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Northeast (NE) Vol 3 of 4

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Consult the Change Notice (CN) effective 01 OCT 2026 for revised Instrument Procedure Charts for this volume



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TERMINAL PROCEDURES TABLE OF CONTENTS

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

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

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INOP COMPONENTS

25051

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

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

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

(1) ILS, PAR, LPV, GLS minima

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

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

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

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

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

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

(4) Sidestep minima (CAT C-D)

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

(5) All Approach Types, All lines of minima

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

INOP COMPONENTS

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NE-3, 03 SEP 2026 to 29 OCT 2026

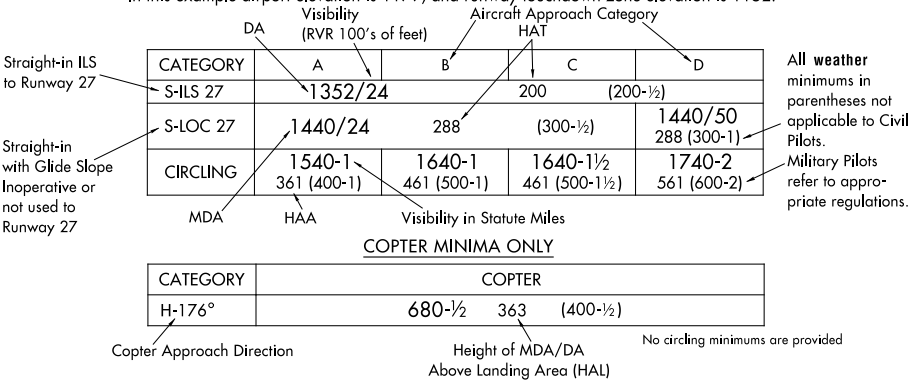
TERMS/LANDING MINIMA DATA

IFR LANDING MINIMA

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

LANDING MINIMA FORMAT

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



COPTER MINIMA ONLY

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

Copter Approach Direction

Height of MDA/DA Above Landing Area (HAL)

No circling minimums are provided

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

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

COLD TEMPERATURE AIRPORTS

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

COLD TEMPERATURE ERROR TABLE

HEIGHT ABOVE AIRPORT IN FEET

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

AIRCRAFT APPROACH CATEGORIES

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

MANEUVERING TABLE

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

TERMS/LANDING MINIMA DATA

20142

NE-3, 03 SEP 2026 to 29 OCT 2026

TERMS/LANDING MINIMA DATA

NE-3, 03 SEP 2026 to 29 OCT 2026

CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

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

CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

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

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

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

Comparable Values of RVR and Visibility

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

RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)
1200	1/4	2200	1/2	3200*	5/8	5000*	1
1600*	1/4	2400*	1/2	3500	5/8	5500	1
1800	1/2	2600	1/2	4000*	3/4	6000*	1 1/4
2000	1/2	3000	5/8	4500*	7/8		

*Values repeated from 14 CFR 91.175 and shall be used for takeoff or landing minima.

If a visibility adjustment is required for a procedure with an RVR value, the RVR value should first be converted to visibility using this table. The visibility should then be increased by the adjustment value, and then may be converted back to the highest RVR value associated with that visibility. For example, if a procedure with 2000 RVR requires a 1/8 mile adjustment, first convert 2000 RVR to 1/2 SM. Adding 1/8 SM results in 5/8 SM, which may then be converted to 3500 RVR.

RADAR MINIMA

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT HAA	CEIL-VIS
PAR	10	2.5°/42/1000	ABCDE	**195**/16	100	(100-1/4)				
	28	2.5°/48/1068	ABCDE	**187**/16	100	(100-1/4)				
ASR	10		ABC	**560**/40	463	(500-3/4)	DE	**560**/50	463	(500-1)
	28		AB	**600**/50	513	(600-1)	CDE	**600**/60	513	(600-1 1/4)
CIR	10		AB	**560-**1 1/4	463	(500-1 1/4)	CDE	**560-**1 1/2	463	(500-1 1/2)
	28		AB	**600-**1 1/4	503	(600-1 1/4)	CDE	**600-**1 1/2	503	(600-1 1/2)

Visibility (RVR 100's of feet)

Visibility in Statute Miles

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

Radar Minima:

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

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

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

A Alternate Minimums not standard. Civil users refer to tabulation. USA/USN/USAF pilots refer to appropriate regulations.

A NA Alternate minimums are Not Authorized due to unmonitored facility or absence of weather reporting service.

T Airport is published in the Takeoff Minimums, (Obstacle) Departure Procedures, and Diverse Vector Area (Radar Vectors) tabulation.

TERMS/LANDING MINIMA DATA

25275

GENERAL INFORMATION

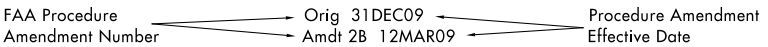
This publication is issued every 56 days and includes the following instrument flight procedures (IFPs): Standard Instrument Approach Procedures (SIAPs), Standard Instrument Departures (SIDs), Standard Terminal Arrivals (STARs), IFR Takeoff Minimums and (Obstacle) Departure Procedures (ODPs), Diverse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

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

CHART CURRENCY INFORMATION

Date of Latest Revision 09365

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



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

MISCELLANEOUS

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

For Civil (FAA) and Military (DoD) SIAPs, "RADAR REQUIRED" in the planview or the pilot briefing strip of the chart indicates that ATC radar must be available to assist the pilot when transitioning from the en route environment. In the event ATC radar must be available for a specific portion(s) of the procedure, the portion(s) will be specified in the pilot briefing strip with the statement "RADAR required".

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

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

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

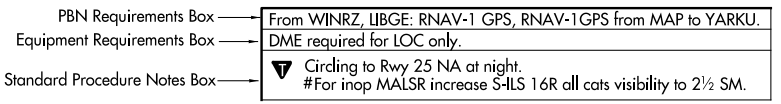
STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

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

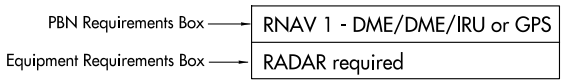
PROCEDURE PBN/EQUIPMENT REQUIREMENTS

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

IAP PBN/Equipment Requirements Notes Box



RNAV STAR and DP PBN/Equipment Requirements Notes Box



PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

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

Available FAA standard approach lighting systems are charted as a negative symbol to indicate pilot contolled lighting, e.g., (A1), (V)

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

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

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

ABBREVIATIONS

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

ABBREVIATIONS

26246

NE-3, 03 SEP 2026 to 29 OCT 2026

ABBREVIATIONS

26246

IFR	Instrument Flight Rules		MSL	Mean Sea Level
ILS	Instrument Landing System		MSPEC	Management Specification
IM	Inner Marker		MUNI	Municipal
INC	Incorporated		N/A	Not Applicable
Inop	Inoperative		NA	Not Authorized
INT	Intersection		NAAS	Naval Auxiliary Air Station
INTCNTL	Intercontinental		NAF	Naval Air Facility
INTL	International		NALF	Naval Auxiliary Landing Field
JNGB	Joint National Guard Base		NAS	Naval Air Station
JRB	Joint Reserve Base		NDB	Nondirectional Radio Beacon
K	Knots		NM	Nautical Mile
KIAS	Knots Indicated Airspeed		NOLF	Naval Outlying Field
LAAS	Local Area Augmentation System		NoPT	No Procedure Turn
LDA	Localizer Type Directional Aid		NOTAM	Notice to Airmen
Ldg	Landing		NS	Naval Station
LIRL	Low Intensity Runway Lights		NTL	National
LNAV	Lateral Navigation		ODALS	Omnidirectional Approach Lighting System
LOA	Letter of Agreement/Authorization		ODP	Obstacle Departure Procedures
LOC	Localizer		OM	Outer Marker
LOM	Locator Outer Marker		OPSPEC	Operations Specification
LP	Localizer Performance		PAR	Precision Approach Radar
LPV	Localizer Performance with Vertical Guidance		PCL	Pilot Controlled Lighting
LR	Lead Radial		PDC	Pre-Departure Clearance
LRRS	Long Range RADAR Station		PRM	Precision Runway Monitor
MAA	Maximum Authorized Altitude		Pvt	Private
MALS	Medium Intensity Approach Lighting System		R	Radial
MALSF	Medium Approach Lighting System with Sequenced Flashers		RA	Radio Altimeter setting height
MALSR	Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights		RAIL	Runway Alignment Indicator Lights
MAP	Missed Approach Point		RCLS	Runway Centerline Light System
MCAF	Marine Corps Air Facility		REIL	Runway End Identifier Lights
MCALF	Marine Corps Auxiliary Landing Field		RF	Radius to Fix
MCAS	Marine Corps Air Station		RGNL	Regional
MCB	Marine Corps Base		RLLS	Runway Lead-in Light System
MCOLF	Marine Corps Outlying Field		RNAV	Area Navigation
MDA	Minimum Descent Altitude		RNP	Required Navigation Performance
MEA	Minimum Enroute Altitude		RPI	Runway Point of Interception
MEML	Memorial		RVR	Runway Visual Range
METRO	Metropolitan		RWY	Runway
MIRL	Medium Intensity Runway Lights		S	Straight-in
MM	Middle Marker		SALS	Simplified Short Approach Lighting System
MOCA	Minimum Obstruction Clearance Altitude		SALSF	Short Approach Lighting System with Sequenced Flashing Lights
MRA	Minimum Reception Altitude		SFB	Space Force Base

ABBREVIATIONS

26246

NE-3, 03 SEP 2026 to 29 OCT 2026

ABBREVIATIONS

26246

SID	Standard Instrument Departure
SM	Statute Mile
SR-SS	Sunrise-Sunset
SSALF	Simplified Short Approach Lighting System with Sequenced Flashing Lights
SSALR	Simplified Short Approach Lighting System with Runway Alignment Indicator Lights
SSALS	Simplified Short Approach Lighting System
ST	Saint
STE	Sainte
STAR	Standard Terminal Arrival
TAA	Terminal Arrival Area
TACAN	Tactical Air Navigation
TCH	Threshold Crossing Height
TDZ	Touchdown Zone
TDZE	Touchdown Zone Elevation
TDZ/CL	Touchdown Zone and Runway Centerline Lighting
TDZL/RCLS	Touchdown Zone Lights and Runway Centerline Lighting Systems
TDZL	Touchdown Zone Lights
THR	Threshold
TODA	Takeoff Distance Available
TORA	Takeoff Run Available
tr	Track
TRML	Terminal
TWR	Tower
UNICOM	Universal Communications Station
USA	United States Army
USAF	United States Air Force
USCG	United States Coast Guard
USMC	United States Marine Corps
USN	United States Navy
USSF	United States Space Force
VASI	Visual Approach Slope Indicator
VCOA	Visual Climb Over Airport
VDA	Vertical Descent Angle
VDP	Visual Descent Point
VFR	Visual Flight Rules
VGF	Visual Guidance Fix
VGSI	Visual Glide Slope Indicator
VNAV	Vertical Navigation
VOR	Very High Frequency Omni-Directional Range
VORTAC	Very High Frequency Omni-Directional Range/Tactical Air Navigation
WAAS	Wide Area Augmentation System
WP/WPT	Waypoint

ABBREVIATIONS

26246

NE-3, 03 SEP 2026 to 29 OCT 2026

PLANVIEW SYMBOLS

ROUTES

Procedure Track

Feeder Route

Missed Approach

Visual Flight Path

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

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

HOLDING PATTERNS

Hold-in-lieu of Procedure Turn

HOLD 10000 8000
090° (IAS) 270°
4 NM

HOLD 10000 8000
090° 1 min 270°

Missed Approach
090° 270°

Arrival
HOLD 8000
090° 270°

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

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

FIXES/ATC REPORTING REQUIREMENTS

Reporting Point

Waypoint

MAP WP (Flyby)

MAP WP (Flyover)

GLGHR INT Intersection

MYLES I-LVF 14.9 (Distance From Facility)

DME

Flyover Point

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

R-198 Radial line and value

LR-198 Lead Radial

LB-198 Lead Bearing

ALTITUDES

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

INDICATED AIRSPEED

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

RADIO AIDS TO NAVIGATION

110.1 Underline indicates No Voice transmitted on this frequency

VOR VORTAC TACAN

VOR/DME DME

NDB NDB/DME

LOM (Compass locator at Outer Marker)

Marker Beacon

Marker beacons that are not specifically part of the procedure.

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

Localizer Back Course
Left side shading- Back Course

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

Primary NAVAID

LIMA
114.5 LIM
Chan 92

Secondary NAVAID

LOM
AKRON
362 AK

TACAN or DME NAVAID

SCOTT
Chan 59
SKE
(112.2)

VHF Paired Frequency

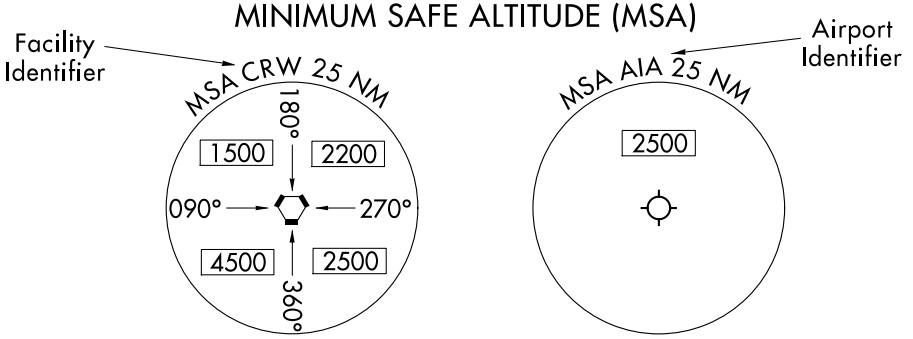
NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

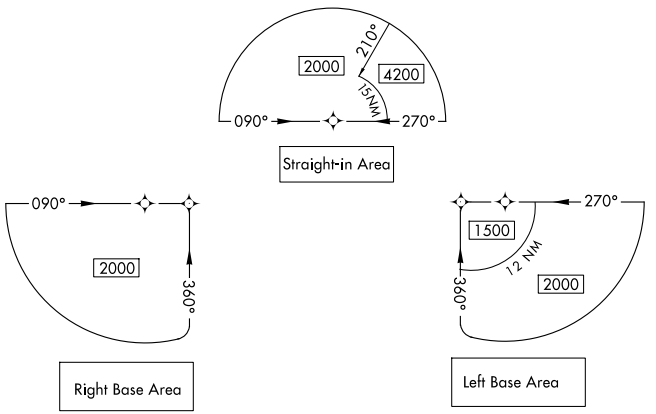
PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)



(arrows on distance circle identify sectors)

TERMINAL ARRIVAL AREA (TAA)



MISCELLANEOUS

VOR Changeover Point

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

Distance not to scale

International Boundary

Air Defense Identification Zone

SPECIAL USE AIRSPACE

R-352

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

AIRPORTS

Primary and Secondary (named in planview)

Civil

Seaplane Base

Heliport

Joint (Civil-Military)

OBSTACLES

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

PROFILE VIEW

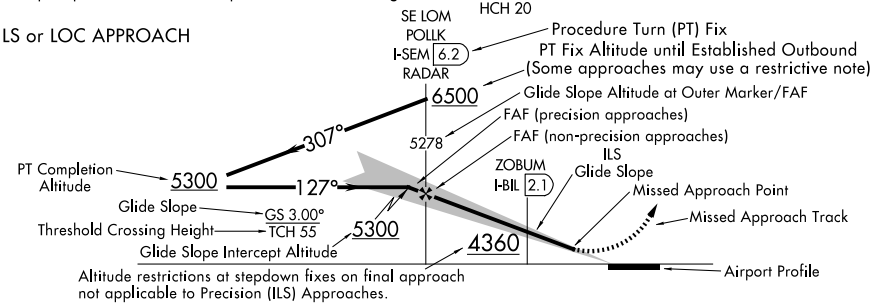
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

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

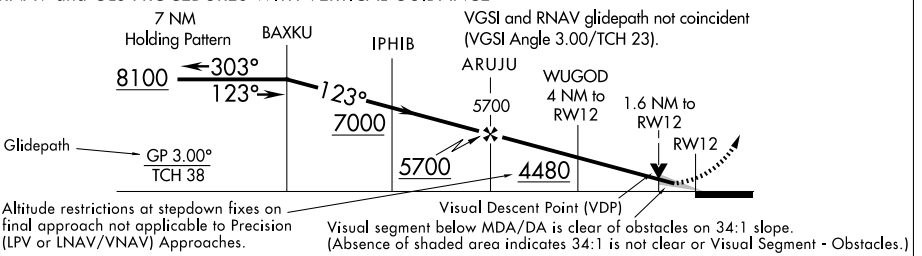
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle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

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

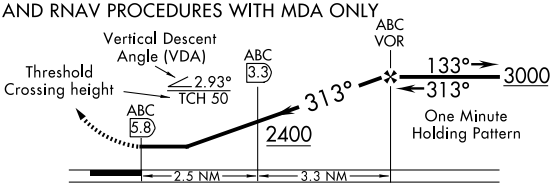
ILS or LOC APPROACH



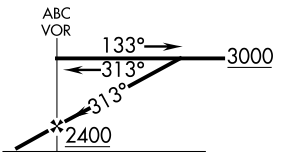
RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE



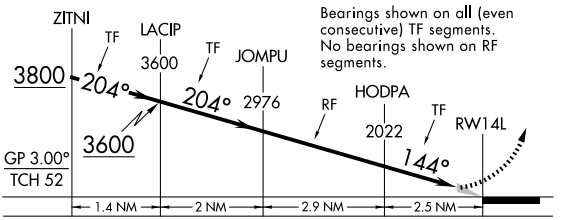
NON-VERTICALLY GUIDED CONVENTIONAL PROCEDURES AND RNAV PROCEDURES WITH MDA ONLY



DESCENT FROM HOLDING PATTERN



RNP APPROACH WITH TF AND RF SEGMENTS



ALTITUDES

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

PROFILE SYMBOLS

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

▼ Visual Descent Point (VDP)

- - - Visual Flight Path

NE-3, 03 SEP 2026 to 29 OCT 2026

LEGEND

STANDARD TERMINAL ARRIVAL (STAR) CHARTS

23334

RADIO AIDS TO NAVIGATION

Compulsory:

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

Non-Compulsory:

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

LOM (Compass locator at outer marker)

Marker Beacon

Localizer Front Course

BACK COURSE

Localizer Back Course (Shading on left)

(T) indicates frequency protection range

ORLANDO
112.25 (T) ORL
Chan 59(Y)

Underline indicates no voice transmitted on this frequency

TACAN or DME NAVAID Box

SCOTT
Chan 59
SKE
(112.2)

VHF Paired Frequency

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

FIXES/ATC REPORTING REQUIREMENTS

Unnamed DME fix

▲ Reporting Point (Compulsory)

△ Reporting Point (Non-Compulsory)

Obvious DME (DME mileage matches route mileage)

75 DME Mileage (when not obvious)

Waypoint (Compulsory)

Waypoint (Non-Compulsory)

Flyover Point

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

AIRPORTS

Civil · Military · Joint (Civil-Military)

Airports not served by the procedure shown in screened color

Civil · Military · Joint (Civil-Military)

ROUTES

MAA FL200 Maximum Authorized Altitude

4500 MEA-Minimum Enroute Altitude

*3500 MOCA-Minimum Obstruction Clearance Altitude

270° Arrival Route

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

Transition Route

R-275 Radial line and value

Lost Communications Track

V12 J80 Airway/Jet Route Identification

(IAS) Holding Pattern

Lost Comm Holding Pattern

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

SPECIAL USE AIRSPACE

R-352

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

ALTITUDES

5500 Mandatory Altitude (Cross at)

2300 Minimum Altitude (Cross at or above)

4800 Maximum Altitude (Cross at or below)

15000
12000
Block Altitude

Altitude change at other than Radio Aids to Navigation

INDICATED AIRSPEED

175K Mandatory Airspeed

120K Minimum Airspeed

250K Maximum Airspeed

MISCELLANEOUS

Changeover Point

Air Defense Identification Zone

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

Ldg KLAS and KHND

Ldg Rwys 16L/C/R

Terminus identifier

23334

LEGEND

NE-3, 03 SEP 2026 to 29 OCT 2026

LEGEND

DEPARTURE PROCEDURE (DP) CHARTS

26190

RADIO AIDS TO NAVIGATION

Compulsory:

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

Non-Compulsory:

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

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

LOM (Compass locator at outer marker)

Marker Beacon

Localizer Front Course

BACK COURSE

Localizer Back Course (Shading on left)

(T) indicates frequency protection range

ORLANDO
112.25 (T) ORL
Chan 59(Y)

Underline indicates no voice transmitted on this frequency

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

TACAN or DME NAVAID Box

SCOTT
Chan 59
SKE
(112.2)

VHF Paired Frequency

FIXES/ATC REPORTING REQUIREMENTS

Unnamed DME fix

▲ Reporting Point (Compulsory)

△ Reporting Point (Non-Compulsory)

Obvious DME (DME mileage matches route mileage)

75 DME Mileage (when not obvious)

Waypoint (Compulsory)

Waypoint (Non-Compulsory)

Flyover Point

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

MISCELLANEOUS

Changeover Point

Distance not to scale

International Boundary

Frequency Sectorization Boundary

Air Defense Identification Zone

Takeoff Minimums and (Obstacle) Departure Procedures entry published.

ROUTES

4500 MEA-Minimum Enroute Altitude

*3500 MOCA-Minimum Obstruction Clearance Altitude

270° Departure Route

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

Transition Route

R-275 Radial line and value

Lost Communications Track

Visual Flight Path

V12 J80 Airway/Jet Route Identification

(IAS) Holding Pattern

Lost Comm Holding Pattern

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

SPECIAL USE AIRSPACE

R-352

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

ALTITUDES

5500 Mandatory Altitude (Cross at)

2300 Minimum Altitude (Cross at or above)

4800 Maximum Altitude (Cross at or below)

15000 / 12000 Block Altitude

TOP ALTITUDE: 5000 Top altitude restriction

INDICATED AIRSPEED

175K Mandatory Airspeed

120K Minimum Airspeed

250K Maximum Airspeed

AIRPORTS

Heliport

Civil · Military · Joint (Civil-Military)

MINIMUM SAFE ALTITUDE (MSA)

Facility Identifier

MSA CRW 25 NM
180°
4500 4100
090° 270°
5300 4700
360°

Airport Identifier

MSA AIA 25 NM
2500

(arrows on distance circle identify sectors)

26190

LEGEND

NE-3, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

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

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

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

uni-directional | bi-directional | Jet Barrier

ARRESTING SYSTEM (EMAS)

REFERENCE FEATURES

Displaced Threshold

Hot Spot

Runway Holding Position Markings

Buildings

Self-Serve Fuel ##

Tanks

Obstructions

Airport Beacon #

Runway Radar Reflectors

Bridges

Control Tower # TWR

	Unlit	Lit
Wind Cone		
Landing Tee		
Tetrahedron		

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

See appropriate Chart Supplement for information.

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

Helicopter Alighting Areas

Negative Symbols used to identify Copter Procedures

landing point

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

Runway TDZ elevation.....TDZE 123

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

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

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

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram

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

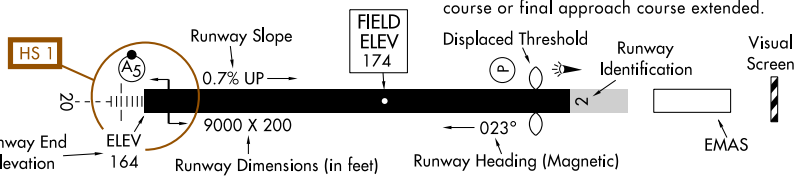
Positional accuracy within ± 600 feet unless otherwise noted on the chart.

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

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

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

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



SCOPE

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

NE-3, 03 SEP 2026 to 29 OCT 2026

LEGEND

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

25331

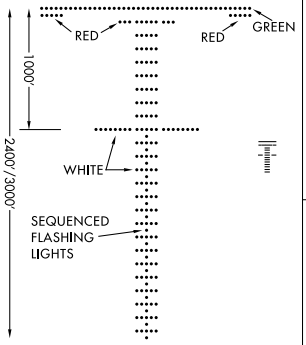
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., (A2), (V), etc.

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

CATEGORY I APPROACH LIGHTING SYSTEM

(A1)

ALSF-1

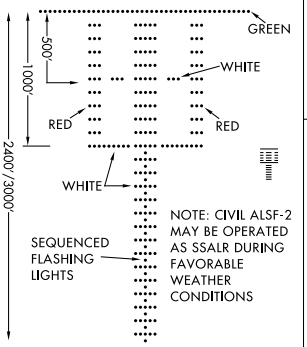


(High Intensity)
LENGTH 2400/3000 FEET

CATEGORY II APPROACH LIGHTING SYSTEM

(A)

ALSF-2

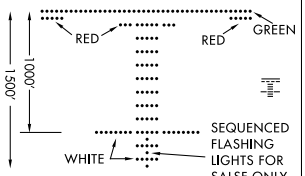


(High Intensity)
LENGTH 2400/3000 FEET

SHORT APPROACH LIGHTING SYSTEM

(A2) (A2)

SALS/SALSF

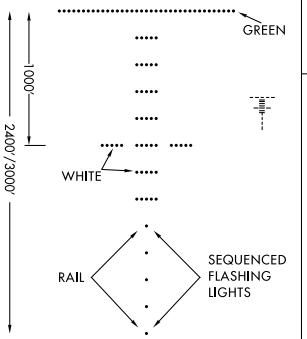


(High Intensity)
LENGTH 1500 FEET

SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM with Runway Alignment Indicator Lights

(A3)

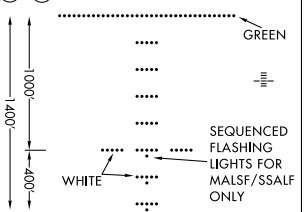
SSALR



(High Intensity)
LENGTH 2400/3000 FEET

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

(A4) (A4)

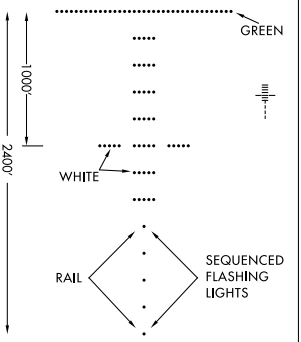


LENGTH 1400 FEET

MEDIUM INTENSITY APPROACH LIGHTING SYSTEM with Runway Alignment Indicator Lights

(A5)

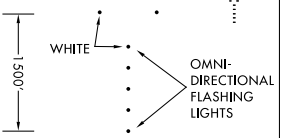
MALSR



LENGTH 2400 FEET

OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM

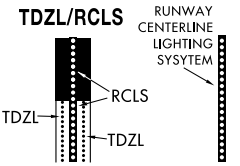
ODALS



LENGTH 1500 FEET

RUNWAY TOUCHDOWN ZONE LIGHTS AND RUNWAY CENTERLINE LIGHTING SYSTEMS

TDZL/RCLS



AVAILABILITY of TDZL/RCLS will be shown by NOTE in SKETCH, e.g. "TDZL/RCLS Rwy 15".

LEGEND

25331

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

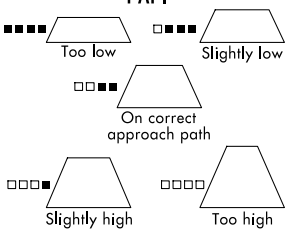
LEGEND

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

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

(P) PRECISION APPROACH PATH INDICATOR

PAPI



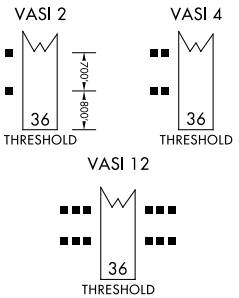
Legend: □ White ■ Red

(V) VISUAL APPROACH SLOPE INDICATOR

VASI

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

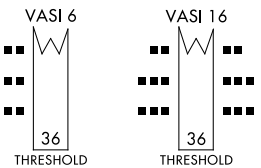
ALL LIGHTS WHITE — TOO HIGH
FAR LIGHTS RED, NEAR LIGHTS WHITE — ON GLIDE SLOPE
ALL LIGHTS RED — TOO LOW



(V3) VISUAL APPROACH SLOPE INDICATOR

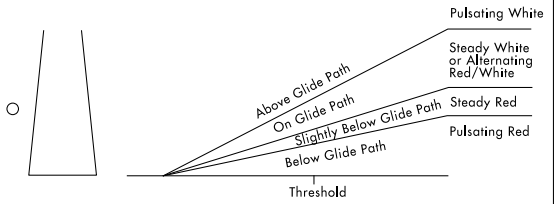
VASI

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



(V2) PULSATING VISUAL APPROACH SLOPE INDICATOR

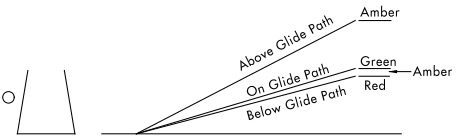
PVASI



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

(V4) TRI-COLOR VISUAL APPROACH SLOPE INDICATOR

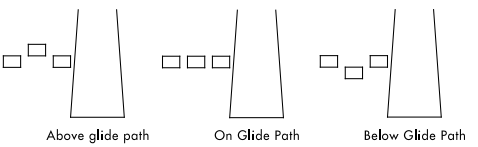
TRCV



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

(V5) ALIGNMENT OF ELEMENTS SYSTEMS

APAP



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

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

SUPPLEMENTAL TABLES 25107

FREQUENCY PAIRING TABLE

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

See the Chart Supplement for a complete listing.

SUPPLEMENTAL TABLES 25107

NE-3, 03 SEP 2026 to 29 OCT 2026

SUPPLEMENTAL TABLES

25107

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

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

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

25107

SUPPLEMENTAL TABLES

NE-3, 03 SEP 2026 to 29 OCT 2026

SUPPLEMENTAL TABLES

25107

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

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

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

25107

SUPPLEMENTAL TABLES

NE-3, 03 SEP 2026 to 29 OCT 2026

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

ABERDEEN, MD
---SEE PHILLIPS AAF (ABERDEEN PROVING GROUND)

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

ACCOMACK COUNTY
---SEE MELFA, VA

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

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

BALTIMORE, MD
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL(BWI)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
STARS .... ANTHM FIVE (RNAV) Z1
MIIDY FOUR (RNAV) Z24
RAVNN NINE (RNAV) Z35
TRISH FOUR (RNAV) Z43
WESTMINSTER SEVEN Z54
IAPS ..... ILS OR LOC RWY 10 5
ILS OR LOC RWY 15L 6
ILS OR LOC RWY 15R 7
ILS OR LOC RWY 28 8
ILS OR LOC RWY 33L 9
ILS OR LOC RWY 33R 10
ILS RWY 10 (SA CAT I) 11
ILS RWY 33L (SA CAT I - II) 12
ILS RWY 10 (CAT II - III) 13
RNAV (RNP) X RWY 33L 14
RNAV (RNP) Z RWY 10 15
RNAV (RNP) Z RWY 15R 16
RNAV (RNP) Z RWY 28 17
RNAV (RNP) Z RWY 33L 18
RNAV (GPS) RWY 15L 19
RNAV (GPS) RWY 33R 20
RNAV (GPS) Y RWY 10 21
RNAV (GPS) Y RWY 15R 22
RNAV (GPS) Y RWY 28 23
RNAV (GPS) Y RWY 33L 24
AIRPORT DIAGRAM 25
DPS ..... CONLE FIVE (RNAV) 26
DUKPN ONE (RNAV) 28
FIXET FIVE (RNAV) 30
FOXHL ONE (RNAV) 32
LINSE TWO (RNAV) 34
TERPZ EIGHT (RNAV) 36

MARTIN STATE(MTN)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
STARS .... ANTHM FIVE (RNAV) Z1
MIIDY FOUR (RNAV) Z24
RAVNN NINE (RNAV) Z35
TRISH FOUR (RNAV) Z43
WESTMINSTER SEVEN Z54
IAPS ..... ILS OR LOC RWY 33 39
RNAV (GPS) RWY 15 40
RNAV (GPS) RWY 33 41
LOC RWY 15 42
VOR OR TACAN RWY 15 43
AIRPORT DIAGRAM 44
DPS ..... CONLE FIVE (RNAV) 45
FOXHL ONE (RNAV) 46
LINSE TWO (RNAV) 47
TERPZ EIGHT (RNAV) 48

BAY BRIDGE
---SEE STEVENSVILLE, MD

NE-3, 03 SEP 2026 to 29 OCT 2026

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG
BLACKSBURG, VA		
VIRGINIA TECH/MONTGOMERY EXEC(BCB)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 13	50
	RNAV (GPS) RWY 31	51
	LOC RWY 13	52
DPS	BEMAR THREE (RNAV)	53
	SETHY FIVE (RNAV)	54
BLACKSTONE, VA		
ALLAN C PERKINSON/BLACKSTONE AAF(BKT)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 04	55
	RNAV (GPS) RWY 22	56
	NDB-A	57
AIRPORT DIAGRAM		58
DPS	BLACKSTONE ONE	59
BLUE RIDGE		
---SEE MARTINSVILLE, VA		
BLUEGRASS(9VA5)		
BLUEMONT, VA		
TAKEOFF MINIMUMS		L
IAPS	COPTER RNAV (GPS) 037	60
	COPTER VOR/DME OR TACAN 056	61
BLUEMONT, VA		
---SEE BLUEGRASS		
BOWIE, MD		
FREEWAY(W00)		
TAKEOFF MINIMUMS		L
STARS	TIKEE FOUR (RNAV)	Z42
IAPS	RNAV (GPS) RWY 18	62
	RNAV (GPS) RWY 36	63
BRIDGEWATER, VA		
BRIDGEWATER AIR PARK(VBW)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 15	64
	RNAV (GPS) RWY 33	65
BROOKNEAL, VA		
BROOKNEAL/CAMPBELL COUNTY(0V4)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 06	66
	RNAV (GPS) RWY 24	67
BRUNSWICK COUNTY		
---SEE LAWRENCEVILLE, VA		
BUMPASS, VA		
LAKE ANNA(7W4)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 08	68
	RNAV (GPS) RWY 26	69
CAMBRIDGE, MD		
CAMBRIDGE-DORCHESTER RGNL(CGE)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 34	70
	RNAV (GPS)-A	71
CAMP PEARY LNDG STRIP(W94)		
WILLIAMSBURG, VA		
TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 05	72
	RNAV (GPS) RWY 23	73
	VOR-A	74
CAMP SPRINGS, MD		
---SEE JOINT BASE ANDREWS		
CARROLL COUNTY RGNL/JACK B POAGE FLD		
---SEE WESTMINSTER, MD		
CHARLOTTESVILLE, VA		
CHARLOTTESVILLE-ALBEMARLE(CHO)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	ILS OR LOC RWY 03	75
	RNAV (GPS) RWY 03	76
	RNAV (GPS) Y RWY 21	77
	RNAV (GPS) Z RWY 21	78
AIRPORT DIAGRAM		79
CHASE CITY, VA		
CHASE CITY MUNI(CXE)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 18	80
	RNAV (GPS) RWY 36	81
CHESAPEAKE RGNL		
---SEE NORFOLK, VA		
CHURCHVILLE, MD		
HARFORD COUNTY(0W3)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 19	82
CLAREMONT		
---SEE ELKTON, MD		
CLARKSVILLE, VA		
LAKE COUNTRY RGNL(W63)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 04	83
CLEARVIEW AIRPARK		
---SEE WESTMINSTER, MD		

NE-3, 03 SEP 2026 to 29 OCT 2026

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG
COLLEGE PARK, MD		
COLLEGE PARK(CGS)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS)-A	84
CREWE, VA		
CREWE MUNI(W81)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS)-A	85
	RNAV (GPS)-B	86
CRISFIELD, MD		
CRISFIELD-SOMERSET COUNTY(W41)		
TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS)-B	87
CULPEPER, VA		
CULPEPER RGNL(CJR)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
STARS	HYPER ONE (RNAV)	Z18
	PRTZL TWO (RNAV)	Z32
	TIKEE FOUR (RNAV)	Z42
	TRSTN FOUR (RNAV)	Z45
	WAYNZ TWO (RNAV)	Z52
IAPS	RNAV (GPS) RWY 04	88
	RNAV (GPS) RWY 22	89
	LOC RWY 04	90
CUMBERLAND, MD		
GREATER CUMBERLAND RGNL(CBE)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 05	91
	RNAV (GPS) RWY 23	92
DANVILLE, VA		
DANVILLE RGNL(DAN)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	ILS OR LOC RWY 02	93
	RNAV (GPS) RWY 02	94
	RNAV (GPS) RWY 20	95
	RNAV (GPS) RWY 31	96
DAVISON AAF(KDAA)		
FORT BELVOIR, VA		
TAKEOFF MINIMUMS		L
STARS	FRDMM SEVEN (RNAV)	Z13
	NUMMY THREE	Z26
	TIKEE FOUR (RNAV)	Z42
	TRUPS SIX (RNAV)	Z47
IAPS	ILS OR LOC RWY 32	97
	RNAV (GPS) RWY 14	98
	RNAV (GPS) RWY 32	99
AIRPORT DIAGRAM		100
DPS	CLTCH THREE (RNAV)	101
	JDUBB FOUR (RNAV)	102
	SCRAM SIX (RNAV)	103
DELAWARE AIRPARK		
---SEE DOVER/CHESWOLD, DE		
DELAWARE COASTAL		
---SEE GEORGETOWN, DE		
DOVER AFB(KDOV)		
DOVER, DE		
TAKEOFF MINIMUMS		L
HOT SPOT		P
STARS	ARLFT TWO (RNAV)	Z4
IAPS	ILS OR LOC OR RNAV (GPS) RWY 01	104
	ILS OR LOC OR RNAV (GPS) RWY 19	105
	ILS RWY 01 (CAT II)	106
	RNAV (GPS) RWY 32	107
	TACAN RWY 01	108
	TACAN RWY 19	109
	TACAN RWY 32	110
AIRPORT DIAGRAM		111
DPS	CANNY ONE (RNAV)	112
	WNSTN ONE (RNAV)	113
DOVER/CHESWOLD, DE		
DELAWARE AIRPARK(33N)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
STARS	ARLFT TWO (RNAV)	Z4
IAPS	RNAV (GPS) RWY 09	114
	RNAV (GPS) RWY 27	115
	VOR RWY 27	116
DUBLIN, VA		
NEW RIVER VALLEY(PSK)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	ILS OR LOC Y RWY 06	117
	ILS OR LOC Z RWY 06	118
	RNAV (GPS) RWY 06	119
	RNAV (GPS) RWY 24	120
EAGLE'S NEST		
---SEE WAYNESBORO, VA		
EASTON, MD		
EASTON/NEWNAM FLD(ESN)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
HOT SPOT		P
IAPS	ILS OR LOC RWY 04	121
	RNAV (GPS) RWY 04	122
	RNAV (GPS) RWY 15	123
	RNAV (GPS) RWY 22	124
	RNAV (GPS) RWY 33	125
AIRPORT DIAGRAM		126
DPS	CONLE FIVE (RNAV)	127
	FOXHL ONE (RNAV)	128
	LINSE TWO (RNAV)	129
	TERPZ EIGHT (RNAV)	130
EDGEWOOD, MD		
---SEE WEIDE AHP (ABERDEEN PROVING GROUND)		

NE-3, 03 SEP 2026 to 29 OCT 2026

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

ELKTON, MD
CLAREMONT(58M)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS)-B 132

EMPORIA, VA
EMPORIA-GREENSVILLE RGNL(EMV)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 16 133
RNAV (GPS) RWY 34 134
LOC RWY 34 135

FALWELL
---SEE LYNCHBURG, VA

FARMVILLE, VA
FARMVILLE RGNL(FVX)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 03 136
RNAV (GPS) RWY 21 137

FELKER AAF(KFAF)
FORT EUSTIS, VA
ALTERNATE MINIMUMS ..... M
STARS ..... KOHLS ONE (RNAV) Z23
IAPS ..... RNAV (GPS) RWY 14 138
COPTER RNAV (GPS) RWY 14 139
AIRPORT DIAGRAM 140

FOREST, VA
NEW LONDON(W90)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 18 141
RNAV (GPS) RWY 36 142

FORT BELVOIR, VA
---SEE DAVISON AAF

FORT EUSTIS, VA
---SEE FELKER AAF

FORT MEADE (ODENTON), MD
FORT MEADE EXEC(FME)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 10 143
RNAV (GPS) RWY 28 144

FRANKLIN, VA
FRANKLIN RGNL(FKN)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 09 145
RNAV (GPS) RWY 27 146

FREDERICK, MD
FREDERICK MUNI(FDK)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
HOT SPOT ..... P
STARS ..... TRSTN FOUR (RNAV) Z45
IAPS ..... ILS OR LOC RWY 23 147
RNAV (GPS) RWY 05 148
RNAV (GPS) Y RWY 23 149
RNAV (GPS) Z RWY 23 150
AIRPORT DIAGRAM 151
DPS ..... CONLE FIVE (RNAV) 152
FOXHL ONE (RNAV) 153
LINSE TWO (RNAV) 154
TERPZ EIGHT (RNAV) 155

FREDERICKSBURG, VA
SHANNON(EZF)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
STARS ..... HYPER ONE (RNAV) Z18
PRTZL TWO (RNAV) Z32
TIKEE FOUR (RNAV) Z42
WAYNZ TWO (RNAV) Z52
IAPS ..... RNAV (GPS) RWY 24 157

FREEWAY
---SEE BOWIE, MD

FRIENDLY, MD
POTOMAC AIRFIELD(VKX)
TAKEOFF MINIMUMS L
STARS ..... TIKEE FOUR (RNAV) Z42
IAPS ..... RNAV (GPS) RWY 06 158

FRONT ROYAL, VA
FRONT ROYAL-WARREN COUNTY(FRR)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
STARS ..... HYPER ONE (RNAV) Z18
PRTZL TWO (RNAV) Z32
TRSTN FOUR (RNAV) Z45
WAYNZ TWO (RNAV) Z52
IAPS ..... RNAV (GPS)-A 159

GAITHERSBURG, MD
MONTGOMERY COUNTY AIRPARK(GAI)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
STARS ..... TRSTN FOUR (RNAV) Z45
IAPS ..... RNAV (GPS) RWY 14 160
RNAV (GPS)-A 161
DPS ..... CONLE FIVE (RNAV) 162
FOXHL ONE (RNAV) 163
LINSE TWO (RNAV) 164
TERPZ EIGHT (RNAV) 165

GALAX HILLSVILLE, VA
TWIN COUNTY(HLX)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 01 167
RNAV (GPS) RWY 19 168

NE-3, 03 SEP 2026 to 29 OCT 2026

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG
GARRETT COUNTY		
---SEE OAKLAND, MD		
GEORGETOWN, DE		
DELAWARE COASTAL(GED)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 04	169
	RNAV (GPS) RWY 22	170
	VOR RWY 04	171
	VOR RWY 22	172
DPS	GEORGETOWN ONE	173
GOODEN AIRPARK		
---SEE RIDGELY, MD		
GORDONSVILLE, VA		
GORDONSVILLE MUNI(GVE)		
TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS)-A	174
	RNAV (GPS)-B	175
GREATER CUMBERLAND RGNL		
---SEE CUMBERLAND, MD		
HAGERSTOWN, MD		
HAGERSTOWN RGNL/RICHARD A HENSON FLD(HGR)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
HOT SPOT		P
STARS	TRSTN FOUR (RNAV)	Z45
IAPS	ILS OR LOC RWY 09	176
	ILS OR LOC RWY 27	177
	RNAV (GPS) RWY 09	178
	RNAV (GPS) RWY 27	179
	VOR RWY 09	180
	COPTER RNAV (GPS) RWY 09	181
	COPTER RNAV (GPS) RWY 27	182
AIRPORT DIAGRAM		183
HAMPTON, VA		
---SEE LANGLEY AFB		
HAMPTON ROADS EXEC		
---SEE NORFOLK, VA		
HANOVER COUNTY MUNI		
---SEE RICHMOND/ASHLAND, VA		
HARFORD COUNTY		
---SEE CHURCHVILLE, MD		
HOT SPRINGS, VA		
INGALLS FLD(HSP)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	ILS OR LOC RWY 25	184
	RNAV (GPS) RWY 07	185
	RNAV (GPS) RWY 25	186
HUMMEL FLD		
---SEE SALUDA, VA		
INDIAN HEAD, MD		
MARYLAND(2W5)		
TAKEOFF MINIMUMS		L
STARS	TIKEE FOUR (RNAV)	Z42
IAPS	RNAV (GPS) RWY 02	187
INGALLS FLD		
---SEE HOT SPRINGS, VA		
JOINT BASE ANDREWS(KADW)		
CAMP SPRINGS, MD		
TAKEOFF MINIMUMS		L
STARS	FRDMM SEVEN (RNAV)	Z13
	NUMMY THREE	Z26
	SPISY TWO (RNAV)	Z41
	TIKEE FOUR (RNAV)	Z42
	TRUPS SIX (RNAV)	Z47
	VUDOO TWO (RNAV)	Z50
IAPS	ILS OR LOC RWY 01L	188
	ILS OR LOC RWY 01R	189
	ILS OR LOC RWY 19L	190
	ILS OR LOC RWY 19R	191
	ILS RWY 01L (CAT II - III)	192
	ILS RWY 19R (CAT II - III)	193
	RNAV (RNP) Y RWY 01L	194
	RNAV (GPS) RWY 01R	195
	RNAV (GPS) RWY 19L	196
	RNAV (GPS) RWY 19R	197
	RNAV (GPS) Z RWY 01L	198
	RNAV (GPS)-A	199
	TACAN RWY 01L	200
	TACAN RWY 01R	201
	TACAN RWY 19L	202
	TACAN RWY 19R	203
	TACAN-B	204
AIRPORT DIAGRAM		205
DPS	ANDREWS ONE	206
	CAMP SPRINGS ONE	207
	JEFSN TWO (RNAV)	208
	LINCN TWO (RNAV)	210
	MORNINGSIDE ONE	211
JONESVILLE, VA		
LEE COUNTY(0VG)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 07	212
	RNAV (GPS) RWY 25	213
KENBRIDGE, VA		
LUNENBURG COUNTY(W31)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS)-A	214
	RNAV (GPS)-B	215
LAKE ANNA		
---SEE BUMPASS, VA		
LAKE COUNTRY RGNL		
---SEE CLARKSVILLE, VA		

NE-3, 03 SEP 2026 to 29 OCT 2026

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

LANGLEY AFB(KLFI)
HAMPTON, VA
TAKEOFF MINIMUMS L
STARS .... KOHLS ONE (RNAV) Z23
OUTLA ONE (RNAV) Z27
IAPS ..... ILS OR LOC Y RWY 08 216
ILS OR LOC Y RWY 26 217
RNAV (GPS) RWY 08 218
RNAV (GPS) RWY 26 219
TACAN Y RWY 08 220
TACAN Y RWY 26 221
AIRPORT DIAGRAM 222

LAUREL, DE
LAUREL(N06)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS)-A 223

LAWRENCEVILLE, VA
BRUNSWICK COUNTY(LVL)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS)-A 224
RNAV (GPS)-B 225

LAYTONSVILLE, MD
DAVIS(W50)
STARS .... TRSTN FOUR (RNAV) Z45

LEE
---SEE ANNAPOLIS, MD

LEE COUNTY
---SEE JONESVILLE, VA

LEESBURG, VA
LEESBURG EXEC(JYO)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
STARS .... GIBBZ SIX (RNAV) Z16
HYPER ONE (RNAV) Z18
PRIVO THREE Z30
PRTZL TWO (RNAV) Z32
TRSTN FOUR (RNAV) Z45
WAYNZ TWO (RNAV) Z52
IAPS ..... ILS OR LOC RWY 17 226
RNAV (GPS) RWY 17 227
AIRPORT DIAGRAM 228
DPS ..... CLTCH THREE (RNAV) 229
JDUBB FOUR (RNAV) 230
PTOMC TWO (RNAV) 231
SCRAM SIX (RNAV) 232

LEONARDTOWN, MD
ST MARY'S COUNTY RGNL(2W6)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 11 233
RNAV (GPS) RWY 29 234

LONESOME PINE
---SEE WISE, VA

LOUISA, VA
LOUISA COUNTY/FREEMAN FLD(LKU)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 09 235
RNAV (GPS) RWY 27 236
LOC RWY 27 237

LUNENBURG COUNTY
---SEE KENBRIDGE, VA

LURAY, VA
LURAY CAVERNS(LUA)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 04 238
RNAV (GPS) RWY 22 239
VOR/DME-B 240

LYNCHBURG, VA
FALWELL(W24)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 28 241
LYNCHBURG RGNL/PRESTON GLENN FLD(LYH)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 04 242
RNAV (GPS) RWY 04 243
RNAV (GPS) RWY 17 244
RNAV (GPS) RWY 22 245
RNAV (GPS) RWY 35 246
AIRPORT DIAGRAM 247
DPS ..... HURTT FIVE (RNAV) 248
LIBRT THREE (RNAV) 249

MARION/WYTHEVILLE, VA
MOUNTAIN EMPIRE(MKJ)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 26 250
LOC RWY 26 251

MARTIN STATE
---SEE BALTIMORE, MD

MARTINSVILLE, VA
BLUE RIDGE(MTV)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 13 252
RNAV (GPS) RWY 31 253
LOC RWY 31 254

MARYLAND
---SEE INDIAN HEAD, MD

MECKLENBURG-BRUNSWICK RGNL
---SEE SOUTH HILL, VA

NE-3, 03 SEP 2026 to 29 OCT 2026

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

MELFA, VA

ACCOMACK COUNTY(MFV)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 03 255
RNAV (GPS) RWY 21 256
LOC RWY 03 257

MIDDLE PENINSULA RGNL
---SEE WEST POINT, VA

MIDDLETOWN, DE

SUMMIT(EVY)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 17 258
RNAV (GPS) Y RWY 35 259
RNAV (GPS) Z RWY 35 260

MONETA, VA

SMITH MOUNTAIN LAKE(W91)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 23 261

MONTGOMERY COUNTY AIRPARK
---SEE GAITHERSBURG, MD

MOUNTAIN EMPIRE
---SEE MARION/WYTHEVILLE, VA

NEW CASTLE
---SEE WILMINGTON, DE

NEW KENT COUNTY
---SEE QUINTON, VA

NEW LONDON
---SEE FOREST, VA

NEW MARKET, VA

NEW MARKET(8W2)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS)-A 262
RNAV (GPS)-B 263

NEW RIVER VALLEY
---SEE DUBLIN, VA

NEWPORT NEWS, VA

NEWPORT NEWS/WILLIAMSBURG INTL(PHF)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
LAHSO ..... O
HOT SPOT ..... P
STARS ..... KOHLS ONE (RNAV) Z23
OUTLA ONE (RNAV) Z27
IAPS ..... ILS OR LOC RWY 07 264
ILS OR LOC RWY 25 265
RNAV (GPS) RWY 02 266
RNAV (GPS) RWY 07 267
RNAV (GPS) RWY 20 268
RNAV (GPS) RWY 25 269
LOC RWY 20 270
AIRPORT DIAGRAM 271
DPS ..... HENRY FOUR 272

NORFOLK, VA

CHESAPEAKE RGNL(CPK)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
STARS ..... KOHLS ONE (RNAV) Z23
OUTLA ONE (RNAV) Z27
IAPS ..... ILS OR LOC RWY 05 273
RNAV (GPS) RWY 05 274
RNAV (GPS) RWY 23 275

HAMPTON ROADS EXEC(PVG)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
STARS ..... KOHLS ONE (RNAV) Z23
OUTLA ONE (RNAV) Z27
IAPS ..... ILS OR LOC RWY 10 276
RNAV (GPS) RWY 10 277
RNAV (GPS) RWY 28 278

NORFOLK INTL(ORF)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
STARS ..... KOHLS ONE (RNAV) Z23
OUTLA ONE (RNAV) Z27
IAPS ..... ILS OR LOC RWY 05 279
ILS OR LOC RWY 23 280
RNAV (RNP) Y RWY 05 281
RNAV (RNP) Y RWY 23 282
RNAV (GPS) Z RWY 05 283
RNAV (GPS) Z RWY 23 284
RIVER VISUAL RWY 05 285
AIRPORT DIAGRAM 286
DPS ..... HOLND ONE (RNAV) 287
NUTIY ONE (RNAV) 288
SWOPE ONE (RNAV) 290

NE-3, 03 SEP 2026 to 29 OCT 2026

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

NORFOLK NS (CHAMBERS FLD)(KNGU)
NORFOLK, VA
TAKEOFF MINIMUMS L
RADAR MINIMUMS ..... N
STARS .... KOHLS ONE (RNAV) Z23
OUTLA ONE (RNAV) Z27
IAPS ..... ILS OR LOC RWY 10 292
RNAV (GPS) RWY 10 293
RNAV (GPS) RWY 28 294
TACAN Z RWY 10 295
TACAN Z RWY 28 296
AIRPORT DIAGRAM 297
DPS ..... CHAMBERS THREE (OBSTACLE) 298

NORFOLK NS HELIPORT(KNHU)
NORFOLK, VA
TAKEOFF MINIMUMS L
IAPS ..... COPTER RNAV (GPS) 141 300
COPTER RNAV (GPS) 276 301
COPTER TACAN 310 302
AIRPORT DIAGRAM 303
DPS ..... COPTER PRIDE TWO 304

OAKLAND, MD
GARRETT COUNTY(2G4)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 09 306
RNAV (GPS) RWY 27 307

OCEAN CITY, MD
OCEAN CITY MUNI(OXB)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 02 308
RNAV (GPS) RWY 14 309
RNAV (GPS) RWY 32 310
LOC RWY 32 311

OCEANA NAS (APOLLO SOUCEK FLD)(KNTU)
VIRGINIA BEACH, VA
TAKEOFF MINIMUMS L
RADAR MINIMUMS ..... N
STARS .... KOHLS ONE (RNAV) Z23
OUTLA ONE (RNAV) Z27
IAPS ..... RNAV (GPS) RWY 05L 312
RNAV (GPS) RWY 05R 313
RNAV (GPS) RWY 23L 314
RNAV (GPS) RWY 23R 315
RNAV (GPS) RWY 32L/R 316
TACAN Y RWY 05L 317
TACAN Y RWY 05R 318
TACAN Y RWY 23L/R 319
TACAN Y RWY 32L/R 320
AIRPORT DIAGRAM 321
DPS ..... APOLLO FOUR 322
OCEANA SIX 323
WYNNS FIVE 324

ORANGE, VA
ORANGE COUNTY(OMH)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 08 325
RNAV (GPS) RWY 26 326
VOR/DME-A 327

PATUXENT RIVER NAS (TRAPNELL FLD)(KNHK)
PATUXENT RIVER, MD
TAKEOFF MINIMUMS L
RADAR MINIMUMS ..... N
IAPS ..... ILS OR LOC RWY 06 328
RNAV (GPS) RWY 06 329
RNAV (GPS) RWY 14 330
RNAV (GPS) RWY 24 331
RNAV (GPS) RWY 32 332
TACAN Z RWY 06 333
TACAN Z RWY 14 334
TACAN Z RWY 24 335
TACAN Z RWY 32 336
AIRPORT DIAGRAM 337
DPS ..... SWABY ONE (OBSTACLE) 338

PETERSBURG, VA
TRI CITIES EXEC/DINWIDDIE COUNTY(PTB)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 05 340
RNAV (GPS) RWY 23 341
LOC RWY 05 342
VOR RWY 23 343

PHILLIPS AAF (ABERDEEN PROVING GROUND)(KAPG)
ABERDEEN, MD
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 22 344

POTOMAC AIRFIELD
---SEE FRIENDLY, MD

QUANTICO MCAF (TURNER FLD)(KNYG)
QUANTICO, VA
TAKEOFF MINIMUMS L
DIVERSE VECTOR AREA L
RADAR MINIMUMS ..... N
STARS .... HYPER ONE (RNAV) Z18
PRIVO THREE Z30
PRTZL TWO (RNAV) Z32
TIKEE FOUR (RNAV) Z42
WAYNZ TWO (RNAV) Z52
IAPS ..... ILS OR LOC/DME RWY 02 345
RNAV (GPS) RWY 02 346
TACAN RWY 02 347
AIRPORT DIAGRAM 348

NE-3, 03 SEP 2026 to 29 OCT 2026

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG
QUINTON, VA		
NEW KENT COUNTY(W96)		
	TAKEOFF MINIMUMS	L
	ALTERNATE MINIMUMS	M
IAPS	RNAV (GPS) RWY 11	349
	RNAV (GPS) RWY 29	350
	VOR-A	351
RICHLANDS, VA		
TAZEWELL COUNTY(JFZ)		
	TAKEOFF MINIMUMS	L
	ALTERNATE MINIMUMS	M
IAPS	RNAV (GPS) RWY 07	352
	RNAV (GPS) RWY 25	353
	LOC/DME RWY 25	354
RICHMOND, VA		
RICHMOND EXEC/CHESTERFIELD COUNTY(FCI)		
	TAKEOFF MINIMUMS	L
	ALTERNATE MINIMUMS	M
IAPS	ILS OR LOC RWY 33	355
	RNAV (GPS) RWY 15	356
	RNAV (GPS) RWY 33	357
RICHMOND INTL(RIC)		
	TAKEOFF MINIMUMS	L
	ALTERNATE MINIMUMS	M
	HOT SPOT	P
STARS	DUCXS FIVE (RNAV)	Z12
	POWTN FIVE (RNAV)	Z29
	SPIDR FIVE (RNAV)	Z40
IAPS	ILS OR LOC RWY 02	358
	ILS OR LOC RWY 16	359
	ILS OR LOC RWY 34	360
	ILS RWY 34 (SA CAT I)	361
	ILS RWY 34 (CAT II - III)	362
	RNAV (RNP) Y RWY 02	363
	RNAV (RNP) Y RWY 16	364
	RNAV (RNP) Y RWY 20	365
	RNAV (RNP) Y RWY 34	366
	RNAV (GPS) Z RWY 02	367
	RNAV (GPS) Z RWY 16	368
	RNAV (GPS) Z RWY 20	369
	RNAV (GPS) Z RWY 34	370
	VOR RWY 02	371
	VOR RWY 16	372
	VOR RWY 20	373
	VOR RWY 34	374
AIRPORT DIAGRAM		375
DPS	COLIN EIGHT	376
	KALLI SEVEN (RNAV)	377
	LUCYL SIX (RNAV)	379
	READE SEVEN	381
RICHMOND/ASHLAND, VA		
HANOVER COUNTY MUNI(OFP)		
	TAKEOFF MINIMUMS	L
	ALTERNATE MINIMUMS	M
IAPS	RNAV (GPS) RWY 16	383
	RNAV (GPS) RWY 34	384
	LOC RWY 16	385
RIDGELY, MD		
GOODEN AIRPARK(RJD)		
	TAKEOFF MINIMUMS	L
IAPS	RNAV (GPS) RWY 12	386
	RNAV (GPS) RWY 30	387
ROANOKE, VA		
ROANOKE/BLACKSBURG RGNL (WOODRUM FLD)(ROA)		
	TAKEOFF MINIMUMS	L
	ALTERNATE MINIMUMS	M
IAPS	ILS OR LOC RWY 34	388
	RNAV (RNP) Z RWY 06	389
	RNAV (RNP) Z RWY 24	390
	RNAV (RNP) Z RWY 34	391
	RNAV (GPS) Y RWY 06	392
	RNAV (GPS) Y RWY 24	393
	RNAV (GPS) Y RWY 34	394
	LDA Y RWY 06	395
	LDA Z RWY 06	396
AIRPORT DIAGRAM		397
DPS	BUFIY FOUR (RNAV)	398
	DIXXY EIGHT	399
	MONAT FOUR (RNAV)	400
	SCUTA THREE (RNAV)	401
RONALD REAGAN WASHINGTON NTL		
---SEE WASHINGTON, DC		
ST MARY'S COUNTY RGNL		
---SEE LEONARDTOWN, MD		
SALISBURY, MD		
SALISBURY-OCEAN CITY WICOMICO RGNL(SBY)		
	TAKEOFF MINIMUMS	L
	ALTERNATE MINIMUMS	M
IAPS	ILS OR LOC RWY 32	402
	RNAV (GPS) RWY 05	403
	RNAV (GPS) RWY 14	404
	RNAV (GPS) RWY 23	405
	RNAV (GPS) RWY 32	406
AIRPORT DIAGRAM		407
SALUDA, VA		
HUMMEL FLD(W75)		
	TAKEOFF MINIMUMS	L
	ALTERNATE MINIMUMS	M
IAPS	RNAV (GPS) RWY 01	408
SHANNON		
---SEE FREDERICKSBURG, VA		
SHENANDOAH VALLEY RGNL		
---SEE STAUNTON/WAYNESBORO/HARRISONBURG, VA		
SMITH MOUNTAIN LAKE		
---SEE MONETA, VA		

NE-3, 03 SEP 2026 to 29 OCT 2026

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG
SOUTH BOSTON, VA		
WILLIAM M TUCK(W78)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 01	409
	VOR-A	410
SOUTH HILL, VA		
MECKLENBURG-BRUNSWICK RGNL(AVC)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 01	411
	RNAV (GPS) RWY 19	412
	LOC RWY 01	413
STAFFORD, VA		
WASHINGTON EXEC/STAFFORD RGNL(RMN)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
STARS	HYPER ONE (RNAV)	Z18
	PRTZL TWO (RNAV)	Z32
	TIKEE FOUR (RNAV)	Z42
	WAYNZ TWO (RNAV)	Z52
IAPS	ILS OR LOC RWY 33	414
	RNAV (GPS) RWY 33	415
	VOR RWY 33	416
STAUNTON/WAYNESBORO/HARRISONBURG, VA		
SHENANDOAH VALLEY RGNL(SHD)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	ILS OR LOC RWY 05	417
	RNAV (GPS) RWY 05	418
	RNAV (GPS) RWY 23	419
AIRPORT DIAGRAM		420
DPS	SHENANDOAH THREE	421
STEVENSVILLE, MD		
BAY BRIDGE(W29)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 11	422
	RNAV (GPS) RWY 29	423
SUFFOLK, VA		
SUFFOLK EXEC(SFQ)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
STARS	KOHLS ONE (RNAV)	Z23
	OUTLA ONE (RNAV)	Z27
IAPS	RNAV (GPS) RWY 04	424
	RNAV (GPS) RWY 22	425
	LOC RWY 04	426
SUMMIT		
---SEE MIDDLETOWN, DE		
TANGIER, VA		
TANGIER ISLAND(TGI)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS)-B	427
TAPPAHANNOCK, VA		
TAPPAHANNOCK/ESSEX COUNTY(XSA)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 10	428
	RNAV (GPS) RWY 28	429
TAZEWELL COUNTY		
---SEE RICHLANDS, VA		
TRI CITIES EXEC/DINWIDDIE COUNTY		
---SEE PETERSBURG, VA		
TWIN COUNTY		
---SEE GALAX HILLSVILLE, VA		
VIRGINIA BEACH, VA		
---SEE OCEANA NAS (APOLLO SOUCEK FLD)		
VIRGINIA HIGHLANDS		
---SEE ABINGDON, VA		
VIRGINIA TECH/MONTGOMERY EXEC		
---SEE BLACKSBURG, VA		
WAKEFIELD, VA		
WAKEFIELD MUNI(AKQ)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
STARS	KOHLS ONE (RNAV)	Z23
IAPS	RNAV (GPS) RWY 21	430
WALLOPS ISLAND, VA		
WALLOPS FLIGHT FACILITY(WAL)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 04	431
	RNAV (GPS) RWY 10	432
	RNAV (GPS) RWY 17	433
	RNAV (GPS) RWY 22	434
	RNAV (GPS) RWY 28	435
	RNAV (GPS) RWY 35	436
	TACAN RWY 10	437
AIRPORT DIAGRAM		438
WALTRIP WILLIAMSBURG EXEC AIRPORT		
---SEE WILLIAMSBURG, VA		
WARRENTON, VA		
WARRENTON/FAUQUIER(HWY)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
STARS	HYPER ONE (RNAV)	Z18
	PRTZL TWO (RNAV)	Z32
	TIKEE FOUR (RNAV)	Z42
	TRSTN FOUR (RNAV)	Z45
	WAYNZ TWO (RNAV)	Z52
IAPS	RNAV (GPS) RWY 15	439
	RNAV (GPS) RWY 33	440
	LOC RWY 15	441
WASHINGTON, DC		

NE-3, 03 SEP 2026 to 29 OCT 2026

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG
WASHINGTON, DC(CON'T)		
RONALD REAGAN WASHINGTON NTL(DCA)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
HOT SPOT		P
STARS	CAPSS FOUR (RNAV)	Z6
	CLIPR THREE (RNAV)	Z8
	DEALE THREE (RNAV)	Z10
	FRDMM SEVEN (RNAV)	Z13
	IRONS SEVEN	Z21
	NUMMY THREE	Z26
	SKILS FIVE (RNAV)	Z39
	TIKEE FOUR (RNAV)	Z42
	TRUPS SIX (RNAV)	Z47
IAPS	ILS OR LOC RWY 01	442
	ILS RWY 01 (SA CAT I)	443
	ILS RWY 01 (CAT II)	444
	RNAV (RNP) Z RWY 19	445
	RNAV (GPS) RWY 01	446
	RNAV (GPS) RWY 15	447
	RNAV (GPS) RWY 33	448
	RNAV (GPS) Y RWY 19	449
	LDA RWY 19	450
	MOUNT VERNON VISUAL RWY 01	451
	RIVER VISUAL RWY 19	452
AIRPORT DIAGRAM		453
DPS	AMEEE ONE (RNAV)	454
	CLTCH THREE (RNAV)	456
	DOCTR FIVE (RNAV)	458
	HORTO FOUR (RNAV)	460
	JDUBB FOUR (RNAV)	462
	NATIONAL EIGHT	464
	REBLL FIVE (RNAV)	466
	SCRAM SIX (RNAV)	468
	SOOKI SIX (RNAV)	470
	WYNGS FIVE (RNAV)	472

NAME	PROC	SECT PG
WASHINGTON, DC		
WASHINGTON DULLES INTL(IAD)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
STARS	CAVLR SEVEN (RNAV)	Z7
	COATT FIVE	Z9
	DELRO FIVE	Z11
	GIBBZ SIX (RNAV)	Z16
	HYPER ONE (RNAV)	Z18
	PRIVO THREE	Z30
	PRTZL TWO (RNAV)	Z32
	SELINSGROVE SIX	Z38
	WAYNZ TWO (RNAV)	Z52
	WIGOL THREE (RNAV)	Z55
IAPS	ILS OR LOC RWY 01C	474
	ILS OR LOC RWY 01L	475
	ILS OR LOC RWY 01R	476
	ILS OR LOC RWY 19C	477
	ILS OR LOC RWY 19L	478
	ILS OR LOC RWY 19R	479
	ILS OR LOC/DME RWY 12	480
	ILS RWY 01L (CAT II - III)	481
	ILS RWY 01R (CAT II - III)	482
	ILS RWY 19C (CAT II - III)	483
	ILS RWY 19R (CAT II - III)	484
	ILS RWY 01C (SA CAT II)	485
	ILS RWY 19L (SA CAT II)	486
	RNAV (RNP) Z RWY 01C	487
	RNAV (RNP) Z RWY 01L	488
	RNAV (RNP) Z RWY 01R	489
	RNAV (RNP) Z RWY 19C	490
	RNAV (RNP) Z RWY 19L	491
	RNAV (RNP) Z RWY 19R	492
	RNAV (RNP) Z RWY 30	493
	RNAV (GPS) RWY 12	494
	RNAV (GPS) Y RWY 01C	495
	RNAV (GPS) Y RWY 01L	496
	RNAV (GPS) Y RWY 01R	497
	RNAV (GPS) Y RWY 19C	498
	RNAV (GPS) Y RWY 19L	499
	RNAV (GPS) Y RWY 19R	500
	RNAV (GPS) Y RWY 30	501
AIRPORT DIAGRAM		502
DPS	BUNZZ THREE (RNAV)	503
	CAPITAL ONE	504
	CLTCH THREE (RNAV)	506
	JCOBY FOUR (RNAV)	507
	JDUBB FOUR (RNAV)	508
	JERES TWO (RNAV)	509
	MCRAY TWO (RNAV)	510
	RNLDI FOUR (RNAV)	511
	SCRAM SIX (RNAV)	512
	WOOLY TWO (RNAV)	513

NE-3, 03 SEP 2026 to 29 OCT 2026

26246

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG
WASHINGTON, DC		
WASHINGTON MANASSAS/HARRY P DAVIS FLD(HEF)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
STARS	GIBBZ SIX (RNAV)	Z16
	HYPER ONE (RNAV)	Z18
	PRIVO THREE	Z30
	PRTZL TWO (RNAV)	Z32
	TIKEE FOUR (RNAV)	Z42
	TRSTN FOUR (RNAV)	Z45
	WAYNZ TWO (RNAV)	Z52
IAPS	ILS OR LOC RWY 16L	514
	RNAV (GPS) RWY 16L	515
	RNAV (GPS) RWY 16R	516
	RNAV (GPS) RWY 34L	517
	RNAV (GPS) RWY 34R	518
AIRPORT DIAGRAM		519
DPS	ARSENAL FIVE	520
	GABBE THREE (RNAV)	522
	HIICH TWO (RNAV)	524
WASHINGTON EXEC/STAFFORD RGNL ---SEE STAFFORD, VA		
WAYNESBORO, VA		
EAGLE'S NEST(W13)		
TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 06	526
	RNAV (GPS) RWY 24	527
WEIDE AHP (ABERDEEN PROVING GROUND)(KEDG)		
EDGEWOOD, MD		
TAKEOFF MINIMUMS		L
IAPS	COPTER RNAV (GPS) 185	528
DPS	JIRET ONE (RNAV)	529
WEST POINT, VA		
MIDDLE PENINSULA RGNL(FYJ)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 10	530
	RNAV (GPS)-B	531
	LOC RWY 10	532
	VOR-A	533
WESTMINSTER, MD		
CARROLL COUNTY RGNL/JACK B POAGE FLD(DMW)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
STARS	TRSTN FOUR (RNAV)	Z45
IAPS	RNAV (GPS) RWY 16	534
	RNAV (GPS) RWY 34	535
	VOR RWY 34	536
DPS	CONLE FIVE (RNAV)	537
	FOXHL ONE (RNAV)	538
	LINSE TWO (RNAV)	539
	TERPZ EIGHT (RNAV)	540
CLEARVIEW AIRPARK(2W2)		
TAKEOFF MINIMUMS		L
STARS	TRSTN FOUR (RNAV)	Z45
IAPS	RNAV (GPS)-B	542
	VOR-A	543
WILLIAM M TUCK ---SEE SOUTH BOSTON, VA		
WILLIAMSBURG, VA		
WALTRIP WILLIAMSBURG EXEC AIRPORT(JGG)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
STARS	KOHLS ONE (RNAV)	Z23
IAPS	RNAV (GPS)-C	544
	VOR-B	545
WILLIAMSBURG, VA ---SEE CAMP PEARY LNDG STRIP		
WILMINGTON, DE		
NEW CASTLE(ILG)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
LAHSO		O
HOT SPOT		P
STARS	ARLFT TWO (RNAV)	Z4
	BUNTS THREE	Z5
	JIIMS FOUR (RNAV)	Z22
IAPS	ILS OR LOC RWY 01	546
	RNAV (GPS) RWY 01	547
	RNAV (GPS) RWY 09	548
	RNAV (GPS) RWY 19	549
	RNAV (GPS) RWY 27	550
	VOR RWY 09	551
	VOR RWY 27	552
AIRPORT DIAGRAM		553

NE-3, 03 SEP 2026 to 29 OCT 2026

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
WINCHESTER, VA					
WINCHESTER RGNL(OKV)					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
STARS	HYPER ONE (RNAV)	Z18			
	PRTZL TWO (RNAV)	Z32			
	TRSTN FOUR (RNAV)	Z45			
	WAYNZ TWO (RNAV)	Z52			
IAPS	ILS OR LOC RWY 32	554			
	RNAV (GPS) RWY 14	555			
	RNAV (GPS) RWY 32	556			
	VOR/DME-A	557			
DPS	CLTCH THREE (RNAV)	558			
	JDUBB FOUR (RNAV)	559			
	SCRAM SIX (RNAV)	560			
WISE, VA					
LONESOME PINE(LNP)					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	RNAV (GPS) RWY 06	561			
	RNAV (GPS) RWY 24	562			
	LOC RWY 24	563			

NE-3, 03 SEP 2026 to 29 OCT 2026

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

Civil Airports and Selected Military Airports

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

The FAA redefined the initial climb area (ICA) criteria used to evaluate and identify the obstacles that penetrate the 40:1 OCS. The takeoff obstacle notes are published in a different manner and an additional minimums option is added for the departure. To ensure the pilot knows which evaluation was accomplished, the charting will be different by bolding certain headers and runway information to indicate the new ICA criteria has been used as indicated in (1) and (2) below. Until the FAA can amend all departures, the legacy obstacle notes will still be published.

(1) For textual departures, the headers Takeoff Minimums, Departure Procedure, and Takeoff Obstacle Notes will be bolded and underlined. The specific runway entries under each header will continue to be bolded.

(2) For graphic departure procedures, the headers Takeoff Minimums and Takeoff Obstacle Notes will be bolded and continue to be underlined. The specific runway entries for these headers will be bolded. In the Departure Route Description section of the graphic departure, the heading will be bolded and underlined, and the runway information will be bolded.

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

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

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

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

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

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

ABINGDON, VA

VIRGINIA HIGHLANDS (VJI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 31OCT24 (24305) (FAA)

TAKEOFF MINIMUMS:

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

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 6, light poles at DER, 112' left of centerline, 2088' MSL.
Tree 39' from DER, 449' left of centerline, 2113' MSL.
Tree, terrain beginning 66' from DER, 352' left of centerline, up to 2114' MSL.
Sign 141' from DER, 481' right of centerline, 2094' MSL.
Tree, terrain, vehicle on road, electrical system beginning 176' from DER, 314' left of centerline, up to 29' AGL/2128 ' MSL.
Tree 214' from DER, 548' right of centerline, 2111' MSL.
Pole, building beginning 602' from DER, 602' right of centerline, up to 2123' MSL.
Poles, vehicle on road, terrain, vegetation beginning 617' from DER, 318' left of centerline, up to 2147' MSL.
Tree 1304' from DER, 607' right of centerline, 2147' MSL.
Tree 1324' from DER, 713' right of centerline, 2151' MSL.
Trees beginning 1374' from DER, 438' right of centerline, up to 2193' MSL.
Fence, terrain beginning 1496' from DER, 748' left of centerline, up to 2154' MSL.
Tree, vehicle on road beginning 1619' from DER, 408' left of centerline, up to 2171' MSL.
Tree, terrain beginning 1773' from DER, 718' left of centerline, up to 2247' MSL.
CON'T

ABINGDON, VA (CON'T)

VIRGINIA HIGHLANDS (VJI) (CON'T)

Rwy 6 (CON'T), trees, pole, vegetation, building, terrain beginning 1876' from DER, 131' left of centerline, up to 2250' MSL.
Trees, buildings, vehicle on road, terrain, poles beginning 2004' from DER, 44' left of centerline, up to 2272' MSL.
Trees beginning 2197' from DER, 784' right of centerline, up to 2196' MSL.
Trees beginning 2400' from DER, 412' right of centerline, up to 2199' MSL.
Trees beginning 2470' from DER, 768' right of centerline, up to 2204' MSL.
Trees, pole beginning 2776' from DER, 234' right of centerline, up to 2206' MSL.
Trees, pole beginning 3529' from DER, 280' right of centerline, up to 76' AGL/2211' MSL.
Trees, building beginning 3689' from DER, 369' right of centerline, up to 2226' MSL.
Trees, building, sign beginning 3821' from DER, 277' right of centerline, up to 84' AGL/2234' MSL.
Trees beginning 5667' from DER, 1483' left of centerline, up to 2279' MSL.
Trees, fence, terrain beginning 1 NM from DER, 1161' left of centerline, up to 2344' MSL.
Tree 1.1 NM from DER, 1998' left of centerline, 2270' MSL.
Rwy 24, poles beginning 9' from DER, 474' left of centerline, up to 43' AGL/2086' MSL.
Tree, pole beginning 140' from DER, 442' left of centerline, up to 2088' MSL.
Vegetation 167' from DER, 496' right of centerline, 2071' MSL.
Terrain beginning 254' from DER, 548' right of centerline, up to 2075' MSL.
Building 401' from DER, 401' right of centerline, 30' AGL/2091' MSL.
Pole 631' from DER, 647' right of centerline, 2101' MSL.
Pole, vehicle on road beginning 720' from DER, 457' right of centerline, up to 2106' MSL.
Pole 1047' from DER, 551' right of centerline, 2109' MSL.
Trees, pole, vegetation, fence beginning 1191' from DER, 5' right of centerline, up to 2168' MSL.
Trees beginning 2195' from DER, 8' left of centerline, up to 77' AGL/2131' MSL.
Trees beginning 2397' from DER, 14' left of centerline, up to 2142' MSL.
Trees beginning 2603' from DER, 9' left of centerline, up to 58' AGL/2146' MSL.
Tree, fence beginning 2899' from DER, 65' right of centerline, up to 68' AGL/2169' MSL.
Trees beginning 2929' from DER, 79' right of centerline, up to 2178' MSL.
Trees, poles, buildings, vehicle on road beginning 2950' from DER, 49' right of centerline, up to 2209' MSL.
Trees beginning 2990' from DER, 67' left of centerline, up to 58' AGL/2158' MSL.
Tree 3049' from DER, 223' left of centerline, 69' AGL/2159' MSL.
Trees beginning 3050' from DER, 50' left of centerline, up to 59' AGL/2164' MSL.
Trees beginning 3613' from DER, 195' right of centerline, up to 2210' MSL.
Tree 3844' from DER, 1284' right of centerline, 2218' MSL.
Trees beginning 3900' from DER, 420' right of centerline, up to 2224' MSL.
Trees beginning 3989' from DER, 11' left of centerline, up to 2187' MSL.
Trees beginning 4040' from DER, 19' right of centerline, up to 2229' MSL.
Trees beginning 4146' from DER, 109' right of centerline, up to 2234' MSL.
Tree 4727' from DER, 1717' right of centerline, 2231' MSL.
Tree 4777' from DER, 1427' left of centerline, 106' AGL/2198' MSL.

ANNAPOLIS, MD

LEE (ANP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 14MAY26 (26134) (FAA)

TAKEOFF MINIMUMS:

Rwy 30, 400-2½ or std w/min climb of 434'/NM to 300.

DEPARTURE PROCEDURE:

Rwy 12, climb on heading 118° to 700 before proceeding on course.
Rwy 30, climb on heading 298° to 1000 before proceeding on course..

TAKEOFF OBSTACLE NOTES:

Rwy 12, poles, buildings beginning 37' from DER, 36' left of centerline, up to 30' AGL/70' MSL.
Buildings, poles, vehicles on road beginning 74' from DER, on centerline, up to 30' AGL/70' MSL.
Trees, buildings, poles, sign, vehicles on road beginning 316' from DER, 22' left of centerline, up to 100' AGL/133' MSL.
Trees, buildings beginning 436' from DER, 213' right of centerline, up to 100' AGL/127' MSL.
Trees, building beginning 609' from DER, 24' right of centerline, up to 100' AGL/130' MSL.
Trees beginning 1311' from DER, 7' right of centerline, up to 100' AGL/133' MSL.
Trees beginning 3886' from DER, 1171' right of centerline, up to 100' AGL/140' MSL.
Rwy 30, vehicles on road 35' from DER, 494' right of centerline, 15' AGL/48' MSL.
Trees, vehicles on road, building beginnings 96' from DER, 14' right of centerline, up to 100' AGL/133' MSL.
Trees, building, sailboat mast beginning 132' from DER, 113' left of centerline, up to 100' AGL/133' MSL.
Tree 642' from DER, 139' right of centerline, 100' AGL/143' MSL.
Trees beginning 655' from DER, 293' right of centerline, up to 100' AGL/150' MSL.
Trees beginning 1517' from DER, 423' left of centerline, up to 100' AGL/143' MSL.
Trees beginning 1861' from DER, 48' right of centerline, up to 100' AGL/160' MSL.
Trees beginning 1969' from DER, 259' left of centerline, up to 100' AGL/150' MSL.
Trees beginning 2221' from DER, 389' right of centerline, up to 100' AGL/172' MSL.
Tree 2375' from DER, 224' left of centerline, 100' AGL/152' MSL.
Trees beginning 2640' from DER, 339' right of centerline, up to 100' AGL/179' MSL.
Trees beginning 2914' from DER, 37' left of centerline, up to 100' AGL/180' MSL.

BALTIMORE, MD

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 10A 21MAY20 (20142) (FAA)

TAKEOFF MINIMUMS:

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

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 10, lighting 9' from DER, 54' left of centerline, 1' AGL/127' MSL.
Lighting 9' from DER, 54' right of centerline, 1' AGL/127' MSL.
Building beginning 51' from DER, 319' left of centerline, up to 10' AGL/133' MSL.
Tree 1143' from DER, 549' left of centerline, 65' AGL/157' MSL.
Trees beginning 1190' from DER, 457' left of centerline, up to 67' AGL/160' MSL.
Tree 1210' from DER, 452' left of centerline, 68' AGL/161' MSL.
Trees beginning 1230' from DER, 384' left of centerline, up to 70' AGL/163' MSL.
Rwy 15L, tree 615' from DER, 641' left of centerline, 47' AGL/131' MSL.
Trees beginning 646' from DER, 608' left of centerline, up to 52' AGL/136' MSL.
Tree 748' from DER, 624' left of centerline, 69' AGL/148' MSL.
Trees beginning 773' from DER, 647' left of centerline, up to 73' AGL/152' MSL.
Pole, tree beginning 920' from DER, 617' left of centerline, up to 79' AGL/161' MSL.
Trees beginning 962' from DER, 706' left of centerline, up to 77' AGL/162' MSL.
Antenna 1067' from DER, 640' left of centerline, 68' AGL/164' MSL.
Pole, tree beginning 1068' from DER, 548' left of centerline, up to 75' AGL/169' MSL.
Pole, antenna beginning 1762' from DER, 941' right of centerline, up to 61' AGL/179 MSL.
Trees beginning 1872' from DER, 750' right of centerline, up to 68' AGL/181' MSL.
Trees beginning 2237' from DER, 660' right of centerline, up to 183' MSL.
Tree 2712' from DER, 1182' right of centerline, 73' AGL/194' MSL.
Tree 2740' from DER, 1117' right of centerline, 74' AGL/198' MSL.
Trees beginning 2770' from DER, 1061' right of centerline, up to 207' MSL.
Rwy 15R, NAVAID 1' from DER, 85' right of centerline, 2' AGL/130' MSL.
Tree 1086' from DER, 755' right of centerline, 65' AGL/173' MSL.
Trees beginning 1126' from DER, 752' right of centerline, up to 77' AGL/184' MSL.
Rwy 28, lighting 50' from DER, 6' left of centerline, 2' AGL/141' MSL.
Lighting 50' from DER, 6' right of centerline, 2' AGL/141' MSL.
Pole 150' from DER, 40' right of centerline, 4' AGL/143' MSL.
Tree 1293' from DER, 842' left of centerline, 79' AGL/174' MSL.
Trees beginning 1389' from DER, 252' left of centerline, up to 87' AGL/182' MSL.
Trees beginning 1582' from DER, 299' left of centerline, up to 96' AGL/188' MSL.
Trees beginning 1632' from DER, 264' left of centerline, up to 197' MSL.
Tree 2830' from DER, 871' right of centerline, 134' AGL/211' MSL.
Trees beginning 2834' from DER, 839' right of centerline, up to 135' AGL/212' MSL.
Rwy 33L, fence 161' from DER, 528' right of centerline, 10' AGL/145' MSL.
Fence 203' from DER, 520' right of centerline, 18' AGL/149' MSL.
Pole 516' from DER, 573' right of centerline, 33' AGL/156' MSL.
Tree 910' from DER, 595' left of centerline, 82' AGL/165' MSL.
Trees beginning 1662' from DER, 852' right of centerline, up to 41' AGL/187' MSL.
Tree 1715' from DER, 888' right of centerline, 34' AGL/188' MSL.
Trees beginning 1716' from DER, 904' right of centerline, up to 34' AGL/190' MSL.
Trees beginning 2189' from DER, 940' right of centerline, up to 63' AGL/205' MSL
Trees beginning 2228' from DER, 877' right of centerline, up to 73' AGL/214' MSL.
Building, antenna, bldg_twr beginning 4693' from DER, 877' right of centerline, up to 146' AGL/265' MSL.
Rwy 33R, fence 400' from DER, 601' left of centerline, 1' AGL/157' MSL.
Fence 629' from DER, 600' left of centerline, 2' AGL/159' MSL.
Pole 758' from DER, 677' left of centerline, 19' AGL/176' MSL.
Building 880' from DER, 654' left of centerline, 25' AGL/181' MSL.
Building, pole beginning 951' from DER, 611' left of centerline, up to 29' AGL/184' MSL.
Trees beginning 1072' from DER, 518' right of centerline, up to 54' AGL/188' MSL.
Tree 1530' from DER, 807' right of centerline, 56' AGL/202' MSL.
Building, sign beginning 1556' from DER, 916' left of centerline, up to 42' AGL/198' MSL.
Tree 1565' from DER, 849' right of centerline, 63' AGL/212' MSL.
Tree 1582' from DER, 759' right of centerline, 64' AGL/213' MSL.
Trees beginning 1593' from DER, 779' right of centerline, up to 68' AGL/218' MSL.
Trees beginning 1662' from DER, 794' right of centerline, up to 63' AGL/220' MSL.
Trees beginning 1748' from DER, 791' right of centerline, up to 62' AGL/223' MSL.
Trees beginning 1785' from DER, 846' right of centerline, up to 64' AGL/226' MSL.
Tree 1866' from DER, 849' right of centerline, 59' AGL/230' MSL.
Tree 1907' from DER, 923' right of centerline, 60' AGL/236' MSL.
Trees beginning 1930' from DER, 858' right of centerline, up to 72' AGL/250' MSL.
Trees beginning 1985' from DER, 903' right of centerline, up to 68' AGL/253' MSL.
Trees beginning 2200' from DER, 967' right of centerline, up to 69' AGL/260' MSL.
Tree 2241' from DER, 1052' right of centerline, 75' AGL/261' MSL.
Tree pole beginning 2243' from DER, 15' right of centerline, up to 76' AGL/265' MSL.
Electrical_system 2452' from DER, 903' left of centerline, 44' AGL/204' MSL.

CON'T

NE-3, 03 SEP 2026 to 29 OCT 2026

BALTIMORE, MD (CON'T)

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

Rwy 33R (CON'T), trees beginning 2574' from DER, 685' left of centerline, up to 49' AGL/209' MSL.
Tree 2894' from DER, 902' left of centerline, 64' AGL/217' MSL.
Trees beginning 2908' from DER, 908' left of centerline, up to 69' AGL/220' MSL.
Trees beginning 2949' from DER, 348' left of centerline, up to 65' AGL/222' MSL.
Trees beginning 2984' from DER, 201' left of centerline, up to 79' AGL/231' MSL.
Trees beginning 3121' from DER, 154' left of centerline, up to 79' AGL/235' MSL.
Trees beginning 3151' from DER, 409' left of centerline, up to 84' AGL/237' MSL.
Trees beginning 3165' from DER, 89' left of centerline, up to 73' AGL/238' MSL.
Trees beginning 3185' from DER, 49' left of centerline, up to 73' AGL/241' MSL.
Trees beginning 3242' from DER, 122' left of centerline, up to 71' AGL/242' MSL.
Trees beginning 3252' from DER, 87' left of centerline, up to 73' AGL/244' MSL.
Trees beginning 3283' from DER, 50' left of centerline, up to 65' AGL/246' MSL.
Trees beginning 3373' from DER, 78' left of centerline, up to 62' AGL/248' MSL.
Trees beginning 3397' from DER, 2' left of centerline, up to 59' AGL/250' MSL.
Tree, pole beginning 3791' from DER, 20' left of centerline, up to 80' AGL/252' MSL.
Trees beginning 4001' from DER, 92' left of centerline, up to 75' AGL/255' MSL.
Trees beginning 4024' from DER, 312' right of centerline, up to 80' AGL/266' MSL.
Tree, pole beginning 4032' from DER, 55' right of centerline, up to 66' AGL/274' MSL.
Tree 4060' from DER, 1206' left of centerline, 85' AGL/257' MSL.
Trees beginning 4062' from DER, 34' left of centerline, up to 86' AGL/264' MSL.
Tree, pole beginning 4071' from DER, 2' right of centerline, up to 74' AGL/280' MSL.
Trees beginning 4157' from DER, 26' left of centerline, up to 75' AGL/268' MSL.
Trees beginning 4373' from DER, 333' left of centerline, up to 79' AGL/272' MSL.
Trees beginning 4384' from DER, 82' left of centerline, up to 68' AGL/275' MSL.
Trees beginning 4469' from DER, 87' left of centerline, up to 84' AGL/281' MSL.
Trees beginning 4511' from DER, 39' left of centerline, up to 73' AGL/282' MSL.
Trees beginning 4564' from DER, 610' right of centerline, up to 76' AGL/281' MSL.
Trees beginning 4600' from DER, 843' left of centerline, up to 65' AGL/283' MSL.
Trees beginning 4606' from DER, 213' left of centerline, up to 82' AGL/284' MSL.
Trees beginning 4635' from DER, 121' left of centerline, up to 85' AGL/289' MSL.
Trees beginning 5250' from DER, 345' left of centerline, up to 96' AGL/291' MSL.
Tree 1 NM from DER, 1991' left of centerline, 88' AGL/300' MSL.

MARTIN STATE (MTN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 05MAR15 (15064) (FAA)

TAKEOFF MINIMUMS:
Rwy 33, std. w/min. climb of 215' per NM to 1700 or 1300-2½ for climb in visual conditions.
VCOA:
Rwy 33, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Martin State airport at or above 1200 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 15, trees 625' from DER, 184' right of centerline, up to 20' AGL/29' MSL.
Pole and trees beginning 1689' from DER, 580' left of centerline, up to 89' AGL/97' MSL.
Trees beginning 2568' from DER, 68' right of centerline, up to 92' AGL/103' MSL.
Trees beginning 2906' from DER, 550' left of centerline, up to 100' AGL/109' MSL.
Rwy 33, terrain 91' from DER, 482' right of centerline, 0' AGL/25' MSL.
Poles and trees beginning 1170' from DER, 3' left of centerline, up to 84' AGL/133' MSL.
Poles and trees beginning 1175' from DER, 10' right of centerline, up to 79' AGL/128' MSL.
Trees beginning 3108' from DER, 8' left of centerline, up to 86' AGL/145' MSL.
Trees beginning 2843' from DER, 14' right of centerline, up to 96' AGL/175' MSL.

BLACKSBURG, VA

VIRGINIA TECH/MONTGOMERY EXEC (BCB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 10SEP20 (21280) (FAA)

TAKEOFF MINIMUMS:
Rwy 13, 400-1½ or std. w/min. climb of 460' per NM to 2600.
DEPARTURE PROCEDURE:
Rwy 13, climbing right turn to heading 200° to 3400 before proceeding on course.
Rwy 31, climbing left turn to heading 235° to 4100 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 13, trees, lighting, sign beginning abeam DER, 71' right of centerline, up to 2187' MSL.
Terrain 69' from DER, 497' left of centerline, 2134' MSL.
Tree, terrain beginning 82' from DER, 209' left of centerline, up to 2180' MSL.
Trees, terrain beginning 261' from DER, 216' left of centerline, up to 2184' MSL.
Trees beginning 775' from DER, 294' left of centerline, up to 2212' MSL.
Trees, antenna beginning 891' from DER, 256' left of centerline, up to 2216' MSL.
Tree 2907' from DER, 50' right of centerline, 2195' MSL.
Tree 3068' from DER, 73' right of centerline, 2201' MSL.
Tree 3114' from DER, 190' right of centerline, 2208' MSL.
Tree 4019' from DER, 1535' left of centerline, 2226' MSL.
CON'T

NE-3, 03 SEP 2026 to 29 OCT 2026

BLACKSBURG, VA (CON'T)

VIRGINIA TECH/MONTGOMERY EXEC (BCB) (CON'T)

Rwy 13 (CON'T), tree 4324' from DER, 1403' left of centerline, 2228' MSL.
Tree 4362' from DER, 1533' left of centerline, 2233' MSL.
Tree 4370' from DER, 1248' left of centerline, 2238' MSL.
Tree 4466' from DER, 1637' left of centerline, 2240' MSL.
Trees beginning 4472' from DER, 1157' left of centerline, up to 2260' MSL.
Trees beginning 5031' from DER, 1039' left of centerline, up to 2269' MSL.
Tree 5059' from DER, 1538' left of centerline, 2288' MSL.
Trees beginning 5186' from DER, 1256' left of centerline, up to 2307' MSL.
Trees beginning 5214' from DER, 1591' left of centerline, up to 2314' MSL.
Trees beginning 5336' from DER, 1199' left of centerline, up to 2327' MSL.
Trees beginning 5366' from DER, 1693' left of centerline, up to 2343' MSL.
Trees beginning 5411' from DER, 1149' left of centerline, up to 2356' MSL.
Trees beginning 5535' from DER, 1150' left of centerline, up to 2366' MSL.
Trees beginning 5668' from DER, 1097' left of centerline, up to 2404' MSL.
Trees beginning 5816' from DER, 1264' left of centerline, up to 2414' MSL.
Trees beginning 5862' from DER, 1018' left of centerline, up to 2435' MSL.
Trees beginning 5960' from DER, 1178' left of centerline, up to 2453' MSL.
Trees, building, terrain, transmission line beginning 5983' from DER, 855' left of centerline, up to 2459' MSL.
Tree 1.2 NM from DER, 1203' left of centerline, 2322' MSL.
Rwy 31, pole 22' from DER, 168' right of centerline, 52' AGL/2149' MSL.
Pole 92' from DER, 75' left of centerline, 40' AGL/2140' MSL.
Pole 139' from DER, 61' right of centerline, 57' AGL/2150' MSL.
Tree 157' from DER, 487' left of centerline, 2149' MSL.
Pole 402' from DER, 600' right of centerline, 73' AGL/2157' MSL.
Poles, trees beginning 571' from DER, 28' right of centerline, up to 78' AGL/2162' MSL.

BLACKSTONE, VA

ALLEN C PERKINSON/BLACKSTONE AAF (BKT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 03APR14 (24137) (FAA)

TAKEOFF MINIMUMS:
Rwys 1, 19, NA - Environmental.
DEPARTURE PROCEDURE:
Rwy 4, climb heading 044° to 1300 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 4, sign and trees beginning 12' from DER, 177' left of centerline, up to 100' AGL/511' MSL.
Trees beginning 779' from DER, 707' right of centerline, up to 100' AGL/508' MSL.
Rwy 22, terrain, trees beginning 178' from DER, 426' left of centerline, up to 100' AGL/507' MSL.
Trees beginning 2624' from DER, 325' right of centerline, up to 100' AGL/507' MSL.
NOTE: Do not overfly ammunition dump 1.1 NM south southwest of runway 4.

BLUEGRASS (9VA5)

BLUEMONT, VA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 08SEP22 (22251) (USN)

DEPARTURE PROCEDURE:
NA.

BOWIE, MD

FREEWAY (W00)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 22JUN17 (17173) (FAA)

TAKEOFF MINIMUMS:
Rwy 18, 300-2 or std. w/min. climb of 391' per NM to 400.
Rwy 36, 300-2 or std. w/min. climb of 726' per NM to 500.
TAKEOFF OBSTACLE NOTES:
Rwy 18, tree 134' from DER, 505' right of centerline, 100' AGL/225' MSL.
Trees beginning 174' from DER, 38' right of centerline, up to 100' AGL/228' MSL.
Trees 254' from DER, 195' left of centerline, 100' AGL/232' MSL.
Trees beginning 293' from DER, 144' left of centerline, up to 100' AGL/242' MSL.
Trees beginning 513' from DER, 89' right of centerline, up to 100' AGL/235' MSL.
Tree 593' from DER, 378' left of centerline, 100' AGL/245' MSL.
Tree 632' from DER, 611' left of centerline, 100' AGL/251' MSL.
Trees beginning 812' from DER, 140' right of centerline, up to 100' AGL/245' MSL.
Trees beginning 852' from DER, 93' left of centerline, up to 100' AGL/255' MSL.
Tree 932' from DER, 560' left of centerline, 100' AGL/258' MSL.
Trees beginning 1111' from DER, 8' right of centerline, up to 100' AGL/248' MSL.
Trees beginning 1151' from DER, 42' left of centerline, up to 100' AGL/265' MSL.
Trees beginning 1271' from DER, 123' left of centerline, up to 100' AGL/268' MSL.
Trees beginning 1533' from DER, 30' right of centerline, up to 100' AGL/279' MSL.
CON'T

NE-3, 03 SEP 2026 to 29 OCT 2026

BOWIE, MD (CON'T)

FREEWAY (W00) (CON'T)

Rwy 18 (CON'T), trees beginning 2388' from DER, 72' left of centerline, up to 100' AGL/271' MSL.
Trees beginning 2467' from DER, 20' left of centerline, up to 100' AGL/274' MSL.
Trees beginning 2807' from DER, 203' left of centerline, up to 100' AGL/281' MSL.
Trees beginning 3146' from DER, 152' left of centerline, up to 100' AGL/284' MSL.
Trees beginning 3485' from DER, 1087' left of centerline, up to 100' AGL/297' MSL.
Trees beginning 3590' from DER, 50' left of centerline, up to 100' AGL/319' MSL.
Rwy 36, trees beginning 58' from DER, 190' right of centerline, up to 100' AGL/274' MSL.
Vehicles on road beginning 112' from DER, on centerline, 15' AGL/167' MSL.
Tree 138' from DER, 42' left of centerline, 100' AGL/271' MSL.
Trees beginning 178' from DER, 121' left of centerline, up to 100' AGL/274' MSL.
Trees beginning 357' from DER, 8' right of centerline, up to 100' AGL/281' MSL.
Trees beginning 1116' from DER, 355' left of centerline, up to 100' AGL/278' MSL.
Trees beginning 1335' from DER, 163' right of centerline, up to 100' AGL/291' MSL.
Trees beginning 1375' from DER, 70' left of centerline, up to 100' AGL/288' MSL.
Trees beginning 1634' from DER, 32' right of centerline, up to 100' AGL/294' MSL.
Trees beginning 1674' from DER, 18' left of centerline, up to 100' AGL/294' MSL.
Trees beginning 2272' from DER, 83' right of centerline, up to 100' AGL/297' MSL.
Trees beginning 2393' from DER, 616' left of centerline, up to 100' AGL/297' MSL.
Trees beginning 2531' from DER, 4' right of centerline, up to 100' AGL/301' MSL.
T-L tower, trees beginning 2587' from DER, 3' left of centerline, up to 133' AGL/382' MSL.

BRIDGEWATER, VA

BRIDGEWATER AIRPARK (VBW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:
Rwy 15, std w/min climb of 290'/NM to 5500, or 2400-3 for VCOA.
Rwy 33, 700-2½ w/min climb of 340'/NM to 5700 or std w/min climb of 490'/NM to 4300, or 2400-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 15, climb on heading 152° to 1600.
Rwy 33, climb on heading 347° to 5700.
VCOA:
All Runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Bridgewater Air Park airport at or above 3400 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 15, silo, tree beginning 1059' from DER, 211' right of centerline, up to 1279' MSL.
Bldg 1764' from DER, 18' left of centerline, 1259' MSL.
Silo 3654' from DER, 821' right of centerline, 1300' MSL.
Tree 1.9 NM from DER, 3332' right of centerline, 1520' MSL.
Rwy 33, trees beginning 31' from DER, 272' left of centerline, up to 1259' MSL.
Tree 33' from DER, 386' right of centerline, 1240' MSL.
Trees beginning 71' from DER, 368' right of centerline, up to 1259' MSL.
Trees beginning 409' from DER, 343' right of centerline, up to 1300' MSL.
Trees beginning 1934' from DER, 369' left of centerline, up to 1280' MSL.
Trees beginning 1.5 NM from DER, 16' left of centerline, up to 1719' MSL.
Trees beginning 1.6 NM from DER, 1454' right of centerline, up to 1579' MSL.
Trees beginning 1.8 NM from DER, 1285' left of centerline, up to 1819' MSL.
Tree 2.1 NM from DER, 1515' right of centerline, 100' AGL/1495' MSL.

BROOKNEAL, VA

BROOKNEAL/CAMPBELL COUNTY (0V4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 17OCT13 (13290) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 6, multiple trees beginning 48' from DER, 314' left of centerline, up to 100' AGL/626' MSL.
Multiple trees beginning 31' from DER, 341' right of centerline, up to 100' AGL/673' MSL.
Fence beginning 162' from DER, 379' right of centerline, up to 8' AGL/607' MSL.
Rwy 24, multiple trees beginning 61' from DER, 8' left of centerline, up to 100' AGL/692' MSL.
Multiple trees beginning 1938' from DER, 27' right of centerline, up to 100' AGL/677' MSL.

BUMPASS, VA

LAKE ANNA (7W4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15DEC11 (11349) (FAA)

DEPARTURE PROCEDURE:
Rwy 8, climb heading 085° to 800 before turning.
Rwy 26, climb heading 265° to 800 before turning.
TAKEOFF OBSTACLE NOTES:
Rwy 8, trees beginning 32' from DER, 114' right of centerline, up to 100' AGL/469' MSL.
Buildings beginning 162' from DER, 152' left of centerline, up to 25' AGL/384' MSL.
Rwy 26, trees beginning 31' from DER, 97' left and 119' right of centerline, up to 100' AGL/459' MSL.

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

CAMBRIDGE, MD

CAMBRIDGE-DORCHESTER RGNL (CGE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 21JUL16 (16203) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 16, railroad 81' from DER, 375' right of centerline, 40' MSL.
Road 224' from DER, 397' right of centerline, 33' MSL.
Tree 1558' from DER, 546' left of centerline, 102' MSL.
Tree 1923' from DER, 298' left of centerline, 89' MSL.
Tree 1993' from DER, 380' left of centerline, 92' MSL.
Tree 2062' from DER, 575' left of centerline, 96' MSL.
Rwy 34, tree 331' from DER, 534' left of centerline, 73' MSL.
Pole 637' from DER, 323' left of centerline, 37' AGL/55' MSL.
Tree 861' from DER, 329' left of centerline, 97' MSL.
Tree 892' from DER, 340' left of centerline, 104' MSL.
Tree 953' from DER, 755' right of centerline, 98' MSL.
Tree 1151' from DER, 713' right of centerline, 113' MSL.
Tree 1286' from DER, 599' left of centerline, 106' MSL.
Tree 1517' from DER, 401' right of centerline, 97' MSL.
Tree 1981' from DER, 277' left of centerline, 124' MSL.
Tree 2178' from DER, 658' left of centerline, 116' MSL.
Tree 2824' from DER, 9' left of centerline, 98' MSL.
Tree 3106' from DER, 362' left of centerline, 108' MSL.
Tree 3178' from DER, 512' right of centerline, 103' MSL.
Tree 3204' from DER, 516' right of centerline, 109' MSL.

CAMP PEARY LNDG STRIP (KW94)

WILLIAMSBURG, VA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 17APR25 (25107) (USA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, bldg 678' from DER, 333' left of centerline, 28' AGL/58' MSL.
Rwy 23, pylon 384' from DER, 597' right of centerline, 42' AGL/77' MSL.
Pylon 354' from DER, 581' right of centerline, 28' AGL/76' MSL.
Pylon 413' from DER, 523' right of centerline, 31' AGL/75' MSL.

CHARLOTTESVILLE, VA

CHARLOTTESVILLE-ALBEMARLE (CHO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 11 16MAY24 (24137) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

Rwy 3, climb on heading 030° to 1500 then climbing right turn direct GVE VORTAC before proceeding on course.
Rwy 21, climb on heading 210° to 1400 then climbing left turn direct GVE VORTAC before proceeding on course.

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 3, antenna 78' from DER, 250' right of centerline, 9' AGL/621' MSL.
Tree 1295' from DER, 789' right of centerline, 659' MSL.
Tree 1490' from DER, 809' right of centerline, 664' MSL.
Tree 2 NM from DER, 3616' right of centerline, 1068' MSL.
Trees beginning 2.1 NM from DER, 2792' right of centerline, up to 1143' MSL.
Antenna 2.2 NM from DER, 3440' right of centerline, 103' AGL/1162' MSL.
Towers, trees beginning 2.2 NM from DER, 2904' right of centerline, up to 107' AGL/1197' MSL.
Rwy 21, tree 1603' from DER, 593' left of centerline, 681' MSL.

CHASE CITY, VA

CHASE CITY MUNI (CXE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 27SEP07 (07270) (FAA)

TAKEOFF OBSTACLE NOTES:

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

NE-3, 03 SEP 2026 to 29 OCT 2026

CHURCHVILLE, MD

HARFORD COUNTY (0W3)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 07AUG25 (25219) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, vegetation 152' from DER, 415' right of centerline, 13' AGL/418' MSL.
Tree 848' from DER, 544' right of centerline, 437' MSL.
Trees, buildings beginning 855' from DER, 663' right of centerline, up to 462' MSL.
Trees, buildings, poles, vehicles on road, vegetation beginning 858' from DER, 47' left of centerline, up to 473' MSL.
Trees beginning 1077' from DER, 543' right of centerline, up to 488' MSL.
Trees, vehicles on road, poles beginning 1217' from DER, 6' right of centerline, up to 497' MSL.
Trees beginning 1818' from DER, 187' right of centerline, up to 515' MSL.
Trees beginning 1933' from DER, 62' left of centerline, up to 488' MSL.
Trees beginning 2184' from DER, on centerline, up to 518' MSL.
Tree 2682' from DER, 56' left of centerline, 79' AGL/492' MSL.
Tree 2693' from DER, 13' left of centerline, 88' AGL/498' MSL.
Trees beginning 2695' from DER, 13' left of centerline, up to 94' AGL/506' MSL.
Rwy 19, pole, catenary wires beginning 182' from DER, 23' right of centerline, up to 440' MSL.
Tree 268' from DER, 518' left of centerline, 429' MSL.
Tree 352' from DER, 450' left of centerline, 446' MSL.
Trees, poles beginning 365' from DER, 374' left of centerline, up to 456' MSL.
Trees beginning 909' from DER, 295' right of centerline, up to 497' MSL.
Trees beginning 1025' from DER, 329' right of centerline, up to 112' AGL/511' MSL.
Trees beginning 1367' from DER, 538' right of centerline, up to 519' MSL.
Trees beginning 1394' from DER, 387' right of centerline, up to 115' AGL/523' MSL.
Tree 1654' from DER, 728' left of centerline, 459' MSL.
Trees beginning 1728' from DER, 430' right of centerline, up to 126' AGL/534' MSL.
Tree 2083' from DER, 984' left of centerline, 472' MSL.
Tree 2218' from DER, 1012' left of centerline, 490' MSL.
Trees beginning 2311' from DER, 632' left of centerline, up to 510' MSL.
Trees beginning 2720' from DER, 594' left of centerline, up to 522' MSL.
Trees beginning 2991' from DER, 439' left of centerline, up to 527' MSL.
Trees beginning 3858' from DER, 1101' left of centerline, up to 531' MSL.
Trees beginning 3897' from DER, 877' left of centerline, up to 148' AGL/538' MSL.

CLARKSVILLE, VA

LAKE COUNTRY RGNL (W63)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 22JAN26 (26022) (FAA)

TAKEOFF MINIMUMS:

Rwy 4, std w/min climb of 350'/NM to 621.

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 9' from DER, 100' left of centerline, up to 100' AGL/524' MSL.
Trees 81' from DER, 473'right of centerline, 100' AGL/514' MSL.
Trees, transmission lines beginning 236' from DER, 50' right of centerline, up to 100' AGL/520' MSL.
Trees, transmission lines beginning 278' from DER, 4' left of centerline, up to 100' AGL/527' MSL.
Rwy 22, tree 106' from DER, 488' left of centerline, 396' MSL.
Tree 111' from DER, 141' right of centerline, 379 ' MSL.
Trees beginning 112' from DER, 131' left of centerline, up to 403' MSL.
Tree 139' from DER, 427' right of centerline, 407' MSL.
Tree 170' from DER, 328' right of centerline, 412' MSL.
Trees beginning 255' from DER, 132' left of centerline, up to 406' MSL.
Trees beginning 259' from DER, 277' right of centerline, up to 414' MSL.
Tree 426' from DER, 406' left of centerline, 414' MSL.
Trees beginning 498' from DER, 172' left of centerline, up to 445' MSL.
Trees beginning 632' from DER, 238' right of centerline, up to 426' MSL.
Tree 2348' from DER, 536' right of centerline, 442' MSL.
Trees beginning 2448' from DER, 141' left of centerline, up to 448' MSL.
Tree 2605' from DER, 382' left of centerline, 449' MSL.
Trees beginning 2607' from DER, 63' right of centerline, up to 448' MSL.
Tree 2721' from DER, 327' right of centerline, 449' MSL.
Tree 2832' from DER, 316' left of centerline, 456' MSL.
Trees beginning 2865' from DER, 44' right of centerline, up to 450' MSL.
Tree 2964' from DER, 264' left of centerline, 465 ' MSL.
Trees beginning 2992' from DER, 59' left of centerline, up to 466' MSL.
Tree 3016' from DER, 27' right of centerline, 455' MSL.
Trees beginning 3150' from DER, 98' right of centerline, up to 469' MSL.
Trees beginning 3199' from DER, 214' left of centerline, up to 471' MSL.
Tree 3464' from DER, 106' left of centerline, 485' MSL.

NE-3, 03 SEP 2026 to 29 OCT 2026

COLLEGE PARK, MD

COLLEGE PARK (CGS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:

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

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

DEPARTURE PROCEDURE:

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 15, tree 1' from DER, 201' left of centerline, 102' AGL/142' MSL.
Trees, fence, beginning 12' from DER, 87' right of centerline, up to 113' AGL/153' MSL.
Trees, beginning 243' from DER, 274' left of centerline, up to 108' AGL/180' MSL.
Trees, buildings, poles, beginning 448' from DER, 26' left of centerline, up to 97' AGL/216' MSL.
Trees, beginning 1188' from DER, 266' right of centerline, up to 115' AGL/154' MSL.
Trees, poles, building, beginning 1393' from DER, 33' right of centerline, up to 118' AGL/157' MSL.
Trees, beginning 2794' from DER, 238' left of centerline, up to 112' AGL/217' MSL.
Trees, beginning 2953' from DER, 671' left of centerline, up to 108' AGL/223' MSL.
Tree 3167' from DER, 780' left of centerline, 97' AGL/226' MSL.
Trees, buildings, beginning 3172' from DER, 502' left of centerline, up to 105' AGL/235' MSL.
Trees, beginning 3368' from DER, 701' left of centerline, up to 101' AGL/239' MSL.
Trees, buildings, beginning 3431' from DER, 580' left of centerline, up to 100' AGL/243' MSL.
Trees, beginning 3610' from DER, 1150' left of centerline, up to 160' AGL/250' MSL.
Trees, buildings, beginning 3648' from DER, 748' left of centerline, up to 167' AGL/258' MSL.
Trees, beginning 4086' from DER, 167' right of centerline, up to 118' AGL/252' MSL.
Tower 1.1 NM from DER, 148' left of centerline, 167' AGL/270' MSL.
Tree 1.5 NM from DER, 3038' left of centerline, 200' AGL/371' MSL.
Tree 1.5 NM from DER, 2770' right of centerline, 200' AGL/335' MSL.
Trees, beginning 1.6 NM from DER, 2037' right of centerline, up to 200' AGL/348' MSL.
Tree 1.6 NM from DER, 2837' left of centerline, 200' AGL/374' MSL.
Trees, beginning 1.6 NM from DER, 387' left of centerline, up to 200' AGL/404' MSL.
Trees, beginning 1.6 NM from DER, 1103' right of centerline, up to 200' AGL/388' MSL.
Trees, beginning 1.6 NM from DER, 547' right of centerline, up to 200' AGL/414' MSL.
Highway, building, trees, beginning 1.6 NM from DER, 8' left of centerline, up to 200' AGL/414' MSL.
Building, trees, beginning 1.6 NM from DER, 10' right of centerline, up to 200' AGL/417' MSL.
Trees, highway, buildings, beginning 2.1 NM from DER, 166' left of centerline, up to 200' AGL/420' MSL.
Buildings, beginning 2.4 NM from DER, 3275' left of centerline, up to 200' AGL/407' MSL.
Rwy 33, trees, beginning 48' from DER, 251' right of centerline, up to 100' AGL/150' MSL.
Pole 63' from DER, 238' left of centerline, 8' AGL/67' MSL.
Pole, railroad, beginning 114' from DER, 82' left of centerline, up to 22' AGL/81' MSL.
Trees, beginning 136' from DER, 62' left of centerline, up to 100' AGL/156' MSL.
Trees, fence, railroad, beginning 206' from DER, 81' right of centerline, up to 100' AGL/156' MSL.
Trees, buildings, poles, beginning 432' from DER, 2' right of centerline, up to 100' AGL/160' MSL.
Trees, beginning 451' from DER, 17' left of centerline, up to 100' AGL/160' MSL.
Trees, beginning 871' from DER, 214' left of centerline, up to 117' AGL/166' MSL.
Trees, beginning 954' from DER, 29' left of centerline, up to 118' AGL/168' MSL.
Trees, beginning 1038' from DER, 12' left of centerline, up to 124' AGL/174' MSL.
Trees, pole, beginning 1482' from DER, 164' left of centerline, up to 124' AGL/175' MSL.
Trees, beginning 1772' from DER, 67' left of centerline, up to 129' AGL/184' MSL.
Trees, beginning 2196' from DER, 617' right of centerline, up to 100' AGL/163' MSL.
Trees, beginning 2281' from DER, 61' right of centerline, up to 113' AGL/169' MSL.
Trees, beginning 2463' from DER, 45' right of centerline, up to 126' AGL/183' MSL.
Trees, building, beginning 2581' from DER, 66' right of centerline, up to 128' AGL/186' MSL.
Trees, building, beginning 2590' from DER, 3' left of centerline, up to 136' AGL/194' MSL.
Trees, building, beginning 2876' from DER, 111' right of centerline, up to 100' AGL/196' MSL.
Buildings, trees, beginning 2892' from DER, 15' left of centerline, up to 126' AGL/198' MSL.
Trees, building, beginning 3260' from DER, 136' right of centerline, up to 100' AGL/215' MSL.
Trees, beginning 3645' from DER, 161' right of centerline, up to 100' AGL/219' MSL.
Trees, building, beginning 3871' from DER, 539' right of centerline, up to 100' AGL/228' MSL.
Buildings, trees, beginning 4018' from DER, 9' right of centerline, up to 188' AGL/249' MSL.
Building, trees, beginning 4581' from DER, 344' left of centerline, up to 137' AGL/201' MSL.
Trees, beginning 5012' from DER, 875' left of centerline, up to 100' AGL/205' MSL.
Trees, beginning 5169' from DER, 1052' left of centerline, up to 100' AGL/215' MSL.
Trees, beginning 5396' from DER, 850' left of centerline, up to 100' AGL/225' MSL.
Trees, beginning 5553' from DER, 1027' left of centerline, up to 100' AGL/228' MSL.
Trees, beginning 5711' from DER, 624' left of centerline, up to 100' AGL/235' MSL.
Building, trees, beginning 1 NM from DER, 397' left of centerline, up to 121' AGL/250' MSL.
Trees, beginning 1.1 NM from DER, 170' left of centerline, up to 100' AGL/288' MSL.
Trees, beginning 1.2 NM from DER, 145' left of centerline, up to 100' AGL/294' MSL.
Trees, beginning 1.5 NM from DER, 2604' right of centerline, up to 200' AGL/296' MSL.
Trees, beginning 1.6 NM from DER, 3' right of centerline, up to 200' AGL/368' MSL.
Trees, beginning 1.6 NM from DER, 172' left of centerline, up to 200' AGL/391' MSL.
CON'T

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

COLLEGE PARK, MD (CON'T)

COLLEGE PARK (CGS) (CON'T)

Rwy 33 (CON'T), trees, beginning 1.7 NM from DER, 28' right of centerline, up to 200' AGL/404' MSL.
Trees, buildings, beginning 1.7 NM from DER, 53' left of centerline, up to 200' AGL/397' MSL.
Trees beginning 1.8 NM from DER, 78' right of centerline, up to 200' AGL/394' MSL.
Trees, poles, tower, transmission_line, building, beginning 1.8 NM from DER, 23' left of centerline, up to 200' AGL/420' MSL.
Trees, beginning 1.9 NM from DER, 128' right of centerline, up to 200' AGL/424' MSL.
Trees, beginning 2 NM from DER, 153' right of centerline, up to 200' AGL/427' MSL.
Trees, beginning 2 NM from DER, 376' left of centerline, up to 200' AGL/430' MSL.
Trees, transmission_lines, pole, beginning 2.1 NM from DER, 1' right of centerline, up to 200' AGL/433' MSL.
Trees, beginning 2.1 NM from DER, 150' left of centerline, up to 200' AGL/447' MSL.
Trees, beginning 2.2 NM from DER, 51' right of centerline, up to 200' AGL/443' MSL.
Building, trees, beginning 2.2 NM from DER, 100' left of centerline, up to 200' AGL/456' MSL.
Building, trees beginning 2.3 NM from DER, 75' left of centerline, up to 200' AGL/466' MSL.
Trees, beginning 2.5 NM from DER, 25' left of centerline, up to 200' AGL/470' MSL.
Trees, beginning 2.5 NM from DER, adjacent of centerline, up to 200' AGL/447' MSL.
Tree 2.6 NM from DER, 378' right of centerline, 200' AGL/447' MSL.

CREWE, VA

CREWE MUNI (W81)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 13JAN11 (11013) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 15, trees beginning 140' from DER, 464' left of centerline, up to 100' AGL/449' MSL.
Trees beginning 406' from DER, 448' right of centerline, up to 100' AGL/509' MSL.
Rwy 33, trees beginning 985' from DER, 587' left of centerline, up to 100' AGL/539' MSL.
Trees beginning 520' from DER, 513' right of centerline, up to 100' AGL/529' MSL.

CRISFIELD, MD

CRISFIELD-SOMERSET COUNTY AIRPORT (W41)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 20AUG15 (15232) (FAA)

TAKEOFF MINIMUMS:
Rwys 6, 24, NA-obstacles
DEPARTURE PROCEDURE:
Rwy 14, climb via heading 142° to 900 before proceeding on course.
Rwy 32, climb via heading 322° to 900 before proceeding on course.

CULPEPER, VA

CULPEPER RGNL (CJR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20DEC07 (07354) (FAA)

DEPARTURE PROCEDURE:
Rwy 22, climb heading 218° to 1000 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 4, tree 79' from DER, 418' left of centerline 86' AGL/337' MSL.
Vehicle on road 207' from DER, 367' left of centerline, 15' AGL/330' MSL.
Tree 3396' from DER, 514' right of centerline, 91' AGL/410' MSL.
Rwy 22, tree 128' from DER, 332' left of centerline, 25' AGL/334' MSL.
Multiple trees beginning 272' from DER, 179' right of centerline up to 22' AGL/341' MSL.
Pole 1480' from DER, 68' left of centerline, 27' AGL/356' MSL.

CUMBERLAND, MD

GREATER CUMBERLAND RGNL (CBE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 19MAR26 (26078) (FAA)

TAKEOFF MINIMUMS:
Rwys 11, 29, NA - Obstacles.
Rwy 5, 700-3 w/min climb of 308'/NM to 3100 or std w/min climb of 350'/NM to 2700, or 2800-3 for VCOA.
Rwy 23, 1200-3 w/min climb of 444'/NM to 2900 or std w/min climb of 857'/NM to 2400, or 2800-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 5, climb on heading 049° to 2500 before proceeding on course.
Rwy 23, climb on heading 229° to 3900 before proceeding on course.
VCOA:
Rwys 5, 23, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Greater Cumberland Rgnl airport at or above 3400 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 5, terrain 15' from DER, 140' left of centerline, 772' MSL.
Trees beginning 27' from DER, 88' left of centerline, up to 56' AGL/809' MSL.
Building, terrain beginning 172' from DER, 209' right of centerline, up to 2' AGL/773' MSL.
Pole, light pole, terrain, tree beginning 263' from DER, 30' right of centerline, up to 2' AGL/776' MSL.
CON'T

NE-3, 03 SEP 2026 to 29 OCT 2026

CUMBERLAND, MD (CON'T)

GREATER CUMBERLAND RGNL (CBE) (CON'T)

Rwy 5 (CON'T), towers, antenna beginning 1.4 NM from DER, 2115' left of centerline, up to 210' AGL/1075' MSL.
Trees beginning 2.1 NM from DER, 4055' right of centerline, 100' AGL/1108' MSL.
Trees beginning 2.2 NM from DER, 3952' right of centerline, up to 100' AGL/1220' MSL.
Trees 2.3 NM from DER, 3726' right of centerline, 100' AGL/1380' MSL.
Rwy 23, fence 165' from DER, 453' right of centerline, 8' AGL/729' MSL.
Trees beginning 183' from DER, 86' right of centerline, up to 47' AGL/768' MSL.
Trees beginning 1204' from DER, 140' right of centerline, up to 782' MSL.
Trees beginning 1243' from DER, 245' right of centerline, up to 787' MSL.
Tree 1310' from DER, 376' right of centerline, 74' AGL/793' MSL.
Trees beginning 1314' from DER, 69' right of centerline, up to 794' MSL.
Trees beginning 1669' from DER, 67' right of centerline, up to 796' MSL.
Trees beginning 1698' from DER, 82' right of centerline, up to 798' MSL.
Tree, building beginning 1767' from DER, 327' right of centerline, up to 81' AGL/810' MSL.
Trees beginning 1801' from DER, 28' right of centerline, up to 811' MSL.
Trees beginning 1913' from DER, 68' right of centerline, up to 830' MSL.
Tree 1960' from DER, 15' left of centerline, 779' MSL.
Trees beginning 1974' from DER, 309' right of centerline, up to 849' MSL.
Trees beginning 2052' from DER, 43' right of centerline, up to 869' MSL.
Trees, terrain, poles beginning 2120' from DER, 96' right of centerline, up to 877' MSL.
Rwy 23 (CON'T), trees beginning 2251' from DER, 3' left of centerline, up to 68' AGL/798' MSL.
Trees, vegetation beginning 2276' from DER, 65' right of centerline, up to 881' MSL.
Tower, vegetation beginning 2314' from DER, 216' right of centerline, up to 955' MSL.
Antenna 2321' from DER, 339' right of centerline, 84' AGL/956' MSL.
Tower, trees, vegetation, terrain, building, poles, vehicle on road, transmission line tower beginning 2329' from DER, 24' right of centerline, up to 99' AGL/958' MSL.
Trees beginning 1 NM from DER, 1928' left of centerline, up to 931' MSL.
Trees, poles beginning 1.1 NM from DER, 1090' right of centerline, up to 1197' MSL.
Trees, terrain, transmission line towers beginning 1.2 NM from DER, 872' left of centerline, up to 1028' MSL.
Trees beginning 1.2 NM from DER, 1312' right of centerline, up to 1261' MSL.
Trees, pole beginning 1.3 NM from DER, 406' right of centerline, up to 69' AGL/1416' MSL.
Trees, terrain, pole beginning 1.4 NM from DER, 274' right of centerline, up to 1604' MSL.
Trees beginning 1.5 NM from DER, 338' right of centerline, up to 1679' MSL.
Trees beginning 1.6 NM from DER, 233' right of centerline, up to 1757' MSL.
Trees beginning 1.7 NM from DER, 229' right of centerline, up to 1870' MSL.
Trees beginning 1.8 NM from DER, 342' left of centerline, 88ft AGL/1943' MSL.
Antenna, trees, building beginning 1.9 NM from DER, 38' right of centerline, up to 88' AGL/1956' MSL.
Trees beginning 2 NM from DER, 78' left of centerline, up to 104' AGL/1094' MSL.
Trees beginning 2.1 NM from DER, 31' left of centerline, up to 1172' MSL.
Trees beginning 2.3 NM from DER, 210' left of centerline, up to 1328' MSL.
Trees beginning 2.4 NM from DER, 312' left of centerline, up to 109' AGL/1378' MSL.
Trees beginning 2.5 NM from DER, 10' left of centerline, up to 1498' MSL.

NE-3, 03 SEP 2026 to 29 OCT 2026

DANVILLE, VA

DANVILLE RGNL (DAN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 28APR16 (16119) (FAA)

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

TAKEOFF OBSTACLE NOTES:
Rwy 2, trees beginning 285' from DER, 455' right of centerline, up to 22' AGL/587' MSL.
Rwy 20, tree 1328' from DER, 633' right of centerline, 30' AGL/569' MSL.
Rwy 13, trees beginning 189' from DER, 90' right of centerline, up to 100' AGL/711' MSL.
Building 1310' from DER, 194' right of centerline, 10' AGL/562' MSL.
Pole 1496' from DER, 277' right of centerline, 29' AGL/590' MSL.
Trees beginning at DER, 8' left of centerline, up to 74' AGL/613' MSL.
Rwy 31, Trees beginning 823' from DER, 6' left of centerline, up to 85' AGL/699' MSL.
Pole 1185' from DER, 253' left of centerline, 30' AGL/608' MSL.
Pole 2056' from DER, 253 left of centerline, 38' AGL/626' MSL.
Sign 2196' from DER, 328' left of centerline, 36' AGL/628' MSL.
Tower 1165' from DER, 416' left of centerline, 64' AGL/641' MSL.
Building 568' from DER, 455' left of centerline, 37' AGL/612' MSL.
Building 395' from DER, 573' left of centerline, 28' AGL/602' MSL.
Trees beginning 1358' from DER. 24' right of centerline, up to 73' AGL/700' MSL.
Pole 1540' from DER, 111' right of centerline, 44' AGL/613' MSL.
Pole 1365' from DER, 131' right of centerline, 32' AGL/606' MSL.
Pole 3042' from DER, 174' right of centerline, 75' AGL/681' MSL.
Pole 2897' from DER, 284' right of centerline, 75' AGL/682' MSL.
Building 2308' from DER, 584' right of centerline, 40' AGL/647' MSL.
Sign 1839' from DER, 104' right of centerline, 30' AGL/636' MSL.

DAVISON AAF (FORT BELVOIR) (KDAA)

FORT BELVOIR, VA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 07SEP23 (26106) (USA)

TAKEOFF MINIMUMS:

Rwy 14, 300-1½.

Rwy 32, 400-3, or std w/min climb of 360'/NM to 600.

TAKEOFF OBSTACLE NOTES:

Rwy 14, terrain 1.2 NM from DER, 1996' left of centerline, 261' MSL.
Terrain 2334' from DER, 1034' right of centerline, 138' MSL.
Rwy 32, pole 2090' from DER, 741' right of centerline, 35' AGL/132' MSL.
Twr 2090' from DER, 741' right of centerline, 35' AGL/132' MSL.
Bldg 139' from DER, 520' right of centerline, 28' AGL/75' MSL.
Bldg 167' from DER, 521' right of centerline, 31' AGL/75' MSL.

DOVER AFB (KDOV)

DOVER, DE

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

28MAR19 (19087)

TAKEOFF OBSTACLE NOTES:

Rwy 1, possible C-5 aircraft/vehicles positioned in the DER, hammerhead just left of rwy cntrln, up to 65' AGL/89' MSL.
Rwy 14, no obstacles penetrate the obstacle departure surface.
Rwy 19, possible C-5 aircraft/vehicles positioned in the DER, hammerhead just right of rwy cntrln, up to 65' AGL/92' MSL.
Rwy 32, building 945 3739' from DER, 614' left of cntrln, 67' AGL/113' MSL.
Multiple C-5s parked on ramp beginning 2047' thru 2529' from DER, 1010' left of cntrln, up to 65' AGL/92' MSL.
Possible large aircraft 2800' from DER, on Twy G just left of cntrln, up to 65' AGL/98' MSL.
Possible taxiing C-5 1091' from DER, 744' left of cntrln, 65' AGL/88' MSL.
Pylon 4876' from DER, 1755' left of cntrln, 85' AGL/120' MSL.
Pylon 5078' from DER, 724' left of cntrln, 85' AGL/124' MSL.

DOVER/CHESWOLD, DE

DELAWARE AIRPARK (33N)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12OCT17 (17285) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 9, terrain 13' from DER, 56' right of centerline, 48' MSL.
Tree 65' from DER, 306' left of centerline, 95' AGL/132' MSL.
Tree 74' from DER, 310' right of centerline, 59' MSL.
Trees beginning 83' from DER, 333' left of centerline, up to 97' AGL/134' MSL.
Tree, traverse way, transmission line, poles beginning 131' from DER, 8' right of centerline, up to 125' MSL.
Trees, poles, transmission line beginning 356' from DER, 2' left of centerline, up to 103' AGL/138' MSL.
Trees beginning 2106' from DER, 12' left of centerline, up to 151' MSL.
Trees beginning 2285' from DER, 405' right of centerline, up to 132' MSL.
Trees, tower beginning 2320' from DER, 23' right of centerline, up to 101' AGL/133' MSL.
Rwy 27, vertical structure 14' from DER, 67' right of centerline, 5' AGL/50' MSL.
Tree 19' from DER, 314' right of centerline, 105' MSL.
Tree 37' from DER, 413' left of centerline, 72' MSL.
Trees beginning 104' from DER, 353' right of centerline, up to 130' MSL.
Tree 134' from DER, 315' left of centerline, 74' MSL.
Trees beginning 188' from DER, 303' left of centerline, up to 94' MSL.
Tree 417' from DER, 494' right of centerline, 149' MSL.
Trees beginning 418' from DER, 552' left of centerline, up to 96' MSL.
Trees beginning 420' from DER, 414' right of centerline, up to 108' AGL/154' MSL.
Tree 611' from DER, 653' left of centerline, 141' MSL.
Trees beginning 667' from DER, 19' left of centerline, up to 150' MSL.
Trees beginning 884' from DER, 8' right of centerline, up to 161' MSL.
Trees beginning 2360' from DER, 50' left of centerline, up to 102' AGL/151' MSL.
Trees beginning 2500' from DER, 6' left of centerline, up to 105' AGL/155' MSL.
Trees beginning 2634' from DER, 42' left of centerline, up to 161' MSL.
Trees beginning 2697' from DER, 15' left of centerline, up to 106' AGL/163' MSL.
Trees beginning 2972' from DER, 24' right of centerline, up to 113' AGL/165' MSL.

NE-3, 03 SEP 2026 to 29 OCT 2026

DUBLIN, VA

NEW RIVER VALLEY (PSK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 12MAR09 (09071) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

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

EASTON, MD

EASTON/NEWNAM FLD (ESN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05MAR15 (21112) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

Rwy 4, pole and vehicles on road beginning 199' from DER, 278' right of centerline, up to 21' AGL/91' MSL.
Poles beginning 834' from DER, 27' right of centerline, up to 34' AGL/100' MSL.
Trees beginning 1508' from DER, 38' left of centerline, up to 37' AGL/116' MSL.
Trees beginning 1484' from DER, 45' right of centerline, up to 54' AGL/133' MSL.
Rwy 15, fence 2' from DER, 410' left of centerline, 8' AGL/57' MSL.
Poles beginning 720' from DER, 331' left of centerline, up to 36' AGL/92' MSL.
Trees beginning 861' from DER, 621' left of centerline, up to 89' AGL/148' MSL.
Poles and trees beginning 827' from DER, 514' right of centerline, up to 57' AGL/116' MSL.
Trees beginning 1924' from DER, 237' right of centerline, up to 94' AGL/153' MSL.
Pole and trees beginning 2017' from DER, 182' left of centerline, up to 89' AGL/148' MSL.
Rwy 22, trees 1250' from DER, 785' right of centerline, up to 56' AGL/95' MSL.
Trees beginning 1322' from DER, 759' left of centerline, up to 90' AGL/129' MSL.
Tower 1.6 NM from DER, 2374' left of centerline, 276' AGL/290' MSL.
Rwy 33, vehicles on road and trees beginning 9' from DER, 405' right of centerline, up to 49' AGL/88' MSL.
Pole 887' from DER, 409' left of centerline, 34' AGL/58' MSL.
Trees 1497' from DER, 19' right of centerline, up to 48' AGL/87' MSL.
Trees beginning 1884' from DER, 209' right of centerline, up to 99' AGL/158' MSL.
Trees 2889' from DER, 682' left of centerline, up to 69' AGL/118' MSL.

ELKTON, MD

CLAREMONT (58M)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08JAN15 (15008) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 13, poles beginning 9' from DER, 39' left of centerline, up to 30' AGL/95' MSL.
Trees beginning 22' from DER, 55' left of centerline, up to 47' AGL/107' MSL.
Trees beginning 154' from DER, 145' left of centerline, up to 93' AGL/153' MSL.
Trees beginning 389' from DER, 14' left of centerline, up to 117' AGL/177' MSL.
Trees beginning 873' from DER, 56' left of centerline, up to 107' AGL/157' MSL.
Poles beginning 37' from DER, 21' right of centerline, up to 36' AGL/86' MSL.
Trees beginning 119' from DER, 34' right of centerline, up to 83' AGL/143' MSL.
Trees beginning 470' from DER, 33' right of centerline, up to 83' AGL/153' MSL.
Tires beginning 1379' from DER, 59' right of centerline, up to 92' AGL/142' MSL.
Rwy 31, trees beginning 2' from DER, 231' left of centerline, up to 84' AGL/184' MSL.
Trees beginning 177' from DER, 152' left of centerline, up to 101' AGL/201' MSL.
Trees beginning 655' from DER, 8' left of centerline, up to 99' AGL/199' MSL.
Trees beginning 2214' from DER, 10' left of centerline, up to 109' AGL/189' MSL.
Antenna 1.9 NM from DER, 3436' left of centerline, 345' AGL/620' MSL.
Terrain beginning 6' from DER. 67' right of centerline, 117' MSL.
Trees beginning 256' from DER, 81' right of centerline, up to 60' AGL/170' MSL.
Trees beginning 776' from DER, 23' right of centerline, up to 91' AGL/201' MSL.
Trees beginning 1965' from DER, 15' right of centerline, up to 81' AGL/261' MSL.

NE-3, 03 SEP 2026 to 29 OCT 2026

EMPORIA, VA

EMPORIA-GREENSVILLE RGNL (EMV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 03APR14 (14093) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 16, trees beginning 188' from DER, 433' left of centerline, up to 42' AGL/141' MSL.
Rwy 34, trees beginning 56' from DER, 489' right of centerline, up to 75' AGL/204' MSL.
Trees beginning 2290' from DER, 250' right of centerline, up to 111' AGL/230' MSL.
Trees beginning 2131' from DER, 106' left of centerline, up to 101' AGL/220' MSL.
Trees beginning 1276' from DER, 459' left of centerline, up to 66' AGL/195' MSL.
Trees beginning 1889' from DER, 9' right of centerline, up to 75' AGL/204' MSL.
Trees beginning 1804' from DER, 136' left of centerline, up to 60' AGL/189' MSL.
Trees beginning 1982' from DER, 83' left of centerline, up to 60' AGL/189' MSL.
Trees beginning 571' from DER, 5' right of centerline, up to 23' AGL/152' MSL.
Trees beginning 565' from DER, 57' left of centerline, up to 14' AGL/143' MSL.
Trees beginning 3423' from DER, 256' left of centerline, up to 105' AGL/214' MSL.
Trees beginning 3444' from DER, 140' left of centerline, up to 105' AGL/214' MSL.
Trees beginning 3508' from DER, 44' right of centerline, up to 105' AGL/214' MSL.

FARMVILLE, VA

FARMVILLE RGNL (FVX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 15SEP16 (16259) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 3, tree 35' from DER, 406' right of centerline, 436' MSL.
Trees beginning 56' from DER, 403' right of centerline, up to 437' MSL.
Trees beginning 56' from DER, 334' left of centerline, up to 491' MSL.
Trees beginning 66' from DER, 295' left of centerline, up to 496' MSL.
Trees beginning 148' from DER, 332' right of centerline, up to 440' MSL.
Tree 453' from DER, 561' right of centerline, 456' MSL.
Trees beginning 460' from DER, 409' right of centerline, up to 459' MSL.
Trees beginning 518' from DER, 414' right of centerline, up to 467' MSL.
Trees beginning 623' from DER, 413' right of centerline, up to 468' MSL.
Trees beginning 647' from DER, 504' right of centerline, up to 476' MSL.
Trees beginning 661' from DER, 452' right of centerline, up to 480' MSL.
Trees beginning 752' from DER, 402' right of centerline, up to 495' MSL.
Trees beginning 757' from DER, 402' right of centerline, up to 498' MSL.
Trees beginning 837' from DER, 398' right of centerline, up to 502' MSL.
Trees beginning 994' from DER, 295' left of centerline, up to 506' MSL.
Trees beginning 1136' from DER, 153' left of centerline, up to 513' MSL.
Rwy 21, terrain and tree beginning abeam DER, 90' right of centerline, up to 471' MSL.
Vehicles on road beginning 2' from DER, 475' left of centerline, up to 413' MSL.
Vehicles on road beginning 22' from DER, 475' left of centerline, up to 414' MSL.
Vehicles on road beginning 116' from DER, 475' left of centerline, up to 415' MSL.
Terrain and vehicles on road beginning 163' from DER, 213' left of centerline, up to 416' MSL.
Terrain, pole, and vehicles on road beginning 199' from DER, 14' left of centerline, up to 26' AGL/429' MSL.
Trees beginning 298' from DER, 427' right of centerline, up to 478' MSL.
Trees beginning 399' from DER, 480' right of centerline, up to 479' MSL.
Tree 450' from DER, 496' right of centerline, 480' MSL.
Trees beginning 482' from DER, 454' right of centerline, up to 483' MSL.
Pole and vehicles on road beginning 506' from DER, 475' left of centerline, up to 30' AGL/438' MSL.
Tree 538' from DER, 539' left of centerline, 471' MSL.
Tree, pole, and vehicles on road beginning 553' from DER, 21' left of centerline, up to 474' MSL.
Tree and fence beginning 570' from DER, 5' right of centerline, up to 489' MSL.
Trees beginning 1798' from DER, 59' left of centerline, up to 475' MSL.
Tree 2118' from DER, 476' left of centerline, 479' MSL.
Trees beginning 2127' from DER, 258' left of centerline, up to 482' MSL.
Trees beginning 2363' from DER, 379' left of centerline, up to 483' MSL.
Trees beginning 2465' from DER, 436' left of centerline, up to 491' MSL.

FOREST, VA

NEW LONDON (W90)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 31MAY12 (12152) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

Rwy 18, climb heading 176° to 2200 before proceeding on course.
Rwy 36, climbing right turn heading 066° and on LYH R-005 outbound to 3500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning at DER, left and right of centerline, up to 100' AGL/ 919' MSL.
Rwy 36, trees beginning at DER, left and right of centerline, up to 100' AGL/979' MSL.
Vehicle on roadway, 19' from DER, 186' left of centerline, up to 15' AGL/ 894' MSL.

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

FORT MEADE (ODENTON), MD

FORT MEADE EXEC (FME)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 31OCT24 (26022) (FAA)

TAKEOFF MINIMUMS:

Rwy 28, 400-2¾ or std w/min climb of 320' per NM to 500, or 1100-3 for VCOA.

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 10, light poles 19' from DER, 87' left of centerline, 3' AGL/151' MSL.
Vegetation beginning 39' from DER, 184' right of centerline, up to 155' MSL.
Vegetation beginning 165' from DER, 138' right of centerline, up to 162' MSL.
Vegetation 228' from DER, 128' left of centerline, 156' MSL.
Vegetation beginning 297' from DER, 83' left of centerline, up to 158' MSL.
Vegetation 334' from DER, 225' right of centerline, 163' MSL.
Vegetation 345' from DER, 583' right of centerline, 169' MSL.
Tree 477' from DER, 531' left of centerline, 201' MSL.
Vegetation beginning 532' from DER, 2' right of centerline, up to 175' MSL.
Trees beginning 597' from DER, 477' left of centerline, up to 219' MSL.
Trees beginning 844' from DER, 479' right of centerline, up to 220' MSL.
Tree 898' from DER, 568' left of centerline, 220' MSL.
Tree 989' from DER, 630' left of centerline, 237' MSL.
Trees beginning 1027' from DER, 386' right of centerline, up to 225' MSL.
Trees beginning 1070' from DER, 522' left of centerline, up to 240' MSL.
Trees beginning 1144' from DER, 51' right of centerline, up to 229' MSL.
Trees beginning 1213' from DER, 150' left of centerline, up to 244' MSL.
Trees beginning 1497' from DER, 20' left of centerline, up to 245' MSL.
Trees beginning 1646' from DER, 33' right of centerline, up to 248' MSL.
Trees beginning 1761' from DER, 77' left of centerline, up to 246' MSL.
Trees beginning 1771' from DER, 652' right of centerline, up to 263' MSL.
Trees beginning 1810' from DER, 157' right of centerline, up to 275' MSL.
Trees beginning 1902' from DER, 3' right of centerline, up to 277' MSL.
Trees beginning 1952' from DER, 18' left of centerline, up to 251' MSL.
Trees beginning 2370' from DER, 77' left of centerline, up to 260' MSL.
Trees beginning 2452' from DER, 14' left of centerline, up to 264' MSL.
Transmission lines, tree beginning 3005' from DER, 351' left of centerline, up to 128' AGL/267' MSL.

Rwy 28, trees beginning 9' from DER, 282' left of centerline, up to 175' MSL.
Light poles 17' from DER, 87' right of centerline, 3' AGL/121' MSL.
Trees beginning 327' from DER, 306' left of centerline, up to 181' MSL.
Trees beginning 835' from DER, 409' left of centerline, up to 184' MSL.
Tree 978' from DER, 473' right of centerline, 163' MSL.
Trees beginning 1022' from DER, 187' right of centerline, up to 177' MSL.
Trees beginning 1045' from DER, 15' left of centerline, up to 186' MSL.
Trees beginning 1070' from DER, 114' right of centerline, up to 192' MSL.
Trees beginning 1112' from DER, 120' left of centerline, up to 188' MSL.
Trees beginning 1183' from DER, 18' right of centerline, up to 201' MSL.
Trees beginning 1305' from DER, 7' right of centerline, up to 204' MSL.
Trees beginning 1353' from DER, 36' left of centerline, up to 189' MSL.
Trees beginning 1388' from DER, 376' left of centerline, up to 206' MSL.
Trees beginning 1400' from DER, 70' left of centerline, up to 217' MSL.
Tree 2097' from DER, 819' left of centerline, 220' MSL.
Trees beginning 2117' from DER, 5' left of centerline, up to 229' MSL.
Trees beginning 2214' from DER, 27' right of centerline, up to 210' MSL.
Trees beginning 2548' from DER, 128' right of centerline, up to 213' MSL.
Trees beginning 2634' from DER, 46' right of centerline, up to 226' MSL.
Trees beginning 2773' from DER, 14' right of centerline, up to 229' MSL.
Trees beginning 2885' from DER, 16' right of centerline, up to 232' MSL.
Trees beginning 2953' from DER, 144' left of centerline, up to 231' MSL.
Trees beginning 3084' from DER, 242' left of centerline, up to 251' MSL.
Tree 3271' from DER, 771' left of centerline, 255' MSL.
Trees beginning 3293' from DER, 6' left of centerline, up to 266' MSL.
Trees beginning 3473' from DER, 56' right of centerline, up to 245' MSL.
Trees beginning 3731' from DER, 33' right of centerline, up to 248' MSL.
Trees beginning 4169' from DER, 211' left of centerline, up to 270' MSL.
Trees beginning 4268' from DER, 100' left of centerline, up to 276' MSL.
Trees beginning 4348' from DER, 94' left of centerline, up to 279' MSL.
Trees beginning 4354' from DER, 2' right of centerline, up to 260' MSL.
Trees beginning 4449' from DER, 63' left of centerline, up to 296' MSL.
Trees beginning 4449' from DER, 403' right of centerline, up to 265' MSL.
Trees beginning 4499' from DER, 24' right of centerline, up to 266' MSL.
Tree 4888' from DER, 1332' left of centerline, 299' MSL.
Trees beginning 4890' from DER, 1446' left of centerline, up to 300' MSL.
Trees beginning 4918' from DER, 13' left of centerline, up to 310' MSL.
Trees beginning 5067' from DER, 39' right of centerline, up to 268' MSL.

CON'T

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

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

FORT MEADE EXEC (FME) (CON'T)

Rwy 28 (CON'T), trees beginning 5367' from DER, 33' right of centerline, up to 275' MSL.
Trees beginning 1 NM from DER, 801' left of centerline, up to 311' MSL.
Trees beginning 1.1 NM from DER, 1073' left of centerline, up to 334' MSL.
Pole 1.4 NM from DER, 2738' right of centerline, 154' AGL/352' MSL.
Terrain beginning 1.5 NM from DER, 3029' right of centerline, 200' AGL/433' MSL.
Terrain beginning 1.5 NM from DER, 3059' left of centerline, up to 200' AGL/414' MSL.
Terrain beginning 1.6 NM from DER, 49' left of centerline, up to 200' AGL/447' MSL.
Terrain beginning 1.6 NM from DER, 1481' right of centerline, up to 200' AGL/463' MSL.
Terrain beginning 1.6 NM from DER, 1562' left of centerline, up to 200' AGL/437' MSL.
Terrain, electrical system, transmission lines beginning 1.6 NM from DER, 236' right of centerline, up to 200' AGL/470' MSL.
Terrain beginning 1.7 NM from DER, 150' right of centerline, up to 200' AGL/476' MSL.
Terrain beginning 1.7 NM from DER, 110' left of centerline, up to 200' AGL/460' MSL.
Terrain beginning 1.9 NM from DER, 350' right of centerline, up to 200' AGL/483' MSL.
Terrain beginning 2.1 NM from DER, 636' right of centerline, up to 200' AGL/499' MSL.
Terrain 2.2 NM from DER, 3024' right of centerline, 200' AGL/466' MSL.

FRANKLIN, VA

FRANKLIN RGNL (FKN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2B 05DEC19 (19339) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 9, tree 159' from DER, 306' right of centerline, 69' MSL.
Tree 233' from DER, 315' right of centerline, 73' MSL.
Trees beginning 235' from DER, 386' right of centerline, up to 96' MSL.
Tree and vehicle on road beginning 432' from DER, 191' right of centerline, up to 102' MSL.
Trees beginning 944' from DER, 621' left of centerline, up to 106' MSL.
Trees beginning 1191' from DER, 594' left of centerline, up to 109' MSL.
Trees beginning 1279' from DER, 79' left of centerline, up to 117' MSL.
Trees beginning 1877' from DER, 178' right of centerline, up to 118' MSL.
Tree 2341' from DER, 770' right of centerline, 128' MSL.
Trees beginning 2386' from DER, 931' right of centerline, up to 139' MSL.
Trees beginning 2523' from DER, 312' right of centerline, up to 144' MSL.
Trees beginning 3122' from DER, 901' right of centerline, up to 149' MSL.
Trees beginning 3203' from DER, 415' right of centerline, up to 151' MSL.
Trees beginning 3484' from DER, 107' right of centerline, up to 159' MSL.
Tree 3573' from DER, 20' left of centerline, 131' MSL.
Tree 4245' from DER, 157' left of centerline, 149' MSL.
Rwy 27, trees beginning abeam DER, 362' left of centerline, up to 119' MSL.
Trees beginning 211' from DER, 121' right of centerline, up to 55' MSL.
Pole and tree beginning 559' from DER, 470' right of centerline, up to 33' AGL/63' MSL.
Pole 596' from DER, 299' right of centerline, 43' AGL/68' MSL.
Trees beginning 606' from DER, 298' right of centerline, up to 71' MSL.
Tree 946' from DER, 550' right of centerline, 96' MSL.
Trees beginning 997' from DER, 593 ' right of centerline, up to 107' MSL.
Trees beginning 1017' from DER, 24' right of centerline, up to 109' MSL.

FREDERICK, MD

FREDERICK MUNI (FDK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 30JAN20 (20030) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, 300-2 or std. w/min. climb of 260' per NM to 600.
Rwy 12, 500-2¾ or std. w/min. climb of 410' per NM to 800.
Rwy 30, std. w/min. climb of 285' per NM to 900 or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 5, climbing left turn heading 340° and on FDK VOR R-010 to 2100 before proceeding on course.
Rwy 12, climb heading 124° to 900 before proceeding westbound.
Rwy 23, climb heading 229° to 1200 before turning right.
Rwy 30, climbing right turn heading 040° and on FDK R-010 to 2400 before proceeding on course.

VCOA:

Rwy 30, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Frederick Muni airport at or above 1700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5, light and sign beginning 44' from DER, 123' left of centerline, up to 3' AGL/286' MSL.
Trees beginning 1467' from DER, 630' right of centerline, up to 90' AGL/389' MSL.
Trees beginning 2645' from DER, 610' left of centerline, up to 75' AGL/394' MSL.
Trees beginning 4525' from DER, 597' left of centerline, up to 75' AGL/434' MSL.
Elevator and trees beginning 4824' from DER, 341' right of centerline, up to 76' AGL/435' MSL.
Trees 1.2 NM from DER, 1562' right of centerline, up to 95' AGL/514' MSL.
Trees 1.4 NM from DER, 936' right of centerline, up to 89' AGL/508' MSL.

CON'T

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

FREDERICK, MD (CON'T)

FREDERICK MUNI (FDK) (CON'T)

Rwy 12, wall and trees beginning 45' from DER, 283' right of centerline, up to 14' AGL/308' MSL.
Trees beginning 1312' from DER, 228' left of centerline, up to 82' AGL/391' MSL.
Trees beginning 1667' from DER, 75' right of centerline, up to 83' AGL/362' MSL.
Building and trees beginning 3292' from DER, 45' left of centerline, up to 113' AGL/552' MSL.
Tower, pole, grain silos, and trees beginning 3365' from DER, 41' from DER, up to 101' AGL/520' MSL.
Trees 2.1 NM from DER, 1377' left of centerline, up to 90' AGL/779' MSL.
Trees 2.3 NM from DER, 2711' left of centerline, up to 107' AGL/636' MSL.
Rwy 23, vehicles on road and trees beginning 134' from DER, 376' right of centerline, up to 21' AGL/327' MSL.
Pole, buildings, and trees beginning 737' from DER, 286' right of centerline, up to 47' AGL/362' MSL.
Poles and trees beginning 1477' from DER, 41' left of centerline, up to 72' AGL/411' MSL.
Trees beginning 1701' from DER, 55' right of centerline, up to 78' AGL/397' MSL.
Rwy 30, poles and trees beginning 4' from DER, 320' right of centerline, up to 22' AGL/316' MSL.
Antenna on building and trees beginning 1255' from DER, 750' left of centerline, up to 56' AGL/335' MSL.
Trees beginning 1096' from DER, 351' right of centerline, up to 77' AGL/336' MSL.
Trees 1962' from DER, 105' right of centerline, up to 77' AGL/356' MSL.

FREDERICKSBURG, VA

SHANNON (EZF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 14MAY26 (26134) (FAA)

TAKEOFF MINIMUMS:
Rwys 15, 33, NA - Environmental.
Rwy 6, 300-2¼ or std w/min climb of 358'/NM to 500.
Rwy 24, 400-3 or std w/min climb of 380'/NM to 600.

DEPARTURE PROCEDURE:
Rwy 6, climb on heading 055° to 700 before turning left.
Rwy 24, climb on heading 235° to 700 before turning right.

TAKEOFF OBSTACLE NOTES:
Rwy 6, buildings, vehicles on road beginning 47' from DER, 231' left of centerline, up to 15' AGL/100' MSL.
Vehicles on road beginning 119' from DER, 10' right of centerline, up to 15' AGL/100' MSL.
Trees, buildings beginning 264' from DER, on and right of centerline, up to 100' AGL/185' MSL.
Trees beginning 518' from DER, 52' left of centerline, up to 100' AGL/185' MSL.
Tower 4791' from DER, 1150' left of centerline, 210' AGL/249' MSL.
Rwy 24, vehicles on road 52' from DER, 380' right of centerline, 15' AGL/95' MSL.
Trees, vehicles on road beginning 111' from DER, 12' right of centerline, up to 100' AGL/183' MSL.
Vehicles on road beginning 203' from DER, 7' left of centerline, up to 15' AGL/95' MSL.
Trees beginning 332' from DER, 211' left of centerline, up to 100' AGL/180' MSL.
Tree 1184' from DER, 268' left of centerline, 100' AGL/190' MSL.
Trees beginning 1446' from DER, 165' left of centerline, up to 100' AGL/196' MSL.
Trees beginning 1805' from DER, 525' right of centerline, up to 100' AGL/190' MSL.
Trees beginning 2422' from DER, 48' right of centerline, up to 100' AGL/192' MSL.
Trees beginning 3067' from DER, 53' left of centerline, up to 100' AGL/200' MSL.
Tree 3768' from DER, 457' left of centerline, 100' AGL/212' MSL.
Trees beginning 3997' from DER, 147' right of centerline, up to 100' AGL/204' MSL.
Trees beginning 4174' from DER, 105' left of centerline, up to 100' AGL/238' MSL.
Trees beginning 4388' from DER, 164' left of centerline, up to 100' AGL/255' MSL.
Trees beginning 4501' from DER, 88' right of centerline, up to 100' AGL/235' MSL.
Trees beginning 4630' from DER, 174' left of centerline, up to 100' AGL/270' MSL.
Trees beginning 4828' from DER, 248' left of centerline, up to 100' AGL/280' MSL.
Tree 5141' from DER, 1240' left of centerline, 100' AGL/300' MSL.
Trees beginning 5186' from DER, 154' left of centerline, up to 100' AGL/317' MSL.
Trees beginning 5560' from DER, 735' right of centerline, up to 100' AGL/245' MSL.
Transmission line 1.3 NM from DER, 1033' right of centerline, 66' AGL/296' MSL.
Tower, transmission line beginning 1.4 NM from DER, 317' right of centerline, up to 103' AGL/340' MSL.

FRIENDLY, MD

POTOMAC AIRFIELD (VKX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 07APR11 (11097) (FAA)

TAKEOFF MINIMUMS:
Rwy 6, 500-2½ or std. w/ min. climb of 290' per NM to 700.
Rwy 24, 300-1.

TAKEOFF OBSTACLE NOTES:
Rwy 6, 50' AGL trees 300' left of DER, 75' AGL trees 320' right of DER.
Tower 1.9 NM from DER, on centerline 301' AGL/550' MSL.
Rwy 24, 80' AGL trees 200' right of DER, 75' AGL.
Trees 200' left of DER, 30' AGL hanger 200' from DER, 190' right of centerline.

FRONT ROYAL, VA

FRONT ROYAL-WARREN COUNTY (FRR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 29JUL10 (10210) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, 300-1¼ or std. w/ min. climb of 415' per NM to 1100.

Rwy 28, NA-obstacles.

DEPARTURE PROCEDURE:

Rwy 10, climbing left turn direct MRB VORTAC before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 10, vehicles on roadway beginning 221' from DER, left and right of centerline, up to 17' AGL/736' MSL.
Power lines beginning 835' from DER, left and right of centerline, up to 79' AGL/828' MSL.
Trees beginning 1060' from DER, 51' left of centerline, up to 100' AGL/779' MSL.
Trees beginning 1660' from DER, 550' right of centerline, up to 100' AGL/939' MSL.

GAITHERSBURG, MD

MONTGOMERY COUNTY AIRPARK (GAI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05MAR15 (15064) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 14, building, pole, and trees beginning 217' from DER, 81' right of centerline, up to 52' AGL/601' MSL.
Building, poles, and trees beginning 244' from DER, 196' left of centerline, up to 51' AGL/610' MSL.
Trees 1323' from DER, 841' right of centerline, up to 117' AGL/656' MSL.
Trees beginning 1965' from DER, 628' left of centerline, up to 104' AGL/663' MSL.
Rwy 32, trees beginning 26' from DER, 181' left of centerline, up to 77' AGL/556' MSL.
Trees beginning 72' from DER, 202' right of centerline, up to 53' AGL/532' MSL.
Trees beginning 3350' from DER, 903' right of centerline, up to 93' AGL/592' MSL.

GALAX HILLSVILLE, VA

TWIN COUNTY (HLX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 31MAY12 (24137) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, 300-1 or std w/min climb of 310' per NM to 2900.

DEPARTURE PROCEDURE:

Rwy 19, climb heading 187° to 3300 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 1, vehicles on roadway beginning 122' from DER, left and right of centerline, up to 15' AGL/2674' MSL.
Tree 195' from DER, 432' right of centerline, 49' AGL/2669' MSL.
Trees beginning 1215' from DER, left and right of centerline, up to 107' AGL/2699' MSL.
Trees beginning 2098' from DER, left and right of centerline, up to 105' AGL/2768' MSL.
Trees beginning 4071' from DER, 1192' left of centerline, up to 79' AGL/2799' MSL.
Rwy 19, trees beginning 135' from DER, 455' left of centerline, up to 108' AGL/2748' MSL.
Trees beginning 314' from DER, 434' right of centerline, up to 100' AGL/2760' MSL.
Tree 925' from DER, 254' left of centerline, 80' AGL/2720' MSL.
Trees beginning 1470' from DER, 248' right of centerline, up to 113' AGL/2753' MSL.

NE-3, 03 SEP 2026 to 29 OCT 2026

GEORGETOWN, DE

DELAWARE COASTAL (GED)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4B 10NOV16 (16315) (FAA)

TAKEOFF MINIMUMS:

Rwy 22, 200-1¼ or std. w/min. climb of 201' per NM to 300, or alternatively with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1100' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 7' from DER, 459' left of centerline, up to 74' AGL/118' MSL.
Tree 2322' from DER, 428' right of centerline, 61' AGL/109' MSL.
Tree 5161' from DER, 710' left of centerline, 180' MSL.
Rwy 10, vehicle on road 94' from DER, 446' left of centerline, 15' AGL/59' MSL.
Trees and pole beginning 443' from DER, 87' left of centerline, up to 100' AGL/144' MSL.
Trees beginning 641' from DER, 109' right of centerline, up to 100' AGL/144' MSL.
Tree 3732' from DER, 37' left of centerline, 100' AGL/149' MSL.
Rwy 22, tree 2035' from DER, 781' left of centerline, 172' MSL.
Tower 1 NM from DER, 465' left of centerline, 215' MSL.
Rwy 28, trees beginning 358' from DER, 567' left of centerline, up to 100' AGL/149' MSL.
Trees beginning 1299' from DER, 686' right of centerline, up to 100' AGL/149' MSL.
Trees beginning 1595' from DER, 647' right of centerline, up to 100' AGL/154' MSL.
Trees beginning 1892' from DER, crossing centerline, up to 100' AGL/154' MSL.
Tank 4498' from DER, 219' right of centerline, 180' MSL.

GORDONSVILLE, VA

GORDONSVILLE MUNI (GVE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15DEC11 (11349) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, 500-2½ or std. w/min. climb of 317' per NM to 1100.

Rwy 23, 300-2½ or std. w/min. climb of 384' per NM to 700.

DEPARTURE PROCEDURE:

Rwy 5, climb heading 048° to 1500 before proceeding on course.

Rwy 23, climb heading 213° to 2000 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning 341' from DER, 529' right of centerline, up to 100' AGL/699' MSL.
Vehicles on roadway 738' from DER, 477' left of centerline, up to 17' AGL/476' MSL.
Trees beginning 789' from DER, 507' left of centerline, up to 100' AGL/939' MSL.
Railroad 1111' from DER, 255' right of centerline, up to 23' AGL/482' MSL.

Rwy 23, trees beginning 300' from DER, 199' right of centerline, up to 100' AGL/739' MSL.
Trees beginning 805' from DER, 423' left of centerline, up to 100' AGL/739' MSL.
Rising terrain beginning 2.9 NM from DER, 2.5 NM right of centerline, up to 2039' MSL.

HAGERSTOWN, MD

HAGERSTOWN RGNL/RICHARD A HENSON FLD (HGR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 17OCT13 (21336) (FAA)

DEPARTURE PROCEDURE:

Rwy 9, climbing left turn to intercept HGR VOR R-084 to 2500 before proceeding on course.

Rwy 27, climb on heading 272° to 2300 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 2, pole 22' from DER, 434' right of centerline, 20' AGL/719' MSL.
Telephone pylon 98' from DER, 351' right of centerline, 30' AGL/729' MSL.
Pole 100' from DER, 352' right of centerline, 31' AGL/730' MSL.
Catenary 113' from DER, 515' right of centerline, 32' AGL/731' MSL.
Antenna 190' from DER, 392' right of centerline, 38' AGL/737' MSL.
Building 1115' from DER, 289' left of centerline, 10' AGL/749' MSL.
Road 1215' from DER, 8' right of centerline, 3' AGL/742' MSL.
Trees beginning 1295' from DER, left and right of centerline, up to 99' AGL/838' MSL.

Rwy 9, MALSR 6' from DER, 5' left of centerline, 48' AGL/687' MSL.
Tree 963' from DER, 754' left of centerline, 75' AGL/714' MSL.

Rwy 20, light and poles beginning 334' from DER, left and right of centerline, up to 40' AGL/734' MSL.
Tree 1504' from DER, 342' left of centerline, 36' AGL/735' MSL.
Silo 1590' from DER, 93' left of centerline, 34' AGL/733' MSL.
Tree 2051' from DER, 592' left of centerline, 100' AGL/759' MSL.
Tree 2540' from DER, 722' left of centerline, 100' AGL/779' MSL.

Rwy 27, trees beginning 668' from DER, 515' left of centerline, up to 80' AGL/719' MSL.
Building 1895' from DER, 510' left of centerline, 73' AGL/713' MSL.

HOT SPRINGS, VA

INGALLS FLD (HSP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 13JAN11 (21224) (FAA)

DEPARTURE PROCEDURE:

Rwy 25, climb heading 247° to 4400 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 7, tree 52' from DER, 395' left of centerline, 64' AGL/3784' MSL.

Rwy 25, trees, building, and terrain beginning 172' from DER, 167' left of centerline, up to 60' AGL/3860' MSL. Obstacle light on pipe 376' from DER, 421' left of centerline, up to 28' AGL/3828' MSL.

INDIAN HEAD, MD

MARYLAND (2W5)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 24JUL14 (14205) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 2, trees beginning at DER, 208' right of centerline up to 100' AGL/279' MSL.
Trees beginning 1103' from DER, 366' left of centerline up to 100' AGL/279' MSL.
Trees beginning 1564' from DER, left and right of centerline up to 100' AGL/279' MSL.
Building beginning 1255' from DER, 759' right of centerline, 25' AGL/204' MSL.

Rwy 20, trees beginning 404' from DER, 25' right of centerline up to 100' AGL/259' MSL.
Trees beginning at DER, 243' left of centerline up to 100' AGL/249' MSL.
Trees beginning 1069' from DER, 316' right of centerline up to 100' AGL/279' MSL.
Trees beginning 1388' from DER, 332' left of centerline up to 100' AGL/279' MSL.
Building 1401' from DER, 744' right of centerline, 25' AGL/194' MSL.

JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

CAMP SPRINGS, MD

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

20FEB25 (25051) (USAF)

TAKEOFF OBSTACLE NOTES:

Rwy 1L, tree 3761' from DER, 1564' left of centerline, 362' MSL.
Tree 3073' from DER, 907' right of centerline, 352' MSL.
Tree 2960' from DER, 767' right of centerline, 351' MSL.
Tree 2842' from DER, 1082' right of centerline, 344' MSL.
Tree 2373' from DER, 742' left of centerline, 335' MSL.
Rwy 1R, crane 5460' from DER, 892' right of centerline, 381' MSL.
Stadium light 3036' from DER, 1020' right of centerline, 361' MSL.
Tree 2879' from DER, 362' left of centerline, 349' MSL.
Tree 2626' from DER, 1093' left of centerline, 352' MSL.
Tree 2395' from DER, 918' left of centerline, 344' MSL.
Tree 2355' from DER, 478' right of centerline, 335' MSL.
Tree 1659' from DER, 507' left of centerline, 326' MSL.
Tree 1551' from DER, 641' right of centerline, 327' MSL.
Tree 1585' from DER, 536' right of centerline, 322' MSL.
Tree 1665' from DER, 521' left of centerline, 320' MSL.
Tree 1509' from DER, 857' right of centerline, 333' MSL.
Rwy 19L, tree 3696' from DER, 499' left of centerline, 341' MSL.
Tree 3660' from DER, 784' left of centerline, 353' MSL.
Tree 2877' from DER, 1111' right of centerline, 314' MSL.
Tree 2654' from DER, 944' right of centerline, 311' MSL.
Tree 2653' from DER, 1107' right of centerline, 314' MSL.
Tree 1706' from DER, 700' left of centerline, 320' MSL.
Tree 1454' from DER, 852' left of centerline, 317' MSL.
Terrain 270' from DER, 581' left of centerline, 260' MSL.
Rwy 19R, twr 4659' from DER, 1650' right of centerline, 355' MSL.
Twr 4624' from DER, 1663' right of centerline, 372' MSL.
Twr 4561' from DER, 1658 right of centerline, 359' MSL.
Twr 4529' from DER, 1590' right of centerline, 358' MSL.
Twr 4473' from DER, 1553' right of centerline, 360' MSL.
Twr 4386' from DER, 1659' right of centerline, 355' MSL.
Tree 2868' from DER, 888' left of centerline, 314' MSL.
Tree 2645' from DER, 891' left of centerline, 314' MSL.
Tree 2645' from DER, 1054' left of centerline, 331' MSL.
Trees beginning 2645' from DER, 1054' left of centerline, 331' MSL.

JONESVILLE, VA

LEE COUNTY (0VG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 23NOV06 (06327) (FAA)

TAKEOFF MINIMUMS:

Rwy 7, std. w/ min. climb of 467' per NM to 3800, or 1900-3 for climb in visual conditions.
Rwy 25, std. w/ min. climb of 442' per NM to 3500, or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwys 7, 25, for climb in visual conditions cross Lee County Airport at or above 3200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 7, terrain 116' from DER, 72' right of centerline, 1439' MSL.
Terrain 691' from DER, 53' right of centerline, 1459' MSL.
Terrain 267' from DER, 190' left of centerline, 1439' MSL.
Terrain 479' from DER, 68' left of centerline, 1459' MSL.

KENBRIDGE, VA

LUNENBURG COUNTY (W31)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 13JAN11 (11013) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 2, trees beginning 219' from DER, left and right of centerline, up to 100' AGL/639' MSL.
Vehicles on roadway, beginning 561' from DER, 519' right of centerline, up to 15' AGL/544' MSL.
Rwy 20, trees at DER, left and right of centerline, up to 100' AGL/599' MSL.

LANGLEY AFB (KLFI)
HAMPTON, VA
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 17APR25 (25107) (USAF)
Rwy 8, climb on hdg between 360° CW to 078° from DER.
TAKEOFF OBSTACLE NOTES:
Rwy 8, water, boat 1808' from DER, 553' right of centerline, 60' AGL/60' MSL.
Rwy 26, trees 4080' from DER, 1242' left of centerline, 100' AGL/116' MSL.
Trees 4051' from DER, 689' left of centerline, 99' AGL/115' MSL.
Trees 3807' from DER, 1180' right of centerline, 100' AGL/113' MSL.
Trees 4154' from DER, 338' right of centerline, 100' AGL/113' MSL.
Trees 3866' from DER, 1357' left of centerline, 100' AGL/113' MSL.
Trees 4092' from DER, 83' left of centerline, 99' AGL/111' MSL.
Trees 4038' from DER, 619' right of centerline, 100' AGL/109' MSL.

LAUREL, DE
LAUREL (N06)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 05APR12 (12096) (FAA)
TAKEOFF MINIMUMS:
Rwy 15, 600-2¾ or std. w/min. climb of 286' per NM to 800.
DEPARTURE PROCEDURE:
Rwy 15, climb heading 148° to 1200 before proceeding on course.
Rwy 33, climb heading 328° to 1200 before preceding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 15, tower 2.4 NM from DER, 253' left of centerline, 500' AGL/542' MSL.

LAWRENCEVILLE, VA
BRUNSWICK COUNTY (LVL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 30JAN20 (21224) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, trees 1654' from DER, 772' left of centerline, 88' AGL/407' MSL.
Trees 200' from DER, on centerline, 22' AGL/321' MSL.
Rwy 36, trees 1487' from DER, 20' left of centerline, 88' AGL/420' MSL.
Trees 113' from DER, 372' right of centerline, 88' AGL/420' MSL.

LEESBURG, VA
LEESBURG EXEC (JYO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 23SEP10 (21112) (FAA)
DEPARTURE PROCEDURE:
Rwy 35, climb heading 351° to 1200 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 17, vehicle on roadway, 320' from DER, 565' left of centerline, up to 15' AGL/414' MSL.
Building 167' from DER, 360' left of centerline, 22' AGL/401' MSL.
Pole 958' from DER, 373' left of centerline, 32' AGL/421' MSL.
Trees beginning 138' from DER, left and right of centerline, up to 100' AGL/464' MSL.
Rwy 35, terrain 96' from DER, 453' left of centerline, 381' MSL.
Tree 1078' from DER, 525' left of centerline, up to 100' AGL/413' MSL.
Pole 638' from DER, 642' right of centerline, 49' AGL/428' MSL.

LEONARDTOWN, MD
ST MARY'S COUNTY RGNL (2W6)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 26DEC24 (24361) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 11, trees beginning 6' from DER, 274' left of centerline, up to 60' AGL/166' MSL.
Trees beginning 13' from DER, 388' right of centerline, up to 74' AGL/189' MSL.
Trees beginning 264' from DER, 266' left of centerline, up to 68' AGL/172' MSL.
Trees, building beginning 314' from DER, 34' right of centerline, up to 95' AGL/200' MSL.
Tree 708' from DER, 591' left of centerline, 70' AGL/175' MSL.
Trees beginning 850' from DER, 12' left of centerline, up to 83' AGL/186' MSL.
Trees beginning 1717' from DER, 173' left of centerline, up to 89' AGL/196' MSL.
Trees beginning 2036' from DER, 175' left of centerline, up to 101' AGL/203' MSL.
Trees beginning 2372' from DER, 123' left of centerline, up to 97' AGL/209' MSL.
Trees beginning 2456' from DER, 360' left of centerline, up to 82' AGL/212' MSL.
Tree 2558' from DER, 783' left of centerline, 216' MSL.
Trees beginning 2581' from DER, 186' left of centerline, up to 88' AGL/220' MSL.
Trees beginning 2677' from DER, 145' left of centerline, up to 102' AGL/221' MSL.
Trees beginning 2723' from DER, 89' left of centerline, up to 102' AGL/222' MSL.
CON'T

NE-3, 03 SEP 2026 to 29 OCT 2026

LEONARDTOWN, MD (CON'T)

ST MARY'S COUNTY RGNL (2W6) (CON'T)

Rwy 11 (CON'T), trees beginning 2785' from DER, 252' left of centerline, up to 105' AGL/226' MSL.
Trees beginning 2816' from DER, 127' left of centerline, up to 109' AGL/229' MSL.
Trees beginning 2821' from DER, 106' right of centerline, up to 73' AGL/201' MSL.
Trees beginning 2834' from DER, 95' right of centerline, up to 75' AGL/204' MSL.
Trees beginning 2851' from DER, 5' right of centerline, up to 77' AGL/211' MSL.
Trees beginning 2851' from DER, 25' left of centerline, up to 111' AGL/233' MSL.
Trees beginning 2872' from DER, 5' right of centerline, up to 79' AGL/219' MSL.
Rwy 29, tree 34' from DER, 326' right of centerline, 50' AGL/171' MSL.
Trees beginning 50' from DER, 266' left of centerline, up to 54' AGL/171' MSL.
Tree 108' from DER, 371' right of centerline, 180' MSL.
Trees beginning 131' from DER, 314' right of centerline, up to 68' AGL/187' MSL.
Trees beginning 288' from DER, 27' right of centerline, up to 82' AGL/198' MSL.
Trees beginning 877' from DER, 100' left of centerline, up to 63' AGL/173' MSL.
Trees beginning 995' from DER, 31' left of centerline, up to 92' AGL/209' MSL.
Trees beginning 1300' from DER, 37' right of centerline, up to 90' AGL/200' MSL.
Trees beginning 1453' from DER, 266' right of centerline, up to 97' AGL/208' MSL.
Tree 1587' from DER, 584' right of centerline, 212' MSL.
Trees beginning 1606' from DER, 245' right of centerline, up to 96' AGL/219' MSL.
Tree 1854' from DER, 361' left of centerline, 221' MSL.

LOUISA, VA

LOUISA COUNTY/FREEMAN FLD (LKU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 29JUL10 (21280) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 9, trees beginning abeam DER, 316' right of centerline, up to 100' AGL/589' MSL.
Trees beginning 765' from DER, 644' left of centerline, up to 95' AGL/545' MSL.
Trees beginning 889' from DER, 150' right of centerline, up to 59' AGL/519' MSL.
Rwy 27, trees beginning abeam DER, 350' right of centerline, up to 100' AGL/569' MSL.
Trees beginning 212' from DER, 133' right of centerline, up to 100' AGL/569' MSL.
Trees beginning 70' from DER, 513' left of centerline, up to 100' AGL/569' MSL.
Building 148' from DER, 440' left of centerline, 14' AGL/484' MSL.
Trees beginning 587' from DER, left and right of centerline, up to 100' AGL/549' MSL.

LURAY, VA

LURAY CAVERNS (LUA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 26MAR20 (20086) (FAA)

TAKEOFF MINIMUMS:
Rwy 4, std. w/min. climb of 400' per NM to 3900 or 3200-3 for VCOA.
Rwy 22, std. w/min. climb of 400' per NM to 4000 or 3200-3 for VCOA.

DEPARTURE PROCEDURE:
Rwy 4, climb heading 044° to intercept bearing 044° from LUA NDB to 4000 before proceeding on course.
Rwy 22, climbing left turn heading 200° to intercept LDN VORTAC R-230 to 5000 before proceeding on course.

VCOA:
All Runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Luray Caverns airport at or above 4000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 4, trees, traverse ways, pole, antennas, and building beginning 113' from DER, 138' right of centerline, up to 44' AGL/938' MSL.
Tree 1080' from DER, 584' right of centerline, 941' MSL.
Trees beginning 1099' from DER, 280' right of centerline, up to 942' MSL.
Trees and poles beginning 1282' from DER, 103' right of centerline, up to 959' MSL.
Trees beginning 1596' from DER, 220' right of centerline, up to 964' MSL.
Trees beginning 1693' from DER, 178' right of centerline, up to 967' MSL.
Trees beginning 1807' from DER, 22' right of centerline, up to 968' MSL.
Trees beginning 2247' from DER, 254' right of centerline, up to 972' MSL.
Tree 2306' from DER, 88' right of centerline, 983' MSL.
Tree 2331' from DER, 187' right of centerline, 985' MSL.
Trees beginning 2360' from DER, 5' left of centerline, up to 976' MSL.
Trees beginning 2422' from DER, 14' right of centerline, up to 987' MSL.
Trees beginning 2459' from DER, 33' right of centerline, up to 93' AGL/995' MSL.
Rwy 22, trees beginning 23' from DER, 313' right of centerline, up to 34' AGL/929' MSL.
Tree 68' from DER, 304' left of centerline, 905' MSL.
Tree 135' from DER, 186' left of centerline, 910' MSL.
Trees beginning 261' from DER, 26' left of centerline, up to 65' AGL/955' MSL.
Trees beginning 333' from DER, 184' right of centerline, up to 936' MSL.

LYNCHBURG, VA

FALWELL (W24)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 19MAR26 (26078) (FAA)

TAKEOFF MINIMUMS:

Rwy 28, NA - Obstacles.

Rwy 10, 1400-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 10, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Falwell airport at or above 2200 before proceeding on course.

LYNCHBURG RGNL/PRESTON GLENN FLD (LYH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 13MAR08 (22083) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, 300-2¼ or std w/min climb of 232' per NM to 1500.

Rwy 35, std w/min climb of 350' per NM to 3000, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 4, climb heading 036° to 2200 before proceeding on course.

Rwy 17, climb heading 169° to 1800 before turning right.

Rwy 22, climb heading 216° to 1800 before turning right.

Rwy 35, climb heading 349° to 3000 before turning left, or for climb in visual conditions: cross Lynchburg Rgnl/Preston Glenn Fld at or above 2500' MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 2029' from DER, 62' right of centerline up to 81' AGL/999' MSL.
Trees beginning 1422' from DER, 3' left of centerline up to 76' AGL/995' MSL.
Poles beginning 427' from DER, 483' right of centerline up to 44' AGL/1044' MSL.
Obstruction lights on fence beginning 2' from DER, 500' right of centerline up to 30' AGL/ 948' MSL.
Antenna on building 395' from DER, 277' right of centerline 15' AGL/954' MSL.
Light 606' from DER, 599' right of centerline, 18' AGL/982' MSL.
Building 400' from DER, 345' right of centerline, 12' AGL/951' MSL.

Rwy 17, trees beginning 284' from DER, 77' left of centerline up to 277' AGL/1195' MSL.
Trees beginning 265' from DER, 178' right of centerline up to 57' AGL/969' MSL.
Obstruction light on pole 9326' from DER 333' left of centerline, 270' AGL/1188MSL.

Rwy 22, trees beginning 274' from DER, 245' right of centerline up to 41' AGL/979' MSL.
Trees beginning 2616' from DER, 206' left of centerline up to 41' AGL/ 979' MSL.
Poles beginning 2872' from DER, 603' right of centerline up to 44' AGL/982' MSL.

Rwy 35, trees beginning 2955' from DER, 140' right of centerline up to 96' AGL/ 1014' MSL.
Trees beginning 722' from DER, 71' left of centerline up to 119' AGL/1037' MSL.
Pole 36' from DER 98' left of centerline, 25' AGL/ 943' MSL.

MARION/WYTHEVILLE, VA

MOUNTAIN EMPIRE (MKJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 26JUL12 (12208)

TAKEOFF MINIMUMS:

Rwy 8, 300-1¾.

Rwy 26, std. w/min. climb of 265' per NM to 3400 or 4600-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 8, climb heading 079° to 4100 before proceeding on course.

Rwy 26, climb heading 259° to 4400 before proceeding on course or for climb in visual conditions: cross Mountain Empire airport at or above 4600' MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

Rwy 8, trees beginning 58' from DER, left and right of centerline, up to 100' AGL/2819' MSL.
Vehicles beginning 225' from DER, left and right of centerline, up to 17' AGL/2540' MSL.
Poles beginning 703' from DER, left and right of centerline, up to 123' AGL/2537' MSL.

Rwy 26, trees and vehicles beginning 250' from DER, left and right of centerline, up to 100' AGL/3039' MSL.

MARTINSVILLE, VA

BLUE RIDGE (MTV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 14MAY26 (26134) (FAA)

TAKEOFF MINIMUMS:

Rwy 13, std w/min climb of 249'/NM to 2100, or 1900-3 for VCOA.

Rwy 31, std w/min climb of 323'/NM to 4200, or 1900-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 13, climb on heading 125° to 2200 before proceeding on course.

VCOA:

All Runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Blue Ridge airport at or above 2700 before proceeding on course.

CON'T

NE-3, 03 SEP 2026 to 29 OCT 2026

MARTINSVILLE, VA (CON'T)

BLUE RIDGE (MTV) (CON'T)

TAKEOFF OBSTACLE NOTES:

Rwy 13, light poles 9' from DER, 123' left of centerline, 4' AGL/913' MSL.
Terrain 15' from DER, 426' left of centerline, 915' MSL.
Tree 78' from DER, 438' right of centerline, 946' MSL.
Tree 104' from DER, 472' right of centerline, 961' MSL.
Trees beginning 109' from DER, 409' right of centerline, up to 966' MSL.
Trees beginning 503' from DER, 517' right of centerline, up to 973' MSL.
Trees beginning 638' from DER, 573' right of centerline, up to 974' MSL.
Trees beginning 706' from DER, 203' right of centerline, up to 976' MSL.
Rwy 31, fence, terrain, vehicle on road beginning 4' from DER, 102' right of centerline, up to 10' AGL/971' MSL.
Terrain 175' from DER, 7' left of centerline, 953' MSL.
Trees beginning 557' from DER, 491' left of centerline, up to 1008' MSL.
Trees beginning 633' from DER, on and left of centerline, up to 1025' MSL.
Vehicle on road 875' from DER, 252' right of centerline, 972' MSL.
Vehicle on road 1071' from DER, 295' right of centerline, 977' MSL.
Tree, vehicle on road beginning 1224' from DER, 333' right of centerline, up to 1024' MSL.
Tree 1283' from DER, 827' right of centerline, 1028' MSL.
Trees beginning 1363' from DER, 754' right of centerline, up to 1030' MSL.
Trees beginning 1462' from DER, 742' right of centerline, up to 1038' MSL.
Tree 2553' from DER, 1016' right of centerline, 1042' MSL.
Trees beginning 2662' from DER, on centerline, up to 1047' MSL.
Trees beginning 2780' from DER, 3' left of centerline, up to 1039' MSL.
Tree 3316' from DER, 3' left of centerline, 1055' MSL.
Trees beginning 3338' from DER, 7' left of centerline, up to 1057' MSL.
Tree 3516' from DER, 1127' right of centerline, 1050' MSL.
Trees beginning 3536' from DER, 985' right of centerline, up to 1060' MSL.
Trees beginning 3643' from DER, 1012' right of centerline, up to 1064' MSL.
Trees beginning 3732' from DER, 1061' right of centerline, up to 1073' MSL.
Tree 4418' from DER, 282' left of centerline, 1061' MSL.

MELFA, VA

ACCOMACK COUNTY (MFV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 25OCT07 (07298) (FAA)

TAKEOFF OBSTACLE NOTES:

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

MIDDLETOWN, DE

SUMMIT (EVY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2B 20JUN19 (19171) (FAA)

TAKEOFF MINIMUMS:

Rwys 11, 29, NA-Environmental.
Rwy 35, 300-1⅛ or std. w/min. climb of 300' per NM to 400.

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees beginning 14' from DER, 474' right of centerline, up to 45' AGL/111' MSL.
Tree 1277' from DER, 395' right of centerline, 60' AGL/126' MSL.
Tree 1349' from DER, 661' right of centerline, 91' AGL/156' MSL.
Pole and catenary beginning 1379' from DER, 378' left of centerline, up to 34' AGL/101' MSL.
Tree 1627' from DER, 906' right of centerline, 97' AGL/160' MSL.
Trees beginning 1639' from DER, 384' right of centerline, up to 97' AGL/161' MSL.
Rwy 35, tree 39' from DER, 475' left of centerline, 50' AGL/115' MSL.
Traverse way 350' from DER, 404' right of centerline, 81' MSL.
Pole 357' from DER, 487' right of centerline, 43' AGL/104' MSL.
Trees beginning 381' from DER, 359' left of centerline, up to 53' AGL/119' MSL.
Poles and tree beginning 689' from DER, 28' right of centerline, up to 43' AGL/106' MSL.
Trees beginning 1380' from DER, 43' right of centerline, up to 67' AGL/127' MSL.
Trees and elevator beginning 1782' from DER, 194' right of centerline, up to 77' AGL/128' MSL.
Trees beginning 1970' from DER, 368' left of centerline, up to 61' AGL/127' MSL.
Tree 3473' from DER, 167' left of centerline, 88' AGL/157' MSL.
Transmission line 5084' from DER, 575' right of centerline, 178' AGL/243' MSL.
Tower 5086' from DER, 1066' right of centerline, 202' AGL/255' MSL.
Tower 5591' from DER, 1094' right of centerline, 169' AGL/257' MSL.
Transmission line 5734' from DER, 564' right of centerline, 170' AGL/245' MSL.

MONETA, VA

SMITH MOUNTAIN LAKE (W91)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 18SEP14 (14261) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, 400-2¼ or std. w/min. climb of 565' per NM to 1200.

DEPARTURE PROCEDURE:

Rwy 5, climb heading 054° to 2600 before proceeding on course.

Rwy 23, climb heading 234° to 1900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning abeam DER, 144' right of centerline, up to 100' AGL/1019' MSL.
Vehicles on road beginning 3' from DER, left and right of centerline, up to 15' AGL/1034' MSL.
Aircraft on taxiway, 132' left of centerline, up to 20' AGL/939' MSL.
Trees beginning 303' from DER, 211' left of centerline, up to 100' AGL/1039' MSL.
Trees beginning 3234' from DER, 44' right of centerline, up to 100' AGL/1119' MSL.
Trees beginning 2954' from DER, 83' left of centerline, up to 100' AGL/1099' MSL.
Rwy 23, trees beginning 13' from DER, 149' left of centerline, up to 100' AGL/979' MSL.
Vehicles on road beginning 19' from DER, left and right of centerline, up to 15' AGL/894' MSL.
Trees beginning 622' from DER, 316' right of centerline, up to 100' AGL/979' MSL.

NEWPORT NEWS, VA

NEWPORT NEWS/WILLIAMSBURG INTL (PHF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 26MAY16 (16147) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 2, REIL 15' from DER, 150' left of centerline, 43' MSL.
Tree and airport sign beginning 21' from DER, 259' left of centerline, up to 50' MSL.
Trees beginning 45' from DER, 386' right of centerline, up to 51' MSL.
Trees beginning 212' from DER, 375' right of centerline, up to 53' MSL.
Tree 366' from DER, 597' right of centerline, 55' MSL.
Tree 439' from DER, 487' right of centerline, 56' MSL.
Tree 689' from DER, 652' right of centerline, 60' MSL.
Pole 840' from DER, 625' left of centerline, 78' MSL.
Poles beginning 840' from DER, 522' left of centerline, up to 37' AGL/80' MSL.
Trees beginning 898' from DER, 723' right of centerline, up to 124' MSL.
Tree and pole beginning 935' from DER, 427' left of centerline, up to 131' MSL.
Trees beginning 1067' from DER, 253' right of centerline, up to 135' MSL.
Tree and pole beginning 1183' from DER, 498' right of centerline, up to 140' MSL.
Trees beginning 1399' from DER, 428' left of centerline, up to 150' MSL.
Trees beginning 1629' from DER, 413' right of centerline, up to 151' MSL.
Tree and t-l tower beginning 1704' from DER, 47' left of centerline, up to 156' MSL.
T-l towers and trees beginning 3347' from DER, 5' left of centerline, up to 163' MSL.
Rwy 7, signs beginning 55' from DER, 282' left of centerline, up to 8' AGL/42' MSL.
Tree 368' from DER, 588' left of centerline, 73' MSL.
Tree 1557' from DER, 906' right of centerline, 95' MSL.
Trees beginning 1557' from DER, 904' right of centerline, up to 96' MSL.
Tree 2279' from DER, 932' right of centerline, 99' MSL.
Trees beginning 2477' from DER, 909' right of centerline, up to 110' MSL.
Tree 3535' from DER, 1395' left of centerline, 140' MSL.
Trees beginning 3535' from DER, 1291' left of centerline, up to 141' MSL.
Trees beginning 3884' from DER, 965' left of centerline, up to 144' MSL.
Trees beginning 3927' from DER, 315' left of centerline, up to 147' MSL.
Trees beginning 3958' from DER, 235' left of centerline, up to 153' MSL.
Tree 4288' from DER, 454' right of centerline, 154' MSL.
T-l towers beginning 5621' from DER, 1337' left of centerline, up to 189' MSL.
Rwy 20, airport sign 41' from DER, 310' right of centerline, 39' MSL.
Bush 96' from DER, 290' left of centerline, 52' MSL.
Trees beginning 1038' from DER, 489' left of centerline, up to 90' MSL.
Trees beginning 2779 ' from DER, 1002' right of centerline, up to 111' MSL.
Rwy 25, tree 357' from DER, 563' right of centerline, 48' MSL.
Tree 539' from DER, 594' right of centerline, 59' MSL.
Trees beginning 623' from DER, 550' right of centerline, up to 71' MSL.
Tree 719' from DER, 580' right of centerline, 79' MSL.
Trees beginning 776' from DER, 581' right of centerline, up to 86' MSL.
Trees beginning 853' from DER, 600' right of centerline, up to 91' MSL.
Trees beginning 1021' from DER, 587' right of centerline, up to 97' MSL.
Tree 1046' from DER, 672' right of centerline, 112' MSL.
Tree 1121' from DER, 726' right of centerline, 115' MSL.
Tree 1121' from DER, 745' right of centerline, 119' MSL.
Trees beginning 1125' from DER, 335' right of centerline, up to 123' MSL.
Tree 3437' from DER, 1126' right of centerline, 139' MSL.

NE-3, 03 SEP 2026 to 29 OCT 2026

NEW MARKET, VA

NEW MARKET (8W2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 31MAY12 (12152) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, 1100-3 w/ min. climb of 376' per NM to 3700 or 2600-3 for climb in visual conditions.

Rwy 24, 1100-3 w/ min. climb of 290' per NM to 3700 or 2600-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 6, climb heading 048° to 3700 before proceeding on course or for climb in visual conditions: cross New Market airport at or above 3400 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

Rwy 24, climb heading 243° to 3700 before proceeding on course or for climb in visual conditions: cross New Market airport at or above 3400 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

Rwy 6, train beginning 2' from DER, 396' left of centerline, up to 23' AGL/1002' MSL.
Vehicles on road beginning 57' from DER, left and right of centerline, up to 15' AGL/994' MSL.
Trees beginning 754' from DER, 522' left of centerline, up to 100' AGL/1279' MSL.

Rwy 24, train beginning 11' from DER, 404' right of centerline, up to 23' AGL/1002' MSL.
Trees beginning 564' from DER, 257' right of centerline, up to 100' AGL/1319' MSL.

NORFOLK, VA

CHESAPEAKE RGNL (CPK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 09FEB12 (12040) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning 143' from DER, left and right of centerline, up to 100' AGL/108' MSL.

Rwy 23, trees beginning 153' from DER, left and right of centerline, up to 105' AGL/122' MSL.

HAMPTON ROADS EXEC (PVG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 18SEP14 (21224) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, std. w/min. climb of 210' per NM to 600, or alternatively with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER or 1700-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 2, climb heading 019° to 1600 before turning west.

Rwy 10, climb heading 102° to 1000 before proceeding on course, or for climb in visual conditions, cross Hampton Roads Exec airport at or above 1600 before proceeding on course. When executing VCOA, notify ATC prior to departure.

Rwy 20, climb heading 199° to 900 before turning North.

Rwy 28, climb heading 282° to 1500 before turning North.

TAKEOFF OBSTACLE NOTES:

Rwy 2, vehicles on roadway beginning 213' from DER, left and right of centerline, up to 15' AGL/39' MSL.
Trees beginning 663' from DER, left and right of centerline, up to 100' AGL/124' MSL.

Rwy 10, aircraft on taxiway beginning 9' from DER, 390' right of centerline, up to 26' AGL/49' MSL.
Bushes beginning 30' from DER, 156' right of centerline, up to 5' AGL/26' MSL.
Bushes beginning 96' from DER, 486' left of centerline, up to 12' AGL/33' MSL.
Trees beginning 2086' from DER, 19' left of centerline, up to 103' AGL/124' MSL.
Trees beginning 2103' from DER, 13' right of centerline, up to 113' AGL/134' MSL.

Rwy 20, aircraft on taxiway and buildings beginning 11' from DER, 144' right of centerline, up to 40' AGL/50' MSL.
Vehicles on roadway beginning 97' from DER, 14' left of centerline, up to 23' AGL/47' MSL.
Trains on railroad tracks and trees beginning 333' from DER, 571' left of centerline, up to 100' AGL/124' MSL.
Trains on railroad tracks and trees beginning 796' from DER, 90' right of centerline, up to 100' AGL/124' MSL.

Rwy 28, trees beginning 2267' from DER, 1071' left of centerline, up to 100' AGL/121' MSL.
Trees beginning 3793' from DER, 408' left of centerline, up to 113' AGL/134' MSL.

NORFOLK INTL (ORF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 19MAR26 (26078) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, sign 82' from DER, 301' left of centerline, 11' AGL/19' MSL.
Vegetation 132' from DER, 280' right of centerline, 22' MSL.
Vegetation 150' from DER, 314' left of centerline, 24' MSL.
Tree 1398' from DER, 292' right of centerline, 50' MSL.
Tree 1457' from DER, 773' right of centerline, 70' MSL.
Tree 1521' from DER, 854' right of centerline, 92' MSL.
Trees beginning 1540' from DER, 626' right of centerline, up to 94' MSL.
Pole 2696' from DER, 1063' left of centerline, 87' AGL/91' MSL.
Pole, tower beginning 2904' from DER, 772' right of centerline, up to 89' AGL/97' MSL.
Tower 2938' from DER, 1255' left of centerline, 89' AGL/93' MSL.
Ship 3575' from DER, 841' left of centerline, 110' AGL/110' MSL.
Towers, ships beginning 3987' from DER, 668' left of centerline, up to 145' AGL/146' MSL.
Tower 4116' from DER, 1584' right of centerline, 127' AGL/131' MSL.
Vessels on water 5366' from DER, 1492' left of centerline, 160' AGL/161' MSL.

CON'T

NE-3, 03 SEP 2026 to 29 OCT 2026

NORFOLK, VA (CON'T)

NORFOLK INTL (ORF) (CON'T)

Rwy 23, light poles 9' from DER, 4' left of centerline, 1' AGL/19' MSL.
Vehicle on road 127' from DER, 508' left of centerline, 31' MSL.
Tree 570' from DER, 610' left of centerline, 48' MSL.
Tree 693' from DER, 573' left of centerline, 52' MSL.
Trees, pole beginning 772' from DER, 38' left of centerline, up to 88' MSL.
Pole 1009' from DER, 647' right of centerline, 60' AGL/70' MSL.
Tree 1979' from DER, 38' right of centerline, 75' MSL.
Tree, pole beginning 2002' from DER, 103' right of centerline, up to 78' MSL.
Tree 2199' from DER, 36' right of centerline, 82' MSL.
Tree 3455' from DER, 447' left of centerline, 113' MSL.
Tree 3639' from DER, 995' left of centerline, 118' MSL.

NORFOLK NS (CHAMBERS FLD) (KNGU)

NORFOLK, VA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 22JAN26 (26022) (USN)

TAKEOFF MINIMUMS:

Rwy 10, ATC restriction to de-conflict with ORF traffic, std w/min CG 400'/NM to 500' MSL, if unable advise ATC.
Rwy 28, 500-2¼, or std w/min climb of 260'/NM to 600.

TAKEOFF OBSTACLE NOTES:

Rwy 10, trees with a maximum height of 120' within 2500' of DER.
Rwy 28, cranes 1.3 NM from DER, 1600' left to 2000' right of centerline, 215' MSL.
Cranes 1.3 NM from DER, 2000' to 4000' right of centerline, 245' MSL.
Twr 2323' from DER, 745' left of centerline, 70' AGL/72' MSL.

NORFOLK NS HELIPORT (KNHU)

NORFOLK, VA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 30NOV23 (23334) (USN)

TAKEOFF MINIMUMS:

H01, std w/min climb of 500'/NM to 500.

DEPARTURE PROCEDURE:

Diverse departures NA.

OAKLAND, MD

GARRETT COUNTY (2G4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10APR08 (08101) (FAA)

TAKEOFF OBSTACLE NOTES:

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

OCEAN CITY, MD

OCEAN CITY MUNI (OXB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 30NOV23 (23334) (FAA)

TAKEOFF MINIMUMS:

Rwy 2, 300-1 or std w/min climb of 275'/NM to 300.
Rwy 32, 400-2 or std w/min climb of 275'/NM to 500.

TAKEOFF OBSTACLE NOTES:

Rwy 2, light poles 9' from DER, 16' right of centerline, 2' AGL/13' MSL.
Light poles 9' from DER, 16' left of centerline, 2' AGL/13' MSL.
Tree 1008' from DER, 554' right of centerline, 66' MSL.
Trees beginning 1029' from DER, 518' left of centerline, up to 104' MSL.
Trees, pole beginning 1096' from DER, 442' right of centerline, up to 77' MSL.
Trees, pole beginning 1163' from DER, 17' left of centerline, up to 107' MSL.
Trees beginning 1373' from DER, 173 ' right of centerline, up to 92' MSL.
Tree 1633' from DER, 389' right of centerline, 93' MSL.
Trees beginning 1649' from DER, 25' right of centerline, up to 99' MSL.
Trees beginning 2907' from DER, 39' right of centerline, up to 109 ' MSL.
Trees beginning 3238' from DER, 56' right of centerline, up to 114' MSL.
Tank 4707' from DER, 1599' right of centerline, 160' AGL/169' MSL.
Water tower, tower beginning 4707' from DER, 1598' right of centerline, up to 162' AGL/170' MSL.
CON'T

NE-3, 03 SEP 2026 to 29 OCT 2026

OCEAN CITY, MD (CON'T)

OCEAN CITY MUNI (OXB) (CON'T)

Rwy 20, trees beginning at DER, 216' right of centerline, up to 52' MSL.
Tree 179' from DER, 476' left of centerline, 33' MSL.
Tree 187' from DER, 518' left of centerline, 43' MSL.
Trees beginning 332' from DER, 457' left of centerline, up to 48' MSL.
Trees beginning 596' from DER, 298' left of centerline, up to 56' MSL.
Trees beginning 604' from DER, 224' right of centerline, up to 56' MSL.
Trees beginning 1267' from DER, 620' right of centerline, up to 76' MSL.
Trees beginning 1420' from DER, 3' right of centerline, up to 80' MSL.
Tree 1722' from DER, 250' left of centerline, 63' MSL.
Rwy 32, tree 353' from DER, 550' left of centerline, 52' MSL.
Tree, pole beginning 557' from DER, 544' left of centerline, up to 58' MSL.
Poles beginning 725' from DER, 492' left of centerline, up to 50' AGL/61' MSL.
Tree 1214' from DER, 73' right of centerline, 72' MSL.
Trees beginning 1236' from DER, 139' left of centerline, up to 78' MSL.
Tree 1252' from DER, 257' right of centerline, 83' MSL.
Trees beginning 1339' from DER, 66' right of centerline, up to 100' MSL.
Trees beginning 1355' from DER, 551' left of centerline, up to 80' MSL.
Tree, pole beginning 1384' from DER, 65' left of centerline, up to 82' MSL.
Trees beginning 1432' from DER, 180' left of centerline, up to 86' MSL.
Trees beginning 1477' from DER, 53' right of centerline, up to 107' MSL.
Tree 1563' from DER, 374' left of centerline, 89' MSL.
Trees beginning 1564' from DER, 5' left of centerline, up to 92' MSL.
Trees beginning 1682' from DER, 63' left of centerline, up to 105' MSL.
Antenna, tower beginning 1.6 NM from DER, 928' right of centerline, up to 352' AGL/358' MSL.

OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

VIRGINIA BEACH, VA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 27JAN22 (22083) (USN)

TAKEOFF OBSTACLE NOTES:

Rwy 5L, trees 3707' from DER, 98' right of centerline, 91' AGL/114' MSL.
Rwy 5R, trees 3706' from DER, 602' left of centerline, 91' AGL/114' MSL.
Trees 966' from DER, 598' right of centerline, 0' AGL/47' MSL.
Rwy 14R, trees 286' from DER, 527' right of centerline, 45' MSL.
Rwy 32L, terrain 0' from DER, 500' left of centerline, 20' MSL.
Trees 2792' from DER, 6' left of centerline, 89' AGL/104' MSL.
Rwy 32R, terrain 0' from DER, 484' right of centerline, 20' MSL.
Trees 2791' from DER, 709' left of centerline, 89' AGL/104' MSL.

ORANGE, VA

ORANGE COUNTY (OMH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 29MAY14 (14149) (FAA).

DEPARTURE PROCEDURE:

Rwy 8, climb heading 075° to 1500 before turning left.
Rwy 26, climb heading 255° to 2000 before turning.

TAKEOFF OBSTACLE NOTES:

Rwy 8, terrain, trees and poles beginning 103' from DER, 361' right of centerline, up to 126' AGL/576' MSL.
Terrain, trees and poles beginning 404' from DER, 600' left of centerline, up to 101' AGL/581' MSL.
Rwy 26, terrain, trees, and poles beginning 14' from DER, 429' right of centerline, up to 101' AGL/559' MSL.
Vehicle on road 378' from DER, 406' right of centerline, 17' AGL/463' MSL.
Terrain, trees, poles, building and catenary beginning 101' from DER, 888' left of centerline, up to 102' AGL/522' MSL.

PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

PATUXENT RIVER, MD

TAKEOFF MINIMUMS AND (OBSTACLE)DEPARTURE PROCEDURES

AMDT 1 07AUG25 (25219) (USN)

DEPARTURE PROCEDURE:

Rwy 24, std w/min climb of 214'/NM to 500 or 300-1½. Alternatively, with std takeoff mins and a std 200'/NM climb gradient takeoff must occur no later than 1400' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 14, trees 158' from DER, 234' left of centerline, 90' AGL/100' MSL.
Rwy 24, twr 3' from DER, 259' right of centerline, 2' AGL/47' MSL.
Terrain 1 NM from DER, 1839' left of centerline, 212' MSL.

PETERSBURG, VA

TRI CITIES EXEC/DINWIDDIE COUNTY (PTB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 25APR19 (22363) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, fence 160' from DER, 472' right of centerline, 13' AGL/196' MSL.
Tree 910' from DER, 705' left of centerline, 244' MSL.
Tree 1855' from DER, 551' left of centerline, 252' MSL.
Tree 2342' from DER, 600' left of centerline, 254' MSL.
Rwy 23, fence 10' from DER, 475' left of centerline, 10' AGL/199' MSL.
Tree 819' from DER, 658' left of centerline, 253' MSL.
Tree 1040' from DER, 643' left of centerline, 265' MSL.
Tree 1452' from DER, 802' left of centerline, 276' MSL.
Trees beginning 2614' from DER, 534' right of centerline, up to 276' MSL.
Trees beginning 3145' from DER, 69' right of centerline, up to 289' MSL.
Tree 3151' from DER, 527' left of centerline, 281' MSL.

PHILLIPS AAF (ABERDEEN PROVING GROUND) (KAPG)

ABERDEEN, MD

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 15JUN23 (26162) (USA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, vehicle on road 1059' from DER, on centerline, 10' AGL/86' MSL.
Rwy 22, vehicle on road 234' from DER, 27' right of centerline, 10' AGL/49' MSL.

QUANTICO MCAF (TURNER FLD) (KNYG)

QUANTICO, VA

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 2 27NOV25 (25331) (USN)

Rwy 2, hdgs as assigned by ATC between 026° CW 206° within 9 NM; requires min climb of 302'/NM to 600.
Rwy 20, hdgs as assigned by ATC between 206° CCW to 026° within 9 NM; requires min climb of 234'/NM to 600.

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 27NOV25 (25331) (USN)

DEPARTURE PROCEDURE:

Rwy 2, diverse departures authorized only from 026° CW to 206°, w/min climb of 302'/NM to 600.
Rwy 20, diverse departures authorized only from 206° CW to 026°, w/min climb of 234'/NM to 600.

TAKEOFF OBSTACLE NOTES:

Rwy 2, terrain 0' from DER, 500' left of cntrln, 16' MSL.
Bldgs 57' from DER, 411' left of cntrln, 26' MSL.
Bldgs 64' from DER, 260' left of cntrln, 22' MSL.
Camera pole 115' from DER, 192' left of cntrln, 23' MSL.
Light poles 158' from DER, 265' left of cntrln, 31' MSL.
Trees 821' from DER, 302' left of cntrln, 52' MSL.
Brush 909' from DER, 91' right of cntrln, 43' MSL.
Brush 1025' from DER, 96' left of cntrln, 42' MSL.
Pylon 2457' from DER, 799' left of cntrln, 100' MSL.
Light pole 3078' from DER, 1139' left of cntrln, 116' MSL.
Twr 3081' from DER, 1139' left of cntrln, 121' MSL.
Terrain 4142' from DER, 802' left of cntrln, 154' MSL.
Rwy 20, terrain 0' from DER, 500' left of cntrln, 25' MSL.
Terrain 0' from DER, 500' right of cntrln, 33' MSL.
Electric box 7' from DER, 283' right of cntrln, 13' MSL.
Camera pole 9' from DER, 457' right of cntrln, 29' MSL.
Brush 287' from DER, 439' right of cntrln, 33' MSL.
Jetty 393' from DER, 273' right of cntrln, 27' MSL.

QUINTON, VA

NEW KENT COUNTY (W96)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 19SEP13 (13262) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 11, trees beginning abeam DER, 189' right of centerline, up to 100' AGL/199' MSL.
Trees beginning abeam DER, 113' left of centerline, up to 100' AGL/209' MSL.
Trees beginning 257' from DER, left and right of centerline, up to 100' AGL/199' MSL.
Rwy 29, trees beginning abeam DER, 183' right of centerline, up to 100' AGL/189' MSL.
Trees beginning abeam DER, 209' left of centerline, up to 100' AGL/219' MSL.
Fence 246' from DER, 8' AGL/127' MSL.
Trees beginning 247' from DER, 153' right of centerline up to 100' AGL/199' MSL.
Vehicles on roadway 269' from DER, left and right of centerline, 15' AGL/134' MSL.
Trees beginning 396' from DER, 5' right of centerline, up to 100' AGL/239' MSL.

RICHLANDS, VA

TAZEWELL COUNTY (JFZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 15DEC11 (11349) (FAA)

TAKEOFF MINIMUMS:

Rwy 7, std. w/min. climb of 630' per NM to 3200 or 300-1½ w/ min. climb of 235' per NM to 5000 or 2000-2½ for climb in visual conditions.

Rwy 25, std. w/min. climb of 713' per NM to 2900 or 300-1 w/ min. climb of 220' per NM to 5000 or 2000-2 ½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 7, climb heading 072° to 5000 before proceeding on course, or for climb in visual conditions: cross Tazewell County airport at or above 4500 before proceeding on course. When executing VCOA, notify ATC prior to departure.

Rwy 25, climb heading 252° to 5000 before proceeding on course or for climb in visual conditions: cross Tazewell County airport at or above 4500 before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

Rwy 7, rising terrain beginning at DER, left and right of centerline, up to 2773' MSL.
Vehicles on road beginning at DER, 425' right of centerline, up to 15' AGL/2682' MSL.
Trees beginning at DER, left and right of centerline, up to 100' AGL/2939' MSL.
Rwy 25, trees beginning 116' from DER, left and right of centerline, up to 100' AGL/2828' MSL.
DME facility 176' from DER, 256' left of centerline, 28' AGL/2668' MSL.
Fence beginning 566' from DER, 363' left of centerline, up to 10' AGL/2734' MSL.
Rising terrain beginning 620' from DER, 361' left of centerline, up to 2669' MSL.

RICHMOND, VA

RICHMOND EXEC/CHESTERFIELD COUNTY (FCI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 02MAY13 (21336) (FAA)

DEPARTURE PROCEDURE:

Rwy 33, climb heading 316° to 2000 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 15, vehicles on roadway and trees beginning abeam DER, 260' right of centerline, up to 59' AGL/260' MSL.
Trees beginning 99' from DER, 266' left of centerline, up to 57' AGL/258' MSL.
Rwy 33, rising terrain, trees and pole beginning 62' from DER, 29' right of centerline, up to 37' AGL/278' MSL.
Trees beginning 1844' from DER, 660' left of centerline, up to 95' AGL/306' MSL.

RICHMOND INTL (RIC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 05DEC19 (19339) (FAA)

TAKEOFF MINIMUMS:

Rwy 2, 300-1¼ or std. w/min. climb of 230' per NM to 400, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 2, lighting 40' from DER, 115' left of centerline, 4' AGL/168' MSL.
Lighting 40' from DER, 115' right of centerline, 3' AGL/168' MSL.
Sign, lighting beginning 47' from DER, 204' right of centerline, up to 4' AGL/169' MSL.
Tree 2340' from DER, 335' left of centerline, 224' MSL.
Tree 2360' from DER, 327' left of centerline, 229' MSL.
Trees beginning 2377' from DER, 316' left of centerline, up to 235' MSL.
Tree 2460' from DER, 813' right of centerline, 232' MSL.
Trees beginning 2483' from DER, 201' left of centerline, up to 236' MSL.
Trees beginning 2540' from DER, 993' right of centerline, up to 241' MSL.
Tree 2557' from DER, 959' right of centerline, 245' MSL.
Trees beginning 2623' from DER, 42' right of centerline, up to 253' MSL.
Trees beginning 2643' from DER, 1' left of centerline, up to 249' MSL.
Trees beginning 2916' from DER, 17' right of centerline, up to 259' MSL.
Trees beginning 3051' from DER, 37' left of centerline, up to 251' MSL.
Trees beginning 3135' from DER, 357' right of centerline, up to 263' MSL.
Trees beginning 3382' from DER, 462' right of centerline, up to 270' MSL.
Trees beginning 3385' from DER, 119' right of centerline, up to 275' MSL.
Tree 3428' from DER, 368' left of centerline, 252' MSL.
Tower 5423' from DER, 1710' left of centerline, 157' AGL/321' MSL.
Rwy 16, lighting 2' from DER, 80' right of centerline, 2' AGL/161' MSL.
Lighting 2' from DER, 80' left of centerline, 2' AGL/161' MSL.
Trees beginning 1671' from DER, 776' right of centerline, up to 214' MSL.
Tree 2873' from DER, 1218' left of centerline, 241' MSL.
Rwy 20, lighting 3' from DER, 5' right of centerline, 1' AGL/160' MSL.
Lighting 4' from DER, 4' left of centerline, 1' AGL/160' MSL.
Building 724' from DER, 680' right of centerline, 35' AGL/195' MSL.
Building 816' from DER, 654' right of centerline, up to 53' AGL/212' MSL.
Tree 2304' from DER, 1111' right of centerline, 219' MSL.
Trees beginning 2367' from DER, 986' left of centerline, up to 241' MSL.
Trees beginning 2567' from DER, 724' right of centerline, up to 253' MSL.
Tree 2616' from DER, 1189' right of centerline, 257' MSL.
CON'T

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

RICHMOND, VA (CON'T)

RICHMOND INTL (RIC) (CON'T)

Rwy 20 (CON'T), tree, pole beginning 2637' from DER, 281' right of centerline, up to 264' MSL.
Trees beginning 3013' from DER, 1046' left of centerline, up to 251' MSL.
Rwy 34, lighting beginning 1' from DER, 4' left of centerline, up to 1' AGL/168' MSL.
Terrain 3' from DER, 6' right of centerline, 167' MSL.
Sign 40' from DER, 413' right of centerline, 3' AGL/168' MSL.
Pole 1262' from DER, 732' left of centerline, 41' AGL/200' MSL.
Tree 2256' from DER, 1090' right of centerline, 231' MSL.
Trees beginning 2458' from DER, 952' left of centerline, up to 240' MSL.
Tree 2602' from DER, 998' left of centerline, 250' MSL.
Tree 2604' from DER, 1172' left of centerline, 251' MSL.
Trees beginning 2674' from DER, 952' left of centerline, up to 252' MSL.

RICHMOND/ASHLAND, VA

HANOVER COUNTY MUNI (OFP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 30JAN20 (20030) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 34, tree 410' from DER, 567' left of centerline, 278' MSL.
Tree 1125' from DER, 750' left of centerline, 279' MSL.
Trees beginning 1402' from DER, 445' right of centerline, up to 290' MSL.
Tree 1502' from DER, 774' left of centerline, 292' MSL.
Trees beginning 1836' from DER, 739' left of centerline, up to 293' MSL.
Trees beginning 2731' from DER, 487' right of centerline, up to 304' MSL.

RIDGELY, MD

GOODEN AIRPARK (RJD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 02AUG07 (21168) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 12, multiple trees beginning 592' from DER, 6' left of centerline, up to 100' AGL/160' MSL.
Multiple trees beginning 239' from DER, 338' right of centerline, up to 100' AGL/160' MSL.

ROANOKE, VA

ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (ROA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 11A 15AUG19 (22027) (FAA)

TAKEOFF MINIMUMS:
Rwy 6, std. w/min. climb of 585' per NM to 3000 or 2600-3 for climb in visual conditions.
Rwy 16, std. w/min. climb of 340' per NM to 3300 or 2600-3 for climb in visual conditions.
Rwy 24, std. w/min. climb of 365' per NM to 5100, or 2600-3 for climb in visual conditions.
Rwy 34, NA-Obstacles.

DEPARTURE PROCEDURE:
Rwy 6, climb on heading 058° to 3200 before proceeding on course.
Rwy 16, climb on heading 156° to 3000 before proceeding on course.
Rwy 24, climb on heading 238° to 3000 before proceeding on course.

VCOA:
Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Roanoke/Blacksburg Rgnl (Woodrum Fld) at or above 3600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 6, trees and bushes beginning 88' from DER, 340' right of centerline, up to 59' AGL/1159' MSL.
Trees 238' from DER, 540' right of centerline, up to 71' AGL/1171' MSL.
Trees beginning 1536' from DER, 298' right of centerline, up to 100' AGL/1219' MSL.
Trees beginning 2.7 NM from DER, 2645' left of centerline, up to 84' AGL/1864' MSL.
Trees beginning 2.8 NM from DER, 2912' left of centerline, up to 51' AGL/2271' MSL.
Towers beginning 2.9 NM from DER, 3455' left of centerline, up to 216' AGL/2407' MSL.
Rwy 16, sign 40' from DER, 252' left of centerline, 18' AGL/1144' MSL.
Trees on hilltop 1.1 NM from DER, 2211' left of centerline, up to 56' AGL/1336' MSL.
Rwy 24, sign 42' from DER, 249' left of centerline, 13' AGL/1154' MSL.
Tree 2872' from DER, 1246' left of centerline, 92' AGL/1232' MSL.

SALISBURY, MD

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 18NOV10 (10322) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 5, terrain and trees beginning 21' from DER, right and left of centerline, up to 100' AGL/148' MSL.
Poles beginning 1213' from DER, 664' right of centerline, up to 36' AGL/85' MSL.
Antenna on building 1388' from DER, 49' left of centerline, 36' AGL/86' MSL.
Rwy 14, trees beginning 1539' from DER, right and left of centerline, up to 100' AGL/153' MSL.
CON'T

NE-3, 03 SEP 2026 to 29 OCT 2026

SALISBURY, MD (CON'T)

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY) (CON'T)

Rwy 23, trees beginning 22' from DER, right and left of centerline, up to 100' AGL/163' MSL.
Vehicles on road beginning 220' from DER, right and left of centerline, up to 17' AGL/60' MSL.
Antenna on building 1141' from DER, 304' right of centerline, 47' AGL/83' MSL.
Rwy 32, trees beginning 14' from DER, right and left of centerline, up to 100' AGL/134' MSL.
Hangars beginning 121' from DER, 510' left of centerline, up to 23' AGL/72' MSL.
Trailer 396' from DER, 275' left of centerline, 10' AGL/59' MSL.

SALUDA, VA

HUMMEL FLD (W75)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 26DEC24 (24361) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 1, trees 141' from DER, 311' left of centerline, 100' AGL/120' MSL.
Trees beginning 142' from DER, 69' left of centerline, up to 100' AGL/123' MSL.
Trees beginning 143' from DER, 168' right of centerline, up to 100' AGL/120' MSL.
Trees beginning 752' from DER, 158' right of centerline, up to 100' AGL/123' MSL.
Rwy 19, trees 41' from DER, 429' left of centerline, 100' AGL/127' MSL.
Trees, building, transmission line beginning 43' from DER, 64' left of centerline, up to 100' AGL/130' MSL.
Trees beginning 44' from DER, 49' right of centerline, up to 100' AGL/130' MSL.
Trees, transmission line beginning 957' from DER, 6' right of centerline, up to 100' AGL/133' MSL.
Trees, transmission line beginning 1256' from DER, 193' left of centerline, up to 100' AGL/133' MSL.
Trees beginning 3072' from DER, 205' left of centerline, up to 100' AGL/137' MSL.

SOUTH BOSTON, VA

WILLIAM M TUCK (W78)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3B 14JUL22 (22195) (FAA)

TAKEOFF MINIMUMS:
Rwy 1, 300-1.
Rwys 6, 24, NA.

TAKEOFF OBSTACLE NOTES:
Rwy 1, tree, terrain beginning 17' from DER, 352' right of centerline, up to 470' MSL.
Tree, terrain, antenna, building beginning 52' from DER, 359 ' right of centerline, up to 484' MSL.
Vegetation beginning 111' from DER, 188' left of centerline, up to 432' MSL.
Vegetation beginning 138' from DER, 225' left of centerline, up to 434' MSL.
Trees beginning 197' from DER, 481' right of centerline, up to 487' MSL.
Trees, terrain, buildings beginning 240' from DER, 115' right of centerline, up to 496' MSL.
Vegetation 300' from DER, 329' left of centerline, 435' MSL.
Tower, trees, building, vegetation beginning 334' from DER, 230' left of centerline, up to 72' AGL/501' MSL.
Tree 536' from DER, 537' right of centerline, 504' MSL.
Trees, terrain, poles, vehicles on roads, building beginning 550' from DER, 6' right of centerline, up to 510' MSL.
Trees, vegetation, pole beginning 846' from DER, 26' left of centerline, up to 505' MSL.
Tree, pole, vegetation, vehicles on roads beginning 921' from DER, 7' left of centerline, up to 518' MSL.
Trees, poles beginning 1352' from DER, 42' left of centerline, up to 522' MSL.
Trees beginning 2423' from DER, 749' right of centerline, up to 513' MSL.
Trees beginning 2554' from DER, 802' right of centerline, up to 518' MSL.
Tree 2679' from DER, 832' right of centerline, 519' MSL.
Trees beginning 2733' from DER, 708' right of centerline, up to 525' MSL.
Tree 2741' from DER, 1163' left of centerline, 528' MSL.
Trees beginning 2801' from DER, 67' left of centerline, up to 536' MSL.
Trees beginning 2857' from DER, 663' right of centerline, up to 527' MSL.
Trees beginning 2996' from DER, 335' right of centerline, up to 532' MSL.
Trees beginning 3111' from DER, 1168' left of centerline, up to 538' MSL.
Trees beginning 3147' from DER, 544' left of centerline, up to 553' MSL.
Trees beginning 3255' from DER, 948' left of centerline, up to 555' MSL.
Trees beginning 3275' from DER, 535' left of centerline, up to 561' MSL.
Rwy 19, tree 39' from DER, 307' right of centerline, 405' MSL.
Trees beginning 42' from DER, 278' right of centerline, up to 411' MSL.
Trees beginning 415' from DER, 337' right of centerline, up to 430' MSL.
Trees beginning 457' from DER, 337' right of centerline, up to 433' MSL.
Trees beginning 509' from DER, 451' left of centerline, up to 398' MSL.
Tree 694' from DER, 454' left of centerline, 403' MSL.

NE-3, 03 SEP 2026 to 29 OCT 2026

SOUTH HILL, VA

MECKLENBURG-BRUNSWICK RGNL (AVC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 29JUL10 (10210) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, train on tracks 118' from DER, 514' left of centerline, 23' AGL/452' MSL.
Trees beginning 181' from DER, 408' left of centerline, up to 80' AGL/500' MSL.
Trees beginning 1858' from DER, 600' right of centerline, up to 71' AGL/500' MSL.
Rwy 19, trees beginning 191' from DER, 13' left of centerline, up to 77' AGL/457' MSL.
Trees beginning 1176' from DER, 57' right of centerline, up to 76' AGL/500' MSL.

STAFFORD, VA

WASHINGTON EXEC/STAFFORD RGNL (RMN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 16MAY24 (26134) (FAA)

TAKEOFF MINIMUMS:

Rwy 33, 300-1⅝ or std w/min climb of 404'/NM to 500.

TAKEOFF OBSTACLE NOTES:

Rwy 15, light poles 9' from DER, 10' right of centerline, 2' AGL/174' MSL.
Tree 136' from DER, 495' left of centerline, 184' MSL.
Tree 225' from DER, 467' left of centerline, 192' MSL.
Tree 450' from DER, 496' left of centerline, 206' MSL.
Tree 596' from DER, 535' right of centerline, 202' MSL.
Trees beginning 718' from DER, 498' right of centerline, up to 203' MSL.
Tree 1999' from DER, 907' left of centerline, 238' MSL.
Rwy 33, NAVAID 3' from DER, on and left of centerline, 6' AGL/224' MSL.
Tree 11' from DER, 192' right of centerline, 230' MSL.
Trees beginning 35' from DER, 234' right of centerline, up to 248' MSL.
Trees beginning 110' from DER, 295' right of centerline, up to 253' MSL.
NAVAID 119' from DER, 237' left of centerline, 16' AGL/229' MSL.
Tree, terrain beginning 261' from DER, 26' right of centerline, up to 255' MSL.
Tree 359' from DER, 496' left of centerline, 259' MSL.
Tree 364' from DER, 472' left of centerline, 264' MSL.
Tree, terrain beginning 443' from DER, 61 ' left of centerline, up to 268' MSL.
Trees, terrain beginning 582' from DER, 59' left of centerline, up to 269' MSL.
Terrain, tree beginning 759' from DER, 142' right of centerline, up to 257' MSL.
Trees, terrain beginning 781' from DER, 105' left of centerline, up to 283' MSL.
Terrain beginning 841' from DER, 243' right of centerline, up to 259' MSL.
Tree, terrain beginning 870' from DER, 26' right of centerline, up to 264' MSL.
Terrain beginning 962' from DER, 133' right of centerline, up to 265' MSL.
Terrain beginning 1042' from DER, 278' right of centerline, up to 268' MSL.
Terrain, tree beginning 1083' from DER, 34' right of centerline, up to 9' AGL/278' MSL.
Trees, terrain, pole beginning 1163' from DER, 42' right of centerline, up to 293' MSL.
Trees beginning 1431' from DER, 196' left of centerline, up to 298' MSL.
Tree 1592' from DER, 458' left of centerline, 306' MSL.
Trees beginning 1602' from DER, 134' left of centerline, up to 309' MSL.
Trees beginning 2349' from DER, 10' left of centerline, up to 310' MSL.
Trees beginning 2408' from DER, 88' left of centerline, up to 325' MSL.
Trees beginning 2431' from DER, 67' right of centerline, up to 315' MSL.
Trees beginning 2533' from DER, 1045' left of centerline, up to 327' MSL.
Trees beginning 2597' from DER, 135' left of centerline, up to 336' MSL.
Trees beginning 2740' from DER, 223' right of centerline, up to 353' MSL.
Trees beginning 2771' from DER, 25' left of centerline, up to 342' MSL.
Trees beginning 2860' from DER, 101' right of centerline, up to 360' MSL.
Trees beginning 2962' from DER, 866' left of centerline, up to 347' MSL.
Trees beginning 2975' from DER, 49' left of centerline, up to 354' MSL.
Trees beginning 3089' from DER, 538' right of centerline, up to 366' MSL.
Trees beginning 3162' from DER, 1151' right of centerline, up to 374' MSL.
Trees beginning 3211' from DER, 43' right of centerline, up to 381' MSL.
Trees beginning 3887' from DER, 550' left of centerline, up to 360' MSL.
Trees beginning 4112' from DER, 169' left of centerline, up to 363' MSL.
Trees beginning 4235' from DER, 6' left of centerline, up to 373' MSL.
Tree 5392' from DER, 946' left of centerline, 377' MSL.
Trees beginning 5426' from DER, 230' left of centerline, up to 387' MSL.
Tree 5880' from DER, 1881' right of centerline, 382' MSL.
Tree 5935 ' from DER, 1528' right of centerline, 384' MSL.
Trees beginning 5968' from DER, 1432' right of centerline, up to 389' MSL.
Trees beginning 1 NM from DER, 11' right of centerline, up to 406' MSL.
Trees beginning 1 NM from DER, 55' left of centerline, up to 402' MSL.
Trees beginning 1.1 NM from DER, 376' left of centerline, up to 415' MSL.
Tower 1.3 NM from DER, 356' left of centerline, 151' AGL/467' MSL.
Antenna 1.3 NM from DER, 350' left of centerline, 152' AGL/468' MSL.

NE-3, 03 SEP 2026 to 29 OCT 2026

STAUNTON/WAYNESBORO/HARRISONBURG, VA

SHENANDOAH VALLEY RGNL (SHD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6A 11AUG22 (24137) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, std w/min climb of 285' per NM to 3800 or 2200-3 for VCOA.

Rwy 23, std. or 2200-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 5, climb heading 047° to 3400 before turning right.

Rwy 23, climb heading 227° to 4400 before proceeding on course.

VCOA:

Rwys 5, 23, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Shenandoah Valley Rgnl airport at or above 3300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5, tree 1812' from DER, 971' right of centerline, 1247' MSL.
Tree 1887' from DER, 893' right of centerline, 1253' MSL.
Tree 2052' from DER, 1025' right of centerline, 1257' MSL.
Tree 2159' from DER, 928' right of centerline, 1259' MSL.
Tree 2271' from DER, 928' right of centerline, 1265' MSL.
Rwy 23, general utility 11' from DER, 98' right of centerline, 3' AGL/1176' MSL.
Tree 595' from DER, 647' left of centerline, 1195' MSL.
Tree 693' from DER, 620' left of centerline, 1216' MSL.
Tree 807' from DER, 647' left of centerline, 1222' MSL.
Trees beginning 920' from DER, 597' left of centerline, up to 60' AGL/1231' MSL.
Tree 1115' from DER, 670' left of centerline, 57' AGL/1237' MSL.
Trees beginning 1198' from DER, 497' left of centerline, up to 57' AGL/1240' MSL.
Tree 3379' from DER, 1394' left of centerline, 1266' MSL.
Tree 5409' from DER, 1586' left of centerline, 1310' MSL.
Tree 5523' from DER, 1521' left of centerline, 1317' MSL.

STEVENSVILLE, MD

BAY BRIDGE (W29)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10NOV16 (16315) (FAA)

TAKEOFF MINIMUMS:

Rwy 29, 400-2¾ or std. w/min. climb of 220' per NM to 500.

TAKEOFF OBSTACLE NOTES:

Rwy 11, tree 109' from DER, 513' right of centerline, 71' MSL.
Tree, parking lot, vehicles on road, building, and sign beginning 150' from DER, 23' right of centerline, up to 79' MSL.
Tree 193' from DER, 488' left of centerline, 25' MSL.
Tree 221' from DER, 489' left of centerline, 27' MSL.
Pole and tree beginning 318' from DER, 157' left of centerline, up to 37' MSL.
Tree and vehicles on road beginning 350' from DER, 54' left of centerline, up to 44' MSL.
Pole, vehicles on road, and tree beginning 611' from DER, 120' left of centerline, up to 51' MSL.
Pole and tree beginning 751' from DER, 334' left of centerline, up to 54' MSL.
Pole and tree beginning 876' from DER, 445' left of centerline, up to 83' MSL.
Pole, tree, and building beginning 1195' from DER, 22' left of centerline, up to 87' MSL.
Tree 2141' from DER, 53' left of centerline, 90' MSL.
Rwy 29, windsock 14' from DER, 161' left of centerline, 18' MSL.
Trees beginning 17' from DER, 329' left of centerline, up to 46' MSL.
Tree 93' from DER, 502' left of centerline, 52' MSL.
Bridge 2.2 NM from DER, 3052' right of centerline, 377' AGL/377' MSL.

SUFFOLK, VA

SUFFOLK EXEC (SFQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 02MAY13 (22083) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 4' from DER, 462' right and 428' left of centerline, up to 100' AGL/173' MSL.
Trees beginning 1052' from DER, 783' right and 554' left of centerline, up to 100' AGL/173' MSL.
Transmission poles and T-L towers beginning 1291' from DER, 600' right of centerline, up to 65' AGL/130' MSL.
Rwy 7, trees beginning 10' from DER, 541' right and 400' left of centerline, up to 100' AGL/161' MSL.
Trees beginning 1004' from DER 689' right of and 1280' left of centerline, up to 100' AGL/160' MSL.
Transmission poles and T-L towers beginning 1152' from DER, right and left of centerline, up to 65' AGL/130' MSL.
Rwy 22, trees beginning 44' from DER, 342' right and 494' left of centerline, up to 100' AGL/174' MSL.
Trees beginning 1005' from DER, 1078' right and 481' left of centerline, up to 100' AGL/174' MSL.
Vehicles on road beginning 483' from DER, right and left of centerline, up to 15' AGL/80' MSL.
Rwy 25, vehicles on road beginning 199' from DER, right and left of centerline, up to 17' AGL/84' MSL.
Trees beginning 231' from DER, right and left of centerline, up to 100' AGL/186' MSL.

NE-3, 03 SEP 2026 to 29 OCT 2026

TANGIER, VA

TANGIER ISLAND (TGI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15JAN09 (09015) (FAA)

TAKEOFF OBSTACLE NOTES:

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

TAPPAHANNOCK, VA

TAPPAHANNOCK/ESSEX COUNTY (XSA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25OCT07 (22027) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

Rwy 10, terrain 6' from DER, 20' left of centerline, up to 135' MSL.
Terrain 29' from DER, 281' left of centerline, up to 139' MSL.
Rwy 28, terrain beginning 12' from DER, 5' right of centerline, up to 151' MSL.

WALLOPS ISLAND, VA

WALLOPS FLIGHT FACILITY (WAL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 07MAY09 (09127) (FAA)

TAKEOFF OBSTACLE NOTES:

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

WAKEFIELD, VA

WAKEFIELD MUNI (AKQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 27NOV25 (25331) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 3, trees, vehicle on road beginning 54' from DER, 39' left of centerline, up to 183' MSL.
Tree 277' from DER, 83' right of centerline, 119' MSL.
Trees beginning 411' from DER, 41' right of centerline, up to 188' MSL.
Tree 802' from DER, 492' left of centerline, 187' MSL.
Trees beginning 1011' from DER, 117' left of centerline, up to 197' MSL.
Tree 3117' from DER, 209' right of centerline, 191' MSL.
Tree 3203' from DER, 521' right of centerline, 192' MSL.
Rwy 21, pole 16' from DER, 408' left of centerline, 140' MSL.
Trees, building beginning 67' from DER, 18' right of centerline, up to 170' MSL.
Trees, poles beginning 103' from DER, 72' left of centerline, up to 179' MSL.
Trees beginning 460' from DER, 26' right of centerline, up to 179' MSL.
Tree 1265' from DER, 567' right of centerline, 193' MSL.
Trees beginning 1280' from DER, 498' left of centerline, up to 191' MSL.
Tree 1299' from DER, 464' right of centerline, 198' MSL.
Trees, transmission line, pole beginning 1344' from DER, 13' right of centerline, up to 206' MSL.
Trees, transmission line beginning 1398' from DER, 39' left of centerline, up to 196' MSL.
Trees beginning 3250' from DER, 555' left of centerline, up to 200' MSL.
Tree 3919' from DER, 518' left of centerline, 207' MSL.
Tree 4357' from DER, 1597' left of centerline, 217' MSL.

WARRENTON, VA

WARRENTON/FAUQUIER (HWY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 09APR09 (22027) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 15, trees 436' from DER, 518' right of centerline, 100' AGL/439' MSL.
Vehicle on road 647' from DER, 649' right of centerline, 15' AGL/354' MSL.
Trees 1034' from DER, 763' left of centerline, 100' AGL/449' MSL.
Trees 1924' from DER, 781' right of centerline, 100' AGL/459' MSL.
Trees beginning 2239' from DER, 41' left of centerline, up to 100' AGL/459' MSL.
CON'T

NE-3, 03 SEP 2026 to 29 OCT 2026

WARRENTON, VA (CON'T)

WARRENTON/FAUQUIER (HWY) (CON'T)

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 NTL (DCA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8B 30JAN20 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, 600-2 w/min. climb of 275' per NM to 1500 or std. w/min. climb of 460' per NM to 800.
Rwy 4, 300-2 or std. w/min. climb of 210' per NM to 400, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1400' prior to DER.
Rwy 15, 300-1¾ or std. w/min. climb of 215' per NM to 400, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER.
Rwy 19, 300-1½ or std. w/min. climb of 205' per NM to 300, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.
Rwy 22, 500-2¾ or std. w/min. climb of 305' per NM to 600.
Rwy 33, std. w/min. climb of 285' per NM to 700.

DEPARTURE PROCEDURE:

Rwy 1, climbing left turn as soon as practical to intercept DCA VOR/DME R-328. Maintain 5000 or as assigned.
Rwy 4, climbing right turn as soon as practical to intercept DCA VOR/DME R-070. Maintain 2000 or as assigned.
Rwy 15, climb on heading 154° to 5000 or as assigned.
Rwy 19, climb on heading 187° to 500 before turning right. Maintain 5000 or as assigned.
Rwy 22, climb on heading 217° to 3000 or as assigned.
Rwy 33, climb on DCA VOR/DME R-328. Maintain 5000 or as assigned.

TAKEOFF OBSTACLE NOTES:

Rwy 1, building beginning 118' from DER, 331' right of centerline, up to 22' AGL/23' MSL.
Fence 261' from DER, 514' left of centerline, 10' AGL/20' MSL.
Tree and pole beginning 995' from DER, 476' left of centerline, up to 47' AGL/49' MSL.
Trees beginning 1007' from DER, 152' left of centerline, up to 71' AGL/72' MSL.
Tree 1364' from DER, 333' right of centerline, 50' AGL/51' MSL.
Monument 1.6 NM from DER, 1785' right of centerline, 556' AGL/595' MSL.
Rwy 4, microwave sensor and terrain beginning 3' from DER, 334' right of centerline, up to 4' AGL/16' MSL.
Microwave sensor 206' from DER, 260' right of centerline, 7' AGL/18' MSL.
Sign 857' from DER, 681' left of centerline, 83' MSL.
Tower 860' from DER, 677' left of centerline, 72' AGL/84' MSL.
Spire 1.6 NM from DER, 206' right of centerline, 265' MSL.
Rwy 15, lighting beginning 178' from DER, 288' right of centerline, up to 11' AGL/20' MSL.
Tree 1.4 NM from DER, 12' right of centerline, up to 94' AGL/245' MSL.
Tree 1.5 NM from DER, 519' right of centerline, up to 80' AGL/239' MSL.
Rwy 19, pole 395' from DER, 549' right of centerline, 18' AGL/22' MSL.
Tree 3434' from DER, 1134' right of centerline, 105' MSL.
Building 1.1 NM from DER, 1911' right of centerline, 153' AGL/183' MSL.
Building 1.1 NM from DER, 1889' right of centerline, 172' AGL/190' MSL.
Stacks beginning 1.2 NM from DER, 1673' right of centerline, up to 162' AGL/197' MSL.
Building 1.2 NM from DER, 1691' right of centerline, 198' MSL.
Building 1.7 NM from DER, 2444' right of centerline, 272' MSL.
Rwy 22, pole 217' from DER, 478' left of centerline, 15' AGL/23' MSL.
Trees beginning 550' from DER, 498' right of centerline, up to 45' AGL/51' MSL.
Tree 661' from DER, 566' right of centerline, 56' AGL/57' MSL.
Tree 1325' from DER, 586' right of centerline, 59' AGL/61' MSL.
Tree 1351' from DER, 704' right of centerline, 67' AGL/93' MSL.
Tree, building, pole beginning 1411' from DER, 19' right of centerline, up to 82' AGL/110' MSL.
Tree 2899' from DER, 605' left of centerline, 102' MSL.
Building 3336' from DER, 513' right of centerline, 114' AGL/148' MSL.
Building and pole beginning 3440' from DER, 114' right of centerline, up to 118' AGL/153' MSL.
Crane 1.5 NM from DER, 1913' right of centerline, 240' AGL/276' MSL.
Building 2.3 NM from DER, 1067' right of centerline, 336' AGL/440' MSL.
Building 2.3 NM from DER, 1008' right of centerline, 324' AGL/443' MSL.
Rwy 33, sign 18' from DER, 191' left of centerline, 3' AGL/15' MSL.
Fence 27' from DER, 332' right of centerline, 8' AGL/18' MSL.
Pole 93' from DER, 423' right of centerline, 19' AGL/29' MSL.
Tree, vehicles on road beginning 365' from DER, 344' left of centerline, up to 70' MSL.
Pole 580' from DER, 481' right of centerline, 31' AGL/41' MSL.
Trees beginning 699' from DER, 78' right of centerline, up to 56' AGL/60' MSL.
Trees beginning 882' from DER, 349' left of centerline, up to 84' AGL/93' MSL.
Crane, tree, pole beginning 1389' from DER, 289' left of centerline, up to 82' AGL/95' MSL.
Tree 1665' from DER, 236' right of centerline, 62' AGL/62' MSL.
Tree 1691' from DER, 215' right of centerline, 59' AGL/68' MSL.
Tree 1715' from DER, 882' right of centerline, 79' MSL.
Building, pole, antenna beginning 1776' from DER, 247' left of centerline, up to 128' AGL/145' MSL.
Trees beginning 1784' from DER, 934' right of centerline, up to 79' AGL/83' MSL.
Pole 2917' from DER, 524' right of centerline, 102' MSL.
CON'T

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

WASHINGTON, DC (CON'T)

RONALD REAGAN WASHINGTON NTL (DCA) (CON'T)

Rwy 33 (CON'T), pole 2925' from DER, 510' right of centerline, 79' AGL/106' MSL.
Antenna beginning 4608' from DER, 277' left of centerline, up to 115' AGL/151' MSL.
Tree 1.5 NM from DER, 3046' left of centerline, 81' AGL/254' MSL.
Pole 1.7 NM from DER, 2115' left of centerline, 101' AGL/308' MSL.
Trees beginning 1.8 NM from DER, 1912' left of centerline, up to 311' MSL.
Building and tower beginning 2.2 NM from DER, 1374' right of centerline, up to 353' AGL/420' MSL.
Building, crane, spire beginning 2.4 NM from DER, 1089' right of centerline, up to 387' AGL/470' MSL.
Building 2.4 NM from DER, 3481' left of centerline, 178' AGL/387' MSL.
Building 2.4 NM from DER, 3585' left of centerline, 185' AGL/392' MSL.
Buildings beginning 2.4 NM from DER, 154' left of centerline, up to 182' AGL/416' MSL.
Building, antenna beginning 2.4 NM from DER, 2457' left of centerline, up to 196' AGL/427' MSL.
NOTE: Prohibited area P-56 1.5 NM north of airport.

WASHINGTON DULLES INTL (IAD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 26JUL12 (12208) (FAA)

DEPARTURE PROCEDURE:
Rwy 12, climb heading 121° to 700 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 1C, trees 2815' from DER, 1031' left of centerline, up to 80' AGL/345' MSL.
Sign 64' from DER, 303' right of centerline, 13' AGL/272' MSL.
Rwy 1L, tower 1917' from DER, 680' left of centerline, 51' AGL/330' MSL.
Rwy 19C, sign 100' from DER, 472' left of centerline, 4' AGL/289' MSL.
Vehicles on road 24' from DER, 274' right of centerline, up to 15' AGL/293' MSL.
Rwy 30, trees 2264' from DER, 1033' right of centerline, up to 72' AGL/383' MSL.

WASHINGTON MANASSAS/HARRY P DAVIS FLD (HEF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 25JUN15 (26190) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 16L, trees beginning 1247' from DER, 178' left of centerline, up to 99' AGL/268' MSL.
Trees beginning 1810' from DER, 88' right of centerline, up to 73' AGL/272' MSL.
Trees beginning 2618' from DER, 4' left of centerline, up to 84' AGL/293' MSL.
Trees beginning 3414' from DER, 14' right of centerline, up to 75' AGL/284' MSL.
Trees beginning 3703' from DER, 145' left of centerline, up to 100' AGL/299' MSL.
Trees beginning 4193' from DER, 1343' left of centerline, up to 82' AGL/311' MSL.
Trees beginning 4677' from DER, 313' right of centerline, up to 89' AGL/303' MSL.
Rwy 16R, trees beginning 119' from DER, 473' right of centerline, up to 32' AGL/221' MSL.
Trees beginning 749' from DER, on centerline, up to 29' AGL/197' MSL.
Trees beginning 745' from DER, 85' right of centerline, up to 33' AGL/212' MSL.
Trees beginning 588' from DER, 536' right of centerline, up to 37' AGL/236' MSL.
Rwy 34L, terrain and sign beginning 1' from DER, 392' right of centerline, up to 5' AGL/192' MSL.
Trees and poles beginning 877' from DER, 616' left of centerline, up to 54' AGL/247' MSL.
Building and trees beginning 1573' from DER, 249' left of centerline, up to 39' AGL/252' MSL.
Trees beginning 1752' from DER, 187' right of centerline, up to 39' AGL/238' MSL.
Tower and trees beginning 2563' from DER, 182' left of centerline, up to 64' AGL/283' MSL.
Trees beginning 2563' from DER, 250' right of centerline, up to 56' AGL/279' MSL.
Rwy 34R, terrain, airfield light, and sign beginning 25' from DER, 92' right of centerline, up to 7' AGL/196' MSL.
Airfield light and vegetation beginning 26' from DER, 78' left of centerline, up to 9' AGL/197' MSL.
Vehicles on road and poles beginning 518' from DER, 595' right of centerline, up to 24' AGL/215' MSL.
Trees beginning 1759' from DER, 448' left of centerline, up to 39' AGL/238' MSL.
Trees 1859' from DER, 828' right of centerline, up to 39' AGL/248' MSL.
Trees beginning 2548' from DER, 828' left of centerline, up to 54' AGL/283' MSL.
Trees beginning 2653' from DER, 1082' right of centerline, up to 57' AGL/280' MSL.

WAYNESBORO, VA

EAGLE'S NEST (W13)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30JUN11 (11181) (FAA)

TAKEOFF MINIMUMS:
Rwy 6, std. w/min. climb of 400' per NM to 3300, or 2100-3 for climb in visual conditions.
Rwy 24, 300-2 w/min. climb of 400' per NM to 3800 or 2100-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 6, climb heading 061° to 3300 before proceeding on course, or for climb in visual conditions: cross Eagle's Nest Airport at or above 3400 MSL before proceeding on course.
Rwy 24, climb heading 241° to 3800 before proceeding on course. Or for climb in visual conditions: cross Eagle's Nest Airport at or above 3400 MSL before proceeding on course.
CON'T

WAYNESBORO, VA (CON'T)

EAGLE'S NEST (W13) (CON'T)

TAKEOFF OBSTACLE NOTES:

Rwy 6, hangar at DER, 220' left of centerline, 30' AGL/1469' MSL.
Trees beginning 35' from DER, 158' right of centerline, up to 100' AGL/1539' MSL.
Vehicles on road beginning 131' from DER. 201' left of centerline, up to 15' AGL/1454' MSL.
Trees beginning 263' from DER, 189' left of centerline, up to 100' AGL/1539' MSL.
Towers beginning 1.41NM from DER, 2539' right of centerline, 300' AGL/1670' MSL.
Rwy 24, Trees beginning at DER left and right of centerline up to 100' AGL/1579' MSL.
Trees beginning 1259' from DER, 143' right of centerline, up to 100' AGL/1730' MSL.

WEIDE AHP (ABERDEEN PROVING GROUNDS) (KEDG)

EDGEWOOD, MD

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10AUG23 (23222) (USA)

TAKEOFF MINIMUMS:

Rwys 1, 19, Std. Cross XUHSO at or above 800 for obstacle clearance. Rwy 19 N/A.

DEPARTURE PROCEDURE:

Use JIRET DEPARTURE. Departure visually to the IDF.

TAKEOFF OBSTACLE NOTES:

Rwy 1, bldg 1715' from DER, 954' right of cntrln, 80' AGL/99' MSL.
Pylon 3118' from DER, 934' right of cntrln, 49' AGL/93' MSL.
Pylon 3149' from DER, 799' right of cntrln, 49' AGL/103' MSL.
Pylon 3191' from DER, 652' right of cntrln, 49' AGL/101' MSL.
Pylon 3215' from DER, 556' right of cntrln, 49' AGL/99' MSL.
Pylon 3355' from DER, 568' right of cntrln, 49' AGL/104' MSL.
Pylon 3497' from DER, 566' right of cntrln, 49' AGL/102' MSL.
Terrain 3950' from DER, 1000' right of cntrln, 122' MSL.
Terrain 3990' from DER, 1000' left of cntrln, 129' MSL.

WEST POINT, VA

MIDDLE PENINSULA RGNL (FYJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05JUN08 (08157) (FAA)

TAKEOFF OBSTACLE NOTES:

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

WESTMINSTER, MD

CARROLL COUNTY RGNL/JACK B POAGE FLD (DMW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 05MAR15 (21140) (FAA)

TAKEOFF MINIMUMS:

Rwy 16, 400-2¾ or std. w/min. climb of 255' per NM to 1400.

TAKEOFF OBSTACLE NOTES:

Rwy 16, trees 1995' from DER, 657' left of centerline, up to 59' AGL/838' MSL.
Tower 2.3 NM from DER, 2042' left of centerline, 195' AGL/1144' MSL.
Rwy 34, trees beginning 105' from DER, 423' left of centerline, up to 87' AGL/886' MSL.
Trees beginning 967' from DER, 395' right of centerline, up to 85' AGL/864' MSL.
Terrain and trees beginning 1851' from DER, 123' left of centerline, up to 63' AGL/902' MSL.
Trees beginning 2603' from DER, 470' right of centerline, up to 69' AGL/868' MSL.

CLEARVIEW AIRPARK (2W2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 27AUG09 (09239) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

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

NE-3, 03 SEP 2026 to 29 OCT 2026

WILLIAMSBURG, VA

WALTRIP WILLIAMSBURG EXEC AIRPORT (JGG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 15DEC11 (24361) (FAA)

DEPARTURE PROCEDURE:

Rwy 31, climb heading 311° to 700 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 13, boat on creek 468' from DER, 608' left of centerline, up to 35' AGL/35' MSL.
Homes beginning 1399' from DER, 278' left of centerline, up to 25' AGL/94' MSL.
Trees beginning 712' from DER, left and right of centerline, up to 100' AGL/169' MSL.
Rwy 31, aircraft on tarmac 2' from DER, 209' right of centerline, up to 20' AGL/79' MSL.
Hanger 418' from DER, 268' right of centerline, up to 25' AGL/84' MSL.
Multiple buildings and homes beginning 320' from DER, left and right of centerline, up to 30' AGL/109' MSL.
Multiple trees beginning 1' from DER, left and right of centerline, up to 100' AGL/199' MSL.

WILMINGTON, DE

NEW CASTLE (ILG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15MAR07 (07074) (FAA)

TAKEOFF MINIMUMS:

Rwy 19, 300-1 or std. w/ min. climb of 266' per NM to 300.

TAKEOFF OBSTACLE NOTES:

Rwy 1, multiple trees beginning 751' from DER, 32' left of centerline, up to 59' AGL/120' MSL.
Tree 1219' from DER, 482' right of centerline, 57' AGL/118' MSL.
Bush 118' from DER, 385' left of centerline, 4' AGL/65' MSL.
Rwy 9, multiple trees beginning 1229' from DER, 30' right of centerline up to 62' AGL/133' MSL.
Tree 975' from DER, 66' left of centerline, 53' AGL/124' MSL.
Light pole 948' from DER, 596' right of centerline, 44' AGL/115' MSL.
Tree 1740' from DER, 458' left of centerline, 83' AGL/134' MSL.
Light pole 945' from DER, 316' right of centerline, 38' AGL/109' MSL.
Rod on building 916' from DER, 457' left of centerline, 29' AGL/100' MSL.
Rwy 14, obstacle light 553' from DER, 440' left of centerline, 29' AGL/103' MSL.
Rod on obstacle light 606' from DER, 615' left of centerline, 19' AGL/93' MSL.
Rwy 19, antenna on obstruction light tower 4469' from DER, 1684' right of centerline, 153' AGL/228' MSL.
Tree 1575' from DER, 850' right of centerline, 45' AGL/120' MSL.
Obstruction light on sign 971' from DER, 448' left of centerline, 28' AGL/103' MSL.
Rwy 27, tree 697' from DER, 533' left of centerline, 68' AGL/147' MSL.
Tree 1110' from DER, 584' right of centerline, 38' AGL/117' MSL.
Pole 793' from DER, 615' right of centerline, 28' AGL/107' MSL.
Bush 408' from DER, 415' left of centerline, 12' AGL/91' MSL.
Rwy 32, tree 711' from DER, 207' right of centerline, 29' AGL/104' MSL.
Tree 1162' from DER, 83' right of centerline, 32' AGL/107' MSL.

WINCHESTER, VA

WINCHESTER RGNL (OKV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 11AUG22 (22223) (FAA)

TAKEOFF MINIMUMS:

Rwy 32, std. w/min. climb of 240' per NM to 1900, or 1300-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 32, climb on heading 339° to 2500 before turning left.

VCOA:

Rwy 32, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Winchester Rgnl airport at or above 1900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 14, tree 496' from DER, 587' right of centerline, 720' MSL.
Tree 591' from DER, 561' left of centerline, 729' MSL.
Tree 594' from DER, 566' left of centerline, 730' MSL.
Tree 1490' from DER, 652' right of centerline, 739' MSL.
Tree 1491' from DER, 666' right of centerline, 743' MSL.
Tree 1971' from DER, 778' right of centerline, 753' MSL.
Tree 2048' from DER, 882' right of centerline, 761' MSL.
Trees beginning 2059' from DER, 876' right of centerline, up to 765' MSL.
Rwy 32, terrain beginning 2' from DER, 428' left of centerline, up to 729' MSL.
Tree 86' from DER, 508' left of centerline, 762' MSL.
Tree 94' from DER, 474' left of centerline, 763' MSL.
Tree 102' from DER, 478' left of centerline, 764' MSL.
Trees beginning 118' from DER, 209' left of centerline, up to 772' MSL.
Tree 374' from DER, 596' right of centerline, 774' MSL.
Trees beginning 452' from DER, 482' right of centerline, up to 776' MSL.
Tree 1589' from DER, 243' left of centerline, 774' MSL.
Trees beginning 1610' from DER, 248' left of centerline, up to 777' MSL.
Trees beginning 1718' from DER, 269' left of centerline, up to 782' MSL.
CON'T

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

WINCHESTER, VA (CON'T)

WINCHESTER RGNL (OKV) (CON'T)

Rwy 32 (CON'T), tree 1754' from DER, 291' left of centerline, 786' MSL.
Tree 1760' from DER, 754' left of centerline, 791' MSL.
Trees beginning 1774' from DER, 27' left of centerline, up to 794' MSL.
Trees beginning 1974' from DER, 9' right of centerline, up to 787' MSL.
Trees beginning 2169' from DER, 625' right of centerline, up to 799' MSL.
Trees beginning 2255' from DER, 742' right of centerline, up to 805' MSL.

WISE, VA

LONESOME PINE (LNP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 02OCT25 (25275) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, std w/min climb of 285'/NM to 5100.
Rwy 24, std w/min climb of 385'/NM to 5200.

TAKEOFF OBSTACLE NOTES:

Rwy 6, vegetation 8' from DER, 432' right of centerline, 2689' MSL.
Trees, lighting, transmission lines, vegetation, vehicles on road, terrain, electrical systems, pole beginning 14' from DER, 123' left of centerline, up to 74' AGL/2751' MSL.
Vegetation, lighting, terrain beginning 26' from DER, 126' right of centerline, up to 2702' MSL.
Vegetation, terrain beginning 77' from DER, 319' right of centerline, up to 2714' MSL.
Vegetation, terrain beginning 143' from DER, 320' right of centerline, up to 2721' MSL.
Vegetation, terrain beginning 198' from DER, 320' right of centerline, up to 2722' MSL.
Vegetation, terrain beginning 222' from DER, 305' right of centerline, up to 2728' MSL.
Vegetation, terrain beginning 306' from DER, 310' right of centerline, up to 2731' MSL.
Tree, vegetation, terrain beginning 583' from DER, 330' right of centerline, up to 2754' MSL.
Trees, vegetation, terrain beginning 627' from DER, 316' right of centerline, up to 2760' MSL.
Trees beginning 756' from DER, 513' right of centerline, up to 58' AGL/2761' MSL.
Trees, vegetation beginning 774' from DER, 33' right of centerline, up to 2776' MSL.
Trees, terrain, vehicles on road beginning 895' from DER, 468' left of centerline, up to 2761' MSL.
Trees, terrain, vegetation beginning 932' from DER, 417' left of centerline, up to 2770' MSL.
Tree 1037' from DER, 746' left of centerline, 2788' MSL.
Trees, pole beginning 1040' from DER, 77' left of centerline, up to 2796' MSL.
Trees beginning 1083' from DER, 169' left of centerline, up to 2797' MSL.
Trees beginning 1117' from DER, 656' left of centerline, up to 2803' MSL.
Trees beginning 1148' from DER, 447' left of centerline, up to 2807' MSL.
Trees, buildings beginning 1187' from DER, 52' left of centerline, up to 72' AGL/2821' MSL.
Rwy 24, vegetation 5' from DER, 491' right of centerline, 2672' MSL.
Trees, NAVAID, terrain, vegetation beginning 11' from DER, 325' right of centerline, up to 2681' MSL.
Terrain beginning 72' from DER, 338' left of centerline, up to 2672' MSL.
Terrain 124' from DER, 393' left of centerline, 2673' MSL.
Tree, terrain, vegetation beginning 124' from DER, 356' left of centerline, up to 73' AGL/2736' MSL.
Trees beginning 207' from DER, 537' right of centerline, up to 2709' MSL.
Trees beginning 329' from DER, 270' right of centerline, up to 66' AGL/2722' MSL.
Trees, NAVAID beginning 415' from DER, 189' right of centerline, up to 77' AGL/2726' MSL.
Trees beginning 463' from DER, 90' left of centerline, up to 85' AGL/2761' MSL.

NE-3, 03 SEP 2026 to 29 OCT 2026

IFR ALTERNATE AIRPORT MINIMUMS

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

MILITARY USERS NOTE: For IFR alternate airport and minima planning, refer to appropriate service directives.

Alternate Minima (ref: 14 CFR 91.169)

	Precision Approach	Non-Precision Approach
Standard	**600-2**	**800-2**
⚠Non-Standard or restrictions	As indicated below	As indicated below
Helicopters	For the selected approach: Ceiling: 200' above published ceiling Visibility: the greater of 1 SM visibility or the published visibility	

Note: For alternate airport flight planning purposes, precision approach operations include: ILS, PAR, and GLS, and Non-Precision approach operations include: NDB, VOR, LOC, TACAN, LDA, ASR, RNAV (GPS) and RNAV (RNP).

NAME — ALTERNATE MINIMUMS

ABINGDON, VA

VIRGINIA HIGHLANDS (VJI)……..**LOC Rwy 24**[1]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 24[2]
NA when local weather not available.
[1]Cat A, B 900-2, Cat C 900-2½, Cat D 1000-3.
[2]Cat C 800-2¼, Cat D 1000-3.

BALTIMORE, MD

BALTIMORE-WASHINGTON INTL THURGOOD MARSHALL (BWI)……..**ILS or LOC Rwy 10**[1]
ILS or LOC Rwy 15R[1]
ILS or LOC Rwy 28[1]
ILS or LOC Rwy 33L[1]
RNAV (GPS) Y Rwy 10[2]
RNAV (GPS) Y Rwy 15R[2]
RNAV (GPS) Y Rwy 28[2]
RNAV (GPS) Y Rwy 33L[2]
[1]LOC Cat D 800-2¼.
[2]Cat D 800-2¼.

MARTIN STATE (MTN)…..…**ILS or LOC Rwy 33**[12]
LOC Rwy 15[13]
RNAV (GPS) Rwy 15[4]
RNAV (GPS) Rwy 33[4]
VOR or TACAN Rwy 15[5]
NA when local weather not available.
[1]NA when control tower closed.
[2]LOC Cat D 800-2¼.
[3]Cat A, B 900-2, Cat C 900-2½, Cat D 900-2¾.
[4]Cat D 800-2¼.
[5]Cat A, B 900-2, Cat C 900-2¾, Cat D 900-3.

NAME — ALTERNATE MINIMUMS

BLACKSBURG, VA

VIRGINIA TECH/MONTGOMERY EXEC (BCB)……..….**RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
NA when local weather not available.
Cat C 900-2½.

BLACKSTONE, VA

ALLAN C PERKINSON/ BLACKSTONE AAF (BKT)……..**NBD-A**[1]
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
NA when local weather not available.
[1]Cat A, B, C 800-3.

BRIDGEWATER, VA

BRIDGEWATER AIR PARK (VBW)..……..….**RNAV (GPS) Rwy 33**
NA when local weather not available.

BROOKNEAL, VA

BROOKNEAL/CAMPBELL COUNTY (0V4)……..**RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
NA when local weather not available.

BUMPASS, VA

LAKE ANNA (7W4)…….**RNAV (GPS) Rwy 8**
RNAV (GPS) Rwy 26
NA when local weather not available.
Cat A, B 1100-3.

NE-3, 03 SEP 2026 to 29 OCT 2026

NAME ALTERNATE MINIMUMS

CAMBRIDGE, MD
CAMBRIDGE-DORCHESTER
RGNL (CGE)……...……**RNAV (GPS) Rwy 34**
RNAV (GPS)-A
Cat D 800-2½.
NA when local weather not available.

CHARLOTTESVILLE, VA
CHARLOTTESVILLE-
ALBEMARLE (CHO)...……**ILS or LOC Rwy 3[1]**
RNAV (GPS) Rwy 3[2]
RNAV (GPS) Y Rwy 21[2]
RNAV (GPS) Z Rwy 21[3]
NA when local weather not available.
[1]LOC Cat C 900-2½, Cat D 900-2¾.
[2]Cat C 900-2½, Cat D 900-2¾.
[3]Cat A, B, C, D 1000-4.

CHASE CITY, VA
CHASE CITY MUNI (CXE)….**RNAV (GPS) Rwy 18[1]**
RNAV (GPS) Rwy 36[2]
NA when local weather not available.
[1]Cat A, B 1100-3.
[2]Cat A, B 1000-3.

CHURCHVILLE, MD
HARFORD COUNTY (0W3)…**RNAV (GPS) Rwy 19**
NA when local weather not available.

CLARKSVILLE, VA
LAKE COUNTRY
RGNL (W63)……..**RNAV (GPS) Rwy 4**
NA when local weather not available.

COLLEGE PARK, MD
COLLEGE PARK (CGS)……**RNAV (GPS)-A**
NA when local weather not available.

CREWE, VA
CREWE MUNI (W81)……..**RNAV (GPS)-A**
RNAV (GPS)-B
NA when local weather not available.
Cat A, B 1000-3.

CULPEPER, VA
CULPEPER RGNL (CJR)……**RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
LOC Rwy 4
NA when local weather not available.

CUMBERLAND, MD
GREATER CUMBERLAND
RGNL (CBE)……**RNAV (GPS) Rwy 5[1]**
RNAV (GPS) Rwy 23[2]
NA when local weather not available.
[1]Cat A 1100-2, Cat B 1300-2.
[2]Cat A 900-2, Cat B 1300-2.

DANVILLE, VA
DANVILLE RGNL (DAN)……..**ILS or LOC Rwy 2**
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20
RNAV (GPS) Rwy 31
NA when local weather not available.

DOVER/CHESWOLD, DE
DELAWARE
AIRPARK (33N)...……...**RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
VOR Rwy 27
NA when local weather not available.
Cat C 800-2¼, Cat D 800-2½.

DUBLIN, VA
NEW RIVER VALLEY (PSK)….**RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
NA when local weather not available.
Cat D 800-2¼.

EASTON, MD
EASTON/NEWNAM
FLD (ESN)..……...…**ILS or LOC Rwy 4[1]**
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Rwy 22[2]
[1]ILS, LOC NA when control tower closed.
[2]NA when local weather not available.

EMPORIA, VA
EMPORIA-GREENSVILLE
RGNL (EMV)..……...…**LOC Rwy 34**
NA when control tower closed.
NA when FBO closed.

FARMVILLE, VA
FARMVILLE RGNL (FVX)……..**RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
NA when local weather not available.

FELKER AAF (KFAF)
FORT EUSTIS, VA..……**RNAV (GPS) Rwy 14**
COPTER RNAV (GPS) Rwy 14
NA when control tower closed.

FORT MEADE (ODENTON), MD
FORD MEADE
EXEC (FME)……...…**RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
NA when local weather not available.
Cat B 900-2.

FRANKLIN, VA
FRANKLIN RGNL (FKN)……**RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.

NE-3, 03 SEP 2026 to 29 OCT 2026

NAME ALTERNATE MINIMUMS

FREDERICK, MD
FREDERICK MUNI (FDK)…..**ILS or LOC Rwy 23**[123]
RNAV (GPS) Rwy 5[1]
RNAV (GPS) Y Rwy 23[4]
RNAV (GPS) Z Rwy 23[5]
[1]NA when local weather not available.
[2]NA when tower closed.
[3]LOC Cat C 800-2½, Cat D 900-3.
[4]Cat D 800-2½.
[5]Cat C 800-2¼, Cat D 900-2¾.

FREDERICKSBURG, VA
SHANNON (EZF)……**RNAV (GPS) Rwy 24**
Cat A, B, C 1100-3
NA when local weather not available.

FRONT ROYAL, VA
FRONT ROYAL-WARREN
COUNTY (FRR)…….**RNAV (GPS)-A**
NA when local weather not available.
Cat A, B 1200-2.

GAITHERSBURG, MD
MONTGOMERY COUNTY
AIRPARK (GAI)…….**RNAV (GPS)-A**
RNAV (GPS) Rwy 14
NA when local weather not available.

GALAX HILLSVILLE, VA
TWIN COUNTY (HLX)……..**RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
NA when local weather not available.
Cat D 1000-3.

GEORGETOWN, DE
DELAWARE
COASTAL (GED)……..**RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
VOR Rwy 22
NA when local weather not available.

HAGERSTOWN, MD
HAGERSTOWN RGNL/RICHARD A
HENSON FLD (HGR)……..**ILS or LOC Rwy 9**[1]
ILS or LOC Rwy 27[1]
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
VOR Rwy 9
NA when local weather not available.
[1]NA when control tower closed.

HOT SPRINGS, VA
INGALLS FLD (HSP)……..**RNAV (GPS) Rwy 7**[1]
RNAV (GPS) Rwy 25[2]
NA when local weather not available.
[1]Cat A, B 1000-2, Cat C 1000-2¾, Cat D 1000-3.
[2]Cat C 800-2¼, Cat D 800-2½.

NAME ALTERNATE MINIMUMS

JONESVILLE, VA
LEE COUNTY (0VG)……..**RNAV (GPS) Rwy 7**[1]
RNAV (GPS) Rwy 25[2]
NA when local weather not available.
[1]Cat C 1200-3.
[2]Cat A, B 900-2, Cat C 1200-3.

KENBRIDGE, VA
LUNENBURG COUNTY (W31)…….**RNAV (GPS)-A**
RNAV (GPS)-B[1]
NA when local weather not available.
[1]Cat A, B 1100-3.

LAWRENCEVILLE, VA
BRUNSWICK COUNTY (LVL)…….**RNAV (GPS)-A**
RNAV (GPS)-B
NA when local weather not available.
Cat A, B 1100-3.

LEESBURG, VA
LEESBURG EXEC (JYO)……**RNAV (GPS) Rwy 17**
NA when local weather not available.
Cat D 1000-3.

LOUISA, VA
LOUISA COUNTY/
FREEMAN FLD (LKU)……..**RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.

LURAY, VA
LURAY CAVERNS (LUA)…….**RNAV (GPS) Rwy 4**[1]
RNAV (GPS) Rwy 22[2]
VOR/DME-B[3]
NA when local weather not available.
[1]Cat A, B 1400-2, Cat C 1400-3.
[2]Cat A, B 1000-2, Cat C 1000-2¾.
[3]Cat A, B 1300-2, Cat C 1300-3.

LYNCHBURG, VA
LYNCHBURG RGNL/PRESTON GLENN
FLD (LYH)……..**ILS or LOC Rwy 4**[1]
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Rwy 17[3]
RNAV (GPS) Rwy 22[4]
RNAV (GPS) Rwy 35[3]
[1]LOC Cat B 900-2, Cat C 900-2½, Cat D 900-2¾.
[2]Cat B 900-2, Cat C 900-2½, Cat D 900-2¾.
[3]Cat B 900-2.
[4]Cat A, B 1100-2, Cat C, D 1100-3.

MARION/WYTHEVILLE, VA
MOUNTAIN EMPIRE (MKJ)…**RNAV (GPS) Rwy 26**
Cat C 1900-3.

NAME ALTERNATE MINIMUMS

MARTINSVILLE, VA
BLUE RIDGE (MTV)……**LOC Rwy 31**[1]
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
Cat D 900-2¾.
NA when local weather not available.
[1]NA when MTV FBO closed.

MELFA, VA
ACCOMACK COUNTY (MFV)……**LOC Rwy 3**
RNAV (GPS) Rwy 21
NA when local weather not available.

MIDDLETOWN, DE
SUMMIT (EVY)……**RNAV (GPS) Rwy 17**
RNAV (GPS) Y Rwy 35
RNAV (GPS) Z Rwy 35
NA when local weather not available.

NEW MARKET, VA
NEW MARKET (8W2)……**RNAV (GPS)-A**
RNAV (GPS)-B
Cat A, B 1100-3.
NA when local weather not available.

NEWPORT NEWS, VA
NEWPORT NEWS/WILLIAMSBURG
INTL (PHF)……**ILS or LOC Rwy 7**[12]
ILS or LOC Rwy 25[12]
LOC Rwy 20[13]
RNAV (GPS) Rwy 2[3]
RNAV (GPS) Rwy 7[3]
RNAV (GPS) Rwy 20[3]
RNAV (GPS) Rwy 25[3]
NA when local weather not available.
[1]NA when control tower closed.
[2]LOC Cat D 800-2¼.
[3]Cat D 800-2¼.

NORFOLK, VA
CHESAPEAKE RGNL (CPK)….**ILS or LOC Rwy 5**[1]
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
NA when local weather not available.
[1]NA when FBO closed.

HAMPTON ROADS
EXEC (PVG)……**RNAV (GPS) Rwy 10**
Cat C 800-2¼.

NORFOLK INTL (ORF)……**ILS or LOC Rwy 5**[1]
ILS or LOC Rwy 23[1]
RNAV (GPS) Z Rwy 5[2]
RNAV (GPS) Z Rwy 23[2]
[1]LOC Cat D 900-2¾.
[2]Cat D 900-2¾.

NAME ALTERNATE MINIMUMS

OAKLAND, MD
GARRETT COUNTY (2G4)…..**RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.

OCEAN CITY, MD
OCEAN CITY MUNI (OXB)……**LOC Rwy 32**[12]
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32
NA when local weather not available.
[1]Cat D 800-2½.
[2]NA when FBO closed.

ORANGE, VA
ORANGE COUNTY (OMH)…..**RNAV (GPS) Rwy 8**[1]
RNAV (GPS) Rwy 26[1]
VOR/DME-A[2]
NA when local weather not available.
[1]Cat A, B 900-2.
[2]Cat A, B 1600-2.

PETERSBURG, VA
TRI CITIES EXEC/DINWIDDIE
COUNTY (PTB)……**LOC Rwy 5**[1]
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
VOR Rwy 23
NA when local weather not available.
[1]NA when arpt unattended.

QUINTON, VA
NEW KENT
COUNTY (W96)……**RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 29
NA when local weather not available.

RICHLANDS, VA
TAZEWELL COUNTY (JFZ)…….**LOC/DME Rwy 25**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
NA when local weather not available.

RICHMOND, VA
RICHMOND EXEC/CHESTERFIELD
COUNTY (FCI)……**ILS or LOC Rwy 33**[1]
RNAV (GPS) Rwy 33[2]
NA when local weather not available.
[1]LOC Cat D 800-2½.
[2]Cat D 800-2½.

RICHMOND INTL (RIC)……**ILS or LOC Rwy 16**
LOC Cat C, D 800-2½.

NE-3, 03 SEP 2026 to 29 OCT 2026

NAME ALTERNATE MINIMUMS

RICHMOND/ASHLAND, VA
HANOVER COUNTY MUNI (OFP).....**LOC Rwy 16**[1]
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34[1]
Cat D 900-2¾.
[1]NA when local weather not available.

ROANOKE, VA
ROANOKE/BLACKSBURG RGNL
(WOODRUM FLD) (ROA).....**ILS or LOC Rwy 34**[1]
LDA Y Rwy 6[2]
RNAV (GPS) Y Rwy 6[3]
RNAV (GPS) Y Rwy 24[4]
RNAV (GPS) Y Rwy 34[5]
RNAV (RNP) Z Rwy 34[6]
[1]ILS Cat A, B, C, D 900-4; LOC Cat A, B 1000-2, Cat C 1300-3, Cat D 1700-3.
[2]LDA/GS Cat A, B 800-2, Cat C 1300-3, Cat D 1700-3; LDA Cat C 1300-3, Cat D 1700-3.
[3]Cat A, B 900-2, Cat C 1300-3, Cat D 1700-3.
[4]Cat A, B 1900-2, Cat C, D 1900-3.
[5]Cat A, B, C 1500-5, Cat D 1700-5.
[6]Cat A, B, C, D 1000-4.

SALISBURY, MD
SALISBURY-OCEAN CITY
WICOMICO RGNL (SBY).....**ILS or LOC Rwy 32**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 32
NA when local weather not available.

SALUDA, VA
HUMMEL FLD (W75).....**RNAV (GPS) Rwy 1**
NA when local weather not available.
Cat A, B 1100-3.

SOUTH BOSTON, VA
WILLIAM M TUCK (W78).....**RNAV (GPS) Rwy 1**
VOR-A[1]
NA when local weather not available.
[1]Cat C 800-2¼.

SOUTH HILL, VA
MECKLENBURG-
BRUNSWICK RGNL (AVC).....**LOC Rwy 1**
NA when AVC FBO closed.

STAFFORD, VA
WASHINGTON EXEC/STAFFORD
RGNL (RMN).....**ILS or LOC Rwy 33**[1]
RNAV (GPS) Rwy 33[2]
NA when local weather not available.
[1]LOC Cat D 900-2¾.
[2]Cat D 900-2¾.

NAME ALTERNATE MINIMUMS

STAUNTON/WAYNESBORO/ HARRISONBURG, VA
SHENANDOAH VALLEY
RGNL (SHD).....**ILS or LOC Rwy 5**[1]
RNAV (GPS) Rwy 5[2]
RNAV (GPS) Rwy 23[2]
NA when local weather not available.
[1]LOC Cat D 900-2¾.
[2]Cat D 900-2¾.

STEVENSVILLE, MD
BAY BRIDGE (W29).....**RNAV (GPS) Rwy 29**
NA when local weather not available.

SUFFOLK, VA
SUFFOLK EXEC (SFQ).....**RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
NA when local weather not available.

TANGIER, VA
TANGIER ISLAND (TGI).....**RNAV (GPS)-B**
NA when local weather not available.

TAPPAHANNOCK, VA
TAPPAHANNOCK/
ESSEX COUNTY (XSA).....**RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
NA when local weather not available.

WAKEFIELD, VA
WAKEFIELD MUNI (AKQ).....**RNAV (GPS) Rwy 21**
NA when local weather not available.
Cat A, B, C, D 1100-3.

WALLOPS ISLAND, VA
WALLOPS FLIGHT
FACILITY (WAL).....**RNAV (GPS) Rwy 4**[1]
RNAV (GPS) Rwy 10[1]
RNAV (GPS) Rwy 17[1]
RNAV (GPS) Rwy 22[1]
RNAV (GPS) Rwy 28[1]
RNAV (GPS) Rwy 35[1]
TACAN Rwy 10[2]
NA when local weather not available.
[1]Cat D 900-2¾.
[2]Cat A, B 900-2, Cat C 900-2½, Cat D 900-2¾.

WARRENTON, VA
WARRENTON/
FAUQUIER (HWY).....**RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33
NA when local weather not available.

NE-3, 03 SEP 2026 to 29 OCT 2026

NAME ALTERNATE MINIMUMS

WASHINGTON, DC

RONALD REAGAN WASHINGTON NTL (DCA).....**ILS or LOC Rwy 1**[1]
RNAV (GPS) Rwy 1[2]
RNAV (GPS) Rwy 15[3]
RNAV (GPS) Rwy 33[4]
RNAV (GPS) Y Rwy 19[4]
LDA Rwy 19[5]

[1]LOC Cat B 900-2, Cat C 900-2¾, Cat D 900-3.
[2]Cat B 900-2, Cat C 900-2¾, Cat D 900-3.
[3]Cat C 800-2½, Cat D 900-3.
[4]Cat A, B, C, D 800-2½.
[5]Cat C 900-2½, Cat D 900-3.

WASHINGTON DULLES INTL (IAD).....**ILS or LOC Rwy 1C**[1]
ILS or LOC Rwy 1L[1]
ILS or LOC Rwy 1R[1]
ILS or LOC Rwy 19C[1]
ILS or LOC Rwy 19R[1]
ILS or LOC/DME Rwy 12[2]
RNAV (GPS) Rwy 12[3]
RNAV (GPS) Y Rwy 1C[4]
RNAV (GPS) Y Rwy 1L[4]
RNAV (GPS) Y Rwy 1R[4]
RNAV (GPS) Y Rwy 19R[4]
RNAV (GPS) Y Rwy 19C[4]
RNAV (GPS) Y Rwy 19L[4]
RNAV (GPS) Y Rwy 30[4]

[1]LOC Cat D 900-2¾.
[2]LOC Cat D 800-2½.
[3]Cat D 800-2½.
[4]Cat D 900-2¾.

WASHINGTON MANASSAS RGNL/HARRY P DAVIS FLD (HEF).....**ILS or LOC Rwy 16L**[1]
RNAV (GPS) Rwy 16L[2]
RNAV (GPS) Rwy 16R[2]
RNAV (GPS) Rwy 34L[2]
RNAV (GPS) Rwy 34R[2]

NA when local weather not available.
[1]ILS Cat C 700-2, Cat D 700-2¼; LOC Cat D 800-2¼.
[2]Cat D 800-2¼.

WEST POINT, VA

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

NA when local weather not available.

WESTMINSTER, MD

CARROLL COUNTY RGNL/JACK B POAGE FLD (DMW).....**RNAV (GPS) Rwy 34**

NA when local weather not available.

NAME ALTERNATE MINIMUMS

WILLIAMSBURG, VA

WALTRIP WILLIAMSBURG EXEC AIRPORT (JGG).....**RNAV (GPS)-C**
VOR-B

NA when local weather not available.
Cat A, B, C 1100-3.

WILMINGTON, DE

NEW CASTLE (ILG).....**ILS or LOC Rwy 1**[12]
RNAV (GPS) Rwy 1[3]
RNAV (GPS) Rwy 9[3]
RNAV (GPS) Rwy 19[3]
RNAV (GPS) Rwy 27[3]
VOR Rwy 9[4]
VOR Rwy 27[3]

NA when local weather not available.
[1]NA when control tower closed.
[2]LOC Cat D 800-2¼.
[3]Cat D 800-2¼.
[4]Cat C, D 800-2½.

WINCHESTER, VA

WINCHESTER RGNL (OKV).....**RNAV (GPS) Rwy 14**[1]
RNAV (GPS) Rwy 32
VOR/DME-A

NA when local weather not available.
[1]Cat D 800-2½.

WISE, VA

LONESOME PINE (LNP).....**RNAV (GPS) Rwy 6**[1]
RNAV (GPS) Rwy 24[2]

NA when local weather not available.
[1]Cat D 900-3.
[2]Cat D 900-2¾.

NE-3, 03 SEP 2026 to 29 OCT 2026

NORFOLK NS (CHAMBERS FLD) (KNGU)

Norfolk, VA Amdt 1 22JAN26 (26106) (USN) ELEV **15**

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

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	10[2 3]	3.0°/54/1020	ABCDE	**114**-¼	100	(100-¼)
	28[4 5]	3.0°/37/719	ABCDE	**319**-¾	305	(400-¾)
PAR W/O GS[1]	28[5 6 7]		AB	**440**-⅞	426	(500-⅞)
			CDE	**440**-1	426	(500-1)
	10[8]		AB	**460**-⅝	446	(500-⅝)
			CDE	**460**-⅞	446	(500-⅞)
ASR	28[5 9 10]		AB	**440**-¾	426	(500-¾)
			CDE	**440**-1	426	(500-1)
	10[11]		AB	**720**-½	706	(800-½)
			CDE	**720**-1⅝	706	(800-1⅝)
CIR PAR W/O GS[12 13]	10		A	**520**-1	505	(600-1)
			B	**540**-1	525	(600-1)
			C	**540**-1½	525	(600-1½)
			DE	**600**-2	585	(600-2)
	28		A	**520**-1⅛	505	(600-1⅛)
			B	**540**-1⅛	525	(600-1⅛)
			C	**540**-1½	525	(600-1½)
			DE	**600**-2	585	(600-2)
CIR ASR[12 13]	28		A	**520**-1	505	(600-1)
			B	**540**-1	525	(600-1)
			C	**540**-1½	525	(600-1½)
			DE	**600**-2	585	(600-2)
	10		AB	**720**-1	705	(800-1)
			C	**720**-2	705	(800-2)
			D	**720**-2¼	705	(800-2¼)
			E	**720**-2½	705	(800-2½)

[1]No-NOTAM MP Mon 1030-1430Z++.
[2]When ALS inop, increase vis to ½ mile.
[3]PAPI RRP/TCH 669/35 not coincident with PAR RPI/TCH 1020/54.
[4]When ALS inop, increase vis to ⅞ mile.
[5]Helicopter vis reduction below ¾ mile not authorized.
[6]When ALS inop, increase CAT AB vis to 1⅛ mile, CAT CDE vis to 1¼ miles.
[7]Step down fix at 3 NM from RPI, 960 min.
[8]When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¼ miles.
[9]When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¼ miles.
[10]Step down fix at 3 NM from thld, 1000 min.
[11]When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 2 miles.
[12]Cir not auth south of Rwy 10-28.
[13]Norfolk NS Heliport lctd 1 NM NW, use caution in cir aprch.

NE-3, 03 SEP 2026 to 29 OCT 2026

OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

Virginia Beach, VA Amdt 8 12JUN25 (25163) (USN) ELEV **22**
RADAR[1] **- (E)** 124.825 310.8 328.4 346.4 348.75 352.1 363.1 T

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/	CEIL-VIS
PAR	5R[2]	3.0°/50/947	ABCDE	**119**-¼	100	(100-¼)
	23L[2]	3.0°/50/962	ABCDE	**121**-¼	100	(100-¼)
	32L[2]	3.0°/50/952	ABCDE	**122**-¼	100	(100-¼)
	5L	3.0°/50/956	ABCDE	**120**-½	100	(100-½)
	23R	3.0°/50/959	ABCDE	**120**-½	100	(100-½)
	32R	3.0°/50/955	ABCDE	**120**-½	100	(100-½)
ASR[3]	5R[4]		AB	**420**-½	401	(400-½)
			CDE	**420**-¾	401	(400-¾)
	23L[4]		AB	**440**-½	419	(500-½)
			CDE	**440**-¾	419	(500-¾)
	32L[4]		AB	**440**-½	418	(500-½)
			CDE	**440**-¾	418	(500-¾)
	5L		AB	**440**-1	420	(500-1)
			CDE	**440**-1⅛	420	(500-1⅛)
	14L		AB	**440**-1	421	(500-1)
			CDE	**440**-1¼	421	(500-1¼)
	14R		AB	**440**-1	419	(500-1)
			CDE	**440**-1⅛	419	(500-1⅛)
	23R		AB	**440**-1	420	(500-1)
			CDE	**440**-1⅛	420	(500-1⅛)
	32R		AB	**440**-1	420	(500-1)
			CDE	**440**-1⅛	420	(500-1⅛)
SIDESTEP[5]	5L		AB	**440**-1	420	(500-1)
			C	**440**-1½	420	(500-1½)
			DE	**440**-2	420	(500-2)
	23L		AB	**440**-1	419	(500-1)
			C	**440**-1½	419	(500-1½)
			DE	**440**-2	419	(500-2)
	23R		AB	**440**-1	420	(500-1)
			C	**440**-1½	420	(500-1½)
			DE	**440**-2	420	(500-2)
	32R		AB	**440**-1	420	(500-1)
			C	**440**-1½	420	(500-1½)
			DE	**440**-2	420	(500-2)
CIR	ALL RWY		AB	**500**-1	478	(500-1)
			C	**600**-1½	578	(600-1½)
			D	**600**-2	578	(600-2)
			E	**900**-3	878	(900-3)

[1]No-NOTAM preventive maint 1100-1300Z++ Tue.
[2]When ALS inop, increase CAT ABCDE vis to ½ mile.
[3]Step Down Fix at 3 NM from thld, 1020' min.
[4]When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅛ miles.
[5]Sidestep ASR only.

PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

Patuxent River, MD Amdt 3 07AUG25 (25219) (USN) ELEV **39**

RADAR - (E) 120.05 121.0 135.025 250.3 257.75 281.8 318.8 348.0 362.6 T

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	6[2]	3.0°/51/1086	ABCDE	**139**-¼	100	(100-¼)
	24	3.0°/50/949	ABCDE	**120**-½	100	(100-½)
	14[3]	3.0°/50/983	ABCDE	**127**-½	100	(100-½)
	32	3.0°/50/938	ABCDE	**118**-½	100	(100-½)
ASR	14[3 4]		ABCDE	**400**-1	373	(400-1)
	32[5]		AB	**440**-1	422	(500-1)
			CDE	**440**-1¼	422	(500-1¼)
	6[6 7]		AB	**520**-½	481	(500-½)
			CDE	**520**-1	481	(500-1)
	24[5]		AB	**440**-1	420	(500-1)
			CDE	**440**-1⅛	420	(500-1⅛)
CIR	6-24, 14-32		A	**520**-1	481	(500-1)
			B	**560**-1	521	(600-1)
			C	**620**-1½	581	(600-1½)
			D	**700**-2	661	(700-2)
			E	**820**-2¾	781	(800-2¾)

[1]PAR No-NOTAM preventive maint period Wed 1300-1700Z++.
[2]When ALS inop, increase vis to ½ mile.
[3]CAUTION: High volume VFR traffic in vicinity of FAF during VMC.
[4]Step Down Fix at 2 NM from thld, 700' min.
[5]Step Down Fix at 3 NM from thld, 1020' min.
[6]Step Down Fix at 3 NM from thld, 1040' min.
[7]When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅜ miles.

NE-3, 03 SEP 2026 to 29 OCT 2026

QUANTICO MCAF (TURNER FLD) (KNYG)

Quantico, VA Amdt 9 27NOV25 (25331) (USN) ELEV **10**

RADAR[1] **-** 120.925 351.95 353.65 363.15 T

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR[2 3]	2		AB	**560**-1	551	(600-1)
			CDE	**560**-1⅝	551	(600-1⅝)
CIR ASR[4]	2		A	**560**-1	550	(600-1)
			B	**660**-1	650	(700-1)
			C	**700**-2	690	(700-2)
			D	**740**-2¼	730	(800-2¼)
			E	**760**-2¾	750	(800-2¾)

[1]GCA avbl daily during published field opr hours. Ctc twr for freq asgn.
[2]VGSI and final descent angle not coincident.
[3]Step Down Fix 3 NM from thld, 1000 min.
[4]Circling NA W of Rwy 2-20.

18200

LAND AND HOLD-SHORT OPERATIONS (LAHSO)

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

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

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	AVBL LDG DIST
NEWPORT NEWS, VA			
NEWPORT NEWS/WILLIAMSBURG			
NTL (PHF)	20	07-25	5,200 feet
	25	02-20	6,550 feet
WILMINGTON, DE			
NEW CASTLE (ILG)	01	09-27	4,050 feet
	14	01-19	4,450 feet
	19	14-32	5,750 feet
	32	09-27	3,600 feet

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

18200

24361

HOT SPOTS

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

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

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DOVER, DE		
DOVER AFB (DOV)	HS 1	Intersecting of Rwy 01-19, Rwy 14-32 and Twy D between the runways can create confusion. Query tower if lost or need help.
	HS 2	Rwy 01-19 between Twy B and Twy E has had an increased number of rwy incursions.
	HS 3	Rwy 14-32 between C Twy has had an increased number of rwy incursions.
EASTON, MD		
EASTON/NEWNAM FLD (ESN)	HS 1	Twy A and Twy B int in close proximity to the rwy.
FREDERICK, MD		
FREDERICK MUNI (FDK)	HS 1	Int of Twy A and Twy B.
	HS 2	Potential for inadvertent entry onto Rwy 30.
	HS 3	Potential for inadvertent entry onto Rwy 23.
HAGERSTOWN, MD		
HAGERSTOWN RGNL/ RICHARD A HENSON FLD (HGR)	HS 1	Maintain vigilance congestion area and close proximity to rwys.
NEWPORT NEWS, VA		
NEWPORT NEWS/WILLIAMSBURG INTL (PHF)	HS1	Int of Rwy 07-25 and Rwy 02-20.
	HS2	Rwy 07 and Rwy 02 thlds in close proximity.
RICHMOND, VA		
RICHMOND INTL (RIC)	HS 1	Wrong rwy departure risk. Frequent rwy crossings due to aircraft exiting Rwy 34.
WASHINGTON, DC		
RONALD REAGAN WASHINGTON NTL (DCA)	HS 1	Twy N, Twy K, Twy L, and Twy J, Rwy 15-33.
	HS 2	Maintain awareness of Hold Line position for Rwy 19 from the Hold Bay and while approaching Rwy 19 on Twy J.
	HS 3	Twy J, Twy G, Twy M and Rwy 01-19.
WILMINGTON, DE		
NEW CASTLE (ILG)	HS 1	Twy F intersects Rwy 09-27 which is in close proximity to the thld of Rwy 14-32.
	HS2	Rwy incursion risk. Risk of surface incident and loss of situational awareness due to taxiway geometry at the intersection of Twy K6 and Rwy 14.

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

24361

NE-3, 03 SEP 2026 to 29 OCT 2026

(BUBBI.ANTHM5) 24361 AL-804 (FAA)

ANTHM FIVE ARRIVAL (RNAV) Transition Routes

BALTIMORE, MARYLAND

NE-3, 03 SEP 2026 to 29 OCT 2026

ANTHM FIVE ARRIVAL (RNAV) Transition Routes

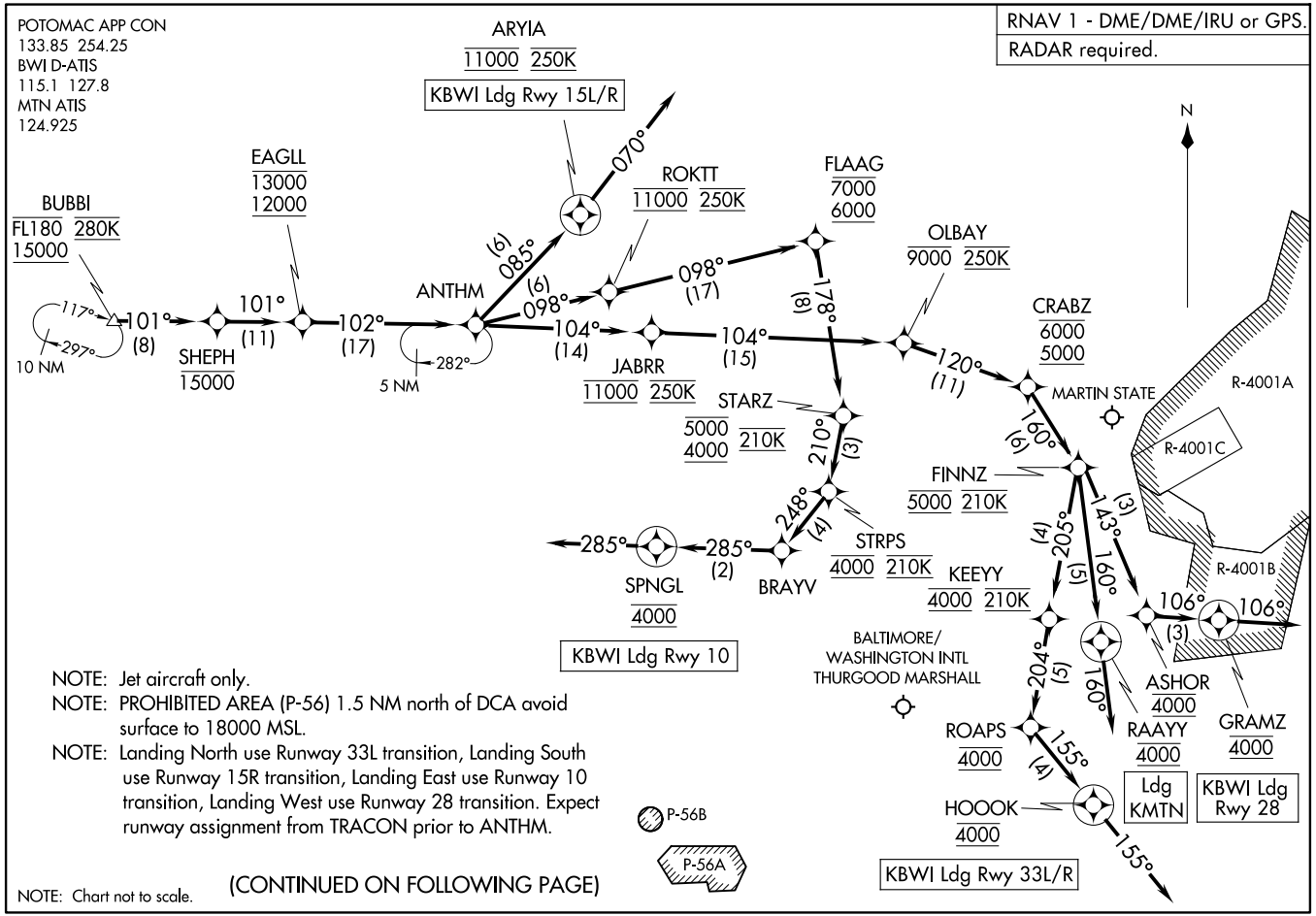
BALTIMORE, MARYLAND

(BUBBI.ANTHM5) 26DEC24

NE-3, 03 SEP 2026 to 29 OCT 2026

ANTHM FIVE ARRIVAL (RNAV) Arrival Routes

(BUBBI.ANTHM5) 26DEC24



(BUBBI.ANTHM5) 24361

ANTHM FIVE ARRIVAL (RNAV) Arrival Routes

AL-804 (FAA)

BALTIMORE, MARYLAND

BALTIMORE, MARYLAND

Z2

ARRIVAL ROUTE DESCRIPTION

BWI: From BUBBI on track 101° to cross SHEPH at or below 15000, then on track 101° to cross EAGLL between 12000 and 13000, then on track 102° to ANTHM.

LANDING BWI RUNWAY 10: From ANTHM on track 098° to cross ROKTT at 11000 and at 250K, then on track 098° to cross FLAAG between 6000 and 7000, then on track 178° to cross STARZ between 4000 and 5000 and at 210K, then on track 210° to cross STRPS at 4000 and at 210K, then on track 248° to BRAYV, then on track 285° to cross SPNGL at 4000, then on heading 285°. Expect RADAR vectors to final approach course.

LANDING BWI RUNWAY 15L/R: From ANTHM on track 085° to cross ARYIA at 11000 and at 250K, then on heading 070°. Expect RADAR vectors to final approach course.

LANDING BWI RUNWAY 28: From ANTHM on track 104° to cross JABRR at 11000 and at 250K, then on track 104° to cross OLBAY at or below 9000 and at 250K, then on track 120° to cross CRABZ between 5000 and 6000, then on track 160° to cross FINNZ at 5000 and at 210K, then on track 143° to cross ASHOR at 4000, then on track 106° to cross GRAMZ at 4000, then on track 106°. Expect RADAR vectors to final approach course.

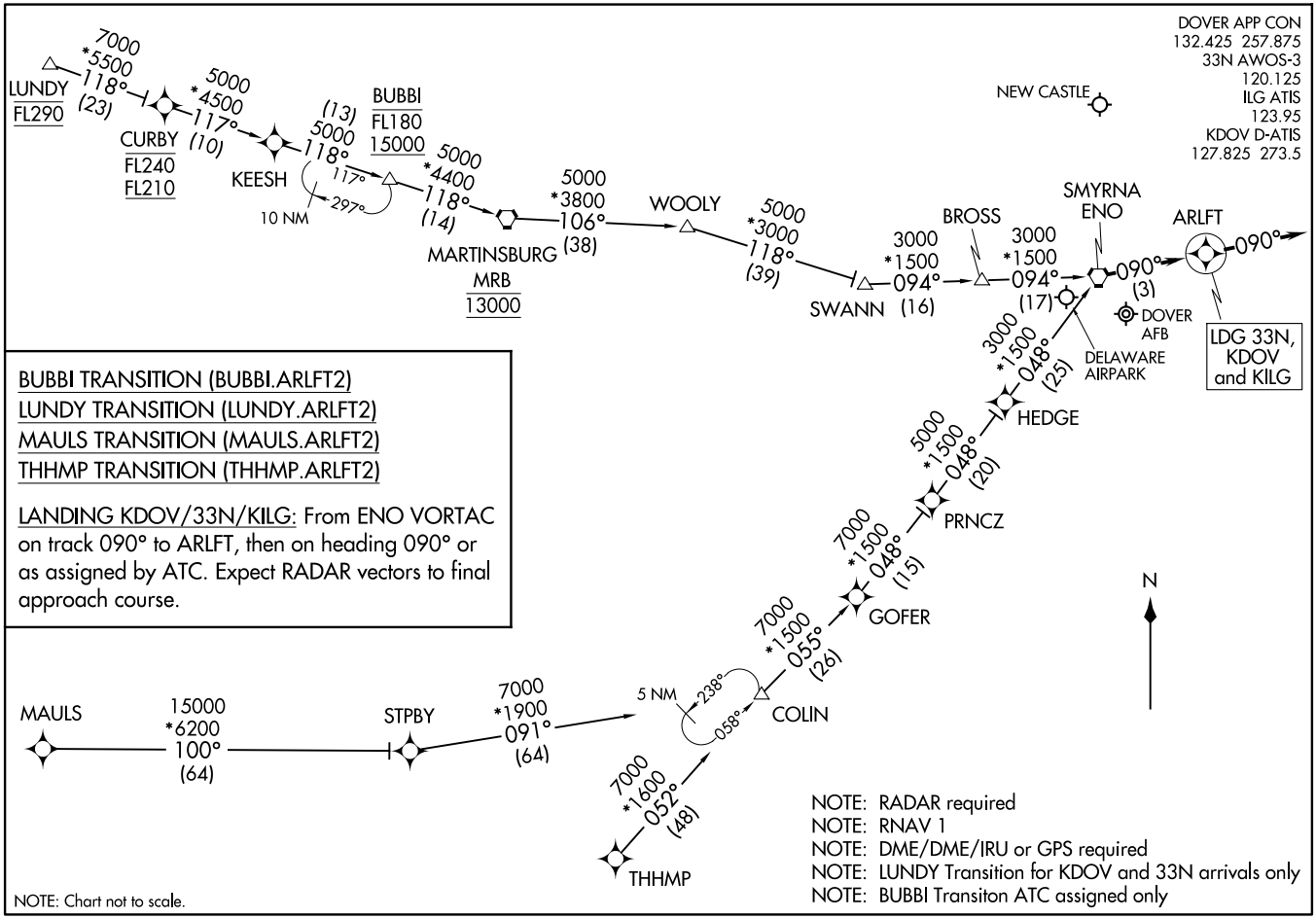
LANDING BWI RUNWAY 33L/R: From ANTHM on track 104° to cross JABRR at 11000 and at 250K, then on track 104° to cross OLBAY at or below 9000 and at 250K, then on track 120° to cross CRABZ between 5000 and 6000, then on track 160° to cross FINNZ at 5000 and at 210K, then on track 205° to cross KEEYY at 4000 and at 210K, then on track 204° to cross ROAPS at 4000, then on track 155° to cross HOOOK at 4000, then on track 155°. Expect RADAR vectors to final approach course.

LANDING MTN: From BUBBI on track 101° to cross SHEPH at or below 15000, then on track 101° to cross EAGLL between 12000 and 13000, then on track 102° to ANTHM, then on track 104° to cross JABRR at 11000 and at 250K, then on track 104° to cross OLBAY at or below 9000 and at 250K, then on track 120° to cross CRABZ between 5000 and 6000, then on track 160° to cross FINNZ at 5000 and at 210K, then on track 160° to cross RAAYY at 4000, then on track 160°. Expect RADAR vectors to final approach course.

NE-3, 03 SEP 2026 to 29 OCT 2026

ARLFT TWO ARRIVAL (RNAV)

(ENO.ARLFT2) 12AUG21



(ENO.ARLFT2) 23222

ARLFT TWO ARRIVAL (RNAV)

AL-562 (FAA)

DOVER/CHESWOLD, DELAWARE

DOVER/CHESWOLD, DELAWARE

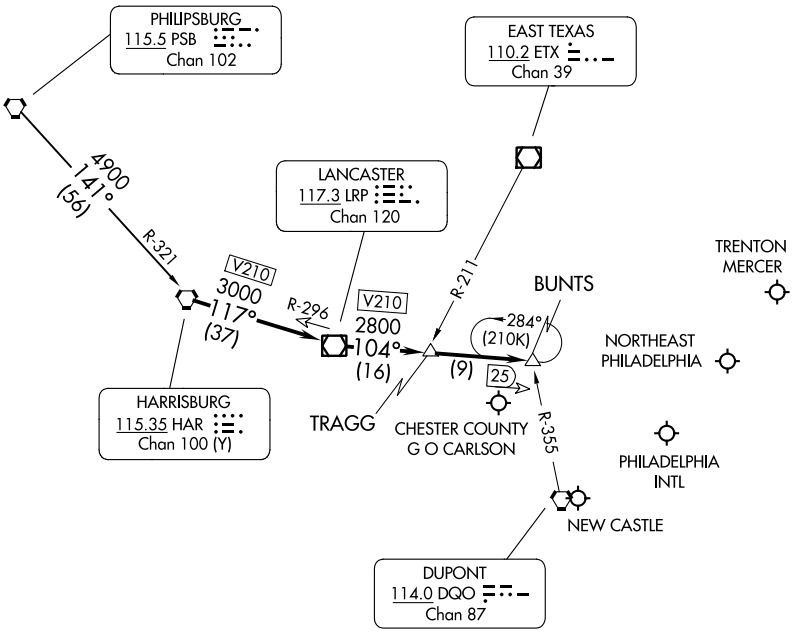
Z4

(HAR.BUNTS3) 26246

BUNTS THREE ARRIVAL

PHILADELPHIA, PENNSYLVANIA

PHILADELPHIA APP CON
128.4 272.575
ILG ATIS 123.95
PHL ARR D-ATIS 133.4
PNE ATIS 121.15
TTN ATIS 126.775



NOTE: Expect to cross BUNTS at 8000.
NOTE: This STAR is for aircraft capable of 250K or greater.

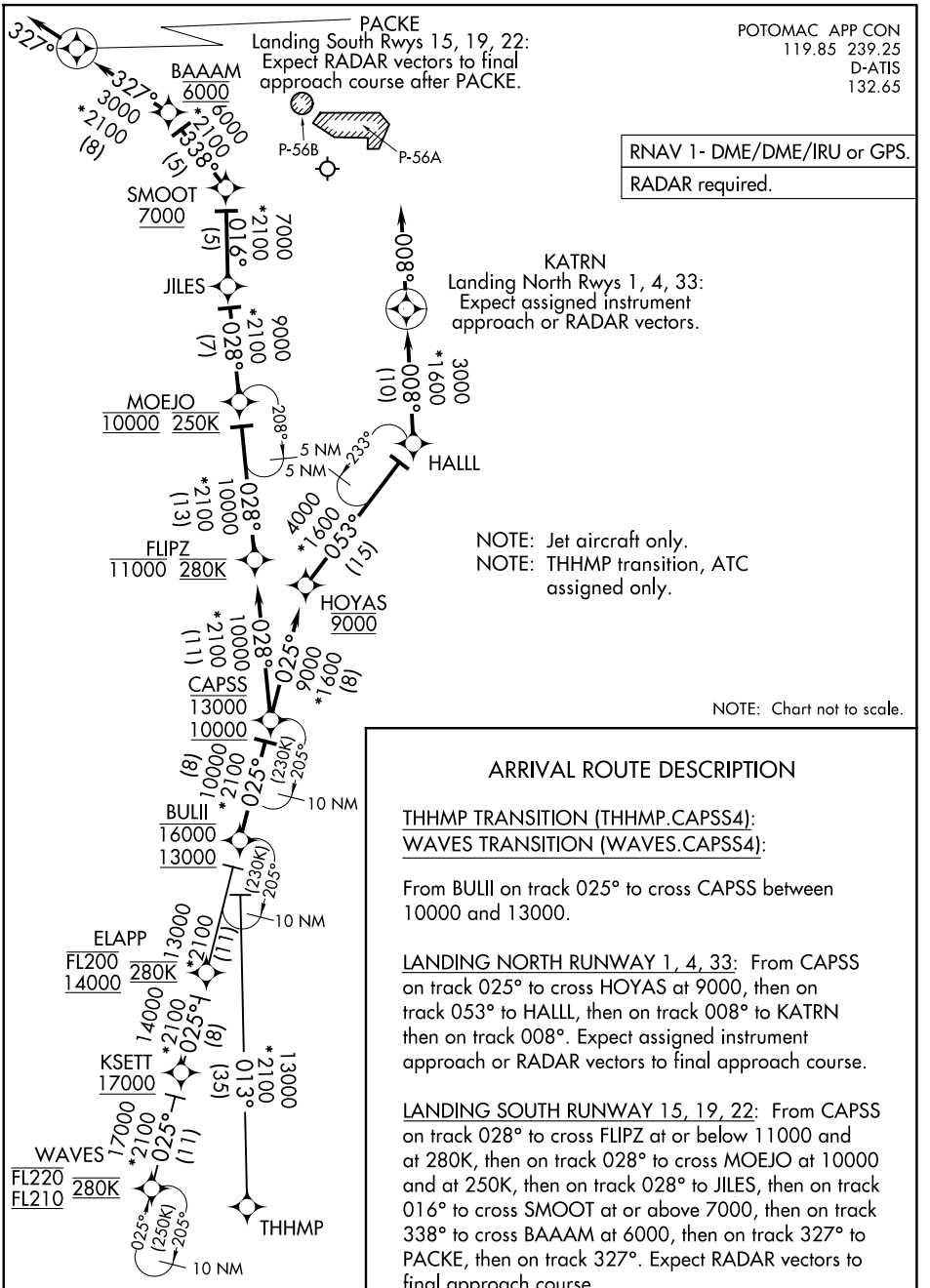
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

PHILIPSBURG TRANSITION (PSB.BUNTS3):

From over HAR VORTAC on HAR R-117 (V210) and LRP R-296 to LRP VOR/DME, thence on LRP R-104 (V210) to BUNTS. Expect RADAR vectors to final approach course.

NE-3, 03 SEP 2026 to 29 OCT 2026



ARRIVAL ROUTE DESCRIPTION

THHMP TRANSITION (THHMP.CAPSS4):
WAVES TRANSITION (WAVES.CAPSS4):

From BULII on track 025° to cross CAPSS between 10000 and 13000.

LANDING NORTH RUNWAY 1, 4, 33: From CAPSS on track 025° to cross HOYAS at 9000, then on track 053° to HALLL, then on track 008° to KATRN then on track 008°. Expect assigned instrument approach or RADAR vectors to final approach course.

LANDING SOUTH RUNWAY 15, 19, 22: From CAPSS on track 028° to cross FLIPZ at or below 11000 and at 280K, then on track 028° to cross MOEJO at 10000 and at 250K, then on track 028° to JILES, then on track 016° to cross SMOOT at or above 7000, then on track 338° to cross BAAAM at 6000, then on track 327° to PACKE, then on track 327°. Expect RADAR vectors to final approach course.

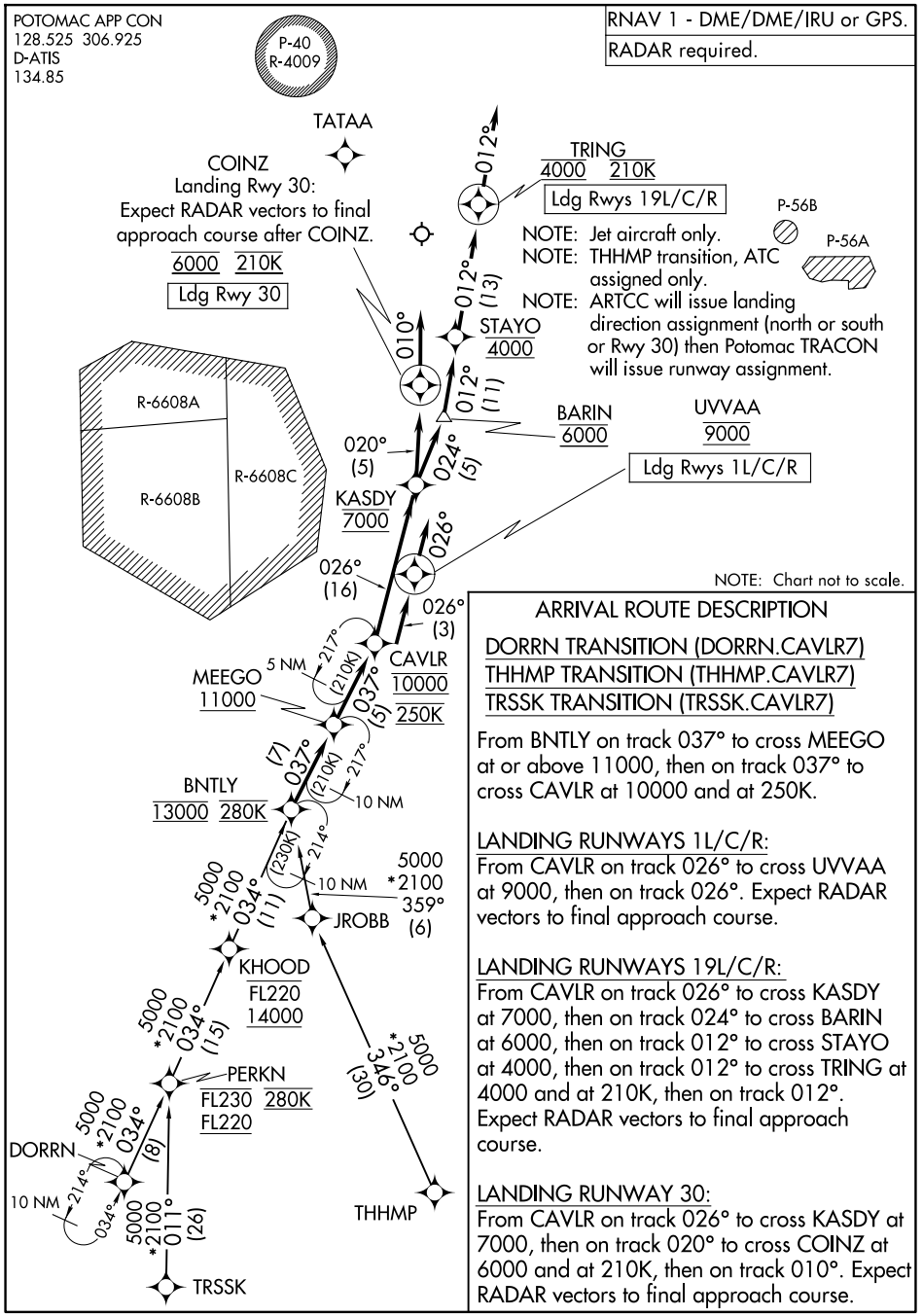
NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

(BNTLY.CAVLR7) 26190

CAVLR SEVEN ARRIVAL (RNAV)

AL-5100 (FAA)

WASHINGTON DULLES INTL (IAD)
WASHINGTON, DC



ARRIVAL ROUTE DESCRIPTION

DORRN TRANSITION (DORRN.CAVLR7)
THHMP TRANSITION (THHMP.CAVLR7)
TRSSK TRANSITION (TRSSK.CAVLR7)

From BNTLY on track 037° to cross MEEGO at or above 11000, then on track 037° to cross CAVLR at 10000 and at 250K.

LANDING RUNWAYS 1L/C/R:
From CAVLR on track 026° to cross UVVAA at 9000, then on track 026°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 19L/C/R:
From CAVLR on track 026° to cross KASDY at 7000, then on track 024° to cross BARIN at 6000, then on track 012° to cross STAYO at 4000, then on track 012° to cross TRING at 4000 and at 210K, then on track 012°. Expect RADAR vectors to final approach course.

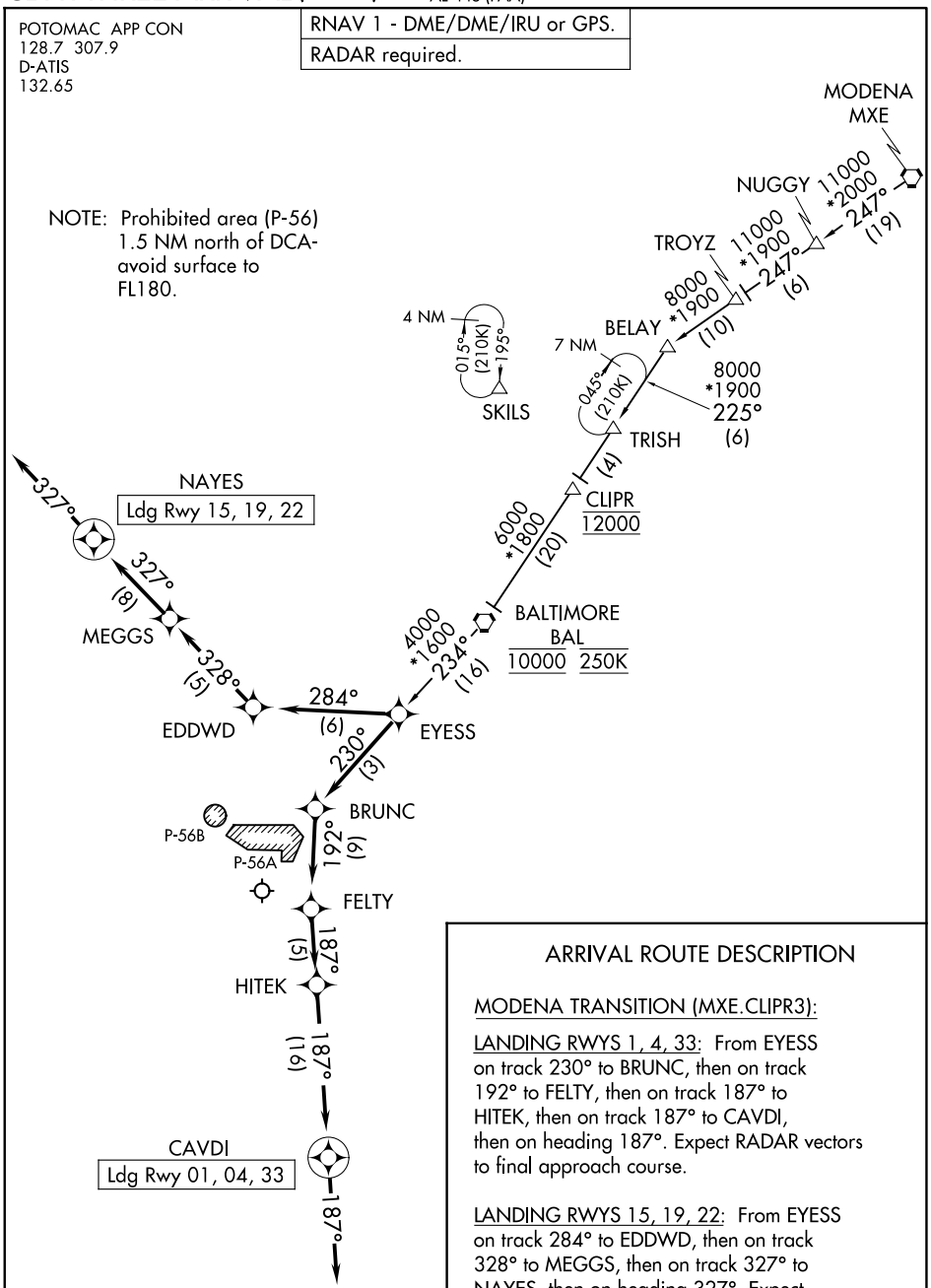
LANDING RUNWAY 30:
From CAVLR on track 026° to cross KASDY at 7000, then on track 020° to cross COINZ at 6000 and at 210K, then on track 010°. Expect RADAR vectors to final approach course.

NE-3, 03 SEP 2026 to 29 OCT 2026

CAVLR SEVEN ARRIVAL (RNAV)
(BNTLY.CAVLR7) 09JUL26
WASHINGTON, DC
WASHINGTON DULLES INTL (IAD)

CLIPR THREE ARRIVAL (RNAV)

AL-443 (FAA)



ARRIVAL ROUTE DESCRIPTION

MODENA TRANSITION (MXE.CLIPR3):

LANDING RWYS 1, 4, 33: From EYESS on track 230° to BRUNC, then on track 192° to FELTY, then on track 187° to HITEK, then on track 187° to CAVDI, then on heading 187°. Expect RADAR vectors to final approach course.

LANDING RWYS 15, 19, 22: From EYESS on track 284° to EDDWD, then on track 328° to MEGGS, then on track 327° to NAYES, then on heading 327°. Expect RADAR vectors to final approach course.

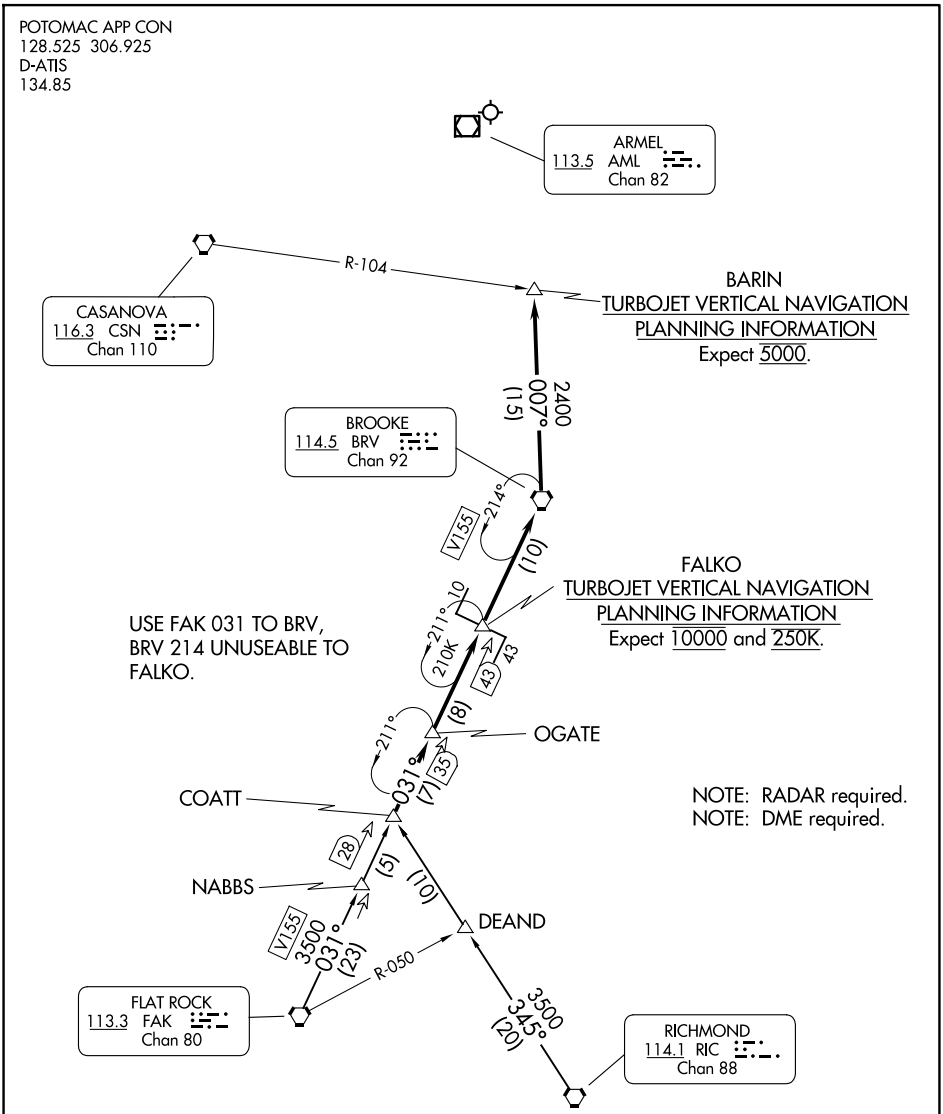
NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

(COATT.COATT5) 26246 AL-5100 (FAA)

COATT FIVE ARRIVAL

WASHINGTON DULLES INTL (IAD)
WASHINGTON, DC



NOTE: Chart not to scale.

FLAT ROCK TRANSITION (FAK.COATT5): From over FAK VORTAC on FAK R-031 to COATT. Thence . . . .

RICHMOND TRANSITION (RIC.COATT5): From over RIC VORTAC on RIC R-345 to COATT. Thence . . . .

. . . . From over COATT on FAK R-031 to BRV VORTAC, then on BRV R-007 to BARIN. Expect radar vectors to final approach course after BARIN.

NE-3, 03 SEP 2026 to 29 OCT 2026

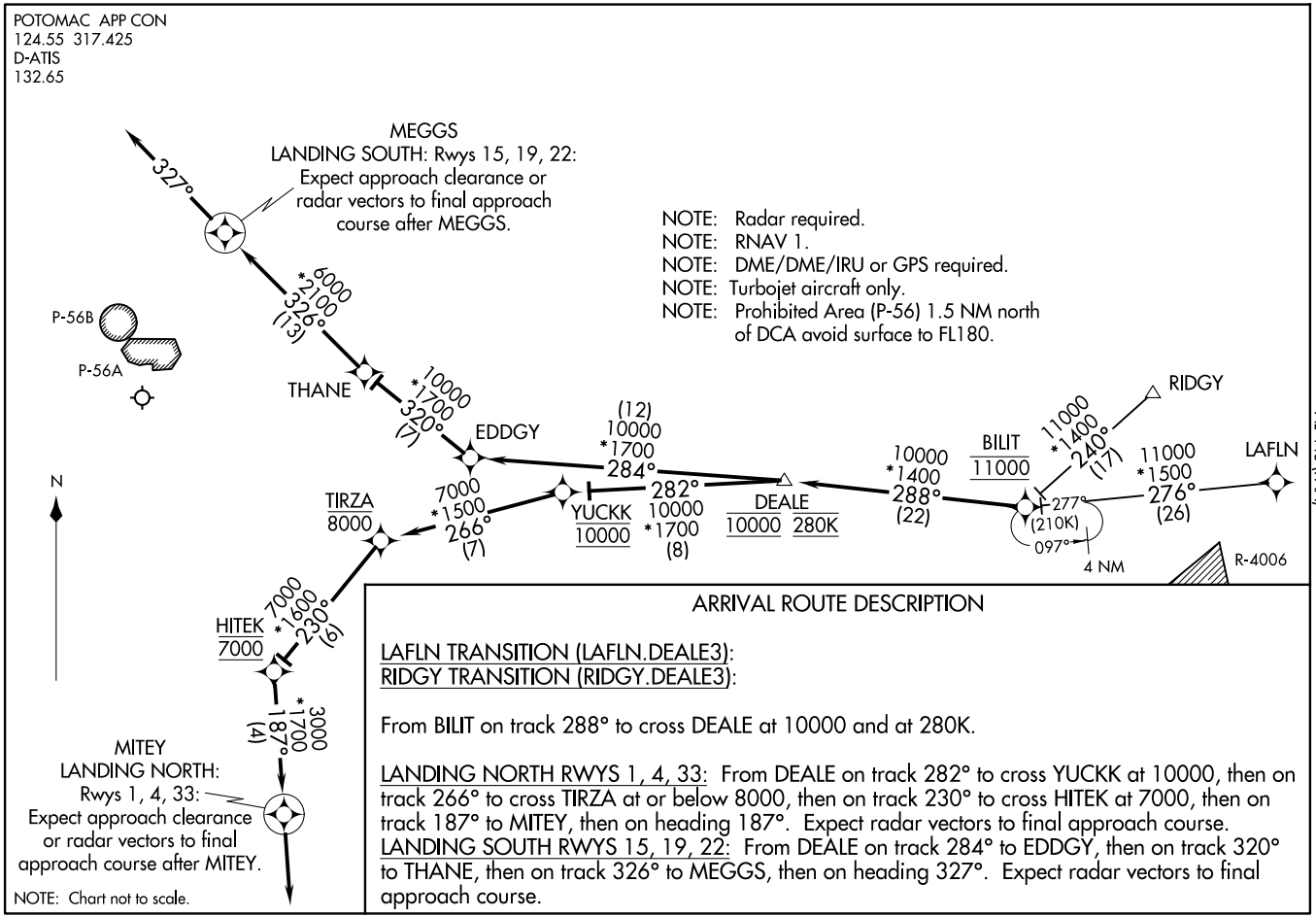
DEALE THREE ARRIVAL (RNAV)

(BILIT.DEALE3) 29MAR18

RONALD REAGAN WASHINGTON NTL (DCA)

WASHINGTON, DC

Z10



ARRIVAL ROUTE DESCRIPTION

LAFLN TRANSITION (LAFLN.DEALE3):
RIDGY TRANSITION (RIDGY.DEALE3):

From BILIT on track 288° to cross DEALE at 10000 and at 280K.

LANDING NORTH RWYS 1, 4, 33: From DEALE on track 282° to cross YUCKK at 10000, then on track 266° to cross TIRZA at or below 8000, then on track 230° to cross HITEK at 7000, then on track 187° to MITEY, then on heading 187°. Expect radar vectors to final approach course.
LANDING SOUTH RWYS 15, 19, 22: From DEALE on track 284° to EDDGY, then on track 320° to THANE, then on track 326° to MEGGS, then on heading 327°. Expect radar vectors to final approach course.

(BILIT.DEALE3) 25219

DEALE THREE ARRIVAL (RNAV)

AL-443 (FAA)

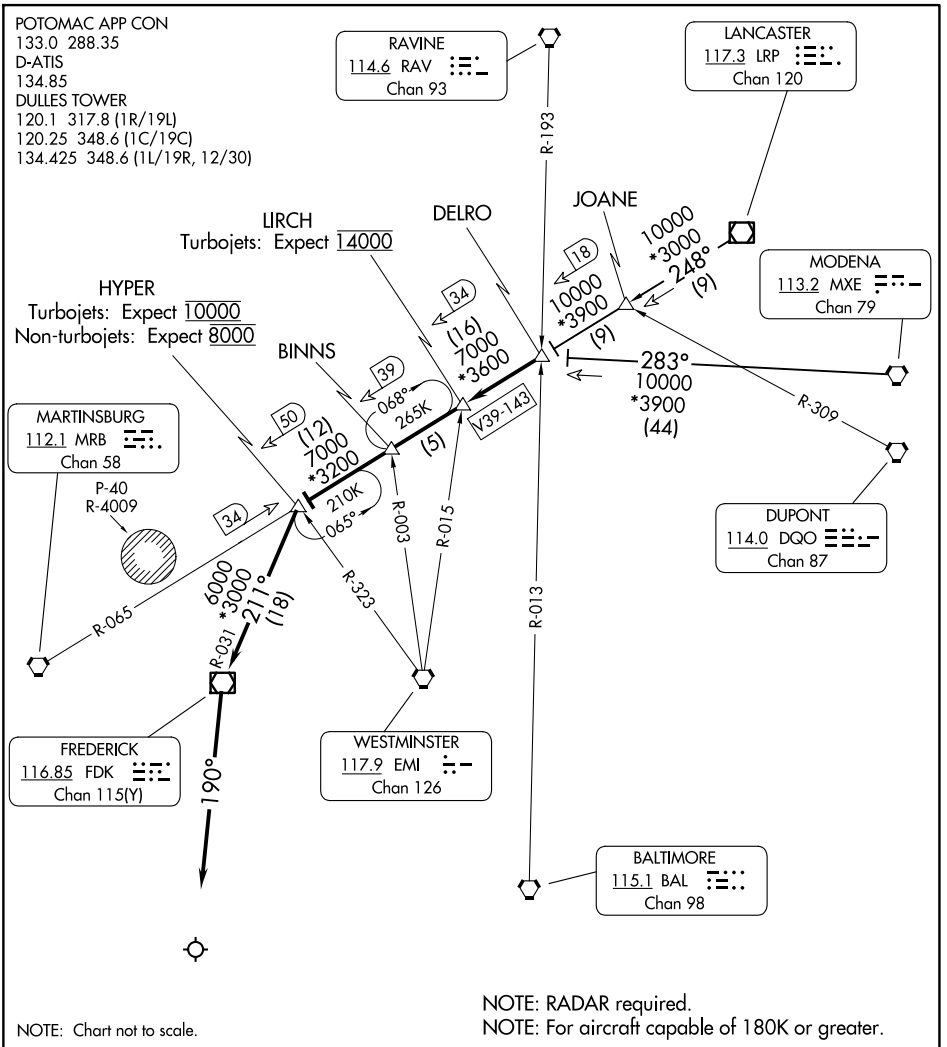
RONALD REAGAN WASHINGTON NTL (DCA)

WASHINGTON, DC

(DELRO.DELRO5) 26246 AL-5100 (FAA)

DELRO FIVE ARRIVAL

WASHINGTON DULLES INTL (IAD)
WASHINGTON, DC



ARRIVAL ROUTE DESCRIPTION

LANCASTER TRANSITION (LRP.DELRO5): From over LRP VOR/DME on LRP R-248 to DELRO. Thence....

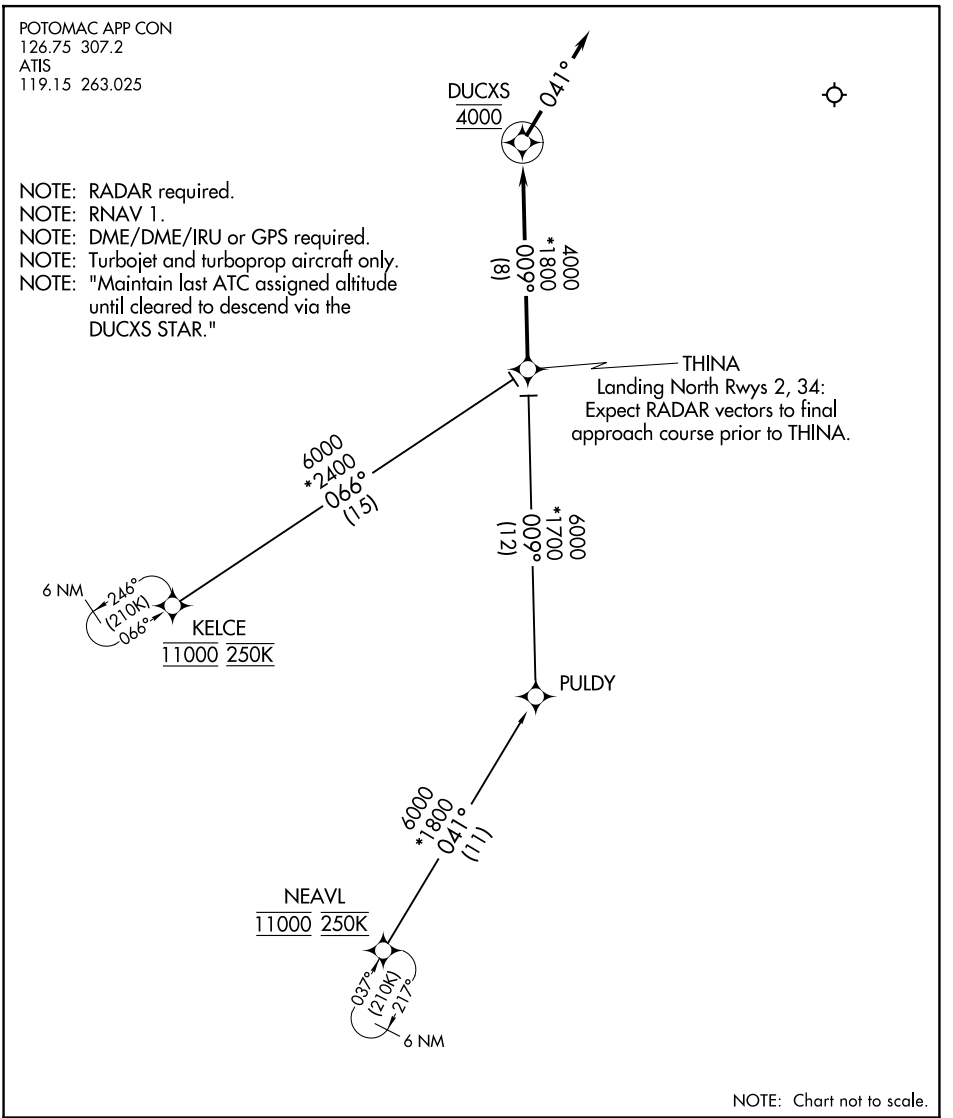
MODENA TRANSITION (MXE.DELRO5): From over MXE VORTAC on MXE R-283 to DELRO. Thence....

....From DELRO on LRP R-248 to LIRCH, then on LRP R-248 to BINNS, then on LRP R-248 to HYPER, then on FDK R-031 to FDK VOR/DME, then on heading 190° or as assigned by ATC. Expect RADAR vectors to final approach course.

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

DUCXS FIVE ARRIVAL (RNAV)



ARRIVAL ROUTE DESCRIPTION

KELCE TRANSITION (KELCE.DUCXS5):
NEAVL TRANSITION (NEAVL.DUCXS5):

From THINA on track 009° to cross DUCXS at 4000, then on heading 041° or as assigned by ATC. Expect RADAR vectors to final approach course.

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

FRDMM SEVEN ARRIVAL (RNAV) Transition Routes

(ALWYZ.FRDMM7) 09JUL26 — WASHINGTON, DC

(ALWYZ.FRDMM7) 26190 — Z13 — AL-443 (FAA)

FRDMM SEVEN ARRIVAL (RNAV) Transition Routes

WASHINGTON, DC

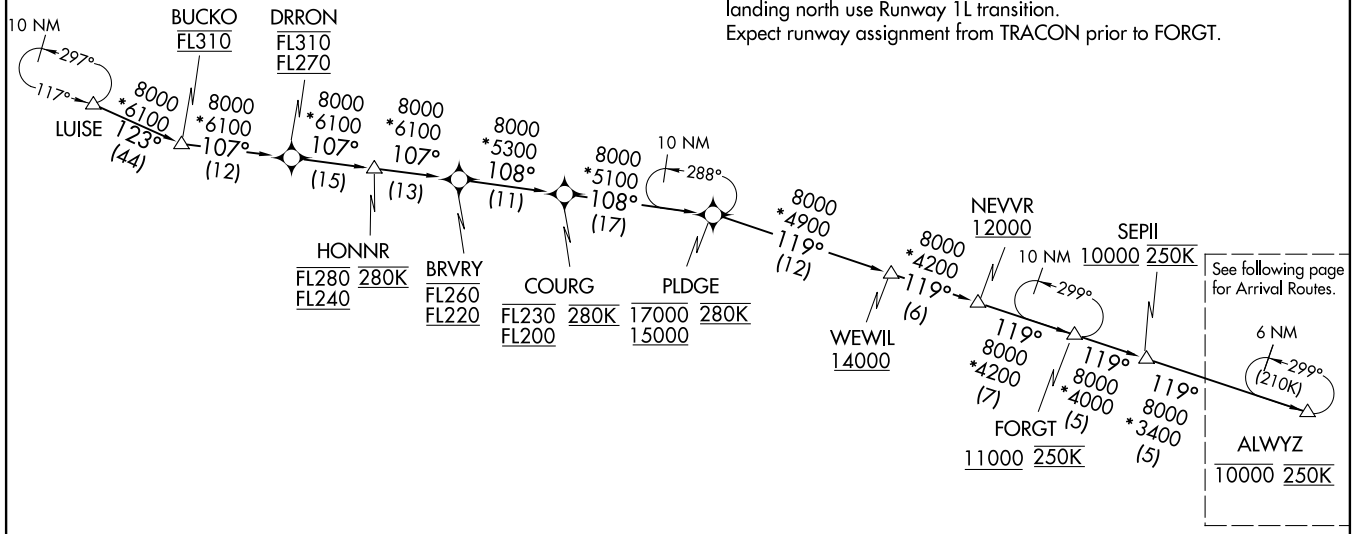
POTOMAC APP CON
118.675 323.175
DCA D-ATIS
132.65
KADW D-ATIS
133.675 251.05
KDAA ATIS ★
128.175

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

BUCKO TRANSITION (BUCKO.FRDMM7):
LUISE TRANSITION (LUISE.FRDMM7):

N

NOTE: Jet aircraft only.
NOTE: Turboprop aircraft as assigned by ATC only.
NOTE: PROHIBITED AREA (P-56) 1.5 NM north of DCA AVOID - surface to FL180.
NOTE: Landing south at DCA use Runway 19 transition, landing north use Runway 1 transition.
Landing south at ADW use Runway 19R transition, landing north use Runway 1L transition.
Expect runway assignment from TRACON prior to FORGT.



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

FRDMM SEVEN ARRIVAL (RNAV) Arrival Routes

NE-3, 03 SEP 2026 to 29 OCT 2026

FRDMM SEVEN ARRIVAL (RNAV) Arrival Routes

WASHINGTON, DC

ARRIVAL ROUTE DESCRIPTION

LANDING ADW RUNWAYS 1L/R: From ALWYZ on track 125° to cross LETZZ at 8000, then on track 130° to cross RLLLL at 6000 and at 250K, then on track 131° to VCTRY, then on track 189° to HEROO, then on track 189°. Expect RADAR vectors to final approach course.

LANDING ADW RUNWAYS 19L/R: From ALWYZ on track 122° to cross FRDMM at 8000 and at 240K, then on track 078° to STAND. Expect RADAR vectors to final approach course.

LANDING DCA RUNWAYS 1, 4, 33: From ALWYZ on track 125° to cross LETZZ at 8000, then on track 130° to cross RLLLL at 6000 and at 250K, then on track 131° to VCTRY, then on track 189° to HEROO, then on track 189°. Expect RADAR vectors to final approach course.

LANDING DCA RUNWAY 15: From ALWYZ on track 122° to cross FRDMM at 8000 and at 240K, then on track 078° to STAND, then on track 078° to TGTHR, then on track 148° to PUNKN, then on track 148°. Expect RADAR vectors to final approach course.

LANDING DCA RUNWAYS 19, 22: From ALWYZ on track 122° to cross FRDMM at 8000 and at 240K, then on track 078° to STAND, then on track 078° to TGTHR, then on track 147° to DARIC, then on track 147°. Expect RADAR vectors to final approach course.

LANDING DAA: From ALWYZ on track 125° to cross LETZZ at 8000, then on track 130° to cross RLLLL at 6000 and at 250K, then on track 131° to VCTRY, then on track 189° to HEROO, then on track 189°. Expect RADAR vectors to final approach course.

NE-3, 03 SEP 2026 to 29 OCT 2026

GIBBZ SIX ARRIVAL (RNAV) Transition Routes

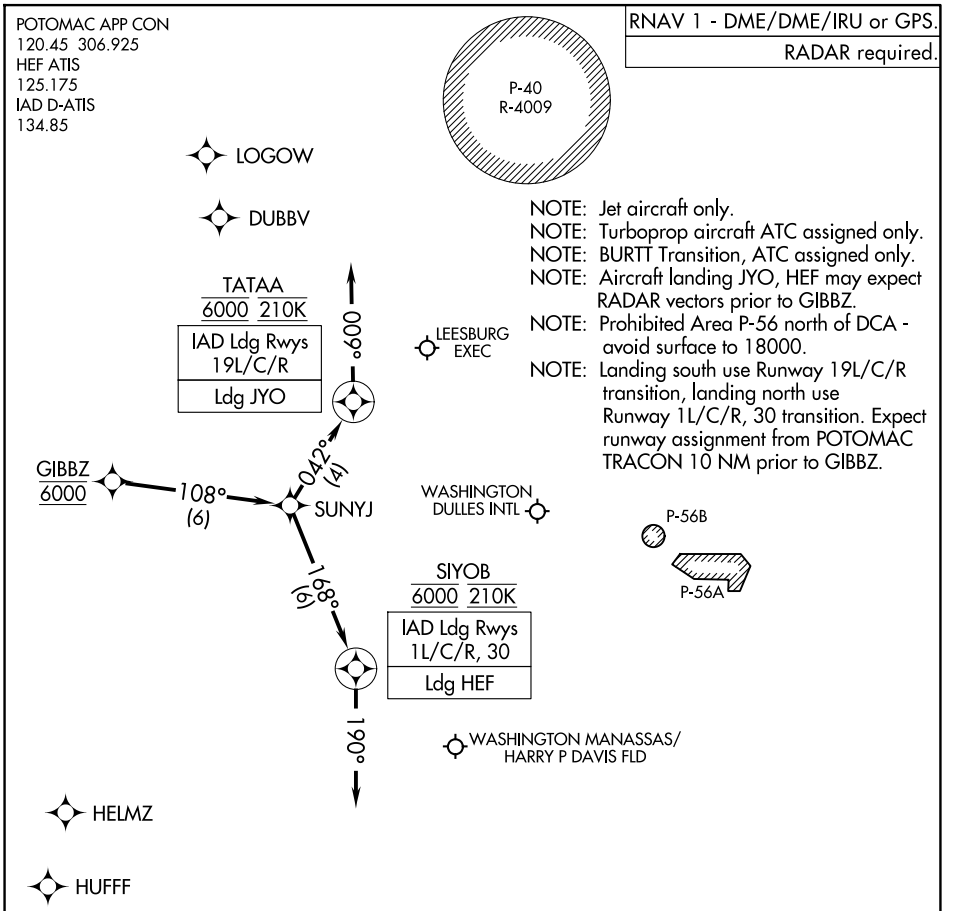
GIBBZ SIX ARRIVAL (RNAV) Transition Routes

WASHINGTON, DC

NE-3, 03 SEP 2026 to 29 OCT 2026

(GIBBZ.GIBBZ6) 26190 AL-5100 (FAA)

GIBBZ SIX ARRIVAL (RNAV) Arrival Routes WASHINGTON, DC



ARRIVAL ROUTE DESCRIPTION

IAD: From GIBBZ on track 108° to SUNYJ.
LANDING IAD RUNWAYS 1L/C/R, 30: From SUNYJ on track 168° to cross SIYOB at 6000 and at 210K, then on track 190°. Expect RADAR vectors to final approach course.
LANDING IAD RUNWAYS 19L/C/R: From SUNYJ on track 042° to cross TATAA at 6000 and at 210K, then on track 009°. Expect RADAR vectors to final approach course.

LANDING HEF: From GIBBZ on track 108° to SUNYJ, then on track 168° to cross SIYOB at 6000 and at 210K, then on track 190°. Expect RADAR vectors to final approach course.

LANDING JYO: From GIBBZ on track 108° to SUNYJ, then on track 042° to cross TATAA at 6000 and at 210K, then on track 009°. Expect RADAR vectors to final approach course.

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

HYPER ONE ARRIVAL (RNAV) Transition Routes

(LIRCH.HYPER1) 09JUL26

WASHINGTON, DC

Z18

POTOMAC APP CON
120.45 (241°-330°)
126.1 338.25 (331°-090°)
128.525 (091°-240°)
306.925 (091°-330°)
HEF ATIS
125.175
IAD D-ATIS
134.85
KNYG ATIS ★
263.15

RNAV 1 - DME/DME/IRU or GPS

RADAR required

NOTE: Jet and turboprop aircraft only.
NOTE: For aircraft capable of 180K or greater.
NOTE: LRP Transition ATC, assigned only.

ALBANY ALB
BARNES BAF
ATWAN
BIGGO
FILGA
YORKE
GANDE
KEAVR
BOTLS
JETTZ
PARKE
SARAA
LANCASTER LRP
HIKES
BANKK
ROBBINSVILLE RBV
JOANE
DELRO
MODENA MXE
LIRCH 14000

5000 *3900 191° (61)
5000 *4000 242° (20)
5000 *4000 242° (14)
5000 *4000 242° (28)
5000 *3900 215° (22)
5000 *3900 228° (16)
5000 *3900 235° (27)
5000 *3900 249° (31)
5000 *3900 248° (29)
5000 *3900 274°
5000 *3900 (14)
5000 *3900 251° (27)
(27) 5000 *3900 234°
5000 *3900 253° (35)
5000 *3900 292° (34)
5000 *3900 292° (19)
5000 *3900 249° (9)
5000 *3900 249° (9)
5000 *3600 249° (16)
5000 *3900 284° (44)

N

NOTE: Chart not to scale.

See following page for arrival routes.

(CONTINUED ON FOLLOWING PAGE)

ALBANY TRANSITION (ALB.HYPER1):
BARNES TRANSITION (BAF.HYPER1):
BANKK TRANSITION (BANKK.HYPER1):
FILGA TRANSITION (FILGA.HYPER1):
GANDE TRANSITION (GANDE.HYPER1):
LANCASTER TRANSITION (LRP.HYPER1):
MODENA TRANSITION (MXE.HYPER1):
PARKE TRANSITION (PARKE.HYPER1):
ROBBINSVILLE TRANSITION (RBV.HYPER1):

HYPER ONE ARRIVAL (RNAV) Transition Routes

(LIRCH.HYPER1) 26246

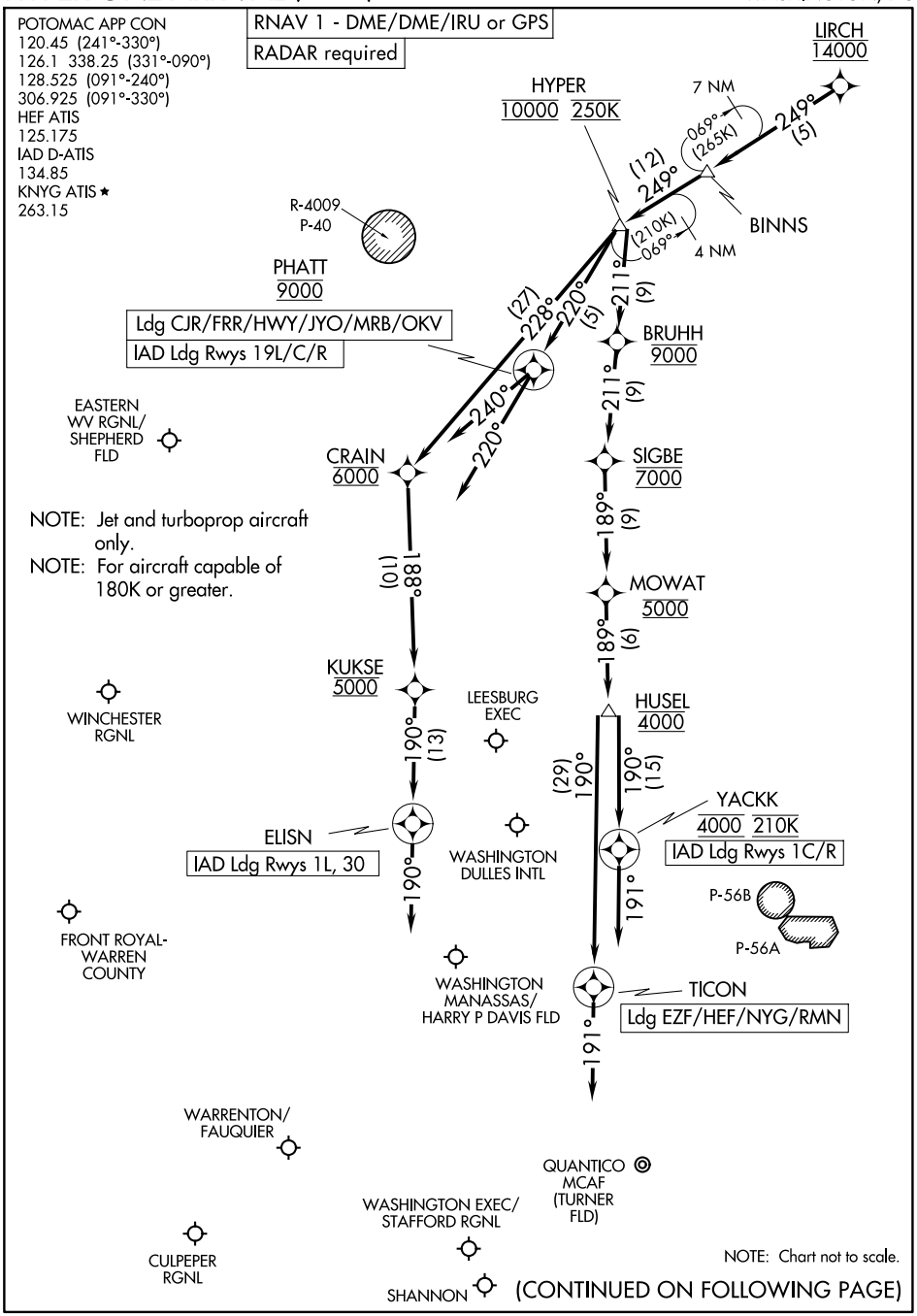
AL-5100 (FAA)

WASHINGTON, DC

(LIRCH.HYPER1) 26246 AL-5100 (FAA)

HYPER ONE ARRIVAL (RNAV) Arrival Routes

WASHINGTON, DC



HYPER ONE ARRIVAL (RNAV) Arrival Routes

WASHINGTON, DC

(LIRCH.HYPER1) 09JUL26

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

ARRIVAL ROUTE DESCRIPTION

IAD: From LIRCH on track 249° to BINNS, then on track 249° to cross HYPER at 10000 and at 250K.

LANDING IAD RUNWAYS 1C/R: From HYPER on track 211° to cross BRUHH at 9000, then on track 211° to cross SIGBE at 7000, then on track 189° to cross MOWAT at 5000, then on track 189° to cross HUSEL at 4000, then on track 190° to to cross YACKK at 4000 and at 210K, then on track 191°. Expect RADAR vectors to final approach course.

LANDING IAD RUNWAYS 1L, 30: From HYPER on track 228° to cross CRAIN at 6000, then on track 188° to cross KUKSE at 5000, then on track 190° to ELISN, then on track 190°. Expect RADAR vectors to final approach course.

LANDING IAD RUNWAYS 19L/C/R: From HYPER on track 220° to cross PHATT at 9000, then on track 220°. Expect RADAR vectors to final approach course.

LANDING CJR/MRB/JYO/FRR/HWY/OKV: From LIRCH on track 249° to BINNS, then on track 249° to cross HYPER at 10000 and at 250K, then on track 220° to cross PHATT at 9000, then on track 240°. Expect RADAR vectors to final approach course.

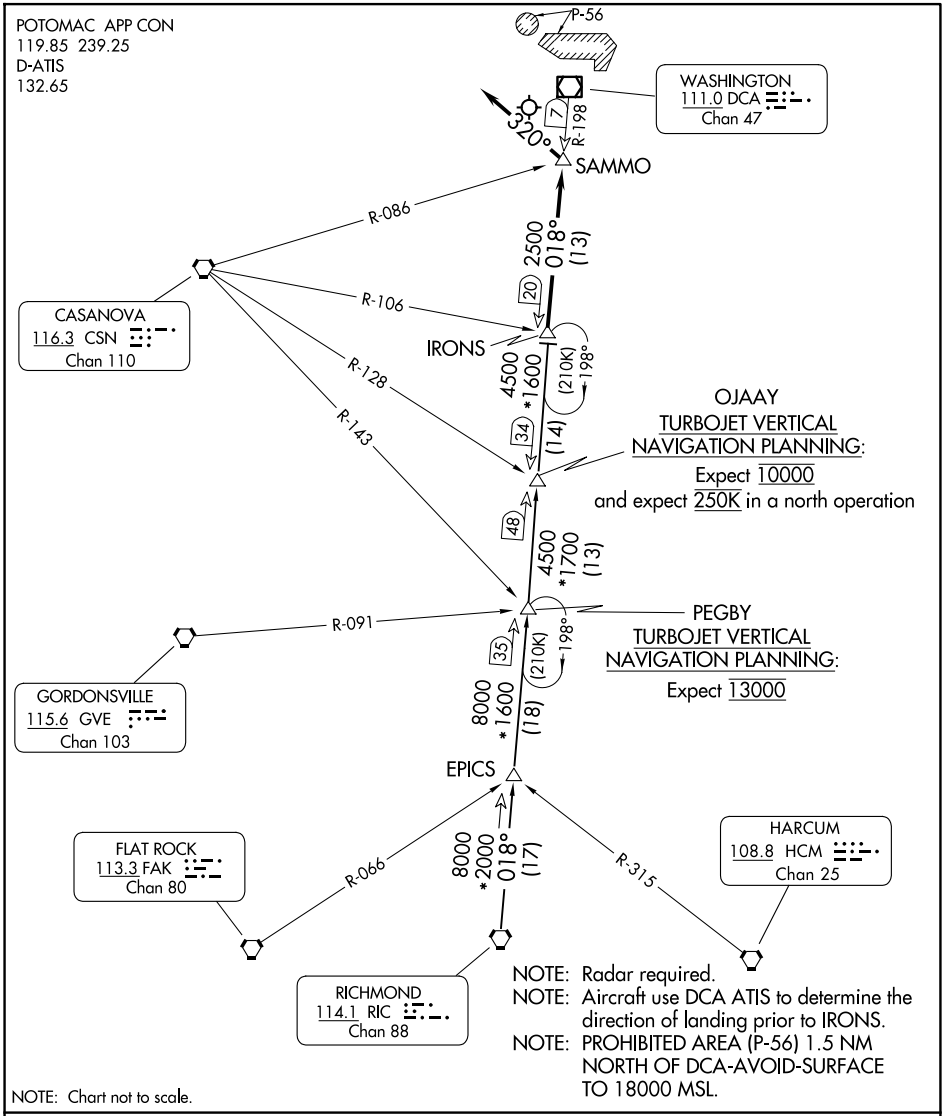
LANDING NYG/EZF/RMN/HEF: From LIRCH on track 249° to BINNS, then on track 249° to cross HYPER at 10000 and at 250K, then on track 211° to cross BRUHH at 9000, then on track 211° to cross SIGBE at 7000, then on track 189° to cross MOWAT at 5000, Then on track 189° to cross HUSEL at 4000, then on track 190° to TICON, then on track 191°. Expect RADAR vectors to final approach course.

NE-3, 03 SEP 2026 to 29 OCT 2026

(IRONS.IRONS7) 26246

IRONS SEVEN ARRIVAL

RONALD REAGAN WASHINGTON NTL (DCA)
WASHINGTON, DC



ARRIVAL ROUTE DESCRIPTION

RICHMOND TRANSITION (RIC.IRONS7): From over RIC VORTAC via RIC R-018 and DCA R-198 to IRONS. Thence....

....from IRONS:

LANDING SOUTH: Then on DCA R-198 to SAMMO, then on 320° heading or assigned by ATC, expect radar vectors to final approach course.

LANDING NORTH: Expect radar vectors to final approach course.

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

JIIMS FOUR ARRIVAL (RNAV)

(JIIMS.JIIMS4) 20APR23

PHILADELPHIA, PENNSYLVANIA

Z22

PHILADELPHIA APP CON
133.875 317.55
MQS AWOS-3 126.25
ILG ATIS 123.95
PHL D-ATIS ARR 133.4
PNE ATIS 121.15
TTN ATIS 126.775

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

NOTE: USE CAUTION: Parachute jumping 2.7 NM SE CHPMN, 1.5 NM radius of Cross Keys Airport, AOB 13500 (SR-SS).

NOTE: Jet aircraft only.

ARRIVAL ROUTE DESCRIPTION

BRIGS TRANSITION (BRIGS.JIIMS4):
DASHA TRANSITION (DASHA.JIIMS4):
ZJAAY TRANSITION (ZJAAY.JIIMS4):

Landing PHL Rwy 9L/R: From JIIMS on track 290° to WUDRR, then on track 307° to WEVVE, then on track 268° to ERNYY, then on track 268°. Expect RADAR vectors to final approach course.
Landing PHL Rwy 17, 35: From JIIMS on track 312° to SNEDE, then on track 312°. Expect RADAR vectors to final approach.
Landing PHL Rwy 26, 27L/R: From JIIMS on track 336° to ZMRMN, then on track 019° to CHPMN, then on track 060° to PSOUT, then on track 087° to MKORD°, then on track 087°. Expect RADAR vectors to final approach course.
Landing ILG: From JIIMS on track 285° to MDOGG, then on track 287° to TRNBL, then on track 287°. Expect RADAR vectors to final approach course.
Landing MQS: From JIIMS on track 285° to MDOGG, then on track 324° to RANSM, then on track 352° to EBRLY, then on track 352°. Expect RADAR vectors to final approach course.
Landing TTN/KPNE: From JIIMS on track 336° to ZMRMN, then on track 014° to WOJIK, then on track 087° to PSOUT, then on TRACK 029° to HENYY, then on track 029°. Expect RADAR vectors to final approach course.

NORTHEAST PHILADELPHIA
TRENTON MERCER
CHESTER COUNTY G O CARLSON
PHILADELPHIA INTL
CROSS KEYS
NEW CASTLE

Ldg KPNE and KTTN
KPHL Ldg Rwy 27L/R, 26
KPHL Ldg Rwy 09L/R
Ldg KMQS
KPHL Ldg Rwy 17,35
Ldg KILG

HENYY
MKORD
PSOUT
WOJIK
CHPMN
ZMRMN
WEVVE
EBRLY
RANSM
ERNYY
WUDRR
SNEDE
TRNBL
MDOGG
IROKT
BRIGS
JIIMS
HEKMN
WNSTN
RADDS
DASHA
PKCHP
ZJAAY

029° (17)
087° (3)
087° (7)
060° (9)
019° (4)
014° (8)
336° (10)
312° (3)
290° (14)
268° (4)
307° (18)
352° (2)
324° (9)
287° (10)
285° (17)
283° (10)
284° (28)
228° 210K 048°
4 NM
356° (18)
314° (25)
039° (5)
037° (34)
219°
10 NM

6000 *1600
6000 *1700 (30)
6000 *1700

N

NOTE: Chart not to scale.

JIIMS FOUR ARRIVAL (RNAV)

(JIIMS.JIIMS4) 25163

PHILADELPHIA, PENNSYLVANIA

AL-320 (FAA)

KOHLS ONE ARRIVAL (RNAV)

(KOHLS.KOHLS1) 22JAN26

NORFOLK, VIRGINIA

KOHLS ONE ARRIVAL (RNAV)

(KOHLS.KOHLS1) 26078

NORFOLK, VIRGINIA

AL-291 (FAA)

Z23

NORFOLK APP CON
118.9 353.7
LFI ATIS
270.1
KNGU ATIS
118.425 338.225
KNTU ATIS *
317.6
ORF ATIS
127.15
PHF ATIS
128.65

RNAV1 - DME/DME/IRU or GPS
RADAR required.

N

WALTRIP WILLIAMSBURG EXEC
NEWPORT NEWS/ WILLIAMSBURG INTL
FELKER AAF
LANGLEY AFB
WAKEFIELD MUNI
NORFOLK NS (CHAMBERS FLD)
NORFOLK INTL
HAMPTON ROADS EXEC
OCEANA NAS (APOLLO SOUCEK FLD)
SUFFOLK EXEC
CHESAPEAKE RGNL

DRONE
Ldg CPK/FAF/LFI/ NGU/ORF/PHF/PVG/ SFQ/AKQ/JGG/NTU

055°
235°
4 NM
055° (14)
KOHLS

(35) 9000 *1600 069°
DEENE
9000 *1700 068° (12)
TAR RIVER TYI
9000 *2600 092° (53)
RALEIGH/DURHAM RDU

060° 9000 *1800 (50)
NUTZE

9000 *3100 033° (81)
RREGG

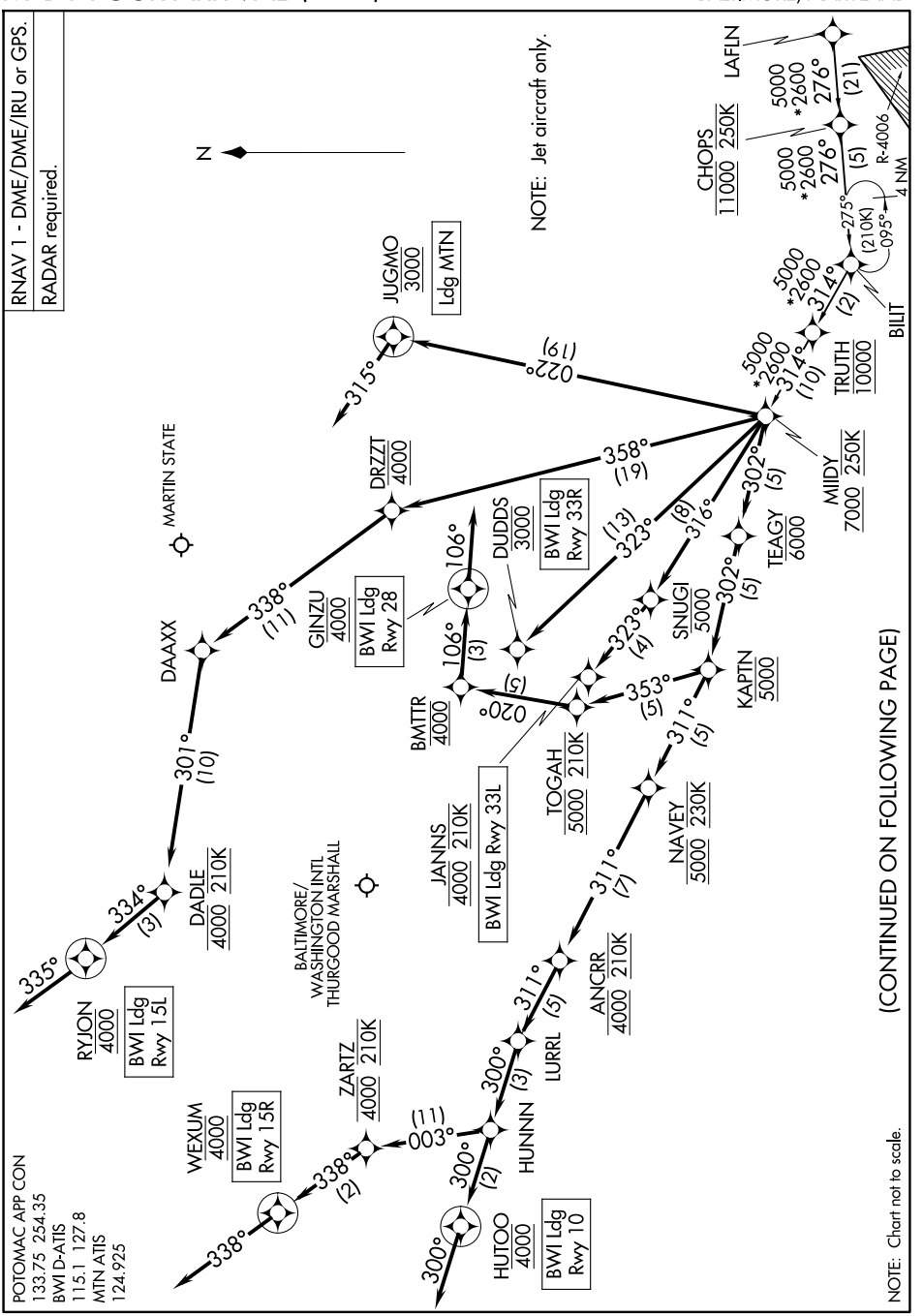
NOTE: Chart not to scale.

NOTE: RDU TRANSITION, ATC assigned only.
NOTE: TYI TRANSITION, ATC assigned only.

ARRIVAL ROUTE DESCRIPTION

NUTZE TRANSITION (NUTZE.KOHLS1):
RALEIGH/DURHAM TRANSITION (RDU.KOHLS1):
RREGG TRANSITION (RREGG.KOHLS1):
TAR RIVER TRANSITION (TYI.KOHLS1):

LANDING ALL AIRPORTS: From KOHLS on track 055° to DRONE , then on track 055°. Expect RADAR vectors to final approach course.


RNAV 1 - DME/DME/IRU or GPS.
RADAR required.
POTOMAC APP CON
133.75 254.35
BWI D-ATIS
115.1 127.8
MTN ATIS
124.925
N
NOTE: Jet aircraft only.
JUGMO 3000
Ldg MTN
315°
022°
(19)
MARTIN STATE
DRZZT 4000
358°
(19)
DAAXX
338°
(11)
GINZU 4000
BWI Ldg Rwy 28
301°
(10)
DADLE 4000 210K
334°
(3)
335°
RYJON 4000
BWI Ldg Rwy 15L
BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL
WEXUM 4000
BWI Ldg Rwy 15R
338°
(2)
ZARTZ 4000 210K
003°
(11)
338°
300°
300°
(2)
HUTOO 4000
BWI Ldg Rwy 10
HUNNN
300°
(3)
LURRL
311°
(5)
ANCRR 4000 210K
311°
(7)
BMTTR 4000
106°
(3)
106°
DUDDS 3000
BWI Ldg Rwy 33R
020°
(5)
JANNS 4000 210K
BWI Ldg Rwy 33L
TOGAH 5000 210K
323°
(13)
323°
(4)
353°
(5)
NAVEY 5000 230K
311°
(5)
316°
(8)
SNUGI 5000
302°
(5)
KAPTN 5000
302°
(5)
TEAGY 6000
MIIDY 7000 250K
5000
*2600
314°
(10)
5000
*2600
314°
(2)
TRUTH 10000
BILIT
CHOPS 11000 250K
LAFLN
5000
*2600
276°
(21)
5000
*2600
276°
(5)
275°
(210K)
095°
4 NM
R-4006
(CONTINUED ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

LAFLN TRANSITION (LAFLN.MIIDY4)

LANDING BWI RUNWAY 10: From MIIDY on track 302° to cross TEAGY at or below 6000, then on track 302° to cross KAPTN at 5000, then on track 311° to cross NAVEY at 5000 and at 230K, then on track 311° to cross ANCRR at 4000 and at 210K, then on track 311° to LURRL, then on track 300° to HUNNN, then on track 300° to cross HUTOO at 4000, then on track 300°. Expect RADAR vectors to final approach course.

LANDING BWI RUNWAY 15L: From MIIDY on track 358° to cross DRZZT at 4000, then on track 338° to DAAXX, then on track 301° to cross DADLE at 4000 and at 210K, then on track 334° to cross RYJON at 4000, then on track 335°. Expect RADAR vectors to final approach course.

LANDING BWI RUNWAY 15R: From MIIDY on track 302° to cross TEAGY at or below 6000, then on track 302° to cross KAPTN at 5000, then on track 311° to cross NAVEY at 5000 and at 230K, then on track 311° to cross ANCRR at 4000 and at 210K, then on track 311° to LURRL, then on track 300° to HUNNN, then on track 003° to cross ZARTZ at 4000 and at 210K, then on track 338° to cross WEXUM at 4000, then on track 338°. Expect RADAR vectors to final approach course.

LANDING BWI RUNWAY 28: From MIIDY on track 302° to cross TEAGY at or below 6000, then on track 302° to cross KAPTN at 5000, then on track 353° to cross TOGAH at 5000 and at 210K, then on track 020° to cross BMTTR at 4000, then on track 106° to cross GINZU at 4000, then on track 106°. Expect RADAR vectors to final approach course.

LANDING BWI RUNWAY 33L: From MIIDY on track 316° to cross SNUGI at or below 5000, then on track 323° to cross JANNS at 4000 and at 210K.
Expect ILS or LOC Rwy 33L approach.

LANDING BWI RUNWAY 33R: From MIIDY on track 323° to cross DUDDS at 3000.
Expect ILS or LOC Rwy 33R approach.

LANDING MTN: From MIIDY on track 022° to cross JUGMO at 3000, then on heading 315°. Expect RADAR vectors to final approach course.

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

NUMMY THREE ARRIVAL

(AML.NUMMY3) 20JUN19

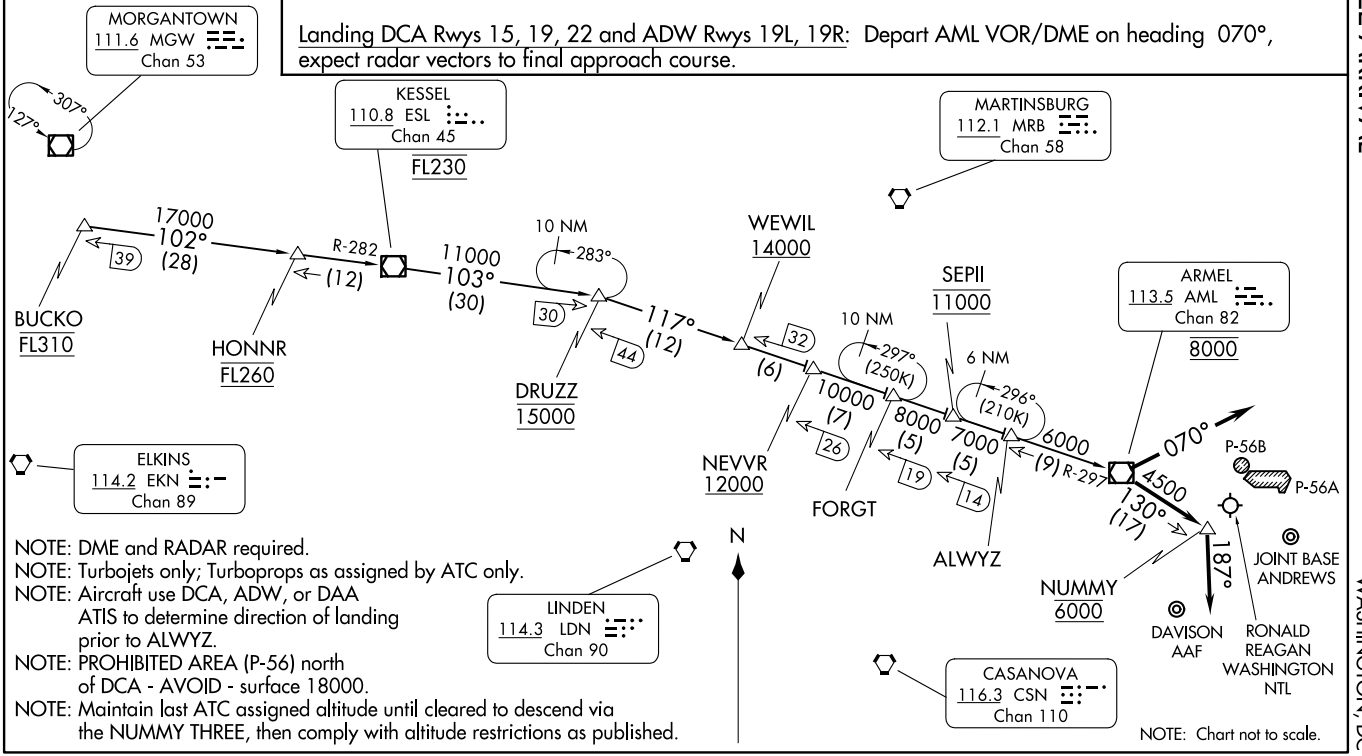
POTOMAC APP CON
118.675 323.175
DCA D-ATIS 132.65
KADW D-ATIS
133.675 251.05
*KDAA ATIS
128.175

ARRIVAL ROUTE DESCRIPTION

BUCKO TRANSITION (BUCKO.NUMMY3): From over BUCKO on ESL R-282 to ESL VOR/DME, then on ESL R-103 to DRUZZ, then on AML R-297 to AML VOR/DME.

Landing DCA Rwys 1, 4, 33, ADW Rwys 1L, 1R, and DAA: From over AML VOR/DME on AML VOR/DME R-130 to cross NUMMY at 6000, then on heading 187°, expect radar vectors to final approach course.

Landing DCA Rwys 15, 19, 22 and ADW Rwys 19L, 19R: Depart AML VOR/DME on heading 070°, expect radar vectors to final approach course.



NOTE: DME and RADAR required.
NOTE: Turbojets only; Turboprops as assigned by ATC only.
NOTE: Aircraft use DCA, ADW, or DAA ATIS to determine direction of landing prior to ALWYZ.
NOTE: PROHIBITED AREA (P-56) north of DCA - AVOID - surface 18000.
NOTE: Maintain last ATC assigned altitude until cleared to descend via the NUMMY THREE, then comply with altitude restrictions as published.

NUMMY THREE ARRIVAL

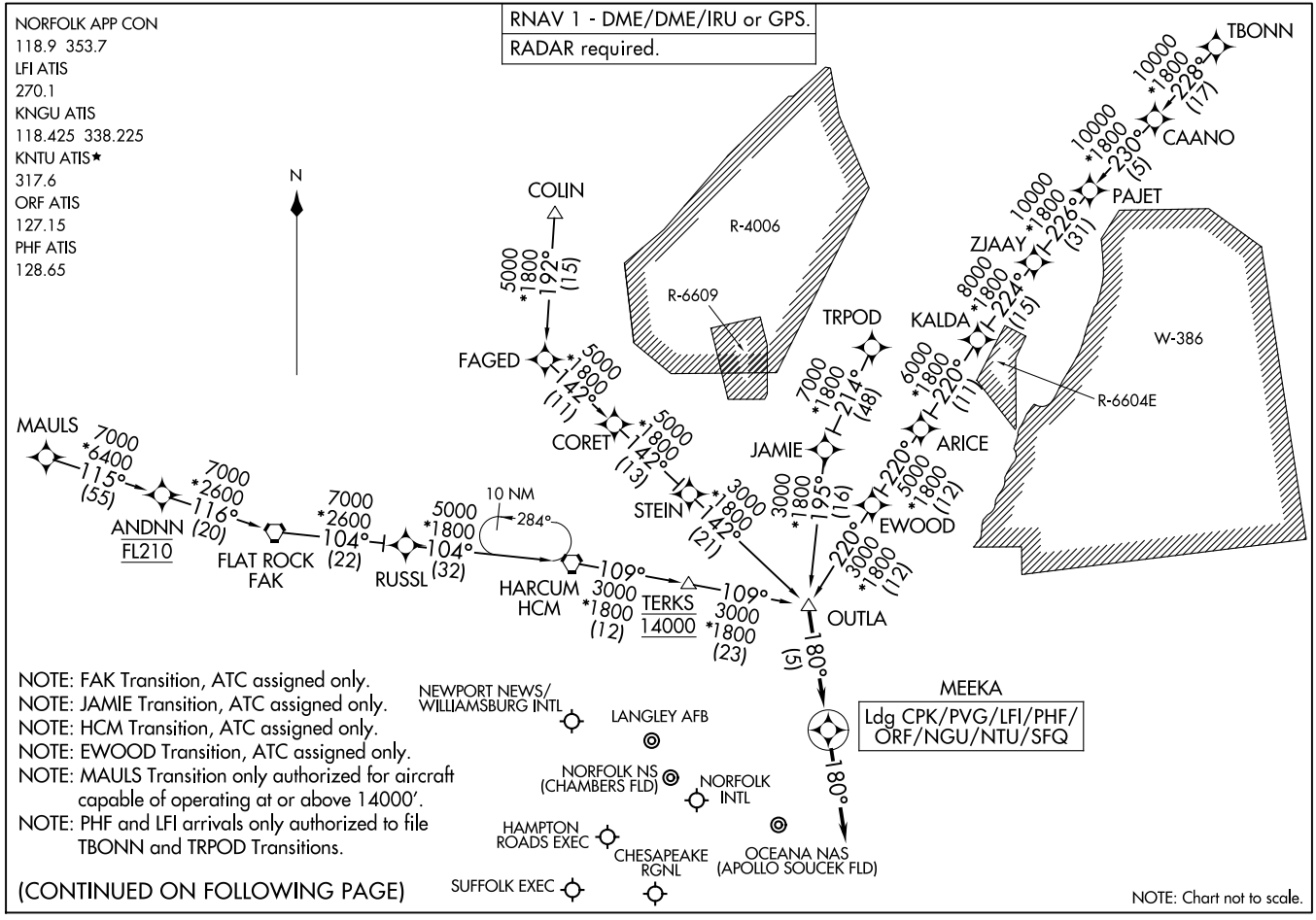
(AML.NUMMY3) 26246

WASHINGTON, DC

OUTLA ONE ARRIVAL (RNAV)

(OUTLA.OUTLA1) 22JAN26

NORFOLK, VIRGINIA



OUTLA ONE ARRIVAL (RNAV)

(OUTLA.OUTLA1) 26078

NORFOLK, VIRGINIA

ARRIVAL ROUTE DESCRIPTION

COLIN TRANSITION (COLIN.OUTLA1)
EWOOD TRANSITION (EWOOD.OUTLA1)
FLAT ROCK TRANSITION (FAK.OUTLA1)
HARCUM TRANSITION (HCM.OUTLA1)
JAMIE TRANSITION (JAMIE.OUTLA1)
MAULS TRANSITION (MAULS.OUTLA1)
TBONN TRANSITION (TBONN.OUTLA1)
TRPOD TRANSITION (TRPOD.OUTLA1)

LANDING ALL AIRPORTS: From OUTLA on track 180° to MEEKA, then on track 180°. Expect RADAR vectors to final approach course.

NE-3, 03 SEP 2026 to 29 OCT 2026

(POWTN.POWTN5) 20254

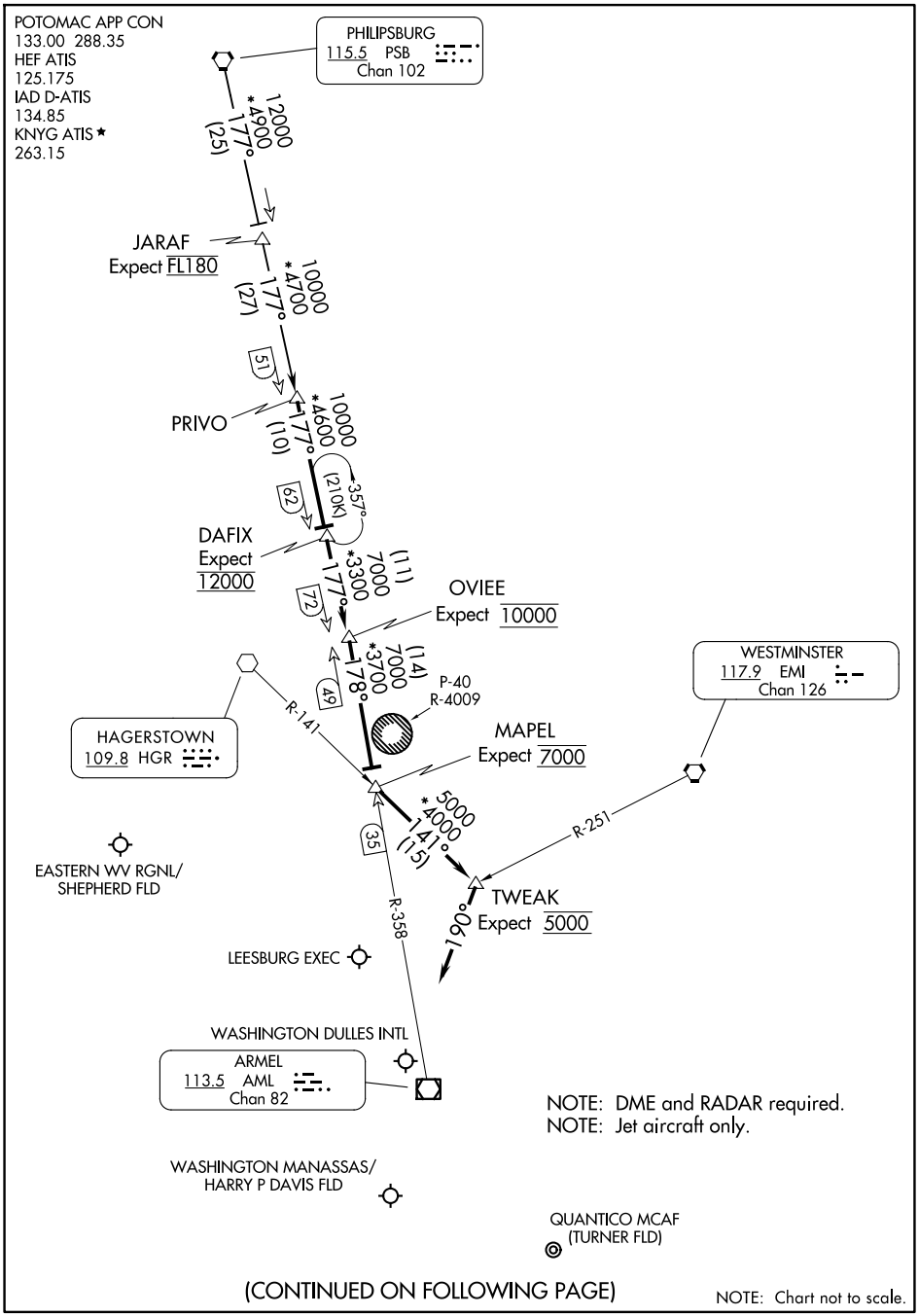
POWTN FIVE ARRIVAL (RNAV)

RICHMOND INTL (RIC)
RICHMOND, VIRGINIA

POWTN FIVE ARRIVAL (RNAV)
(POWTN.POWTN5) 10SEP20
RICHMOND, VIRGINIA
RICHMOND INTL (RIC)
NE-3, 03 SEP 2026 to 29 OCT 2026

PRIVO THREE ARRIVAL

WASHINGTON, DC



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

PRIVO THREE ARRIVAL

WASHINGTON, DC

(PRIVO.PRIVO3) 05OCT23

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

(PRIVO.PRIVO3) 23278

PRIVO THREE ARRIVAL

WASHINGTON, DC

ARRIVAL ROUTE DESCRIPTION

PHILIPSBURG TRANSITION (PSB.PRIVO3): From over PSB VORTAC on PSB R-177 to PRIVO. Thence....

....from PRIVO on PSB R-177 to DAFIX, then on PSB R-177 to OVIEE, then on AML R-358 to MAPEL. Then on HGR R-141 to TWEAK. Then on heading 190° or as assigned by ATC.

LANDING RWYS 1L/C/R and 30: Expect RADAR vectors to final approach course after TWEAK.
LANDING RWYS 19L/C/R and 12: Expect RADAR vectors to final approach course after MAPEL.
LANDING KHEF and KNYG: Expect RADAR vectors to destination airport after TWEAK.
LANDING KMRB and KJYO: Expect RADAR vectors to destination airport after MAPEL.

NE-3, 03 SEP 2026 to 29 OCT 2026

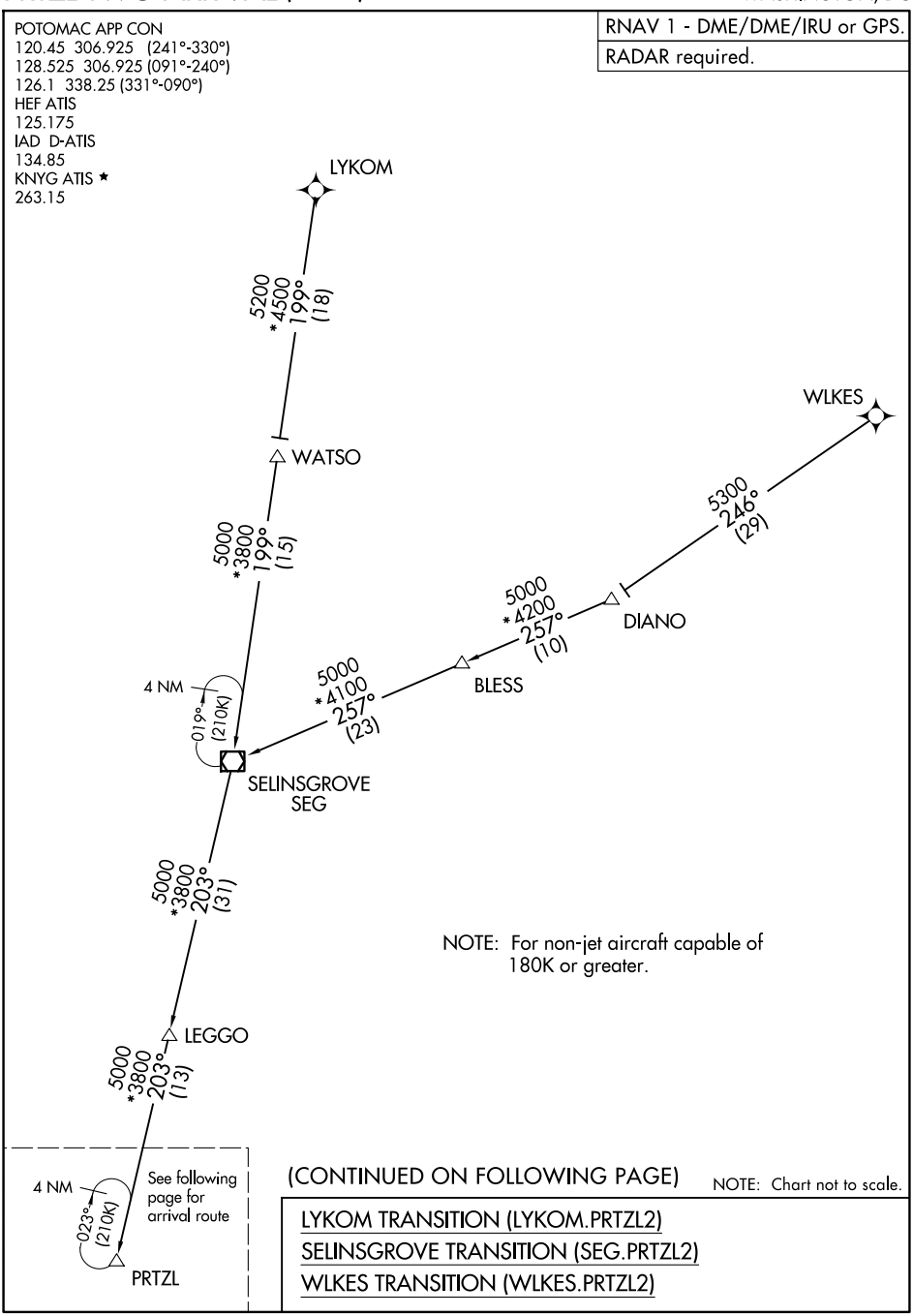
PRTZL TWO ARRIVAL (RNAV) Transition Routes

WASHINGTON, DC

NE-3, 03 SEP 2026 to 29 OCT 2026

POTOMAC APP CON
120.45 306.925 (241°-330°)
128.525 306.925 (091°-240°)
126.1 338.25 (331°-090°)
HEF ATIS
125.175
IAD D-ATIS
134.85
KNYG ATIS ★
263.15

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



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

LYKOM TRANSITION (LYKOM.PRTZL2)
SELINSGROVE TRANSITION (SEG.PRTZL2)
WLKES TRANSITION (WLKES.PRTZL2)

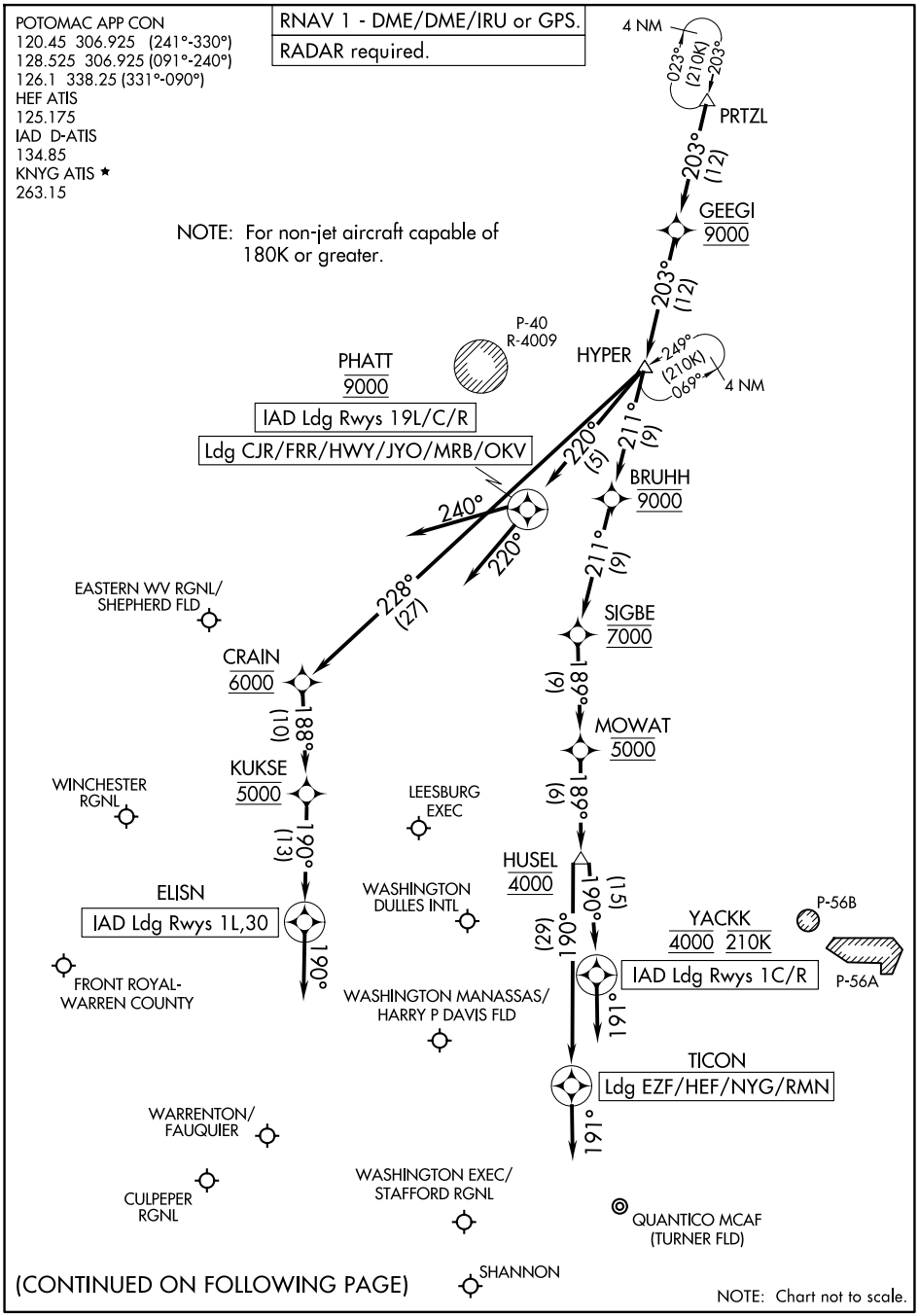
PRTZL TWO ARRIVAL (RNAV) Transition Routes

WASHINGTON, DC

(PRTZL.PRTZL2) 26190 AL-5100 (FAA)

PRTZL TWO ARRIVAL (RNAV) Arrival Routes

WASHINGTON, DC



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

PRTZL TWO ARRIVAL (RNAV) Arrival Routes

WASHINGTON, DC

(PRTZL.PRTZL2) 09JUL26

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

ARRIVAL ROUTE DESCRIPTION

IAD: From PRTZL on track 203° to cross GEEGI at 9000, then on track 203° to HYPER.

LANDING IAD RUNWAYS 1C/R: From HYPER on track 211° to cross BRUHH at 9000, then on track 211° to cross SIGBE at 7000, then on track 189° to cross MOWAT at 5000, then on track 189° to cross HUSEL at 4000, then on track 190° to cross YACKK at 4000 and at 210K, then on track 191°. Expect RADAR vectors to final approach course.

LANDING IAD RUNWAYS 1L, 30: From HYPER on track 228° to cross CRAIN at 6000, then on track 188° to cross KUKSE at 5000, then on track 190° to ELISN, then on track 190°. Expect RADAR vectors to final approach course.

LANDING IAD RUNWAYS 19L/C/R: From HYPER on track 220° to cross PHATT at 9000, then on track 220°. Expect RADAR vectors to final approach course.

LANDING CJR/FRR/HWY/JYO/MRB/OKV: From PRTZL on track 203° to cross GEEGI at 9000, then on track 203° to HYPER, then on track 220° to cross PHATT at 9000, then on track 240°. Expect RADAR vectors to final approach course.

LANDING EZF/HEF/NYG/RMN: From PRTZL on track 203° to cross GEEGI at 9000, then on track 203° to HYPER, then on track 211° to cross BRUHH at 9000, then on track 211° to cross SIGBE at 7000, then on track 189° to cross MOWAT at 5000, then on track 189° to cross HUSEL at 4000, then on track 190° to TICON, then on track 191°. Expect RADAR vectors to final approach course.

NE-3, 03 SEP 2026 to 29 OCT 2026

RAVNN NINE ARRIVAL (RNAV) Transition Routes

(CAPKO.RAVNN9) 14MAY26

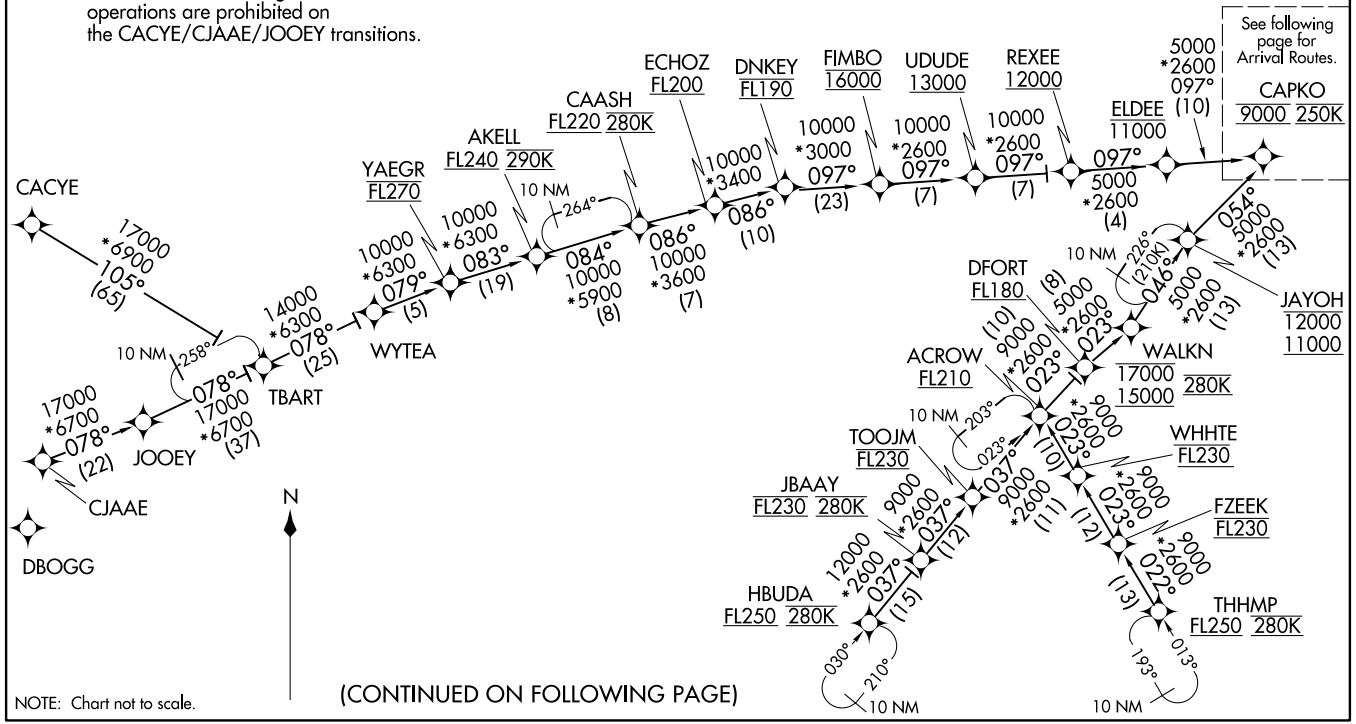
BALTIMORE, MARYLAND

POTOMAC APP CON
128.35 270.275
BWI D-ATIS
115.1 127.8
MTN ATIS
124.925

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

CACYE TRANSITION (CACYE.RAVNN9)
CJAAE TRANSITION (CJAAE.RAVNN9)
HBUDA TRANSITION (HBUDA.RAVNN9): (ATC assigned only).
JOOEY TRANSITION (JOOEY.RAVNN9): (ATC assigned only).
THHMP TRANSITION (THHMP.RAVNN9)

NOTE: Jet aircraft only.
NOTE: All part 91, 101, 103, 105, 125, 133, 135, and 137 flight operations are prohibited on the CACYE/CJAAE/JOOEY transitions.



NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

(CAPKO.RAVNN9) 26134

RAVNN NINE ARRIVAL (RNAV) Transition Routes

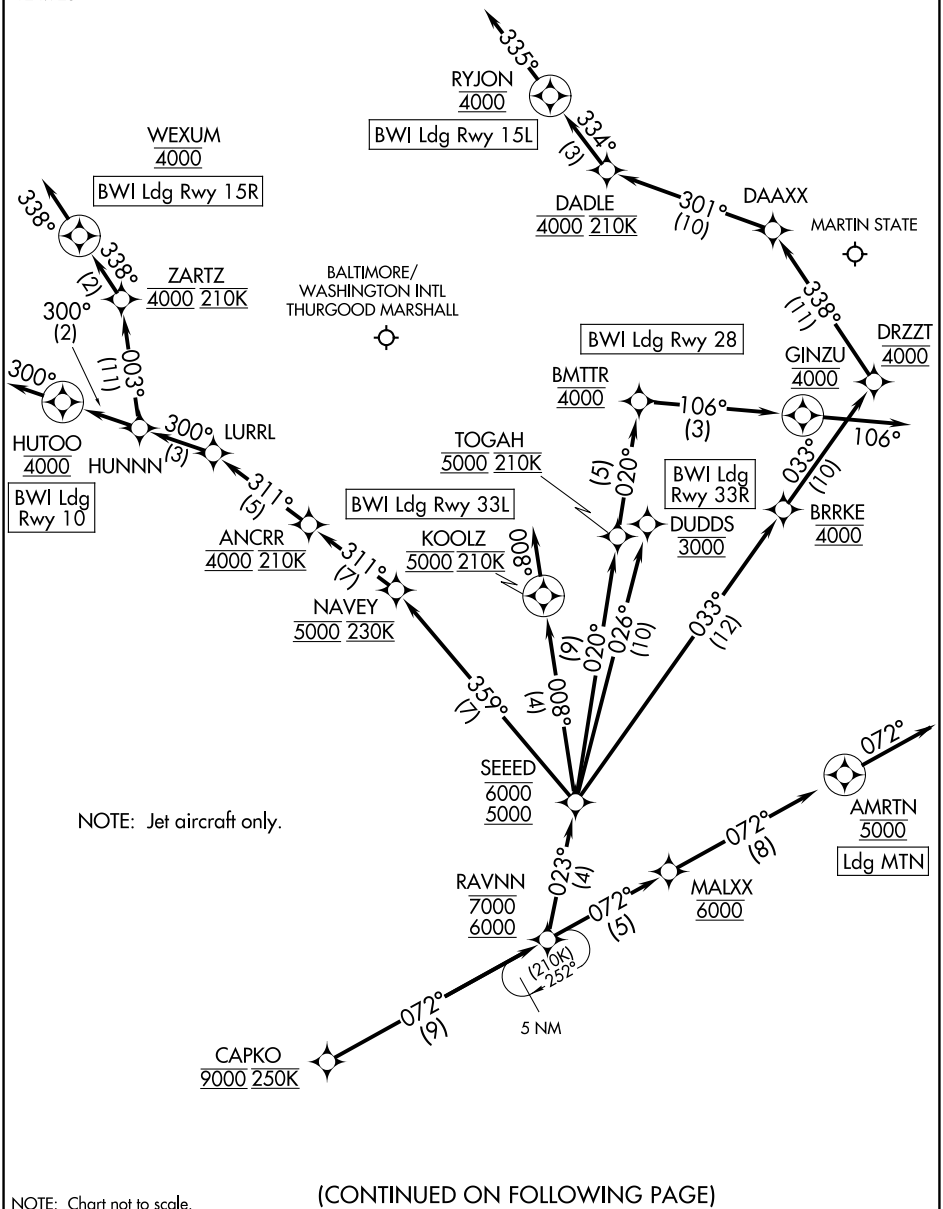
BALTIMORE, MARYLAND

RAVNN NINE ARRIVAL (RNAV) Arrival Routes

BALTIMORE, MARYLAND

POTOMAC APP CON
128.35 270.275
BWI D-ATIS
115.1 127.8
MTN ATIS
124.925

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



NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

RAVNN NINE ARRIVAL (RNAV) Arrival Routes

BALTIMORE, MARYLAND

ARRIVAL ROUTE DESCRIPTION

BWI: From CAPKO on track 072° to cross RAVNN between 6000 and 7000.

LANDING BWI RUNWAY 10: From RAVNN on track 023° to cross SEEED between 5000 and 6000, then on track 359° to cross NAVEY at 5000 and at 230K, then on track 311° to cross ANCRR at 4000 and at 210K, then on track 311° to LURRL, then on track 300° to HUNNN, then on track 300° to cross HUTOO at 4000, then on track 300°. Expect RADAR vectors to final approach course.

LANDING BWI RUNWAY 15L: From RAVNN on track 023° to cross SEEED between 5000 and 6000, then on track 033° to cross BRRKE at 4000, then on track 033° to cross DRZZT at 4000, then on track 338° to DAAXX, then on track 301° to cross DADLE at 4000 and at 210K, then on track 334° to cross RYJON at 4000, then on track 335°. Expect RADAR vectors to final approach course.

LANDING BWI RUNWAY 15R: From RAVNN on track 023° to cross SEEED between 5000 and 6000, then on track 359° to cross NAVEY at 5000 and at 230K, then on track 311° to cross ANCRR at 4000 and at 210K, then on track 311° to LURRL, then on track 300° to HUNNN, then on track 003° to cross ZARTZ at 4000 and at 210K, then on track 338° to cross WEXUM at 4000, then on track 338°. Expect RADAR vectors to final approach course.

LANDING BWI RUNWAY 28: From RAVNN on track 023° to cross SEEED between 5000 and 6000, then on track 020° to cross TOGAH at 5000 and at 210K, then on track 020° to cross BMTTR at 4000, then on track 106° to cross GINZU at 4000, then on track 106°. Expect RADAR vectors to final approach course.

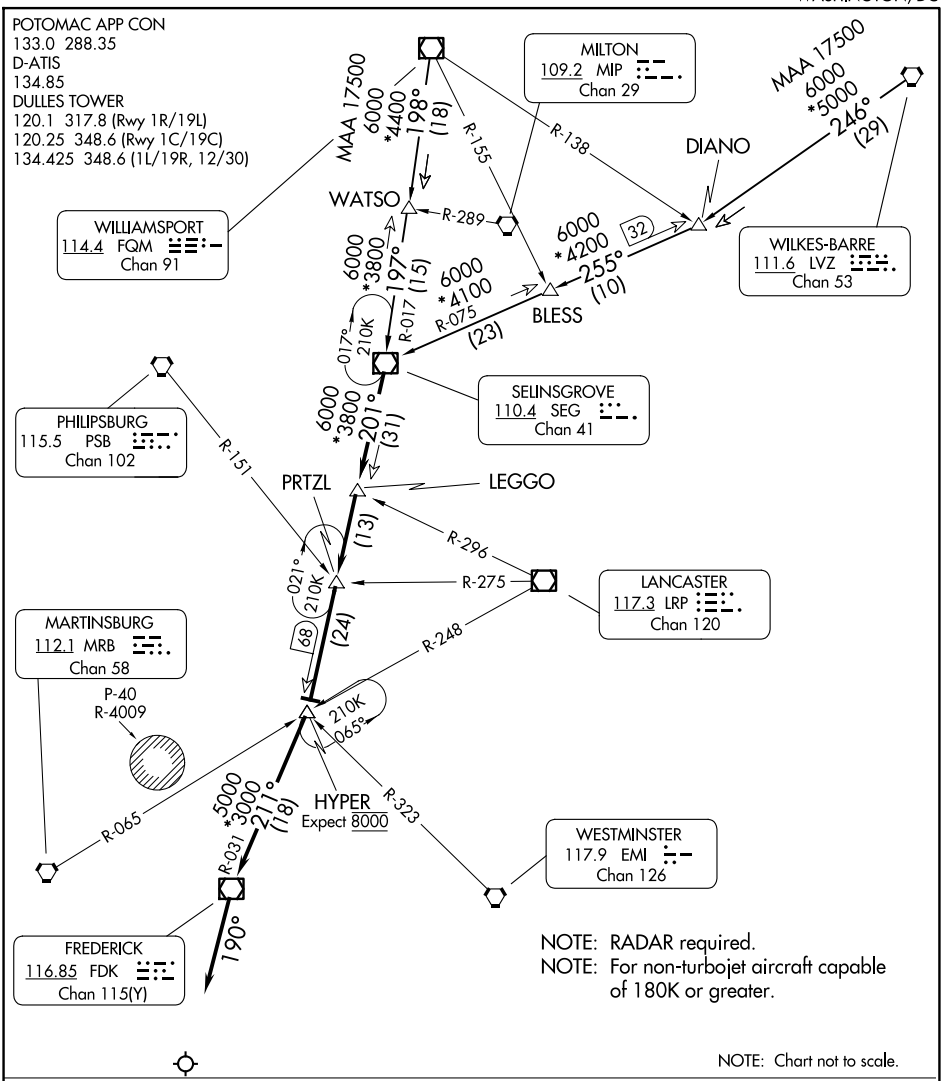
LANDING BWI RUNWAY 33L: From RAVNN on track 023° to cross SEEED between 5000 and 6000, then on track 008° to cross KOOLZ at 5000 and at 210K, then on track 008°. Expect RADAR vectors to final approach course.

LANDING BWI RUNWAY 33R: From RAVNN on track 023° to cross SEEED between 5000 and 6000, then on track 026° to cross DUDDS at 3000. Expect ILS or LOC Rwy 33R approach.

LANDING MTN: From CAPKO on track 072° to cross RAVNN between 6000 and 7000, then on track 072° to to cross MALXX at 6000, then on track 072° to cross AMRTN at 5000, then on heading 072°. Expect RADAR vectors to final approach course.

NE-3, 03 SEP 2026 to 29 OCT 2026

SELINSGROVE SIX ARRIVAL



ARRIVAL ROUTE DESCRIPTION

WILKES-BARRE TRANSITION (LVZ.SEG6):
From over LVZ VORTAC on LVZ R-246 and SEG R-075 to SEG VOR/DME. Thence....

WILLIAMSPORT TRANSITION (FQM.SEG6):
From over FQM VOR/DME on FQM R-198 and SEG R-017 to SEG VOR/DME. Thence....

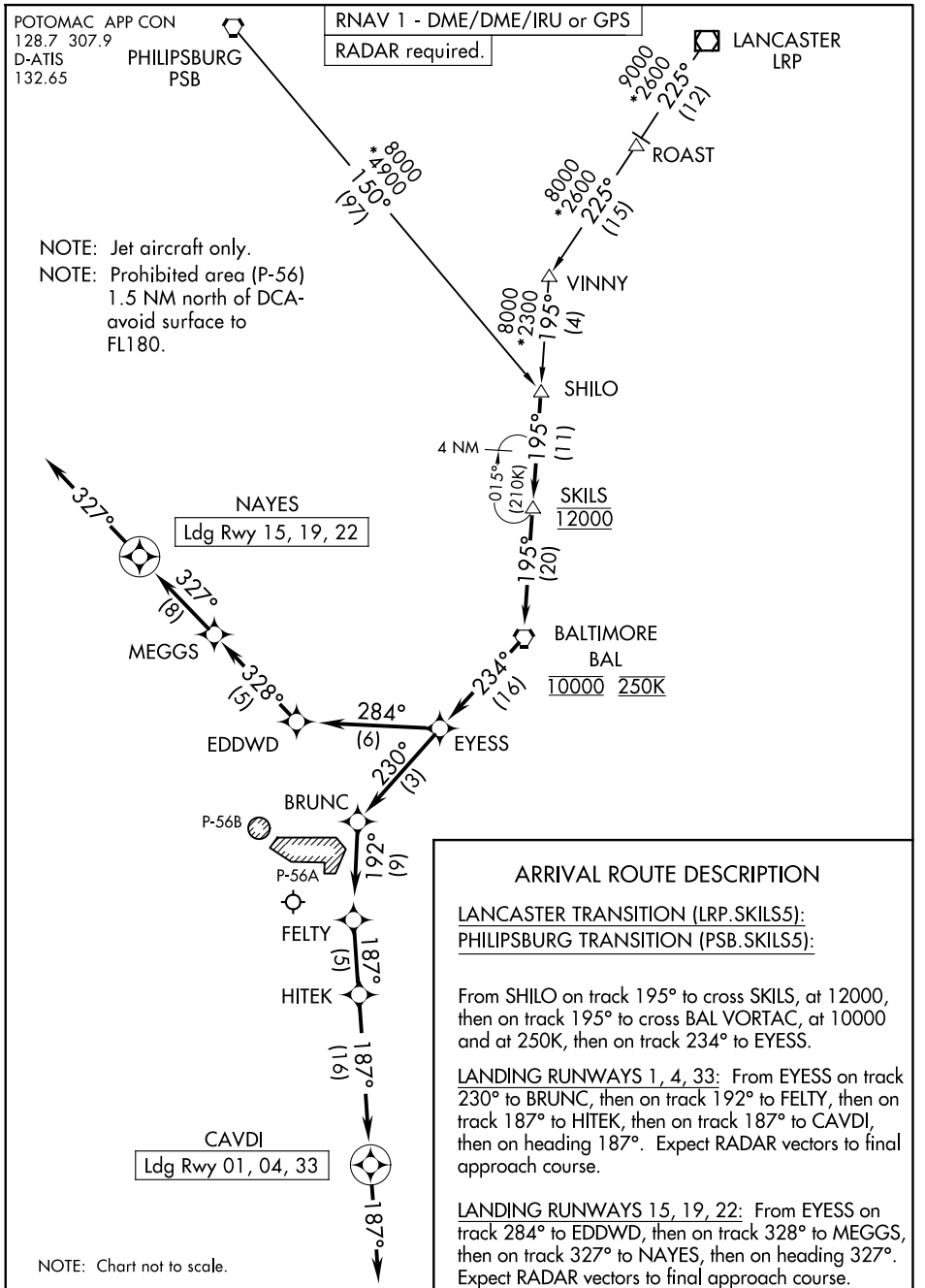
....From SEG VOR/DME on SEG R-201 to LEGGO, then on SEG R-201 to PRTZL, then on SEG R-201 to HYPER, then on FDK R-031 to FDK VOR/DME, then on heading 190° or as assigned by ATC. Expect RADAR vectors to final approach course.

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

(SHILO.SKILS5) 23222

SKILS FIVE ARRIVAL (RNAV)

RONALD REAGAN WASHINGTON NTL (DCA)
AL-443 (FAA)
WASHINGTON, DC



ARRIVAL ROUTE DESCRIPTION

LANCASTER TRANSITION (LRP.SKILS5):
PHILIPSBURG TRANSITION (PSB.SKILS5):

From SHILO on track 195° to cross SKILS, at 12000, then on track 195° to cross BAL VORTAC, at 10000 and at 250K, then on track 234° to EYESS.

LANDING RUNWAYS 1, 4, 33: From EYESS on track 230° to BRUNC, then on track 192° to FELTY, then on track 187° to HITEK, then on track 187° to CAVDI, then on heading 187°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 15, 19, 22: From EYESS on track 284° to EDDWD, then on track 328° to MEGGS, then on track 327° to NAYES, then on heading 327°. Expect RADAR vectors to final approach course.

SKILS FIVE ARRIVAL (RNAV)
(SHILO.SKILS5) 10AUG23

WASHINGTON, DC
RONALD REAGAN WASHINGTON NTL (DCA)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

SPIDR FIVE ARRIVAL (RNAV)

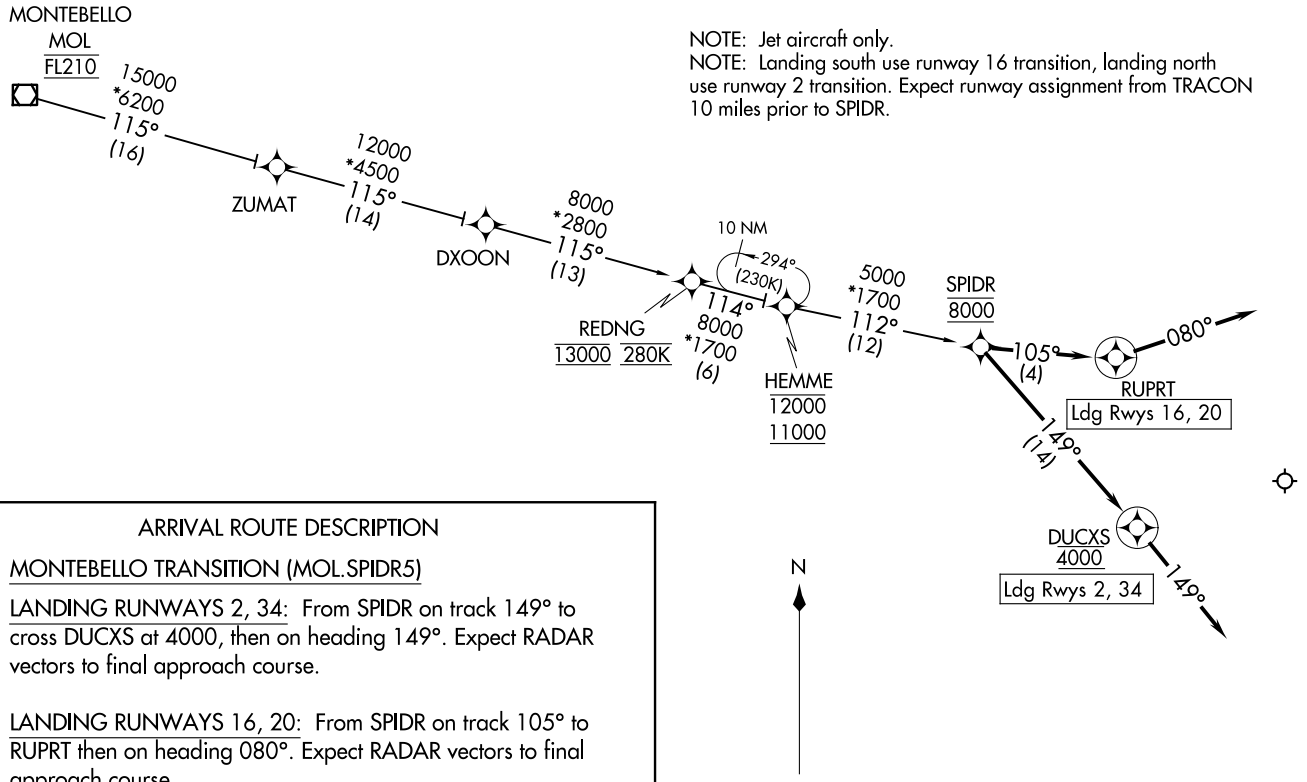
(SPIDR.SPIDR5) 26DEC24

RICHMOND, VIRGINIA
RICHMOND INTL (RIC)

Z40

POTOMAC APP CON
126.75 307.2
ATIS
119.15 263.025

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



NOTE: Jet aircraft only.
NOTE: Landing south use runway 16 transition, landing north use runway 2 transition. Expect runway assignment from TRACON 10 miles prior to SPIDR.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

MONTEBELLO TRANSITION (MOL.SPIDR5)

LANDING RUNWAYS 2, 34: From SPIDR on track 149° to cross DUCXS at 4000, then on heading 149°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 16, 20: From SPIDR on track 105° to RUPRT then on heading 080°. Expect RADAR vectors to final approach course.

SPIDR FIVE ARRIVAL (RNAV)

(SPIDR.SPIDR5) 25023

AL-347 (FAA)

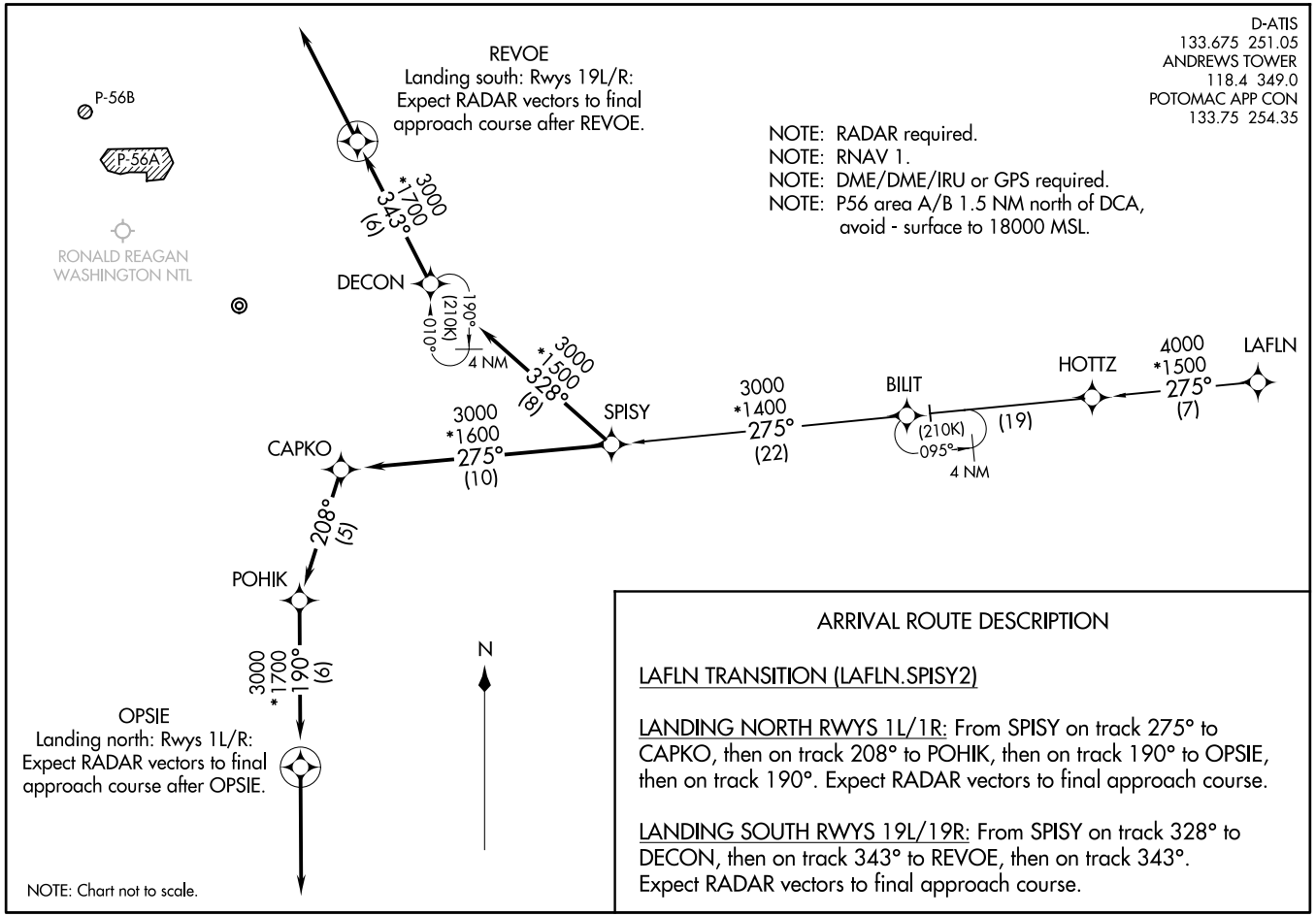
RICHMOND, VIRGINIA
RICHMOND INTL (RIC)

SPISY TWO ARRIVAL (RNAV)

(SPISY.SPISY2) 10DEC15

JOINT BASE ANDREWS (KADW)

CAMP SPRINGS, MARYLAND



D-ATIS
133.675 251.05
ANDREWS TOWER
118.4 349.0
POTOMAC APP CON
133.75 254.35

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: P56 area A/B 1.5 NM north of DCA, avoid - surface to 18000 MSL.

ARRIVAL ROUTE DESCRIPTION

LAFLN TRANSITION (LAFLN.SPISY2)

LANDING NORTH RWYS 1L/1R: From SPISY on track 275° to CAPKO, then on track 208° to POHIK, then on track 190° to OPSIE, then on track 190°. Expect RADAR vectors to final approach course.

LANDING SOUTH RWYS 19L/19R: From SPISY on track 328° to DECON, then on track 343° to REVOE, then on track 343°. Expect RADAR vectors to final approach course.

(SPISY.SPISY2) 25219

SPISY TWO ARRIVAL (RNAV)

JOINT BASE ANDREWS (KADW)

CAMP SPRINGS, MARYLAND

Z41
AL-561 (FAA)

TIKEE FOUR ARRIVAL (RNAV)

(TIKEE.TIKEE4) 20APR23

POTOMAC APP CON
120.45 306.925
DCA D-ATIS
132.65
ADW D-ATIS
133.675 251.05
DAA ATIS ★
128.175
HEF ATIS
125.175
NYG ATIS ★
263.15

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

ARRIVAL ROUTE DESCRIPTION

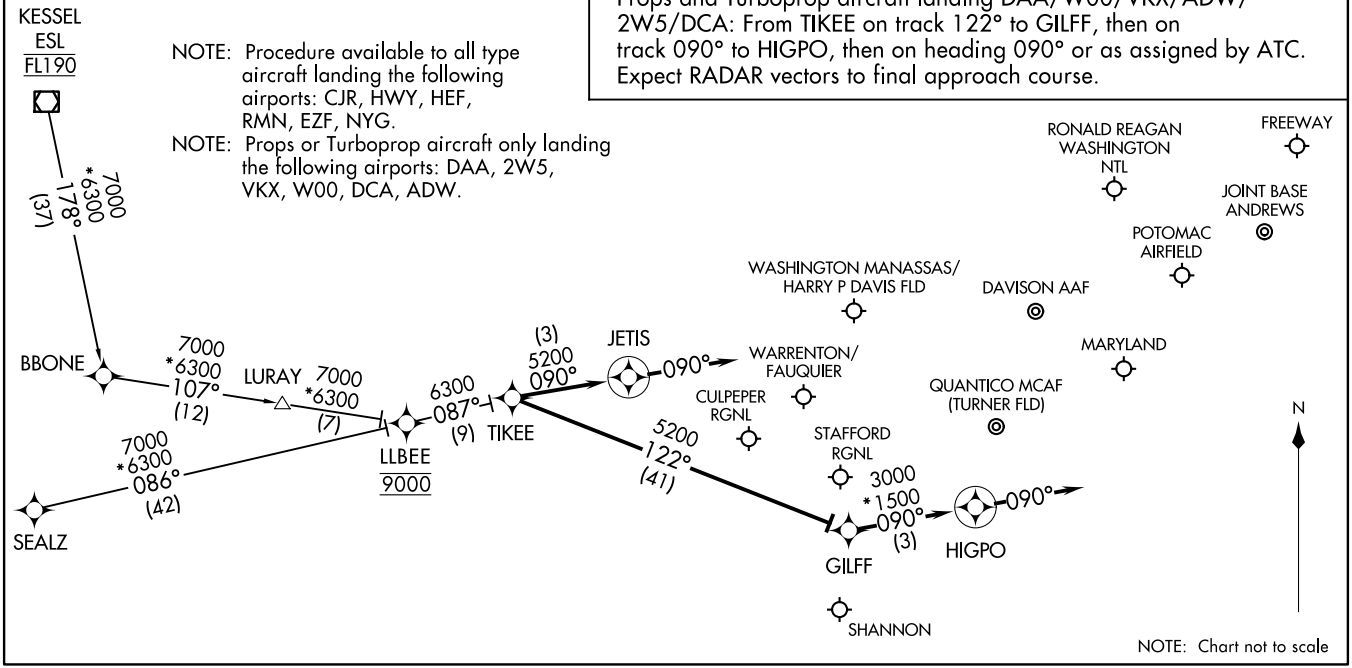
BBONE TRANSITION (BBONE.TIKEE4):
KESSEL TRANSITION (ESL.TIKEE4):
SEALZ TRANSITION (SEALZ.TIKEE4):

All aircraft types landing HEF/NYG/RMN/HWY/CJR/EZF: From TIKEE on track 090° to JETIS, then on heading 090° or as assigned by ATC. Expect RADAR vectors to final approach course.

Props and Turboprop aircraft landing DAA/W00/VKX/ADW/2W5/DCA: From TIKEE on track 122° to GILFF, then on track 090° to HIGPO, then on heading 090° or as assigned by ATC. Expect RADAR vectors to final approach course.

NOTE: Procedure available to all type aircraft landing the following airports: CJR, HWY, HEF, RMN, EZF, NYG.

NOTE: Props or Turboprop aircraft only landing the following airports: DAA, 2W5, VKX, W00, DCA, ADW.



(TIKEE.TIKEE4) 26190

TIKEE FOUR ARRIVAL (RNAV)

AL-443 (FAA)

WASHINGTON, DC

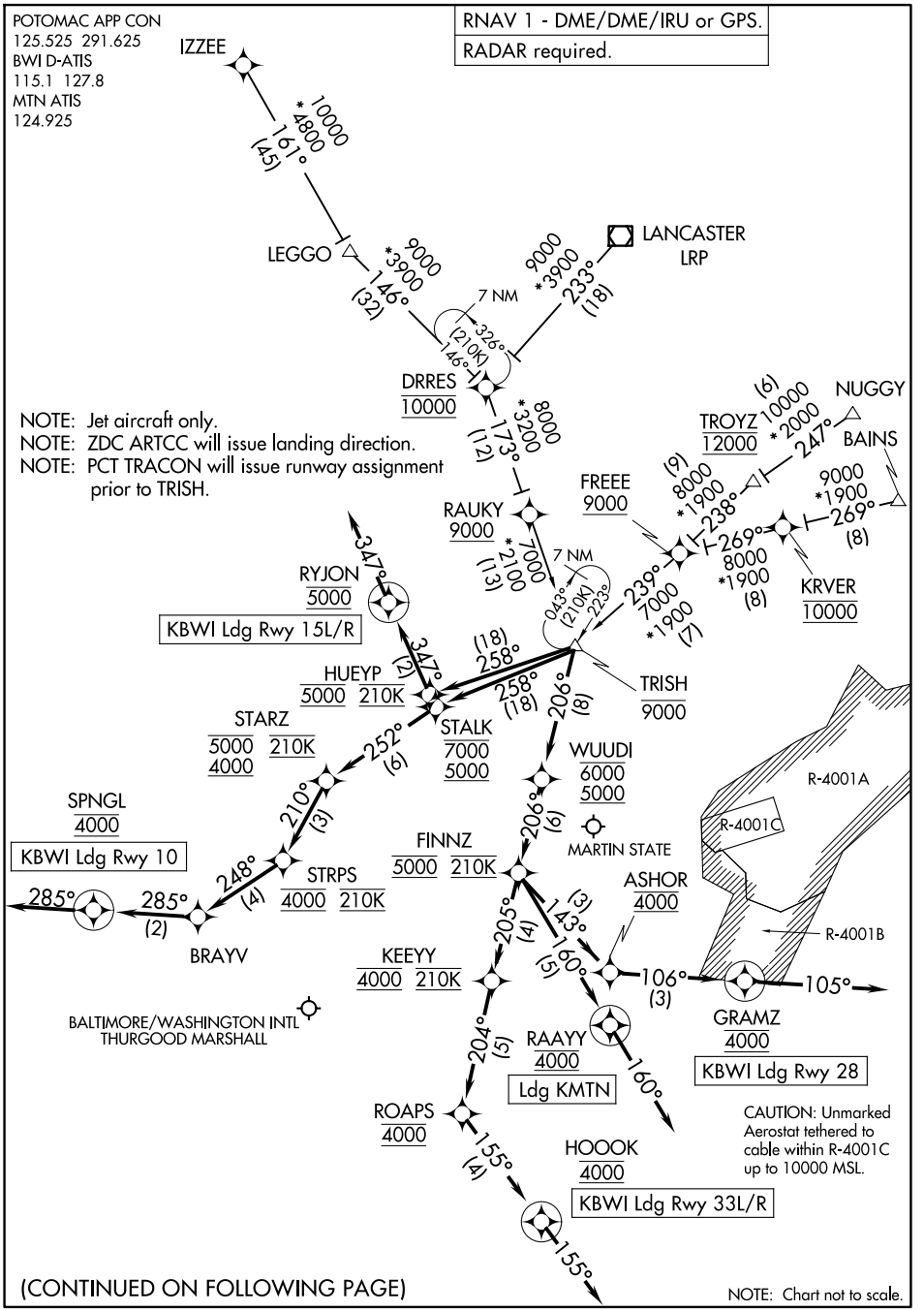
Z42

WASHINGTON, DC

(TRISH.TRISH4) 24249 AL-804 (FAA)

TRISH FOUR ARRIVAL (RNAV)

BALTIMORE, MARYLAND



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

TRISH FOUR ARRIVAL (RNAV)

BALTIMORE, MARYLAND

(TRISH.TRISH4) 05SEP24

NE-3, 03 SEP 2026 to 29 OCT 2026

ARRIVAL ROUTE DESCRIPTION

BAINS TRANSITION (BAINS.TRISH4):
IZZEE TRANSITION (IZZEE.TRISH4):
LANCASTER TRANSITION (LRP.TRISH4):
NUGGY TRANSITION (NUGGY.TRISH4):

LANDING KBWI RUNWAY 10: From TRISH on track 258° to cross STALK between 5000 and 7000, then on track 252° to cross STARZ between 4000 and 5000 and at 210K, then on track 210° to cross STRPS at 4000 and at 210K, then on track 248° to BRAYV, then on track 285° to SPNGL at 4000, then on heading 285°. Expect RADAR vectors to final approach course.

LANDING KBWI RUNWAY 15L/R: From TRISH on track 258° to cross HUEYP at 5000 and at 210K, then on track 347° to cross RYJON at 5000, then on track 347°. Expect RADAR vectors to final approach course.

LANDING KBWI RUNWAY 28: From TRISH on track 206° to cross WUUDI between 5000 and 6000, then on track 206° to cross FINNZ at 5000 and at 210K, then on track 143° to cross ASHOR at 4000, then on track 105° to cross GRAMZ at 4000, then on heading 105°. Expect RADAR vectors to final approach course.

LANDING KBWI RUNWAY 33L/R: From TRISH on track 206° to cross WUUDI between 5000 and 6000, then on track 206° to cross FINNZ at 5000 and at 210K, then on track 205° to cross KEEYY at 4000 and at 210K, then on track 204° to cross ROAPS at 4000, then on track 155° to HOOOK at 4000, then on track 155°. Expect RADAR vectors to final approach course.

LANDING MTN: From TRISH on track 206° to cross WUUDI between 5000 and 6000, then on track 206° to cross FINNZ at 5000 and at 210K, then on track 160° to cross RAAYY at 4000, then on track 160°. Expect RADAR vectors to final approach course.

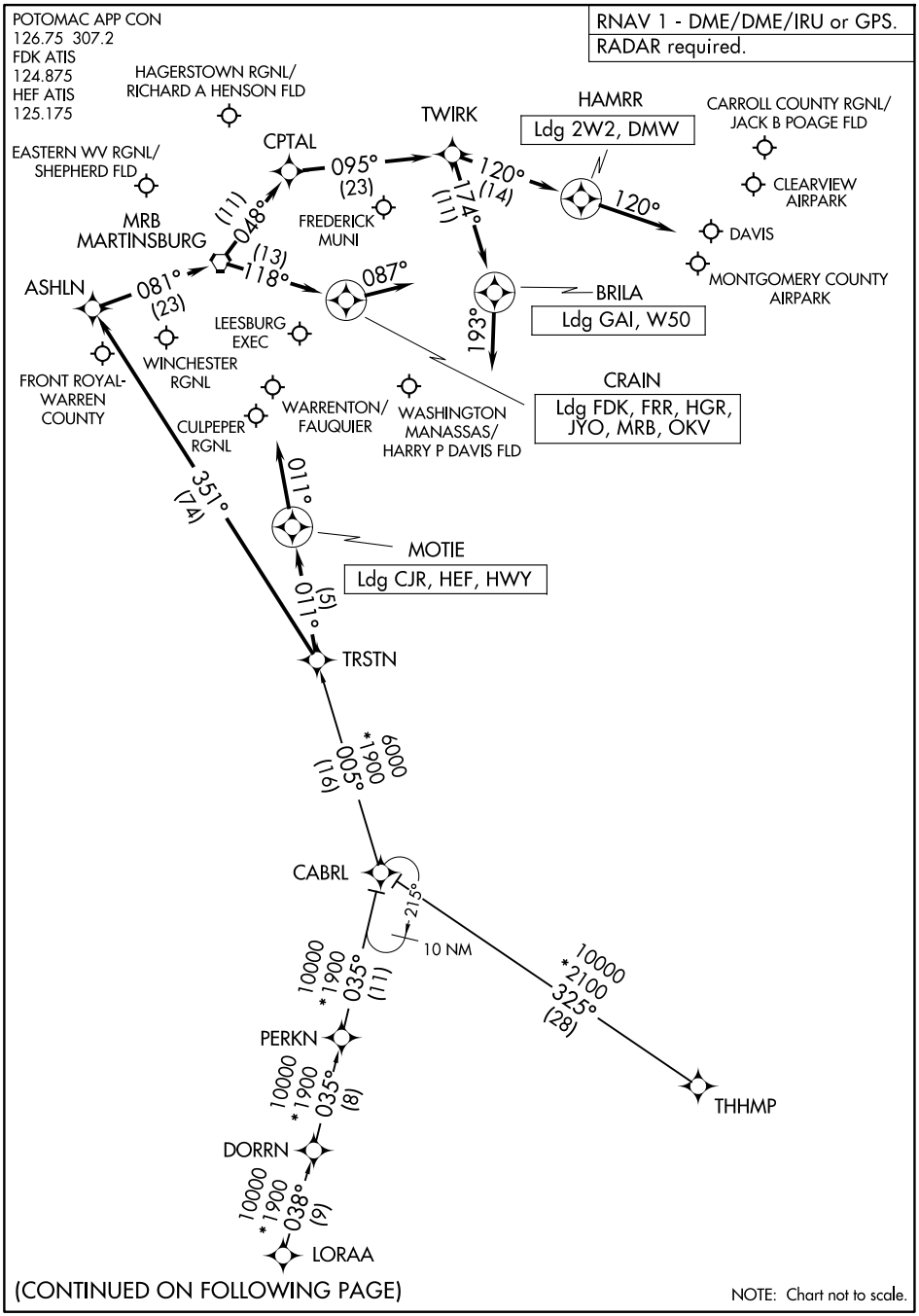
NE-3, 03 SEP 2026 to 29 OCT 2026

(TRSTN.TRSTN4) 26190

TRSTN FOUR ARRIVAL (RNAV)

AL-5326

WASHINGTON, D.C.



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

TRSTN FOUR ARRIVAL (RNAV)

WASHINGTON, D.C.

(TRSTN.TRSTN4) 20FEB25

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

ARRIVAL ROUTE DESCRIPTION

LORAA TRANSITION (LORAA.TRSTN4):
THHMP TRANSITION (THHMP.TRSTN4):

LANDING DMW/2W2: From TRSTN on track 351° to ASHLN, then on track 081° to MRB VORTAC, then on track 048° to CPTAL, then on track 095° to TWIRK, then on track 120° to HAMRR, then on heading 120°.
Expect RADAR vectors to final approach course.

LANDING CJR/HWY/HEF: From TRSTN on track 011° to MOTIE, then on track 011°.
Expect RADAR vectors to final approach course.

LANDING FDK/MRB/JYO/FRR/HGR/OKV: From TRSTN on track 351° to ASHLN, then on track 081° to MRB VORTAC, then on track 118° to CRAIN, then on heading 087°.
Expect RADAR vectors to final approach course.

LANDING W50/GAI: From TRSTN on track 351° to ASHLN, then on track 081° to MRB VORTAC, then on track 048° to CPTAL, then on track 095° to TWIRK, then on track 174° to BRILA, then on heading 193°.
Expect RADAR vectors to final approach course.

NE-3, 03 SEP 2026 to 29 OCT 2026

TRUPS SIX ARRIVAL (RNAV) Transition Routes

(TRUPS.TRUPS6) 09JUL26

WASHINGTON, DC

(TRUPS.TRUPS6) 26190

TRUPS SIX ARRIVAL (RNAV) Transition Routes

WASHINGTON, DC

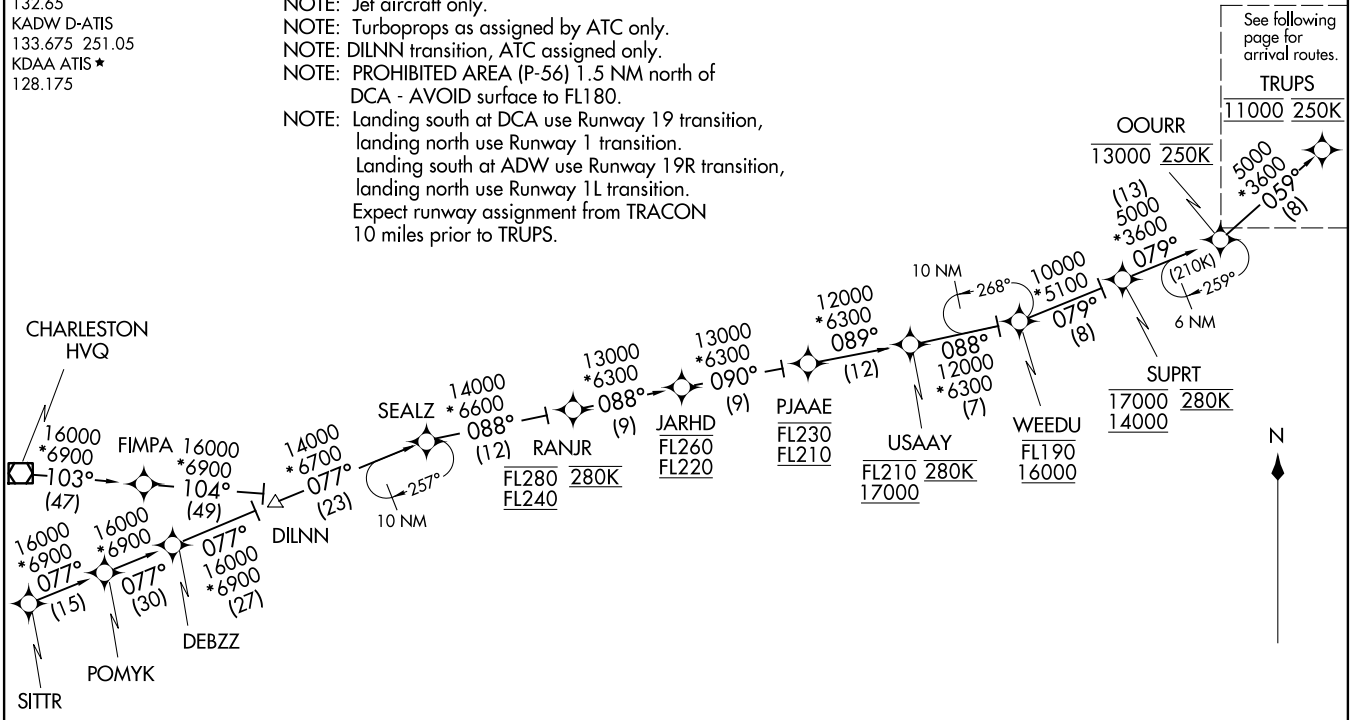
Z47

AL-443 (FAA)

POTOMAC APP CON
118.675 323.175
DCA D-ATIS
132.65
KADW D-ATIS
133.675 251.05
KDAA ATIS ★
128.175

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

NOTE: Jet aircraft only.
NOTE: Turboprops as assigned by ATC only.
NOTE: DILNN transition, ATC assigned only.
NOTE: PROHIBITED AREA (P-56) 1.5 NM north of DCA - AVOID surface to FL180.
NOTE: Landing south at DCA use Runway 19 transition, landing north use Runway 1 transition. Landing south at ADW use Runway 19R transition, landing north use Runway 1L transition. Expect runway assignment from TRACON 10 miles prior to TRUPS.



CHARLESTON TRANSITION (HVQ.TRUPS6):
DILNN TRANSITION (DILNN.TRUPS6):
SITTR TRANSITION (SITTR.TRUPS6):

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

TRUPS SIX ARRIVAL (RNAV) Arrival Routes

(TRUPS.TRUPS6) 09JUL26

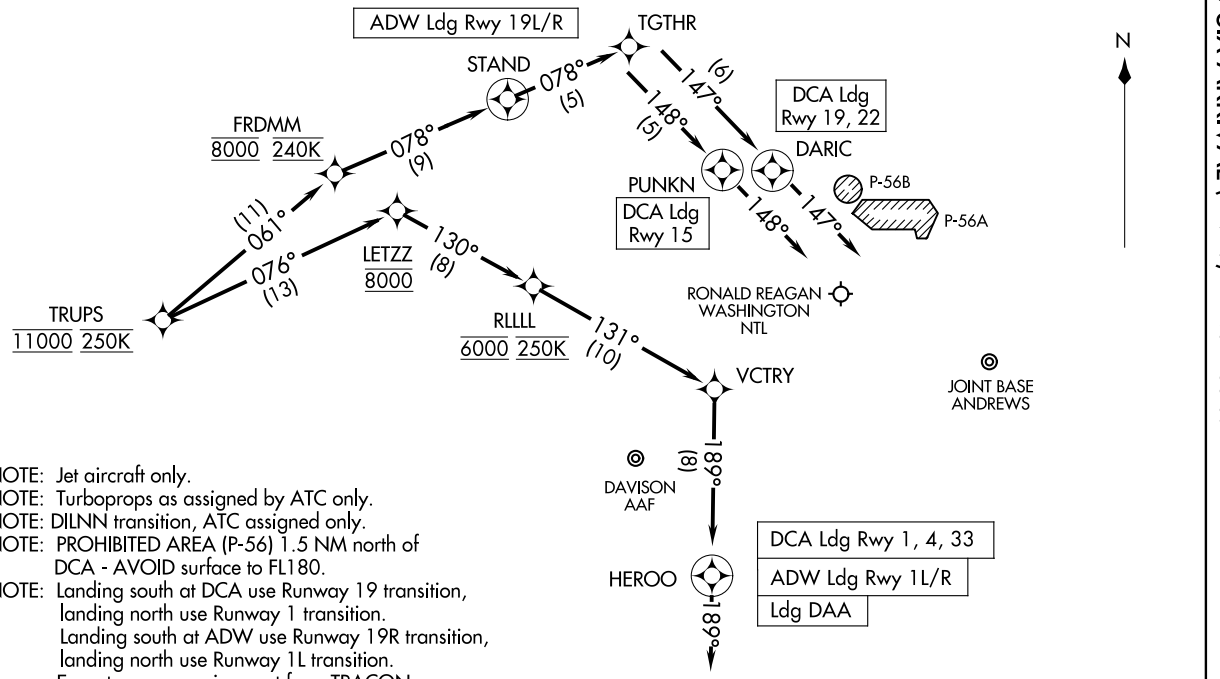
(TRUPS.TRUPS6) 26190

TRUPS SIX ARRIVAL (RNAV) Arrival Routes

WASHINGTON, DC

POTOMAC APP CON
118.675 323.175
DCA D-ATIS
132.65
KADW D-ATIS
133.675 251.05
KDAA ATIS ★
128.175

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



NOTE: Jet aircraft only.
NOTE: Turboprops as assigned by ATC only.
NOTE: DILNN transition, ATC assigned only.
NOTE: PROHIBITED AREA (P-56) 1.5 NM north of DCA - AVOID surface to FL180.
NOTE: Landing south at DCA use Runway 19 transition, landing north use Runway 1 transition. Landing south at ADW use Runway 19R transition, landing north use Runway 1L transition. Expect runway assignment from TRACON 10 miles prior to TRUPS.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

LANDING ADW RUNWAYS 1L/R: From TRUPS on track 076° to cross LETZZ at 8000, then on track 130° to cross RLLLL at 6000 and at 250K, then on track 131° to VCTRY, then on track 189° to HEROO, then on track 189°. Expect RADAR vectors to final approach course.

LANDING ADW RUNWAYS 19L/R: From TRUPS on track 061° to cross FRDMM at 8000 and at 240K, then on track 078° to STAND. Expect RADAR vectors to final approach course.

LANDING DCA RUNWAYS 1, 4, 33: From TRUPS on track 076° to cross LETZZ at 8000, then on track 130° to cross RLLLL at 6000 and at 250K, then on track 131° to VCTRY, then on track 189° to HEROO, then on track 189°. Expect RADAR vectors to final approach course.

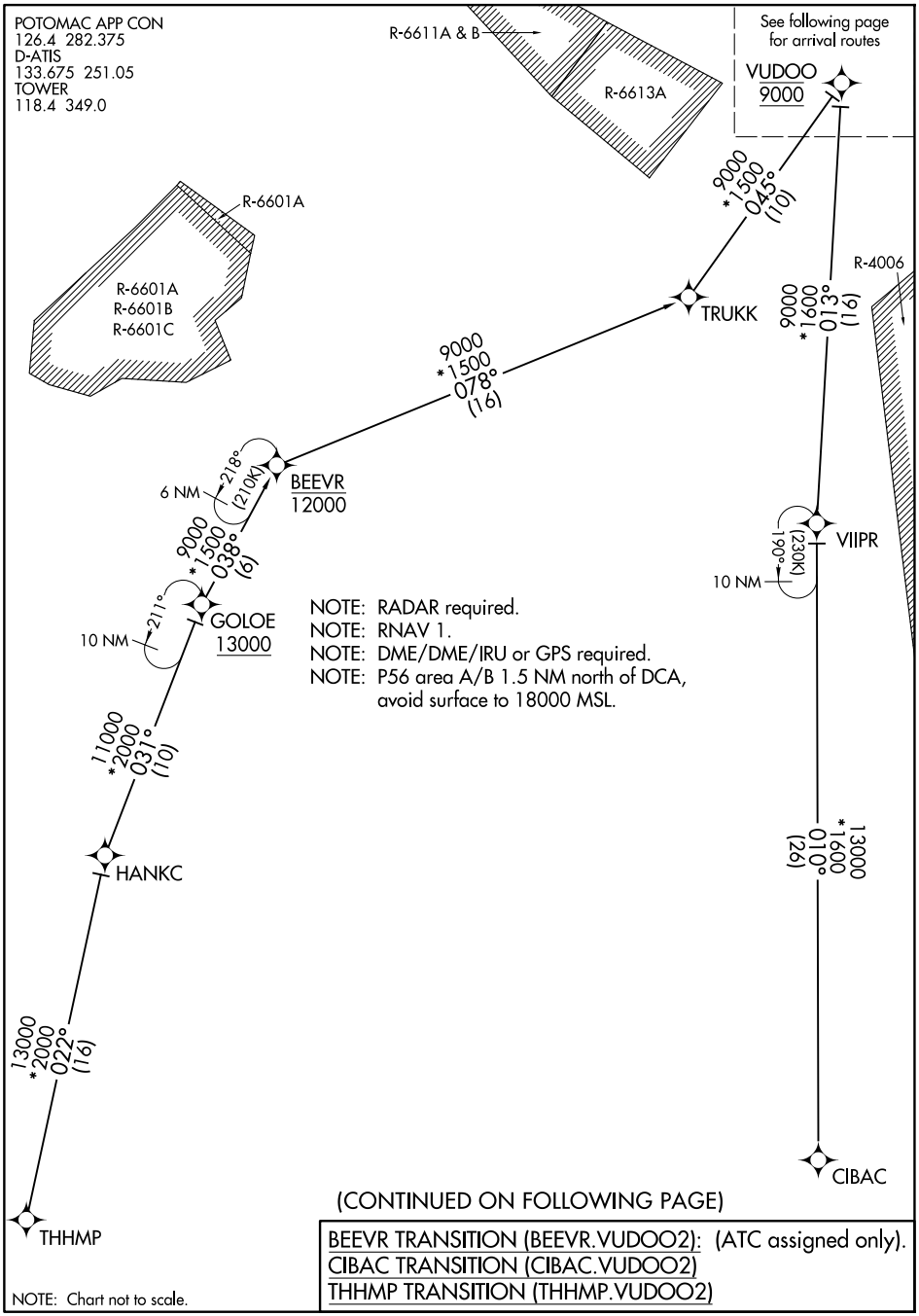
LANDING DCA RUNWAY 15: From TRUPS on track 061° to cross FRDMM at 8000 and at 240K, then on track 078° to STAND, then on track 078° to TGTHR, then on track 148° to PUNKN, then on track 148°. Expect RADAR vectors to final approach course.

LANDING DCA RUNWAYS 19, 22: From TRUPS on track 061° to cross FRDMM at 8000 and at 240K, then on track 078° to STAND, then on track 078° to TGTHR, then on track 147° to DARIC, then on track 147°. Expect RADAR vectors to final approach course.

LANDING DAA: From TRUPS on track 076° to cross LETZZ at 8000, then on track 130° to cross RLLLL at 6000 and at 250K, then on track 131° to VCTRY, then on track 189° to HEROO, then on track 189°. Expect RADAR vectors to final approach course.

NE-3, 03 SEP 2026 to 29 OCT 2026

VUDOO TWO ARRIVAL (RNAV) Transition Routes



(CONTINUED ON FOLLOWING PAGE)

BEEVR TRANSITION (BEEVR.VUDOO2): (ATC assigned only).
CIBAC TRANSITION (CIBAC.VUDOO2)
THHMP TRANSITION (THHMP.VUDOO2)

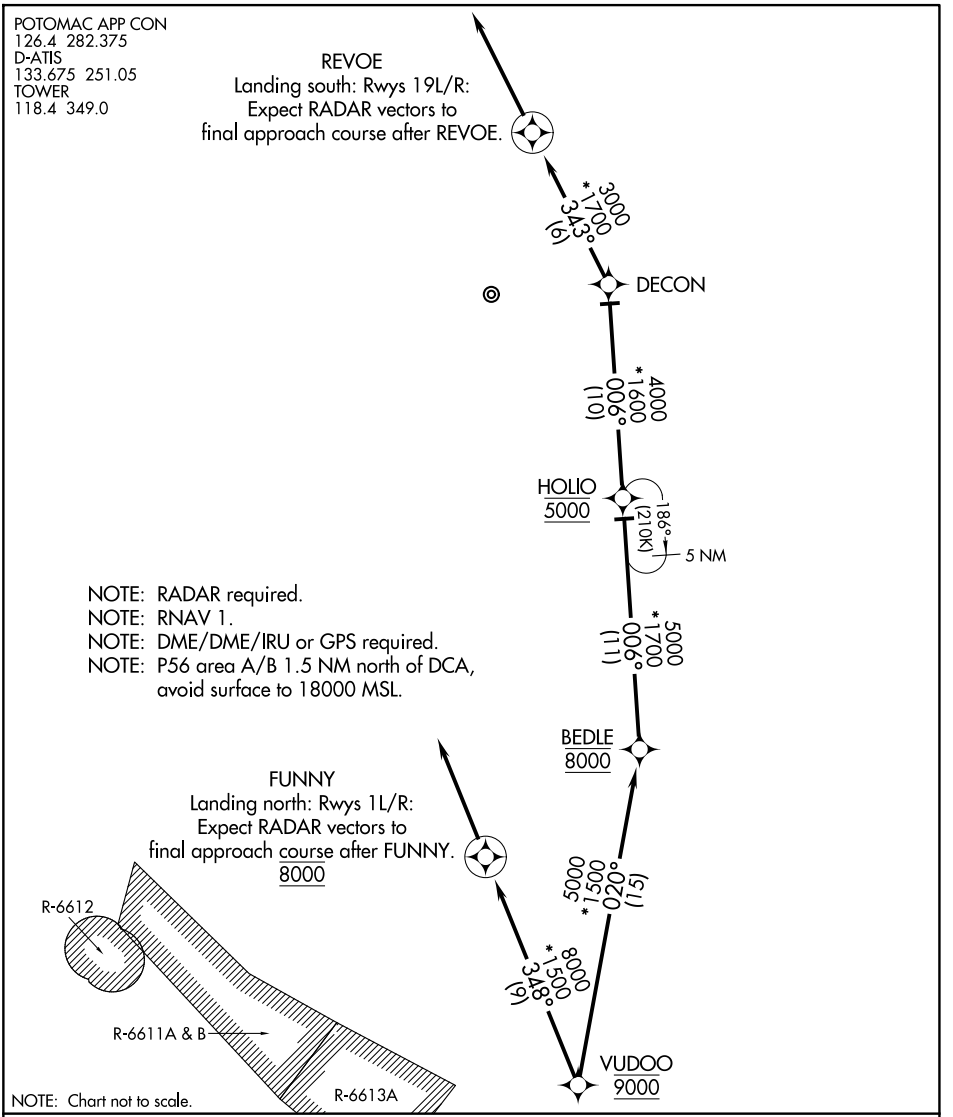
NOTE: Chart not to scale.

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

(VUDOO.VUDOO2) 25219 AL-561

VUDOO TWO ARRIVAL (RNAV) Arrival Routes

JOINT BASE ANDREWS (KADW)
CAMP SPRINGS, MARYLAND



ARRIVAL ROUTE DESCRIPTION

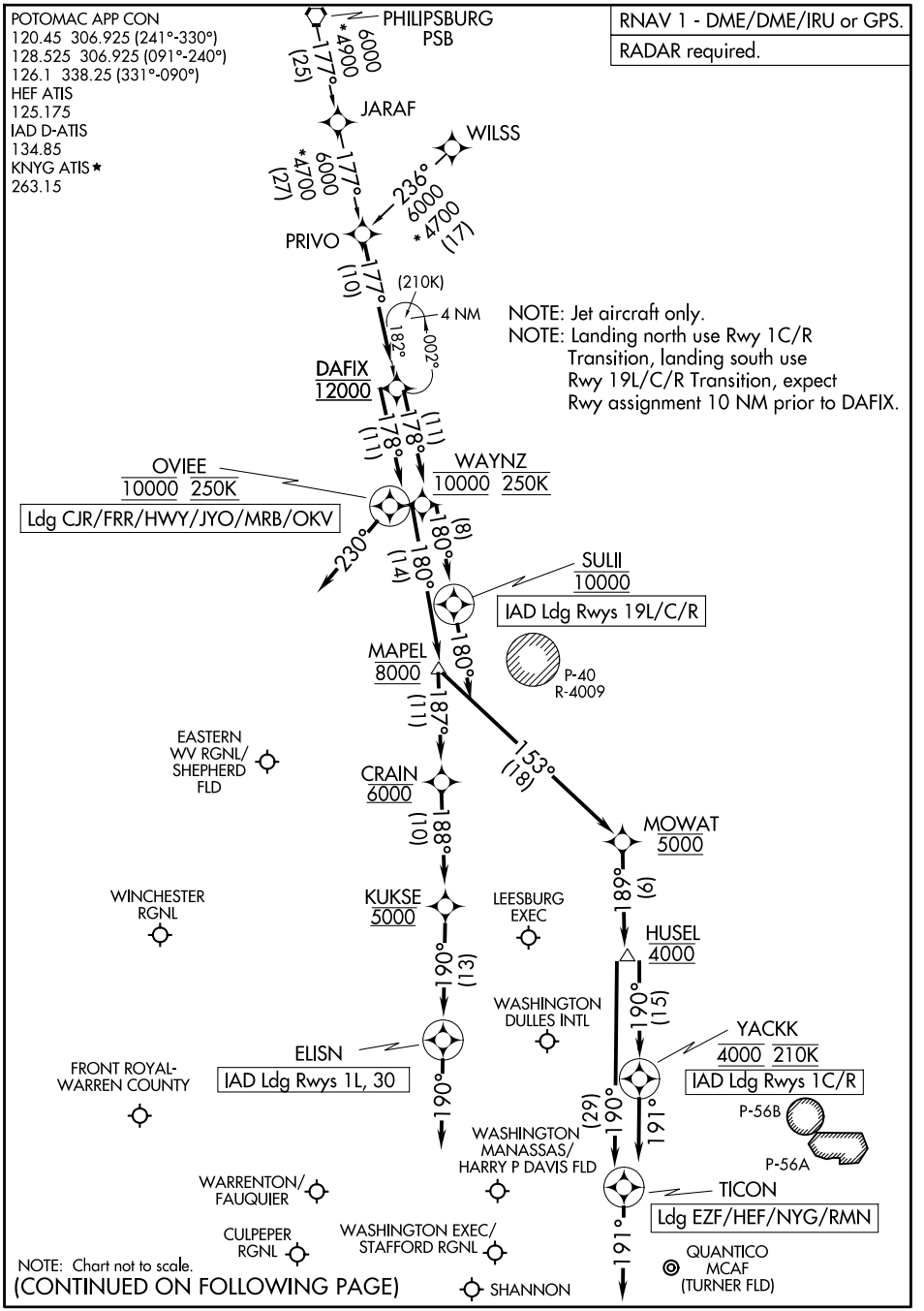
LANDING NORTH RWYS 1L/R: From VUDOO on track 348° to cross FUNNY at 8000, then on track 348°. Expect RADAR vectors to final approach course.

LANDING SOUTH RWYS 19L/R: From VUDOO on track 020° to cross BEDLE at 8000, then on track 006° to cross HOLIO at 5000, then on track 006° to DECON, then on track 343° to REVOE, then on track 343°. Expect RADAR vectors to final approach course.

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

WAYNZ TWO ARRIVAL (RNAV)

WASHINGTON, DC



WAYNZ TWO ARRIVAL (RNAV)

WASHINGTON, DC

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

(PRIVO.WAYNZ2) 26190 AL-5100 (FAA)

WAYNZ TWO ARRIVAL (RNAV)

WASHINGTON, DC

ARRIVAL ROUTE DESCRIPTION

PHILIPSBURG TRANSITION (PSB.WAYNZ2)
WILSS TRANSITION (WILSS.WAYNZ2)

IAD: From PRIVO on track 177° to cross DAFIX at 12000, then on track 178° to cross WAYNZ at 10000 and at 250K.

LANDING IAD RUNWAYS 1C/R: From WAYNZ on track 180° to cross MAPEL at 8000, then on track 153° to cross MOWAT at 5000, then on track 189° to cross HUSEL at 4000, then on track 190° to cross YACKK at 4000 and at 210K, then on track 191°.
Expect RADAR vectors to final approach course.

LANDING IAD RUNWAYS 1L, 30: From WAYNZ on track 180° to cross MAPEL at 8000, then on track 187° to cross CRAIN at 6000, then on track 188° to cross KUKSE at 5000, then on track 190° to ELISN, then on track 190°.
Expect RADAR vectors to final approach course.

LANDING IAD RUNWAYS 19L/C/R: From WAYNZ on track 180° to cross SULII at 10000, then on track 180°. Expect RADAR vectors to final approach course.

LANDING CJR/FRR/HWY/JYO/MRB/OKV: From PRIVO on track 177° to cross DAFIX at 12000, then on track 178° to cross OVIEE at 10000 and at 250K, then on track 230°.
Expect RADAR vectors to final approach course.

LANDING EZF/HEF/NYG/RMN: From PRIVO on track 177° to cross DAFIX at 12000, then on track 178° to cross WAYNZ at 10000 and at 250K, then on track 180° to cross MAPEL at 8000, then on track 153° to cross MOWAT at 5000, then on track 189° to cross HUSEL at 4000, then on track 190° to TICON, then on track 191°.
Expect RADAR vectors to final approach course.

NE-3, 03 SEP 2026 to 29 OCT 2026

WESTMINSTER SEVEN ARRIVAL

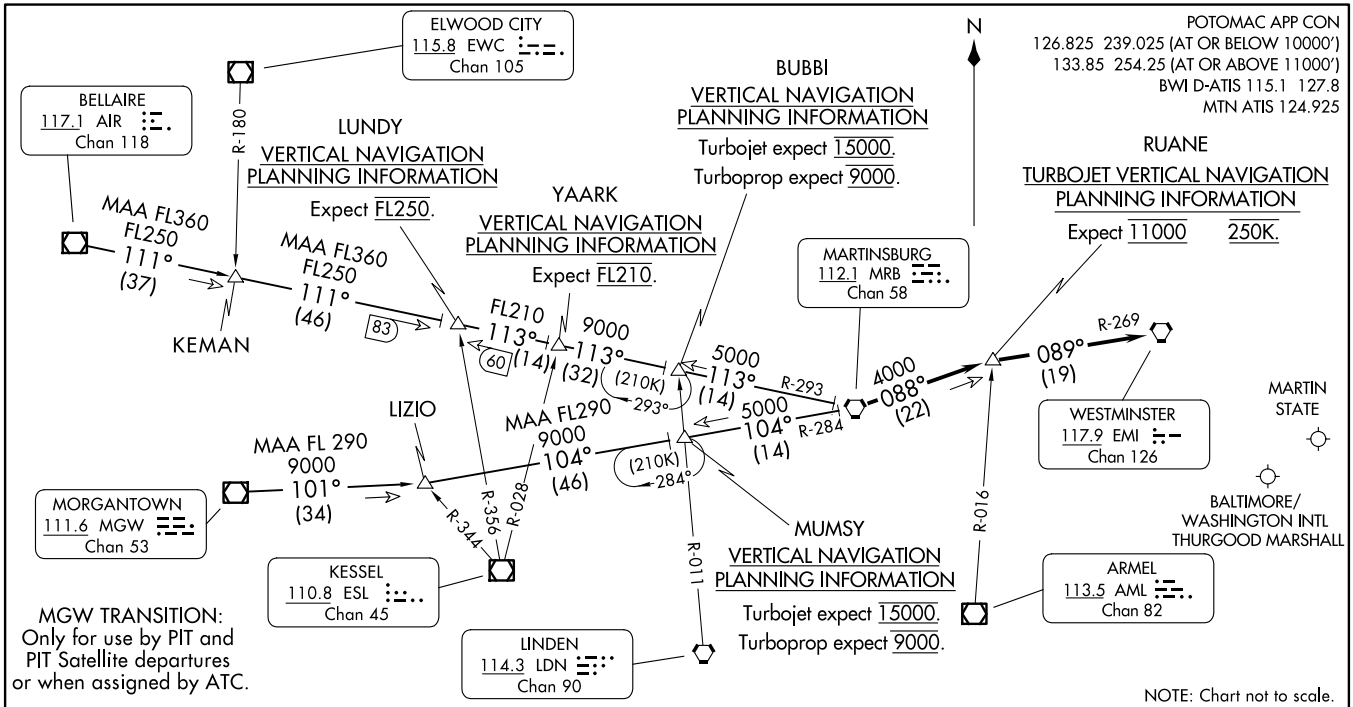
(MRB.EMI7) 05DEC19

(MRB.EMI7) 26246

WESTMINSTER SEVEN ARRIVAL

AL-804 (FAA)

BALTIMORE, MARYLAND



ARRIVAL ROUTE DESCRIPTION

BELLAIRE TRANSITION (AIR.EMI7): From over AIR VOR/DME on AIR R-111 to LUNDY, then on MRB VORTAC R-293 to MRB VORTAC. Thence . . .

KEMAN TRANSITION (KEMAN.EMI7): From over KEMAN on AIR R-111 to LUNDY, then on MRB VORTAC R-293 to MRB VORTAC. Thence . . .

MORGANTOWN TRANSITION (MGW.EMI7): From over MGW VOR/DME on MGW R-101 to LIZIO, then on MRB VORTAC R-284 to MRB VORTAC. Thence . . .

. . . . from MRB on MRB R-088 to RUANE, then on EMI VORTAC R-269 to EMI. Expect vectors to final approach course after EMI.

(JOANZ.WIGOL3) 24081 AL-5100 (FAA)

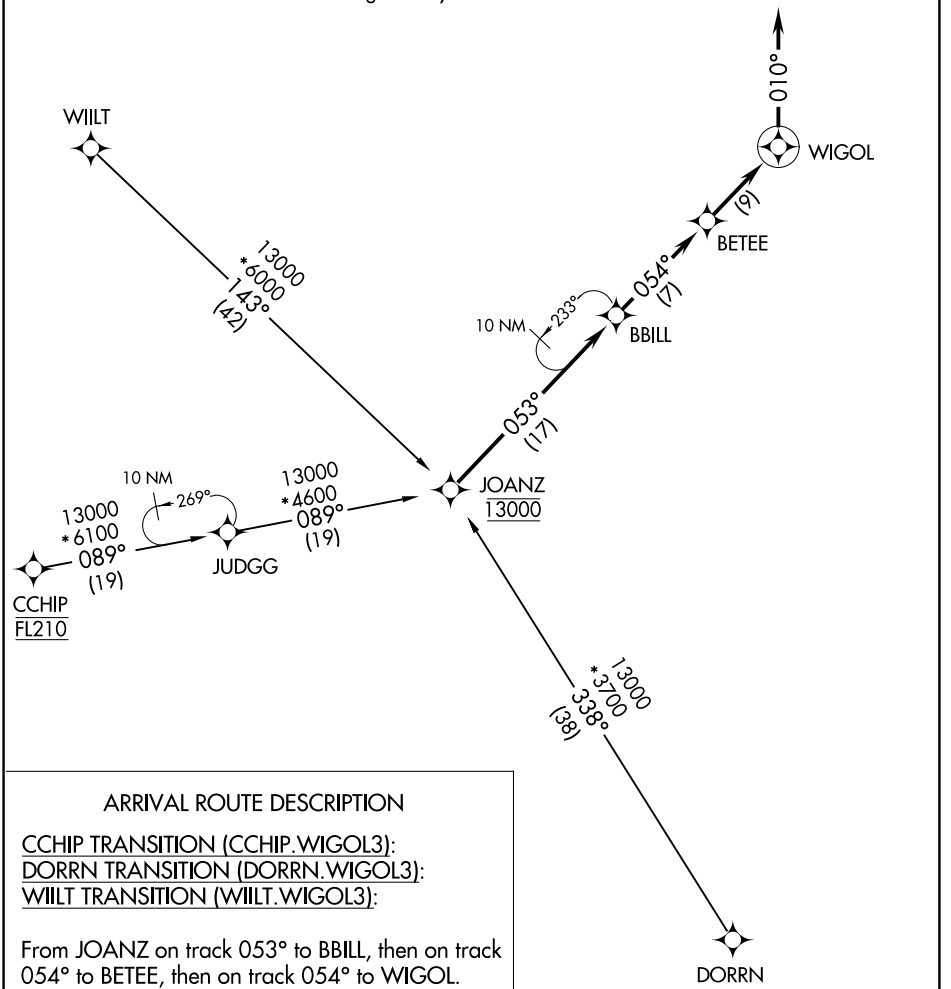
WIGOL THREE ARRIVAL (RNAV)

WASHINGTON DULLES INTL (IAD)
WASHINGTON, DC

POTOMAC APP CON
132.85 323.125
D-ATIS
134.85

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

NOTE: Jet aircraft only.
NOTE: ATC assigned only.



ARRIVAL ROUTE DESCRIPTION

CCHIP TRANSITION (CCHIP.WIGOL3):
DORRN TRANSITION (DORRN.WIGOL3):
WIILT TRANSITION (WIILT.WIGOL3):

From JOANZ on track 053° to BBILL, then on track 054° to BETEE, then on track 054° to WIGOL.

Landing Rwys 1L/C/R, 19L/C/R, 30: From WIGOL on heading 010°. Expect radar vectors to final approach course.

NOTE: Chart not to scale.

WIGOL THREE ARRIVAL (RNAV)
(JOANZ.WIGOL3) 21MAR24
WASHINGTON, DC
WASHINGTON DULLES INTL (IAD)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 6

VIRGINIA HIGHLANDS (VJI)

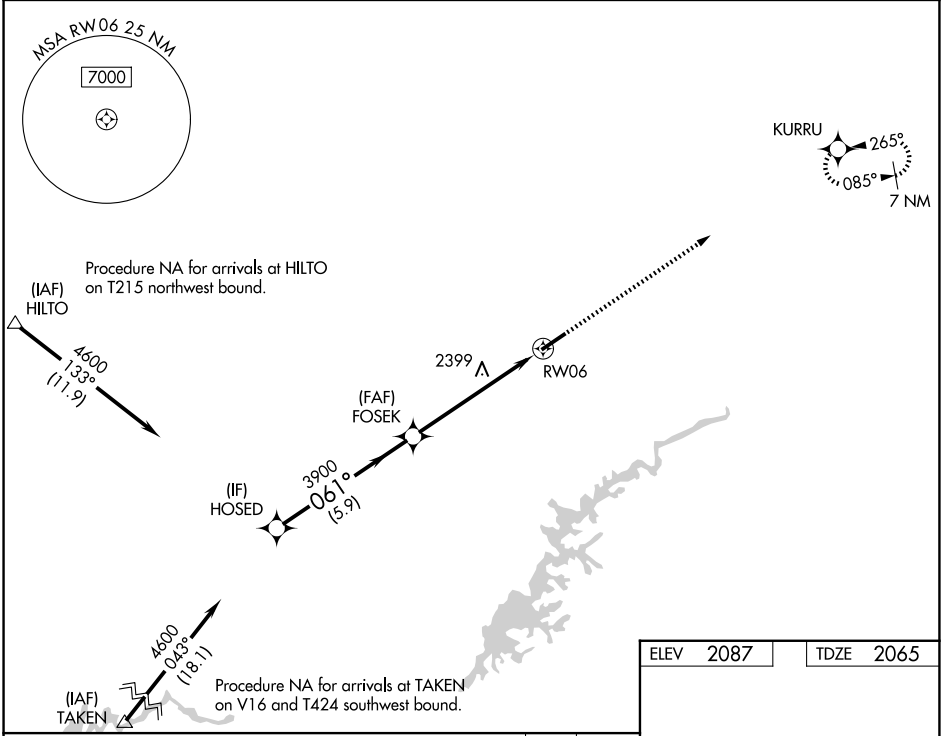
WAAS CH 82411 W06A	APP CRS 061°	Rwy Ldg 5500 TDZE 2065 Apt Elev 2087

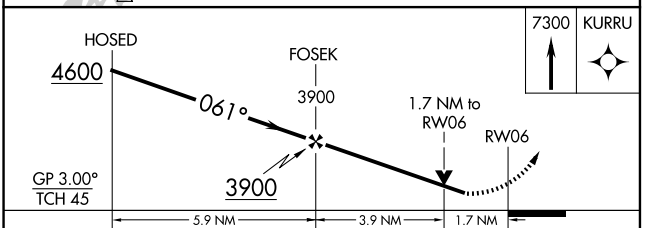
RNP APCH - GPS.

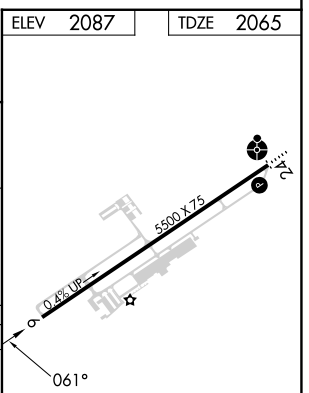
Rwy 6 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

MISSED APPROACH: Climb to 7300 direct KURRU and hold, continue climb-in-hold to 7300.

AWOS-3	TRI CITY APP CON ★	UNICOM
128.125	125.25 349.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2456-1⅛ 391 (400-1⅛)			
LNAV/VNAV DA	2528-1⅜ 463 (500-1⅜)			
LNAV MDA	2660-1 595 (600-1)		2660-1¾ 595 (600-1¾)	
CIRCLING	2860-1 773 (800-1)		2860-2¼ 773 (800-2¼)	3080-3 993 (1000-3)

MIRL Rwy 6-24 L
REIL Rwy 6 and 24 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 24

VIRGINIA HIGHLANDS (VJI)

WAAS CH 77827 W24A	APP CRS 241°	Rwy Ldg 5500 TDZE 2087 Apt Elev 2087

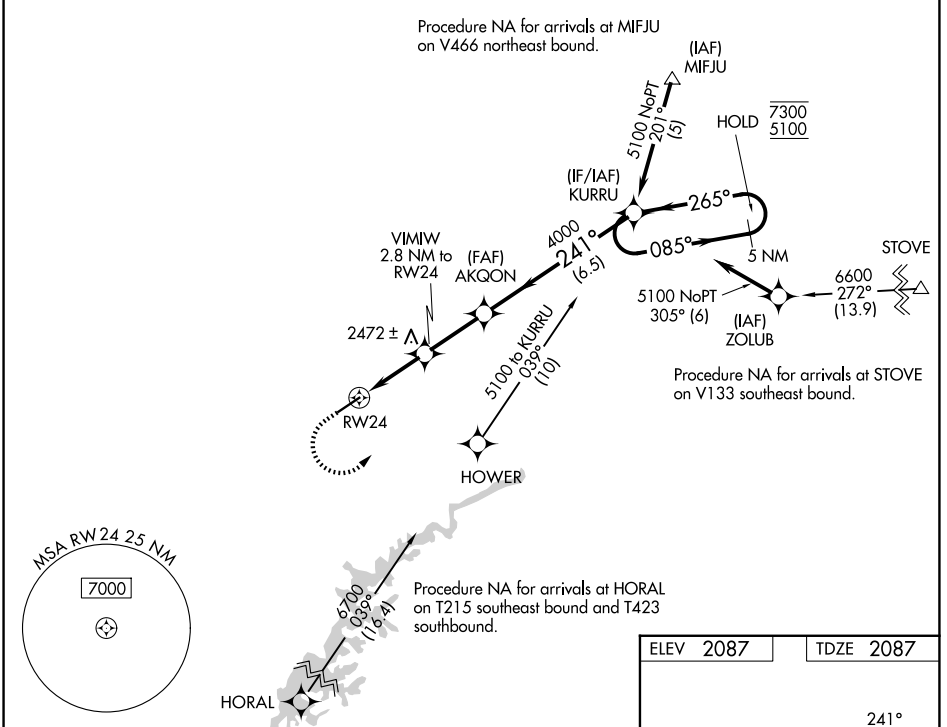
RNP APCH - GPS.

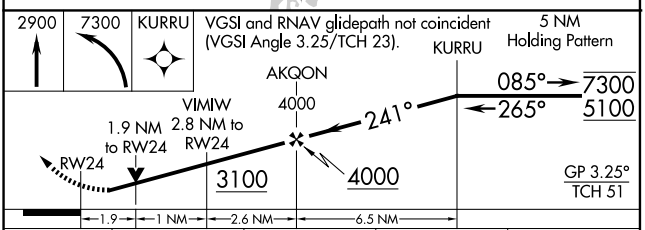
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Rwy 24 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to LPV. For inop ALS, increase LNAV/VNAV Cat A/B visibility to 1¾ SM.

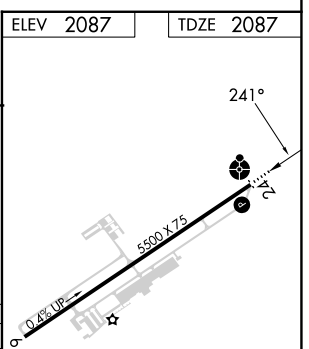
ODALS

MISSED APPROACH: Climb to 2900 then climbing left turn to 7300 direct KURRU and hold, continue climb-in-hold.

AWOS-3	TRI CITY APP CON ★	UNICOM
128.125	125.25 349.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2451-1	364 (400-1)		
LNAV/VNAV DA	2682-1⅝	595 (600-1⅝)		
LNAV MDA	2760-¾	673 (700-¾)	2760-1¾	673 (700-1¾)
CIRCLING	2860-1	773 (800-1)	2860-2¼ 773 (800-2¼)	3080-3 993 (1000-3)

MIRL Rwy 6-24 L
REIL Rwy 6 and 24 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-VJI	APP CRS	Rwy Ldg	5500
108.3	241°	TDZE	2087
Chan 20		Apt Elev	2087

LOC RWY 24
VIRGINIA HIGHLANDS (VJI)

RNP APCH - GPS.

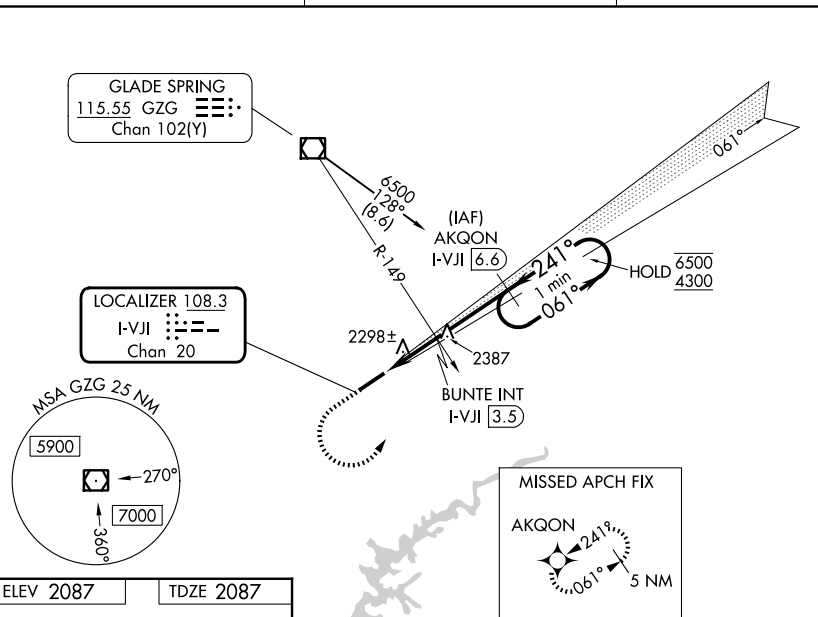
DME or RADAR required.

T A Rwy 24 helicopter visibility reduction below ¾ SM NA. VDP NA when using TRI altimeter setting. Inop table does not apply to S-LOC 24 Cat C and D. For inop ALS, increase BUNTE fix minimums S-LOC 24 Cat C and D visibility to 1⅝ SM.

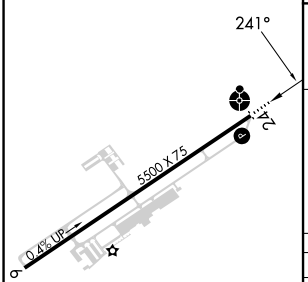
ODALS

MISSED APPROACH: (Do not exceed 210K until AKQON) Climb to 3900 then climbing left turn to 4800 direct AKQON and hold.

AWOS-3	TRI CITY APP CON ★	UNICOM
128.125	125.25 349.0	122.8 (CTAF) L



ELEV 2087 TDZE 2087



MIRL Rwy 6-24 L

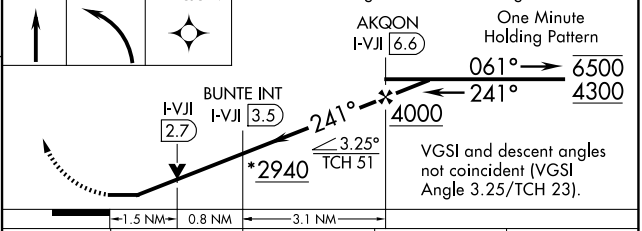
REIL Rwy 6 and 24 L

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

3900	4800	AKQON

*3060 when using TRI altimeter setting.



CATEGORY	A	B	C	D
S-LOC 24*	2940-¾ 853 (900-¾)	2940-1 853 (900-1)	2940-2½	853 (900-2½)
CIRCLING	2940-1¼	853 (900-1¼)	2940-2½ 853 (900-2½)	3080-3 993 (1000-3)
BUNTE FIX MINIMUMS				
S-LOC 24	2640-¾	553 (600-¾)	2640-1⅜	553 (600-1⅜)
CIRCLING	2860-1	773 (800-1)	2860-2¼ 773 (800-2¼)	3080-3 993 (1000-3)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

ANNAPOLIS, MARYLAND

AL-9806 (FAA)

24305

RNAV (GPS)-A

LEE (ANP)

APP CRS	Rwy ldg	N/A
298°	TDZE	N/A
	Apt Elev	34

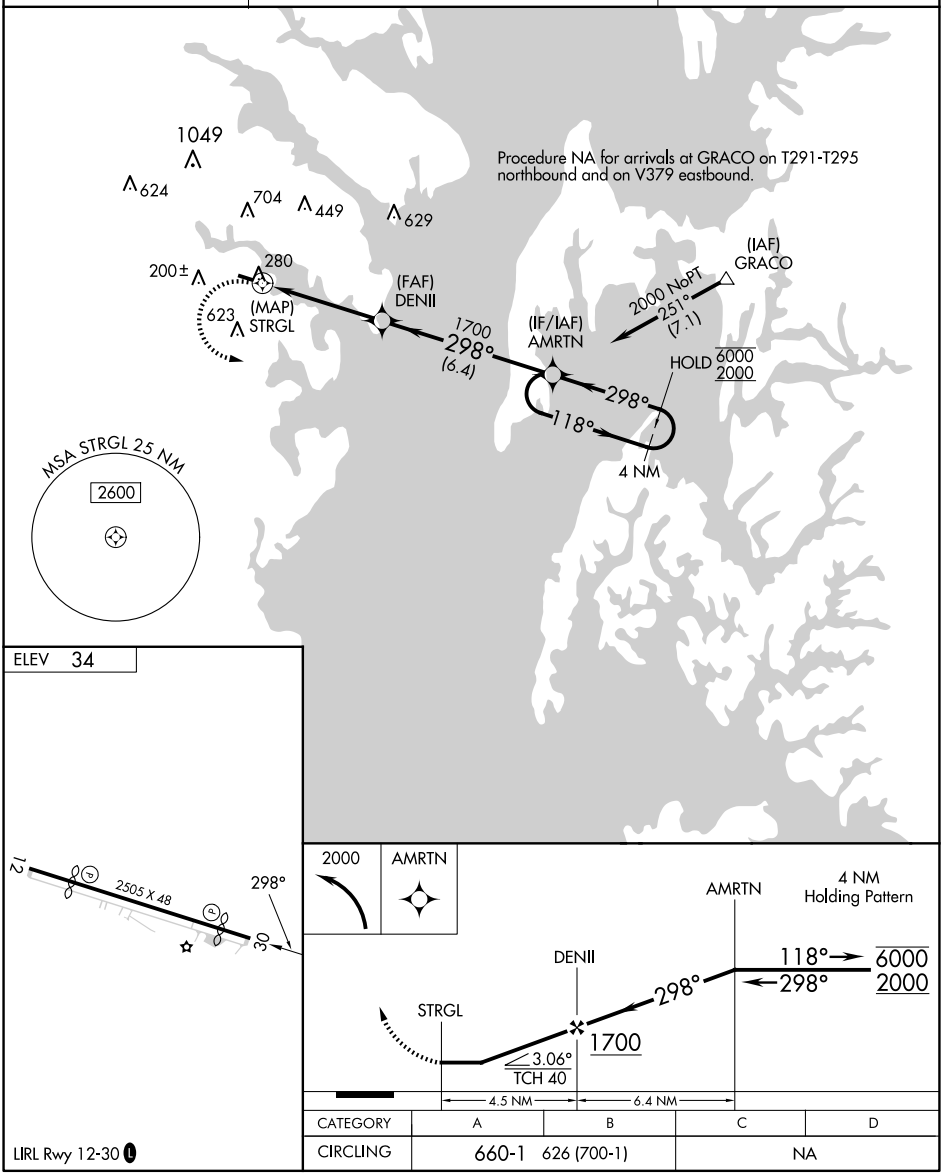
RNP APCH - GPS.

T
A NA

Procedure NA at night. Rwy 12, and 30 helicopter visibility reduction below 1 SM NA. Use BWI altimeter setting.

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

BWI ASOS	POTOMAC APP CON	CTAF
115.1 127.8	119.7 290.475	122.9 L



CATEGORY	A	B	C	D
CIRCLING	660-1	626 (700-1)	NA	

LIRL Rwy 12-30 L

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

LOC I-BAL	APP CRS	Rwy Ldg	9953
109.7	105°	TDZE	143
		Apt Elev	143

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI) ILS or LOC RWY 10

RADAR required for procedure entry.
DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 2500 on BAL VORTAC R-105 to HURTZ/BAL 12.3 DME/RADAR and hold.

D-ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON
115.1 127.8	119.0 282.275 (020°-100°) 119.7 290.475 (131°-180°) 124.55 317.425 (101°-130°) 128.7 307.9 (181°-019°)	119.4 257.8	121.9

ALTERNATE MISSED APCH FIX

WESTMINSTER
EMI
117.9
Chan 126
307°
127°
R-127

R-4001B

LOCALIZER 109.7
I-BAL

285°
3000
105°
(5.9)
(IAF)
REMMY
BAL 17.4
RADAR
2300
105°
(3.2)
(IAF)
COLUM
BAL 11.5
RADAR
1500
105°
(3)
(IF)
EFFYS
BAL 8.3
RADAR
305±
JEANS
BAL 5.3
RADAR
KHORT
BAL 3.3
RADAR
591
R-105
105°
285°
HURTZ
BAL 12.3
RADAR

BALTIMORE
115.1 BAL
Chan 98

MSA BAL 25 NM
2600
090°
2200
360°

ELEV 143 D TDZE 143

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).

EFFYS
BAL 8.3
RADAR
JEANS
BAL 5.3
RADAR
KHORT
BAL 3.3
RADAR
BAL
1.3
2300
105°
1500
1500
860
GS 3.00°
TCH 55
3 NM
2 NM
2 NM

2500
BAL R-105
HURTZ
BAL
12.3

TWR
15L
0.5% UP
5000 X 100
950 X 150
0.3% UP
10503 X 150
33R
10
28
105°
33L

CATEGORY	A	B	C	D
S-ILS 10	343/18 200 (200-½)			
S-LOC 10	580/24 437 (500-½)		580/40 437 (500-¾)	
CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)	700-1½ 557 (600-1½)	880-2¼ 737 (800-2¼)

TDZL/RCLS Rwys 10 and 33L
REIL Rwys 15L and 33R
HIRL all rwys

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

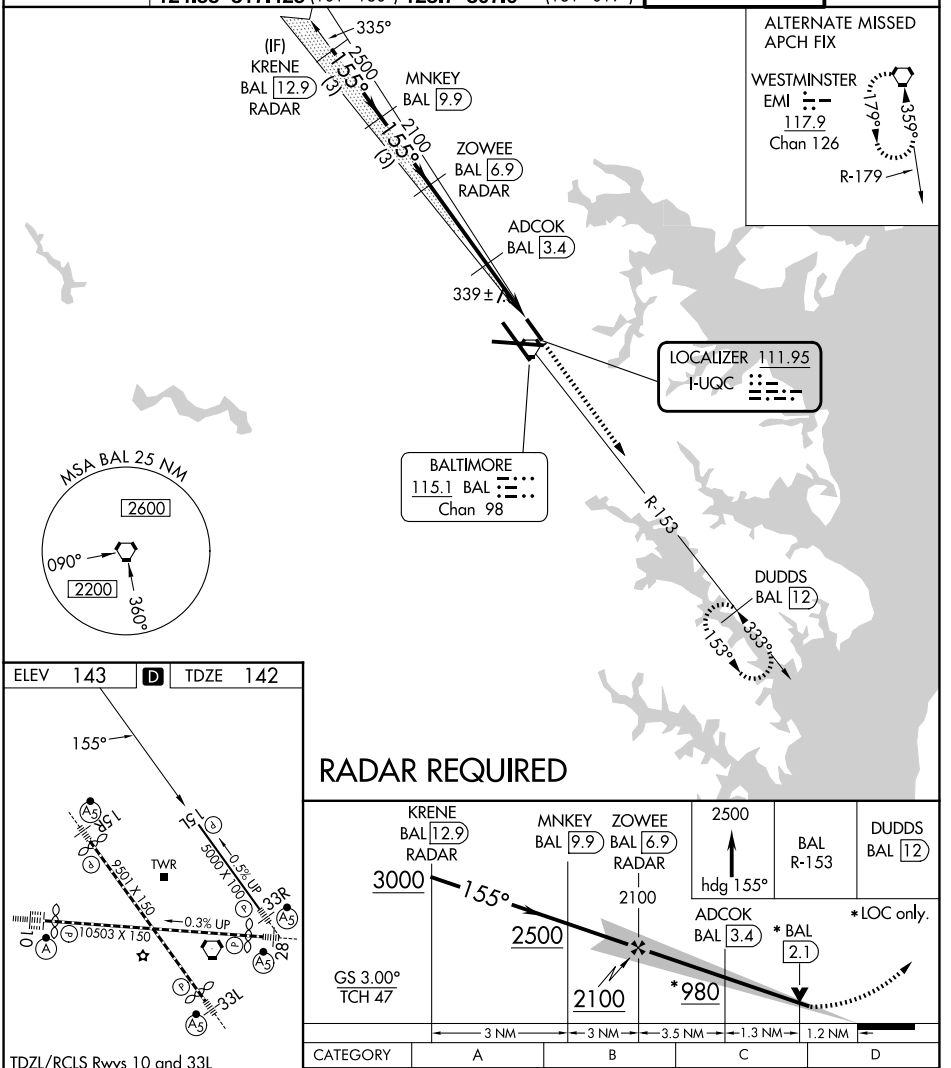
BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI) ILS or LOC RWY 15L

LOC I-UQC	APP CRS	Rwy Ldg	5000
111.95	155°	TDZE	142
		Apt Elev	143

DME from BAL VORTAC. Simultaneous reception of I-UQC and BAL DME required. DME required. Simultaneous approach authorized with Rwy 15R. Helicopter visibility reduction below RVR 4000 NA.

MISSED APPROACH: Climb to 2500 on heading 155° and BAL VORTAC R-153 to DUDDS/BAL 12 DME and hold.

D-ATIS	POTOMAC APP CON				BALTIMORE TOWER	GND CON
115.1 127.8	119.0 282.275	(020°-100°)	119.7 290.475	(131°-180°)	119.4 257.8	121.9
	124.55 317.425	(101°-130°)	128.7 307.9	(181°-019°)		



TDZL/RCLS Rwys 10 and 33L
REIL Rwys 15L and 33R
HIRL all rwys

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

RADAR REQUIRED

CATEGORY	A	B	C	D
S-ILS 15L	544-1⅜	402 (500-1⅜)	NA	
S-LOC 15L	560/55	418 (500-1)	NA	
CIRCLING	640-1	660-1	NA	
	497 (500-1)	517 (600-1)		

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

LOC I-FND	APP CRS	Rwy Ldg	8301
111.7	155°	TDZE	138
		Apt Elev	143

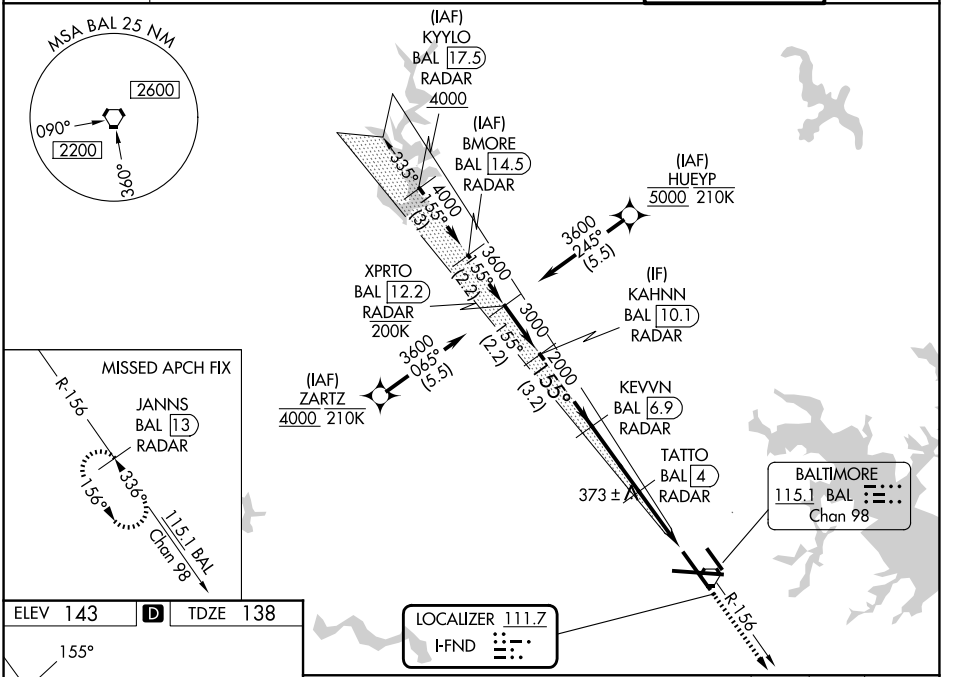
BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI) ILS or LOC RWY 15R

RNP APCH - GPS. From HUEYP or ZARTZ.
DME or RADAR required. RADAR required for procedure entry at KYYLO or BMORE.
Simultaneous approach authorized with Rwy 15L. DME from BAL VORTAC.
For inop ALS, increase LOC Cat C/D visibility to 1⅜ SM.
* RVR 1800 authorized with use of FD or AP or HUD to DA.

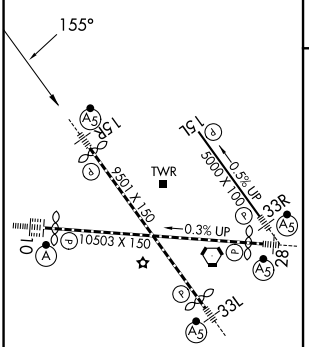
MALSR

MISSED APPROACH: Climb to 2500 on BAL VORTAC R-156 to JANNS/BAL 13 DME/RADAR and hold.

D-ATIS	POTOMAC APP CON		BALTIMORE TOWER	GND CON
115.1 127.8	119.0 282.275 (020°-100°) 119.7 290.475 (131°-180°)		119.4 257.8	121.9
	124.55 317.425 (101°-130°) 128.7 307.9 (181°-019°)			



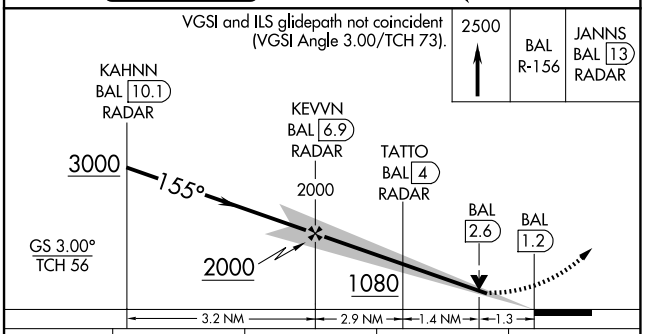
ELEV 143 D TDZE 138



TDZL/RCLS Rwys 10 and 33L
REIL Rwys 15L and 33R
HIRL all rwys

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D
S-ILS 15R*	338/24		200 (200-½)	
S-LOC 15R	640/24	502 (500-½)	640/55	502 (500-1)
CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)	700-1½ 557 (600-1½)	880-2¼ 737 (800-2¼)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI) ILS or LOC RWY 28

LOC I-OEH	APP CRS	Rwy Ldg	9803
109.7	285°	TDZE	143
		Apt Elev	143

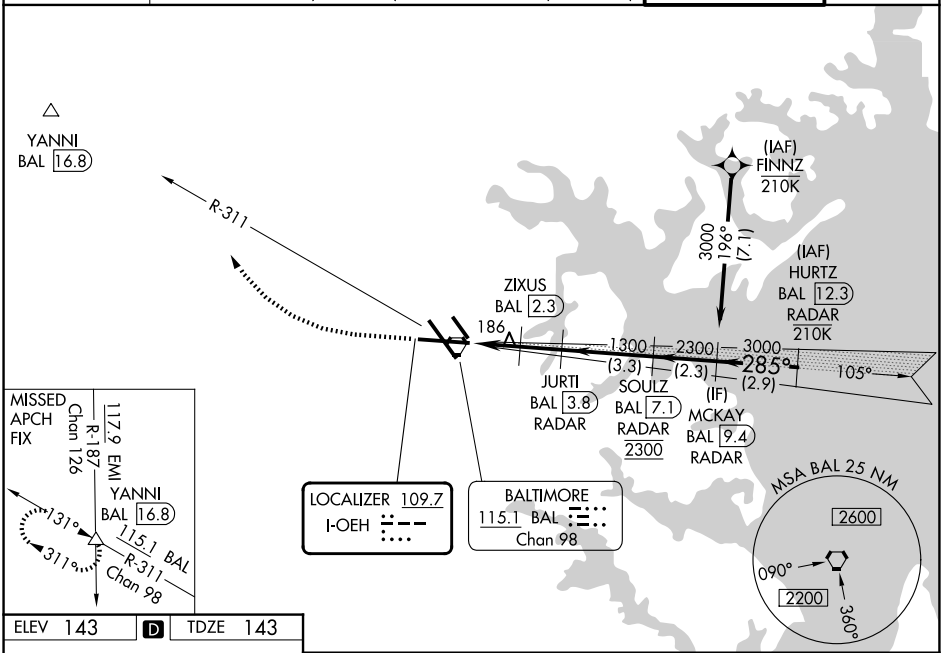
DME or RADAR required.

For inop ALS, increase S-LOC 28 Cat C/D visibility to 1⅜ SM and increase ZIXUS fix S-LOC 28 Cat C/D visibility to RVR 4500.
*RVR 1800 authorized with use of FD or AP or HUD to DA.

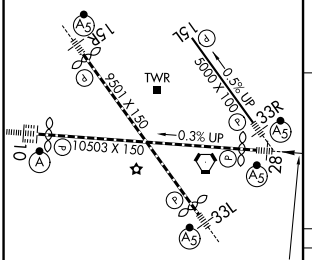
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2600 on heading 319° and BAL VORTAC R-311 to YANNI INT/ BAL 16.8 DME and hold.

D-ATIS	POTOMAC APP CON					BALTIMORE TOWER	GND CON
115.1 127.8	119.0	282.275	(020°-100°)	119.7	290.475 (131°-180°)	119.4 257.8	121.9
	124.55	317.425	(101°-130°)	128.7	307.9 (181°-019°)		

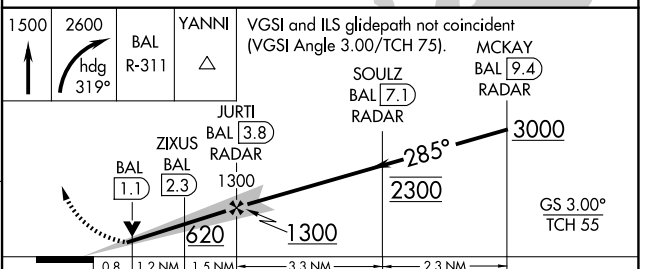


ELEV 143 D TDZE 143



TDZL/RCLS Rwys 10 and 33L
REIL Rwys 15L and 33R
HIRL all rwys

FAF to MAP 3.5 NM						
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10



CATEGORY	A	B	C	D
S-ILS 28 *	343/24 200 (200-½)			
S-LOC 28	620/24 477 (500-½)		620/50 477 (500-1)	
CIRCLING	660-1 517 (600-1)		700-1½ 557 (600-1½)	880-2¼ 737 (800-2¼)
ZIXUS FIX MINIMUMS (DME REQUIRED)				
S-LOC 28	460/24 317 (400-½)			
CIRCLING	660-1 517 (600-1)		700-1½ 557 (600-1½)	880-2¼ 737 (800-2¼)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

LOC I-RUX	APP CRS	Rwy Ldg	8301
111.7	335°	TDZE	143
		Apt Elev	143

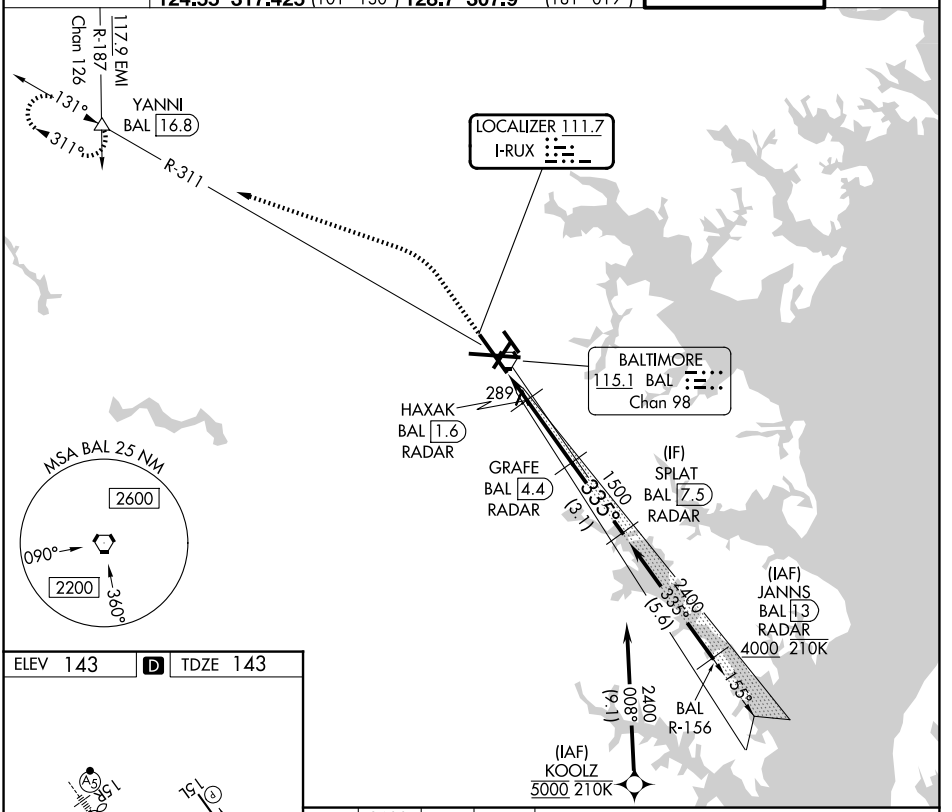
BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI) ILS or LOC RWY 33L

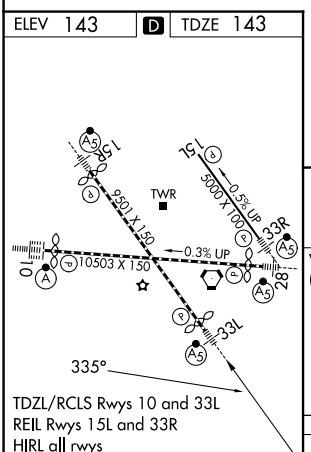
RNP APCH - GPS. From KOOLZ.
RADAR required for procedure entry. DME or RADAR required.
Simultaneous approach authorized. DME from BAL VORTAC. DME use requires simultaneous reception of I-RUX and BAL DME.

MALSR

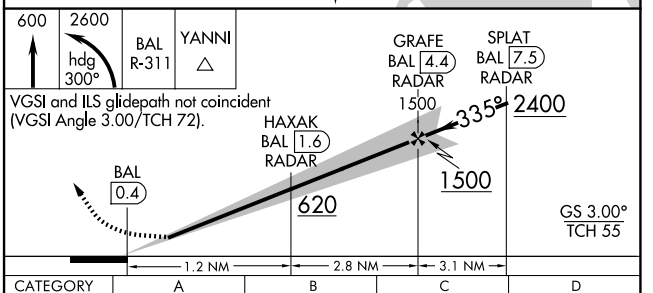
MISSED APPROACH: Climb to 600 then climbing left turn to 2600 on heading 300° and BAL VORTAC R-311 to YANNI INT/BAL 16.8 DME and hold.

D-ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON
115.1 127.8	119.0 282.275 (020°-100°) 119.7 290.475 (131°-180°) 124.55 317.425 (101°-130°) 128.7 307.9 (181°-019°)	119.4 257.8	121.9





TDZL/RCLS Rwys 10 and 33L
REIL Rwys 15L and 33R
HIRL all rwys



FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D
S-ILS 33L	343/18		200 (200-½)	
S-LOC 33L	540/24	397 (400-½)	540/35	397 (400-⅝)
CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)	700-1½ 557 (600-1½)	880-2¼ 737 (800-2¼)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

LOC I-BWI	APP CRS	Rwy Ldg	5000
111.95	335°	TDZE	124
		Apt Elev	143

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI) ILS or LOC RWY 33R

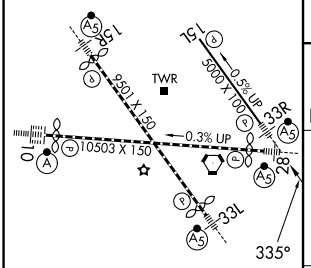
DME required. DME from BAL VORTAC. Simultaneous reception of I-BWI and BAL DME required. Simultaneous approach authorized with Rwy 33L. Inoperative table does not apply to S-ILS 33R. For inoperative MALSR, increase S-LOC 33R visibility to RVR 5000. Helicopter visibility reduction below RVR 4000 NA.

MALSR

MISSED APPROACH: Climb to 3000 on heading 335° and BAL VORTAC R-337 to KRENE/ BAL 12.9 DME and hold.

D-ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON
115.1 127.8	119.0 282.275 (020°-100°) 119.7 290.475 (131°-180°) 124.55 317.425 (101°-130°) 128.7 307.9 (181°-019°)	119.4 257.8	121.9

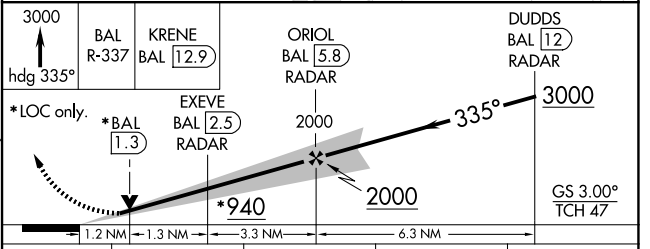
ELEV 143 D TDZE 124



TDZL/RCLS Rwys 10 and 33L
REIL Rwys 15L and 33R
HIRL all rwys

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56



CATEGORY	A	B	C	D
S-ILS 33R	333/40	209 (200-¾)	NA	
S-LOC 33R	540/40	416 (400-¾)	NA	
CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)	NA	

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

LOC I-BAL	APP CRS	Rwy Ldg	9953
109.7	105°	TDZE	143
		Apt Elev	143

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI) ILS RWY 10 (SA CAT I)

RADAR required for procedure entry.
DME or RADAR required.

Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

ALSF-2

MISSED APPROACH: Climb to 2500 on BAL VORTAC R-105 to HURTZ/BAL 12.3 DME/RADAR and hold.

D-ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON
115.1 127.8	119.0 282.275 (020°-100°) 119.7 290.475 (131°-180°) 124.55 317.425 (101°-130°) 128.7 307.9 (181°-019°)	119.4 257.8	121.9

ALTERNATE MISSED APCH FIX

WESTMINSTER
EMI
117.9
Chan 126
307°
127°
R-127

LOCALIZER 109.7
I-BAL

R-4001B

285°
3000
105°
(5.9)
(IAF)
REMMY
BAL 17.4
RADAR

2300
105°
(3.2)
(IAF)
COLUM
BAL 11.5
RADAR

1500
105°
(3)
(IF)
EFFYS
BAL 8.3
RADAR

305±
JEANS
BAL 5.3
RADAR

R-105
105°
285°
HURTZ
BAL 12.3
RADAR

BALTIMORE
115.1 BAL
Chan 98

MSA BAL 25 NM
2600
090°
2200
360°

ELEV 143 D TDZE 143

EFFYS
BAL 8.3
RADAR

JEANS
BAL 5.3
RADAR

2500
BAL R-105

HURTZ
BAL
12.3

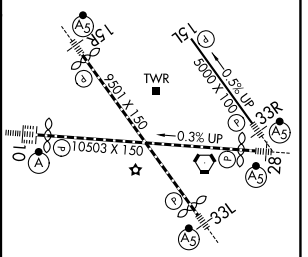
2300
105°
1500
1500
GS 3.00°
TCH 55

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).

3 NM 4.1 NM 1014'

CATEGORY	A	B	C	D
S-ILS 10	RA 188/14 150 DA 293			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZL/RCLS Rwys 10 and 33L
REIL Rwys 15L and 33R
HIRL all rwys

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

ILS RWY 33L (SA CAT I & II)

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

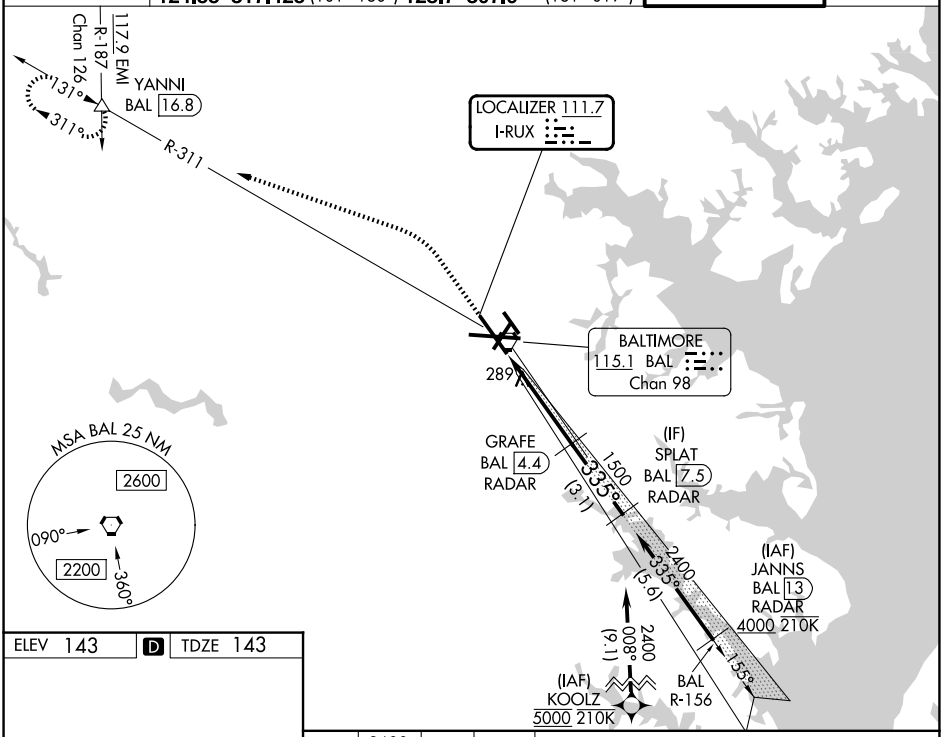
LOC I-RUX	APP CRS	Rwy Ldg	8301
111.7	335°	TDZE	143
		Apt Elev	143

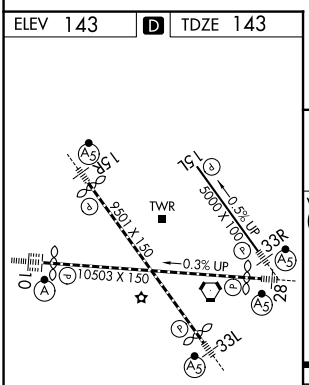
RNP APCH - GPS. From KOOLZ.
RADAR required for procedure entry. DME or RADAR required.
T Simultaneous approach authorized. DME from BAL VORTAC. DME use requires simultaneous reception of I-RUX and BAL DME.
SA Cat I & II: Requires specific OPSPEC, MSPEC, or LOA approval.

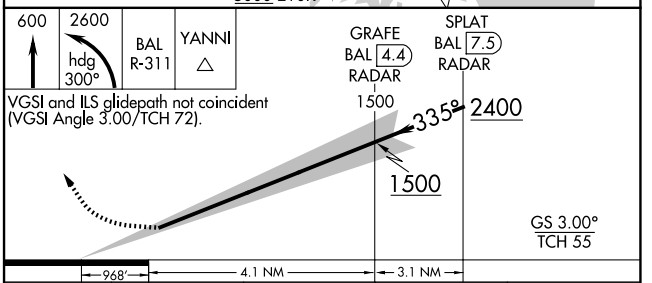
MALSR

MISSED APPROACH: Climb to 600 then climbing left turn to 2600 on heading 300° and BAL VORTAC R-311 to YANNI INT/ BAL 16.8 DME and hold.

D-ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON
115.1 127.8	119.0 282.275 (020°-100°) 119.7 290.475 (131°-180°) 124.55 317.425 (101°-130°) 128.7 307.9 (181°-019°)	119.4 257.8	121.9







CATEGORY	A	B	C	D
S-ILS 33L	SA CAT I RA 185/14	150	DA 293	
S-ILS 33L	SA CAT II RA 128/12	100	DA 243	

TDZL/RCLS Rwys 10 and 33L
REIL Rwys 15L and 33R
HIRL all rwys

SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

LOC I-BAL	APP CRS	Rwy Ldg	9953
109.7	105°	TDZE	143
		Apt Elev	143

BALTIMORE/ ILS RWY 10 (CAT II & III)
WASHINGTON INTL THURGOOD MARSHALL (BWI)

RADAR required for procedure entry.
DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 2500 on BAL VORTAC R-105 to HURTZ/BAL 12.3 DME/RADAR and hold.

D-ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON
115.1 127.8	119.0 282.275 (020°-100°) 119.7 290.475 (131°-180°) 124.55 317.425 (101°-130°) 128.7 307.9 (181°-019°)	119.4 257.8	121.9

ALTERNATE MISSED APCH FIX
WESTMINSTER EMI 117.9 Chan 126
307° 127° R-127

285° 3000 105° (5.9) (IAF) REMMY BAL 17.4 RADAR
2300 105° (3.2) (IAF) COLUM BAL 11.5 RADAR
1500 105° (3) (IF) EFFYS BAL 8.3 RADAR
305± JEANS BAL 5.3 RADAR
LOCALIZER 109.7 I-BAL
R-4001B
R-105 105° 285° HURTZ BAL 12.3 RADAR
BALTIMORE 115.1 BAL Chan 98

MSA BAL 25 NM
2600
090° 2200 360°

ELEV 143 D TDZE 143

EFFYS BAL 8.3 RADAR
JEANS BAL 5.3 RADAR
2500 BAL R-105
HURTZ BAL 12.3
2300 105° 1500 1500
GS 3.00° TCH 55
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).
3 NM 4.1 NM 1014'

CATEGORY	A	B	C	D
S-ILS 10	CAT II RA 105/12 100 DA 243			
S-ILS 10	CAT III RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TWR
9501 X 150
10503 X 150
5000 X 100
0.5% UP
0.3% UP
15L 10 33R 28 33L

TDZL/RCLS Rwys 10 and 33L
REIL Rwys 15L and 33R
HIRL all rwys

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (RNP) X RWY 33L

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

APP CRS	Rwy Ldg	8301
335°	TDZE	143
	Apt Elev	143

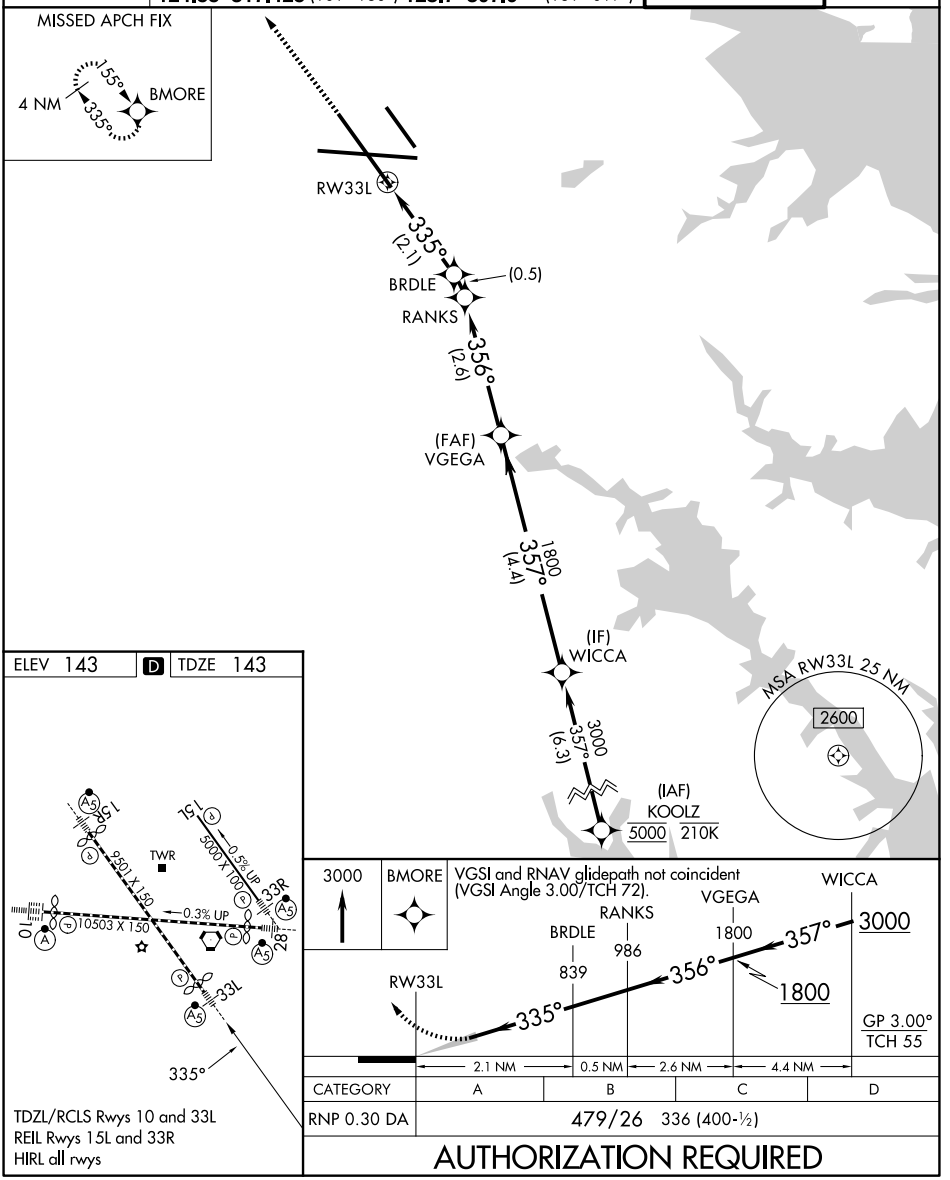
RNP AR APCH - GPS, RF.

For uncompensated Baro-VNAV systems, procedure NA below -11°C or above 54°C. Simultaneous approach authorized.

MALSR

MISSED APPROACH: Climb to 3000 direct BMORE and hold.

D-ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON
115.1 127.8	119.0 282.275 (020°-100°) 119.7 290.475 (131°-180°) 124.55 317.425 (101°-130°) 128.7 307.9 (181°-019°)	119.4 257.8	121.9



NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (RNP) Z RWY 10

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

APP CRS	Rwy Ldg	9953
105°	TDZE	143
	Apt Elev	143

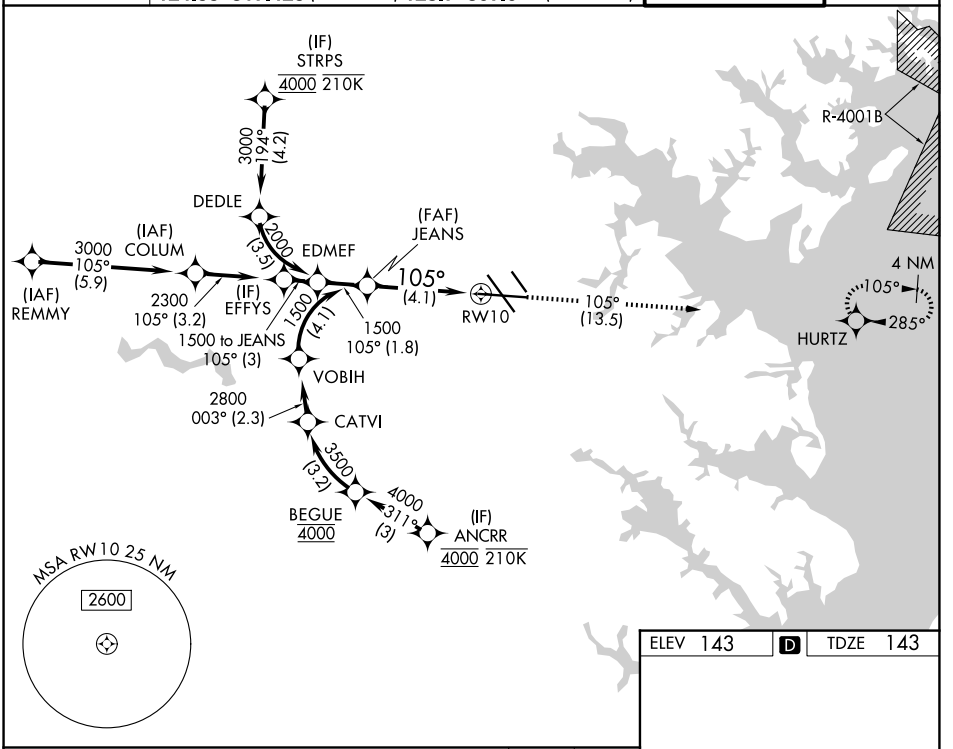
RNP AR APCH - GPS.

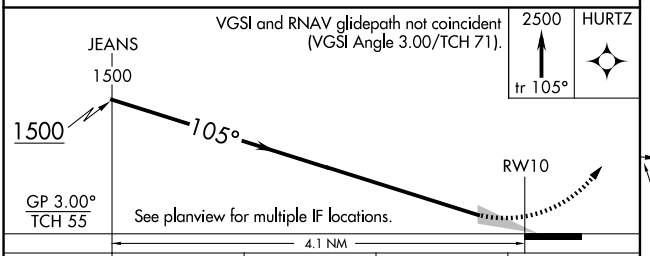
For uncompensated Baro-VNAV systems, procedure NA below -11°C or above 54°C. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 4500, increase RNP 0.30 all Cats visibility to 1⅜ SM.

ALSF-2

MISSED APPROACH: Climb to 2500 on track 105° to HURTZ and hold.

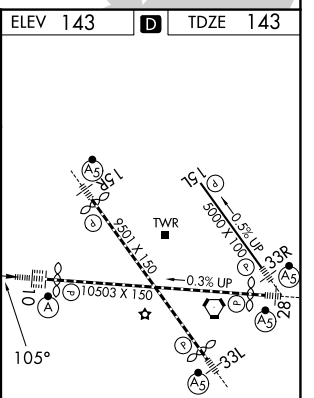
D-ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON
115.1 127.8	119.0 282.275 (020°-100°) 119.7 290.475 (131°-180°) 124.55 317.425 (101°-130°) 128.7 307.9 (181°-019°)	119.4 257.8	121.9





CATEGORY	A	B	C	D
RNP 0.11 DA	444/24 301 (400-½)			
RNP 0.30 DA	628/50 485 (500-1)			

AUTHORIZATION REQUIRED



TDZL/RCLS Rwys 10 and 33L
REIL Rwys 15L and 33R
HIRL all rwys

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (RNP) Z RWY 15R

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

APP CRS	Rwy Ldg	8301
155°	TDZE	138
	Apt Elev	143

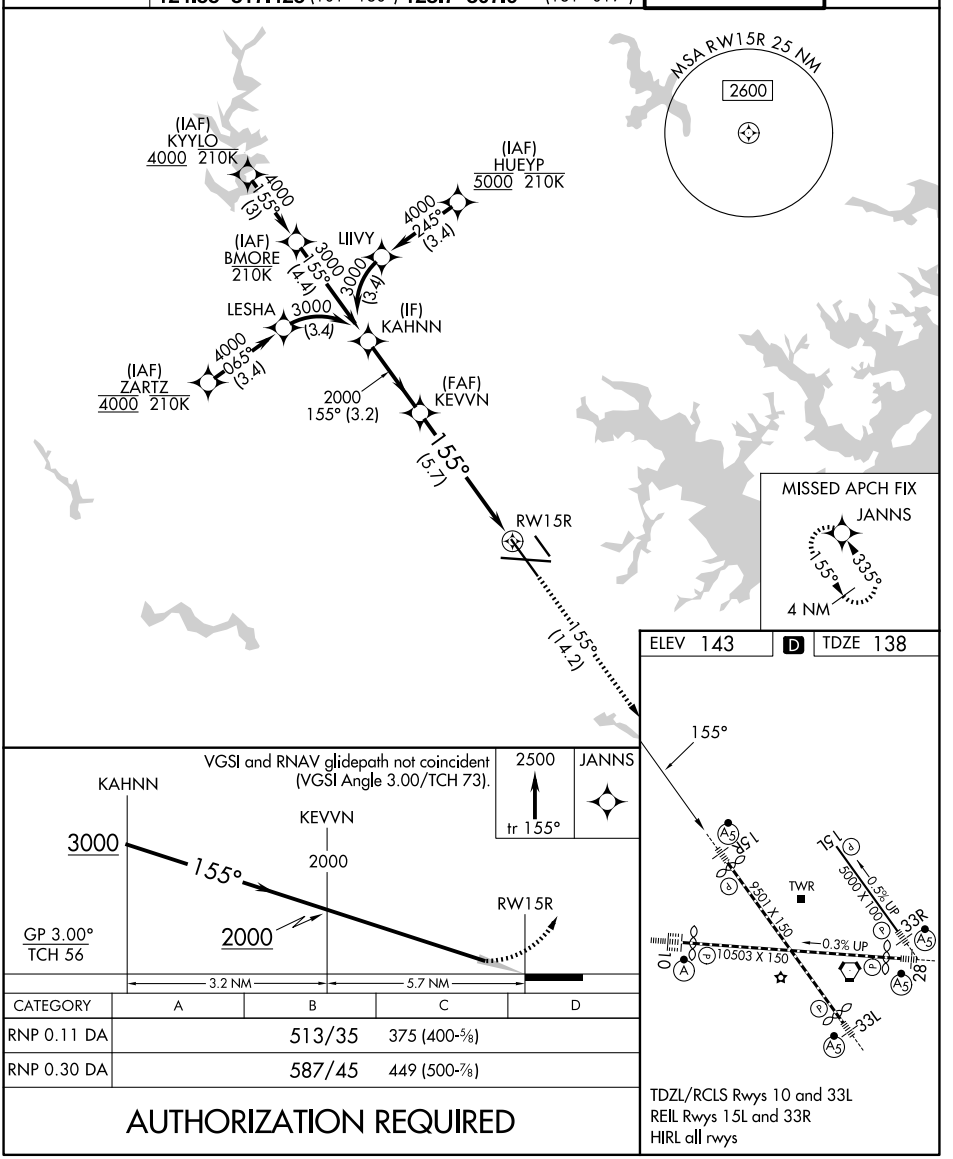
RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below -11°C or above 54°C. Simultaneous approach authorized with Rwy 15L. For inop ALS, increase RNP 0.11 DA all Cats visibility to RVR 5500.

MALSR

MISSED APPROACH: Climb to 2500 on track 155° to JANNS and hold.

D-ATIS	POTOMAC APP CON		BALTIMORE TOWER	GND CON
115.1 127.8	119.0 282.275 (020°-100°) 124.55 317.425 (101°-130°)	119.7 290.475 (131°-180°) 128.7 307.9 (181°-019°)	119.4 257.8	121.9



CATEGORY	A	B	C	D
RNP 0.11 DA		513/35	375 (400-5/8)	
RNP 0.30 DA		587/45	449 (500-7/8)	

AUTHORIZATION REQUIRED

TDZL/RCLS Rwys 10 and 33L
REIL Rwys 15L and 33R
HIRL all rwys

NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (RNP) Z RWY 28

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

APP CRS	Rwy Ldg	9803
285°	TDZE	143
	Apt Elev	143

RNP AR APCH - GPS.

MALSR

MISSED APPROACH: Climb to 2500 on track 285° to COLUM and hold.

For uncompensated Baro-VNAV systems, procedure NA below -11°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 5500.

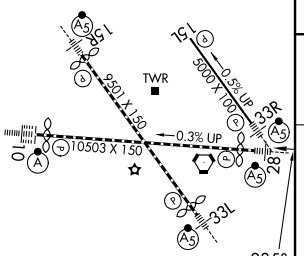
D-ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON
115.1 127.8	119.0 282.275 (020°-100°) 119.7 290.475 (131°-180°) 124.55 317.425 (101°-130°) 128.7 307.9 (181°-019°)	119.4 257.8	121.9

MISSED APCH FIX
4 NM
285°
105°
COLUM

(IAF) FINNZ 5000 210K
3500
194° (4.6)
1300
285° (3.3)
(IF) SOULZ 2300
VICEP 3500
3000
285° (2.9)
(FAF) JURTI
2300
(3.8)
285° (11.8)
RW28 (3.5)
285°
(IAF) HURTZ 4000 210K
MCKAY 3000
1300
(5)
2300
285° (2.3)
HGWTS 2900
2900
016° (3.4)
(IF) FETTE 4000
4000
015° (3.2)
(IAF) TOGAH 5000 210K

MSA RW 28 25 NM
2600

ELEV 143 D TDZE 143

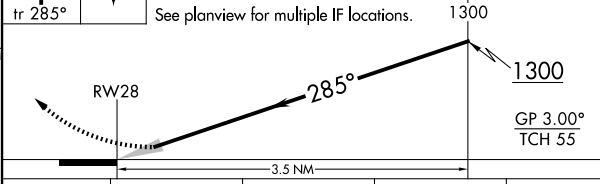


TDZL/RCLS Rwys 10 and 33L
REIL Rwys 15L and 33R
HIRL all rwys

2500 COLUM
tr 285°

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).

See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.30 DA	521/35	378 (400-⅝)		

AUTHORIZATION REQUIRED

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (RNP) Z RWY 33L

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

APP CRS	Rwy Ldg	8301
335°	TDZE	143
	Apt Elev	143

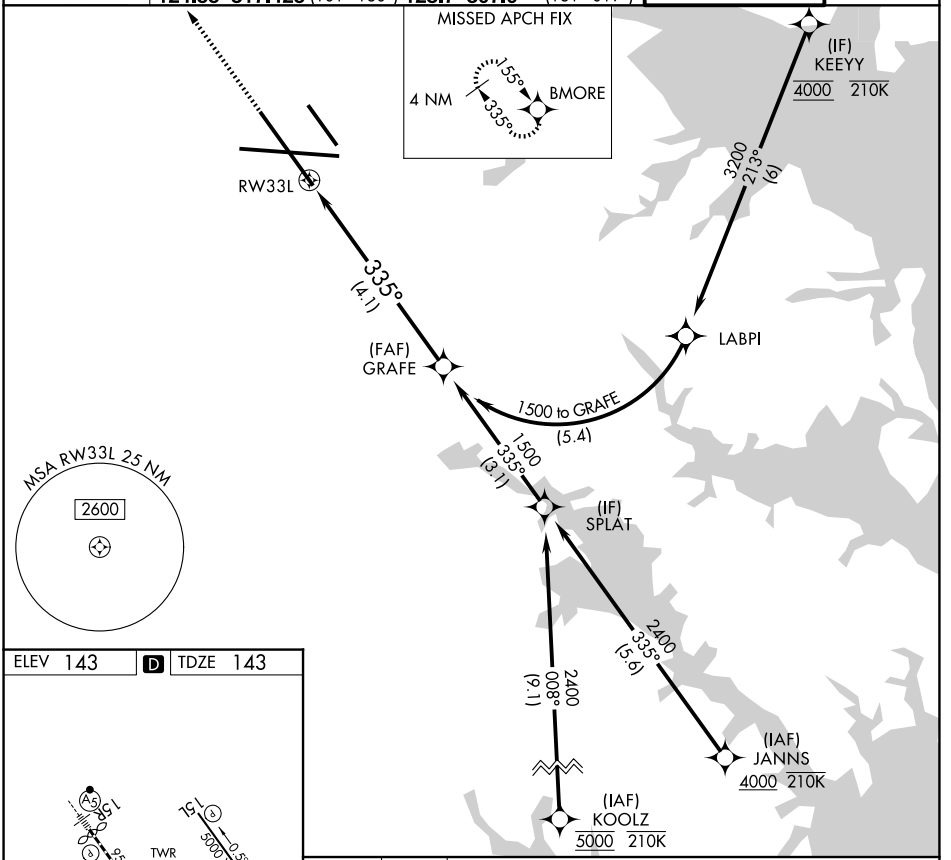
RNP APCH - GPS. From KEEYY: RF.

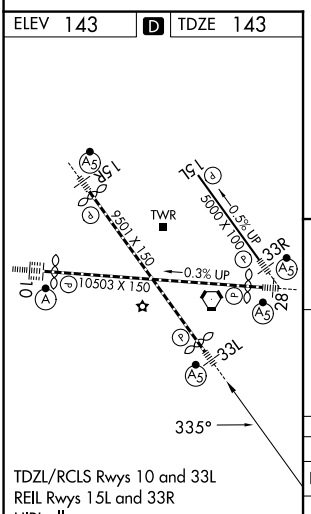
For uncompensated Baro-VNAV systems, procedure NA below -11°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 5500. Simultaneous approach authorized.

MALSR (A5)

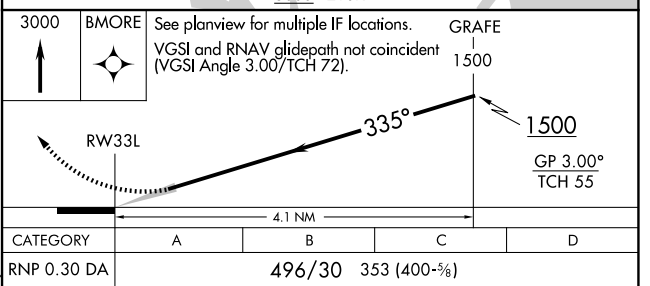
MISSED APPROACH: Climb to 3000 direct BMORE and hold.

D-ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON
115.1 127.8	119.0 282.275 (020°-100°) 119.7 290.475 (131°-180°) 124.55 317.425 (101°-130°) 128.7 307.9 (181°-019°)	119.4 257.8	121.9





TDZL/RCLS Rwys 10 and 33L
REIL Rwys 15L and 33R
HIRL all rwys



CATEGORY	A	B	C	D
RNP 0.30 DA	496/30 353 (400-¾)			

AUTHORIZATION REQUIRED

NE-3, 03 SEP 2026 to 29 OCT 2026

WAAS	APP CRS	Rwy Ldg	5000
CH 40108	155°	TDZE	142
W15A		Apt Elev	143

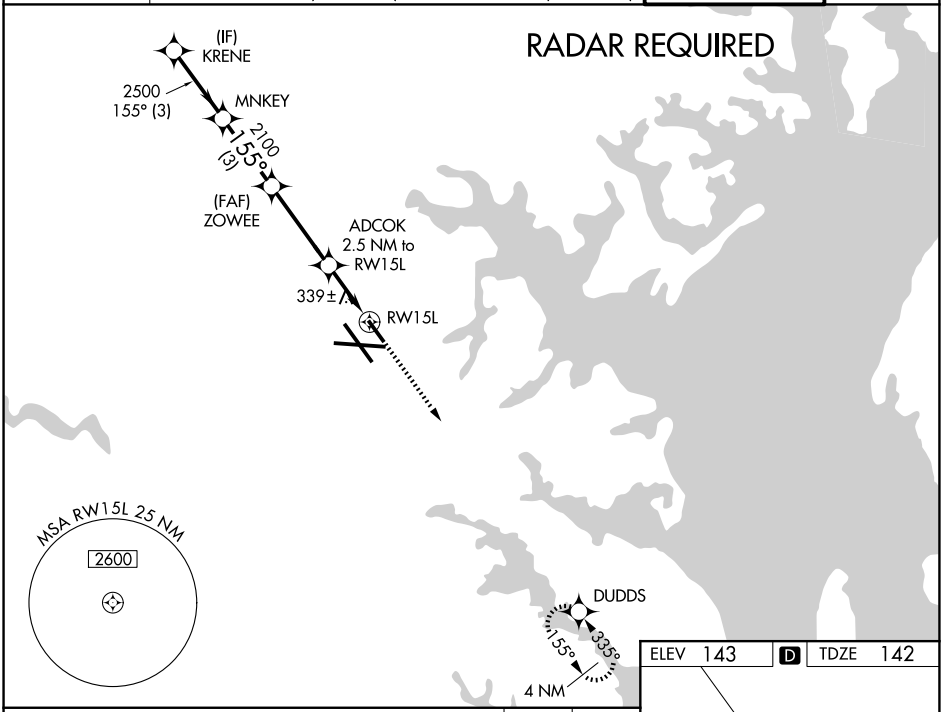
BALTIMORE/ RNAV (GPS) RWY 15L
WASHINGTON INTL THURGOOD MARSHALL (BWI)

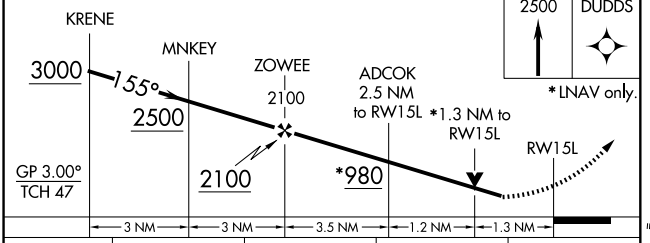
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below RVR 4000 NA. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations.

MISSED APPROACH: Climb to 2500 direct DUDDS and hold.

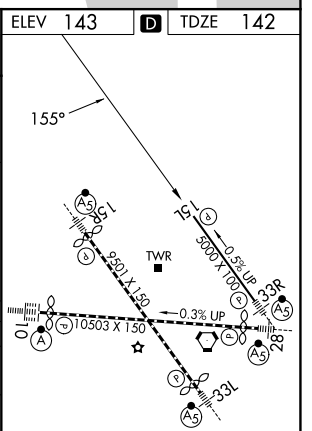
D-ATIS	POTOMAC APP CON					BALTIMORE TOWER	GND CON
115.1 127.8	119.0 282.275	(020°-100°)	119.7 290.475	(131°-180°)		119.4 257.8	121.9
	124.55 317.425	(101°-130°)	128.7 307.9	(181°-019°)			

RADAR REQUIRED





CATEGORY	A	B	C	D
LPV DA	544-1⅜	402 (500-1⅜)	NA	
LNAV/VNAV DA	656-1¾	514 (600-1¾)	NA	
LNAV MDA	600/55	458 (500-1)	NA	
CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)	NA	



TDZL/RCLS Rwys 10 and 33L
REIL Rwys 15L and 33R
HIRL all rwys

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

BALTIMORE/ RNAV (GPS) RWY 33R
WASHINGTON INTL THURGOOD MARSHALL (BWI)

WAAS	APP CRS	Rwy Ldg	5000
CH 69208	335°	TDZE	124
W33B		Apt Elev	143

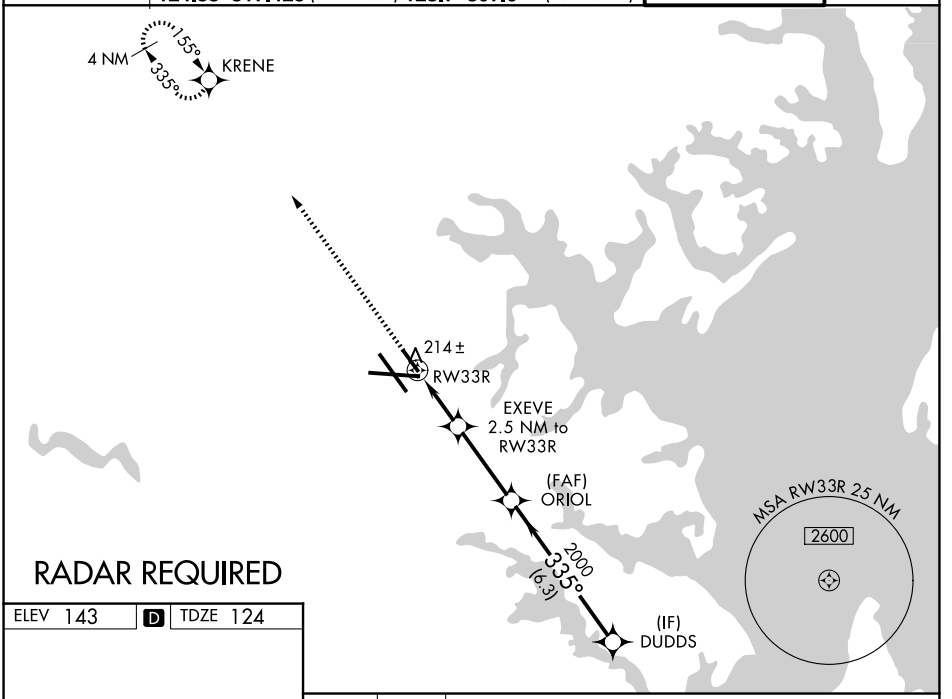
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. For inop MALSR, increase LNAV/VNAV all Cats visibility to RVR 5000 and LNAV all Cats visibility to RVR 5500. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. Helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to LPV, all Cats.

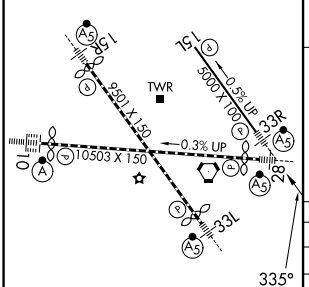
MALSR (A5)

MISSED APPROACH: Climb to 3000 direct KRENE and hold.

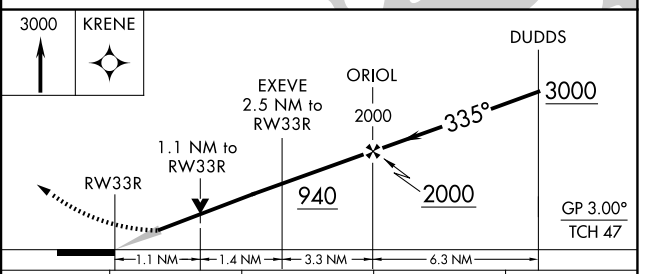
D-ATIS	POTOMAC APP CON				BALTIMORE TOWER	GND CON
115.1 127.8	119.0 282.275	(020°-100°)	119.7 290.475	(131°-180°)	119.4 257.8	121.9
	124.55 317.425	(101°-130°)	128.7 307.9	(181°-019°)		



ELEV 143 | D | TDZE 124



TDZL/RCLS Rwys 10 and 33L
REIL Rwys 15L and 33R
HIRL all rwys



CATEGORY	A	B	C	D
LPV DA	333/40	209 (200-¾)	NA	
LNAV/VNAV DA	406/40	282 (300-¾)	NA	
LNAV MDA	520/40	396 (400-¾)	NA	
CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)	NA	

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Y RWY 10

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

WAAS CH 53707 W10A	APP CRS 105°	Rwy Ldg 9953 / TDZE 143 / Apt Elev 143

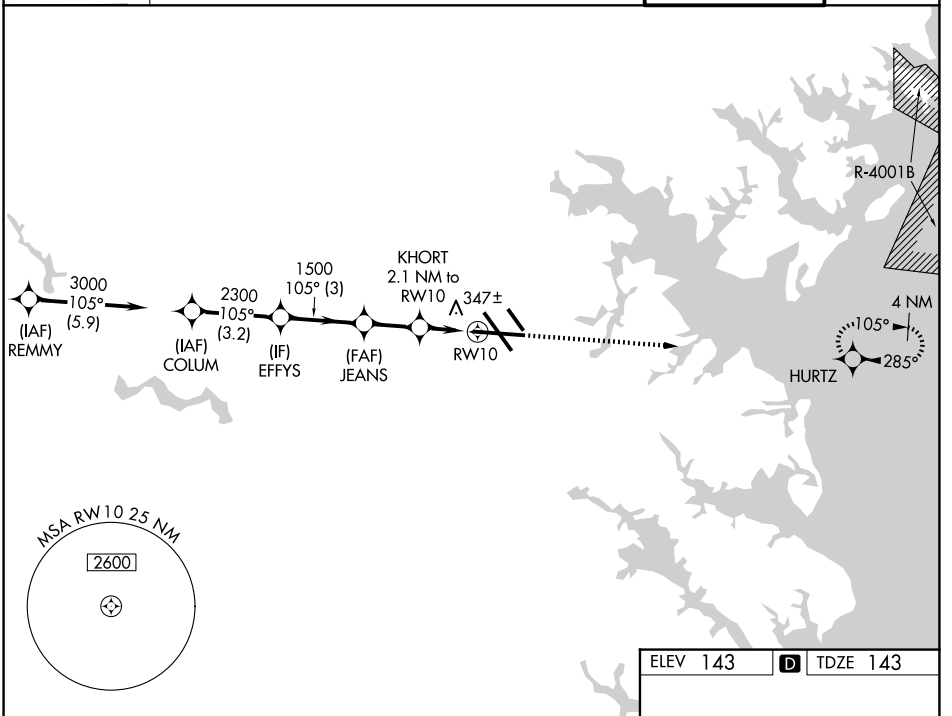
RNP APCH - GPS.

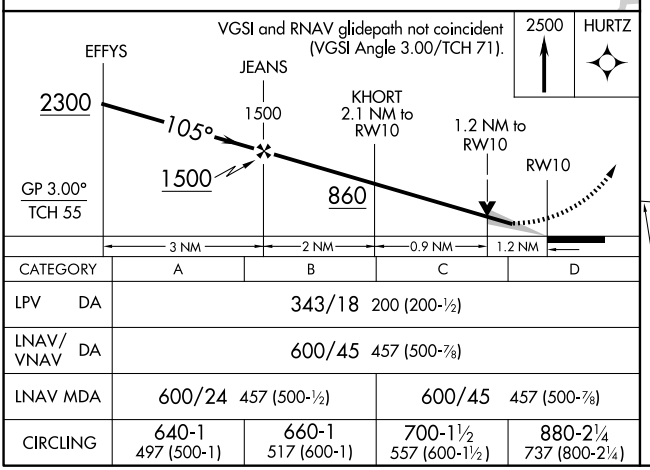
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C.

ALSF-2

MISSED APPROACH: Climb to 2500 direct HURTZ and hold.

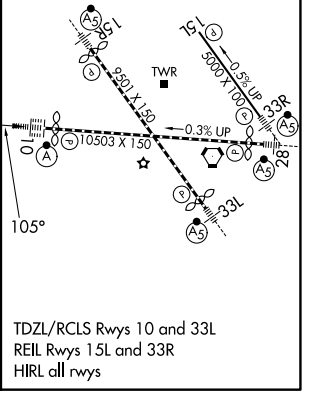
D-ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON
115.1 127.8	119.0 282.275 (020°-100°) 119.7 290.475 (131°-180°) 124.55 317.425 (101°-130°) 128.7 307.9 (181°-019°)	119.4 257.8	121.9





CATEGORY	A	B	C	D
LPV DA	343/18 200 (200-½)			
LNAV/VNAV DA	600/45 457 (500-⅞)			
LNAV MDA	600/24 457 (500-½)		600/45 457 (500-⅞)	
CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)	700-1½ 557 (600-1½)	880-2¼ 737 (800-2¼)

ELEV 143 D TDZE 143



TDZL/RCLS Rwys 10 and 33L
REIL Rwys 15L and 33R
HIRL all rwys

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Y RWY 15R

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

WAAS	APP CRS	Rwy Ldg	8301
CH 66007	155°	TDZE	138
W15B		Apt Elev	143

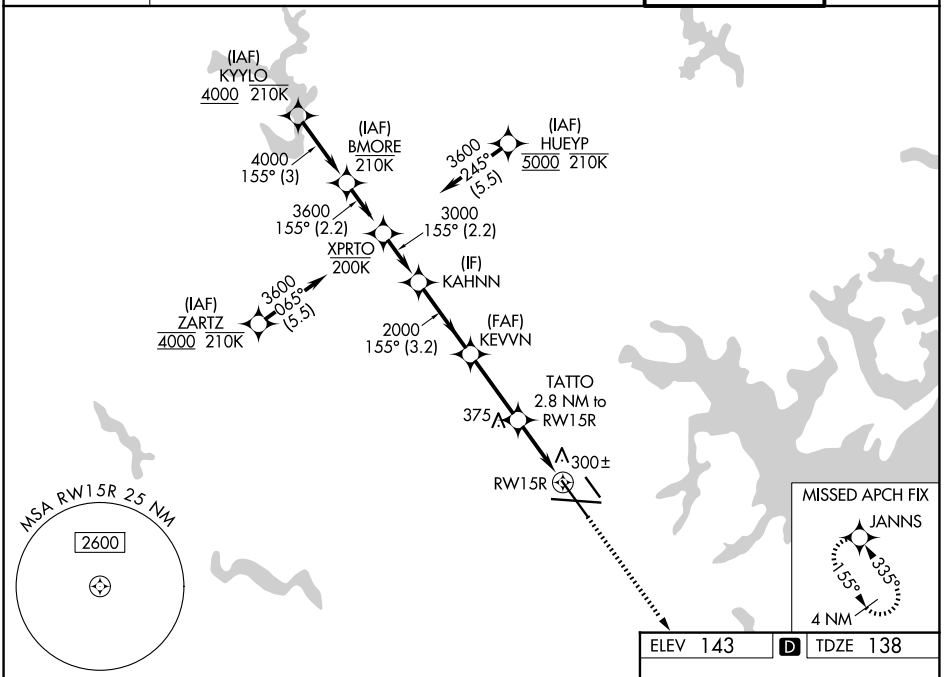
RNP APCH - GPS.

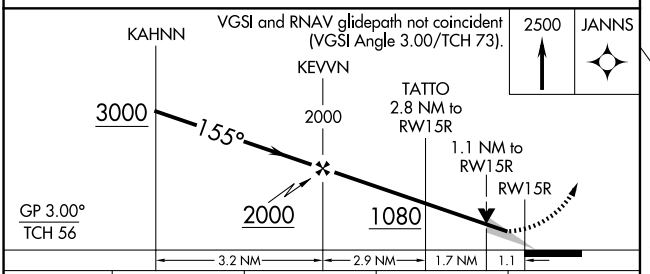
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. Simultaneous approach authorized with Rwy 15L. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000. * RVR 1800 authorized with use of FD or AP or HUD to DA.

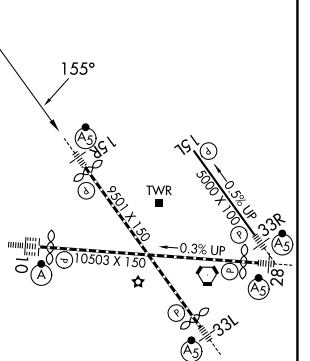
MALSR

MISSED APPROACH: Climb to 2500 direct JANNS and hold.

D-ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON
115.1 127.8	119.0 282.275 (020°-100°) 119.7 290.475 (131°-180°) 124.55 317.425 (101°-130°) 128.7 307.9 (181°-019°)	119.4 257.8	121.9







CATEGORY	A	B	C	D
LPV DA	*338/24 200 (200-½)			
LNAV/VNAV DA	557/40 419 (500-¾)			
LNAV MDA	560/24 422 (500-½)		560/40 422 (500-¾)	
CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)	700-1½ 557 (600-1½)	880-2¼ 737 (800-2¼)

TDZL/RCLS Rwys 10 and 33L
REIL Rwys 15L and 33R
HIRL all rwys

NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Y RWY 28

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

WAAS	APP CRS		
CH **48808**	**285°**	Rwy Ldg	**9803**
W28A		TDZE	**143**
		Apt Elev	**143**

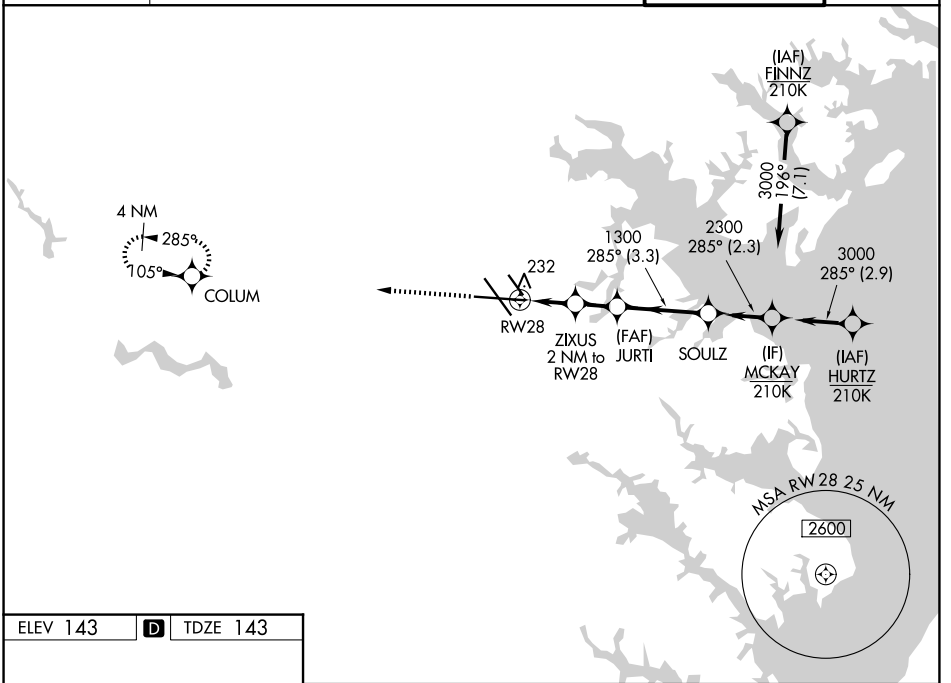
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4000 and LNAV Cats C and D visibility to RVR 5500.
* RVR 1800 authorized with use of FD or AP or HUD to DA.

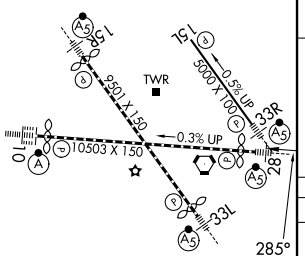
MALSR

MISSED APPROACH: Climb to 2500 direct COLUM and hold.

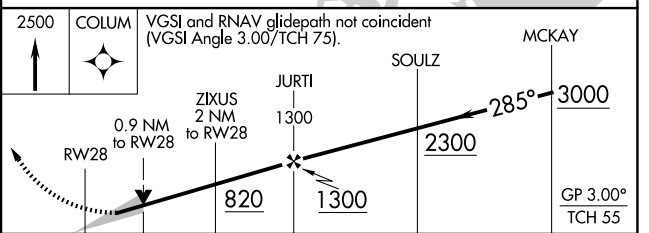
D-ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON
115.1 127.8	**119.0 282.275** (020°-100°) **119.7 290.475** (131°-180°) **124.55 317.425** (101°-130°) **128.7 307.9** (181°-019°)	**119.4 257.8**	**121.9**



ELEV 143 | D | TDZE 143



TDZL/RCLS Rwys 10 and 33L
REIL Rwys 15L and 33R
HIRL all rwys



CATEGORY	A	B	C	D
LPV DA *	343/24 200 (200-½)			
LNAV/VNAV DA	395/24 252 (300-½)			
LNAV MDA	500/24 357 (400-½)		500/30 357 (400-⅝)	
CIRCLING	660-1 517 (600-1)		700-1½ 557 (600-1½)	880-2¼ 737 (800-2¼)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Y RWY 33L

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

WAAS	APP CRS	Rwy Ldg	8301
CH 82207	335°	TDZE	143
W33A		Apt Elev	143

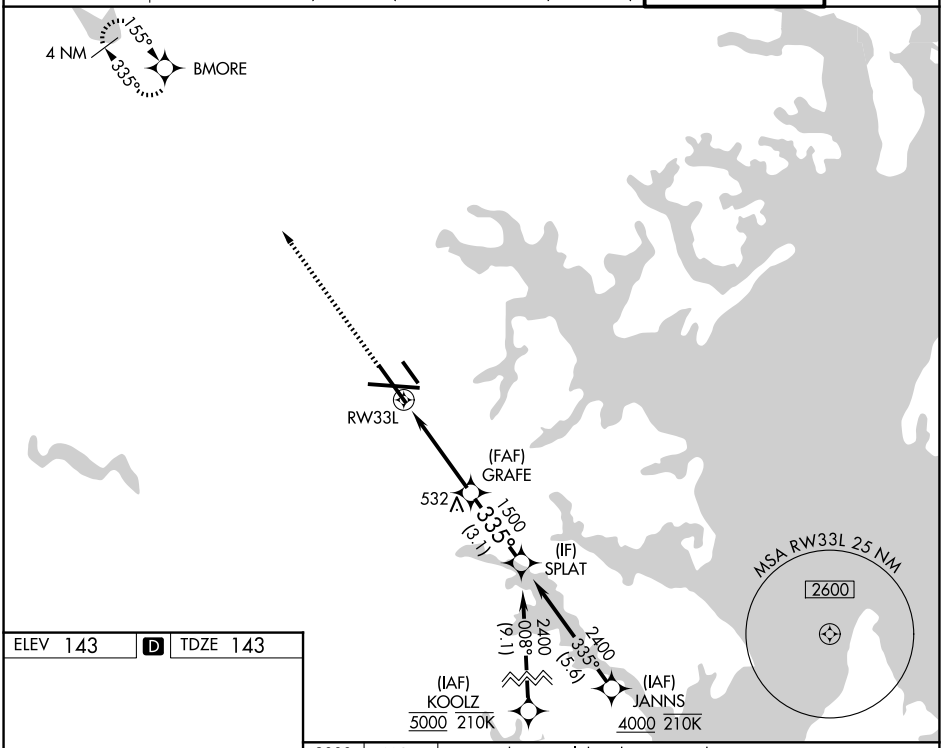
RNP APCH-GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations.

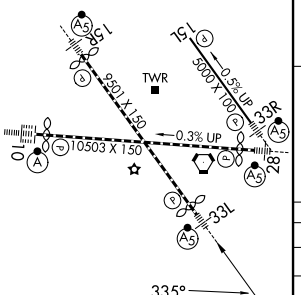
MALSR

MISSED APPROACH: Climb to 3000 direct BMORE and hold.

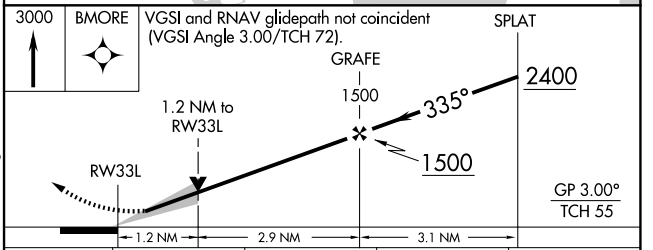
D-ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON
115.1 127.8	119.0 282.275 (020°-100°) 119.7 290.475 (131°-180°) 124.55 317.425 (101°-130°) 128.7 307.9 (181°-019°)	119.4 257.8	121.9



ELEV 143 D TDZE 143

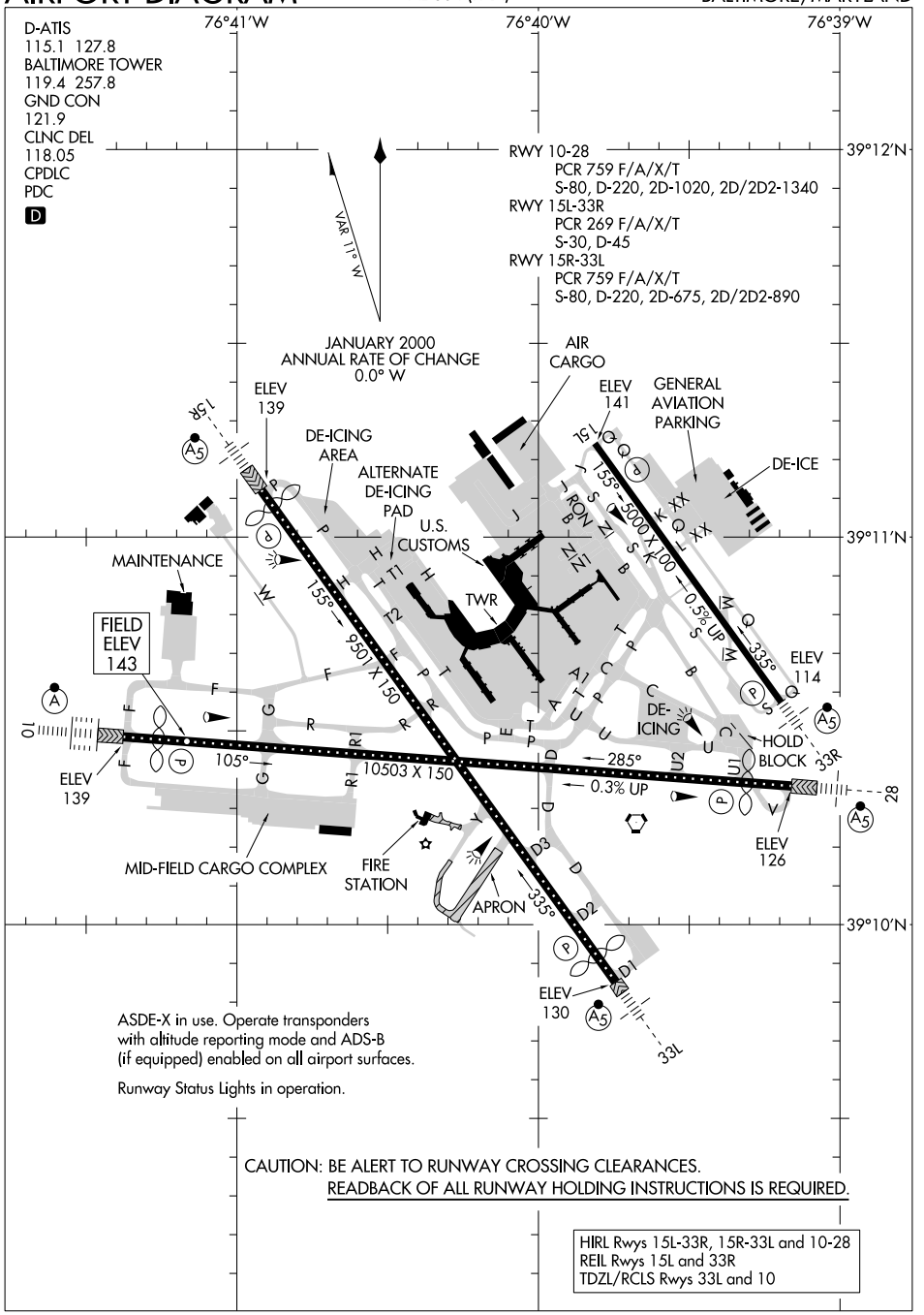


TDZL/RCLS Rwys 10 and 33L
REIL Rwys 15L and 33R
HIRL all rwys



CATEGORY	A	B	C	D
LPV DA	343/18		200 (200-½)	
LNAV/VNAV DA	432/24		289 (300-½)	
LNAV MDA	600/24	457 (500-½)	600/45	457 (500-⅞)
CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)	700-1½ 557 (600-1½)	880-2¼ 737 (800-2¼)

NE-3, 03 SEP 2026 to 29 OCT 2026

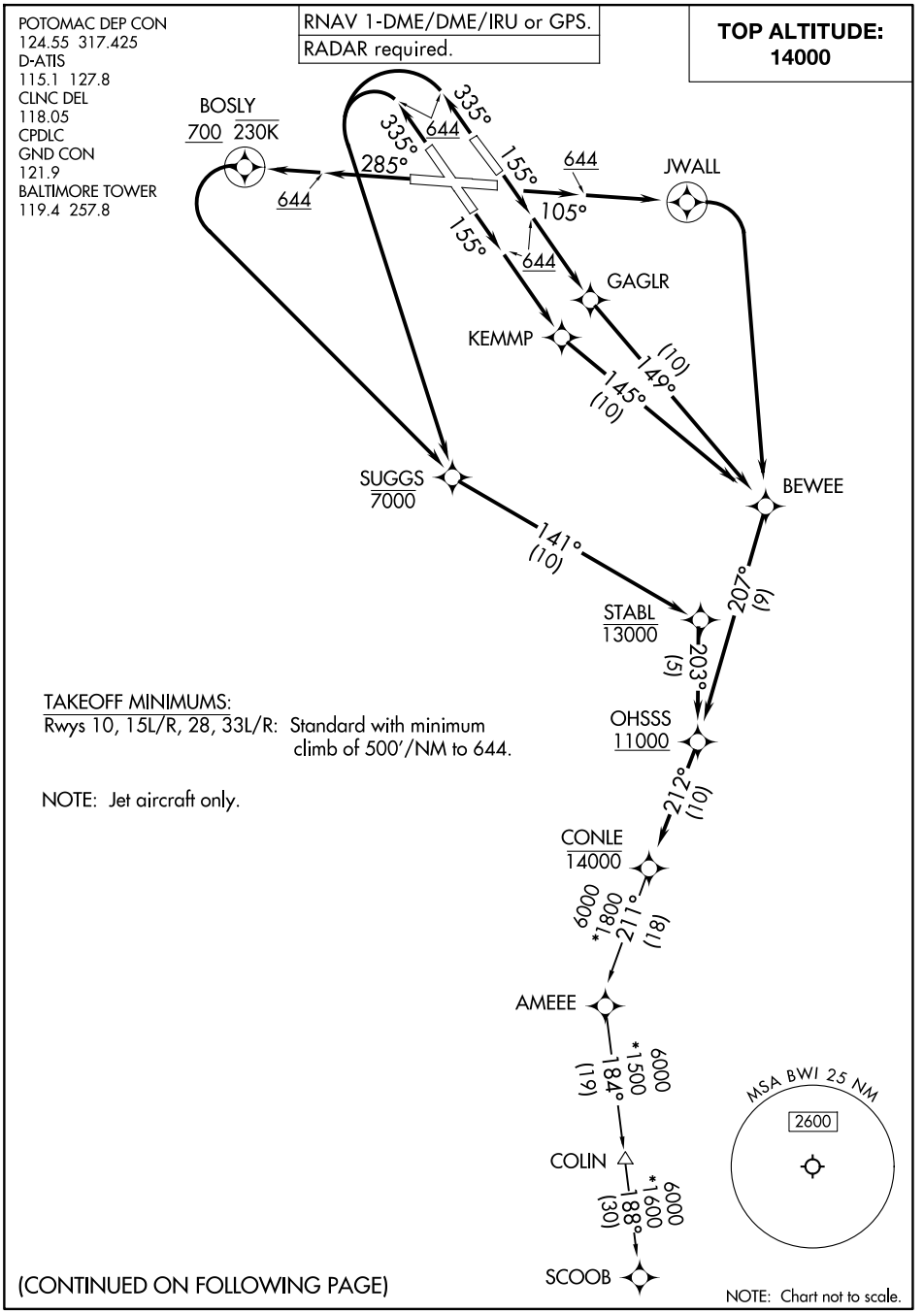


NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

(CONLE5.CONLE) 24193 AL-804 (FAA)

BALTIMORE/
WASHINGTON INTL THURGOOD MARSHALL (BWI)
BALTIMORE, MARYLAND

CONLE FIVE DEPARTURE (RNAV)



NE-3, 03 SEP 2026 to 29 OCT 2026

CONLE FIVE DEPARTURE (RNAV)
(CONLE5.CONLE) 11JUL24

BALTIMORE/
WASHINGTON INTL THURGOOD MARSHALL (BWI)
BALTIMORE, MARYLAND

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb on heading 105° to 644, then direct JWALL, then right turn direct BEWEE, then on track 207° to cross OHSSS at or above 11000, thence....

TAKEOFF RUNWAY 15L: Climb on heading 155° to 644, then direct GAGLR, then on track 149° to BEWEE, then on track 207° to cross OHSSS at or above 11000, thence....

TAKEOFF RUNWAY 15R: Climb on heading 155° to 644, then direct KEMMP, then on track 145° to BEWEE, then on track 207° to cross OHSSS at or above 11000, thence....

TAKEOFF RUNWAY 28: Climb on heading 285° to 644, then direct BOSLY to cross at or above 700 and at or below 230K, then left turn direct SUGGS to cross at or below 7000, then on track 141° to cross STABL at or below 13000, then on track 203° to cross OHSSS at or above 11000, thence....

TAKEOFF RUNWAYS 33L/R: Climb on heading 335° to 644, then left turn direct SUGGS to cross at or below 7000, then on track 141° to cross STABL at or below 13000, then on track 203° to cross OHSSS at or above 11000, thence...

....on track 212° to cross CONLE at or below 14000, then on assigned transition. Maintain 14000. Expect clearance to filed altitude within 10 minutes after departure.

COLIN TRANSITION (CONLE5.COLIN)
SCOOB TRANSITION (CONLE5.SCOOB)

NE-3, 03 SEP 2026 to 29 OCT 2026

DUKPN ONE DEPARTURE (RNAV)

(DUKPN1.DUKPN) 11JUL24

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

BALTIMORE, MARYLAND

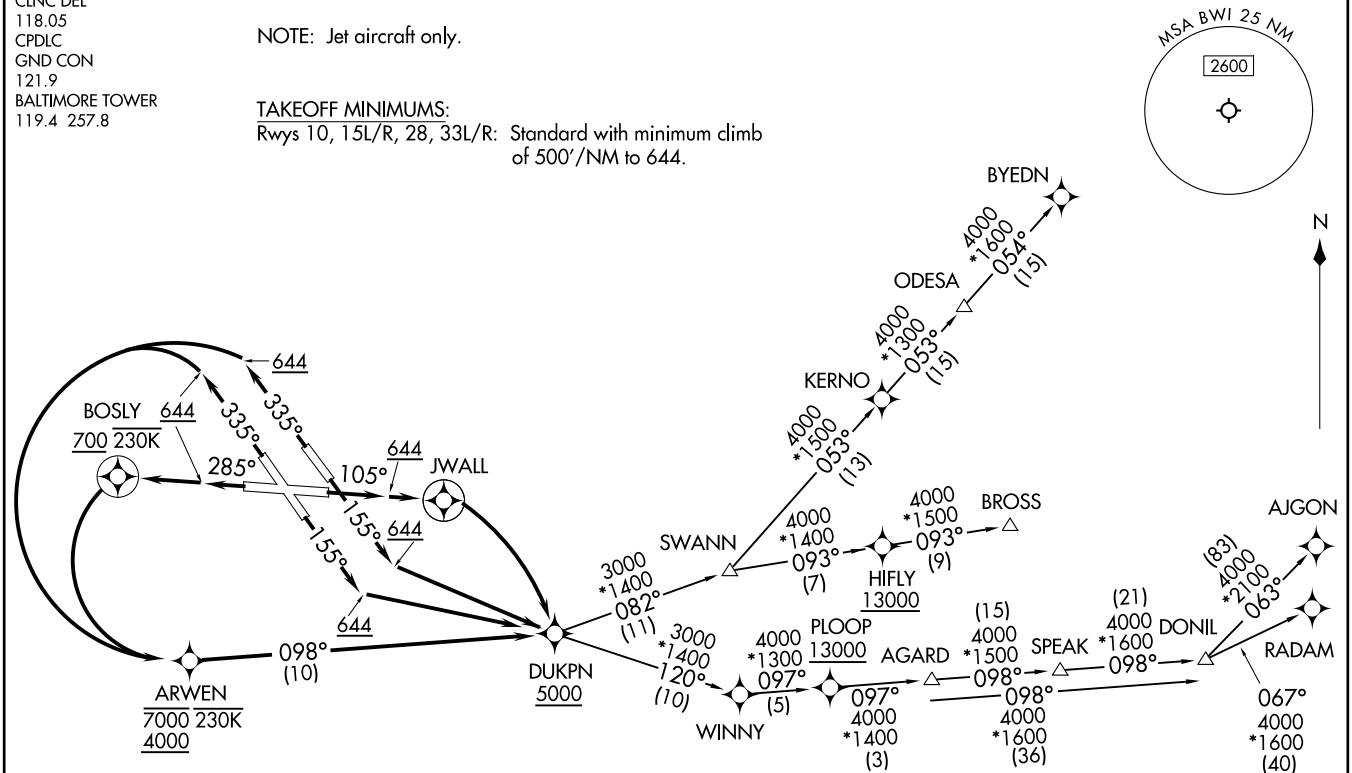
POTOMAC DEP CON
124.55 317.425
D-ATIS
115.1 127.8
CLNC DEL
118.05
CPDLC
GND CON
121.9
BALTIMORE TOWER
119.4 257.8

RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE: 14000

NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:
Rwys 10, 15L/R, 28, 33L/R: Standard with minimum climb of 500'/NM to 644.



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(DUKPN1.DUKPN) 24193
DUKPN ONE DEPARTURE (RNAV)
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)
BALTIMORE, MARYLAND

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb on heading 105° to 644, then direct JWALL, then right turn direct DUKPN to cross at or above 5000, thence...
TAKEOFF RUNWAYS 15L/R: Climb on heading 155° to 644, then left turn direct DUKPN to cross at or above 5000, thence...
TAKEOFF RUNWAY 28: Climb on heading 285° to 644, then direct BOSLY to cross at or above 700 and at or below 230K, then left turn direct ARWEN to cross between 4000 and 7000 and at or below 230K, then on track 098° to cross DUKPN at or above 5000, thence...
TAKEOFF RUNWAYS 33L/R: Climb on heading 335° to 644, then left turn direct ARWEN to cross between 4000 and 7000 and at or below 230K, then on track 098° to cross DUKPN at or above 5000, thence...

...then on assigned transition. Maintain 14000. Expect clearance to filed altitude within 10 minutes after departure.

AJGON TRANSITION (DUKPN1.AJGON)
BROSS TRANSITION (DUKPN1.BROSS)
BYEDN TRANSITION (DUKPN1.BYEDN)
DONIL TRANSITION (DUKPN1.DONIL)
RADAM TRANSITION (DUKPN1.RADAM)
SPEAK TRANSITION (DUKPN1.SPEAK)
SWANN TRANSITION (DUKPN1.SWANN)

NE-3, 03 SEP 2026 to 29 OCT 2026

FIXET FIVE DEPARTURE (RNAV)

(FIXET5.FIXET) 17APR25

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

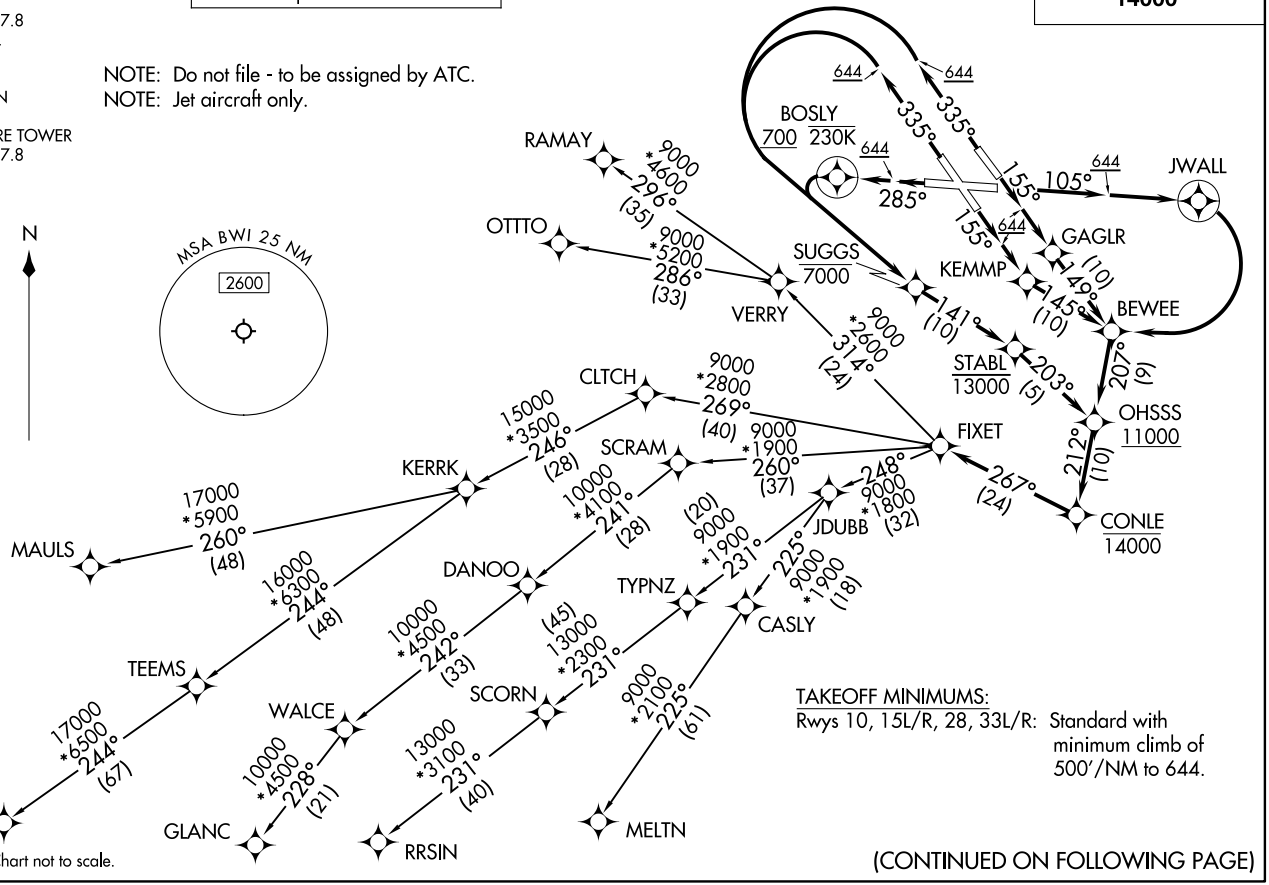
BALTIMORE, MARYLAND

POTOMAC DEP CON
124.55 317.425
D-ATIS
115.1 127.8
CLNC DEL
118.05
CPDLC
GND CON
121.9
BALTIMORE TOWER
119.4 257.8

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

TOP ALTITUDE: 14000

NOTE: Do not file - to be assigned by ATC.
NOTE: Jet aircraft only.



TAKEOFF MINIMUMS:
Rwys 10, 15L/R, 28, 33L/R: Standard with minimum climb of 500'/NM to 644.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

(FIXET5.FIXET) 25107

FIXET FIVE DEPARTURE (RNAV)

AL-804 (FAA)

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

BALTIMORE, MARYLAND

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb on heading 105° to 644, then direct JWALL, then right turn direct BEWEE, then on track 207° to cross OHSSS at or above 11000, thence . . . .
TAKEOFF RUNWAY 15L: Climb on heading 155° to 644, then direct GAGLR, then on track 149° to BEWEE, then on track 207° to cross OHSSS at or above 11000, thence . . . .
TAKEOFF RUNWAY 15R: Climb on heading 155° to 644, then direct KEMMP, then on track 145° to BEWEE, then on track 207° to cross OHSSS at or above 11000, thence . . . .
TAKEOFF RUNWAY 28: Climb on heading 285° to 644, then direct BOSLY to cross at or above 700 and at or below 230K, then left turn direct SUGGS to cross at or below 7000, then on track 141° to cross STABL at or below 13000, then on track 203° to cross OHSSS at or above 11000, thence . . . .
TAKEOFF RUNWAYS 33L/R: Climb on heading 335° to 644, then left turn direct SUGGS to cross at or below 7000, then on track 141° to cross STABL at or below 13000, then on track 203° to cross OHSSS at or above 11000, thence . . . .

. . . . on track 212° to cross CONLE at or below 14000, then on track 267° to FIXET, then on assigned transition. Maintain 14000. Expect clearance to filed altitude within 10 minutes after departure.

FLASK TRANSITION (FIXET5.FLASK):
GLANC TRANSITION (FIXET5.GLANC):
MAULS TRANSITION (FIXET5.MAULS):
MELTN TRANSITION (FIXET5.MELTN):
OTTTO TRANSITION (FIXET5.OTTTO):
RAMAY TRANSITION (FIXET5.RAMAY):
RRSIN TRANSITION (FIXET5.RRSIN):

(FOXHL1.FOXHL) 24193 AL-804 (FAA)

BALTIMORE/
WASHINGTON INTL THURGOOD MARSHALL (BWI)
BALTIMORE, MARYLAND

FOXHL ONE DEPARTURE (RNAV)

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

TOP ALTITUDE: 17000

(CONTINUED ON FOLLOWING PAGE)

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb on heading 105° to 644, then direct JWALL, then right turn direct UNSLD at or below 9000, then on track 293° to WONCE, then on track 282° to cross TERPZ at or above 11000, thence....
TAKEOFF RUNWAY 15L: Climb on heading 155° to 644, then direct HEDWG, then right turn direct NOPRO at or above 4000 and at or below 230K, then on track 289° to cross UNSLD at or below 9000, then on track 293° to WONCE, then on track 282° to cross TERPZ at or above 11000, thence....
TAKEOFF RUNWAY 15R: Climb on heading 155° to 644, then direct WARYN, then right turn direct BOBYJ at or above 4000 at or below 230K, then on track 290° to cross FLACO at or below 9000, then on track 292° to WONCE, then on track 282° to cross TERPZ at or above 11000, thence....
TAKEOFF RUNWAY 28: Climb on heading 285° to 644, then direct JLENN, then on track 295° to WONCE, then on track 282° to cross TERPZ at or above 11000, thence....
TAKEOFF RUNWAYS 33L/R: Climb on heading 335° to 644, then left turn direct PCHEN at or below 5000, then on track 285° to WONCE, then on track 282° to cross TERPZ at or above 11000, thence....

...then on track 237° to cross FOXHL at or above 17000, then on assigned transition. Maintain 17000, expect filed altitude 10 minutes after departure.

ALL AIRCRAFT ATC CLIMB GRADIENT: If unable to accept climb rate advise ATC prior to taxi. Runway 15R: 780'/NM to 644' MSL.

OTTTO TRANSITION (FOXHL1.OTTTO)
RAMAY TRANSITION (FOXHL1.RAMAY)

NE-3, 03 SEP 2026 to 29 OCT 2026

(LINSE2.LINSE) 25051

LINSE TWO DEPARTURE (RNAV)

BALTIMORE/
WASHINGTON INTL THURGOOD MARSHALL (BWI)
AL-804 (FAA)
BALTIMORE, MARYLAND

(CONTINUED ON FOLLOWING PAGE)

NE-3, 03 SEP 2026 to 29 OCT 2026

LINSE TWO DEPARTURE (RNAV)
(LINSE2.LINSE) 20FEB25
BALTIMORE/
WASHINGTON INTL THURGOOD MARSHALL (BWI)
BALTIMORE, MARYLAND

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb on heading 105° to 644, then direct JWALL, then right turn direct UNSLD at or below 9000, then on track 283° to AADDY, then on track 292° to cross TERPZ at or above 11000, thence....
TAKEOFF RUNWAY 15L: Climb on heading 155° to 644, then direct HEDWG, then right turn direct NOPRO at or above 4000 and at or below 230K, then on track 289° to cross UNSLD at or below 9000, then on track 283° to AADDY, then on track 292° to cross TERPZ at or above 11000, thence....
TAKEOFF RUNWAY 15R: Climb on heading 155° to 644, then direct WARYN, then right turn direct BOBYJ at or above 4000 at or below 230K, then on track 290° to cross FLACO at or below 9000, then on track 281° to AADDY, then on track 292° to cross TERPZ at or above 11000, thence....
TAKEOFF RUNWAY 28: Climb on heading 285° to 644, then direct JLENN, then on track 287° to AADDY, then on track 292° to cross TERPZ at or above 11000, thence....
TAKEOFF RUNWAYS 33L/R: Climb on heading 335° to 644, then left turn direct PCHEN at or below 5000, then on track 276° to AADDY, then on track 292° to cross TERPZ at or above 11000, thence....

....then on track 330° to cross LINSE at or above 14000. Then on assigned transition. Maintain 16000, expect filed altitude 10 minutes after departure.

ALL AIRCRAFT ATC CLIMB GRADIENT: If unable to accept climb rate advise ATC prior to taxi. Rwy 15R: 780'/NM until 644' MSL.

JERES TRANSITION (LINSE2.JERES)
MCRAY TRANSITION (LINSE2.MCRAY)

NE-3, 03 SEP 2026 to 29 OCT 2026

(TERPZ8.TERPZ) 24193

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

TERPZ EIGHT DEPARTURE (RNAV) Departure Routes

BALTIMORE, MARYLAND

NE-3, 03 SEP 2026 to 29 OCT 2026

TERPZ EIGHT DEPARTURE (RNAV) Departure Routes

BALTIMORE, MARYLAND

(TERPZ8.TERPZ) 11JUL24

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

(TERPZ8.TERPZ) 24193

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

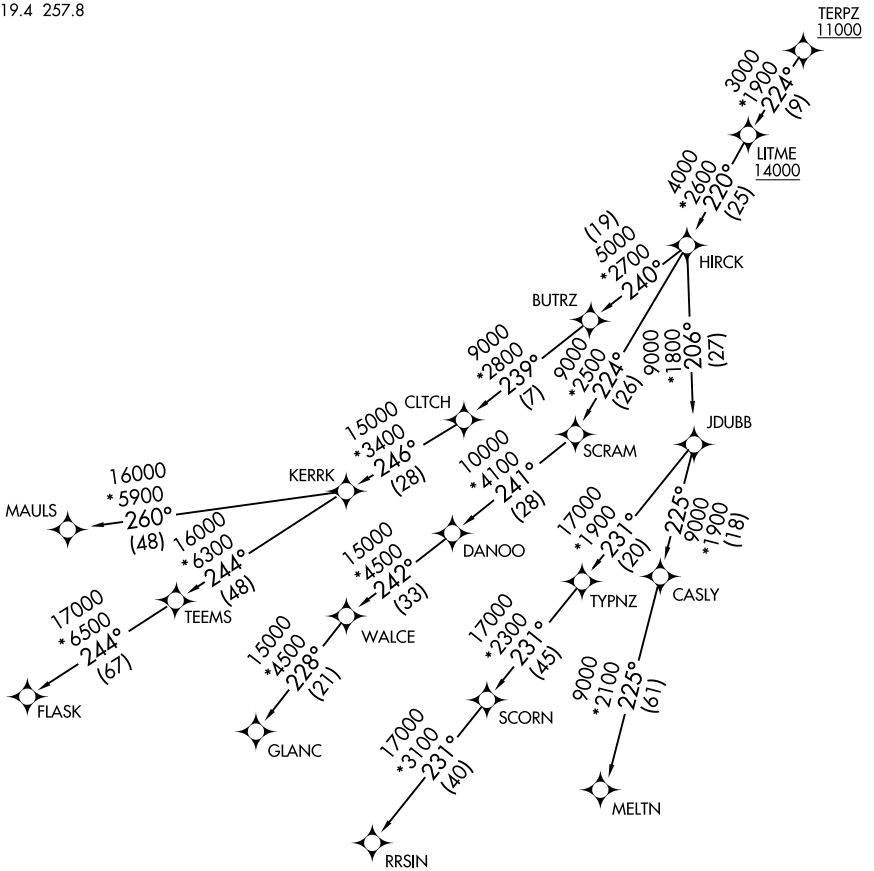
TERPZ EIGHT DEPARTURE (RNAV) Transition Routes

BALTIMORE, MARYLAND

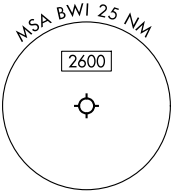
POTOMAC DEP CON
128.7 307.9
D-ATIS
115.1 127.8
CLNC DEL
118.05
CPDLC
GND CON
121.9
BALTIMORE TOWER
119.4 257.8

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

TOP ALTITUDE: 17000



NOTE: Jet aircraft only.



NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

TERPZ EIGHT DEPARTURE (RNAV) Transition Routes

BALTIMORE, MARYLAND

(TERPZ8.TERPZ) 11JUL24

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb on heading 105° to 644, then direct JWALL, then right turn direct UNSLD at or below 9000, then on track 293° to WONCE, thence . . . .
TAKEOFF RUNWAY 15L: Climb on heading 155° to 644, then direct HEDWG, then right turn direct NOPRO at or above 4000 at or below 230K, then on track 289° to cross UNSLD at or below 9000, then on track 293° to WONCE, thence . . . .
TAKEOFF RUNWAY 15R: Climb on heading 155° to 644, then direct WARYN, then right turn direct BOBYJ at or above 4000 at or below 230K, then on track 290° to cross FLACO at or below 9000, then on track 292° to WONCE, thence . . . .
TAKEOFF RUNWAY 28: Climb on heading 285° to 644, then direct JLENN, then on track 295° to WONCE, thence . . . .
TAKEOFF RUNWAYS 33L/R: Climb on heading 335° to 644, then left turn direct PCHEN at or below 5000, then on track 286° to WONCE, thence . . . .

. . . . then on track 282° to cross TERPZ at or above 11000, then on (transition). Maintain 17000, expect filed altitude within 10 minutes after departure.

All aircraft ATC climb gradient: if unable to accept climb rate advise ATC prior to taxi. Rwy 15R: 780'/NM to 644 MSL.

CLTCH TRANSITION (TERPZ8.CLTCH)
FLASK TRANSITION (TERPZ8.FLASK)
GLANC TRANSITION (TERPZ8.GLANC)
MAULS TRANSITION (TERPZ8.MAULS)
MELTN TRANSITION (TERPZ8.MELTN)
RRSIN TRANSITION (TERPZ8.RRSIN)

NE-3, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-MTN	APP CRS	Rwy Ldg	6999
110.7	326°	TDZE	14
Chan 44		Apt Elev	22

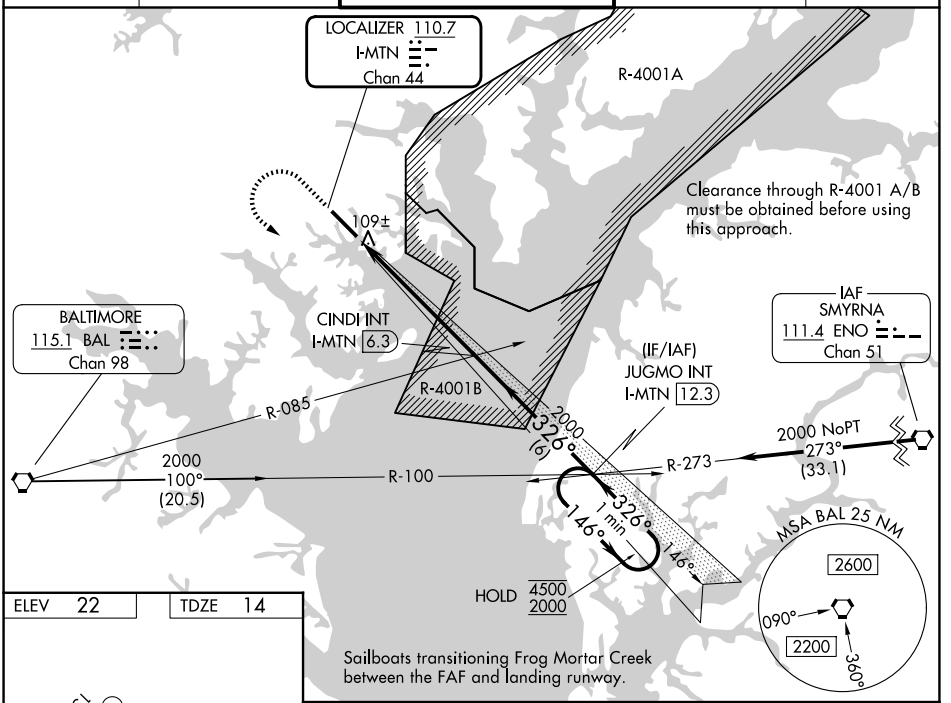
ILS or LOC RWY 33
MARTIN STATE (MTN)

RADAR required.

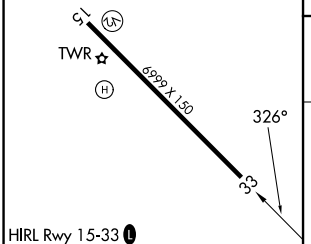
Circling NA for Cat D northeast of Rwy 15-33. Rwy 33 helicopter visibility reduction below ¾ SM NA. VDP NA when using Baltimore/Washington Intl Thurgood Marshall altimeter setting. When local altimeter setting not received, use Baltimore/Washington Intl Thurgood Marshall altimeter setting; increase S-ILS 33 DA to 266 feet; increase all MDAs 60 feet and S-LOC 33 visibility Cat C/D ¼ SM, and Circling visibility Cat C/D ¼ SM.

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 on heading 146° and on BAL VORTAC R-100 to JUGMO INT/I-MTN 12.3 DME and hold.

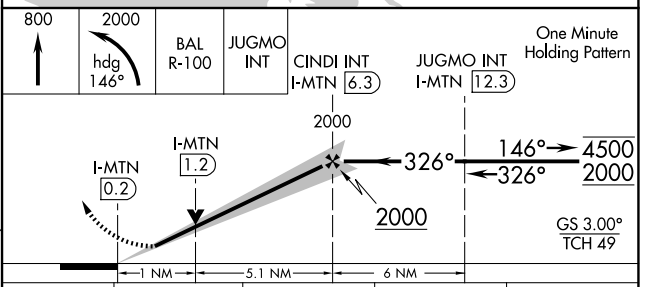
ATIS	POTOMAC APP CON	MARTIN TOWER★	GND CON	UNICOM
124.925	119.0 282.275	121.3 (CTAF) L 254.425	121.8 253.4	122.95



ELEV 22	TDZE 14



HIRL Rwy 15-33 L
REIL Rwys 15 and 33 L
Rwy 33 ldg 8100′
(Military Operations Only)
Rwy 15 take-off 8100′
(Military Operations Only)



FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

CATEGORY	A	B	C	D
S-ILS 33		214-1	200 (200-1)	
S-LOC 33		380-1	366 (400-1)	
CIRCLING	540-1	518 (600-1)	580-1½ 558 (600-1½)	740-2¼ 718 (800-2¼)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

BALTIMORE, MARYLAND AL-5222 (FAA) 25331

WAAS	APP CRS	Rwy Ldg	6999
CH 45622	146°	TDZE	22
W15A		Apt Elev	22

RNAV (GPS) RWY 15

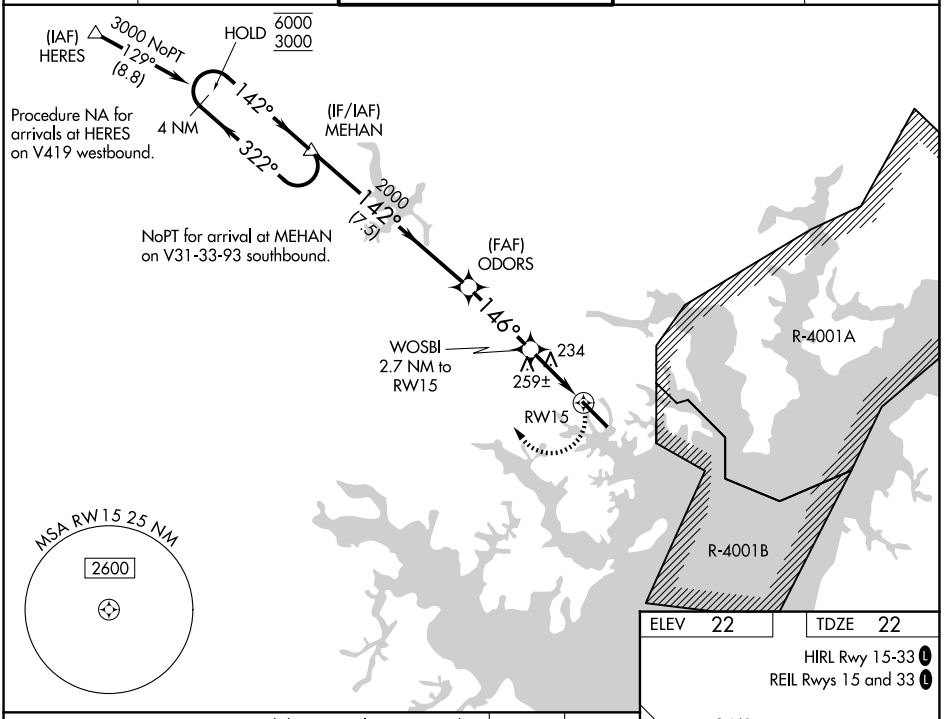
MARTIN STATE (MTN)

RNP APCH.

Rwy 15 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Baltimore/Washington Intl Thurgood Marshall altimeter setting; increase all MDA 60 feet and increase LP Cats C and D visibility ⅛ SM, LNAV Cats C and D visibility ¼ SM and Circling Cat C and D visibility ¼ SM. Circling Cat D NA northeast of Rwy 15-33.

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

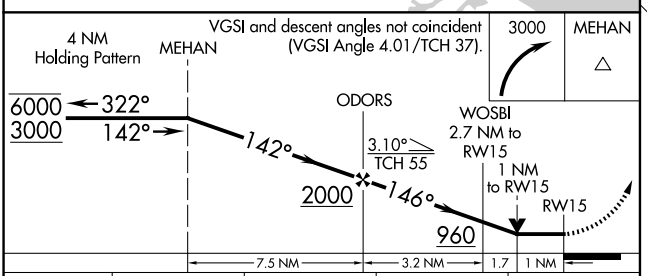
ATIS	POTOMAC APP CON	MARTIN TOWER ★	GND CON	UNICOM
124.925	119.0 282.275	121.3 (CTAF) L 254.425	121.8 253.4	122.95

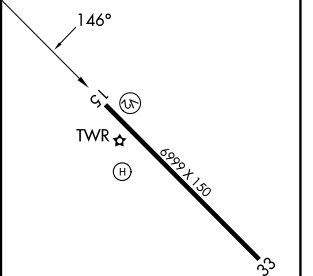


ELEV 22 TDZE 22

HIRL Rwy 15-33 L

REIL Rwys 15 and 33 L





CATEGORY	A	B	C	D
LP MDA	500-1	478 (500-1)	500-1⅜	478 (500-1⅜)
LNAV MDA	520-1	498 (500-1)	520-1⅜	498 (500-1⅜)
CIRCLING	560-1	538 (600-1)	680-1¾ 658 (700-1¾)	740-2¼ 718 (800-2¼)

Rwy 33 ldg 8100′ (Military Operations Only)
Rwy 15 take-off 8100′ (Military Operations Only)

BALTIMORE, MARYLAND
Amdt 1C 17JUN21

39°20′N-76°25′W

MARTIN STATE (MTN)

RNAV (GPS) RWY 15

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

WAAS CH 40307 W33A	APP CRS 326°	Rwy Ldg 6999 TDZE 14 Apt Elev 22

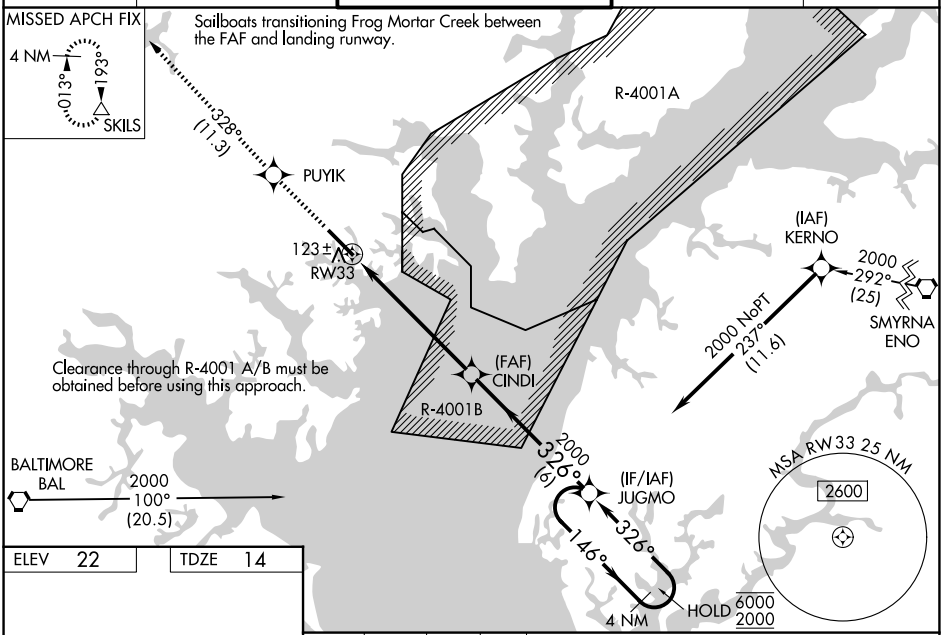
RNAV (GPS) RWY 33
MARTIN STATE (MTN)

RNP APCH - GPS.

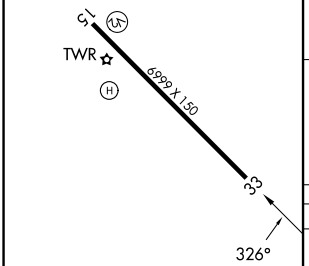
Circling NA for Cat D northeast of Rwy 15-33. Baro-VNAV and VDP NA when using Baltimore/Washington Intl Thurgood Marshall altimeter setting. Rwy 33 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Baltimore/Washington Intl Thurgood Marshall altimeter setting: increase LPV DA to 266 feet; increase LNAV/VNAV DA to 356 feet and all visibilities ⅛ SM; increase all MDAs 60 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C/D ¼ SM.

MISSED APPROACH: Climb to 3000 direct PUYIK and on track 328° to SKILS and hold.

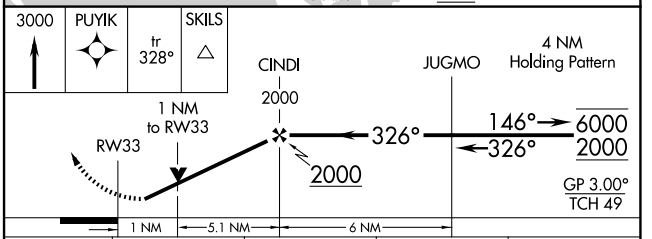
ATIS	POTOMAC APP CON	MARTIN TOWER ★	GND CON	UNICOM
124.925	119.0 282.275	121.3 (CTAF) L 254.425	121.8 253.4	122.95



ELEV 22	TDZE 14



HIRL Rwy 15-33 L
REIL Rwys 15 and 33 L
Rwy 33 ldg 8100'
(Military Operations Only)
Rwy 15 take-off 8100'
(Military Operations Only)



CATEGORY		A	B	C	D
LPV	DA		214-1	200 (200- 1)	
LNAV/VNAV	DA		304-1	290 (300- 1)	
LNAV MDA			380-1	366 (400-1)	
CIRCLING		540-1	518 (600-1)	580-1½ 558 (600-1½)	740-2¼ 718 (800-2¼)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

LOC RWY 15

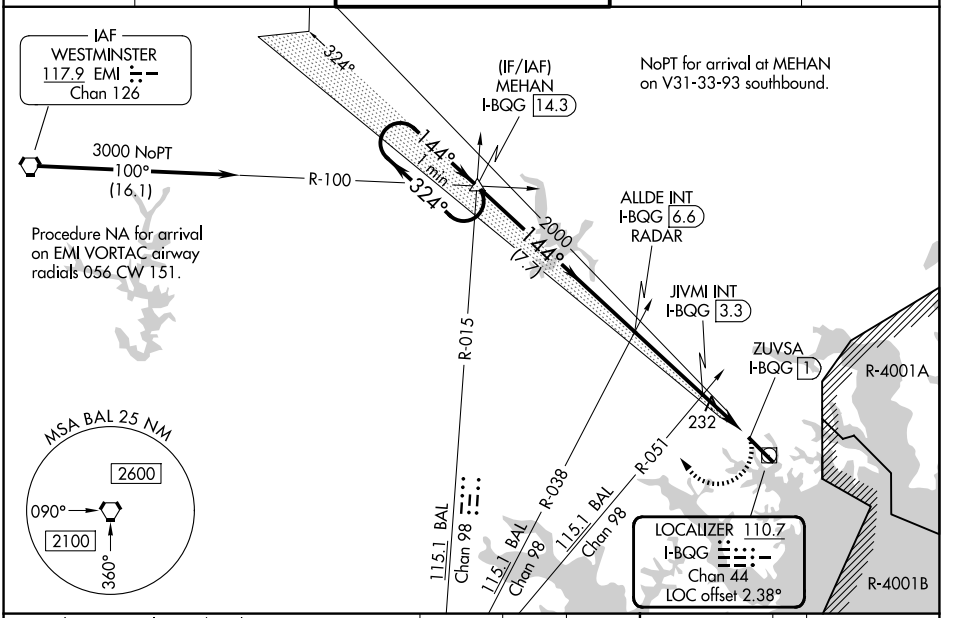
MARTIN STATE (MTN)

LOC/DME I-BQG	APP CRS	Rwy Ldg	6999
110.7	144°	TDZE	22
Chan 44		Apt Elev	22

When local altimeter setting not received, use Baltimore/Washington Intl Thurgood Marshall altimeter setting; increase all MDA 60 feet and increase S-15 Cat A and Circling Cats C and D visibility ¼ SM and increase JIVMI fix minimums S-15 Cats C and D visibility ⅛ SM and Circling Cat C and D visibility ¼ SM. Rwy 15 helicopter visibility reduction below ¾ SM NA. Circling Cat D NA northeast of Rwy 15-33.

MISSED APPROACH: Climbing right turn to 3000 on heading 312° and BAL VORTAC R-015 to MEHAN INT/I-BQG 14.3 DME and hold.

ATIS	POTOMAC APP CON	MARTIN TOWER ★	GND CON	UNICOM
124.925	119.0 282.275	121.3 (CTAF) L 254.425	121.8 253.4	122.95

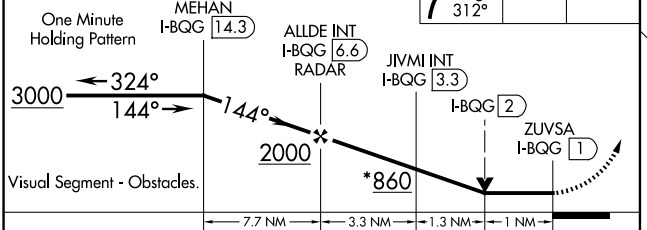


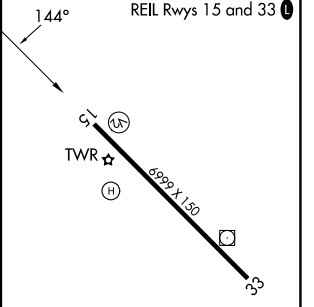
*920 when using Baltimore/Washington Intl Thurgood Marshall altimeter setting.

3000 hdg 312°	BAL R-015	MEHAN △

ELEV 22 TDZE 22

HIRL Rwy 15-33 L
REIL Rwys 15 and 33 L





CATEGORY	A	B	C	D
S-15	860-1 838 (900-1)	860-1¼ 838 (900-1¼)	860-2½ 838 (900-2½)	
CIRCLING	860-1¼ 838 (900-1¼)		860-2½ 838 (900-2½)	860-2¾ 838 (900-2¾)
JIVMI FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-15	500-1 478 (500-1)		500-1⅜ 478 (500-1⅜)	
CIRCLING	560-1 538 (600-1)		680-1¾ 658 (700-1¾)	740-2¼ 718 (800-2¼)

Rwy 33 ldg 8100′
(Military Operations Only)
Rwy 15 take-off 8100′
(Military Operations Only)

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

VORTAC BAL	BAL	Rwy Ldg 6999
115.1	14.7	TDZE 22
Chan 98	Arc	Apt Elev 22

VOR or TACAN RWY 15

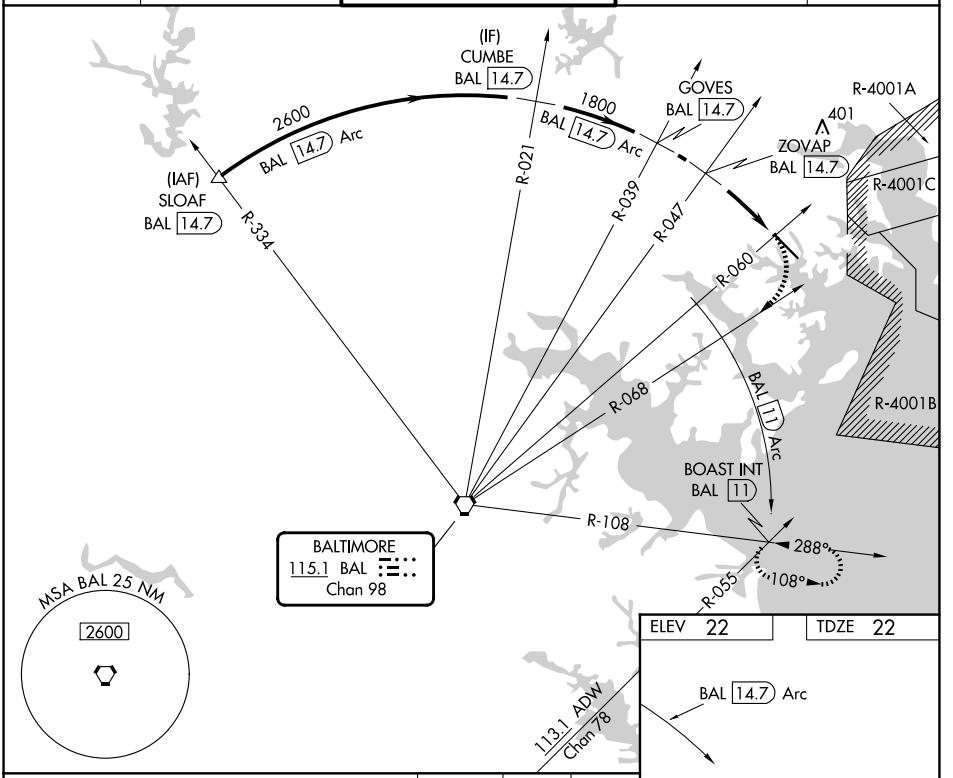
MARTIN STATE (MTN)

DME required.

Rwy 15 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Baltimore/Washington Intl Thurgood Marshall altimeter setting and increase all MDA 60 feet, and increase S-15 Cat B visibility ¼ SM, Cat C/D ½ SM and Circling Cats B/C ¼ SM. Circling NA northeast of Rwy 15-33.

MISSED APPROACH: Climbing right turn to 2500 on BAL VORTAC R-068 and BAL 11 DME Arc clockwise to BOAST INT/BAL 11 DME and hold.

ATIS	POTOMAC APP CON	MARTIN TOWER ★	GND CON	UNICOM
124.925	119.0 282.275	121.3 (CTAF) L 254.425	121.8 253.4	122.95



CATEGORY	A	B	C	D
S-15	920-1¼	898 (900-1¼)	920-2½	898 (900-2½)
CIRCLING	920-1¼	898 (900-1¼)	920-2¾ 898 (900-2¾)	920-3 898 (900-3)

Rwy 33 ldg 8100' (Military Operations only)
Rwy 15 take-off 8100' (Military Operations only)

HIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

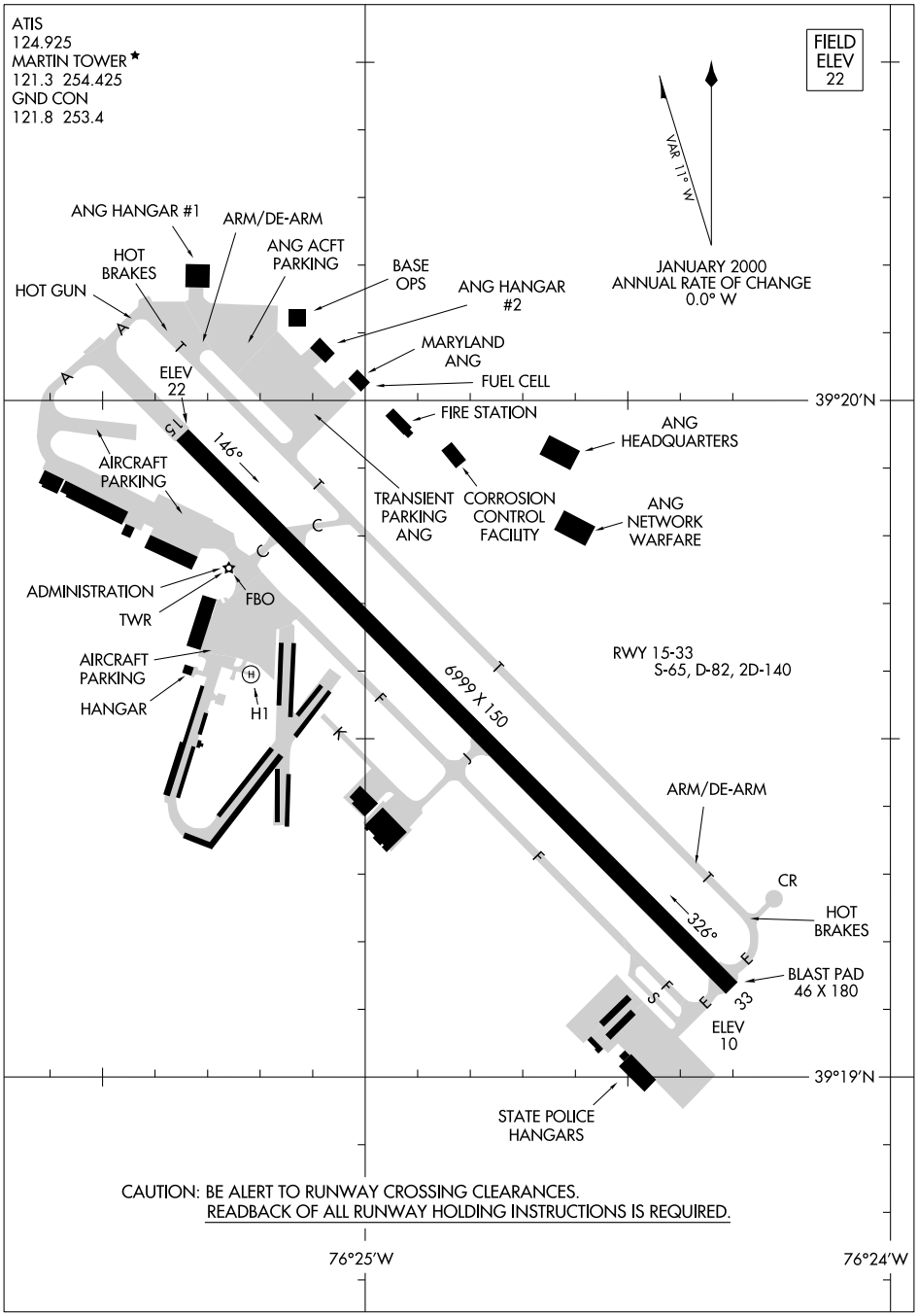
26190

AIRPORT DIAGRAM

AL-5222 (FAA)

MARTIN STATE (MTN)

BALTIMORE, MARYLAND



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

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

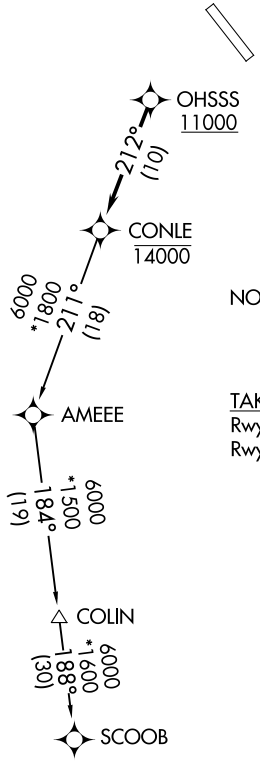
AIRPORT DIAGRAM
26190
BALTIMORE, MARYLAND
MARTIN STATE (MTN)

CONLE FIVE DEPARTURE (RNAV)

POTOMAC DEP CON
119.0 282.275
ATIS
124.925
GND CON
121.8 253.4
MARTIN TOWER ★
121.3 (CTAF) 254.425

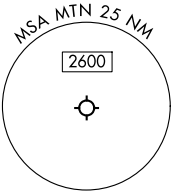
RNAV 1-DME/DME/IRU or GPS.
RADAR required.

TOP ALTITUDE: ASSIGNED BY ATC



NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:
Rwy 15: Standard.
Rwy 33: Standard with minimum climb of 215' per NM to 1300.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to cross OHSSS at or above 11000, then on track 212° to cross CONLE at or below 14000, then on assigned transition. Maintain ATC assigned altitude. Expect clearance to filed altitude within 10 minutes after departure.

COLIN TRANSITION (CONLE5.COLIN)

SCOOB TRANSITION (CONLE5.SCOOB)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

(FOXHL1.FOXHL) 24193 AL-5222 (FAA)

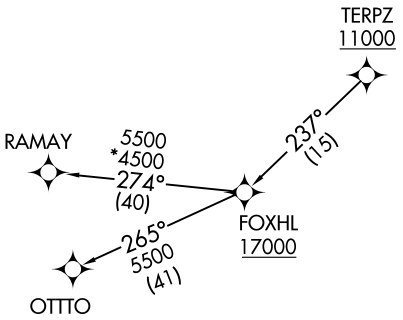
FOXHL ONE DEPARTURE (RNAV)

MARTIN STATE (MTN)
BALTIMORE, MARYLAND

POTOMAC DEP CON
119.0 282.275
ATIS
124.925
GND CON
121.8 253.4
MARTIN TOWER ★
121.3 254.425

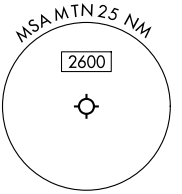
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

TOP ALTITUDE: 17000



NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:
Rwy 15: Standard.
Rwy 33: Standard with minimum climb of 215'/NM to 1300.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to cross TERPZ at or above 11000, thence....

....then on track 237° to cross FOXHL at or above 17000, then on assigned transition. Maintain 17000, expect filed altitude 10 minutes after departure.

OTTTO TRANSITION (FOXHL1.OTTTO)

RAMAY TRANSITION (FOXHL1.RAMAY)

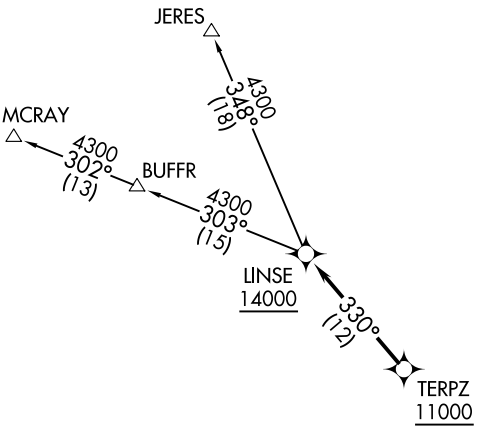
NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

LINSE TWO DEPARTURE (RNAV)

POTOMAC DEP CON
119.0 282.275
ATIS
124.925
GND CON
121.8 253.4
MARTIN TOWER ★
121.3 254.425

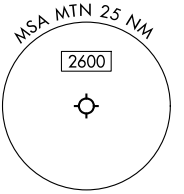
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

TOP ALTITUDE: 16000



NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:
Rwy 15: Standard.
Rwy 33: Standard with minimum climb of 215'/NM to 1300.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to cross TERPZ at or above 11000, thence....

....then on track 330° to cross LINSE at or above 14000. Then on assigned transition. Maintain 16000, expect filed altitude 10 minutes after departure.

JERES TRANSITION (LINSE2.JERES)

MCRAY TRANSITION (LINSE2.MCRAY)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

(TERPZ8.TERPZ) 24193 AL-5222 (FAA)

TERPZ EIGHT DEPARTURE (RNAV)

MARTIN STATE (MTN)
BALTIMORE, MARYLAND

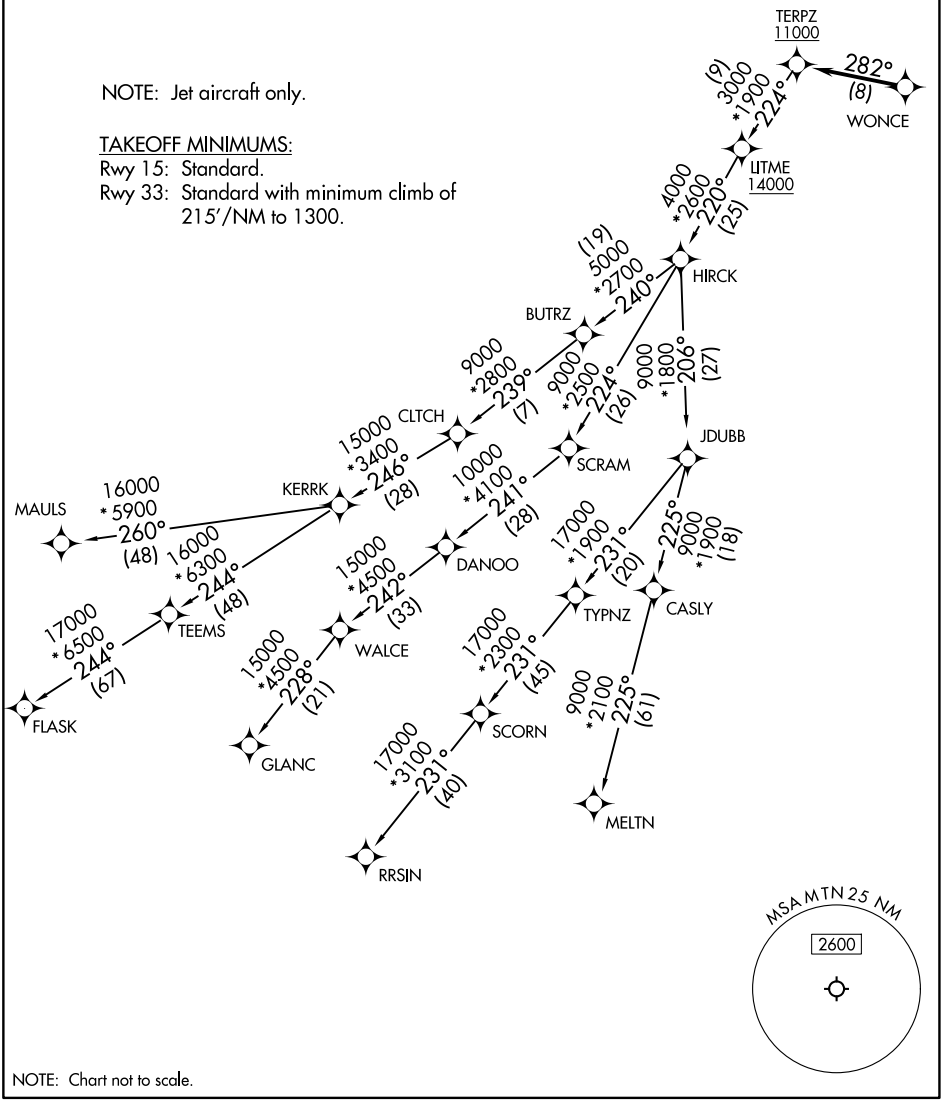
POTOMAC DEP CON
119.7 290.475
ATIS
124.925
GND CON
121.8 253.4
MARTIN TOWER ★
121.3 (CTAF) 254.425
UNICOM
122.95

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

TOP ALTITUDE: 17000

NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:
Rwy 15: Standard.
Rwy 33: Standard with minimum climb of 215'/NM to 1300.



NOTE: Chart not to scale.

TERPZ EIGHT DEPARTURE (RNAV)
(TERPZ8.TERPZ) 11JUL24
BALTIMORE, MARYLAND
MARTIN STATE (MTN)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

TERPZ EIGHT DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to WONCE, thence. . . .

. . . then on track 282° to cross TERPZ at or above 11000, then on assigned transition. Maintain 17000, expect filed altitude 10 minutes after departure.

CLTCH TRANSITION (TERPZ8.CLTCH)
FLASK TRANSITION (TERPZ8.FLASK)
GLANC TRANSITION (TERPZ8.GLANC)
MAULS TRANSITION (TERPZ8.MAULS)
MELTN TRANSITION (TERPZ8.MELTN)
RRSIN TRANSITION (TERPZ8.RRSIN)

NE-3, 03 SEP 2026 to 29 OCT 2026

BLACKSBURG, VIRGINIA | AL-5475 (FAA) | 25275

RNAV (GPS) RWY 13

VIRGINIA TECH/MONTGOMERY EXEC (BCB)

WAAS	APP CRS	Rwy Ldg	5501
CH 86712	125°	TDZE	2119
W13A		Apt Elev	2120

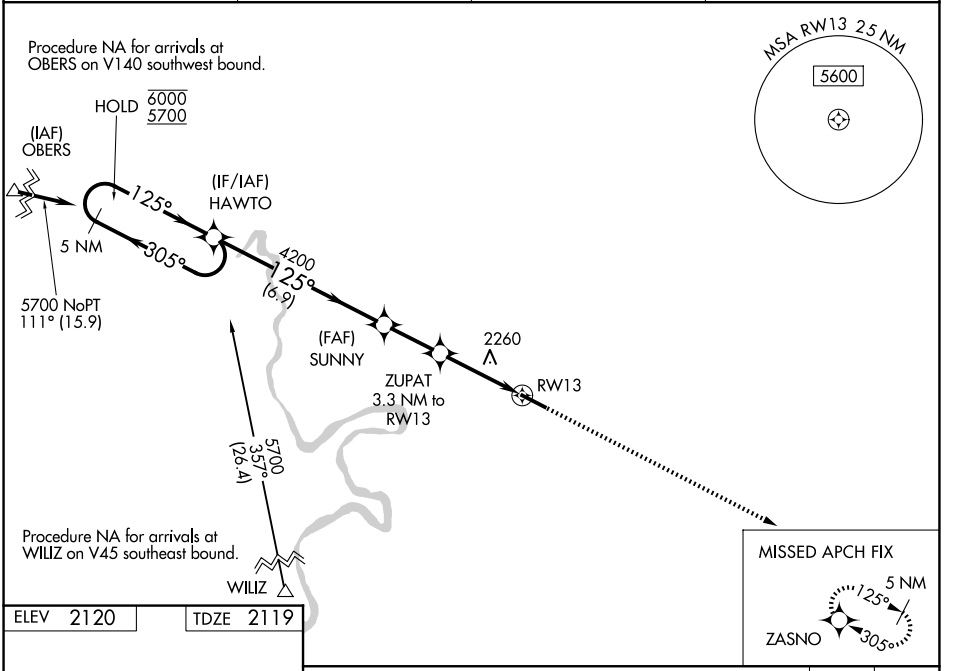
RNP APCH.

Rwy 13 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Inop table does not apply to LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats A and B.

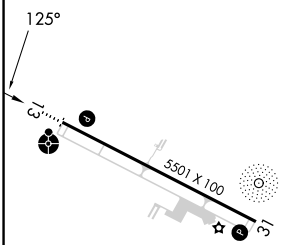
ODALS

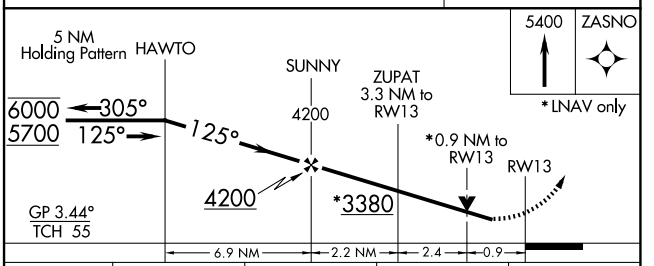
MISSED APPROACH: Climb to 5400 direct ZASNO and hold, continue climb-in-hold to 5400.

AWOS-3	ROANOKE APP CON	CLNC DEL	UNICOM
133.325	133.225 339.8	124.85	123.05 (CTAF) L



ELEV 2120 | TDZE 2119





CATEGORY	A	B	C	D
LPV DA	2389-1	270 (300-1)		NA
LNAV/VNAV DA	2419-1	300 (300-1)		NA
LNAV MDA	2520-1	401 (400-1)		NA
CIRCLING	2760-1 640 (700-1)	2820-1 700 (700-1)	2980-2½ 860 (900-2½)	NA

REIL Rwy 31 L
MIRL Rwy 13-31 L

BLACKSBURG, VIRGINIA
Amdt 3 10SEP20

37°13'N-80°25'W

VIRGINIA TECH/MONTGOMERY EXEC (BCB)

RNAV (GPS) RWY 13

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

WAAS	APP CRS	Rwy Ldg	5501
CH 86743	305°	TDZE	2120
W31A		Apt Elev	2120

RNAV (GPS) RWY 31

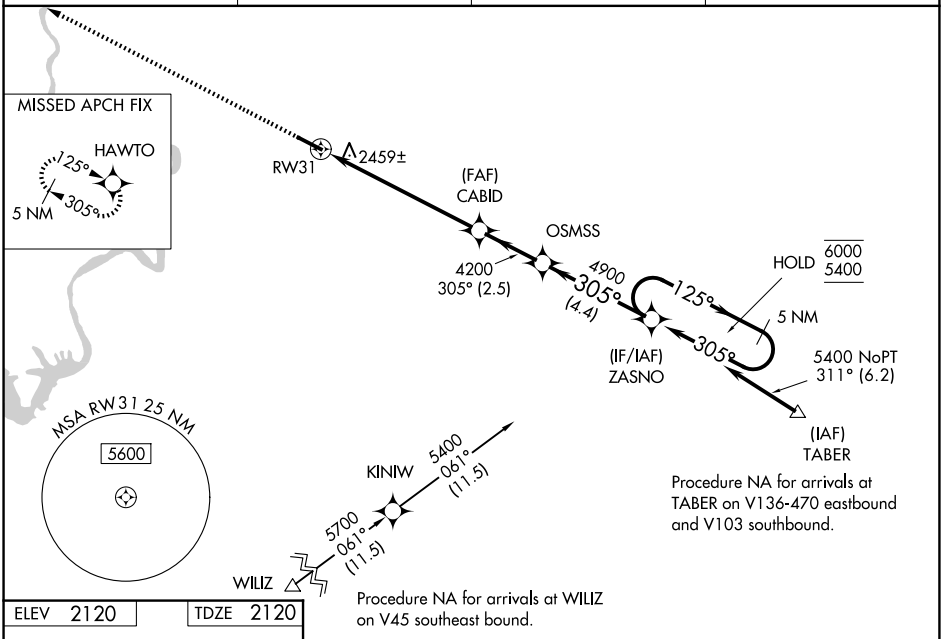
VIRGINIA TECH/MONTGOMERY EXEC (BCB)

RNP APCH.

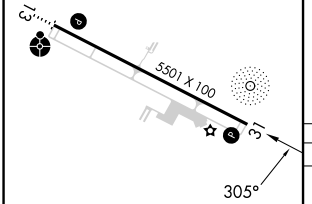
▼ Rwy 31 helicopter visibility reduction below ¾ SM NA.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

MISSED APPROACH: Climb to 5900 direct HAWTO and hold, continue climb-in-hold to 5900.

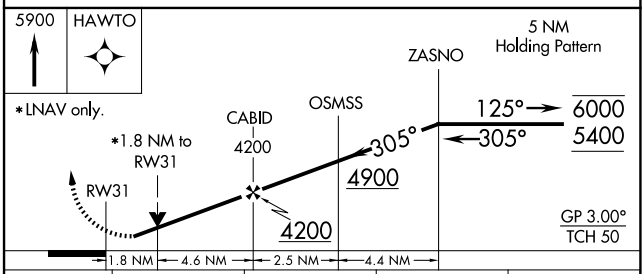
AWOS-3	ROANOKE APP CON	CLNC DEL	UNICOM
133.325	133.225 339.8	124.85	123.05 (CTAF) L



ELEV 2120 TDZE 2120



REIL Rwy 31 L
MIRL Rwy 13-31 L



CATEGORY		A	B	C	D
LPV	DA	2412-⅞ 292 (300-⅞)			NA
LNAV/VNAV	DA	2740-1¾ 620 (700-1¾)			NA
LNAV	MDA	2740-1 620 (700-1)		2740-1¾ 620 (700-1¾)	NA
CIRCLING		2760-1 640 (700-1)	2820-1 700 (700-1)	2980-2½ 860 (900-2½)	NA

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

LOC RWY 13

VIRGINIA TECH/MONTGOMERY EXEC (BCB)

LOC/DME I-BCB	APP CRS	Rwy Ldg	5501
109.1	125°	TDZE	2119
Chan 28		Apt Elev	2120

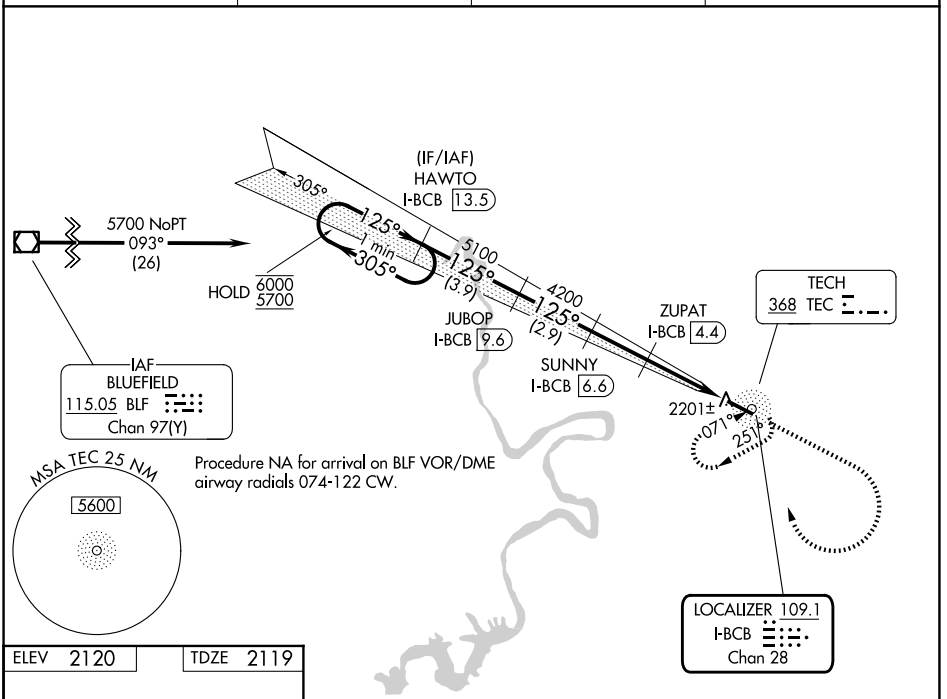
ADF and DME required.

▼ NA Rwy 13 helicopter visibility reduction below 1 SM NA. Inop table does not apply.

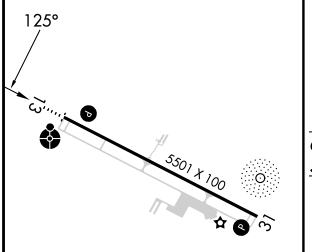
ODALS

MISSED APPROACH: Climb to 3600 then climbing right turn to 5700 direct TEC NDB and hold, continue climb-in-hold to 5700.

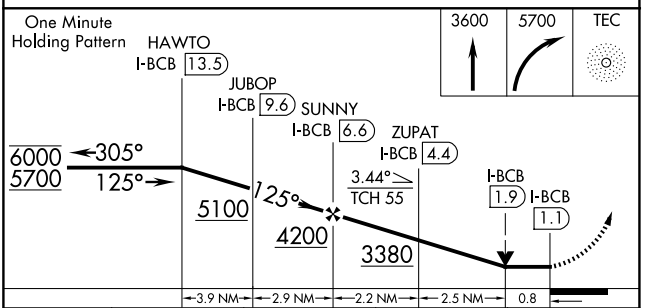
AWOS-3	ROANOKE APP CON	CLNC DEL	UNICOM
133.325	133.225 339.8	124.85	123.05 (CTAF) L



ELEV 2120 TDZE 2119



REIL Rwy 31 L
MIRL Rwy 13-31 L



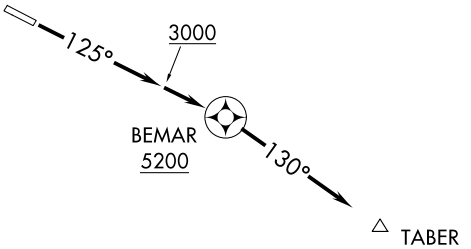
CATEGORY	A	B	C	D
S-13	2480-1 361 (400-1)			NA
CIRCLING	2760-1 640 (700-1)	2820-1 700 (700-1)	2980-2½ 860 (900-2½)	NA

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

BEMAR THREE DEPARTURE (RNAV)

TOP ALTITUDE: 6000

AWOS-3
133.325
CLNC DEL
124.85
ROANOKE DEP CON
133.225 339.8
CTAF
123.05



NOTE: GPS required.
NOTE: RNAV-1.
NOTE: RADAR required.

TAKEOFF MINIMUMS:
Rwy 31: NA-ATC.
Rwy 13: Standard with minimum climb of 500' per NM to 3000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb heading 125° to 3000, then direct BEMAR, cross BEMAR at or above 5200, then fly heading 130°or assigned by ATC, thence...

....For radar vectors to filed route, maintain 6000, expect clearance to filed altitude/ flight level 10 minutes after departure.

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

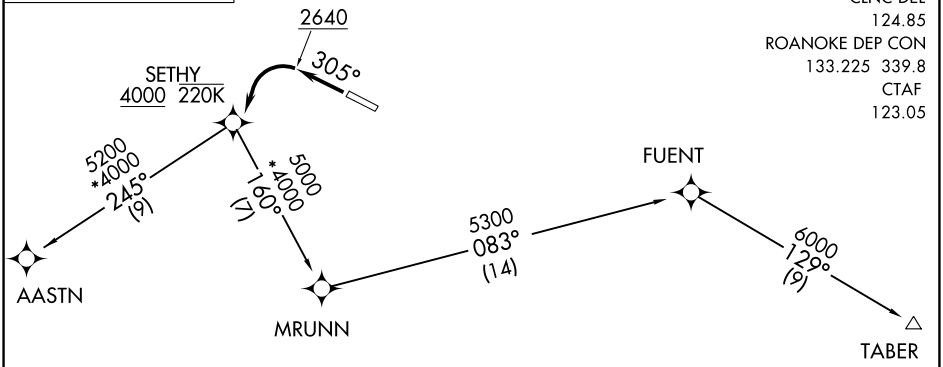
(SETHY5.SETHY) 25275

SETHY FIVE DEPARTURE (RNAV)

VIRGINIA TECH/MONTGOMERY EXEC (BCB)
BLACKSBURG, VIRGINIA

TOP ALTITUDE: 6000

AWOS-3
133.325
CLNC DEL
124.85
ROANOKE DEP CON
133.225 339.8
CTAF
123.05



NOTE: GPS Required.
NOTE: RNAV-1.
NOTE: RADAR Required.
NOTE: When in RADAR contact, vectors will be provided to filed/assigned route.

TAKEOFF MINIMUMS:

Rwy 13: NA-ATC.
Rwy 31: Standard with minimum climb of 300' per NM to 2640 then minimum climb of 230' per NM to 4000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 31: Climb heading 305° to 2640, then left turn direct SETHY, cross SETHY at or above 4000, thence....

....On TABER transition. Maintain 6000. Expect clearance to filed altitude/flight level 10 minutes after departure.

....On AASTN transition. At AASTN fly heading 245° or assigned by ATC. Maintain 6000. RADAR vectors will be provided to filed route. Expect clearance to filed altitude/flight level within ten minutes after departure.

AASTN TRANSITION (SETHY5.AASTN):
TABER TRANSITION (SETHY5.TABER):

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

WAAS CH **42934** **W04A** | APP CRS **044°** | Rwy Ldg **5333** TDZE **428** Apt Elev **437**

RNAV (GPS) RWY 4

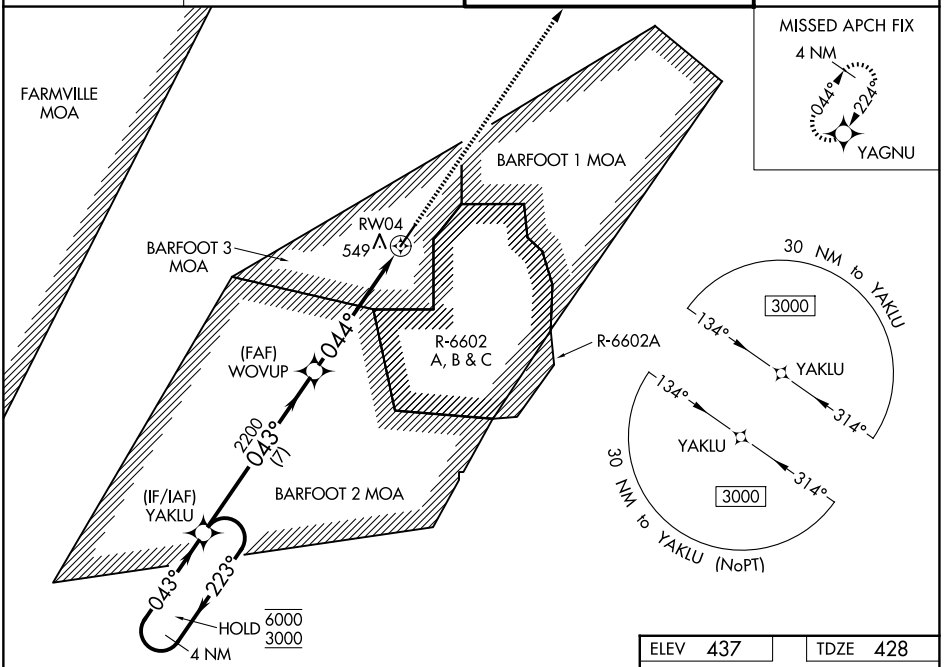
ALLAN C PERKINSON/BLACKSTONE AAF (BKT)

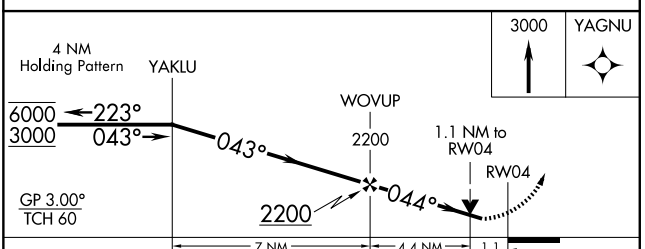
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.
Circling NA southeast of Rwy 4-22. Rwy 4 helicopter visibility reduction below ¾ SM NA.

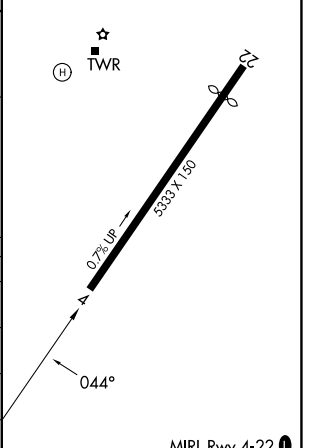
MISSED APPROACH: Climb to 3000 direct YAGNU and hold.

ATIS	WASHINGTON CENTER	BLACKSTONE TOWER ★	GND CON
119.225	118.75 377.1	134.7 (CTAF) L 292.7	127.625





CATEGORY	A	B	C	D
LPV DA	717-1 289 (300-1)			NA
LNAV/VNAV DA	699-1 271 (300-1)			NA
LNAV MDA	800-1 372 (400-1)		800-1½ 372 (400-1½)	NA
CIRCLING	860-1 423 (500-1)	900-1 463 (500-1)	1000-1½ 563 (600-1½)	NA



NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 22

ALLAN C PERKINSON/BLACKSTONE AAF (BKT)

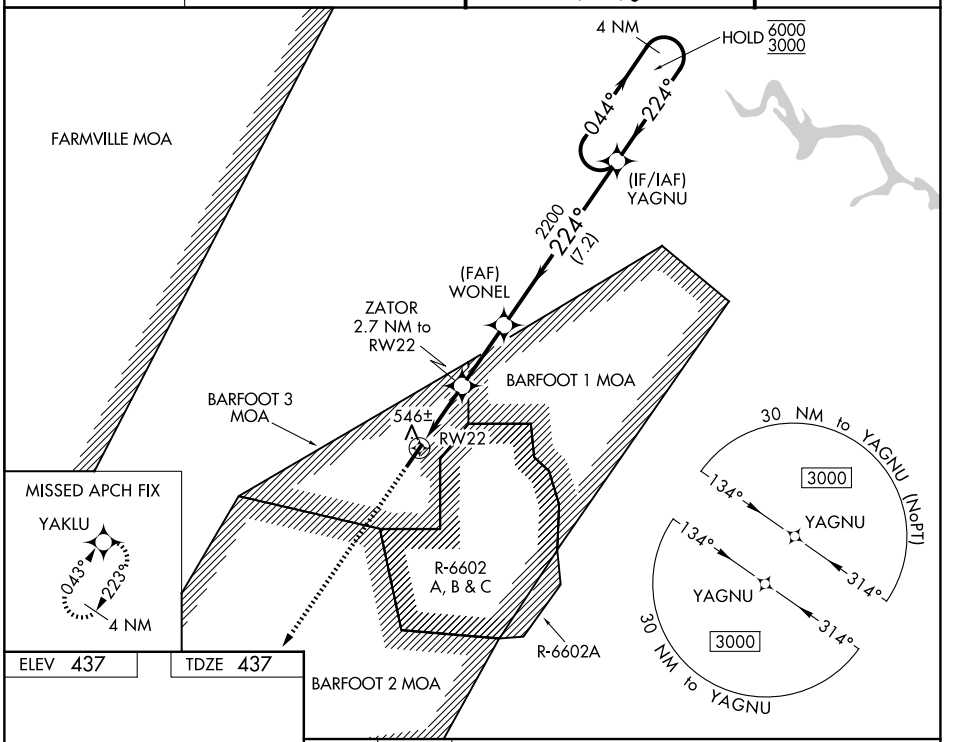
WAAS	APP CRS	Rwy Ldg	4633
CH 53734	224°	TDZE	437
W22A		Apt Elev	437

RNP APCH - GPS.

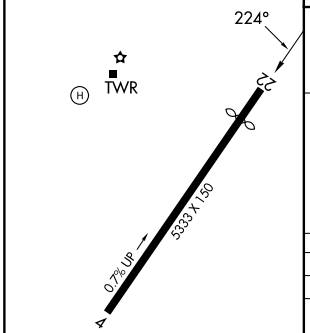
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling NA southeast of Rwy 4-22. Rwy 22 helicopter visibility reduction below ¾ SM NA.

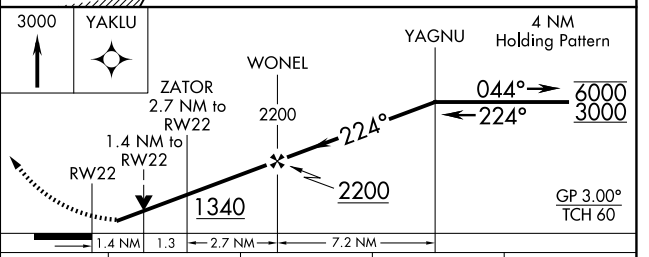
MISSED APPROACH: Climb to 3000 direct YAKLU and hold.

ATIS	WASHINGTON CENTER	BLACKSTONE TOWER ★	GND CON
119.225	118.75 377.1	134.7 (CTAF) L 292.7	127.625



ELEV 437 TDZE 437





CATEGORY	A	B	C	D
LPV DA	698-1	261 (300-1)		NA
LNAV/VNAV DA	698-1	261 (300-1)		NA
LNAV MDA	940-1	503 (600-1)	940-1⅜ 503 (600-1⅜)	NA
CIRCLING	940-1	503 (600-1)	1000-1½ 563 (600-1½)	NA

MIRL Rwy 4-22 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

NDB BKT	APP CRS	Rwy Ldg	N/A
326	135°	TDZE	N/A
		Apt Elev	437

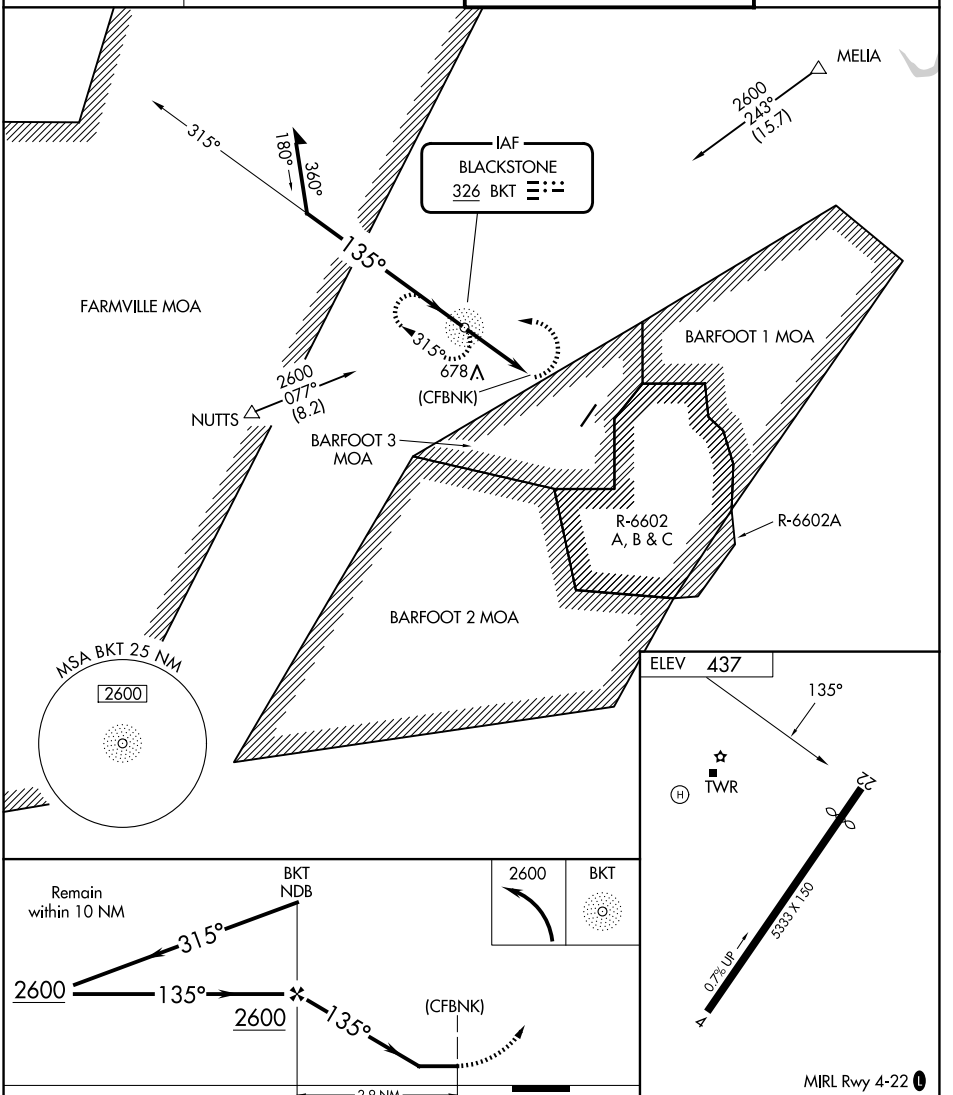
NDB-A

ALLAN C PERKINSON/BLACKSTONE AAF (BKT)

Circling NA east of Rwy 4-22.

MISSED APPROACH: Climbing left turn to 2600 direct BKT NDB and hold, continue climb-in-hold to 2600.

ATIS	WASHINGTON CENTER	BLACKSTONE TOWER ★	GND CON
119.225	118.75 377.1	134.7 (CTAF) L 292.7	127.625



CATEGORY	A	B	C	D
CIRCLING	980-3	543 (600-3)	1000-3 563 (600-3)	NA

FAF to MAP 2.9 NM					
Knots	60	90	120	150	180
Min:Sec	2:54	1:56	1:27	1:10	0:58

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

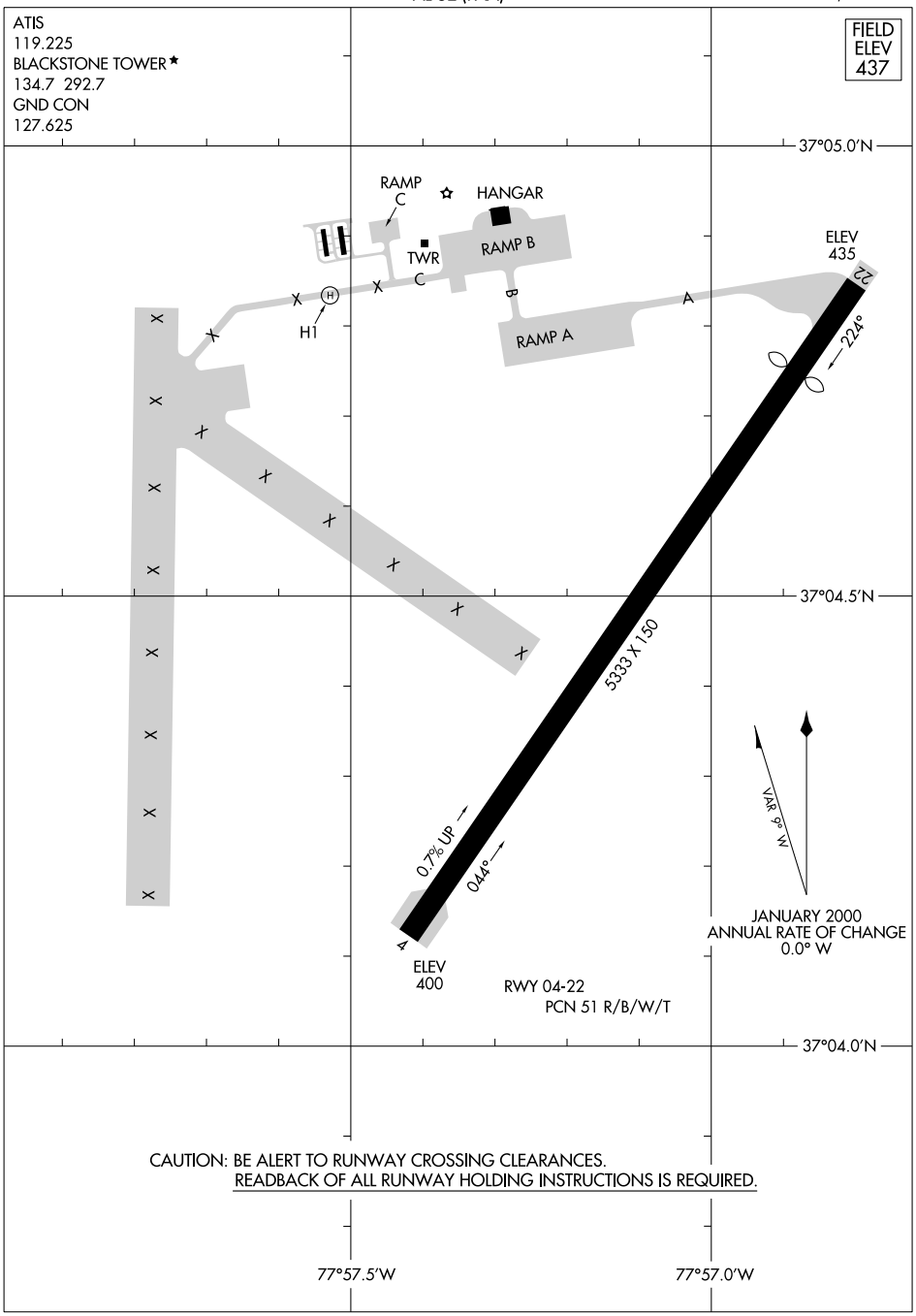
26134

AIRPORT DIAGRAM

ALLAN C PERKINSON/BLACKSTONE AAF (BKT)

AL-52 (FAA)

BLACKSTONE, VIRGINIA



NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM

BLACKSTONE, VIRGINIA

ALLAN C PERKINSON/BLACKSTONE AAF (BKT)

26134

BLACKSTONE ONE DEPARTURE

ALLAN C PERKINSON/BLACKSTONE AAF (BKT)
BLACKSTONE, VIRGINIA

NE-3, 03 SEP 2026 to 29 OCT 2026

BLACKSTONE ONE DEPARTURE
ALLAN C PERKINSON/BLACKSTONE AAF (BKT)
BLACKSTONE, VIRGINIA

BLUEMONT, VIRGINIA

COPTER RNAV (GPS) 037°

APCH CRS	Rwy Idg	50
037°	TDZE	1707
	Arpt Elev	1707

[USN]

BLUEGRASS (9VA5)

RNP APCH-GPS

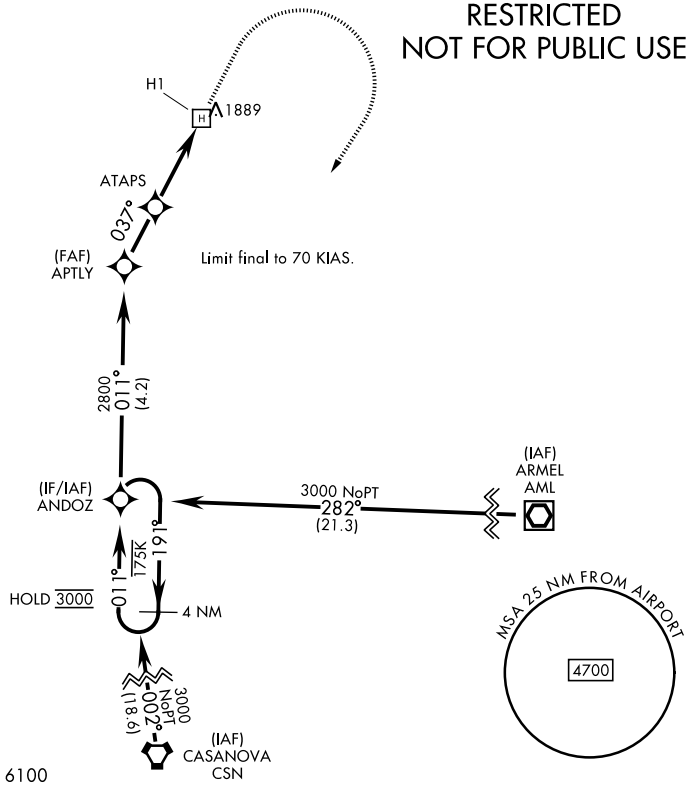
T Obtain local altimeter on Bluegrass Advsy, when not rcvd use DULLES Intl altimeter. FEMA SPECIAL FACILITY (Bluegrass) normal opr 0745-1630L Mon-Fri. Phone 540-542-3014 for PPR.

MISSED APPROACH: Climb to 2700 then climbing right turn to 3000 direct ANDOZ and hold.

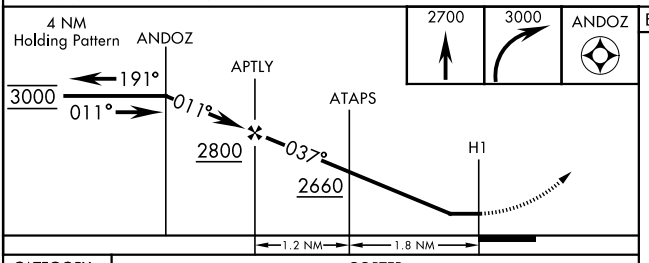
POTOMAC APP CON	BLUEGRASS ADVISORY ★
120.45 306.925	126.2 241.0

Visibility reduction by Helicopters not authorized.

RESTRICTED
NOT FOR PUBLIC USE

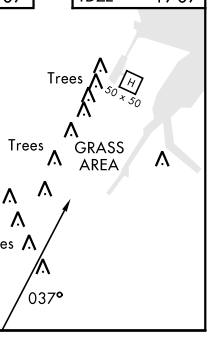


EMERG SAFE ALT 100 NM 6100



2700	3000	ANDOZ

ELEV	1707	TDZE	1707



CATEGORY	COPTER		
LNAV MDA	2220-1	513	(600-1)
WASHINGTON DULLES INTL ALTIMETER SETTING			
LNAV MDA	2480-1	773	(800-1)

BLUEMONT, VIRGINIA 39°04'N-77°53'W BLUEGRASS (9VA5)

Amdt 2 19MAR26

COPTER RNAV (GPS) 037°

NE-3, 03 SEP 2026 to 29 OCT 2026

BLUEMONT, VIRGINIA

COPTER VOR/DME or TACAN 056°

VORTAC LDN	APCH CRS	Rwy Idg 50
114.3	056°	TDZE 1707
Chan 90		Arpt Elev 1707

[USN]

BLUEGRASS (9VA5)

Circling not authorized.
Visibility reduction by helicopter NA.

MISSED APPROACH: Climb to 4000, then right turn to intercept LDN VORTAC R-056 to WLCAT and hold.

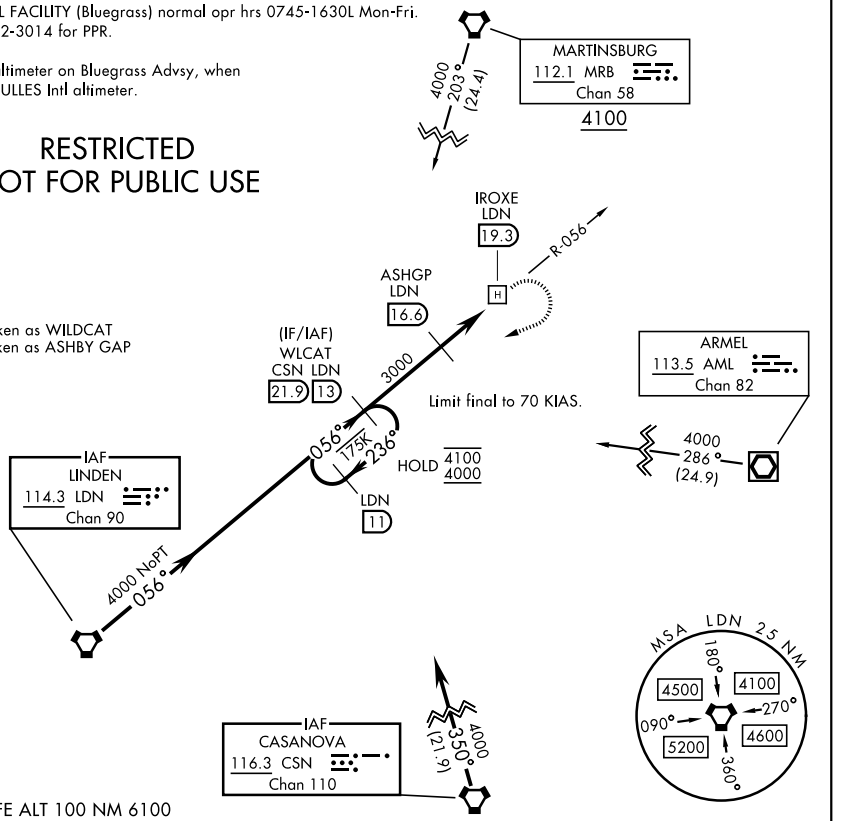
POTOMAC APP CON	BLUEGRASS ADVISORY ★
120.45 306.925	126.2 241.0

FEMA SPECIAL FACILITY (Bluegrass) normal opr hrs 0745-1630L Mon-Fri.
Phone 540-542-3014 for PPR.

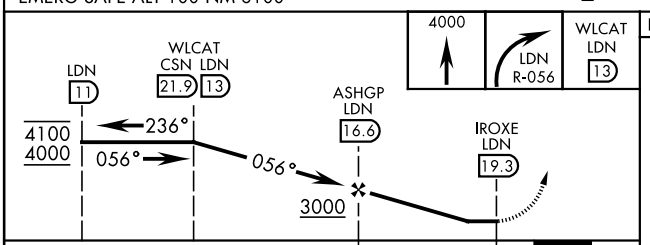
Obtain local altimeter on Bluegrass Advsy, when not rcvd use DULLES Intl altimeter.

RESTRICTED
NOT FOR PUBLIC USE

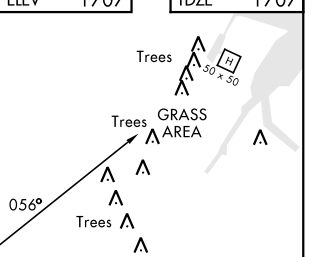
WLCAT - spoken as WILDCAT
ASHGP - spoken as ASHBY GAP



EMERG SAFE ALT 100 NM 6100



ELEV 1707 TDZE 1707



CATEGORY	COPTER		
H-056	2460-1	753	(800-1)
WASHINGTON DULLES INTL ALTIMETER SETTING			
H-056	2720-1¼	1013	(1100-1¼)

BLUEMONT, VIRGINIA
Amdt 7 19MAR26

39°04'N-77°53'W

BLUEGRASS (9VA5)

COPTER VOR/DME or TACAN 056°

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

BOWIE, MARYLAND

AL-6997 (FAA)

25275

RNAV (GPS) RWY 18

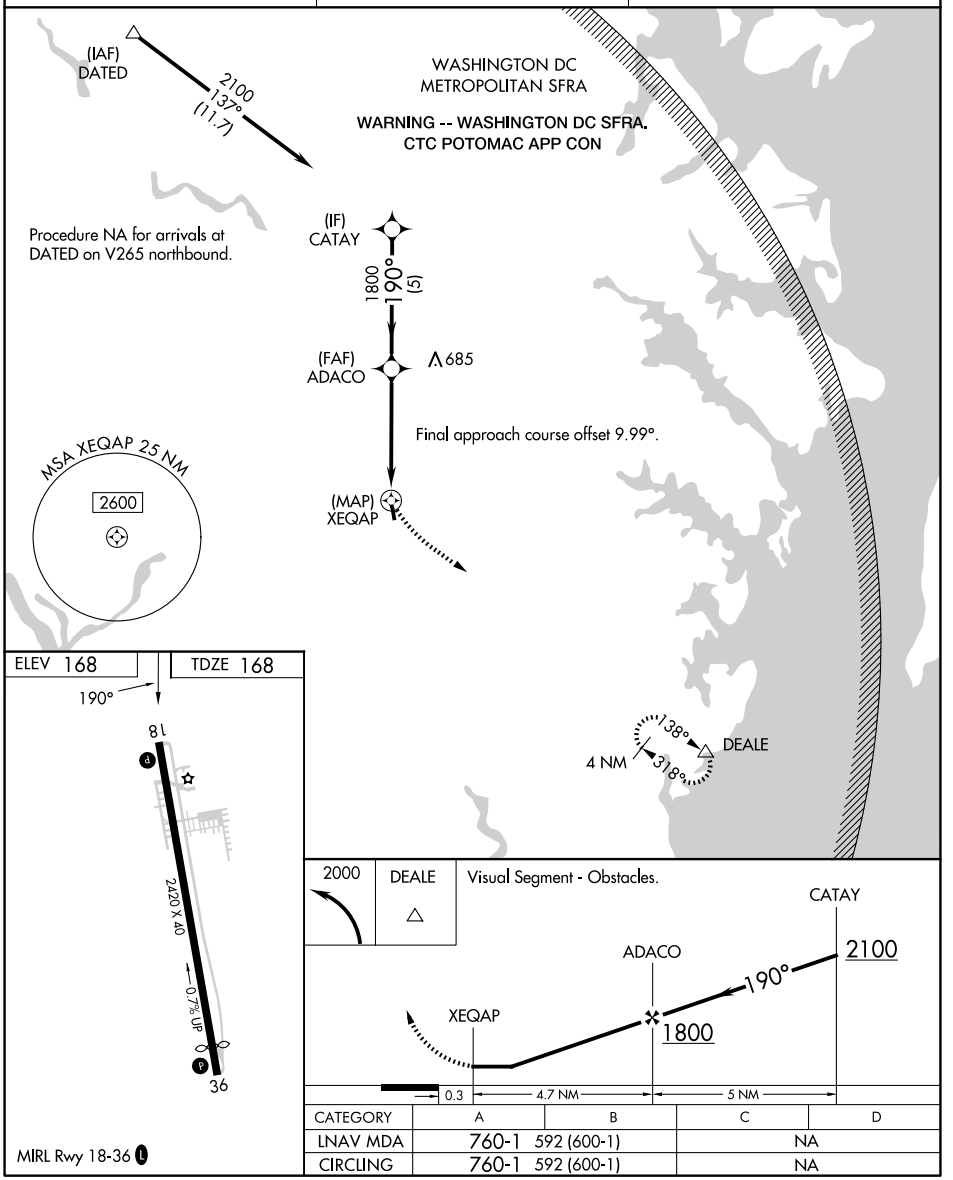
FREEWAY (W00)

APP CRS	Rwy Ldg	2420
190°	TDZE	168
	Apt Elev	168

Rwy 18 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Procedure NA at night. Use Fort Meade (Odenton) altimeter setting; when not received, use College Park altimeter setting and increase all MDA 20 feet.

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

FME AWOS-3	POTOMAC APP CON	UNICOM
123.925	128.0 335.5	123.075 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	760-1 592 (600-1)		NA	
CIRCLING	760-1 592 (600-1)		NA	

BOWIE, MARYLAND

Amdt 2 22JUN17

38°56′N - 76°46′W

FREEWAY (W00)

RNAV (GPS) RWY 18

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 36

FREEWAY (W00)

APP CRS	Rwy Ldg	2190
344°	TDZE	168
	Apt Elev	168

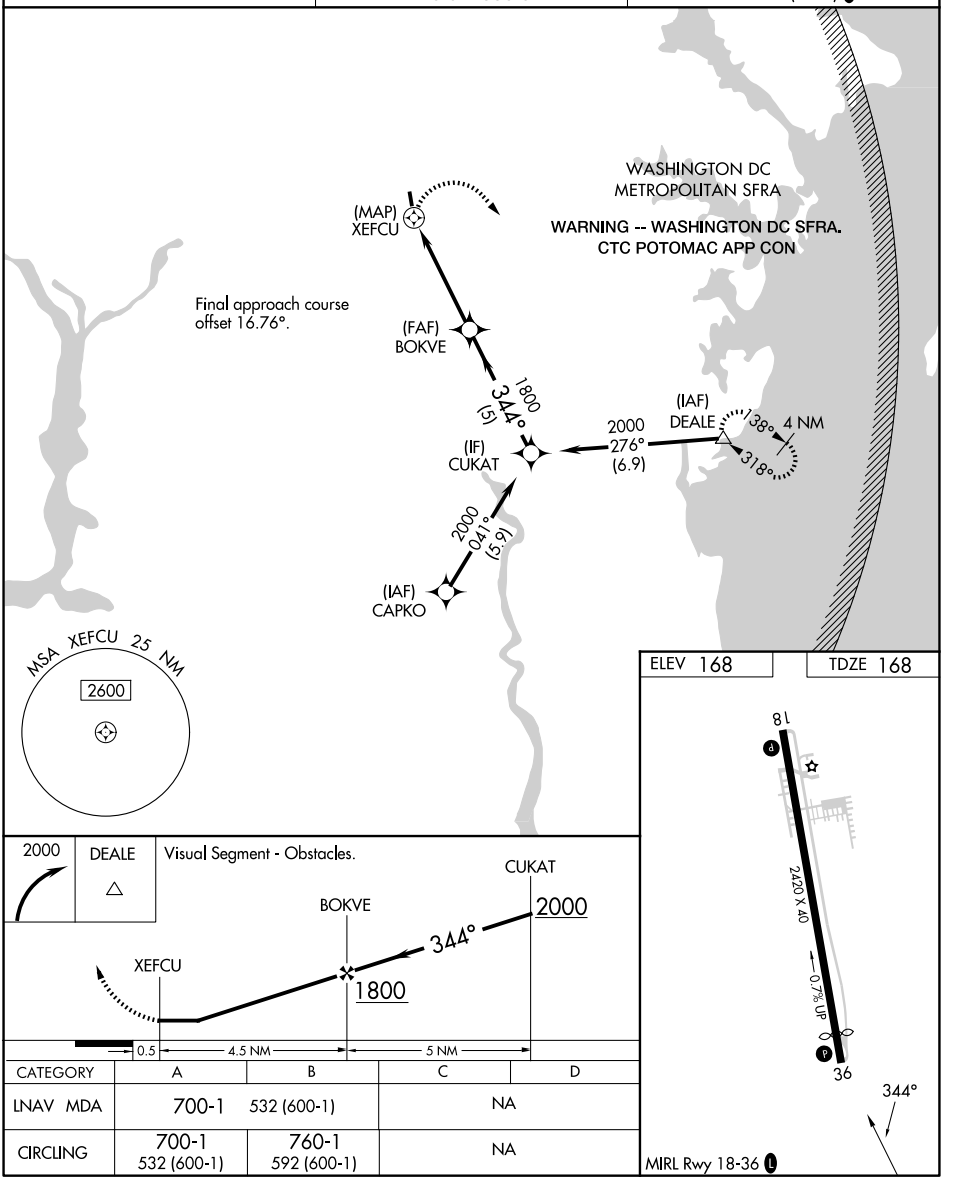
RNP APCH.

NA

Procedure NA at night. Rwy 36 helicopter visibility reduction below 1 SM NA. Use Fort Meade (Odenton) altimeter setting; when not received, use College Park altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climbing right turn to 2000 direct DEALE and hold.

FME AWOS-3	POTOMAC APP CON	UNICOM
123.925	128.0 335.5	123.075 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	700-1 532 (600-1)		NA	
CIRCLING	700-1 532 (600-1)	760-1 592 (600-1)	NA	

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

BRIDGEWATER, VIRGINIA | AL-5637 (FAA) | 26078

RNAV (GPS) RWY 15

BRIDGEWATER AIR PARK (VBW)

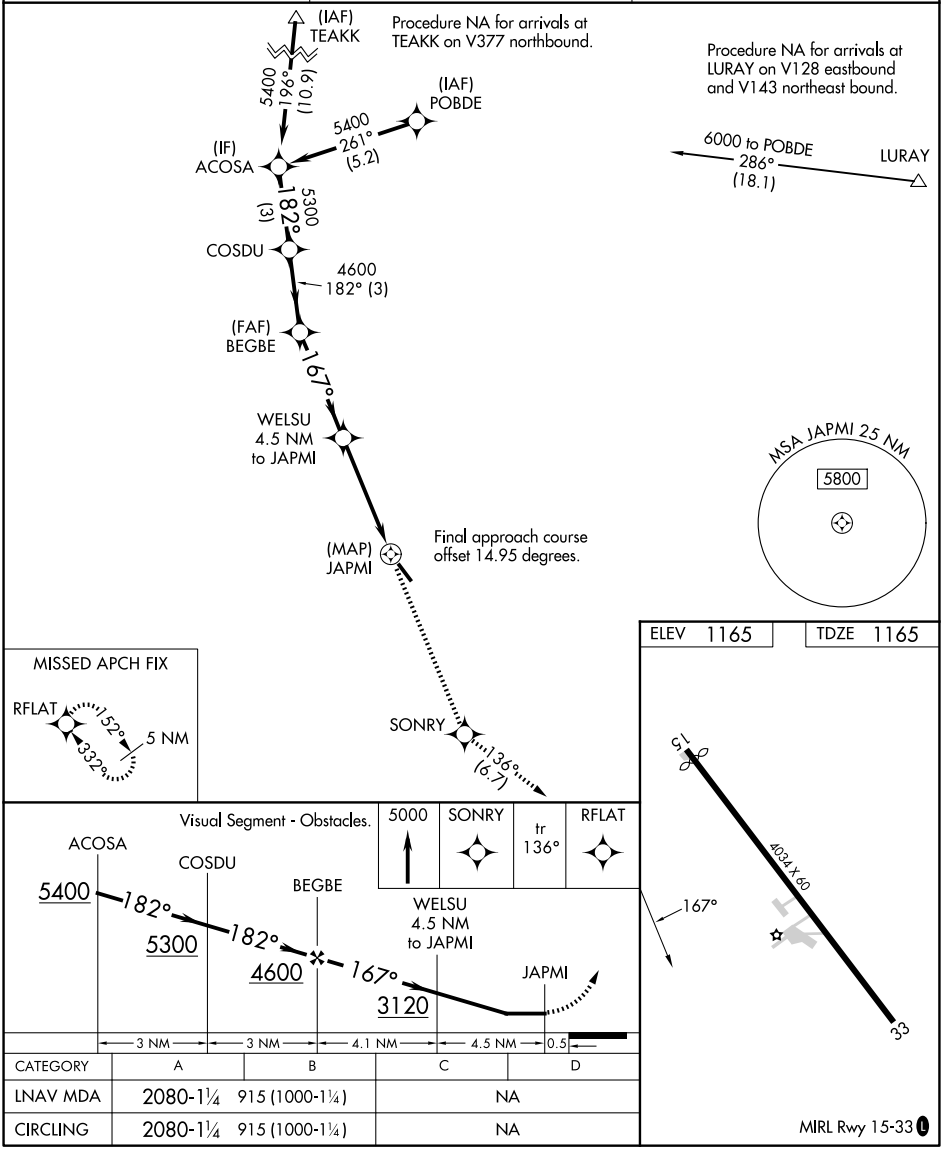
APP CRS	Rwy Ldg	3889
167°	TDZE	1165
	Apt Elev	1165

NA

DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Staunton/Waynesboro/ Harrisonburg altimeter setting and increase all MDA 40 feet and visibility Cat B ¼ mile.

MISSED APPROACH: Climb to 5000 direct SONRY and on track 136° to RFLAT and hold, continue climb-in-hold to 5000.

AWOS-3	POTOMAC APP CON	UNICOM
119.55	132.85 323.125	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	2080-1¼	915 (1000-1¼)	NA	
CIRCLING	2080-1¼	915 (1000-1¼)	NA	

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 33

BRIDGEWATER AIR PARK (VBW)

APP CRS	Rwy Ldg	4034
332°	TDZE	1163
	Apt Elev	1165

RNP APCH - GPS.

Procedure NA at night.
Rwy 33 helicopter visibility reduction below 1 SM NA.

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

AWOS-3	POTOMAC APP CON	UNICOM
119.55	132.85 323.125	122.7 (CTAF) L

Procedure NA for arrivals at TTUMS on V128 westbound.

TTUMS
6000 to RFLAT
161° (24.9)
RW33
(FAF) BEEDY
3100
332° (3.3)
4100
332° (2.9)
RIVKE
(IF/IAF) RFLAT
(IAF) MITER
5000 NoPT
274° (10.4)
152°
5 NM
332°
(IAF) HESKU
5000 NoPT
052° (15.4)
HOLD 6000 5000

MSA RW33 25 NM
5800

Procedure NA for arrivals at MITER on V38 southeast bound and arrivals on V140 northeast bound.

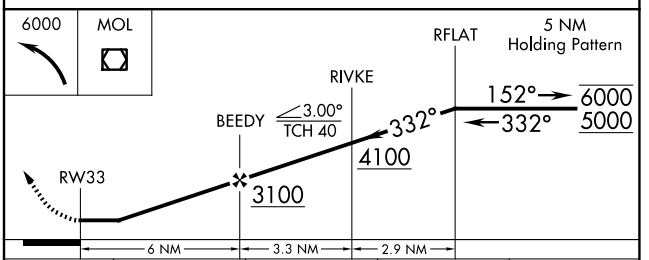
MISSED APCH FIX
5 NM
275°
095°
MONTEBELLO MOL

6000
047° (17.7)
MONTEBELLO MOL

Procedure NA for arrival on MOL VOR/DME airway radials 009 CW 115.

ELEV 1165 TDZE 1163

4034 X 60
15
33
332°
MIRL Rwy 15-33 L



CATEGORY	A	B	C	D
LNAV MDA	1780-1	617 (700-1)	NA	
CIRCLING	1860-1 695 (700-1)	1940-1¼ 775 (800-1¼)	NA	

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

BROOKNEAL, VIRGINIA

AL-6852 (FAA)

26078

RNAV (GPS) RWY 6

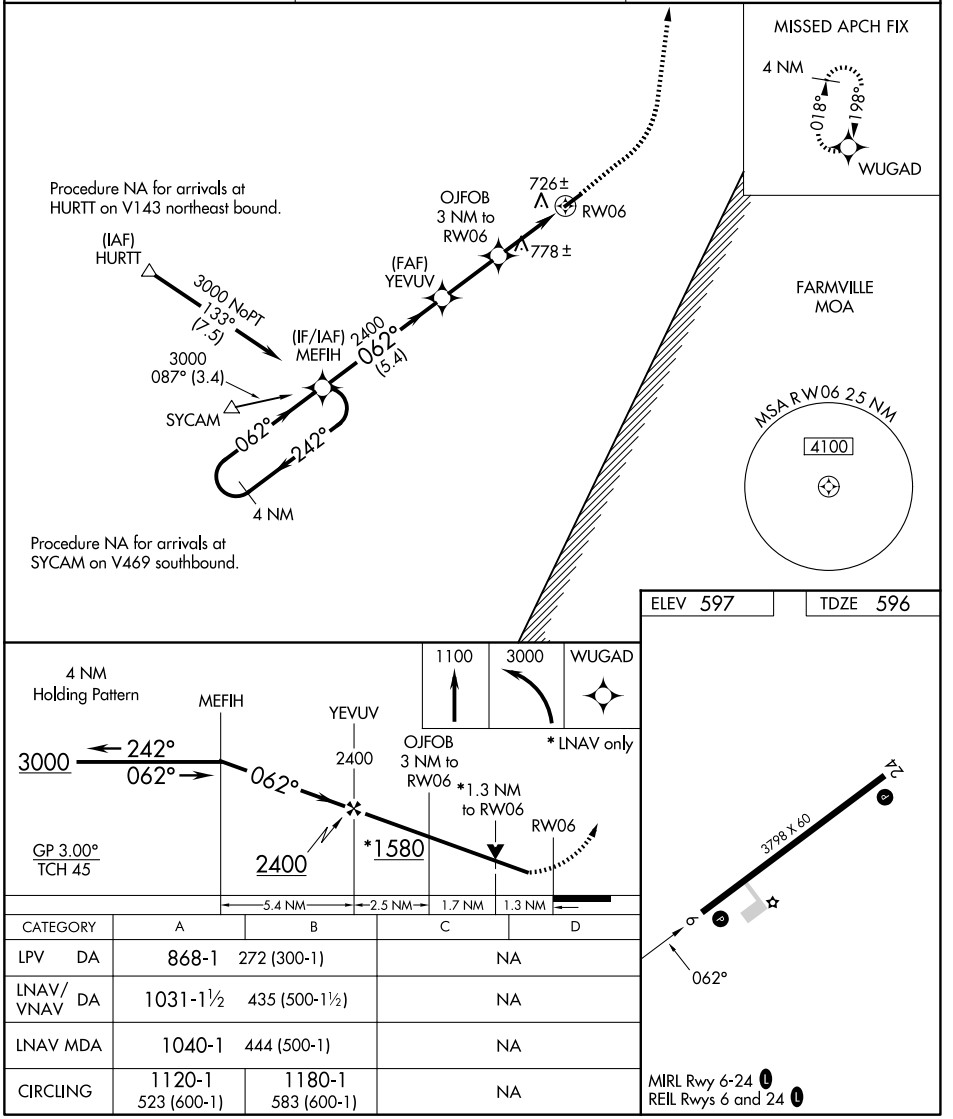
BROOKNEAL/CAMPBELL COUNTY (ØV4)

WAAS	APP CRS	Rwy Ldg	3798
CH 82333	062°	TDZE	596
W06A		Apt Elev	597

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (3°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lynchburg Rgnl/Preston Glenn Fld altimeter setting and increase all DA 81 feet and all MDA 100 feet, increase LPV all Cats visibility ⅛ mile, and increase LNAV/VNAV all Cats visibility ¼ mile. Rwy 6 helicopter visibility reduction below ¾ SM NA. Baro VNAV and VDP NA when using Lynchburg Rgnl/Preston Glenn Fld altimeter setting.

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct WUGAD and hold.

AWOS-3	ROANOKE APP CON	UNICOM
120.575	135.0 254.325	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	868-1 272 (300-1)		NA	
LNAV/VNAV DA	1031-1½ 435 (500-1½)		NA	
LNAV MDA	1040-1 444 (500-1)		NA	
CIRCLING	1120-1 523 (600-1)	1180-1 583 (600-1)	NA	

BROOKNEAL, VIRGINIA

Orig-B 22JUN17

37°09'N-79°01'W

BROOKNEAL/CAMPBELL COUNTY (ØV4)

RNAV (GPS) RWY 6

NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 24

BROOKNEAL/CAMPBELL COUNTY (ØV4)

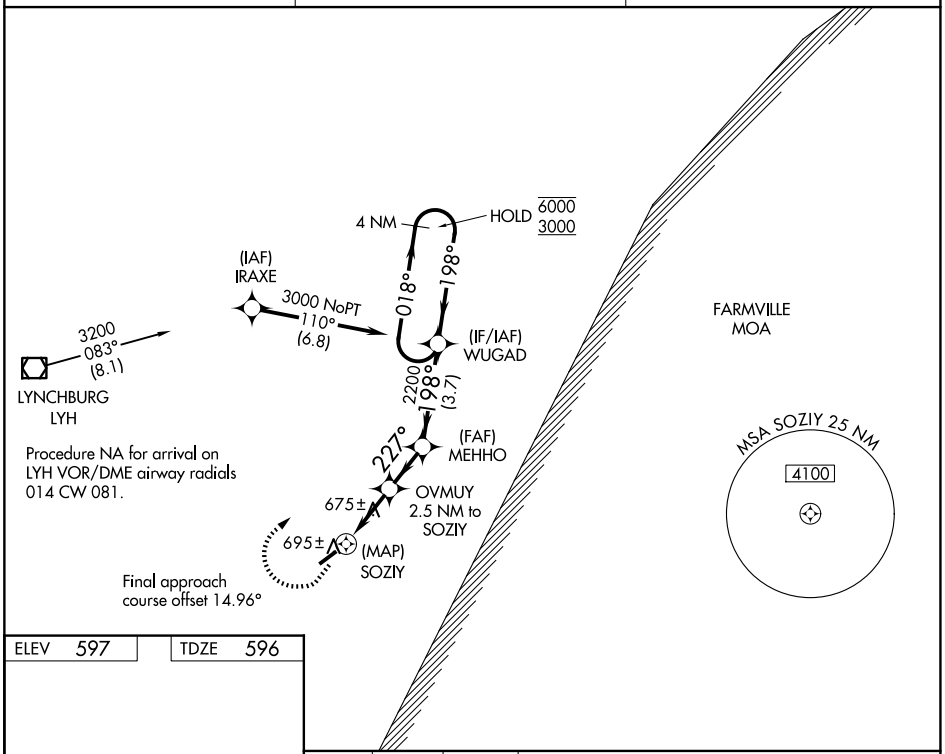
WAAS	APP CRS	Rwy Ldg	3798
CH 97334	227°	TDZE	596
W24A		Apt Elev	597

RNP APCH.

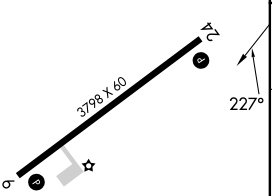
When local altimeter setting not received, use Lynchburg Rgnl/Preston Glenn Fld altimeter setting and increase all MDA 100 feet.

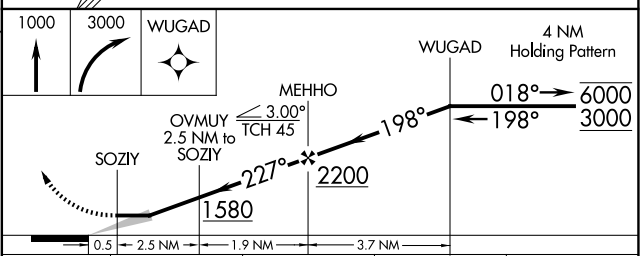
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct WUGAD and hold.

AWOS-3	ROANOKE APP CON	UNICOM
120.575	135.0 254.325	122.7 (CTAF) L



ELEV 597	TDZE 596





CATEGORY	A	B	C	D
LP MDA	940-1 344 (400-1)		NA	
LNAV MDA	960-1 364 (400-1)		NA	
CIRCLING	1120-1 523 (600-1)	1180-1 583 (600-1)	NA	

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

BUMPASS, VIRGINIA AL-10652 (FAA) 21084

APP CRS	Rwy Idg	2558
085°	TDZE	351
	Apt Elev	351

RNAV (GPS) RWY 8

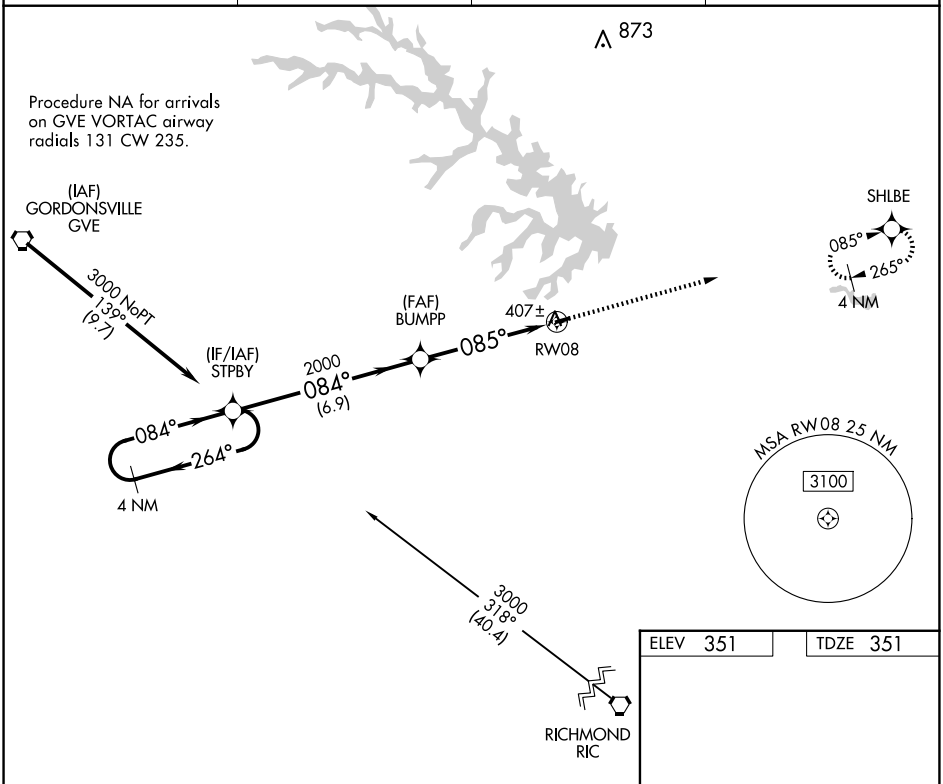
LAKE ANNA (7W4)

RNP APCH.

Procedure NA at night. When local altimeter setting not received, use Louisa altimeter setting and increase all MDA 60 feet. Helicopter visibility reduction below 3 SM NA.

MISSED APPROACH: Climb to 3000 direct SHLBE and hold.

AWOS-3	LKU AWOS-3	POTOMAC APP CON	CTAF
120.775	119.475	126.75 307.2	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1360-3	1009 (1100-3)	NA	
CIRCLING	1360-3	1009 (1100-3)	NA	

MIRL Rwy 8-26 L

BUMPASS, VIRGINIA
Orig-B 25MAR21

37°58'N-77°45'W

LAKE ANNA (7W4)

RNAV (GPS) RWY 8

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 26

LAKE ANNA (7W4)

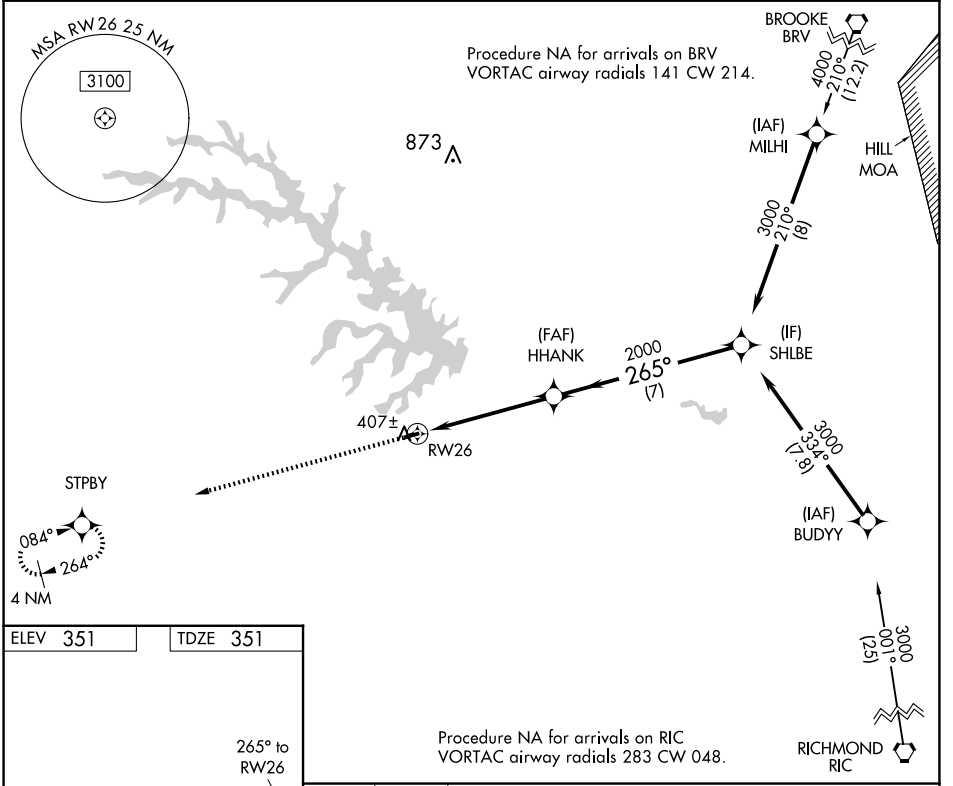
APP CRS	Rwy Idg	2558
265°	TDZE	351
	Apt Elev	351

RNP APCH.

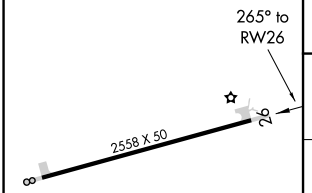
Procedure NA at night. When local altimeter setting not received, use Louisa altimeter setting and increase all MDA 60 feet. Helicopter visibility reduction below 3 SM NA.

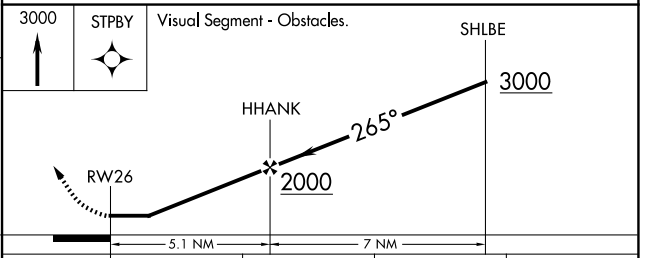
MISSED APPROACH: Climb to 3000 direct STPBY and hold.

AWOS-3	LKU AWOS-3	POTOMAC APP CON	CTAF
120.775	119.475	126.75 307.2	122.9 L



ELEV 351 TDZE 351





CATEGORY	A	B	C	D
LNAV MDA	1360-3	1009 (1100-3)	NA	
CIRCLING	1360-3	1009 (1100-3)	NA	

MIRL Rwy 8-26 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

CAMBRIDGE, MARYLAND AL-5571 (FAA) 26078

WAAS CH 45540 W34A	APP CRS 334°	Rwy Ldg 4477 TDZE 20 Apt Elev 20

RNAV (GPS) RWY 34

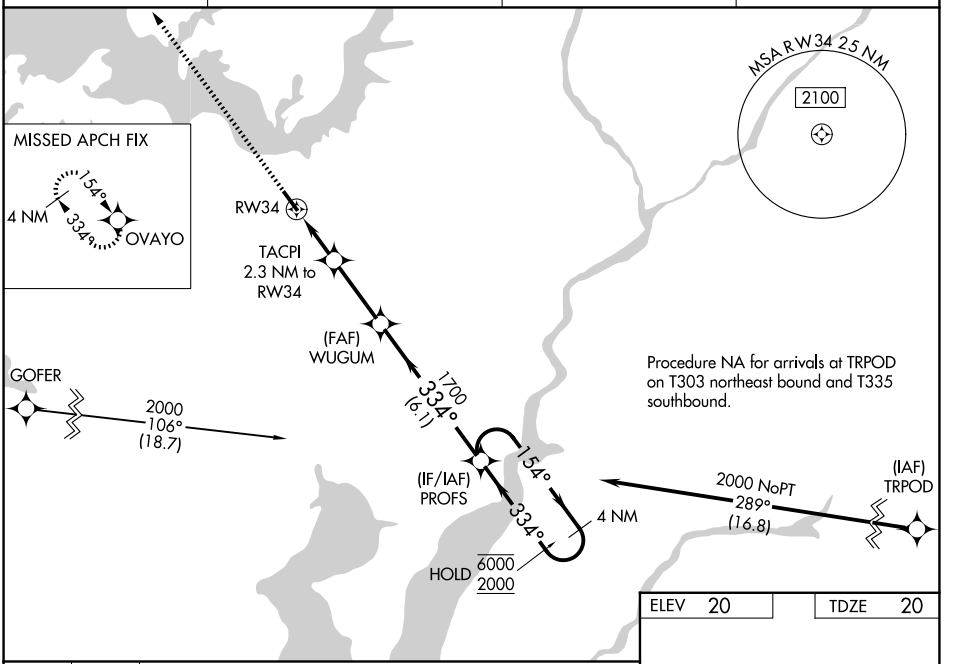
CAMBRIDGE-DORCHESTER RGNL (CGE)

RNP APCH - GPS.

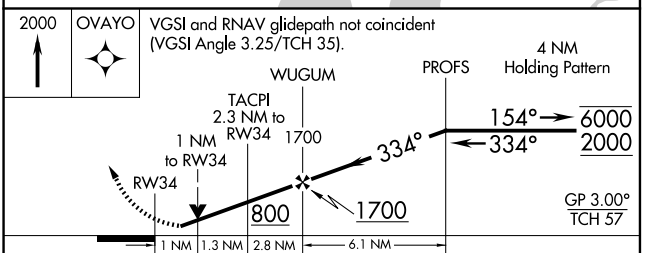
Rwy 34 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling Rwy 16 NA at night.

MISSED APPROACH: Climb to 2000 direct OVAYO and hold.

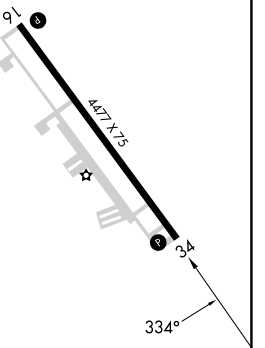
AWOS-3	PATUXENT APP CON ★	UNICOM	
120.675	121.0 250.3	122.7 (CTAF)	121.9 L



ELEV 20	TDZE 20



CATEGORY	A	B	C	D
LPV DA		286-⅞	266 (300-⅞)	
LNAV/VNAV DA		380-1	360 (400-1)	
LNAV MDA		380-1	360 (400-1)	
CIRCLING	440-1 420 (500-1)	480-1 460 (500-1)	660-1¾ 640 (700-1¾)	780-2½ 760 (800-2½)



MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS)-A

CAMBRIDGE-DORCHESTER RGNL (CGE)

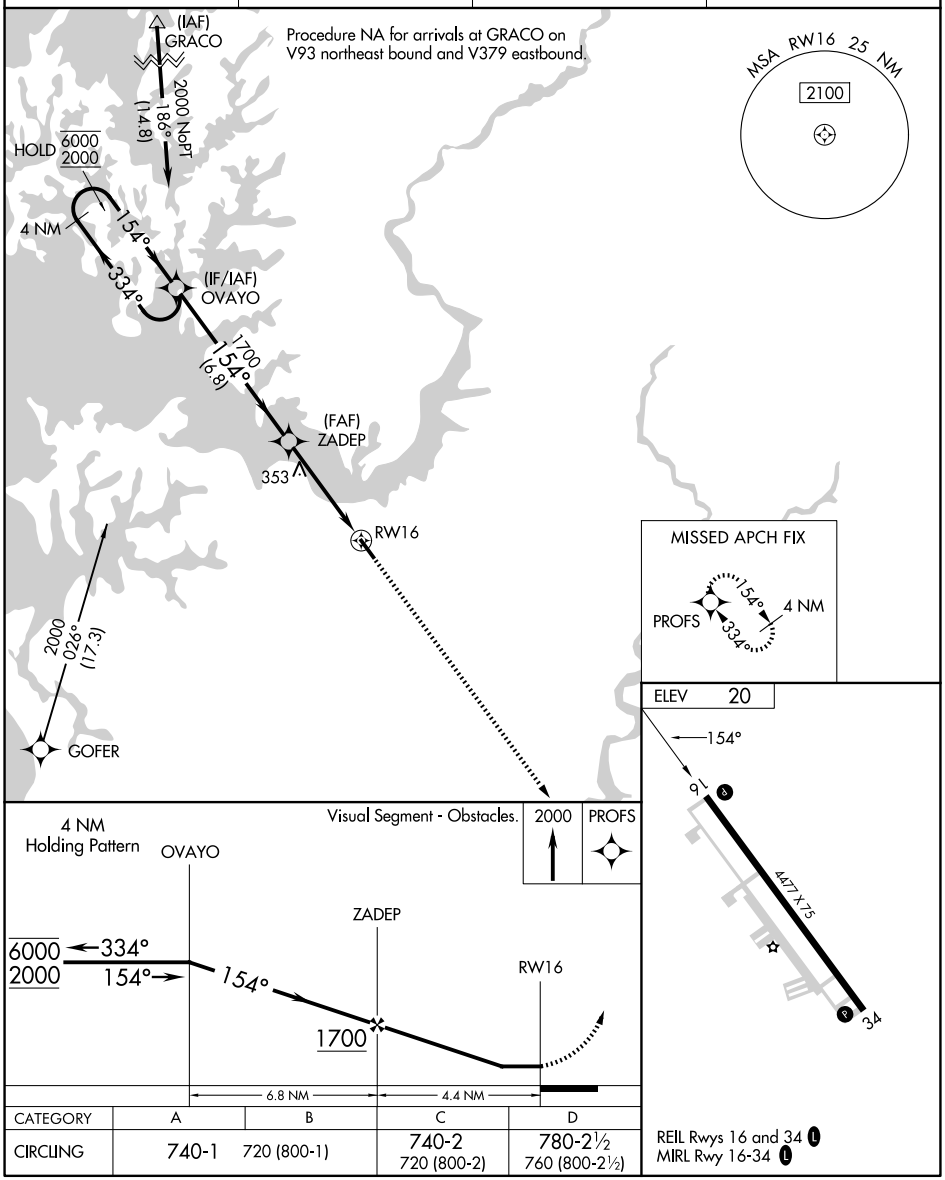
APP CRS	Rwy Ldg	N/A
154°	TDZE	N/A
	Apt Elev	20

RNP APCH.

Circling Rwy 16 NA at night.
Rwy 16 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000 direct PROFS and hold.

AWOS-3	PATUXENT APP CON ★	UNICOM	
120.675	121.0 250.3	122.7 (CTAF)	121.9 L



CATEGORY	A	B	C	D
CIRCLING	740-1	720 (800-1)	740-2 720 (800-2)	780-2½ 760 (800-2½)

REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

WILLIAMSBURG, VIRGINIA

RNAV (GPS) RWY 5

APCH CRS	Rwy Idg	5018
050°	TDZE	41
	Arpt Elev	41

[USA]

CAMP PEARY LNDG STRIP (KW94)

RNP APCH - GPS

T Restricted airfield, PPR. Contact Camp Peary Ops prior to landing. Williamsburg Jamestown (KJGG) primary altimeter setting.

BF

MISSED APPROACH: Climb to 2000 direct ITARE and hold.

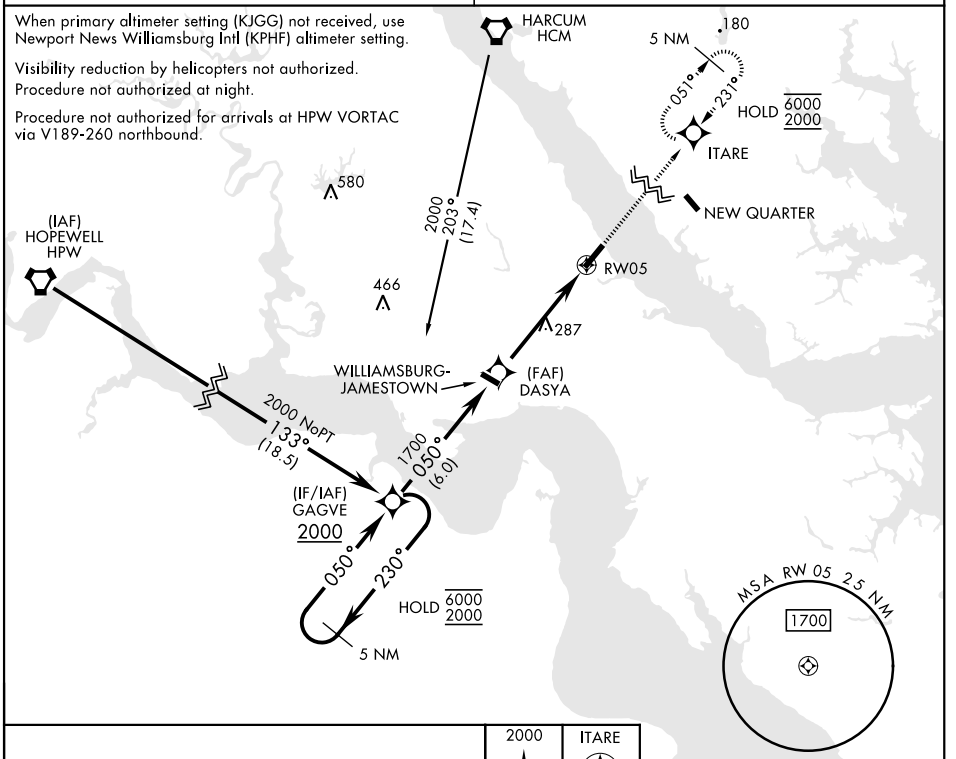
WILLIAMSBURG-JAMESTOWN AWOS-3	NORFOLK APP CON
120.625	125.7 335.625

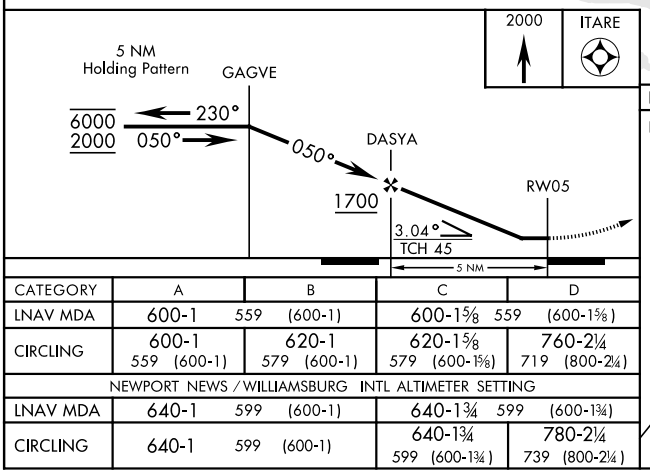
When primary altimeter setting (KJGG) not received, use Newport News Williamsburg Intl (KPHF) altimeter setting.

Visibility reduction by helicopters not authorized.

Procedure not authorized at night.

Procedure not authorized for arrivals at HPW VORTAC via V189-260 northbound.

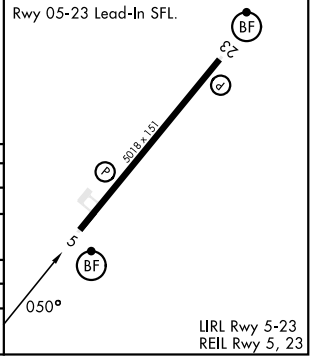




CATEGORY	A	B	C	D
LNAV MDA	600-1 559 (600-1)		600-1⅝ 559 (600-1⅝)	
CIRCLING	600-1 559 (600-1)	620-1 579 (600-1)	620-1⅝ 579 (600-1⅝)	760-2¼ 719 (800-2¼)
NEWPORT NEWS / WILLIAMSBURG INTL ALTIMETER SETTING				
LNAV MDA	640-1 599 (600-1)		640-1¾ 599 (600-1¾)	
CIRCLING	640-1 599 (600-1)		640-1¾ 599 (600-1¾)	780-2¼ 739 (800-2¼)

ELEV 41 TDZE 41

Rwy 05-23 Lead-In SFL.



LIRL Rwy 5-23
REIL Rwy 5, 23

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

WILLIAMSBURG, VIRGINIA

RNAV (GPS) RWY 23

APCH CRS	Rwy ldg	5018
230°	TDZE	34
	Arpt Elev	41

[USA]

CAMP PEARY LNDG STRIP (KW94)

RNP APCH - GPS

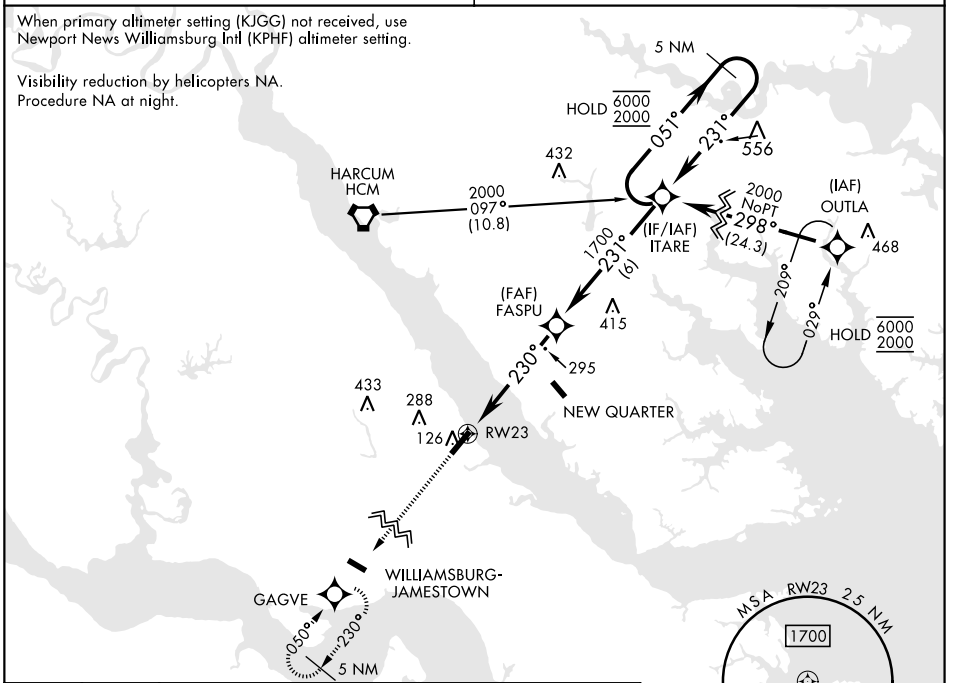
Restricted airfield, PPR. Contact Camp Peary Ops prior to landing. Williamsburg Jamestown (KJGG) Primary altimeter setting.

MISSED APPROACH: Climb to 2000 direct GAGVE and hold.

WILLIAMSBURG-JAMESTOWN AWOS-3	NORFOLK APP CON
120.625	125.7 335.625

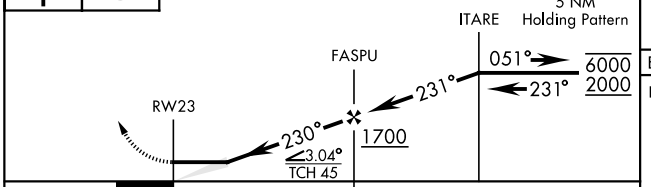
When primary altimeter setting (KJGG) not received, use Newport News Williamsburg Intl (KPHF) altimeter setting.

Visibility reduction by helicopters NA.
Procedure NA at night.



2000 | GAGVE

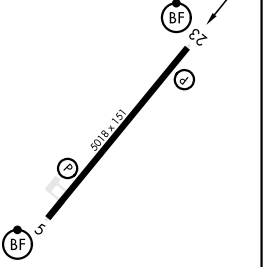
VGSI and descent angle not coincident.



CATEGORY	A	B	C	D
LNAV MDA	560-1 526 (600-1)		560-1½ 526 (600-1½)	
CIRCLING	560-1 519 (600-1)	600-1 559 (600-1)	600-1½ 559 (600-1½)	740-2¼ 699 (700-2¼)
NEWPORT NEWS / WILLIAMSBURG INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	600-1 556 (600-1)		600-1⅝ 566 (600-1⅝)	
CIRCLING	600-1 559 (600-1)	640-1 559 (600-1)	600-1⅝ 559 (600-1⅝)	780-2¼ 739 (800-2¼)

ELEV 41 | TDZE 34

Rwy 05-23 Lead-In SFL.



LIRL Rwy 5-23
REIL Rwy 5, 23

WILLIAMSBURG, VIRGINIA

37°18′N-76°38′W

CAMP PEARY LNDG STRIP (KW94)

Amdt 2 16APR26

RNAV (GPS) RWY 23

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

WILLIAMSBURG, VIRGINIA

VOR-A

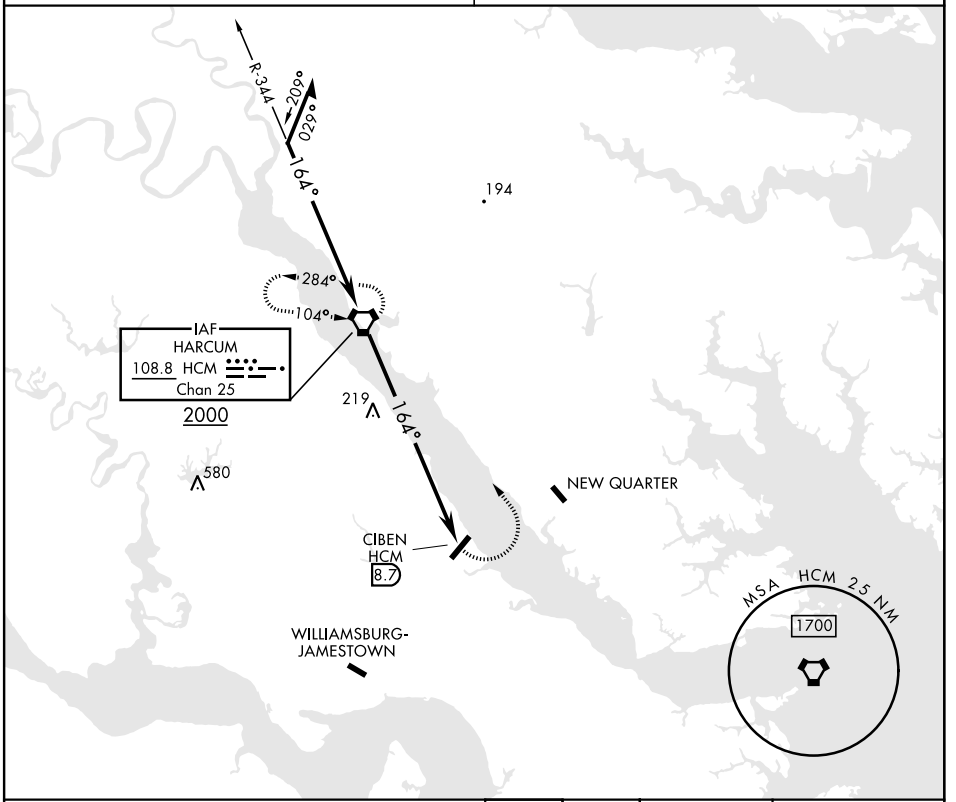
VORTAC HCM 108.8 Chan 25	APCH CRS 164°	Rwy Idg 5018 TDZE N/A Arpt Elev 41

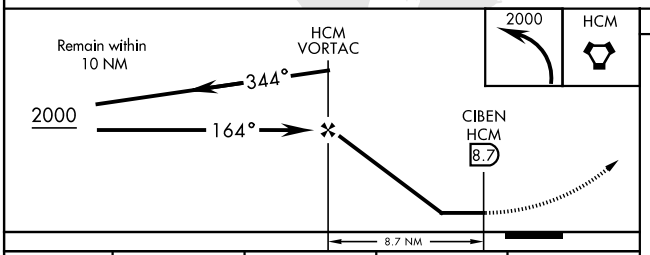
[USA] CAMP PEARY LNDG STRIP (KW94)

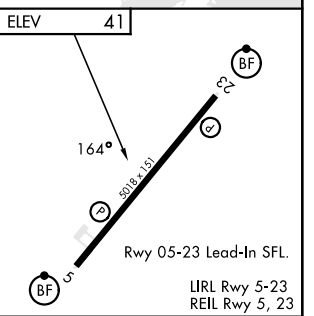
* Circling to Rwy 23 not authorized at night.
Restricted airfield, PPR. Contact Camp Peary Ops prior to landing.

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

WILLIAMSBURG-JAMESTOWN AWOS-3	NORFOLK APP CON
120.625	125.7 335.625







CATEGORY	A	B	C	D
CIRCLING *	620-1 579 (600-1)		620-1½ 579 (600-1½)	620-2 579 (600-2)
NEWPORT NEWS / WILLIAMSBURG INTL ALTIMETER SETTING				
CIRCLING *	640-1 599 (600-1)		640-1½ 599 (600-1½)	640-2 599 (600-2)

FAF to MAP 8.7 NM					
Knots	60	90	120	150	180
Min:Sec	8:42	5:48	4:21	3:29	2:54

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-CHO	APP CRS	Rwy Ldg	6801
111.7	030°	TDZE	640
Chan 54		Apt Elev	640

ILS or LOC RWY 3

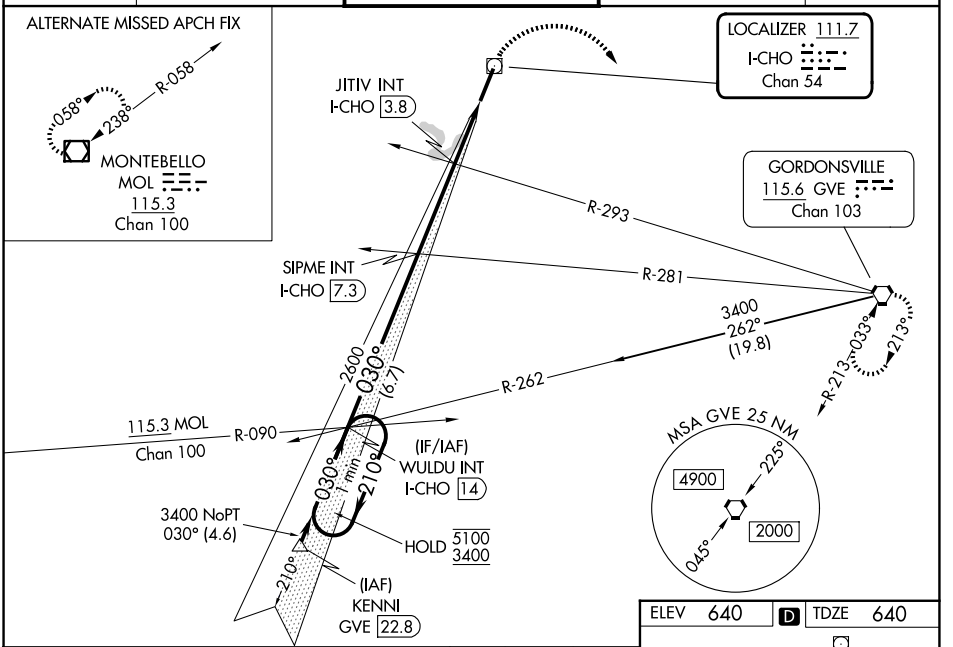
CHARLOTTESVILLE-ALBEMARLE (CHO)

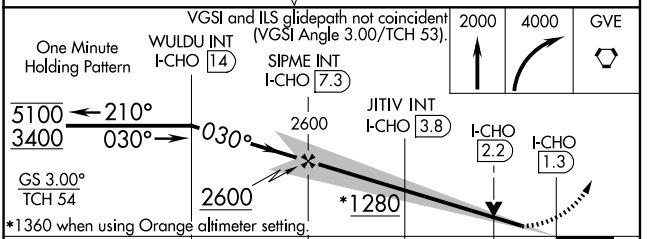
VDP NA when using Orange altimeter setting. When local altimeter setting not received, use Orange altimeter setting and increase S-ILS 3 DA to 911 and all MDA 80 feet; increase S-LOC 3 JITIV fix minimums Cats C/D, S-LOC 3 Cats C/D, Circling Cats C/D, and JITIV fix minimums Circling Cats C/D visibility ¼ SM. For inop ALS when using Orange altimeter setting, increase S-ILS 3 all Cats visibility to ⅞ SM, S-LOC 3 Cats C/D visibility to 2 SM, and S-LOC 3 JITIV fix minimums Cats C/D visibility to 1⅛ SM.

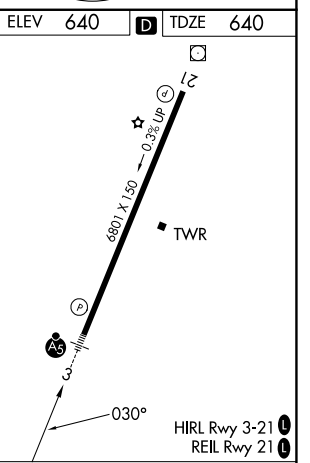
MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct GVE VORTAC and hold.

ATIS	POTOMAC APP CON	CHARLOTTESVILLE TOWER ★	GND CON	UNICOM
118.425	132.85 323.125	124.5 (CTAF) L 338.275	121.9 338.275	122.95







CATEGORY	A	B	C	D
S-ILS 3	840-½ 200 (200-½)			
S-LOC 3	1280-½ 640 (700-½)		1280-1⅜ 640 (700-1⅜)	
CIRCLING	1280-1 640 (700-1)		1500-2½ 860 (900-2½)	1500-2¾ 860 (900-2¾)
JITIV FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 3	980-½ 340 (400-½)		980-⅝ 340 (400-⅝)	
CIRCLING	1100-1 460 (500-1)		1500-2½ 860 (900-2½)	1500-2¾ 860 (900-2¾)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

CHARLOTTESVILLE, VIRGINIA | AL-765 (FAA) | 26190

WAAS	APP CRS	Rwy Ldg	6801
CH 61105	030°	TDZE	640
W03A		Apt Elev	640

RNAV (GPS) RWY 3

CHARLOTTESVILLE-ALBEMARLE (CHO)

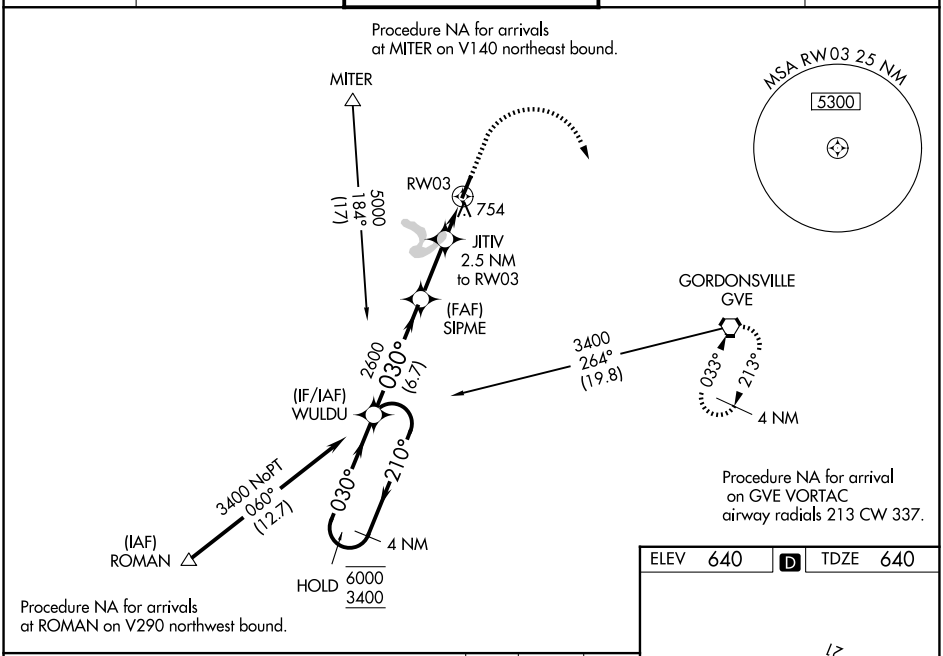
RNP APCH.

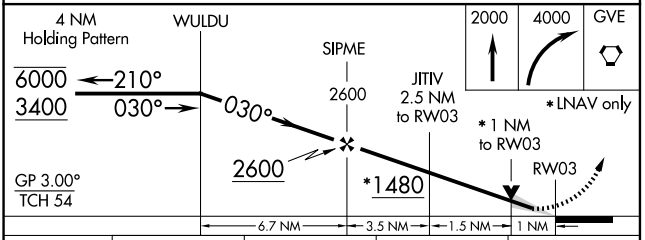
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. When local altimeter setting not received, use Orange altimeter setting and increase LPV DA to 910, LNAV/VNAV DA to 985, and all MDA 80 feet; increase LNAV/VNAV all Cats visibility ⅛ SM, LNAV Cat C/D visibility ¼ SM and Circling Cats C/D visibility ¼ SM. Baro-VNAV and VDP NA when using Orange altimeter setting. For Inop ALS, increase LNAV/VNAV all Cats visibility to ⅞ SM and LNAV Cats C/D visibility to 1 SM. For inop ALS when using Orange altimeter setting, increase LPV all Cats visibility to ⅞ SM, and LNAV/VNAV all Cats visibility to 1 SM.

MALSR

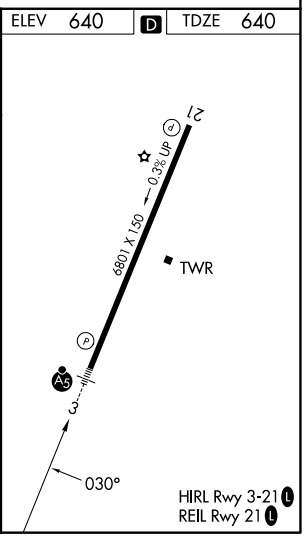
MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct GVE VORTAC and hold.

ATIS	POTOMAC APP CON	CHARLOTTESVILLE TOWER ★	GND CON	UNICOM
118.425	132.85 323.125	124.5 (CTAF) L 338.275	121.9 338.275	122.95





CATEGORY	A	B	C	D
LPV DA	840-½ 200 (200-½)			
LNAV/VNAV DA	915-½ 275 (300-½)			
LNAV MDA	1020-½ 380 (400-½)		1020-⅝ 380 (400-⅝)	
CIRCLING	1100-1 460 (500-1)		1500-2½ 860 (900-2½)	1500-2¾ 860 (900-2¾)



CHARLOTTESVILLE, VIRGINIA | CHARLOTTESVILLE-ALBEMARLE (CHO)

Amdt 3A 22APR21 | 38°08'N-78°27'W | RNAV (GPS) RWY 3

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Y RWY 21

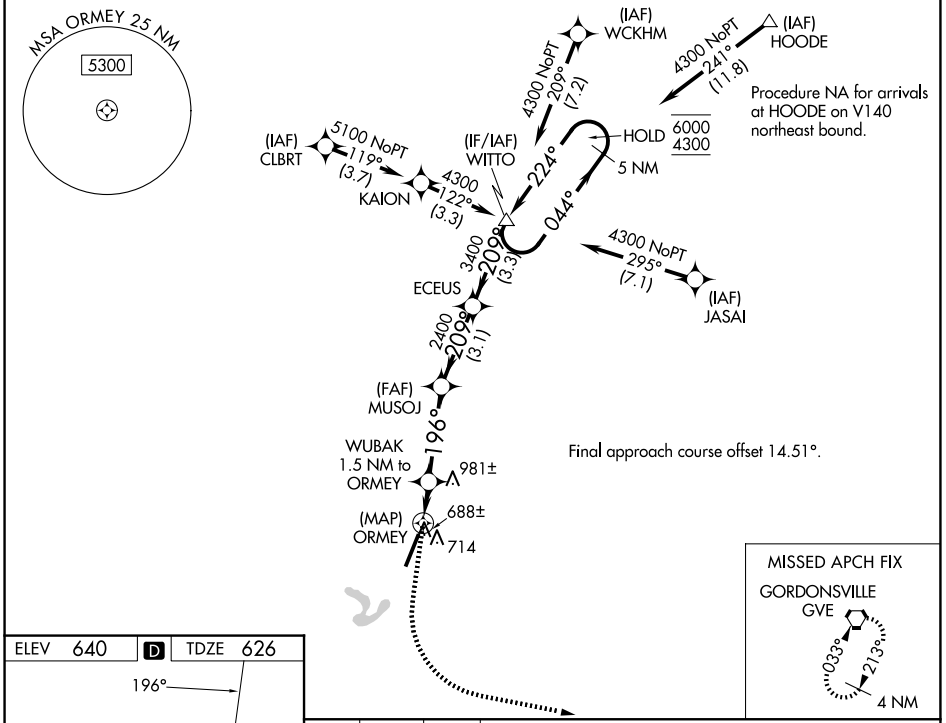
CHARLOTTESVILLE-ALBEMARLE (CHO)

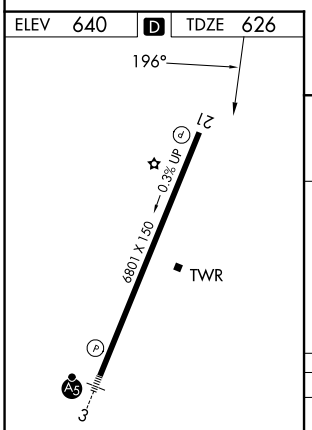
WAAS	APP CRS	Rwy Ldg	6801
CH 62831	196°	TDZE	626
W21A		Apt Elev	640

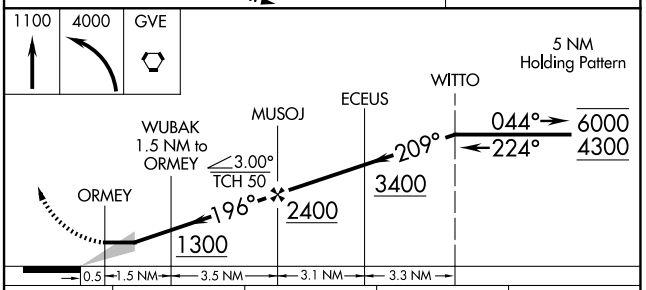
RNP APCH - GPS.

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct GVE VORTAC and hold.

ATIS	POTOMAC APP CON	CHARLOTTESVILLE TOWER ★	GND CON	UNICOM
118.425	132.85 323.125	124.5 (CTAF) L 338.275	121.9 338.275	122.95







CATEGORY	A	B	C	D
LP MDA	960-1 334 (400-1)			
LNAV MDA	1100-1 474 (500-1)		1100-1⅜ 474 (500-1⅜)	
CIRCLING	1100-1 460 (500-1)		1500-2½ 860 (900-2½)	1500-2¾ 860 (900-2¾)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

CHARLOTTESVILLE, VIRGINIA | AL-765 (FAA) | 26190

RNAV (GPS) Z RWY 21

CHARLOTTESVILLE-ALBEMARLE (CHO)

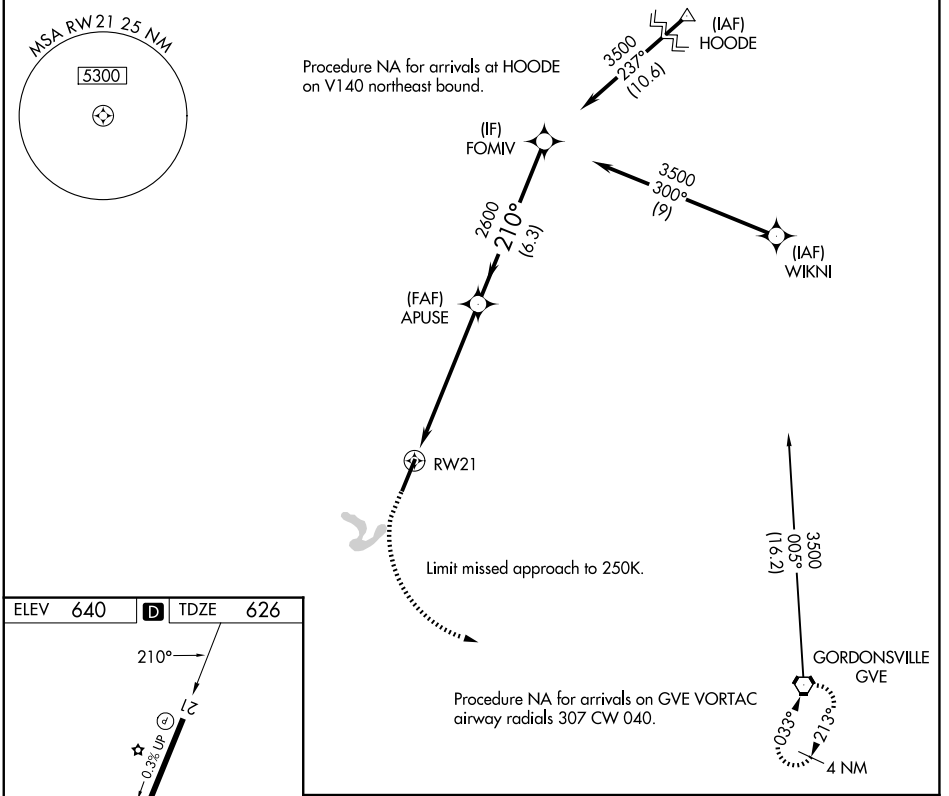
WAAS CH 45602 W21B	APP CRS 210°	Rwy Ldg 6801 TDZE 626 Apt Elev 640

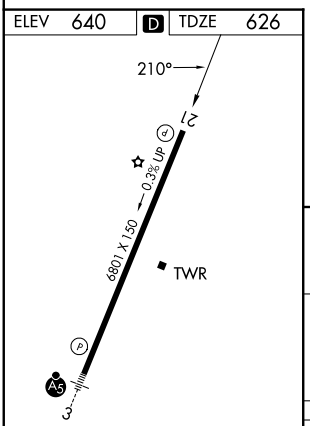
RNP APCH.

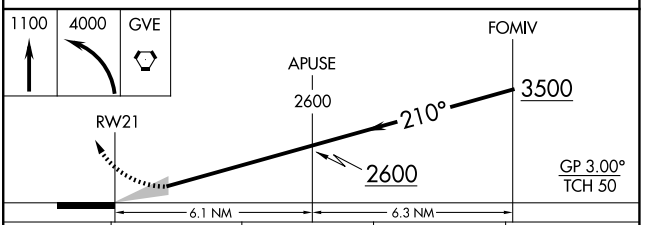
Baro-VNAV NA when using Staunton/Waynesboro/Harrisonburg altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -16°C or above 54°C. When local altimeter setting not received, use Staunton/Waynesboro/Harrisonburg altimeter setting and increase all DA 130 feet and LPV visibility ⅛ mile.

MISSED APPROACH: Climb to 1100, then climbing left turn to 4000 direct GVE VORTAC and hold.

ATIS	POTOMAC APP CON	CHARLOTTESVILLE TOWER ★	GND CON	UNICOM
118.425	132.85 323.125	124.5 (CTAF) L 338.275	121.9 338.275	122.95





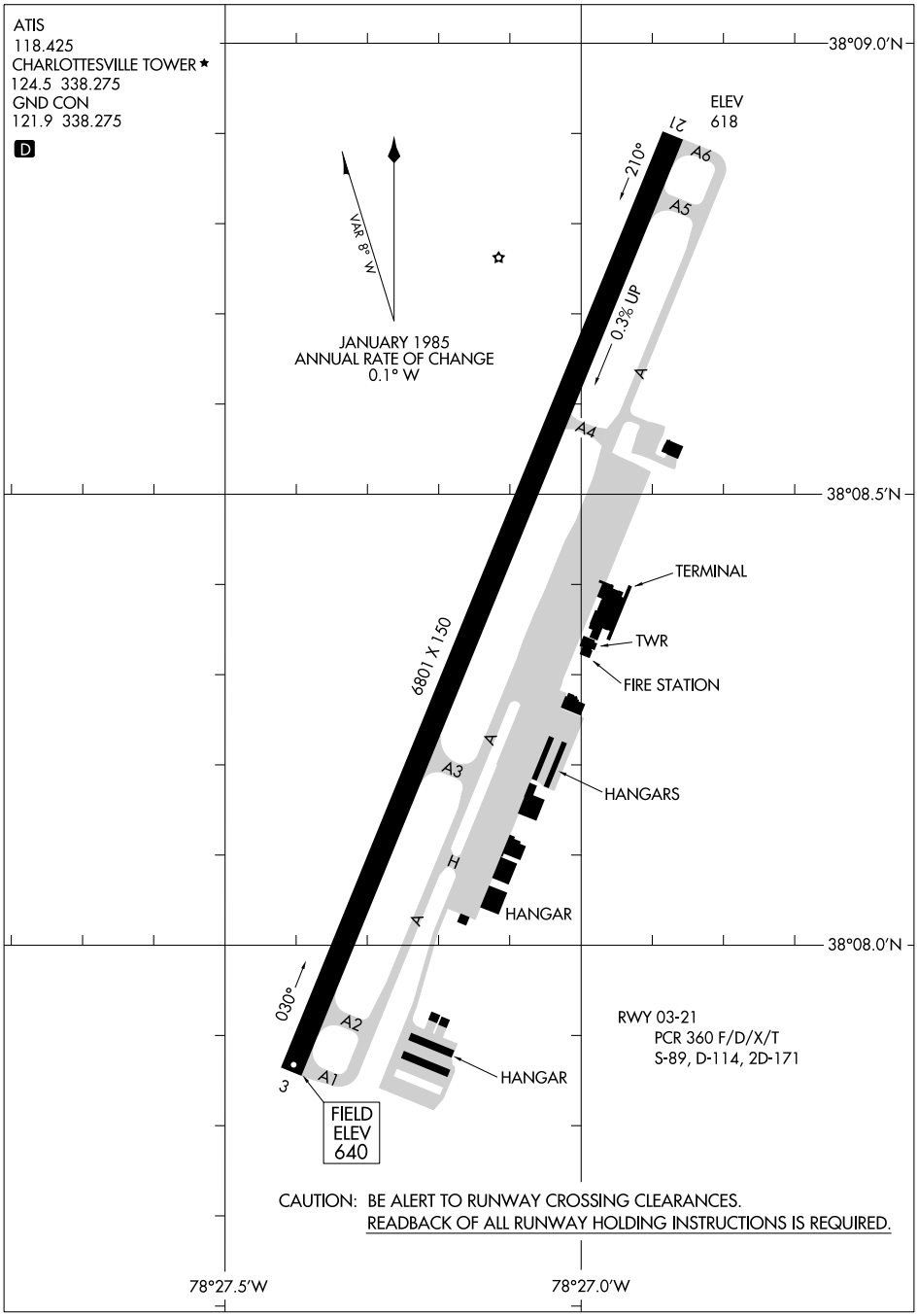


CATEGORY	A	B	C	D
LPV DA	826-1 200 (200-1)			
LNAV/VNAV DA	1588-4 962 (1000-4)			

HIRL Rwy 3-21 L
REIL Rwy 21 L

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026



NE-3, 03 SEP 2026 to 29 OCT 2026

CHASE CITY, VIRGINIA | AL-6263 (FAA) | 22307

RNAV (GPS) RWY 18

CHASE CITY MUNI (CXE)

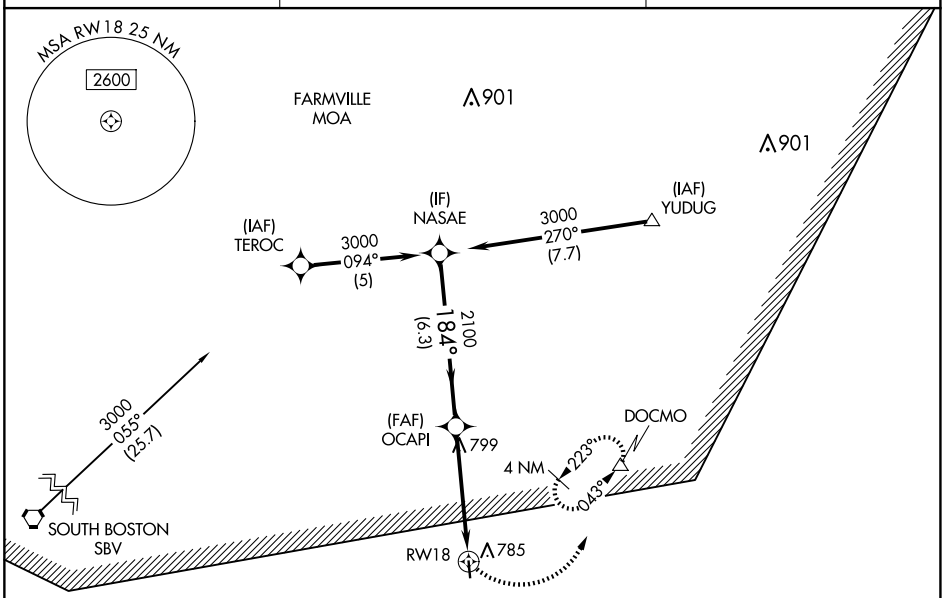
APP CRS		
184°	Rwy Idg	3400
	TDZE	503
	Apt Elev	503

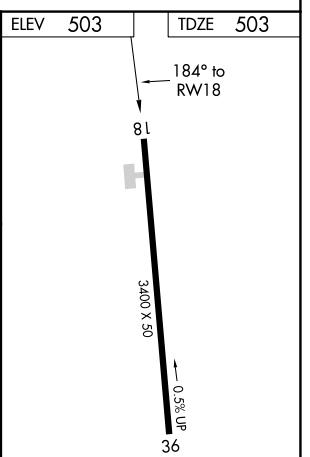
RNP APCH - GPS.

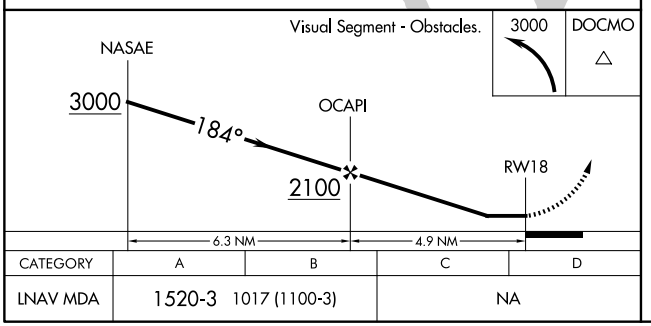
Procedure NA at night. Rwy 18 helicopter visibility reduction below 1 SM NA.

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

AWOS-3	WASHINGTON CENTER	CTAF
121.225	118.75 377.1	122.9







CATEGORY	A	B	C	D
LNAV MDA	1520-3	1017 (1100-3)	NA	

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 36

CHASE CITY MUNI (CXE)

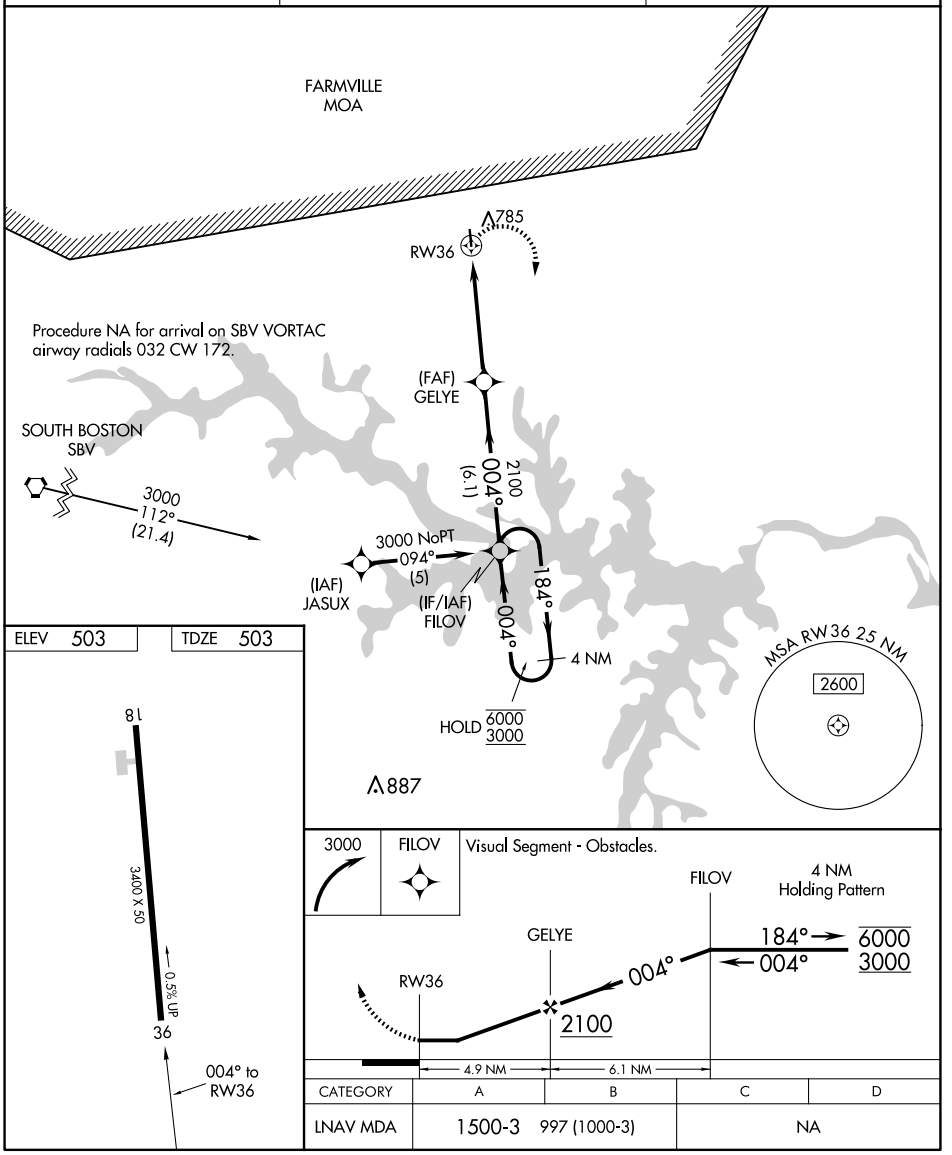
APP CRS	Rwy Idg	3400
004°	TDZE	503
	Apt Elev	503

RNP APCH - GPS.

Procedure NA at night.
Rwy 36 helicopter visibility reduction below 1 SM NA.

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

AWOS-3	WASHINGTON CENTER	CTAF
121.225	118.75 377.1	122.9



CATEGORY	A	B	C	D
LNAV MDA	1500-3	997 (1000-3)	NA	

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

CHURCHVILLE, MARYLAND AL-9277 (FAA) 26022

WAAS	APP CRS	Rwy Ldg	3354
CH **45847**	**189°**	TDZE	**412**
W19A		Apt Elev	**412**

RNAV (GPS) RWY 19

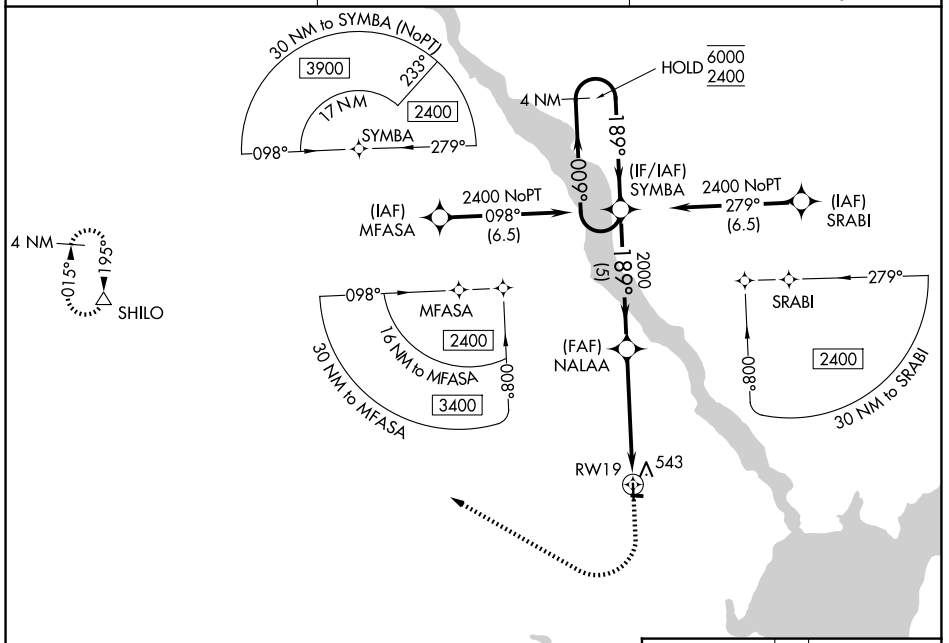
HARFORD COUNTY (ØW3)

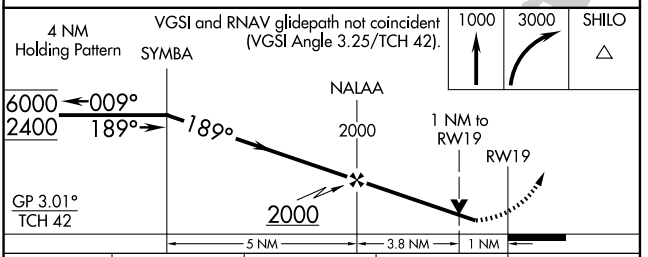
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 19 helicopter visibility reduction below ¾ SM NA. Circling Rwy 1 NA at night. Circling NA for Cat C west of Rwy 1-19.

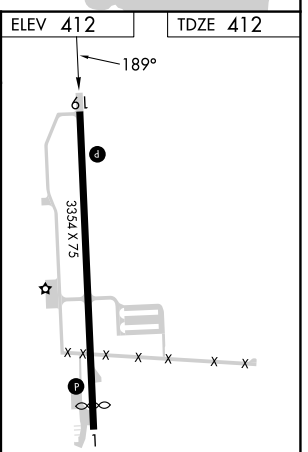
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct SHILO and hold.

AWOS-3PT	POTOMAC APP CON	UNICOM
132.725	**125.525 291.625**	**122.8** (CTAF) L





CATEGORY	A	B	C	D
LPV DA	696-⅞ 284 (300-⅞)			NA
LNAV/VNAV DA	693-⅞ 281 (300-⅞)			NA
LNAV MDA	800-1 388 (400-1)		800-1⅛ 388 (400-1⅛)	NA
CIRCLING	860-1 448 (500-1)	880-1 468 (500-1)	880-1½ 468 (500-1½)	NA



CHURCHVILLE, MARYLAND
Orig 22JAN26

39°34'N-76°12'W

HARFORD COUNTY (ØW3)

RNAV (GPS) RWY 19

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 4

LAKE COUNTRY RGNL (W63)

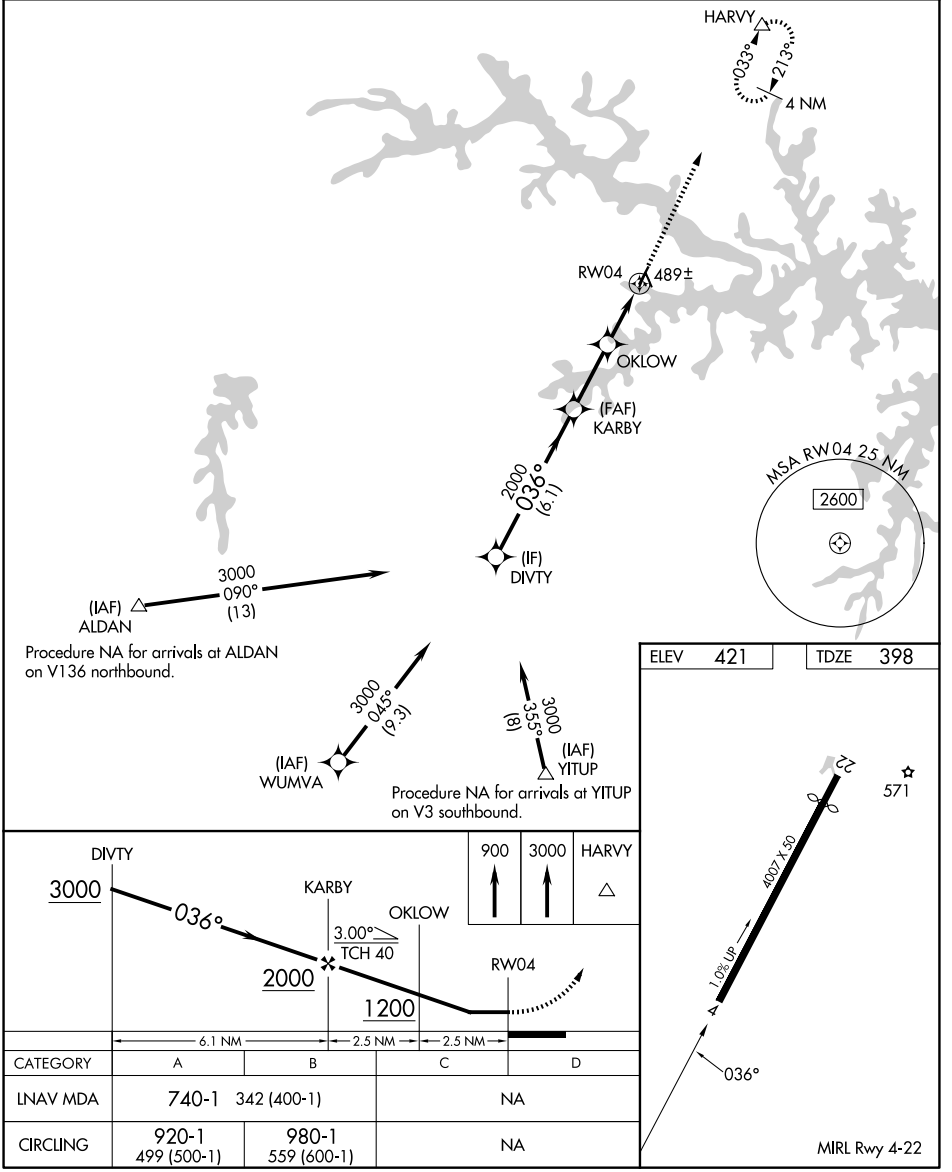
APP CRS	Rwy Ldg	4007
036°	TDZE	398
	Apt Elev	421

RNP APCH - GPS.

Rwy 4 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use CXE altimeter setting and increase all MDA 40 feet. Procedure NA at night.

MISSED APPROACH: Climb to 900 then climb to 3000 direct HARVY and hold, continue climb-in-hold.

AWOS-3	WASHINGTON CENTER	CTAF
118.225	118.75 377.1	122.9



CATEGORY	A	B	C	D
LNAV MDA	740-1 342 (400-1)		NA	
CIRCLING	920-1 499 (500-1)	980-1 559 (600-1)	NA	

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

COLLEGE PARK, MARYLAND

AL-6720 (FAA)

25331

RNAV (GPS)-A

COLLEGE PARK (CGS)

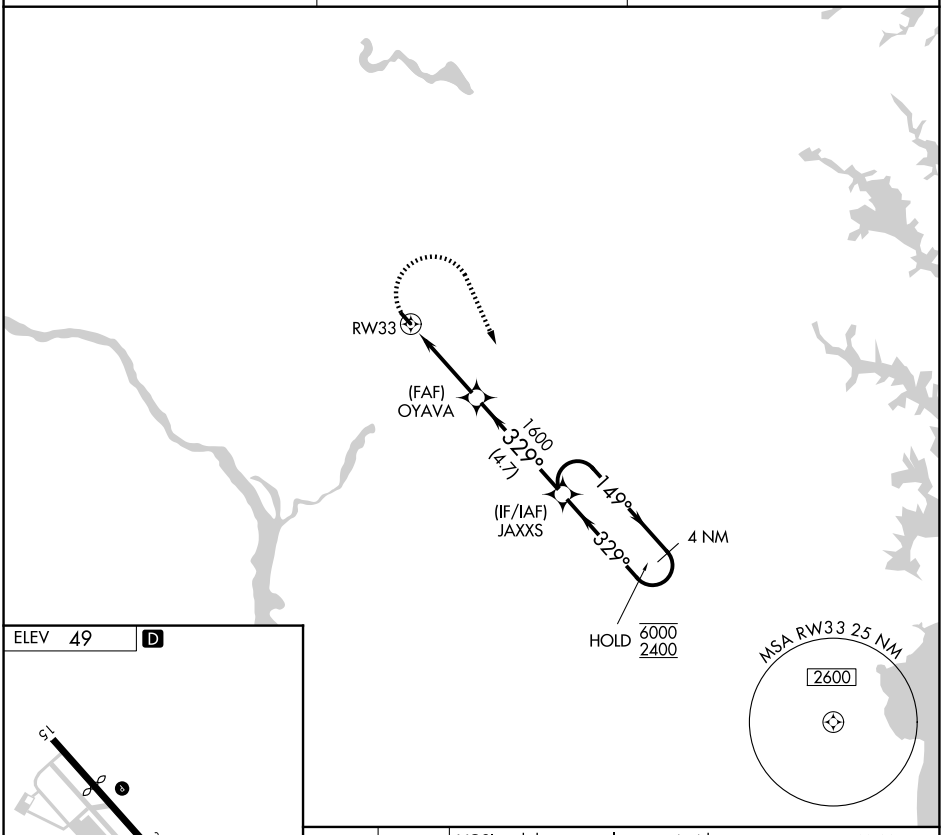
APP CRS	Rwy Ldg	N/A
329°	TDZE	N/A
	Apt Elev	49

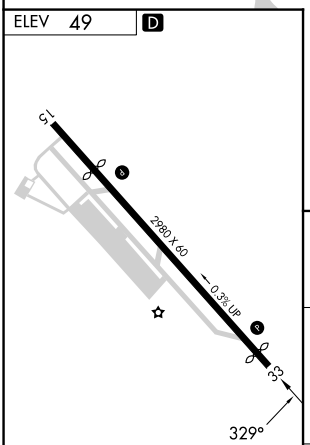
RNP APCH - GPS.

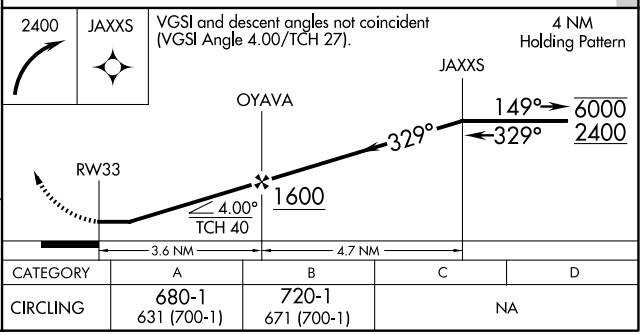
When local altimeter setting not received, use DCA altimeter setting and increase all MDAs 40 feet. Rwy 15, 33 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 2400 direct JAXXS and hold, continue climb in hold to 2400.

AWOS-3	POTOMAC APP CON	UNICOM
121.225	125.65 348.725	122.975 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	680-1 631 (700-1)	720-1 671 (700-1)	NA	

REIL Rwys 15 and 33 L
MIRL Rwy 15-33 L

COLLEGE PARK, MARYLAND
Orig 27NOV25

38°59'N - 76°55'W

COLLEGE PARK (CGS)

RNAV (GPS)-A

NE-3, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	N/A
150°	TDZE	N/A
	Apt Elev	422

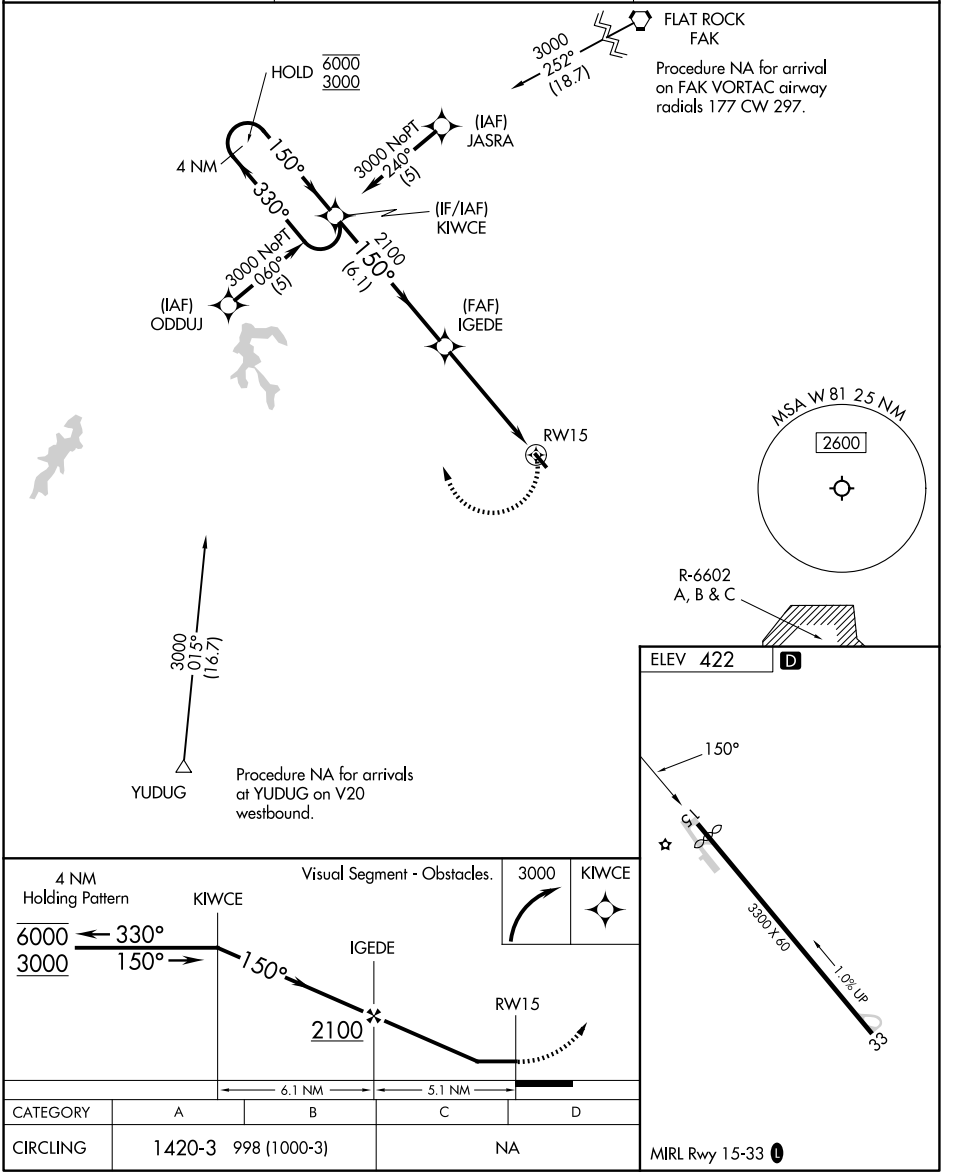
RNAV (GPS)-A
CREWE MUNI (W81)

RNP APCH - GPS.

Procedure NA at night.
Rwy 15 helicopter visibility reduction below 1 SM NA.

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

AWOS-3	WASHINGTON CENTER	UNICOM
119.05	118.75 377.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1420-3	998 (1000-3)	NA	

MIRL Rwy 15-33 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

CREWE, VIRGINIA AL-10445 (FAA) 25219

APP CRS	Rwy Ldg	N/A
315°	TDZE	N/A
	Apt Elev	422

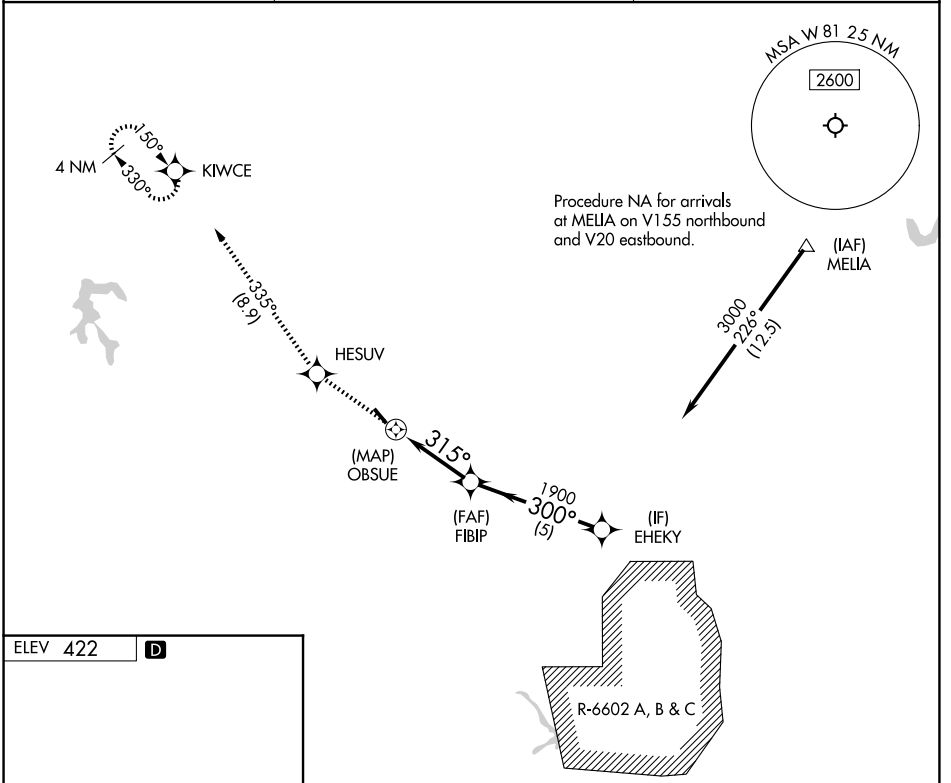
RNAV (GPS)-B
CREWE MUNI (W81)

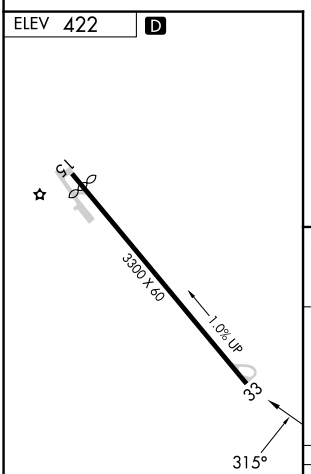
RNP APCH - GPS.

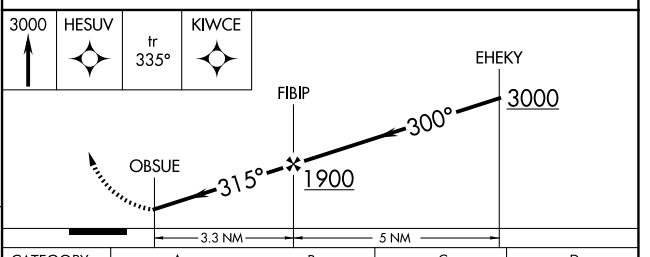
T Procedure NA at night.
A Rwy 15 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct HESUV and on track 335° to KIWCE and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
119.05	118.75 377.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1420-3	998 (1000-3)	NA	

CREWE, VIRGINIA
Amdt 1 07OCT21

37°11'N-78°06'W

CREWE MUNI (W81)
RNAV (GPS)-B

NE-3, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	N/A
322°	TDZE	N/A
	Apt Elev	4

RNAV (GPS)-B

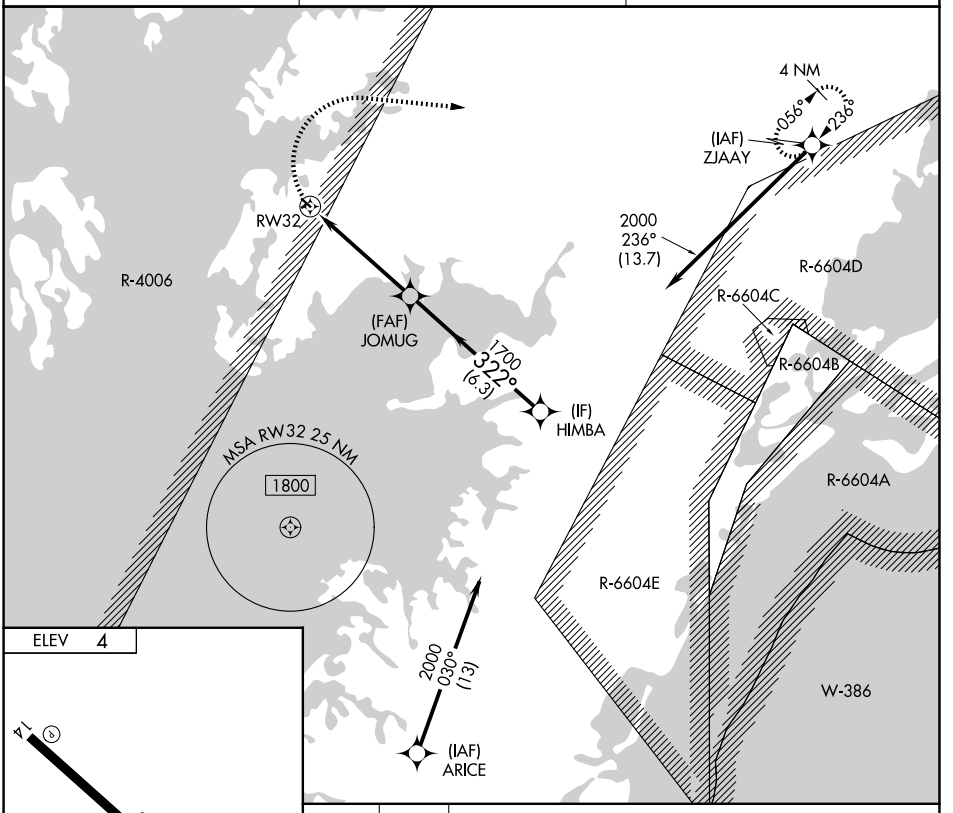
CRISFIELD-SOMERSET COUNTY (W41)

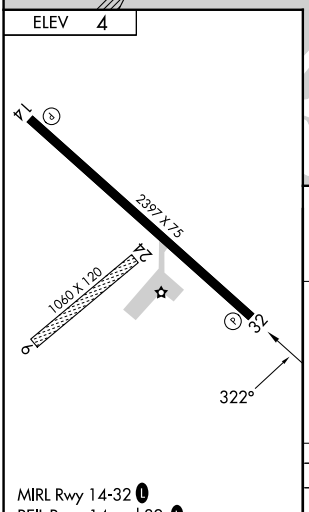
RNP APCH - GPS.

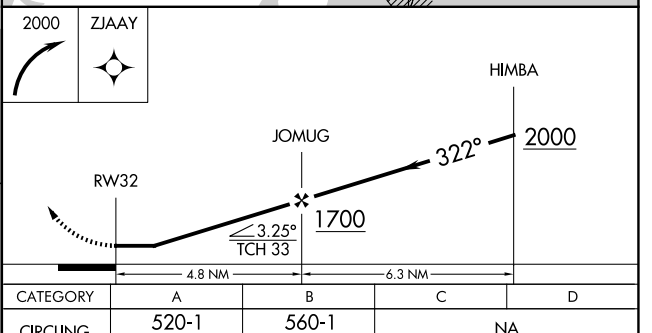
Circling NA to Rwys 6 and 24. Procedure NA at night. Use WAL altimeter setting. Rwy 14, 32 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 2000 direct ZJAAY and hold.

WAL ASOS	PATUXENT APP CON ★	UNICOM
119.175	127.95 314.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	520-1 516 (600-1)	560-1 556 (600-1)	NA	

MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

CULPEPER, VIRGINIA AL-5877 (FAA) 26246

RNAV (GPS) RWY 4

CULPEPER RGNL (CJR)

WAAS	APP CRS	Rwy Ldg	5000
CH 77606	038°	TDZE	316
W04A		Apt Elev	316

RNP APCH - GPS.

T A Rwy 4 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. Baro-VNAV and VDP NA when using IAD altimeter setting. When local altimeter setting not received, use IAD altimeter setting and increase LPV DA to 683 feet; increase LNAV/VNAV DA to 906 feet; increase all MDAs 80 feet and visibility Cats C/D ¼ SM.

MISSED APPROACH: Climb to 3000 direct DOYAT and hold.

AWOS-3PT	POTOMAC APP CON	CLNC DEL	UNICOM
119.325	128.525 306.925	121.6	123.075 (CTAF) L

MISSED APCH FIX 4 NM 038° 218° DOYAT

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

CASANOVA CSN

3000 to FAXIK 207° (18.2)

RW04

(FAF) GORLE

2100 038° (6.1)

(IF/IAF) FAXIK

038° 218°

3000 NoPT 038° (6.2)

HOLD 6000 3000 4 NM

(IAF) BUVBE

WARNING -- WASHINGTON DC SFRA. CONTACT POTOMAC APP CON

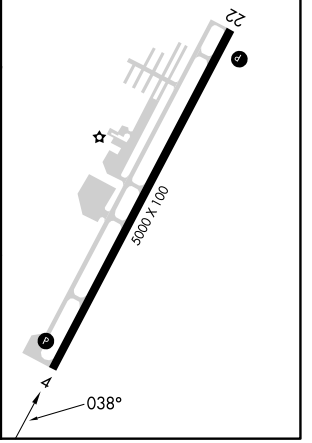
WASHINGTON DC METROPOLITAN SFRA

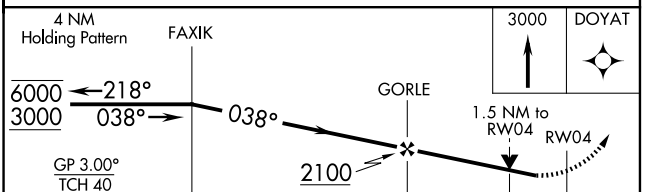
MSA RW04 25 NM 5300

ELEV 316 TDZE 316

REIL Rwys 4 and 22 L

MIRL Rwy 4-22 L





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)	

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 22

CULPEPER RGNL (CJR)

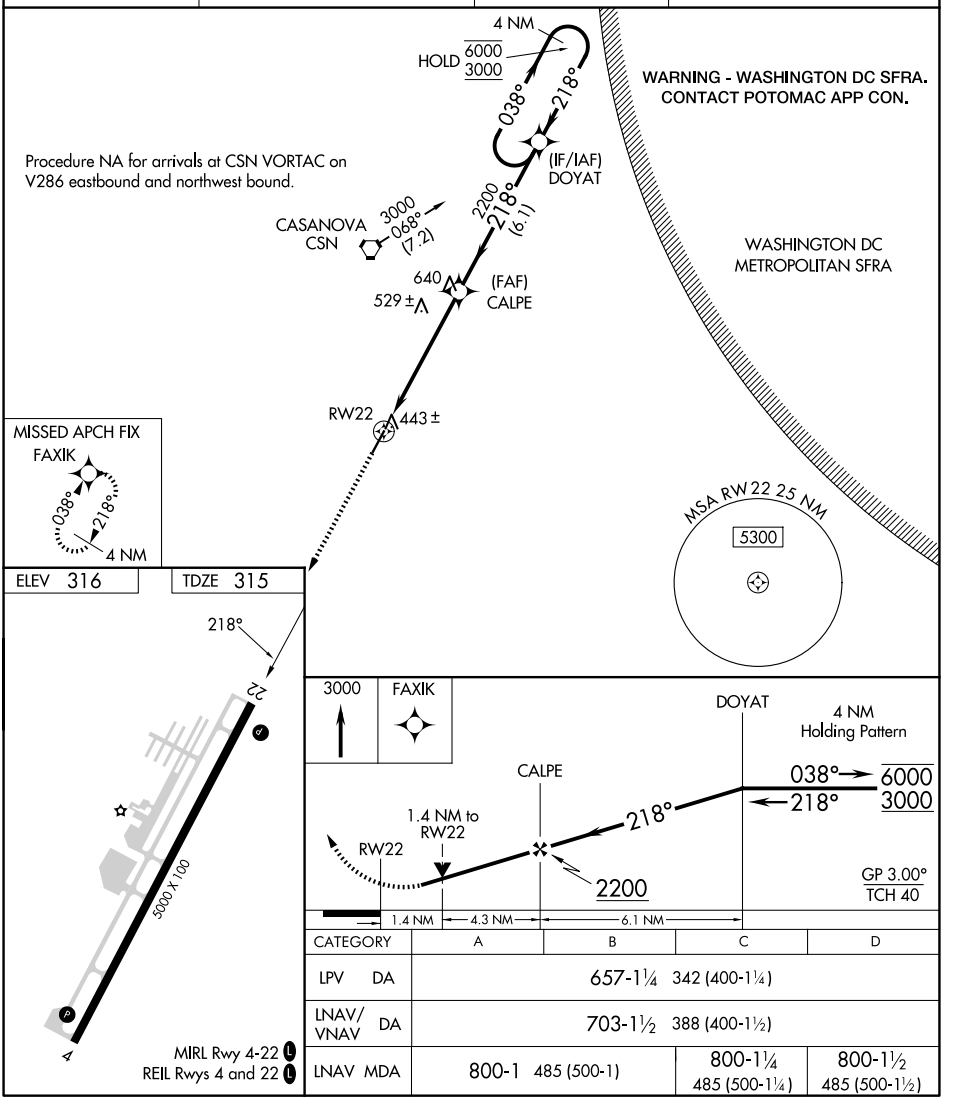
WAAS	APP CRS	Rwy Ldg	5000
CH 56306	218°	TDZE	315
W22A		Apt Elev	316

RNP APCH - GPS.

Rwy 22 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. Baro-VNAV and VDP NA when using IAD altimeter setting. When local altimeter setting not received, use IAD altimeter setting and increase LPV DA to 730 feet; increase LNAV/VNAV DA to 776 feet; increase all MDAs 80 feet and visibility Cats C ¼ SM and D ⅛ SM.

MISSED APPROACH: Climb to 3000 direct FAXIK and hold.

AWOS-3PT	POTOMAC APP CON	CLNC DEL	UNICOM
119.325	128.525 306.925	121.6	123.075 (CTAF) L



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)

NE-3, 03 SEP 2026 to 29 OCT 2026

CULPEPER, VIRGINIA

AL-5877 (FAA)

26246

LOC RWY 4

CULPEPER RGNL (CJR)

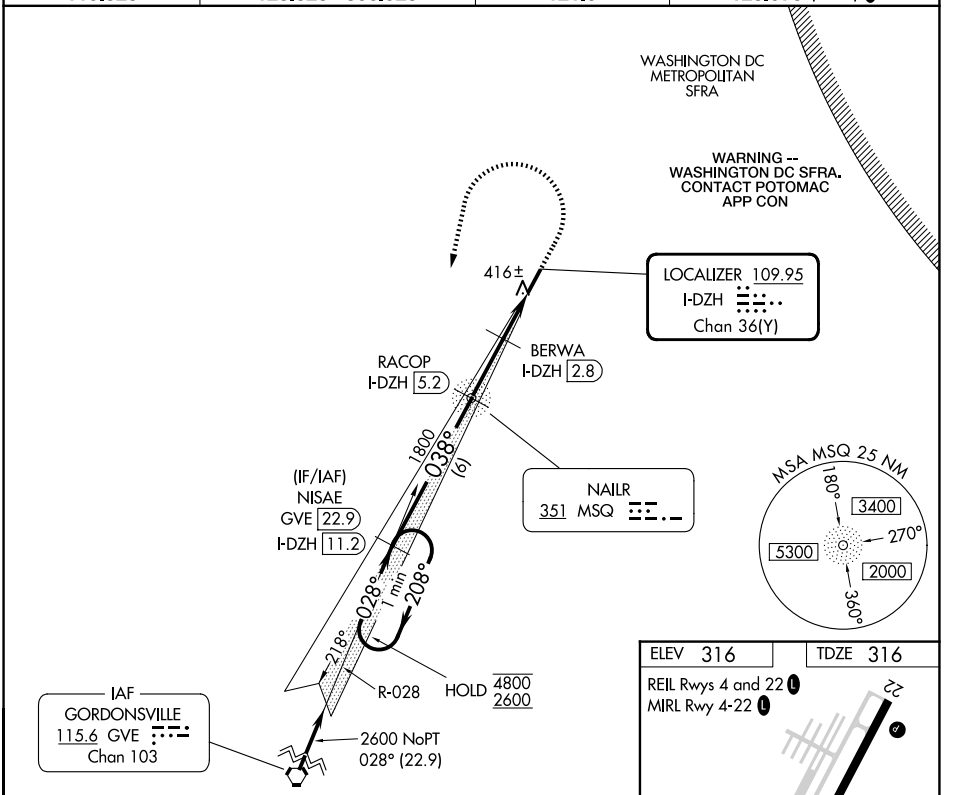
LOC/DME I-DZH	APP CRS	Rwy Ldg	5000
109.95	038°	TDZE	316
Chan 36 (Y)		Apt Elev	316

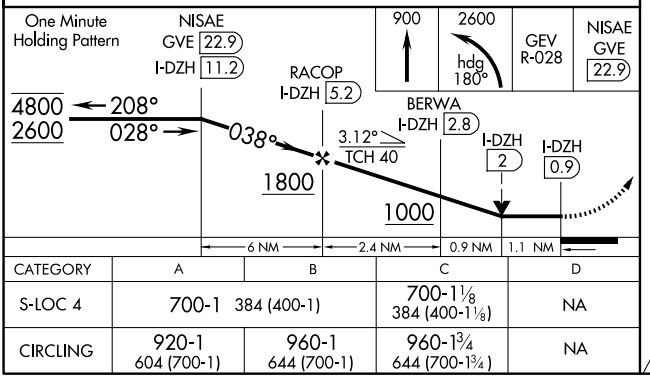
DME required.

T A Rwy 4 helicopter visibility reduction below ¾ SM NA.

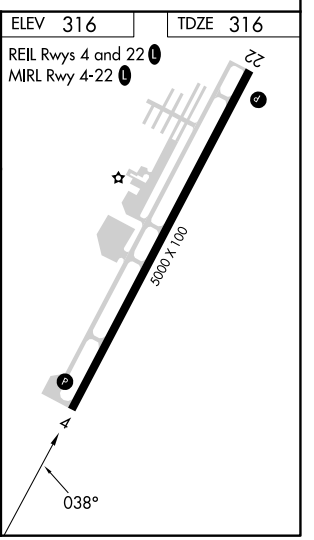
MISSED APPROACH: Climb to 900 then climbing left turn to 2600 on heading 180° and GVE VORTAC R-028 to NISAE/GVE 22.9 DME and hold.

AWOS-3PT	POTOMAC APP CON	CLNC DEL	UNICOM
119.325	128.525 306.925	121.6	123.075 (CTAF) L





CATEGORY	A	B	C	D
S-LOC 4	700-1 384 (400-1)		700-1 1/8 384 (400-1 1/8)	NA
CIRCLING	920-1 604 (700-1)	960-1 644 (700-1)	960-1 3/4 644 (700-1 3/4)	NA



NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 5

GREATER CUMBERLAND RGNL (CBE)

WAAS	APP CRS	Rwy Ldg	3929
CH 40447	030°	TDZE	753
W05A		Apt Elev	758

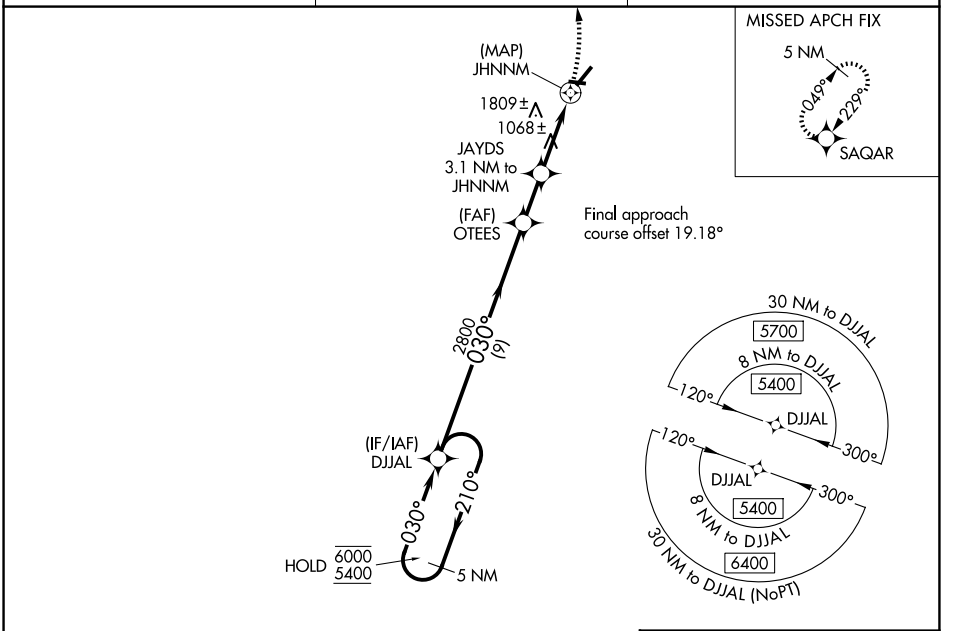
RNP APCH - GPS.

Circling NA northwest of Rwys 5 and 23. Helicopter visibility reduction below 1 SM NA. Straight-in Rwy 5 NA at night, Circling Rwy 5, 11, 29 NA at night.

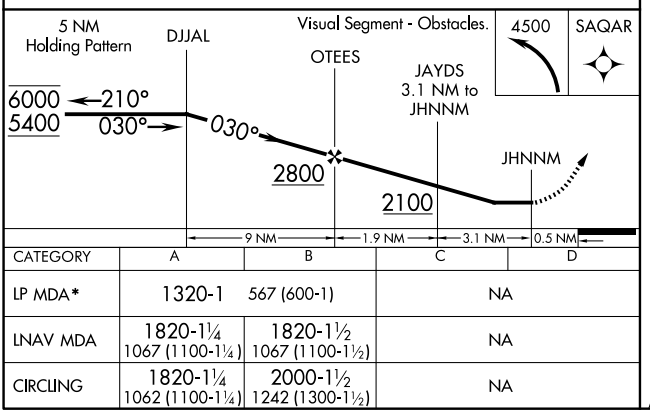
-14°C

MISSED APPROACH: Climbing left turn to 4500 direct SAQAR and hold. *Missed approach requires minimum climb of 255 feet per NM to 3000.

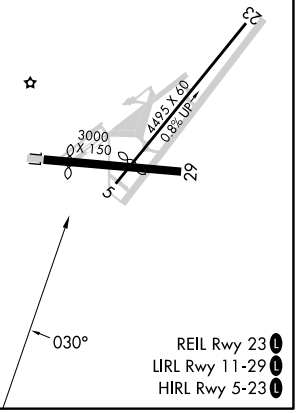
AWOS-3P	JOHNSTOWN APP CON ★	UNICOM
128.625	121.2 299.2	122.8 (CTAF) L



ELEV 758 TDZE 753



CATEGORY	A	B	C	D
LP MDA*	1320-1	567 (600-1)	NA	
LNAV MDA	1820-1¼ 1067 (1100-1¼)	1820-1½ 1067 (1100-1½)	NA	
CIRCLING	1820-1¼ 1062 (1100-1¼)	2000-1½ 1242 (1300-1½)	NA	



NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 23

GREATER CUMBERLAND RGNL (CBE)

WAAS	APP CRS	Rwy Ldg	4495
CH 82647	229°	TDZE	758
W23A		Apt Elev	758

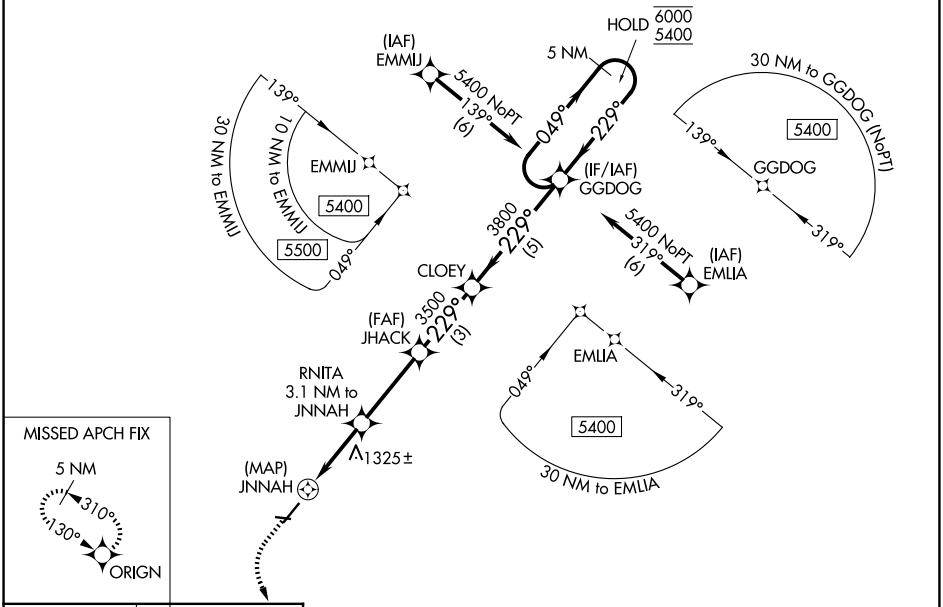
RNP APCH - GPS.

Circling Rwy 5, 11, 29 NA at night. Circling NA northwest of Rwy 5-23. Rwy 23 helicopter visibility reduction below ¾ SM NA.

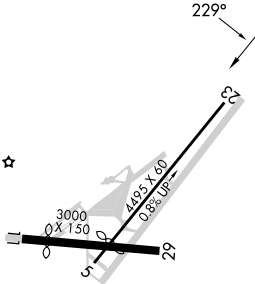
-14°C

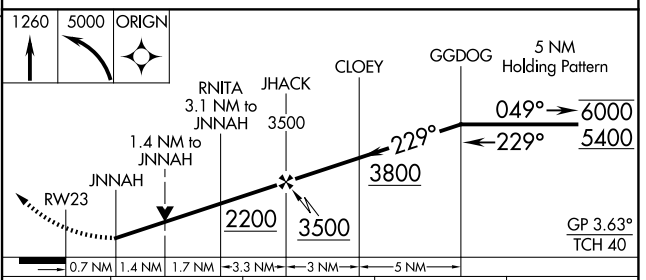
MISSED APPROACH: Climb to 1260 then climbing left turn to 5000 direct ORIGN and hold, continue climb-in-hold to 5000.
*Missed approach requires minimum climb of 400 feet per NM to 1500.

AWOS-3P	JOHNSTOWN APP CON★	UNICOM
128.625	121.2 299.2	122.8 (CTAF) L



ELEV 758	TDZE 758





CATEGORY	A	B	C	D
LPV DA*	1048-1	290 (300-1)	NA	
LNAV MDA	1560-1 802 (900-1)	1560-1¼ 802 (900-1¼)	NA	
CIRCLING	1560-1 802 (900-1)	2000-1½ 1242 (1300-1½)	NA	

REIL Rwy 23 L
LIRL Rwy 11-29 L
HIRL Rwy 5-23 L

CUMBERLAND, MARYLAND
Orig 19MAR26

39°37'N-78°46'W

GREATER CUMBERLAND RGNL (CBE)

RNAV (GPS) RWY 23

NE-3, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 2

DANVILLE RGNL (DAN)

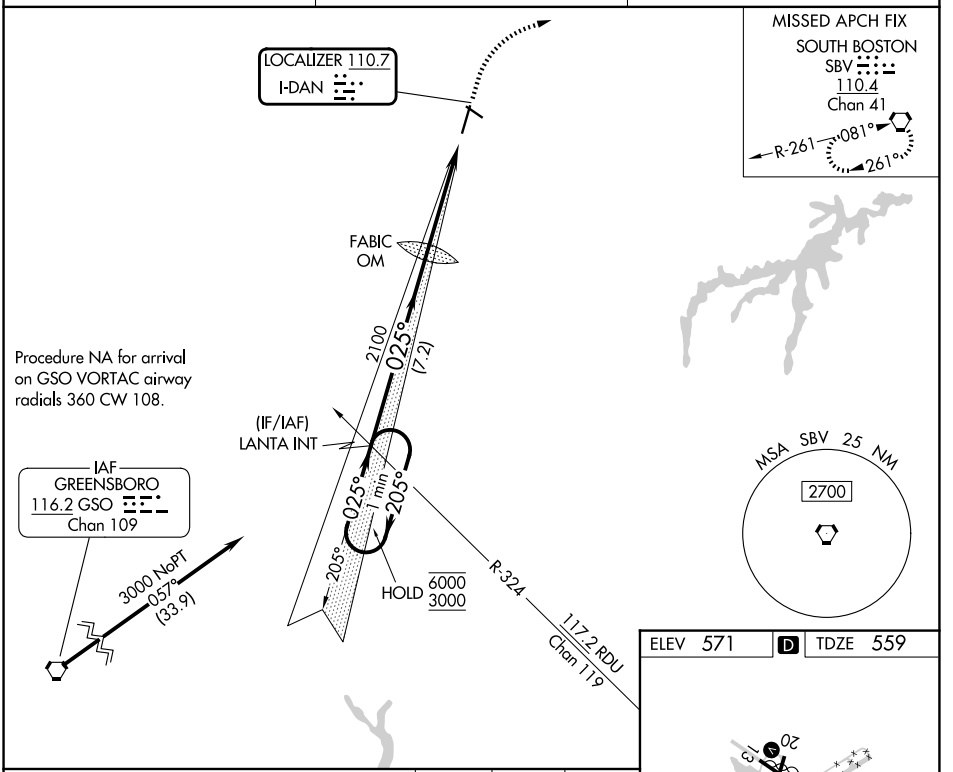
LOC I-DAN	APP CRS	Rwy Ldg	5600
110.7	025°	TDZE	559
		Apt Elev	571

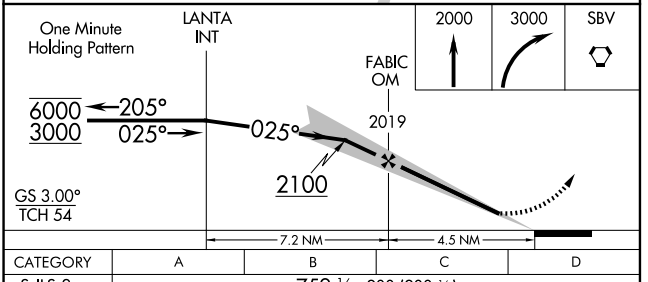
For inop ALS, increase S-LOC 2 Cat C/D visibility to 1⅜ SM.

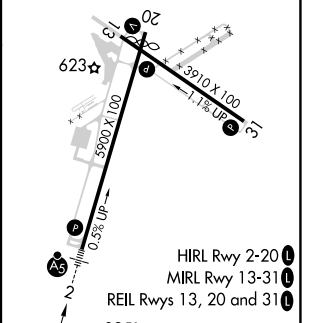
MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct SBV VORTAC and hold.

ASOS	WASHINGTON CENTER	UNICOM
128.125	124.05 352.0	123.05 (CTAF)







CATEGORY	A	B	C	D
S-ILS 2	759-½ 200 (200-½)			
S-LOC 2	1020-½ 461 (500-½)		1020-1 461 (500-1)	
CIRCLING	1120-1 549 (600-1)		1120-1½ 549 (600-1½)	1200-2 629 (700-2)

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, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 2

DANVILLE RGNL (DAN)

WAAS	APP CRS	Rwy Ldg	5600
CH 42916	025°	TDZE	559
W02A		Apt Elev	571

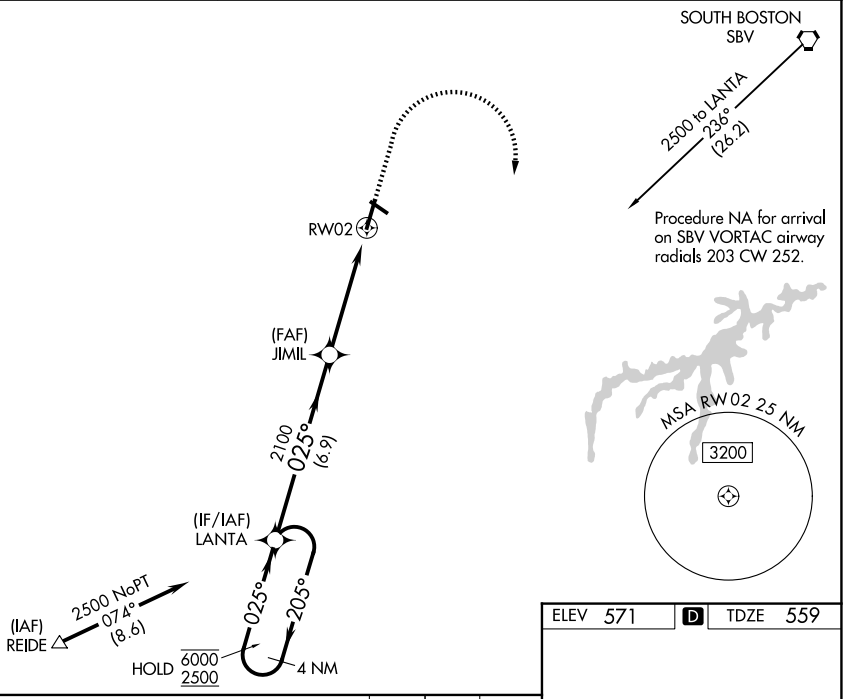
RNP APCH.

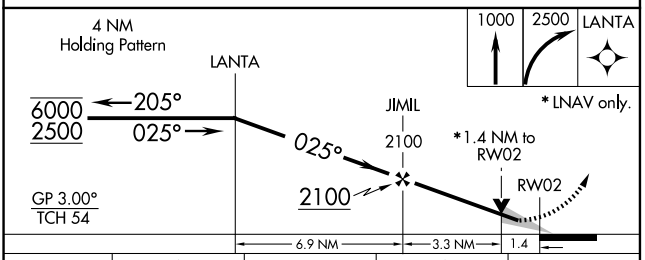
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. For inop ALS increase LNAV/VNAV all Cats visibility to 1 SM. Increase LNAV Cats C/D visibility to 1⅜ SM.

MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct LANTA and hold.

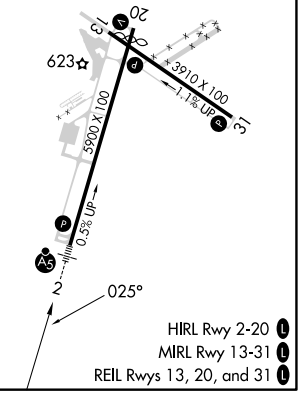
ASOS	WASHINGTON CENTER	UNICOM
128.125	124.05 352.0	123.05 (CTAF) L





CATEGORY	A	B	C	D
LPV DA		759-½	200 (200-½)	
LNAV/VNAV DA		924-⅝	365 (400-⅝)	
LNAV MDA	1040-½ 481 (500-½)		1040-1 481 (500-1)	
CIRCLING	1120-1 549 (600-1)		1120-1½ 549 (600-1½)	1200-2 629 (700-2)

ELEV 571 D TDZE 559



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

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 20

DANVILLE RGNL (DAN)

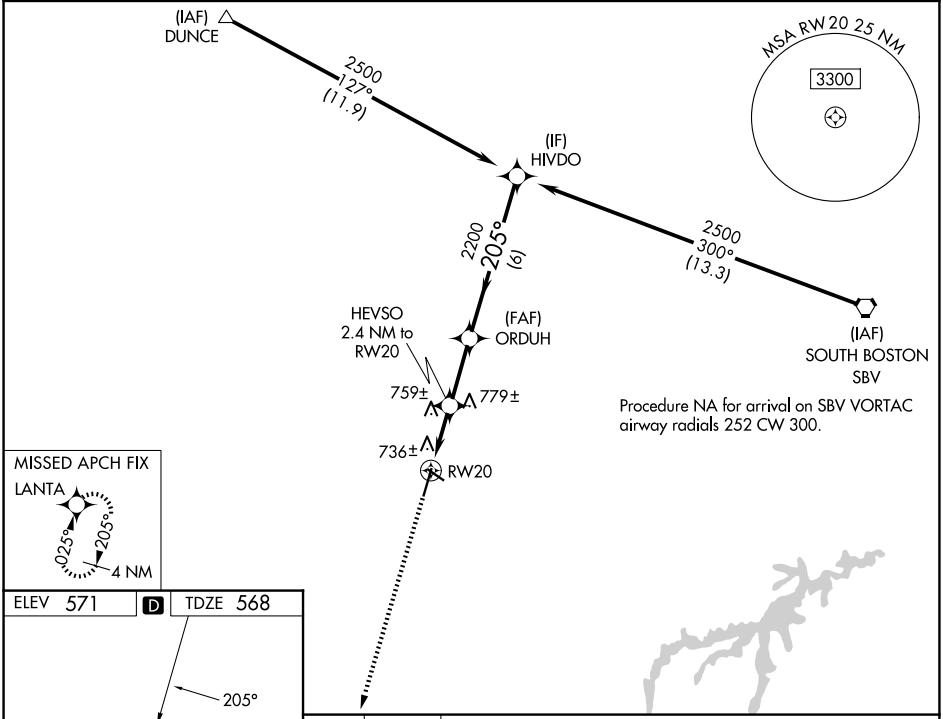
WAAS CH 87116 W20A	APP CRS 205°	Rwy Ldg 5600 / TDZE 568 / Apt Elev 571

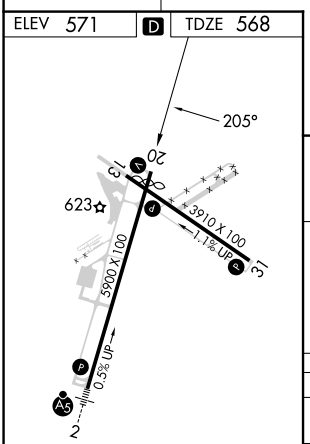
RNP APCH.

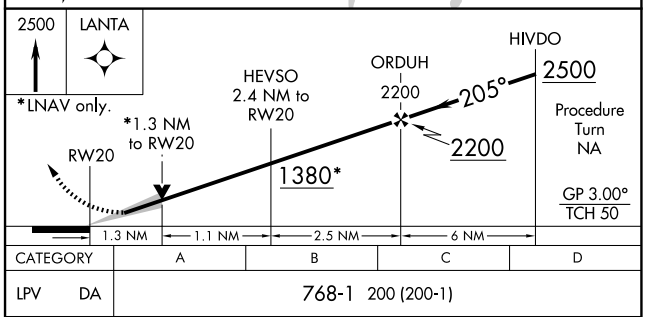
Baro-VNAV NA when using Roxboro, NC altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. When local altimeter setting not received, use Roxboro, NC altimeter setting and increase all DA 62 feet and all MDA 80 feet; increase LPV and LNAV/VNAV all Cats visibility ¼ mile and LNAV Cats C and D ¼ mile. VDP NA with Roxboro, NC altimeter setting.

MISSED APPROACH: Climb to 2500 direct LANTA and hold.

ASOS	WASHINGTON CENTER	UNICOM
128.125	124.05 352.0	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	768-1 200 (200-1)			
LNAV/VNAV DA	1026-1½ 458 (500-1½)			
LNAV MDA	1020-1 452 (500-1)		1020-1¼ 452 (500-1¼)	1020-1½ 452 (500-1½)

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

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

DANVILLE, VIRGINIA | AL-599 (FAA) | 26134

RNAV (GPS) RWY 31

DANVILLE RGNL (DAN)

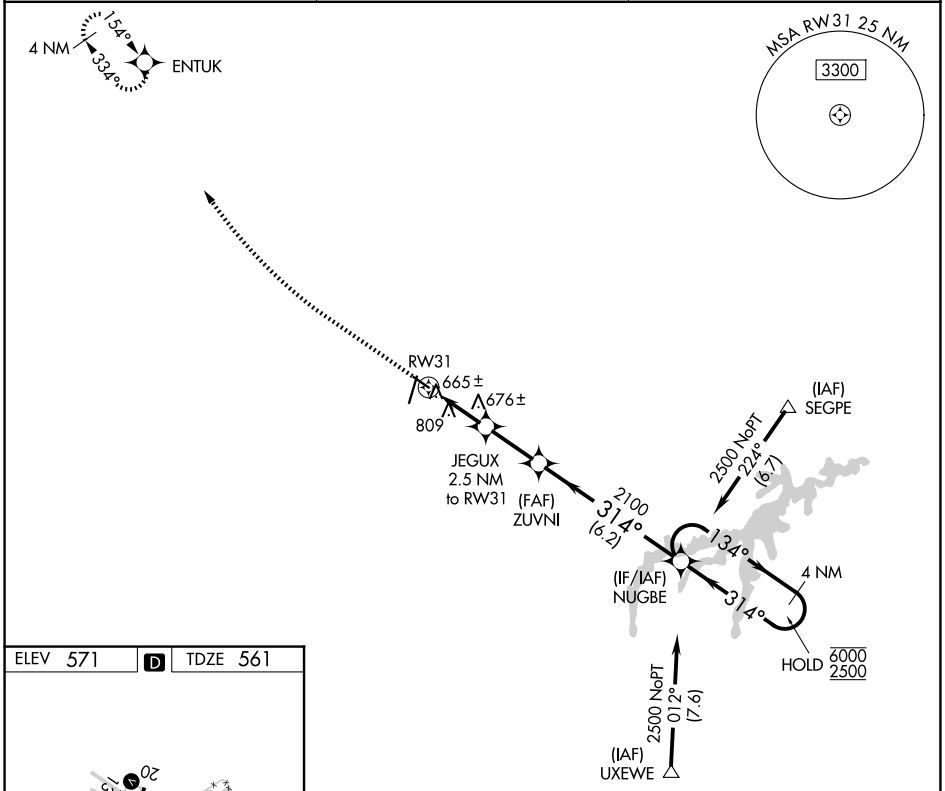
WAAS	APP CRS	Rwy Ldg	3910
CH 93631	314°	TDZE	561
W31A		Apt Elev	571

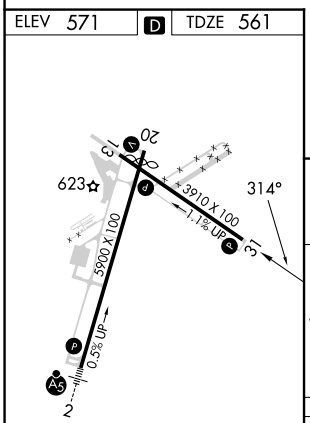
RNP APCH.

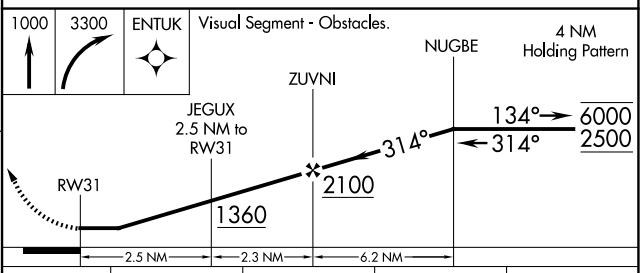
T A Rwy 31 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3300 direct ENTUK and hold.

ASOS	WASHINGTON CENTER	UNICOM
128.125	124.05 352.0	123.05 (CTAF) L







CATEGORY	A	B	C	D
LP MDA	920-1 359 (400-1)		NA	
LNAV MDA	1060-1 499 (500-1)		NA	

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

DANVILLE, VIRGINIA
Amdt 1 10SEP20

36°34'N-79°20'W

DANVILLE RGNL (DAN)

RNAV (GPS) RWY 31

NE-3, 03 SEP 2026 to 29 OCT 2026

FORT BELVOIR, VIRGINIA

ILS or LOC RWY 32

LOC/DME I-DAA	APCH CRS	Rwy ldg	4529
108.9	322°	TDZE	68
Chan 26		Arpt Elev	74

[USA] DAVISON AAF (FORT BELVOIR) (KDAA)

RADAR required for procedure entry from DCA VOR.

▼ * When ALS inop, increase RVR to 45, vis to ⅞ mile.
** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CD vis to 1⅜ miles.
*** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CD vis to 1⅝ miles.

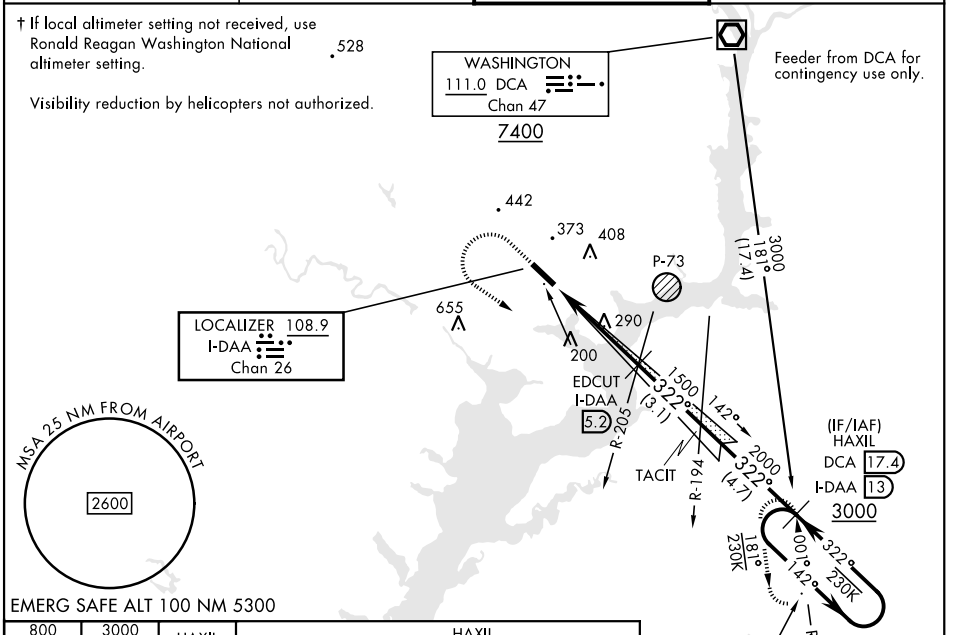
MALSF

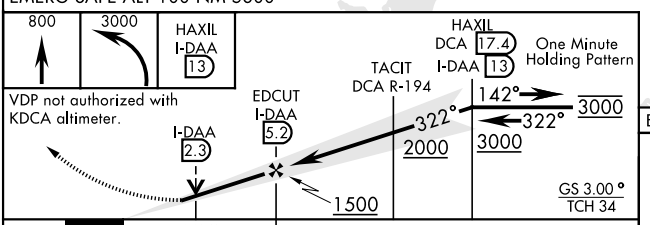
MISSED APPROACH: Climb to 800, then climbing left turn to 3000 direct to HAXIL (DCA R-181/ 17.4 DME) and hold. Continue climb in hold to 3000.

ATIS	POTOMAC APP CON	TOWER ★	GND CON
128.175	118.95 319.1	124.275 (CTAF) 229.4	121.9 351.8

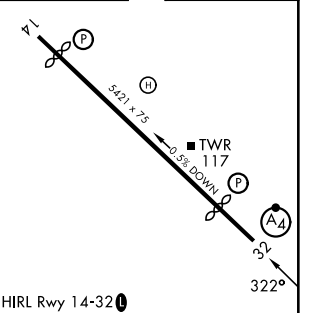
† If local altimeter setting not received, use Ronald Reagan Washington National altimeter setting.

Visibility reduction by helicopters not authorized.





ELEV 74	TDZE 68



HIRL Rwy 14-32

CATEGORY	A	B	C	D
S-ILS 32*	348/40 280 (300-¾)			
S-LOC 32**	580/40 512 (600-¾)		580-1¼ 512 (600-1¼)	
CIRCLING	680-1 606 (700-1)	720-1 646 (700-1)	760-2 686 (700-2)	1000-3 926 (1000-3)
† RONALD REAGAN WASHINGTON NATIONAL ALTIMETER SETTING MINIMUMS				
S-ILS 32	388/40 320 (400-¾)			
S-LOC 32***	620/40 552 (600-¾)		620-1⅜ 552 (600-1⅜)	
CIRCLING	720-1 646 (700-1)	760-1 686 (700-1)	800-2 726 (800-2)	1040-3 966 (1000-3)

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

FORT BELVOIR, VIRGINIA 38°43'N-77°11'W DAVISON AAF (FORT BELVOIR) (KDAA)

Amdt 1 23JAN25

ILS or LOC RWY 32

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

26106

FORT BELVOIR, VIRGINIA

RNAV (GPS) RWY 14

APCH CRS	Rwy ldg	4930
142°	TDZE	60
	Arpt Elev	74

(USA)

DAVISON AAF (FORT BELVOIR) (KDAA)

RNP APCH-GPS

* If local altimeter setting not received, use Ronald Reagan Washington National altimeter setting. VDP NA with Ronald Reagan Washington Natl altimeter setting.

MISSED APPROACH: Climb to 2000 direct UDUCY and hold.

ATIS	POTOMAC APP CON	TOWER★	GND CON
128.175	118.95 319.1	124.275 (CTAF) 229.4	121.9 351.8

Visibility reduction by helicopters NA.

(IAF) ARMEL AML

1900 145° (7.4)

(IF) AMOKY

1700 142° (6.1)

(FAF) STEAD

442

439

SAWYR

373

408

P73

RW14

655

685

UDUCY

HOLD 10,000 2000

323°

230K

143°

5 NM

631

MSA RW14 25 NM

2600

AMOKY

Visual Segments - Obstacles

1900

142°

STEAD

1700

SAWYR

1180

1.8 NM to RW14

RW14

1.6 NM

3.3 NM

2000

UDUCY

ELEV 74

TDZE 60

142°

0.5% UP

5421 x 75

TWR

32

CATEGORY	A	B	C	D
LNAV MDA	700/55 640 (700-1)		700-1¾ 640 (700-1¾)	
CIRCLING	700-1 626 (700-1)	720-1 646 (700-1)	760-2 686 (700-2)	1000-3 926 (1000-3)
*RONALD REAGAN WASHINGTON NATIONAL ALTIMETER SETTING MINIMUMS				
LNAV MDA*	740/55 680 (700-1)		740-1⅞ 680 (700-1⅞)	
CIRCLING*	740-1 666 (700-1)	760-1 686 (700-1)	800-2 726 (800-2)	1043-3 966 (1000-3)

HIRL all rwys

FORT BELVOIR, VIRGINIA

38°43'N - 77°11'W

DAVISON AAF (FORT BELVOIR) (KDAA)

Amdt 4 16APR26

RNAV (GPS) RWY 14

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

FORT BELVOIR, VIRGINIA

RNAV (GPS) RWY 32

WAAS CH **91281** **W32A**	APCH CRS **323°**	Rwy ldg **4529** TDZE **68** Arpt Elev **74**

(USA) DAVISON AAF (FORT BELVOIR) (KDAA)

RNP APCH - GPS

MALSF

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct UDUCY and hold.

* When ALS inop, increase RVR to 45, vis to 7/8 mile.
** When ALS inop, increase vis to 1 3/8 miles.
*** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CD vis to 1 3/8 miles.

ATIS	POTOMAC APP CON	TOWER★	GND CON
128.175	**118.95 319.1**	**124.275** (CTAF) **229.4**	**121.9 351.8**

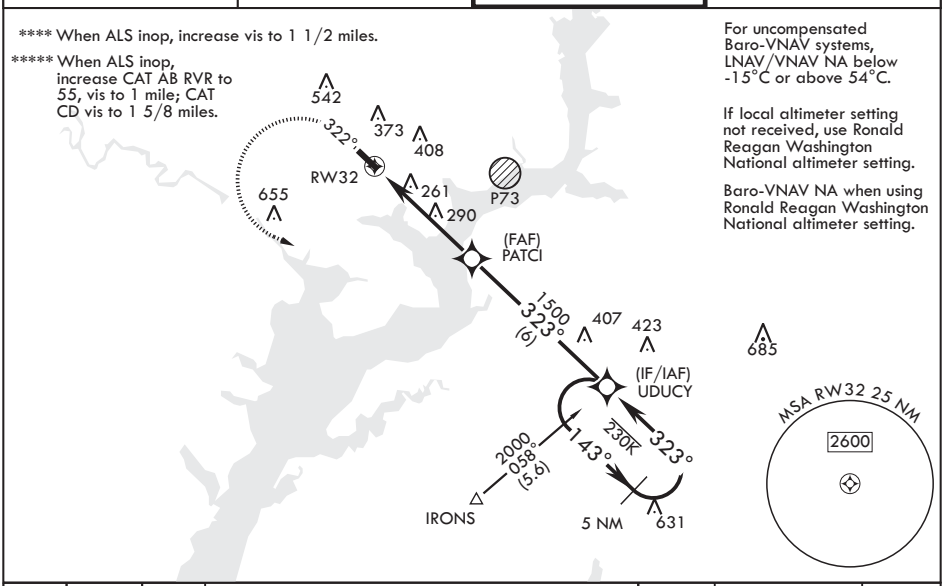
**** When ALS inop, increase vis to 1 1/2 miles.

***** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CD vis to 1 5/8 miles.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

If local altimeter setting not received, use Ronald Reagan Washington National altimeter setting.

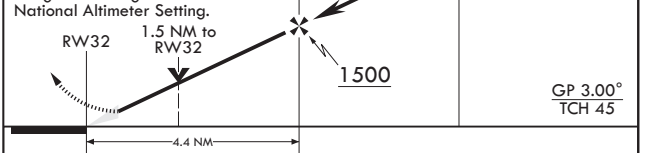
Baro-VNAV NA when using Ronald Reagan Washington National altimeter setting.



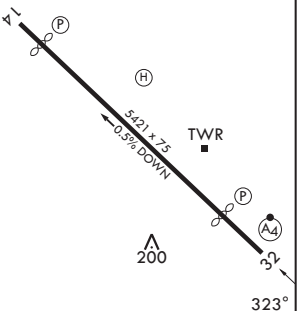
600 crs 322° | 2000 | UDUCY

VGSI and RNAV GP not coincident (VGSI Angle 3.00/TCH 35).

VDP NA with Ronald Reagan Washington National Altimeter Setting.



ELEV 74 TDZE 68



CATEGORY	A	B	C	D
LPV DA*	337/40 269 (300-¾)			
LNAV/VNAV DA**	556/60 488 (500-1⅛)			
LNAV MDA***	580/40 512 (600-¾)		580-1¼ 512 (600-1¼)	
CIRCLING	680-1 606 (700-1)	720-1 646 (700-1)	760-2 686 (700-2)	1000-3 926 (1000-3)
RONALD REAGAN WASHINGTON NATIONAL ALTIMETER MINIMUMS				
LPV DA	370/40 302 (300-¾)			
LNAV/VNAV DA****	589-1¼ 521 (600-1¼)			
LNAV MDA*****	620/40 552 (600-¾)		620-1⅜ 552 (600-1⅜)	
CIRCLING	720-1 646 (700-1)	760-1 686 (700-1)	800-2 726 (800-2)	1040-3 966 (1000-3)

HIRL all rwys

FORT BELVOIR, VIRGINIA 38°43'N - 77°11'W DAVISON AAF (FORT BELVOIR) (KDAA)

Amdt 5 16APR26

RNAV (GPS) RWY 32

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

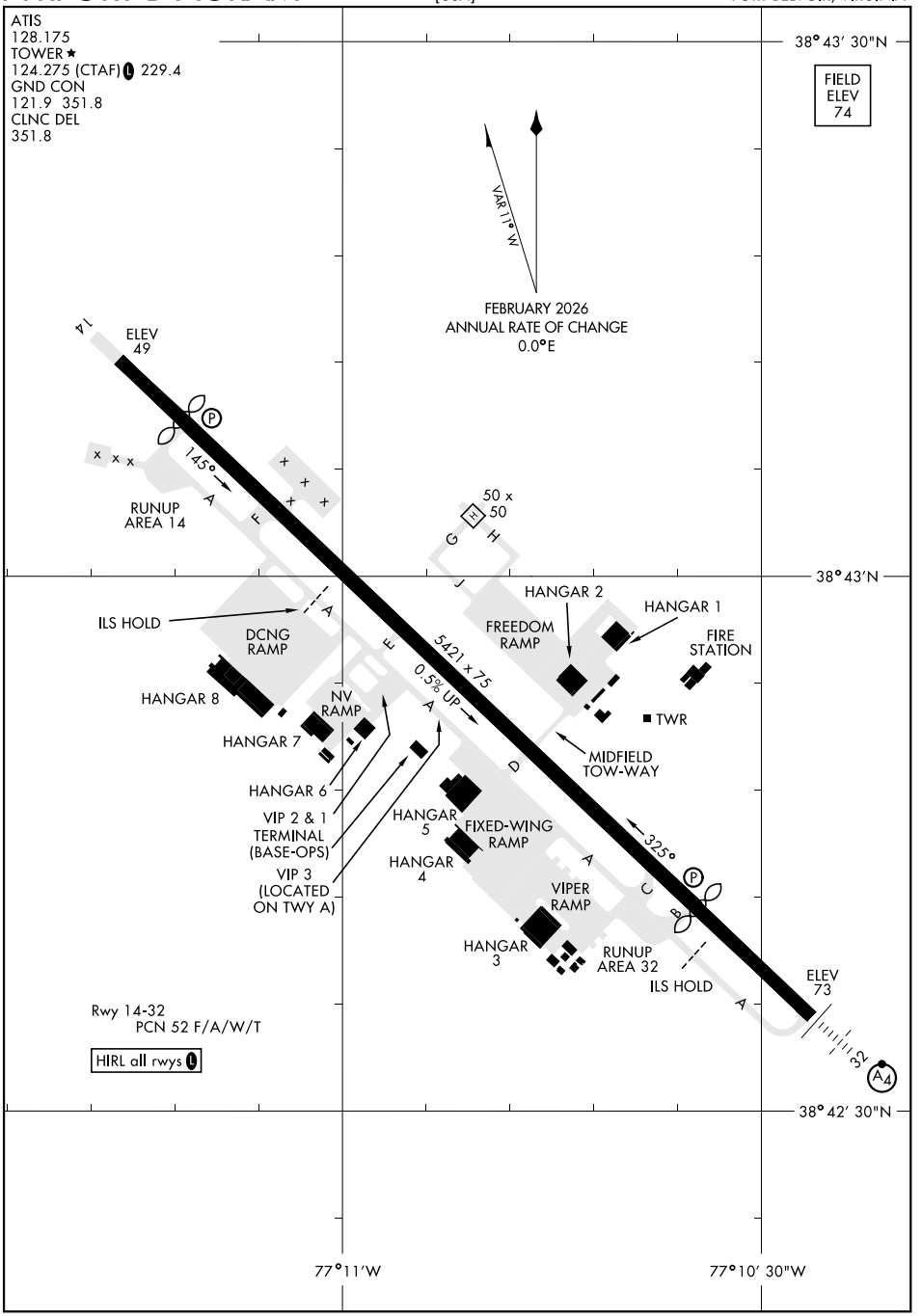
26106

AIRPORT DIAGRAM

DAVISON AAF (FORT BELVOIR) (KDAA)

[USA]

FORT BELVOIR, VIRGINIA



AIRPORT DIAGRAM

FORT BELVOIR, VIRGINIA

DAVISON AAF (FORT BELVOIR) (KDAA)

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

TOP ALTITUDE: 3000
DEPARTURE ROUTE DESCRIPTION
Climb on heading assigned by ATC, expect RADAR vectors to BUTRZ, then on track 239° to CLTCH, thence....
....on assigned transition, maintain altitude assigned by ATC, expect clearance to filed altitude within ten (10) minutes after departure.
FLASK TRANSITION (CLTCH3.FLASK)
MAULS TRANSITION (CLTCH3.MAULS)
POTOMAC DEP CON
118.95 257.2
ATIS
128.175
CLNC DEL
351.8
GND CON
121.9 351.8
DAVISON TOWER ★
124.275 (CTAF) 229.4
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbo-jets only.
P-56B
P-56A
N
BUTRZ
3000
10500
*3800
239°
(7)
CLTCH
16000
*3300
246°
(28)
KERRK
244°
FL180
(48)
TEEMS
FL180
260°
(48)
MAULS
FL180
244°
(67)
FLASK
TAKEOFF MINIMUMS:
Rwy 14: Standard.
Rwy 32: 400-2 or Standard with minimum climb of 300' per NM to 500.
NOTE: Chart not to scale.

(JDUBB4.JDUBB) 25219 AL-5504 (FAA)

JDUBB FOUR DEPARTURE (RNAV)

DAVISON AAF (KDAA)
FORT BELVOIR, VIRGINIA

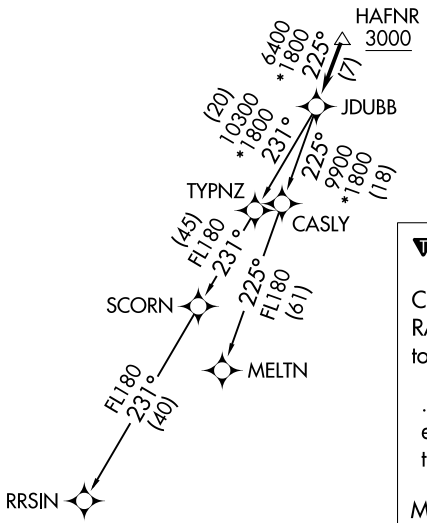
ATIS
128.175
CLNC DEL
351.8
GND CON
121.9 351.8
DAVISON TOWER ★
124.275 (CTAF) 229.4
POTOMAC DEP CON
118.95 257.2

TOP ALTITUDE: 3000

P-56B

P-56A

TAKEOFF MINIMUMS:
Rwy 14: Standard.
Rwy 32: 400-2 or standard with minimum climb of 300′ per NM to 500.



NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbo-jets only.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to HAFNR, then on track 225° to JDUBB, thence....

....on assigned transition, maintain 3000, expect clearance to filed altitude within ten (10) minutes after departure.

MELTN TRANSITION (JDUBB4.MELTN)
RRSIN TRANSITION (JDUBB4.RRSIN)

NOTE: Chart not to scale.

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

ATIS 128.175
CLNC DEL 351.8
GND CON 121.9 351.8
DAVISON TOWER ★ 124.275 (CTAF) 229.4
POTOMAC DEP CON 118.95 257.2

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to POOCH, then on track 240° to SCRAM, thence....

....as depicted. Maintain 3000, expect clearance to filed altitude within ten (10) minutes after departure.

GLANC TRANSITION (SCRAM6.GLANC):

TOP ALTITUDE: 3000

DOVER, DELAWARE

ILS or LOC or RNAV (GPS) RWY 1

DOVER AFB (KDOV)

[USAF]

WAAS	APCH CRS	Rwy Idg 9602
CH 52207	015°	TDZE 25
W01A		Arpt Elev 29

RNP APCH. RNAV1-GPS or RADAR required for ILS, LOC.

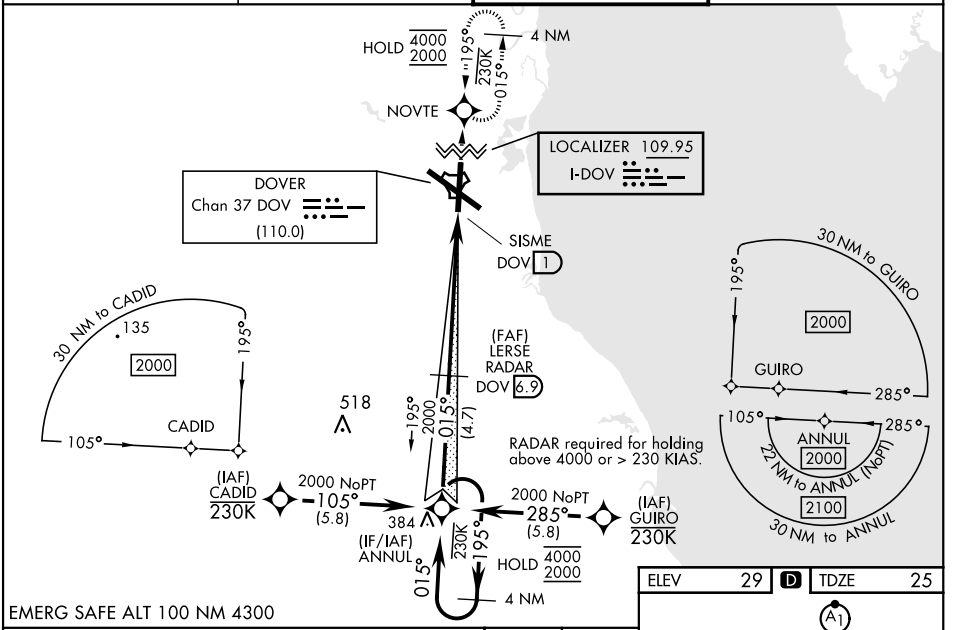
* When TDZL/RCLS inop, increase RVR to 24, RVR of 18 authorized with use of FD or AP or HUD to DA. When ALS inop, increase RVR to 40, vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1⅜ miles.
*** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CD vis to 1⅜ miles.

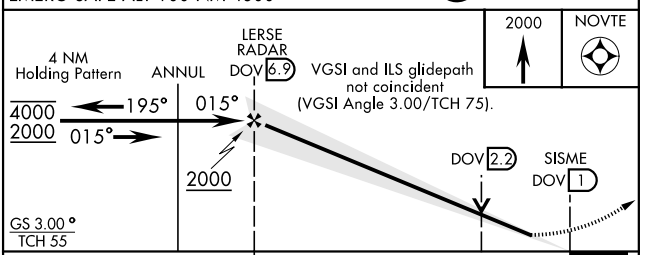
ALSF-2

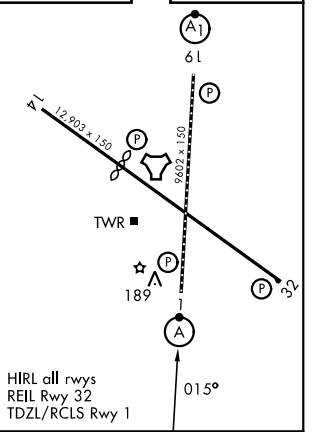
MISSED APPROACH: Climb to 2000 direct NOVTE and hold.

ALTERNATE MISSED APPROACH: Fly runway heading, climb and maintain 2000, expect radar vectors from ATC.

ATIS	APP CON	TOWER	GND CON
127.825 273.5	132.425 257.875	126.35 279.625	118.875 225.4







CATEGORY	A	B	C	D	E
S-ILS 1*	225/18		200	(200-½)	
LPV DA*	225/18		200	(200-½)	NA
S-LOC 1**	500/24 475 (500-½)		500/50 475	(500-1)	
LNAV MDA***	500/24 475 (500-½)		500/50 475 (500-1)		NA
CIRCLING	540-1 511 (600-1)		620-1½ 591 (600-1½)	620-2 591 (600-2)	1080-3 1051(1100-3)

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

39°08′N-75°28′W

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

DOVER, DELAWARE

ILS or LOC or RNAV (GPS) RWY 19

WAAS	APCH CRS	Rwy Idg	9602
CH 52208	195°	TDZE	23
W19A		Arpt Elev	29

[USAF] DOVER AFB (KDOV)

RNP APCH. RNAV1- GPS or RADAR required for ILS, LOC

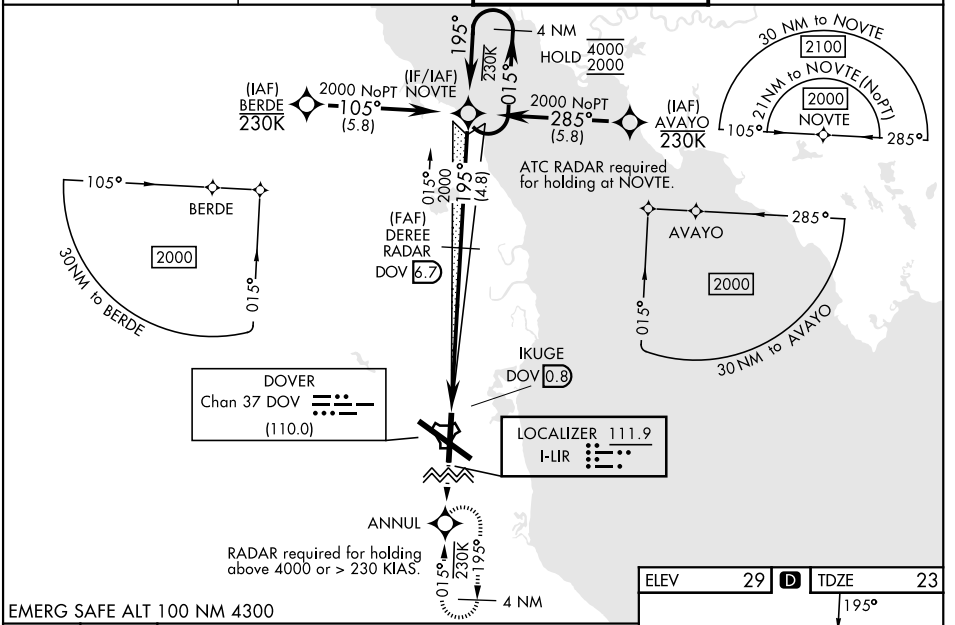
▼ * When ALS inop, increase RVR to 40, vis to ¾ mile. RVR of 18 authorized with use of FD or AP or HUD to DA.
** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1⅜ miles.
*** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CD vis to 1⅜ miles.

ALSF-1 (A1)

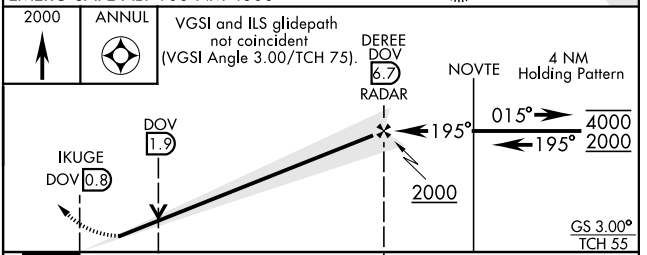
MISSED APPROACH: Climb to 2000 direct ANNUL and hold.

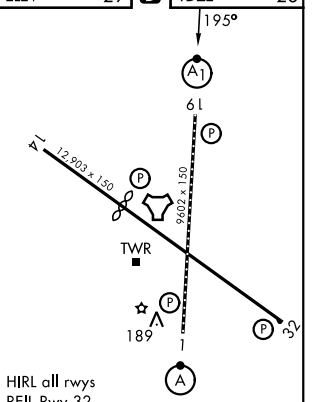
ALTERNATE MISSED APPROACH: Fly runway heading, climb and maintain 2000, expect radar vectors from ATC.

ATIS	APP CON	TOWER	GND CON
127.825 273.5	132.425 257.875	126.35 279.625	118.875 225.4



EMERG SAFE ALT 100 NM 4300





HIRL all rwys
REIL Rwy 32
TDZL/RCLS Rwy 1

CATEGORY	A	B	C	D	E
S-ILS 19 *	223/24		200	(200-½)	
LPV DA *	223/24		200	(200-½)	NA
S-LOC 19 **	480/24 457 (500-½)		480/45	457 (500-⅞)	
LNAV MDA ***	480/24 457 (500-½)		480/45 457	(500-⅞)	NA
CIRCLING	540-1 511 (600-1)		620-1½ 591 (600-1½)	620-2 591 (600-2)	1080-3 1051(1100-3)

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

DOVER, DELAWARE
Amdt 4 26DEC24

39°08′N-75°28′W

DOVER AFB (KDOV)

ILS or LOC or RNAV (GPS) RWY 19

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

DOVER, DELAWARE

ILS RWY 1 (CAT II)

DOVER AFB (KDOV)

LOC I-DOV	APCH CRS	Rwy Idg 9602 TDZE 25 Arpt Elev 29
109.95	015°	[USAF]

RNAV1-GPS or RADAR required for procedure entry.

ALSF-2

MISSED APPROACH: Climb to 2000 direct NOVTE and hold.

ATIS	APP CON	TOWER	GND CON
127.825 273.5	132.425 257.875	126.35 279.625	118.875 225.4

HOLD 4000/2000 195° 230K 015° 4 NM NOVTE

CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ALTERNATE MISSED APPROACH INSTRUCTIONS: Fly runway heading, climb and maintain 2000, expect RADAR vectors from ATC.

DOVER Chan 37 DOV (110.0)

LOCALIZER 109.95 I-DOV

RW01

30 NM to GUIRO 195° 2000 GUIRO 285°

30 NM to CADID 2000 195° CADID 105°

LERSE DOV 6.9 RADAR

105° ANNUL 2000 285° 22NM to ANNUL (NoPT) 2100 30 NM to ANNUL

195° 2000 015° (4.7)

(IAF) CADID 2000 NoPT 105° (5.8)

2000 NoPT 285° (5.8) (IAF) GUIRO

(IF/IAF) ANNUL DOV 11.6 015° 230K 195° HOLD 4000/2000 4 NM

EMERG SAFE ALT 100 NM 4300

4 NM Holding Pattern ANNUL DOV 11.6 LERSE RADAR DOV 6.9

4000/2000 195° 015° 2000

GS 3.00° TCH 55

6 NM 10531

2000 NOVTE

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 75).

CATEGORY	A	B	C	D	E
S-ILS 1	RA 98/12		100	DA 125	

ELEV 29 D TDZE 25

A1 6 L

12,903 x 150 9602 x 150 TWR 189 32 A

HIRL all Rwy
REIL Rwy 32
TDZL/RCLS Rwy 1

NE-3, 03 SEP 2026 to 29 OCT 2026

DOVER, DELAWARE

RNAV (GPS) RWY 32

WAAS CH **91360** **W32A**	APCH CRS **318°**	Rwy ldg **12,903** TDZE **26** Arpt Elev **29**

(USAF)

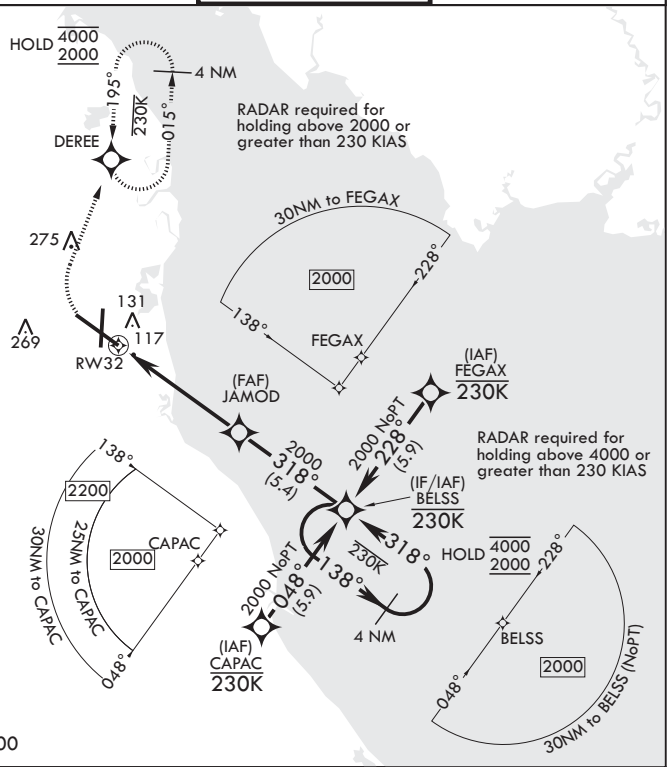
DOVER AFB (KDOV)

RNP APCH-GPS

MISSED APPROACH: (Do not exceed 230 KIAS) Climb to 600 then climbing right turn to 2000 direct DEREE and hold.

ATIS	APP CON	TOWER	GND CON
127.825 273.5	**132.425 257.875**	**126.35 279.625**	**118.875 225.4**

For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 54°C (130°F).

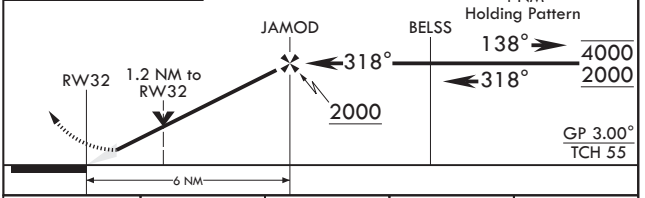


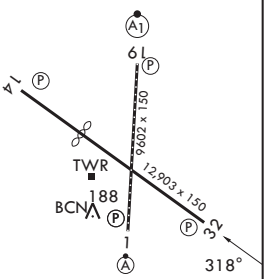
EMERG SAFE ALT 100 NM 4300

600 crs 318° | 2000 | DEREE

VGSI and RNAV glidepath not coincident (VGSI Angle 2.93/TCH 69).

ELEV 29 | See Supp for declared dist. | TDZE 26





CATEGORY	A	B	C	D
LPV DA	226-¾	200	(200-¾)	
LNAV/VNAV DA	277-¾	251 (300-¾)	316-⅞ 290 (300-⅞)	326-⅞ 300 (300-⅞)
LNAV MDA	460-1	434 (500-1)	460-1¼	434 (500-1¼)
CIRCLING	540-1	511 (600-1)	620-1½ 591 (600-1½)	620-2 591 (600-2)

HIRL all rwys
REIL Rwy 32
TDZL/CL Rwy 1

DOVER, DELAWARE

39°08'N - 75°28'W

DOVER AFB (KDOV)

Amdt 6 26DEC24

RNAV (GPS) RWY 32

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

DOVER, DELAWARE

TACAN RWY 1

DOVER AFB (KDOV)

(USAF)

TACAN DOV Chan 37	APCH CRS 008°	Rwy ldg 9602 TDZE 25 Arpt Elev 29

* When ALS inop, increase CAT AB to 55, vis to 1 mile, CAT CDE vis to 1 3/8 miles.

ALSF-2

MISSED APPROACH: Climb to 2000 via DOV TACAN R-017 to DEREE/DOV 6.7 DME and hold.

ATIS	APP CON	TOWER	GND CON
127.825 273.5	132.425 257.875	126.35 279.625	118.875 225.4

CAUTION: When Rwy 14 VGSI inop, circling to Rwy 14 not authorized at night.

SMYRNA 111.4 ENO Chan 51

DEREE DOV 6.7

HOLD 4000 2000

RADAR required for holding above 4000 or > 230 KIAS

DOVER DOV Chan 37

(IAF) CUXOK DOV 7

(IAF) GLUME DOV 13

2000 NoPT DOV 13 Arc

(IF) WEFIT DOV 13

MSA DOV 25 NM 1600

WATERLOO 112.6 ATR Chan 73

EMERG SAFE ALT 100 NM 4300

2000 DOV R-017 DEREE DOV 6.7

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 75)

One Minute Holding Pattern

DOV TACAN

OSNOE DOV 1.1

DOV 2.2

CUXOK DOV 7

2.97° TCH 55

5.9 NM

CATEGORY	A	B	C	D	E
S-1*	500/24 475 (500-½)		500/50	475	(500-1)
CIRCLING	540-1 511 (600-1)		620-1½ 591 (600-1½)	620-2 591 (600-2)	1080-3 1051 (1100-3)

ELEV 29 See Supp for declared dist. TDZE 25

HIRL all rwys
REIL Rwy 32
TDZL/CL Rwy 1

008°

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

DOVER, DELAWARE

TACAN RWY 19

DOVER AFB (KDOV)

(USAF)

TACAN DOV Chan 37	APCH CRS 204°	Rwy ldg 9602 TDZE 23 Arpt Elev 29

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 3/8 miles.

ALSF-1

MISSED APPROACH: Climb to 2000 via DOV TACAN R-194 to LERSE/DOV 6.9 DME and hold.

ATIS	APP CON	TOWER	GND CON
127.825 273.5	132.425 257.875	126.35 279.625	118.875 225.4

CAUTION: When Rwy 14 VGSI inop, circling to Rwy 14 not authorized at night.

(IF) ESTON DOV 13

R-024

2000 242° (27.9)

2000 224° (21.6)

CEDAR LAKE 115.2 VCN Chan 99

2000 NoPT DOV 13 Arc

RADAR required for holding above 4000 or > 230 KIAS

2000 NoPT 204° 230K

024°

HOLD 4000 2000

(IAF) FIRER DOV 7

(IAF) TAYFI DOV 13

073° 230K 253°

R-073

HOLD 4000 2000

RADAR required for holding above 2000 or > 230 KIAS

275

DOVER DOV Chan 37

269

R-194

LERSE DOV 6.9

HOLD 4000 2000

014° 230K 194°

RADAR required for holding above 4000 or > 230 KIAS

517

MSA DOV 25 NM

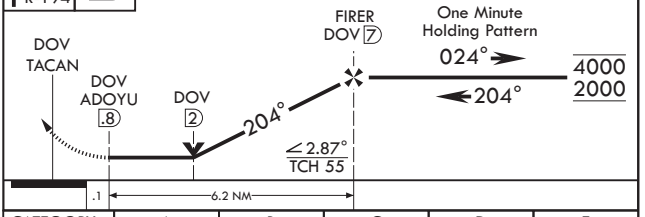
1600

EMERG SAFE ALT 100 NM 4300

2000 DOV R-194

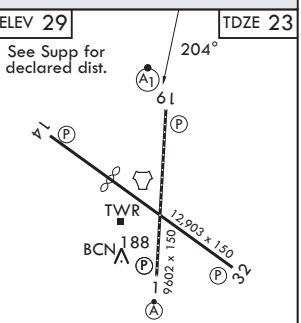
LERSE DOV 6.9

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 75)



ELEV 29 TDZE 23

See Supp for declared dist.



CATEGORY	A	B	C	D	E
S-19*	480/24 457 (500-½)		480/45	457	(500-⅞)
CIRCLING	540-1 511 (600-1)		620-1½ 591 (600-1½)	620-2 591 (600-2)	1080-3 1051 (1100-3)

HIRL all rwys
REIL Rwy 32
TDZL/CL Rwy 1

DOVER, DELAWARE

Amdt 4 26DEC24

39°08'N - 75°28'W

DOVER AFB (KDOV)

TACAN RWY 19

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

DOVER, DELAWARE

TACAN RWY 32

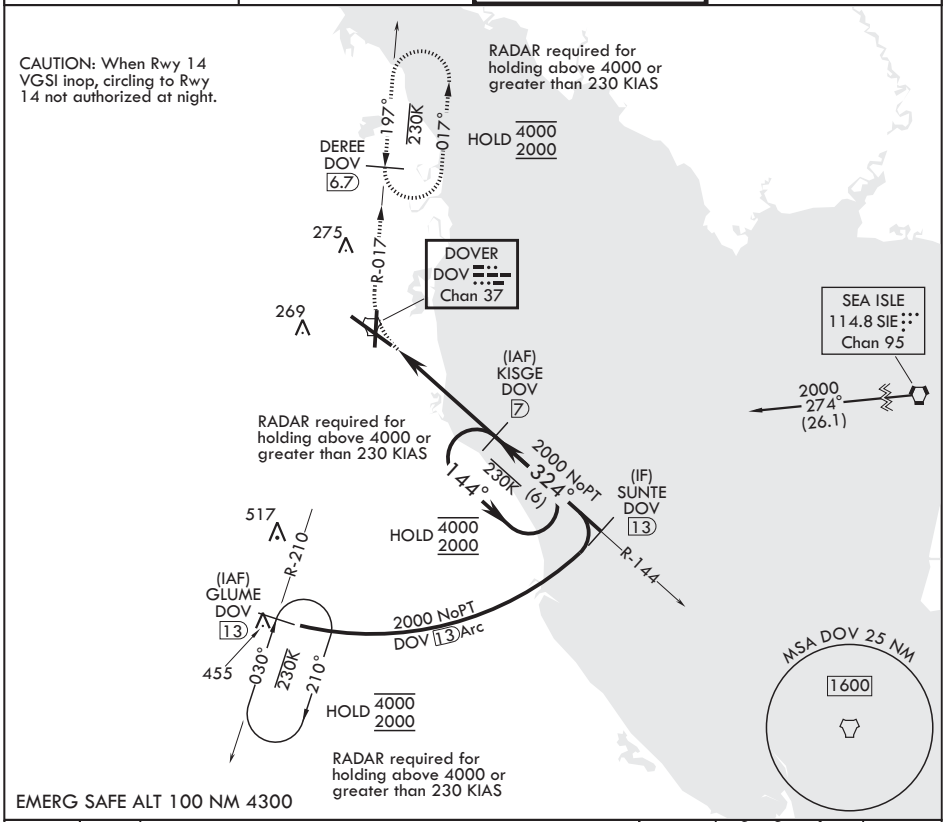
TACAN DOV Chan 37	APCH CRS 324°	Rwy ldg 12,903 TDZE 26 Arpt Elev 29

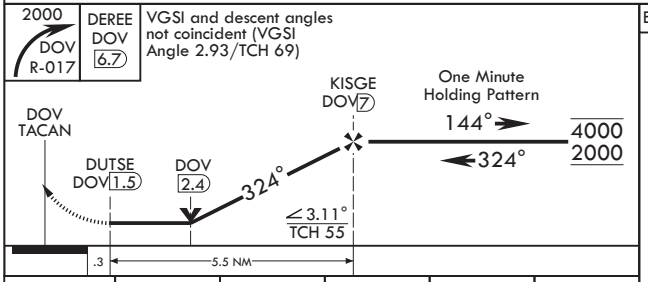
(USAF)

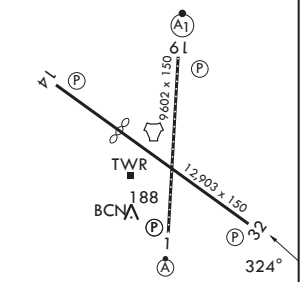
DOVER AFB (KDOV)

MISSED APPROACH: Climbing right turn to 2000, intercept DOV TACAN R-017 to DEREE/DOV 6.7 DME and hold.

ATIS	APP CON	TOWER	GND CON
127.825 273.5	132.425 257.875	126.35 279.625	118.875 225.4







CATEGORY	A	B	C	D	E
S-32	460-1 434 (500-1)		460-1¼ 434 (500-1¼)		
CIRCLING	540-1 511 (600-1)		620-1½ 591 (600-1½)	620-2 591 (600-2)	1080-3 1051 (1100-3)

DOVER, DELAWARE

39°08'N - 75°28'W

DOVER AFB (KDOV)

Amdt 6 26DEC24

TACAN RWY 32

NE-3, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM

DOVER AFB (KDOV)

[USAF]

DOVER, DELAWARE

AIRPORT DIAGRAM

DOVER, DELAWARE

DOVER AFB (KDOV)

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

CANNY ONE DEPARTURE (RNAV)(CANNY1.CNY)

DOVER AFB (KDOV)
DOVER, DELAWARE

Amdt 3 11JUL24

CANNY ONE DEPARTURE (RNAV)(CANNY1.CNY)
DOVER AFB (KDOV)
DOVER, DELAWARE

24193

ATIS 127.825 273.5
CLNC DEL
125.55 289.4
GND CON
118.875 225.4
TOWER
126.35 279.625
DOVER DEP CON
132.425 323.0

RNAV1-GPS
RADAR required

TOP ALTITUDE
3000

MSA 25 NM FROM AIRPORT
1600

495

MCRAY
JERES
BUFFR
LINSE
TERPZ
WONCE
TROTZ
CANNY
RAMAY
FOXHL
LITME
OTTTO
HIRCK
BUTRZ
CLTCH
SCRAM
JDUBB
KERRK
DANOO
TYPNZ
CASLY
MAULS
TEEMS
WALCE
SCORN
RRSIN
MELTN
FLASK
GLANC

303° (13.1) MCRAY TRNS
304° (14.8)
JERES TRNS (17.9) 349°
JERES TRNS
MCRAY TRNS
331° (11.6)
RAMAY TRNS
OTTO TRNS
238° (15.1)
283° (7.9)
294° (31.3)
288° (29.8)
350°
010°
138°
195°
225° (9.4)
221° (24.5)
MAULS TRNS
FLASK TRNS
GLANC TRNS
RRSIN TRNS
MELTN TRNS
RAMAY TRNS (39.9) 275°
266° (40.8) OTTTO TRNS
(18.5) 241°
240° (7.1)
225° (25.8)
207° (26.8)
FLASK TRNS
MAULS TRNS
247° (28.2)
242° (27.9)
(19.9) 232°
226° (17.8)
MAULS TRNS 261° (47.8)
245° (48)
243° (33.4)
(45.2) 232°
226° (61.4) MELTN TRNS
FLASK TRNS 245° (67)
GLANC TRNS 229° (21)
RRSIN TRNS (39.9) 232°

DOVER
Chan 37 DOV

[USAF]

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1, 14, 19, 32: Climb on depicted heading until vectored by ATC, maintain 3000. Expect RADAR vectors to CANNY, thence...

...via depicted route to TERPZ, then via assigned transition. Maintain ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

FLASK TRANSITION (CANNY1.FLASK)
GLANC TRANSITION (CANNY1.GLANC)
JERES TRANSITION (CANNY1.JERES)
MAULS TRANSITION (CANNY1.MAULS)
MCRAY TRANSITION (CANNY1.MCRAY)
MELTN TRANSITION (CANNY1.MELTN)
OTTTO TRANSITION (CANNY1.OTTTO)
RAMAY TRANSITION (CANNY1.RAMAY)
RRSIN TRANSITION (CANNY1.RRSIN)

WNSTN ONE DEPARTURE (RNAV) (WNSTN1.WNSTN)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1, 14, 19, 32: Climb on depicted heading until vectored by ATC, maintain 3000. Expect RADAR vectors direct WNSTN, thence...

...track as depicted via assigned transition. Maintain ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

BRIGS TRANSITION (WNSTN1.BRIGS):

DASHA TRANSITION (WNSTN1.DASHA):

SHAUP TRANSITION (WNSTN1.SHAUP):

YAZUU TRANSITION (WNSTN1.YAZUU):

WNSTN ONE DEPARTURE (RNAV) (WNSTN1.WNSTN)
DOVER, DELAWARE
DOVER AFB (KDOV)

DOVER/CHESWOLD, DELAWARE | AL-5365 (FAA) | 26078

APP CRS	Rwy Ldg	4201
085°	TDZE	55
	Apt Elev	55

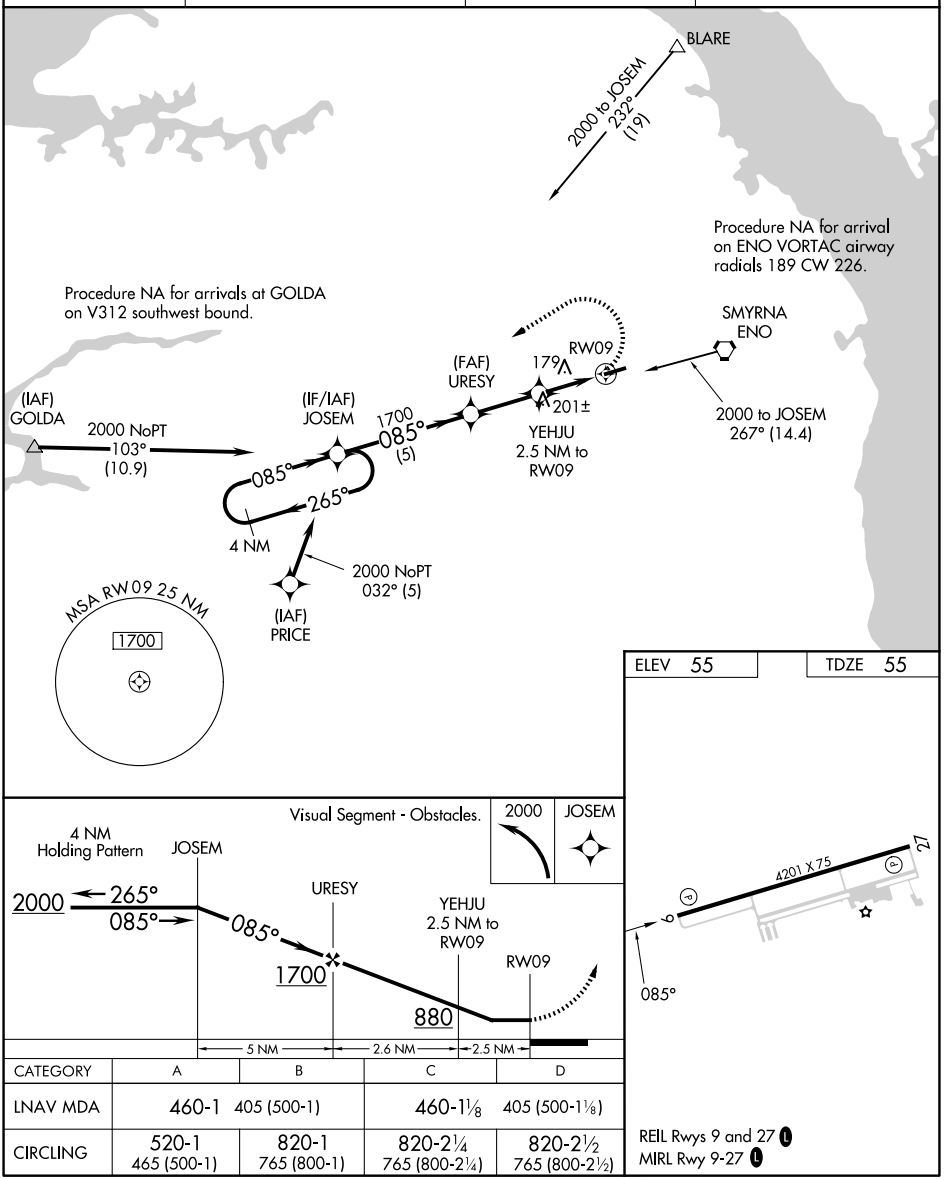
RNAV (GPS) RWY 9
DELAWARE AIRPARK (33N)

RNP APCH.

When local altimeter setting not received, use Dover AFB altimeter setting. Rwy 9 helicopter visibility reduction below ¾ SM NA.

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

AWOS-3	DOVER APP CON	CLNC DEL	UNICOM
120.125	132.425 257.875	125.55	123.075 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	460-1	405 (500-1)	460-1⅛	405 (500-1⅛)
CIRCLING	520-1 465 (500-1)	820-1 765 (800-1)	820-2¼ 765 (800-2¼)	820-2½ 765 (800-2½)

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

WAAS CH 78041 W27A	APP CRS 265°	Rwy Ldg 4201 TDZE 55 Apt Elev 55

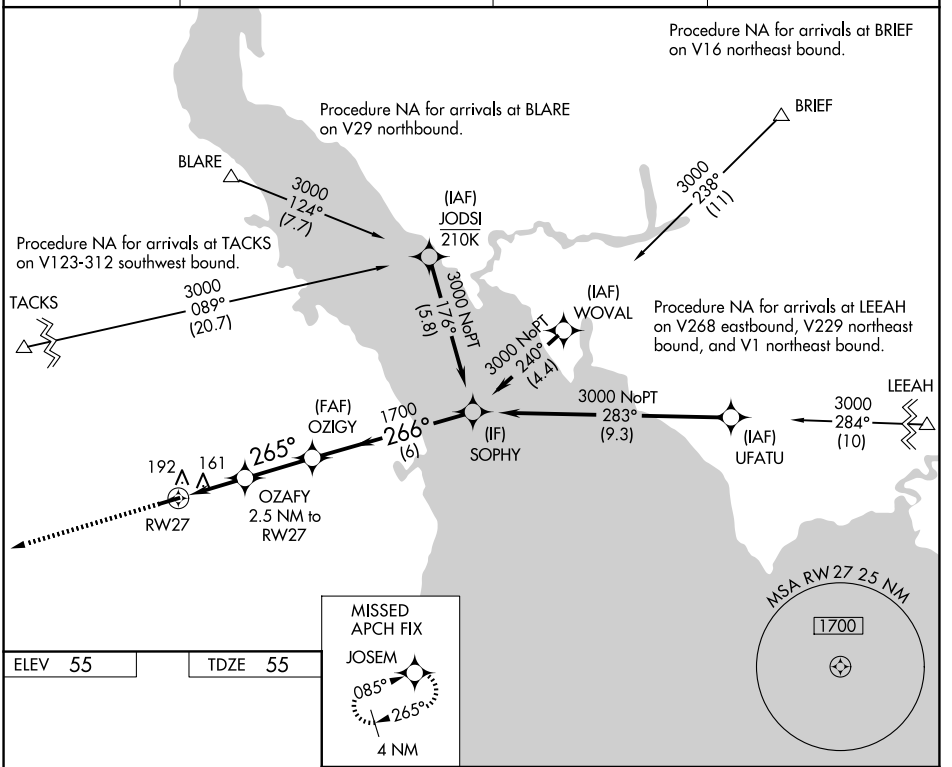
RNAV (GPS) RWY 27
DELAWARE AIRPARK (33N)

RNP APCH.

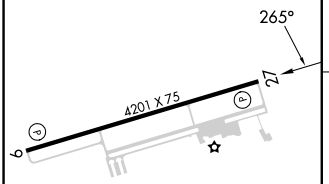
When local altimeter setting not received, use Dover AFB altimeter setting. Rwy 27 helicopter visibility reduction below ¾ SM NA.

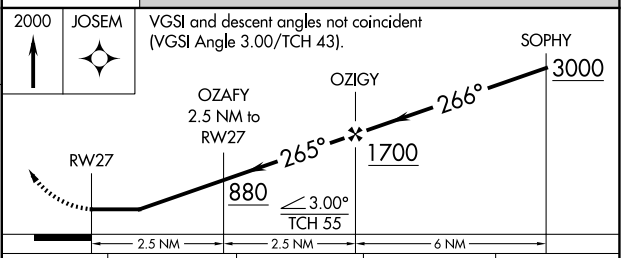
MISSED APPROACH: Climb to 2000 direct JOSEM and hold.

AWOS-3	DOVER APP CON	CLNC DEL	UNICOM
120.125	132.425 257.875	125.55	123.075 (CTAF) L



ELEV 55	TDZE 55





CATEGORY	A	B	C	D
LP MDA	440-1 385 (400-1)		440-1⅛ 385 (400-1⅛)	
LNAV MDA	480-1 425 (500-1)		480-1¼ 425 (500-1¼)	
CIRCLING	520-1 465 (500-1)	820-1 765 (800-1)	820-2¼ 765 (800-2¼)	820-2½ 765 (800-2½)

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

DOVER/CHESWOLD, DELAWARE | AL-5365 (FAA) | 26078

VOR RWY 27

DELAWARE AIRPARK (33N)

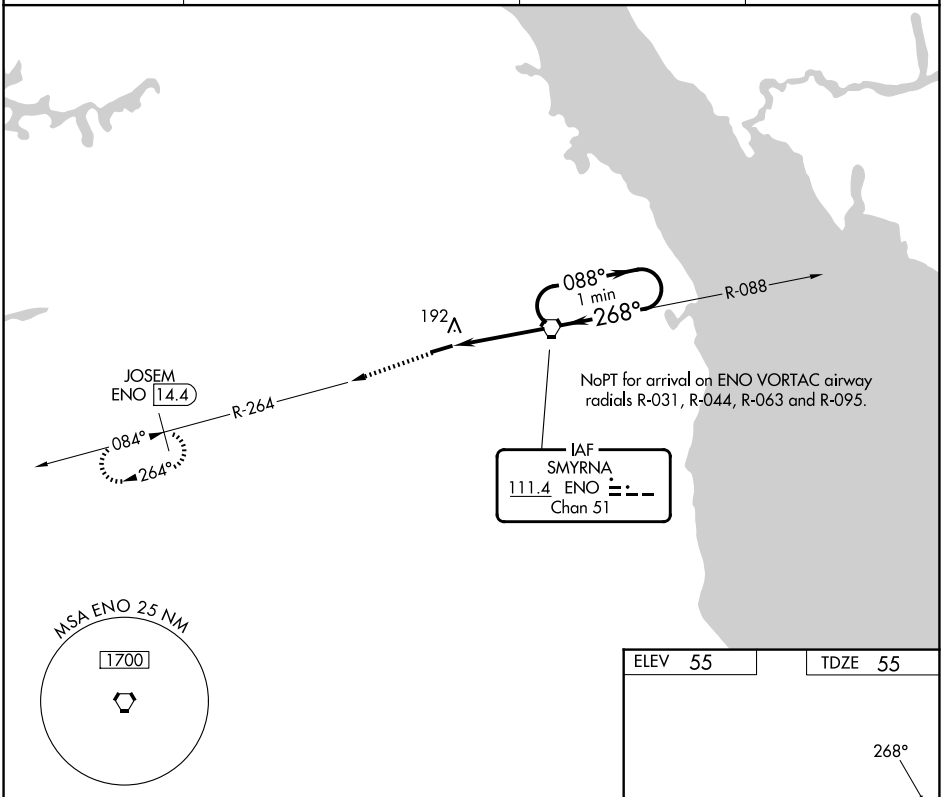
VORTAC ENO	APP CRS	Rwy Ldg	4201
111.4	268°	TDZE	55
Chan 51		Apt Elev	55

DME required.

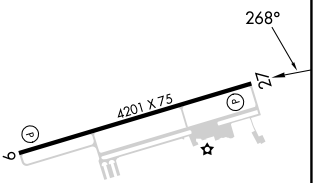
When local altimeter setting not recieved, use Dover AFB altimeter setting. Rwy 27 helicopter visibility reduction below ¾ SM NA.

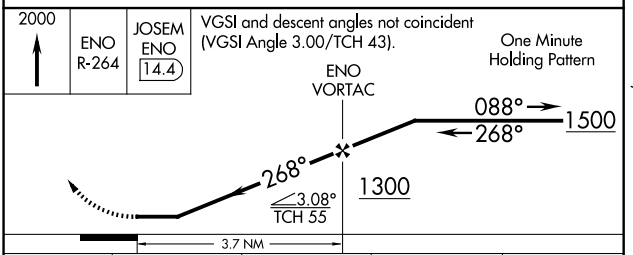
MISSED APPROACH: Climb to 2000 on ENO VORTAC R-264 to JOSEM/14.4 DME and hold.

AWOS-3	DOVER APP CON	CLNC DEL	UNICOM
120.125	132.425 257.875	125.55	123.075 (CTAF) L



ELEV 55	TDZE 55





CATEGORY	A	B	C	D
S-27	700-1	645 (700-1)	700-1⅞	645 (700-1⅞)
CIRCLING	700-1 645 (700-1)	820-1 765 (800-1)	820-2¼ 765 (800-2¼)	820-2½ 765 (800-2½)

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

DOVER/CHESWOLD, DELAWARE
Orig-C 05NOV20

39°13′N-75°36′W

DELAWARE AIRPARK (33N)
VOR RWY 27

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

ILS or LOC Y RWY 6

NEW RIVER VALLEY (PSK)

LOC I-PSK	APP CRS	Rwy Ldg	6201
110.9	058°	TDZE	2105
		Apt Elev	2105

DME required.

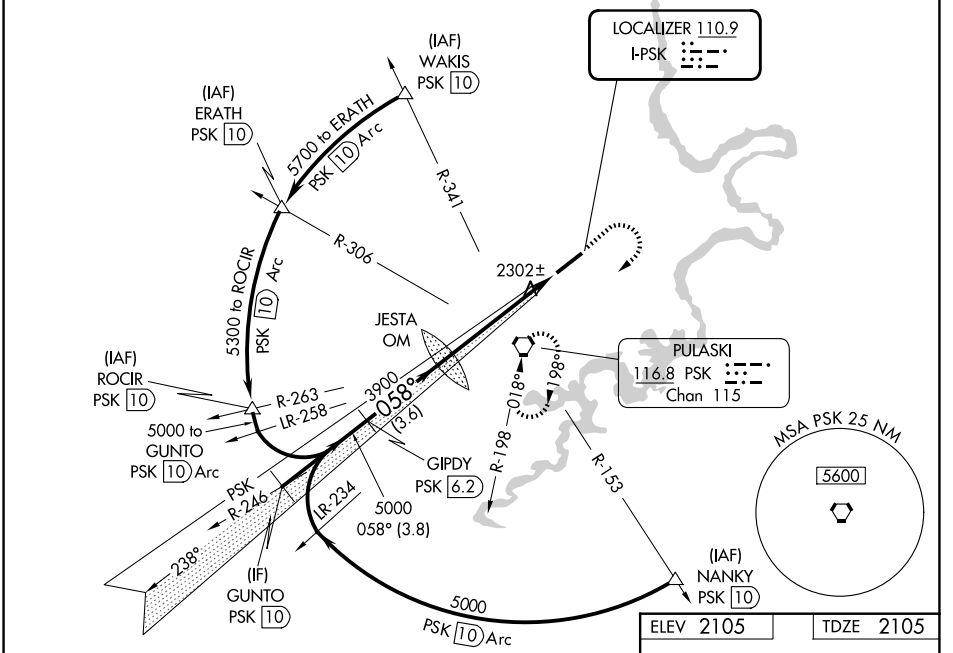
NA

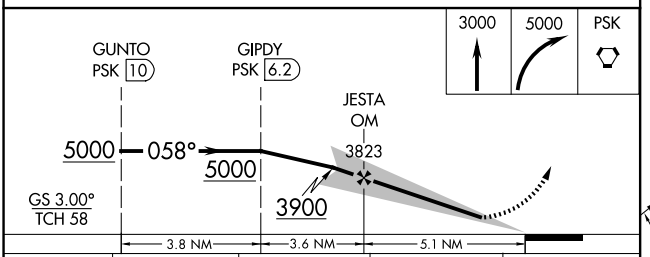
Circling NA for Cat D northwest of Rwy 6-24. Inop table does not apply to S-ILS 6 all Cats and S-LOC 6 Cats A and B. For inop ALS, increase S-LOC 6 Cat C/D visibility to 1⅜ SM.

MALSR

MISSED APPROACH: Climb to 3000 then climbing right turn to 5000 direct PSK VORTAC and hold, continue climb-in-hold to 5000.

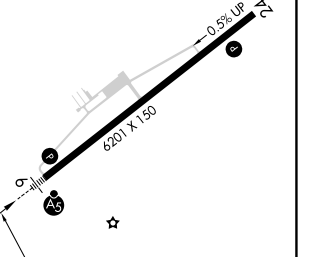
AWOS-3	ROANOKE APP CON	ROANOKE CLNC DEL	UNICOM
127.375	126.0 339.8	121.7	122.7 (CTAF)





CATEGORY	A	B	C	D
S-ILS 6	2305-1 200 (200-1)			
S-LOC 6	2560-1 455 (500-1)			
CIRCLING	2620-1 515 (600-1)	2680-1 575 (600-1)	2780-2 675 (700-2)	2780-2¼ 675 (700-2¼)

ELEV 2105 TDZE 2105



HIRL Rwy 6-24 (L)

REIL Rwy 24 (L)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

DUBLIN, VIRGINIA

AL-5084 (FAA)

26246

ILS or LOC Z RWY 6

NEW RIVER VALLEY (PSK)

LOC I-PSK	APP CRS	Rwy Ldg	6201
110.9	058°	TDZE	2105
		Apt Elev	2105

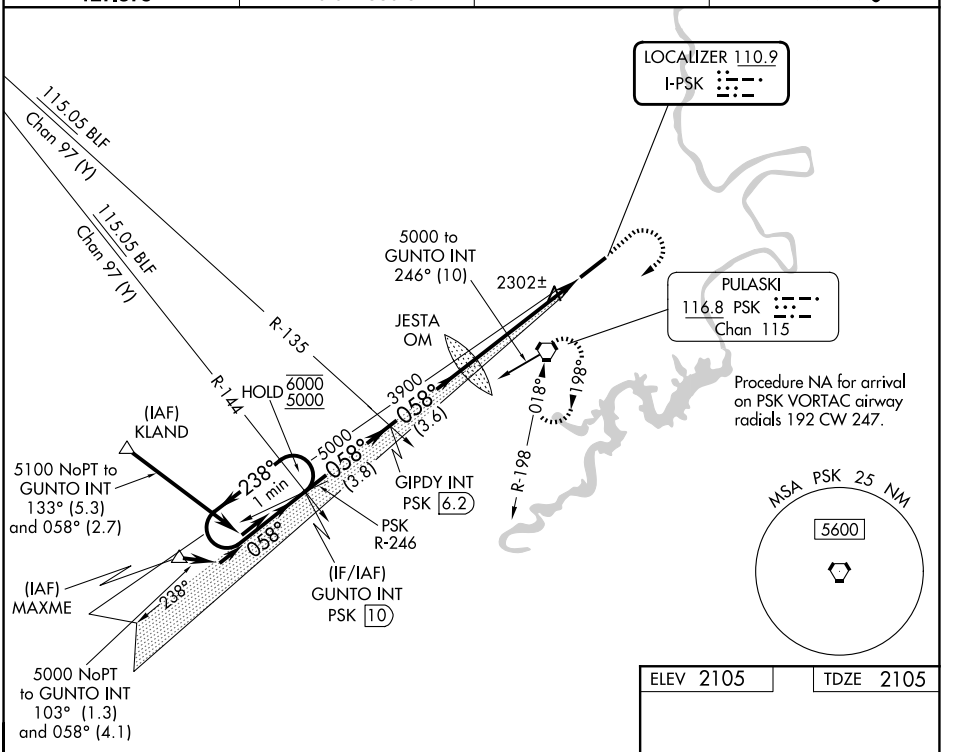
T
A NA

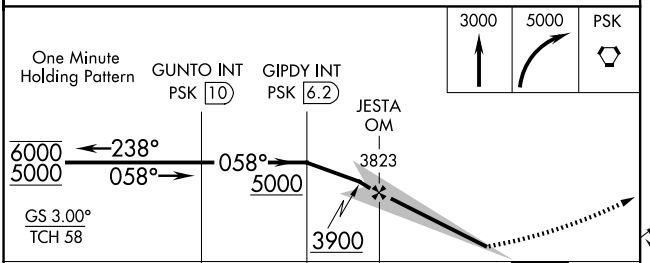
Inop table does not apply to S-ILS 6 all Cats and S-LOC 6 Cats A and B. For inop ALS, increase S-LOC 6 Cat C/D visibility to 1⅜ SM. Circling NA for Cat D northwest of Rwy 6-24.

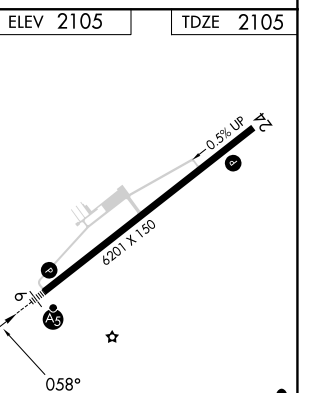
MALSR

MISSED APPROACH: Climb to 3000 then climbing right turn to 5000 direct PSK VORTAC and hold, continue climb-in-hold to 5000.

AWOS-3	ROANOKE APP CON	ROANOKE CLNC DEL	UNICOM
127.375	126.0 339.8	121.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 6	2305-1 200 (200-1)			
S-LOC 6	2560-1 455 (500-1)			
CIRCLING	2620-1 515 (600-1)	2680-1 575 (600-1)	2780-2 675 (700-2)	2780-2¼ 675 (700-2¼)

HIRL Rwy 6-24 L
REIL Rwy 24 L

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 6

NEW RIVER VALLEY (PSK)

WAAS	APP CRS	Rwy Ldg	6201
CH 87015	058°	TDZE	2105
W06A		Apt Elev	2105

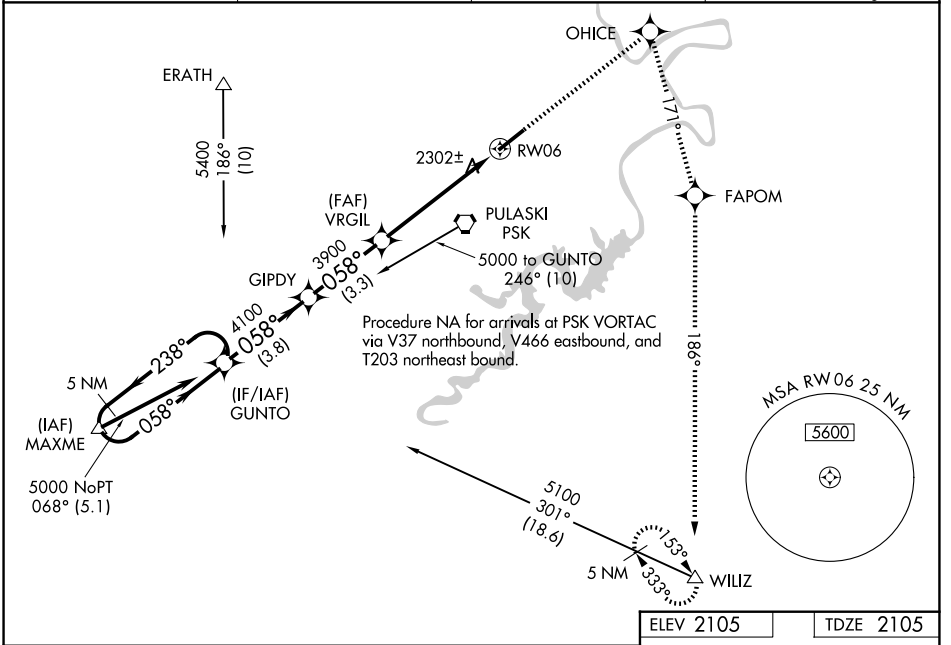
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 44°C. When local altimeter setting not received, use Blacksburg altimeter setting and increase all DA 36 feet, and all MDA 40 feet. VDP and Baro-VNAV NA when using Blacksburg altimeter setting. Inop table does not apply to LPV all Cats and LNAV Cats A and B. For inop MALSR, increase LNAV Cat C visibility to 1¼ SM. Circling NA for Cat D northwest of Rwy 6-24.

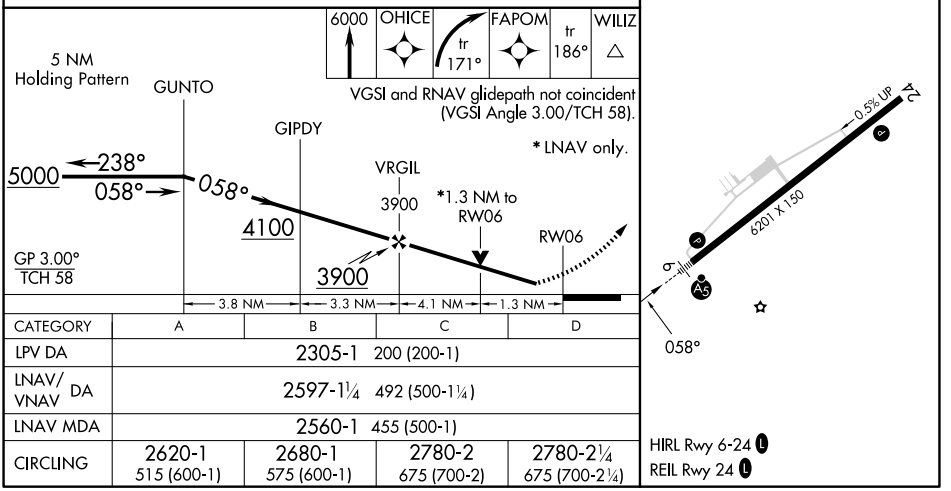
MALSR

MISSED APPROACH: Climb to 6000 direct OHICE and right turn via track 171° to FAPOM and via track 186° to WILIZ and hold.

AWOS-3	ROANOKE APP CON	ROANOKE CLNC DEL	UNICOM
127.375	126.0 339.8	121.7	122.7 (CTAF)



ELEV 2105	TDZE 2105



CATEGORY	A	B	C	D
LPV DA	2305-1 200 (200-1)			
LNAV/VNAV DA	2597-1¼ 492 (500-1¼)			
LNAV MDA	2560-1 455 (500-1)			
CIRCLING	2620-1 515 (600-1)	2680-1 575 (600-1)	2780-2 675 (700-2)	2780-2¼ 675 (700-2¼)

HIRL Rwy 6-24 (L)
REIL Rwy 24 (L)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

DUBLIN, VIRGINIA

AL-5084 (FAA)

26134

WAAS	APP CRS	Rwy Ldg	6201
CH 86227	238°	TDZE	2087
W24A		Apt Elev	2105

RNAV (GPS) RWY 24

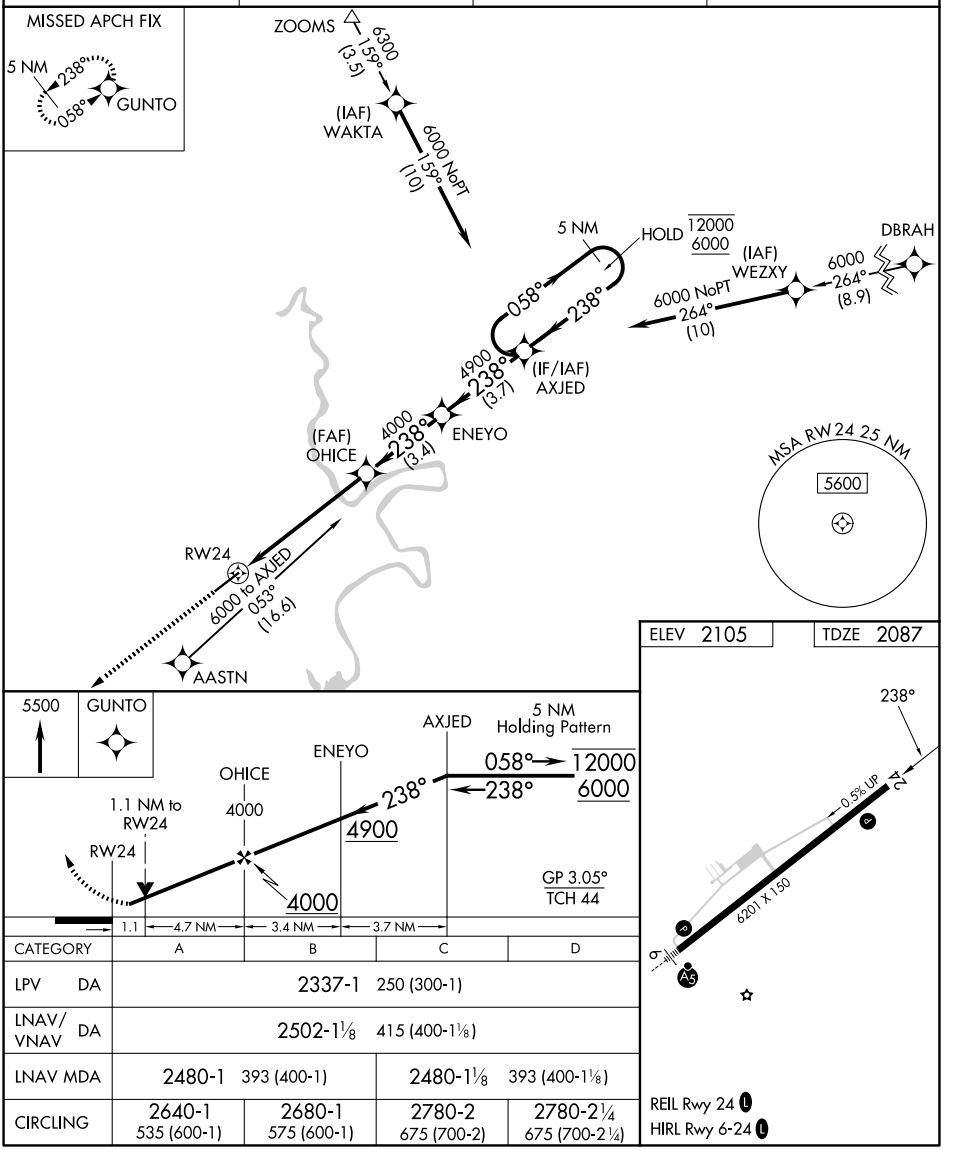
NEW RIVER VALLEY (PSK)

RNP APCH - GPS.

Circling NA for Cat D northwest of Rwy 6-24. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Rwy 24 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using BCB altimeter setting.

MISSED APPROACH: Climb to 5500 direct GUNTO and hold, continue climb-in-hold.

AWOS-3	ROANOKE APP CON	ROANOKE CLNC DEL	UNICOM
127.375	126.0 339.8	121.7	122.7 (CTAF)



CATEGORY	A	B	C	D
LPV DA	2337-1 250 (300-1)			
LNAV/VNAV DA	2502-1⅛ 415 (400-1⅛)			
LNAV MDA	2480-1 393 (400-1)		2480-1⅛ 393 (400-1⅛)	
CIRCLING	2640-1 535 (600-1)	2680-1 575 (600-1)	2780-2 675 (700-2)	2780-2¼ 675 (700-2¼)

REIL Rwy 24 L

HIRL Rwy 6-24 L

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 4

EASTON/NEWNAM FLD (ESN)

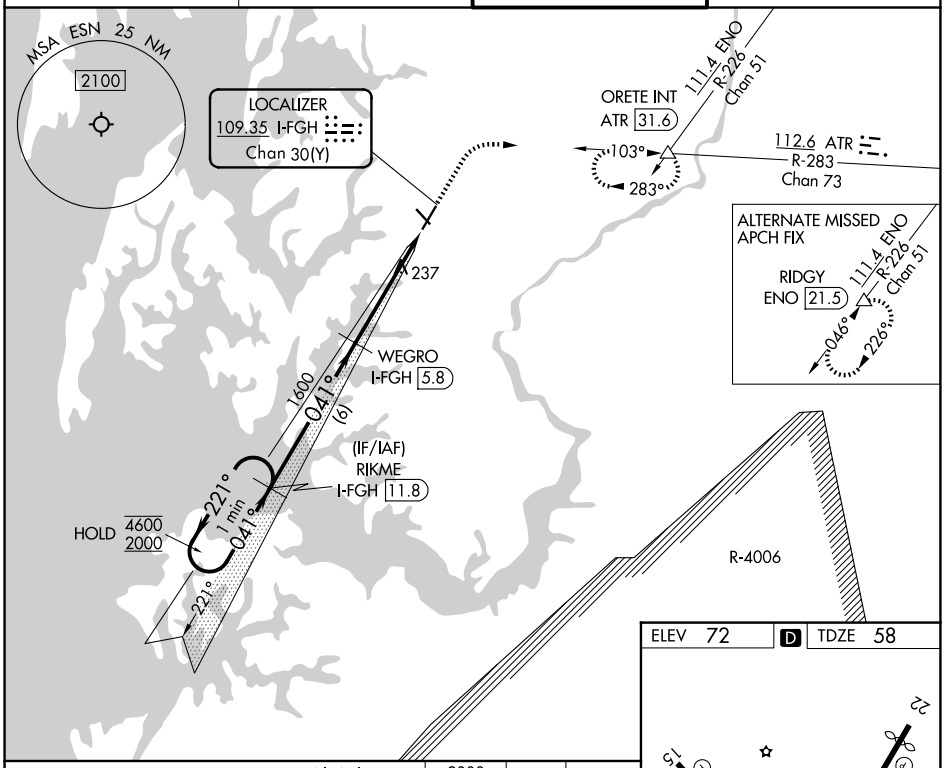
LOC/DME I-FGH	APP CRS	Rwy Ldg	4775
109.35	041°	TDZE	58
Chan 30 (Y)		Apt Elev	72

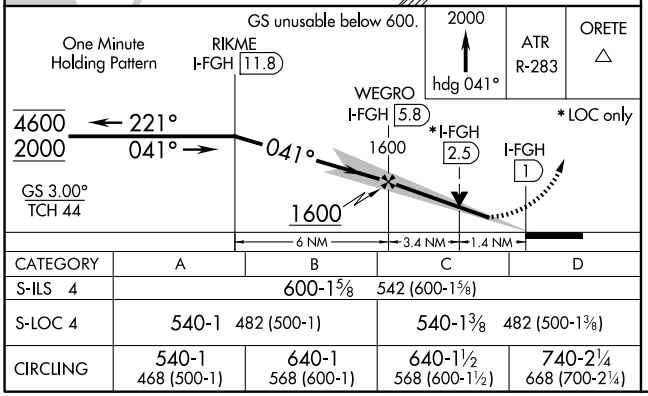
RADAR and DME required for procedure entry. DME required for LOC only.

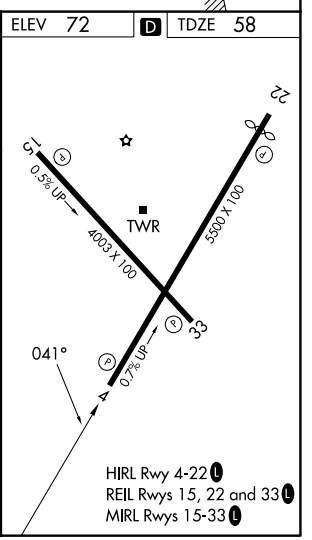
Circling Rwy 15, 33 NA at night. Autopilot coupled approach NA below 1000.

MISSED APPROACH: Climb to 2000 on heading 041° and on ATR VOR/DME R-283 to ORETE INT/ATR 31.6 DME and hold.

ATIS	POTOMAC APP CON	EASTON TOWER ★	GND CON
124.475	133.75 254.35	118.525 (CTAF) L	119.075







CATEGORY	A	B	C	D
S-ILS 4	600-1⅝ 542 (600-1⅝)			
S-LOC 4	540-1 482 (500-1)		540-1⅜ 482 (500-1⅜)	
CIRCLING	540-1 468 (500-1)	640-1 568 (600-1)	640-1½ 568 (600-1½)	740-2¼ 668 (700-2¼)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

EASTON, MARYLAND | AL-5596 (FAA) | 26078

RNAV (GPS) RWY 4

EASTON/NEWNAM FLD (ESN)

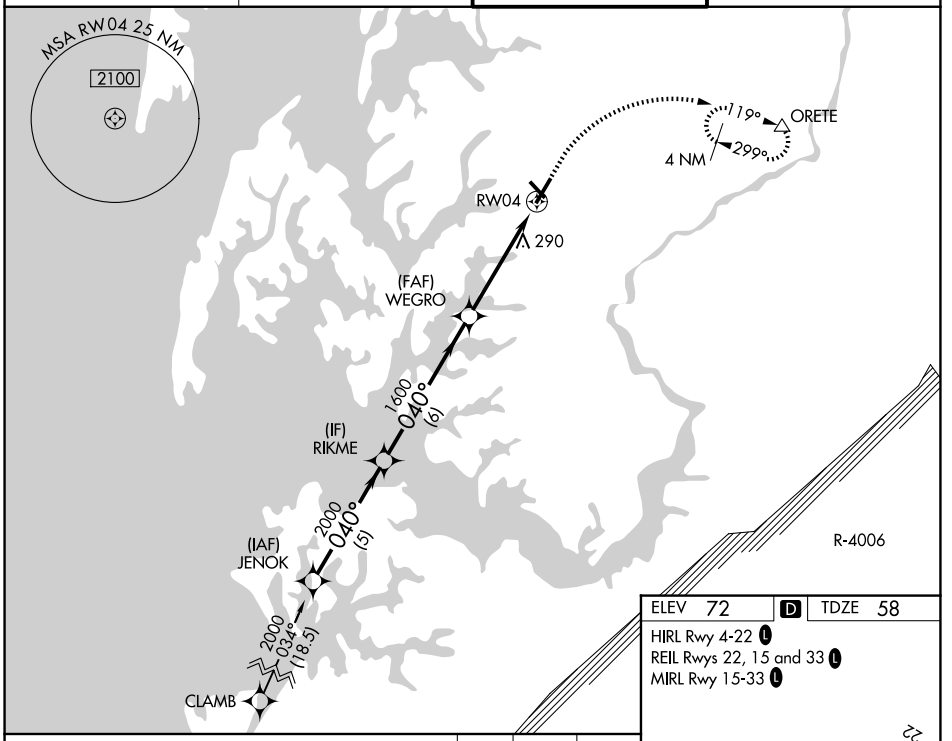
WAAS CH 86905 W04A	APP CRS 040°	Rwy Ldg 4775 TDZE 58 Apt Elev 72

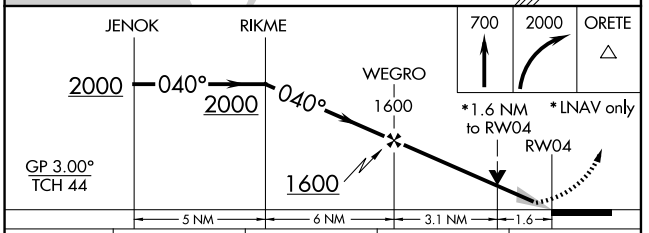
RNP APCH - GPS.

When local altimeter setting not received, use Cambridge altimeter setting; increase LPV DA to 303 feet, LNAV/VNAV DA to 670 feet and visibility ⅛ SM; increase all MDAs 60 feet and visibility LNAV Cat C/D and Circling Cat C ⅛ SM, and Circling Cat D ¼ SM. VDP and Baro-VNAV NA when using Cambridge altimeter setting. Circling Rwy 15, 33 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 700 then climbing right turn to 2000 direct ORETE and hold.

ATIS	POTOMAC APP CON	EASTON TOWER ★	GND CON
124.475	133.75 254.35	118.525 (CTAF) L	119.075





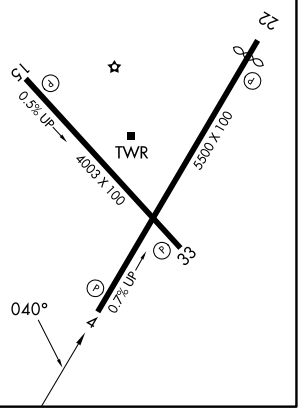
CATEGORY	A	B	C	D
LPV DA	258-¾		200 (200-¾)	
LNAV/VNAV DA	625-1⅝		567 (600-1⅝)	
LNAV MDA	600-1 542 (600-1)		600-1⅝ 542 (600-1⅝)	
CIRCLING	600-1 528 (600-1)	640-1 568 (600-1)	640-1⅝ 568 (600-1⅝)	740-2 668 (700-2)

ELEV 72 D TDZE 58

HIRL Rwy 4-22 L

REIL Rwys 22, 15 and 33 L

MIRL Rwy 15-33 L



EASTON, MARYLAND
Amdt 1B 11AUG22

38°48'N - 76°04'W

EASTON/NEWNAM FLD (ESN)

RNAV (GPS) RWY 4

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	4003
148°	TDZE	47
	Apt Elev	72

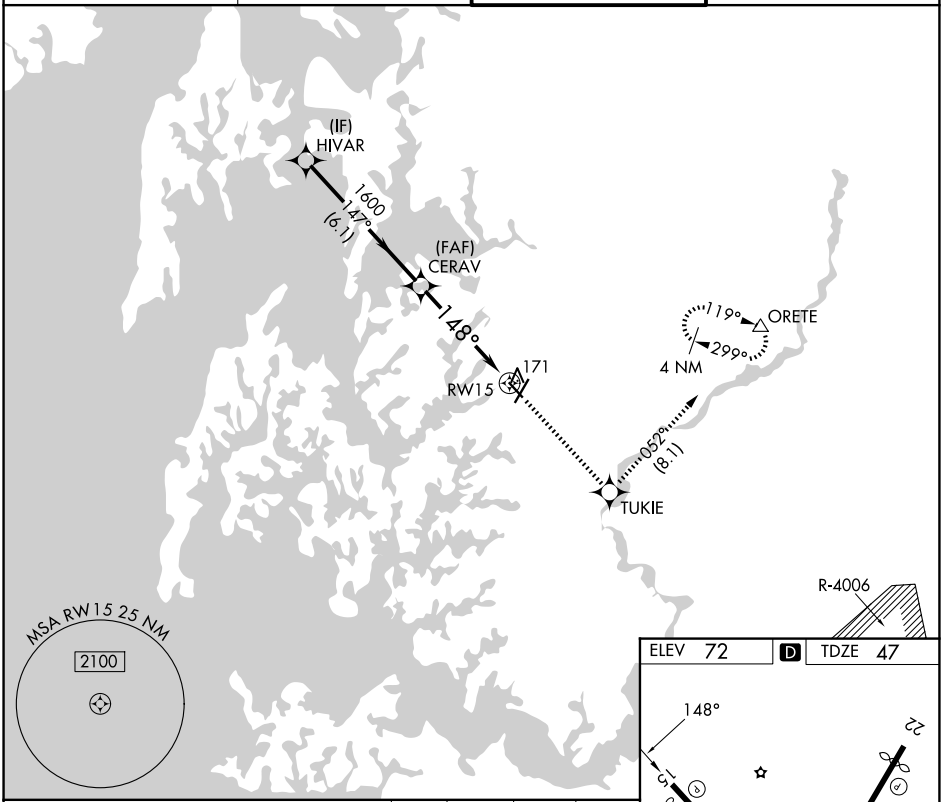
RNAV (GPS) RWY 15
EASTON/NEWNAM FLD (ESN)

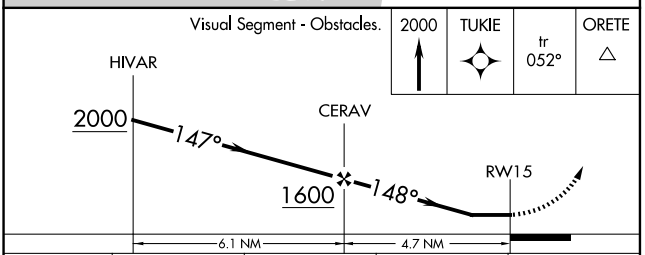
RNP APCH.

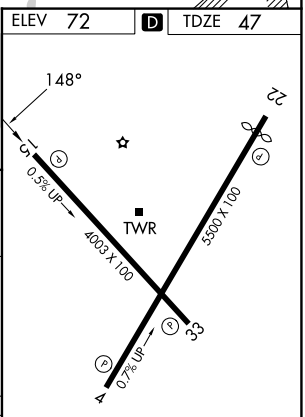
Rwy 15 helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 15 NA at night, Circling Rwy 15, 33 NA at night.

MISSED APPROACH: Climb to 2000 direct TUKIE and on track 052° to ORETE and hold.

ATIS	POTOMAC APP CON	EASTON TOWER ★	GND CON
124.475	133.75 254.35	118.525 (CTAF) L	119.075







CATEGORY	A	B	C	D
LNAV MDA	440-1	393 (400-1)	440-1⅛ 393 (400-1⅛)	440-1¼ 393 (400-1¼)
CIRCLING	480-1 408 (500-1)	640-1 568 (600-1)	640-1½ 568 (600-1½)	740-2 668 (700-2)

HIRL Rwy 4-22 L
REIL Rwys 15, 22 and 33 L
MIRL Rwys 15-33 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

EASTON, MARYLAND AL-5596 (FAA) 26078

RNAV (GPS) RWY 22
EASTON/NEWNAM FLD (ESN)

WAAS CH 40207 W22A	APP CRS 221°	Rwy Ldg 5175 / TDZE 72 / Apt Elev 72

RNP APCH.

Baro-VNAV NA when using Baltimore altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C. Rwy 22 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Baltimore altimeter setting and increase all DA 93 feet and all MDA 100 feet; increase LPV all Cats visibility ⅛ SM, increase LNAV/VNAV all Cats visibility ¼ SM, and increase LNAV Cats C and D ¼ SM.

MISSED APPROACH: Climb to 2000 direct RIKME and hold.

ATIS	POTOMAC APP CON	EASTON TOWER ★	GND CON
124.475	133.75 254.35	118.525 (CTAF) L	119.075

Procedure NA for arrivals at AGARD on V44 westbound.

(IAF) AGARD — 2000 139° (7.5) — (IF) FILRO — 2000 290° (7.4) — (IAF) RIDGY

1600 221° (6.1)

Procedure NA for arrivals at RIDGY on V16-157-213 northeast bound.

JOPAG 1.9 NM to RW22

(FAF) HILNU

RW22 — 179±

MISSED APCH FIX

RIKME

4 NM — 220° — 040°

MSA RW 22 25 NM

2100

R-4006

ELEV 72 D TDZE 72

221°

22

0.5% UP

4003 X 100

TWR

5500 X 100

33

0.7% UP

4

HIRL Rwy 4-22 L
REIL Rwys 22, 15 and 33 L
MIRL Rwy 15-33 L

2000 RIKME

*LNAV only

FILRO 2000

HILNU 1600

JOPAG 1.9 NM to RW22

221°

RW22 — 700* — 1600

GP 3.00° TCH 45

1.9 NM — 2.8 NM — 6.1 NM

CATEGORY	A	B	C	D
LPV DA	322-1 250 (300-1)			
LNAV/VNAV DA	362-1 290 (300-1)			
LNAV MDA	440-1 368 (400-1)			

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

EASTON, MARYLAND
Amdt 1C 18JUL19

38°48'N-76°04'W

EASTON/NEWNAM FLD (ESN)
RNAV (GPS) RWY 22

RNAV (GPS) RWY 33

EASTON/NEWNAM FLD (ESN)

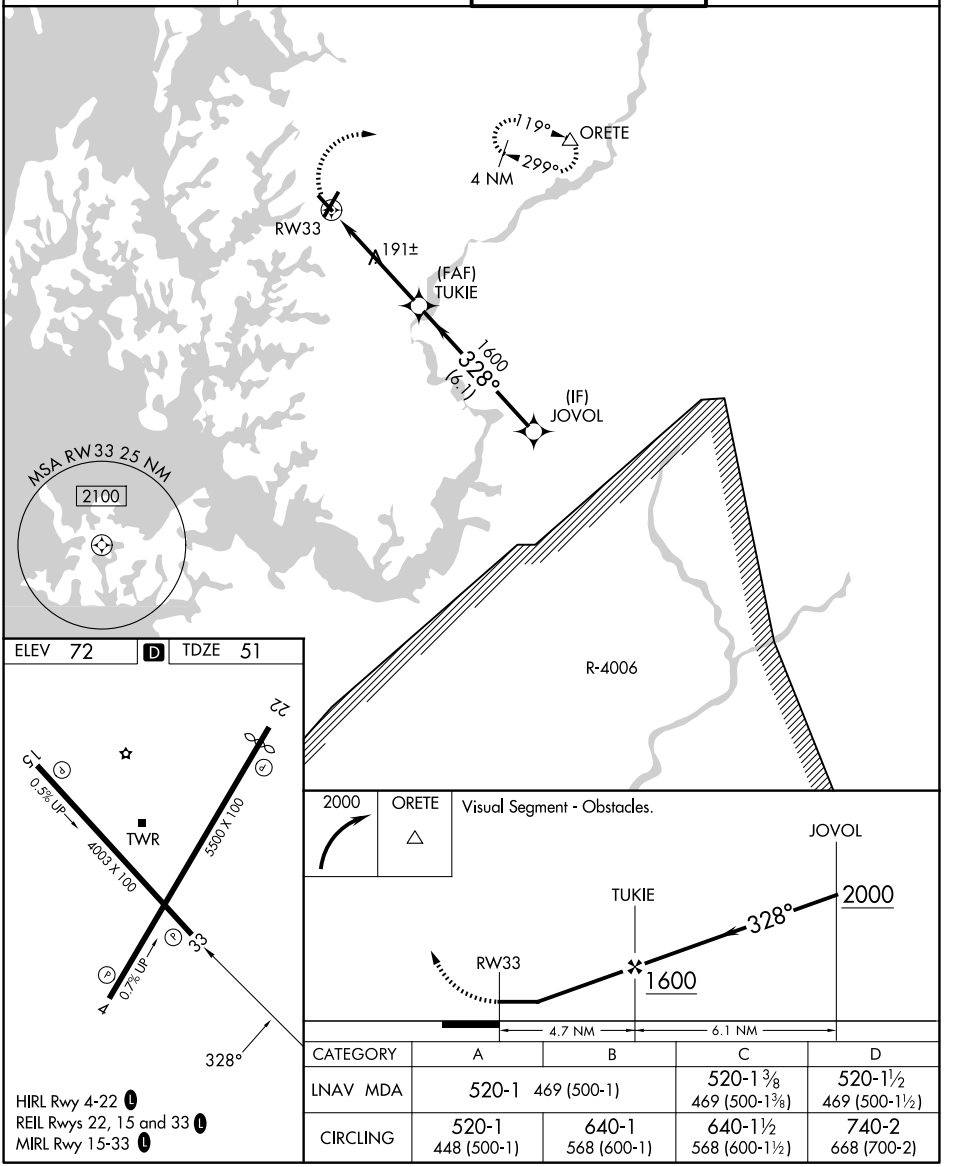
APP CRS	Rwy Ldg	4003
328°	TDZE	51
	Apt Elev	72

RNP APCH.

T Straight-in Rwy 33 NA at night, Circling Rwy 15, 33 NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 2000 direct ORETE and hold.

ATIS	POTOMAC APP CON	EASTON TOWER ★	GND CON
124.475	133.75 254.35	118.525 (CTAF) L	119.075



HIRL Rwy 4-22 L
REIL Rwys 22, 15 and 33 L
MIRL Rwy 15-33 L

CATEGORY	A	B	C	D
LNAV MDA	520-1 469 (500-1)		520-1 3/8 469 (500-1 3/8)	520-1 1/2 469 (500-1 1/2)
CIRCLING	520-1 448 (500-1)	640-1 568 (600-1)	640-1 1/2 568 (600-1 1/2)	740-2 668 (700-2)

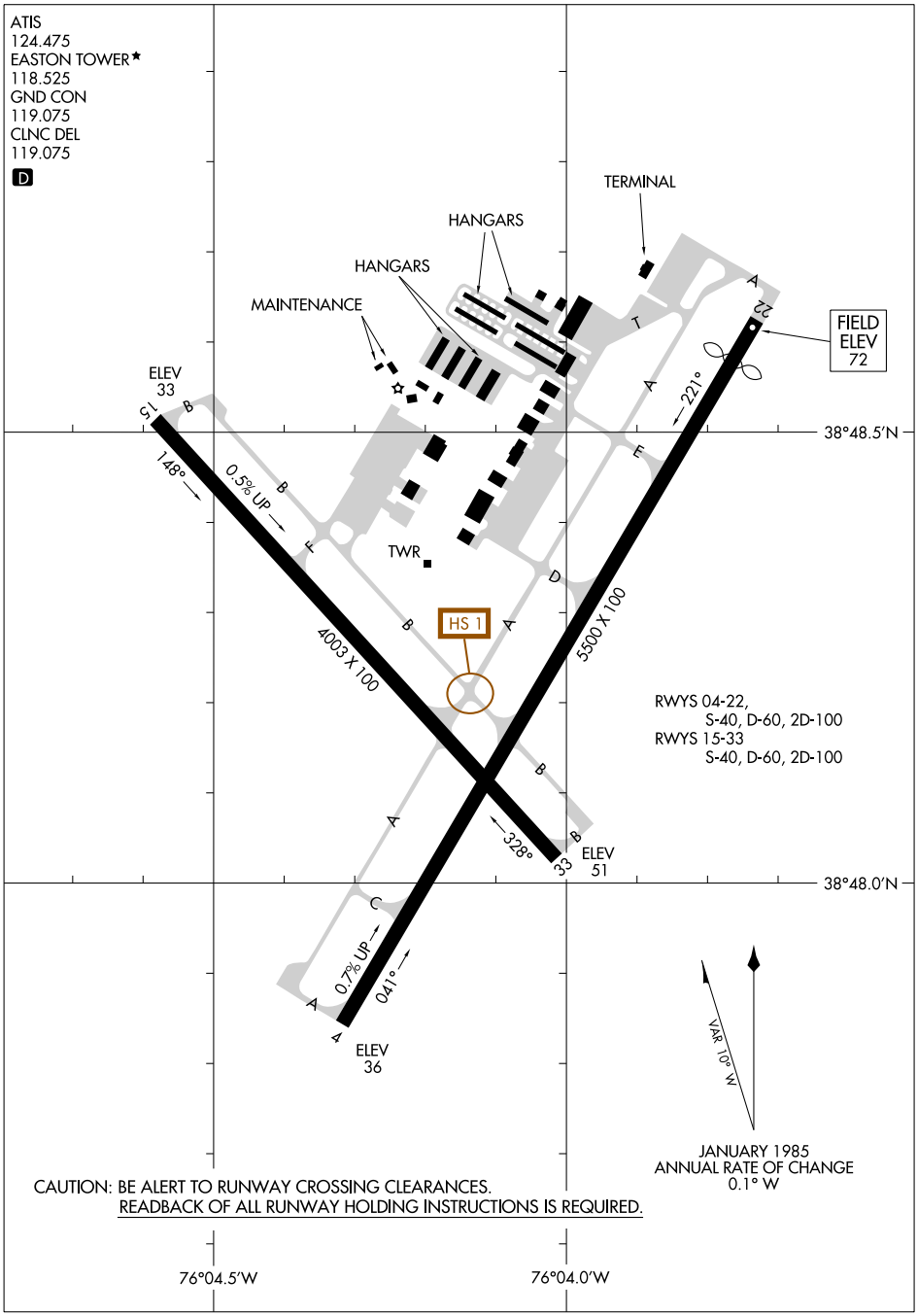
NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

26134

AIRPORT DIAGRAM

AL-5596 (FAA)

EASTON/NEWNAM FLD (ESN)
EASTON, MARYLAND



AIRPORT DIAGRAM
26134

EASTON, MARYLAND
EASTON/NEWNAM FLD (ESN)

NE-3, 03 SEP 2026 to 29 OCT 2026

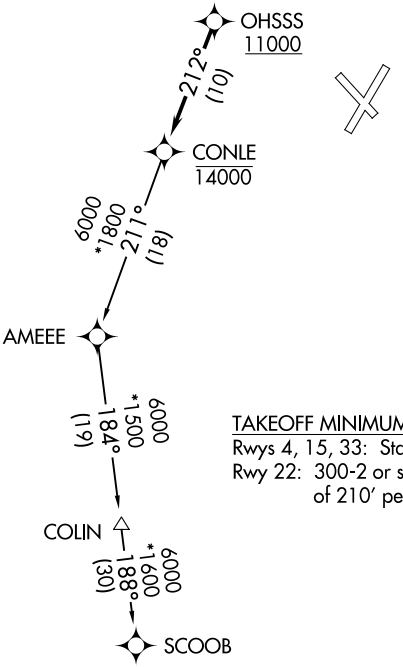
CONLE FIVE DEPARTURE (RNAV)

POTOMAC DEP CON
133.75 254.35
ATIS
124.475
CLNC DEL
119.075
GND CON
119.075
EASTON TOWER ★
118.525 (CTAF)

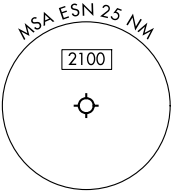
RNAV 1-DME/DME/IRU or GPS.
RADAR required.

TOP ALTITUDE: ASSIGNED BY ATC

NOTE: Jet aircraft only.



TAKEOFF MINIMUMS:
Rwys 4, 15, 33: Standard.
Rwy 22: 300-2 or standard with minimum climb of 210' per NM to 400.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to cross OHSSS at or above 11000, then on track 212° to cross CONLE at or below 14000, then on assigned transition. Maintain ATC assigned altitude. Expect clearance to filed altitude within 10 minutes after departure.

COLIN TRANSITION (CONLE5.COLIN)

SCOOB TRANSITION (CONLE5.SCOOB)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

(FOXHL1.FOXHL) 24193 AL-5596 (FAA)

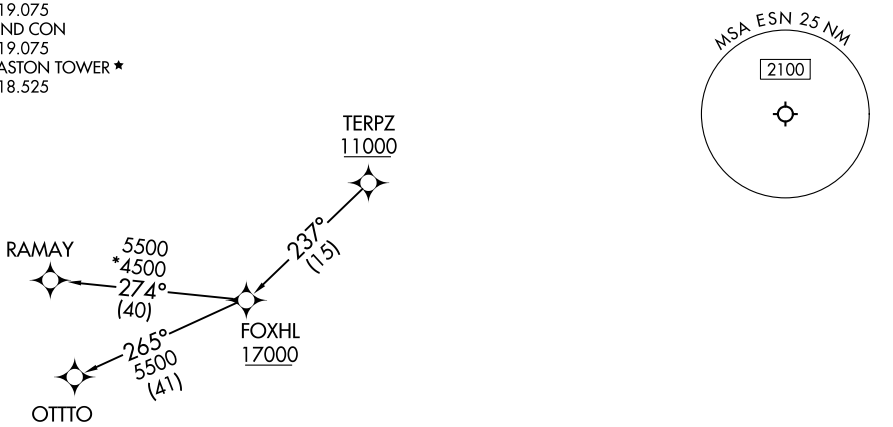
FOXHL ONE DEPARTURE (RNAV)

EASTON/NEWNAM FLD (ESN)
EASTON, MARYLAND

POTOMAC DEP CON
133.75 254.35
ATIS
124.475
CLNC DEL
119.075
GND CON
119.075
EASTON TOWER ★
118.525

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

TOP ALTITUDE: 17000



NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:
Rwys 4, 15, 33: Standard.
Rwy 22: 300-2 or Standard with minimum climb of 210'/NM to 400.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to cross TERPZ at or above 11000, thence....

....then on track 237° to cross FOXHL at or above 17000, then on assigned transition. Maintain 17000, expect filed altitude 10 minutes after departure.

OTTTO TRANSITION (FOXHL1.OTTTO)

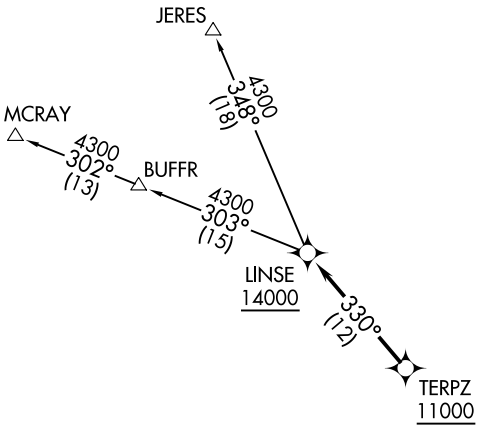
RAMAY TRANSITION (FOXHL1.RAMAY)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

POTOMAC DEP CON
133.75 254.35
ATIS
124.475
CLNC DEL
119.075
GND CON
119.075
EASTON TOWER ★
118.525

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

TOP ALTITUDE: 16000



NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:
Rwys 4, 15, 33: Standard.
Rwy 22: 300-2 or standard with minimum climb of 210'/NM to 400.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to cross TERPZ at or above 11000, thence....

....then on track 330° to cross LINSE at or above 14000. Then on assigned transition. Maintain 16000, expect filed altitude 10 minutes after departure.

JERES TRANSITION (LINSE2.JERES)

MCRAY TRANSITION (LINSE2.MCRAY)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

(TERPZ8.TERPZ) 24193 AL-5596 (FAA)

EASTON/NEWNAM FLD (ESN)

TERPZ EIGHT DEPARTURE (RNAV)

EASTON, MARYLAND

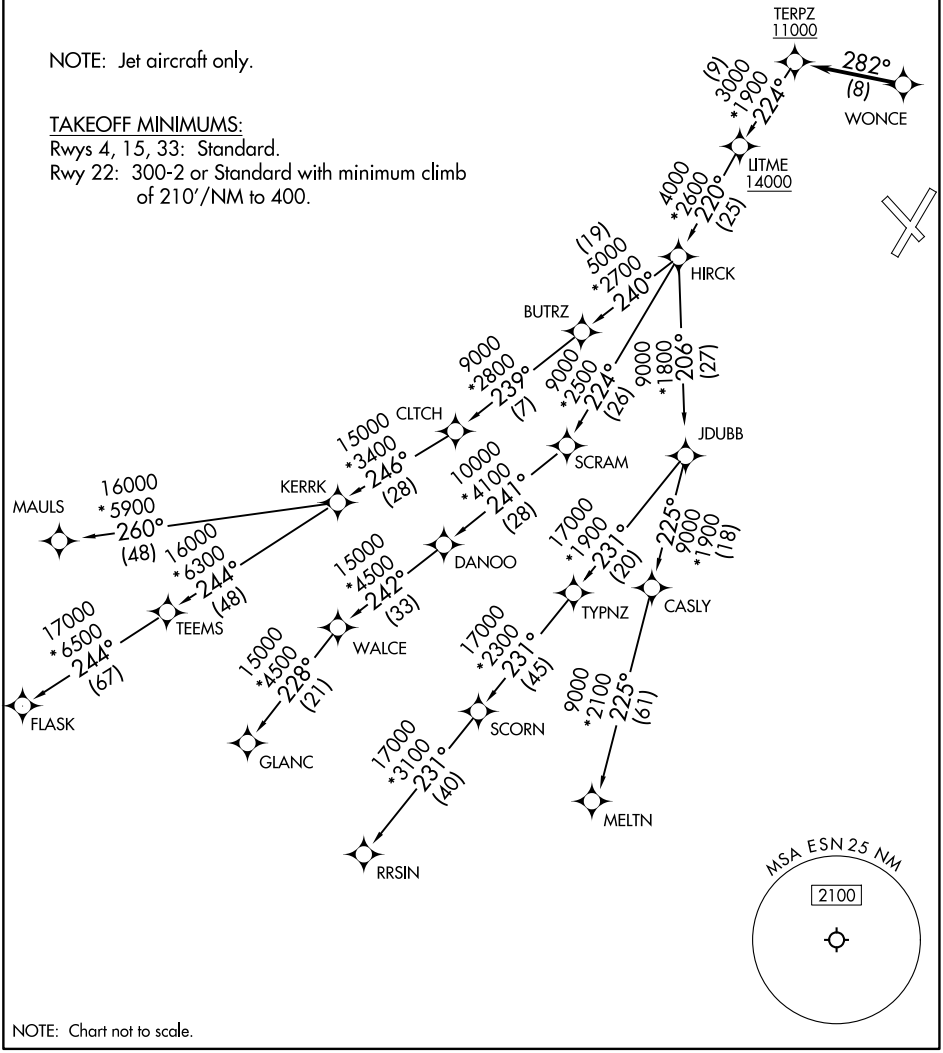
POTOMAC DEP CON
133.75 254.35
ATIS
124.475
CLNC DEL
119.075
GND CON
119.075
EASTON TOWER ★
118.525 (CTAF)

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

TOP ALTITUDE: 17000

NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:
Rwys 4, 15, 33: Standard.
Rwy 22: 300-2 or Standard with minimum climb of 210'/NM to 400.



NOTE: Chart not to scale.

TERPZ EIGHT DEPARTURE (RNAV)

(TERPZ8.TERPZ) 11JUL24

EASTON, MARYLAND
EASTON/NEWNAM FLD (ESN)

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

TERPZ EIGHT DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to WONCE, thence. . . .

. . . then on track 282° to cross TERPZ at or above 11000, then on assigned transition. Maintain 17000, expect filed altitude 10 minutes after departure.

CLTCH TRANSITION (TERPZ8.CLTCH)
FLASK TRANSITION (TERPZ8.FLASK)
GLANC TRANSITION (TERPZ8.GLANC)
MAULS TRANSITION (TERPZ8.MAULS)
MELTN TRANSITION (TERPZ8.MELTN)
RRSIN TRANSITION (TERPZ8.RRSIN)

NE-3, 03 SEP 2026 to 29 OCT 2026

ELKTON, MARYLAND | AL-9807 (FAA) | 25275

RNAV (GPS)-B

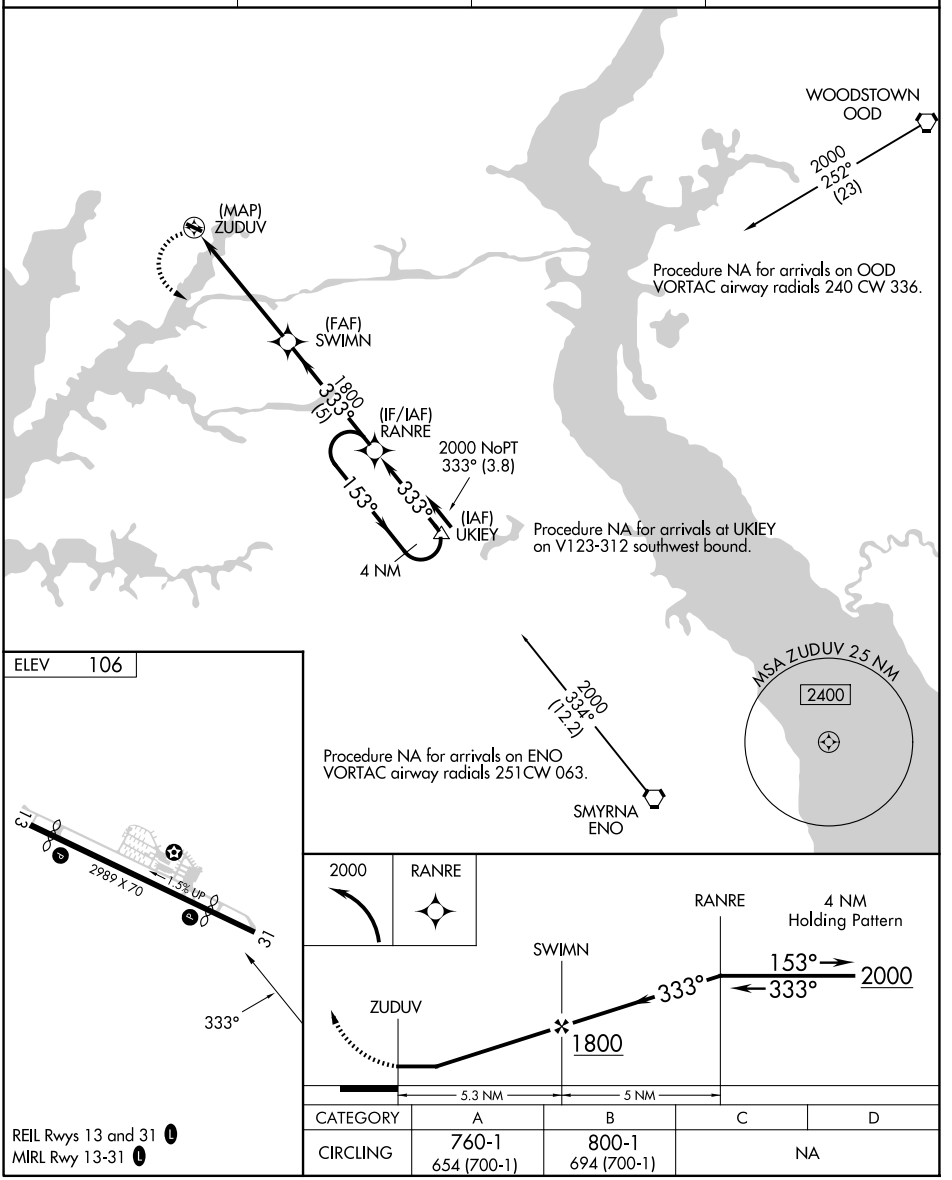
CLAREMONT (58M)

APP CRS	Rwy Ldg	NA
333°	TDZE	NA
	Apt Elev	106

T NA — DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Middletown, DE altimeter setting; when not received use Wilmington, DE altimeter setting and increase all MDA 20 feet.

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

EVY AWOS-3	PHILADELPHIA APP CON	UNICOM	123.0 L
132.325	118.35 323.1	122.8 (CTAF)	



CATEGORY	A	B	C	D
CIRCLING	760-1 654 (700-1)	800-1 694 (700-1)	NA	

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

ELKTON, MARYLAND
Orig 10NOV16

39°34'N-75°52'W

CLAREMONT (58M)

RNAV (GPS)-B

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 16

EMPORIA-GREENSVILLE RGNL (EMV)

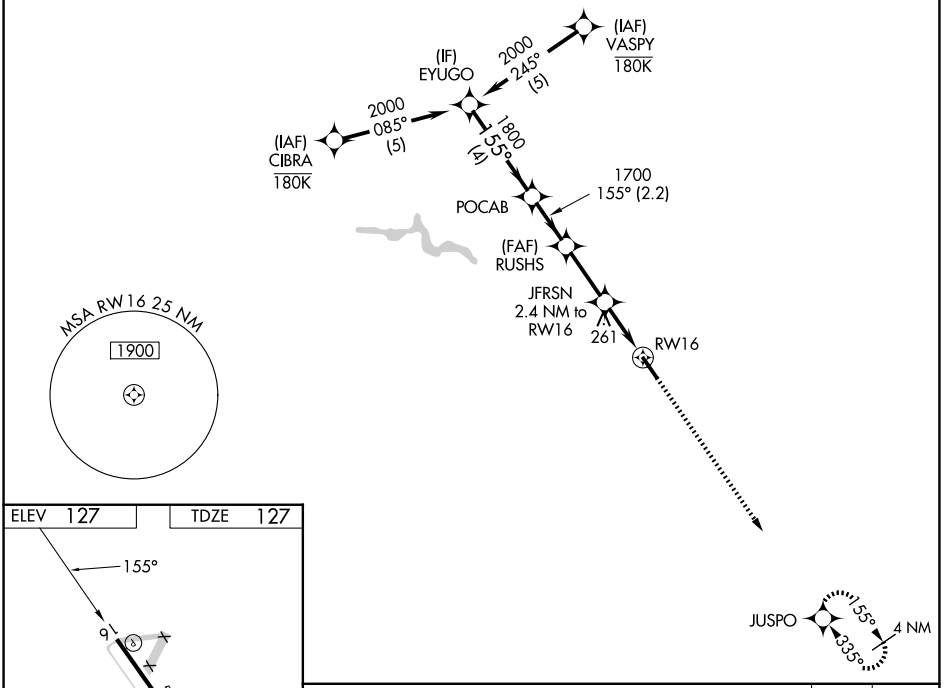
APP CRS	Rwy Ldg	5010
155°	TDZE	127
	Apt Elev	127

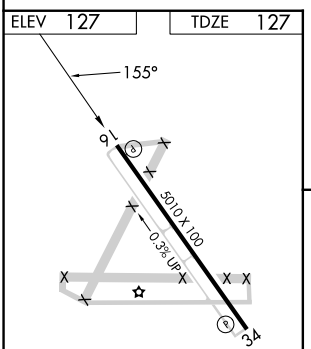
RNP APCH.

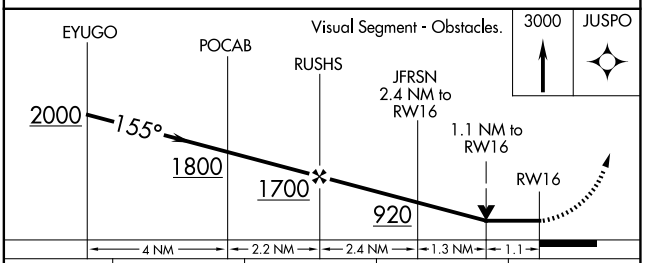
T Rwy 16 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct JUSPO and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
124.175	132.025 290.425	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	520-1	393 (400-1)	NA	
CIRCLING	580-1	453 (500-1)	680-1½ 553 (600-1½)	NA

REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

EMPORIA, VIRGINIA | AL-5534 (FAA) | 26022

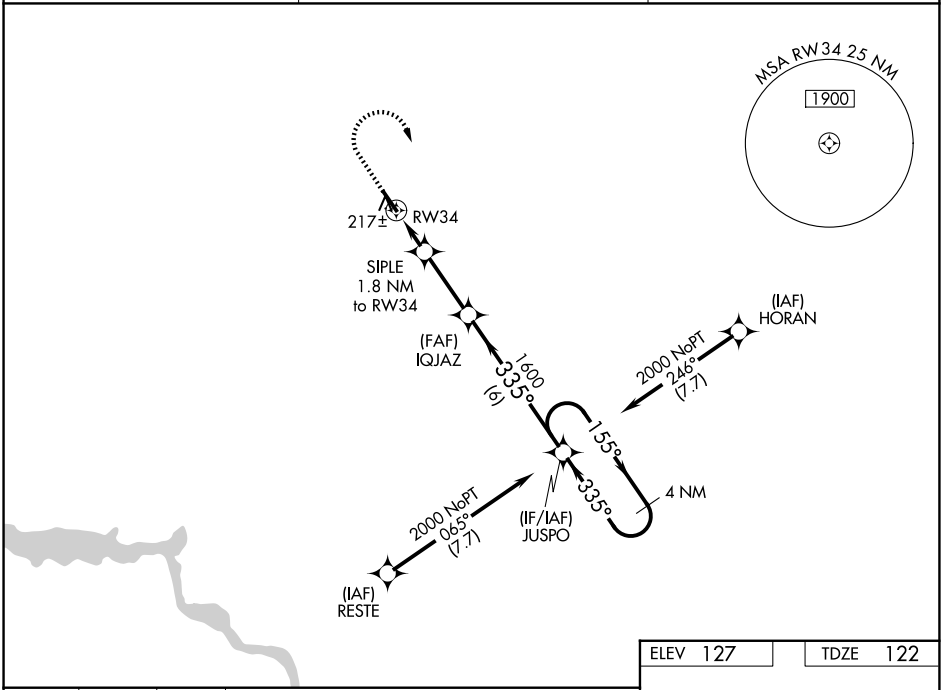
WAAS	APP CRS	Rwy Ldg	5010
CH 63226	335°	TDZE	122
W34A		Apt Elev	127

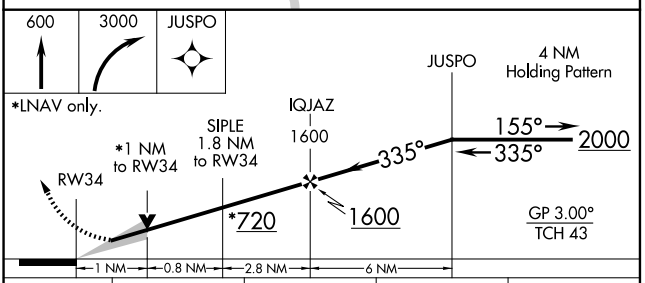
RNAV (GPS) RWY 34
EMPORIA-GREENSVILLE RGNL (EMV)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct JUSPO and hold, continue climb-in-hold to 3000.

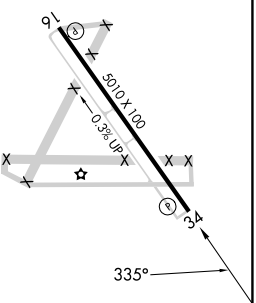
AWOS-3	WASHINGTON CENTER	UNICOM
124.175	132.025 290.425	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	372-1	250 (300-1)	NA	
LNAV/VNAV DA	372-1	250 (300-1)	NA	
LNAV MDA	480-1	358 (400-1)	NA	
CIRCLING	580-1	453 (500-1)	680-1½ 553 (600-1½)	NA

ELEV 127 | TDZE 122



REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

EMPORIA, VIRGINIA
Amdt 2 22JUN17

36°41'N-77°29'W

EMPORIA-GREENSVILLE RGNL (EMV)
RNAV (GPS) RWY 34

NE-3, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-EMV	APP CRS	Rwy Ldg	5010
108.75	335°	TDZE	122
Chan 24(Y)		Apt Elev	127

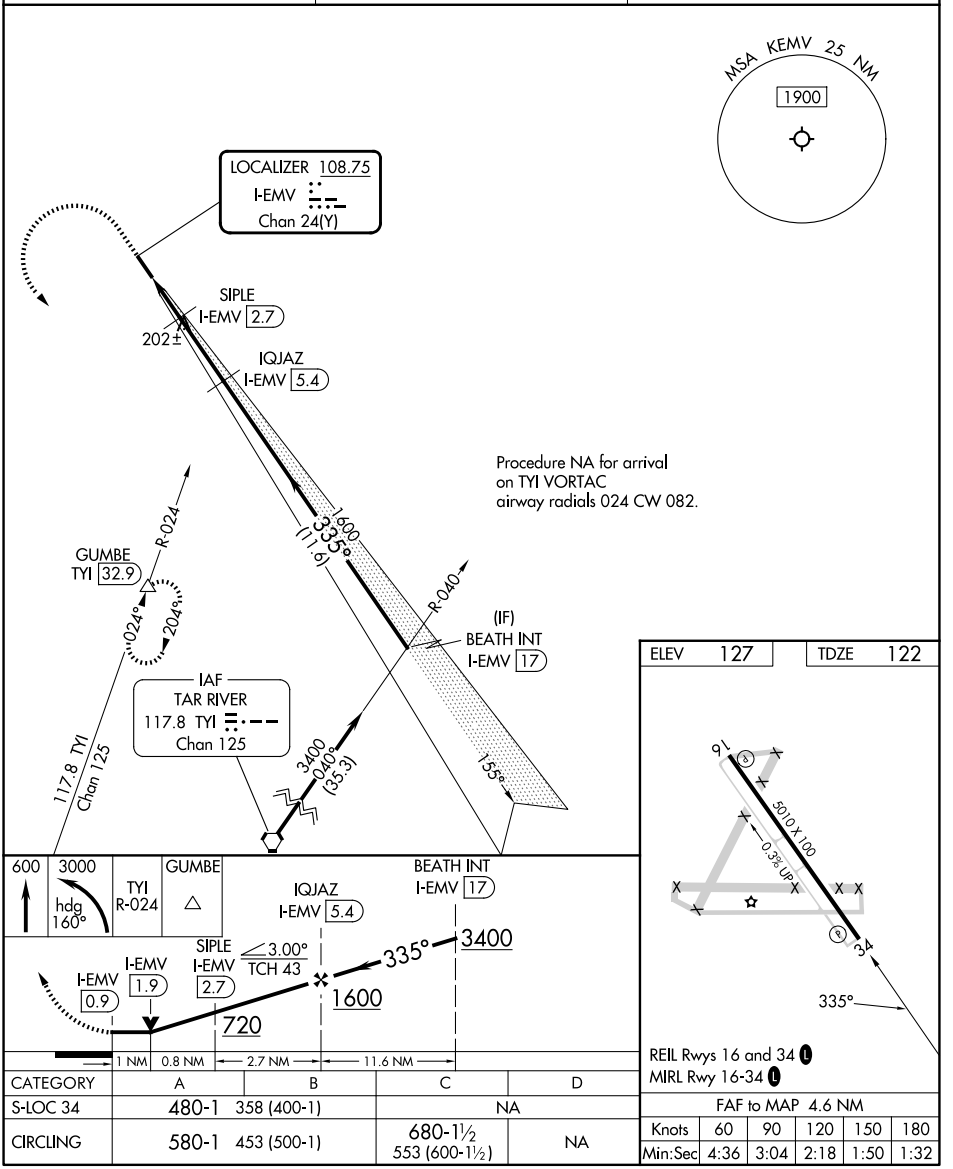
LOC RWY 34

EMPORIA-GREENSVILLE RGNL (EMV)

DME required.

MISSED APPROACH: Climb to 600 then climbing left turn to 3000 on heading 160° and TYI VORTAC R-024 to GUMBE/TYI 32.9 DME and hold, continue climb-in-hold to 3000.

AWOS-3	WASHINGTON CENTER	UNICOM
124.175	132.025 290.425	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-LOC 34	480-1	358 (400-1)	NA	
CIRCLING	580-1	453 (500-1)	680-1½ 553 (600-1½)	NA

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, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

FARMVILLE, VIRGINIA | AL-5805 (FAA) | 23222

RNAV (GPS) RWY 3

FARMVILLE RGNL (FVX)

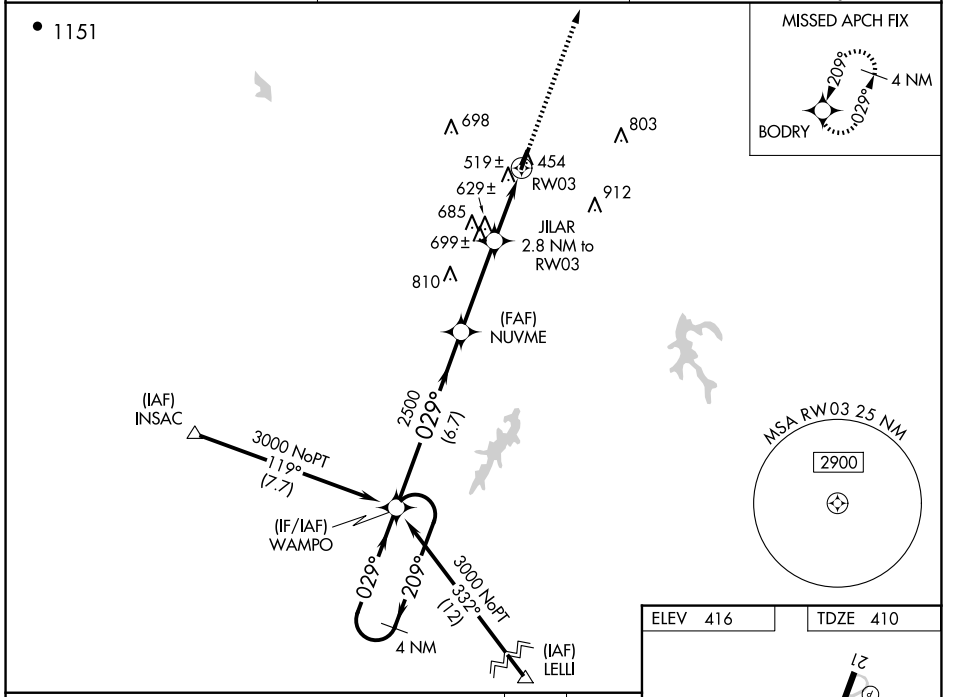
WAAS CH 49017 W03A	APP CRS 029°	Rwy Idg 4400 / TDZE 410 / Apt Elev 416

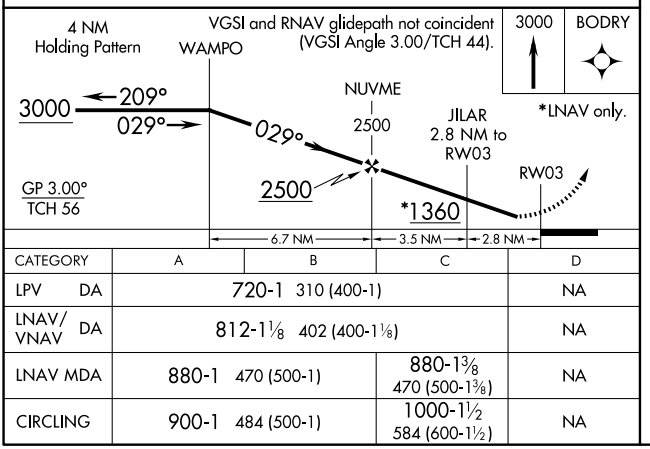
RNP APCH-GPS.

Baro-VNAV NA when using Lynchburg Rgnl/Preston Glenn Fld altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Straight-in/Circling Rwy 3 procedure NA at night. When local altimeter setting not received, use Lynchburg Rgnl/Preston Glenn Fld altimeter setting and increase LPV DA to 878 feet and all visibilities ⅜ SM. Increase LNAV/VNAV DA to 970 feet and all visibilities ½ SM. Increase all MDAs 160 feet and LNAV visibility Cat C ¼ SM, and Circling visibility Cat C ½ SM. Rwy 3 helicopter visibiliy reduction below 1 SM NA.

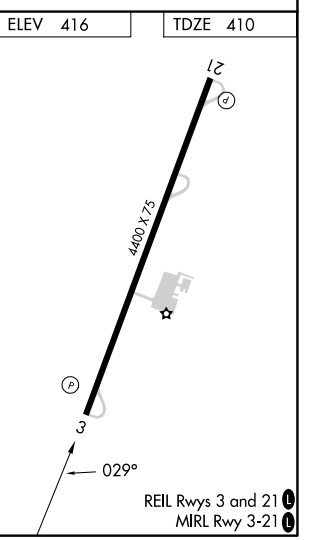
MISSED APPROACH: Climb to 3000 direct BODRY and hold.

AWOS-3	ROANOKE APP CON	UNICOM
132.725	135.0 254.325	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	720-1 310 (400-1)			NA
LNAV/VNAV DA	812-1⅛ 402 (400-1⅛)			NA
LNAV MDA	880-1 470 (500-1)		880-1⅜ 470 (500-1⅜)	NA
CIRCLING	900-1 484 (500-1)		1000-1½ 584 (600-1½)	NA



FARMVILLE, VIRGINIA
Orig-B 10AUG23

37°21'N-78°26'W

FARMVILLE RGNL (FVX)

RNAV (GPS) RWY 3

NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 21

FARMVILLE RGNL (FVX)

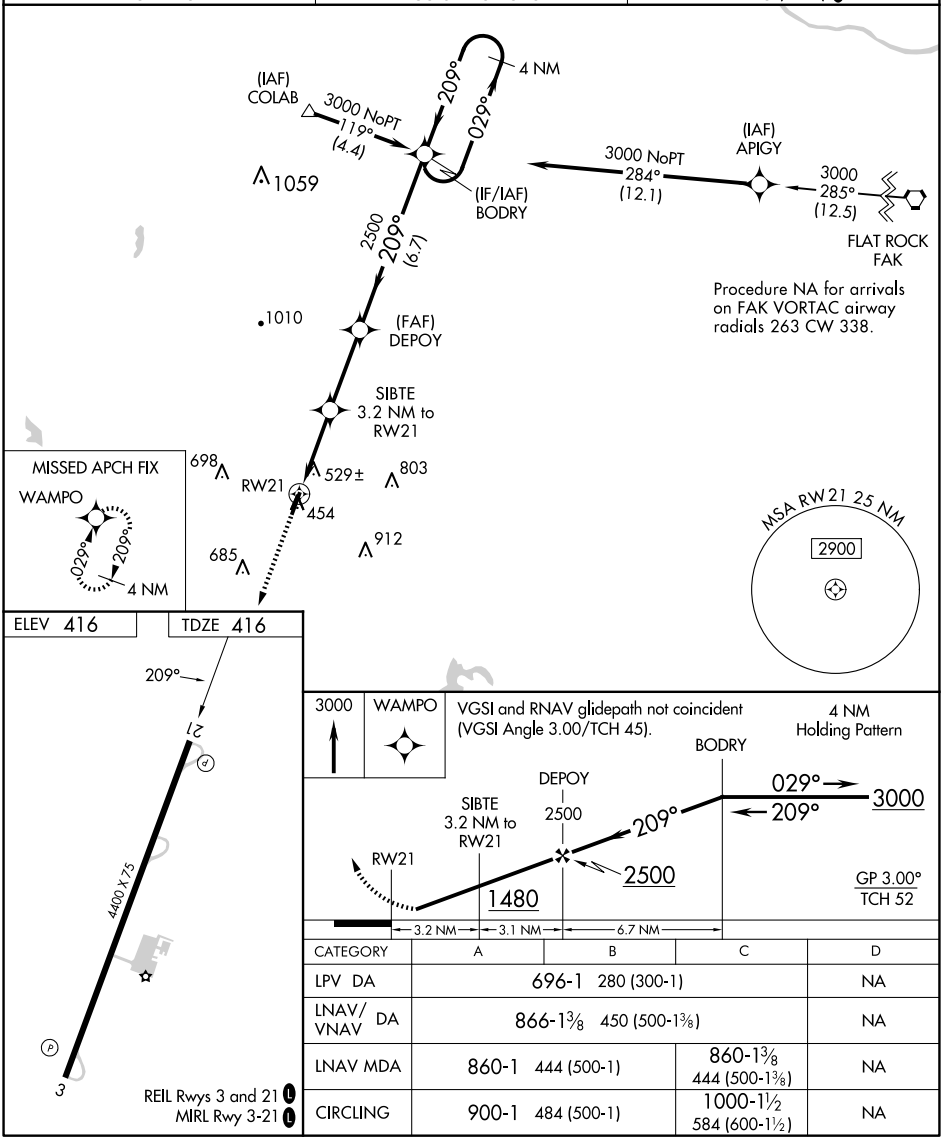
WAAS	APP CRS	Rwy Idg	4400
CH 70517	209°	TDZE	416
W21A		Apt Elev	416

RNP APCH-GPS.

Baro-VNAV NA when using Lynchburg Rgnl/Preston Glenn Fld altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Lynchburg Rgnl/Preston Glenn Fld altimeter setting and increase LPV DA to 854 feet and all visibilities ¼ SM, increase LNAV/VNAV DA to 1024 feet and all visibilities ⅜ SM, increase all MDAs 160 feet and LNAV visibility Cat C ⅜ SM. Circling Rwy 3 NA at night. Rwy 21 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct WAMPO and hold.

AWOS-3	ROANOKE APP CON	UNICOM
132.725	135.0 254.325	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	696-1 280 (300-1)			NA
LNAV/ VNAV DA	866-1⅜ 450 (500-1⅜)			NA
LNAV MDA	860-1 444 (500-1)		860-1⅜ 444 (500-1⅜)	NA
CIRCLING	900-1 484 (500-1)		1000-1½ 584 (600-1½)	NA

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

25275

FORT EUSTIS, VIRGINIA

RNAV (GPS) RWY 14

APCH CRS	Rwy ldg	3025
139°	TDZE	12
	Arpt Elev	12

[USA]

FELKER AAF (KFAF)

RNP APCH - GPS

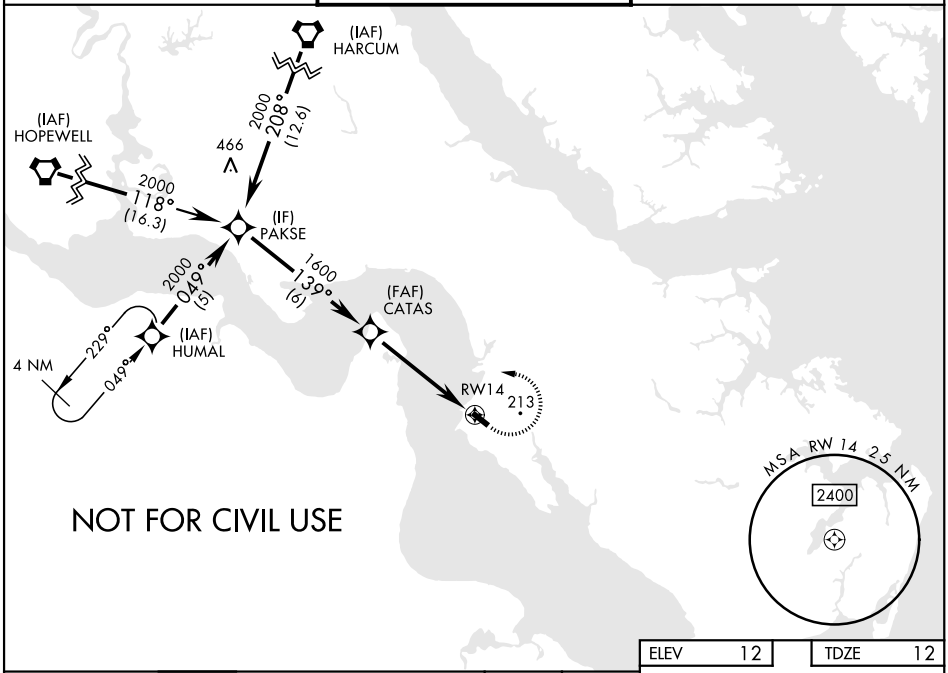
*When ALS inop increase CAT AB vis to 1 mile.

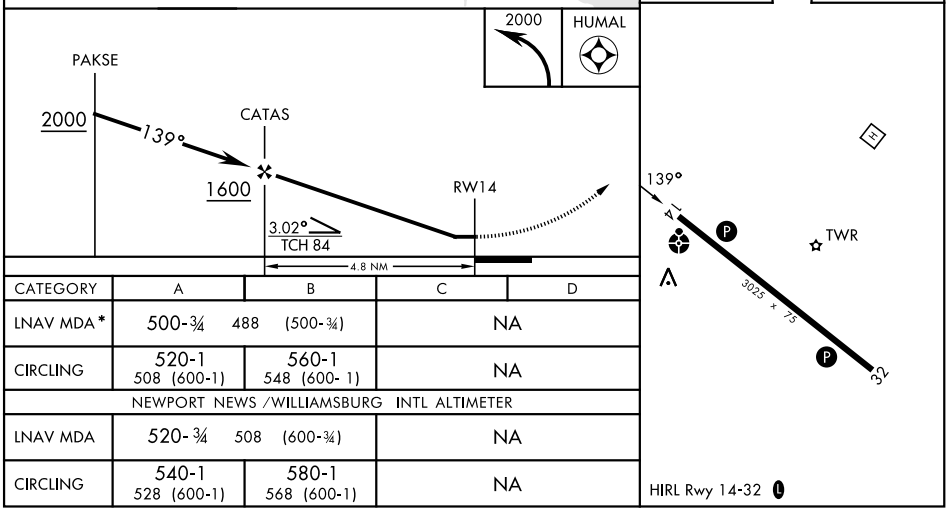
When local altimeter setting not received, use Newport News/Williamsburg Intl altimeter setting. Rwy 14 helicopter visibility reduction below 1 mile NA.

ODALS

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

NORFOLK APP CON	TOWER ★	GND CON
125.7 335.625	126.3 (CTAF) L 269.25	121.35 229.4





CATEGORY	A	B	C	D
LNAV MDA*	500-¾ 488 (500-¾)		NA	
CIRCLING	520-1 508 (600-1)	560-1 548 (600-1)	NA	
NEWPORT NEWS /WILLIAMSBURG INTL ALTIMETER				
LNAV MDA	520-¾ 508 (600-¾)		NA	
CIRCLING	540-1 528 (600-1)	580-1 568 (600-1)	NA	

FORT EUSTIS, VIRGINIA

37°08'N-76°37'W

FELKER AAF (KFAF)

Amdt 4 05OCT25

RNAV (GPS) RWY 14

NE-3, 03 SEP 2026 to 29 OCT 2026

FORT EUSTIS, VIRGINIA

COPTER RNAV (GPS) RWY 14

APCH CRS	Rwy ldg	3025
139°	TDZE	12
	Arpt Elev	12

[USA]

FELKER AAF (KFAF)

RNP APCH - GPS

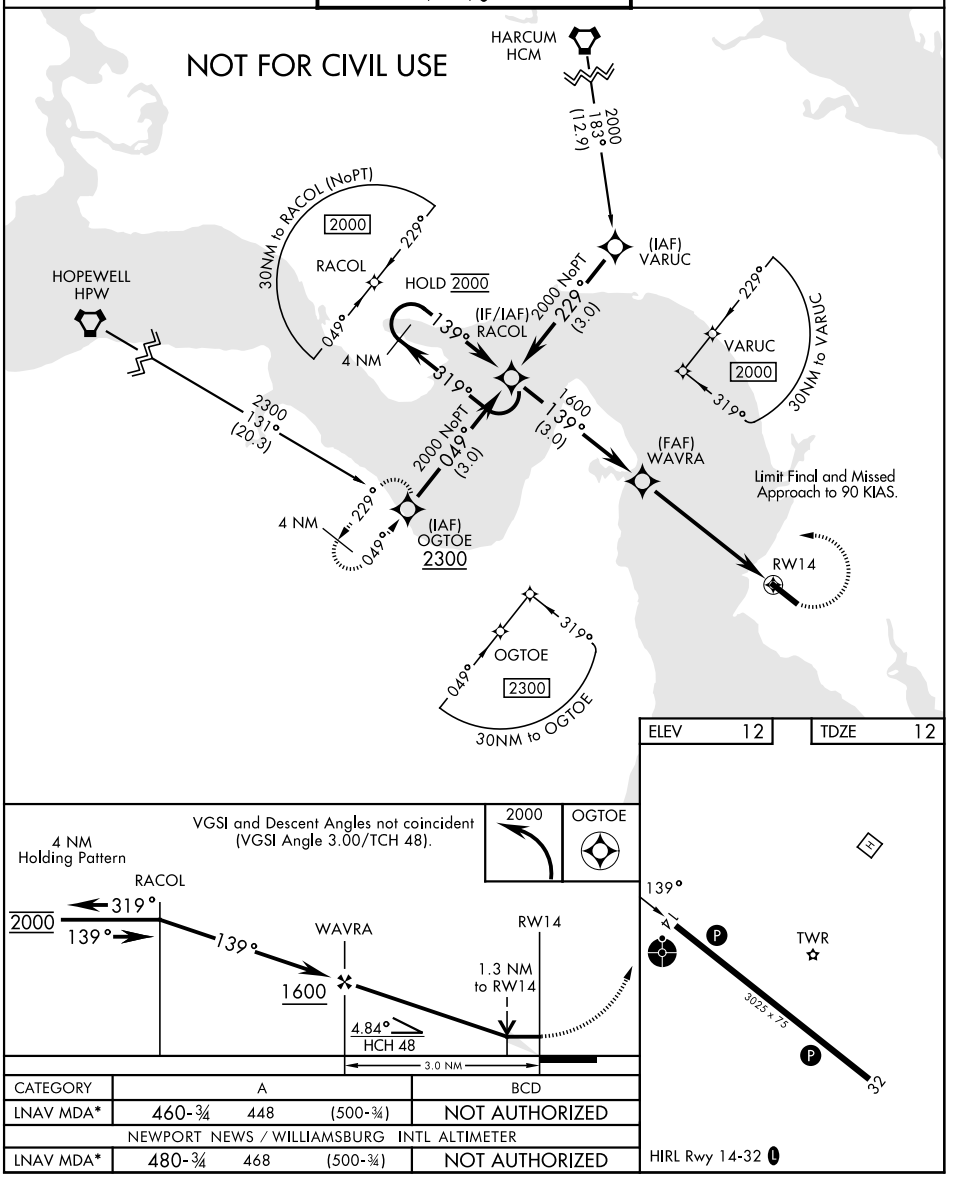
*When ALS inop, increase CAT A vis to 1 mile.
When local altimeter setting not received, use Newport News/Williamsburg Intl altimeter setting.
VDP NA when using Newport News/Williamsburg Intl altimeter setting.

ODALS

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

NORFOLK APP CON	FELKER TOWER ★	GND CON
125.7 335.625	126.3 (CTAF) L 269.25	121.35 229.4

NOT FOR CIVIL USE



CATEGORY	A			BCD
LNAV MDA*	460-¾	448	(500-¾)	NOT AUTHORIZED
NEWPORT NEWS / WILLIAMSBURG INTL ALTIMETER				
LNAV MDA*	480-¾	468	(500-¾)	NOT AUTHORIZED

FORT EUSTIS, VIRGINIA 37°08'N-76°37'W FELKER AAF (KFAF)

Orig 16APR26

COPTER RNAV (GPS) RWY 14

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

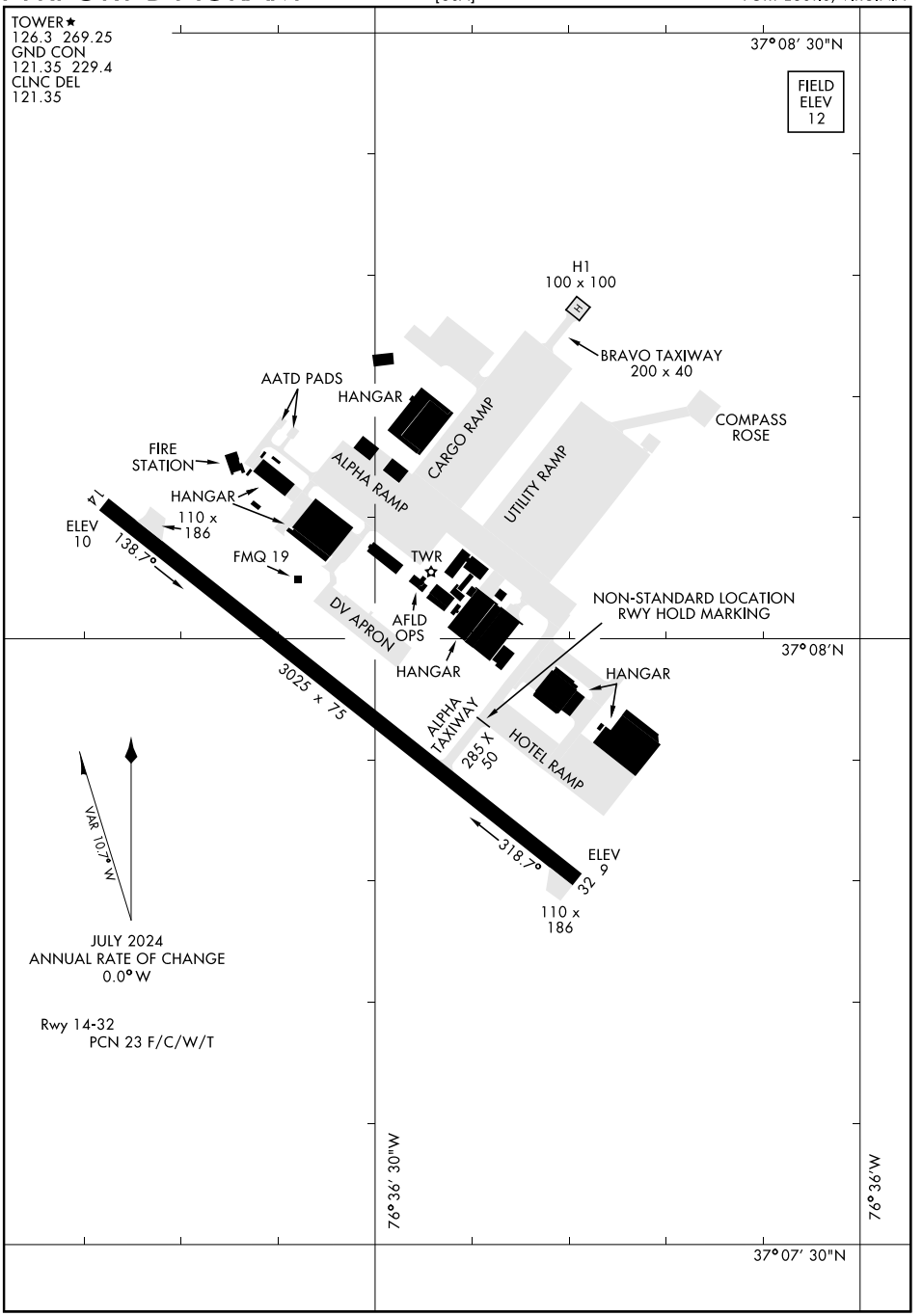
25163

AIRPORT DIAGRAM

FELKER AAF (KFAF)

[USA]

FORT EUSTIS, VIRGINIA



AIRPORT DIAGRAM

FORT EUSTIS, VIRGINIA

FELKER AAF (KFAF)

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 18

NEW LONDON (W90)

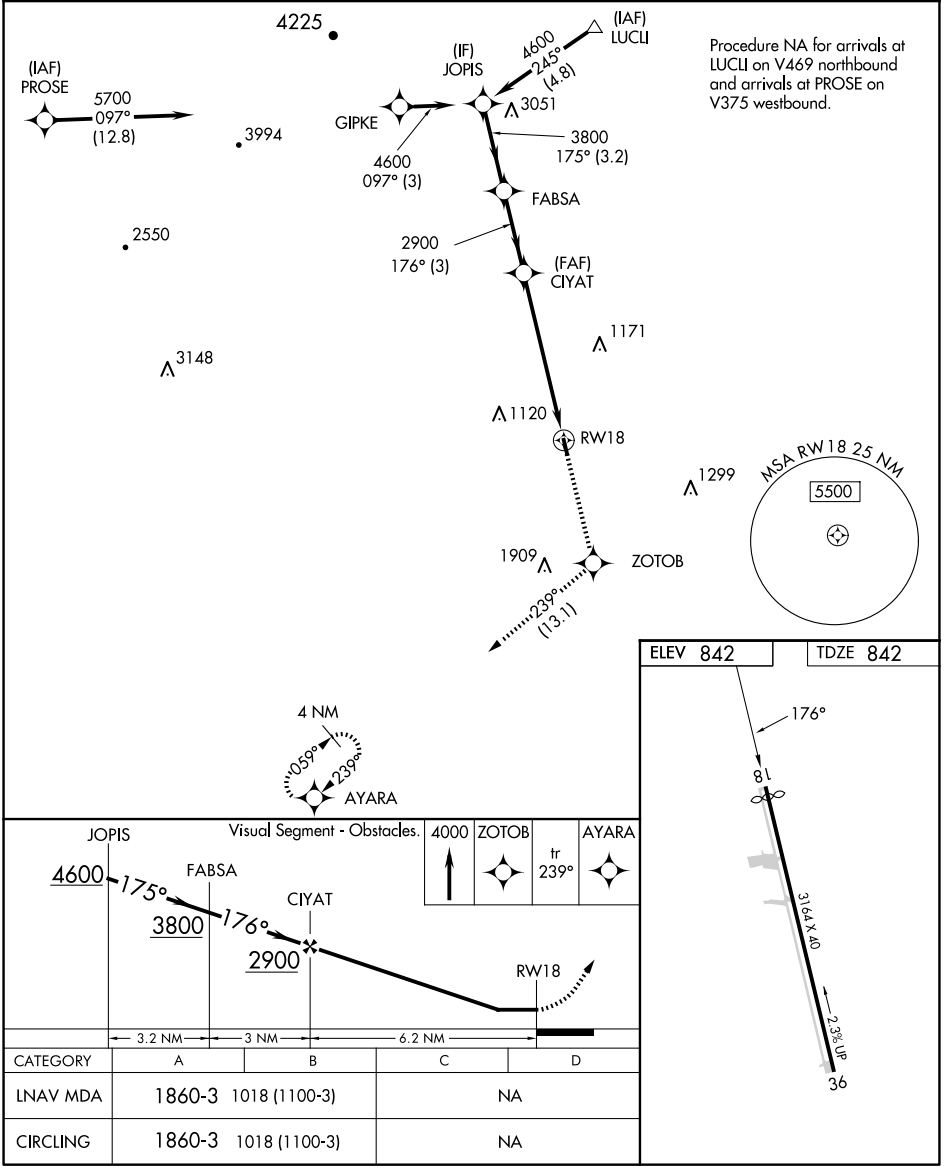
APP CRS	Rwy Ldg	3049
176°	TDZE	842
	Apt Elev	842

RNP APCH.

Rwy 18 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use Lynchburg altimeter setting.

MISSED APPROACH: Climb to 4000 direct ZOTOB and on track 239° to AYARA and hold.

LYH ASOS	ROANOKE APP CON	UNICOM
119.8	135.0 254.325	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1860-3 1018 (1100-3)		NA	
CIRCLING	1860-3 1018 (1100-3)		NA	

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

FOREST, VIRGINIA AL-10610 (FAA) 23222

RNAV (GPS) RWY 36
NEW LONDON (W90)

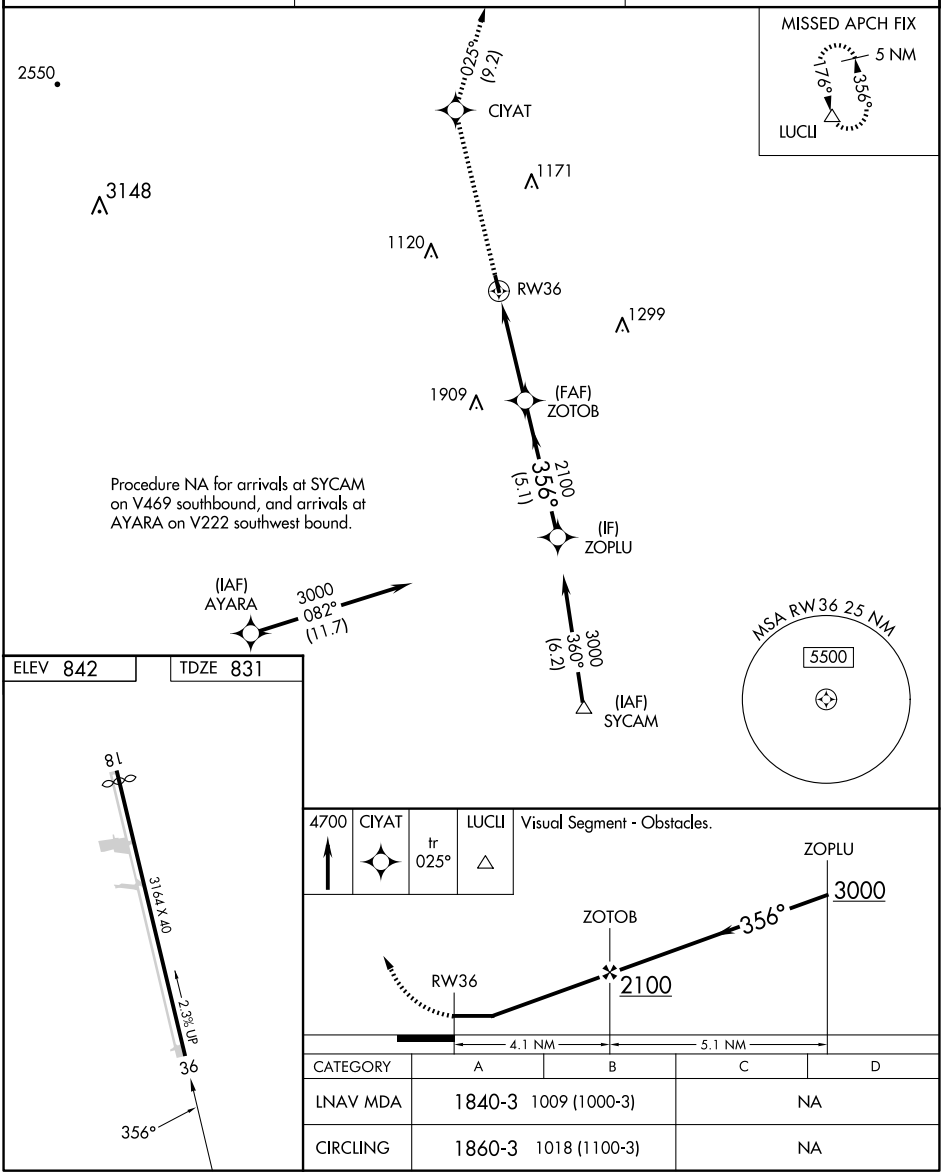
APP CRS	Rwy Idg	3164
356°	TDZE	831
	Apt Elev	842

RNP APCH.

Rwy 36 helicopter visibility reduction below 1 SM NA. Use Lynchburg altimeter setting. Procedure NA at night.

MISSED APPROACH: Climb to 4700 direct CIYAT and on track 025° to LUCLI and hold.

LYH ASOS	ROANOKE APP CON	UNICOM
119.8	135.0 254.325	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1840-3	1009 (1000-3)	NA	
CIRCLING	1860-3	1018 (1100-3)	NA	

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 10

FORT MEADE EXEC (FME)

APP CRS	Rwy Ldg	3000
109°	TDZE	150
	Apt Elev	150

RNP APCH - GPS.

Rwy 10 helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 10 NA at night, Circling Rwy 10 NA at night.

MISSED APPROACH: Climb to 2100 direct PUGEE and hold.

AWOS-3	POTOMAC APP CON	UNICOM
123.925	119.7 290.475	123.05 (CTAF) L

Procedure NA for arrivals at CUTOP on V265 northbound.

(IAF) CUTOP

2000
158°
(4.5)

(IF) HEEAP

1600
109°
(4)

(FAF) STOVR

RW10

Final approach course offset 5.00°.

PUGEE

309°
129°
4 NM

MSA RW10 25 NM
2600

ELEV 150 TDZE 150

266 ☆

10 28
1.0% UP
3000 X 75
109°

VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 51).

2100 PUGEE

HEEAP
2000
109°
STOVR
1600
4.00°
TCH 40
RW10
4 NM
3.4 NM

CATEGORY	A	B	C	D
LNAV MDA	780-1	630 (700-1)	NA	
CIRCLING	820-1 670 (700-1)	960-1 810 (900-1)	NA	

REIL Rwys 10 and 28 L
MIRL Rwy 10-28 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 28

FORT MEADE EXEC (FME)

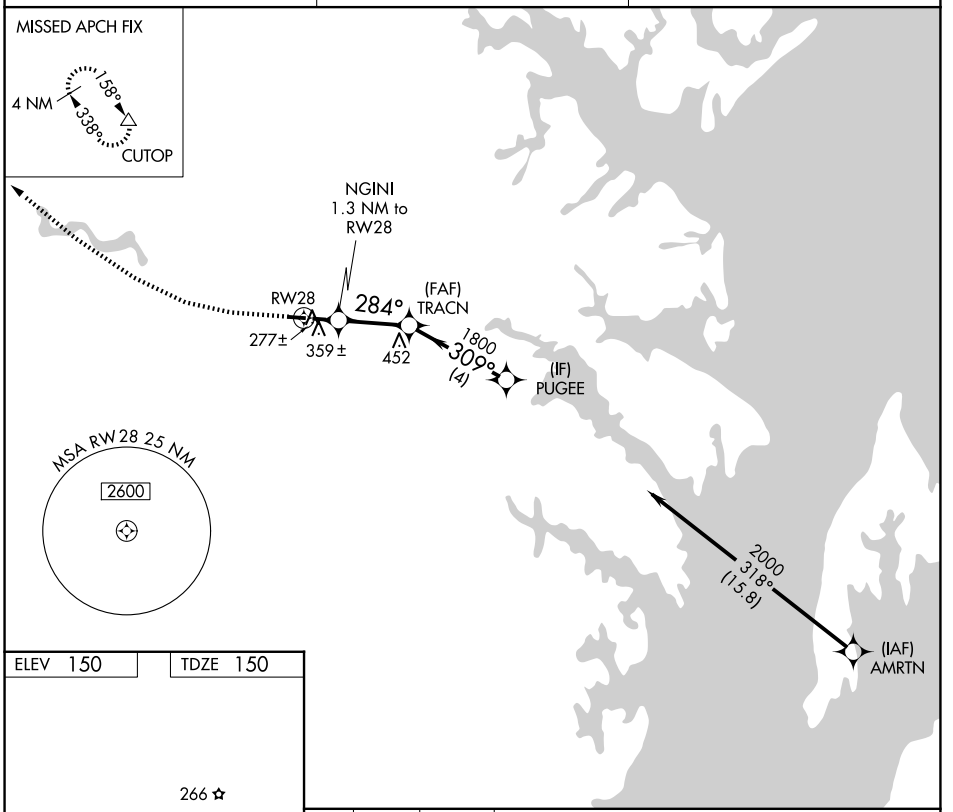
WAAS	APP CRS	Rwy Ldg	3000
CH 56347	284°	TDZE	150
W28A		Apt Elev	150

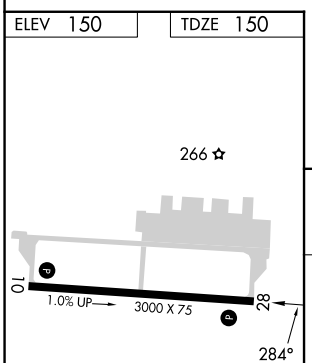
RNP APCH - GPS.

Rwy 28 helicopter visibility reduction below ¾ SM NA. Circling Rwy 10 NA at night.

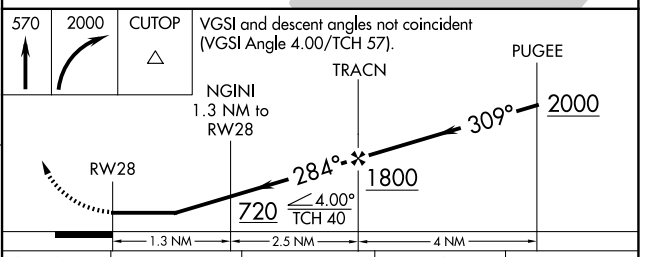
MISSED APPROACH: Climb to 570 then climbing right turn to 2000 direct CUTOP and hold.

AWOS-3	POTOMAC APP CON	UNICOM
123.925	119.7 290.475	123.05 (CTAF)





REIL Rwys 10 and 28 (L)
MIRL Rwy 10-28 (L)



CATEGORY	A	B	C	D
LP MDA	540-1	390 (400-1)	NA	
LNAV MDA	620-1	470 (500-1)	NA	
CIRCLING	820-1 670 (700-1)	960-1 810 (900-1)	NA	

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 9

FRANKLIN RGNL (FKN)

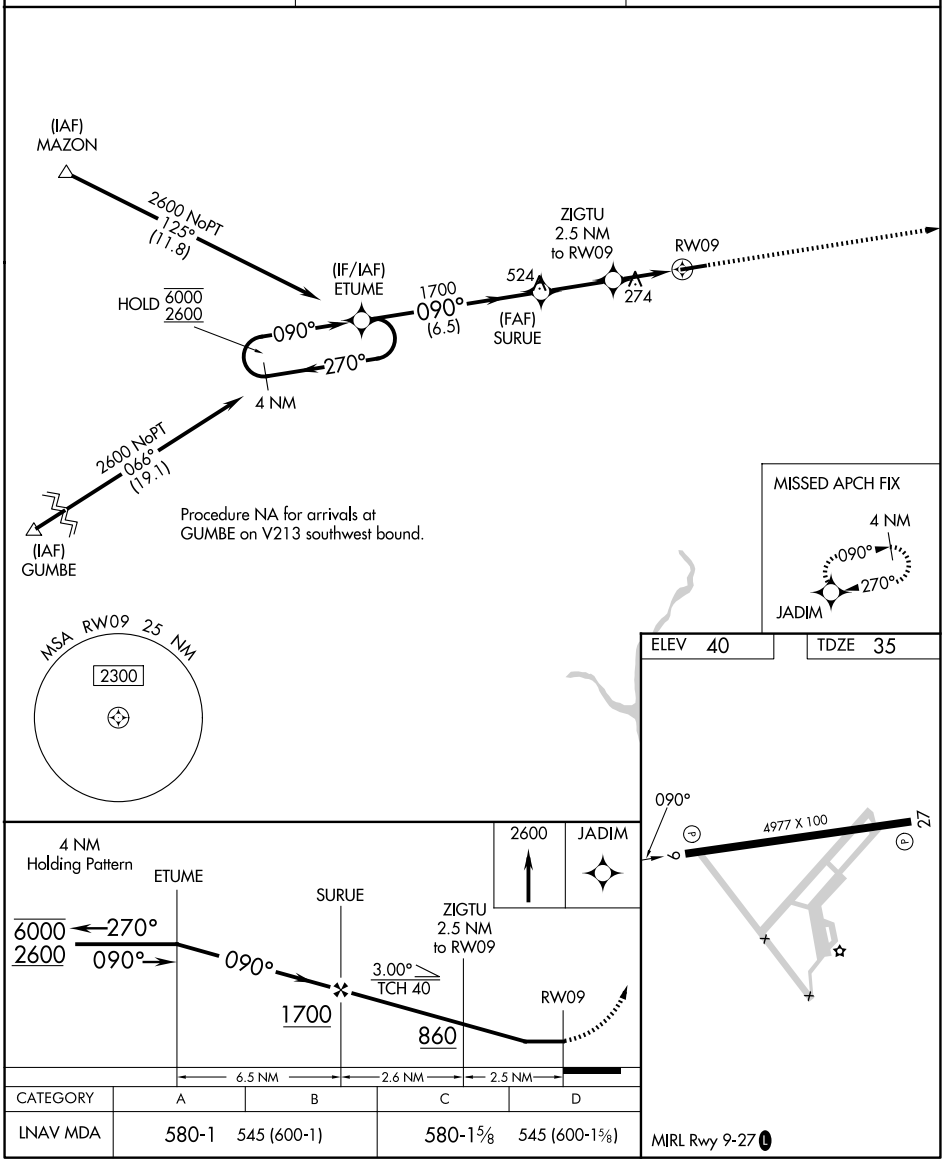
APP CRS	Rwy Ldg	4977
090°	TDZE	35
	Apt Elev	40

RNP APCH - GPS.

Procedure NA at night. Rwy 9 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2600 direct JADIM and hold.

AWOS-3PT	NORFOLK APP CON	UNICOM
124.675	127.9 269.425	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	580-1	545 (600-1)	580-1⅝	545 (600-1⅝)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

FRANKLIN, VIRGINIA | AL-5025 (FAA) | 26078

RNAV (GPS) RWY 27

FRANKLIN RGNL (FKN)

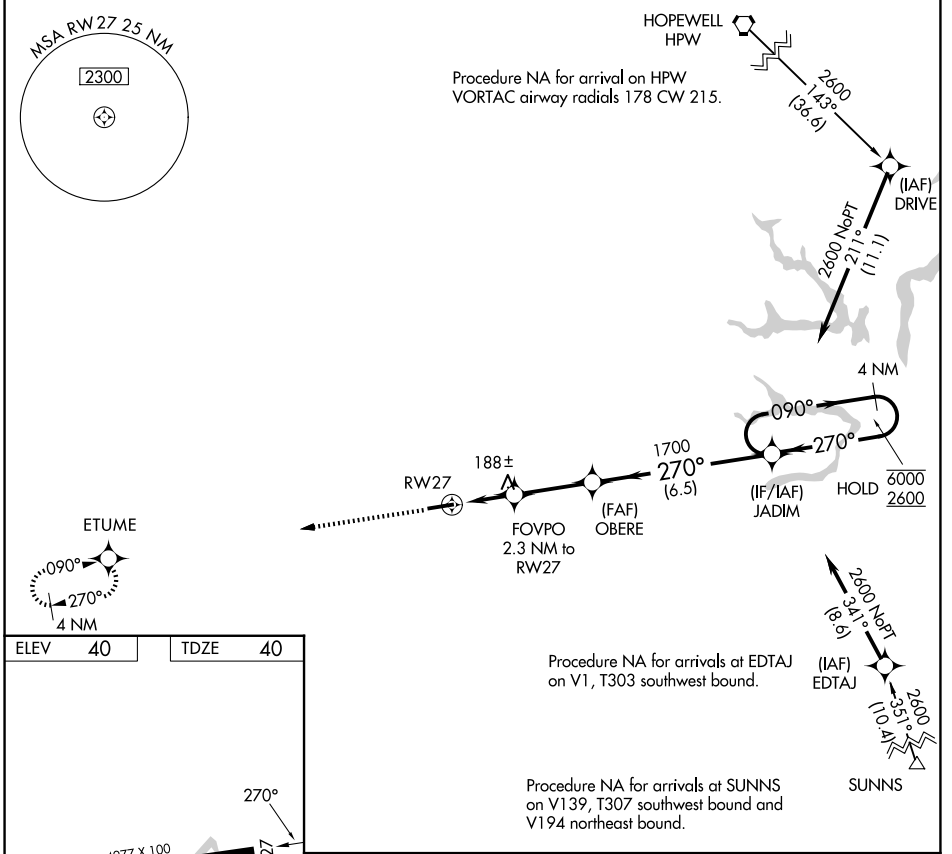
APP CRS	Rwy Ldg	4977
270°	TDZE	40
	Apt Elev	40

RNP APCH - GPS.

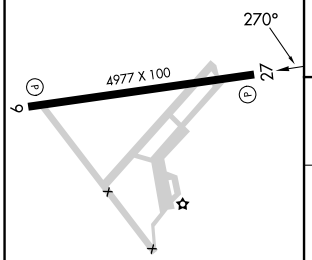
Rwy 27 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2600 direct ETUME and hold.

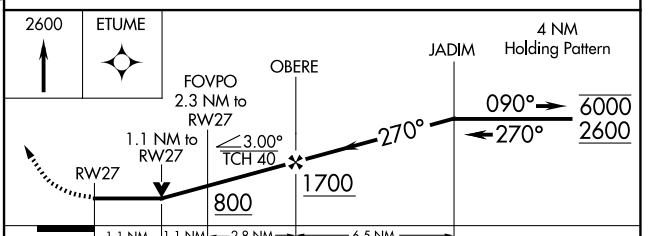
AWOS-3PT	NORFOLK APP CON	UNICOM
124.675	127.9 269.425	122.8 (CTAF) L



ELEV	40	TDZE	40



MIRL Rwy 9-27 L



CATEGORY	A	B	C	D
LNAV MDA	440-1 400 (400-1)		440-1⅛ 400 (400-1⅛)	

FRANKLIN, VIRGINIA
Amdt 2 05SEP24

36°42′N-76°54′W

FRANKLIN RGNL (FKN)

RNAV (GPS) RWY 27

NE-3, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 23

FREDERICK MUNI (FDK)

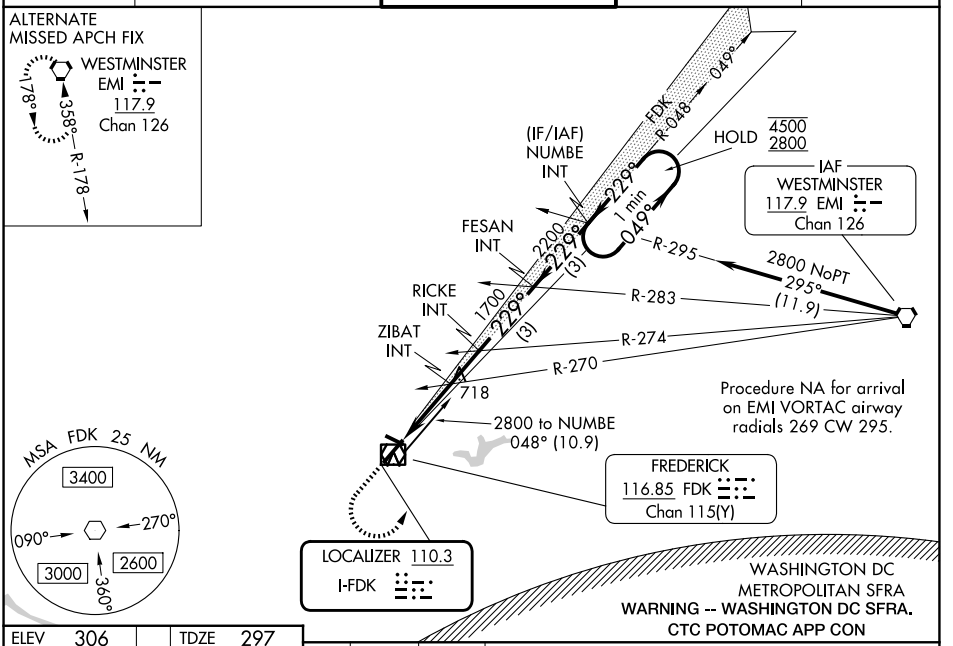
LOC I-FDK	APP CRS	Rwy Ldg	5819
110.3	229°	TDZE	297
		Apt Elev	306

Circling Rwy 30 NA at night. Rwy 23 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase S-ILS 23 Cat A/B visibility to 1⅛ SM. For inop ALS, increase S-LOC 23 Cat C/D visibility to 2½ SM. ZIBAT fix minimums: Inop table does not apply to S-LOC 23 Cats C/D.

ODALS

MISSED APPROACH: Climb to 1300 then climbing left turn to 2800 on FDK VOR R-048 to NUMBE INT and hold.

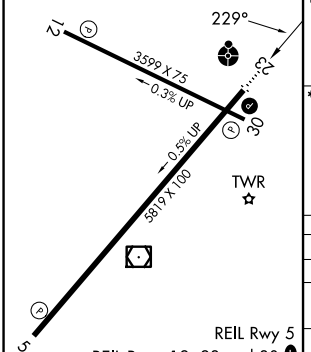
ATIS	POTOMAC APP CON	FREDERICK TOWER ★	GND CON	UNICOM
124.875	126.1 338.25	132.4 (CTAF) L	127.425	122.95



NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

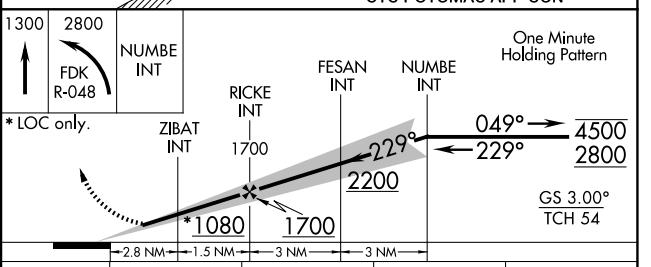
ELEV 306 TDZE 297



REIL Rwy 5
REIL Rwys 12, 23 and 30 L
HIRL Rwy 5-23 L
MIRL Rwy 12-30 L

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26



CATEGORY	A	B	C	D
S-ILS 23		689-1	392 (400-1)	
S-LOC 23	1080-¾ 783 (800-¾)	1080-1 783 (800-1)	1080-2	783 (800-2)
CIRCLING	1080-1 774 (800-1)	1080-1¼ 774 (800-1¼)	1100-2½ 794 (800-2½)	1140-2¾ 834 (900-2¾)
ZIBAT FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-LOC 23	1020-¾ 723 (800-¾)		1020-2	723 (800-2)
CIRCLING	1020-1 714 (800-1)		1100-2¼ 794 (800-2¼)	1140-2¾ 834 (900-2¾)

FREDERICK, MARYLAND | AL-5089 (FAA) | 25331

RNAV (GPS) RWY 5

FREDERICK MUNI (FDK)

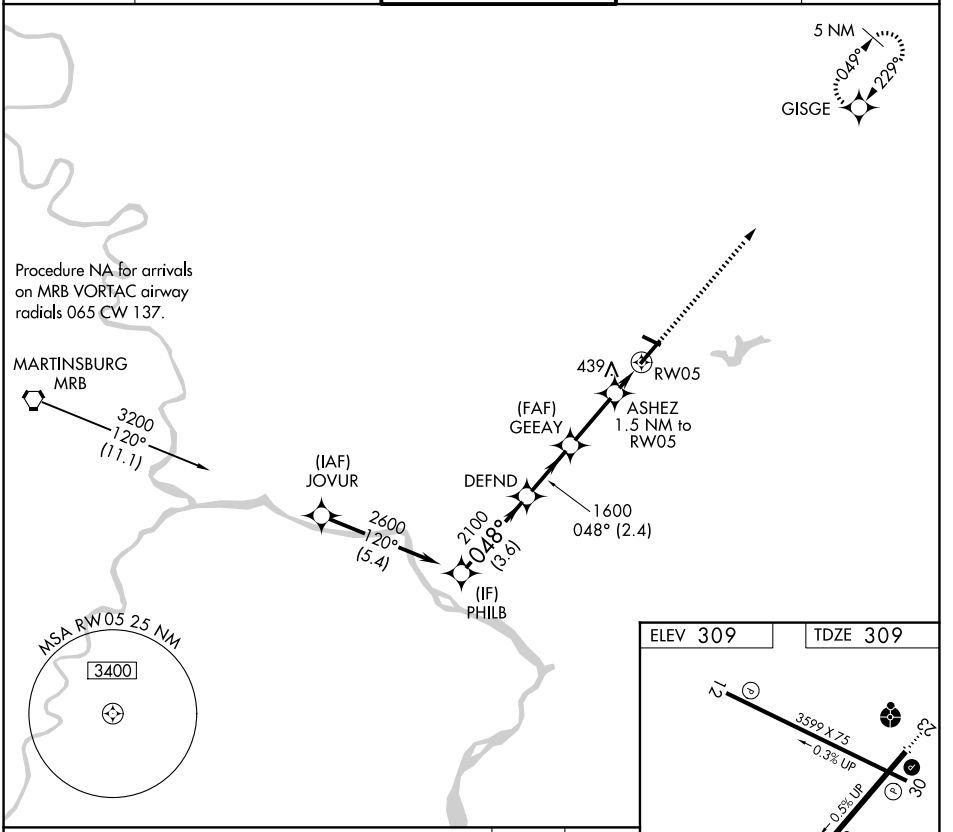
APP CRS	Rwy Ldg	5819
048°	TDZE	309
	Apt Elev	309

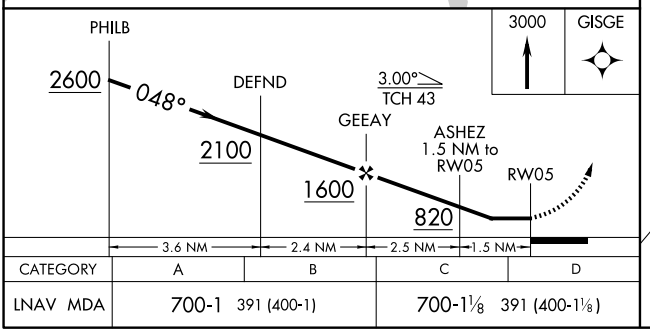
RNP APCH - GPS.

Rwy 5 helicopter visibility reduction below ¾ SM NA.

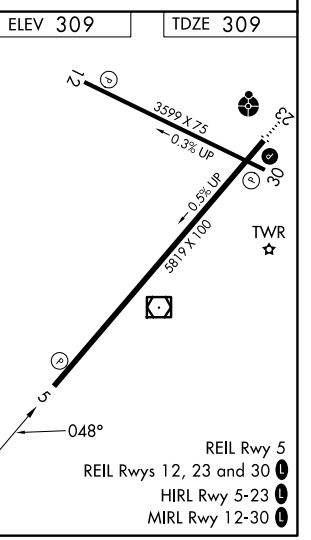
MISSED APPROACH: Climb to 3000 direct GISGE and hold, continue climb-in-hold to 3000.

ATIS	POTOMAC APP CON	FREDERICK TOWER ★	GND CON	UNICOM
124.875	126.1 338.25	132.4 (CTAF) L	127.425	122.95





CATEGORY	A	B	C	D
LNAV MDA	700-1 391 (400-1)		700-1⅛ 391 (400-1⅛)	



NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Y RWY 23

FREDERICK MUNI (FDK)

APP CRS	Rwy Ldg	5819
229°	TDZE	296
	Apt Elev	306

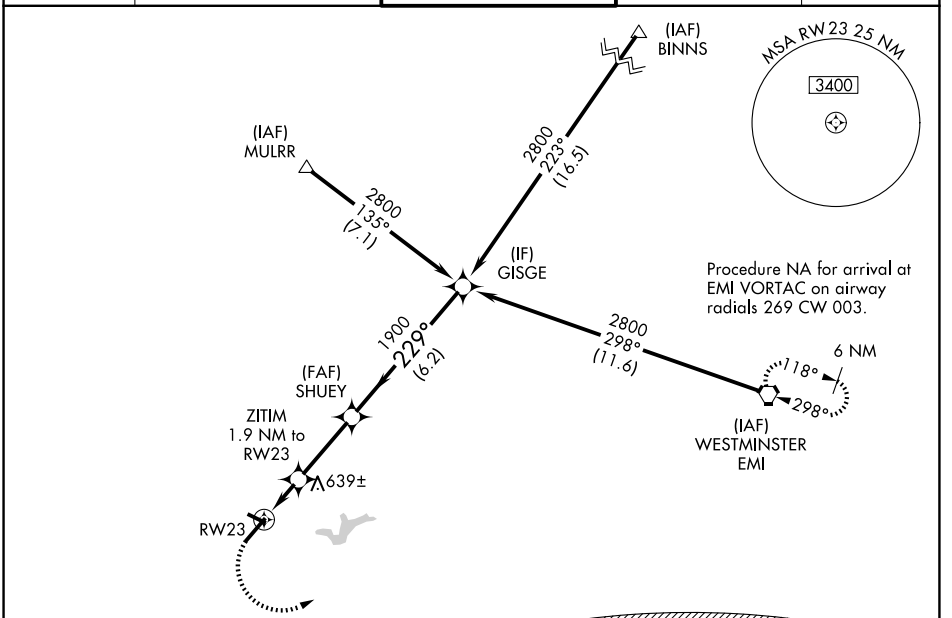
RNP APCH.

Inop table does not apply to Cat C. Rwy 23 helicopter visibility reduction below ¾ SM NA. Circling Rwy 30 NA at night.

ODALS

MISSED APPROACH: Climbing left turn to 3000 direct EMI VORTAC and hold.

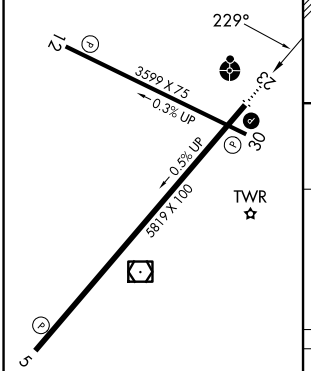
ATIS	POTOMAC APP CON	FREDERICK TOWER ★	GND CON	UNICOM
124.875	126.1 338.25	132.4 (CTAF) L	127.425	122.95



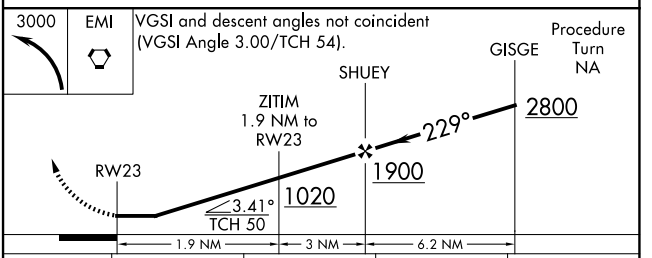
WASHINGTON DC
METROPOLITAN SFRA

WARNING -- WASHINGTON DC SFRA.
CTC POTOMAC APP CON

ELEV 306 TDZE 296



REIL Rwy 5
REIL Rwys 12, 23 and 30 L
HIRL Rwy 5-23 L
MIRL Rwy 12-30 L



CATEGORY	A	B	C	D
LNAV MDA	820-¾ 524 (600-¾)		820-1½ 524 (600-1½)	820-1¾ 524 (600-1¾)
CIRCLING	920-1 614 (700-1)		1100-2¼ 794 (800-2¼)	1200-2¾ 894 (900-2¾)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Z RWY 23

FREDERICK MUNI (FDK)

WAAS CH 81802 W23A	APP CRS 229°	Rwy Ldg 5819 TDZE 296 Apt Elev 306

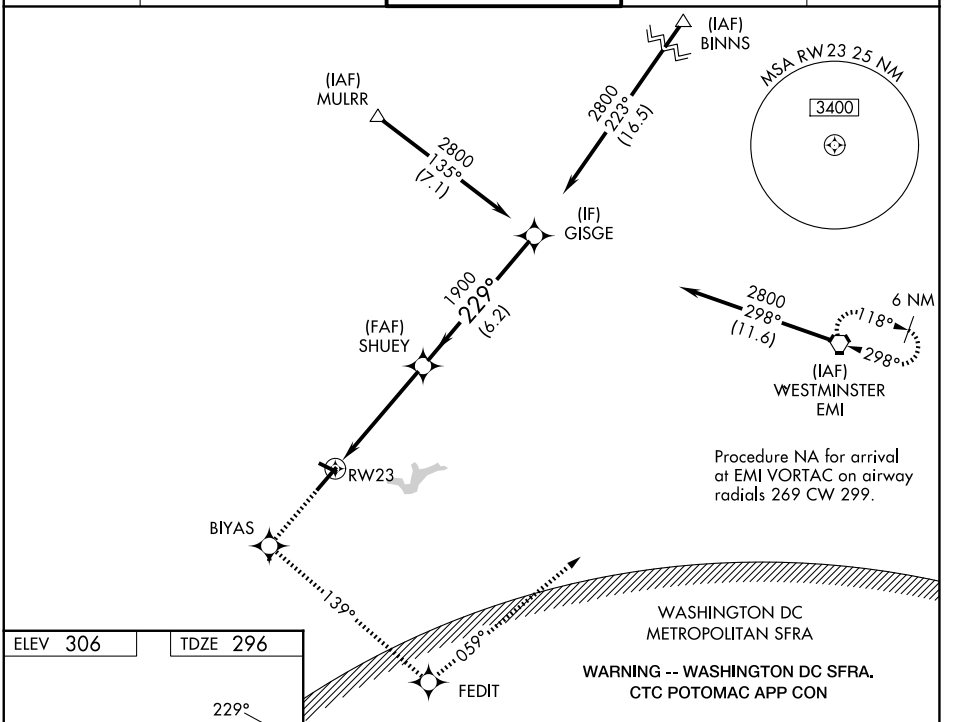
RNP APCH.

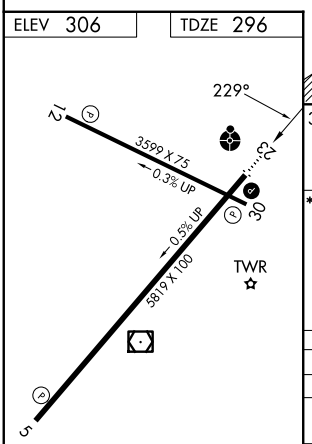
Rwy 23 helicopter visibility reduction below ¾ SM NA. Circling Rwy 30 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Inop table does not apply to LPV, LNAV/VNAV all Cats, and LNAV Cat C.

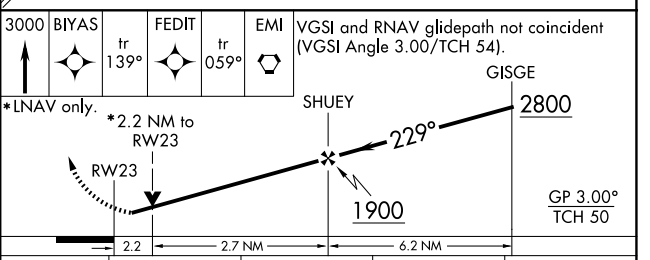
ODALS

MISSED APPROACH: Climb to 3000 direct BIYAS WP and via 139° track to FEDIT WP and via 059° track to EMI VORTAC and hold.

ATIS	POTOMAC APP CON	FREDERICK TOWER ★	GND CON	UNICOM
124.875	126.1 338.25	132.4 (CTAF) L	127.425	122.95



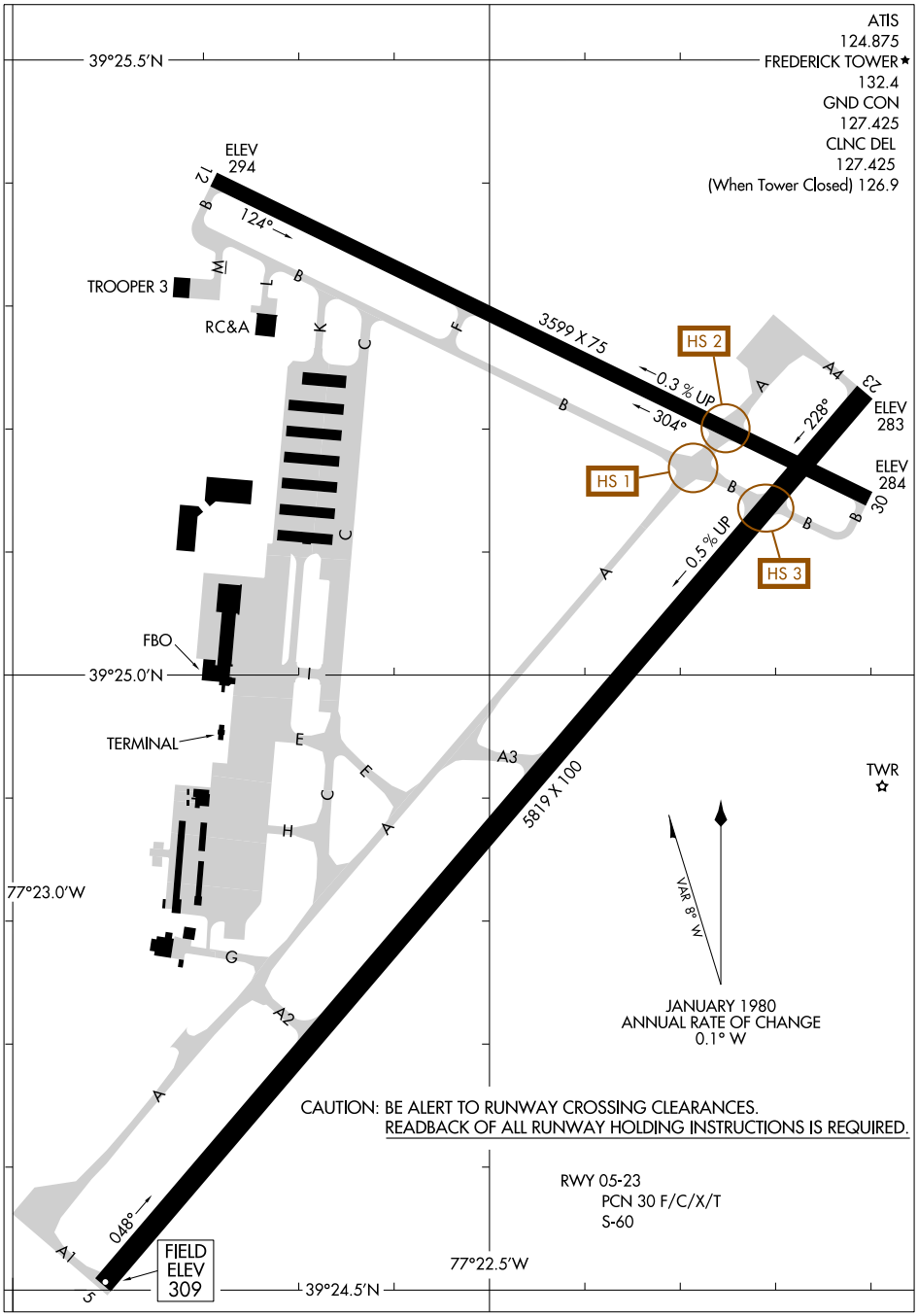




CATEGORY	A	B	C	D
LPV DA	690-1½ 394 (400-1½)			
LNAV/VNAV DA	1020-2½ 724 (800-2½)			
LNAV MDA	1020-¾ 724 (800-¾)		1020-2 724 (800-2)	1020-2¼ 724 (800-2¼)
CIRCLING	1020-1 714 (800-1)		1100-2¼ 794 (800-2¼)	1200-2¾ 894 (900-2¾)

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026



NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

(CONLE5.CONLE) 24193 AL-5089 (FAA)

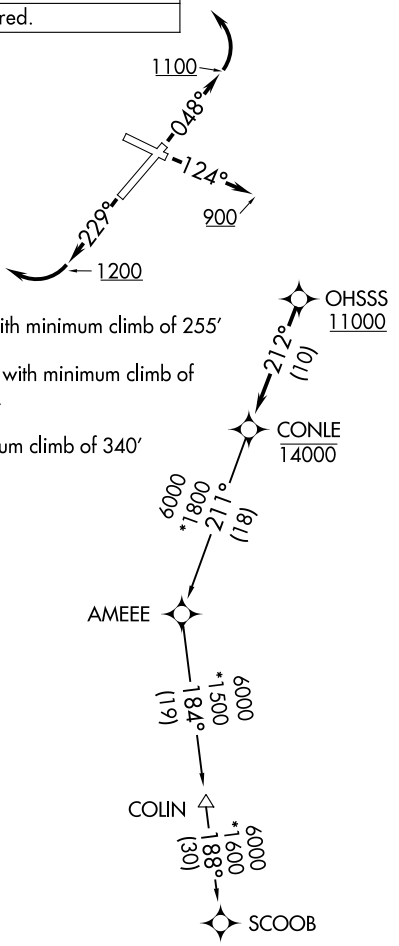
CONLE FIVE DEPARTURE (RNAV)

FREDERICK MUNI (FDK)
FREDERICK, MARYLAND

POTOMAC DEP CON
126.1 338.25
ATIS
124.875
CLNC DEL
127.425
126.9 (when twr closed)
GND CON
127.425
FREDERICK TOWER ★
132.4 (CTAF)

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

TOP ALTITUDE: ASSIGNED BY ATC



TAKEOFF MINIMUMS:
Rwy 5: 400-3 or standard with minimum climb of 255′ per NM to 600.
Rwy 12: 500-2¾ or standard with minimum climb of 410′ per NM to 800.
Rwy 23: Standard.
Rwy 30: Standard with minimum climb of 340′ per NM to 2400.

NOTE: Jet aircraft only.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 048° to 1100 before turning left.
TAKEOFF RUNWAY 12: Climb on heading 124° to 900 before proceeding westbound.
TAKEOFF RUNWAY 23: Climb on heading 229° to 1200 before turning right.

Climb on assigned heading for RADAR vectors to cross OHSSS at or above 11000, then on track 212° to cross CONLE at or below 14000, then on assigned transition. Maintain ATC assigned altitude. Expect clearance to filed altitude within 10 minutes after departure.
COLIN TRANSITION (CONLE5.COLIN)
SCOOB TRANSITION (CONLE5.SCOOB)

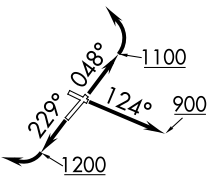
NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

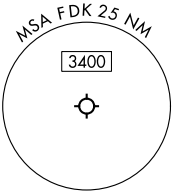
FOXHL ONE DEPARTURE (RNAV)

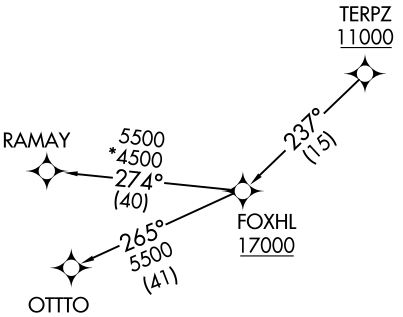
POTOMAC DEP CON
126.1 338.25
ATIS
124.875
CLNC DEL
127.425
126.9 (When twr closed)
GND CON
127.425
FREDERICK TOWER ★
132.4

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

TOP ALTITUDE: 17000







TAKEOFF MINIMUMS:
Rwy 5: 400-3 or Standard with minimum climb of 255'/NM to 600.
Rwy 12: 500-2¾ or Standard with minimum climb of 410'/NM to 800.
Rwy 23: Standard.
Rwy 30: Standard with minimum climb of 340'/NM to 2400.

NOTE: Jet aircraft only.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 048° to 1100 before turning left.
TAKEOFF RUNWAY 12: Climb on heading 124° to 900 before proceeding westbound.
TAKEOFF RUNWAY 23: Climb on heading 229° to 1200 before turning right.

Climb on assigned heading for RADAR vectors to cross TERPZ at or above 11000, thence....

....then on track 237° to cross FOXHL at or above 17000, then on assigned transition. Maintain 17000, expect filed altitude 10 minutes after departure.

OTTTO TRANSITION (FOXHL1.OTTTO)

RAMAY TRANSITION (FOXHL1.RAMAY)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

(LINSE2.LINSE) 25051 AL-5089 (FAA)

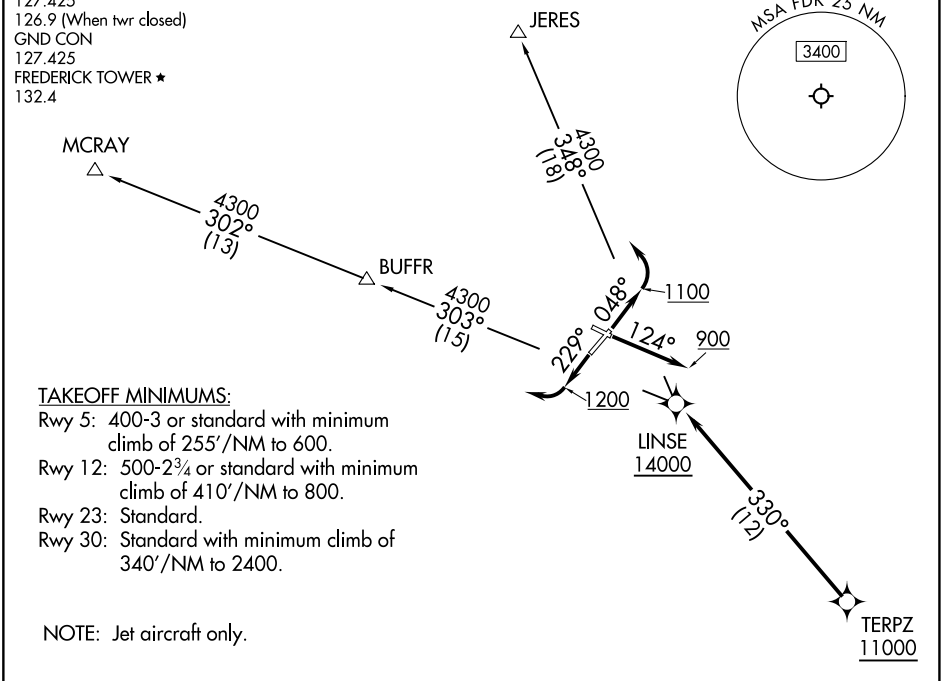
LINSE TWO DEPARTURE (RNAV)

FREDERICK MUNI (FDK)
FREDERICK, MARYLAND

POTOMAC DEP CON
126.1 338.25
ATIS
124.875
CLNC DEL
127.425
126.9 (When twr closed)
GND CON
127.425
FREDERICK TOWER ★
132.4

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

TOP ALTITUDE: 16000



TAKEOFF MINIMUMS:
Rwy 5: 400-3 or standard with minimum climb of 255'/NM to 600.
Rwy 12: 500-2¾ or standard with minimum climb of 410'/NM to 800.
Rwy 23: Standard.
Rwy 30: Standard with minimum climb of 340'/NM to 2400.

NOTE: Jet aircraft only.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 048° to 1100 before turning left.
TAKEOFF RUNWAY 12: Climb on heading 124° to 900 before proceeding westbound.
TAKEOFF RUNWAY 23: Climb on heading 229° to 1200 before turning right.

Climb on assigned heading for RADAR vectors to cross TERPZ at or above 11000, thence....

....then on track 330° to cross LINSE at or above 14000. Then on assigned transition. Maintain 16000, expect filed altitude 10 minutes after departure.

JERES TRANSITION (LINSE2.JERES)
MCRAY TRANSITION (LINSE2.MCRAY)

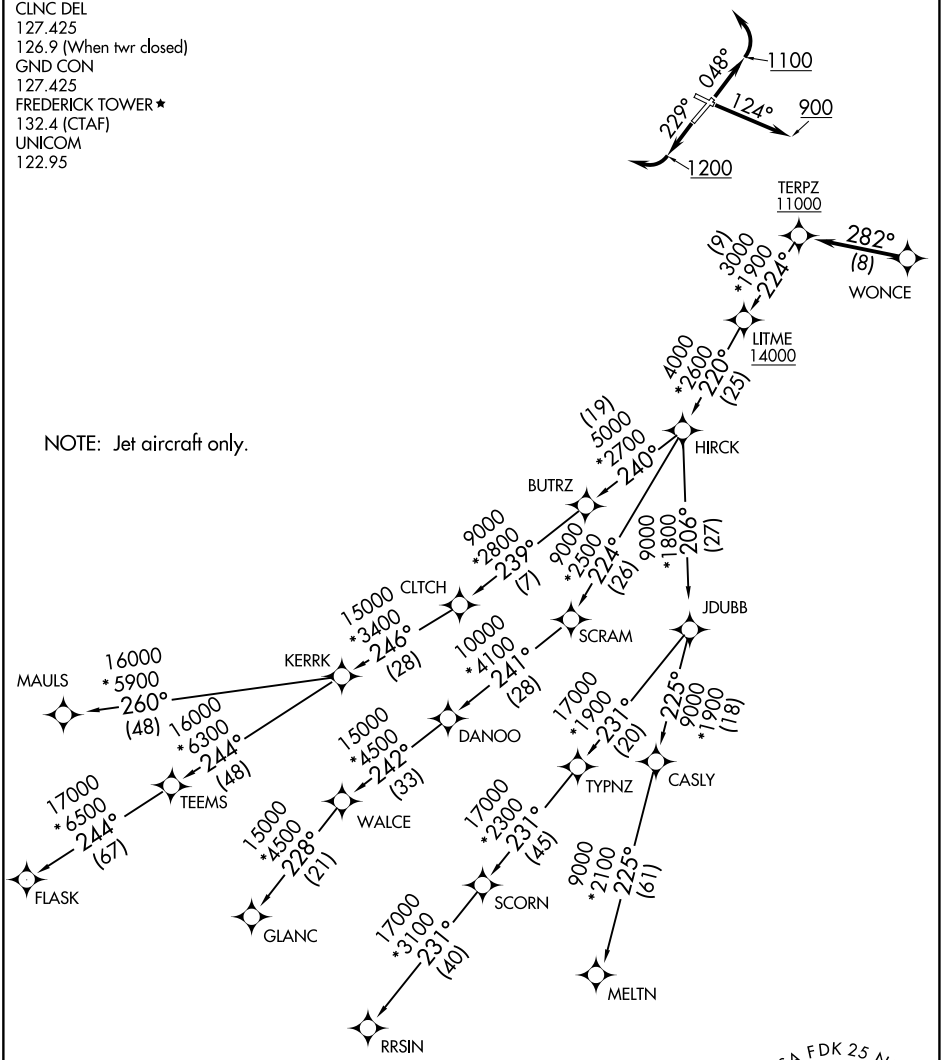
NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

TERPZ EIGHT DEPARTURE (RNAV)

POTOMAC DEP CON
126.1 338.25
ATIS
124.875
CLNC DEL
127.425
126.9 (When twr closed)
GND CON
127.425
FREDERICK TOWER ★
132.4 (CTAF)
UNICOM
122.95

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

TOP ALTITUDE: 17000



TAKEOFF MINIMUMS:
Rwy 5: 400-3 or Standard with minimum climb of 255'/NM to 600.
Rwy 12: 500-2¾ or Standard with minimum climb of 410'/NM to 2400.
Rwy 23: Standard.
Rwy 30: Standard with minimum climb of 340'/NM to 2400.

NOTE: Chart not to scale.

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 048° to 1100 before turning left.
TAKEOFF RUNWAY 12: Climb on heading 124° to 900 before proceeding westbound.
TAKEOFF RUNWAY 23: Climb on heading 229° to 1200 before turning right.

Climb on assigned heading for RADAR vectors to WONCE, thence. . . .

. . . then on track 282° to cross TERPZ at or above 11000, then on assigned transition. Maintain 17000, expect filed altitude 10 minutes after departure.

CLTCH TRANSITION (TERPZ8.CLTCH)
FLASK TRANSITION (TERPZ8.FLASK)
GLANC TRANSITION (TERPZ8.GLANC)
MAULS TRANSITION (TERPZ8.MAULS)
MELTN TRANSITION (TERPZ8.MELTN)
RRSIN TRANSITION (TERPZ8.RRSIN)

NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 24

SHANNON (EZF)

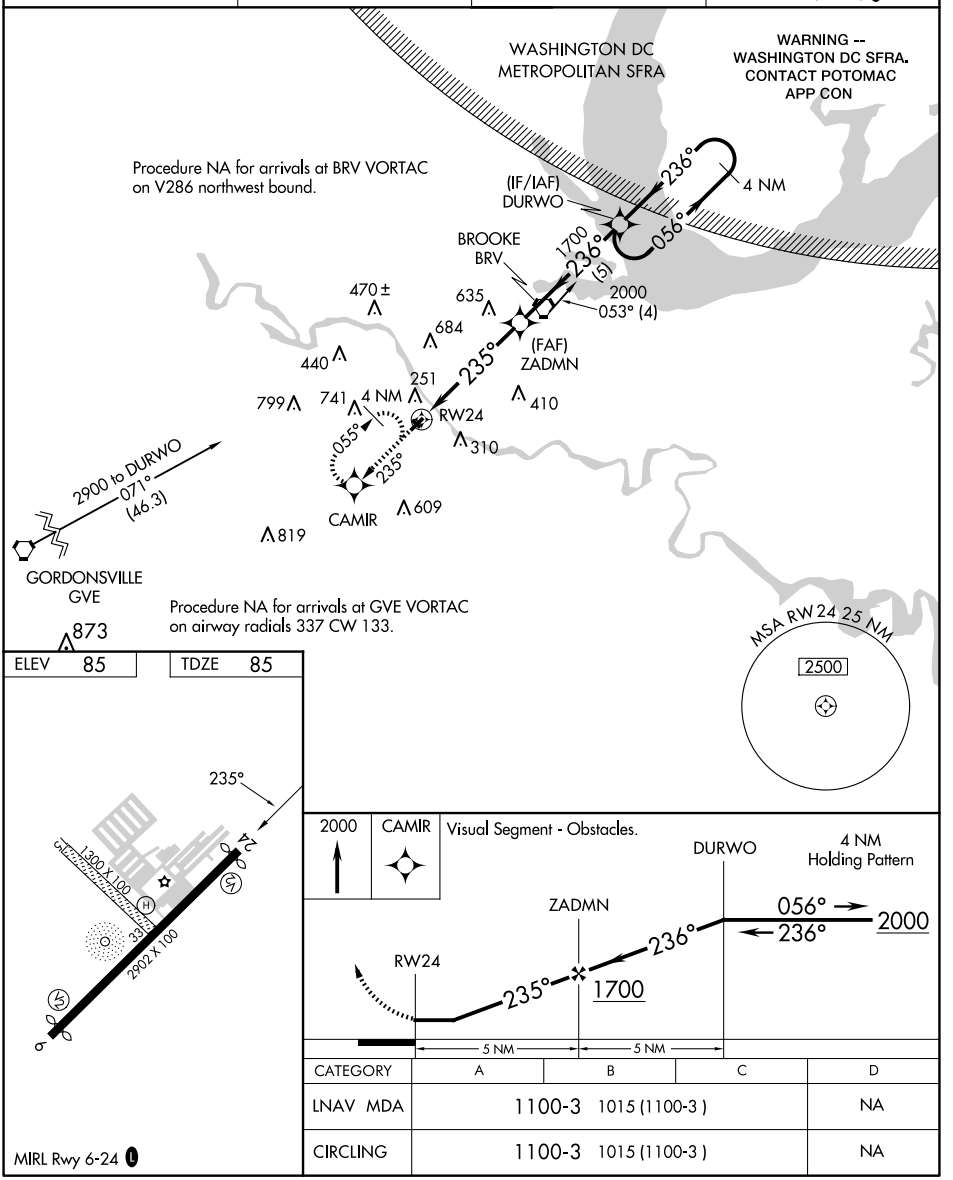
APP CRS	Rwy Ldg	2822
235°	TDZE	85
	Apt Elev	85

RNP APCH.

V A Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received use Stafford altimeter setting and increase all MDA 40 feet. Procedure NA at night. Circling NA to Rwy 15-33.

MISSED APPROACH: Climb to 2000 direct CAMIR and hold.

AWOS-3	QUANTICO APP CON ★	GCO	UNICOM
128.125	127.05 290.375	135.075	122.8 (CTAF) L



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

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 6

POTOMAC AIRFIELD (VKX)

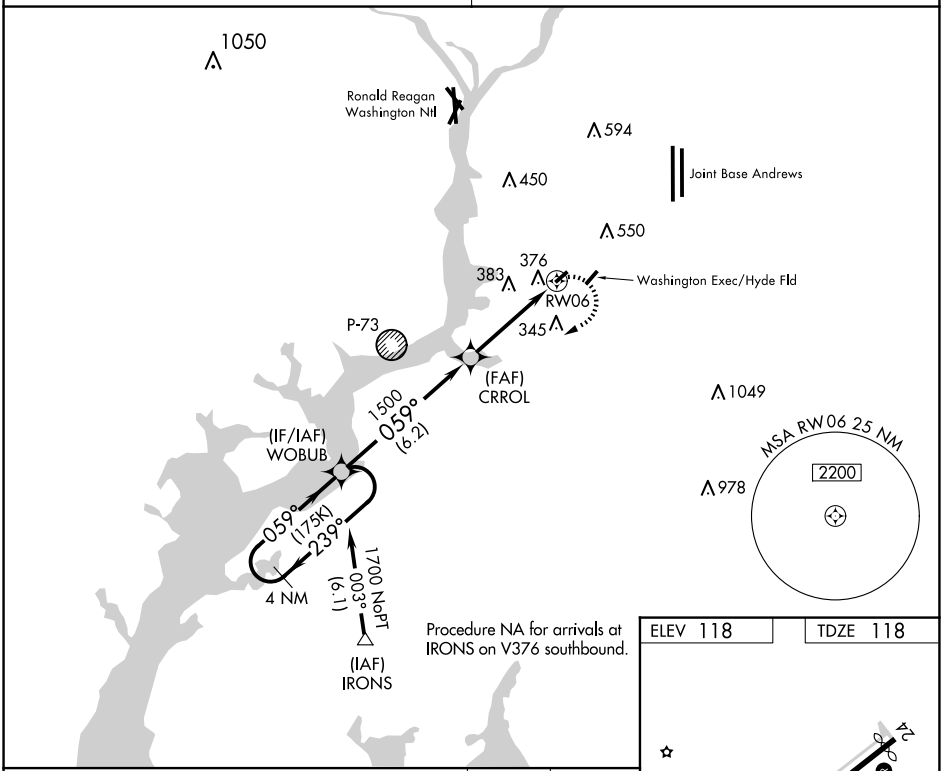
APP CRS	Rwy Idg	2289
059°	TDZE	118
	Apt Elev	118

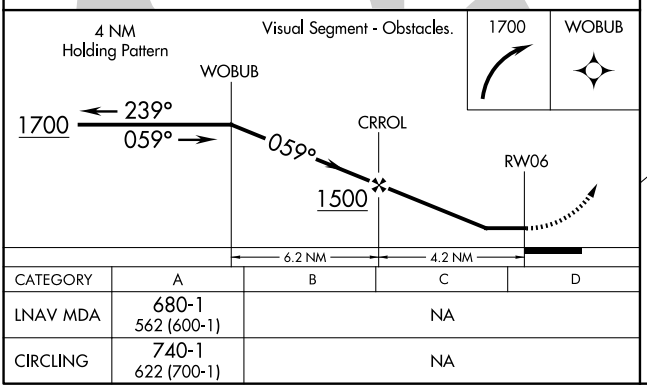
RNP APCH - GPS.

Circling NA SE of Rwy 6-24. Circling Rwy 24 NA at night. If local altimeter setting not received, use Joint Base Andrews altimeter setting and increase all MDAs 40 feet. Rwy 6 helicopter visibility reduction below 1 SM NA.

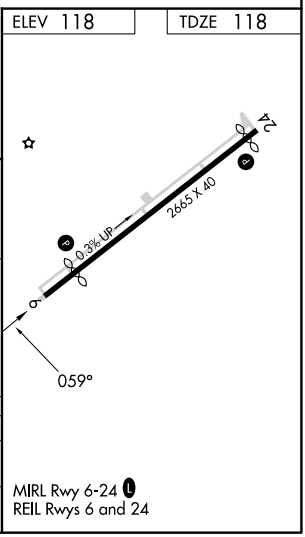
MISSED APPROACH: Climbing right turn to 1700 direct WOBUB and hold.

POTOMAC APP CON	UNICOM
124.7 338.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	680-1 562 (600-1)	NA		
CIRCLING	740-1 622 (700-1)	NA		



MIRL Rwy 6-24 L
REIL Rwys 6 and 24

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) -A

FRONT ROYAL-WARREN COUNTY (FRR)

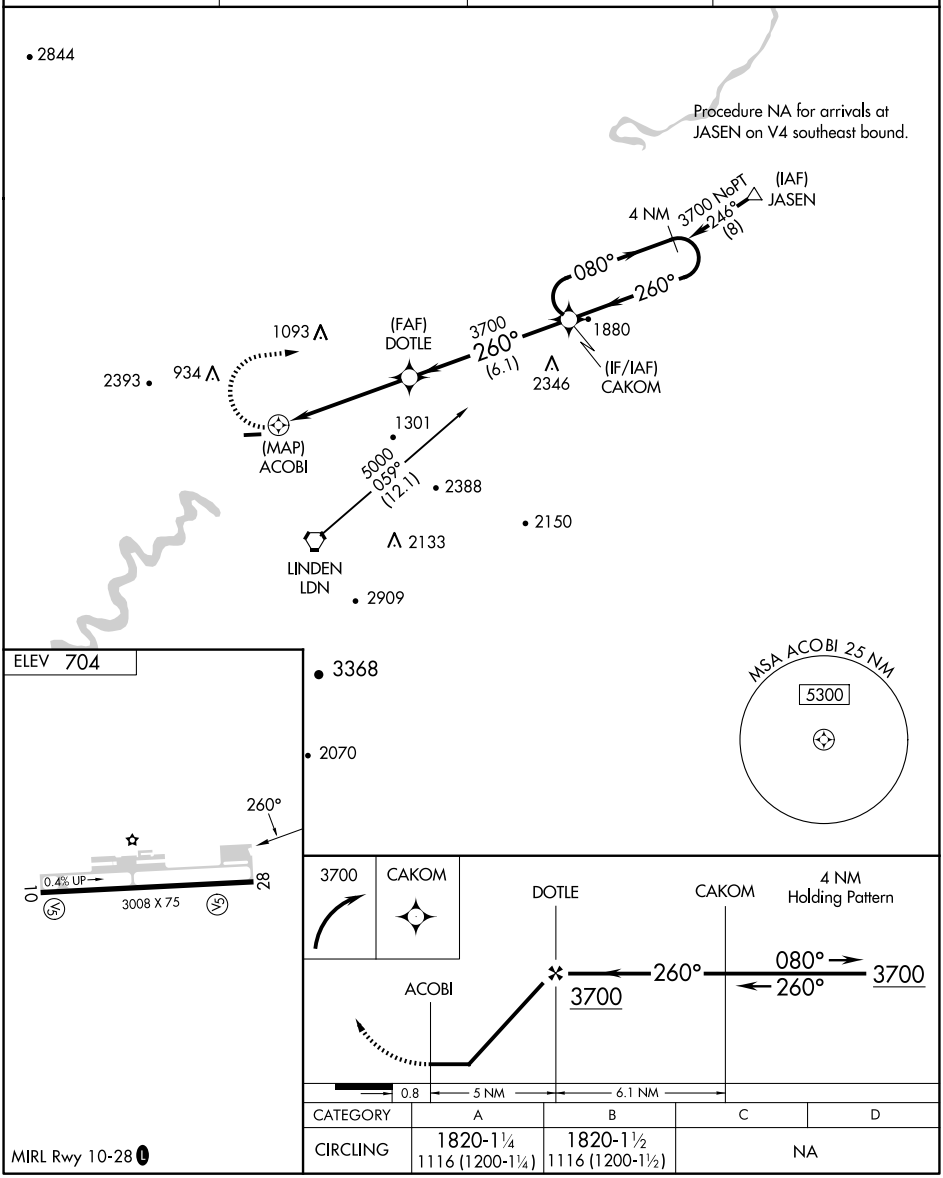
APP CRS	Rwy Idg	N/A
260°	TDZE	N/A
	Apt Elev	704

RNP APCH.

Procedure NA at night. When local altimeter setting not received, use Winchester altimeter setting and increase all MDA 40 feet.

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

AWOS-3	OKV AWOS-3	POTOMAC APP CON	UNICOM
121.85	124.85	120.45	123.0 (CTAF) L



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

MIRL Rwy 10-28 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

GAITHERSBURG, MARYLAND | AL-5212 (FAA) | 25163

RNAV (GPS) RWY 14

MONTGOMERY COUNTY AIRPARK (GAI)

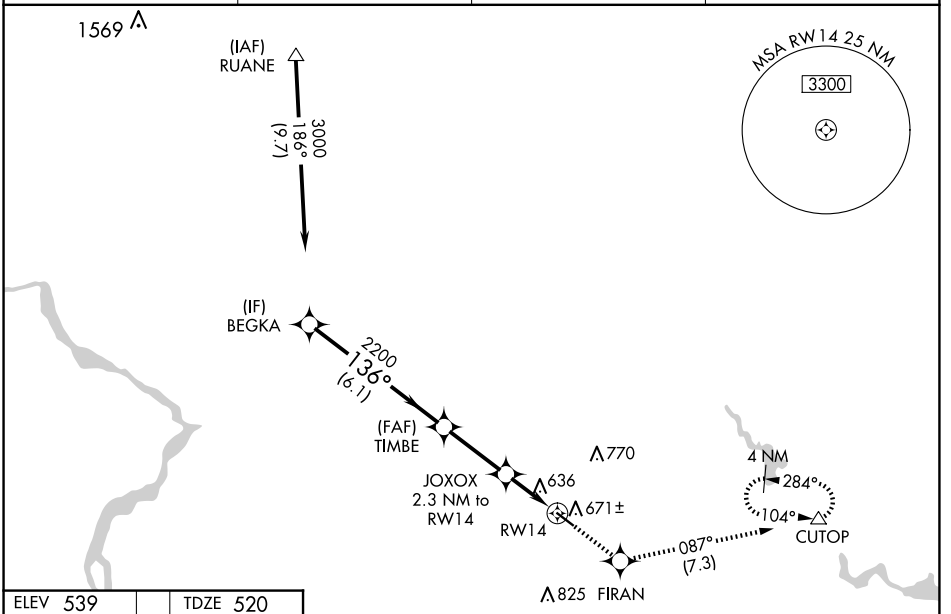
WAAS	APP CRS	Rwy Ldg	4202
CH 77502	136°	TDZE	520
W14A		Apt Elev	539

RNP APCH.

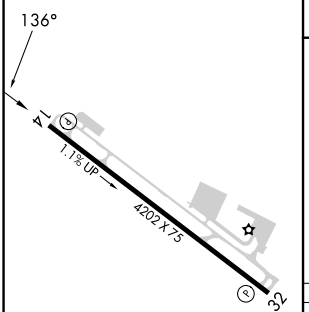
Baro-VNAV NA when using Washington Dulles Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 36°C. When local altimeter setting not received, use Washington Dulles Intl altimeter setting and increase all DA/MDAs 80 feet and all visibilities ¼ mile. Rwy 14 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2100 direct FIRAN and on track 087° to CUTOP and hold.

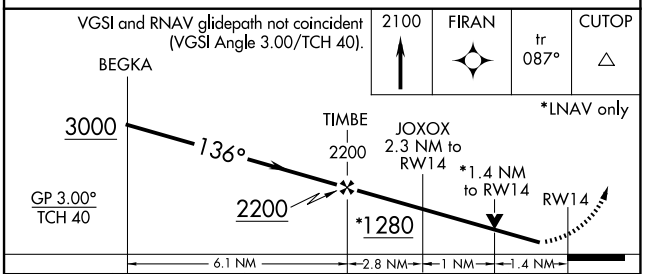
AWOS-3PT	POTOMAC APP CON	CLNC DEL	UNICOM
128.275	128.7 307.9	121.6	123.075 (CTAF) L



ELEV 539 | TDZE 520



REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L



CATEGORY	A	B	C	D
LPV DA	789-1 269 (300-1)			
LNAV/VNAV DA	919-1½ 399 (400-1½)			
LNAV MDA	980-1 460 (500-1)		980-1⅜ 460 (500-1⅜)	980-1½ 460 (500-1½)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	N/A
220°	TDZE	N/A
	Apt Elev	539

RNAV (GPS)-A

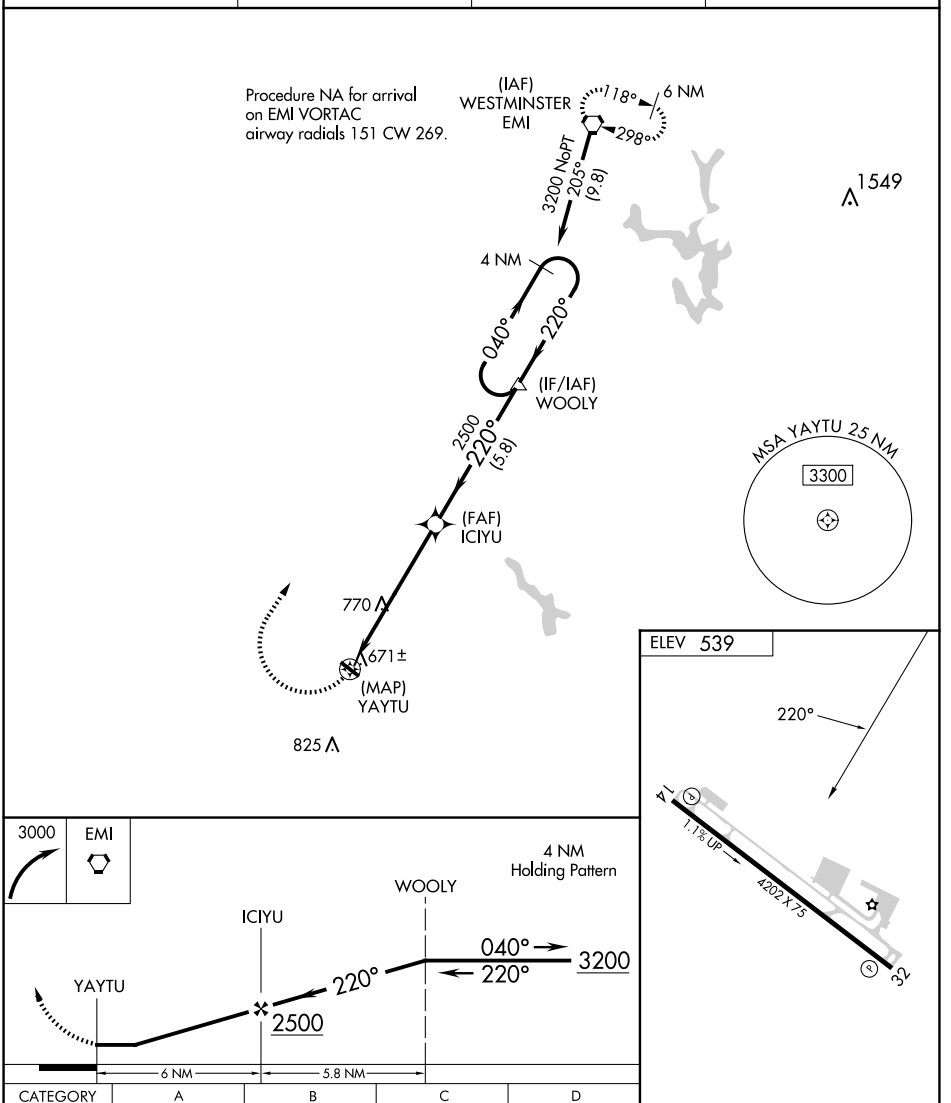
MONTGOMERY COUNTY AIRPARK (GAI)

RNP APCH.

When local altimeter setting not received use Washington Dulles Intl altimeter setting and increase all MDA 80 feet and Circling Cats C/D visibility ¼ SM.

MISSED APPROACH: Climbing right turn to 3000 direct EMI VORTAC and hold.

AWOS-3PT	POTOMAC APP CON	CLNC DEL	UNICOM
128.275	128.7 307.9	121.6	123.075 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1080-1	541 (600-1)	1180-1¾ 641 (700-1¾)	1180-2 641 (700-2)

REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

(CONLE5.CONLE) 24193 AL-5212 (FAA)

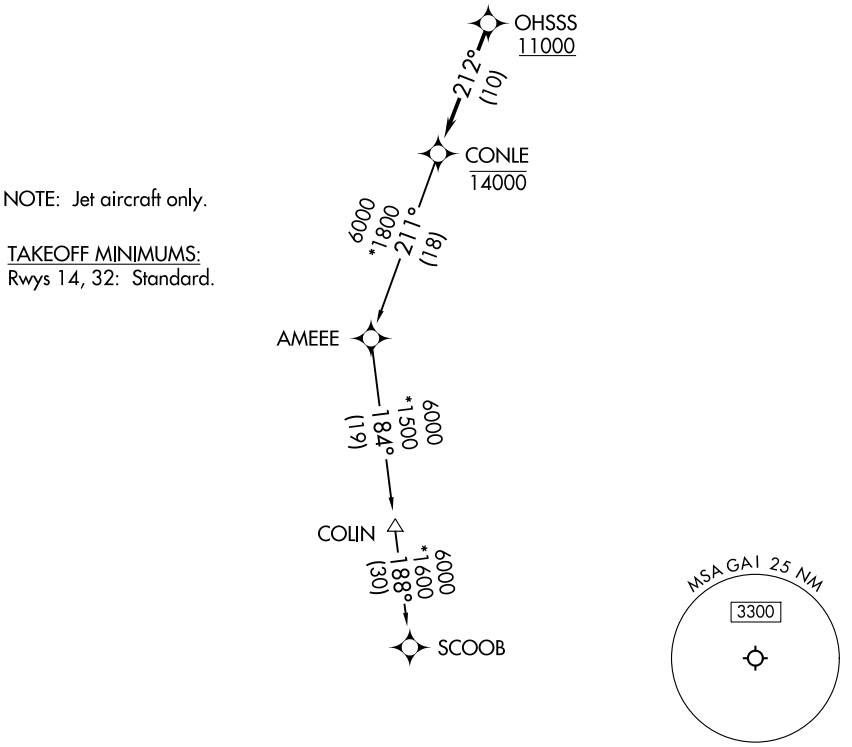
CONLE FIVE DEPARTURE (RNAV)

MONTGOMERY COUNTY AIRPARK (GAI)
GAITHERSBURG, MARYLAND

POTOMAC DEP CON
128.7 307.9
AWOS-3PT
128.275
CLNC DEL
121.6

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

TOP ALTITUDE: ASSIGNED BY ATC



DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to cross OHSSS at or above 11000, then on track 212° to cross CONLE at or below 14000, then on assigned transition. Maintain ATC assigned altitude. Expect clearance to filed altitude within 10 minutes after departure.

COLIN TRANSITION (CONLE5.COLIN)
SCOOB TRANSITION (CONLE5.SCOOB)

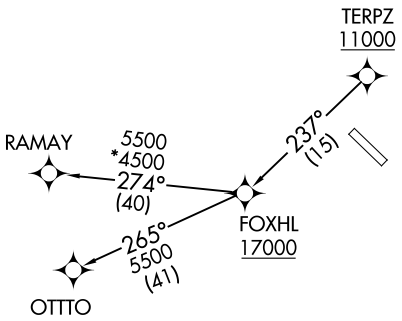
NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

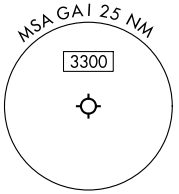
FOXHL ONE DEPARTURE (RNAV)

POTOMAC DEP CON
128.7 307.9
AWOS-3PT
128.275
CLNC DEL
121.6

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

TOP ALTITUDE: 17000





NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:
Rwy 14, 32: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to cross TERPZ at or above 11000, thence....

....then on track 237° to cross FOXHL at or above 17000, then on assigned transition. Maintain 17000, expect filed altitude 10 minutes after departure.

OTTTO TRANSITION (FOXHL1.OTTTO)

RAMAY TRANSITION (FOXHL1.RAMAY)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

(LINSE2.LINSE) 25051 AL-5212 (FAA)

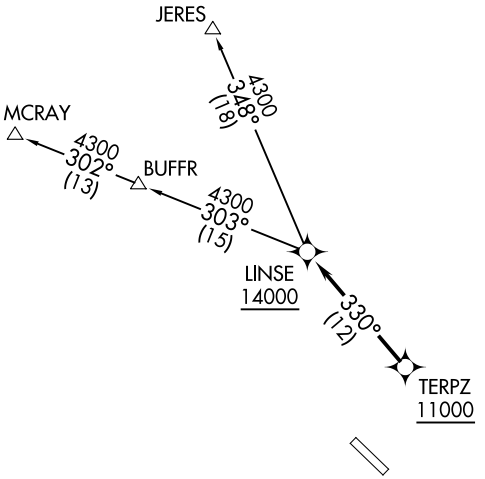
LINSE TWO DEPARTURE (RNAV)

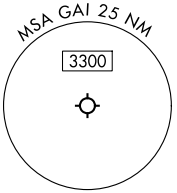
MONTGOMERY COUNTY AIRPARK (GAI)
GAITHERSBURG, MARYLAND

POTOMAC DEP CON
128.7 307.9
AWOS-3PT
128.275
CLNC DEL
121.6

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

TOP ALTITUDE: 16000





NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:
Rwy 14, 32: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to cross TERPZ at or above 11000, thence....

....then on track 330° to cross LINSE at or above 14000. Then on assigned transition. Maintain 16000, expect filed altitude 10 minutes after departure.

JERES TRANSITION (LINSE2.JERES)

MCRAY TRANSITION (LINSE2.MCRAY)

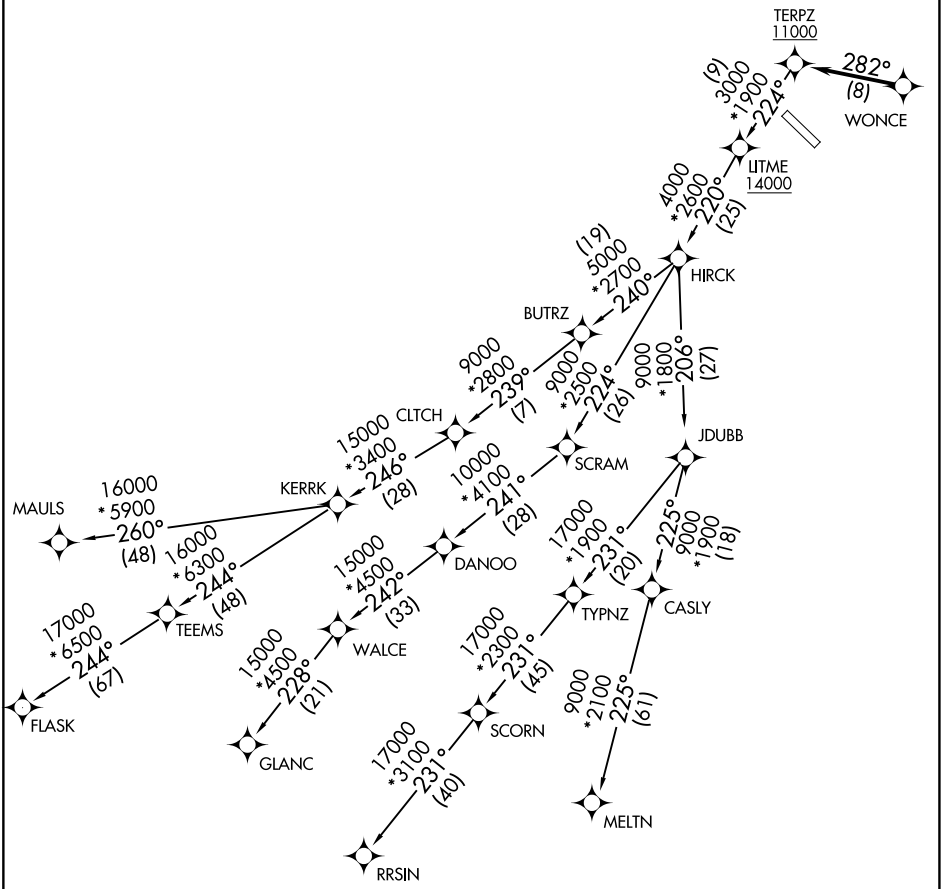
NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

TERPZ EIGHT DEPARTURE (RNAV)

POTOMAC DEP CON
128.7 307.9
AWOS-3PT
128.275
CLNC DEL
121.6
UNICOM
123.075 (CTAF)

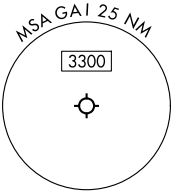
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

TOP ALTITUDE: 17000



NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:
Rwy 14, 32: Standard.



NOTE: Chart not to scale.

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

TERPZ EIGHT DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to WONCE, thence. . . .

. . . then on track 282° to cross TERPZ at or above 11000, then on assigned transition. Maintain 17000, expect filed altitude 10 minutes after departure.

CLTCH TRANSITION (TERPZ8.CLTCH)
FLASK TRANSITION (TERPZ8.FLASK)
GLANC TRANSITION (TERPZ8.GLANC)
MAULS TRANSITION (TERPZ8.MAULS)
MELTN TRANSITION (TERPZ8.MELTN)
RRSIN TRANSITION (TERPZ8.RRSIN)

NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 1
TWIN COUNTY (HLX)

WAAS	APP CRS	Rwy Ldg	4151
CH 69527	007°	TDZE	2694
W01A		Apt Elev	2694

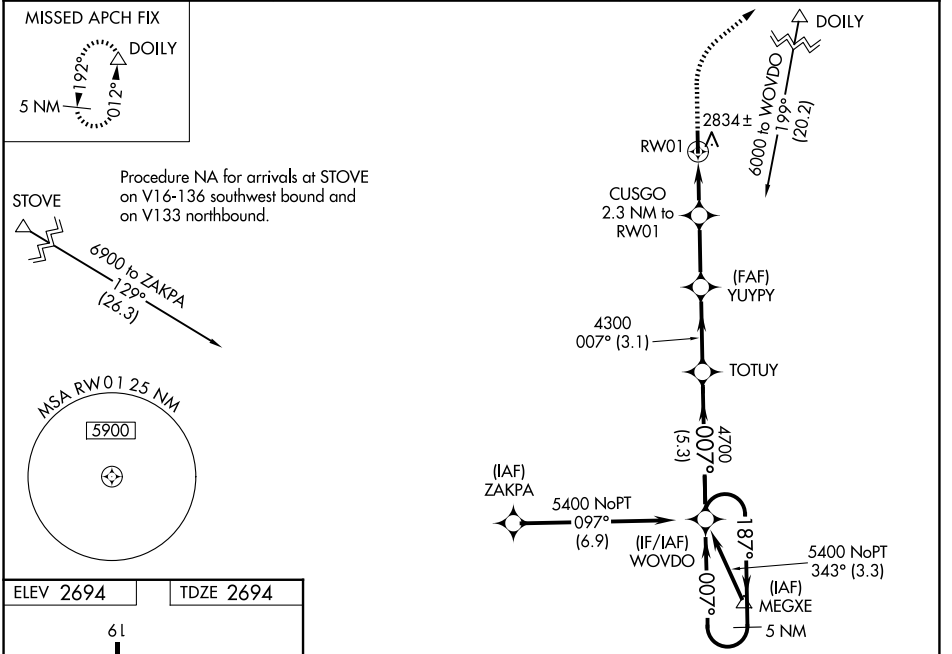
RNP APCH - GPS.

Baro-VNAV NA when using PSK altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. Rwy 1 helicopter visibility reduction below ¾ SM NA. VDP NA with PSK altimeter setting. When local altimeter setting not received, use PSK altimeter setting: increase LPV DA to 3103 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 3154 feet and all visibilities ½ SM; increase all MDAs 140 feet and LNAV visibility Cats C and D ½ SM and Circling Cat C ¼ SM.

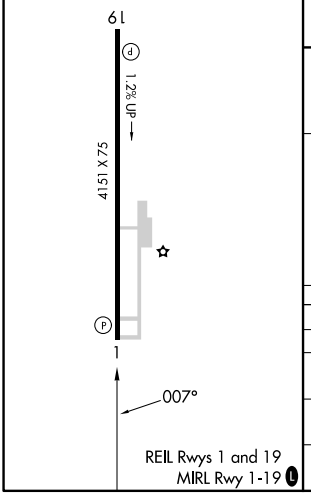
MISSED APPROACH: Climb to 3200 then climbing right turn to 5100 direct DOILY and hold, continue climb-in-hold to 5100.

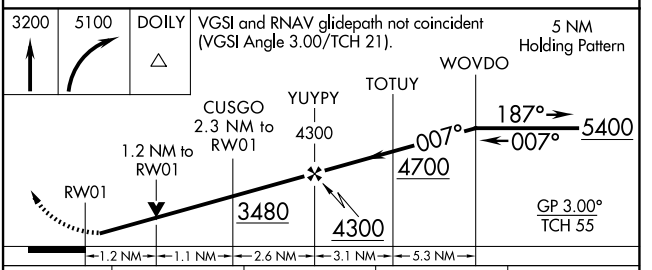
AWOS-3	ROANOKE APP CON	UNICOM
118.375	126.0 339.8	122.8 (CTAF) L

MISSED APCH FIX



ELEV 2694	TDZE 2694





CATEGORY	A	B	C	D
LPV DA	2965-1 271 (300-1)			
LNAV/VNAV DA	3016-1 322 (400-1)			
LNAV MDA	3100-1 406 (500-1)		3100-1⅛ 406 (500-1⅛)	
CIRCLING	3200-1 506 (600-1)		3200-1½ 506 (600-1½)	3680-3 986 (1000-3)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

GALAX HILLSVILLE, VIRGINIA | AL-5631 (FAA) | 26022

RNAV (GPS) RWY 19
TWIN COUNTY (HLX)

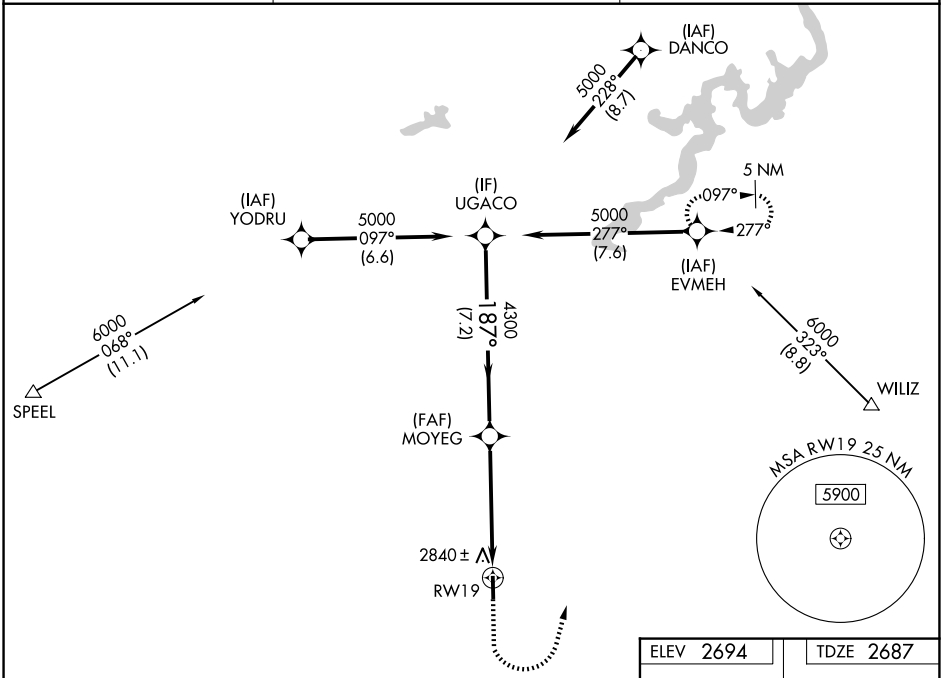
WAAS	APP CRS	Rwy Ldg	4151
CH 58027	187°	TDZE	2687
W19A		Apt Elev	2694

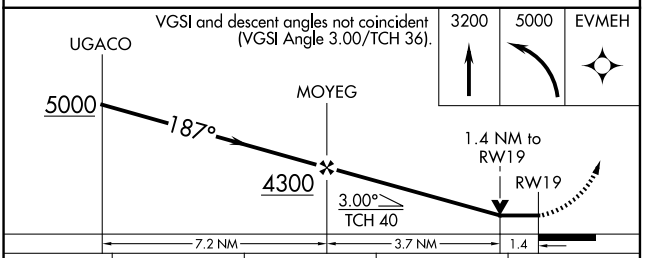
RNP APCH - GPS.

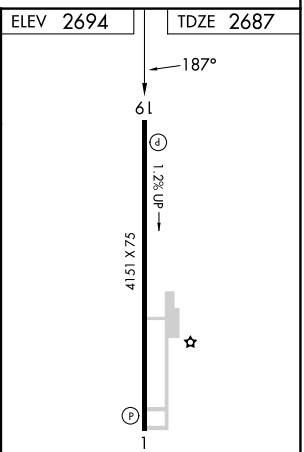
Rwy 19 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use PSK altimeter setting and increase all MDAs 140 feet, increase LP and LNAV visibilities Cats C and D ⅜ SM, and Circling Cat C ¼ SM. VDP NA with PSK altimeter setting.

MISSED APPROACH: Climb to 3200 then climbing left turn to 5000 direct EVMEH and hold.

AWOS-3	ROANOKE APP CON	UNICOM
118.375	126.0 339.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LP MDA	3120-1 433 (500-1)		3120-1¼ 433 (500-1¼)	
LNAV MDA	3140-1 453 (500-1)		3140-1⅜ 453 (500-1⅜)	
CIRCLING	3200-1 506 (600-1)		3200-1½ 506 (600-1½)	3680-3 986 (1000-3)

REIL Rwys 1 and 19
MIRL Rwy 1-19 L

GALAX HILLSVILLE, VIRGINIA
Amdt 2 22JAN26

36°46'N-80°49'W

TWIN COUNTY (HLX)
RNAV (GPS) RWY 19

NE-3, 03 SEP 2026 to 29 OCT 2026

WAAS	APP CRS	Rwy Ldg	5130
CH 65621	045°	TDZE	51
W04A		Apt Elev	53

RNAV (GPS) RWY 4

DELAWARE COASTAL (GED)

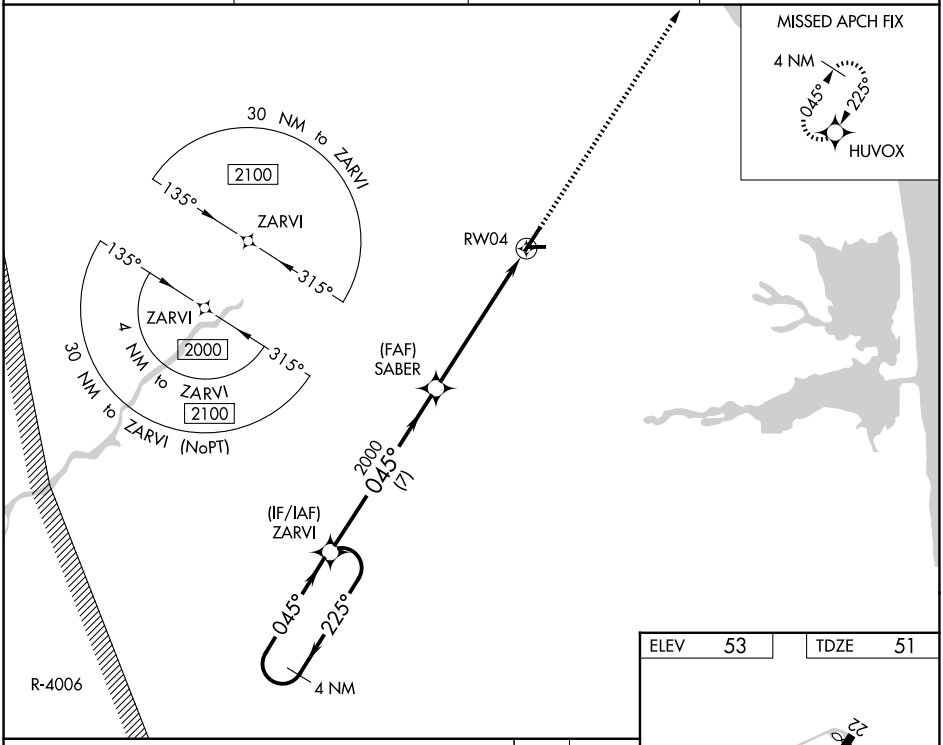
RNP APCH - GPS.

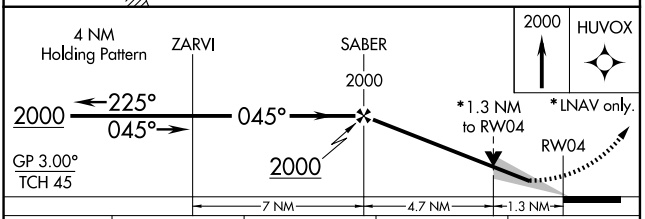
Rwy 4 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ¼ mile.

MALS

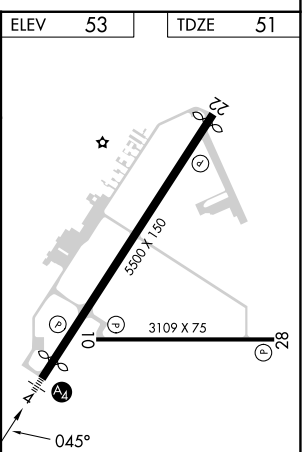
MISSED APPROACH: Climb to 2000 direct HUVOX and hold.

ASOS	DOVER APP CON	GCO	UNICOM
118.375	132.425 257.875	125.55	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	355-¾ 304 (400-¾)			
LNAV/VNAV DA	503-1¼ 452 (500-1¼)			
LNAV MDA	520-¾ 469 (500-¾)		520-1⅛ 469 (500-1⅛)	
CIRCLING	560-1 507 (600-1)	580-1 527 (600-1)	720-1¾ 667 (700-1¾)	720-2 667 (700-2)



REIL Rwys 4, 22, 10, and 28 L

MIRL Rwys 4-22 and 10-28 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

GEORGETOWN, DELAWARE AL-935 (FAA) 26134

RNAV (GPS) RWY 22

DELAWARE COASTAL (GED)

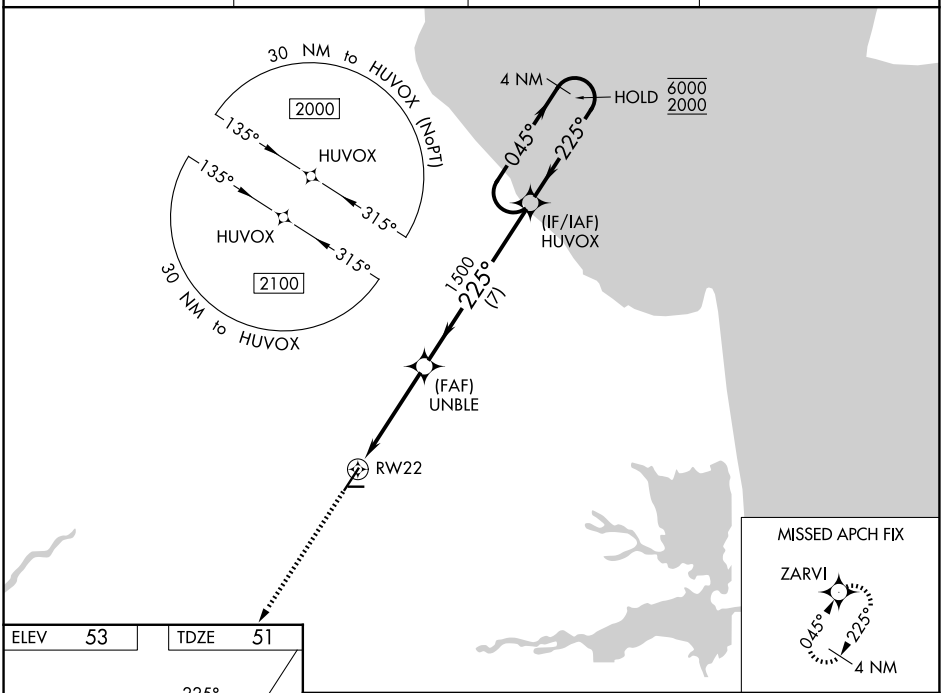
WAAS	APP CRS	Rwy Ldg	5331
CH 60921	225°	TDZE	51
W22A		Apt Elev	53

RNP APCH.

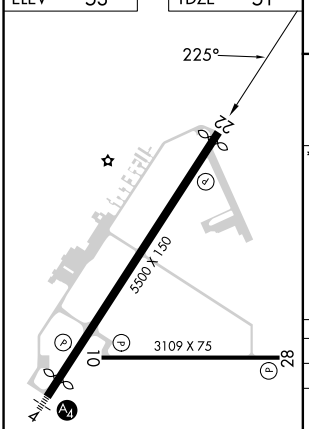
T A Rwy 22 helicopter visibility reduction below ¾ NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C.

MISSED APPROACH: Climb to 2000 direct ZARVI and hold.

ASOS	DOVER APP CON	GCO	UNICOM
118.375	132.425 257.875	125.55	123.0 (CTAF) L



ELEV 53 TDZE 51

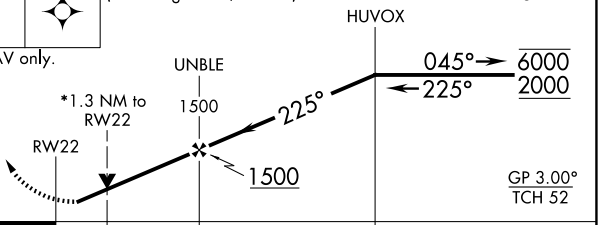


2000 ZARVI

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45).

4 NM Holding Pattern

*LNAV only.



CATEGORY	A	B	C	D
LPV DA	321-⅞		270 (300-⅞)	
LNAV/VNAV DA	446-1⅛		395 (400-1⅛)	
LNAV MDA	500-1	449 (500-1)	500-1⅜	449 (500-1⅜)
CIRCLING	560-1	580-1	720-1¾	720-2
	507 (600-1)	527 (600-1)	667 (700-1¾)	667 (700-2)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

VOR/DME ATR	APP CRS	Rwy Ldg	5130
112.6	053°	TDZE	51
Chan 73		Apt Elev	53

VOR RWY 4

DELAWARE COASTAL (GED)

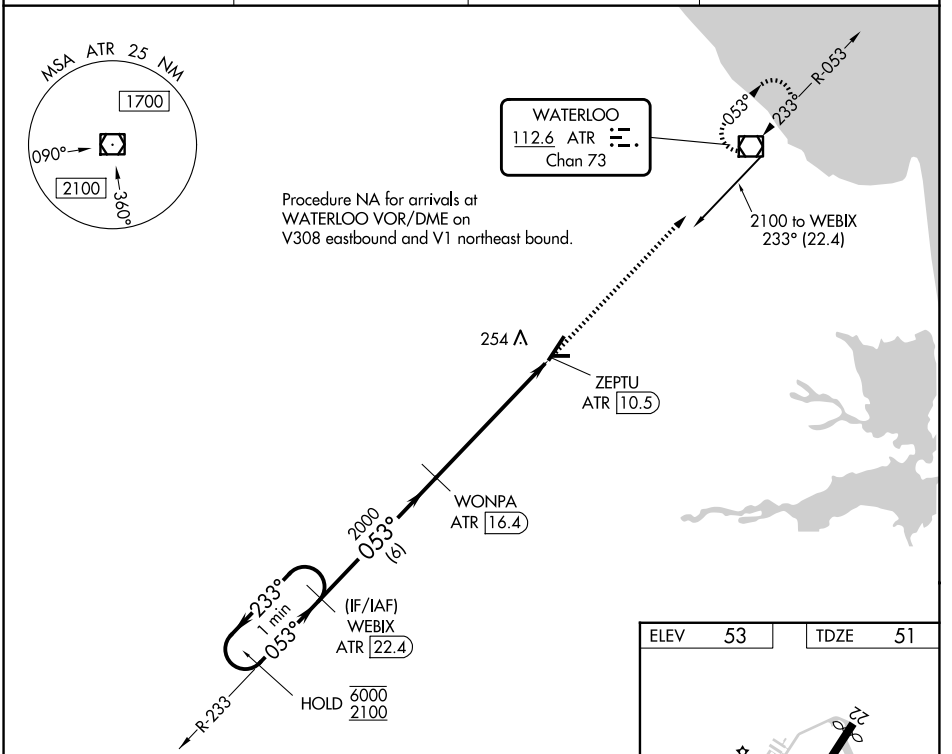
DME required.

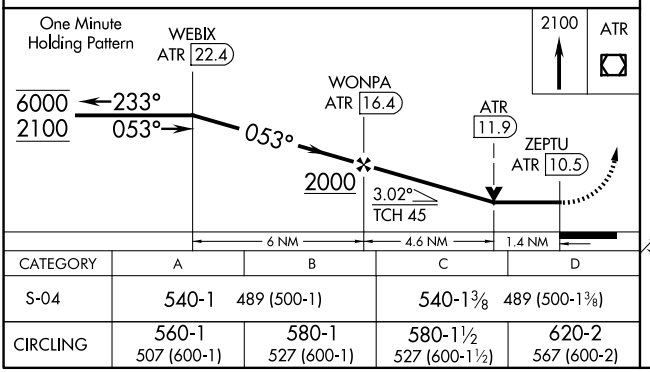
Rwy 4 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Salisbury altimeter setting increase all MDA 60 feet; increase S-4 Cats C/D visibility ⅛ mile, and Cat C Circling visibility ⅜ SM. Inop table does not apply.

MALS

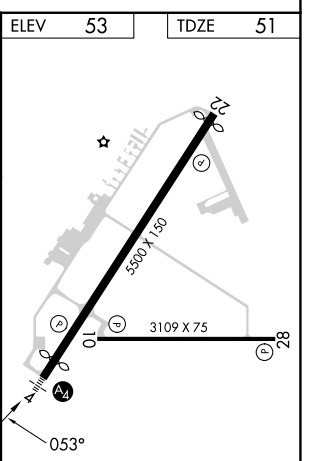
MISSED APPROACH: Climb to 2100 direct ATR VOR/DME and hold.

ASOS	DOVER APP CON	GCO	UNICOM
118.375	132.425 257.875	125.55	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-04	540-1	489 (500-1)	540-1⅜	489 (500-1⅜)
CIRCLING	560-1 507 (600-1)	580-1 527 (600-1)	580-1½ 527 (600-1½)	620-2 567 (600-2)



REIL Rwys 4, 22, 10, and 28 L
MIRL Rwys 4-22 and 10-28 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

GEORGETOWN, DELAWARE | AL-935 (FAA) | 26246

VOR RWY 22

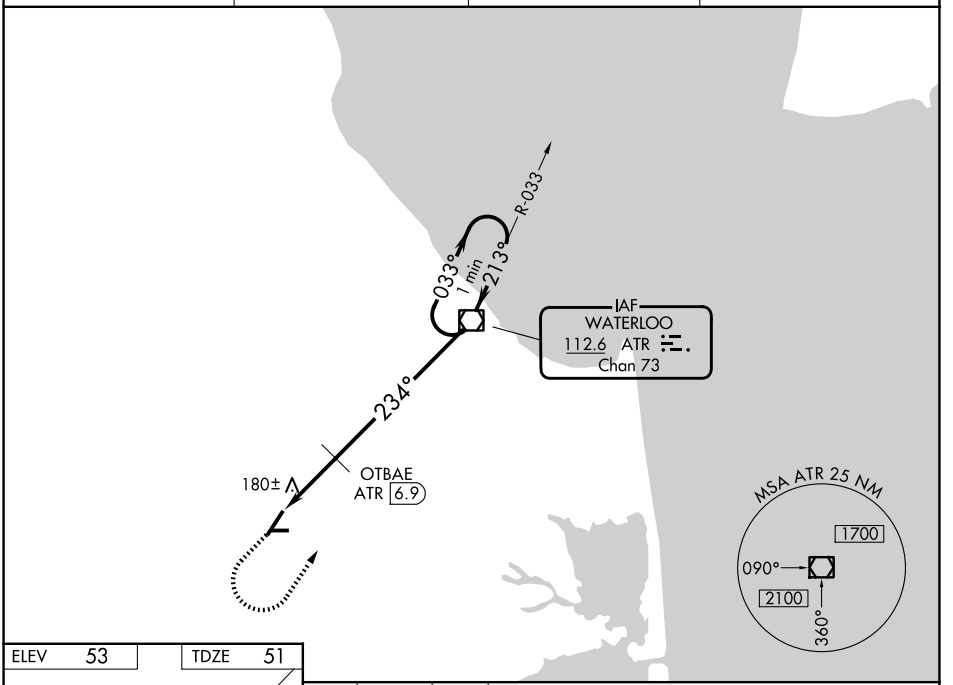
DELAWARE COASTAL (GED)

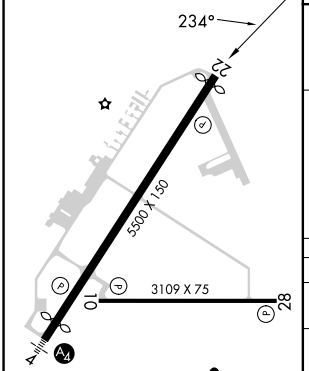
VOR/DME ATR	APP CRS	Rwy Ldg	5331
112.6	234°	TDZE	51
Chan 73		Apt Elev	53

Rwy 22 helicopter visibility reduction below 1 SM NA.
Rwy 22 Straight-In and Circling minimums NA at night.

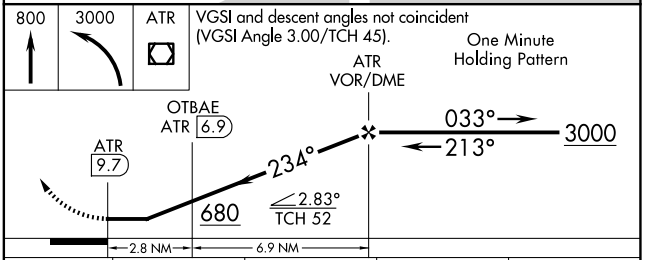
MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct ATR VOR/DME and hold.

ASOS	DOVER APP CON	GCO	UNICOM
118.375	132.425 257.875	125.55	123.0 (CTAF) L





FAF to MAP 9.7 NM					
Knots	60	90	120	150	180
Min:Sec	9:42	6:28	4:51	3:53	3:14



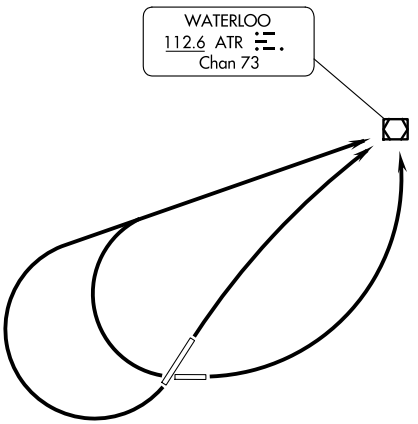
CATEGORY	A	B	C	D
S-22	680-1	629 (700-1)	680-1¾	629 (700-1¾)
CIRCLING	680-1	627 (700-1)	720-1¾ 667 (700-1¾)	720-2 667 (700-2)
OTBAE FIX MINIMUMS				
S-22	440-1	389 (400-1)	440-1⅛	389 (400-1⅛)
CIRCLING	560-1 507 (600-1)	580-1 527 (600-1)	720-1¾ 667 (700-1¾)	720-2 667 (700-2)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

GEORGETOWN ONE DEPARTURE

DOVER APP CON
132.425 257.875
DOVER CLNC DEL
125.55
ASOS
118.375
UNICOM
123.0

TOP ALTITUDE: 2000



TAKEOFF MINIMUMS:
Rwys 4, 10, 28: Standard.
Rwy 22: 200-1¼ or standard with a minimum climb of 201′ per NM to 300, or alternatively with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1100′ prior to DER.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Turn right direct ATR VOR/DME, thence . . .
TAKEOFF RUNWAY 10: Turn left direct ATR VOR/DME, thence . . .
TAKEOFF RUNWAY 22: Turn right direct ATR VOR/DME, thence . . .
TAKEOFF RUNWAY 28: Turn right direct ATR VOR/DME, thence . . .
. . . maintain 2000. Expect clearance to filed altitude three (3) minutes after departure.

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

GORDONSVILLE, VIRGINIA | AL-10643 (FAA) | 25219

RNAV (GPS)-A

GORDONSVILLE MUNI (GVE)

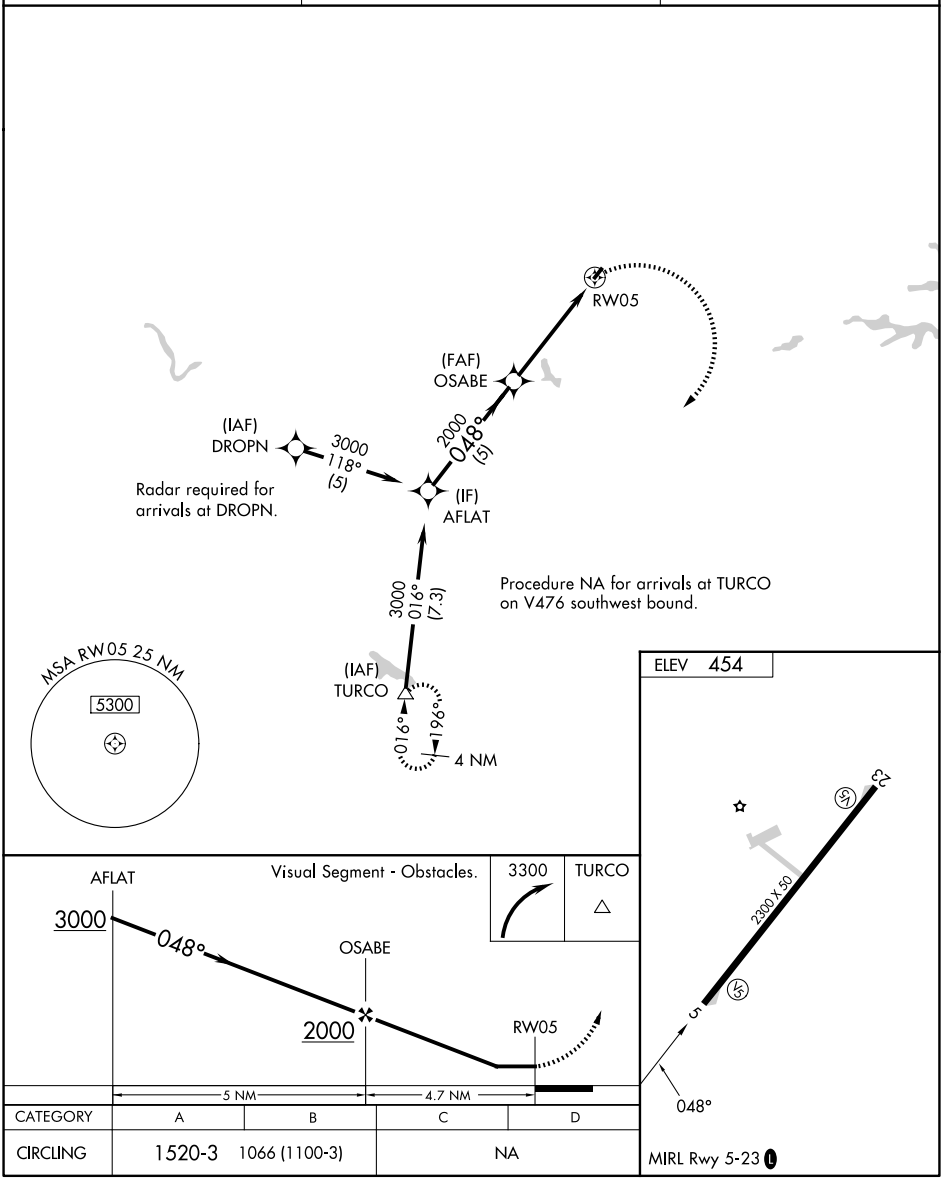
APP CRS	Rwy Ldg	N/A
048°	TDZE	N/A
	Apt Elev	454

When local altimeter setting not received, use Orange County altimeter setting and increase all MDA 20 ft. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

NA

MISSED APPROACH: Climbing right turn to 3300 direct TURCO and hold.

AWOS-3	POTOMAC APP CON	UNICOM
120.225	132.85 323.125	123.0 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1520-3	1066 (1100-3)	NA	

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	N/A
228°	TDZE	N/A
	Apt Elev	454

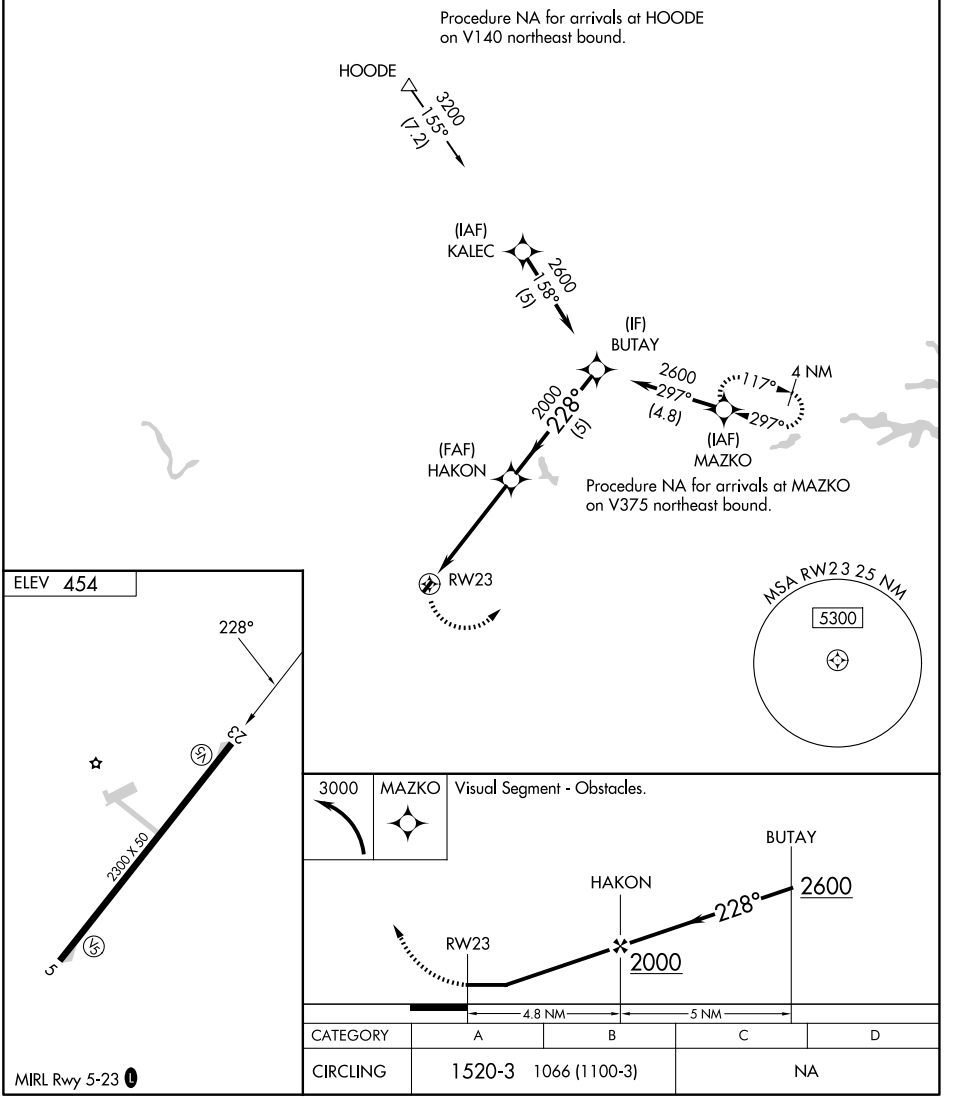
RNAV (GPS)-B

GORDONSVILLE MUNI (GVE)

When local altimeter setting not received, use Orange County altimeter setting and increase all MDA 20 ft. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

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

AWOS-3	POTOMAC APP CON	UNICOM
120.225	132.85 323.125	123.0 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1520-3	1066 (1100-3)	NA	

MIRL Rwy 5-23

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

HAGERSTOWN, MARYLAND AL-5114 (FAA) 25275

ILS or LOC RWY 9

HAGERSTOWN RGNL/RICHARD A HENSON FLD (HGR)

LOC/DME I-UYK	APP CRS	Rwy Ldg	7000
111.9	092°	TDZE	695
Chan 56		Apt Elev	703

RNP APCH - GPS.

MISSED APPROACH: Climb to 1400 then climbing left turn to 3600 direct HGR VOR and hold, continue climb-in-hold to 3600.

ASOS	POTOMAC APP CON	HAGERSTOWN TOWER ★	GND CON	UNICOM
126.375	126.825 239.025	120.3 (CTAF) L 225.4	120.8	122.95

ALTERNATE MISSED APCH FIX
MARTINSBURG
MRB 112.1 Chan 58
290° R-110
110°

HAGERSTOWN 109.8 HGR

(IF/IAF) COVUK INT I-UYK 13.6
3600 NoPT 107° (6.4)
FODEV INT I-UYK 10.3
096°
276° R-096
(IAF) TOMAC
3100 2500
092° 092°
(3.3) (3.4)
272° 092° 1 min 272°
HESGI INT I-UYK 6.9
HADMI I-UYK 1.8
LOCALIZER 111.9 I-UYK Chan 56
3600 NoPT 065° (7.8)
(IAF) KUTSE
HOLD 5100 3600
R-345
R-355
R-006
112.1 MRB Chan 58
P-40 R-4009
MSA MRB 25 NM
150° 4000 3400 060°
345° (18.6)
MARTINSBURG 112.1 MRB Chan 58

ELEV 703 D TDZE 695

One Minute Holding Pattern
COVUK INT I-UYK 13.6
FODEV INT I-UYK 10.3
HESGI INT I-UYK 6.9
HADMI I-UYK 1.8
5100 3600
272° 092°
092° 3100
2500
GS 3.00° TCH 55
2500
3.3 NM 3.4 NM 5.1 NM 0.5

1400 3600 HGR

092° TWR 0.3% UP 7000 X 150 20 27 A5
0.3% UP 3765 X 100 2

REIL Rwys 2 and 20
REIL Rwy 9 L
MIRL Rwy 2-20
HIRL Rwy 9-27 L

CATEGORY	A	B	C	D
S-ILS 9	895-¾ 200 (200-¾)			
S-LOC 9	1000-1 305 (300-1)		1000-⅞ 305 (300-⅞)	
CIRCLING	1160-1 457 (500-1)		1200-1½ 497 (500-1½)	1300-2 597 (600-2)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-HGR	APP CRS	Rwy Ldg 7000
111.9	272°	TDZE 701
Chan 56		Apt Elev 703

ILS or LOC RWY 27

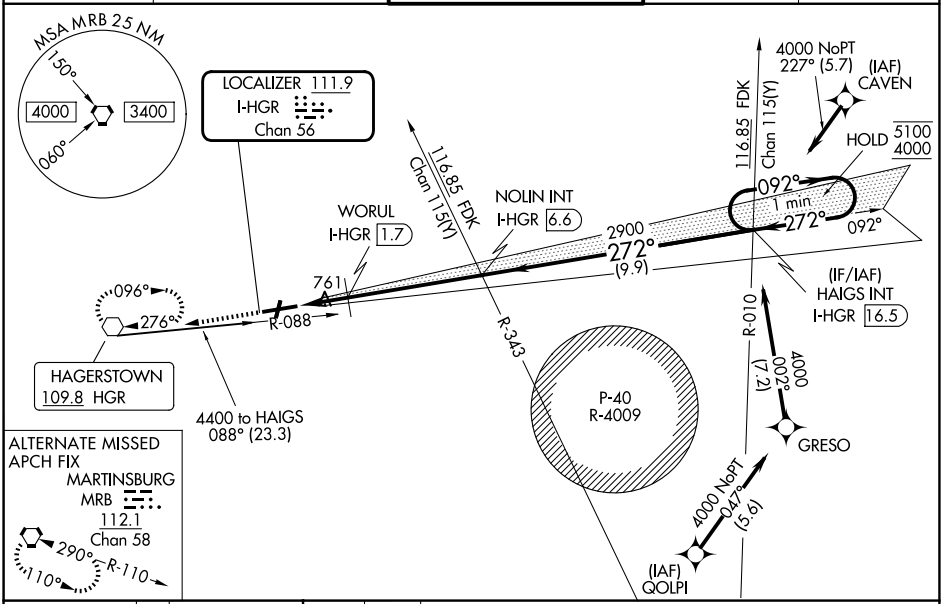
HAGERSTOWN RGNL/RICHARD A HENSON FLD (HGR)

RNP APCH - GPS.

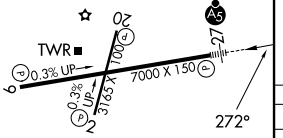
MALSR

MISSED APPROACH: Climb to 4000 direct HGR VOR and hold, continue climb-in-hold to 4000.

ASOS	POTOMAC APP CON	HAGERSTOWN TOWER ★	GND CON	UNICOM
126.375	126.825 239.025	120.3 (CTAF) L 225.4	120.8	122.95



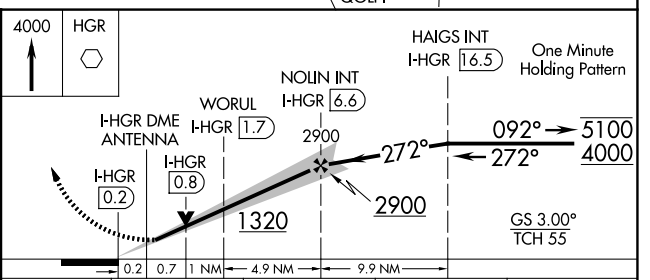
ELEV 703	D	TDZE 701



REIL Rwys 2 and 20
REIL Rwy 9 L
MIRL Rwy 2-20
HIRL Rwy 9-27 L

FAF to MAP 6.8 NM

Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16



CATEGORY	A	B	C	D
S-ILS 27	901-½ 200 (200-½)			
S-LOC 27	1320-½ 619 (700-½)		1320-1⅜ 619 (700-1⅜)	
CIRCLING	1320-1 617 (700-1)		1320-1¾ 617 (700-1¾)	1320-2 617 (700-2)
WORUL FIX MINIMUMS				
S-LOC 27	1040-½ 339 (400-½)			
CIRCLING	1160-1 457 (500-1)		1200-1½ 497 (500-1½)	1300-2 597 (600-2)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

WAAS	APP CRS	Rwy Ldg	7000
CH 49011	091°	TDZE	695
W09A		Apt Elev	703

RNAV (GPS) RWY 9

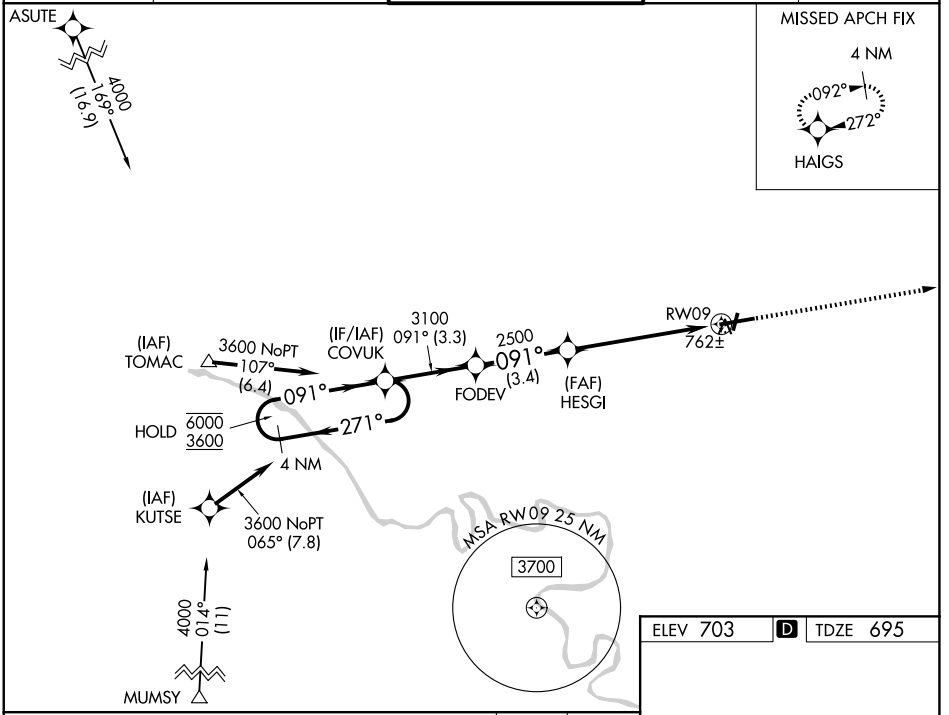
HAGERSTOWN RGNL/RICHARD A HENSON FLD (HGR)

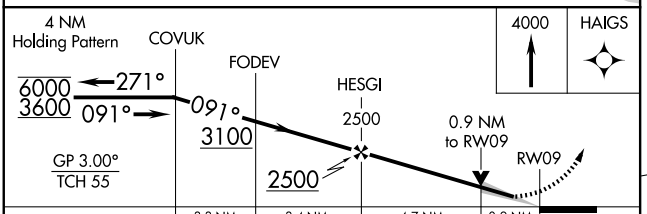
RNP APCH - GPS.

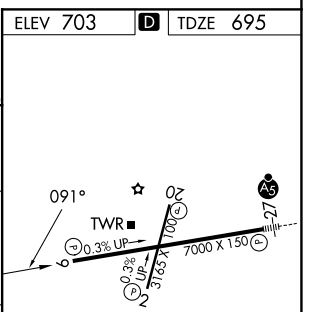
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C.

MISSED APPROACH: Climb to 4000 direct HAIGS and hold.

ASOS	POTOMAC APP CON	HAGERSTOWN TOWER ★	GND CON	UNICOM
126.375	126.825 239.025	120.3 (CTAF) L 225.4	120.8	122.95







CATEGORY	A	B	C	D
LPV DA	895-¾ 200 (200-¾)			
LNAV/VNAV DA	945-¾ 250 (300-¾)			
LNAV MDA	1020-1 325 (400-1)			
CIRCLING	1160-1 457 (500-1)		1200-1½ 497 (500-1½)	1300-2 597 (600-2)

REIL Rwys 2 and 20
REIL Rwy 9 L
MIRL Rwy 2-20
HIRL Rwy 9-27 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

WAAS	APP CRS	Rwy Ldg	7000
CH 86911	272°	TDZE	701
W27A		Apt Elev	703

RNAV (GPS) RWY 27

HAGERSTOWN RGNL/RICHARD A HENSON FLD (HGR)

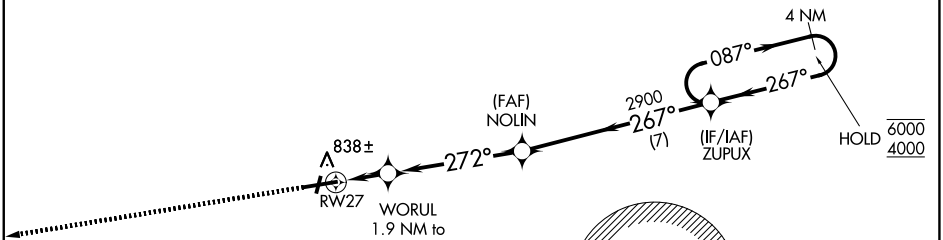
RNP APCH - GPS.

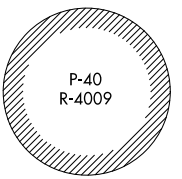
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C.

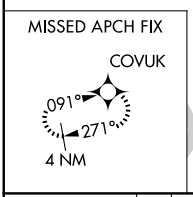
MALSR

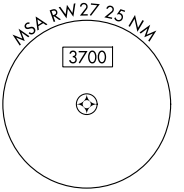
MISSED APPROACH: Climb to 3600 direct COVUK and hold, continue climb-in-hold to 3600.

ASOS	POTOMAC APP CON	HAGERSTOWN TOWER ★	GND CON	UNICOM
126.375	126.825 239.025	120.3 (CTAF) L 225.4	120.8	122.95

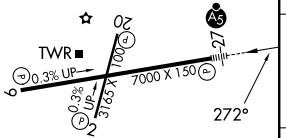


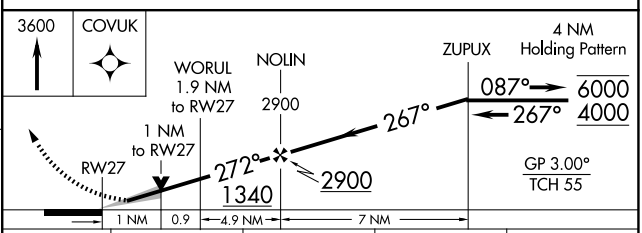






ELEV 703 D TDZE 701





CATEGORY	A	B	C	D
LPV DA	901-½ 200 (200-½)			
LNAV/VNAV DA	986-½ 285 (300-½)			
LNAV MDA	1060-½ 359 (400-½)		1060-⅝ 359 (400-⅝)	
CIRCLING	1160-1 457 (500-1)		1200-1½ 497 (500-1½)	1300-2 597 (600-2)

REIL Rwys 2 and 20
REIL Rwy 9 L
MIRL Rwy 2-20
HIRL Rwy 9-27 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

VOR HGR 109.8	APP CRS 091°	Rwy Ldg 7000 TDZE 695 Apt Elev 703

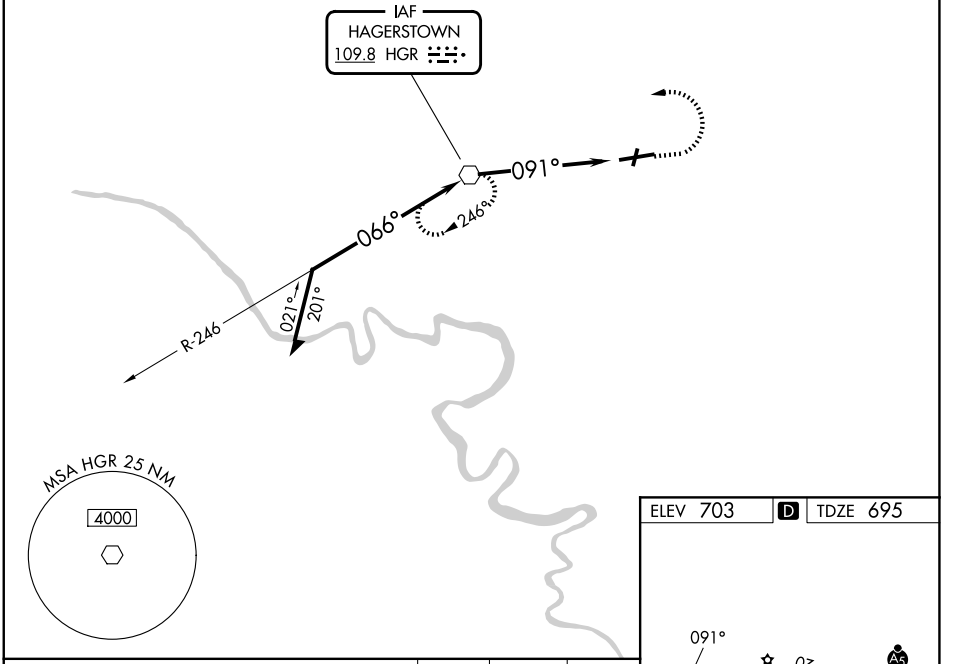
VOR RWY 9

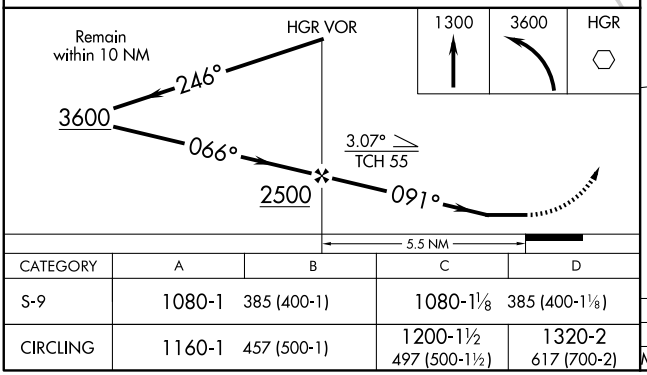
HAGERSTOWN RGNL/RICHARD A HENSON FLD (HGR)

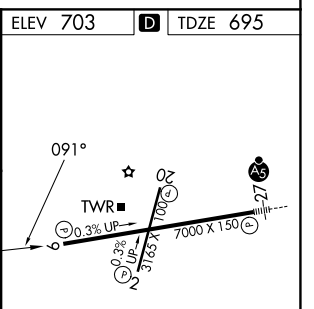
Circling Rwy 20 NA at night.

MISSED APPROACH: Climb to 1300 then climbing left turn to 3600 direct HGR VOR and hold, continue climb-in-hold to 3600.

ASOS	POTOMAC APP CON	HAGERSTOWN TOWER ★	GND CON	UNICOM
126.375	126.825 239.025	120.3 (CTAF) L 225.4	120.8	122.95







REIL Rwys 2 and 20
REIL Rwy 9 L
MIRL Rwy 2-20
HIRL Rwy 9-27 L

CATEGORY	A	B	C	D
S-9	1080-1	385 (400-1)	1080-1⅛	385 (400-1⅛)
CIRCLING	1160-1	457 (500-1)	1200-1½ 497 (500-1½)	1320-2 617 (700-2)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	7000
091°	TDZE	695
	Apt Elev	703

COPTER RNAV (GPS) RWY 9

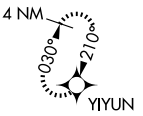
HAGERSTOWN RGNL/RICHARD A HENSON FLD (HGR)

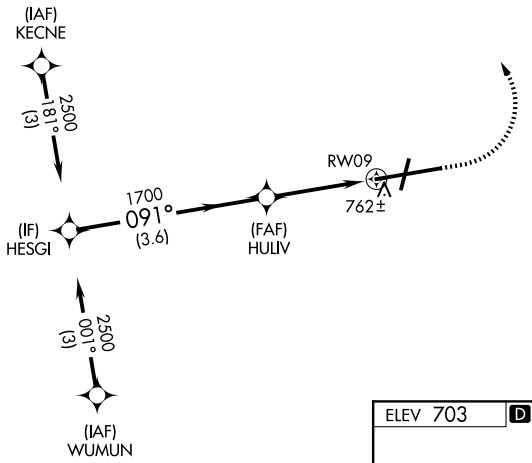
DME/DME RNP-0.3 NA. VDP NA with Martinsburg altimeter setting. When local altimeter setting not received, use Martinsburg altimeter setting and increase MDA 80 feet.

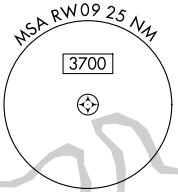
MISSED APPROACH: Climb to 1200 then climbing left turn to 2500 direct YIYUN and hold.

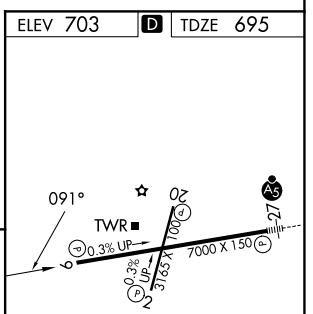
ASOS	POTOMAC APP CON	HAGERSTOWN TOWER ★	GND CON	UNICOM
126.375	126.825 239.025	120.3 (CTAF) L 225.4	120.8	122.95

Limit initial and intermediate approach to 90K.
Limit final and missed approach to 70K.
Increase to 90K upon reaching the missed approach altitude.

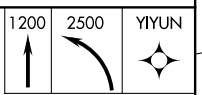


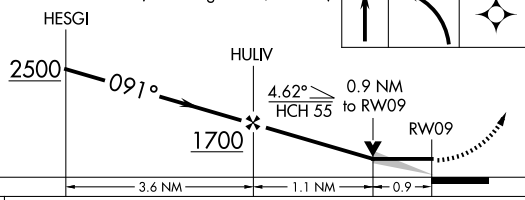






VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 55).





CATEGORY	COPTER
LNAV MDA	1020-½ 325 (400-½)

REIL Rwys 2 and 20
REIL Rwy 9 L
MIRL Rwy 2-20
HIRL Rwy 9-27 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

COPTER RNAV (GPS) RWY 27

HAGERSTOWN RGNL/RICHARD A HENSON FLD (HGR)

APP CRS		
272°	Rwy Ldg	7000
	TDZE	701
	Apt Elev	703

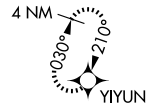
Inop table does not apply.
DME/DME RNP-0.3 NA. VDP NA with Martinsburg altimeter setting.
When local altimeter setting not received, use Martinsburg altimeter setting and increase MDA 80 feet.

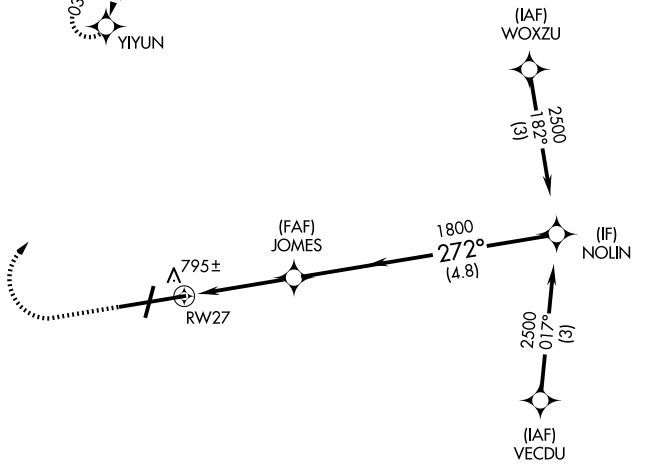
MALSR

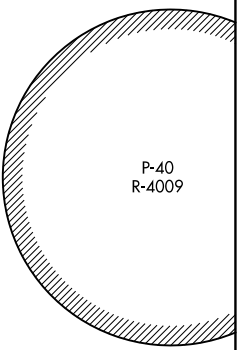
MISSED APPROACH: Climb to 1200 then climbing right turn to 2500 direct YIYUN and hold.

ASOS	POTOMAC APP CON	HAGERSTOWN TOWER ★	GND CON	UNICOM
126.375	126.825 239.025	120.3 (CTAF) L 225.4	120.8	122.95

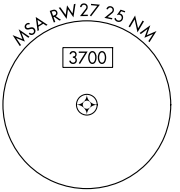
Limit initial and intermediate approach to 90K.
Limit final and missed approach to 70K.
Increase to 90K upon reaching the missed approach altitude.

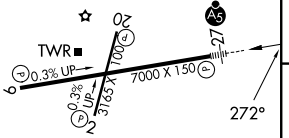




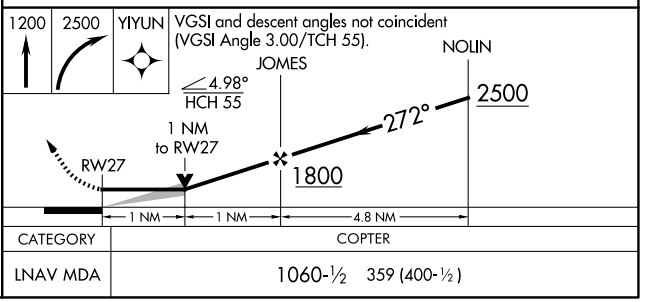


ELEV 703 D TDZE 701





REIL Rwys 2 and 20
REIL Rwy 9 L
MIRL Rwy 2-20
HIRL Rwy 9-27 L



CATEGORY	COPTER
LNAV MDA	1060-½ 359 (400-½)

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM
26134
HAGERSTOWN, MARYLAND
HAGERSTOWN RGNL/RICHARD A HENSON FLD (HGR)

HOT SPRINGS, VIRGINIA

AL-5246 (FAA)

26246

ILS or LOC RWY 25

INGALLS FLD (HSP)

LOC I-HSP	APP CRS	Rwy Ldg	5600
108.7	247°	TDZE	3773
		Apt Elev	3793

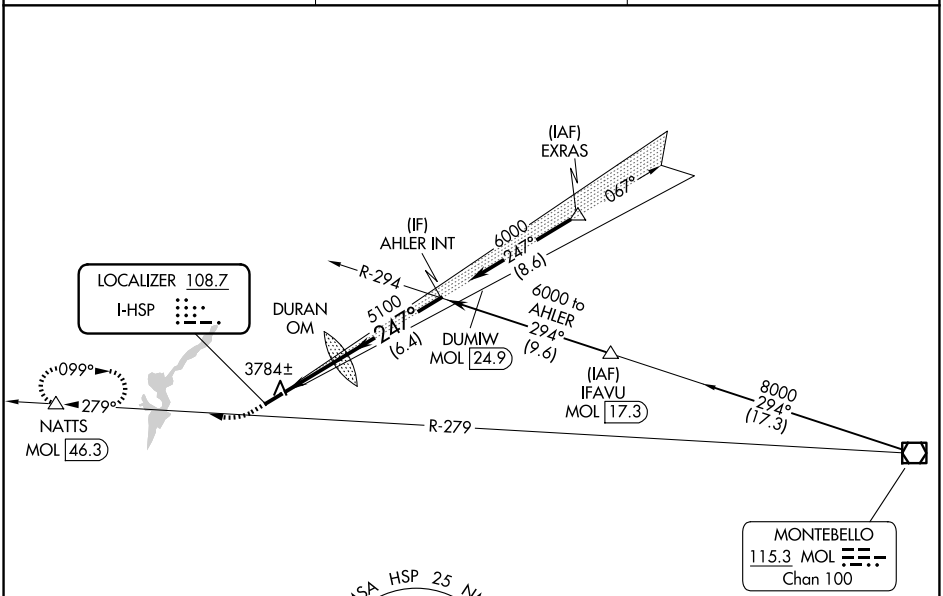
DME required.

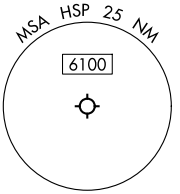
Circling to Rwy 7 NA at night.

NA Circling NA southeast of Rwy 7-25.

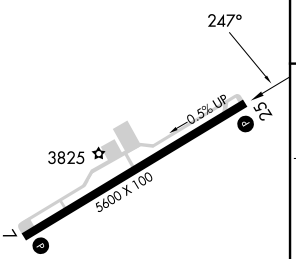
MISSED APPROACH: Climb to 4360, then climbing right turn to 6200 on heading 270° and MOL R-279 to NATTS/MOL 46.3 DME and hold. (DME required).

AWOS-3	WASHINGTON CENTER	UNICOM
118.8	134.4 353.9	123.0 (CTAF) L





ELEV 3793 TDZE 3773

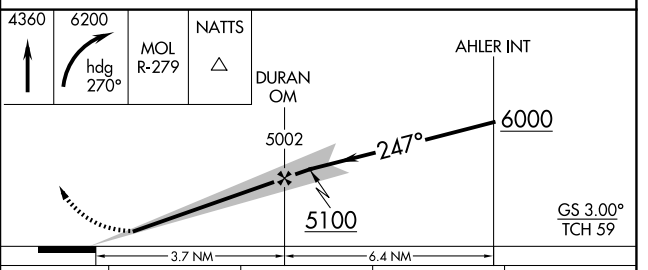


REIL Rwy 25 L

HIRL Rwy 7-25 L

FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14



CATEGORY	A	B	C	D
S-ILS 25	4073-⅞ 300 (300-⅞)			
S-LOC 25	4240-1 467 (500-1)		4240-1⅜ 467 (500-1⅜)	
CIRCLING	4440-1 647 (700-1)	4480-1 687 (700-1)	4480-2 687 (700-2)	4480-2¼ 687 (700-2¼)

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

WAAS CH 86813 W07A	APP CRS 067°	Rwy Ldg 5600 TDZE 3793 Apt Elev 3793

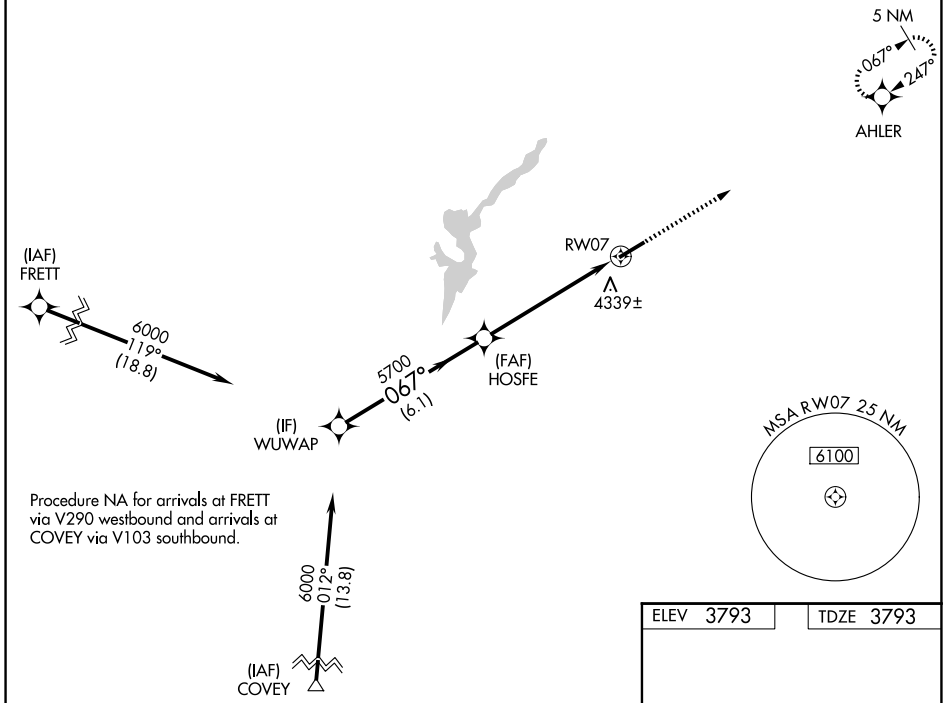
RNAV (GPS) RWY 7

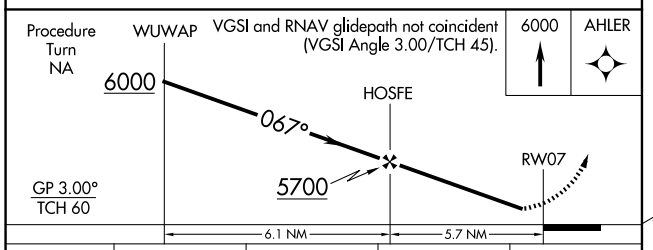
INGALLS FLD (HSP)

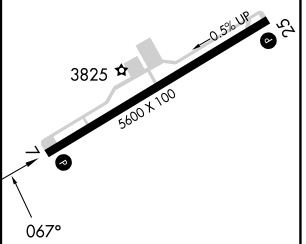
Circling NA southeast of Rwy 7-25. Baro-VNAV NA.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 6000 direct AHLER and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
118.8	134.4 353.9	123.0 (CTAF) L







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)	4700-3 907 (1000-3)
CIRCLING	4700-1¼ 907 (1000-1¼)		4700-2¾ 907 (1000-2¾)	4700-3 907 (1000-3)

REIL Rwy 25 L
HIRL Rwy 7-25 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

HOT SPRINGS, VIRGINIA

AL-5246 (FAA)

26134

RNAV (GPS) RWY 25

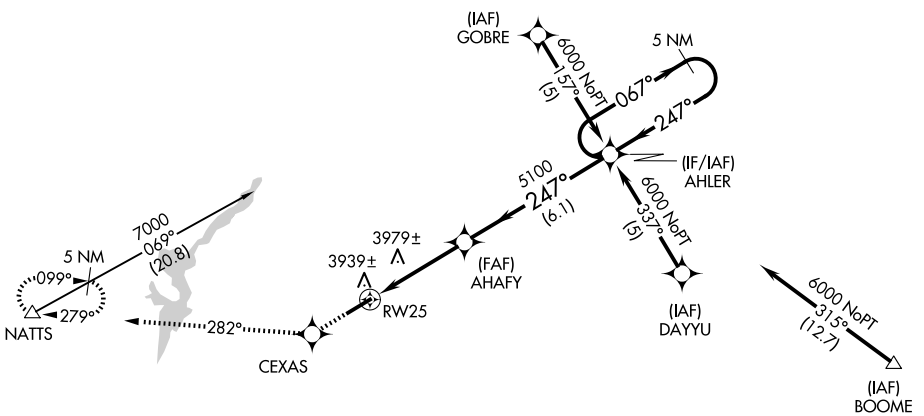
INGALLS FLD (HSP)

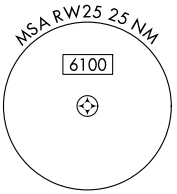
WAAS	APP CRS	Rwy Ldg	5600
CH 53713	247°	TDZE	3773
W25A		Apt Elev	3793

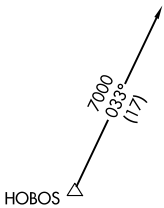
Circling NA SE of Rwy 7-25. Baro-VNAV NA.
DME/DME RNP-0.3 NA.
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 6000 direct CEXAS and via track 282° to NATTS and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
118.8	134.4 353.9	123.0 (CTAF) L

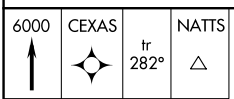


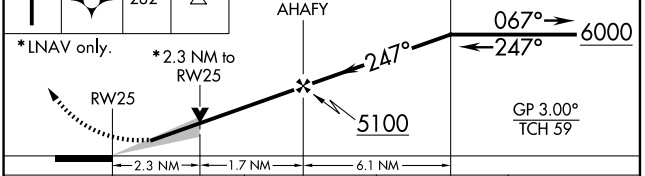


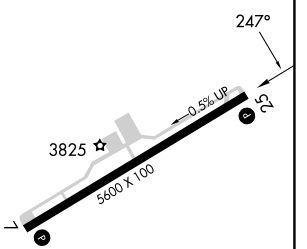


Procedure NA for arrivals at HOBOS via V140-473 westbound and arrivals at BOOME via V469 southbound.

ELEV 3793 TDZE 3773







CATEGORY	A	B	C	D
LPV DA	4164-1¼ 391 (400-1¼)			
LNAV/VNAV DA	4309-2 536 (600-2)			
LNAV MDA	4560-1 787 (800-1)	4560-1¼ 787 (800-1¼)	4560-2¼ 787 (800-2¼)	4560-2½ 787 (800-2½)
CIRCLING	4560-1 767 (800-1)	4560-1¼ 767 (800-1¼)	4560-2¼ 767 (800-2¼)	4560-2½ 767 (800-2½)

REIL Rwy 25 L
HIRL Rwy 7-25 L

HOT SPRINGS, VIRGINIA

Orig-A 26MAR20

37°57′N-79°50′W

INGALLS FLD (HSP)

RNAV (GPS) RWY 25

NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 2

MARYLAND (2W5)

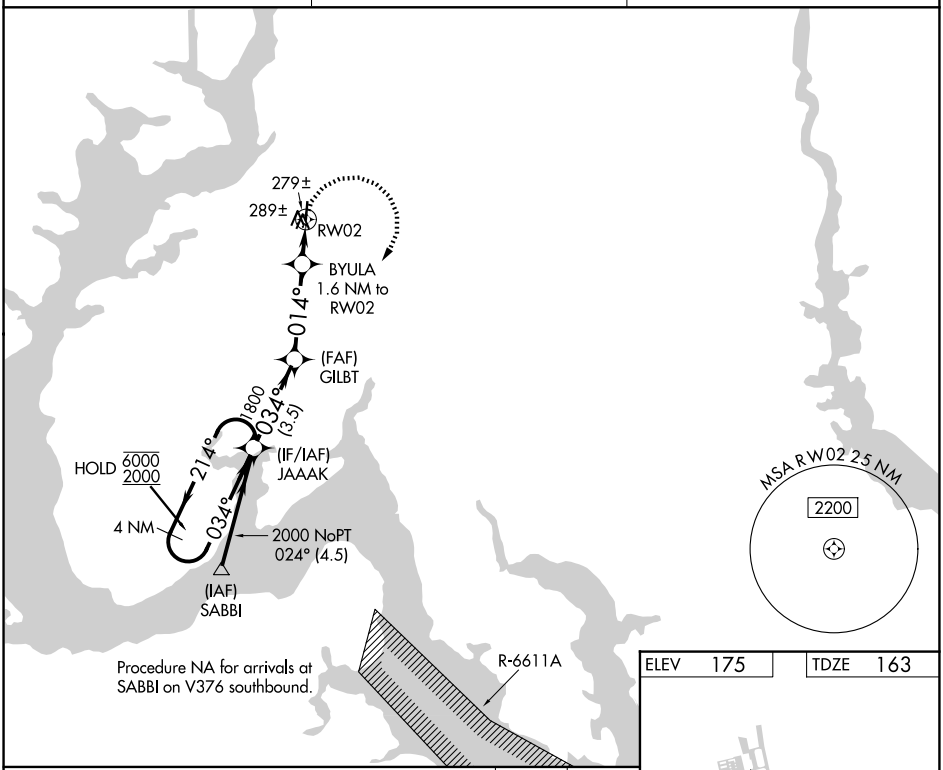
WAAS	APP CRS	Rwy Ldg	3740
CH 78036	014°	TDZE	163
W02A		Apt Elev	175

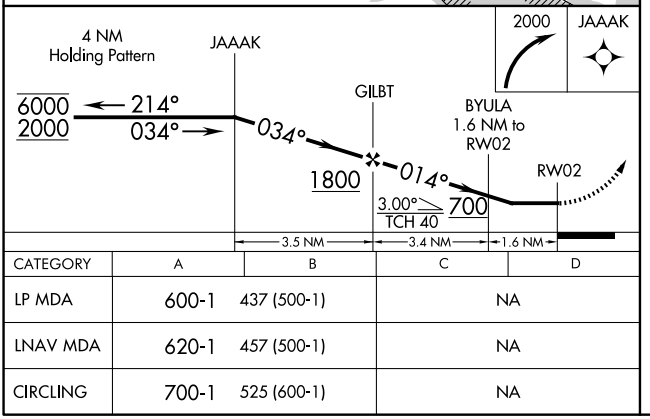
RNP APCH.

T A NA — Circling Rwy 20 NA at night. Rwy 2 helicopter visibility reduction below ¾ SM NA. Use Ronald Reagan Washington Ntl altimeter setting.

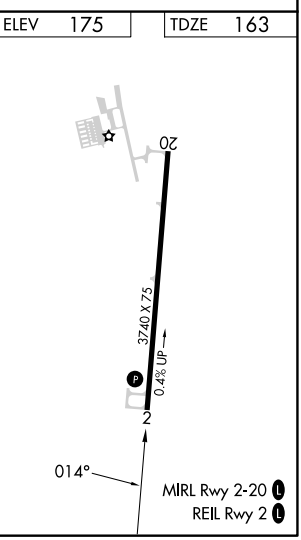
MISSED APPROACH: Climbing right turn to 2000 direct JAAAK and hold.

DCA ASOS	POTOMAC APP CON	UNICOM
132.65	124.7 338.2	122.7 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	600-1	437 (500-1)	NA	
LNAV MDA	620-1	457 (500-1)	NA	
CIRCLING	700-1	525 (600-1)	NA	



NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

CAMP SPRINGS, MARYLAND

ILS or LOC RWY 1L

LOC I-RWS	APCH CRS	Rwy ldg	10,310
111.5	010°	TDZE	261
		Arpt Elev	280

(USAF) JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

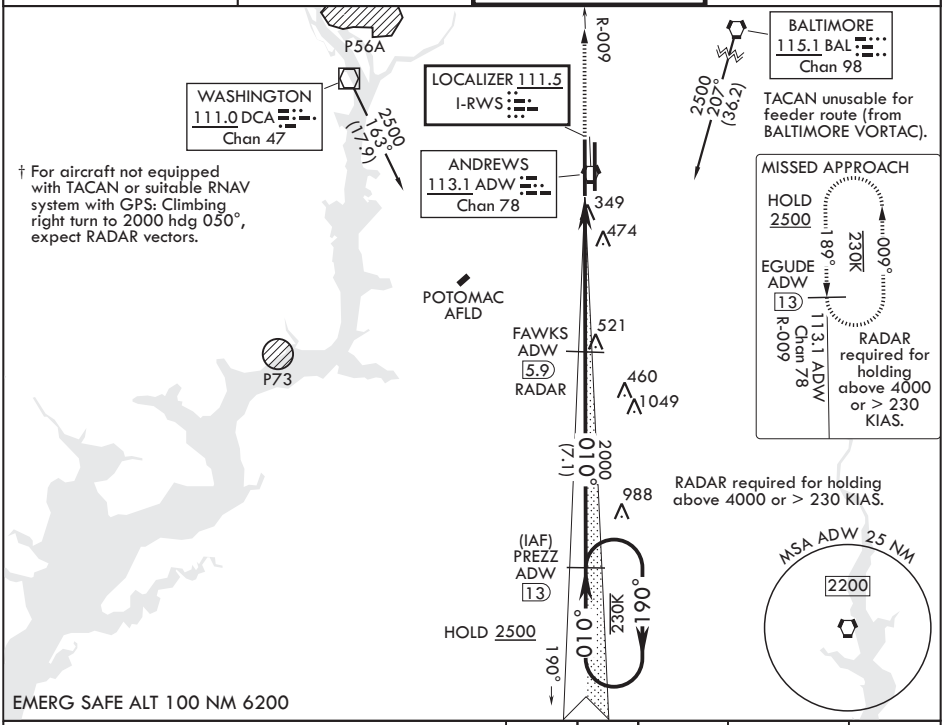
RADAR or DME required

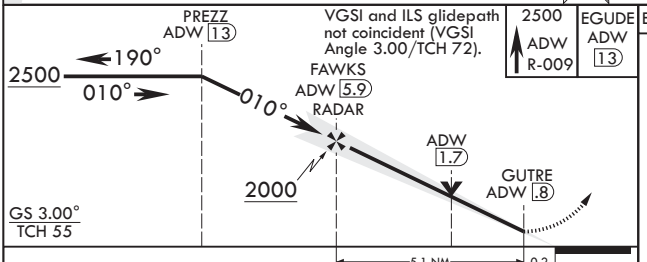
* When ALS inop increase RVR to 40, vis to 3/4 mile. When TDZL/CL inop, increase RVR to 24.
** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE RVR to 60, vis to 1 1/8 miles.
*** Circling not authorized W of Rwy 1L-19R.

ALSF-2

† MISSED APPROACH: Climbing to 2500, intercept ADW VORTAC R-009 to EGUDE and hold.

ATIS	POTOMAC APP CON	TOWER	GND CON
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8





CATEGORY	A	B	C	D	E
S-ILS 1L*	461/18		200	(200-½)	
S-LOC 1L**	680/24	419 (400-½)	680/40	419	(400-¾)
CIRCLING***	780-1	500 (500-1)	780-1½ 500 (500-1½)	840-2	560 (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

CAMP SPRINGS, MARYLAND

ILS or LOC RWY 1R

LOC I-VJM	APCH CRS	Rwy ldg	9756
110.5	010°	TDZE	265
		Arpt Elev	280

(USAF) JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

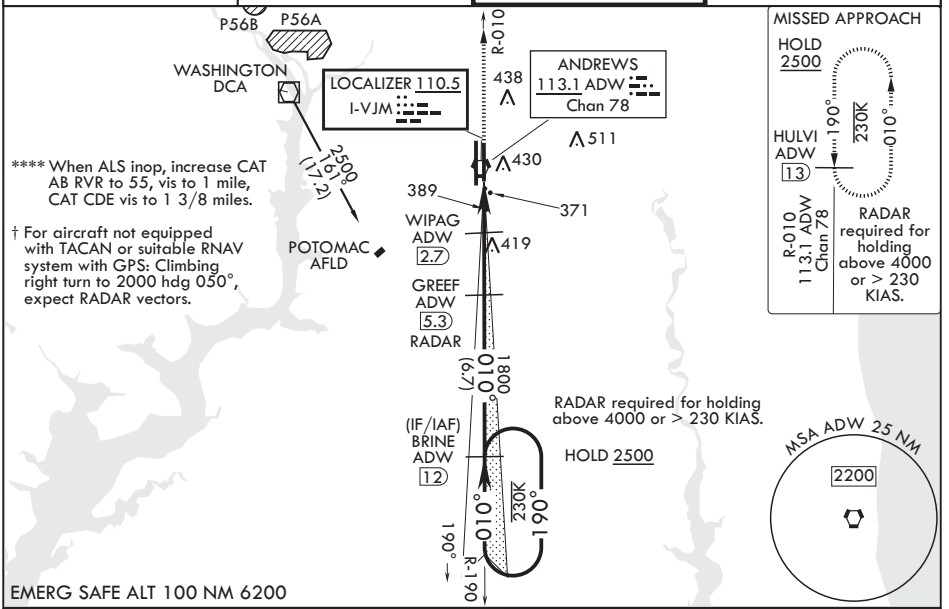
RADAR required
RADAR or DME required at FAF

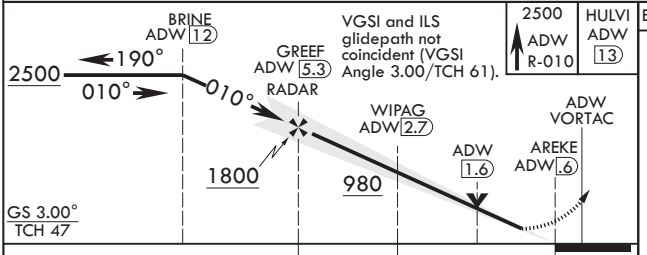
* When ALS inop, increase RVR to 40, vis to 3/4 mile. RVR 18 authorized with use of Flight Director System or Autopilot System or Heads-Up-Display to DA.
** When ALS inop, increase RVR to 55, vis to 1 mile.
*** Circling not authorized W of Rwy 1L-19R.

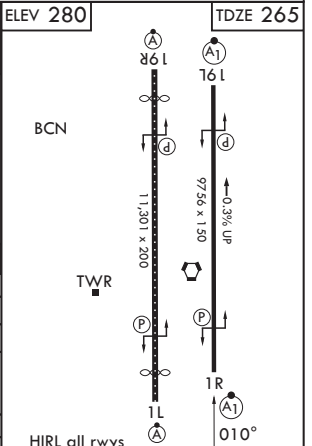
ALSF-1

† MISSED APPROACH: Climb to 2500 via ADW VORTAC R-010 to HULVI/ADW 13 DME and hold.

ATIS	POTOMAC APP CON	TOWER	GND CON
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8







CATEGORY	A	B	C	D	E
S-ILS 1R*	465/24	200	(200-½)		
S-LOC 1R**	640/24	375 (400-½)	640/35	375	(400-⅝)
CIRCLING***	780-1	500 (500-1)	780-1½ 500 (500-1½)	840-2	560 (600-2)
NON-DME					
S-LOC 1R****	720/24	455 (500-½)	720/45	455	(500-⅞)
CIRCLING***	780-1	500 (500-1)	780-1½ 500 (500-1½)	840-2	560 (600-2)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

CAMP SPRINGS, MARYLAND

ILS or LOC RWY 19L

LOC I-GQZ	APCH CRS	Rwy ldg	9756
110.5	190°	TDZE	279
		Arpt Elev	280

(USAF) JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

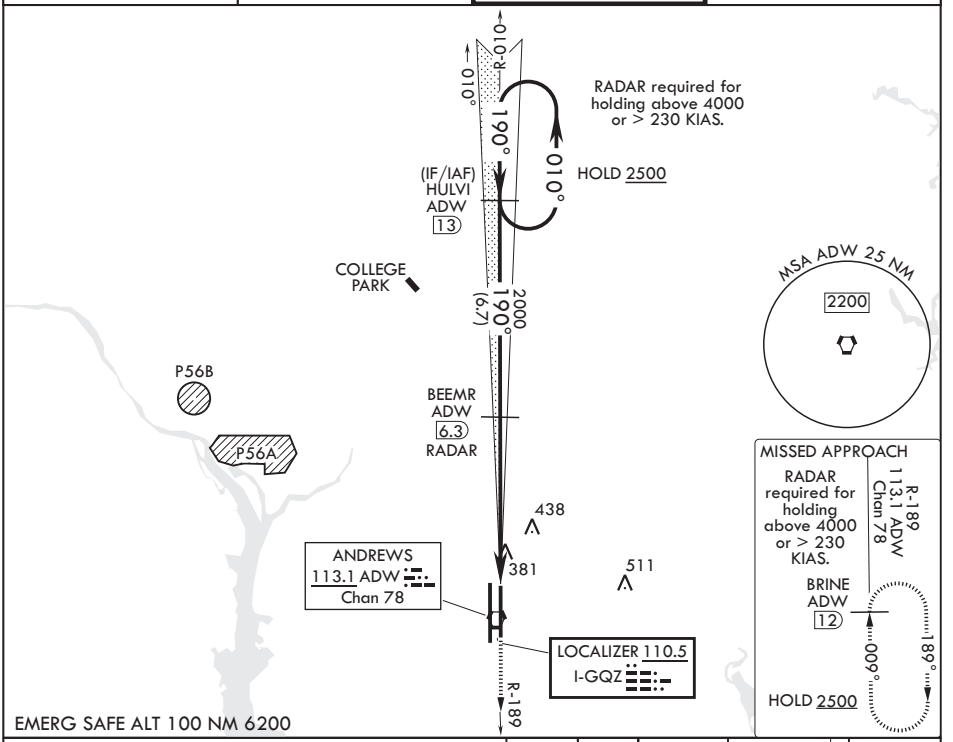
RADAR or DME required at FAF

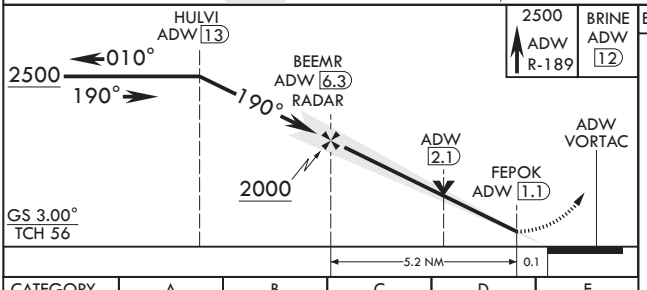
* When ALS inop, increase RVR to 40, vis to 3/4.
** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 60, vis to 1 1/8 mile.
*** Circling not authorized W of Rwy 1L-19R.

ALSF-1

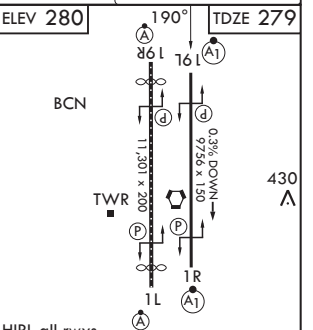
MISSED APPROACH: Climb to 2500 via ADW R-189 to BRINE/ADW 12 DME and hold.

ATIS	POTOMAC APP CON	TOWER	GND CON
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8





ELEV 280 TDZE 279



CATEGORY	A	B	C	D	E
S-ILS 19L*	479/24		200	(200-½)	
S-LOC 19L**	680/24	401 (400-½)	680/40	401	(400-¾)
CIRCLING***	780-1	500 (500-1)	780-1½ 500 (500-1½)	840-2	560 (600-2)

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, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

CAMP SPRINGS, MARYLAND

ILS or LOC RWY 19R

(USAF) JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

LOC I-MXK	APCH CRS	Rwy ldg	10,309
111.5	190°	TDZE	274
		Arpt Elev	280

RADAR or DME required

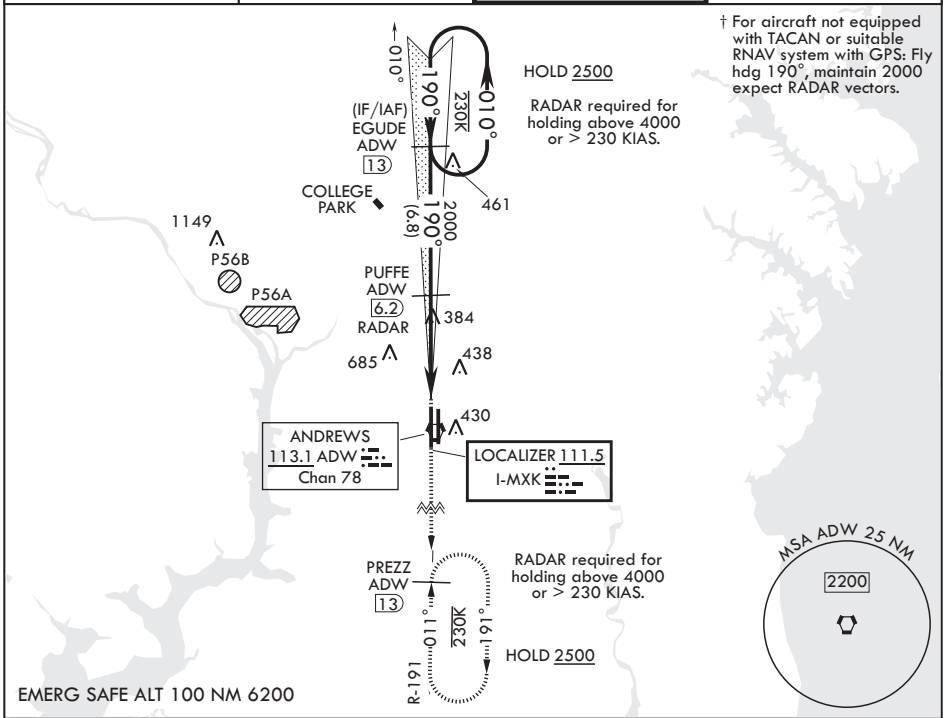
* When ALS inop, increase RVR to 40, vis to 3/4 mile. When TDZL/CL inop, increase RVR to 24.
** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE RVR to 60, vis to 1 1/8 miles.
*** Circling NA West of Rwy 1L-19R.

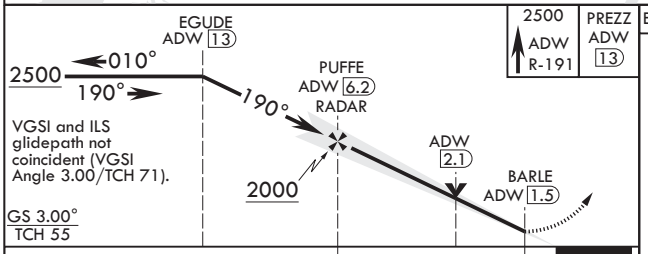
ALSF-2

† MISSED APPROACH: Climb to 2500, intercept ADW VORTAC R-191 to PREZZ and hold.

ATIS	POTOMAC APP CON	TOWER	GND CON
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8

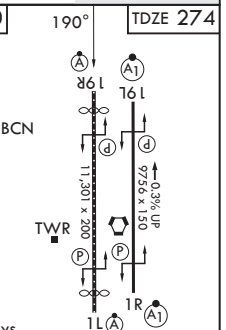
† For aircraft not equipped with TACAN or suitable RNAV system with GPS: Fly hdg 190°, maintain 2000 expect RADAR vectors.





2500 ADW R-191 | PREZZ ADW 13

ELEV 280 | TDZE 274



HIRL all rwys
TDZL/RCLS Rwys 1L and 19R

CATEGORY	A	B	C	D	E
S-ILS 19R*	474/18		200	(200-½)	
S-LOC 19R**	660/24	386 (400-½)	660/35	386	(400-⅝)
CIRCLING***	780-1	500 (500-1)	780-1½ 500 (500-1½)	840-2	560 (600-2)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CAMP SPRINGS, MARYLAND

38°49'N - 76°52'W JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

Amdt 4 06OCT22

ILS or LOC RWY 19R

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

CAMP SPRINGS, MARYLAND

ILS RWY 1L (CAT II & III)

[USAF] JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

LOC I-RWS	APCH CRS	Rwy ldg 10,310 / TDZE 261 / Arpt Elev 280
111.5	010°	

RADAR or DME required

ALSF-2

†MISSED APPROACH: Climbing to 2500, intercept ADW VORTAC R-009 to EGUDE and hold.

ATIS	POTOMAC APP CON	TOWER	GND CON
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8

541 CATEGORY II & III ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HOLD 2500

R-009

RADAR required for holding above 4000 or > 230 KIAS

EGUDE ADW 13

LOCALIZER 111.5 I-RWS

438

TACAN unusable for feeder route

BALTIMORE 115.1 BAL Chan 98

2500 207° (36.2)

WASHINGTON 111.0 DCA Chan 47

2500 163° (17.9)

ANDREWS 113.1 ADW Chan 78

†For aircraft not equipped with TACAN or suitable RNAV system with GPS: climbing right turn to 2000 heading 050°, expect RADAR vectors.

349

474

P-73

FAWKS ADW 5.9 RADAR

521

460

1049

010° 2000

988

190°

(IF/IAF) PREZZ ADW 13

HOLD 2500

010°

190°

RADAR required for holding above 4000 or > 230 KIAS

MSA ADW 25 NM

2200

EMERG SAFE ALT 100 NM 6200

ELEV 280 TDZE 261

306

483

381

TWR

11,301 x 200

9756 x 150

0.3% UP

HIRL all rwys

TDZL/RCLS Rwy 1L-19R

2500 | EGUDE ADW R-009 13

VGSI and descent angle not coincident (VGSI Angle 3.00/TCH 72).

FAWKS ADW 5.9 RADAR

PREZZ ADW 13

190° 2500

010°

2000

GS 3.00°

TCH 55

101'

5.3 NM

CATEGORY	A	B	C	D	E
S-ILS 1L	CAT II RA 108/12		100	DA 361	
S-ILS 1L	CAT IIIa		RVR 07		
S-ILS 1L	CAT IIIb		RVR 06		
S-ILS 1L	CAT IIIc		NA		

CAMP SPRINGS, MARYLAND 38°49'N-76°52'W JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

Orig 06OCT22

ILS RWY 1L (CAT II & III)

NE-3, 03 SEP 2026 to 29 OCT 2026

CAMP SPRINGS, MARYLAND

ILS RWY 19R (CAT II & III)

[USAF] JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

LOC I-MXK	APCH CRS	Rwy ldg 10,309
111.5	190°	TDZE 274
		Arpt Elev 280

RADAR or DME required

ALSF-2

† MISSED APPROACH: Climbing to 2500, intercept ADW VORTAC R-191 to PREZZ and hold.

ATIS	POTOMAC APP CON	TOWER	GND CON
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8

541

† For aircraft not equipped with TACAN or suitable RNAV system with GPS: Fly hdg 190°, maintain 2000 expect RADAR vectors.

CATEGORY II & III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

(IAF) EGUDE ADW 13

190°

010°

HOLD 2500 RADAR required for holding above 4000 or > 230 KIAS

461

1149

358

P-56B

P-56A

PUFFE ADW 6.2 RADAR

2000

384

685

438

ANDREWS 113.1 ADW Chan 78

LOCALIZER 111.5 I-MXK

474

PREZZ ADW 13

HOLD 2500

011°

191°

RADAR required for holding above 4000 or > 230 KIAS

R-191

MSA ADW 25 NM

2200

EMERG SAFE ALT 100 NM 6200

ELEV 280 TDZE 274

306

19R

19L

483

381

11,301 x 200

9756 x 150

0.3% UP

TWR

1R

1L

381

HIRL all rwys

TDZL/RCLS Rwy 1L-19R

EGUDE ADW 13

PUFFE ADW 6.2 RADAR

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).

2500

PREZZ ADW R-191 13

2500

010°

190°

190°

2000

GS 3.00°

TCH 55

5.2 NM

1099'

CATEGORY	A	B	C	D	E
S-ILS 19R	CAT II	RA 99/12	100	DA 374	
S-ILS 19R	CAT IIIa	RVR 07			
S-ILS 19R	CAT IIIb	RVR 06			
S-ILS 19R	CAT IIIc	NA			

CAMP SPRINGS, MARYLAND 38° 49'N-76° 52'W JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

Orig 06OCT22

ILS RWY 19R (CAT II & III)

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

26190

CAMP SPRINGS, MARYLAND

RNAV (RNP) Y RWY 1L

APCH CRS	Rwy ldg	10,310
010°	TDZE	261
	Arpt Elev	280

(USAF) JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

RNP AR APCH. From SPISY, EDDGY: RF.

▼ * When ALS inop, increase RVR to 55, vis to 1 mile.
** When ALS inop, increase vis to 1 3/8 miles.

ALSF-2

MISSED APPROACH: Climb to 2500 on track 010° to EGUDE and hold.

ATIS	POTOMAC APP CON	TOWER	GND CON
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8

For uncompensated Baro-VNAV systems, Procedure NA below -15°C or above 54°C.

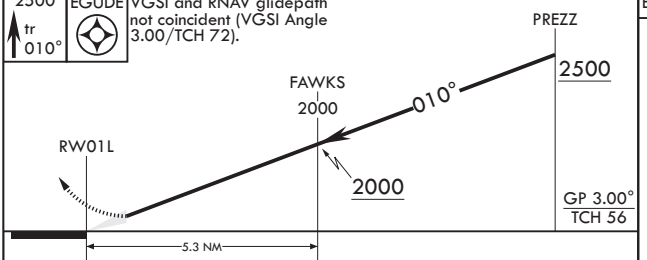
MISSED APPROACH
RADAR required for holding above 4000 or greater than 230 KIAS.
190° 230K 010° 4 NM
EGUDE

P56B
P56A
P73
POTOMAC AFLD
RW01L
010° (13.6)
(IAF) EDDGY 4000
183° 2500 (12.7)
(FAF) FAWKS
010° 2000 (7.1)
(IAF) SPISY
231° 2500 (13.8)
(IAF) VEEPP
099° 2500 (7.6)
(IF) PREZZ
OVAAL 210K
Max 210 KIAS until PREZZ
2500 (9.4)
2500 (9.3)
OFICE 210K
Max 210 KIAS until PREZZ
348° 2500 (14.8)
(IAF) FUNNY 8000
MSA RW01L 25 NM
2200

EMERG SAFE ALT 100 NM 6200
AUTHORIZATION REQUIRED

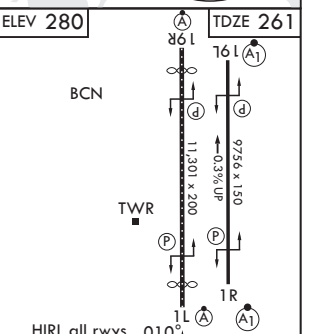
2500 tr 010° EGUDE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).



CATEGORY	A	B	C	D
RNP 0.15 DA*	641/35	380	(400-⅝)	
RNP 0.30 DA**	717/45	456	(500-⅞)	

ELEV 280 TDZE 261



HIRL all rwys 010°
TDZL/RCLS Rwys 1L and 19R

CAMP SPRINGS, MARYLAND
Amdt 2 18MAY23

38°49'N - 76°52'W JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

RNAV (RNP) Y RWY 1L

NE-3, 03 SEP 2026 to 29 OCT 2026

CAMP SPRINGS, MARYLAND

RNAV (GPS) RWY 1R

WAAS CH **52206** **W01B**	APCH CRS **010°**	Rwy ldg **9756** TDZE **265** Arpt Elev **280**

(USAF) JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

DME/DME RNP-0.3 NA

▼ * When ALS inop increase RVR to 40, vis to 3/4 mile.
** When ALS inop, increase RVR to 60, vis to 1 1/8 miles.
*** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 60, vis to 1 1/8 miles.

ALSF-1

MISSED APPROACH: Climb to 2500 direct HULVI and hold.

ATIS	POTOMAC APP CON	TOWER	GND CON
133.675 251.05	**128.0 335.5**	**118.4 349.0**	**121.8 275.8**

**** Circling not authorized W of Rwy 1L-19R.
For uncompensated Baro-VNAV systems, Procedure NA below -15°C (5°F) or above 54°C (130°F).

MISSED APPROACH
HOLD 2500
4 NM
190°
230K
010°
RADAR required for holding above 4000 or > 230 KIAS.
HULVI

511
430
RW01R
269
398
POTOMAC AFLD
WIPAG
419
P73
(FAF) GREEF
010° (7.9)
1800
(IF/IAF) BRINE
2500 NoPT
078° (12.3)
(IAF) IRONS
2500 NoPT
302° (8.3)
(IAF) HUBAS
010°
230K
190°
4 NM
HOLD 2500
RADAR required for holding above 4000 or > 230 KIAS.
2500 NoPT
054° (18.7)
(IAF) SABBI
2500 NoPT
338° (14)
(IAF) WHINO
MSA RW01R 25 NM
2200
EMERG SAFE ALT 100 NM 6200

4 NM Holding Pattern
BRINE
190°
2500
010°
010°
GREEF
WIPAG
RW01R
1800
960
1.1 NM to RW01R
GP 3.00°
TCH 47
2.6 NM
2.1 NM

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 61).

2500 HULVI

ELEV 280 TDZE 265

BCN
TWR
19R
16L
11,301 x 200
9756 x 150
0.3% UP
252
1R
1L
010°
HIRL all rwys
TDZL/RCLS Rwys 1L and 19R

CATEGORY	A	B	C	D	E
LPV DA*	465/24		200	(200-½)	
LNAV/VNAV DA**	660/35		395	(400-⅝)	
LNAV MDA***	660/24	395 (400-½)	660/35	395	(400-⅝)
CIRCLING****	780-1	500 (500-1)	780-1½ 500 (500-1½)	840-2	560 (600-2)

CAMP SPRINGS, MARYLAND
Amdt 3 18MAY23

38°49'N - 76°52'W JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

RNAV (GPS) RWY 1R

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

CAMP SPRINGS, MARYLAND

RNAV (GPS) RWY 19L

WAAS CH 52203 W19A	APCH CRS 190°	Rwy ldg 9756 TDZE 279 Arpt Elev 280

(USAF) JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

DME/DME RNP-0.3 NA

▼ * When ALS inop, increase RVR to 40, vis to 3/4 mile.
** When ALS inop, increase RVR to 60, vis to 1 1/8 miles.
*** When ALS inop, increase CAT AB RVR to 55, vis to 1mile; CAT CDE RVR to 60, vis to 1 1/8 miles.

ALSF-1

MISSED APPROACH: Climb to 2500 direct BRINE and hold.

ATIS	POTOMAC APP CON	TOWER	GND CON
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8

**** Circling not authorized W of Rwy 1L-19R.

For uncompensated Baro-VNAV systems, Procedure NA below -15°C (5°F) or above 54°C (130°F).

Visibility reduction by helicopters NA.

(IAF) YOKUM

(IAF) OASES

2500 NoPT 226° (8.6)

HOLD 2500

2500 NoPT 141° (7.6)

190° 230K 010° 4 NM

(IAF) GEEMO

2500 NoPT 275° (16.6)

(IF/IAF) HULVI

RADAR required for holding above 4000 or > 230 KIAS.

COLLEGE PARK

2000 190° (6.7)

P56B

P56A

(FAF) BEEMR

438

381

511

RW19L

430

MISSED APPROACH

BRINE

RADAR required for holding above 4000 or > 230 KIAS.

190° 230K 010° 4 NM

HOLD 2500

MSA RW19L 25 NM

2600

EMERG SAFE ALT 100 NM 6200

4 NM Holding Pattern

HULVI

010° 2500 190°

190°

BEEMR

RW19L

1.1 NM to RW19L

2000

GP 3.00°
TCH 56

5.2 NM

2500

BRINE

ELEV 280

TDZE 279

190°

279

19R

16L

BCN

11,301 x 200

9756 x 150

0.3% DOWN

TWR

1R

1L

HIRL all rwys
TDZL/RCLS Rwys 1L and 19R

CATEGORY	A	B	C	D	E
LPV DA*	479/24		200	(200-½)	
LNAV/VNAV DA**	680/40		401	(400-¾)	
LNAV MDA***	680/24	401 (400-½)	680/40	401	(400-¾)
CIRCLING****	780-1	500 (500-1)	780-1½ 500 (500-1½)	840-2 560	(600-2)

CAMP SPRINGS, MARYLAND

38°49'N - 76°52'W JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

Amdt 1 18MAY23

RNAV (GPS) RWY 19L

NE-3, 03 SEP 2026 to 29 OCT 2026

CAMP SPRINGS, MARYLAND

RNAV (GPS) RWY 19R

(USAF) JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

WAAS CH **52204** **W19B**	APCH CRS **190°**	Rwy ldg **10,309** TDZE **274** Arpt Elev **280**

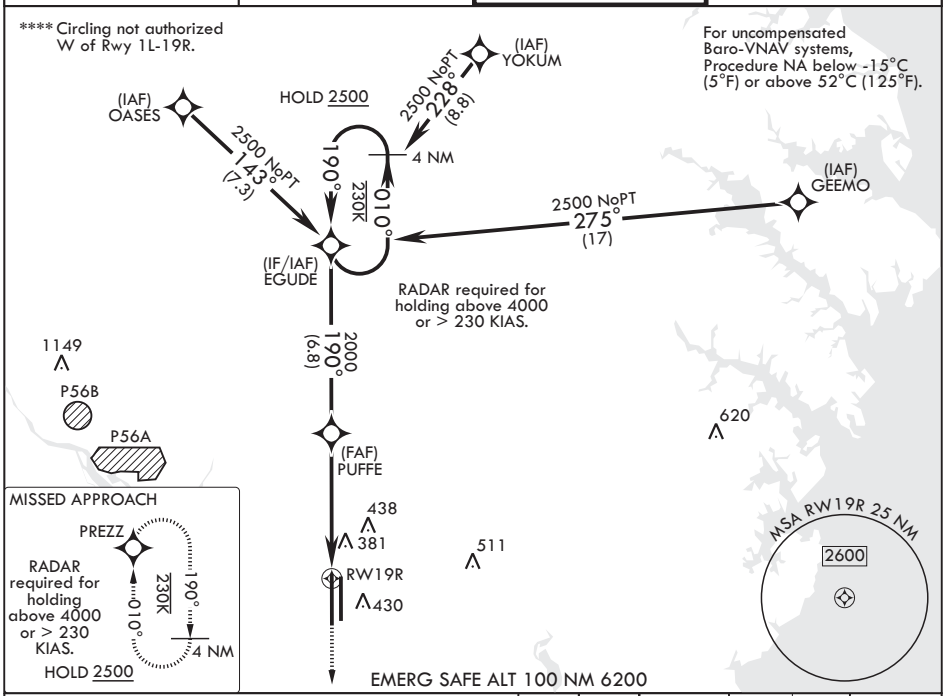
DME/DME RNP-0.3 NA

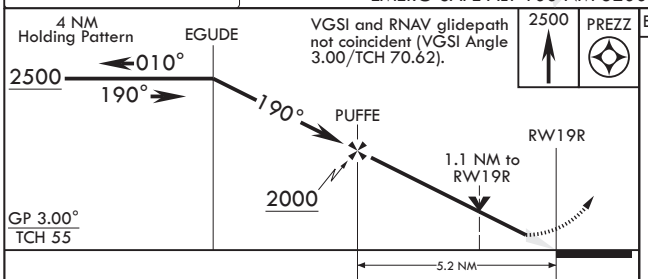
ALSF-2

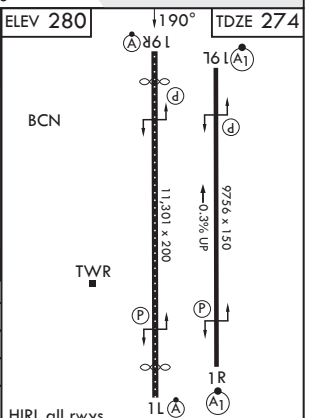
MISSED APPROACH: Climb to 2500 direct PREZZ and hold.

* When ALS inop, increase RVR to 40, vis to 3/4. When TDZ/CL lights inop, increase RVR to 24.
** When ALS inop, increase vis to 1 1/4 miles.
*** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 1/4 miles.

ATIS	POTOMAC APP CON	TOWER	GND CON
133.675 251.05	**128.0 335.5**	**118.4 349.0**	**121.8 275.8**







CATEGORY	A	B	C	D	E
LPV DA*	474/18		200	(200-½)	
LNAV/VNAV DA**	697/40		423	(500-¾)	
LNAV MDA***	700/24	426 (500-½)	700/40	426	(500-¾)
CIRCLING****	780-1	500 (500-1)	780-1½ 500 (500-1½)	840-2	560 (600-2)

HIRL all rwys
TDZL/RCLS Rwys 1L and 19R

CAMP SPRINGS, MARYLAND 38°49'N - 76°52'W JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

Amdt 1 18MAY23

RNAV (GPS) RWY 19R

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

26190

CAMP SPRINGS, MARYLAND

RNAV (GPS) Z RWY 1L

WAAS CH 52205 W01A	APCH CRS 010°	Rwy ldg 10,310 TDZE 261 Arpt Elev 280

(USAF) JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

DME/DME RNP-0.3 NA

ALSF-2

MISSED APPROACH: Climb to 2500 direct EGUDE and hold.

* When ALS inop, increase RVR to 40, vis to ¾. When TDZ/CL lights inop, increase RVR to 24.
** When ALS inop increase vis to 1 1/4 miles.
*** When ALS inop increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 1/4 miles.

ATIS	POTOMAC APP CON	TOWER	GND CON
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8

**** Circling not authorized W of Rwy 1L-19R.

For uncompensated Baro-VNAV systems, Procedure NA below -15°C (5°F) or above 52°C (125°F).

HOLD 2500 4 NM 190° 230K 010°

RADAR required for holding above 4000 or > 230 KIAS.

EGUDE

P56B P56A POTOMAC AFLD P73

430 RW01L 474 521

(FAF) FAWKS 1049 2000 010° (7.1)

988

(IF/IAF) PREZZ

(IAF) IRONS 2500 NoPT 082° (11.7)

(IAF) JUDED 2500 NoPT 311° (8.3)

230K 190° 010° 4 NM

HOLD 2500

(IAF) SABBI 2500 NoPT 055° (17.8)

(IAF) WHINO 2500 NoPT 334° (13.3)

RADAR required for holding above 4000 or > 230 KIAS.

MSA RW01L 25 NM 2200

EMERG SAFE ALT 100 NM 6200

2500 EGUDE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).

4 NM Holding Pattern

PREZZ 190° 010° 2500

FAWKS 010°

RW01L 1.2 NM to RW01L 2000

GP 3.00° TCH 56

5.3 NM

ELEV 280 TDZE 261

BCN TWR

19R 19L 381 11,301 x 200 97'56 x 150 0.3% UP 381 1R 1L 349

HIRL all rwys 010° TDZL/RCLS Rwys 1L and 19R

CATEGORY	A	B	C	D	E
LPV DA*	461/18		200	(200-½)	
LNAV/VNAV DA**	687/40		426	(500-¾)	
LNAV MDA***	700/24	439 (500-½)	700/40	439	(500-¾)
CIRCLING****	780-1	500 (500-1)	780-1½ 500 (500-1½)	840-2	560 (600-2)

CAMP SPRINGS, MARYLAND 38°49'N - 76°52'W JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

Amdt 5 18MAY23

RNAV (GPS) Z RWY 1L

NE-3, 03 SEP 2026 to 29 OCT 2026

CAMP SPRINGS, MARYLAND

RNAV (GPS)-A

APCH CRS	Rwy ldg	N/A
325°	TDZE	N/A
	Arpt Elev	280

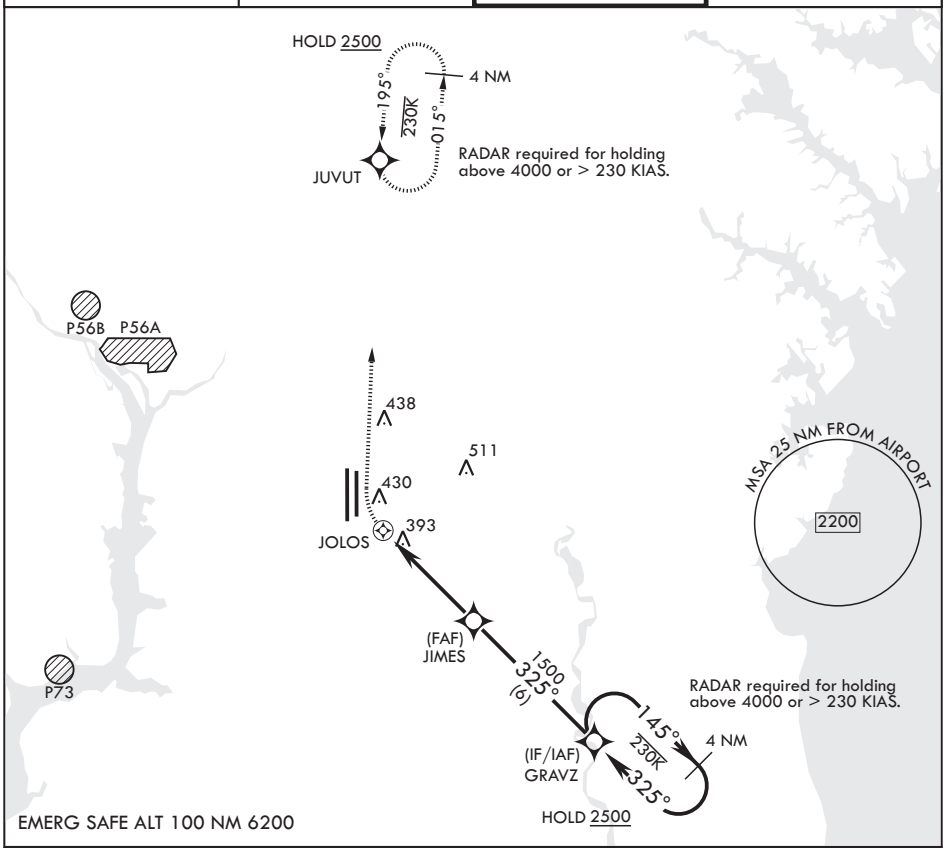
(USAF) JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

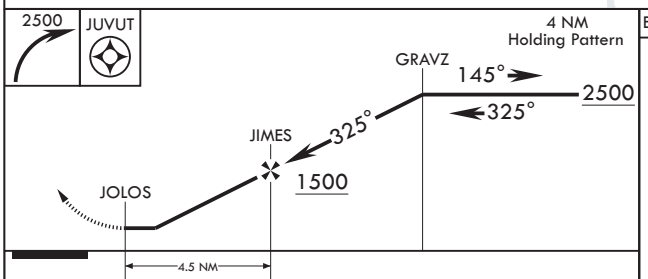
DME/DME RNP - 0.3 NA

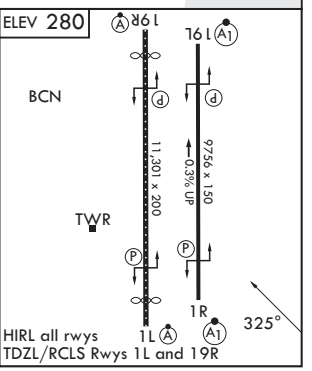
▼ * Circling not authorized W of Rwy 1L-19R.

MISSED APPROACH: Climbing right turn to 2500 direct JUVUT and hold.

ATIS	POTOMAC APP CON	TOWER	GND CON
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8







CATEGORY	A	B	C	D	E
CIRCLING*	780-1¼ 501 (600-1¼)		780-1½ 501 (600-1½)	840-2 561 (600-2)	

CAMP SPRINGS, MARYLAND 38°49'N - 76°52'W JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

Amdt 1 18MAY23

RNAV (GPS)-A

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

CAMP SPRINGS, MARYLAND

TACAN RWY 1L

VORTAC ADW 113.1 Chan 78	APCH CRS 021°	Rwy ldg 10,310 TDZE 261 Arpt Elev 280

(USAF) JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

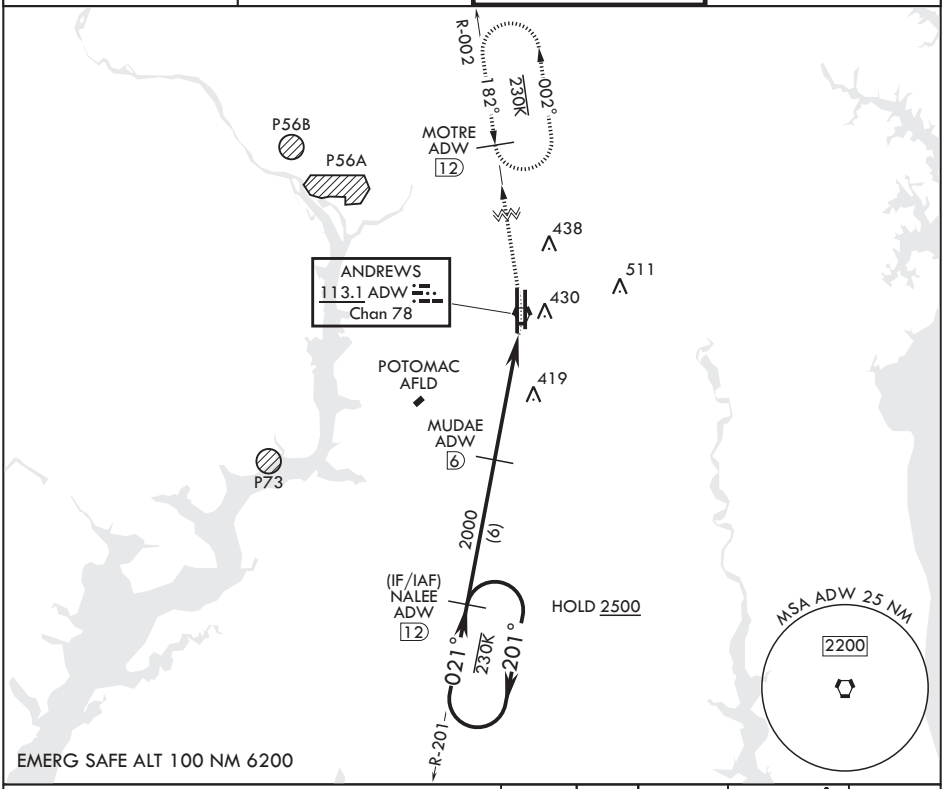
RADAR required

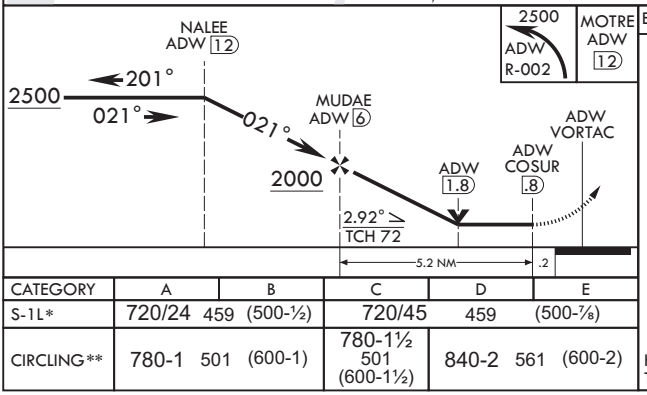
* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1 3/8 miles.
** Circling not authorized W of Rwy 1L-19R.

ALSF-2

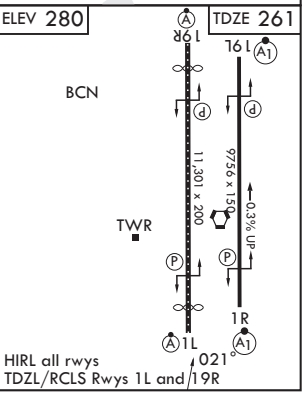
MISSED APPROACH: Climb to 2500 via ADW VORTAC R-002 to MOTRE/ADW 12 DME and hold.

ATIS	POTOMAC APP CON	TOWER	GND CON
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8





CATEGORY	A	B	C	D	E
S-1L*	720/24 459 (500-½)		720/45	459	(500-⅞)
CIRCLING**	780-1 501 (600-1)		780-1½ 501 (600-1½)	840-2 561 (600-2)	



38°49'N - 76°52'W JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

TACAN RWY 1L

NE-3, 03 SEP 2026 to 29 OCT 2026

CAMP SPRINGS, MARYLAND

TACAN RWY 1R

VORTAC ADW 113.1 Chan 78	APCH CRS 003°	Rwy ldg 9756 TDZE 265 Arpt Elev 280

(USAF) JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

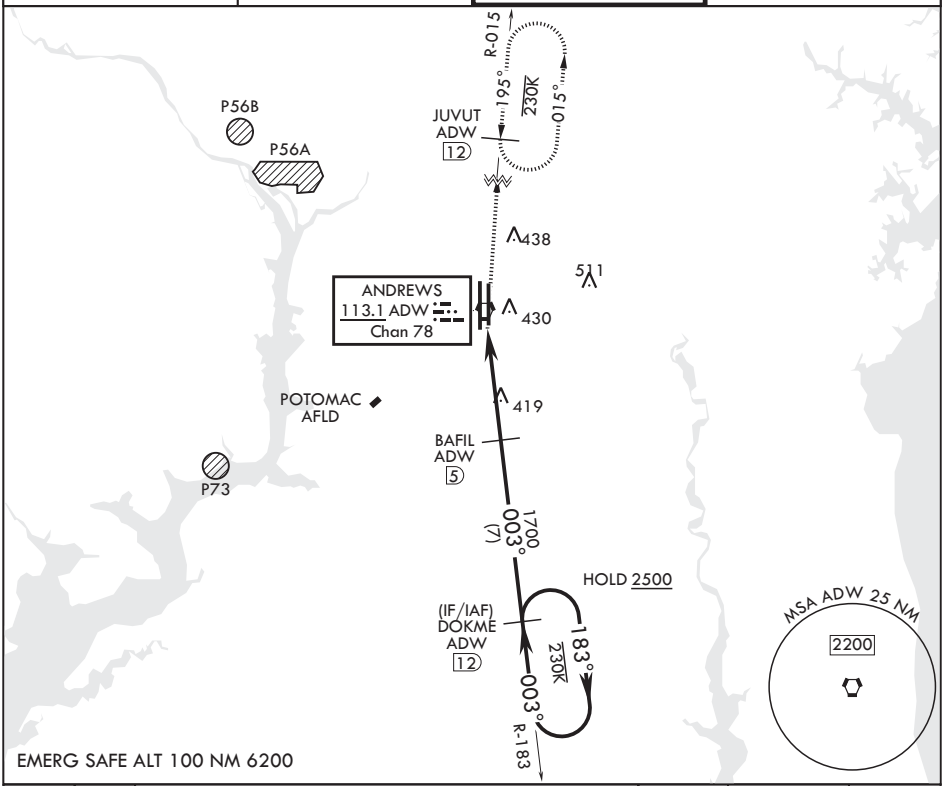
RADAR required

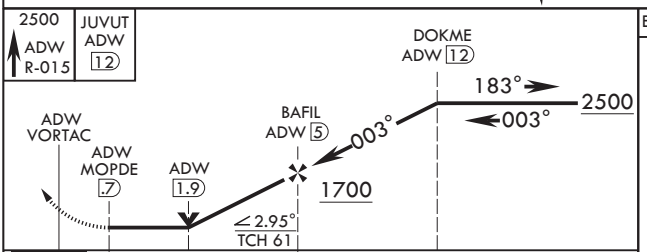
▼ * When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1 3/8 miles.
** Circling not authorized W of Rwy 1L-19R.

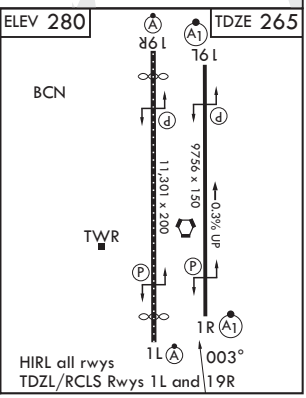
ALSF-1

MISSED APPROACH: Climb to 2500 via ADW VORTAC R-015 to JUVUT and hold.

ATIS	POTOMAC APP CON	TOWER	GND CON
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8







CATEGORY	A	B	C	D	E
S-1R*	720/24 455 (500-½)		720/45	455	(500-⅞)
CIRCLING**	780-1 501 (600-1)		780-1½ 501 (600-1½)	840-2 561 (600-2)	

CAMP SPRINGS, MARYLAND

38°49'N - 76°52'W JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

Amdt 3 18MAY23

TACAN RWY 1R

NE-3, 03 SEP 2026 to 29 OCT 2026

26190

CAMP SPRINGS, MARYLAND

TACAN RWY 19L

VORTAC ADW 113.1 Chan 78	APCH CRS 195°	Rwy ldg 9756 TDZE 279 Arpt Elev 280

(USAF) JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

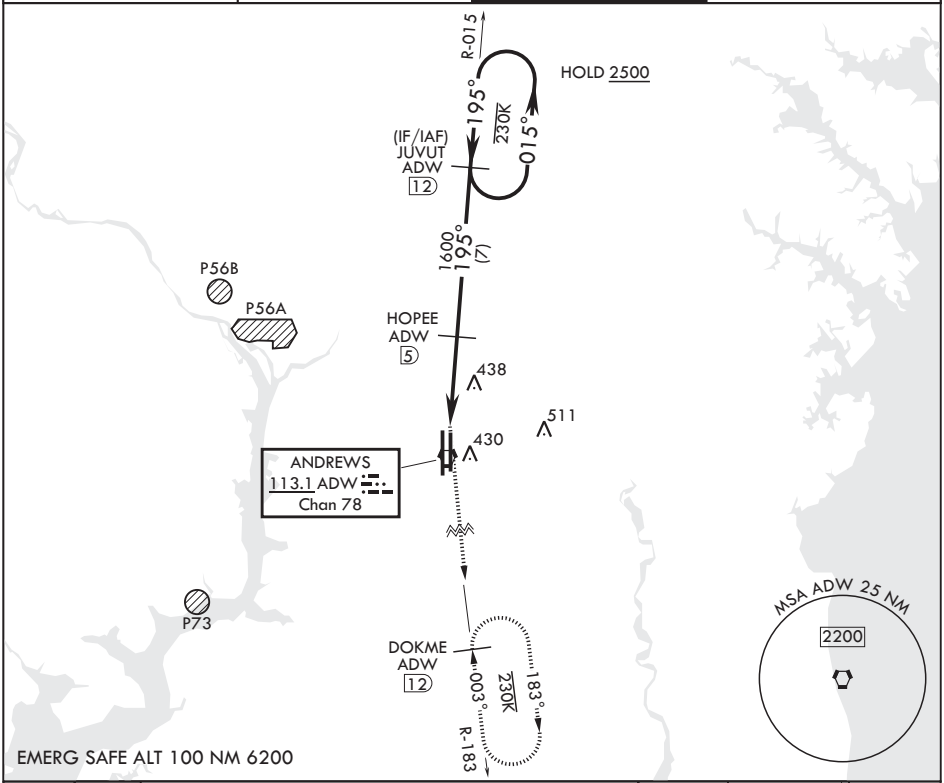
RADAR required

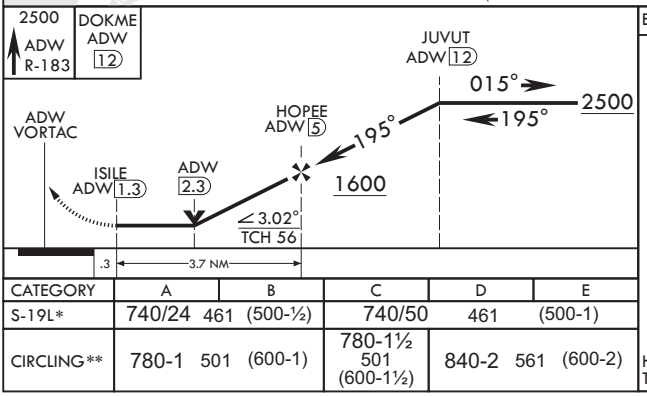
▼ * When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1 3/8 miles.
** Circling not authorized W of Rwy 1L-19R.

ALSF-1

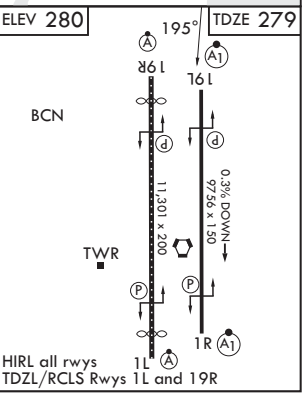
MISSED APPROACH: Climbing to 2500 via ADW VORTAC R-183 to DOKME and hold.

ATIS	POTOMAC APP CON	TOWER	GND CON
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8





CATEGORY	A	B	C	D	E
S-19L*	740/24 461 (500-½)		740/50	461 (500-1)	
CIRCLING**	780-1 501 (600-1)		780-1½ 501 (600-1½)	840-2 561 (600-2)	



CAMP SPRINGS, MARYLAND

38°49'N - 76°52'W JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

Amdt 3 18MAY23

TACAN RWY 19L

NE-3, 03 SEP 2026 to 29 OCT 2026

CAMP SPRINGS, MARYLAND

TACAN RWY 19R

VORTAC ADW 113.1 Chan 78	APCH CRS 182°	Rwy ldg 10,309 TDZE 274 Arpt Elev 280

(USAF) JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

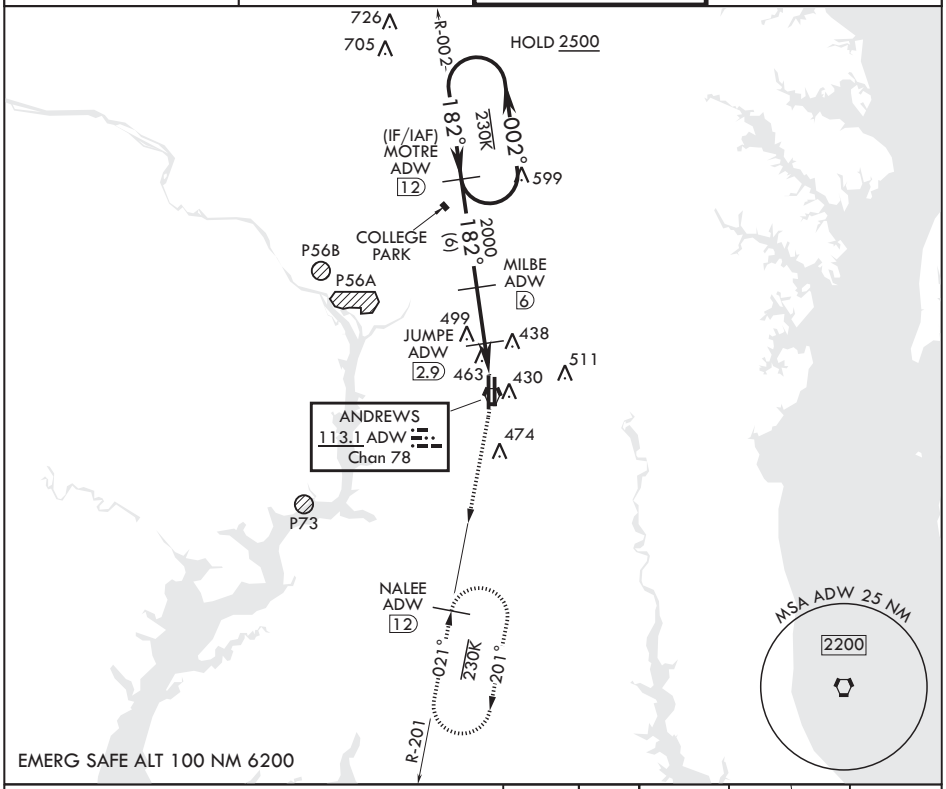
RADAR required

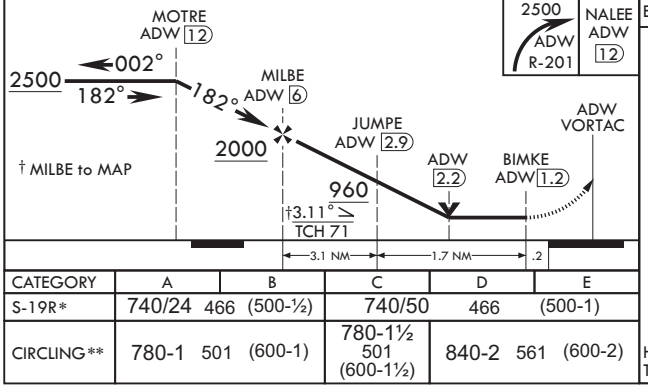
* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1 3/8 miles.
** Circling not authorized W of Rwy 1L-19R.

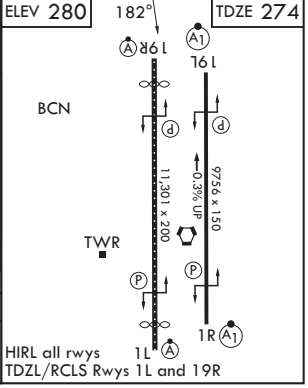
ALSF-2

MISSED APPROACH: Climbing to 2500, intercept ADW VORTAC R-201 to NALEE and hold.

ATIS	POTOMAC APP CON	TOWER	GND CON
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8







CATEGORY	A	B	C	D	E
S-19R*	740/24 466 (500-½)		740/50	466 (500-1)	
CIRCLING**	780-1 501 (600-1)		780-1½ 501 (600-1½)	840-2 561 (600-2)	

CAMP SPRINGS, MARYLAND

38°49'N - 76°52'W JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

Amdt 2 18MAY23

TACAN RWY 19R

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

26190

CAMP SPRINGS, MARYLAND

TACAN-B

VORTAC ADW 113.1 Chan 78	APCH CRS 325°	Rwy ldg N/A TDZE N/A Arpt Elev 280

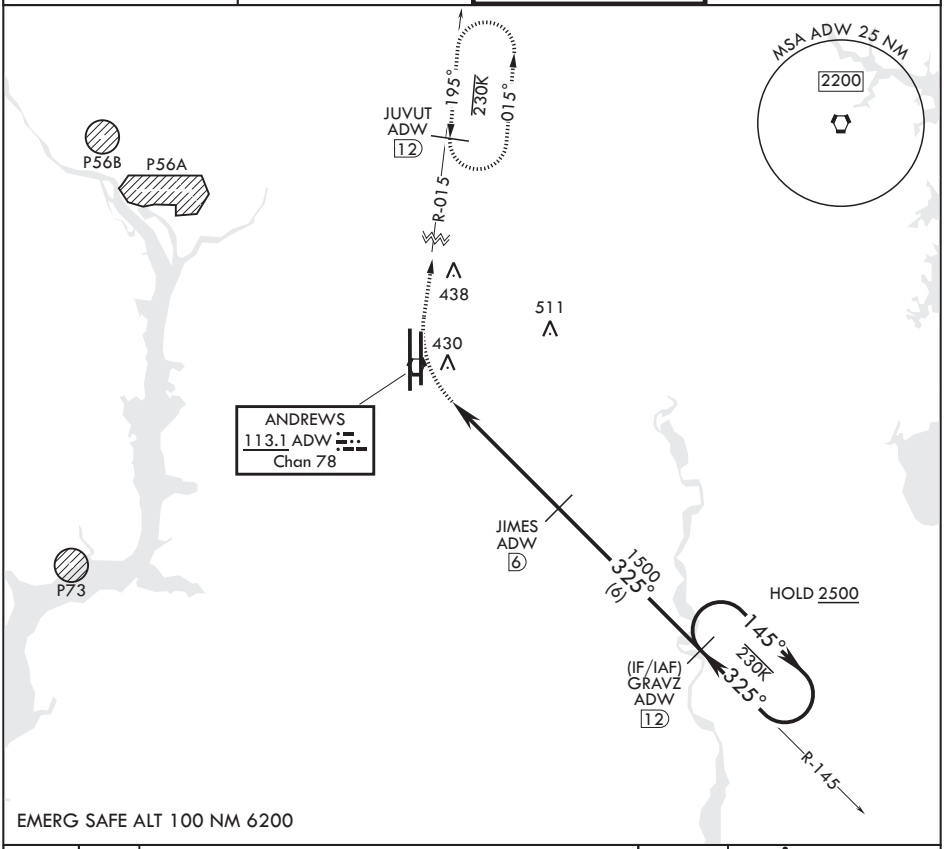
(USAF) JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

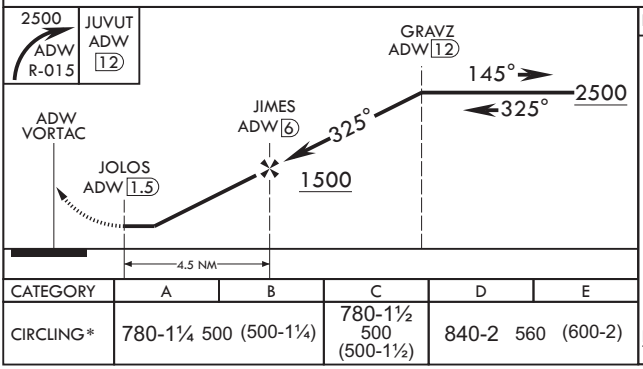
RADAR required

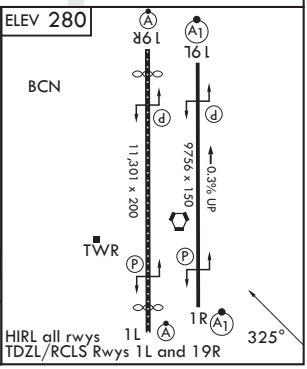
▼ * Circling not authorized west of Rwy 1L-19R.

MISSED APPROACH: Climbing right turn to 2500 via ADW R-015 to JUVUT and hold.

ATIS	POTOMAC APP CON	TOWER	GND CON
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8

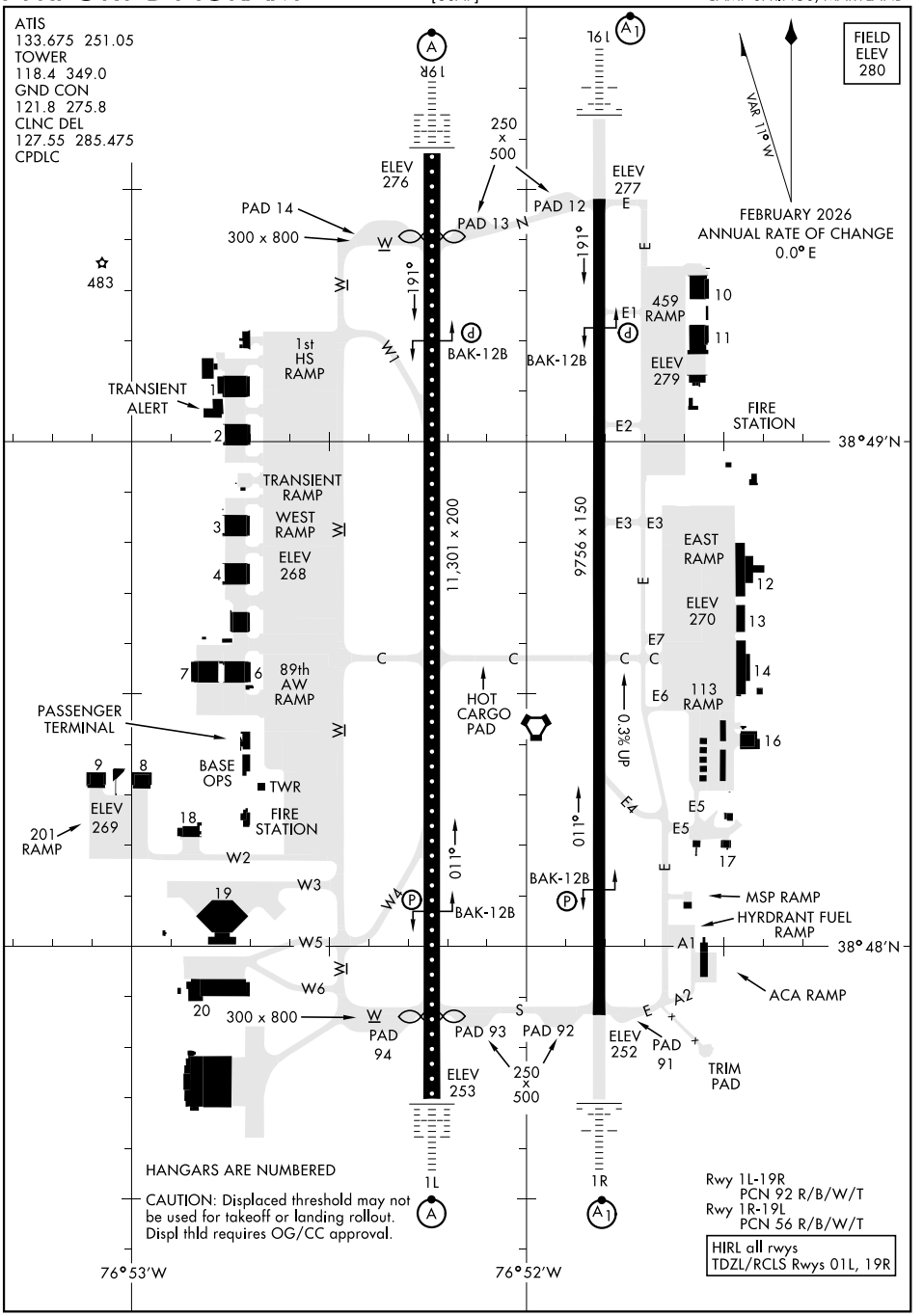






CATEGORY	A	B	C	D	E
CIRCLING*	780-1¼ 500 (500-1¼)		780-1½ 500 (500-1½)	840-2 560 (600-2)	

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026



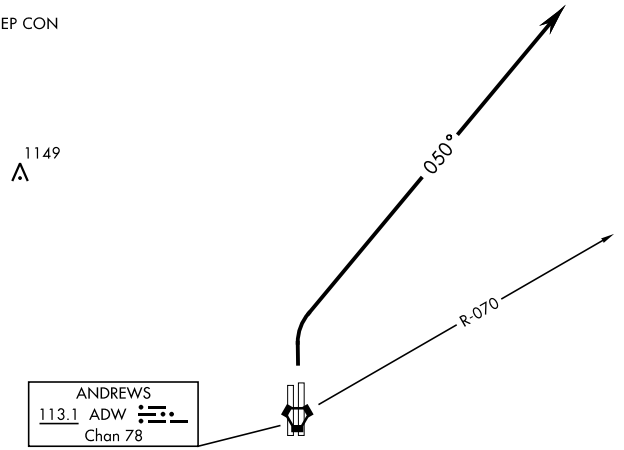
NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

ANDREWS ONE DEPARTURE (ADW1.ADW)

RADAR required

ATIS 133.675 251.05
CPDLC
GND CON
121.8 275.8
ANDREWS TOWER
118.4 349.0
POTOMAC TRACON DEP CON
(E) 125.65 348.725
(W) 118.95 257.2

587 [USAF]



RADAR VECTORS REQUIRED
WITHIN 10 NM
FROM DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1L/1R: Climbing right turn to 3000 heading 050°. Expect radar vectors to intercept ADW VORTAC R-070.

NE-3, 03 SEP 2026 to 29 OCT 2026

CAMP SPRINGS ONE DEPARTURE (CAMP1.ADW) [USAF]

CAMP SPRINGS, MARYLAND

ATIS 133.675 251.05
CPDLC
GND CON
121.8 275.8
ANDREWS TOWER
118.4 349.0
POTOMAC TRACON DEP CON
(E) 125.65 348.725
(W) 118.95 257.2

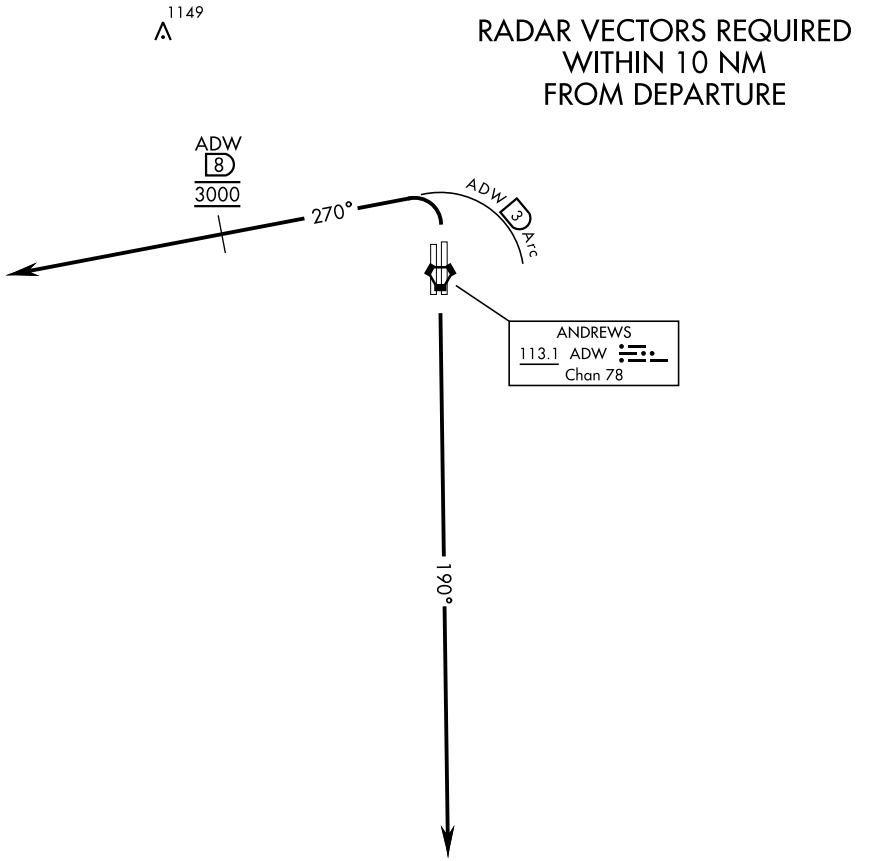
RADAR required

554

Rwy	Knots	60	120	180	240	300	360
1L/R	V/V(fpm)	380	760	1140	1520	1900	2280

ATC Climb Rate to 3000

If unable to make published climb gradient advise ATC prior to departure.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1L/1R: Turn left climb on heading 270° within 3 DME of ADW VORTAC, cross ADW 8 DME at 3000. Expect radar vectors.

TAKEOFF RWY 19R/19L: Climb on heading 190° to 3000. Expect radar vectors to the west.

NE-3, 03 SEP 2026 to 29 OCT 2026

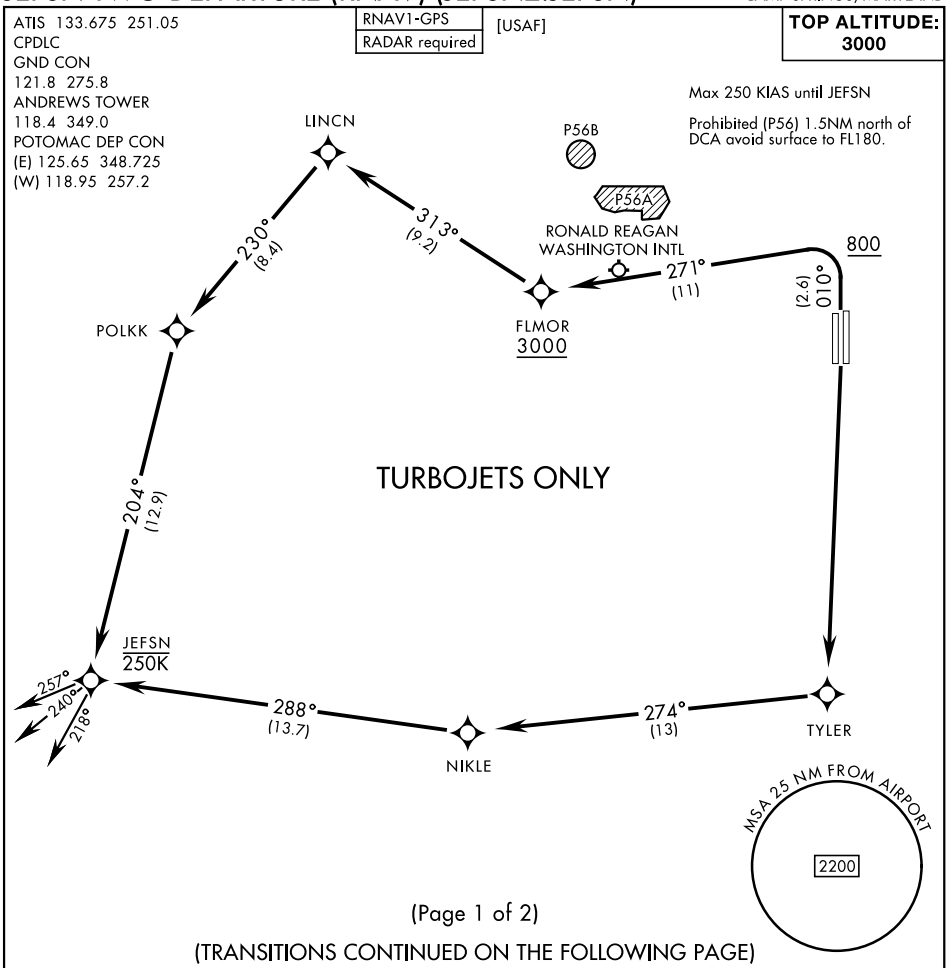
NE-3, 03 SEP 2026 to 29 OCT 2026

25219

JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

JEFSN TWO DEPARTURE (RNAV) (JEFSN2.JEFSN)

CAMP SPRINGS, MARYLAND



(Page 1 of 2)

(TRANSITIONS CONTINUED ON THE FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1L/R: Climb on heading 010° to 800, then climbing left turn to 3000 direct FLMOR. Then via depicted route to JEFSN, thence...

TAKEOFF RWY 19L/R: Climb direct TYLER then via depicted route to JEFSN, thence...

... on assigned transition. Maintain 3000, expect further clearance to filed alt within ten (10) minutes after departure.

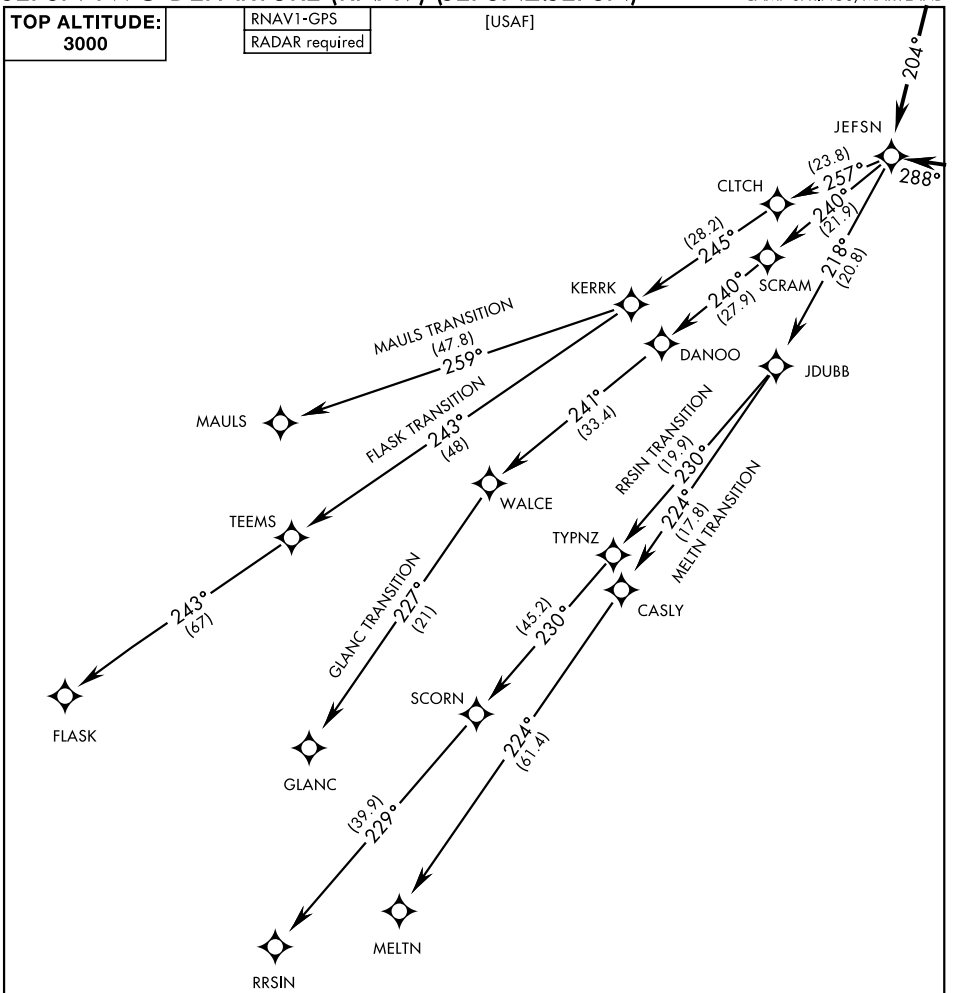
FLASK TRANSITION (JEFSN2.FLASK)
GLANC TRANSITION (JEFSN2.GLANC)
MAULS TRANSITION (JEFSN2.MAULS)
MELTN TRANSITION (JEFSN2.MELTN)
RRSIN TRANSITION (JEFSN2.RRSIN)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

JEFSN TWO DEPARTURE (RNAV) (JEFSN2.JEFSN)

CAMP SPRINGS, MARYLAND



(Page 2 of 2)

NOTE: Chart not to scale

TURBOJETS ONLY

JEFSN TWO DEPARTURE (RNAV) (JEFSN2.JEFSN)

CAMP SPRINGS, MARYLAND

Orig 31OCT24

JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

NE-3, 03 SEP 2026 to 29 OCT 2026

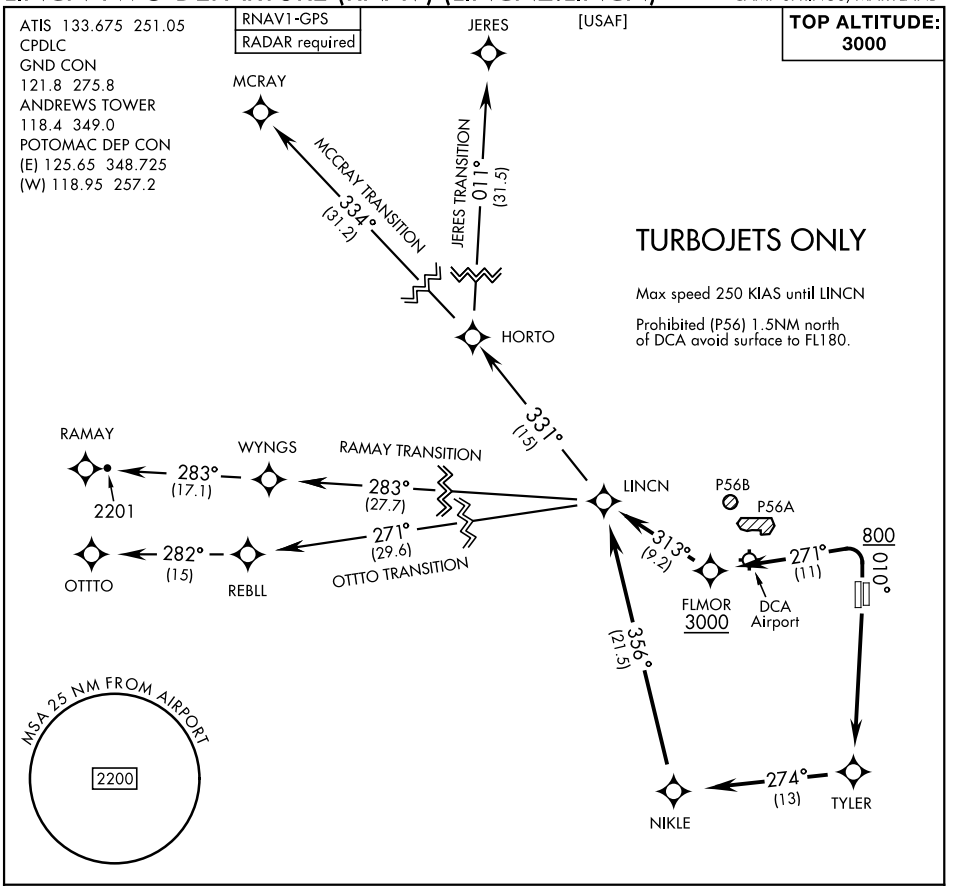
NE-3, 03 SEP 2026 to 29 OCT 2026

25219

JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

LINCN TWO DEPARTURE (RNAV) (LINCN2.LINCN)

CAMP SPRINGS, MARYLAND



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 01L/R: Climb heading 010° to 800, then climbing left turn to 3000 direct FLMOR. Then via depicted route to LINCN, thence...

TAKEOFF RWY 19L/R: Climb direct TYLER then via depicted route to LINCN, thence...

...on assigned transition. Maintain 3000, expect further clearance to filed alt within ten (10) minutes after departure.

JERES TRANSITION (LINCN2.JERES)

MCCRAY TRANSITION (LINCN2.MCRAY)

OTTTO TRANSITION (LINCN2.OTTTO)

RAMAY TRANSITION (LINCN2.RAMAY)

LINCN TWO DEPARTURE (RNAV) (LINCN2.LINCN)

CAMP SPRINGS, MARYLAND

JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

Orig 31OCT24

NE-3, 03 SEP 2026 to 29 OCT 2026

MORNINGSIDE ONE DEPARTURE (MRNG1.ADW)

RADAR required

ATIS 133.675 251.05
CPDLC
GND CON
121.8 275.8
ANDREWS TOWER
118.4 349.0
POTOMAC TRACON DEP CON
(E) 125.65 348.725
(W) 118.95 257.2

587 [USAF]

1149

010°

190°

ANDREWS
113.1 ADW
Chan 78

RADAR VECTORS REQUIRED
WITHIN 10 NM
FROM DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1L/1R: Climb on heading 010° to 3000. Expect radar vectors.

TAKEOFF RWY 19R/19L: Climb on heading 190° to 3000. Expect radar vectors to the South or East.

NE-3, 03 SEP 2026 to 29 OCT 2026

JONESVILLE, VIRGINIA | AL-9373 (FAA) | 26134

RNAV (GPS) RWY 7

LEE COUNTY (ØVG)

WAAS	APP CRS	Rwy Ldg	5003
CH 78430	066°	TDZE	1393
W07A		Apt Elev	1411

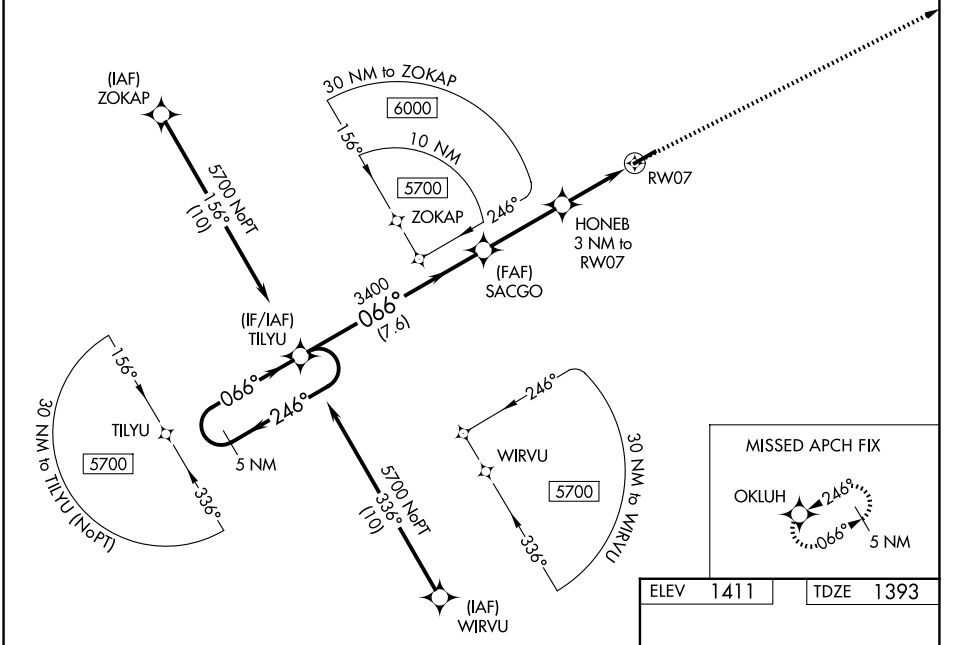
RNP APCH - GPS.

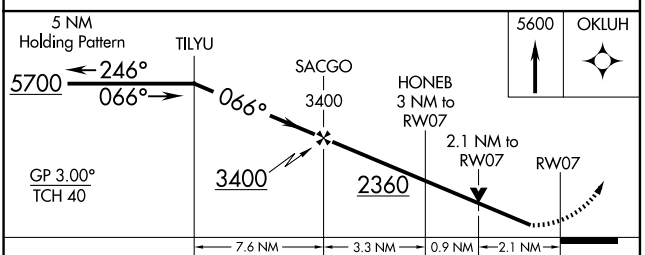
▼ Rwy 07 helicopter visibility reduction below ¾ SM NA.

⚠ ** Missed approach requires minimum climb gradient of 240 feet per NM to 3400.

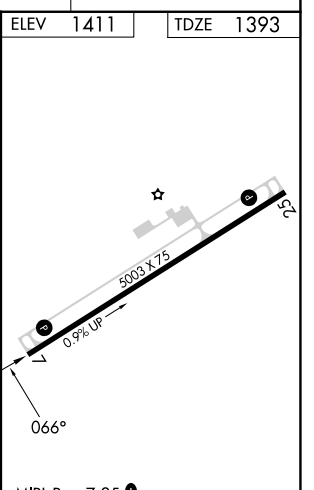
MISSED APPROACH: Climb to 5600 direct OKLUH and hold, continue climb-in-hold to 5600.

AWOS-3	ATLANTA CENTER	CTAF
120.125	127.55 269.50	122.9 (L)





CATEGORY	A	B	C	D
LPV DA	**1643-1	250 (300-1)		NA
LPV DA	1881-1¾	488 (500-1¾)		NA
LNAV/VNAV DA	2024-2½	631 (700-2½)		NA
LNAV MDA	2080-1 687 (700-1)		2080-2 687 (700-2)	NA
CIRCLING	2140-1 729 (800-1)	2180-1 769 (800-1)	2600-3 1189 (1200-3)	NA



MIRL Rwy 7-25 (L)
REIL Rwys 7 and 25 (L)

JONESVILLE, VIRGINIA
Amdt 2A 14MAY26

36°39′N-83°13′W

LEE COUNTY (ØVG)

RNAV (GPS) RWY 7

NE-3, 03 SEP 2026 to 29 OCT 2026

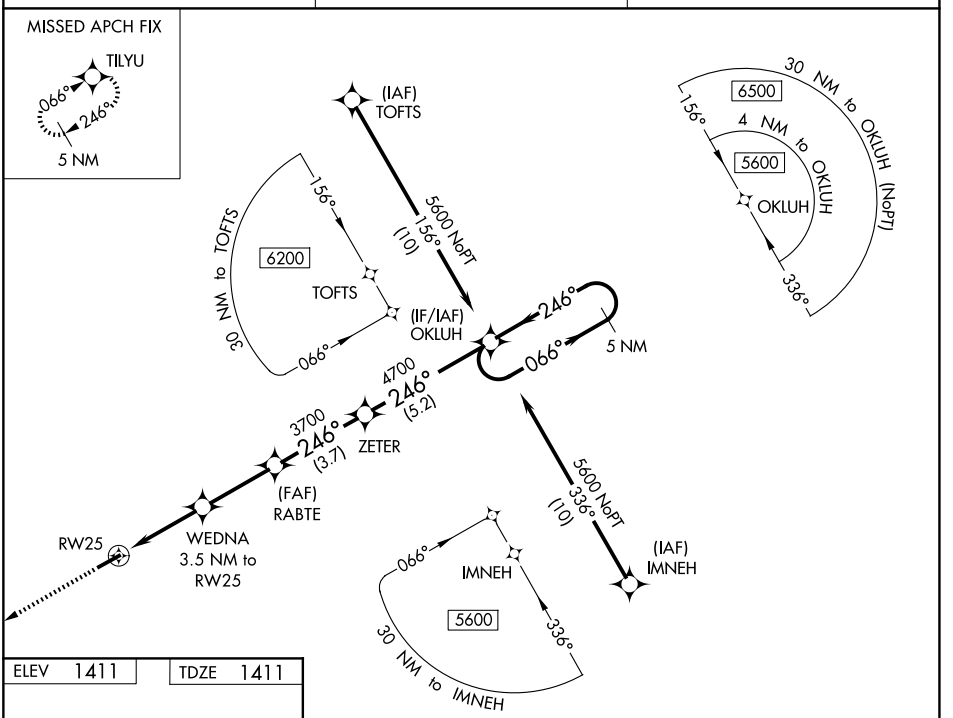
WAAS	APP CRS	Rwy Ldg	5003
CH 82717	246°	TDZE	1411
W25A		Apt Elev	1411

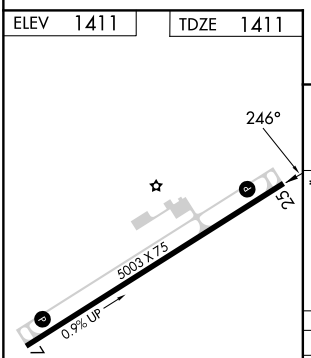
RNAV (GPS) RWY 25
LEE COUNTY (ØVG)

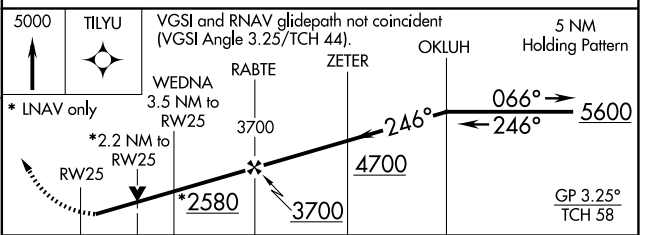
Helicopter visibility reduction below ¾ SM NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5000 direct TILYU and hold, continue climb-in-hold to 5000.

AWOS-3	ATLANTA CENTER	CTAF
120.125	127.55 269.50	122.9 L







CATEGORY	A	B	C	D
LPV DA	1714-1 303 (400-1)			NA
LNAV/VNAV DA	2284-3 873 (900-3)			NA
LNAV MDA	2220-1 809 (900-1)	2220-1¼ 809 (900-1¼)	2220-2½ 809 (900-2½)	NA
CIRCLING	2220-1 809 (900-1)		2600-3 1189 (1200-3)	NA

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

KENBRIDGE, VIRGINIA | AL-10440 (FAA) | 25219

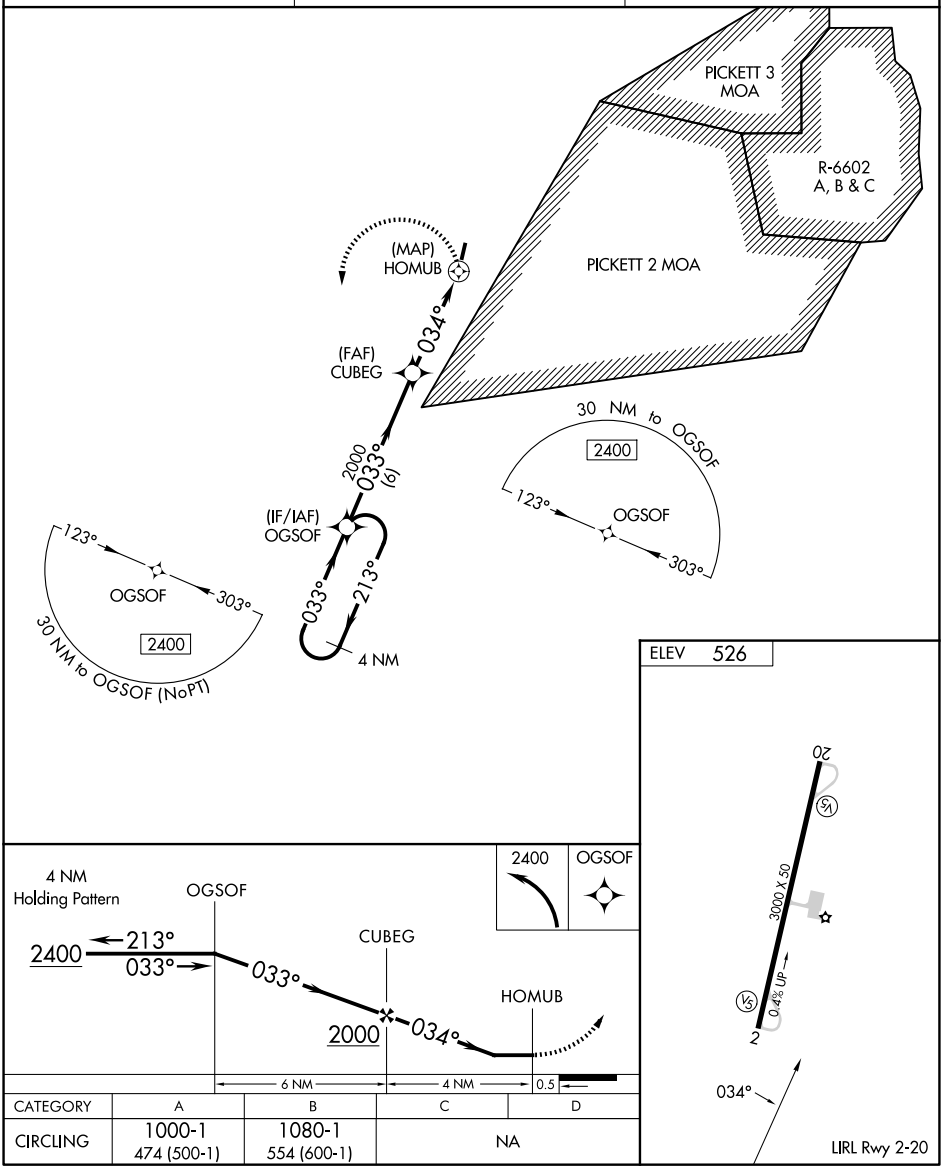
APP CRS	Rwy Ldg	N/A
034°	TDZE	N/A
	Apt Elev	526

RNAV (GPS)-A
LUNENBURG COUNTY (W31)

Helicopter visibility reduction below 1 SM NA.
DME/DME RNP-0.3 NA. Procedure NA at night.
When local altimeter setting not received, use Blackstone altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing left turn to 2400 direct OGSOF and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
123.875	118.75 377.1	122.7 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1000-1 474 (500-1)	1080-1 554 (600-1)	NA	

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

KENBRIDGE, VIRGINIA
Orig 02MAR17

36°58'N-78°11'W

LUNENBURG COUNTY (W31)
RNAV (GPS)-A

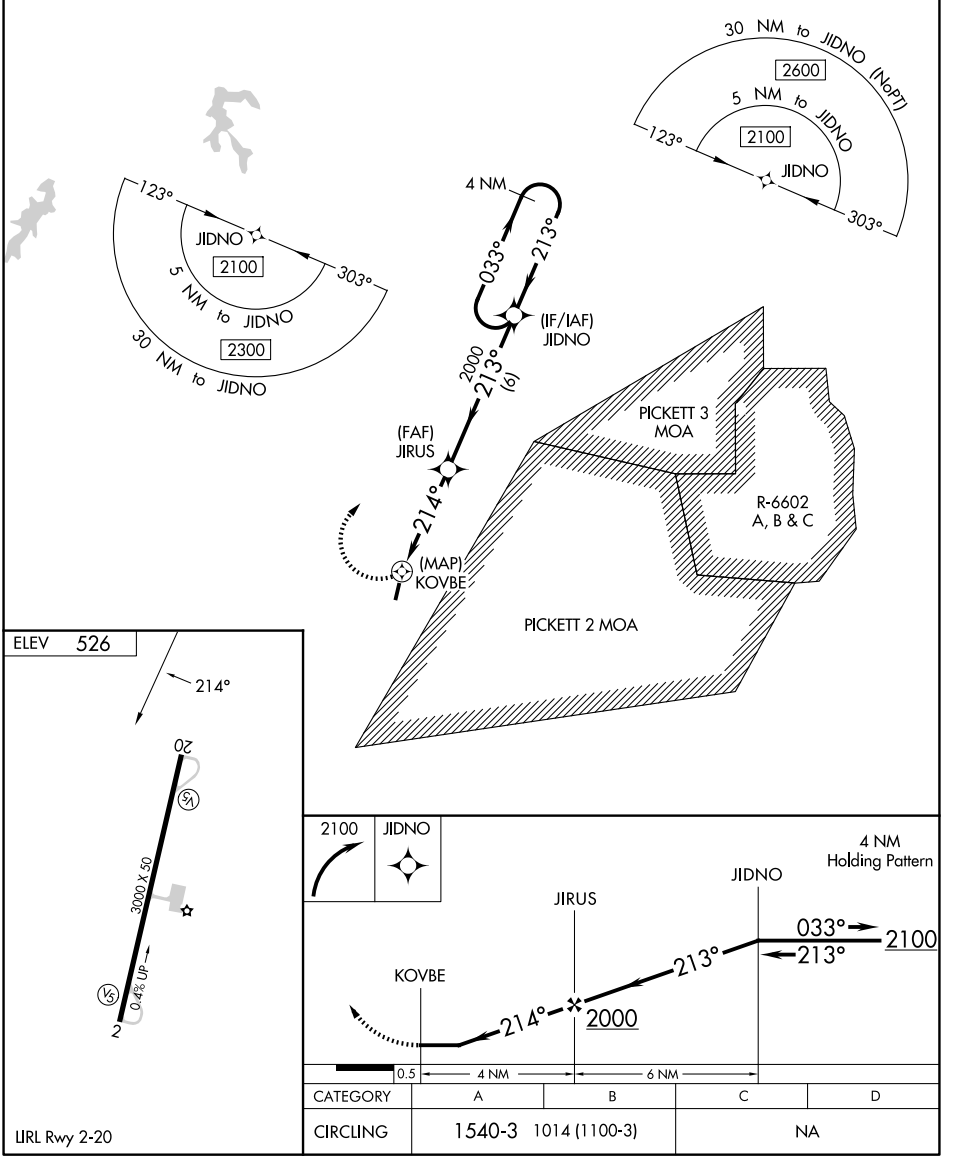
APP CRS	Rwy Ldg	N/A
214°	TDZE	N/A
	Apt Elev	526

RNAV (GPS)-B
LUNENBURG COUNTY (W31)

Helicopter visibility reduction below 1 SM NA.
DME/DME RNP-0.3 NA. Procedure NA at night.
When local altimeter setting not received, use Blackstone altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing right turn to 2100 direct JIDNO and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
123.875	118.75 377.1	122.7 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1540-3 1014 (1100-3)		NA	

LIRL Rwy 2-20

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

HAMPTON, VIRGINIA

ILS or LOC Y RWY 8

LOC I-LFI	APCH CRS	Rwy ldg	10,002
109.9	078°	TDZE	8
		Arpt Elev	8

[USAF]

LANGLEY AFB (KLFI)

RADAR or DME required

▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.

ALSF-1

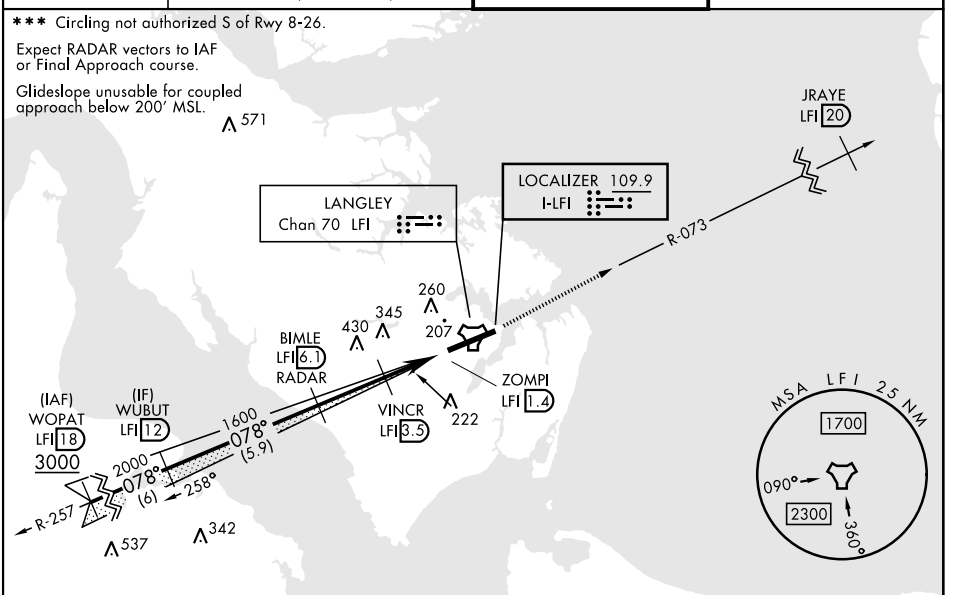
MISSED APPROACH: Climb to 3000 on LFI TACAN R-073 to JRAYE LFI 20 DME, then as instructed by ATC.

ATIS★	NORFOLK APP CON	TOWER★	GND CON
270.1	124.9 (311° - 009°) 127.9 269.425 (180° - 310°) 134.875 (010° - 179°)	125.0 253.5	121.7 275.8

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

Expect RADAR vectors to IAF or Final Approach course.

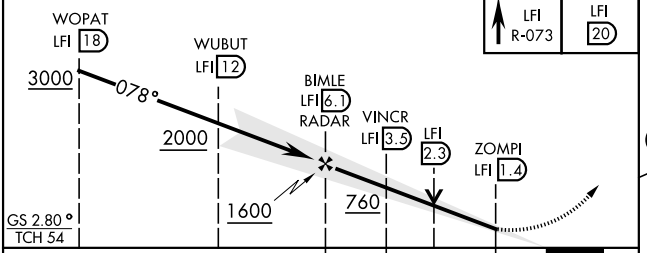
Glideslope unusable for coupled approach below 200' MSL.

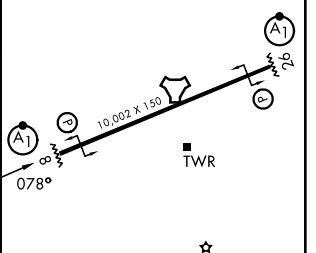


299

EMERG SAFE ALT 100 NM 4100

ELEV	8	TDZE	8





CATEGORY	A	B	C	D	E
S-ILS 8 *	208/24		200	(200-½)	
S-LOC 8 **	480/24	472 (500-½)	480/50	472 (500-1)	
CIRCLING ***	520-1 512 (600-1)	560-1 552 (600-1)	700-2 692 (700-2)	740-2¼ 732 (800-2¼)	740-2½ 732 (800-2½)

HIRL Rwy 8-26

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

HAMPTON, VIRGINIA

ILS or LOC Y RWY 26

LOC I-ABM	APCH CRS	Rwy Idg	TDZE	Arpt Elev
109.9	258°	10,002	8	8

[USAF] LANGLEY AFB (KLFI)

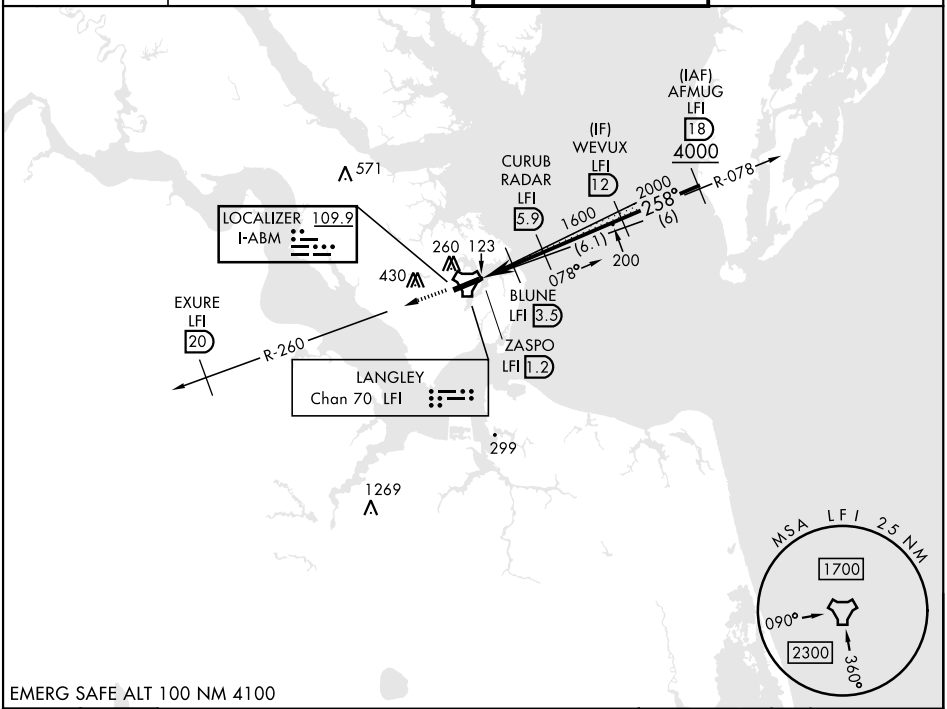
RADAR or DME required

▼ * When ALS inop, increase RVR to 40 and vis to ¾ miles.
** When ALS inop, increase RVR to 55 and vis to 1 mile.
*** Circling S of Rwy 8-26 not authorized.

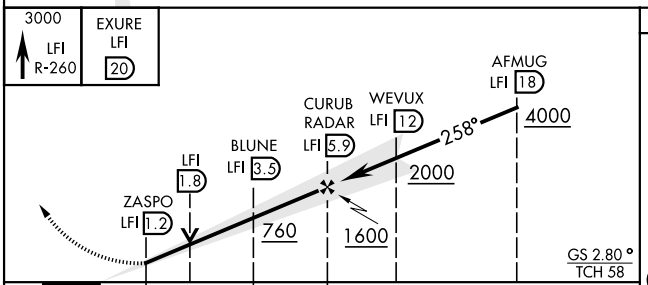
ALSF-1

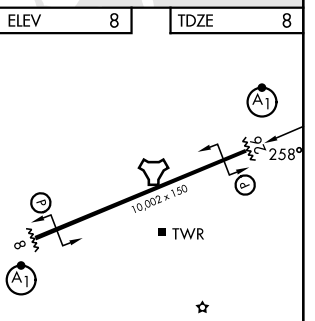
MISSED APPROACH: Climb to 3000 on LFI TACAN R-260 to EXURE LFI 20 DME, then as instructed by ATC.

ATIS★	NORFOLK APP CON	TOWER★	GND CON
270.1	124.9 (311° - 009°) 127.9 269.425 (180° - 310°) 134.875 (010° - 179°)	125.0 253.5	121.7 275.8



EMERG SAFE ALT 100 NM 4100





CATEGORY	A	B	C	D	E
S-ILS 26*	208/24		200	(200-½)	
S-LOC 26**	380/24 372 (400-½)		380/35	372	(400-⅝)
CIRCLING ***	520-1 512 (600-1)	560-1 552 (600-1)	700-2 692 (700-2)	740-2¼ 732 (800-2¼)	740-2½ 732 (800-2½)

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

HAMPTON, VIRGINIA 37°05'N-76°22'W LANGLEY AFB (KLFI)

Amdt 8 17APR25

ILS or LOC Y RWY 26

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

26190

HAMPTON, VIRGINIA

RNAV (GPS) RWY 8

WAAS CH **41170** **W08A**	APCH CRS **078°**	Rwy ldg **10,002** TDZE **8** Arpt Elev **8**

(USAF)

LANGLEY AFB (KLFI)

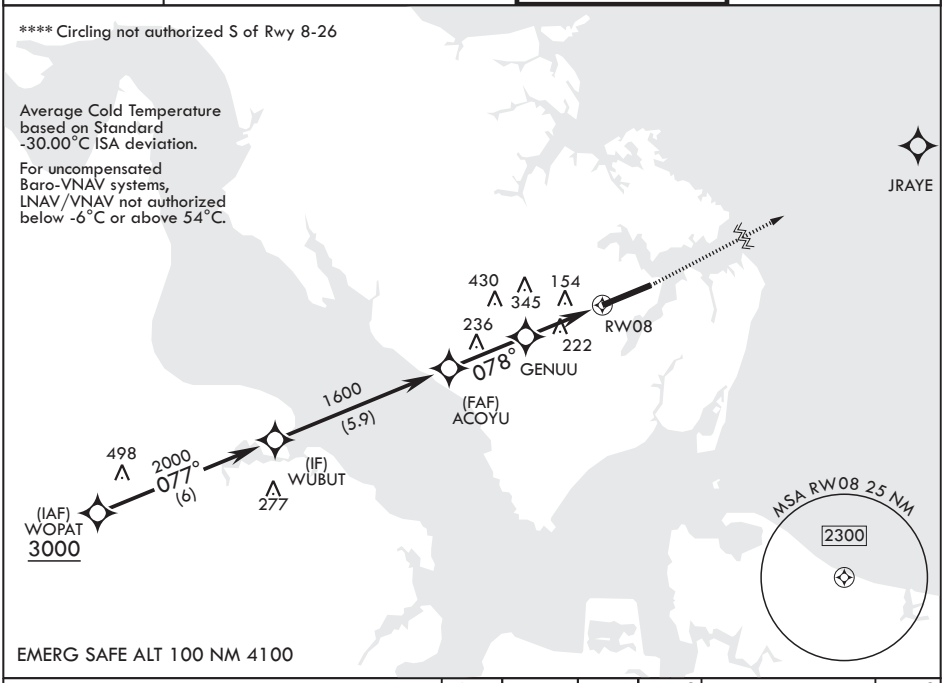
RNP APCH - GPS

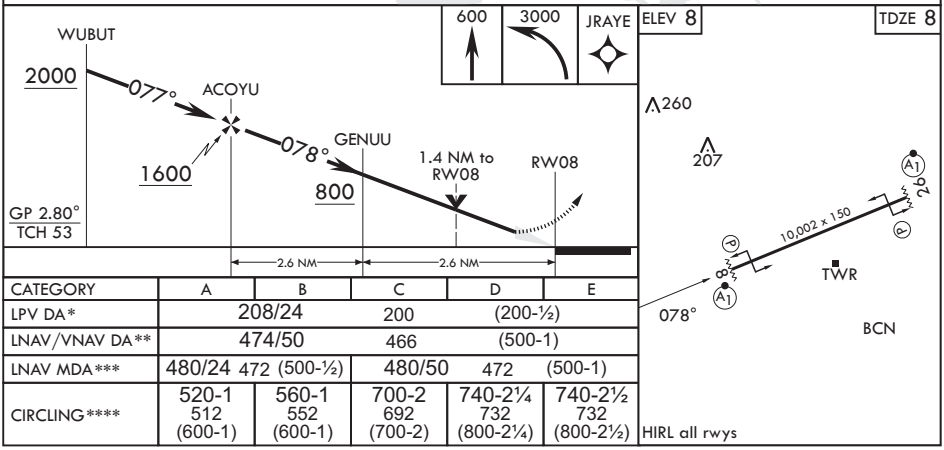
▼ * When ALS inop, increase RVR to 40, vis to 3/4 mile.
** When ALS inop, increase vis to 1 3/8 miles.
*** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 3/8 miles.

ALSF-1 (A1)

MISSED APPROACH: Climb to 600 then climbing to 3000 direct JRAYE, then as instructed by ATC.

ATIS★	NORFOLK APP CON/DEP CON	TOWER★	GND CON
270.1	**124.9** (311°-009°) **127.9 269.425** (180°-310°) **134.875** (010°-179°)	**125.0 253.5**	**121.7 275.8**





CATEGORY	A	B	C	D	E
LPV DA*	208/24		200	(200-½)	
LNAV/VNAV DA**	474/50		466	(500-1)	
LNAV MDA***	480/24	472 (500-½)	480/50	472	(500-1)
CIRCLING****	520-1 512 (600-1)	560-1 552 (600-1)	700-2 692 (700-2)	740-2¼ 732 (800-2¼)	740-2½ 732 (800-2½)

HIRL all rwys

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

HAMPTON, VIRGINIA

RNAV (GPS) RWY 26

WAAS CH **41171** **W26A**	APCH CRS **258°**	Rwy ldg **10,002** TDZE **8** Arpt Elev **8**

(USAF)

LANGLEY AFB (KLFI)

RNP APCH - GPS

* When ALS inop increase RVR to 40, vis to 3/4 mile.
** When ALS inop, increase RVR to 55, vis to 1 mile.
*** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 3/8 miles.

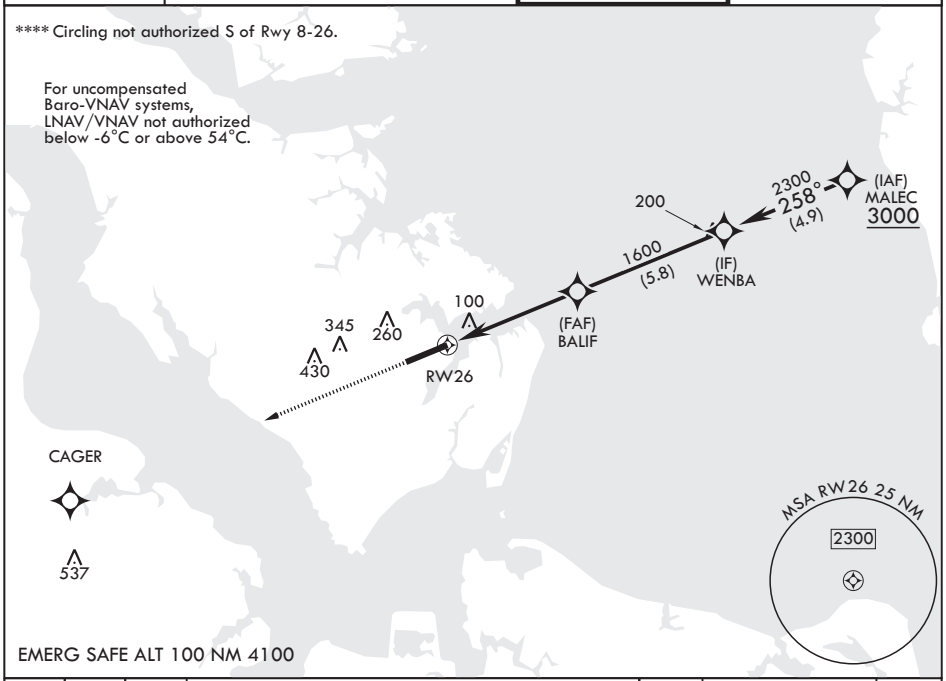
ALSF-1

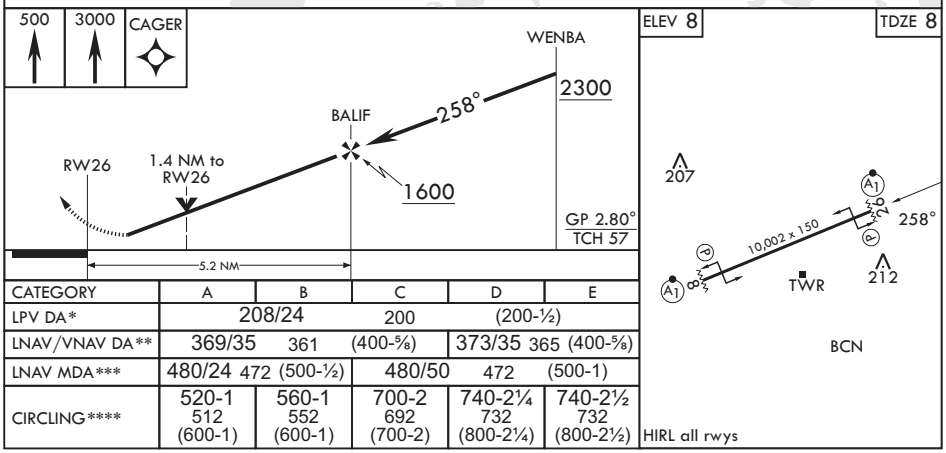
MISSED APPROACH: Climb to 500 then climbing left to 3000 direct CAGER, then as instructed by ATC.

ATIS★	NORFOLK APP CON/DEP CON	TOWER★	GND CON
270.1	**124.9** (311°-009°) **127.9 269.425** (180°-310°) **134.875** (010°-179°)	**125.0 253.5**	**121.7 275.8**

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

For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -6°C or above 54°C.





CATEGORY	A	B	C	D	E
LPV DA*	208/24		200 (200-½)		
LNAV/VNAV DA**	369/35	361 (400-⅝)		373/35	365 (400-⅝)
LNAV MDA***	480/24	472 (500-½)	480/50	472	(500-1)
CIRCLING****	520-1 512 (600-1)	560-1 552 (600-1)	700-2 692 (700-2)	740-2¼ 732 (800-2¼)	740-2½ 732 (800-2½)

HIRL all rwys

HAMPTON, VIRGINIA

37°05'N - 76°22'W

LANGLEY AFB (KLFI)

Amdt 8 17APR25

RNAV (GPS) RWY 26

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

HAMPTON, VIRGINIA

TACAN Y RWY 8

TACAN LFI Chan 70	APCH CRS 073°	Rwy ldg 10,002 TDZE 8 Arpt Elev 8

[USAF]

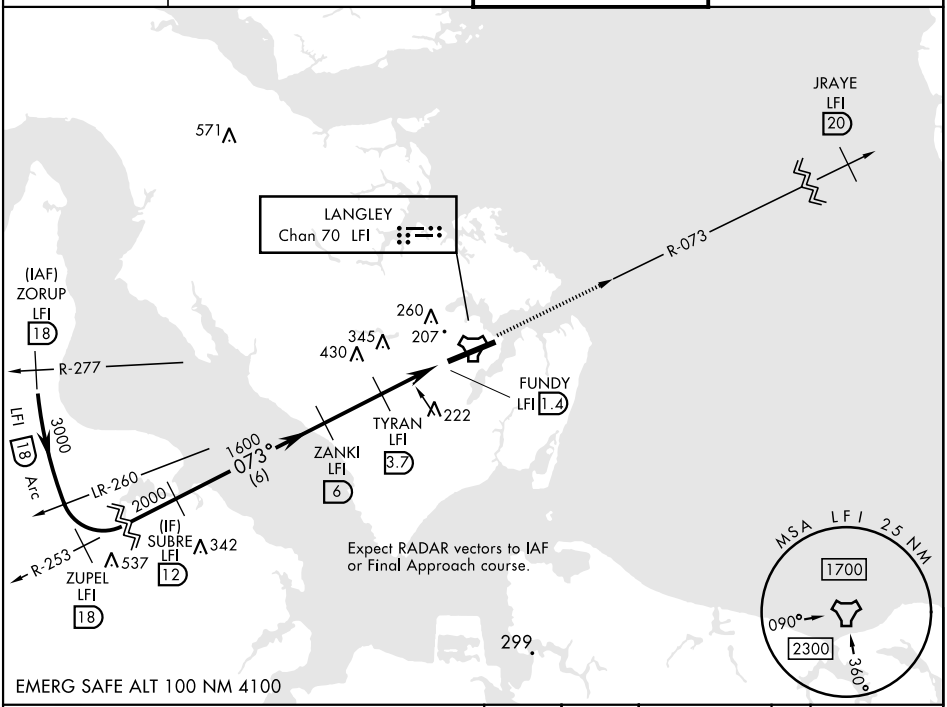
LANGLEY AFB (KLFI)

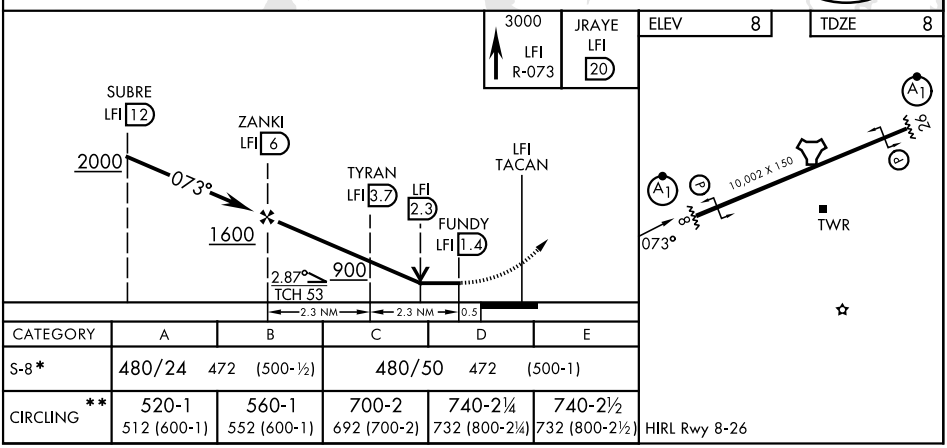
*When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.
Circling not authorized S of Rwy 8-26.

ALSF-1

MISSED APPROACH: Climb to 3000 on LFI TACAN R-073 to JRAYE LFI 20 DME, then as instructed by ATC.

ATIS★	NORFOLK APP CON	TOWER★	GND CON
270.1	124.9 (311° - 009°) 127.9 269.425 (180° - 310°) 134.875 (010° - 179°)	125.0 253.5	121.7 275.8





CATEGORY	A	B	C	D	E
S-8*	480/24 472 (500-½)		480/50 472 (500-1)		
CIRCLING**	520-1 512 (600-1)	560-1 552 (600-1)	700-2 692 (700-2)	740-2¼ 732 (800-2¼)	740-2½ 732 (800-2½)

HIRL Rwy 8-26

HAMPTON, VIRGINIA

37°05'N-76°22'W

LANGLEY AFB (KLFI)

Amdt 7 17APR25

TACAN Y RWY 8

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

HAMPTON, VIRGINIA

TACAN Y RWY 26

TACAN	APCH CRS	Rwy Idg	10,002
Chan 70 LFI	263°	TDZE	8
		Arpt Elev	8

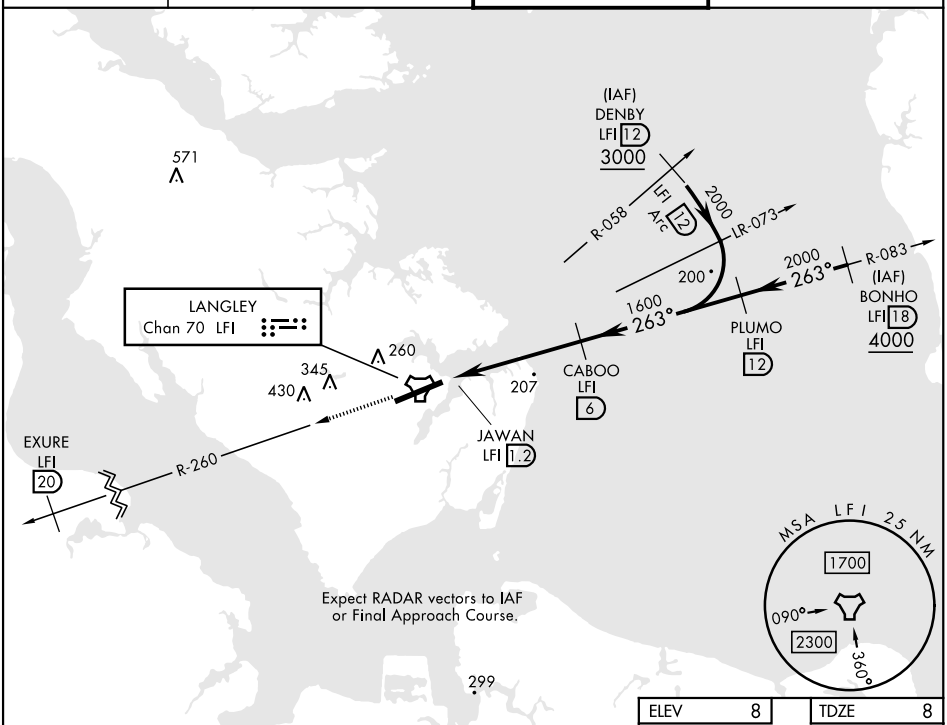
[USAF] LANGLEY AFB (KLFI)

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.
** Circling not authorized S of Rwy 8-26.

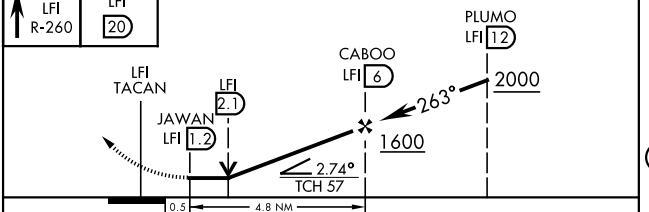
ALSF-1

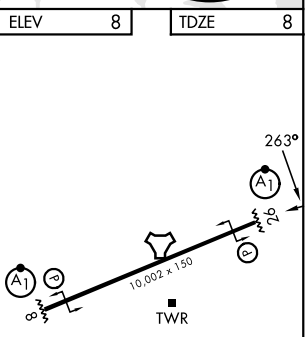
MISSED APPROACH: Climb to 3000 on LFI TACAN R-260 to EXURE LFI 20 DME, then as instructed by ATC.

ATIS★	NORFOLK APP CON	TOWER★	GND CON
270.1	124.9 (311° - 009°) 127.9 269.425 (180° - 310°) 134.875 (010° - 179°)	125.0 253.5	121.7 275.8



EMERG SAFE ALT 100 NM 4100





CATEGORY	A	B	C	D	E
S-26*	480/24 472 (500-½)		480/50 472 (500-1)		
CIRCLING **	520-1 512 (600-1)	560-1 552 (600-1)	700-2 692 (700-2)	740-2¼ 732 (800-2¼)	740-2½ 732 (800-2½)

HIRL Rwy 8-26

HAMPTON, VIRGINIA 37°05'N-76°22'W LANGLEY AFB (KLFI)

Amdt 7 17APR25

TACAN Y RWY 26

NE-3, 03 SEP 2026 to 29 OCT 2026

26190

AIRPORT DIAGRAM

LANGLEY AFB (KLFI)

[USAF]

HAMPTON, VIRGINIA

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM

HAMPTON, VIRGINIA

LANGLEY AFB (KLFI)

RNAV (GPS)-A

LAUREL (NØ6)

APP CRS	Rwy Ldg	N/A
328°	TDZE	N/A
	Apt Elev	30

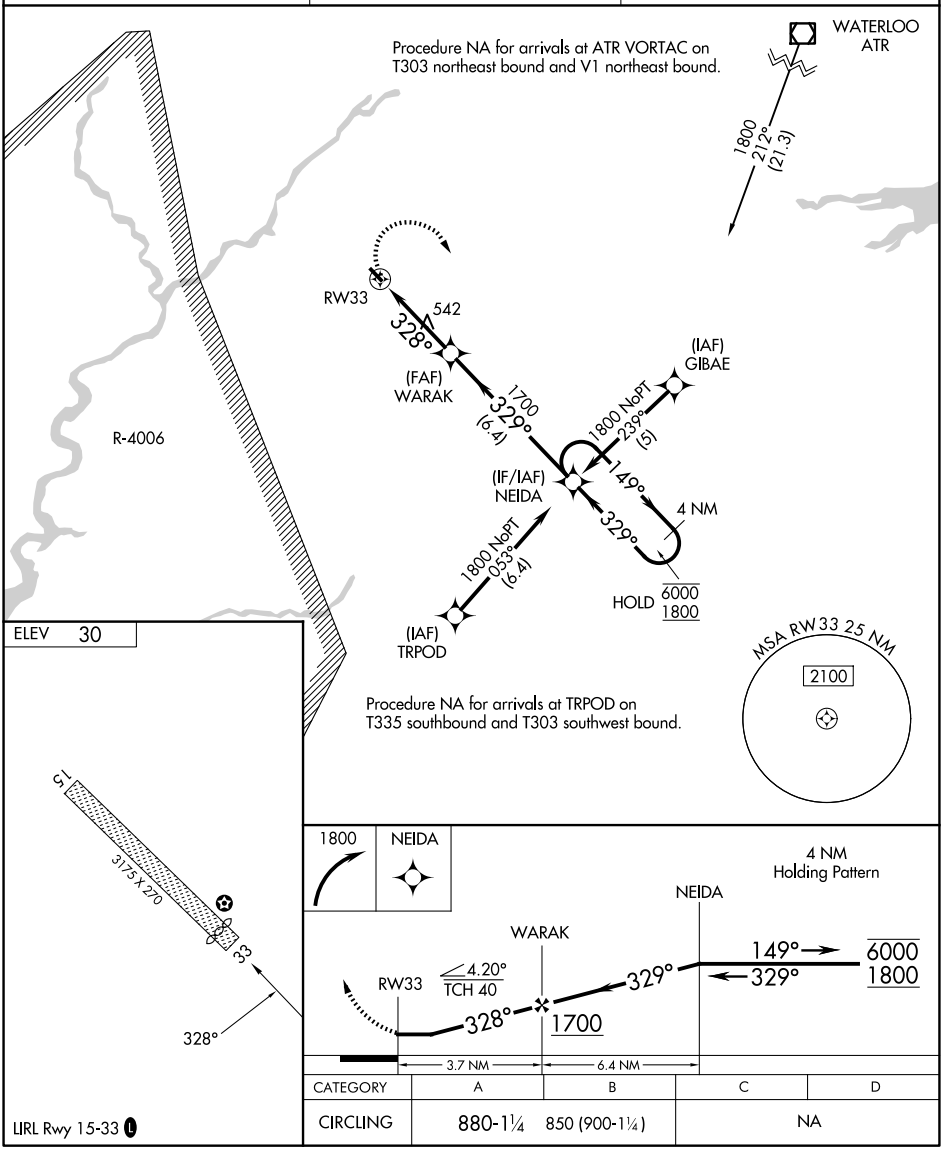
RNP APCH - GPS.

T NA

Procedure NA at night. Use SBY altimeter setting; when not received, use GED altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climbing right turn to 1800 direct NEIDA and hold.

SBY ASOS	PATUXENT APP CON ★	CTAF
118.325	127.95 314.0	122.9 L



CATEGORY	A	B	C	D
CIRCLING	880-1¼	850 (900-1¼)	NA	

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	N/A
180°	TDZE	N/A
	Apt Elev	329

RNAV (GPS)-A

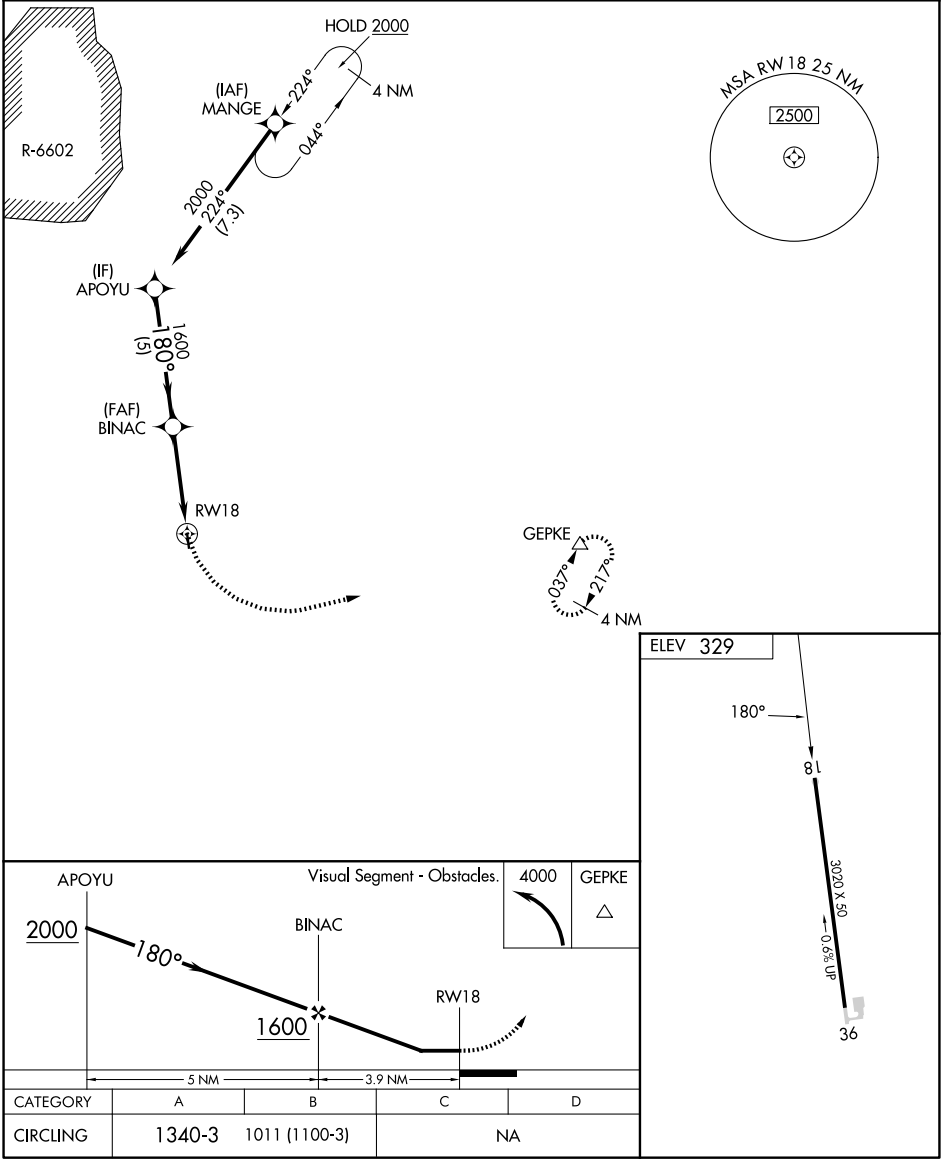
BRUNSWICK COUNTY (LVL)

RNP APCH.

Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use South Hill altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing left turn to 4000 direct GEPKE and hold, continue climb-in-hold to 4000.

AWOS-3	WASHINGTON CENTER	UNICOM
119.625	118.75 377.1	122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1340-3	1011 (1100-3)	NA	

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	N/A
001°	TDZE	N/A
	Apt Elev	329

RNAV (GPS)-B

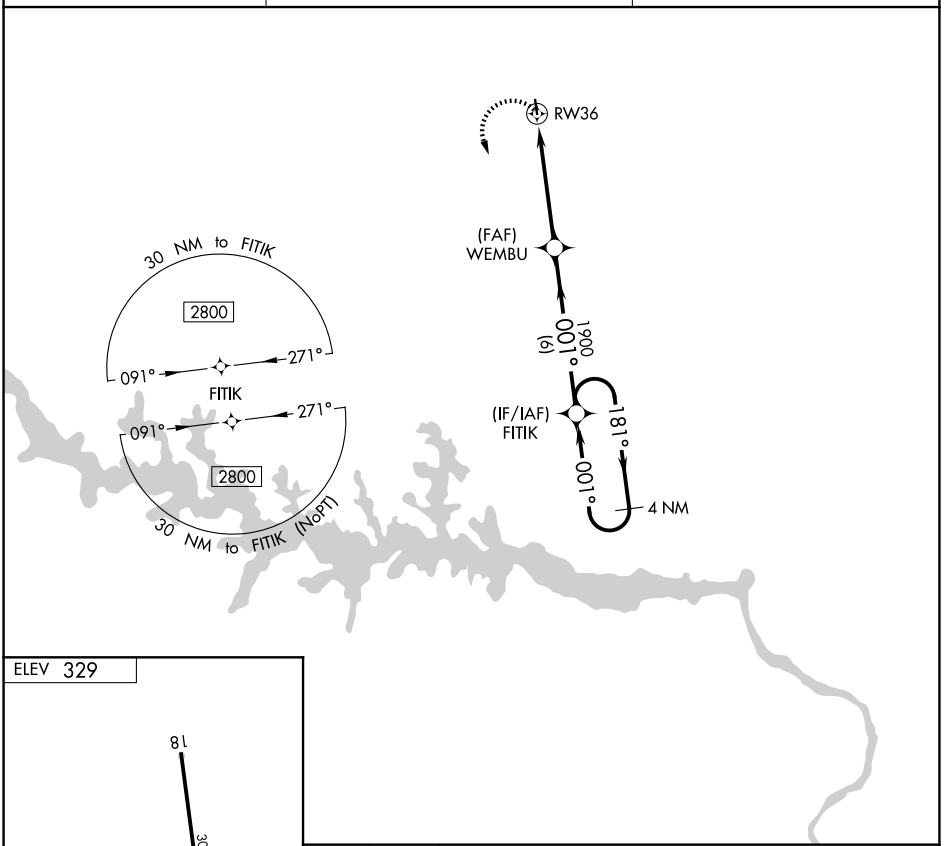
BRUNSWICK COUNTY (LVL)

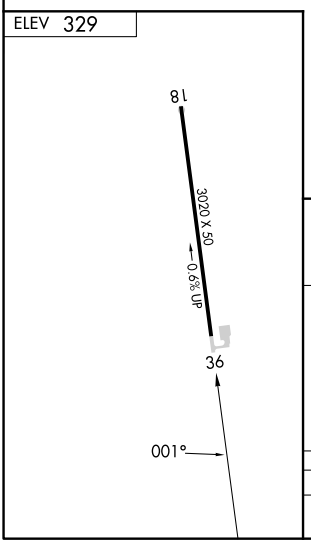
RNP APCH.

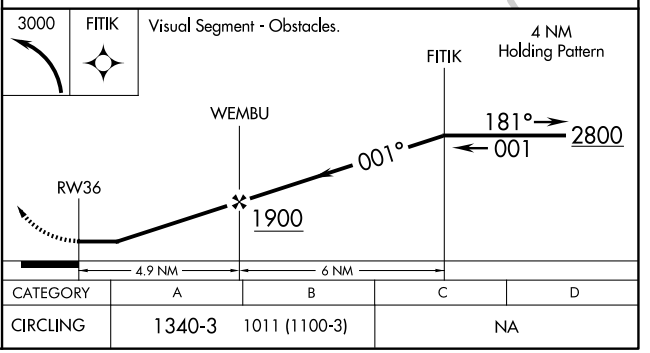
Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use South Hill altimeter setting and increase all MDA 60 feet.

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

AWOS-3	WASHINGTON CENTER	UNICOM
119.625	118.75 377.1	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1340-3	1011 (1100-3)	NA	

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

LEESBURG, VIRGINIA AL-5288 (FAA) 26246

ILS or LOC RWY 17

LEESBURG EXEC (JYO)

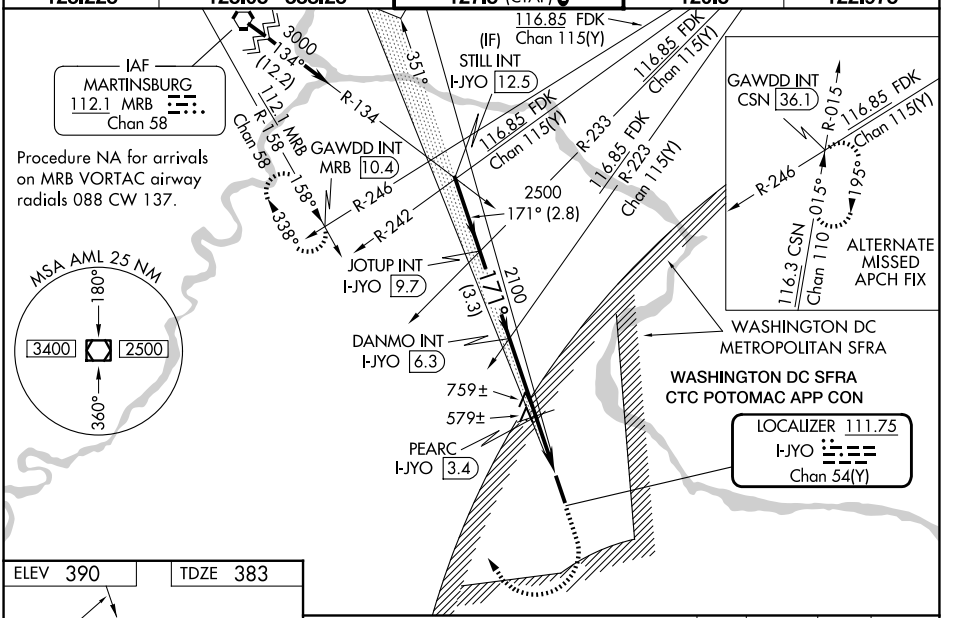
LOC/DME I-JYO	APP CRS	Rwy Ldg	5500
111.75	171°	TDZE	383
Chan 54(Y)		Apt Elev	390

T NA Inop table does not apply to S-ILS 17 all Cats and S-LOC 17 Cats C/D. For inop ALS when using Washington Dulles Intl altimeter setting, increase visibility S-ILS 17 Cats A/B to ⅞ SM and inop table does not apply to S-LOC 17 Cats C/D. When local altimeter setting not received, use Washington Dulles Intl altimeter setting: increase S-ILS 17 DA to 665 feet; increase all MDA 40 feet and visibility S-LOC 17 Cat A and Circling Cat C ¼ SM and PEARC fix minimums S-LOC 17 Cat C/D ⅛ SM and Circling Cat C ¼ SM. For inop ALS, increase PEARC fix minimums S-LOC 17 Cats C/D visibility to 1⅜.

ODALS

MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 on heading 340° and MRB VORTAC R-158 to GAWDD INT/MRB 10.4 DME and hold, continue climb-in hold to 4000.

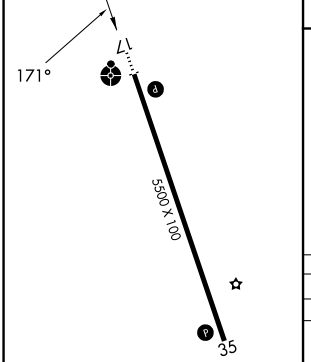
AWOS-3PT	POTOMAC APP CON	LEESBURG TOWER ★	GND CON	UNICOM
125.225	125.05 338.25	127.5 (CTAF) L	120.5	122.975



NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

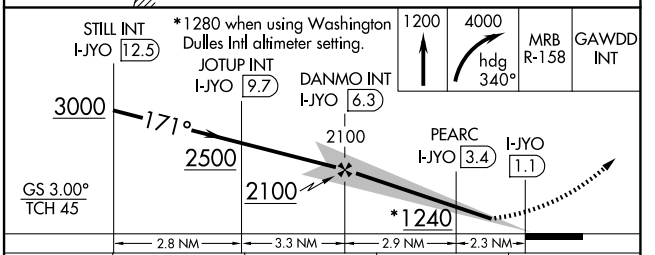
ELEV 390 TDZE 383



REIL Rwys 17 and 35 L
HIRL Rwy 17-35 L

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D
S-ILS 17	633-¾ 250 (300-¾)			
S-LOC 17	1240-¾ 857 (900-¾)	1240-1 857 (900-1)	1240-2½ 857 (900-2½)	
CIRCLING	1240-1¼ 850 (900-1¼)		1240-2½ 850 (900-2½)	1300-3 910 (1000-3)
PEARC FIX MINIMUMS				
S-LOC 17	840-¾ 457 (500-¾)		840-1⅛ 457 (500-1⅛)	
CIRCLING	860-1 470 (500-1)		1040-1¾ 650 (700-1¾)	1300-3 910 (1000-3)

LEESBURG, VIRGINIA
Amdt 1B 06OCT22

39°05'N-77°33'W

LEESBURG EXEC (JYO)

ILS or LOC RWY 17

RNAV (GPS) RWY 17

LEESBURG EXEC (JYO)

WAAS	APP CRS	Rwy Ldg	5500
CH 60902	171°	TDZE	383
W17A		Apt Elev	390

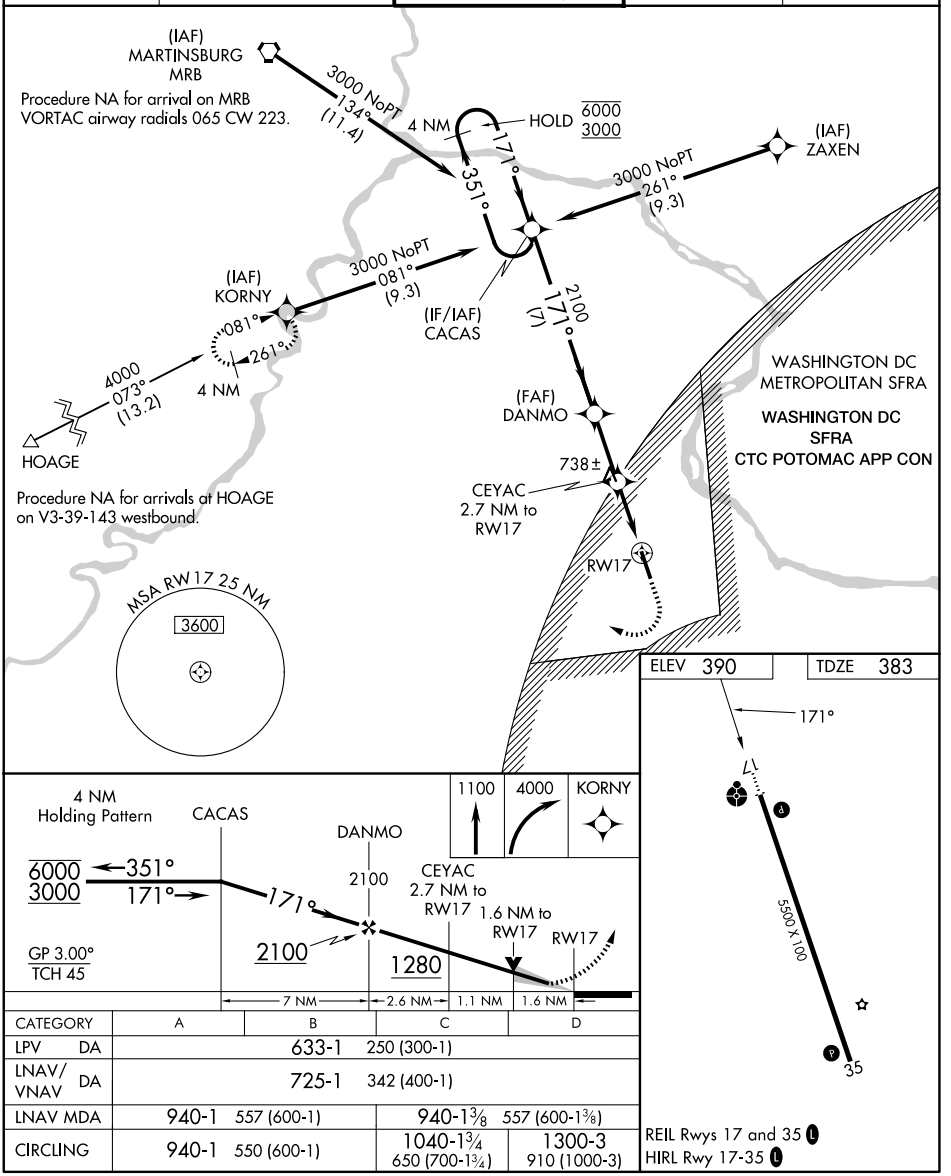
RNP APCH - GPS.

Inop table does not apply to LPV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LNAV/VNAV Cats A/B visibility to 1 SM and LNAV Cats C/D visibility to 1⅝ SM.

ODALS

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct KORNY and hold, continue climb-in-hold to 4000.

AWOS-3PT	POTOMAC APP CON	LEESBURG TOWER ★	GND CON	UNICOM
125.225	125.05 338.25	127.5 (CTAF) L	120.5	122.975



CATEGORY	A	B	C	D
LPV DA		633-1	250 (300-1)	
LNAV/VNAV DA		725-1	342 (400-1)	
LNAV MDA	940-1 557 (600-1)		940-1⅜ 557 (600-1⅜)	
CIRCLING	940-1 550 (600-1)		1040-1¾ 650 (700-1¾)	1300-3 910 (1000-3)

REIL Rwys 17 and 35 L
HIRL Rwy 17-35 L

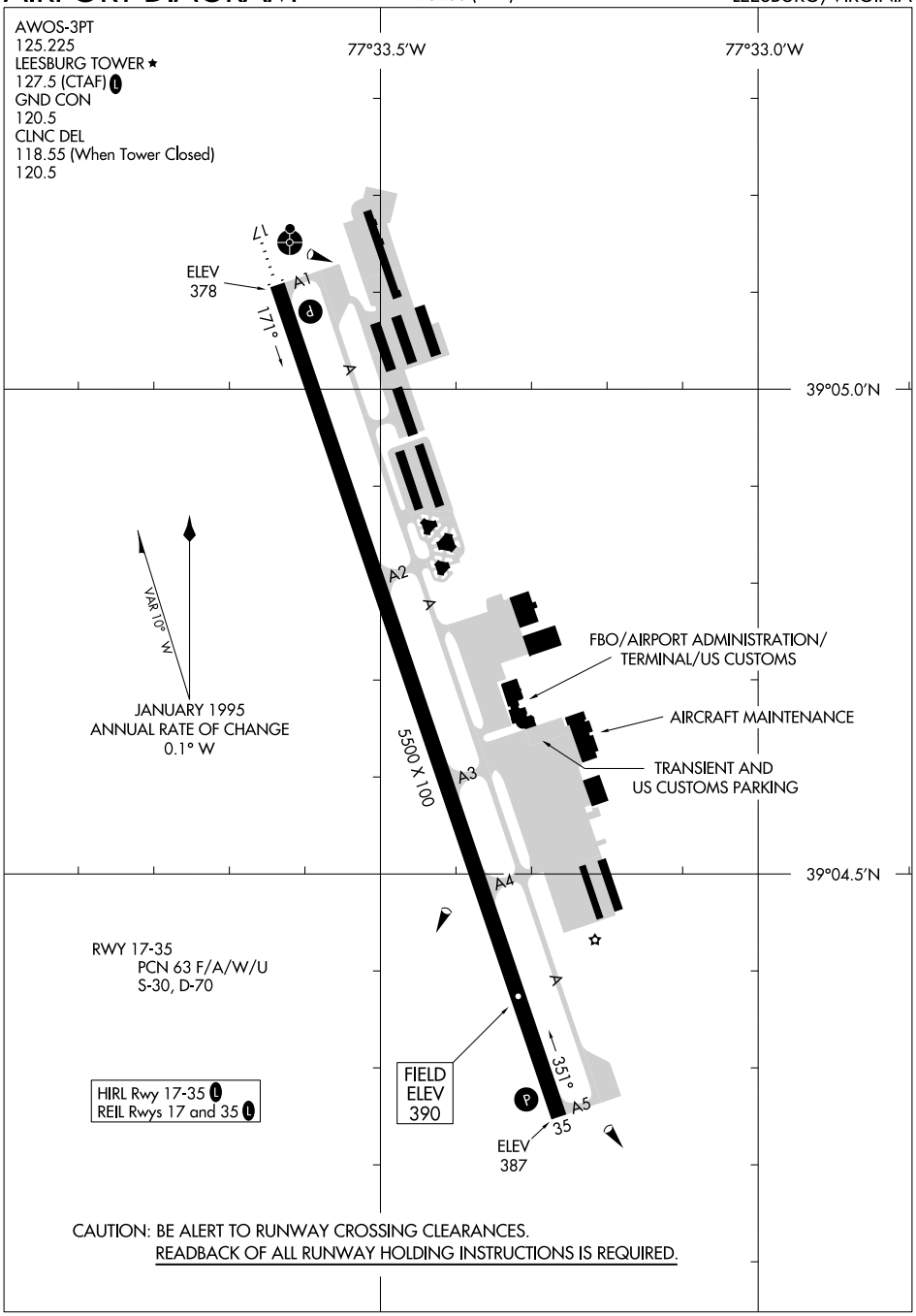
NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

26246

AIRPORT DIAGRAM

AL-5288 (FAA)

LEESBURG EXEC (JYO)
LEESBURG, VIRGINIA



AIRPORT DIAGRAM
26246

LEESBURG, VIRGINIA
LEESBURG EXEC (JYO)

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

CLTCH THREE DEPARTURE (RNAV)

(CLTCH3.CLTCH) 31DEC20

LEESBURG, VIRGINIA
LEESBURG EXEC (JYO)

POTOMAC DEP CON
125.05 350.2
AWOS-3PT
125.225
CLNC DEL
120.5
118.55 (When twr closed)
GND CON
120.5
LEESBURG TOWER ★
127.5 (CTAF)
UNICOM
122.975

N

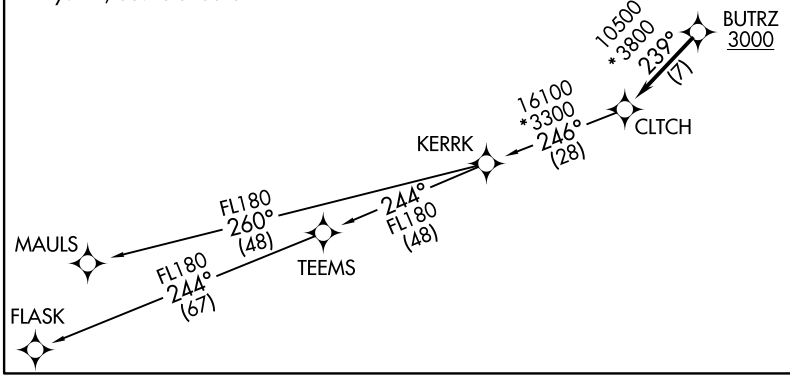
TOP ALTITUDE: 3000

P-56B

P-56A

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbo-jets only.
NOTE: Takeoff Rwy 35 requires a climb to 1200 on heading 353° before proceeding on the ATC assigned heading for obstacle avoidance.

TAKEOFF MINIMUMS:
Rwys 17, 35: Standard



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to BUTRZ, then on track 239° to CLTCH, thence. . . .

. . . . on assigned transition, maintain altitude assigned by ATC, expect clearance to filed altitude within ten (10) minutes after departure.

FLASK TRANSITION (CLTCH3.FLASK)
MAULS TRANSITION (CLTCH3.MAULS)

(CLTCH3.CLTCH) 26246

CLTCH THREE DEPARTURE (RNAV)

AL-5288 (FAA)

LEESBURG EXEC (JYO)
LEESBURG, VIRGINIA

JDUBB FOUR DEPARTURE (RNAV)

AWOS-3PT
125.225
CLNC DEL
120.5
118.55 (When twr closed)
GND CON
120.5
LEESBURG TOWER★
127.5 (CTAF)
UNICOM
122.975
POTOMAC DEP CON
125.05 350.2

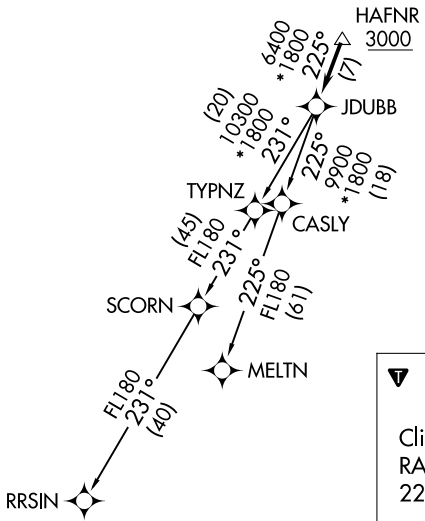
TOP ALTITUDE: 3000

P-56B

P-56A

TAKEOFF MINIMUMS:
Rwys 17, 35: Standard

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbo-jets only.
NOTE: Takeoff Rwy 35 requires a climb to 1200 on heading 353° before proceeding on the ATC assigned heading for obstacle avoidance.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to HAFNR, then on track 225° to JDUBB, thence. . . .

. . . . on assigned transition, maintain 3000, expect clearance to filed altitude within ten (10) minutes after departure.

MELTN TRANSITION (JDUBB4.MELTN)
RRSIN TRANSITION (JDUBB4.RRSIN)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

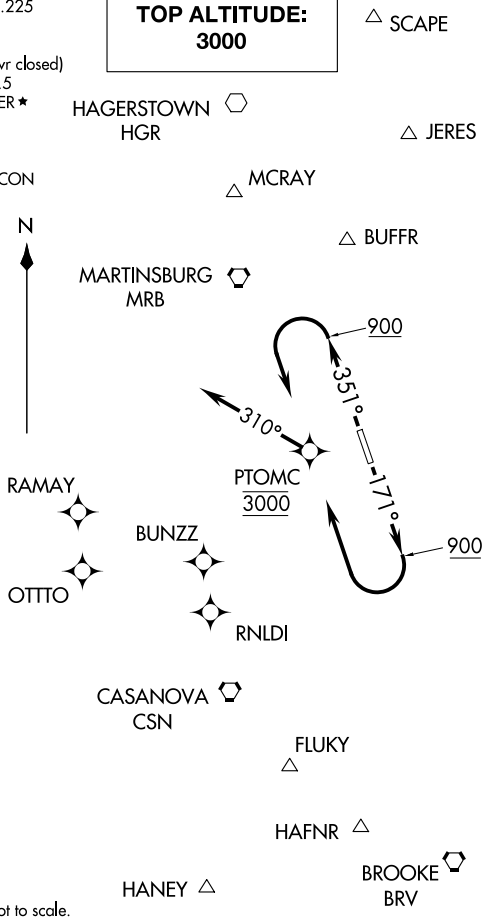
PTOMC TWO DEPARTURE (RNAV)

(PTOMC2.PTOMC) 21JUL16

LEESBURG, VIRGINIA
LEESBURG EXEC (JYO)

AWOS-3PT 125.225
CLNC DEL
120.5
118.55 (When twr closed)
GND CON 120.5
LEESBURG TOWER ★
127.5 (CTAF)
UNICOM
122.975
POTOMAC DEP CON
125.05 350.2

TOP ALTITUDE: 3000



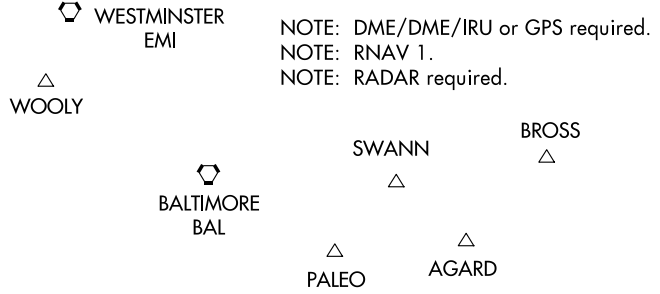
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb heading 171° to 900, then climbing right turn direct to cross PTOMC at 3000, do not exceed 210K until PTOMC, thence . . .

TAKEOFF RUNWAY 35: Climb heading 351° to 900, then climbing left turn direct to cross PTOMC at 3000, do not exceed 210K until PTOMC, thence . . .

. . . . on heading 310°, maintain 3000, expect radar vectors on course. Expect filed altitude within ten (10) minutes after departure.



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.

TAKEOFF MINIMUMS:

Rwy 17: Standard with minimum climb of 500′ per NM to 900. Then 327′ per NM to 3000.

Rwy 35: Standard with minimum climb of 500′ per NM to 900. Then 370′ per NM to 3000.

(PTOMC2.PTOMC) 26246
PTOMC TWO DEPARTURE (RNAV)
AL-5288 (FAA)
LEESBURG EXEC (JYO)
LEESBURG, VIRGINIA

SCRAM SIX DEPARTURE (RNAV)

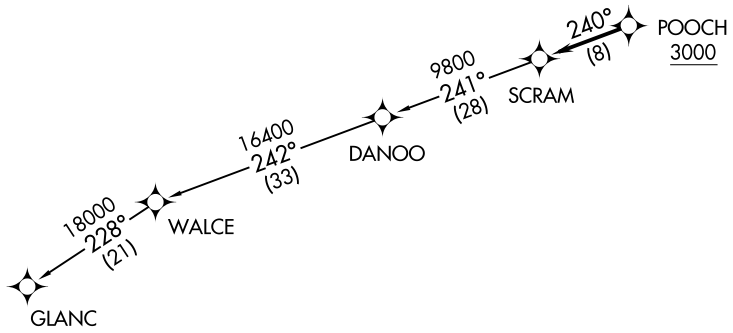
(SCRAM6.SCRAM) 31DEC20

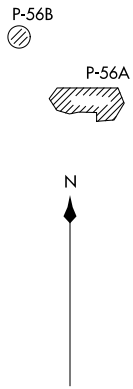
AWOS-3PT
125.225
CLNC DEL
120.5
118.55 (When twr closed)
GND CON
120.5
LEESBURG TOWER ★
127.5 (CTAF)
UNICOM
122.975
POTOMAC DEP CON
125.05 350.2

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbo-jets only.
NOTE: Takeoff Rwy 35 requires a climb to 1200 on heading 353° before proceeding on the ATC assigned heading for obstacle avoidance.

TOP ALTITUDE: 3000

TAKEOFF MINIMUMS:
Rwys 17, 35: Standard





NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to POOCH, then on track 240° to SCRAM, thence. . . .

. . . . as depicted. Maintain 3000, expect clearance to filed altitude within ten (10) minutes after departure.

GLANC TRANSITION (SCRAM6.GLANC):

(SCRAM6.SCRAM) 26246
SCRAM SIX DEPARTURE (RNAV)

AL-5288 (FAA)

232

LEESBURG, VIRGINIA
LEESBURG EXEC (JYO)

LEESBURG EXEC (JYO)
LEESBURG, VIRGINIA

RNAV (GPS) RWY 11

ST MARY'S COUNTY RGNL (2W6)

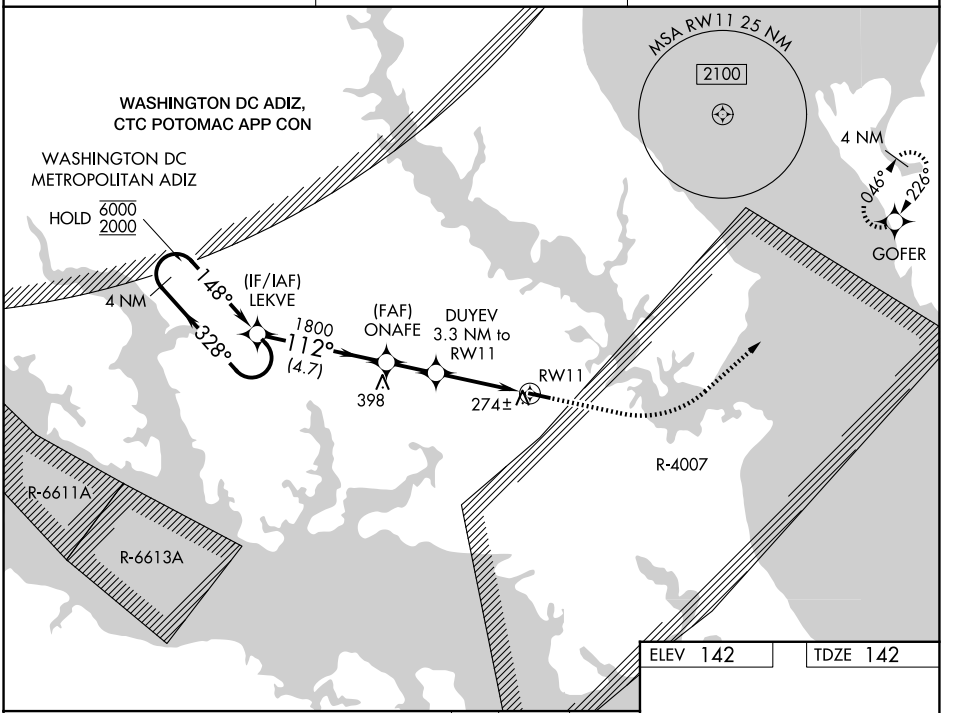
WAAS CH 70502 W11A	APP CRS 112°	Rwy Ldg 5350 TDZE 142 Apt Elev 142

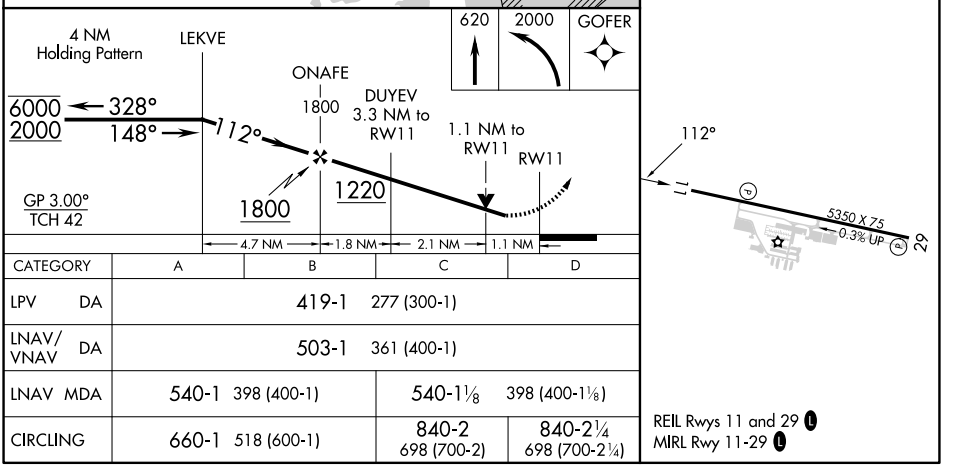
RNP APCH - GPS.

Circling Rwy 29 NA at night. Rwy 11 helicopter visibility reduction below ¾ SM NA.
NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 620 then climbing left turn to 2000 direct GOFER and hold.

AWOS-3P	PATUXENT APP CON ★	UNICOM
119.575	121.0 250.3	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	419-1 277 (300-1)			
LNAV/VNAV DA	503-1 361 (400-1)			
LNAV MDA	540-1 398 (400-1)		540-1⅛ 398 (400-1⅛)	
CIRCLING	660-1 518 (600-1)		840-2 698 (700-2)	840-2¼ 698 (700-2¼)

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

LEONARDTOWN, MARYLAND AL-6344 (FAA) 26246

RNAV (GPS) RWY 29

ST MARY'S COUNTY RGNL (2W6)

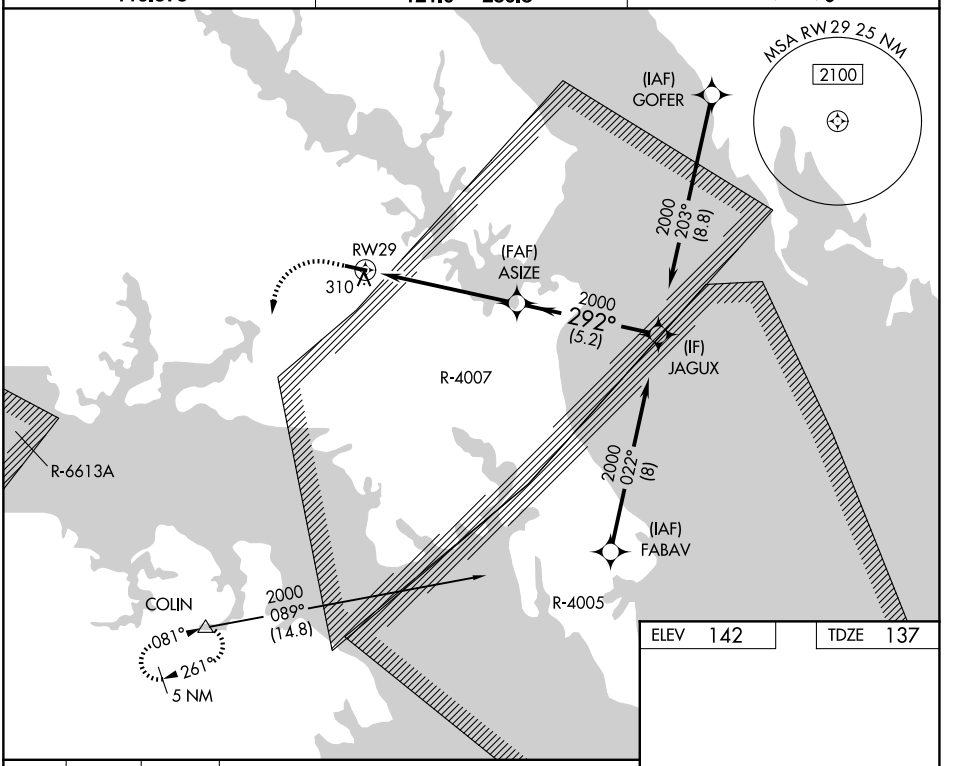
WAAS	APP CRS	Rwy Ldg	5350
CH 61313	292°	TDZE	137
W29A		Apt Elev	142

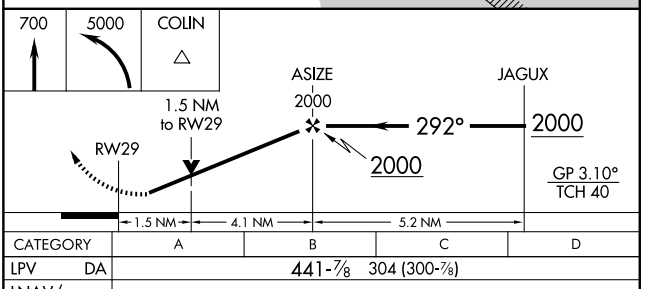
RNP APCH - GPS.

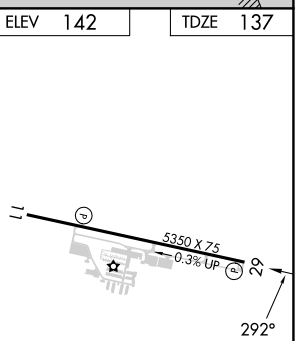
V A NA Rwy 29 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Patuxent River altimeter setting: increase LPV DA to 475 feet and all visibilities ⅛ SM, increase LNAV/VNAV DA to 688 feet and all visibilities ¼ SM. Increase all MDAs 40 feet and LNAV visibility Cats C/D ⅛ SM.

MISSED APPROACH: Climb to 700 then climbing left turn to 5000 direct COLIN and hold, continue climb in hold to 5000.

AWOS-3P	PATUXENT APP CON ★	UNICOM
119.575	121.0 250.3	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	441-7/8 304 (300-7/8)			
LNAV/VNAV DA	654-1 3/8 517 (600-1 3/8)			
LNAV MDA	620-1 483 (500-1)		620-1 3/8 483 (500-1 3/8)	
CIRCLING	660-1 518 (600-1)		840-2 698 (700-2)	840-2 1/4 698 (700-2 1/4)

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

LEONARDTOWN, MARYLAND
Amdt 1C 20MAR25

38°19'N-76°33'W

ST MARY'S COUNTY RGNL (2W6)
RNAV (GPS) RWY 29

WAAS	APP CRS	Rwy Ldg	4300
CH 48843	092°	TDZE	489
W09A		Apt Elev	494

RNAV (GPS) RWY 9

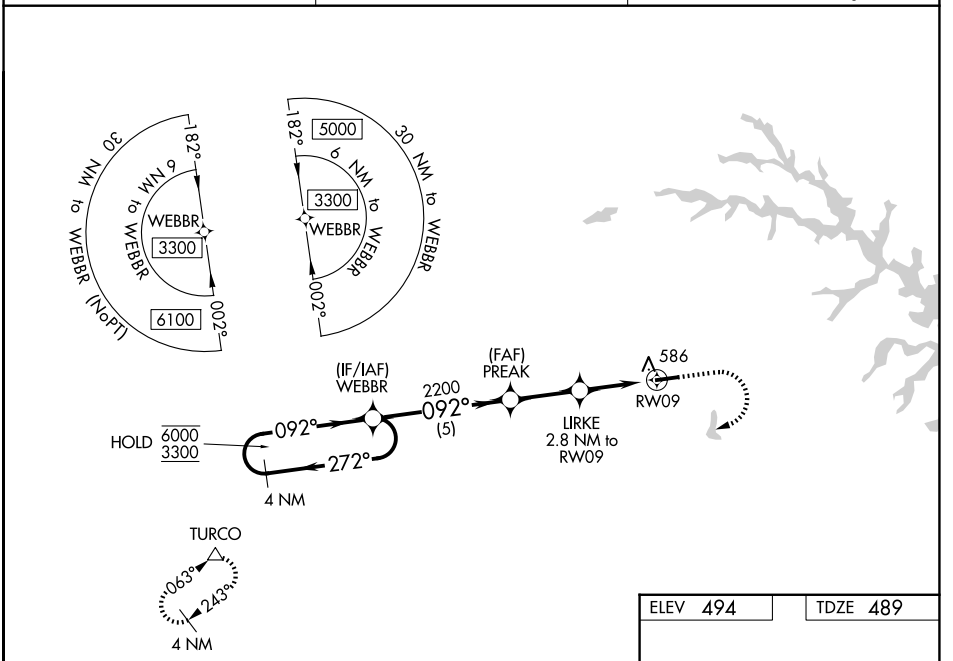
LOUISA COUNTY/FREEMAN FLD (LKU)

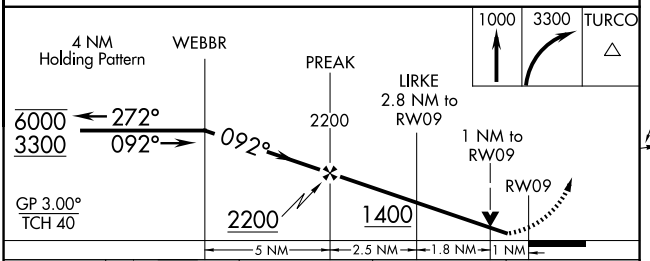
RNP APCH - GPS.

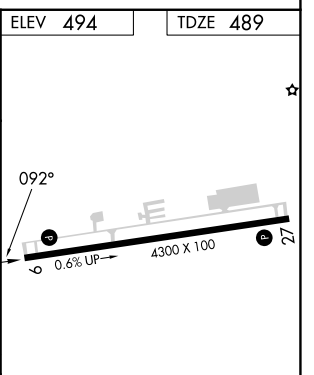
Rwy 9 helicopter visibility reduction below ¾ SM NA. Circling NA north of Rwy 9-27.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54° C.
Baro-VNAV and VDP NA when using OMH altimeter setting. When local altimeter setting not received, use OMH altimeter setting and increase LPV DA to 780 feet and all visibilities ⅛ SM, LNAV/VNAV DA to 789 feet and all visibilities ⅛ SM. Increase all MDAs 60 feet.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3300 direct TURCO and hold.

AWOS-3	POTOMAC APP CON	UNICOM
119.475	132.85 323.125	122.975 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	739-¾	250 (300-¾)	NA	
LNAV/VNAV DA	748-¾	259 (300-¾)	NA	
LNAV MDA	840-1	351 (400-1)	NA	
CIRCLING	920-1 426 (500-1)	960-1 466 (500-1)	NA	

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

WAAS CH 58318 W27A	APP CRS 272°	Rwy Ldg 4300 TDZE 494 Apt Elev 494

RNAV (GPS) RWY 27

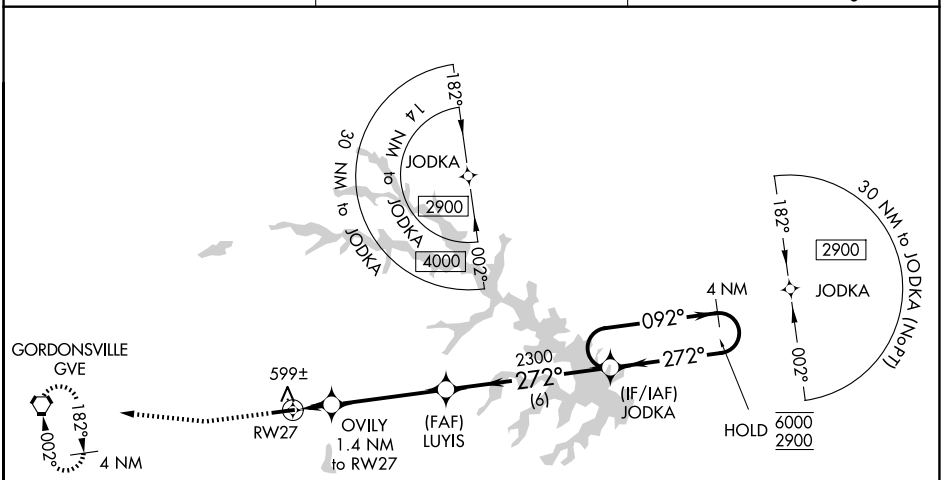
LOUISA COUNTY/FREEMAN FLD (LKU)

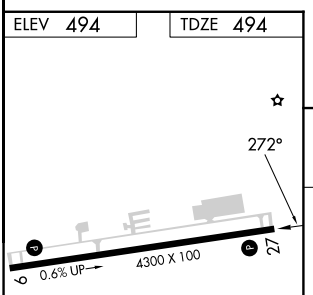
RNP APCH - GPS.

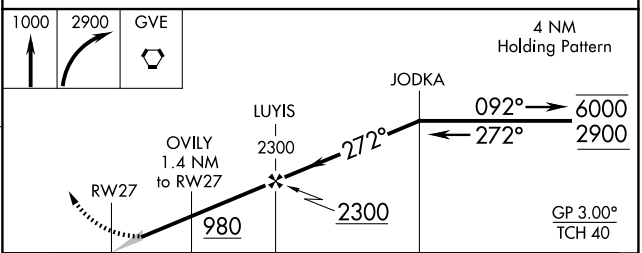
Circling NA north of Rwys 9 and 27. Baro-VNAV NA when using OMH altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use OMH altimeter setting and increase LPV DA to 785 feet and all visibilities ⅛ SM. Increase LNAV/VNAV DA to 785 feet and all visibilities ⅛ SM. Increase all MDA 60 feet.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2900 direct GVE VORTAC and hold, continue climb-in-hold to 2900.

AWOS-3	POTOMAC APP CON	UNICOM
119.475	132.85 323.125	122.975 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	744-¾	250 (300-¾)	NA	
LNAV/VNAV DA	744-¾	250 (300-¾)	NA	
LNAV MDA	860-1	366 (400-1)	NA	
CIRCLING	920-1 426 (500-1)	960-1 466 (500-1)	NA	

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

38°01′N - 77°58′W

NE-3, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-LKU	APP CRS	Rwy Ldg	4300
108.55	272°	TDZE	494
Chan 22 (Y)		Apt Elev	494

LOC RWY 27

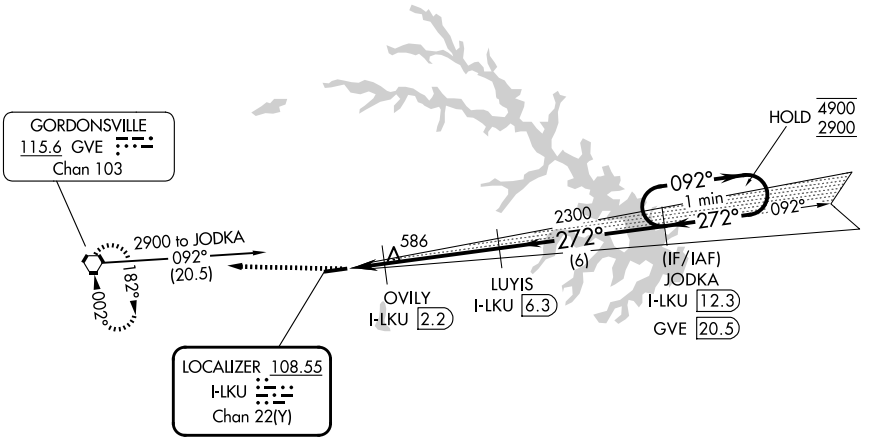
LOUISA COUNTY/FREEMAN FLD (LKU)

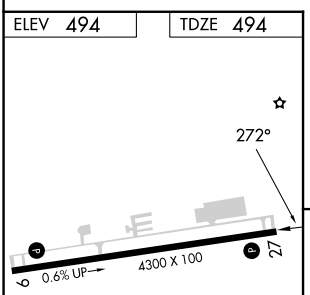
DME required.

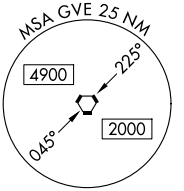
NA Circling NA north of Rwys 9 and 27. When local altimeter setting not received, use OMH altimeter setting and increase all MDAs 60 feet.

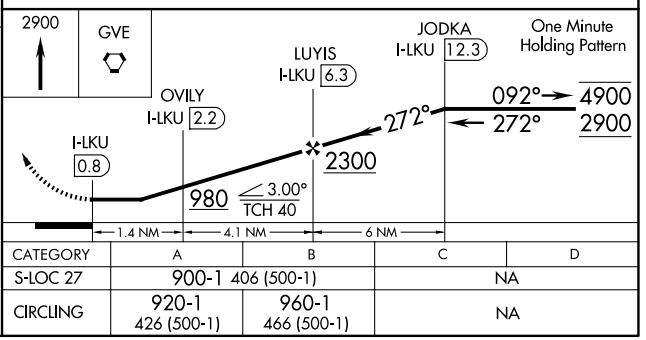
MISSED APPROACH: Climb to 2900 direct GVE VORTAC and hold, continue climb-in-hold to 2900.

AWOS-3	POTOMAC APP CON	UNICOM
119.475	132.85 323.125	122.975 (CTAF) L









CATEGORY	A	B	C	D
S-LOC 27	900-1 406 (500-1)		NA	
CIRCLING	920-1 426 (500-1)	960-1 466 (500-1)	NA	

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

LURAY, VIRGINIA

AL-6229 (FAA)

26022

RNAV (GPS) RWY 4

LURAY CAVERNS (LUA)

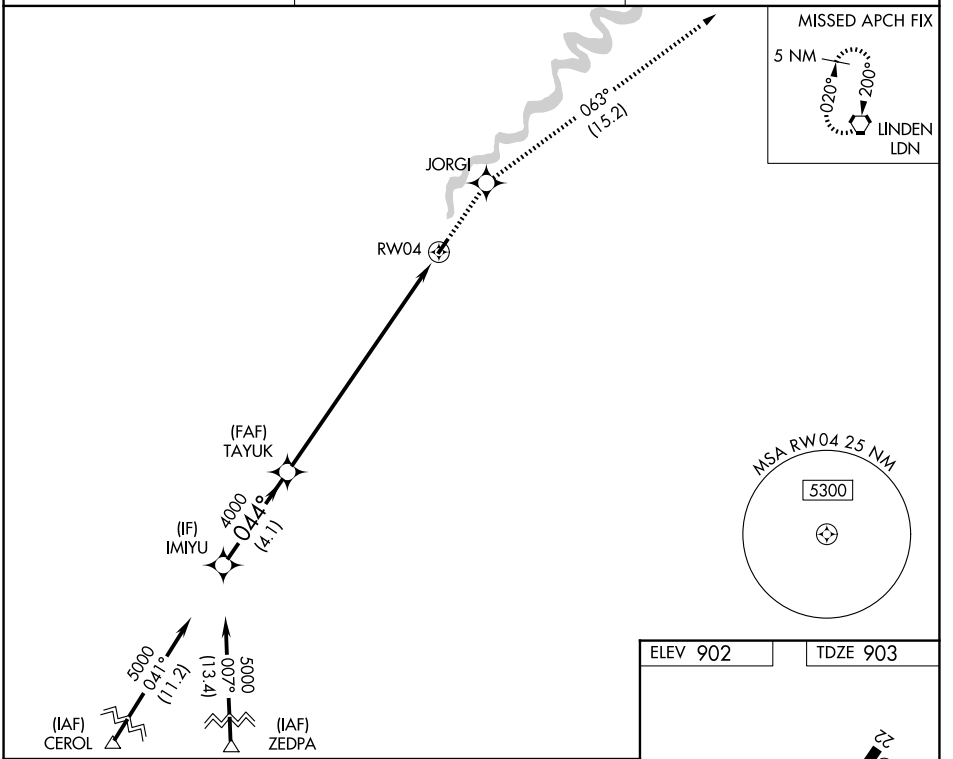
WAAS	APP CRS	Rwy Ldg	3126
CH 65727	044°	TDZE	903
W04A		Apt Elev	902

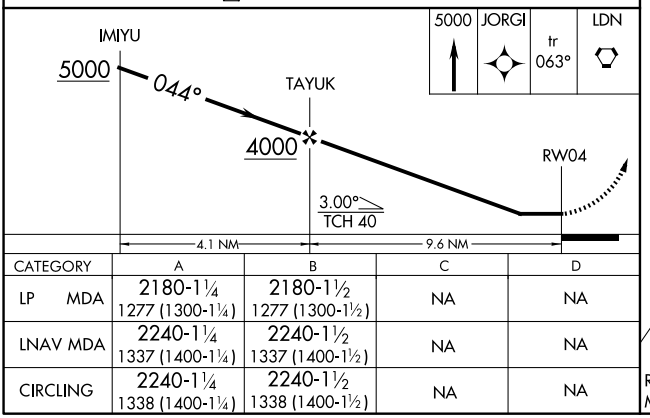
T
A

DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Staunton/Waynesboro/Harrisonburg altimeter setting and increase all MDA 120 feet.

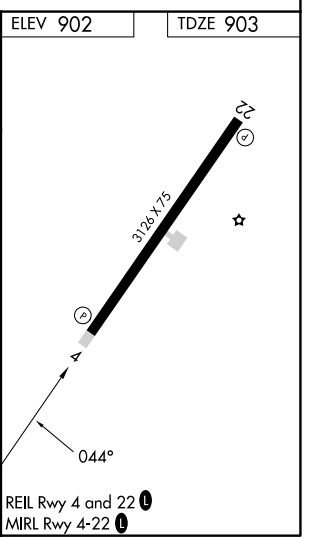
MISSED APPROACH: Climb to 5000 direct JORGI and on track 063° to LDN VORTAC and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
118.275	133.2 282.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	2180-1¼ 1277 (1300-1¼)	2180-1½ 1277 (1300-1½)	NA	NA
LNAV MDA	2240-1¼ 1337 (1400-1¼)	2240-1½ 1337 (1400-1½)	NA	NA
CIRCLING	2240-1¼ 1338 (1400-1¼)	2240-1½ 1338 (1400-1½)	NA	NA



LURAY, VIRGINIA

Orig-C 25MAR21

38°40'N-78°30'W

LURAY CAVERNS (LUA)

RNAV (GPS) RWY 4

NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 22

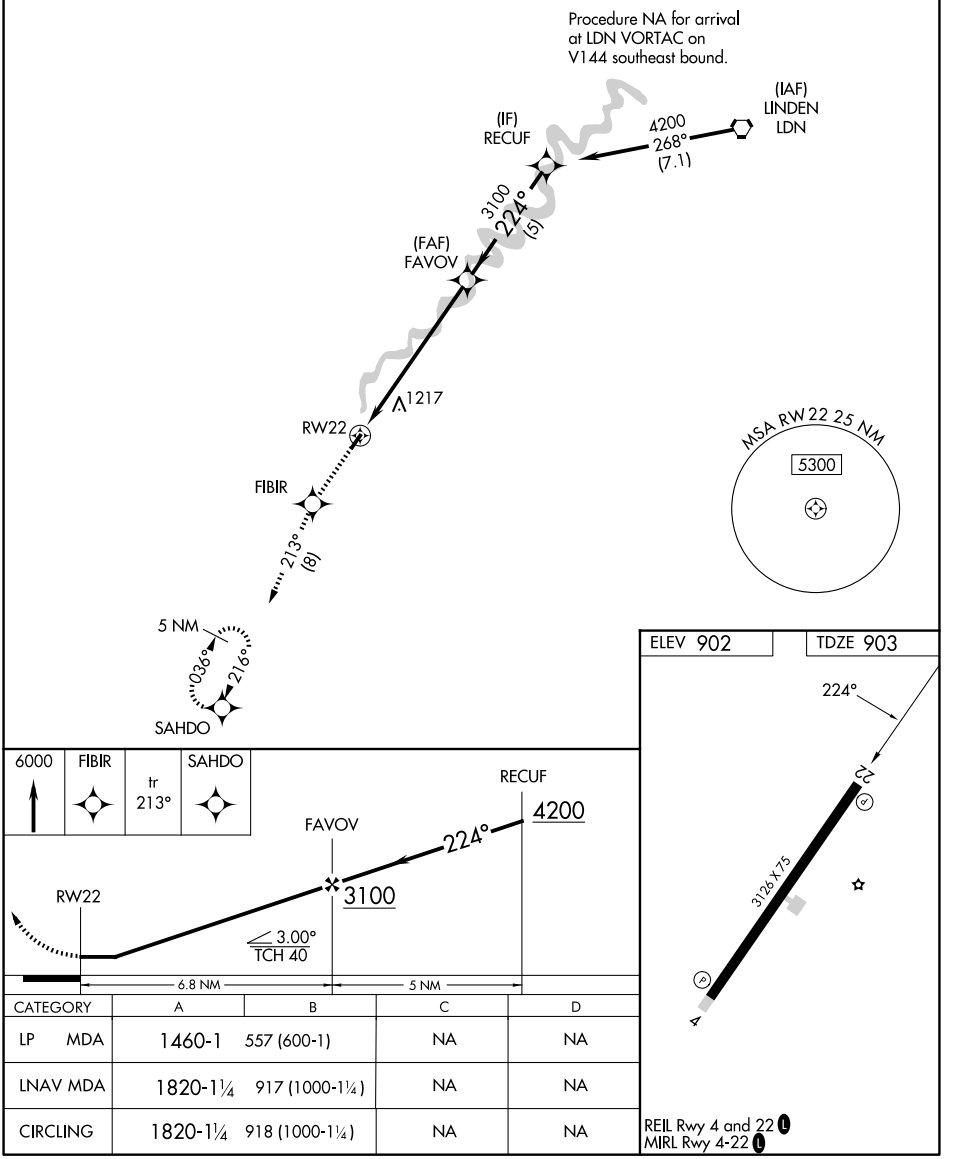
LURAY CAVERNS (LUA)

WAAS	APP CRS	Rwy Ldg	3126
CH 77627	224°	TDZE	903
W22A		Apt Elev	902

DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Staunton/ Waynesboro/Harrisonburg altimeter setting and increase all MDA 120 feet; increase LNAV Cat B and Circling Cat B visibility ¼ mile.

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

AWOS-3	WASHINGTON CENTER	UNICOM
118.275	133.2 282.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
LP MDA	1460-1	557 (600-1)	NA	NA
LNAV MDA	1820-1¼	917 (1000-1¼)	NA	NA
CIRCLING	1820-1¼	918 (1000-1¼)	NA	NA

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

LURAY, VIRGINIA

AL-6229 (FAA)

26022

VOR/DME-B

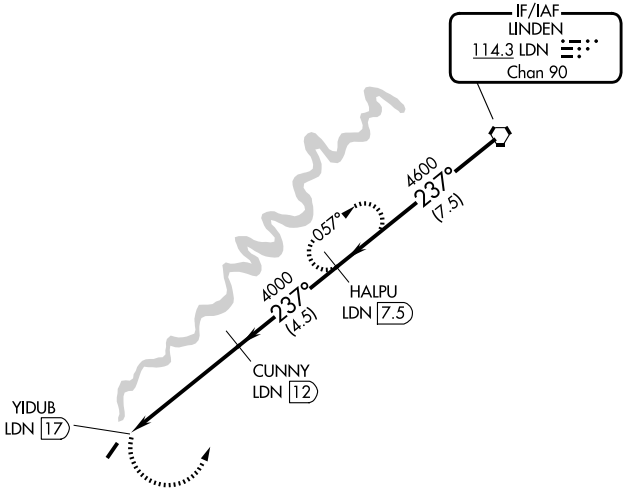
LURAY CAVERNS (LUA)

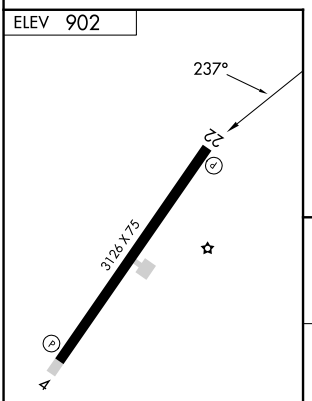
VORTAC LDN	APP CRS	Rwy Ldg	N/A
114.3	237°	TDZE	N/A
Chan 90		Apt Elev	902

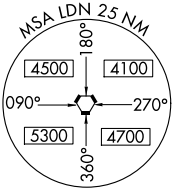
Visibility reduction by helicopters NA. When local altimeter setting not received, use Staunton/Waynesboro/Harrisburg altimeter setting and increase all MDA 120 feet.

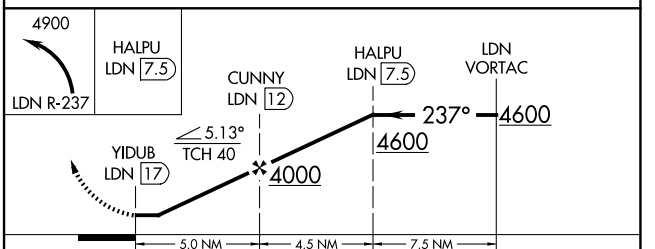
MISSED APPROACH: Climbing left turn to 4900 on LDN VORTAC R-237 to HALPU/LDN 7.5 DME and hold, continue climb-in-hold to 4900.

AWOS-3	WASHINGTON CENTER	UNICOM
118.275	133.2 282.2	122.8 (CTAF) L









CATEGORY	A	B	C	D
CIRCLING	2200-1¼ 1298 (1300-1¼)	2200-1½ 1298 (1300-1½)	NA	NA

REIL Rwy 4 and 22 L
MIRL Rwy 4-22 L

LURAY, VIRGINIA
Amdt 3B 25MAR21

38°40'N-78°30'W

LURAY CAVERNS (LUA)
VOR/DME-B

NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 28

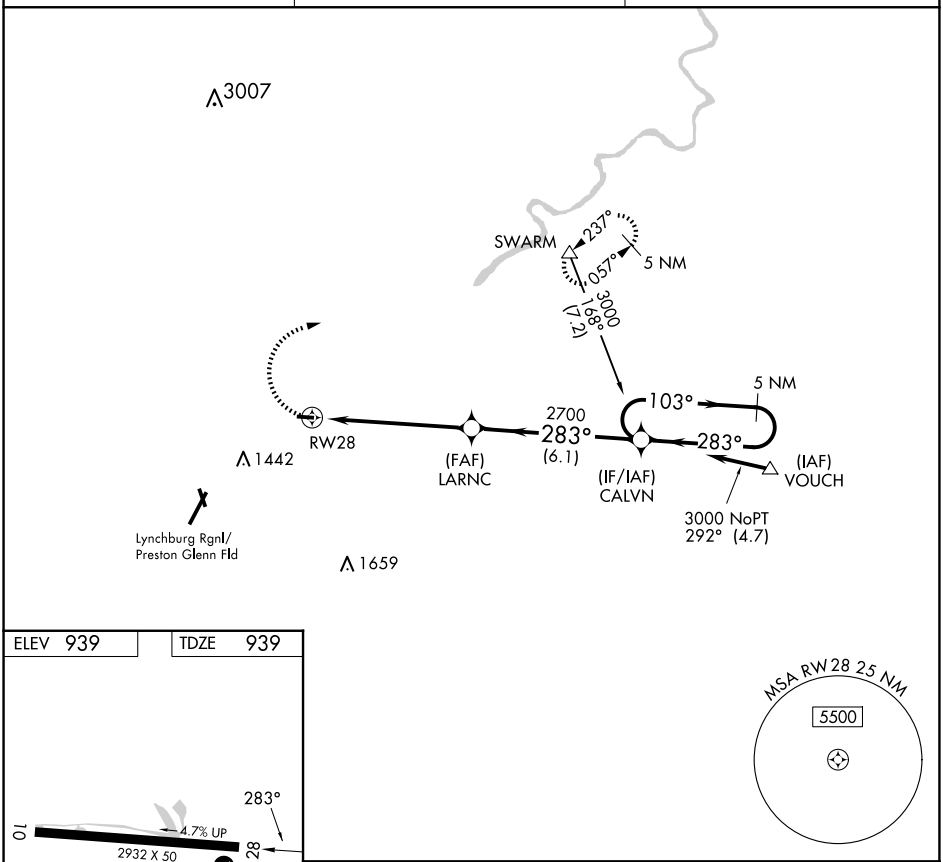
FALWELL (W24)

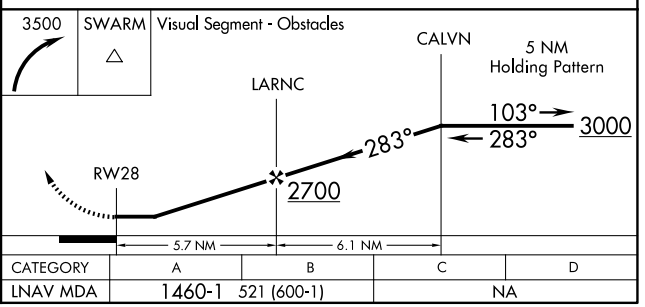
APP CRS	Rwy Idg	2932
283°	TDZE	939
	Apt Elev	939

DME/DME RNP-0.3 NA. Use Lynchburg Regional/Preston Glenn Fld altimeter setting, when not received use Farmville altimeter setting and increase all MDA 160 feet. Procedure NA at night.

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

LYH ASOS	ROANOKE APP CON	UNICOM
119.8	135.0 254.325	123.0 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1460-1	521 (600-1)	NA	

MIRL Rwy 10-28

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 4

LYNCHBURG RGNL/PRESTON GLENN FLD (LYH)

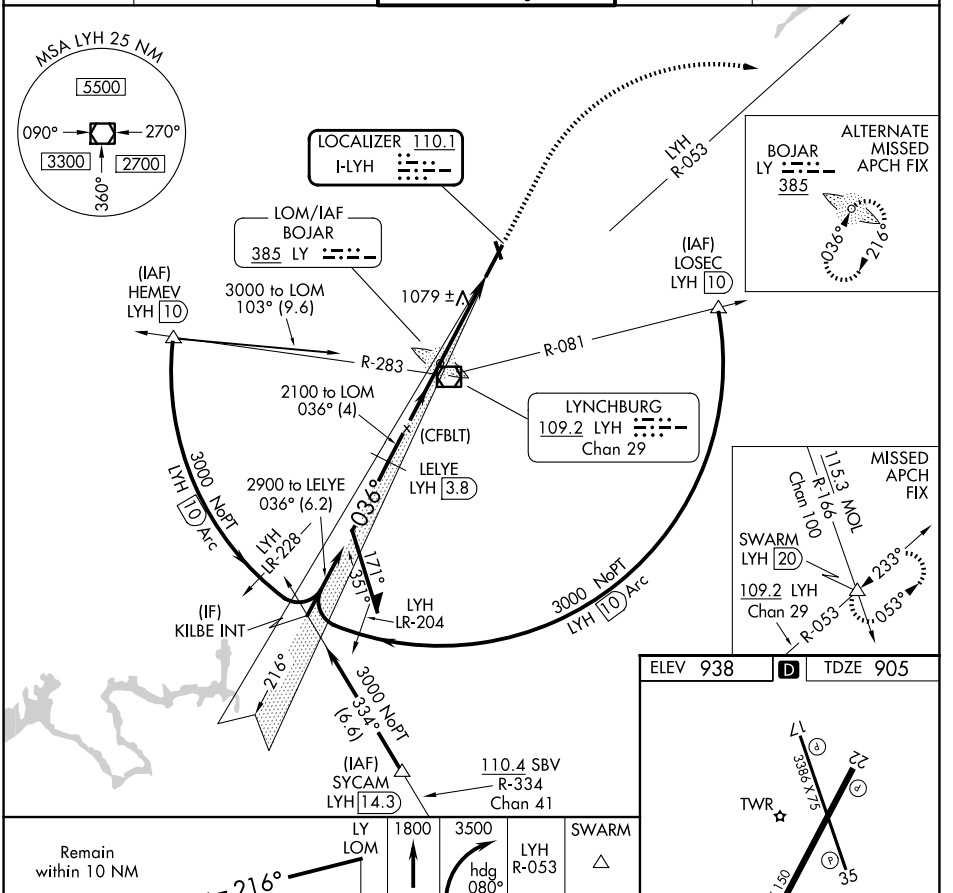
LOC I-LYH	APP CRS	Rwy Ldg	6800
110.1	036°	TDZE	905
		Apt Elev	938

ADF required for LOC only. DME required.
Circling Rwy 17 NA at night. DME from LYH VOR/DME.
Simultaneous reception of I-LYH and LYH DME required.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 3500 on heading 080° and on LYH VOR/DME R-053 to SWARM INT/LYH 20 DME and hold.

ATIS	ROANOKE APP CON		LYNCHBURG TOWER ★		GND CON	UNICOM
119.8	135.0	254.325	127.65 (CTAF) L	257.8	121.9	122.95



CATEGORY	A	B	C	D
S-ILS 4 **	1105/24 200 (200-½)			
S-LOC 4	1320/24 415 (400-½)		1320/40 415 (400-¾)	
CIRCLING	1660-1 722 (800-1)	1780-1¼ 842 (900-1¼)	1800-2½ 862 (900-2½)	1800-2¾ 862 (900-2¾)

FAF to MAP 3.6 NM

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

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 4

LYNCHBURG RGNL/PRESTON GLENN FLD (LYH)

WAAS	APP CRS	Rwy Ldg	6800
CH 58205	036°	TDZE	905
W04A		Apt Elev	938

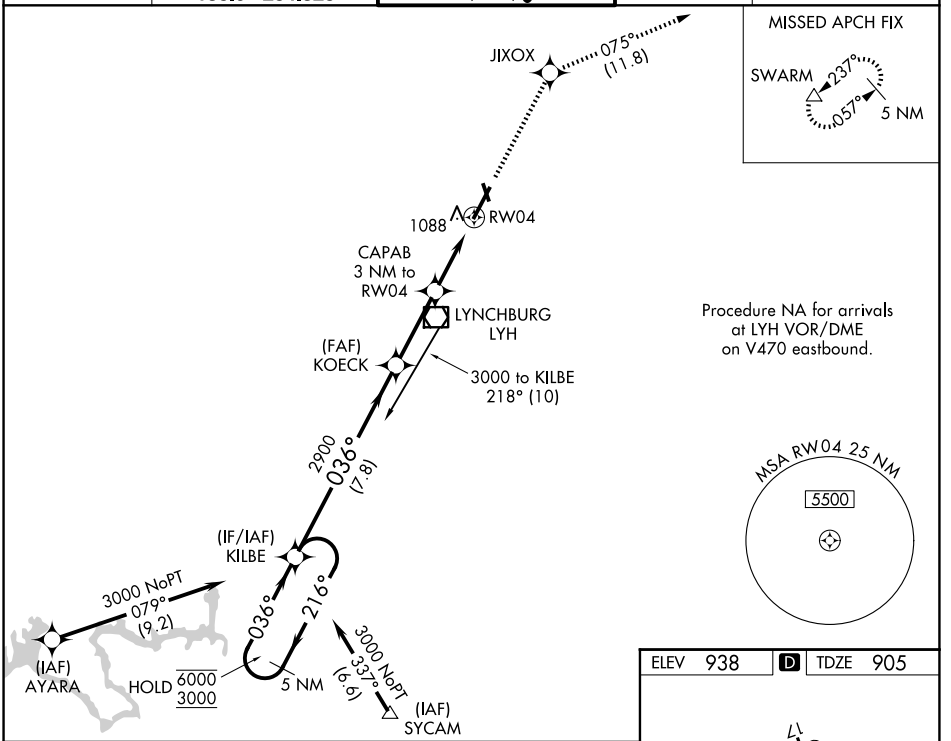
RNP APCH.

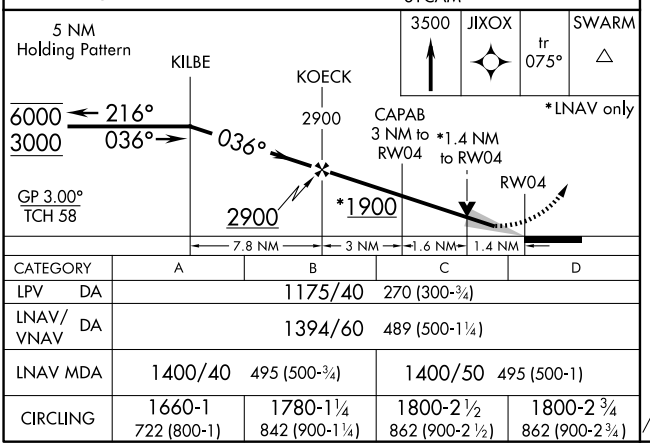
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. For inop ALS, increase LNAV Cat A and B visibility to RVR 5000. Circling Rwy 17 NA at night.

MALSR

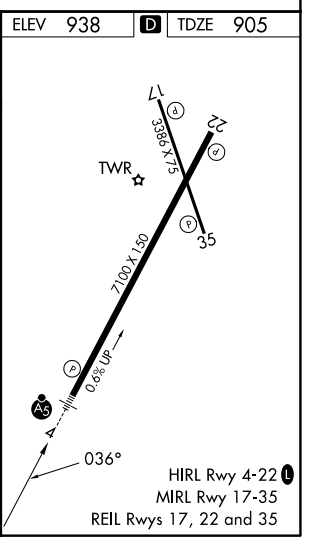
MISSED APPROACH: Climb to 3500 direct JIXOX and track 075° to SWARM and hold.

ATIS	ROANOKE APP CON	LYNCHBURG TOWER ★	GND CON	UNICOM
119.8	135.0 254.325	127.65 (CTAF) L 257.8	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	1175/40	270 (300-¾)		
LNAV/VNAV DA	1394/60	489 (500-1¼)		
LNAV MDA	1400/40	495 (500-¾)	1400/50	495 (500-1)
CIRCLING	1660-1 722 (800-1)	1780-1¼ 842 (900-1¼)	1800-2½ 862 (900-2½)	1800-2¾ 862 (900-2¾)



NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 17

LYNCHBURG RGNL/PRESTON GLENN FLD (LYH)

WAAS	APP CRS	Rwy Ldg	3386
CH 48934	169°	TDZE	933
W17A		Apt Elev	938

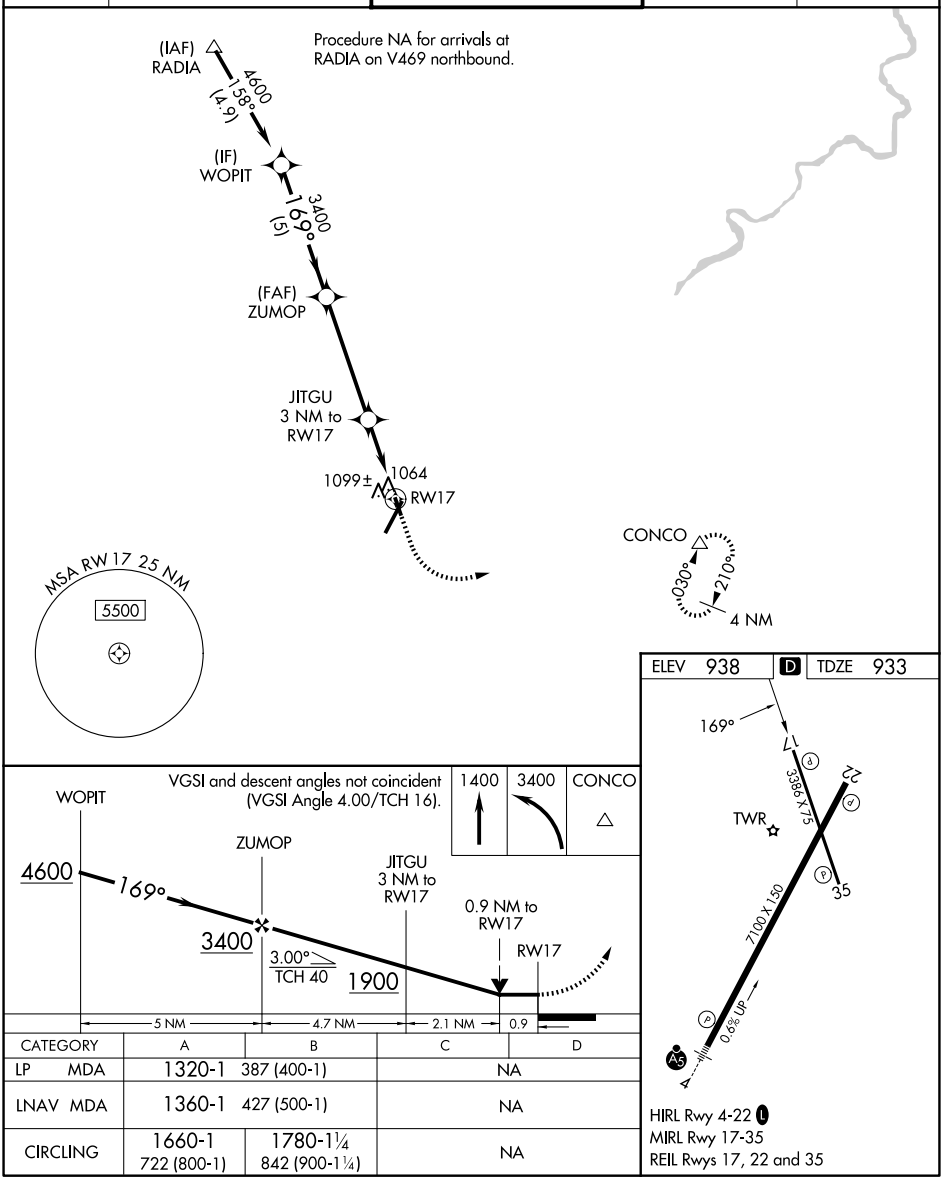
RNP APCH.

Procedure NA at night.

Rwy 17 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 1400 then climbing left turn to 3400 direct CONCO and hold.

ATIS	ROANOKE APP CON	LYNCHBURG TOWER ★	GND CON	UNICOM
119.8	135.0 254.325	127.65 (CTAF) L 257.8	121.9	122.95



CATEGORY	A	B	C	D
LP MDA	1320-1 387 (400-1)		NA	
LNAV MDA	1360-1 427 (500-1)		NA	
CIRCLING	1660-1 722 (800-1)	1780-1¼ 842 (900-1¼)	NA	

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 22

LYNCHBURG RGNL/PRESTON GLENN FLD (LYH)

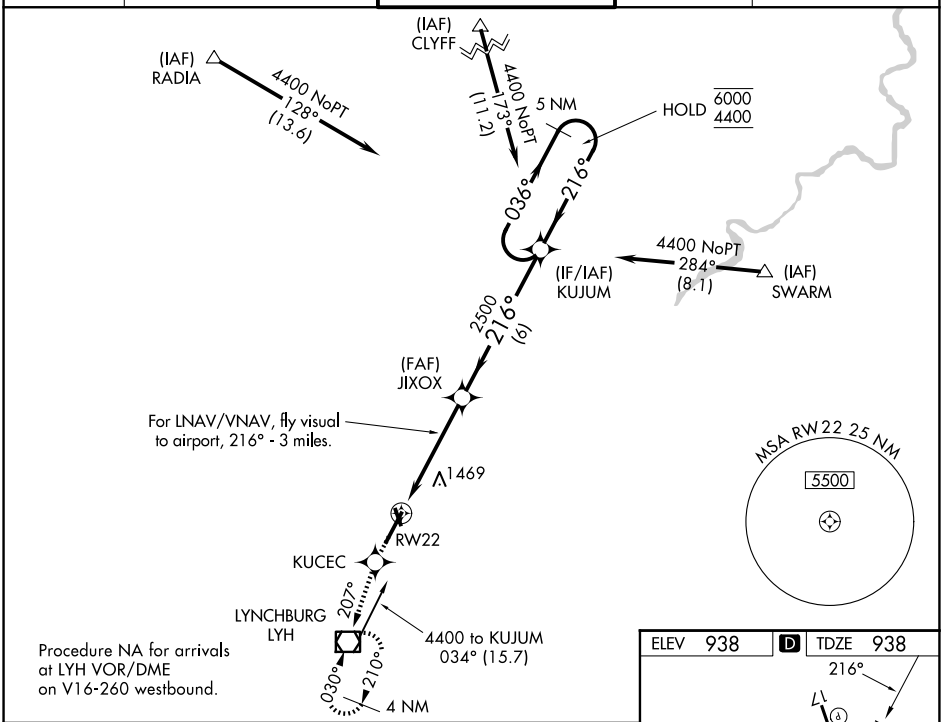
WAAS	APP CRS	Rwy Ldg	7100
CH 97705	216°	TDZE	938
W22A		Apt Elev	938

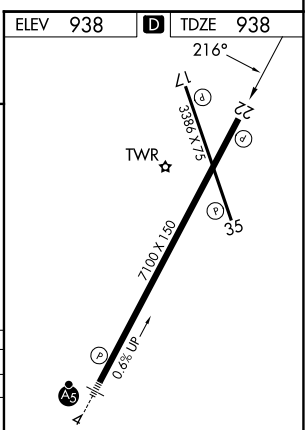
RNP APCH.

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. Rwy 22 helicopter visibility reduction below ¾ SM NA. Circling Rwy 17 NA at night.

MISSED APPROACH: Climb to 3000 direct KUCEC and track 207° to LYH VOR/DME and hold, continue climb-in hold to 3000.

ATIS	ROANOKE APP CON	LYNCHBURG TOWER ★	GND CON	UNICOM
119.8	135.0 254.325	127.65 (CTAF) L 257.8	121.9	122.95

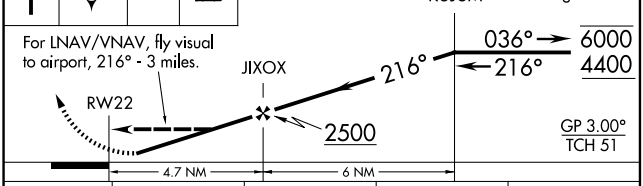




HIRL Rwy 4-22 L
MIRL Rwy 17-35
REIL Rwys 17, 22 and 35

3000	KUCEC	tr 207°	LYH

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45).



CATEGORY	A	B	C	D
LPV DA	1250-1 312 (400-1)			
LNAV/VNAV DA	1939-2 1001 (1100-2)		1939-3 1001 (1100-3)	
LNAV MDA	1720-1 782 (800-1)	1720-1 ¼ 782 (800-1 ¼)	1720-2 ¼ 782 (800-2 ¼)	1720-2 ½ 782 (800-2 ½)
CIRCLING	1720-1 782 (800-1)	1780-1 ¼ 842 (900-1 ¼)	1800-2 ½ 862 (900-2 ½)	1800-2 ¾ 862 (900-2 ¾)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 35

LYNCHBURG RGNL/PRESTON GLENN FLD (LYH)

WAAS	APP CRS	Rwy Ldg	3386
CH 93634	349°	TDZE	933
W35A		Apt Elev	938

RNP APCH.

Circling Rwy 17 NA at night.

Rwy 35 helicopter visibility reduction below ¾ SM NA.

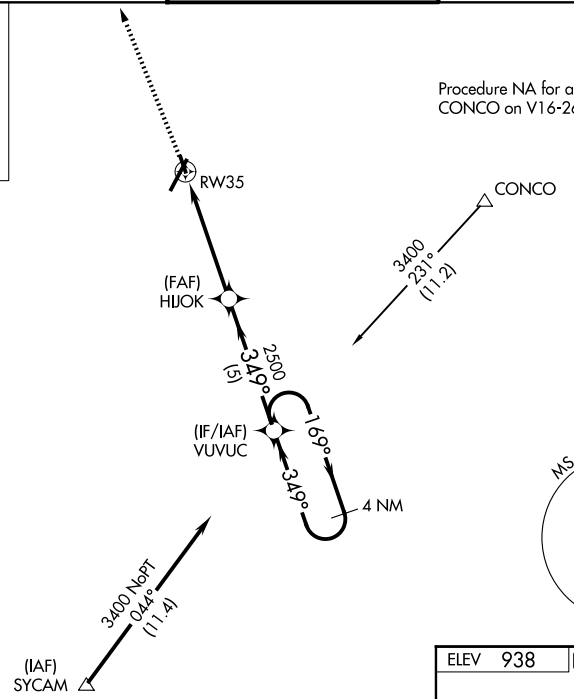
MISSED APPROACH: Climb to 4900 direct RADIA and hold.

ATIS	ROANOKE APP CON	LYNCHBURG TOWER ★	GND CON	UNICOM
119.8	135.0 254.325	127.65 (CTAF) L 257.8	121.9	122.95

MISSED APCH FIX

RADIA 166° 346° 5 NM

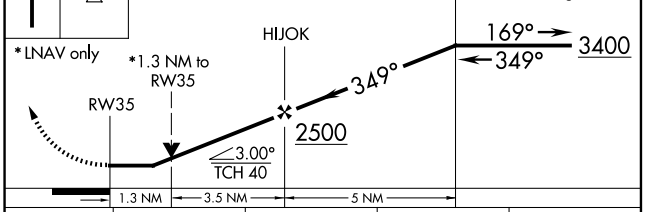
Procedure NA for arrivals at CONCO on V16-260 eastbound.



Procedure NA for arrivals at SYCAM on V469 southbound.

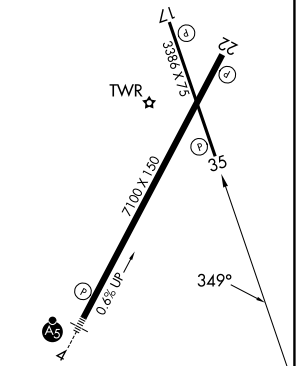
4900 RADIA

VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 17).



CATEGORY	A	B	C	D
LP MDA	1480-1 547 (600-1)		NA	
LNAV MDA	1500-1 567 (600-1)		NA	
CIRCLING	1660-1 722 (800-1)	1780-1¼ 842 (900-1¼)	NA	

ELEV 938 D TDZE 933



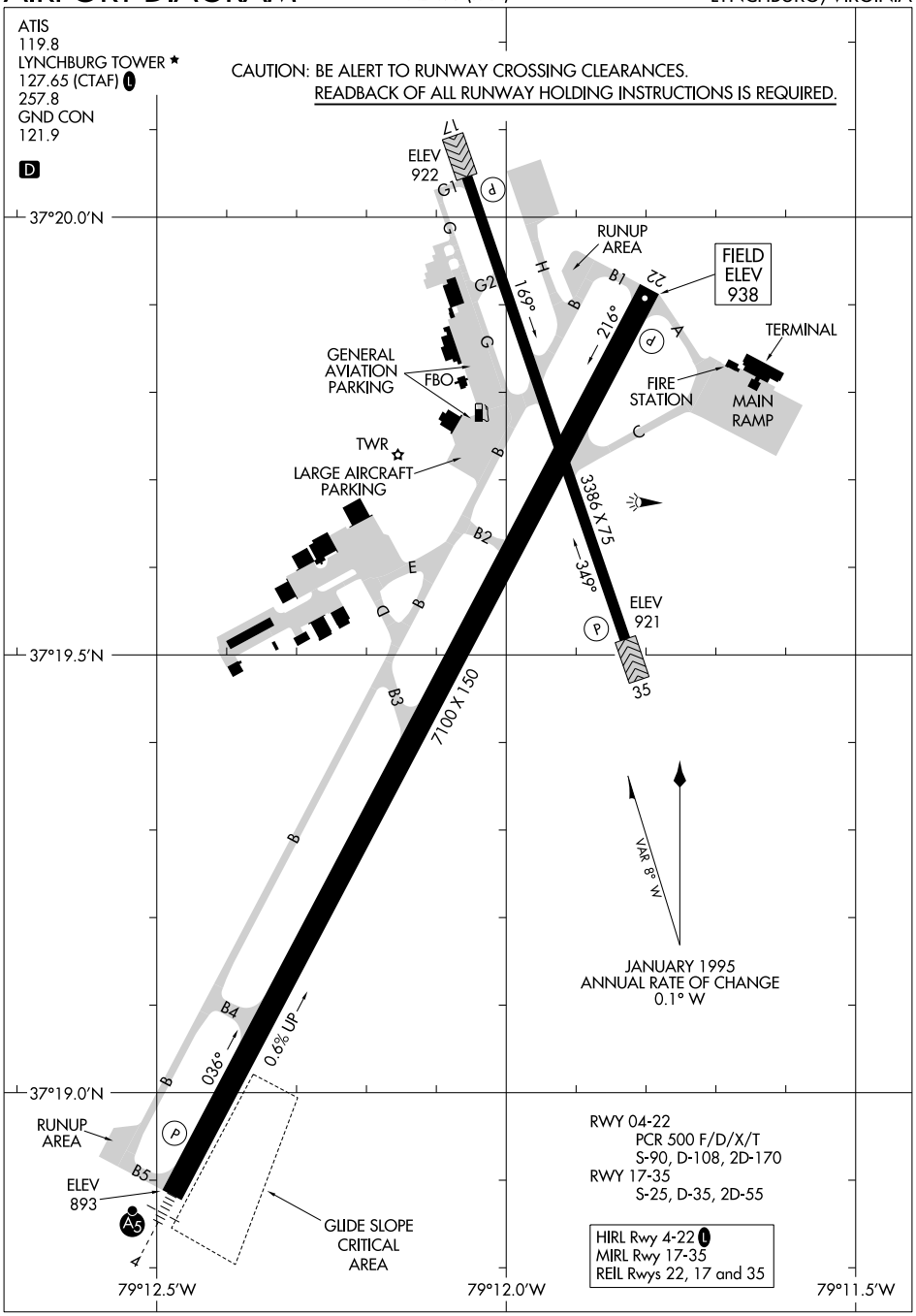
HIRL Rwy 4-22 L

MIRL Rwy 17-35

REIL Rwys 17, 22 and 35

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026



NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

(HURTT5.HURTT) 24305 AL-499 (FAA)

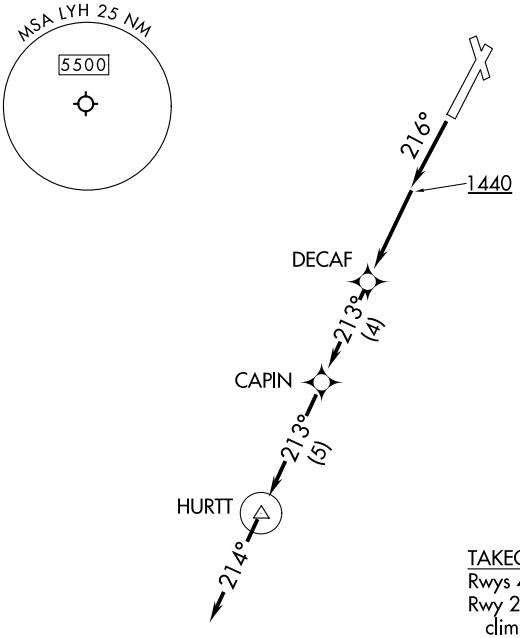
HURTT FIVE DEPARTURE (RNAV)

LYNCHBURG RGNL/PRESTON GLENN FLD (LYH)
LYNCHBURG, VA

ROANOKE DEP CON
135.0 254.325
ATIS 119.8
GND CON
121.9
LYNCHBURG TOWER ★
127.65 (CTAF) 257.8

RNAV 1 - DME/DME/IRU or GPS required.
RADAR required.
RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE: 4000



TAKEOFF MINIMUMS:
Rwys 4, 17, 35: NA-ATC.
Rwy 22: Standard with minimum climb of 500′ per NM to 1440.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

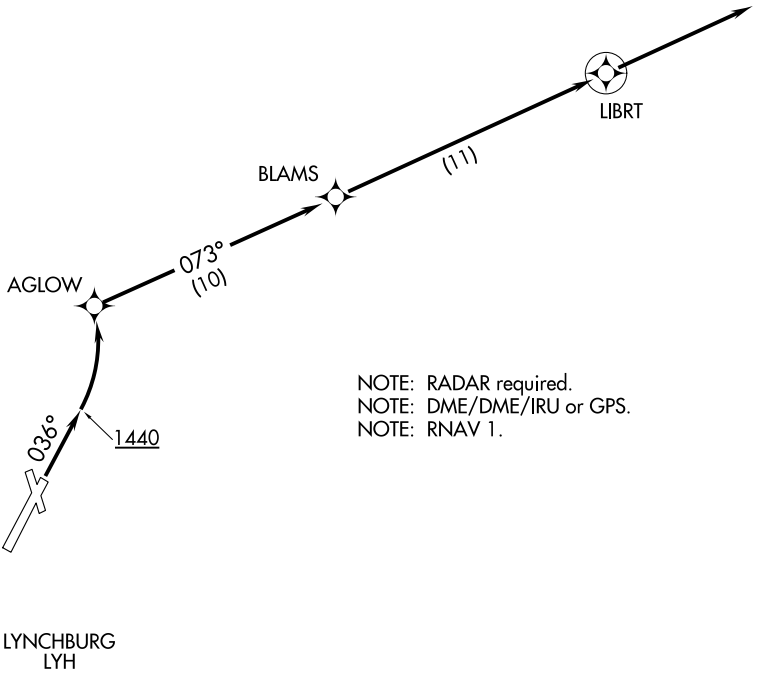
TAKEOFF RUNWAY 22: Climb on heading 216° to 1440, then direct DECAF, then on depicted route to HURTT, then on heading 214° for RADAR vectors. Maintain 4000, expect filed altitude within 10 minutes after departure.

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

ATIS 119.8
GND CON
121.9
LYNCHBURG TOWER ★
127.65 (CTAF) 257.8
ROANOKE DEP CON
135.0 254.325

TAKEOFF MINIMUMS:
Rwys 17, 22, 35: NA-ATC.
Rwy 4: Standard with minimum climb of 500′ per NM to 4000.

TOP ALTITUDE: 4000



NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS.
NOTE: RNAV 1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb heading 036° to 1440, then left turn direct AGLOW, then on depicted route to LIBRT, then on heading 073°, expect vectors on course. Maintain 4000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

MARION/WYTHEVILLE, VIRGINIA

AL-6416 (FAA)

26022

RNAV (GPS) RWY 26

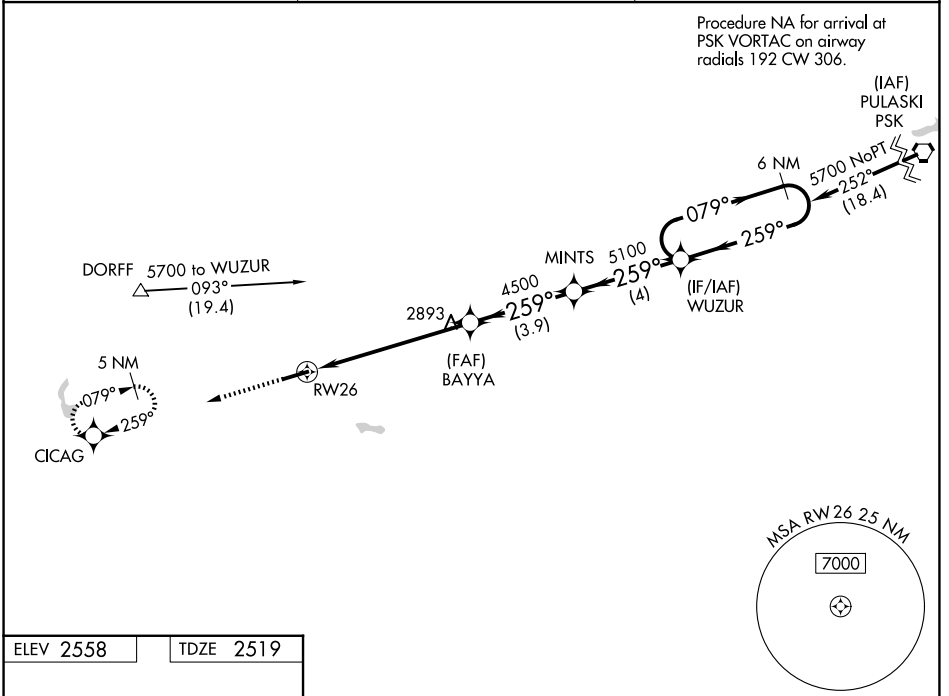
MOUNTAIN EMPIRE (MKJ)

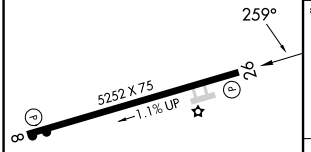
WAAS	APP CRS	Rwy Ldg	5252
CH 72802	259°	TDZE	2519
W26A		Apt Elev	2558

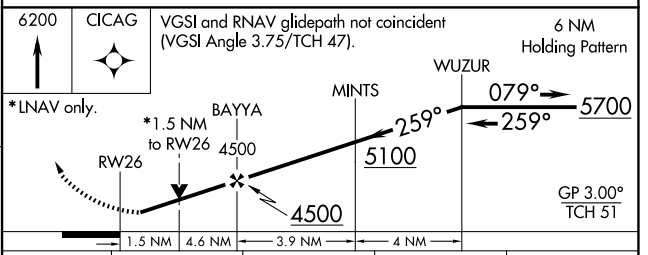
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). Circling NA north of Rwy 8-26. Rwy 26 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6200 direct CICAG and hold, continue climb-in-hold to 6200.

AWOS-3	ATLANTA CENTER	UNICOM
123.875	127.85 269.3	122.7 (CTAF) L







ELEV 2558 | TDZE 2519

CATEGORY	A	B	C	D
LPV DA	3096-2 577 (600-2)			NA
LNAV/VNAV DA	3159-2½ 640 (700-2½)			NA
LNAV MDA	3140-1 621 (600-1)		3140-1¾ 621 (600-1¾)	NA
CIRCLING	3260-1 702 (800-1)		4440-3 1882 (1900-3)	NA

REIL Rwys 8 and 26
MIRL Rwy 8-26 L

MARION/WYTHEVILLE, VIRGINIA

Amdt 1 22JUN17

36°54'N-81°21'W

MOUNTAIN EMPIRE (MKJ)
RNAV (GPS) RWY 26

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-MKJ	APP CRS	Rwy Ldg	5252
110.5	259°	TDZE	2519
Chan 42		Apt Elev	2558

LOC RWY 26
MOUNTAIN EMPIRE (MKJ)

Circling NA north of Rwy 8-26.
Helicopter visibility reduction below ¾ SM NA.
DME required.

NA

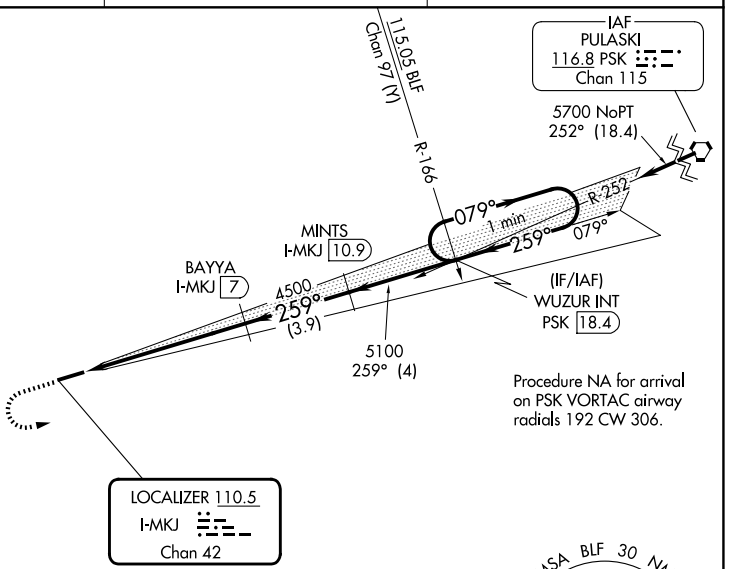
MISSED APPROACH: Climb to 4600 then climbing left turn to 6000 on heading 070° and PSK VORTAC R-252 to WUZUR INT and hold.

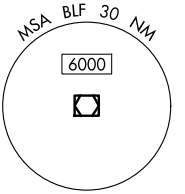
AWOS-3	ATLANTA CENTER	UNICOM
123.875	127.85 269.3	122.7 (CTAF) L

ALTERNATE MISSED APCH FIX

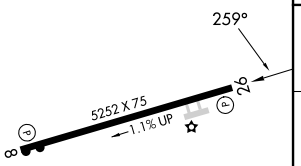
064° 244° R-064

BLUEFIELD
BLF
115.05
Chan 97 (Y)



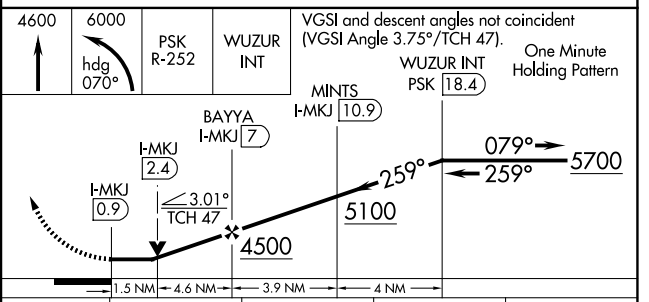


ELEV 2558	TDZE 2519



REIL Rwys 8 and 26
MIRL Rwy 8-26 L

FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02



CATEGORY	A	B	C	D
S-26	3160-1	641 (700-1)	3160-1⅞ 641 (700-1⅞)	NA
CIRCLING	3260-1	702 (800-1)	4440-3 1882 (1900-3)	NA

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

MARTINSVILLE, VIRGINIA | AL-5648 (FAA) | 26134

WAAS CH 53348 W13A	APP CRS 125°	Rwy Ldg 6077	TDZE 948	Apt Elev 948

RNAV (GPS) RWY 13

BLUE RIDGE (MTV)

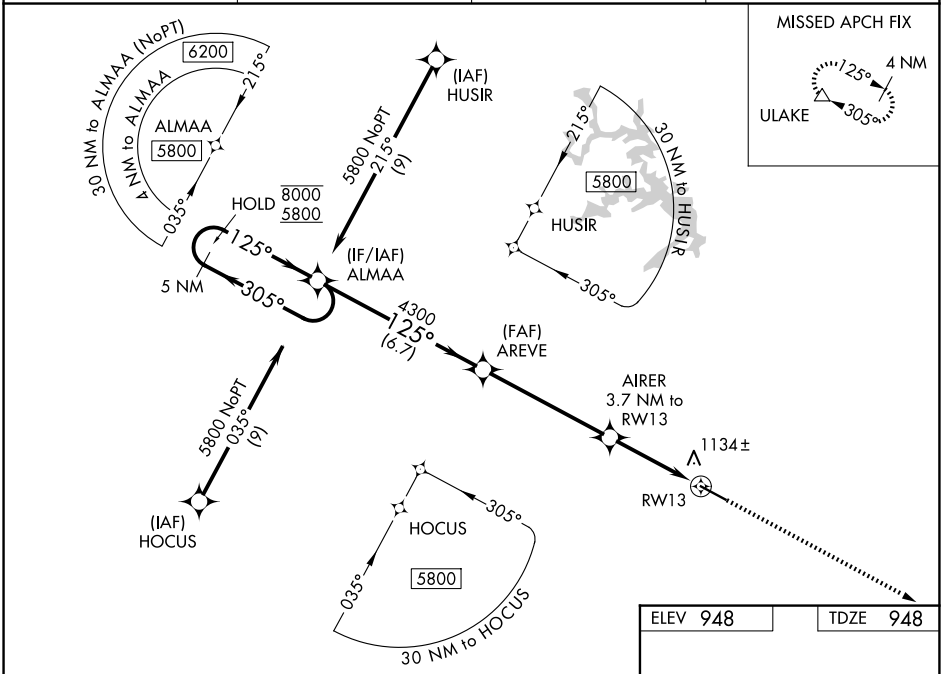
RNP APCH - GPS.

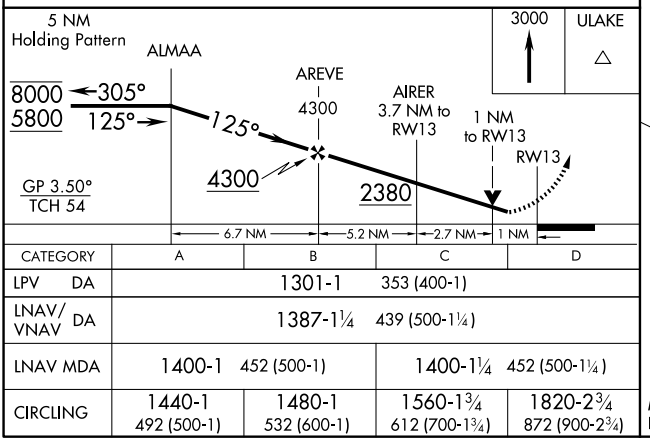
Rwy 13 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 45°C.

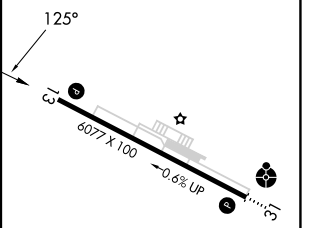
-16°C

MISSED APPROACH: Climb to 3000 direct ULAKE and hold.

AWOS-3	GREENSBORO APP CON	CLNC DEL	UNICOM
118.45	124.35 269.225	124.85	122.7 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1301-1 353 (400-1)			
LNAV/VNAV DA	1387-1¼ 439 (500-1¼)			
LNAV MDA	1400-1 452 (500-1)		1400-1¼ 452 (500-1¼)	
CIRCLING	1440-1 492 (500-1)	1480-1 532 (600-1)	1560-1¾ 612 (700-1¾)	1820-2¾ 872 (900-2¾)

MIRL Rwy 13-31
REIL Rwys 13 and 31

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 31
BLUE RIDGE (MTV)

WAAS	APP CRS	Rwy Ldg	6077
CH 65802	305°	TDZE	925
W31A		Apt Elev	941

RNP APCH - GPS.

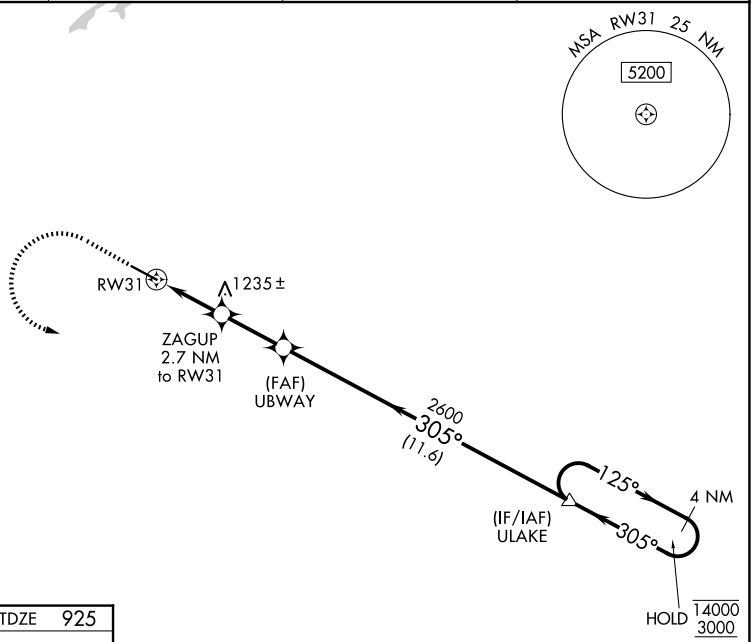
T A -16°C

Rwy 31 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to LPV and LNAV/VNAV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

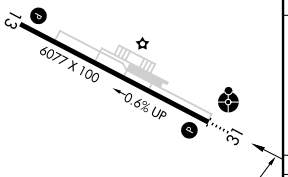
ODALS

MISSED APPROACH: Climb to 1800, then climbing left turn to 3000 direct ULAKE and hold.

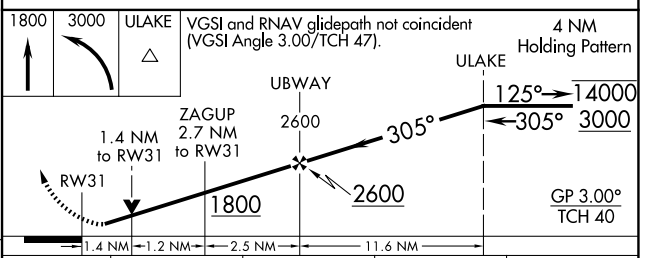
AWOS-3	GREENSBORO APP CON	CLNC DEL	UNICOM
118.45	124.35 269.225	124.85	122.7 (CTAF) L



ELEV 941 TDZE 925



MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L



CATEGORY	A	B	C	D
LPV DA	1175-¾ 250 (300-¾)			
LNAV/VNAV DA	1432-1⅜ 507 (500-1⅜)			
LNAV MDA	1420-¾ 495 (500-¾)		1420-1¼ 495 (500-1¼)	
CIRCLING	1420-1 479 (500-1)	1440-1 499 (500-1)	1540-1½ 599 (600-1½)	1800-2¾ 859 (900-2¾)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

MARTINSVILLE, VIRGINIA | AL-5648 (FAA) | 26134

LOC RWY 31

BLUE RIDGE (MTV)

LOC/DME I-UVM	APP CRS	Rwy Ldg	6077
111.3	305°	TDZE	925
Chan 50		Apt Elev	941

ADF or DME required for procedure entry. ADF required.

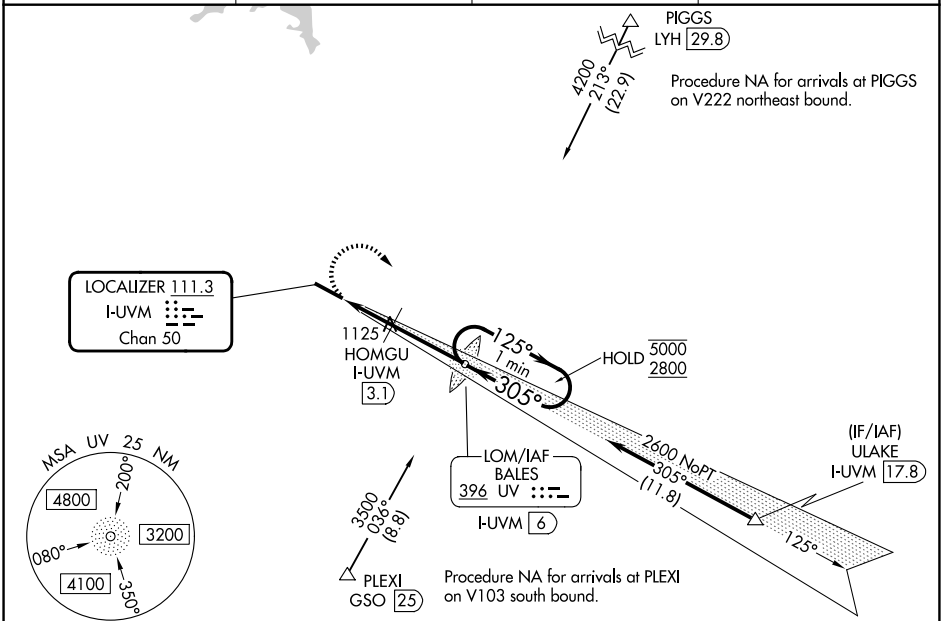
T A -16°C

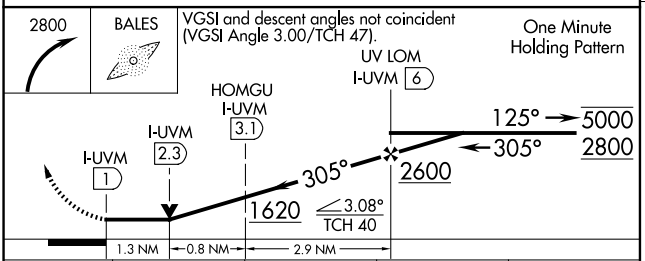
Rwy 31 helicopter visibility reduction below ¾ SM NA. For inop ALS while using HOMGU fix minimums, increase Cat C/D visibility to 1⅜ SM.

ODALS

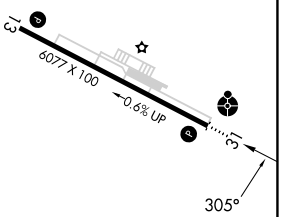
MISSED APPROACH: Climbing right turn to 2800 direct BALES LOM/I-UVM 6 DME and hold, continue climb in hold to 2800.

AWOS-3	GREENSBORO APP CON	CLNC DEL	UNICOM
118.45	124.35 269.225	124.85	122.7 (CTAF) L





ELEV 941 | TDZE 925



CATEGORY	A	B	C	D
S-31	1620-¾	695 (700-¾)	1620-1⅞	695 (700-1⅞)
CIRCLING	1620-1	679 (700-1)	1620-2 679 (700-2)	1800-2¾ 859 (900-2¾)
HOMGU FIX MINIMUMS				
S-31	1380-¾	455 (500-¾)	1380-1⅛	455 (500-1⅛)
CIRCLING	1420-1 479 (500-1)	1440-1 499 (500-1)	1540-1½ 599 (600-1½)	1800-2¾ 859 (900-2¾)

MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L

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, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 3
ACCOMACK COUNTY (MFV)

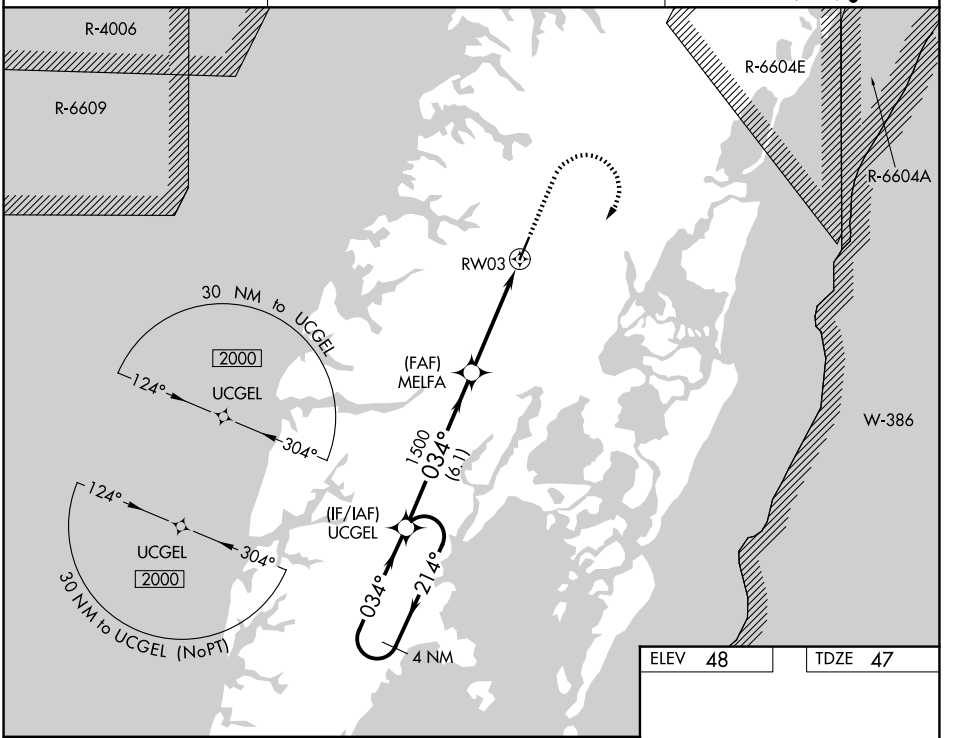
WAAS	APP CRS	Rwy Ldg	5000
CH 42905	034°	TDZE	47
W03A		Apt Elev	48

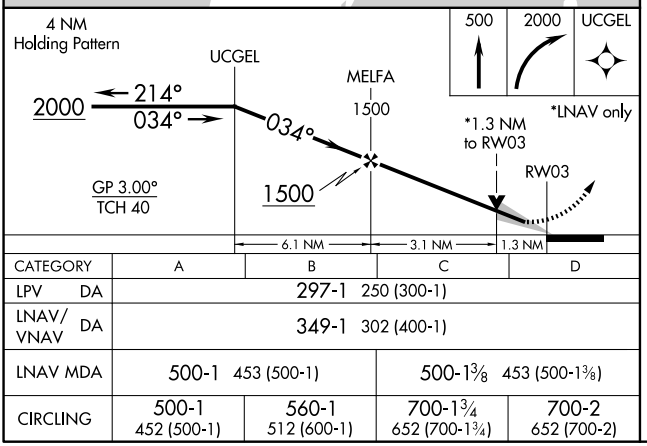
RNP APCH-GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 3 helicopter visibility reduction below ¾ SM NA.

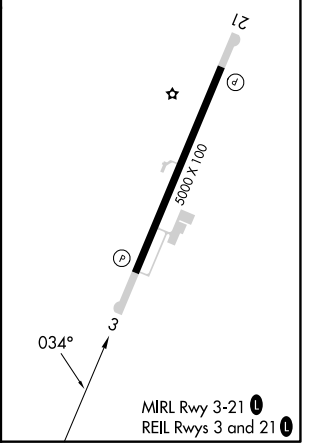
MISSED APPROACH: Climb to 500 then climbing right turn to 2000 direct UCGEL and hold.

AWOS-3	PATUXENT APP CON★	UNICOM
118.175	127.95 314.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	297-1 250 (300-1)			
LNAV/VNAV DA	349-1 302 (400-1)			
LNAV MDA	500-1 453 (500-1)		500-1⅜ 453 (500-1⅜)	
CIRCLING	500-1 452 (500-1)	560-1 512 (600-1)	700-1¾ 652 (700-1¾)	700-2 652 (700-2)



NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 21
ACCOMACK COUNTY (MFV)

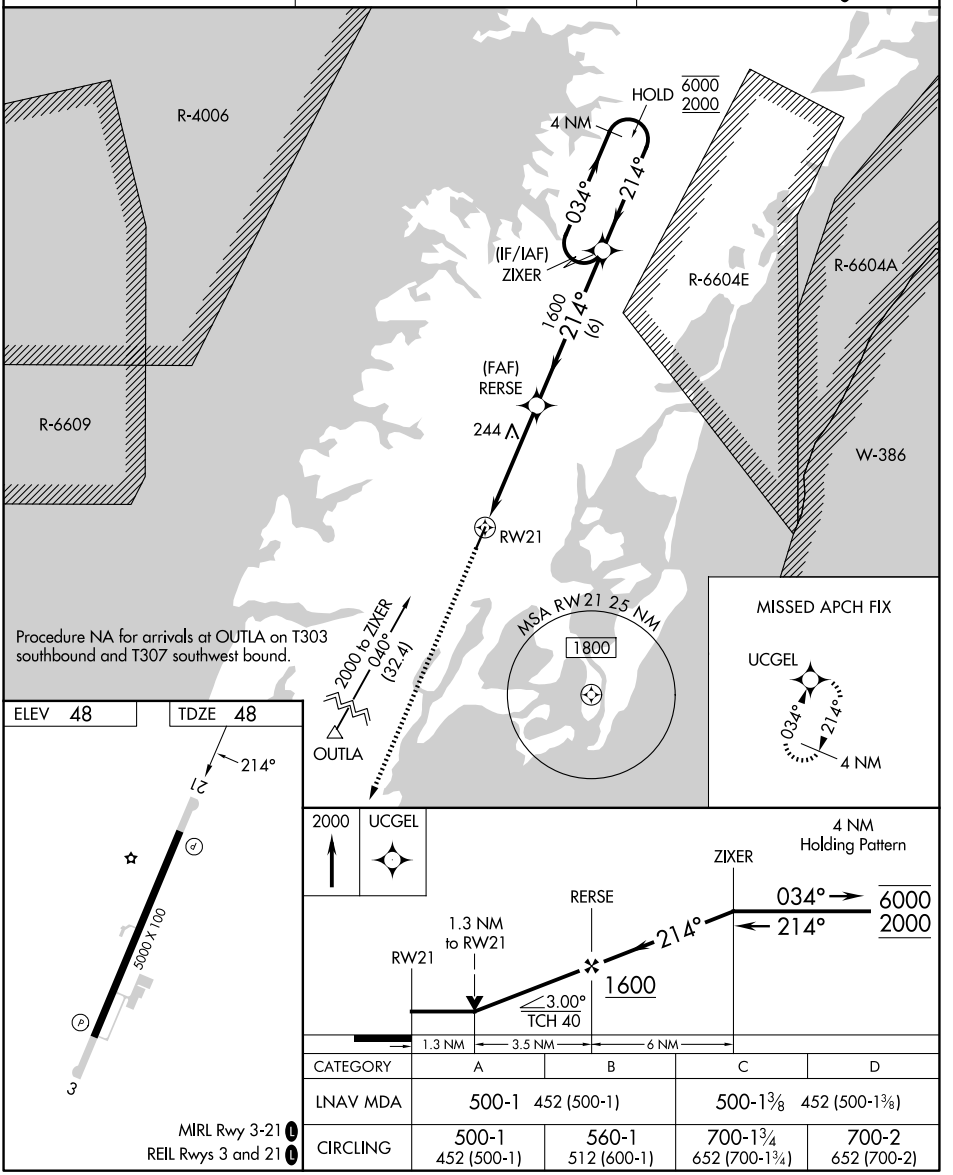
APP CRS	Rwy Ldg	5000
214°	TDZE	48
	Apt Elev	48

RNP APCH - GPS.

Rwy 21 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct UCGEL and hold.

AWOS-3	PATUXENT APP CON ★	UNICOM
118.175	127.95 314.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	500-1 452 (500-1)		500-1⅜ 452 (500-1⅜)	
CIRCLING	500-1 452 (500-1)	560-1 512 (600-1)	700-1¾ 652 (700-1¾)	700-2 652 (700-2)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

LOC RWY 3

ACCOMACK COUNTY (MFV)

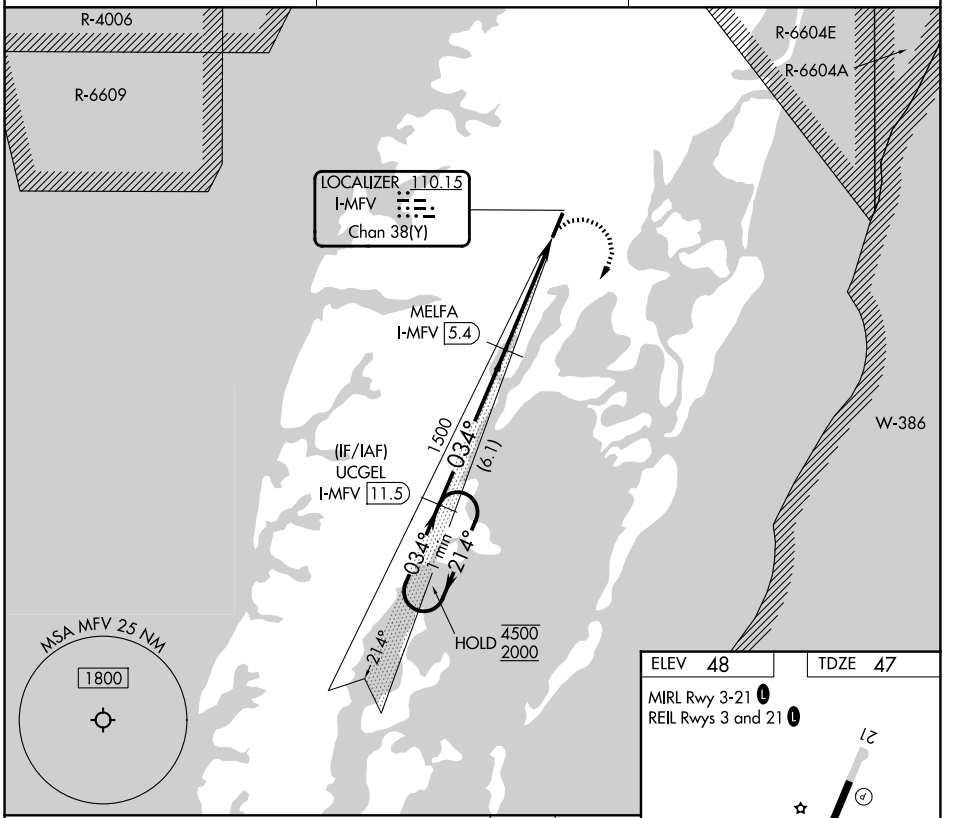
LOC/DME I-MFV	APP CRS	Rwy Ldg	5000
110.15	034°	TDZE	47
Chan 38 (Y)		Apt Elev	48

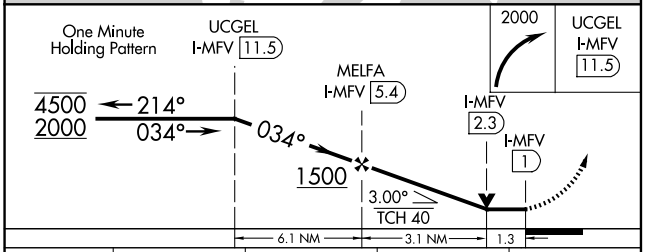
RNP APCH - GPS.

T A Rwy 3 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing right turn to 2000 direct UCGEL and hold.

AWOS-3	PATUXENT APP CON ★	UNICOM
118.175	127.95 314.0	122.8 (CTAF) L



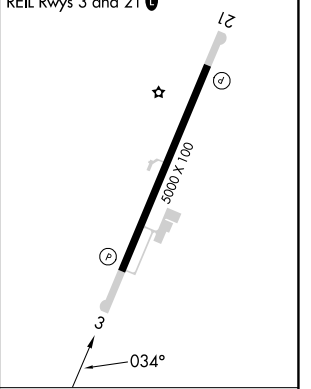


CATEGORY	A	B	C	D
S-3	500-1 453 (500-1)		500-1⅜ 453 (500-1⅜)	
CIRCLING	500-1 452 (500-1)	560-1 512 (600-1)	700-1¾ 652 (700-1¾)	700-2 652 (700-2)

ELEV 48 TDZE 47

MIRL Rwy 3-21 L

REIL Rwys 3 and 21 L



FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

MIDDLETOWN, DELAWARE | AL-5392 (FAA) | 26246

RNAV (GPS) RWY 17

SUMMIT (EVY)

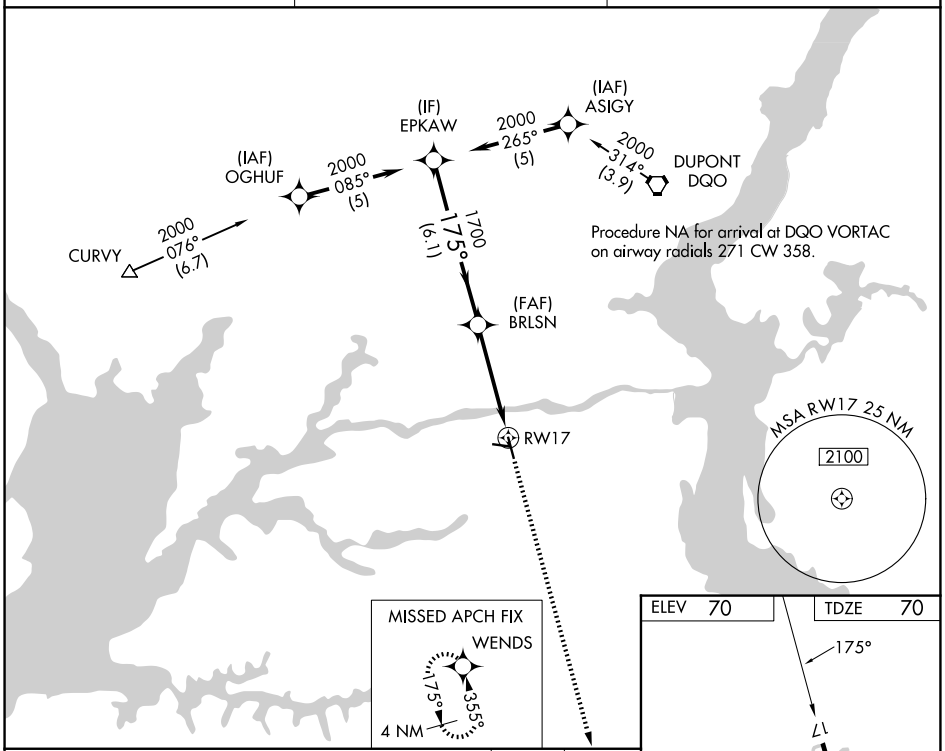
WAAS	APP CRS	Rwy Ldg	4488
CH 49002	175°	TDZE	70
W17A		Apt Elev	70

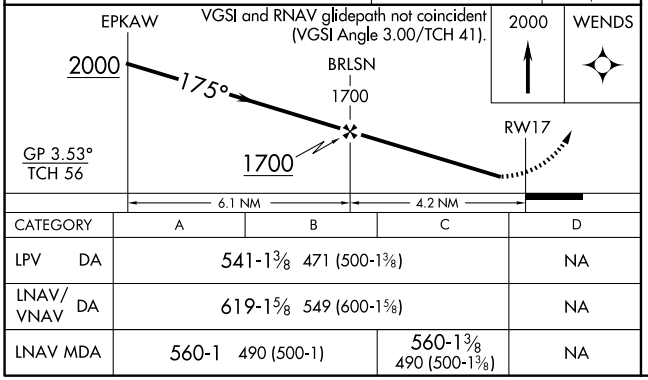
RNP APCH - GPS.

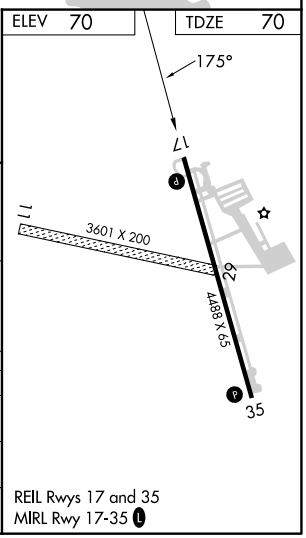
Procedure NA at night. Rwy 17 helicopter visibility reduction below 1 SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2000 direct WENDS and hold.

AWOS-3	PHILADELPHIA APP CON	UNICOM
132.325	118.35 323.1	122.725 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	541-1⅜ 471 (500-1⅜)			NA
LNAV/VNAV DA	619-1⅝ 549 (600-1⅝)			NA
LNAV MDA	560-1 490 (500-1)		560-1⅜ 490 (500-1⅜)	NA

MIDDLETOWN, DELAWARE
Amdt 2D 03NOV22

39°31'N-75°43'W

SUMMIT (EVY)

RNAV (GPS) RWY 17

NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Y RWY 35

SUMMIT (EVY)

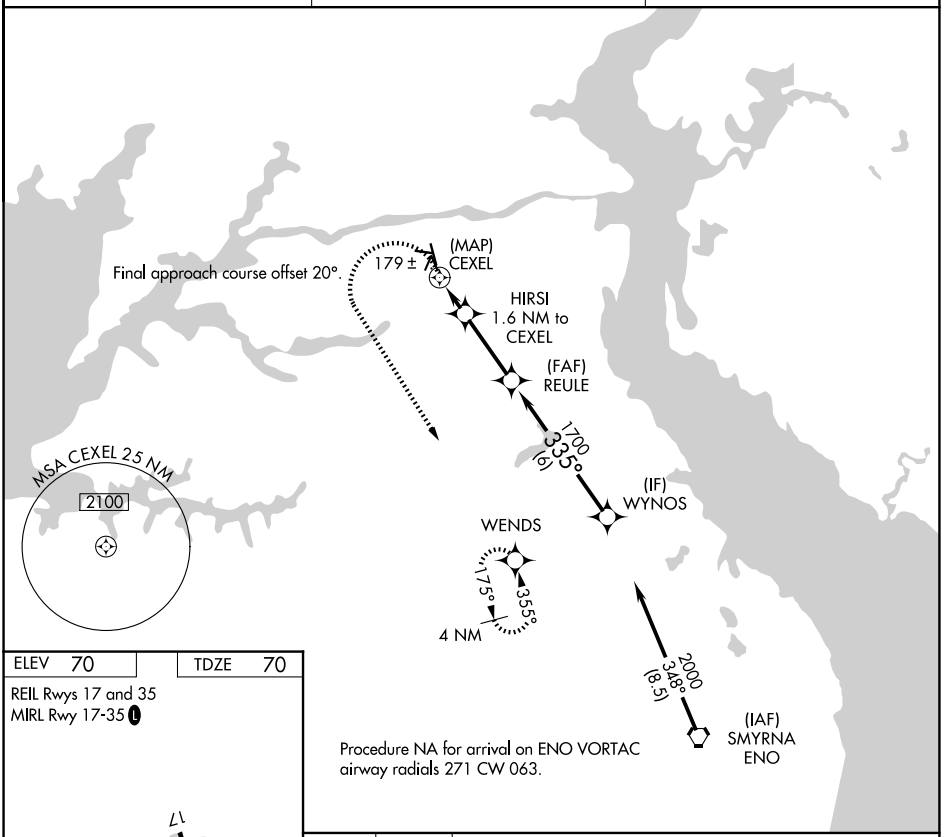
APP CRS	Rwy Ldg	4488
335°	TDZE	70
	Apt Elev	70

RNP APCH - GPS.

Rwy 35 helicopter visibility reduction below ¾ SM NA.

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

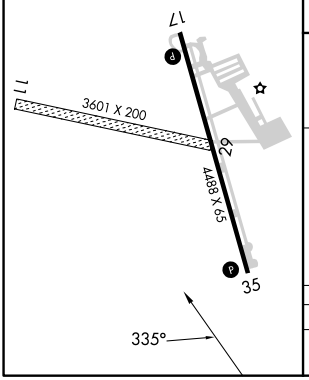
AWOS-3	PHILADELPHIA APP CON	UNICOM
132.325	118.35 323.1	122.725 (CTAF) L

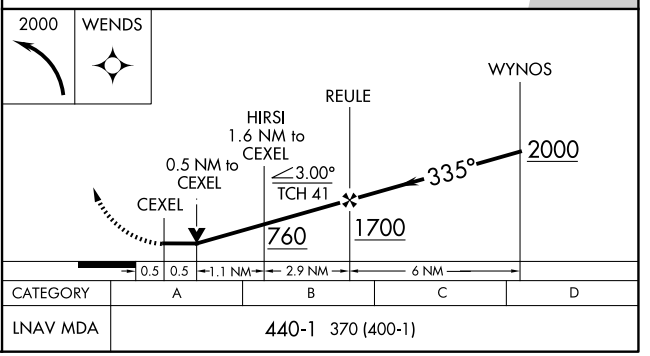


ELEV 70 TDZE 70

REIL Rwys 17 and 35

MIRL Rwy 17-35 L





CATEGORY	A	B	C	D
LNAV MDA	440-1 370 (400-1)			

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

MIDDLETOWN, DELAWARE | AL-5392 (FAA) | 26246

RNAV (GPS) Z RWY 35

SUMMIT (EVY)

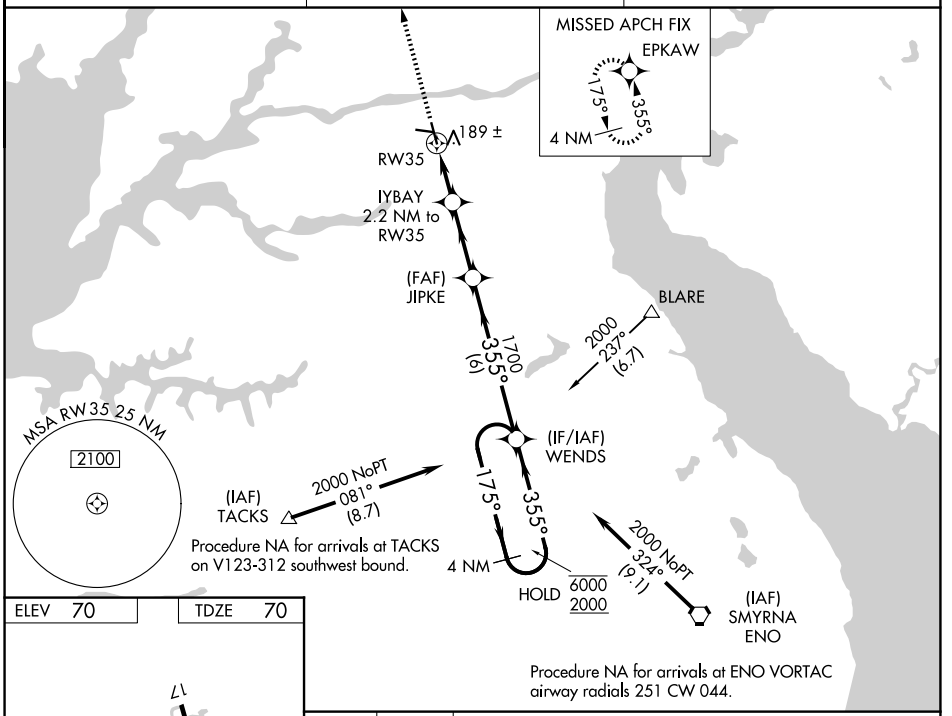
WAAS	APP CRS	Rwy Ldg	4488
CH 40302	355°	TDZE	70
W35A		Apt Elev	70

RNP APCH - GPS.

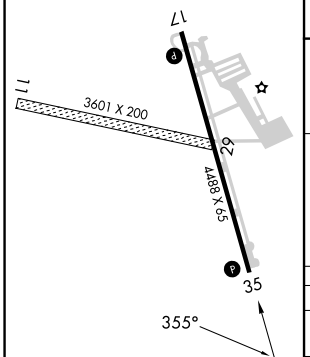
Rwy 35 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2000 direct EPKAW and hold.

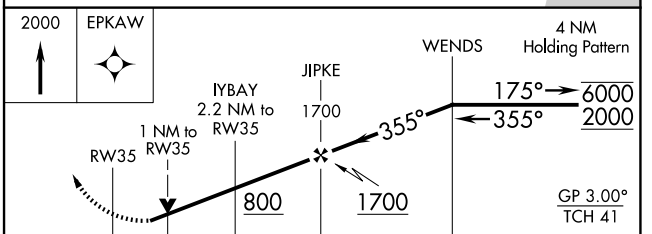
AWOS-3	PHILADELPHIA APP CON	UNICOM
132.325	118.35 323.1	122.725 (CTAF) L



ELEV 70 | TDZE 70



REIL Rwys 17 and 35
MIRL Rwy 17-35 L



CATEGORY	A	B	C	D
LPV DA	320-¾	250 (300-¾)		
LNAV/VNAV DA	385-⅞	315 (400-⅞)		
LNAV MDA	440-1	370 (400-1)		

MIDDLETOWN, DELAWARE
Amdt 2 09SEP21

39°31'N-75°43'W

SUMMIT (EVY)

RNAV (GPS) Z RWY 35

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 23

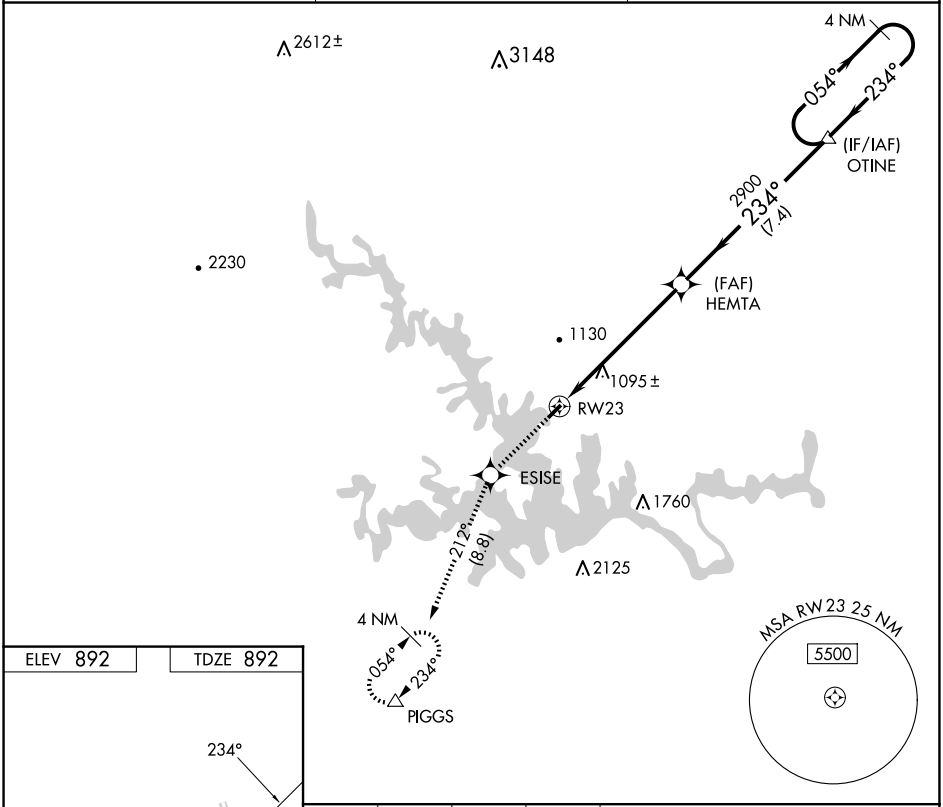
SMITH MOUNTAIN LAKE (W91)

APP CRS	Rwy Idg	3058
234°	TDZE	892
	Apt Elev	892

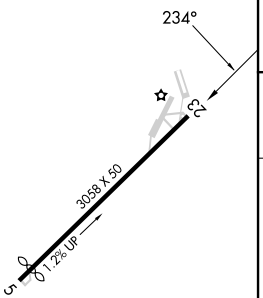
DME/DME RNP-0.3 NA. Use Lynchburg altimeter setting; when not received, use Roanoke altimeter setting and increase all MDA 40 feet. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4000 direct ESISE and on track 212° to PIGGS and hold.

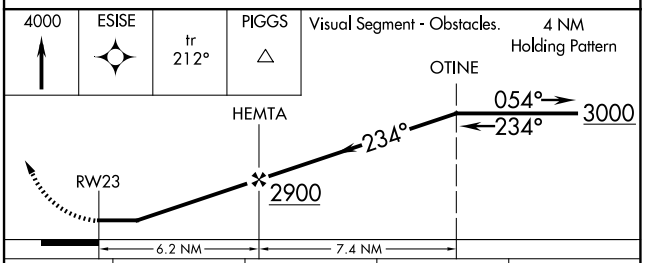
LYH ASOS	ROANOKE APP CON	UNICOM
119.8	135.0 254.325	122.975 (CTAF)



ELEV 892 TDZE 892



MIRL Rwy 5-23 (L)



CATEGORY	A	B	C	D
LNAV MDA	1900-3 1008 (1100-3)		NA	
CIRCLING	1900-3 1008 (1100-3)		NA	

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

NEW MARKET, VIRGINIA | AL-10650 (FAA) | 25219

RNAV (GPS)-A

NEW MARKET (8W2)

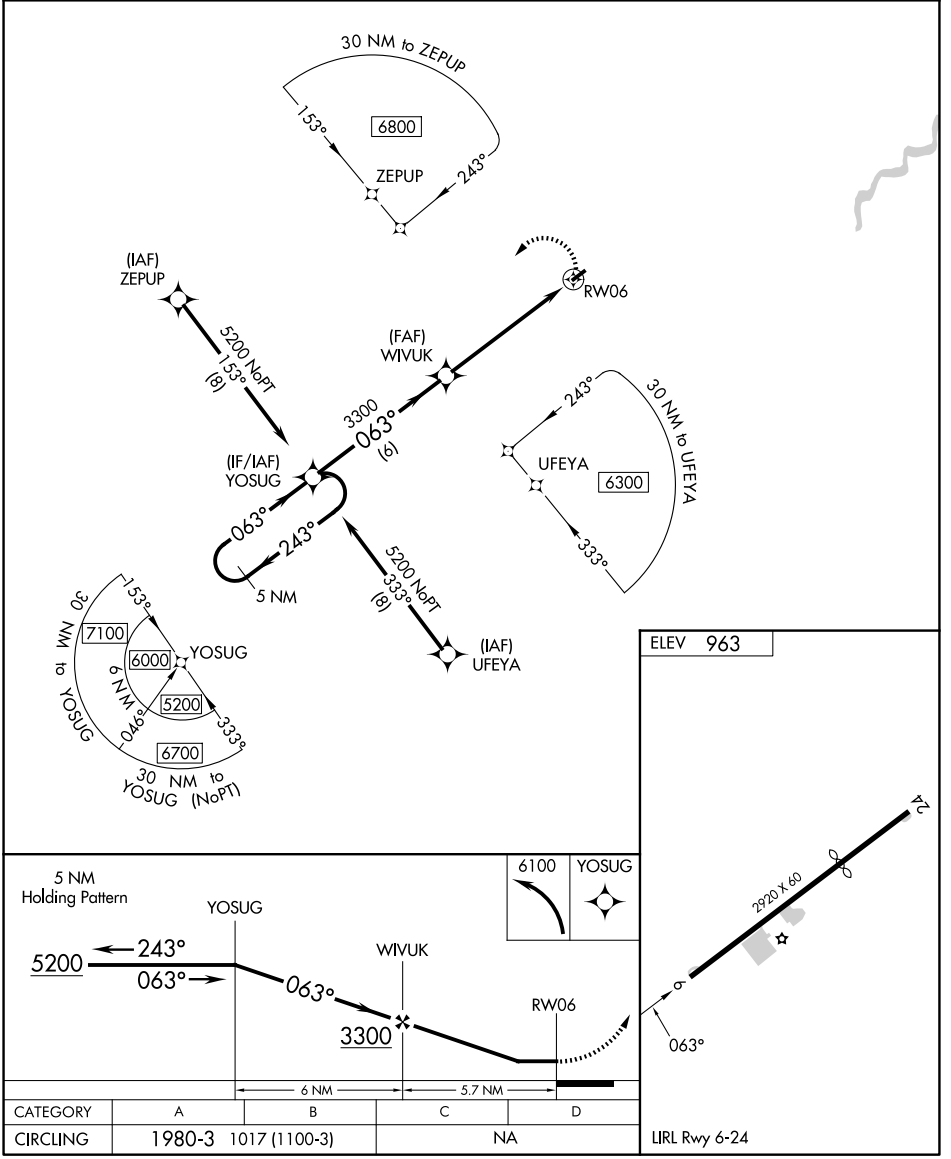
APP CRS	Rwy Ldg	NA
063°	TDZE	NA
	Apt Elev	963

T
A

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, Use Staunton/Waynesboro/Harrisonburg altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climbing left turn to 6100 direct YOSUG and hold, continue climb-in-hold to 6100.

AWOS-3	WASHINGTON CENTER	UNICOM
118.175	133.2 282.2	122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1980-3	1017 (1100-3)	NA	

LIRL Rwy 6-24

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	NA
213°	TDZE	NA
	Apt Elev	963

RNAV (GPS)-B

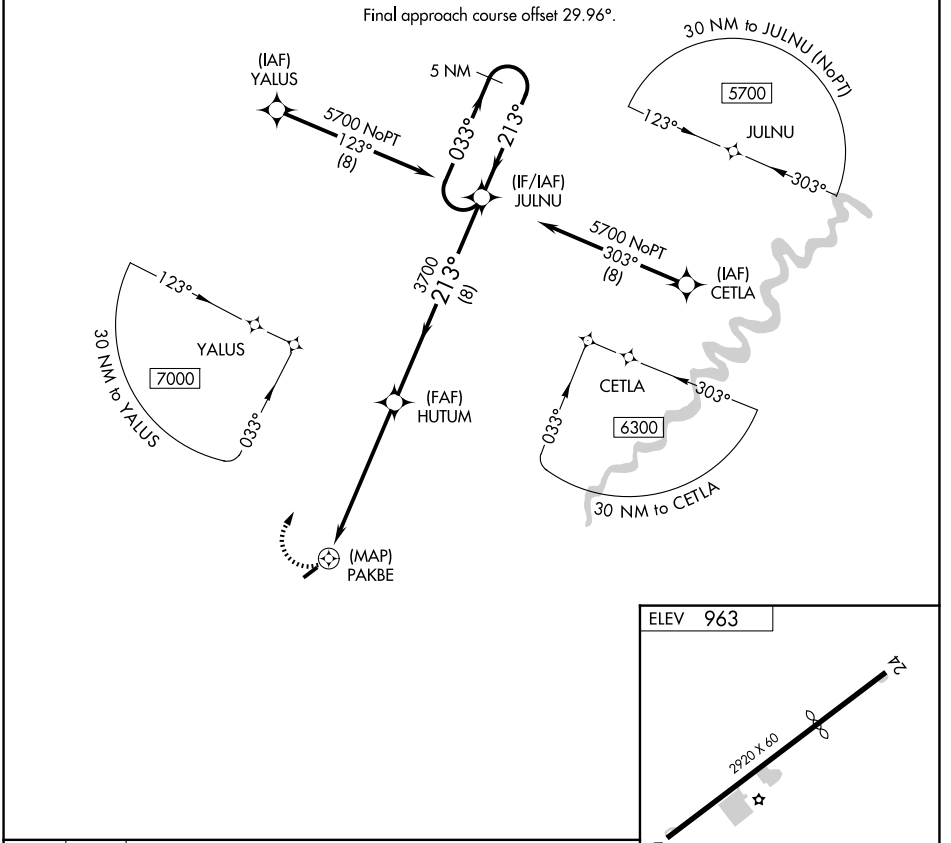
NEW MARKET (8W2)

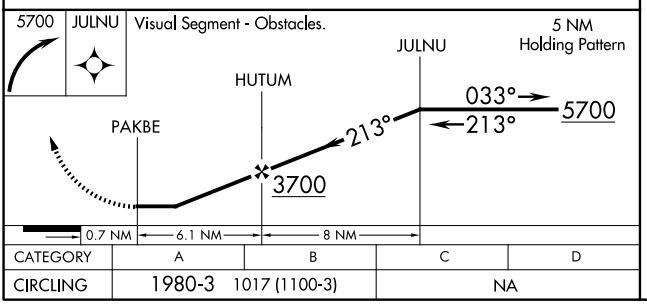
RNP APCH.

Procedure NA at night. When local altimeter setting not received, use Staunton/Waynesboro/Harrisonburg altimeter setting and increase all MDA 100 feet.

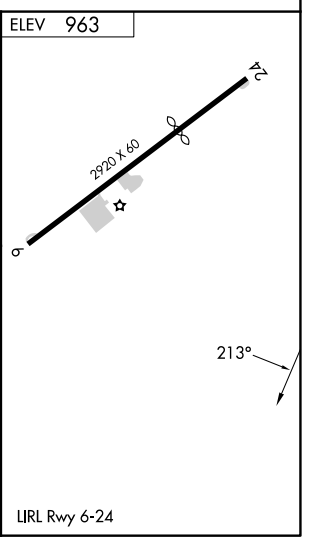
MISSED APPROACH: Climbing right turn to 5700 direct JULNU and hold, continue climb-in-hold to 5700.

AWOS-3	WASHINGTON CENTER	UNICOM
118.175	133.2 282.2	122.8 (CTAF)





CATEGORY	A	B	C	D
CIRCLING	1980-3	1017 (1100-3)	NA	



NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

NEWPORT NEWS, VIRGINIA AL-957 (FAA) 26246

ILS or LOC RWY 7

NEWPORT NEWS/WILLIAMSBURG INTL (PHF)

LOC/DME I-PHF	APP CRS	Rwy Ldg 8003
110.1 Chan 38	067°	TDZE 40
		Apt Elev 42

DME required.

VDP NA when using ORF altimeter setting. When local altimeter setting not received, use ORF altimeter setting and increase S-ILS 07 DA to 288 feet; increase all MDAs 60 feet and S-LOC 07 visibility Cat C/D to RVR 5000 and Circling visibility Cat C/D ¼ SM. RADAR required for procedure entry at MIDRE.

* RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct HCM VORTAC and hold.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER*	GND CON	UNICOM
128.65	125.7 335.625	118.7 (CTAF) L 257.9 348.6	121.9 348.6	122.95

HARCUM 108.8 HCM Chan 25

LOCALIZER 110.1 I-PHF Chan 38

MISSED APCH FIX 284° R-284 104°

HARCUM HCM 108.8 Chan 25

2000 187° (25.8)

114.35 HPW Chan 90(Y) R-140

HOLD 4500 2000 R-187

114.35 HPW Chan 90(Y) R-148

247° 1 min 067°

2000 067° (6)

JETIT I-PHF 7.6

(IF/IAF) JAWES INT I-PHF 13.6

247° (IAF) MIDRE INT I-PHF 17.6

2000 NoPT 067° (4)

MSA ORF 25 NM 2300

NORFOLK 116.9 ORF Chan 116

ELEV 42 D TDZE 40

One Minute Holding Pattern

JAWES INT I-PHF 13.6

JETIT I-PHF 7.6

600 2000 HCM

4500 2000 247° 067° 067°

2000

I-PHF 2.8

I-PHF 1.6

GS 3.00° TCH 59

6 NM 4.8 NM 1.2 NM

TWR 6526 X 150 8003 X 150 20 25 7 2 067°

CATEGORY	A	B	C	D
S-ILS 7*	240/24 200 (200-½)			
S-LOC 7	480/24 440 (500- ½)		480/40 440 (500-¾)	
CIRCLING	520-1 478 (500-1)	540-1 498 (500-1)	760-2 718 (800-2)	780-2¼ 738 (800-2¼)

REIL Rwys 20 and 25 L

HIRL Rwys 2-20 and 7-25 L

NEWPORT NEWS, VIRGINIA

Amdt 35A 19MAR26

37°08'N-76°30'W

NEWPORT NEWS/WILLIAMSBURG INTL (PHF)

ILS or LOC RWY 7

NE-3, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 25

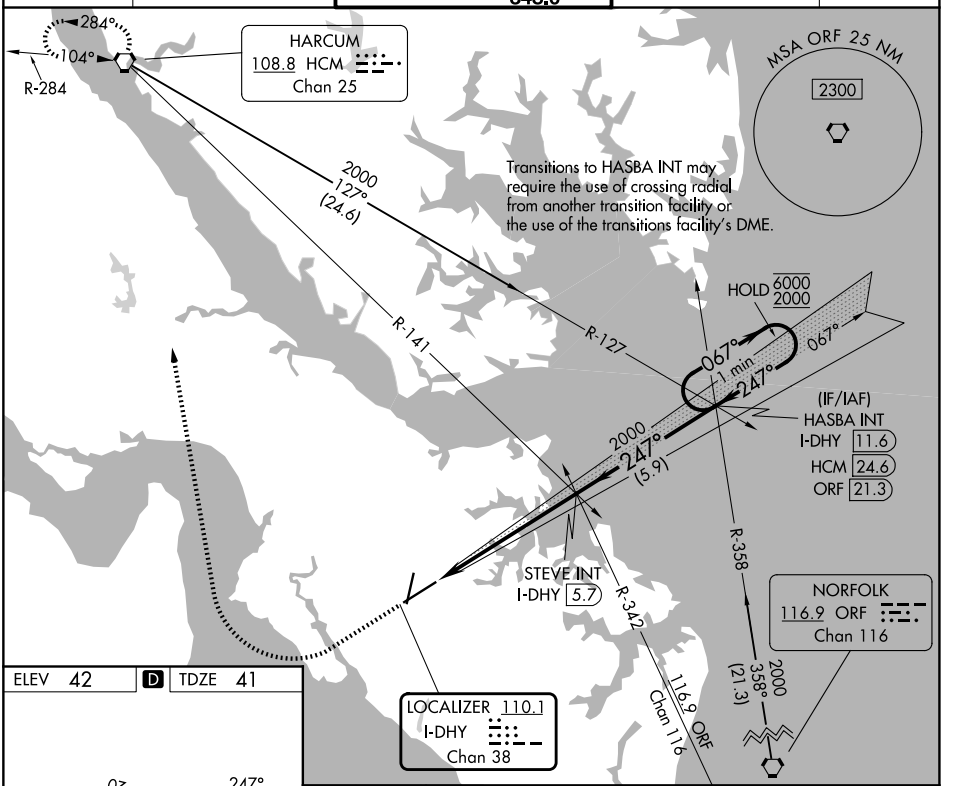
NEWPORT NEWS/WILLIAMSBURG INTL (PHF)

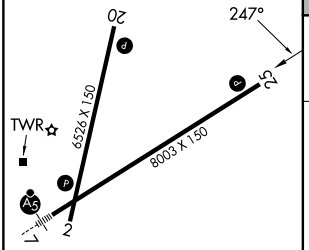
LOC/DME I-DHY	APP CRS	Rwy Ldg	8003
110.1	247°	TDZE	41
Chan 38		Apt Elev	42

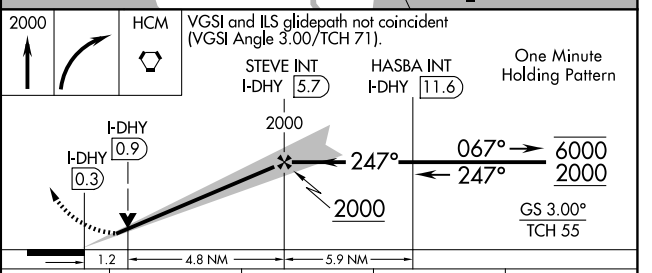
VDP NA when using ORF altimeter setting. When local altimeter setting not received, use ORF altimeter setting and increase S-ILS 25 DA to 289 feet; increase all MDAs 60 feet and S-LOC 25 visibility Cat C/D ⅛ SM, and Circling visibility Cat C/D ¼ SM.

MISSED APPROACH: Climb to 2000 then right turn direct HCM VORTAC and hold.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER★	GND CON	UNICOM
128.65	125.7 335.625	118.7 (CTAF) L 257.9 348.6	121.9 348.6	122.95







REIL Rwys 20 and 25 L
HIRL Rwys 2-20 and 7-25 L

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

CATEGORY	A	B	C	D
S-ILS 25	241-¾ 200 (200-¾)			
S-LOC 25	480-1 439 (500-1)		480-1¼ 439 (500-1¼)	
CIRCLING	520-1 478 (500-1)	540-1 498 (500-1)	760-2 718 (800-2)	780-2¼ 738 (800-2¼)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

NEWPORT NEWS, VIRGINIA

AL-957 (FAA)

26078

RNAV (GPS) RWY 2

NEWPORT NEWS/WILLIAMSBURG INTL (PHF)

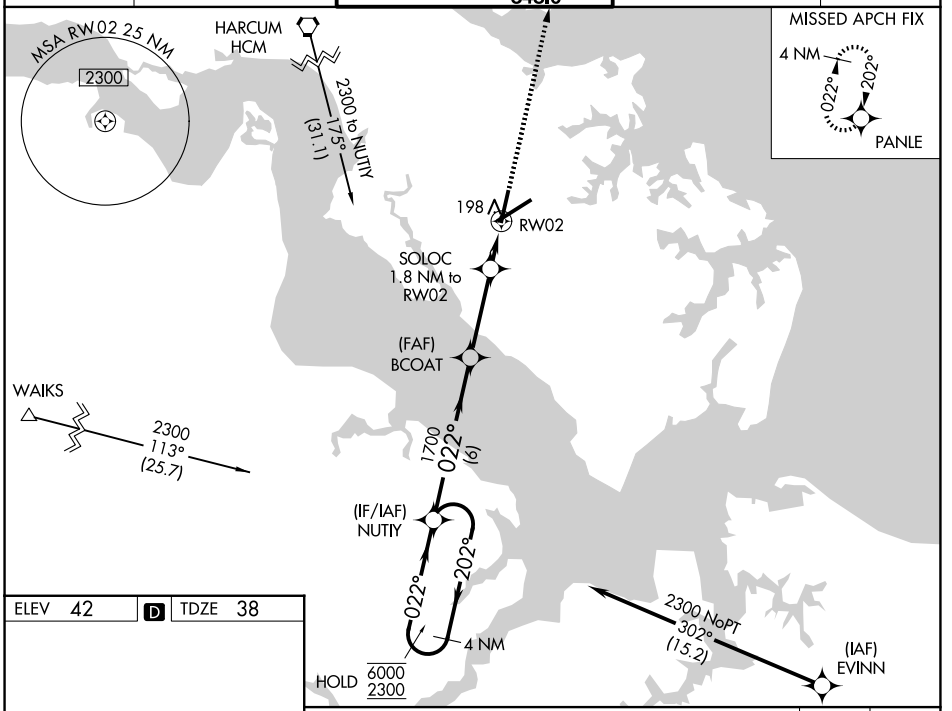
WAAS CH 61020 W02A	APP CRS 022°	Rwy Ldg 6526	TDZE 38	Apt Elev 42

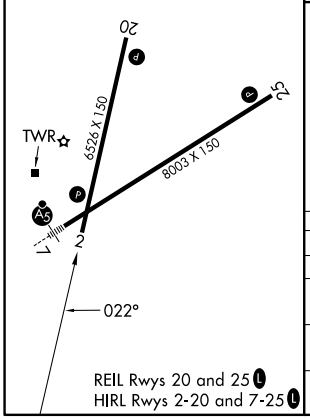
RNP APCH - GPS.

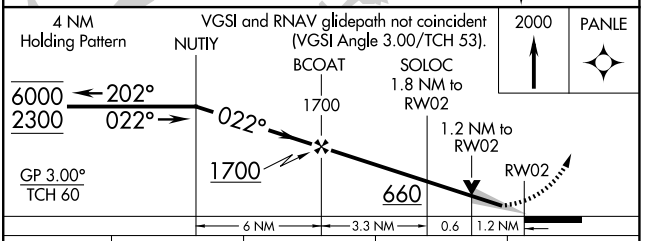
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. Baro-VNAV and VDP NA when using ORF altimeter setting. When local altimeter setting not received, use ORF altimeter setting and increase LPV DA to 289 feet; increase LNAV/VNAV DA to 524 feet and all visibilities ⅛ SM. Increase all MDAs 60 feet and LNAV visibility Cat C/D ⅛ SM, and Circling visibility Cat C/D ¼ SM.

MISSED APPROACH: Climb to 2000 direct PANLE and hold.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER ★	GND CON	UNICOM
128.65	125.7 335.625	118.7 (CTAF) L 257.9 348.6	121.9 348.6	122.95







CATEGORY	A	B	C	D
LPV DA	241-1 203 (200-1)			
LNAV/VNAV DA	460-1¼ 422 (500-1¼)			
LNAV MDA	460-1 422 (500-1)		460-1¼ 422 (500-1¼)	
CIRCLING	520-1 478 (500-1)	540-1 498 (500-1)	760-2 718 (800-2)	780-2¼ 738 (800-2¼)

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 7

NEWPORT NEWS/WILLIAMSBURG INTL (PHF)

WAAS CH 45607 W07A	APP CRS 067°	Rwy Ldg 8003 TDZE 40 Apt Elev 42

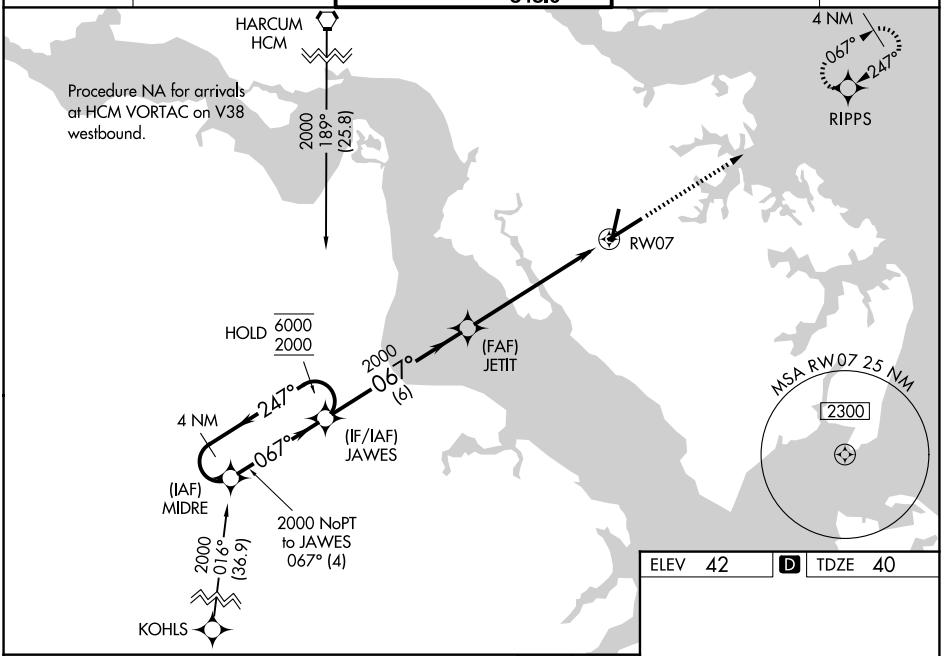
RNP APCH - GPS.

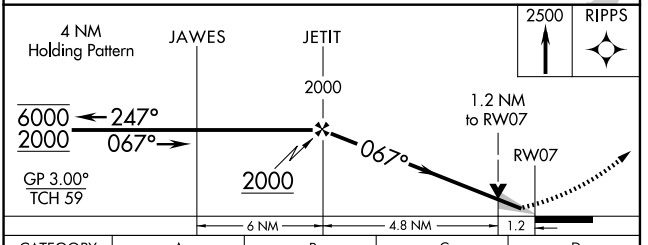
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. Baro-VNAV and VDP NA when using ORF altimeter setting. When local altimeter setting not received, use ORF altimeter setting and increase LPV DA to 317 feet; increase LNAV/VNAV DA to 548 feet and visibility to RVR 5500 all Cats; increase all MDAs 80 feet and LNAV visibility Cat C/D to RVR 5500; increase Circling visibility Cat C ¼ SM and Cat D ½ SM.

MALSR

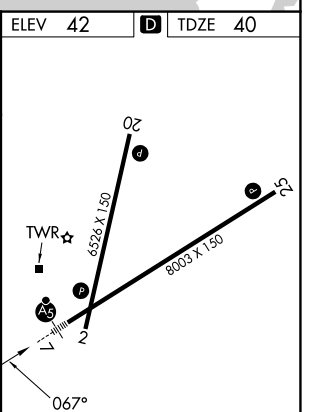
MISSED APPROACH: Climb to 2500 direct RIPPS and hold, continue climb-in-hold to 2500.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER★	GND CON	UNICOM
128.65	125.7 335.625	118.7 (CTAF) L 257.9 348.6	121.9 348.6	122.95





CATEGORY	A	B	C	D
LPV DA	243/24	203 (300-½)		
LNAV/VNAV DA	474/40	434 (500-¾)		
LNAV MDA	480/24	440 (500-½)	480/40	440 (500-¾)
CIRCLING	520-1 478 (500-1)	540-1 498 (500-1)	760-2 718 (800-2)	780-2¼ 738 (800-2¼)



REIL Rwys 20 and 25 L
HIRL Rwys 2-20 and 7-25 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

NEWPORT NEWS, VIRGINIA | AL-957 (FAA) | 26078

RNAV (GPS) RWY 20

NEWPORT NEWS/WILLIAMSBURG INTL (PHF)

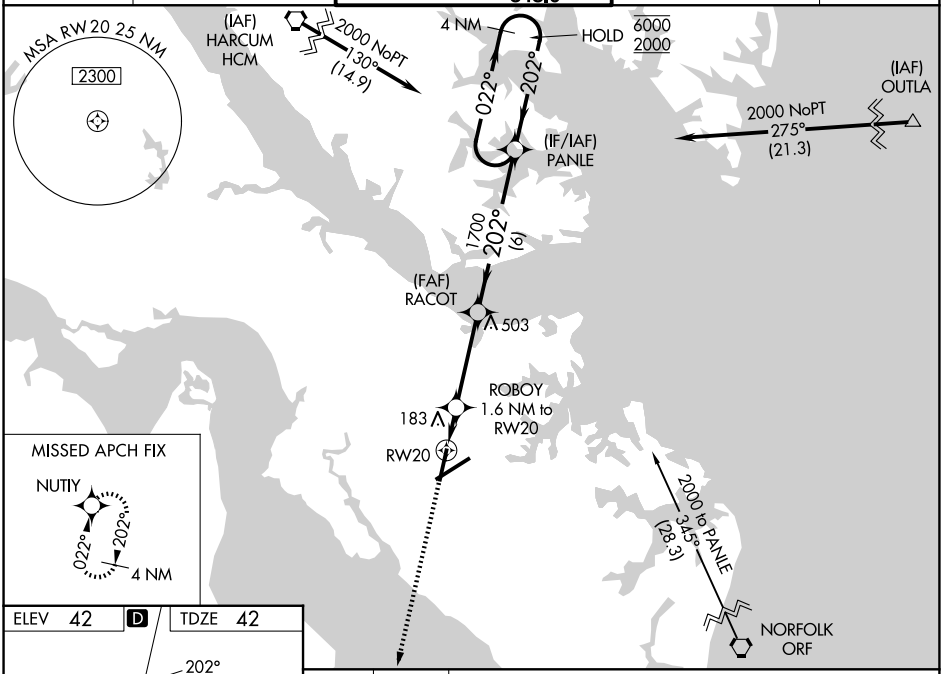
WAAS CH 97420 W20A	APP CRS 202°	Rwy Ldg 6526 / TDZE 42 / Apt Elev 42

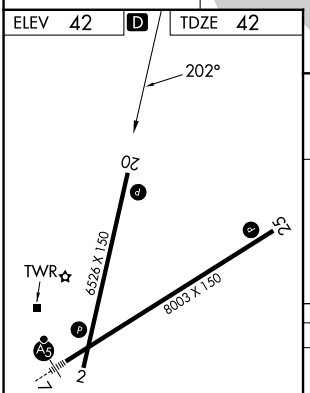
RNP APCH - GPS.

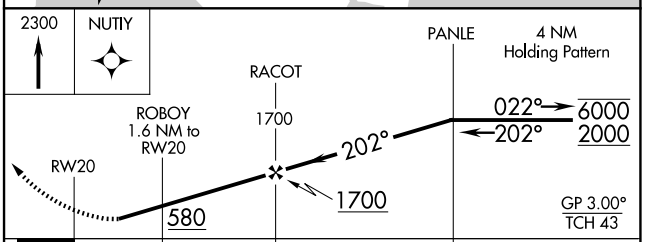
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. Rwy 20 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA when using ORF altimeter setting. When local altimeter setting not received, use ORF altimeter setting and increase LPV DA to 427 feet and all visibilities ⅛ SM. Increase LNAV/VNAV DA to 522 feet and all visibilities ⅛ SM. Increase all MDAs 60 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C/D ¼ SM.

MISSED APPROACH: Climb to 2300 direct NUTIY and hold.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER ★	GND CON	UNICOM
128.65	125.7 335.625	118.7 (CTAF) L 257.9 348.6	121.9 348.6	122.95







CATEGORY	A	B	C	D
LPV DA	379-1 337 (400-1)			
LNAV/VNAV DA	440-1⅛ 398 (400-1⅛)			
LNAV MDA	440-1 398 (400-1)		440-1⅛ 398 (400-1⅛)	
CIRCLING	520-1 478 (500-1)	540-1 498 (500-1)	760-2 718 (800-2)	780-2¼ 738 (800-2¼)

REIL Rwys 20 and 25 L
HIRL Rwys 2-20 and 7-25 L

NEWPORT NEWS, VIRGINIA
Amdt 3 19MAR26

37°08'N-76°30'W

NEWPORT NEWS/WILLIAMSBURG INTL (PHF)

RNAV (GPS) RWY 20

NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 25

NEWPORT NEWS/WILLIAMSBURG INTL (PHF)

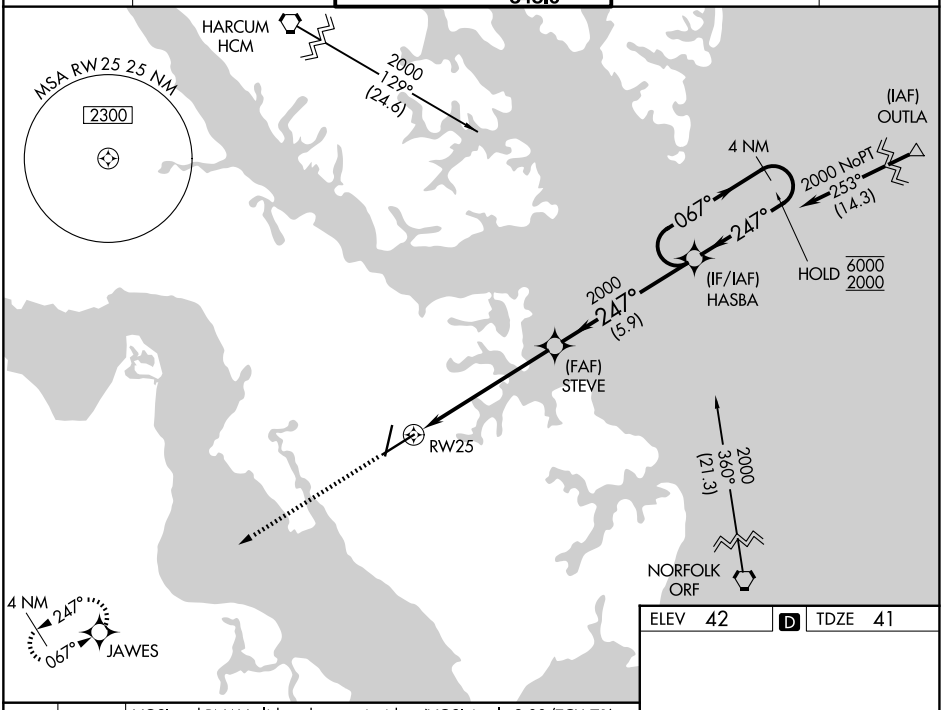
WAAS CH 45510 W25A	APP CRS 247°	Rwy Ldg 8003 / TDZE 41 / Apt Elev 42

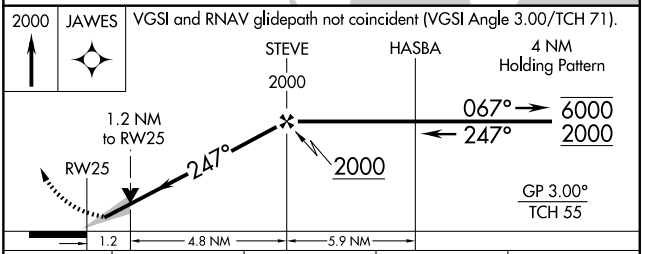
RNP APCH - GPS.

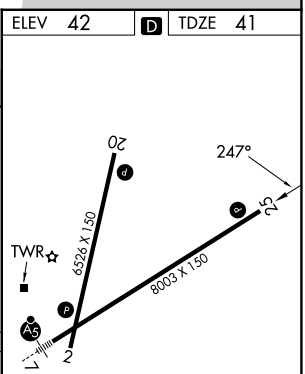
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. Baro-VNAV and VDP NA when using ORF altimeter setting. When local altimeter setting not received, use ORF altimeter setting and increase LPV DA to 289 feet; increase LNAV/VNAV DA to 564 feet and all visibilities ⅛ SM. Increase all MDAs 60 feet and LNAV visibility Cat C/D ⅛ SM, and Circling visibility Cat C/D ¼ SM.

MISSED APPROACH: Climb to 2000 direct JAWES and hold.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER★	GND CON	UNICOM
128.65	125.7 335.625	118.7 (CTAF) L 257.9 348.6	121.9 348.6	122.95







CATEGORY	A	B	C	D
LPV DA	241- ¾	200 (200- ¾)		
LNAV/VNAV DA	480-1¼	439 (500-1¼)		
LNAV MDA	480-1	439 (500-1)	480-1¼	439 (500-1¼)
CIRCLING	520-1 478 (500-1)	540-1 498 (500-1)	760-2 718 (800-2)	780-2 ¼ 738 (800-2¼)

REIL Rwys 20 and 25 L
HIRL Rwys 2-20 and 7-25 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

NEWPORT NEWS, VIRGINIA | AL-957 (FAA) | 26078

LOC RWY 20

NEWPORT NEWS/WILLIAMSBURG INTL (PHF)

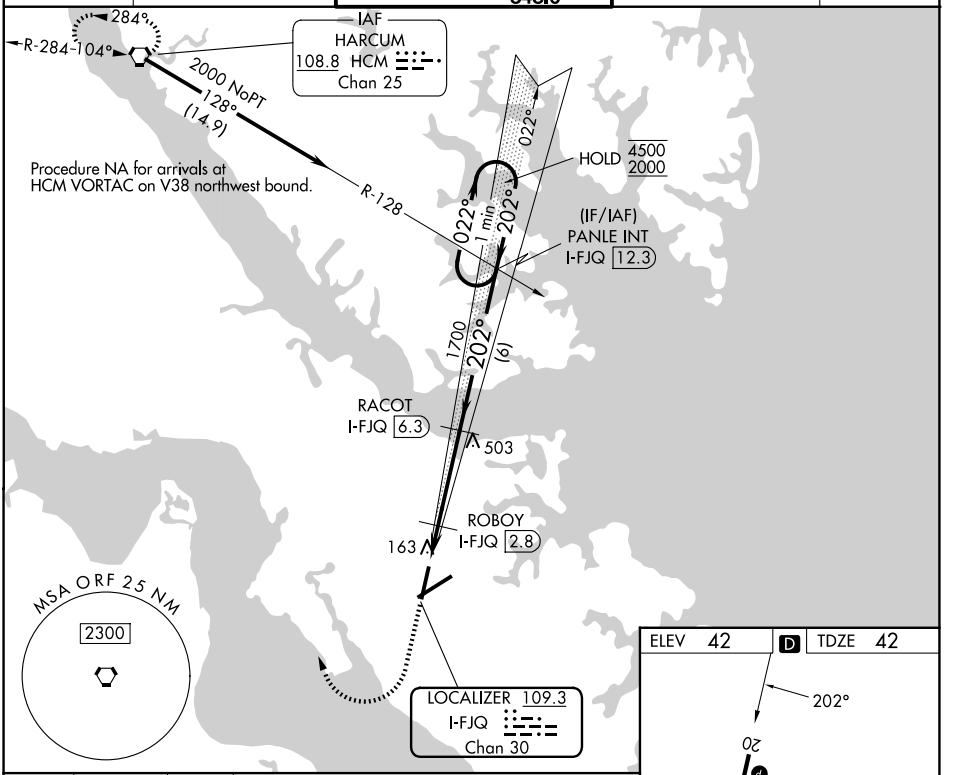
LOC/DME I-FJQ	APP CRS	Rwy Ldg 6526
109.3 Chan 30	202°	TDZE 42
		Apt Elev 42

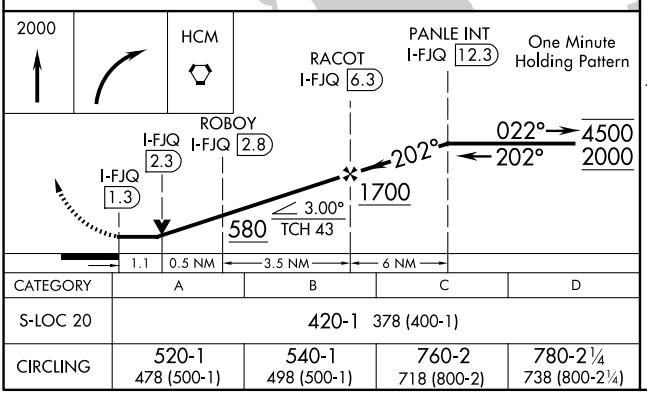
DME required.

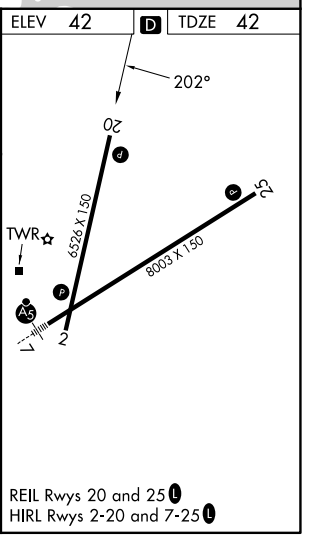
Rwy 20 helicopter visibility reduction below ¾ SM NA. VDP NA when using ORF altimeter setting. When local altimeter setting not received, use ORF altimeter setting and increase all MDAs 60 feet and S-LOC 20 visibility Cat C/D ¼ SM, and Circling visibility Cat C/D ¼ SM.

MISSED APPROACH: Climb to 2000 then right turn direct HCM VORTAC and hold.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER★	GND CON	UNICOM
128.65	125.7 335.625	118.7 (CTAF) L 257.9 348.6	121.9 348.6	122.95







CATEGORY	A	B	C	D
S-LOC 20	420-1 378 (400-1)			
CIRCLING	520-1 478 (500-1)	540-1 498 (500-1)	760-2 718 (800-2)	780-2¼ 738 (800-2¼)

REIL Rwys 20 and 25 L
HIRL Rwys 2-20 and 7-25 L

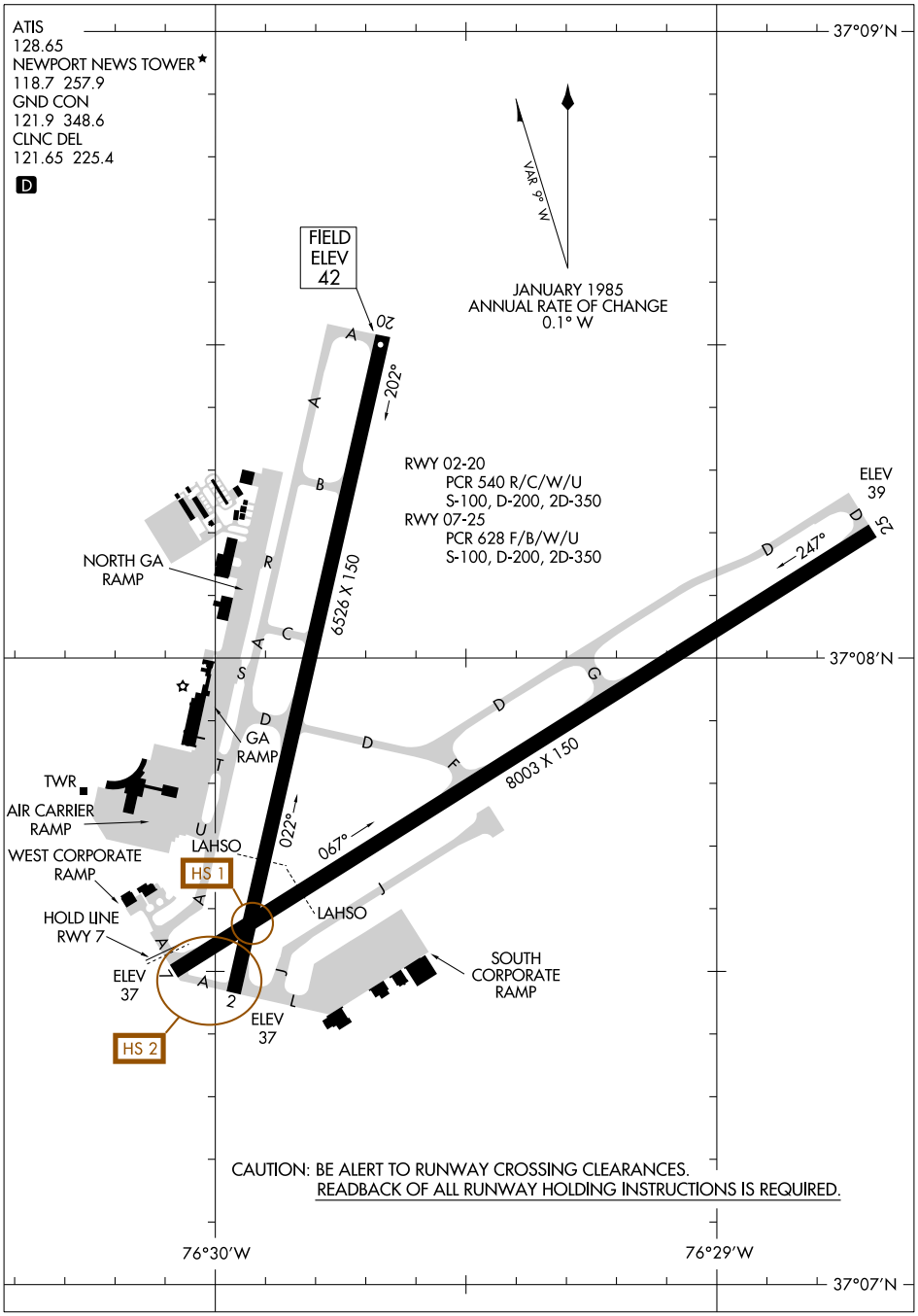
NEWPORT NEWS, VIRGINIA
Amdt 2 19MAR26

37°08'N-76°30'W

NEWPORT NEWS/WILLIAMSBURG INTL (PHF)

LOC RWY 20

NE-3, 03 SEP 2026 to 29 OCT 2026



NE-3, 03 SEP 2026 to 29 OCT 2026

(HENRY4.PHF) 26246

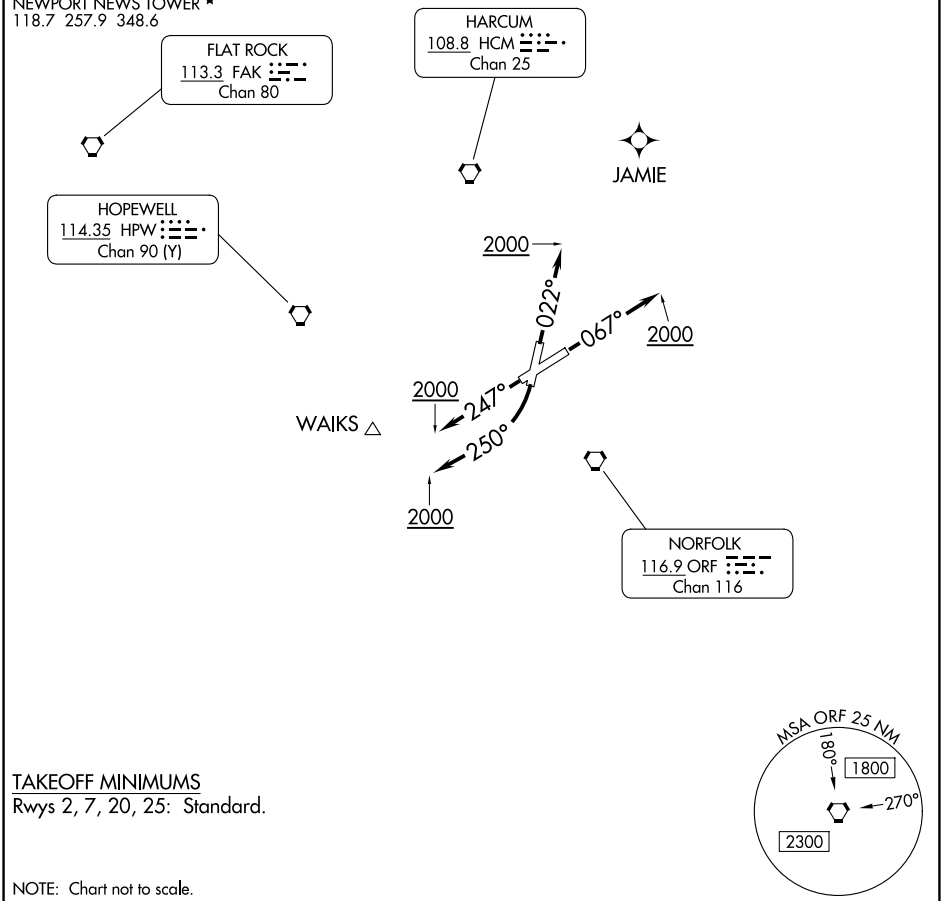
HENRY FOUR DEPARTURE

NEWPORT NEWS/WILLIAMSBURG INTL (PHF)
NEWPORT NEWS, VIRGINIA

AL-957 (FAA)

RADAR required.

NORFOLK DEP CON
124.9 335.625
ATIS
128.65
CLNC DEL
121.65 225.4
GND CON
121.9 348.6
NEWPORT NEWS TOWER ★
118.7 257.9 348.6



TAKEOFF MINIMUMS
Rwys 2, 7, 20, 25: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 022° to 2000, thence . . .
TAKEOFF RUNWAY 7: Climb on heading 067° to 2000, thence . . .
TAKEOFF RUNWAY 20: Climbing right turn to 2000 on heading 250°, thence . . .
TAKEOFF RUNWAY 25: Climb on heading 247° to 2000, thence . . .

. . . on vectors to assigned route/fix. Expect requested altitude 10 minutes after departure.

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 5

CHESAPEAKE RGNL (CPK)

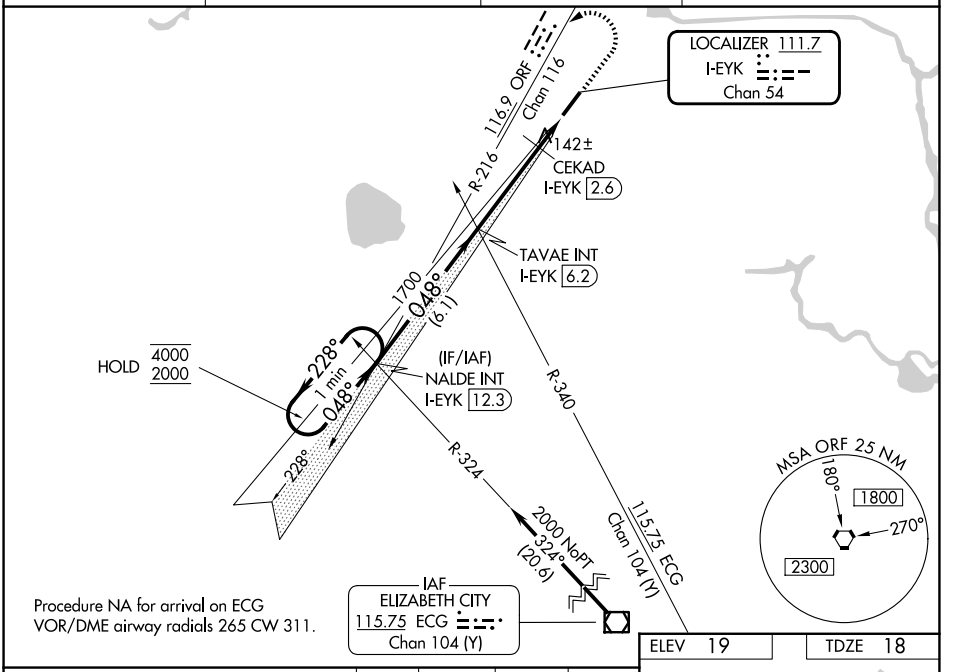
LOC/DME I-EYK	APP CRS	Rwy Ldg 5500
111.7	048°	TDZE 18
Chan 54		Apt Elev 19

When local altimeter setting not received, use ORF altimeter setting and increase DA to 256 feet; increase all MDAs 40 feet and CEKAD fix minimums S-LOC 5 visibility Cats C and D 1⅛ SM. For inop ALS, increase S-LOC 5 Cats C and D visibility to 1⅜ SM.

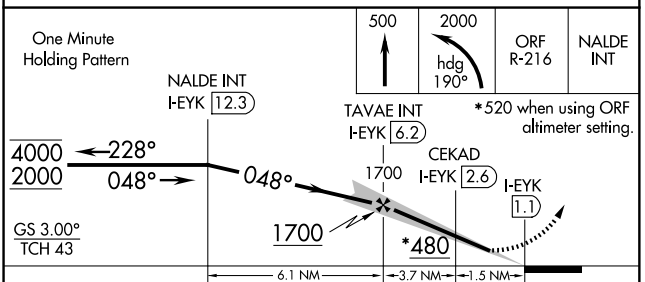
MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 on heading 190° and ORF VORTAC R-216 to NALDE INT/I-EYK 12.3 DME and hold.

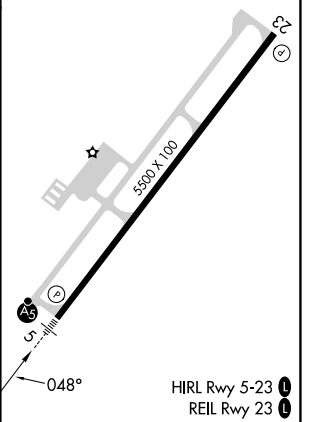
AWOS-3	NORFOLK APP CON	GCO	UNICOM
123.675	118.9 353.7	135.075	123.075 (CTAF)



ELEV 19	TDZE 18



CATEGORY	A	B	C	D
S-ILS 5	218-½ 200 (200-½)			
S-LOC 5	480-½ 462 (500-½)		480-1 462 (500-1)	
CIRCLING	480-1 461 (500-1)		520-1½ 501 (600-1½)	580-2 561 (600-2)
CEKAD FIX MINIMUMS				
S-LOC 5	400-½ 382 (400-½)		400-⅝ 382 (400-⅝)	
CIRCLING	460-1 441 (500-1)	480-1 461 (500-1)	520-1½ 501 (600-1½)	580-2 561 (600-2)



FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

NORFOLK, VIRGINIA AL-6488 (FAA) 25331

WAAS CH 78222 W05A	APP CRS 048°	Rwy Ldg 5500 TDZE 18 Apt Elev 19

RNAV (GPS) RWY 5

CHESAPEAKE RGNL (CPK)

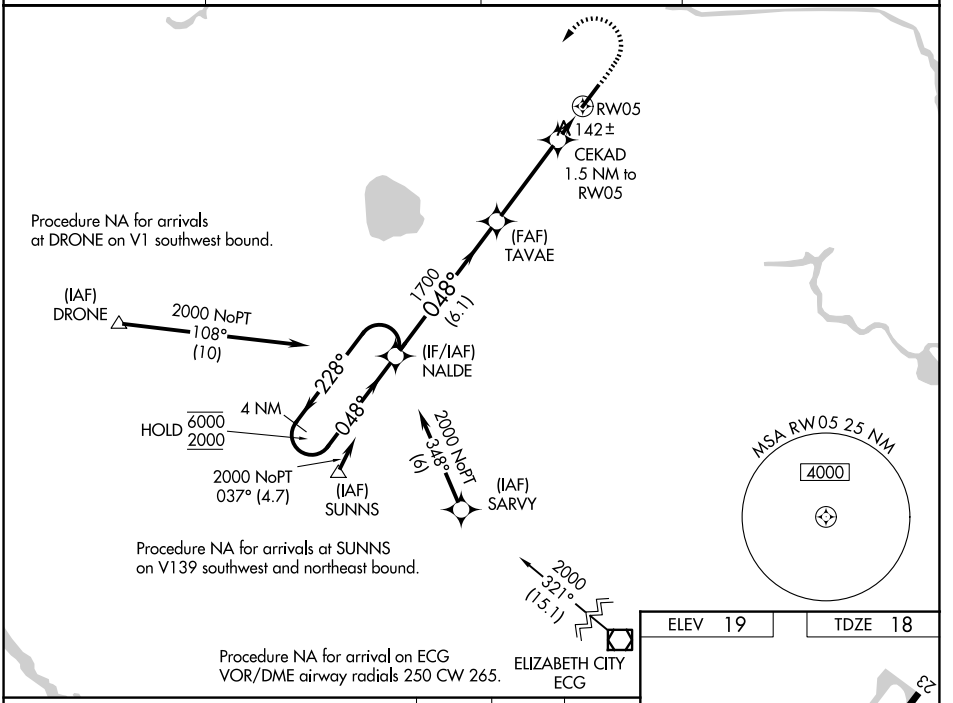
RNP APCH - GPS.

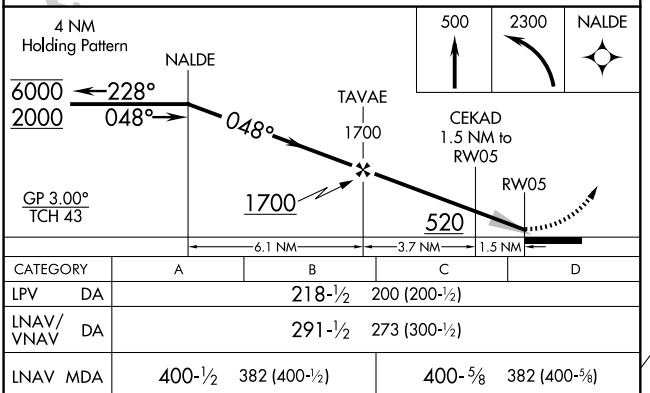
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use ORF altimeter setting and increase LPV DA to 256 feet; increase LNAV/VNAV DA to 329 feet; increase all MDAs 40 feet and LNAV visibility Cat C/D ⅛ SM. Baro-VNAV NA when using ORF altimeter setting. For inop ALS, increase LNAV/VNAV all Cats visibility to ⅞ NM.

MALSR

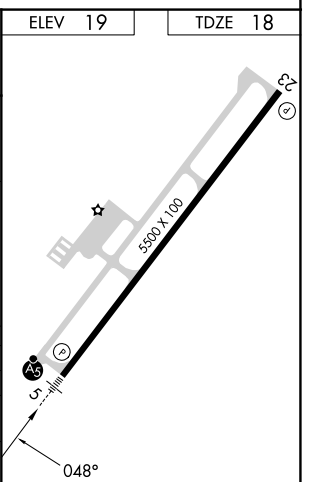
MISSED APPROACH: Climb to 500 then climbing left turn to 2300 direct NALDE and hold.

AWOS-3	NORFOLK APP CON	GCO	UNICOM
123.675	118.9 353.7	135.075	123.075 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	218-½	200 (200-½)		
LNAV/VNAV DA	291-½	273 (300-½)		
LNAV MDA	400-½	382 (400-½)	400-⅝	382 (400-⅝)
CIRCLING	460-1 441 (500-1)	480-1 461 (500-1)	520-1½ 501 (600-1½)	580-2 561 (600-2)



HIRL Rwy 5-23 L
REIL Rwy 23 L

NORFOLK, VIRGINIA
Amdt 1D 27NOV25

36°40'N-76°19'W

CHESAPEAKE RGNL (CPK)
RNAV (GPS) RWY 5

NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 23

CHESAPEAKE RGNL (CPK)

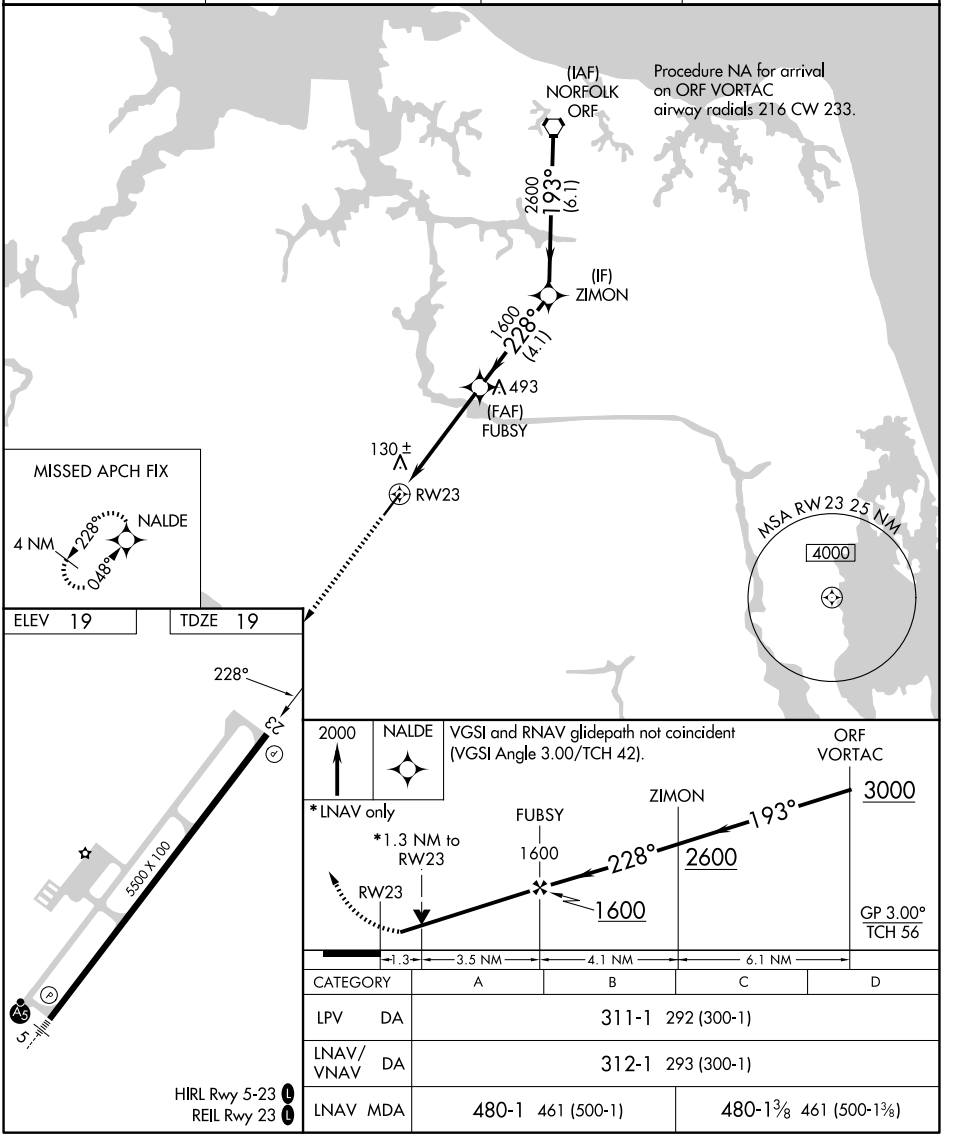
WAAS	APP CRS	Rwy Ldg	5500
CH 65922	228°	TDZE	19
W23A		Apt Elev	19

RNP APCH.

T A Rwy 23 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Norfolk Intl altimeter setting and increase all DA 36 feet and all MDA 40 feet. Baro-VNAV and VDP NA with Norfolk Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C.

MISSED APPROACH: Climb to 2000 direct NALDE and hold.

AWOS-3	NORFOLK APP CON	GCO	UNICOM
123.675	118.9 353.7	135.075	123.075 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	311-1 292 (300-1)			
LNAV/VNAV DA	312-1 293 (300-1)			
LNAV MDA	480-1 461 (500-1)		480-1⅜ 461 (500-1⅜)	

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

NORFOLK, VIRGINIA | AL-5870 (FAA) | 26246

ILS or LOC RWY 10
HAMPTON ROADS EXEC (PVG)

LOC/DME I-PVG	APP CRS	Rwy Ldg	5350
110.75	102°	TDZE	28
Chan 44 (Y)		Apt Elev	28

RNAV 1-GPS or RADAR required for procedure entry. DME or RADAR required.

T NA Circling NA to Rwys 2 and 20. Circling NA for Cat C north of Rwys 10-28. Autopilot coupled approach NA below 800.

MISSED APPROACH: Climb to 1600 then climbing right turn to 2500 on ORF VORTAC R-233 to PSALM/ORF 19.3 DME/RADAR and hold.

AWOS-3PT	NORFOLK APP CON	UNICOM
118.375	118.9 353.7	122.725 (CTAF) L

HOPEWELL
114.35 HPW
Chan 90 (Y)

Procedure NA for arrival on HPW VORTAC airway radials 178 CW 237.

NORFOLK
116.9 ORF
Chan 116

2100 154° (31.1)

(IAF)
JIVED

2100 NoPT 154° (7.2)

(IF/IAF)
UBKUC
I-PVG 12.1
RADAR

LOCALIZER 110.75
I-PVG
Chan 44(Y)

R-233

282° 102° 1 min 282°
HOLD 4500 2100

1600
102° (6.2)

134 ±

YIBUV
I-PVG 5.8
RADAR

WORNI
I-PVG 2.6
RADAR

MSA ORF 25 NM
2300

PSALM
ORF 19.3
RADAR

2100 329° (40.4)

053° 233°

Procedure NA for arrival on ECG VOR/DME airway radials 250 CW 311.

ELIZABETH CITY
115.75 ECG
Chan 104 (Y)

ELEV 28 | TDZE 28

One Minute Holding Pattern

UBKUC
I-PVG 12.1
RADAR

YIBUV
I-PVG 5.8
RADAR

1600	2500	ORF	PSALM
↑	↱	R-233	△

4500 2100 282° 102° 102°

1600

WORNI
I-PVG 2.6
RADAR

I-PVG 1

* LOC only.

GS 3.00°
TCH 45

1600

*540

6.2 NM | 3.3 NM | 1.5 NM

102°

5350 X 100 3525 X 70

20 10 28 2

CATEGORY	A	B	C	D
S-ILS 10	228-¾	200 (200-¾)		NA
S-LOC 10	400-1	372 (400-1)		NA
CIRCLING	500-1	472 (500-1)	780-2¼ 752 (800-2¼)	NA

HIRL Rwy 10-28 L
REIL Rwys 10 and 28 L
MIRL Rwys 2-20 L

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 10

HAMPTON ROADS EXEC (PVG)

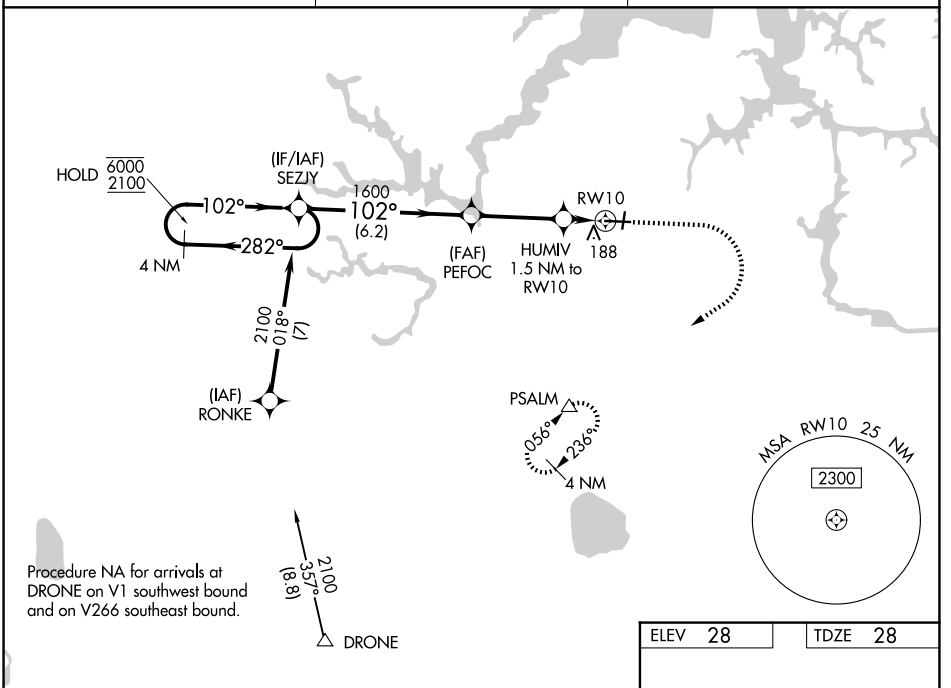
WAAS	APP CRS	Rwy Ldg	5350
CH 58236	102°	TDZE	28
W10A		Apt Elev	28

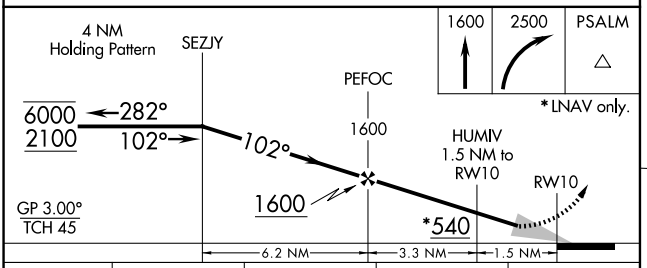
RNP APCH.

Circling NA to Rwys 2 and 20. Circling Cat C NA north of Rwy 10-28. Rwy 10 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 1600 then climbing right turn to 2500 direct PSALM and hold.

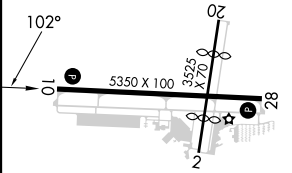
AWOS-3PT	NORFOLK APP CON	UNICOM
118.375	118.9 353.7	122.725 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	228-¾	200 (200-¾)		NA
LNAV/VNAV DA	338-⅞	310 (400-⅞)		NA
LNAV MDA	420-1	392 (400-1)	420-1⅛ 392 (400-1⅛)	NA
CIRCLING	500-1	472 (500-1)	780-2¼ 752 (800-2¼)	NA

ELEV 28 TDZE 28



HIRL Rwy 10-28 L
REIL Rwys 10 and 28 L
MIRL Rwy 2-20 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

NORFOLK, VIRGINIA | AL-5870 (FAA) | 26022

RNAV (GPS) RWY 28

HAMPTON ROADS EXEC (PVG)

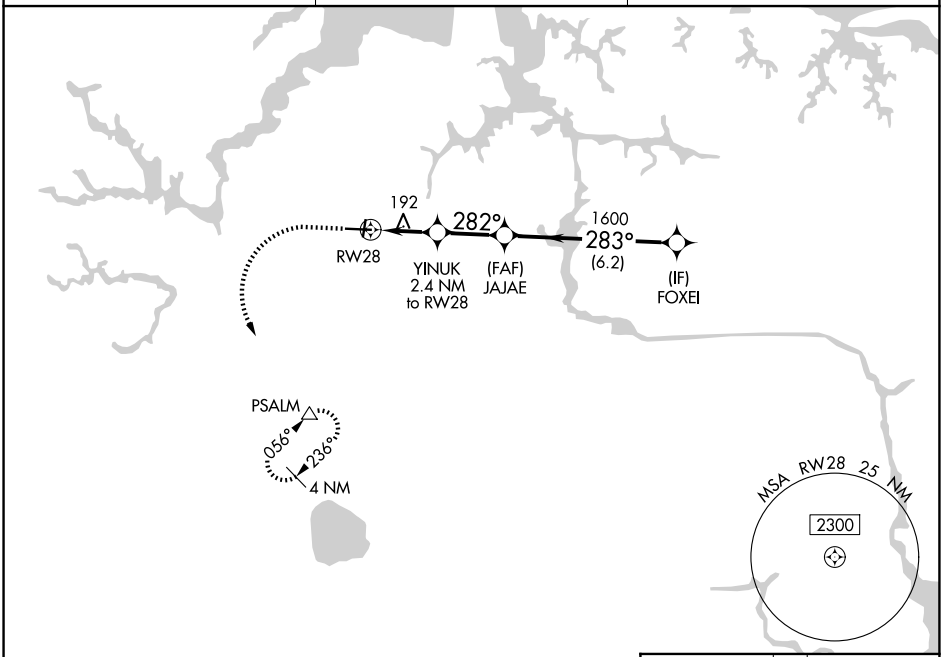
APP CRS	Rwy Ldg	5350
282°	TDZE	25
	Apt Elev	28

RNP APCH.

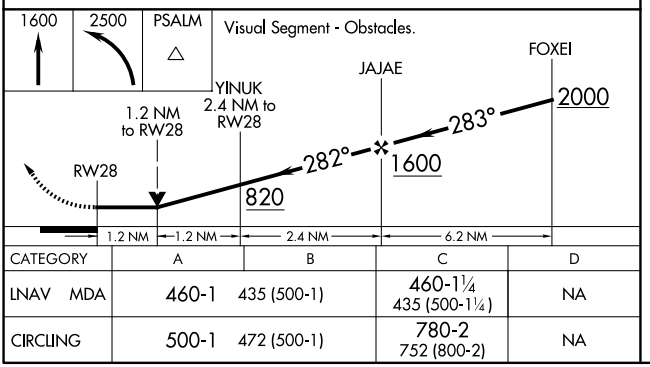
Circling NA to Rwys 2 and 20.
Circling Cat C NA north of Rwy 10-28.
Rwy 28 helicopter visibility reduction below 1 SM NA.

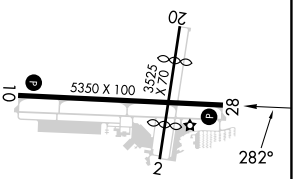
MISSED APPROACH: Climb to 1600 then climbing left turn to 2500 direct PSALM and hold.

AWOS-3PT	NORFOLK APP CON	UNICOM
118.375	118.9 353.7	122.725 (CTAF) L



ELEV 28 | TDZE 25





CATEGORY	A	B	C	D
LNAV MDA	460-1	435 (500-1)	460-1¼ 435 (500-1¼)	NA
CIRCLING	500-1	472 (500-1)	780-2 752 (800-2)	NA

HIRL Rwy 10-28 L
MIRL Rwy 2-20 L
REIL Rwys 10 and 28 L

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 5

NORFOLK INTL (ORF)

LOC/DME I-ORF	APP CRS	Rwy Ldg	7809
109.1	047°	TDZE	26
Chan 28		Apt Elev	26

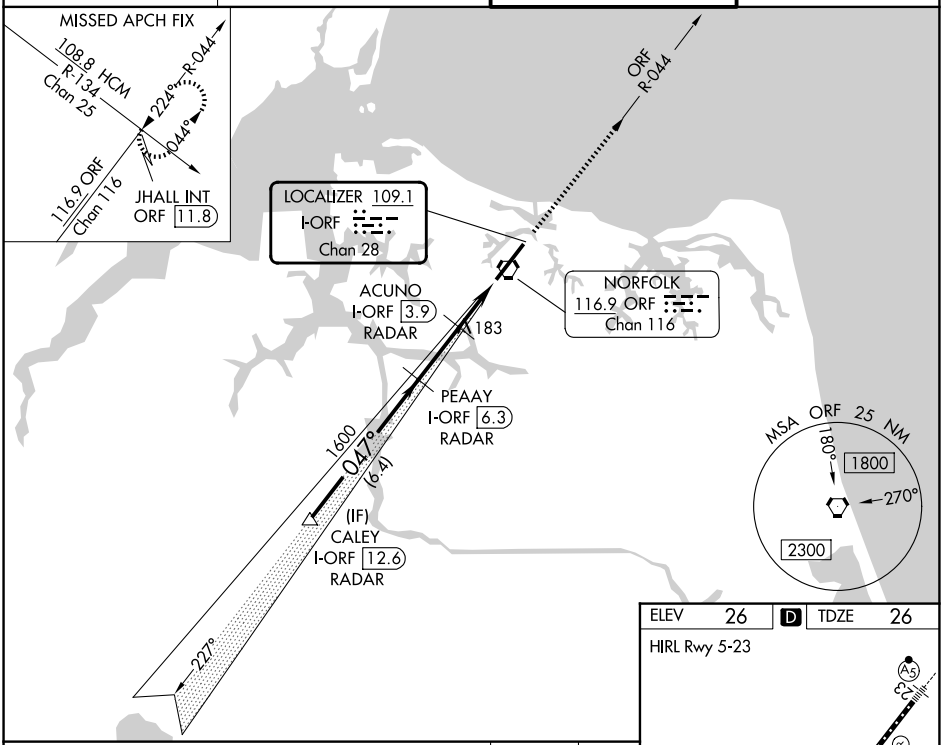
DME or RADAR required. RADAR required for procedure entry.

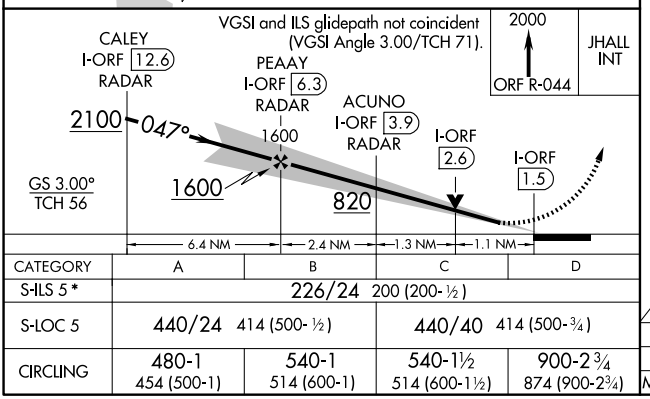
Autopilot coupled approach NA below 1180.
For inop ALS, increase S-LOC 5 Cat C and D visibility to RVR 6000.
* RVR 1800 authorized with use of FD or AP or HUD to DA.

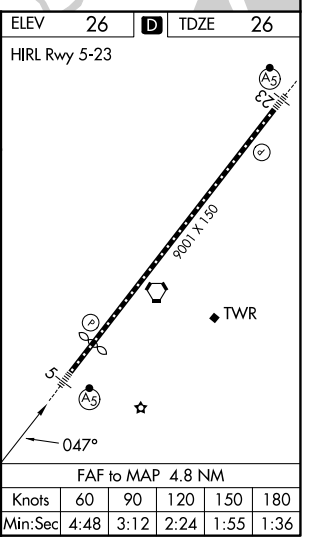
MALSR

MISSED APPROACH: Climb to 2000 on ORF VORTAC R-044 to JHALL INT/ORF 11.8 DME and hold.

ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON
127.15	118.9 353.7	120.8 257.8	121.9







CATEGORY	A	B	C	D
S-ILS 5 *	226/24 200 (200-½)			
S-LOC 5	440/24 414 (500-½)		440/40 414 (500-¾)	
CIRCLING	480-1 454 (500-1)	540-1 514 (600-1)	540-1½ 514 (600-1½)	900-2¾ 874 (900-2¾)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

NORFOLK, VIRGINIA AL-291 (FAA) 26246

ILS or LOC RWY 23

NORFOLK INTL (ORF)

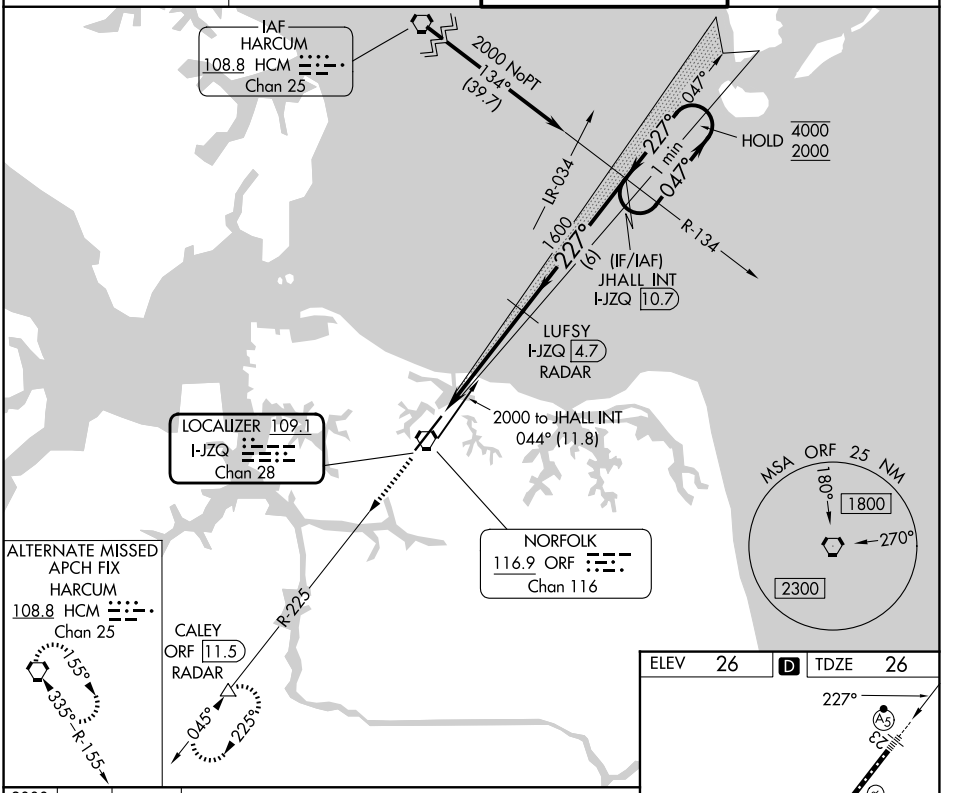
LOC/DME I-JZQ	APP CRS	Rwy Ldg	8995
109.1	227°	TDZE	26
Chan 28		Apt Elev	26

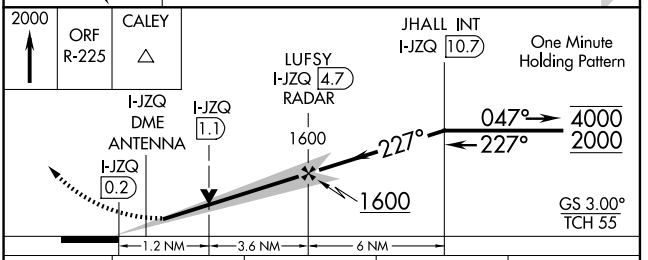
DME or RADAR required.

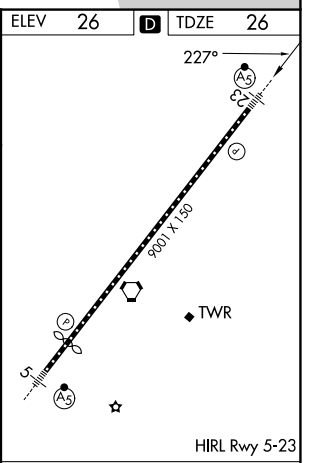
MALSR

MISSED APPROACH: Climb to 2000 on ORF VORTAC R-225 to CALEY/ORF 11.5 DME/RADAR and hold.

ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON
127.15	118.9 353.7	120.8 257.8	121.9







HIRL Rwy 5-23

CATEGORY	A	B	C	D
S-ILS 23	226-½ 200 (200-½)			
S-LOC 23	460-½ 434 (500-½)		460-¾ 434 (500-¾)	
CIRCLING	480-1 454 (500-1)	540-1 514 (600-1)	540-1½ 514 (600-1½)	900-2¾ 874 (900-2¾)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NORFOLK, VIRGINIA
Amdt 9 14MAY26

36°54'N-76°12'W

NORFOLK INTL (ORF)

ILS or LOC RWY 23

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (RNP) Y RWY 5

NORFOLK INTL (ORF)

APP CRS	Rwy Ldg	7809
047°	TDZE	26
	Apt Elev	26

RNP AR APCH - GPS. Authorization required. From CEGLI: RF.

For uncompensated Baro-VNAV systems, procedure NA below -4°C or above 54°C.

MALSR

MISSED APPROACH: Climb to 2000 on track 047° to TECHI and on track 023° to OUTLA and hold.

ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON
127.15	118.9 353.7	120.8 257.8	121.9

RADAR REQUIRED

OMRIE 5000

5000 222° (12.1)

023° (22.5)

(IAF) RILLO

5000 222° (6)

TECHI

(IF) MERFE 5000 210K

047° (7.2)

4100 244° (5.7)

CEGLI 200K

RW05

047° (4.8)

1600 (7.9)

(FAF) PEAAY

1600 047° (6.4)

(IF) CALEY 1600

MISSED APCH FIX

OUTLA

4 NM 209° 029°

MSA RW05 25 NM

2300

ELEV 26 D TDZE 26

9001 X 150

TWR

047°

HIRL Rwy 5-23

See planview for multiple IF locations.

2000	tr 047°	TECHI	tr 023°	OUTLA

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).

PEAAY 1600

1600 047° RW05

GP 3.00° TCH 56

4.8 NM

CATEGORY	A	B	C	D
RNP 0.10 DA	350/26		324 (400-½)	
RNP 0.30 DA	454/40		428 (500-¾)	

AUTHORIZATION REQUIRED

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (RNP) Y RWY 23

NORFOLK INTL (ORF)

APP CRS	Rwy Ldg	8995
227°	TDZE	26
	Apt Elev	27

For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 54°C (130°F). GPS required. For inop ALS, increase RNP 0.10 DA visibility all Cats to 1⅛ SM, increase RNP 0.30 DA visibility all Cats to 1⅜ SM.

MALSR

MISSED APPROACH: Climb to 2000 on track 227° to CALEY and hold.

ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON
127.15	118.9 353.7	120.8 257.8	121.9

RADAR REQUIRED

(IAF) OMRIE

3000 197° (8.4)

(IF) JHALL

1200 227° (7.3)

(FAF) BAAGN

HUXOL

1200 (2.2)

1000 (4.2)

227° (3.6)

RW23

GUTLE 190K

3200 051° (5.7)

227° (12.5)

(IF) DULTS 5000 210K

5000 052° (7.5)

(IAF) GUMPP (RF REQUIRED) 5000

MISSED APCH FIX

CALEY

045° 225° 4 NM

MSA RW23 25 NM 2300

ELEV 27 D TDZE 26

227°

9001 X 150

TWR

HIRL Rwy 5-23

2000	tr 227°	CALEY △	See planview for multiple IF locations.

BAAGN 1200

1200

RW23 227°

GP 3.00° TCH 55

3.6 NM

CATEGORY	A	B	C	D
RNP 0.10 DA	432-¾ 406 (500-¾)			
RNP 0.30 DA	491-1 465 (500-1)			

AUTHORIZATION REQUIRED

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Z RWY 5

NORFOLK INTL (ORF)

WAAS	APP CRS	Rwy Ldg	7809
CH 50222	047°	TDZE	26
W05A		Apt Elev	26

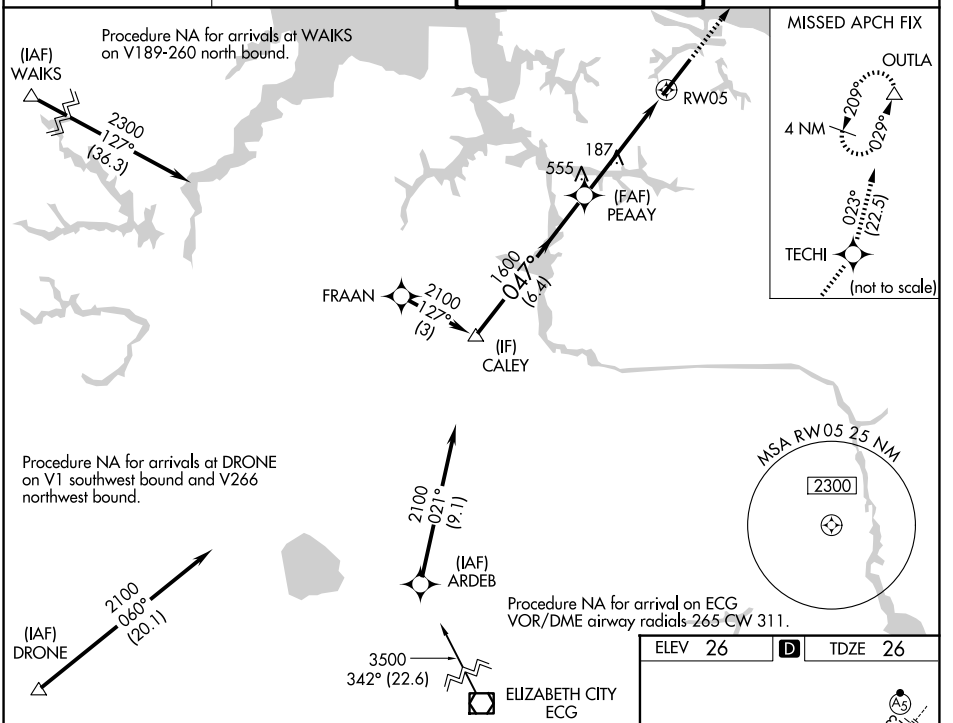
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV Cats C and D visibility to RVR 6000. *RVR 1800 authorized with use of FD or AP or HUD to DA.

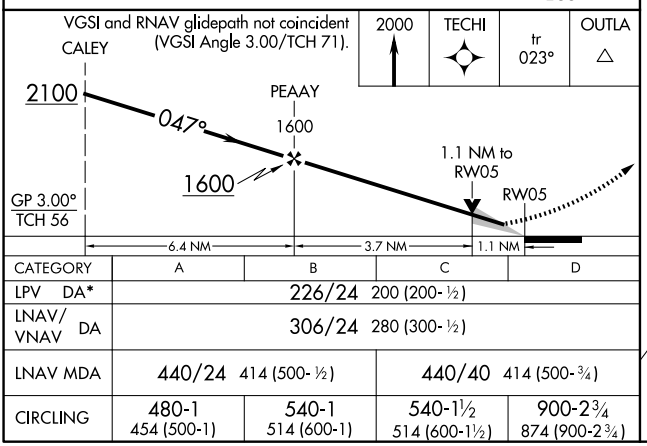
MALSR

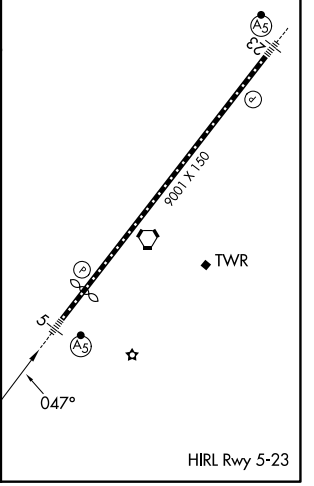
MISSED APPROACH: Climb to 2000 direct TECHI then on track 023° to OUTLA and hold.

ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON
127.15	118.9 353.7	120.8 257.8	121.9



ELEV 26 D TDZE 26





CATEGORY	A	B	C	D
LPV DA*	226/24 200 (200-½)			
LNAV/VNAV DA	306/24 280 (300-½)			
LNAV MDA	440/24 414 (500-½)		440/40 414 (500-¾)	
CIRCLING	480-1 454 (500-1)	540-1 514 (600-1)	540-1½ 514 (600-1½)	900-2¾ 874 (900-2¾)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

NORFOLK, VIRGINIA AL-291 (FAA) 26134

RNAV (GPS) Z RWY 23

NORFOLK INTL (ORF)

WAAS	APP CRS	Rwy Ldg	8995
CH 56322	227°	TDZE	26
W23A		Apt Elev	26

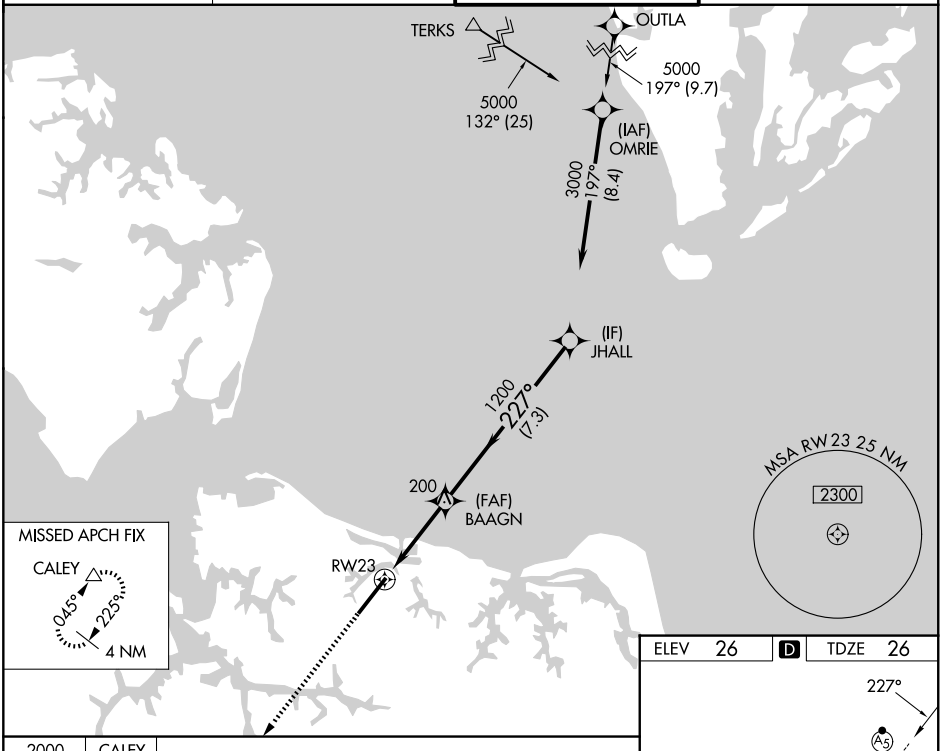
RNP APCH - GPS.

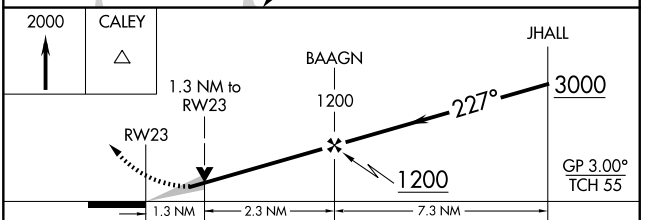
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. For inop ALS, increase LNAV/VNAV visibility all Cats to 1 SM.

MALSR

MISSED APPROACH: Climb to 2000 direct CALEY and hold.

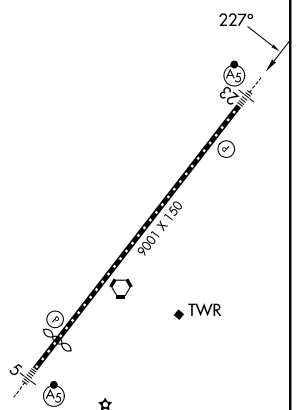
ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON
127.15	118.9 353.7	120.8 257.8	121.9





CATEGORY	A	B	C	D
LPV DA	226-½ 200 (200-½)			
LNAV/VNAV DA	403-⅝ 377 (400-⅝)			
LNAV MDA	480-½ 454 (500-½)		480-⅞ 454 (500-⅞)	
CIRCLING	480-1 454 (500-1)	540-1 514 (600-1)	540-1½ 514 (600-1½)	900-2¾ 874 (900-2¾)

ELEV 26 D TDZE 26



HIRL Rwy 5-23

NORFOLK, VIRGINIA
Amdt 3 14MAY26

36°54'N-76°12'W

NORFOLK INTL (ORF)

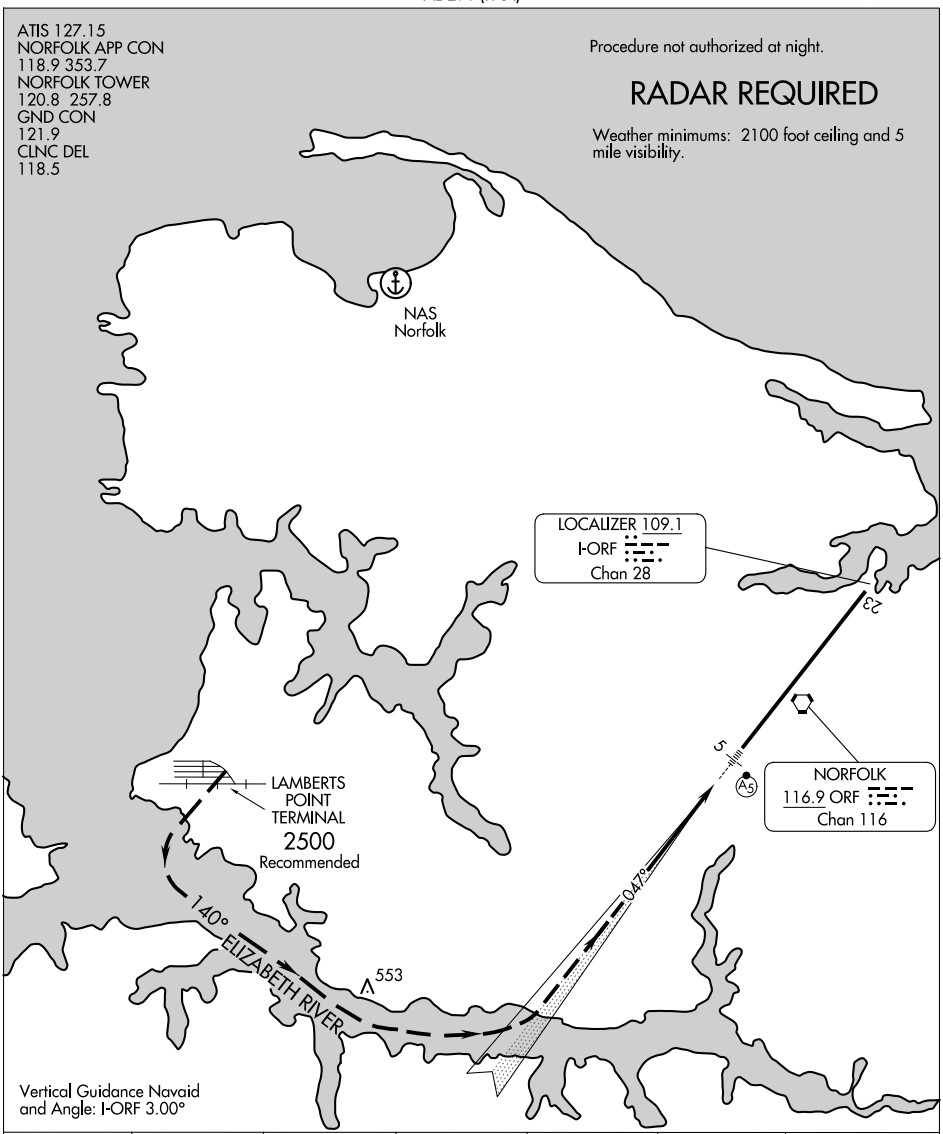
RNAV (GPS) Z RWY 23

NE-3, 03 SEP 2026 to 29 OCT 2026

RIVER VISUAL RWY 5

AL-291 (FAA)

NORFOLK INTL (ORF)
NORFOLK, VIRGINIA



RIVER VISUAL RWY 5

RADAR vectors will be provided to the Lamberts Point Terminal. Proceed visually along the Elizabeth River to the extended centerline of Rwy 5. The I-ORF and MALSR are available for supplemental guidance.

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

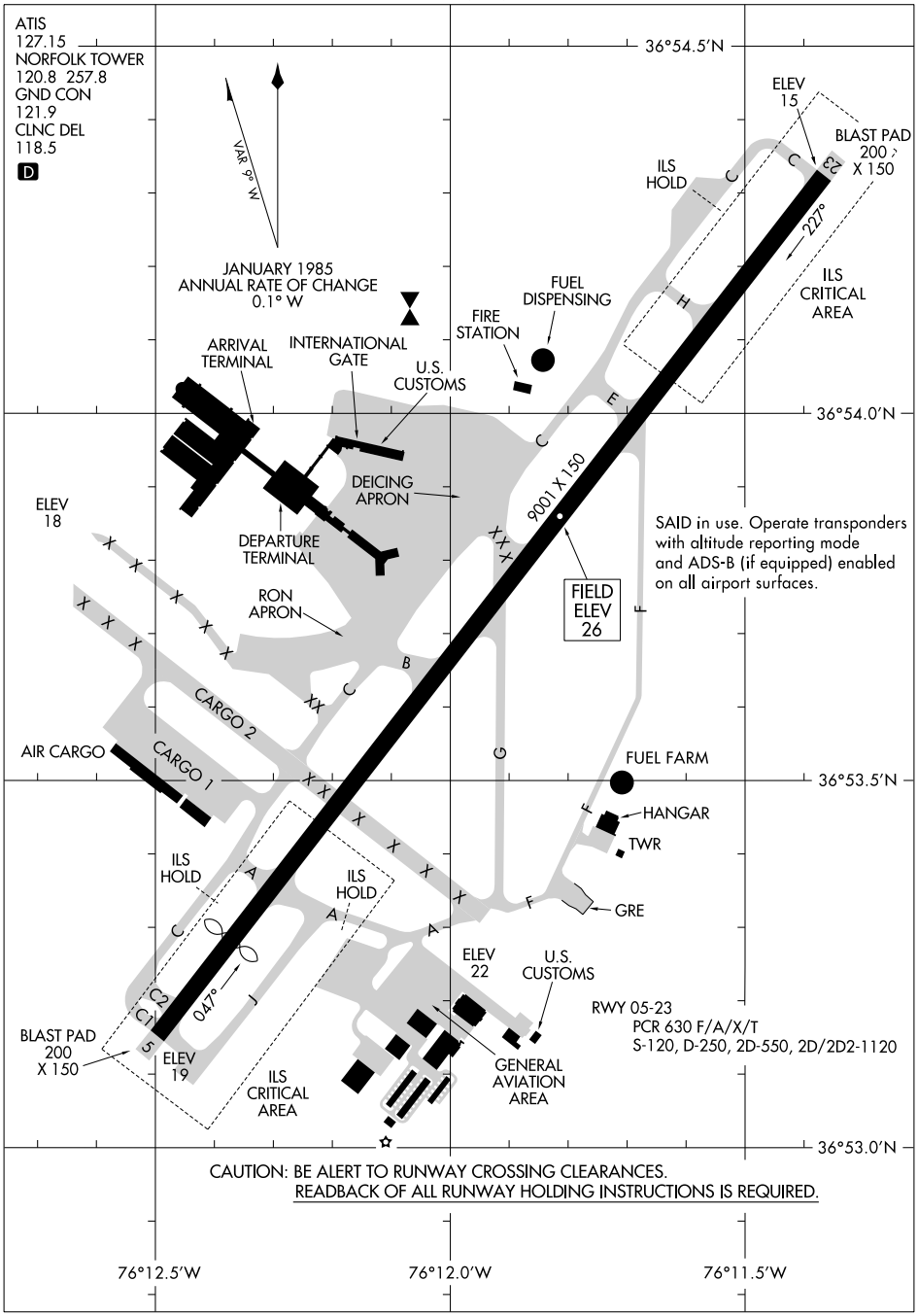
26190

AIRPORT DIAGRAM

AL-291 (FAA)

NORFOLK INTL (ORF)

NORFOLK, VIRGINIA



NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM

26190

NORFOLK, VIRGINIA

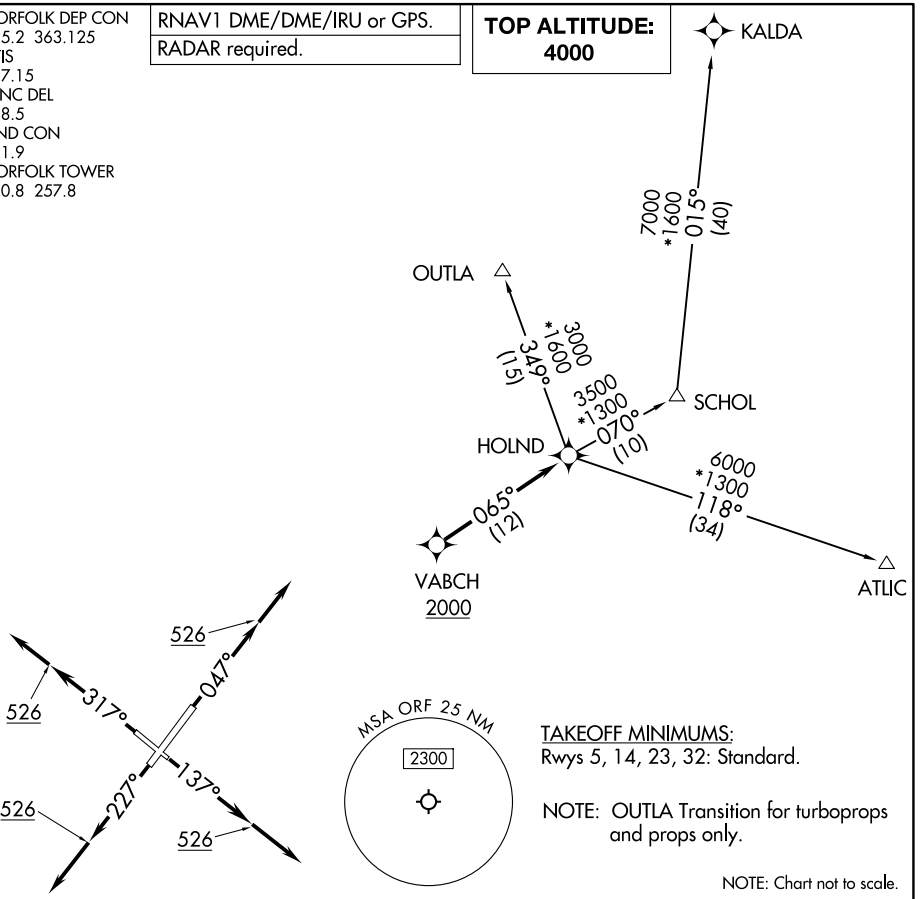
NORFOLK INTL (ORF)

HOLND ONE DEPARTURE (RNAV)

NORFOLK DEP CON
125.2 363.125
ATIS
127.15
CLNC DEL
118.5
GND CON
121.9
NORFOLK TOWER
120.8 257.8

RNAV1 DME/DME/IRU or GPS.
RADAR required.

TOP ALTITUDE: 4000



TAKEOFF MINIMUMS:
Rwys 5, 14, 23, 32: Standard.

NOTE: OUTLA Transition for turboprops and props only.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 047° to 526, then on heading 047° or as assigned by ATC, for RADAR vectors to cross VABCH at or above 2000, thence....
TAKEOFF RUNWAY 14: Climb on heading 137° to 526, then on heading 137° or as assigned by ATC, for RADAR vectors to cross VABCH at or above 2000, thence....
TAKEOFF RUNWAY 23: Climb on heading 227° to 526, then on heading 227° or as assigned by ATC, for RADAR vectors to cross VABCH at or above 2000, thence....
TAKEOFF RUNWAY 32: Climb on heading 317° to 526, then on heading 317° or as assigned by ATC, for RADAR vectors to cross VABCH at or above 2000, thence....

....on track 065° to HOLND, then on assigned transition. Maintain 4000, expect filed altitude 10 minutes after departure.

ATLIC TRANSITION (HOLND1.ATLIC)
KALDA TRANSITION (HOLND1.KALDA)
OUTLA TRANSITION (HOLND1.OUTLA)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

(NUTIY1.NUTIY) 25359

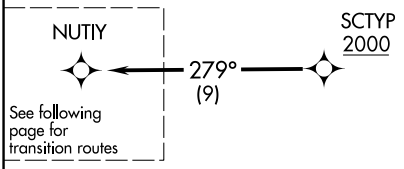
NORFOLK INTL (ORF)
NORFOLK, VIRGINIA

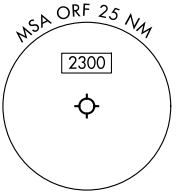
NUTIY ONE DEPARTURE (RNAV) Departure Routes

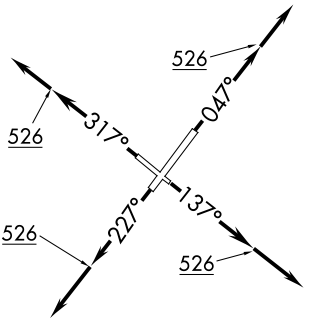
NORFOLK DEP CON
125.2 363.125
ATIS
127.15
CLNC DEL
118.5
GND CON
121.9
NORFOLK TOWER
120.8 257.8

RNAV1 DME/DME/IRU or GPS.
RADAR required.

TOP ALTITUDE: 4000







TAKEOFF MINIMUMS:
Rwys 5, 14, 23, 32: Standard.

NOTE: HCM Transition for turboprops and props only.
NOTE: Do not file THHMP Transition - to be assigned by ATC.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 047° to 526, then on heading 047°, for RADAR vectors to cross SCTYP at or above 2000, thence....
TAKEOFF RUNWAY 14: Climb on heading 137° to 526, then on heading 137°, for RADAR vectors to cross SCTYP at or above 2000, thence....
TAKEOFF RUNWAY 23: Climb on heading 227° to 526, then on heading 227°, for RADAR vectors to cross SCTYP at or above 2000, thence....
TAKEOFF RUNWAY 32: Climb on heading 317° to 526, then on heading 317°, for RADAR vectors to cross SCTYP at or above 2000, thence....

....on track 279° to NUTIY, then on assigned transition. Maintain 4000, expect filed altitude 10 minutes after departure.

EYOBI TRANSITION (NUTIY1.EYOBI)
HARCUM TRANSITION (NUTIY1.HCM)
HYTRA TRANSITION (NUTIY1.HYTRA)
KELLE TRANSITION (NUTIY1.KELLE)
PBCUP TRANSITION (NUTIY1.PBCUP)
RALEIGH/DURHAM TRANSITION (NUTIY1.RDU)
SHLBK TRANSITION (NUTIY1.SHLBK)
THHMP TRANSITION (NUTIY1.THHMP)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

(NUTIY1.NUTIY) 25359

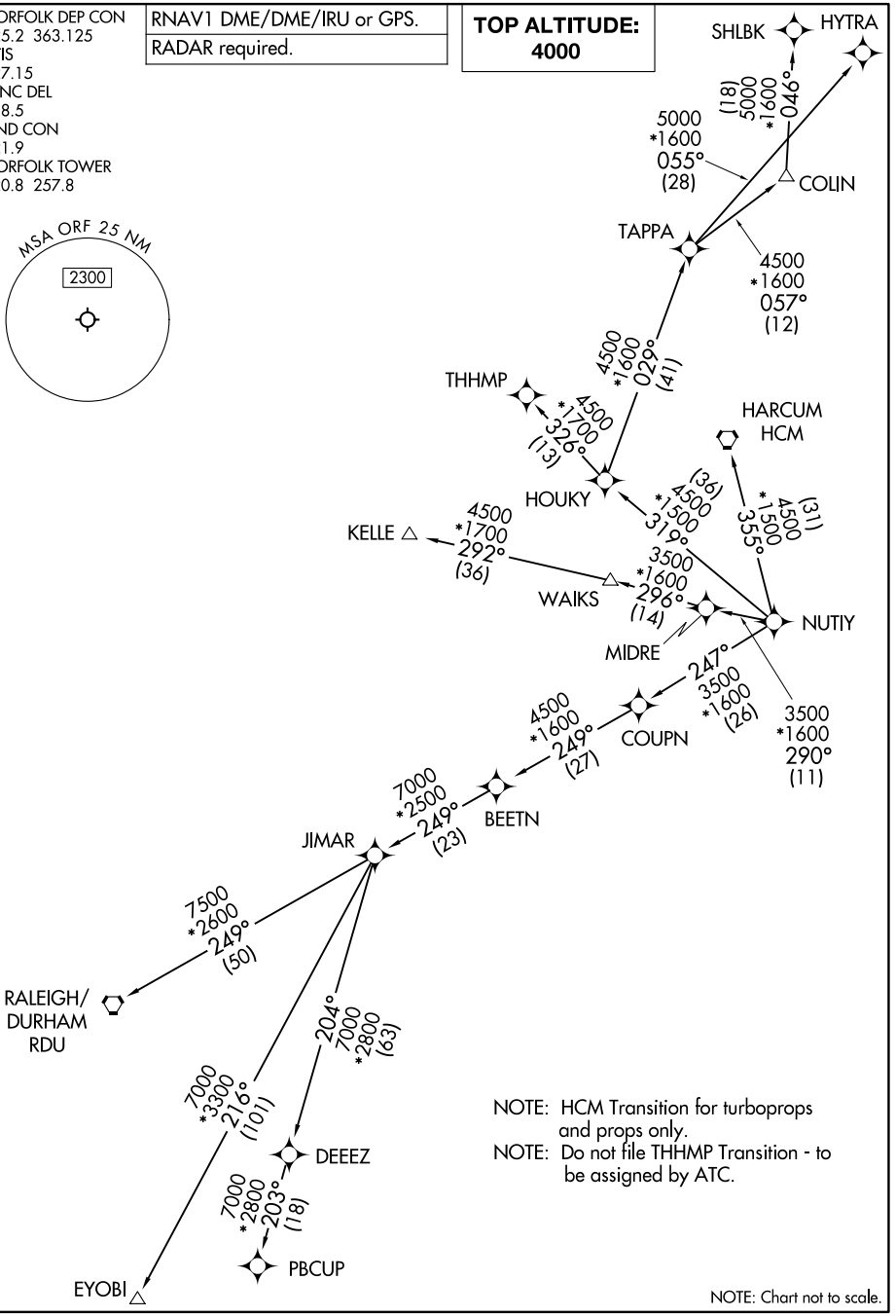
NORFOLK INTL (ORF)
NORFOLK, VIRGINIA

NUTIY ONE DEPARTURE (RNAV) Transition Routes

NORFOLK DEP CON
125.2 363.125
ATIS
127.15
CLNC DEL
118.5
GND CON
121.9
NORFOLK TOWER
120.8 257.8

RNAV1 DME/DME/IRU or GPS.
RADAR required.

TOP ALTITUDE: 4000



NOTE: HCM Transition for turboprops and props only.

NOTE: Do not file THHMP Transition - to be assigned by ATC.

NOTE: Chart not to scale.

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

NUTIY ONE DEPARTURE (RNAV) Transition Routes

NORFOLK, VIRGINIA
NORFOLK INTL (ORF)

(NUTIY1.NUTIY) 02OCT25

(SWOPE1.SWOPE) 25359 AL-291 (FAA)

SWOPE ONE DEPARTURE (RNAV)

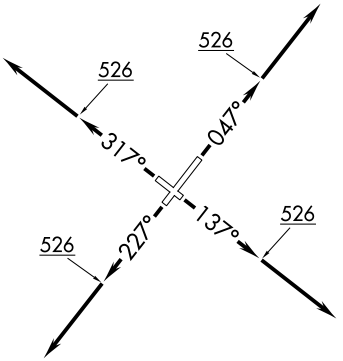
NORFOLK INTL (ORF)
NORFOLK, VIRGINIA

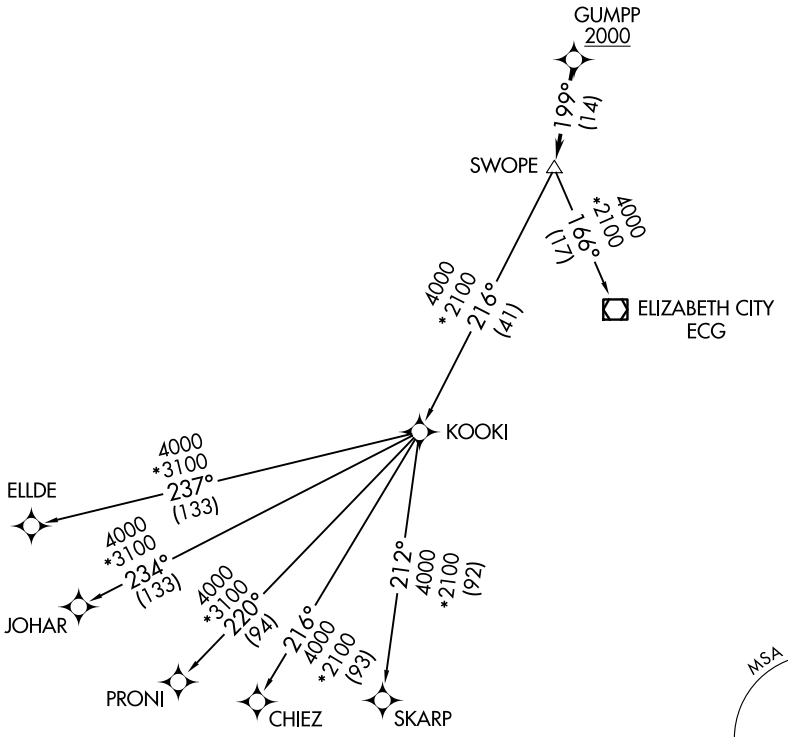
NORFOLK DEP CON
125.2 363.125
ATIS
127.15
CLNC DEL
118.5
GND CON
121.9
NORFOLK TOWER
120.8 257.8

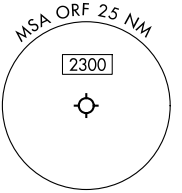
RNAV1 DME/DME/IRU or GPS.
RADAR required.

TOP ALTITUDE: 4000

TAKEOFF MINIMUMS:
Rwys 5, 14, 23, 32: Standard.







NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 047° to 526, then on heading 047° or as assigned by ATC, for RADAR vectors to cross GUMPP at or above 2000, thence....
TAKEOFF RUNWAY 14: Climb on heading 137° to 526, then on heading 137° or as assigned by ATC, for RADAR vectors to cross GUMPP at or above 2000, thence....
TAKEOFF RUNWAY 23: Climb on heading 227° to 526, then on heading 227° or as assigned by ATC, for RADAR vectors to cross GUMPP at or above 2000, thence....
TAKEOFF RUNWAY 32: Climb on heading 317° to 526, then on heading 317° or as assigned by ATC, for RADAR vectors to cross GUMPP at or above 2000, thence....

....on track 199° to SWOPE, then on assigned transition. Maintain 4000, expect filed altitude 10 minutes after departure.

CHIEZ TRANSITION (SWOPE1.CHIEZ)
ELIZABETH CITY TRANSITION (SWOPE1.ECG)
ELLDE TRANSITION (SWOPE1.ELLDE)
JOHAR TRANSITION (SWOPE1.JOHAR)
KOOKI TRANSITION (SWOPE1.KOOKI)
PRONI TRANSITION (SWOPE1.PRONI)
SKARP TRANSITION (SWOPE1.SKARP)

NE-3, 03 SEP 2026 to 29 OCT 2026

NORFOLK, VIRGINIA

ILS or LOC RWY 10

LOC I-NGU	APCH CRS	Rwy ldg 8071 / TDZE 14 / Arpt Elev 15
108.95	101°	[USN] NORFOLK NS (CHAMBERS FLD) (KNGU)

DME, TACAN required.

T * When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅜ miles.
*** Circling not authorized S of Rwy 10-28.

ALSF-2

MISSED APPROACH: Climb to 500, then climbing left turn to 2100, intercept NGU TACAN R-053 to RUVNE/10 DME and hold.

ATIS	APP CON	CHAMBERS TOWER	GND CON	ASR/PAR
118.425 338.225	118.9 273.475	124.3 379.15	121.8 370.85	

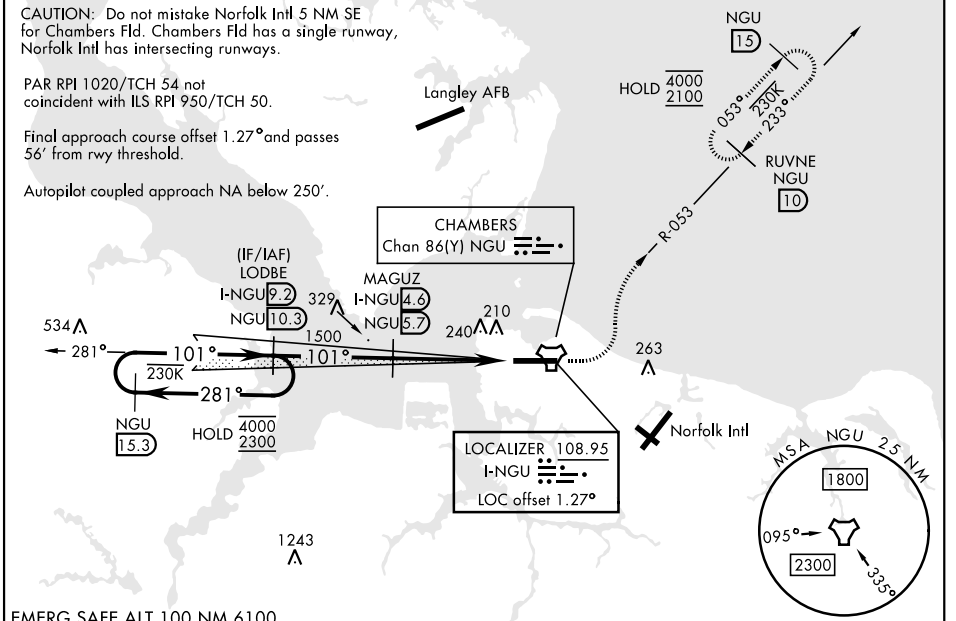
NORFOLK NS HELIPORT 1 NM NW
Use caution in circling approach

CAUTION: Do not mistake Norfolk Intl 5 NM SE for Chambers Fld. Chambers Fld has a single runway, Norfolk Intl has intersecting runways.

PAR RPI 1020/TCH 54 not coincident with ILS RPI 950/TCH 50.

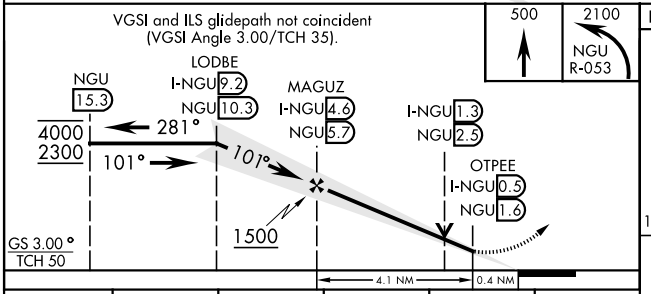
Final approach course offset 1.27° and passes 56' from rwy threshold.

Autopilot coupled approach NA below 250'.

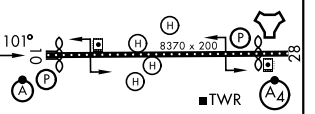


EMERG SAFE ALT 100 NM 6100

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 35).



ELEV 15 D TDZE 14



CATEGORY	A	B	C	D	E
S-ILS 10 *	264-½		250	(300-½)	
S-LOC 10 **	460-½ 446	(500-½)	460-⅞ 446	(500-⅞)	
CIRCLING ***	520-1 505 (600-1)	540-1 525 (600-1)	540-1½ 525 (600-1½)	600-2 585	(600-2)

HIRL Rwy 10-28
REIL Rwy 10, 28
TDZL/RCLS Rwy 10-28

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

NORFOLK, VIRGINIA

RNAV (GPS) RWY 10

WAAS	APCH CRS	Rwy Idg	8071
Chan 44826	100°	TDZE	14
W10A		Arpt Elev	15

[USN] NORFOLK NS (CHAMBERS FLD) (KNGU)

RNP APCH - GPS

T *When ALS inop, increase vis to ¾ mile.
**When ALS inop, increase vis to 1⅜ miles.
***When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅜ miles.
****Circling not authorized S of Rwy 10-28.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct GLEEP and hold.

ATIS	APP CON	CHAMBERS TOWER	GND CON	ASR/PAR
118.425 338.225	118.9 273.475	124.3 379.15	121.8 370.85	

For uncompensated Baro-VNAV systems LNAV/VNAV not authorized below -15°C (5°F) and above 54°C (129°F).

HARCUM HCM

NEWPORT NEWS WILLIAMSBURG INTL

LANGLEY AFB

HOLD 4000 3000 233° 230K 053° GLEEP 6 NM

2300 196° (17.5)

350 (IAF) OGTOE

2300 140° (18.1)

NORFOLK NS HELIPORT 1 NM NW
Use caution in circling approach.

(IF/IAF) NONNU 2300

329 (FAF) HISAM 240 210 RW10

1500 100° (4.6)

100° 230K 280° 6 NM HOLD 4000 2300

253 263

NORFOLK INTL

CAUTION: Do not mistake Norfolk Intl 5 NM SE for Chambers Fld. Chambers Fld has a single runway, Norfolk Intl has intersecting runways.

MSA RW10 25 NM 2300 OCEANA NAS

1243

EMERG SAFE ALT 100 NM 6100

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 35).

800 3000 GLEEP

ELEV 15 D TDZE 14

6 NM Holding Pattern NONNU

4000 2300 280° 100° 2300

100° HISAM 1.5 NM to RW10 RW10

GP 3.00° TCH 50

1500

4.5 NM

CATEGORY	A	B	C	D	E
LPV DA *	214-½		200	(200-½)	
LNAV/VNAV DA **	520-1		506	(600-1)	
LNAV MDA ***	520-½ 506 (600-½)		520-1	506	(600-1)
CIRCLING ****	520-1 505 (600-1)	540-1 525 (600-1)	540-1½ 525 (600-1½)	600-2 585	(600-2)

10 28 8370 x 200 100° TWR A4

HIRL Rwy 10-28
REIL Rwy 10, 28
TDZL/RCLS Rwy 10-28

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

NORFOLK, VIRGINIA
Amdt 9 22JAN26

36°56'N-76°17'W

NORFOLK NS (CHAMBERS FLD) (KNGU)

RNAV (GPS) RWY 10

26022

NORFOLK, VIRGINIA

RNAV (GPS) RWY 28

APCH CRS	Rwy Idg	7375
280°	TDZE	14
	Arpt Elev	15

[USN] NORFOLK NS (CHAMBERS FLD) (KNGU)

RNP APCH - GPS

▼ *When ALS inop, increase vis to 7/8 mile.
**When ALS inop, increase CAT AB vis to 1 mile; CAT CDE vis to 1¼ miles.
***Circling not authorized S of Rwy 10-28.

MALSF

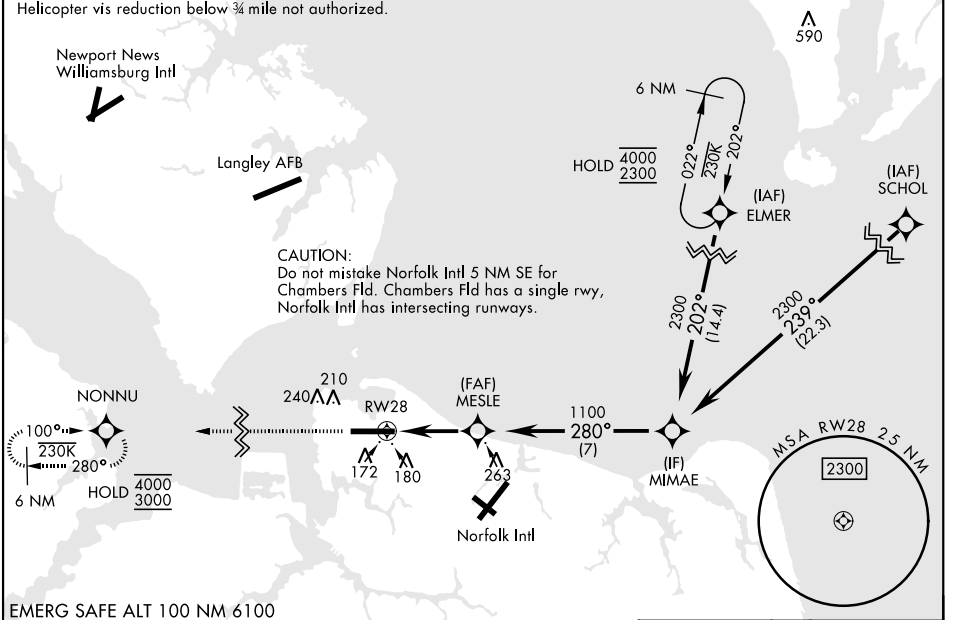
MISSED APPROACH: Climb to 3000 direct NONNU and hold, continue climb in hold to 3000.

ATIS	APP CON	TOWER	GND CON	ASR/PAR
118.425 338.225	118.9 273.475	124.3 379.15	121.8 370.85	

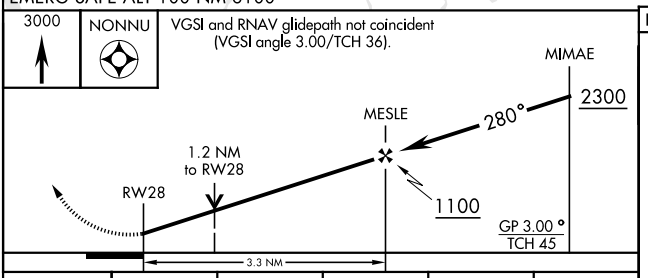
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) and above 54°C (129°F).

NORFOLK NS HELIPORT 1 NM NW
Use caution in circling approach.

Helicopter vis reduction below ¾ mile not authorized.

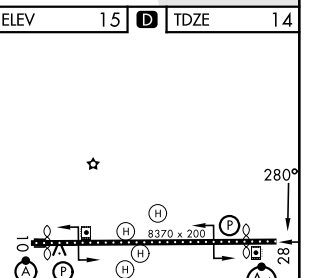


EMERG SAFE ALT 100 NM 6100



CATEGORY	A	B	C	D	E
LNAV/ VNAV DA*	303-¾ 289 (300-¾)	314-¾ 300 (300-¾)	322-¾ 308 (400-¾)	333-¾ 319 (400-¾)	
LNAV MDA**	440-¾ 426 (500-¾)		440-1 426 (500-1)		
CIRCLING***	520-1 505 (600-1)	540-1 525 (600-1)	540-1½ 525 (600-1½)	600-2 585 (600-2)	

ELEV 15 D TDZE 14



HIRL Rwy 10-28
REIL Rwy 10, 28
TDZL/RCLS Rwy 10-28

NORFOLK, VIRGINIA
Amdt 7 22JAN26

36°56'N-76°17'W

NORFOLK NS (CHAMBERS FLD) (KNGU)

RNAV (GPS) RWY 28

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

NORFOLK, VIRGINIA

TACAN Z RWY 10

TACAN	APCH CRS	Rwy Idg	8071
Chan 86Y	097°	TDZE	14
		Arpt Elev	15

[USN] NORFOLK NS (CHAMBERS FLD) (KNGU)

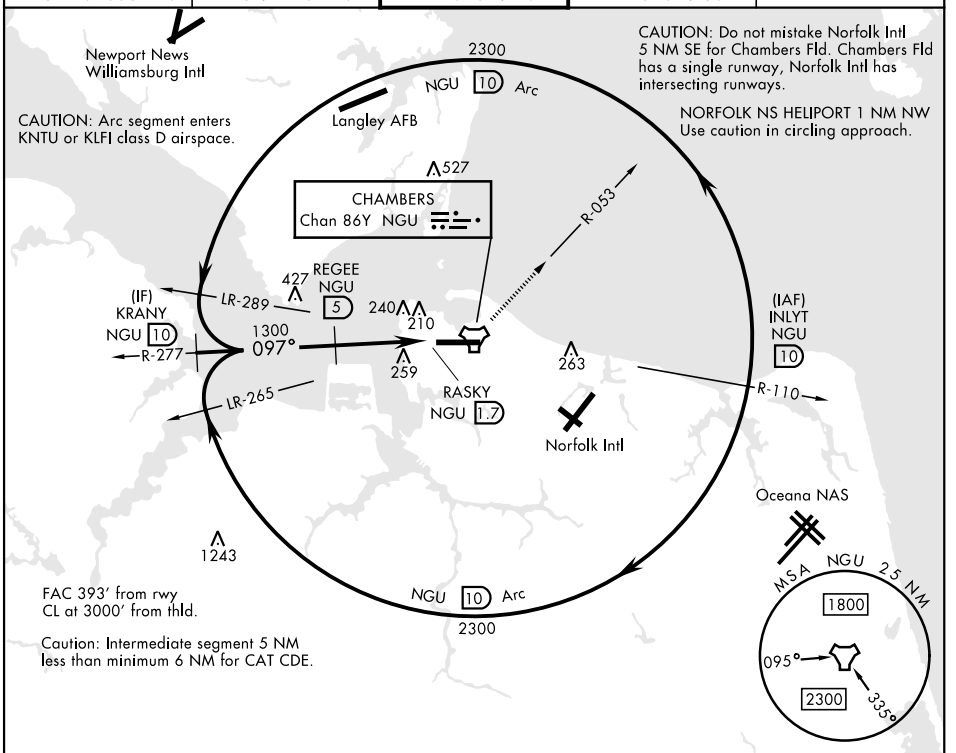
RNAV or RADAR required.

▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1⅜ miles.
** Circling not authorized S of Rwy 10-28.

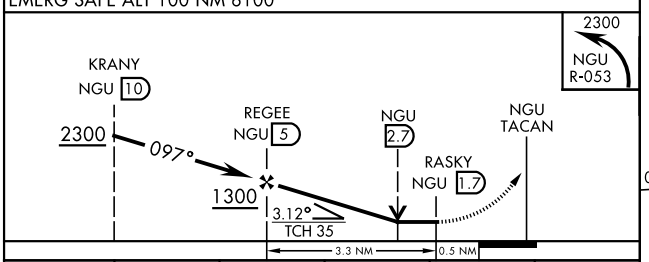
ALSF-2

MISSED APPROACH: Climbing left turn to 2300 on NGU TACAN R-053 then as directed by ATC.

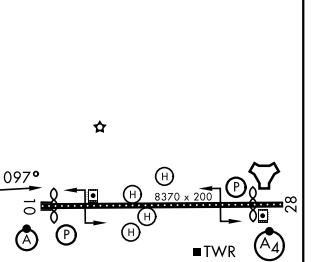
ATIS	APP CON	TOWER	GND CON	ASR/PAR
118.425 338.225	118.9 273.475	124.3 379.15	121.8 370.85	



EMERG SAFE ALT 100 NM 6100



ELEV 15 D TDZE 14



CATEGORY	A	B	C	D	E
S-10 *	520-½ 506 (600-½)		520-1 506 (600-1)		
CIRCLING**	520-1 505 (600-1)	540-1 525 (600-1)	540-1½ 525 (600-1½)	600-2 585 (600-2)	

HIRL Rwy 10-28
REIL Rwy 10, 28
TDZL/RCLS Rwy 10-28

NORFOLK, VIRGINIA 36° 56'N-76° 17'W NORFOLK NS (CHAMBERS FLD) (KNGU)

Amdt 1 22JAN26

TACAN Z RWY 10

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

NORFOLK, VIRGINIA

TACAN Z RWY 28

TACAN	APCH CRS	Rwy Idg	7375
Chan 86Y	290°	TDZE	14
		Arpt Elev	15

[USN] NORFOLK NS (CHAMBERS FLD) (KNGU)

RADAR required

▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1⅜ miles.
** Circling not authorized S of Rwy 10-28.

MALSF

MISSED APPROACH: Climb to 2300 on NGU TACAN R-277 then as directed by ATC.

ATIS	APP CON	CHAMBERS TOWER	GND CON	ASR/PAR
118.425 338.225	118.9 273.475	124.3 379.15	121.8 370.85	

Helicopter vis reduction below ¾ mile not authorized.

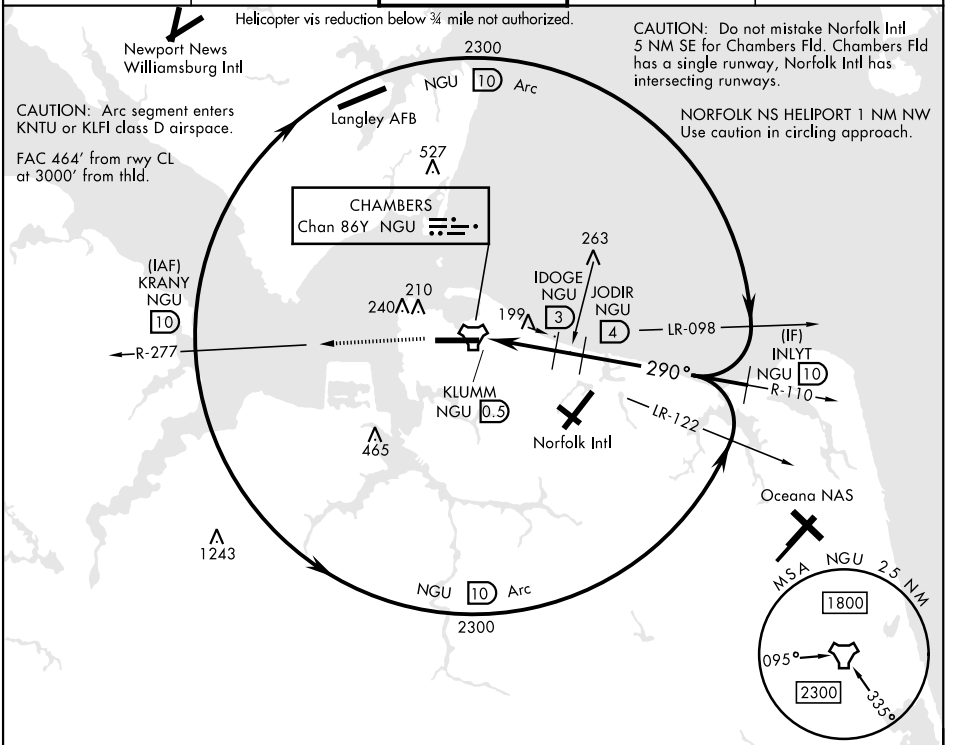
Newport News Williamsburg Intl

CAUTION: Arc segment enters KNTU or KLFI class D airspace.

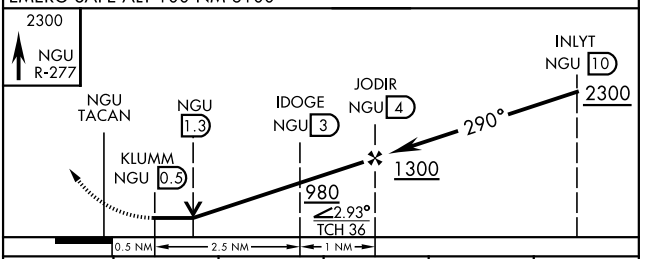
FAC 464' from rwy CL at 3000' from thld.

CAUTION: Do not mistake Norfolk Intl 5 NM SE for Chambers Fld. Chambers Fld has a single runway, Norfolk Intl has intersecting runways.

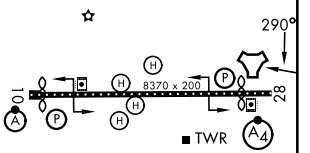
NORFOLK NS HELIPORT 1 NM NW Use caution in circling approach.



EMERG SAFE ALT 100 NM 6100



ELEV 15 D TDZE 14



CATEGORY	A	B	C	D	E
S-28 *	460-¾ 446 (500-¾)		460-1 446 (500-1)		
CIRCLING**	520-1 505 (600-1)	540-1 525 (600-1)	540-1½ 525 (600-1½)	600-2 585 (600-2)	

HIRL Rwy 10-28
REIL Rwy 10, 28
TDZL/RCLS Rwy 10-28

NORFOLK, VIRGINIA 36° 56'N-76° 17'W NORFOLK NS (CHAMBERS FLD) (KNGU)

Amdt 1 22JAN26

TACAN Z RWY 28

NE-3, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM

NORFOLK NS (CHAMBERS FLD) (KNGU)

[USN]

NORFOLK, VIRGINIA

AIRPORT DIAGRAM

NORFOLK, VIRGINIA

NORFOLK NS (CHAMBERS FLD) (KNGU)

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

CHAMBERS THREE DEPARTURE (OBSTACLE) (NGU3.NGU)

NE-3, 03 SEP 2026 to 29 OCT 2026

[USN]

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10: Climbing left turn heading 050°. Thence...

TAKEOFF RWY 28: Climb heading 280°. Thence...

...via RADAR vectors to assigned transition. Maintain 2000 or assigned altitude. Expect clearance to requested altitude/flight level 10 minutes after departure.

ATLIC TRANSITION (NGU3.ATLIC): Via vectors to ATLIC.

ELIZABETH CITY TRANSITION (NGU3.ECG): Via vectors to SWOPE, then via ORF VORTAC R-201 to VISOW (ORF R-201/33 DME), then direct ECG VOR/DME.

FLAT ROCK TRANSITION (NGU3.FAK): Via vectors to WAIKS, then via ORF VORTAC R-290 to KELLE, then direct FAK VORTAC.

HARCUM TRANSITION (NGU3.HCM): Via vectors to HCM VORTAC.

HOPEWELL TRANSITION (NGU3.HPW): Via vectors to HPW VORTAC.

J174 TRANSITION (NGU3.ORF): Via vectors to J174.

V139 TRANSITION (NGU3.ORF): Via vectors to V139.

NOTE: Transitions are part of the Preferred Departure Route (PDR) system and established as an Air Traffic flow procedure from the Norfolk Terminal Area. These fixes are to be used as the initial filing point out of NS Norfolk.

NE-3, 03 SEP 2026 to 29 OCT 2026

NORFOLK, VIRGINIA

COPTER RNAV (GPS) 141°

APCH CRS	Rwy Idg	N/A
141°	TDZE	N/A
	Arpt Elev	10

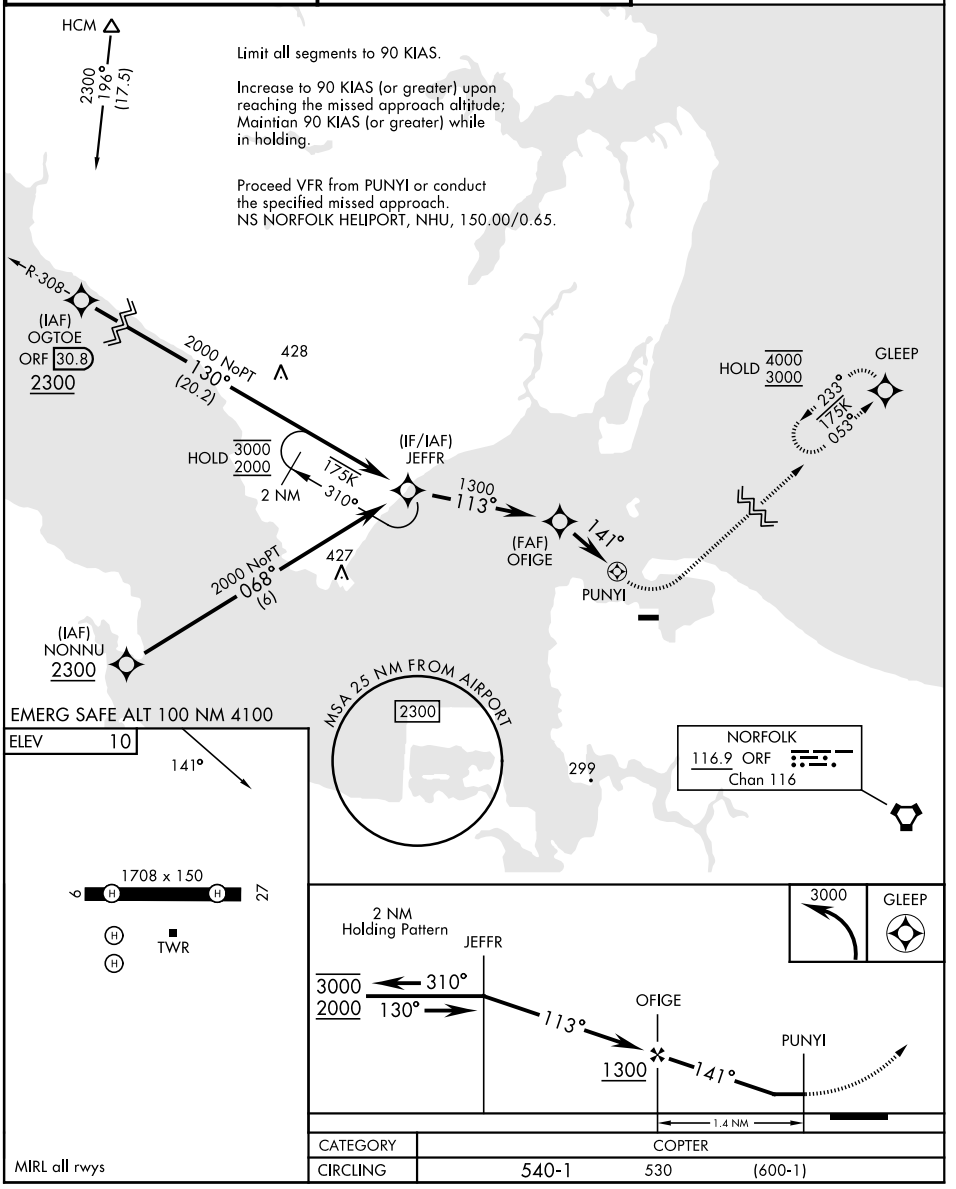
[USN] NORFOLK NS HELIPORT (KNHU)

RNP APCH

Circling visibility reduction by helicopters not authorized.

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

CHAMBERS TOWER	NAVY NORFOLK HEL TOWER	GND CON
124.3 379.15	126.375 290.5	298.95



CATEGORY	COPTER		
CIRCLING	540-1	530	(600-1)

NORFOLK, VIRGINIA 36°57'N - 76°18'W NORFOLK NS HELIPORT (KNHU)

Amdt 1 30NOV23

COPTER RNAV (GPS) 141°

NE-3, 03 SEP 2026 to 29 OCT 2026

NORFOLK, VIRGINIA

COPTER RNAV (GPS) 276°

APCH CRS	Rwy Idg	N/A
276°	TDZE	N/A
	Arpt Elev	10

[USN] NORFOLK NS HELIPORT (KNHU)

RNP APCH

Circling visibility reduction by helicopters not authorized.

MISSED APPROACH: Climbing right turn to 2000 direct JEFFR and hold.

CHAMBERS TOWER	NAVY NORFOLK HEL TOWER	GND CON
124.3 379.15	126.375 290.5	298.95

Limit all segments to 90 KIAS.

Increase to 90 KIAS (or greater) upon reaching the missed approach altitude; Maintian 90 KIAS (or greater) while in holding.

HOLD 4000/2300 022° 175K 202°

(IAF) SCHOL ORF 29.1

2300 277° (13.7)

(IAF) ELMER

1800 229° (12.4)

R-060

Proceed VFR from OFIKU or conduct the specified missed approach.
NS NORFOLK HELIPORT, NHU, 275.00/0.65.

(IF) WADAD

1300 246° (5.7)

HOLD 3000/2000 130° 175K 310°

JEFFR

2 NM

240

135

OFIKU

CULVE

276°

165

MSA 25 NM FROM AIRPORT 2300

NORFOLK 116.9 ORF Chan 116

299

ELEV 10

276°

1708 x 150

6 27

TWR

EMERG SAFE ALT 100 NM 4100

2000

JEFFR

WADAD

CULVE 246° 1800

OFIKU 276° 1300

1.4 NM

CATEGORY	COPTER		
CIRCLING	540-1	530	(600-1)

MIRL all rwys

NORFOLK, VIRGINIA 36°57'N - 76°18'W NORFOLK NS HELIPORT (KNHU)

Amdt 2 19MAR26

COPTER RNAV (GPS) 276°

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

NORFOLK, VIRGINIA

COPTER TACAN 310

TACAN	APCH CRS	Rwy Idg	N/A
NGU Chan 86(Y)	130°	TDZE	N/A
		Arpt Elev	10

[USN]

NORFOLK NS HELIPORT (KNHU)

Circling not authorized S of H2.

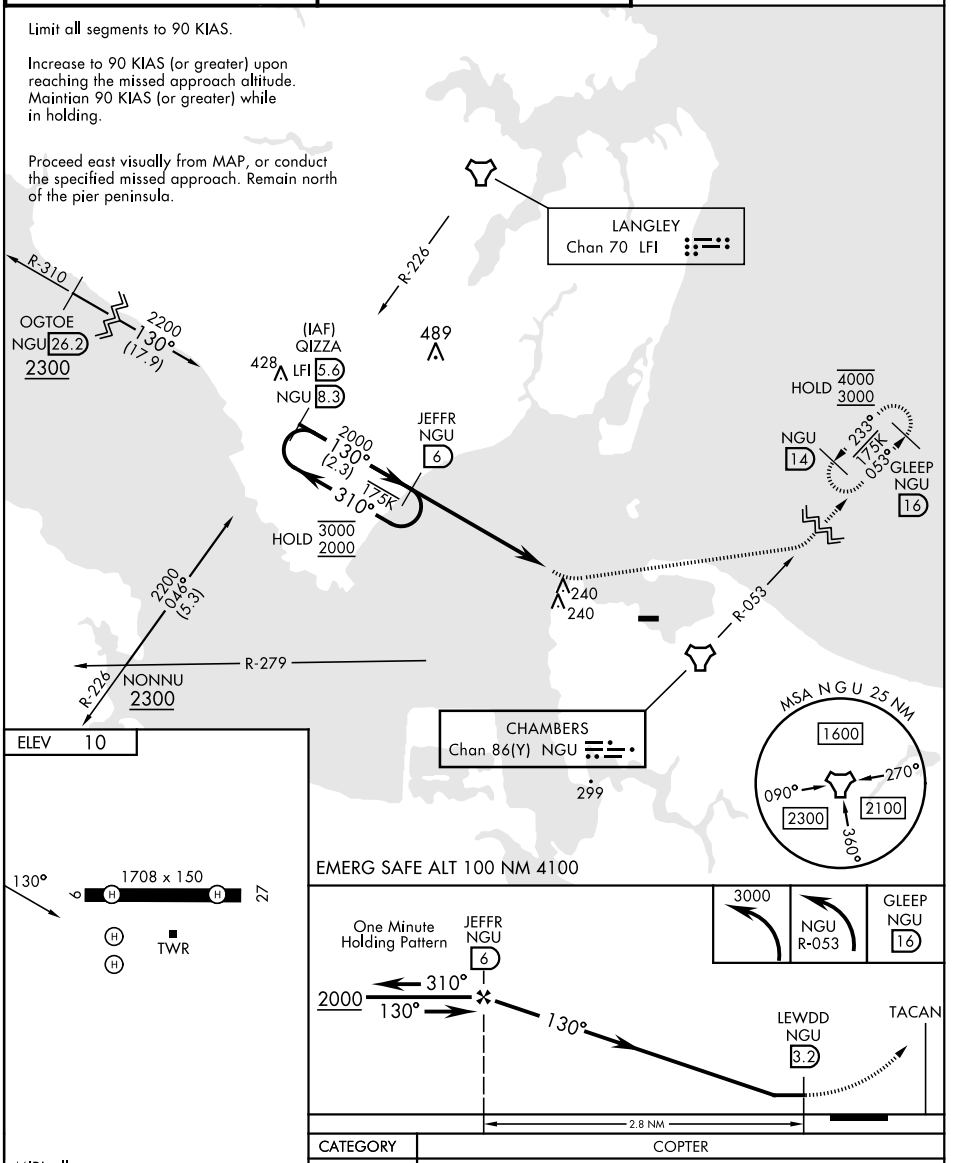
MISSED APPROACH: Climbing left turn to 3000 to intercept NGU TACAN R-053 to GLEEP and hold.

CHAMBERS TOWER	NAVY NORFOLK HEL TOWER	GND CON
124.3 379.15	126.375 290.5	298.95

Limit all segments to 90 KIAS.

Increase to 90 KIAS (or greater) upon reaching the missed approach altitude. Maintian 90 KIAS (or greater) while in holding.

Proceed east visually from MAP, or conduct the specified missed approach. Remain north of the pier peninsula.



CATEGORY	COPTER		
CIRCLING	540-1⅞	530	(600-1⅞)

MIRL all rwys

NORFOLK, VIRGINIA

36°57'N - 76°18'W

NORFOLK NS HELIPORT (KNHU)

Orig 30NOV23

COPTER TACAN 310

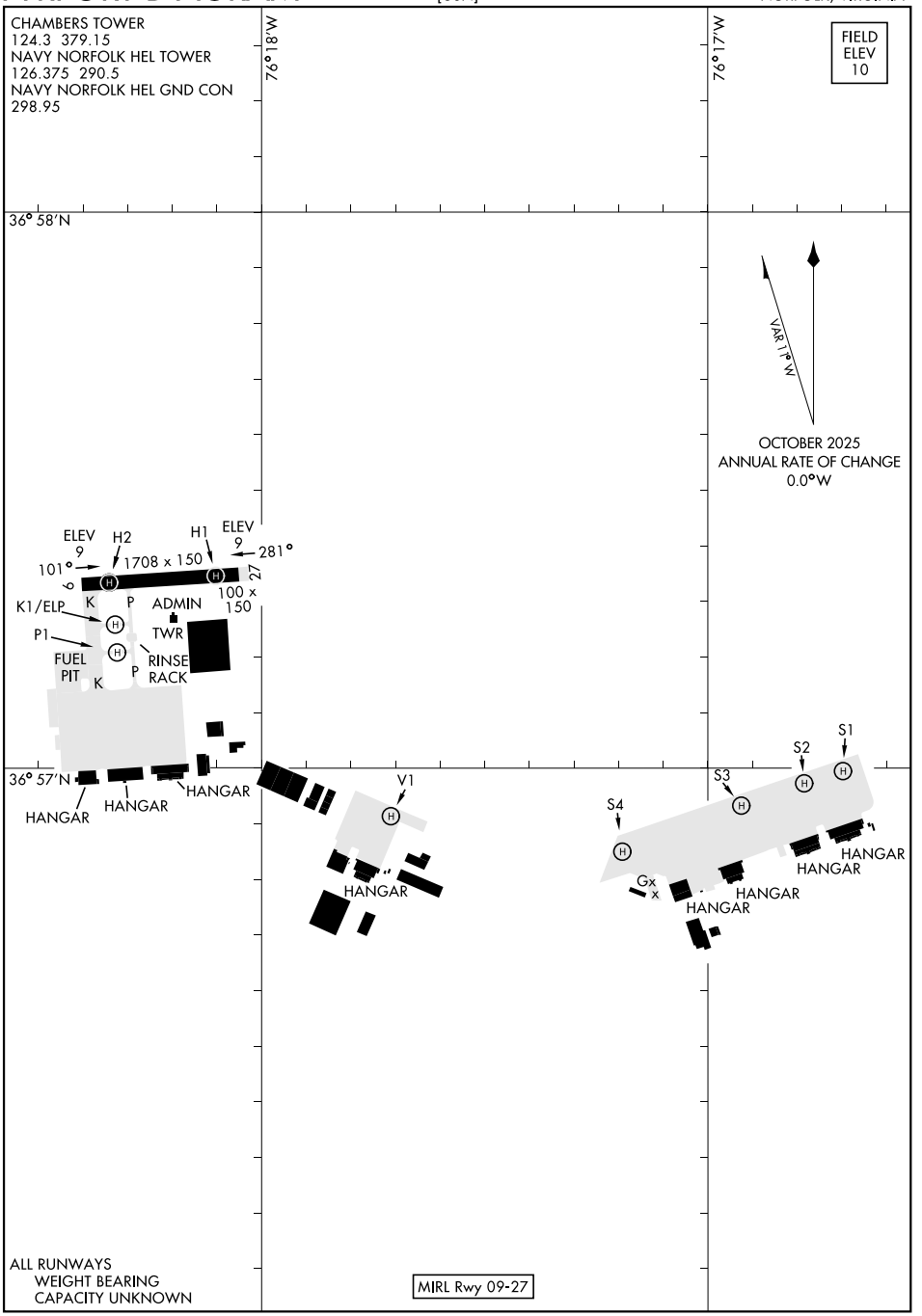
NE-3, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM

NORFOLK NS HELIPORT (NHU)

[USN]

NORFOLK, VIRGINIA



AIRPORT DIAGRAM

NORFOLK, VIRGINIA

NORFOLK NS HELIPORT (NHU)

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

COPTER PRIDE TWO DEPARTURE (NHU2.NHU) [USN]

NE-3, 03 SEP 2026 to 29 OCT 2026

COPTER PRIDE TWO DEPARTURE (NHU2.NHU) [USN]

DEPARTURE ROUTE DESCRIPTION

TAKEOFF HELIPORT WESTBOUND: Climb heading 341° then climbing left turn to JEFFR, minimum climb rate 500 ft/NM to 500, thence...

TAKEOFF HELIPORT EASTBOUND: Climb heading 341° then climbing right turn to DOTTS, minimum climb rate 500 ft/NM to 500, thence...

...via RADAR vectors to assigned transition. Maintain 2000 or assigned altitude. Expect clearance to requested altitude/flight level 10 minutes after departure.

ATLIC TRANSITION (NHU2.ATLIC): Via vectors to ATLIC.

ELIZABETH CITY TRANSITION (NHU2.ECG): Via vectors to SWOPE, then via ORF VORTAC R-201 to VISOW (ORF R-201/33 DME), then direct ECG VOR/DME.

FLAT ROCK TRANSITION (NHU2.FAK): Via vectors to WAIKS, then via ORF VORTAC R-290 to KELLE, then direct FAK VORTAC.

HARCUM TRANSITION (NHU2.HCM): Via vectors to HCM VORTAC.

V139 TRANSITION (NHU2.ORF): Via vectors to V139.

NOTE: Transitions are part of the Preferred Departure Route (PDR) system and established as an Air Traffic flow procedure from the Norfolk Terminal Area. These fixes are to be used as the initial filing point out of NS Norfolk.

NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 9

GARRETT COUNTY (2G4)

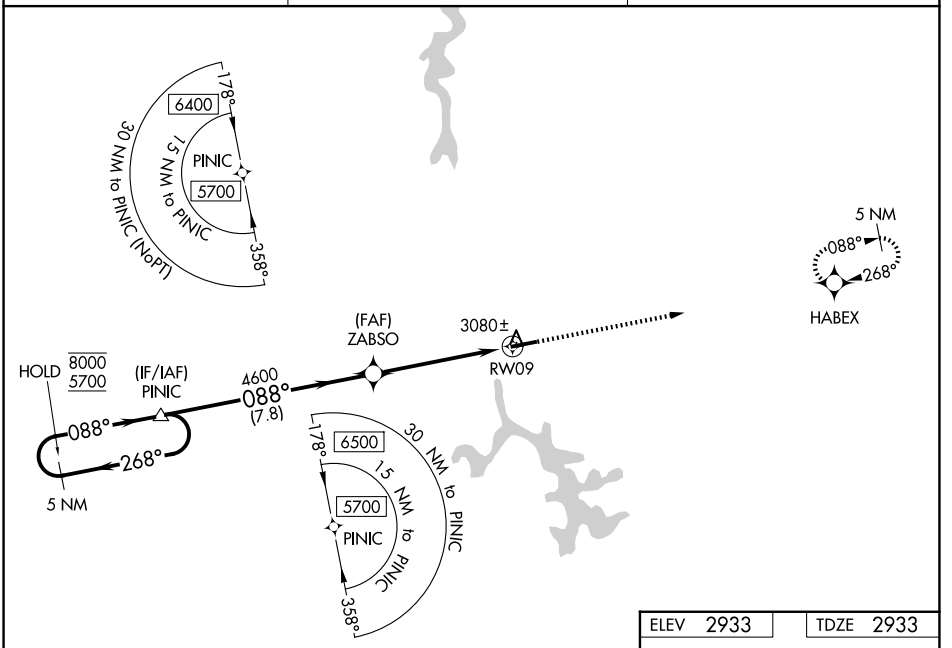
WAAS CH 69624 W09A	APP CRS 088°	Rwy Ldg 5000 TDZE 2933 Apt Elev 2933

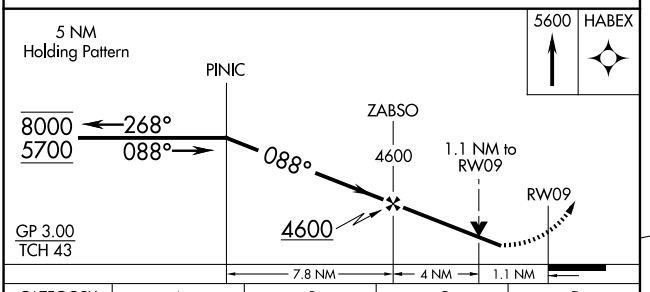
RNP APCH - GPS.

Rwy 9 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. Baro-VNAV and VDP NA when using MGW altimeter setting. When local altimeter setting not received, use MGW altimeter setting and increase LPV DA to 3483 feet and all visibilities ⅞ SM. Increase LNAV/VNAV DA to 3538 feet and all visibilities ⅞ SM; increase all MDAs 300 feet and LNAV visibility Cat C ⅞ SM, and Circling visibility Cat C 1 SM.

MISSED APPROACH: Climb to 5600 direct HABEX and hold, continue climb-in-hold to 5600.

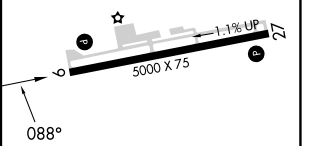
AWOS-3PT	CLARKSBURG APP CON ★	UNICOM
120.125	119.425 284.65	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	3183-¾	250 (300-¾)		NA
LNAV/VNAV DA	3238-⅞	305 (400-⅞)		NA
LNAV MDA	3340-1	407 (500-1)	3340-1⅛ 407 (500-1⅛)	NA
CIRCLING	3380-1 447 (500-1)	3400-1 467 (500-1)	3500-1½ 567 (600-1½)	NA

ELEV 2933 TDZE 2933



REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 27

GARRETT COUNTY (2G4)

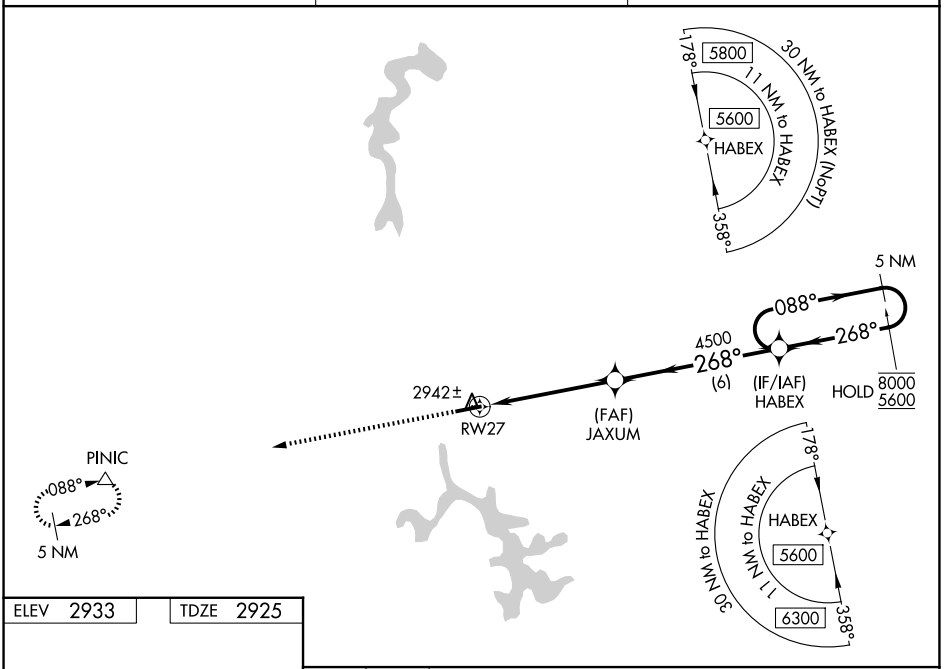
WAAS CH 86524 W27A	APP CRS 268°	Rwy Ldg 5000 TDZE 2925 Apt Elev 2933

RNP APCH - GPS.

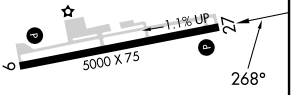
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. Baro-VNAV and VDP NA when using MGW altimeter setting. When local altimeter setting not received, use MGW altimeter setting and increase LPV DA to 3425 feet and all visibilities ⅜ SM. Increase LNAV/VNAV DA to 3475 feet and all visibilities ⅝ SM; increase all MDAs 300 feet and LNAV visibility Cat C ⅝ SM, and Circling visibility Cat C 1 SM.

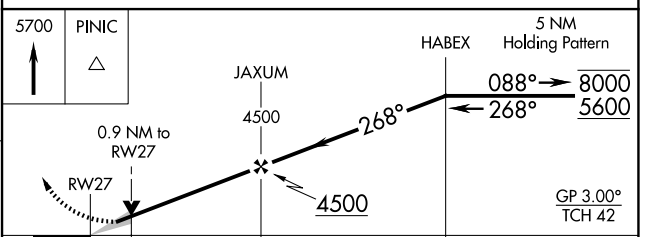
MISSED APPROACH: Climb 5700 direct PINIC and hold.

AWOS-3PT	CLARKSBURG APP CON ★	UNICOM
120.125	119.425 284.65	123.0 (CTAF) L



ELEV 2933 TDZE 2925





CATEGORY	A	B	C	D
LPV DA	3125-1	200 (200-1)		NA
LNAV/VNAV DA	3175-1	250 (300-1)		NA
LNAV MDA	3200-1	275 (300-1)		NA
CIRCLING	3380-1 447 (500-1)	3400-1 467 (500-1)	3500-1½ 567 (600-1½)	NA

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

OCEAN CITY, MARYLAND

AL-5284 (FAA)

26190

RNAV (GPS) RWY 2

OCEAN CITY MUNI (OXB)

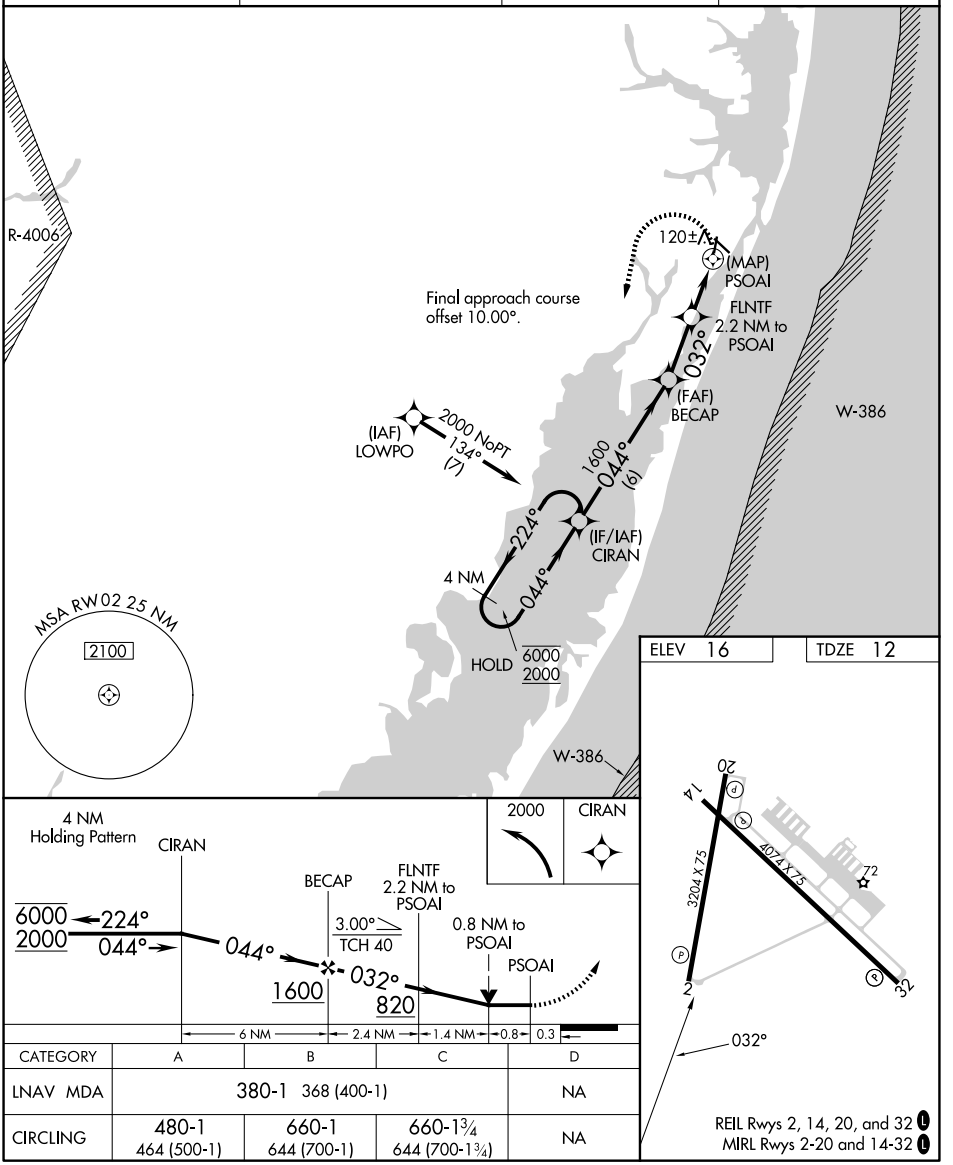
APP CRS		
032°	Rwy Ldg	3204
	TDZE	12
	Apt Elev	16

RNP APCH - GPS.

Rwy 2 helicopter visibility reduction below ¾ SM NA.
Circling Rwy 14, 20 NA at night.

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

ASOS	PATUXENT APP CON ★	CLNC DEL	UNICOM
119.025	127.95 314.0	121.75	123.05 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	380-1 368 (400-1)			NA
CIRCLING	480-1 464 (500-1)	660-1 644 (700-1)	660-1¾ 644 (700-1¾)	NA

REIL Rwys 2, 14, 20, and 32 L
MIRL Rwys 2-20 and 14-32 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 14

OCEAN CITY MUNI (OXB)

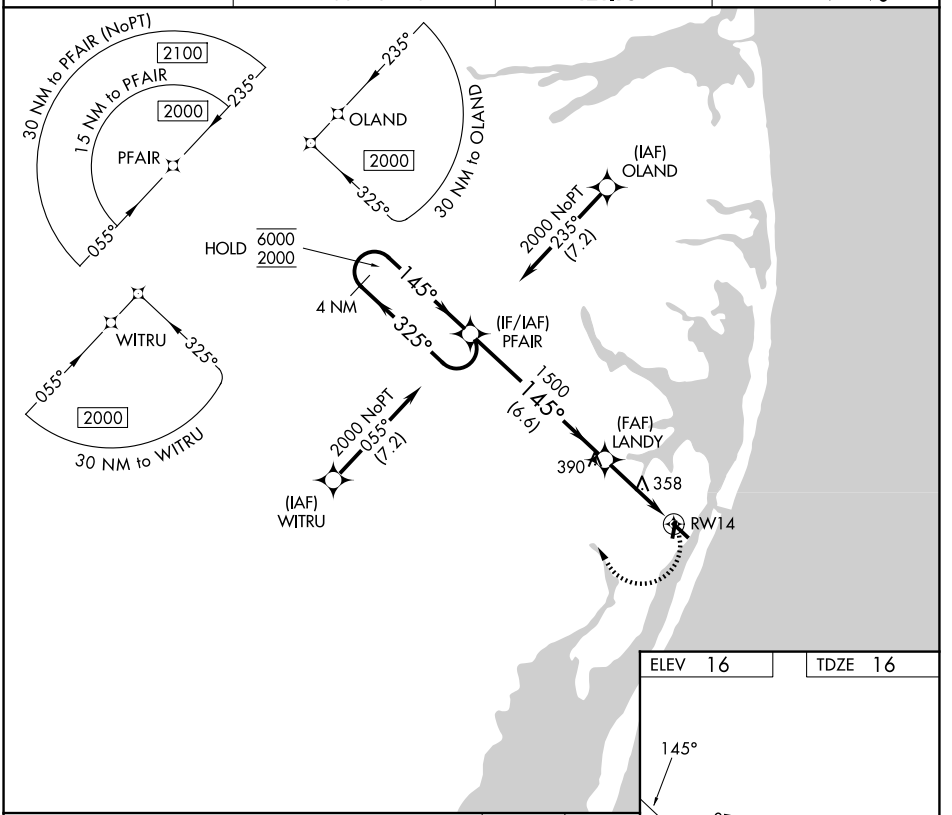
APP CRS	Rwy Ldg	4074
145°	TDZE	16
	Apt Elev	16

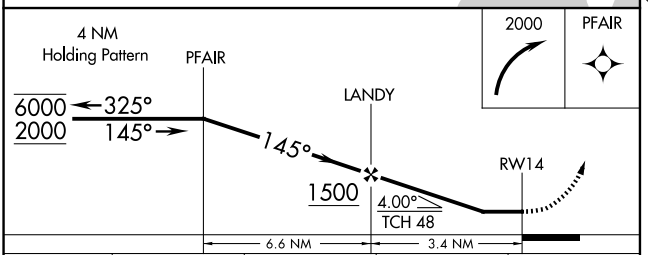
RNP APCH - GPS.

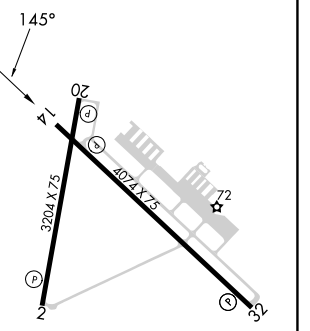
Rwy 14 helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 14 NA at night, Circling Rwy 14, 20 NA at night.

MISSED APPROACH: Climbing right turn to 2000 direct PFAIR and hold.

ASOS	PATUXENT APP CON ★	CLNC DEL	UNICOM
119.025	127.95 314.0	121.75	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	700-1	684 (700-1)	NA	
CIRCLING	700-1	684 (700-1)	NA	

REIL Rwys 2, 14, 20, and 32 L
MIRL Rwys 2-20 and 14-32 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

OCEAN CITY, MARYLAND AL-5284 (FAA) 26190

RNAV (GPS) RWY 32

OCEAN CITY MUNI (OXB)

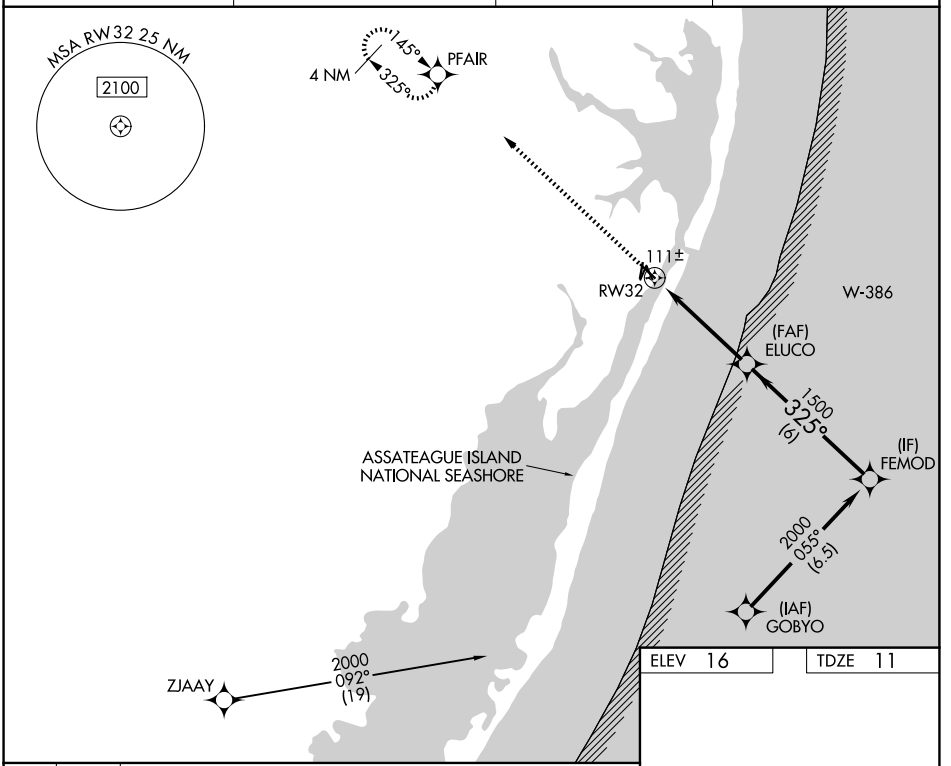
WAAS CH 61246 W32A	APP CRS 325°	Rwy Ldg 4074 TDZE 11 Apt Elev 16

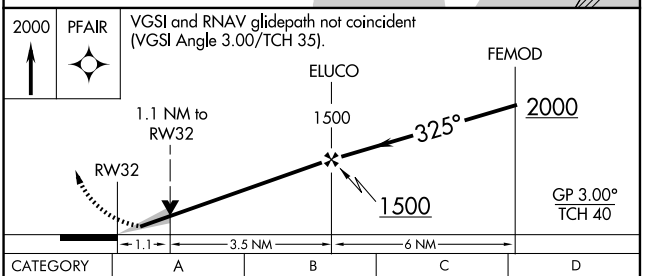
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54° C.

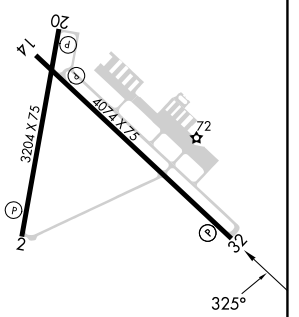
MISSED APPROACH: Climb to 2000 direct PFAIR and hold.

ASOS	PATUXENT APP CON ★	CLNC DEL	UNICOM
119.025	127.95 314.0	121.75	123.05 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	261-1 250 (300-1)			
LNAV/VNAV DA	289-1 278 (300-1)			
LNAV MDA	380-1 369 (400-1)			



REIL Rwys 2, 14, 20, and 32 L
MIRL Rwys 2-20 and 14-32 L

OCEAN CITY, MARYLAND 38°19'N-75°07'W OCEAN CITY MUNI (OXB)

Orig 30NOV23

RNAV (GPS) RWY 32

NE-3, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-OXB	APP CRS	Rwy Ldg	4074
109.15	325°	TDZE	11
Chan 28(Y)		Apt Elev	16

LOC RWY 32

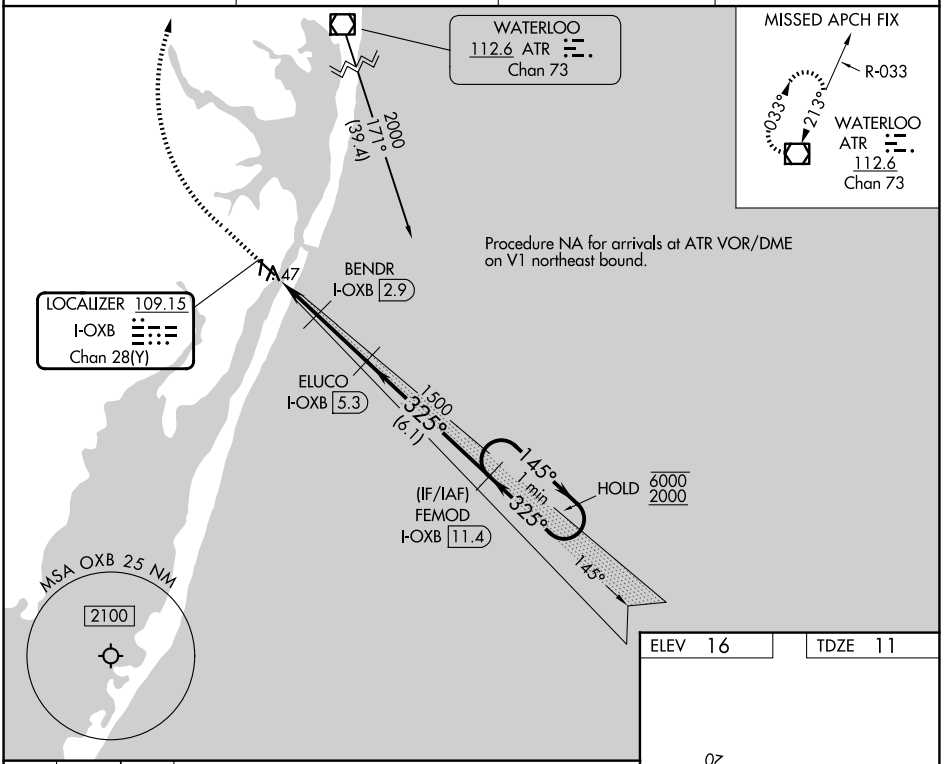
OCEAN CITY MUNI (OXB)

DME required.

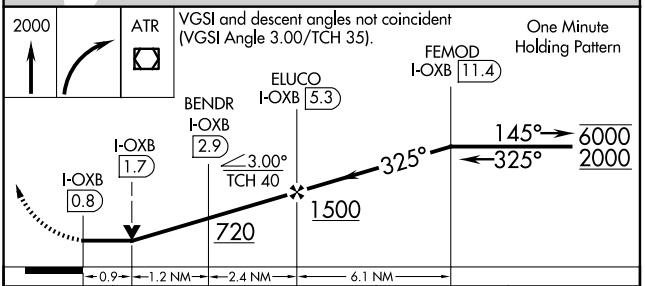
Circling Rwy 14, 20 NA at night.

MISSED APPROACH: Climb to 2000 then climbing right turn direct ATR VOR/DME and hold.

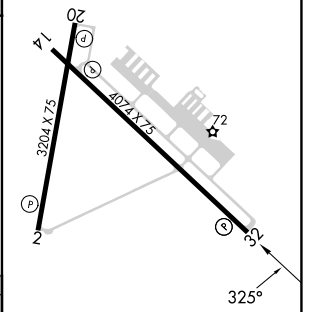
ASOS	PATUXENT APP CON ★	CLNC DEL	UNICOM
119.025	127.95 314.0	121.75	123.05 (CTAF) L



ELEV 16 TDZE 11



CATEGORY	A	B	C	D
S-LOC 32	340-1 329 (400-1)			
CIRCLING	480-1 464 (500-1)	660-1 644 (700-1)	660-1¾ 644 (700-1¾)	780-2½ 764 (800-2½)



REIL Rwys 2, 14, 20, and 32 L
MIRL Rwys 2-20 and 14-32 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

VIRGINIA BEACH, VIRGINIA

RNAV (GPS) RWY 5L

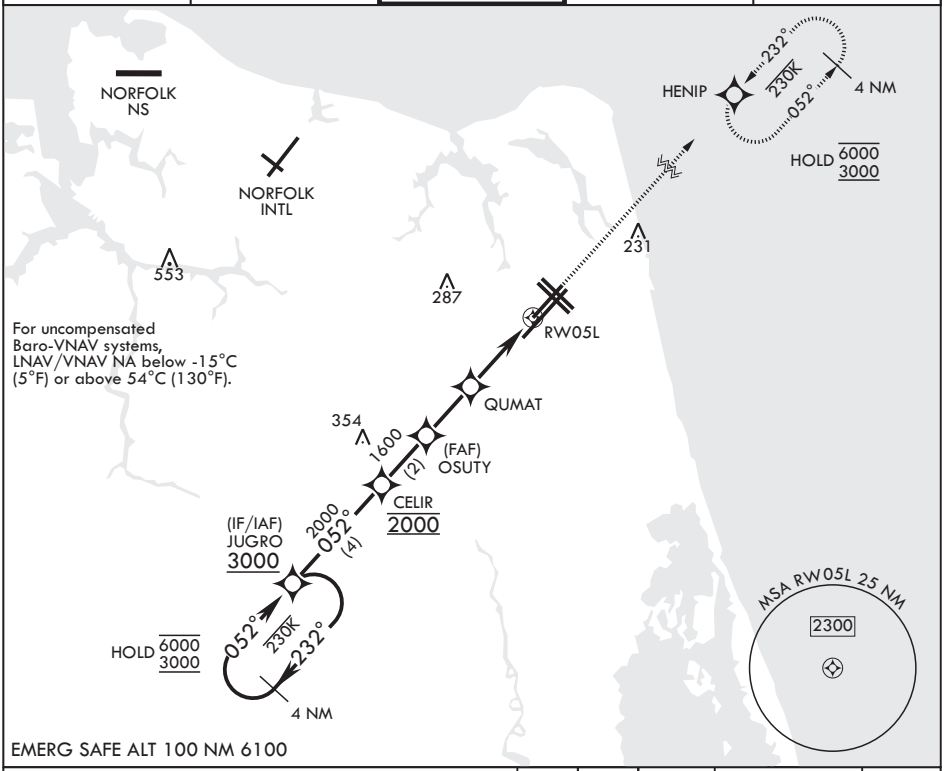
WAAS CH 63997 W05A	APCH CRS 052°	Rwy ldg 7999 TDZE 20 Arpt Elev 22

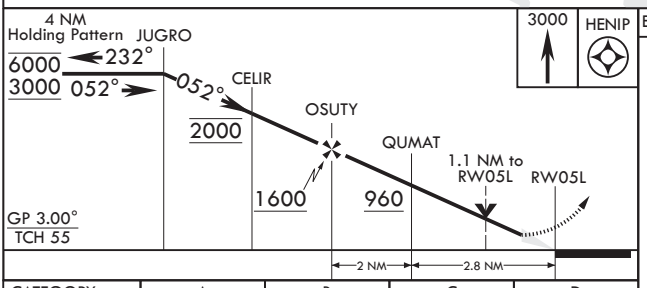
(USN) OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

RNP APCH-GPS

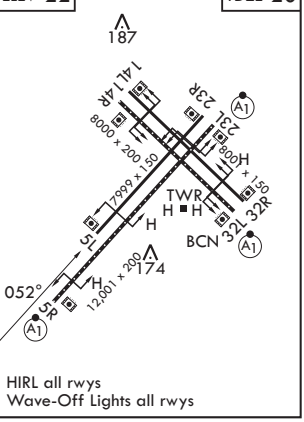
MISSED APPROACH: Climb to 3000 direct HENIP and hold. Continue climb in hold to 3000.

ATIS	APP CON/DEP CON	TOWER	GND CON	ASR/PAR
317.6	123.9 266.8	127.075 360.2	119.6 336.4	





ELEV 22 TDZE 20



CATEGORY	A	B	C	D
LPV DA	220-¾	200	(200-¾)	
LNAV/VNAV DA	305-⅞ 285 (300-⅞)	316-⅞ 296 (300-⅞)	324-⅞ 304 (400-⅞)	335-⅞ 315 (400-⅞)
LNAV MDA	440-1	420 (500-1)	440-1⅛	420 (500-1⅛)
CIRCLING	500-1	478 (500-1)	600-1½ 578 (600-1½)	600-2 578 (600-2)

HIRL all rwys
Wave-Off Lights all rwys

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

VIRGINIA BEACH, VIRGINIA

RNAV (GPS) RWY 5R

WAAS	APCH CRS	Rwy ldg	12,001
CH 69870	052°	TDZE	19
W05B		Arpt Elev	22

(USN) OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

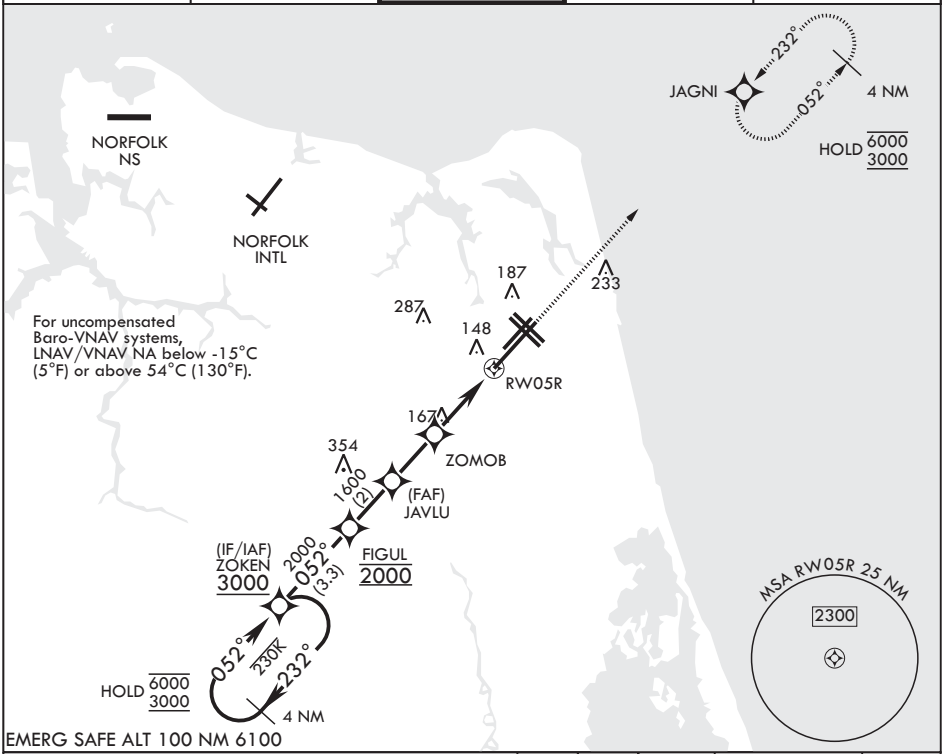
RNP APCH-GPS

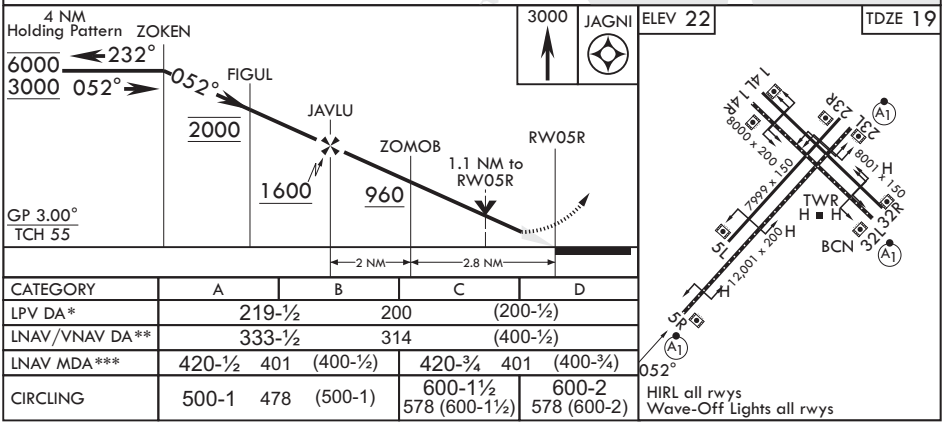
* When ALS inop increase vis to 3/4 mile.
** When ALS inop increase vis to 7/8 mile.
*** When ALS inop, increase CAT AB vis to 1 mile; CAT CD vis to 1 1/8 miles.

ALSF-1

MISSED APPROACH: Climb to 3000 direct JAGNI and hold. Continue climb in hold to 3000.

ATIS	APP CON/DEP CON	TOWER	GND CON	ASR/PAR
317.6	123.9 266.8	127.075 360.2	119.6 336.4	





CATEGORY	A	B	C	D
LPV DA*	219-½	200	(200-½)	
LNAV/VNAV DA**	333-½	314	(400-½)	
LNAV MDA***	420-½ 401 (400-½)		420-¾ 401 (400-¾)	
CIRCLING	500-1 478 (500-1)		600-1½ 578 (600-1½)	600-2 578 (600-2)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

VIRGINIA BEACH, VIRGINIA

RNAV (GPS) RWY 23L

WAAS CH 67300 W23A	APCH CRS 232°	Rwy ldg 12,001 TDZE 21 Arpt Elev 22

(USN) OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

RNP APCH-GPS

* When ALS inop, increase vis to 3/4 mile.
** When ALS inop, increase vis to 7/8 mile.
*** When ALS inop, increase CAT AB vis to 1 mile; CAT CD vis to 1 1/8 miles.

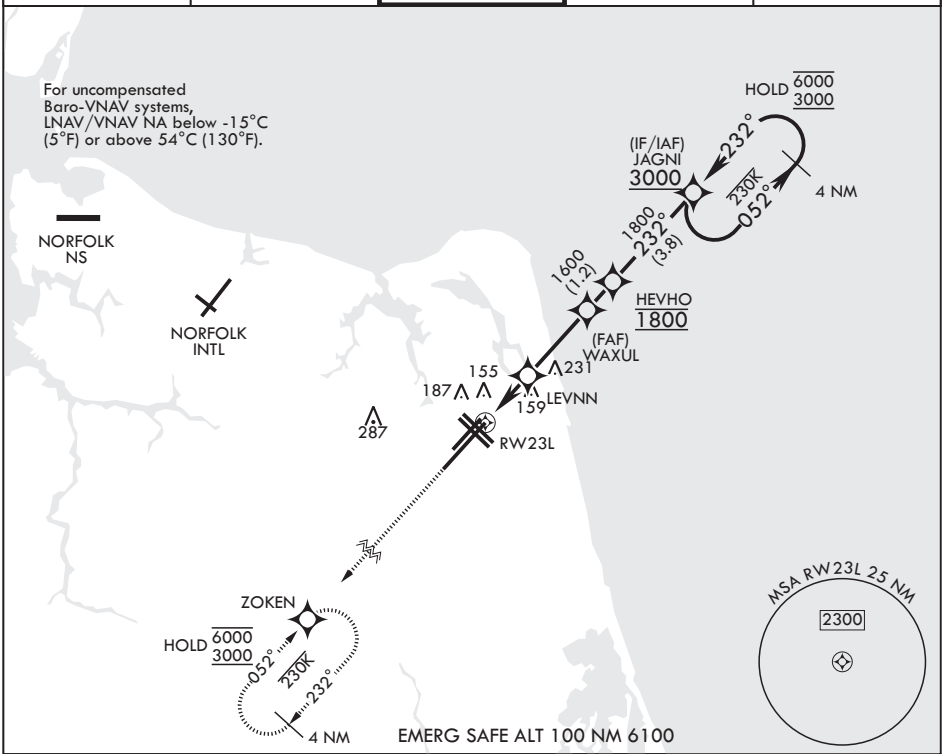
ALSF-1

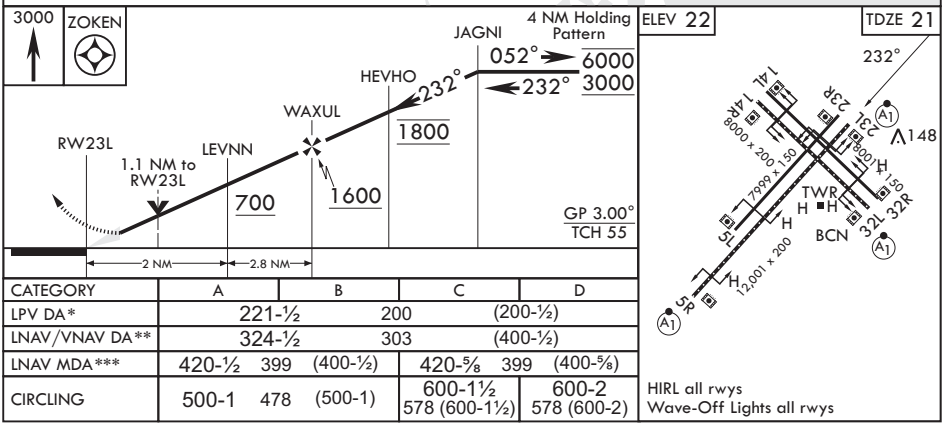
MISSED APPROACH: Climb to 3000 direct ZOKEN and hold.

ATIS	APP CON/DEP CON	TOWER	GND CON	ASR/PAR
317.6	123.9 266.8	127.075 360.2	119.6 336.4	

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026





CATEGORY	A	B	C	D
LPV DA*	221-½	200	(200-½)	
LNAV/VNAV DA**	324-½	303	(400-½)	
LNAV MDA***	420-½ 399 (400-½)		420-⅝ 399 (400-⅝)	
CIRCLING	500-1 478 (500-1)		600-1½ 578 (600-1½)	600-2 578 (600-2)

VIRGINIA BEACH, VIRGINIA

36°49'N - 76°02'W OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

Amdt 5 12JUN25

RNAV (GPS) RWY 23L

VIRGINIA BEACH, VIRGINIA

RNAV (GPS) RWY 23R

WAAS CH 71079 W23B	APCH CRS 232°	Rwy ldg 7999 TDZE 20 Arpt Elev 22

(USN) OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

RNP APCH-GPS

MISSED APPROACH: Climb to 3000 direct JUGRO and hold.

ATIS	APP CON/DEP CON	TOWER	GND CON	ASR/PAR
317.6	123.9 266.8	127.075 360.2	119.6 336.4	

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).

HOLD 6000 3000

(IF/IAF) HENIP 3000

232° 230K 052° 4 NM

1800 232° (3.8)

1600 (1.2)

ZENUK 1800

(FAF) COXOG

NORFOLK NS

NORFOLK INTL

187 180 219

SUTUE

287

RW23R

JUGRO

HOLD 6000 3000

052° 230K 232° 4 NM

MSA RW23R 25 NM

2300

EMERG SAFE ALT 100 NM 6100

3000 JUGRO

HENIP 4 NM Holding Pattern 052° 6000 3000

232° 3000

ZENUK 232° 1800

COXOG 1600

SUTUE 700

RW23R

1.1 NM to RW23R

GP 3.00° TCH 55

2 NM 2.8 NM

ELEV 22 TDZE 20

232°

14L 14R 8000 x 200

23L 23R 8008 x 150

7999 x 150

TWR

BCN

32L 32R

12,001 x 200

HIRL all rwys

Wave-Off Lights all rwys

CATEGORY	A	B	C	D
LPV DA	220-¾	200	(200-¾)	
LNAV/VNAV DA	440-1⅛	420	(500-1⅛)	
LNAV MDA	440-1 420 (500-1)		440-1⅛ 420 (500-1⅛)	
CIRCLING	500-1 478 (500-1)		600-1½ 578 (600-1½)	600-2 578 (600-2)

VIRGINIA BEACH, VIRGINIA

Amdt 5 12JUN25

36°49'N - 76°02'W OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

RNAV (GPS) RWY 23R

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

VIRGINIA BEACH, VIRGINIA

RNAV (GPS) RWY 32L/R

APCH CRS		32L	32R
325°	Rwy ldg	8000	8001
	TDZE	22	20
	Arpt Elev	22	

(USN) OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

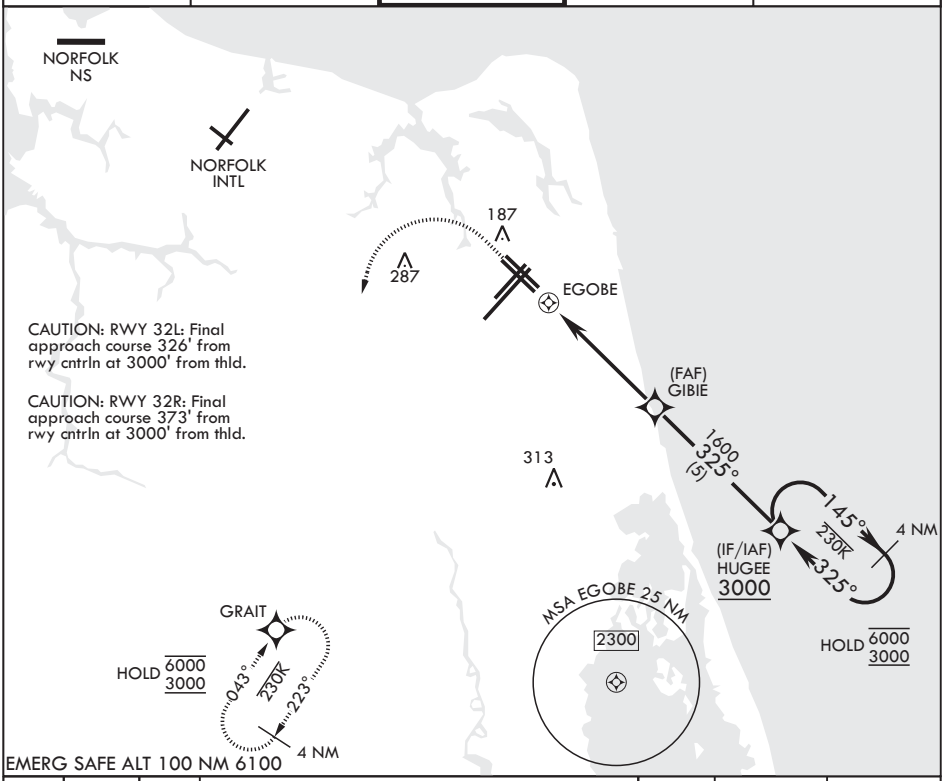
RNP APCH-GPS

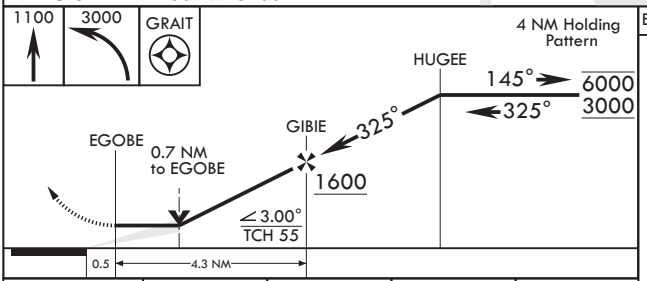
* When ALS inop increase CAT AB vis to 1 mile, CAT CD vis to 1 1/8 miles.

Rwy 32L ALSF-1

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct GRAIT and hold.

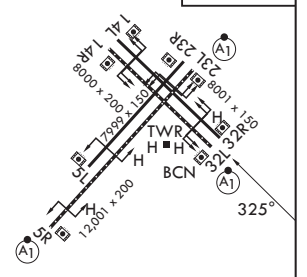
ATIS	APP CON/DEP CON	TOWER	GND CON	ASR/PAR
317.6	123.9 266.8	127.075 360.2	119.6 336.4	





ELEV 22

TDZE 32L 22
TDZE 32R 20



CATEGORY	A		B	C		D	
LNAV MDA 32R	460-1	440	(500-1)	460-1¼	440	(500-1¼)	
LNAV MDA 32L*	460-½	438	(500-½)	460-¾	438	(500-¾)	
CIRCLING	500-1	478	(500-1)	600-1½ 578 (600-1½)		600-2 578 (600-2)	

HIRL all rwys
Wave-Off Lights all rwys

36°49'N - 76°02'W OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

RNAV (GPS) RWY 32L/R

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

VIRGINIA BEACH, VIRGINIA

TACAN Y RWY 5L

TACAN	APCH CRS	Rwy Idg	TDZE	Arpt Elev
NTU Chan 113	043°	7999	20	22

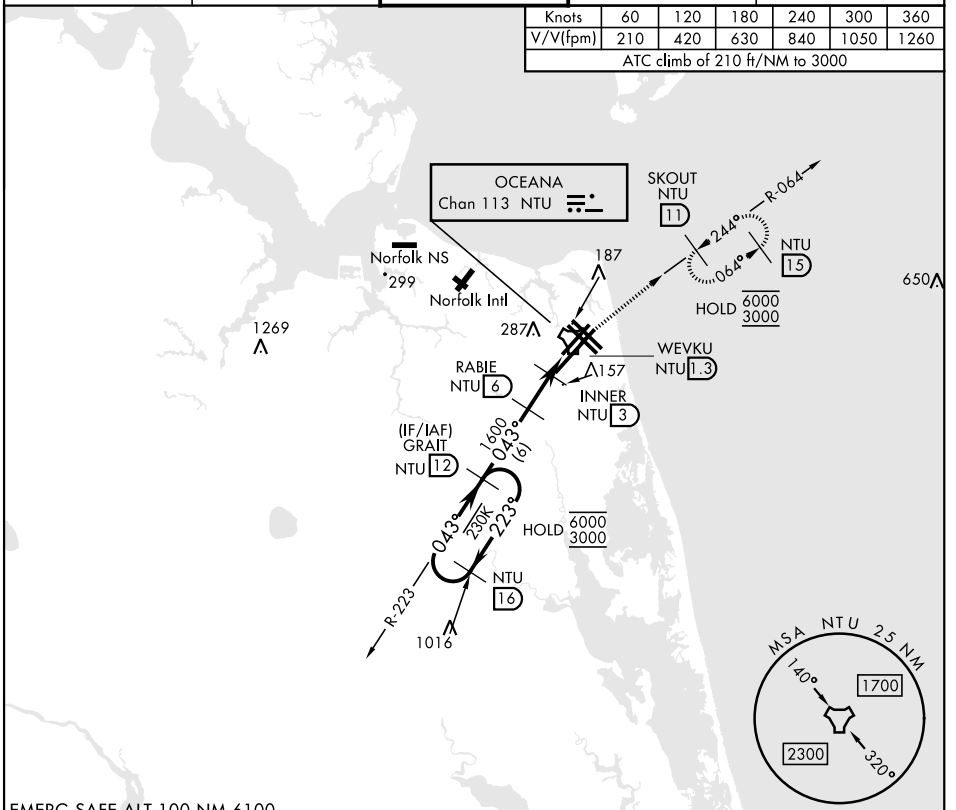
[USN] OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

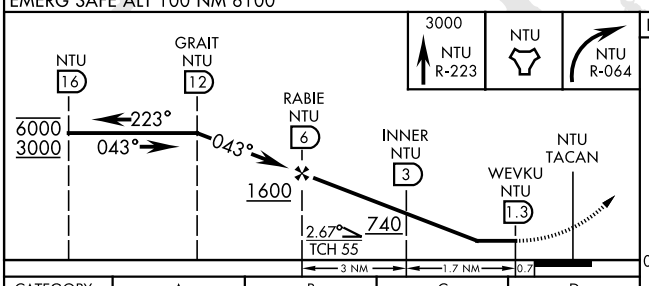
MISSED APPROACH: Climb to 3000 via R-223 to NTU TACAN then via R-064 to SKOUT and hold.

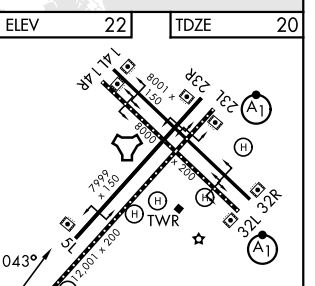
ATIS	APP/DEP CON	TOWER	GND CON	ASR/PAR
317.6	123.9 266.8	127.075 360.2	119.6 336.4	

Knots	60	120	180	240	300	360
V/V(fpm)	210	420	630	840	1050	1260

ATC climb of 210 ft/NM to 3000







CATEGORY	A	B	C	D
S-5L	420-1	400 (400-1)	420-1⅛	400 (400-1⅛)
CIRCLING	500-1	478 (500-1)	600-1½ 578 (600-1½)	600-2 578 (600-2)

VIRGINIA BEACH, VIRGINIA 36°49'N-76°02'W OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

Amdt 1 12JUN25

TACAN Y RWY 5L

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

VIRGINIA BEACH, VIRGINIA

TACAN Y RWY 5R

TACAN	APCH CRS	Rwy ldg	12,001
Chan 113	043°	TDZE	19
		Arpt Elev	22

[USN] OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1⅛ miles.

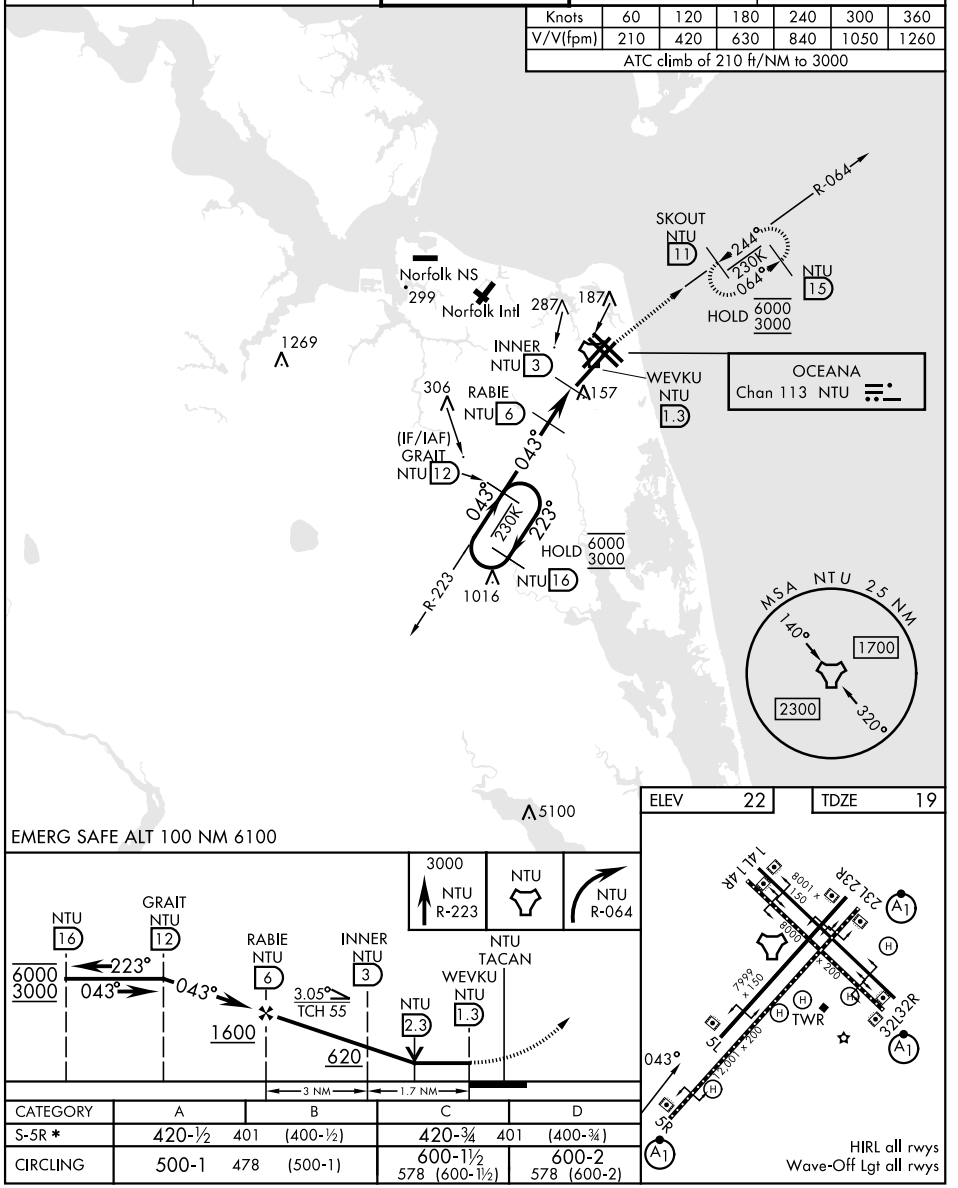
ALSF-1

MISSED APPROACH: Climb to 3000 via R-223 to NTU TACAN then via R-064 to SKOUT and hold.

ATIS	APP/DEP CON	TOWER	GND CON	ASR/PAR
317.6	123.9 266.8	127.075 360.2	119.6 336.4	

Knots	60	120	180	240	300	360
V/V(fpm)	210	420	630	840	1050	1260

ATC climb of 210 ft/NM to 3000



CATEGORY	A	B	C	D
S-5R *	420-½ 401 (400-½)		420-¾ 401 (400-¾)	
CIRCLING	500-1 478 (500-1)		600-1½ 578 (600-1½)	600-2 578 (600-2)

HIRL all rwys
Wave-Off Lgt all rwys

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

VIRGINIA BEACH, VIRGINIA

TACAN Y RWY 23L/R

[USN]

OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

TACAN	APCH CRS	Rwy Idg	23L	12,001	23R	7999
NTU		TDZE	23L	21	23R	20
Chan 113	244°	Arpt Elev		22		

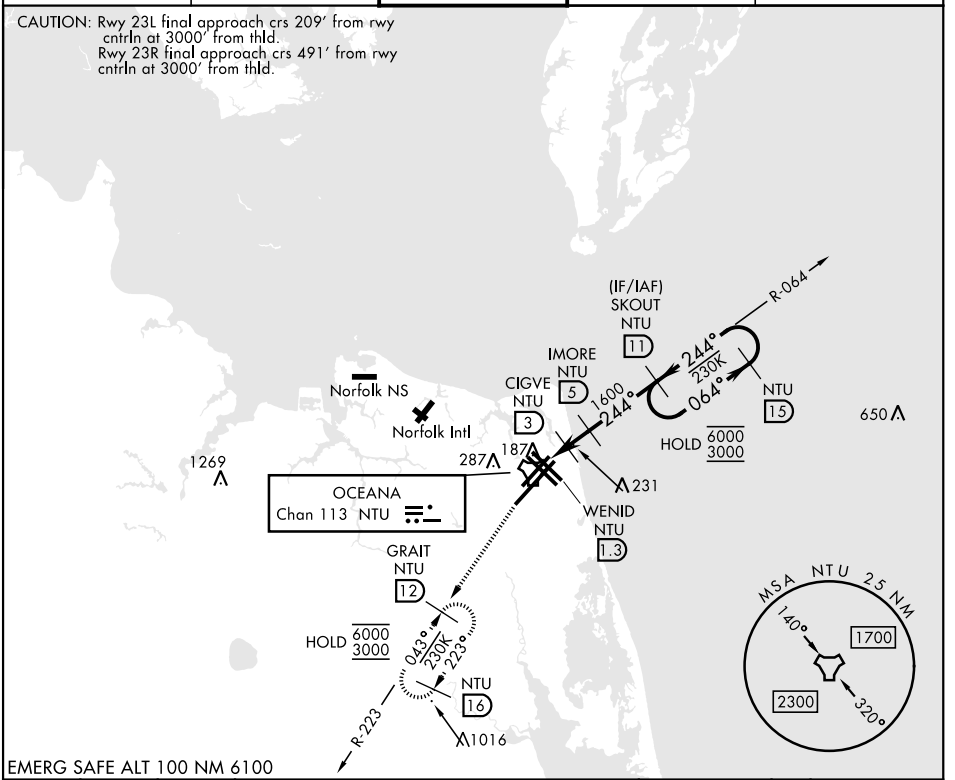
* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1⅛ miles.

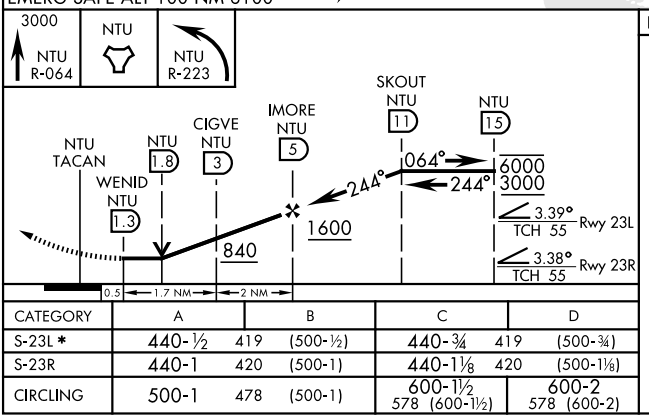
ALSF-1

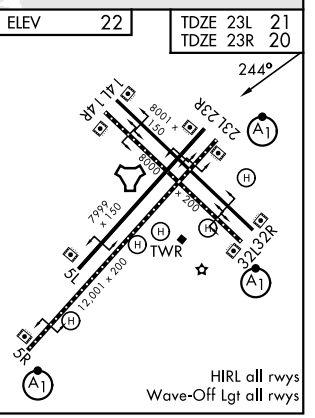
MISSED APPROACH: Climb to 3000 via R-064 to NTU TACAN then via R-223 to GRAIT and hold.

ATIS	APP/DEP CON	TOWER	GND CON	ASR/PAR
317.6	123.9 266.8	127.075 360.2	119.6 336.4	

CAUTION: Rwy 23L final approach crs 209° from rwy cntrln at 3000' from thld.
Rwy 23R final approach crs 491° from rwy cntrln at 3000' from thld.







CATEGORY	A		B		C		D	
S-23L *	440-½	419	(500-½)		440-¾	419	(500-¾)	
S-23R	440-1	420	(500-1)		440-1⅛	420	(500-1⅛)	
CIRCLING	500-1	478	(500-1)		600-1½	578	(600-1½)	600-2 578 (600-2)

VIRGINIA BEACH, VIRGINIA 36°49'N-76°02'W OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

Amdt 1 12JUN25

TACAN Y RWY 23L/R

NE-3, 03 SEP 2026 to 29 OCT 2026

VIRGINIA BEACH, VIRGINIA

TACAN Y RWY 32L/R

TACAN	APCH CRS	Rwy Idg				
NTU Chan 113	309°	32L 8000	32R 8001	TDZE 32L 22	32R 20	Arpt Elev 22

[USN] OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles.

ALSF-1

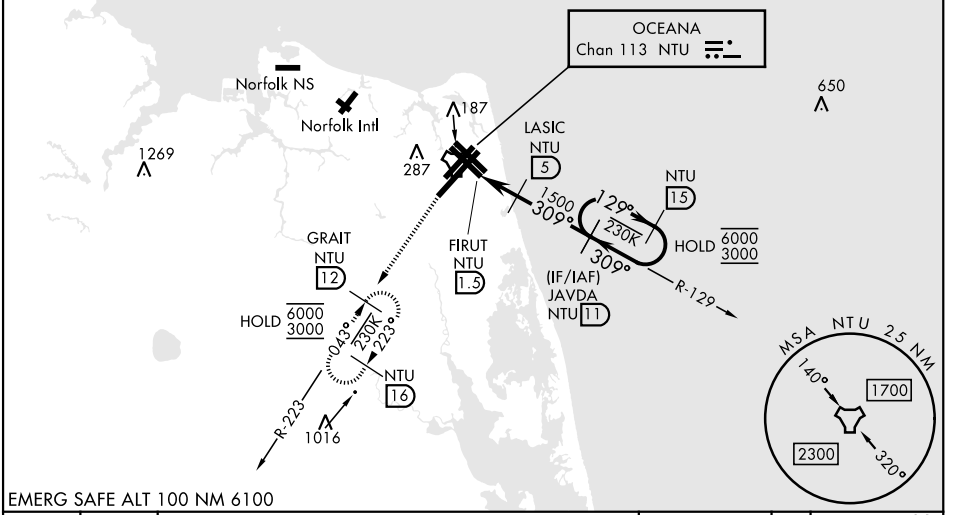
MISSED APPROACH: Climbing left turn to 3000, intercept NTU TACAN R-223 to GRAIT and hold.

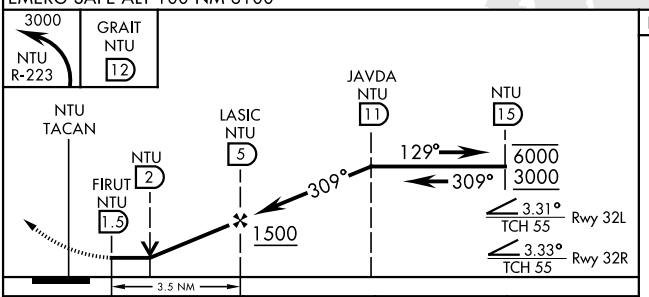
ATIS	APP/DEP CON	TOWER	GND CON	ASR/PAR
317.6	123.9 266.8	127.075 360.2	119.6 336.4	

Knots	60	120	180	240	300	360
V/V(fpm)	220	440	660	880	1100	1320

ATC climb of 220 ft/NM to 3000

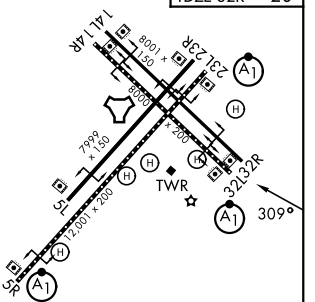
CAUTION:
Rwy 32L final approach crs 171° from rwy cntrln at 3000' from thld.
Rwy 32R final approach crs 528° from rwy cntrln at 3000' from thld.





ELEV 22

TDZE 32L 22
TDZE 32R 20



CATEGORY	A	B	C	D
S-32L*	460-½	438 (500-½)	460-¾	438 (500-¾)
S-32R	460-1	440 (500-1)	460-1¼	440 (500-1¼)
CIRCLING	500-1	478 (500-1)	600-1½ 578 (600-1½)	600-2 578 (600-2)

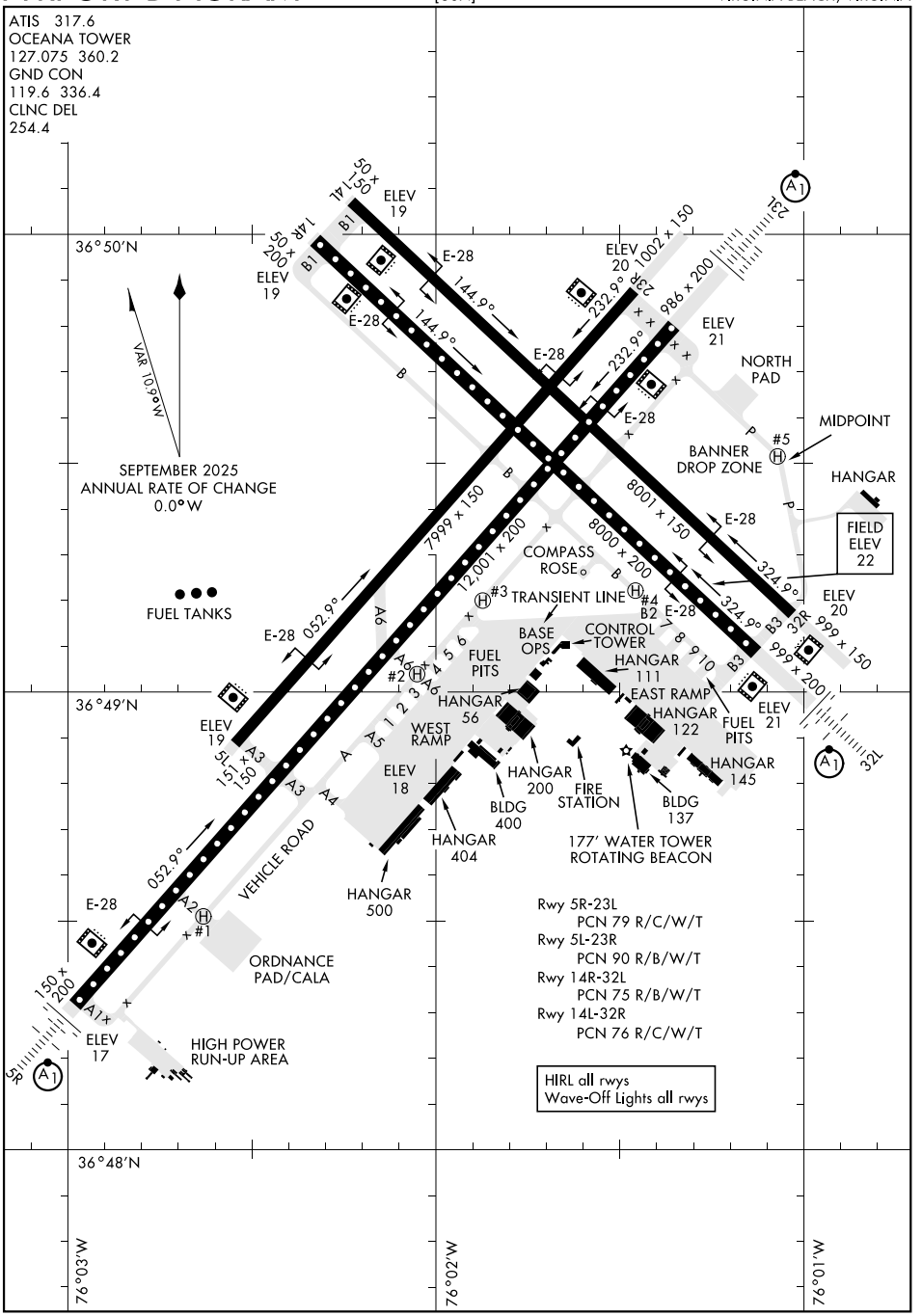
HIRL all rwys
Wave-Off Lgt all rwys

VIRGINIA BEACH, VIRGINIA 36°49'N-76°02'W OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

Amdt 1 12JUN25

TACAN Y RWY 32L/R

NE-3, 03 SEP 2026 to 29 OCT 2026



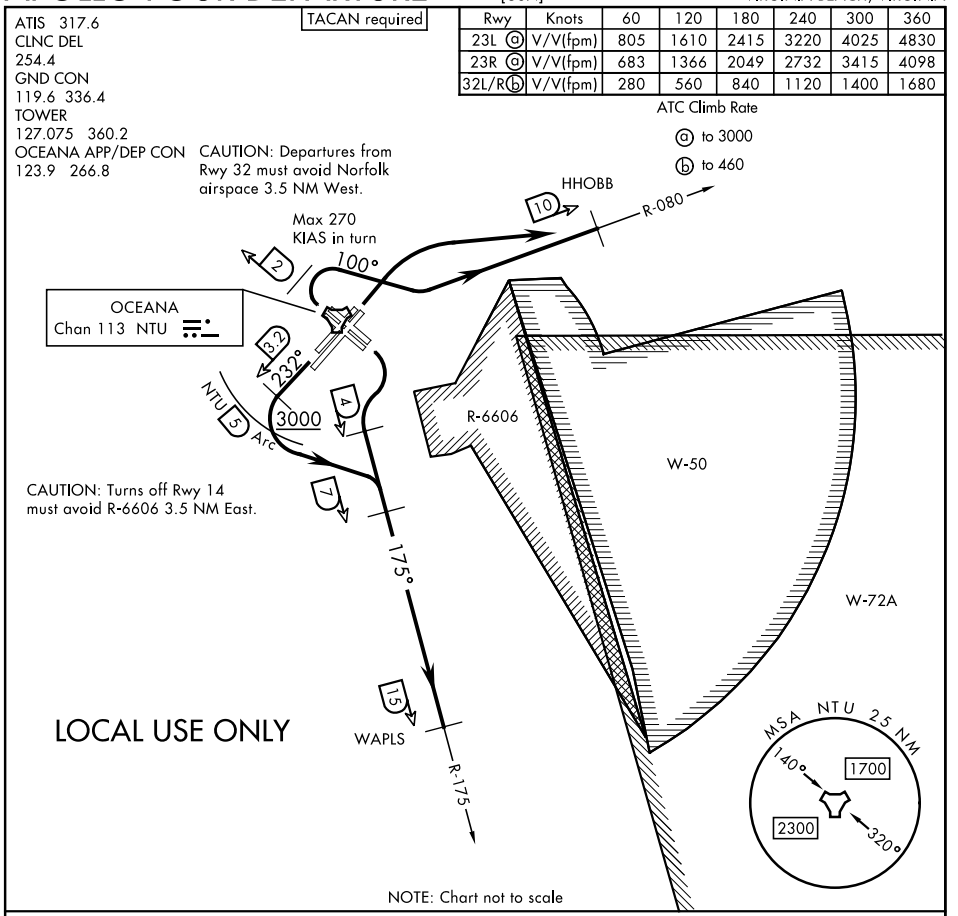
NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

25163

APOLLO FOUR DEPARTURE

OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

[USN] VIRGINIA BEACH, VIRGINIA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5L/R: Climbing right turn to intercept NTU TACAN R-080 to HHOBB.

TAKEOFF RWY 14L/R: Climbing right turn to intercept NTU TACAN R-175 no later than 4 DME to WAPLS.

TAKEOFF RWY 23L/R: Climb via heading 232°, crossing NTU TACAN 3.2 DME turn left to intercept NTU R-175 no later than 7 DME to WAPLS. Cross NTU 5 DME Arc at or above 3000.

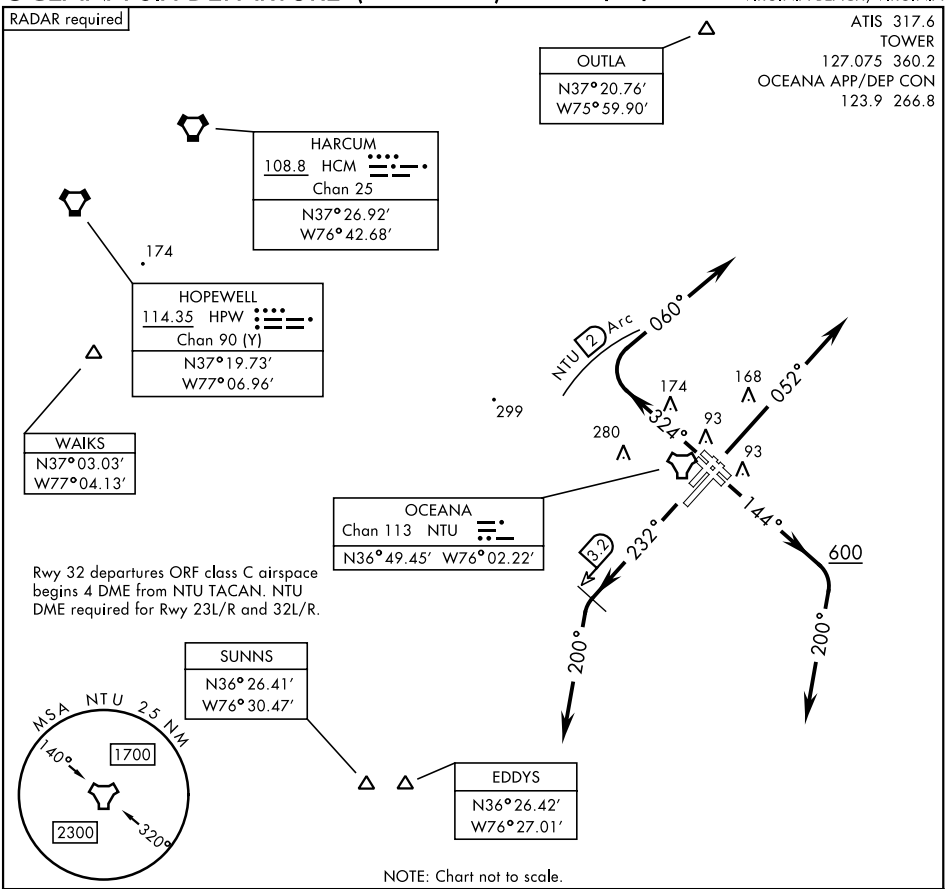
TAKEOFF RWY 32L/R: Climbing right turn heading 100° within NTU TACAN 2 DME, intercept NTU R-080 to HHOBB. Do not exceed 270 KIAS on initial turn.

...Thence maintain 4000 or ATC assigned altitude.

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

OCEANA SIX DEPARTURE (NTU6.NTU)

OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)
[USN]
VIRGINIA BEACH, VIRGINIA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5L/R: Climb heading 052°. Thence...
TAKEOFF RWY 14L/R: Climb heading 144° to 600 then climbing right turn heading 200 °. Thence...
TAKEOFF RWY 23L/R: Climb heading 232°, crossing NTU TACAN 3.2 DME, turn left heading 200 °. Thence...
TAKEOFF RWY 32L/R: Climb heading 324° to assigned altitude, turn right heading 060 ° within NTU TACAN 2 DME. Thence...
...maintain 4000 or assigned lower altitude.

EDDYS TRANSITION (NTU6.EDDYS): Via RADAR vectors to EDDYS.
HARCUM TRANSITION (NTU6.HCM): Via RADAR vectors to HCM VORTAC.
HOPEWELL TRANSITION (NTU6.HPW): Via RADAR vectors to HPW VORTAC. (At or below 17,000 only).
OUTLA TRANSITION (NTU6.OUTLA): Via RADAR vectors to OUTLA.
SUNNS TRANSITION (NTU6.SUNNS): Via RADAR vectors to SUNNS. (At or below 17,000 only).
WAIKS TRANSITION (NTU6.WAIKS): Via RADAR vectors to WAIKS.

OCEANA SIX DEPARTURE (NTU6.NTU)

Amdt 1 19MAR26

VIRGINIA BEACH, VIRGINIA
OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

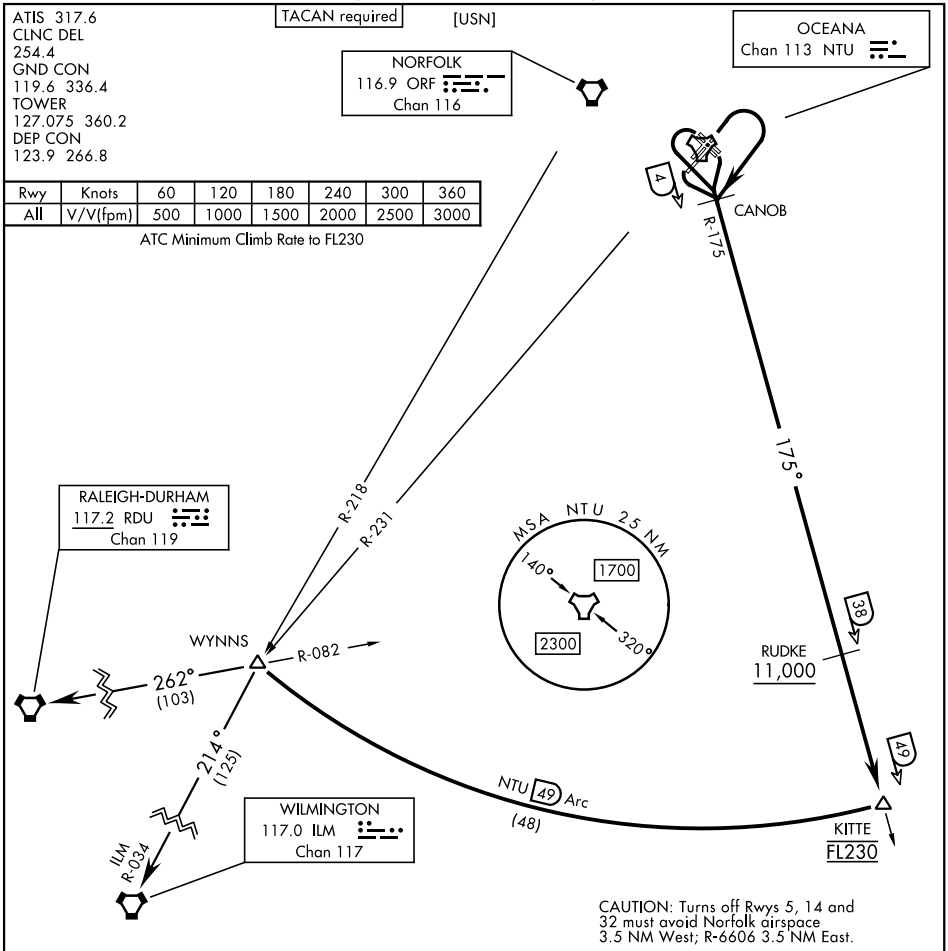
NE-3, 03 SEP 2026 to 29 OCT 2026

25163

OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

WYNNS FIVE DEPARTURE (WYNNS5.WYNNS)

VIRGINIA BEACH, VIRGINIA



Rwy	Knots	60	120	180	240	300	360
All	V/V(fpm)	500	1000	1500	2000	2500	3000

ATC Minimum Climb Rate to FL230

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5L/R or 14L/R: Climbing right turn to intercept NTU TACAN R-175 to CANOB. Thence...

TAKEOFF RWY 23L/R: Climbing left turn to intercept NTU TACAN R-175 to CANOB. Thence...

TAKEOFF RWY 32L/R: Climbing left turn within NTU TACAN 2 DME to intercept NTU R-175. Thence...

...via NTU R-175 to KITTE, arc south of NTU via the 49 mile arc to WYNNS. Cross RUDKE at or above 11,000. Cross KITTE at FL230, or as assigned. Thence...

RALEIGH-DURHAM TRANSITION (WYNNS5.RDU): ...via RDU VORTAC R-082 to RDU.

WILMINGTON TRANSITION (WYNNS5.ILM): ...via ILM VORTAC R-034 to ILM.

WYNNS FIVE DEPARTURE (WYNNS5.WYNNS)

VIRGINIA BEACH, VIRGINIA

Orig 12JUN25

OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

NE-3, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	3200
075°	TDZE	461
	Apt Elev	464

RNAV (GPS) RWY 8

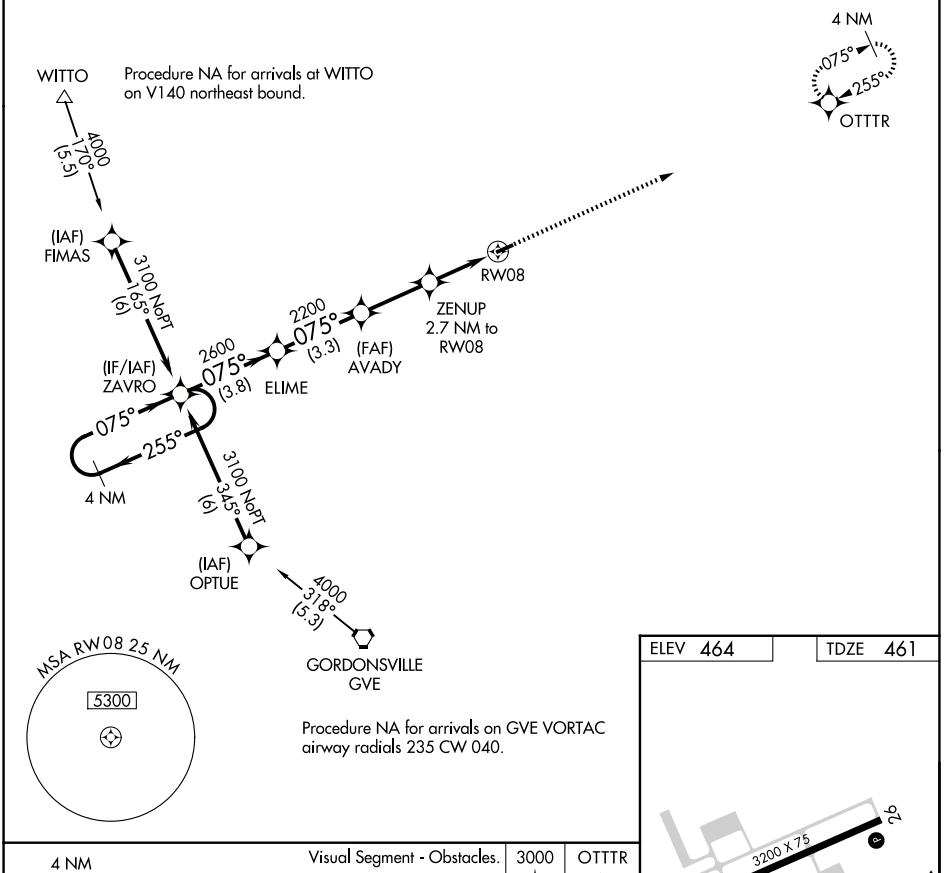
ORANGE COUNTY (OMH)

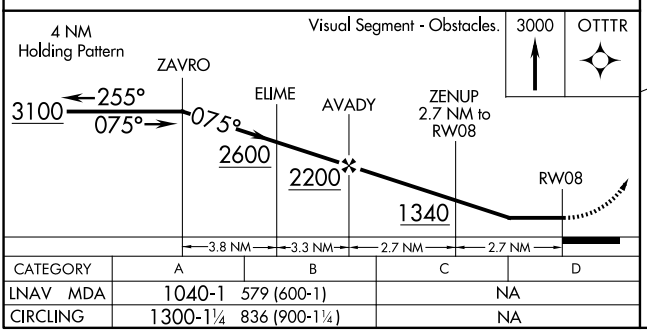
RNP APCH - GPS.

Circling Rwy 26 NA at night. When local altimeter setting not received, use Charlottesville altimeter setting and increase all MDA 80 feet. Rwy 8 helicopter visibility reduction below SM NA.

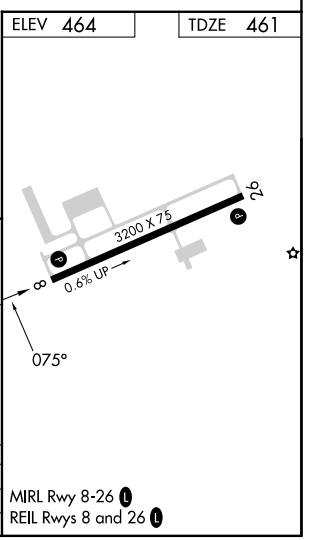
MISSED APPROACH: Climb to 3000 direct OTTTR and hold.

AWOS-3	POTOMAC APP CON	UNICOM
118.075	132.85 323.125	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1040-1	579 (600-1)	NA	
CIRCLING	1300-1¼	836 (900-1¼)	NA	



MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 26

ORANGE COUNTY (OMH)

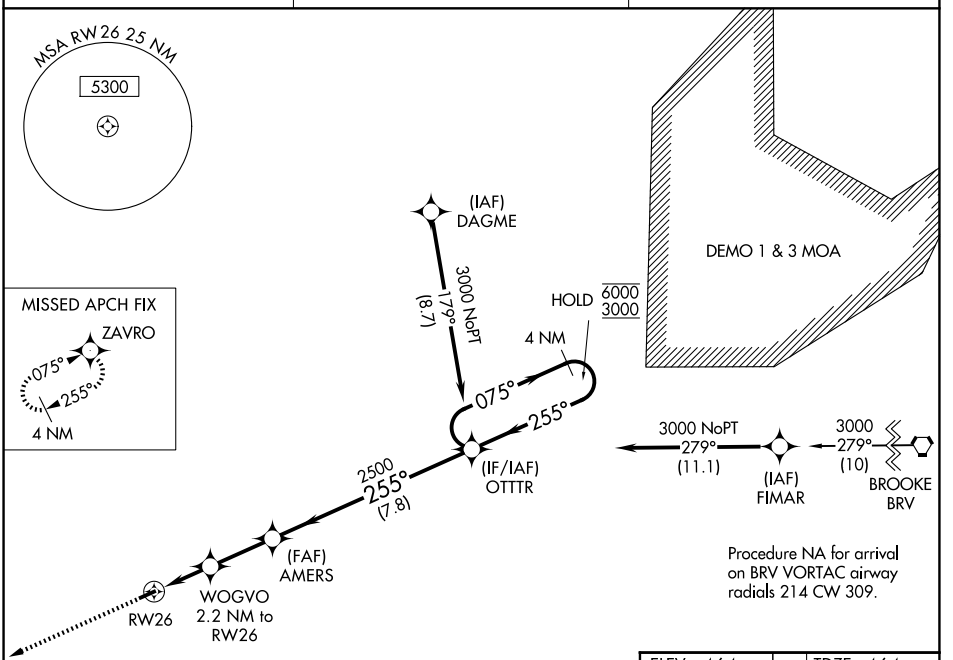
WAAS	APP CRS	Rwy Ldg	3200
CH 56447	255°	TDZE	464
W26A		Apt Elev	464

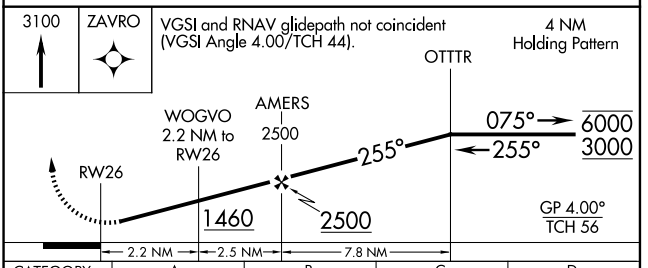
RNP APCH - GPS.

Procedure NA at night. Rwy 26 helicopter visibility reduction below 1SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

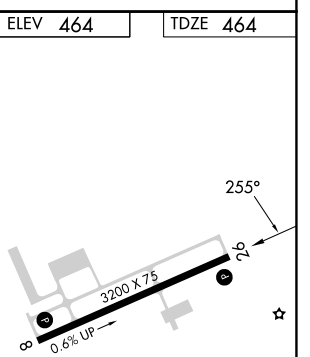
MISSED APPROACH: Climb to 3100 direct ZAVRO and hold.

AWOS-3	POTOMAC APP CON	UNICOM
118.075	132.85 323.125	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	808-1	344 (400-1)	NA	
LNAV/VNAV DA	914-1⅜	450 (500-1⅜)	NA	
LNAV MDA	1000-1	536 (600-1)	NA	
CIRCLING	1320-1¼	856 (900-1¼)	NA	



MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

38°15′N-78°03′W

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

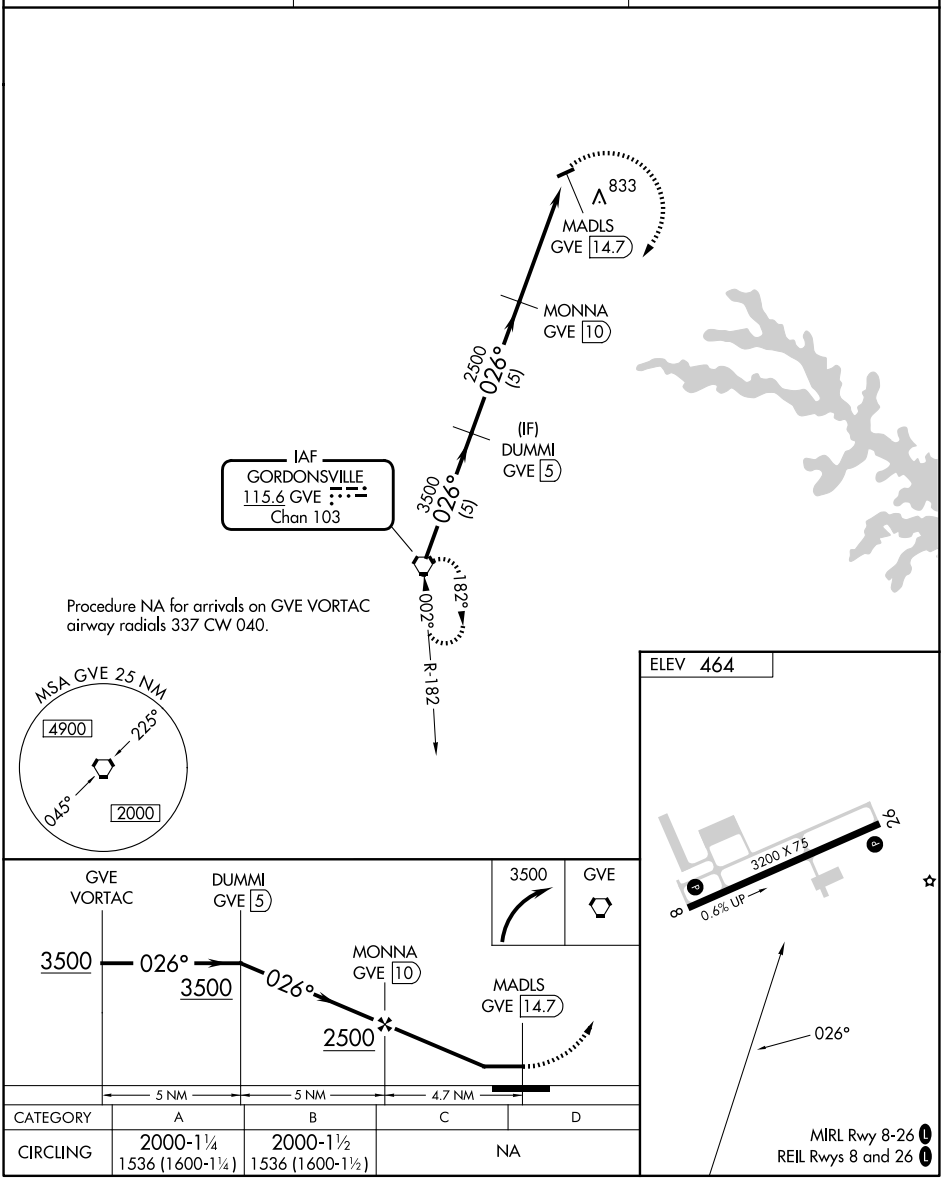
VORTAC GVE	APP CRS	Rwy Ldg	N/A
115.6	026°	TDZE	N/A
Chan 103		Apt Elev	464

VOR/DME-A
ORANGE COUNTY (OMH)

Circling to Rwy 26 NA at night. When local altimeter setting not received, use Charlottesville altimeter setting and increase all MDA 80 feet. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 3500 direct GVE VORTAC and hold.

AWOS-3	POTOMAC APP CON	UNICOM
118.075	132.85 323.125	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	2000-1¼ 1536 (1600-1¼)	2000-1½ 1536 (1600-1½)	NA	

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

PATUXENT RIVER, MARYLAND

ILS or LOC RWY 6

LOC/DME I-NHK	APCH CRS	Rwy ldg 11,799
108.7 Chan 24	059°	TDZE 39
		Arpt Elev 39

[USN] PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

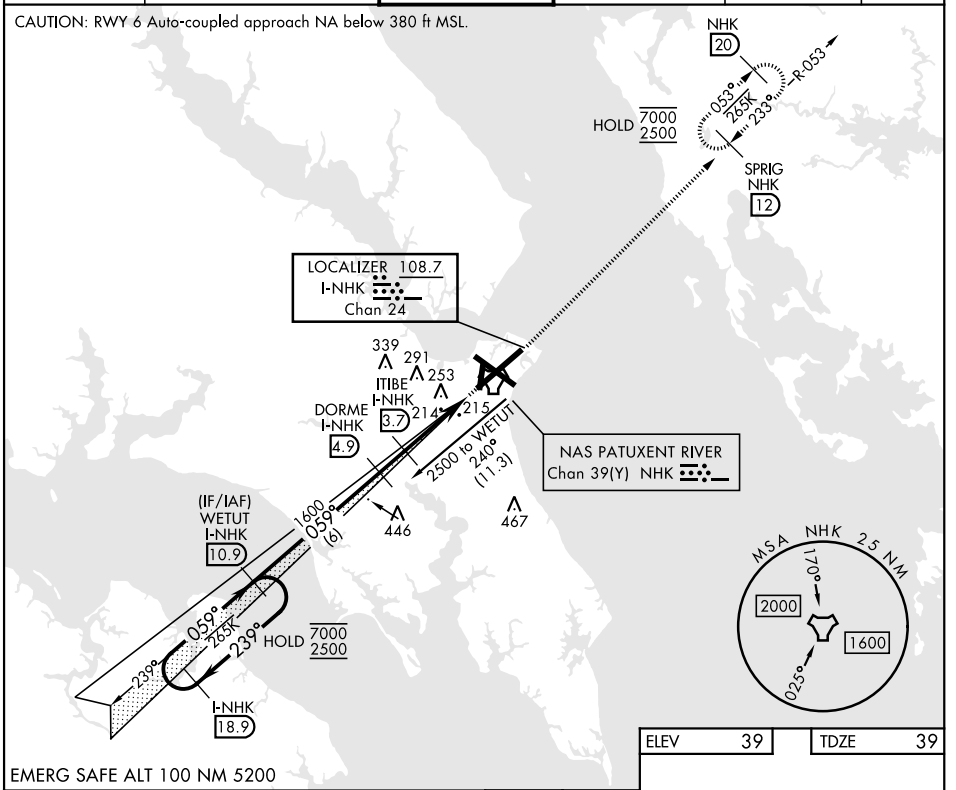
▼ * When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase CAT AB vis to 1 mile; CAT CDE vis to 1⅜ miles.

ALSF-1

MISSED APPROACH: Climb to 2500 heading 059° and intercept NHK TACAN R-053 to SPRIG and hold.

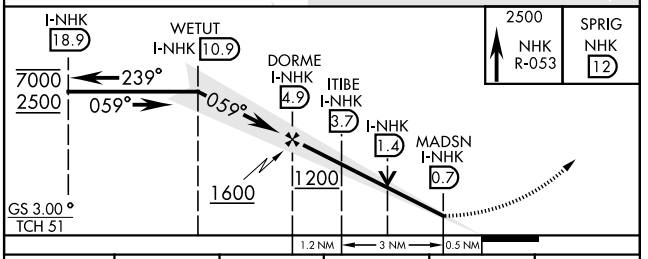
ATIS	APP/DEP CON ★	TOWER	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	

CAUTION: RWY 6 Auto-coupled approach NA below 380 ft MSL.

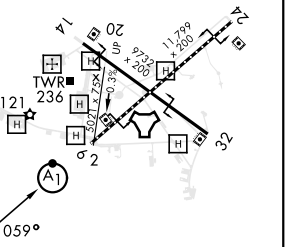


EMERG SAFE ALT 100 NM 5200

ELEV	39	TDZE	39



2500	SPRIG
NHK R-053	NHK 12



CATEGORY	A	B	C	D	E
S-ILS 6 *	239-½		200	(200-½)	
S-LOC 6 **	480-½ 441 (500-½)		480-⅞ 441 (500-⅞)		
CIRCLING	520-1 481 (500-1)	560-1 521 (600-1)	620-1½ 581 (600-1½)	700-2 661 (700-2)	820-2¾ 781 (800-2¾)

HIRL Rwy 6-24, 14-32
TDZL/CL Rwy 6

38° 17'N-76° 25'W

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

PATUXENT RIVER, MARYLAND

RNAV (GPS) RWY 6

WAAS CH 54738 W06A	APCH CRS 059°	Rwy ldg 11,799 TDZE 39 Arpt Elev 39

(USN) PATUXENT RIVER NAS (TRAPNELL FLD) (KNHK)

RNP APCH-GPS

* When ALS inop, increase vis to 3/4 mile.
** When ALS inop, increase vis to 1 3/8 miles.
*** When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1 3/8 miles.

ALSF-1

MISSED APPROACH: Climb to 600 then climbing left turn to 2500 direct SPRIG and hold.

ATIS	APP CON/DEP CON★	TOWER	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	

For uncompensated BARO VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (129°F).

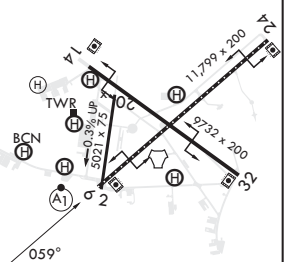
MISSED APPROACH
8 NM
053°
265K
233°
HOLD 7000 2500
SPRIG

R4007
NAS PATUXENT RIVER NHK
339
291
253
RW06
215
NHK to WETUT 2500 240° (11.3)
R4006
1600 (1)
ITIBE
(FAF) DORME
446
WOPOL 1600
1600 059° (5)
467
MSA RW06 25 NM
2000
(IF/IAF) WETUT 2500
HOLD 7000 2500
059°
265K
239°
8 NM
R4005 (C)
R4005 (D)
EMERG SAFE ALT 100 NM 5200

8 NM Holding Pattern
WETUT
7000 2500
239°
059°
059°
WOPOL
DORME
1600
1600
ITIBE
1200
1.2 NM to RW06
RW06
GP 3.00°
TCH 51
1.2 NM
3.5 NM

600 crs 059°
2500
SPRIG

ELEV 39
TDZE 39



CATEGORY	A	B	C	D	E
LPV DA*	239-½		200	(200-½)	
LNAV/VNAV DA**	480-⅞		441	(500-⅞)	
LNAV MDA***	480-½ 441	(500-½)	480-⅞ 441		(500-⅞)
CIRCLING	520-1 481 (500-1)	560-1 521 (600-1)	620-1½ 581 (600-1½)	700-2 661 (700-2)	820-2¾ 781 (800-2¾)

HIRL Rwys 6-24 and 14-32
TDZL/CL Rwy 6

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

25219

PATUXENT RIVER, MARYLAND

RNAV (GPS) RWY 14

WAAS CH 87821 W14A	APCH CRS 136°	Rwy ldg 9732 TDZE 27 Arpt Elev 39

(USN) PATUXENT RIVER NAS (TRAPNELL FLD) (KNHK)

RNP APCH-GPS

RADAR required

MISSED APPROACH: Climb to 600, then climbing left turn to 2500 direct SPRIG and hold.

ATIS	APP CON/DEP CON★	TOWER	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	

For uncompensated Baro-VNAV systems, Procedure NA below -15°C (5°F) or above 54°C (129°F).

MISSED APPROACH
8 NM
053°
265K
233°
HOLD 7000 2500
SPRIG

HOLD 7000 2500
136°
491
8 NM
316°
265K
(IF/IAF) STEVR 2500
1600
136°
(5)
475
SOVAE 1600
(FAF) KOSSE
1600
(1)
R4007

CAUTION: High volume VFR traffic in vicinity of KOSSE during VMC.

MSA RW14 25 NM
2000
EMERG SAFE ALT 100 NM 5200

ST MARYS COUNTY RGNL

2500
317°
(11.7)
NHK to STEVR
339
291
253
215
RW14
NAS PATUXENT RIVER NHK

8 NM
Holding Pattern
STEVR
7000 2500
316°
136°
136°
SOVAE
1600
KOSSE
1600
1.3 NM to RW14
RW14
GP 3.00°
TCH 50
4.8 NM

600 2500 SPRIG

ELEV 39 TDZE 27

136°
14
20
11,799 x 200
32
214
TWR
BCN
0.3% UP
5021 x 75
9732 x 200
02
A1

CATEGORY	A	B	C	D	E
LPV DA	227-¾		200	(200-¾)	
LNAV/VNAV DA	379-1 352 (400-1)	390-1 363 (400-1)	398-1 371 (400-1)	409-1⅛ 382 (400-1⅛)	
LNAV MDA	500-1 473 (500-1)		500-1⅜ 473	(500-1⅜)	
CIRCLING	520-1 481 (500-1)	560-1 521 (600-1)	620-1½ 581 (600-1½)	700-2 661 (700-2)	820-2¾ 781 (800-2¾)

HIRL Rwys 6-24 and 14-32
TDZL/CL Rwy 6

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

PATUXENT RIVER, MARYLAND

RNAV (GPS) RWY 24

WAAS	APCH CRS	Rwy ldg	11,799
CH 72589	239°	TDZE	20
W24A		Arpt Elev	39

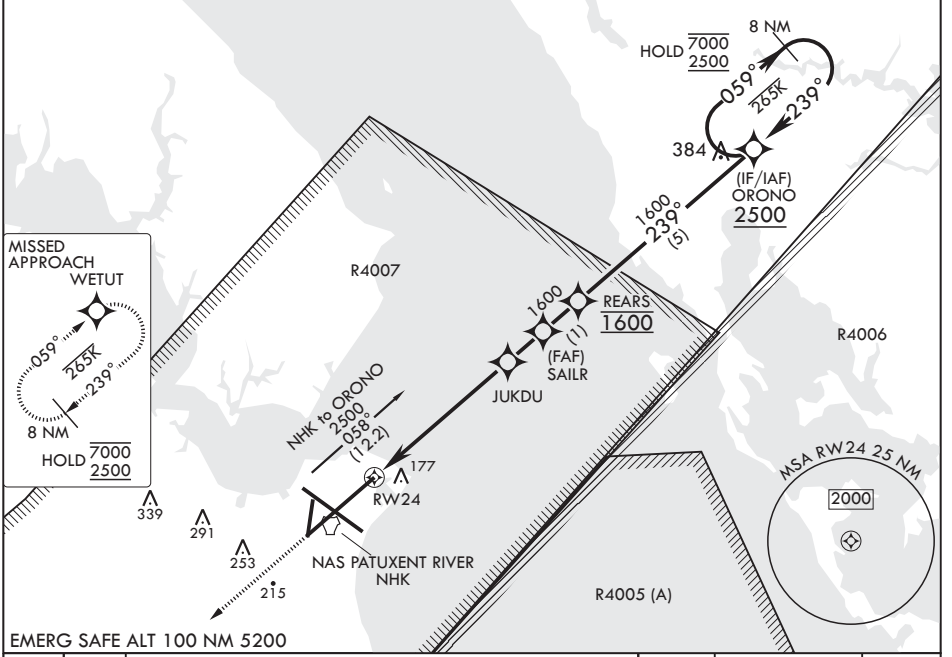
(USN) PATUXENT RIVER NAS (TRAPNELL FLD) (KNHK)

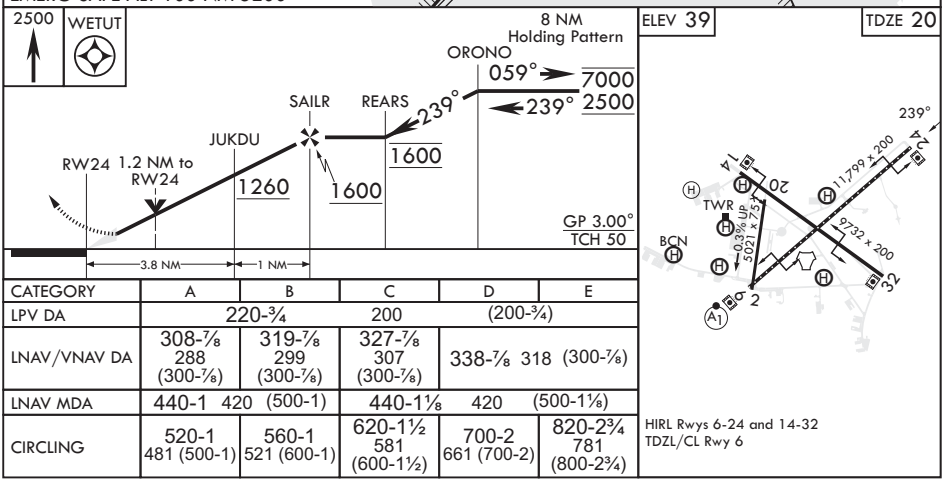
RNP APCH-GPS

MISSED APPROACH: Climb to 2500 direct WETUT and hold.

ATIS	APP CON/DEP CON★	TOWER	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	

For uncompensated BARO VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (129°F).





CATEGORY	A	B	C	D	E
LPV DA	220-¾		200	(200-¾)	
LNAV/VNAV DA	308-⅞ 288 (300-⅞)	319-⅞ 299 (300-⅞)	327-⅞ 307 (300-⅞)	338-⅞ 318 (300-⅞)	
LNAV MDA	440-1 420 (500-1)		440-1⅛ 420 (500-1⅛)		
CIRCLING	520-1 481 (500-1)	560-1 521 (600-1)	620-1½ 581 (600-1½)	700-2 661 (700-2)	820-2¾ 781 (800-2¾)

HIRL Rwys 6-24 and 14-32
TDZL/CL Rwy 6

PATUXENT RIVER, MARYLAND

Amdt 4 07AUG25

38°17'N - 76°25'W PATUXENT RIVER NAS (TRAPNELL FLD) (KNHK)

RNAV (GPS) RWY 24

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

PATUXENT RIVER, MARYLAND

RNAV (GPS) RWY 32

WAAS CH **66540** **W32A**	APCH CRS **316°**	Rwy ldg **9732** TDZE **18** Arpt Elev **39**

(USN) PATUXENT RIVER NAS (TRAPNELL FLD) (KNHK)

RNP APCH-GPS

MISSED APPROACH: Climb to 600, then climbing right turn to 2500 direct SPRIG and hold.

ATIS	APP CON/DEP CON★	TOWER	GND CON	CLNC DEL	ASR/PAR
322.425	**121.0 250.3**	**123.7 343.65**	**120.6 336.4**	**135.2 316.125**	

For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 54°C (129°F).

8 NM 053° 265K 233° HOLD 7000 2500 SPRIG

503

R4007 R4006 R4005 (A) R4005 (C) R4002

NAS PATUXENT RIVER NHK

RW32 100

339 291 253 215 467

2500 135° (11.5) NHK to GYPTS

PALOE 1600 (1)

(FAF) KOLVE

JOPNO 1600

1600 (5) 316° 136° 8 NM 265K 316° (IF/IAF) GYPTS 2500 HOLD 7000 2500

MSA RW32 25 NM 1800

EMERG SAFE ALT 100 NM 5200

600 crs 316° 2500 SPRIG

8 NM Holding Pattern

GYPTS 136° 7000 2500

KOLVE JOPNO 316° 316° 1600

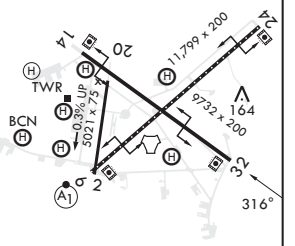
PALOE 1100 1600

RW32 1.1 NM to RW32

GP 3.00° TCH 50

3.3 NM 1.5 NM

ELEV 39 TDZE 18



CATEGORY	A	B	C	D	E
LPV DA	221-¾		203	(200-¾)	
LNAV/VNAV DA	295-⅞ 277 (300-⅞)	306-⅞ 288 (300-⅞)	314-⅞ 296 (300-⅞)	325-⅞ 307 (300-⅞)	
LNAV MDA	420-1 402 (400-1)		420-1⅛ 402	(400-1⅛)	
CIRCLING	520-1 481 (500-1)	560-1 521 (600-1)	620-1½ 581 (600-1½)	700-2 661 (700-2)	820-2¾ 781 (800-2¾)

HIRL Rwys 6-24 and 14-32
TDZL/CL Rwy 6

38°17'N - 76°25'W PATUXENT RIVER NAS (TRAPNELL FLD) (KNHK)

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

PATUXENT RIVER, MARYLAND

TACAN Z RWY 6

TACAN NHK Chan 39 (Y)	APCH CRS 067°	Rwy ldg 11,799 TDZE 39 Arpt Elev 39

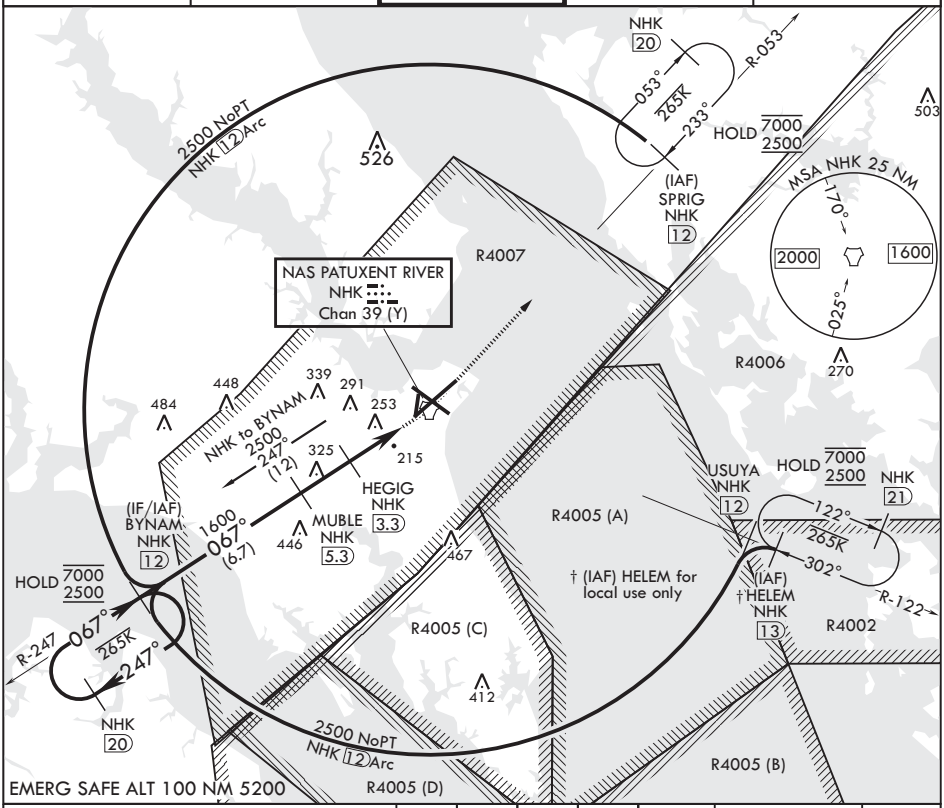
(USN) PATUXENT RIVER NAS (TRAPNELL FLD) (KNHK)

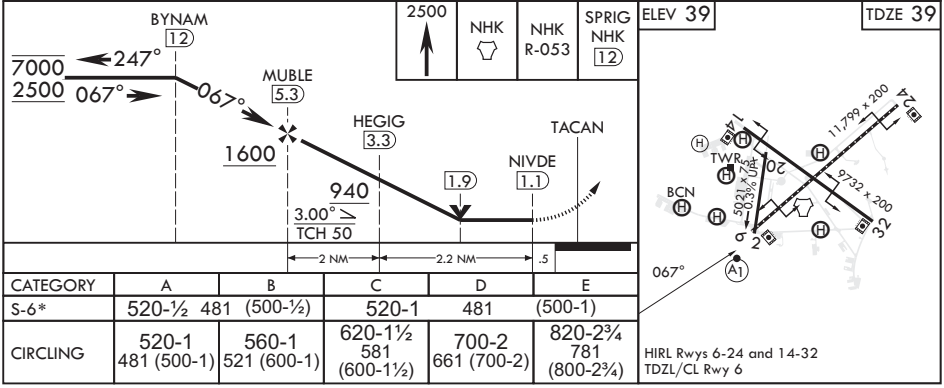
* When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1 3/8 miles.

ALSF-1

MISSED APPROACH: Climb to 2500 direct NHK TACAN and intercept NHK R-053 to SPRIG and hold.

ATIS	APP CON/DEP CON★	TOWER	GND CON	CLNC DEL
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125





CATEGORY	A	B	C	D	E
S-6*	520-½ 481 (500-½)		520-1	481 (500-1)	
CIRCLING	520-1 481 (500-1)	560-1 521 (600-1)	620-1½ 581 (600-1½)	700-2 661 (700-2)	820-2¾ 781 (800-2¾)

HIRL Rwys 6-24 and 14-32
TDZL/CL Rwy 6

PATUXENT RIVER, MARYLAND

38°17'N - 76°25'W PATUXENT RIVER NAS (TRAPNELL FLD) (KNHK)

Amdt 1 07AUG25

TACAN Z RWY 6

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

PATUXENT RIVER, MARYLAND

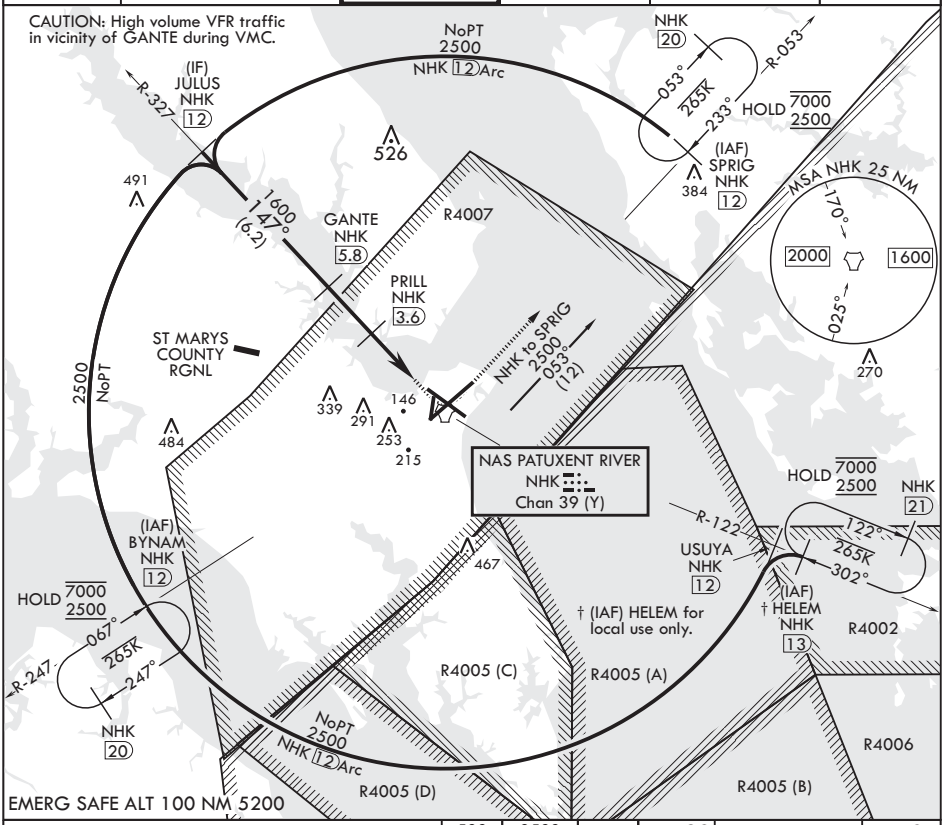
TACAN Z RWY 14

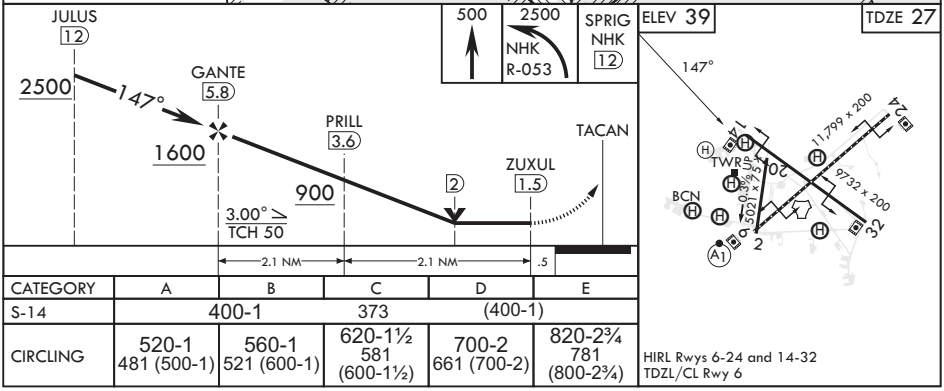
TACAN NHK Chan 39 (Y)	APCH CRS 147°	Rwy ldg 9732 TDZE 27 Arpt Elev 39

(USN) PATUXENT RIVER NAS (TRAPNELL FLD) (KNHK)

MISSED APPROACH: Climb to 500, then climbing left turn to 2500 on NHK TACAN R-053 to SPRIG and hold.

ATIS	APP CON/DEP CON*	TOWER	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	





CATEGORY	A	B	C	D	E
S-14	400-1		373	(400-1)	
CIRCLING	520-1 481 (500-1)	560-1 521 (600-1)	620-1½ 581 (600-1½)	700-2 661 (700-2)	820-2¾ 781 (800-2¾)

HIRL Rwys 6-24 and 14-32
TDZL/CL Rwy 6

38°17'N - 76°25'W PATUXENT RIVER NAS (TRAPNELL FLD) (KNHK)

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

PATUXENT RIVER, MARYLAND

TACAN Z RWY 24

TACAN NHK Chan 39 (Y)	APCH CRS 233°	Rwy ldg 11,799 TDZE 20 Arpt Elev 39

(USN) PATUXENT RIVER NAS (TRAPNELL FLD) (KNHK)

MISSED APPROACH: Climbing right turn to 2500 and intercept NHK TACAN R-053 to SPRIG and hold.

ATIS	APP CON/DEP CON★	TOWER	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	

CAUTION: Intermediate segment length (5.8 NM) less than minimum 6 NM for CAT CDE.

NHK 20 R-053 053° 265R 233° HOLD 7000 2500

MSA NHK 25 NM 170° 2000 1600 025°

NoPT 2500 NHK 12 Arc

R4007 FEKET NHK 6.2 1600 233° (5.8) (IF/IAF) SPRIG NHK 12

ZAVFO NHK 4.7

NAS PATUXENT RIVER NHK Chan 39 (Y)

NHK to SPRIG 2500 053° (12)

526 384 503 270 177 339 291 253 215 484

(IAF) BYNAM NHK 12 R-247 467

R4005 (A) R4005 (C) R4005 (D) R4005 (B) R4006 R4002

USUYA NHK 12 (IAF) †HELEM NHK 13 122° 265R 302° R-122

HOLD 7000 2500 NHK 21

067° 265R 247° HOLD 7000 2500 NHK 20

† (IAF) HELEM for local use only.

EMERG SAFE ALT 100 NM 5200

2500 NHK R-053 SPRIG NHK 12

SPRIG 12 053° 7000 2500 233° 233°

FEKET 6.2 ZAVFO 4.7 TACAN ZOSAX 1.9 2.6 1600 1120 3.00° TCH 50

.5 2.8 NM 1.5 NM

ELEV 39 TDZE 20

233° 14 20 32 TWR BCN 0.3% UP 11,799 x 200 9732 x 200 7502 x 75 ★ A1 2

HIRL Rwys 6-24 and 14-32
TDZL/CL Rwy 6

CATEGORY	A	B	C	D	E
S-24	440-1 420 (500-1)		440-1⅛	420	(500-1⅛)
CIRCLING	520-1 481 (500-1)	560-1 521 (600-1)	620-1½ 581 (600-1½)	700-2 661 (700-2)	820-2¾ 781 (800-2¾)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

PATUXENT RIVER, MARYLAND

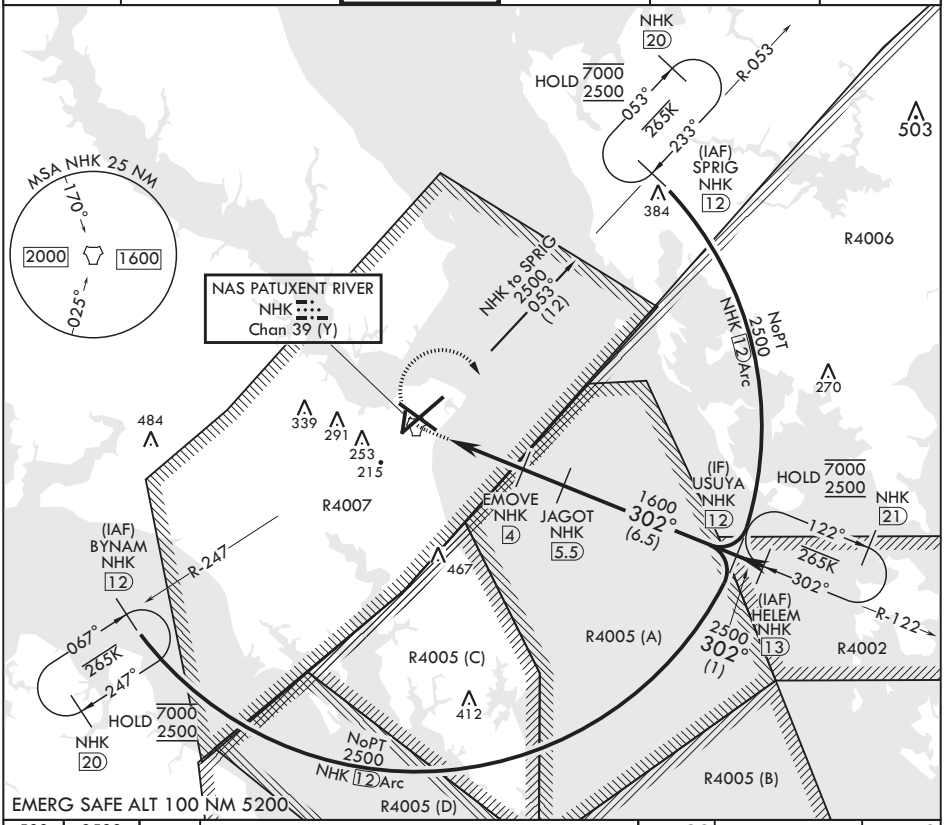
TACAN Z RWY 32

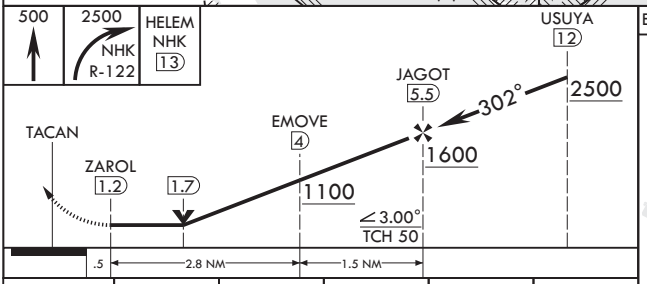
TACAN NHK Chan 39 (Y)	APCH CRS 302°	Rwy ldg 9732 TDZE 18 Arpt Elev 39

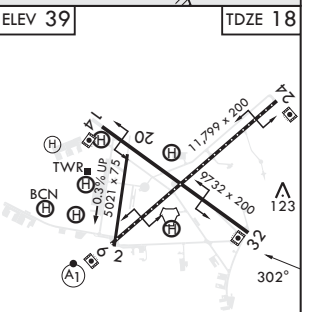
(USN) PATUXENT RIVER NAS (TRAPNELL FLD) (KNHK)

MISSED APPROACH: Climb to 500, then climbing right turn to 2500 on NHK TACAN R-122 to HELEM and hold.

ATIS	APP CON/DEP CON★	TOWER	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	







CATEGORY	A	B	C	D	E
S-32	380-1		362	(400-1)	
CIRCLING	520-1 481 (500-1)	560-1 521 (600-1)	620-1½ 581 (600-1½)	700-2 661 (700-2)	820-2¾ 781 (800-2¾)

HIRL Rwys 6-24 and 14-32
TDZL/CL Rwy 6

38°17'N - 76°25'W PATUXENT RIVER NAS (TRAPNELL FLD) (KNHK)

NE-3, 03 SEP 2026 to 29 OCT 2026

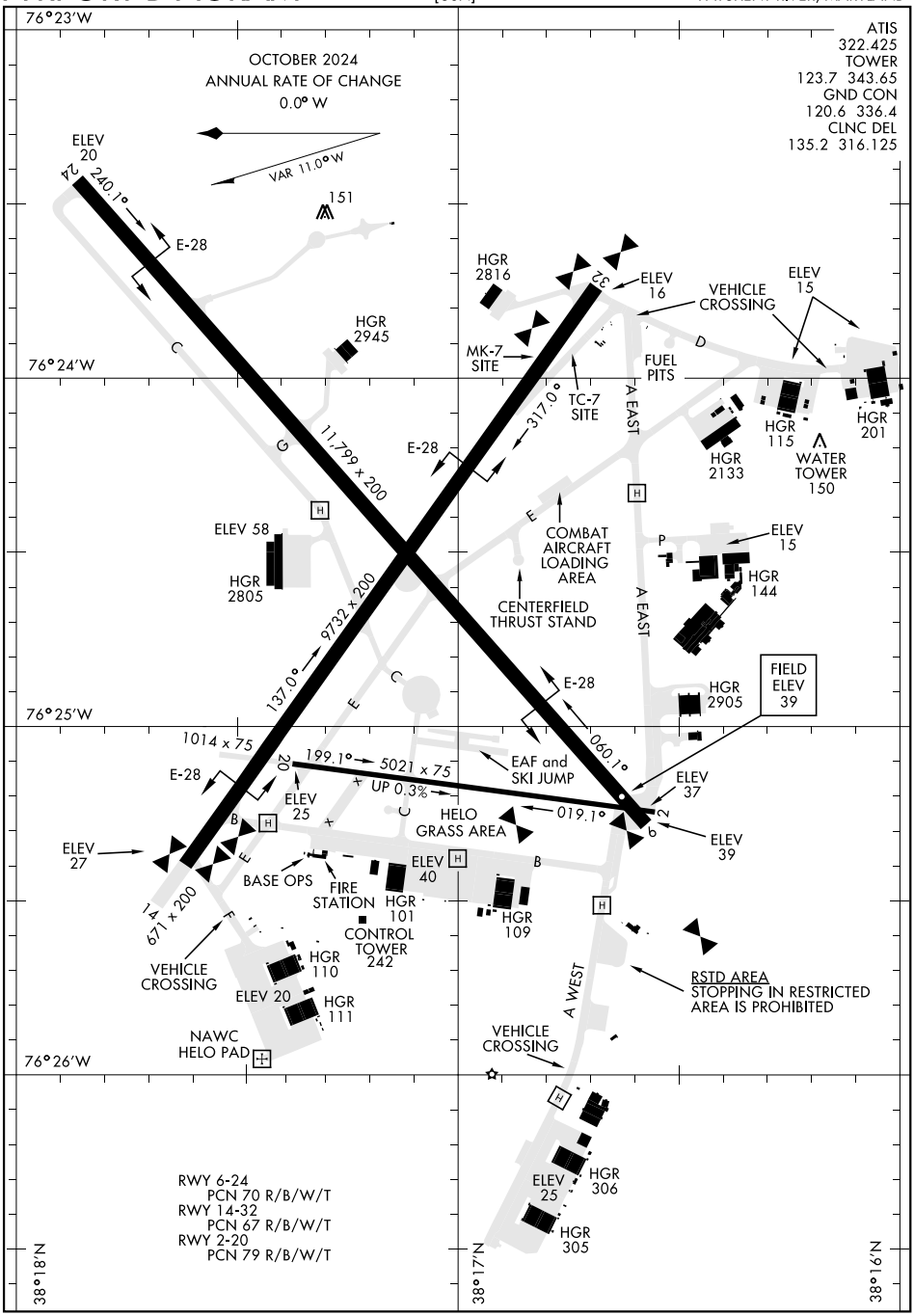
NE-3, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM

PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

[USN]

PATUXENT RIVER, MARYLAND



NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM

PATUXENT RIVER, MARYLAND

PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

SWABY ONE (OBSTACLE) DEPARTURE (SWABY1.SWABY) [USN]

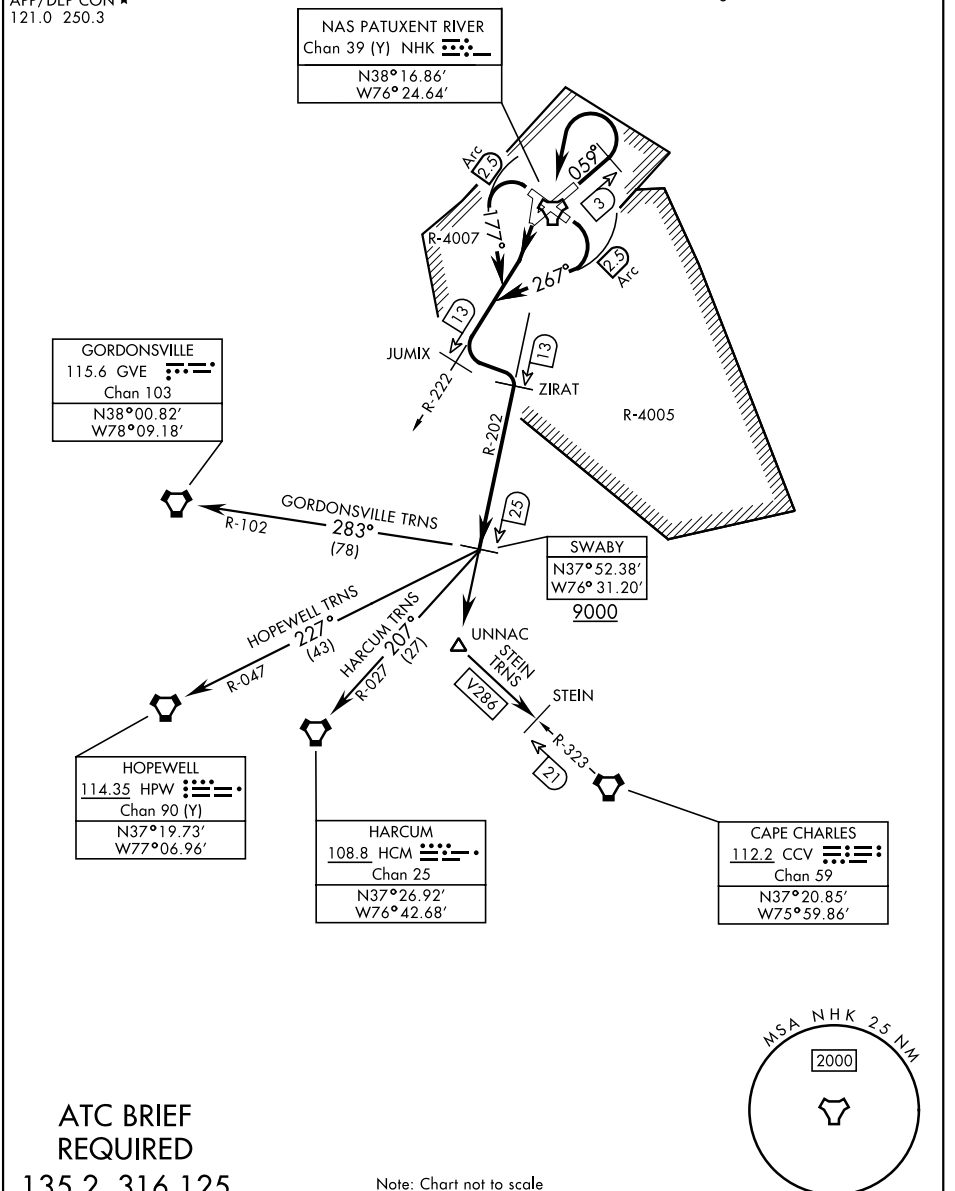
ATIS 322.425
CLNC DEL
135.2 316.125
GND CON
120.6 336.4
TOWER
123.7 343.65
APP/DEP CON ★
121.0 250.3

TACAN required

Rwy	Knots	60	120	180	240	300	360
24	V/V(fpm)	214	428	642	856	1070	1284

Minimum climb rate to 500

Departure Rwy 2-20 not authorized.
Minimum filing alt 10,000.



ATC BRIEF
REQUIRED
135.2 316.125

Note: Chart not to scale

(CONTINUED ON FOLLOWING PAGE)

NE-3, 03 SEP 2026 to 29 OCT 2026

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 6: Climb heading 059°, at NHK TACAN 3 DME turn left direct NHK thence...

TAKEOFF RWY 14: Climbing right turn heading 267° within NHK TACAN 2.5 DME to intercept NHK R-222, thence...

TAKEOFF RWY 24: Climbing left turn to intercept NHK TACAN R-222, thence...

TAKEOFF RWY 32: Climbing left turn heading 177°, to intercept NHK TACAN R-222, thence...

...then on NHK R-222 to JUMIX. Climbing left turn to intercept 13 DME arc to ZIRAT, then turn right on R-202 to SWABY. Then on assigned transition or expect radar vectors.

GORDONSVILLE TRANSITION (SWABY1.GVE): Cross SWABY at or above 9,000, then on GVE VORTAC R-102 to GVE.

HARCUM TRANSITION (SWABY1.HCM): Cross SWABY at or above 9,000, then on HCM VORTAC R-027 to HCM.

HOPEWELL TRANSITION (SWABY1.HPW): Cross SWABY at or above 9,000, then on HPW VORTAC R-047 to HPW.

STEIN TRANSITION (SWABY1.STEIN): Cross SWABY at or above 9,000, then on NHK R-202 to UNNAC, then on CCV VORTAC R-323 to STEIN.

NE-3, 03 SEP 2026 to 29 OCT 2026

PETERSBURG, VIRGINIA | AL-5664 (FAA) | 26078

WAAS	APP CRS	Rwy Ldg	5002
CH 70705	051°	TDZE	193
W05A		Apt Elev	193

RNAV (GPS) RWY 5

TRI CITIES EXEC/DINWIDDIE COUNTY (PTB)

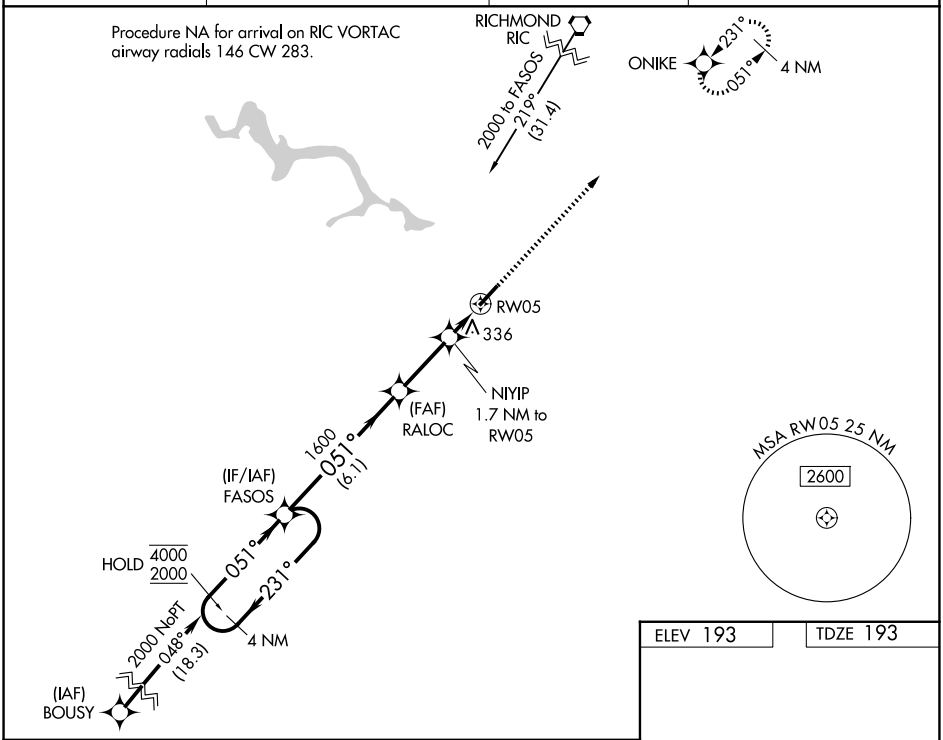
RNP APCH - GPS.

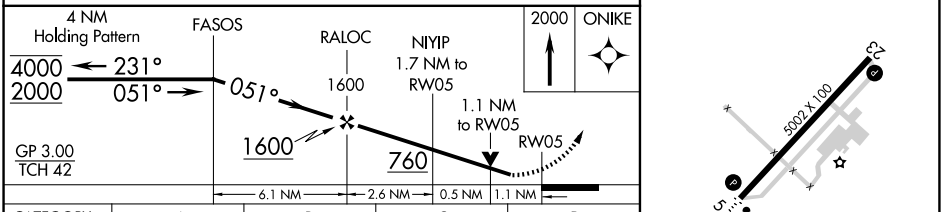
Inop table does not apply to LPV all Cats, LNAV/VNAV all Cats and LNAV Cat A and B. Rwy 5 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

ODALS

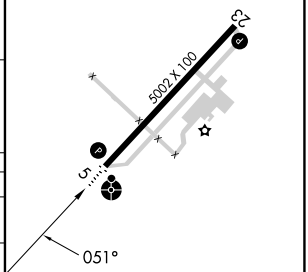
MISSED APPROACH: Climb to 2000 direct ONIKE and hold.

AWOS-3	POTOMAC APP CON		GCO	UNICOM
133.325	126.75	307.2	135.075	122.7 (CTAF) L





ELEV 193 | TDZE 193



MIRL Rwy 5-23 L
REIL Rwy 23 L

CATEGORY	A	B	C	D
LPV DA	511-1	318 (400- 1)		NA
LNAV/VNAV DA	597-1	404 (500-1)		NA
LNAV MDA	600-1	407 (500-1)		NA
CIRCLING	680-1	487 (500- 1)	760-1½ 567 (600-1½)	NA

PETERSBURG, VIRGINIA
Amdt 3 21MAR24

37°11'N-77°30'W

TRI CITIES EXEC/DINWIDDIE COUNTY (PTB)

RNAV (GPS) RWY 5

NE-3, 03 SEP 2026 to 29 OCT 2026

WAAS CH 86706 W23A	APP CRS 231°	Rwy Ldg 5002 TDZE 191 Apt Elev 193

RNAV (GPS) RWY 23

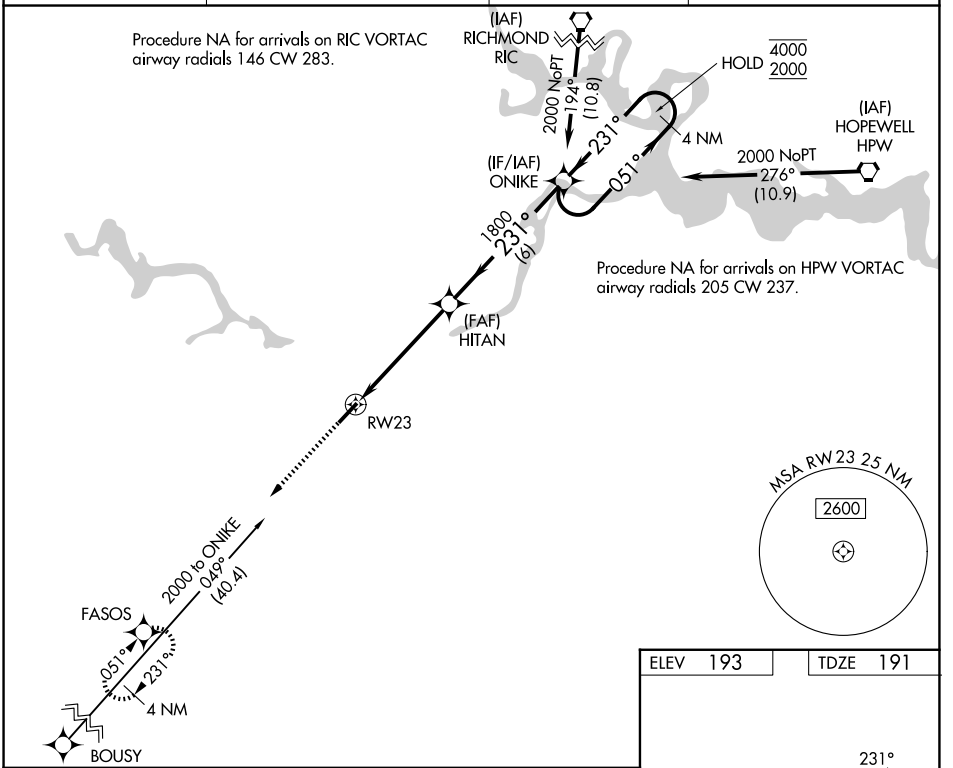
TRI CITIES EXEC/DINWIDDIE COUNTY (PTB)

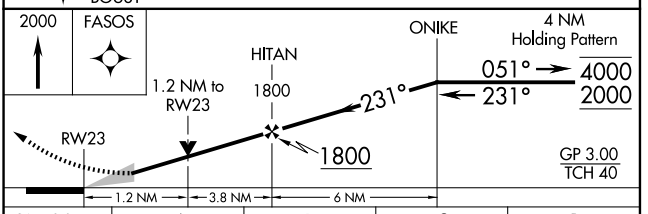
RNP APCH - GPS.

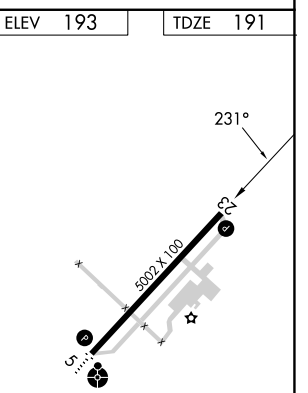
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2000 direct FASOS and hold.

AWOS-3	POTOMAC APP CON	GCO	UNICOM
133.325	126.75 307.2	135.075	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	441-¾	250 (300-¾)		NA
LNAV/VNAV DA	490-⅞	299 (300-⅞)		NA
LNAV MDA	600-1	409 (500- 1)	600-1 ⅛ 409 (500-1⅛)	NA
CIRCLING	680-1	487 (500- 1)	760-1½ 567 (600-1½)	NA

MIRL Rwy 5-23 L
REIL Rwy 23 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

PETERSBURG, VIRGINIA | AL-5664 (FAA) | 26078

LOC/DME I-JLS	APP CRS	Rwy Ldg	5002
110.3	051°	TDZE	193
		Apt Elev	193

LOC RWY 5

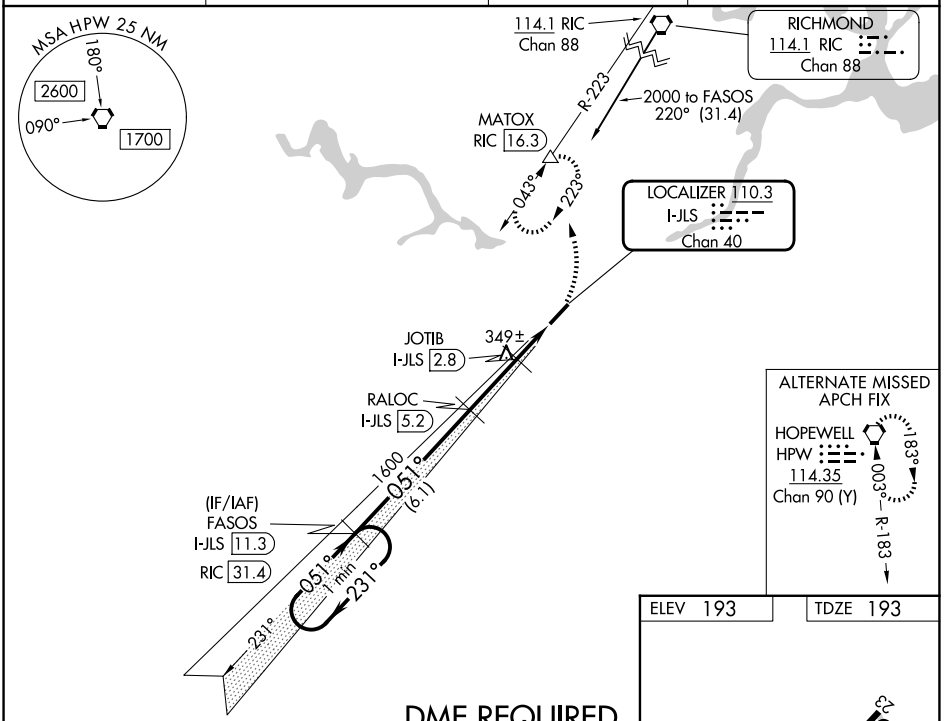
TRI CITIES EXEC/DINWIDDIE COUNTY (PTB)

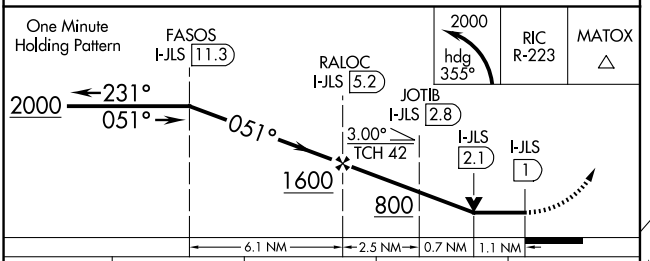
T A — DME required. Helicopter visibility reduction below ¾ SM NA. VDP NA when using Richmond Exec/Chesterfield County altimeter setting. When local altimeter setting not received, use Richmond Exec/Chesterfield County altimeter setting and increase all MDA 40 feet; increase S-LOC 5 Cat C visibility ⅛ mile and Circling Cat C visibility ¼ mile. For inop ODALS, increase S-LOC 5 Cat C visibility to 1⅛ mile. Inop table does not apply to S-LOC 5 Cat A and B. Inop table does not apply to S-LOC Cat A and B when using Richmond Exec/Chesterfield County altimeter setting.

ODALS

MISSED APPROACH: Climbing left turn to 2000 on heading 355° and on RIC VORTAC R-223 to MATOX/RIC 16.3 DME and hold.

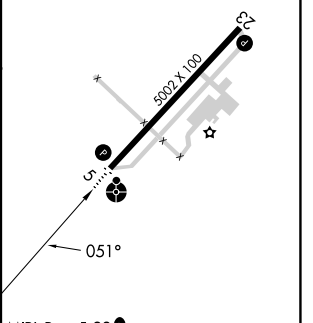
AWOS-3	POTOMAC APP CON	GCO	UNICOM
133.325	126.75 307.2	135.075	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-5	600-1 407 (500-1)			NA
CIRCLING	680-1 487 (500-1)		760-1½ 567 (600-1½)	NA

ELEV 193 | TDZE 193



MIRL Rwy 5-23 L
REIL Rwy 23 L

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

VORTAC HPW	APP CRS	Rwy Ldg	5002
114.35	252°	TDZE	191
Chan 90 (Y)		Apt Elev	193

VOR RWY 23

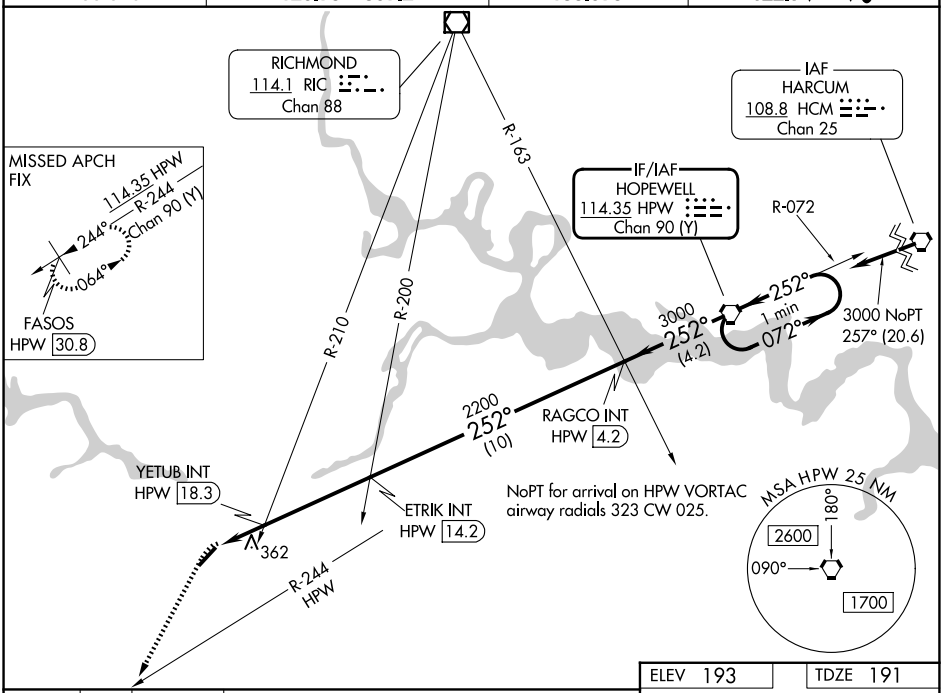
TRI CITIES EXEC/DINWIDDIE COUNTY (PTB)

T When local altimeter setting not received, use Richmond Exec/Chesterfield County altimeter setting and increase all MDA 40 feet; increase S-23 Cat C and Circling Cat C visibility ⅛ mile and YETUB fix minimums S-23 Cat C visibility ⅛ mile and Circling Cat C visibility ¼ mile. DME required.

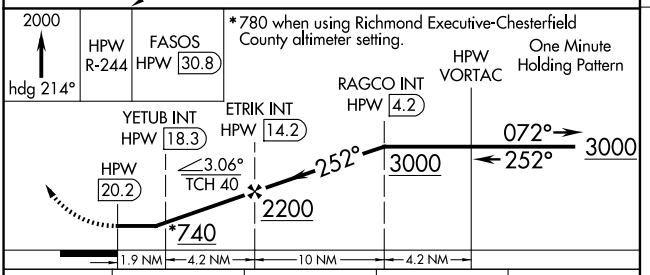
A

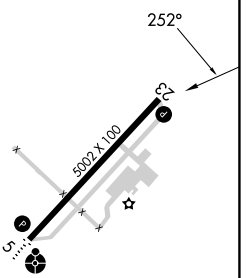
MISSED APPROACH: Climb to 2000 on heading 214° and HPW R-244 to FASOS/ HPW 30.8 DME and hold.

AWOS-3	POTOMAC APP CON	GCO	UNICOM
133.325	126.75 307.2	135.075	122.7 (CTAF) L



ELEV 193 TDZE 191





CATEGORY	A	B	C	D
S-23	740-1	549 (600-1)	740-1⅝ 549 (600-1⅝)	NA
CIRCLING	740-1	547 (600-1)	760-1⅝ 567 (600-1⅝)	NA
YETUB FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-23	620-1	429 (500-1)	620-1¼ 429 (500-1¼)	NA
CIRCLING	680-1	487 (500-1)	760-1½ 567 (600-1½)	NA

MIRL Rwy 5-23 L
REIL Rwy 23 L

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, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

26162

ABERDEEN, MARYLAND

RNAV (GPS) RWY 22

(USA)

PHILLIPS AAF (ABERDEEN PROVING GROUND) (KAPG)

WAAS CH **70342** **W22A**	APCH CRS **218°**	Rwy ldg **8001** TDZE **45** Arpt Elev **45**

RNP APCH-GPS

T * Circling NA SE of RWY 4-22.
A NA

MISSED APPROACH: Climb to 500, then climbing right turn to 2000 direct SUDOY and hold.

POTOMAC APP CON/DEP CON
125.525 291.625

ADVSY
126.15 (CTAF) L

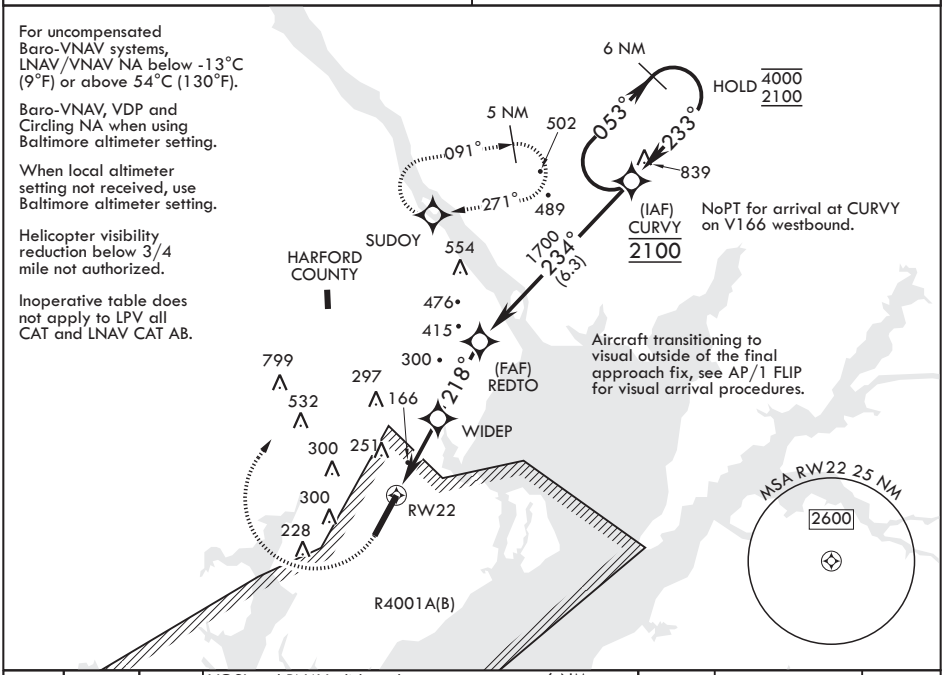
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F).

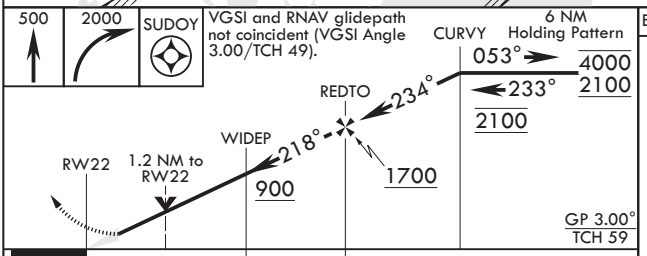
Baro-VNAV, VDP and Circling NA when using Baltimore altimeter setting.

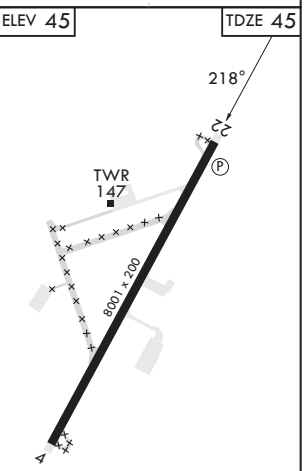
When local altimeter setting not received, use Baltimore altimeter setting.

Helicopter visibility reduction below 3/4 mile not authorized.

Inoperative table does not apply to LPV all CAT and LNAV CAT AB.







CATEGORY	A	B	C	D
LPV DA	295-1	250	(300-1)	
LNAV/VNAV DA	560-1⅜	515	(600-1⅜)	
LNAV MDA	560-1 515	(600-1)	560-1⅜ 515	(600-1⅜)
CIRCLING*	560-1 515 (600-1)	640-1 595 (600-1)	680-1¾ 635 (700-1¾)	880-2¾ 835 (900-2¾)
BALTIMORE WASHINGTON INTL ALTIMETER SETTING MINIMUMS				
LPV DA	376-1¼	281	(300-1¼)	
LNAV/VNAV DA	657-1¾	612	(600-1¾)	
LNAV MDA	660-1¼ 515	(700-1¼)	660-1¾ 515	(700-1¾)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

QUANTICO, VIRGINIA

ILS or LOC/DME RWY 2

LOC/DME I-NYG	APCH CRS	Rwy ldg	4250
108.3	023°	TDZE	9
Chan 20		Arpt Elev	10

[USN] QUANTICO MCAF (TURNER FLD) (KNYG)

TACAN required

▼ * Circling not authorized W of Rwy 2-20.

MISSED APPROACH: Climb to 600, then climbing right turn to 2000 on hdg 199° and intercept BRV VORTAC R-244 to MAAGS/BRV 1 DME and hold.

ATIS ★	POTOMAC APP/DEP CON	TOWER ★	GND CON	ASR
263.15	128.525 306.925	118.6 (CTAF) L 360.2	121.75 348.7	

Wheel crossing height
Group 3: 15′ and Group 4: 10′
(is less than the minimum height)

LOCALIZER 108.3
I-NYG
Chan 20

Final approach course offset 2.9° and passes 150′ from rwy threshold.

Localizer unusable 20° left/right of course, and within 0.5 NM.

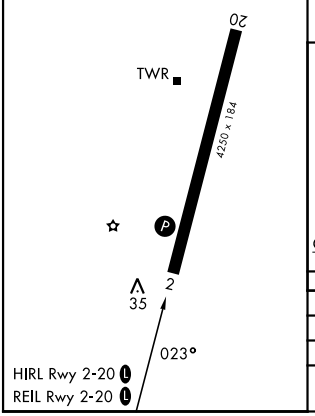
BROOKE
114.5 BRV
Chan 92

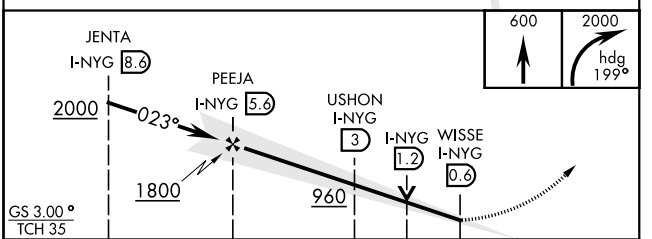
438
341
394
175
168
WISSE
I-NYG 0.6
USHON
I-NYG 3
PEEJA
I-NYG 5.6
203°
1800
023°
(3)
502
2000
026°
(1.4)
(IF)
JENTA
I-NYG 8.6
244°
230K
064°
HOLD 4000 2000
(IAF)
MAAGS
BRV 1
064°
(1)
R-130
310°
(11.9)
774
R-244
675
(IAF)
THADS
BRV 12
2000

MSA BRV 25 NM
2100

EMERG SAFE ALT 100 NM 5700

ELEV 10 TDZE 9





600 2000 hdg 199°

CATEGORY	A	B	C	D	E
S-ILS 2	259-¾		250	(300-¾)	
S-LOC 2	380-1		371	(400-1)	
CIRCLING *	480-1 470 (500-1)	660-1 650 (700-1)	700-2 690 (700-2)	740-2¼ 730 (800-2¼)	760-2¾ 750 (800-2¾)

QUANTICO, VIRGINIA 38°30′N-77°18′W QUANTICO MCAF (TURNER FLD) (KNYG)

Amdt 2 27NOV25

ILS or LOC/DME RWY 2

NE-3, 03 SEP 2026 to 29 OCT 2026

QUANTICO, VIRGINIA

RNAV (GPS) RWY 2

WAAS CH **81721** **W02A**	APCH CRS **026°**	Rwy ldg **4250** TDZE **9** Arpt Elev **10**

(USN) QUANTICO MCAF (TURNER FLD) (KNYG)

RNP APCH

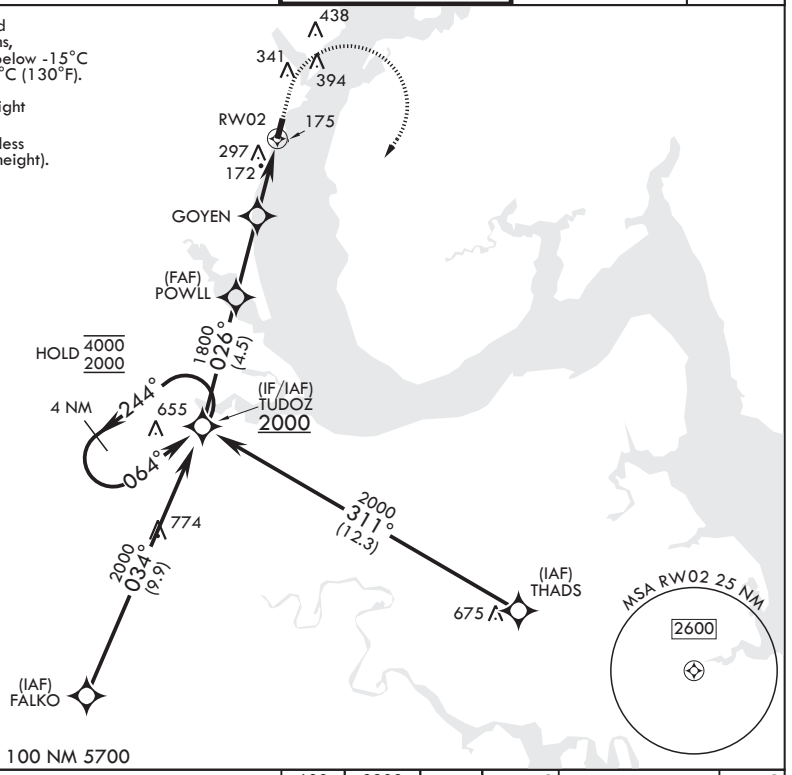
* Circling not authorized W of Rwy 2-20.

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct TUDOZ and hold.

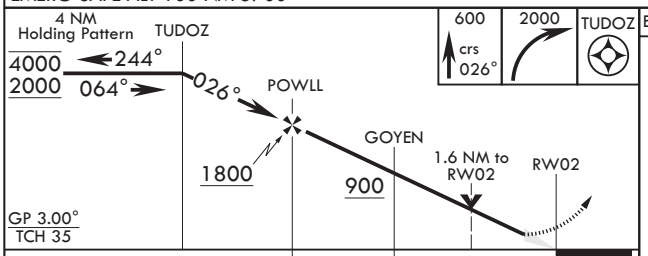
ATIS★	POTOMAC APP CON/DEP CON	TOWER★	GND CON	ASR
263.15	**128.525 306.925**	**118.6** (CTAF) **360.2**	**121.75 348.7**	

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).

Wheel crossing height
Group 3: 15 ft;
Group 4: 10 ft (is less than the minimum height).

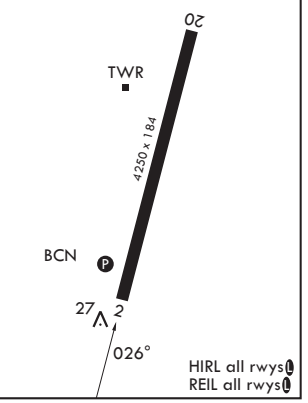


EMERG SAFE ALT 100 NM 5700



600 crs 026°	2000	TUDOZ

ELEV 10 TDZE 9



CATEGORY	A	B	C	D	E
LPV DA	259-¾		250	(300-¾)	
LNAV/VNAV DA	459-1⅜		450	(500-1⅜)	
LNAV MDA	560-1	551 (600-1)	560-1⅝	551 (600-1⅝)	
CIRCLING*	560-1 550 (600-1)	660-1 650 (700-1)	700-2 690 (700-2)	740-2¼ 730 (800-2¼)	760-2¾ 750 (800-2¾)

38°30'N - 77°18'W

NE-3, 03 SEP 2026 to 29 OCT 2026

QUANTICO, VIRGINIA

TACAN RWY 2

BRV VORTAC	APCH CRS	Rwy Idg	4250
114.5	022°	TDZE	9
Chan 92		Arpt Elev	10

[USN] QUANTICO MCAF (TURNER FLD) (KNYG)

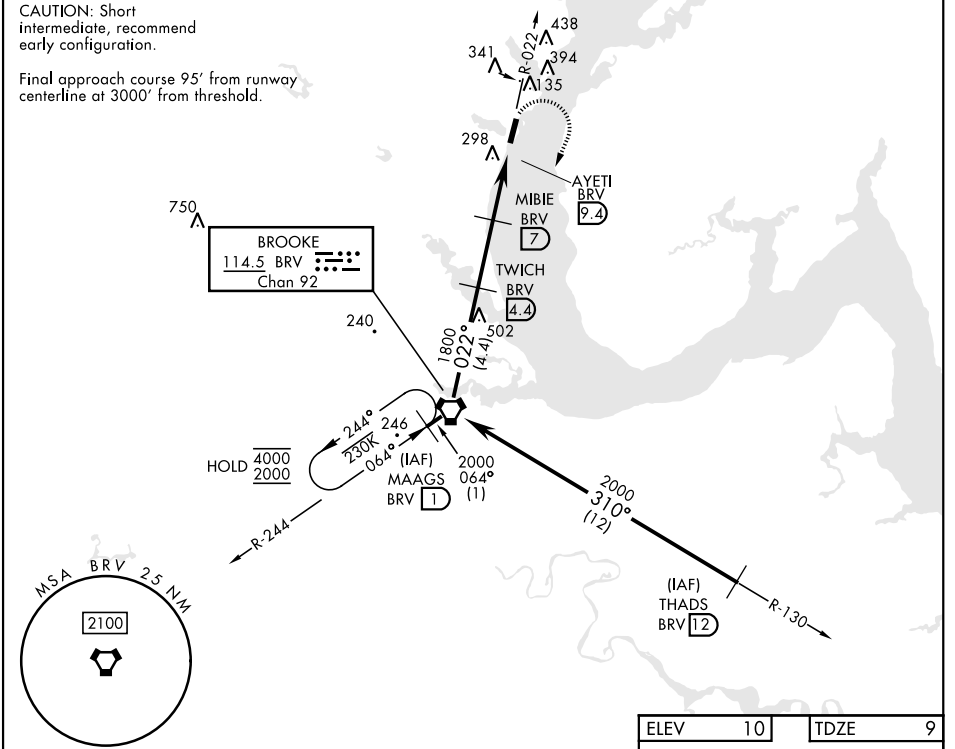
* Circling not authorized W of Rwy 2-20.

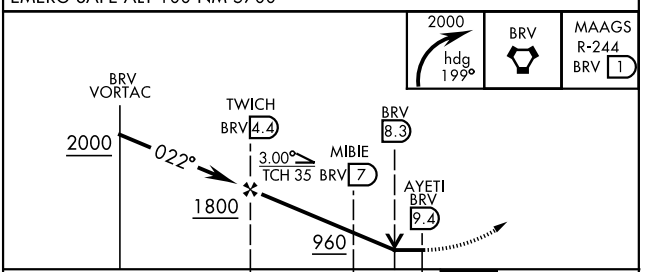
MISSED APPROACH: Climbing right turn to 2000 on heading 199° and intercept BRV VORTAC R-244 to MAAGS/1 DME and hold.

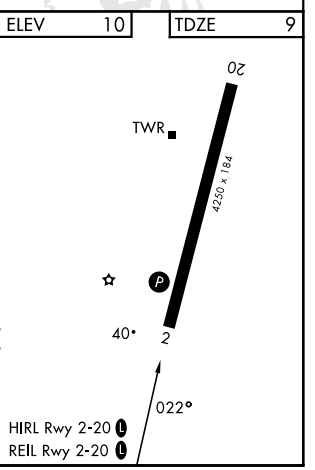
ATIS ★	POTOMAC APP/DEP CON	TOWER ★	GND CON	ASR
263.15	128.525 306.925	118.6 (CTAF) 360.2	121.75 348.7	

CAUTION: Short intermediate, recommend early configuration.

Final approach course 95° from runway centerline at 3000' from threshold.







CATEGORY	A	B	C	D	E
S-2	560-1 551 (600-1)		560-1⅝ 551 (600-1⅝)		
CIRCLING *	560-1 550 (600-1)	660-1 650 (700-1)	700-2 690 (700-2)	740-2¼ 730 (800-2¼)	760-2¾ 750 (800-2¾)

QUANTICO, VIRGINIA 38°30'N-77°18'W QUANTICO MCAF (TURNER FLD) (KNYG)

Amdt 5 27NOV25

TACAN RWY 2

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

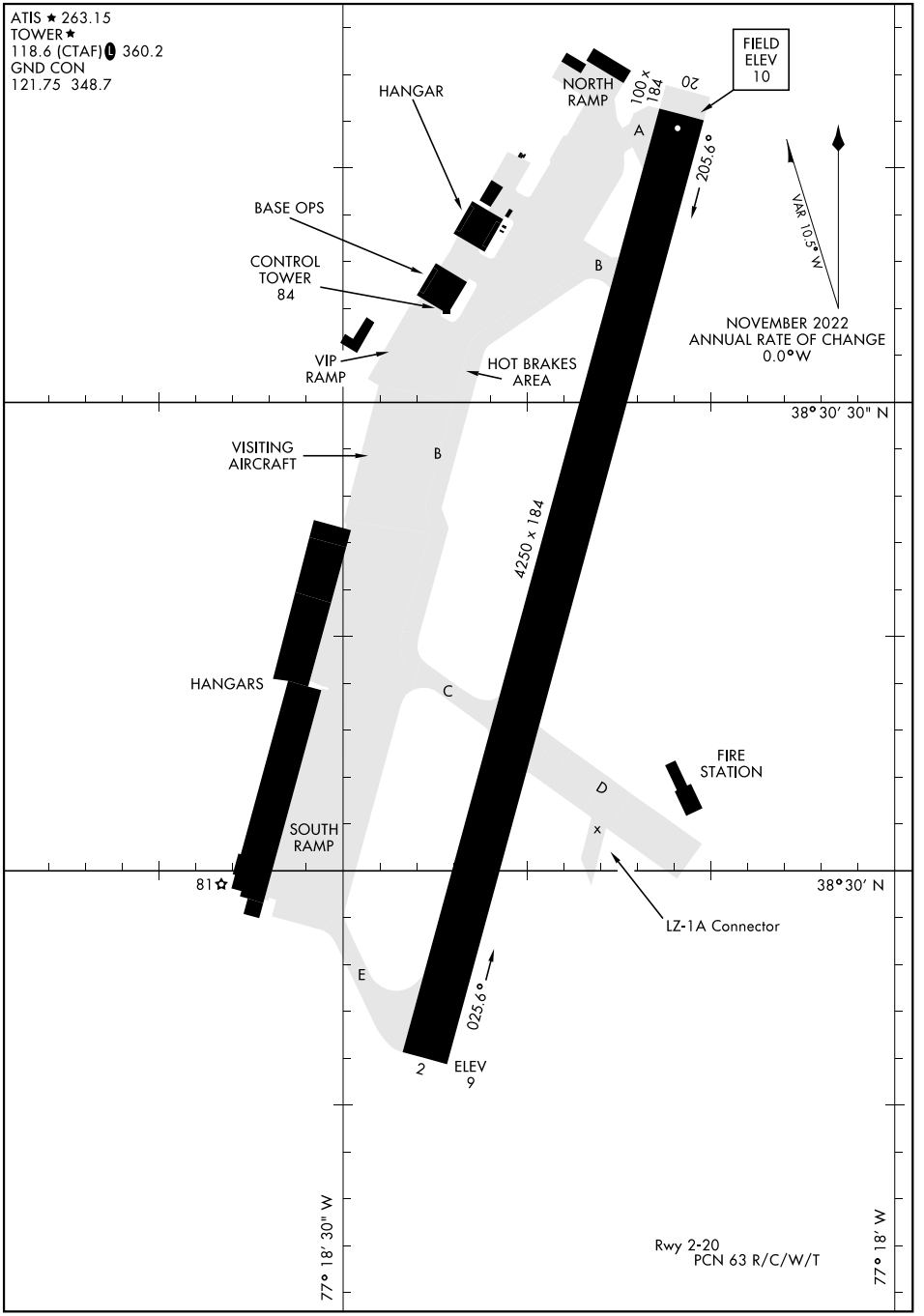
25051

AIRPORT DIAGRAM

[USN]

QUANTICO MCAF (TURNER FLD) (KNYG)

QUANTICO, VIRGINIA



NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM

QUANTICO, VIRGINIA

QUANTICO MCAF (TURNER FLD) (KNYG)

WAAS	APP CRS	Rwy Ldg	3602
CH 45932	106°	TDZE	121
W11A		Apt Elev	121

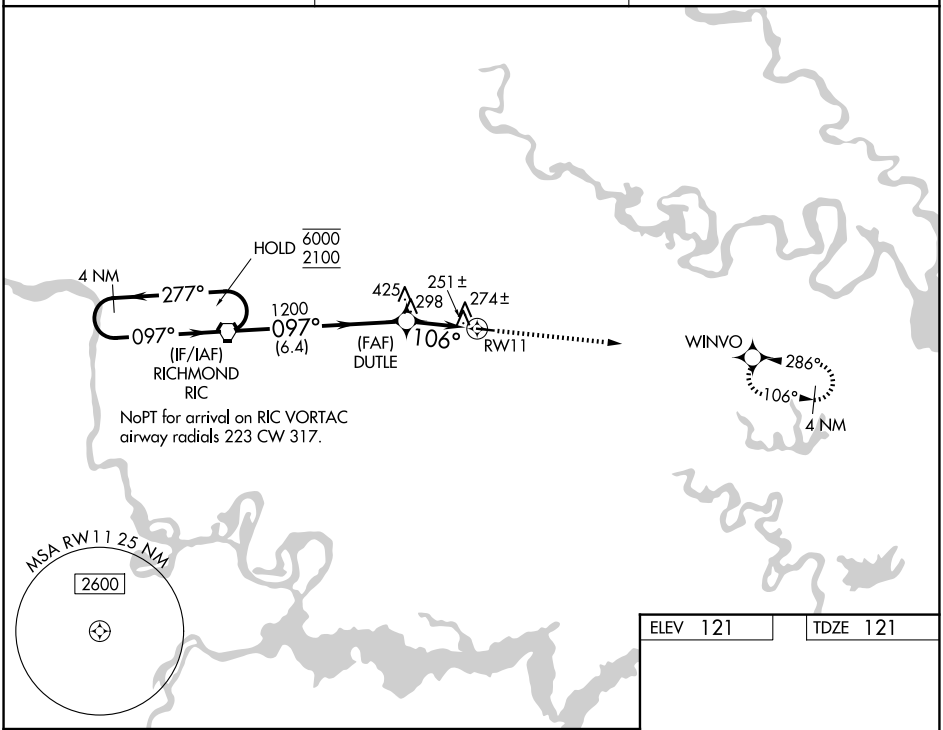
RNAV (GPS) RWY 11
NEW KENT COUNTY (W96)

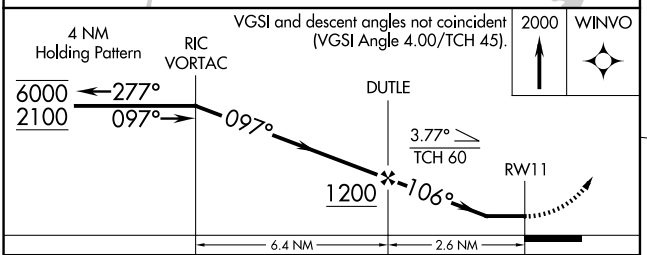
RNP APCH - GPS.

Procedure NA at night. Rwy 11 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use RIC altimeter setting: increase all MDAs 40 feet and LNAV visibility Cat C ⅛ SM; increase LP and Circling visibility Cat C ¼ SM.

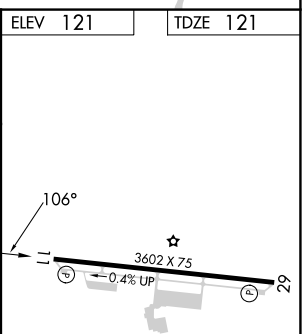
MISSED APPROACH: Climb to 2000 direct WINVO and hold.

AWOS-3	POTOMAC APP CON	UNICOM
119.875	126.4 282.375	122.8 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	540-1	419 (500-1)	540-1⅛ 419 (500-1⅛)	NA
LNAV MDA	560-1	439 (500-1)	560-1¼ 439 (500-1¼)	NA
CIRCLING	620-1	499 (500-1)	760-1¾ 639 (700-1¾)	NA



MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

QUINTON, VIRGINIA | AL-6855 (FAA) | 26022

RNAV (GPS) RWY 29

NEW KENT COUNTY (W96)

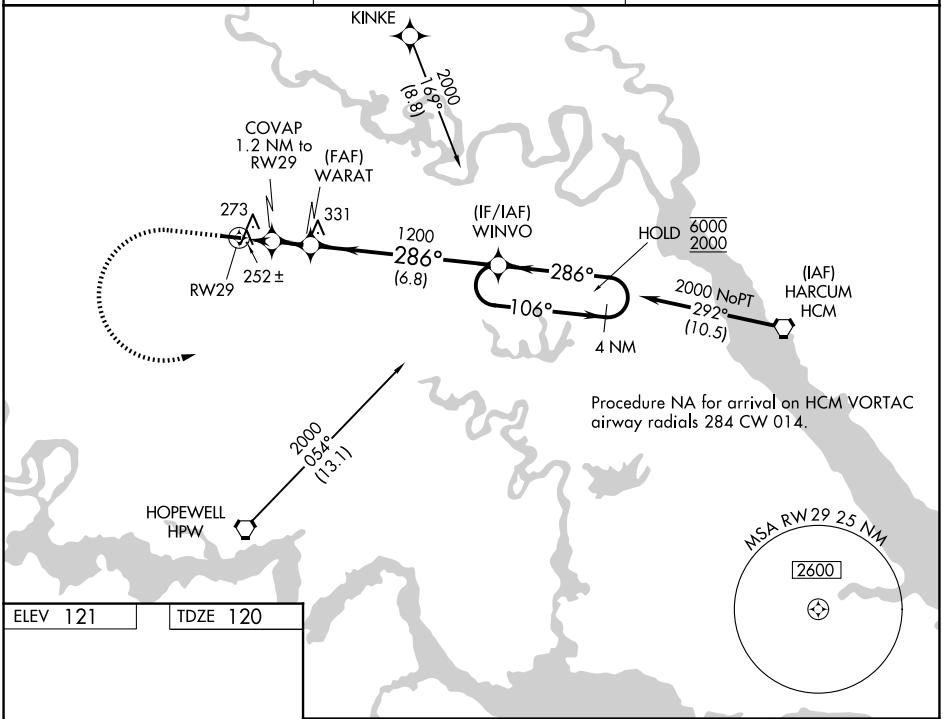
WAAS	APP CRS	Rwy Ldg	3602
CH 90532	286°	TDZE	120
W29A		Apt Elev	121

RNP APCH - GPS.

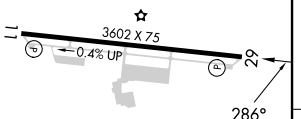
Rwy 29 helicopter visibility reduction below 1 SM NA.
Procedure NA at night. When local altimeter setting not received, use RIC altimeter setting: increase all MDAs 40 feet and LNAV visibility Cat C ⅛ SM; increase LP and Circling visibility Cat C ¼ SM.

MISSED APPROACH: Climb to 900 then climbing left turn to 2000 direct WINVO and hold.

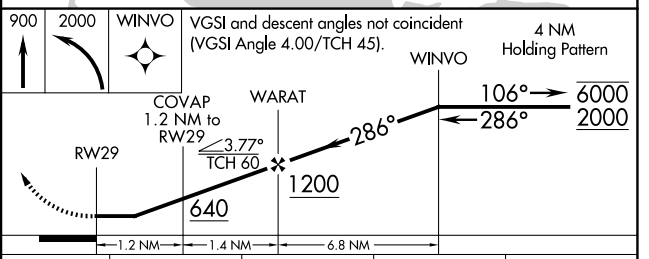
AWOS-3	POTOMAC APP CON	UNICOM
119.875	126.4 282.375	122.8 (CTAF) L



ELEV 121 | TDZE 120



MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L



CATEGORY	A	B	C	D
LP MDA	540-1	420 (500-1)	540-1⅛ 420 (500-1⅛)	NA
LNAV MDA	560-1	440 (500-1)	560-1¼ 440 (500-1¼)	NA
CIRCLING	620-1	499 (500-1)	760-1¾ 639 (700-1¾)	NA

QUINTON, VIRGINIA
Amdt 3 26DEC24

37°30'N-77°08'W

NEW KENT COUNTY (W96)
RNAV (GPS) RWY 29

NE-3, 03 SEP 2026 to 29 OCT 2026

VORTAC HPW	APP CRS	Rwy Ldg	N/A
114.35	003°	TDZE	N/A
Chan 90 (Y)		Apt Elev	121

VOR-A

NEW KENT COUNTY (W96)

T A NA — Use Richmond Intl altimeter setting. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

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

AWOS-3	RIC ASOS	POTOMAC APP CON	UNICOM
119.875	119.15 263.025	126.4 282.375	122.8 (CTAF) L

RICHMOND 114.1 RIC Chan 88

R-119

ZASOM HPW 10.4

351

379

IF/IAF HOPEWELL 114.35 HPW Chan 90 (Y)

QUILT INT HPW 7

1700 (7)

003°

NoPT for arrival on HPW VORTAC airway radials 178, 205, and 237.

183°

1 min

003°

R-183

MSA HPW 25 NM

180°

2600

090°

2000

ELEV 121

MIRL Rwy 11-29 L

REIL Rwys 11 and 29 L

11 3602 X 75 29

0.4% UP

003°

2000 HPW

HPW VORTAC

One Minute Holding Pattern

QUILT INT HPW 7

ZASOM HPW 10.4

003°

183°

003°

2000

1700

3.4 NM 7 NM

FAF to MAP 3.4 NM					
Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08

CATEGORY	A	B	C	D
CIRCLING	660-1 539 (600-1)		760-1¾ 639 (700-1¾)	NA

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

RICHLANDS, VIRGINIA | AL-9221 (FAA) | 25275

WAAS	APP CRS	Rwy Ldg	4299
CH 63224	072°	TDZE	2653
W07A		Apt Elev	2653

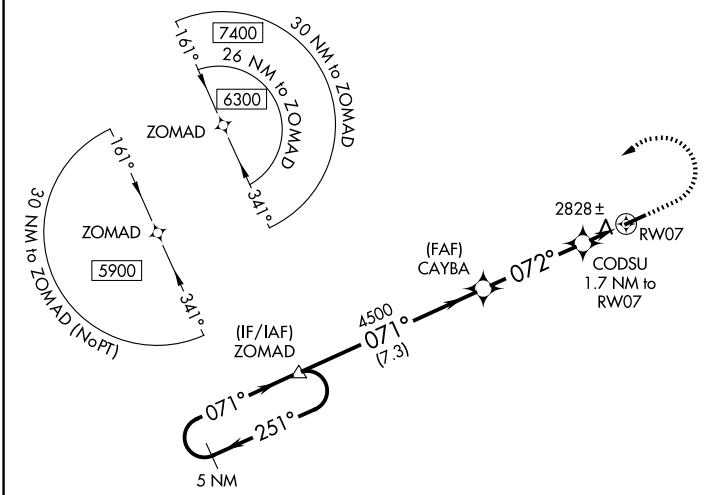
RNAV (GPS) RWY 7

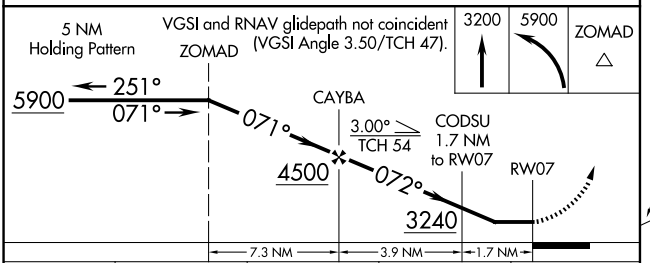
TAZEWELL COUNTY (JFZ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wise altimeter setting and increase all MDA 100 feet, increase LP and LNAV Cat C visibility ¼ mile and Circling Cat C visibility ½ mile. Procedure NA at night. Circling NA for Cat C south of Rwy 7-25.

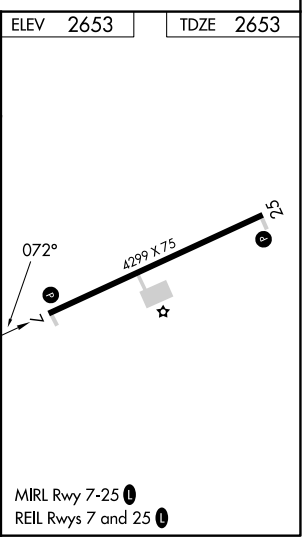
MISSED APPROACH: Climb to 3200 then climbing left turn to 5900 direct ZOMAD and hold, continue climb-in-hold to 5900.

AWOS-3	ATLANTA CENTER	GCO	UNICOM
118.075	127.85 269.3	135.075	123.05 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	3080-1	427 (500-1)	3080-1¼ 427 (500-1¼)	NA
LNAV MDA	3080-1	427 (500-1)	3080-1¼ 427 (500-1¼)	NA
CIRCLING	3240-1	587 (600-1)	3240-1½ 587 (600-1½)	NA



RICHLANDS, VIRGINIA
Orig-C 05NOV20

37°04'N-81°48'W

TAZEWELL COUNTY (JFZ)

RNAV (GPS) RWY 7

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

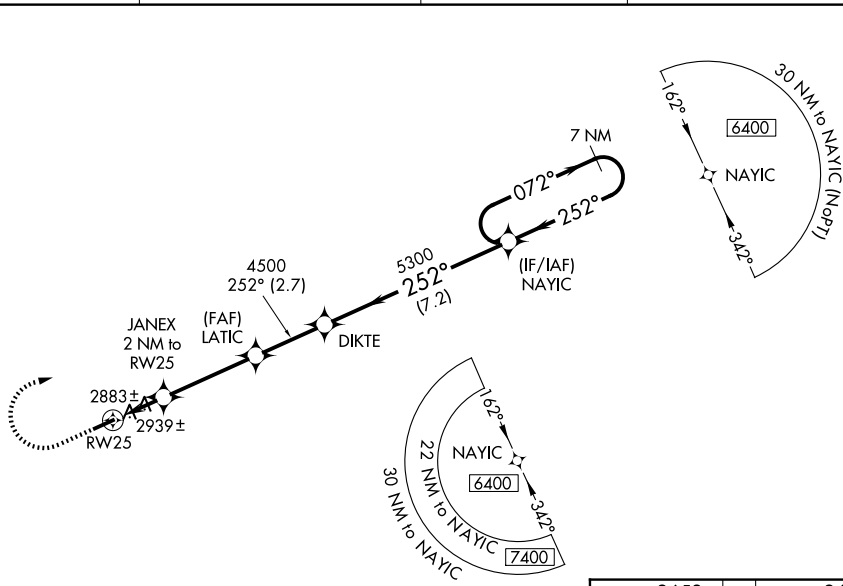
WAAS	APP CRS	Rwy Ldg	4299
CH 53524	252°	TDZE	2653
W25A		Apt Elev	2653

RNAV (GPS) RWY 25
TAZEWELL COUNTY (JFZ)

Baro-VNAV NA when using Wise altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°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 Wise altimeter setting and increase all DA 86 feet and all MDA 100 feet, increase LPV and LNAV/VNAV all Cats and Circling Cat C visibility ⅜ mile, increase LNAV Cat C visibility ¼ mile. When VGSI inop, Straight-in/Circling Rwy 25 procedure NA at night. When VGSI inop, Circling Rwy 7 NA at night. Circling NA for Cat C south of Rwy 7-25.

MISSED APPROACH: Climb to 3800 then climbing right turn to 6400 direct NAYIC and hold, continue climb-in-hold to 6400.

AWOS-3	ATLANTA CENTER	GCO	UNICOM
118.075	127.85 269.3	135.075	123.05 (CTAF) L

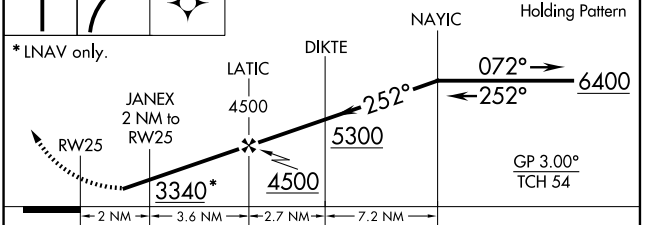


3800 | 6400 | NAYIC

VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 47).

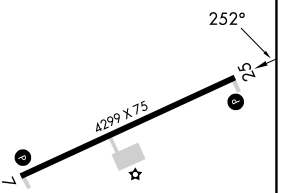
7 NM Holding Pattern

* LNAV only.



CATEGORY	A	B	C	D
LPV DA	3201-1⅞ 548 (600-1⅞)			NA
LNAV/VNAV DA	3210-1⅞ 557 (600-1⅞)			NA
LNAV MDA	3200-1 547 (600-1)		3200-1⅝ 547 (600-1⅝)	NA
CIRCLING	3240-1 587 (600-1)		3240-1⅝ 587 (600-1⅝)	NA

ELEV 2653 TDZE 2653



MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RICHLANDS, VIRGINIA

AL-9221 (FAA)

26246

LOC/DME RWY 25

TAZEWELL COUNTY (JFZ)

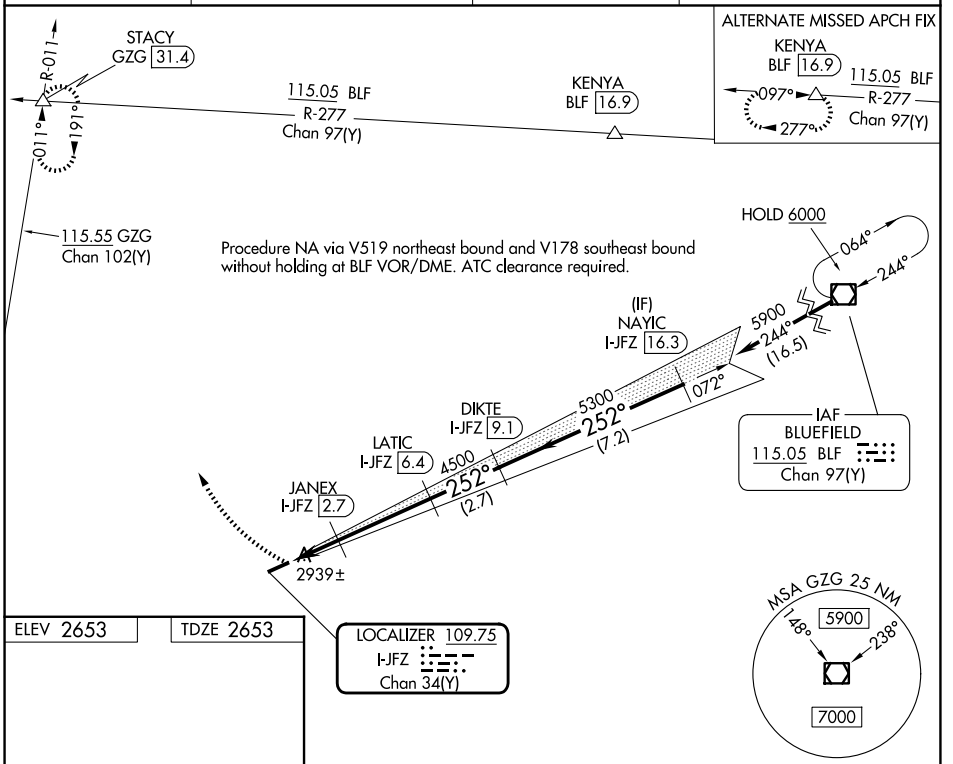
LOC/DME I-JFZ	APP CRS	Rwy Ldg	4299
109.75	252°	TDZE	2653
Chan 34 (Y)		Apt Elev	2653

DME required.

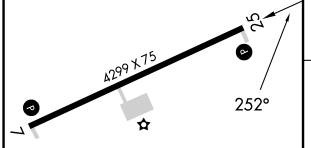
Rwy 25 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received use LNP altimeter setting and increase all MDA 100 feet, increase S-25 Cat C visibility ¼ mile and Circling Cat C visibility ⅜ mile. Straight-in Rwy 25 NA at night, Circling Rwy 7, 25 NA at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Circling NA for Cat C south of Rwy 7-25.

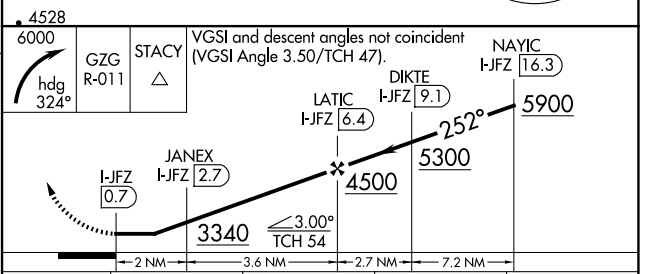
MISSED APPROACH: Climbing right turn to 6000 on heading 324° and GZG R-011 to STACY INT/GZG 31.4 DME and hold.

AWOS-3	ATLANTA CENTER	GCO	UNICOM
118.075	127.85 269.3	135.075	123.05 (CTAF) L



ELEV 2653 | TDZE 2653





CATEGORY	A	B	C	D
S-25	3200-1	547 (600-1)	3200-1⅝ 547 (600-1⅝)	NA
CIRCLING	3240-1	587 (600-1)	3240-1⅝ 587 (600-1⅝)	NA

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

RICHLANDS, VIRGINIA
Amdt 1D 03SEP26

37°04'N-81°48'W

TAZEWELL COUNTY (JFZ)

LOC/DME RWY 25

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-CFU	APP CRS	Rwy Ldg	5500
108.3	331°	TDZE	217
Chan 20		Apt Elev	236

ILS or LOC RWY 33

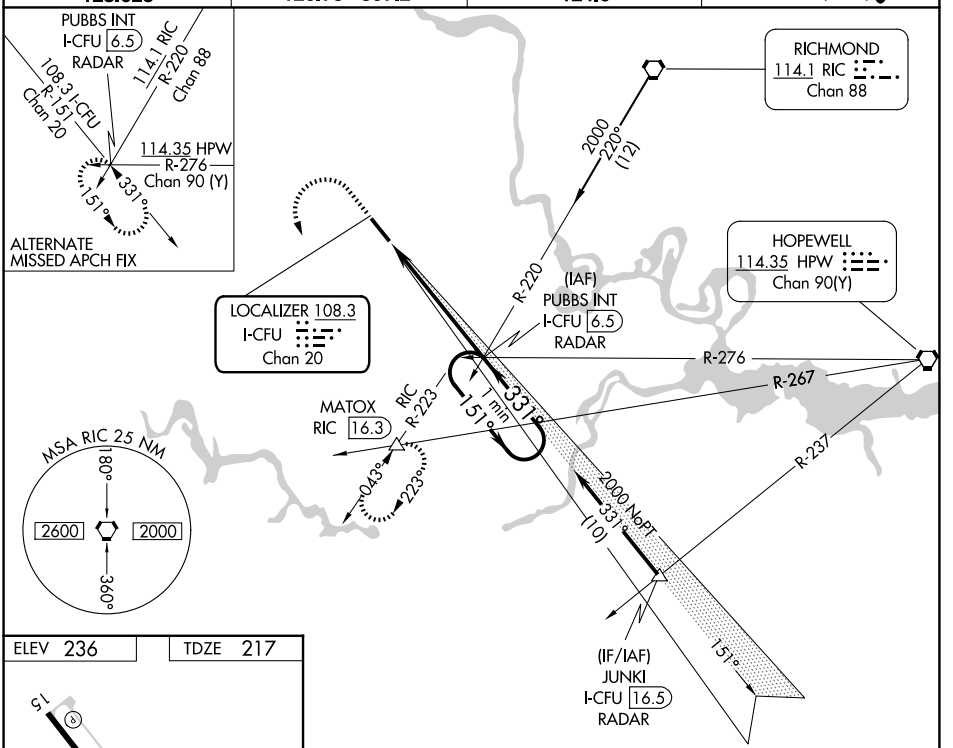
RICHMOND EXEC/CHESTERFIELD COUNTY (FCI)

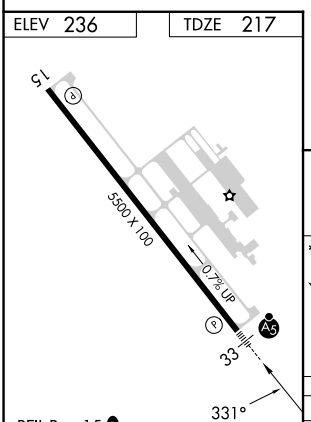
When local altimeter setting not received, use RIC altimeter setting and increase S-ILS 33 DA to 454 feet; increase all MDAs 40 feet and S-LOC 33 visibility Cat C/D ⅛ SM, and Circling visibility Cat C/D ¼ SM. VDP NA when using RIC altimeter setting.

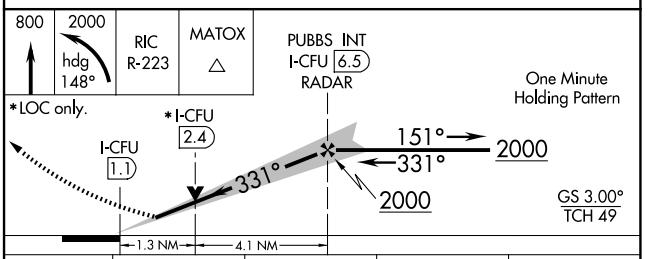
MALSR

MISSED APPROACH: Climb to 800, then climbing left turn to 2000 on heading 148° and on RIC VORTAC R-223 to MATOX INT/RIC 16.3 DME and hold, continue climb-in-hold to 2000.

AWOS-3PT	POTOMAC APP CON	CLNC DEL	UNICOM
128.625	126.75 307.2	124.6	123.05 (CTAF) L







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	417-½	200 (200-½)		
S-LOC 33	660-½ 443 (500-½)		660-⅞ 443 (500-⅞)	
CIRCLING	720-1 484 (500-1)	820-1 584 (600-1)	820-1½ 584 (600-1½)	1020-2½ 784 (800-2½)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RICHMOND, VIRGINIA | AL-6066 (FAA) | 25331

WAAS CH 63216 W15A	APP CRS 151°	Rwy Ldg 5500 / TDZE 236 / Apt Elev 236

RNAV (GPS) RWY 15

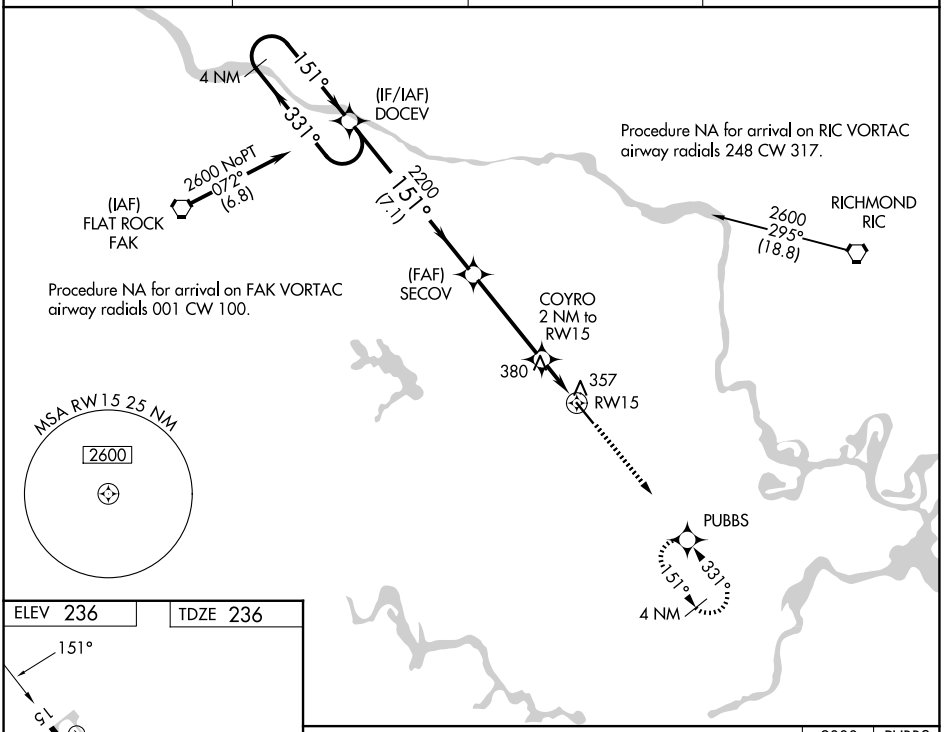
RICHMOND EXEC/CHESTERFIELD COUNTY (FCI)

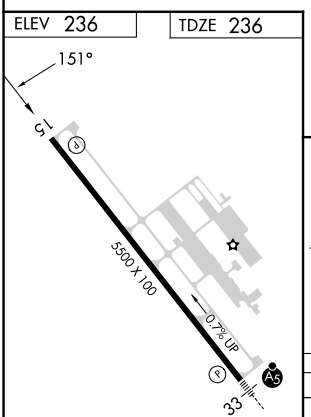
RNP APCH.

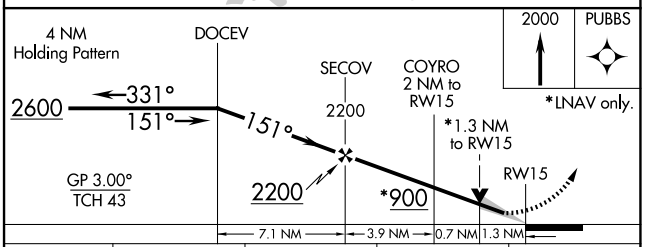
NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Richmond Intl altimeter setting and increase all DA 36 feet, and all MDA 40 feet, increase LNAV/VNAV all Cats visibility ¼ mile. VDP and Baro-VNAV NA when using Richmond Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct PUBBS and hold.

AWOS-3PT	POTOMAC APP CON	CLNC DEL	UNICOM
128.625	126.75 307.2	124.6	123.05 (CTAF) L







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)		680-1⅜ 444 (500-1⅜)	680-1½ 444 (500-1½)

REIL Rwy 15 L
HIRL Rwy 15-33 L

NE-3, 03 SEP 2026 to 29 OCT 2026

WAAS CH 56221 W33A	APP CRS 331°	Rwy Ldg 5500 TDZE 217 Apt Elev 236

RNAV (GPS) RWY 33

RICHMOND EXEC/CHESTERFIELD COUNTY (FCI)

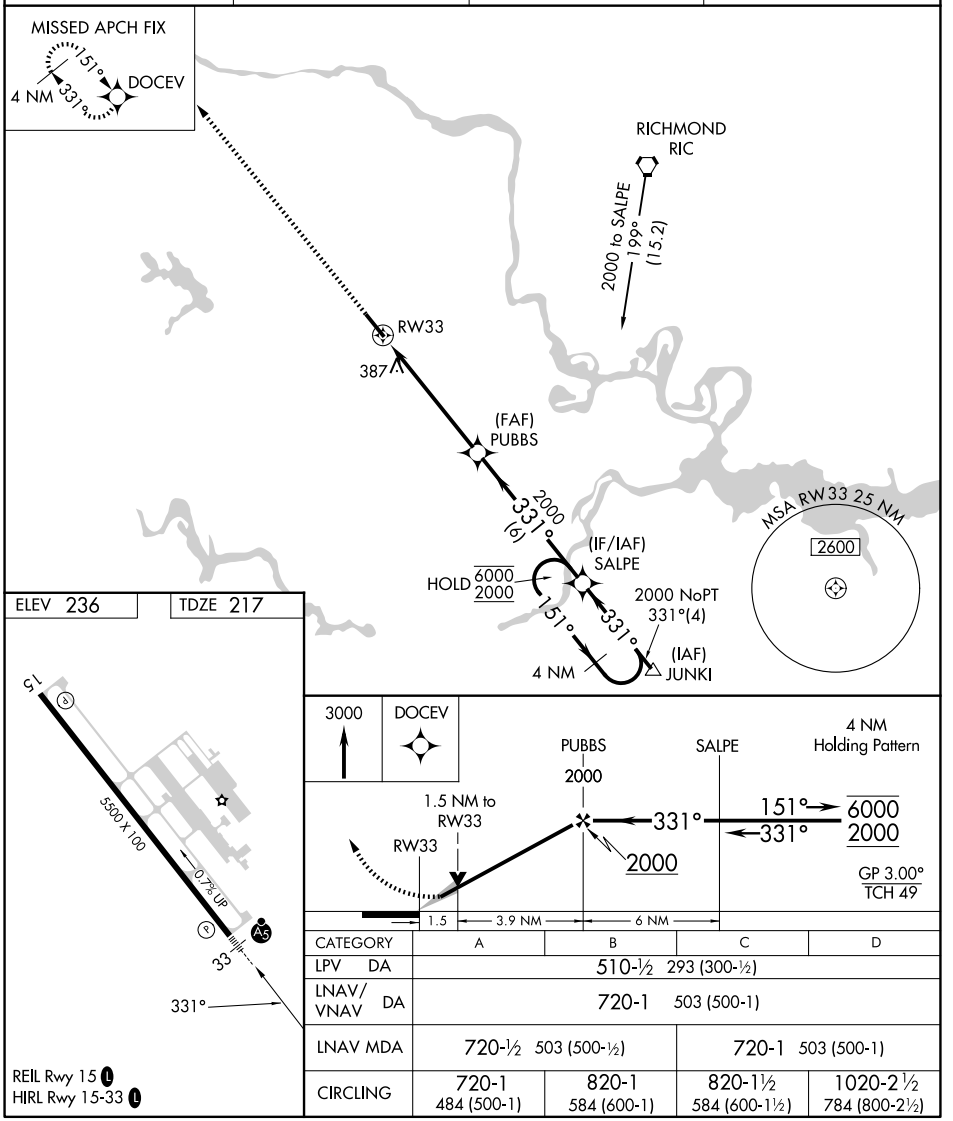
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using RIC altimeter setting. For inop ALS, increase LPV all visibilities to ⅞ SM, increase LNAV/VNAV all visibilities to 1⅜ , and increase LNAV visibility Cats C/D to 1⅜ SM. When local altimeter setting not received, use RIC altimeter setting and increase LPV DA to 547 feet; increase LNAV/VNAV DA to 757 feet, increase all MDAs 40 feet and LNAV visibility Cat C/D ⅛ SM, and Circling visibility Cat C/D ¼ SM.

MALSR

MISSED APPROACH: Climb to 3000 direct DOCEV and hold.

AWOS-3PT	POTOMAC APP CON	CLNC DEL	UNICOM
128.625	126.75 307.2	124.6	123.05 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	510-½ 293 (300-½)			
LNAV/VNAV DA	720-1 503 (500-1)			
LNAV MDA	720-½ 503 (500-½)		720-1 503 (500-1)	
CIRCLING	720-1 484 (500-1)	820-1 584 (600-1)	820-1½ 584 (600-1½)	1020-2½ 784 (800-2½)

REIL Rwy 15 L
HIRL Rwy 15-33 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 2

RICHMOND INTL (RIC)

LOC I-EZD	APP CRS	Rwy Ldg	6607
110.9	023°	TDZE	161
		Apt Elev	168

Rwy 2 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase S-ILS 2 all Cats visibility to ⅞ SM and S-LOC 2 Cats A and B visibility to 1 SM.

MALSR

MISSED APPROACH: Climb to 2000 on RIC VORTAC R-018 to EPICS INT/RIC 17.3 DME and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6

ALTERNATIVE MISSED APCH FIX

HOPEWELL HPW 114.35 Chan 90(Y)

003° R-183° 183°

MISSED APCH FIX

EPICS RIC 17.3

R-315 R-018 R-066 198° 018°

113.3 FAK Chan 80

108.8 HCM Chan 25

114.1 RIC Chan 88

LOCALIZER 110.9 I-EZD

R-018

RICHMOND 114.1 RIC Chan 88

306

JESTY INT RIC 6 RADAR

RIC R-206

R-298

HOPEWELL 114.35 HPW Chan 90(Y)

(IF/IAF) CASEE INT RIC 12.5

2000 023° (6.6)

2000 269° (13.2)

R-269

MSA RIC 25 NM

180° 2600 2000 360°

1 min 023° 203°

RIC R-204

HOLD 4600 2000

ELEV 168 D TDZE 161

TWR

9 02 20 34

6607 X 150

9003 X 150

023°

TDZ/CL Rwy 34

HIRL Rwys 2-20 and 16-34

REIL Rwy 20

One Minute Holding Pattern

CASEE INT RIC 12.5

JESTY INT RIC 6 RADAR

2000

RIC R-018

EPICS

4600 2000 203° 023°

023°

RIC 0.5

2000

GS 3.00° TCH 50

6.6 NM 5.6 NM

CATEGORY	A	B	C	D
S-ILS 2	457- ¾ 296 (300-¾)			
S-LOC 2	560- ¾ 399 (400-¾)			
CIRCLING	660-1 492 (500-1)		700-1½ 532 (600-1½)	720-2 552 (600-2)

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 16

RICHMOND INTL (RIC)

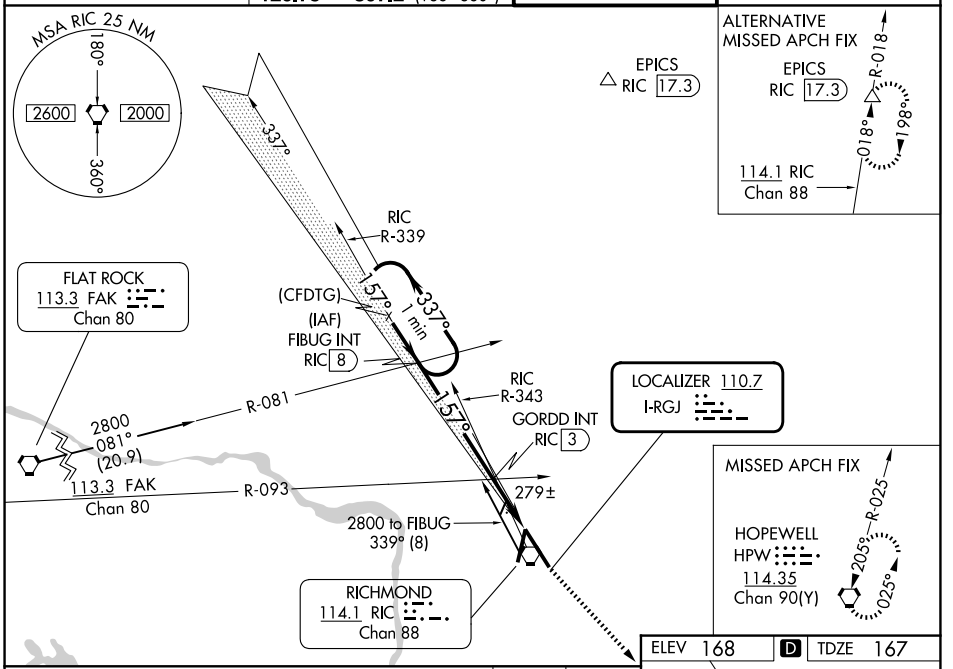
LOC I-RGJ	APP CRS	Rwy Ldg	9003
110.7	157°	TDZE	167
		Apt Elev	168

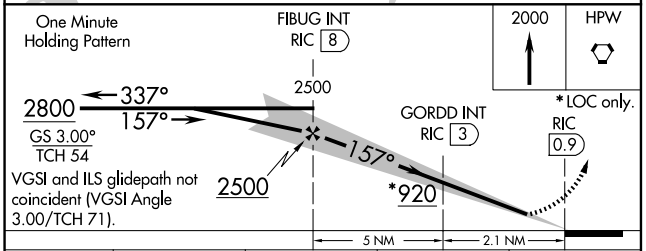
For inop ALS, increase S-LOC 16 Cats C and D visibility to 2 SM. GORDD Fix Minimums: for inop ALS, increase S-LOC 16 Cats C and D visibility to 1⅛ SM.
**RVR 1800 authorized with use of FD or AP or HUD to DA.
DME from RIC VORTAC.

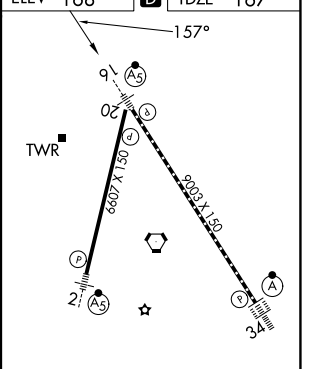
MALSR

MISSED APPROACH: Climb to 2000 direct HPW VORTAC and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6







CATEGORY	A	B	C	D
S-ILS 16 **	367/24 200 (200-½)			
S-LOC 16	920/24 753 (800-½)	920/40 753 (800-¾)	920-1¾ 753 (800-1¾)	
CIRCLING	920-1 752 (800-1)	920-1¼ 752 (800-1¼)	920-2½ 752 (800-2½)	
GORDD FIX MINIMUMS #				
S-LOC 16	580/24 413 (500-½)		580/40 413 (500-¾)	
CIRCLING	660-1 492 (500-1)		700-1½ 532 (600-1½)	720-2 552 (600-2)

TDZ/CL Rwy 34
HIRL Rwys 2-20 and 16-34
REIL Rwy 20

FAF to MAP 7.2 NM

Knots	60	90	120	150	180
Min:Sec	7:12	4:48	3:36	2:53	2:24

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 34

RICHMOND INTL (RIC)

LOC I-BNE	APP CRS	Rwy Ldg	9003
110.7	337°	TDZE	161
		Apt Elev	168

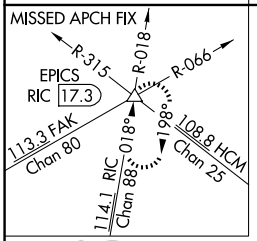
DME required for LOC only.

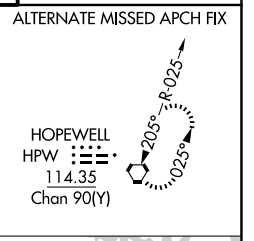
For inop ALS, increase S-ILS 34 Cat E visibility to RVR 4000 and S-LOC 34 Cat E visibility to 1⅜ SM. DME from RIC VORTAC. DME use requires simultaneous reception of I-BNE and RIC DME.

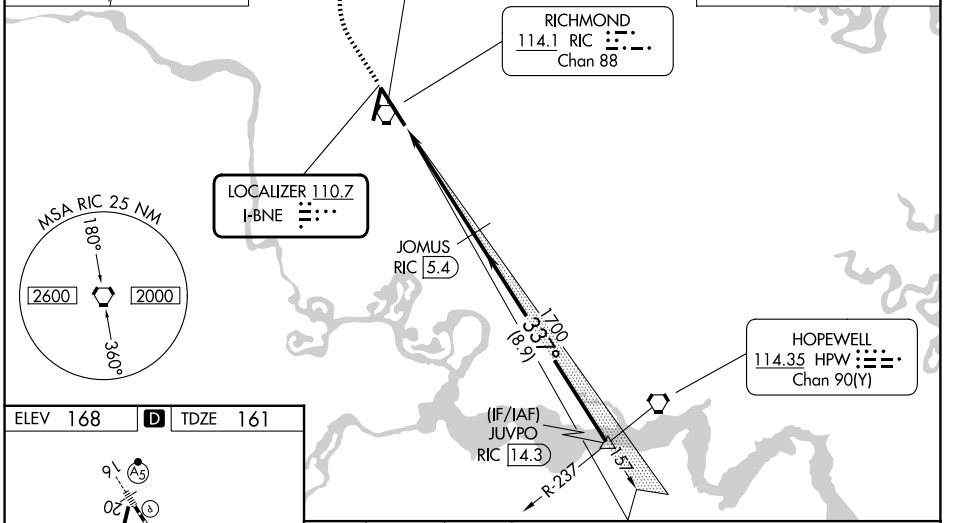
ALSF-2

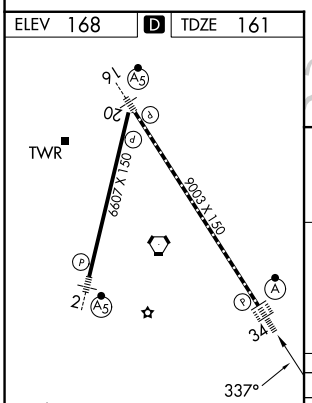
MISSED APPROACH: Climb to 800 then climbing right turn to 2000 on RIC VORTAC R-018 to EPICS INT/RIC 17.3 DME and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6





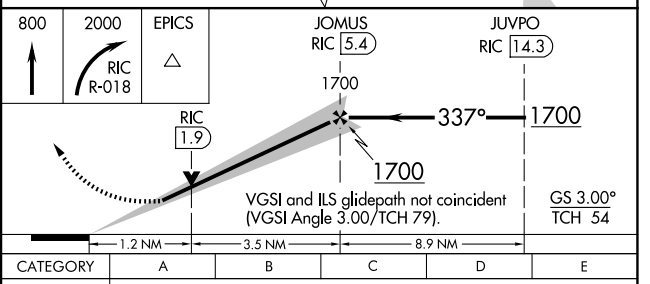




TDZ/CL Rwy 34
HIRL Rwys 2-20 and 16-34
REIL Rwy 20

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D	E
S-ILS 34	361/18 200 (200-½)				
S-LOC 34	620/24 459 (500-½)		620/45 459 (500-⅞)		
CIRCLING	660-1 492 (500-1)		700-1½ 532 (600-1½)	720-2 552 (600-2)	740-2 572 (600-2)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

LOC I-BNE	APP CRS	Rwy Ldg	9003
110.7	337°	TDZE	161
		Apt Elev	168

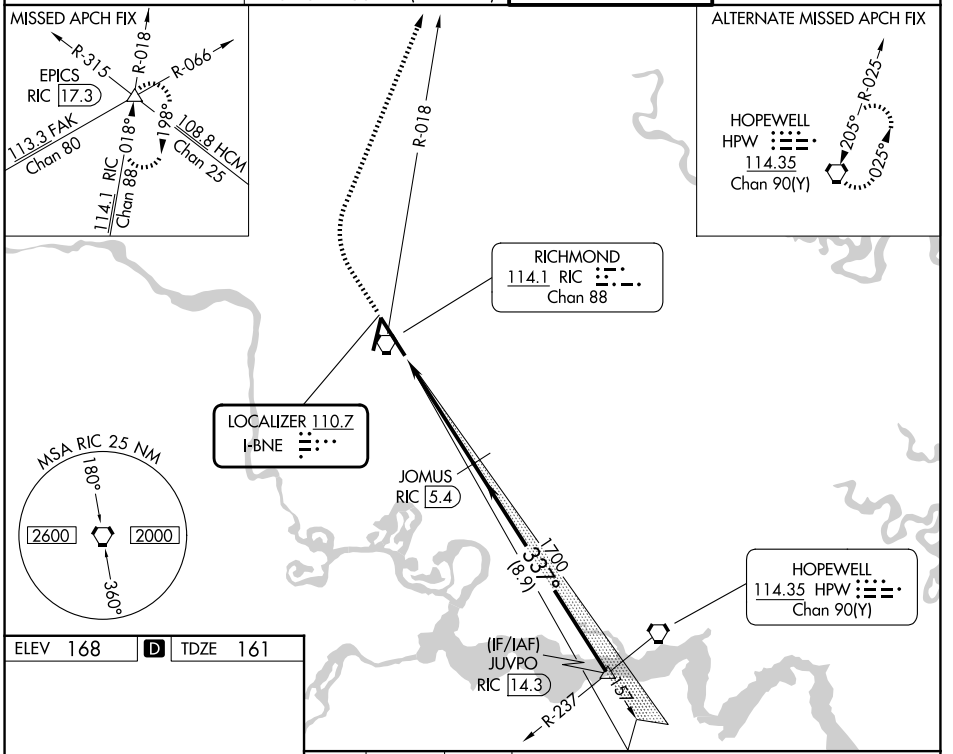
ILS RWY 34 (SA CAT I)
RICHMOND INTL (RIC)

Requires specific OPSPEC, MSPEC, or LOA approval. DME from RIC VORTAC. DME use requires simultaneous reception of I-BNE and RIC DME.

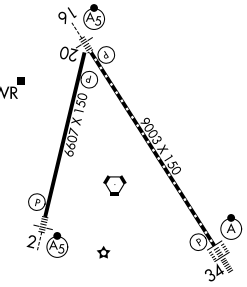
ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 on RIC VORTAC R-018 to EPICS INT/RIC 17.3 DME and hold.

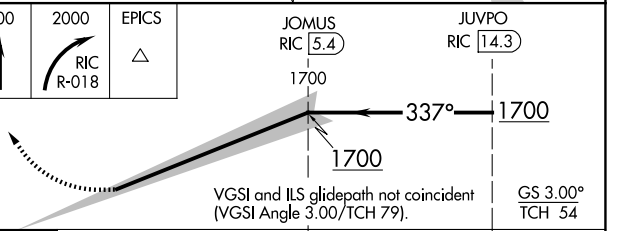
ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6



ELEV 168	D	TDZE 161



800	2000	EPICS
	RIC R-018	



CATEGORY	A	B	C	D
S-ILS 34	RA 156/14 150 DA 311			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 34
HIRL Rwys 2-20 and 16-34
REIL Rwy 20

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RICHMOND, VIRGINIA AL-347 (FAA) 25275

LOC I-BNE	APP CRS	Rwy Ldg	9003
110.7	337°	TDZE	161
		Apt Elev	168

ILS RWY 34 (CAT II & III)

RICHMOND INTL (RIC)

DME from RIC VORTAC. DME use requires simultaneous reception of I-BNE and RIC DME. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 on RIC VORTAC R-018 to EPICS INT/ RIC 17.3 DME and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6

MISSED APCH FIX

EPICS
RIC 17.3

R-315 R-018 R-066 198° 018° 108.8 HCM Chan 25 113.3 FAK Chan 80 114.1 RIC Chan 88

ALTERNATE MISSED APCH FIX

HOPEWELL
HPW
114.35
Chan 90(Y)

R-025 205° 025°

RICHMOND
114.1 RIC
Chan 88

LOCALIZER 110.7
I-BNE

JOMUS
RIC 5.4

1700
337°
(8.9)

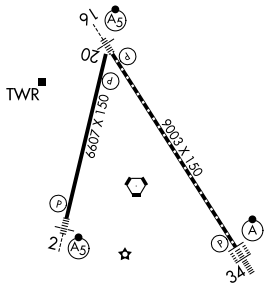
HOPEWELL
114.35 HPW
Chan 90(Y)

MSA RIC 25 NM
180°
2600
2000
360°

(IF/IAF)
JUVPO
RIC 14.3

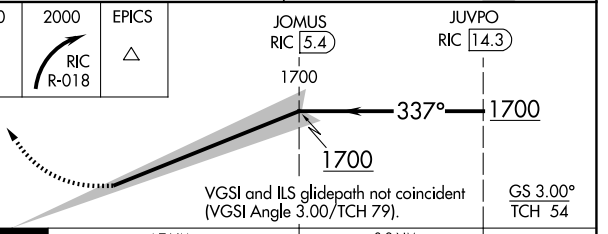
157°
R-237

ELEV 168 D TDZE 161



TDZ/CL Rwy 34
HIRL Rwys 2-20 and 16-34
REIL Rwy 20

800	2000	EPICS
	RIC R-018	△



CATEGORY	A	B	C	D
S-ILS 34	CAT II RA 101/12 100 DA 261			
S-ILS 34	CAT III RVR 07			

CATEGORY II & III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

RICHMOND, VIRGINIA
Amdt 15A 15JUN23

37°30'N-77°19'W

RICHMOND INTL (RIC)

ILS RWY 34 (CAT II & III)

NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (RNP) Y RWY 2

RICHMOND INTL (RIC)

APP CRS	Rwy Ldg	6607
023°	TDZE	161
	Apt Elev	168

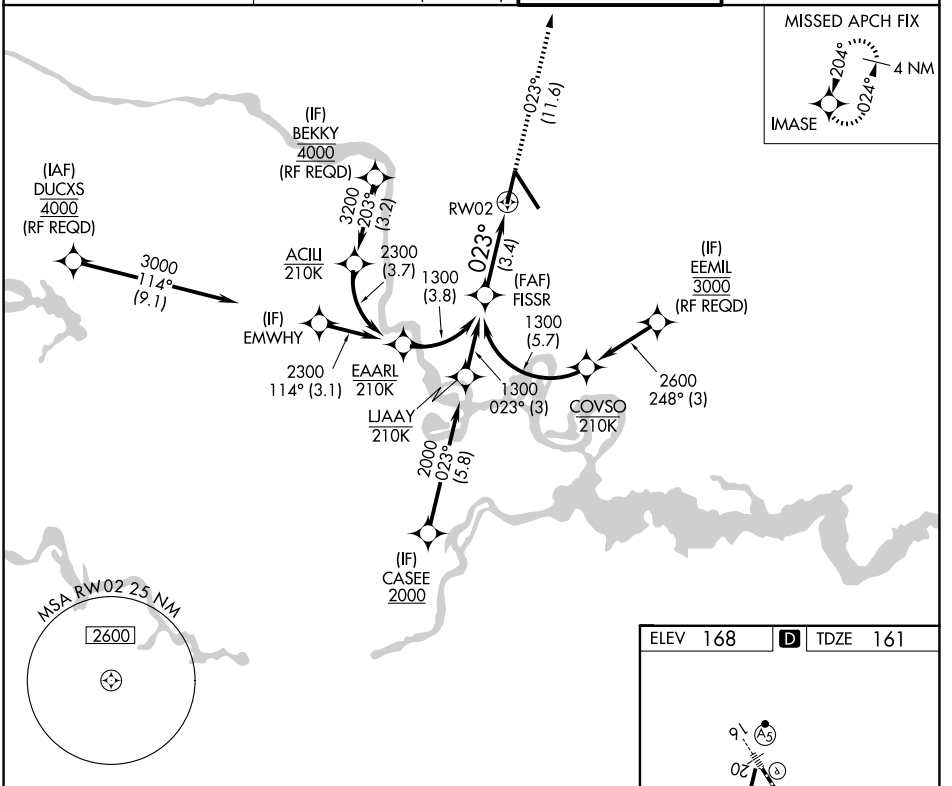
RNP AR APCH.

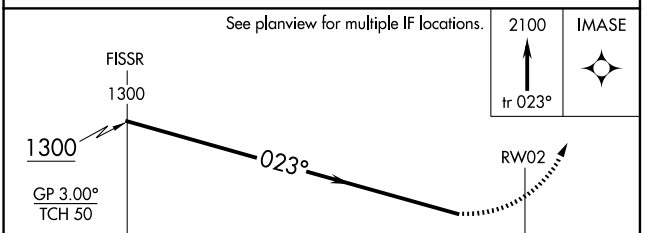
T For uncompensated Baro-VNAV systems, procedure NA below -11°C (13°F) or above 54°C (130°F). Rwy 2 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase RNP 0.11 all Cats visibility to 1 SM and RNP 0.3 all Cats visibility to 1¼ SM.

MALSR

MISSED APPROACH: Climb to 2100 on track 023° to IMASE and hold.

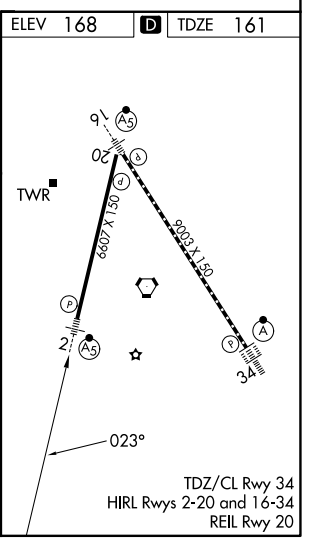
ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6





CATEGORY	A	B	C	D
RNP 0.11 DA		506-¾	345 (400-¾)	
RNP 0.30 DA		595-1	434 (500-1)	

AUTHORIZATION REQUIRED



NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RICHMOND, VIRGINIA AL-347 (FAA) 25275

RNAV (RNP) Y RWY 16

RICHMOND INTL (RIC)

APP CRS	Rwy Ldg	9003
157°	TDZE	167
	Apt Elev	168

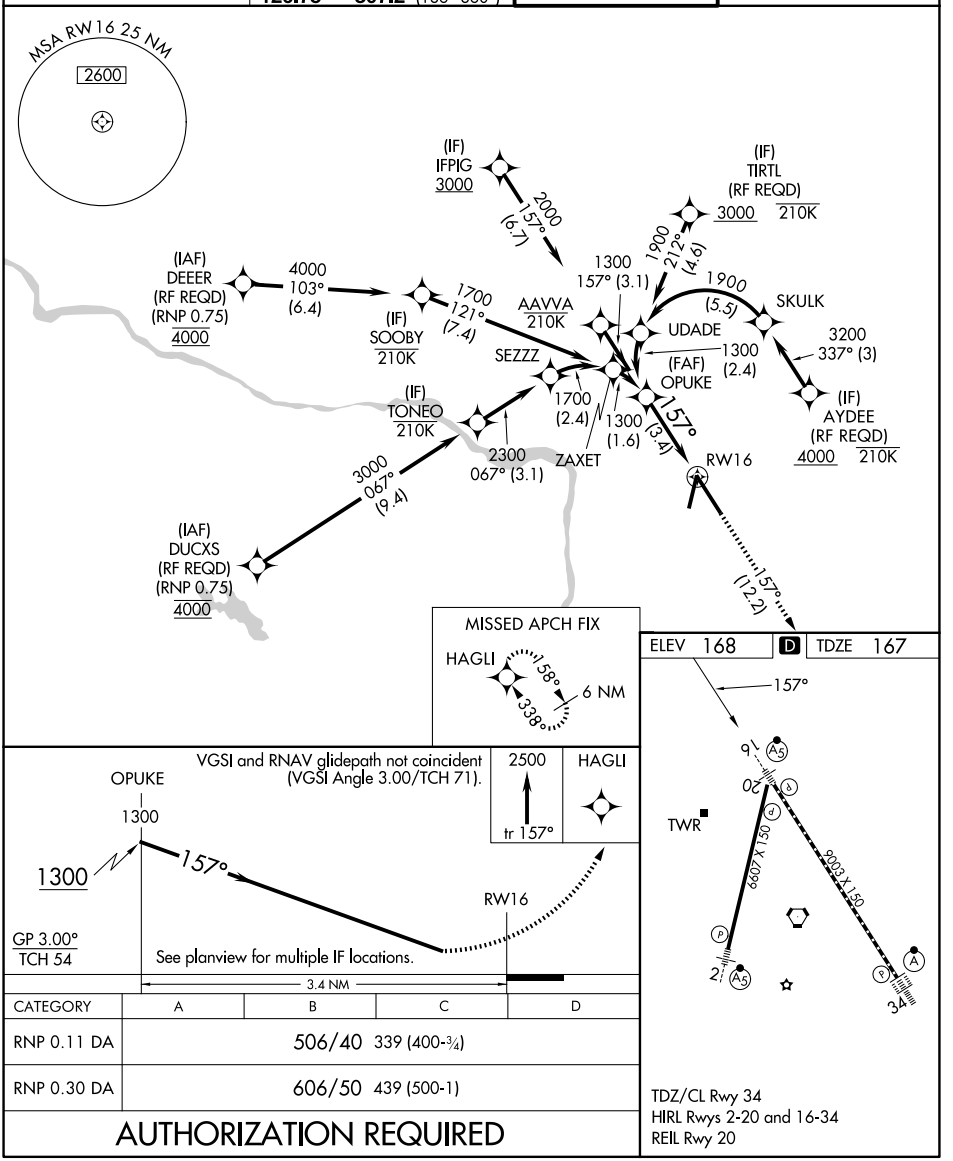
RNP AR APCH.

For uncompensated Baro-VNAV systems, procedure NA below -11°C (13°F) or above 54°C (130°F). For inop ALS, increase RNP 0.11 all Cats visibility to RVR 5500 and RNP 0.30 all Cats visibility to 1½ SM.

MALSR

MISSED APPROACH: Climb to 2500 on track 157° to HAGLI and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6



CATEGORY	A	B	C	D
RNP 0.11 DA	506/40 339 (400-¾)			
RNP 0.30 DA	606/50 439 (500-1)			

AUTHORIZATION REQUIRED

TDZ/CL Rwy 34
HIRL Rwys 2-20 and 16-34
REIL Rwy 20

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (RNP) Y RWY 20

RICHMOND INTL (RIC)

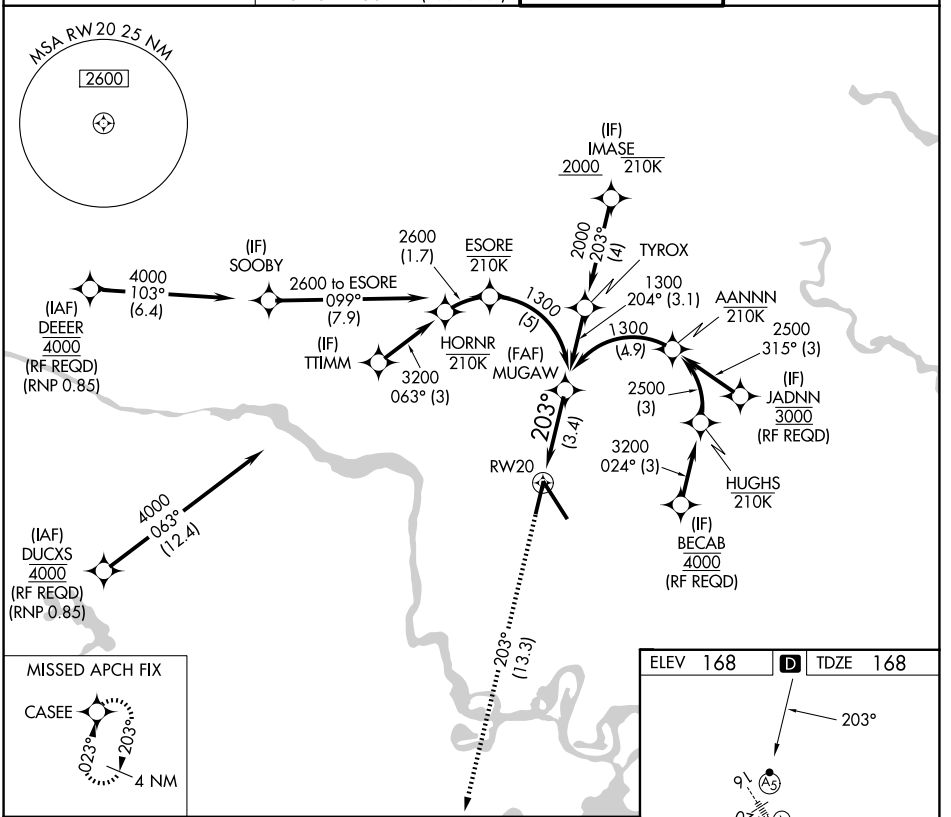
APP CRS	Rwy Ldg	6607
203°	TDZE	168
	Apt Elev	168

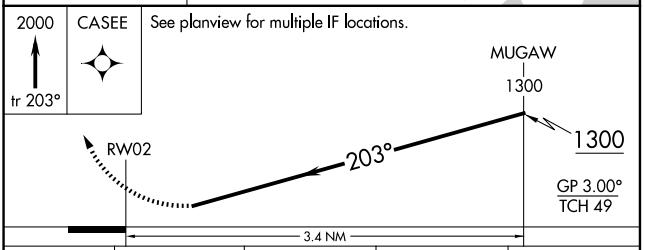
RNP AR APCH.

For uncompensated Baro-VNAV systems, procedure NA below -11°C or above 54°C.

MISSED APPROACH: Climb to 2000 on track 203° CASEE and hold.

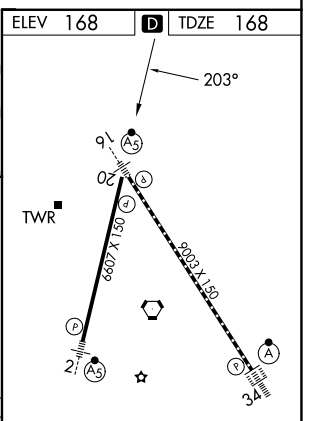
ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6





CATEGORY	A	B	C	D
RNP 0.11 DA		505-1	337 (400-1)	
RNP 0.30 DA		613-1½	445 (500-1½)	

AUTHORIZATION REQUIRED



TDZ/CL Rwy 34
HIRL Rwys 2-20 and 16-34
REIL Rwy 20

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RICHMOND, VIRGINIA | AL-347 (FAA) | 25275

APP CRS	Rwy Ldg	9003
337°	TDZE	161
	Apt Elev	168

RNAV (RNP) Y RWY 34

RICHMOND INTL (RIC)

RNP AR APCH.

For uncompensated Baro-VNAV systems, procedure NA below -11°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to 1¼ SM.

ALSF-2

MISSED APPROACH: Climb to 2500 on track 337° to IFPIG and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6

MISSED APCH FIX

6 NM 157° 337° IFPIG

MSA RW34 25 NM 2600

337° (14.7)

(IAF) DUCXS 4000 (RF REQD)

3500 116° (13.2)

RW34

337° (3.4)

(FAF) WOWSR

(IF) TRKEY 3000 210K (RF REQD)

2400 237° (3)

1300 (3)

1300 (4.4)

YEVUS

1300 338° (3)

(IF) VARMT 210K

2000 (3.2)

MANDM

IDONE 210K

2800 117° (3.1)

RUTLD

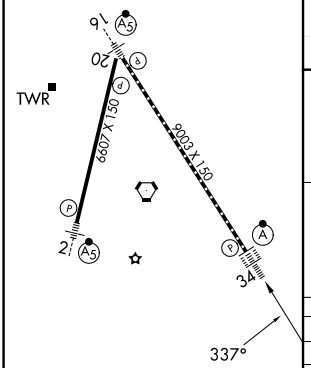
2000 045° (3.9)

2000 337° (4.3)

(IF) BAIRR 3000 210K (RF REQD)

(IF) HAGLI 2500

ELEV 168 | D | TDZE 161

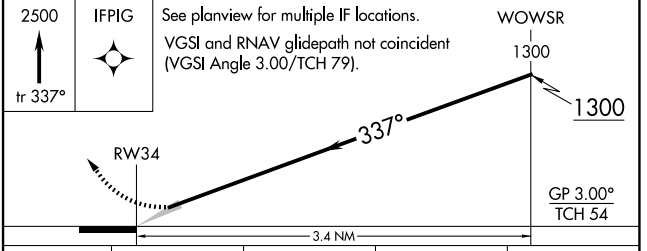


TDZ/CL Rwy 34
HIRL Rwys 2-20 and 16-34
REIL Rwy 20

2500 tr 337° | IFPIG

See planview for multiple IF locations.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 79).



CATEGORY	A	B	C	D
RNP 0.11 DA		482/26	321 (400-½)	
RNP 0.30 DA		596/49	435 (500-1)	

AUTHORIZATION REQUIRED

RICHMOND, VIRGINIA
Orig-D 30JAN20

37°30'N-77°19'W

RICHMOND INTL (RIC)

RNAV (RNP) Y RWY 34

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Z RWY 2

RICHMOND INTL (RIC)

WAAS	APP CRS	Rwy Ldg	6607
CH 72716	023°	TDZE	161
W02A		Apt Elev	168

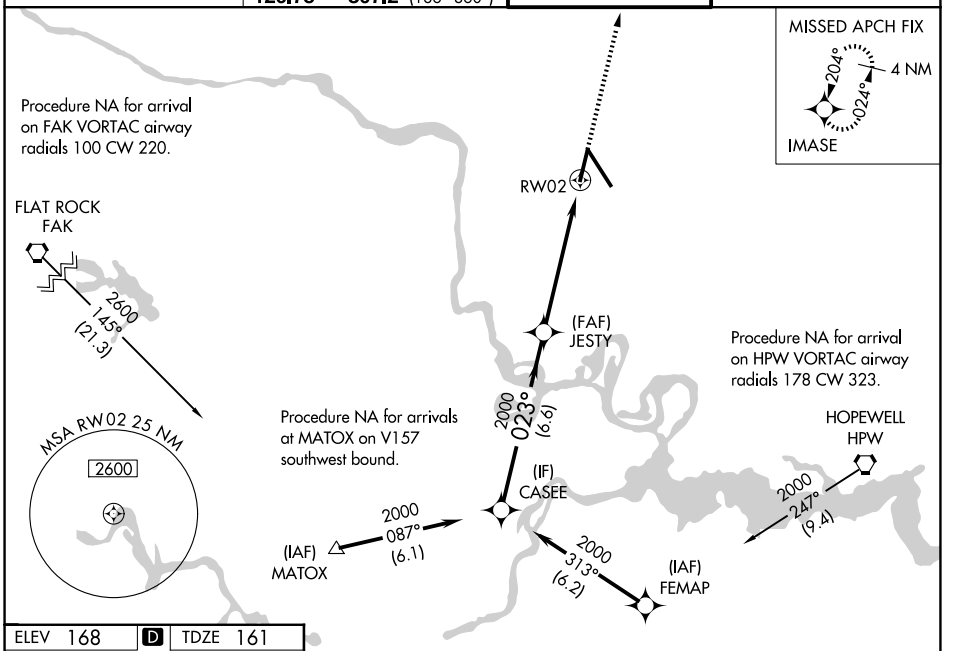
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F).
Rwy 2 helicopter visibility reduction below ¾ SM NA.

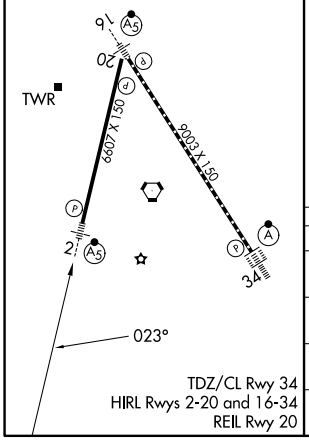
MALSR

MISSED APPROACH: Climb to 2000 direct IMASE and hold.

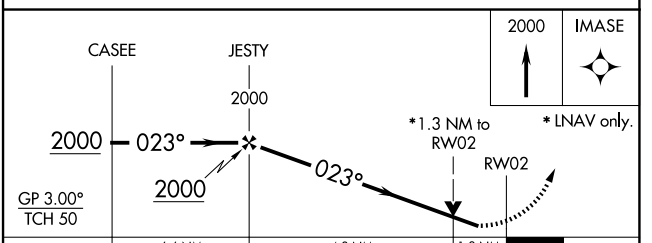
ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6



ELEV 168 D TDZE 161



TDZ/CL Rwy 34
HIRL Rwys 2-20 and 16-34
REIL Rwy 20



CATEGORY	A	B	C	D
LPV DA	457-¾ 296 (300-¾)			
LNAV/VNAV DA	568-⅞ 407 (400-⅞)			
LNAV MDA	620-¾ 459 (500-¾)		620-1 459 (500-1)	
CIRCLING	660-1 492 (500-1)		700-1½ 532 (600-1½)	720-2 552 (600-2)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Z RWY 16

RICHMOND INTL (RIC)

WAAS	APP CRS	Rwy Ldg	9003
CH 72720	157°	TDZE	167
W16A		Apt Elev	168

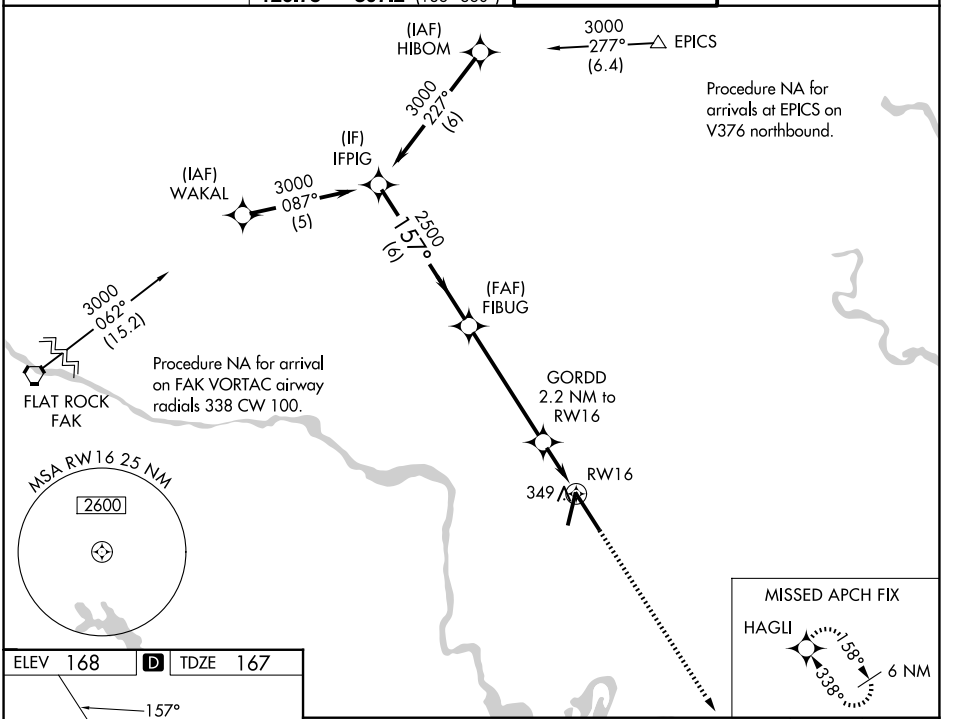
RNP APCH.

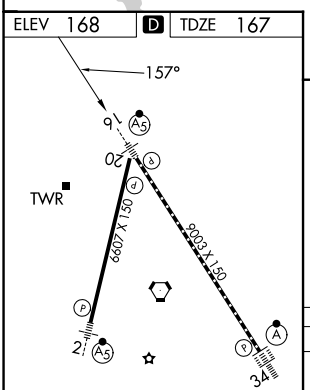
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). For inop ALS increase LNAV/VNAV all Cats visibility to RVR 5400. ** RVR 1800 authorized with use of FD or AP or HUD to DA.

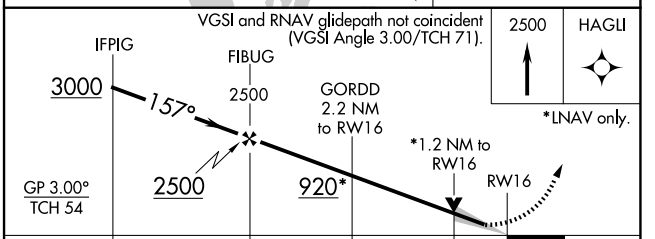
MALSR

MISSED APPROACH: Climb to 2500 direct HAGLI and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6







CATEGORY	A	B	C	D
LPV DA **	367/24 200 (200-½)			
LNAV/VNAV DA	504/31 337 (400-⅝)			
LNAV MDA	600/24 433 (500-½)		600/40 433 (500-¾)	
CIRCLING	660-1 492 (500-1)		700-1½ 532 (600-1½)	720-2 552 (600-2)

TDZ/CL Rwy 34
HIRL Rwys 2-20 and 16-34
REIL Rwy 20

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Z RWY 20

RICHMOND INTL (RIC)

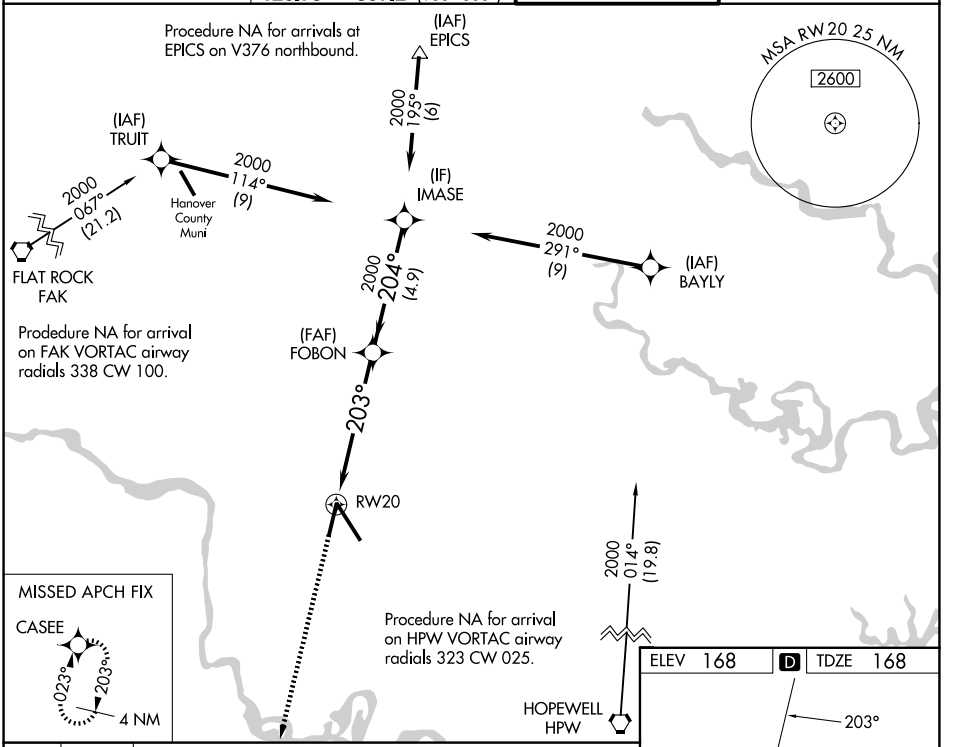
WAAS	APP CRS	Rwy Ldg	6607
CH 69320	203°	TDZE	168
W20A		Apt Elev	168

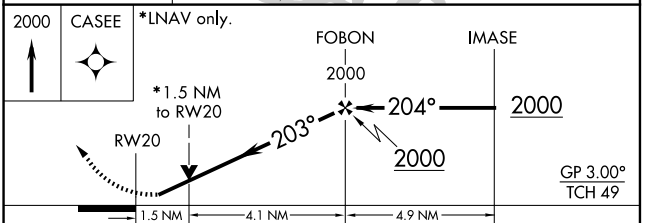
RNP APCH.

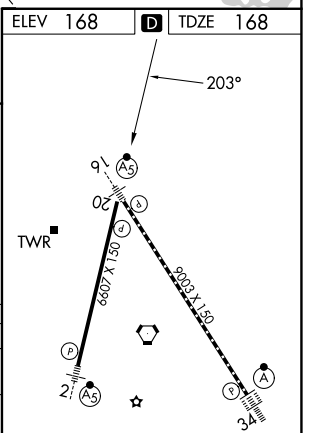
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). Rwy 20 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct CASEE and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6







CATEGORY	A	B	C	D
LPV DA		464-⅞	296 (300-⅞)	
LNAV/VNAV DA		603-1½	435 (500-1½)	
LNAV MDA	680-1	512 (600-1)	680-1⅜	512 (600-1⅜)
CIRCLING	680-1	512 (600-1)	700-1½ 532 (600-1½)	720-2 552 (600-2)

TDZ/CL Rwy 34
HIRL Rwys 2-20 and 16-34
REIL Rwy 20

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RICHMOND, VIRGINIA | AL-347 (FAA) | 25275

RNAV (GPS) Z RWY 34

RICHMOND INTL (RIC)

WAAS	APP CRS	Rwy Ldg	9003
CH 97520	338°	TDZE	161
W34A		Apt Elev	168

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1¼ SM and LNAV Cats C and D visibility to RVR 5500.

ALSF-2

MISSED APPROACH: Climb to 2500 direct IFPIG and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6

MISSED APCH FIX

6 NM, 157°, 337°

IFPIG

MSA RW34 25 NM

2600

RW34

270

YUTUP
1.4 NM
to RW34

(FAF)
JOMUS

1700
338°
(6)

(IF)
HAGLI

2500
296°
(3.5)

(IAF)
HOPEWELL
HPW

FLAT ROCK
FAK

3000
134°
(31.1)

Procedure NA for arrival on FAK VORTAC airway radials 100 CW 220.

Procedure NA for arrival on HPW VORTAC airway radials 205 CW 323.

2500
047°
(8)

(IAF)
IGANE

ELEV 168 | D | TDZE 161

TWR

9

20

2

34

660' X 150

9003 X 150

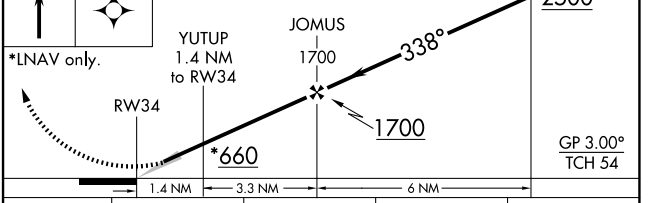
338°

TDZ/CL Rwy 34
HIRL Rwys 2-20 and 16-34
REIL Rwy 20

2500 | IFPIG

*LNAV only.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 79).



CATEGORY	A	B	C	D
LPV DA	361/18 200 (200-½)			
LNAV/VNAV DA	530/37 369 (400-¾)			
LNAV MDA	520/24 359 (400-½)		520/30 359 (400-⅝)	
CIRCLING	660-1 492 (500-1)		700-1½ 532 (600-1½)	720-2 552 (600-2)

RICHMOND, VIRGINIA
Amdt 1E 30JAN20

37°30'N-77°19'W

RICHMOND INTL (RIC)

RNAV (GPS) Z RWY 34

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

VOR RWY 2

RICHMOND INTL (RIC)

VORTAC RIC	APP CRS	Rwy Ldg	6607
114.1	041°	TDZE	162
Chan 88		Apt Elev	167

Rwy 2 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase S-2 Cat A/B visibility to 1 SM, and Cat C/D to 1⅜ SM.

MALSR

MISSED APPROACH: Climbing left turn to 2000 on RIC VORTAC R-018 to EPICS INT/RIC 17.3 DME and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6

EPICS
RIC 17.3

MSA RIC 25 NM
180°
2600
2000
360°

R-066
R-018
R-315
018°
198°

113.3 FAK
Chan 80

108.8 HCM
Chan 25

RICHMOND
114.1 RIC
Chan 88

(IAF)
LABUR INT
RIC 6.1

041°
2000
221° (6.1)

1 min
041°
221°

R-221

HOPEWELL
114.35 HPW
Chan 90(Y)

R-298

ELEV 167 D TDZ 162
TDZ/CL Rwy 34
HIRL Rwys 2-20 and 16-34
REIL Rwy 20

TWR
16
20
2
34
6607 X 150
9003 X 150
041°

One Minute Holding Pattern
LABUR INT
RIC 6.1
2000
221°
041°
041°
2.98°
TCH 49
2000
RIC
R-018
EPICS
RIC
1.7
RIC
VORTAC
4.3 NM
1.4

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

CATEGORY	A	B	C	D
S-2	640-¾ 478 (500-¾)		640-1 478 (500-1)	
CIRCLING	660-1 493 (500-1)		700-1½ 533 (600-1½)	720-2 553 (600-2)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RICHMOND, VIRGINIA | AL-347 (FAA) | 25275

VORTAC RIC	APP CRS	Rwy Ldg	9003
114.1	171°	TDZE	167
Chan 88		Apt Elev	167

VOR RWY 16
RICHMOND INTL (RIC)

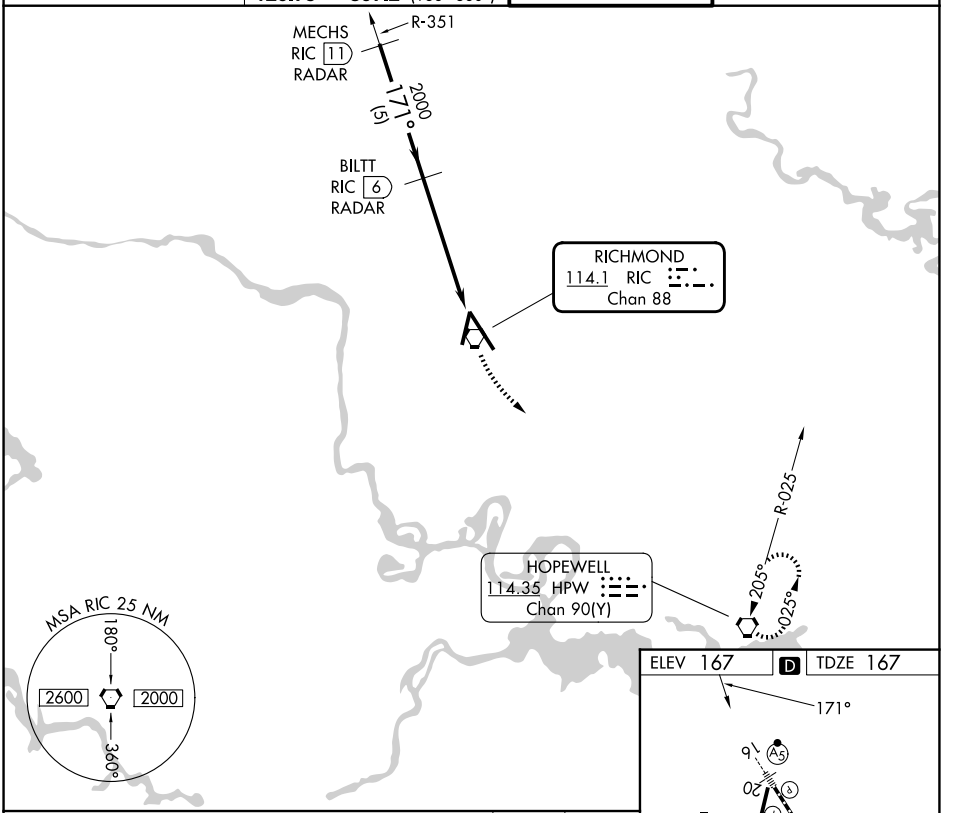
DME or RADAR required. RADAR required for procedure entry.

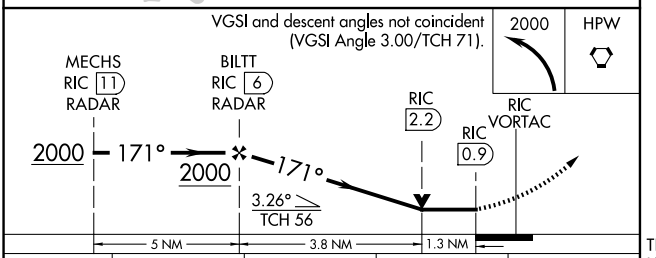
Rwy 16 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-16 Cat A/B visibility to RVR 5500, and Cat C/D to 1⅜ SM.

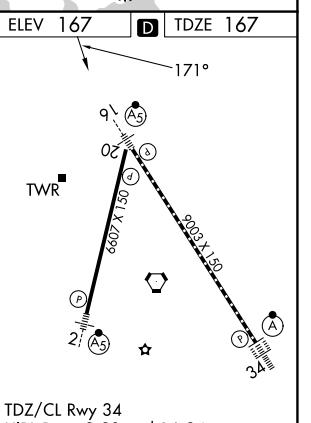
MALSR

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

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6







TDZ/CL Rwy 34
HIRL Rwys 2-20 and 16-34
REIL Rwy 20

CATEGORY	A	B	C	D
S-16	640/40 473 (500-¾)			640/50 473 (500-1)
CIRCLING	660-1 493 (500-1)		700-1½ 533 (600-1½)	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

RICHMOND, VIRGINIA
Amdt 27C 30JAN20

37°30'N-77°19'W

RICHMOND INTL (RIC)
VOR RWY 16

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

VOR RWY 20

RICHMOND INTL (RIC)

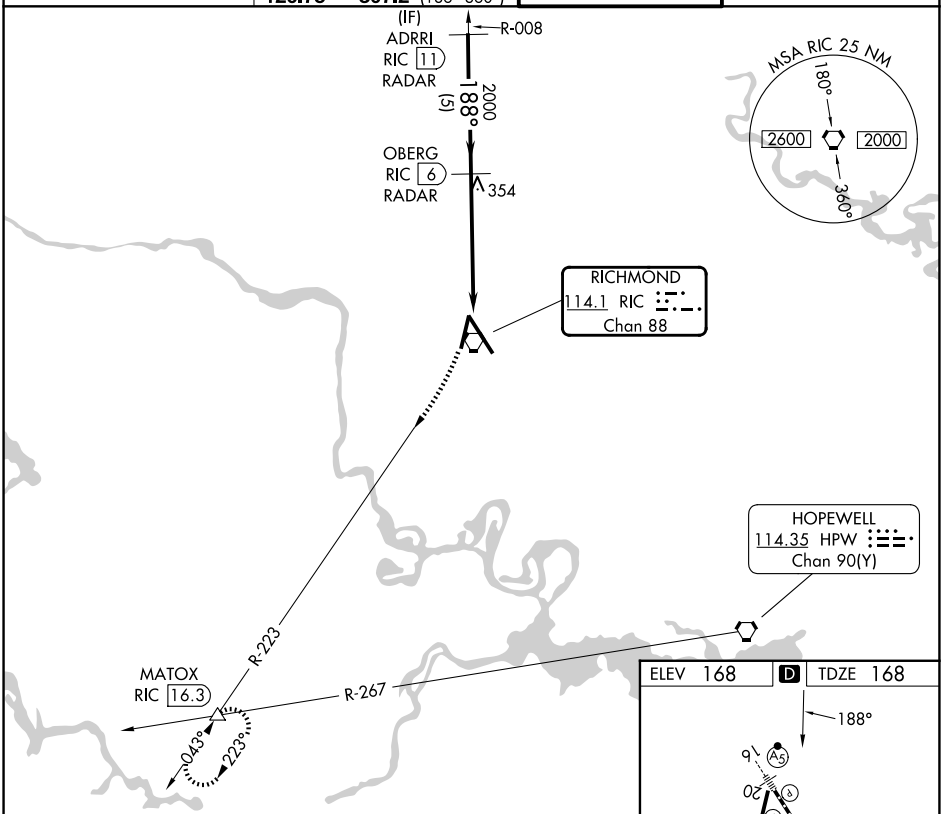
VORTAC RIC	APP CRS	Rwy Ldg	6607
114.1	188°	TDZE	168
Chan 88		Apt Elev	168

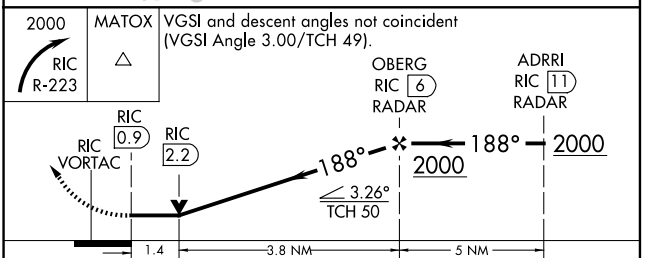
RADAR required for procedure entry. DME or RADAR required.

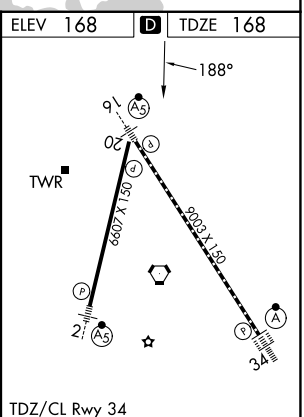
Rwy 20 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing right turn to 2000 on RIC R-223 to MATOX INT/RIC 16.3 DME and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6







TDZ/CL Rwy 34
HIRL Rwys 2-20 and 16-34
REIL Rwy 20

CATEGORY	A	B	C	D
S-20	660-1	492 (500-1)	660-1⅜	492 (500-1⅜)
CIRCLING	660-1	492 (500-1)	700-1½ 532 (600-1½)	720-2 552 (600-2)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RICHMOND, VIRGINIA AL-347 (FAA) 25275

VOR RWY 34
RICHMOND INTL (RIC)

VORTAC RIC	APP CRS	Rwy Ldg	9003
114.1	323°	TDZE	161
Chan 88		Apt Elev	167

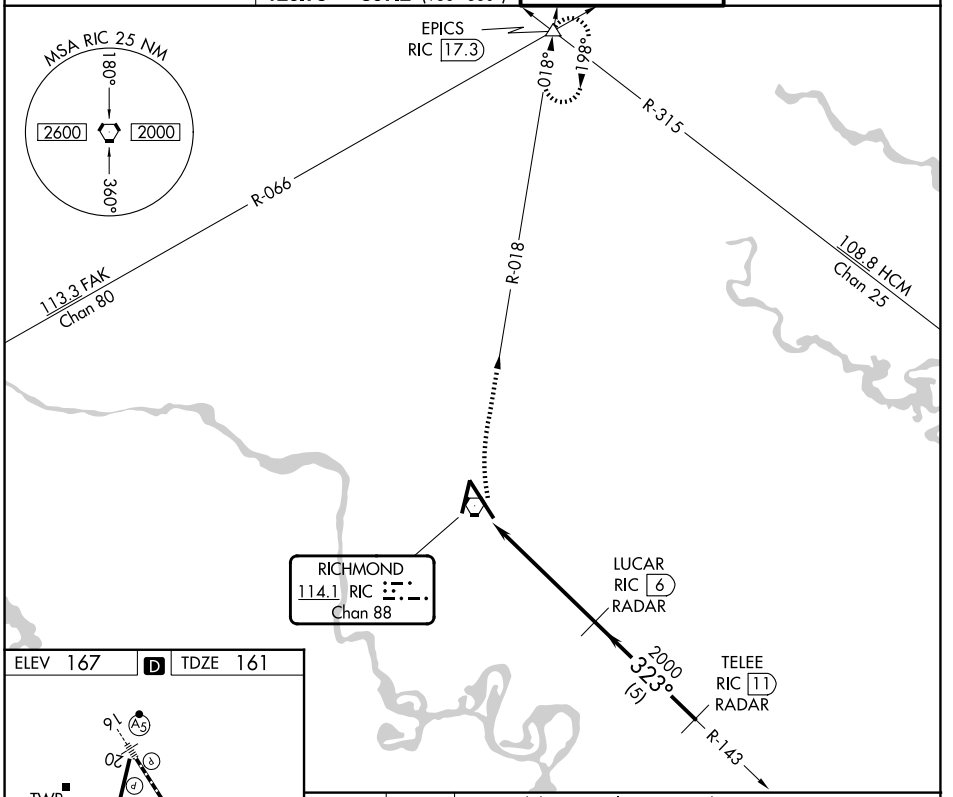
DME or RADAR required. RADAR required for procedure entry.

For inop ALS, increase S-34 Cat C/D visibility to RVR 5500.

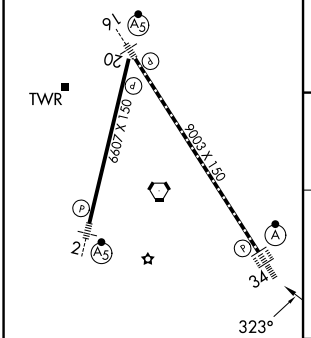
ALSF-2

MISSED APPROACH: Climbing right turn to 2000 via RIC R-018 to EPICS INT and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6



ELEV 167 D TDZ 161



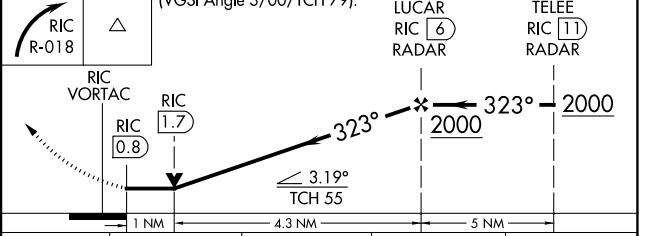
TDZ/CL Rwy 34
HIRL Rwys 2-20 and 16-34
REIL Rwy 20

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

2000 RIC R-018 EPICS

VGSI and descent angles not coincident (VGSI Angle 3/00/TCH 79).



CATEGORY	A	B	C	D
S-34	540/24 379 (400-½)		540/40 379 (400-¾)	540/50 379 (400-1)
CIRCLING	660-1 493 (500-1)		700-1½ 533 (600-1½)	720-2 553 (600-2)

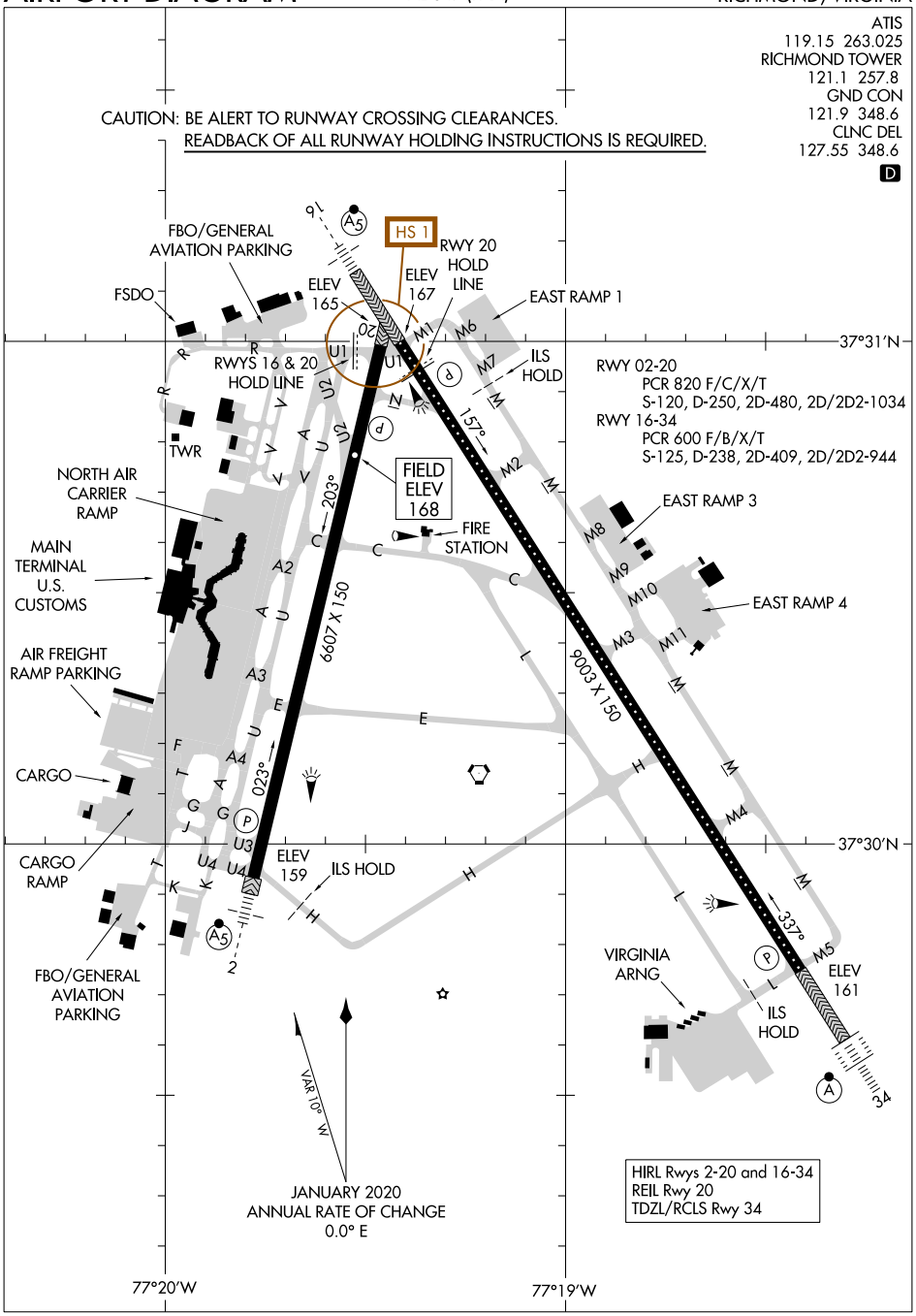
RICHMOND, VIRGINIA
Amdt 23C 30JAN20

37°30'N-77°19'W

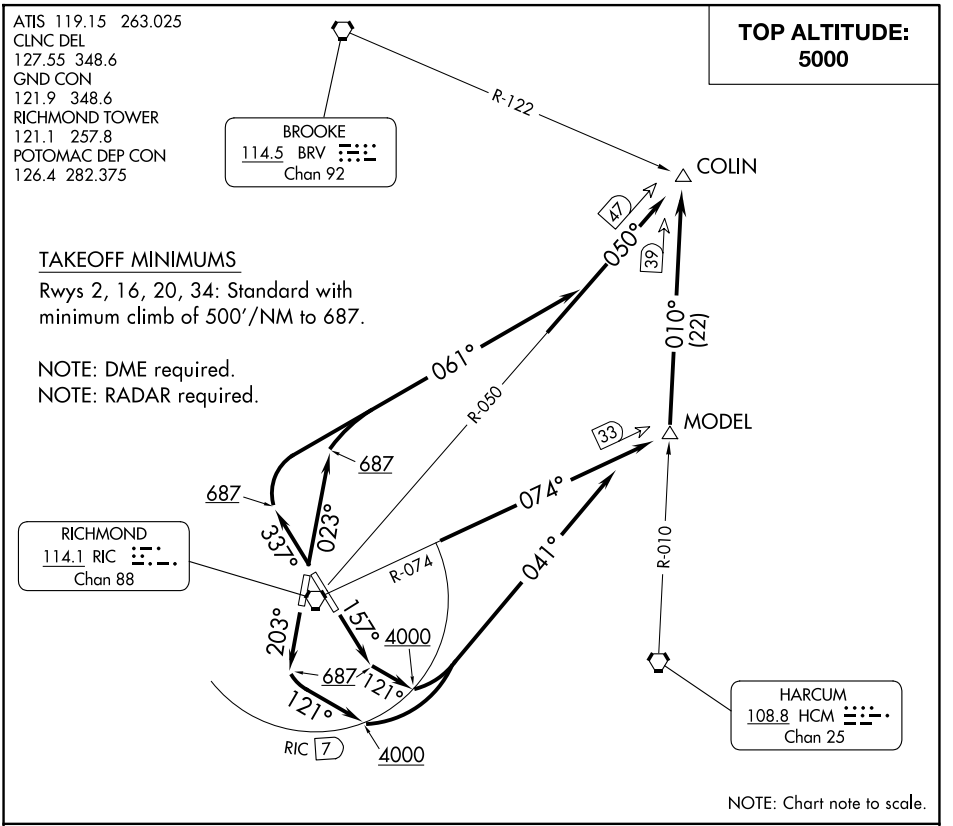
RICHMOND INTL (RIC)
VOR RWY 34

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026



NE-3, 03 SEP 2026 to 29 OCT 2026



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 023° to 687, then climbing right turn heading 061° to intercept RIC VORTAC R-050 to COLIN INT/RIC 47 DME, thence . . . .
TAKEOFF RUNWAY 16: Climb heading 157° to 687, then climbing left turn heading 121° to cross RIC VORTAC 7 DME at or above 4000, then climbing left turn heading 041° to intercept RIC VORTAC R-074 to MODEL INT/RIC 33 DME, then on HCM VORTAC R-010 to COLIN INT/HCM 39 DME, thence . . . .
TAKEOFF RUNWAY 20: Climb heading 203° to 687, then climbing left turn heading 121° to cross RIC VORTAC 7 DME at or above 4000, then climbing left turn heading 041° to intercept RIC VORTAC R-074 to MODEL INT/RIC 33 DME, then on HCM VORTAC R-010 to COLIN INT/HCM 39 DME, thence . . . .
TAKEOFF RUNWAY 34: Climb heading 337° to 687, then climbing right turn heading 061° to intercept RIC VORTAC R-050 to COLIN INT/RIC 47 DME, thence . . . .

. . . . maintain 5000 or assigned altitude. Expect filed altitude within ten minutes after departure.

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

KALLI SEVEN DEPARTURE (RNAV)

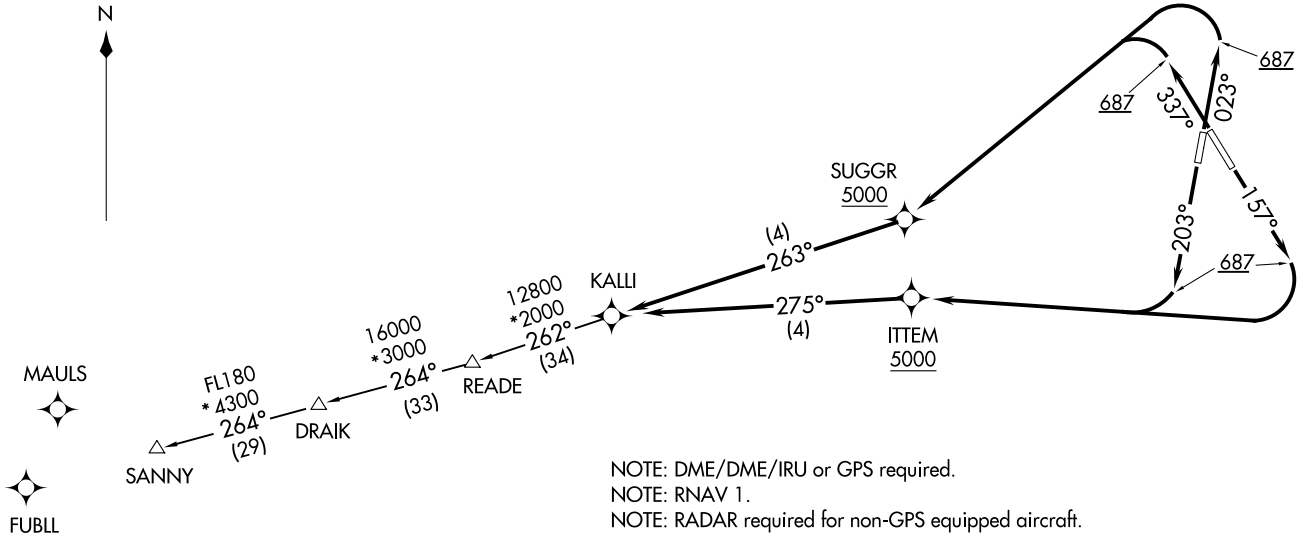
(KALLI7.KALLI) 02DEC21

RICHMOND, VIRGINIA
RICHMOND INTL (RIC)

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
126.75 307.2

TOP ALTITUDE: 5000

TAKEOFF MINIMUMS
Rwys 2, 16, 20, 34: Standard with minimum climb of 500′ per NM to 687.



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required for non-GPS equipped aircraft.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

(KALLI7.KALLI) 24109
KALLI SEVEN DEPARTURE (RNAV)
AL-347 (FAA)
RICHMOND INTL (RIC)
RICHMOND, VIRGINIA

(KALLI7.KALLI) 21336 AL-347 (FAA)

KALLI SEVEN DEPARTURE (RNAV)

RICHMOND INTL (RIC)
RICHMOND, VIRGINIA

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 023° to 687, then climbing left turn direct to cross SUGGR at or above 5000, then on track 263° to KALLI, thence....
TAKEOFF RUNWAY 16: Climb on heading 157° to 687, then climbing right turn direct to cross ITTEM at or above 5000, then on track 275° to KALLI, thence....
TAKEOFF RUNWAY 20: Climb on heading 203° to 687, then climbing right turn direct to cross ITTEM at or above 5000, then on track 275° to KALLI, thence....
TAKEOFF RUNWAY 34: Climb on heading 337° to 687, then climbing left turn direct to cross SUGGR at or above 5000, then on track 263° to KALLI, thence....

....(transition). Maintain 5000, expect filed altitude ten minutes after departure.

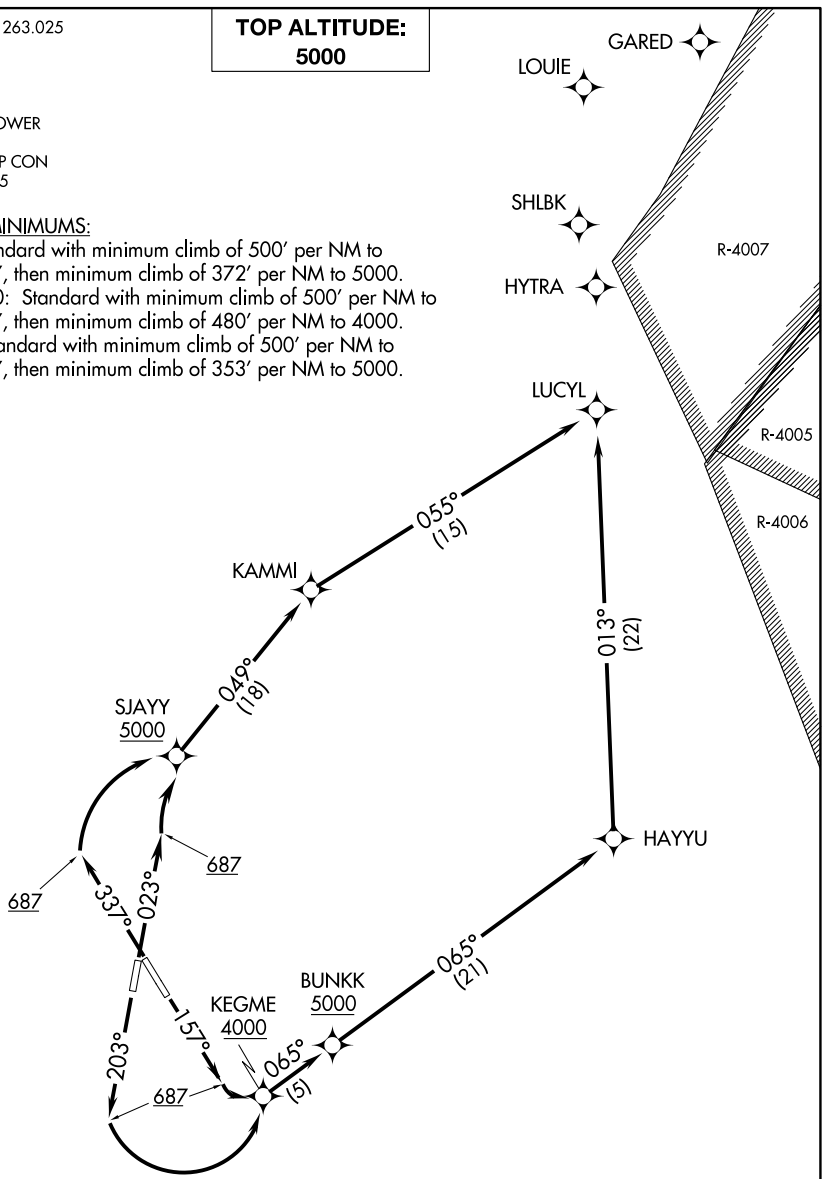
DRAIK TRANSITION (KALLI7.DRAIK)
READE TRANSITION (KALLI7.READE)
SANNY TRANSITION (KALLI7.SANNY)

NE-3, 03 SEP 2026 to 29 OCT 2026

ATIS 119.15 263.025
CLNC DEL
127.55 348.6
GND CON
121.9 348.6
RICHMOND TOWER
121.1 257.8
POTOMAC DEP CON
126.4 282.375

TOP ALTITUDE: 5000

TAKEOFF MINIMUMS:
Rwy 2: Standard with minimum climb of 500′ per NM to 687, then minimum climb of 372′ per NM to 5000.
Rwys 16, 20: Standard with minimum climb of 500′ per NM to 687, then minimum climb of 480′ per NM to 4000.
Rwy 34: Standard with minimum climb of 500′ per NM to 687, then minimum climb of 353′ per NM to 5000.



NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required for non-GPS equipped aircraft.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 023° to 687 MSL, then climbing right turn direct to cross SJAYY at or above 5000, then on depicted route to LUCYL, thence. . . .
TAKEOFF RUNWAY 16: Climb on heading 157° to 687 MSL, then climbing left turn direct to cross KEGME at or above 4000, then on track 065° to cross BUNKK at or above 5000, then on depicted route to LUCYL, thence. . . .
TAKEOFF RUNWAY 20: Climb on heading 203° to 687 MSL, then climbing left turn direct to cross KEGME at or above 4000, then on track 065° to cross BUNKK at or above 5000, then on depicted route to LUCYL, thence. . . .
TAKEOFF RUNWAY 34: Climb on heading 337° to 687 MSL, then climbing right turn direct to cross SJAYY at or above 5000, then on depicted route to LUCYL, thence. . . .

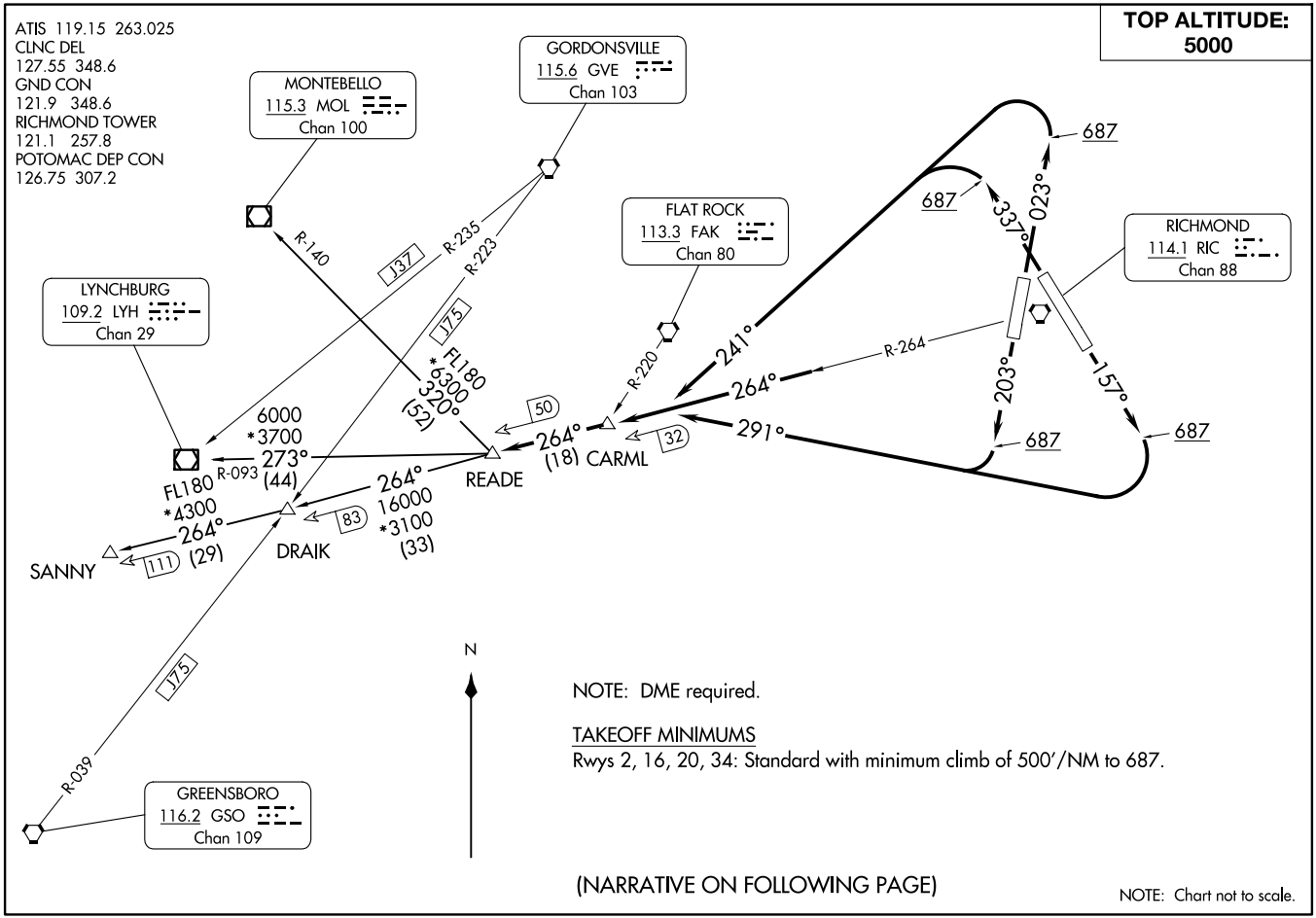
. . . .maintain 5000, expect filed altitude within ten (10) minutes after departure.

READE SEVEN DEPARTURE

(READE7.READE) 05DEC19

RICHMOND, VIRGINIA

RICHMOND INTL (RIC)



(READE7.READE) 26246

AL-347 (FAA)

READE SEVEN DEPARTURE

RICHMOND INTL (RIC)
RICHMOND, VIRGINIA

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 023° to 687, then climbing left turn heading 241°, thence . . . .
TAKEOFF RUNWAY 16: Climb heading 157° to 687, then climbing right turn heading 291°, thence . . . .
TAKEOFF RUNWAY 20: Climb heading 203° to 687, then climbing right turn heading 291°, thence . . . .
TAKEOFF RUNWAY 34: Climb heading 337° to 687, then climbing left turn heading 241°, thence . . . .

. . . . intercept RIC VORTAC R-264 to CARML INT/RIC 32 DME, then on RIC VORTAC R-264 to READE INT/RIC 50 DME, then on assigned transition, maintain 5000. Expect filed altitude within ten minutes after departure.

DRAIK TRANSITION (READE7.DRAIK): From over READE INT/RIC 50 DME on RIC R-264 to DRAIK INT.
LYNCHBURG TRANSITION (READE7.LYH): From over READE INT/RIC 50 DME on LYH R-093 to LYH VOR/DME.
MONTEBELLO TRANSITION (READE7.MOL): From over READE INT/RIC 50 DME on MOL R-140 to MOL VOR/DME.
SANNY TRANSITION (READE7.SANNY): From over READE INT/RIC 50 DME on RIC R-264 to SANNY.

NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 16

HANOVER COUNTY MUNI (OFP)

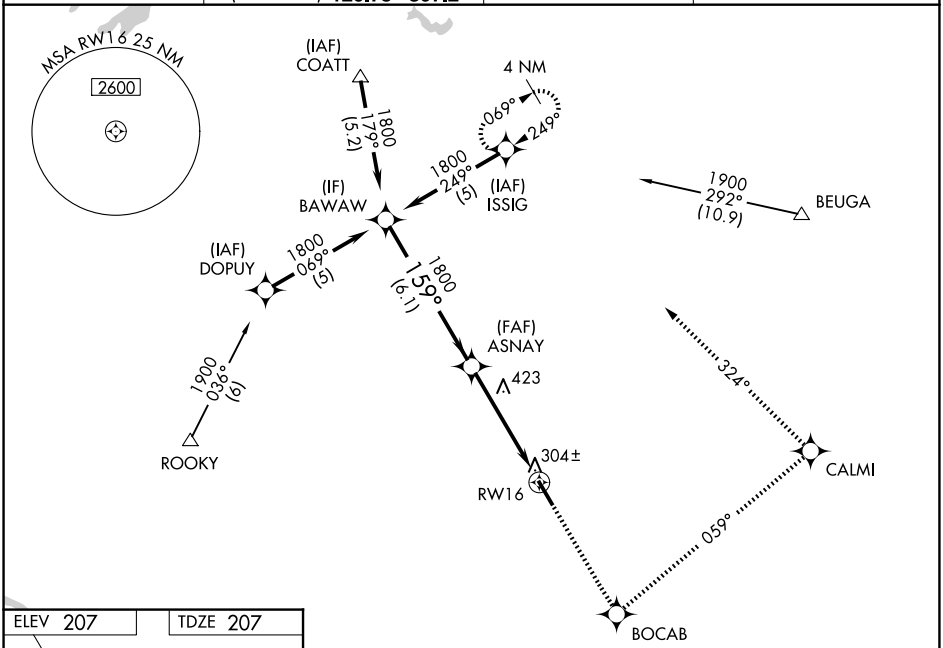
WAAS CH 42904 W16A	APP CRS 159°	Rwy Ldg 5402 TDZE 207 Apt Elev 207

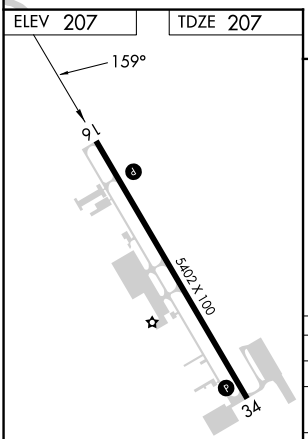
RNP APCH - GPS.

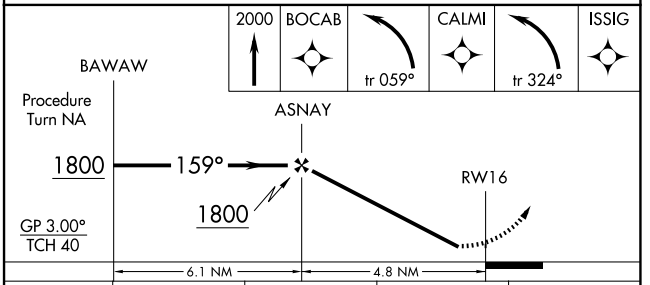
When local altimeter setting not received, use RIC altimeter setting: increase LPV DA to 571 feet; increase LNAV/VNAV DA to 600 feet; increase all MDAs 40 feet and LNAV visibility Cat C 1/8 SM. Baro-VNAV NA when using RIC altimeter setting. For uncompensated Baro-VNAV systems LNAV/VNAV NA below -15°C or above 54°C. Rwy 16 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 2000 direct BOCAB and left turn via 059° track to CALMI and left turn via 324° track to ISSIG and hold.

ASOS	POTOMAC APP CON	CLNC DEL	UNICOM
119.025	(001°-185°) 126.4 307.2 (186°-360°) 126.75 307.2	125.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	535-1¼ 328 (400-1¼)			
LNAV/VNAV DA	564-1¼ 357 (400-1¼)			
LNAV MDA	700-1 493 (500-1)		700-1⅜ 493 (500-1⅜)	700-1½ 493 (500-1½)
CIRCLING	700-1 493 (500-1)		900-2 693 (700-2)	1020-2¾ 813 (900-2¾)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RICHMOND/ASHLAND, VIRGINIA AL-5965 (FAA) 26022

RNAV (GPS) RWY 34

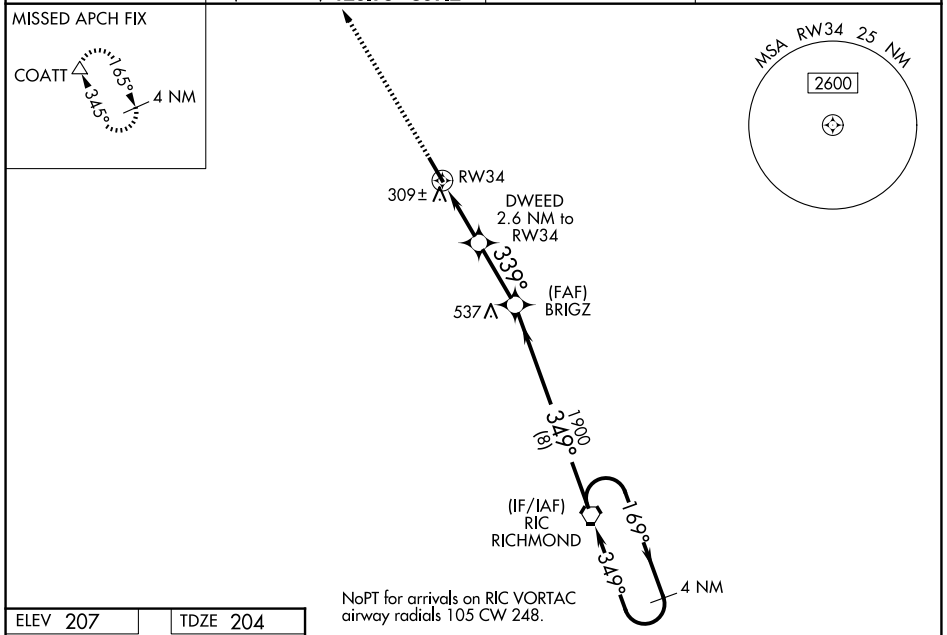
HANOVER COUNTY MUNI (OFP)

WAAS	APP CRS	Rwy Ldg	5402
CH 72937	339°	TDZE	204
W34A		Apt Elev	207

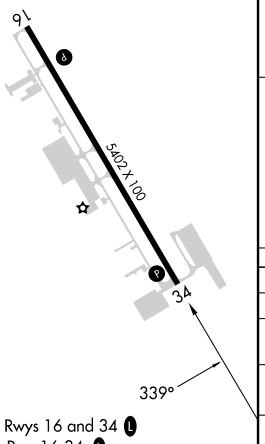
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Richmond Intl altimeter setting and increase all DA 37 feet and all MDA 40 feet; increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ⅛ mile. Baro-VNAV and VDP NA when using Richmond Intl altimeter setting.

MISSED APPROACH: Climb to 700 then climb to 2000 direct COATT and hold.

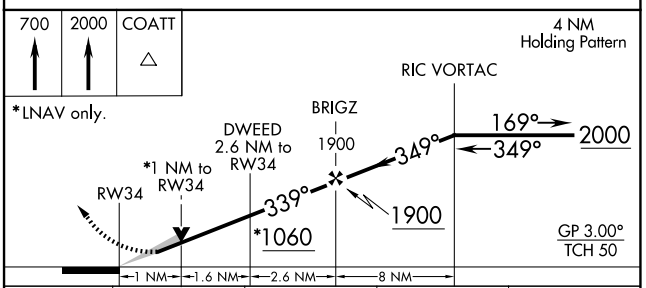
ASOS	POTOMAC APP CON	CLNC DEL	UNICOM
119.025	(001°-185°) 126.4 307.2 (186°-360°) 126.75 307.2	125.4	122.7 (CTAF) L



ELEV 207 TDZE 204



REIL Rwys 16 and 34 L
HIRL Rwy 16-34 L



CATEGORY	A	B	C	D
LPV DA		454-1	250 (300-1)	
LNAV/VNAV DA		493-1	289 (300-1)	
LNAV MDA		560-1	356 (400-1)	
CIRCLING	660-1 453 (500-1)		900-2 693 (700-2)	1020-2¾ 813 (900-2¾)

RICHMOND/ASHLAND, VIRGINIA
Orig 25JUN15

37°43′N-77°26′W

HANOVER COUNTY MUNI (OFP)

RNAV (GPS) RWY 34

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

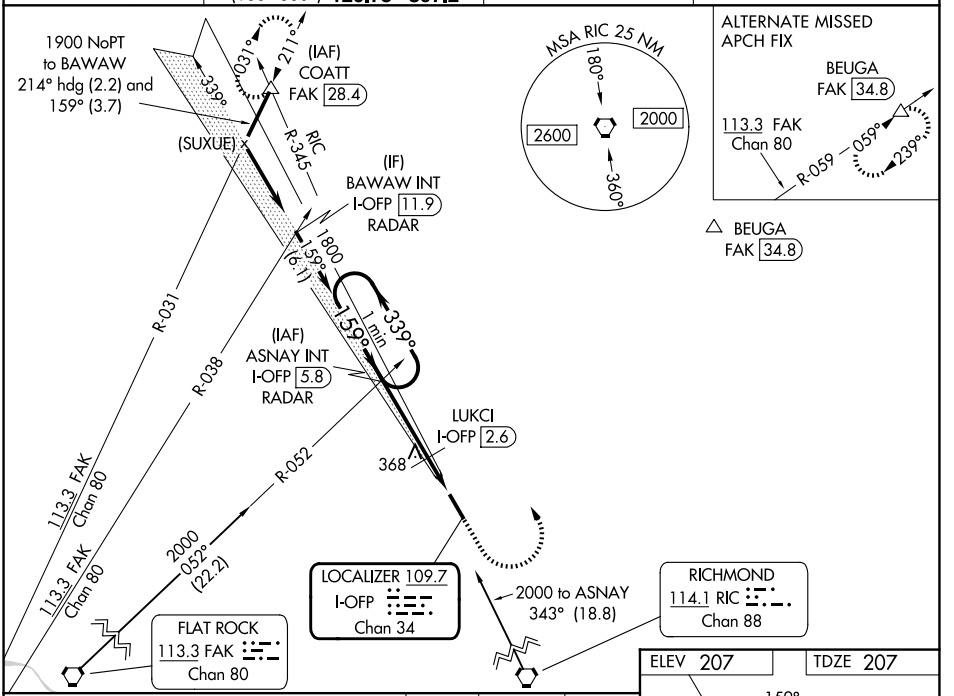
LOC/DME I-OFP	APP CRS	Rwy Ldg	5402
109.7	159°	TDZE	207
Chan 34		Apt Elev	207

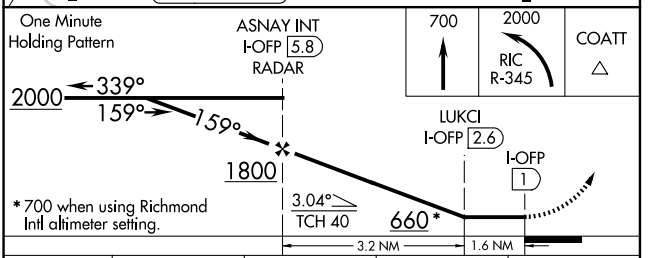
LOC RWY 16
HANOVER COUNTY MUNI (OFP)

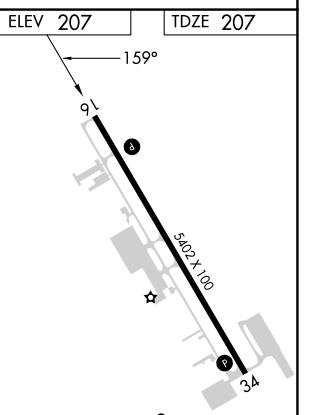
Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Richmond Intl altimeter setting and increase all MDAs 40 feet; increase LUKCI fix minimums S-16 Cat C visibility ⅛ SM.

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 via RIC VORTAC R-345 to COATT INT and hold.

ASOS	POTOMAC APP CON	CLNC DEL	UNICOM
119.025	(001°-185°) 126.4 307.2 (186°-360°) 126.75 307.2	125.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-16	660-1 453 (500-1)		660-1⅜ 453 (500-1⅜)	660-1½ 453 (500-1½)
CIRCLING	660-1 453 (500-1)		900-2 693 (700-2)	1020-2¾ 813 (900-2¾)
	LUKCI FIX MINIMUMS			
S-16	560-1 353 (400-1)			560-1¼ 353 (400-1¼)
CIRCLING	660-1 453 (500-1)		900-2 693 (700-2)	1020-2¾ 813 (900-2¾)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RIDGELY, MARYLAND AL-10248 (FAA) 26246

APP CRS	Rwy Ldg	3214
121°	TDZE	64
	Apt Elev	64

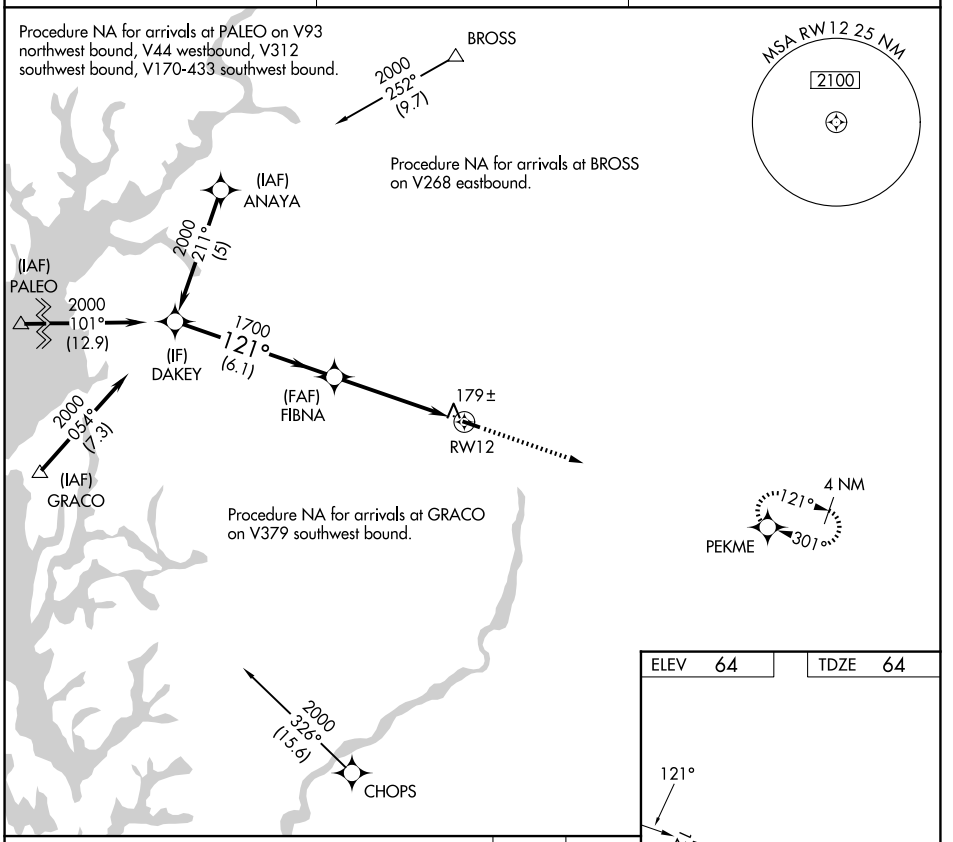
RNAV (GPS) RWY 12
GOODEN AIRPARK (RJD)

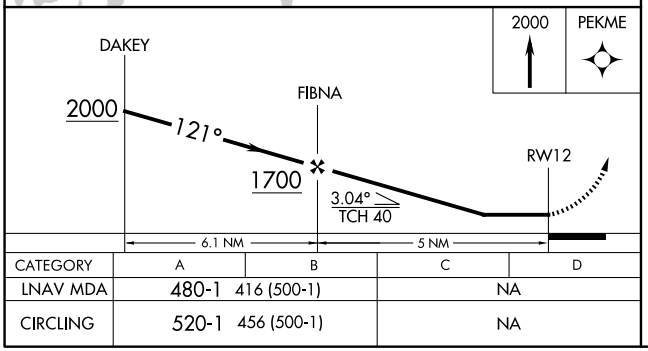
RNP APCH - GPS.

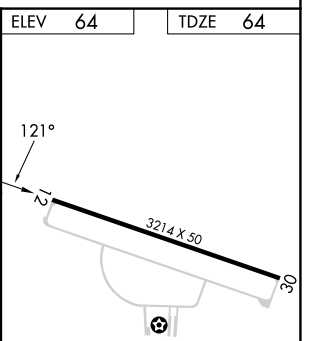
NA Procedure NA at night. Use Easton altimeter setting: when not received, procedure NA. Rwy 12 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000 direct PEKME and hold.

ESN AWOS-3PT	DOVER APP CON	UNICOM
124.475	132.425 257.875	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	480-1	416 (500-1)	NA	
CIRCLING	520-1	456 (500-1)	NA	

LIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

RIDGELY, MARYLAND
Orig-C 20APR23

38°58'N-75°52'W

GOODEN AIRPARK (RJD)
RNAV (GPS) RWY 12

NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 30

GOODEN AIRPARK (RJD)

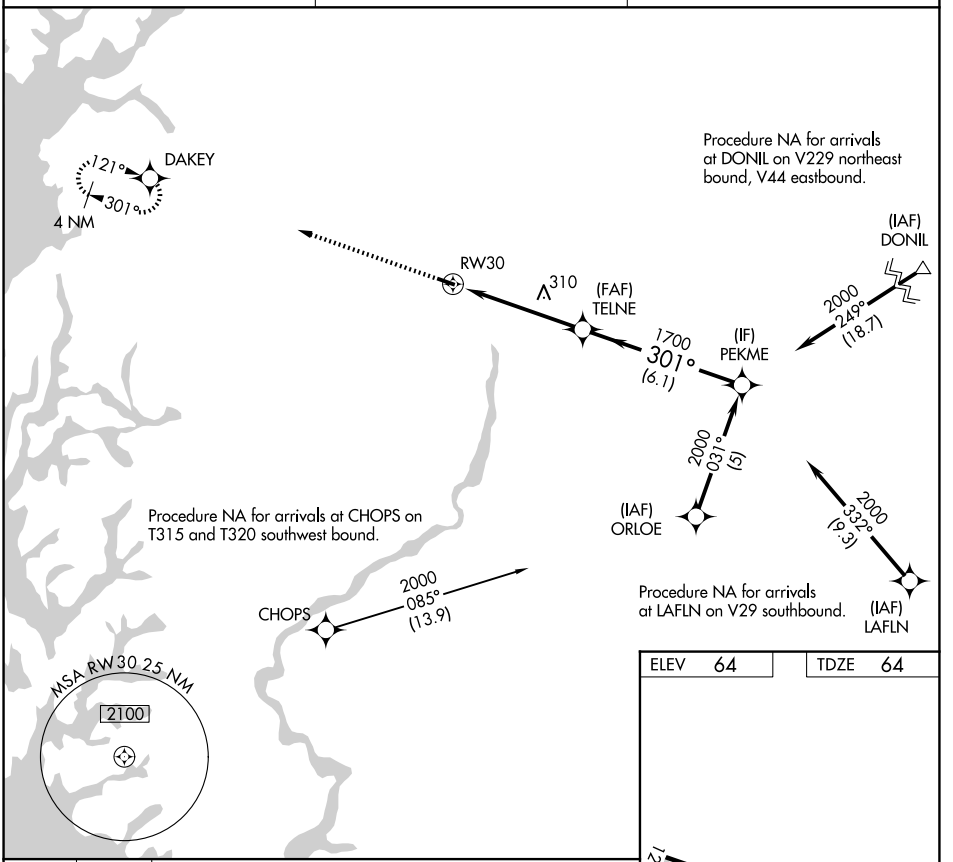
APP CRS	Rwy Ldg	3214
301°	TDZE	64
	Apt Elev	64

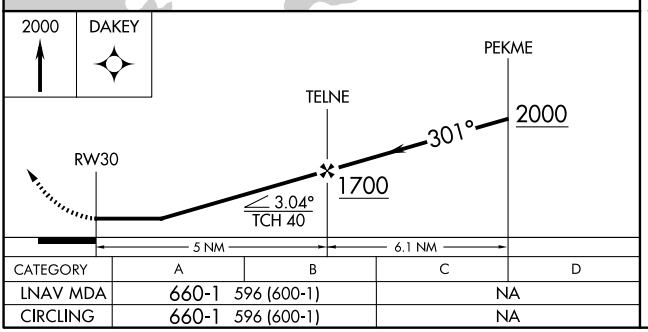
RNP APCH - GPS.

Procedure NA at night. Use Easton altimeter setting; when not received, procedure NA. Rwy 30 helicopter visibility reduction below 1 SM NA.

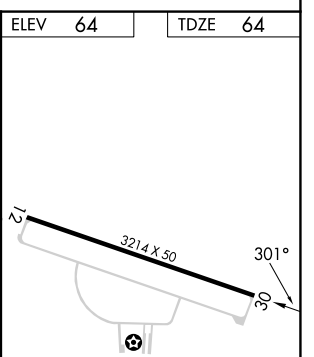
MISSED APPROACH: Climb to 2000 direct DAKEY and hold.

ESN AWOS-3PT	DOVER APP CON	UNICOM
124.475	132.425 257.875	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	660-1	596 (600-1)	NA	
CIRCLING	660-1	596 (600-1)	NA	



LIRL Rwy 12-30 L

REIL Rwy 12 and 30 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

ROANOKE, VIRGINIA | AL-349 (FAA) | 25275

ILS or LOC RWY 34

ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (ROA)

LOC I-ROA	APP CRS	Rwy Ldg	TDZE	Apt Elev
109.7	336°	5810	1160	1175

DME required for procedure entry. ADF or RADAR required.

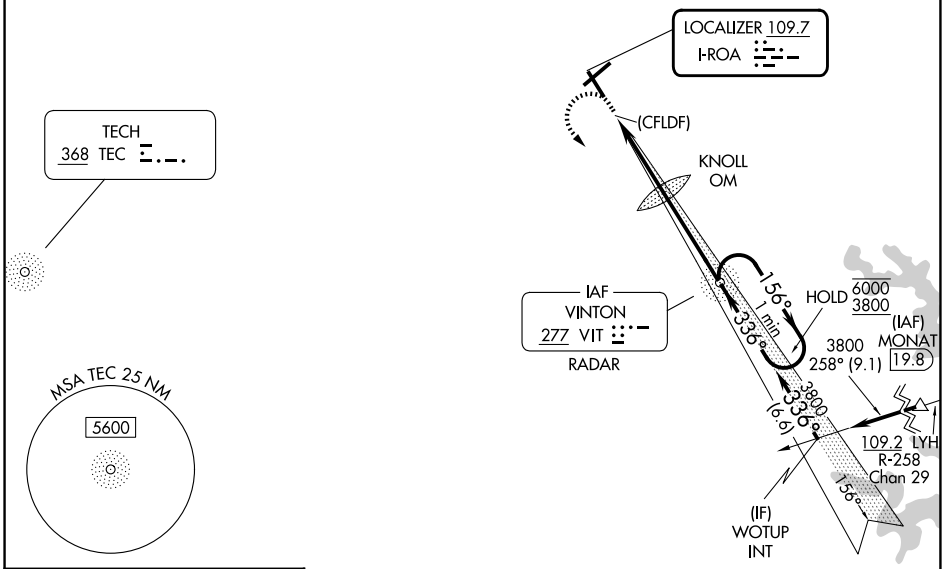
For inop ALS, increase S-ILS 34 # all Cats visibility to 1⅜ SM. Circling NA northwest of Rwy 6-24.

-12°C Inop table does not apply to S-ILS 34 all Cats.

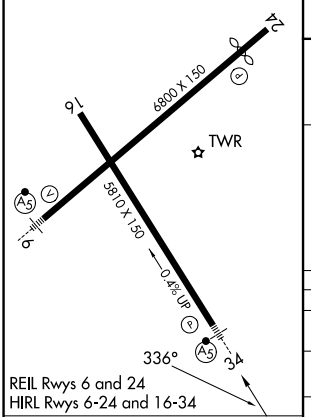
MALSR

MISSED APPROACH: Climb to 2300 then climbing left turn to 4500 direct VIT NDB and hold. Continue climb-in-hold to 4500. # Missed approach requires minimum climb of 425 feet perNM to 3700.

ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON
132.375	133.225 339.8	118.3 257.8	121.9 257.8

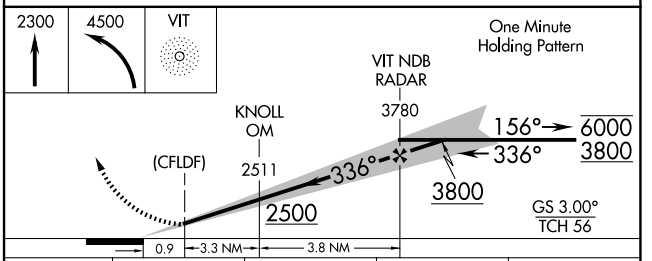


Procedure NA for arrivals at MONAT on V470 northeast bound.



FAF to MAP 7.1 NM

Knots	60	90	120	150	180
Min:Sec	7:06	4:44	3:33	2:50	2:22



CATEGORY	A	B	C	D
S-ILS 34 #	1603-⅞		443 (500-⅞)	
S-ILS 34	2040-4		880 (900-4)	
S-LOC 34	2140-¾ 980 (1000-¾)	2140-1 980 (1000-1)	2140-2½	980 (1000-2½)
CIRCLING	2140-1¼ 965 (1000-1¼)	2140-1½ 965 (1000-1½)	2460-3 1285 (1300-3)	2800-3 1625 (1700-3)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (RNP) Z RWY 6

ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (ROA)

APP CRS	Rwy Ldg	6800
058°	TDZE	1175
	Apt Elev	1175

RNP AR APCH - GPS.

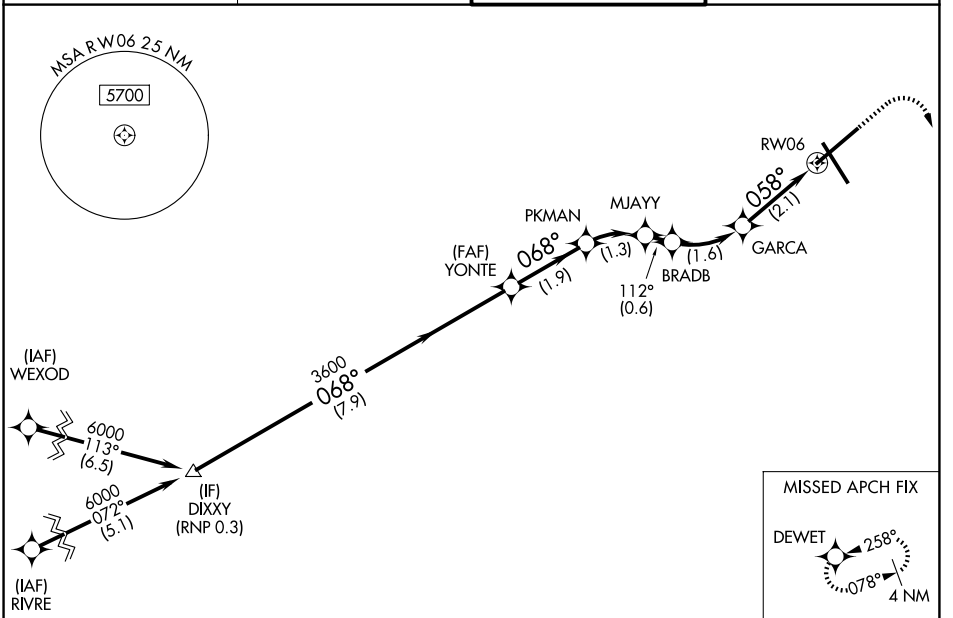
For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C. For inop ALS, increase RNP 0.20 all Cats visibility to 7/8 SM.

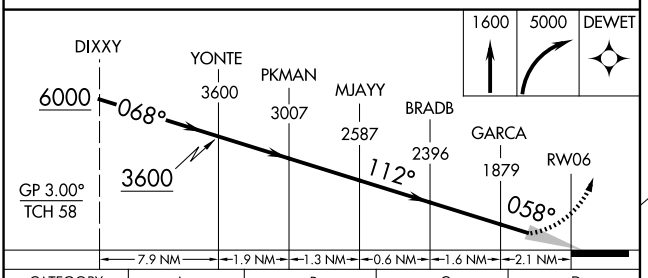
-12°C

MALSR

MISSED APPROACH: (Do not exceed 240K until DEWET) Climb to 1600 then climbing right turn to 5000 direct DEWET and hold, continue climb-in-hold to 5000. *Missed approach requires minimum climb of 370 feet per NM to 2900.

ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON
132.375	133.225 339.8	118.3 257.8	121.9 257.8

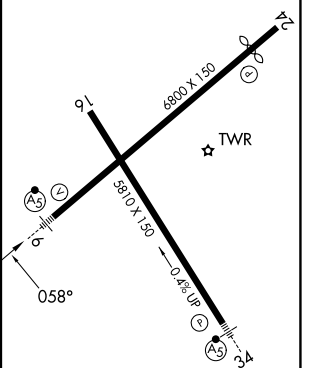




CATEGORY	A	B	C	D
RNP 0.20 DA*	1444-½	269 (300-½)		
RNP 0.30 DA	1605-¾	430 (500-¾)		

AUTHORIZATION REQUIRED

ELEV 1175 D TDZE 1175



REIL Rwys 6 and 24
HIRL Rwys 6-24 and 16-34

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

ROANOKE, VIRGINIA | AL-349 (FAA) | 26246

RNAV (RNP) Z RWY 24

ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (ROA)

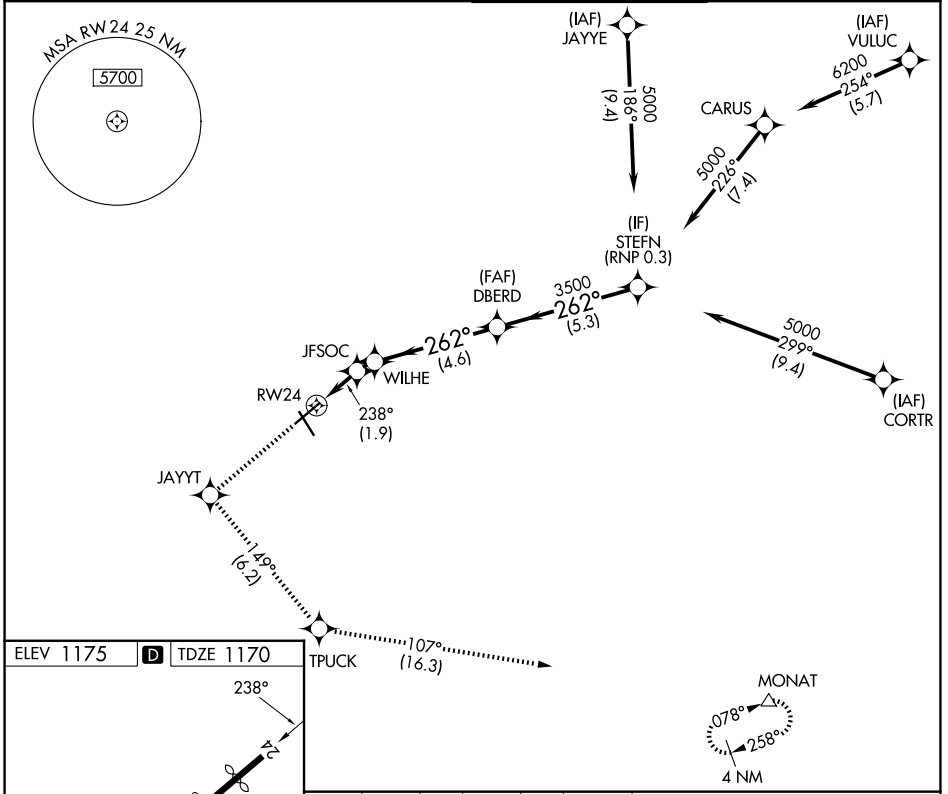
APP CRS	Rwy Ldg	6010
238°	TDZE	1170
	Apt Elev	1175

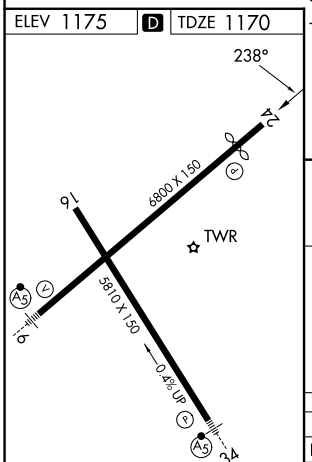
RNP AR APCH - GPS, RF. Authorization Required.

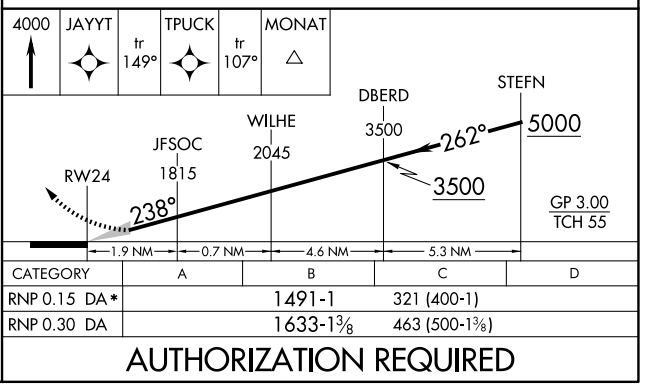
For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C.

MISSED APPROACH: Climb to 4000 direct JAYYT and on track 149° to TPUCK and on track 107° to MONAT and hold. * Missed approach requires minimum climb of 230 feet per NM to 3200.

ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON
132.375	133.225 339.8	118.3 257.8	121.9 257.8







CATEGORY	A	B	C	D
RNP 0.15 DA*		1491-1	321 (400-1)	
RNP 0.30 DA		1633-1⅜	463 (500-1⅜)	

AUTHORIZATION REQUIRED

ROANOKE, VIRGINIA
Orig-B 03SEP26

ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (ROA)
37°20'N-79°59'W

RNAV (RNP) Z RWY 24

NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (RNP) Z RWY 34

ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (ROA)

APP CRS	Rwy Ldg	5810
336°	TDZE	1160
	Apt Elev	1175

RNP AR APCH. RF required.

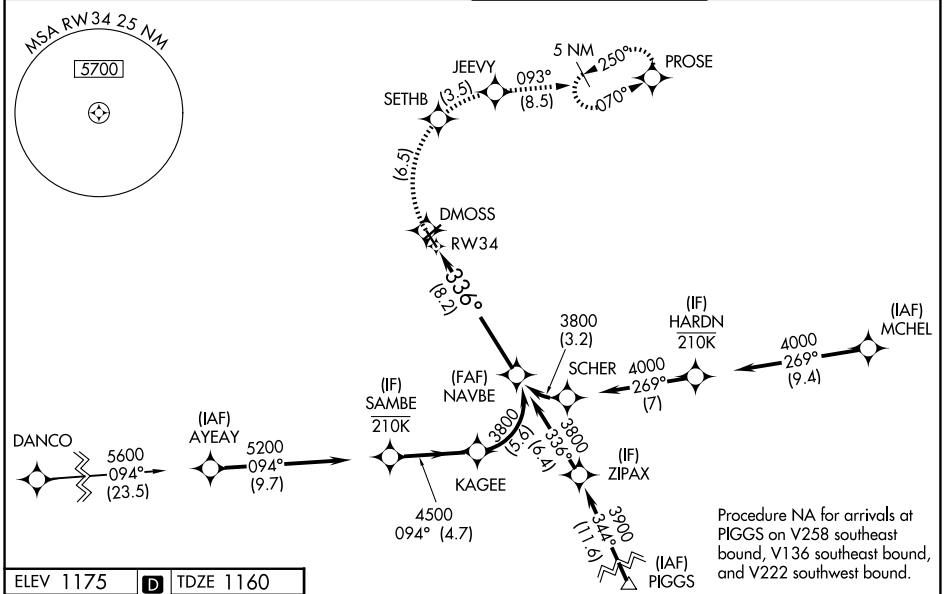
Missed approach requires RNP less than 1.0. For inop ALS, increase RNP 0.30* all Cats visibility to 1⅜ SM. Inop table does not apply to RNP 0.30. For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C.

-12°C

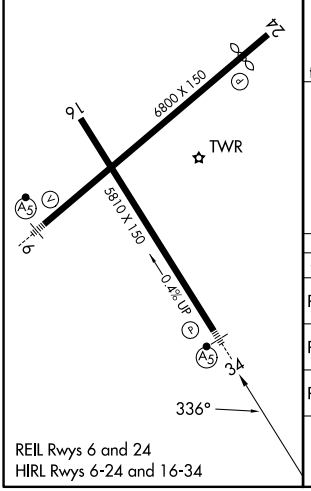
MALSR

MISSED APPROACH: Climb to 6000 on track 336° to DMOSS, right turn to SETHB, right turn to JEEVY and on track 093° to PROSE and hold. * Missed approach requires minimum climb of 350 feet per NM to 4100. # Missed approach requires minimum climb of 415 feet per NM to 4100.

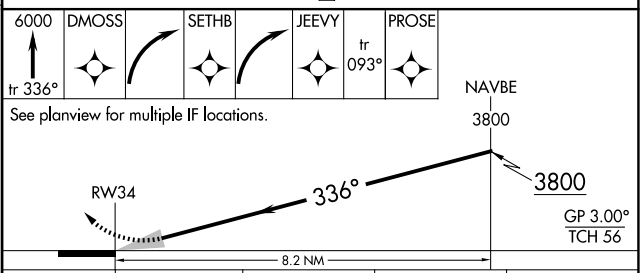
ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON
132.375	133.225 339.8	118.3 257.8	121.9 257.8



ELEV 1175 D TDZE 1160



REIL Rwys 6 and 24
HIRL Rwys 6-24 and 16-34



CATEGORY	A	B	C	D
RNP 0.15 DA#	1495-½ 335 (400-½)			
RNP 0.30 DA*	1646-1 486 (500-1)			
RNP 0.30 DA	2115-4 955 (1000-4)			

AUTHORIZATION REQUIRED

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	6800
072°	TDZE	1175
	Apt Elev	1175

RNAV (GPS) Y RWY 6

ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (ROA)

RNP APCH - GPS.

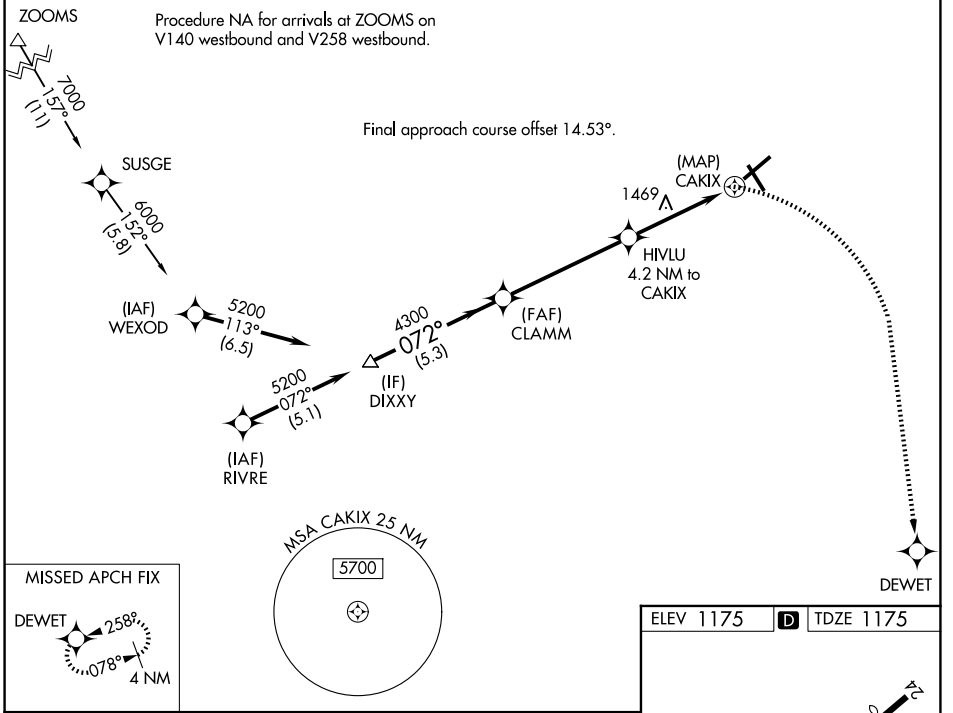
T A -12°C

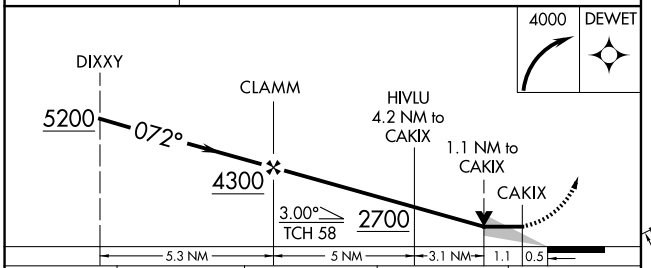
Circling NA northwest of Rwy 6-24.
For inop ALS, increase LNAV Cat C and D visibility to 2½ SM.

MALSR

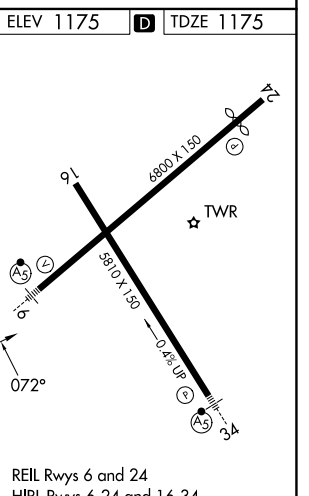
MISSED APPROACH: Climbing right turn to 4000 direct DEWET and hold.
* Missed approach requires minimum climb of 276 feet per NM to 2700.

ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON
132.375	133.225 339.8	118.3 257.8	121.9 257.8





CATEGORY	A	B	C	D
LNAV MDA*	1720-½	545 (600-½)	1720-1⅛	545 (600-1⅛)
LNAV MDA	1980-½ 805 (900-½)	1980-¾ 805 (900-¾)	1980-1⅞	805 (900-1⅞)
CIRCLING	1980-1 805 (900-1)	1980-1¼ 805 (900-1¼)	2460-3 1285 (1300-3)	2800-3 1625 (1700-3)



REIL Rwys 6 and 24
HIRL Rwys 6-24 and 16-34

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Y RWY 24

ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (ROA)

WAAS	APP CRS	Rwy Ldg	6010
CH 99522	238°	TDZE	1170
W24A		Apt Elev	1175

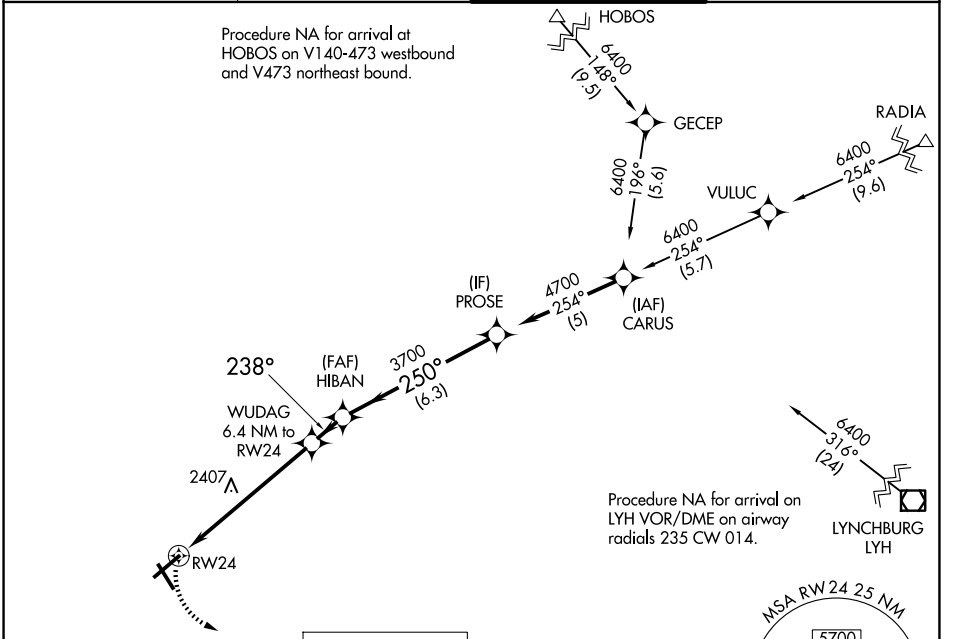
RNP APCH.

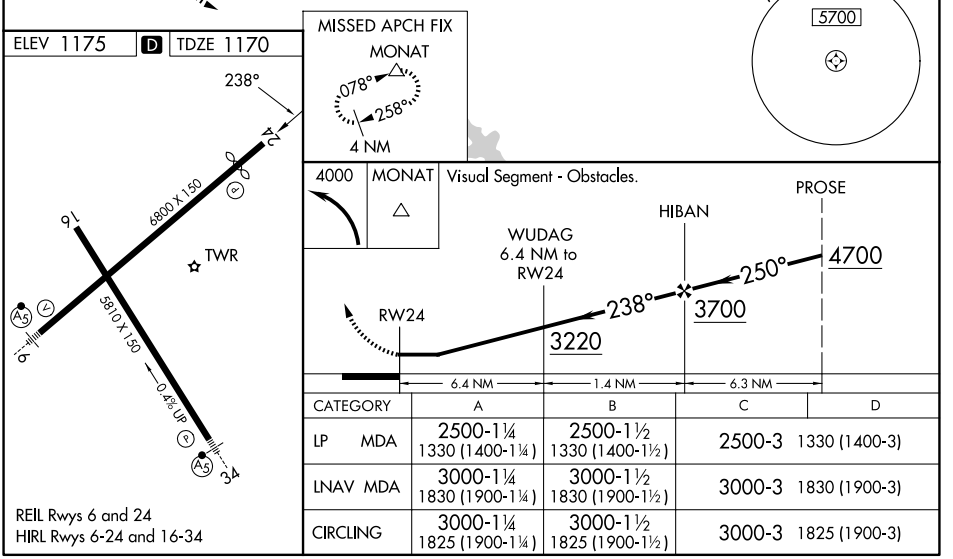
T A -12°C

Circling NA northwest of Rwy 6-24.
Rwy 24 helicopter visibility reduction below ¾ SM NA.

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

ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON
132.375	133.225 339.8	118.3 257.8	121.9 257.8





CATEGORY	A	B	C	D
LP MDA	2500-1¼ 1330 (1400-1¼)	2500-1½ 1330 (1400-1½)	2500-3	1330 (1400-3)
LNAV MDA	3000-1¼ 1830 (1900-1¼)	3000-1½ 1830 (1900-1½)	3000-3	1830 (1900-3)
CIRCLING	3000-1¼ 1825 (1900-1¼)	3000-1½ 1825 (1900-1½)	3000-3	1825 (1900-3)

REIL Rwys 6 and 24
HIRL Rwys 6-24 and 16-34

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

ROANOKE, VIRGINIA | AL-349 (FAA) | 25275

RNAV (GPS) Y RWY 34

ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (ROA)

WAAS	APP CRS	Rwy Ldg	5810
CH 70722	336°	TDZE	1160
W34A		Apt Elev	1175

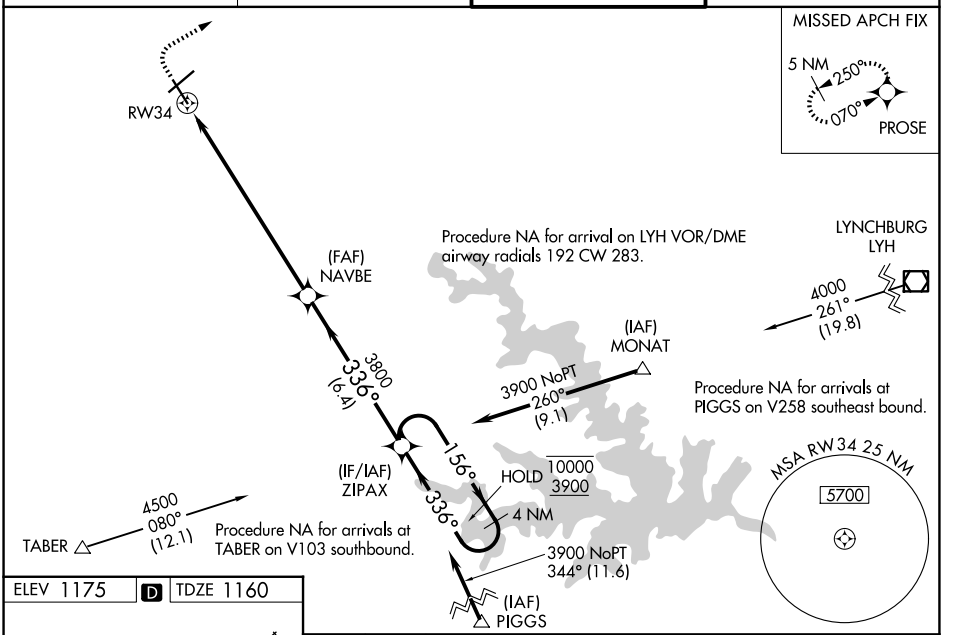
RNP APCH.

Circling NA northwest of Rwy 6-24. Rwy 34 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. Inop table does not apply to LPV, LNAV/VNAV or LNAV Cat C/D. For inop ALS, increase LPV# all Cats visibility to 1⅛ SM. -12°C

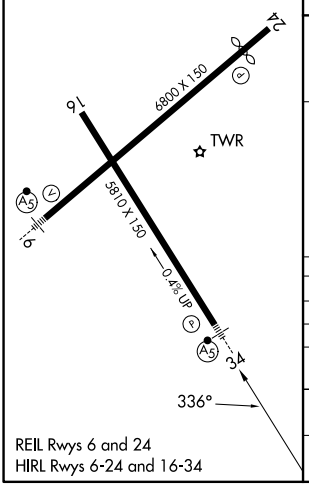
MALSR

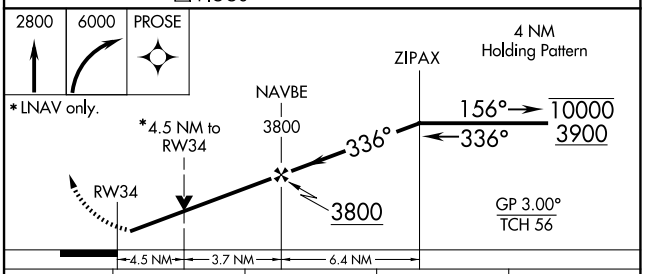
MISSED APPROACH: (Do not exceed 240K until PROSE) Climb to 2800 then climbing right turn to 6000 direct PROSE and hold, continue climb-in-hold to 6000. # Missed approach requires minimum climb of 405 feet per NM to 3900.

ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON
132.375	133.225 339.8	118.3 257.8	121.9 257.8



ELEV 1175 | D | TDZE 1160





CATEGORY	A	B	C	D
LPV DA#		1560-¾	400 (400-¾)	
LPV DA		2568-5	1408 (1400-5)	
LNAV/VNAV DA		2300-4	1140 (1200-4)	
LNAV MDA	2640-¾ 1480 (1500-¾)	2640-1 1480 (1500-1)	2640-3	1480 (1500-3)
CIRCLING	2640-1¼ 1465 (1500-1¼)	2640-1½ 1465 (1500-1½)	2640-3 1465 (1500-3)	2820-3 1645 (1700-3)

ROANOKE, VIRGINIA
Amdt 2 15AUG19

ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (ROA)

37°20'N-79°59'W

RNAV (GPS) Y RWY 34

NE-3, 03 SEP 2026 to 29 OCT 2026

LDA Y RWY 6

ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (ROA)

LOC/DME I-SZK	APP CRS	Rwy Idg	6800
111.1	072°	TDZE	1175
Chan 48		Apt Elev	1175

RADAR required for procedure entry. ADF required.
DME or RADAR required for LOC only.

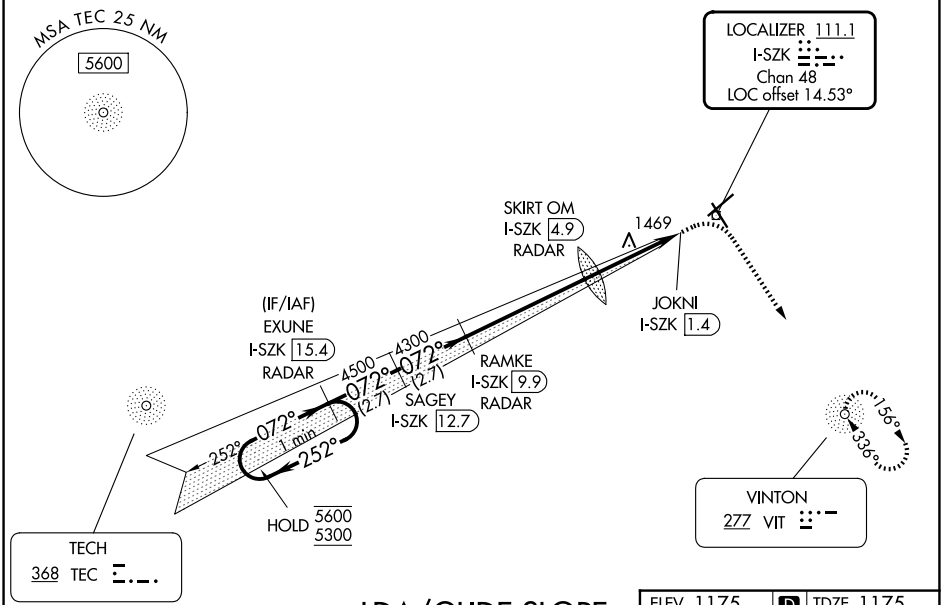
For inop ALS, increase S-LDA 6 visibility Cats A/B to 1⅜ SM. Circling NA northwest of Rwy 6-24. Inop table does not apply to S-LDA 6 Cats C and D. Inop table does not apply to S-LDA/GS 6 all Cats.

-12° C

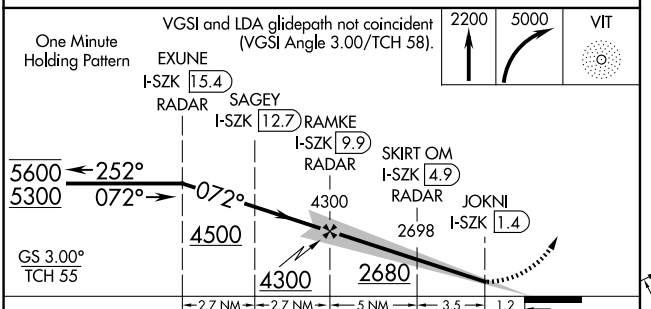
MALSR

MISSED APPROACH: Climb to 2200 then climbing right turn to 5000 direct VIT NDB and hold, continue climb-in-hold to 5000.

ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON
132.375	133.225 339.8	118.3 257.8	121.9 257.8

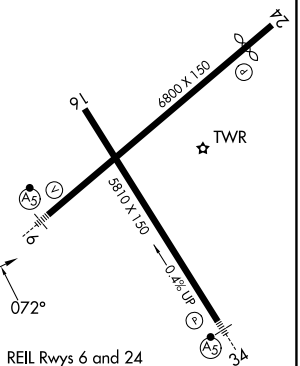


LDA/GLIDE SLOPE



CATEGORY	A	B	C	D
S-LDA/GS 6	1857-2 682 (700-2)			
S-LDA 6	1880-1 705 (800-1)		1880-2 705 (800-2)	
CIRCLING	1880-1½ 705 (800-1½)		2460-3 1285 (1300-3)	2800-3 1625 (1700-3)

ELEV 1175 D TDZE 1175



FAF to MAP 8.5 NM

Knots	60	90	120	150	180
Min:Sec	8:30	5:40	4:15	3:24	2:50

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

ROANOKE, VIRGINIA | AL-349 (FAA) | 26022

LOC/DME	APP CRS	Rwy Ldg	TDZE	Apt Elev
I-SZK 111.1 Chan 48	072°	6800	1175	1175

LDA Z RWY 6

ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (ROA)

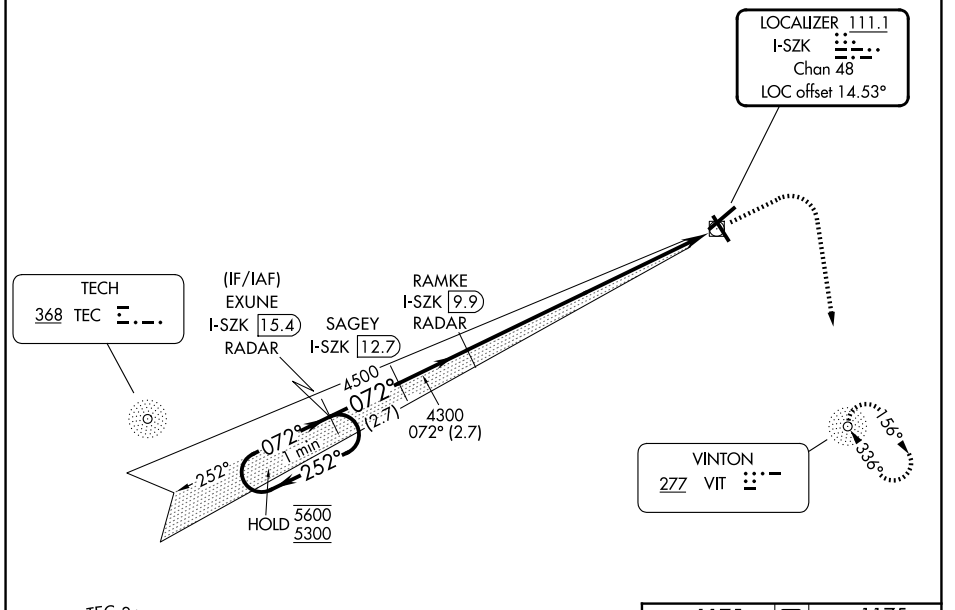
ADF required. RADAR required for procedure entry.

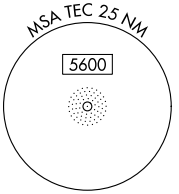
-12°C For inop ALS, increase S-LDA/GS 6 visibility all Cats to ⅞ SM.

MALSR

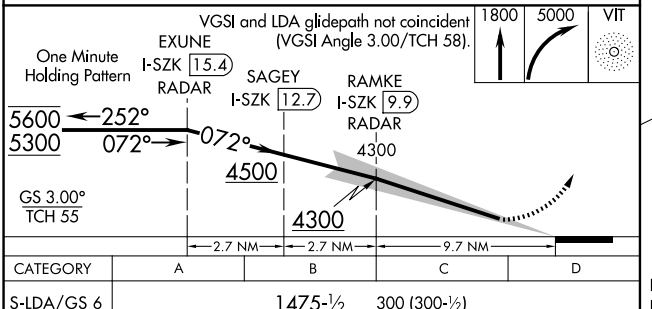
MISSED APPROACH: Climb to 1800 then climbing right turn to 5000 direct VIT NDB and hold, continue climb-in-hold to 5000. Missed approach requires minimum climb of 350 feet per NM to 3600.

ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON
132.375	133.225 339.8	118.3 257.8	121.9 257.8

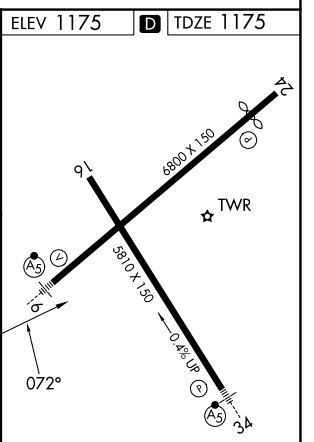




LDA/GLIDE SLOPE



CATEGORY	A	B	C	D
S-LDA/GS 6	1475-½	300 (300-½)		



REIL Rwys 6 and 24
HIRL Rwys 6-24 and 16-34

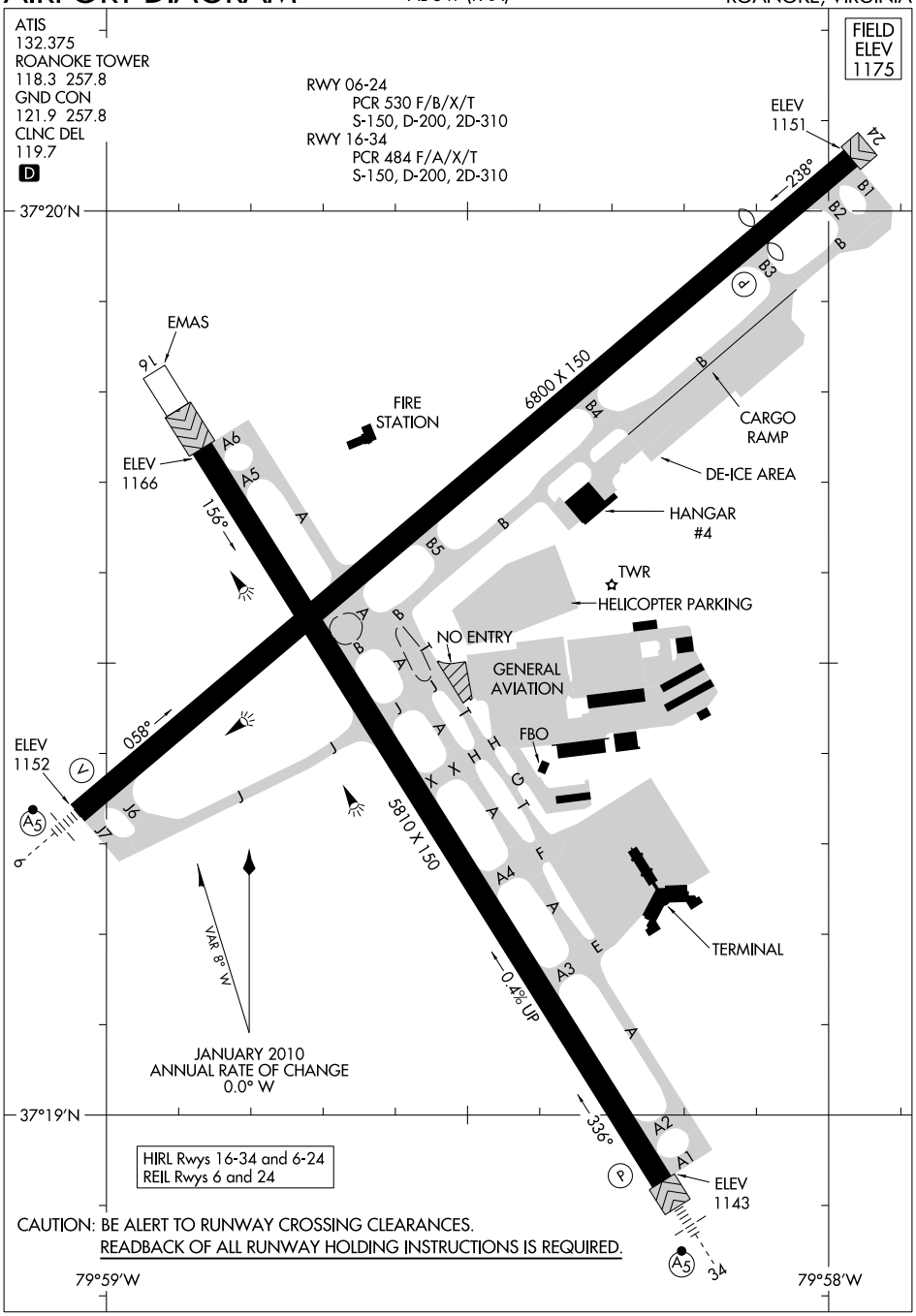
ROANOKE, VIRGINIA
Amdt 1 05SEP24

ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (ROA)

37°20'N-79°59'W

LDA Z RWY 6

NE-3, 03 SEP 2026 to 29 OCT 2026



NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

(BUFIY4.BUFIY) 25275 ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (ROA)

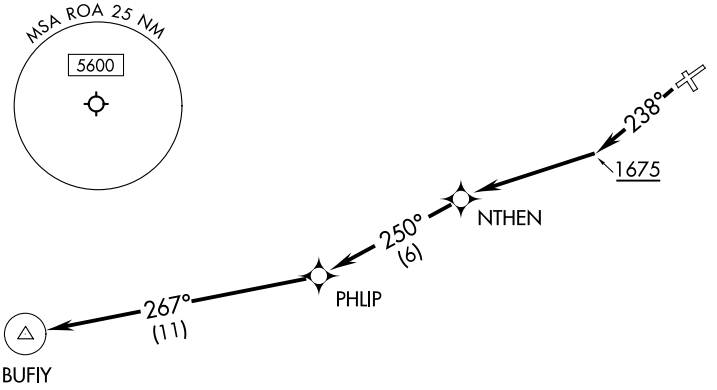
BUFIY FOUR DEPARTURE (RNAV)

AL-349 (FAA) ROANOKE, VIRGINIA

ATIS 132.375
CLNC DEL
119.7
GND CON
121.9 257.8
ROANOKE DEP CON
133.225 339.8
ROANOKE TOWER
118.3 257.8

RNAV 1 - DME/DME/IRU or GPS required.
RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE: 5000



TAKEOFF MINIMUMS:
Rwys 6, 16, 34: NA-Air Traffic.
Rwy 24: Standard with minimum climb of 500′ per NM to 1675.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24: Climb on heading 238° to 1675, then direct NTHEN, then on track 250° to PHLIP, then on track 267° to BUFIY, thence...

...maintain 5000, expect filed altitude within 10 minutes after departure.

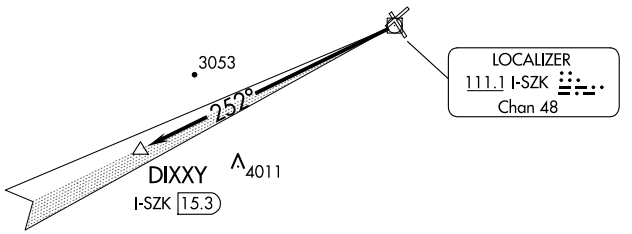
NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

ATIS
132.375
CLNC DEL
119.7
GND CON
121.9 257.8
ROANOKE TOWER
118.3 257.8
ROANOKE DEP CON
133.225 339.8

TOP ALTITUDE: 4200

NOTE: RADAR required.
NOTE: DME required.

TAKEOFF MINIMUMS:
Rwys 6, 16, 34: NA - ATC.
Rwy 24: Standard with minimum climb of 242' per NM to 2800.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24: Climb on I-SZK LDA Localizer west course to 4200 to DIXXY I-SZK 15.3 DME. Expect RADAR vectors to filed/assigned route.

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

(MONAT4.MONAT) 25275 ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (ROA)

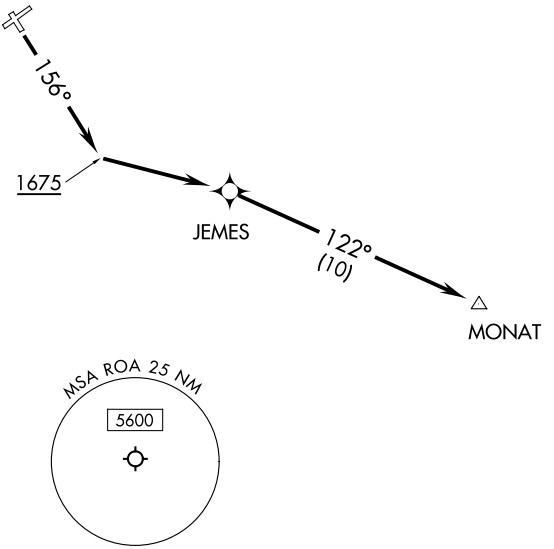
MONAT FOUR DEPARTURE (RNAV) AL-349 (FAA) ROANOKE, VIRGINIA

ATIS
132.375
CLNC DEL
119.7
GND CON
121.9 257.8
ROANOKE DEP CON
133.225 339.8
ROANOKE TOWER
118.3 257.8

RNAV 1 - DME/DME/IRU or GPS required.
RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE: 5000

TAKEOFF MINIMUMS:
Rwys 6, 24, 34: NA-Air Traffic.
Rwy 16: Standard with minimum climb of 500' per NM to 1675.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 156° to 1675, then left turn direct JEMES then on track 122° to MONAT, thence...

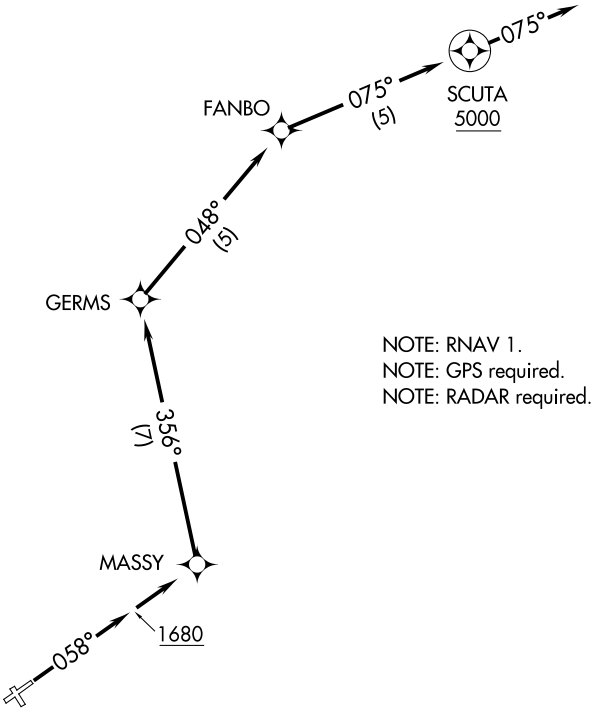
...maintain 5000, expect filed altitude within 10 minutes after departure.

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

ATIS
132.375
CLNC DEL
119.7
GND CON
121.9 257.8
ROANOKE DEP CON
133.225 339.8
ROANOKE TOWER
118.3 257.8

TOP ALTITUDE: 5000

TAKEOFF MINIMUMS
Rwys 16, 24, 34: NA - Air Traffic.
Rwy 6: Standard with minimum climb of 560' per NM to 2900.



NOTE: RNAV 1.
NOTE: GPS required.
NOTE: RADAR required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 058° to 1680, then direct MASSY. Then on depicted route to cross SCUTA at or above 5000 on heading 075° for RADAR vectors. Maintain 5000 or assigned altitude, expect clearance to filed altitude 10 minutes after departure.

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 32

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

LOC I-SBY	APP CRS	Rwy Ldg	6400
108.7	319°	TDZE	53
		Apt Elev	53

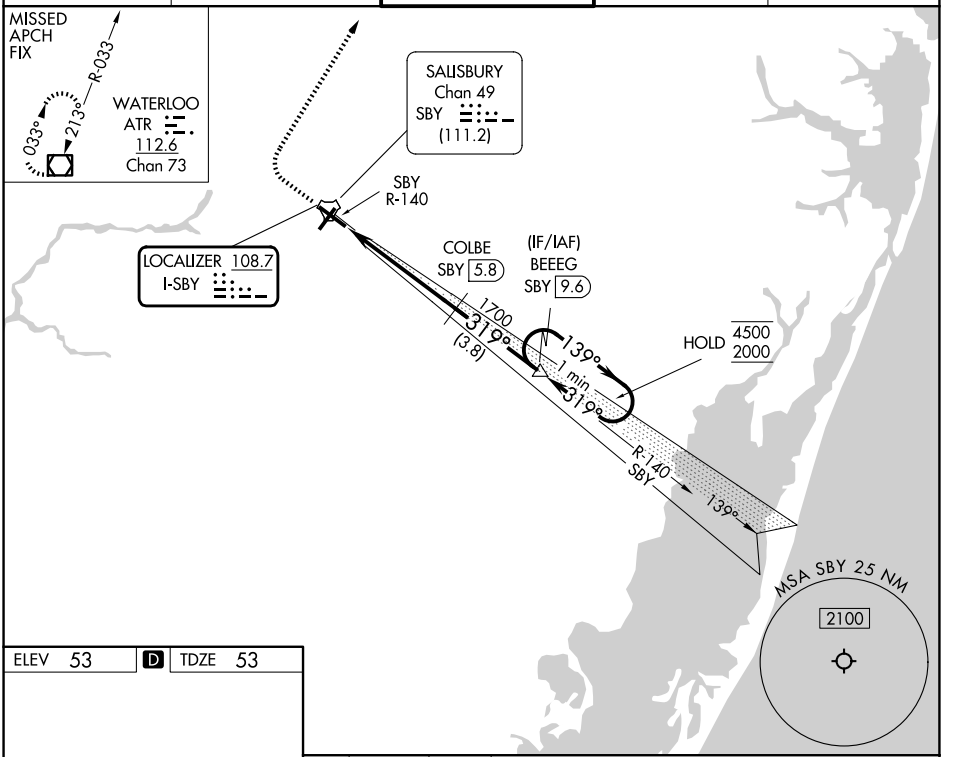
DME required.

For inop ALS, increase S-LOC 32 Cat C and D visibility to 1⅜ SM. Simultaneous reception of I-SBY LOC and SBY DME required.

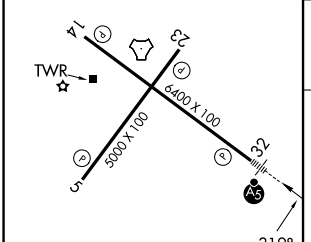
MALSR

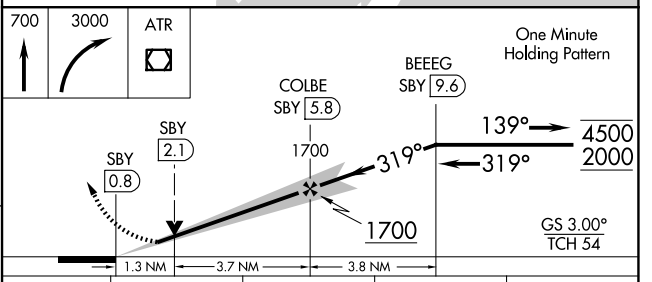
MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct ATR VOR/DME and hold.

ASOS	PATUXENT APP CON ★	SALISBURY TOWER ★	GND CON	UNICOM
118.325	127.95 314.0	119.425 (CTAF) L	123.775	122.95



ELEV 53 D TDZE 53





CATEGORY	A	B	C	D
S-ILS 32	253-½ 200 (200-½)			
S-LOC 32	520-½ 467 (500-½)		520-1 467 (500-1)	
CIRCLING	520-1 467 (500-1)		560-1½ 507 (600-1½)	700-2 647 (700-2)

REIL Rwys 5, 14 and 23 L
MIRL Rwy 5-23 L
HIRL Rwy 14-32 L

NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 5

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

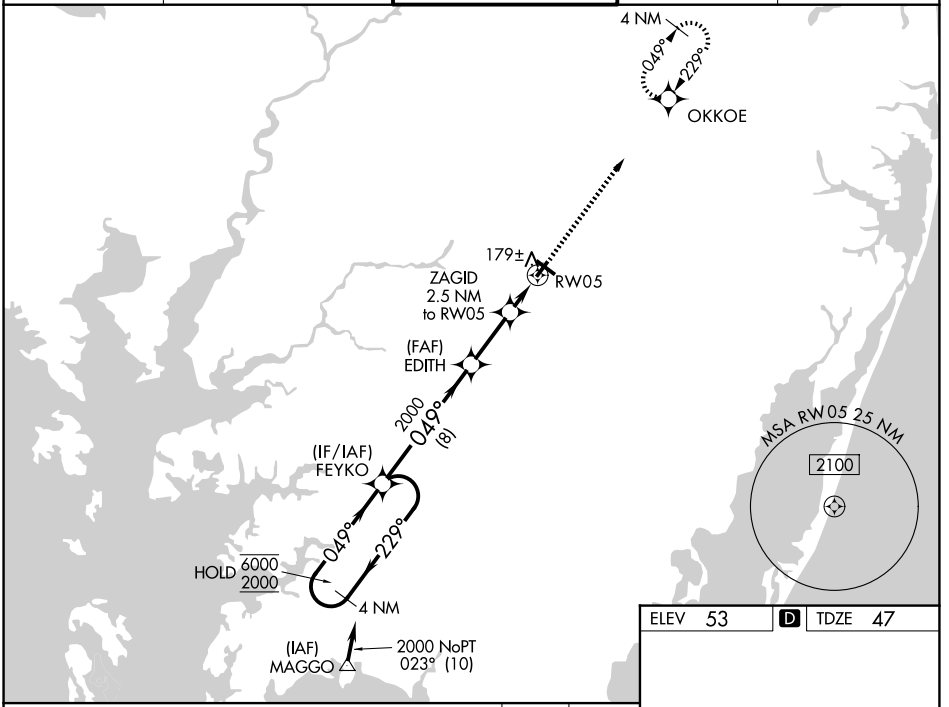
WAAS CH 62820 W05A	APP CRS 049°	Rwy Ldg 5000 TDZE 47 Apt Elev 53

RNP APCH - GPS.

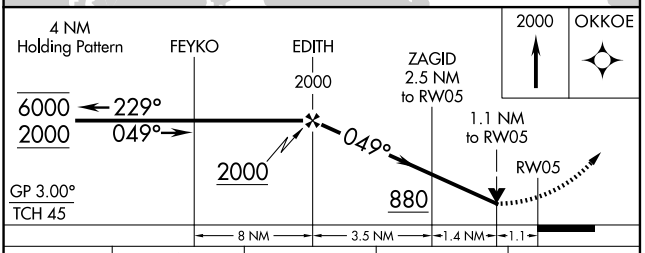
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 54°C. Rwy 5 helicopter visibility reduction below ¾ SM NA.

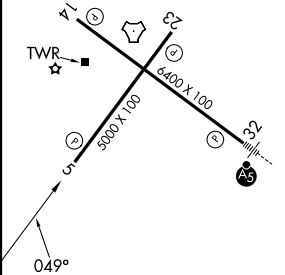
MISSED APPROACH: Climb to 2000 direct OKKOE and hold.

ASOS	PATUXENT APP CON★	SALISBURY TOWER★	GND CON	UNICOM
118.325	127.95 314.0	119.425 (CTAF) L	123.775	122.95



ELEV 53 D TDZE 47





REIL Rwys 5, 14 and 23 L
MIRL Rwy 5-23 L
HIRL Rwy 14-32 L

CATEGORY	A	B	C	D
LPV DA	345-⅞	298 (300-⅞)		
LNAV/VNAV DA	460-1⅛	413 (500-1⅛)		
LNAV MDA	440-1	393 (400-1)	440-1⅛	393 (400-1⅛)
CIRCLING	480-1 427 (500-1)	520-1 467 (500-1)	560-1½ 507 (600-1½)	700-2 647 (700-2)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

SALISBURY, MARYLAND | AL-977 (FAA) | 25331

RNAV (GPS) RWY 14

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

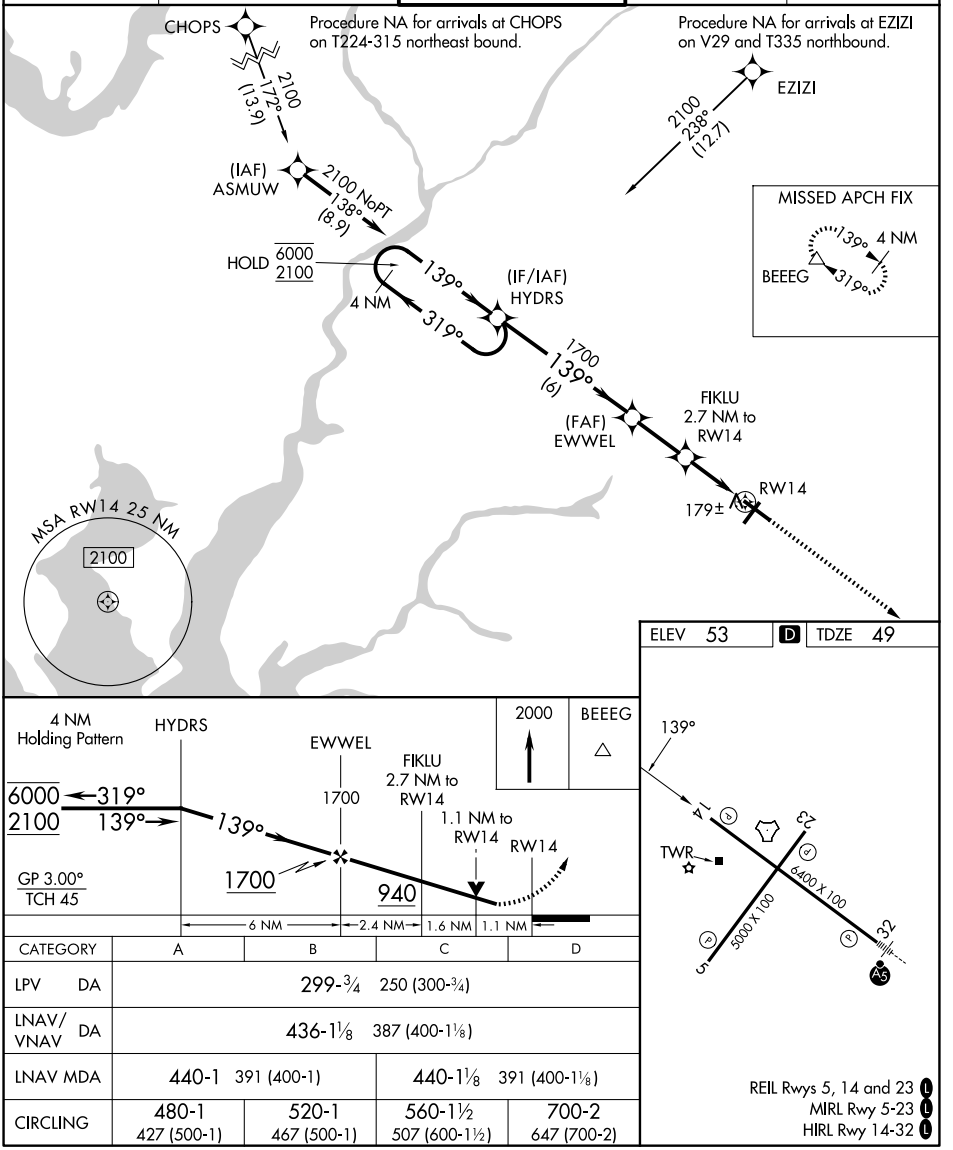
WAAS	APP CRS	Rwy Ldg	6400
CH 56320	139°	TDZE	49
W14A		Apt Elev	53

RNP APCH - GPS.

Rwy 14 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9° C or above 54° C.

MISSED APPROACH: Climb to 2000 direct BEEEG and hold.

ASOS	PATUXENT APP CON ★	SALISBURY TOWER ★	GND CON	UNICOM
118.325	127.95 314.0	119.425 (CTAF) L	123.775	122.95



CATEGORY	A	B	C	D
LPV DA	299-¾ 250 (300-¾)			
LNAV/VNAV DA	436-1⅛ 387 (400-1⅛)			
LNAV MDA	440-1 391 (400-1)		440-1⅛ 391 (400-1⅛)	
CIRCLING	480-1 427 (500-1)	520-1 467 (500-1)	560-1½ 507 (600-1½)	700-2 647 (700-2)

REIL Rwys 5, 14 and 23 L
MIRL Rwy 5-23 L
HIRL Rwy 14-32 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

WAAS	APP CRS	Rwy Ldg	5000
CH 78018	229°	TDZE	49
W23A		Apt Elev	53

RNAV (GPS) RWY 23

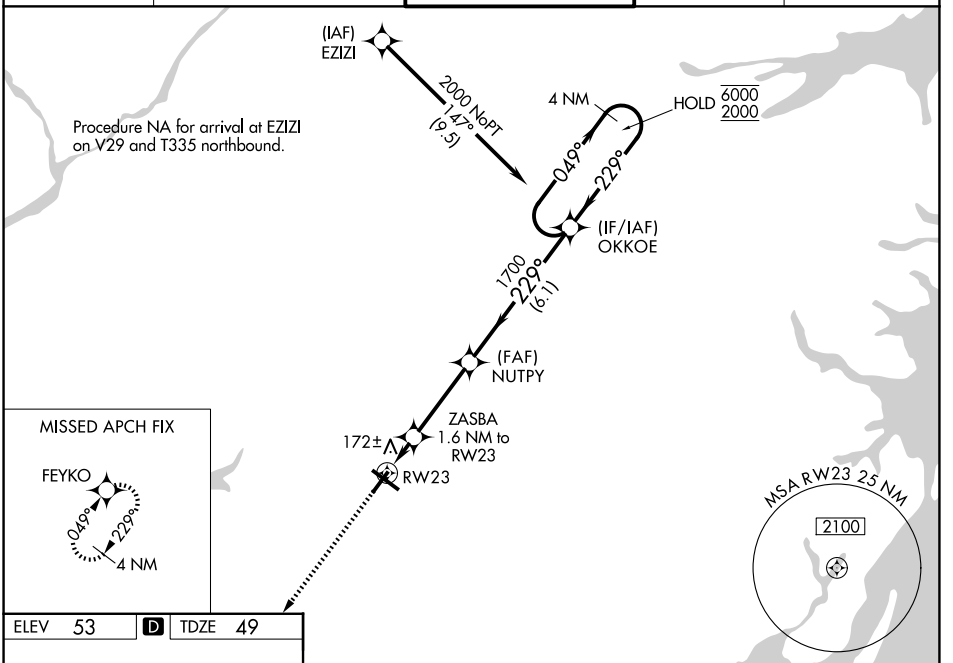
SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

RNP APCH - GPS.

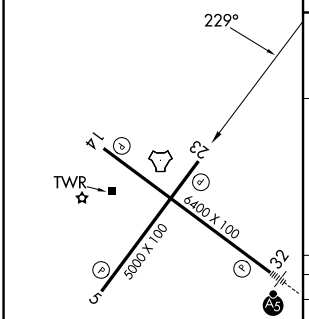
Rwy 23 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 54°C.

MISSED APPROACH: Climb to 2000 direct FEYKO and hold.

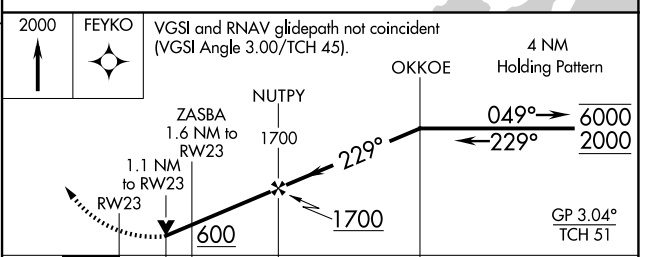
ASOS	PATUXENT APP CON ★	SALISBURY TOWER ★	GND CON	UNICOM
118.325	127.95 314.0	119.425 (CTAF) L	123.775	122.95



ELEV 53 D TDZE 49



REIL Rwys 5, 14 and 23 L
MIRL Rwy 5-23 L
HIRL Rwy 14-32 L



CATEGORY	A	B	C	D
LPV DA	374-1 325 (400-1)			
LNAV/VNAV DA	451-1⅛ 402 (400-1⅛)			
LNAV MDA	440-1 391 (400-1)		440-1⅛ 391 (400-1⅛)	
CIRCLING	480-1 427 (500-1)	520-1 467 (500-1)	560-1½ 507 (600-1½)	700-2 647 (700-2)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

SALISBURY, MARYLAND | AL-977 (FAA) | 25331

WAAS	APP CRS	Rwy Ldg	6400
CH 48912	319°	TDZE	53
W32A		Apt Elev	53

RNAV (GPS) RWY 32

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

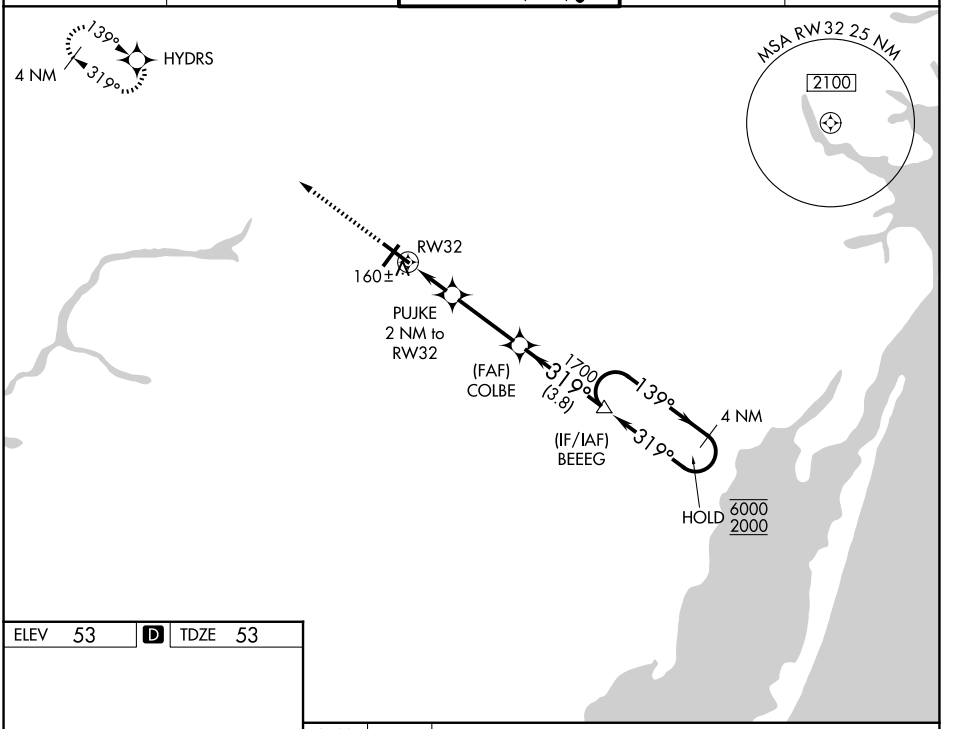
RNP APCH - GPS.

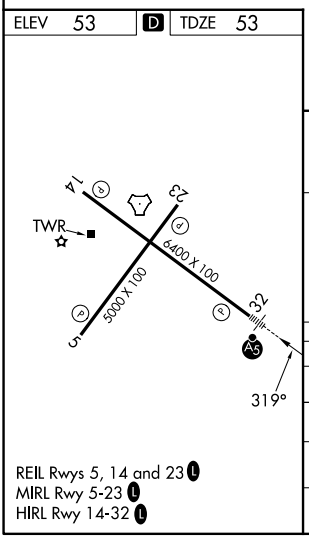
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1⅛ SM and LNAV Cat C and D visibility to 1 SM.

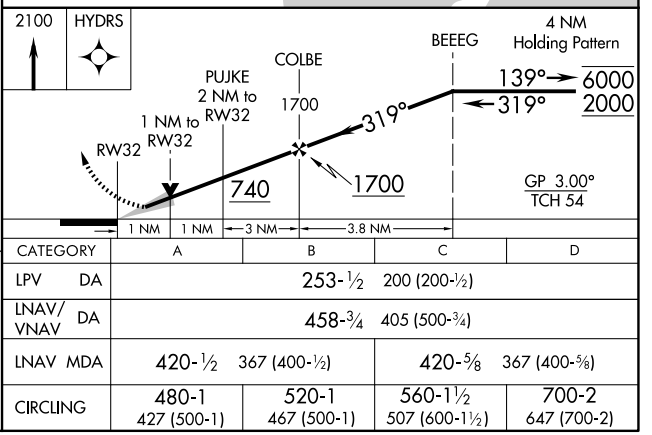
MALSR

MISSED APPROACH: Climb to 2100 direct HYDRS and hold.

ASOS	PATUXENT APP CON ★	SALISBURY TOWER ★	GND CON	UNICOM
118.325	127.95 314.0	119.425 (CTAF) L	123.775	122.95







CATEGORY	A	B	C	D
LPV DA	253-½ 200 (200-½)			
LNAV/VNAV DA	458-¾ 405 (500-¾)			
LNAV MDA	420-½ 367 (400-½)		420-⅝ 367 (400-⅝)	
CIRCLING	480-1 427 (500-1)	520-1 467 (500-1)	560-1½ 507 (600-1½)	700-2 647 (700-2)

REIL Rwys 5, 14 and 23 L
MIRL Rwy 5-23 L
HIRL Rwy 14-32 L

SALISBURY, MARYLAND
Amdt 3 27NOV25

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)
38°20'N-75°31'W
RNAV (GPS) RWY 32

NE-3, 03 SEP 2026 to 29 OCT 2026

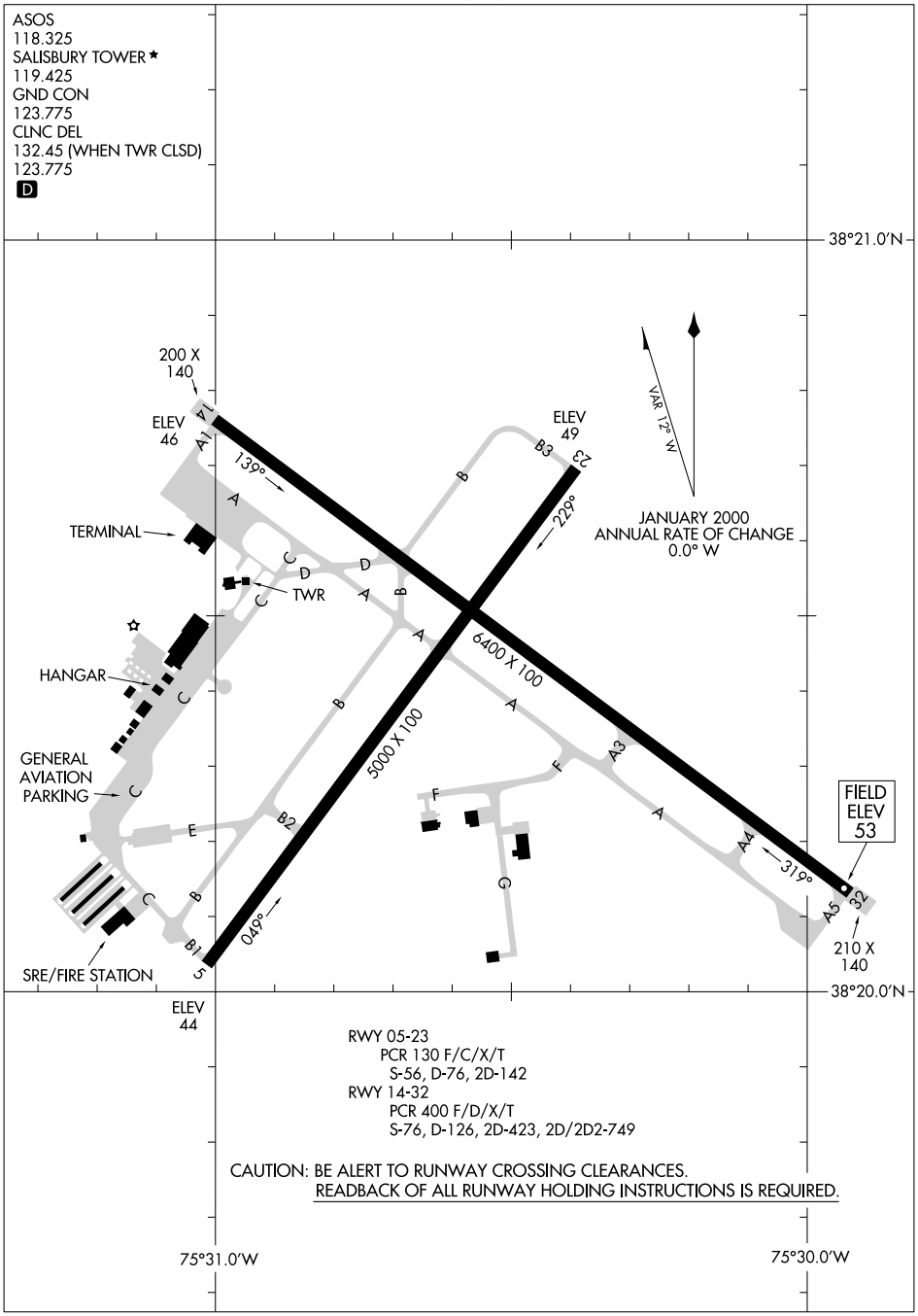
NE-3, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

AL-977 (FAA)

SALISBURY, MARYLAND



RWY 05-23
PCR 130 F/C/X/T
S-56, D-76, 2D-142
RWY 14-32
PCR 400 F/D/X/T
S-76, D-126, 2D-423, 2D/2D2-749

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

NE-3, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM
SALISBURY, MARYLAND
SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)
26134

RNAV (GPS) RWY 1

HUMMEL FLD (W75)

APP CRS	Rwy Ldg	3150
010°	TDZE	29
	Apt Elev	30

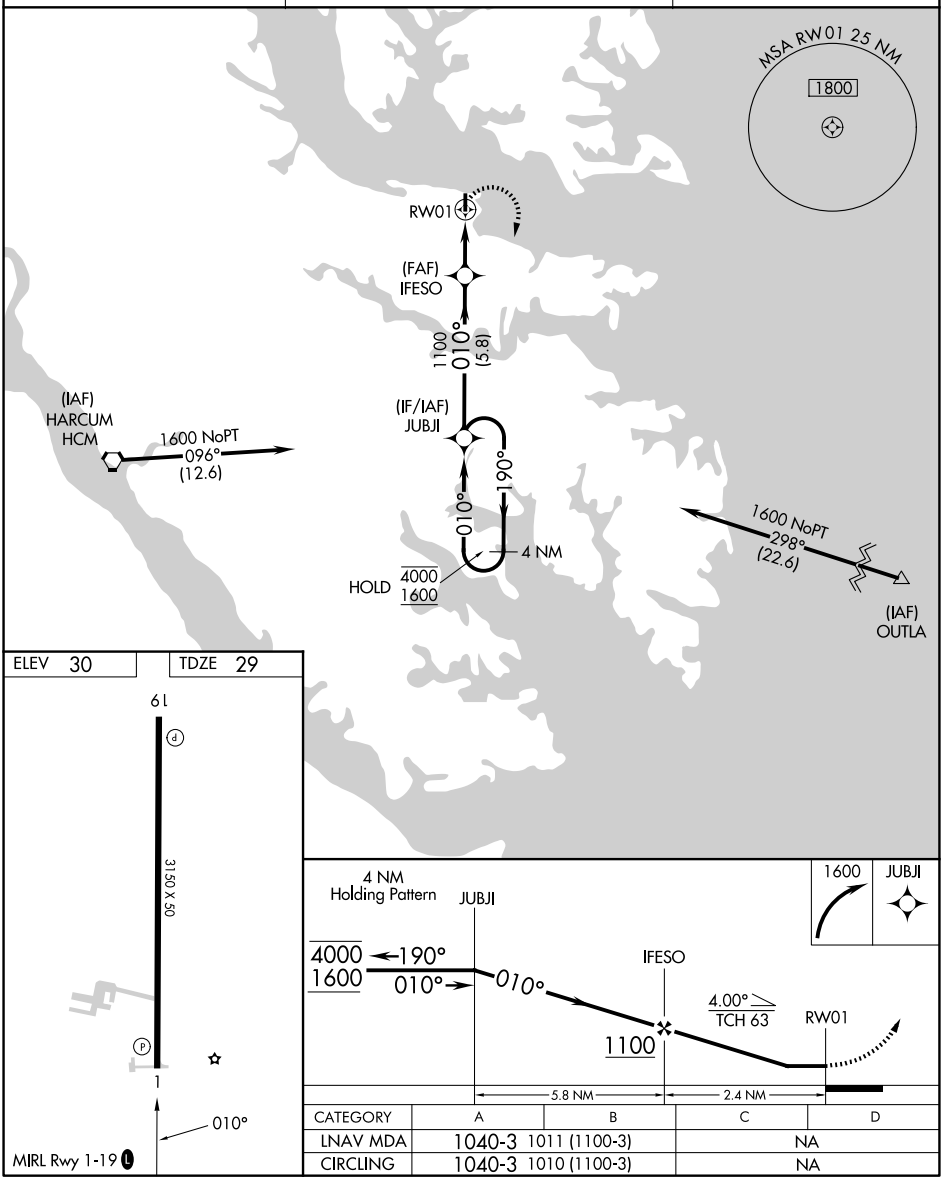
RNP APCH - GPS.

Procedure NA at night.

Rwy 1 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 1600 direct JUBJI and hold.

AWOS-3	NORFOLK APP CON	UNICOM
118.45	134.875 370.925	123.0 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1040-3	1011 (1100-3)	NA	
CIRCLING	1040-3	1010 (1100-3)	NA	

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

WAAS	APP CRS	Rwy Ldg	4003
CH 77614	005°	TDZE	410
W01A		Apt Elev	420

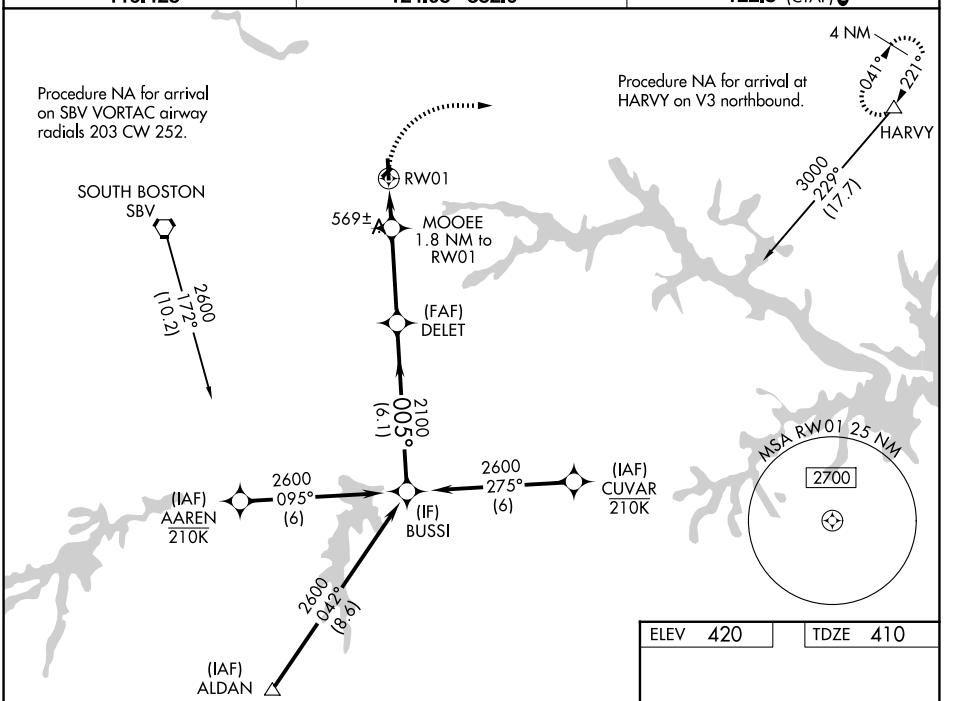
RNAV (GPS) RWY 1

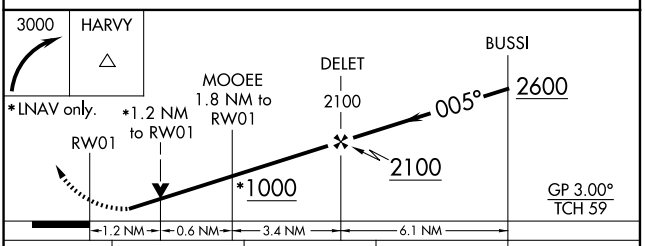
WILLIAM M TUCK (W78)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Danville altimeter setting and increase LPV DA to 739 feet and LNAV/VNAV DA to 785 feet and all MDA 100 feet; increase LPV all Cats visibility ⅛ mile and LNAV/VNAV all Cats visibility and Circling Cat C visibility ¼ mile and LNAV Cat C visibility ½ mile. Night landing: Rwy 19 NA. Baro-VNAV and VDP NA when using Danville altimeter setting. Circling NA to Rwys 6-24.

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

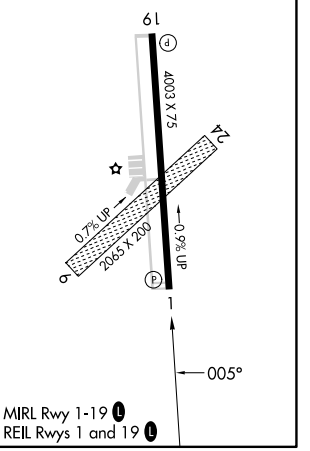
AWOS-3	WASHINGTON CENTER	UNICOM
119.425	124.05 352.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	660-1	250 (300-1)		NA
LNAV/VNAV DA	706-1	296 (300-1)		NA
LNAV MDA	820-1	410 (400- 1)	820-1⅛ 410 (400- 1⅛)	NA
CIRCLING	960-1	540 (600- 1)	1060-1¾ 640 (700- 1¾)	NA

ELEV 420 TDZE 410



NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

SOUTH BOSTON, VIRGINIA | AL-5112 (FAA) | 26246

VORTAC SBV	APP CRS	Rwy Ldg	N/A
110.4	081°	TDZE	N/A
Chan 41		Apt Elev	420

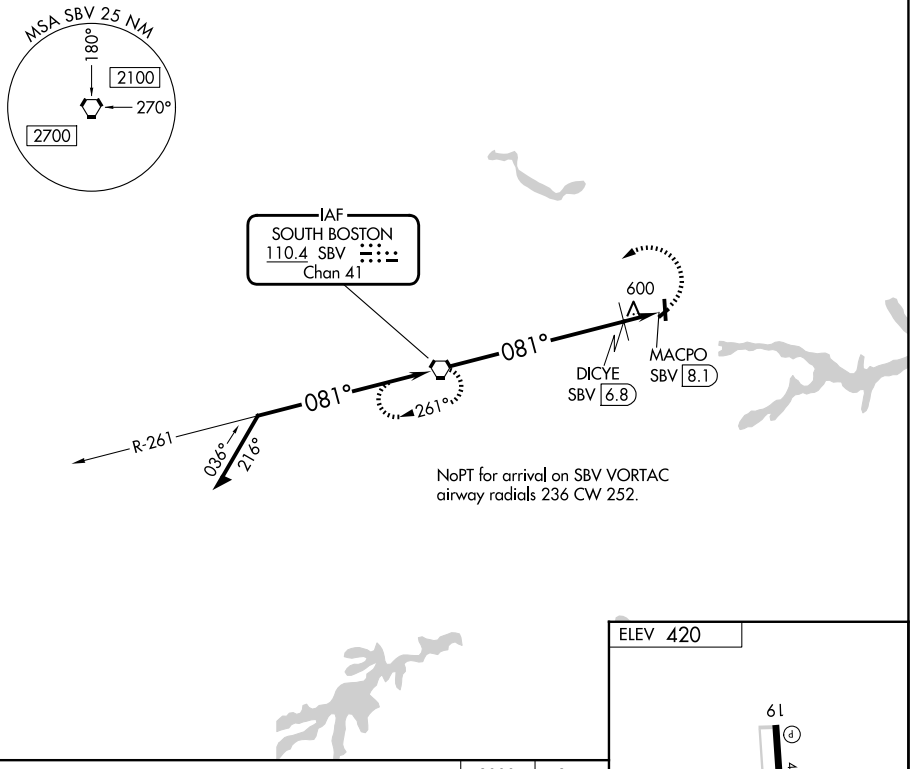
VOR-A

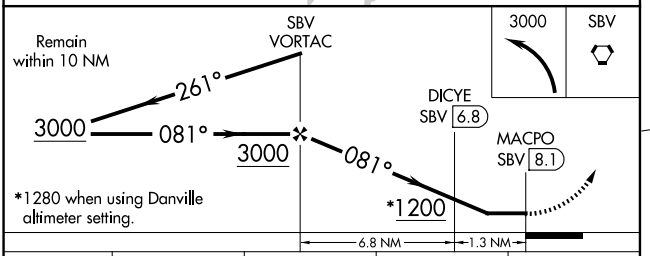
WILLIAM M TUCK (W78)

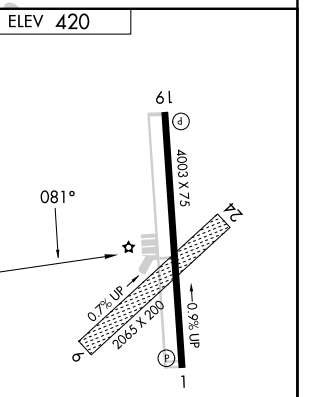
T A — Night landing: Rwy 19 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Danville altimeter setting and increase all MDA 80 feet; increase all Cats visibility and DICYE fix minimums Cat C visibility ¼ mile. Circling NA to Rwy 6-24.

MISSED APPROACH: Climbing left turn to 3000 direct SBV VORTAC and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
119.425	124.05 352.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1200-1	780 (800-1)	1200-2¼ 780 (800-2¼)	NA
DICYE FIX MINIMUMS				
CIRCLING	960-1	540 (600-1)	1060-1¾ 640 (700-1¾)	NA

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

FAF to MAP 8.1 NM

Knots	60	90	120	150	180
Min:Sec	8:06	5:24	4:03	3:14	2:42

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

WAAS CH 63118 W01A	APP CRS 007°	Rwy Ldg 5002 TDZE 417 Apt Elev 441

RNAV (GPS) RWY 1

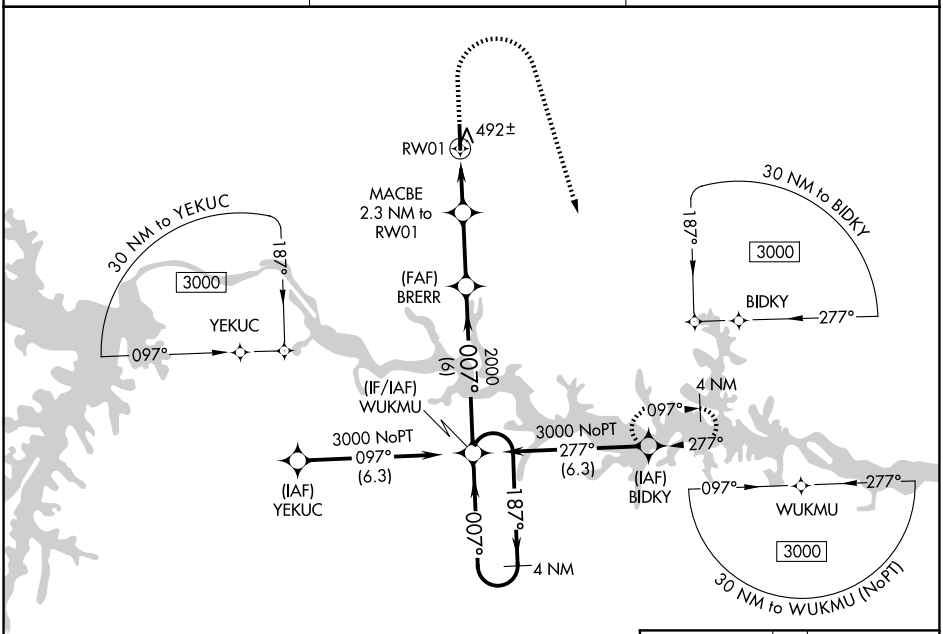
MECKLENBURG-BRUNSWICK RGNL (AVC)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
Rwy 1 helicopter visibility reduction below ¾ SM NA.
For inop ALS, increase LPV all visibility to 1⅛ SM.

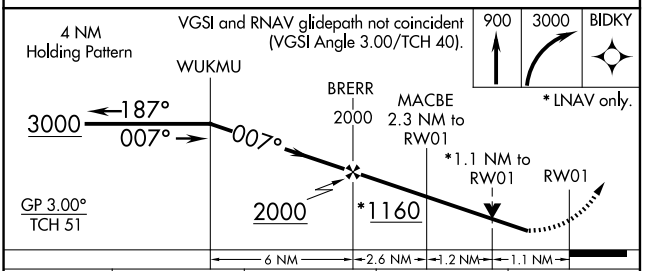
ODALS

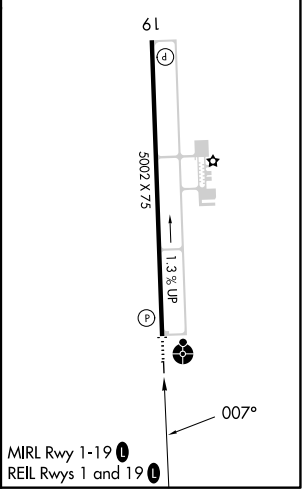
MISSED APPROACH: Climb to 900 then climbing right turn to 3000 direct BIDKY and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
127.525	118.75 377.1	122.8 (CTAF) L



ELEV 441 TDZE 417





CATEGORY	A	B	C	D
LPV DA	714-1 297 (300-1)			
LNAV/VNAV DA	692-1 275 (300-1)			
LNAV MDA	760-1 343 (400-1)			
CIRCLING	860-1 419 (500-1)	900-1 459 (500-1)	1060-1¾ 619 (700-1¾)	1060-2 619 (700-2)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

SOUTH HILL, VIRGINIA | AL-6793 (FAA) | 26022

WAAS	APP CRS	Rwy Ldg	5002
CH 93718	187°	TDZE	441
W19A		Apt Elev	441

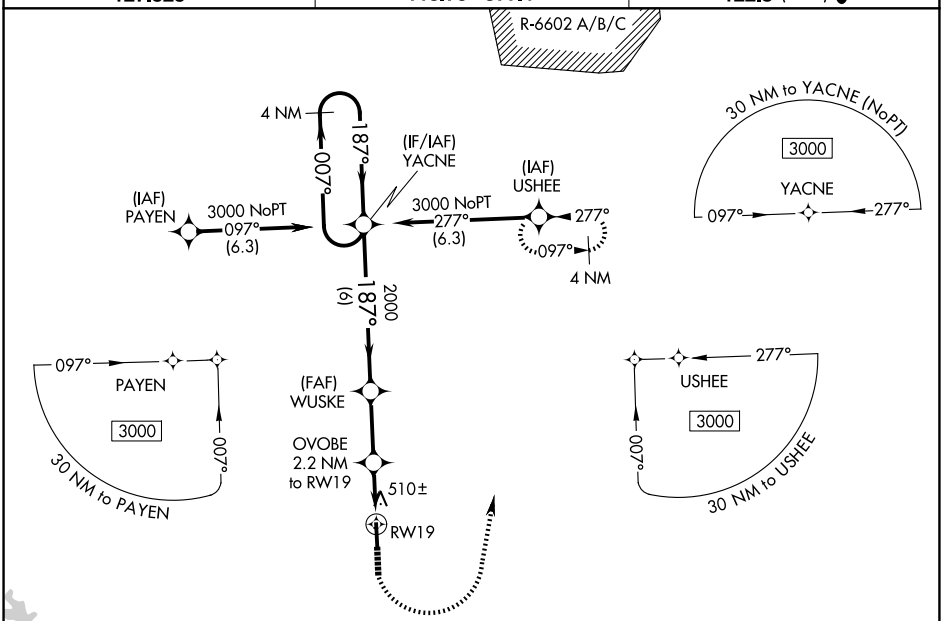
RNAV (GPS) RWY 19

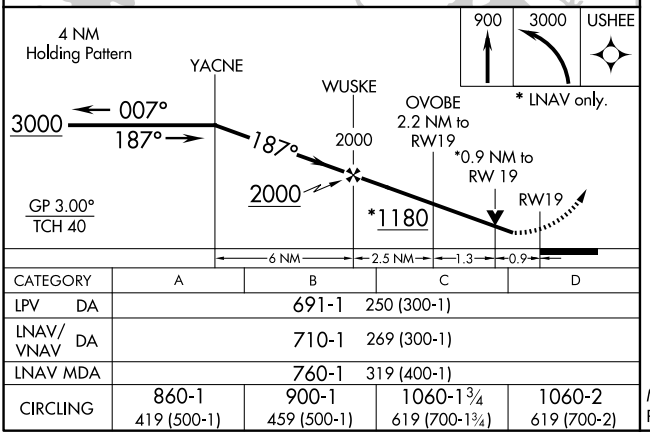
MECKLENBURG-BRUNSWICK RGNL (AVC)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rwy 19 helicopter visibility reduction below ¾ SM NA.

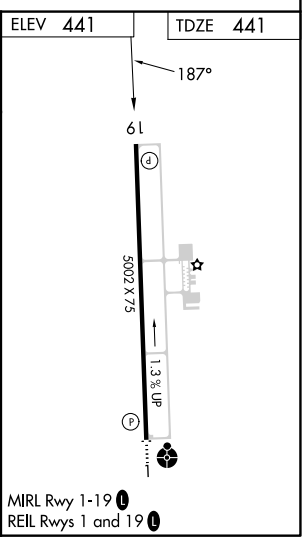
MISSED APPROACH: Climb to 900 then climbing left turn to 3000 direct USHEE and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
127.525	118.75 377.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA		691-1	250 (300-1)	
LNAV/VNAV DA		710-1	269 (300-1)	
LNAV MDA		760-1	319 (400-1)	
CIRCLING	860-1 419 (500-1)	900-1 459 (500-1)	1060-1¾ 619 (700-1¾)	1060-2 619 (700-2)



SOUTH HILL, VIRGINIA
Amdt 1 27APR17

36°41'N-78°03'W

MECKLENBURG-BRUNSWICK RGNL (AVC)

RNAV (GPS) RWY 19

NE-3, 03 SEP 2026 to 29 OCT 2026

LOC RWY 1

MECKLENBURG-BRUNSWICK RGNL (AVC)

LOC/DME I-AVC	APP CRS	Rwy Ldg	5002
110.5	007°	TDZE	417
Chan 42		Apt Elev	441

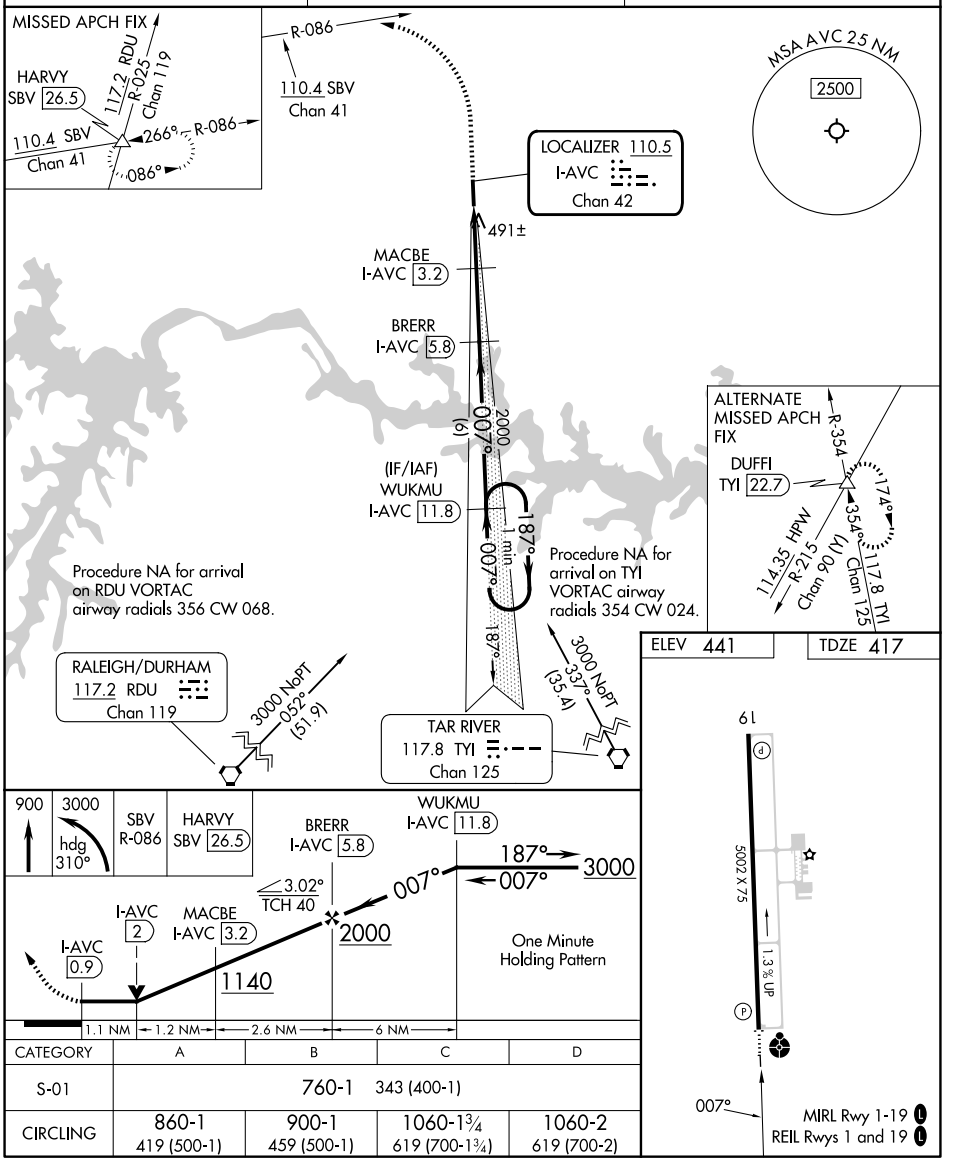
DME required.
DME required for procedure entry.

Rwy 1 helicopter visibility reduction below ¾ SM NA.
Inop table does not apply.

ODALS

MISSED APPROACH: Climb to 900 then climbing left turn to 3000 on heading 310° and SBV VORTAC R-086 to HARVY INT/SBV 26.5 DME and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
127.525	118.75 377.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-01	760-1 343 (400-1)			
CIRCLING	860-1 419 (500-1)	900-1 459 (500-1)	1060-1¾ 619 (700-1¾)	1060-2 619 (700-2)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

STAFFORD, VIRGINIA | AL-9743 (FAA) | 26246

ILS or LOC RWY 33

WASHINGTON EXEC/STAFFORD RGNL (RMN)

LOC/DME	APP CRS	Rwy Ldg	TDZE	Apt Elev
I-RMN 108.75 Chan 24 (Y)	329°	6000	195	219

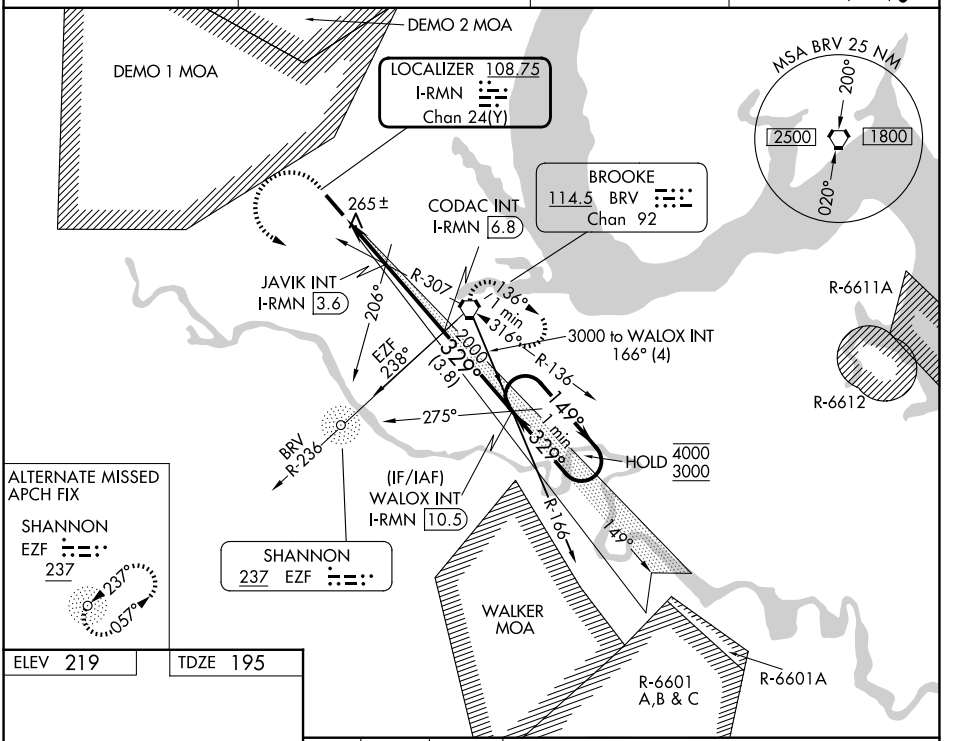
ADF or DME required.

Circling Rwy 15 NA at night. Inop table does not apply

MALS

MISSED APPROACH: Climb to 700 then climbing left turn to 2100 direct BRV VORTAC and hold, continue climb-in-hold to 2100.

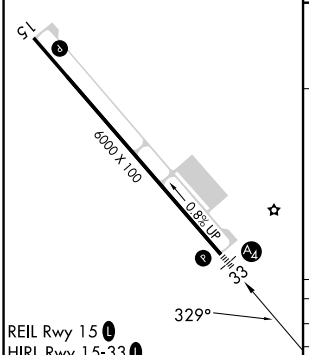
AWOS-3PT	QUANTICO APP CON ★	GCO	UNICOM
126.325	127.05 290.375	135.075	122.725 (CTAF) L



ALTERNATE MISSED APCH FIX

SHANNON EZF 237

237° 057°



FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

CATEGORY	A	B	C	D
S-ILS 33	445-¾ 250 (300-¾)			
S-LOC 33	560-¾ 365 (400-¾)			
CIRCLING	720-1 501 (600-1)	820-1 601 (700-1)	820-1¾ 601 (700-1¾)	1040-2¾ 821 (900-2¾)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 33

WASHINGTON EXEC/STAFFORD RGNL (RMN)

WAAS CH 81805 W33A	APP CRS 329°	Rwy Ldg 6000 TDZE 195 Apt Elev 219

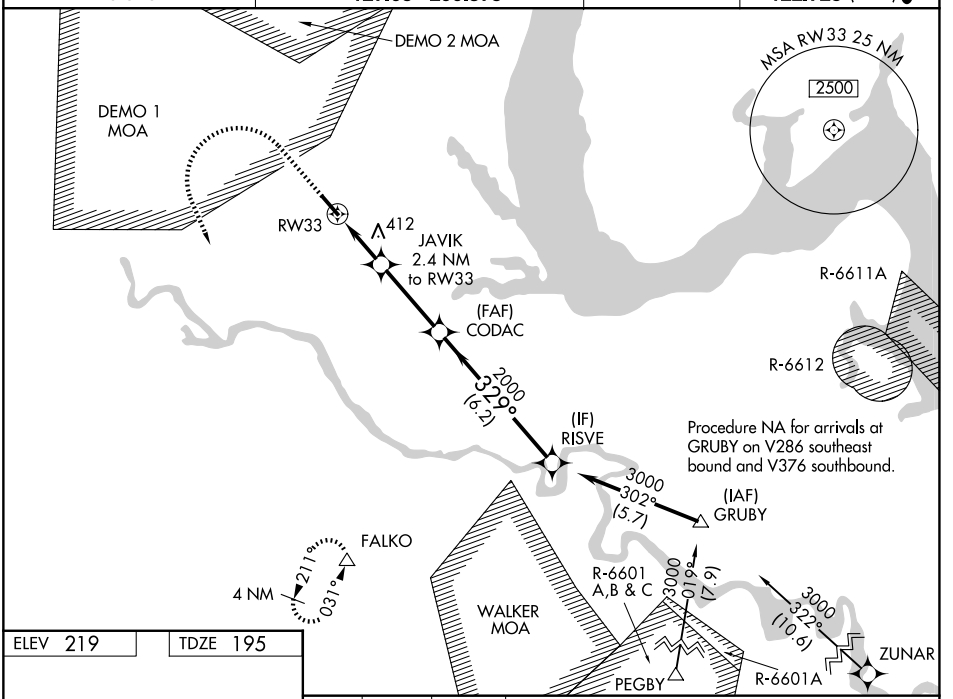
RNP APCH - GPS.

Inop table does not apply to LPV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling Rwy 15 NA at night.

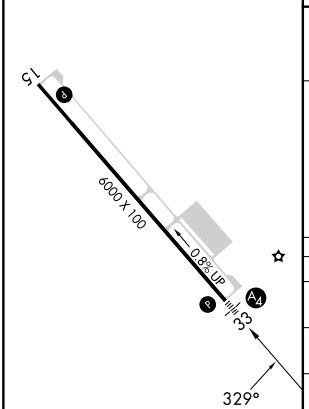
MALS

MISSED APPROACH: Climb to 700 then climbing left turn to 3000 direct FALKO and hold, continue climb-in-hold to 3000.

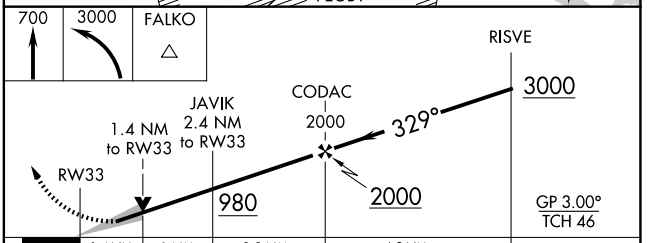
AWOS-3PT	QUANTICO APP CON ★	GCO	UNICOM
126.325	127.05 290.375	135.075	122.725 (CTAF) L



ELEV 219 TDZE 195



REIL Rwy 15 L
HIRL Rwy 15-33 L



CATEGORY	A	B	C	D
LPV DA	445-¾ 250 (300-¾)			
LNAV/VNAV DA	680-1⅛ 485 (500-1⅛)			
LNAV MDA	680-¾ 485 (500-¾)		680-1⅛ 485 (500-1⅛)	
CIRCLING	720-1 501 (600-1)	820-1 601 (700-1)	820-1¾ 601 (700-1¾)	1040-2¾ 821 (900-2¾)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

STAFFORD, VIRGINIA | AL-9743 (FAA) | 26246

VORTAC BRV	APP CRS	Rwy Ldg	6000
114.5	314°	TDZE	196
Chan 92		Apt Elev	219

VOR RWY 33

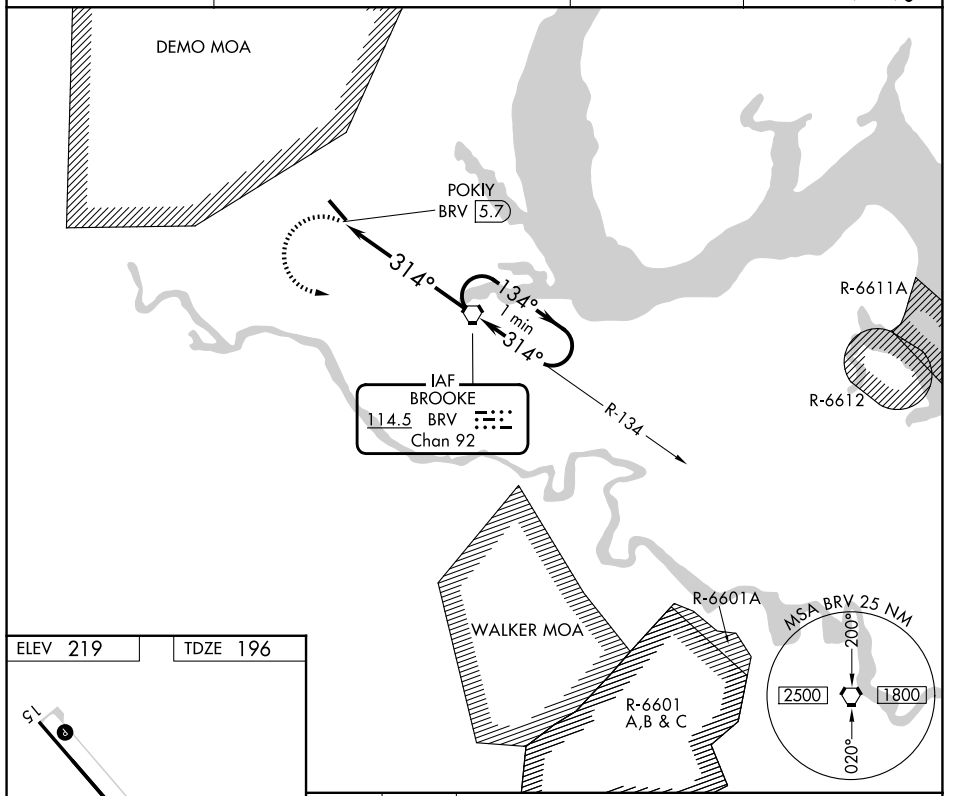
WASHINGTON EXEC/STAFFORD RGNL (RMN)

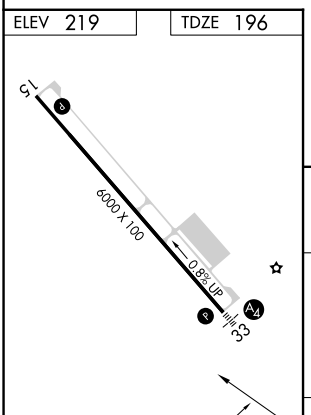
Inoperative table does not apply to Cat C.
Circling Rwy 15 NA at night.

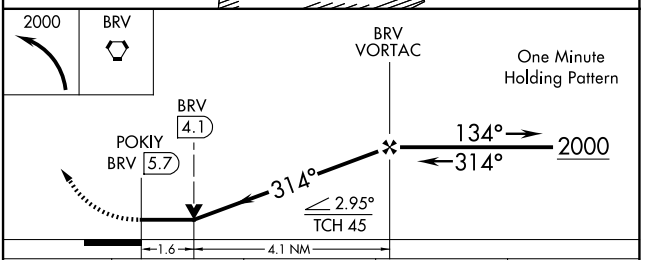
MALS

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

AWOS-3PT	QUANTICO APP CON ★	GCO	UNICOM
126.325	127.05 290.375	135.075	122.725 (CTAF) L







FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D
S-33	740-¾ 544 (600-¾)		740-1½ 544 (600-1½)	740-1¾ 544 (600-1¾)
CIRCLING	740-1 521 (600-1)	820-1 601 (700-1)	820-1¾ 601 (700-1¾)	1040-2¾ 821 (900-2¾)

STAFFORD, VIRGINIA
Amdt 1B 16MAY24

WASHINGTON EXEC/STAFFORD RGNL (RMN)
38°24′N - 77°27′W
VOR RWY 33

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

LOC I-SHD	APP CRS	Rwy Ldg	6002
109.5	047°	TDZE	1184
		Apt Elev	1201

AL-5369 (FAA)

ILS or LOC RWY 5

SHENANDOAH VALLEY RGNL (SHD)

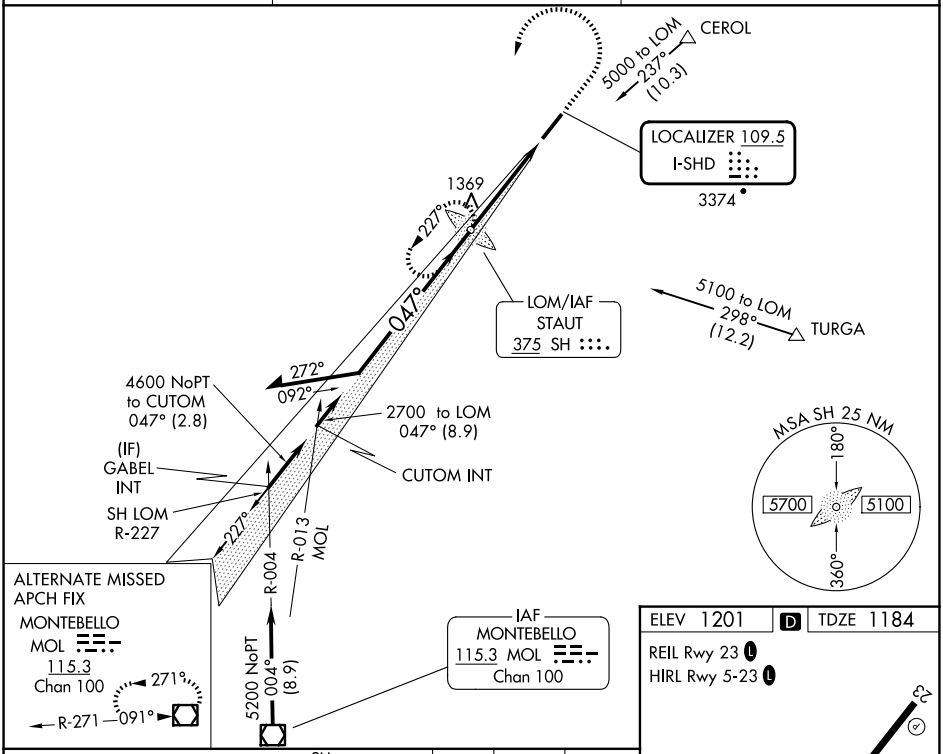
ADF required.

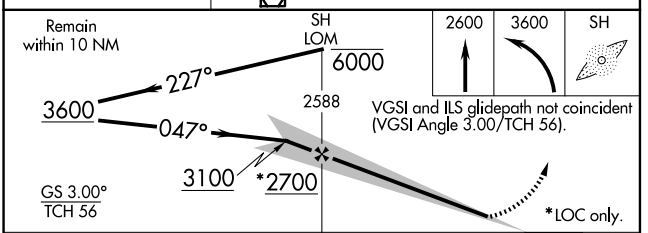
Autopilot coupled approach NA below 1533 feet. When local altimeter setting not received, use Charlottesville altimeter setting and increase all DA 130 feet and all MDA 140 feet. Increase S-ILS visibility ¼ SM all Cats, S-LOC 5 visibility Cat C/D ¼ SM, Circling Cat C ½ SM, Cat D ¼ SM. For inop ALS when using Charlottesville altimeter setting, increase S-ILS 5 visibility to 1¼ SM.

MALSR

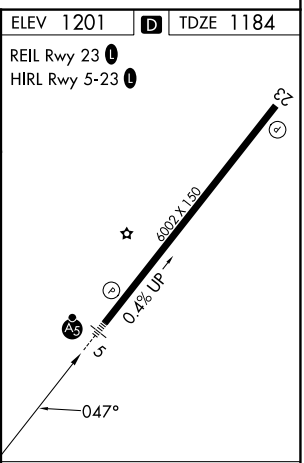
MISSED APPROACH: Climb to 2600 then climbing left turn to 3600 direct SH LOM and hold.

AWOS-3	POTOMAC APP CON	UNICOM
124.925	132.85 323.125	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 5	1384-½ 200 (200-½)			
S-LOC 5	1620-½ 436 (500-½)		1620-¾ 436 (500-¾)	1620-1 436 (500-1)
CIRCLING	1660-1 459 (500-1)	1760-1 559 (600-1)	1900-2 699 (700-2)	2060-2¾ 859 (900-2¾)



FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

STAUNTON/WAYNESBORO/HARRISONBURG, VIRGINIA

26190

WAAS CH 81913 W05A	APP CRS 047°	Rwy Ldg 6002	TDZE 1184	Apt Elev 1201

AL-5369 (FAA)

RNAV (GPS) RWY 5

SHENANDOAH VALLEY RGNL (SHD)

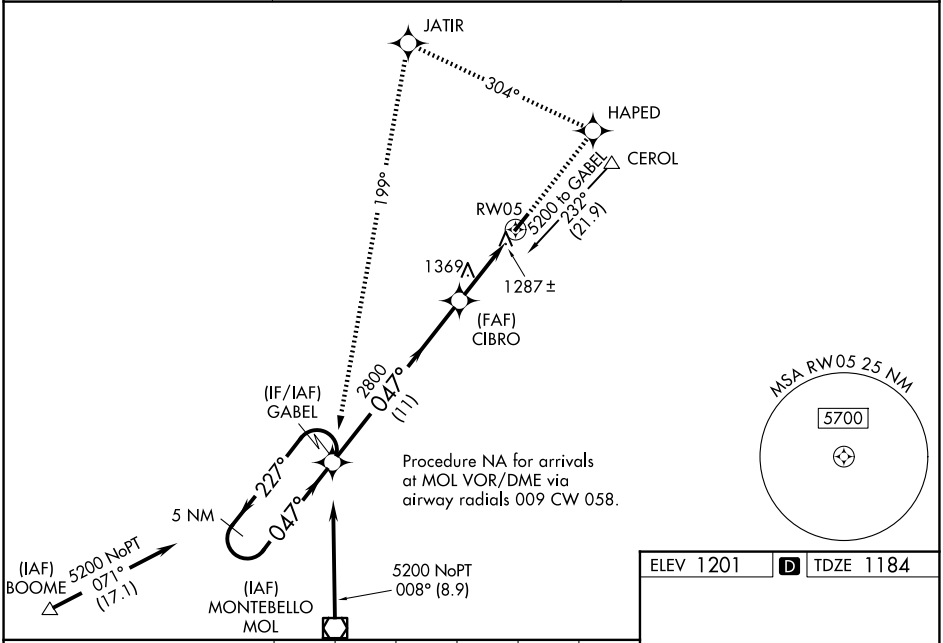
RNP APCH.

For inoperative MALSR when using Charlottesville altimeter setting, increase LPV visibility to 1¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C. Baro-VNAV and VDP NA when using Charlottesville altimeter setting. When local altimeter setting not received, use Charlottesville altimeter setting and increase all DA 130 feet and all MDA 140 feet. Increase LPV all Cats visibility ¼ SM, LNAV/VNAV all Cats ½ SM, LNAV Cat C/D ¼ SM, Circling Cat C ½ SM and Cat D ¼ SM.

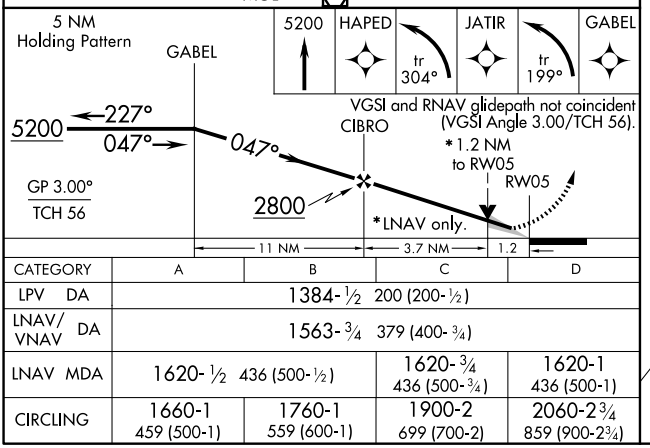
MALSR

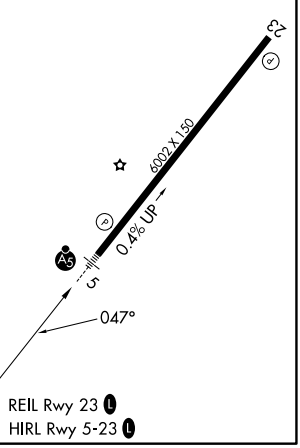
MISSED APPROACH: Climb to 5200 direct HAPED and left turn via track 304° to JATIR and left turn via track 199° to GABEL and hold.

AWOS-3	POTOMAC APP CON	UNICOM
124.925	132.85 323.125	123.0 (CTAF) L



ELEV 1201 D TDZE 1184





CATEGORY	A	B	C	D
LPV DA	1384-½ 200 (200-½)			
LNAV/VNAV DA	1563-¾ 379 (400-¾)			
LNAV MDA	1620-½ 436 (500-½)		1620-¾ 436 (500-¾)	1620-1 436 (500-1)
CIRCLING	1660-1 459 (500-1)	1760-1 559 (600-1)	1900-2 699 (700-2)	2060-2¾ 859 (900-2¾)

STAUNTON/WAYNESBORO/HARRISONBURG, VIRGINIA

Orig-A 22APR21

38°16'N-78°54'W

SHENANDOAH VALLEY RGNL (SHD)

RNAV (GPS) RWY 5

NE-3, 03 SEP 2026 to 29 OCT 2026

WAAS	APP CRS	Rwy Ldg	6002
CH 78113	227°	TDZE	1201
W23A		Apt Elev	1201

AL-5369 (FAA)

RNAV (GPS) RWY 23

SHENANDOAH VALLEY RGNL (SHD)

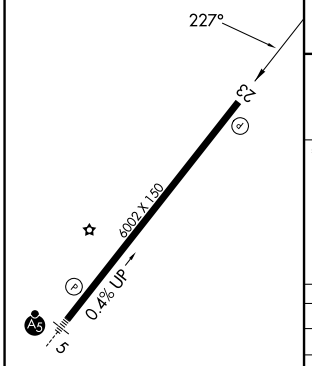
RNP APCH - GPS.

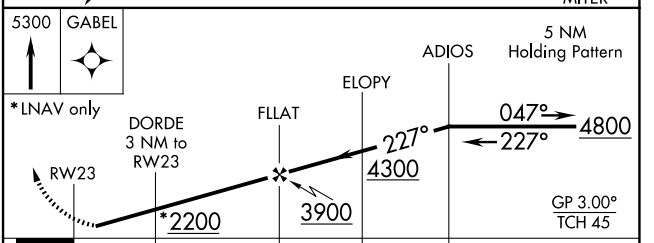
Baro-VNAV NA when using Charlottesville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Visibility reduction by helicopters NA. When local altimeter setting not received, use Charlottesville altimeter setting and increase all DA 130 feet and all MDA 140 feet. Increase LPV and LNAV/VNAV all Cats visibility ¼ SM, LNAV Cat C visibility ¼ SM, LNAV Cat D ½ SM, Circling Cat C ½ SM and Cat D ¼ SM.

MISSED APPROACH: Climb to 5300 direct GABEL and hold, continue climb-in-hold to 5300.

AWOS-3	POTOMAC APP CON	UNICOM
124.925	132.85 323.125	123.0 (CTAF) L

ELEV 1201 D TDZE 1201





CATEGORY	A	B	C	D
LPV DA	1451- ¾	250 (300- ¾)		
LNAV/VNAV DA	1530-1	329 (400-1)		
LNAV MDA	1580-1	379 (400-1)		
CIRCLING	1660-1 459 (500-1)	1760-1 559 (600-1)	1900-2 699 (700-2)	2060-2¾ 859 (900-2¾)

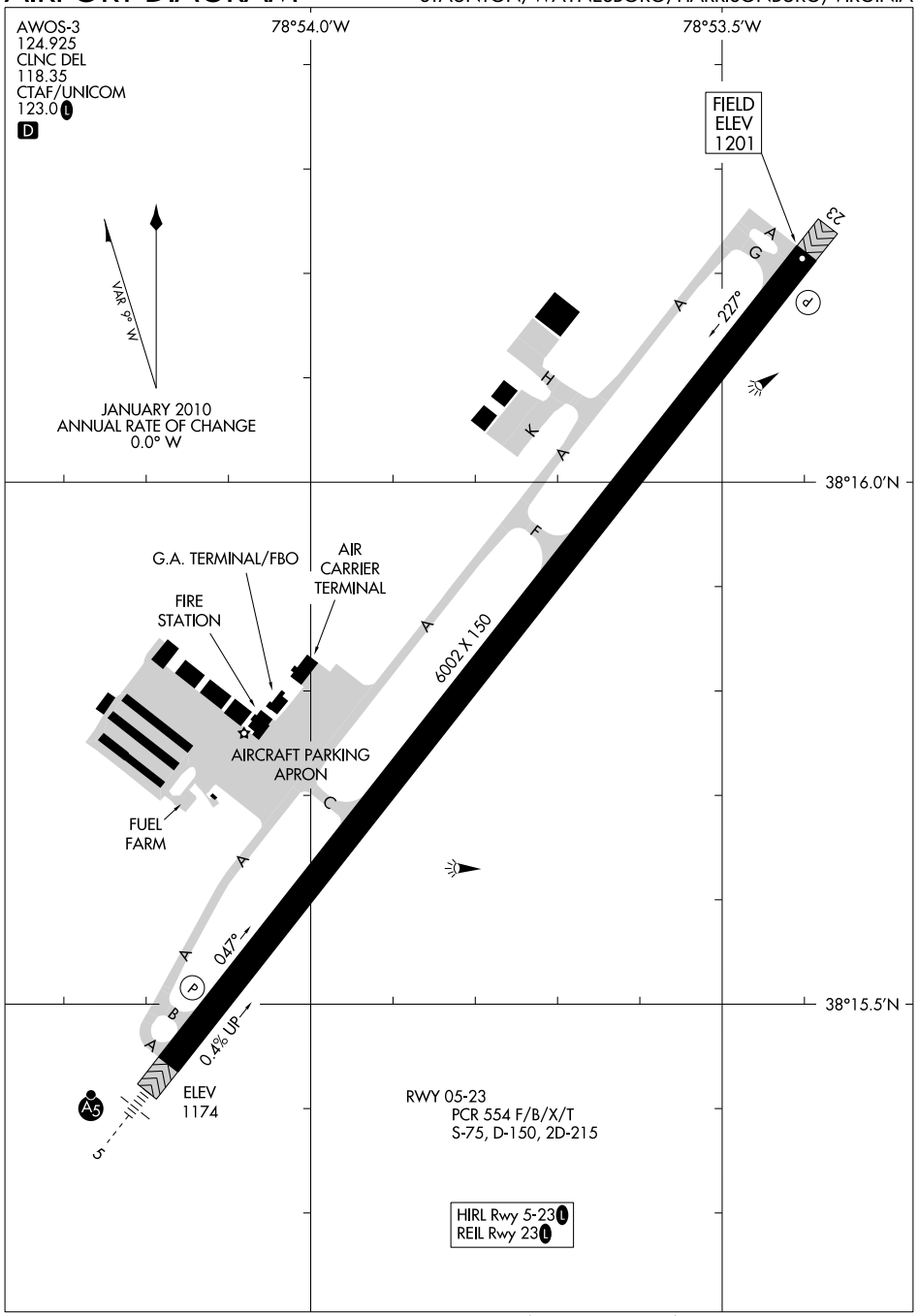
REIL Rwy 23 L
HIRL Rwy 5-23 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

26190

AIRPORT DIAGRAM

AL-5369 (FAA) SHENANDOAH VALLEY RGNL (SHD)
STAUNTON/WAYNESBORO/HARRISONBURG, VIRGINIA



NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM
26190
STAUNTON/WAYNESBORO/HARRISONBURG, VIRGINIA
SHENANDOAH VALLEY RGNL (SHD)

SHENANDOAH THREE DEPARTURE

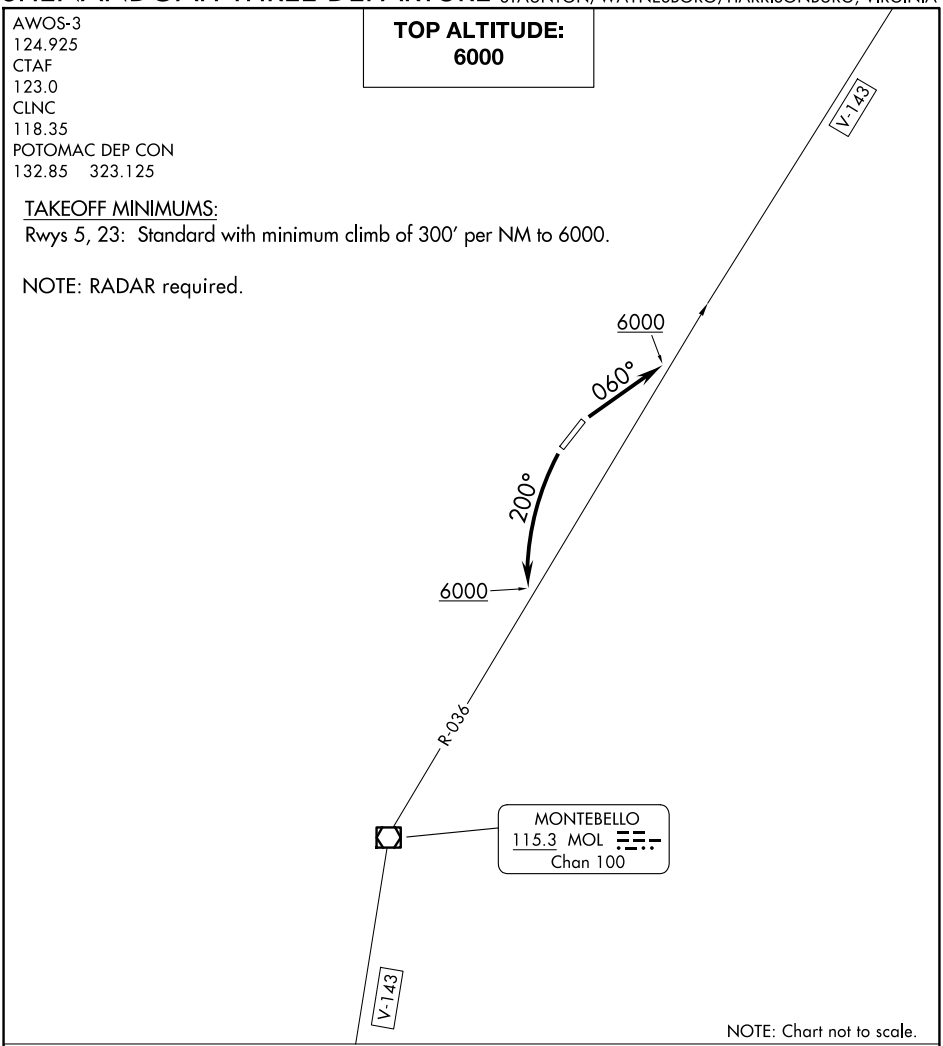
STAUNTON/WAYNESBORO/HARRISONBURG, VIRGINIA

AWOS-3
124.925
CTAF
123.0
CLNC
118.35
POTOMAC DEP CON
132.85 323.125

TOP ALTITUDE: 6000

TAKEOFF MINIMUMS:
Rwys 5, 23: Standard with minimum climb of 300' per NM to 6000.

NOTE: RADAR required.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 060° to 6000 to intercept MOL VOR/DME R-036 outbound, thence....
TAKEOFF RUNWAY 23: Climbing left turn to 6000 heading 200° to intercept MOL VOR/DME R-036 inbound, thence....

....expect radar vectors to filed/assigned route. Expect clearance to filed altitude/ flight level 10 minutes after departure.

STEVENSVILLE, MARYLAND | AL-9148 (FAA) | 26246

RNAV (GPS) RWY 11

BAY BRIDGE (W29)

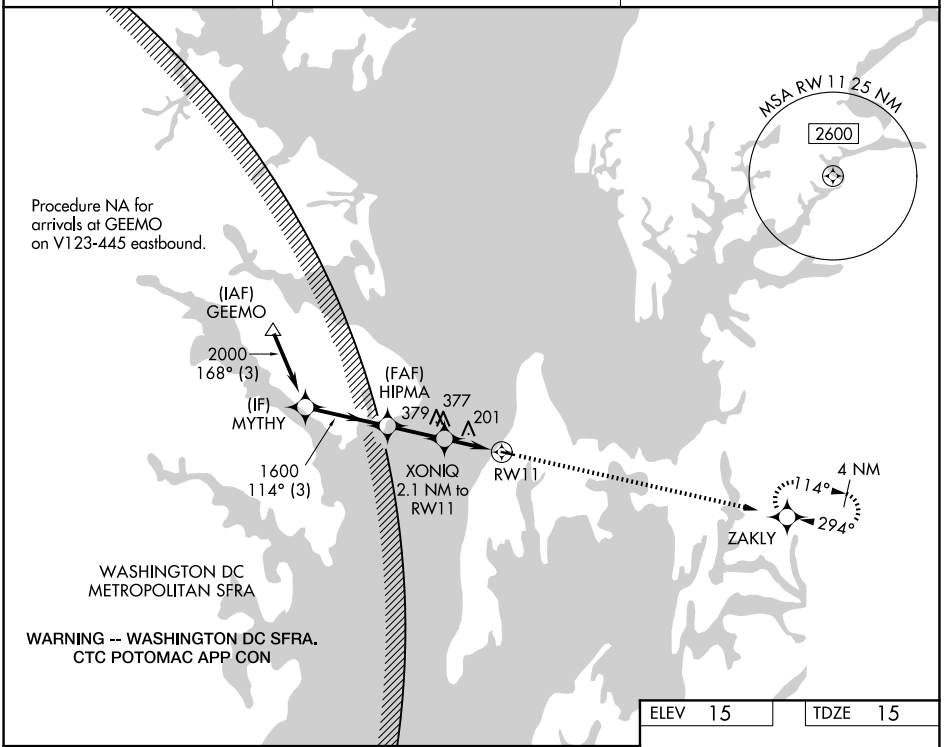
WAAS CH 56639 W11A	APP CRS 114°	Rwy Ldg 2714 / TDZE 15 / Apt Elev 15

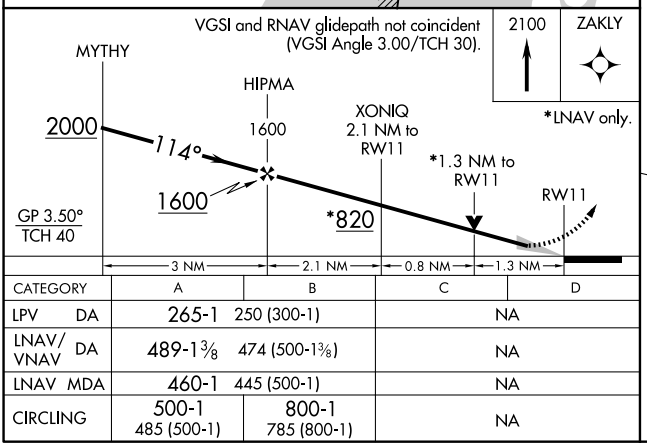
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

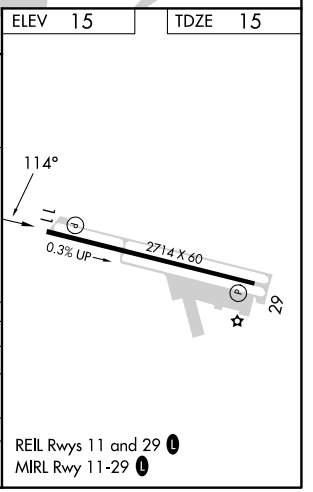
MISSED APPROACH: Climb to 2100 direct ZAKLY and hold.

AWOS-3PT	POTOMAC APP CON	UNICOM
120.575	133.75 254.35	122.725 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	265-1	250 (300-1)	NA	
LNAV/VNAV DA	489-1⅜	474 (500-1⅜)	NA	
LNAV MDA	460-1	445 (500-1)	NA	
CIRCLING	500-1 485 (500-1)	800-1 785 (800-1)	NA	



STEVENSVILLE, MARYLAND
Amdt 1B 26MAR20

38°59′N-76°20′W

BAY BRIDGE (W29)

RNAV (GPS) RWY 11

NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 29

BAY BRIDGE (W29)

APP CRS	Rwy Ldg	2714
294°	TDZE	15
	Apt Elev	15

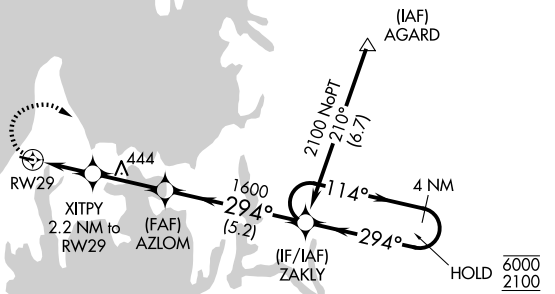
RNP APCH.

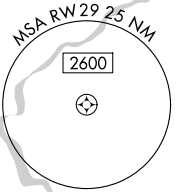
Rwy 29 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 2100 direct ZAKLY and hold.

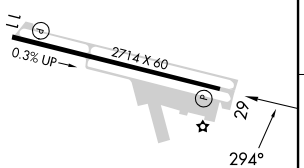
AWOS-3PT	POTOMAC APP CON	UNICOM
120.575	133.75 254.35	122.725 (CTAF) L

Procedure NA for arrivals at AGARD on V44 eastbound.

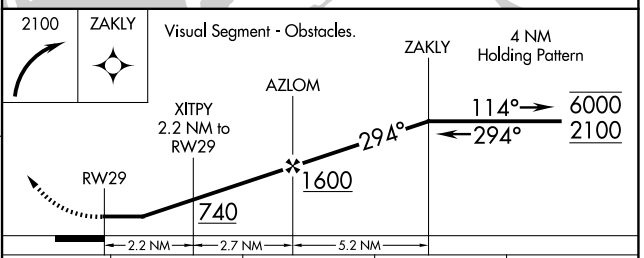




ELEV 15	TDZE 15



REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L



CATEGORY	A	B	C	D
LNAV MDA	480-1 465 (500-1)		NA	
CIRCLING	500-1 485 (500-1)	800-1 785 (800-1)	NA	

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

SUFFOLK, VIRGINIA AL-6498 (FAA) 25331

WAAS CH 65824 W04A	APP CRS 040°	Rwy Ldg 5007 TDZE 66 Apt Elev 70

RNAV (GPS) RWY 4

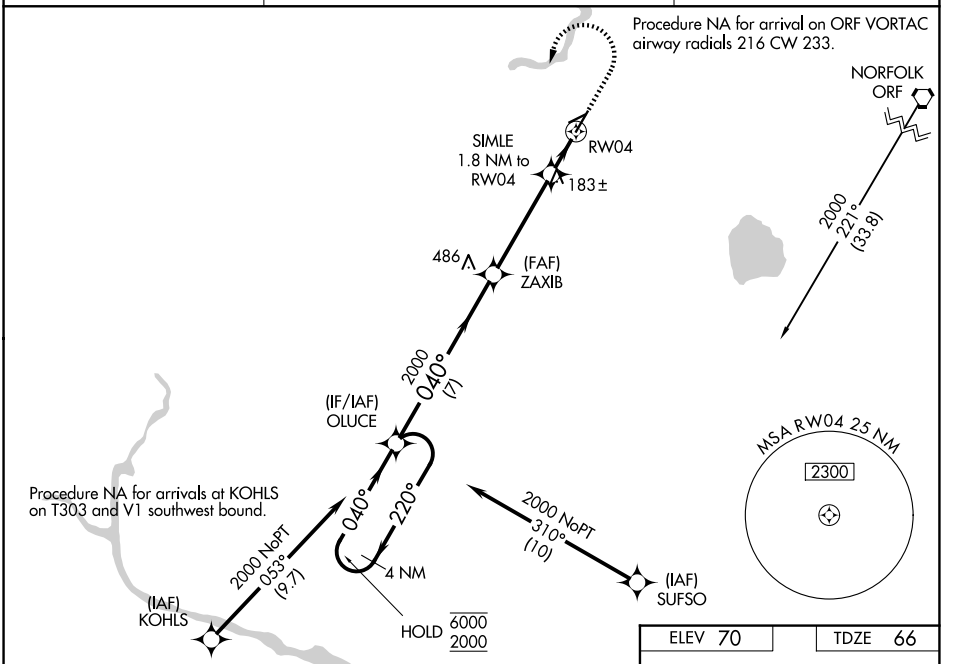
SUFFOLK EXEC (SFQ)

RNP APCH - GPS.

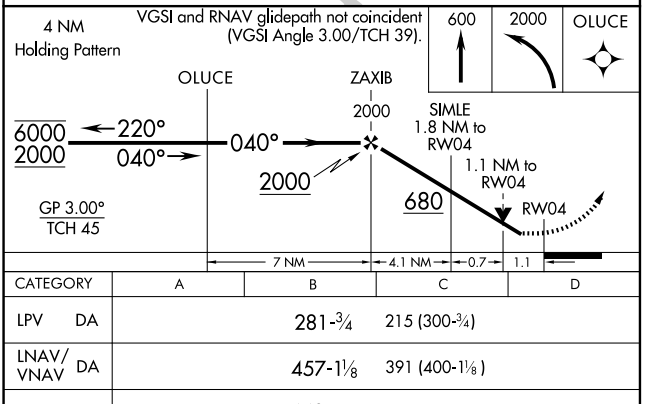
Rwy 4 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct OLUCE and hold.

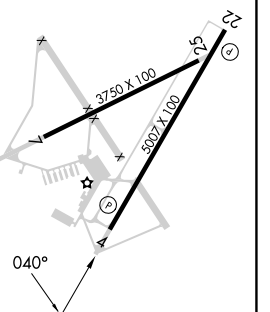
AWOS-3	NORFOLK APP CON	UNICOM
119.375	127.9 269.425	122.7 (CTAF) L



ELEV 70 TDZE 66



CATEGORY	A	B	C	D
LPV DA	281-¾	215 (300-¾)		
LNAV/VNAV DA	457-1⅛	391 (400-1⅛)		
LNAV MDA	440-1	374 (400-1)		
CIRCLING	500-1 430 (500-1)	560-1 490 (500-1)	680-1¾ 610 (700-1¾)	680-2 610 (700-2)



REIL Rwys 4 and 22 L
HIRL Rwy 4-22 L

SUFFOLK, VIRGINIA
Amdt 5 27NOV25

36°41'N-76°36'W

SUFFOLK EXEC (SFQ)

RNAV (GPS) RWY 4

NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 22

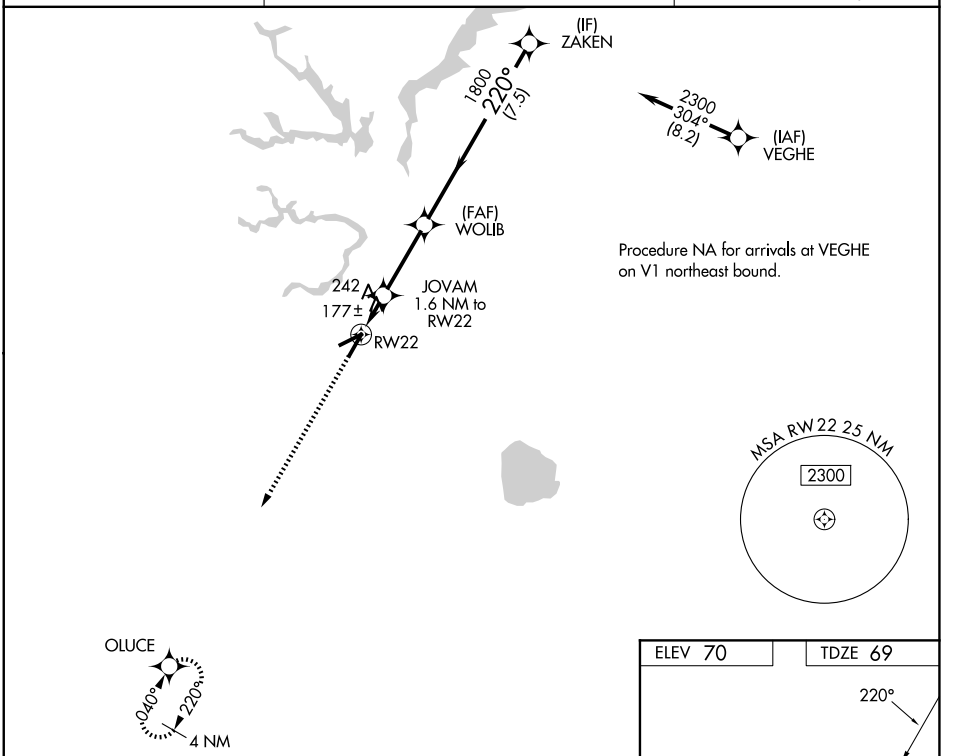
SUFFOLK EXEC (SFQ)

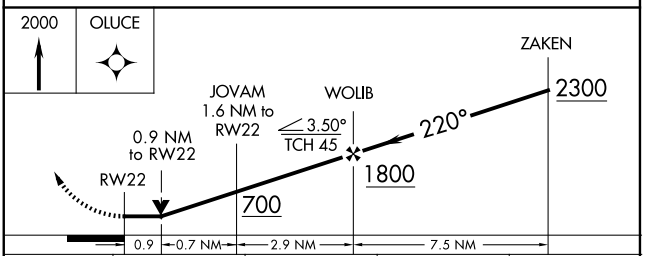
WAAS	APP CRS	Rwy Ldg	5007
CH 99325	220°	TDZE	69
W22A		Apt Elev	70

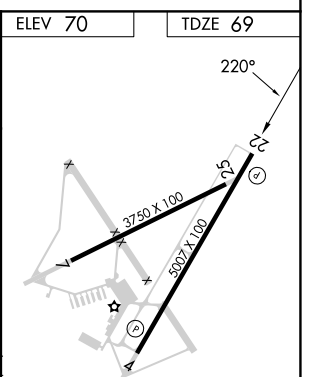
DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. VDP NA with Norfolk Intl altimeter setting. When local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDA 60 feet, and increase LP Cats C and D visibility ¼ mile and LNAV Cats C and D visibility ⅛ mile.

MISSED APPROACH: Climb to 2000 direct OLUCE and hold.

AWOS-3	NORFOLK APP CON	UNICOM
119.375	127.9 269.425	122.7 (CTAF) L







CATEGORY	A	B	C	D
LP MDA	440-1 371 (400-1)			
LNAV MDA	500-1 431 (500-1)		500-1¼ 431 (500-1¼)	
CIRCLING	500-1 430 (500-1)	560-1 490 (500-1)	680-1¾ 610 (700-1¾)	680-2 610 (700-2)

REIL Rwys 4 and 22 L
HIRL Rwy 4-22 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

SUFFOLK, VIRGINIA | AL-6498 (FAA) | 26246

LOC RWY 4

SUFFOLK EXEC (SFQ)

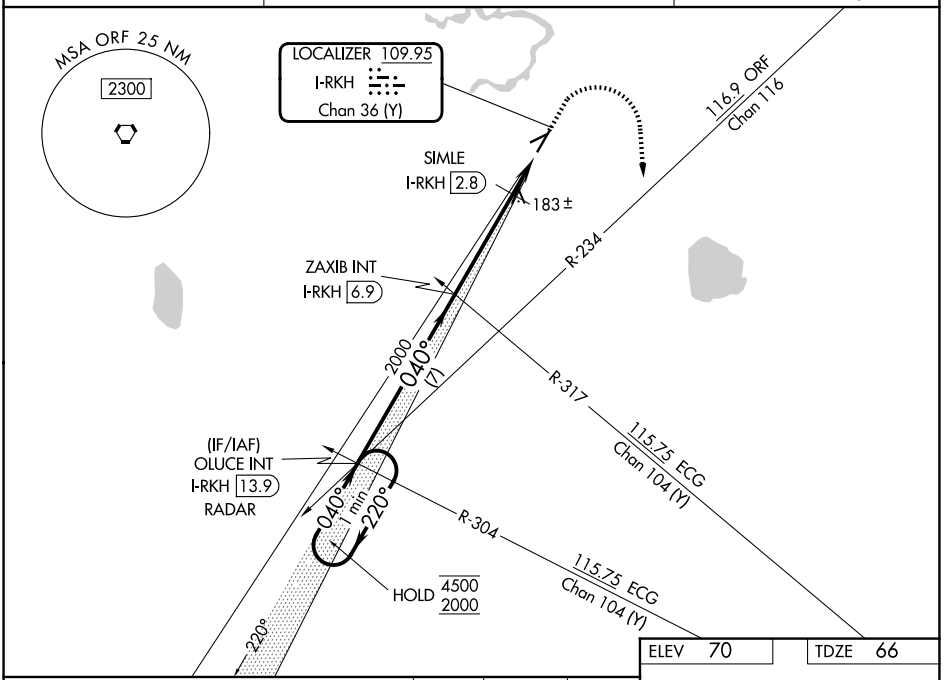
LOC/DME I-RKH	APP CRS	Rwy Ldg 5007
109.95	040°	TDZE 66
Chan 36 (Y)		Apt Elev 70

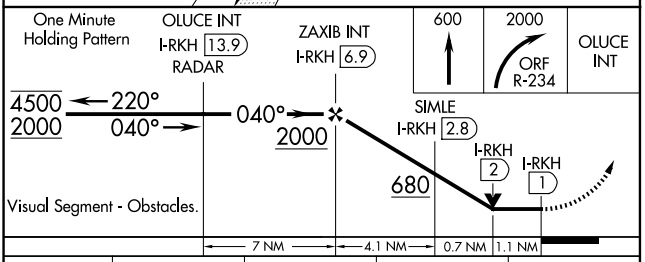
RADAR required for procedure entry at OLUCE INT.

NA Rwy 4 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 on ORF VORTAC R-234 to OLUCE INT/I-RKH 13.9 DME/RADAR and hold.

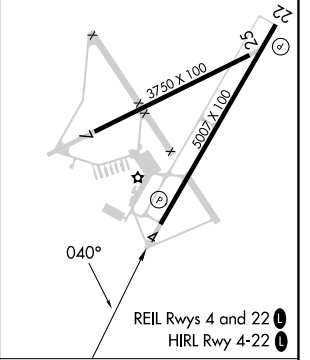
AWOS-3	NORFOLK APP CON	UNICOM
119.375	127.9 269.425	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-LOC 4	680-1	614 (700-1)	680-1¾	614 (700-1¾)
CIRCLING	680-1	610 (700-1)	680-1¾ 610 (700-1¾)	680-2 610 (700-2)
SIMLE FIX MINIMUMS (DME REQUIRED)				
S-LOC 4	440-1	374 (400-1)		
CIRCLING	500-1 430 (500-1)	560-1 490 (500-1)	680-1¾ 610 (700-1¾)	680-2 610 (700-2)

ELEV 70 | TDZE 66



FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

SUFFOLK, VIRGINIA
Amdt 7 27NOV25

36°41'N-76°36'W

SUFFOLK EXEC (SFQ)

LOC RWY 4

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS)-B
TANGIER ISLAND (TGI)

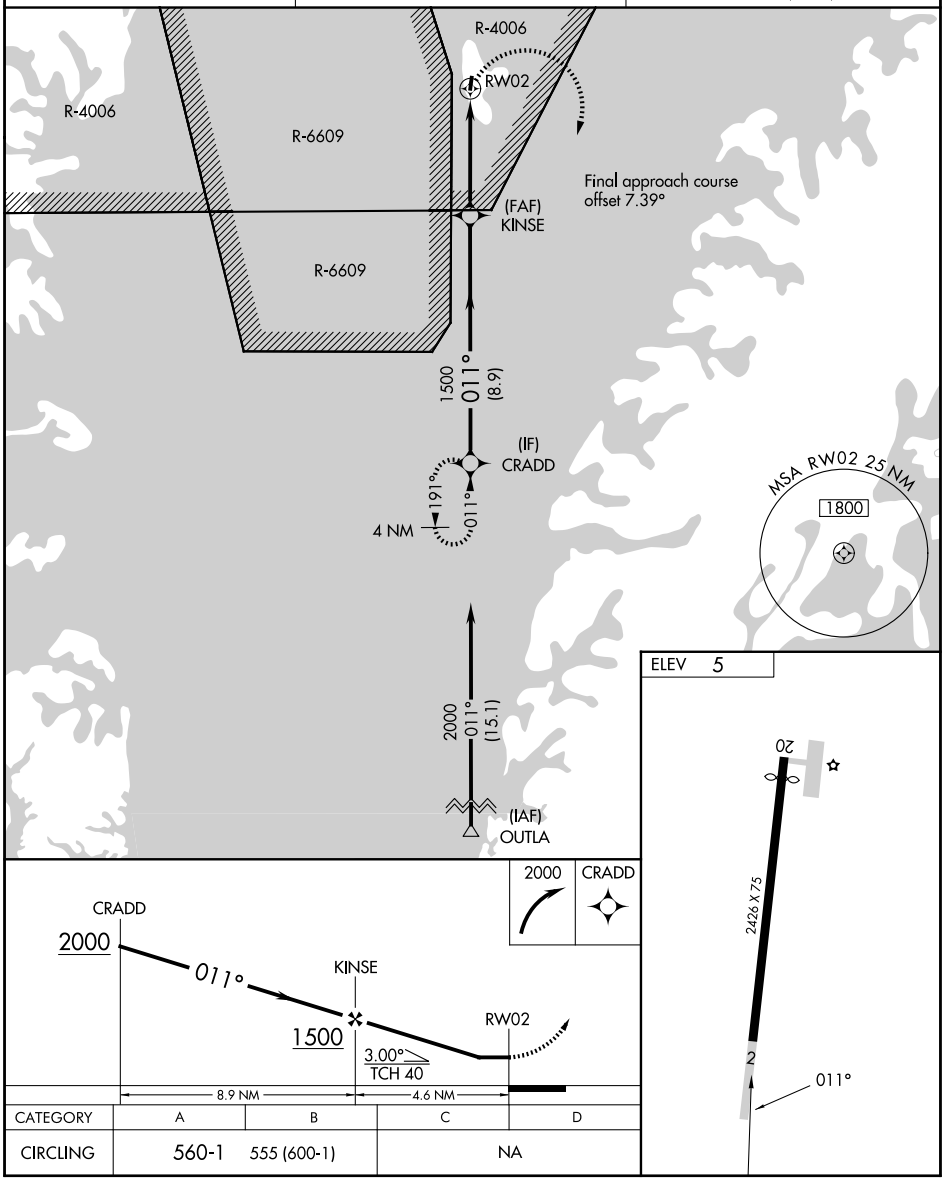
APP CRS	Rwy Ldg	N/A
011°	TDZE	N/A
	Apt Elev	5

RNP APCH - GPS.

Specific clearance from Patuxent App Con required before proceeding northbound from CRADD. Approach is within R-6609 and underlies R-4006. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 2000 direct CRADD and hold.

AWOS-3PT	PATUXENT APP CON ★	UNICOM
119.8	121.0 250.3	122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	560-1	555 (600-1)	NA	

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

TAPPAHANNOCK, VIRGINIA | AL-10331 (FAA) | 25219

RNAV (GPS) RWY 10

TAPPAHANNOCK/ESSEX COUNTY (XSA)

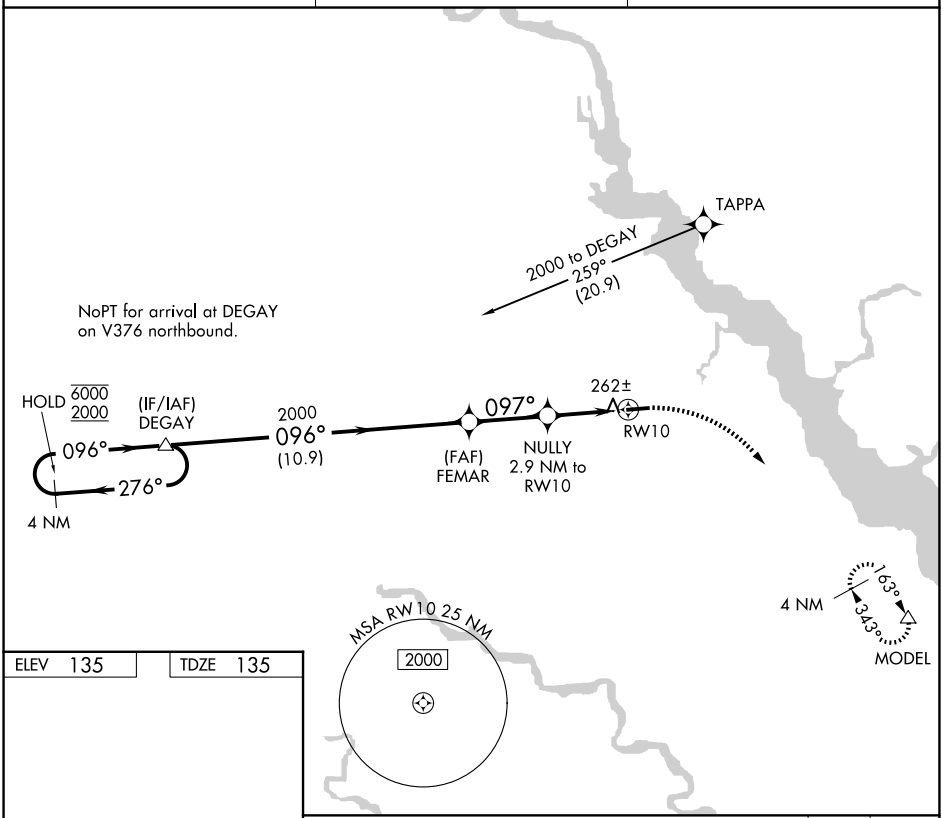
APP CRS	Rwy Ldg	4300
097°	TDZE	135
	Apt Elev	135

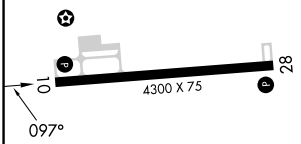
RNP APCH - GPS.

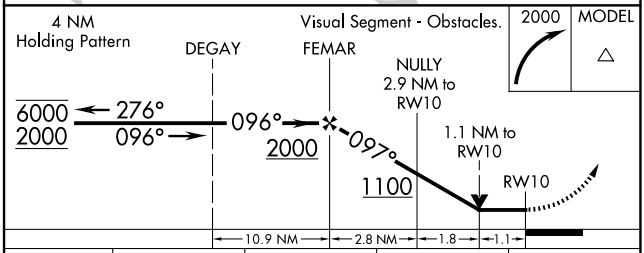
Rwy 10 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing right turn to 2000 direct MODEL and hold.

AWOS-3	POTOMAC APP CON	UNICOM
125.775	126.4 282.375	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	540-1 405 (500-1)		NA	
CIRCLING	580-1 445 (500-1)	640-1 505 (600-1)	820-2 685 (700-2)	NA

REIL Rwys 10 and 28
MIRL Rwy 10-28 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 28

TAPPAHANNOCK/ESSEX COUNTY (XSA)

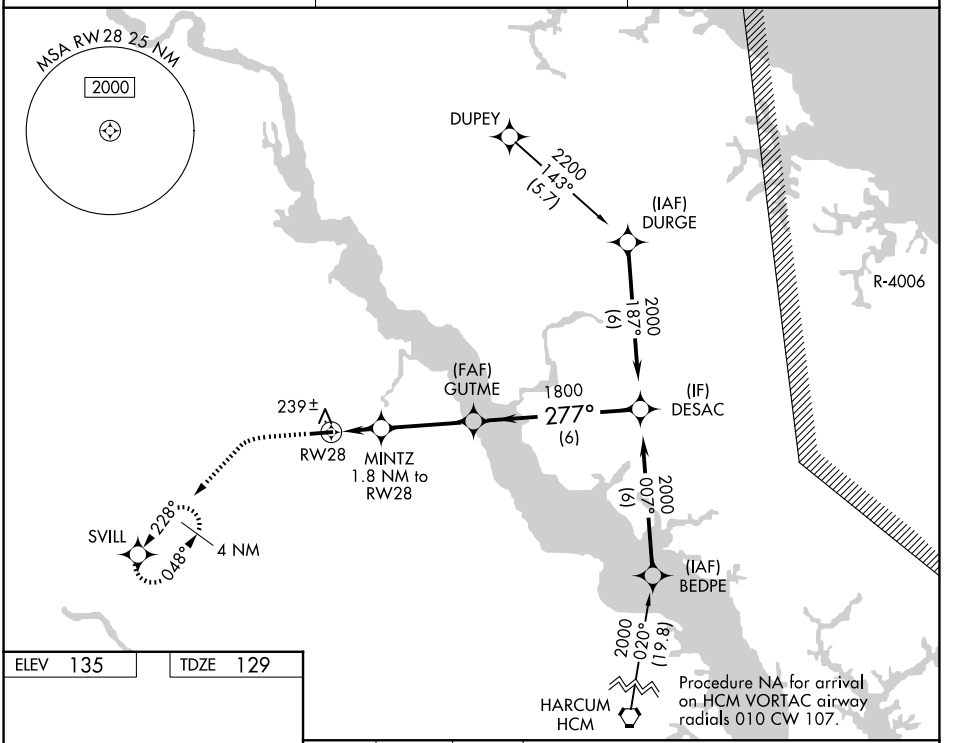
WAAS	APP CRS	Rwy Ldg	4300
CH 99409	277°	TDZE	129
W28A		Apt Elev	135

RNP APCH - GPS.

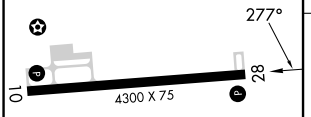
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct SVILL and hold.

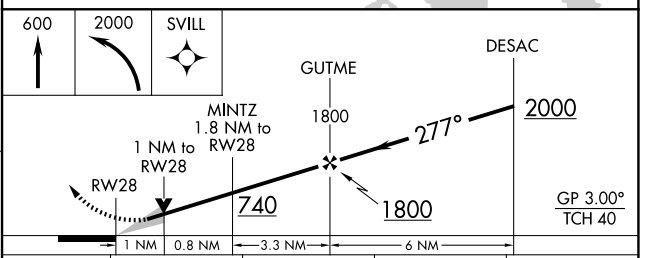
AWOS-3	POTOMAC APP CON	UNICOM
125.775	126.4 282.375	122.8 (CTAF) L



ELEV 135 TDZE 129



REIL Rwys 10 and 28
MIRL Rwy 10-28 L



CATEGORY	A	B	C	D
LPV DA	379-1	250 (300-1)	NA	
LNAV/VNAV DA	402-1	273 (300-1)	NA	
LNAV MDA	500-1	371 (400-1)	NA	
CIRCLING	580-1 445 (500-1)	640-1 505 (600-1)	820-2 685 (700-2)	NA

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

WAKEFIELD, VIRGINIA | AL-5781 (FAA) | 25331

RNAV (GPS) RWY 21

WAKEFIELD MUNI (AKQ)

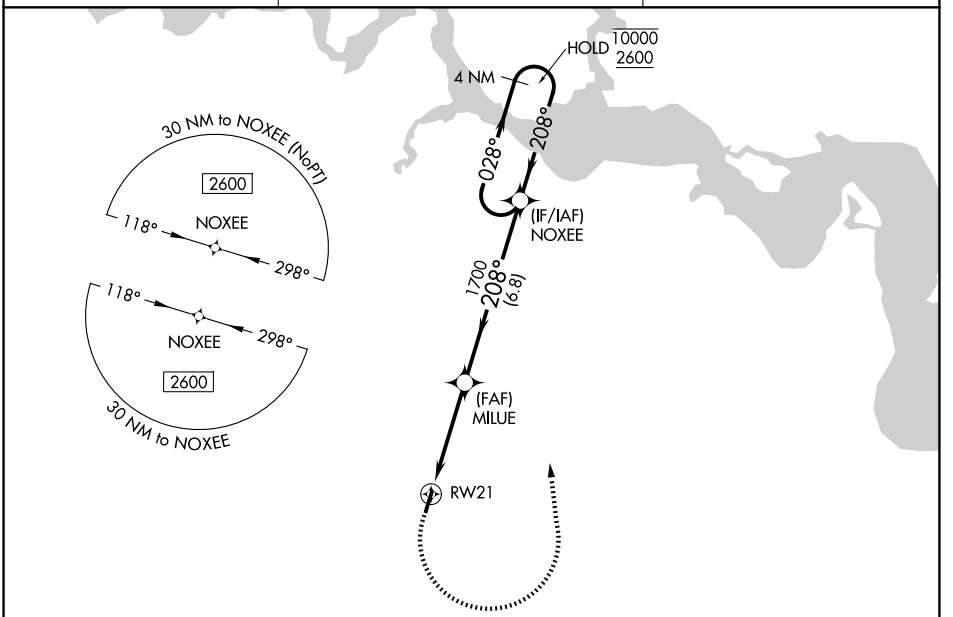
APP CRS	Rwy Ldg	3866
208°	TDZE	110
	Apt Elev	111

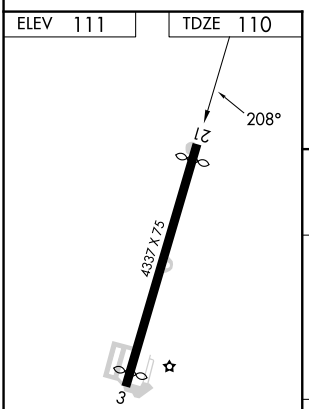
RNP APCH - GPS.

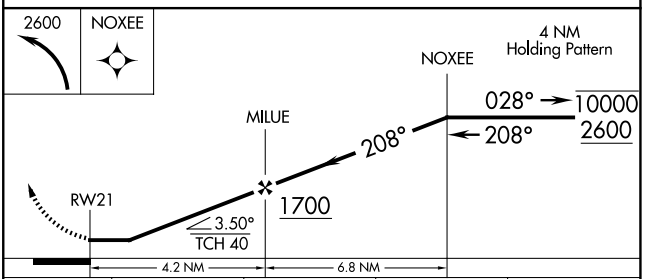
Procedure NA at night.

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

ASOS	NORFOLK APP CON	UNICOM
128.325	127.9 269.425	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1120-3 1010 (1100-3)			
CIRCLING	1120-3 1009 (1100-3)			

MIRL Rwy 3-21

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

WAAS	APP CRS	Rwy Ldg	8748
CH 56331	043°	TDZE	37
W04A		Apt Elev	40

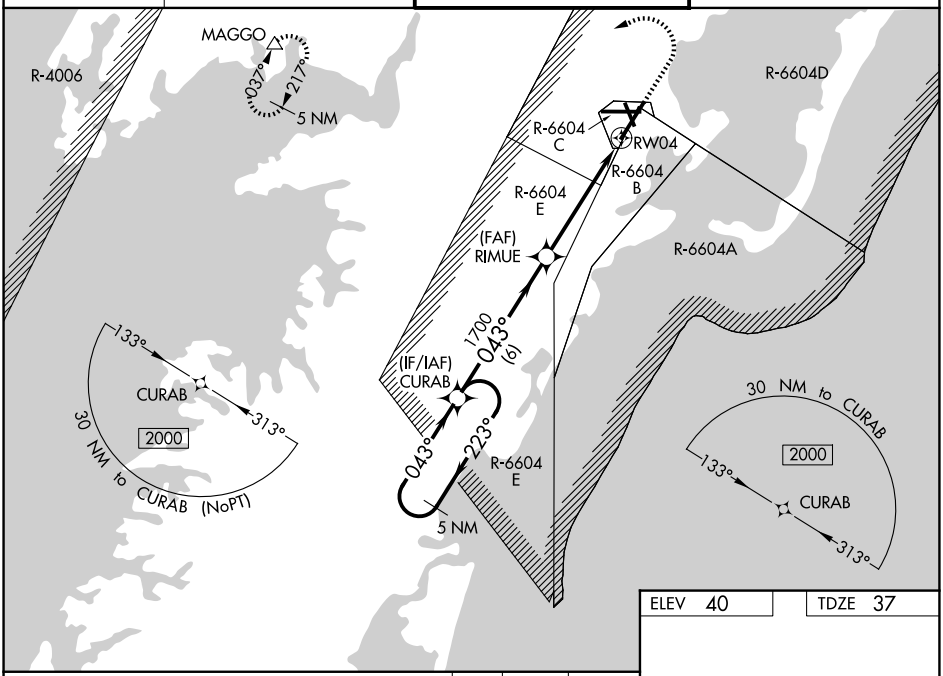
RNAV (GPS) RWY 4

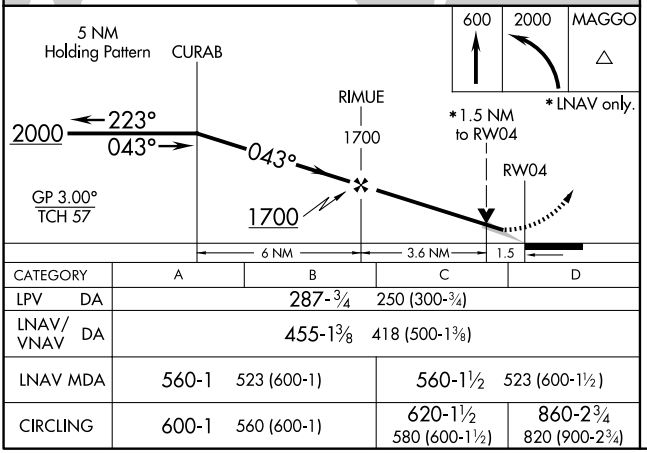
WALLOPS FLIGHT FACILITY (WAL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Salisbury altimeter setting: increase LPV DA to 342 and all Cats visibility ¼ mile; increase LNAV/VNAV DA to 510 and all Cats visibility ¼ mile; increase all MDA 60 feet and LNAV Cats C/D and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Salisbury altimeter setting.

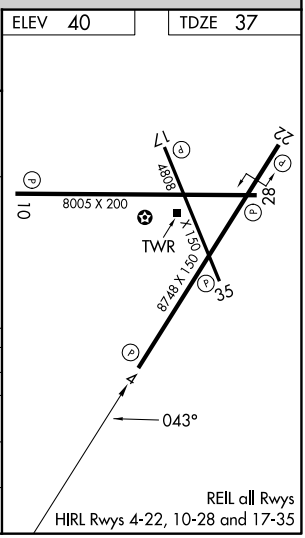
MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct MAGGO and hold.

ASOS	PATUXENT APP CON★	WALLOPS TOWER★	GND CON
119.175	127.95 314.0	126.5 (CTAF) 306.975 (CTAF)	127.875 269.325





CATEGORY	A	B	C	D
LPV DA	287-¾	250 (300-¾)		
LNAV/VNAV DA	455-1⅜	418 (500-1⅜)		
LNAV MDA	560-1	523 (600-1)	560-1½	523 (600-1½)
CIRCLING	600-1	560 (600-1)	620-1½ 580 (600-1½)	860-2¾ 820 (900-2¾)



NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 10

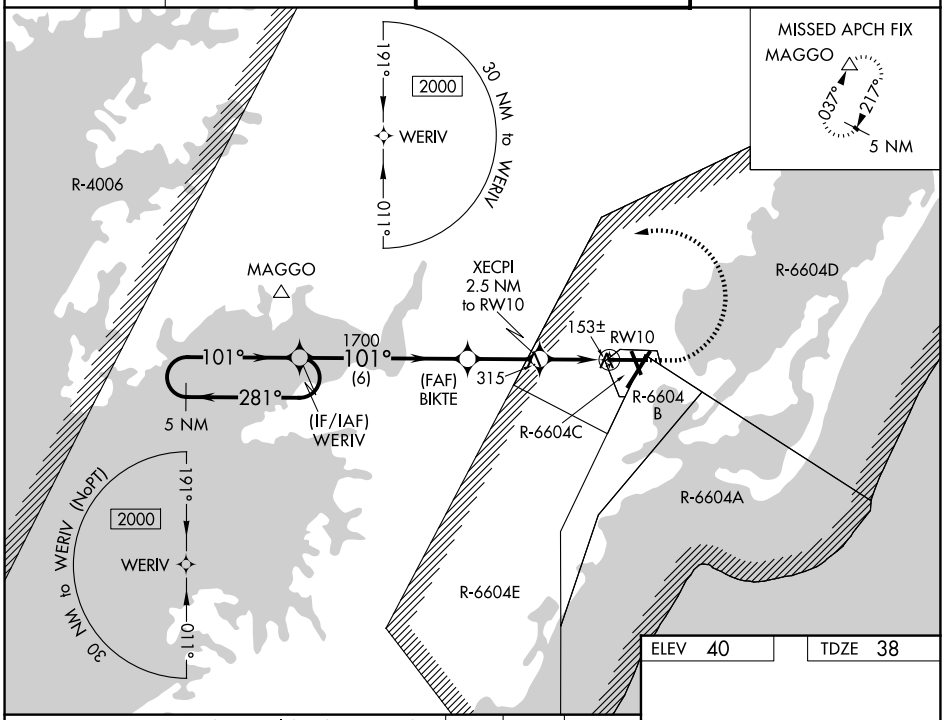
WALLOPS FLIGHT FACILITY (WAL)

WAAS	APP CRS	Rwy Ldg	8005
CH 99732	101°	TDZE	38
W10A		Apt Elev	40

DME/DME RNP -0.3 NA. Rwy 10 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Salisbury altimeter setting and increase all DA 60 feet and all visibilities ¼ SM. Increase all MDA 60 feet and all Cat C and D visibilities ¼ SM. Baro-VNAV and VDP NA when using Salisbury altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct MAGGO and hold.

ASOS	PATUXENT APP CON★	WALLOPS TOWER★	GND CON
119.175	127.95 314.0	126.5 (CTAF) 306.975 (CTAF)	127.875 269.325



CATEGORY	A	B	C	D
LPV DA	330-1	292 (300-1)		
LNAV/VNAV DA	443-1¼	405 (500-1¼)		
LNAV MDA	420-1 382 (400-1)		420-1⅛ 382 (400-1⅛)	
CIRCLING	600-1 560 (600-1)		620-1½ 580 (600-1½)	860-2¾ 820 (900-2¾)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

WAAS	APP CRS	Rwy Ldg	4808
CH 69632	169°	TDZE	39
W17A		Apt Elev	40

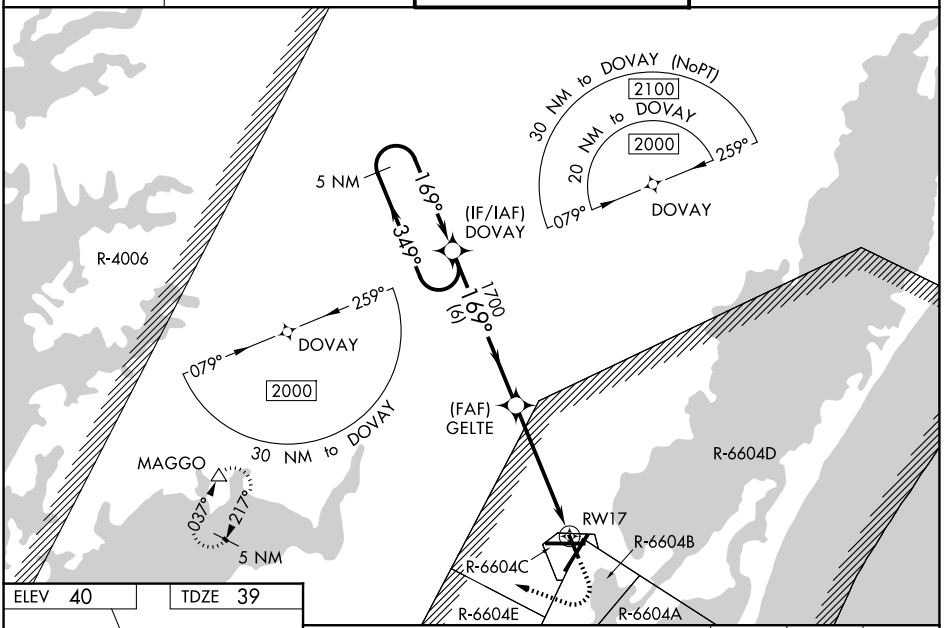
RNAV (GPS) RWY 17

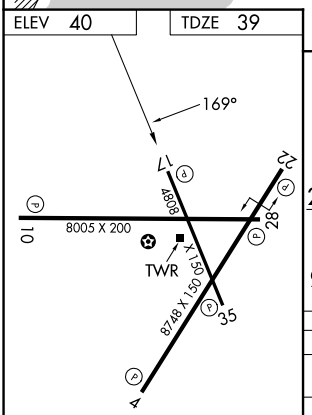
WALLOPS FLIGHT FACILITY (WAL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Salisbury altimeter setting: increase LPV DA to 372 and all Cats visibility ⅛ mile, increase LNAV/VNAV DA to 437 and all Cats visibility ¼ mile, increase all MDA 60 feet and LNAV Cats C/D visibility ⅛ mile and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Salisbury altimeter setting.

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct MAGGO and hold.

ASOS	PATUXENT APP CON★	WALLOPS TOWER★	GND CON
119.175	127.95 314.0	126.5 (CTAF) 306.975 (CTAF)	127.875 269.325



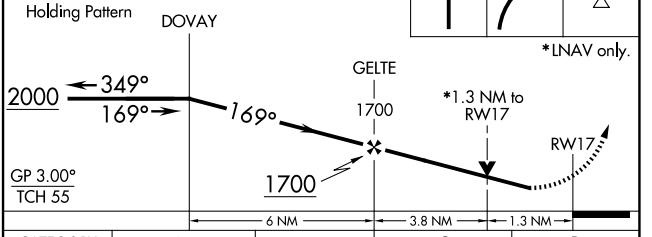


REIL all Rwys
HIRL Rwys 4-22, 10-28 and 17-35

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 63).

600 2000 MAGGO △

*LNAV only.



CATEGORY	A	B	C	D
LPV DA	322-1	283 (300-1)		
LNAV/VNAV DA	387-1⅛	348 (400-1⅛)		
LNAV MDA	500-1	461 (500-1)	500-1⅜	461 (500-1⅜)
CIRCLING	600-1	560 (600-1)	620-1½ 580 (600-1½)	860-2¾ 820 (900-2¾)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

WAAS	APP CRS	Rwy Ldg	8748
CH 86234	223°	TDZE	36
W22A		Apt Elev	40

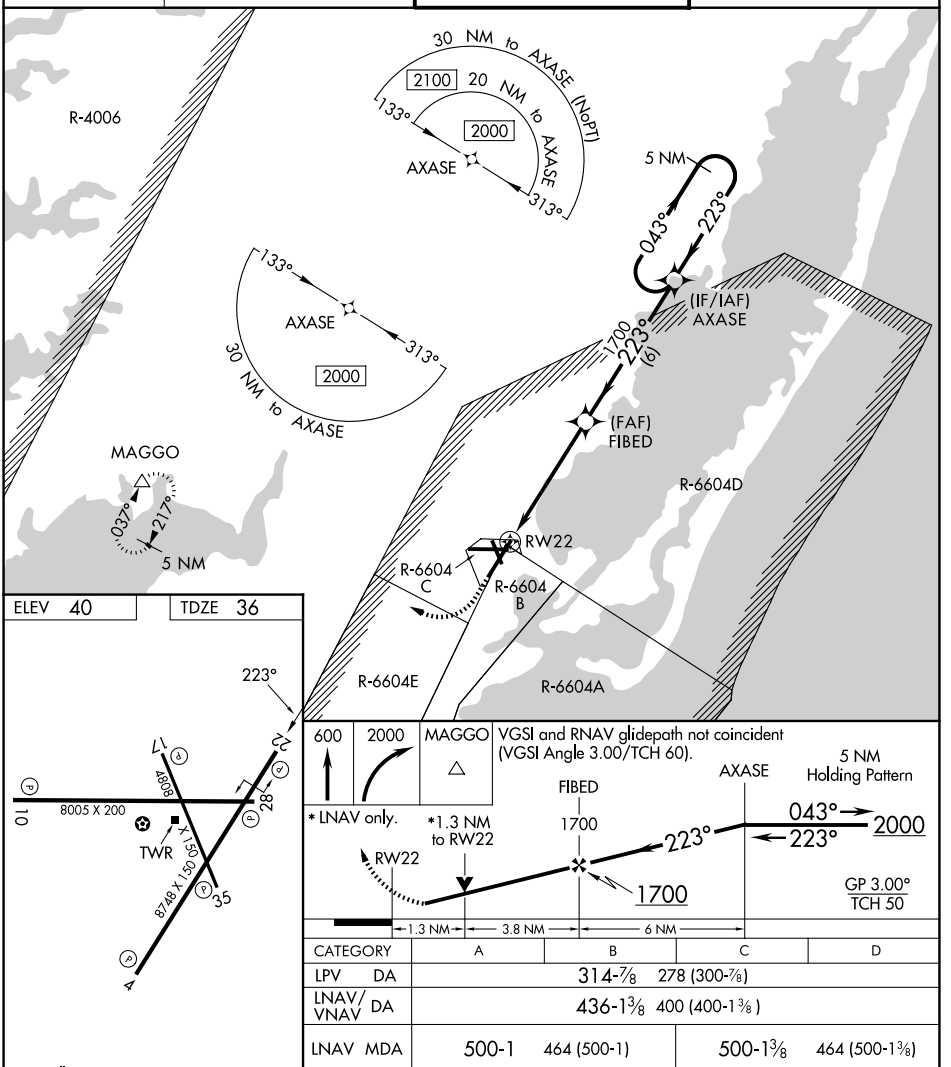
RNAV (GPS) RWY 22

WALLOPS FLIGHT FACILITY (WAL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). DME/DME-RNP 0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Salisbury altimeter setting: increase LPV DA to 367 and all Cats visibility ¼ mile; increase LNAV/VNAV DA to 489 and all Cats visibility ⅛ mile; increase all MDA 60 feet and LNAV Cats C/D visibility ⅛ mile and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Salisbury altimeter setting.

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct MAGGO and hold.

ASOS	PATUXENT APP CON★	WALLOPS TOWER★	GND CON
119.175	127.95 314.0	126.5 (CTAF) 306.975 (CTAF)	127.875 269.325



CATEGORY	A	B	C	D
LPV DA	314-⅞ 278 (300-⅞)			
LNAV/VNAV DA	436-1⅜ 400 (400-1⅜)			
LNAV MDA	500-1 464 (500-1)		500-1⅜ 464 (500-1⅜)	
CIRCLING	600-1 560 (600-1)		620-1½ 580 (600-1½)	860-2¾ 820 (900-2¾)

REIL all Rwys
HIRL Rwys 4-22, 10-28 and 17-35

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

WAAS	APP CRS	Rwy Ldg	8005
CH 45534	281°	TDZE	40
W28A		Apt Elev	40

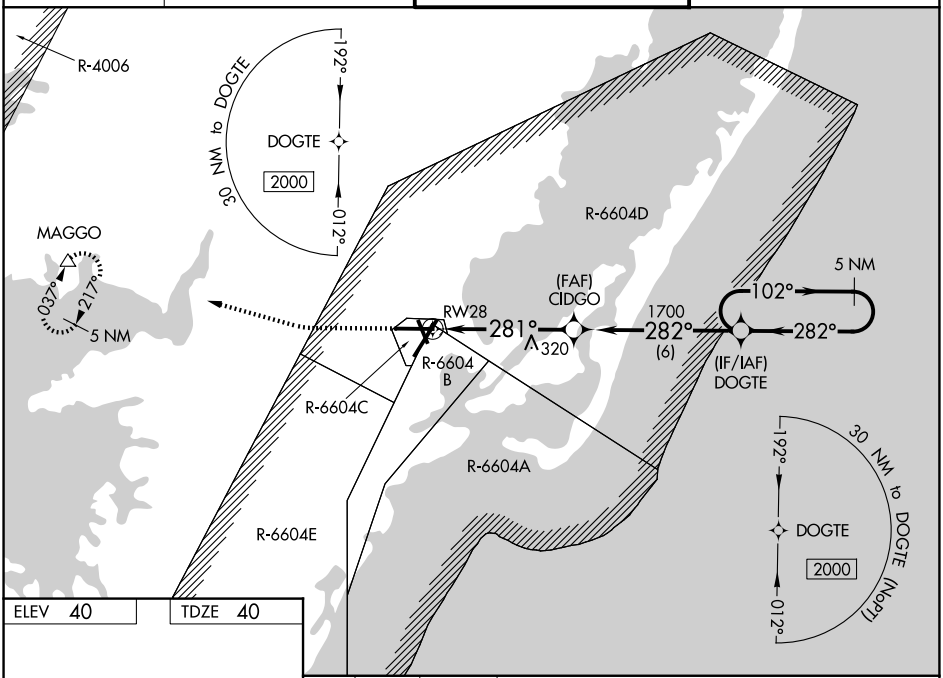
RNAV (GPS) RWY 28

WALLOPS FLIGHT FACILITY (WAL)

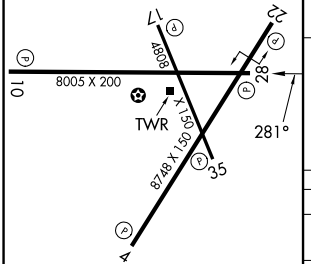
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Salisbury altimeter setting: increase LPV DA to 343 and all Cats visibility ¼ mile; increase LNAV/VNAV DA to 453 and all Cats visibility ¼ mile; increase all MDA 60 feet and LNAV Cats C/D and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Salisbury altimeter setting.

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct MAGGO and hold.

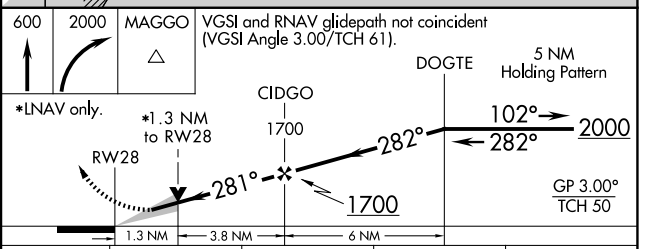
ASOS	PATUXENT APP CON★	WALLOPS TOWER★	GND CON
119.175	127.95 314.0	126.5 (CTAF) 306.975 (CTAF)	127.875 269.325



ELEV 40	TDZE 40



REIL all Rwys
HIRL Rwys 4-22, 10-28 and 17-35



CATEGORY	A	B	C	D
LPV DA	290-¾ 250 (300-¾)			
LNAV/VNAV DA	400-1⅛ 360 (400-1⅛)			
LNAV MDA	520-1 480 (500-1)		520-1⅜ 480 (500-1⅜)	
CIRCLING	600-1 560 (600-1)		620-1½ 580 (600-1½)	860-2¾ 820 (900-2¾)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

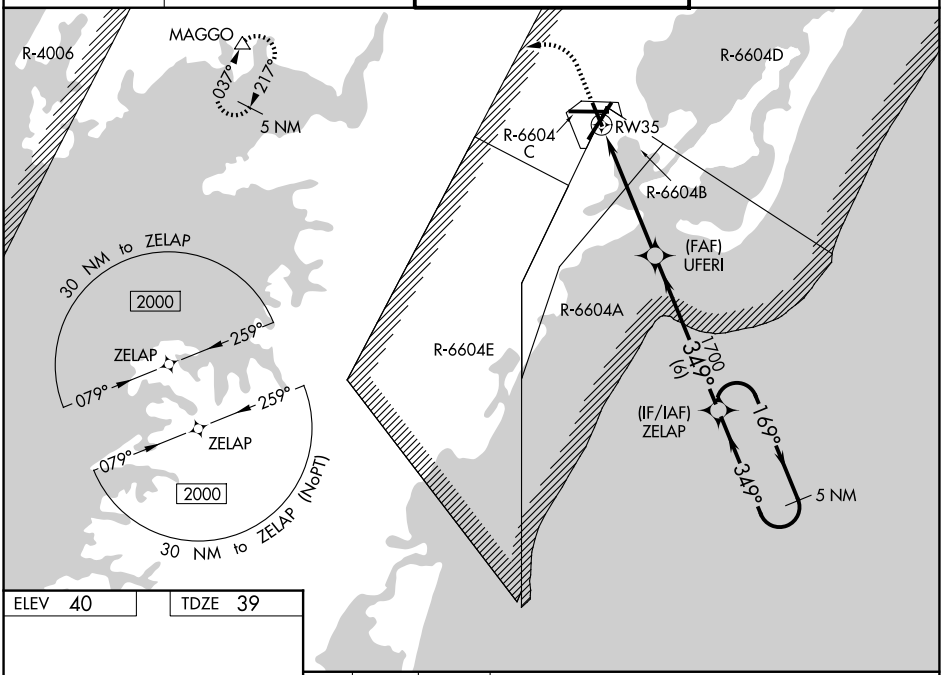
WAAS CH 53732 W35A	APP CRS 349°	Rwy Ldg 4808 TDZE 39 Apt Elev 40

RNAV (GPS) RWY 35
WALLOPS FLIGHT FACILITY (WAL)

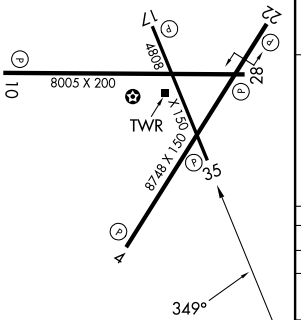
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Salisbury altimeter setting: increase LPV DA to 343; increase LNAV/VNAV DA to 464 and all Cats visibility ¼ mile; increase all MDA 60 feet and LNAV Cats C/D visibility ⅛ mile and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Salisbury altimeter setting. Helicopter visibility reduction below ¾ SM NA. Procedure NA when R-6604 active.

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct MAGGO and hold.

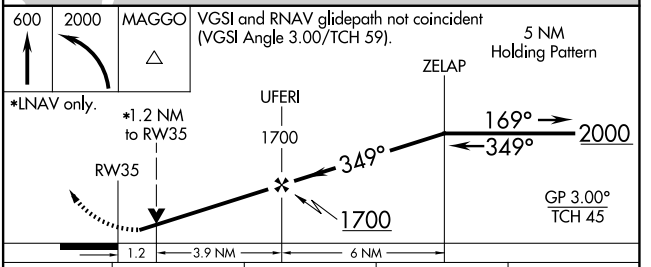
ASOS	PATUXENT APP CON★	WALLOPS TOWER★	GND CON
119.175	127.95 314.0	126.5 (CTAF) 306.975 (CTAF)	127.875 269.325



ELEV 40	TDZE 39



REIL all Rwys
HIRL Rwys 4-22, 10-28 and 17-35



CATEGORY	A	B	C	D
LPV DA	289-1	250 (300-1)		
LNAV/VNAV DA	410-1¼	371 (400-1¼)		
LNAV MDA	460-1	421 (500-1)	460-1¼	421 (500-1¼)
CIRCLING	600-1	560 (600-1)	620-1½ 580 (600-1½)	860-2¾ 820 (900-2¾)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

TACAN SBY Chan 49 (111.2)	APP CRS SBY 24.1 Arc	Rwy Ldg 8005 TDZE 38 Apt Elev 40

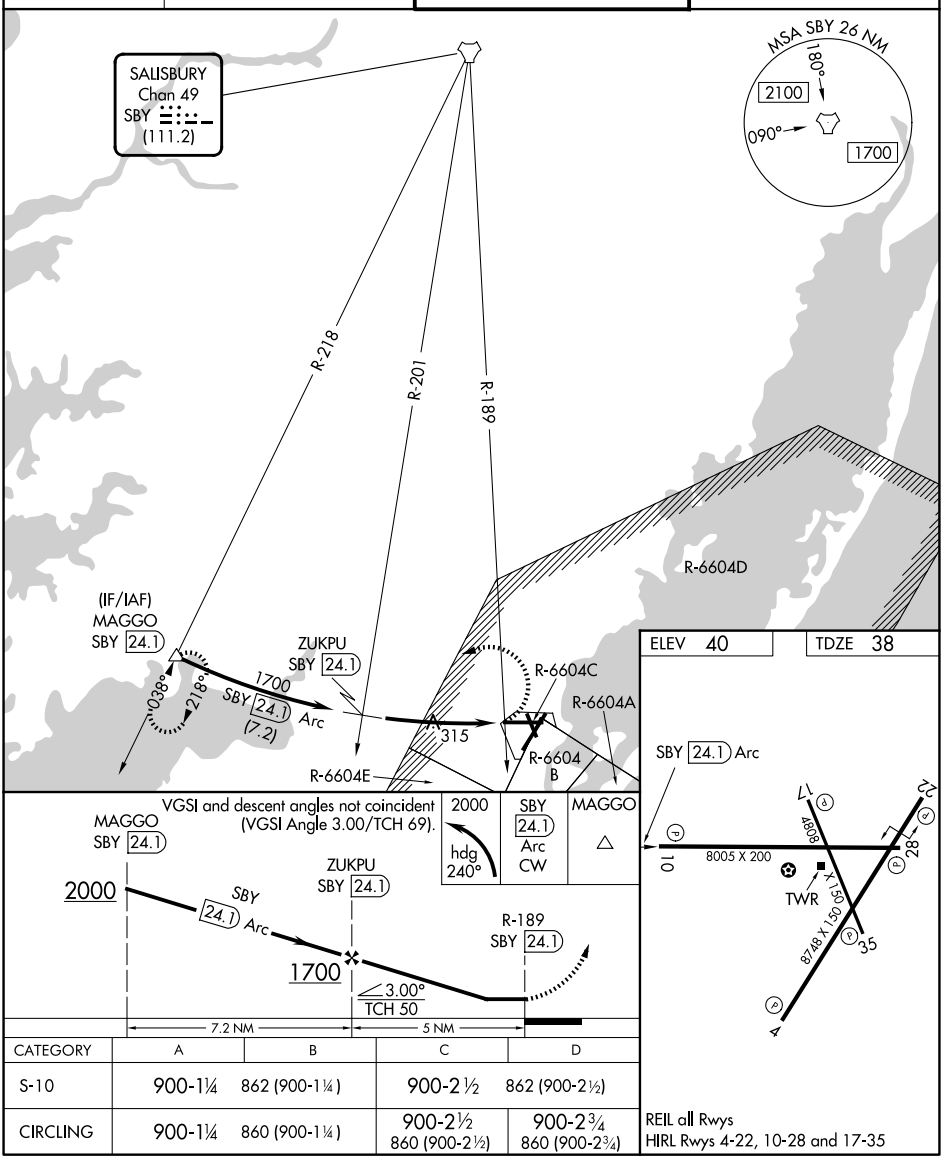
TACAN RWY 10

WALLOPS FLIGHT FACILITY (WAL)

Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use SBY altimeter setting and increase all MDA 60 feet; increase S-10 Cat A visibility ¼ SM, and Circling Cats C and D visibility ¼ SM. Procedure NA when R-6604 active.

MISSED APPROACH: Climbing left turn to 2000 on heading 240° and SBY TACAN 24.1 DME Arc clockwise to MAGGO/SBY 24.1 DME and hold.

ASOS	PATUXENT APP CON★	WALLOPS TOWER★	GND CON
119.175	127.95 314.0	126.5 (CTAF) 306.975 (CTAF)	127.875 269.325



CATEGORY	A	B	C	D
S-10	900-1¼	862 (900-1¼)	900-2½	862 (900-2½)
CIRCLING	900-1¼	860 (900-1¼)	900-2½ 860 (900-2½)	900-2¾ 860 (900-2¾)

REIL all Rwys
HIRL Rwys 4-22, 10-28 and 17-35

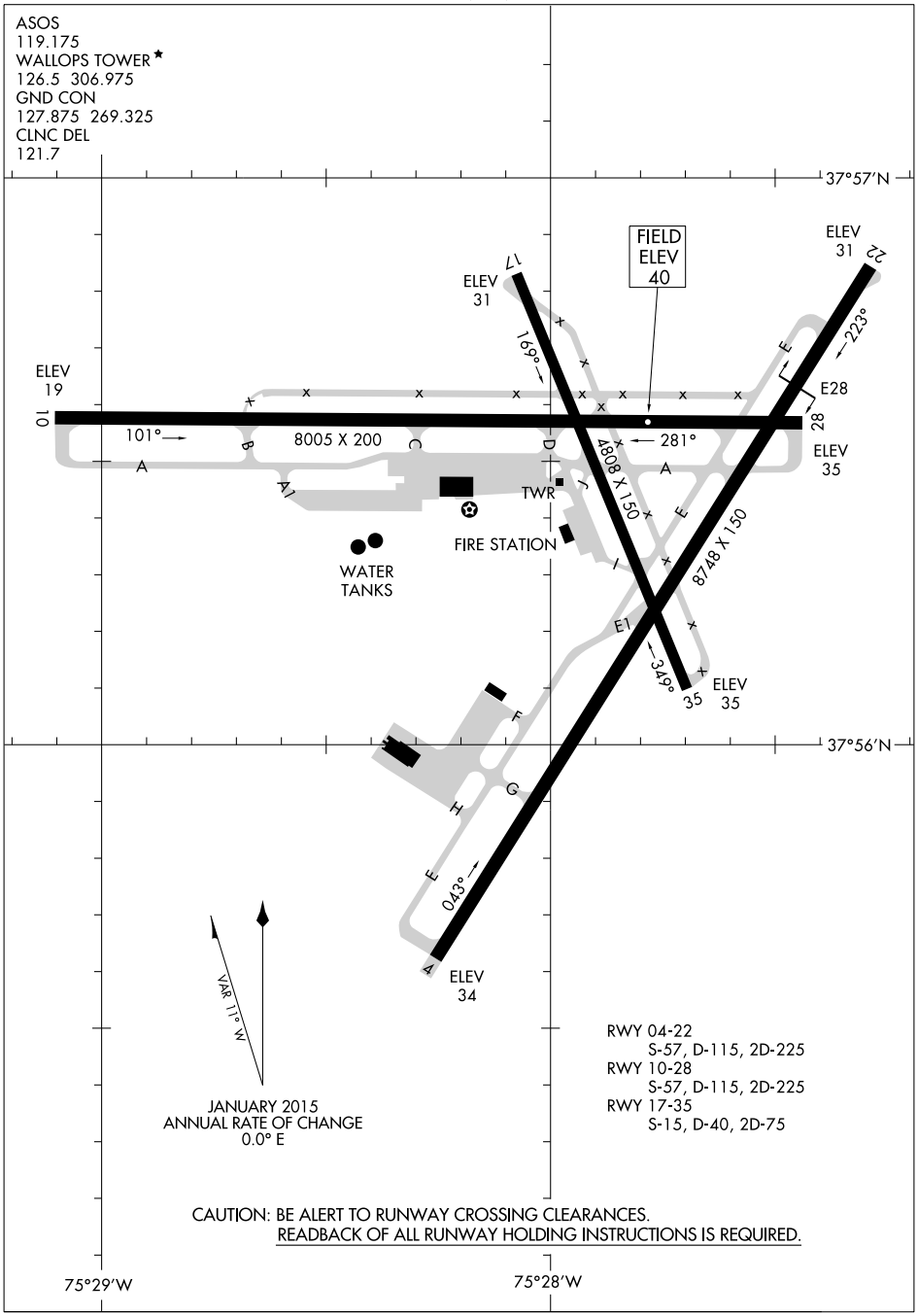
NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

26190

AIRPORT DIAGRAM

AL-639 (FAA)

WALLOPS FLIGHT FACILITY (WAL)
WALLOPS ISLAND, VIRGINIA



AIRPORT DIAGRAM
26190

WALLOPS ISLAND, VIRGINIA
WALLOPS FLIGHT FACILITY (WAL)

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

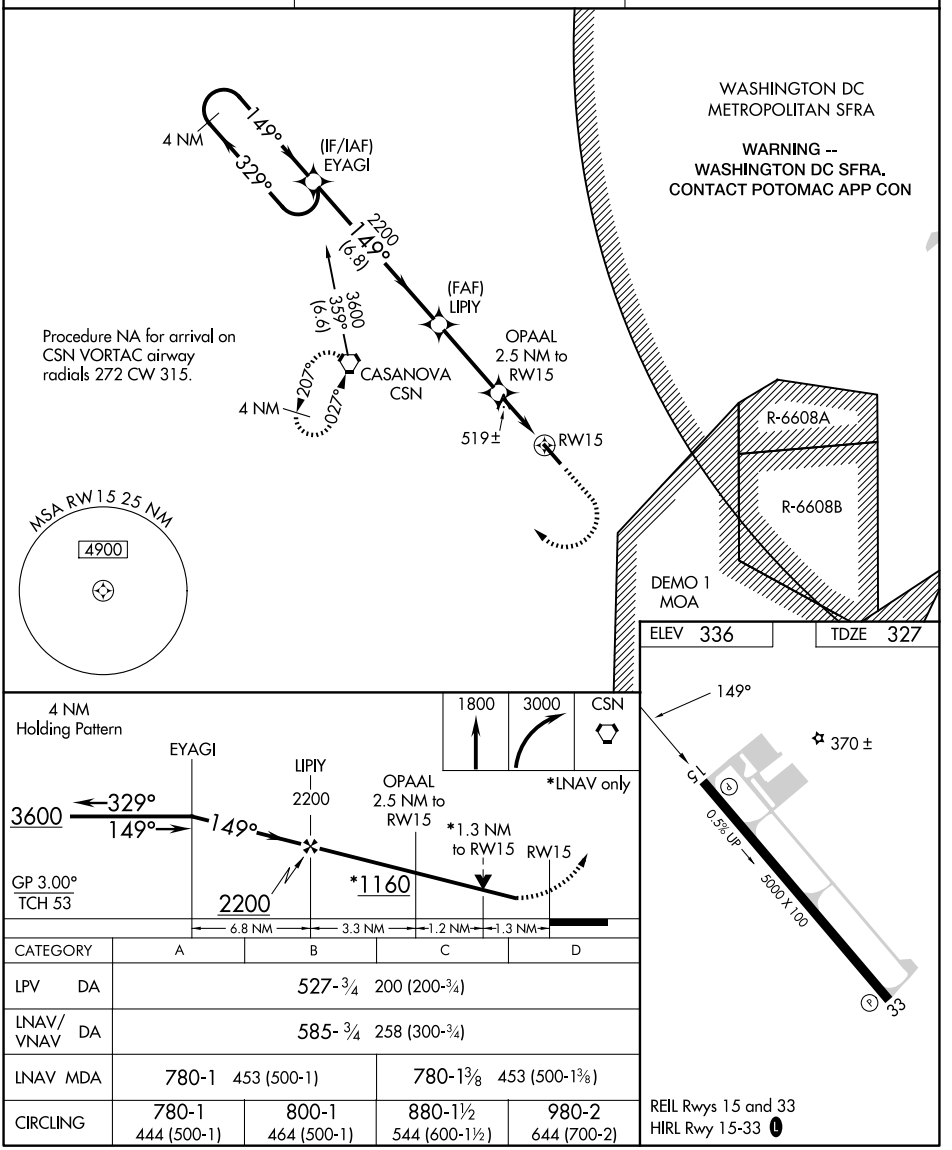
WAAS	APP CRS	Rwy Ldg	5000
CH 81926	149°	TDZE	327
W15A		Apt Elev	336

RNAV (GPS) RWY 15
WARRENTON/FAUQUIER (HWY)

T A Baro-VNAV NA when using Culpeper altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Culpeper altimeter setting: increase LPV DA to 549 feet; increase LNAV/VNAV DA to 607 feet and all visibilities ⅛ SM; increase all MDAs 40 feet and Circling Cat D visibility ¼ SM.

MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct CSN VORTAC and hold.

AWOS-3PT	POTOMAC APP CON	UNICOM
120.35	128.525 306.925	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	527-¾ 200 (200-¾)			
LNAV/VNAV DA	585-¾ 258 (300-¾)			
LNAV MDA	780-1 453 (500-1)		780-1⅜ 453 (500-1⅜)	
CIRCLING	780-1 444 (500-1)	800-1 464 (500-1)	880-1½ 544 (600-1½)	980-2 644 (700-2)

REIL Rwys 15 and 33
HIRL Rwy 15-33 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

WARRENTON, VIRGINIA | AL-5747 (FAA) | 26246

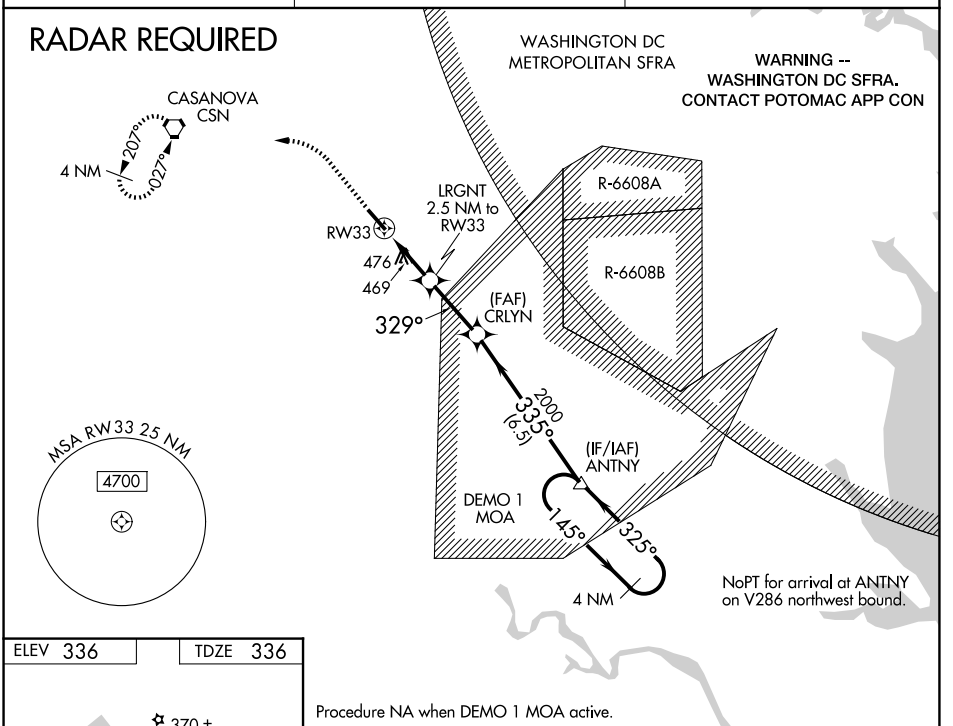
WAAS	APP CRS	Rwy Ldg	5000
CH 70426	329°	TDZE	336
W33A		Apt Elev	336

RNAV (GPS) RWY 33
WARRENTON/FAUQUIER (HWY)

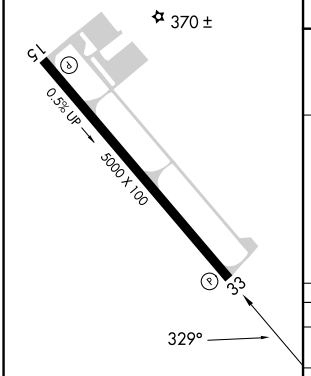
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Culpeper altimeter setting; increase all MDA 40 feet, increase LP Cat C/D visibility ⅛ SM, increase LNAV Cat C/D and Circling Cat D visibility ¼ SM.

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

AWOS-3PT	POTOMAC APP CON	UNICOM
120.35	128.525 306.925	122.7 (CTAF) L

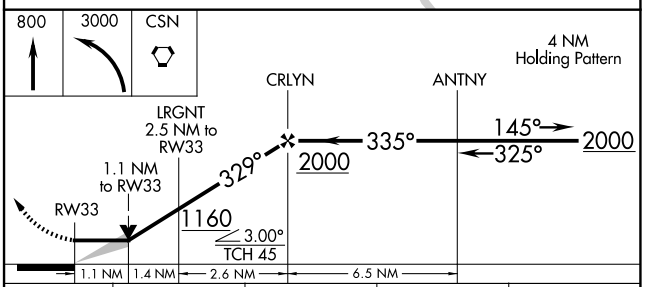


ELEV 336 | TDZE 336



REIL Rwys 15 and 33
HIRL Rwy 15-33 L

Procedure NA when DEMO 1 MOA active.



CATEGORY	A	B	C	D
LP MDA	720-1 384 (400-1)		720-1⅛ 384 (400-1⅛)	
LNAV MDA	740-1 404 (500-1)		740-1⅛ 404 (500-1⅛)	
CIRCLING	760-1 424 (500-1)	800-1 464 (500-1)	880-1½ 544 (600-1½)	980-2 644 (700-2)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-HWY	APP CRS	Rwy Ldg	5000
109.75	149°	TDZE	327
Chan 34 (Y)		Apt Elev	336

LOC RWY 15

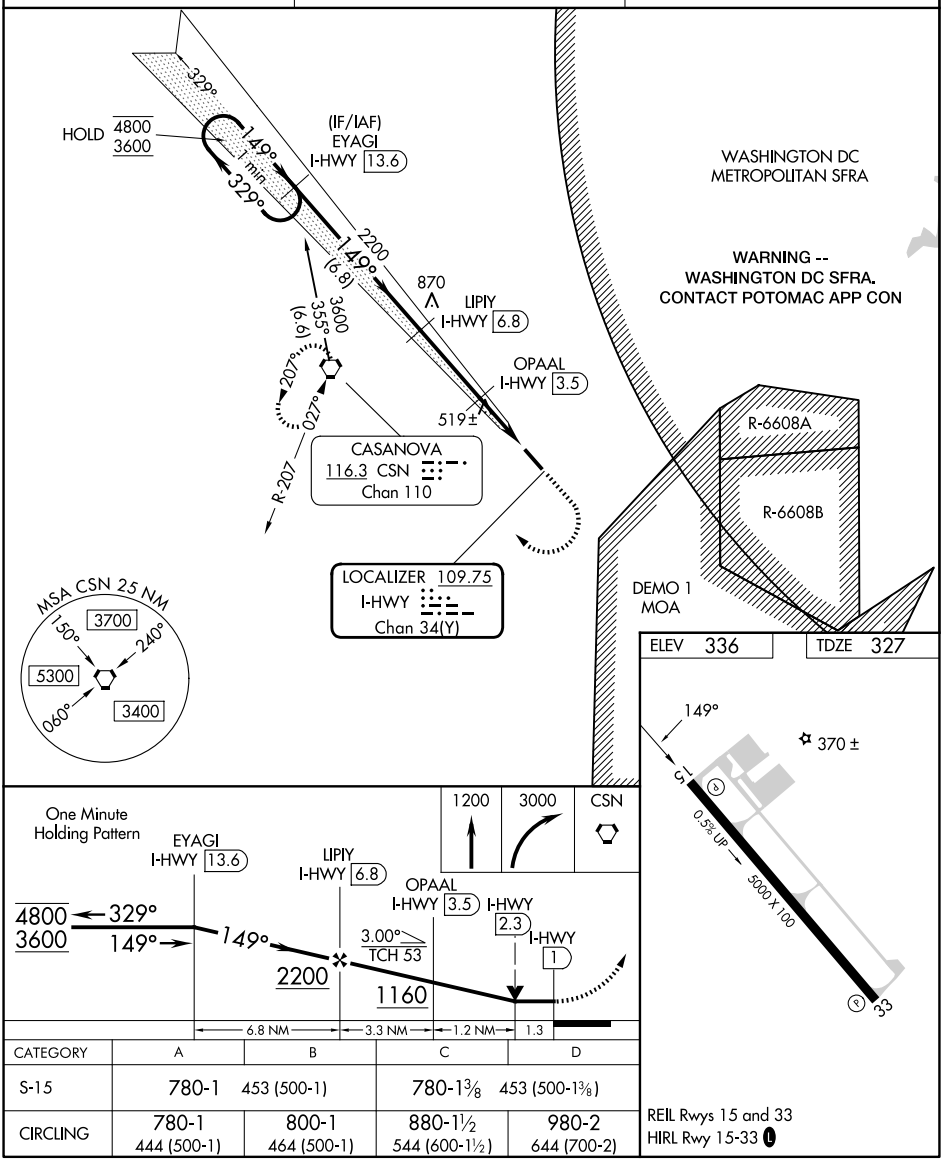
WARRENTON/FAUQUIER (HWY)

DME required.

▼ ▲NA Rwy 15 helicopter visibility reduction below ¾ SM NA. VDP NA when using CJR altimeter setting. When local altimeter setting not received, use CJR altimeter setting and increase all MDAs 40 feet and Circling visibility Cat D 1¼ SM.

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 direct CSN VORTAC and hold.

AWOS-3PT	POTOMAC APP CON	UNICOM
120.35	128.525 306.925	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-15	780-1 453 (500-1)		780-1⅜ 453 (500-1⅜)	
CIRCLING	780-1 444 (500-1)	800-1 464 (500-1)	880-1½ 544 (600-1½)	980-2 644 (700-2)

REIL Rwys 15 and 33
HIRL Rwy 15-33 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

WASHINGTON, DC | AL-443 (FAA) | 26134

LOC/DME I-DCA	APP CRS	Rwy Ldg 6869
109.9	007°	TDZE 14
Chan 36		Apt Elev 14

ILS or LOC RWY 1

RONALD REAGAN WASHINGTON NTL (DCA)

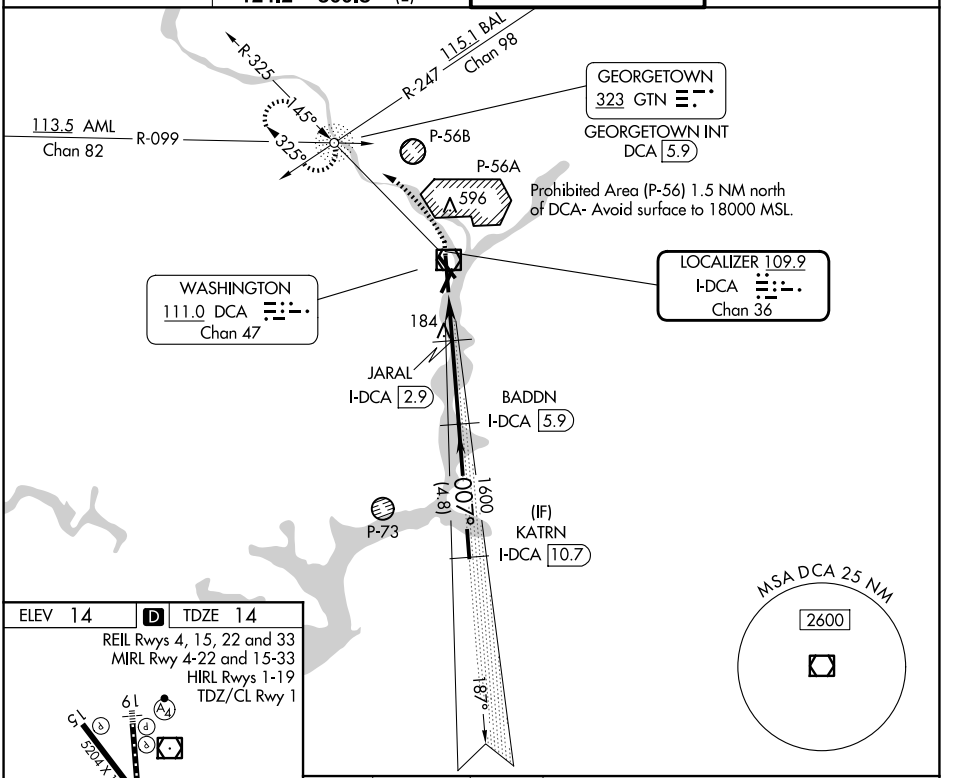
DME required. RADAR required for procedure entry.

Circling NA northeast of Rwy 15-33.
For inop ALS, increase S-LOC 1 Cats C and D visibility to 1⅜ SM.
Circling NA to Rwy 4.

ALSF-2

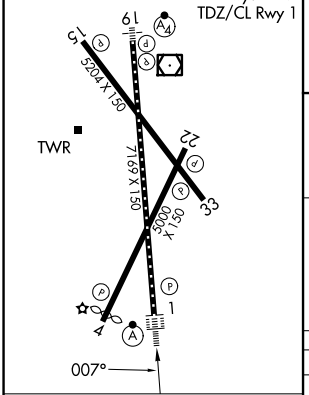
MISSED APPROACH: Climb to 420 then climbing left turn to 2200 on DCA VOR/DME R-325 to GTN NDB/INT/DCA 5.9 DME and hold.

D-ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON
132.65	119.85 239.25 (W/S) 124.2 360.8 (E)	119.1 257.6	121.7 257.6



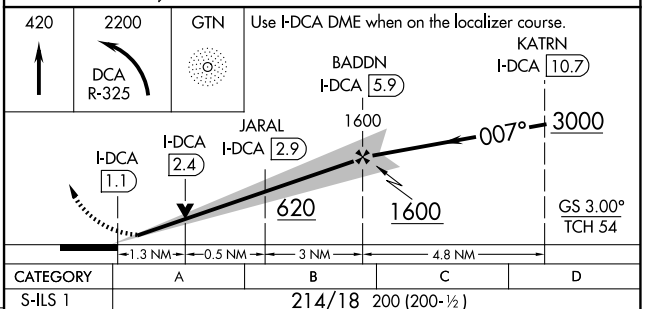
ELEV 14 | D | TDZE 14

REIL Rwys 4, 15, 22 and 33
MIRL Rwy 4-22 and 15-33
HIRL Rwys 1-19
TDZ/CL Rwy 1



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
S-ILS 1	214/18 200 (200-½)			
S-LOC 1	480/24 466 (500-½)		480/50 466 (500-1)	
CIRCLING	720-1 706 (800-1)	900-1¼ 886 (900-1¼)	900-2¾ 886 (900-2¾)	900-3 886 (900-3)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

ILS RWY 1 (SA CAT I)

RONALD REAGAN WASHINGTON NTL (DCA)

LOC/DME I-DCA	APP CRS	Rwy Ldg	6869
109.9	007°	TDZE	14
Chan 36		Apt Elev	14

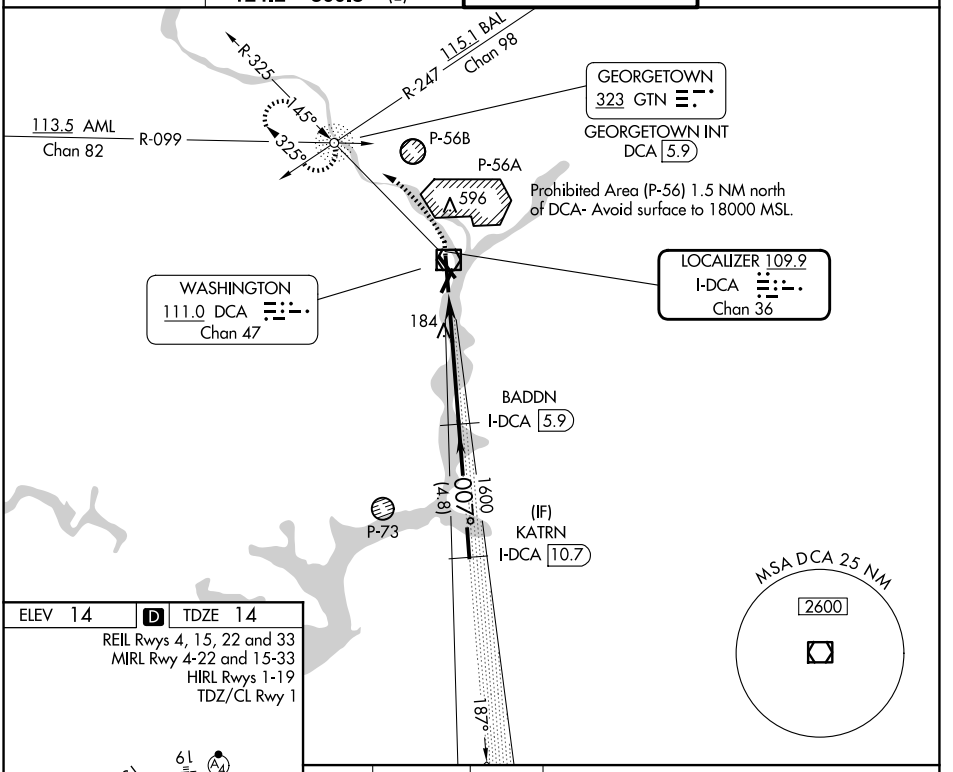
DME required. RADAR required for procedure entry.

Requires specific OPSPEC, MSPEC, or LOA approval.

ALSF-2

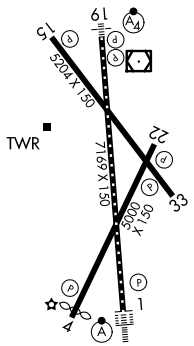
MISSED APPROACH: Climb to 420 then climbing left turn to 2200 on DCA VOR/DME R-325 to GTN NDB/INT/DCA 5.9 DME and hold.

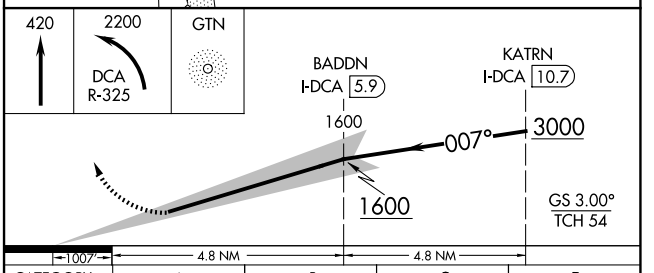
D-ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON
132.65	119.85 239.25 (W/S) 124.2 360.8 (E)	119.1 257.6	121.7 257.6



ELEV 14 | D | TDZE 14

REIL Rwys 4, 15, 22 and 33
MIRL Rwy 4-22 and 15-33
HIRL Rwys 1-19
TDZ/CL Rwy 1





CATEGORY	A	B	C	D
S-ILS 1	RA 156/14 150 DA 164			

SA CATEGORY I ILS- SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

WASHINGTON, DC

AL-443 (FAA)

26134

ILS RWY 1 (CAT II)

RONALD REAGAN WASHINGTON NTL (DCA)

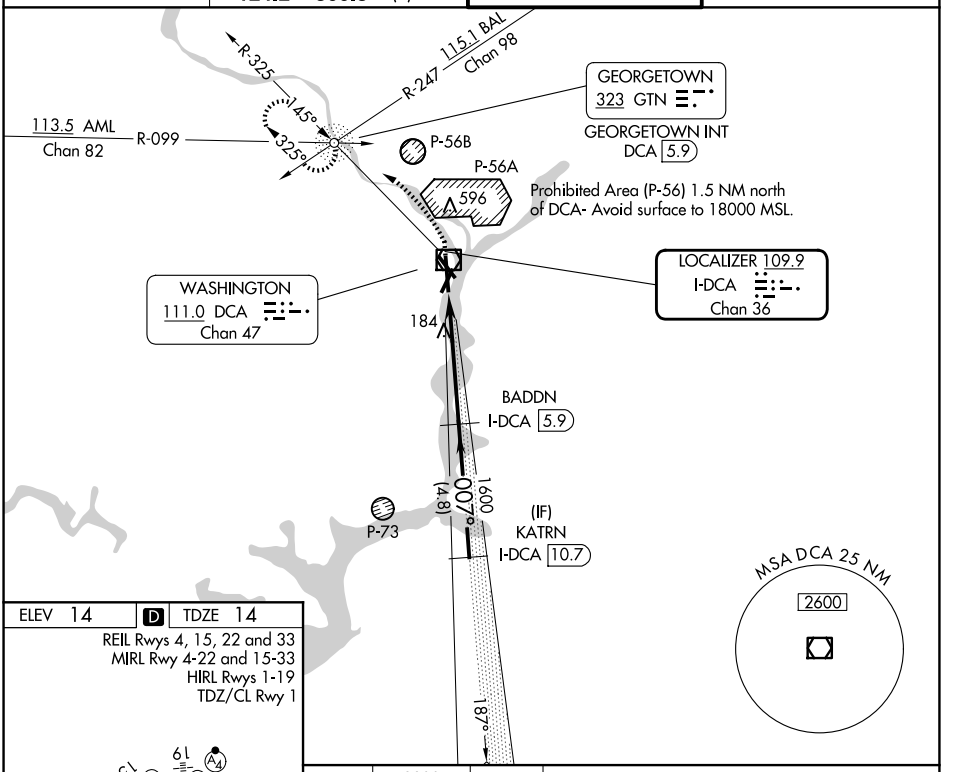
LOC/DME I-DCA	APP CRS	Rwy Ldg	6869
109.9	007°	TDZE	14
Chan 36		Apt Elev	14

DME required. RADAR required for procedure entry.

ALSF-2

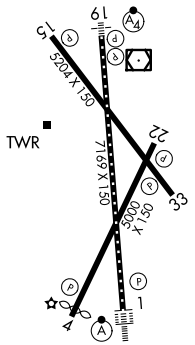
MISSED APPROACH: Climb to 420 then climbing left turn to 2200 on DCA VOR/DME R-325 to GTN NDB/INT/DCA 5.9 DME and hold.

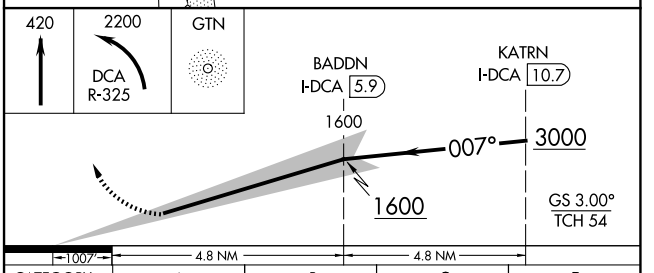
D-ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON
132.65	119.85 239.25 (W/S) 124.2 360.8 (E)	119.1 257.6	121.7 257.6



ELEV 14 | D | TDZE 14

REIL Rwys 4, 15, 22 and 33
MIRL Rwy 4-22 and 15-33
HIRL Rwys 1-19
TDZ/CL Rwy 1





CATEGORY	A	B	C	D
S-ILS 1	RA 106/12 100 DA 114			

CATEGORY II ILS- SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (RNP) Z RWY 19

RONALD REAGAN WASHINGTON NTL (DCA)

APP CRS	Rwy Ldg	6869
187°	TDZE	13
	Apt Elev	14

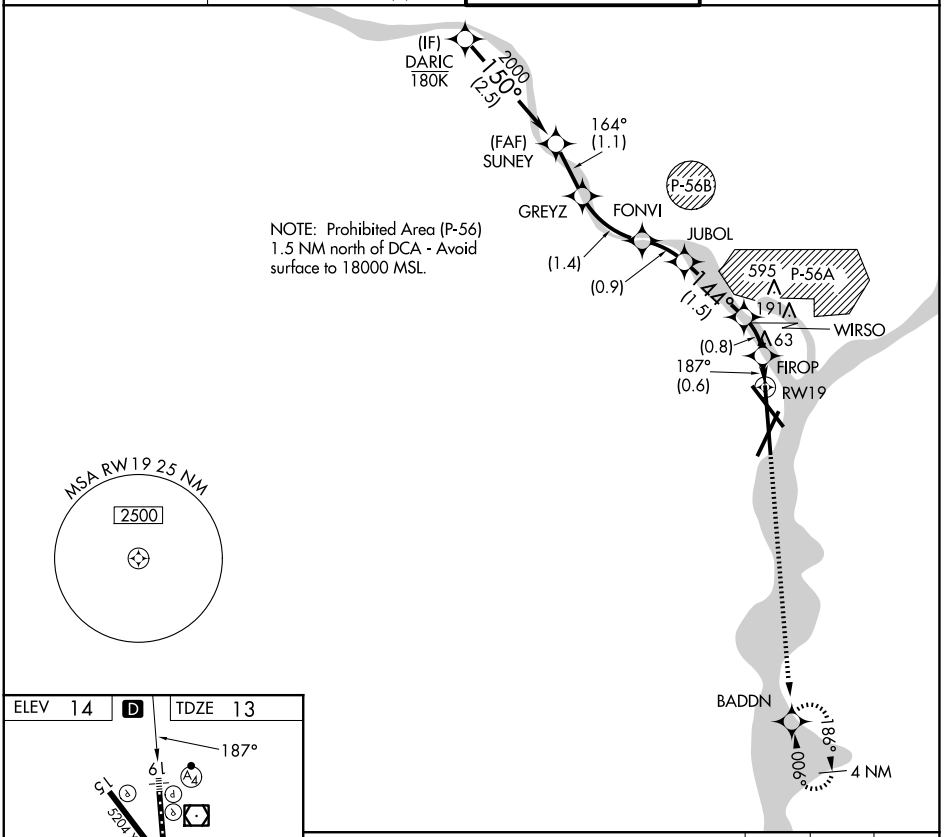
RNP AR APCH - GPS.

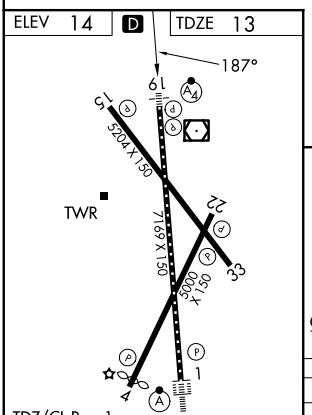
Inop table does not apply. For uncompensated Baro-VNAV systems, procedure NA below -8°C or above 54°C.

MALSF

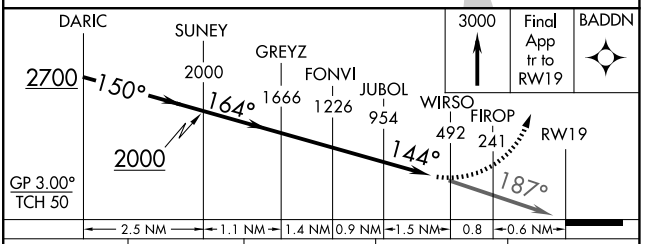
MISSED APPROACH: Climb to 3000 on the final approach track to RW19 then direct BADDN and hold, continue climb-in-hold to 3000.

D-ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON
132.65	119.85 239.25 (W/S) 124.2 360.8 (E)	119.1 257.6	121.7 257.6





TDZ/CL Rwy 1
HIRL Rwys 1-19
MIRL Rwy 4-22 and 15-33
REIL Rwys 4, 22, 15 and 33



CATEGORY	A	B	C	D
RNP 0.11 DA	491/60 478 (500-1¼)			
RNP 0.30 DA	550-1½ 537 (600-1½)			

AUTHORIZATION REQUIRED

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

WASHINGTON, DC | AL-443 (FAA) | 26134

RNAV (GPS) RWY 1

RONALD REAGAN WASHINGTON NTL (DCA)

WAAS	APP CRS	Rwy Ldg	6869
CH 66047	007°	TDZE	14
W01A		Apt Elev	14

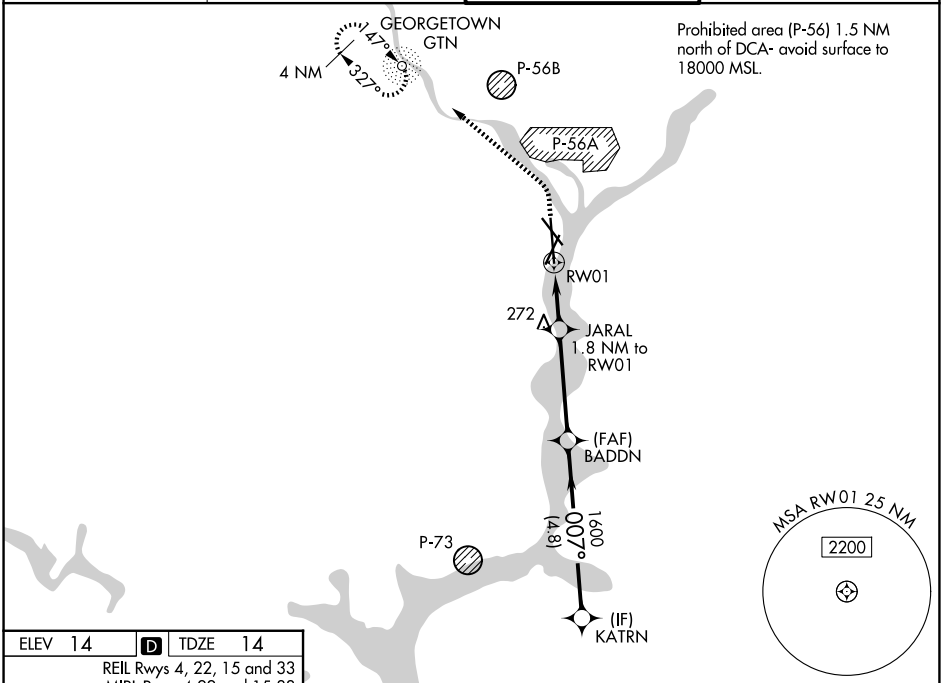
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. Circling NA northeast of Rwy 15-33. Circling NA to Rwy 4. For inop ALS, increase LNAV/VNAV all Cats visibility to 1⅜ SM.

ALSF-2

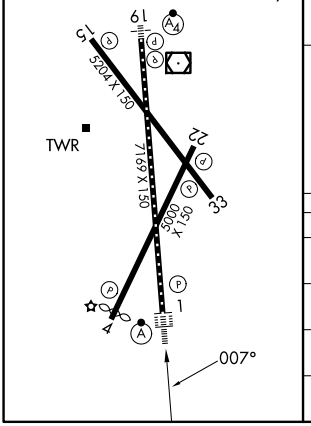
MISSED APPROACH: Climb to 420 then climbing left turn to 2200 direct GTN NDB and hold, continue climb-in-hold to 2200.

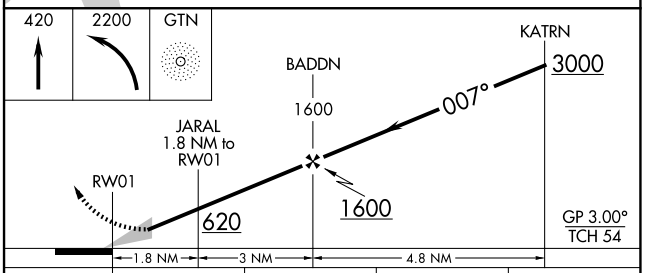
D-ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON
132.65	119.85 239.25 (W/S) 124.2 360.8 (E)	119.1 257.6	121.7 257.6



ELEV 14 | D | TDZE 14

REIL Rwys 4, 22, 15 and 33
MIRL Rwys 4-22 and 15-33
HIRL Rwy 1-19
TDZL/RCLS Rwy 1





CATEGORY	A	B	C	D
LPV DA	214/18 200 (200-½)			
LNAV/VNAV DA	497/50 483 (500-1)			
LNAV MDA	540/24 526 (600-½)		540/55 526 (600-1)	
CIRCLING	720-1 706 (800-1)	900-1¼ 886 (900-1¼)	900-2¾ 886 (900-2¾)	900-3 886 (900-3)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

WAAS	APP CRS	Rwy Ldg	5204
CH 70737	151°	TDZE	14
W15A		Apt Elev	14

RNAV (GPS) RWY 15

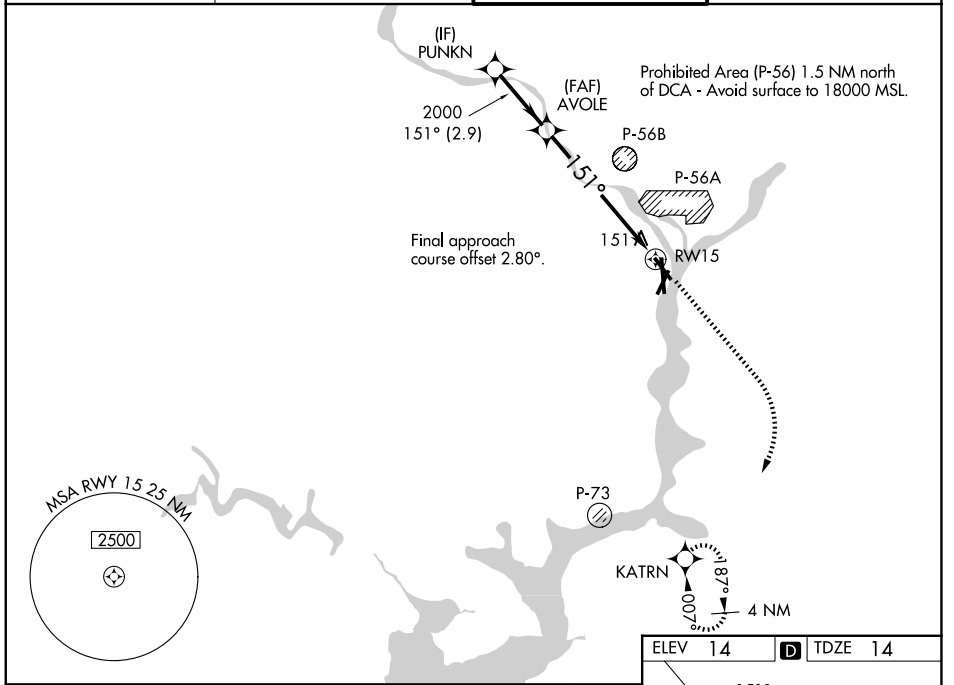
RONALD REAGAN WASHINGTON NTL (DCA)

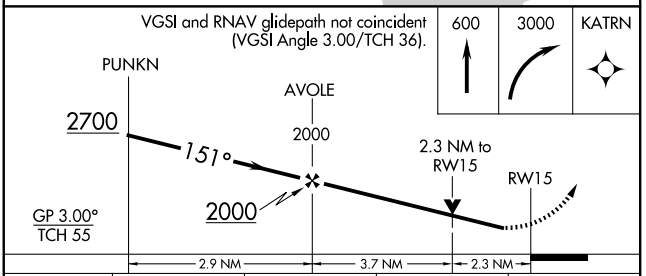
RNP APCH - GPS.

Rwy 15 helicopter visibility reduction below ¾ SM NA. Circling NA northeast of Rwy 15-33.

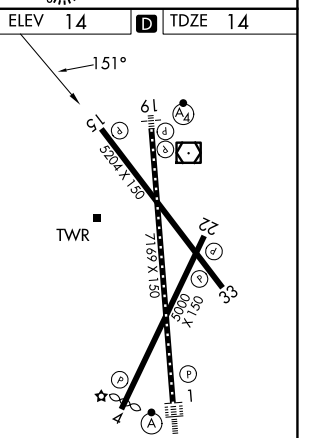
MISSED APPROACH:
Climb to 600 then climbing right turn to 3000 direct KATRN and hold, continue climb-in-hold to 3000.

D-ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON
132.65	119.85 239.25 (W/S) 124.2 360.8 (E)	119.1 257.6	121.7 257.6





CATEGORY	A	B	C	D
LPV DA	394-1	380 (400-1)		
LNAV/VNAV DA	758-2	744 (800-2)		
LNAV MDA	800-1 786 (800-1)	800-1¼ 786 (800-1¼)	800-2½ 786 (800-2½)	
CIRCLING	800-1 786 (800-1)	800-1¼ 786 (800-1¼)	800-2½ 786 (800-2½)	900-3 886 (900-3)



TDZ/CL Rwy 1
HIRL Rwys 1-19
MIRL Rwy 4-22 and 15-33
REIL Rwys 4, 15, 22 and 33

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 33

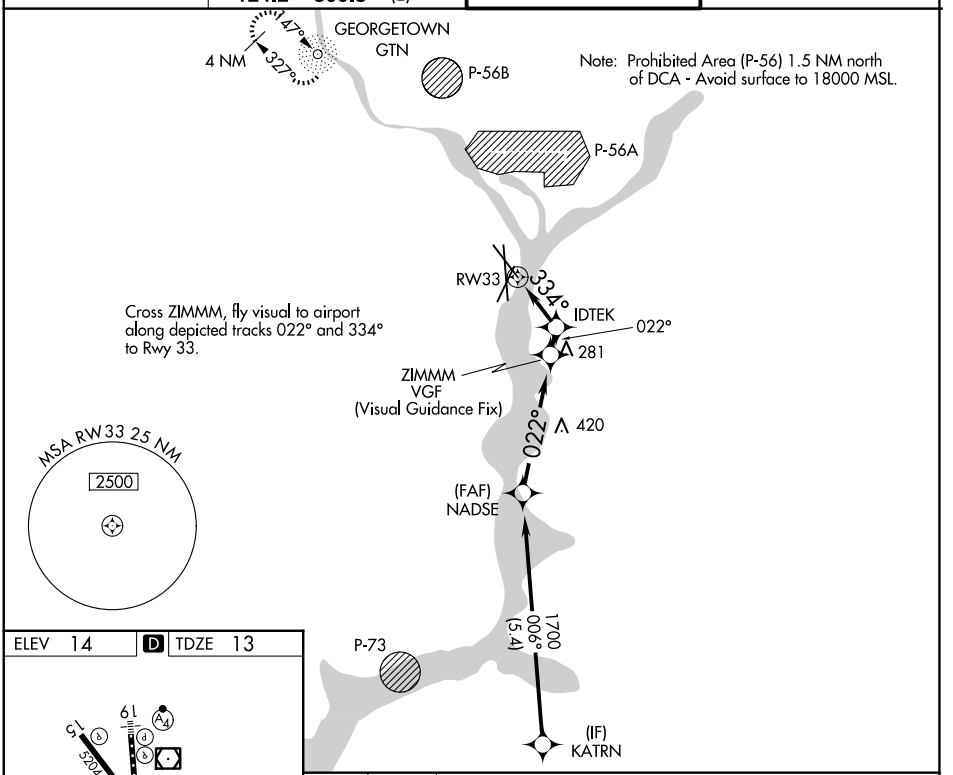
RONALD REAGAN WASHINGTON NTL (DCA)

APP CRS	Rwy Ldg	5204
334°	TDZE	13
	Apt Elev	14

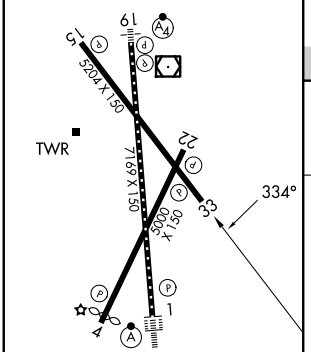
RNP APCH - GPS.
RADAR required.
Helicopter visibility reduction is not authorized.

MISSED APPROACH: (Do not exceed 210K until Rwy 33) Climb to 2200 on the FMS lateral path to Rwy 33 and direct to GTN NDB and hold, continue climb-in-hold to 2200.

D-ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON
132.65	119.85 239.25 (W/S) 124.2 360.8 (E)	119.1 257.6	121.7 257.6



ELEV 14 | D | TDZE 13



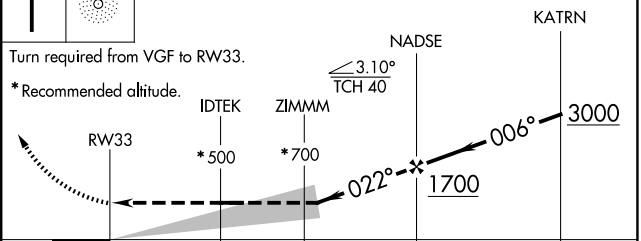
TDZL/RCLS Rwy 1
HIRL Rwy 1-19
MIRL Rwy 4-22 and 15-33
REIL Rwy 4, 15, 22 and 33

2200 | GTN

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 37).

Turn required from VGF to RW33.

*Recommended altitude.



CATEGORY	A	B	C	D
LNAV MDA	700-2½ 687 (700-2½)			

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Y RWY 19

RONALD REAGAN WASHINGTON NTL (DCA)

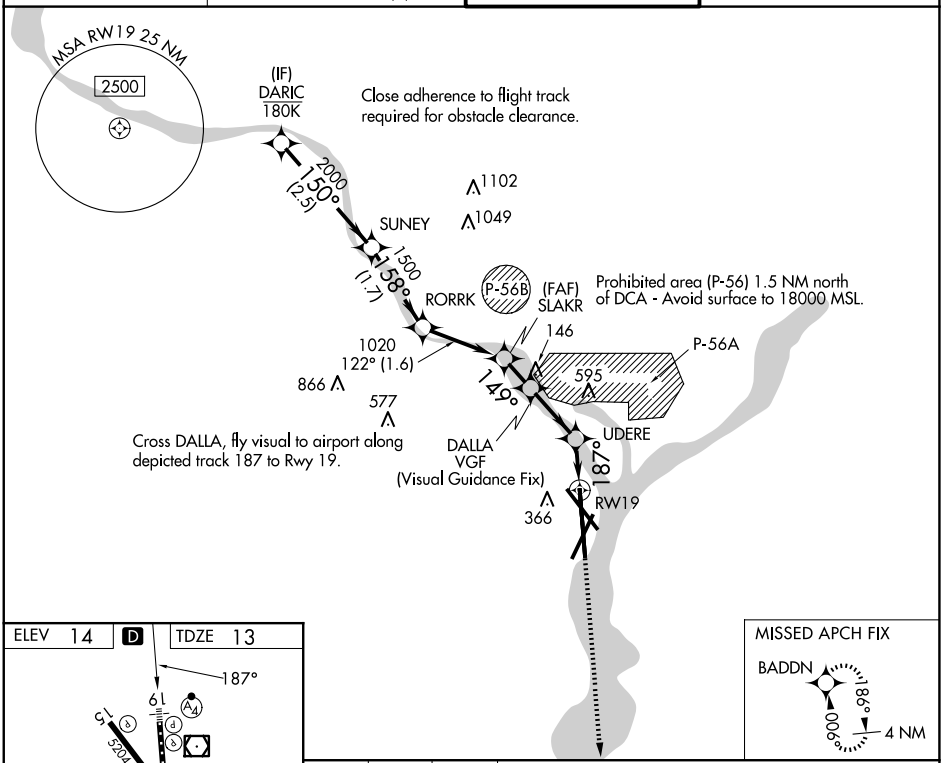
APP CRS	Rwy Ldg	6869
187°	TDZE	13
	Apt Elev	14

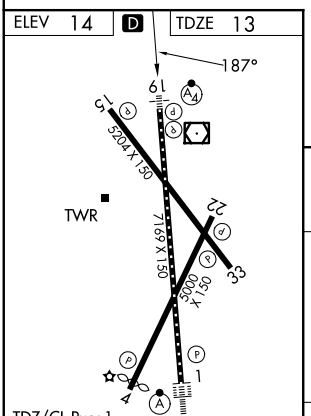
RNP APCH - GPS.
RADAR required.
T
A Rwy 19 helicopter visibility reduction below ¾ SM NA. Inop table does not apply.

MALSF

MISSED APPROACH: (Do not exceed 165K until Rwy 19) Climb to 3000 on FMS lateral path to Rwy 19, then direct BADDN and hold, continue climb-in-hold to 3000. If unable to follow the FMS lateral path, climb to 3000 and turn to heading 187° direct BADDN and hold, continue climb-in-hold to 3000.

D-ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON
132.65	119.85 239.25 (W/S) 124.2 360.8 (E)	119.1 257.6	121.7 257.6



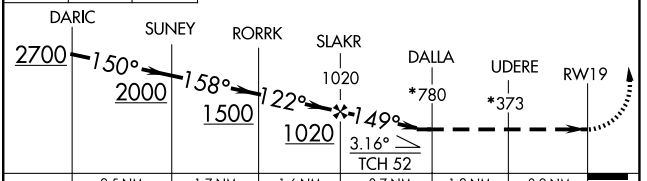


TDZ/CL Rwy 1
HIRL Rwys 1-19
MIRL Rwy 4-22 and 15-33
REIL Rwys 4, 22, 15 and 33

MISSED APCH FIX
BADDN
186°
090°
4 NM

3000	FMS Lateral to RW19	BADDN

*Check altitude.
Turns required in the visual segment.



CATEGORY	A	B	C	D
LNAV MDA	780-2½	767 (800-2½)		

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

WASHINGTON, DC | AL-443 (FAA) | 26134

LDA RWY 19

RONALD REAGAN WASHINGTON NTL (DCA)

LOC/DME I-VWH	APP CRS	Rwy Ldg	6869
111.35	147°	TDZE	13
Chan 50 (Y)		Apt Elev	14

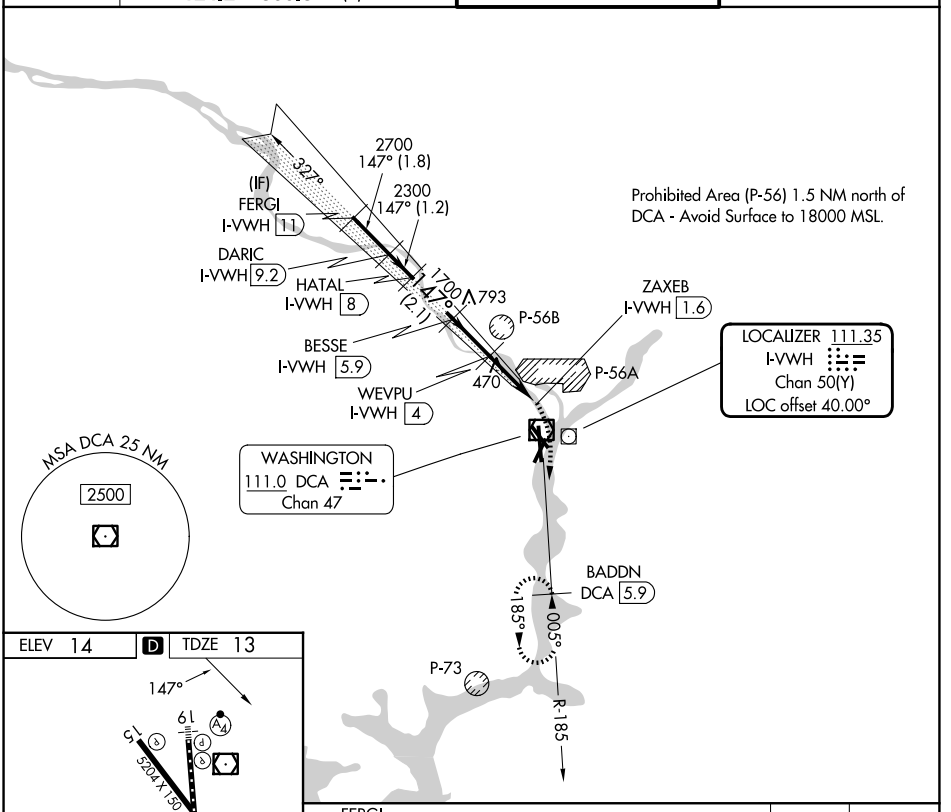
DME required. RADAR required for procedure entry.

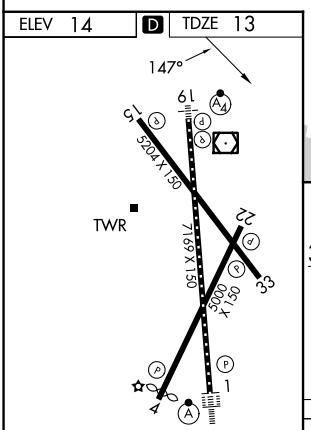
Rwy 19 helicopter visibility reduction below 1 SM NA.
Circling NA northeast of Rwy 15-33. Inop table does not apply.
Circling Rwy 4 NA.

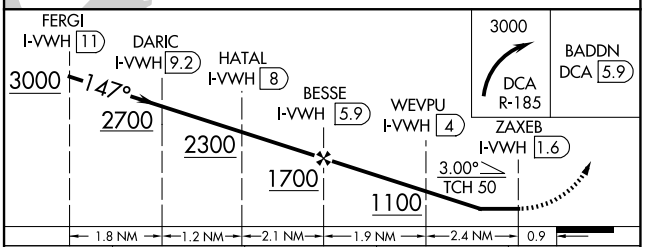
MALSF

MISSED APPROACH: Climbing right turn to 3000 on DCA VOR/DME R-185 to BADDN/DCA VOR/DME 5.9 DME and hold, continue climb-in-hold to 3000.

D-ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON
132.65	119.85 239.25 (W/S) 124.2 360.8 (E)	119.1 257.6	121.7 257.6







CATEGORY	A	B	C	D
S-19	780/50 767 (800-1)	780/55 767 (800-1)	780-2½	767 (800-2½)
CIRCLING	780-1 766 (800-1)	780-1¼ 766 (800-1¼)	840-2½ 826 (900-2½)	900-3 886 (900-3)

TDZL/RCLS Rwy 1
HIRL Rwy 1-19
MIRL Rwys 4-22 and 15-33
REIL Rwys 4, 15, 22 and 33

WASHINGTON, DC
Amdt 4A 14MAY26

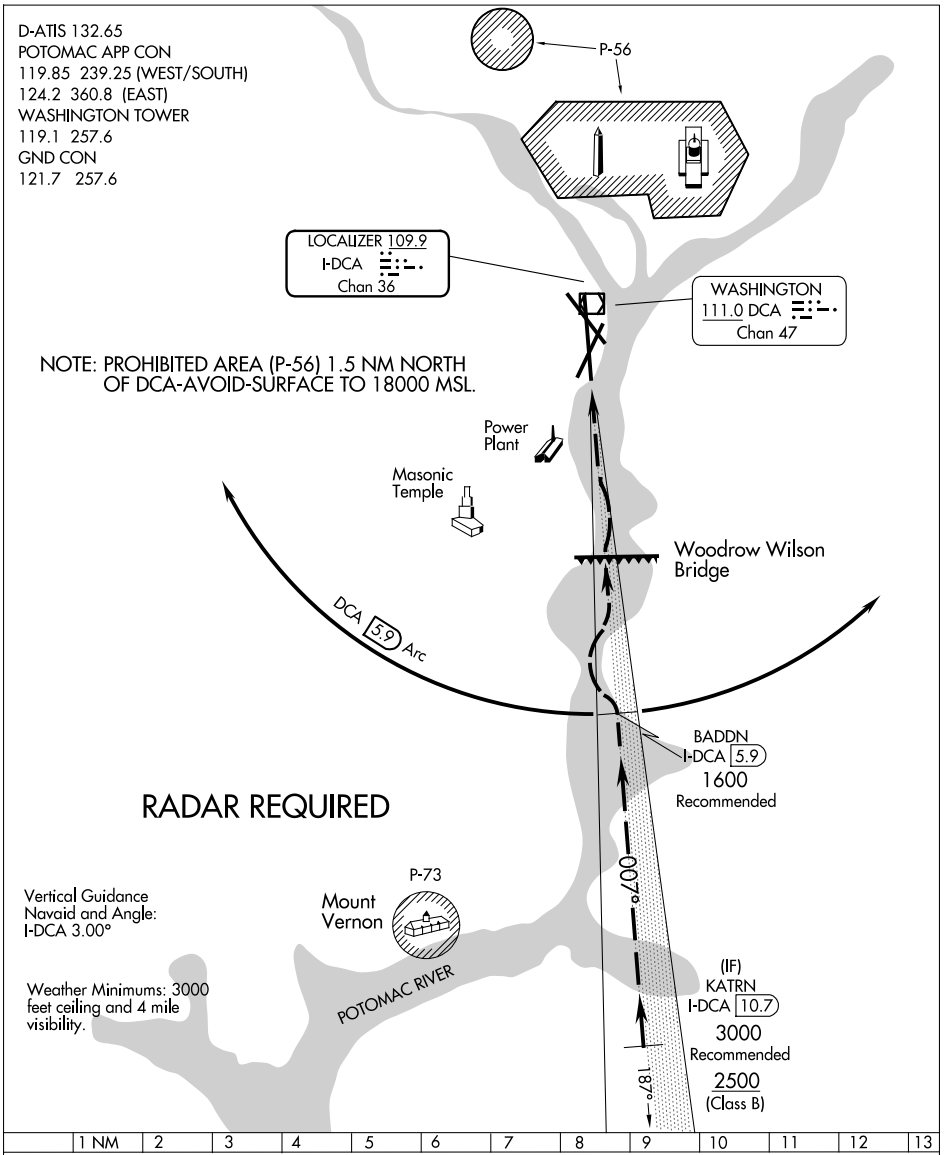
RONALD REAGAN WASHINGTON NTL (DCA)
38°51'N-77°02'W
LDA RWY 19

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

MOUNT VERNON VISUAL RUNWAY 1

AL-443 (FAA) WASHINGTON, DC



Aircraft may proceed via DCA VOR/DME R-185 (inbound 005°), or via the ILS or LOC RWY 1 approach to 5.9 DME, then follow the Potomac River to the airport.

MOUNT VERNON VISUAL RUNWAY 1

38°51′N-77°02′W WASHINGTON, DC

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

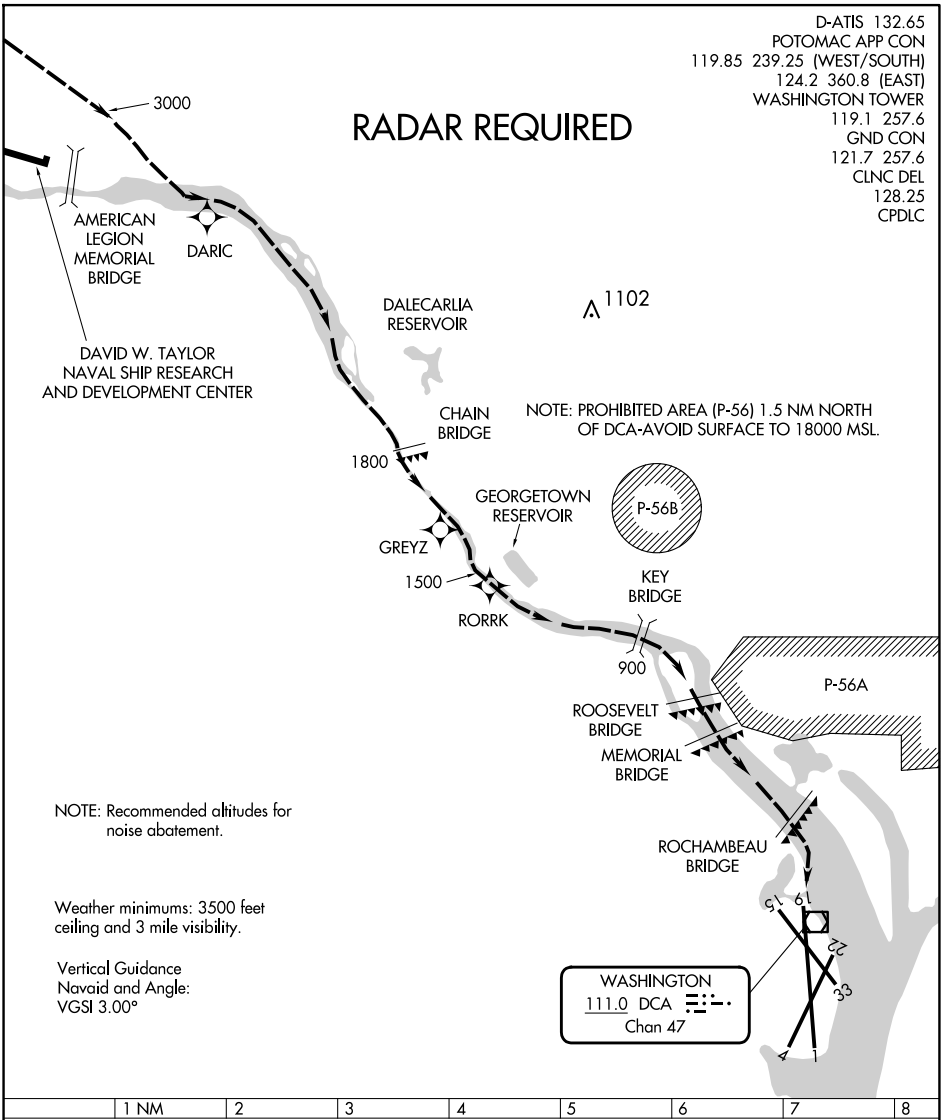
24193

RIVER VISUAL RWY 19

RONALD REAGAN WASHINGTON NTL (DCA)

AL-443 (FAA)

WASHINGTON, DC



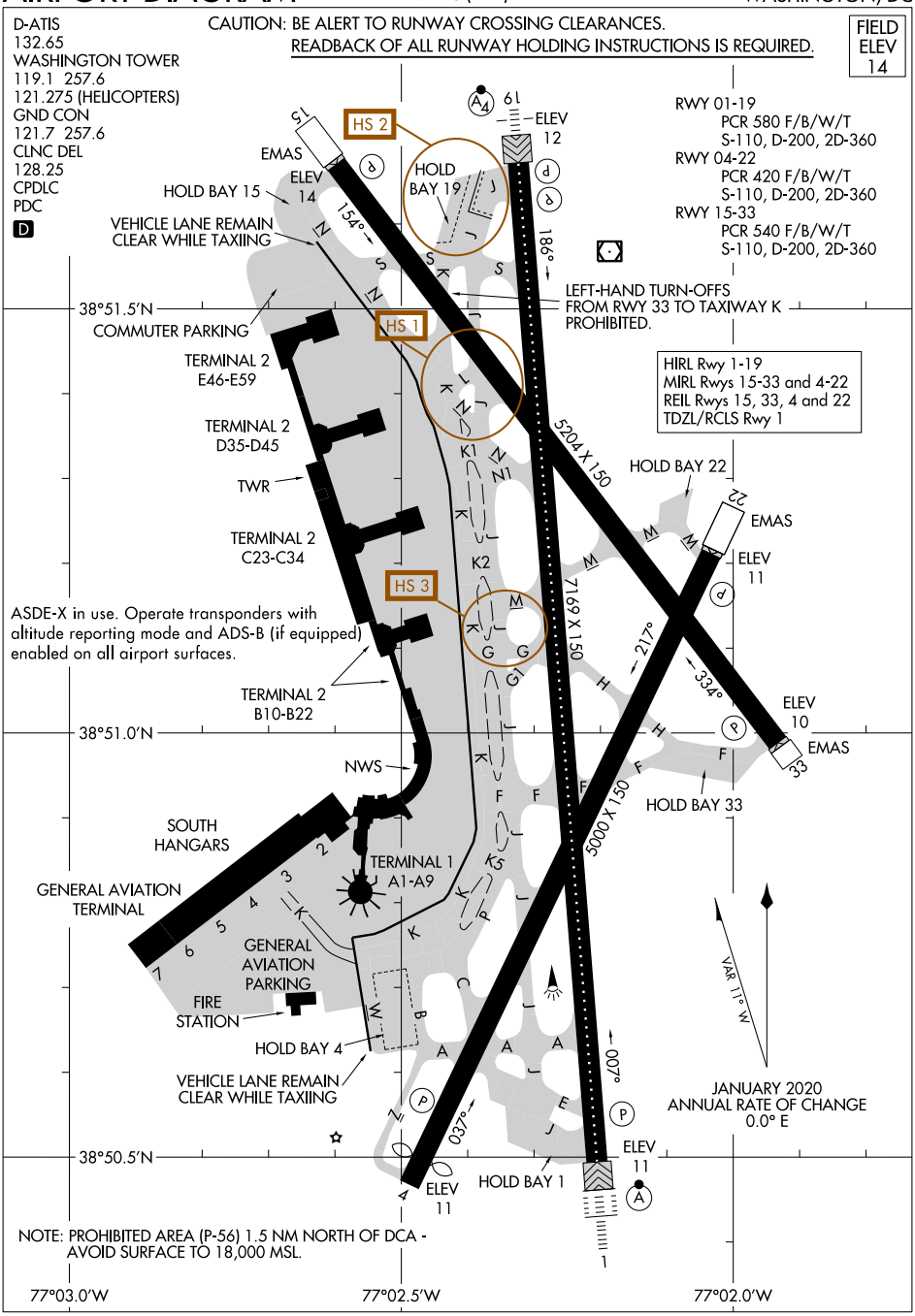
RIVER VISUAL RWY 19

Aircraft may visually follow the river to the airport, or may proceed via the RNAV (GPS) Y RWY 19 to RORRK, or via the RNAV (RNP) Z RWY 19 to GREYZ, then follow the river to the airport.

NOTE: Clearance for visual approach does not authorize penetration of P-56.

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026



NE-3, 03 SEP 2026 to 29 OCT 2026

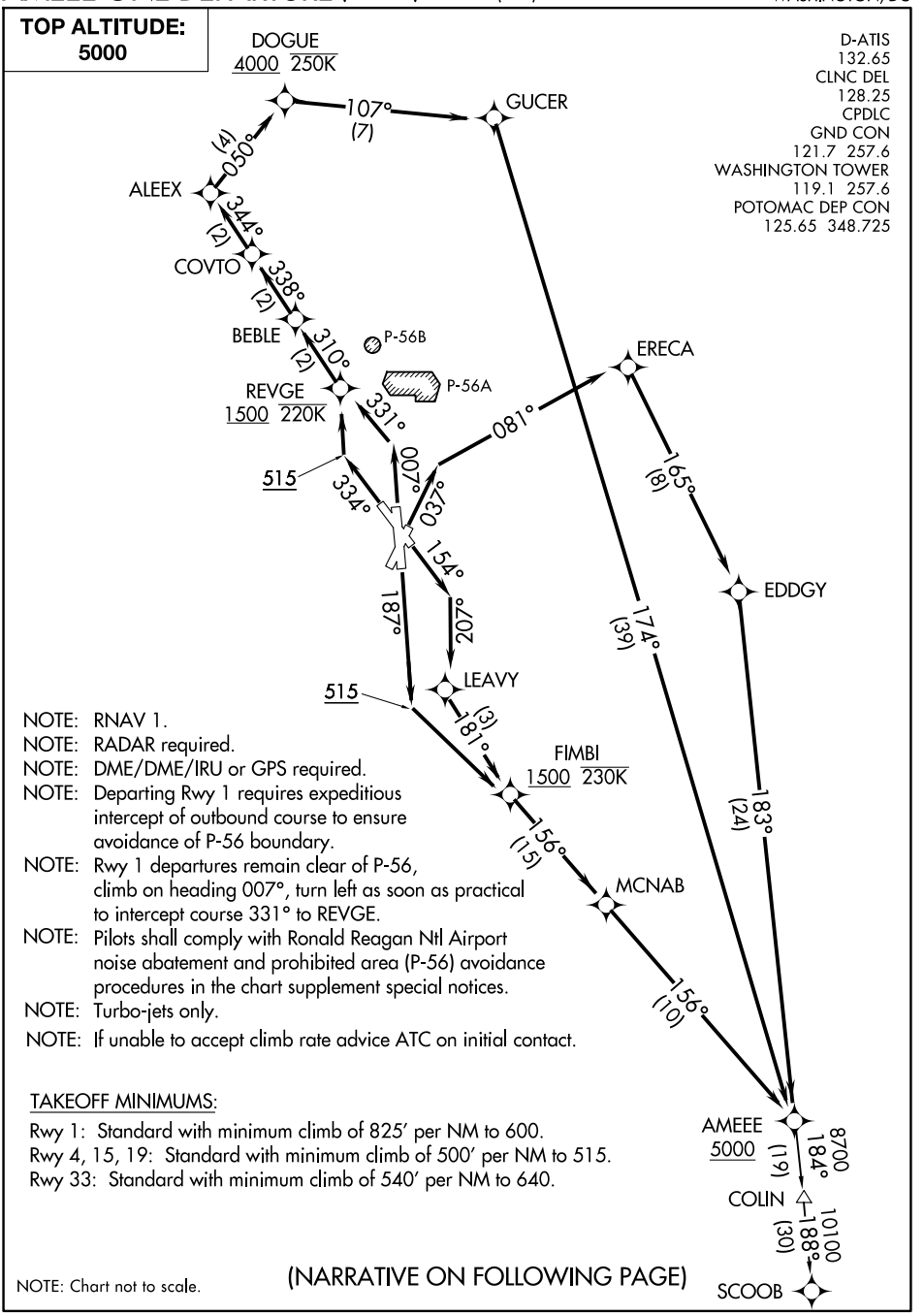
(AMEEE1.AMEEE) 23110

RONALD REAGAN WASHINGTON NTL (DCA)

AMEEE ONE DEPARTURE (RNAV)

AL-443 (FAA)

WASHINGTON, DC



NOTE: RNAV 1.

NOTE: RADAR required.

NOTE: DME/DME/IRU or GPS required.

NOTE: Departing Rwy 1 requires expeditious intercept of outbound course to ensure avoidance of P-56 boundary.

NOTE: Rwy 1 departures remain clear of P-56, climb on heading 007°, turn left as soon as practical to intercept course 331° to REVGE.

NOTE: Pilots shall comply with Ronald Reagan Ntl Airport noise abatement and prohibited area (P-56) avoidance procedures in the chart supplement special notices.

NOTE: Turbo-jets only.

NOTE: If unable to accept climb rate advice ATC on initial contact.

TAKEOFF MINIMUMS:

Rwy 1: Standard with minimum climb of 825′ per NM to 600.

Rwy 4, 15, 19: Standard with minimum climb of 500′ per NM to 515.

Rwy 33: Standard with minimum climb of 540′ per NM to 640.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

AMEEE ONE DEPARTURE (RNAV)

WASHINGTON, DC

(AMEEE1.AMEEE) 31DEC20

RONALD REAGAN WASHINGTON NTL (DCA)

NE-3, 03 SEP 2026 to 29 OCT 2026

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 007° to intercept course 331° to REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 338° to COVTO, then on track 344° to ALEEX, then on track 050° to DOGUE, cross DOGUE at or above 4000 and at or below 250K, then on track 107° to GUCER, then on track 174° to AMEEE, cross AMEEE at or above 5000, thence....

TAKEOFF RUNWAY 4: Climb on heading 037° to intercept course 081° to ERECA, then on track 165° to EDDGY, then on track 183° to AMEEE, cross AMEEE at or above 5000, thence....

TAKEOFF RUNWAY 15: Climb on heading 154° to intercept course 207° to LEAVY, then on track 181° to FIMBI, cross FIMBI at or above 1500 and at or below 230K, then on track 156° to MCNAB, then on track 156° to AMEEE, cross AMEEE at or above 5000, thence....

TAKEOFF RUNWAY 19: Climb on heading 187° to 515, then direct FIMBI, cross FIMBI at or above 1500 and at or below 230K, then on track 156° to MCNAB, then on track 156° to AMEEE, cross AMEEE at or above 5000, thence....

TAKEOFF RUNWAY 33: Climb on heading 334° to 515, then direct REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 338° to COVTO, then on track 344° to ALEEX, then on track 050° to DOGUE, cross DOGUE at or above 4000 and at or below 250K, then on track 107° to GUCER, then on track 174° to AMEEE, cross AMEEE at or above 5000, thence ....

....on assigned transition. Maintain 5000. Expect clearance to filed altitude within 10 minutes after departure.

COLIN TRANSITION (AMEEE1.COLIN):

SCOOB TRANSITION (AMEEE1.SCOOB):

NE-3, 03 SEP 2026 to 29 OCT 2026

CLTCH THREE DEPARTURE (RNAV)

(CLTCH3.CLTCH) 31DEC20

RONALD REAGAN WASHINGTON NTL (DCA)

WASHINGTON, DC

POTOMAC DEP CON
118.95 257.2
D-ATIS
132.65
CLNC DEL
128.25
CPDLC
GND CON
121.7 257.6
WASHINGTON TOWER
119.1 257.6

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbo-jets only.
NOTE: Departing Rwy 1 requires expeditious intercept of outbound course to ensure avoidance of P-56 boundary.
NOTE: Rwy 1 departures remain clear of P-56. Climb on heading 007°. Turn left as soon as practical to intercept course 331° to REVGE.
NOTE: Pilots shall comply with Ronald Reagan Washington Ntl Airport noise abatement and prohibited area (P-56) avoidance procedures as defined in the chart supplement special notices.
NOTE: If unable to accept climb rate advise ATC on initial contact.

TOP ALTITUDE: 5000

CUKLI
RGIII
292° (6)
340° (4)
BEBLE
310° (2)
REVGE 1500 220K
P-56B
P-56A
331° 007°
515
334°
187°
154°
515
515
226° (19)
BRUTL
239° (18)
259° (29)
BUTRZ 3000
239° (7)
CLTCH
16100 *3300
246° (28)
KERRK
FL180 260° (48)
244° FL180 (48)
MAULS
TEEMS
FL180 244° (67)
FLASK
DMKRT
256° (5)
GAITE
277° (4)
CAPVC
N

TAKEOFF MINIMUMS
Rwy 1: Standard with minimum climb of 825′ per NM to 600.
Rwys 15, 19: Standard with minimum climb of 500′ per NM to 515.
Rwy 33: Standard with minimum climb of 540′ per NM to 640.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(CLTCH3.CLTCH) 24193

CLTCH THREE DEPARTURE (RNAV)

AL-443 (FAA)

RONALD REAGAN WASHINGTON NTL (DCA)

WASHINGTON, DC

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 007° to intercept course 331° to REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to CUKLI, then on track 226° to BRUTL, then on track 239° to BUTRZ, cross BUTRZ at or above 3000, then on track 239° to CLTCH, thence . . . .
TAKEOFF RUNWAY 15: Climb on heading 154° to 515, then right turn direct CAPVC, then on track 277° to GAITE, then on track 256° to DMKRT, then on track 259° to BUTRZ, cross BUTRZ at or above 3000, then on track 239° to CLTCH, thence . . . .
TAKEOFF RUNWAY 19: Climb on heading 187° to 515, then direct CAPVC, then on track 277° to GAITE, then on track 256° to DMKRT, then on track 259° to BUTRZ, cross BUTRZ at or above 3000, then on track 239° to CLTCH, thence . . . .
TAKEOFF RUNWAY 33: Climb on heading 334° to 515, then direct REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to CUKLI, then on track 226° to BRUTL, then on track 239° to BUTRZ, cross BUTRZ at or above 3000, then on track 239° to CLTCH, thence . . . .

. . . . on assigned transition. Maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

FLASK TRANSITION (CLTCH3.FLASK)
MAULS TRANSITION (CLTCH3.MAULS)

NE-3, 03 SEP 2026 to 29 OCT 2026

DOCTR FIVE DEPARTURE (RNAV)

(DOCTR5.DOCTR) 31DEC20

RONALD REAGAN WASHINGTON NTL (DCA)

WASHINGTON, DC

TOP ALTITUDE: 5000

TAKEOFF MINIMUMS:
Rwy 1: Standard with minimum climb of 825′ per NM to 600.
Rwys 15, 19: Standard with minimum climb of 500′ per NM to 515.
Rwy 4: Standard with minimum climb of 500′ NM to 515.
Rwy 33: Standard with minimum climb of 540′ per NM to 640.

(NARRATIVE ON FOLLOWING PAGE)

DOGUE
4000 250K

ALEEX

050° (4)

106° (21)

RIISE

10000
101° (12)

DOCTR
5000

11400
094° (16)

AGARD

DUPONT
DQO

10000
054° (55)

D-ATIS 132.65
CLNC DEL 128.25
CPDLC
GND CON 121.7 257.6
WASHINGTON TOWER 119.1 257.6
POTOMAC DEP CON 125.65 348.725

344° (2)

COVTO

338° (2)

310° (2)

BEBLE

P-56B

P-56A

REVGE
1500 220K

515

331°

334°

007°

037°

081° (9)

ERECA

086° (21)

078° (10)

HMBGR

075° (11)

GDYUP

042° (8)

MOTBE

154°

187°

515

207°

LEAVY

181° (3)

FIMBI
1500 230K

102° (5)

N

NOTE: Chart not to scale.

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Turbo-jets only.
NOTE: DQO transition ATC assigned only.
NOTE: DME/DME/IRU or GPS required.
NOTE: Departing Rwy 1 requires expeditious intercept of outbound course to ensure avoidance of P-56 boundary.
NOTE: Rwy 1 departures remain clear of P-56, climb on heading 007°, turn left as soon as practical to intercept course 331° to REVGE.
NOTE: Pilots shall comply with Ronald Reagan Washington Ntl Airport noise abatement and prohibited area (P-56) avoidance procedures as defined in the Chart Supplement Special Notices.
NOTE: Do not exceed 220K until REVGE.
NOTE: If unable to accept climb rate, advise ATC on intital contact.

DOCTR FIVE DEPARTURE (RNAV)

(DOCTR5.DOCTR) 21112

RONALD REAGAN WASHINGTON NTL (DCA)

WASHINGTON, DC

AL-443 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 007° to intercept course 331° to REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 338° to COVTO, then on track 344 to ALEEX, then on track 050° to DOGUE, cross DOGUE at or above 4000 and at or below 250K, then on track 106° to RIISE, then on track 101° to DOCTR, cross DOCTR at or above 5000, thence....

TAKEOFF RUNWAY 4: Climb on heading 037° to intercept course 081° to ERECA, then on track 086° to DOCTR, cross DOCTR at or above 5000, thence....

TAKEOFF RUNWAY 15: Climb on heading 154° to intercept course 207° to LEAVY, then on track 181° to FIMBI, cross FIMBI at or above 1500 and at or below 230K, then on track 102° to MOTBE, then on track 042° to GDYUP, then on track 075° to HMBGR, then on track 078° to DOCTR, cross DOCTR at or above 5000, thence....

TAKEOFF RUNWAY 19: Climb on heading 187° to 515, then direct FIMBI, cross FIMBI at or above 1500 and at or below 230 K, then on track 102° to MOTBE, then on track 042° to GDYUP, then on track 075° to HMBGR, then on track 078° to DOCTR, cross DOCTR at or above 5000, thence....

TAKEOFF RUNWAY 33: Climb on heading 334° to 515, then direct REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 339° to COVTO, then on track 344° to ALEEX, then on track 050° to DOGUE, cross DOGUE at or above 4000 and at or below 250K, then on track 106° to RIISE, then on track 101° to DOCTR, cross DOCTR at or above 5000, thence....

....on assigned transition. Maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

AGARD TRANSITION (DOCTR5.AGARD)

DUPONT TRANSITION (DOCTR5.DQO)

NE-3, 03 SEP 2026 to 29 OCT 2026

(HORTO4.HORTO) 21112

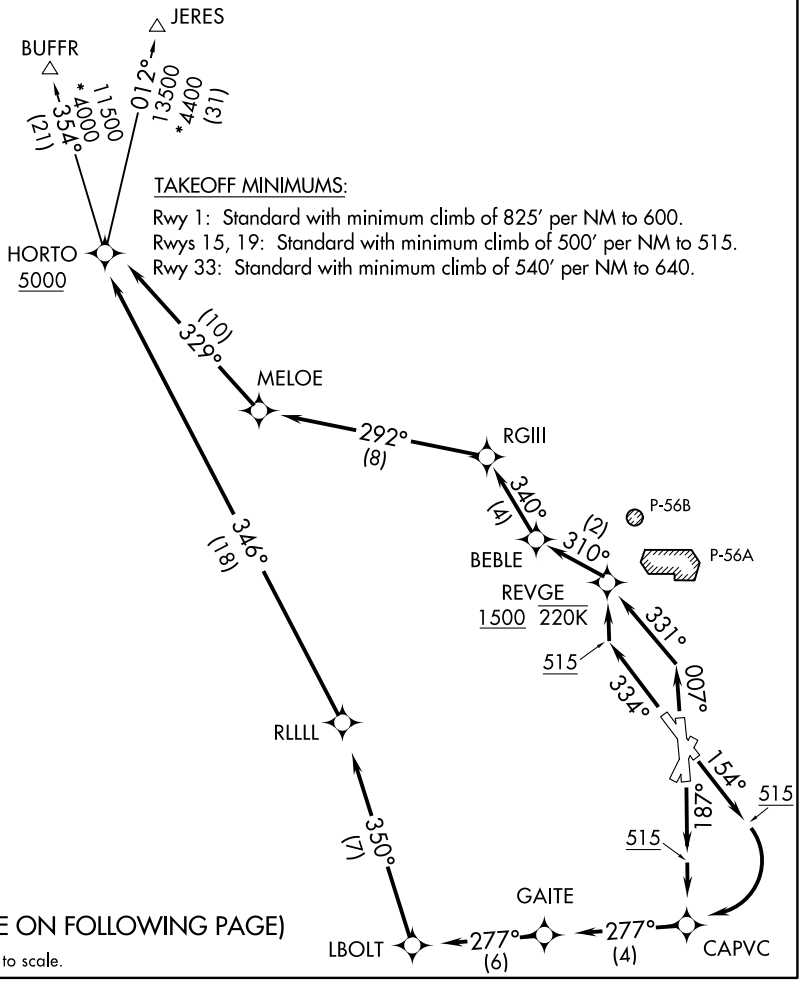
HORTO FOUR DEPARTURE (RNAV) AL-443 (FAA)

RONALD REAGAN WASHINGTON NTL (DCA)
WASHINGTON, DC

D-ATIS
132.65
CLNC DEL
128.25
CPDLC
GND CON
121.7 257.6
WASHINGTON TOWER
119.1 257.6
POTOMAC DEP CON
118.95 257.2

TOP ALTITUDE: 5000

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Turbo-jets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: Departing Rwy 1 requires expeditious intercept of outbound course to ensure avoidance of P-56 boundary.
NOTE: Rwy 1 departures remain clear of P-56, climb on heading 006°, turn left as soon as practical to intercept course 331° to REVGE.
NOTE: Pilots shall comply with Ronald Reagan Washington Ntl Airport noise abatement and prohibited area (P-56) avoidance procedures as defined in the Chart Supplement special notices.
NOTE: If unable to accept climb rate, advise ATC on initial contact.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 007° to intercept course 331° to REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to MELOE, then on track 329° to HORTO, cross HORTO at or above 5000, thence....
TAKEOFF RUNWAY 15: Climb on heading 154° to 515, then right turn direct CAPVC, then on track 277° to GAITE, then on track 277° to LBOLT, then on track 350° to RLLLL, then on track 346° to HORTO, cross HORTO at or above 5000, thence....
TAKEOFF RUNWAY 19: Climb on heading 187° to 515, then direct CAPVC, then on track 277° to GAITE, then on track 277° to LBOLT, then on track 350° to RLLLL, then on track 346° to HORTO, cross HORTO at or above 5000, thence....
TAKEOFF RUNWAY 33: Climb on heading 334° to 515, then direct REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to MELOE, then on track 329° to cross HORTO at or above 5000, thence....

....on assigned transition. Maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

BUFFR TRANSITION (HORTO4.BUFFR):

JERES TRANSITION (HORTO4.JERES):

NE-3, 03 SEP 2026 to 29 OCT 2026

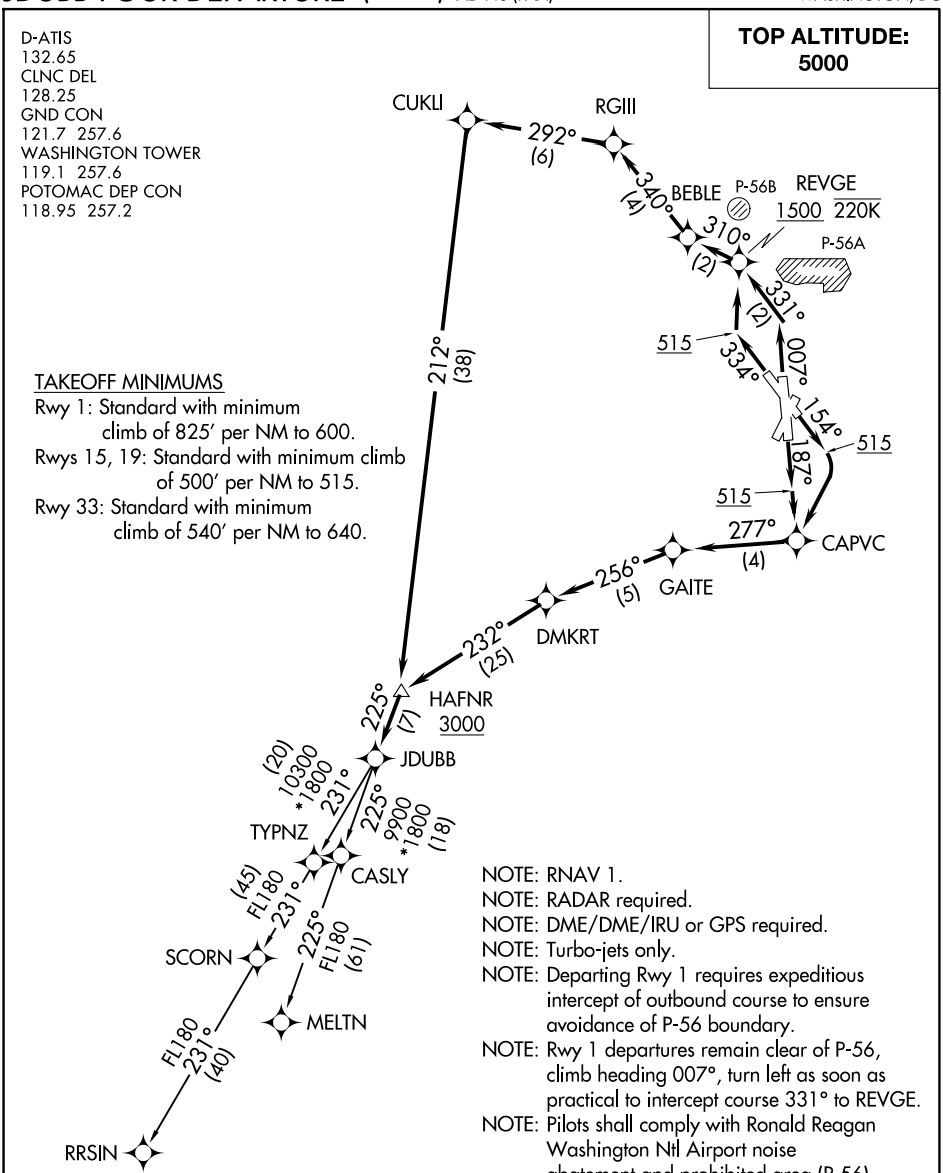
(JDUBB4.JDUBB) 21112

JDUBB FOUR DEPARTURE (RNAV)

AL-443 (FAA)

RONALD REAGAN WASHINGTON NTL (DCA)
WASHINGTON, DC

NE-3, 03 SEP 2026 to 29 OCT 2026



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 007° to intercept course 331° to REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to CUKLI, then on track 212° to HAFNR, cross HAFNR at or above 3000, thence . . . .
TAKEOFF RUNWAY 15: Climb on heading 154° to 515, then right turn direct CAPVC, then on track 277° to GAITE, then on track 256° to DMKRT, then on track 232° to HAFNR, cross HAFNR at or above 3000, thence...
TAKEOFF RUNWAY 19: Climb on heading 187° to 515, then direct CAPVC, then on track 277° to GAITE, then on track 256° to DMKRT, then on track 232° to HAFNR, cross HAFNR at or above 3000, thence...
TAKEOFF RUNWAY 33: Climb on heading 334° to 515, then direct REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340°to RGIII, then on track 292° to CUKLI, then on track 212° to HAFNR, cross HAFNR at or above 3000, thence . . . .

. . . . thence on track 225° to JDUBB, then on assigned transition. Maintain 5000. Expect clearance to filed altitude within 10 minutes after departure.

MELTN TRANSITION (JDUBB4.MELTN)
RRSIN TRANSITION (JDUBB4.RRSIN)

NE-3, 03 SEP 2026 to 29 OCT 2026

NATIONAL EIGHT DEPARTURE

(NATNL8.NATNL) 07OCT21

RONALD REAGAN WASHINGTON NTL (DCA)

WASHINGTON, DC

D-ATIS
132.65
CLNC DEL
128.25
CPDLC
GND CON
121.7 257.6
WASHINGTON TOWER
119.1 257.6

TOP ALTITUDE: 5000

WEST DEP CON
118.95 257.2

NOTE: RADAR required.
NOTE: Pilots shall comply with Ronald Reagan Washington Ntl Airport noise abatement and prohibited area (P-56) avoidance procedures as defined in Airport/Facility Directory special notices.
NOTE: ATC assigned only.

JERES
MCRAY
BUFFR
WESTMINSTER
117.9 EMI
Chan 126
WOOLY
N
SOOKI
SWANN
AGARD
PALEO
DOCTR
HORTO

PROHIBITED AREA P-56 1.5 NM NORTH OF AIRPORT

P-56
R-328
R-070
R-185

EAST DEP CON
125.65 348.725

RAMAY
GINYA
LINDEN
114.3 LDN
Chan 90
OTTO
CASANOVA
116.3 CSN
Chan 110
FLUKY
ARMEL
113.5 AML
Chan 82
WASHINGTON
111.0 DCA
Chan 47
DAILY
CLTCH
HAFNR
SCRAM
JDUBB
WHINO
PAUKI
COLIN
MONTEBELLO
115.3 MOL
Chan 100
GORDONSVILLE
115.6 GVE
Chan 103

TAKEOFF MINIMUMS
Rwy 1: 600-2 with minimum climb of 275' per NM to 1500 or standard with minimum climb of 460' per NM to 800.
Rwy 4: 300-2 or standard with minimum climb of 210' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1400' prior to DER.
Rwy 15: 300-1¾ or standard with minimum climb of 215' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER.
Rwy 19: 300-1½ or standard with minimum climb of 205' per NM to 300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.
Rwy 22: 500-2¾ or standard with minimum climb of 305' per NM to 600.
Rwy 33: Standard with minimum climb of 285' per NM to 700.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

NATIONAL EIGHT DEPARTURE
(NATNL8.NATNL) 26246
AL-443 (FAA)
RONALD REAGAN WASHINGTON NTL (DCA)
WASHINGTON, DC

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climbing left turn as soon as practical to intercept DCA VOR/DME R-328 to 5000 or as assigned, thence . . . .
TAKEOFF RUNWAY 4: Climbing right turn as soon as practical to intercept DCA VOR/DME R-070 to 5000 or as assigned, thence . . . .
TAKEOFF RUNWAY 15: Climbing right turn as soon as practical to intercept DCA VOR/DME R-185 to 5000 or as assigned, thence . . . .
TAKEOFF RUNWAY 19: Climb on DCA VOR/DME R-185 to 5000 or as assigned, thence . . . .
TAKEOFF RUNWAY 22: Climbing left turn as soon as practical to intercept DCA VOR/DME R-185 to 5000 or as assigned, thence . . . .
TAKEOFF RUNWAY 33: Climb on DCA VOR/DME R-328 to 5000 or as assigned, thence . . . .

. . . . expect RADAR vectors to filed/assigned fix. Maintain 5000 or assigned alititude, expect clearance to filed altitude ten (10) minutes after departure.

NE-3, 03 SEP 2026 to 29 OCT 2026

REBLL FIVE DEPARTURE (RNAV)

(REBLL5.REBLL) 31DEC20

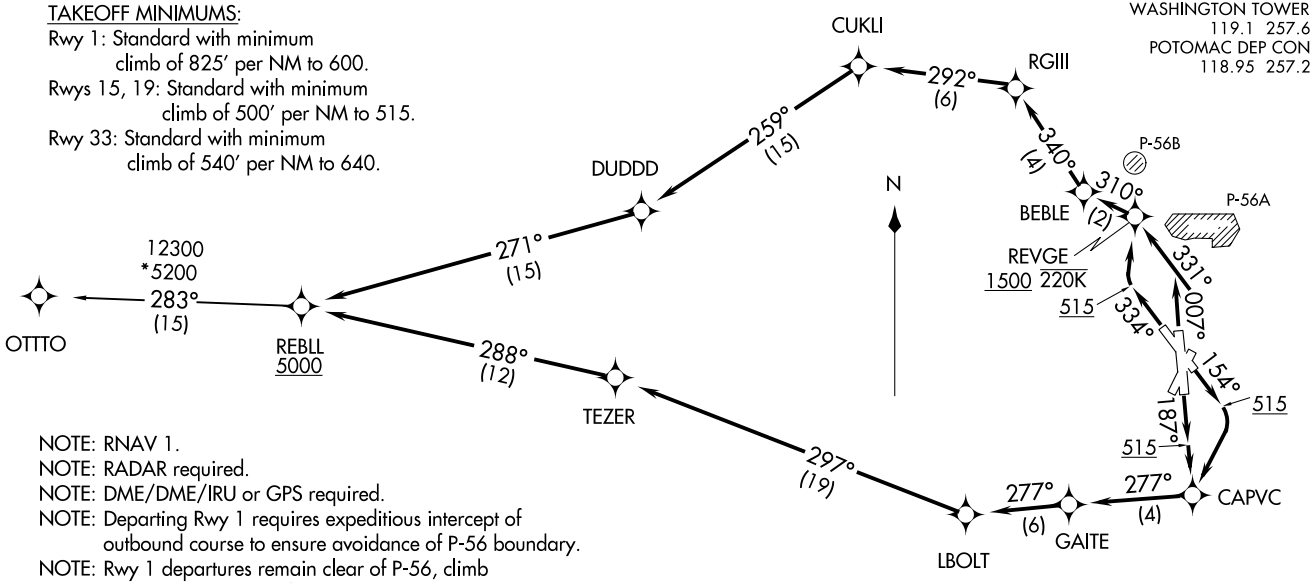
RONALD REAGAN WASHINGTON NTL (DCA)

WASHINGTON, DC

TOP ALTITUDE: 5000

TAKEOFF MINIMUMS:
Rwy 1: Standard with minimum climb of 825' per NM to 600.
Rwys 15, 19: Standard with minimum climb of 500' per NM to 515.
Rwy 33: Standard with minimum climb of 540' per NM to 640.

D-ATIS 132.65
CLNC DEL 128.25
CPDLC
GND CON 121.7 257.6
WASHINGTON TOWER 119.1 257.6
POTOMAC DEP CON 118.95 257.2



NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Departing Rwy 1 requires expeditious intercept of outbound course to ensure avoidance of P-56 boundary.
NOTE: Rwy 1 departures remain clear of P-56, climb heading 007°, turn left as soon as practical to intercept course 331° to REVGE.
NOTE: Pilots shall comply with Ronald Reagan Washington Ntl Airport noise abatement and prohibited area (P-56) avoidance procedures as defined in the Chart Supplement Special Notices.
NOTE: Turbo-jets only.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(REBLL5.REBLL) 21112
REBLL FIVE DEPARTURE (RNAV)
AL-443 (FAA)
RONALD REAGAN WASHINGTON NTL (DCA)
WASHINGTON, DC

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 007° to intercept course 331° to REVGE, cross REVGEat or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to CUKLI, then on track 259° to DUDDD, then on track 271° to REBLL, cross REBLL at or above 5000, thence....
TAKEOFF RUNWAY 15: Climb on heading 154° to 515, then right turn direct CAPVC, then on track 277° to GAITE, then on track 268 to LBOLT, then on track 297° to TEZER, then on track 288° to REBLL, cross REBLL at or above 5000, thence....
TAKEOFF RUNWAY 19: Climb on heading 187° to 515, then direct CAPVC, then on track 277° to GAITE, then on track 277° to LBOLT, then on track 297° to TEZER, then on track 288° to REBLL, cross REBLL at or above 5000, thence....
TAKEOFF RUNWAY 33: Climb on heading 334° to 515, then direct REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to CUKLI, then on track 259° to DUDDD, then on track 271° to REBLL, cross REBLL at or above 5000, thence....

....on OTTTO transition. Maintain 5000. Expect filed altitude within ten (10) minutes after departure.

OTTTO TRANSITION (REBLL5.OTTTO):

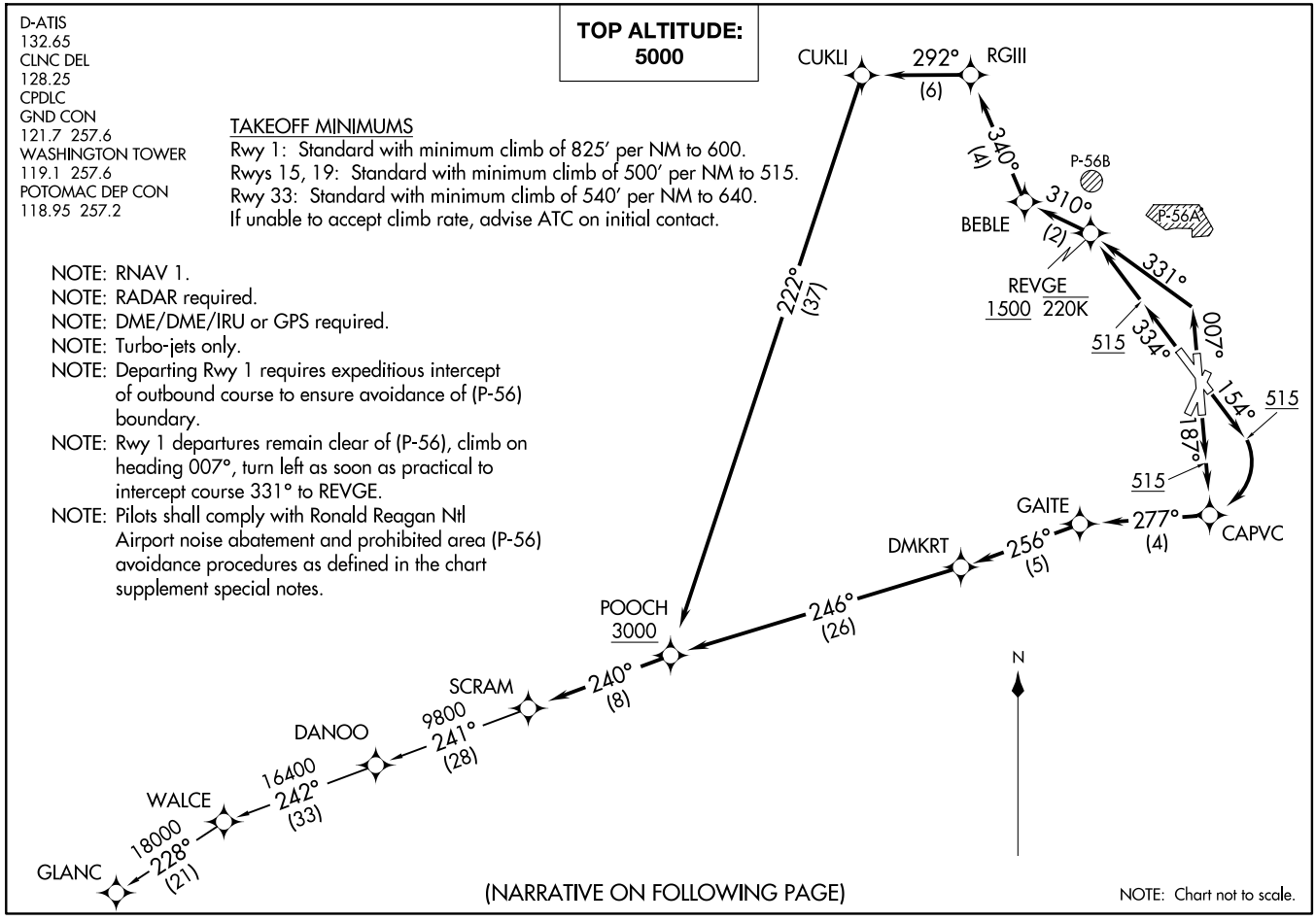
NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

SCRAM SIX DEPARTURE (RNAV)

(SCRAM6.SCRAM) 31DEC20

RONALD REAGAN WASHINGTON NTL (DCA)

WASHINGTON, DC



(SCRAM6.SCRAM) 21112

SCRAM SIX DEPARTURE (RNAV)

AL-443 (FAA)

RONALD REAGAN WASHINGTON NTL (DCA)

WASHINGTON, DC

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 007° to intercept course 331° to REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to CUKLI, then on track 222° to POOCH, cross POOCH at or above 3000, thence . . . .

TAKEOFF RUNWAY 15: Climb on heading 154° to 515, then right turn direct CAPVC, then on track 277° to GAITE, then on track 256° to DMKRT, then on track 246° to POOCH, cross POOCH at or above 3000, thence . . . .

TAKEOFF RUNWAY 19: Climb on heading 187° to 515, then direct CAPVC, then on track 277° to GAITE, then on track 256° to DMKRT, then on track 246° to POOCH, cross POOCH at or above 3000, thence . . . .

TAKEOFF RUNWAY 33: Climb on heading 334° to 515, then direct REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292 ° to CUKLI, then on track 222° to POOCH, cross POOCH at or above 3000, thence . . . .

. . . . then on track 240° to SCRAM, then as depicted. Maintain 5000.
Expect clearance to filed altitude within 10 minutes after departure.

GLANC TRANSITION (SCRAM6.GLANC):

NE-3, 03 SEP 2026 to 29 OCT 2026

(SOOKI6.SOOKI) 26022

SOOKI SIX DEPARTURE (RNAV)

RONALD REAGAN WASHINGTON NTL (DCA)

AL-443 (FAA)

WASHINGTON, DC

NE-3, 03 SEP 2026 to 29 OCT 2026

SOOKI SIX DEPARTURE (RNAV)

WASHINGTON, DC

(SOOKI6.SOOKI) 22JAN26

RONALD REAGAN WASHINGTON NTL (DCA)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 007° to intercept course 331° to REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 338° to COVTO, then on track 344° to ALEEX, then on track 050° to DOGUE, cross DOGUE at or above 4000 and at or below 250K, then on track 092° to PHERB, then on track 091° to SOOKI, cross SOOKI at or above 5000, thence....
TAKEOFF RUNWAY 4: Climb on heading 037° to intercept course 081° to ERECA, then on track 063° to SOOKI, cross SOOKI at or above 5000, thence....
TAKEOFF RUNWAY 15: Climb on heading 154° to intercept course 207° to LEAVY, then on track 181° to FIMBI, cross FIMBI at or above 1500 and at or below 230K, then on track 102° to MOTBE, then on track 042° to GDYUP, then on track 053° to RIISE, then on track 056° to SOOKI, cross SOOKI at or above 5000, thence....
TAKEOFF RUNWAY 19: Climb on heading 187° to 515, then direct FIMBI, cross FIMBI at or above 1500 and at or below 230K, then on track 102° to MOTBE, then on track 042° to GDYUP, then on track 053° to RIISE, then on track 056° to SOOKI, cross SOOKI at or above 5000, thence....
TAKEOFF RUNWAY 33: Climb on heading 334° to 515, then direct REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 338° to COVTO, then on track 344° to ALEEX, then on track 050° to DOGUE, cross DOGUE at or above 4000 and at or below 250K, then on track 092° to PHERB, then on track 091° to SOOKI, cross SOOKI at or above 5000, thence....

....on SWANN transition. Maintain 5000. Expect filed altitude 10 minutes after departure.

SWANN TRANSITION (SOOKI6.SWANN)

NE-3, 03 SEP 2026 to 29 OCT 2026

WYNGS FIVE DEPARTURE (RNAV)

(WYNGS5.WYNGS) 31DEC20

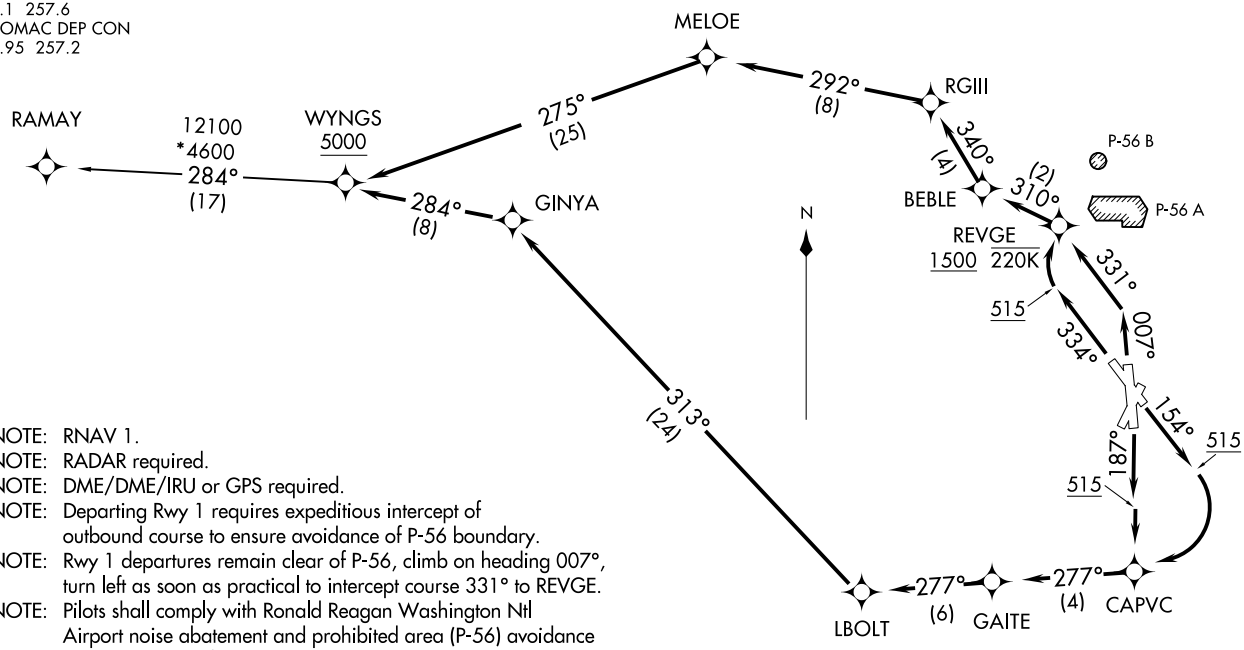
RONALD REAGAN WASHINGTON NTL (DCA)

WASHINGTON, DC

D-ATIS
132.65
CLNC DEL
128.25
CPDLC
GND CON
121.7 257.6
WASHINGTON TOWER
119.1 257.6
POTOMAC DEP CON
118.95 257.2

TAKEOFF MINIMUMS:
Rwy 1: Standard with minimum climb of 825′ per NM to 600.
Rwys 15, 19: Standard with minimum climb of 500′ per NM to 515.
Rwy 33: Standard with minimum climb of 540′ per NM to 640.

TOP ALTITUDE: 5000



NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Departing Rwy 1 requires expeditious intercept of outbound course to ensure avoidance of P-56 boundary.
NOTE: Rwy 1 departures remain clear of P-56, climb on heading 007°, turn left as soon as practical to intercept course 331° to REVGE.
NOTE: Pilots shall comply with Ronald Reagan Washington Ntl Airport noise abatement and prohibited area (P-56) avoidance procedures as defined in the Chart Supplement Special Notices.
NOTE: Turbo-jets only.
NOTE: If unable to accept climb rate advise ATC on initial contact.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

WYNGS FIVE DEPARTURE (RNAV)

(WYNGS5.WYNGS) 21112

RONALD REAGAN WASHINGTON NTL (DCA)

AL-443 (FAA)

WASHINGTON, DC

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 007° to intercept course 331° to REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to MELOE, then on track 275° to WYNGS, cross WYNGS at or above 5000, thence....
TAKEOFF RUNWAY 15: Climb on heading 154° to 515, then right turn direct CAPVC, then on track 277° to GAITE, then on track 277° to LBOLT, then on track 313° to GINYA, then on track 284° to WYNGS, cross WYNGS at or above 5000, thence....
TAKEOFF RUNWAY 19: Climb on heading 187° to 515, then direct CAPVC, then on track 277° to GAITE, then on track 277° to LBOLT, then on track 313° to GINYA, then on on track 284° to WYNGS, cross WYNGS at or above 5000, thence....
TAKEOFF RUNWAY 33: Climb on heading 334° to 515, then direct REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to MELOE, then on track 275° to WYNGS, cross WYNGS at or above 5000, thence....

....on RAMAY transition. Maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

RAMAY TRANSITION (WYNGS5.RAMAY)

NE-3, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 1C
WASHINGTON DULLES INTL (IAD)

LOC I-OSZ	APP CRS	Rwy Ldg 11500
111.3	011°	TDZE 286
		Apt Elev 312

RNP APCH-GPS. From HELMZ or HUFFF.

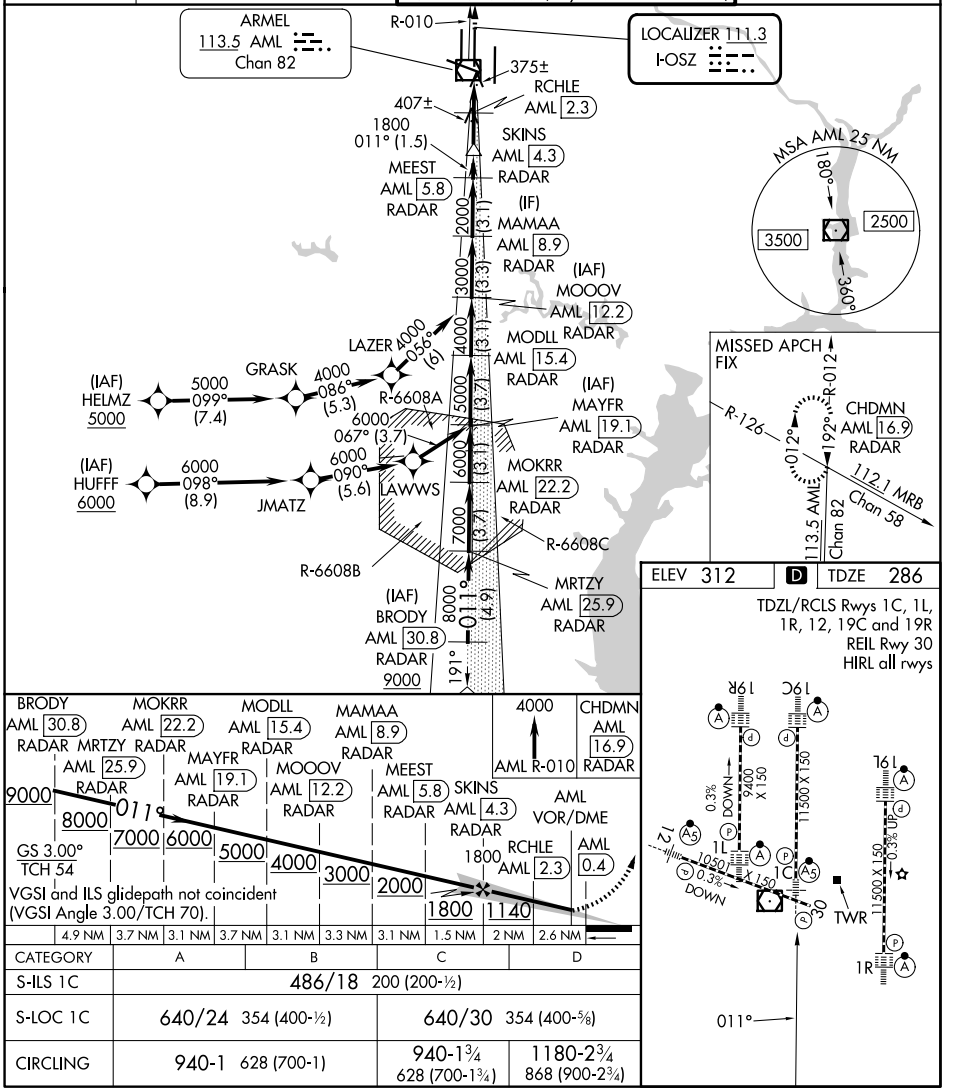
DME or RADAR required.
RADAR required for procedure entry at BRODY.

Simultaneous approach authorized. DME from AML VOR/DME.
DME use requires simultaneous reception of I-OSZ and AML DME.
For inop ALS, increase S-LOC Cats C/D visibility to RVR 5500.

MALSR

MISSED APPROACH: Climb to 4000 on AML VOR/DME R-010 to CHDMN/AML 16.9 DME/RADAR and hold, continue climb-in-hold to 4000.

D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
134.85	120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)



CATEGORY	A	B	C	D
S-ILS 1C	486/18 200 (200-½)			
S-LOC 1C	640/24 354 (400-½)		640/30 354 (400-⅝)	
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	1180-2¾ 868 (900-2¾)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-OIU	APP CRS	Rwy Ldg	9400
110.75	011°	TDZE	296
Chan 44 (Y)		Apt Elev	312

ILS or LOC RWY 1L
WASHINGTON DULLES INTL (IAD)

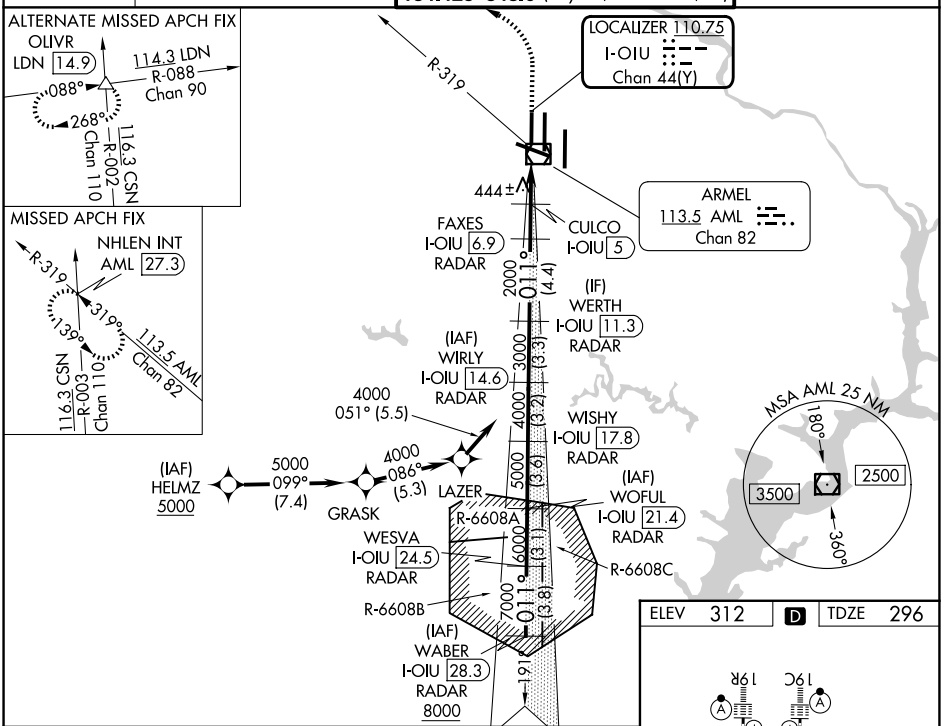
RNP APCH - GPS. From HELMZ.
DME or RADAR required. DME required for LOC only.
RADAR required for procedure entry at WABER.

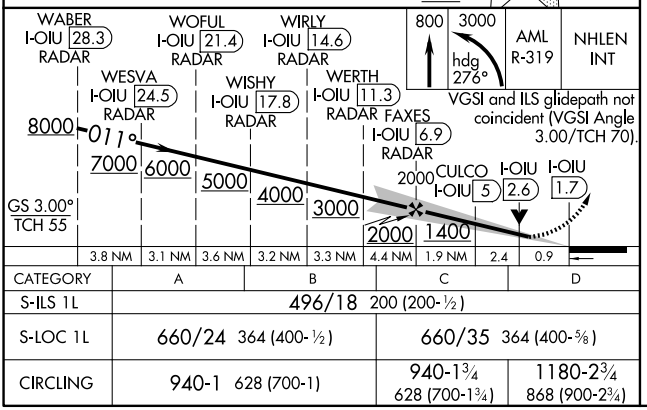
▼ Simultaneous approach authorized.
▲ For inop ALS, increase LOC Cats C/D visibility to RVR 5500.

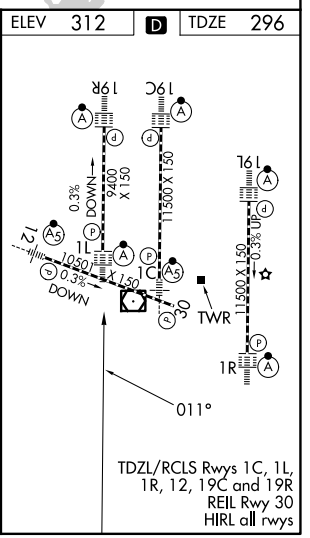
ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 on heading 276° and on AML VOR/DME R-319 to NHLEN INT/AML 27.3 DME and hold.

D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
134.85	120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)







CATEGORY	A	B	C	D
S-ILS 1L	496/18 200 (200-½)			
S-LOC 1L	660/24 364 (400-½)		660/35 364 (400-⅝)	
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	1180-2¾ 868 (900-2¾)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

WASHINGTON, DC | AL-5100 (FAA) | 26246

ILS or LOC RWY 1R

WASHINGTON DULLES INTL (IAD)

LOC/DME I-IAD	APP CRS	Rwy Ldg 11500
110.1	011°	TDZE 312
Chan 38		Apt Elev 312

RNP APCH-GPS. From HELMZ, or HUFFF.

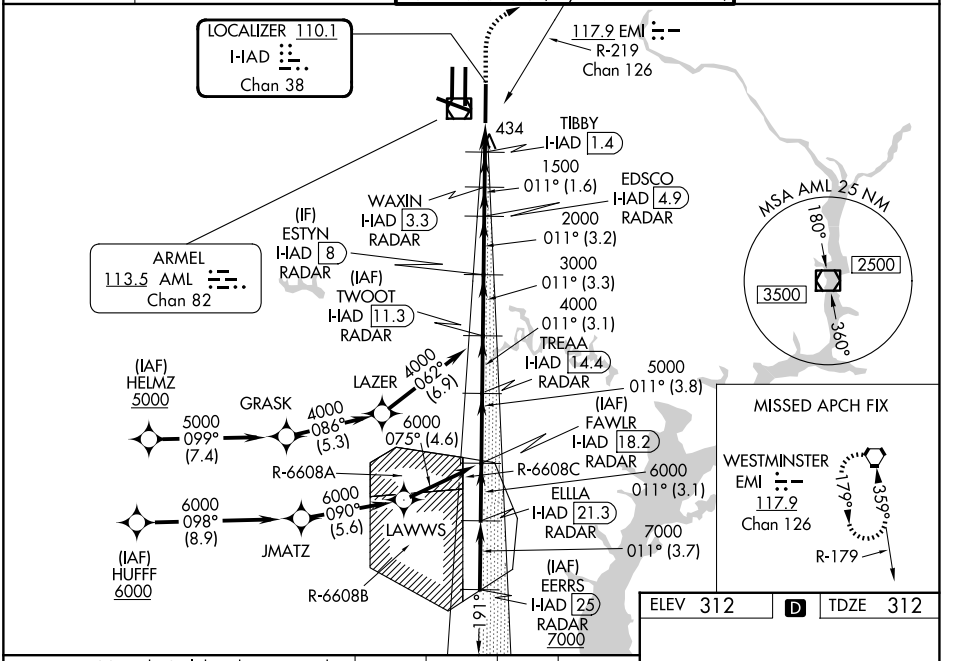
DME or RADAR required. DME required for LOC only. RADAR required for procedure entry at EERRS.

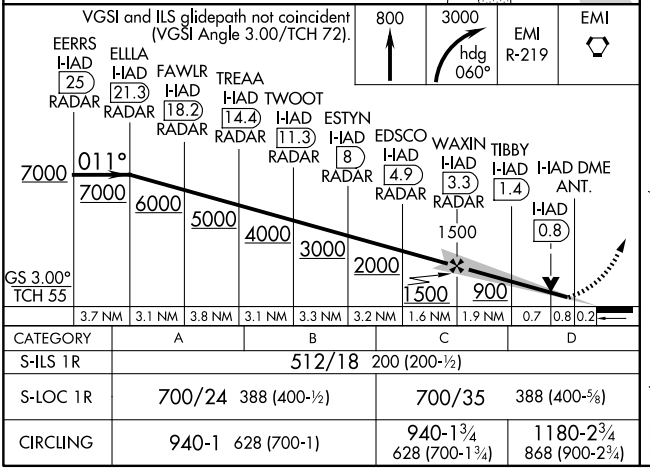
Simultaneous approach authorized.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 on heading 060° and EMI VORTAC R-219 to EMI VORTAC and hold.

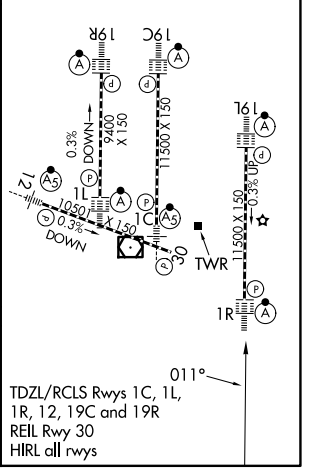
D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
134.85	120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)





CATEGORY	A	B	C	D
S-ILS 1R	512/18 200 (200-½)			
S-LOC 1R	700/24 388 (400-½)		700/35 388 (400-⅝)	
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	1180-2¾ 868 (900-2¾)

ELEV 312 | D | TDZE 312



TDZL/RCLS Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all rwys

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 19C

WASHINGTON DULLES INTL (IAD)

LOC I-DLX	APP CRS	Rwy Ldg 11089
111.3	191°	TDZE 272
		Apt Elev 312

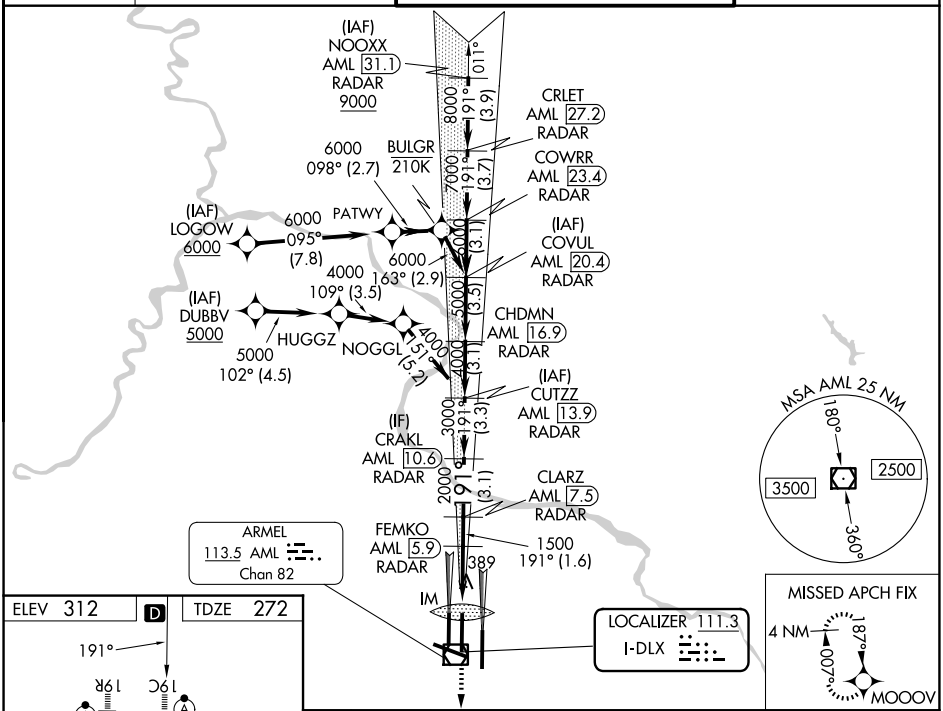
RNP APCH - GPS.
RADAR required for procedure entry at NOOXX. DME or RADAR required.

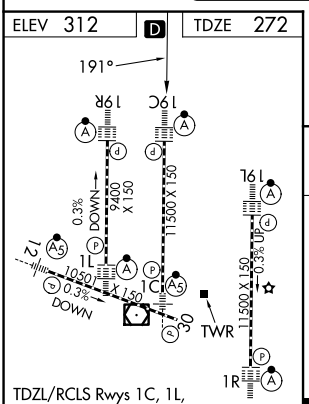
T A — Simultaneous approach authorized. DME from AML VOR/DME.
DME use requires simultaneous reception of I-DLX and AML DME.
For inop ALS, increase S-LOC 19C Cat C and D visibility to RVR 5500.

ALSF-2

MISSED APPROACH: Climb to 3000 direct MOOOV and hold.

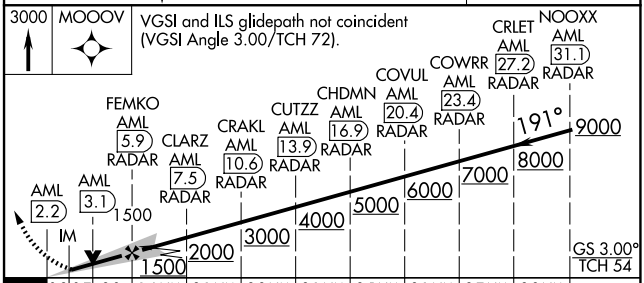
D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
134.85	120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)





FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

3000 MOOOV — VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).



CATEGORY	A	B	C	D
S-ILS 19C	472/18 200 (200-½)			
S-LOC 19C	640/24 368 (400-½)		640/35 368 (400-⅝)	
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	1180-2¾ 868 (900-2¾)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

WASHINGTON, DC | AL-5100 (FAA) | 25331

ILS or LOC RWY 19L

WASHINGTON DULLES INTL (IAD)

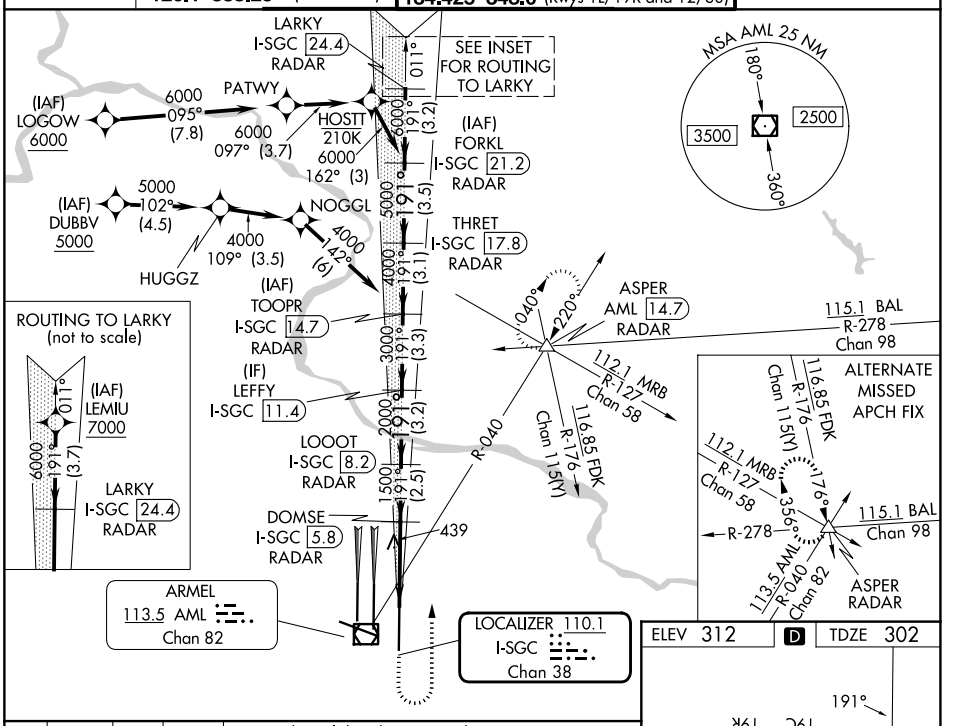
LOC/DME I-SGC	APP CRS	Rwy Ldg 11500
110.1	191°	TDZE 302
Chan 38		Apt Elev 312

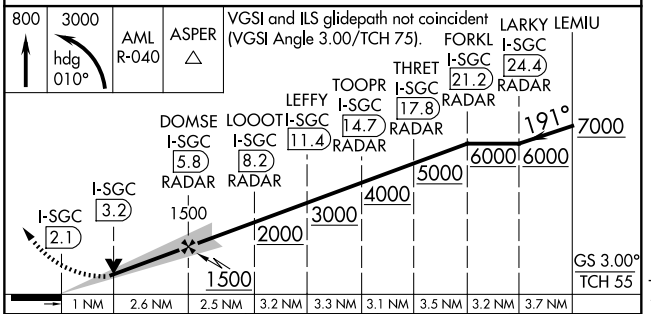
RNP APCH - GPS. From LOGOW, or DUBBV, or LEMIU.
DME or RADAR required. RADAR required for procedure entry at LEMIU.
Simultaneous approach authorized.
*RVR 1800 authorized with use of FD or AP or HUD to DA.

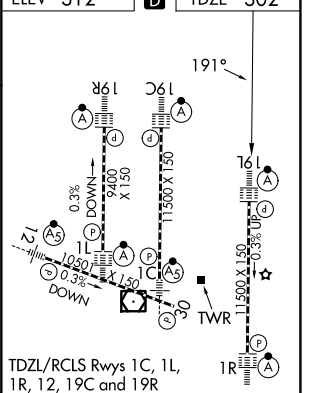
ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 on heading 010° and on AML VOR/DME R-040 to ASPER INT/AML 14.7 DME and hold.

D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
134.85	120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)







CATEGORY	A	B	C	D
S-ILS 19L *	502/24 200 (200-½)			
S-LOC 19L	700/24 398 (400-½)		700/35 398 (400-⅝)	

FAF to MAP 3.6 NM

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

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 19R

WASHINGTON DULLES INTL (IAD)

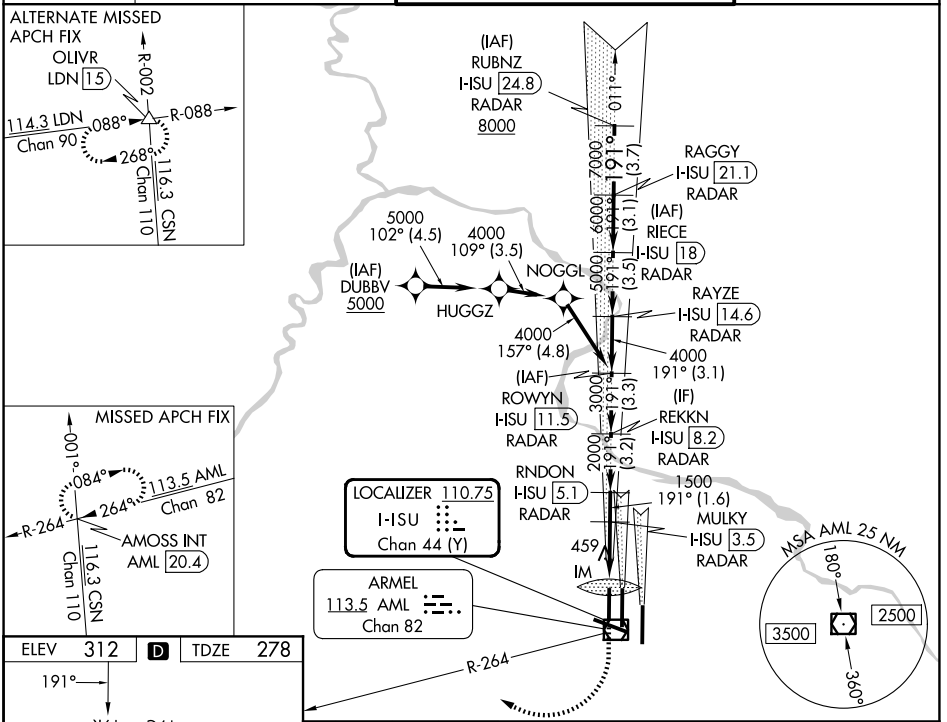
LOC/DME I-ISU	APP CRS	Rwy Ldg	9400
110.75	191°	TDZE	278
Chan 44 (Y)		Apt Elev	312

RNP APCH-GPS. From DUBBV.
DME or RADAR required. RADAR required for procedure entry at RUBNZ.
Simultaneous approach authorized.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 on heading 280° and AML VOR/DME R-264 to AMOSS INT/AML 20.4 DME and hold.

D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
134.85	120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)



FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

CATEGORY	A	B	C	D
S-ILS 19R	478/18 200 (200-½)			
S-LOC 19R	720/24 442 (500-½)		720/45 442 (500-⅞)	
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	1180-2¾ 868 (900-2¾)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

LOC I-AJU	APP CRS	Rwy Ldg	10501
109.3	121°	TDZE	310
		Apt Elev	312

ILS or LOC/DME RWY 12

WASHINGTON DULLES INTL (IAD)

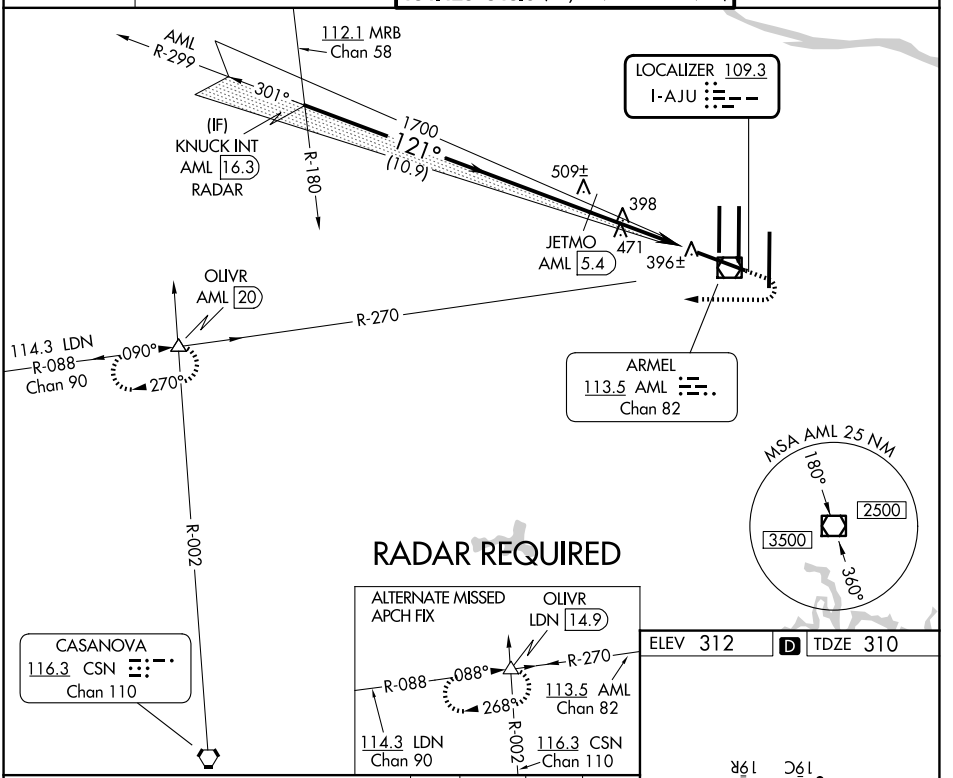
DME required for LOC only.

DME from AML VOR/DME. Simultaneous reception of I-AJU and AML DME required.

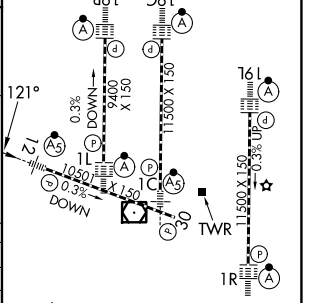
MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 5000 via heading 290° and AML VOR/DME R-270 to OLIVR INT/AML 20 DME and hold, continue climb-in-hold to 5000.

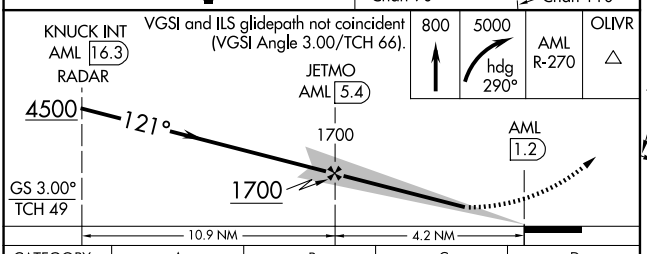
D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
134.85	120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)



ELEV 312 | D | TDZE 310



TDZL/RCLS Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all rwys



CATEGORY	A	B	C	D
S-ILS 12	510/18 200 (200- ½)			
S-LOC 12	740/24 430 (500- ½)		740/40 430 (500- ¾)	
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	1180-2¾ 868 (900-2¾)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-OIU	APP CRS	Rwy Ldg	9400
110.75	011°	TDZE	296
Chan 44 (Y)		Apt Elev	312

ILS RWY 1L (CAT II & III)

WASHINGTON DULLES INTL (IAD)

RNP APCH - GPS. From HELMZ.
DME or RADAR required.
RADAR required for procedure entry at WABER.
Simultaneous approach authorized.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 on heading 276° and on AML VOR/DME R-319 to NHLEN INT/AML 27.3 DME and hold.

D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
134.85	120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)

ALTERNATE MISSED APCH FIX
OLIVR
LDN 14.9
088°
268°
114.3 LDN R-088 Chan 90
116.3 CSN R-002 Chan 110

MISSED APCH FIX
NHLEN INT
AML 27.3
R-319
319°
139°
113.5 AML Chan 82
116.3 CSN R-003 Chan 111

LOCALIZER 110.75
I-OIU
Chan 44(Y)

ARMEL
113.5 AML
Chan 82

444±

FAXES
I-OIU 6.9
RADAR

(IF)
WERTH
I-OIU 11.3
RADAR

(IAF)
WIRLY
I-OIU 14.6
RADAR

(IAF)
HELMZ
5000

(IAF)
WISHY
I-OIU 17.8
RADAR

(IAF)
WOFUL
I-OIU 21.4
RADAR

(IAF)
WESVA
I-OIU 24.5
RADAR

(IAF)
WABER
I-OIU 28.3
RADAR
8000

LAZER
GRASK

R-6608A
R-6608B
R-6608C

2000 011° (4.4)
3000 (3.3)
4000 051° (5.5)
4000 (3.2)
5000 099° (7.4)
5000 (3.6)
4000 086° (5.3)
6000 (3.1)
7000 011° (3.8)
191°

MSA AML 25 NM
180°
2500
3500
360°

ELEV 312 D TDZE 296

WABER I-OIU 28.3 RADAR
WOFUL I-OIU 21.4 RADAR
WIRLY I-OIU 14.6 RADAR
WESVA I-OIU 24.5 RADAR
WISHY I-OIU 17.8 RADAR
WERTH I-OIU 11.3 RADAR
FAXES I-OIU 6.9 RADAR

800 | 3000 hdg 276° | AML R-319 | NHLEN INT

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).

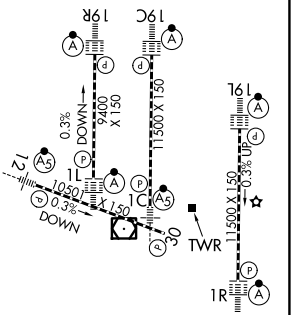
8000 011° 7000 6000 5000 4000 3000 2000

GS 3.00°
TCH 55

3.8 NM | 3.1 NM | 3.6 NM | 3.2 NM | 3.3 NM | 4.4 NM | 5.2 NM | 1108'

CATEGORY	A	B	C	D
S-ILS 1L	CAT II RA 97/12 100 DA 396			
S-ILS 1L	CAT III RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZL/RCLS Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all rwys

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

WASHINGTON, DC | AL-5100 (FAA) | 26246

LOC/DME I-IAD	APP CRS	Rwy Ldg 11500
110.1	011°	TDZE 312
Chan 38		Apt Elev 312

ILS RWY 1R (CAT II & III)

WASHINGTON DULLES INTL (IAD)

RNP APCH-GPS. From HELMZ, or HUFFF.
DME or RADAR required.
RADAR required for procedure entry at EERRS.
Simultaneous approach authorized.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 on heading 060° and EMI VORTAC R-219 to EMI VORTAC and hold.

D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
134.85	120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)

LOCALIZER 110.1
I-IAD
Chan 38

117.9 EMI
R-219
Chan 126

ARMEL
113.5 AML
Chan 82

(IF) ESTYN I-IAD 8 RADAR
WAXIN I-IAD 3.3 RADAR
EDSCO I-IAD 4.9 RADAR
(IAF) TWOOT I-IAD 11.3 RADAR
TREAA I-IAD 14.4 RADAR
(IAF) HELMZ 5000
GRASK
LAZER
(IAF) FAWLR I-IAD 18.2 RADAR
ELLLA I-IAD 21.3 RADAR
LAWWS
JMATZ
(IAF) HUFFF 6000
(IAF) EERRS I-IAD 25 RADAR 7000

434
1500
011° (1.6)
2000
011° (3.2)
3000
011° (3.3)
4000
011° (3.1)
5000
011° (3.8)
6000
011° (3.1)
7000
011° (3.7)
4000 062° (6.9)
5000 099° (7.4)
4000 086° (5.3)
6000 075° (4.6)
6000 098° (8.9)
6000 090° (5.6)
191°

R-6608A
R-6608C
R-6608B

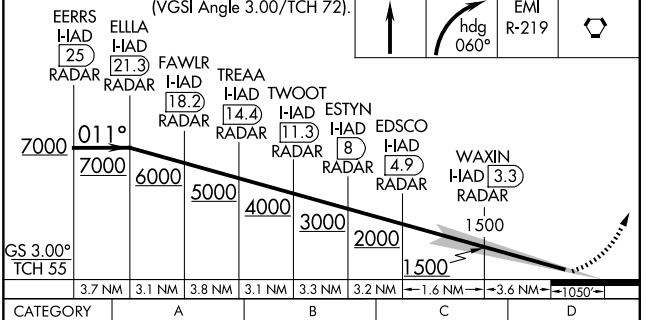
MSA AML 25 NM
180°-360°
2500
3500

MISSED APCH FIX
WESTMINSTER EMI 117.9 Chan 126
179°-359°
R-179

ELEV 312 | D | TDZE 312

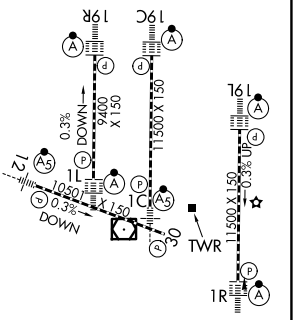
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).

800 | 3000 hdg 060° | EMI R-219 | EMI



CATEGORY	A	B	C	D
S-ILS 1R	CAT II RA 94/12 100 DA 412			
S-ILS 1R	CAT III RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZL/RCLS Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all rwys

WASHINGTON, DC
Amdt 25A 17APR25

38°57'N-77°28'W

WASHINGTON DULLES INTL (IAD)
ILS RWY 1R (CAT II & III)

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

LOC I-DLX	APP CRS	Rwy Ldg 11089
111.3	191°	TDZE 272
		Apt Elev 312

ILS RWY 19C (CAT II & III)

WASHINGTON DULLES INTL (IAD)

RNP APCH - GPS.

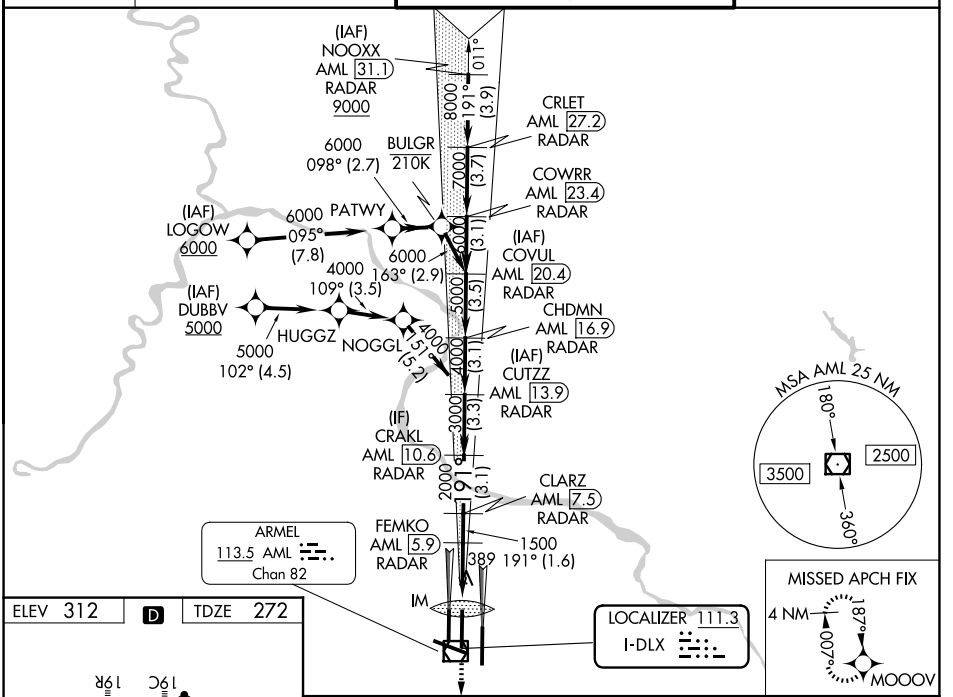
RADAR required for procedure entry at NOOXX. DME or RADAR required.

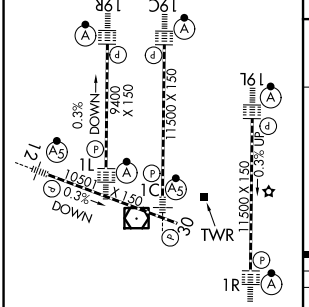
Simultaneous approach authorized. DME from AML VOR/DME. DME use requires simultaneous reception of I-DLX and AML DME.

ALSF-2

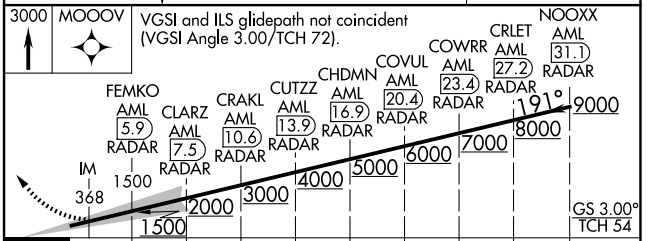
MISSED APPROACH: Climb to 3000 direct MOOOV and hold.

D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
134.85	120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)





TDZL/RCLS Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all rwys



CATEGORY	A	B	C	D
S-ILS 19C	CAT II RA 110/12 100 DA 372			
S-ILS 19C	CAT IIIa RVR 07			
S-ILS 19C	CAT IIIb RVR 06			
S-ILS 19C	CAT IIIc NA			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

WASHINGTON, DC

AL-5100 (FAA)

25331

ILS RWY 19R (CAT II & III)

WASHINGTON DULLES INTL (IAD)

LOC/DME I-ISU	APP CRS	Rwy Ldg	9400
110.75	191°	TDZE	278
Chan 44 (Y)		Apt Elev	312

RNP APCH-GPS. From DUBBV.

DME or RADAR required. RADAR required for procedure entry at RUBNZ.

Simultaneous approach authorized.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 on heading 280° and AML VOR/DME R-264 to AMOSS INT/AML 20.4 DME and hold.

D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
134.85	120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)

ALTERNATE MISSED APCH FIX

OLIVR

LDN 15

R-002

R-088

114.3 LDN Chan 90

088°

268°

116.3 CSN Chan 110

(IAF) RUBNZ I-ISU 24.8 RADAR 8000

011°

191° (3.7)

RAGGY I-ISU 21.1 RADAR

7000

6000

5000

4000

(IAF) RIECE I-ISU 18 RADAR

191° (3.1)

5000 102° (4.5)

4000 109° (3.5)

(IAF) DUBBV 5000

HUGGZ

NOGGL

191° (3.5)

RAYZE I-ISU 14.6 RADAR

4000 157° (4.8)

4000 191° (3.1)

(IAF) ROWYN I-ISU 11.5 RADAR

3000

191° (3.3)

(IF) REKKN I-ISU 8.2 RADAR

2000

191° (3.2)

RNDON I-ISU 5.1 RADAR

1500 191° (1.6)

MULKY I-ISU 3.5 RADAR

459 IM

LOCALIZER 110.75 I-ISU Chan 44 (Y)

ARMEL 113.5 AML Chan 82

MISSED APCH FIX

001°

084°

113.5 AML Chan 82

264°

R-264

AMOSS INT AML 20.4

116.3 CSN Chan 110

MSA AML 25 NM

180°

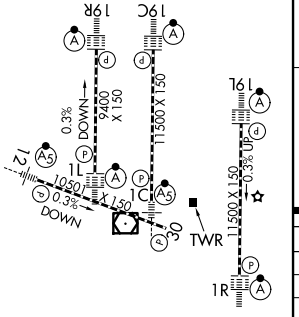
2500

3500

360°

R-264

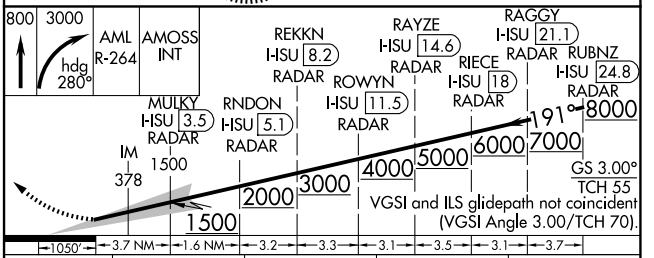
ELEV 312 D TDZE 278



TDZL/RCLS Rwys 1C, 1L, 1R, 12, 19C and 19R

REIL Rwy 30

HIRL all rwys



CATEGORY	A	B	C	D
S-ILS 19R	CAT II RA 102/12 100 DA 378			
S-ILS 19R	CAT IIIa RVR 07			
S-ILS 19R	CAT IIIb RVR 06			
S-ILS 19R	CAT IIIc NA			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

LOC I-OSZ	APP CRS	Rwy Ldg 11500
111.3	011°	TDZE 286
		Apt Elev 312

ILS RWY 1C (SA CAT II)
WASHINGTON DULLES INTL (IAD)

RNP APCH-GPS. From HELMZ or HUFFF.

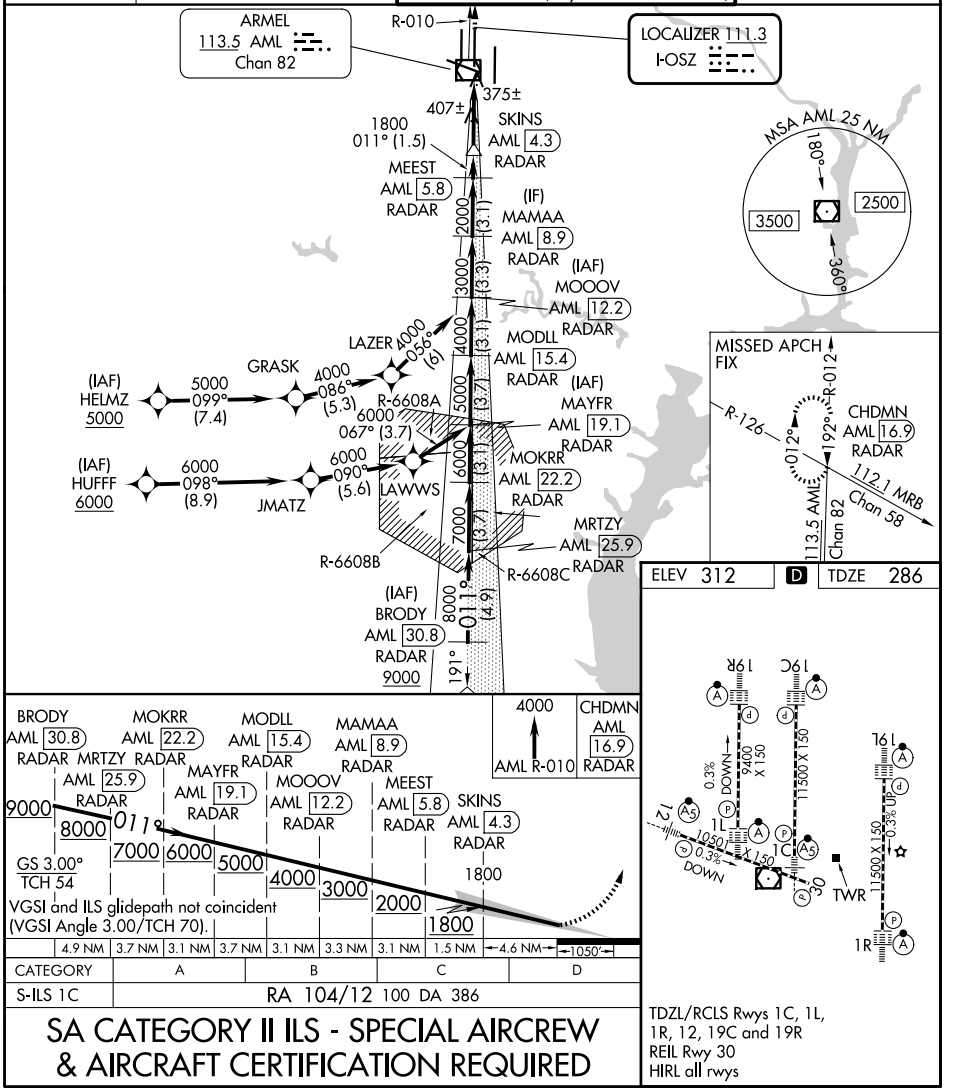
DME or RADAR required.
RADAR required for procedure entry at BRODY.

T Simultaneous approach authorized. DME from AML VOR/DME.
DME use requires simultaneous reception of I-OSZ and AML DME.
Requires specific OPSPEC, MSPEC, or LOA approval.

MALSR

MISSED APPROACH: Climb to 4000 on AML VOR/DME R-010 to CHDMN/AML 16.9 DME/RADAR and hold, continue climb-in-hold to 4000.

D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
134.85	120.45 306.925 (241°-330°)	120.1 317.8 (Rwy 1R/19L)	121.9 317.8 (EAST)
	128.525 306.925 (091°-240°)	120.25 348.6 (Rwy 1C/19C)	121.625 348.6 (WEST)
	126.1 338.25 (331°-090°)	134.425 348.6 (Rwys 1L/19R and 12/30)	



SA CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZL/RCLS Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all rwys

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

ILS RWY 19L (SA CAT II)

WASHINGTON DULLES INTL (IAD)

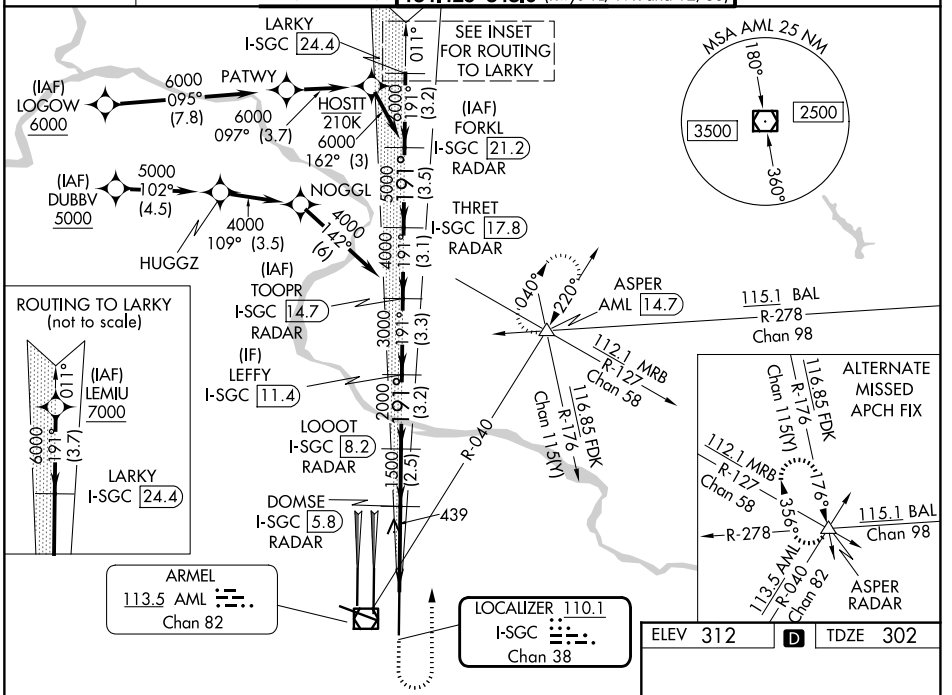
LOC/DME I-SGC	APP CRS	Rwy Ldg 11500
110.1	191°	TDZE 302
Chan 38		Apt Elev 312

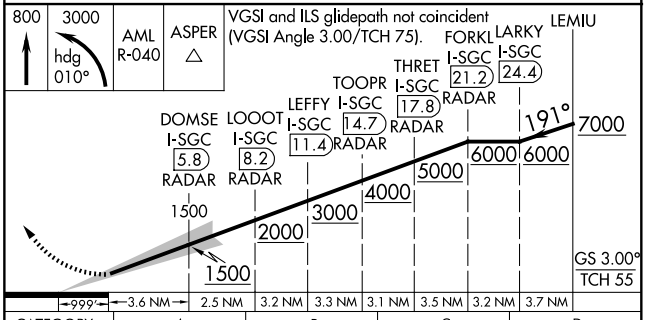
RNP APCH - GPS. From LOGOW, or DUBBV, or LEMIU.
DME or RADAR required. RADAR required for procedure entry at LEMIU.
Simultaneous approach authorized.
Requires specific OPSPEC, MSPEC, or LOA approval.

ALSF-2

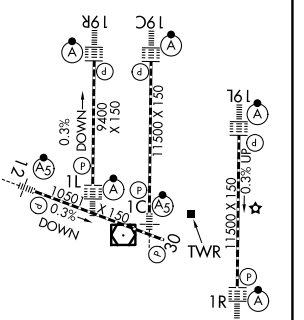
MISSED APPROACH: Climb to 800 then climbing left turn to 3000 on heading 010° and on AML VOR/DME R-040 to ASPER INT/AML 14.7 DME and hold.

D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
134.85	120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)





SA CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZL/RCLS Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all rwys

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	11500
011°	TDZE	286
	Apt Elev	312

RNAV (RNP) Z RWY 1C

WASHINGTON DULLES INTL (IAD)

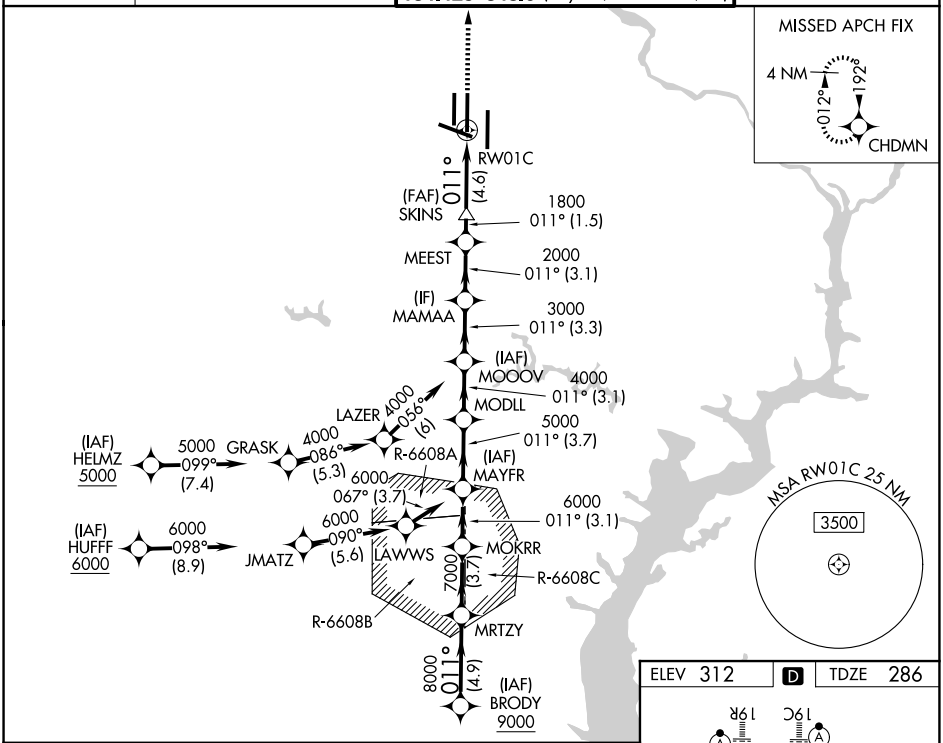
RNP AR APCH - GPS. Authorization required.

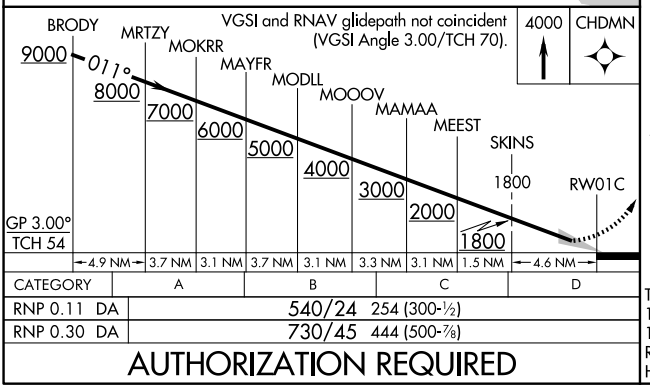
Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 4000.

MALSR

MISSED APPROACH: Climb to 4000 direct CHDMN and hold, continue climb-in-hold to 4000.

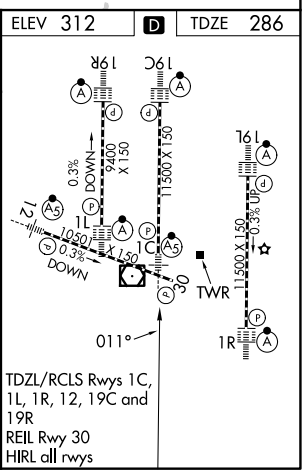
D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
134.85	120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)





CATEGORY	A	B	C	D
RNP 0.11 DA	540/24 254 (300-½)			
RNP 0.30 DA	730/45 444 (500-⅞)			

AUTHORIZATION REQUIRED



NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

WASHINGTON, DC | AL-5100 (FAA) | 25331

RNAV (RNP) Z RWY 1L

WASHINGTON DULLES INTL (IAD)

APP CRS	Rwy Ldg	9400
011°	TDZE	296
	Apt Elev	312

RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct NHLEN and hold.

D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
134.85	120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)

MISSED APCH FIX

NHLEN

139° 319°

4 NM

RW01L

011° (5.2)

(FAF) FAXES

2000

011° (4.4)

(IF) WERTH

3000

011° (3.3)

(IAF) WIRLY

4000

4000

011° (3.2)

4000

051° (5.5)

LAZER

4000

086° (5.3)

WISHY

5000

011° (3.6)

(IAF) HELMZ

5000

5000

099° (7.4)

GRASK

(IAF) WOFUL

6000

011° (3.1)

WESVA

7000

011° (3.8)

(IAF) WABER

8000

MSA RW01L 25 NM

3500

ELEV 312 | D | TDZE 296

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).

800 | 3000 | NHLEN

WABER 8000 — 011° — WESVA 7000 — WOFUL 6000 — WISHY 5000 — WIRLY 4000 — WERTH 3000 — FAXES 2000 — RW01L

GP 3.00° TCH 55

3.8 NM | 3.1 NM | 3.6 NM | 3.2 NM | 3.3 NM | 4.4 NM | 5.2 NM

CATEGORY	A	B	C	D
RNP 0.11 DA	572/24	276 (300-½)		
RNP 0.30 DA	710/40	414 (400-¾)		

AUTHORIZATION REQUIRED

19R 19C 16L 12 1L 1C 30 TWR 1R

0.3% DOWN 2400 X 150 | 11500 X 150 | 0.3% UP | 10501 X 150 | 0.3% DOWN

011°

TDZL/RCLS Rwys 1C, 1L, 1R, 12, 19C and 19R

REIL Rwy 30

HIRL all rwys

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	11500
011°	TDZE	312
	Apt Elev	312

RNAV (RNP) Z RWY 1R

WASHINGTON DULLES INTL (IAD)

RNP AR APCH - GPS.

T For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 4500.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 direct JCOBY and hold.

D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
134.85	120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)

MISSED APCH FIX

4 NM 276° 096° JCOBY

RW01R

011° (3.6)

(FAF) WAXIN 1500 011° (1.6)

EDSCO 2000 011° (3.2)

(IF) ESTYN 3000 011° (3.3)

(IAF) TWOOT 4000 011° (3.1)

TREAA 4000 062° (6.9) LAZER

(IAF) HELMZ 5000 5000 099° (7.4) GRASK 4000 086° (5.3)

(IAF) FAWLR 5000 011° (3.8)

(IAF) HUFFF 6000 6000 098° (8.9) JMATZ 6000 090° (5.6)

R-6608A 6000 075° (4.6) LAWWS

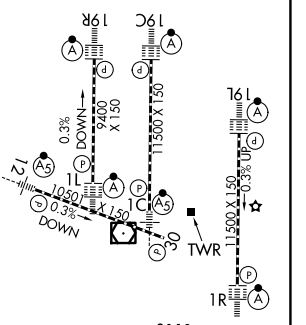
ELLLA 6000 011° (3.1) 7000 011° (3.7)

R-6608B

(IAF) EERRS 7000

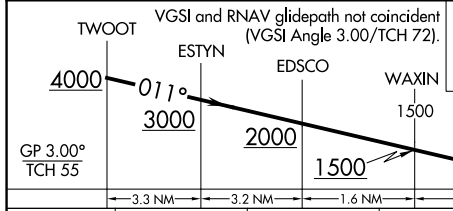
MSA RW01R 25 NM 3500

ELEV 312 D TDZE 312



TDZL/RCLS Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all rwys

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).



800	3000	JCOBY
↑	↱	◇

CATEGORY	A	B	C	D
RNP 0.11 DA		625/24	313 (400-½)	
RNP 0.30 DA		770/45	458 (500-⅞)	

AUTHORIZATION REQUIRED

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

WASHINGTON, DC | AL-5100 (FAA) | 25331

APP CRS	Rwy Ldg	11089
191°	TDZE	272
	Apt Elev	312

RNAV (RNP) Z RWY 19C

WASHINGTON DULLES INTL (IAD)

RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.11 visibility all Cats to RVR 4500, and RNP 0.25 visibility all Cats to RVR 5500.

ALSF-2

MISSED APPROACH: Climb to 3000 direct MOOOV and hold.

D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
134.85	120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)

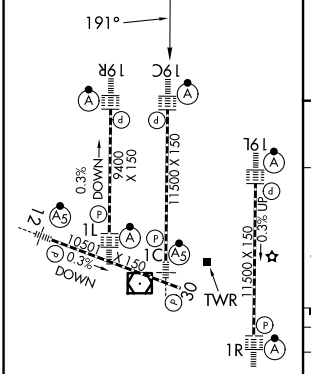
(IAF) NOOXX 9000
8000
191° (3.9)
CRLET
7000
191° (3.7)
COWRR
6000
191° (3.1)
(IAF) COVUL
5000
191° (3.5)
CHDMN
4000
191° (3.1)
(IAF) CUTZZ
3000
191° (3.3)
(IF) CRAKL
2000
191° (3.1)
CLARZ
1500
191° (1.6)
(FAF) FEMKO
191° (3.7)
RW19C

BULGR 210K
6000 098° (2.7)
(IAF) LOGOW 6000
6000 095° (7.8)
PATWY
6000 163° (2.9)
HUGGZ
(IAF) DUBBV 5000
5000 102° (4.5)
4000 109° (3.5)
NOGGL
4000 151° (5.2)

MSA RW19C 25 NM
3500

MISSED APCH FIX
4 NM
007°
187°
MOOOV

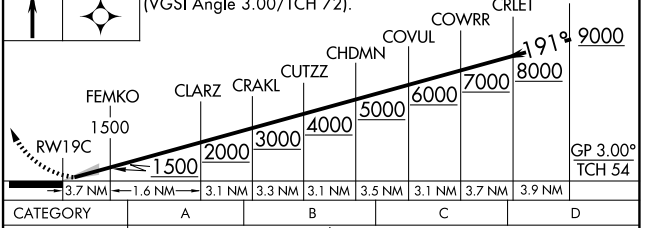
ELEV 312 D TDZE 272



TDZL/RCLS Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all rwys

3000 MOOOV

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).



CATEGORY	A	B	C	D
RNP 0.11 DA	554/24		282 (300-½)	
RNP 0.25 DA	624/30		352 (400-⅝)	
RNP 0.30 DA	702/40		430 (400-¾)	

AUTHORIZATION REQUIRED

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	11500
191°	TDZE	302
	Apt Elev	312

RNAV (RNP) Z RWY 19L

WASHINGTON DULLES INTL (IAD)

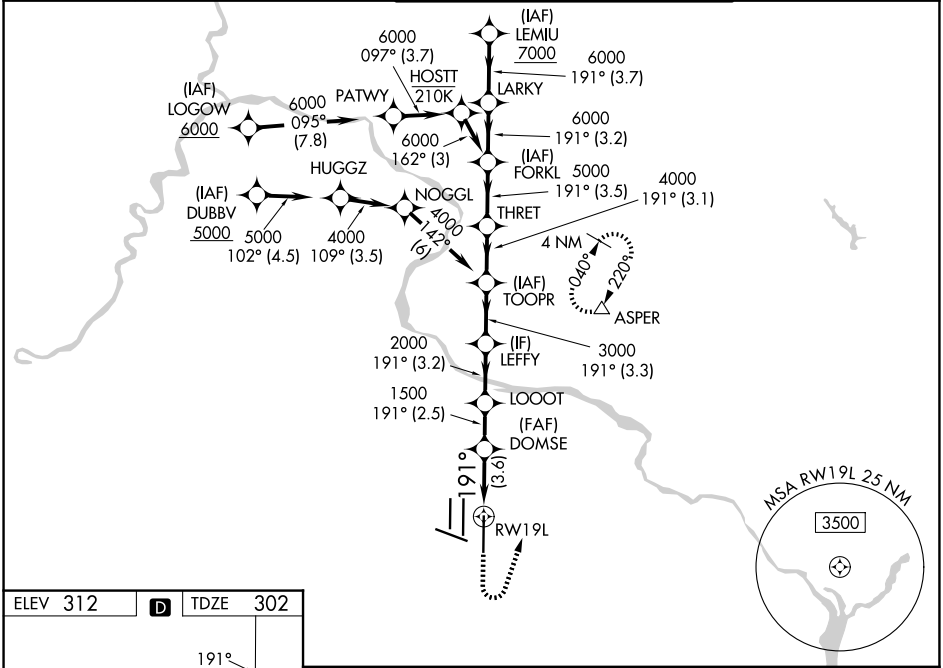
RNP AR APCH - GPS.

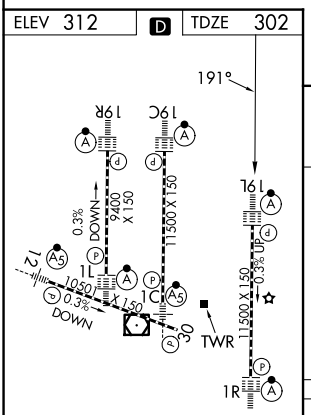
For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 4500.

ALSF-2

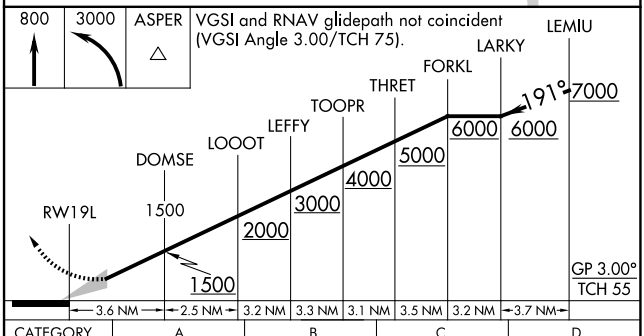
MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct ASPER and hold.

D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
134.85	120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)





TDZL/RCLS Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all rwys



CATEGORY	A	B	C	D
RNP 0.11 DA	620/24 318 (400-½)			
RNP 0.15 DA	684/35 382 (400-⅝)			
RNP 0.30 DA	730/40 428 (500-¾)			

AUTHORIZATION REQUIRED

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

WASHINGTON, DC | AL-5100 (FAA) | 25331

RNAV (RNP) Z RWY 19R

WASHINGTON DULLES INTL (IAD)

APP CRS	Rwy Ldg	9400
191°	TDZE	278
	Apt Elev	312

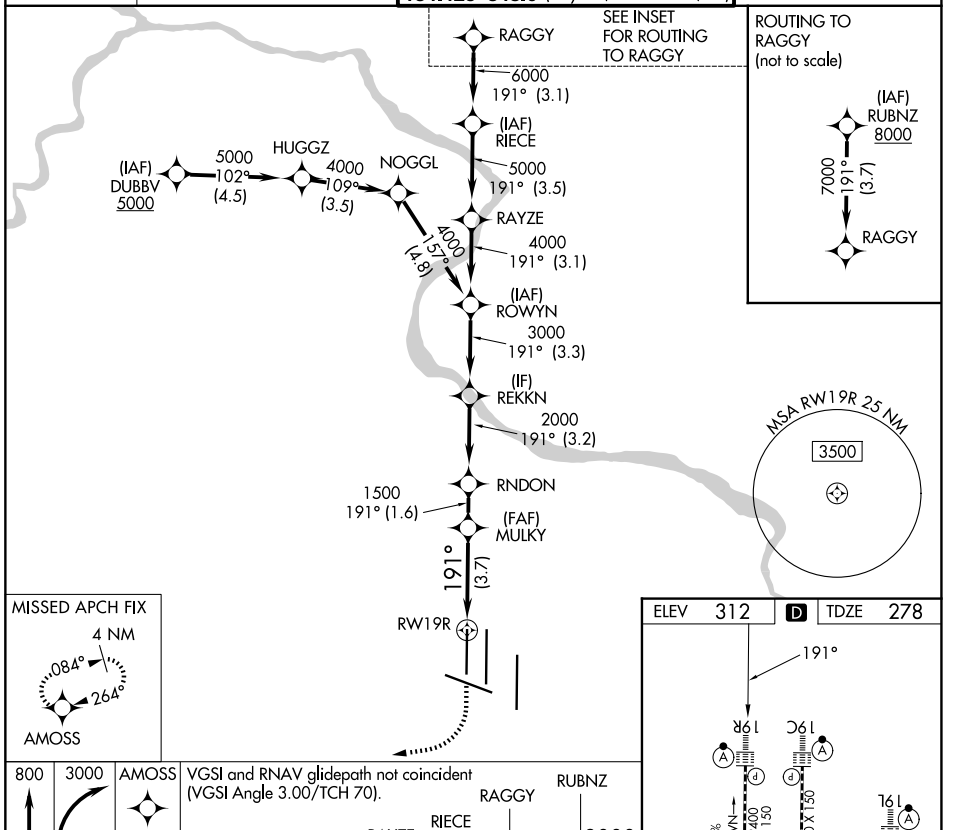
RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.30 visibility all Cats to RVR 5500.

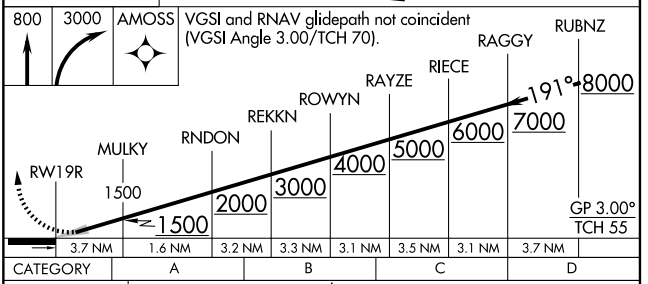
ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 direct AMOSS and hold.

D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
134.85	120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)

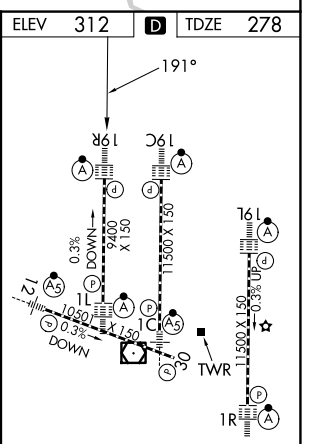


MISSED APCH FIX



CATEGORY	A	B	C	D
RNP 0.10 DA	608/26 330 (300-½)			
RNP 0.30 DA	658/35 380 (400-⅝)			

AUTHORIZATION REQUIRED



TDZL/RCLS Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all rwys

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (RNP) Z RWY 30

WASHINGTON DULLES INTL (IAD)

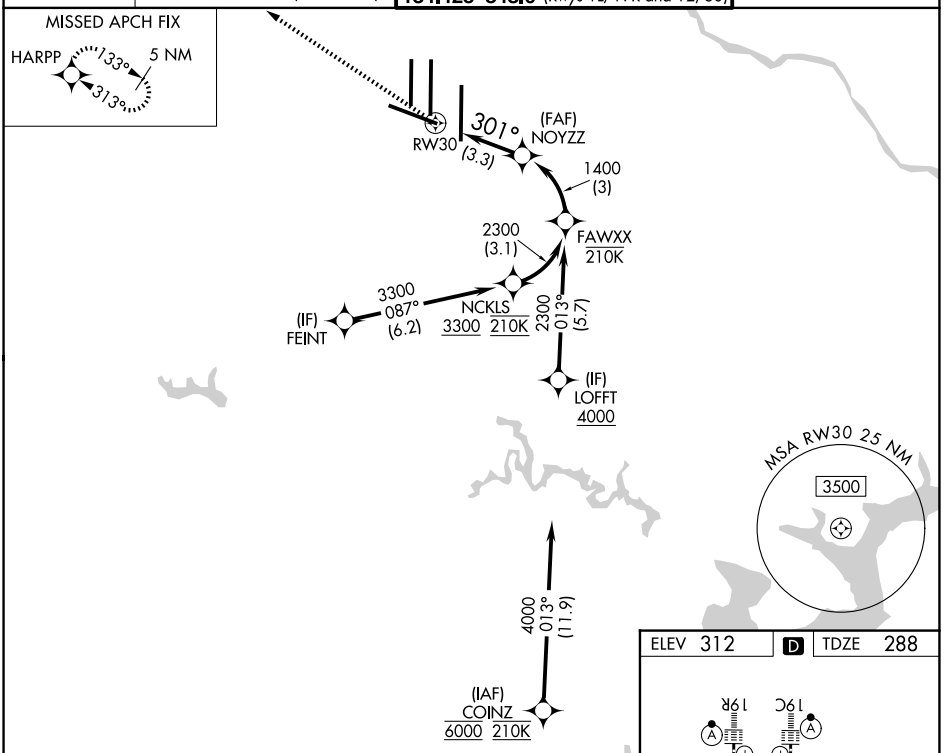
APP CRS	Rwy Ldg	10501
301°	TDZE	288
	Apt Elev	312

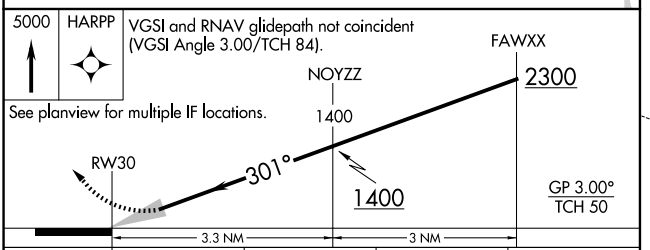
RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C.

MISSED APPROACH: Climb to 5000 direct HARPP and hold.

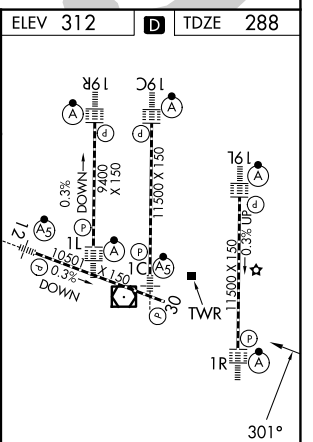
D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
134.85	120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)





CATEGORY	A	B	C	D
RNP 0.11 DA		750-1⅜	462 (500-1⅜)	
RNP 0.30 DA		808-1⅜	520 (500-1⅜)	

AUTHORIZATION REQUIRED



TDZL/RCLS Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all rwys

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

WASHINGTON, DC | AL-5100 (FAA) | 25331

RNAV (GPS) RWY 12

WASHINGTON DULLES INTL (IAD)

WAAS	APP CRS	Rwy Ldg	10501
CH 86310	121°	TDZE	310
W12A		Apt Elev	312

RNP APCH - GPS.

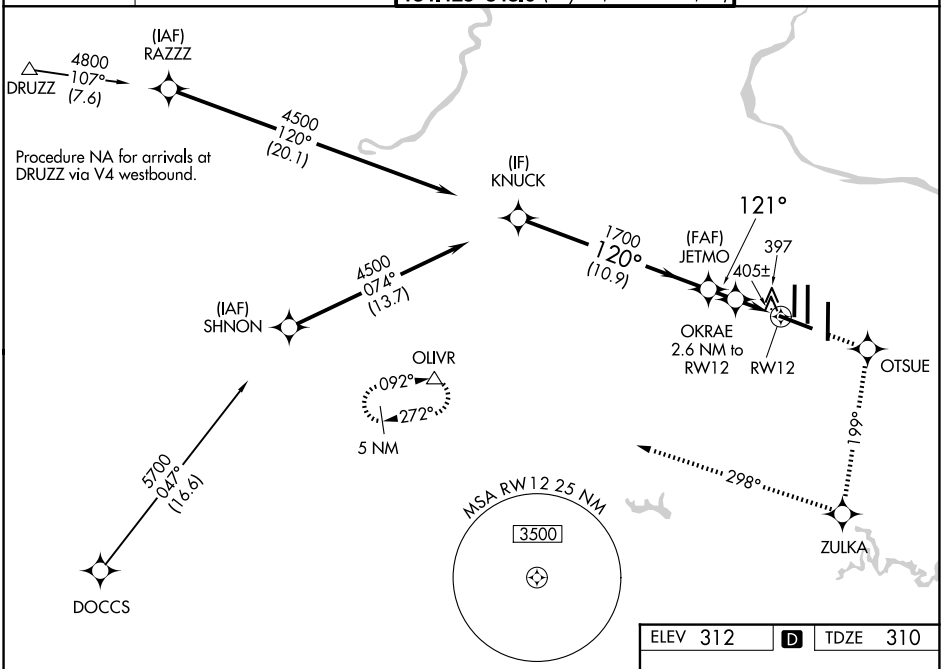
For inop ALS, increase LNAV Cats C/D visibility to RVR 6000.

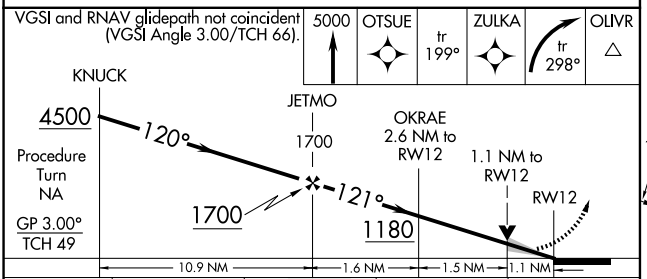
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C.

MALSR

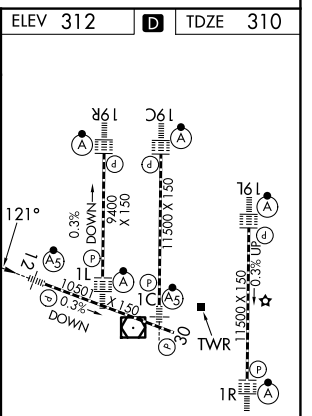
MISSED APPROACH: Climb to 5000 direct OTSUE and on track 199° to ZULKA and right turn on track 298° to OLIVR and hold.

D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
134.85	120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)





CATEGORY	A	B	C	D
LPV DA	510/18 200 (200-½)			
LNAV/VNAV DA	737/50 427 (500-1)			
LNAV MDA	720/24 410 (500-½)		720/40 410 (500-¾)	
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	1180-2¾ 868 (900-2¾)



TDZL/RCLS Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all rwys

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

WAAS	APP CRS	Rwy Ldg	11500
CH 97509	011°	TDZE	286
W01B		Apt Elev	312

RNAV (GPS) Y RWY 1C

WASHINGTON DULLES INTL (IAD)

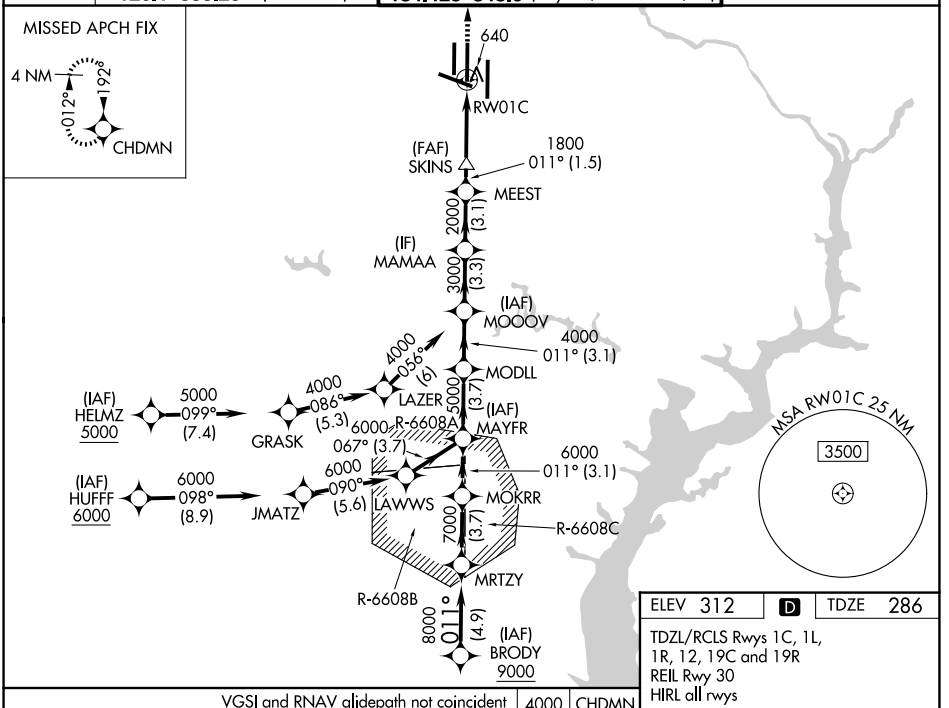
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized. For inop ALS, increase LNAV/VNAV all Cats visibility to 1⅜ SM. Increase LNAV Cat C/D visibility to 1¾ SM.

MALSR

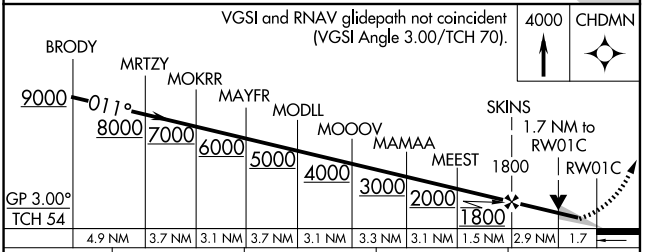
MISSED APPROACH: Climb to 4000 direct CHDMN and hold, continue climb-in-hold to 4000.

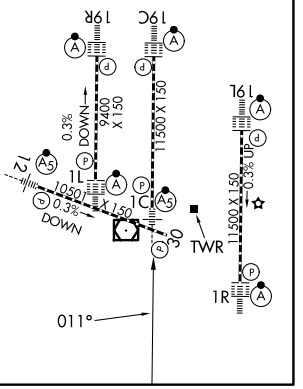
D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
134.85	120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)



ELEV 312	D	TDZE 286

TDZL/RCLS Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all rwys





CATEGORY	A	B	C	D
LPV DA	486/18 200 (200-½)			
LNAV/VNAV DA	801/55 515 (500-1)			
LNAV MDA	900/24 614 (600-½)		900-1⅜ 614 (600-1⅜)	
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	1180-2¾ 868 (900-2¾)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Y RWY 1L

WASHINGTON DULLES INTL (IAD)

WAAS	APP CRS	Rwy Ldg	9400
CH 99309	011°	TDZE	296
W01D		Apt Elev	312

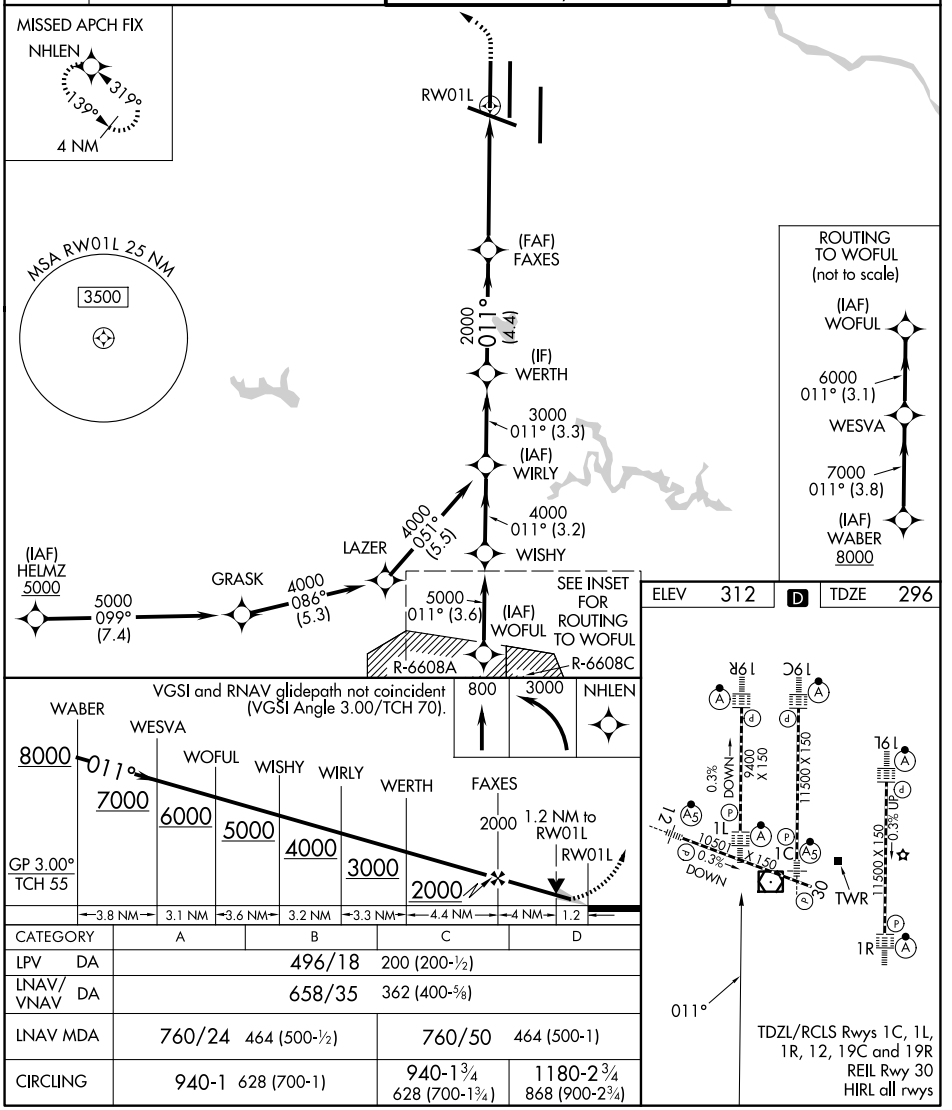
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5500. Increase LNAV Cat C/D visibility to 1⅜ SM.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct NHLEN and hold.

D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
134.85	120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)



CATEGORY	A	B	C	D
LPV DA	496/18 200 (200-½)			
LNAV/VNAV DA	658/35 362 (400-⅝)			
LNAV MDA	760/24 464 (500-½)		760/50 464 (500-1)	
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	1180-2¾ 868 (900-2¾)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

WAAS CH 56409 W01A	APP CRS 011°	Rwy Ldg 11500 TDZE 312 Apt Elev 312

RNAV (GPS) Y RWY 1R

WASHINGTON DULLES INTL (IAD)

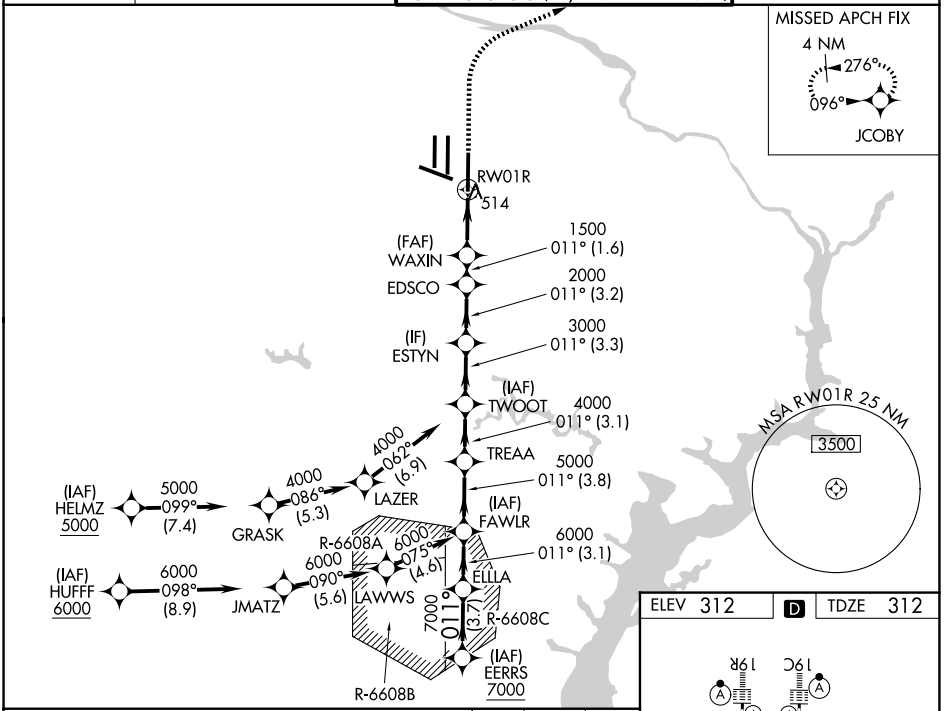
RNP APCH - GPS.

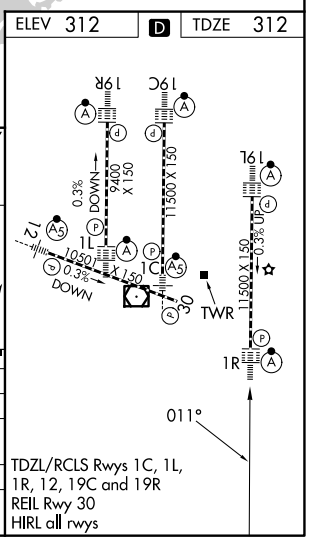
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000 and LNAV Cat C/D visibility to 1⅜ SM.

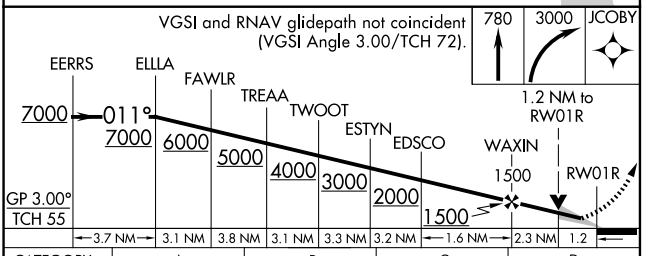
ALSF-2

MISSED APPROACH: Climb to 780, then climbing right turn to 3000 direct JCOBY and hold.

D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
134.85	120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)







CATEGORY	A	B	C	D
LPV DA	512/18 200 (200-½)			
LNAV/VNAV DA	728/40 416 (500-¾)			
LNAV MDA	780/24 468 (500-½)		780/50 468 (500-1)	
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	1180-2¾ 868 (900-2¾)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

WAAS	APP CRS	Rwy Ldg 11089
CH 40305	191°	TDZE 272
W19B		Apt Elev 312

RNAV (GPS) Y RWY 19C

WASHINGTON DULLES INTL (IAD)

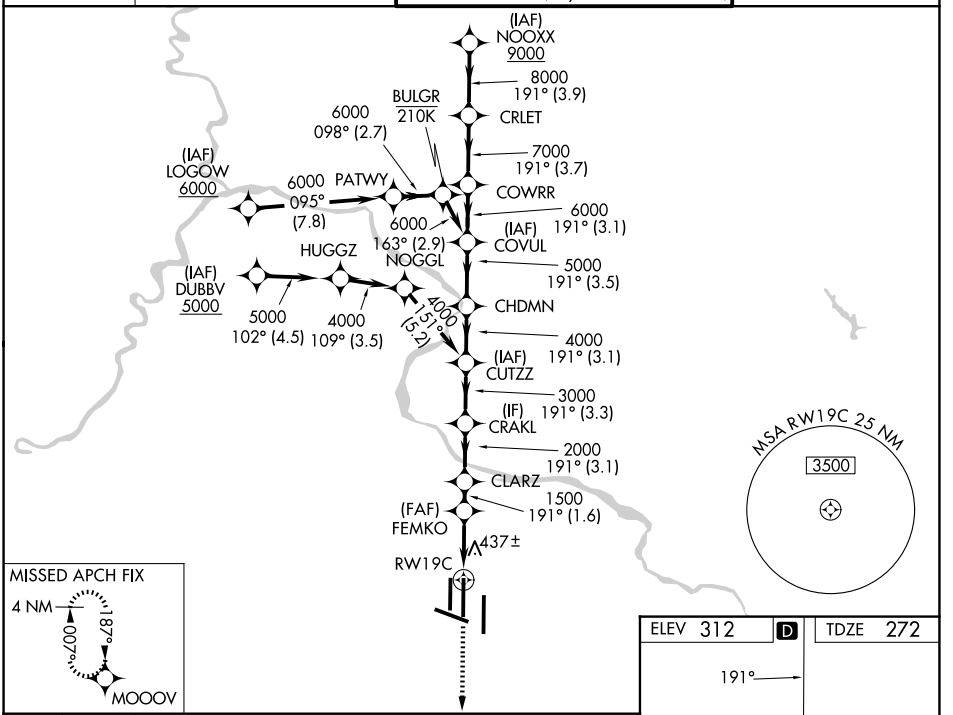
RNP APCH - GPS.

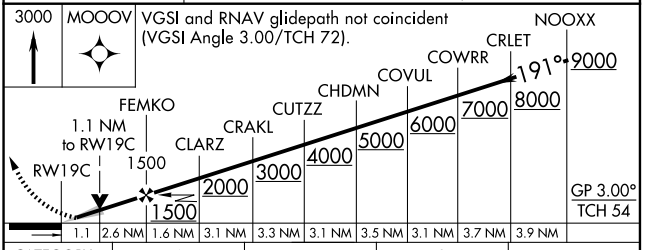
T A Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C.

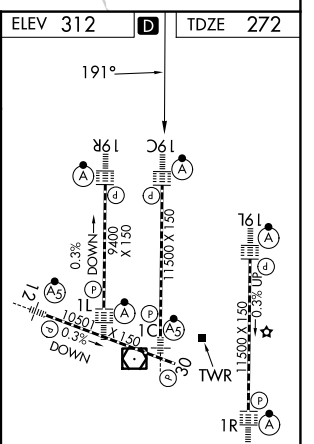
ALSF-2

MISSED APPROACH: Climb to 3000 direct MOOOV and hold.

D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
134.85	120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)







TDZL/RCLS Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all rwys

CATEGORY	A	B	C	D
LPV DA	472/18 200 (200-½)			
LNAV/VNAV DA	700/40 428 (400-¾)			
LNAV MDA	700/24 428 (400-½)		700/40 428 (400-¾)	
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	1180-2¾ 868 (900-2¾)

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

WAAS CH 58105 W19A	APP CRS 191°	Rwy Ldg 11500 TDZE 302 Apt Elev 312

RNAV (GPS) Y RWY 19L

WASHINGTON DULLES INTL (IAD)

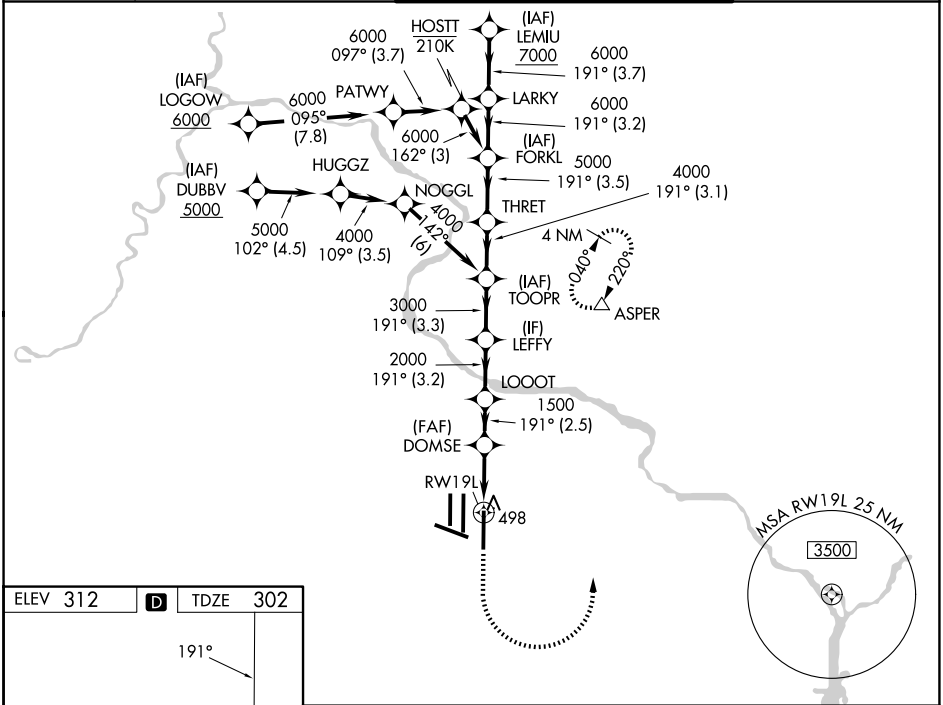
RNP APCH - GPS.

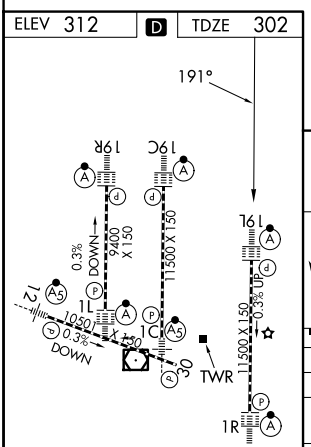
Simultaneous approach authorized. LNAV procedure NA during simultaneous operations.
For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C.
Use of FD or AP required during simultaneous operations.
* RVR 1800 authorized with use of FD or AP or HUD to DA.

ALSF-2

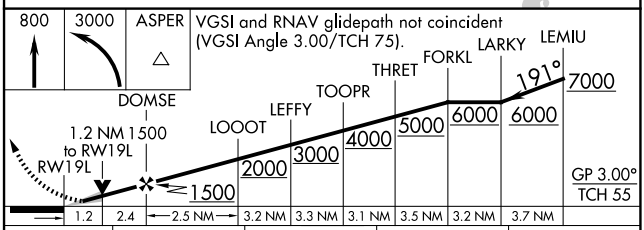
MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct ASPER and hold.

D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
134.85	120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)





TDZL/RCLS Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all rwys



CATEGORY	A	B	C	D
LPV DA*	502/24 200 (200-½)			
LNAV/VNAV DA	760/45 458 (500-⅞)			
LNAV MDA	760/24 458 (500-½)		760/45 458 (500-⅞)	
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	1180-2¾ 868 (900-2¾)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Y RWY 19R

WASHINGTON DULLES INTL (IAD)

WAAS	APP CRS	Rwy Ldg	9400
CH 86709	191°	TDZE	278
W19D		Apt Elev	312

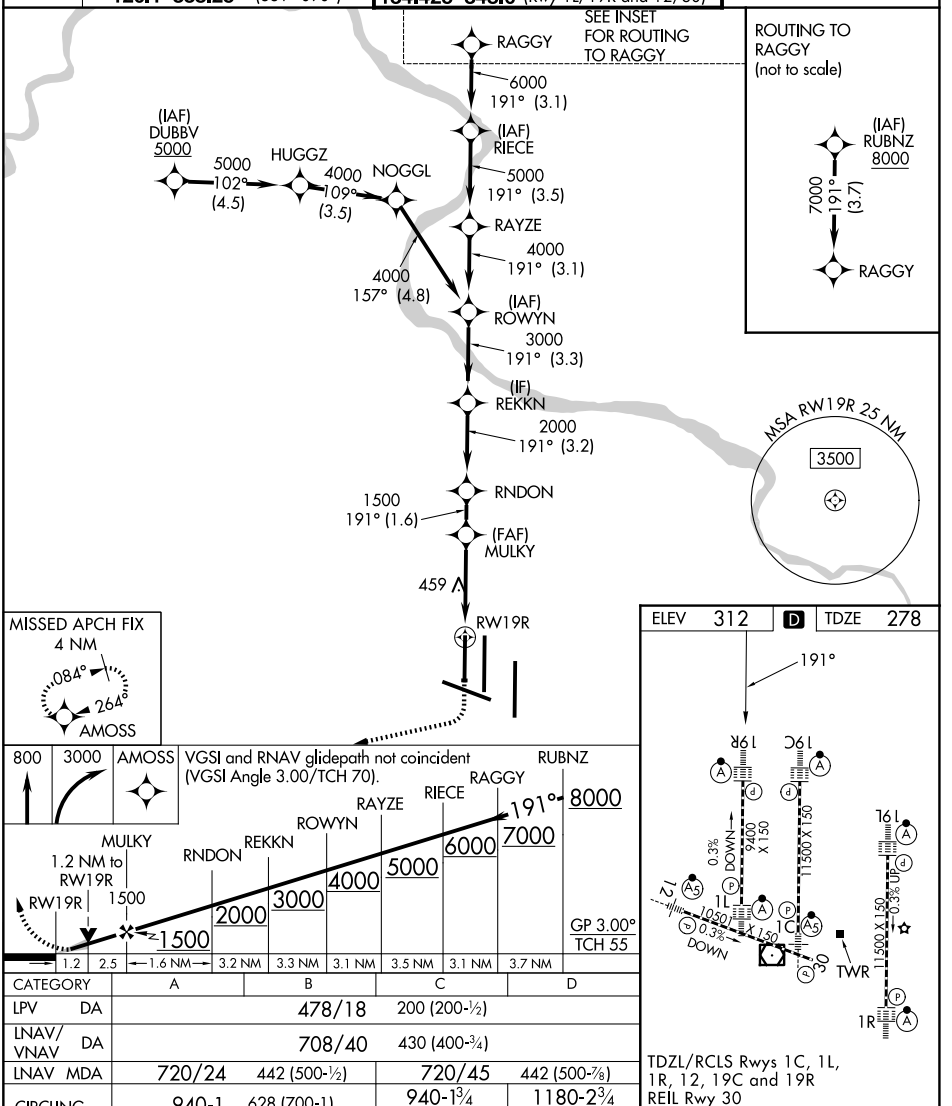
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 direct AMOSS and hold.

D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
134.85	120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwy 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)



CATEGORY	A	B	C	D
LPV DA		478/18	200 (200-½)	
LNAV/VNAV DA		708/40	430 (400-¾)	
LNAV MDA	720/24	442 (500-½)	720/45	442 (500-⅞)
CIRCLING	940-1	628 (700-1)	940-1¾ 628 (700-1¾)	1180-2¾ 868 (900-2¾)

TDZL/RCLS Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all rwys

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	10501
301°	TDZE	288
	Apt Elev	312

RNAV (GPS) Y RWY 30

WASHINGTON DULLES INTL (IAD)

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C.

MISSED APPROACH: Climb to 5000 direct HARPP and hold.

D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
134.85	120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)

MISSED APCH FIX

HARPP 133° 313° 5 NM

640

RW30 301°

(FAF) NOYZZ

FUDDY

1400 314° (2)

2000 013° (6.9)

(IF) LOFFT

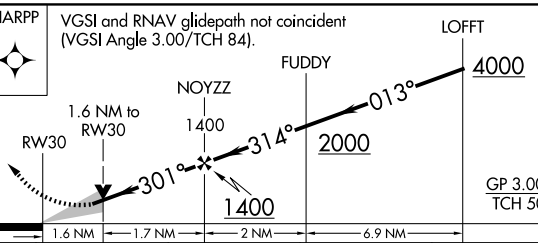
4000 013° (11.9)

(IAF) COINZ 6000 210K

MSA RW30 25 NM 3500

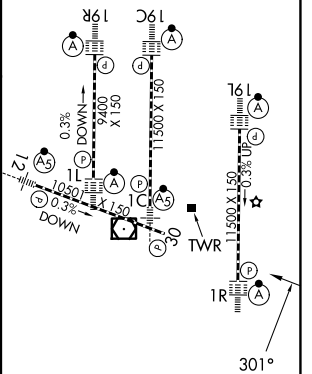
5000 HARPP

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 84).



CATEGORY	A	B	C	D
LNAV/VNAV DA	801-1⅜	513 (500-1⅜)		
LNAV MDA	900/55	612 (600-1)	900-1¾	612 (600-1¾)
CIRCLING	940-1	628 (700-1)	940-1¾ 628 (700-1¾)	1180-2¾ 868 (900-2¾)

ELEV 312 D TDZE 288



TDZL/RCLS Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all rwys

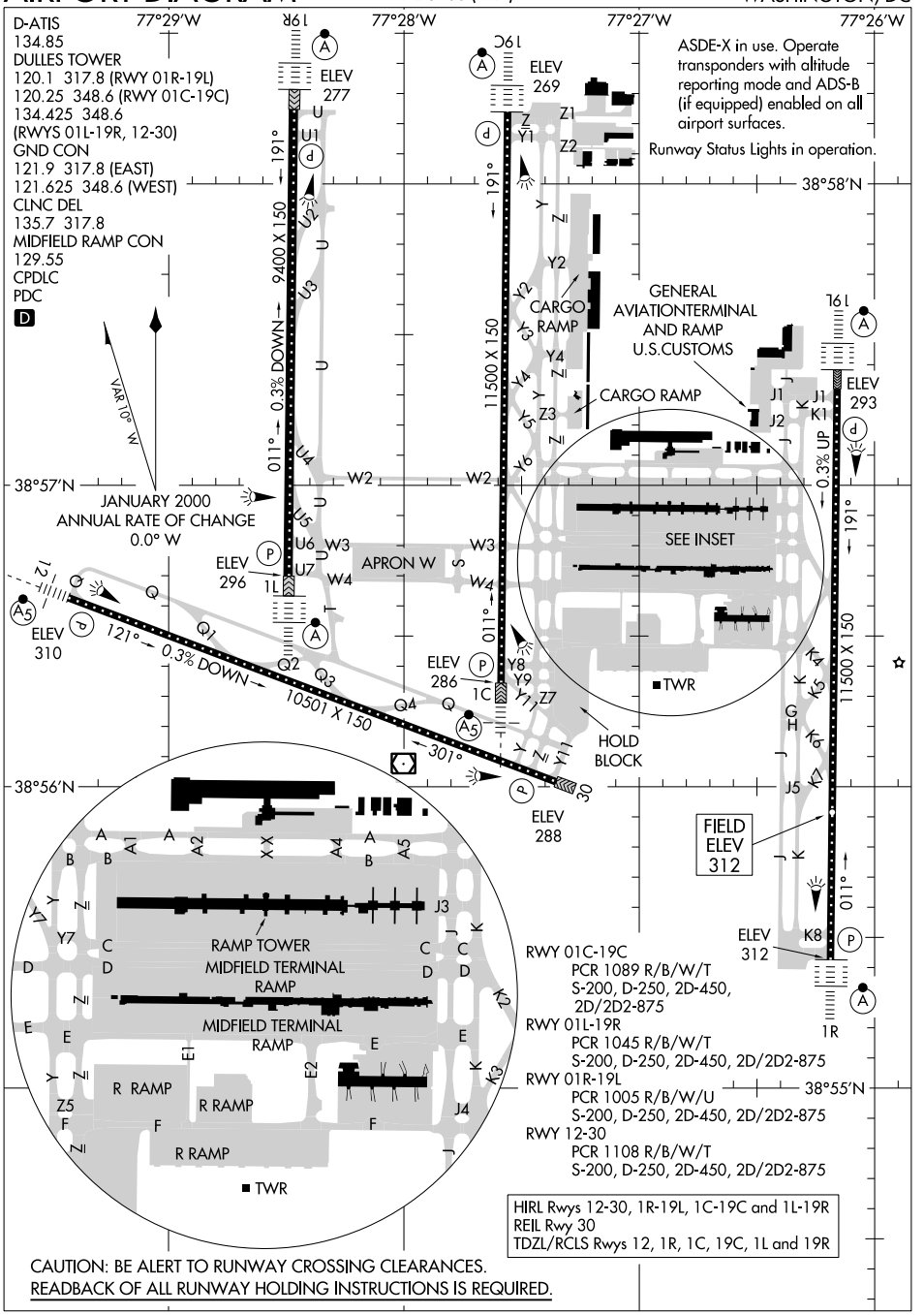
NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

26246

AIRPORT DIAGRAM

AL-5100 (FAA)

WASHINGTON DULLES INTL (IAD)
WASHINGTON, DC



AIRPORT DIAGRAM
26246
WASHINGTON, DC
WASHINGTON DULLES INTL (IAD)

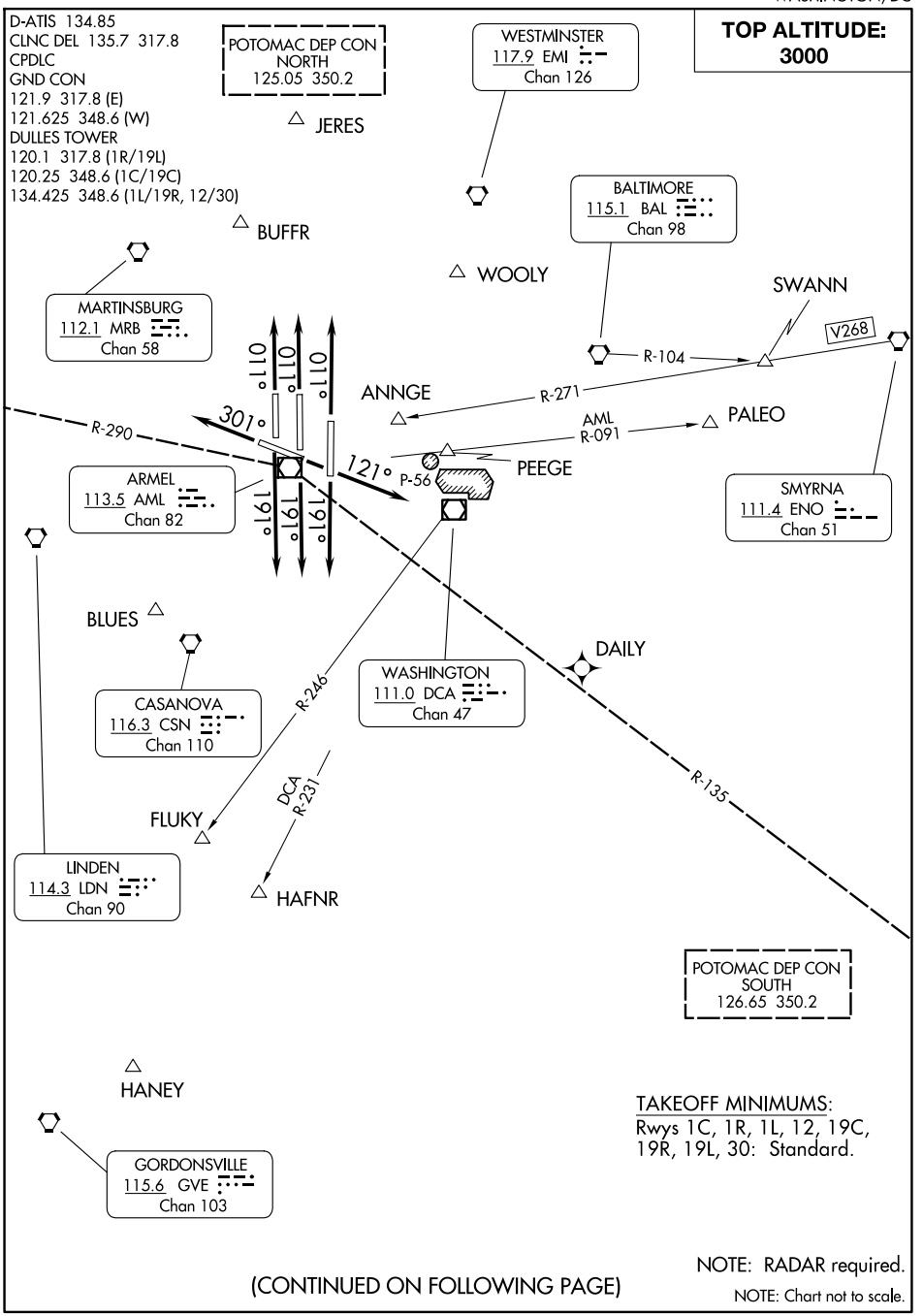
NE-3, 03 SEP 2026 to 29 OCT 2026

TOP ALTITUDE: 3000
D-ATIS 134.85
CLNC DEL 135.7 317.8
CPDLC
GND CON
121.9 317.8 (EAST)
121.625 348.6 (WEST)
DULLES TOWER
120.1 317.8 (Rwy 1R/19L)
120.25 348.6 (Rwy 1C/19C)
134.425 348.6 (Rwys 1L/19R, 12/30)
POTOMAC DEP CON
126.65
RAMAY
*8400
*4600
301°
(15)
BUNZZ
272°
(10)
LOULU
310°
(13)
WHYUU
257°
(6)
TIICE
820
011°
191°
301°
N
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Radar required.
NOTE: Aircraft may be Radar vectored to LOULU, TIICE, WHYUU, BUNZZ, or RAMAY.
DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAYS 1C/1L/1R: Climb heading 011° to 820, then left turn direct LOULU (or heading assigned by ATC), then on depicted course to BUNZZ, thence. . .
TAKEOFF RUNWAYS 19C/19R/19L: Climb heading 191° to 820, then right turn direct TIICE (or heading assigned by ATC), then on depicted course to BUNZZ, thence. . .
TAKEOFF RUNWAY 30: Climb heading 301° to 820, then left turn direct LOULU (or heading assigned by ATC), then on depicted course to BUNZZ, thence. . .
. . . Maintain 3000. Expect clearance to filed altitude within ten (10) minutes after departure.
RAMAY TRANSITION (BUNZZ3.RAMAY)
TAKEOFF MINIMUMS:
Rwy 12: NA-ATC.
Rwy 1C, 1L, 1R, 19C, 19L, 19R, 30: Standard with minimum climb of 500' per NM to 820.
NOTE: Chart not to scale.

(CPTAL1.IAD) 26246 AL-5100 (FAA)

WASHINGTON DULLES INTL (IAD)
WASHINGTON, DC

CAPITAL ONE DEPARTURE



(CONTINUED ON FOLLOWING PAGE)

CAPITAL ONE DEPARTURE
WASHINGTON, DC

(CPTAL1.IAD) 17AUG17

WASHINGTON DULLES INTL (IAD)

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

DEPARTURE ROUTE DESCRIPTION

TAKE OFF RUNWAYS 1C, 1L, 1R: Climb heading 011° or as assigned by ATC, Thence. . . .
TAKE OFF RUNWAY 12: Climb heading 121° or as assigned by ATC, Thence. . . .
TAKE OFF RUNWAYS 19C, 19L, 19R: Climb heading 191° or as assigned by ATC, Thence. . . .
TAKE OFF RUNWAY 30: Climb heading 301° or as assigned by ATC, Thence. . . .

. . . .Expect radar vectors to filed/assigned route or depicted fix. Maintain 3000, expect clearance to filed altitude/flight level 10 minutes after departure.

SPECIAL INSTRUCTIONS: For appropriate departure control frequency, see graphic. Use frequency depicted within sector where your first Navaid/Fix/Route is located, or as assigned.

NE-3, 03 SEP 2026 to 29 OCT 2026

CLTCH THREE DEPARTURE (RNAV)

(CLTCH3.CLTCH) 31DEC20

WASHINGTON DULLES INTL (IAD)

WASHINGTON, DC

POTOMAC DEP CON
126.65 350.2
D-ATIS
134.85
CLNC DEL
135.7 317.8
CPDLC
GND CON
121.9 317.8 (EAST)
121.625 348.6 (WEST)
DULLES TOWER
120.1 317.8 (Rwy 1R/19L)
120.25 348.6 (Rwy 1C/19C)
134.425 348.6 (Rwys 1L/19R, 12/30)

TAKEOFF MINIMUMS:
Rwys 1L/C/R, 19L/C/R, 30:
Standard with minimum climb of 500' per NM to 820.

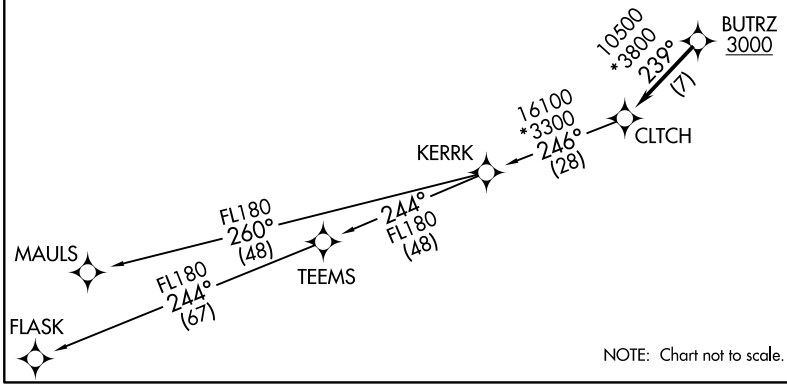
TOP ALTITUDE: 3000

N

P-56B

P-56A

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbo-jets only.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1L/C/R, 19L/C/R, 30: Climb on heading assigned by ATC, expect RADAR vectors to BUTRZ, then on track 239° to CLTCH, thence. . . .

. . . .on assigned transition. Maintain 3000. Expect clearance to filed altitude within ten (10) minutes after departure.

FLASK TRANSITION (CLTCH3.FLASK)
MAULS TRANSITION (CLTCH3.MAULS)

CLTCH THREE DEPARTURE (RNAV)

(CLTCH3.CLTCH) 24193

AL-5100 (FAA)

WASHINGTON DULLES INTL (IAD)

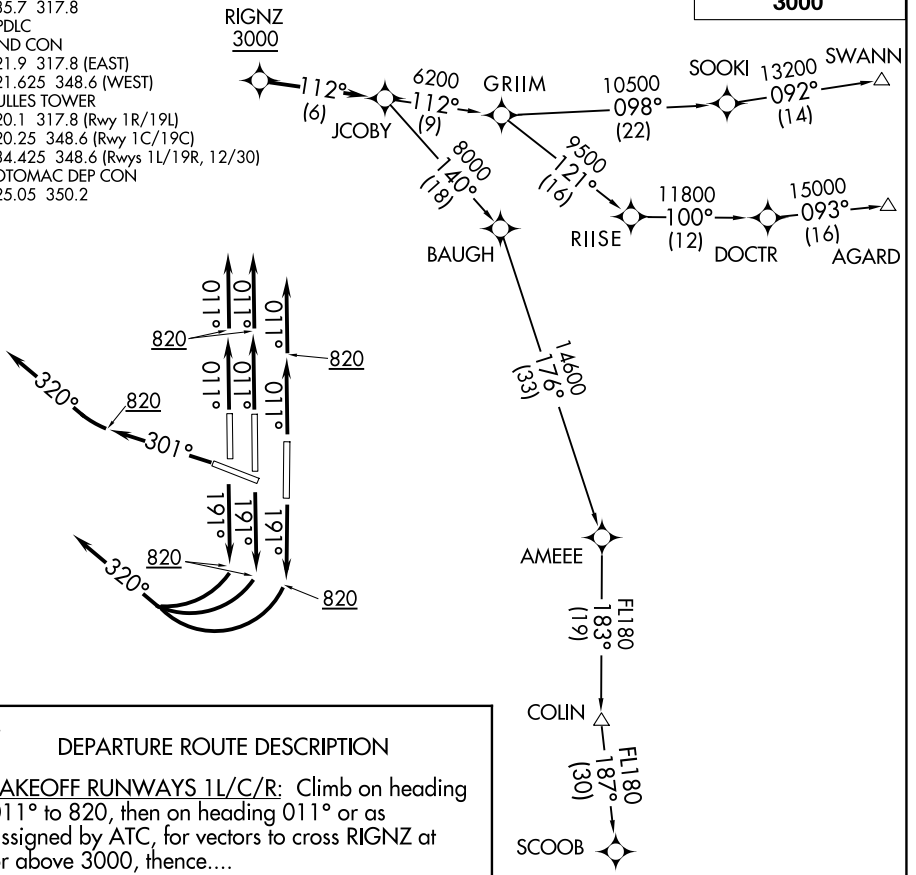
WASHINGTON, DC

506

JCOBY FOUR DEPARTURE (RNAV)

D-ATIS 134.85
CLNC DEL
135.7 317.8
CPDLC
GND CON
121.9 317.8 (EAST)
121.625 348.6 (WEST)
DULLES TOWER
120.1 317.8 (Rwy 1R/19L)
120.25 348.6 (Rwy 1C/19C)
134.425 348.6 (Rwys 1L/19R, 12/30)
POTOMAC DEP CON
125.05 350.2

TOP ALTITUDE: 3000



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/C/R: Climb on heading 011° to 820, then on heading 011° or as assigned by ATC, for vectors to cross RIGNZ at or above 3000, thence....

TAKEOFF RUNWAYS 19L/C/R: Climb on heading 191° to 820, then turn right heading 320° or as assigned by ATC, for vectors to cross RIGNZ at or above 3000, thence....

TAKEOFF RUNWAY 30: Climb on heading 301° to 820, then turn right heading 320° or as assigned by ATC, for vectors to cross RIGNZ at or above 3000, thence....

....on track 112° to JCOBY. Then on assigned transition. Maintain 3000. Expect clearance to filed altitude within ten (10) minutes after departure.

AGARD TRANSITION (JCOBY4.AGARD):
COLIN TRANSITION (JCOBY4.COLIN):
SCOOB TRANSITION (JCOBY4.SCOOB):
SWANN TRANSITION (JCOBY4.SWANN):

TAKEOFF MINIMUMS
Rwys 1L/C/R, 19L/C/R, 30:
Standard with minimum climb of 500' per NM to 820.

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: Turbojets only.
NOTE: COLIN/SCOOB Transitions - Part 121 aircraft only.
NOTE: SWANN/AGARD Transitions - Part 121 and Part 129 aircraft only.

NOTE: Chart not to scale.

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

JDUBB FOUR DEPARTURE (RNAV)

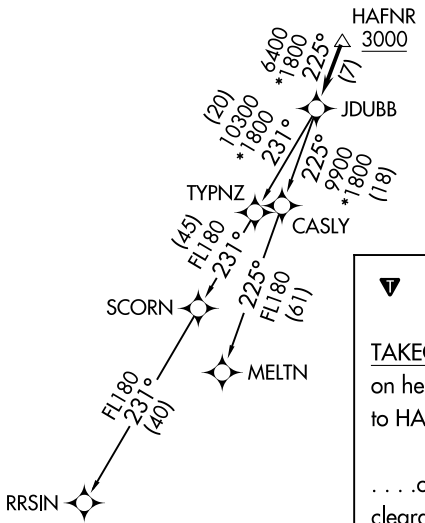
D-ATIS
134.85
CLNC DEL
135.7 317.8
CPDLC
GND CON
121.9 317.8 (EAST)
121.625 348.6 (WEST)
DULLES TOWER
120.1 317.8 (Rwy 1R/19L)
120.25 348.6 (Rwy 1C/19C)
134.425 348.6 (Rwys 1L/19R, 12/30)
POTOMAC DEP CON
126.65 350.2

TOP ALTITUDE: 3000



TAKEOFF MINIMUMS:
Rwys 1L/C/R, 19L/C/R, 30:
Standard with minimum climb of 500' per NM to 820.

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbo-jets only.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1L/C/R, 19L/C/R, 30: Climb on heading assigned by ATC, expect RADAR vectors to HAFNR, then on track 225° to JDUBB, thence. . . .

. . . .on assigned transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

MELTN TRANSITION (JDUBB4.MELTN)
RRSIN TRANSITION (JDUBB4.RRSIN)

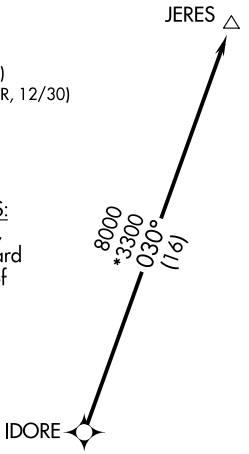
NE-3, 03 SEP 2026 to 29 OCT 2026

JERES TWO DEPARTURE (RNAV)

TOP ALTITUDE: 3000

D-ATIS 134.85
CLNC DEL 135.7 317.8
CPDLC
GND CON
121.9 317.8 (EAST)
121.625 348.6 (WEST)
DULLES TOWER
120.1 317.8 (Rwy 1R/19L)
120.25 348.6 (Rwy 1C/19C)
134.425 348.6 (Rwys 1L/19R, 12/30)
POTOMAC DEP CON
125.05 350.2

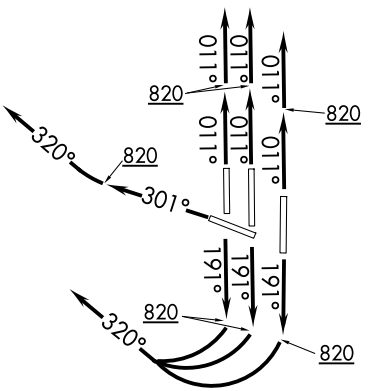
TAKEOFF MINIMUMS:
Rwys 1C, 1L, 1R, 19L, 19C, 19R, 30: Standard with minimum climb of 500' per NM to 820.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1C/1L/1R: Climb heading 011° to 820, then on heading 011° or as assigned by ATC, expect RADAR vectors to IDORE, thence....
TAKEOFF RUNWAY 19L/19C/19R: Climb heading 191° to 820, then right turn heading 320° or as assigned by ATC, expect RADAR vectors to IDORE, thence....
TAKEOFF RUNWAY 30: Climb heading 301° to 820, then on heading 320° or as assigned by ATC, expect RADAR vectors to IDORE, thence....

.... on track 030° to JERES, maintain 3000 or as directed by ATC. Expect clearance to filed altitude within ten (10) minutes after departure.



NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: Turbojets only.

NOTE: Chart not to scale.

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

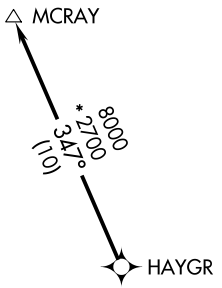
(MCRAY2.MCRAY) 18032 AL-5100 (FAA)

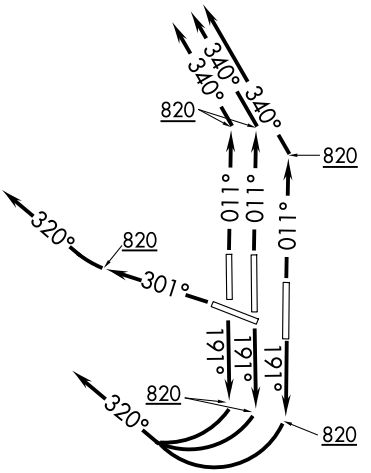
MCRAY TWO DEPARTURE (RNAV)

WASHINGTON DULLES INTL (IAD)
WASHINGTON, DC

D-ATIS
134.85
CLNC DEL
135.7 317.8
CPDLC
GND CON
121.9 317.8 (EAST)
121.625 348.6 (WEST)
DULLES TOWER
120.1 317.8 (Rwy 1R/19L)
120.25 348.6 (Rwy 1C/19C)
134.425 348.6 (Rwys 1L/19R, 12/30)
POTOMAC DEP CON
125.05 350.2

TOP ALTITUDE: 3000





NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: Turbojets only.

TAKEOFF MINIMUMS:
Rwys 1L/C/R, 19L/C/R, 30:
Standard with minimum climb of 500' per NM to 820.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1L/C/R: Climb heading 011° to 820, then on heading 340° or as assigned by ATC, expect RADAR vectors to HAYGR, thence . . . .

TAKEOFF RUNWAYS 19L/C/R: Climb heading 191° to 820, then right turn heading 320° or as assigned by ATC, expect RADAR vectors to HAYGR, thence . . . .

TAKEOFF RUNWAY 30: Climb heading 301° to 820, then on heading 320° or as assigned by ATC, expect RADAR vectors to HAYGR, thence . . . .

. . . . on track 347° to MCRAY, maintain 3000 or as directed by ATC. Expect clearance to filed altitude within ten (10) minutes after departure.

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

▼ DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 1C/1L/1R: Climb heading 011° to 820, then climbing left turn direct LOULU (or assigned ATC heading), then on track 244° to RNLDI, thence...

TAKEOFF RWYS 19C/19R/19L: Climb heading 191° to 820, then climbing right turn direct TIICE (or assigned ATC heading), then on depicted route to RNLDI, thence...

TAKEOFF RWY 30: Climb heading 301° to 820, then climbing left turn direct LOULU (or assigned ATC heading), then on track 244° to RNLDI, thence...

... maintain 3000. Expect clearance to filed altitude within ten (10) minutes after departure.

OTTTO TRANSITION (RNLDI4.OTTTO):

SCRAM SIX DEPARTURE (RNAV)

(SCRAM6.SCRAM) 31DEC20

WASHINGTON, DC
WASHINGTON DULLES INTL (IAD)

D-ATIS
134.85
CLNC DEL
135.7 317.8
CPDLC
GND CON
121.9 317.8 (EAST)
121.625 348.6 (WEST)
DULLES TOWER
120.1 317.8 (Rwy 1R/19L)
120.25 348.6 (Rwy 1C/19C)
134.425 348.6 (Rwys 1L/19R, 12/30)
POTOMAC DEP CON
126.65 350.2

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1L/C/R, 19L/C/R, 30: Climb on heading assigned by ATC, expect RADAR vectors to POOCH, then on track 240° to SCRAM, thence. . . .

. . . .as depicted. Maintain 3000. Expect clearance to filed altitude within ten (10) minutes after departure.

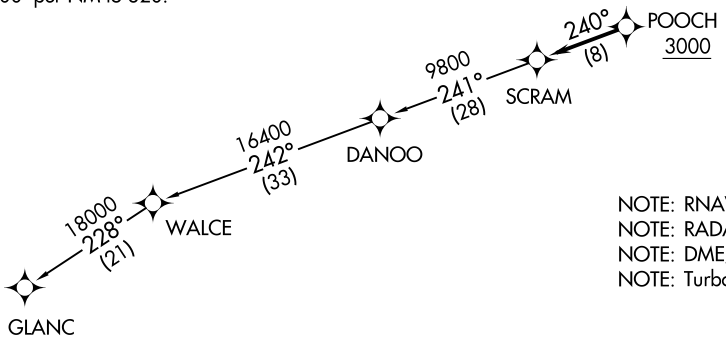
GLANC TRANSITION (SCRAM6.GLANC):

TOP ALTITUDE: 3000

P-56B

P-56A

TAKEOFF MINIMUMS:
Rwys 1L/C/R, 19L/C/R, 30:
Standard with a minimum climb of 500′ per NM to 820.



N

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbo-jets only.

NOTE: Chart not to scale.

(SCRAM6.SCRAM) 20366

SCRAM SIX DEPARTURE (RNAV)

WASHINGTON DULLES INTL (IAD)
WASHINGTON, DC

AL-5100 (FAA)

512

WOOLY TWO DEPARTURE (RNAV)

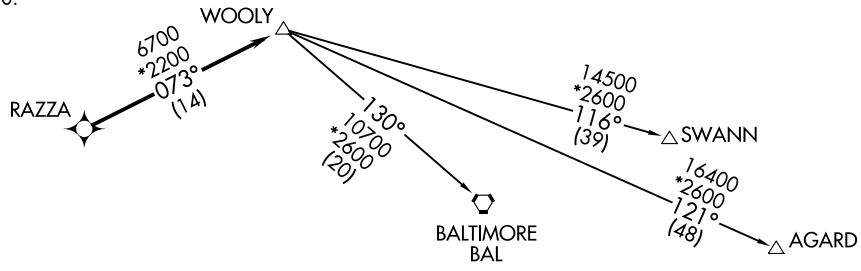
(WOOLY2.WOOLY) 02DEC21

WASHINGTON, DC
WASHINGTON DULLES INTL (IAD)

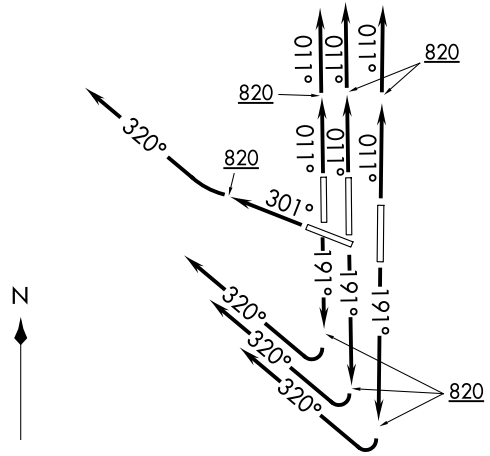
D-ATIS 134.85
CLNC DEL
135.7 317.8
CPDLC
GND CON
121.9 317.8 (EAST)
121.625 348.6 (WEST)
DULLES TOWER
120.1 317.8 (Rwy 1R/19L)
120.25 348.6 (Rwy 1C/19C)
134.425 348.6 (Rwys 1L/19R, 12/30)
POTOMAC DEP CON
125.05 350.2

TAKEOFF MINIMUMS:
Rwys 1L/C/R, 19L/C/R, 30:
Standard with minimum climb of 500' per NM to 820.

TOP ALTITUDE: 3000



NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: Turbojets only.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/C/R: Climb heading 011° to 820, then on heading 011° or as assigned by ATC, expect RADAR vectors to RAZZA, thence . . . .
TAKEOFF RUNWAYS 19L/C/R: Climb heading 191° to 820, then right turn on heading 320° or as assigned by ATC, expect RADAR vectors to RAZZA, thence . . . .
TAKEOFF RUNWAY 30: Climb heading 301° to 820, then right turn on heading 320° or as assigned by ATC, expect RADAR vectors to RAZZA, thence . . . .

. . . . on track 073° to WOOLY, then on assigned transition. Maintain 3000. Expect clearance to filed altitude within ten (10) minutes after departure.

AGARD TRANSITION (WOOLY2.AGARD)
BALTIMORE TRANSITION (WOOLY2.BAL)
SWANN TRANSITION (WOOLY2.SWANN)

(WOOLY2.WOOLY) 21336
WOOLY TWO DEPARTURE (RNAV)
AL-5100 (FAA)
WASHINGTON DULLES INTL (IAD)
WASHINGTON, DC

ILS or LOC RWY 16L

WASHINGTON MANASSAS/HARRY P DAVIS FLD (HEF)

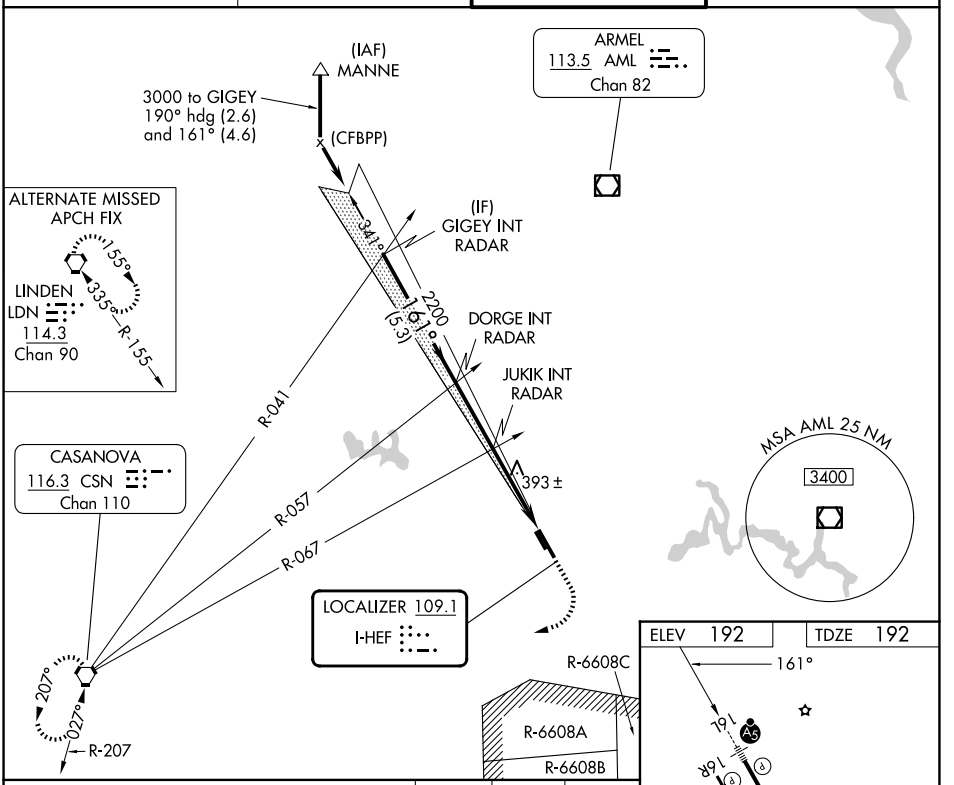
LOC I-HEF	APP CRS	Rwy Ldg	6200
109.1	161°	TDZE	192
		Apt Elev	192

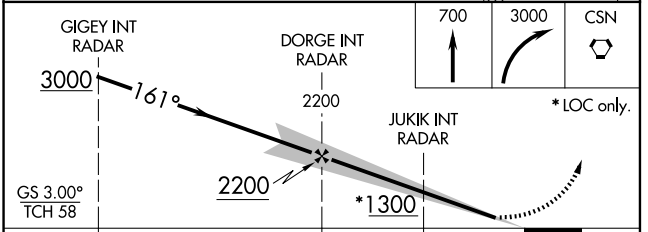
When local altimeter setting not received, use Dulles altimeter setting and increase DA 49 feet, all MDA 60 feet, and increase Cat C/D Circling visibility ¼ mile.

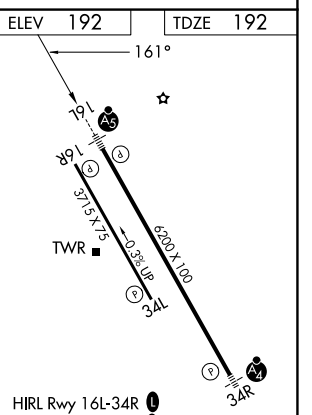
MALSR

MISSED APPROACH: Climb to 700, then climbing right turn to 3000 direct CSN VORTAC and hold.

ATIS	POTOMAC APP CON	MANASSAS TOWER ★	GND CON
125.175	128.525 306.925	133.1 (CTAF) L 360.75	121.8







HIRL Rwy 16L-34R L
MIRL Rwy 16R-34L L
REIL Rwys 16R and 34L L

CATEGORY	A	B	C	D
S-ILS 16L	392-½ 200 (200-½)			
S-LOC 16L	660-½ 468 (500-½)		660-1 468 (500-1)	
CIRCLING	720-1 528 (600-1)	740-1 548 (600-1)	840-1¾ 648 (700-1¾)	880-2¼ 688 (700-2¼)

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, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

WAAS	APP CRS	Rwy Ldg	6200
CH 70302	161°	TDZE	192
W16A		Apt Elev	192

RNAV (GPS) RWY 16L

WASHINGTON MANASSAS/HARRY P DAVIS FLD (HEF)

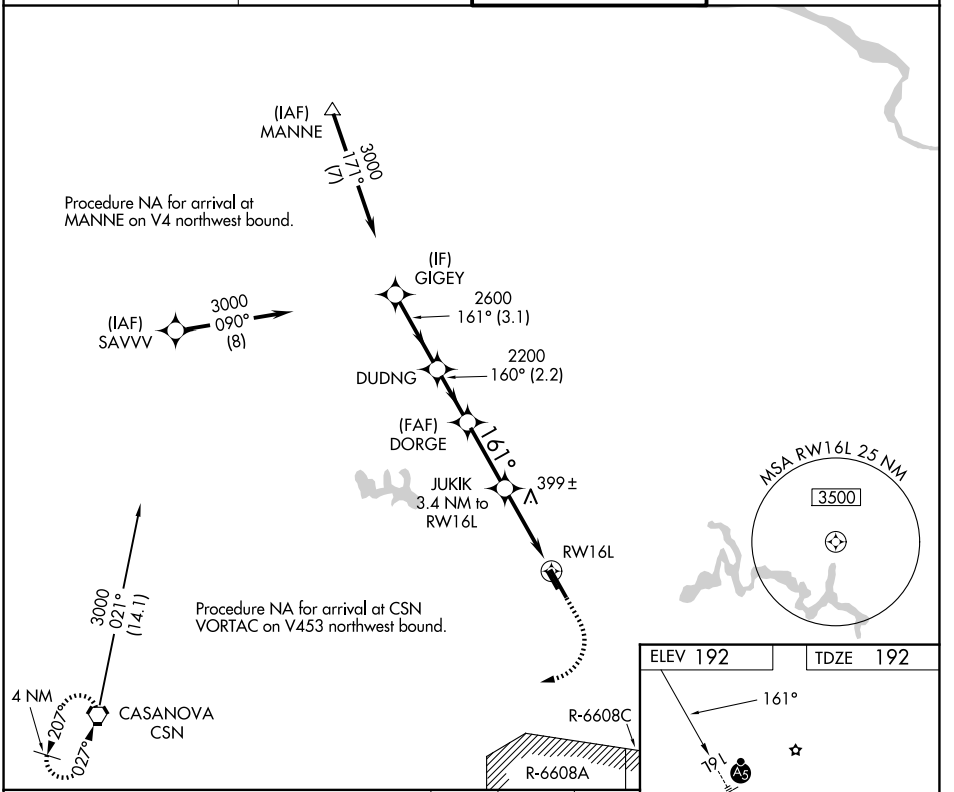
RNP APCH - GPS.

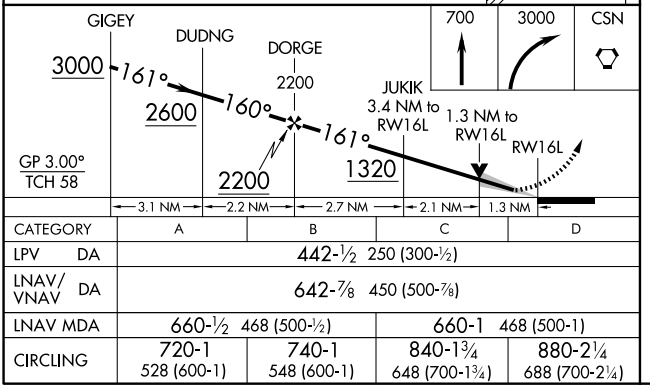
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LNAV Cat C/D visibility to 1⅜ SM.

MALSR

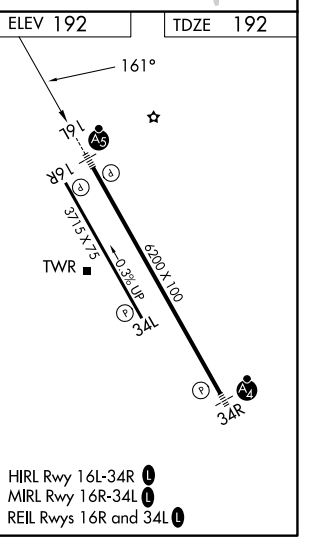
MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct CSN VORTAC and hold.

ATIS	POTOMAC APP CON	MANASSAS TOWER ★	GND CON
125.175	128.525 306.925	133.1 (CTAF) L 360.75	121.8





CATEGORY	A	B	C	D
LPV DA	442-½ 250 (300-½)			
LNAV/VNAV DA	642-⅞ 450 (500-⅞)			
LNAV MDA	660-½ 468 (500-½)		660-1 468 (500-1)	
CIRCLING	720-1 528 (600-1)	740-1 548 (600-1)	840-1¾ 648 (700-1¾)	880-2¼ 688 (700-2¼)



HIRL Rwy 16L-34R L
MIRL Rwy 16R-34L L
REIL Rwys 16R and 34L L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 16R

WASHINGTON MANASSAS/HARRY P DAVIS FLD (HEF)

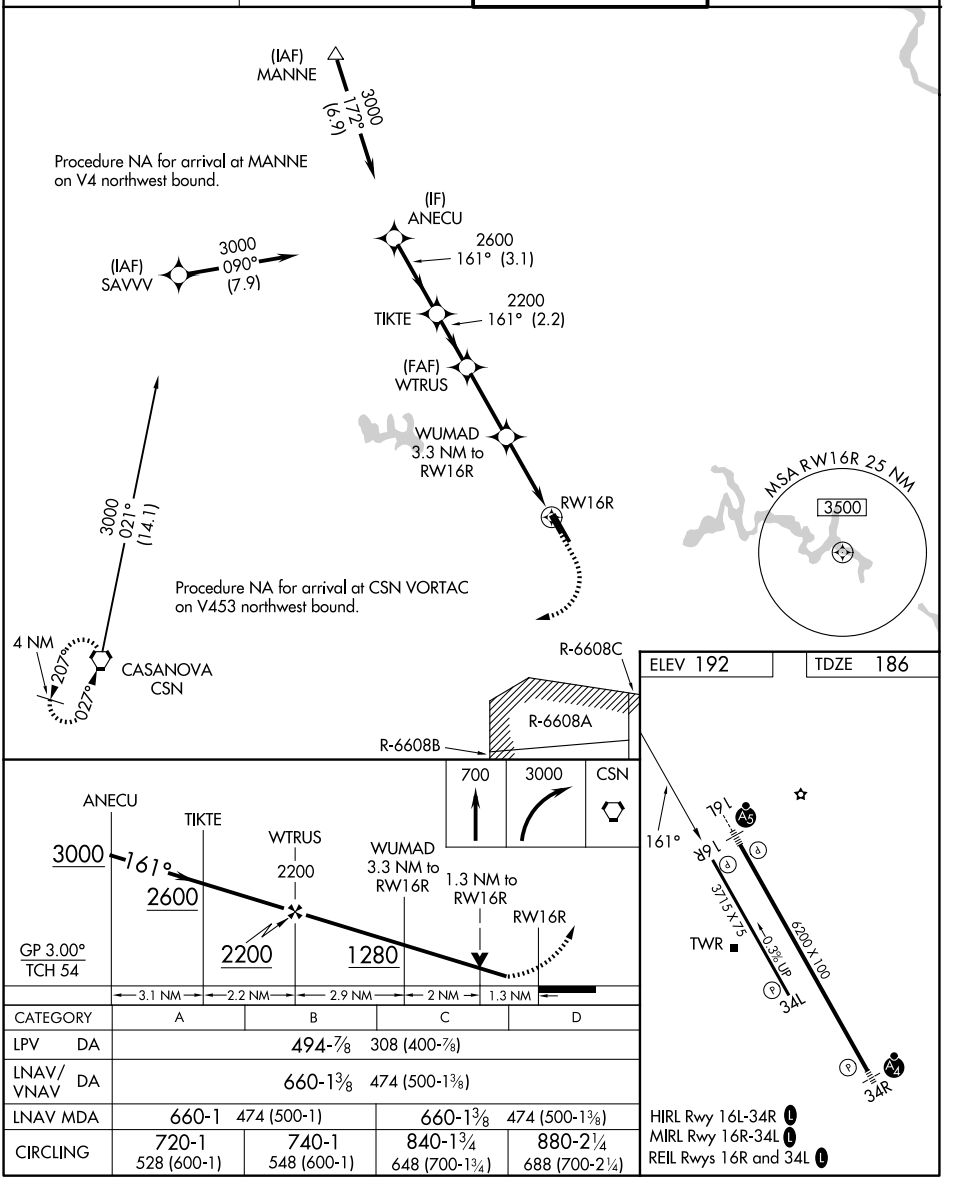
WAAS	APP CRS	Rwy Ldg	3715
CH 78035	161°	TDZE	186
W16B		Apt Elev	192

RNP APCH - GPS.

Rwy 16R helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct CSN VORTAC and hold.

ATIS	POTOMAC APP CON	MANASSAS TOWER ★	GND CON
125.175	128.525 306.925	133.1 (CTAF) L 360.75	121.8



CATEGORY	A	B	C	D
LPV DA	494-7/8 308 (400-7/8)			
LNAV/VNAV DA	660-1 3/8 474 (500-1 3/8)			
LNAV MDA	660-1 474 (500-1)		660-1 3/8 474 (500-1 3/8)	
CIRCLING	720-1 528 (600-1)	740-1 548 (600-1)	840-1 3/4 648 (700-1 3/4)	880-2 1/4 688 (700-2 1/4)

HIRL Rwy 16L-34R L
MIRL Rwy 16R-34L L
REIL Rwys 16R and 34L L

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

WAAS	APP CRS	Rwy Ldg	3715
CH 56239	326°	TDZE	182
W34B		Apt Elev	192

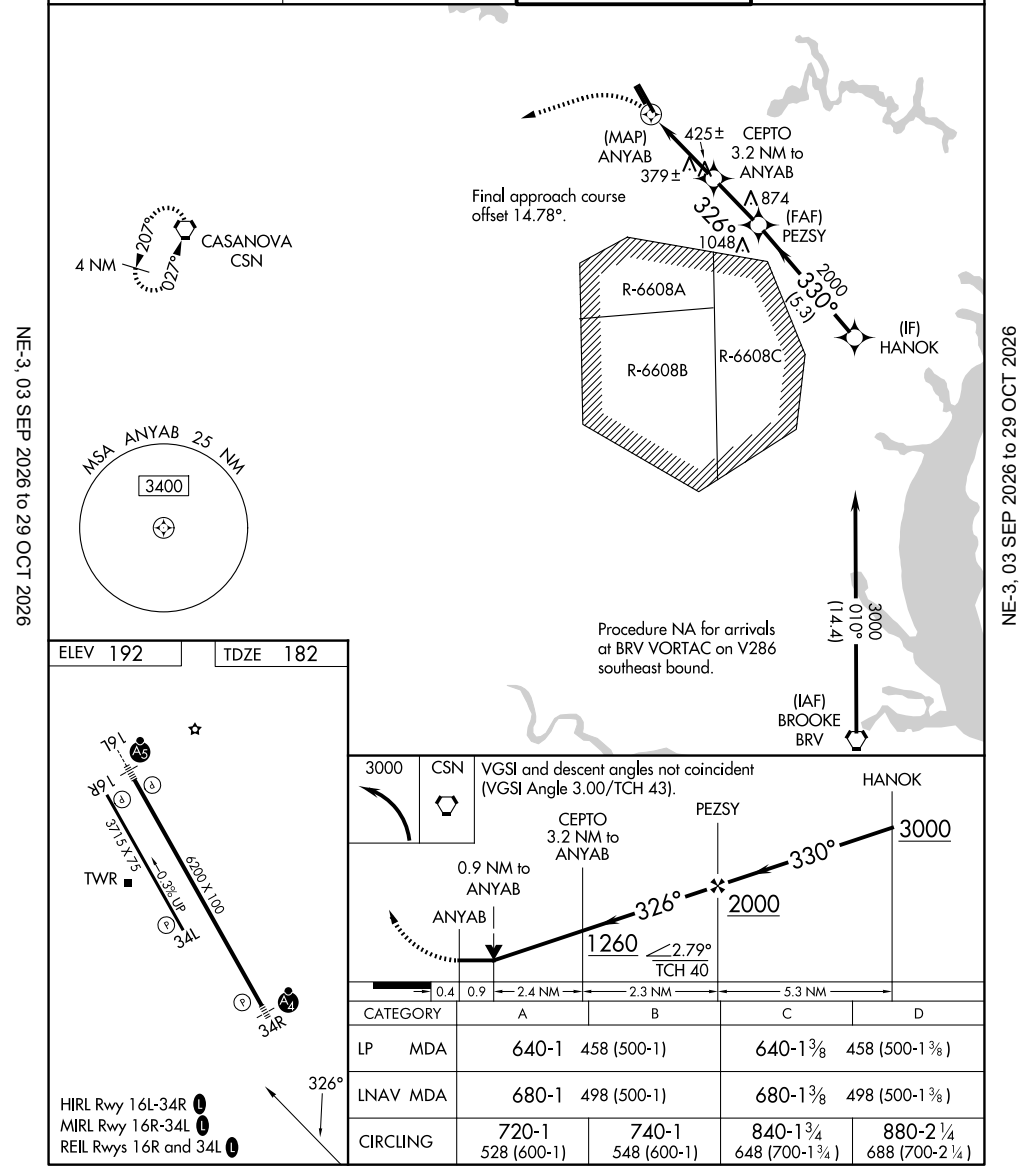
RNAV (GPS) RWY 34L

WASHINGTON MANASSAS/HARRY P DAVIS FLD (HEF)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Washington Dulles Intl altimeter setting and increase all MDA 60 feet; increase LNAV Cat C/D and Circling Cat C and D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing left turn to 3000 direct CSN VORTAC and hold.

ATIS	POTOMAC APP CON	MANASSAS TOWER ★	GND CON
125.175	128.525 306.925	133.1 (CTAF) L 360.75	121.8



CATEGORY	A	B	C	D
LP MDA	640-1 458 (500-1)		640-1⅜ 458 (500-1⅜)	
LNAV MDA	680-1 498 (500-1)		680-1⅜ 498 (500-1⅜)	
CIRCLING	720-1 528 (600-1)	740-1 548 (600-1)	840-1¾ 648 (700-1¾)	880-2¼ 688 (700-2¼)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 34R

WASHINGTON MANASSAS/HARRY P DAVIS FLD (HEF)

WAAS	APP CRS	Rwy Ldg	6200
CH 63130	326°	TDZE	178
W34A		Apt Elev	192

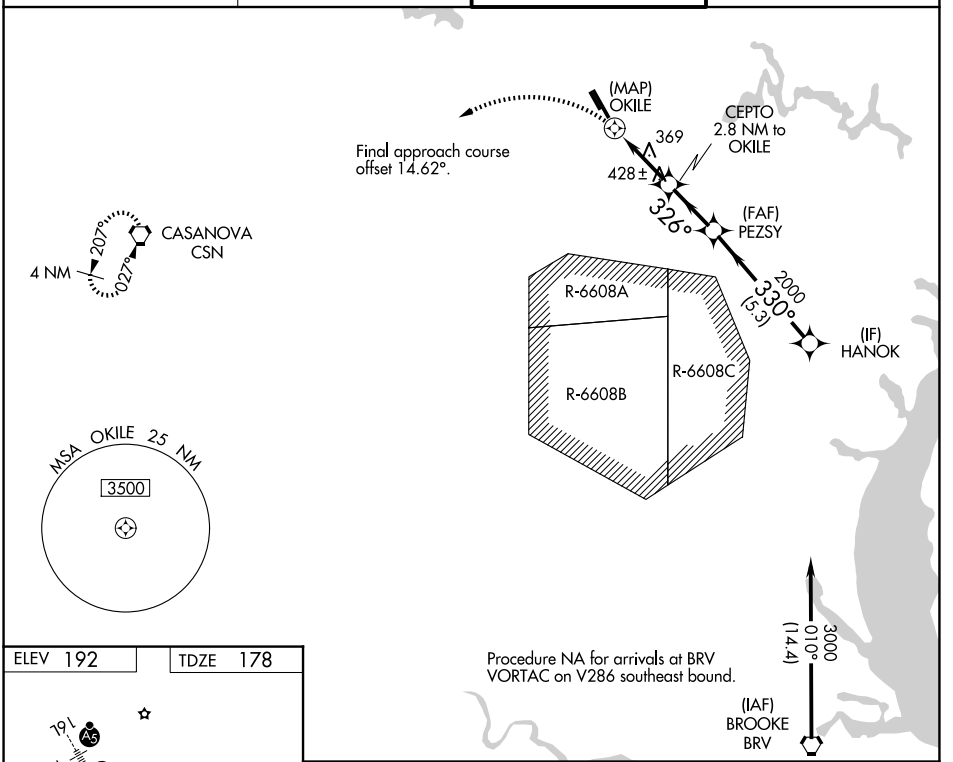
RNP APCH - GPS.

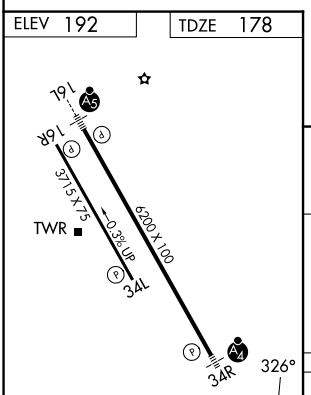
Rwy 34R helicopter visibility reduction below ¾ SM NA. For inop ALS, increase LP Cats C and D visibility to 1⅜ SM.

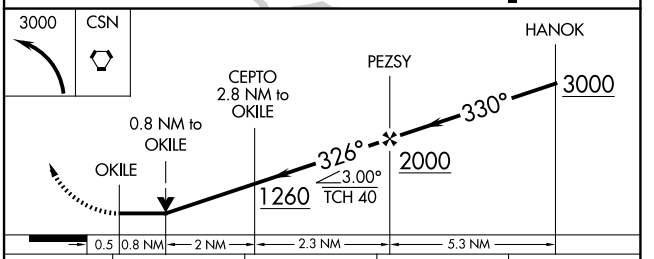
MALSF

MISSED APPROACH: Climbing left turn to 3000 direct CSN VORTAC and hold.

ATIS	POTOMAC APP CON	MANASSAS TOWER ★	GND CON
125.175	128.525 306.925	133.1 (CTAF) L 360.75	121.8





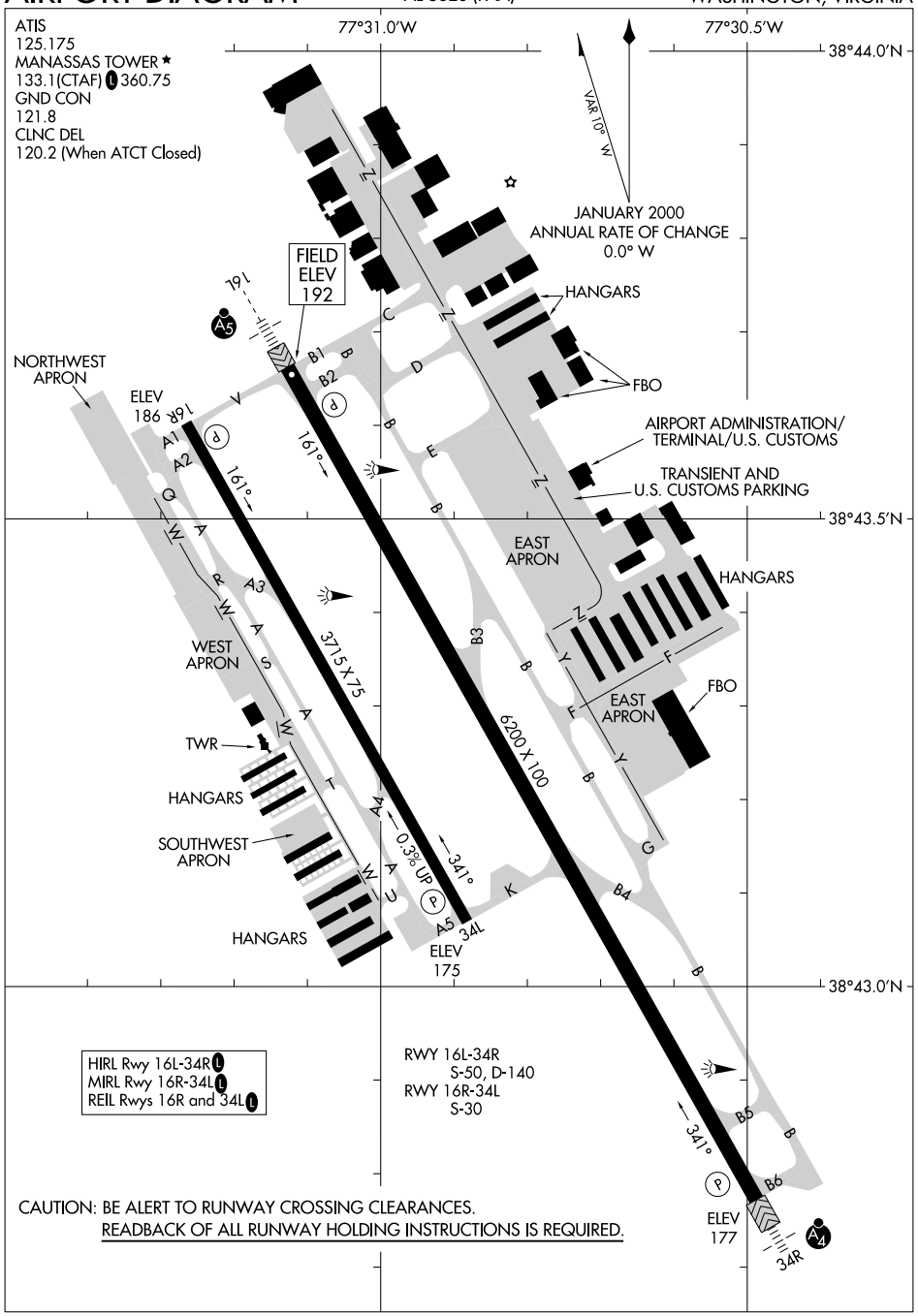


CATEGORY	A	B	C	D
LP MDA	620-¾ 442 (500-¾)		620-1 442 (500-1)	
LNAV MDA	680-¾ 502 (500-¾)		680-1⅛ 502 (500-1⅛)	
CIRCLING	720-1 528 (600-1)	740-1 548 (600-1)	840-1¾ 648 (700-1¾)	920-2¼ 728 (800-2¼)

HIRL Rwy 16L-34R L
MIRL Rwy 16R-34L L
REIL Rwys 16R and 34L L

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026



NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

ARSENAL FIVE DEPARTURE

(ARSNL5.CSN) 21JUL16

WASHINGTON MANASSAS/HARRY P DAVIS FLD (HEF)

WASHINGTON, D.C.

ATIS
125.175
POTOMAC CLNC DEL
120.2
GND CON
121.8
MANASSAS TOWER ★
133.1 (CTAF) 360.75
POTOMAC DEP CON
128.525 306.925

TOP ALTITUDE: 3000

MARTINSBURG
112.1 MRB
Chan 58

MAA 17500
5000
*3200
101°
(38)
WOOLY

V44-214

R-180 *3400 MAA 17500 5000 360° (12)

DAWNZ

TAKEOFF MINIMUMS:
Rwy 16L/R: Standard with ATC climb of 400′ per NM to 800.

ARMEL
113.5 AML
Chan 82

R-321

LINDEN
114.3 LDN
Chan 90

MAA 17500 5000 *3400 010° (33)

R-111

SHRLI
2000

236°
341°
800
161°
800

MAA 17500 5000 315° (20)

V453

10

R-056

267°

CASANOVA
116.3 CSN
Chan 110
3000

GADZI
2000

R-6608A
DEMO 2 MOA
R-6608C
R-6608B
DEMO 1 & 3 MOA

R-087 MAA 17500 3000 *2300 148° (110)

V286

FLUKY

MONTEBELLO
115.3 MOL
Chan 100

J48
V140

MAA 17500 6100 *5500 239° (74)

239°
MAA 17500 6100 (30)

MAA 17500 4500 *2700 206° (40)

V140

R-058

WITTO

R-337

V453

GORDONSVILLE
115.6 GVE
Chan 103

RESTRICTED AREA
R-6608 5 NM
SOUTH OF AIRPORT

NOTE: WITTO Transition is for Charlottesville traffic.
NOTE: Rwy 16L/R DME required.
NOTE: Departing Rwy 16L/R requires expeditious intercept of outbound course to ensure avoidance of R-6608 boundary.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

(ARSNL5.CSN) 26246
ARSENAL FIVE DEPARTURE
WASHINGTON MANASSAS/HARRY P DAVIS FLD (HEF)
AL-5326 (FAA)
WASHINGTON, D.C.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 34L/R: Climb heading 341° to 800, then climbing left turn on CSN VORTAC R-056. Cross SHRLI INT/CSN 10 DME at 2000, cross CSN VORTAC at 3000. Thence....
TAKEOFF RWY 16L/R: Climb heading 161° to 800, then climbing right turn on CSN VORTAC R-087, cross GADZI/CSN 10 DME at 2000, cross CSN VORTAC at 3000. Thence....

....via assigned transition.

FLUKY TRANSITION (ARSNL5.FLUKY): From over CSN VORTAC on CSN R-148 to FLUKY INT.
GORDONSVILLE TRANSITION (ARSNL5.GVE): From over CSN VORTAC on CSN R-206 to GVE VORTAC.
LINDEN TRANSITION (ARSNL5.LDN): From over CSN VORTAC on CSN R-315 to LDN VORTAC.
MARTINSBURG TRANSITION (ARSNL5.MRB): From over CSN VORTAC on CSN R-010 to DAWNZ INT, then on MRB R-180 to MRB VORTAC.
MONTEBELLO TRANSITION (ARSNL5.MOL): From over CSN VORTAC on CSN R-239 and MOL R-058 to MOL VOR/DME.
WITTO TRANSITION (ARSNL5.WITTO): From over CSN VORTAC on CSN R-239 to WITTO INT.
WOOLY TRANSITION (ARSNL5.WOOLY): From over CSN VORTAC on CSN R-010 to DAWNZ INT, then on MRB R-180 to MRB VORTAC, then on MRB R-101 to WOOLY INT.

NE-3, 03 SEP 2026 to 29 OCT 2026

(GABBE3.GABBE) 26190

WASHINGTON MANASSAS/HARRY P DAVIS FLD (HEF)

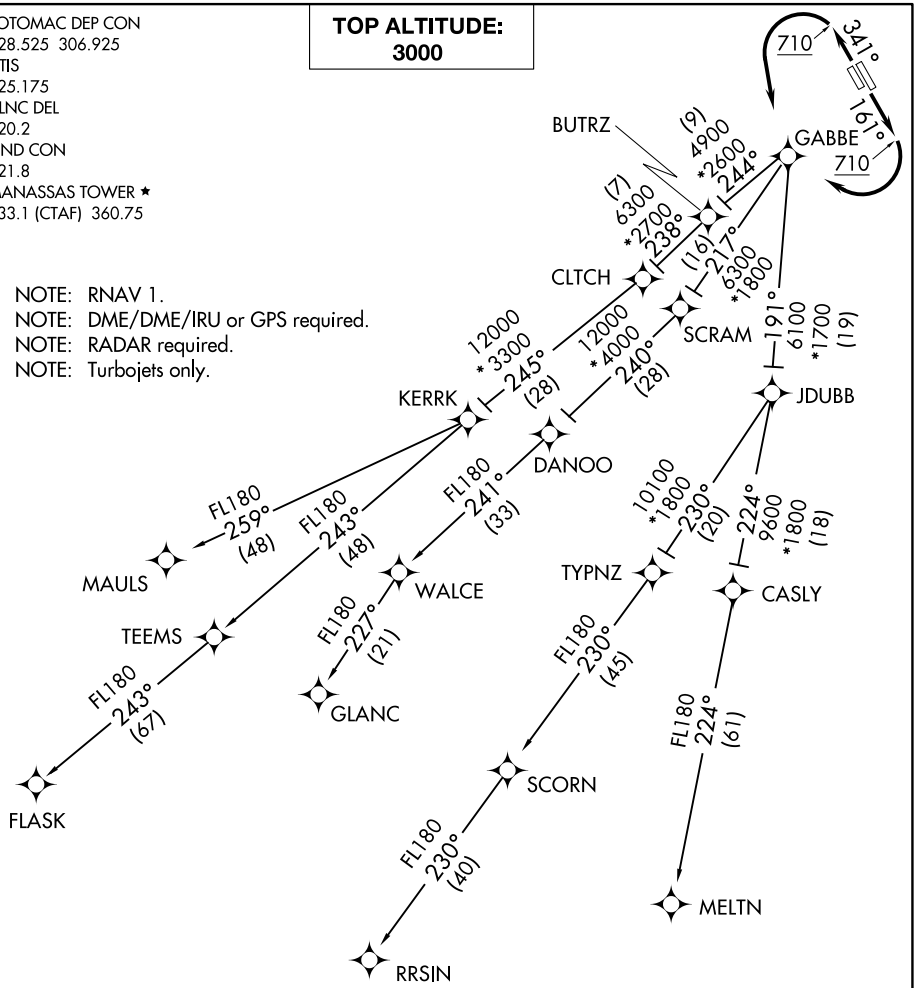
GABBE THREE DEPARTURE(RNAV) AL-5326 (FAA)

WASHINGTON, DC

POTOMAC DEP CON
128.525 306.925
ATIS
125.175
CLNC DEL
120.2
GND CON
121.8
MANASSAS TOWER ★
133.1 (CTAF) 360.75

TOP ALTITUDE: 3000

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: Turbojets only.



TAKEOFF MINIMUMS:
Rwys 16L/R, 34L/R: Standard with minimum climb of 500′ per NM to 710.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 16L/R: Climb on heading 161° to 710, then right turn direct GABBE, thence....
TAKEOFF RWY 34L/R: Climb on heading 341° to 710, then left turn direct GABBE, thence....

....on assigned transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

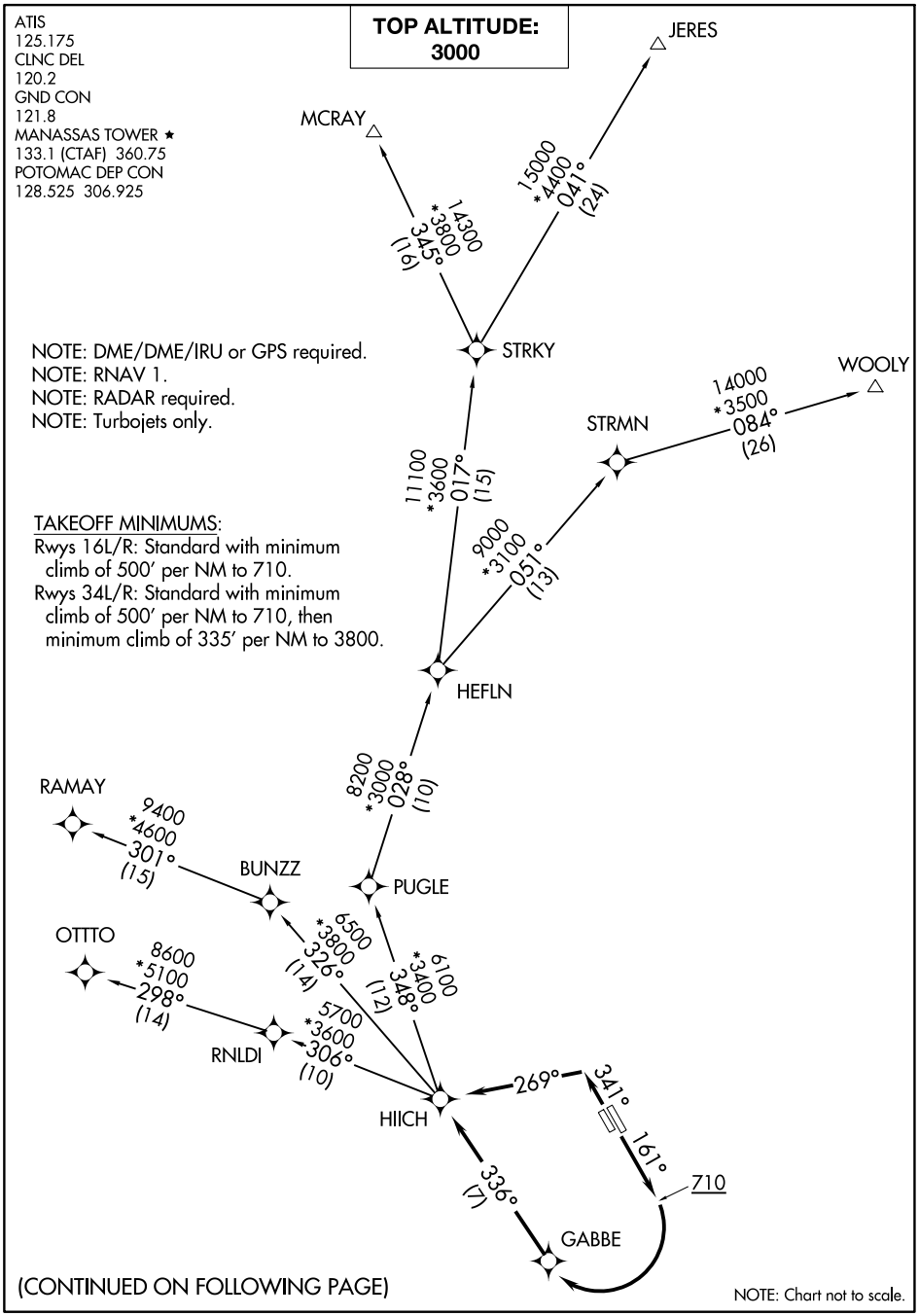
FLASK TRANSITION (GABBE3.FLASK):
GLANC TRANSITION (GABBE3.GLANC):
MAULS TRANSITION (GABBE3.MAULS):
MELTN TRANSITION (GABBE3.MELTN):
RRSIN TRANSITION (GABBE3.RRSIN):

NE-3, 03 SEP 2026 to 29 OCT 2026

(HIICH2.HIICH) 26190

HIICH TWO DEPARTURE (RNAV)

WASHINGTON MANASSAS/HARRY P DAVIS FLD (HEF)
AL-5326
WASHINGTON, DC



NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

HIICH TWO DEPARTURE (RNAV)
(HIICH2.HIICH) 31MAR16
WASHINGTON, DC
WASHINGTON MANASSAS/HARRY P DAVIS FLD (HEF)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 16L/R: Climb heading 161° to 710, then right turn direct GABBE, then on track 336° to HIICH, thence . . . .
TAKEOFF RUNWAYS 34L/R: Climb heading 341° to intercept course 269° to HIICH, thence . . . .
. . . . on assigned transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

JERES TRANSITION (HIICH2.JERES)
MCRAY TRANSITION (HIICH2.MCRAY)
OTTTO TRANSITION (HIICH2.OTTTO)
RAMAY TRANSITION (HIICH2.RAMAY)
WOOLY TRANSITION (HIICH2.WOOLY)

NE-3, 03 SEP 2026 to 29 OCT 2026

WAYNESBORO, VIRGINIA | AL-10584 (FAA) | 25219

RNAV (GPS) RWY 6

EAGLE'S NEST (W13)

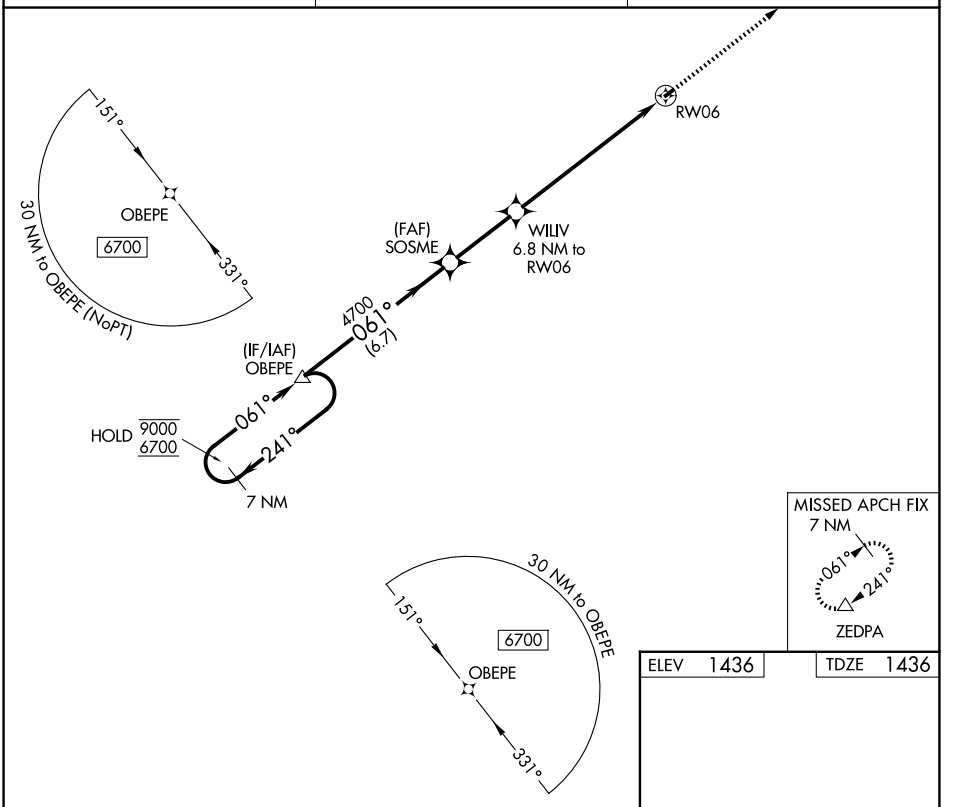
APP CRS	Rwy Ldg	2004
061°	TDZE	1436
	Apt Elev	1436

RNP APCH.

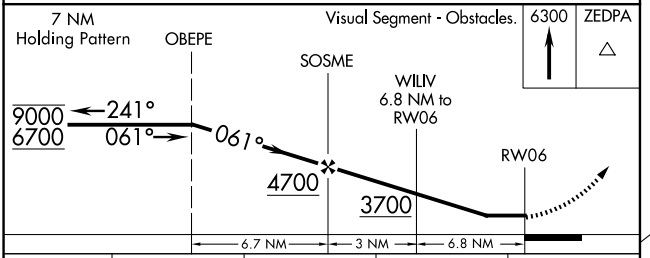
T A NA — Rwy 6 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

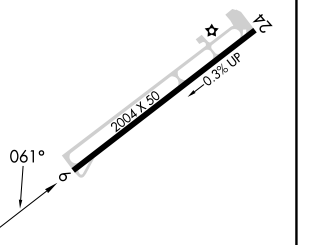
MISSED APPROACH: Climb to 6300 direct ZEDPA and hold, continue climb-in-hold to 6300.

AWOS-3PT	POTOMAC APP CON	UNICOM
118.625	132.85 323.125	123.05 (CTAF) L



ELEV 1436 | TDZE 1436





CATEGORY	A	B	C	D
LNAV MDA	2440-3	1004 (1100-3)	NA	
CIRCLING	2440-3	1004 (1100-3)	NA	

MIRL Rwy 6-24 L

WAYNESBORO, VIRGINIA
Amdt 1A 10SEP20

38°05'N-78°57'W

EAGLE'S NEST (W13)

RNAV (GPS) RWY 6

NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 24

EAGLE'S NEST (W13)

APP CRS	Rwy Ldg	2004
241°	TDZE	1436
	Apt Elev	1436

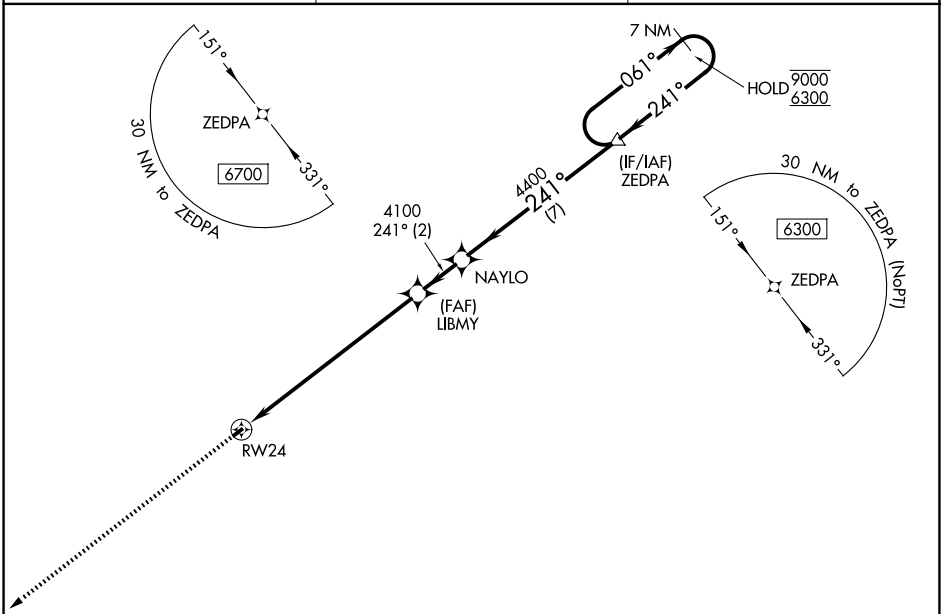
RNP APCH.

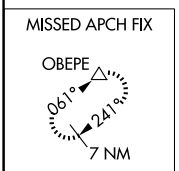
T
A NA

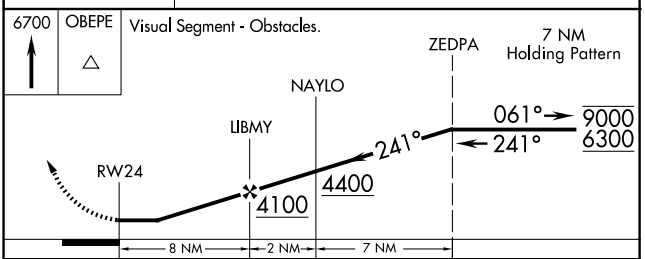
Procedure NA at night. Rwy 24 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 6700 direct OBEPE and hold, continue climb-in-hold to 6700.

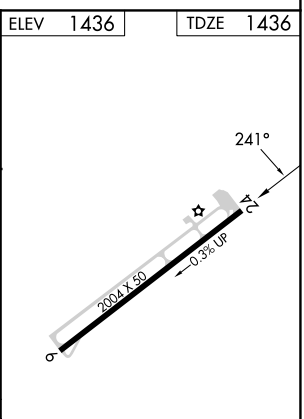
AWOS-3PT	POTOMAC APP CON	UNICOM
118.625	132.85 323.125	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2640-3	1204 (1300-3)	NA	
CIRCLING	2640-3	1204 (1300-3)	NA	



NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

EDGEWOOD, MARYLAND

COPTER RNAV (GPS) 185

(USA)

WEIDE AHP (ABERDEEN PROVING GROUND) (KEDG)

APCH CRS	Rwy ldg	1625
185°	TDZE	21
	Arpt Elev	21

RNP APCH - GPS

T
A NA

MISSED APPROACH: Climbing left turn to 2500 direct JIRET and hold.

AWOS-AV
126.2 (CTAF)

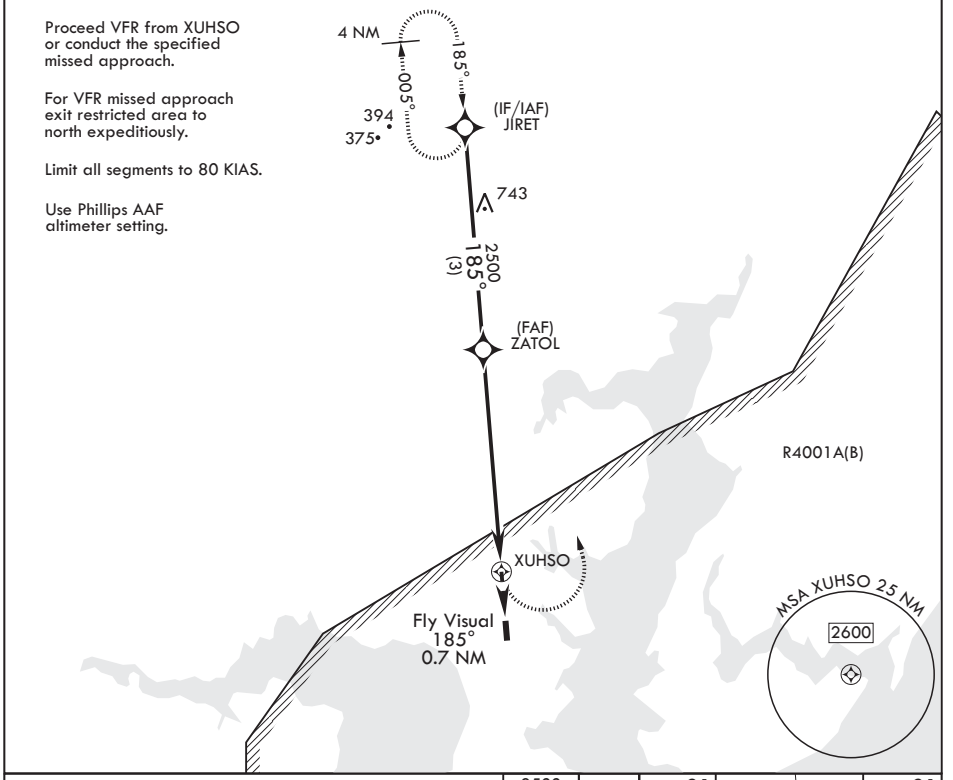
POTOMAC APP CON/DEP CON
125.525 291.625

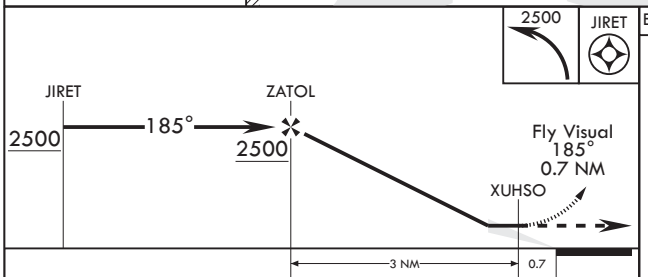
Proceed VFR from XUHSO or conduct the specified missed approach.

For VFR missed approach exit restricted area to north expeditiously.

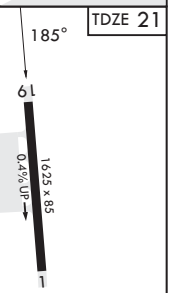
Limit all segments to 80 KIAS.

Use Phillips AAF altimeter setting.





ELEV 21 TDZE 21



CATEGORY	COPTER		
LNAV MDA	720-1	699	(700-1)

MIRL all rwys

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

WEIDE AHP (ABERDEEN PROVING GROUND) (KEDG)

JIRET ONE DEPARTURE (RNAV)

AL-11589 [USA]

EDGEWOOD, MARYLAND

741

RNAV1-GPS	Rwy	Knots	60	120	180	240	300	360
	01	V/V(fpm)	374	748	1122	1496	1870	2244

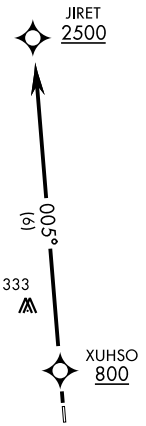
ATC Climb Rate XUHSO to JIRET to 2500

POTOMAC APP CON/DEP CON
125.525 291.625
AWOS-AV
126.2 (CTAF)

Contact POTOMAC APP prior to departure.

Use Phillips AAF altimeter setting.

TOP ALTITUDE: ASSIGNED BY ATC



NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

DEPARTURE ROUTE DESCRIPTION

VFR SEGMENT: From VFR climb to XUHSO, cross XUHSO at or above 800.

IFR SEGMENT: From XUHSO climb on track 005° to cross JIRET at or above 2500.

WEST POINT, VIRGINIA | AL-5160 (FAA) | 25219

WAAS Ch 40317 W10A	APP CRS 097°	Rwy Ldg 5000 TDZE 14 Apt Elev 20

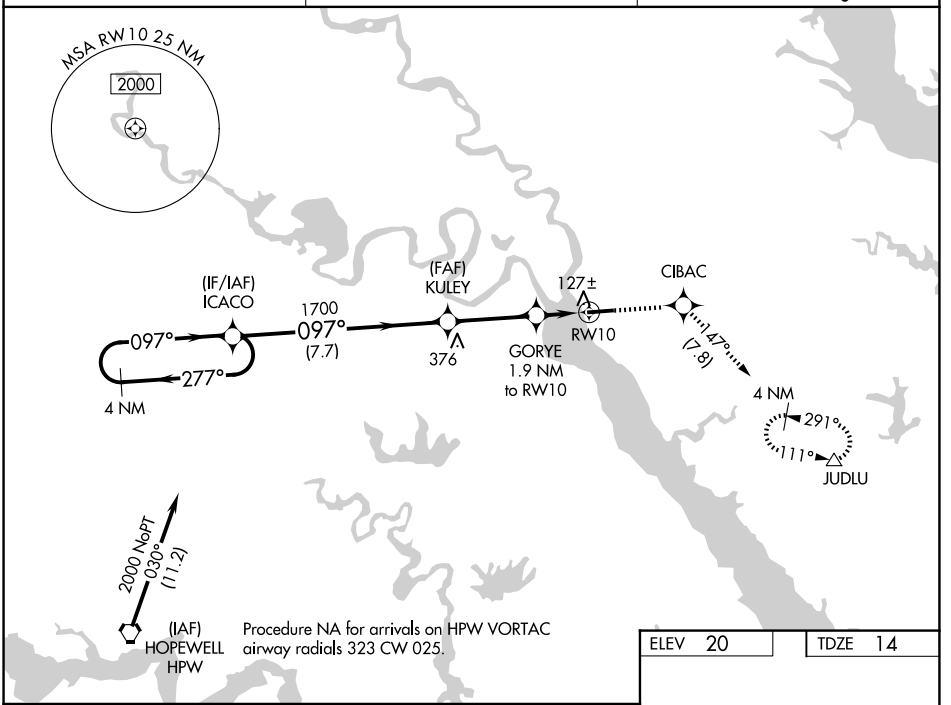
RNAV (GPS) RWY 10

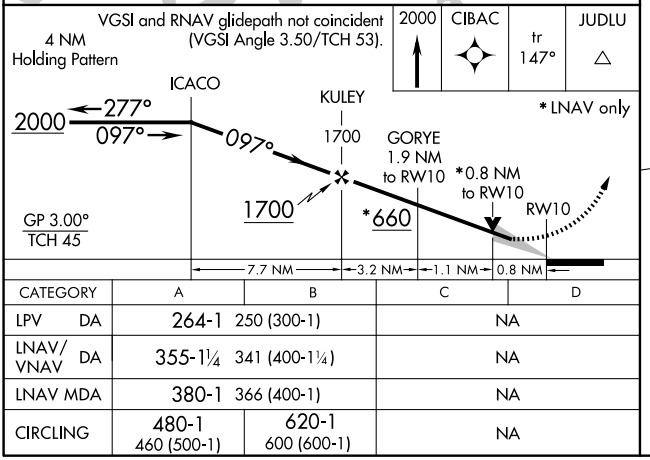
MIDDLE PENINSULA RGNL (FYJ)

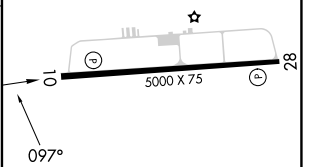
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Newport News altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Newport News altimeter setting: increase LPV DA to 329 feet; increase LNAV/VNAV DA to 420 feet and Cats A/B visibility ¼ SM; increase all MDA 80 feet.

MISSED APPROACH: Climb to 2000 direct CIBAC and on track 147° to JUDLU and hold.

AWOS-3	POTOMAC APP CON	UNICOM
132.825	126.4 282.375	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	264-1	250 (300-1)	NA	
LNAV/VNAV DA	355-1¼	341 (400-1¼)	NA	
LNAV MDA	380-1	366 (400-1)	NA	
CIRCLING	480-1 460 (500-1)	620-1 600 (600-1)	NA	

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	N/A
277°	TDZE	N/A
	Apt Elev	20

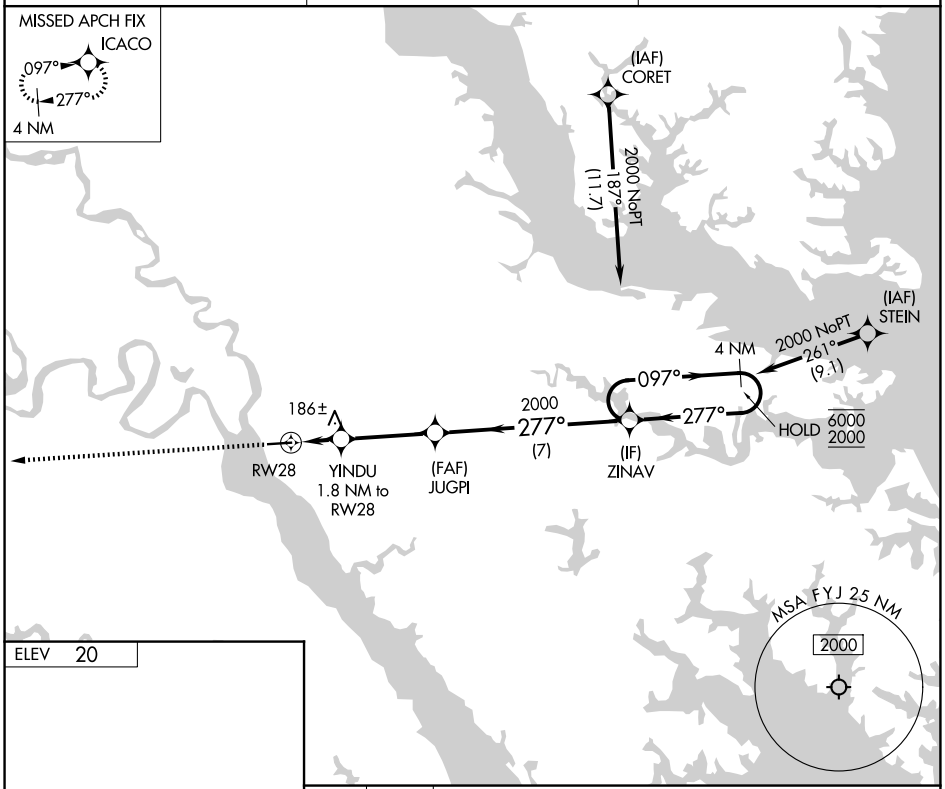
RNAV (GPS)-B

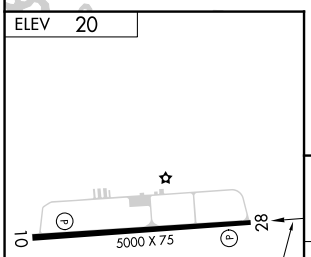
MIDDLE PENINSULA RGNL (FYJ)

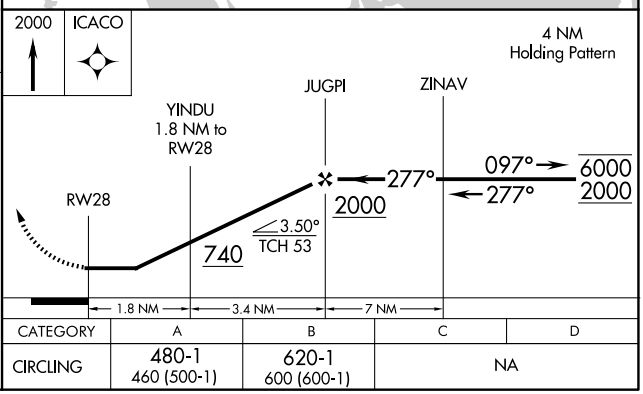
RNP APCH.

MISSED APPROACH: Climb to 2000 direct ICACO and hold.

AWOS-3	POTOMAC APP CON	UNICOM
132.825	126.4 282.375	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	480-1 460 (500-1)	620-1 600 (600-1)	NA	

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-FYJ	APP CRS	Rwy Ldg	5000
109.55	094°	TDZE	14
Chan 32 (Y)		Apt Elev	20

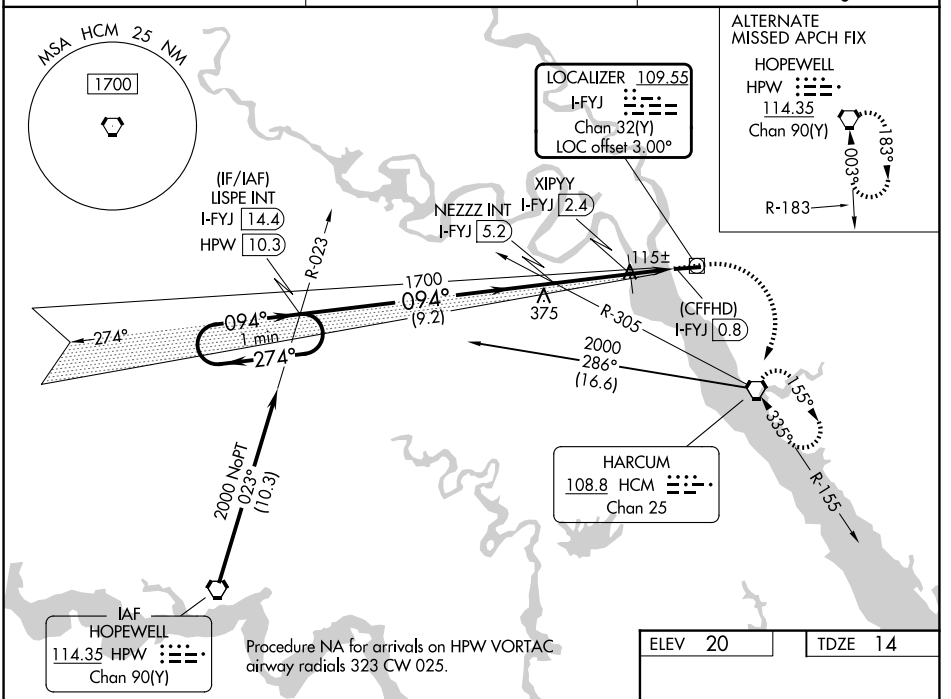
LOC RWY 10

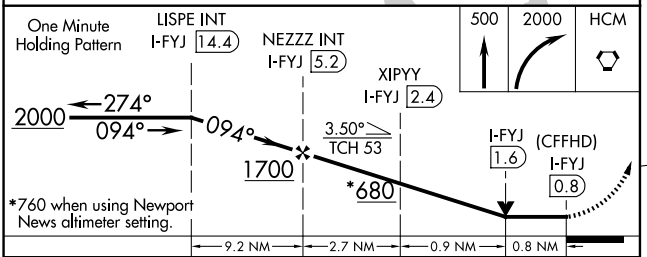
MIDDLE PENINSULA RGNL (FYJ)

TNA When local altimeter setting not received, use Newport News altimeter setting and increase all MDA 80 feet and increase S-10 Cat B and Circling Cat B visibility ¼ SM. VDP NA when using Newport News altimeter setting.

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 direct HCM VORTAC and hold, continue climb-in-hold to 2000.

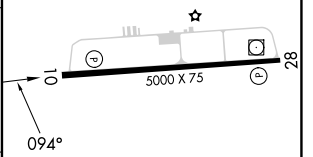
AWOS-3	POTOMAC APP CON	UNICOM
132.825	126.4 282.375	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-10	680-1	666 (700-1)	NA	
CIRCLING	680-1	660 (700-1)	NA	
XIPYY FIX MINIMUMS				
S-10	380-1	366 (400-1)	NA	
CIRCLING	480-1 460 (500-1)	620-1 600 (600-1)	NA	

ELEV 20 TDZE 14



MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

VORTAC HCM	APP CRS	Rwy Ldg	N/A
108.8	337°	TDZE	N/A
Chan 25		Apt Elev	20

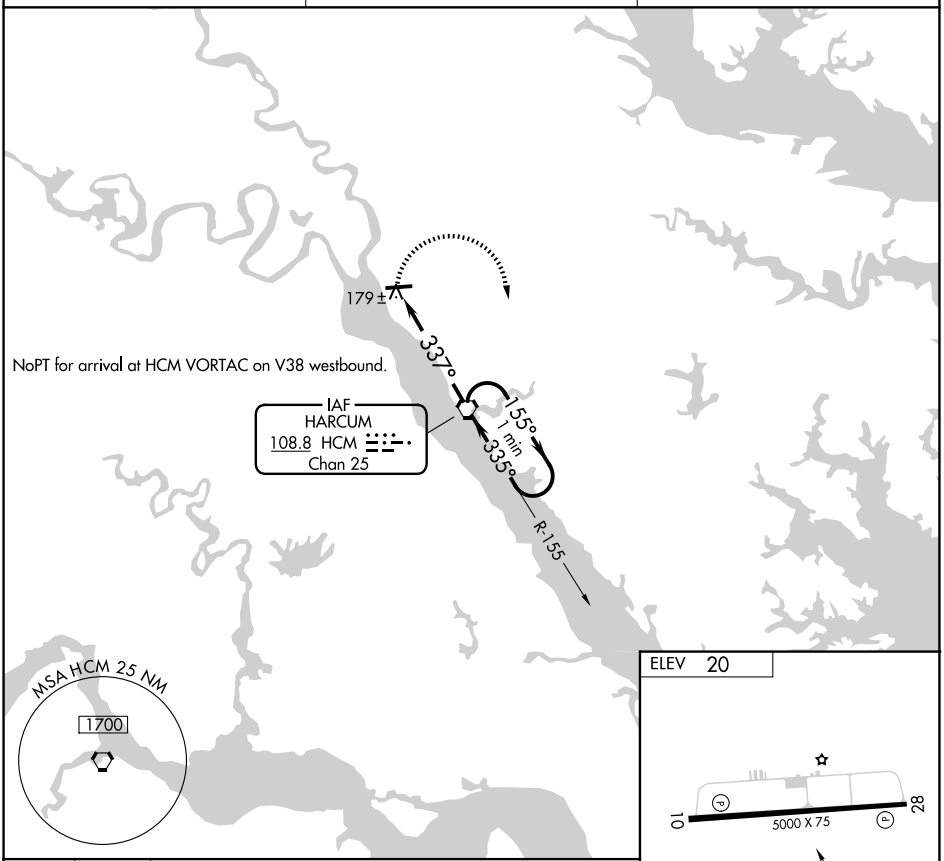
VOR-A

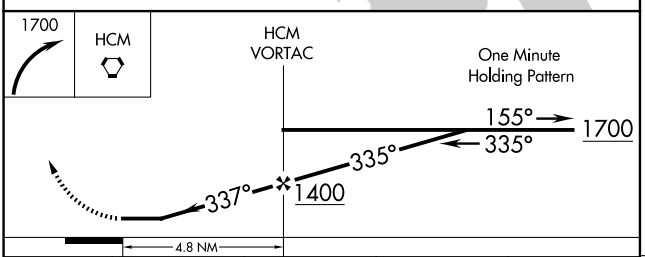
MIDDLE PENINSULA RGNL (FYJ)

When local altimeter setting not received, use Newport News altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing right turn to 1700 direct HCM VORTAC and hold.

AWOS-3	POTOMAC APP CON	UNICOM
132.825	126.4 282.375	123.0 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	480-1 460 (500-1)	620-1 600 (600-1)	NA	

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

WESTMINSTER, MARYLAND | AL-5533 (FAA) | 23222

RNAV (GPS) RWY 16

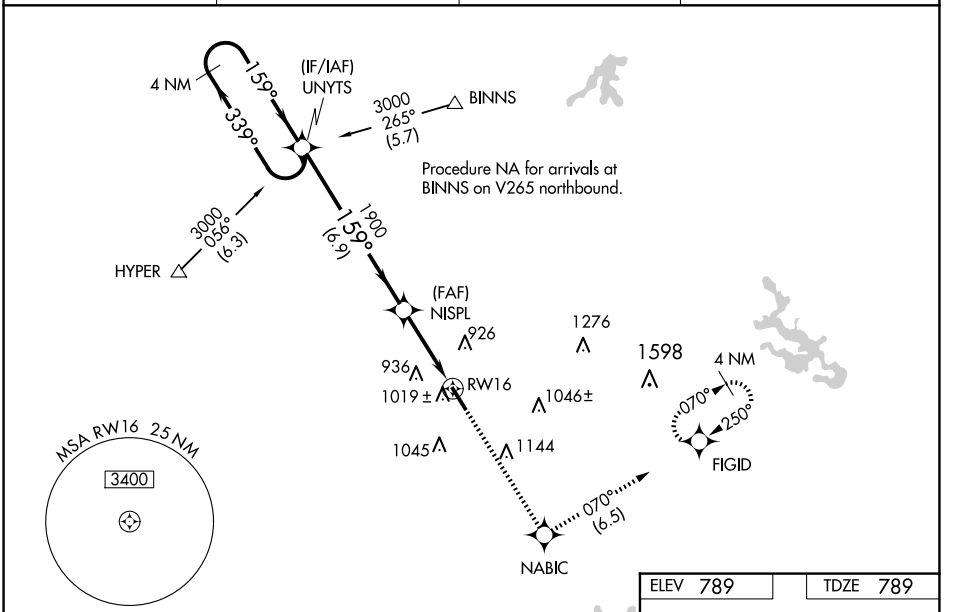
CARROLL COUNTY RGNL/JACK B POAGE FLD (DMW)

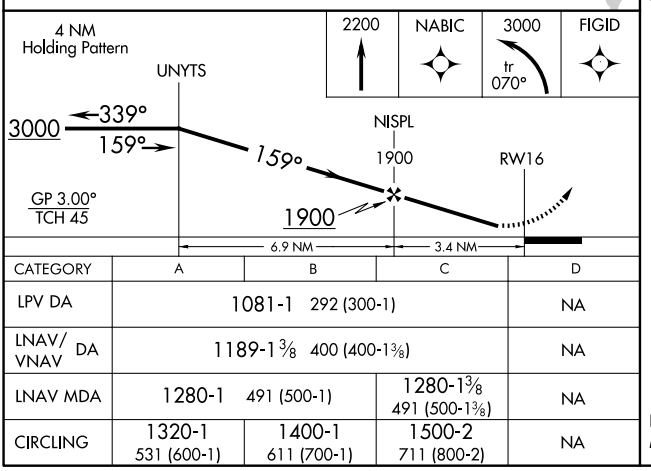
WAAS	APP CRS		
CH **65607**	**159°**	Rwy Idg	**5100**
W16A		TDZE	**789**
		Apt Elev	**789**

Baro-VNAV NA when using Frederick altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Frederick altimeter setting and increase LPV DA to 1199 feet, LNAV/VNAV DA to 1307 feet, and all MDAs 120 feet; increase LPV all Cats visibility ⅛ SM, LNAV Cat C visibility ⅜ SM, and Circling Cat C visibility ½ SM. When VGSI inop, Straight-in/Circling Rwy 16 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

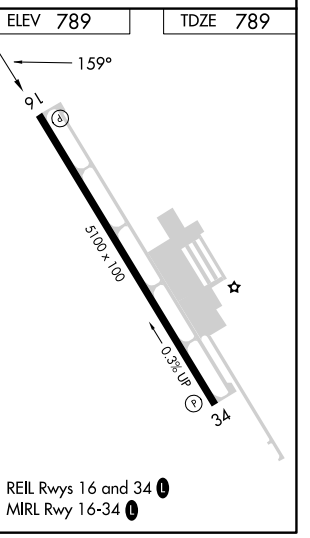
MISSED APPROACH: Climb to 2200 direct NABIC then climbing left turn to 3000 on track 070° to FIGID and hold.

AWOS-3	POTOMAC APP CON	GCO	UNICOM
121.25	**125.525 291.625**	**121.725**	**122.7** (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1081-1 292 (300-1)			NA
LNAV/VNAV DA	1189-1⅜ 400 (400-1⅜)			NA
LNAV MDA	1280-1 491 (500-1)		1280-1⅜ 491 (500-1⅜)	NA
CIRCLING	1320-1 531 (600-1)	1400-1 611 (700-1)	1500-2 711 (800-2)	NA



REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

WAAS	APP CRS	Rwy Ldg 5100
CH 82117	339°	TDZE 788
W34A		Apt Elev 789

RNAV (GPS) RWY 34

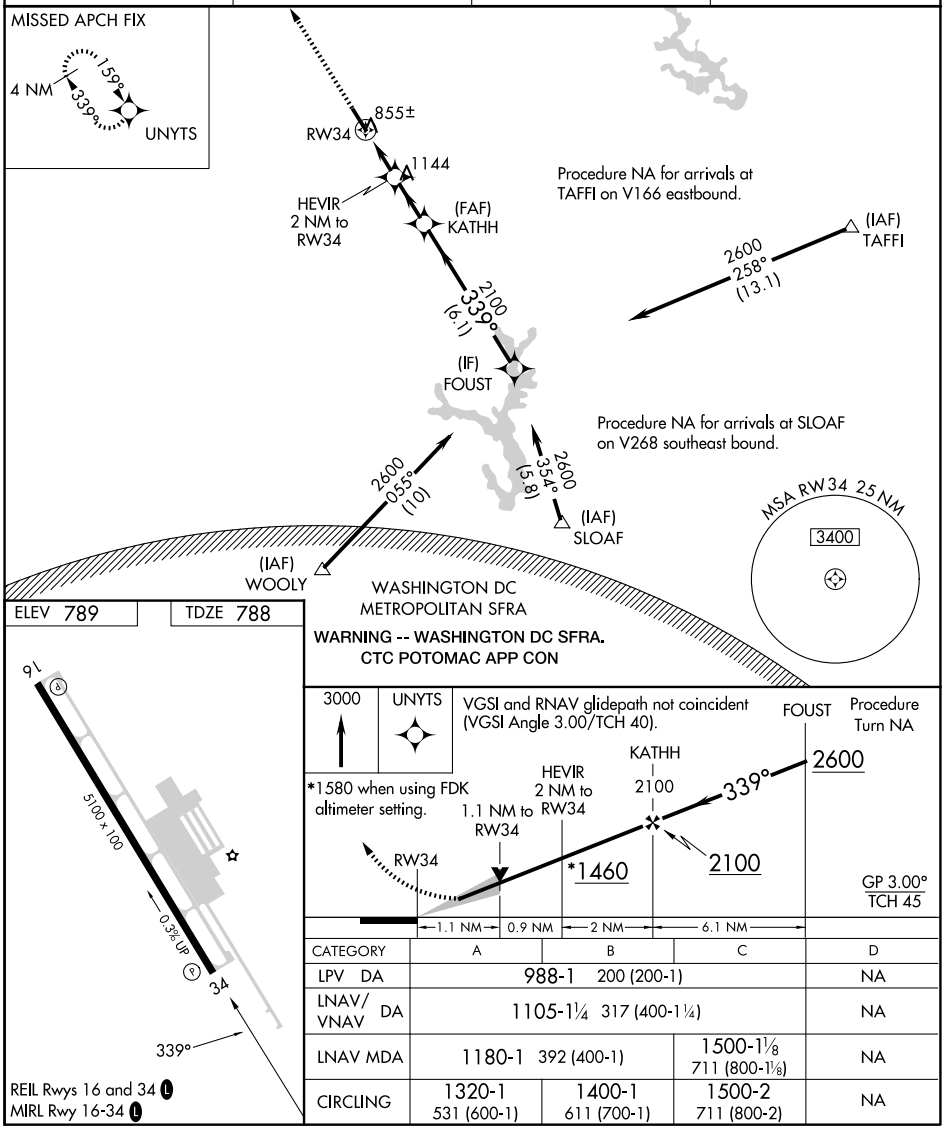
CARROLL COUNTY RGNL/JACK B POAGE FLD (DMW)

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use FDK altimeter setting: increase LPV DA to 1106 feet; increase LNAV/VNAV DA to 1223 feet; increase all MDAs 120 feet and LNAV visibility Cat C ¼ SM and Circling visibility Cat C ½ SM. Baro-VNAV and VDP NA when using FDK altimeter setting.

MISSED APPROACH: Climb to 3000 direct UNYTS and hold.

AWOS-3	POTOMAC APP CON	GCO	UNICOM
121.25	125.525 291.625	121.725	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	988-1 200 (200-1)			NA
LNAV/VNAV DA	1105-1¼ 317 (400-1¼)			NA
LNAV MDA	1180-1 392 (400-1)		1500-1⅛ 711 (800-1⅛)	NA
CIRCLING	1320-1 531 (600-1)	1400-1 611 (700-1)	1500-2 711 (800-2)	NA

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

WESTMINSTER, MARYLAND

AL-5533 (FAA)

26246

VOR RWY 34

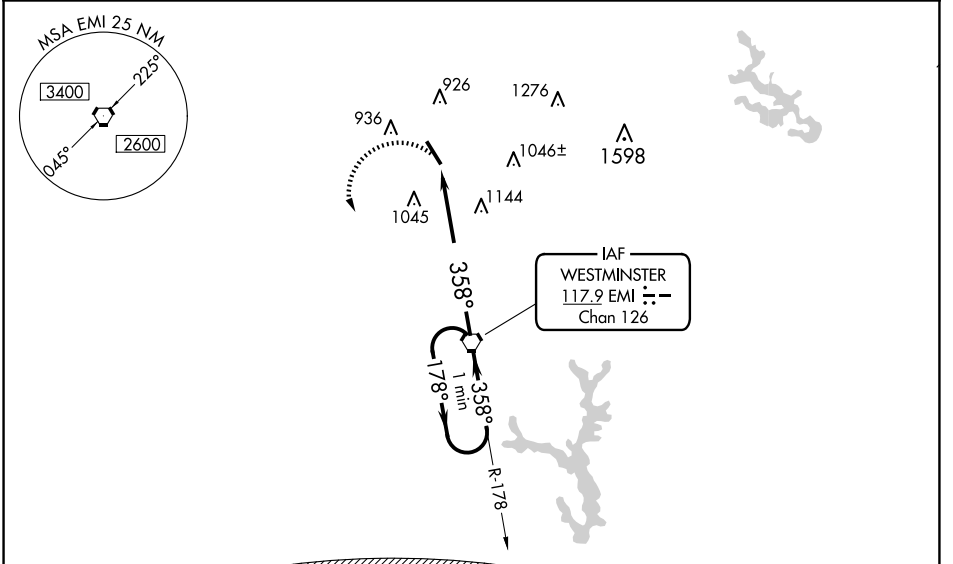
CARROLL COUNTY RGNL/JACK B POAGE FLD (DMW)

VORTAC EMI 117.9 Chan 126	APP CRS 358°	Rwy Ldg 5100 TDZE 788 Apt Elev 789

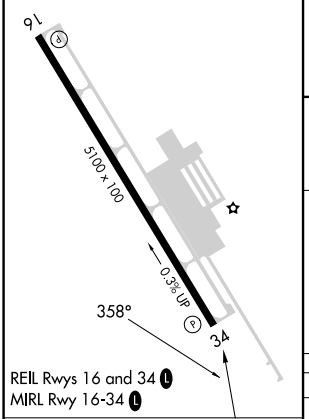
NA

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

AWOS-3	POTOMAC APP CON	GCO	UNICOM
121.25	125.525 291.625	121.725	122.7 (CTAF)



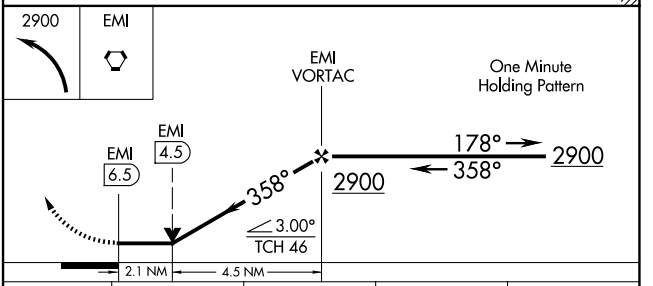
ELEV 789 TDZE 788



FAF to MAP 6.5 NM					
Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

WASHINGTON DC METROPOLITAN SFRA

WARNING -- WASHINGTON DC SFRA. CTC POTOMAC APP CON



CATEGORY	A	B	C	D
S-34	1480-1	692 (700-1)	1480-2 692 (700-2)	NA
CIRCLING	1480-1	691 (700-1)	1500-2 711 (800-2)	NA

NE-3, 03 SEP 2026 to 29 OCT 2026

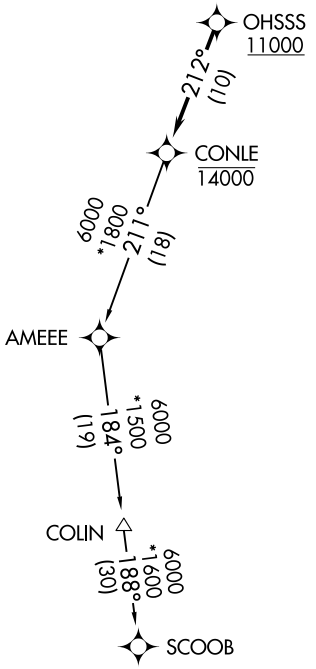
NE-3, 03 SEP 2026 to 29 OCT 2026

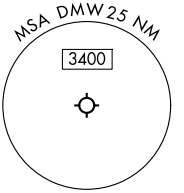
CONLE FIVE DEPARTURE (RNAV)

POTOMAC DEP CON
125.525 291.625
AWOS-3
121.25

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

TOP ALTITUDE: ASSIGNED BY ATC





NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:
Rwy 16: 400-2¾ or standard with minimum climb of 225' per NM to 1300.
Rwy 34: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to cross OHSSS at or above 11000, then on track 212° to cross CONLE at or below 14000, then on assigned transition. Maintain ATC assigned altitude. Expect clearance to filed altitude within 10 minutes after departure.

COLIN TRANSITION (CONLE5.COLIN)

SCOOB TRANSITION (CONLE5.SCOOB)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

(FOXHL1.FOXHL) 24193 AL-5533 (FAA)

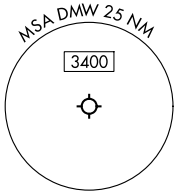
FOXHL ONE DEPARTURE (RNAV)

CARROLL COUNTY RGNL/JACK B POAGE FLD(DMW)
WESTMINSTER, MARYLAND

POTOMAC DEP CON
125.525 291.625
AWOS-3
121.25

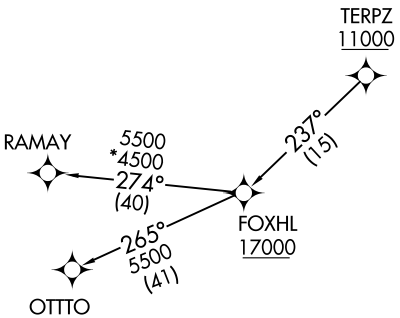
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

TOP ALTITUDE: 17000



NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:
Rwy 16: 400-2¾ or Standard with minimum climb of 225'/NM to 1300.
Rwy 34: Standard.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to cross TERPZ at or above 11000, thence....

....then on track 237° to cross FOXHL at or above 17000, then on assigned transition. Maintain 17000, expect filed altitude 10 minutes after departure.

OTTTO TRANSITION (FOXHL1.OTTTO)

RAMAY TRANSITION (FOXHL1.RAMAY)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

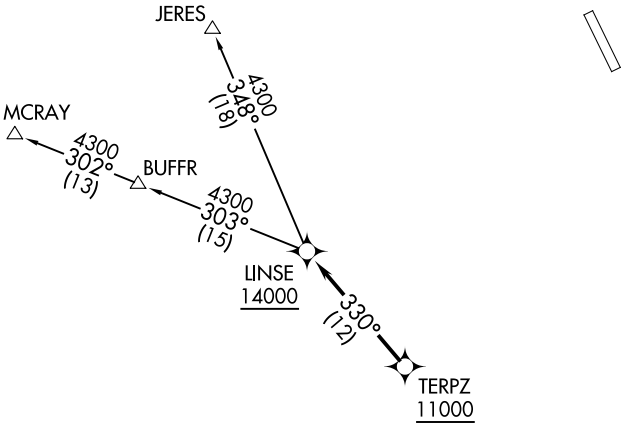
LINSE TWO DEPARTURE (RNAV)

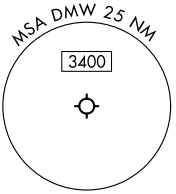
CARROLL COUNTY RGNL/JACK B POAGE FLD(DMW)
WESTMINSTER, MARYLAND

POTOMAC DEP CON
125.525 291.625
AWOS-3
121.25

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

TOP ALTITUDE: 16000





NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:
Rwy 16: 400-2¾ or standard with minimum climb of 225'/NM to 1300.
Rwy 34: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to cross TERPZ at or above 11000, thence....

....then on track 330° to cross LINSE at or above 14000. Then on assigned transition. Maintain 16000, expect filed altitude 10 minutes after departure.

JERES TRANSITION (LINSE2.JERES)

MCRAY TRANSITION (LINSE2.MCRAY)

NE-3, 03 SEP 2026 to 29 OCT 2026

(TERPZ8.TERPZ) 24193 AL-5533 (FAA)

TERPZ EIGHT DEPARTURE (RNAV)

CARROLL COUNTY RGNL/JACK B POAGE FLD(DMW)
WESTMINSTER, MARYLAND

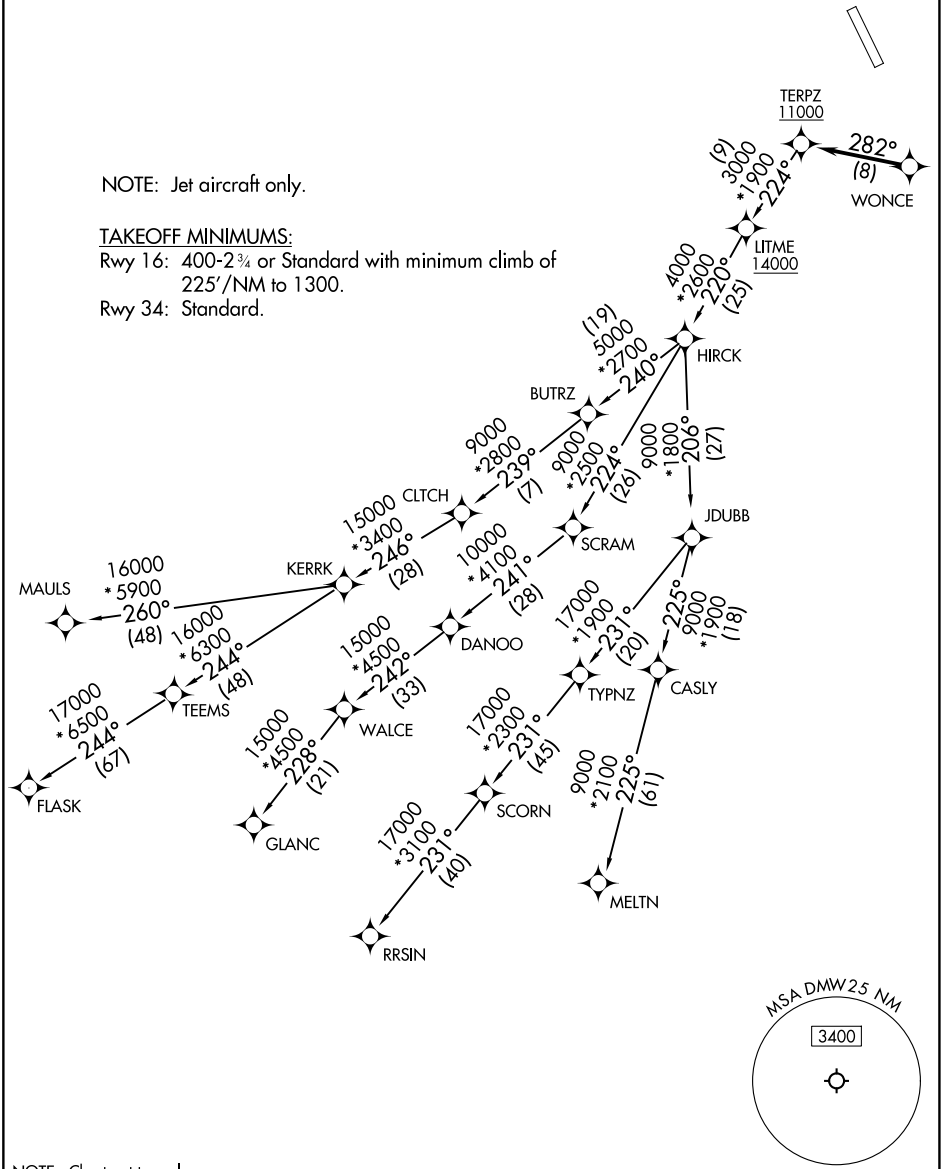
POTOMAC DEP CON
125.525 291.625
AWOS-3
121.25
UNICOM
122.7 (CTAF)

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

TOP ALTITUDE: 17000

NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:
Rwy 16: 400-2¾ or Standard with minimum climb of 225'/NM to 1300.
Rwy 34: Standard.



NOTE: Chart not to scale.

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to WONCE, thence. . . .

. . . then on track 282° to cross TERPZ at or above 11000, then on assigned transition. Maintain 17000, expect filed altitude 10 minutes after departure.

CLTCH TRANSITION (TERPZ8.CLTCH)
FLASK TRANSITION (TERPZ8.FLASK)
GLANC TRANSITION (TERPZ8.GLANC)
MAULS TRANSITION (TERPZ8.MAULS)
MELTN TRANSITION (TERPZ8.MELTN)
RRSIN TRANSITION (TERPZ8.RRSIN)

NE-3, 03 SEP 2026 to 29 OCT 2026

WESTMINSTER, MARYLAND AL-6188 (FAA) 25331

RNAV (GPS)-B

CLEARVIEW AIRPARK (2W2)

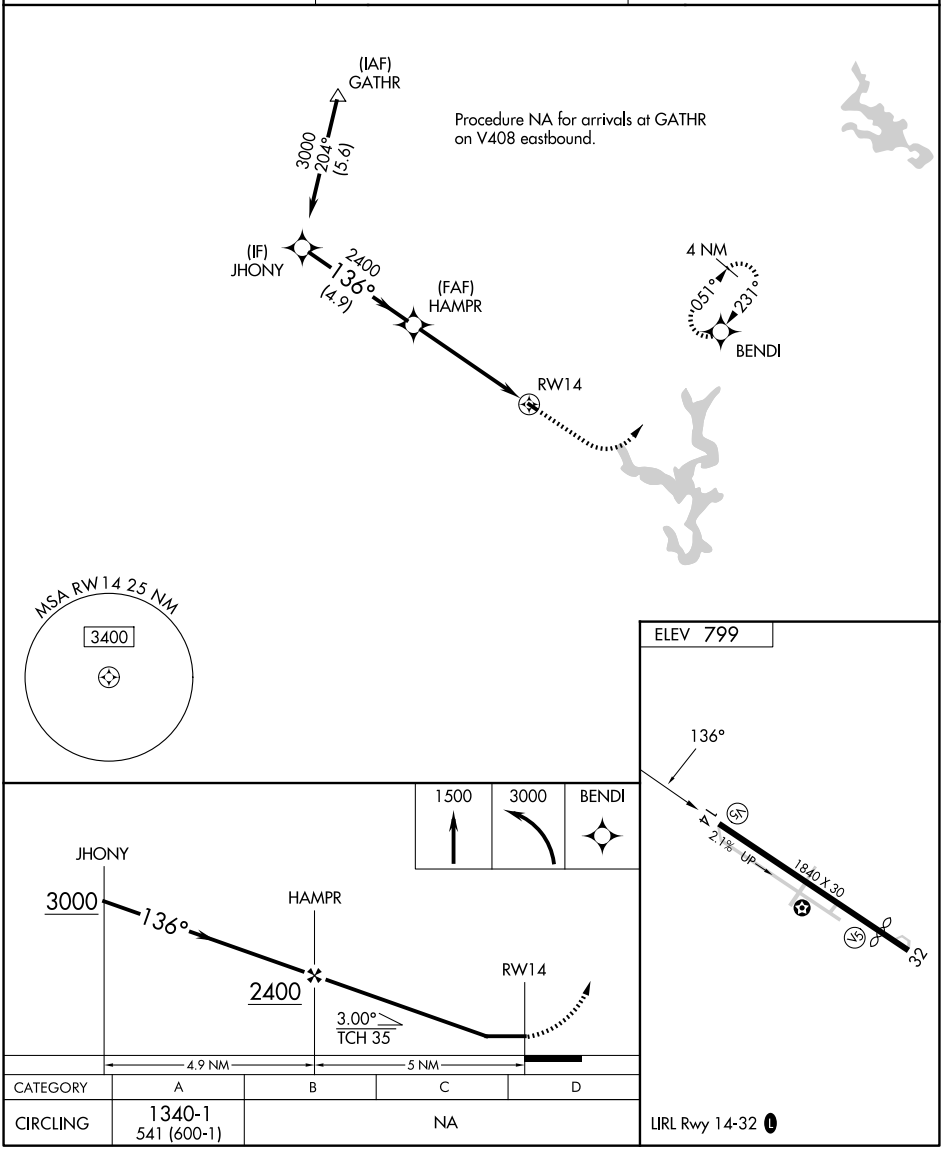
APP CRS	Rwy Ldg	N/A
136°	TDZE	N/A
	Apt Elev	799

RNP APCH - GPS.

NA Rwy 14, 32 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use DMW altimeter setting; when not received, use GAI altimeter setting and increase MDA 60 feet.

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct BENDI and hold, continue climb-in-hold to 3000.

DMW AWOS-3	POTOMAC APP CON	UNICOM
121.25	125.525 291.625	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1340-1 541 (600-1)	NA		

LIRL Rwy 14-32 L

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

VORTAC EMI 117.9 Chan 126	APP CRS 235°	Rwy Ldg N/A TDZE N/A Apt Elev 799

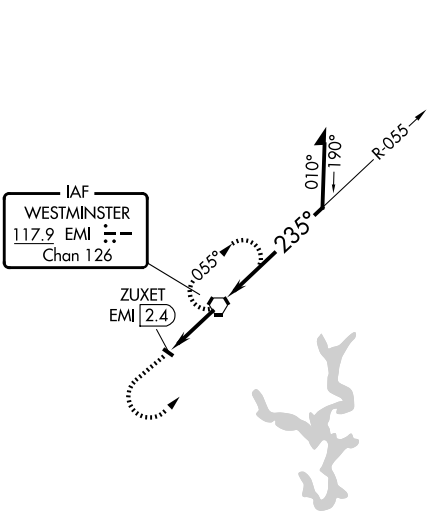
VOR-A

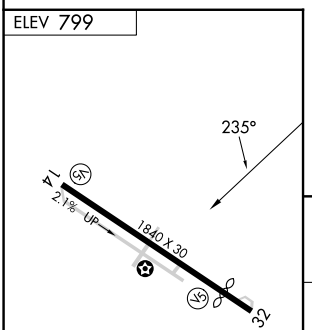
CLEARVIEW AIRPARK (2W2)

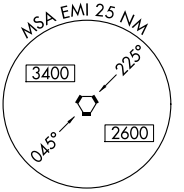
V A NA — Procedure NA at night. Use DMW altimeter setting; when not received, use GAI altimeter setting and increase MDAs 60 feet.

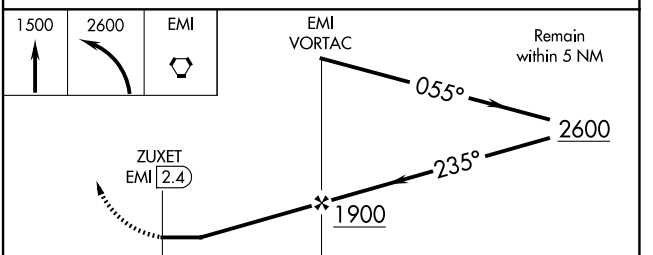
MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 direct EMI VORTAC and hold, continue climb-in-hold.

DMW AWOS-3	POTOMAC APP CON	UNICOM
121.25	125.525 291.625	122.8 (CTAF) L









LIRL Rwy 14-32 L

FAF to MAP 2.4 NM					
Knots	60	90	120	150	180
Min:Sec	2:24	1:36	1:12	0:58	0:48

CATEGORY	A	B	C	D
CIRCLING	1320-1 521 (600-1)	NA		

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

WILLIAMSBURG, VIRGINIA

AL-6425 (FAA)

26022

RNAV (GPS)-C

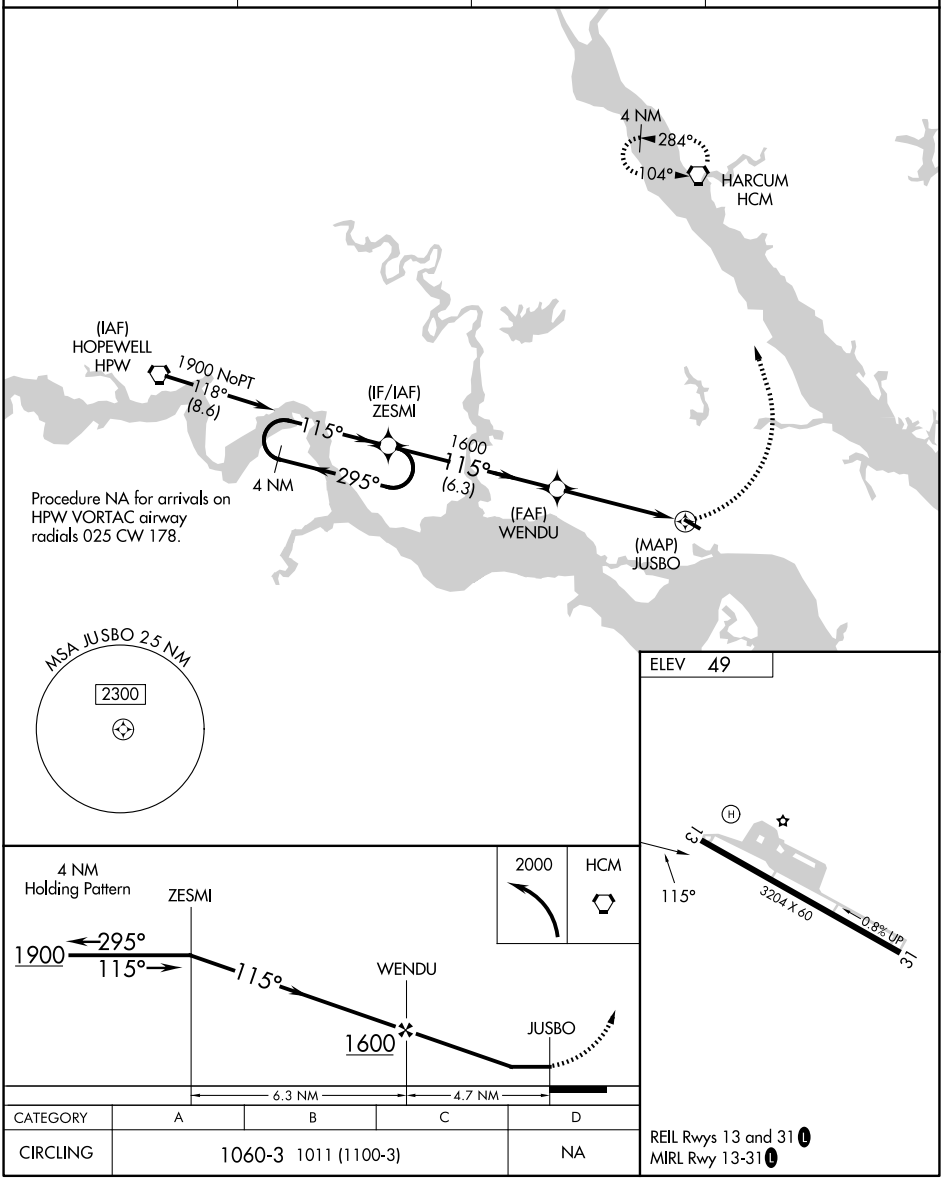
WALTRIP WILLIAMSBURG EXEC AIRPORT (JGG)

APP CRS	Rwy Ldg	N/A
115°	TDZE	N/A
	Apt Elev	49

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received use Newport News altimeter setting and increase all MDA 40 feet.

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

AWOS-3	NORFOLK APP CON	GCO	UNICOM
120.625	119.45 360.6	135.075	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1060-3 1011 (1100-3)			NA

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NE-3, 03 SEP 2026 to 29 OCT 2026

VORTAC HCM	APP CRS	Rwy Ldg	N/A
108.8	188°	TDZE	N/A
Chan 25		Apt Elev	49

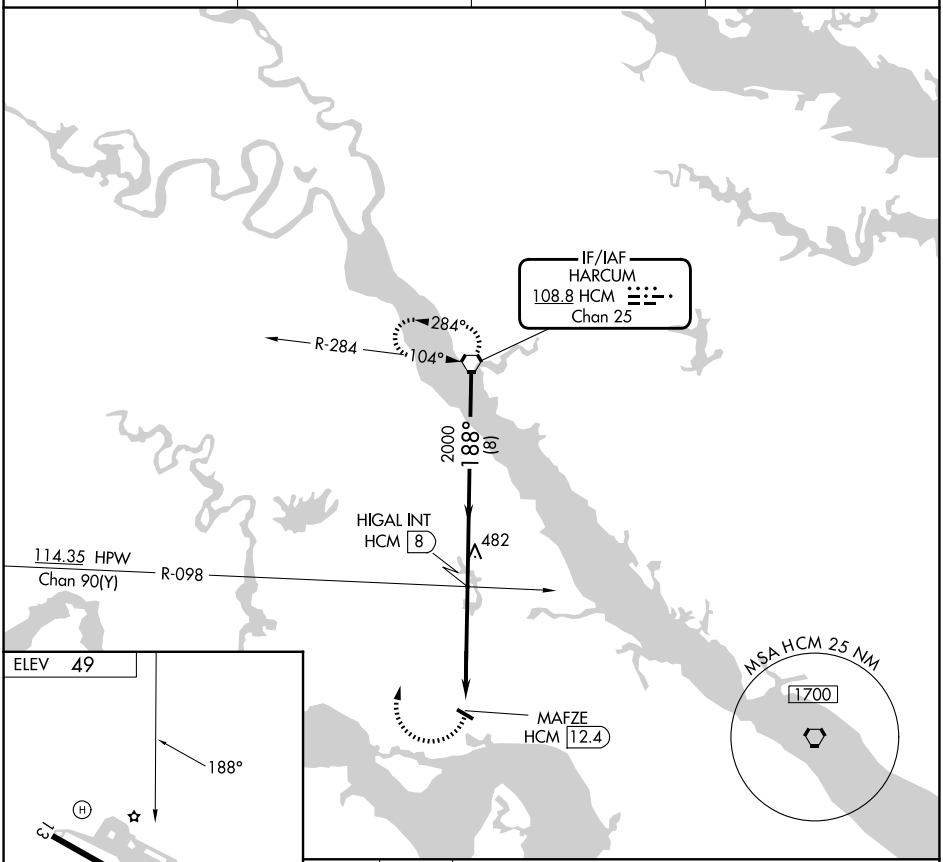
VOR-B

WALTRIP WILLIAMSBURG EXEC AIRPORT (JGG)

Procedure NA at night.
Rwy 13, 31 helicopter visibility reduction below 1 SM NA.

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

AWOS-3	NORFOLK APP CON	GCO	UNICOM
120.625	119.45 360.6	135.075	122.8 (CTAF) L



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	1060-3 1011 (1100-3)			NA

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 1

NEW CASTLE (ILG)

LOC I-ILG	APP CRS	Rwy Ldg 7012
110.3	015°	TDZE 76
		Apt Elev 80

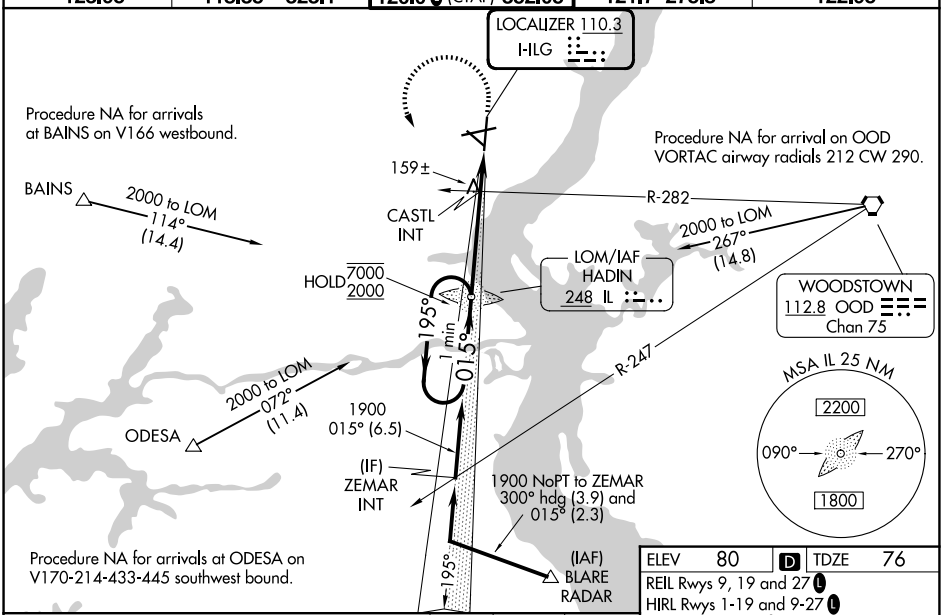
ADF required.
RADAR required to define BLARE.

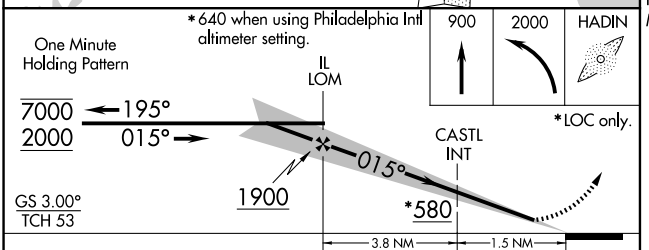
When local altimeter setting not received, use Philadelphia altimeter setting increase all DA to 330 feet and all MDA 60 feet; increase S-LOC 1 Cats C/D visibility to 1¼ SM and Circling visibility Cat C to 1⅝ SM, Cat D to 2½ SM; increase CASTL fix minimums S-LOC 1 Cats C/D visibility to RVR 5000 and Circling Cat D to 2½ SM. For inop ALS increase S-LOC 1 Cat C/D to 1⅜ SM for CASTL fix minimums, increase S-LOC 1 Cats C/D visibility to 1⅛ SM. For inop ALS when using Philadelphia Intl altimeter setting, increase S-LOC 1 Cat C and D visibility to 1⅝ SM; CASTL fix minimums S-LOC 1 Cats C/D to 1⅜ SM. **RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Philadelphia Intl altimeter setting).

MALSR

MISSED APPROACH: Climb to 900 then climbing left turn to 2000 direct HADIN LOM and hold.

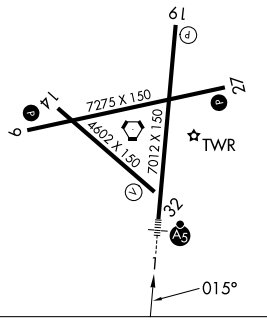
ATIS	PHILADELPHIA APP CON	WILMINGTON TOWER ★	GND CON	UNICOM
123.95	118.35 323.1	126.0 L (CTAF) 352.05	121.7 275.8	122.95





CATEGORY	A	B	C	D
S-ILS 1**	276/24 200 (200-½)			
S-LOC 1	580/24 504 (500-½)		580/55 504 (500-1)	
CIRCLING	580-1 500 (500-1)		600-1½ 520 (600-1½)	800-2¼ 720 (800-2¼)
CASTL FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-LOC 1	480/24 404 (400-½)		480/40 404 (400-¾)	
CIRCLING	540-1 460 (500-1)	560-1 480 (500-1)	600-1½ 520 (600-1½)	800-2¼ 720 (800-2¼)

ELEV 80 D TDZE 76
REIL Rwys 9, 19 and 27 L
HIRL Rwys 1-19 and 9-27 L
MIRL Rwy 14-32 L



FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 1
NEW CASTLE (ILG)

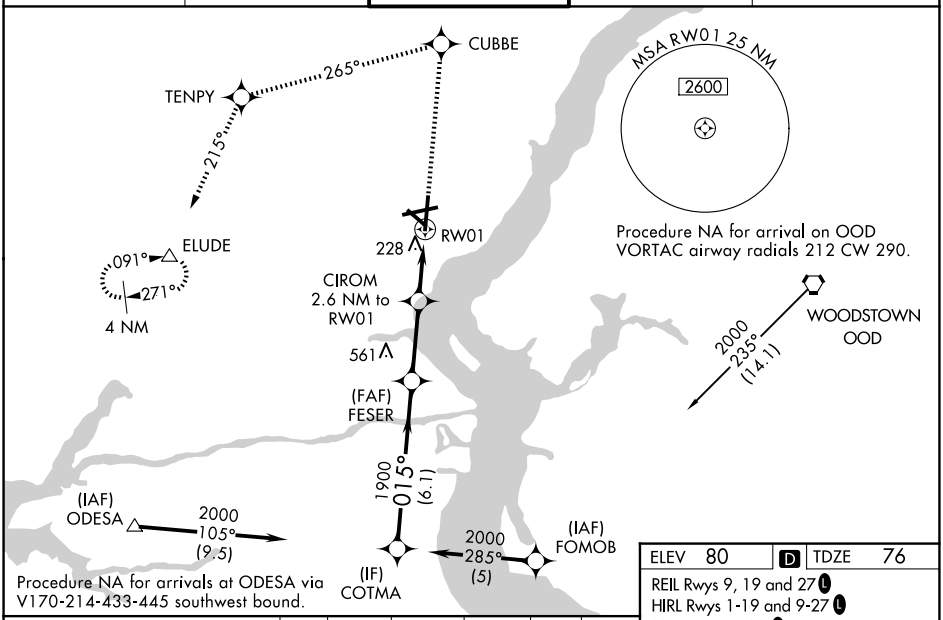
WAAS	APP CRS	Rwy Ldg	7012
CH 65815	015°	TDZE	76
W01A		Apt Elev	80

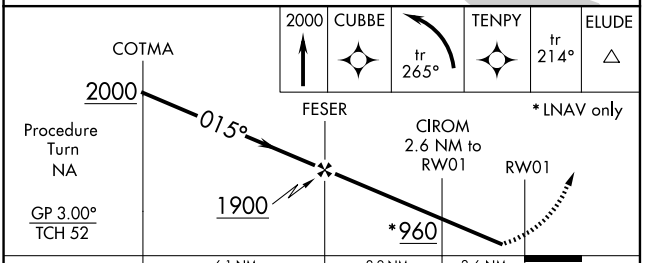
Inoperative table does not apply to LPV all Cats and LNAV Cats A and B. Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Philadelphia Intl altimeter setting: increase LPV DA to 380, LNAV/VNAV DA to 579, and all MDAs 60 feet; increase LNAV/VNAV all Cats visibility to RVR 6000 and Circling Cat D visibility ¼ SM. For inoperative MALSR, increase LNAV Cats C and D visibility ¼ mile. For inoperative MALSR, when using Philadelphia Intl altimeter setting, increase LNAV visibility Cat C ¼ mile.

MALSR

MISSED APPROACH: Climb to 2000 direct CUBBE and left turn via track 265° to TENPY and via track 214°to ELUDE and hold.

ATIS	PHILADELPHIA APP CON	WILMINGTON TOWER★	GND CON	UNICOM
123.95	118.35 323.1	126.0 L (CTAF) 352.05	121.7 275.8	122.95

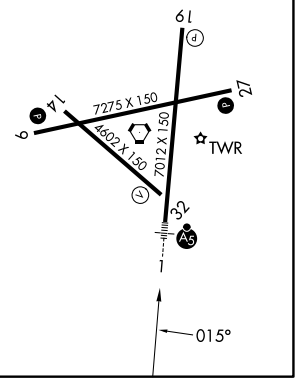




CATEGORY	A	B	C	D
LPV DA	326/50 250 (300-1)			
LNAV/ VNAV DA	525/50 449 (500-1)			
LNAV MDA	480/50 404 (400-1)			
CIRCLING	540-1 460 (500-1)	560-1 480 (500-1)	600-1½ 520 (600-1½)	800-2¼ 720 (800-2¼)

ELEV 80 | D | TDZE 76

REIL Rwys 9, 19 and 27 L
HIRL Rwys 1-19 and 9-27 L
MIRL Rwy 14-32 L



NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 9
NEW CASTLE (ILG)

WAAS	APP CRS	Rwy Ldg	7000
CH 49015	088°	TDZE	80
W09A		Apt Elev	80

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. Helicopter visibility reduction below ¾ mile NA. VDP and Baro-VNAV NA when using Philadelphia Intl altimeter setting. When local altimeter setting not received, use Philadelphia Intl altimeter setting: increase LPV DA to 448, LNAV/VNAV DA to 568, and all MDAs 60 feet; increase LPV all Cats and Circling Cat D visibility ¼ SM and LNAV/VNAV all Cats visibility ½ SM.

MISSED APPROACH: Climb to 2100 direct GUSTE and via track 124° to OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	WILMINGTON TOWER ★	GND CON	UNICOM
123.95	118.35 323.1	126.0 L (CTAF) 352.05	121.7 275.8	122.95

Procedure NA for arrival on MXE VORTAC airway radials 177 CW 283.

MODENA MXE

2100 229° (15.1)

MSA RW09 25 NM 2600

Procedure NA for arrival on OOD VORTAC airway radials 212 CW 290.

(IAF) ESTOO

178° (5) 2000

(FAF) BATRE

RW09 163±

GUSTE

124°

WOODSTOWN OOD

1700 088° (6.1) 262

(IF) AWINN

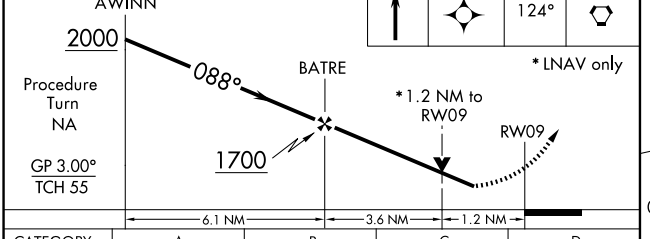
358° (5) 2000

(IAF) DREFF

2100 269° (24.8)

4 NM 212° 032°

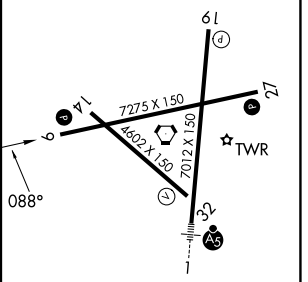
2100	GUSTE	tr 124°	OOD



* LNAV only

CATEGORY	A	B	C	D
LPV DA	394-1 314 (400-1)			
LNAV/VNAV DA	521-1½ 441 (500-1½)			
LNAV MDA	520-1 440 (500-1)		520-1¼ 440 (500-1¼)	520-1½ 440 (500-1½)
CIRCLING	540-1 460 (500-1)	560-1 480 (500-1)	600-1½ 520 (600-1½)	800-2¼ 720 (800-2¼)

ELEV 80 D TDZE 80



REIL Rwys 9, 19 and 27 L
HIRL Rwys 1-19 and 9-27 L
MIRL Rwy 14-32 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 19

NEW CASTLE (ILG)

WAAS	APP CRS	Rwy Ldg 7012
CH 82115	195°	TDZE 71
W19A		Apt Elev 80

Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Philadelphia Intl altimeter setting: increase LPV DA to 425, LNAV/VNAV DA to 592, and all MDAs 60 feet; increase LPV all Cats and LNAV and Circling Cat D visibility ¼ SM.

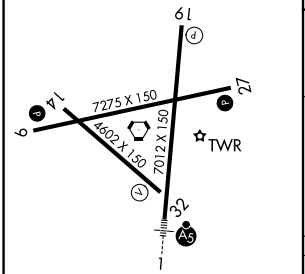
MISSED APPROACH: Climb to 2000 direct FESER and hold.

ATIS	PHILADELPHIA APP CON	WILMINGTON TOWER ★	GND CON	UNICOM
123.95	118.35 323.1	126.0 L (CTAF) 352.05	121.7 275.8	122.95

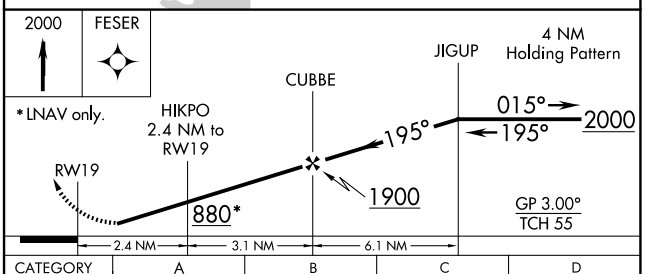
Procedure NA for arrival on MXE VORTAC airway radials 056 CW 129.

4 NM
015°
195°
(IAF) MODENA MXE
2000 NoPT 128° (4.8)
(IF/IAF) JIGUP
1900
195° (6.1)
(FAF) CUBBE
394
HIKPO 2.4 NM to RW19
214±
2000 to JIGUP 016° (12.2)
132 ±
RW19
DUPONT DQO
Procedure NA for arrival on DQO VORTAC airway radials 053 CW 068.
FESER
195°
015°
4 NM
MSA RW19 25 NM
2600

ELEV 80 D TDZE 71



REIL Rwys 9, 19 and 27 L
HIRL Rwys 1-19 and 9-27 L
MIRL Rwy 14-32 L



CATEGORY	A	B	C	D
LPV DA	371-1 300 (300-1)			
LNAV/VNAV DA	538-1¾ 467 (500-1¾)			
LNAV MDA	480-1 409 (400-1)		480-1¼ 409 (400-1¼)	
CIRCLING	540-1 460 (500-1)	560-1 480 (500-1)	600-1½ 520 (600-1½)	800-2¼ 720 (800-2¼)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

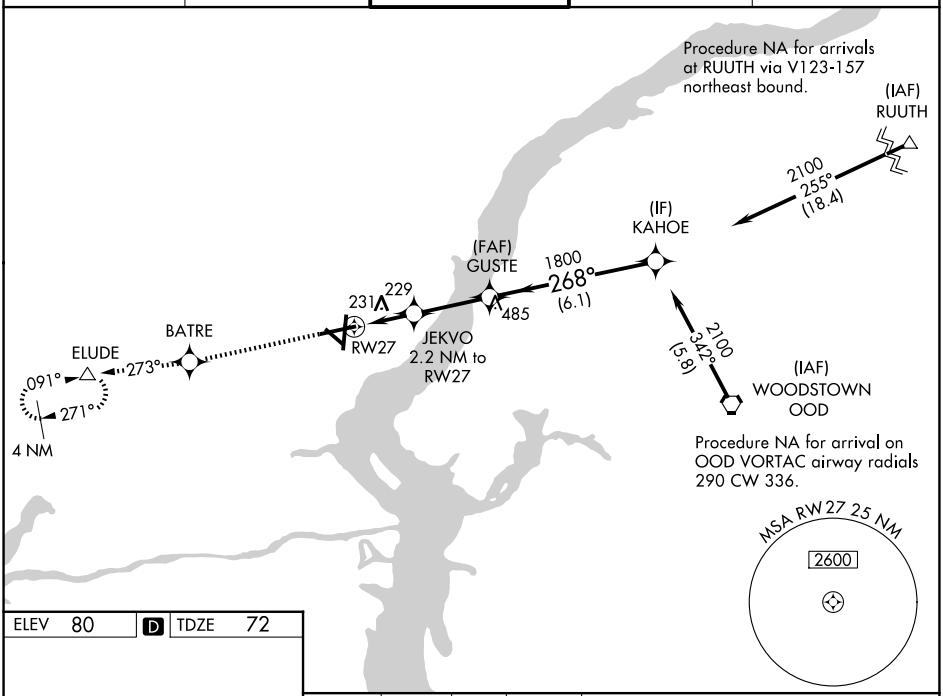
RNAV (GPS) RWY 27
NEW CASTLE (ILG)

WAAS CH 53515 W27A	APP CRS 268°	Rwy Ldg 7000 TDZE 72 Apt Elev 80

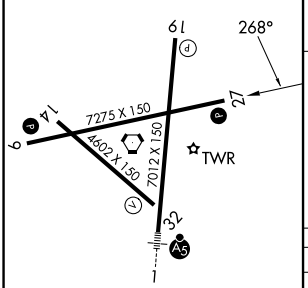
Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV DA NA below -15°C (5°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Philadelphia Intl altimeter setting: increase LPV DA to 480, LNAV/VNAV DA to 584, and all MDAs 60 feet; increase LPV all Cats and LNAV Cat C/D visibility ⅛ SM and LNAV/VNAV all Cats and Circling Cat D visibility ¼ SM.

MISSED APPROACH: Climb to 2000 direct BATRE and via track 273° to ELUDE and hold.

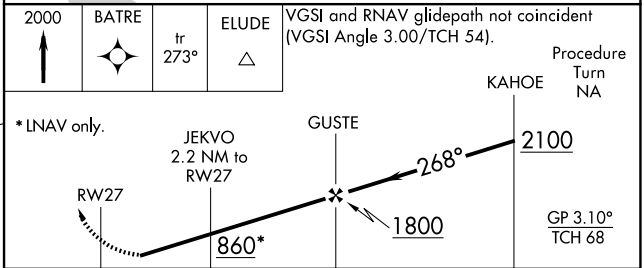
ATIS	PHILADELPHIA APP CON	WILMINGTON TOWER ★	GND CON	UNICOM
123.95	118.35 323.1	126.0 L (CTAF) 352.05	121.7 275.8	122.95



ELEV 80 D TDZE 72



REIL Rwys 9, 19 and 27 L
HIRL Rwys 1-19 and 9-27 L
MIRL Rwy 14-32 L



CATEGORY	A	B	C	D
LPV DA	426-1⅛ 354 (400-1⅛)			
LNAV/VNAV DA	530-1⅜ 458 (500-1⅜)			
LNAV MDA	500-1 428 (500-1)		500-1¼ 428 (500-1¼)	
CIRCLING	540-1 460 (500-1)	560-1 480 (500-1)	600-1½ 520 (600-1½)	800-2¼ 720 (800-2¼)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

VORTAC DQO	APP CRS	Rwy Ldg 7000
114.0	094°	TDZE 80
Chan 87		Apt Elev 80

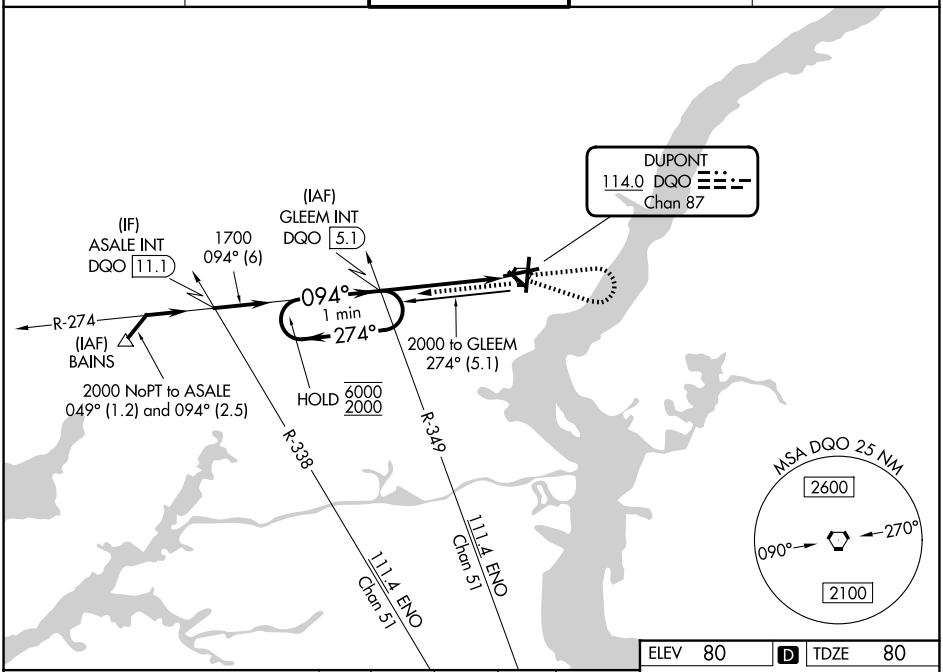
VOR RWY 9

NEW CASTLE (ILG)

VDP NA when using Philadelphia Intl altimeter setting. When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDAs 60 feet and Circling visibility Cats A and D ¼ SM.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2000 direct DQO VORTAC then on DQO VORTAC R-274 to GLEEM INT/DQO 5.1 DME and hold.

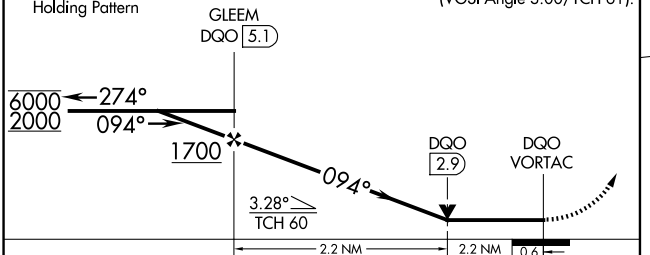
ATIS	PHILADELPHIA APP CON	WILMINGTON TOWER ★	GND CON	UNICOM
123.95	118.35 323.1	126.0 L (CTAF) 352.05	121.7 275.8	122.95

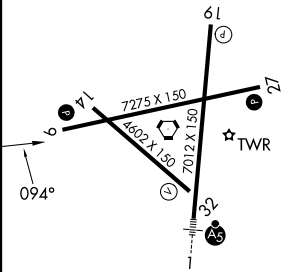


ELEV 80 D TDZE 80

1200	2000	DQO	DQO R-274	GLEEM INT

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 61).





REIL Rwys 9, 19 and 27 L
HIRL Rwys 1-19 and 9-27 L
MIRL Rwy 14-32 L

CATEGORY	A	B	C	D
S-9	860-1 780 (800-1)	860-1¼ 780 (800-1¼)	860-2½	780 (800-2½)
CIRCLING	860-1 780 (800-1)	860-1¼ 780 (800-1¼)	860-2½	780 (800-2½)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

WILMINGTON, DELAWARE | AL-458 (FAA) | 26246

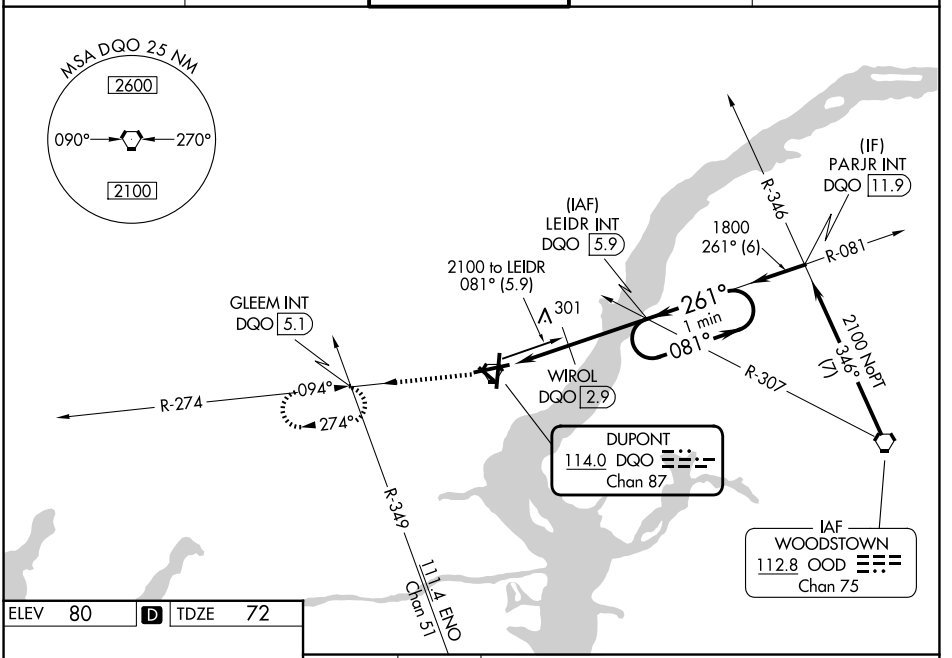
VORTAC DQO	APP CRS	Rwy Ldg 7000
114.0	261°	TDZE 72
Chan 87		Apt Elev 80

VOR RWY 27
NEW CASTLE (ILG)

T A Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDAs 60 feet; increase S-27 Cat B and Circling Cat C/D visibility ¼ SM and S-27 Cat C/D visibility ½ SM; WIROL fix minimums S-27 increase Cat C/D and Circling Cat D visibility ¼ SM.

MISSED APPROACH: Climb to 2000 on DQO VORTAC R-274 to GLEEM INT/DQO 5.1 DME and hold.

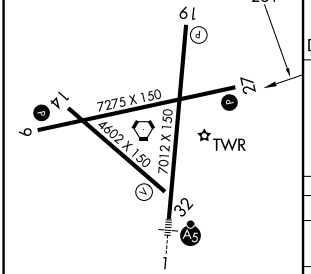
ATIS	PHILADELPHIA APP CON	WILMINGTON TOWER ★	GND CON	UNICOM
123.95	118.35 323.1	126.0 L (CTAF) 352.05	121.7 275.8	122.95



NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

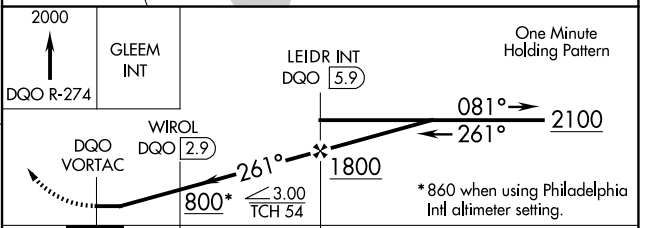
ELEV 80 | D | TDZE 72



REIL Rwys 9, 19 and 27 L
HIRL Rwys 1-19 and 9-27 L
MIRL Rwy 14-32 L

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

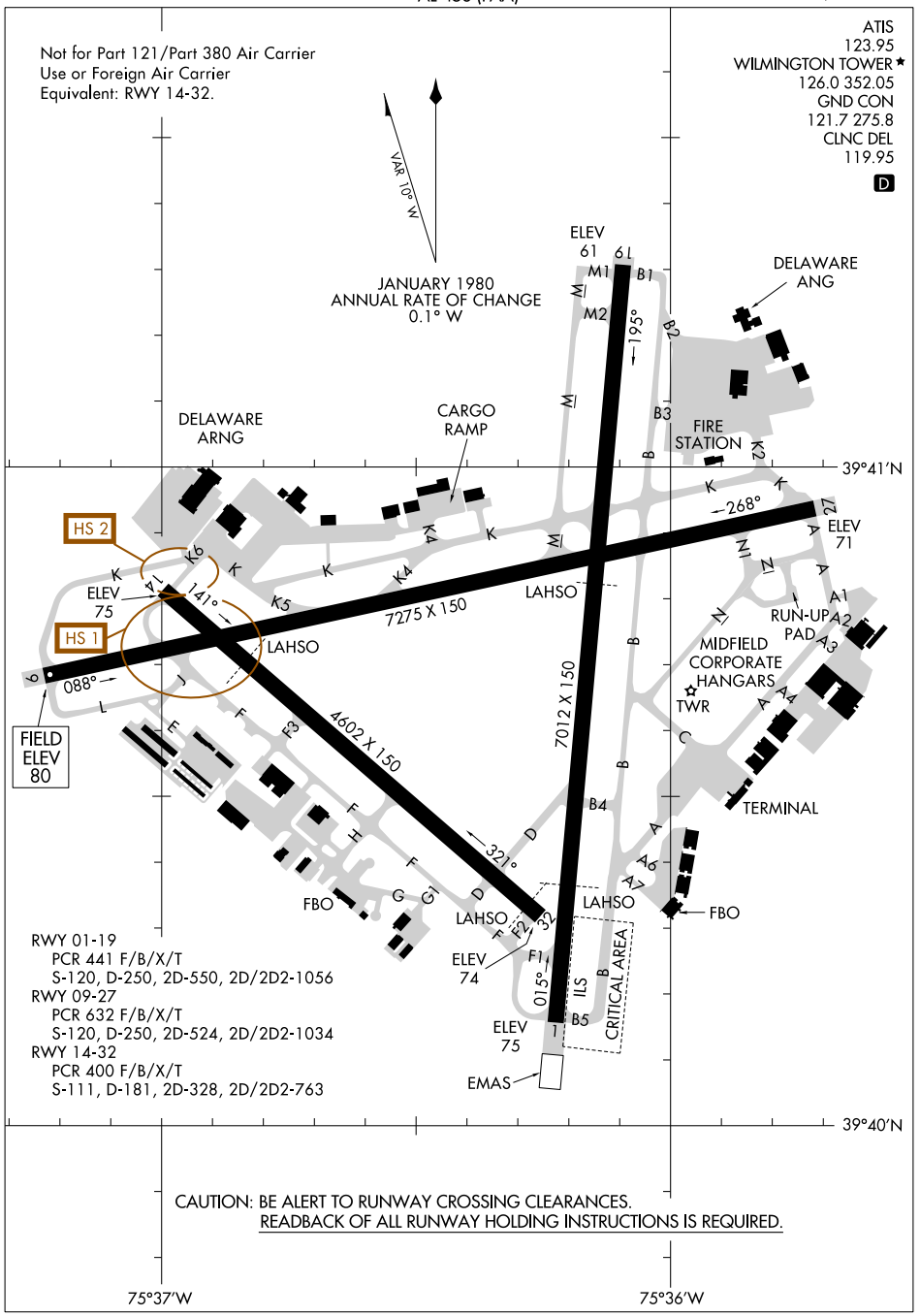


CATEGORY	A	B	C	D
S-27	800-1 728 (800-1)		800-2 728 (800-2)	
CIRCLING	800-1 720 (800-1)		800-2 720 (800-2)	800-2¼ 720 (800-2¼)
WIROL FIX MINIMUMS (DME REQUIRED)				
S-27	560-1 488 (500-1)		560-1⅜ 488 (500-1⅜)	
CIRCLING	560-1 480 (500-1)		600-1½ 520 (600-1½)	800-2¼ 720 (800-2¼)

WILMINGTON, DELAWARE
Amdt 4C 07OCT21

39°41′N-75°36′W

NEW CASTLE (ILG)
VOR RWY 27



NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

WINCHESTER, VIRGINIA AL-5251 (FAA) 26246

ILS or LOC RWY 32

WINCHESTER RGNL (OKV)

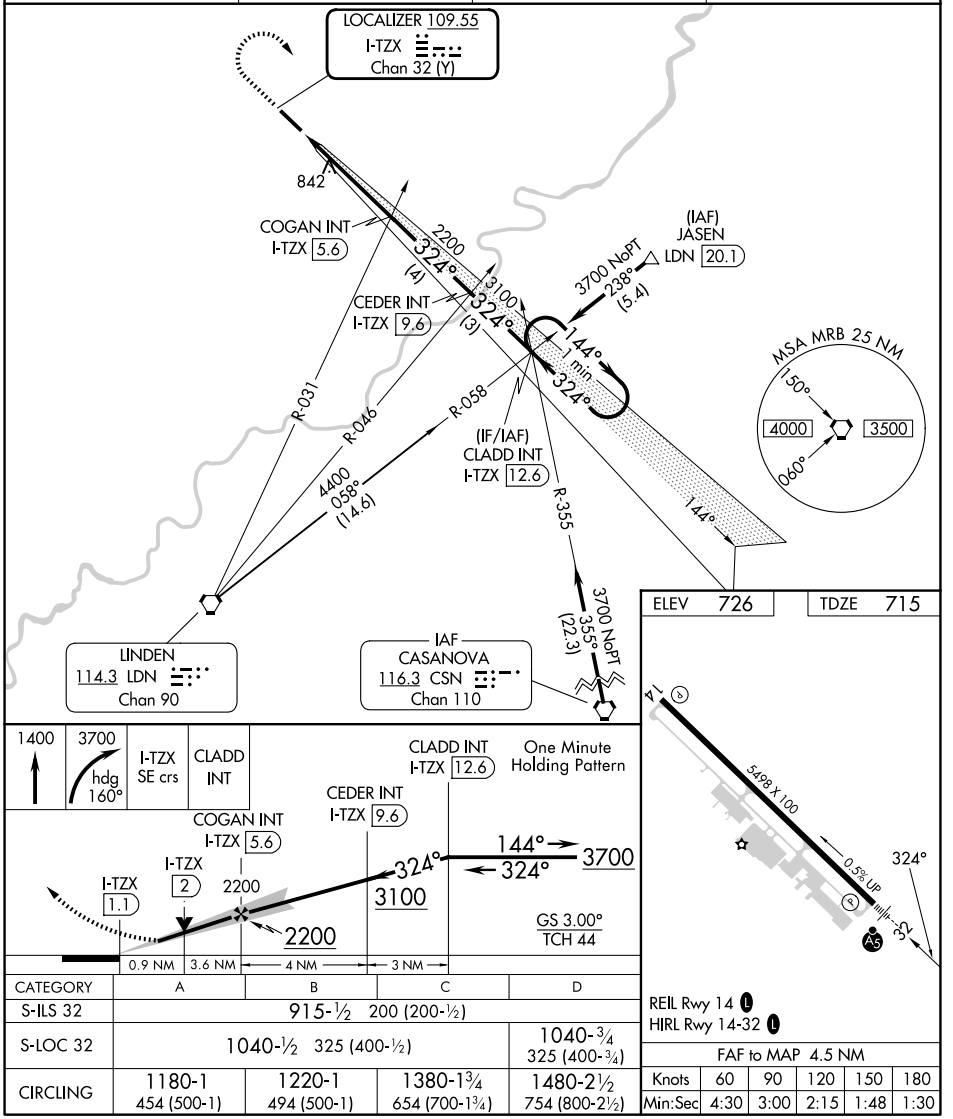
LOC/DME I-TZX	APP CRS	Rwy Ldg	5498
109.55	324°	TDZE	715
Chan 32 (Y)		Apt Elev	726

Rwy 32 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Martinsburg altimeter setting and increase all DA 63 feet and all MDA 80 feet and Circling Cat C visibility ¼ mile. For inoperative MALSR, increase S-LOC 32 Cat C visibility to 1 mile. For inoperative MALSR when using Martinsburg altimeter setting, increase S-ILS 32 All Cats visibility ½ mile. VDP NA when using Martinsburg altimeter setting.

MALSR

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-3PT	POTOMAC APP CON	CLNC DEL	UNICOM
124.85	120.45 306.925	126.15	122.975 (CTAF)



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	1180-1 454 (500-1)	1220-1 494 (500-1)	1380-1¾ 654 (700-1¾)	1480-2½ 754 (800-2½)

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, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 14

WINCHESTER RGNL (OKV)

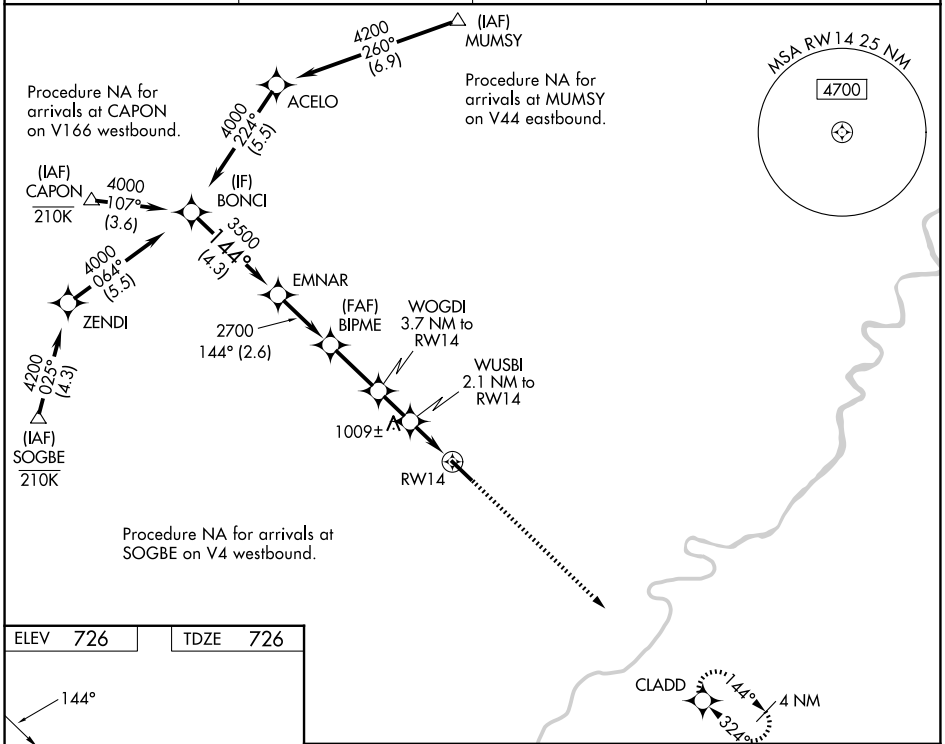
WAAS CH 70712 W14A	APP CRS 144°	Rwy Ldg 5498	TDZE 726	Apt Elev 726

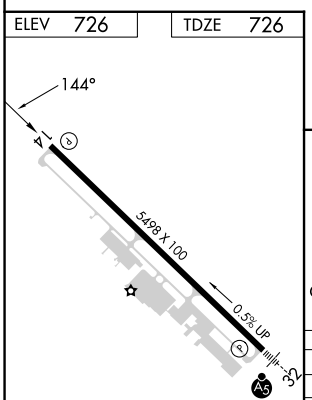
RNP APCH - GPS.

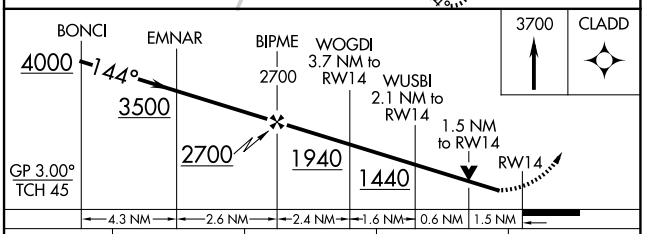
Rwy 14 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 3700 direct CLADD and hold, continue climb-in-hold to 3700.

AWOS-3PT	POTOMAC APP CON	CLNC DEL	UNICOM
124.85	120.45 306.925	126.15	122.975 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	976-¾	250 (300-¾)		
LNAV/VNAV DA	1040-⅞	314 (400-⅞)		
LNAV MDA	1200-1	474 (500-1)	1200-1⅜	474 (500-1⅜)
CIRCLING	1200-1 474 (500-1)	1220-1 494 (500-1)	1380-1¾ 654 (700-1¾)	1500-2½ 774 (800-2½)

REIL Rwy 14 L
HIRL Rwy 14-32 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 32

WINCHESTER RGNL (OKV)

WAAS	APP CRS	Rwy Ldg	5498
CH 97512	324°	TDZE	715
W32A		Apt Elev	726

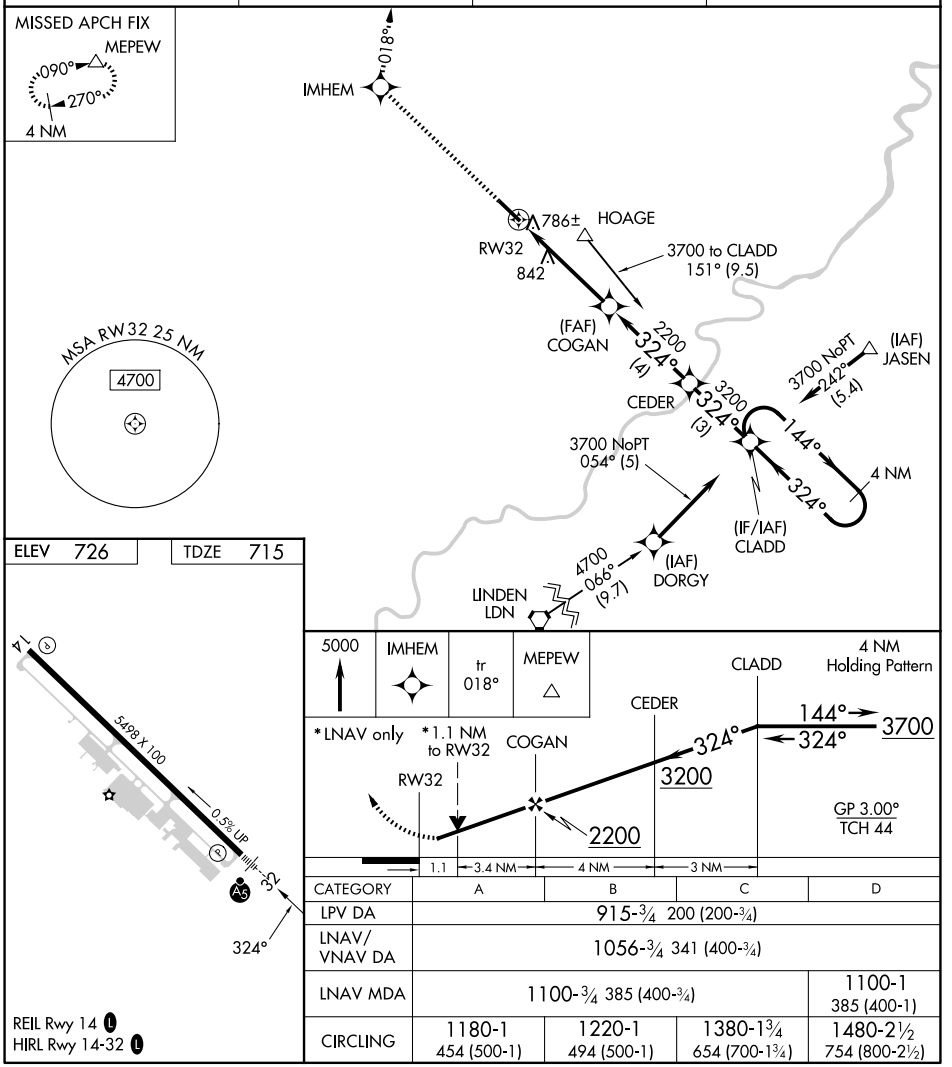
RNP APCH.

Baro-VNAV NA when using Martinsburg altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C.
Rwy 32 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Martinsburg altimeter setting and increase all DA 63 feet and all MDA 80 feet, and LNAV/VNAV all Cats and Circling Cat C visibility ¼ mile. For inoperative MALSR, increase LNAV Cats A, B and C visibility to 1 mile and LNAV Cat D visibility to 1¼ mile. Inoperative table does not apply to LPV. For inoperative MALSR when using Martinsburg altimeter setting, increase LPV all Cats and LNAV Cats A and B visibility to 1 mile. VDP NA when using Martinsburg altimeter setting.

MALSR

MISSED APPROACH: Climb to 5000 direct IMHEM and via track 018° to MEPEW and hold, continue climb-in-hold to 5000.

AWOS-3PT	POTOMAC APP CON	CLNC DEL	UNICOM
124.85	120.45 306.925	126.15	122.975 (CTAF)



CATEGORY	A	B	C	D
LPV DA	915-¾ 200 (200-¾)			
LNAV/ VNAV DA	1056-¾ 341 (400-¾)			
LNAV MDA	1100-¾ 385 (400-¾)			1100-1 385 (400-1)
CIRCLING	1180-1 454 (500-1)	1220-1 494 (500-1)	1380-1¾ 654 (700-1¾)	1480-2½ 754 (800-2½)

REIL Rwy 14
HIRL Rwy 14-32

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

VORTAC MRB 112.1 Chan 58	APP CRS 231°	Rwy Ldg N/A TDZE N/A Apt Elev 726

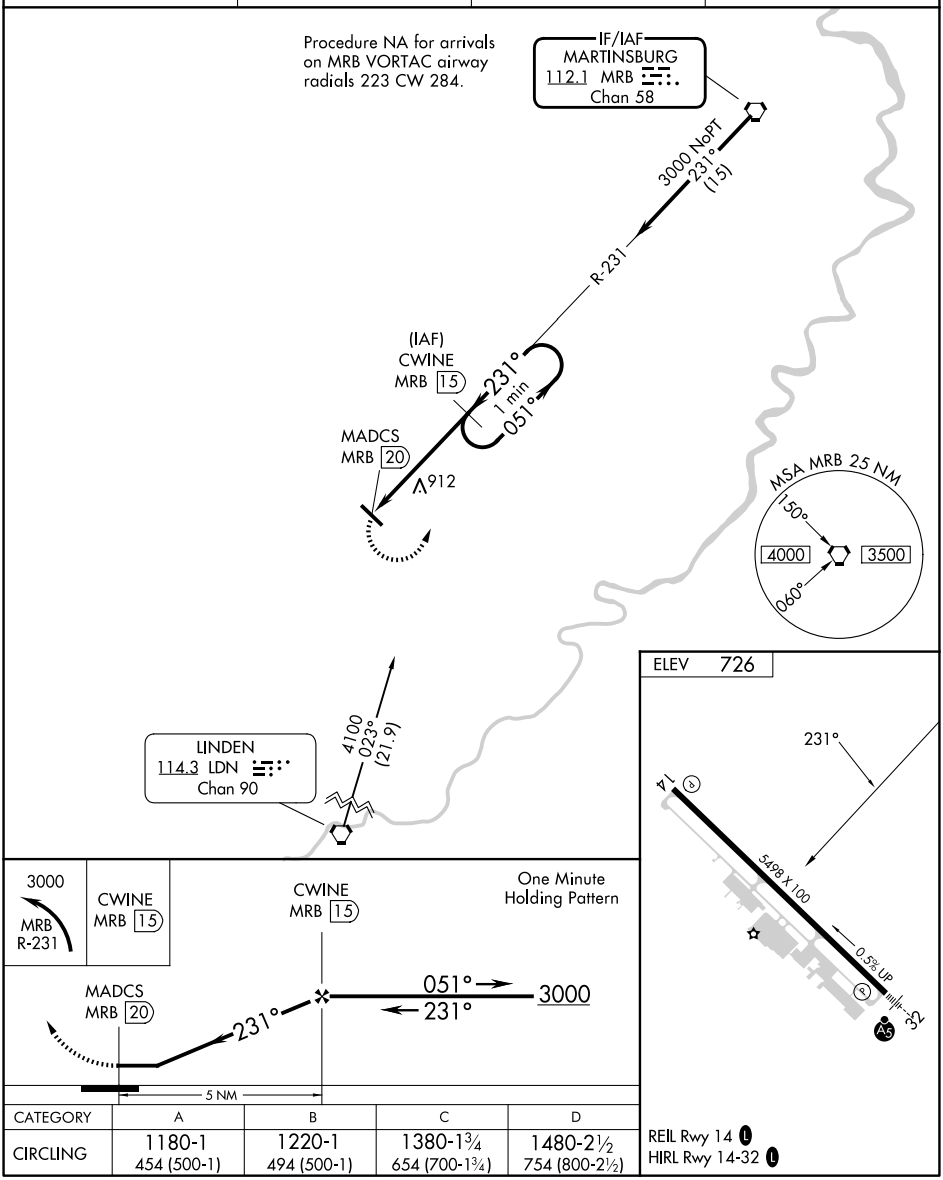
VOR/DME-A

WINCHESTER RGNL (OKV)

When local altimeter setting not received, use Martinsburg altimeter setting and increase all MDA 80 feet and Cat C visibility 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-3PT	POTOMAC APP CON	CLNC DEL	UNICOM
124.85	120.45 306.925	126.15	122.975 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1180-1 454 (500-1)	1220-1 494 (500-1)	1380-1¾ 654 (700-1¾)	1480-2½ 754 (800-2½)

REIL Rwy 14 L
HIRL Rwy 14-32 L

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

CLTCH THREE DEPARTURE (RNAV)

(CLTCH3.CLTCH) 31DEC20

WINCHESTER, VIRGINIA
WINCHESTER RGNL (OKV)

POTOMAC DEP CON
120.45 306.925
AWOS-3PT
124.85
CLNC DEL
126.15
UNICOM
122.975 (CTAF)

TOP ALTITUDE: 3000

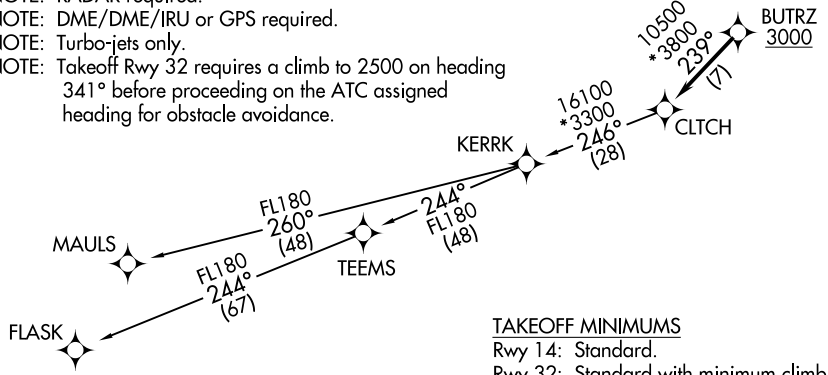
DEPARTURE ROUTE DESCRIPTION

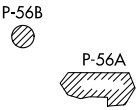
Climb on heading assigned by ATC, expect RADAR vectors to BUTRZ, then on track 239° to CLTCH, thence. . . .

. . . . on assigned transition, maintain altitude assigned by ATC, expect clearance to filed altitude within ten (10) minutes after departure.

FLASK TRANSITION (CLTCH3.FLASK)
MAULS TRANSITION (CLTCH3.MAULS)

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbo-jets only.
NOTE: Takeoff Rwy 32 requires a climb to 2500 on heading 341° before proceeding on the ATC assigned heading for obstacle avoidance.







TAKEOFF MINIMUMS
Rwy 14: Standard.
Rwy 32: Standard with minimum climb of 240′ per NM to 1900.

NOTE: Chart not to scale.

(CLTCH3.CLTCH) 26246

CLTCH THREE DEPARTURE (RNAV)

AL-5251 (FAA)

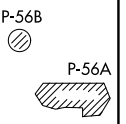
WINCHESTER RGNL (OKV)
WINCHESTER, VIRGINIA

POTOMAC DEP CON
120.45 306.925
AWOS-3PT
124.85
CLNC DEL
126.15
UNICOM
122.975 (CTAF)

TOP ALTITUDE: 3000

TAKEOFF MINIMUMS
Rwy 14: Standard
Rwy 32: Standard with minimum climb of 240′ per NM to 1900.





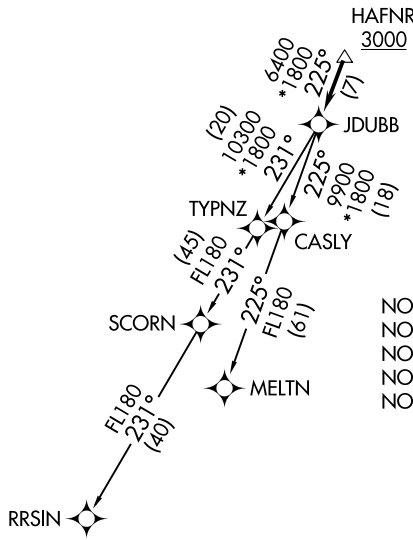
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 14: Climb on heading 144° or as assigned by ATC. Expect RADAR vectors to HAFNR, then on track 225° to JDUBB, thence. . . .

TAKEOFF RUNWAY 32: Climb on heading 324° or as assigned by ATC. Expect RADAR vectors to HAFNR, then on track 225° to JDUBB, thence. . . .

. . . . on assigned transition. Maintain 3000. Expect clearance to filed altitude within ten (10) minutes after departure.

MELTN TRANSITION (JDUBB4.MELTN)
RRSIN TRANSITION (JDUBB4.RRSIN)



NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbo-jets only.
NOTE: Takeoff Rwy 32 requires a climb to 2500 on heading 341° before proceeding on the ATC assigned heading for obstacle avoidance.

NOTE: Chart not to scale.

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

SCRAM SIX DEPARTURE (RNAV)

(SCRAM6.SCRAM) 31DEC20

WINCHESTER, VIRGINIA
WINCHESTER RGNL (OKV)

POTOMAC DEP CON
120.45 306.925
AWOS-3PT
124.85
CLNC DEL
126.15
UNICOM
122.975 (CTAF)

TOP ALTITUDE: 3000

N

P-56B

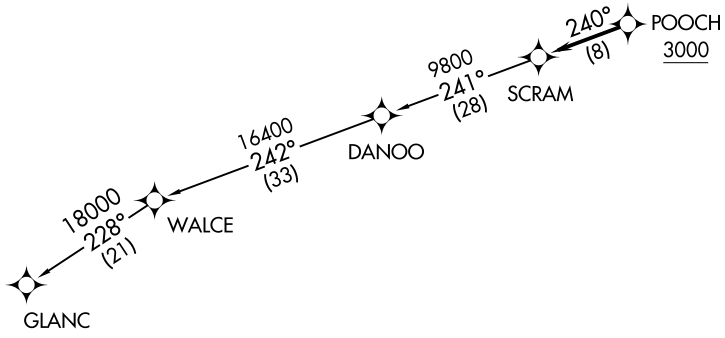
P-56A

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to POOCH, then on track 240° to SCRAM, thence. . . .

. . . . as depicted. Maintain 3000, expect clearance to filed altitude within ten (10) minutes after departure.

GLANC TRANSITION (SCRAM6.GLANC):



TAKEOFF MINIMUMS
Rwy 14: Standard.
Rwy 32: Standard with minimum climb of 240′ per NM to 1900.

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbo-jets only.
NOTE: Takeoff Rwy 32 requires a climb to 2500 on heading 341° before proceeding on the ATC assigned heading for obstacle avoidance.

NOTE: Chart not to scale.

(SCRAM6.SCRAM) 26246

SCRAM SIX DEPARTURE (RNAV)

AL-5251 (FAA)

WINCHESTER RGNL (OKV)
WINCHESTER, VIRGINIA

560

RNAV (GPS) RWY 6

LONESOME PINE (LNP)

WAAS	APP CRS	Rwy Ldg	5131
CH 70647	066°	TDZE	2671
W06A		Apt Elev	2685

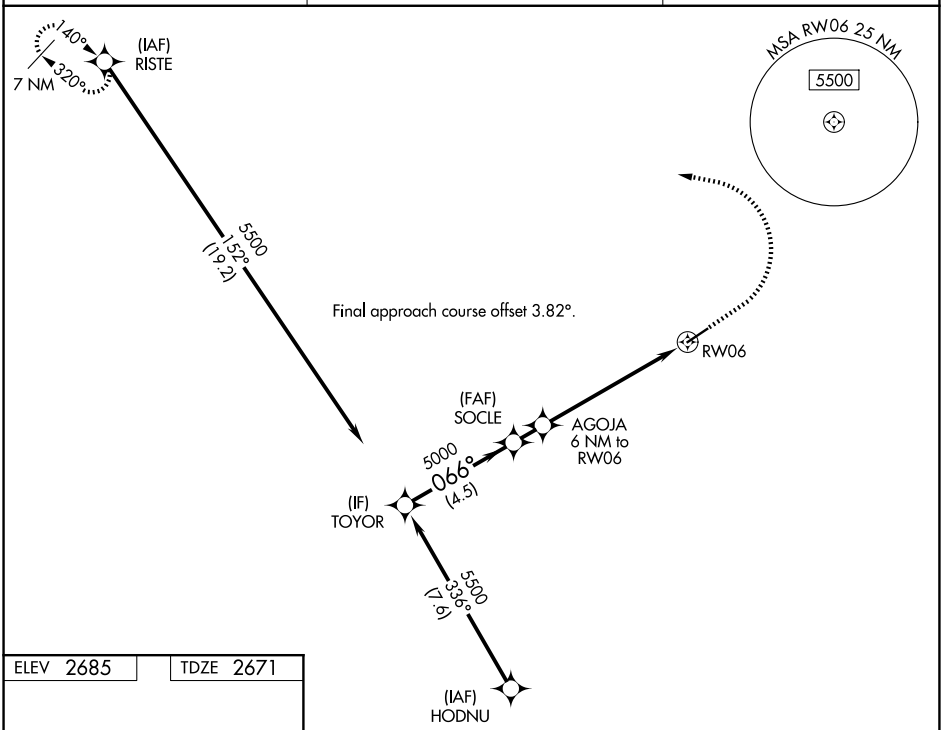
RNP APCH - GPS.

Procedure NA at night.

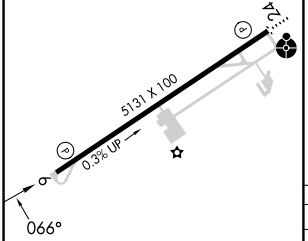
Rwy 6 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3200 then climbing left turn to 6400 direct RISTE and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.6	126.575 257.85	123.0 (CTAF) L

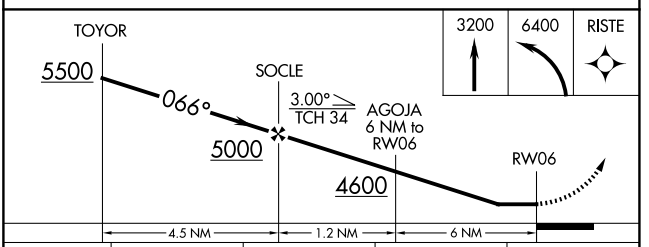


ELEV 2685 TDZE 2671



REIL Rwy 6 L

MIRL Rwy 6-24 L



CATEGORY	A	B	C	D
LP MDA	3120-1	449 (500-1)	3120-1⅜	449 (500-1⅜)
LNAV MDA	3260-1	589 (600-1)	3260-1¾	589 (600-1¾)
CIRCLING	3260-1 575 (600-1)	3360-1 675 (700-1)	3380-2 695 (700-2)	3580-3 895 (900-3)

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

WISE, VIRGINIA | AL-5973 (FAA) | 25275

RNAV (GPS) RWY 24
LONESOME PINE (LNP)

APP CRS	Rwy Ldg	5131
242°	TDZE	2685
	Apt Elev	2685

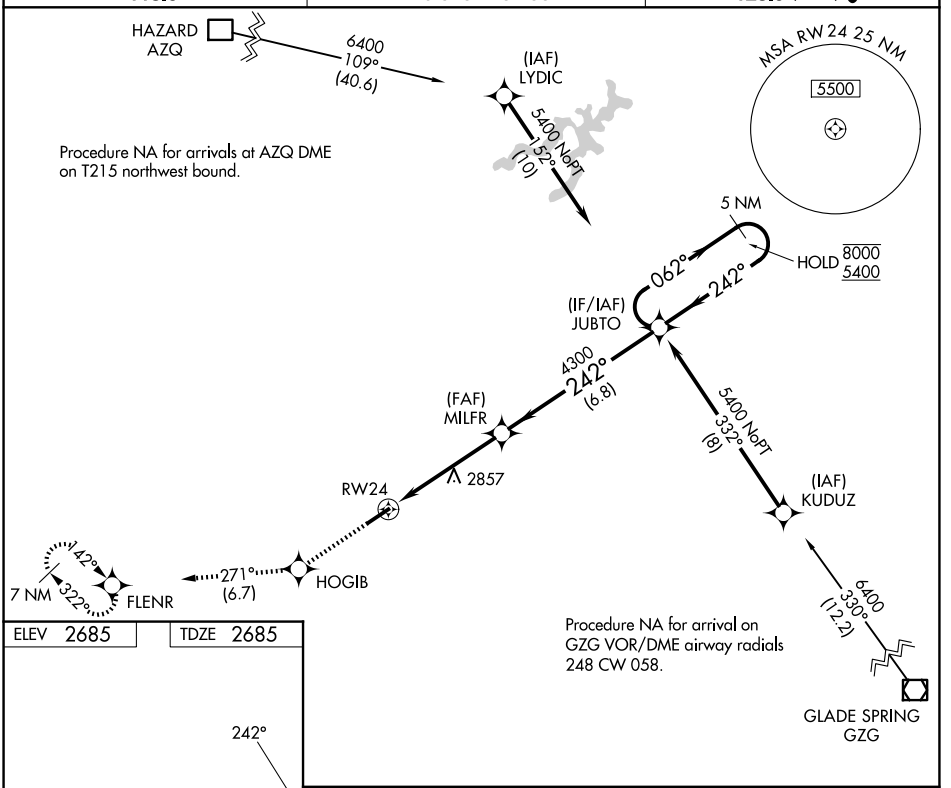
RNP APCH - GPS.

Rwy 24 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Inop table does not apply to LNAV Cats A/B. For inop ALS, increase LNAV Cat C/D visibility to 1⅜ SM.

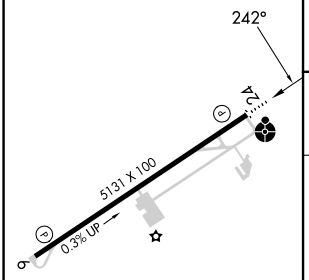
ODALS

MISSED APPROACH: Climb to 6400 direct HOGIB and on track 271° to FLENR and hold, continue climb-in-hold to 6400.

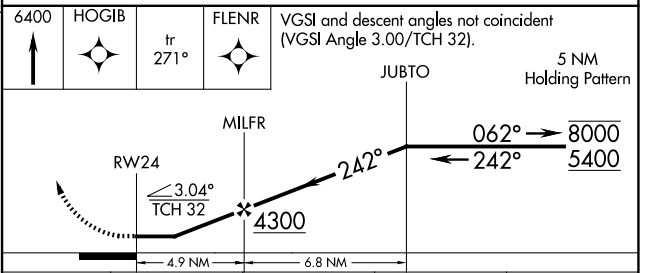
AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.6	126.575 257.85	123.0 (CTAF) L



ELEV 2685	TDZE 2685



REIL Rwy 6 L
MIRL Rwy 6-24 L



CATEGORY	A	B	C	D
LNAV MDA	3140-1	455 (500-1)	3140-1⅛	455 (500-1⅛)
CIRCLING	3240-1 555 (600-1)	3360-1 675 (700-1)	3380-2 695 (700-2)	3580-2¾ 895 (900-2¾)

WISE, VIRGINIA
Amdt 1A 02OCT25

36°59'N-82°32'W

LONESOME PINE (LNP)
RNAV (GPS) RWY 24

NE-3, 03 SEP 2026 to 29 OCT 2026

LOC RWY 24

LONESOME PINE (LNP)

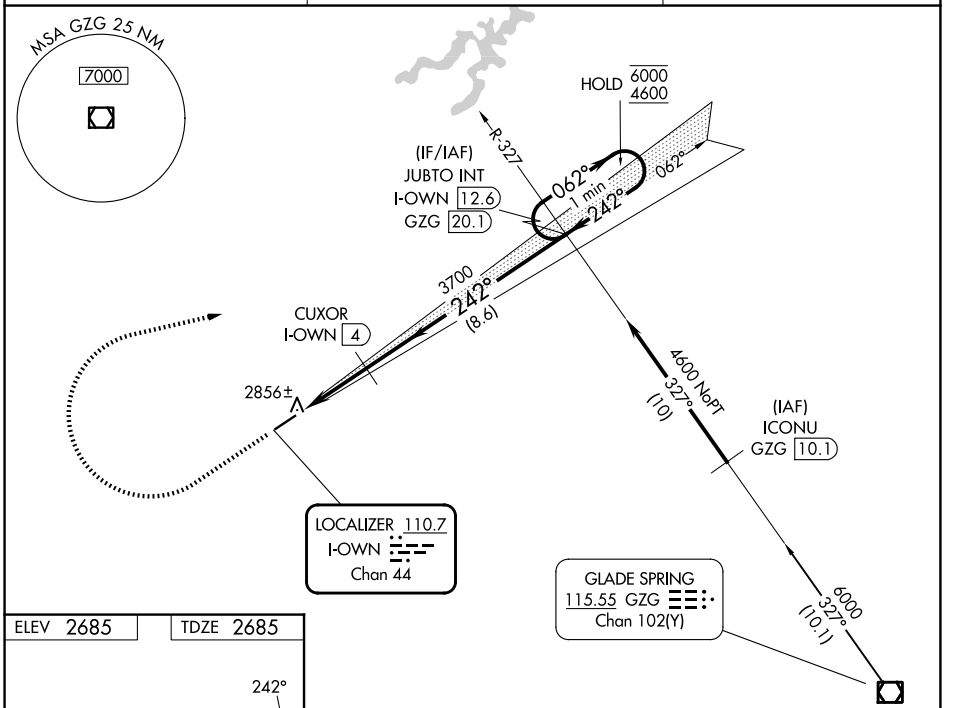
LOC/DME I-OWN	APP CRS	Rwy Ldg	5131
110.7	242°	TDZE	2685
Chan 44		Apt Elev	2685

RNP APCH - GPS.
DME required.
Rwy 24 helicopter visibility reduction below 1 SM NA.
NA Procedure NA at night.

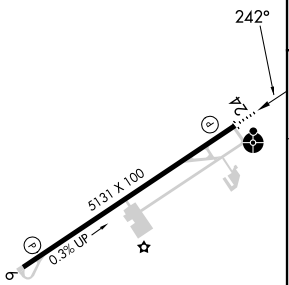
ODALS

MISSED APROACH: Climb to 3300 then climbing right turn to 4600 direct JUBTO INT/I-OWN 12.6 DME and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.6	126.575 257.85	123.0 (CTAF) L



ELEV 2685 TDZE 2685



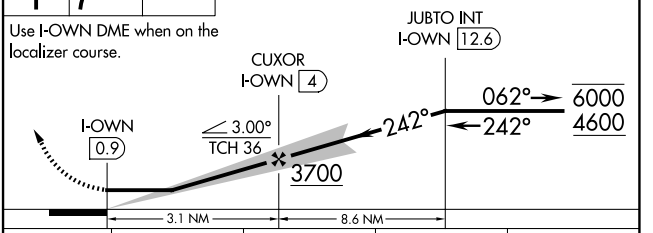
REIL Rwy 6 L
MIRL Rwy 6-24 L

3300	4600	JUBTO INT

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 32).

One Minute Holiding Pattern

Use I-OWN DME when on the localizer course.



CATEGORY	A	B	C	D
S-LOC 24	3160-1 475 (500-1)		3160-1¼ 475 (500-1¼)	
CIRCLING	3240-1 555 (600-1)	3360-1 675 (700-1)	3380-2 695 (700-2)	3580-2¾ 895 (900-2¾)

NE-3, 03 SEP 2026 to 29 OCT 2026
NE-3, 03 SEP 2026 to 29 OCT 2026

INTENTIONALLY

LEFT

BLANK

NE-3, 03 SEP 2026 to 29 OCT 2026

NE-3, 03 SEP 2026 to 29 OCT 2026

INSIDE BACK COVER

INTENTIONALLY

LEFT

BLANK

U.S. TERMINAL PUBLICATION VOLUMES

AREA OF COVERAGE

FAA Product ID: BTPPNE3

NSN 7641015059584

NGA REF. NO. OK-10-2859 TERMXFAABTPPNE3

EFF. DATE 26246