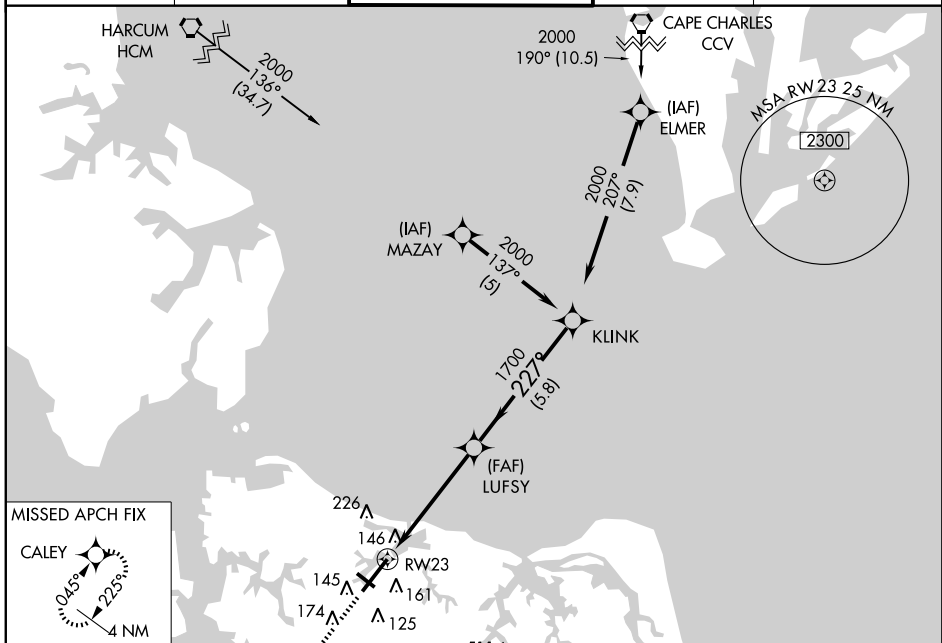
ATIS **127.15**

NORFOLK APP CON **118.9 353.7**

NORFOLK TOWER **120.8 257.8**

GND CON **121.9**

CLNC DEL **118.5**



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	420 - ¾	394 (400-¾)	420 - 1 394 (400-1)	
LNAV MDA	420 - ¾	394 (400-¾)	420 - 1 394 (400-1)	
CIRCLING	520 - 1 ¼	494 (500-1 ¼)	540 - 1 ½ 514 (600-1 ½)	580 - 2 554 (600-2)

TDZ/CL Rwy 5  
 REIL Rwys 14 and 32  
 HIRL Rwy 5-23  
 MIRL Rwy 14-32

# RNAV (GPS) RWY 32

NORFOLK INTL (ORF)

APP CRS **317°**  
 Rwy Idg **4875**  
 TDZE **25**  
 Apt Elev **26**

Baro-VNAV NA below -15°C (5°F).  
 GPS or RNP-0.3 required.  
 DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 via 317° course to CERIN WP then right turn direct JIMMY WP and hold.

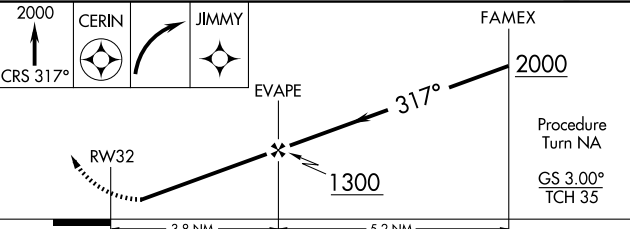
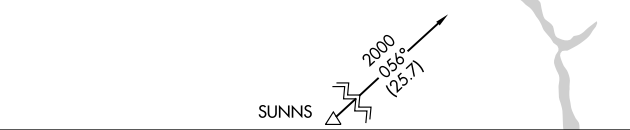
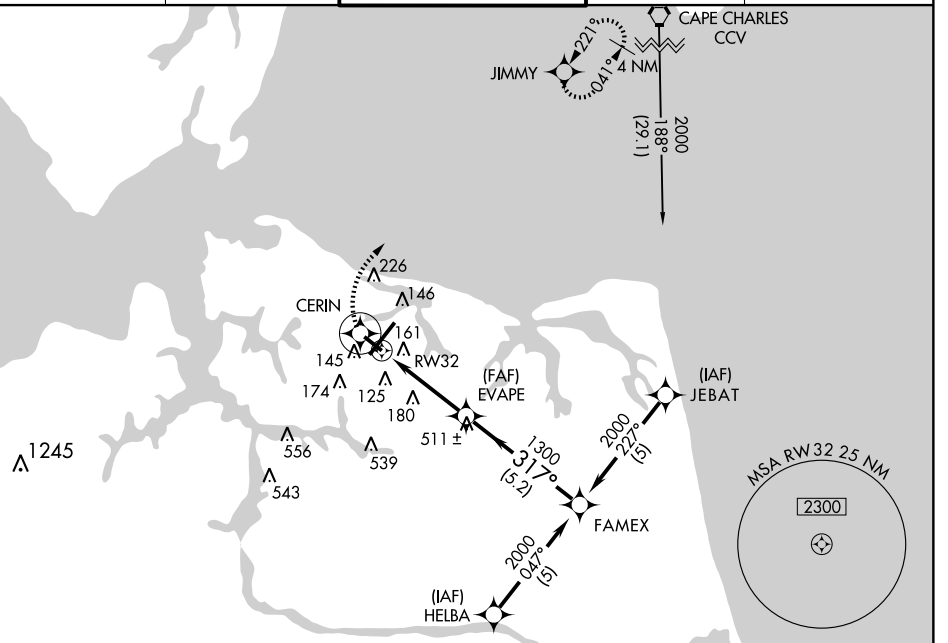
ATIS  
**127.15**

NORFOLK APP CON  
**118.9 353.7**

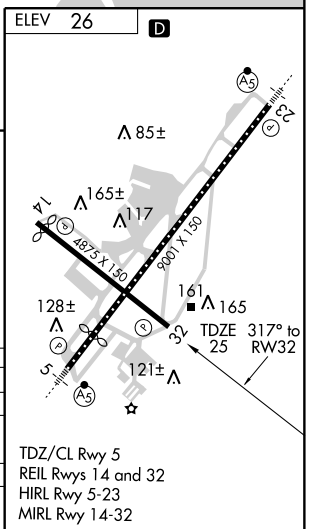
NORFOLK TOWER  
**120.8 257.8**

GND CON  
**121.9**

CLNC DEL  
**118.5**




CATEGORY	A				B		C		D	
GLS PA DA	NA									
LNAV/VNAV DA	420-1½				395 (400-1½)					
LNAV MDA	440-1		415 (500-1)		440-1¼		415 (500-1¼)			
CIRCLING	520-1½		494 (500-1½)		540-1½		580-2			
					514 (600-1½)		554 (600-2)			





TDZ/CL Rwy 5  
 REIL Rwys 14 and 32  
 HIRL Rwy 5-23  
 MIRL Rwy 14-32


# TERKS TWO ARRIVAL

NORFOLK APP CON  
 118.9 353.7  
 NORFOLK INTL ATIS  
 127.15  
 NORFOLK NS ATIS  
 118.425 342.0  
 OCEANA NAS ATIS  
 317.6

MONTEBELLO  
 115.3 MOL   
 Chan 100  
 N37°54.03'-W79°06.41'

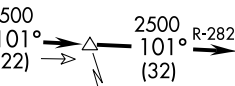
HARCUM  
 108.8 HCM   
 Chan 25  
 N37°26.92'-W76°42.68'

CAPE CHARLES  
 112.2 CCV   
 Chan 59  
 N37°20.85'-W75°59.86'

FLAT ROCK  
 113.3 FAK   
 Chan 80  
 N37°31.71'-W77°49.69'

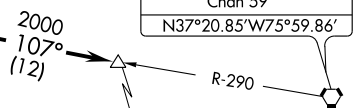
**TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION**

Expect clearance to cross at 14,000'.



**TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION**

Expect clearance to cross at 16,000'.

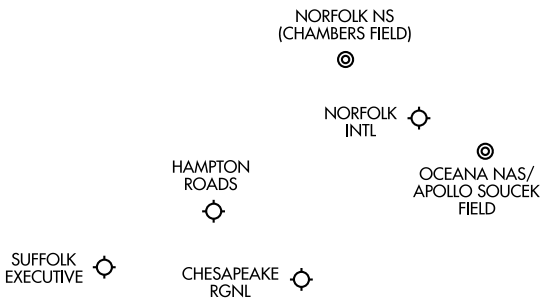


**TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION**

Expect clearance to cross 20 NM west of FL 210.

NOTE: For aircraft at or above 14,000' only.

NOTE: Chart not to scale.



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

NE-3, 08 APR 2010 to 06 MAY 2010

# VOR/DME RWY 5 NORFOLK INTL (ORF)

VORTAC ORF <b>116.9</b> Chan <b>116</b>	APP CRS <b>053°</b>	Rwy Idg <b>8001</b> TDZE <b>26</b> Apt Elev <b>26</b>
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▼ Cat D S-5 visibility increased to RVR 6000 for inoperative MALS/R.

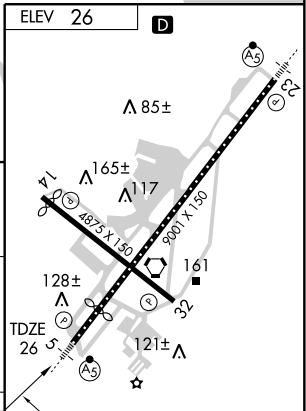
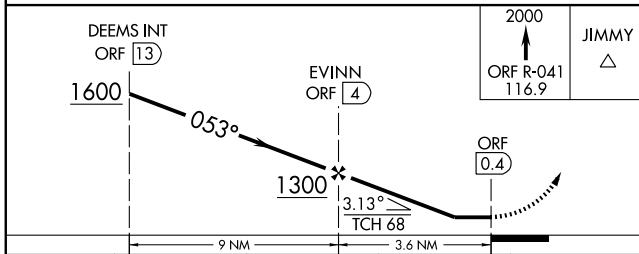


MISSED APPROACH: Climb to 2000 via ORF R-041 to JIMMY Int/11.8 DME and hold.

ATIS <b>127.15</b>	NORFOLK APP CON <b>118.9 353.7</b>	NORFOLK TOWER <b>120.8 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>118.5</b>
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**RADAR REQUIRED**



CATEGORY	A	B	C	D
S-5	480/40 454 (500-¾)			480/50 454 (500-1)
CIRCLING	520-1 494 (500-1)		540-1½ 514 (600-1½)	580-2 554 (600-2)

TDZ/CL Rwy 5  
REIL Rws 14 and 32  
HIRL Rwy 5-23  
MIRL Rwy 14-32

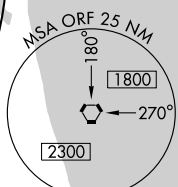
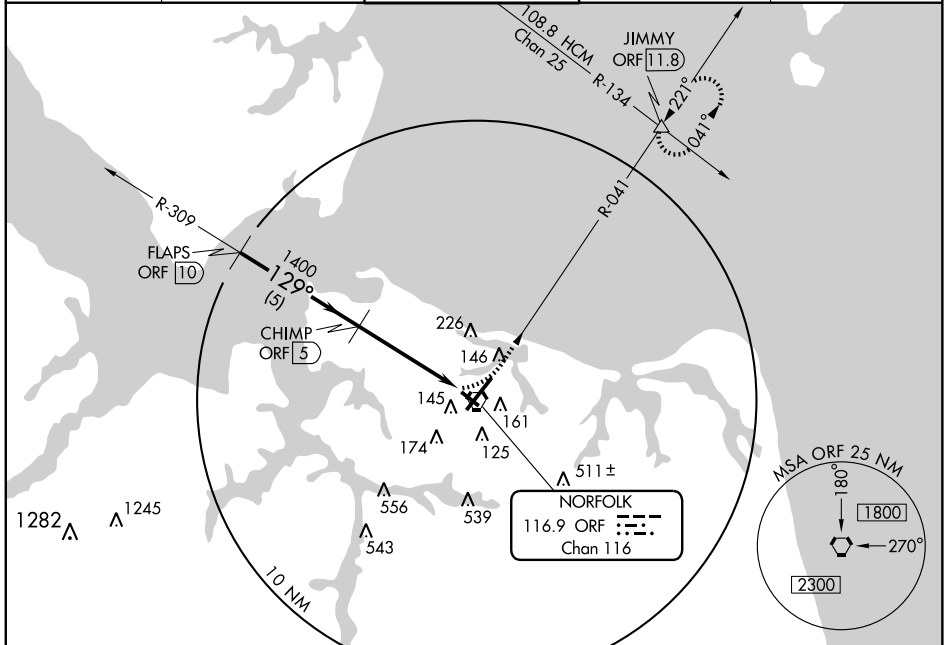
# VOR/DME RWY 14

NORFOLK INTL (ORF)

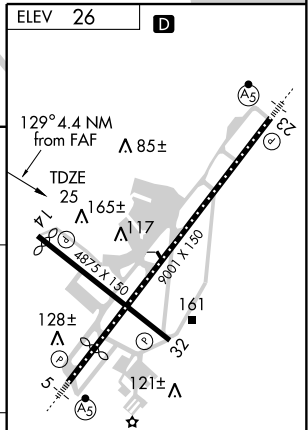
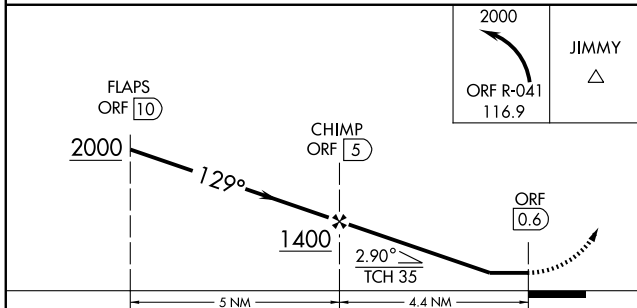
VORTAC ORF <b>116.9</b> Chan <b>116</b>	APP CRS <b>129°</b>	Rwy Idg <b>4662</b> TDZE <b>25</b> Apt Elev <b>26</b>
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MISSED APPROACH: Climbing left turn to 2000 via ORF R-041 to JIMMY Int/11.8 DME and hold.

ATIS <b>127.15</b>	NORFOLK APP CON <b>118.9 353.7</b>	NORFOLK TOWER <b>120.8 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>118.5</b>
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## RADAR REQUIRED



CATEGORY	A	B	C	D
S-14	440-1	415 (500-1)	440-1¼	415 (500-1¼)
CIRCLING	520-1	494 (500-1)	540-1½	580-2
			514 (600-1½)	554 (600-2)

TDZ/CL Rwy 5  
REIL Rws 14 and 32  
HIRL Rwy 5-23  
MIRL Rwy 14-32

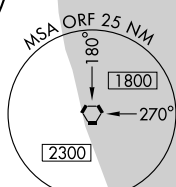
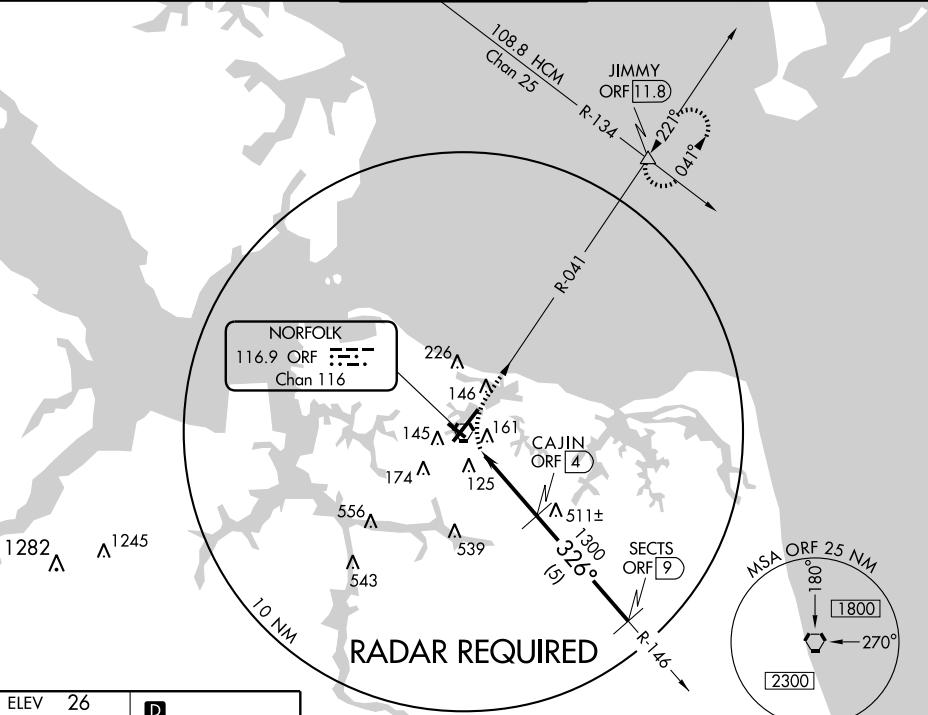
# VOR/DME RWY 32

NORFOLK INTL (ORF)

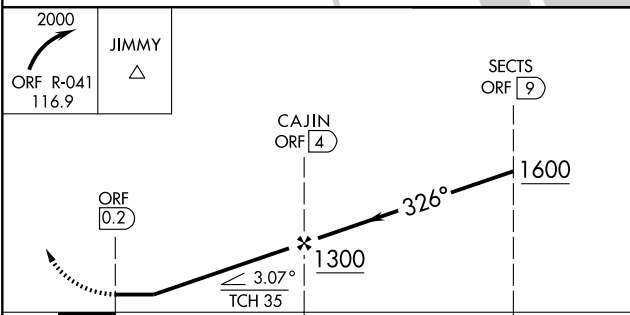
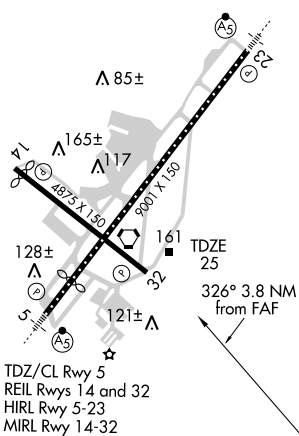
VORTAC ORF <b>116.9</b> Chan 116	APP CRS <b>326°</b>	Rwy Idg TDZE Apt Elev	<b>4875</b> <b>25</b> <b>26</b>
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MISSED APPROACH: Climbing right turn to 2000 via ORF R-041 to JIMMY Int/11.8 DME and hold.

ATIS <b>127.15</b>	NORFOLK APP CON <b>118.9 353.7</b>	NORFOLK TOWER <b>120.8 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>118.5</b>
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ELEV 26 **D**



CATEGORY	A	B	C	D
S-32	440-1 415 (500-1)		440-1¼ 415 (500-1¼)	
CIRCLING	520-1 494 (500-1)		540-1½ 514 (600-1½)	580-2 554 (600-2)

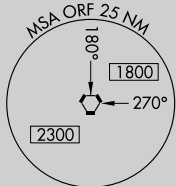
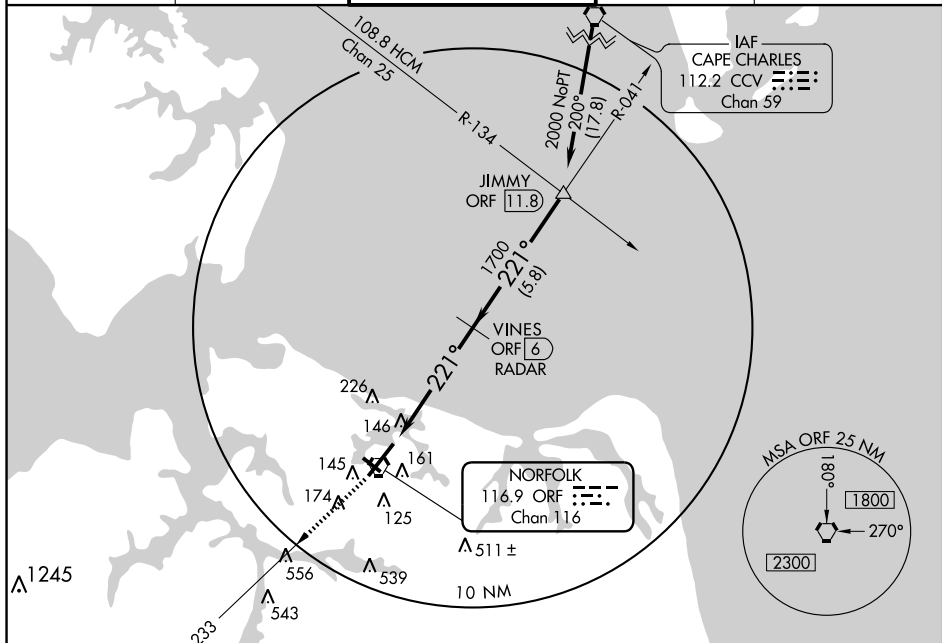
VORTAC ORF <b>116.9</b> Chan <b>116</b>	APP CRS <b>221°</b>	Rwy Idg TDZE Apt Elev	<b>9001</b> <b>26</b> <b>26</b>
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▼ All categories S-23 visibilities increased ¼ mile for inoperative MALSRS.

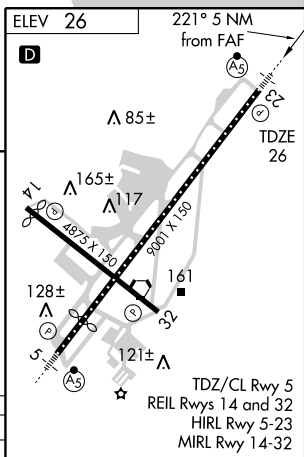
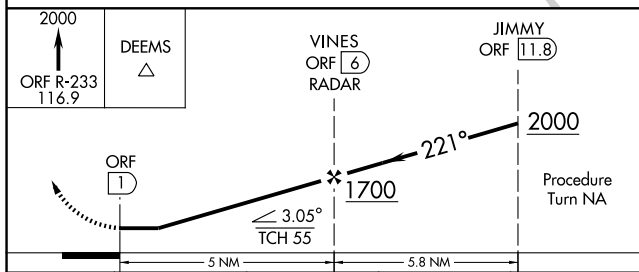


MISSED APPROACH: Climb to 2000 via ORF R-233 to DEEMS Int/ORF 13 DME and hold.

ATIS <b>127.15</b>	NORFOLK APP CON <b>118.9 353.7</b>	NORFOLK TOWER <b>120.8 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>118.5</b>
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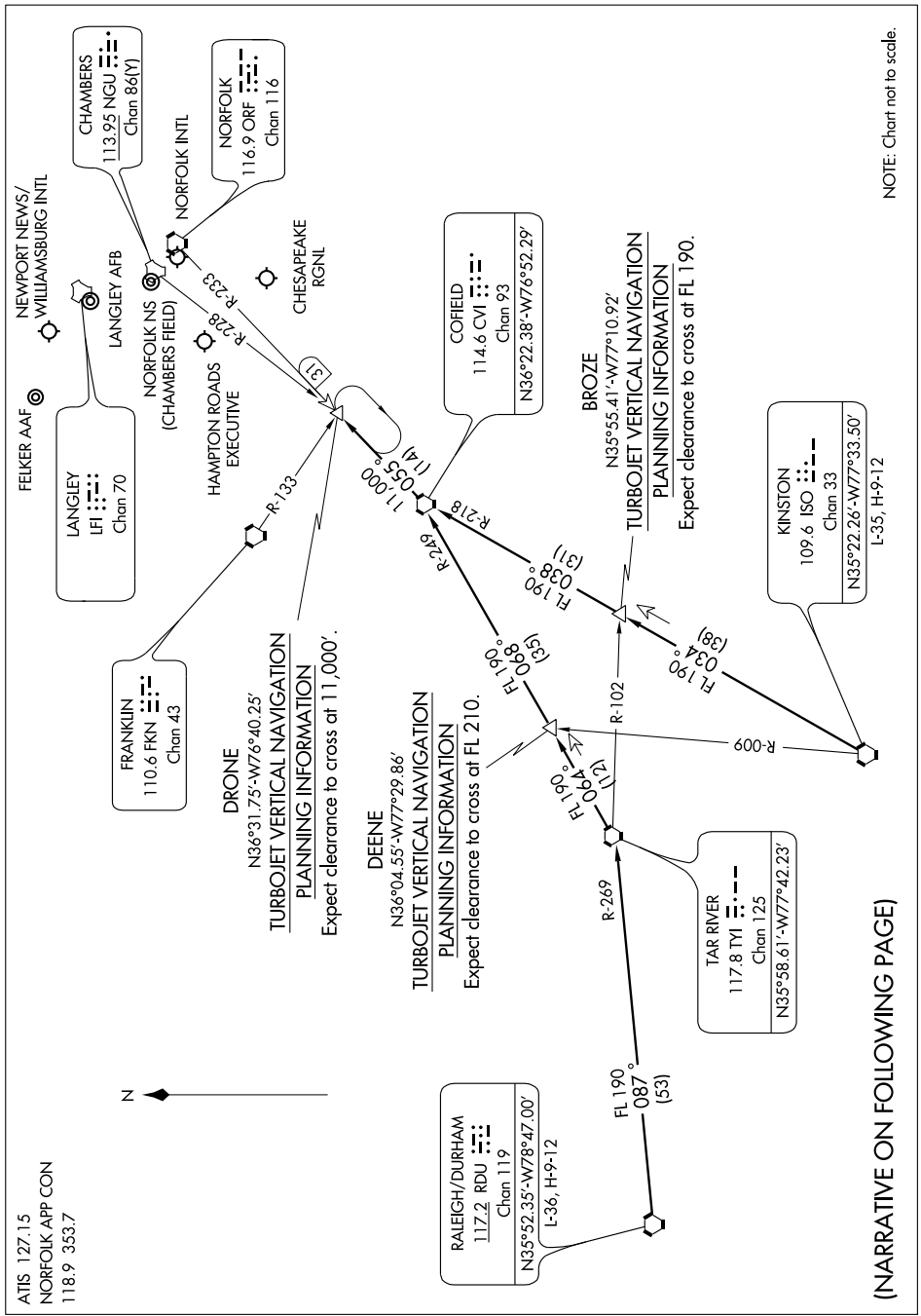
DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-23	420-¾ 394 (400-¾)			420-1 394 (400-1)
CIRCLING	520-1 494 (500-1)		540-1½ 514 (600-1½)	580-2 554 (600-2)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

# DRONE ONE ARRIVAL



NE-3, 08 APR 2010 to 06 MAY 2010

(NARRATIVE ON FOLLOWING PAGE)



## ARRIVAL DESCRIPTION

KINSTON TRANSITION (ISO.DRONE1): From over ISO VORTAC via ISO R-034 and CVI R-218 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

RALEIGH/DURHAM (RDU.DRONE1): From over RDU VORTAC via RDU R-087 and TYI R-269 to TYI VORTAC, then via TYI R-064 and CVI R-249 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

....From over DRONE INT expect radar vectors to final approach course.

# RNAV (GPS) RWY 10

NORFOLK/HAMPTON ROADS EXECUTIVE (PVG)

APP CRS	Rwy Idg	<b>4056</b>
<b>102°</b>	TDZE	<b>20</b>
	Apt Elev	<b>23</b>

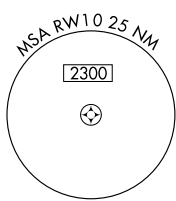
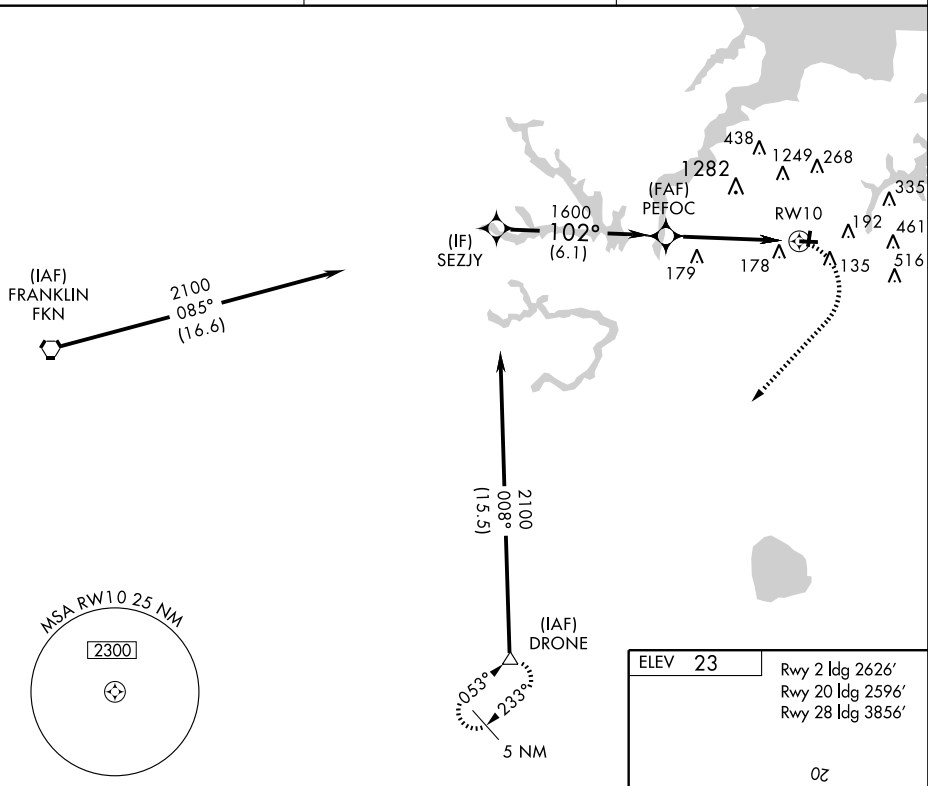
If local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2100 direct DRONE and hold.

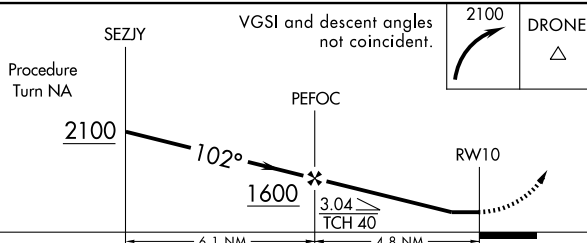
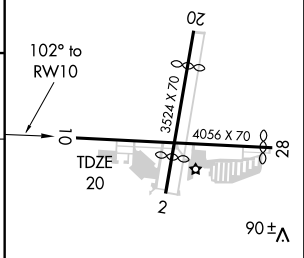
AWOS-3  
**118.375**

NORFOLK APP CON  
**118.9 353.7**

UNICOM  
**123.0 (CTAF)**



ELEV 23	Rwy 2 Idg 2626'
	Rwy 20 Idg 2596'
	Rwy 28 Idg 3856'



CATEGORY	A	B	C	D
LNAV MDA	440-1	420 (500-1)		NA
CIRCLING	500-1	477 (500-1)		NA

MRL Rwy 2-20 and 10-28

APP CRS	Rwy ldg	<b>3856</b>
<b>292°</b>	TDZE	<b>20</b>
	Apt Elev	<b>23</b>

# RNAV (GPS) RWY 28

NORFOLK/HAMPTON ROADS EXECUTIVE (PVG)

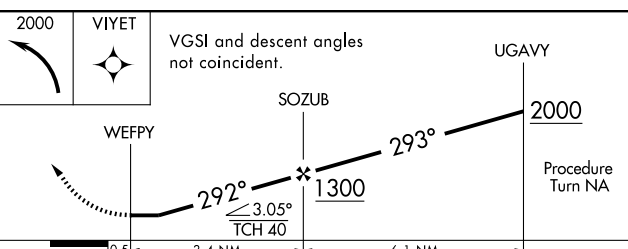
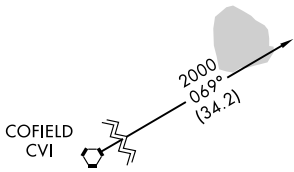
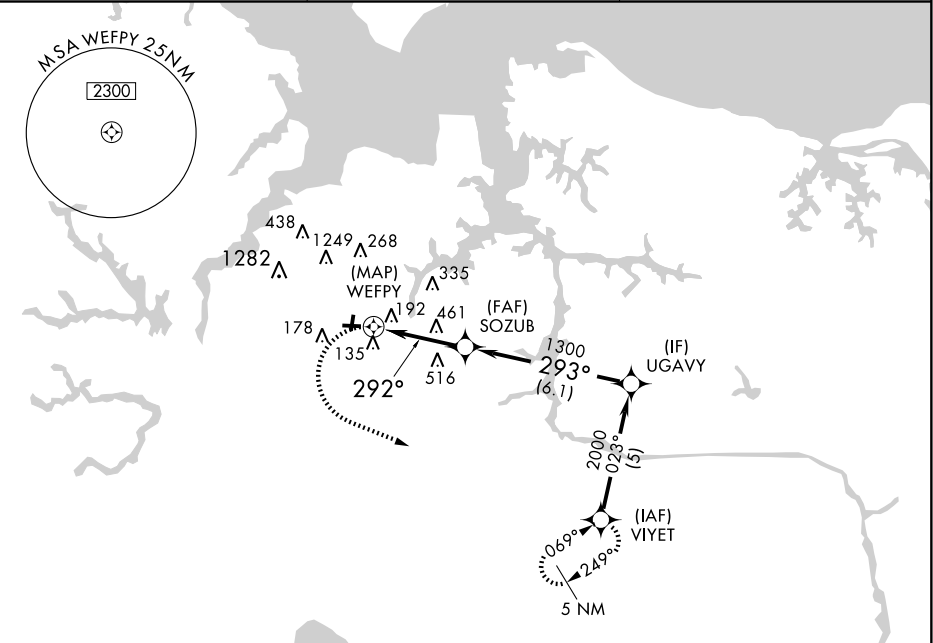
**▽** If local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

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

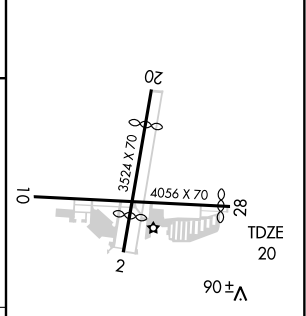
AWOS-3  
**118.375**

NORFOLK APP CON  
**118.9 353.7**

UNICOM  
**123.0 (CTAF) 0**



ELEV 23	Rwy 2 ldg 2626'
	Rwy 20 ldg 2596'
	Rwy 28 ldg 3856'





CATEGORY	A	B	C	D
LNAV MDA	820-1 800 (800-1)	820-1¼ 800 (800-1¼)		NA
CIRCLING	820-1 797 (800-1)	820-1¼ 797 (800-1¼)		NA


MIRL Rwy 2-20 and 10-28 0


# TERKS TWO ARRIVAL

NORFOLK APP CON  
 118.9 353.7  
 NORFOLK INTL ATIS  
 127.15  
 NORFOLK NS ATIS  
 118.425 342.0  
 OCEANA NAS ATIS  
 317.6

MONTEBELLO  
 115.3 MOL   
 Chan 100  
 N37°54.03'-W79°06.41'

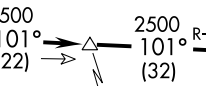
HARCUM  
 108.8 HCM   
 Chan 25  
 N37°26.92'-W76°42.68'

CAPE CHARLES  
 112.2 CCV   
 Chan 59  
 N37°20.85'-W75°59.86'

FLAT ROCK  
 113.3 FAK   
 Chan 80  
 N37°31.71'-W77°49.69'

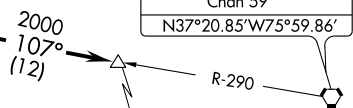
### TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Expect clearance to cross at 14,000'.



### TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Expect clearance to cross at 16,000'.



### TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Expect clearance to cross 20 NM west of FL 210.

NOTE: For aircraft at or above 14,000' only.

NOTE: Chart not to scale.

SUFFOLK EXECUTIVE 

CHESAPEAKE RGNL 

HAMPTON ROADS 

NORFOLK NS (CHAMBERS FIELD) 

NORFOLK INTL 

OCEANA NAS/ APOLLO SOUCEK FIELD 

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

NE-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	<b>3200</b>
<b>075°</b>	TDZE	<b>446</b>
	Apt Elev	<b>465</b>

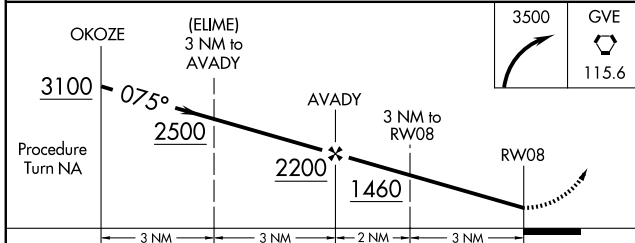
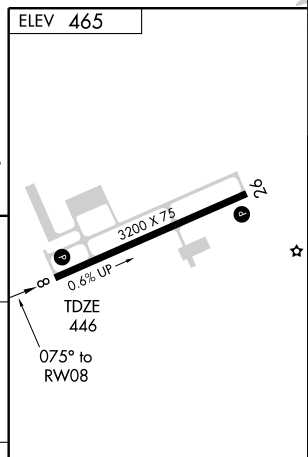
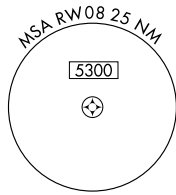
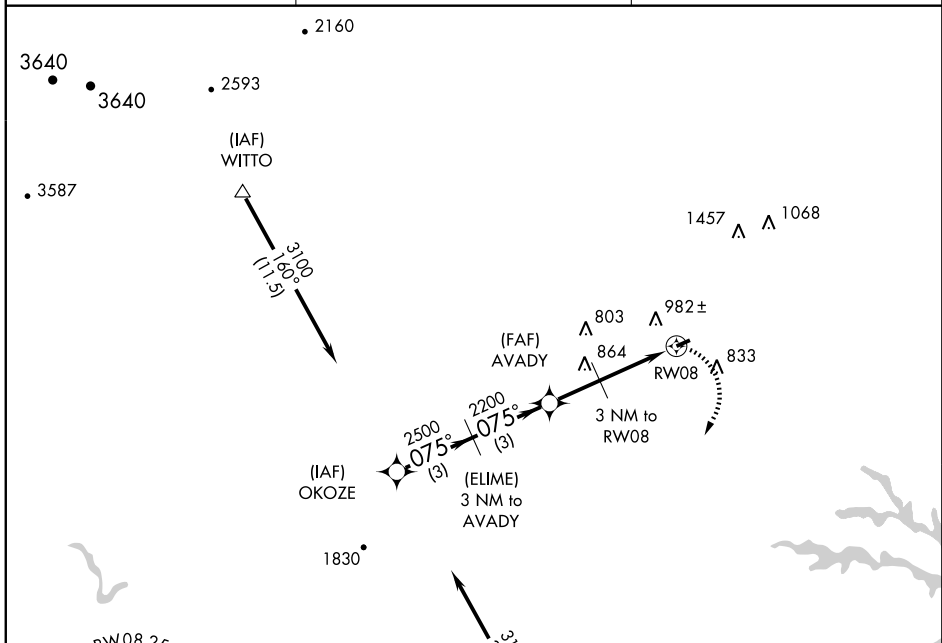
▼  
▲ NA

MISSED APPROACH: Climbing right turn to 3500 direct GVE VORTAC and hold.

AWOS-3  
**118.075**

POTOMAC APP CON  
**132.85 257.75**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
S-8	1120-1	674 (700-1)		NA
CIRCLING	1360-1¼	895 (900-1¼)		NA

MIRL Rwy 8-26 0  
REL Rwys 8 and 26 0

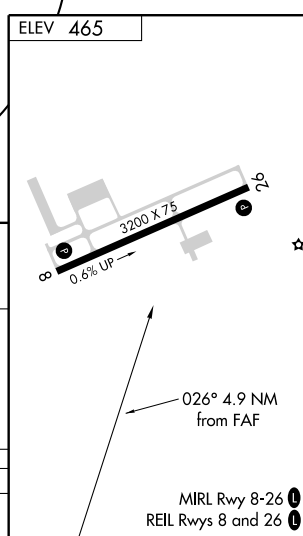
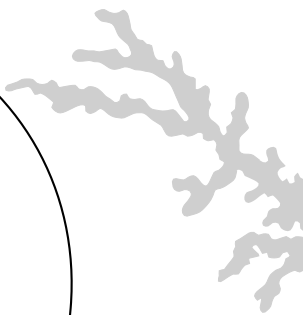
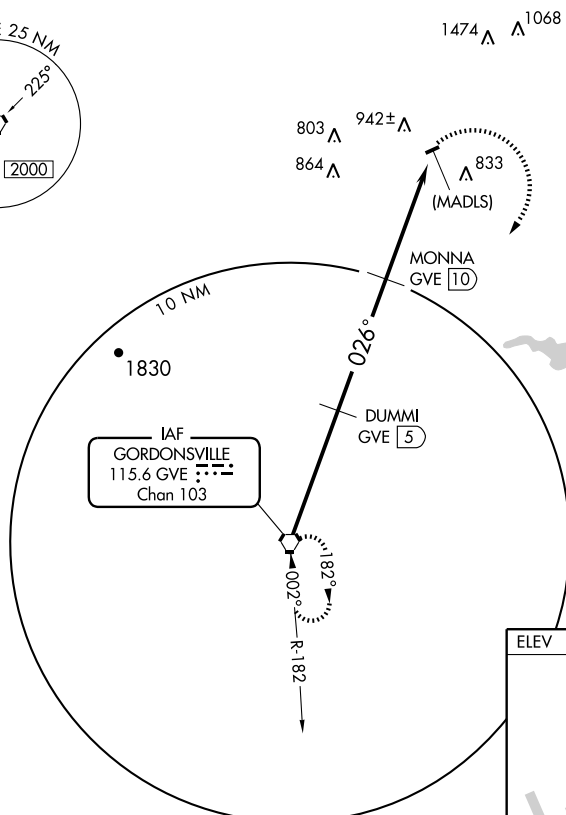
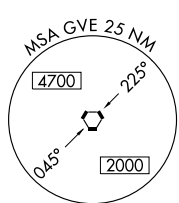
# VOR/DME or GPS-A

ORANGE COUNTY (OMH)

VORTAC GVE <b>115.6</b> Chan <b>103</b>	APP CRS <b>026°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>465</b>
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MISSED APPROACH: Climbing right turn to 3500 direct GVE VORTAC and hold.

▼ ▲ NA	AWOS-3 <b>118.075</b>	POTOMAC APP CON <b>132.85 257.75</b>	UNICOM <b>122.8</b> (CTAF) 0
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VORTAC	3500	026°	DUMMI GVE 5	026°	MONNA GVE 10	(MADLS) GVE 14.9	3500	GVE
	Procedure Turn NA							115.6
	5 NM		5 NM		4.9 NM			
CATEGORY	A	B	C	D				
CIRCLING	2000-3 1546 (1600-3)		NA					

NE-3, 08 APR 2010 to 06 MAY 2010

MIRL Rwy 8-26 0  
REIL Rwy 8 and 26 0

# LOC RWY 5

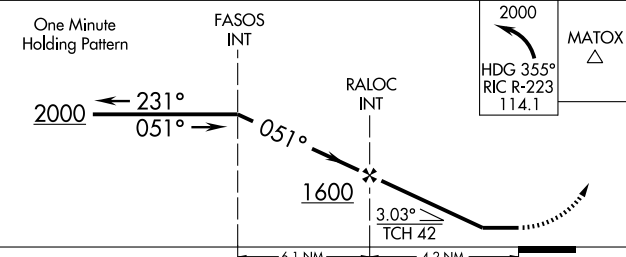
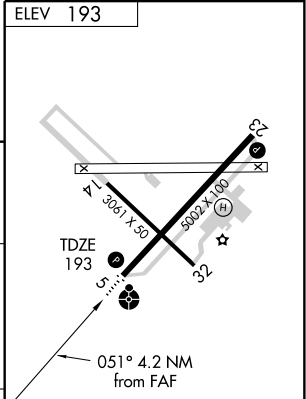
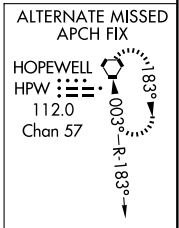
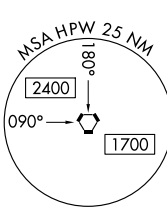
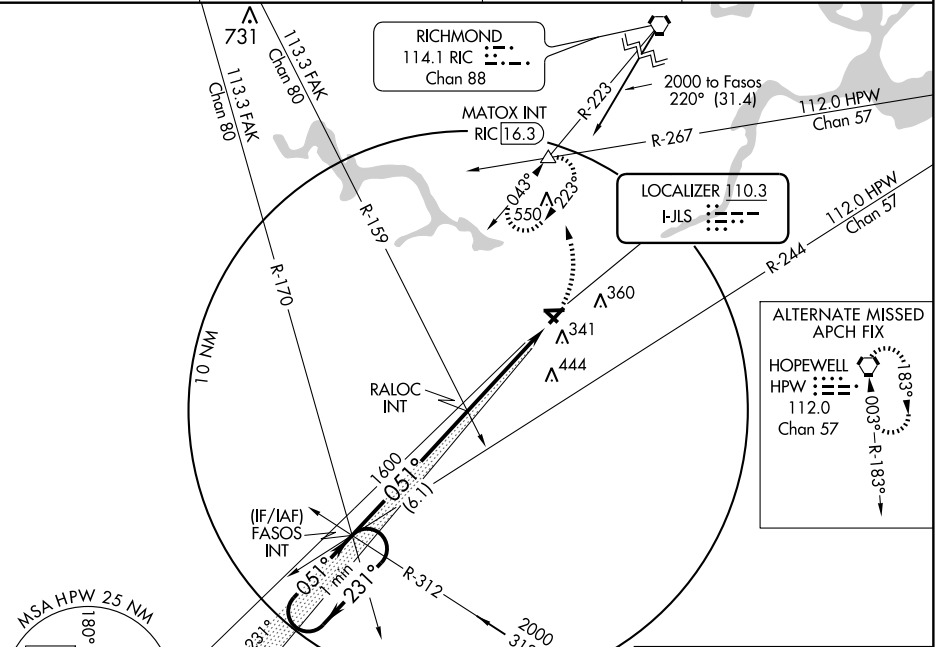
PETERSBURG / DINWIDDIE COUNTY (PTB)

LOC I-JLS <b>110.3</b>	APP CRS <b>051°</b>	Rwy Idg TDZE Apt Elev	<b>5002</b> <b>193</b> <b>193</b>
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**NA** Inoperative table does not apply to S-5 Cat C. When local altimeter setting not received, use Chesterfield County altimeter setting and increase all MDA's 40 feet and Cat C visibility 1/4 mile.

**ODALS** MISSED APPROACH: Climbing left turn to 2000 via heading 355° and RIC R-223 to MATOX Int/RIC 16.3 DME and hold.

AWOS-3 <b>133.325</b>	POTOMAC APP CON <b>134.7 307.2</b>	GCO <b>135.075</b>	UNICOM <b>122.7 (CTAF)</b>
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CATEGORY	A	B	C	D
S-5	680-3/4	487 (500-3/4)	680-1 1/4 487 (500-1 1/4)	NA
CIRCLING	680-1	487 (500-1)	680-1 1/2 487 (500-1 1/2)	NA

MIRL Rwy 5-23	1				
REIL Rwys 5 and 23	1				
FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NE-3. 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 5

PETERSBURG / DINWIDDIE COUNTY (PTB)

WAAS CH <b>70705</b> W05A	APP CRS <b>051°</b>	Rwy Idg TDZE Apt Elev	<b>5002</b> <b>193</b> <b>193</b>
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**▼** Inoperative table does not apply to LNAV/VNAV and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).  
**▲** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Chesterfield County altimeter setting and increase all DAs/MDAs 40 feet, and LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV NA when using Chesterfield County altimeter setting. Visibility reduction by helicopters NA.

ODALS



MISSED APPROACH: Climb to 2000 direct ONIKE and hold.

AWOS-3  
**133.325**

POTOMAC APP CON  
**134.7 307.2**

GCO  
**135.075**

UNICOM  
**122.7 (CTAF) 0**

Procedure NA for arrivals at RIC VORTAC on airway radials 223 CW 248.

RICHMOND  
RIC

ONIKE  
231°  
051°  
4 NM

2000 to Fasos  
21°  
(31.4)

550

RW05

339±

341

444

NIYIP 1.6 NM to RW05

429±

(FAF) RALOC

1600

051°

(6.1)

(IF/IAF) FASOS

051°

231°

4 NM

2000 NoPT

048°

(18.3)

(IAF) LAWRENCEVILLE LVL

4 NM

Procedure NA for arrivals at FKN VORTAC on airway radials 288 CW 001.

2000

311°

(37.1)

FRANKLIN FKN

MSA RW05 25 NM

2600

Procedure NA for arrivals at FKN VORTAC on airway radials 288 CW 001.

ELEV 193

Procedure NA for arrivals at LVL VORTAC on airway radials 042 CW 106.

FASOS

\*LNAV only

2000 ONIKE

2000

231°

051°

051°

1600

\*700

RW05

6.1 NM

2.6 NM

1.6 NM

193

051° to RW05

300 X 50

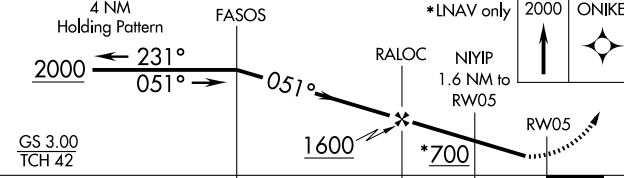
500 X 100

32

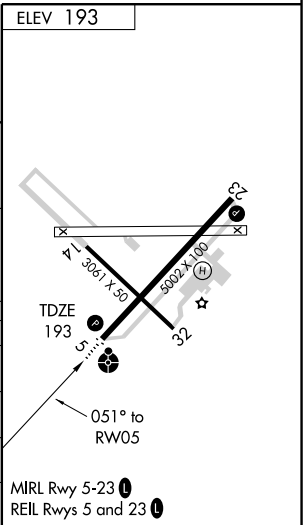
TDZE 193

MRL Rwy 5-23

REIL Rwys 5 and 23



CATEGORY	A	B	C	D
LPV DA	529-1¼	336 (400-1¼)		NA
LNAV/VNAV DA	620-1½	427 (500-1½)		NA
LNAV MDA	600-¾	407 (500-¾)	600-1¼ 407 (500-1¼)	NA
CIRCLING	660-1	467 (500-1)	660-1½ 467 (500-1½)	NA





# RNAV (GPS) RWY 23

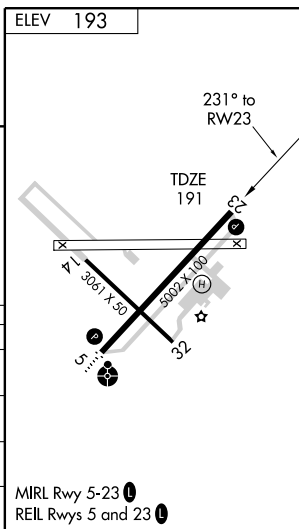
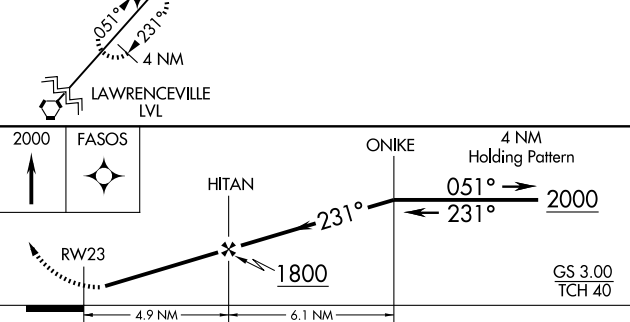
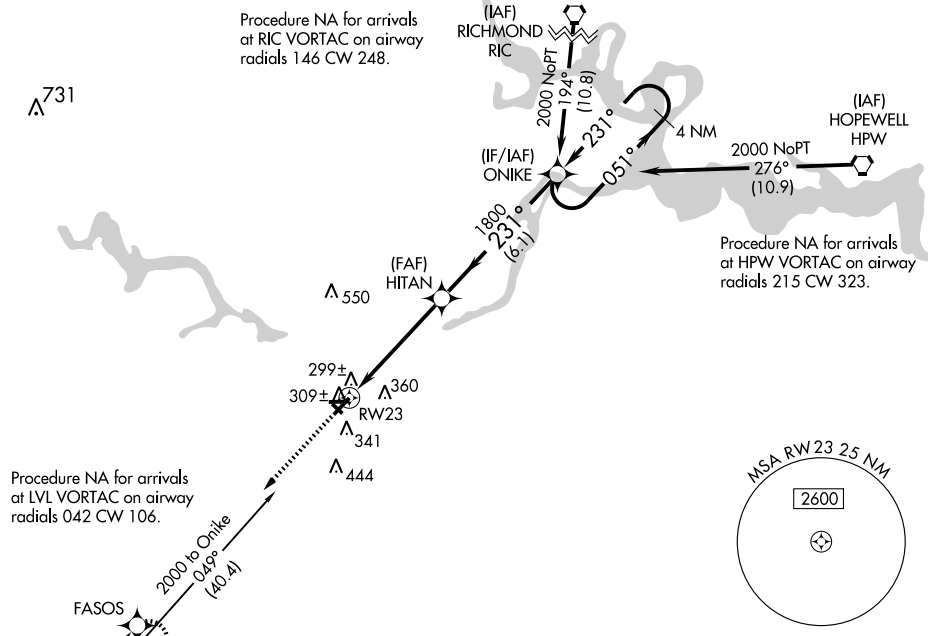
PETERSBURG / DINWIDDIE COUNTY (PTB)

WAAS CH <b>86706</b> <b>W23A</b>	APP CRS <b>231°</b>	Rwy Idg TDZE Apt Elev	<b>5002</b> <b>191</b> <b>193</b>
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**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Chesterfield County altimeter setting and increase all DAs/MDAs 40 feet. LPV and LNAV/VNAV all Cats visibility ¼ mile and LNAV Cat C ¼ mile. Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climb to 2000 direct FASOS and hold.

AWOS-3 <b>133.325</b>	POTOMAC APP CON <b>134.7 307.2</b>	GCO <b>135.075</b>	UNICOM <b>122.7 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA	499-1	308 (400- 1)		NA
LNAV/VNAV DA	644-1½	453 (500-1½)		NA
LNAV MDA	560-1	369 (400- 1)		NA
CIRCLING	660-1	467 (500- 1)	660-1½ 467 (500-1½)	NA

NE-3, 08 APR 2010 to 06 MAY 2010

# VOR RWY 23

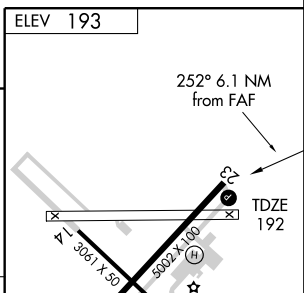
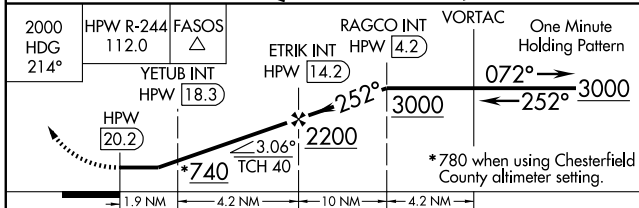
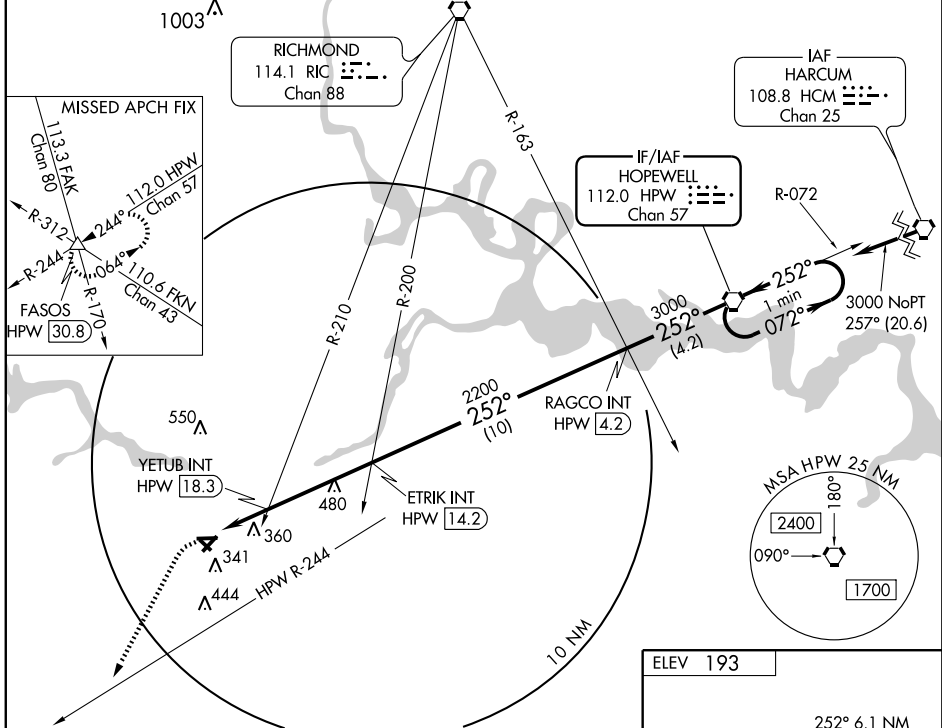
PETERSBURG / DINWIDDIE COUNTY (PTB)

VORTAC HPW <b>112.0</b> Chan 57	APP CRS <b>252°</b>	Rwy Idg TDZE Apt Elev	<b>5002</b> <b>192</b> <b>193</b>
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**V** Visibility reduction by helicopters NA.  
**A** When local altimeter setting not received, use Chesterfield County altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2000 via heading 214° and HPW R-244 to FASOS INT/HPW 30.8 and hold.

AWOS-3 <b>133.325</b>	POTOMAC APP CON <b>134.7 307.2</b>	GCO <b>135.075</b>	UNICOM <b>122.7</b> (CTAF) <b>0</b>
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CATEGORY	A	B	C	D
S-23	740-1 548 (600-1)	740-1¼ 548 (600-1¼)	740-1½ 548 (600-1½)	NA
CIRCLING	740-1 547 (600-1)	740-1¼ 547 (600-1¼)	740-1½ 547 (600-1½)	NA
YETUB FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-23	620-1 428 (500-1)	620-1¼ 428 (500-1¼)	620-1½ 428 (500-1½)	NA
CIRCLING	660-1 467 (500-1)	660-1¼ 467 (500-1¼)	660-1½ 467 (500-1½)	NA

MIRL Rwy 5-23 **0**  
 REIL Rws 5 and 23 **0**

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

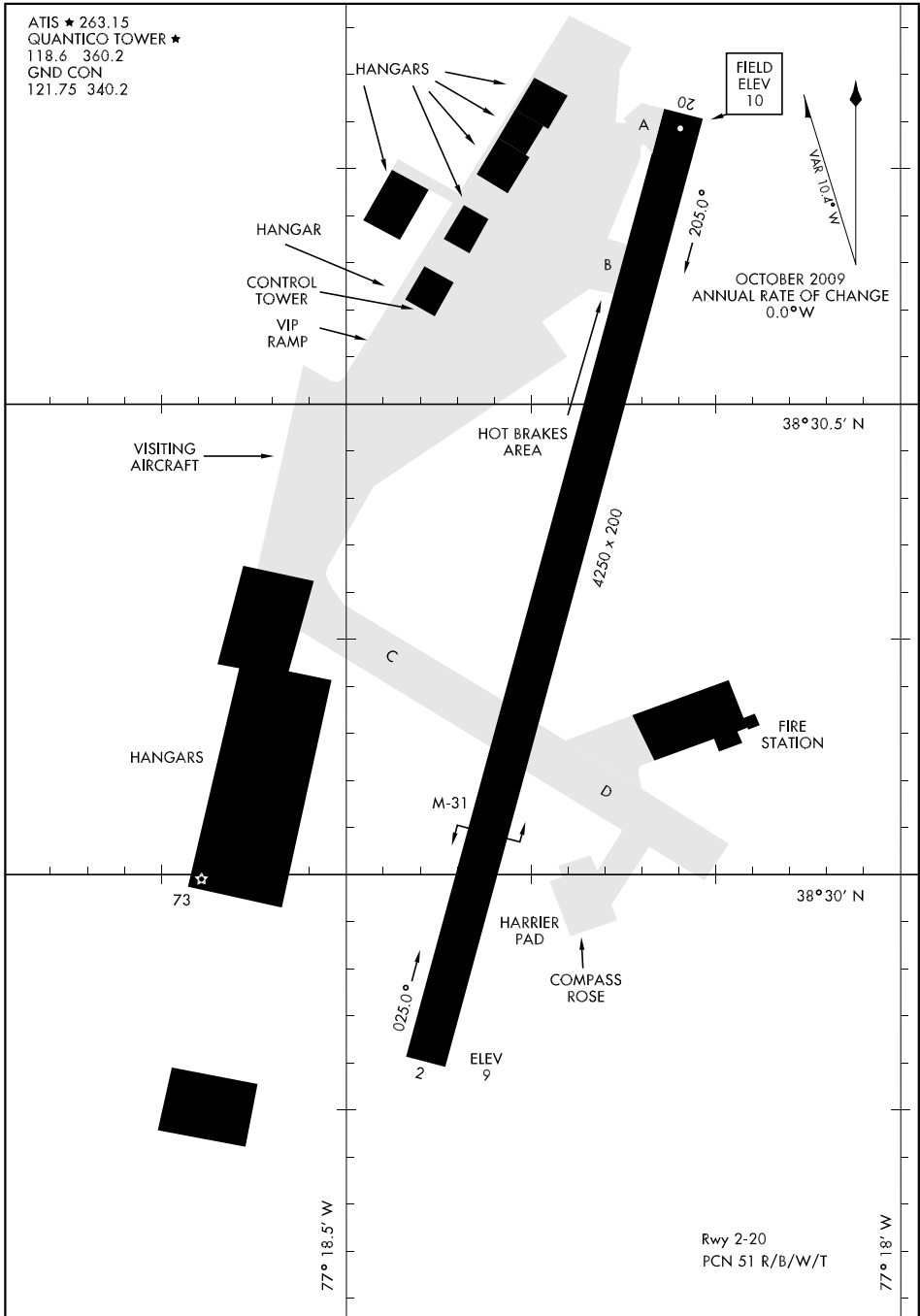
NE-3, 08 APR 2010 to 06 MAY 2010

# AIRPORT DIAGRAM

AFD-339 [USN]

QUANTICO, VIRGINIA

ATIS ★ 263.15  
QUANTICO TOWER ★  
118.6 360.2  
GND CON  
121.75 340.2



NE-3, 08 APR 2010 to 06 MAY 2010

# AIRPORT DIAGRAM

QUANTICO, VIRGINIA

Rwy 2-20  
PCN 51 R/B/W/T

APCH CRS	Rwy Idg	<b>4250</b>
<b>024°</b>	TDZE	<b>10</b>
	Arpt Elev	<b>10</b>

AL-339 [USN] QUANTICO MCAF (TURNER FIELD) (KNYG)

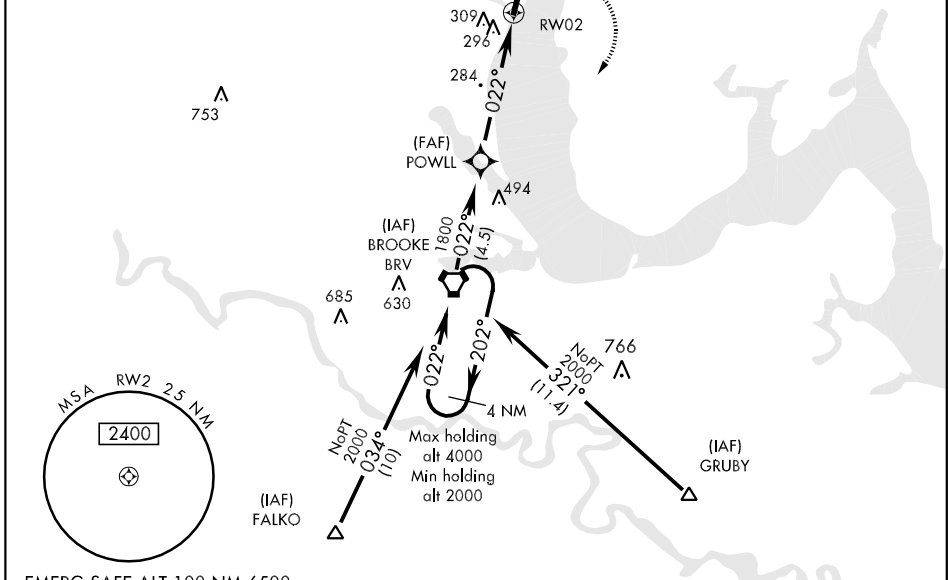
▼ \* Circling not authorized W of Rwy 2-20.  
 Procedure NA at night when VGSI inop.  
 Procedure TCH not coincident with PAPI's.

MISSED APPROACH: Climbing right turn direct BRV VORTAC and hold.

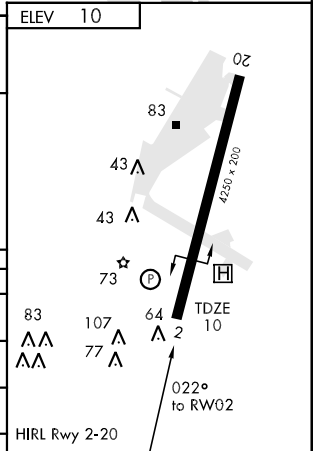
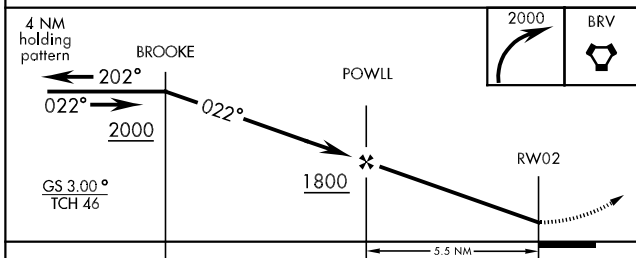
ATIS ★ <b>263.15</b>	POTOMAC APP CON <b>124.65 306.92</b>	QUANTICO TOWER ★ <b>118.6 360.2</b>	GND CON <b>121.75 340.2</b>	ASR/PAR
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For uncompensated Baro-VNAV systems, LNAV/VNAV  
 NA below -15°C (5°F) or above 43°C (110°F).  
 DME/DME RNP-0.3 NA.  
 LNAV/VNAV military use only.  
 Max airspeed IAF to FAF 220 KIAS.  
 CAUTION: Intmed seg len 4.5 NM.

CAUTION: 20:1 visual surface penetrated by terrain.



EMERG SAFE ALT 100 NM 6500



CATEGORY	A	B	C	D
LNAV/VNAV DA	470-1 ½ 460 (500-1½)			
LNAV MDA	560-1 550 (600-1)	560-1 ½ 550 (600-1½)		560-1 ¾ 550 (600-1¾)
CIRCLING *	560-1 ½ 550 (600-1½)		700-2 ¼ 690 (700-2¼)	
S-PAR 2	262-1 252 (300-1)		GS 3.0°	

NE-3: 08 APR 2010 to 06 MAY 2010

BRV VORTAC <b>114.5</b> Chan <b>92</b>	APCH CRS <b>022°</b>	Rwy Idg <b>4250</b> TDZE Arprt Elev <b>10</b>
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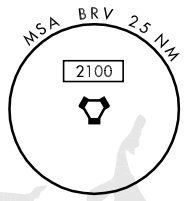
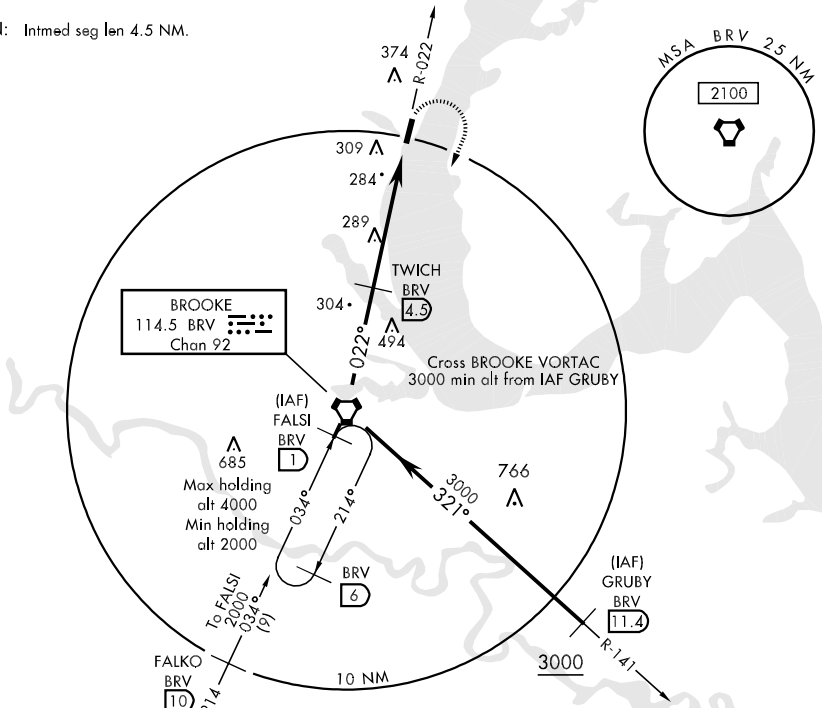
AL-339 [USN]    QUANTICO MCAF (TURNER FIELD) (KNYG)

▼ \* Circling not authorized W of Rwy 2-20.  
Procedure NA at night when VGSi inop.

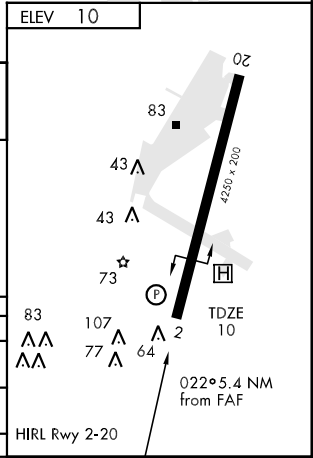
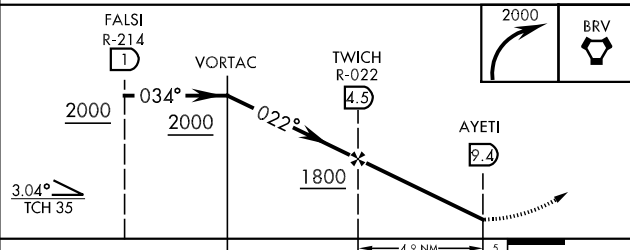
MISSED APPROACH: Climbing right turn to 2000 direct BRV VORTAC, then via R-214 to FALSI and hold.

ATIS ★ <b>263.15</b>	POTOMAC APP CON <b>124.65 306.92</b>	QUANTICO TOWER ★ <b>118.6 360.2</b>	GND CON <b>121.75 340.2</b>	ASR/PAR
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CAUTION: Intmed seg len 4.5 NM.



EMERG SAFE ALT 100 NM 6500



CATEGORY	A	B	C	D
S-2	560-1 550 (600-1)		560-1½ 550 (600-1½)	560-1¾ 550 (600-1¾)
CIRCLING *	560-1 550 (600-1)		560-1½ 550 (600-1½)	700-2¼ 690 (700-2¼)
S-PAR 2	262-1	252	(300-1)	GS 3.0°

NE-3: 08 APR 2010 to 06 MAY 2010

APP CRS <b>120°</b>	Rwy Idg TDZE Apt Elev	<b>3600</b> <b>123</b> <b>123</b>
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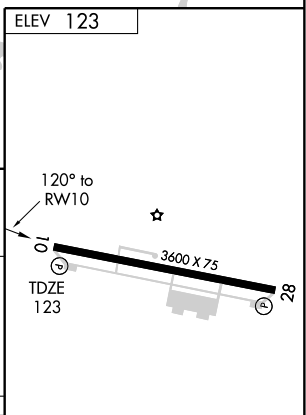
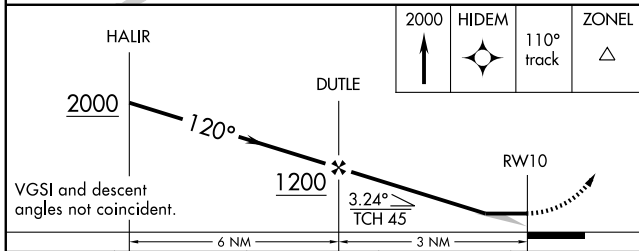
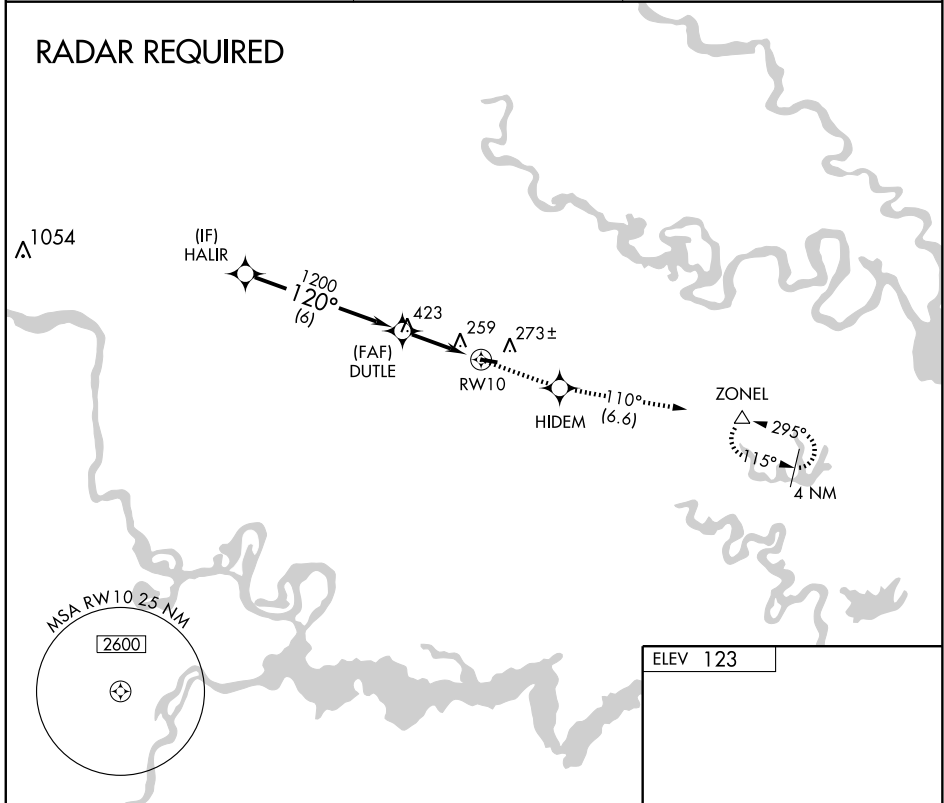
AL-6855 (FAA)

# RNAV (GPS) RWY 10

QUINTON / NEW KENT COUNTY (W96)

<p><b>▼</b> Use Richmond Intl altimeter setting. <b>▲ NA</b> DME/DME RNP-0.3 NA.</p>	<p>MISSED APPROACH: Climb to 2000 direct HIDE M and via 110° track to ZONEL and hold.</p>
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<p>POTOMAC APP CON <b>126.4 282.375</b></p>	<p>GCO <b>135.075</b></p>	<p>UNICOM <b>122.8 (CTAF) ①</b></p>
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CATEGORY	A	B	C	D
LNAV MDA	560-1 437 (500-1)		560-1 ¼ 437 (500-1 ¼)	NA
CIRCLING	600-1 477 (500-1)		600-1 ½ 477 (500-1 ½)	NA

MIRL Rwy 10-28 ①  
REIL Rwy 10 and 28 ①

APP CRS <b>290°</b>	Rwy Idg TDZE Apt Elev	<b>3600</b> <b>123</b> <b>123</b>
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AL-6855 (FAA)

# RNAV (GPS) RWY 28

QUINTON / NEW KENT COUNTY (W96)

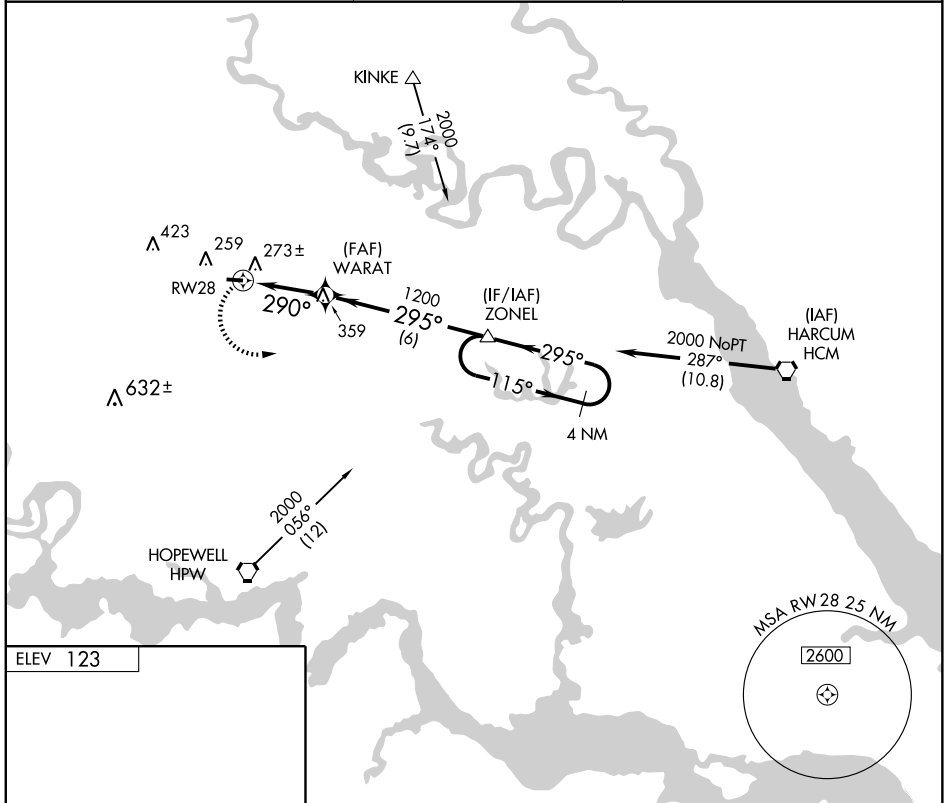
**▼** Use Richmond Intl altimeter setting.  
**▲ NA** DME/DME RNP-0.3 NA.

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

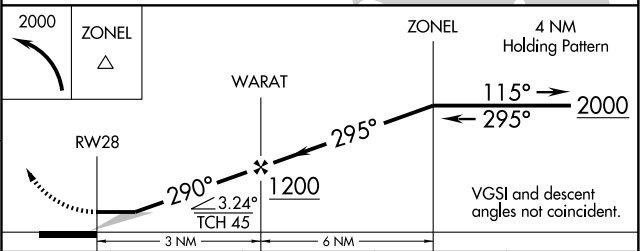
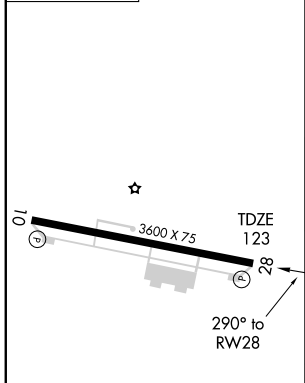
POTOMAC APP CON  
**126.4 282.375**

GCO  
**135.075**

UNICOM  
**122.8 (CTAF) ①**



ELEV 123



CATEGORY	A	B	C	D
LNAV MDA	540-1	417 (500-1)	540-1¼ 417 (500-1¼)	NA
CIRCLING	600-1	477 (500-1)	600-1½ 477 (500-1½)	NA

MIRL Rwy 10-28 ①  
REIL Rwy 10 and 28 ①

VORTAC HPW <b>112.0</b> Chan <b>57</b>	APP CRS <b>003°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>123</b>
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AL-6855 (FAA)

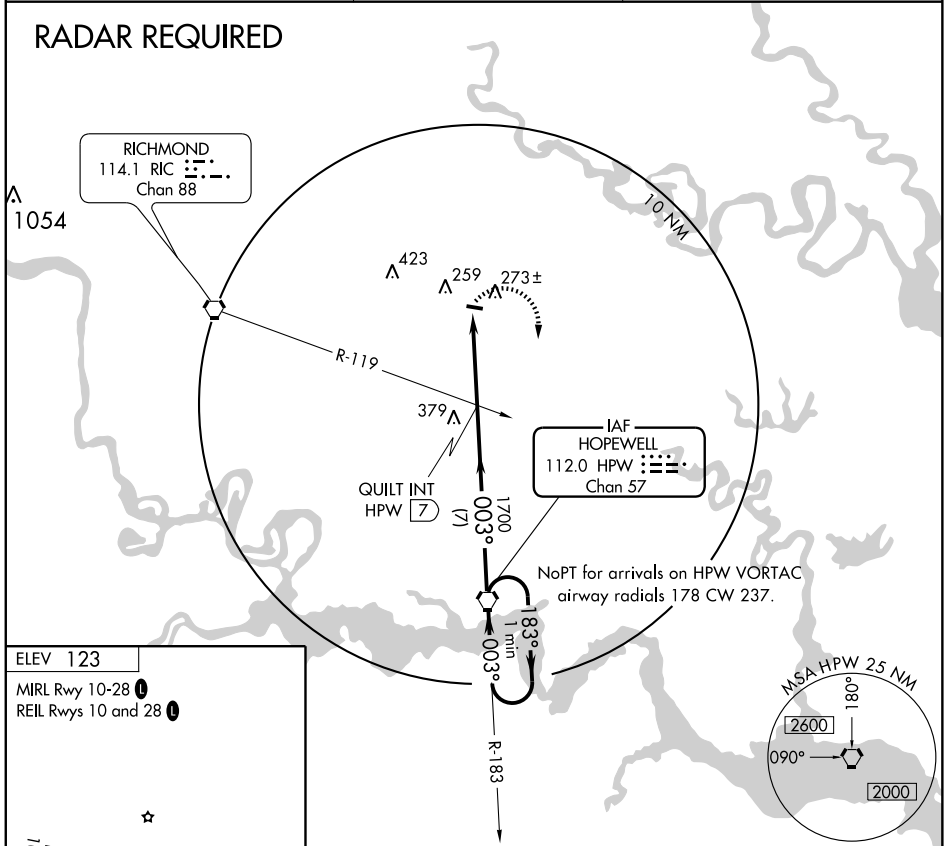
VOR-A

QUINTON / NEW KENT COUNTY (W96)

▼  
▲ NA Use Richmond altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct HPW VORTAC and hold.

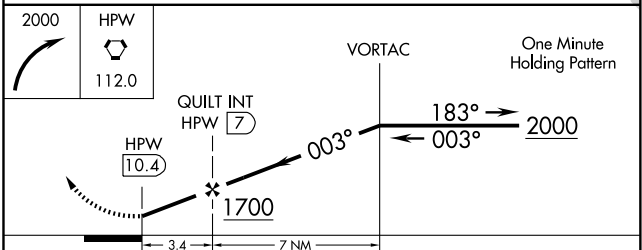
POTOMAC APP CON <b>126.4 282.375</b>	GCO <b>135.075</b>	UNICOM <b>122.8</b> (CTAF) <b>①</b>
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ELEV 123

MIRL Rwy 10-28 **①**  
REIL Rwys 10 and 28 **①**

003° 3.4 NM from FAF



FAF to MAP 3.4 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	660-1 537 (600-1)		660-1½ 537 (600-1½)	NA
Min:Sec	3:24	2:16	1:42	1:22	1:08					



# LOC/DME RWY 25

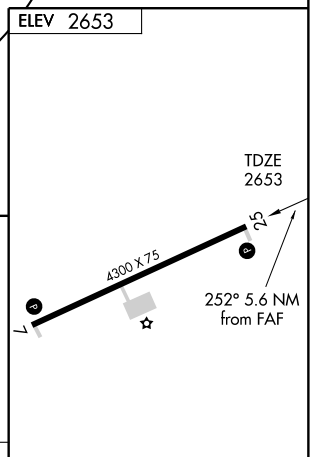
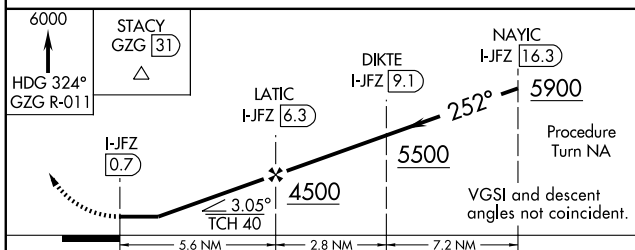
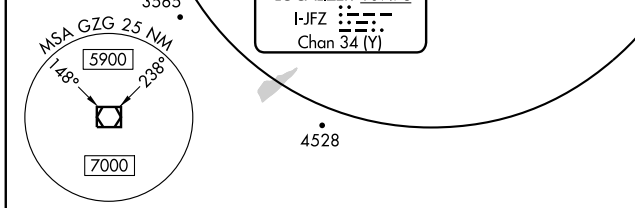
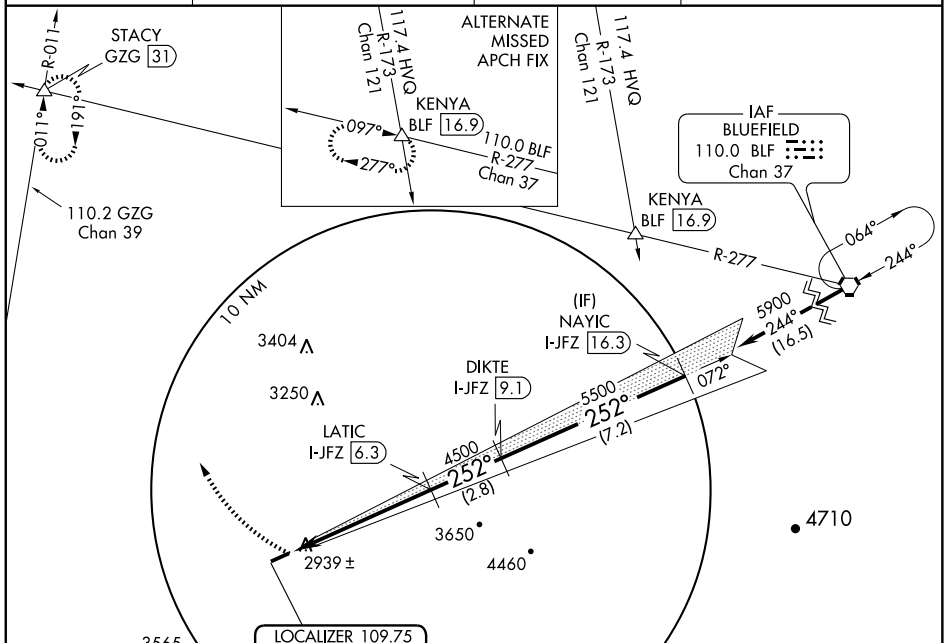
RICHLANDS / TAZEWELL COUNTY (JF'Z)

LOC/DME I-JFZ <b>109.75</b> Chan 34 (Y)	APP CRS <b>252°</b>	Rwy Idg TDZE Apt Elev <b>4300</b> <b>2653</b> <b>2653</b>
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**Procedure NA at night.**  
**▲** If local altimeter setting not received, use Lonesome Pine altimeter setting and increase all MDAs 100 ft.

**MISSED APPROACH:** Climb to 6000 via heading 324° and GZG VOR/DME R-011 to STACY INT/GZG VOR/DME 31 DME and hold.

AWOS-3 <b>118.075</b>	INDIANAPOLIS CENTER <b>126.575 257.85</b>	GCO <b>135.075</b>	UNICOM <b>123.05 (CTAF) ①</b>
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CATEGORY	A	B	C	D
S-25	3200-1	547 (600-1)		NA
CIRCLING	3240-1	587 (600-1)		NA

MIRL Rwy 7-25 ①  
 REIL Rwy 7 and 25 ①

NE-3, 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 25

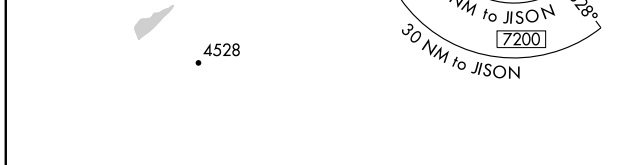
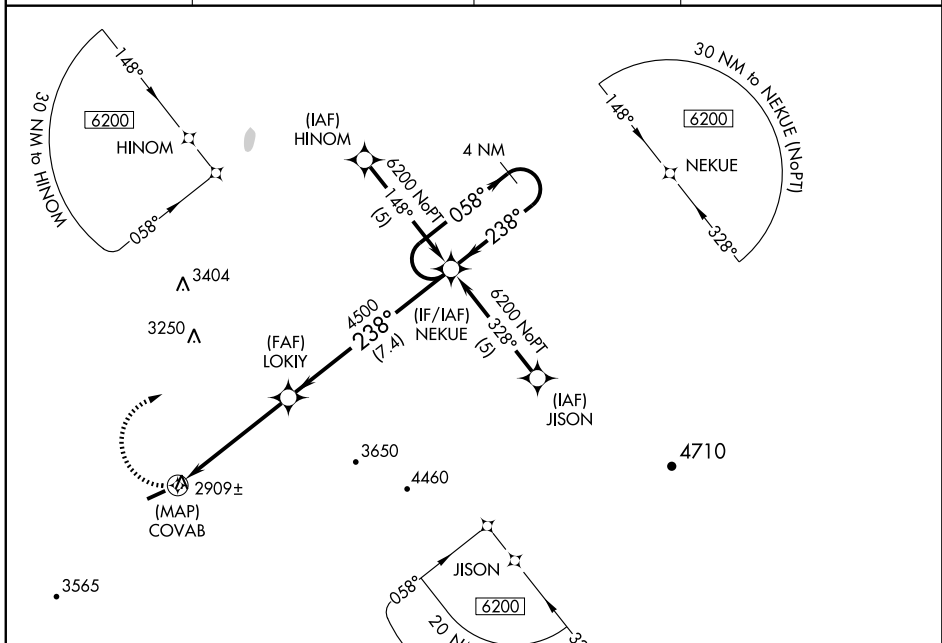
RICHLANDS / TAZEWELL COUNTY (JF'Z)

APP CRS	Rwy Idg	<b>4300</b>
<b>238°</b>	TDZE	<b>2653</b>
	Apt Elev	<b>2653</b>

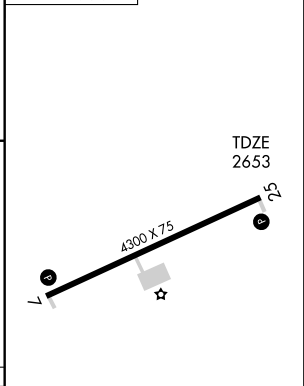
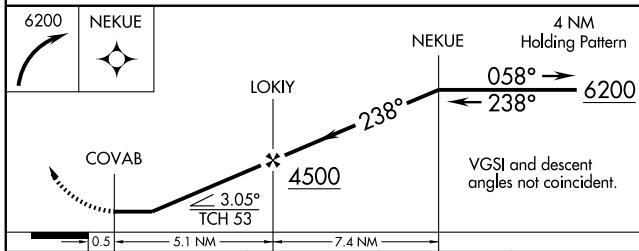
**▼** DME/DME RNP-0.3 NA. Procedure NA at night.  
**▲** If local altimeter setting not received, use Lonesome Pine altimeter setting and increase all MDAs 100 ft.

**MISSED APPROACH:** Climbing right turn to 6200 direct NEKUE and hold, continue climb-in-hold to 6200.

AWOS-3 <b>118.075</b>	INDIANAPOLIS CENTER <b>126.575 257.85</b>	GCO <b>135.075</b>	UNICOM <b>123.05 (CTAF) ①</b>
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ELEV 2653



CATEGORY	A	B	C	D
RNAV MDA	3160-1	507 (600-1)	3160-1½	507 (600-1½)
CIRCLING	3220-1	567 (600-1)	3220-1½	3220-2
			567 (600-1½)	567 (600-2)

MIRL Rwy 7-25 ①  
 REIL Rwy 7 and 25 ①

# ILS or LOC RWY 33

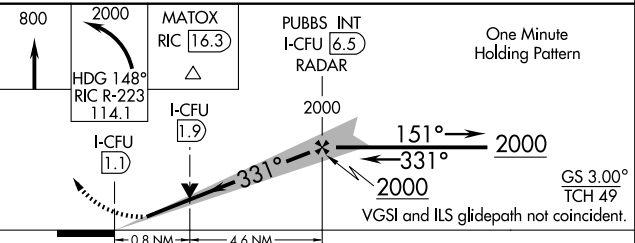
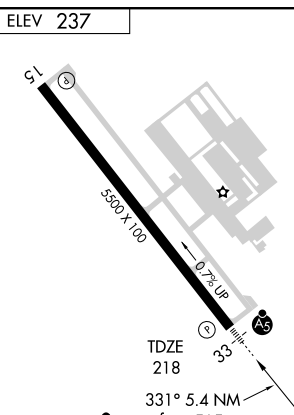
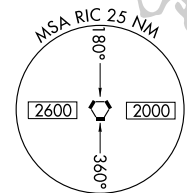
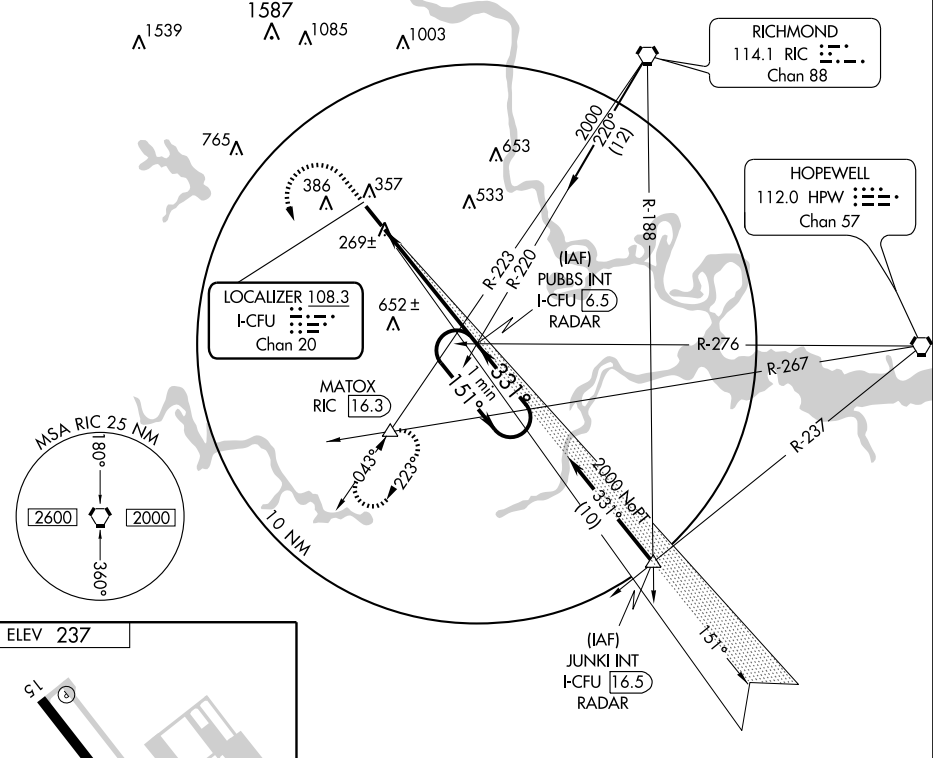
RICHMOND/CHESTERFIELD COUNTY (F/C)

LOC/DME I-FCU <b>108.3</b> Chan <b>20</b>	APP CRS <b>331°</b>	Rwy Idg <b>5500</b>	TDZE <b>218</b>
		Apt Elev <b>237</b>	

**NA** For inoperative MALS/R, increase S-LOC 33 visibility Cat D to 1. If local altimeter setting not received, use Richmond Intl altimeter setting and increase all DAs/MDAs 40 feet. VDP NA when using Richmond Intl altimeter setting.

**MALS/R** MISSED APPROACH: Climb to 800, then climbing left turn to 2000 via heading 148° and RIC R-223 to MATOX INT/RIC 16.3 DME and hold.

AWOS-3 <b>128.625</b>	POTOMAC APP CON <b>134.7 307.2</b>	CLNC DEL <b>124.6</b>	UNICOM <b>123.050</b> (CTAF) <b>0</b>
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FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

CATEGORY	A	B	C	D
S-ILS 33		418-½	200 (200-½)	
S-LOC 33		520-½	302 (300-½)	520-¾ 302 (300-¾)
CIRCLING	720-1	483 (500-1)	720-1½ 483 (500-1½)	800-2 563 (600-2)

NE-3, 08 APR 2010 to 06 MAY 2010

WAAS CH <b>63216</b> <b>W15A</b>	APP CRS <b>151°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>236</b> <b>236</b>
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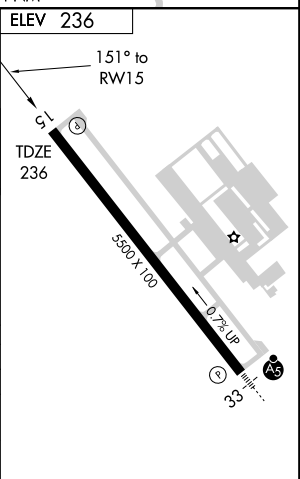
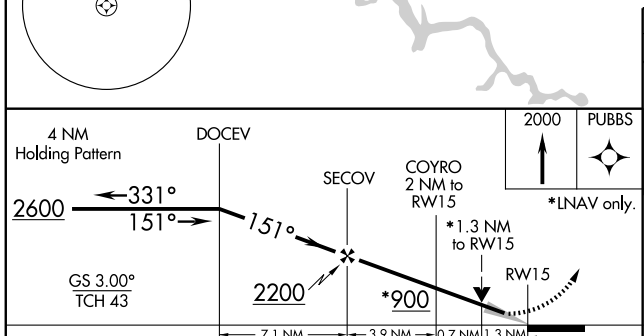
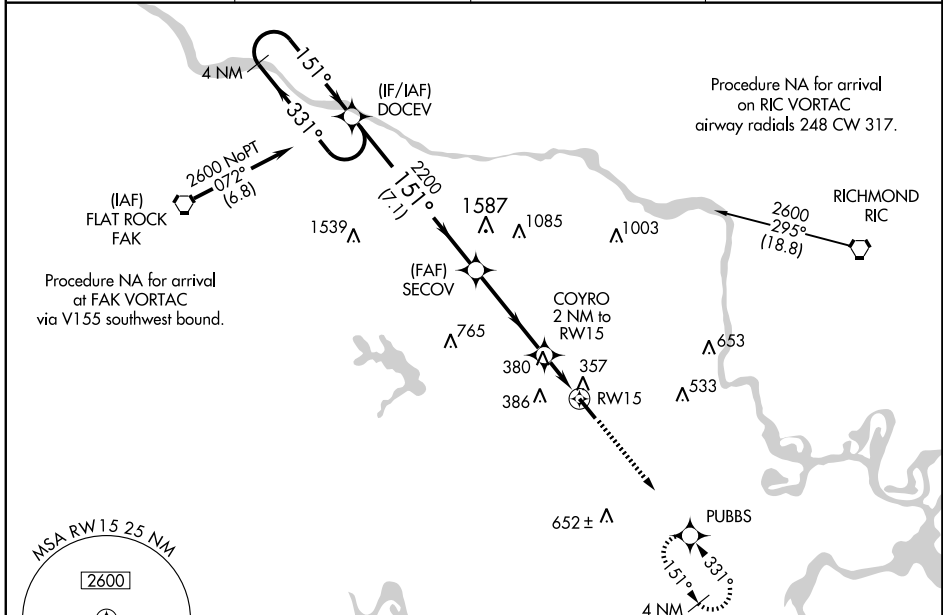
# RNAV (GPS) RWY 15

RICHMOND/CHESTERFIELD COUNTY (F/C)

**NA** 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 Richmond Intl altimeter setting and increase all DA 36 feet, and all MDA 40 feet, increase LNAV/VNAV all Cats visibility ¼ mile. VDP and Baro-VNAV NA when using Richmond Intl altimeter setting.

**MISSED APPROACH:** Climb to 2000 direct PUBBS and hold.

AWOS-3 <b>128.625</b>	POTOMAC APP CON <b>134.7 307.2</b>	CLNC DEL <b>124.6</b>	UNICOM <b>123.050 (CTAF)</b>
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CATEGORY	A	B	C	D
LPV DA		486-1	250 (300-1)	
LNAV/VNAV DA		692-1½	456 (500-1½)	
LNAV MDA	680-1	444 (500-1)	680-1¼ 444 (500-1¼)	680-1½ 444 (500-1½)
CIRCLING	720-1	484 (500-1)	720-1½ 484 (500-1½)	800-2 564 (600-2)

REIL Rwy 15 **①**  
HIRL Rwy 15-33 **①**

# RNAV (GPS) RWY 33

RICHMOND/CHESTERFIELD COUNTY (F'CI)

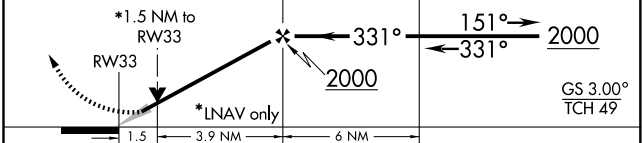
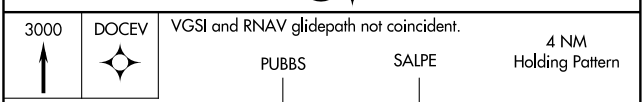
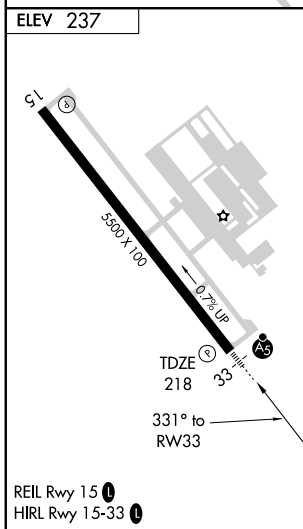
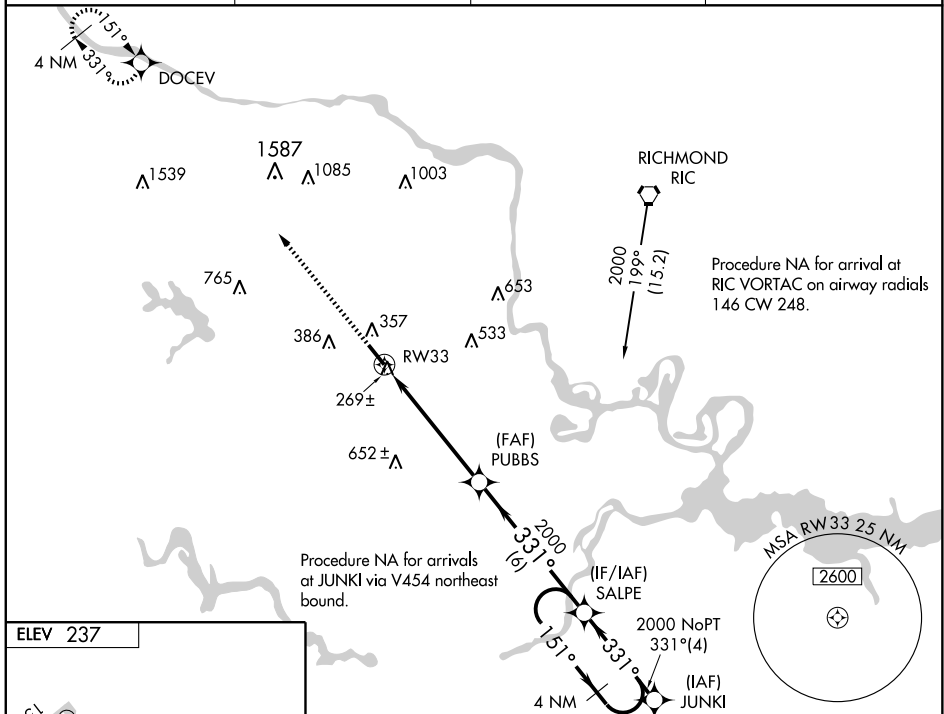
WAAS CH <b>56221</b> <b>W33A</b>	APP CRS <b>331°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>218</b> <b>237</b>
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**NA** For inoperative MALS increase LPV all Cats visibility to 1. If local altimeter setting not received, use Richmond Intl altimeter setting and increase all DAs/MDAs 40 feet. VDP and Baro-VNAV NA when using Richmond Intl 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.



**MISSED APPROACH:**  
Climb to 3000 direct DOCEV and hold.

AWOS-3 <b>128.625</b>	POTOMAC APP CON <b>134.7 307.2</b>	CLNC DEL <b>124.6</b>	UNICOM <b>123.050</b> (CTAF) <b>0</b>
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CATEGORY	A	B	C	D
LPV DA		511-1/2	293 (300-1/2)	
LNAV/VNAV DA		599-1 381 (400-1)		
LNAV MDA	720-1/2	502 (500-1/2)	720-1	502 (500-1)
CIRCLING	720-1	483 (500-1)	720-1 1/2 483 (500-1 1/2)	800-2 563 (600-2)

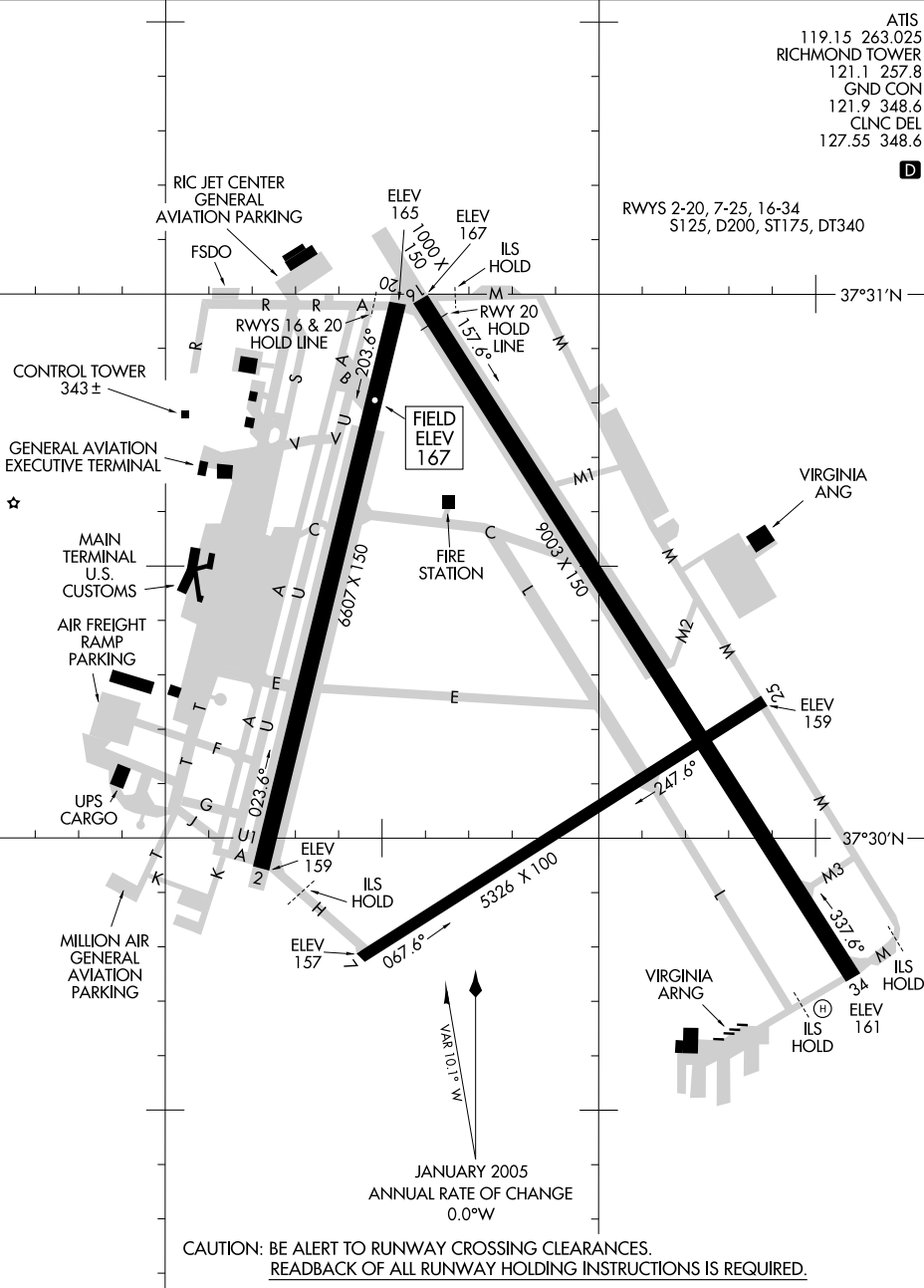
# AIRPORT DIAGRAM

AL-347 (FAA)

RICHMOND INTL (RIC)  
RICHMOND, VIRGINIA

ATIS 119.15 263.025  
 RICHMOND TOWER 121.1 257.8  
 GND CON 121.9 348.6  
 CLNC DEL 127.55 348.6

**D**



NE-3, 08 APR 2010 to 06 MAY 2010

# COLIN FIVE DEPARTURE

ATIS 119.15 263.025  
 CLNC DEL  
 127.55 348.6  
 GND CON  
 121.9 348.6  
 RICHMOND TOWER  
 121.1 257.8  
 POTOMAC DEP CON  
 126.4 282.375 (031° - 170°)  
 134.7 307.2 (171° - 320°)  
 126.8 269.525 (321° - 030°)

**NOTTINGHAM**  
 113.7 OTT ---  
 Chan 84

**PATUXENT**  
 117.6 PXT ---  
 Chan 123

**BROOKE**  
 114.5 BRV ---  
 Chan 92

**COLIN**  
 N38°05.99'  
 W76°39.85'  
 L-34-36

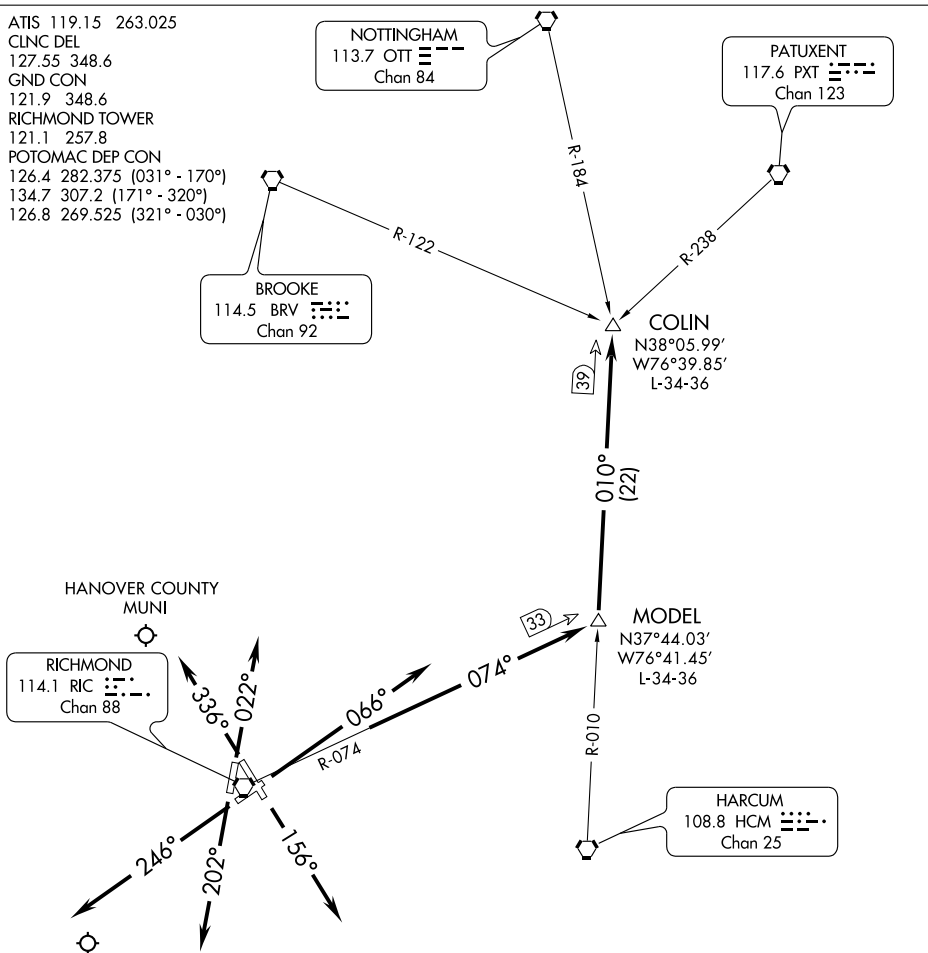
**MODEL**  
 N37°44.03'  
 W76°41.45'  
 L-34-36

**HARCUM**  
 108.8 HCM ---  
 Chan 25

**HANOVER COUNTY MUNI**  
 ---  
 114.1 RIC  
 Chan 88

**CHESTERFIELD COUNTY**

**DINWIDDIE COUNTY**



### TAKEOFF MINIMUMS:

RWY 2: 200-1¼ or STANDARD with minimum climb of 230 feet per NM to 400, or alternatively, with standard takeoff minimums and a normal 200 ft/NM climb gradient, takeoff must occur no later than 1600 feet prior to departure end of runway. Minimum ATC climb of 300 feet per NM to 2000.

RWY 7, 16, 20, 25: STANDARD with ATC climb of 300 feet per NM to 2000.

RWY 34: STANDARD with ATC climb of 300 feet per NM to 2100.

NOTE: RADAR REQUIRED.

NOTE: Chart note to scale.

NE-3, 08 APR 2010 to 06 MAY 2010

## COLIN FIVE DEPARTURE

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 2: Climb heading 022° or as assigned for radar vectors to intercept RIC R-074 to MODEL INT/RIC 33 DME. Thence....

TAKE-OFF RWY 7: Climb heading 066° or as assigned for radar vectors to intercept RIC R-074 to MODEL INT/RIC 33 DME. Thence....

TAKE-OFF RWY 16: Climb heading 156° or as assigned for radar vectors to intercept RIC R-074 to MODEL INT/RIC 33 DME. Thence....

TAKE-OFF RWY 20: Climb heading 202° or as assigned for radar vectors to intercept RIC R-074 to MODEL INT/RIC 33 DME. Thence....

TAKE-OFF RWY 25: Climb heading 246° or as assigned for radar vectors to intercept RIC R-074 to MODEL INT/RIC 33 DME. Thence....

TAKE-OFF RWY 34: Climb heading 336° or as assigned for radar vectors to intercept RIC R-074 to MODEL INT/RIC 33 DME. Thence....

.... Via HCM R-010 to COLIN INT/HCM 39 DME. Climb and maintain 3000 feet or as assigned. Expect clearance to filed altitude/flight level ten minutes after departure.

TAKE-OFF OBSTACLE NOTES:

- Rwy 2: Aircraft on surface beginning 3' from DER, 202' right of centerline, up to 65' AGL/232' MSL. Trees and bushes beginning 104' from DER, 223' left of centerline, up to 100' AGL/251' MSL. Trees beginning 2918' from DER, 367' right of centerline, up to 100' AGL/260' MSL.
- Rwy 7: Trees beginning 1208' from DER, 798' right of centerline, up to 100' AGL/259' MSL. Trees beginning 1347' from DER, 283' left of centerline, up to 100' AGL/259' MSL.
- Rwy 20: Hangar 817' from DER, 665' right of centerline, 43' AGL/212' MSL. Trees beginning 2307' from DER, 1065' left of centerline, up to 100' AGL/235' MSL. Trees beginning 2645' from DER, 759' right of centerline, up to 100' AGL/255' MSL. Pole 3226' from DER, 424' right of centerline, 79' AGL/248' MSL.
- Rwy 25: Vehicles on road beginning 390' from DER, on centerline, up to 15' AGL/184' MSL. Train on railroad beginning 545' from DER, on centerline, up to 23' AGL/192' MSL. Tower 799' from DER, 562' left of centerline, 16' AGL/185' MSL. Trees beginning 2414' from DER, 285' right of centerline, up to 100' AGL/279' MSL. Multiple poles beginning 3056' from DER, 565' left of centerline, up to 83' AGL/252' MSL. Trees beginning 3176' from DER, 357' left of centerline, up to 100' AGL/269' MSL.
- Rwy 34: Aircraft on surface beginning 12' from DER, 192' left of centerline, up to 65' AGL/230' MSL. Hangar and light pole beginning 1103' from DER, 732' left of centerline, up to 41' AGL/200' MSL. Trees beginning 2202' from DER, 1052' right of centerline, up to 100' AGL/232' MSL. Trees beginning 2689' from DER, 998' left of centerline, up to 100' AGL/237' MSL.



LOC I-RGJ <b>110.7</b>	APCH CRS <b>156°</b>	Rwy Idg TDZE Arprt Elev <b>9003</b> <b>167</b> <b>167</b>
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JAL-347 [USAF]

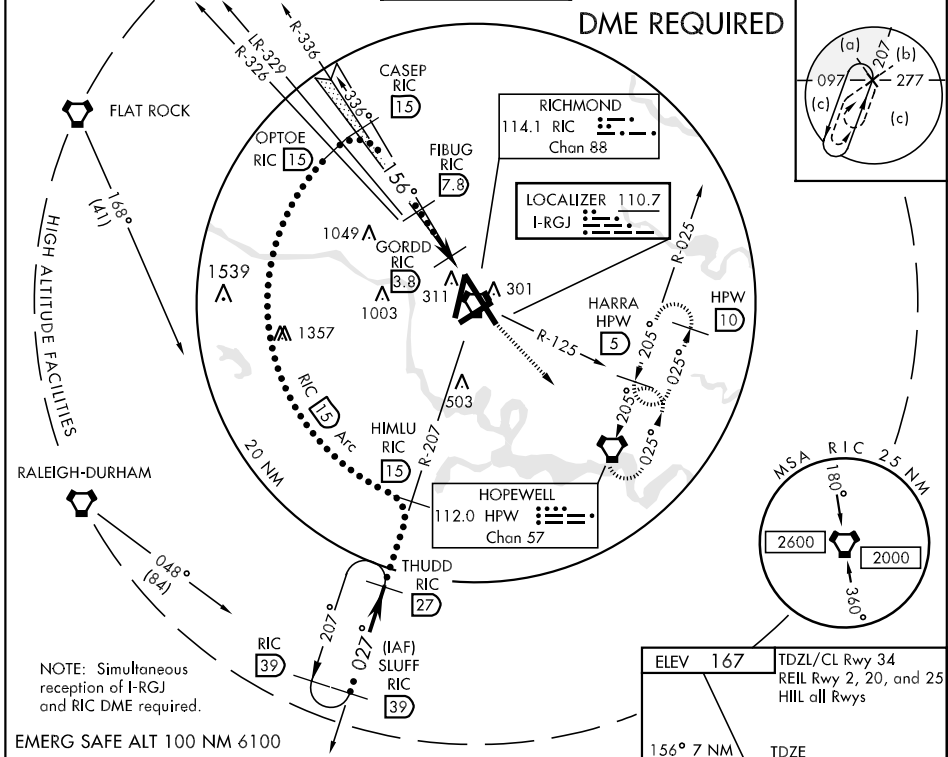
RICHMOND INTL (KRIC)

**▼**

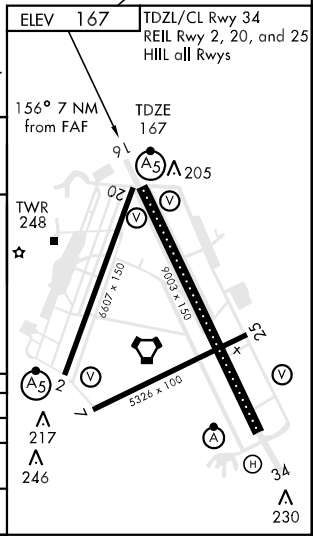
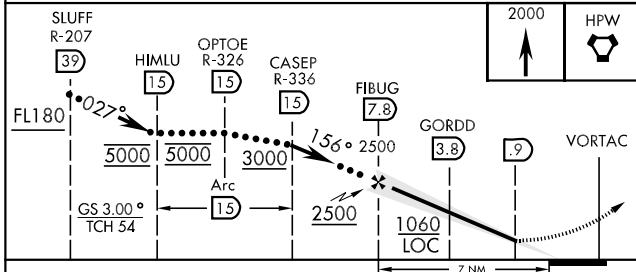
MALSR 

MISSED APPROACH: Climb to 2000 direct HPW VORTAC and hold. (TACAN acct climbing left turn to 2000 via RIC R-125 to HARRA 5 DME and hold NE, LT, 205° inbound)

ATIS ★ <b>119.15 263.025</b>	POTOMAC APP CON <b>134.7 307.2</b>	RICHMOND TOWER <b>121.1 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>127.55</b>
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NE-3: 08 APR 2010 to 06 MAY 2010



CATEGORY	C	D	E
S-ILS 16	367/24		200 (200-½)
S-LOC 16	580/40	413 (500-¾)	580/50 413 (500-1)
CIRCLING	660-1½ 493 (500-1½)	720-2 553 (600-2)	740-2 573 (600-2)

TACAN RIC Chan 88	APCH CRS 171°	Rwy ldg TDZE Arprt Elev 9003 167 167
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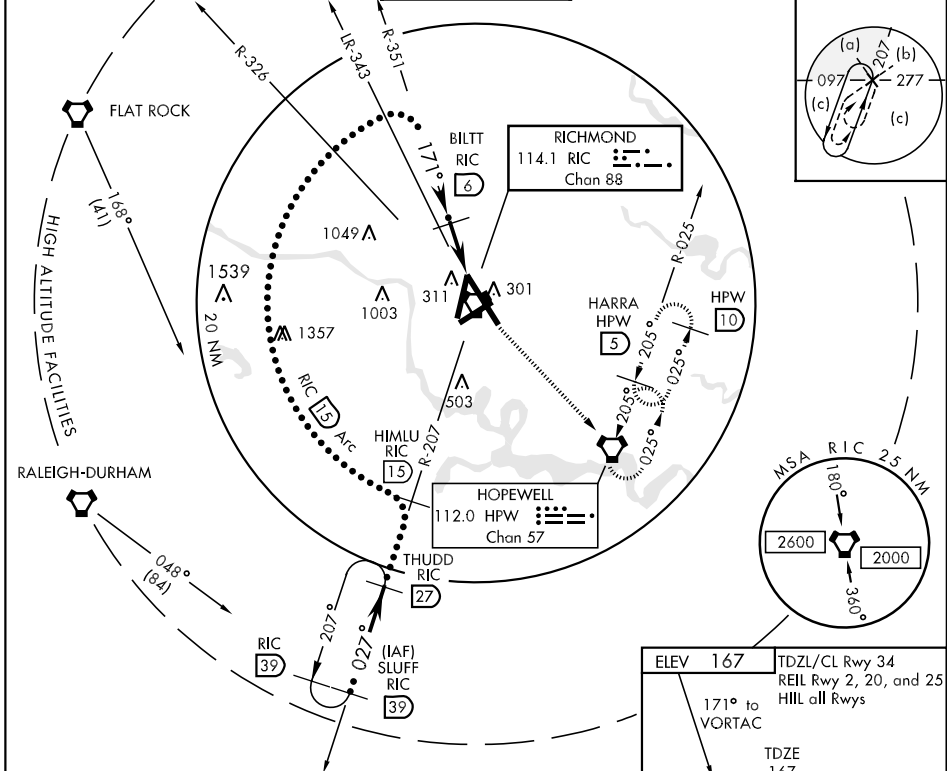
JAL-347 [USAF]

RICHMOND INTL (KRIC)

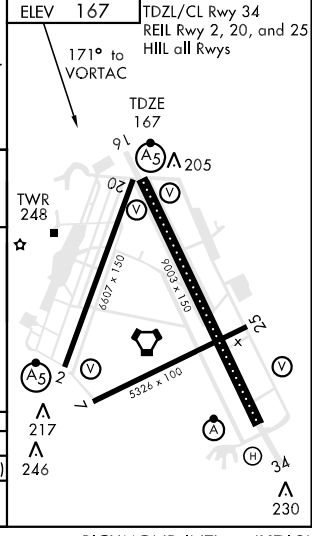
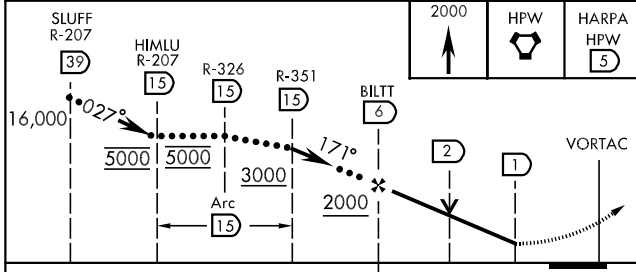
MALSR  
A5

MISSED APPROACH: Climb to 2000 direct to HPW VORTAC and hold. (TACAN acft continue to HARRA and hold.)

ATIS * 119.15 263.025	POTOMAC APP CON 134.7 307.2	RICHMOND TOWER 121.1 257.8	GND CON 121.9 348.6	CLNC DEL 127.55 348.6
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EMERG SAFE ALT 100 NM 6100



CATEGORY	C	D	E
S-16	640/40 473 (500-34)	640/50 473 (500-1)	640/60 473 (500-1 1/4)
CIRCLING	640-1 1/2 473 (500-1 1/2)	720-2 553 (600-2)	740-2 573 (600-2)

NE-3: 08 APR 2010 to 06 MAY 2010

TACAN RIC Chan 88	APCH CRS 323°	Rwy ldg TDZE Arprt Elev 9003 161 167
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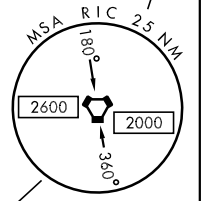
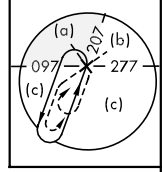
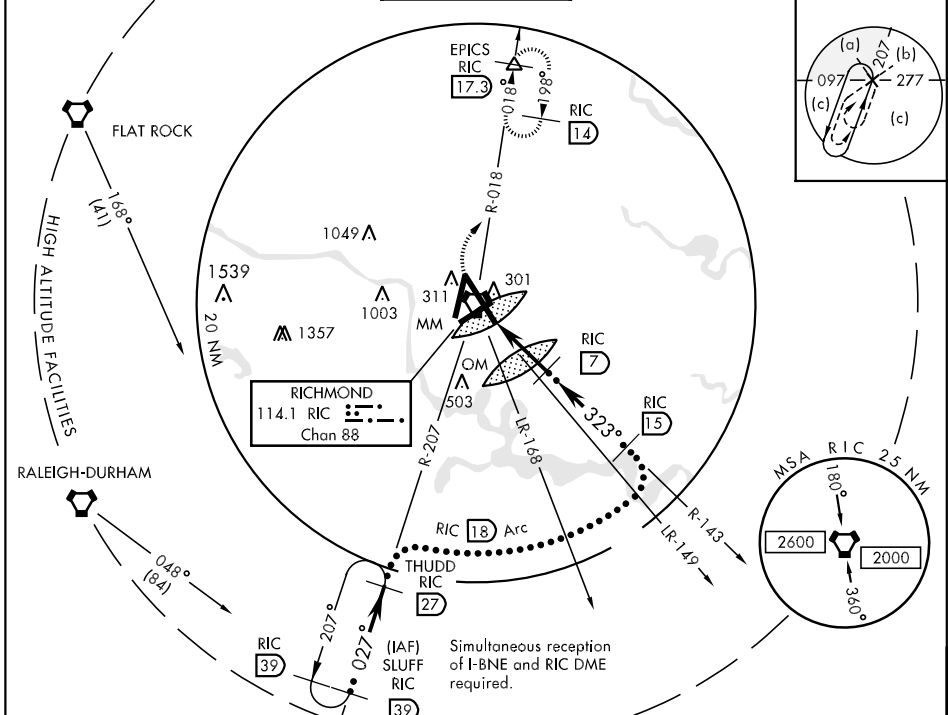
JAL-347 [USAF]

RICHMOND INTL (KRIC)

ALSIF-2

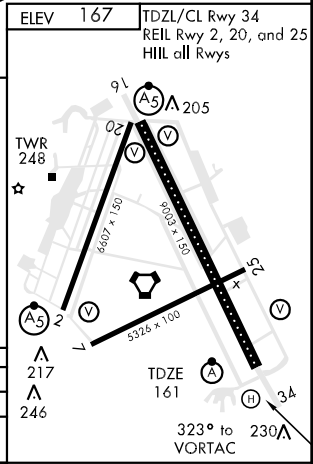
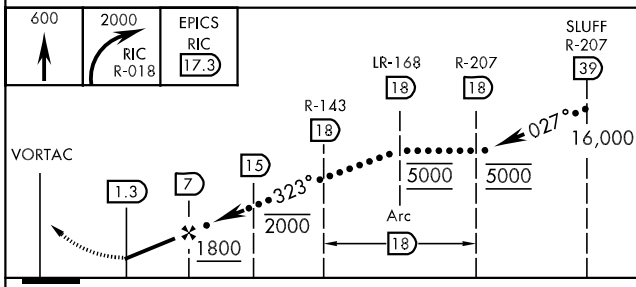
MISSED APPROACH: Climb straight ahead to 600, climbing right turn to 2000 via RIC R-018 to EPICS INT and hold.

ATIS ★ 119.15 263.025	POTOMAC APP CON 134.7 307.2	RICHMOND TOWER 121.1 257.8	GND CON 121.9 348.6	CLNC DEL 127.55 348.6
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NE-3: 08 APR 2010 to 06 MAY 2010

EMERG SAFE ALT 100 NM 6100



CATEGORY	C	D	E
S-34	500/40 339 (400-34)	500/50 339 (400-1)	
CIRCLING	640-1½ 473 (500-1½)	720-2 553 (600-2)	740-2 573 (600-2)

# ILS or LOC RWY 16

RICHMOND INTL (RIC)

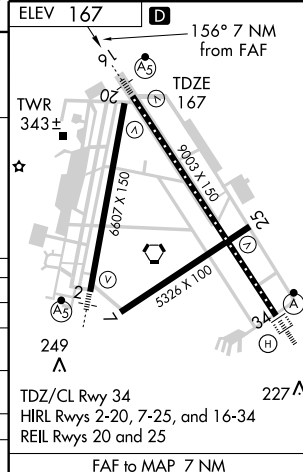
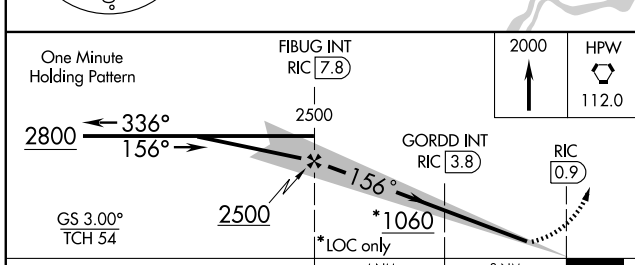
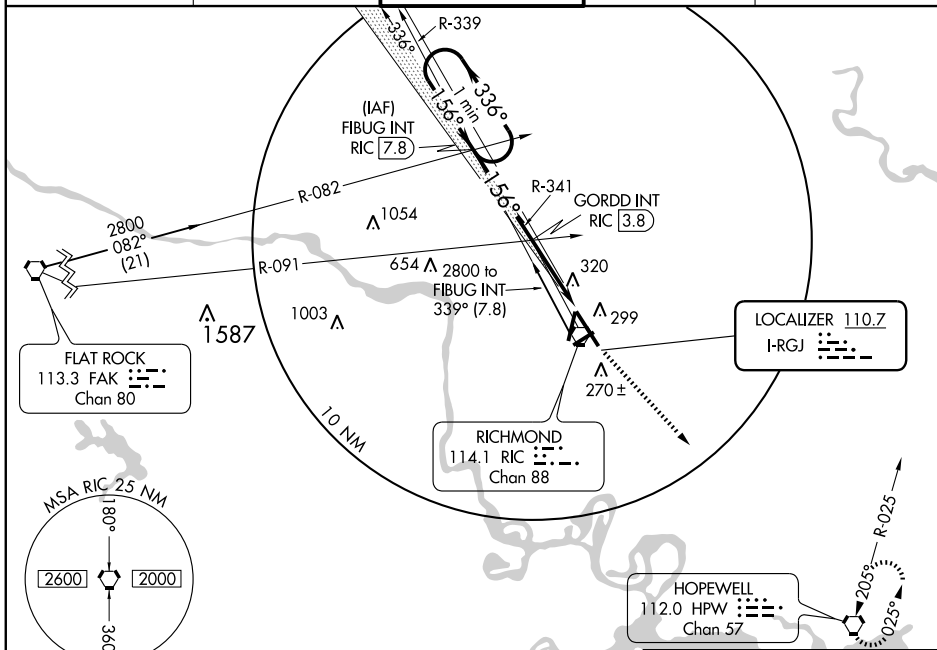
LOC I-RGJ	APP CRS	Rwy Idg	<b>9003</b>
<b>110.7</b>	<b>156°</b>	TDZE	<b>167</b>
		Apt Elev	<b>167</b>

**V** DME from RIC VORTAC.  
**A** \*\*RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR  


MISSED APPROACH: Climb to 2000 direct HPW VORTAC and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
<b>119.15 263.025</b>	<b>134.7 307.2</b>	<b>121.1 257.8</b>	<b>121.9 348.6</b>	<b>127.55 348.6</b>



CATEGORY	A	B	C	D
S-ILS 16		**367/24 200 (200-½)		
S-LOC 16	1060/40	893 (900-¾)	1060-2¼ 893 (900-2¼)	1060-2½ 893 (900-2½)
CIRCLING	1060-1¼	893 (900-1¼)	1060-2¾ 893 (900-2¾)	1060-3 893 (900-3)
GORDD FIX MINIMUMS				
S-LOC 16	580/24	413 (500-½)	580/40	413 (500-¾)
CIRCLING	660-1	493 (500-1)	660-1½ 493 (500-1½)	720-2 553 (600-2)

FAF to MAP 7 NM					
Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

# ILS or LOC RWY 34

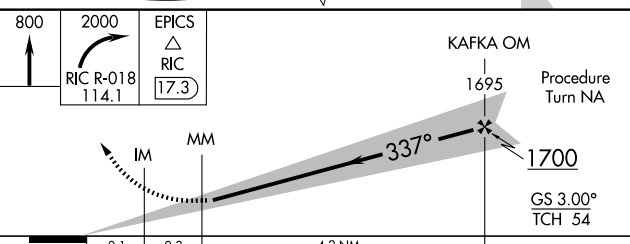
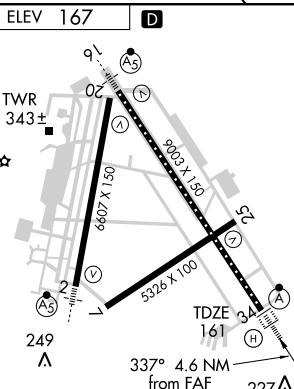
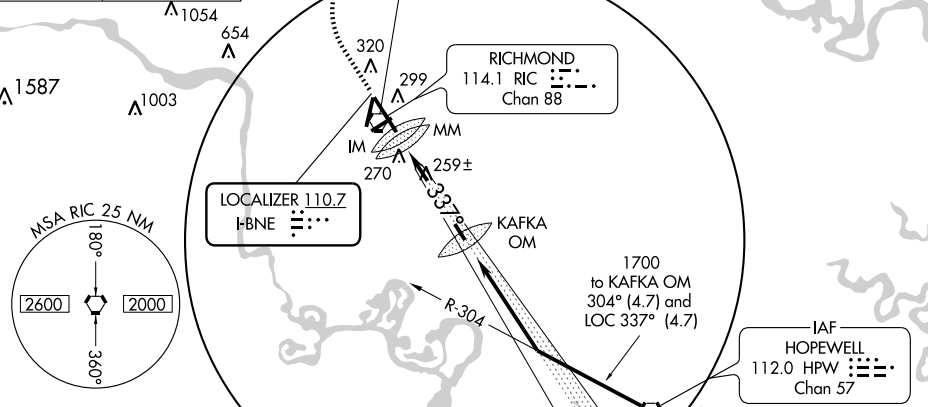
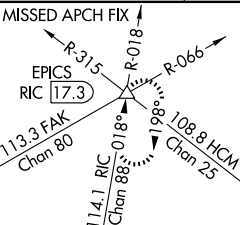
RICHMOND INTL (RIC)

LOC I-BNE <b>110.7</b>	APP CRS <b>337°</b>	Rwy Idg TDZE Apt Elev	<b>9003</b> <b>161</b> <b>167</b>
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**T** For inoperative ALSF-2, increase S-ILS 34 Cat E visibility to RVR 4000 and S-LOC 34 Cat E visibility to RVR 6000.

ALSF-2 MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via RIC VORTAC R-018 to EPICS INT/RIC 17.3 DME and hold.

ATIS <b>119.15 263.025</b>	POTOMAC APP CON <b>134.7 307.2</b>	RICHMOND TOWER <b>121.1 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>127.55 348.6</b>
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TDZ/CL Rwy 34		HIRL Rwys 2-20, 7-25, and 16-34			REIL Rwys 20 and 25		
FAF to MAP 4.6 NM							
Knots	60	90	120	150	180		
Min:Sec	4:36	3:04	2:18	1:50	1:32		
CATEGORY	A			B		C	
S-ILS 34	361/18 200 (200-½)					361/24 200 (200-½)	
S-LOC 34	520/24 359 (400-½)			520/40 359 (400-¾)			
CIRCLING	660-1 493 (500-1)		660-1½ 493 (500-1½)		720-2 553 (600-2)		740-2 573 (600-2)

NE-3, 08 APR 2010 to 06 MAY 2010

# ILS RWY 2

RICHMOND INTL (RIC)

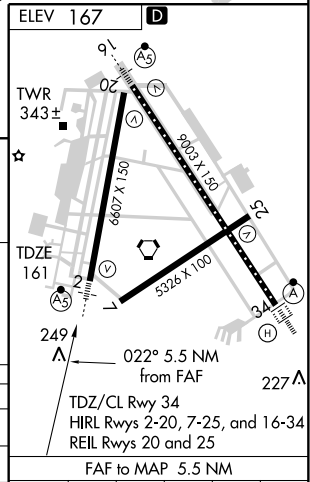
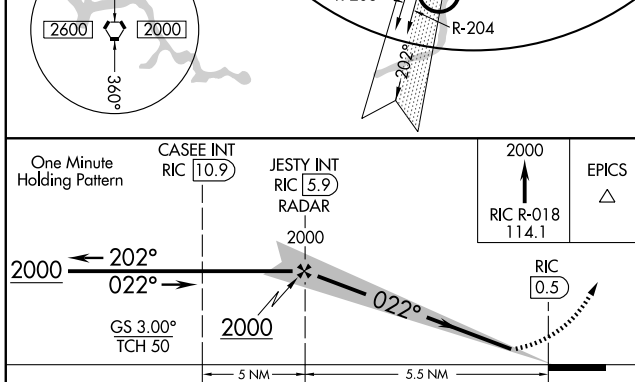
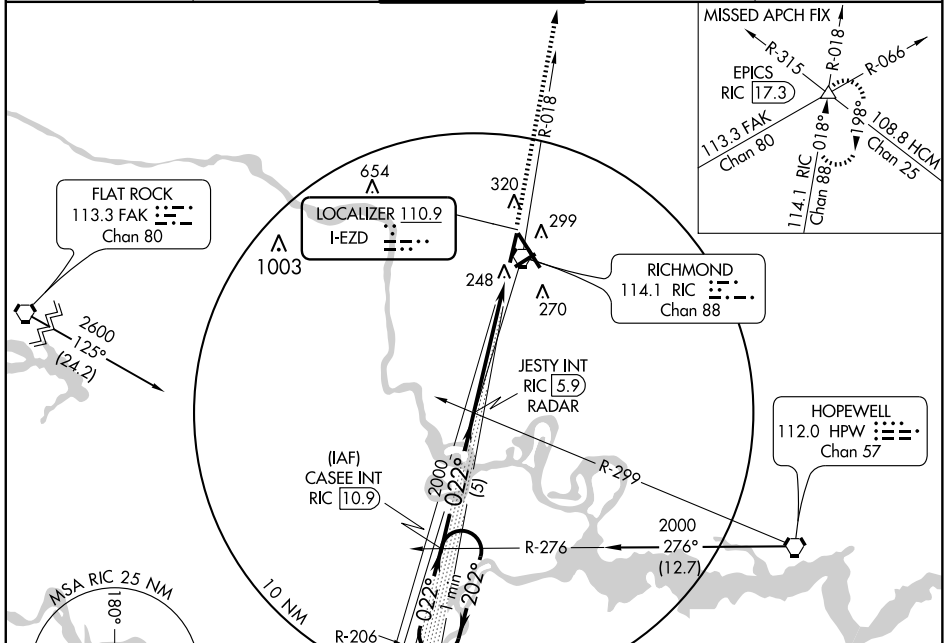
LOC I-EZD <b>110.9</b>	APP CRS <b>022°</b>	Rwy Idg TDZE Apt Elev	<b>6607</b> <b>161</b> <b>167</b>
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**▼** Inoperative table does not apply to S-ILS 2. For inoperative MALSR, increase S-LOC 2 Cat. A and B visibility to 1.

MALSR

MISSED APPROACH: Climb to 2000 via RIC R-018 to EPICS INT/RIC 17.3 DME and hold.

ATIS <b>119.15 263.025</b>	POTOMAC APP CON <b>134.7 307.2</b>	RICHMOND TOWER <b>121.1 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>127.55 348.6</b>
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CATEGORY	A	B	C	D						
S-ILS 2	411- <sup>3</sup> / <sub>4</sub> 250 (300- <sup>3</sup> / <sub>4</sub> )									
S-LOC 2	580- <sup>3</sup> / <sub>4</sub> 419 (500- <sup>3</sup> / <sub>4</sub> )									
CIRCLING	660-1 493 (500-1)		660-1 <sup>1</sup> / <sub>2</sub> 493 (500-1 <sup>1</sup> / <sub>2</sub> )		720-2 553 (600-2)					
	Knots	60	90	120	150	180				
	Min:Sec	5:30	3:40	2:45	2:12	1:50				

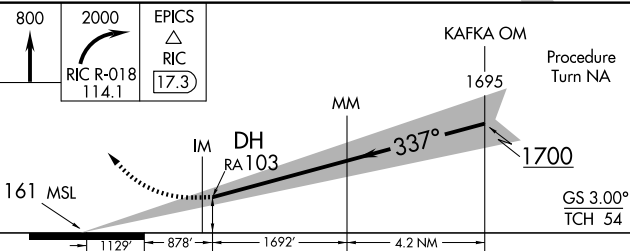
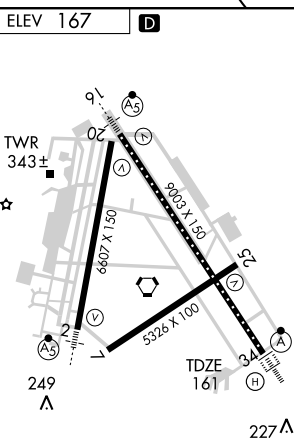
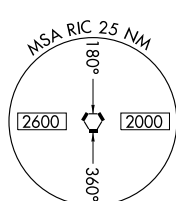
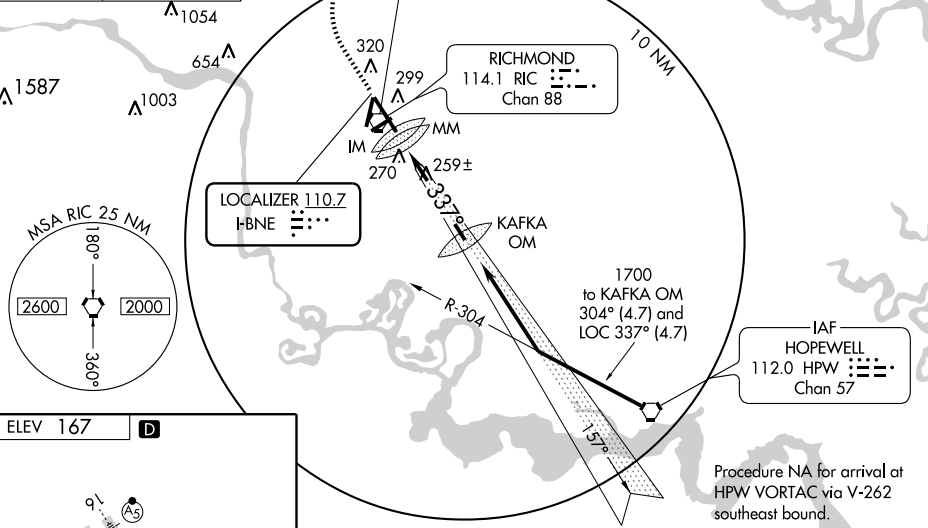
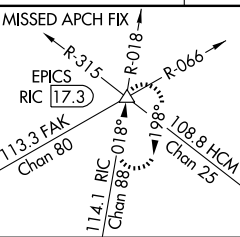
# ILS RWY 34 (CAT II)

RICHMOND INTL (RIC)

LOC I-BNE <b>110.7</b>	APP CRS <b>337°</b>	Rwy Idg TDZE Apt Elev	<b>9003</b> <b>161</b> <b>167</b>
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ALSF-2  
 MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via RIC VORTAC R-018 to EPICS INT/RIC 17.3 DME and hold.

ATIS <b>119.15 263.025</b>	POTOMAC APP CON <b>134.7 307.2</b>	RICHMOND TOWER <b>121.1 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>127.55 348.6</b>
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CATEGORY	A	B	C	D
S-ILS 34	RA 103/12 100 DA 261			

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

TDZ/CL Rwy 34  
 HIRL Rwy 2-20, 7-25, and 16-34  
 REIL Rwy 20 and 25

NE-3, 08 APR 2010 to 06 MAY 2010

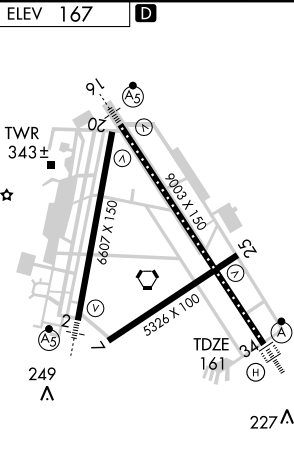
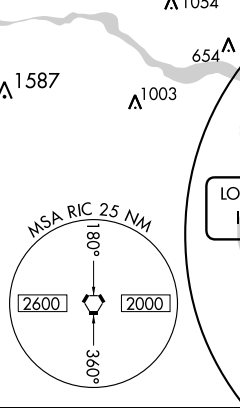
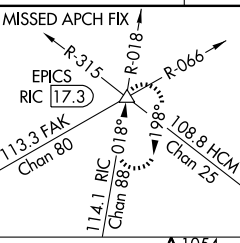
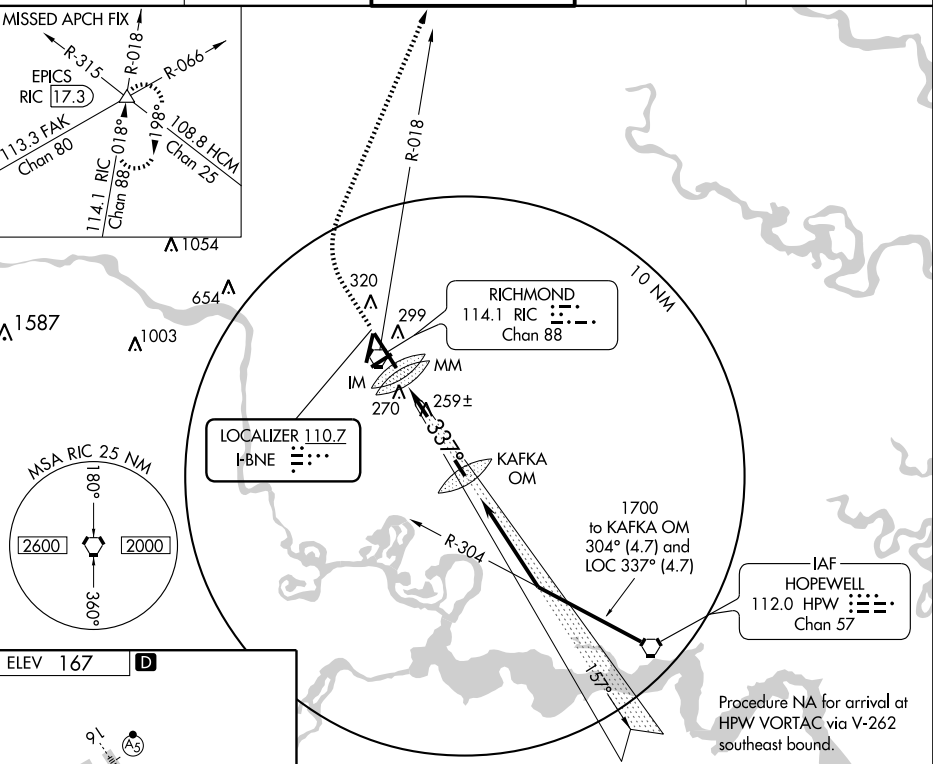
# ILS RWY 34 (CAT III)

RICHMOND INTL (RIC)

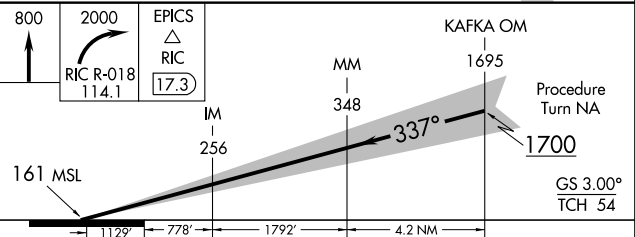
LOC I-BNE <b>110.7</b>	APP CRS <b>337°</b>	Rwy Idg TDZE Apt Elev	<b>9003</b> <b>161</b> <b>167</b>
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ALSf-2  
 MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via RIC VORTAC R-018 to EPICS INT/RIC 17.3 DME and hold.

ATIS <b>119.15 263.025</b>	POTOMAC APP CON <b>134.7 307.2</b>	RICHMOND TOWER <b>121.1 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>127.55 348.6</b>
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TDZ/CL Rwy 34  
 HIRL Rwy 2-20, 7-25, and 16-34  
 REIL Rwy 20 and 25



CATEGORY	A	B	C	D
S-ILS 34		CAT IIIa	RVR 07	
S-ILS 34		CAT IIIb	RVR 06	
S-ILS 34		CAT IIIc	NA	

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



# RNAV (GPS) RWY 2

RICHMOND INTL (RIC)

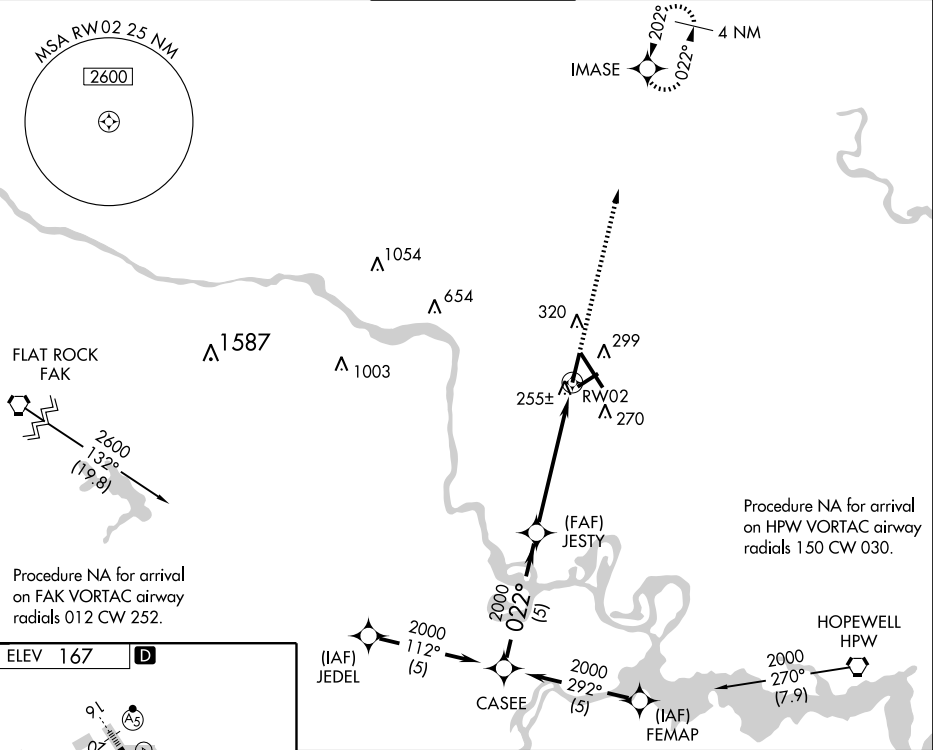
APP CRS <b>022°</b>	Rwy Idg TDZE Apt Elev	<b>6607</b> <b>161</b> <b>167</b>
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**▼** For inoperative MALSR, increase LNAV Cats A and B visibility to 1. Baro-VNAV NA below -15°C (5°F). GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

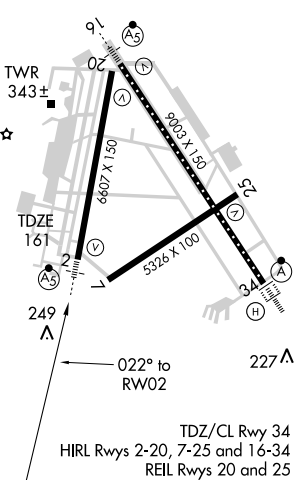


MISSED APPROACH: Climb to 2000 direct IMASE WP and hold.

ATIS <b>119.15 263.025</b>	POTOMAC APP CON <b>134.7 307.2</b>	RICHMOND TOWER <b>121.1 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>127.55 348.6</b>
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ELEV 167	<b>D</b>
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Procedure Turn NA	CASEE	JESTY	2000	IMASE
	2000	2000	2000	2000
GS 3.00° TCH 50	022°	022°	022°	
	5 NM	4.4 NM	1.2 NM	
CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	520-¾		359 (400-¾)	
LNAV MDA	580-¾		419 (500-¾)	
CIRCLING	660-1¼	493 (500-1¼)	660-1½ 493 (500-1½)	720-2 553 (600-2)

# RNAV (GPS) RWY 7

RICHMOND INTL (RIC)

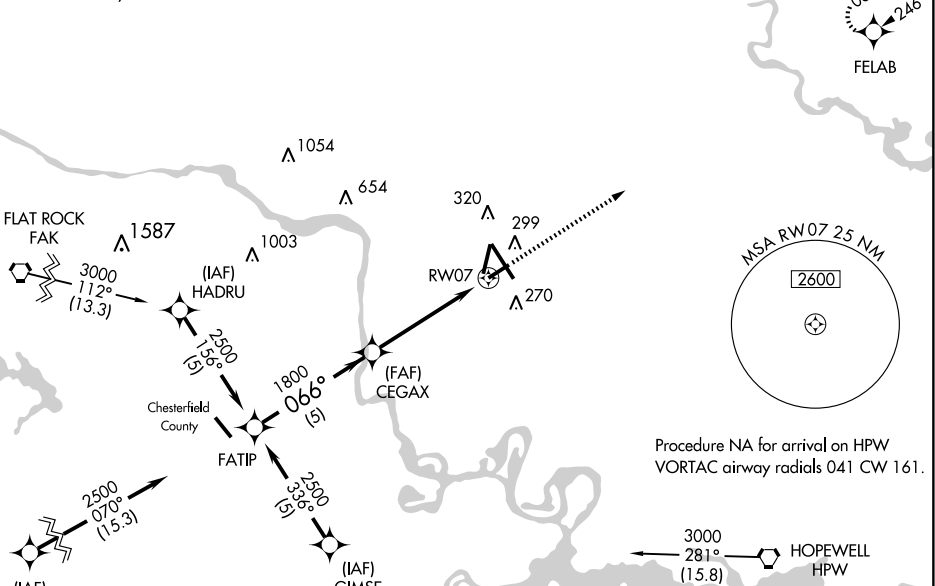
APP CRS	Rwy Idg	<b>5326</b>
<b>066°</b>	TDZE	<b>158</b>
	Apt Elev	<b>167</b>

Straight in minimums NA at night.  
 NA  
 GPS or RNP-0.3 required.  
 DME/DME RNP-0.3 NA.

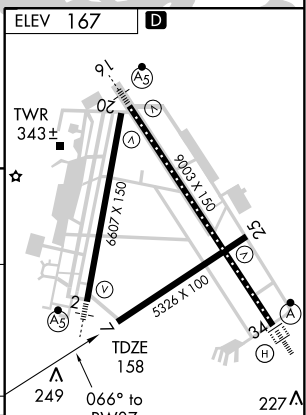
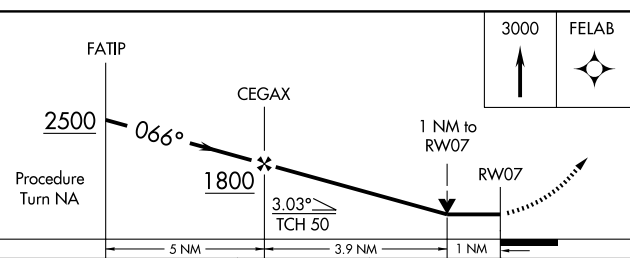
MISSED APPROACH: Climb to 3000 direct FELAB WP and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
<b>119.15 263.025</b>	<b>134.7 307.2</b>	<b>121.1 257.8</b>	<b>121.9 348.6</b>	<b>127.55 348.6</b>

Procedure NA for arrival on FAK  
 VORTAC airway radials 352 CW 232.



Procedure NA for arrival on HPW  
 VORTAC airway radials 041 CW 161.



CATEGORY	A	B	C	D
LNAV MDA	540-1 382 (400-1)		540-1½ 382 (400-1½)	
CIRCLING	660-1	493 (500-1)	660-1½ 493 (500-1½)	720-2 553 (600-2)

TDZ/CL Rwy 34  
 HIRL Rws 2-20, 7-25 and 16-34  
 REIL Rws 20 and 25

NE-3, 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 16

RICHMOND INTL (RIC)

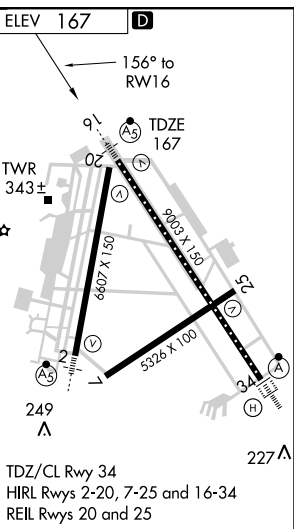
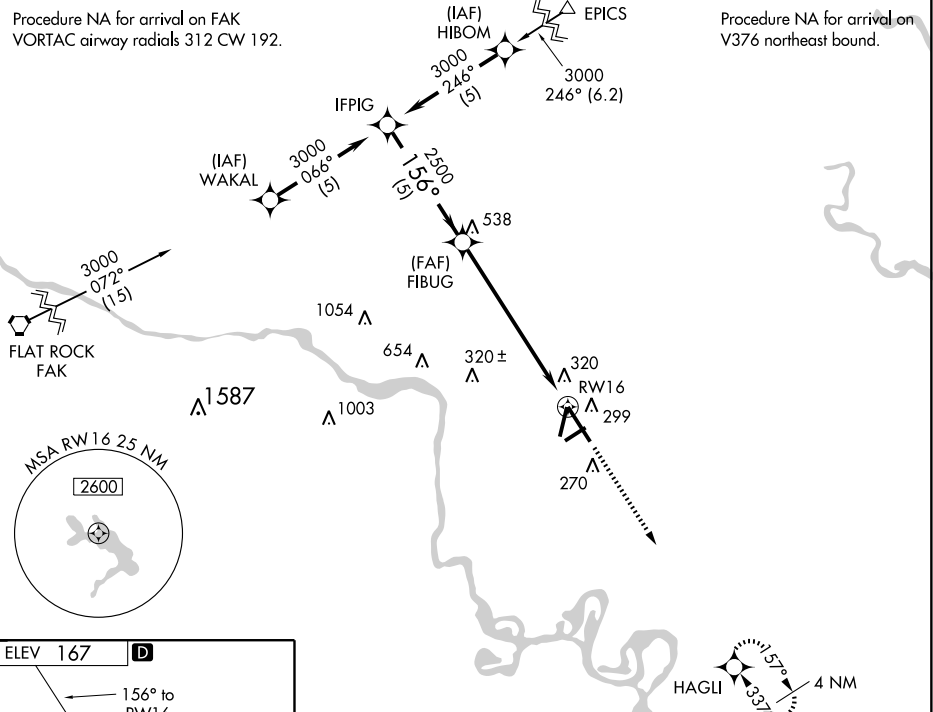
APP CRS	Rwy Idg	9003
156°	TDZE	167
	Apt Elev	167

**▽** For uncompensated Baro-VNAV systems, LNAV/VNAV  
**△ NA** NA below -15°C (5°F) or above 49°C (120°F).  
 DME/DME RNP-0.3 NA.



MISSED APPROACH: Climb to  
 2500 direct HAGLI WP and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6



	IFPIG	FIBUG	HAGLI
	3000	2500	2500
Procedure Turn NA	156°		
GS 3.00°			
TCH 54			
	5 NM	5.2 NM	1.8 NM
CATEGORY	A	B	C
GLS PA DA	NA		
LNAV/VNAV DA	605/50 438 (500-1)		
LNAV MDA	800/24 633 (700-1/2)	800/60 633 (700-134)	800-1 1/2 633 (700-1/2)
CIRCLING	800-1 633 (700-1)	800-1 3/4 633 (700-134)	800-2 633 (700-2)

# RNAV (GPS) RWY 20

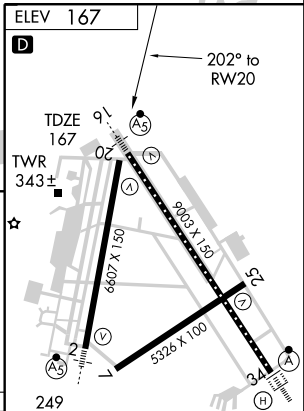
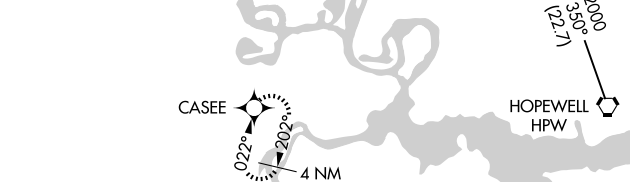
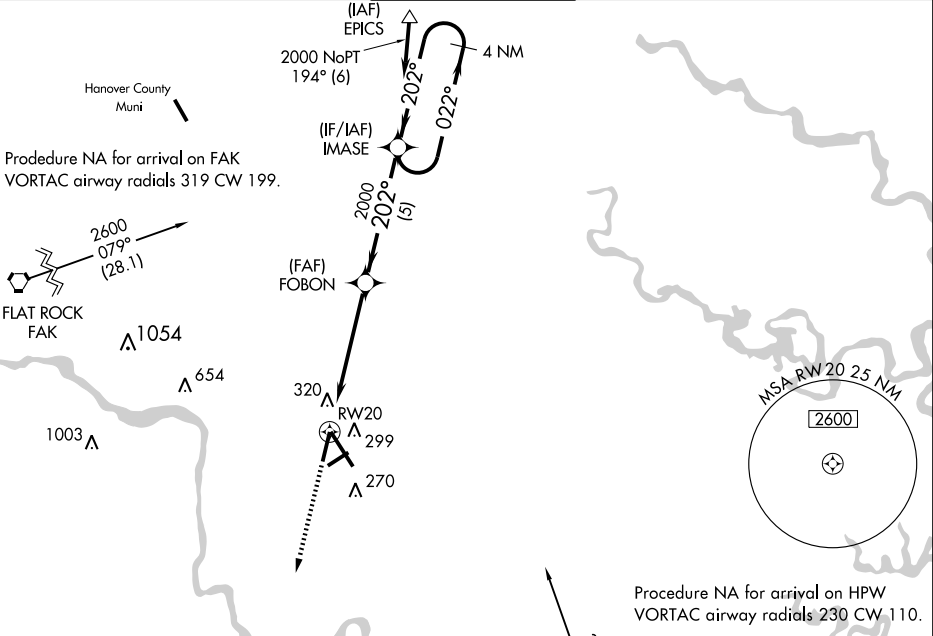
RICHMOND INTL (RIC)

APP CRS <b>202°</b>	Rwy Idg TDZE Apt Elev	<b>6607</b> <b>167</b> <b>167</b>
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**V** GPS or RNP-0.3 required.  
**A** NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct CASEE WP and hold.

ATIS <b>119.15 263.025</b>	POTOMAC APP CON <b>134.7 307.2</b>	RICHMOND TOWER <b>121.1 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>127.55 348.6</b>
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2000	CASEE	FOBON	IMASE	4 NM Holding Pattern
1.2 NM to RW20				
RW20		202°	2000	022° → 2000
1.2 NM	4.3 NM	5 NM		

CATEGORY	A	B	C	D
LNAV MDA	600-1	433 (500-1)	600-1½ 433 (500-1½)	600-1½ 433 (500-1½)
CIRCLING	660-1	493 (500-1)	660-1½ 493 (500-1½)	720-2 553 (600-2)

TDZ/CL Rwy 34  
HIRL Rws 2-20, 7-25 and 16-34  
REIL Rws 20 and 25

NE-3. 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 25

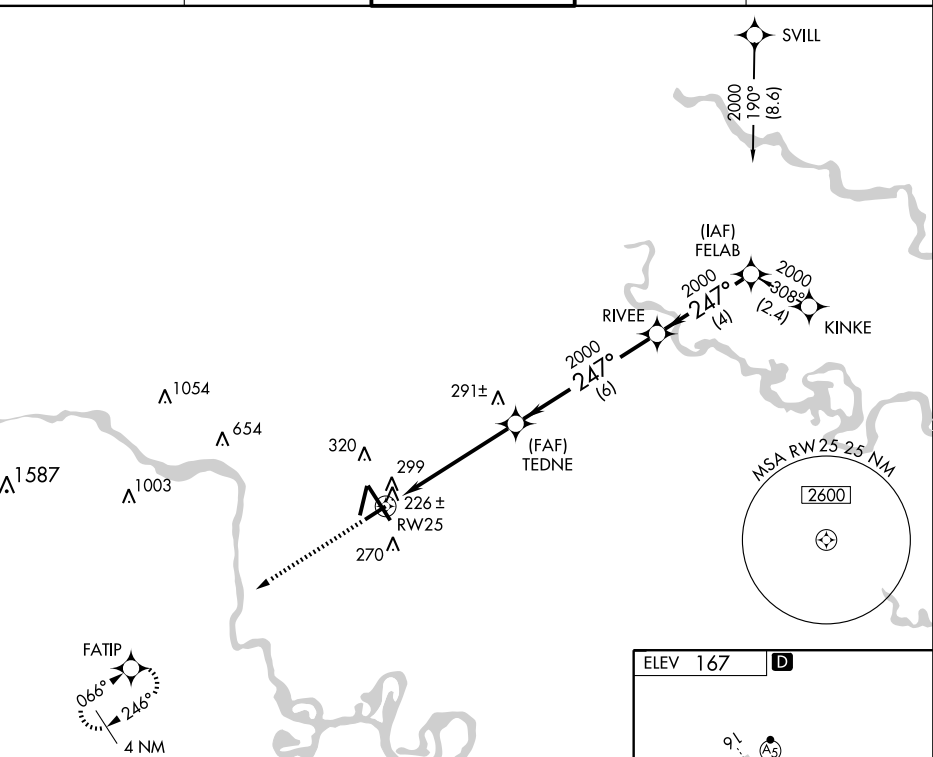
RICHMOND INTL (RIC)

APP CRS <b>247°</b>	Rwy Idg TDZE Apt Elev	<b>5326</b> <b>160</b> <b>167</b>
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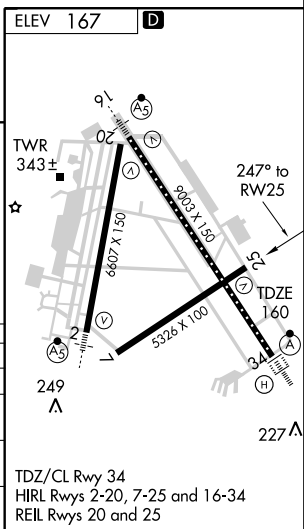
GPS or RNP-0.3 required.  
DME/DME RNP-0.3 NA.  
Baro-VNAV NA below -15°C (5°F)

MISSED APPROACH: Climb to 2000 direct FATIP WP and hold.

ATIS <b>119.15 263.025</b>	POTOMAC APP CON <b>134.7 307.2</b>	RICHMOND TOWER <b>121.1 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>127.55 348.6</b>
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2000	FATIP	TEDNE	RIVEE	FELAB
↑	⬤	✖	⬤	⬤
*1.1 NM to RW25		*LNAV only		247° 2000
GS 3.00° TCH 52		Procedure Turn NA		
1.1 NM	4.4 NM	6 NM	4 NM	
CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	560-1½ 400 (400-1½)			
LNAV MDA	600-1	440 (500-1)	600-1½ 440 (500-1½)	600-1½ 440 (500-1½)
CIRCLING	660-1½ 493 (500-1½)		720-2 553 (600-2)	



NE-3, 08 APR 2010 to 06 MAY 2010

TDZ/CL Rwy 34  
HIRL Rwy 2-20, 7-25 and 16-34  
REIL Rwy 20 and 25

# RNAV (GPS) RWY 34

RICHMOND INTL (RIC)

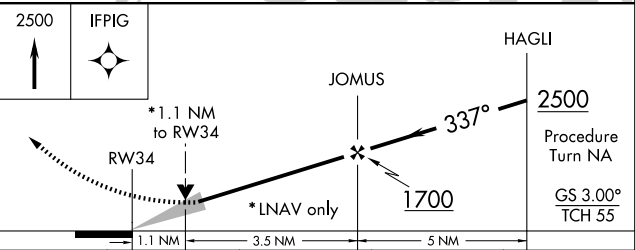
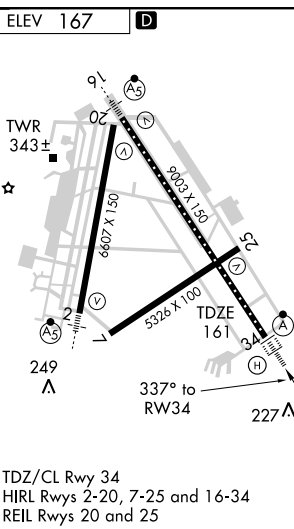
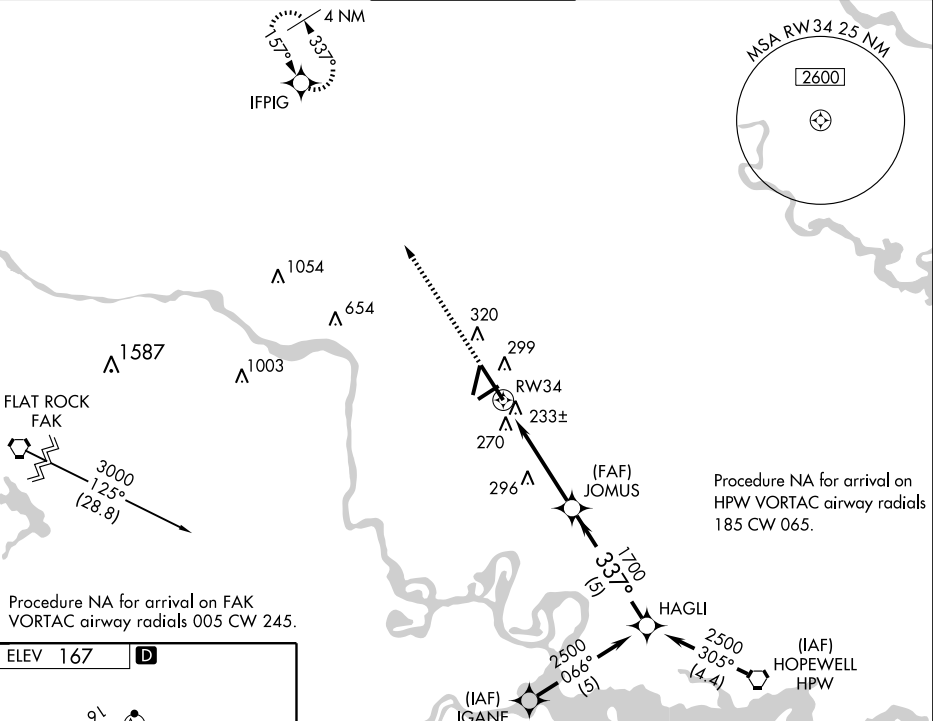
APP CRS <b>337°</b>	Rwy Idg TDZE Apt Elev	<b>9003</b> <b>161</b> <b>167</b>
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**NA** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). For inoperative ALSF, increase LNAV Cat D visibility to RVR 6000. DME/DME RNP-0.3 NA.



**MISSED APPROACH:**  
Climb to 2500 direct  
IFPIG WP and hold.

ATIS <b>119.15 263.025</b>	POTOMAC APP CON <b>134.7 307.2</b>	<b>RICHMOND TOWER</b> <b>121.1 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>127.55 348.6</b>
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CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	570/50 409 (500-1)			
LNAV MDA	560/24 399 (400-½)		560/50 399 (400-1)	
CIRCLING	660-1 493 (500-1)		660-1½ 720-2 493 (500-1½) 553 (600-2)	

NE-3, 08 APR 2010 to 06 MAY 2010

# VOR RWY 2

RICHMOND INTL (RIC)

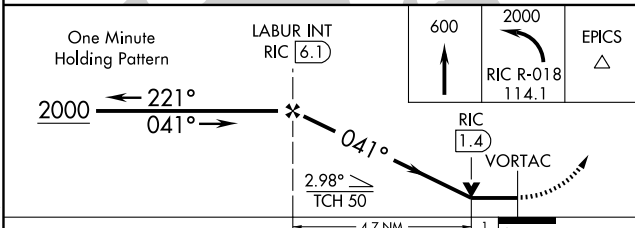
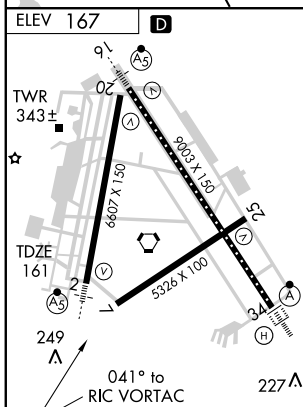
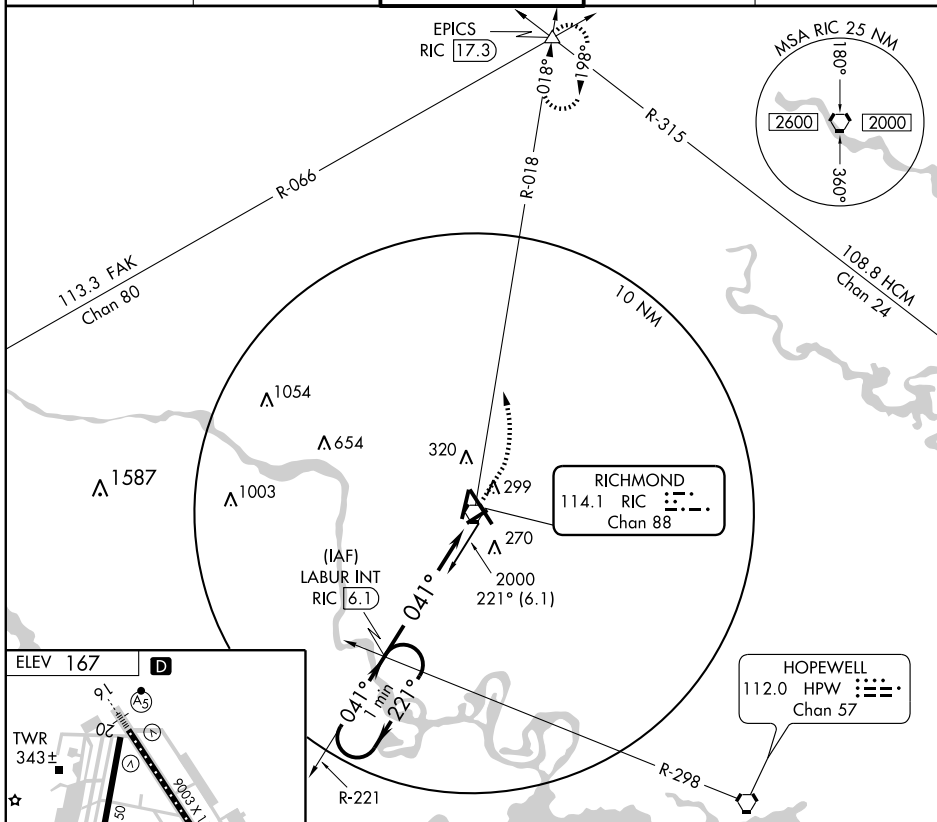
VORTAC RIC <b>114.1</b> Chan <b>88</b>	APP CRS <b>041°</b>	Rwy Idg TDZE Apt Elev	<b>6607</b> <b>161</b> <b>167</b>
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Inoperative table does not apply.



MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via RIC R-018 to EPICS INT and hold.

ATIS <b>119.15 263.025</b>	POTOMAC APP CON <b>134.7 307.2</b>	RICHMOND TOWER <b>121.1 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>127.55 348.6</b>
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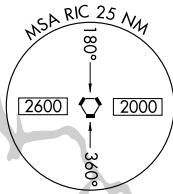
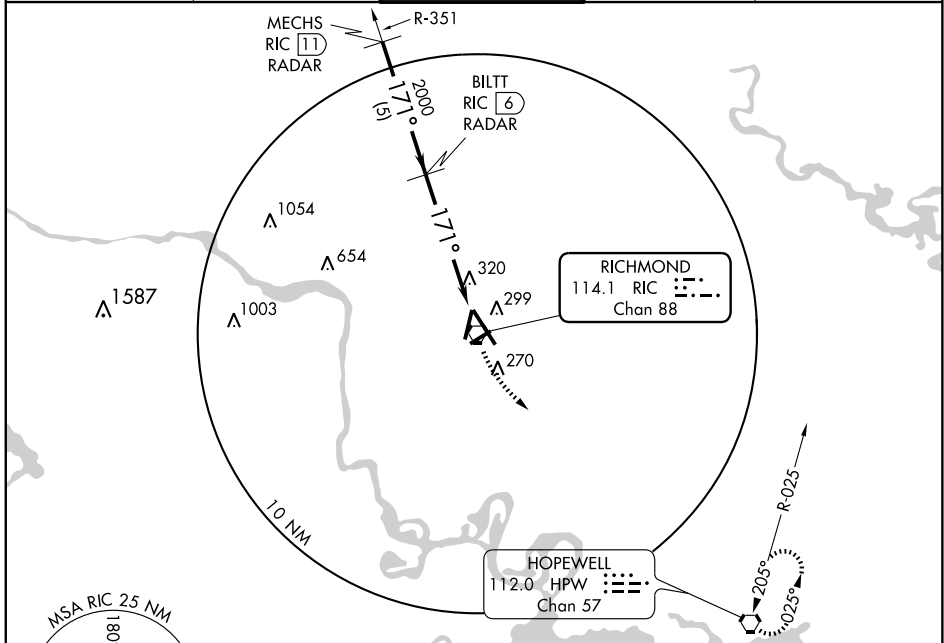
CATEGORY	A	B	C	D
S-2	540-1	379 (400-1)		540-1½ 379 (400-1½)
CIRCLING	660-1	493 (500-1)	660-1½ 493 (500-1½)	720-2 553 (600-2)

NE-3, 08 APR 2010 to 06 MAY 2010

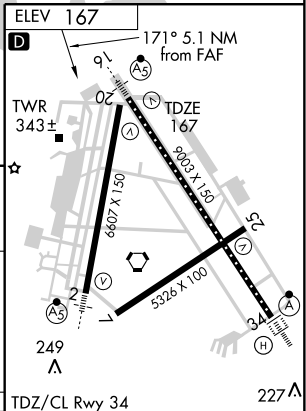
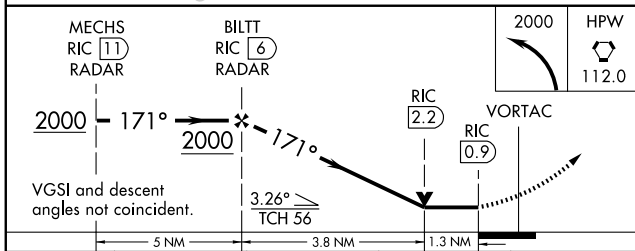
VORTAC RIC <b>114.1</b> Chan <b>88</b>	APP CRS <b>171°</b>	Rwy Idg TDZE Apt Elev	<b>9003</b> <b>167</b> <b>167</b>
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<b>▼</b> DME or RADAR REQUIRED	MALS R AS	MISSED APPROACH: Climbing left turn to 2000 direct HPW VORTAC and hold.
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ATIS <b>119.15 263.025</b>	POTOMAC APP CON <b>134.7 307.2</b>	<b>RICHMOND TOWER</b> <b>121.1 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>127.55 348.6</b>
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**RADAR REQUIRED**



CATEGORY	A	B	C	D
S-16	640/24 473 (500-1/2)		640/40 473 (500-3/4)	640/50 473 (500-1)
CIRCLING	660-1 493 (500-1)		660-1 1/2 493 (500-1 1/2)	720-2 553 (600-2)

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



# VOR RWY 20

RICHMOND INTL (RIC)

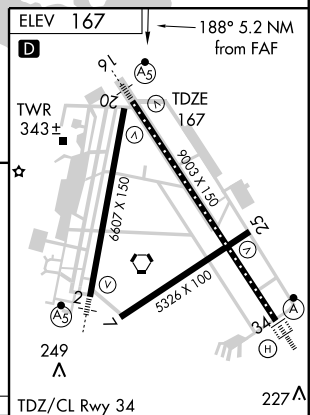
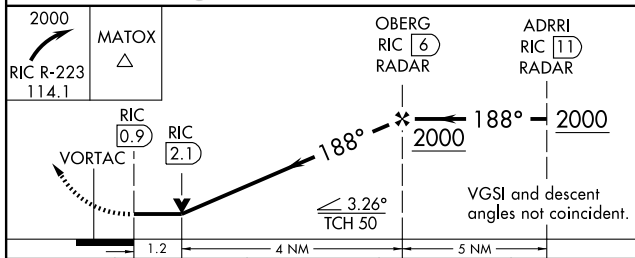
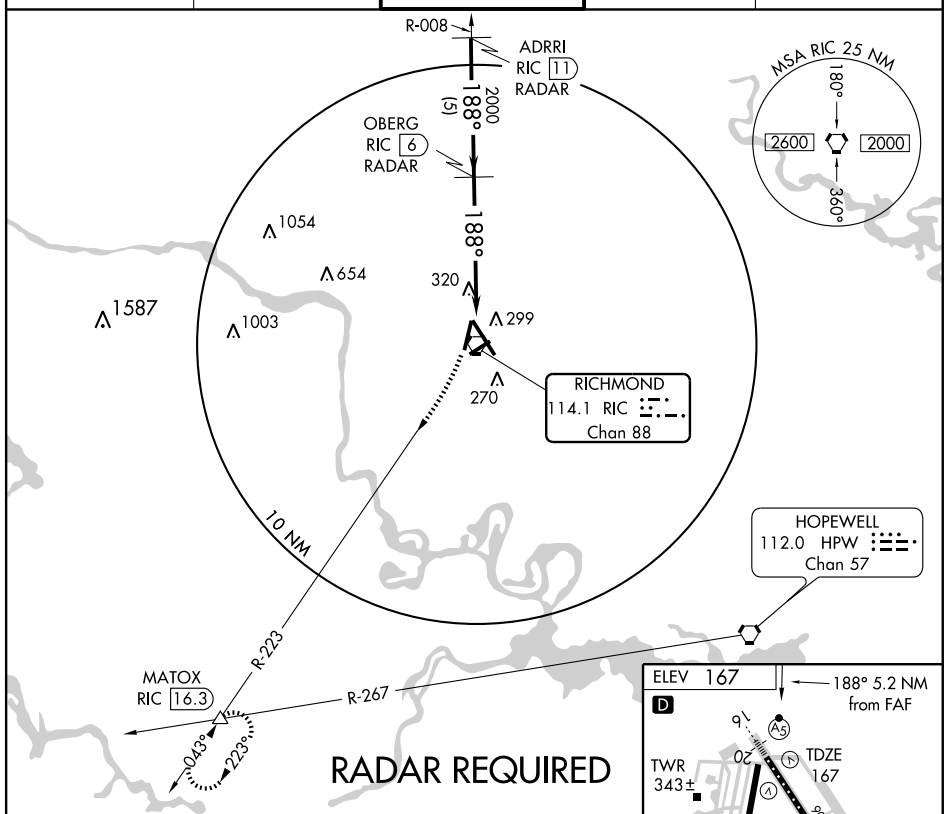
VORTAC RIC <b>114.1</b> Chan <b>88</b>	APP CRS <b>188°</b>	Rwy Idg TDZE Apt Elev	<b>6607</b> <b>167</b> <b>167</b>
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DME or RADAR REQUIRED

MISSED APPROACH: Climbing right turn to 2000 via RIC R-223 to MATOX INT/RIC 16.3 DME and hold.

ATIS <b>119.15 263.025</b>	POTOMAC APP CON <b>134.7 307.2</b>	RICHMOND TOWER <b>121.1 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>127.55 348.6</b>
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CATEGORY	A	B	C	D
S-20	640-1 473 (500-1)		640-1¼ 473 (500-1¼)	640-1½ 473 (500-1½)
CIRCLING	660-1 493 (500-1)		660-1½ 493 (500-1½)	720-2 553 (600-2)

TDZ/CL Rwy 34  
HIRL Rwy 2-20, 7-25 and 16-34  
REIL Rwy 20 and 25

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NE-3, 08 APR 2010 to 06 MAY 2010

VORTAC RIC <b>114.1</b> Chan <b>88</b>	APP CRS <b>254°</b>	Rwy Idg TDZE Apt Elev	<b>5326</b> <b>160</b> <b>167</b>
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**DME or RADAR REQUIRED**

MISSED APPROACH: Climbing left turn to 2000 via RIC R-223 to MATOX INT and hold.

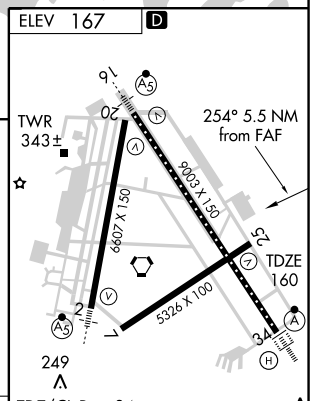
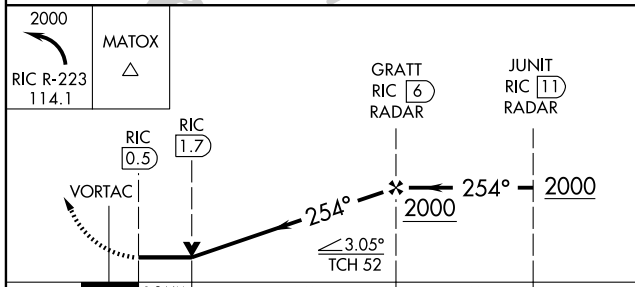
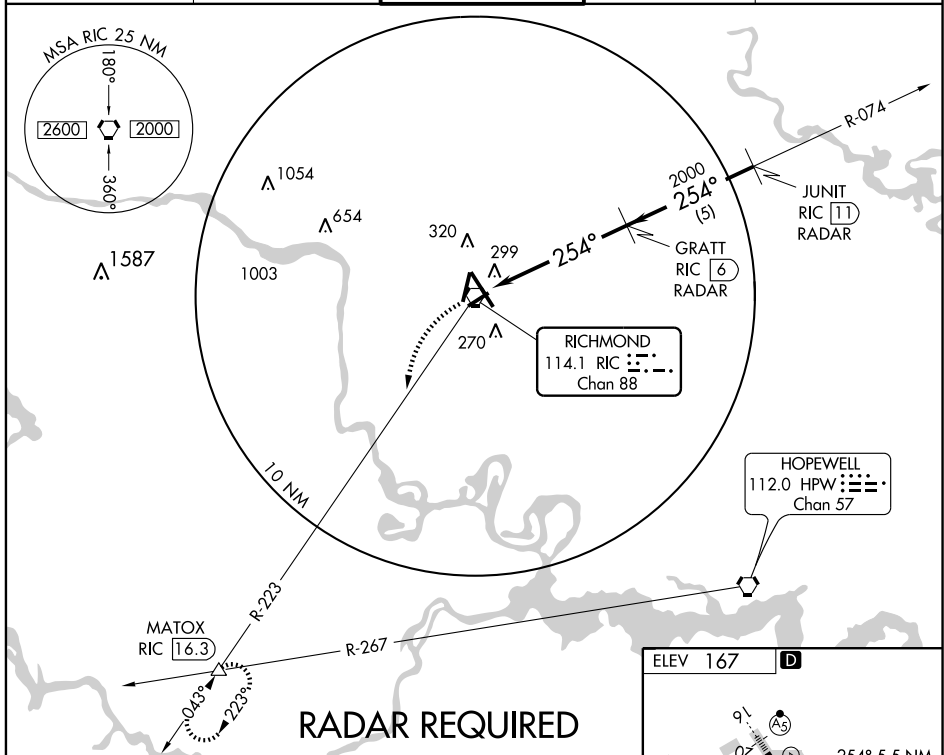
ATIS  
**119.15 263.025**

POTOMAC APP CON  
**134.7 307.2**

RICHMOND TOWER  
**121.1 257.8**

GND CON  
**121.9 348.6**

CLNC DEL  
**127.55 348.6**



CATEGORY	A	B	C	D
S-25	600-1 440 (500-1)		600-1¼ 440 (500-1¼)	600-1½ 440 (500-1½)
CIRCLING	660-1 493 (500-1)		660-1½ 493 (500-1½)	720-2 553 (600-2)

TDZ/CL Rwy 34					
HIRL Rwy 2-20, 7-25 and 16-34					
REIL Rwy 20 and 25					
FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

# VOR RWY 34

RICHMOND INTL (RIC)

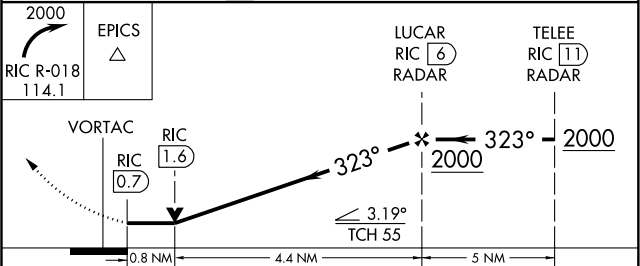
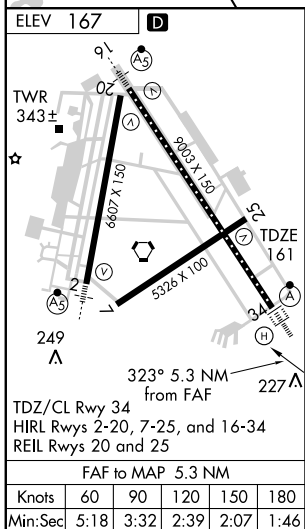
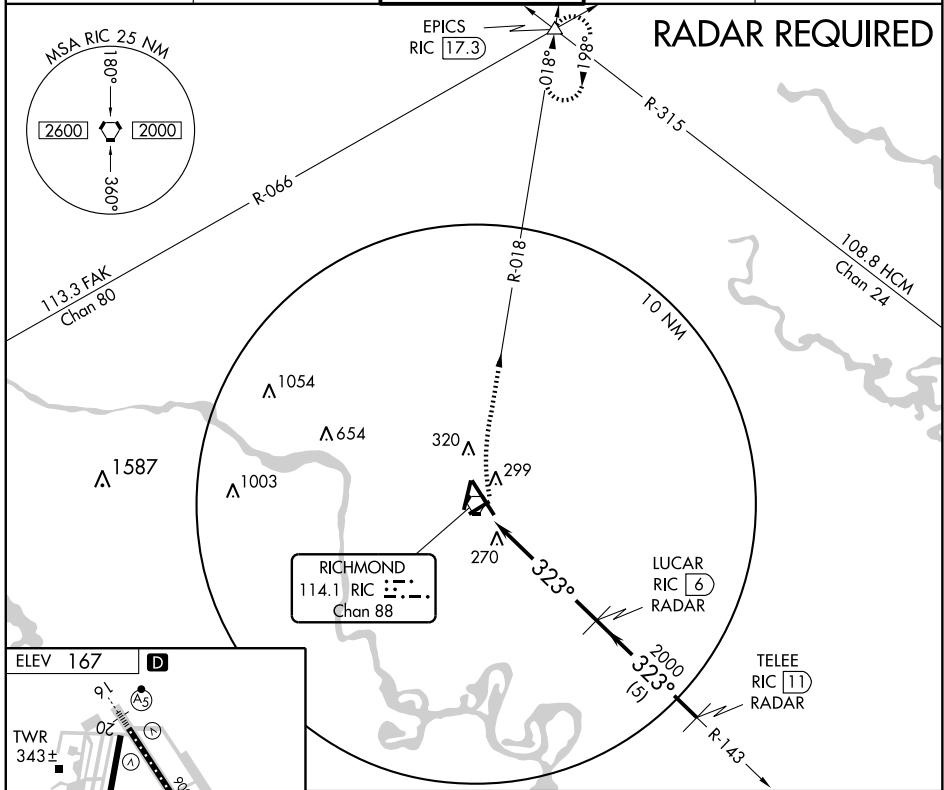
VORTAC RIC <b>114.1</b> Chan <b>88</b>	APP CRS <b>323°</b>	Rwy Idg TDZE Apt Elev	<b>9003</b> <b>161</b> <b>167</b>
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For inoperative ALSF, increase S-34  
Cat D visibility to RVR 6000.  
DME or RADAR REQUIRED



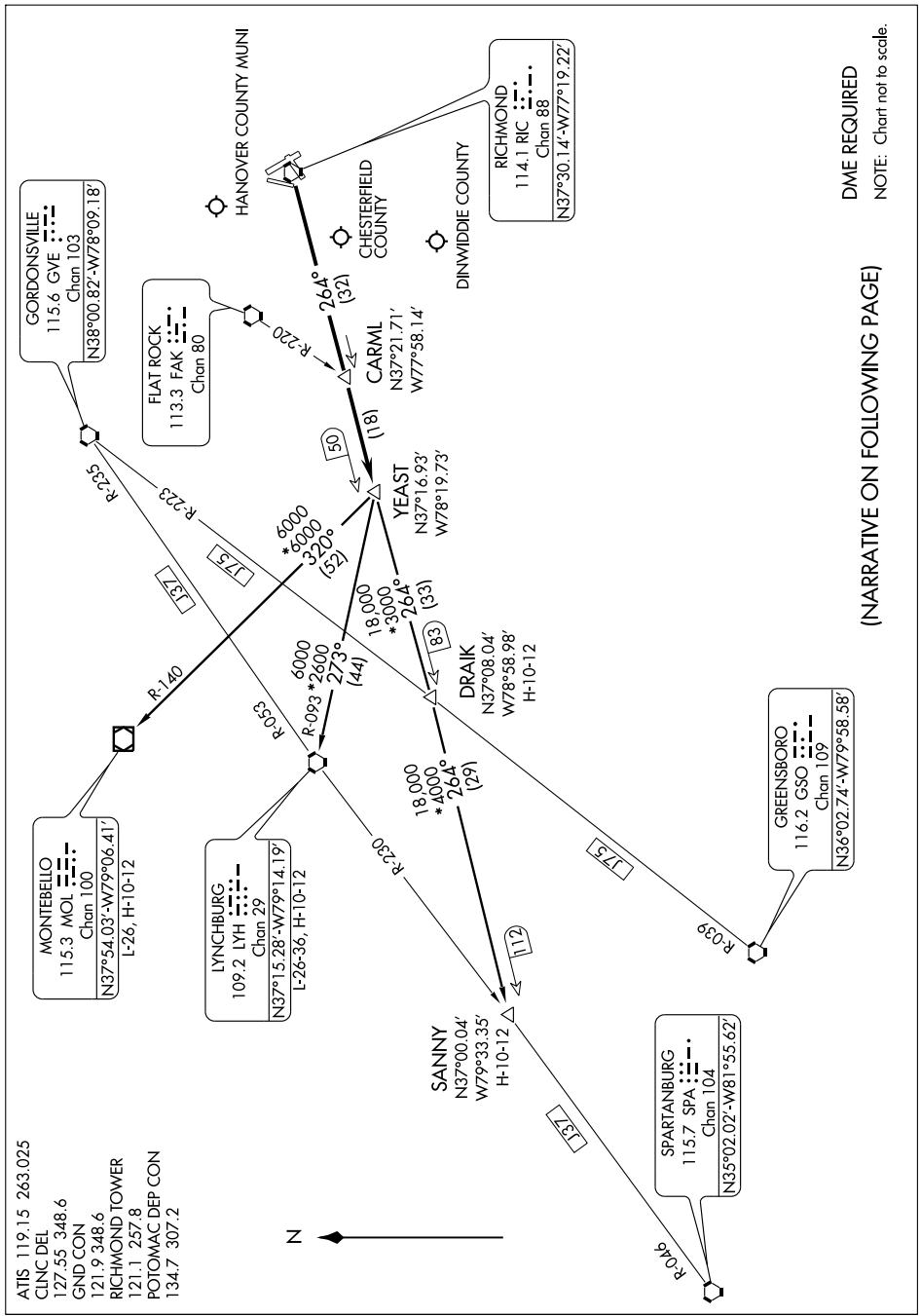
MISSED APPROACH: Climbing right turn to  
2000 via RIC R-018 to EPICS INT and hold.

ATIS <b>119.15 263.025</b>	POTOMAC APP CON <b>134.7 307.2</b>	RICHMOND TOWER <b>121.1 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>127.55 348.6</b>
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CATEGORY	A	B	C	D
S-34	540/24 379 (400-½)			540/50 379 (400-1)
CIRCLING	660-1 493 (500-1)		660-1½ 493 (500-1½)	720-2 553 (600-2)

# YEAST ONE DEPARTURE



ATIS 119.15 263.025  
 CLNC DEL  
 127.55 348.6  
 GND CON  
 121.9 348.6  
 RICHMOND TOWER  
 121.1 257.8  
 POTOMAC DEP CON  
 134.7 307.2

**DME REQUIRED**  
 NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

## YEAST ONE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

Fly runway heading or as assigned for radar vectors to intercept the RIC R-264 to YEAST intersection, then via assigned transition. Climb and maintain 3000 or assigned altitude. Expect clearance to requested altitude/flight level ten minutes after departure.

MONTEBELLO TRANSITION (YEAST1.MOL): From over YEAST INT via MOL VOR/DME R-140 to MOL VOR/DME.

LYNCHBURG TRANSITION (YEAST1.LYH): From over YEAST INT via LYH VORTAC R-093 to LYH VORTAC.

DRAIK TRANSITION (YEAST1.DRAIK): From over YEAST INT via RIC VORTAC R-264 to DRAIK INT.

SANNY TRANSITION (YEAST1.SANNY): From over YEAST INT via RIC VORTAC R-264 to SANNY INT.

# LOC RWY 16

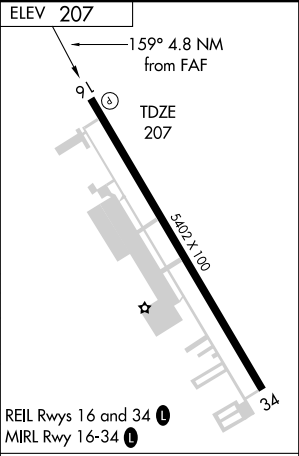
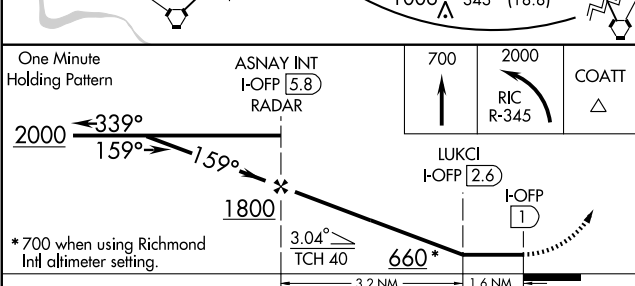
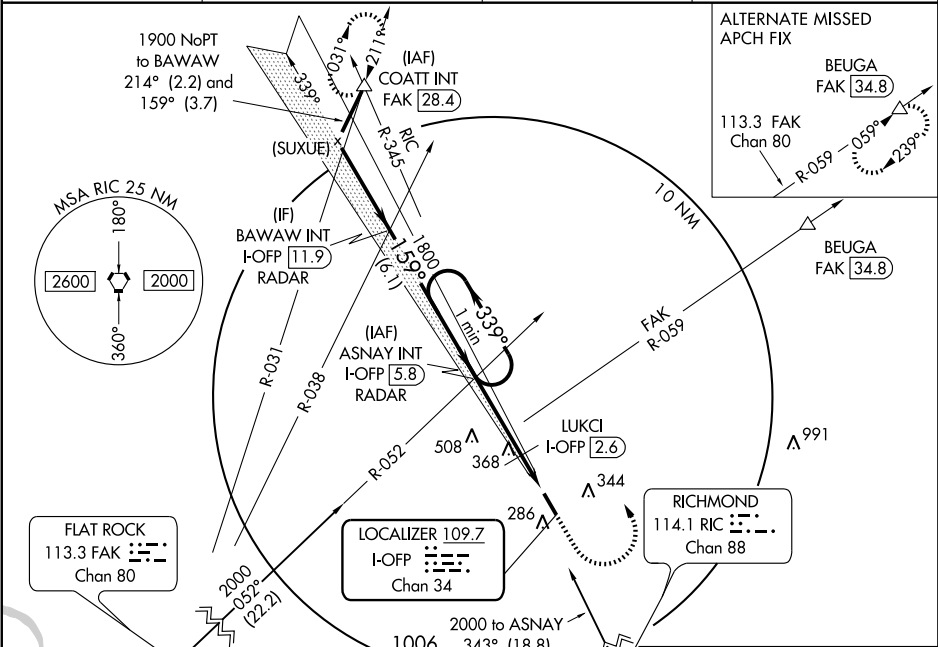
RICHMOND/ASHLAND/ HANOVER COUNTY MUNI (OPF)

LOC/DME I-OPP <b>109.7</b> Chan <b>34</b>	APP CRS <b>159°</b>	Rwy Idg TDZE Apt Elev	<b>5402</b> <b>207</b> <b>207</b>
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**⚠** Circling to Rwy 34 NA at night. Visibility reduction by helicopters NA.  
**⚠ NA** When local altimeter setting not received, use Richmond Intl altimeter setting and increase all MDAs 40 feet.

**MISSED APPROACH:** Climb to 700 then climbing left turn to 2000 via RIC VORTAC R-345 to COATT INT and hold.

ASOS <b>119.025</b>	POTOMAC APP CON <b>134.7 307.2</b>	CLNC DEL <b>125.4</b>	UNICOM <b>122.7 (CTAF)</b>
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CATEGORY	A	B	C	D
S-16	660-1	453 (500-1)	660 - 1 1/4 453 (500-1 1/4)	660 - 1 1/2 453 (500-1 1/2)
CIRCLING	660-1	453 (500-1)	660 - 1 1/2 453 (500-1 1/2)	760 - 2 553 (600-2)
LUKCI FIX MINIMUMS				
S-16	560-1 353 (400-1)		560 - 1 1/4 353 (400-1 1/4)	
CIRCLING	620 - 1 413 (500-1)	660 - 1 453 (500-1)	660 - 1 1/2 453 (500-1 1/2)	760 - 2 553 (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

NE-3, 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 16

RICHMOND/ASHLAND / HANOVER COUNTY MUNI (0F7)

WAAS CH <b>42904</b> <b>W16A</b>	APP CRS <b>159°</b>	Rwy Idg TDZE Apt Elev	<b>5402</b> <b>207</b> <b>207</b>
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⚠ If local altimeter setting not received, use Richmond Intl altimeter setting and increase all DAs 37 feet and all MDAs 40 feet. Baro-VNAV NA when using Richmond Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 34 NA at night.

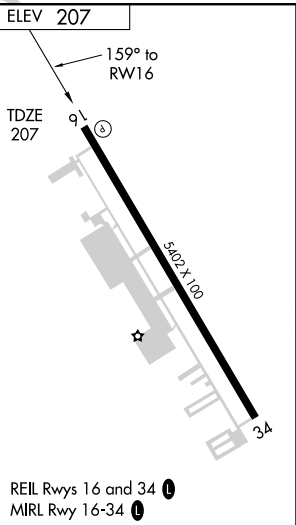
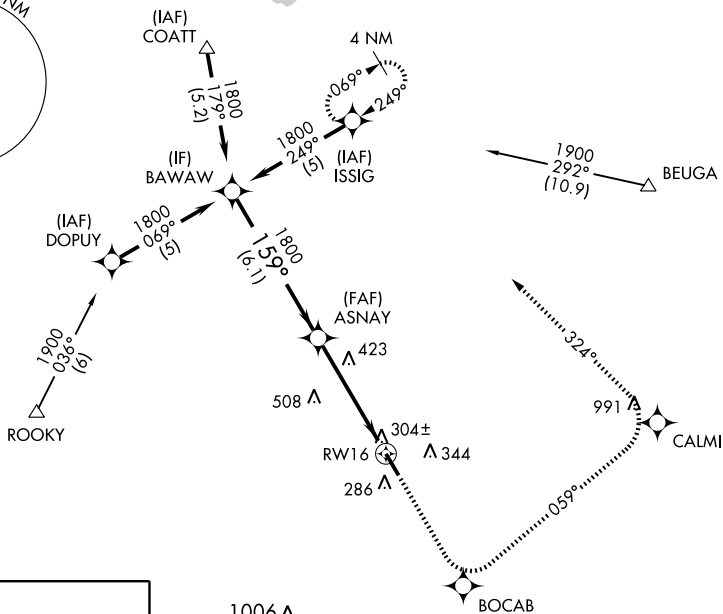
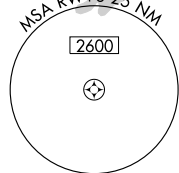
⚠ MISSED APPROACH: Climb to 2000 direct BOCAB and left turn via 059° track to CALMI and left turn via 059° track to CALMI and left turn via 324° track to ISSIG and hold.

ASOS  
**119.025**

POTOMAC APP CON  
**134.7 307.2**

CLNC DEL  
**125.4**

UNICOM  
**122.7 (CTAF) 0**



1006 Δ	2000	BOCAB	CALMI	ISSIG
BAWAW	↑	✦	✦	✦
		TRK 059°	TRK 324°	
1800	ASWAY			
1800	1800			
Procedure Turn NA	GS 3.00° TCH 40			
	6.1 NM		4.8 NM	
CATEGORY	A	B	C	D
LPV DA	535-1¼ 328 (400-1¼)			
LNAV/VNAV DA	564-1¼ 357 (400-1¼)			
LNAV MDA	680-1	473 (500-1)	680-1¼ 473 (500-1¼)	680-1½ 473 (500-1½)
CIRCLING	680-1 473 (500-1)	700-1 493 (500-1)	700-1½ 493 (500-1½)	760-2 553 (600-2)

# VOR RWY 16

RICHMOND/ASHLAND/HANOVER COUNTY MUNI (0F7P)

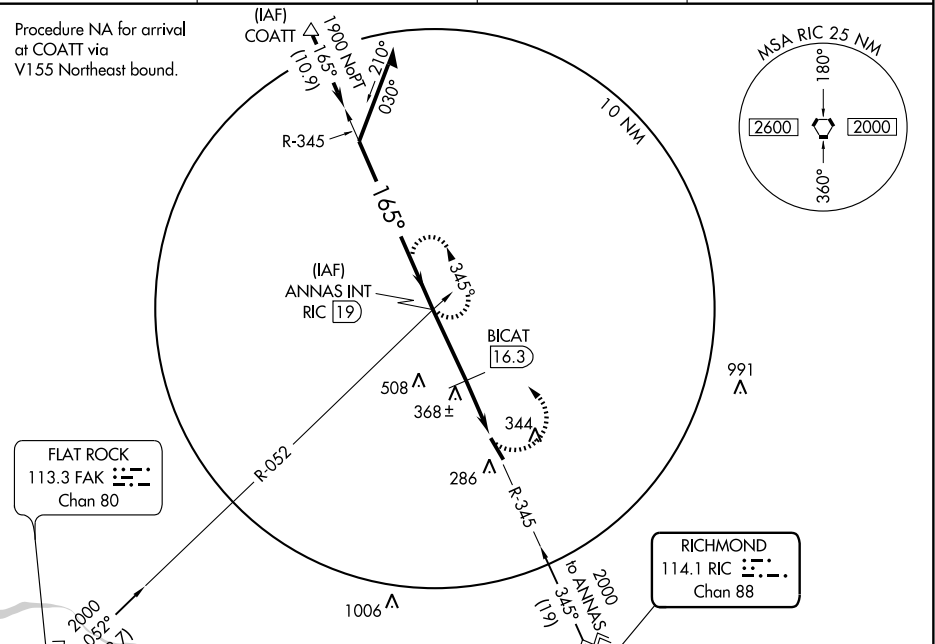
VORTAC RIC <b>114.1</b> Chan <b>88</b>	APP CRS <b>165°</b>	Rwy Idg TDZE Apt Elev	<b>5402</b> <b>207</b> <b>207</b>
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**⚠** When local altimeter setting not received, use Richmond Intl altimeter setting and increase all MDA 40 feet. Circling Rwy 34 NA at night. Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climbing left turn to 2000 via RIC R-345 to ANNAS INT/19 DME and hold.

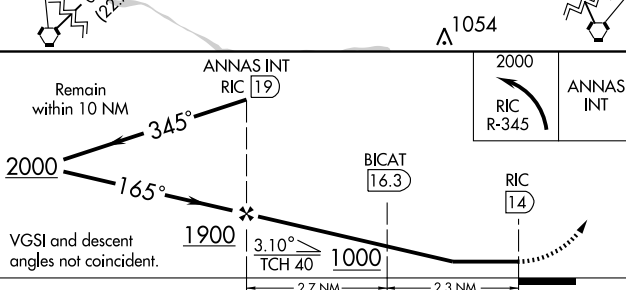
ASOS <b>119.025</b>	POTOMAC APP CON <b>134.7 307.2</b>	CLNC DEL <b>125.4</b>	UNICOM <b>122.7 (CTAF) 0</b>
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Procedure NA for arrival at COATT via V155 Northeast bound.

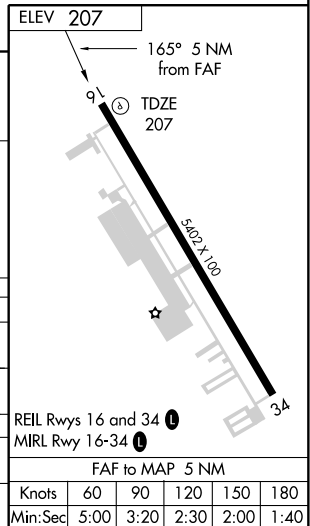


**FLAT ROCK**  
113.3 FAK  
Chan 80

**RICHMOND**  
114.1 RIC  
Chan 88



CATEGORY	A	B	C	D
S-16	1000 - 1 795 (800-1)	1000 - 1¼ 795 (800-1¼)	1000 - 2¼ 795 (800-2¼)	1000 - 2½ 795 (800-2½)
CIRCLING	1000 - 1 795 (800-1)	1000 - 1¼ 795 (800-1¼)	1000 - 2¼ 795 (800-2¼)	1000 - 2½ 795 (800-2½)
BICAT FIX MINIMUMS				
S-16	680 - 1	475 (500-1)	680 - 1¼ 475 (500-1¼)	680 - 1½ 475 (500-1½)
CIRCLING	680 - 1	475 (500-1)	680 - 1½ 475 (500-1½)	760 - 2 555 (600-2)



REIL Rwys 16 and 34	0				
MRL Rwy 16-34	0				
FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-3, 08 APR 2010 to 06 MAY 2010

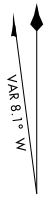


# AIRPORT DIAGRAM

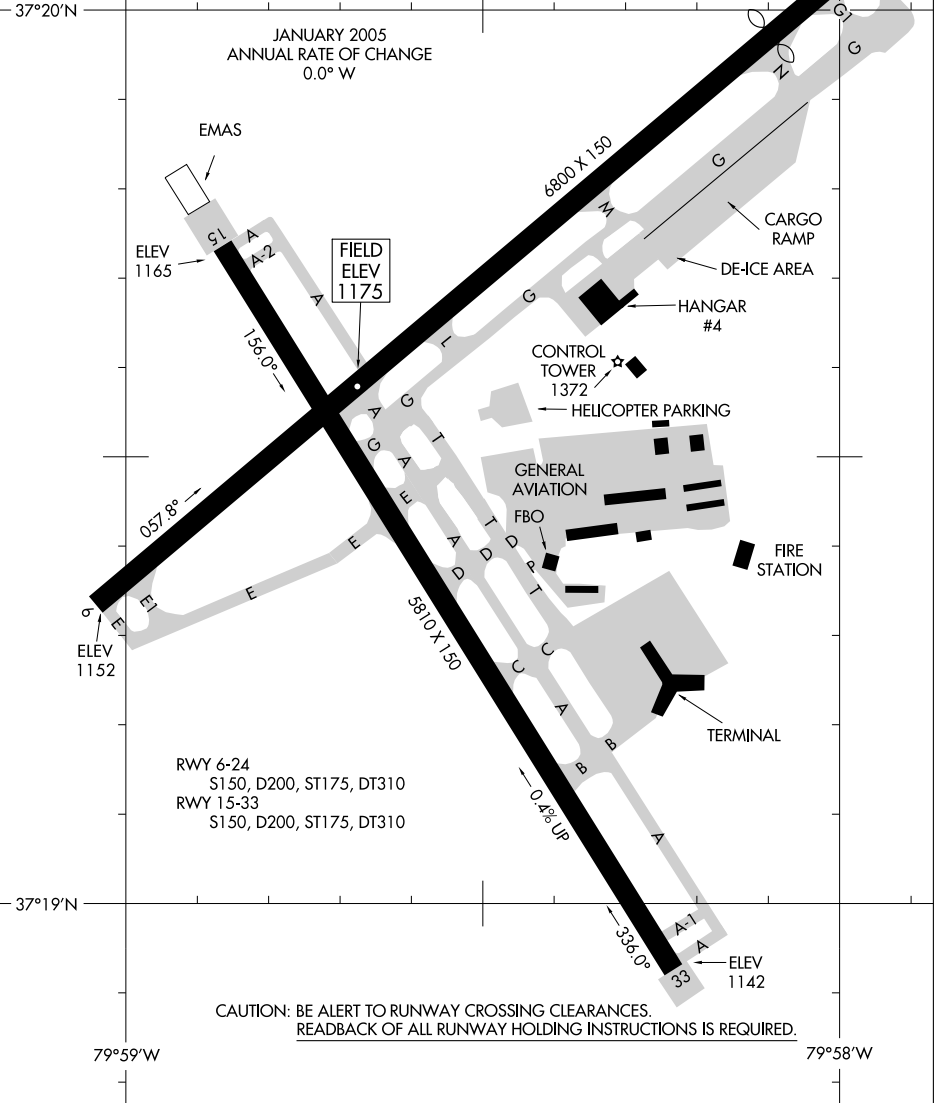
AL-349 (FAA)

ROANOKE RGNL/WOODRUM FIELD (ROA)  
ROANOKE, VIRGINIA

ATIS  
 134.95  
 ROANOKE TOWER  
 118.3 257.8  
 GND CON  
 121.9 257.8  
 CLNC DEL  
 119.7



JANUARY 2005  
 ANNUAL RATE OF CHANGE  
 0.0° W



RWY 6-24  
 S150, D200, ST175, DT310  
 RWY 15-33  
 S150, D200, ST175, DT310

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-3, 08 APR 2010 to 06 MAY 2010

79°59'W

79°58'W

37°20'N

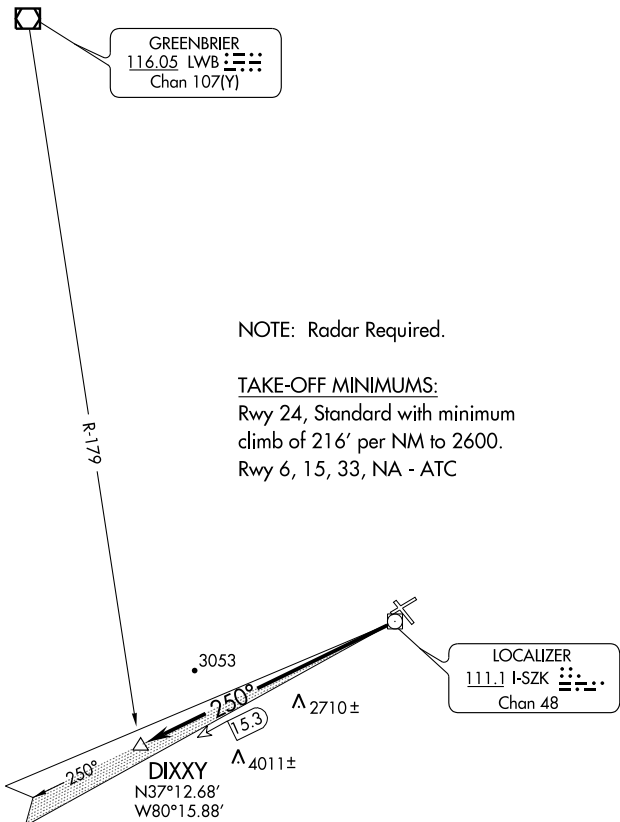
37°19'N

# DIXXY FIVE DEPARTURE

SL-349 (FAA)

ROANOKE, VIRGINIA

ROANOKE CLINC DEL  
119.7  
ROANOKE GND CON  
121.9  
ROANOKE DEP CON  
118.15



NOTE: Radar Required.

TAKE-OFF MINIMUMS:

Rwy 24, Standard with minimum  
climb of 216' per NM to 2600.  
Rwy 6, 15, 33, NA - ATC

TAKE-OFF OBSTACLE NOTES:

- Rwy 24: Bush 86' from DER, 385' left of centerline, 4' AGL/1163' MSL.
- Tree 150' from DER, 415' right of centerline, 60' AGL/1171' MSL.
- Tree 737' from DER, 454' right of centerline, 60' AGL/1179' MSL.
- Tree 1164' from DER, 726' right of centerline, 60' AGL/1206' MSL.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24: Climb west on I-SZK LDA Localizer course to 4200, to DIXXY INT/I-SZK 15.3 DME. Expect radar vectors to filed/assigned route.

# HOKEE ONE DEPARTURE

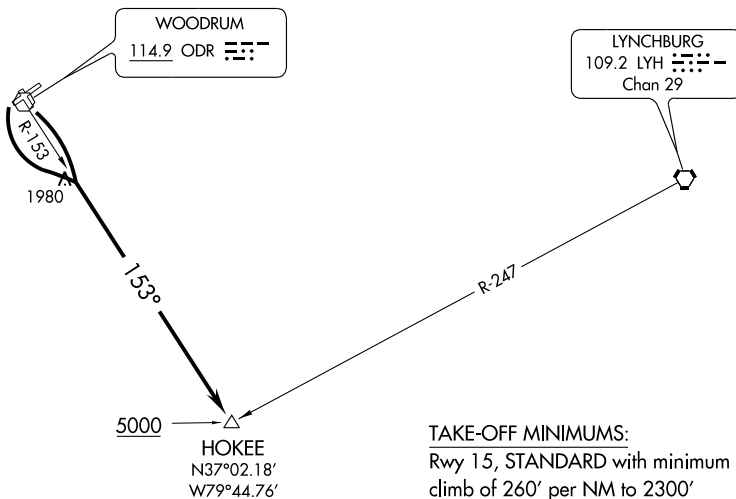
SL-349 (FAA)

ROANOKE, VIRGINIA

ROANOKE CLINC DEL  
119.7  
ROANOKE GND CON  
121.9  
ROANOKE DEP CON  
118.15

### TAKE-OFF OBSTACLES:

- Rwy 15: Tree 1.2 NM from DER, 2,122' left of centerline, 60' AGL/1321' MSL.
- Rwy 24: Bush 86' from DER, 385' left of centerline, 4' AGL/1163 MSL.
- Tree 150' from DER, 415' right of centerline, 60' AGL/1171' MSL.
- Tree 737' from DER, 454' right of centerline, 60' AGL/1179' MSL.
- Tree 1164' from DER, 726' right of centerline, 60' AGL/1206' MSL.



**TAKE-OFF MINIMUMS:**  
 Rwy 15, STANDARD with minimum climb of 260' per NM to 2300'  
 Rwy 24, STANDARD  
 Rwy 6, 33, NA - Obstacles



### DEPARTURE ROUTE DESCRIPTION

**RUNWAY 15:** Climbing right turn to 5000 via ODR R-153 to HOKEE Int.  
**RUNWAY 24:** Climbing left turn within 2 NM to 5000 to intercept ODR R-153 to HOKEE Int.  
 Expect radar vectors to filed/assigned route.

NE-3, 08 APR 2010 to 06 MAY 2010

# ILS or LOC RWY 33

ROANOKE RGNL/WOODRUM FIELD (ROA)

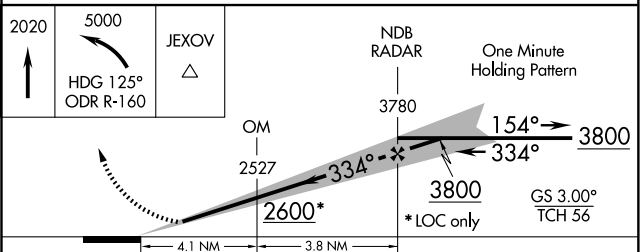
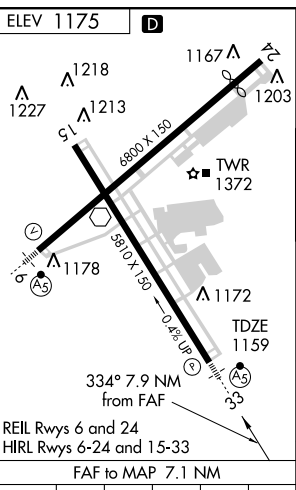
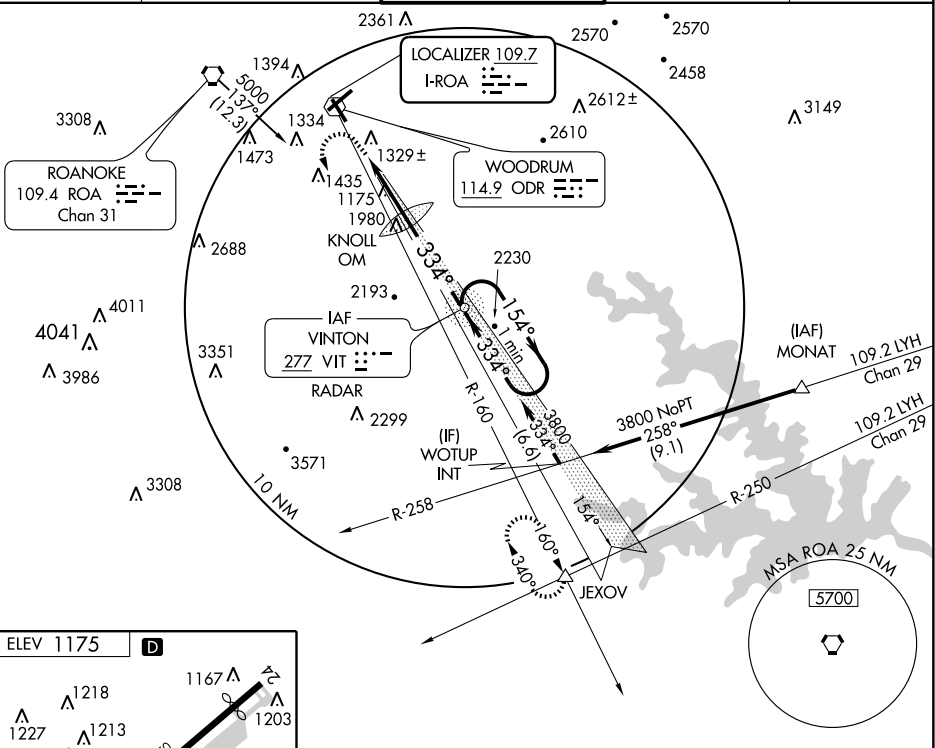
LOC I-ROA <b>109.7</b>	APP CRS <b>334°</b>	Rwy Idg TDZE Apt Elev	<b>5810</b> <b>1159</b> <b>1175</b>
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**▼** Circling to Rwy 15 NA. Circling NA NW of Rwy 6/24.  
ADF or Radar required for S-LOC 33 minimums.  
**▲** For inoperative MALSRS, increase S-ILS 33  
Cats A/B/C visibility to 2 miles, and Cat D to 2 1/4.



**MISSED APPROACH:** Climb to 2020 then climbing left turn to 5000 via heading 125° and ODR R-160 to JEXOV INT and hold.

ATIS <b>134.95</b>	ROANOKE APP CON <b>126.9 339.8</b>	ROANOKE TOWER <b>118.3 257.8</b>	GND CON <b>121.9 257.8</b>	CLNC DEL <b>119.7</b>
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CATEGORY	A	B	C	D
S-ILS 33	1744-1 1/2 585 (600-1 1/2)			1819-1 3/4 660 (700-1 3/4)
S-LOC 33	1940-1/2 781 (800-1/2)	1940-3/4 781 (800-3/4)	1940-1 3/4 781 (800-1 3/4)	1940-2 781 (800-2)
CIRCLING	1940-1 765 (800-1)	1940-1 1/4 765 (800-1 1/4)	1940-2 1/4 765 (800-2 1/4)	1940-2 1/2 765 (800-2 1/2)

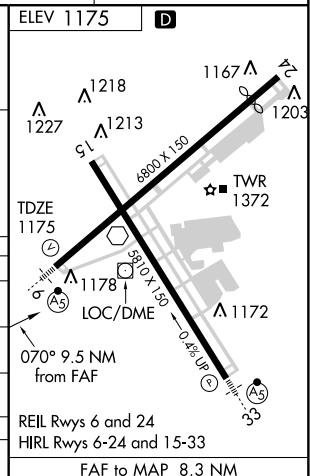
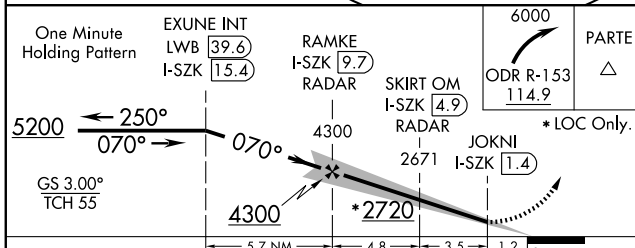
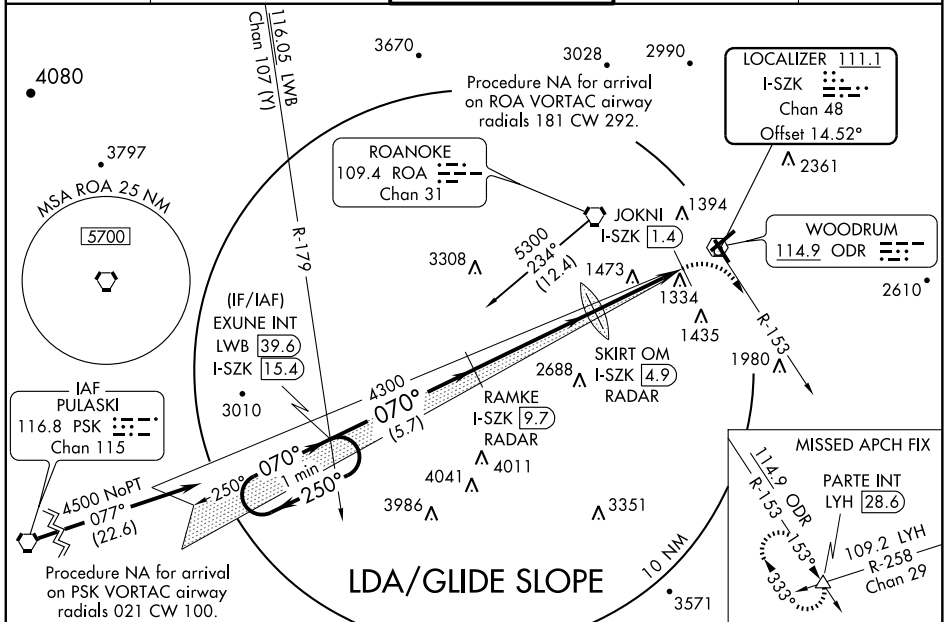
LOC/DME I-SZK <b>111.1</b> Chan 48	APP CRS <b>070°</b>	Rwy Idg <b>6800</b>
	TDZE <b>1175</b>	Apt Elev <b>1175</b>



MISSED APPROACH:  
Climbing right turn to 6000  
via ODR R-153 to PARTE  
Int/LYH 28.6 DME and hold.

▼ Circling NA NW of Rwy 6-24. Circling NA to Rwy 15.  
 ▲ RADAR or DME REQUIRED. Inoperative table does not apply to S-LDA-6. SKIRT MINIMUMS: For inoperative MALSR increase S-LDA-6 Cats A and B to 1½ and Cat C visibility to 1¾. When VGS1 inop, straight-in/circling Rwy 6 procedure NA at night.

ATIS <b>134.95</b>	ROANOKE APP CON <b>126.9 339.8</b>	ROANOKE TOWER <b>118.3 257.8</b>	GND CON <b>121.9 257.8</b>	CLNC DEL <b>119.7</b>
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CATEGORY	A	B	C	D
S-LDA/GS 6	1580-1		405 (500-1)	
S-LDA 6	2720-1½	1545 (1600-1½)	2720-3	1545 (1600-3)
CIRCLING	2720-1½	1545 (1600-1½)	2720-3	1545 (1600-3)
SKIRT OM/DME/RADAR				
S-LDA 6	1780-1	605 (700-1)	1780-1¼ 605 (700-1¼)	1780-1½ 605 (700-1½)
CIRCLING	1780-1½	605 (700-1½)	1780-1¾ 605 (700-1¾)	1780-2 605 (700-2)

Knots	60	90	120	150	180
Min:Sec	8:18	5:32	4:09	3:19	2:46

# RNAV (GPS) RWY 6

ROANOKE RGNL/WOODRUM FIELD (ROA)

APP CRS **070°**  
 Rwy ldg **6800**  
 TDZE **1176**  
 Apt Elev **1176**

**NA** Circling to Rwy 15 is NA. Circling NA northwest Rwy 6-24.  
 For inoperative MALS, increase LNAV MDA Cat A and B visibility to 1 mile. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.



MISSED APPROACH: Climb to 1800, then climbing right turn to 4000 direct DEWET INT and hold.

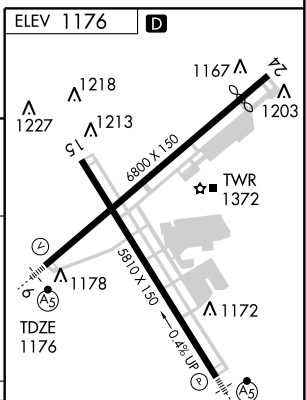
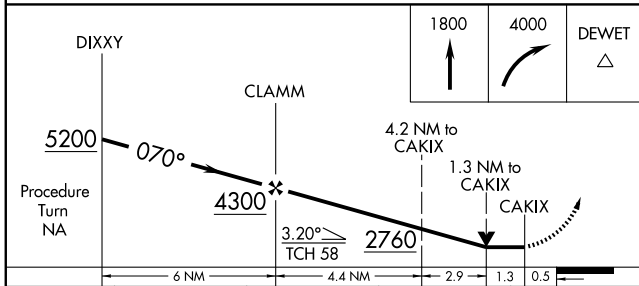
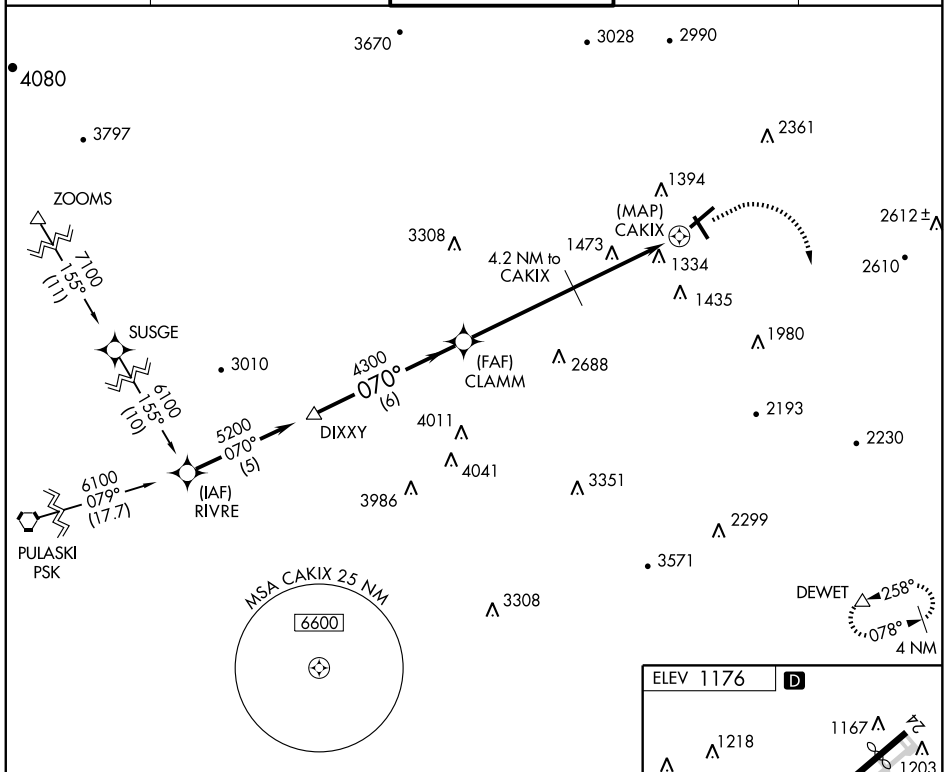
ATIS **134.95**

ROANOKE APP CON **126.9 339.8**

ROANOKE TOWER **118.3 257.8**

GND CON **121.9 257.8**

CLNC DEL **119.7**



CATEGORY	A	B	C	D
LNAV MDA	1780- $\frac{3}{4}$ 604 (700- $\frac{3}{4}$ )		1780-1 $\frac{1}{4}$ 604 (700-1 $\frac{1}{4}$ )	1780-2 604 (700-2)
CIRCLING	1780-1 604 (700-1)		1780-1 $\frac{3}{4}$ 604 (700-1 $\frac{3}{4}$ )	1840-2 664 (700-2)

REIL Rwy 6 and 24  
 HIRL Rwy 6-24 and 15-33

# RNAV (GPS) RWY 24

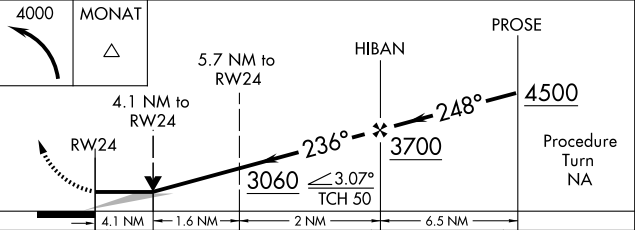
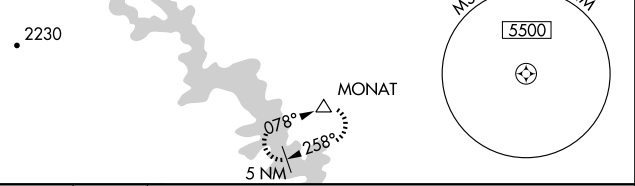
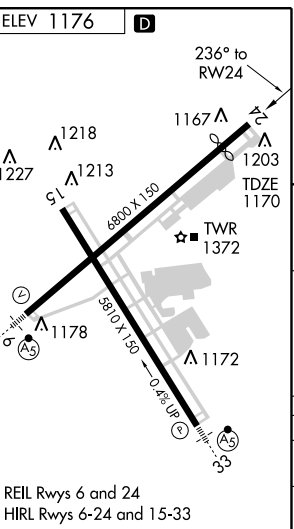
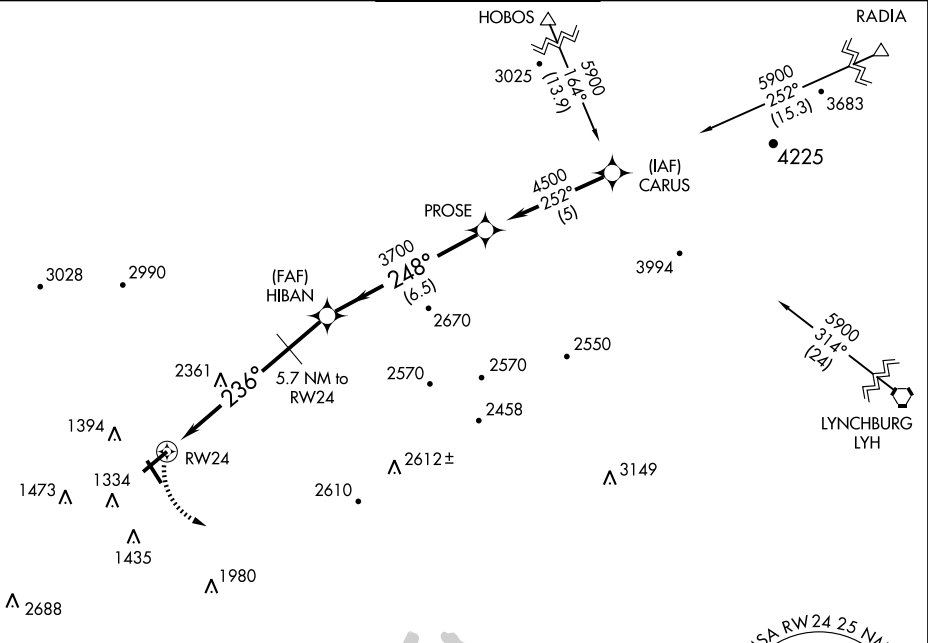
ROANOKE RGNL/WOODRUM FIELD (ROA)

APP CRS <b>236°</b>	Rwy Idg <b>6010</b>
	TDZE <b>1170</b>
	Apt Elev <b>1176</b>

**V** GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.  
**Δ** NA Circling NA northwest of Rwy 6-24. Circling to Rwy 15 is NA.

MISSED APPROACH: Climbing left turn to 4000 direct MONAT WP and hold.

ATIS <b>134.95</b>	ROANOKE APP CON <b>126.9 339.8</b>	ROANOKE TOWER <b>118.3 257.8</b>	GND CON <b>121.9 257.8</b>	CLNC DEL <b>119.7</b>
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CATEGORY	A	B	C	D
LNNAV MDA	2580-1¼ 1410 (1500-1¼)	2580-1½ 1410 (1500-1½)	2580-3	1410 (1500-3)
CIRCLING	2580-1¼ 1404 (1500-1¼)	2580-1½ 1404 (1500-1½)	2580-3	1404 (1500-3)

NE-3, 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 33

ROANOKE RGNL/WOODRUM FIELD (ROA)

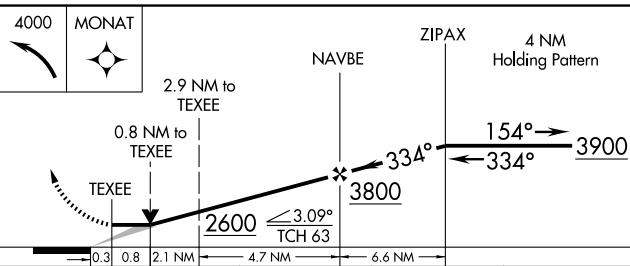
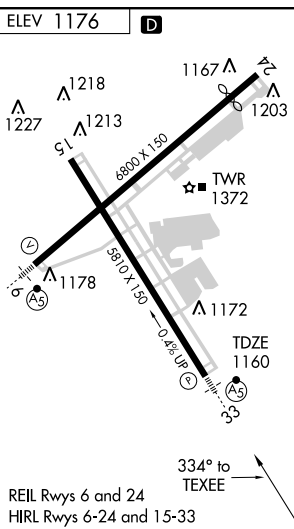
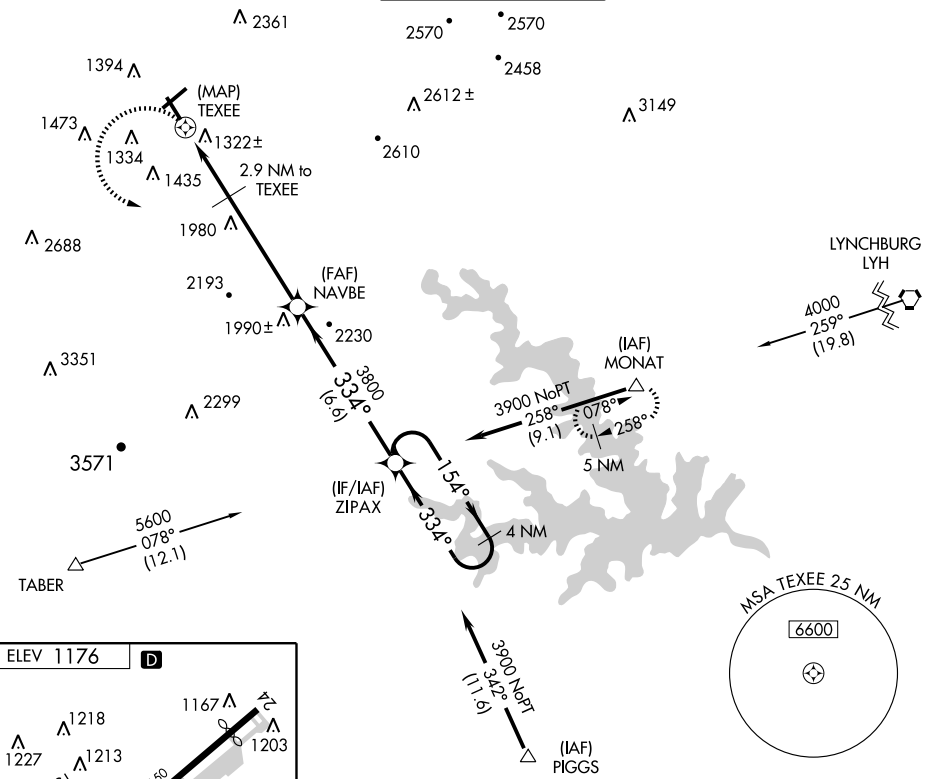
APP CRS <b>334°</b>	Rwy Idg <b>5800</b>
	TDZE <b>1160</b>
	Apt Elev <b>1176</b>

**▼** GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.  
**▲** NA For inoperative MALSR, increase LNAV MDA Cat D visibility to 1½ miles. Circling NA NW of Rwy 6-24. Circling to Rwy 15 NA.



**MISSED APPROACH:** Climbing left turn to 4000 direct MONAT WP and hold.

ATIS <b>134.95</b>	ROANOKE APP CON <b>126.9 339.8</b>	ROANOKE TOWER <b>118.3 257.8</b>	GND CON <b>121.9 257.8</b>	CLNC DEL <b>119.7</b>
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CATEGORY	A	B	C	D
LNAV MDA	1580-½ 420 (500-½)		1580-¾ 420 (500-¾)	1580-1 420 (500-1)
CIRCLING	1640-1 464 (500-1)		1700-½ 1840-2 524 (600-½)	1840-2 664 (700-2)



# VOR/DME-A

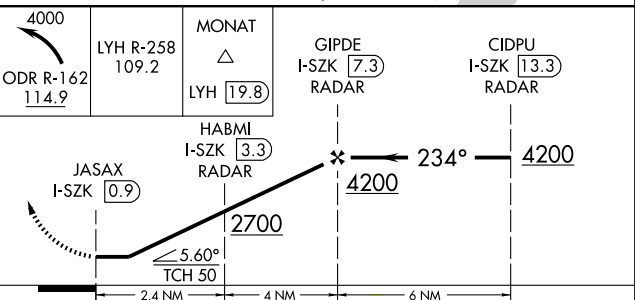
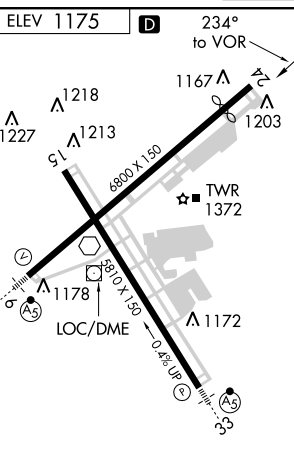
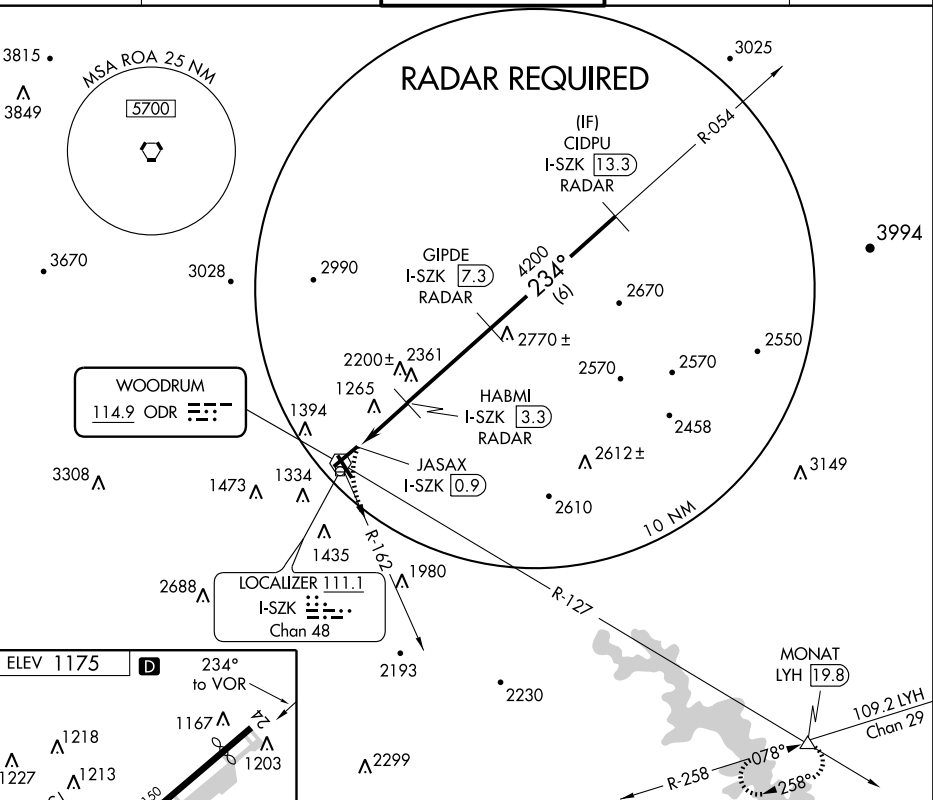
ROANOKE RGNL/WOODRUM FIELD (ROA)

VOR ODR <b>114.9</b>	APP CRS <b>234°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>1175</b>
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Simultaneous reception of ODR VOR and I-SZK DME required.  
DME from I-SZK LDA.  
Circling NA northwest of Rwy 6-24. Circling to Rwy 15 NA.

MISSED APPROACH: Climbing left turn to 4000 via ODR VOR R-162 and LYH VORTAC R-258 to MONAT/LYH 19.8 DME and hold.

ATIS <b>134.95</b>	ROANOKE APP CON <b>126.9 339.8</b>	ROANOKE TOWER <b>118.3 257.8</b>	GND CON <b>121.9 257.8</b>	CLNC DEL <b>119.7</b>
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REIL Rwy 6 and 24  
HIRL Rwy 6-24 and 15-33

CATEGORY	A	B	C	D
CIRCLING	1760-1	585 (600-1)	1760-1½ 585 (600-1½)	1780-2 605 (700-2)

NE-3, 08 APR 2010 to 06 MAY 2010

# VOR/NDB RWY 33

ROANOKE RGNL/WOODRUM FIELD (ROA)

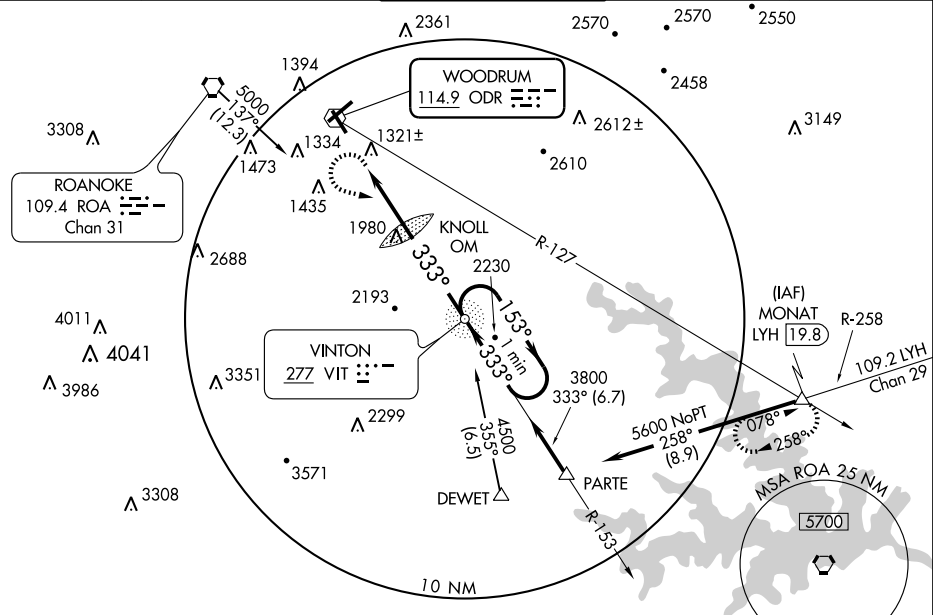
VOR ODR <b>114.9</b>	APP CRS <b>333°</b>	Rwy Idg <b>5810</b>
		TDZE <b>1159</b>
		Apt Elev <b>1175</b>

**▼** Circling NA Northwest of Rwy 6-24.  
**▲** Circling NA to Rwy 15 NA.

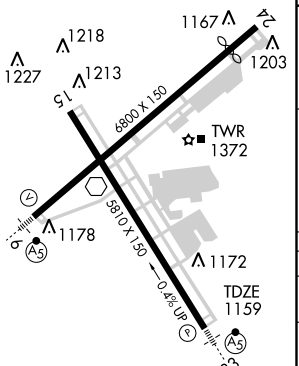
**MALS**  
AS

**MISSED APPROACH:** Climbing left turn to 4000 via ODR R-127 to MONAT INT/LYH 19.8 and hold.

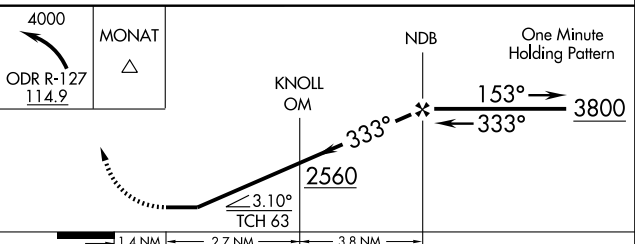
ATIS <b>134.95</b>	ROANOKE APP CON <b>126.9 339.8</b>	ROANOKE TOWER <b>118.3 257.8</b>	GND CON <b>121.9 257.8</b>	CLNC DEL <b>119.7</b>
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ELEV 1175 **D**



Procedure NA for arrival at PARTE on V470 northeastbound and at DEWET on V258 southwestbound.



CATEGORY	A	B	C	D
S-33	2560-1¼	1401 (1400-1¼)	2560-2½	1401 (1400-2½)
CIRCLING	2560-1¼	1385 (1400-1¼)	2560-3	1385 (1400-3)

KNOLL OM MINIMA				
S-33	1700-1¼ 541 (600-1¼)			
CIRCLING	1700-1¼ 525 (600-1¼)			1780-2 605 (700-2)

REIL Rwy 6 and 24  
HIRL Rwy 6-24 and 15-33  
FAF to MAP 6.5 NM

Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

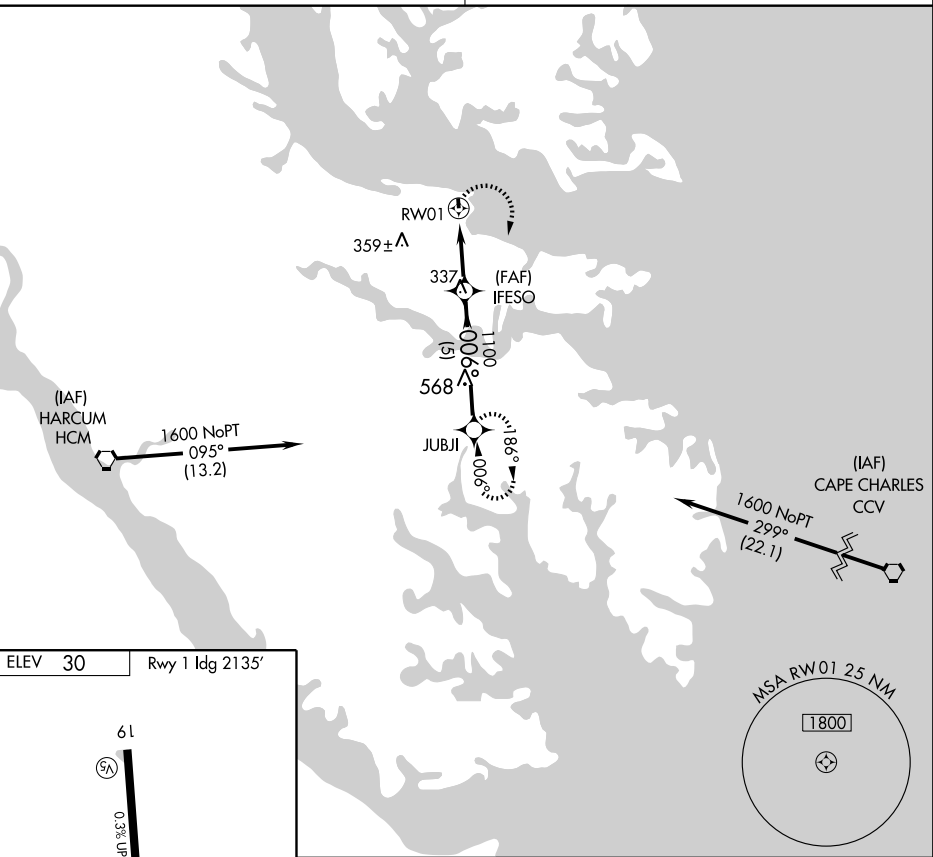
APP CRS	Rwy Idg	2135
006°	TDZE	30
	Apt Elev	30

**▼** Use Newport News/Williamsburg Intl altimeter setting.  
**▲ NA** Circling NA at night to Rwy 19.

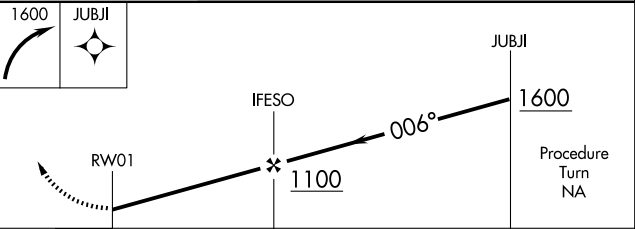
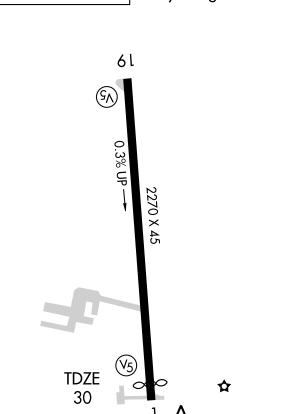
MISSED APPROACH: Climbing right turn to 1600 direct JUBJI WP and hold.

NORFOLK APP CON  
**126.05 370.925**

UNICOM  
**123.0 (CTAF) 0**



ELEV 30 Rwy 1 Idg 2135'



CATEGORY	A	B	C	D
S-1	520-1	490 (500-1)		NA
CIRCLING	520-1	490 (500-1)		NA

WAAS CH **77614** W01A  
 APP CRS **005°**  
 Rwy Idg **4003**  
 TDZE **410**  
 Apt Elev **420**

# RNAV (GPS) RWY 1

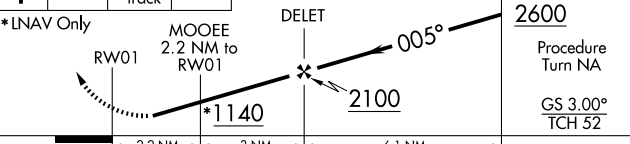
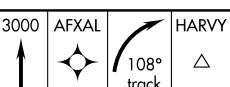
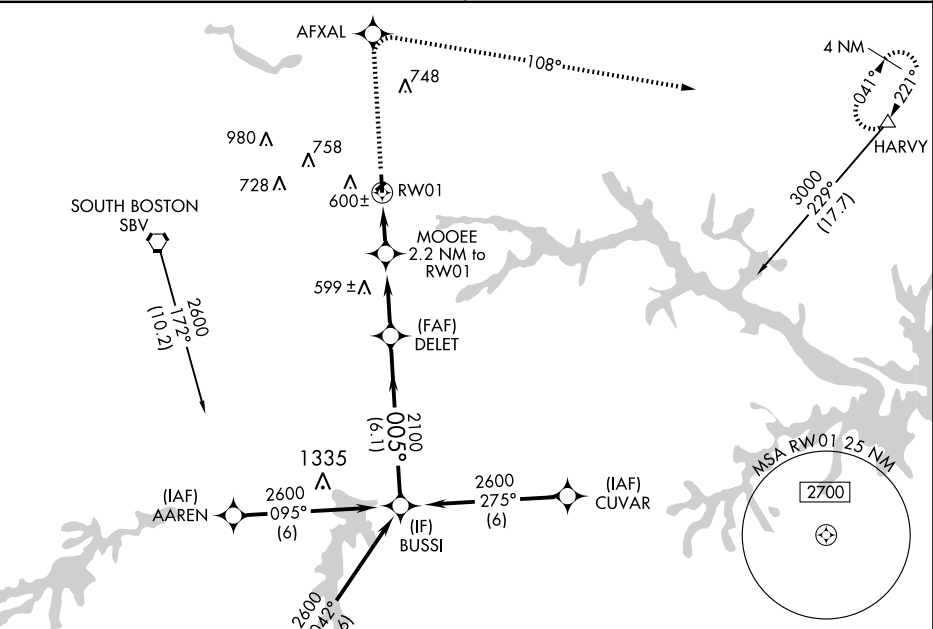
SOUTH BOSTON / WILLIAM M. TUCK (W78)

**NA** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Danville Regional altimeter setting; when not received, use Lynchburg Rgnl/Preston Glenn Field altimeter setting and increase all DA 87 feet, all MDA 100 feet, increase LPV all Cats and LNAV Cat C and circling Cat C visibilities ¼ mile, increase LNAV/VNAV all Cats visibility ½ mile. Baro-VNAV NA.

**MISSED APPROACH:** Climb to 3000 direct AFXAL and right turn via track 108° to HARVY and hold.

WASHINGTON CENTER  
**124.05 307.0**

UNICOM  
**122.8 (CTAF) 0**



ELEV 420

502 Δ

61

4003 X 75

2665 X 200

0.4% UP

0.3% UP

TDZE 410

005° to RW01

MIRL Rwy 1-19  
 REL Rwy 1 and 19

CATEGORY	A	B	C	D
LPV DA	739-1¼	329 (400-1¼)		NA
LNAV/VNAV DA	772-1¼	362 (400-1¼)		NA
LNAV MDA	800-1	390 (400-1)		NA
CIRCLING	980-1	560 (600-1)		NA

NE-3, 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 19

SOUTH BOSTON / WILLIAM M. TUCK (W78)

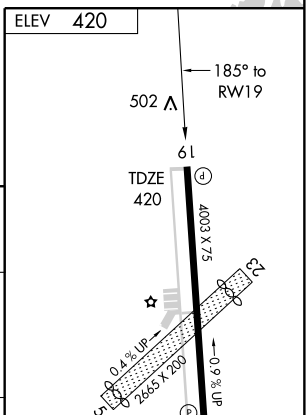
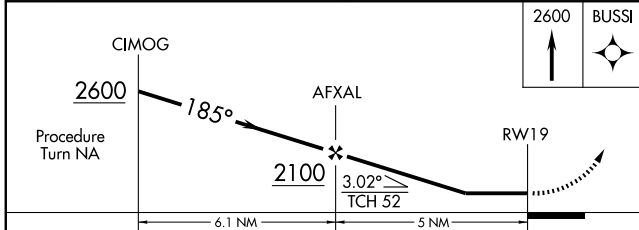
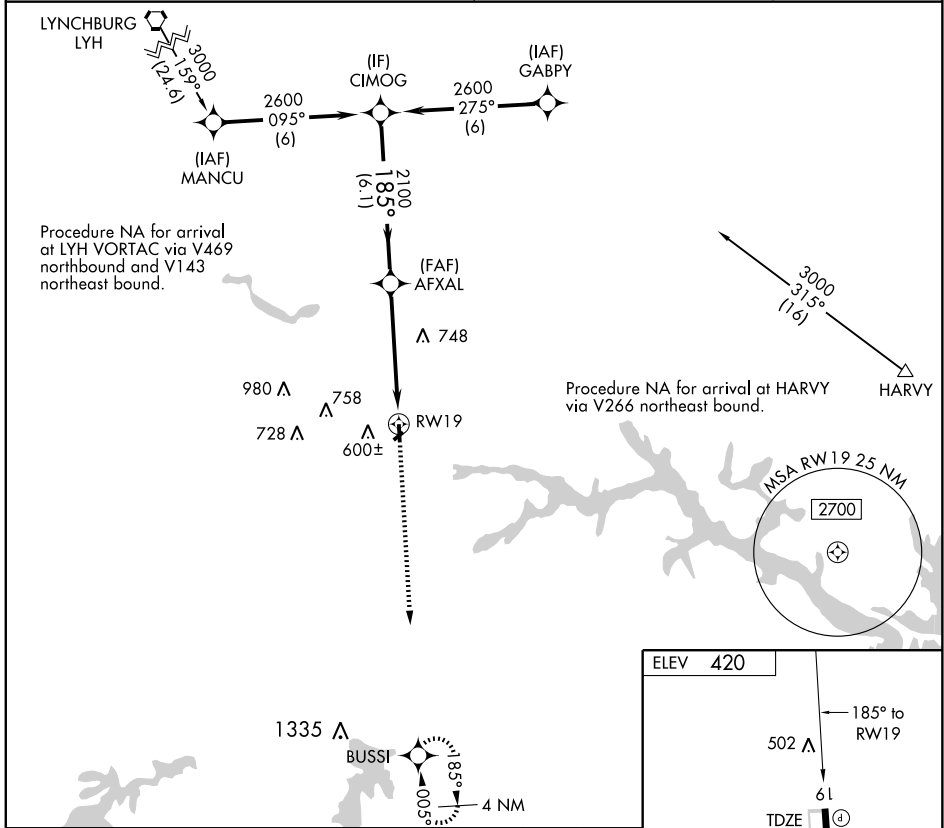
APP CRS	Rwy Idg	<b>4003</b>
<b>185°</b>	TDZE	<b>420</b>
	Apt Elev	<b>420</b>

**NA** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
 Use Danville Regional altimeter setting; not received, use Lynchburg Rgnl/Preston Glenn Field altimeter setting and increase all MDA 100 feet, increase LNAV and circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 2600 direct BUSI and hold.

WASHINGTON CENTER  
**124.05 307.0**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
LNAV MDA	1020-1	600 (600-1)	1020-1½ 600 (600-1½)	NA
CIRCLING	1020-1	600 (600-1)	1020-1½ 600 (600-1½)	NA

MIRL Rwy 1-19 0  
 REL Rwy 1 and 19 0

VOR SBV <b>110.4</b> Chan <b>41</b>	APP CRS <b>081°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>420</b>
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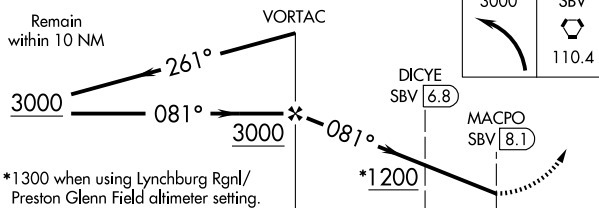
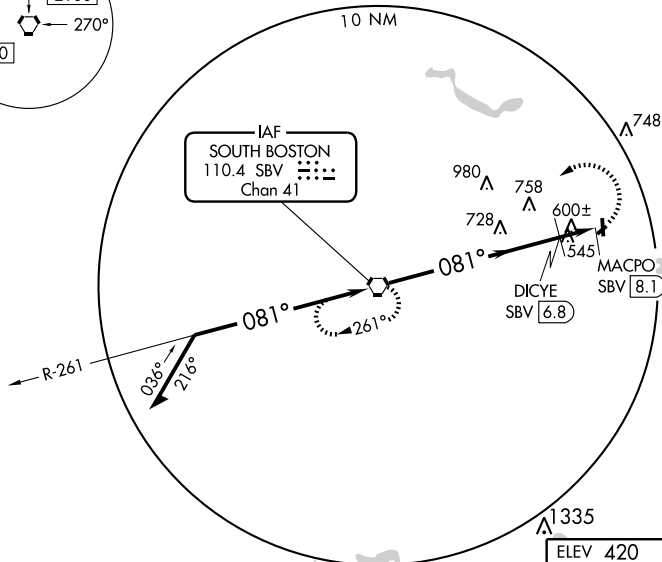
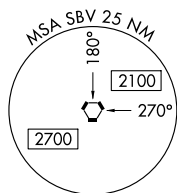
**▼** Use Danville Rgnl altimeter setting, when not received, use Lynchburg Rgnl/Preston Glenn Field altimeter setting and increase all MDA 100 feet, and increase all Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3000 direct SBV VORTAC and hold.

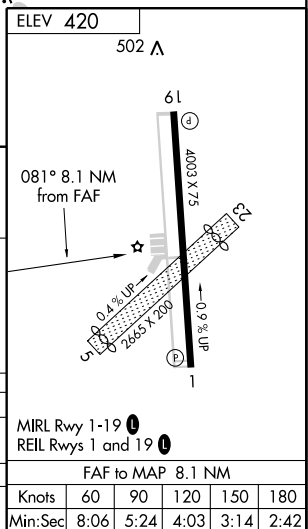
WASHINGTON CENTER  
**124.05 307.0**

UNICOM  
**122.8 (CTAF) 0**

NoPT for arrival on SBV VORTAC  
airway radials 236 CW 252.



\*1300 when using Lynchburg Rgnl/Preston Glenn Field altimeter setting.



CATEGORY	A	B	C	D
CIRCLING	1200-1 780 (800-1)	1200-1¼ 780 (800-1¼)	1200-2¼ 780 (800-2¼)	NA
DICYE FIX MINIMUMS				
CIRCLING	960-1	540 (600-1)	960-1½ 540 (600-1½)	NA

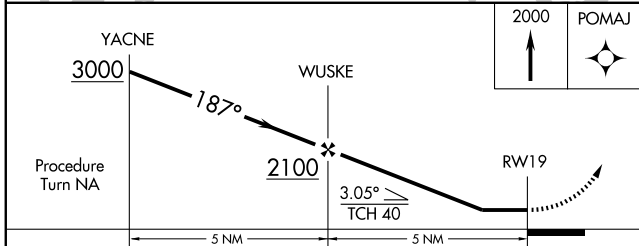
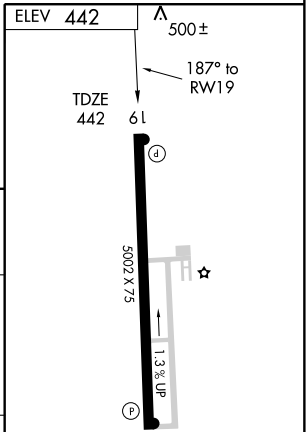
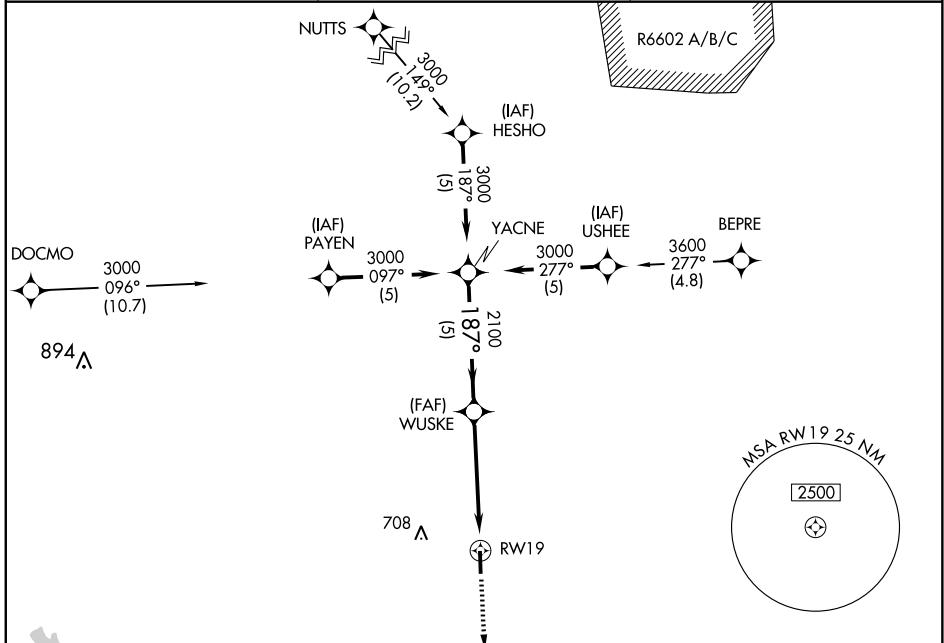
# GPS RWY 19

SOUTH HILL / MECKLENBURG-BRUNSWICK RGNL (AVC)

APP CRS	Rwy Idg	<b>5002</b>
<b>187°</b>	TDZE	<b>442</b>
	Apt Elev	<b>442</b>

MISSED APPROACH: Climb to 2000 direct POMAJ WP and hold.  
 NA

AWOS-3 <b>127.525</b>	WASHINGTON CENTER <b>118.75 377.1</b>	UNICOM <b>122.8</b> (CTAF)
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CATEGORY	A	B	C	D
S-19		760-1	318 (400-1)	
CIRCLING	800-1 358 (400-1)	900-1 458 (500-1)	900-1½ 458 (500-1½)	1060-2 618 (700-2)

REIL Rwy 1 and 19   
 MIRL Rwy 1-19

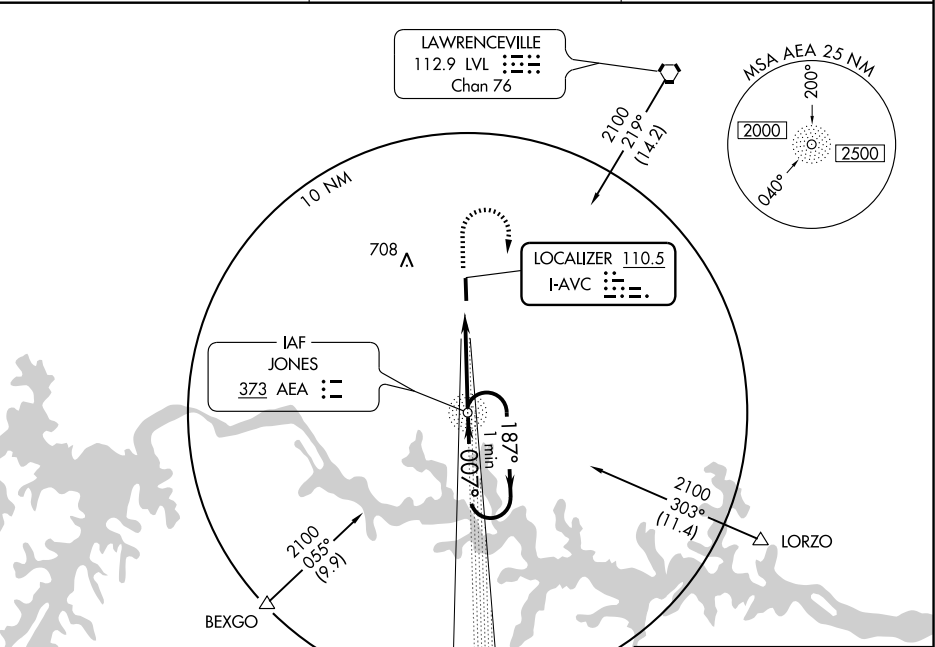
# LOC RWY 1

SOUTH HILL / MECKLENBURG-BRUNSWICK RGNL (AVC)

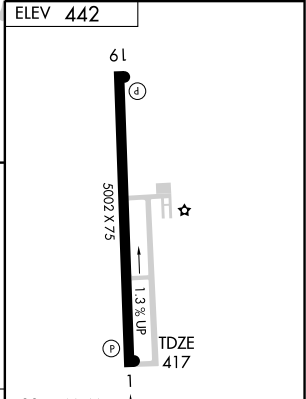
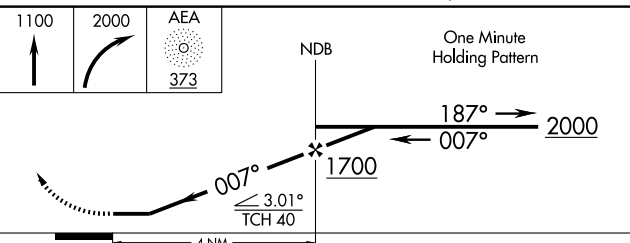
LOC I-AVC <b>110.5</b>	APP CRS <b>007°</b>	Rwy Idg TDZE Apt Elev	<b>5002</b> <b>417</b> <b>442</b>
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▼ MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct AEA NDB and hold.

AWOS-3 <b>127.525</b>	WASHINGTON CENTER <b>118.75 377.1</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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ADF REQUIRED



CATEGORY	A	B	C	D
S-1	800-1	383 (400-1)		800-1½ 383 (400-1½)
CIRCLING	800-1 358 (400-1)	900-1 458 (500-1)	900-1½ 458 (500-1½)	1060-2 618 (700-2)

007° 4 NM from FAF

MIRL Rwy 1-19 **0**  
REIL Rwy 1 and 19 **0**

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20



# ILS or LOC RWY 33

STAFFORD RGNL (R.M.N)

LOC/DME I-RMN	APP CRS	Rwy Idg	5000
108.75	329°	TDZE	196
Chan 24(Y)		Apt Elev	212

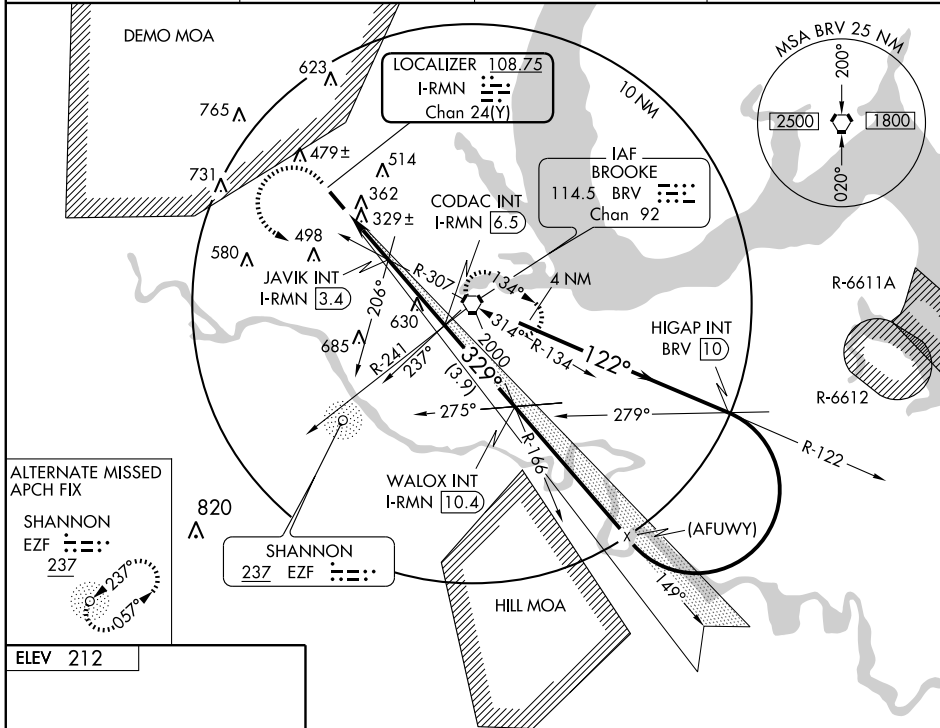
MALS



MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct BRV VORTAC and hold.

**▽** If local altimeter setting not received, use Shannon, Fredericksburg, VA altimeter setting and increase all DH/MDAs 40 feet.  
**△NA** Inoperative table does not apply to S-ILS 33 and to S-LOC Cats B and C. DME or ADF required.

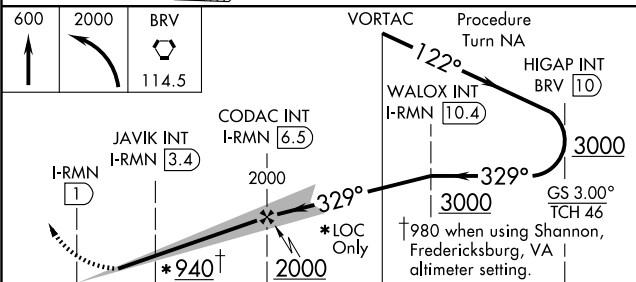
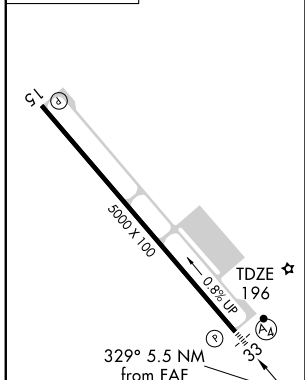
AWOS-3	POTOMAC APP CON	GCO	UNICOM
126.325	124.65 306.925	135.075	122.725 (CTAF) <b>①</b>



ALTERNATE MISSED APCH FIX

SHANNON  
EZF **⋮⋮⋮**  
237

ELEV 212



REIL Rwy 15  
HIRL Rwy 15-33 **①**

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 33	396- <sup>3</sup> / <sub>4</sub> 200 (200- <sup>3</sup> / <sub>4</sub> )			
S-LOC 33	580- <sup>3</sup> / <sub>4</sub> 384 (400- <sup>3</sup> / <sub>4</sub> )			580-1 <sup>1</sup> / <sub>4</sub> 384 (400-1 <sup>1</sup> / <sub>4</sub> )
CIRCLING	720-1 508 (600-1)	740-1 528 (600-1)	840-1 <sup>3</sup> / <sub>4</sub> 628 (700-1 <sup>3</sup> / <sub>4</sub> )	860-2 648 (700-2)

# RNAV (GPS) RWY 33

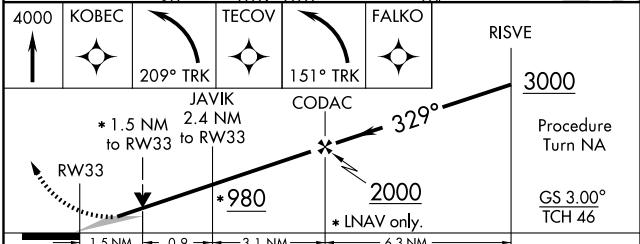
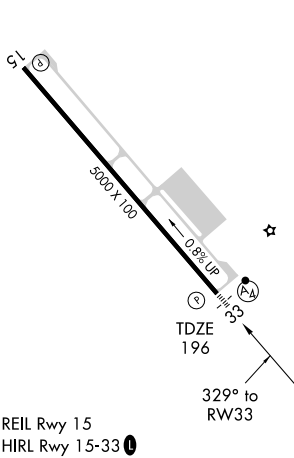
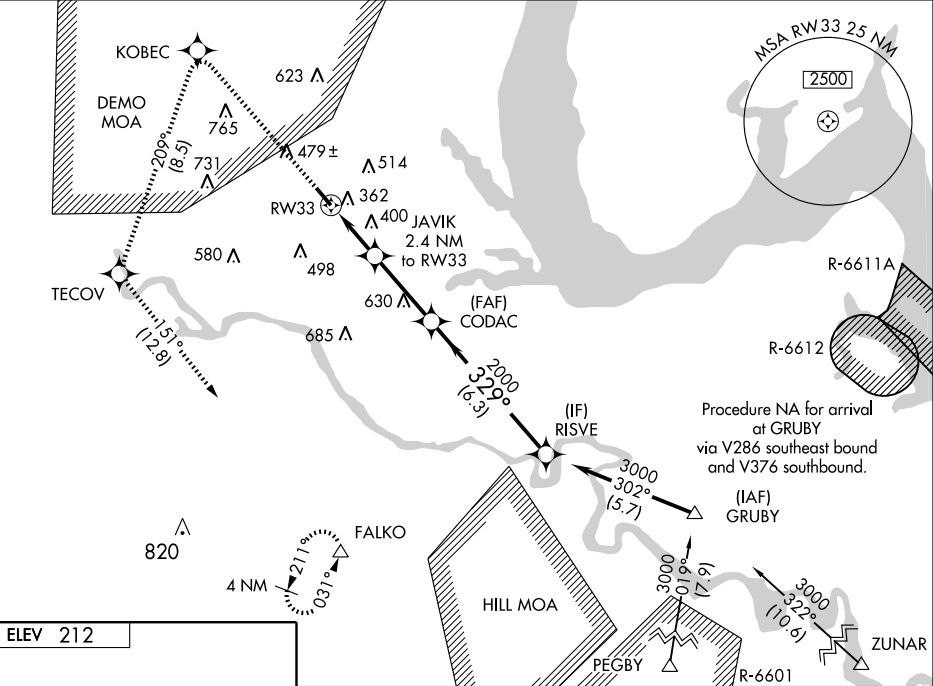
STAFFORD RGNL (R.MN)

WAAS CH <b>81805</b> W33A	APP CRS <b>329°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>196</b> <b>212</b>
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**NA** If local altimeter setting not received, use Shannon, Fredericksburg, VA altimeter setting and increase all DAs/MDAs 40 feet. Baro/VNAV NA below -15°C (5°F). VDP and Baro-VNAV NA when using Shannon, Fredericksburg, VA altimeter setting. Inoperative table does not apply to LNAV Cat C. DME/DME RNP-0.3 NA.

**MALS**  
MISSED APPROACH: Climb to 4000 direct KOBEC and left turn via 209° track to TECOV and left turn via 151° track to FALCO and hold.

AWOS-3 <b>126.325</b>	POTOMAC APP CON <b>124.65 306.925</b>	GCO <b>135.075</b>	UNICOM <b>122.725 (CTAF)</b>
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CATEGORY	A	B	C	D
LPV DA		450- <sup>3</sup> / <sub>4</sub> 254 (300- <sup>3</sup> / <sub>4</sub> )		450-1 254 (300-1)
LNAV/VNAV DA		460- <sup>3</sup> / <sub>4</sub> 264 (300- <sup>3</sup> / <sub>4</sub> )		460-1 264 (300-1)
LNAV MDA		700- <sup>3</sup> / <sub>4</sub> 504 (500- <sup>3</sup> / <sub>4</sub> )	700-1 <sup>1</sup> / <sub>2</sub> 504 (500-1 <sup>1</sup> / <sub>2</sub> )	
CIRCLING	720-1 508 (600-1)	740-1 528 (600-1)	840-1 <sup>3</sup> / <sub>4</sub> 628 (700-1 <sup>3</sup> / <sub>4</sub> )	880-2 668 (700-2)


NE-3, 08 APR 2010 to 06 MAY 2010

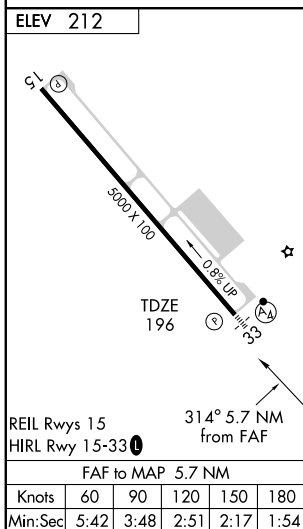
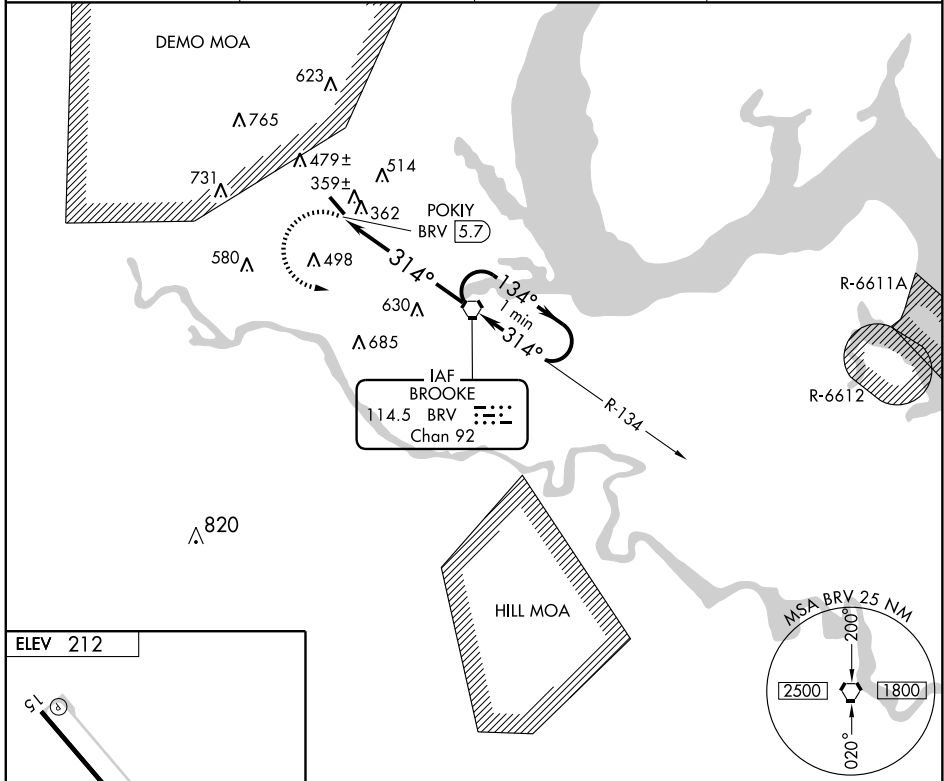
# VOR RWY 33

STAFFORD RGNL (R.MN)

VORTAC BRV <b>114.5</b> Chan <b>92</b>	APP CRS <b>314°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>196</b> <b>212</b>
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MALS  MISSED APPROACH: Climbing left turn to 2000 direct BRV VORTAC and hold.

AWOS-3 <b>126.325</b>	POTOMAC APP CON <b>124.65 306.925</b>	GCO <b>135.075</b>	UNICOM <b>122.725 (CTAF)</b> 
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CATEGORY	A	B	C	D
	S-33	740-¾ 544 (600-¾)	740-1½ 544 (600-1½)	740-1¾ 544 (600-1¾)
CIRCLING	740-1	528 (600-1)	840-1¾ 628 (700-1¾)	860-2 648 (700-2)

NE-3, 08 APR 2010 to 06 MAY 2010

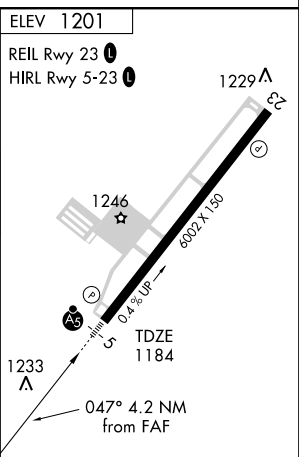
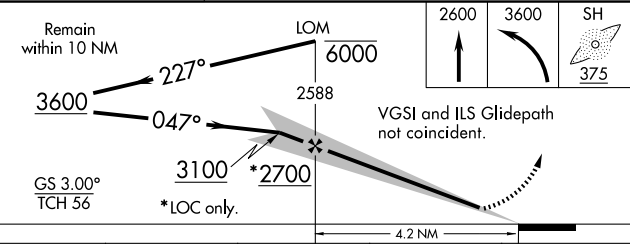
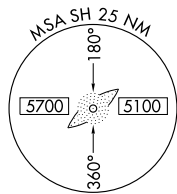
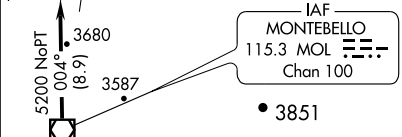
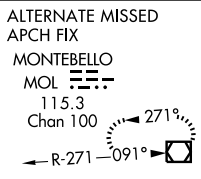
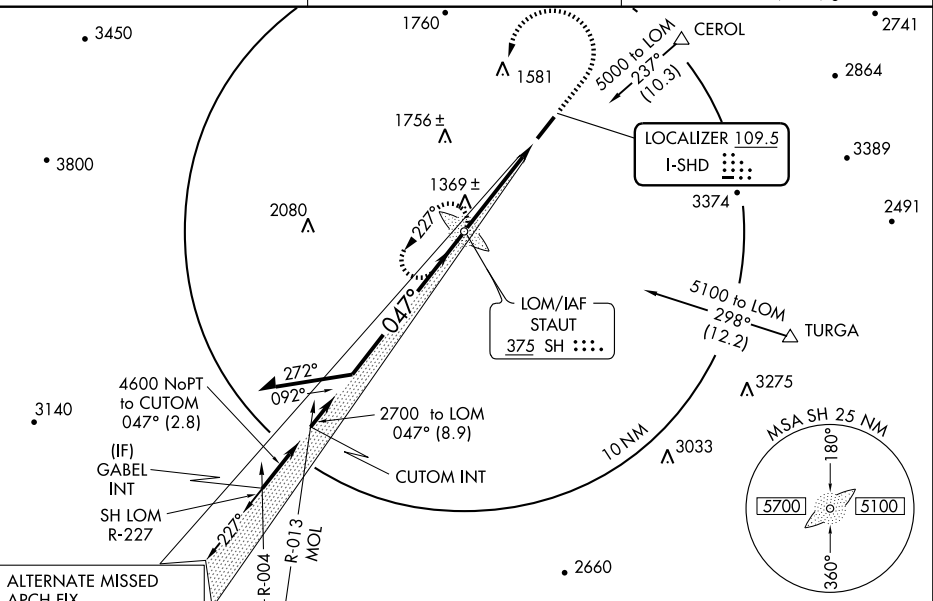
LOC I-SHD <b>109.5</b>	APP CRS <b>047°</b>	Rwy Idg TDZE Apt Elev	<b>6002</b> <b>1184</b> <b>1201</b>
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**⚠** ADF Required. Autopilot coupled approach NA below 1494 feet.  
**⚠** When local altimeter setting not received, use Charlottesville altimeter setting and increase all DA 130 feet, all MDA 140 feet. Increase ILS visibility ¼ mile all Cats, LOC visibility Cat C/D ¼ mile and Circling Cat D ½ mile. For inoperative MALSR when using Charlottesville altimeter setting, increase ILS visibility to 1¼ miles.



MISSED APPROACH: Climb to 2600 then climbing left turn to 3600 direct SH LOM and hold.

AWOS-3 <b>124.925</b>	POTOMAC APP CON <b>132.85 257.75</b>	UNICOM <b>123.0 (CTAF)</b>
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CATEGORY	A	B	C	D
S-ILS 5		1384-½	200 (200-½)	
S-LOC 5	1620-½	436 (500-½)	1620-¾ 436 (500-¾)	1620-1 436 (500-1)
CIRCLING	1620-1 419 (500-1)	1660-1 459 (500-1)	1660-1½ 459 (500-1½)	1820-2 619 (700-2)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

LOM SH <b>375</b>	APP CRS <b>047°</b>	Rwy Idg TDZE Apt Elev	<b>6002</b> <b>1184</b> <b>1201</b>
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MALSR



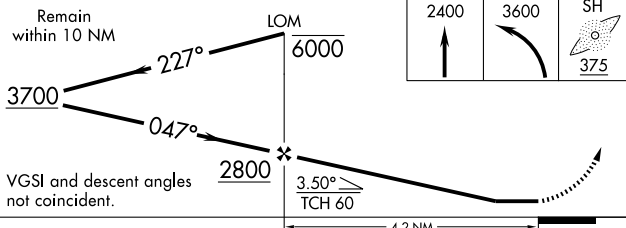
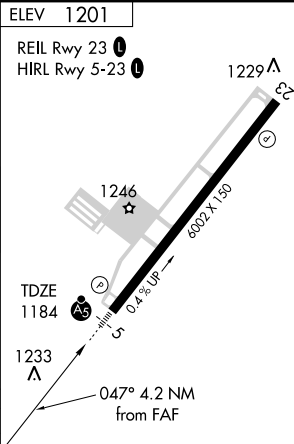
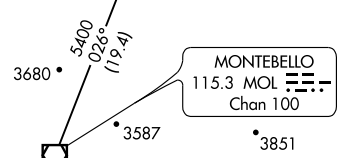
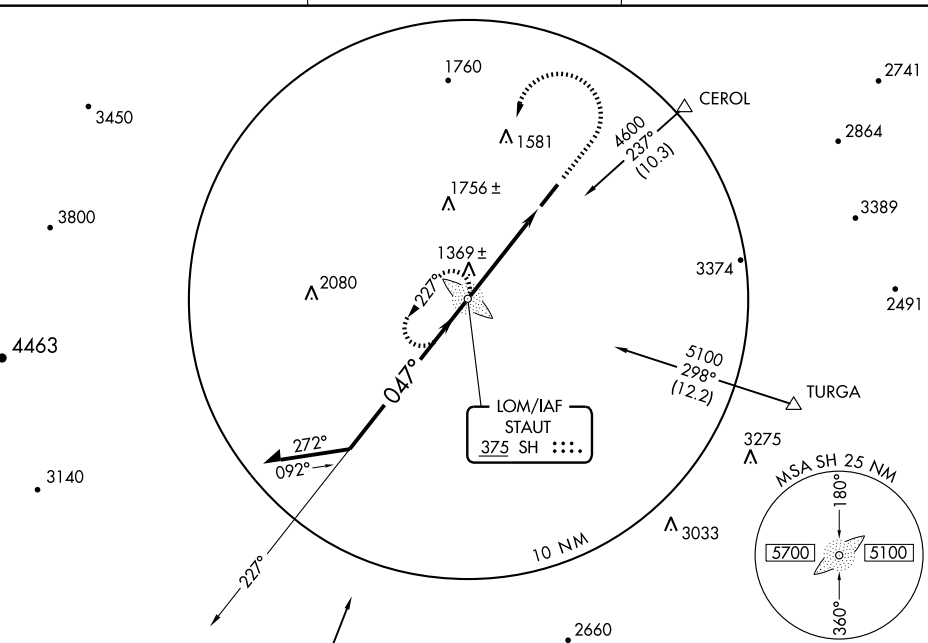
MISSED APPROACH: Climb to 2400 then climbing left turn to 3600 direct SH LOM and hold.

**⚠** When local altimeter setting not received, use Charlottesville altimeter setting: increase all MDAs 140 feet and visibility S-5 and Circling Cat C/D 1/2 mile.

AWOS-3  
**124.925**

POTOMAC APP CON  
**132.85 257.75**

UNICOM  
**123.0 (CTAF) 0**



CATEGORY	A	B	C	D
S-5	1760-3/4 576 (600-3/4)		1760-1 576 (600-1)	1760-1 1/2 576 (600-1 1/2)
CIRCLING	1760-1 559 (600-1)		1760-1 1/2 559 (600-1 1/2)	1820-2 619 (700-2)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

# RNAV (GPS) RWY 5

STAUNTON/ SHENANDOAH VALLEY RGNL (SHD)

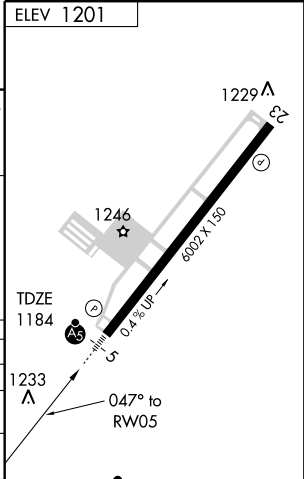
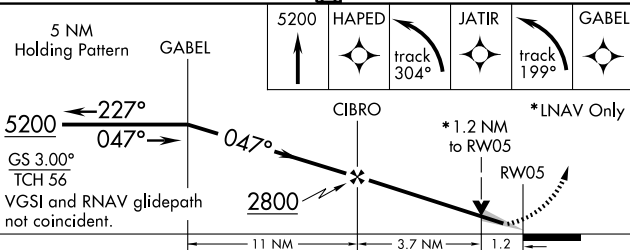
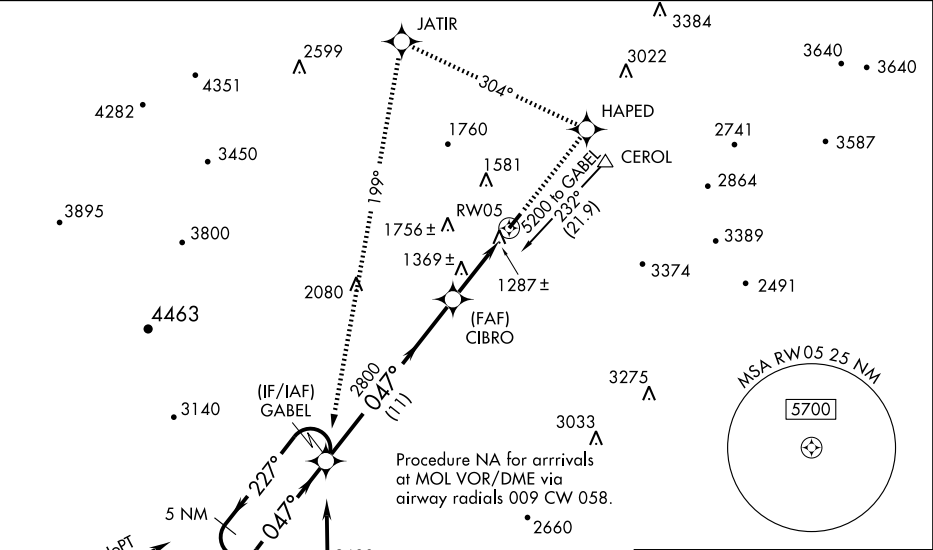
WAAS CH <b>81913</b> W05A	APP CRS <b>047°</b>	Rwy Idg TDZE Apt Elev	<b>6002</b> <b>1184</b> <b>1201</b>
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**▽** For inoperative MALS/R when using Charlottesville altimeter setting, increase LPV visibility to 1½ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Charlottesville altimeter setting. When local altimeter setting not received, use Charlottesville altimeter setting and increase all DA 130 feet, all MDA 140 feet. Increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats ½ mile, LNAV Cat C/D ¼ mile and Circling Cat D ½ mile.

**MALS/R**

**MISSED APPROACH:** Climb to 5200 direct HAPED and left turn via track 304° to JATIR and left turn via track 199° to GABEL and hold.

AWOS-3 <b>124.925</b>	POTOMAC APP CON <b>132.85 257.75</b>	UNICOM <b>123.0 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA	1384-½ 200 (200-½)			
LNAV/VNAV DA	1563-¾ 379 (400-¾)			
LNAV MDA	1620-½ 436 (500-½)	1620-¾ 436 (500-¾)	1620-1 436 (500-1)	
CIRCLING	1620-1 419 (500-1)	1660-1 459 (500-1)	1660-1½ 459 (500-1½)	1820-2 619 (700-2)

REIL Rwy 23 **0**  
HIRL Rwy 5-23 **0**

# RNAV (GPS) RWY 23

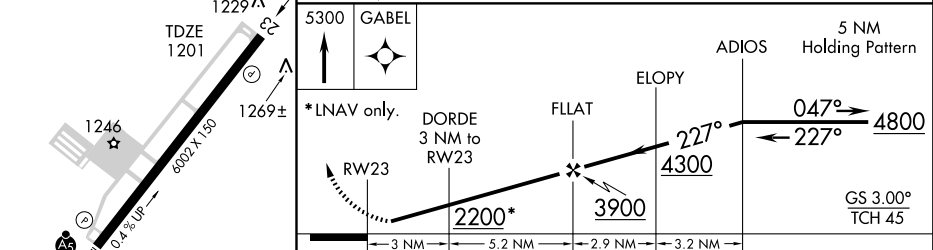
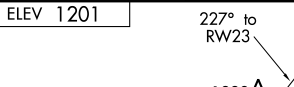
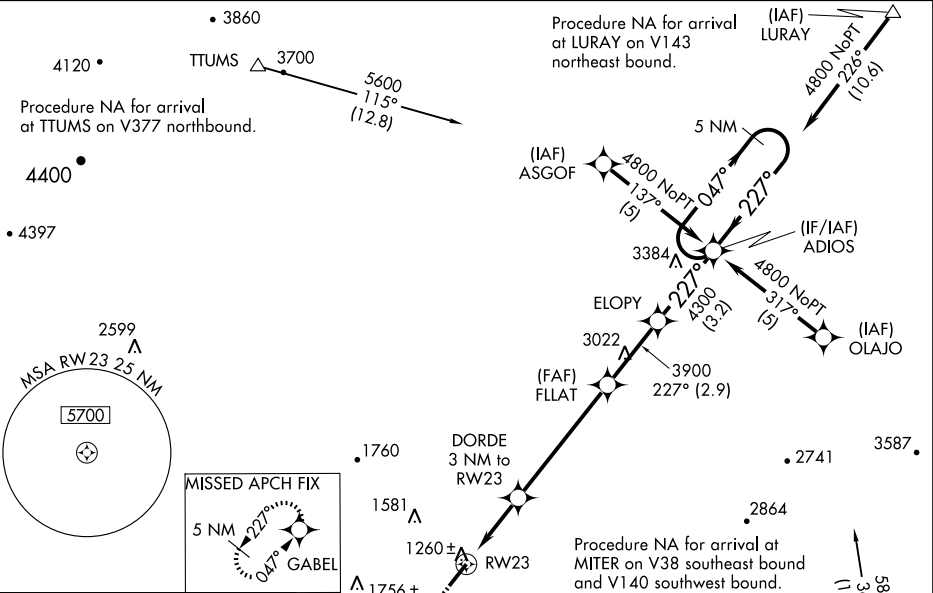
STAUNTON/ SHENANDOAH VALLEY RGNL (SHD)

WAAS CH <b>78113</b> <b>W23A</b>	APP CRS <b>227°</b>	Rwy Idg TDZE Apt Elev	<b>6002</b> <b>1201</b> <b>1201</b>
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**MISSED APPROACH:** Climb to 5300 direct GABEL and hold, continue climb-in-hold to 5300.

**Baro-VNAV NA** when using Charlottesville altimeter setting.  
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 17°C (2°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 Charlottesville altimeter setting and increase all DA 130 feet, all MDA 140 feet. Increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C visibility ¼ mile and LNAV Cat D and Circling Cat D visibility ½ mile.

AWOS-3 <b>124.925</b>	POTOMAC APP CON <b>132.85 257.75</b>	UNICOM <b>123.0 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA		1451-1	250 (300-1)	
LNAV/VNAV DA		1530-1¼	329 (400-1¼)	
LNAV MDA		1520-1	319 (400-1)	
CIRCLING	1600-1 399 (400-1)	1660-1 459 (500-1)	1660-1½ 459 (500-1½)	1820-2 619 (700-2)

REIL Rwy 23 **0**  
 HIRL Rwy 5-23 **0**

POTOMAC DEP CON  
 132.85 257.75  
 CTAF 123.0  
 AWOS-3 124.925

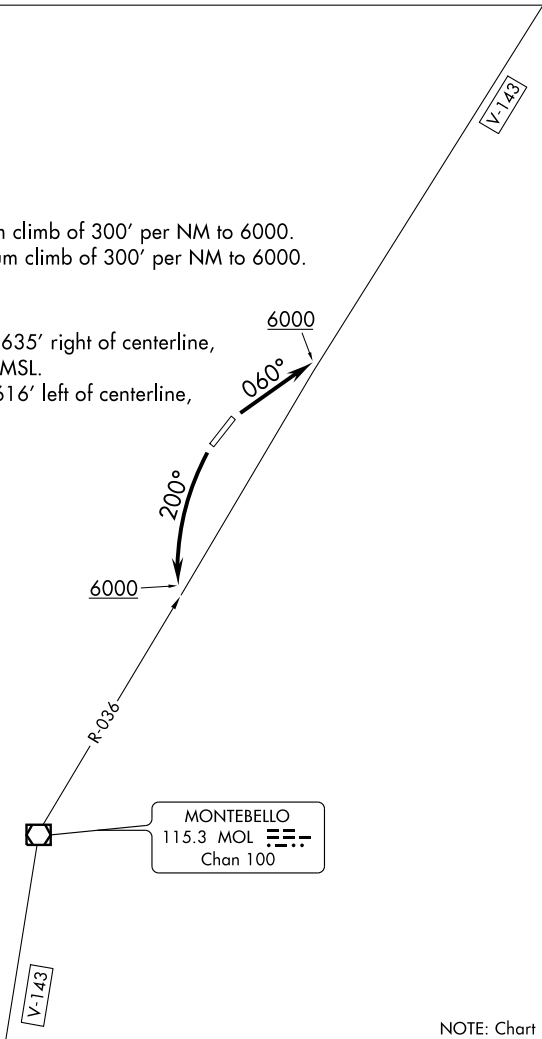
NOTE: RADAR Required.

TAKE-OFF MINIMUMS:

Rwy 5, Standard with minimum climb of 300' per NM to 6000.  
 Rwy 23, Standard with minimum climb of 300' per NM to 6000.

TAKE-OFF OBSTACLES:

Rwy 5, Trees 1720' from DER, 635' right of centerline,  
 up to 100' AGL/1279' MSL.  
 Rwy 23, Tree 679' from DER, 616' left of centerline,  
 35' AGL/1194' MSL.



NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

TAKE-OFF RUNWAY 5: Climb heading 060° to 6000 to intercept MOL VOR/DME R-036 outbound, thence . . .

TAKE-OFF RUNWAY 23: Climbing left turn to 6000 heading 200° to intercept MOL VOR/DME R-036 inbound, thence . . .

. . . expect radar vectors to filed/assigned route. Expect clearance to filed altitude/flight level 10 minutes after departure.

NE-3, 08 APR 2010 to 06 MAY 2010



# LOC RWY 4

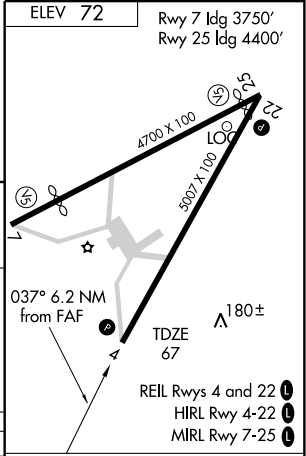
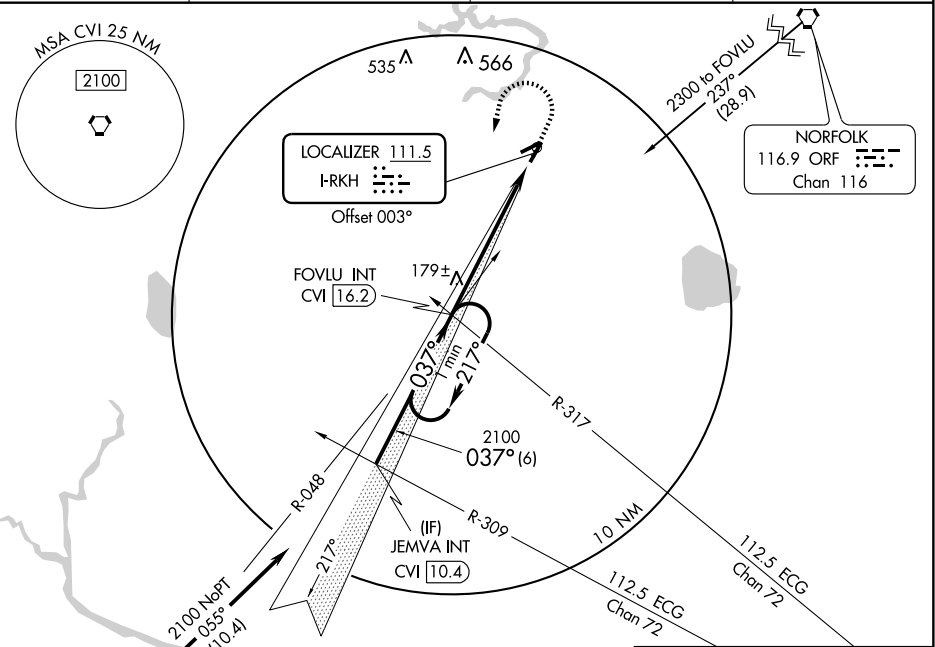
SUFFOLK EXECUTIVE (SFQ)

LOC I-RKH <b>111.5</b>	APP CRS <b>037°</b>	Rwy Idg <b>5007</b> TDZE <b>67</b> Apt Elev <b>72</b>
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**NA** If local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 500, then climbing left turn to 2100 via CVI R-048 to FOVLU and hold.

AWOS-3 <b>119.375</b>	NORFOLK APP CON <b>127.9 269.42</b>	UNICOM <b>122.7 (CTAF) 0</b>	GCO <b>135.075</b>
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CATEGORY	A	B	C	D
S-4		440-1 373 (400-1)		NA
CIRCLING	480-1 408 (500-1)	540-1 468 (500-1)	540-1½ 468 (500-1½)	NA

FAF to MAP 6.2 NM					
Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04

NE-3, 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 4

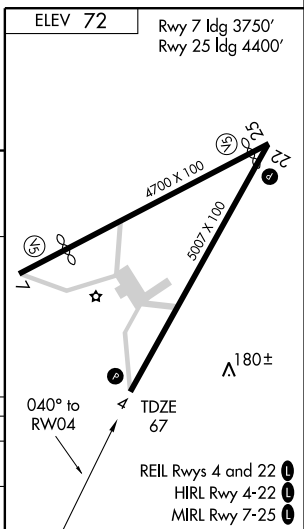
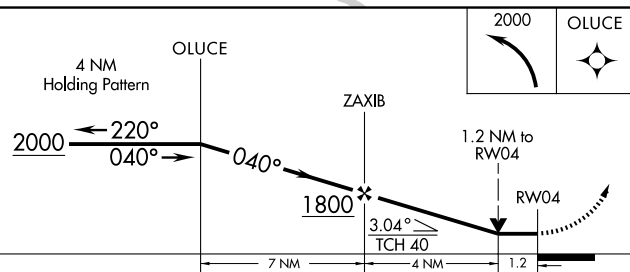
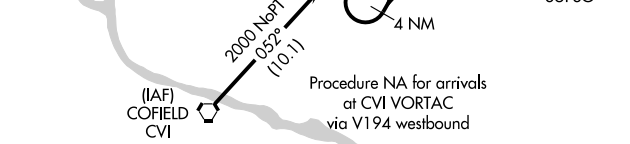
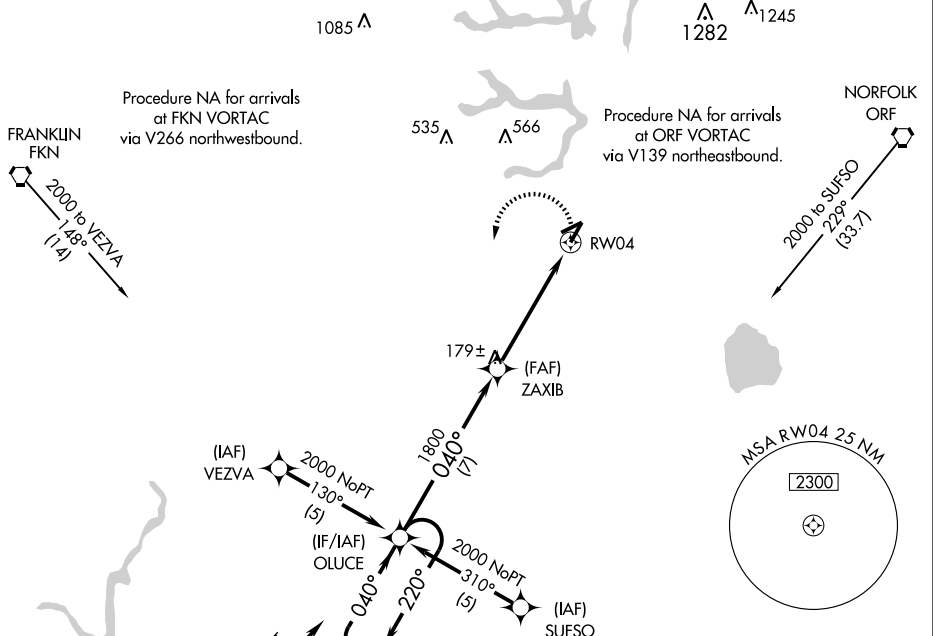
SUFFOLK EXECUTIVE (SFQ)

APP CRS	Rwy Idg	<b>5007</b>
<b>040°</b>	TDZE	<b>67</b>
	Apt Elev	<b>72</b>

**▼** If local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDAs 60 feet. VDP NA when using Norfolk Intl altimeter setting. DME/DME RNP-0.3 NA.

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

AWOS-3 <b>119.375</b>	NORFOLK APP CON <b>127.9 269.42</b>	UNICOM <b>122.7 (CTAF) 0</b>	GCO <b>135.075</b>
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CATEGORY	A	B	C	D
LNAV MDA	480-1	413 (500-1)	480-1½ 413 (500-1½)	NA
CIRCLING	480-1 408 (500-1)	540-1 468 (500-1)	540-1½ 468 (500-1½)	NA

# RNAV (GPS) RWY 7

SUFFOLK EXECUTIVE (SFQ)

APP CRS	Rwy ldg	<b>3750</b>
<b>074°</b>	TDZE	<b>72</b>
	Apt Elev	<b>72</b>

**▼** If local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDAs 60 feet.  
**▲** DME/DME RNP-0.3 NA.

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

AWOS-3  
**119.375**

NORFOLK APP CON  
**127.9 269.42**

UNICOM  
**122.7 (CTAF)**

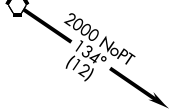
GCO  
**135.075**

Λ 1085

Λ 1282

Procedure NA for arrivals at FKN VORTAC via V266 northwestbound.

(IAF) FRANKLIN FKN

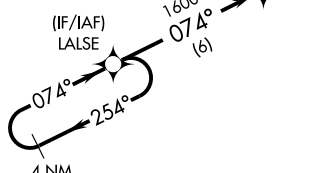


535 Λ

Λ 566

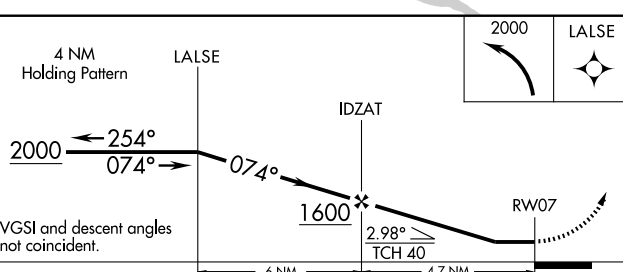
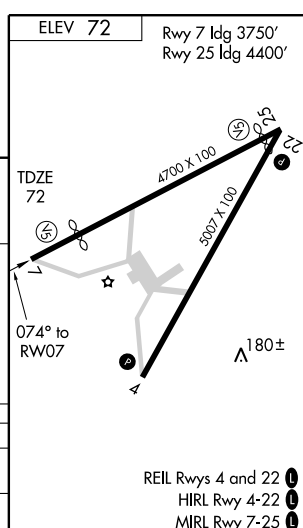
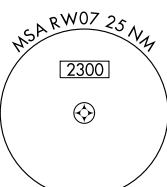
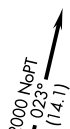
RW07

(FAF) IDZAT 179 ±



Procedure NA for arrivals at CVI VORTAC via V1 southwestbound.

(IAF) COFIELD CVI




CATEGORY	A	B	C	D
LNAV MDA	480-1	408 (500-1)	480-1½ 408 (500-1½)	NA
CIRCLING	480-1 408 (500-1)	540-1 468 (500-1)	540-1½ 468 (500-1½)	NA


REIL Rwy 4 and 22  
 HIRL Rwy 4-22  
 MIRL Rwy 7-25


NE-3, 08 APR 2010 to 06 MAY 2010


# TERKS TWO ARRIVAL

NORFOLK APP CON  
 118.9 353.7  
 NORFOLK INTL ATIS  
 127.15  
 NORFOLK NS ATIS  
 118.425 342.0  
 OCEANA NAS ATIS  
 317.6

MONTEBELLO  
 115.3 MOL   
 Chan 100  
 N37°54.03'-W79°06.41'  
 L-26, H-10-12

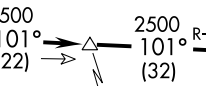
HARCUM  
 108.8 HCM   
 Chan 25  
 N37°26.92'-W76°42.68'

CAPE CHARLES  
 112.2 CCV   
 Chan 59  
 N37°20.85'-W75°59.86'

FLAT ROCK  
 113.3 FAK   
 Chan 80  
 N37°31.71'-W77°49.69'

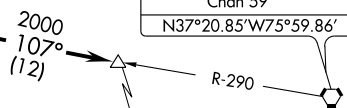
**TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION**

Expect clearance to cross at 14,000'.



**TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION**

Expect clearance to cross at 16,000'.

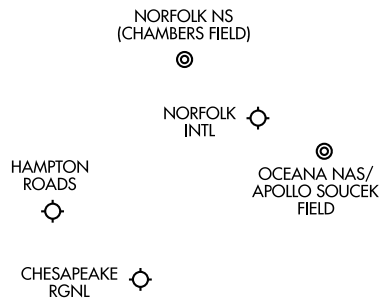


**TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION**

Expect clearance to cross 20 NM west of FL 210.

NOTE: For aircraft at or above 14,000' only.

NOTE: Chart not to scale.



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

NE-3, 08 APR 2010 to 06 MAY 2010

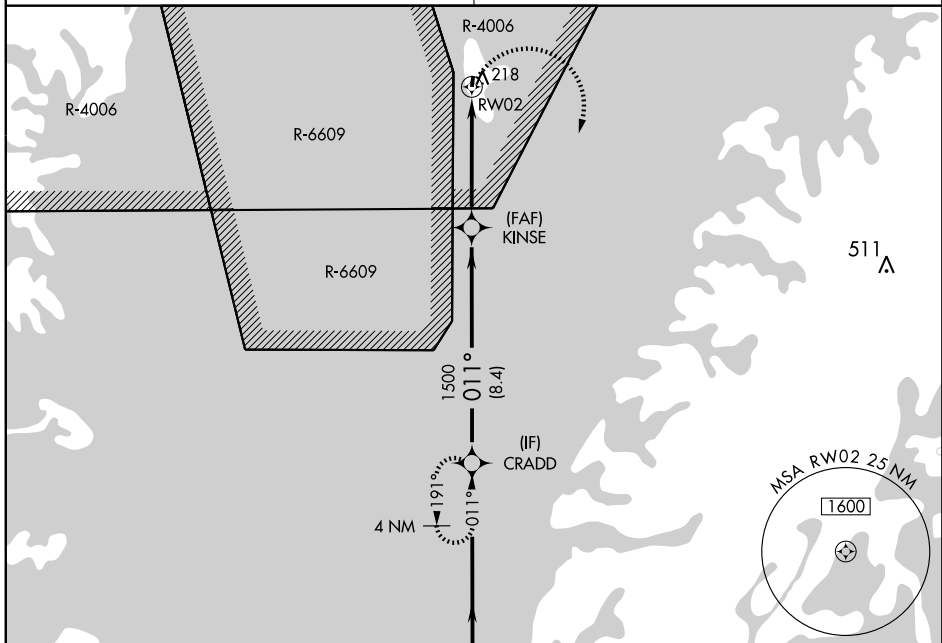
# RNAV (GPS)-B TANGIER ISLAND (TGI)

APP CRS <b>011°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>5</b>
------------------------	-----------------------------	--------------------------------------

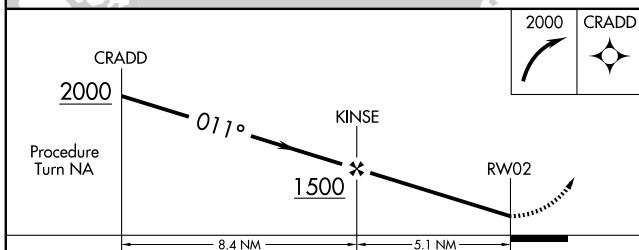
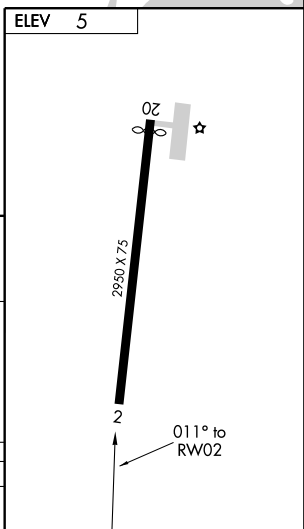
**NA** DME/DME RNP-0.3 NA. Procedure NA at night. Use Patuxent River NAS altimeter setting. Specific clearance from Patuxent App Con required before proceeding Northbound from CRADD. Approach is within R-6609 and underlies R-4006.

**MISSED APPROACH:**  
Climbing right turn to 2000 direct CRADD and hold.

<b>PATUXENT APP CON *</b> <b>121.0 250.3</b>	<b>UNICOM</b> <b>122.8 (CTAF)</b>
---	--------------------------------------



Procedure NA for arrivals at CCV VORTAC airway radials 323 CW 041.



CATEGORY	A	B	C	D
CIRCLING	660-1	655 (700-1)	NA	

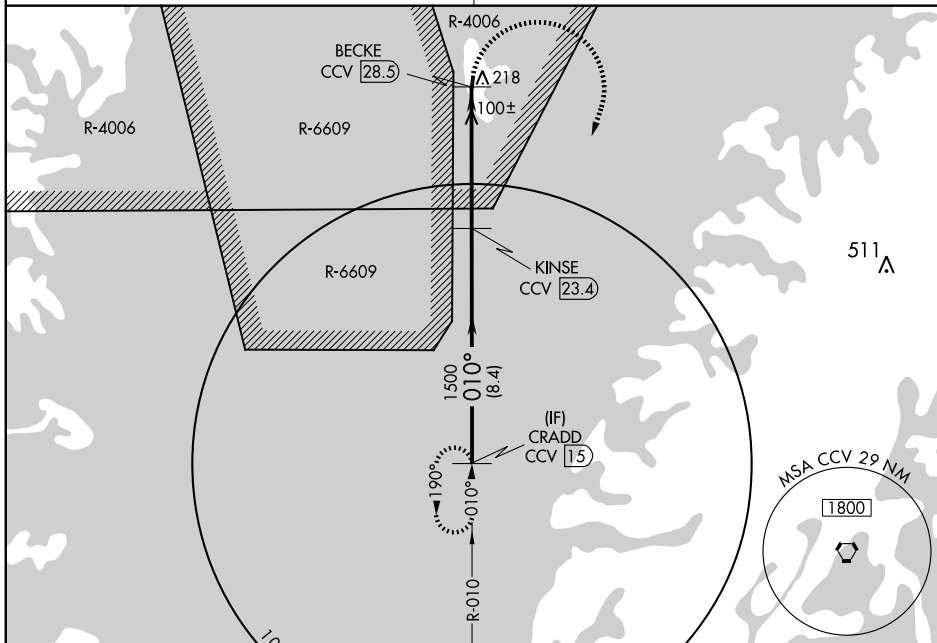
VORTAC CCV <b>112.2</b> Chan <b>59</b>	APP CRS <b>010°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>5</b>
--	------------------------	-----------------------------	------------------------

MISSED APPROACH: Climbing right turn to 2000 via heading 210° and CCV VORTAC R-010 to CRADD/CCV 15 DME and hold.

**NA** Procedure NA at night. Use Patuxent River NAS altimeter setting. Specific clearance from Patuxent App Con required before proceeding Northbound from CRADD. Approach is within R-6609 and underlies R-4006.

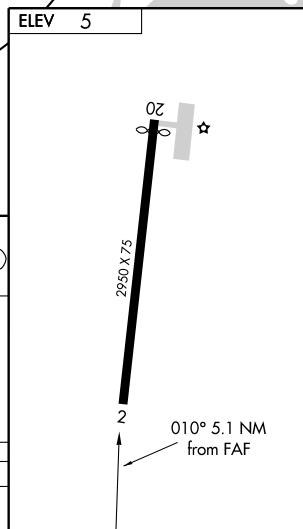
PATUXENT APP CON\*  
**121.0 250.3**

UNICOM  
**122.8 (CTAF)**

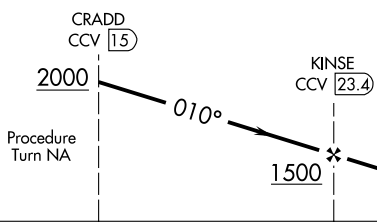


Procedure NA for arrivals at CCV VORTAC airway radials 323 CW 041.

IAF  
CAPE CHARLES  
112.2 CCV  
Chan 59



2000	CCV R-010 112.2	CRADD CCV 15
HDG 210°		



CATEGORY	A	B	C	D
CIRCLING	660-1 655 (700-1)	660-1¼ 655 (700-1¼)	NA	

APP CRS	Rwy Idg	<b>4300</b>
<b>097°</b>	TDZE	<b>135</b>
	Apt Elev	<b>135</b>

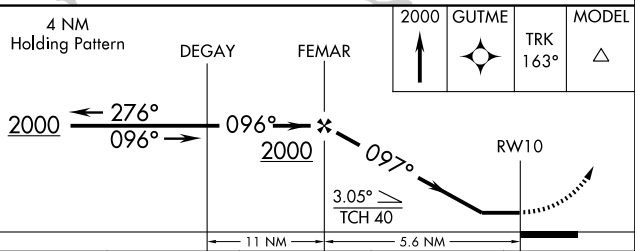
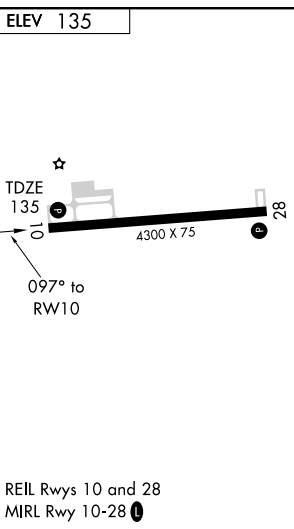
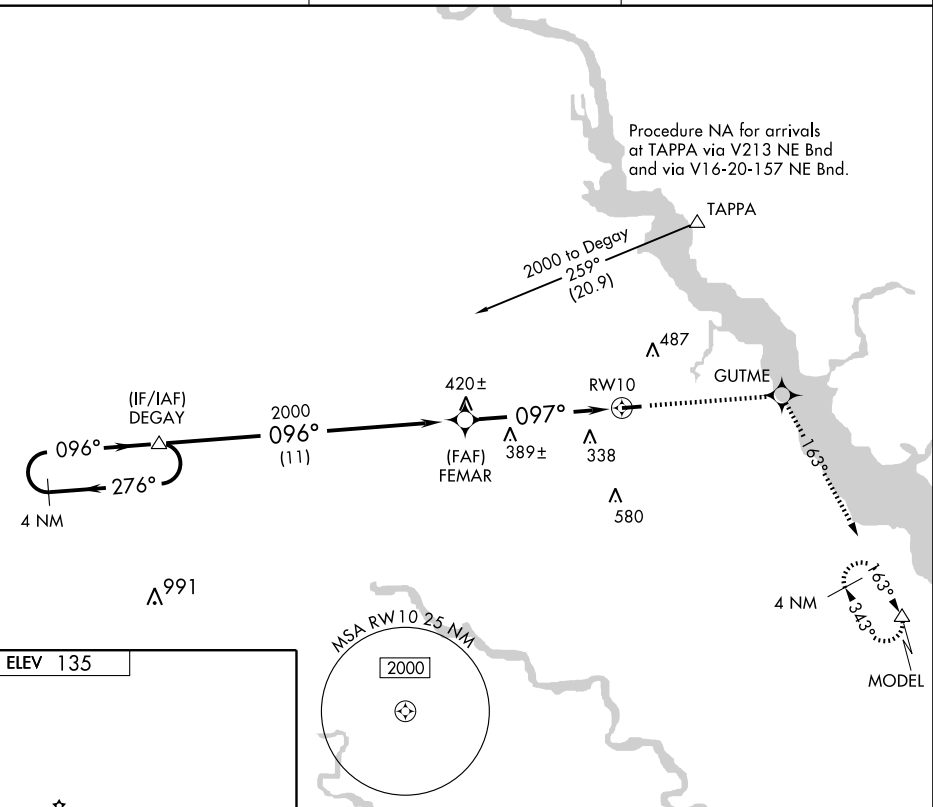
# RNAV (GPS) RWY 10

TAPPAHANNOCK-ESSEX COUNTY (XSA)

**⚠** When local altimeter setting not received, use West Point altimeter setting and increase all MDA 80 feet. Visibility reduction by helicopters NA.  
**⚠** DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 2000 direct GUTME and via 163° track to MODEL and hold.

AWOS-3 <b>125.775</b>	POTOMAC APP CON <b>126.4 282.375</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
RNAV MDA	640-1	505 (600-1)	NA	
CIRCLING	640-1	505 (600-1)	640-1½ 505 (600-1½)	NA

WAAS CH <b>99409</b> <b>W28A</b>	APP CRS <b>277°</b>	Rwy Idg TDZE Apt Elev	<b>4300</b> <b>129</b> <b>135</b>
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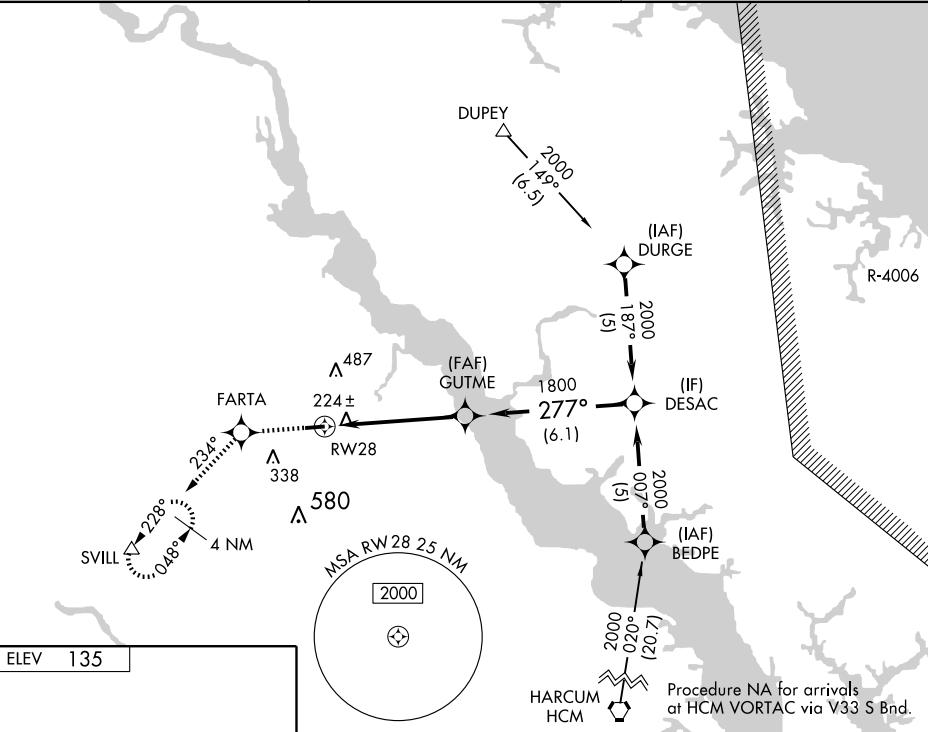
# RNAV (GPS) RWY 28

TAPPAHANNOCK-ESSEX COUNTY (XSA)

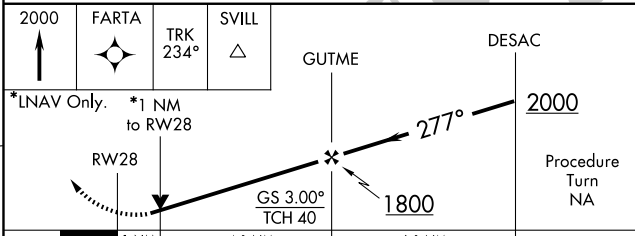
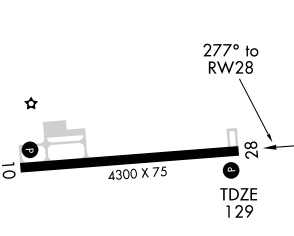
**NA** Baro-VNAV and VDP NA when using West Point altimeter setting. When local altimeter setting not received, use West Point altimeter setting and increase all DA 65 feet and all MDA 80 feet, increase LPV and LNAV/VNAV visibilities ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C(5°F) or above 54°C(130°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 2000 direct FARTA and via 234° track to SVILL and hold.

AWOS-3 <b>125.775</b>	POTOMAC APP CON <b>126.4 282.375</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 135



CATEGORY	A	B	C	D
LPV DA	478-1¼	349 (400-1¼)		NA
LNAV/VNAV DA	521-1½	392 (400-1½)		NA
LNAV MDA	480-1	351 (400-1)		NA
CIRCLING	580-1 445 (600-1)	600-1 465 (600-1)	640-1½ 505 (600-1½)	NA

REIL Rwy 10 and 28  
MIRL Rwy 10-28 0

NE-3, 08 APR 2010 to 06 MAY 2010



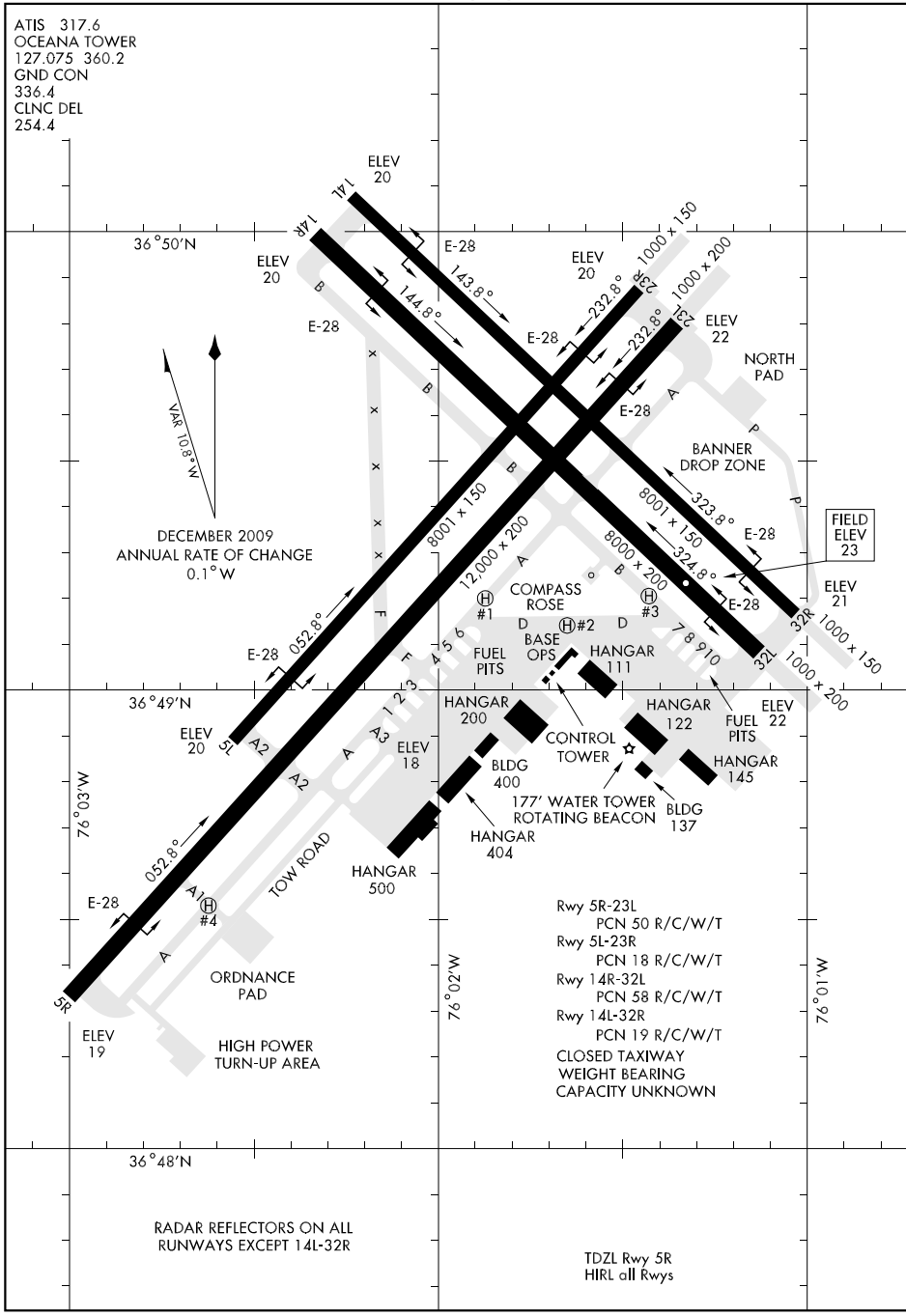
# AIRPORT DIAGRAM

AFD-934 [USN]

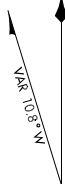
VIRGINIA BEACH, VIRGINIA

ATIS 317.6  
 OCEANA TOWER  
 127.075 360.2  
 GND CON  
 336.4  
 CLNC DEL  
 254.4

NE-3, 08 APR 2010 to 06 MAY 2010



36°50'N



DECEMBER 2009  
 ANNUAL RATE OF CHANGE  
 0.1° W

36°49'N

76°03'W

E-28

ELEV 19

36°48'N

RADAR REFLECTORS ON ALL  
 RUNWAYS EXCEPT 14L-32R

76°02'W

Rwy 5R-23L  
 PCN 50 R/C/W/T  
 Rwy 5L-23R  
 PCN 18 R/C/W/T  
 Rwy 14R-32L  
 PCN 58 R/C/W/T  
 Rwy 14L-32R  
 PCN 19 R/C/W/T  
 CLOSED TAXIWAY  
 WEIGHT BEARING  
 CAPACITY UNKNOWN

TDZL Rwy 5R  
 HIRL all Rwys

W 101.6

# AIRPORT DIAGRAM

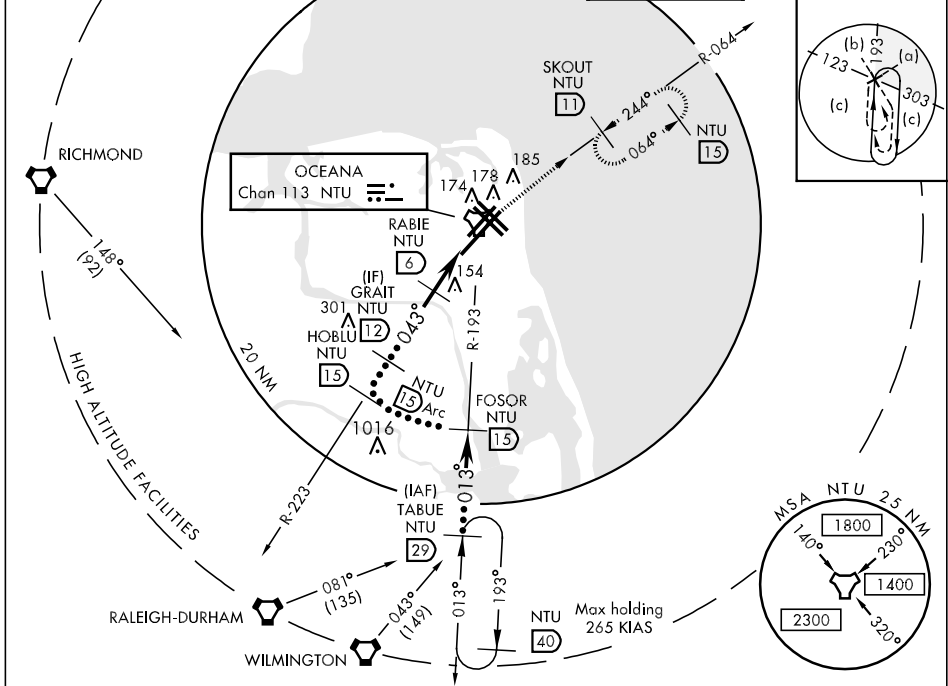
VIRGINIA BEACH, VIRGINIA

TACAN NTU Chan <b>113</b>	APCH CRS <b>043°</b>	Rwy ldg TDZE Arpt Elev <b>8001</b> <b>21</b> <b>23</b>
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JAL-934 [USN] OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

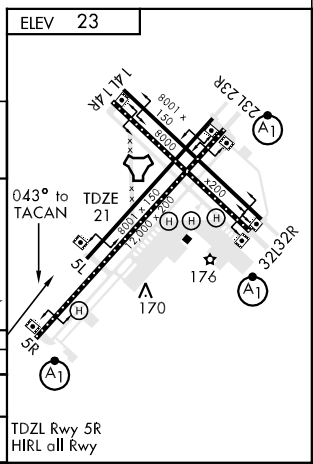
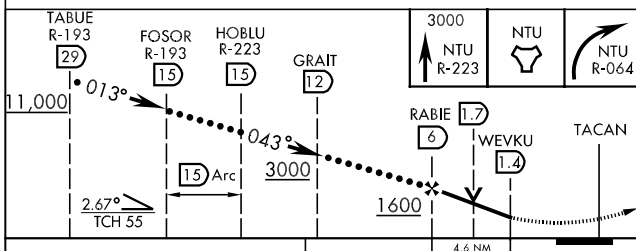
▼ MISSED APPROACH: Climb to 3000 via R-223 to NTU TACAN then via R-064 to SKOUT and hold.

ATIS <b>317.6</b>	OCEANA APP CON <b>119.6 288.3</b> NORTH (NTU R-360 to R-150) <b>123.9 266.8</b> SOUTH (NTU R-151 to R-359)	NORFOLK APP CON <b>126.05 372.1</b>	OCEANA TOWER <b>127.075 360.2</b>	GND CON <b>336.4</b>	CLNC DEL <b>254.4</b>	ASR/ PAR
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NE-3: 08 APR 2010 to 06 MAY 2010

EMERG SAFE ALT 100 NM 2600



CATEGORY	C	D	E
S-5L	420-1 399 (400-1)	420-1½ 399 (400-1½)	420-1½ 399 (400-1½)
CIRCLING	480-1½ 457 (500-1½)	580-2 557 (600-2)	620-2 597 (600-2)

TACAN NTU Chan <b>113</b>	APCH CRS <b>043°</b>	Rwy Idg TDZE Arprt Elev <b>12,000 20 23</b>
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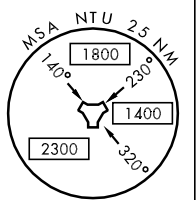
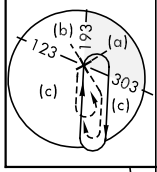
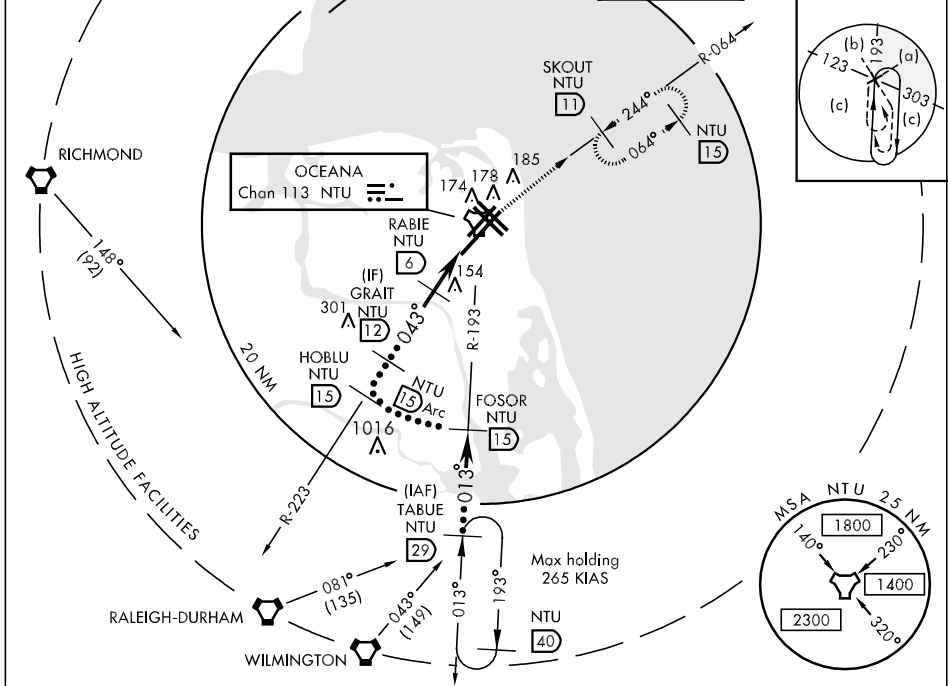
JAL-934 [USN] OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

▼ \* When ALS inop, increase vis CAT C to 1 mile, CAT D to 1½ miles, CAT E to 1½ miles.



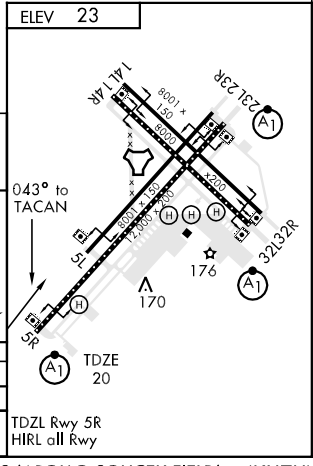
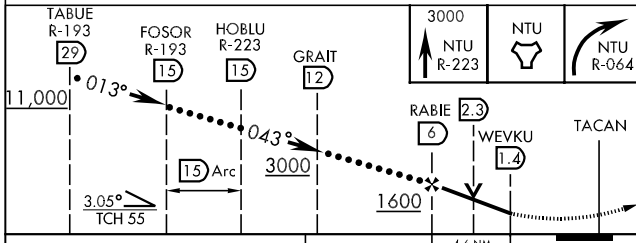
MISSED APPROACH: Climb to 3000 via R-223 to NTU TACAN then via R-064 to SKOUT and hold.

ATIS <b>317.6</b>	OCEANA APP CON <b>119.6 288.3</b> NORTH (NTU R-360 to R-150) <b>123.9 266.8</b> SOUTH (NTU R-151 to R-359)	NORFOLK APP CON <b>126.05 372.1</b>	OCEANA TOWER <b>127.075 360.2</b>	GND CON <b>336.4</b>	CLNC DEL <b>254.4</b>	ASR/PAR
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NE-3: 08 APR 2010 to 06 MAY 2010

EMERG SAFE ALT 100 NM 2600

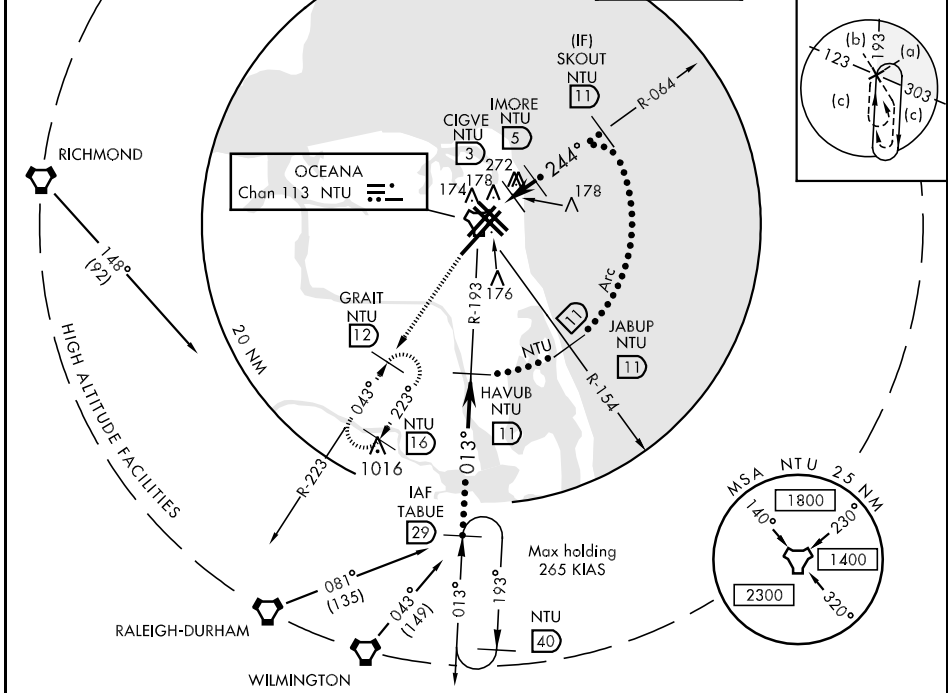


CATEGORY	C	D	E
S-5R *	420-¾	400 (400-¾)	420-1 400 (400-1)
CIRCLING	480-1½ 457 (500-1½)	580-2 557 (600-2)	620-2 597 (600-2)

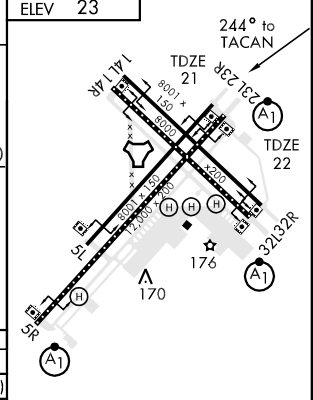
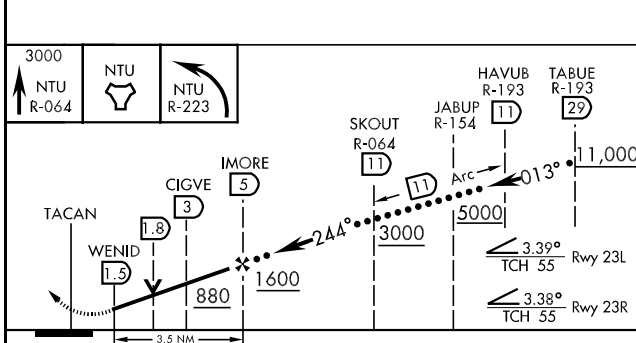
TACAN NTU Chan <b>113</b>	APCH CRS <b>244°</b>	Rwy Idg 23L <b>12,000</b> 23R <b>8001</b> TDZE 23L <b>22</b> 23R <b>21</b> Arprt Elev <b>23</b>	JAL-934 [USN] OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)
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▼ \* When ALS inop, increase vis CAT CD to 1¼ miles, CAT E to 1½ miles.
ALSF-1
MISSED APPROACH: Climb to 3000 via R-064 to NTU TACAN then via R-223 to GRAIT and hold.

ATIS <b>317.6</b>	OCEANA APP CON <b>119.6 288.3</b> NORTH (NTU R-360 to R-150) <b>123.9 266.8</b> SOUTH (NTU R-151 to R-359)	NORFOLK APP CON <b>126.05 372.1</b>	OCEANA TOWER <b>127.075 360.2</b>	GND CON <b>336.4</b>	CLNC DEL <b>254.4</b>	ASR/PAR
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EMERG SAFE ALT 100 NM 2600



CATEGORY	C	D	E
S-23L *	440-¾	418 (500-¾)	440-1 418 (500-1)
S-23R	440-1¼	419 (500-1¼)	440-1½ 419 (500-1½)
CIRCLING	480-1½ 457 (500-1½)	580-2 557 (600-2)	620-2 597 (600-2)

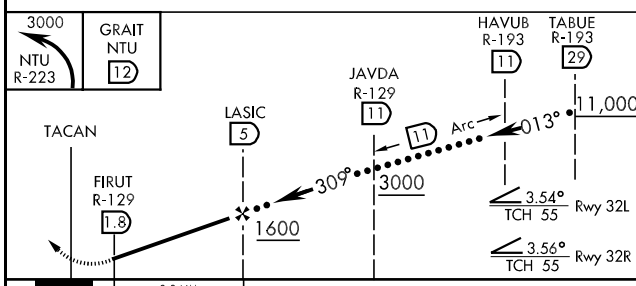
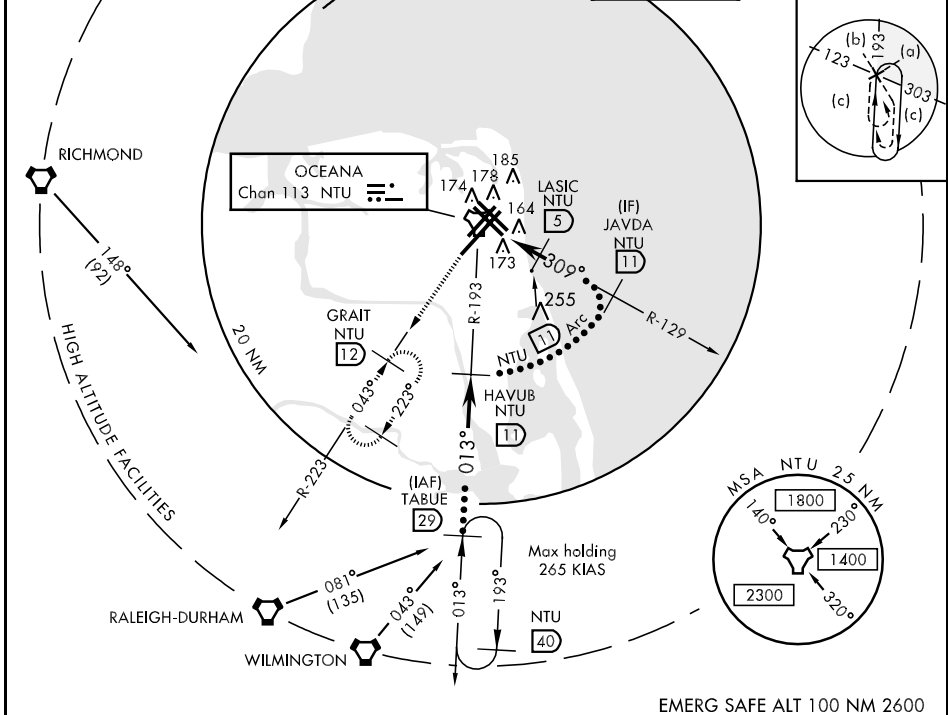
NE-3: 08 APR 2010 to 06 MAY 2010

TACAN NTU Chan 113	APCH CRS 309°	Rwy ldg TDZE Arprt Elev	32L 8000 32R 8001 23 21	JAL-934 [USN]	OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)
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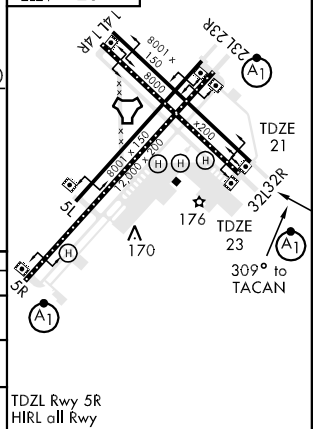
▼ \* When ALS inop, increase vis CAT CD to 1½ miles, CAT E to 1½ miles.

A1 MISSED APPROACH: Climbing left turn to 3000, intercept NTU R-223 to GRAIT and hold.

ATIS 317.6	OCEANA APP CON 119.6 288.3 NORTH (NTU R-360 to R-150) 123.9 266.8 SOUTH (NTU R-151 to R-359)	NORFOLK APP CON 126.05 372.1	OCEANA TOWER 127.075 360.2	GND CON 336.4	CLNC DEL 254.4	ASR/PAR
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EMERG SAFE ALT 100 NM 2600



CATEGORY	C	D	E
S-32L *	440-¾	417 (500-¾)	440-1 417 (500-1)
S-32R	440-1¼	419 (500-1¼)	440-1½ 419 (500-1½)
CIRCLING	480-1½	580-2	620-2
	457 (500-1½)	557 (600-2)	597 (600-2)

TDZL Rwy 5R  
HIRL all Rwy

NE-3: 08 APR 2010 to 06 MAY 2010

# OCEANA-TWO DEPARTURE (NTU2 • NTU)

VIRGINIA BEACH, VIRGINIA

ATIS 317.6  
CLNC DEL  
254.4  
GND CON  
336.4  
OCEANA TOWER  
127.075 360.2

SHL-934 [USN]



HARCUM	
108.8 HCM	
Chan 25	
N37°26.92'	
W76°42.68'	
L-36, H-10	

HOPEWELL	
112.0 HPW	
Chan 57	
N37°19.73'	
W77°06.96'	
L-36, H-10	

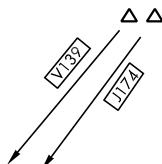
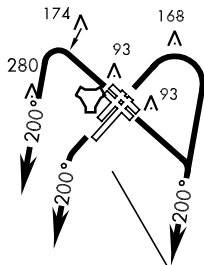
OCEANA DEP CON  
123.9 266.8

WAKS	
N37°03.03'	
W77°04.13'	
L-36	

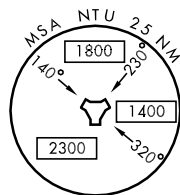
FRANKLIN	
110.6 FKN	
Chan 43	
N36°42.85'	
W77°00.74'	
L-35-36, H-10	

SUNNS	
N36°26.41'	
W76°30.47'	
L-36	

EDDYS	
N36°26.42'	
W76°27.01'	
H-9	



OCEANA	
Chan 113 NTU	
N36°49.45' W76°02.22'	



**RADAR REQUIRED**

Chart not to scale

## DEPARTURE ROUTE DESCRIPTION

- TAKE-OFF RWY 5L/R:** Climb via heading 052°, leaving 600, turn right heading 200°. Thence...
- TAKE-OFF RWY 14L/R:** Climb via heading 144°, leaving 600, turn right heading 200°. Thence...
- TAKE-OFF RWY 23L/R:** Climb via heading 232°, leaving 1000, turn left heading 200°. Thence...
- TAKE-OFF RWY 32L/R:** Climb via heading 324°, leaving 500, turn left heading 200°. Thence...  
...Maintain 4000 or assigned lower altitude.

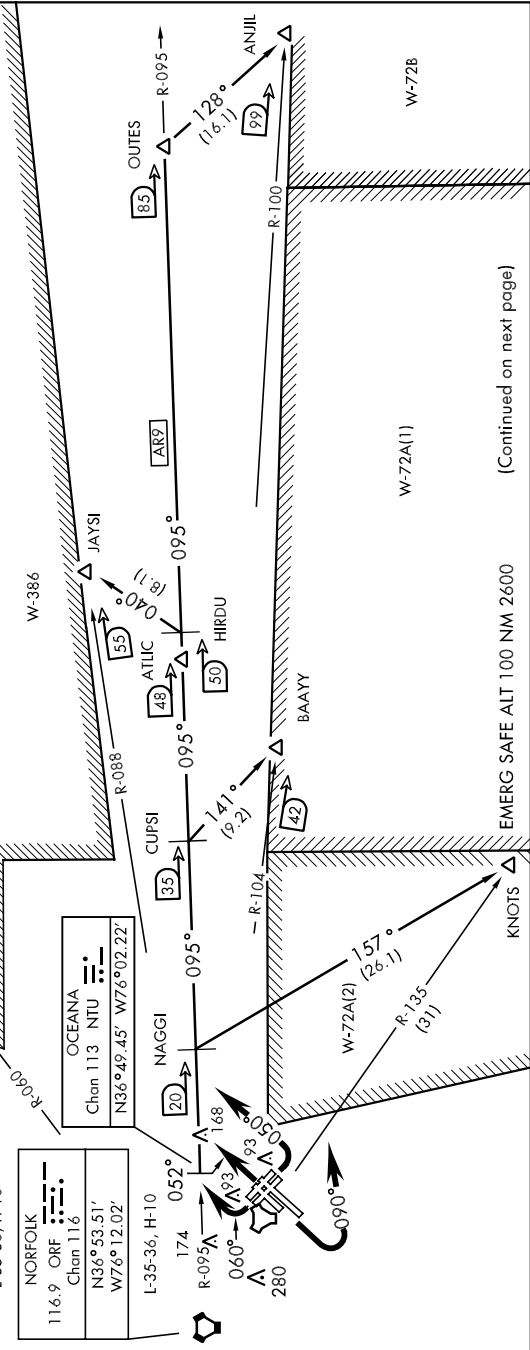
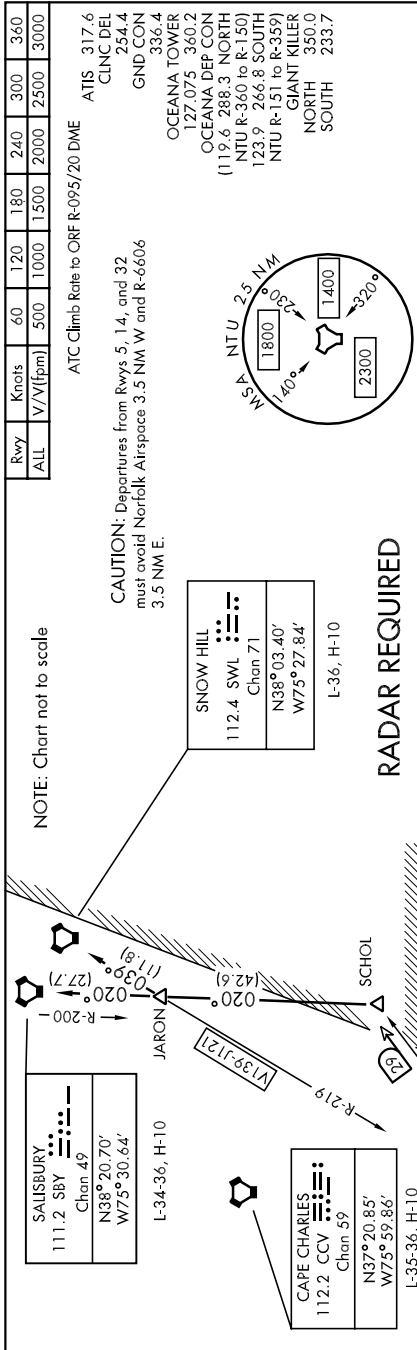
- EDDYS TRANSITION (NTU1.EDDYS):** Via radar vectors to EDDYS.
- FRANKLIN TRANSITION (NTU1.FKN):** Via radar vectors to FKN VORTAC.
- HARCUM TRANSITION (NTU1.HCM):** Via radar vectors to HCM VORTAC.
- HOPEWELL TRANSITION (NTU1.HPW):** Via radar vectors to HPW VORTAC.  
(Note: At or below 17,000 only).
- SUNNS TRANSITION (NTU1.SUNNS):** Via radar vectors to SUNNS.  
(Note: At or below 17,000 only).
- WAKS TRANSITION (NTU1.WAKS):** Via radar vectors to WAKS.

# OCEANA-TWO DEPARTURE (NTU2 • NTU)

VIRGINIA BEACH, VIRGINIA

NE-3, 08 APR 2010 to 06 MAY 2010

NE-3, 08 APR 2010 to 06 MAY 2010



(Continued on next page)

SHL-934 [USN]



## DEPARTURE ROUTE DISCRIPTION

TAKE-OFF RWY 5L/R: Climb via heading 052°. Thence . . .

TAKE-OFF RWY 14L/R: Climb via heading 144°, leaving 600 turn left to heading 050°. Thence . . .

TAKE-OFF RWY 23L/R: Climb via heading 232°, leaving 1000 turn left to heading 090°. Thence . . .

TAKE-OFF RWY 32L/R: Climb via heading 324°, to assigned altitude, turn right heading 060° within NTU 2 DME. Thence . . .

Via radar vectors to assigned transition. Maintain 7000 (props), 10,000 (jets). Thence . . .

ANJIL TRANSITION (NTU013): Via ORF-095 to OUTES then via heading 128° to ANJIL.

ATLIC TRANSITION (SOUC9.ATLIC): Via ORF-095 to ATLIC.

BAAYY TRANSITION (NTU011): Via ORF-095 to CUPSI then via heading 141° to BAAYY.

CAPE CHARLES TRANSITION (SOUC9.CCV): Via radar vectors to CCV VORTAC.

JAYSI TRANSITION (NTU012): Via ORF-095 to HIRDU then via heading 040° to JAYSI.

KNOTS TRANSITION (NTU002): Via ORF-095 to NAGGI then via heading 157° to KNOTS.

SALISBURY TRANSITION (SOUC9.SBY): Via radar vectors to SCHOL, then via SBY R-200 to SBY VORTAC.

SCHOL TRANSITION (SOUC9.SCHOL): Via radar vectors to SCHOL.

SNOW HILL TRANSITION (SOUC9.SWL): Via radar vectors to SCHOL, then via SBY R-200 to JARON, then via SWL R-219 to SWL VORTAC.

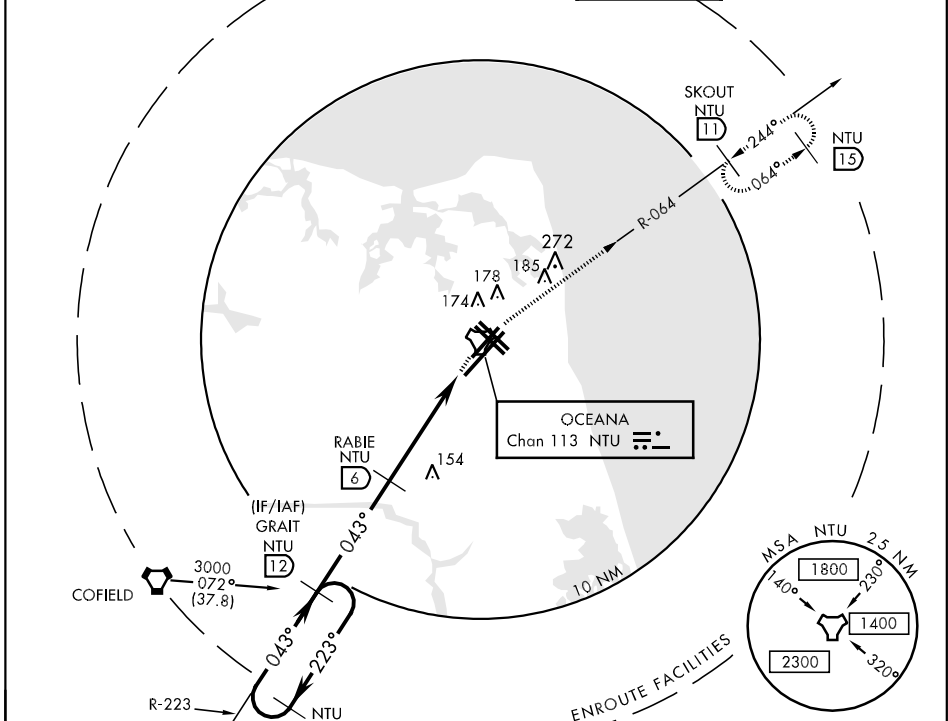


TACAN NTU Chan <b>113</b>	APCH CRS <b>043°</b>	Rwy Idg <b>8001</b> TDZE <b>21</b> Arprt Elev <b>23</b>
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AL-934 [USN] OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

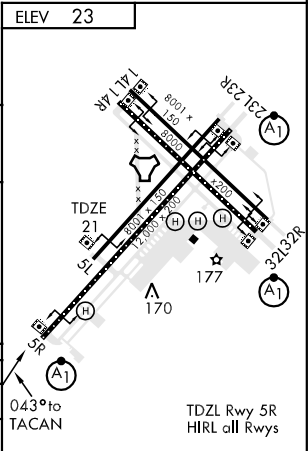
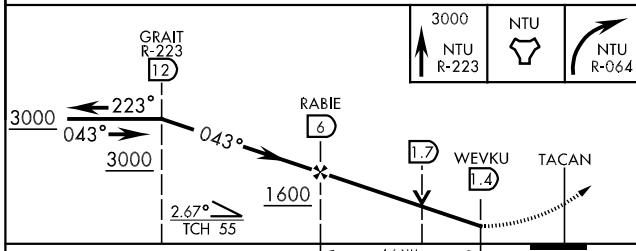
MISSED APPROACH: Climb to 3000 via R-223 to NTU TACAN then via R-064 to SKOUT and hold.

ATIS <b>317.6</b>	OCEANA APP CON <b>119.6 288.3 NORTH</b> (NTU R-360 to R-150) <b>123.9 266.8 SOUTH</b> (NTU R-151 to R-359)	NORFOLK APP CON <b>126.05 372.1</b>	OCEANA TOWER <b>127.075 360.2</b>	GND CON <b>336.4</b>	CLNC DEL <b>254.4</b>	ASR/PAR
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NE-3: 08 APR 2010 to 06 MAY 2010

EMERG SAFE ALT 100 NM 2600



CATEGORY	A	B	C	D
S-5L	420-1	399 (400-1)	420-1¼ 399 (400-1¼)	
CIRCLING	480-1 457 (500-1)	480-1½ 457 (500-1½)	580-2 557 (600-2)	

TACAN NTU Chan <b>113</b>	APCH CRS <b>043°</b>	Rwy ldg <b>12,000</b> TDZE <b>20</b> Arprt Elev <b>23</b>
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AL-934 [USN]

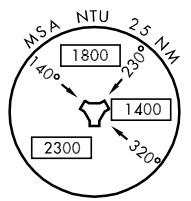
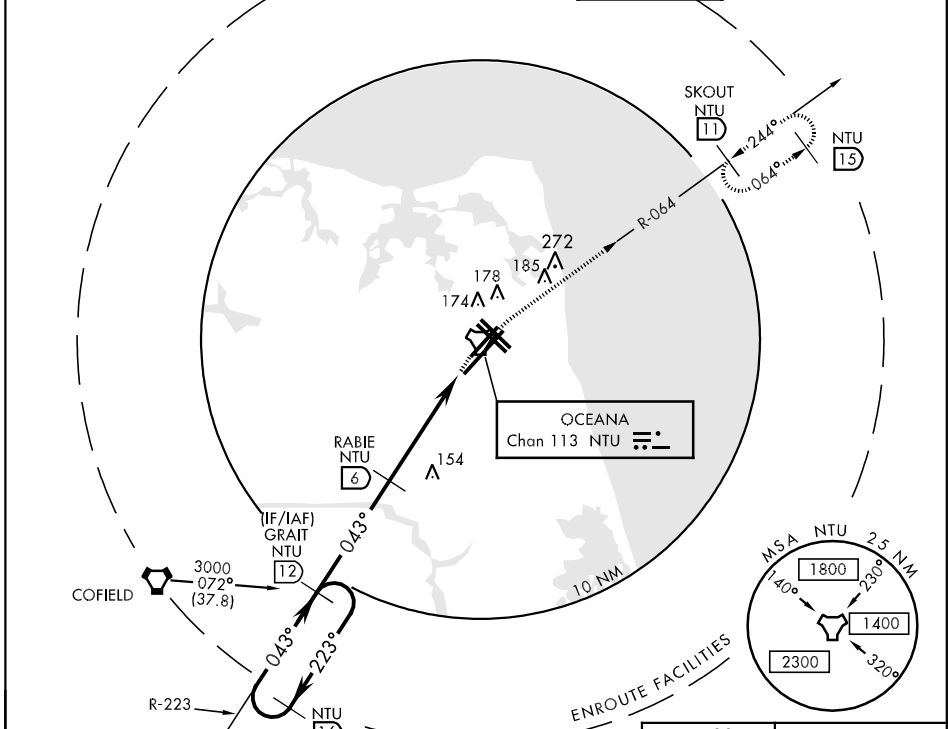
OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

▼ \* When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.

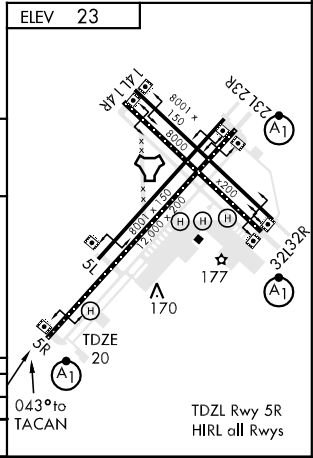
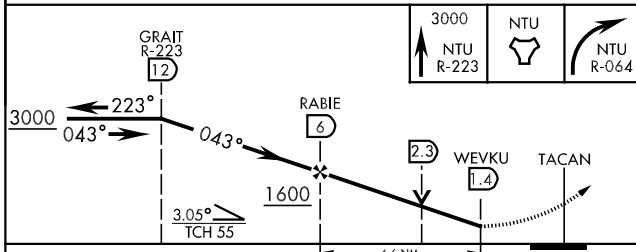


MISSED APPROACH: Climb to 3000 via R-223 to NTU TACAN then via R-064 to SKOUT and hold.

ATIS <b>317.6</b>	OCEANA APP CON <b>119.6 288.3 NORTH</b> (NTU R-360 to R-150) <b>123.9 266.8 SOUTH</b> (NTU R-151 to R-359)	NORFOLK APP CON <b>126.05 372.1</b>	OCEANA TOWER <b>127.075 360.2</b>	GND CON <b>336.4</b>	CLNC DEL <b>254.4</b>	ASR/ PAR
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EMERG SAFE ALT 100 NM 2600



CATEGORY	A	B	C	D
S-5R *	420-½	400 (400-½)	420-¾	400 (400-¾)
CIRCLING	480-1	457 (500-1)	480-1½	580-2
			457 (500-1½)	557 (600-2)

NE-3: 08 APR 2010 to 06 MAY 2010

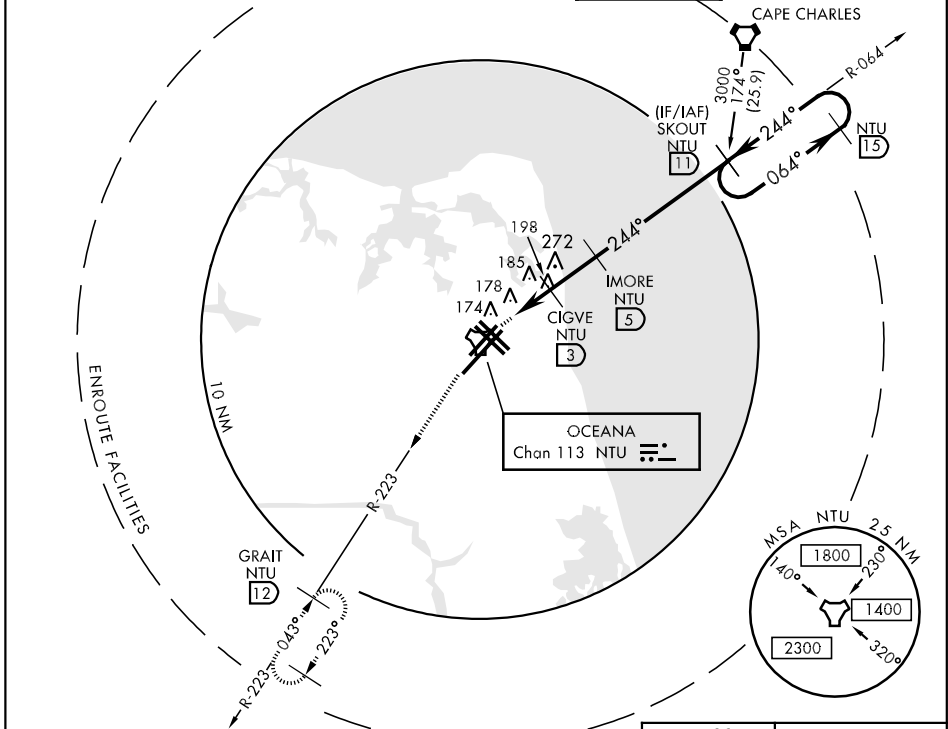
TACAN NTU Chan <b>113</b>	APCH CRS <b>244°</b>	Rwy ldg 23L <b>12,000</b> 23R <b>8001</b> TDZE 23L <b>22</b> 23R <b>21</b> Arprt Elev <b>23</b>
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AL-934 [USN]  
OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

▼ \* When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles.

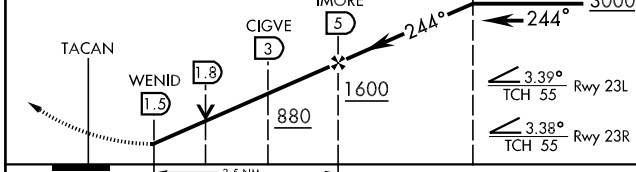
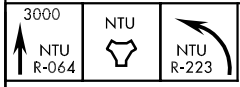
ALSF-1  
 MISSED APPROACH: Climb to 3000 via R-064 to NTU TACAN then via R-223 to GRAIT and hold.

ATIS <b>317.6</b>	OCEANA APP CON <b>119.6 288.3 NORTH</b> (NTU R-360 to R-150) <b>123.9 266.8 SOUTH</b> (NTU R-151 to R-359)	NORFOLK APP CON <b>126.05 372.1</b>	OCEANA TOWER <b>127.075 360.2</b>	GND CON <b>336.4</b>	CLNC DEL <b>254.4</b>	ASR/PAR
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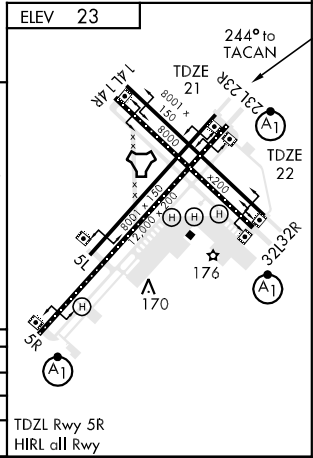


NE-3: 08 APR 2010 to 06 MAY 2010

EMERG SAFE ALT 100 NM 2600





CATEGORY	A	B	C	D
S-23L*	440-½ 418 (500-½)		440-¾ 418 (500-¾)	
S-23R	440-1 419 (500-1)		440-1¼ 419 (500-1¼)	
CIRCLING	480-1 457 (500-1)		480-1½ 457 (500-1½)	580-2 557 (600-2)





# TERKS TWO ARRIVAL

NORFOLK APP CON  
 118.9 353.7  
 NORFOLK INTL ATIS  
 127.15  
 NORFOLK NS ATIS  
 118.425 342.0  
 OCEANA NAS ATIS  
 317.6

MONTEBELLO  
 115.3 MOL   
 Chan 100  
 N37°54.03'-W79°06.41'  
 L-26, H-10-12

HARCUM  
 108.8 HCM   
 Chan 25  
 N37°26.92'-W76°42.68'

CAPE CHARLES  
 112.2 CCV   
 Chan 59  
 N37°20.85'-W75°59.86'

FLAT ROCK  
 113.3 FAK   
 Chan 80  
 N37°31.71'-W77°49.69'

**TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION**

Expect clearance to cross at 14,000'.

**TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION**

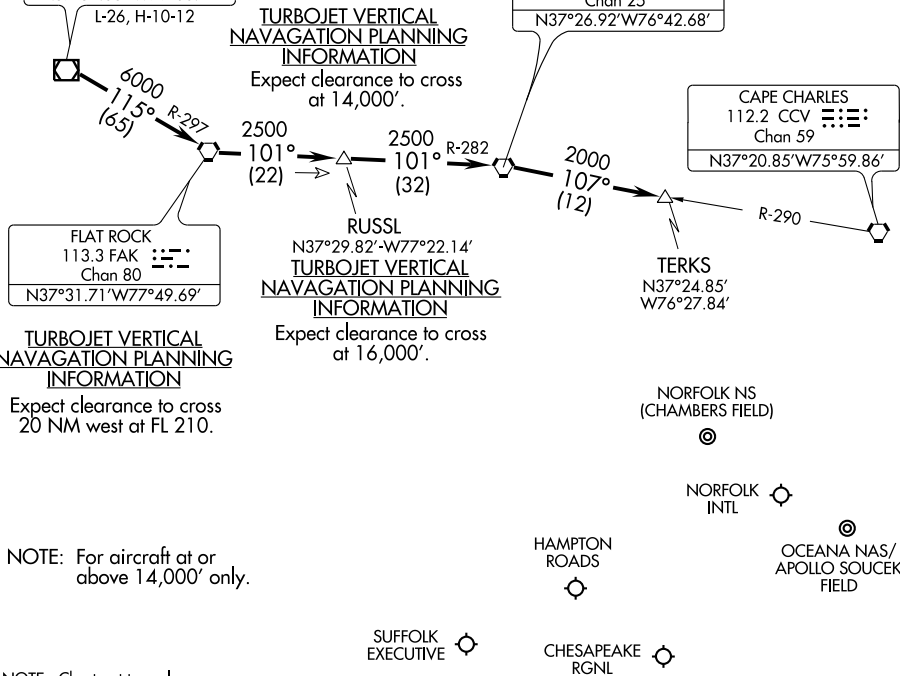
Expect clearance to cross at 16,000'.

**TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION**

Expect clearance to cross 20 NM west of FL 210.

NOTE: For aircraft at or above 14,000' only.

NOTE: Chart not to scale.



NE-3, 08 APR 2010 to 06 MAY 2010


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


# WYNNNS-TWO DEPARTURE (WYNNNS2•WYNNNS)

VIRGINIA BEACH, VIRGINIA

ATIS 317.6  
CLNC DEL  
254.4  
GND CON  
336.4  
OCEANA TOWER  
127.075 360.2  
OCEANA DEP CON  
119.6 288.3 NORTH (NTU R-360 to R-150)  
123.9 266.8 SOUTH (NTU R-151 to R-359)


SH-934 [USN]

NORFOLK  
116.9 ORF   
Chan 116  
N36° 53.51'  
W76° 12.02'

OCEANA  
Chan 113 NTU   
N36° 49.45' W76° 02.22'

Rwy	Knots	120	180	240	300	360
All	V/V(fpm)	1000	1500	2000	2500	3000

ATC Minimum Climb Rate to FL240


RALEIGH-DURHAM  
117.2 RDU   
Chan 119  
N35° 52.35'  
W78° 47.00'  
H-9

WYNNNS

262°  
(103)

R-231  
214°  
(125)

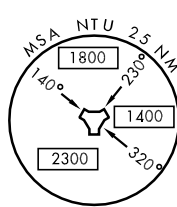
ILM  
R-034

WILMINGTON  
117.0 ILM   
Chan 117  
N34° 21.10'  
W77° 52.46'  
H-9

R-082

\* Aprx dist fr DER

NTU 49 Arc  
(48)



11,000

38  
RUDKE

18  
KITTE

FL 240

**CAUTION:**  
Turns off Rwys 5, 14 and 32  
must avoid Norfolk airspace  
3.5 NM West; R-6606 3.5 NM East.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5L/R or 14L/R: Climbing right turn to intercept NTU R-175 prior to CANOB. Thence . . .

TAKE-OFF RWY 23L/R: Climbing left turn to intercept NTU R-175 prior to CANOB. Thence . . .

TAKE-OFF RWY 32L/R: Climbing left turn within NTU 2 DME to intercept NTU R-175. Thence . . .

. . . Via NTU R-175 to KITTE, arc south of NTU TACAN via the 49 mile arc to WYNNNS. Cross RUDKE at or above 11,000. Cross KITTE at FL240 or as assigned. Thence . . .

RALEIGH-DURHAM TRANSITION (WYNNNS2.RDU): Via RDU R-082 to RDU VORTAC.

WILMINGTON TRANSITION (WYNNNS2.ILM): Via ILM R-034 to ILM VORTAC.

# NDB RWY 20

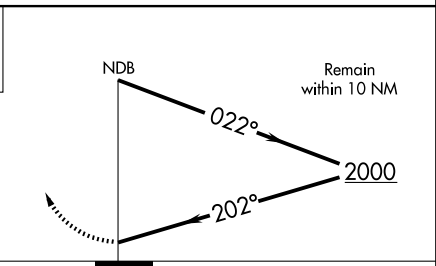
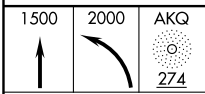
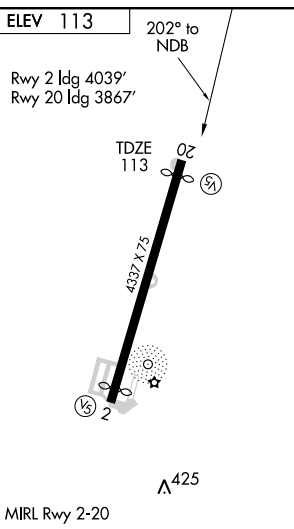
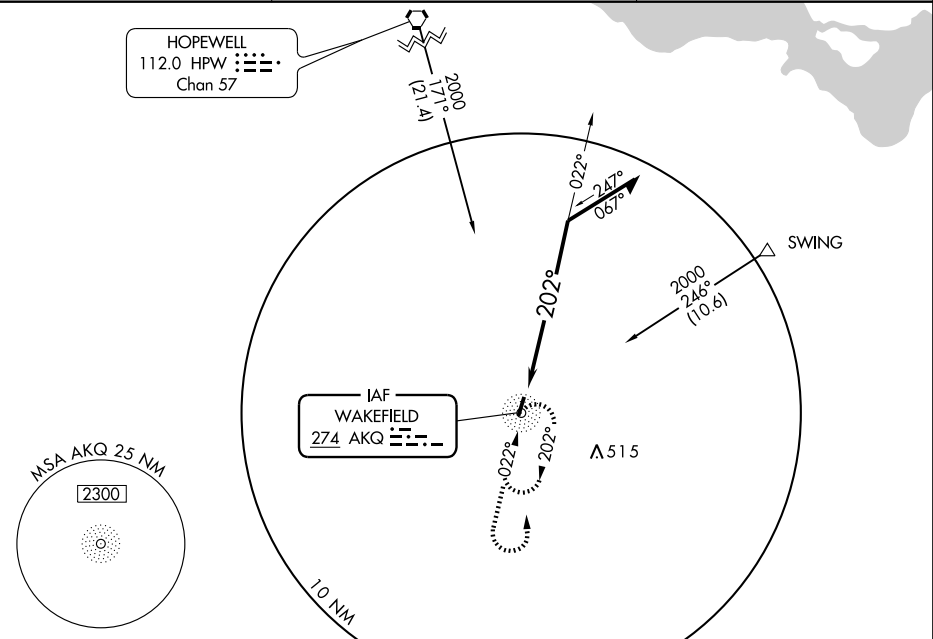
WAKEFIELD MUNI (AKQ)

NDB AKQ	APP CRS	Rwy Idg	<b>3867</b>
<b>274</b>	<b>202°</b>	TDZE	<b>113</b>
		Apt Elev	<b>113</b>

▼  
▲ NA

MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct AKQ NDB and hold.

ASOS <b>128.325</b>	NORFOLK APP CON <b>127.9 269.42</b>	UNICOM <b>122.8 (CTAF)</b>
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CATEGORY	A	B	C	D
S-20	840-1	727 (800-1)	840-2 727 (800-2)	840-2¼ 727 (800-2¼)
CIRCLING	840-1	727 (800-1)	840-2 727 (800-2)	840-2¼ 727 (800-2¼)

# RNAV (GPS) RWY 20

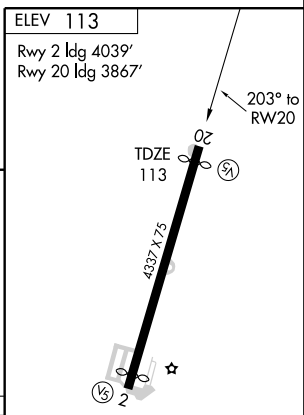
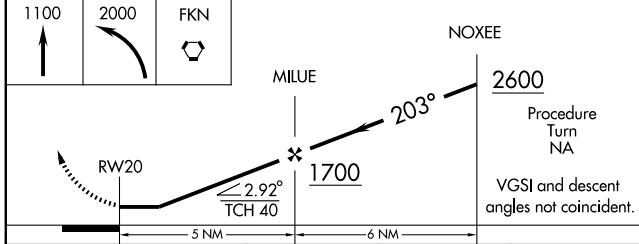
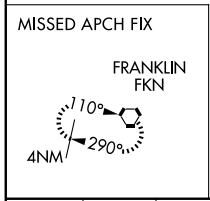
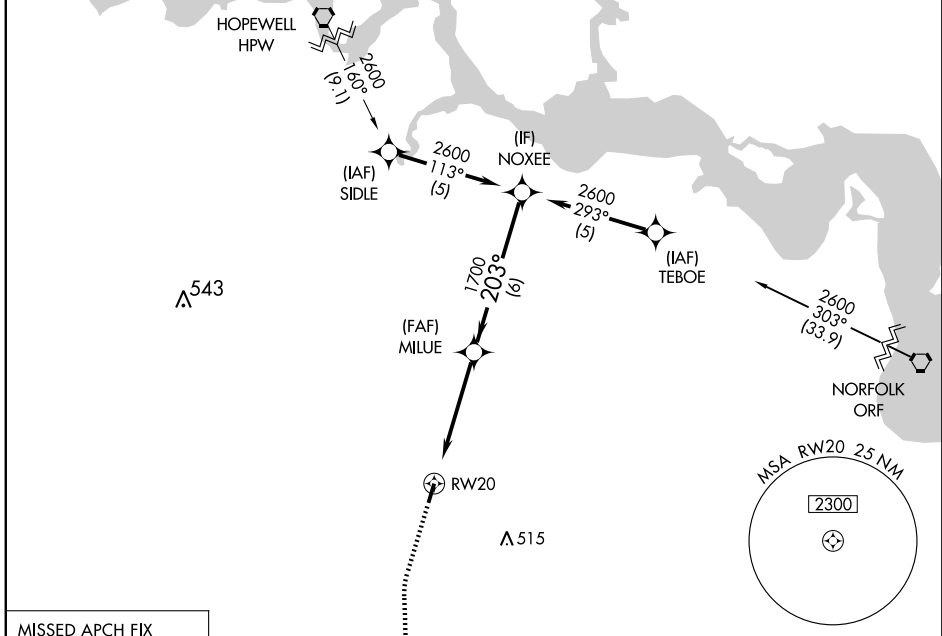
WAKEFIELD MUNI (AKQ)

APP CRS	Rwy Idg	<b>3867</b>
<b>203°</b>	TDZE	<b>113</b>
	Apt Elev	<b>113</b>

**NA** GPS or RNP-0.3 required.  
DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 1100 then climbing left turn to 2000 direct FKN VORTAC and hold.

<b>ASOS</b> <b>128.325</b>	<b>NORFOLK APP CON</b> <b>127.9 269.42</b>	<b>UNICOM</b> <b>122.8 (CTAF)</b>
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CATEGORY	A	B	C	D
RNAV MDA	600-1	487 (500-1)	600-1¼ 487 (500-1¼)	600-1½ 487 (500-1½)
CIRCLING	780-1	667 (700-1)	780-1¾ 667 (700-1¾)	780-2 667 (700-2)

MIRL Rwy 2-20

NE-3, 08 APR 2010 TO 06 MAY 2010

# AIRPORT DIAGRAM

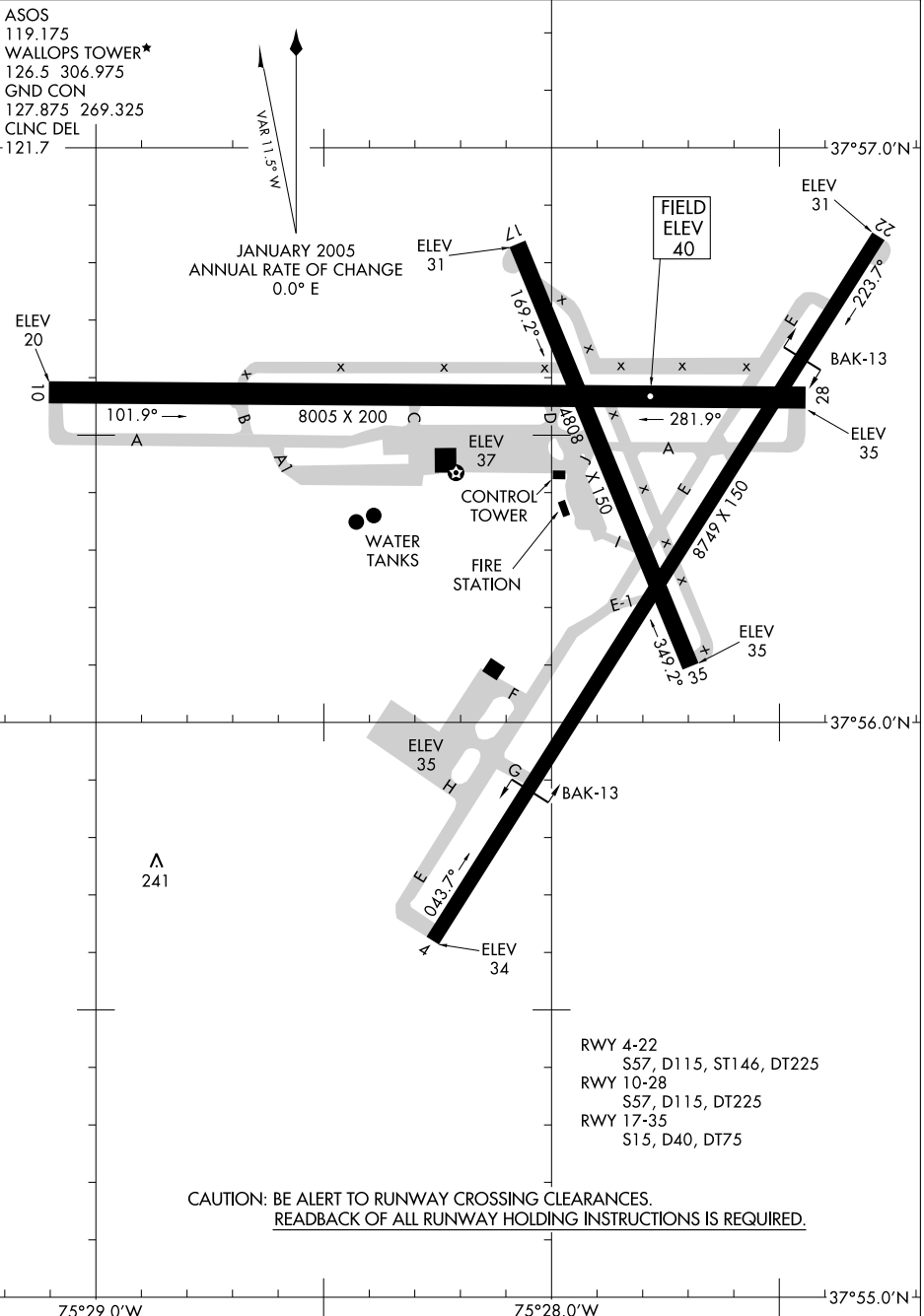
AL-639 (FAA)

WALLOPS FLIGHT FACILITY (WAL)  
WALLOPS ISLAND, VIRGINIA

ASOS  
119.175  
WALLOPS TOWER\*  
126.5 306.975  
GND CON  
127.875 269.325  
CLNC DEL  
121.7



JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.0° E



RWY 4-22  
S57, D115, ST146, DT225  
RWY 10-28  
S57, D115, DT225  
RWY 17-35  
S15, D40, DT75

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-3. 08 APR 2010 to 06 MAY 2010

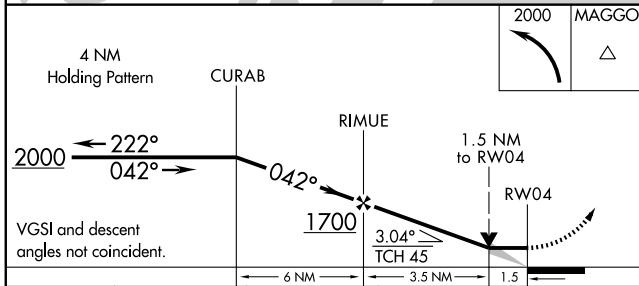
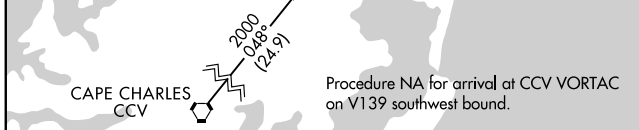
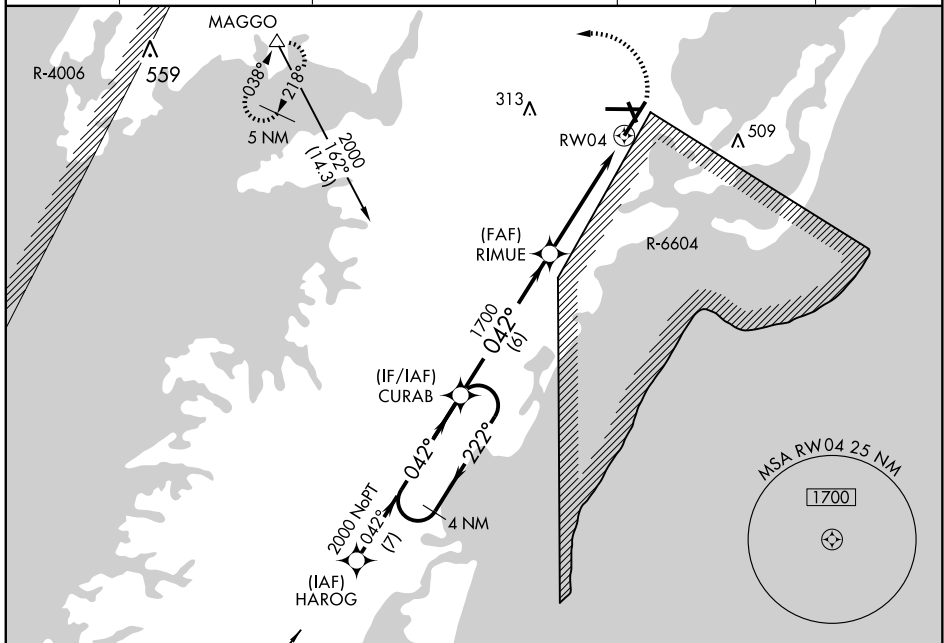


# RNAV (GPS) RWY 4 WALLOPS FLIGHT FACILITY (WAL)

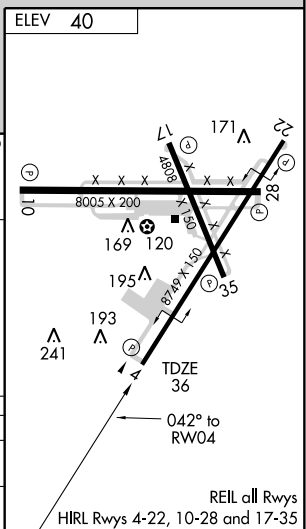
APP CRS	Rwy Idg	<b>8749</b>
<b>042°</b>	TDZE	<b>36</b>
	Apt Elev	<b>40</b>

**NA** Straight-in minimums NA at night.  
 MISSED APPROACH: Climbing left turn to 2000 direct MAGGO WP and hold.

ASOS <b>119.175</b>	PATUXENT APP CON * <b>127.95 314.0</b>	NASA WALLOPS TOWER * <b>126.5 (CTAF) 306.975 (CTAF)</b>	GND CON <b>127.875 269.325</b>	CLNC DEL <b>121.7</b>
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CATEGORY	A	B	C	D
LNAV MDA	560-1	524 (600-1)	560-1½ 524 (600-1½)	560-1¾ 524 (600-1¾)
CIRCLING	600-1	560 (600-1)	600-1½ 560 (600-1½)	600-2 560 (600-2)



NE-3, 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 10

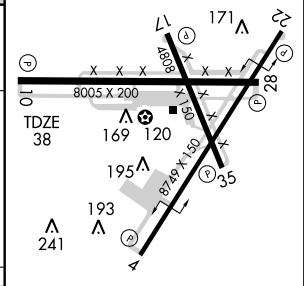
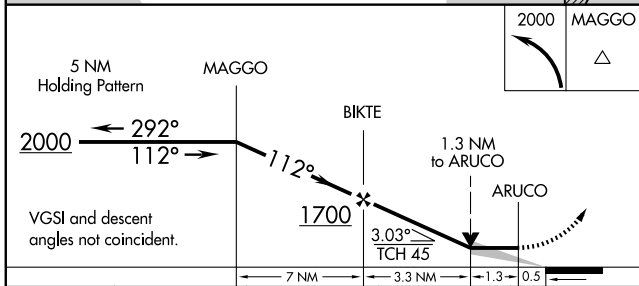
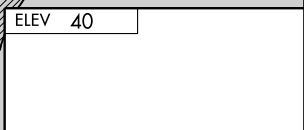
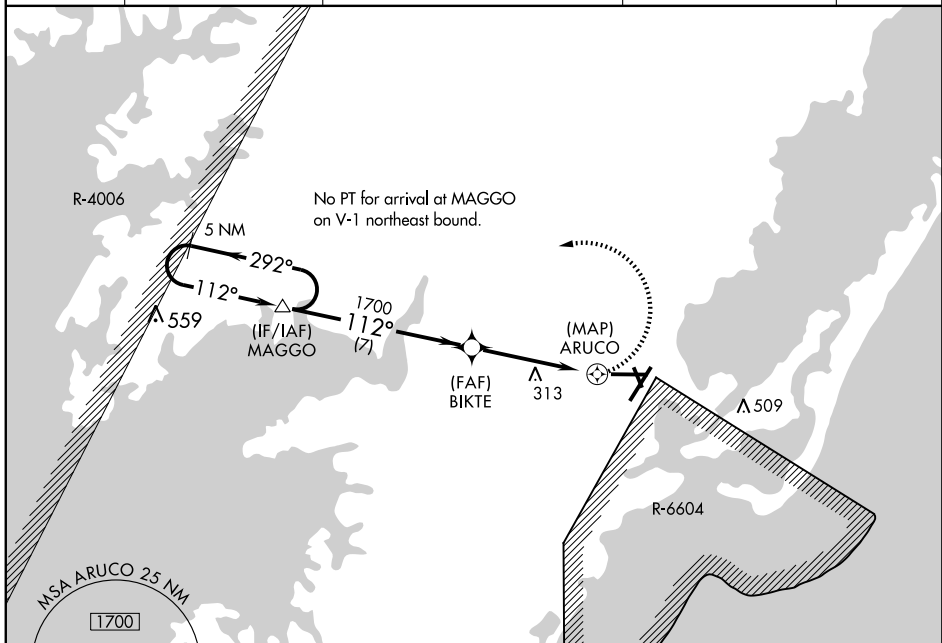
WALLOPS FLIGHT FACILITY (WAL)

APP CRS <b>112°</b>	Rwy Idg <b>8005</b>
	TDZE <b>38</b>
	Apt Elev <b>40</b>

**NA** GPS or RNP -0.3 required.  
DME/DME RNP -0.3 NA.

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

ASOS <b>119.175</b>	PATUXENT APP CON ★ <b>127.95 314.0</b>	NASA WALLOPS TOWER ★ <b>126.5 (CTAF) 306.975 (CTAF)</b>	GND CON <b>127.875 269.325</b>	CLNC DEL <b>121.7</b>
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CATEGORY	A	B	C	D
LNAV MDA	640-1	602 (600-1)	640-1¾ 602 (600-1¾)	640-2 602 (600-2)
CIRCLING	640-1	600 (600-1)	640-1¾ 600 (600-1¾)	640-2 600 (600-2)

REIL all Rwys  
HIRL Rwys 4-22, 10-28 and 17-35

# RNAV (GPS) RWY 17

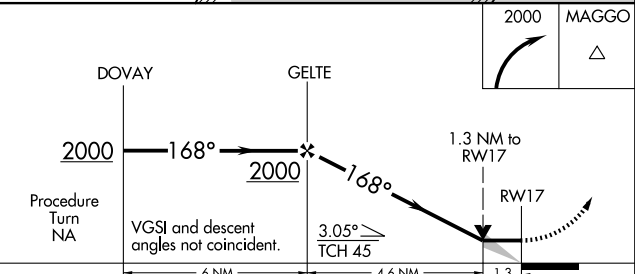
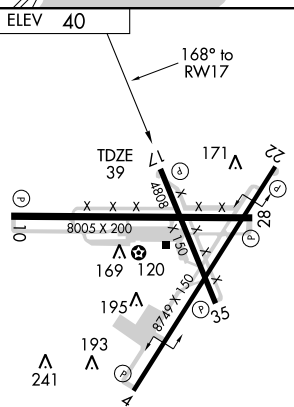
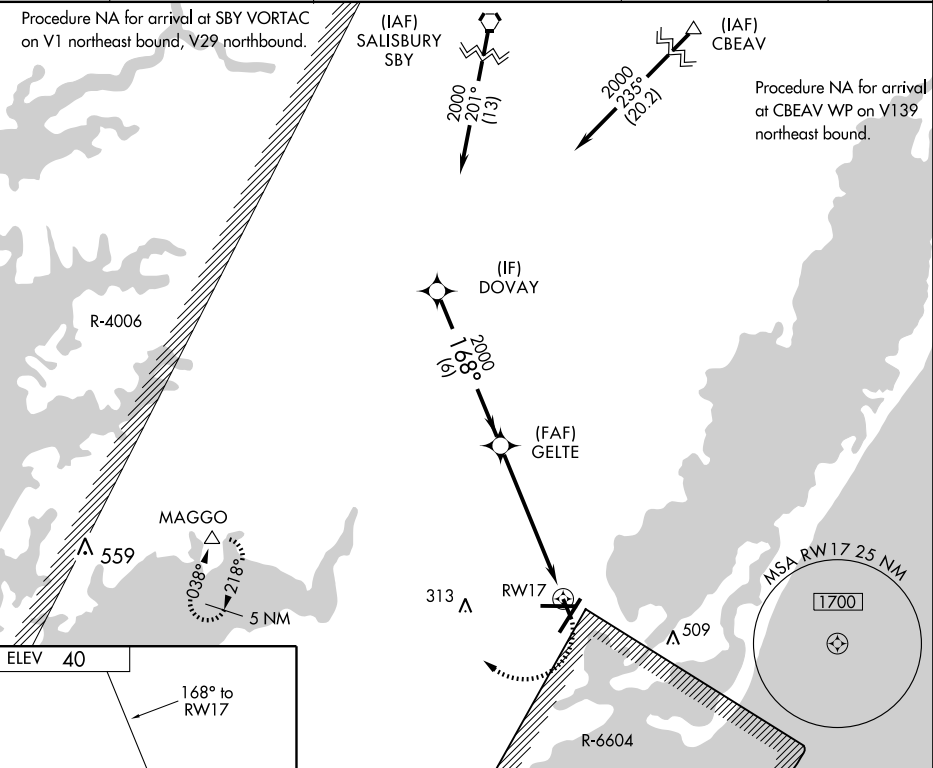
WALLOPS FLIGHT FACILITY (WAL)

APP CRS	Rwy Idg	<b>4808</b>
<b>168°</b>	TDZE	<b>39</b>
	Apt Elev	<b>40</b>

**NA** GPS or RNP -0.3 required.  
DME/DME RNP -0.3 NA.

MISSED APPROACH: Climbing right turn to 2000 direct MAGGO WP and hold.

ASOS <b>119.175</b>	PATUXENT APP CON ★ <b>127.95 314.0</b>	NASA WALLOPS TOWER ★ <b>126.5 (CTAF) 306.975 (CTAF)</b>	GND CON <b>127.875 269.325</b>	CLNC DEL <b>121.7</b>
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REIL all Rwys  
HIRL Rwwys 4-22, 10-28 and 17-35

CATEGORY	A	B	C	D
RNAV MDA	480-1	441 (500-1)	480-1¼ 441 (500-1¼)	480-1½ 441 (500-1½)
CIRCLING	600-1	560 (600-1)	600-1½ 560 (600-1½)	600-2 560 (600-2)

NE-3, 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 22

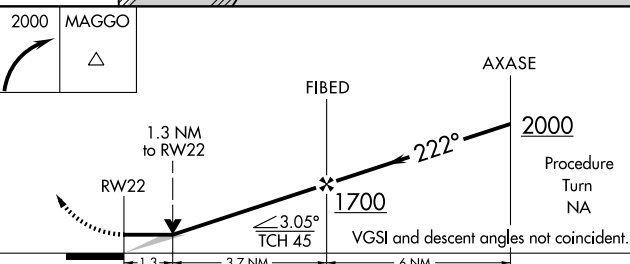
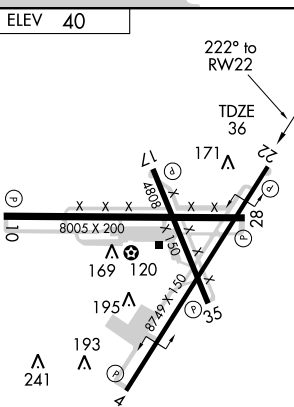
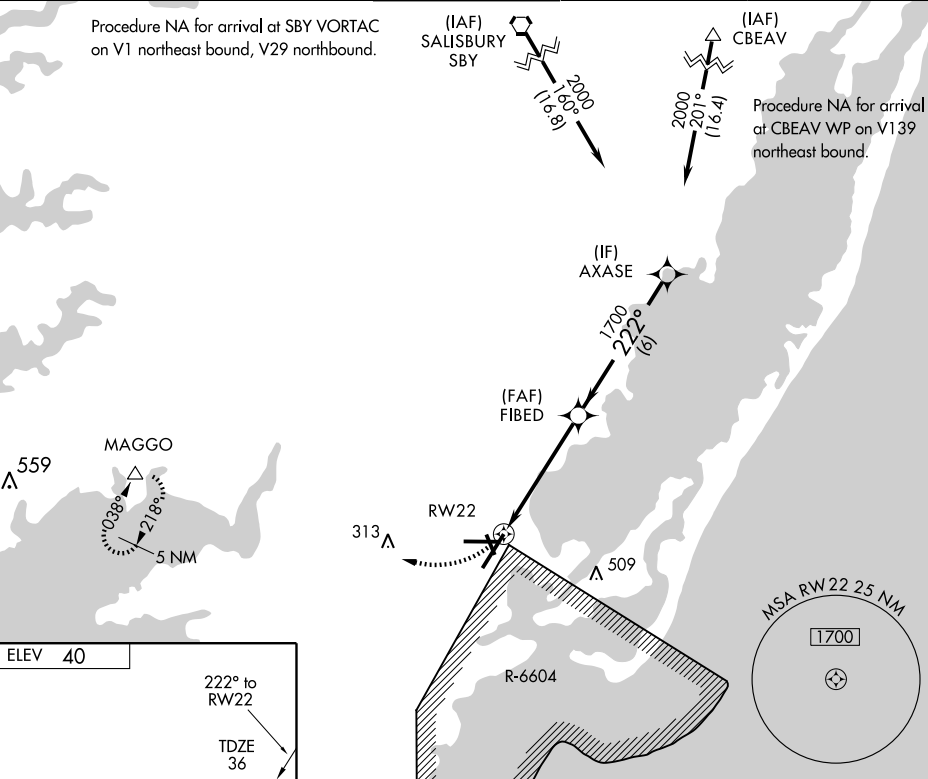
WALLOPS FLIGHT FACILITY (WAL)

APP CRS	Rwy Idg	<b>8749</b>
<b>222°</b>	TDZE	<b>36</b>
	Apt Elev	<b>40</b>

**NA** Straight-in minimums NA at night.  
 GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.

**MISSED APPROACH:** Climbing right turn to 2000 direct MAGGO WP and hold.

ASOS <b>119.175</b>	PATUXENT APP CON ★ <b>127.95 314.0</b>	NASA WALLOPS TOWER ★ <b>126.5 (CTAF) 306.975 (CTAF)</b>	GND CON <b>127.875 269.325</b>	CLNC DEL <b>121.7</b>
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CATEGORY	A	B	C	D
RNAV MDA	480-1	444 (500-1)	480-1¼ 444 (500-1¼)	480-1½ 444 (500-1½)
CIRCLING	600-1	560 (600-1)	600-1½ 560 (600-1½)	600-2 560 (600-2)

REIL all Rws  
 HIRL Rws 4-22, 10-28 and 17-35

# RNAV (GPS) RWY 28

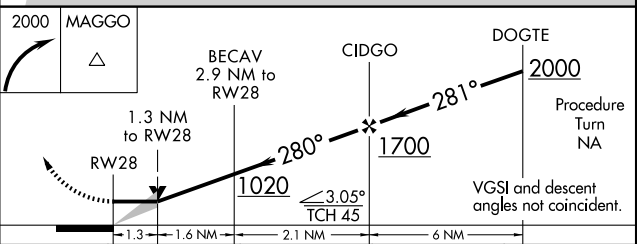
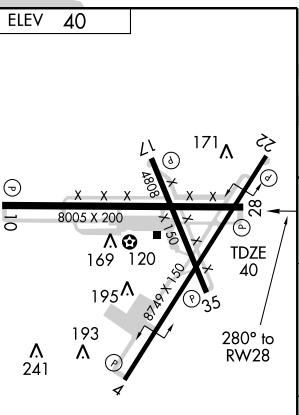
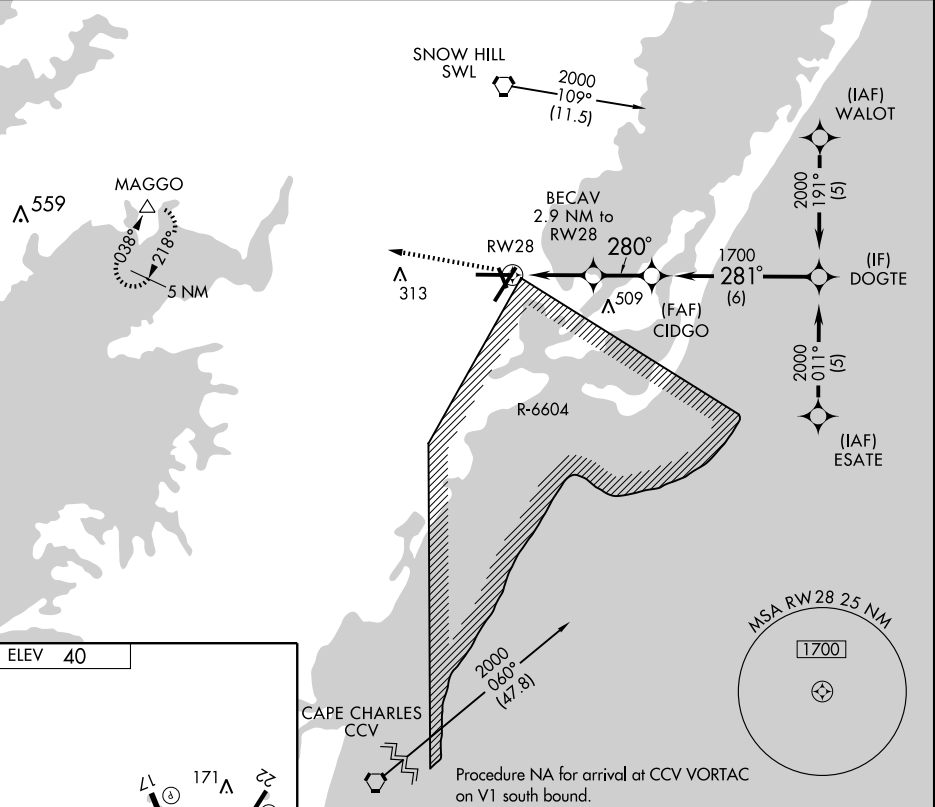
WALLOPS FLIGHT FACILITY (WAL)

APP CRS	Rwy Idg	<b>8005</b>
<b>280°</b>	TDZE	<b>40</b>
	Apt Elev	<b>40</b>

**NA** Straight-in minimums NA at night.  
**NA** GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.

MISSED APPROACH: Climbing right turn to 2000 direct MAGGO WP and hold.

ASOS <b>119.175</b>	PATUXENT APP CON ★ <b>127.95 314.0</b>	NASA WALLOPS TOWER ★ <b>126.5 (CTAF) 306.975 (CTAF)</b>	GND CON <b>127.875 269.325</b>	CLNC DEL <b>121.7</b>
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REIL all Rws  
HIRL Rws 4-22, 10-28 and 17-35

CATEGORY	A	B	C	D
LNVA MDA	480-1	440 (500-1)	480-1¼ 440 (500-1¼)	480-1½ 440 (500-1½)
CIRCLING	600-1	560 (600-1)	600-1½ 560 (600-1½)	600-2 560 (600-2)

NE-3, 08 APR 2010 to 06 MAY 2010

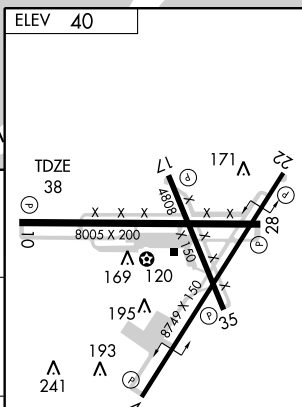
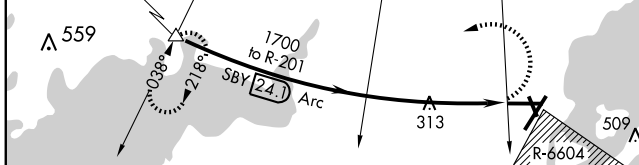
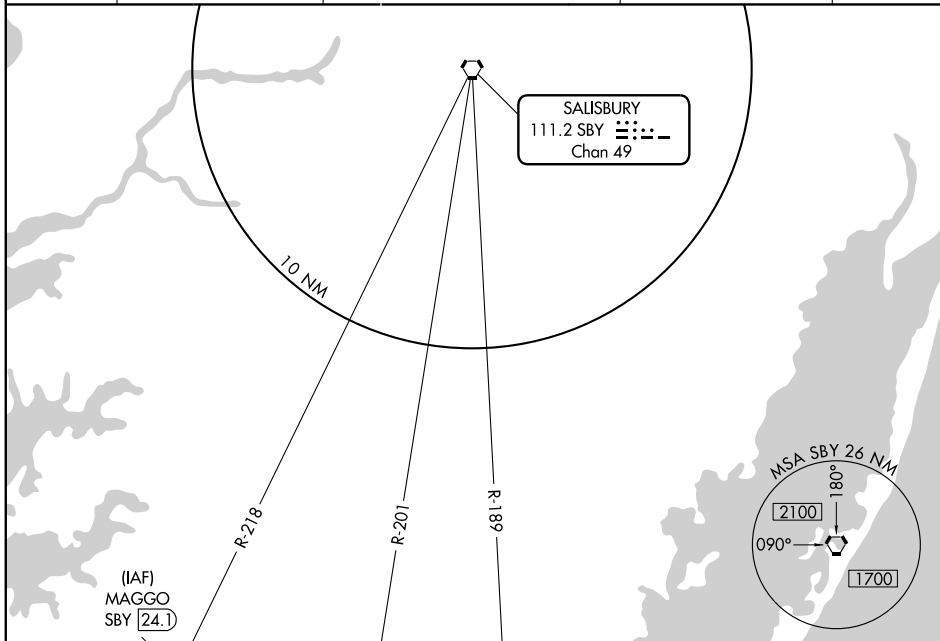
# VOR/DME or TACAN RWY 10

WALLOPS FLIGHT FACILITY (WAL)

VORTAC SBY <b>111.2</b> Chan <b>49</b>	APP CRS SBY <b>24.1</b> Arc	Rwy Idg TDZE Apt Elev	<b>8005</b> <b>38</b> <b>40</b>
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MISSED APPROACH: Climbing left turn to 2000 via the SBY 24.1 DME Arc clockwise to MAGGO/SBY R-218 24.1 DME and hold.

ASOS <b>119.175</b>	PATUXENT APP CON ★ <b>127.95 314.0</b>	NASA WALLOPS TOWER ★ <b>126.5 (CTAF) 306.975 (CTAF)</b>	GND CON <b>127.875 269.325</b>	CLNC DEL <b>121.7</b>
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CATEGORY	A	B	C	D
S-10	900-1 862 (900-1)	900-1¼ 862 (900-1¼)	900-2½ 862 (900-2½)	900-2¾ 862 (900-2¾)
CIRCLING	900-1 860 (900-1)	900-1¼ 860 (900-1¼)	900-2½ 860 (900-2½)	900-2¾ 860 (900-2¾)

REIL all Rwys  
HIRL Rws 4-22, 10-28 and 17-35

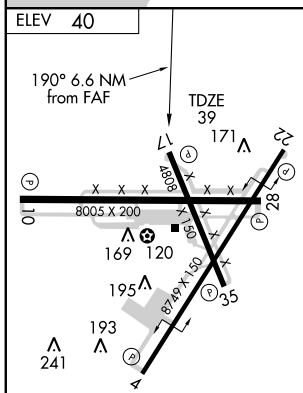
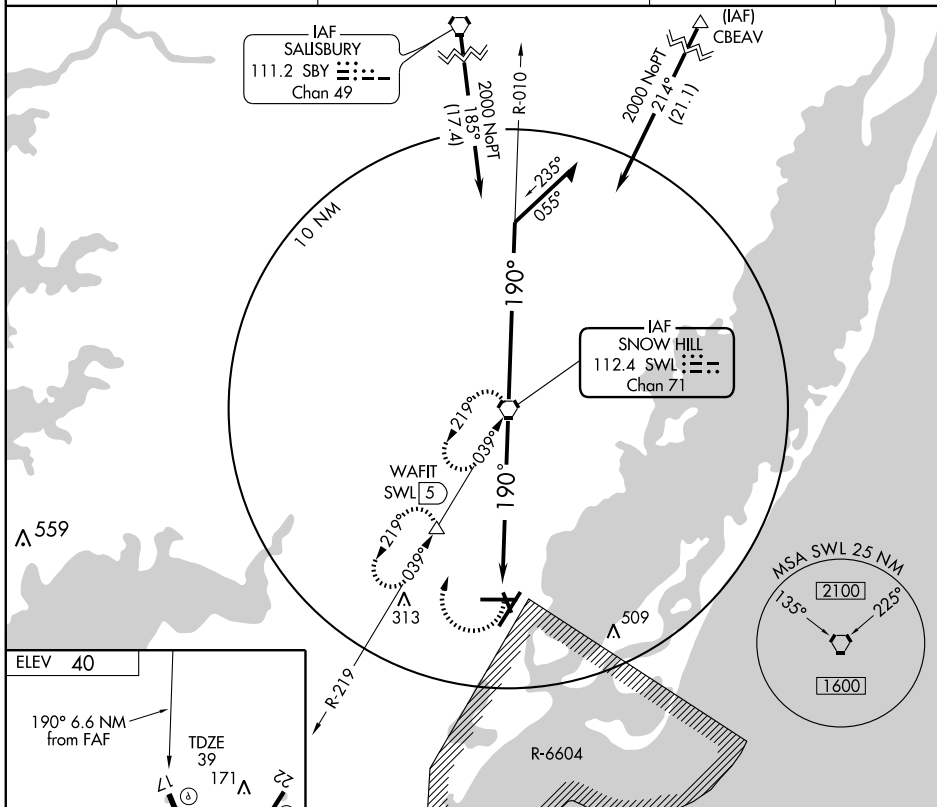
# VOR or TACAN RWY 17

WALLOPS FLIGHT FACILITY (WAL)

VORTAC SWL <b>112.4</b> Chan <b>71</b>	APP CRS <b>190°</b>	Rwy Idg TDZE Apt Elev	<b>4808</b> <b>39</b> <b>40</b>
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MISSED APPROACH: Climbing right turn to 2000 direct SWL VORTAC and hold. (TACAN aircraft climbing right turn via SWL R-219 to WAFIT/SWL 5 DME and hold SW, left turn 039° inbound.)

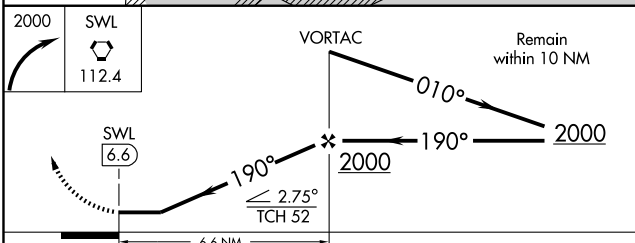
ASOS <b>119.175</b>	PATXENT APP CON ★ <b>127.95 314.0</b>	NASA WALLOPS TOWER ★ <b>126.5 (CTAF) 306.975 (CTAF)</b>	GND CON <b>127.875 269.325</b>	CLNC DEL <b>121.7</b>
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REIL all Rwy's  
HIRL Rwy's 4-22, 10-28 and 17-35

FAF to MAP 6.6 NM

Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12



CATEGORY	A	B	C	D
S-17	500-1 461 (500-1)		500-1¼ 461 (500-1¼)	NA
CIRCLING	600-1 560 (600-1)		600-1½ 560 (600-1½)	600-2 560 (600-2)

# RNAV (GPS) RWY 15

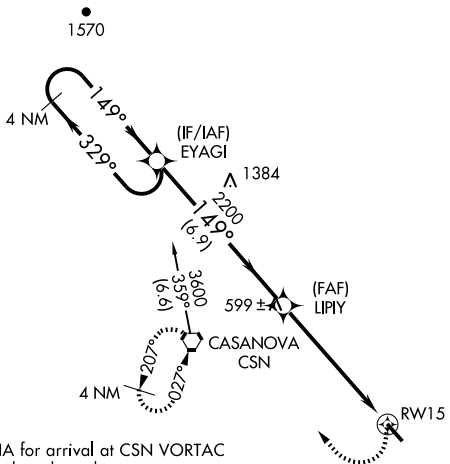
WARRENTON-FAUQUIER (HWY)

APP CRS	Rwy Idg	<b>5000</b>
<b>149°</b>	TDZE	<b>328</b>
	Apt Elev	<b>337</b>

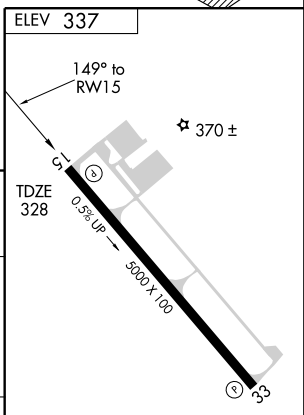
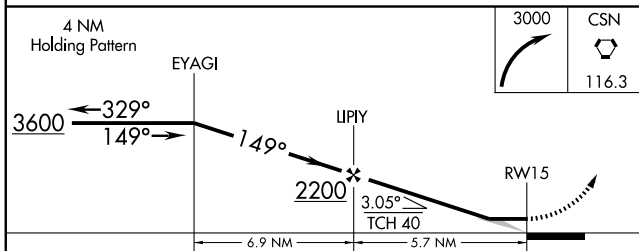
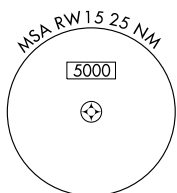
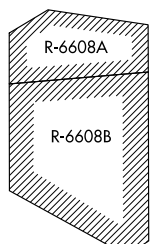
MISSED APPROACH: Climbing right turn to 3000 direct CSN VORTAC and hold.

**NA** DME/DME RNP-0.3 NA. Use Culpeper Rgnl altimeter setting, if not received, use Manassas Rgnl/Harry P Davis Field altimeter setting and increase all MDAs 40 feet.

ASOS <b>120.350</b>	CULPEPER AWOS-3 <b>119.325</b>	POTOMAC APP CON <b>124.65 306.925</b>	CLNC DEL (GCO) <b>135.075</b>	UNICOM <b>122.7 (CTAF) 0</b>
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Procedure NA for arrival at CSN VORTAC on V453 Southeastbound.



CATEGORY	A	B	C	D
LNAV MDA	780-1	452 (500-1)	780-1¼ 452 (500-1¼)	780-1½ 452 (500-1½)
CIRCLING	780-1 443 (500-1)	800-1 463 (500-1)	800-1½ 463 (500-1½)	900-2 563 (600-2)

REIL Rwy 15 and 33  
HIRL Rwy 15-33 0



# VOR RWY 15

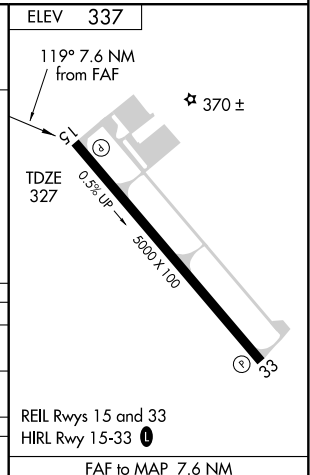
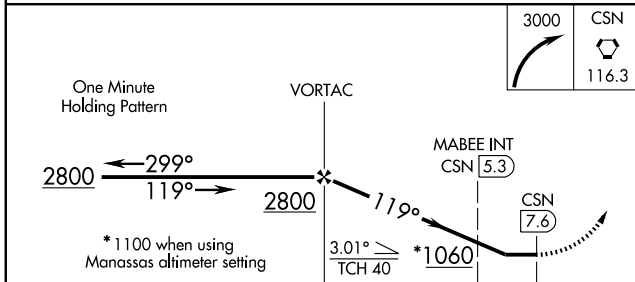
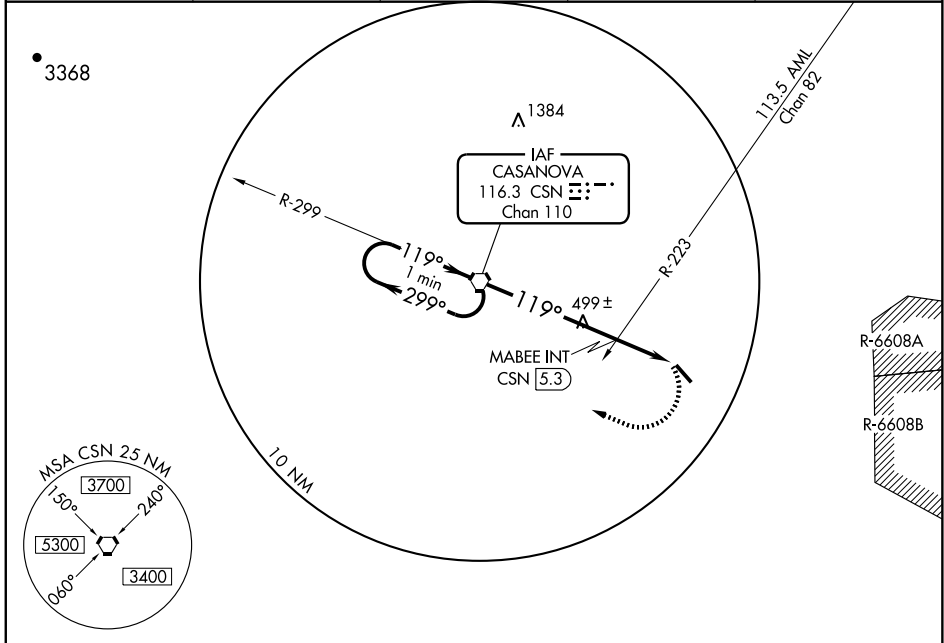
WARRENTON-FAUQUIER (HWY)

VORTAC CSN <b>116.3</b> Chan <b>110</b>	APP CRS <b>119°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>327</b> <b>337</b>
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**NA** Use Culpeper Rgnl altimeter setting, if not received, use Manassas Rgnl/Harry P Davis Field altimeter setting and increase all MDAs 40 feet.

**MISSED APPROACH:** Climbing right turn to 3000 direct to CSN VORTAC and hold.

ASOS <b>120.350</b>	CULPEPER AWOS-3 <b>119.325</b>	POTOMAC APP CON <b>124.65 306.925</b>	CLNC DEL (GCO) <b>135.075</b>	UNICOM <b>122.7 (CTAF)</b>
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CATEGORY	A	B	C	D
S-15	1060-1	732 (800-1)	1060-2 732 (800-2)	1060-2¼ 732 (800-2¼)
CIRCLING	1060-1	723 (800-1)	1060-2 723 (800-2)	1060-2¼ 723 (800-2¼)
MABEE FIX MINIMUMS				
S-15	740-1	412 (500-1)	740-1¼	412 (500-1¼)
CIRCLING	740-1 403 (500-1)	800-1 463 (500-1)	800-1½ 463 (500-1½)	900-2 563 (600-2)

REIL Rws 15 and 33 HIRL Rwy 15-33	FAF to MAP 7.6 NM				
Knots	60	90	120	150	180
Min:Sec	7:36	5:04	3:48	3:02	2:32

# RNAV (GPS) RWY 10

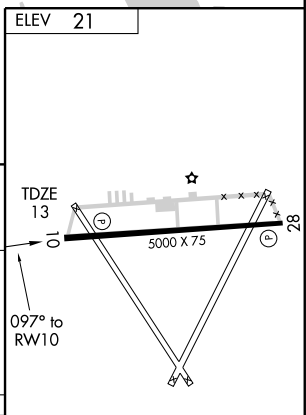
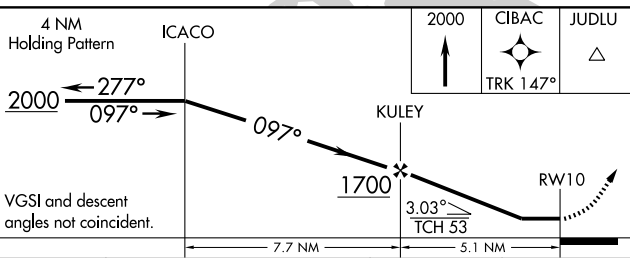
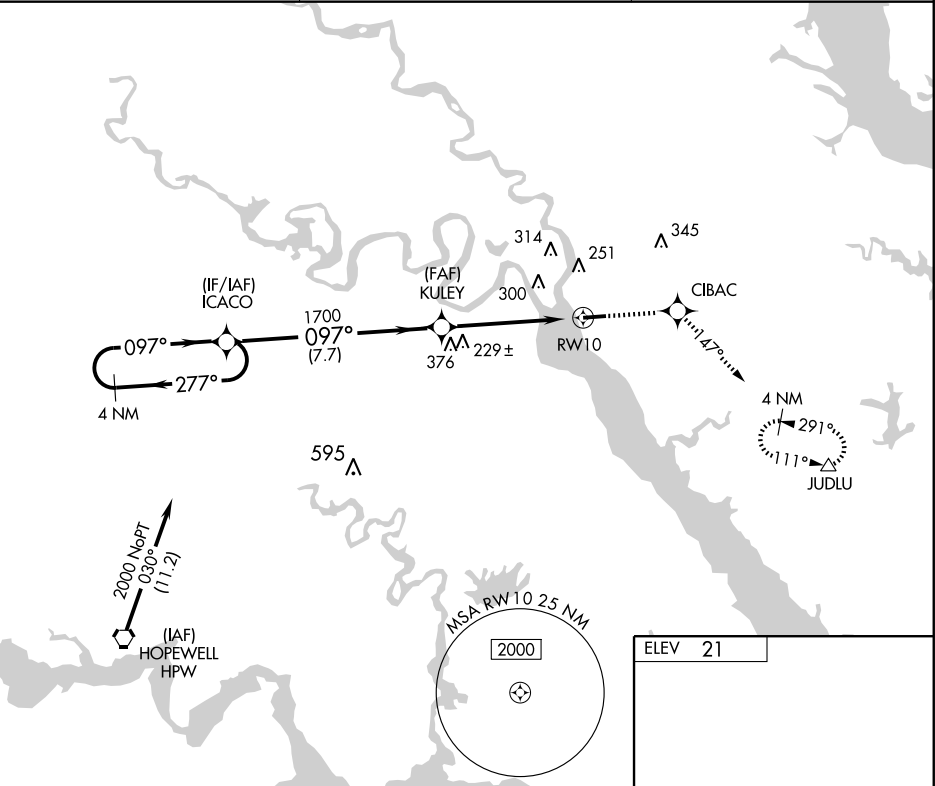
WEST POINT/MIDDLE PENINSULA RGNL (F<sup>Y</sup>J)

APP CRS	Rwy Idg	<b>5000</b>
<b>097°</b>	TDZE	<b>13</b>
	Apt Elev	<b>21</b>

**▼** When local altimeter setting not received, use Newport News altimeter setting and increase all MDAs 80 feet, increase LNAV Cat C visibility ½ mile, and Circling Cat C visibility ½ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climb to 2000 direct CIBAC and via 147° track to JUDLU and hold.

AWOS-3 <b>132.825</b>	POTOMAC APP CON <b>126.4 282.375</b>	UNICOM <b>123.0 (CTAF) ①</b>
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CATEGORY	A	B	C	D
LNAV MDA	480-1	467 (500-1)	NA	NA
CIRCLING	480-1 459 (500-1)	560-1 539 (600-1)	620-1½ 599 (600-1½)	NA

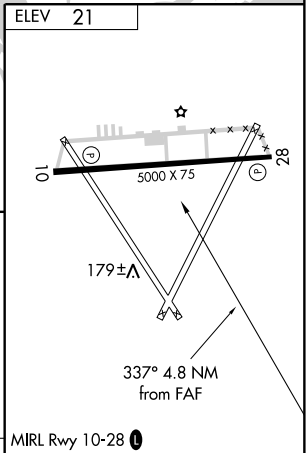
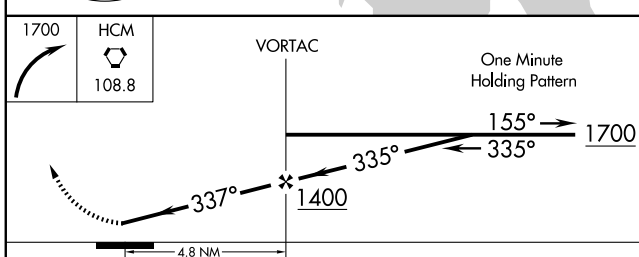
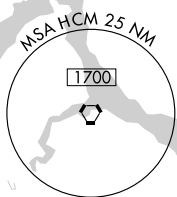
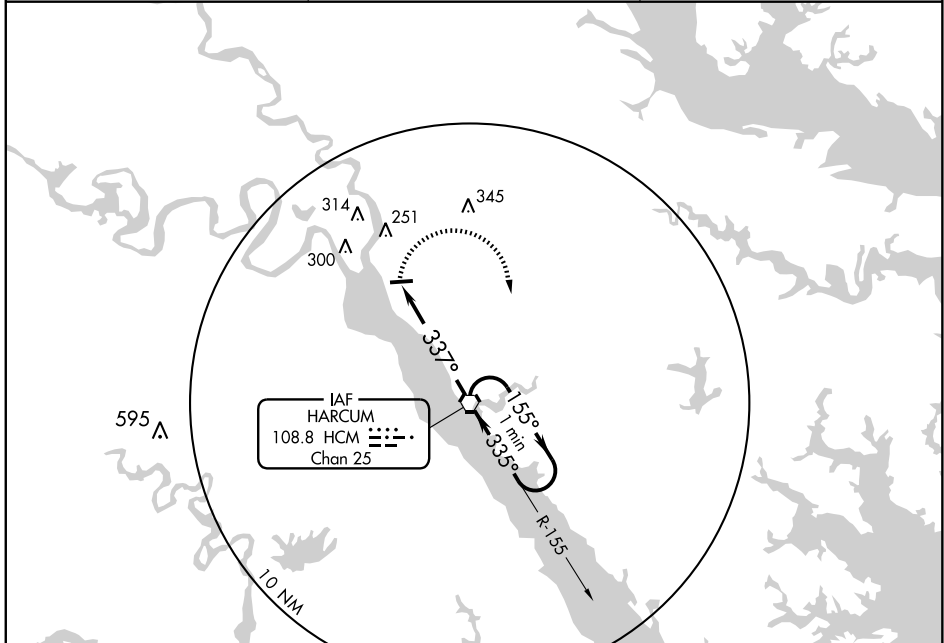
MIRL Rwy 10-28 ①

VORTAC HCM <b>108.8</b> Chan <b>25</b>	APP CRS <b>337°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>21</b>
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**⚠** When local altimeter setting not received, use Newport News altimeter setting and increase all MDAs 80 feet and Cat C visibility ½ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 1700 direct HCM VORTAC and hold.

AWOS-3 <b>132.825</b>	POTOMAC APP CON <b>126.4 282.375</b>	UNICOM <b>123.0</b> (CTAF) <b>Ⓛ</b>
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CATEGORY	A	B	C	D	FAF to MAP 4.8 NM
CIRCLING	480-1 459 (500-1)	560-1 539 (600-1)	620-1½ 599 (600-1½)	NA	Knots: 60 90 120 150 180 Min:Sec: 4:48 3:12 2:24 1:55 1:36

VORTAC HCM <b>108.8</b> Chan <b>25</b>	APP CRS <b>188°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>49</b>
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# VOR or GPS-B

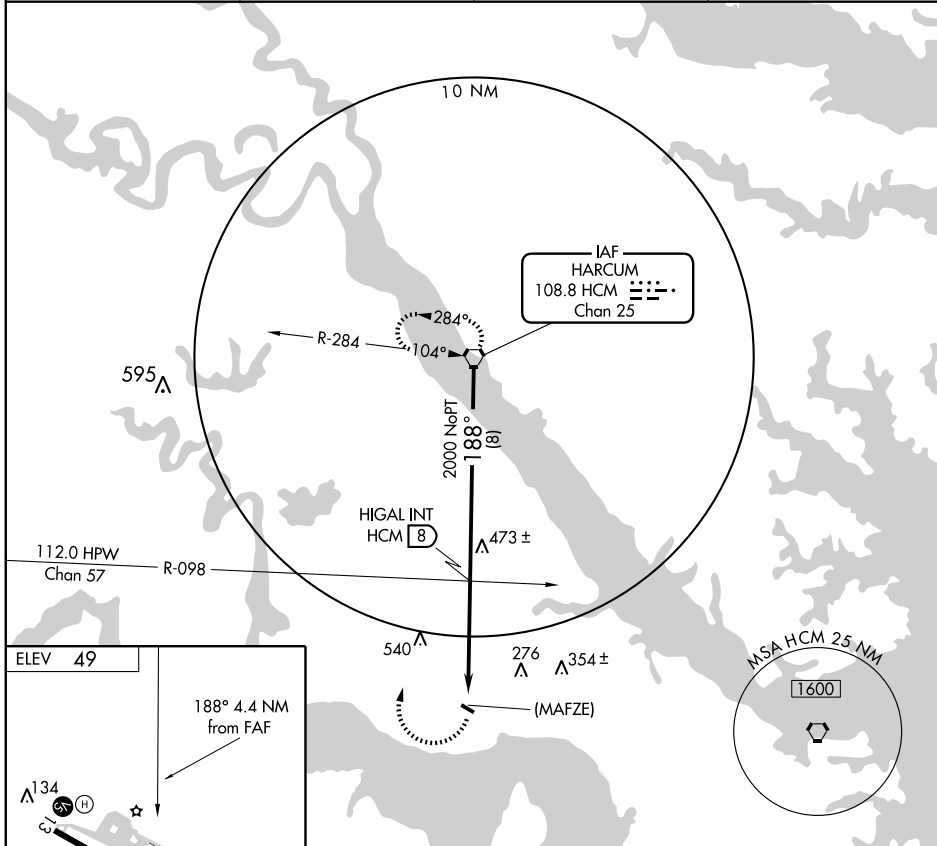
WILLIAMSBURG-JAMESTOWN (JGG)

▼ Use Newport News/Williamsburg Intl altimeter setting.

▲ NA

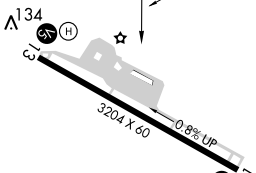
MISSED APPROACH: Climbing right turn to 2000 direct HCM VORTAC and hold.

AWOS-3 <b>120.625</b>	NORFOLK APP CON <b>119.45 360.6</b>	GCO <b>135.075</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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ELEV **49**

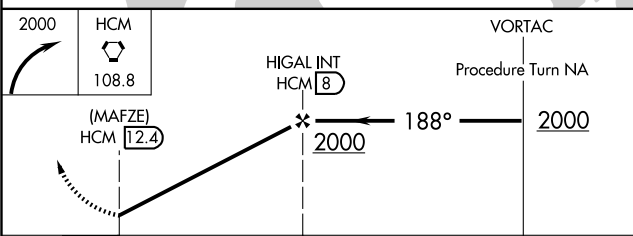
188° 4.4 NM from FAF



REIL Rwy 13 and 31 **0**  
MIRL Rwy 13-31 **0**

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
CIRCLING	680-1	631 (700-1)	680-1¾ 631 (700-1¾)	NA

APCH CRS	Rwy Idg	5018
050°	TDZE	41
	Arprt Elev	41

AL-3214 [USA]

CAMP PEARY LNDG STRIP (KW94)

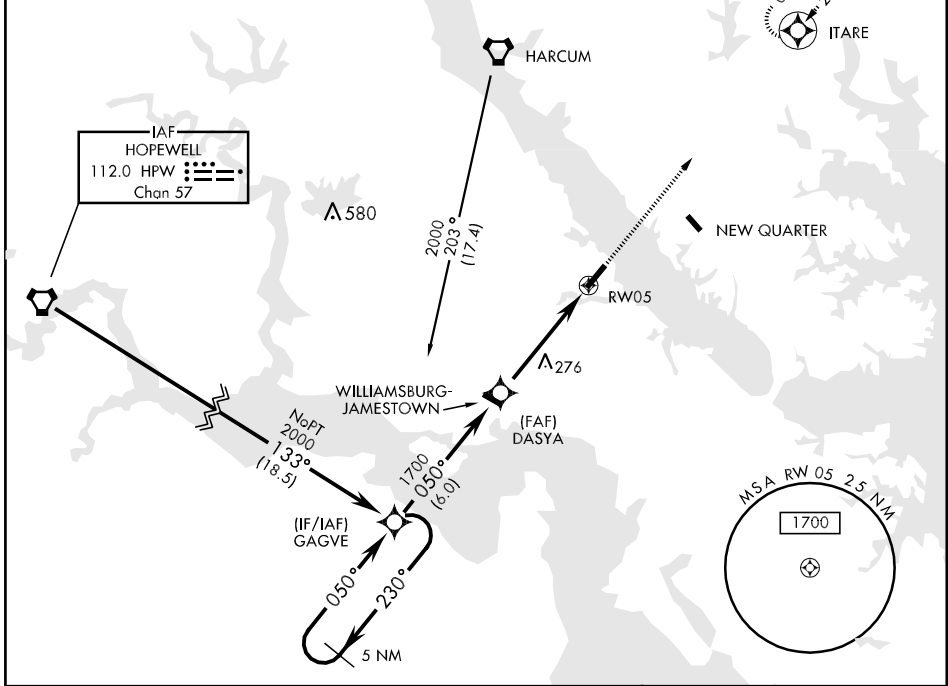
▼ Use Williamsburg-Jamestown altimeter setting. When not received, use Newport News/Williamsburg Int'l altimeter setting and increase all MDAs 20 feet and increase LNAV CAT C and D vis ¼ mile. Restricted airfield, PPR. Contact Camp Peary Ops prior to landing.

MISSED APPROACH: Climb to 2000 direct ITARE and hold.

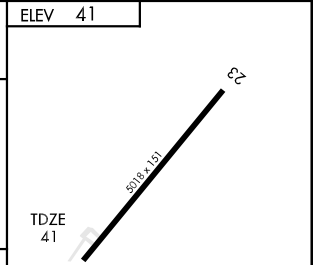
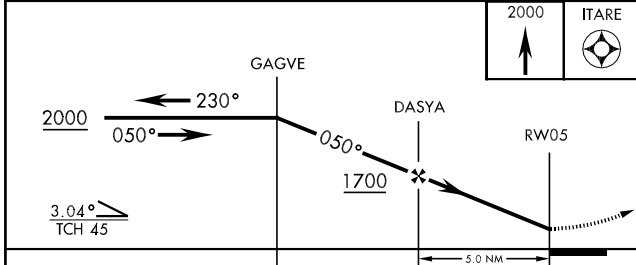
WILLIAMSBURG-JAMESTOWN AWOS-3  
120.625

NORFOLK APP CON  
125.7 335.625

DME/DME RNP-0.3 NA  
Procedure NA for arrivals at HPW VORTAC via V189-260 northbound.  
Visibility reduction by helicopters NA.  
Procedure NA at night.



NE-3: 08 APR 2010 to 06 MAY 2010



CATEGORY	A	B	C	D
LNAV MDA	560-1	519 (600-1)	560-1½ 519 (600-1½)	560-1¾ 519 (600-1¾)
CIRCLING	560-1	519 (600-1)	560-1½ 519 (600-1½)	620-2 579 (600-2)

APCH CRS	Rwy Idg	5018
230°	TDZE	34
	Arprt Elev	41

AL-3214 [USA]

CAMP PEARY LNDG STRIP (KW94)

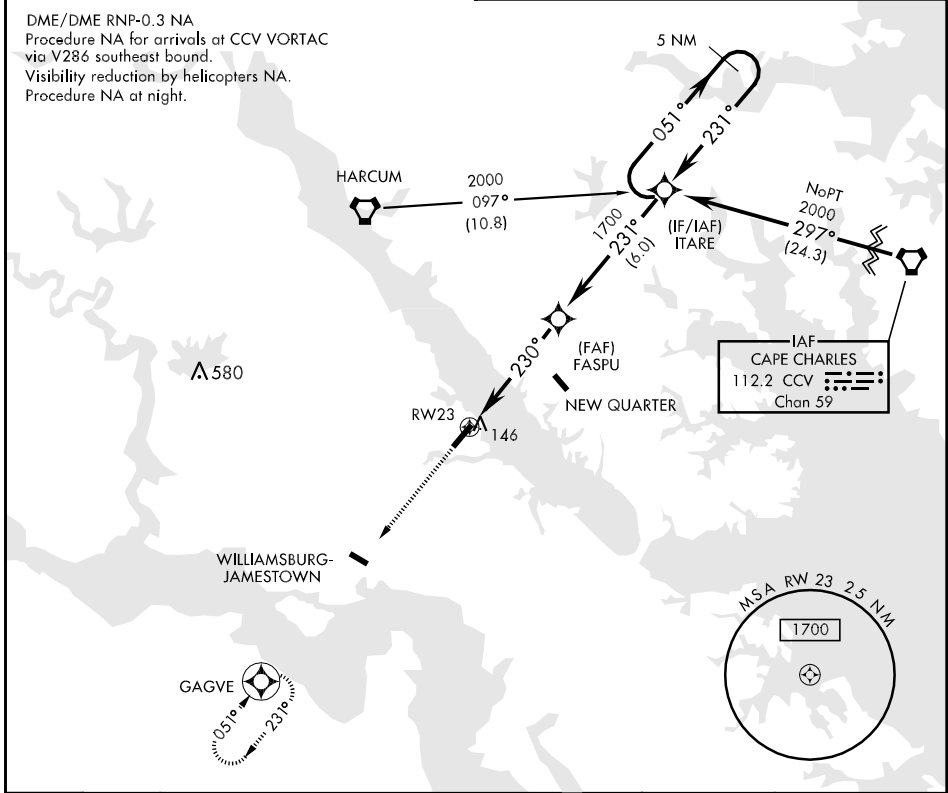
▼ Use Williamsburg-Jamestown altimeter setting. When not received, use Newport News/Williamsburg Intl altimeter setting and increase all MDAs 20 feet and increase LNAV CAT C vis ¼ mile. Restricted airfield, PPR. Contact Camp Peary Ops prior to landing.

MISSED APPROACH: Climb to 2000 direct GAGVE and hold.

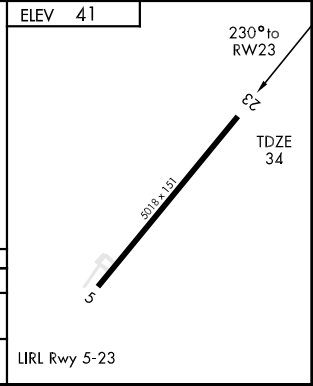
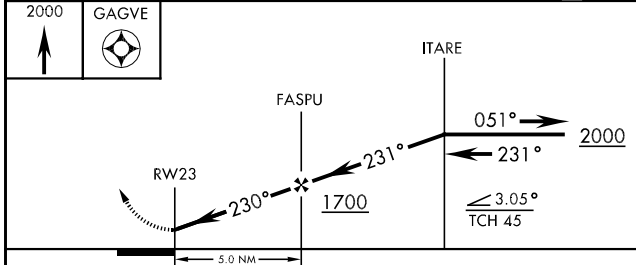
WILLIAMSBURG-JAMESTOWN AWOS-3  
120.625

NORFOLK APP CON  
125.7 335.625

DME/DME RNP-0.3 NA  
Procedure NA for arrivals at CCV VORTAC via V286 southeast bound.  
Visibility reduction by helicopters NA.  
Procedure NA at night.



NE-3: 08 APR 2010 to 06 MAY 2010



CATEGORY	A	B	C	D
LNAV MDA	420-1	386 (400-1)		420-1½ 386 (400-1½)
CIRCLING	500-1	459 (500-1)	500-1½ 459 (500-1½)	620-2 579 (600-2)

VORTAC HCM <b>108.8</b> Chan <b>25</b>	APCH CRS <b>164°</b>	Rwy Idg TDZE Arprt Elev <b>NA</b> <b>NA</b> <b>41</b>
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AL-3214 [USA]

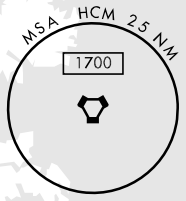
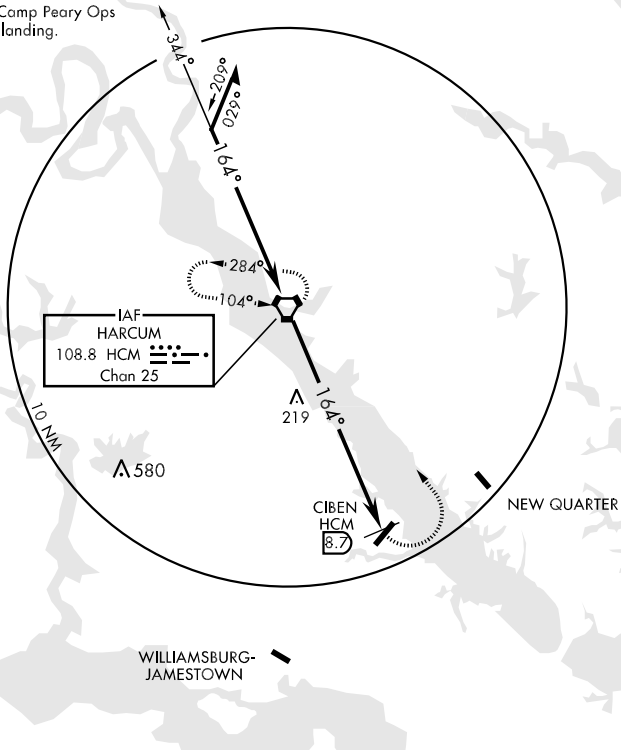
CAMP PEARY LNDG STRIP (KW94)

▼ \*Circling to Rwy 23 NA at night.  
Use Williamsburg-Jamestown altimeter setting. When not received, use Newport News/Williamsburg Intl altimeter setting and increase all MDAs 20 feet. Restricted airfield, PPR.

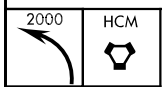
MISSED APPROACH: Climbing left turn to 2000 direct HCM VORTAC and hold.

WILLIAMSBURG-JAMESTOWN AWOS-3 <b>120.625</b>	NORFOLK APP CON <b>125.7 335.625</b>
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Contact Camp Peary Ops prior to landing.

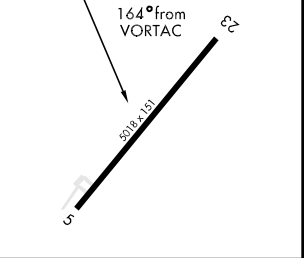
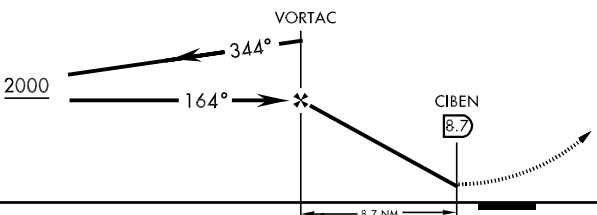


NE-3: 08 APR 2010 to 06 MAY 2010



Remain within 10 NM of HCM VORTAC

ELEV <b>41</b>	LIRL Rwy 5-23
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CATEGORY	A	B	C	D
CIRCLING *	620-1	579 (600-1)	620-1½ 579 (600-1½)	620-2 579 (600-2)

FAF to MAP 8.7 NM					
Knots	60	90	120	150	180
Min:Sec	8:42	5:48	4:21	3:29	2:54

# ILS or LOC RWY 32

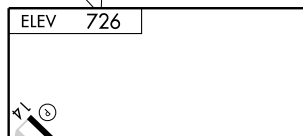
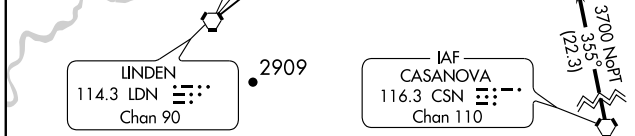
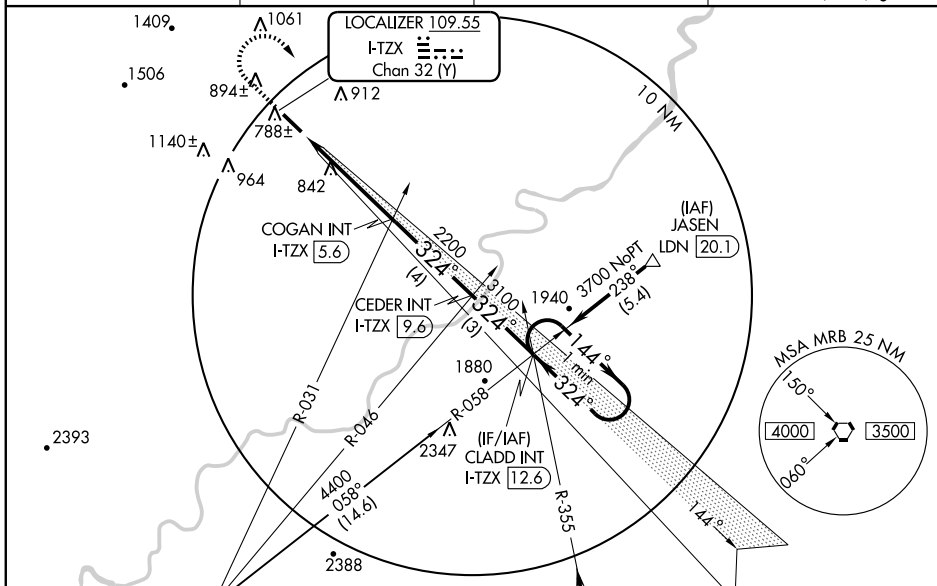
WINCHESTER RGNL (OKV)

LOC/DME I-TZX <b>109.55</b> Chan <b>32 (Y)</b>	APP CRS <b>324°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>715</b> <b>726</b>
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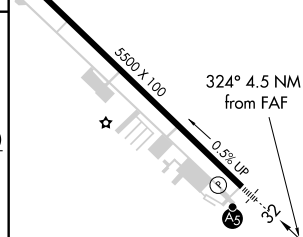
**▼** Visibility reduction by helicopters NA. When local altimeter setting not received, use Martinsburg altimeter setting and increase all DA 63 feet and all MDA 80 feet and Circling Cat C visibility ½ mile. For inoperative MALS, increase S-LOC 32 Cat C visibility to 1 mile. For inoperative MALS when using Martinsburg altimeter setting, increase S-ILS 32 All Cats visibility ½ mile. VDP NA when using Martinsburg altimeter setting.

**MALS**  
**AS**  
MISSED APPROACH: Climb to 1400 then climbing right turn to 3700 via heading 160° and I-TZX SE course to CLADD Int/I-TZX 12.6 DME and hold.

AWOS-3 <b>124.85</b>	POTOMAC APP CON <b>120.45 306.925</b>	CLNC DEL <b>126.15</b>	UNICOM <b>122.7 (CTAF)</b>
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1400	3700	CLADD INT I-TZX 12.6	CLADD INT I-TZX 12.6	One Minute Holding Pattern
↑	↘	COGAN INT I-TZX 5.6	CEDER INT I-TZX 9.6	
		I-TZX 1.1	I-TZX 2	
		2200	2200	
		3100	3100	
		3700	3700	
		GS 3.00°	TCH 44	
		0.9 NM	3.6 NM	4 NM



CATEGORY	A	B	C	D
S-ILS 32		915-½	200 (200-½)	
S-LOC 32	1040-½	325 (400-½)		1040-¾ 325 (400-¾)
CIRCLING	1120-1 394 (400-1)	1260-1 534 (600-1)	1260-1½ 534 (600-1½)	1280-2 554 (600-2)

REIL Rwy 14	MIRL Rwy 14-32	FAF to MAP 4.5 NM			
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-3, 08 APR 2010 to 06 MAY 2010



# RNAV (GPS) RWY 14

WINCHESTER RGNL (OKV)

WAAS CH <b>70712</b> <b>W14A</b>	APP CRS <b>144°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>726</b> <b>726</b>
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Baro-VNAV NA when using Martinsburg 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.

▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Martinsburg altimeter setting and increase all DA 63 feet and all MDA 80 feet and increase LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat C visibilities ¼ mile.

VDP NA when using Martinsburg altimeter setting.

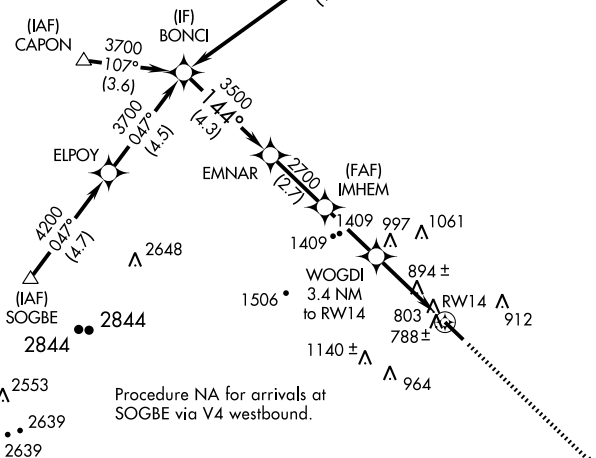
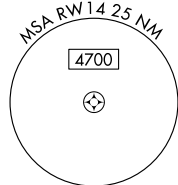
MISSED APPROACH: Climb to 3700 direct CLADD and hold.

AWOS-3 <b>124.85</b>	POTOMAC APP CON <b>120.45 306.925</b>	CLNC DEL <b>126.15</b>	UNICOM <b>122.7 (CTAF) 0</b>
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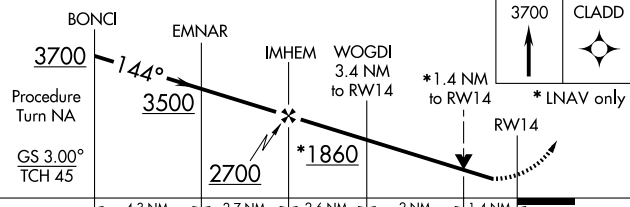
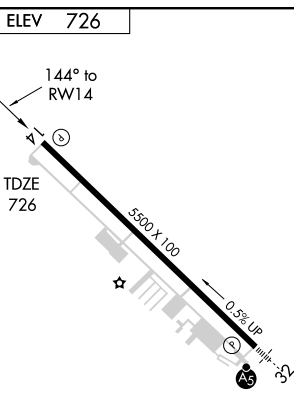
Procedure NA for arrivals at CAPON via V166 westbound and V92 northwest bound.

(IAF) MUMSY

Procedure NA for arrivals at MUMSY via V44 eastbound.



Procedure NA for arrivals at SOGBE via V4 westbound.



CATEGORY	A	B	C	D
LPV DA	1049-1¼ 323 (400-1¼)			
LNAV/VNAV DA	1073-1¼ 347 (400-1¼)			
LNAV MDA	1200-1	474 (500-1)	1200-1¼ 474 (500-1¼)	1200-1½ 474 (500-1½)
CIRCLING	1200-1	1260-1	1260-1½	1280-2
	474 (500-1)	534 (600-1)	534 (600-1½)	554 (600-2)

REIL Rwy 14  
MIRL Rwy 14-32

# RNAV (GPS) RWY 32

WINCHESTER RGNL (OKV)

WAAS CH <b>97512</b> <b>W32A</b>	APP CRS <b>324°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>715</b> <b>726</b>
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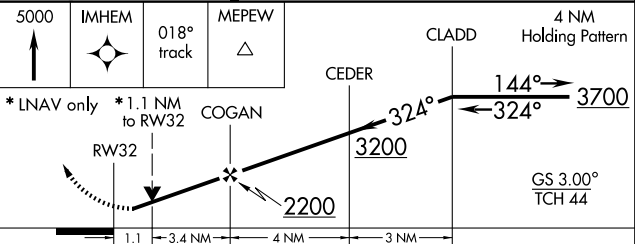
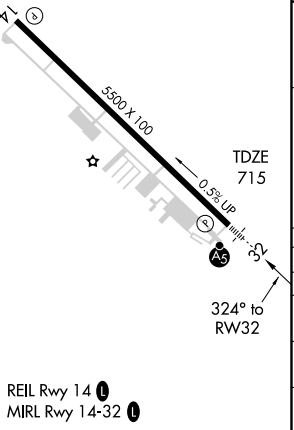
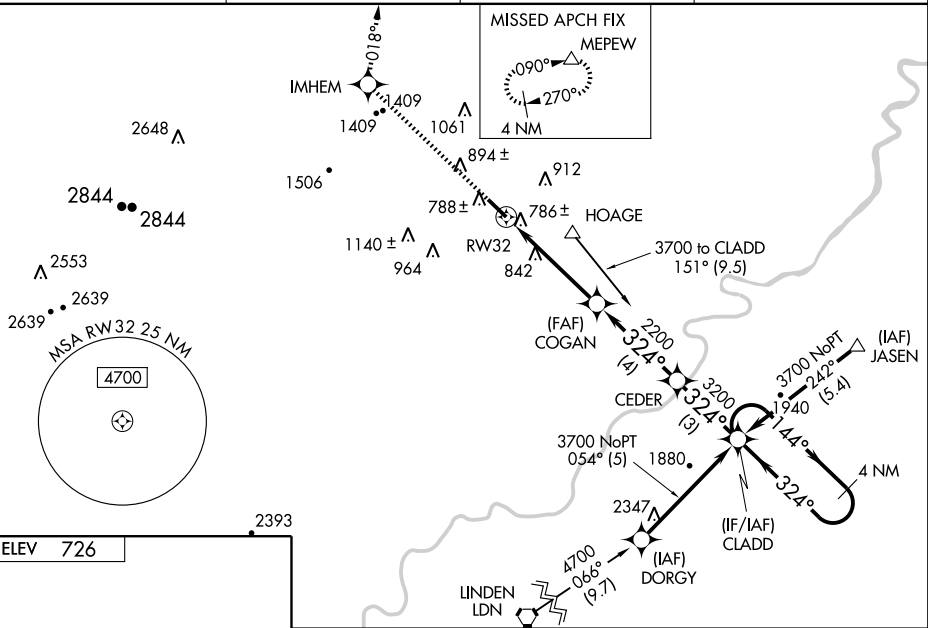
Baro-VNAV NA when using Martinsburg altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Martinsburg altimeter setting and increase all DA 63 feet and all MDA 80 feet, and LNAV/VNAV all Cats and Circling Cat C visibility ¼ mile.

For inoperative MALSR, increase LNAV Cats A, B and C visibility to 1 mile and LNAV Cat D visibility to 1¼ mile. Inoperative table does not apply to LPV. For inoperative MALSR when using Martinsburg altimeter setting, increase LPV all Cats and LNAV Cats A and B visibility to 1 mile. VDP NA when using Martinsburg altimeter setting.

**MALSR**

**MISSED APPROACH:** Climb to 5000 direct IMHEM and via track 018° to MEPEW and hold, continue climb-in-hold to 5000.

AWOS-3 <b>124.85</b>	POTOMAC APP CON <b>120.45 306.925</b>	CLNC DEL <b>126.15</b>	UNICOM <b>122.7 (CTAF)</b>
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CATEGORY	A	B	C	D
LPV DA	915-¾ 200 (200-¾)			
LNAV/VNAV DA	1056-¾ 341 (400-¾)			
LNAV MDA	1100-¾ 385 (400-¾)			1100-1 385 (400-1)
CIRCLING	1120-1 394 (400-1)	1260-1 534 (600-1)	1260-1½ 534 (600-1½)	1280-2 554 (600-2)

NE-3, 08 APR 2010 to 06 MAY 2010

VOR/DME-A  
WINCHESTER RGNL (OKV)

VORTAC MRB <b>112.1</b> Chan <b>58</b>	APP CRS <b>231°</b>	Rwy ldg TDZE <b>N/A</b> Apt Elev <b>726</b>
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**▽** When local altimeter setting not received, use Martinsburg altimeter setting and increase all MDA 80 feet and Cat C visibility ¼ mile.

**MISSED APPROACH:** Climbing left turn to 3000 via MRB R-231 to CWINE/MRB 15 DME and hold, continue climb-in-hold to 3000.

AWOS-3  
**124.85**

POTOMAC APP CON  
**120.45 306.925**

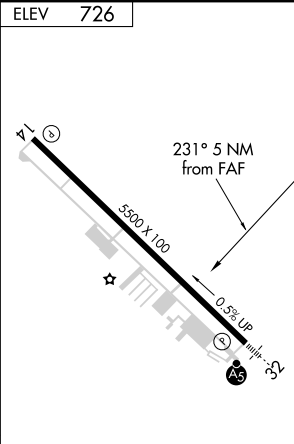
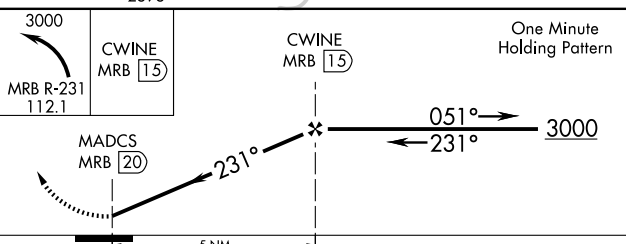
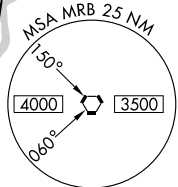
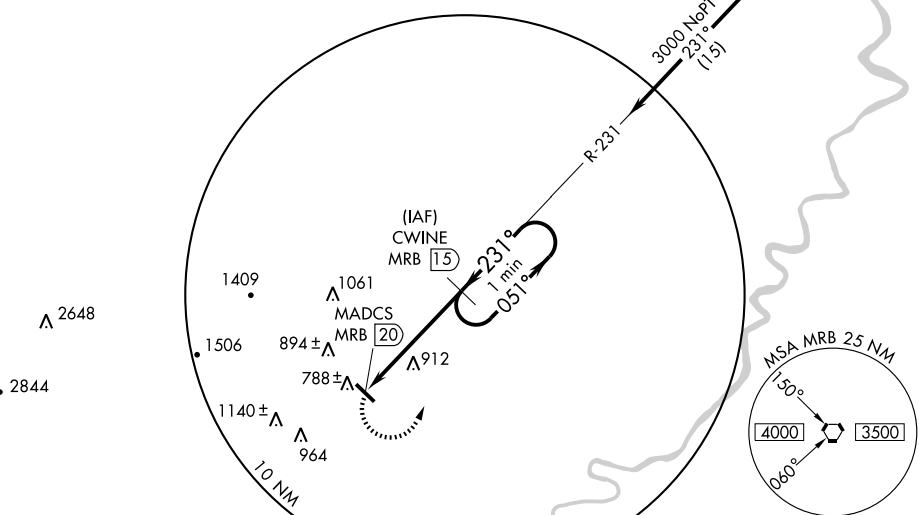
CLNC DEL  
**126.15**

UNICOM  
**122.7 (CTAF) 0**

△ 2905

Procedure NA for arrivals on MRB VORTAC airway radials 223 CW 284.

IF/IAF  
MARTINSBURG  
112.1 MRB **58**  
Chan 58



CATEGORY	A	B	C	D
CIRCLING	1180-1 454 (500-1)	1260-1¼ 534 (600-1¼)	1260-1½ 534 (600-1½)	1280-2 554 (600-2)

REIL Rwy 14 **0**  
MIRL Rwy 14-32 **0**

LOC/DME I-OWN <b>110.7</b> Chan <b>44</b>	APP CRS <b>242°</b>	Rwy Idg TDZE Apt Elev <b>5280</b> <b>2684</b> <b>2684</b>
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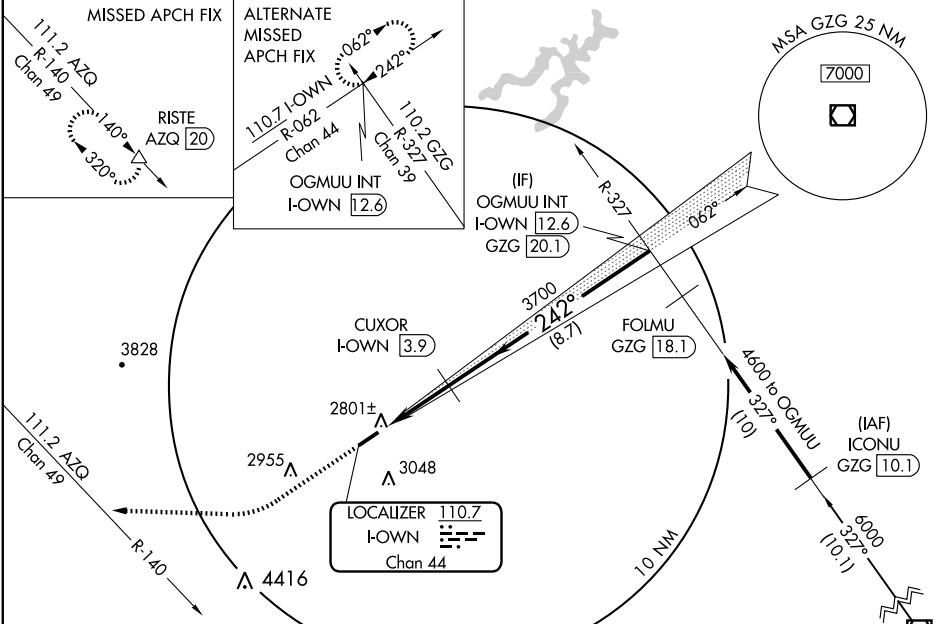
# LOC/DME RWY 24

WISE/LONESOME PINE (LNP)

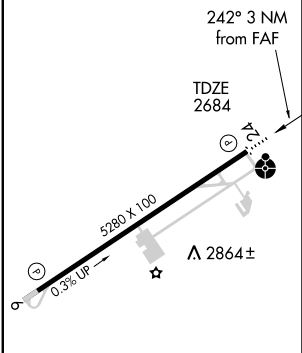
**V** Visibility reduction by helicopters NA. When local altimeter setting not received, use Virginia Highlands altimeter setting and increase all MDA 160 feet and increase S-LOC and Circling Cats C/D visibility ½ mile.

**ODALS** MISSED APPROACH: Climb to 3300 then climbing right turn to 6400 via heading 272° and AZQ VOR/DME R-140 to RISTE/AZQ 20 DME and hold.

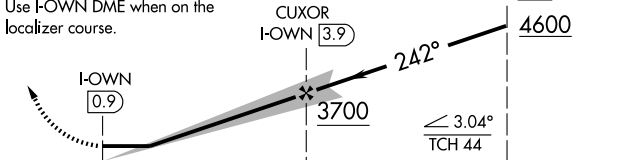
AWOS-3 <b>118.6</b>	INDIANAPOLIS CENTER <b>126.57 253.5</b>	UNICOM <b>123.0</b> (CTAF)
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ELEV 2684



3300	6400	AZQ R-140	RISTE	VGSI and descent angles not coincident.	Procedure Turn NA
		hdg 272°			
Use I-OWN DME when on the localizer course.				CUXOR I-OWN 3.9	OGMUU INT I-OWN 12.6



REIL Rwy 6 and 24   
MIRL Rwy 6-24

CATEGORY	A	B	C	D
S-24	3060-1 376 (400-1)			3060-1½ 376 (400-1½)
CIRCLING	3140-1	456 (500-1)	3240-1½ 556 (600-1½)	3360-2¼ 676 (700-2¼)

NE-3, 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 6

WISE/LONESOME PINE (LNP)

APP CRS <b>066°</b>	Rwy Idg <b>5280</b>
	TDZE <b>2671</b>
	Apt Elev <b>2684</b>

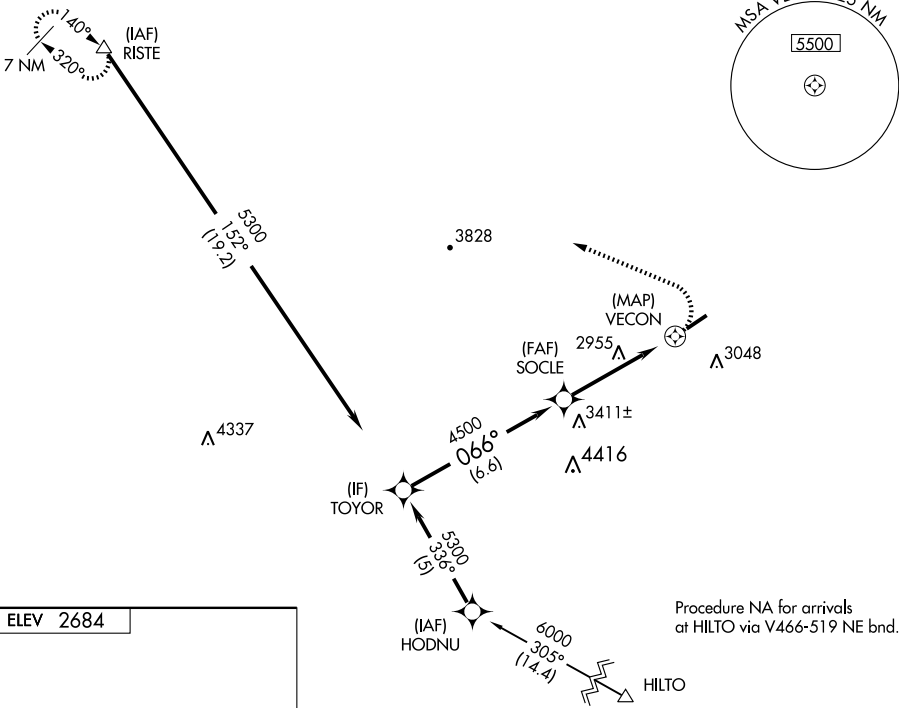
**▼** If local altimeter setting not received, use Virginia Highlands altimeter setting and increase all MDAs 160 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climbing left turn to 6400 direct RISTE and hold.

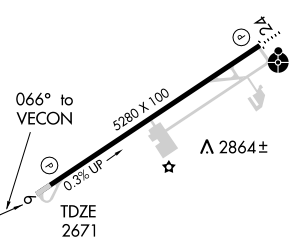
AWOS-3  
**118.6**

INDIANAPOLIS CENTER  
**126.57 253.5**

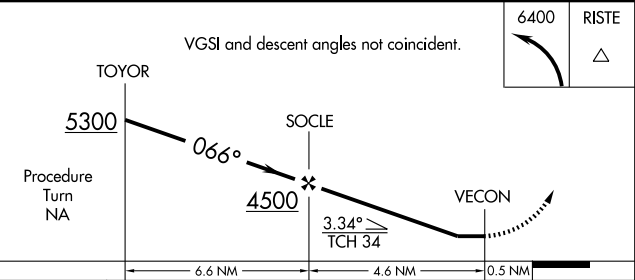
UNICOM  
**123.0 (CTAF) 0**



ELEV 2684



REIL Rwy 6 and 24 **0**  
MIRL Rwy 6-24 **0**



CATEGORY	A	B	C	D
LNAV MDA	3260 - 1	589 (600-1)	3260 - 1½ 589 (600-1½)	3260 - 1¾ 589 (600-1¾)
CIRCLING	3260 - 1	576 (600-1)	3260 - 1½ 576 (600-1½)	3360 - 2¼ 676 (700-2¼)

NE-3, 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 24

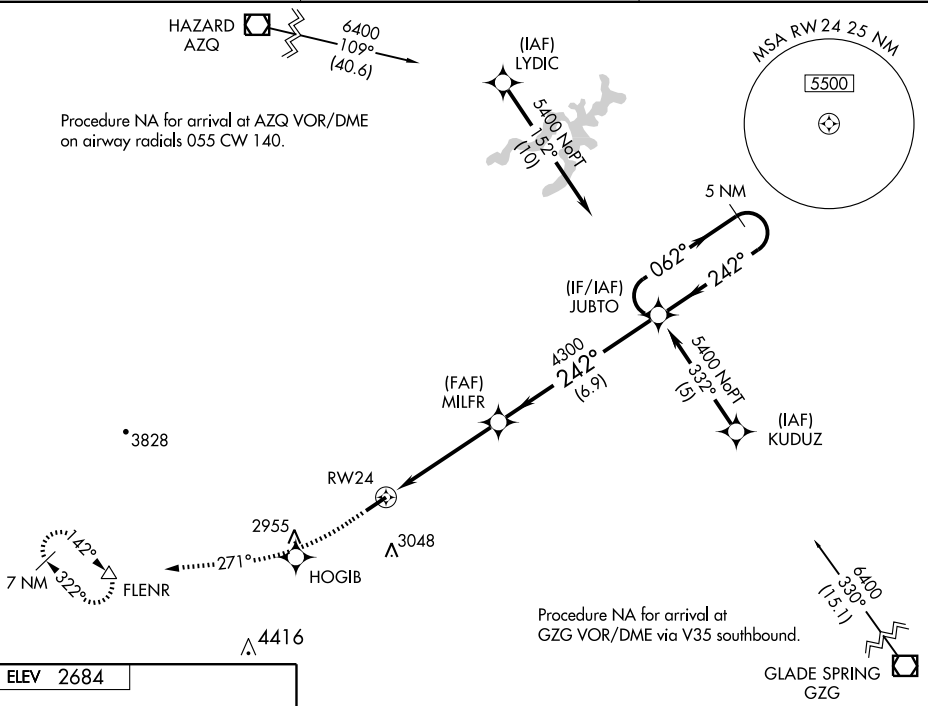
WISE / LONESOME PINE (LNP)

WAAS CH <b>77602</b> <b>W24A</b>	APP CRS <b>242°</b>	Rwy ldg TDZE Apt Elev	<b>5280</b> <b>2684</b> <b>2684</b>
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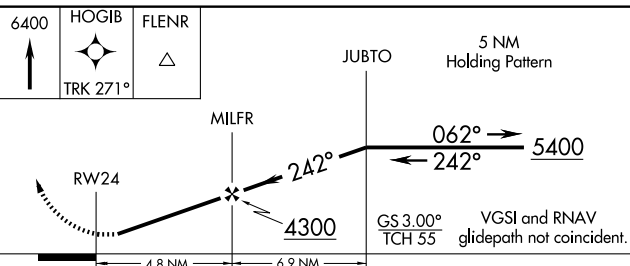
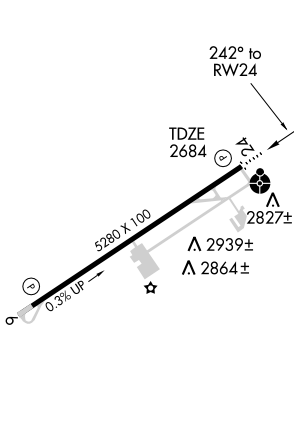
**▼** Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (110°F).  
**▲** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

**ODALS** MISSED APPROACH: Climb to 6400 direct HOGIB and via 271° track to FLENR and hold, continue climb-in-hold to 6400.

AWOS-3 <b>118.6</b>	INDIANAPOLIS CENTER <b>126.57 253.5</b>	UNICOM <b>123.0 (CTAF)</b>
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ELEV 2684
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CATEGORY	A	B	C	D
LPV DA	3021 - 1 ¼		337 (400-1 ¼)	
LNAV/VNAV DA	3126 - 1 ½		442 (500-1 ½)	
LNAV MDA	3400 - 1	716 (800-1)	3400 - 2 716 (800-2)	3400 - 2 ¼ 716 (800-2 ¼)
CIRCLING	3440 - 1 ½	756 (800-1 ½)	3460 - 2 ¼ 776 (800-2 ¼)	3560 - 2 ¾ 876 (900-2 ¾)

REIL Rwy 6 and 24   
 MIRL Rwy 6-24