

NE-4

PA WV

03 SEP 26 to 29 OCT 26



Federal Aviation
Administration

TM

U.S. Terminal Procedures Publication

Northeast (NE) Vol 4 of 4

Effective: 0901Z

03 SEP 2026

to: 0901Z

29 OCT 2026

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



Consult NOTAMs for latest information

Consult/Subscribe to FAA Safety Alerts and Charting Notices at:

http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/

Published from digital files compiled in accordance with Interagency Air
Committee specifications and agreements approved by
Department of Defense - Federal Aviation Administration



TERMINAL PROCEDURES TABLE OF CONTENTS

26190

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

CHARTING ALERTS/NOTICES, INQUIRIES, OR TO OBTAIN DIGITAL PRODUCTS

For safety alerts, charting notices, and data product notices, please visit our website at:
https://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/

For inquiries on FAA, Aeronautical Information Services charts, please submit a portal entry:
https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical_Inquiries/

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

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

To obtain digital products, please visit our website at:
https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/

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

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

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

(1) ILS, PAR, LPV, GLS minima

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

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

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

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

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

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

(4) Sidestep minima (CAT C-D)

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

(5) All Approach Types, All lines of minima

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

TERMS/LANDING MINIMA DATA

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 minima of other procedures.

LANDING MINIMA FORMAT

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

DA

Visibility (RVR 100's of feet)

Aircraft Approach Category

HAT

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

MDA

HAA

Visibility in Statute Miles

Straight-in ILS to Runway 27

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

All weather minimums in parentheses not applicable to Civil Pilots.

Military Pilots refer to appropriate regulations.

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

	200	300	400	500	600	700	800	900	1000	1500	2000	3000	4000	5000
+10	10	10	10	10	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

TERMS/LANDING MINIMA DATA

25275

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  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.

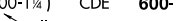
RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)
1200	¼	2200	½	3200*	¾	5000*	1
1600*	¼	2400*	½	3500	¾	5500	1
1800	½	2600	½	4000*	¾	6000*	1¼
2000	½	3000	¾	4500*	¾		

*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 ¼ mile adjustment, first convert 2000 RVR to ½ SM. Adding ¼ SM results in ¾ 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	(100-¼)				
	28	2.5°/48/1068	ABCDE	187/16	100	(100-¼)				
ASR	10		ABC	560/40	463	(500-¾)	DE	560/50	463	(500-1)
	28		AB	600/50	513	(600-1)	CDE	600/60	513	(600-1¼)
CIR	10		AB	560-1¼	463	(500-1¼)	CDE	560-1½	463	(500-1½)
	28		AB	600-1¼	503	(600-1¼)	CDE	600-1½	503	(600-1½)

Radar Minima:  Visibility in Statute Miles  All minimums in parentheses not applicable to Civil Pilots. Military Pilots refer to appropriate regulations.

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

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

- (V) VHF emergency frequency (121.5) monitored
- (U) UHF emergency frequency (243.0) monitored

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

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

TERMS/LANDING MINIMA DATA

25275

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

GENERAL INFORMATION

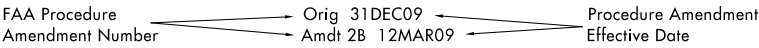
This publication is issued every 56 days and includes the following instrument flight procedures (IFPs): Standard Instrument Approach Procedures (SIAPs), Standard Instrument Departures (SIDs), Standard Terminal Arrivals (STARs), IFR Takeoff Minimums and (Obstacle) Departure Procedures (ODPs), Diverse 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-4, 03 SEP 2026 to 29 OCT 2026

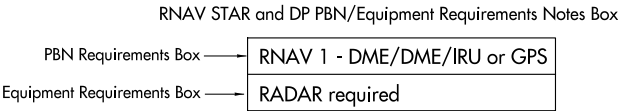
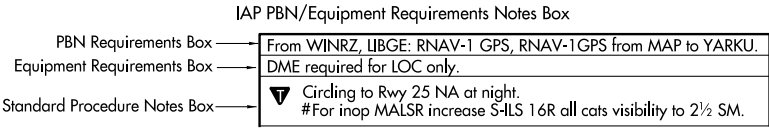
NE-4, 03 SEP 2026 to 29 OCT 2026

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.



PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

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

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

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

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

KEY MIKE	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

26246

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-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

ABBREVIATIONS

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

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 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

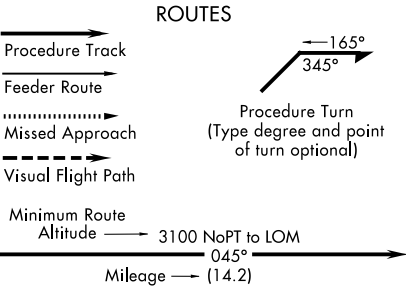
NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

PLANVIEW SYMBOLS



ALTITUDES

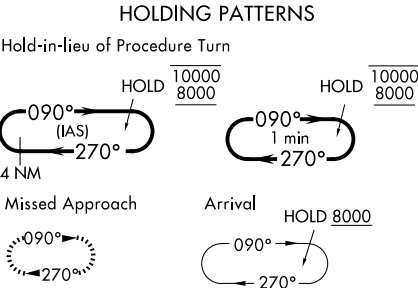
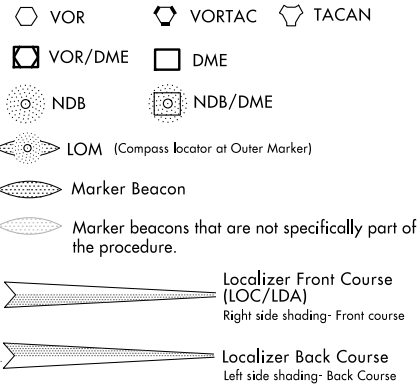
<u>5500</u> Mandatory Altitude	3000 Recommended Altitude
<u>2500</u> Minimum Altitude	<u>5000</u> Mandatory Block
4300 Maximum Altitude	<u>3000</u> Altitude

INDICATED AIRSPEED

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

RADIO AIDS TO NAVIGATION

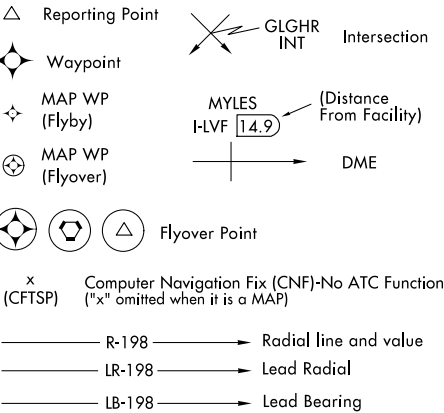
110.1 Underline indicates No Voice transmitted on this frequency



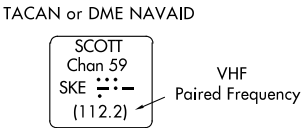
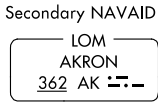
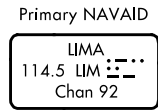
Holding pattern with maximum restricted airspeed: (175K) applies to all altitudes. (210K) applies to altitudes above 6000' to and including 14000'. Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg.

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



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

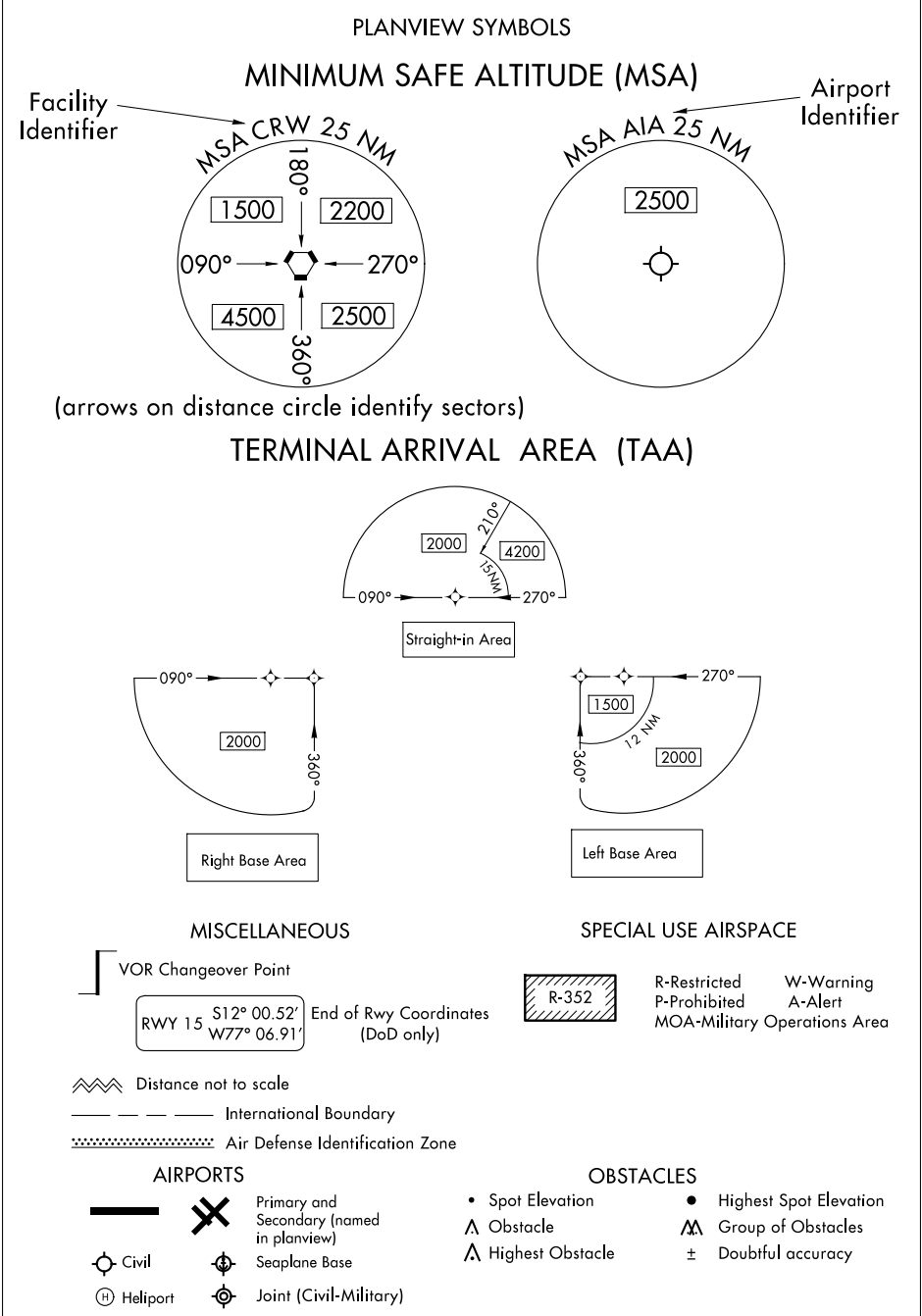


LEGEND

LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

23110



NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

LEGEND

23110

LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

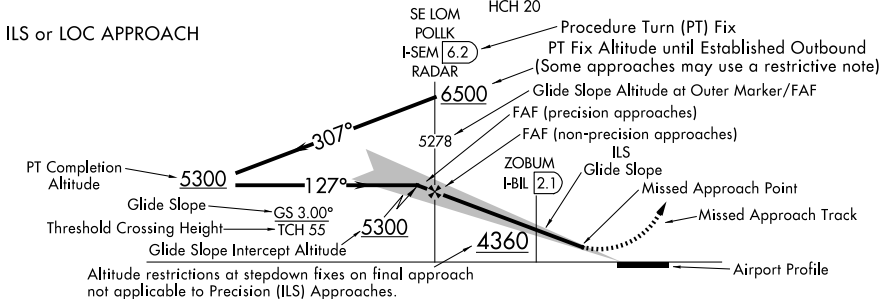
26246

PROFILE VIEW

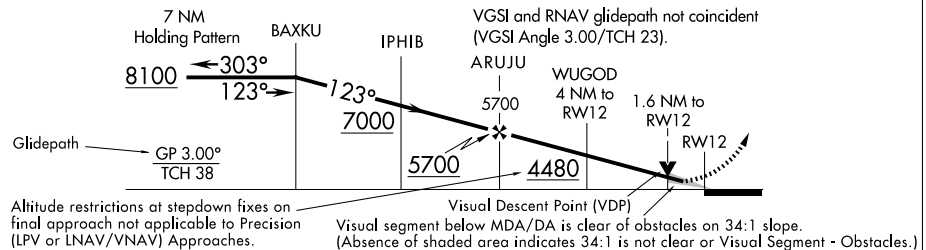
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

- "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: $\angle 3.00^\circ$ TCH 55
- "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle and TCH in the following format: $\angle 3.00^\circ$ TCH 50
- An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure track following the fix it is based on. Absence of a VDA or a note that the VDA is not authorized indicates that the prescribed obstacle clearance surface is not clear and the VDA must not be used below MDA. VDA is depicted in the following format: $\angle 3.00^\circ$ TCH 55. On Copter procedures this is depicted in the following format: $\angle 7.30^\circ$ HCH 20

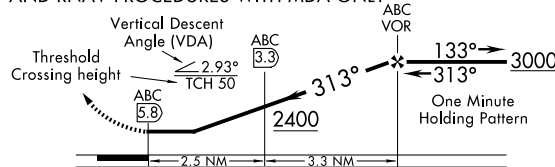
ILS or LOC APPROACH



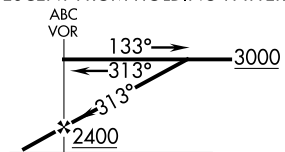
RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE



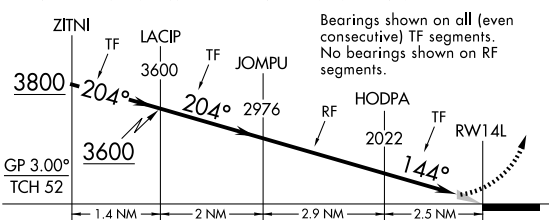
NON-VERTICALLY GUIDED CONVENTIONAL PROCEDURES AND RNAV PROCEDURES WITH MDA ONLY



DESCENT FROM HOLDING PATTERN



RNP APPROACH WITH TF AND RF SEGMENTS



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

PROFILE SYMBOLS

- Glide Slope/Glidepath Intercept Altitude and final approach fix for vertically guided approach procedures.
- Visual Descent Point (VDP)
- Visual Flight Path

LEGEND

26246

LEGEND

STANDARD TERMINAL ARRIVAL (STAR) CHARTS

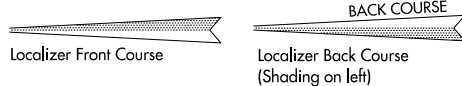
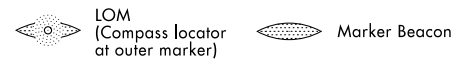
23334

RADIO AIDS TO NAVIGATION

Compulsory:



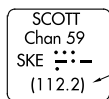
Non-Compulsory:



(T) indicates frequency protection range



Underline indicates no voice transmitted on this frequency

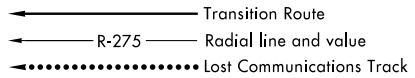
TACAN or DME
NAVAID Box

VHF Paired Frequency

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

ROUTES

MAA FL200 Maximum Authorized Altitude
4500 MEA-Minimum Enroute Altitude
*3500 MOCA-Minimum Obstruction Clearance Altitude
← 270° → Arrival Route
(65) Mileage between Radio Aids, Reporting Points, and Route Breaks



V12 J80 Airway/Jet Route Identification



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

SPECIAL USE AIRSPACE



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

ALTITUDES

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

15000
12000
Block Altitude

→ Altitude change at other than Radio Aids to Navigation

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)

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 Rws 16L/C/R

Terminus identifier

LEGEND

23334

LEGEND

DEPARTURE PROCEDURE (DP) CHARTS

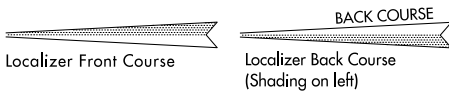
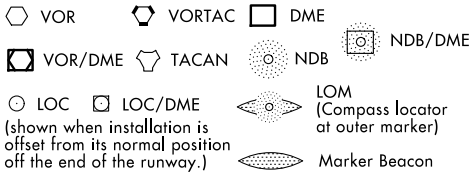
26190

RADIO AIDS TO NAVIGATION

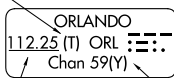
Compulsory:



Non-Compulsory:



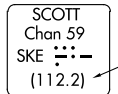
(T) indicates frequency protection range



Underline indicates no voice transmitted on this frequency

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

TACAN or DME NAVIAID Box



VHF Paired Frequency

FIXES/ATC REPORTING REQUIREMENTS

→ | Unnamed DME fix

▲ Reporting Point (Compulsory)

△ Reporting Point (Non-Compulsory)

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

Waypoint (Compulsory) (star symbol) Waypoint (Non-Compulsory) (star symbol with dot)

Flyover Point (circle with dot)

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

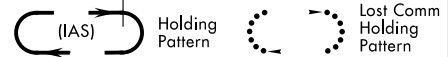
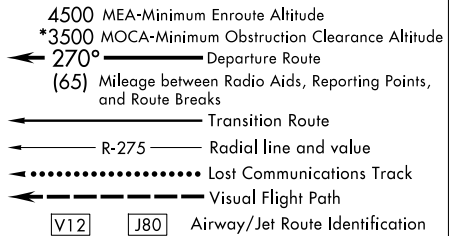
MISCELLANEOUS

Changeover Point (L-shaped symbol) Distance not to scale (wavy line)

International Boundary (dashed line) Frequency Sectorization Boundary (dotted line) Air Defense Identification Zone (dashed line with dots)

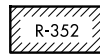
Takeoff Minimums and (Obstacle) Departure Procedures entry published. (arrow symbol)

ROUTES



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

SPECIAL USE AIRSPACE



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

ALTITUDES

5500 Mandatory Altitude (Cross at) 2300 Minimum Altitude (Cross at or above)

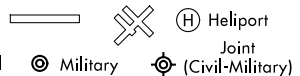
4800 Maximum Altitude (Cross at or below) 15000 12000 Block Altitude

TOP ALTITUDE: 5000 Top altitude restriction

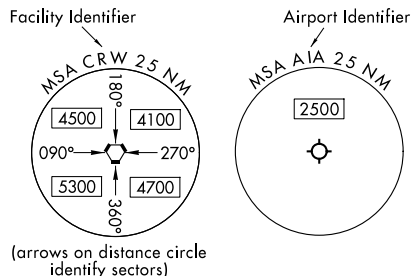
INDICATED AIRSPEED

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

AIRPORTS



MINIMUM SAFE ALTITUDE (MSA)



LEGEND

26190

LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

Hard Surface

Other Than Hard Surface

Taxiways, Parking Areas

Stopways, Overruns, Blast Pads

Metal Surface

Closed Runway

Closed Surface

Non-Movement

Under Construction

Water Runway

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

uni-directional

bi-directional

Jet Barrier

ARRESTING SYSTEM (EMAS)

REFERENCE FEATURES

Displaced Threshold.....

Hot Spot.....

Runway Holding Position Markings.....

Buildings.....

Self-Serve Fuel ##.....

Tanks.....

Obstructions.....

Airport Beacon #.....

Runway Radar Reflectors.....

Bridges.....

Control Tower #..... TWR

Wind Cone..... Unlit Lit

Landing Tee.....

Tetrahedron.....

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

See appropriate Chart Supplement for information.

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

Helicopter Alighting Areas

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

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

Runway TDZ elevation.....TDZE 123

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

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

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

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram

Coordinate values are shown in 1 or 1/2 minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

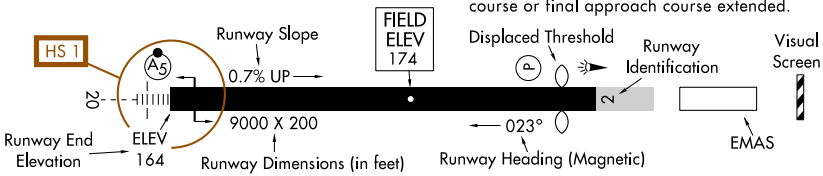
Positional accuracy within ± 600 feet unless otherwise noted on the chart.

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

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

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

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



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.

LEGEND

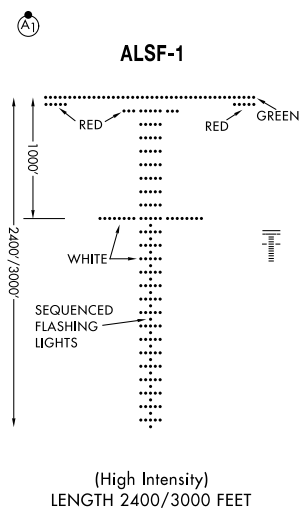
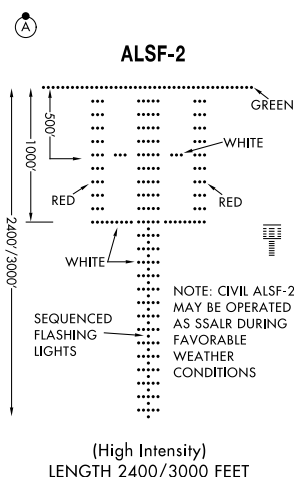
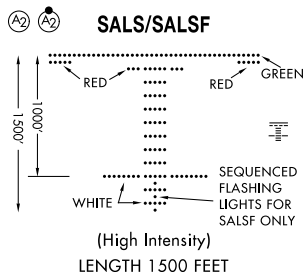
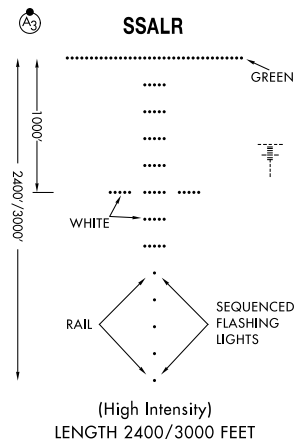
LEGEND

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

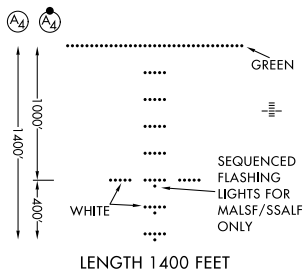
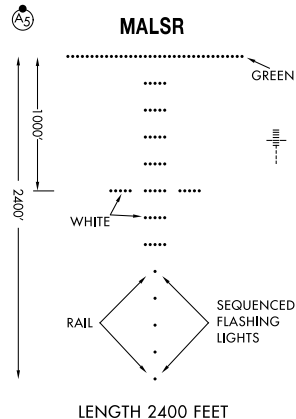
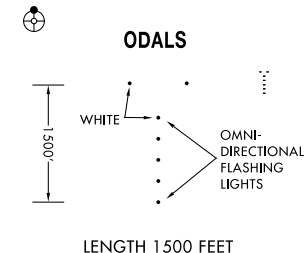
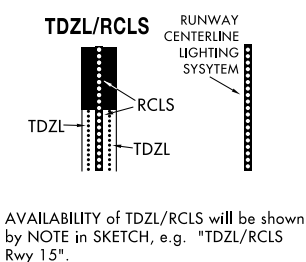
25331

Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., (A2), (A3), 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), (A2) indicates Pilot Controlled Lighting (PCL).

CATEGORY I
APPROACH LIGHTING SYSTEMCATEGORY II
APPROACH LIGHTING SYSTEMSHORT APPROACH
LIGHTING SYSTEMSIMPLIFIED SHORT
APPROACH LIGHTING SYSTEM
with Runway Alignment Indicator Lights

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

MEDIUM INTENSITY
APPROACH LIGHTING SYSTEM
with Runway Alignment Indicator LightsOMNIDIRECTIONAL
APPROACH LIGHTING SYSTEMRUNWAY TOUCHDOWN ZONE
LIGHTS AND RUNWAY
CENTERLINE LIGHTING SYSTEMS

LEGEND

25331

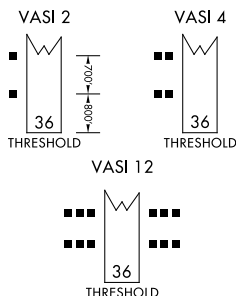
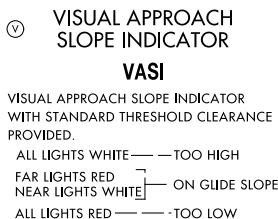
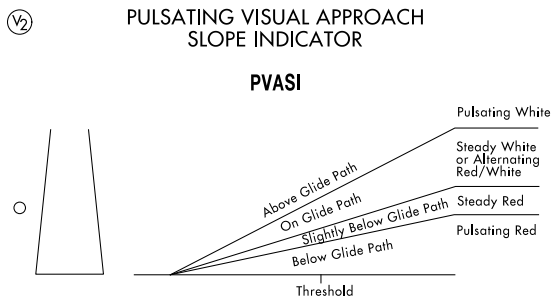
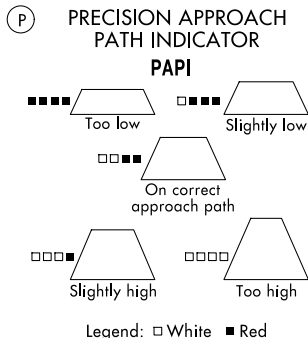
LEGEND

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

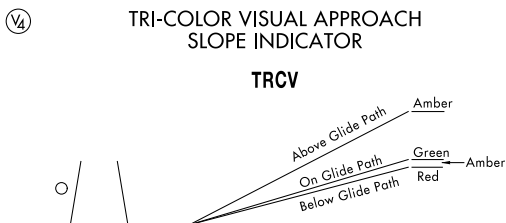
22195

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

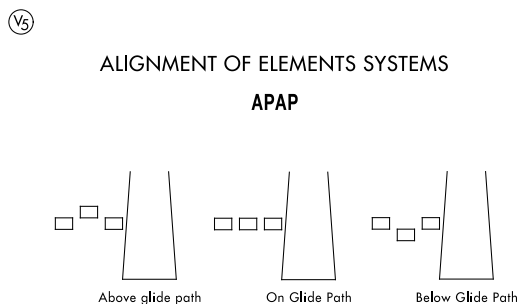
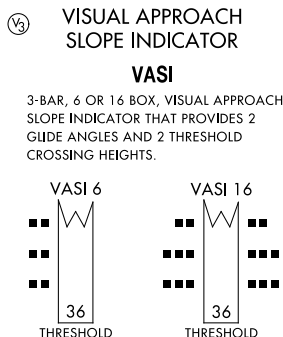
A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A1). Negative symbology, e.g., (A1), (V) indicates Pilot Controlled Lighting (PCL).



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.



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



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

LEGEND

22195

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

INSTRUMENT TAKEOFF AND APPROACH PROCEDURE CHARTS												
RATE OF CLIMB TABLE												
(ft per min)												
The rate of climb table is provided for use in planning and executing climbs with a known or approximate ground speed. Rates of climb in ft per min are monitored with a vertical speed indicator (VSI). The use of a climb rate should not be used if it will exceed the aircraft's operational limitations.												
ft/NM	%	GROUND SPEED (knots)										
		60	90	120	150	180	210	240	270	300	330	360
152	2.50	152	228	304	380	456	532	608	684	760	836	912
200	3.29	200	300	400	500	600	700	800	900	1000	1100	1200
210	3.46	210	315	420	525	630	735	840	945	1050	1155	1260
220	3.62	220	330	440	550	660	770	880	990	1100	1210	1320
230	3.79	230	345	460	575	690	805	920	1035	1150	1265	1380
240	3.95	240	360	480	600	720	840	960	1080	1200	1320	1440
250	4.11	250	375	500	625	750	875	1000	1125	1250	1375	1500
260	4.28	260	390	520	650	780	910	1040	1170	1300	1430	1560
270	4.44	270	405	540	675	810	945	1080	1215	1350	1485	1620
280	4.61	280	420	560	700	840	980	1120	1260	1400	1540	1680
290	4.77	290	435	580	725	870	1015	1160	1305	1450	1595	1740
300	4.94	300	450	600	750	900	1050	1200	1350	1500	1650	1800
310	5.10	310	465	620	775	930	1085	1240	1395	1550	1705	1860
320	5.27	320	480	640	800	960	1120	1280	1440	1600	1760	1920
330	5.43	330	495	660	825	990	1155	1320	1485	1650	1815	1980
340	5.60	340	510	680	850	1020	1190	1360	1530	1700	1870	2040
350	5.76	350	525	700	875	1050	1225	1400	1575	1750	1925	2100
360	5.92	360	540	720	900	1080	1260	1440	1620	1800	1980	2160
370	6.09	370	555	740	925	1110	1295	1480	1665	1850	2035	2220
380	6.25	380	570	760	950	1140	1330	1520	1710	1900	2090	2280
390	6.42	390	585	780	975	1170	1365	1560	1755	1950	2145	2340
400	6.58	400	600	800	1000	1200	1400	1600	1800	2000	2200	2400
450	7.41	450	675	900	1125	1350	1575	1800	2025	2250	2475	2700
500	8.23	500	750	1000	1250	1500	1750	2000	2250	2500	2750	3000
550	9.05	550	825	1100	1375	1650	1925	2200	2475	2750	3025	3300

SUPPLEMENTAL TABLES

25107

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 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

SUPPLEMENTAL TABLES

25107

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
ALLEGHENY COUNTY ---SEE PITTSBURGH, PA			BELLEFONTE, PA		
ALLENTOWN, PA			BELLEFONTE(N96)		
ALLENTOWN QUEEN CITY MUNI(XLL)			TAKEOFF MINIMUMS	L	
TAKEOFF MINIMUMS	L		IAPS RNAV (GPS) RWY 07	28	
ALTERNATE MINIMUMS	M		RNAV (GPS) RWY 25	29	
IAPS RNAV (GPS) RWY 07	1				
LEHIGH VALLEY INTL(ABE)			BENDIGO		
TAKEOFF MINIMUMS	L		---SEE TOWER CITY, PA		
ALTERNATE MINIMUMS	M		BERKELEY SPRINGS, WV		
IAPS ILS OR LOC RWY 06	2		POTOMAC AIRPARK(W35)		
ILS OR LOC RWY 13	3		TAKEOFF MINIMUMS	L	
ILS OR LOC/DME RWY 24	4		IAPS RNAV (GPS) RWY 11	30	
ILS RWY 06 (SA CAT I - II)	5		RNAV (GPS) RWY 29	31	
RNAV (GPS) RWY 06	6				
RNAV (GPS) RWY 13	7		BLOOMSBURG, PA		
RNAV (GPS) RWY 24	8		BLOOMSBURG MUNI(N13)		
RNAV (GPS) RWY 31	9		TAKEOFF MINIMUMS	L	
TACAN-C	10		IAPS RNAV (GPS)-B	32	
AIRPORT DIAGRAM	11		VOR-A	33	
ALTOONA, PA			BLUEFIELD, WV		
ALTOONA/BLAIR COUNTY(AOO)			MERCER COUNTY(BLF)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M		ALTERNATE MINIMUMS	M	
IAPS ILS OR LOC RWY 21	12		IAPS ILS OR LOC RWY 23	34	
RNAV (GPS) RWY 21	13		RNAV (GPS) RWY 05	35	
RNAV (GPS) Y RWY 03	14		RNAV (GPS) RWY 23	36	
RNAV (GPS) Z RWY 03	15		DPS BLUEFIELD ONE (OBSTACLE)	37	
			SOFTY ONE (RNAV)	38	
ARNOLD PALMER RGNL			BOGGS FLD		
---SEE LATROBE, PA			---SEE SPENCER, WV		
BEAVER FALLS, PA			BRADEN AIRPARK		
BEAVER COUNTY(BVI)			---SEE EASTON, PA		
TAKEOFF MINIMUMS	L		BRADFORD, PA		
ALTERNATE MINIMUMS	M		BRADFORD RGNL(BFD)		
IAPS RNAV (GPS) RWY 10	16		TAKEOFF MINIMUMS	L	
RNAV (GPS) RWY 28	17		ALTERNATE MINIMUMS	M	
LOC RWY 10	18		IAPS ILS OR LOC RWY 32	39	
VOR RWY 28	19		RNAV (GPS) RWY 14	40	
AIRPORT DIAGRAM	20		RNAV (GPS) RWY 32	41	
BECKLEY, WV			BRADFORD COUNTY		
RALEIGH COUNTY MEML(BKW)			---SEE TOWANDA, PA		
TAKEOFF MINIMUMS	L		BRANDYWINE RGNL		
ALTERNATE MINIMUMS	M		---SEE WEST CHESTER, PA		
IAPS ILS OR LOC RWY 19	21		BRAXTON COUNTY		
RNAV (GPS) RWY 01	22		---SEE SUTTON, WV		
RNAV (GPS) RWY 10	23		BUCKHANNON, WV		
RNAV (GPS) RWY 19	24		UPSHUR COUNTY RGNL(W22)		
RNAV (GPS) RWY 28	25		TAKEOFF MINIMUMS	L	
BEDFORD, PA			ALTERNATE MINIMUMS	M	
BEDFORD COUNTY(HMZ)			IAPS RNAV (GPS) RWY 11	42	
TAKEOFF MINIMUMS	L		RNAV (GPS) RWY 29	43	
ALTERNATE MINIMUMS	M				
IAPS RNAV (GPS) RWY 14	26				
RNAV (GPS) RWY 32	27				

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
BUTLER, PA			CLEARFIELD, PA		
PITTSBURGH/BUTLER RGNL(BTP)			CLEARFIELD-LAWRENCE(FIG)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	ILS OR LOC RWY 08	44	IAPS	RNAV (GPS) RWY 12	66
	RNAV (GPS) RWY 08	45		RNAV (GPS) RWY 30	67
	RNAV (GPS) RWY 26	46			
CAPITAL CITY			COATESVILLE, PA		
---SEE HARRISBURG, PA			CHESTER COUNTY G O CARLSON(MQS)		
CARLISLE, PA			TAKEOFF MINIMUMS		
CARLISLE(N94)			ALTERNATE MINIMUMS		
TAKEOFF MINIMUMS		L	STARS		
IAPS	RNAV (GPS)-A	47	BUNTS THREE		
	RNAV (GPS)-B	48	JIIMS FOUR (RNAV)		
			PAATS FOUR (RNAV)		
			IAPS	ILS OR LOC RWY 29	68
				RNAV (GPS) RWY 11	69
				RNAV (GPS) RWY 29	70
CHAMBERSBURG, PA			CONNELLSVILLE, PA		
FRANKLIN COUNTY RGNL(N68)			JOSEPH A HARDY CONNELLSVILLE(VVS)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		
IAPS	RNAV (GPS) RWY 06	49	IAPS		
	RNAV (GPS) RWY 24	50	LOC RWY 05		
CHARLESTON, WV			CORRY, PA		
WEST VIRGINIA INTL YEAGER(CRW)			CORRY-LAWRENCE(8G2)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		
ALTERNATE MINIMUMS		M	IAPS		
IAPS	ILS OR LOC RWY 05	51	RNAV (GPS) RWY 14		
	ILS OR LOC RWY 23	52	RNAV (GPS) RWY 32		
	RNAV (RNP) Z RWY 05	53			
	RNAV (RNP) Z RWY 23	54			
	RNAV (GPS) Y RWY 05	55			
	RNAV (GPS) Y RWY 23	56			
	VOR-A	57			
AIRPORT DIAGRAM		58			
CHERRY RIDGE			DANVILLE, PA		
---SEE HONESDALE, PA			DANVILLE(8N8)		
CHESTER COUNTY G O CARLSON			TAKEOFF MINIMUMS		
---SEE COATESVILLE, PA			IAPS		
			RNAV (GPS) RWY 09		
			RNAV (GPS) RWY 27		
CLARION, PA			DECK		
CLARION COUNTY(AXQ)			---SEE MYERSTOWN, PA		
TAKEOFF MINIMUMS		L	DONEGAL SPRINGS AIRPARK		
IAPS	RNAV (GPS) RWY 06	59	---SEE MOUNT JOY/MARIETTA, PA		
	RNAV (GPS) RWY 24	60			
CLARKSBURG, WV			DOYLESTOWN, PA		
NORTH CENTRAL WEST VIRGINIA(CKB)			DOYLESTOWN(DYL)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		
IAPS	ILS OR LOC RWY 21	61	IAPS		
	RNAV (GPS) RWY 03	62	RNAV (GPS) RWY 05		
	RNAV (GPS) RWY 21	63	RNAV (GPS) RWY 23		
	VOR-A	64			
AIRPORT DIAGRAM		65			
			DUBOIS, PA		
			DUBOIS RGNL(DUJ)		
			TAKEOFF MINIMUMS		
			ALTERNATE MINIMUMS		
			IAPS		
			ILS OR LOC RWY 25		
			RNAV (GPS) RWY 07		
			RNAV (GPS) RWY 25		
			EASTERN WV RGNL/SHEPHERD FLD		
			---SEE MARTINSBURG, WV		

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
EASTON, PA			FREEPORT, PA		
BRADEN AIRPARK(N43)			MCVILLE(6P7)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
IAPS RNAV (GPS)-A	82		IAPS RNAV (GPS) RWY 14	101	
			RNAV (GPS) RWY 32	102	
EBENSBURG, PA			GETTYSBURG, PA		
EBENSBURG(9G8)			GETTYSBURG RGNL(W05)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
IAPS RNAV (GPS) RWY 07	83		IAPS RNAV (GPS) RWY 06	103	
RNAV (GPS) RWY 25	84		RNAV (GPS)-A	104	
ELKINS, WV			GRAND CANYON RGNL		
ELKINS/RANDOLPH COUNTY (JENNINGS			---SEE WELLSBORO, PA		
RANDOLPH FLD)(EKN)			GRANT COUNTY		
TAKEOFF MINIMUMS	L		---SEE PETERSBURG, WV		
ALTERNATE MINIMUMS	M		GREENBRIER VALLEY		
IAPS RNAV (GPS) RWY 05	85		---SEE LEWISBURG, WV		
RNAV (GPS) RWY 23	86		GREENE COUNTY		
RNAV (GPS)-A	87		---SEE WAYNESBURG, PA		
LDA-C	88		GREENVILLE, PA		
DPS ELKINS ONE (OBSTACLE)	89		GREENVILLE MUNI(4G1)		
ERIE, PA			TAKEOFF MINIMUMS	L	
ERIE INTL/TOM RIDGE FLD(ERI)			IAPS RNAV (GPS)-B	105	
TAKEOFF MINIMUMS	L		GROVE CITY, PA		
ALTERNATE MINIMUMS	M		GROVE CITY(29D)		
LAHSO	O		TAKEOFF MINIMUMS	L	
IAPS ILS OR LOC RWY 06	90		IAPS RNAV (GPS) RWY 10	106	
ILS OR LOC RWY 24	91		RNAV (GPS) RWY 28	107	
RNAV (GPS) RWY 06	92		HARRISBURG, PA		
RNAV (GPS) RWY 24	93		CAPITAL CITY(CXY)		
AIRPORT DIAGRAM	94		TAKEOFF MINIMUMS	L	
FACTORYVILLE, PA			ALTERNATE MINIMUMS	M	
SEAMANS FLD(9N3)			LAHSO	O	
TAKEOFF MINIMUMS	L		HOT SPOT	P	
IAPS RNAV (GPS) RWY 04	95		IAPS ILS OR LOC RWY 08	108	
FAIRMONT, WV			RNAV (GPS) RWY 08	109	
FAIRMONT MUNI-FRANKMAN FLD(4G7)			RNAV (GPS) RWY 26	110	
TAKEOFF MINIMUMS	L		AIRPORT DIAGRAM	111	
IAPS RNAV (GPS) RWY 23	96		HARRISBURG INTL(MDT)		
FINLEYVILLE, PA			TAKEOFF MINIMUMS	L	
FINLEYVILLE AIRPARK(G05)			ALTERNATE MINIMUMS	M	
TAKEOFF MINIMUMS	L		HOT SPOT	P	
IAPS RNAV (GPS)-A	97		IAPS ILS OR LOC RWY 13	112	
FORT INDIANTOWN GAP, PA			ILS OR LOC RWY 31	113	
---SEE MUIR AHP			ILS RWY 13 (SA CAT I)	114	
FRANKLIN, PA			ILS RWY 13 (CAT II - III)	115	
VENANGO RGNL(FKL)			RNAV (GPS) RWY 13	116	
TAKEOFF MINIMUMS	L		RNAV (GPS) RWY 31	117	
ALTERNATE MINIMUMS	M		VOR RWY 31	118	
IAPS ILS OR LOC RWY 21	98		AIRPORT DIAGRAM	119	
RNAV (GPS) RWY 03	99				
RNAV (GPS) RWY 21	100				
FRANKLIN COUNTY RGNL					
---SEE CHAMBERSBURG, PA					

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
HAZLETON, PA			JOSEPH A HARDY CONNELLSVILLE		
HAZLETON RGNL(HZL)			---SEE CONNELLSVILLE, PA		
TAKEOFF MINIMUMS	L		KEE FLD		
ALTERNATE MINIMUMS	M		---SEE PINEVILLE, WV		
IAPS RNAV (GPS) RWY 10	120		KELLER BROTHERS		
RNAV (GPS) RWY 28	121		---SEE LEBANON, PA		
LOC RWY 28	122		LANCASTER, PA		
HERITAGE FLD			LANCASTER(LNS)		
---SEE POTTSTOWN, PA			TAKEOFF MINIMUMS	L	
HONESDALE, PA			ALTERNATE MINIMUMS	M	
CHERRY RIDGE(N30)			LAHSO	O	
TAKEOFF MINIMUMS	L		IAPS ILS OR LOC RWY 08	145	
IAPS RNAV (GPS)-B	123		RNAV (GPS) RWY 08	146	
VOR-A	124		RNAV (GPS) RWY 13	147	
HUNTINGTON, WV			RNAV (GPS) RWY 26	148	
TRI-STATE/MILTON J FERGUSON FLD(HTS)			RNAV (GPS) RWY 31	149	
TAKEOFF MINIMUMS	L		VOR/DME RWY 08	150	
ALTERNATE MINIMUMS	M		VOR/DME RWY 26	151	
HOT SPOT	P		VOR/DME RWY 31	152	
IAPS ILS OR LOC RWY 12	125		VOR RWY 08	153	
ILS OR LOC RWY 30	126		VOR RWY 31	154	
RNAV (GPS) RWY 12	127		AIRPORT DIAGRAM	155	
RNAV (GPS) RWY 30	128		LATROBE, PA		
AIRPORT DIAGRAM	129		ARNOLD PALMER RGNL(LBE)		
INDIANA, PA			TAKEOFF MINIMUMS	L	
INDIANA COUNTY/JIMMY STEWART FLD(IDI)			ALTERNATE MINIMUMS	M	
TAKEOFF MINIMUMS	L		IAPS ILS OR LOC RWY 24	156	
ALTERNATE MINIMUMS	M		RNAV (GPS) RWY 06	157	
IAPS RNAV (GPS) RWY 11	130		RNAV (GPS) RWY 24	158	
RNAV (GPS) RWY 29	131		AIRPORT DIAGRAM	159	
JACKSON COUNTY			LEBANON, PA		
---SEE RAVENSWOOD, WV			KELLER BROTHERS(08N)		
JAKE ARNER MEML			TAKEOFF MINIMUMS	L	
---SEE LEHIGHTON, PA			IAPS RNAV (GPS) RWY 07	160	
JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY			RNAV (GPS) RWY 25	161	
---SEE JOHNSTOWN, PA			LEHIGH VALLEY INTL		
JOHNSTOWN, PA			---SEE ALLENTOWN, PA		
JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY(JST)			LEHIGHTON, PA		
TAKEOFF MINIMUMS	L		JAKE ARNER MEML(22N)		
ALTERNATE MINIMUMS	M		TAKEOFF MINIMUMS	L	
IAPS ILS OR LOC RWY 33	132		ALTERNATE MINIMUMS	M	
RNAV (GPS) RWY 05	133		IAPS RNAV (GPS) RWY 08	162	
RNAV (GPS) RWY 15	134		RNAV (GPS) RWY 26	163	
RNAV (GPS) RWY 23	135		LEWISBURG, WV		
RNAV (GPS) RWY 33	136		GREENBRIER VALLEY(LWB)		
VOR Z RWY 15	137		TAKEOFF MINIMUMS	L	
VOR RWY 05	138		ALTERNATE MINIMUMS	M	
VOR Y RWY 15	139		IAPS ILS OR LOC RWY 04	164	
VOR Y RWY 23	140		RNAV (GPS) RWY 04	165	
VOR Z RWY 23	141		RNAV (GPS) RWY 22	166	
AIRPORT DIAGRAM	142		AIRPORT DIAGRAM	167	
DPS JENER FOUR	143				
LILLI FIVE	144				

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
LOCK HAVEN, PA					
WILLIAM T PIPER MEML(LHV)					
TAKEOFF MINIMUMS		L	MIFFLINTOWN, PA		
IAPS	RNAV (GPS) RWY 27R	168	MIFFLINTOWN(P34)		
			TAKEOFF MINIMUMS		L
			IAPS	RNAV (GPS) RWY 26	183
			DPS	WOBKA TWO (RNAV)	184
LOGAN, WV					
LOGAN COUNTY(6L4)					
TAKEOFF MINIMUMS		L	MILTON, WV		
ALTERNATE MINIMUMS		M	ONA AIRPARK(12V)		
IAPS	RNAV (GPS) RWY 06	169	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 24	170	IAPS	RNAV (GPS)-A	185
				VOR-A	186
MARSHALL COUNTY					
---SEE MOUNDSVILLE, WV					
MARTINSBURG, WV					
EASTERN WV RGNL/SHEPHERD FLD(MRB)					
TAKEOFF MINIMUMS		L	MONONGAHELA, PA		
ALTERNATE MINIMUMS		M	ROSTRAVER(FWQ)		
STARS	HYPER ONE (RNAV)	Z6	TAKEOFF MINIMUMS		L
	PRIVO THREE	Z13	IAPS	RNAV (GPS) RWY 08	187
	PRTZL TWO (RNAV)	Z15		RNAV (GPS) RWY 26	188
	TRSTN FOUR (RNAV)	Z20	MORGANTOWN, WV		
	WAYNZ TWO (RNAV)	Z22	MORGANTOWN MUNI/WALTER L BILL HART		
IAPS	ILS OR LOC RWY 26	171	FLD(MGW)		
	RNAV (GPS) RWY 08	172	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 26	173	ALTERNATE MINIMUMS		M
	VOR-A	174	IAPS	ILS OR LOC RWY 18	189
AIRPORT DIAGRAM		175		RNAV (GPS) RWY 36	190
DPS	CLTCH THREE (RNAV)	176		RNAV (GPS) Y RWY 18	191
	JDUBB FOUR (RNAV)	177		RNAV (GPS) Z RWY 18	192
	SCRAM SIX (RNAV)	178	AIRPORT DIAGRAM		193
	TRIXY FIVE	179	MOUNDSVILLE, WV		
MCVILLE					
---SEE FREEPORT, PA					
MEADVILLE, PA					
PORT MEADVILLE(GKJ)					
TAKEOFF MINIMUMS		L	MOUNT JOY/MARIETTA, PA		
ALTERNATE MINIMUMS		M	DONEGAL SPRINGS AIRPARK(N71)		
IAPS	RNAV (GPS) RWY 07	180	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 25	181	IAPS	RNAV (GPS) RWY 28	196
	LOC RWY 25	182		VOR RWY 28	197
MERCER COUNTY					
---SEE BLUEFIELD, WV					
MID-OHIO VALLEY RGNL					
---SEE PARKERSBURG, WV					
MID-STATE					
---SEE PHILIPSBURG, PA					
MIFFLIN COUNTY					
---SEE REEDSVILLE, PA					
MIFFLINTOWN, PA					
MIFFLINTOWN(P34)					
TAKEOFF MINIMUMS		L	MILTON, WV		
IAPS	RNAV (GPS) RWY 26	183	ONA AIRPARK(12V)		
DPS	WOBKA TWO (RNAV)	184	TAKEOFF MINIMUMS		L
			IAPS	RNAV (GPS)-A	185
				VOR-A	186
MONONGAHELA, PA					
ROSTRAVER(FWQ)					
TAKEOFF MINIMUMS		L	MONONGAHELA, PA		
IAPS	RNAV (GPS) RWY 08	187	ROSTRAVER(FWQ)		
	RNAV (GPS) RWY 26	188	TAKEOFF MINIMUMS		L
			IAPS	RNAV (GPS) RWY 08	187
				RNAV (GPS) RWY 26	188
MORGANTOWN, WV					
MORGANTOWN MUNI/WALTER L BILL HART					
FLD(MGW)					
TAKEOFF MINIMUMS		L	MORGANTOWN, WV		
ALTERNATE MINIMUMS		M	MORGANTOWN MUNI/WALTER L BILL HART		
IAPS	ILS OR LOC RWY 18	189	FLD(MGW)		
	RNAV (GPS) RWY 36	190	TAKEOFF MINIMUMS		L
	RNAV (GPS) Y RWY 18	191	ALTERNATE MINIMUMS		M
	RNAV (GPS) Z RWY 18	192	IAPS	ILS OR LOC RWY 18	189
AIRPORT DIAGRAM		193		RNAV (GPS) RWY 36	190
				RNAV (GPS) Y RWY 18	191
				RNAV (GPS) Z RWY 18	192
			AIRPORT DIAGRAM		193
MOUNDSVILLE, WV					
MARSHALL COUNTY(MPG)					
TAKEOFF MINIMUMS		L	MOUNDSVILLE, WV		
IAPS	RNAV (GPS) RWY 06	194	MARSHALL COUNTY(MPG)		
	RNAV (GPS) RWY 24	195	TAKEOFF MINIMUMS		L
			IAPS	RNAV (GPS) RWY 06	194
				RNAV (GPS) RWY 24	195
MOUNT JOY/MARIETTA, PA					
DONEGAL SPRINGS AIRPARK(N71)					
TAKEOFF MINIMUMS		L	MOUNT JOY/MARIETTA, PA		
IAPS	RNAV (GPS) RWY 28	196	DONEGAL SPRINGS AIRPARK(N71)		
	VOR RWY 28	197	TAKEOFF MINIMUMS		L
			IAPS	RNAV (GPS) RWY 28	196
				VOR RWY 28	197
MOUNT POCONO, PA					
POCONO MOUNTAINS RGNL(MPO)					
TAKEOFF MINIMUMS		L	MOUNT POCONO, PA		
ALTERNATE MINIMUMS		M	POCONO MOUNTAINS RGNL(MPO)		
IAPS	RNAV (GPS) RWY 05	198	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 13	199	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 31	200	IAPS	RNAV (GPS) RWY 05	198
				RNAV (GPS) RWY 13	199
				RNAV (GPS) RWY 31	200
MUIR AHP(KMUJ)					
FORT INDIANTOWN GAP, PA					
TAKEOFF MINIMUMS		L	MUIR AHP(KMUJ)		
IAPS	COPTER ILS OR LOC RWY 25	201	FORT INDIANTOWN GAP, PA		
	COPTER RNAV (GPS) 054	202	TAKEOFF MINIMUMS		L
	COPTER RNAV (GPS) RWY 25	203	IAPS	COPTER ILS OR LOC RWY 25	201
AIRPORT DIAGRAM		204		COPTER RNAV (GPS) 054	202
DPS	COPTER MUIR FOUR	205		COPTER RNAV (GPS) RWY 25	203
			AIRPORT DIAGRAM		204
			DPS	COPTER MUIR FOUR	205

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
MYERSTOWN, PA			PETERSBURG, WV		
DECK(9D4)			GRANT COUNTY(W99)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M		ALTERNATE MINIMUMS	M	
IAPS RNAV (GPS) RWY 19	206		IAPS RNAV (GPS) Y RWY 31	220	
VOR/DME OR GPS-A	207		RNAV (GPS) Z RWY 31	221	
			RNAV (GPS)-C	222	
			LDA/DME-B	223	
			VOR/DME-A	224	
			COPTER RNAV (GPS) X RWY 31	225	
NEW CASTLE, PA					
NEW CASTLE MUNI(UCP)					
TAKEOFF MINIMUMS	L				
ALTERNATE MINIMUMS	M				
IAPS RNAV (GPS) RWY 05	208				
RNAV (GPS) RWY 23	209				
NEW GARDEN					
---SEE TOUGHKENAMON, PA					
NORTH CENTRAL WEST VIRGINIA					
---SEE CLARKSBURG, WV					
NORTHEAST PHILADELPHIA					
---SEE PHILADELPHIA, PA					
NORTHUMBERLAND COUNTY					
---SEE SHAMOKIN, PA					
ONA AIRPARK					
---SEE MILTON, WV					
PALMYRA, PA					
REIGLE FLD(58N)					
TAKEOFF MINIMUMS	L				
IAPS RNAV (GPS)-A	210				
PARKERSBURG, WV					
MID-OHIO VALLEY RGNL(PKB)					
TAKEOFF MINIMUMS	L				
ALTERNATE MINIMUMS	M				
IAPS ILS OR LOC RWY 03	211				
RNAV (GPS) RWY 03	212				
RNAV (GPS) RWY 10	213				
RNAV (GPS) RWY 21	214				
RNAV (GPS) RWY 28	215				
VOR RWY 21	216				
AIRPORT DIAGRAM	217				
PENN VALLEY					
---SEE SELINGSGROVE, PA					
PENNRIDGE					
---SEE PERKASIE, PA					
PERKASIE, PA					
PENNRIDGE(CKZ)					
TAKEOFF MINIMUMS	L				
IAPS RNAV (GPS) RWY 08	218				
RNAV (GPS) RWY 26	219				

INDEX

26246

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG NAME PROC SECT PG

PHILADELPHIA, PA

NORTHEAST PHILADELPHIA(PNE)

TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
LAHSO	O
STARS	Z2
BUNTS THREE	Z2
JIIMS FOUR (RNAV)	Z10
PAATS FOUR (RNAV)	Z11
IAPS	Z26
ILS OR LOC RWY 24	Z27
RNAV (GPS) RWY 06	Z28
RNAV (GPS) RWY 15	Z29
RNAV (GPS) RWY 24	Z30
RNAV (GPS) RWY 33	Z31
AIRPORT DIAGRAM	Z31

PHILADELPHIA INTL(PHL)

TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
HOT SPOT	P
STARS	Z1
BOJID FOUR (RNAV)	Z1
BUNTS THREE	Z2
JIIMS FOUR (RNAV)	Z10
PAATS FOUR (RNAV)	Z11
SLATT SIX	Z18
SPUDS SEVEN (RNAV)	Z19
IAPS	Z32
ILS OR LOC RWY 09L	Z33
ILS OR LOC RWY 26	Z34
ILS OR LOC RWY 27L	Z35
ILS OR LOC RWY 27R	Z36
ILS Z OR LOC Z RWY 09R	Z37
ILS Z RWY 09R (SA CAT I)	Z38
ILS RWY 27R (SA CAT I - II)	Z39
ILS Z RWY 09R (CAT II - III)	Z40
ILS RWY 09L (SA CAT II)	Z41
ILS RWY 27L (SA CAT II)	Z42
ILS V RWY 09R (CONVERGING)	Z43
ILS V RWY 17 (CONVERGING)	Z44
RNAV (RNP) Z RWY 09L	Z45
RNAV (RNP) Z RWY 09R	Z46
RNAV (GPS) RWY 17	Z47
RNAV (GPS) RWY 26	Z48
RNAV (GPS) RWY 27L	Z49
RNAV (GPS) RWY 27R	Z50
RNAV (GPS) RWY 35	Z51
RNAV (GPS) Y RWY 09L	Z52
RNAV (GPS) Y RWY 09R	Z53
FREEDOM VISUAL RWY 09L	Z54
LIBERTY VISUAL RWY 27L	Z55
RIVER VISUAL RWY 09L/R	Z56
AIRPORT DIAGRAM	Z57
DPS	Z58
PHILADELPHIA FOUR	Z58

WINGS FLD(LOM)

TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
IAPS	Z60
RNAV (GPS) RWY 06	Z61
RNAV (GPS) RWY 24	Z61

PHILIPPI, WV

PHILIPPI/BARBOR COUNTY RGNL(79D)

TAKEOFF MINIMUMS	L
IAPS	Z62
RNAV (GPS) RWY 26	Z62

PHILIPSBURG, PA

MID-STATE(PSB)

TAKEOFF MINIMUMS	L
IAPS	Z63
RNAV (GPS) RWY 16	Z63
VOR RWY 24	Z64

PINEVILLE, WV

KEE FLD(I16)

TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
IAPS	Z65
RNAV (GPS) RWY 08	Z65
RNAV (GPS) RWY 26	Z66

PITTSBURGH, PA

ALLEGHENY COUNTY(AGC)

TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
LAHSO	O
HOT SPOT	P
IAPS	Z67
ILS OR LOC RWY 10	Z68
ILS OR LOC RWY 28	Z69
RNAV (GPS) RWY 10	Z70
RNAV (GPS) RWY 28	Z71
AIRPORT DIAGRAM	Z72
DPS	Z72
ALLEGHENY NINE	Z72

PITTSBURGH INTL(PIT)

TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
STARS	Z3
DEMME FIVE (RNAV)	Z3
FEWGA SEVEN (RNAV)	Z4
HAYNZ SEVEN (RNAV)	Z5
JESEY FIVE (RNAV)	Z9
IAPS	Z73
ILS OR LOC RWY 10L	Z74
ILS OR LOC RWY 10R	Z75
ILS OR LOC RWY 28L	Z76
ILS OR LOC RWY 28R	Z77
ILS OR LOC RWY 32	Z78
ILS RWY 10R (SA CAT I)	Z79
ILS RWY 28R (SA CAT I - II)	Z80
ILS RWY 10L (CAT II - III)	Z81
ILS RWY 10R (CAT II - III)	Z82
RNAV (RNP) Z RWY 10C	Z83
RNAV (RNP) Z RWY 10R	Z84
RNAV (RNP) Z RWY 28C	Z85
RNAV (RNP) Z RWY 28L	Z86
RNAV (RNP) Z RWY 28R	Z87
RNAV (GPS) RWY 10L	Z88
RNAV (GPS) RWY 14	Z89
RNAV (GPS) Y RWY 10C	Z90
RNAV (GPS) Y RWY 10R	Z91
RNAV (GPS) Y RWY 28C	Z92
RNAV (GPS) Y RWY 28L	Z93
RNAV (GPS) Y RWY 28R	Z94
RNAV (GPS) Y RWY 32	Z95
AIRPORT DIAGRAM	Z96
DPS	Z97
PITTSBURGH FIVE	Z97

PITTSBURGH/BUTLER RGNL

--SEE BUTLER, PA

POCONO MOUNTAINS RGNL

--SEE MOUNT POCONO, PA

INDEX

26246

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
PORT MEADVILLE ---SEE MEADVILLE, PA			REEDSVILLE, PA MIFFLIN COUNTY(RVL) TAKEOFF MINIMUMS L ALTERNATE MINIMUMS M IAPS RNAV (GPS) RWY 06 317 RNAV (GPS) RWY 24 318 LOC RWY 06 319		
POTOMAC AIRPARK ---SEE BERKELEY SPRINGS, WV			REIGLE FLD ---SEE PALMYRA, PA		
POTTSTOWN, PA HERITAGE FLD(PTW) TAKEOFF MINIMUMS L ALTERNATE MINIMUMS M IAPS RNAV (GPS) RWY 28 298 RNAV (GPS)-A 299 LOC RWY 28 300			ROSTRAVER ---SEE MONONGAHELA, PA		
POTTSTOWN MUNI(N47) TAKEOFF MINIMUMS L IAPS RNAV (GPS) RWY 26 301			ST MARYS, PA ST MARYS MUNI(OYM) TAKEOFF MINIMUMS L ALTERNATE MINIMUMS M IAPS RNAV (GPS) RWY 10 320 RNAV (GPS) RWY 28 321 LOC RWY 28 322		
POTTSVILLE, PA SCHUYLKILL COUNTY/JOE ZERBEY(ZER) TAKEOFF MINIMUMS L IAPS RNAV (GPS) RWY 11 302 RNAV (GPS) RWY 29 303 VOR-A 304			SCHUYLKILL COUNTY/JOE ZERBEY ---SEE POTTSVILLE, PA		
PUNXSUTAWNEY, PA PUNXSUTAWNEY MUNI(N35) TAKEOFF MINIMUMS L IAPS RNAV (GPS) RWY 24 305			SEAMANS FLD ---SEE FACTORYVILLE, PA		
QUAKERTOWN, PA QUAKERTOWN(UKT) TAKEOFF MINIMUMS L ALTERNATE MINIMUMS M IAPS RNAV (GPS) RWY 11 306 RNAV (GPS) RWY 29 307			SELINGSGROVE, PA PENN VALLEY(SEG) TAKEOFF MINIMUMS L ALTERNATE MINIMUMS M IAPS RNAV (GPS) RWY 17 323 RNAV (GPS) RWY 35 324 VOR-A 325		
RALEIGH COUNTY MEML ---SEE BECKLEY, WV			SHAMOKIN, PA NORTHUMBERLAND COUNTY(N79) TAKEOFF MINIMUMS L IAPS RNAV (GPS) RWY 08 326 RNAV (GPS) RWY 26 327 VOR RWY 08 328		
RAVENSWOOD, WV JACKSON COUNTY(I18) TAKEOFF MINIMUMS L IAPS RNAV (GPS) RWY 04 308 RNAV (GPS) RWY 22 309			SOMERSET, PA SOMERSET COUNTY(2G9) TAKEOFF MINIMUMS L ALTERNATE MINIMUMS M IAPS RNAV (GPS) RWY 07 329 RNAV (GPS) RWY 25 330 LOC RWY 25 331		
READING, PA READING RGNL/CARL A SPAATZ FLD(RDG) TAKEOFF MINIMUMS L ALTERNATE MINIMUMS M LAHSO O HOT SPOT P IAPS ILS OR LOC RWY 13 310 ILS OR LOC RWY 36 311 RNAV (GPS) RWY 13 312 RNAV (GPS) RWY 18 313 RNAV (GPS) RWY 31 314 RNAV (GPS) RWY 36 315 AIRPORT DIAGRAM 316			SOUTHERN WEST VIRGINIA RGNL ---SEE WILLIAMSON, WV		
			SPENCER, WV BOGGS FLD(USW) TAKEOFF MINIMUMS L IAPS RNAV (GPS) RWY 10 332 RNAV (GPS) RWY 28 333		

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
STATE COLLEGE, PA			WAYNESBURG, PA		
STATE COLLEGE RGNL(UNV)			GREENE COUNTY(WAY)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M		IAPS RNAV (GPS) RWY 27	350	
IAPS ILS OR LOC RWY 24	334		RNAV (GPS) Z RWY 09	351	
RNAV (GPS) RWY 06	335		COPTER RNAV (GPS) Y RWY 09	352	
RNAV (GPS) RWY 24	336				
AIRPORT DIAGRAM	337				
SUMMERSVILLE, WV			WELLSBORO, PA		
SUMMERSVILLE(SXL)			GRAND CANYON RGNL(N38)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
IAPS RNAV (GPS)-A	338		ALTERNATE MINIMUMS	M	
			IAPS RNAV (GPS) RWY 10	353	
			RNAV (GPS) RWY 28	354	
SUTTON, WV			WEST CHESTER, PA		
BRAXTON COUNTY(48I)			BRANDYWINE RGNL(OQN)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
IAPS RNAV (GPS) RWY 20	339		ALTERNATE MINIMUMS	M	
			IAPS RNAV (GPS) RWY 27	355	
			RNAV (GPS) Y RWY 09	356	
			RNAV (GPS) Z RWY 28	357	
TITUSVILLE, PA			WEST VIRGINIA INTL YEAGER		
TITUSVILLE(6G1)			---SEE CHARLESTON, WV		
TAKEOFF MINIMUMS	L				
IAPS RNAV (GPS) RWY 01	340				
RNAV (GPS) RWY 19	341				
TOUGHKENAMON, PA			WHEELING, WV		
NEW GARDEN(N57)			WHEELING OHIO COUNTY(HLG)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
IAPS RNAV (GPS) RWY 06	342		ALTERNATE MINIMUMS	M	
RNAV (GPS) RWY 24	343		IAPS ILS OR LOC RWY 03	358	
			RNAV (GPS) RWY 03	359	
			RNAV (GPS) RWY 16	360	
			RNAV (GPS) RWY 21	361	
			RNAV (GPS) RWY 34	362	
			VOR RWY 21	363	
TOWANDA, PA			AIRPORT DIAGRAM	364	
BRADFORD COUNTY(N27)					
TAKEOFF MINIMUMS	L				
IAPS RNAV (GPS) RWY 23	344				
RNAV (GPS)-A	345				
TOWER CITY, PA			WILKES-BARRE, PA		
BENDIGO(74N)			WILKES-BARRE WYOMING VALLEY(WBW)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
IAPS RNAV (GPS)-A	346		IAPS RNAV (GPS) RWY 07	365	
			RNAV (GPS) RWY 25	366	
TRI-STATE/MILTON J FERGUSON FLD			WILKES-BARRE/SCRANTON, PA		
---SEE HUNTINGTON, WV			WILKES-BARRE/SCRANTON INTL(AVP)		
			TAKEOFF MINIMUMS	L	
UPSHUR COUNTY RGNL			ALTERNATE MINIMUMS	M	
---SEE BUCKHANNON, WV			IAPS ILS OR LOC RWY 04	367	
			ILS OR LOC RWY 22	368	
			RNAV (GPS) RWY 04	369	
			RNAV (GPS) RWY 22	370	
			AIRPORT DIAGRAM	371	
			DPS SCRANTON EIGHT	372	
VENANGO RGNL			WILLIAM T PIPER MEML		
---SEE FRANKLIN, PA			---SEE LOCK HAVEN, PA		
WASHINGTON, PA			WILLIAMSON, WV		
WASHINGTON COUNTY(AFJ)			SOUTHERN WEST VIRGINIA RGNL(EBD)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M		IAPS RNAV (GPS) RWY 08	373	
IAPS ILS OR LOC RWY 27	347		RNAV (GPS) RWY 26	374	
RNAV (GPS) RWY 09	348				
RNAV (GPS) RWY 27	349				

INDEX OF TERMINAL CHARTS AND MINIMUMS

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

WILLIAMSPORT, PA

WILLIAMSPORT RGNL(IPT)

TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
HOT SPOT	P
IAPS	ILS OR LOC RWY 27375
	RNAV (GPS) RWY 09376
	RNAV (GPS) RWY 12377
	RNAV (GPS) RWY 27378
	RNAV (GPS) RWY 30379
AIRPORT DIAGRAM	380

WINGS FLD

---SEE PHILADELPHIA, PA

YORK, PA

YORK(THV)

TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
IAPS	RNAV (GPS) RWY 17381
	RNAV (GPS) RWY 35382
AIRPORT DIAGRAM	383

ZELIENOPLE, PA

ZELIENOPLE MUNI(PJC)

TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
IAPS	RNAV (GPS) RWY 17384
	RNAV (GPS) RWY 35385

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026



26190



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.

ALLENTOWN, PA

ALLENTOWN QUEEN CITY MUNI (XLL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 10MAR11 (11069) (FAA)

TAKEOFF MINIMUMS:

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

Rwy 15, NA.

DEPARTURE PROCEDURE:

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

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

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

TAKEOFF OBSTACLE NOTES:

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

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

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

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026



26190





26190



ALLENTOWN, PA (CON'T)

LEHIGH VALLEY INTL (ABE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 30JAN20 (20030) (FAA)

DEPARTURE PROCEDURE:

Rwy 6, climb on heading 063° to 900 before turning south.**Rwy 13**, climbing left turn on a heading between 315° CW to 100° from DER, or min. climb of 415' per NM to 1600 for headings 101° through 314°.**Rwy 24**, climb on heading 243° to 1400 before turning south.**Rwy 31**, climb on heading 315° to 1400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

Tree 1220' from DER, 812' right of centerline, 427' MSL.

Trees, pole beginning 1242' from DER, 97' left of centerline, up to 441' MSL.

Trees, poles beginning 1434' from DER, 110' left of centerline, up to 454' MSL.

Trees beginning 1622' from DER, 152' right of centerline, up to 429' MSL.

Trees, pole, transmission line beginning 1666' from DER, 91' right of centerline, up to 464' MSL.

Rwy 13, lighting 10' from DER, 55' right of centerline, 2' AGL/381' MSL.

Pole, 124' from DER, 436' left of centerline, up to 387' MSL.

Pole, tree beginning 191' from DER, 329' left of centerline, up to 31' AGL/407' MSL.

Pole 766' from DER, 692' right of centerline, 28' AGL/408' MSL.

Tree 792' from DER, 632' right of centerline, 411' MSL.

Tree, pole beginning 851' from DER, 408' right of centerline, up to 413' MSL.

Tree 1370' from DER, 511' right of centerline, 415' MSL.

Tree 1598' from DER, 58' right of centerline, 429' MSL.

Trees beginning 1681' from DER, 25' right of centerline, up to 431' MSL.

Tree 1769' from DER, 757' right of centerline, 435' MSL.

Trees beginning 1852' from DER, 11' right of centerline, up to 437' MSL.

Trees beginning 2140' from DER, 115' left of centerline, up to 441' MSL.

Rwy 24, sign, lighting beginning 4' from DER, 56' right of centerline, up to 2' AGL/396' MSL.

Lighting 10' from DER, 55' left of centerline, 3' AGL/396' MSL.

Vertical structure 931' from DER, 667' right of centerline, 423' MSL.

Rwy 31, lighting 9' from DER, 5' left of centerline, 1' AGL/384' MSL.

Traverse way 31' from DER, 412' right of centerline, 385' MSL.

Trees beginning 624' from DER, 510' left of centerline, up to 414' MSL.

Trees beginning 986' from DER, 715' left of centerline, up to 431' MSL.

ALTOONA, PA

ALTOONA/BLAIR COUNTY (AOO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 07DEC17 (22027) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 3, tree 60' from DER, 449' left of centerline, 1476' MSL.

Pole 1124' from DER, 742' left of centerline, 50' AGL/1502' MSL.

Trees beginning 1538' from DER, 563' left of centerline, up to 1541' MSL.

Tree 3130' from DER, 594' left of centerline, 1554' MSL.

Tree 4577' from DER, 844' right of centerline, 1584' MSL.

Tree 4754' from DER, 827' right of centerline, 1598' MSL.

Tree 5619' from DER, 1199' right of centerline, 1619' MSL.

Trees beginning 5762' from DER, 1364' right of centerline, up to 1646' MSL.

Tree 1 NM from DER, 1119' right of centerline, 1648' MSL.

Trees beginning 1.1 NM from DER, 1129' right of centerline, up to 1658' MSL.

Trees 1.4 NM from DER, 1628' right of centerline, 200' AGL/1759' MSL.

CON'T



26190





26190

**ALTOONA, PA (CON'T)****ALTOONA/BLAIR COUNTY (AOO) (CON'T)**

Rwy 21, tree 30' from DER, 422' left of centerline, 1525' MSL.
 Fence 33' from DER, 249' right of centerline, 4' AGL/1505' MSL.
 Tree, fence beginning 50' from DER, 319' left of centerline, up to 1526' MSL.
 Tree 137' from DER, 371' left of centerline, 1528' MSL.
 Pole, terrain, tree beginning 183' from DER, 265' left of centerline, up to 22' AGL/1536' MSL.
 Tree 881' from DER, 516' right of centerline, 1546' MSL.
 Trees beginning 1077' from DER, 43' right of centerline, up to 1549' MSL.
 Trees beginning 1249' from DER, 557' left of centerline, up to 1557' MSL.
 Trees beginning 1273' from DER, 225' left of centerline, up to 1561' MSL.
 Trees beginning 1774' from DER, 327' left of centerline, up to 1566' MSL.
 Trees beginning 1857' from DER, 277' left of centerline, up to 1570' MSL.
 Trees beginning 1923' from DER, 181' left of centerline, up to 1573' MSL.
 Trees beginning 2174' from DER, 244' left of centerline, up to 1582' MSL.
 Trees beginning 2532' from DER, 196' left of centerline, up to 1596' MSL.
 Trees beginning 2916' from DER, 242' left of centerline, up to 1610' MSL.
Rwy 30, tree 84' from DER, 257' right of centerline, 1480' MSL.
 Tree 92' from DER, 102' left of centerline, 1479' MSL.
 Tree 978' from DER, 316' right of centerline, 1499' MSL.

BEAVER FALLS, PA**BEAVER COUNTY (BVI)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 2 10MAR11 (11069) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 10, trees beginning 67' from DER, left and right of centerline, up to 64' AGL/1317' MSL.
 Fences beginning 124' from DER, 392' left of centerline, up to 10' AGL/1273' MSL.
 Bush 326' from DER, 136' right of centerline, 17' AGL/1270' MSL.
 Obstruction light on localizer 398' from DER, on centerline, 10' AGL/1263' MSL.
Rwy 28, trees beginning 35' from DER, left and right of centerline, up to 100' AGL/ 1319' MSL.
 Vegetation beginning 4' from DER, left and right of centerline, up to 33' AGL/1212' MSL.
 Bush 173' from DER, 163' right of centerline, 34' AGL/ 1213' MSL.

BECKLEY, WV**RALEIGH COUNTY MEML (BKW)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 6 14MAY26 (26134) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, 400-2¼ w/min climb of 350'/NM to 3400, or 1100-3 for VCOA.
Rwy 19, 300-1½ or std w/min climb of 280'/NM to 2800.
Rwy 28, 300-1% or std w/min climb of 270'/NM to 4000.

DEPARTURE PROCEDURE:

Rwy 1, climbing left turn heading 350° to 4400 before proceeding on course.
Rwy 10, climbing left turn heading 350° to 4700 before proceeding on course.
Rwy 19, climbing right turn heading 330° to 4400 before proceeding on course.
Rwy 28, climbing right turn heading 320° to 4400 before proceeding on course.

VCOA:

Rwy 10, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Raleigh County Meml airport at or above 3500.

TAKEOFF OBSTACLE NOTES:

Rwy 1, tree 26' from DER, 466' left of centerline, 2478' MSL.
 Tree 47' from DER, 455' left of centerline, 2481' MSL.
 Tree 78' from DER, 304' right of centerline, 2464' MSL.
 Tree, pole beginning 414' from DER, 560' right of centerline, up to 2473' MSL.
 Tree 1032' from DER, 754' left of centerline, 2489' MSL.
 Trees beginning 1636' from DER, 137' left of centerline, up to 2507' MSL.
 Tree 2876' from DER, 182' left of centerline, 2524' MSL.
Rwy 10, trees, vegetation beginning 21' from DER, 38' right of centerline, up to 2534' MSL.
 Trees, pole beginning 22' from DER, 88' left of centerline, up to 2543' MSL.
 Trees, terrain beginning 1298' from DER, 350' right of centerline, up to 2603' MSL.
 Tree 2335' from DER, 129' left of centerline, 2597' MSL.
 Trees beginning 2617' from DER, 49' right of centerline, up to 2657' MSL.
 Trees beginning 3107' from DER, 29' left of centerline, up to 2612' MSL.
 Trees beginning 3317' from DER, 102' left of centerline, up to 2638' MSL.
 Tree 3487' from DER, 146' left of centerline, 2657' MSL.
 Tree 3515' from DER, 299' left of centerline, 2658' MSL.
 Tree 3683' from DER, 174' left of centerline, 2664' MSL.
 Tree 3751' from DER, 374' left of centerline, 2666' MSL.
 Tree 3930' from DER, 48' left of centerline, 2674' MSL.
 Tree 3953' from DER, 207' left of centerline, 2683' MSL.
 Tree 4142' from DER, 83' left of centerline, 2694' MSL.
 Tree 4228' from DER, 19' right of centerline, 2694' MSL.

CON'T

26190





26190

**BECKLEY, WV (CON'T)****RALEIGH COUNTY MEML (BKW) (CON'T)**

Rwy 10 (CON'T), tree 4423' from DER, 55' left of centerline, 2709' MSL.
 Tree 4467' from DER, 326' left of centerline, 2714' MSL.
 Tree 4593' from DER, 265' left of centerline, 2718' MSL.
 Trees beginning 4649' from DER, 228' left of centerline, up to 2721' MSL.
 Tree 5502' from DER, 1844' right of centerline, 2762' MSL.
 Tree 5594' from DER, 1805' right of centerline, 2813' MSL.
Rwy 19, vegetation 121' from DER, 445' right of centerline, 2503' MSL.
 Tree 127' from DER, 353' right of centerline, 2505' MSL.
 Tree 1371' from DER, 271' right of centerline, 2537' MSL.
 Trees beginning 1430' from DER, 127' left of centerline, up to 2551' MSL.
 Tree 1723' from DER, 718' left of centerline, 2579' MSL.
 Trees beginning 1769' from DER, 284' left of centerline, up to 2581' MSL.
 Trees beginning 2026' from DER, 5' left of centerline, up to 2588' MSL.
 Tree 2038' from DER, 297' right of centerline, 2547' MSL.
 Tree 2076' from DER, 160' right of centerline, 2553' MSL.
 Tree 2121' from DER, 56' right of centerline, 2556' MSL.
 Trees beginning 2712' from DER, 186' right of centerline, up to 2579' MSL.
 Tree 2836' from DER, 590' left of centerline, 2590' MSL.
 Trees beginning 2837' from DER, 305' left of centerline, up to 2594' MSL.
 Trees beginning 2962' from DER, 131' right of centerline, up to 2581' MSL.
 Tree 3192' from DER, 396' right of centerline, 2582' MSL.
 Trees beginning 3236' from DER, 35' left of centerline, up to 2595' MSL.
 Tree 3350' from DER, 415' right of centerline, 2583' MSL.
 Tree 3380' from DER, 214' right of centerline, 2592' MSL.
 Trees beginning 3387' from DER, 74' left of centerline, up to 2601' MSL.
 Trees beginning 3462' from DER, 47' right of centerline, up to 2599' MSL.
 Trees beginning 3790' from DER, 1178' left of centerline, up to 2612' MSL.
 Pole, transmission line beginning 5473' from DER, 28' right of centerline, up to 2635' MSL.
Rwy 28, trees, vegetation beginning 4' from DER, 5' right of centerline, up to 2508' MSL.
 Trees, vegetation beginning 31' from DER, 30' left of centerline, up to 2521' MSL.
 Tower 1 NM from DER, 2119' left of centerline, 331' AGL/2700' MSL.

BEDFORD, PA**BEDFORD COUNTY (HMZ)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 1 07APR11 (11097) (FAA)

TAKEOFF MINIMUMS:

Rwy 14, std. w/ min. climb of 549' per NM to 2300 or 300-1 w/ min. climb of 369' per NM to 2600 or 2200-3 for climb in visual conditions.

Rwy 32, std. w/ min. climb of 403' per NM to 2500 or 500-2½ w/ min. climb of 301' per NM to 3700 or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

BELLEFONTE, PA**BELLEFONTE (N96)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 1 19SEP13 (13262) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

CON'T

26190





26190

**BELLEFONTE, PA (CON'T)****BELLEFONTE (N96) (CON'T)**

Rwy 7 (CON'T), tree 134' from DER, 286' right of centerline, 42' AGL/1096' MSL.
 Pole 75' from DER, 433' right of centerline, 33' AGL/1096' MSL.
 Trees beginning 731' from DER, 432' left of centerline, up to 108' AGL/1139' MSL.
 Tree 231' from DER, 448' right of centerline, 60' AGL/1110' MSL.
Rwy 25, trees beginning 59' from DER, 373' right of centerline, up to 89' AGL/1143' MSL.
 Pole 67' from DER, 172' right of centerline 26' AGL/1080' MSL.
 Poles beginning 89' from DER, 277' left of centerline, up to 26' AGL/1096' MSL.
 Buildings beginning 92' from DER, 524' left of centerline, 30' AGL/1112' MSL.
 Trees beginning 190' from DER, 236' right of centerline, up to 80' AGL/1126' MSL.
 Vehicle or road 351' from DER, 169' left of centerline, 15' AGL/1093' MSL.
 Buildings beginning 449' from DER, 527' left of centerline, 30' AGL/1113' MSL.
 Trees beginning 398' from DER, 199' right of centerline, up to 84' AGL/1111' MSL.
 Trees 538' from DER, 633' left of centerline, up to 60' AGL/1143' MSL.
 Vehicle on road 757' from DER, 670' left of centerline, 15' AGL/1102' MSL.
 Trees beginning 760' from DER, 146' right of centerline, up to 52' AGL/1100' MSL.
 Buildings beginning 1075' from DER, 550' left of centerline, up to 30' AGL/1112' MSL.
 Trees beginning 1375' from DER, 697' left of centerline, up to 77' AGL/1150' MSL.
 Trees beginning 2277' from DER, 319' left of centerline, up to 65' AGL/1178' MSL.
 Trees beginning 2394' from DER, 35' right of centerline, up to 97' AGL/1137' MSL.
 Trees beginning 3737' from DER 187' left of centerline, up to 61' AGL/1201' MSL.

BERKELEY SPRINGS, WV**POTOMAC AIRPARK (W35)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 2 20JUN19 (19171) (FAA)

TAKEOFF MINIMUMS:**Rwy 11**, 400-1 ¾ w/min. climb of 370' per NM to 2800, or 1700-3 for VCOA.**Rwy 29**, 500-1½ w/min. climb of 400' per NM to 2600, or 1700-3 for VCOA.**DEPARTURE PROCEDURE:****Rwy 11**, climb heading 110° to 1100 before proceeding on course.**Rwy 29**, climb heading 290° to 1700 then climbing left turn to 5000 and on the HGR VOR R-270 to HGR VOR before proceeding on course.**VCOA:****All runways**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Potomac

Airpark airport at or above 2200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:**Rwy 11**, vegetation 17' from DER, 203' right of centerline, 416' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Trees beginning 3368' from DER, 403' right of centerline, up to 673' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

CON'T

26190



26190

BERKELEY SPRINGS, WV (CON'T)

POTOMAC AIRPORT (W35) (CON'T)

Rwy 11 (CON'T), trees beginning 4250' from DER, 653' right of centerline, up to 736' MSL.
 Trees beginning 4331' from DER, 477' right of centerline, up to 738' MSL.
 Trees beginning 4377' from DER, 865' right of centerline, up to 744' MSL.
 Trees beginning 4377' from DER, 1457' left of centerline, up to 582' MSL.
 Trees beginning 4439' from DER, 540' right of centerline, up to 748' MSL.
 Trees beginning 4463' from DER, 1396' left of centerline, up to 603' MSL.
 Tree, vehicle on traverse way beginning 4487' from DER, 535' right of centerline, up to 766' MSL.
 Trees beginning 4579' from DER, 1471' left of centerline, up to 608' MSL.
 Trees beginning 4673' from DER, 1453' left of centerline, up to 633' MSL.
 Trees beginning 4769' from DER, 1379' left of centerline, up to 649' MSL.
 Tree, vehicle on traverse way beginning 4811' from DER, 678' right of centerline, up to 773' MSL.
 Tree, terrain, vehicle on traverse way, pole, building beginning 4917' from DER, 731' right of centerline, up to 778' MSL.
 Tree, tower beginning 1.3 NM from DER, 1405' right of centerline, up to 106' AGL/785' MSL.
 Trees beginning 1.5 NM from DER, 2402' left of centerline, up to 658' MSL.
 Tree 1.5 NM from DER, 2630' left of centerline, 684' MSL.
 Trees beginning 1.5 NM from DER, 2046' left of centerline, up to 695' MSL.
 Trees beginning 1.5 NM from DER, 2392' left of centerline, up to 705' MSL.
 Trees beginning 1.5 NM from DER, 1944' left of centerline, up to 708' MSL.
 Trees beginning 1.5 NM from DER, 1979' left of centerline, up to 728' MSL.
 Tree, pole beginning 1.6 NM from DER, 2181' left of centerline, up to 738' MSL.
 Trees beginning 1.6 NM from DER, 2106' left of centerline, up to 68' AGL/758' MSL.
 Tree 2.2 NM from DER, 3177' left of centerline, 776' MSL.
 Tree 2.3 NM from DER, 3840' left of centerline, 84' AGL/803' MSL.
Rwy 29, tree 16' from DER, 357' right of centerline, 475' MSL.
 Tree, vehicle on traverse way, vegetation beginning 33' from DER, 22' right of centerline, up to 488' MSL.
 Tree, vehicle on traverse way beginning 62' from DER, 56' left of centerline, up to 500' MSL.
 Trees beginning 186' from DER, 269' left of centerline, up to 94' AGL/512' MSL.
 Tree, vehicle on traverse way beginning 201' from DER, 242' left of centerline, up to 517' MSL.
 Trees beginning 356' from DER, 534' right of centerline, up to 493' MSL.
 Trees beginning 530' from DER, 521' right of centerline, up to 496' MSL.
 Tree, vehicle on traverse way, pole beginning 576' from DER, 9' left of centerline, up to 528' MSL.
 Trees beginning 719' from DER, 120' right of centerline, up to 501' MSL.
 Trees beginning 864' from DER, 31' right of centerline, up to 512' MSL.
 Trees beginning 2033' from DER, 78' right of centerline, up to 521' MSL.
 Tree, pole beginning 2357' from DER, 76' right of centerline, up to 533' MSL.
 Trees beginning 3728' from DER, 259' right of centerline, up to 540' MSL.
 Tree 3747' from DER, 862' right of centerline, 541' MSL.
 Trees beginning 3766' from DER, 213' right of centerline, up to 558' MSL.
 Trees beginning 3859' from DER, 435' left of centerline, up to 532' MSL.
 Trees beginning 4009' from DER, 525' right of centerline, up to 561' MSL.
 Terrain+veg, tree beginning 4136' from DER, 386' right of centerline, up to 100' AGL/570' MSL.
 Trees beginning 4319' from DER, 21' right of centerline, up to 573' MSL.
 Terrain+veg, tree beginning 4880' from DER, 709' right of centerline, up to 100' AGL/589' MSL.
 Trees beginning 5017' from DER, 324' right of centerline, up to 593' MSL.
 Trees beginning 5081' from DER, 746' right of centerline, up to 601' MSL.
 Trees beginning 5090' from DER, 41' right of centerline, up to 612' MSL.
 Tree, pole beginning 5172' from DER, 135' right of centerline, up to 614' MSL.
 Trees beginning 5176' from DER, 59' left of centerline, up to 555' MSL.
 Tree, building, pole, terrain beginning 5253' from DER, 40' right of centerline, up to 625' MSL.
 Trees beginning 5267' from DER, 13' left of centerline, up to 568' MSL.
 Trees beginning 5338' from DER, 119' left of centerline, up to 583' MSL.
 Tree, pole beginning 5501' from DER, 1049' right of centerline, up to 636' MSL.
 Pole, tree beginning 5532' from DER, 184' left of centerline, up to 600' MSL.
 Tree, vehicle on traverse way beginning 5559' from DER, 176' right of centerline, up to 651' MSL.
 Pole, tree beginning 5622' from DER, 340' left of centerline, up to 602' MSL.
 Tree, vehicle on traverse way beginning 5647' from DER, 127' right of centerline, up to 683' MSL.
 Tree, pole beginning 5699' from DER, 39' left of centerline, up to 616' MSL.
 Tank, pole, tree, vehicle on traverse way beginning 5742' from DER, 440' right of centerline, up to 80' AGL/689' MSL.
 Tree 5799' from DER, 1453' right of centerline, 693' MSL.
 Tree, vehicle on traverse way building, pole, stack beginning 5811' from DER, on centerline, up to 712' MSL.
 Tree, building beginning 5998' from DER, 9' left of centerline, up to 621' MSL.
 Trees beginning 1 NM from DER, 446' left of centerline, up to 632' MSL.
 Trees beginning 1 NM from DER, 139' left of centerline, up to 645' MSL.
 Trees beginning 1 NM from DER, 337' left of centerline, up to 647' MSL.
 Tree beginning 1 NM from DER, 46' left of centerline, up to 650' MSL.
 Tree beginning 1 NM from DER, 5' left of centerline, up to 675' MSL.
 Tree 1.1 NM from DER, 1033' left of centerline, 684' MSL.
 Trees beginning 1.1 NM from DER, 234' left of centerline, up to 692' MSL.
 Trees beginning 1.1 NM from DER, 718' left of centerline, up to 697' MSL.
 Tree beginning 1.1 NM from DER, 120' left of centerline, up to 100' AGL/701' MSL.
 Tree, pole beginning 1.1 NM from DER, 76' right of centerline, up to 100' AGL/753' MSL.
 Tree beginning 1.1 NM from DER, 1' left of centerline, up to 100' AGL/737' MSL.
 Tree beginning 1.2 NM from DER, 357' right of centerline, up to 100' AGL/770' MSL.

CON'T

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

26190



26190



BERKELEY SPRINGS, WV (CON'T) POTOMAC AIRPARK (W35) (CON'T)

Rwy 29 (CON'T), trees beginning 1.2 NM from DER, 423' right of centerline, up to 772' MSL.
 Tree beginning 1.2 NM from DER, 23' left of centerline, up to 100' AGL/747' MSL.
 Trees beginning 1.2 NM from DER, 81' right of centerline, up to 786' MSL.
 Tree beginning 1.2 NM from DER, 81' right of centerline, up to 100' AGL/796' MSL.
 Tree beginning 1.2 NM from DER, 1' left of centerline, up to 100' AGL/763' MSL.
 Tree beginning 1.2 NM from DER, 1256' right of centerline, up to 100' AGL/809' MSL.
 Tree, terrain+veg beginning 1.2 NM from DER, 173' right of centerline, up to 809' MSL.
 Trees beginning 1.3 NM from DER, 302' right of centerline, up to 811' MSL.
 Tree, building, pole beginning 1.3 NM from DER, 10' left of centerline, up to 100' AGL/776' MSL.
 Tree, terrain+veg beginning 1.3 NM from DER, 1' right of centerline, up to 817' MSL.
 Tree, vehicle on traverse way beginning 1.3 NM from DER, 252' right of centerline, up to 823' MSL.
 Tree, vehicle on traverse way, building, pole, fence, vegetation beginning 1.4 NM from DER, 1' right of centerline, up to 101' AGL/825' MSL.
 Tree beginning 1.8 NM from DER, 2543' left of centerline, up to 100' AGL/793' MSL.
 Tree beginning 1.8 NM from DER, 1674' left of centerline, up to 100' AGL/812' MSL.
 Pole, tree beginning 1.9 NM from DER, 1390' left of centerline, up to 100' AGL/852' MSL.
 Tree beginning 2 NM from DER, 2848' left of centerline, up to 100' AGL/875' MSL.
 Vehicle on traverse way, tree beginning 2 NM from DER, 388' left of centerline, up to 100' AGL/881' MSL

BLOOMSBURG, PA

BLOOMSBURG MUNI (N13)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 28APR16 (16119) (FAA)

TAKEOFF MINIMUMS:

Rwy 9, std. w/min. climb of 660' per NM to 1400 or 2100-3 for climb in visual conditions.
Rwy 27, std. w/min. climb of 300' per NM to 1400 or 2100-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

Rwy 9, Trees beginning 51' from DER, 6' right of centerline, up to 642' MSL.
 Trees beginning 475' from DER, 24' left of centerline, up to 599' MSL.
 Grd 64' from DER, 34' right of centerline, 487' MSL.
 Vehicle on road 176' from DER, 112' right of centerline, 15' AGL/488' MSL.
 Poles beginning 191' from DER, 432' left of centerline, up to 44' AGL/528' MSL.
 Building 335' from DER, 568' left of centerline, 501' MSL.
 Parking lots beginning 629' from DER, 652' left of centerline, up to 503' MSL.
 Terrain 1503' from DER, 164' right of centerline, 524' MSL.
Rwy 27, tower 4520' from DER, 596' right of centerline, 150' AGL/632' MSL.
 Buildings beginning 35' from DER, 327' left of centerline, up to 506' MSL.
 Vehicles in parking lots beginning 48' from DER, 238' right of centerline, up to 496' MSL.
 Pole 151' from DER, 238' right of centerline, 8' AGL/499' MSL.
 Poles beginning 210' from DER, 493' left of centerline, up to 521' MSL.
 Vehicle on road 279' from DER, 210' right of centerline, 15' AGL/494' MSL.
 Trees beginning 50' from DER, 50' left of centerline, up to 579' MSL.
 Trees beginning 559' from DER, 96' right of centerline, up to 566' MSL.
 Stack 5202' from DER, 660' right of centerline, 175' AGL/661' MSL.
 Chimney/smokestack 5199' from DER, 661' right of centerline, 659' MSL.

BLUEFIELD, WV

MERCER COUNTY (BLF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 27NOV25 (25331) (FAA)

DEPARTURE PROCEDURE:

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

Rwy 23, use BLUEFIELD DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 5, tree 3' from DER, 348' left of centerline, 38' AGL/2876' MSL.
 Fence 5' from DER, 328' right of centerline, 16' AGL/2867' MSL.
 Tree, vegetation beginning 5' from DER, 302' right of centerline, up to 56' AGL/2894' MSL.
 Trees beginning 15' from DER, 140' right of centerline, up to 2907' MSL.
 Tree 228' from DER, 428' left of centerline, 52' AGL/2881' MSL.
 Tree 268' from DER, 373' left of centerline, 50' AGL/2892' MSL.
 Tree 327' from DER, 341' left of centerline, 56' AGL/2894' MSL.
 Trees beginning 347' from DER, 357' left of centerline, up to 51' AGL/2897' MSL.
 Trees beginning 1218' from DER, 283' right of centerline, up to 53' AGL/2908' MSL.
 Trees beginning 1276' from DER, 0' of centerline, up to 2939' MSL.
 Tree 1763' from DER, 31' left of centerline, 62' AGL/2902' MSL.
 Trees beginning 1824' from DER, 106' right of centerline, up to 86' AGL/2940' MSL.
 Trees beginning 1869' from DER, 3' right of centerline, up to 63' AGL/2945' MSL.

CON'T



26190





26190



BLUEFIELD, WV (CON'T) MERCER COUNTY (BLF) (CON'T)

Rwy 5 (CON'T), tree 1947' from DER, 104' left of centerline, 60' AGL/2906' MSL.
Trees beginning 1954' from DER, 3' right of centerline, up to 93' AGL/2948' MSL.
Tree 1961' from DER, 39' left of centerline, 55' AGL/2909' MSL.
Tree 1962' from DER, 72' left of centerline, 60' AGL/2911' MSL.
Tree 2039' from DER, 98' left of centerline, 60' AGL/2917' MSL.
Tree 2059' from DER, 27' left of centerline, 49' AGL/2918' MSL.
Tree 2285' from DER, 52' left of centerline, 39' AGL/2919' MSL.
Trees beginning 2291' from DER, 130' left of centerline, up to 45' AGL/2921' MSL.
Trees beginning 2364' from DER, 81' left of centerline, up to 41' AGL/2928' MSL.
Trees beginning 2473' from DER, 64' left of centerline, up to 55' AGL/2943' MSL.
Trees beginning 3010' from DER, 43' left of centerline, up to 54' AGL/2948' MSL.
Trees beginning 3088' from DER, 99' left of centerline, up to 57' AGL/2949' MSL.
Tree 3247' from DER, 1092' right of centerline, 100' AGL/2960' MSL.
Trees beginning 3356' from DER, 903' right of centerline, up to 98' AGL/2973' MSL.
Trees beginning 3521' from DER, 1193' right of centerline, up to 110' AGL/2984' MSL.
Rwy 23, trees beginning 12' from DER, 74' right of centerline, up to 66' AGL/2910' MSL.
Tree, pole beginning 105' from DER, 199' left of centerline, up to 57' AGL/2887' MSL.
Trees, building, terrain beginning 168' from DER, 70' left of centerline, up to 2900' MSL.
Tree, tower, antenna beginning 1 NM from DER, 1111' left of centerline, up to 88' AGL/3049' MSL.
Trees 1.6 NM from DER, 372' right of centerline, 103' AGL/3134' MSL.

BRADFORD, PA

BRADFORD RGNL (BFD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 26DEC24 (24361) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning 33' from DER, 343' right of centerline, up to 30' AGL/2183' MSL.
Trees, fence beginning 176' from DER, 299' right of centerline, up to 2202' MSL.
Trees beginning 189' from DER, 385' left of centerline, up to 2192' MSL.
Trees, fences beginning 354' from DER, 275' left of centerline, up to 49' AGL/2198' MSL.
Trees beginning 544' from DER, 378' right of centerline, up to 2216' MSL.
Trees beginning 577' from DER, 395' left of centerline, up to 49' AGL/2200' MSL.
Trees beginning 753' from DER, 375' left of centerline, up to 56' AGL/2205' MSL.
Trees beginning 773' from DER, 373' left of centerline, up to 2214' MSL.
Trees beginning 775' from DER, 390' right of centerline, up to 76' AGL/2222' MSL.
Trees beginning 1115' from DER, 397' right of centerline, up to 2236' MSL.
Rwy 14, light poles beginning 6' from DER, 25' right of centerline, up to 1' AGL/2101' MSL.
Light poles beginning 7' from DER, 4' left of centerline, up to 1' AGL/2101' MSL.
Tree 23' from DER, 422' left of centerline, 2109' MSL.
Tree 24' from DER, 334' left of centerline, 2112' MSL.
Trees beginning 27' from DER, 264' left of centerline, up to 2113' MSL.
Trees beginning 149' from DER, 347' left of centerline, up to 2115' MSL.
Trees beginning 356' from DER, 591' right of centerline, up to 42' AGL/2139' MSL.
Tree 444' from DER, 604' left of centerline, 2120' MSL.
Trees beginning 509' from DER, 415' right of centerline, up to 2140' MSL.
Tree, pole beginning 816' from DER, 514' right of centerline, up to 58' AGL/2143' MSL.
Trees beginning 996' from DER, 672' left of centerline, up to 2140' MSL.
Trees beginning 1532' from DER, 556' right of centerline, up to 2182' MSL.
Trees beginning 2357' from DER, 792' right of centerline, up to 2194' MSL.
Tree 2390' from DER, 924' right of centerline, 2197' MSL.
Trees beginning 2438' from DER, 715' right of centerline, up to 2204' MSL.
Tree 3296' from DER, 1312' right of centerline, 2215' MSL.
Trees beginning 3314' from DER, 1090' right of centerline, up to 2216' MSL.
Rwy 23, trees beginning 17' from DER, 289' left of centerline, up to 23' AGL/2160' MSL.
Tree 39' from DER, 392' left of centerline, 22' AGL/2142' MSL.
Trees beginning 73' from DER, 41' right of centerline, up to 100' AGL/2230' MSL.
Trees 134' from DER, 122' left of centerline, 100' AGL/2230' MSL.
Trees, pole beginning 196' from DER, 5' left of centerline, up to 100' AGL/2236' MSL.
Trees beginning 1578' from DER, 65' right of centerline, up to 100' AGL/2233' MSL.
Trees beginning 1640' from DER, 145' left of centerline, up to 100' AGL/2240' MSL.
Trees beginning 1859' from DER, 28' left of centerline, up to 100' AGL/2243' MSL.
Trees beginning 1955' from DER, 18' right of centerline, up to 100' AGL/2240' MSL.
Trees beginning 2515' from DER, 238' left of centerline, up to 100' AGL/2246' MSL.
Trees beginning 2673' from DER, 4' left of centerline, up to 100' AGL/2249' MSL.
Trees beginning 4152' from DER, 66' right of centerline, up to 100' AGL/2246' MSL.
Trees beginning 4318' from DER, 97' left of centerline, up to 2252' MSL.
Rwy 32, terrain 3' from DER, 496' left of centerline, 2110' MSL.
Light poles beginning 9' from DER, 55' right of centerline, up to 1' AGL/2109' MSL.
Trees beginning 13' from DER, 365' right of centerline, up to 44' AGL/2130' MSL.
Tree 60' from DER, 261' left of centerline, 2118' MSL.
Tree 570' from DER, 520' left of centerline, 33' AGL/2145' MSL.
Tree 597' from DER, 607' left of centerline, 44' AGL/2164' MSL.

CON'T



26190



NE-4



26190

**BRADFORD, PA (CON'T)****BRADFORD RGNL (BFD) (CON'T)****Rwy 32 (CON'T)**, tree 618' from DER, 594' left of centerline, 45' AGL/2166' MSL.

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

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

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

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

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

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

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

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

BUCKHANNON, WV**UPSHUR COUNTY RGNL (W22)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****ORIG 10JUN04 (04162) (FAA)****TAKEOFF MINIMUMS:****Rwy 29**, 400-1¼ or std. with a min. climb of 420' per NM to 2100.**DEPARTURE PROCEDURE:****Rwy 11**, climb via heading 105° to 2300 before proceeding on course.**TAKEOFF OBSTACLE NOTES:****Rwy 11**, trees 798' from DER, 179' right of centerline, 100' AGL/1679' MSL.

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

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

Rwy 29, trees 1 NM from DER, 565' right of centerline, 100' AGL/1959' MSL.**BUTLER, PA****PITTSBURGH/BUTLER RGNL (BTP)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 4 07DEC17 (17341) (FAA)****TAKEOFF MINIMUMS:****Rwy 8**, 300-1 or std. w/min. climb of 461' per NM to 1600.**TAKEOFF OBSTACLE NOTES:****Rwy 8**, tree 18' from DER, 218' right of centerline, 1265' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

NE-4, 03 SEP 2026 to 29 OCT 2026



26190





26190

CARLISLE, PA

CARLISLE (N94)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 06MAR14 (14065) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

CHAMBERSBURG, PA

FRANKLIN COUNTY RGNL (N68)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 24MAR22 (22083) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CHARLESTON, WV

WEST VIRGINIA INTL YEAGER (CRW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 10 10OCT19 (22083) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CONT



26190



26190



CHARLESTON, WV (CON'T)

WEST VIRGINIA INTL YEAGER (CRW) (CON'T)

Rwy 5 (CON'T), tree, terrain beginning 4518' from DER, 144' left of centerline, up to 1031' MSL.
 Tree, terrain beginning 4584' from DER, 253' left of centerline, up to 1032' MSL.
 Tree 4594' from DER, 35' right of centerline, 1019' MSL.
 Tree 4679' from DER, 292' left of centerline, 1035' MSL.
 Tree 4726' from DER, 458' left of centerline, 1040' MSL.
 Trees beginning 4758' from DER, 87' left of centerline, up to 1041' MSL.
 Tree 4935' from DER, 1279' right of centerline, 1021' MSL.
 Tree 5050' from DER, 973' right of centerline, 1031' MSL.
 Trees beginning 5217' from DER, 566' right of centerline, up to 1045' MSL.
 Antenna 2.2 NM from DER, 2891' left of centerline, 1238' MSL.
Rwy 23, pole 114' from DER, 185' left of centerline, 17' AGL/951' MSL.
 Pole 121' from DER, 271' right of centerline, 17' AGL/950' MSL.
 Tree 4457' from DER, 1692' left of centerline, 1071' MSL.
 Tree 4747' from DER, 1667' left of centerline, 1077' MSL.

CLARION, PA

CLARION COUNTY (AXQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 20FEB25 (25051) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

Rwy 6, tree 182' from DER, 495' right of centerline, 1469' MSL.
 Tank 3074' from DER, 40' right of centerline, 73' AGL/1535' MSL.
 Tower 3994' from DER, 336' left of centerline, 118' AGL/1557' MSL.
Rwy 24, tree 1228' from DER, 220' left of centerline, 1467' MSL.
 Trees 4705' from DER, 1707' right of centerline, 100' AGL/1554' MSL.
 Trees 5244' from DER, 1819' right of centerline, 100' AGL/1574' MSL.
 Trees 5782' from DER, 1932' right of centerline, 100' AGL/1587' MSL.

CLARKSBURG, WV

NORTH CENTRAL WEST VIRGINIA (CKB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 20SEP12 (12264) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, 300-1¼ or std. w/ min. climb of 402' per NM to 1500.
Rwy 21, 400-2¼ or std. w/ min. climb of 447' per NM to 1600.

DEPARTURE PROCEDURE:

Rwy 3, climb heading 031° to 2000 before proceeding on course.
Rwy 21, climb heading 211° to 1800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 3, trees beginning 348' from DER, 584' left of centerline, up to 100' AGL/1279' MSL.
 Trees beginning 5135' from DER, 33' left of centerline, up to 75' AGL/1374' MSL.
 Tree 1042' from DER, 659' right of centerline, 100' AGL/1319' MSL.
 Trees beginning 2454' from DER, 659' right of centerline, up to 100' AGL/1374' MSL.
 Fence 2875' from DER, 756' right of centerline, 10' AGL/ 1316' MSL.
 Terrain 2720' from DER, 622' right of centerline, 1370' MSL.
Rwy 21, bush 12' from DER, 258' left of centerline, 5' AGL/1184' MSL.
 Tree 571' from DER, 533' left of centerline, 86' AGL/1226' MSL.
 Trees 4880' from DER, 90' left of centerline, up to 100' AGL/1335' MSL.

CLEARFIELD, PA

CLEARFIELD-LAWRENCE (FIG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 20SEP12 (12264) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

Rwy 12, climb heading 110° to 2500 before proceeding on course.
Rwy 30, climb heading 299° to 2700 before proceeding on course, or for climb in visual conditions cross Clearfield-Lawrence airport at or above 3300 before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

Rwy 12, trees beginning 166' from DER, left and right of centerline, up to 100' AGL/ 1635' MSL.
 Tower, 2.73 NM from DER, 4881' right of centerline, 422' AGL/ 2032' MSL.
Rwy 30, airplane on taxiway 7' from DER, 131' left of centerline, up to 15' AGL/ 1534' MSL.
 Trees beginning 53' from DER, left and right of centerline, up to 100' AGL/2135' MSL.
 Vehicles on roadway beginning 241' from DER, left and right of centerline, up to 15' AGL/ 1534' MSL.
 Towers beginning 2.32 NM from DER, 760' left and right of centerline, up to 611' AGL/ 2996' MSL.



26190





26190



COATESVILLE, PA

CHESTER COUNTY G. O. CARLSON (MQS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 31JUL08 (08213) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

CONNELLVILLE, PA

JOSEPH A HARDY CONNELLVILLE (VVS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 20SEP12 (12264) (FAA)

TAKEOFF MINIMUMS:

Rwy 14, NA - Obstacles.

DEPARTURE PROCEDURE:

Rwy 5, climb heading 049° to 3100 before proceeding on course.

Rwy 23, climb heading 229° to 3200 before proceeding on course.

Rwy 32, climb heading 319° to 3000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

Rwy 23, tree 620' from DER, 642' left of centerline, 100' AGL/1258' MSL.

Rwy 32, trees beginning 1004' from DER, 129' left of centerline, 100' AGL/1263' MSL.

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

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

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

CORRY, PA

CORRY-LAWRENCE (8G2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-B 20FEB25 (25051) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

DANVILLE, PA

DANVILLE (8N8)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 31MAY12 (12152) (FAA)

TAKEOFF MINIMUMS:

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

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

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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



26190





26190

**DOYLESTOWN, PA****DOYLESTOWN (DYL)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 2 25NOV04 (04330) (FAA)

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

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

DUBOIS, PA**DUBOIS RGNL (DUJ)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 2 03JUN10 (10154) (FAA)

TAKEOFF OBSTACLE NOTES:**Rwy 7**, wind sock 31' from DER, 452' left of centerline, 29' AGL/1834' MSL.

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

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

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

EASTON, PA**BRADEN AIRPARK (N43)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 1 21OCT10 (10294) (FAA)

TAKEOFF MINIMUMS:**Rwy 18**, 400-2% or std. w/ min. climb of 203' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to DER.**Rwy 36**, standard with minimum climb of 452' per NM to 1300 or 600-3 with minimum climb of 256' per NM to 2600 or 1300-2% for climb in visual conditions.**DEPARTURE PROCEDURE:****Rwy 18**, climb heading 179° to 1100 before proceeding on course.**Rwy 36**, for climb in visual conditions: cross Braden Airpark at or above 1500 before proceeding on course.**TAKEOFF OBSTACLE NOTES:****Rwy 18**, trees beginning 571' from DER, 453' left of centerline, up to 100' AGL/499' MSL.

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

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

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

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

EBENSBURG, PA**EBENSBURG (9G8)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 2A 17SEP15 (15260) (FAA)

TAKEOFF MINIMUMS:**Rwy 7**, 300-1½ or std. w/ min. climb of 350' per NM to 2500.**Rwy 11U, 29U**, NA-Environmental.**TAKEOFF OBSTACLE NOTES:****Rwy 25**, numerous trees beginning 632' from DER, 245' left of centerline, up to 100' AGL/2179' MSL.

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

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

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

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

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

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

ELKINS, WV**ELKINS/RANDOLPH COUNTY (JENNINGS RANDOLPH FLD) (EKN)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 4 03NOV22 (22307) (FAA)

DEPARTURE PROCEDURE:

Use ELKINS DEPARTURE.

TAKEOFF OBSTACLE NOTES:**Rwy 23**, trees beginning 4' from DER, 270' right of centerline, up to 2028' MSL.

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

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

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

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

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

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

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

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

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

CON'T



26190



NE-4



26190

**ELKINS, WV (CON'T)****ELKINS/RANDOLPH COUNTY (JENNINGS RANDOLPH FLD) (EKN) (CON'T)****Rwy 23 (CON'T)**, trees beginning 1.2 NM from DER, 1980' right of centerline, up to 2292' MSL.

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

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

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

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

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

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

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

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

Trees beginning 1.6 NM from DER, 794' right of centerline, up to 2592' MSL.

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

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

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

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

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

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

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

ERIE, PA**ERIE INTL/TOM RIDGE FLD (ERI)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 6A 27JAN22 (22027) (FAA)****TAKEOFF MINIMUMS:****Rwy 20**, 300-1% or std. w/min. climb of 331' per NM to 1100.**DEPARTURE PROCEDURE:****Rwy 2**, climb heading 020° to 1300 before turning right.**Rwy 6**, climb heading 064° to 1900 before turning right.**Rwy 20**, climb heading 200° to 1700 before turning left.**Rwy 24**, climb heading 244° to 1400 before turning left.**TAKEOFF OBSTACLE NOTES:****Rwy 2**, vehicles on road, building, trees and poles beginning 31' from DER, 2' left of centerline, up to 131' AGL/821' MSL.

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

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

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

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

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

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

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

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

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

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

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

FACTORYVILLE, PA**SEAMANS FLD (9N3)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 3 31JUL08 (21280) (FAA)****TAKEOFF MINIMUMS:****Rwy 4**, 400-2½ or std. w/min. climb of 221' per NM to 1700.**DEPARTURE PROCEDURE:****Rwy 4**, climb heading 036° to 1700 before proceeding on course.**Rwy 22**, climb heading 216° to 2900 before proceeding on course.**TAKEOFF OBSTACLE NOTES:****Rwy 4**, trees beginning 1134' from DER, 720' right of centerline, up to 65' AGL/1264' MSL.

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

FAIRMONT, WV**FAIRMONT MUNI-FRANKMAN FLD (4G7)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 6A 25APR19 (21280) (FAA)****TAKEOFF MINIMUMS:****Rwy 5**, 500-3 or std. w/min. climb of 729' per NM to 1800.**Rwy 23**, 500-2¼ w/min. climb of 274' per NM to 1900 or std. w/min. climb of 442' per NM to 1500, or 1300-3 for VCOA.**DEPARTURE PROCEDURE:****Rwy 5**, climb heading 045° to 1800 before proceeding on course.**Rwy 23**, climb heading 225° to 1700 before proceeding on course.**VCOA:****Rwy 23**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Fairmont Muni-Frankman Fld at or above 2200 before proceeding on course.**CON'T**

26190





26190

**FAIRMONT, WV (CON'T)****FAIRMONT MUNI-FRANKMAN FLD (4G7) (CON'T)****TAKEOFF OBSTACLE NOTES:**

Rwy 5, trees beginning 3' from DER, 67' right of centerline, up to 52' AGL/1035' MSL.
 Tree 11' from DER, 377' left of centerline, 61' AGL/1033' MSL.
 Trees beginning 33' from DER, 309' left of centerline, up to 51' AGL/1036' MSL.
 Trees beginning 129' from DER, 190' left of centerline, up to 62' AGL/1041' MSL.
 Tree and pole beginning 403' from DER, 126' right of centerline, up to 62' AGL/1045' MSL.
 Tree 565' from DER, 213' right of centerline, 78' AGL/1048' MSL.
 Tree and pole beginning 572' from DER, 151' right of centerline, up to 70' AGL/1050' MSL.
 Trees beginning 622' from DER, 211' right of centerline, up to 85' AGL/1062' MSL.
 Trees beginning 739' from DER, 240' right of centerline, up to 101' AGL/1076' MSL.
 Tree 1494' from DER, 608' left of centerline, 105' AGL/1067' MSL.
 Tree 1784' from DER, 974' right of centerline, 58' AGL/1161' MSL.
 Tree 1817' from DER, 943' right of centerline, 62' AGL/1164' MSL.
 Trees beginning 1848' from DER, 698' right of centerline, up to 73' AGL/1181' MSL.
 Tower 1.7 NM from DER, 725' right of centerline, 228' AGL/1477' MSL.
Rwy 23, pole, fence, building, sign, tree, terrain and vegetation beginning 4' from DER, 24' left of centerline, up to 47' AGL/1086' MSL.
 Pole 12' from DER, 102' right of centerline, 3' AGL/1038' MSL.
 Pole 60' from DER, 81' right of centerline, 3' AGL/1042' MSL.
 Tree and pole beginning 89' from DER, 96' right of centerline, up to 64' AGL/1078' MSL.
 Tree and pole beginning 134' from DER, 110' right of centerline, up to 81' AGL/1100' MSL.
 Tree and building, fence, pole, terrain beginning 189' from DER, 42' right of centerline, up to 76' AGL/1102' MSL.
 Tree, pole, terrain and building beginning 318' from DER, 11' left of centerline, up to 51' AGL/1099' MSL.
 Tree, building and pole beginning 428' from DER, 2' right of centerline, up to 84' AGL/1122' MSL.
 Tree, building and pole beginning 585' from DER, 7' left of centerline, up to 89' AGL/1120' MSL.
 Tree, pole and building beginning 632' from DER, 1' left of centerline, up to 100' AGL/1127' MSL.
 Trees beginning 3368' from DER, 284' right of centerline, up to 1183' MSL.
 Terrain 4084' from DER, 684' left of centerline, 1177' MSL.
 Tree and terrain beginning 4237' from DER, 137' left of centerline, up to 71' AGL/1183' MSL.
 Terrain beginning 4287' from DER, 649' left of centerline, up to 1184' MSL.
 Tree, terrain and building beginning 4381' from DER, 329' left of centerline, up to 46' AGL/1274' MSL.

FINLEYVILLE, PA**FINLEYVILLE AIRPARK (G05)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****ORIG 12OCT17 (17285) (FAA)****DEPARTURE PROCEDURE:**

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

TAKEOFF OBSTACLE NOTES:

Rwy 14, trees beginning 28' from DER, 102' left of centerline, 1319' MSL.
 Trees beginning 30' from DER, 124' right of centerline, 1319' MSL.
 Tree 584' from DER, 54' left of centerline, up to 1319' MSL.
 Trees beginning 1521' from DER, 129' left of centerline, 1339' MSL.
Rwy 32, trees beginning 26' from DER, 227' right of centerline, 1299' MSL.
 Trees 274' from DER, crossing centerline, 1299' MSL.

FRANKLIN, PA**VENANGO RGNL (FKL)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 3 30SEP04 (04274) (FAA)****DEPARTURE PROCEDURE:**

Rwy 3, climb via heading 027° to 2000 before proceeding on course.
Rwy 12, climb via heading 116° to 2000 before proceeding on course.
Rwy 21, climb via heading 207° to 2000 before proceeding on course.
Rwy 30, climb via heading 296° to 2000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 3, tree 638' from DER, 528' right of centerline, 34' AGL/1553' MSL.
 Tree 2547' from DER, 697' right of centerline, 78' AGL/1597' MSL.
Rwy 12, tank 1027' from DER, 660' left of centerline, 92' AGL/1612' MSL.
 Tree 1123' from DER, 504' left of centerline, 81' AGL/1600' MSL.
 Tree 800' from DER, 369' right of centerline, 71' AGL/1571' MSL.
Rwy 21, multiple trees beginning 573' from DER, 191' to 679' right of centerline, up to 81' AGL/1599' MSL.
 Multiple trees beginning 264' from DER, 326' to 749' left of centerline, up to 68' AGL/1597' MSL.
 Sign 2474' from DER, 30' right of centerline, 94' AGL/1606' MSL.
 Pole 1295' from DER, 530' left of centerline, 47' AGL/1567' MSL.

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026



26190





26190



FREEPORT, PA

MCVILLE (6P7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:

Rwy 14, 400-2½ or std. w/min. climb of 430' per NM to 1700.**Rwy 32**, 500-2½ or std. w/min. climb of 330' per NM to 1600.

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 14, trees beginning 1.3 NM from DER, 341' left of centerline, 100' AGL/1400' MSL.

Tree 1.4 NM from DER, 466' left of centerline, 100' AGL/1501' MSL.

Rwy 32, tree 1.4 NM from DER, 1029' left of centerline, 100' AGL/1300' MSL.

Trees beginning 1.6 NM from DER, 2540' left of centerline, up to 100' AGL/1440' MSL.

Tree 1.8 NM from DER, 1547' right of centerline, 100' AGL/1390' MSL.

Tower 2.3 NM from DER, 939' right of centerline, 261' AGL/1524' MSL.

GETTYSBURG, PA

GETTYSBURG RGNL (W05)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 20AUG15 (15232) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, NA, obstacles.**Rwy 24**, std. w/ min. climb of 310' per NM to 1900, or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

Rwy 24, vehicle on road 350' from DER, 61' left of centerline 17' AGL/576' MSL.

Trees beginning 273' from DER, 214' right of centerline, up to 100' AGL/639' MSL.

GREENVILLE, PA

GREENVILLE MUNI (4G1)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12NOV15 (15316) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, 23, NA-Environmental.

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 15, vehicles on road 220' from DER, left and right of centerline, 15' AGL/1214' MSL.

Trees 381' from DER, 480' right of centerline, up to 100' AGL/1309' MSL.

Trees 1381' from DER, left and right of centerline, up to 100' AGL/1239' MSL.

Rwy 33, trees 184' from DER, 278' right of centerline, 100' AGL/1259' MSL.

Trees 1923' from DER, left and right of centerline, 100' AGL/1229' MSL.

GROVE CITY, PA

GROVE CITY (29D)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 05DEC19 (19339) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 10, tree 15' from DER, 98' left of centerline, 1311' MSL.

Tree 68' from DER, 129' right of centerline, 1308' MSL.

Trees, buildings, poles beginning 72' from DER, 223' right of centerline, up to 1357' MSL.

Tree 174' from DER, 389' left of centerline, 1352' MSL.

Trees, pole beginning 284' from DER, 100' left of centerline, up to 1356' MSL.

Trees, poles, sign beginning 792' from DER, 201' right of centerline, up to 1361' MSL.

Trees beginning 1819' from DER, 35' left of centerline, up to 1359' MSL.

Tree 2062' from DER, 642' right of centerline, 1362' MSL.

Rwy 28, terrain 4' from DER, 85' right of centerline, 1373' MSL.

Tree 22' from DER, 91' left of centerline, 1373' MSL.

Fence 78' from DER, 321' right of centerline, 14' AGL/1387' MSL.

Trees, terrain beginning 126' from DER, 100' left of centerline, up to 1436' MSL.

Building, tree, pole beginning 165' from DER, 223' right of centerline, up to 21' AGL/1404' MSL.

Tree 376' from DER, 600' right of centerline, 1457' MSL.

Trees beginning 539' from DER, 598' right of centerline, up to 1462' MSL.

Trees, vehicles on road, poles, transmission line beginning 589' from DER, 34' left of centerline, up to 1465' MSL.

Trees, vehicles on road, beginning 837' from DER, 35' right of centerline, up to 1464' MSL.

Trees, poles, building, transmission line beginning 1015' from DER, 54' right of centerline, up to 1486' MSL.

Trees, poles, vehicles on road beginning 1106' from DER, 6' left of centerline, up to 1467' MSL.

Trees, transmission line, pole beginning 1504' from DER, 28' left of centerline, up to 1489' MSL.

CONT



26190





26190



GROVE CITY, PA (CON'T)

GROVE CITY (29D) (CON'T)

Rwy 28 (CON'T), trees beginning 2430' from DER, 644' right of centerline, up to 1493' MSL.
 Tree 2534' from DER, 892' right of centerline, 1495' MSL.
 Trees beginning 2552' from DER, 564' right of centerline, up to 1502' MSL.
 Trees beginning 2656' from DER, 727' right of centerline, up to 1506' MSL.
 Trees beginning 2686' from DER, 1' right of centerline, up to 1512' MSL.
 Trees beginning 4050' from DER, 914' left of centerline, up to 1490' MSL.

HARRISBURG, PA

HARRISBURG/CAPITAL CITY (CXY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 10SEP20 (20254) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 8, vehicle on traverse way, lighting beginning 5' from DER, 53' left of centerline, up to 354' MSL.
 Lighting 10' from DER, 56' right of centerline, 2' AGL/348' MSL.
 Tree, building, pole beginning 100' from DER, 67' right of centerline, up to 50' AGL/398' MSL.
 Pole 225' from DER, 501' left of centerline, 24' AGL/359' MSL.
 Tree, pole beginning 247' from DER, 21' left of centerline, up to 376' MSL.
 Trees beginning 4587' from DER, 1355' left of centerline, up to 54' AGL/496' MSL.
 Tree 4657' from DER, 1242' left of centerline, 508' MSL.
 Trees beginning 4689' from DER, 764' left of centerline, up to 518' MSL.
 Trees beginning 4853' from DER, 909' left of centerline, up to 71' AGL/525' MSL.
 Trees beginning 5010' from DER, 430' left of centerline, up to 96' AGL/537' MSL.
 Tree, pole, spire, building beginning 5987' from DER, 37' left of centerline, up to 92' AGL/559' MSL.
 Tree 1 NM from DER, 410' right of centerline, 509' MSL.
 Tree 1 NM from DER, 434' right of centerline, 510' MSL.
 Pole, tree beginning 1 NM from DER, 140' right of centerline, up to 76' AGL/516' MSL.
 Tree 1 NM from DER, 207' right of centerline, 533' MSL.
 Trees beginning 1 NM from DER, 10' right of centerline, up to 540' MSL.
 Tree, pole beginning 1.1 NM from DER, 316' left of centerline, up to 60' AGL/562' MSL.
 Tree, building beginning 1.1 NM from DER, 35' left of centerline, up to 563' MSL.
 Trees beginning 1.1 NM from DER, 185' left of centerline, up to 568' MSL.
 Tree 1.2 NM from DER, 2274' left of centerline, 63' AGL/569' MSL.
 Tree, pole beginning 1.2 NM from DER, 1136' left of centerline, up to 62' AGL/572' MSL.
 Trees beginning 1.2 NM from DER, 496' left of centerline, up to 574' MSL.
 Trees beginning 1.3 NM from DER, 679' left of centerline, up to 76' AGL/584' MSL.
 Trees beginning 1.3 NM from DER, 753' left of centerline, up to 586' MSL.
 Tree 1.3 NM from DER, 795' left of centerline, 94' AGL/588' MSL.
 Trees beginning 1.3 NM from DER, 540' left of centerline, up to 598' MSL.
 Trees beginning 1.4 NM from DER, 323' left of centerline, up to 84' AGL/599' MSL.
 Trees beginning 1.5 NM from DER, 2083' left of centerline, up to 603' MSL.
 Trees beginning 1.5 NM from DER, 1715' left of centerline, up to 608' MSL.
 Trees beginning 1.7 NM from DER, 490' left of centerline, up to 613' MSL.
 Tower 1.7 NM from DER, 628' left of centerline, 89' AGL/615' MSL.
 Tree 1.7 NM from DER, 25' left of centerline, 624' MSL.
 Tree 1.7 NM from DER, 223' right of centerline, 627' MSL.
 Trees beginning 1.7 NM from DER, 143' right of centerline, up to 638' MSL.
 Trees beginning 1.7 NM from DER, 4' right of centerline, up to 640' MSL.
 Tree 1.7 NM from DER, 25' left of centerline, 632' MSL.
 Trees beginning 1.8 NM from DER, 135' right of centerline, up to 647' MSL.
Rwy 12, vehicle on traverse way, terrain, poles beginning 13' from DER, 261' right of centerline, up to 373' MSL.
 Sign 43' from DER, 250' left of centerline, 5' AGL/347' MSL.
 Terrain 331' from DER, 197' left of centerline, 352' MSL.
 Vegetation, terrain, fence beginning 340' from DER, 105' left of centerline, up to 362' MSL.
 Trees, terrain, poles, fence beginning 443' from DER, 82' left of centerline, up to 67' AGL/412' MSL.
 Buildings, fence beginning 472' from DER, 22' right of centerline, up to 42' AGL/391' MSL.
 Trees, fence, poles, buildings beginning 697' from DER, 19' left of centerline, up to 80' AGL/436' MSL.
 Trees, buildings beginning 859' from DER, 18' right of centerline, up to 392' MSL.
 Trees, poles beginning 1186' from DER, 119' left of centerline, up to 445' MSL.
 Building beginning 1293' from DER, 273' right of centerline, up to 37' AGL/395' MSL.
 Poles, trees, stack, buildings, spire beginning 1406' from DER, 100' left of centerline, up to 72' AGL/451' MSL.
 Pole 2147' from DER, 110' right of centerline, 43' AGL/403' MSL.
 Pole 2220' from DER, 112' right of centerline, 45' AGL/404' MSL.
 Trees, buildings beginning 2929' from DER, 145' left of centerline, up to 461' MSL.

CON'T



26190





26190

HARRISBURG, PA (CON'T)

HARRISBURG/CAPITAL CITY (CXY) (CON'T)

Rwy 26, terrain, vehicle on traverse way beginning 3' from DER, 151' left of centerline, up to 337' MSL.
 Trees beginning 524' from DER, 164' right of centerline, up to 374' MSL.
 Tree 591' from DER, 656' right of centerline, 379' MSL.
 Trees beginning 655' from DER, 670' right of centerline, up to 394' MSL.
 Tree 1033' from DER, 731' right of centerline, 408' MSL.
 Tree 1043' from DER, 759' left of centerline, 398' MSL.
 Trees beginning 1060' from DER, 384' right of centerline, up to 91' AGL/411' MSL.
 Trees beginning 1073' from DER, 226' left of centerline, up to 87' AGL/402' MSL.
 Tree, transmission line, pole beginning 1383' from DER, 95' right of centerline, up to 95' AGL/419' MSL.
 Trees beginning 1625' from DER, 212' left of centerline, up to 76' AGL/410' MSL.
 Trees beginning 1710' from DER, 248' left of centerline, up to 413' MSL.
 Trees beginning 1828' from DER, 147' left of centerline, up to 78' AGL/416' MSL.
 Trees beginning 2115' from DER, 86' left of centerline, up to 78' AGL/442' MSL.
 Tree, pole beginning 2497' from DER, 50' left of centerline, up to 447' MSL.
 Trees beginning 2519' from DER, 189' right of centerline, up to 423' MSL.
 Tree, transmission line beginning 2542' from DER, 5' right of centerline, up to 425' MSL.
 Trees beginning 2645' from DER, 148' left of centerline, up to 457' MSL.
 Trees beginning 2646' from DER, 52' right of centerline, up to 427' MSL.
 Tree 2692' from DER, 221' right of centerline, 70' AGL/428' MSL.
 Tree, transmission line beginning 2698' from DER, 255' right of centerline, up to 436' MSL.
 Trees beginning 2861' from DER, 292' right of centerline, up to 438' MSL.
 Tree, transmission line beginning 2902' from DER, 204' right of centerline, up to 446' MSL.
 Trees beginning 3076' from DER, 240' right of centerline, up to 449' MSL.
 Trees beginning 3120' from DER, 357' left of centerline, up to 89' AGL/458' MSL.
 Tree, transmission line beginning 3162' from DER, 442' right of centerline, up to 451' MSL.
 Tree, transmission line beginning 3171' from DER, 52' right of centerline, up to 458' MSL.
 Trees beginning 3238' from DER, 467' left of centerline, up to 107' AGL/465' MSL.
 Trees beginning 3427' from DER, 184' left of centerline, up to 103' AGL/466' MSL.
 Trees beginning 3619' from DER, 98' left of centerline, up to 477' MSL.
 Tree, general utility poles beginning 3834' from DER, 116' left of centerline, up to 478' MSL.
 Trees beginning 3996' from DER, 423' right of centerline, up to 78' AGL/461' MSL.
 Trees beginning 4004' from DER, 365' right of centerline, up to 81' AGL/466' MSL.
 Tree, transmission line beginning 4027' from DER, 280' right of centerline, up to 87' AGL/470' MSL.
 Tree, pole beginning 4495' from DER, 323' left of centerline, up to 493' MSL.
 Trees beginning 4965' from DER, 340' left of centerline, up to 69' AGL/494' MSL.
 Tree, pole, sign beginning 5136' from DER, 694' left of centerline, up to 67' AGL/503' MSL.
 Tree, pole, sign, vehicle on traverse way beginning 5386' from DER, 558' left of centerline, up to 507' MSL.
 Tree 5698' from DER, 1965' left of centerline, 520' MSL.
 Trees beginning 5707' from DER, 108' left of centerline, up to 541' MSL.
 Trees beginning 1 NM from DER, 581' left of centerline, up to 542' MSL.
 Trees beginning 1 NM from DER, 1468' left of centerline, up to 545' MSL.
 Tree 1 NM from DER, 2161' left of centerline, 56' AGL/578' MSL.
 Trees beginning 1 NM from DER, 366' left of centerline, up to 581' MSL.
 Tree 1 NM from DER, 34' right of centerline, 57' AGL/520' MSL.
 Trees beginning 1 NM from DER, 22' left of centerline, up to 80' AGL/599' MSL.
 Trees beginning 1.1 NM from DER, 2' right of centerline, up to 79' AGL/528' MSL.
 Trees beginning 1.1 NM from DER, 1669' left of centerline, up to 610' MSL.
 Trees beginning 1.1 NM from DER, 182' left of centerline, up to 87' AGL/639' MSL.
 Trees beginning 1.2 NM from DER, 889' left of centerline, up to 74' AGL/656' MSL.
 Tree, building, pole beginning 1.2 NM from DER, 931' left of centerline, up to 62' AGL/661' MSL.
 Tree, building beginning 1.2 NM from DER, 567' left of centerline, up to 59' AGL/664' MSL.
 Trees beginning 1.3 NM from DER, 384' left of centerline, up to 669' MSL.
 Trees beginning 1.3 NM from DER, 505' left of centerline, up to 101' AGL/682' MSL.
 Tree, building beginning 1.3 NM from DER, 794' left of centerline, up to 84' AGL/686' MSL.
 Trees beginning 1.3 NM from DER, 552' left of centerline, up to 690' MSL.
 Tree, pole beginning 1.4 NM from DER, 338' left of centerline, up to 97' AGL/692' MSL.
 Tree 1.5 NM from DER, 2053' left of centerline, 696' MSL.
 Trees beginning 1.5 NM from DER, 1571' left of centerline, up to 76' AGL/699' MSL.
 Trees beginning 1.5 NM from DER, 1138' left of centerline, up to 79' AGL/704' MSL.
 Tree, transmission line, vegetation, tower, antenna beginning 1.6 NM from DER, 416' left of centerline, up to 711' MSL.
 Tree 1.5 NM from DER, 2053' left of centerline, 696' MSL.
 Trees beginning 1.5 NM from DER, 1571' left of centerline, up to 76' AGL/699' MSL.
 Trees beginning 1.5 NM from DER, 1138' left of centerline, up to 79' AGL/704' MSL.
 Tree, transmission line, vegetation, tower, antenna beginning 1.6 NM from DER, 416' left of centerline, up to 711' MSL.
 Tree 1.5 NM from DER, 2053' left of centerline, 696' MSL.
 Trees beginning 1.5 NM from DER, 1571' left of centerline, up to 76' AGL/699' MSL.
 Trees beginning 1.5 NM from DER, 1138' left of centerline, up to 79' AGL/704' MSL.
 Tree, transmission line, vegetation, tower, antenna beginning 1.6 NM from DER, 416' left of centerline, up to 711' MSL.

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026



26190





26190



HARRISBURG, PA (CON'T)

HARRISBURG INTL (MDT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 8A 15SEP16 (16259) (FAA)

TAKEOFF MINIMUMS:

Rwy 13, 300-2¼ or std. w/min. climb of 260' per NM to 700.

DEPARTURE PROCEDURE:

Rwy 13, climb heading 128° to 1700 before proceeding on course.

Rwy 31, climb heading 308° to 1900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 13, grd 1' from DER, 356' left of centerline, 310' MSL.

Secondary rd, fence, vertical structure, bush, beginning 25' from DER, 474' left of centerline, up to 325' MSL.

Tree 1500' from DER, 811' left of centerline, 74' AGL/368' MSL.

Trees beginning 1571' from DER, 279' left of centerline, up to 80' AGL/370' MSL.

Trees beginning 1666' from DER, 388' left of centerline, up to 85' AGL/375' MSL.

Tree 1796' from DER, 536' left of centerline, 79' AGL/380' MSL.

Trees beginning 1846' from DER, 394' left of centerline, up to 111' AGL/399' MSL.

Tree 3164' from DER, 1301' right of centerline, 118' AGL/399' MSL.

Trees beginning 1.3 NM from DER, 135' left of centerline, up to 100' AGL/523' MSL.

Trees beginning 1.3 NM from DER, 436' left of centerline, up to 529' MSL.

Tree 1.3 NM from DER, 335' right of centerline, 93' AGL/518' MSL.

Trees beginning 1.3 NM from DER, 333' right of centerline, up to 519' MSL.

Tree, bush, beginning 1.3 NM from DER, 6' left of centerline, up to 76' AGL/548' MSL.

Bush beginning 1.3 NM from DER, 15' right of centerline, up to 525' MSL.

Tree, bush, beginning 1.3 NM from DER, 360' left of centerline, up to 78' AGL/551' MSL.

Trees beginning 1.3 NM from DER, 593' left of centerline, up to 59' AGL/559' MSL.

Pole, bush, beginning 1.3 NM from DER, 154' right of centerline, up to 11' AGL/531' MSL.

Trees beginning 1.3 NM from DER, 764' left of centerline, up to 560' MSL.

Trees beginning 1.3 NM from DER, 56' left of centerline, up to 562' MSL.

Pole, tree, beginning 1.3 NM from DER, 156' right of centerline, up to 12' AGL/533' MSL.

Trees beginning 1.4 NM from DER, 114' right of centerline, up to 551' MSL.

Trees beginning 1.4 NM from DER, 37' left of centerline, up to 563' MSL.

Trees beginning 1.4 NM from DER, 26' left of centerline, up to 567' MSL.

Trees beginning 1.4 NM from DER, 125' right of centerline, up to 562' MSL.

Tree, bush, secondary rd, beginning 1.4 NM from DER, 195' left of centerline, up to 571' MSL.

Trees beginning 1.4 NM from DER, 247' right of centerline, up to 54' AGL/577' MSL.

Trees beginning 1.5 NM from DER, 198' left of centerline, up to 579' MSL.

Trees beginning 1.5 NM from DER, 23' left of centerline, up to 65' AGL/596' MSL.

Tree, bldg, beginning 1.5 NM from DER, 4' right of centerline, up to 585' MSL.

Tree, trmsn twr, beginning 1.5 NM from DER, 22' left of centerline, up to 603' MSL.

Tree, pole, gen util, beginning 1.5 NM from DER, 8' right of centerline, up to 72' AGL/594' MSL.

T-1 twr 1.8 NM from DER, 3169' left of centerline, 148' AGL/598' MSL.

Rwy 31, tree 131' from DER, 356' left of centerline, 15' AGL/314' MSL.

NAVAID 300' from DER, on centerline, 9' AGL/319' MSL.

Bldg 434' from DER, 259' right of centerline, 10' AGL/321' MSL.

Bldg 435' from DER, 247' right of centerline, 15' AGL/325' MSL.

Power transmission line 1194' from DER, 740' right of centerline, 59' AGL/367' MSL.

Trmsn twr 1206' from DER, 740' right of centerline, 60' AGL/368' MSL.

Trmsn twr, tree, beginning 1492' from DER, 732' right of centerline, up to 62' AGL/370' MSL.

Trmsn twr, pole, power transmission line, tree, beginning 1779' from DER, 733' right of centerline, up to 65' AGL/373' MSL.

Tree 2721' from DER, 812' right of centerline, 71' AGL/380' MSL.

Tree 2821' from DER, 1215' right of centerline, 83' AGL/385' MSL.

HAZLETON, PA

HAZLETON RGNL (HZL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 3 25APR19 (19115) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, std. w/min. climb gradient of 378' per NM to 2300, or 1000-3 for VCOA.

Rwy 28, 200-1% or std. w/min. climb gradient of 329' per NM to 1900.

DEPARTURE PROCEDURE:

Rwy 10, climb on heading 104° to 2300 before proceeding on course.

VCOA:

Rwy 10, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Hazleton Rgnl airport at or above 2500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 10, tree 1' from DER, 435' left of centerline, 1606' MSL.

Tree 2' from DER, 176' right of centerline, 15' AGL/1601' MSL.

Tree, pole beginning 27' from DER, 0' of centerline, up to 1613' MSL.

Tree 58' from DER, 438' left of centerline, 1655' MSL.

Trees beginning 92' from DER, 386' left of centerline, up to 74' AGL/1670' MSL.

Tree 263' from DER, 520' left of centerline, 79' AGL/1675' MSL.

Tree, pole, vehicles on traverse way, fence beginning 271' from DER, 0' left of centerline, up to 84' AGL/1680' MSL.

Tree 292' from DER, 527' right of centerline, 1636' MSL.

CON'T



26190



HAZLETON, PA (CON'T)

HAZLETON RGNL (HZN) (CON'T)

Rwy 10 (CON'T), trees beginning 394' from DER, 467' right of centerline, up to 1644' MSL.
 Trees beginning 554' from DER, 414' right of centerline, up to 1649' MSL.
 Tree, pole beginning 667' from DER, 0' of centerline, up to 1654' MSL.
 Tree, building beginning 1004' from DER, 41' left of centerline, up to 1681' MSL.
 Tree, building, terrain beginning 1199' from DER, 92' left of centerline, up to 1686' MSL.
 Trees beginning 1383' from DER, 137' left of centerline, up to 1687' MSL.
 Trees beginning 1421' from DER, 502' left of centerline, up to 1697' MSL.
 Trees beginning 1513' from DER, 133' left of centerline, up to 1704' MSL.
 Trees beginning 1603' from DER, 1' left of centerline, up to 1705' MSL.
 Trees beginning 2397' from DER, 37' right of centerline, up to 83' AGL/1657' MSL.
 Trees beginning 2436' from DER, 28' right of centerline, up to 1661' MSL.
 Trees beginning 2469' from DER, 338' right of centerline, up to 83' AGL/1665' MSL.
 Trees beginning 2485' from DER, 139' right of centerline, up to 91' AGL/1671' MSL.
 Trees beginning 2485' from DER, 21' right of centerline, up to 90' AGL/1672' MSL.
 Trees beginning 2512' from DER, 8' right of centerline, up to 95' AGL/1676' MSL.
 Trees beginning 2582' from DER, 11' right of centerline, up to 88' AGL/1683' MSL.
 Tree 2795' from DER, 485' right of centerline, 1685' MSL.
 Trees beginning 2815' from DER, 4' right of centerline, up to 1687' MSL.
 Tree 2915' from DER, 189' right of centerline, 81' AGL/1688' MSL.
 Trees beginning 2924' from DER, 61' right of centerline, up to 85' AGL/1692' MSL.
 Trees beginning 2987' from DER, 7' right of centerline, up to 84' AGL/1694' MSL.
 Trees beginning 3043' from DER, 21' right of centerline, up to 84' AGL/1695' MSL.
 Trees beginning 3053' from DER, 14' right of centerline, up to 84' AGL/1698' MSL.
 Trees beginning 3168' from DER, 157' left of centerline, up to 1708' MSL.
 Trees beginning 3175' from DER, 109' left of centerline, up to 1712' MSL.
 Trees beginning 3247' from DER, 149' left of centerline, up to 1713' MSL.
 Trees beginning 3271' from DER, 127' left of centerline, up to 1718' MSL.
 Tree, building beginning 3396' from DER, 50' left of centerline, up to 1727' MSL.
 Trees beginning 3431' from DER, 15' right of centerline, up to 69' AGL/1699' MSL.
 Trees beginning 3467' from DER, 102' right of centerline, up to 70' AGL/1701' MSL.
 Trees beginning 3543' from DER, 70' right of centerline, up to 70' AGL/1704' MSL.
 Trees beginning 3563' from DER, 19' right of centerline, up to 77' AGL/1710' MSL.
 Tree, building, vehicles on traverse way beginning 3701' from DER, 70' left of centerline, up to 1743' MSL.
 Tree, building, vegetation beginning 3869' from DER, 4' left of centerline, up to 1744' MSL.
 Trees beginning 3903' from DER, 9' right of centerline, up to 77' AGL/1711' MSL.
 Trees beginning 4607' from DER, 55' right of centerline, up to 68' AGL/1712' MSL.
 Tree, building beginning 4920' from DER, 216' left of centerline, up to 1746' MSL.
Rwy 28, tree 2' from DER, 217' left of centerline, 1597' MSL.
 Vegetation 7' from DER, 210' right of centerline, 1596' MSL.
 Trees beginning 83' from DER, 371' right of centerline, up to 71' AGL/1618' MSL.
 Trees beginning 150' from DER, 453' right of centerline, up to 1629' MSL.
 Tree 160' from DER, 359' left of centerline, 1600' MSL.
 Tree 227' from DER, 281' left of centerline, 1604' MSL.
 Trees beginning 346' from DER, 376' right of centerline, up to 1639' MSL.
 Tree 594' from DER, 607' left of centerline, 1614' MSL.
 Tree 658' from DER, 383' left of centerline, 1616' MSL.
 Tree 783' from DER, 613' left of centerline, 1619' MSL.
 Tree 1568' from DER, 897' right of centerline, 1659' MSL.
 Tree 1716' from DER, 691' right of centerline, 1662' MSL.
 Trees beginning 1725' from DER, 898' right of centerline, up to 1666' MSL.
 Tree 1748' from DER, 742' right of centerline, 1674' MSL.
 Trees beginning 1807' from DER, 655' right of centerline, up to 1677' MSL.
 Tree 1817' from DER, 535' left of centerline, 1643' MSL.
 Tree, pole beginning 1839' from DER, 558' left of centerline, up to 1654' MSL.
 Pole 2049' from DER, 579' left of centerline, 39' AGL/1657' MSL.
 Pole 2146' from DER, 952' left of centerline, up to 42' AGL/1658' MSL.
 Trees beginning 2453' from DER, 1064' right of centerline, up to 1678' MSL.
 Tree, sign, pole, vegetation beginning 2556' from DER, 38' right of centerline, up to 1681' MSL.
 Pole 2599' from DER, 313' left of centerline, 43' AGL/1663' MSL.
 Tree, pole beginning 2717' from DER, 364' left of centerline, up to 1670' MSL.
 Tree, pole beginning 2832' from DER, 311' left of centerline, up to 1674' MSL.
 Tree, pole, sign beginning 2892' from DER, 5' right of centerline, up to 40' AGL/1685' MSL.
 Tree, pole, sign beginning 2895' from DER, 44' left of centerline, up to 1682' MSL.
 Tree 3017' from DER, 233' right of centerline, 36' AGL/1686' MSL.
 Tree, pole beginning 3025' from DER, 146' right of centerline, up to 41' AGL/1692' MSL.
 Trees beginning 3175' from DER, 116' right of centerline, up to 1693' MSL.
 Tree 3208' from DER, 616' left of centerline, 1684' MSL.
 Tree, pole beginning 3285' from DER, 138' left of centerline, up to 1694' MSL.
 Tree, pole beginning 3302' from DER, 156' right of centerline, up to 1704' MSL.
 Tree, pole beginning 3453' from DER, 51' right of centerline, up to 1707' MSL.
 Trees beginning 3484' from DER, 183' left of centerline, up to 43' AGL/1696' MSL.
 Tree, pole beginning 3520' from DER, 207' left of centerline, up to 47' AGL/1703' MSL.
 Tree, pole beginning 3560' from DER, 83' right of centerline, up to 37' AGL/1708' MSL.

CON'T



26190



HAZLETON, PA (CON'T)

HAZLETON RGNL (HXL) (CON'T)

Rwy 28 (CON'T), tree 3646' from DER, 1339' right of centerline, 1709' MSL.

Tree, pole beginning 3651' from DER, 220' right of centerline, up to 1712' MSL.

Tree, building beginning 3692' from DER, 48' right of centerline, up to 1718' MSL.

Tree, pole beginning 3761' from DER, 105' right of centerline, up to 1721' MSL.

Tree 3815' from DER, 37' left of centerline, 49' AGL/1716' MSL.

Trees beginning 3826' from DER, 16' left of centerline, up to 53' AGL/1724' MSL.

Tree 3862' from DER, 73' left of centerline, 59' AGL/1725' MSL.

Trees beginning 3865' from DER, 2' left of centerline, up to 49' AGL/1727' MSL.

Tree, pole beginning 3873' from DER, 3' right of centerline, up to 1734' MSL.

Tree, pole beginning 3886' from DER, 0' left of centerline, up to 53' AGL/1730' MSL.

Tree, pole beginning 3958' from DER, 63' right of centerline, up to 1740' MSL.

Tree, pole beginning 4005' from DER, 55' right of centerline, up to 45' AGL/1741' MSL.

Trees beginning 4049' from DER, 192' right of centerline, up to 49' AGL/1743' MSL.

Tree, pole beginning 4063' from DER, 29' right of centerline, up to 48' AGL/1745' MSL.

Tree, pole, building beginning 4097' from DER, 8' right of centerline, up to 1747' MSL.

Tree, pole, building, vehicles on traverse way, fence beginning 4327' from DER, 0' right of centerline, up to 57' AGL/1773' MSL.

Trees beginning 4337' from DER, 35' left of centerline, up to 53' AGL/1732' MSL.

Trees beginning 4361' from DER, 123' left of centerline, up to 52' AGL/1733' MSL.

Trees beginning 4367' from DER, 53' left of centerline, up to 54' AGL/1735' MSL.

Tree, tank beginning 4382' from DER, 4' left of centerline, up to 66' AGL/1746' MSL.

Tree, building beginning 4591' from DER, 9' left of centerline, up to 60' AGL/1747' MSL.

HONESDALE, PA

CHERRY RIDGE (N30)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 03JUN10 (10154) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, 500-2½ or std. w/ min. climb of 210' per NM to 1800, or alternatively, with standard TAKEOFF minimums and a normal 200'/NM climb gradient, TAKEOFF must occur no later than 1400' prior to DER.

Rwy 36, 500-2½ or std. w/ min. climb of 642' per NM to 1900.

DEPARTURE PROCEDURE:

Rwy 18, climb heading 180° to 1800 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 18, tree 3' from DER, 358' right of centerline, 100' AGL/1419' MSL.

Rwy 36, trees beginning 1' from DER, 500' left of centerline, up to 100' AGL/1439' MSL.

HUNTINGTON, WV

TRI-STATE/MILTON J FERGUSON FLD (HTS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 22JAN26 (26022) (FAA)

TAKEOFF MINIMUMS:

Rwy 30, std w/min climb of 206'/NM to 1800.

DEPARTURE PROCEDURE:

Rwy 30, climb heading 313° to 1800 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 12, trees beginning 137' from DER, 263' left of centerline, up to 846' MSL.

Tree 396' from DER, 214' right of centerline, 847' MSL.

Trees beginning 512' from DER, 35' right of centerline, up to 848' MSL.

Tree 718' from DER, 233' left of centerline, 849' MSL.

Trees beginning 1231' from DER, 751' right of centerline, up to 879' MSL.

Tree 2381' from DER, 194' left of centerline, 897' MSL.

Tree 2400' from DER, 285' left of centerline, 900' MSL.

Trees beginning 2406' from DER, 390' left of centerline, up to 902' MSL.

Trees beginning 2524' from DER, 333' left of centerline, up to 903' MSL.

Rwy 30, tree 76' from DER, 352' right of centerline, 833' MSL.

Tree 189' from DER, 488' right of centerline, 834' MSL.

Tree 247' from DER, 538' left of centerline, 847' MSL.

Tree 270' from DER, 558' right of centerline, 849' MSL.

Trees beginning 363' from DER, 498' left of centerline, up to 852' MSL.

Tree 529' from DER, 586' right of centerline, 857' MSL.

Tree 960' from DER, 716' left of centerline 862' MSL.

Trees beginning 1093' from DER, 679' left of centerline, up to 881' MSL.

Tree 1187' from DER, 699' right of centerline, 870' MSL.

Tree 1430' from DER, 790' right of centerline, 877' MSL.

Trees beginning 1453' from DER, 604' right of centerline, up to 888' MSL.

Trees beginning 1737' from DER, 352' right of centerline, up to 913' MSL.

Trees beginning 2829' from DER, 247' left of centerline, up to 900' MSL.

Tree 2897' from DER, 518' left of centerline, 902' MSL.

Tree 3015' from DER, 126' left of centerline 905' MSL.

Trees beginning 3016' from DER, 48' right of centerline, up to 916' MSL.

CON'T



26190





26190

**HUNTINGTON, WV (CON'T)****TRI-STATE/MILTON J FERGUSON FLD (HTS) (CON'T)**

Rwy 30 (CON'T), tree 3049' from DER, 499' left of centerline 907' MSL.
 Trees beginning 3168' from DER, 181' right of centerline, up to 944' MSL.
 Trees beginning 3399' from DER, 30' left of centerline, up to 921' MSL.
 Tree 4590' from DER, 1211' right of centerline, 945' MSL.

INDIANA, PA**INDIANA COUNTY/JIMMY STEWART FLD (IDI)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 1 19MAR26 (26078) (FAA)****TAKEOFF MINIMUMS:**

Rwy 11, 300-1¼ w/min climb of 226'/NM to 2300 or std w/min climb of 435'/NM to 2300, or 1300-3 for VCOA.
Rwy 29, 300-2 w/min climb of 251'/NM to 1800 or std w/min climb of 295'/NM to 1800, or 1300-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 11, climb on heading 106° to 2600 before turning right.
Rwy 29, climb on heading 286° to 1900 before proceeding on course.

VCOA:

All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Indiana County/Jimmy Stewart Fld airport at or above 2600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 11, light poles 7' from DER, 29' right of centerline, 2' AGL/1421' MSL.
 Sign 10' from DER, 276' left of centerline, 2' AGL/1420' MSL.
 Tree 11' from DER, 395' right of centerline, 22' AGL/1435' MSL.
 Terrain 20' from DER, 243' left of centerline, 3' AGL/1421' MSL.
 Tree, terrain beginning 43' from DER, 406' right of centerline, up to 45' AGL/1449' MSL.
 Terrain beginning 760' from DER, 578' right of centerline, up to 1463' MSL.
 Terrain, tree beginning 881' from DER, 518' right of centerline, up to 1473' MSL.
 Trees beginning 1162' from DER, 492' right of centerline, up to 50' AGL/1477' MSL.
 Tree 1517' from DER, 66' left of centerline, 10' AGL/1458' MSL.
 Tree 1560' from DER, 870' right of centerline, 94' AGL/1493' MSL.
 Trees beginning 2767' from DER, 953' right of centerline, up to 61' AGL/1507' MSL.
 Tree 2797' from DER, 1101' right of centerline, 59' AGL/1508' MSL.
 Tree 2838' from DER, 937' right of centerline, 73' AGL/1523' MSL.
 Trees beginning 2918' from DER, 655' right of centerline, up to 63' AGL/1535' MSL.
 Tree 2966' from DER, 1022' right of centerline, 45' AGL/1540' MSL.
 Trees beginning 2970' from DER, 463' right of centerline, up to 64' AGL/1541' MSL.
 Trees beginning 3094' from DER, 655' right of centerline, up to 68' AGL/1552' MSL.
 Trees beginning 3108' from DER, 513' right of centerline, up to 49' AGL/1553' MSL.
 Tree 3159' from DER, 1119' left of centerline, 74' AGL/1500' MSL.
 Trees beginning 3202' from DER, 404' right of centerline, up to 61' AGL/1567' MSL.
 Tree 3221' from DER, 1030' left of centerline, 68' AGL/1503' MSL.
 Trees beginning 3252' from DER, 929' left of centerline, up to 89' AGL/1520' MSL.
 Trees beginning 3407' from DER, 582' right of centerline, up to 73' AGL/1586' MSL.
 Trees beginning 3464' from DER, 972' left of centerline, up to 80' AGL/1524' MSL.
 Tree 3594' from DER, 961' left of centerline, 83' AGL/1527' MSL.
 Trees beginning 3604' from DER, 1068' left of centerline, up to 83' AGL/1531' MSL.
 Tree, terrain beginning 3616' from DER, 743' right of centerline, up to 57' AGL/1596' MSL.
 Tree, terrain beginning 3715' from DER, 692' right of centerline, up to 65' AGL/1607' MSL.
 Tree, terrain beginning 3829' from DER, 961' right of centerline, up to 73' AGL/1622' MSL.
 Trees beginning 3923' from DER, 608' right of centerline, up to 70' AGL/1632' MSL.
 Tree 4111' from DER, 1552' left of centerline, 104' AGL/1533' MSL.
 Tree 4949' from DER, 1407' left of centerline, 83' AGL/1544' MSL.
 Trees beginning 4949' from DER, 1551' left of centerline, up to 85' AGL/1555' MSL.
 Trees beginning 5035' from DER, 389' left of centerline, up to 88' AGL/1570' MSL.
 Trees beginning 5077' from DER, 211' left of centerline, up to 79' AGL/1574' MSL.
 Trees beginning 5111' from DER, 128' left of centerline, up to 68' AGL/1584' MSL.
 Trees beginning 5199' from DER, 1306' left of centerline, up to 81' AGL/1588' MSL.
 Trees beginning 5344' from DER, 1378' left of centerline, up to 80' AGL/1604' MSL.
 Trees beginning 5420' from DER, 1494' left of centerline, up to 52' AGL/1585' MSL.
Rwy 29, tree, utility building beginning 35' from DER, 98' right of centerline, up to 11' AGL/1370' MSL.
 Light poles 39' from DER, 89' left of centerline, 2' AGL/1368' MSL.
 Vehicle on road beginning 600' from DER, 598' right of centerline, up to 1390' MSL.
 Tree 753' from DER, 598' right of centerline, 26' AGL/1402' MSL.
 Tree, vehicle on road beginning 757' from DER, 526' right of centerline, up to 46' AGL/1424' MSL.
 Trees beginning 959' from DER, 458' right of centerline, up to 36' AGL/1436' MSL.
 Trees beginning 1127' from DER, 574' right of centerline, up to 57' AGL/1461' MSL.
 Trees beginning 1244' from DER, 438' right of centerline, up to 72' AGL/1485' MSL.
 Tree 1288' from DER, 546' left of centerline, 61' AGL/1403' MSL.
 Tree 1292' from DER, 570' left of centerline, 67' AGL/1404' MSL.
 Trees beginning 1340' from DER, 113' right of centerline, up to 89' AGL/1499' MSL.
 Tree 4033' from DER, 1021' left of centerline, 74' AGL/1470' MSL.
 Tree 4075' from DER, 712' left of centerline, 80' AGL/1484' MSL.
 Trees beginning 4130' from DER, 585' left of centerline, up to 83' AGL/1500' MSL.

CON'T

26190





26190



INDIANA, PA (CON'T)

INDIANA COUNTY/JIMMY STEWART FLD (IDI) (CON'T)

Rwy 29 (CON'T), trees beginning 4204' from DER, 250' left of centerline, up to 75' AGL/1506' MSL.
 Trees beginning 4608' from DER, 32' left of centerline, up to 87' AGL/1511' MSL.
 Trees beginning 4645' from DER, 137' right of centerline, up to 61' AGL/1501' MSL.
 Tree 4669' from DER, 522' right of centerline, 60' AGL/1503' MSL.
 Trees beginning 4677' from DER, 18' right of centerline, up to 85' AGL/1504' MSL.
 Trees beginning 4758' from DER, 40' right of centerline, up to 69' AGL/1507' MSL.
 Trees beginning 4817' from DER, 314' right of centerline, up to 64' AGL/1511' MSL.
 Trees beginning 4914' from DER, 363' right of centerline, up to 64' AGL/1525' MSL.
 Trees beginning 4934' from DER, 5' right of centerline, up to 74' AGL/1536' MSL.
 Trees beginning 5174' from DER, 236' right of centerline, up to 91' AGL/1554' MSL.
 Trees beginning 5266' from DER, 33' right of centerline, up to 97' AGL/1561' MSL.
 Trees beginning 5401' from DER, 193' right of centerline, up to 96' AGL/1562' MSL.
 Trees beginning 5526' from DER, 654' right of centerline, up to 96' AGL/1568' MSL.
 Trees beginning 5758' from DER, 554' left of centerline, up to 83' AGL/1514' MSL.
 Tree 5993' from DER, 660' left of centerline, 95' AGL/1560' MSL.
 Trees beginning 1 NM from DER, 374' left of centerline, up to 96' AGL/1594' MSL.
 Tree beginning 1.1 NM from DER, 326' right of centerline, up to 104' AGL/1591' MSL.
 Tree 1.1 NM from DER, 474' left of centerline, 104' AGL/1593' MSL.

JOHNSTOWN, PA

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 11OCT18 (22027) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, sign 62' from DER, 256' right of centerline, 3' AGL/2282' MSL.
 Building 97' from DER, 480' left of centerline, 28' AGL/2299' MSL.
 Building 514' from DER, 516' left of centerline, 46' AGL/2311' MSL.
 Tree 687' from DER, 647' left of centerline, 2326' MSL.
 Tree 778' from DER, 377' right of centerline, 2300' MSL.
 Trees beginning 903' from DER, 300' left of centerline, up to 2341' MSL.
Rwy 23, trees beginning 2' from DER, 426' right of centerline, up to 2300' MSL.
 Tree 20' from DER, 489' left of centerline, 2308' MSL.
 Trees beginning 1115' from DER, 360' left of centerline, up to 2345' MSL.
Rwy 33, terrain 7' from DER, 15' left of centerline, 2271' MSL.
 Fence 179' from DER, 467' right of centerline, 8' AGL/2275' MSL.
 Tree 359' from DER, 463' right of centerline, 2281' MSL.
 Trees beginning 639' from DER, 318' right of centerline, up to 2309' MSL.

LANCASTER, PA

LANCASTER (LNS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 26DEC24 (24361) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, 300-1% or std w/min climb of 302'/NM to 700.
Rwy 31, 300-1% or std w/min climb of 232'/NM to 700 or alternatively, with std takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 8, trees, elevator beginning 1' from DER, 18' right of centerline, up to 100' AGL/475' MSL.
 Trees 12' from DER, 485' left of centerline, 100' AGL/471' MSL.
 Trees beginning 115' from DER, 29' left of centerline, up to 100' AGL/475' MSL.
 Trees beginning 2526' from DER, on and left of centerline, up to 100' AGL/478' MSL.
 Trees 4493' from DER, 1622' left of centerline, 100' AGL/511' MSL.
 Trees beginning 4709' from DER, 1447' left of centerline, up to 100' AGL/514' MSL.
 Trees beginning 5039' from DER, 1360' left of centerline, up to 100' AGL/547' MSL.
 Trees beginning 5255' from DER, 1272' left of centerline, up to 100' AGL/557' MSL.
 Trees beginning 5368' from DER, 1554' left of centerline, up to 100' AGL/570' MSL.
 Trees beginning 5584' from DER, 1467' left of centerline, up to 100' AGL/573' MSL.
 Trees beginning 5801' from DER, 1292' left of centerline, up to 100' AGL/576' MSL.
 Trees 1 NM from DER, 1486' left of centerline, 100' AGL/543' MSL.
Rwy 13, trees 13' from DER, 414' right of centerline, 100' AGL/494' MSL.
 Trees beginning 69' from DER, 33' right of centerline, up to 100' AGL/501' MSL.
 Trees 124' from DER, 342' left of centerline, 100' AGL/497' MSL.
 Trees beginning 272' from DER, 3' left of centerline, up to 100' AGL/501' MSL.
Rwy 26, trees beginning 25' from DER, 12' right of centerline, up to 100' AGL/497' MSL.
 Trees beginning 139' from DER, 6' left of centerline, up to 100' AGL/494' MSL.
Rwy 31, trees beginning 66' from DER, 35' right of centerline, up to 100' AGL/491' MSL.
 Trees, building beginning 121' from DER, 1' left of centerline, up to 100' AGL/494' MSL.
 Trees beginning 1324' from DER, 34' right of centerline, up to 100' AGL/497' MSL.
 Trees beginning 3285' from DER, 601' right of centerline, up to 100' AGL/501' MSL.
 Trees beginning 3488' from DER, 488' right of centerline, up to 100' AGL/504' MSL.
 Trees beginning 3692' from DER, 753' right of centerline, up to 100' AGL/507' MSL.

CON'T



26190





26190

LANCASTER, PA (CON'T)**LANCASTER (LNS) (CON'T)**

Rwy 31 (CON'T), trees beginning 4191' from DER, 1169' right of centerline, up to 100' AGL/511' MSL.
Tree 1 NM from DER, 2018' right of centerline, 571' MSL.
Trees beginning 1.1 NM from DER, 1735' right of centerline, up to 100' AGL/583' MSL.

LATROBE, PA**ARNOLD PALMER RGNL (LBE)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 7 29MAR18 (18088) (FAA)

TAKEOFF MINIMUMS:**Rwy 6**, std. w/ min. climb of 220' per NM to 3300 or 1700-3 for VCOA.**DEPARTURE PROCEDURE:****Rwy 6**, climb heading 041° to 3300 before proceeding on course.**Rwy 24**, climb heading 236° to 2300 before proceeding on course.**VCOA:**

Rwy 6, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Arnold Palmer RGNL airport at or above 2700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:**Rwy 6**, building 143' from DER, 412' left of centerline, 14' AGL/1143' MSL.

Poles beginning 1184' from DER, 750' right of centerline, up to 40' AGL/1300' MSL.

Tree 2046' from DER, 234' left of centerline, 1187' MSL.

Tree 3077' from DER, 264' right of centerline, 57' AGL/1217' MSL.

Tree 4788' from DER, 951' left of centerline, 82' AGL/1260' MSL.

Rwy 24, pole 511' from DER, 578' left of centerline, 40' AGL/1239' MSL.

Trees and pole beginning 634' from DER, 389' left of centerline, up to 1256' MSL.

Trees beginning 1421' from DER, 774' right of centerline, up to 1257' MSL.

Trees beginning 1824' from DER, 784' right of centerline, up to 1275' MSL.

Trees beginning 2656' from DER, 1161' right of centerline, up to 93' AGL/1296' MSL.

Tree 3093' from DER, 1193' right of centerline, 62' AGL/1310' MSL.

Trees beginning 3106' from DER, 958' right of centerline, up to 53' AGL/1322' MSL.

Trees beginning 3352' from DER, 1020' right of centerline, up to 65' AGL/1348' MSL.

LEBANON, PA**KELLER BROTHERS (08N)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

ORIG 31MAY12 (12152) (FAA)

TAKEOFF MINIMUMS:**Rwy 7**, 500-3 w/ min. climb of 231' per NM to 1200 or 1500-2 ½ for climb in visual conditions.**Rwy 25**, 800-3 w/ min. climb of 370' per NM to 1600 or 1500-2 ½ for climb in visual conditions.**DEPARTURE PROCEDURE:**

Rwy 7, climb heading 068° to 2000 before turning right, or for climb in visual conditions cross Keller Brothers Airport at or above 1900, before proceeding on course.

Rwy 25, climb heading 248° to 2500 before proceeding on course, or for climb in visual conditions cross Keller Brothers Airport at or above 1900, before proceeding on course.

TAKEOFF OBSTACLE NOTES:**Rwy 7**, trees and buildings beginning 223' from DER, 113' left of centerline, up to 100' AGL/719' MSL.

Trees and buildings beginning 1.6 NM from DER, 2422' right of centerline, up to 100' AGL/1499' MSL.

Rwy 25, trees and buildings beginning 47' from DER, 39' right of centerline, up to 100' AGL/659' MSL.

Trees and buildings beginning 355' from DER, 4' left of centerline, up to 100' AGL/1339' MSL.

LEHIGHTON, PA**JAKE ARNER MEML (22N)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 1 05MAY11 (21280) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, std. w/ min. climb of 426' per NM to 1700 or 600-2¼ with min. climb of 269' per NM to 1700 or 2000-3 for climb in visual conditions.

Rwy 26, std. w/ min. climb of 362' per NM to 1600 or 2000-3 for climb in visual conditions.**DEPARTURE PROCEDURE:**

Rwy 8, climb heading 081° to 2400 before proceeding on course, or for climb in visual conditions cross Jake Arner Meml airport at or above 2500 before proceeding on course.

Rwy 26, climb heading 261° to 1900 before proceeding on course, or for climb in visual conditions cross Jake Arner Meml airport at or above 2500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:**Rwy 8**, trees beginning 1961' from DER, 42' left of centerline, up to 100' AGL/426' MSL.

Trees beginning 5388' from DER, 1817' right of centerline, up to 100' AGL/359' MSL.

Building 1.5 NM from DER, 1826' right of centerline, 31' AGL/876' MSL.

Tower 2.9 NM from DER, 4326' right of centerline, 207' AGL/967' MSL.

Rwy 26, trees beginning 3282' from DER, 10' left of centerline, up to 100' AGL/659' MSL.

Trees beginning 4511' from DER, 879' right of centerline, up to 100' AGL/699' MSL.



26190



NE-4



26190

**LEWISBURG, WV****GREENBRIER VALLEY (LWB)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 4A 19JUL18 (18200) (FAA)

DEPARTURE PROCEDURE:**Rwy 4**, climb heading 043° to 3800 before proceeding on course.**Rwy 22**, climb heading 223° to 3300 before proceeding on course.**TAKEOFF OBSTACLE NOTES:****Rwy 4**, tree 1617' from DER, 528' right of centerline, 84' AGL/2364' MSL.**Rwy 22**, trees beginning 759' from DER 553' left of centerline, 60' AGL/2309' MSL.

Trees beginning 1996' from DER, 289' right of centerline, up to 104' AGL/2364' MSL.

LOCK HAVEN, PA**WILLIAM T PIPER MEML (LHV)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 1A 22JAN26 (26022) (FAA)

TAKEOFF MINIMUMS:**Rwys 9L/R**, NA-Obstacles.**Rwy 27L**, NA-ATC.**Rwy 27R**, std w/min climb of 407'/NM to 2500 or 2400-3 for VCOA.**DEPARTURE PROCEDURE:****Rwy 27R**, climb on heading 273° to 2500 before proceeding on course.**VCOA:****Rwy 27R**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross William T Piper Meml airport at or above 2800 before proceeding on course**TAKEOFF OBSTACLE NOTES:****Rwy 27R**, utility building 9' from DER, 124' right of centerline 5' AGL/559' MSL.

Utility building 9' from DER, 125' left of centerline, 4' AGL/558' MSL.

Building 50' from DER, 415' right of centerline 20' AGL/577' MSL.

Fence, tree beginning 50' from DER, 231' left of centerline, up to 9' AGL/564' MSL.

Pole 132' from DER, 349' right of centerline 28' AGL/585' MSL.

Tree 151' from DER, 303' left of centerline, 572' MSL.

Building 181' from DER, 537' right of centerline 29' AGL/587' MSL.

Tree 259' from DER, 340' right of centerline, 612' MSL.

Tree, vehicle on road beginning 269' from DER, 6' right of centerline, up to 630' MSL.

Buildings, poles, vehicle on road beginning 493' from DER, 16' left of centerline, up to 57' AGL/611' MSL.

Tree, building, building, pole beginning 650' from DER, 77' right of centerline, up to 640' MSL.

Tree, building, pole, building beginning 831' from DER, 134' left of centerline, up to 620' MSL.

Tree, pole, building, building beginning 906' from DER, 9' right of centerline, up to 642' MSL.

Tree, building, pole beginning 1154' from DER, 23' left of centerline, up to 623' MSL.

Tree, tower beginning 1672' from DER, 21' left of centerline, up to 631' MSL.

Trees beginning 2409' from DER, 10' right of centerline, up to 643' MSL.

Building 3477' from DER, 1403' right of centerline 667' MSL.

Trees, vehicle on road beginning 1.3 NM from DER, 1544' right of centerline 847' MSL.

Trees, vehicle on road beginning 14 NM from DER, 1284' right of centerline, up to 927' MSL.

Trees, vehicle on road beginning 1.5 NM from DER, 1031' right of centerline, up to 951' MSL.

Tree, tower beginning 1.7 NM from DER, 128' right of centerline, up to 1021' MSL.

Trees beginning 2.4 NM from DER, 2162' right of centerline, up to 1063' MSL.

Tree 2.5 NM from DER, 1879' right of centerline, 1066' MSL.

LOGAN, WV**LOGAN COUNTY (6L4)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 1 07MAR13 (13066) (FAA)

DEPARTURE PROCEDURE:**Rwy 24**, climb heading 245° to 3000 before proceeding on course.**TAKEOFF OBSTACLE NOTES:****Rwy 6**, trees beginning 46' from DER, 150' left of centerline, up to 49' AGL/ 1683' MSL.

Trees beginning 358' from DER, 273' right of centerline, up to 82' AGL/ 1691' MSL.

Rwy 24, trees 132' from DER, 193' right of centerline, up to 37' AGL/ 1682' MSL.

Fence 556' from DER, 145' right of centerline, 18' AGL/ 1673' MSL.

Vehicles on road beginning 2187' from DER, crossing left to right, 22' AGL/ 1735' MSL.

Trees beginning 2335' from DER, 71' right of centerline, up to 121' AGL/ 1775' MSL.

Tree 1408' from DER, 34' left of centerline, up to 134' AGL/ 1751' MSL.

Building 1954' from DER, 312' left of centerline, 10' AGL/ 1726' MSL.

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026



26190





26190

MARTINSBURG, WV

EASTERN WV RGNL/SHEPHERD FLD (MRB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 31MAR16 (22083) (FAA)

DEPARTURE PROCEDURE:

Rwy 8, climb heading 079° to 1200 before turning westbound.

Rwy 26, climb heading 259° to 1000, then climbing left turn to 2500 direct MRB VORTAC before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 8, tree 704' from DER, 278' right of centerline, 587' MSL.

Tree 827' from DER, 575' left of centerline, 592' MSL.

Trees beginning 879' from DER, 340' right of centerline, up to 593' MSL.

Trees beginning 984' from DER, 309' left of centerline, up to 594' MSL.

Tree 1322' from DER, 392' right of centerline, 599' MSL.

Trees beginning 1510' from DER, 553' right of centerline, up to 602' MSL.

Tree 1729' from DER, 503' right of centerline, 603' MSL.

Rwy 26, terrain 165' from DER, 468' right of centerline, up to 569' MSL.

MEADVILLE, PA

PORT MEADVILLE (GKJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 23SEP10 (10266) (FAA)

DEPARTURE PROCEDURE:

Rwy 7, climb heading 069° to 2000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 7, pole and trees beginning 30' from DER, 128' left of centerline, up to 86' AGL/1465' MSL.

Terrain and trees beginning 58' from DER, 174' right of centerline, up to 96' AGL/1455' MSL.

Rwy 25, trees beginning 33' from DER, 41' left of centerline, up to 90' AGL/1449' MSL.

Trees beginning 51' from DER, 17' right of centerline, up to 106' AGL/1455' MSL.

MIFFLINTOWN, PA

MIFFLINTOWN (P34)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 23NOV06 (06327) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, std. with a min. climb of 500' per NM to 4000 or 2100-3 for climb in visual conditions.

Rwy 26, NA-obstacles.

DEPARTURE PROCEDURE:

Rwy 8, climb heading 090° to 4000 before proceeding on course or for climb in visual conditions: cross Mifflintown Airport at or above 2500 MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 8, multiple terrain and trees beginning 1332' from DER, 356' left of centerline, up to 200' AGL/839' MSL.

Trees 1.2 NM from DER, 2350' right of centerline, up to 100' AGL/759' MSL.

MILTON, WV

ONA AIRPARK (12V)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 10APR08 (08101) (FAA)

TAKEOFF MINIMUMS:

Rwys 7, 25, 1900-3 climb in visual conditions.

DEPARTURE PROCEDURE:

Rwys 7, 25, Departure NA at night. For climb in visual conditions: cross Ona Airpark at or above 2300 MSL before proceeding on course. Do not exceed 180 KIAS until crossing Ona Airpark on course.

TAKEOFF OBSTACLE NOTES:

Rwy 7, trees beginning 730' from DER, 44' left of centerline, up to 100' AGL/1019' MSL.

Trees 4879' from DER, 597' right of centerline, up to 100' AGL/999' MSL.

Trees beginning 1.8 NM from DER, 2539' left of centerline, up to 100' AGL/1199' MSL.

Trees beginning 1.6 NM from DER, 556' right of centerline, up to 100' AGL/1199' MSL.

Rwy 25, trees beginning 94' from DER, 47' right of centerline, up to 100' AGL/719' MSL.

Towers and trees beginning 3016' from DER, 758' left of centerline, up to 125' AGL/822' MSL.

Trees beginning 2 NM from DER, 3193' left of centerline, up to 100' AGL/1079' MSL.

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026



26190



26190



MONONGAHELA, PA

ROSTRAVER (FWQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 02OCT25 (25275) (FAA)

DEPARTURE PROCEDURE:

Rwy 8, climb on heading 076° to 1800 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 8, NAVAID 6' from DER, 77' left of centerline, 4' AGL/1225' MSL.

NAVAID 7' from DER, 76' right of centerline, 3' AGL/1225' MSL.

Tree 64' from DER, 438' right of centerline, 1274' MSL.

Trees beginning 245' from DER, 419' left of centerline, up to 1245' MSL.

Tree 2128' from DER, 27' right of centerline, 1284' MSL.

Tree 2231' from DER, 19' left of centerline, 1280' MSL.

Trees beginning 2346' from DER, 204' right of centerline, up to 1285' MSL.

Tree 3402' from DER, 779' right of centerline, 1315' MSL.

Tree 4187' from DER, 814' left of centerline, 1342' MSL.

Rwy 26, sign 1' from DER, 172' left of centerline, 2' AGL/1229' MSL.

NAVAID, light poles beginning 6' from DER, 77' right of centerline, up to 3' AGL/1230' MSL.

NAVAID 7' from DER, 77' left of centerline, 2' AGL/1230' MSL.

Trees, pole beginning 114' from DER, 374' right of centerline, up to 54' AGL/1262' MSL.

Transmission line, trees beginning 117' from DER, 199' left of centerline, up to 34' AGL/1254' MSL.

Pole, transmission line, trees beginning 265' from DER, 207' left of centerline, up to 49' AGL/1268' MSL.

Trees beginning 403' from DER, 551' right of centerline, up to 1264' MSL.

Trees beginning 698' from DER, 94' left of centerline, up to 1271' MSL.

Trees beginning 978' from DER, 98' left of centerline, up to 65' AGL/1273' MSL.

Trees beginning 1186' from DER, 259' left of centerline, up to 69' AGL/1276' MSL.

Tree 2332' from DER, 718' left of centerline, 65' AGL/1292' MSL.

Trees beginning 2380' from DER, 603' left of centerline, up to 1294' MSL.

Trees beginning 2473' from DER, 725' left of centerline, up to 68' AGL/1307' MSL.

Tree 2733' from DER, 958' left of centerline, 66' AGL/1325' MSL.

Tree 2780' from DER, 1203' left of centerline, 1327' MSL.

Trees beginning 2808' from DER, 390' left of centerline, up to 1336' MSL.

Trees beginning 3436' from DER, 207' left of centerline, up to 1344' MSL.

Trees, poles, towers, transmission line beginning 3729' from DER, 243' left of centerline, up to 1355' MSL.

MORGANTOWN, WV

MORGANTOWN MUNI/WALTER L BILL HART FLD (MGW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6A 21MAY20 (22363) (FAA)

DEPARTURE PROCEDURE:

Rwy 18, climbing right turn on heading 225° to 2700 before proceeding on course.

Rwy 36, climb on heading 360° to 2700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 18, sign, vegetation beginning 25' from DER, 252' right of centerline, up to 4' AGL/1245' MSL.

Trees beginning 1447' from DER, 207' right of centerline, up to 1291' MSL.

Trees beginning 1561' from DER, 210' right of centerline, up to 1299' MSL.

Trees beginning 1838' from DER, 233' right of centerline, up to 1311' MSL.

Tree 2170' from DER, 1033' right of centerline, 1317' MSL.

Trees beginning 2370' from DER, 1063' right of centerline, up to 1324' MSL.

Rwy 36, sign 21' from DER, 287' left of centerline, 4' AGL/1238' MSL.

Trees beginning 65' from DER, 307' right of centerline, up to 1252' MSL.

Tree 412' from DER, 553' left of centerline, 1262' MSL.

MOUNDSVILLE, WV

MARSHALL COUNTY (MPG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 24JUL14 (14205) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, std. w/min. climb of 228' per NM to 1900 or 900-2½ for climb in visual conditions.

Rwy 24, 300-2 or std. w/min. climb of 385' per NM to 1600.

DEPARTURE PROCEDURE:

Rwy 6, for climb in visual conditions cross Marshall County airport at or above 2000 before proceeding on course. When executing VCOA, notify ATC prior to departure.

Rwy 24, climb heading 240° to 1700 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees beginning 6' from DER, 65' left of centerline, up to 68' AGL/1207' MSL.

Trees beginning 46' from DER, 391' right of centerline, up to 122' AGL/1237' MSL.

Trees beginning 113' from DER, 85' right of centerline, up to 80' AGL/1219' MSL.

Trees beginning 156' from DER, 84' left of centerline, up to 48' AGL/1227' MSL.

Trees beginning 3967' from DER, 948' left of centerline, up to 100' AGL/1399' MSL.

Pole 4755' from DER, 65' left of centerline, 32' AGL/1316' MSL.

CONT



26190





26190



MOUNDSVILLE, WV (CON'T) **MARSHALL COUNTY (MPG) (CON'T)**

Rwy 24, trees beginning 10' from DER, 371' left of centerline, up to 65' AGL/1244' MSL.
Trees beginning 28' from DER, 74' right of centerline, up to 17' AGL/1216' MSL.
Trees beginning 116' from DER, 435' left of centerline, up to 98' AGL/1250' MSL.
Trees beginning 1349' from DER, 310' left of centerline, up to 112' AGL/1291' MSL.
Trees beginning 1644' from DER, 318' right of centerline, up to 78' AGL/1277' MSL.
AG equipment 2454' from DER, 729' right of centerline, 54' AGL/1316' MSL.
Poles and buildings beginning 2588' from DER, left and right of centerline, up to 55' AGL/1368' MSL.
Vehicle on road beginning 2881' from DER, 948' left of centerline, up to 15' AGL/1311' MSL.
Buildings and poles beginning 5270' from DER, left and right of centerline, up to 55' AGL/1441' MSL.
Transmission towers beginning 5499' from DER, left and right of centerline, up to 104' AGL/1479' MSL.

MOUNT JOY/MARIETTA, PA **DONEGAL SPRINGS AIRPARK (N71)** **TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES** **AMDT 2 20DEC07 (07354) (FAA)**

DEPARTURE PROCEDURE:

Rwy 10, climb heading 094° to 1300 before turning southwest.

Rwy 28, climb heading 274° to 1900 before turning south.

TAKEOFF OBSTACLE NOTES:

Rwy 10, tree 433' from DER, 487' right of centerline, 100' AGL/519' MSL.

MOUNT POCONO, PA **POCONO MOUNTAINS RGNL (MPO)** **TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES** **AMDT 3 14MAY26 (26134) (FAA)**

TAKEOFF MINIMUMS:

Rwy 5, 300-2 or std w/ min climb of 240'/NM to 2300.

Rwy 31, 300-1½ or std w/ min climb of 270'/NM to 2200.

DEPARTURE PROCEDURE:

Rwy 5, climb on heading 050° to 2500 before proceeding on course.

Rwy 13, climb on heading 128° to 2500 before proceeding on course.

Rwy 23, climb on heading 230° to 2500 before proceeding on course.

Rwy 31, climb on heading 308° to 2500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5, terrain 7' from DER, 265' left of centerline, 1916' MSL.

Light poles 10' from DER, 124' left of centerline, 3' AGL/1917' MSL.

Light poles 11' from DER, 127' right of centerline, 3' AGL/1916' MSL.

Tree 18' from DER, 501' right of centerline, 61' AGL/1972' MSL.

Terrain beginning 39' from DER, 365' left of centerline, up to 1918' MSL.

Tree, vehicle in parking lot, building beginning 143' from DER, 316' right of centerline, up to 58' AGL/1975' MSL.

Terrain 143' from DER, 452' left of centerline, 1919' MSL.

Terrain 192' from DER, 539' left of centerline, 1923' MSL.

Tree 269' from DER, 446' right of centerline, 1979' MSL.

Trees, terrain beginning 343' from DER, 64' right of centerline, up to 1988' MSL.

Vehicles on road, terrain beginning 427' from DER, 16' left of centerline, up to 1933' MSL.

Trees, vehicles on road, terrain, poles, signs, vehicle in parking lot beginning 437' from DER, 12' right of centerline, up to 1997' MSL.

Vehicles on road beginning 584' from DER, 31' left of centerline, up to 1950' MSL.

Pole 653' from DER, 486' left of centerline, 1972' MSL.

Tree, terrain, antenna, vehicles on road beginning 711' from DER, 21' left of centerline, up to 2009' MSL.

Trees, vehicles on road, vehicle in parking lot, terrain, poles, tanks, buildings, utility building, refineries, vegetation, pipeline beginning 825' from DER, 6' left of centerline, up to 81' AGL/2020' MSL.

Trees, pole, terrain beginning 901' from DER, 8' right of centerline, up to 2005' MSL.

Trees, poles, vehicles in parking lot, vegetation beginning 1016' from DER, 1' right of centerline, up to 2008' MSL.

Trees beginning 1991' from DER, 58' left of centerline, up to 2025' MSL.

Trees beginning 2032' from DER, 14' left of centerline, up to 2031' MSL.

Trees beginning 2041' from DER, 115' right of centerline, up to 2009' MSL.

Trees beginning 2117' from DER, 351' right of centerline, up to 2014' MSL.

Trees beginning 2147' from DER, 32' right of centerline, up to 2015' MSL.

Trees beginning 2209' from DER, 24' right of centerline, up to 2018' MSL.

Trees beginning 2356' from DER, 5' right of centerline, up to 92' AGL/2024' MSL.

Trees beginning 3919' from DER, 333' left of centerline, up to 2038' MSL.

Trees beginning 4010' from DER, 295' left of centerline, up to 2040' MSL.

Trees beginning 4056' from DER, 1442' right of centerline, up to 2027' MSL.

Trees beginning 4289' from DER, 231' left of centerline, up to 2042' MSL.

Trees beginning 4405' from DER, 267' left of centerline, up to 2045' MSL.

Tree 4621' from DER, 908' left of centerline, 2048' MSL.

Trees beginning 4679' from DER, 19' left of centerline, up to 2056' MSL.

Trees beginning 4688' from DER, 1543' right of centerline, up to 2044' MSL.

Trees beginning 4880' from DER, 68' right of centerline, up to 2048' MSL.

Trees beginning 4996' from DER, 34' right of centerline, up to 2051' MSL.

CON'T



26190





26190



MOUNT POCONO, PA (CON'T)

POCONO MOUNTAINS RGNL (MPO) (CON'T)

Rwy 5 (CON'T), trees beginning 5174' from DER, 26' right of centerline, up to 99' AGL/2056' MSL.

Trees beginning 5354' from DER, 33' right of centerline, up to 104' AGL/2063' MSL.

Trees beginning 5436' from DER, 18' left of centerline, up to 2057' MSL.

Trees beginning 5564' from DER, 32' right of centerline, up to 90' AGL/2064' MSL.

Trees beginning 5574' from DER, 11' left of centerline, up to 94' AGL/2060' MSL.

Tree 5676' from DER, 488' left of centerline, 96' AGL/2064' MSL.

Trees beginning 5775' from DER, 264' left of centerline, up to 2065' MSL.

Trees beginning 5850' from DER, 149' left of centerline, up to 90' AGL/2066' MSL.

Trees beginning 5887' from DER, 79' left of centerline, up to 2071' MSL.

Trees beginning 1 NM from DER, 1957' left of centerline, up to 2084' MSL.

Trees beginning 1.1 NM from DER, 2001' left of centerline, up to 2095' MSL.

Poles beginning 1.2 NM from DER, 1774' left of centerline, up to 2120' MSL.

Tower 1.5 NM from DER, 2730' left of centerline, 177' AGL/2200' MSL.

Rwy 13, tree 5' from DER, 253' right of centerline, 1892' MSL.

Light poles 10' from DER, 68' left of centerline, 3' AGL/1879' MSL.

Trees beginning 73' from DER, 252' right of centerline, up to 1919' MSL.

Trees beginning 80' from DER, 330' left of centerline, up to 62' AGL/1919' MSL.

Tree 264' from DER, 452' left of centerline, 1932' MSL.

Trees beginning 373' from DER, 327' left of centerline, up to 1934' MSL.

Tree 867' from DER, 504' right of centerline, 1924' MSL.

Trees, pole beginning 958' from DER, 469' right of centerline, up to 1927' MSL.

Building 1076' from DER, 643' right of centerline, 50' AGL/1930' MSL.

Trees, pole beginning 1076' from DER, 492' right of centerline, up to 1931' MSL.

Trees beginning 1132' from DER, 373' left of centerline, up to 1936' MSL.

Trees beginning 1212' from DER, 546' right of centerline, up to 1939' MSL.

Trees beginning 1315' from DER, 734' right of centerline, up to 1950' MSL.

Trees beginning 1454' from DER, 628' right of centerline, up to 1951' MSL.

Trees beginning 1631' from DER, 326' right of centerline, up to 1962' MSL.

Trees beginning 1700' from DER, 424' left of centerline, up to 1937' MSL.

Trees beginning 1849' from DER, 362' left of centerline, up to 1943' MSL.

Trees beginning 1949' from DER, 466' left of centerline, up to 1946' MSL.

Trees beginning 2045' from DER, 473' left of centerline, up to 1951' MSL.

Trees beginning 2081' from DER, 264' right of centerline, up to 64' AGL/1972' MSL.

Trees beginning 2268' from DER, 375' right of centerline, up to 1975' MSL.

Trees beginning 2376' from DER, 440' right of centerline, up to 1977' MSL.

Trees beginning 2400' from DER, 398' right of centerline, up to 1979' MSL.

Trees beginning 2499' from DER, 429' left of centerline, up to 1959' MSL.

Trees beginning 2596' from DER, 43' right of centerline, up to 1984' MSL.

Trees beginning 2931' from DER, 84' left of centerline, up to 74' AGL/1970' MSL.

Trees beginning 2987' from DER, 1' left of centerline, up to 75' AGL/1974' MSL.

Trees beginning 3083' from DER, 48' left of centerline, up to 86' AGL/1983' MSL.

Trees beginning 3210' from DER, 204' left of centerline, up to 92' AGL/1992' MSL.

Trees beginning 3536' from DER, 449' right of centerline, up to 103' AGL/1995' MSL.

Rwy 23, tree 3' from DER, 328' left of centerline, 1883' MSL.

Trees beginning 30' from DER, 428' left of centerline, up to 1885' MSL.

Trees beginning 142' from DER, 227' right of centerline, up to 42' AGL/1902' MSL.

Trees beginning 321' from DER, 296' right of centerline, up to 1907' MSL.

Trees beginning 389' from DER, 323' right of centerline, up to 1915' MSL.

Trees beginning 550' from DER, 478' right of centerline, up to 1916' MSL.

Trees beginning 642' from DER, 507' left of centerline, up to 1918' MSL.

Trees beginning 670' from DER, 388' right of centerline, up to 1917' MSL.

Trees beginning 750' from DER, 8' right of centerline, up to 1926' MSL.

Trees beginning 995' from DER, 200' left of centerline, up to 1928' MSL.

Trees beginning 1379' from DER, 737' right of centerline, up to 1941' MSL.

Rwy 31, trees beginning 53' from DER, 262' left of centerline, up to 62' AGL/1925' MSL.

Tree 136' from DER, 491' right of centerline, 1889' MSL.

Trees beginning 252' from DER, 1' right of centerline, up to 1909' MSL.

Tree 368' from DER, 465' left of centerline, 1927' MSL.

Trees beginning 474' from DER, 79' left of centerline, up to 1931' MSL.

Trees beginning 948' from DER, 33' right of centerline, up to 1919' MSL.

Trees beginning 1004' from DER, 397' right of centerline, up to 1924' MSL.

Trees beginning 1107' from DER, 336' right of centerline, up to 1926' MSL.

Tree 1225' from DER, 794' right of centerline, 1935' MSL.

Trees beginning 1239' from DER, 121' right of centerline, up to 1938' MSL.

Trees beginning 1359' from DER, 22' right of centerline, up to 1948' MSL.

Trees beginning 1457' from DER, 74' left of centerline, up to 101' AGL/1932' MSL.

Trees beginning 1645' from DER, 29' right of centerline, up to 1949' MSL.

Trees beginning 1822' from DER, 13' right of centerline, up to 1954' MSL.

Trees beginning 1859' from DER, 67' left of centerline, up to 95' AGL/1936' MSL.

Trees beginning 2044' from DER, 132' right of centerline, up to 1957' MSL.

Tree 2105' from DER, 206' left of centerline, 90' AGL/1940' MSL.

Tree 2141' from DER, 676' left of centerline, 1944' MSL.

Tree 2184' from DER, 969' right of centerline, 1960' MSL.

CON'T



26190





26190



MOUNT POCONO, PA (CON'T)

POCONO MOUNTAINS RGNL (MPO) (CON'T)

Rwy 31 (CON'T), trees beginning 2199' from DER, 167' right of centerline, up to 1966' MSL.

Tree 2252' from DER, 142' left of centerline, 91' AGL/1946' MSL.

Tree 2314' from DER, 17' left of centerline, 92' AGL/1950' MSL.

Trees beginning 2508' from DER, 506' left of centerline, up to 1952' MSL.

Trees beginning 2524' from DER, 403' left of centerline, up to 1955' MSL.

Trees beginning 2524' from DER, 191' right of centerline, up to 1973' MSL.

Tree 2573' from DER, 229' left of centerline, 93' AGL/1956' MSL.

Trees beginning 2647' from DER, 22' right of centerline, up to 1979' MSL.

Trees beginning 2651' from DER, 3' left of centerline, up to 1964' MSL.

Tree 2689' from DER, 851' left of centerline, 1972' MSL.

Trees beginning 2694' from DER, 30' left of centerline, up to 1975' MSL.

Trees beginning 2910' from DER, 42' left of centerline, up to 1981' MSL.

Trees beginning 2954' from DER, 664' right of centerline, up to 1984' MSL.

Trees beginning 2972' from DER, 17' right of centerline, up to 2002' MSL.

Trees beginning 3061' from DER, 32' left of centerline, up to 1983' MSL.

Trees beginning 3109' from DER, 44' left of centerline, up to 1989' MSL.

Trees beginning 3220' from DER, 75' left of centerline, up to 113' AGL/1993' MSL.

Tree 3448' from DER, 173' left of centerline, 103' AGL/1994' MSL.

Trees beginning 3454' from DER, 46' left of centerline, up to 111' AGL/1997' MSL.

Trees beginning 3526' from DER, 113' left of centerline, up to 1998' MSL.

Trees beginning 3563' from DER, 4' right of centerline, up to 112' AGL/2003' MSL.

Trees beginning 3676' from DER, 131' right of centerline, up to 2004' MSL.

Trees beginning 3712' from DER, 249' right of centerline, up to 2006' MSL.

Trees beginning 3762' from DER, 56' right of centerline, up to 2007' MSL.

Trees beginning 3869' from DER, 187' right of centerline, up to 2015' MSL.

Trees beginning 4086' from DER, 279' right of centerline, up to 2016' MSL.

Trees beginning 4117' from DER, 332' right of centerline, up to 2018' MSL.

Trees beginning 4144' from DER, 346' right of centerline, up to 2019' MSL.

Trees beginning 4250' from DER, 457' right of centerline, up to 2020' MSL.

Tree 4359' from DER, 646' right of centerline, 2026' MSL.

Tree 4378' from DER, 1408' right of centerline, 2029' MSL.

Trees beginning 4419' from DER, 51' right of centerline, up to 2031' MSL.

Trees beginning 4531' from DER, 13' right of centerline, up to 2032' MSL.

Tree 4677' from DER, 303' left of centerline, 83' AGL/2004' MSL.

Tree 4730' from DER, 1365' right of centerline, 2035' MSL.

Tree 4736' from DER, 541' left of centerline, 2006' MSL.

Trees beginning 4749' from DER, 150' right of centerline, up to 2040' MSL.

Trees beginning 4847' from DER, 558' right of centerline, up to 2043' MSL.

Trees beginning 4853' from DER, 648' left of centerline, up to 2013' MSL.

Trees beginning 4949' from DER, 284' right of centerline, up to 2044' MSL.

Tree 4986' from DER, 172' left of centerline, 85' AGL/2016' MSL.

Trees beginning 4990' from DER, 21' right of centerline, up to 2049' MSL.

Trees beginning 5091' from DER, 116' right of centerline, up to 2053' MSL.

Tree 5104' from DER, 657' left of centerline, 2018' MSL.

Trees beginning 5127' from DER, 4' left of centerline, up to 84' AGL/2019' MSL.

Trees beginning 5218' from DER, 8' right of centerline, up to 2061' MSL.

Trees beginning 5377' from DER, 28' right of centerline, up to 86' AGL/2066' MSL.

MUIR AHP (FORT INDIANTOWN GAP) (KMUI)

FORT INDIANTOWN GAP, PA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 27NOV25 (25331) (USA)

TAKEOFF MINIMUMS:

All rwys, std w/min climb of 400'/NM to 3200.

DEPARTURE PROCEDURE:

Rwy 7, climb on heading 070° to 1500, then proceed on course.

Rwy 25, climb on heading 250° to 1800, then proceed on course.

East Helipad, climb on heading 070° to 1500, then proceed on course.

West Helipad, climb on heading 240° to 1400, then proceed on course.

TAKEOFF OBSTACLE NOTES:

Rwy 7, trees 4' from DER, 324' right of cntrln, 518' MSL.

trees 181' to 920' from DER, 403' to 426' left of cntrln, up to 518' MSL.

Trees 321' to 2317' from DER, 117' to 363' right of cntrln, up to 548' MSL.

Power pole 893' from DER, 90' right of cntrln, 504' MSL.

Rwy 25, trees 39' from DER, 388' right of cntrln, 507' MSL.

Fenceline 215' from DER, 474' right of cntrln, 487' MSL.

Trees 352' to 2218' from DER, 132' to 458' left of cntrln, up to 556' MSL.

Bldgs 498' to 822' from DER, 497' to 629' left of cntrln, up to 493' MSL.

Bldgs 866' to 2708' from DER, 17' to 705' right of cntrln, up to 531' MSL.

Smokestack 977' from DER, 131' right of cntrln, 485' MSL.

Power poles 1069' to 1469' from DER, 9' to 583' right of cntrln, up to 513' MSL.

Trees 1104' to 3088' from DER, 134' to 1124' right of cntrln, up to 589' MSL.

CON'T



26190





26190



MUIR AHP (FORT INDIANTOWN GAP) (KMUI) (CON'T)

FORT INDIANTOWN GAP, PA (CON'T)

Rwy 25 (CON'T), power poles 1192' to 1594' from DER, 15' to 135' left of cntrln, up to 508' MSL.

Terrain 2662' from DER, 1213' right of cntrln, 537' MSL.

East Helipad, trees 265' from DER, 315' left of cntrln, 523' MSL.

Weather sensor 432' from DER, 85' left of cntrln, 514' MSL.

Windsock 503' from DER, 83' left of cntrln, 498' MSL.

Trees 864' from DER, 527' right of cntrln, 518' MSL.

Trees 1036' from DER, 201' left of cntrln, 518' MSL.

West Helipad, trees 909' from DER, 663' left of cntrln, 517' MSL.

Trees 1024' from DER, 598' left of cntrln, 525' MSL.

Trees 1183' from DER, 728' left of cntrln, 525' MSL.

Pylon 1234' from DER, 653' left of cntrln, 38' AGL/534' MSL.

Trees 1294' from DER, 811' left of cntrln, 538' MSL.

Pylon 1319' from DER, 589' left of cntrln, 38' AGL/528' MSL.

Tree 1726' from DER, 899' left of cntrln, 549' MSL.

MYERSTOWN, PA

DECK (9D4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 18JAN07 (07018) (FAA)

DEPARTURE PROCEDURE:

Rwy 19, climb heading 174° to 1600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 1, tree 315' from DER, 579' right of centerline, 41' AGL/570' MSL.

Pole 697' from DER, 621' right of centerline, 31' AGL/553' MSL.

Tree 878' from DER, 616' right of centerline, 56' AGL/572' MSL.

NEW CASTLE, PA

NEW CASTLE MUNI (UCP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 20MAR03 (03079) (FAA)

TAKEOFF MINIMUMS:

Rwy 13, 300-1 or std. with a min. climb of 350' per NM to 1400.

TAKEOFF OBSTACLE NOTES:

Rwy 5, tree 785' from DER, 196' right of centerline, 32' AGL/1029' MSL.

Rwy 13, trees 4087' from DER, 1531' right of centerline, 100' AGL/1249' MSL.

Building 262' from DER, 179' left of centerline, 24' AGL/1088' MSL.

Rwy 31, tree 497' from DER, 18' right of centerline, 28' AGL/1044' MSL.

PALMYRA, PA

REIGLE FLD (58N)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 15DEC11 (22083) (FAA)

TAKEOFF MINIMUMS:

Rwys 13, 31, NA at night.

Rwy 13, 1000-3 w/min. climb of 373' to 2500 or 1600-2½ for climb in visual conditions.

Rwy 31, 1000-3 or 1600-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 13, climb heading 127° to 2500 before proceeding on course or for climb in visual conditions: cross Reigle Fld airport at or above 1900 MSL before proceeding on course.

Rwy 31, climb heading 307° to 2500 before proceeding on course or for climb in visual conditions: cross Reigle Fld airport at or above 1900 MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 13, vehicles/buildings/power lines beginning 60' from DER on centerline, up to 200' AGL/699' MSL.

Terrain beginning 2 NM from DER, 50' right of centerline, up to 1160' MSL.

Signs beginning 165' from DER, 244' right of centerline, up to 9' AGL/501' MSL.

Rwy 31, buildings/power lines beginning 1250' from DER, on centerline, up to 200' AGL/679' MSL.

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026



26190





26190



PARKERSBURG, WV

MID-OHIO VALLEY RGNL (PKB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 20JUN19 (19171) (FAA)

TAKEOFF MINIMUMS:

Rwy 21, 300-1¼ or std. w/min. climb of 400' per NM to 1100.

Rwy 28, 500-3 or std. w/min. climb of 285' per NM to 1500.

TAKEOFF OBSTACLE NOTES:

Rwy 3, trees beginning 49' from DER, 3' left of centerline, up to 65' AGL/911' MSL.

Tree 93' from DER, 61' right of centerline, 8' AGL/864' MSL.

Trees beginning 108' from DER, 122' right of centerline, up to 13' AGL/866' MSL.

Trees beginning 223' from DER, 191' right of centerline, up to 878' MSL.

Trees beginning 373' from DER, 317' right of centerline, up to 882' MSL.

Tree 1269' from DER, 490' right of centerline, 897' MSL.

Tree 1415' from DER, 437' right of centerline, 905' MSL.

Trees beginning 1540' from DER, 24' right of centerline, up to 911' MSL.

Trees beginning 1767' from DER, 17' left of centerline, up to 67' AGL/912' MSL.

Trees beginning 1796' from DER, 41' left of centerline, up to 72' AGL/913' MSL.

Trees beginning 1821' from DER, 12' right of centerline, up to 61' AGL/914' MSL.

Trees beginning 1841' from DER, 19' left of centerline, up to 67' AGL/914' MSL.

Trees beginning 1856' from DER, 35' right of centerline, up to 58' AGL/915' MSL.

Trees beginning 1876' from DER, 6' left of centerline, up to 65' AGL/916' MSL.

Trees beginning 1877' from DER, 105' right of centerline, up to 60' AGL/920' MSL.

Trees beginning 1885' from DER, 55' right of centerline, up to 58' AGL/921' MSL.

Trees beginning 1911' from DER, 6' right of centerline, up to 59' AGL/925' MSL.

Trees beginning 1967' from DER, 96' right of centerline, up to 58' AGL/926' MSL.

Trees beginning 1980' from DER, 82' right of centerline, up to 70' AGL/929' MSL.

Trees beginning 1990' from DER, 177' right of centerline, up to 64' AGL/931' MSL.

Trees beginning 2017' from DER, 5' right of centerline, up to 89' AGL/945' MSL.

Trees beginning 2141' from DER, 1' left of centerline, up to 917' MSL.

Tree 2242' from DER, 44' left of centerline, 88' AGL/919' MSL.

Tree 2694' from DER, 84' left of centerline, 86' AGL/927' MSL.

Trees beginning 2725' from DER, 28' left of centerline, up to 82' AGL/931' MSL.

Trees beginning 2772' from DER, 49' left of centerline, up to 75' AGL/932' MSL.

Trees beginning 2922' from DER, 193' right of centerline, up to 82' AGL/946' MSL.

Trees beginning 2938' from DER, 185' right of centerline, up to 86' AGL/949' MSL.

Trees beginning 2989' from DER, 98' right of centerline, up to 96' AGL/952' MSL.

Trees beginning 3112' from DER, 7' left of centerline, up to 102' AGL/948' MSL.

Trees beginning 3243' from DER, 613' right of centerline, up to 961' MSL.

Rwy 10, tree 51' from DER, 444' left of centerline, 843' MSL.

Tree 83' from DER, 346' left of centerline, 852' MSL.

Trees beginning 106' from DER, 104' left of centerline, up to 24' AGL/856' MSL.

Tree 337' from DER, 239' right of centerline, 857' MSL.

Trees beginning 354' from DER, 38' left of centerline, up to 869' MSL.

Trees beginning 377' from DER, 145' right of centerline, up to 867' MSL.

Tree 473' from DER, 387' right of centerline, 874' MSL.

Tree 473' from DER, 163' right of centerline, 81' AGL/882' MSL.

Trees beginning 482' from DER, 112' right of centerline, up to 87' AGL/885' MSL.

Trees beginning 536' from DER, 17' left of centerline, up to 888' MSL.

Trees beginning 573' from DER, 106' right of centerline, up to 100' AGL/892' MSL.

Tree, tank, stack, tower beginning 625' from DER, 114' right of centerline, up to 893' MSL.

Rwy 21, tree 50' from DER, 488' left of centerline, 805' MSL.

Tree, sign beginning 65' from DER, 168' left of centerline, up to 811' MSL.

Trees beginning 91' from DER, 312' right of centerline, up to 26' AGL/818' MSL.

Trees beginning 192' from DER, 405' left of centerline, up to 840' MSL.

Tree 678' from DER, 654' right of centerline, 831' MSL.

Tree 903' from DER, 685' right of centerline, 843' MSL.

Tree 957' from DER, 614' right of centerline, 848' MSL.

Trees beginning 966' from DER, 614' right of centerline, up to 860' MSL.

Tree 1323' from DER, 828' left of centerline, 843' MSL.

Tree 2738' from DER, 1142' left of centerline, 872' MSL.

Trees beginning 2806' from DER, 1065' right of centerline, up to 880' MSL.

Tree 2894' from DER, 1016' right of centerline, 882' MSL.

Tree 2935' from DER, 1246' right of centerline, 897' MSL.

Trees beginning 2974' from DER, 996' right of centerline, up to 911' MSL.

Trees beginning 3049' from DER, 182' left of centerline, up to 53' AGL/885' MSL.

Trees beginning 3084' from DER, 816' right of centerline, up to 944' MSL.

Tree 3112' from DER, 301' left of centerline, 54' AGL/886' MSL.

Trees beginning 3120' from DER, 193' left of centerline, up to 49' AGL/889' MSL.

Trees beginning 3231' from DER, 175' left of centerline, up to 44' AGL/891' MSL.

Trees beginning 3246' from DER, 400' right of centerline, up to 945' MSL.

Tree 3334' from DER, 1015' right of centerline, 946' MSL.

Trees beginning 3348' from DER, 2' right of centerline, up to 103' AGL/969' MSL.

Trees beginning 3376' from DER, 248' left of centerline, up to 42' AGL/895' MSL.

Trees beginning 3443' from DER, 202' left of centerline, up to 49' AGL/897' MSL.

CONT



26190





26190



PARKERSBURG, WV (CON'T) MID-OHIO VALLEY RGNL (PKB) (CON'T)

Rwy 21 (CON'T), trees beginning 3637' from DER, 428' left of centerline, up to 910' MSL.
Trees beginning 3764' from DER, 373' left of centerline, up to 912' MSL.
Tree 3907' from DER, 921' left of centerline, 921' MSL.
Trees beginning 3941' from DER, 445' left of centerline, up to 929' MSL.
Trees beginning 4053' from DER, 3' left of centerline, up to 937' MSL.
Tree 1 NM from DER, 2126' right of centerline, 956' MSL.
Rwy 28, tree 32' from DER, 418' right of centerline, 843' MSL.
Tree 76' from DER, 292' left of centerline, 838' MSL.
Tree 96' from DER, 402' right of centerline, 862' MSL.
Tree, fence beginning 114' from DER, 341' right of centerline, up to 75' AGL/881' MSL.
Tree 221' from DER, 298' left of centerline, 841' MSL.
Tree 403' from DER, 490' right of centerline, 882' MSL.
Trees beginning 522' from DER, 22' right of centerline, up to 885' MSL.
Tree 560' from DER, 14' left of centerline, 18' AGL/846' MSL.
Trees beginning 594' from DER, 12' left of centerline, up to 35' AGL/859' MSL.
Trees beginning 637' from DER, 5' left of centerline, up to 39' AGL/863' MSL.
Trees beginning 809' from DER, 158' left of centerline, up to 46' AGL/864' MSL.
Tower beginning 2.3 NM from DER, 935' left of centerline, up to 319' AGL/1326' MSL.
Tower 2.4 NM from DER, 3118' left of centerline, 207' AGL/1215' MSL.

PERKASIE, PA PENNRIDGE (CKZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1 30JAN20 (20030) (FAA)

TAKEOFF MINIMUMS:

Rwy 26, 400-3 or std. w/min. climb of 248' per NM to 1100.

DEPARTURE PROCEDURE:

Rwy 26, climb on heading 262° to 1100 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 8, fence 25' from DER, 2' left of centerline, 11' AGL/576' MSL.
Tree 68' from DER, 315' left of centerline, 616' MSL.
Tree, building, pole beginning 89' from DER, 277' right of centerline, up to 652' MSL.
Trees beginning 134' from DER, 252' left of centerline, up to 629' MSL.
Trees beginning 242' from DER, 31' left of centerline, up to 642' MSL.
Trees, poles beginning 783' from DER, 79' right of centerline, up to 655' MSL.
Trees beginning 880' from DER, 175' right of centerline, up to 660' MSL.
Trees, poles beginning 957' from DER, 9' right of centerline, up to 664' MSL.
Trees beginning 1681' from DER, 43' left of centerline, up to 647' MSL.
Trees beginning 1723' from DER, 93' left of centerline, up to 654' MSL.
Tree 1848' from DER, 223' left of centerline, 659' MSL.
Trees beginning 1894' from DER, 2' left of centerline, up to 661' MSL.
Trees beginning 1946' from DER, 1' left of centerline, up to 665' MSL.
Trees beginning 2480' from DER, 14' left of centerline, up to 666' MSL.
Rwy 26, tree 12' from DER, 501' right of centerline, 572' MSL.
Sign 18' from DER, 116' left of centerline, 522' MSL.
Trees beginning 72' from DER, 18' right of centerline, up to 585' MSL.
Vegetation 75' from DER, 328' left of centerline, 523' MSL.
Trees, vegetation beginning 89' from DER, 202' left of centerline, up to 555' MSL.
Tree 299' from DER, 455' left of centerline, 558' MSL.
Trees beginning 307' from DER, 14' left of centerline, up to 582' MSL.
Trees beginning 677' from DER, 437' left of centerline, up to 623' MSL.
Trees, poles beginning 699' from DER, 50' left of centerline, up to 600' MSL.
Trees, buildings beginning 1258' from DER, 0' left of centerline, up to 601' MSL.
Pole 3553' from DER, 1217' left of centerline, 613' MSL.
Pole 3593' from DER, 1248' left of centerline, 614' MSL.
Pole 3798' from DER, 1289' left of centerline, 617' MSL.
Pole 3860' from DER, 1315' left of centerline, 634' MSL.
Trees beginning 3895' from DER, 1516' right of centerline, up to 623' MSL.
Tree 6003' from DER, 2053' right of centerline, 670' MSL.
Tree 1 NM from DER, 1954' right of centerline, 673' MSL.
Tree 1.9 NM from DER, 2496' right of centerline, 814' MSL.
Trees beginning 1.9 NM from DER, 1885' right of centerline, up to 846' MSL.
Trees beginning 1.9 NM from DER, 1756' right of centerline, up to 859' MSL.
Tower 2.2 NM from DER, 4142' right of centerline, 207' AGL/947' MSL.
Tower 2.3 NM from DER, 3989' right of centerline, 881' MSL.

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026



26190





26190



PETERSBURG, WV

GRANT COUNTY (W99)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 19SEP13 (13262) (FAA)

TAKEOFF MINIMUMS:

Rwys 13, 31, 2400-3 for climb in visual condition.

DEPARTURE PROCEDURE:

For climb in visual conditions, cross Grant County airport Northeast bound at or above 3200. Then climb to 5000 on ESL R-214 direct ESL VOR/DME. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

Rwy 13, trees 517' from DER, 609' left of centerline, up to 70' AGL/1029' MSL.

Trees beginning 3042' from DER, 1304' right of centerline, up to 100' AGL/1099' MSL.

Rwy 31, trees 182' from DER, 546' right of centerline, up to 100' AGL/1099' MSL.

Vehicles on road 1651' from DER, 927' right of centerline, up to 15' AGL/1054' MSL.

Building 2553' from DER, 414' right of centerline, 30' AGL/1029' MSL.

Trees beginning 3642' from DER, 651' left of centerline, up to 100' AGL/1139' MSL.

PHILADELPHIA, PA

NORTHEAST PHILADELPHIA (PNE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 14FEB08 (23082) (FAA)

TAKEOFF MINIMUMS:

Rwy 33, 200-1¼ or std. w/min. climb of 223' per NM to 400, or alternatively, with std. takeoff minimums and a normal 200' NM climb gradient, takeoff must occur no later than 1600' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees 1355' from DER, 803' left of centerline, 58' AGL/179' MSL.

Trees 1576' from DER, 835' left of centerline, 44' AGL/165' MSL.

Rwy 15, vehicles on roads beginning 540' from DER, on centerline, up to 15' AGL/134' MSL.

Trees beginning 592' from DER, 42' left of centerline, up to 74' AGL/166' MSL.

Trees beginning 928' from DER, 213' right of centerline, up to 64' AGL/173' MSL.

Rwy 24, trees beginning 198' from DER, 198' left of centerline, up to 38' AGL/158' MSL.

Vehicle on road 450' from DER, on centerline, 15' AGL/134' MSL.

Tank and trees beginning 2343' from DER, 577' left of centerline, up to 91' AGL/200' MSL.

Bushes and trees beginning 118' from DER, 182' right of centerline, up to 26' AGL/137' MSL.

Trees beginning 1325' from DER, 220' right of centerline, up to 77' AGL/197' MSL.

Rwy 33, vehicle on road 2050' from DER, on centerline, 15' AGL/174' MSL.

Bushes and trees beginning 491' from DER, 29' left of centerline, up to 66' AGL/225' MSL.

Obstruction light transmission towers, beginning 5872' from DER, 401' left of centerline, up to 125' AGL/284' MSL.

Bushes and trees beginning 636' from DER, 185' right of centerline, up to 57' AGL/215' MSL.

PHILADELPHIA INTL (PHL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 11 25FEB21 (21056) (FAA)

TAKEOFF MINIMUMS:

Rwy 26, NA - ATC request.**Rwy 8**, std. w/ min. climb of 300' per NM to 1500.**Rwy 9L**, std. w/ min. climb of 280' per NM to 1500.**Rwy 9R**, std. w/ min. climb of 250' per NM to 1500.**Rwy 17**, 300-1 or std. w/ min. climb of 611' per NM to 300.**Rwy 35**, std. w/ min. climb of 280' per NM to 1500.

TAKEOFF OBSTACLE NOTES:

Rwy 8, poles beginning 5' from DER, 15' left of centerline, up to 1' AGL/37' MSL.

Poles beginning 10' from DER, 13' right of centerline, up to 1' AGL/37' MSL.

General utility and fence beginning 52' from DER, 250' right of centerline, up to 10' AGL/42' MSL.

Tree 276' from DER, 563' left of centerline, 57' AGL/58' MSL.

Tree 445' from DER, 554' right of centerline, 43' AGL/50' MSL.

Trees beginning 506' from DER, 536' right of centerline, up to 49' AGL/56' MSL.

Trees beginning 612' from DER, 75' right of centerline, up to 68' AGL/74' MSL.

Tree 2834' from DER, 702' right of centerline, 114' AGL/119' MSL.

Rwy 9L, poles beginning 9' from DER, 15' right of centerline, up to 2' AGL/12' MSL.

Poles beginning 9' from DER, 14' left of centerline, up to 1' AGL/12' MSL.

Asde pole and general utility beginning 103' from DER, 460' right of centerline, up to 8' AGL/15' MSL.

Tree 600' from DER, 619' left of centerline, 23' AGL/28' MSL.

Tree 969' from DER, 655' left of centerline, 35' AGL/35' MSL.

Pole 1014' from DER, 736' right of centerline, 29' AGL/36' MSL.

Tree 1431' from DER, 784' right of centerline, 40' AGL/47' MSL.

Tree 1943' from DER, 985' right of centerline, 55' AGL/59' MSL.

Tree 2043' from DER, 993' right of centerline, 53' AGL/62' MSL.

Trees beginning 2118' from DER, 970' right of centerline, up to 61' AGL/73' MSL.

Vertical structure 3543' from DER, 1120' right of centerline, 94' AGL/103' MSL.

Rwy 9R, lighting 154' from DER, on centerline, 7' AGL/15' MSL.

Tree 2177' from DER, 1067' right of centerline, 54' AGL/67' MSL.

Vertical structure 3736' from DER, 1217' right of centerline, 109' MSL.

CON'T



26190





26190



PHILADELPHIA, PA (CON'T)

PHILADELPHIA INTL (PHL) (CON'T)

Rwy 9R (CON'T), antenna 3845' from DER, 1052' right of centerline, 143' AGL/143' MSL.
Tower and antenna beginning 3887' from DER, 658' right of centerline, up to 140' AGL/144' MSL.

Rwy 17, pole 2' from DER, 55' right of centerline, 1' AGL/13' MSL.
Terrain and lighting beginning 2' from DER, 113' right of centerline, up to 20' MSL.
Lighting 37' from DER, 112' left of centerline, 4' AGL/14' MSL.
Terrain 86' from DER, 61' left of centerline, 20' MSL.
Terrain 202' from DER, 483' right of centerline, 23' MSL.
Tree and vehicle on road beginning 630' from DER, 647' left of centerline, up to 34' AGL/48' MSL.
Tree, pole, and vehicle on road beginning 701' from DER, 341' left of centerline, up to 45' AGL/58' MSL.
Trees beginning 985' from DER, 521' left of centerline, up to 51' AGL/61' MSL.
Tree and pole beginning 1005' from DER, 228' left of centerline, up to 55' AGL/68' MSL.
Tree 1097' from DER, 390' right of centerline, 46' MSL.
Tree and pole beginning 1127' from DER, 11' left of centerline, up to 60' AGL/73' MSL.
Tree 1299' from DER, 126' right of centerline, 37' AGL/50' MSL.
Trees beginning 1310' from DER, 63' right of centerline, up to 38' AGL/51' MSL.
Tree 1382' from DER, 194' right of centerline, 46' AGL/54' MSL.
Tree 1387' from DER, 171' right of centerline, 48' AGL/55' MSL.
Tree 1388' from DER, 214' right of centerline, 46' AGL/57' MSL.
Trees beginning 1400' from DER, 5' right of centerline, up to 49' AGL/60' MSL.
Tree 1744' from DER, 931' right of centerline, 63' AGL/70' MSL.
Transient ship 2323' from DER, 2' right of centerline, 190' AGL/190' MSL.

Rwy 27L, pole and vehicle on road beginning abeam DER, 14' left of centerline, up to 1' AGL/21' MSL.
Vehicle on road and pole beginning 6' from DER, 20' right of centerline, up to 21' MSL.
Trees beginning 234' from DER, 531' right of centerline, up to 42' AGL/47' MSL.
Trees beginning 313' from DER, 391' right of centerline, up to 45' AGL/51' MSL.
Trees beginning 631' from DER, 619' left of centerline, up to 41' AGL/41' MSL.
Trees beginning 873' from DER, 609' right of centerline, up to 39' AGL/54' MSL.
Tree 2440' from DER, 644' right of centerline, 76' AGL/82' MSL.
Tree 2631' from DER, 1156' right of centerline, 101' AGL/105' MSL.

Rwy 27R, terrain and pole beginning 2' from DER, 24' right of centerline, up to 20' MSL.
Poles beginning 4' from DER, 5' left of centerline, up to 3' AGL/14' MSL.
Terrain 78' from DER, 111' left of centerline, up to 20' MSL.

Rwy 35, terrain and pole beginning 3' from DER, 35' left of centerline, up to 10' MSL.
Poles beginning 15' from DER, 4' right of centerline, up to 2' AGL/9' MSL.
Fence beginning 115' from DER, 382' left of centerline, up to 10' AGL/17' MSL.
Pole and building beginning 341' from DER, 360' left of centerline, up to 23' AGL/29' MSL.
Fence 444' from DER, 2' right of centerline, 13' AGL/20' MSL.
Pole 480' from DER, 587' right of centerline, 21' AGL/25' MSL.
Poles beginning 532' from DER, 458' right of centerline, up to 22' AGL/26' MSL.
Pole, tree, vehicle on road, and sign beginning 595' from DER, 299' left of centerline, up to 53' AGL/58' MSL.
Pole 722' from DER, 604' right of centerline, 20' AGL/27' MSL.
Pole 758' from DER, 95' right of centerline, 25' AGL/31' MSL.
Buildings beginning 761' from DER, 644' right of centerline, up to 29' AGL/35' MSL.
Building 852' from DER, 728' right of centerline, 25' AGL/36' MSL.
Pole and tree beginning 1072' from DER, 91' right of centerline, up to 47' AGL/52' MSL.
Vehicle on road, sign, pole, and tree beginning 1398' from DER, 625' right of centerline, up to 61' MSL.
Tree 1922' from DER, 949' right of centerline, 57' AGL/64' MSL.
Tree 2067' from DER, 938' right of centerline, 58' AGL/65' MSL.
Tree 2087' from DER, 989' right of centerline, 60' AGL/66' MSL.
Pole 2167' from DER, 200' right of centerline, 62' AGL/68' MSL.
Tree and building beginning 2206' from DER, 92' right of centerline, up to 66' AGL/72' MSL.
Tree 2208' from DER, 808' left of centerline, 67' AGL/75' MSL.
Trees beginning 2215' from DER, 728' left of centerline, up to 74' AGL/82' MSL.
Trees beginning 2248' from DER, 606' left of centerline, up to 81' AGL/88' MSL.
Trees beginning 2272' from DER, 700' left of centerline, up to 87' AGL/93' MSL.
Tree 2325' from DER, 837' left of centerline, 88' AGL/94' MSL.
Trees beginning 2348' from DER, 686' left of centerline, up to 89' AGL/95' MSL.
Trees beginning 2536' from DER, 854' left of centerline, up to 91' AGL/97' MSL.
Pole, tree, and transmission line beginning 877' right of centerline, 74' AGL/84' MSL.
Pole and transmission line beginning 3882' from DER, 643' right of centerline, up to 105' AGL/111' MSL.
Pole, transmission line, and catenary beginning 4065' from DER, 920' right of centerline, up to 118' AGL/125' MSL.
Transmission line beginning 4249' from DER, 1202' right of centerline, up to 121' AGL/129' MSL.

WINGS FLD (LOM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 23SEP10 (22083) (FAA)

DEPARTURE PROCEDURE:

Rwy 24, climb heading 245° to 1100 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees beginning 54' from DER, 103' left of centerline, up to 106' AGL/389' MSL.

Trees beginning 513' from DER, 110' right of centerline, up to 107' AGL/347' MSL.

Rwy 24, multiple trees, towers, buildings, flag poles, vehicles on road, and rising terrain beginning at DER, left and right of centerline, up to 160' AGL/444' MSL.



26190





26190

PHILIPPI, WV**PHILIPPI/BARBOUR COUNTY RGNL (79D)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****ORIG 05JUN08 (08157) (FAA)****DEPARTURE PROCEDURE:****Rwy 8**, climb heading 083° to 3300 before turning south.**TAKEOFF OBSTACLE NOTES:****Rwy 8**, trees beginning 108' from DER, 118' right of centerline, up to 100' AGL/1799' MSL.**Rwy 26**, trees beginning 504' from DER, 220' left of centerline, up to 100' AGL/1779' MSL.**PHILIPSBURG, PA****MID-STATE (PSB)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 2A 08SEP22 (22251) (FAA)****TAKEOFF MINIMUMS:****Rwy 6**, std. w/min. climb of 250' per NM to 2600 or 1300-3 for climb in visual conditions.**Rwy 16**, 400-2 or std. w/min. climb of 330' per NM to 2500.**Rwy 24**, 800-3 or std. w/min. climb of 308' per NM to 2400.**DEPARTURE PROCEDURE:****Rwy 6**, climbing left turn heading 340° to 2900 before proceeding on course.**Rwy 16**, climb on heading 167° to 2800 before proceeding on course.**Rwy 24**, climb on heading 240° to 2800 before proceeding on course.**Rwy 34**, climb on heading 347° to 2800 before proceeding on course.**VCOA:****Rwy 6**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Mid-State airport at or above 3100 before proceeding on course.**TAKEOFF OBSTACLE NOTES:****Rwy 6**, trees beginning 24' from DER, 182' right of centerline, up to 1959' MSL.

Trees beginning 336' from DER, 14' left of centerline, up to 1940' MSL.

Trees beginning 536' from DER, 252' left of centerline, up to 1950' MSL.

Pole 2.3 NM from DER, 3204' left of centerline, 110' AGL/2356' MSL.

Rwy 16, trees beginning 7' from DER, 276' right of centerline, up to 2004' MSL.

Trees beginning 51' from DER, 252' left of centerline, up to 1964' MSL.

Tree 983' from DER, 535' left of centerline, 1983' MSL.

Trees beginning 1183' from DER, 17' left of centerline, up to 1995' MSL.

Pole 1 NM from DER, 104' left of centerline, 53' AGL/2097' MSL.

Tree 1.1 NM from DER, 980' left of centerline, 2165' MSL.

Tree 1.2 NM from DER, 194' left of centerline, 2175' MSL.

Trees beginning 1.5 NM from DER, 99' left of centerline, up to 2309' MSL.

Pole, tree beginning 1.6 NM from DER, 5' right of centerline, up to 2294' MSL.

Rwy 24, trees beginning 83' from DER, 130' left of centerline, up to 1918' MSL.

Tree 172' from DER, 165' right of centerline, 1882' MSL.

Tree 574' from DER, 162' right of centerline, 1890' MSL.

Trees beginning 972' from DER, 145' left of centerline, up to 1952' MSL.

Tree 4367' from DER, 230' right of centerline, 1998' MSL.

Tree 4702' from DER, 95' right of centerline, 2011' MSL.

Tree 5153' from DER, 829' right of centerline, 2052' MSL.

Tree 5266' from DER, 438' left of centerline, 2043' MSL.

Tree 5381' from DER, 859' left of centerline, 2074' MSL.

Tree 5465' from DER, 598' right of centerline, 2053' MSL.

Tree 5821' from DER, 134' right of centerline, 2066' MSL.

Tree 5852' from DER, 396' left of centerline, 2079' MSL.

Tree 6004' from DER, 219' right of centerline, 2068' MSL.

Tree 1.6 NM from DER, 401' right of centerline, 2122' MSL.

Rwy 34, vehicles on road 70' from DER, 456' right of centerline, 1954' MSL.

Terrain 196' from DER, 496' left of centerline, 1953' MSL.

Vegetation 404' from DER, 298' left of centerline, 1958' MSL.

Tree 494' from DER, 518' left of centerline, 1973' MSL.

Tree 847' from DER, 651' right of centerline, 1972' MSL.

Tree 1273' from DER, 691' left of centerline, 1985' MSL.

Tree 2939' from DER, 780' left of centerline, 2022' MSL.

PINEVILLE, WV**KEE FLD (I16)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 2 20JUN19 (21280) (FAA)****TAKEOFF MINIMUMS:****Rwy 8**, 700-2½ w/min. climb of 330' per NM to 2900, or 1600-3 for VCOA.**Rwy 26**, 400-2.**DEPARTURE PROCEDURE:****Rwy 8**, climb heading 075° to 2600 before proceeding on course.**Rwy 26**, climb heading 255° to 2600 before proceeding on course.**CON'T**

26190



26190

PINEVILLE, WV (CON'T)

KEE FLD (I16) (CON'T)

VCOA:

Rwy 8, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Kee Fld at or above 3200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 8, trees beginning 5' from DER, 11' left of centerline, up to 135' AGL/1964' MSL.
 Tree 140' from DER, 272' right of centerline, 135' AGL/1894' MSL.
 Tree 366' from DER, 357' right of centerline, 135' AGL/1910' MSL.
 Trees beginning 472' from DER, 72' right of centerline, up to 135' AGL/1940' MSL.
 Tree 579' from DER, 211' left of centerline, 135' AGL/1976' MSL.
 Trees beginning 685' from DER, 126' left of centerline, up to 135' AGL/1999' MSL.
 Trees beginning 819' from DER, 241' right of centerline, up to 135' AGL/1986' MSL.
 Trees beginning 911' from DER, 42' left of centerline, up to 135' AGL/2055' MSL.
 Trees beginning 1045' from DER, 41' right of centerline, up to 135' AGL/2071' MSL.
 Trees beginning 1243' from DER, 242' left of centerline, up to 135' AGL/2101' MSL.
 Trees beginning 1271' from DER, 11' right of centerline, up to 135' AGL/2101' MSL.
 Trees beginning 1576' from DER, 157' left of centerline, up to 135' AGL/2104' MSL.
 Trees beginning 1802' from DER, 73' left of centerline, up to 135' AGL/2134' MSL.
 Trees beginning 2028' from DER, 273' left of centerline, up to 135' AGL/2183' MSL.
 Trees beginning 2254' from DER, 19' left of centerline, up to 135' AGL/2193' MSL.
 Tree 2388' from DER, 464' right of centerline, 135' AGL/2114' MSL.
 Trees beginning 2402' from DER, 179' right of centerline, up to 135' AGL/2117' MSL.
 Trees 2614' from DER, 548' right of centerline, 135' AGL/2186' MSL.
 Trees beginning 2628' from DER, 264' right of centerline, up to 135' AGL/2193' MSL.
 Trees beginning 2840' from DER, 64' right of centerline, up to 135' AGL/2252' MSL.
 Trees beginning 3102' from DER, 25' right of centerline, up to 135' AGL/2302' MSL.
 Trees beginning 1.4 NM from DER, 721' left of centerline, up to 135' AGL/2242' MSL.
 Trees beginning 1.4 NM from DER, 469' right of centerline, up to 135' AGL/2337' MSL.
 Trees beginning 1.4 NM from DER, 636' left of centerline, up to 135' AGL/2284' MSL.
 Trees beginning 1.4 NM from DER, 921' left of centerline, up to 135' AGL/2311' MSL.
 Trees beginning 1.5 NM from DER, 1121' left of centerline, up to 135' AGL/2324' MSL.
 Trees beginning 1.5 NM from DER, 1405' left of centerline, up to 135' AGL/2337' MSL.
 Trees beginning 1.5 NM from DER, 1689' left of centerline, up to 135' AGL/2363' MSL.
 Trees beginning 1.5 NM from DER, 638' right of centerline, up to 135' AGL/2340' MSL.
 Trees beginning 1.5 NM from DER, 24' left of centerline, up to 135' AGL/2390' MSL.
 Tree 1.6 NM from DER, 2597' right of centerline, 135' AGL/2383' MSL.
 Trees beginning 1.6 NM from DER, 144' right of centerline, up to 135' AGL/2414' MSL.
 Tree 2.6 NM from DER, 349' left of centerline, 135' AGL/2307' MSL.
Rwy 26, trees beginning 20' from DER, 25' right of centerline, up to 135' AGL/2014' MSL.
 Trees beginning 82' from DER, 58' left of centerline, up to 135' AGL/1848' MSL.
 Trees beginning 308' from DER, 174' left of centerline, up to 135' AGL/1864' MSL.
 Trees beginning 867' from DER, 5' left of centerline, up to 135' AGL/1891' MSL.
 Trees 1319' from DER, 289' left of centerline, 135' AGL/1930' MSL.
 Trees 1425' from DER, 573' left of centerline, 135' AGL/1983' MSL.
 Trees beginning 1524' from DER, 35' left of centerline, up to 135' AGL/2094' MSL.
 Trees beginning 2203' from DER, 12' left of centerline, up to 135' AGL/2174' MSL.
 Trees beginning 2810' from DER, 10' right of centerline, up to 135' AGL/2055' MSL.
 Trees beginning 1.3 NM from DER, 371' right of centerline, up to 135' AGL/2061' MSL.
 Trees beginning 1.3 NM from DER, 740' right of centerline, up to 135' AGL/2084' MSL.
 Trees beginning 1.4 NM from DER, 225' right of centerline, up to 135' AGL/2174' MSL.
 Tree 1.6 NM from DER, 272' right of centerline, 135' AGL/2014' MSL.

PITTSBURGH, PA

ALLEGHENY COUNTY (AGC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 9 01FEB18 (18032) (FAA)

TAKEOFF MINIMUMS:

Rwy 13, std. w/ min. climb of 205' per NM to 1800 or 900-2½ for VCOA.

VCOA:

Rwy 13, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Allegheny County Airport at or above 2000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 10, vertical point 2' from DER, 75' right of centerline, 1' AGL/1251' MSL.
 Tree 3525' from DER, 746' left of centerline, 85' AGL/1341' MSL.
 Tree 3750' from DER, 578' left of centerline, 67' AGL/1350' MSL.
 Tree 3786' from DER, 518' left of centerline, 72' AGL/1353' MSL.
Rwy 13, pole 175' from DER, 335' right of centerline, 26' AGL/1264' MSL.
 Tree 362' from DER, 295' right of centerline, 53' AGL/1288' MSL.
 Vertical point 460' from DER, 588' right of centerline, 60' AGL/1296' MSL.
 Tree 912' from DER, 527' right of centerline, 73' AGL/1312' MSL.
Rwy 31, light 10' from DER, 87' right of centerline, 4' AGL/1246' MSL.
 Poles beginning 264' from DER, 298' right of centerline, 38' AGL/1263' MSL.



26190





26190



PITTSBURGH, PA (CON'T)

PITTSBURGH INTL (PIT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 15SEP16 (16259) (FAA)

TAKEOFF MINIMUMS:

Rwy 10L, 300-1½ or std. w/min. climb of 215' per NM to 1400, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1400' prior to DER.

Rwy 32, 300-1½ or std. w/ min. climb of 255' per NM to 1500.

TAKEOFF OBSTACLE NOTES:

Rwy 10C, pole 24' from DER, 300' left of centerline, 3' AGL/1140' MSL.

Tree 2605' from DER, 461' left of centerline, 1222' MSL.

Tree 3174' from DER, 747' left of centerline, 1255' MSL.

Trees beginning 3221' from DER, 911' left of centerline, up to 1263' MSL.

Trees beginning 4539' from DER, 1348' right of centerline, up to 52' AGL/1255' MSL.

Tree 4700' from DER, 1489' right of centerline, 50' AGL/1257' MSL.

Tree 4728' from DER, 1504' right of centerline, 1261' MSL.

Tree 4739' from DER, 1629' right of centerline, 68' AGL/1263' MSL.

Tree 4918' from DER, 1450' right of centerline, 69' AGL/1264' MSL.

Tree 4963' from DER, 1298' right of centerline, 77' AGL/1266' MSL.

Tree 4976' from DER, 1363' right of centerline, 74' AGL/1268' MSL.

Rwy 10L, vertical structures beginning 24' from DER, 5' right of centerline, up to 2' AGL/1175' MSL.

Vertical structures beginning 24' from DER, 4' left of centerline, up to 2' AGL/1175' MSL.

Aircraft on ramps beginning 199' from DER, 250' right of centerline, up to 64' AGL/1232' MSL.

Tree 1380' from DER, 724' left of centerline, 70' AGL/1229' MSL.

Trees beginning 1386' from DER, 672' left of centerline, up to 1233' MSL.

Tower 4175' from DER, 863' left of centerline, 112' AGL/1282' MSL.

Water tower 1.0 NM from DER, 1786' right of centerline, 200' AGL/1340' MSL.

Rwy 10R, vertical structures beginning 9' from DER, 40' right of centerline, up to 2' AGL/1123' MSL.

Vertical structures beginning 9' from DER, 40' left of centerline, up to 2' AGL/1124' MSL.

Street sign 55' from DER, 307' left of centerline, 3' AGL/1125' MSL.

Tree 415' from DER, 586' left of centerline, 10' AGL/1137' MSL.

Tree 2905' from DER, 673' left of centerline, 1200' MSL.

Trees beginning 4568' from DER, 1146' right of centerline, up to 1252' MSL.

Poles beginning 4587' from DER, 1124' left of centerline, up to 49' AGL/1241' MSL.

Trees beginning 4595' from DER, 151' right of centerline, up to 70' AGL/1255' MSL.

Trees beginning 5041' from DER, 101' right of centerline, up to 50' AGL/1257' MSL.

Tree 5069' from DER, 306' right of centerline, 1261' MSL.

Trees beginning 5080' from DER, 296' right of centerline, up to 68' AGL/1263' MSL.

Tree 5103' from DER, 35' left of centerline, 62' AGL/1251' MSL.

Tree 5259' from DER, 252' right of centerline, 69' AGL/1264' MSL.

Tree 5304' from DER, 101' right of centerline, 77' AGL/1266' MSL.

Tree 5317' from DER, 165' right of centerline, 74' AGL/1268' MSL.

Rwy 28C, poles beginning 123' from DER, 498' right of centerline, up to 41' AGL/1149' MSL.

Aircraft on taxiways beginning 267' from DER, 489' right of centerline, up to 64' AGL/1208' MSL.

Rwy 28L, tree 2' from DER, 497' left of centerline, 46' AGL/1137' MSL.

Tree 39' from DER, 497' left of centerline, 1144' MSL.

Tree 2271' from DER, 1109' left of centerline, 1223' MSL.

Rwy 28R, vertical structures beginning 9' from DER, 4' left of centerline, up to 1' AGL/1204' MSL.

Vertical structures beginning 9' from DER, on centerline, up to 1' AGL/1204' MSL.

Tree 21' from DER, 490' right of centerline, 19' AGL/1214' MSL.

Bush 71' from DER, 477' right of centerline, 1215' MSL.

Pole 643' from DER, 632' left of centerline, 25' AGL/1223' MSL.

Tree 1808' from DER, 912' right of centerline, 1273' MSL.

Rwy 32, vertical structures beginning 10' from DER, 54' right of centerline, up to 2' AGL/1149' MSL.

Vertical structures beginning 10' from DER, 55' left of centerline, up to 2' AGL/1149' MSL.

Tree 80' from DER, 376' left of centerline, 40' AGL/1151' MSL.

Pole 453' from DER, 515' right of centerline, 37' AGL/1173' MSL.

Aircraft on taxiway 1372' from DER, 8' right of centerline, 64' AGL/1214' MSL.

Aircraft on taxiways beginning 1612' from DER, 13' right of centerline, up to 64' AGL/1216' MSL.

Aircraft on taxiway 1989' from DER, 190' left of centerline, 64' AGL/1224' MSL.

Aircraft on taxiway and tree beginning 2166' from DER, 8' right of centerline, up to 64' AGL/1221' MSL.

Aircraft on taxiway 2213' from DER, 352' left of centerline, 64' AGL/1226' MSL.

Tree 2575' from DER, 1097' right of centerline, 70' AGL/1229' MSL.

Tree 2577' from DER, 1107' right of centerline, 1233' MSL.

Aircraft on taxiways beginning 2580' from DER, 425' left of centerline, up to 64' AGL/1233' MSL.

Aircraft on taxiway 2942' from DER, 836' left of centerline, 64' AGL/1235' MSL.

Tree 2943' from DER, 1213' right of centerline, 73' AGL/1247' MSL.

Trees beginning 5831' from DER, 1271' right of centerline, up to 83' AGL/1336' MSL.

Tower 1.1 NM from DER, 514' left of centerline, 95' AGL/1341' MSL.

Tower 1.1 NM from DER, 436' left of centerline, 106' AGL/1354' MSL.

Communication tower 1.1 NM from DER, 436' left of centerline, 102' AGL/1349' MSL.

NE-4, 03 SEP 2026 to 29 OCT 2026



26190





26190



POTTSTOWN, PA

HERITAGE FLD (PTW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2B 06DEC18 (21280) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, 300-1¼ or std. w/min. climb of 290' per NM to 600.

Rwy 28, 500-2.

DEPARTURE PROCEDURE:

Rwy 28, climb heading 276° to 900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 10, tree, pole beginning 58' from DER, 18' right of centerline, up to 365' MSL.

Building, tree beginning 403' from DER, 136' left of centerline, up to 25' AGL/339' MSL.

Tree, building beginning 745' from DER, 23' left of centerline, up to 380' MSL.

Tree 1573' from DER, 111' right of centerline, 376' MSL.

Tree 1620' from DER, 248' right of centerline, 379' MSL.

Tree 1701' from DER, 136' right of centerline, 384' MSL.

Tree 2004' from DER, 239' right of centerline, 388' MSL.

Tree 2127' from DER, 11' right of centerline, 398' MSL.

Trees beginning 2198' from DER, 71' left of centerline, up to 410' MSL.

Tree, building beginning 2414' from DER, 19' left of centerline, up to 416' MSL.

Tree, building beginning 2486' from DER, 22' right of centerline, up to 425' MSL.

Tank, water tower beginning 1 NM from DER, 349' right of centerline, up to 111' AGL/477' MSL.

Rwy 28, tree 124' from DER, 481' right of centerline, 327' MSL.

Trees beginning 845' from DER, 12' right of centerline, up to 337' MSL.

Tree 910' from DER, 107' left of centerline, 332' MSL.

Trees beginning 1007' from DER, 61' right of centerline, up to 338' MSL.

Trees beginning 1138' from DER, 53' right of centerline, up to 372' MSL.

Tower 1.3 NM from DER, 1680' left of centerline, 295' AGL/544' MSL.

POTTSTOWN MUNI (N47)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2B 21JUN18 (18172) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, 600-3 w/min. climb of 241' per NM to 1300, or 1300-2½ for climb in visual conditions.

Rwy 26, std. w/min. climb of 288' per NM to 1600, or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 8, climb heading 076° to 1300 before proceeding on course. For climb in visual conditions: cross Pottstown Muni Airport at or above 1400 MSL before proceeding on course.

Rwy 26, climb heading 271° to 1100 before proceeding on course. For climb in visual conditions: cross Pottstown Muni Airport at or above 1400 MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 8, terrain 2761' from DER, 124' right of centerline, 0' AGL/319' MSL.

Multiple trees beginning 5919' from DER, 854' left of centerline, up to 100' AGL/559' MSL.

Multiple trees beginning 1.3 NM from DER, 616' right of centerline, up to 100' AGL/759' MSL.

Rwy 26, tree 400' from DER, on centerline, 35' AGL/295' MSL.

Terrain 10' from DER, 246' left of centerline, 0' AGL/279' MSL.

Tree 399' from DER, on centerline, up to 100' AGL/295' MSL.

Multiple trees beginning 1 NM from DER, 2009' right of centerline, up to 100' AGL/579' MSL.

POTTSTOWN, PA

SCHUYLKILL COUNTY/JOE ZERBEY (ZER)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 31DEC20 (20366) (FAA)

TAKEOFF MINIMUMS:

Rwys 4, 22, NA - Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 11, terrain 11' from DER, 5' right of centerline, 1707' MSL.

Lighting 17' from DER, 112' left of centerline, 5' AGL/1709' MSL.

Lighting 18' from DER, 111' right of centerline, 6' AGL/1708' MSL.

Trees beginning 56' from DER, 322' right of centerline, up to 37' AGL/1716' MSL.

Trees beginning 77' from DER, 278' left of centerline, up to 28' AGL/1723' MSL.

Tree 155' from DER, 356' right of centerline, 42' AGL/1718' MSL.

Tree 267' from DER, 474' left of centerline, 45' AGL/1725' MSL.

Rwy 29, lighting 9' from DER, 16' right of centerline, 12' AGL/1731' MSL.

Lighting 10' from DER, 28' left of centerline, 12' AGL/1731' MSL.

Tree 30' from DER, 402' left of centerline, 33' AGL/1740' MSL.

Trees beginning 122' from DER, 258' left of centerline, up to 23' AGL/1742' MSL.

Trees beginning 162' from DER, 349' right of centerline, up to 35' AGL/1745' MSL.

Tree 373' from DER, 520' left of centerline, 37' AGL/1751' MSL.

Tree 510' from DER, 515' left of centerline, 40' AGL/1756' MSL.



26190





26190



PUNXSUTAWNEY, PA

PUNXSUTAWNEY MUNI (N35)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 30NOV23 (23334) (FAA)

TAKEOFF MINIMUMS:

Rwys 1, 19, NA-Environmental.

Rwy 6, 400-2½ or std w/min climb of 344'/NM to 2000.

DEPARTURE PROCEDURE:

Rwy 6, climb on heading 067° to 2000 before proceeding on course.

Rwy 24, climb on heading 247° to 2300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 6, aircraft on taxiway 4' from DER, 171' right of centerline, up to 10' AGL/1447' MSL.

Trees beginning 285' from DER, 304' left of centerline, up to 100' AGL/1542' MSL.

Vehicle on road 505' from DER, 304' left of centerline, up to 15' AGL/1457' MSL.

Building 732' from DER, 685' right of centerline, up to 40' AGL/1480' MSL.

Vehicle on road 733' from DER, 352' right of centerline, up to 15' AGL/1457' MSL.

Trees beginning 1252' from DER, 417' right of centerline, up to 100' AGL/1499' MSL.

Rwy 24, buildings beginning 192' from DER, 57' right of centerline, up to 30' AGL/1489' MSL.

Trees beginning 232' from DER, 174' left of centerline, up to 100' AGL/1510' MSL.

Trees beginning 1015' from DER, 310' right of centerline, up to 100' AGL/1559' MSL.

QUAKERTOWN, PA

QUAKERTOWN (UKT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 28JUN12 (12180) (FAA)

TAKEOFF MINIMUMS:

Rwy 29, 300-1 or std. w/min. climb of 730' per NM to 800.

TAKEOFF OBSTACLE NOTES:

Rwy 11, multiple trees, structures and poles beginning 19' from DER, 1300' left of centerline to 1385' right of centerline, up to 100' AGL/639' MSL.

Rwy 29, multiple trees, structures and poles beginning 27' from DER, 1329' left of centerline to 1049' right of centerline, up to 100' AGL/691' MSL.

RAVENSWOOD, WV

JACKSON COUNTY (I18)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 25AUG11 (11237) (FAA)

TAKEOFF MINIMUMS:

Rwy 4, 300-2 or std. w/min. climb of 225' per NM to 1200.

DEPARTURE PROCEDURE:

Rwy 4, climb heading 037° to 1300 before turning west.

Rwy 22, climb heading 217° to 1300 before turning north.

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 2137' from DER, 539' right of centerline, up to 100' AGL/890' MSL.

Trees beginning 1.6 NM from DER, 517' left of centerline, up to 100' AGL/1019' MSL.

Rwy 22, trees beginning 6' from DER, 476' right of centerline up to 100' AGL/802' MSL.

Trees beginning 2528' from DER 774' left of centerline, up to 100' AGL/879' MSL.

READING, PA

READING RGNL/CARL A SPAATZ FLD (RDG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 19JUL18 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwy 13, std. w/min. climb of 445' per NM to 1700.

Rwy 31, 500- 2¼ or std. w/min. climb of 430' per NM to 900.

Rwy 36, 400-2 or std. w/min. climb of 360' per NM to 510.

DEPARTURE PROCEDURE:

Rwy 18, climb heading 184° to 1400 before turning left.

Rwy 31, climb heading 313° to 900 before turning right.

Rwy 36, climb heading 004° to 1100 before turning right

TAKEOFF OBSTACLE NOTES:

Rwy 13, NAVAID 9' from DER, 54' left of centerline, 1' AGL/330' MSL.

Pole 67' from DER, 413' right of centerline, 23' AGL/354' MSL.

Tower 96' from DER, 476' right of centerline, 40' AGL/372' MSL.

Antenna, building beginning 96' from DER, 377' right of centerline, up to 41' AGL/373' MSL.

Trees beginning 871' from DER, 512' right of centerline, up to 378' MSL.

Tree 1690' from DER, 282' left of centerline, 376' MSL.

Tree 2521' from DER, 330' left of centerline, 398' MSL.

Rwy 18, NAVAID 8' from DER, 54' left of centerline, 1' AGL/343' MSL.

Building 61' from DER, 488' right of centerline, 6' AGL/352' MSL.

Tree 915' from DER, 663' left of centerline, 385' MSL.

CONT



26190





26190

**READING, PA (CON'T)****READING RGNL/CARL A SPAATZ FLD (RDG) (CON'T)**

Rwy 31, NAVAID 10' from DER, 55' right of centerline, 1' AGL/344' MSL.
 Trees beginning 5385' from DER, 1761' right of centerline, up to 518' MSL.
 Tree, pole beginning 5671' from DER, 1937' right of centerline, up to 548' MSL.
 Tree, pole beginning 6045' from DER, 1640' right of centerline, up to 568' MSL.
 Trees beginning 1 NM from DER, 1224' right of centerline, up to 582' MSL.
 Trees beginning 1 NM from DER, 1273' right of centerline, up to 655' MSL.
 Tree 1.1 NM from DER, 1972' right of centerline, 666' MSL.
 Tree, terrain, electrical, system, windmill beginning 1.1 NM from DER, 465' right of centerline, up to 702' MSL.
 Trees beginning 1.8 NM from DER, 1753' right of centerline, up to 709' MSL.
 Tree 1.8 NM from DER, 2179' right of centerline, 727' MSL.
 Tree, building beginning 1.8 NM from DER, 1645' right of centerline, up to 752' MSL.
 Trees beginning 1.9 NM from DER, 887' right of centerline, up to 776' MSL.
Rwy 36, NAVAID 10' from DER, 54' left of centerline, 1' AGL/292' MSL.
 NAVAID, terrain beginning 10' from DER, 55' right of centerline, up to 2' AGL/292' MSL.
 Terrain 57' from DER, 55' right of centerline, 299' MSL.
 Terrain beginning 89' from DER, 174' left of centerline, up to 306' MSL.
 Trees beginning 485' from DER, 210' left of centerline, up to 341' MSL.
 Trees beginning 734' from DER, 682' right of centerline, up to 338' MSL.
 Tree 908' from DER, 601' right of centerline, 345' MSL.
 Trees beginning 1049' from DER, 0' of centerline, up to 346' MSL.
 Trees beginning 1385' from DER, 269' left of centerline, up to 355' MSL.
 Trees beginning 1497' from DER, 124' left of centerline, up to 357' MSL.
 Tree 2543' from DER, 336' right of centerline, 356' MSL.
 Tree 2581' from DER, 165' right of centerline, 358' MSL.
 Tree 3410' from DER, 96' left of centerline, 382' MSL.
 Trees beginning 3555' from DER, 161' right of centerline, up to 450' MSL.
 Tree 1.3 NM from DER, 2599' left of centerline, 537' MSL.
 Tree 1.4 NM from DER, 2528' left of centerline, 575' MSL.
 Trees beginning 1.4 NM from DER, 2402' left of centerline, up to 603' MSL.
 Tree 1.4 NM from DER, 2508' left of centerline, 613' MSL.
 Trees beginning 1.4 NM from DER, 2042' left of centerline, up to 631' MSL.
 Trees beginning 1.5 NM from DER, 1982' left of centerline, up to 672' MSL.
 Tree 1.5 NM from DER, 2193' left of centerline, 545' MSL.

REEDSVILLE, PA**MIFFLIN COUNTY (RVL)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 3 05JUN08 (08157) (FAA)

TAKEOFF MINIMUMS:**Rwy 6**, std. w/ min. climb of 287' per NM to 3000 or 2200-3 for climb in visual conditions.**Rwy 24**, std. w/ min. climb of 242' per NM to 2800 or 2200-3 for climb in visual conditions.**DEPARTURE PROCEDURE:****Rwy 6**, climb heading 059° to 3000 before proceeding on course or for climb in visual conditions cross Mifflin County Airport at or above 3000 MSL before proceeding on course.**Rwy 24**, climb heading 239° to 2800 before proceeding on course or for climb in visual conditions cross Mifflin County Airport at or above 3000 MSL before proceeding on course.**TAKEOFF OBSTACLE NOTES:****Rwy 6**, fence beginning 59' from DER, 497' right of centerline, up to 6' AGL/825' MSL.

Bushes 449' from DER, 422' right of centerline, up to 10' AGL/829' MSL.

Rwy 24, ground 171' from DER, 481' left of centerline, 0' AGL/830' MSL.

Fence 207' from DER, 288' left of centerline, 15' AGL/834' MSL.

Trees 1189' from DER, 198' right of centerline, up to 100' AGL/933' MSL.

Trees 2,168' from DER, 407' left of centerline, up to 100' AGL/908' MSL.

ST MARYS, PA**ST MARYS MUNI (OYM)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 2A 13SEP18 (18256) (FAA)

TAKEOFF MINIMUMS:**Rwy 10**, std. w/min. climb of 230' per NM to 2800, or 1000-3 for VCOA.**VCOA:****Rwy 10**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross St Marys Muni airport at or above 2800 before proceeding on course.**TAKEOFF OBSTACLE NOTES:****Rwy 10**, vehicles on road, terrain beginning 197' from DER, 275' left of centerline, up to 1952' MSL.

Pole, tree beginning 410' from DER, 211' right of centerline, up to 37' AGL/1963' MSL.

Pole, building beginning 690' from DER, 411' left of centerline, up to 36' AGL/1978' MSL.

Tree 1023' from DER, 680' right of centerline, 1987' MSL.

Tree 1280' from DER, 723' right of centerline, 102' AGL/2030' MSL.

Tree 1984' from DER, 728' right of centerline, 2045' MSL.

Tree 2238' from DER, 303' left of centerline, 67' AGL/2006' MSL.

CON'T

26190





26190



ST MARYS, PA (CON'T)

ST MARYS MUNI (OYM) (CON'T)

Rwy 10 (CON'T), trees beginning 2452' from DER, 62' right of centerline, up to 91' AGL/2056' MSL.
Trees beginning 2475' from DER, 686' left of centerline, up to 98' AGL/2027' MSL.
Rwy 28, trees beginning 12' from DER, 213' right of centerline, up to 1948' MSL.
Pole 91' from DER, 263' left of centerline, 23' AGL/1928' MSL.
Tree, NAVAID beginning 466' from DER, on centerline, up to 1967' MSL.
Pole, NAVAID, tree beginning 544' from DER, 255' left of centerline, up to 33' AGL/1954' MSL.
Tree 659' from DER, 451' right of centerline, 75' AGL/1968' MSL.
Tree 2194' from DER, 25' left of centerline, 73' AGL/1965' MSL.

SELINGSGROVE, PA

PENN VALLEY (SEG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 01FEB18 (18032) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, std. w/ min. climb of 500' per NM to 1500 or 1500-2½ for VCOA.
Rwy 35, 500-2 w/ min. climb of 500' per NM to 1300 or 1500-2½ for VCOA.

DEPARTURE PROCEDURE:

Rwy 17, climbing right turn direct SEG VOR/DME before proceeding on course. Do not exceed 180K until SEG VOR/DME.

Rwy 35, climb heading 350° to 1900 before proceeding on course.

VCOA: All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Penn Valley Airport at or above 1800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees beginning 1.8 NM from DER, 1068' left of centerline, up to 100' AGL/919' MSL.
Trees beginning 29' from DER, 151' left of centerline, up to 100' AGL/559' MSL.
Pole 2520' from DER, 84' right of centerline, 58' AGL/508' MSL.
Rwy 35, trees beginning 273' from DER, 75' left of centerline, up to 100' AGL/539' MSL.
Trees beginning 1947' from DER, 624' right of centerline, up to 100' AGL/899' MSL.

SHAMOKIN, PA

NORTHUMBERLAND COUNTY (N79)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 01FEB18 (18032) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, 400-2 or std. w/ min. climb of 540' per NM to 1600.
Rwy 26, 400-2½ or std. w/ min. climb of 270' per NM to 1400.

DEPARTURE PROCEDURE:

Rwy 8, climb to 1600 then climbing left turn to 4000 direct SEG VOR/DME.

Rwy 26, climb to 1400 then climb to 4000 on SEG R-088 to SEG VOR/DME.

TAKEOFF OBSTACLE NOTES:

Rwy 8, trees beginning 33' from DER, 366' left of centerline, up to 70' AGL/950' MSL.
Pole 68' from DER, 459' right of centerline, 39' AGL/910' MSL.
Vehicles on roadway beginning 279' from DER, left and right of centerline, up to 15' AGL/952' MSL.
Trees beginning 1548' from DER, 197' left of centerline, up to 80' AGL/1171' MSL.
Buildings beginning 2631' from DER, 870' left of centerline, up to 38' AGL/1164' MSL.
Fence beginning 5683' from DER, 1796' left of centerline, up to 6' AGL/1099' MSL.
Pole 1.1 NM from DER, 1662' left of centerline, 23' AGL/1091' MSL.
Rwy 26, trees beginning 10' from DER, 242' left of centerline, up to 13' AGL/865' MSL.
Trees beginning 84' from DER, 184' right of centerline, up to 20' AGL/872' MSL.
Trees beginning 2.1 NM from DER, 2621' right of centerline, up to 80' AGL/1240' MSL.

SOMERSET, PA

SOMERSET COUNTY (2G9)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 20DEC07 (07354) (FAA)

TAKEOFF MINIMUMS:

Rwys 14, 32, NA-Environmental.

DEPARTURE PROCEDURE:

Rwy 7, climb heading 066° to 3000 before turning south.

Rwy 25, climb heading 246° to 2800 before turning south.

TAKEOFF OBSTACLE NOTES:

Rwy 7, trees beginning 57' from DER, 178' right of centerline, up to 79' AGL/2285' MSL.
Tree 1291' from DER, 76' left of centerline, 59' AGL/2238' MSL.
Buildings beginning 639' from DER, 348' left of centerline, up to 40' AGL/2222' MSL.
Rwy 25, trees beginning 480' from DER, 152' right of centerline, up to 67' AGL/2346' MSL.
Antenna on building 283' from DER, 204' right of centerline, 30' AGL/2290' MSL.
Tree 584' from DER, 211' left of centerline, 55' AGL/2297' MSL.
Obstruction light on localizer 291' from DER, on centerline, 20' AGL/2284' MSL.



26190





26190

**SPENCER, WV****BOGGS FLD (USW)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 1 20SEP12 (22083) (FAA)

TAKEOFF MINIMUMS:**Rwy 10**, 300-2 or std. w/min. climb of 447' per NM to 1300.**Rwy 28**, 400-2½ or std. w/min. climb of 332' per NM to 1400.**DEPARTURE PROCEDURE:****Rwy 10**, climb heading 100° to 1400 before proceeding on course.**Rwy 28**, climb heading 280° to 1600 before turning south.**TAKEOFF OBSTACLE NOTES:****Rwy 10**, vegetation beginning 14' from DER, left and right of centerline, up to 13' AGL/932' MSL.

Terrain and trees beginning 2060' from DER, 3' right of centerline, up to 60' AGL/1079' MSL.

Terrain, trees and buildings beginning 3169' from DER, 14' left of centerline, up to 60' AGL/1079' MSL.

Tree 4288' from DER, 236' right of centerline, up to 88' AGL/1167' MSL.

Tree 1.2 NM from DER, 1867' left of centerline, up to 35' AGL/1194' MSL.

Tree 1.7 NM from DER, 1510' right of centerline, up to 63' AGL/1182' MSL.

Rwy 28, terrain, trees, fences and pole beginning 13' from DER, 17' right of centerline, up to 74' AGL/1073' MSL.

Trees beginning 764' from DER, 14' left of centerline, up to 76' AGL/1055' MSL.

Tree 3587' from DER, 1432' right of centerline, up to 82' AGL/1081' MSL.

Tree 1.8 NM from DER, 3390' left of centerline, up to 63' AGL/1242' MSL.

Tree 2 NM from DER, 3063' left of centerline, up to 63' AGL/1252' MSL.

STATE COLLEGE, PA**STATE COLLEGE RGNL (UNV)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 4 05NOV98 (23278) (FAA)

TAKEOFF MINIMUMS:**Rwys 16, 34**, NA.**DEPARTURE PROCEDURE:****Rwys 6, 24**, climb runway heading to 2600 before proceeding on course.**SUMMERSVILLE, WV****SUMMERSVILLE (SXL)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 3B 13SEP18 (18256) (FAA)

TAKEOFF MINIMUMS:**Rwy 4**, 400-1 or std. w/min. climb of 350' per NM to 3000.**DEPARTURE PROCEDURE:****Rwy 4**, climb heading 044° to 2900 before proceeding on course.**Rwy 22**, climb heading 224° to 2400 before proceeding on course.**TAKEOFF OBSTACLE NOTES:****Rwy 22**, multiple trees beginning 139' from DER, 185' right of centerline, up to 98' AGL/1877' MSL.

Tree 223' from DER, 154' left of centerline, 93' AGL/1835' MSL.

SUTTON, WV**BRAXTON COUNTY (48I)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 1 21JUL16 (22279) (FAA)

TAKEOFF MINIMUMS:**Rwy 2**, 300-1.**Rwy 20**, 500-2½ w/min. climb of 290' per NM to 2400 or 1200-3 for climb in visual conditions.**DEPARTURE PROCEDURE:****Rwy 2**, climb via heading 016° to 2200 before turning left.**VCOA:****Rwy 20**, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Sutton County airport at or above 2300 before proceeding on course.**TAKEOFF OBSTACLE NOTES:****Rwy 2**, terrain, fences, and vehicles on road beginning 61' from DER, 90' right of centerline, up to 15' AGL/1311' MSL.

Terrain, fences, and vehicles on road beginning 77' from DER, 48' left of centerline, up to 15' AGL/1307' MSL.

Pole and trees beginning 56' from DER, 298' right of centerline, up to 90' AGL/1409' MSL.

Trees beginning 22' from DER, 244' left of centerline, up to 78' AGL/1417' MSL.

Terrain and trees beginning 556' from DER, 223' left of centerline, up to 80' AGL/1399' MSL.

Trees beginning 1015' from DER, 260' right of centerline, up to 106' AGL/1435' MSL.

Trees beginning 889' from DER, 233' left of centerline, up to 116' AGL/1445' MSL.

Trees 4508' from DER, 1011' left of centerline, up to 65' AGL/1484' MSL.

Rwy 20, fences, vehicles on road, poles, and trees beginning 197' from DER, 40' left of centerline, up to 49' AGL/1337' MSL.

Trees beginning 468' from DER, 1' right of centerline, up to 45' AGL/1324' MSL.

Terrain and trees beginning 72' from DER, 264' left of centerline, up to 76' AGL/1435' MSL.

Trees beginning 26' from DER, 311' right of centerline, up to 97' AGL/1376' MSL.

Trees beginning 1123' from DER, 54' right of centerline, up to 96' AGL/1515' MSL.

Trees beginning 4425' from DER, 47' left of centerline, up to 93' AGL/1529' MSL.

CON'T

26190





26190

**SUTTON, WV (CON'T)****BRAXTON COUNTY (48I) (CON'T)**

Rwy 20 (CON'T), trees beginning 1.5 NM from DER, left and right of centerline, up to 111' AGL/1590' MSL.
Trees 2.4 NM from DER, 3786' left of centerline, up to 100' AGL/1739' MSL.

TITUSVILLE, PA**TITUSVILLE (6G1)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****ORIG-A 08SEP22 (22251) (FAA)****TAKEOFF OBSTACLE NOTES:**

Rwy 1, trees, vehicles on road beginning 21' from DER, 31' left of centerline, up to 1657' MSL.
Vehicle on road 64' from DER, 40' right of centerline, 1616' MSL.
Vehicle on road 76' from DER, 152' right of centerline, 1618' MSL.
Building, vehicle on road beginning 97' from DER, 263' right of centerline, up to 21' AGL/1625' MSL.
Buildings beginning 156' from DER, 469' right of centerline, up to 29' AGL/1632' MSL.
Trees, pole beginning 385' from DER, 201' left of centerline, up to 1663' MSL.
Tree 983' from DER, 273' right of centerline, 1633' MSL.
Tree 1041' from DER, 565' right of centerline, 1642' MSL.
Tree 1990' from DER, 212' left of centerline, 1666' MSL.
Trees beginning 2013' from DER, 561' left of centerline, up to 1674' MSL.
Trees beginning 2333' from DER, 195' left of centerline, up to 1676' MSL.
Trees beginning 2556' from DER, 185' left of centerline, up to 1679' MSL.
Tree 2743' from DER, 77' right of centerline, 1672' MSL.
Trees beginning 2769' from DER, 97' right of centerline, up to 1685' MSL.
Trees beginning 2792' from DER, 65' left of centerline, up to 1697' MSL.
Trees beginning 3231' from DER, 388' left of centerline, up to 1700' MSL.
Trees beginning 3361' from DER, 250' left of centerline, up to 1705' MSL.
Tree 3686' from DER, 778' left of centerline, 1706' MSL.
Trees beginning 3688' from DER, 266' left of centerline, up to 1713' MSL.
Tree 3917' from DER, 847' left of centerline, 1714' MSL.
Trees beginning 3944' from DER, 747' left of centerline, up to 1728' MSL.
Rwy 19, sign 14' from DER, 142' left of centerline, 4' AGL/1534' MSL.
Terrain 38' from DER, 217' right of centerline, 1536' MSL.
Fence 160' from DER, 495' right of centerline, 17' AGL/1543' MSL.
Fence 167' from DER, 368' right of centerline, 16' AGL/1545' MSL.
Fence 197' from DER, 217' right of centerline, 13' AGL/1546' MSL.
Tree, fence beginning 355' from DER, 230' right of centerline, up to 1572' MSL.
Trees beginning 508' from DER, 202' right of centerline, up to 1598' MSL.
Trees beginning 938' from DER, 183' left of centerline, up to 1579' MSL.
Trees beginning 950' from DER, 457' right of centerline, up to 1612' MSL.
Trees beginning 1195' from DER, 251' left of centerline, up to 1587' MSL.

TOUGHKENAMON, PA**NEW GARDEN (N57)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 1A 08SEP22 (22251) (FAA)****TAKEOFF MINIMUMS:****Rwy 6**, 300-1.**DEPARTURE PROCEDURE:****Rwy 6**, climb on heading 055° to 900 before proceeding on course.**Rwy 24**, climb on heading 235° to 900 before proceeding on course.**TAKEOFF OBSTACLE NOTES:**

Rwy 6, tree 4' from DER, 162' right of centerline, 16' AGL/433' MSL.
Tree, building, pole beginning 185' from DER, 91' left of centerline, up to 92' AGL/521' MSL.
Tree, pole, tower, building, tank beginning 953' from DER, 58' right of centerline, up to 110' AGL/569' MSL.
Rwy 24, pole 8' from DER, 10' right of centerline, 2' AGL/435' MSL.
Pole 9' from DER, 10' left of centerline, 2' AGL/435' MSL.
Tree 26' from DER, 198' right of centerline, 49' AGL/471' MSL.
Trees beginning 31' from DER, 171' left of centerline, up to 92' AGL/448' MSL.
Tree 189' from DER, 250' right of centerline, 64' AGL/482' MSL.
Tree 291' from DER, 427' right of centerline, 106' AGL/489' MSL.
Trees beginning 361' from DER, 385' right of centerline, up to 109' AGL/493' MSL.

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026



26190





26190



TOWANDA, PA

BRADFORD COUNTY (N27)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 11OCT18 (18284) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, 800-3 w/min. climb of 333' per NM to 2000, or std. w/min. climb of 461' per NM to 2000, or 2000-3 for VCOA.

Rwy 23, std. w/min. climb of 685' per NM to 2800, or 2000-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 5, climb heading 047° to 2000 before proceeding on course or for climb in visual conditions: cross Bradford County airport at or above 2600 before proceeding on course. When executing VCOA, notify ATC prior to departure.

Rwy 23, climb heading 227° to 2000 before proceeding on course or for climb in visual conditions: cross Bradford County airport at or above 2600 before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

Rwy 5, pole and trees beginning 4' from DER, 267' right of centerline, up to 100' AGL/859' MSL.

Grain bin/silo and trees beginning 131' from DER, 475' left of centerline, up to 100' AGL/823' MSL.

Rwy 23, trees beginning 1069' from DER, 1' left of centerline, up to 100' AGL/1159' MSL.

Navaid 14' from DER, 113' right of centerline, 12' AGL/731' MSL.

Trees beginning 3206' from DER, 44' right of centerline, up to 100' AGL/1287' MSL.

TOWER CITY, PA

BENDIGO (74N)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 02JUL09 (09183) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, std. w/min. climb of 518' per NM to 2200 or 1700-2 for climb in visual conditions.

Rwy 23, NA-Terrain.

DEPARTURE PROCEDURE:

Rwy 5, departure NA at night. Climb heading 054° to 2200 before proceeding on course or for climb in visual conditions: cross Bendigo airport at or above 2300 before proceeding on course. Do not exceed 180 KIAS until crossing Bendigo airport on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5, multiple trees beginning 330' from DER, 45' left of centerline, up to 100' AGL/919' MSL.

Multiple trees beginning 355' from DER, 81' right of centerline, up to 100' AGL/879' MSL.

Multiple towers beginning 2.1 NM from DER, 2384' left of centerline, up to 200' AGL/1559' MSL.

WASHINGTON, PA

WASHINGTON COUNTY (AFJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 07AUG25 (25219) (FAA)

TAKEOFF MINIMUMS:

Rwy 9, 600-2½ or std w/min climb of 400'/NM to 1900.

Rwy 27, 300-1½ or std w/min climb of 965'/NM to 1500.

DEPARTURE PROCEDURE:

Rwy 9, climb on heading 093° to 1600 before turning.

TAKEOFF OBSTACLE NOTES:

Rwy 9, utility building 10' from DER, 89' right of centerline, 2' AGL/1168' MSL.

Trees beginning 2940' from DER, 893' right of centerline, up to 1314' MSL.

Trees beginning 5205' from DER, 745' left of centerline, up to 1305' MSL.

Trees beginning 5275' from DER, 643' left of centerline, up to 1320' MSL.

Trees beginning 5364' from DER, 595' left of centerline, up to 1327' MSL.

Trees beginning 5455' from DER, 530' left of centerline, up to 1337' MSL.

Trees beginning 1 NM from DER, 1057' right of centerline, up to 1347' MSL.

Trees beginning 1.1 NM from DER, 206' right of centerline, up to 1452' MSL.

Trees, terrain, buildings beginning 1.2 NM from DER, 77' right of centerline, up to 1455' MSL.

Tree 1.3 NM from DER, 195' left of centerline, 1379' MSL.

Trees beginning 1.3 NM from DER, 79' left of centerline, up to 1400' MSL.

Trees beginning 1.4 NM from DER, 151' left of centerline, up to 1409' MSL.

Trees beginning 1.4 NM from DER, 166' left of centerline, up to 1420' MSL.

Tree 1.5 NM from DER, 346' left of centerline, 1422' MSL.

Trees beginning 1.5 NM from DER, 157' left of centerline, up to 1428' MSL.

Tree 1.6 NM from DER, 2893' right of centerline, 1476' MSL.

Tree 1.6 NM from DER, 2970' right of centerline, 1512' MSL.

Tree 1.6 NM from DER, 2981' right of centerline, 1515' MSL.

Tree 1.7 NM from DER, 3019' right of centerline, 1526' MSL.

Towers, trees beginning 1.7 NM from DER, 2966' right of centerline, up to 215' AGL/1705' MSL.

Tower 1.8 NM from DER, 3118' right of centerline, 205' AGL/1710' MSL.

Towers, trees beginning 1.8 NM from DER, 678' right of centerline, up to 221' AGL/1717' MSL.

Tree 2 NM from DER, 3311' right of centerline, 1488' MSL.

Rwy 27, vehicles on road, tree beginning 1' from DER, 212' right of centerline, up to 1190' MSL.

Trees beginning 12' from DER, 248' left of centerline, up to 1199' MSL.

Vehicles on road beginning 190' from DER, 247' right of centerline, up to 1193' MSL.

Vehicles on road beginning 265' from DER, 330' right of centerline, up to 1199' MSL.

Tree, vehicles on road, terrain beginning 365' from DER, 171' right of centerline, up to 1248' MSL.

CON'T



26190





26190



WASHINGTON, PA (CON'T)

WASHINGTON COUNTY (AFJ) (CON'T)

Rwy 27 (CON'T), trees beginning 555' from DER, 10' right of centerline, up to 1257' MSL.

Trees beginning 557' from DER, 518' left of centerline, up to 1210' MSL.

Trees beginning 863' from DER, 32' left of centerline, up to 1228' MSL.

Tree, terrain beginning 1005' from DER, 197' left of centerline, up to 1268' MSL.

Trees beginning 1256' from DER, 387' left of centerline, up to 1290' MSL.

Trees beginning 1321' from DER, 478' left of centerline, up to 1293' MSL.

Trees, terrain beginning 1421' from DER, 21' left of centerline, up to 1349' MSL.

Trees beginning 1822' from DER, 111' right of centerline, up to 1277' MSL.

Trees beginning 1961' from DER, 505' right of centerline, up to 1291' MSL.

Trees beginning 2138' from DER, 728' right of centerline, up to 1302' MSL.

Tree 2281' from DER, 902' right of centerline, 1303' MSL.

Trees beginning 2343' from DER, 215' right of centerline, up to 1338' MSL.

Tree 2463' from DER, 703' left of centerline, 1368' MSL.

Trees, terrain beginning 2479' from DER, 101' left of centerline, up to 1371' MSL.

Trees beginning 2525' from DER, 27' right of centerline, up to 1352' MSL.

Trees, terrain, vehicles on road, poles, buildings, fences beginning 2659' from DER, 5' right of centerline, up to 1388' MSL.

Trees, vehicles on road beginning 2719' from DER, 48' left of centerline, up to 1373' MSL.

Trees, vehicles on road beginning 2793' from DER, 131' left of centerline, up to 1378' MSL.

Trees, vehicles on road, terrain beginning 2895' from DER, 19' left of centerline, up to 1393' MSL.

Trees, vertical structure, terrain, vehicles on road, building beginning 3019' from DER, 17' left of centerline, up to 1399' MSL.

Trees, vehicles on road, terrain, fence beginning 3162' from DER, 23' left of centerline, up to 1402' MSL.

Trees, vehicles on road, terrain, fences, poles, tower, building beginning 3238' from DER, 67' left of centerline, up to 1419' MSL.

MSL.

Trees, vehicles on road, poles, terrain beginning 3431' from DER, 40' left of centerline, up to 1420' MSL.

Trees beginning 3873' from DER, 1188' right of centerline, up to 1394' MSL.

Trees, terrain, fences beginning 3943' from DER, 498' right of centerline, up to 1416' MSL.

Pole, transmission line, tree, building beginning 1.2 NM from DER, 1043' right of centerline, up to 92' AGL/1422' MSL.

Tree 1.3 NM from DER, 2487' right of centerline, 1384' MSL.

WAYNESBURG, PA

GREENE COUNTY (WAY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25SEP08 (08269) (FAA)

TAKEOFF MINIMUMS:

Rwy 9, NA-obstacle.

Rwy 27, 300-1 or Std. w/ min. climb of 447' per NM to 1300.

DEPARTURE PROCEDURE:

Rwy 27, climb heading 268° to 1800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 27, trees beginning 332' from DER, 315' left of centerline, up to 100' AGL/1119' MSL.

Trees beginning 332' from DER, 360' right of centerline, up to 100' AGL/1239' MSL.

Pole/sign 1672' from DER, 623' left of centerline, 80' AGL/1148' MSL.

WELLSBORO, PA

GRAND CANYON RGNL (N38)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3B 08SEP22 (22251) (FAA)

TAKEOFF MINIMUMS:

Rwy 28, std. w/min. climb of 265' per NM to 2500.

Rwys 11, 29, NA-Environmental.

DEPARTURE PROCEDURE:

Rwy 10, climbing right turn direct SFK VOR/DME, thence...

Rwy 28, climb heading 279° to 2600, then climbing left turn direct SFK VOR/DME, thence...

...climb in SFK VOR/DME holding pattern (SW, right turns, 036° inbound) to cross SFK VOR/DME at or above 4000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 10, building 32' from DER, 485' right of centerline, 22' AGL/1903' MSL.

Pole 33' from DER, 353' right of centerline, 22' AGL/1904' MSL.

Pole 149' from DER, 352' right of centerline, 25' AGL/1906' MSL.

Building and vehicles on road beginning 178' from DER, 174' right of centerline, up to 32' AGL/1917' MSL.

Buildings and vehicles on road beginning 307' from DER, 47' right of centerline, up to 16' AGL/1922' MSL.

Vehicles on road 420' from DER, 590' right of centerline, 1927' MSL.

Tree, vehicles on road, beginning 448' from DER, 185' right of centerline, up to 1972' MSL.

Trees, poles, vehicles on road and terrain beginning 535' from DER, 191' right of centerline, up to 1979' MSL.

Trees beginning 2959' from DER, 237' right of centerline, up to 1982' MSL.

Tree 3708' from DER, 470' right of centerline, 1987' MSL.

Tree 237' from DER, 381' left of centerline, 1902' MSL.

Tree 329' from DER, 425' left of centerline, 1914' MSL.

Trees beginning 440' from DER, 329' left of centerline, up to 1927' MSL.

Trees beginning 832' from DER, 294' left of centerline, up to 1929' MSL.

Trees beginning 1037' from DER, 362' left of centerline, up to 1930' MSL.

CON'T



26190





26190

**WELLSBORO, PA (CON'T)****GRAND CANYON RGNL (N38) (CON'T)****Rwy 10 (CON'T)**, tree 1417' from DER, 555' left of centerline, 1931' MSL.

Tree 1424' from DER, 420' left of centerline, 1933' MSL.

Rwy 28, tree and terrain beginning 56' from DER, 342' left of centerline, up to 1962' MSL.

Multiple trees beginning 289' from DER, 286' left of centerline, up to 1967' MSL.

Tree 2.2 NM from DER, 1934' right of centerline, 100' AGL/2339' MSL.

WEST CHESTER, PA**BRANDYWINE RGNL (OQN)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 2 20JUN19 (19171) (FAA)****TAKEOFF MINIMUMS:****Rwy 27**, 300-1 or std. w/min. climb of 393' per NM to 700.**TAKEOFF OBSTACLE NOTES:****Rwy 9**, pole 9' from DER, 24' left of centerline, 3' AGL/463' MSL.

Poles beginning 10' from DER, 13' right of centerline, up to 3' AGL/463' MSL.

Tree, pole beginning 65' from DER, 96' left of centerline, up to 39' AGL/502' MSL.

Tree 272' from DER, 49' right of centerline, 39' AGL/471' MSL.

Tree 1404' from DER, 211' left of centerline, 65' AGL/505' MSL.

Tree 1427' from DER, 707' left of centerline, 105' AGL/545' MSL.

Trees beginning 1507' from DER, 56' left of centerline, up to 114' AGL/546' MSL.

Tree 2271' from DER, 208' right of centerline, 116' AGL/523' MSL.

Tree 2415' from DER, 246' right of centerline, 124' AGL/535' MSL.

Rwy 27, pole 7' from DER, 24' left of centerline, 3' AGL/455' MSL.

Poles beginning 8' from DER, 5' right of centerline, up to 3' AGL/455' MSL.

Trees beginning 50' from DER, 103' right of centerline, up to 37' AGL/471' MSL.

Tree, pole beginning 140' from DER, 38' right of centerline, up to 81' AGL/530' MSL.

Tree 313' from DER, 134' left of centerline, 43' AGL/468' MSL.

Tree, building beginning 690' from DER, 157' left of centerline, up to 53' AGL/486' MSL.

Trees beginning 997' from DER, 69' left of centerline, up to 39' AGL/487' MSL.

Tree 1043' from DER, 184' left of centerline, 39' AGL/490' MSL.

Tree, pole, building beginning 1132' from DER, 3' left of centerline, up to 42' AGL/496' MSL.

Tree 1647' from DER, 156' left of centerline, 32' AGL/499' MSL.

Pole 1704' from DER, 168' left of centerline, 37' AGL/504' MSL.

Tree, pole beginning 1741' from DER, 2' left of centerline, up to 64' AGL/531' MSL.

Tree 1790' from DER, 154' left of centerline, 70' AGL/534' MSL.

Tree 1891' from DER, 44' left of centerline, 86' AGL/540' MSL.

Trees beginning 2037' from DER, 217' right of centerline, up to 78' AGL/532' MSL.

Tree 2051' from DER, 202' left of centerline, 92' AGL/552' MSL.

Trees beginning 2248' from DER, 157' left of centerline, up to 109' AGL/568' MSL.

Tree 2740' from DER, 351' right of centerline, 60' AGL/534' MSL.

Trees beginning 2929' from DER, 11' right of centerline, up to 86' AGL/551' MSL.

Tree 3205' from DER, 413' right of centerline, 100' AGL/597' MSL.

Trees beginning 3368' from DER, 315' right of centerline, up to 104' AGL/614' MSL.

Tree 3455' from DER, 389' right of centerline, 122' AGL/623' MSL.

Trees beginning 3517' from DER, 84' right of centerline, up to 120' AGL/618' MSL.

WHEELING, WV**WHEELING OHIO COUNTY (HLG)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 3A 31MAR16 (16091) (FAA)****TAKEOFF OBSTACLE NOTES:****Rwy 3**, tree 95' from DER, 315' right of centerline, 13' AGL/1213' MSL.

Tree 351' from DER, 264' left of centerline, 48' AGL/1227' MSL.

Obstruction light on antenna 96' from DER, 240' left of centerline, 9' AGL/1208' MSL.

Obstruction light on transmission tower 5596' from DER, 1128' right of centerline, 100' AGL/1341' MSL.

Rwy 16, pole 125' from DER, 241' left of centerline, 4' AGL/1203' MSL.

Pole 264' from DER, 261' right of centerline, 6' AGL/1205' MSL.

Post 267' from DER, 242' left of centerline, 19' AGL/1198' MSL.

Tree 299' from DER, 273' left of centerline, 46' AGL/1225' MSL.

Rwy 21, tree 9' from DER, 459' right of centerline, 39' AGL/1176' MSL.

Tree 69' from DER, 455' right of centerline, 39' AGL/1179' MSL.

Tree 69' from DER, 406' right of centerline, 40' AGL/1190' MSL.

Multiple trees beginning 77' from DER, 367' right of centerline, up to 37' AGL/1194' MSL.

Rwy 34, multiple trees beginning 460' from DER, 402' right of centerline, up to 46' AGL/1225' MSL.

Obstruction light on antenna 436' from DER, 599' left of centerline, 45' AGL/1224' MSL.

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026



26190





26190



WILKES-BARRE/SCRANTON, PA

WILKES-BARRE/SCRANTON INTL (AVP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 17OCT13 (13290) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, NA-Obstacles.

Rwy 4, 300-1¼ w/min. climb of 210' per NM to 2800 or std. w/min. climb of 220' per NM to 1800 or 2000-3 for climb in visual conditions.

Rwy 22, 500-3 w/min. climb of 240' per NM to 1800 or std. w/min. climb of 290' per NM to 1800 or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 4, climb heading 044° to 2800 before proceeding on course. For climb in visual conditions: cross Wilkes-Barre/Scranton Intl airport at or above 2800 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

Rwy 22, climb heading 224° to 1400, then climbing right turn on heading 250° and LVZ VORTAC R-287 to 3000 before proceeding on course. For climb in visual conditions: cross Wilkes-Barre/Scranton Intl airport at or above 2800 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

Rwy 28, climbing left turn on heading 250° and LVZ VORTAC R-287 to 3000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees 5847' from DER, 1632' left of centerline, up to 91' AGL/1070' MSL.

Rwy 22, trees 1.4 NM from DER, 2576' left of centerline, up to 100' AGL/1279' MSL.

Trees 2.4 NM from DER, 3790' left of centerline, up to 100' AGL/1419' MSL.

WILKES-BARRE WYOMING VALLEY (WBW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 26JUL12 (12208) (FAA)

TAKEOFF MINIMUMS:

Rwy 7, std. w/min. climb of 280' per NM to 3300, or 2400-3 for climb in visual conditions.

Rwy 9, std. w/min. climb of 307' per NM to 2600, or 2400-3 for climb in visual conditions.

Rwy 25, std. w/min. climb of 320' per NM to 3100, or 2400-3 for climb in visual conditions.

Rwy 27, 1000-3 w/min. climb of 415' per NM to 2200, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 7, climb heading 066° to 3300 before proceeding on course or for climb in visual conditions cross Wilkes-Barre Wyoming Valley airport at or above 2800 before proceeding on course.

Rwy 9, climb heading 089° to 2800 before proceeding on course or for climb in visual conditions cross Wilkes-Barre Wyoming Valley airport at or above 2800 before proceeding on course.

Rwy 25, climb heading 246° to 3100 before proceeding on course or for climb in visual conditions cross Wilkes-Barre Wyoming Valley airport at or above 2800 before proceeding on course.

Rwy 27, climb heading 269° to 2700 before proceeding on course or for climb in visual conditions cross Wilkes-Barre Wyoming Valley airport at or above 2800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 7, road beginning 182' from DER, 428' right of centerline, up to 15' AGL/579' MSL.

Trees and poles beginning 409' from DER, 32' left of centerline, up to 99' AGL/659' MSL.

Trees and poles beginning 639' from DER, 309' right of centerline, up to 100' AGL/699' MSL.

Dike 751' from DER, right and left of centerline, 0' AGL/564' MSL.

Building 3071' from DER, 873' left of centerline, up to 80' AGL/640' MSL.

Mobile crane 4526' from DER, up to 120' AGL/660' MSL.

High tension power pole 6003' from DER, 1843' right of centerline, up to 173' AGL/719' MSL.

Rwy 9, trees beginning 39' from DER, 47' right of centerline, up to 111' AGL/651' MSL.

Trees beginning 104' from DER, 344' left of centerline, up to 100' AGL/640' MSL.

Buildings beginning 1.44 NM from DER, 2517' right of centerline, up to 58' AGL/918' MSL.

Rwy 25, road beginning 17' from DER, 435' left of centerline, up to 15' AGL/577' MSL.

Trees beginning 553' from DER, 103' left of centerline, up to 134' AGL/634' MSL.

Trees beginning 1668' from DER, 36' right of centerline, up to 107' AGL/647' MSL.

Tower 1.23 NM from DER, 1297' right of centerline, 203' AGL/753' MSL.

Rwy 27, trees 539' from DER, 380' left of centerline, up to 117' AGL/557' MSL.

Trees beginning 1285' from DER, left and right of centerline, up to 107' AGL/647' MSL.

Poles and trees beginning 1.18 NM from DER, 957' right of centerline, up to 52' AGL/1352' MSL.

WILLIAMSON, WV

SOUTHERN WEST VIRGINIA RGNL (EBD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 26JUL12 (22307) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, 500-2¼.

Rwy 26, 300-2.

NOTE: NA at night.

DEPARTURE PROCEDURE:

Rwy 8, climb heading 077° to 2700 before proceeding on course.

Rwy 26, climb heading 257° to 2400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 8, trees and high terrain beginning at DER, 77' right of centerline, up to 100' AGL/1998' MSL.

Trees beginning 347' from DER, 185' left of centerline, up to 100' AGL/1998' MSL.

Rwy 26, trees beginning 11' from DER, 35' left of centerline, up to 100' AGL/1927' MSL.

Trees beginning 864' from DER, 79' right of centerline, up to 100' AGL/1998' MSL.



26190





26190



WILLIAMSPORT, PA

WILLIAMSPORT RGNL (IPT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 22JUN17 (17173) (FAA)

TAKEOFF MINIMUMS:

Rwy 9, std. w/min. climb of 300' per NM to 1500 or 2800-3 VCOA.

Rwy 12, std. w/min. climb of 475' per NM to 1000 or 2800-3 VCOA.

Rwy 27, std. w/min. climb of 470' per NM to 1000 or 2800-3 VCOA.

Rwy 30, std. w/min. climb of 375' per NM to 1500 or 2800-3 VCOA.

DEPARTURE PROCEDURE:

Rwy 9, climb heading 087° to 2600 before proceeding on course.

Rwy 12, climbing left turn heading 090° to 2500 before proceeding on course.

Rwy 27, climbing right turn heading 285° to 2800 before proceeding on course.

Rwy 30, climb heading 296° to 2500 before proceeding on course.

VCOA:

All Rwys, Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Williamsport RGNL Airport at or above 2800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 9, fence, light pole, ALS, twy sign beginning 4' from DER, 4' left of centerline, up to 10' AGL/536' MSL.

Light pole, ALS beginning 5' from DER, 5' right of centerline, up to 1' AGL/526' MSL.

Railroad, fence, tree beginning 170' from DER, 331' left of centerline, up to 552' MSL.

Tree, fence beginning 240' from DER, 290' right of centerline, up to 537' MSL.

T-L tower, tree, bush, pole beginning 359' from DER, 265' left of centerline, up to 40' AGL/566' MSL.

Gen util, ALS beginning 398' from DER, 0' of centerline, up to 23' AGL/540' MSL.

Building, railroad, pole, light pole, tree, ALS, gen util beginning 616' from DER, 0' left of centerline, up to 47' AGL/576' MSL.

Gen util, tree beginning 620' from DER, 0' of centerline, up to 40' AGL/558' MSL.

Light pole 1175' from DER, 28' right of centerline, 30' AGL/560' MSL.

Pole 1521' from DER, 309' right of centerline, 45' AGL/564' MSL.

Tree 1523' from DER, 871' right of centerline, 574' MSL.

Tree 2278' from DER, 66' left of centerline, 587' MSL.

Tree 2290' from DER, 155' left of centerline, 590' MSL.

Tree 3013' from DER, 372' left of centerline, 61' AGL/606' MSL.

Trees beginning 3317' from DER, 413' left of centerline, up to 46' AGL/616' MSL.

Tree 3364' from DER, 801' left of centerline, 47' AGL/619' MSL.

Tree 3397' from DER, 909' left of centerline, 42' AGL/626' MSL.

Trees beginning 3414' from DER, 433' left of centerline, up to 60' AGL/642' MSL.

Tree 3527' from DER, 382' right of centerline, 87' AGL/617' MSL.

Trees beginning 4991' from DER, 430' left of centerline, up to 654' MSL.

Tree 5003' from DER, 500' left of centerline, 658' MSL.

Tree 5078' from DER, 1058' right of centerline, 95' AGL/669' MSL.

Tree 5236' from DER, 1115' right of centerline, 89' AGL/677' MSL.

Trees beginning 5280' from DER, 1067' right of centerline, up to 104' AGL/686' MSL.

Trees beginning 5438' from DER, 1157' right of centerline, up to 102' AGL/694' MSL.

Tree 5966' from DER, 1722' right of centerline, 740' MSL.

Tree, tower beginning 6072' from DER, 1608' right of centerline, up to 744' MSL.

Trees beginning 6072' from DER, 1553' right of centerline, up to 104' AGL/744' MSL.

Tree 6072' from DER, 1620' right of centerline, 98' AGL/742' MSL.

Tree 1 NM from DER, 1228' left of centerline, 83' AGL/711' MSL.

Tree 1.1 NM from DER, 1323' left of centerline, 101' AGL/745' MSL.

Trees beginning 1.1 NM from DER, 1164' left of centerline, up to 755' MSL.

Tree 1.1 NM from DER, 1476' left of centerline, 757' MSL.

Tree, tower beginning 1.1 NM from DER, 1036' left of centerline, up to 759' MSL.

Tree 1.2 NM from DER, 1416' left of centerline, 84' AGL/760' MSL.

Tree 1.3 NM from DER, 1357' left of centerline, 95' AGL/761' MSL.

Trees beginning 1.3 NM from DER, 1208' right of centerline, up to 90' AGL/771' MSL.

Tree 1.3 NM from DER, 1399' right of centerline, 99' AGL/767' MSL.

Tree 1.3 NM from DER, 1470' right of centerline, 93' AGL/775' MSL.

Tree 1.3 NM from DER, 1538' left of centerline, 105' AGL/767' MSL.

Tree 1.3 NM from DER, 1387' left of centerline, 92' AGL/773' MSL.

Tree, tower beginning 1.4 NM from DER, 1251' right of centerline, up to 781' MSL.

Tree 1.4 NM from DER, 1377' left of centerline, 88' AGL/777' MSL.

Tree 1.4 NM from DER, 1247' left of centerline, 91' AGL/784' MSL.

Tree 1.4 NM from DER, 1225' left of centerline, 90' AGL/788' MSL.

Tree 1.4 NM from DER, 1220' left of centerline, 788' MSL.

Rwy 12, tree 12' from DER, 369' right of centerline, 536' MSL.

ALS 284' from DER, 499' left of centerline, 17' AGL/539' MSL.

Gen util 285' from DER, 498' left of centerline, 23' AGL/540' MSL.

Trees beginning 324' from DER, 3' right of centerline, up to 553' MSL.

Trees beginning 413' from DER, 19' right of centerline, up to 39' AGL/561' MSL.

Gen util 478' from DER, 608' left of centerline, 40' AGL/558' MSL.

Tree 1172' from DER, 65' left of centerline, 566' MSL.

Tree, pole beginning 1336' from DER, 97' left of centerline, up to 568' MSL.

Tree 1690' from DER, 283' left of centerline, 574' MSL.

Tree 1933' from DER, 263' left of centerline, 576' MSL.

CONT



26190





26190

**WILLIAMSPORT, PA (CON'T)****WILLIAMSPORT RGNL (IPT) (CON'T)**

Rwy 12 (CON'T), tree 2686' from DER, 191' left of centerline, 600' MSL.
 Tree 2739' from DER, 90' right of centerline, 596' MSL.
 Trees beginning 2770' from DER, 87' left of centerline, up to 611' MSL.
 Tree 5134' from DER, 1840' left of centerline, 87' AGL/676' MSL.
 Tree 5596' from DER, 1885' left of centerline, 94' AGL/689' MSL.
 Trees beginning 6019' from DER, 1596' left of centerline, up to 740' MSL.
 Tree 6072' from DER, 1736' left of centerline, 98' AGL/742' MSL.
 Tree, tower beginning 6072' from DER, 1673' left of centerline, up to 744' MSL.
 Pole beginning 1.5 NM from DER, 2216' right of centerline, up to 50' AGL/813' MSL.
Rwy 27, ground, ALS beginning 7' from DER, 55' left of centerline, up to 515' MSL.
 ALS beginning 9' from DER, 55' right of centerline, up to 2' AGL/515' MSL.
 NAVAID 437' from DER, 0' of centerline, 17' AGL/525' MSL.
 Building beginning 517' from DER, 305' right of centerline, up to 16' AGL/533' MSL.
 Building 531' from DER, 302' right of centerline, 21' AGL/537' MSL.
 Tower 543' from DER, 292' right of centerline, 22' AGL/540' MSL.
 Tree 669' from DER, 467' left of centerline, 25' AGL/533' MSL.
 Trees beginning 1954' from DER, 22' left of centerline, up to 599' MSL.
 Tree 2050' from DER, 46' right of centerline, 86' AGL/599' MSL.
 Trees beginning 2128' from DER, 96' right of centerline, up to 602' MSL.
 Trees beginning 2154' from DER, 49' left of centerline, up to 601' MSL.
 Trees beginning 2304' from DER, 23' left of centerline, up to 604' MSL.
 Tree 3309' from DER, 133' left of centerline, 97' AGL/608' MSL.
 Trees beginning 3312' from DER, 47' left of centerline, up to 611' MSL.
 Tree 3455' from DER, 28' right of centerline, 616' MSL.
 Tree 3565' from DER, 371' left of centerline, 95' AGL/613' MSL.
 Trees beginning 3566' from DER, 152' left of centerline, up to 614' MSL.
 Tree 4522' from DER, 352' left of centerline, 627' MSL.
 Trees beginning 4557' from DER, 490' left of centerline, up to 647' MSL.
 Trees beginning 4748' from DER, 384' left of centerline, up to 86' AGL/649' MSL.
 Tree 4749' from DER, 494' left of centerline, 659' MSL.
 Trees beginning 4753' from DER, 197' left of centerline, up to 86' AGL/661' MSL.
 Trees beginning 4963' from DER, 478' left of centerline, up to 672' MSL.
 Trees beginning 5068' from DER, 417' left of centerline, up to 91' AGL/675' MSL.
 Trees beginning 5068' from DER, 354' left of centerline, up to 91' AGL/675' MSL.
 Trees beginning 5068' from DER, 164' left of centerline, up to 678' MSL.
 Trees beginning 5280' from DER, 96' left of centerline, up to 686' MSL.
 Trees beginning 5596' from DER, 378' left of centerline, up to 706' MSL.
 Tower, T-L tower beginning 1.6 NM from DER, 1923' left of centerline, up to 88' AGL/940' MSL.
 T-L tower 2.1 NM from DER, 1893' left of centerline, 94' AGL/1040' MSL.
 Pole 2.1 NM from DER, 3626' left of centerline, up to 103' AGL/1572' MSL.
Rwy 30, fence 98' from DER, 348' left of centerline, 8' AGL/531' MSL.
 Road 210' from DER, 12' left of centerline, 539' MSL.
 Road, sign beginning 256' from DER, 108' right of centerline, up to 537' MSL.
 Pole 428' from DER, 494' right of centerline, 69' AGL/588' MSL.
 Tree 1643' from DER, 177' right of centerline, 600' MSL.
 Tree 1696' from DER, 290' right of centerline, 608' MSL.
 Trees beginning 1789' from DER, 177' right of centerline, up to 614' MSL.
 Tree 1847' from DER, 284' left of centerline, 582' MSL.
 Trees beginning 1946' from DER, 139' left of centerline, up to 597' MSL.
 Trees beginning 2030' from DER, 265' left of centerline, up to 602' MSL.
 Tree 2194' from DER, 182' left of centerline, 614' MSL.
 Tree, T-L tower, pole beginning 2217' from DER, 17' right of centerline, up to 617' MSL.
 Trees beginning 2462' from DER, 92' left of centerline, up to 628' MSL.
 Trees beginning 2822' from DER, 14' left of centerline, up to 629' MSL.
 Trees beginning 2981' from DER, 27' right of centerline, up to 619' MSL.
 Trees beginning 3172' from DER, 20' right of centerline, up to 623' MSL.
 Tree 3731' from DER, 450' left of centerline, 630' MSL.
 Tree 3746' from DER, 29' right of centerline, 628' MSL.
 Tree 3839' from DER, 118' left of centerline, 638' MSL.
 Trees beginning 3845' from DER, 18' left of centerline, up to 640' MSL.
 Tree, pole beginning 4277' from DER, 327' right of centerline, up to 645' MSL.
 Pole 4465' from DER, 225' right of centerline, 37' AGL/647' MSL.
 Tree, pole beginning 4488' from DER, 12' right of centerline, up to 700' MSL.
 Tree, pole beginning 4646' from DER, 49' right of centerline, up to 701' MSL.
 Tree 4699' from DER, 37' left of centerline, 695' MSL.
 Tree, bush beginning 4752' from DER, 138' right of centerline, up to 737' MSL.
 Tree, pole beginning 4804' from DER, 33' left of centerline, up to 706' MSL.
 Tree, pole beginning 5016' from DER, 29' left of centerline, up to 707' MSL.
 Tree 5016' from DER, 96' right of centerline, 754' MSL.
 Pole, ground, tree beginning 5016' from DER, 27' right of centerline, up to 53' AGL/755' MSL.
 Tree, pole beginning 5068' from DER, 132' left of centerline, up to 731' MSL.
 Tree, pole beginning 5227' from DER, 96' left of centerline, up to 748' MSL.
 Trees beginning 5385' from DER, 31' right of centerline, up to 764' MSL.

CON'T

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026



26190





26190

WILLIAMSPORT, PA (CON'T)**WILLIAMSPORT RGSL (IPT) (CON'T)****Rwy 30 (CON'T)**, trees beginning 5438' from DER, 82' left of centerline, up to 771' MSL.

Trees beginning 5544' from DER, 127' left of centerline, up to 777' MSL.

YORK, PA**YORK (THV)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 1 13JAN11 (11013) (FAA)****TAKEOFF MINIMUMS:****Rwy 17**, 300-1¼ or std. w/ min. climb of 473' per NM to 800.**Rwy 35**, 300-1 or std. w/ min. climb of 393' per NM to 800.**DEPARTURE PROCEDURE:****Rwy 17**, climb heading 166° to 1100 before turning right.**TAKEOFF OBSTACLE NOTES:****Rwy 17**, terrain, catenary ball, vehicles on road, fences, poles, buildings, and trees beginning 2' from DER, 9' left of centerline, up to 46' AGL/645' MSL.

Terrain, vehicles on road, fences, poles, buildings, and trees beginning 38' from DER, 12' right of centerline, up to 41' AGL/645' MSL.

Trees 2680' from DER, 467' left of centerline, up to 54' AGL/653' MSL.

Trees 6013' from DER, 974' right of centerline, up to 84' AGL/713' MSL.

Trees 1 NM from DER, 710' right of centerline, up to 71' AGL/670' MSL.

Rwy 35, terrain, building, poles, and trees beginning 32' from DER, 5' left of centerline up to 104' AGL/623' MSL.

Terrain, fence, building, and trees beginning 18' from DER, 8' right of centerline, up to 88' AGL/627' MSL.

Trees 3325' from DER, 514' right of centerline, up to 80' AGL/639' MSL.

Trees 3789' from DER, 1049' left of centerline, up to 101' AGL/660' MSL.

Trees 4121' from DER, 763' left of centerline, up to 109' AGL/628' MSL.

ZELIENOPLE, PA**ZELIENOPLE MUNI (PJC)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 4 05SEP24 (24249) (FAA)****TAKEOFF MINIMUMS:****Rwy 17**, 500-3 w/ min climb of 270'/NM to 2200, or 1100-3 for VCOA.**Rwy 35**, 500-3 w/ min climb of 295'/NM to 1600, or 1100-3 for VCOA.**DEPARTURE PROCEDURE:****Rwy 17**, climb on heading 174° to 1500 before proceeding on course.**Rwy 35**, climb on heading 354° to 1500 before proceeding on course.**VCOA:****All runways**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Zelenople Muni airport at or above 1900 before proceeding on course.**TAKEOFF OBSTACLE NOTES:****Rwy 17**, tree 2' from DER, 267' left of centerline, 925' MSL.

Pole, trees, buildings, traverse way, utility building beginning 75' from DER, 187' left of centerline, up to 37' AGL/938' MSL.

Pole 255' from DER, 448' right of centerline, 41' AGL/930' MSL.

Poles beginning 376' from DER, 269' right of centerline, up to 71' AGL/964' MSL.

Tree 524' from DER, 437' left of centerline, 942' MSL.

Trees, traverse way, pole beginning 537' from DER, 195' right of centerline, up to 77' AGL/969' MSL.

Tree 653' from DER, 504' right of centerline, 972' MSL.

Poles beginning 720' from DER, 294' left of centerline, up to 67' AGL/968' MSL.

Trees beginning 728' from DER, 321' right of centerline, up to 989' MSL.

Pole, buildings, tank beginning 849' from DER, 99' left of centerline, up to 68' AGL/973' MSL.

Trees beginning 897' from DER, 13' right of centerline, up to 110' AGL/999' MSL.

Pole, transmission line, trees, buildings beginning 907' from DER, 15' left of centerline, up to 70' AGL/978' MSL.

Trees beginning 1497' from DER, 19' left of centerline, up to 1006' MSL.

Trees beginning 1770' from DER, 320' right of centerline, up to 1094' MSL.

Trees beginning 2010' from DER, 94' right of centerline, up to 1142' MSL.

Trees beginning 2208' from DER, 159' right of centerline, up to 1184' MSL.

Trees beginning 2643' from DER, 125' right of centerline, up to 1201' MSL.

Trees, poles, terrain beginning 2669' from DER, 15' right of centerline, up to 93' AGL/1222' MSL.

Trees beginning 3480' from DER, 317' left of centerline, up to 111' AGL/1014' MSL.

Trees beginning 4053' from DER, 1110' right of centerline, up to 1240' MSL.

Trees beginning 4074' from DER, 287' right of centerline, up to 1242' MSL.

Trees, terrain, poles beginning 4137' from DER, 227' right of centerline, up to 98' AGL/1250' MSL.

Trees, pole, tower beginning 4199' from DER, 900' left of centerline, up to 107' AGL/1035' MSL.

Trees, electrical system, terrain, transmission lines, poles beginning 4393' from DER, 96' right of centerline, up to 1255' MSL.

Trees 1 NM from DER, 2079' left of centerline, 109' AGL/1086' MSL.

Trees, transmission line beginning 1.1 NM from DER, 516' left of centerline, up to 99' AGL/1222' MSL.

Trees, poles beginning 1.2 NM from DER, 96' left of centerline, up to 101' AGL/1290' MSL.

Trees, terrain, transmission lines, pole, silo beginning 1.3 NM from DER, 65' right of centerline, up to 75' AGL/1284' MSL.

Trees, pole, terrain 1.6 NM from DER, 38' right of centerline, up to 93' AGL/1312' MSL.

Trees, poles beginning 1.6 NM from DER, 45' left of centerline, up to 1296' MSL.

CON'T

26190

ZELIENOPLE, PA (CON'T)

ZELIENOPLE MUNI (PJC) (CON'T)

Rwy 17 (CON'T), pole, trees beginning 1.7 NM from DER, 151' right of centerline, up to 87' AGL/1322' MSL.

Poles, trees, terrain, transmission lines beginning 1.8 NM from DER, 23' right of centerline, up to 78' AGL/1323' MSL.

Antenna, trees, transmission line, pole beginning 2.1 NM from DER, 11' left of centerline, up to 155' AGL/1317' MSL.

Trees beginning 2.1 NM from DER, 81' right of centerline, up to 64' AGL/1335' MSL.

Trees, pole beginning 2.2 NM from DER, 24' right of centerline, up to 89' AGL/1361' MSL.

Trees beginning 2.2 NM from DER, 21' left of centerline, up to 80' AGL/1325' MSL.

Trees, pole beginning 2.4 NM from DER, 59' right of centerline, up to 99' AGL/1367' MSL.
MSL.

Rwy 35, traverse way 19' from DER, 208' right of centerline, 962' MSL.

Terrain, tree, traverse way beginning 51' from DER, 79' right of centerline, up to 967' MSL.

Tree 169' from DER, 497' left of centerline, 918' MSL.

Tree 172' from DER, 497' left of centerline, 63' AGL/951' MSL.

Trees, terrain beginning 321' from DER, 510' left of centerline, up to 112' AGL/994' MSL.

Trees, traverse way, terrain beginning 688' from DER, 25' right of centerline, up to 61' AGL/1000' MSL.

Trees, pole beginning 866' from DER, 404' left of centerline, up to 96' AGL/1018' MSL.

Trees, traverse way, terrain beginning 939' from DER, 45' left of centerline, up to 1021' MSL.

Trees, traverse way, terrain beginning 1183' from DER, 195' left of centerline, up to 109' AGL/1028' MSL.

Trees beginning 1454' from DER, 464' right of centerline, up to 76' AGL/1020' MSL.

Trees, traverse way beginning 1659' from DER, 4' right of centerline, up to 83' AGL/1044' MSL.

Trees, traverse way beginning 1896' from DER, 188' left of centerline, up to 73' AGL/1030' MSL.

Trees, traverse way beginning 2163' from DER, 46' left of centerline, up to 84' AGL/1047' MSL.

Trees beginning 2341' from DER, 15' left of centerline, up to 109' AGL/1058' MSL.

Trees, terrain beginning 2401' from DER, 37' left of centerline, up to 91' AGL/1080' MSL.

Trees beginning 2426' from DER, 13' right of centerline, up to 96' AGL/1057' MSL.

Trees beginning 2560' from DER, 7' right of centerline, up to 78' AGL/1063' MSL.

Trees, terrain beginning 2681' from DER, 132' left of centerline, up to 1084' MSL.

Trees, terrain beginning 2783' from DER, 71' left of centerline, up to 91' AGL/1090' MSL.

Trees beginning 2907' from DER, 43' right of centerline, up to 1068' MSL.

Trees, terrain beginning 2953' from DER, 11' left of centerline, up to 101' AGL/1101' MSL.

Tree 3114' from DER, 1166' right of centerline, 1112' MSL.

Trees beginning 3129' from DER, 166' right of centerline, up to 103' AGL/1116' MSL.

Trees, terrain beginning 3251' from DER, 83' left of centerline, up to 1112' MSL.

Trees, terrain beginning 3289' from DER, 63' left of centerline, up to 1120' MSL.

Trees, terrain beginning 3294' from DER, 11' right of centerline, up to 111' AGL/1142' MSL.

Trees, terrain beginning 3338' from DER, 14' right of centerline, up to 101' AGL/1145' MSL.

Tree, terrain beginning 3351' from DER, 36' left of centerline, up to 117' AGL/1137' MSL.

Trees, terrain beginning 3380' from DER, 5' left of centerline, up to 1149' MSL.

Trees, terrain beginning 3451' from DER, 120' right of centerline, up to 1147' MSL.

Trees, terrain beginning 3614' from DER, on centerline, up to 101' AGL/1157' MSL.

Trees, terrain beginning 4170' from DER, 41' left of centerline, up to 88' AGL/1153' MSL.

Trees, poles, terrain, fence, traverse way, vegetation, building beginning 4551' from DER, 2' left of centerline, up to 73' AGL/1174' MSL.

Trees, terrain beginning 4867' from DER, 246' right of centerline, up to 79' AGL/1158' MSL.

Trees, terrain beginning 4952' from DER, 42' right of centerline, up to 92' AGL/1165' MSL.

Trees, terrain, traverse way beginning 5139' from DER, 16' right of centerline, up to 1171' MSL.

Tree, traverse way, terrain beginning 5308' from DER, 206' left of centerline, up to 93' AGL/1210' MSL.

Trees, terrain, building, traverse way beginning 5349' from DER, 94' left of centerline, up to 1221' MSL.

Trees beginning 5443' from DER, 387' left of centerline, up to 106' AGL/1236' MSL.

Trees, terrain, traverse way, fence beginning 5485' from DER, 18' left of centerline, up to 111' AGL/1244' MSL.

Trees beginning 5630' from DER, 202' right of centerline, up to 1179' MSL.

Trees beginning 5635' from DER, 134' right of centerline, up to 1195' MSL.

Trees, terrain beginning 5691' from DER, 18' right of centerline, up to 1202' MSL.

Trees beginning 5773' from DER, 536' right of centerline, up to 101' AGL/1213' MSL.

Trees, traverse way, fence, terrain, buildings, poles, vegetation beginning 5779' from DER, 7' left of centerline, up to 110' AGL/1245' MSL.

Trees beginning 5788' from DER, 156' right of centerline, up to 1215' MSL.

Trees, terrain, fence, poles, buildings, traverse way beginning 5911' from DER, on centerline, up to 1221' MSL.

Trees, building, pole, traverse way beginning 1.5 NM from DER, 2' right of centerline, up to 62' AGL/1253' MSL.

Trees beginning 1.7 NM from DER, 909' right of centerline, up to 83' AGL/1270' MSL.

Trees 2.1 NM from DER, 2048' right of centerline, 96' AGL/1354' MSL.

Trees beginning 2.2 NM from DER, 4144' left of centerline, up to 100' AGL/1285' MSL.

Trees, pole 2.3 NM from DER, 2308' right of centerline, 114' AGL/1395' MSL.

Trees 2.4 NM from DER, 4214' left of centerline, 100' AGL/1305' MSL.

Trees beginning 2.4 NM from DER, 2742' right of centerline, up to 100' AGL/1390' MSL.

NAME ALTERNATE MINIMUMS

BLUEFIELD, WV

MERCER COUNTY (BLF).....RNAV (GPS) Rwy 5¹
RNAV (GPS) Rwy 23²

NA when local weather not available.

¹Cat D 800-2¼.

²Cat C 800-2¼, Cat D 800-2½.

BRADFORD, PA

BRADFORD
RGNL (BFD).....RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32

NA when local weather not available.

BUCKHANNON, WV

UPSHUR COUNTY
RGNL (W22).....RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 29¹

Cat C 800-2¼.

¹NA when local weather not available.

BUTLER, PA

PITTSBURGH/BUTLER
RGNL (BTP).....ILS or LOC Rwy 8¹²
RNAV (GPS) Rwy 8³
RNAV (GPS) Rwy 26³

¹NA when local weather not available.

²LOC Cat C 900-2½, Cat D 900-2¾.

³Cat C 900-2½, Cat D 900-2¾.

CHARLESTON, WV

WEST VIRGINIA INTL
YEAGER (CRW).....ILS or LOC Rwy 5¹
RNAV (GPS) Y Rwy 5²
RNAV (GPS) Y Rwy 23³
RNAV (RNP) Z Rwy 23⁴
VOR-A²

¹LOC Cat C 900-2½, Cat D 1000-3.

²Cat C 900-2½, Cat D 1000-3.

³Cat C 900-2½, Cat D 900-2¾.

⁴NA when local weather not available.

CLARKSBURG, WV

NORTH CENTRAL
WEST VIRGINIA (CKB).....ILS or LOC Rwy 21¹²
RNAV (GPS) Rwy 3³
RNAV (GPS) Rwy 21⁴
VOR-A⁵⁶

¹NA when control tower closed.

²LOC Cat B 900-2, Cat C, D 1100-3.

³Cat B 900-2, Cat C, D 1100-3.

⁴Cat C, D 1100-3.

⁵Cat D 900-2¾.

⁶NA when local weather not available.

NAME ALTERNATE MINIMUMS

CLEARFIELD, PA

CLEARFIELD-
LAWRENCE (FIG).....RNAV (GPS) Rwy 12¹
RNAV (GPS) Rwy 30²

NA when local weather not available.

¹Cat C 900-2½.

²Cat C 900-2½, Cat D 1200-3.

COATESVILLE, PA

CHESTER COUNTY
G O CARLSON (MQS).....ILS or LOC Rwy 29¹
RNAV (GPS) Rwy 11²
RNAV (GPS) Rwy 29²

NA when local weather not available.

¹LOC Cat D 800-2½.

²Cat D 800-2½.

DOYLESTOWN, PA

DOYLESTOWN (DYL).....RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23

NA when local weather not available.

DUBOIS, PA

DUBOIS RGNL (DUJ).....ILS or LOC Rwy 25
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25

NA when local weather not available.

ELKINS, WV

ELKINS/RANDOLPH COUNTY (JENNINGS
RANDOLPH FLD) (EKN).....LDA-C¹
RNAV (GPS) Rwy 5²
RNAV (GPS) Rwy 23³
RNAV (GPS)-A⁴

NA when local weather not available.

¹Cat A, B 1200-2, Cat C 1800-3, Cat D 2100-3.

²Cat A, B 1400-2, Cat C 1800-3, Cat D 2100-3.

³Cat A, B 1200-2, Cat C 1800-3, Cat D 1200-3.

⁴Cat A, B 1700-2, Cat C 1800-3.

ERIE, PA

ERIE INTL/TOM RIDGE
FLD (ERI).....ILS or LOC Rwy 6¹
ILS or LOC Rwy 24¹
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24

NA when local weather not available.

¹NA when control tower closed.

FRANKLIN, PA

VENANGO RGNL (FKL).....ILS or LOC Rwy 21
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21

NA when local weather not available.

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

NAME ALTERNATE MINIMUMS

HARRISBURG, PA

CAPITAL CITY (CXY).....**ILS or LOC Rwy 8¹²**
RNAV (GPS) Rwy 8¹³
RNAV (GPS) Rwy 26⁴

NA when local weather not available.

¹NA when control tower closed.

²LOC Cat A, B 1000-2, Cat C, D 1200-3.

³Cat D 900-2¾.

⁴Cat A 1200-2, Cat B 1400-2, Cat C, D 1400-3.

HARRISBURG

INTL (MDT).....**ILS or LOC Rwy 13¹**
ILS or LOC Rwy 31¹
RNAV (GPS) Rwy 13²
RNAV (GPS) Rwy 31³
VOR Rwy 31⁴

¹LOC Cat D 1200-3.

²Cat A, B, C, D 1300-5.

³Cat C 800-2½, Cat D 1200-3.

⁴Cat A, B 1000-2, Cat C 1000-3, Cat D 1200-3.

HAZLETON, PA

HAZLETON RGNL (HZL).....**RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28

Cat C 900-2½, Cat D 1000-3.

HUNTINGTON, WV

TRI-STATE/MILTON J FERGUSON
 FLD (HTS).....**ILS or LOC Rwy 12¹**
ILS or LOC Rwy 30¹
RNAV (GPS) Rwy 12²
RNAV (GPS) Rwy 30²

¹LOC Cat D 1000-3.

²Cat D 1000-3.

INDIANA, PA

INDIANA COUNTY/JIMMY STEWART
 FLD (IDI).....**RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 29

NA when local weather not available.

Cat C, D 1300-3.

JOHNSTOWN, PA

JOHN MURTHA JOHNSTOWN/CAMBRIA
 COUNTY (JST).....**ILS or LOC Rwy 33¹²³**
RNAV (GPS) Rwy 5⁴
RNAV (GPS) Rwy 15⁴
RNAV (GPS) Rwy 23⁴
RNAV (GPS) Rwy 33⁴
VOR Rwy 5²⁴
VOR Y Rwy 15⁵
VOR Z Rwy 15⁴
VOR Y Rwy 23⁴
VOR Z Rwy 23⁴

¹NA when control tower closed.

²NA when local weather not available.

³LOC Cat D 800-2¼.

⁴Cat D 800-2¼.

⁵Cat A, B 1100-2, Cat C, D 1100-3.

NAME ALTERNATE MINIMUMS

LANCASTER, PA

LANCASTER (LNS).....**ILS or LOC Rwy 8¹²³**
RNAV (GPS) Rwy 8²
RNAV (GPS) Rwy 13²
RNAV (GPS) Rwy 26²
RNAV (GPS) Rwy 31²⁴
VOR/DME Rwy 31²⁴
VOR/DME Rwy 8²
VOR/DME Rwy 26²⁴
VOR Rwy 8²⁵
VOR Rwy 31⁴

¹NA when control tower closed.

²NA when local weather not available.

³LOC Cat D 800-2¼.

⁴Cat D 800-2¼.

⁵Cat A, B 1000-2, Cat C, D 1000-3.

LATROBE, PA

ARNOLD PALMER
 RGNL (LBE).....**ILS or LOC Rwy 24¹²³**
RNAV (GPS) Rwy 6⁴
RNAV (GPS) Rwy 24⁴

¹NA when control tower closed.

²NA when local weather not available.

³LOC Cat A, B 1200-2, Cat C, D 1200-3.

⁴Cat C 900-2½, Cat D 900-2¾.

LEHIGHTON, PA

JAKE ARNER
 MEML (22N).....**RNAV (GPS) Rwy 8¹**
RNAV (GPS) Rwy 26²

¹Cat A, B 1100-2.

²Cat A 1000-2, Cat B 1300-2.

LEWISBURG, WV

GREENBRIER
 VALLEY (LWB).....**ILS or LOC Rwy 4¹²**
RNAV (GPS) Rwy 4¹³
RNAV (GPS) Rwy 22³

¹NA when local weather not available.

²LOC Cat C 1000-3, Cat D 1400-3.

³Cat C 1000-3, Cat D 1400-3.

LOGAN, WV

LOGAN
 COUNTY (6L4).....**RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24

NA when local weather not available.

Cat C 1100-3.

MARTINSBURG, WV

EASTERN WV RGNL/SHEPHERD
 FLD (MRB).....**RNAV (GPS) Rwy 8¹**
RNAV (GPS) Rwy 26²³
VOR-A¹²

¹Cat D 800-2¼, Cat E 1600-3.

²NA when local weather not available.

³Cat D 900-2¾, Cat E 1600-3.

NAME ALTERNATE MINIMUMS

MEADVILLE, PA

PORT MEADVILLE (GKJ).....LOC Rwy 25¹
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25

Cat B 900-2, Cat C 900-2½, Cat D 900-2¾.

¹NA when local weather not available.

MORGANTOWN, WV

MORGANTOWN MUNI/WALTER L BILL
HART FLD (MGW).....ILS or LOC Rwy 18¹²
RNAV (GPS) Y Rwy 18³⁴
RNAV (GPS) Z Rwy 18³⁴
RNAV (GPS) Rwy 36³⁵

¹NA when control tower closed.

²LOC Cat C 1000-2¾, Cat D 1400-3.

³NA when local weather not available.

⁴Cat C 1000-2¾, Cat D 1400-3.

⁵Cat C 1000-3, Cat D 1500-3.

MOUNT POCONO, PA

POCONO MOUNTAINS
RGNL (MPO).....RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31

NA when local weather not available.

Cat D 800-2½.

MYERSTOWN, PA

DECK (9D4).....RNAV (GPS) Rwy 19

NA when local weather not available.

NEW CASTLE, PA

NEW CASTLE
MUNI (UCP).....RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23

NA when local weather not available.

PARKERSBURG, WV

MID-OHIO VALLEY
RGNL (PKB).....RNAV (GPS) Rwy 3¹
RNAV (GPS) Rwy 10²
RNAV (GPS) Rwy 21¹
RNAV (GPS) Rwy 28¹

NA when local weather not available.

¹Cat C 800-2¾, Cat D 800-2½.

²Cat C, D 800-2½.

PETERSBURG, WV

GRANT COUNTY (W99).....RNAV (GPS)-C¹
RNAV (GPS) Y Rwy 31²
RNAV (GPS) Z Rwy 31³
VOR/DME-A⁴

NA when local weather not available.

¹Cat A, B 1500-2.

²Cat A, B 1800-2.

³Cat A, B 1200-2.

⁴Cat A, B 2200-2.

NAME ALTERNATE MINIMUMS

PHILADELPHIA, PA

NORTHEAST
PHILADELPHIA (PNE).....ILS or LOC Rwy 24¹²
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 24¹
RNAV (GPS) Rwy 33

NA when local weather not available.

¹NA when control tower closed.

²ILS Cat D 700-2.

PHILADELPHIA

INTL (PHL).....ILS V Rwy 9R (CONVERGING)¹
ILS V Rwy 17 (CONVERGING)¹
ILS or LOC Rwy 9L²
ILS or LOC Rwy 26³
ILS or LOC Rwy 27²
ILS or LOC Rwy 27R²
ILS Z or LOC Z Rwy 9R⁴
ILS Z or LOC Rwy 17²
RNAV (GPS) Rwy 17⁵
RNAV (GPS) Rwy 27L⁵
RNAV (GPS) Rwy 27R⁵
RNAV (GPS) Rwy 35⁵⁶
RNAV (GPS) Y Rwy 9L⁵
RNAV (GPS) Y Rwy 9R⁵

¹Cat A, B, C, D 700-2.

²LOC Cat D 800-2¾.

³ILS Cat A, B, C 700-2.

⁴ILS Cat A, B, C 800-2, Cat D 800-2¾; LOC Cat D 800-2¾.

⁵Cat D 800-2¾.

⁶NA when local weather not available.

WINGS FLD (LOM).....RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24

NA when local weather not available.

PINEVILLE, WV

KEE FLD (I16).....RNAV (GPS) Rwy 26

NA when local weather not available.

Cat C 800-2½.

PITTSBURGH, PA

ALLEGHENY
COUNTY (AGC).....ILS or LOC Rwy 10¹
ILS or LOC Rwy 28¹²
RNAV (GPS) Rwy 10³
RNAV (GPS) Rwy 28²³

¹LOC Cat D 800-2¾.

²NA when control tower closed.

³Cat D 800-2¾.

NAME ALTERNATE MINIMUMS

PITTSBURGH, PA (CON'T)

PITTSBURGH

INTL (PIT).....ILS or LOC Rwy 10L¹
 ILS or LOC Rwy 10R¹
 ILS or LOC Rwy 28L¹
 ILS or LOC Rwy 28R¹
 ILS or LOC Rwy 32¹
 RNAV (GPS) Rwy 10L²
 RNAV (GPS) Rwy 14²
 RNAV (GPS) Y Rwy 10C²
 RNAV (GPS) Y Rwy 10R²
 RNAV (GPS) Y Rwy 28C²
 RNAV (GPS) Y Rwy 28L²
 RNAV (GPS) Y Rwy 28R²
 RNAV (GPS) Y Rwy 32²

¹LOC Cat D 800-2¼, Cat E 800-2½.

²Cat D 800-2¼.

POTTSTOWN, PA

HERITAGE FLD (PTW).....LOC Rwy 28
 RNAV (GPS)-A
 RNAV (GPS) Rwy 28

NA when local weather not available.

QUAKERTOWN, PA

QUAKERTOWN (UKT).....RNAV (GPS) Rwy 11
 RNAV (GPS) Rwy 29

NA when local weather not available.

READING, PA

READING RGNL/CARL A

SPAATZ FLD (RDG).....ILS or LOC Rwy 13¹²
 ILS or LOC Rwy 36¹²
 RNAV (GPS) Rwy 13³
 RNAV (GPS) Rwy 18⁴
 RNAV (GPS) Rwy 31⁵
 RNAV (GPS) Rwy 36⁴

NA when local weather not available.

¹NA when control tower closed.

²LOC Cat C 1000-2¼, Cat D 1400-3.

³Cat A, B 900-2½, Cat C 1000-2¾.

⁴Cat C 1000-2¾, Cat D 1400-3.

⁵Cat A, B 1100-2, Cat C 1100-3, Cat D 1400-3.

REEDSVILLE, PA

MIFFLIN

COUNTY (RVL).....RNAV (GPS) Rwy 6¹
 RNAV (GPS) Rwy 24²

NA when local weather not available.

¹Cat C, D 800-2½.

²Cat A, B, C, D 1100-4.

ST MARYS, PA

ST MARYS

MUNI (OYM).....RNAV (GPS) Rwy 10¹
 RNAV (GPS) Rwy 28²

NA when local weather not available.

¹Cat C 800-2¼, Cat D 1000-3.

²Cat A, B 900-2, Cat C 900-2½, Cat D 1000-3.

NAME ALTERNATE MINIMUMS

SELINGSGROVE, PA

PENN VALLEY (SEG).....RNAV (GPS) Rwy 17¹²
 RNAV (GPS) Rwy 35¹³
 VOR-A⁴

¹NA when local weather not available.

²Cat A, B 1000-2, Cat C 1000-3, Cat D 1200-3.

³Cat A, B 1400-2, Cat C, D 1400-3.

⁴Cat A, B 1000-2.

SOMERSET, PA

SOMERSET COUNTY (2G9).....LOC Rwy 25

NA when local weather not available.

Cat C, D 1300-3.

STATE COLLEGE, PA

STATE COLLEGE

RGNL (UNV).....ILS or LOC Rwy 24¹
 RNAV (GPS) Rwy 6²
 RNAV (GPS) Rwy 24²

NA when local weather not available.

¹LOC Cat C 800-2¼, Cat D 1400-3.

²Cat C 800-2¼, Cat D 1400-3.

WASHINGTON, PA

WASHINGTON

COUNTY (AFJ).....RNAV (GPS) Rwy 9¹
 RNAV (GPS) Rwy 27²

NA when local weather not available.

¹Cat B 900-2, Cat C 900-2½, Cat D 900-2¾.

²Cat A, B, C, D 1000-4.

WELLSBORO, PA

GRAND CANYON

RGNL (N38).....RNAV (GPS) Rwy 10¹
 RNAV (GPS) Rwy 28²

NA when local weather not available.

¹Cat A, B 900-2, Cat C 900-2½.

²Cat C 900-2½.

WHEELING, WV

WHEELING OHIO

COUNTY (HLG).....ILS or LOC Rwy 3¹²
 RNAV (GPS) Rwy 3³
 RNAV (GPS) Rwy 16³
 RNAV (GPS) Rwy 21³
 RNAV (GPS) Rwy 34³
 VOR Rwy 21³

NA when local weather not available.

¹NA when control tower closed.

²LOC Cat D 800-2¼.

³Cat D 800-2¼.

WEST CHESTER, PA

BRANDYWINE

RGNL (OQN).....RNAV (GPS) Rwy 27
 RNAV (GPS) Y Rwy 9
 RNAV (GPS) Z Rwy 9

NA when local weather not available.



26246

M6

[illegible][illegible]

WILKES-BARRE/SCRANTON, PA

WILKES-BARRE/SCRANTON

INTL (AVP).....ILS or LOC Rwy 4¹

ILS or LOC Rwy 22²

RNAV (GPS) Rwy 4³

RNAV (GPS) Rwy 22³

¹ILS, LOC Cat A 900-2, Cat B 1100-2, Cat C 1100-3, Cat D 1400-3.

²LOC Cat A 900-2, Cat B 1100-2, Cat C 1100-3, Cat D 1400-3.

³Cat A 900-2, Cat B 1100-2, Cat C 1100-3, Cat D 1400-3.

WILLIAMSPORT, PA

WILLIAMSPORT

RGNL (IPT).....ILS or LOC Rwy 27¹²

RNAV (GPS) Rwy 9³RNAV (GPS) Rwy 12⁴RNAV (GPS) Rwy 27⁵RNAV (GPS) Rwy 30⁶¹NA when local control tower closed.

²ILS, LOC Cat A, B 1000-2, Cat C 1400-3, Cat D 1600-3

³Cat A, B 1600-2, Cat C 1600-3.

⁴Cat A 900-2, Cat B 1000-2.

⁵Cat A, B 1800-2, Cat C, D 1800-3.

⁶Cat A, B 1500-2.

YORK, PA

YORK (THV).....RNAV (GPS) Rwy 17

RNAV (GPS) Rwy 35

NA when local weather not available.

Cat C 800-2 $\frac{1}{4}$.

ZELIENOPLE, PA

ZELIENOPLE

MUNI (PJC).....RNAV (GPS) Rwy 17¹RNAV (GPS) Rwy 35²

NA when local weather not available.

¹Cat A, B 900-2.²Cat B 900-2.

NE-4, 03 SEP 2026 to 29 OCT 2026



ALTERNATE MINS

26246

M6

NE-4



RADAR INSTRUMENT APPROACH MINIMUMS

**THERE ARE NO RADAR PROCEDURES
FOR NORTHEAST (NE-4)**

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

RADAR INSTRUMENT APPROACH MINIMUMS

21112

LAND AND HOLD-SHORT OPERATIONS (LAHSO)

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

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

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	AVBL LDG DIST
ERIE, PA ERIE INTL/TOM RIDGE FLD (ERI)	24	02-20	6,550 feet
HARRISBURG, PA CAPITAL CITY (CXY)	26	12-30	3,450 feet
LANCASTER, PA LANCASTER (LNS)	26	13-31	5,190 feet
PHILADELPHIA, PA NORTHEAST PHILADELPHIA (PNE)	24 33	15-33 06-24	4,150 feet 3,600 feet
PITTSBURGH, PA ALLEGHENY COUNTY (AGC)	10	13-31	3,250 feet
READING, PA READING RGNL/CARL A SPAATZ FLD (RDG)	13 18	18-36 13-31	5,200 feet 3,050 feet

21112

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

24193

HOT SPOTS

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

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

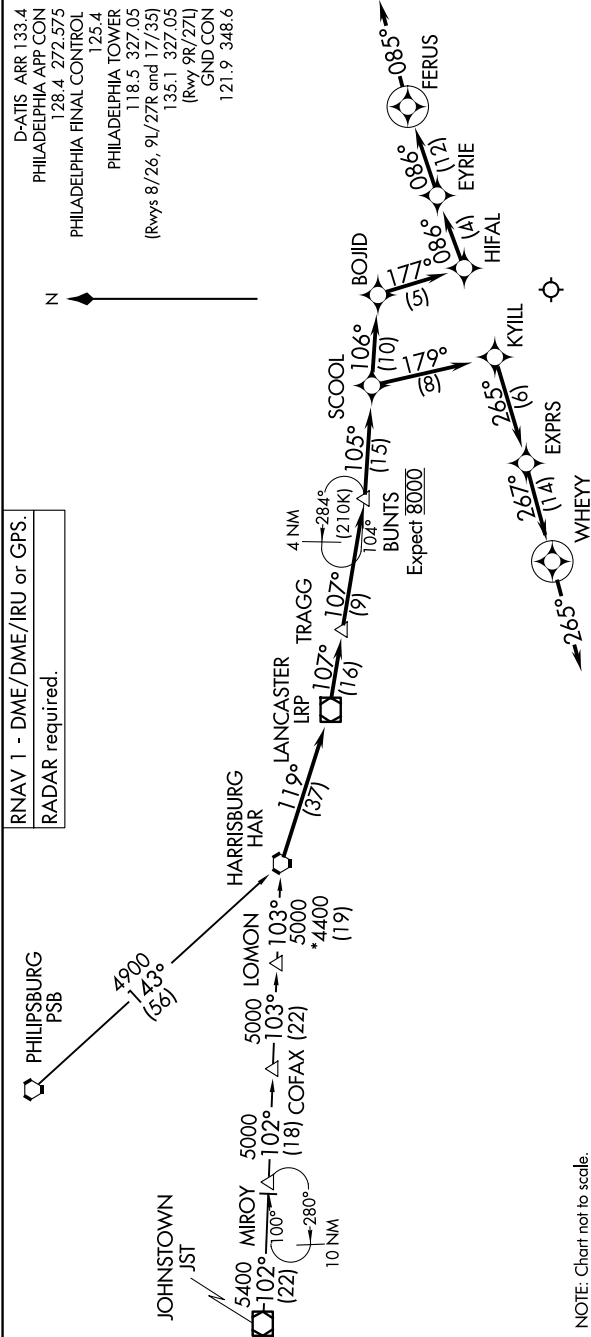
CITY/AIRPORT	HOT SPOT	DESCRIPTION*
HARRISBURG, PA CAPITAL CITY (CXY)	HS 1 Rwy 26 LAHSO. HS 2 Rwy 08 ILS hold line. HS 3 Twy C at Rwy 30 and Twy B.	
HARRISBURG, PA HARRISBURG INTL (MDT)	HS 1	Potential for inadvertent entry onto Rwy 13-31 at Twy D.
HUNTINGTON, WV TRI-STATE/MILTON J FERGUSON FLD (HTS)	HS 1	Twy A does not lead to the end of Rwy 12.
PHILADELPHIA, PA PHILADELPHIA INTL (PHL)	HS 1 Twy Y and S int in close proximity of Rwy 09R-27L. HS 2 Maintain vigilance Twy K and Twy D close int to Rwy 35 and 27R	
PITTSBURGH, PA ALLEGHENY COUNTY (AGC)	HS 1 Wide pavement int multiple rwys. HS 2 Wide pavement int with ramps, twys, and rwy.	
READING, PA READING RGNL/ CARL A SPAATZ FLD (RDG)	HS 1 Hold lines on Twy B for Rwy 31 and Rwy 36 . HS 2 Twy H from Twy D to Rwy 18 hold line HS 3 Twy A from terminal ramp to Rwy 36 hold line HS 4 Maintain vigilance confusing twy configuration near adjacent ramp.	
WILLIAMSPORT, PA WILLIAMSPORT RGNL (IPT)	HS 1	Same hold Line for Rwy 27 and Rwy 30 at Twy B.

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

24193

BOJID FOUR ARRIVAL (RNAV)

NE-4, 03 SEP 2026 to 29 OCT 2026



ARRIVAL ROUTE DESCRIPTION

JOHNSTOWN TRANSITION (JST.BOJID4):
PHILIPPSBURG TRANSITION (PSB.BOJID4):

From HAR VORTAC on track 119° to LRP DME, then on track 107° to TRAGG, then on track 107° to BUNTS.
LANDING RUNWAYS 9L/R: From BUNTS on track 105° to SCOOOL, then on track 179° to KYILL, then on track 265° to EXPRS, then on track 267° to WHEYY, then on heading 265°. Expect RADAR vectors to final approach course.
LANDING RUNWAYS 27L/R: From BUNTS on track 105° to SCOOOL, then on track 106° to BOJID, then on track 177° to HIFAL, then on track 086° to EYRIE, then on heading 085°. Expect RADAR vectors to final approach course.

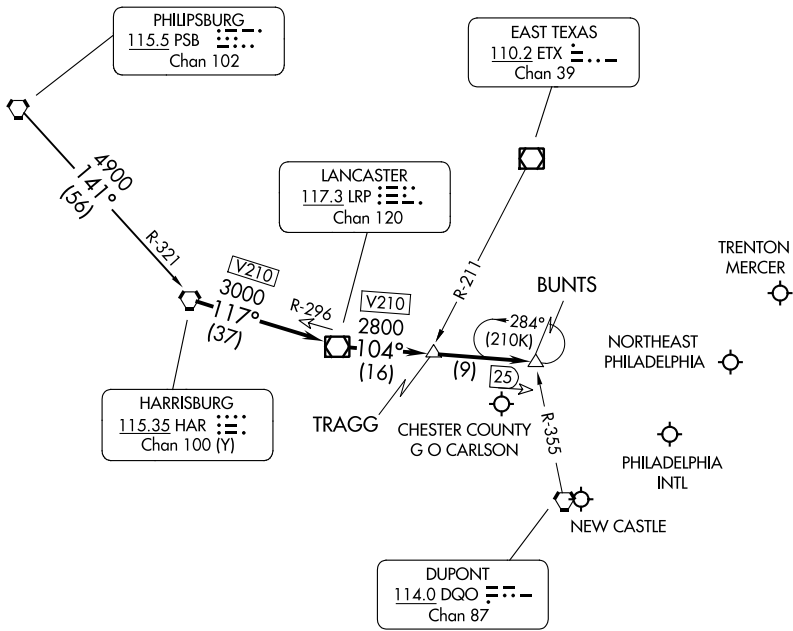
NE-4, 03 SEP 2026 to 29 OCT 2026

(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):

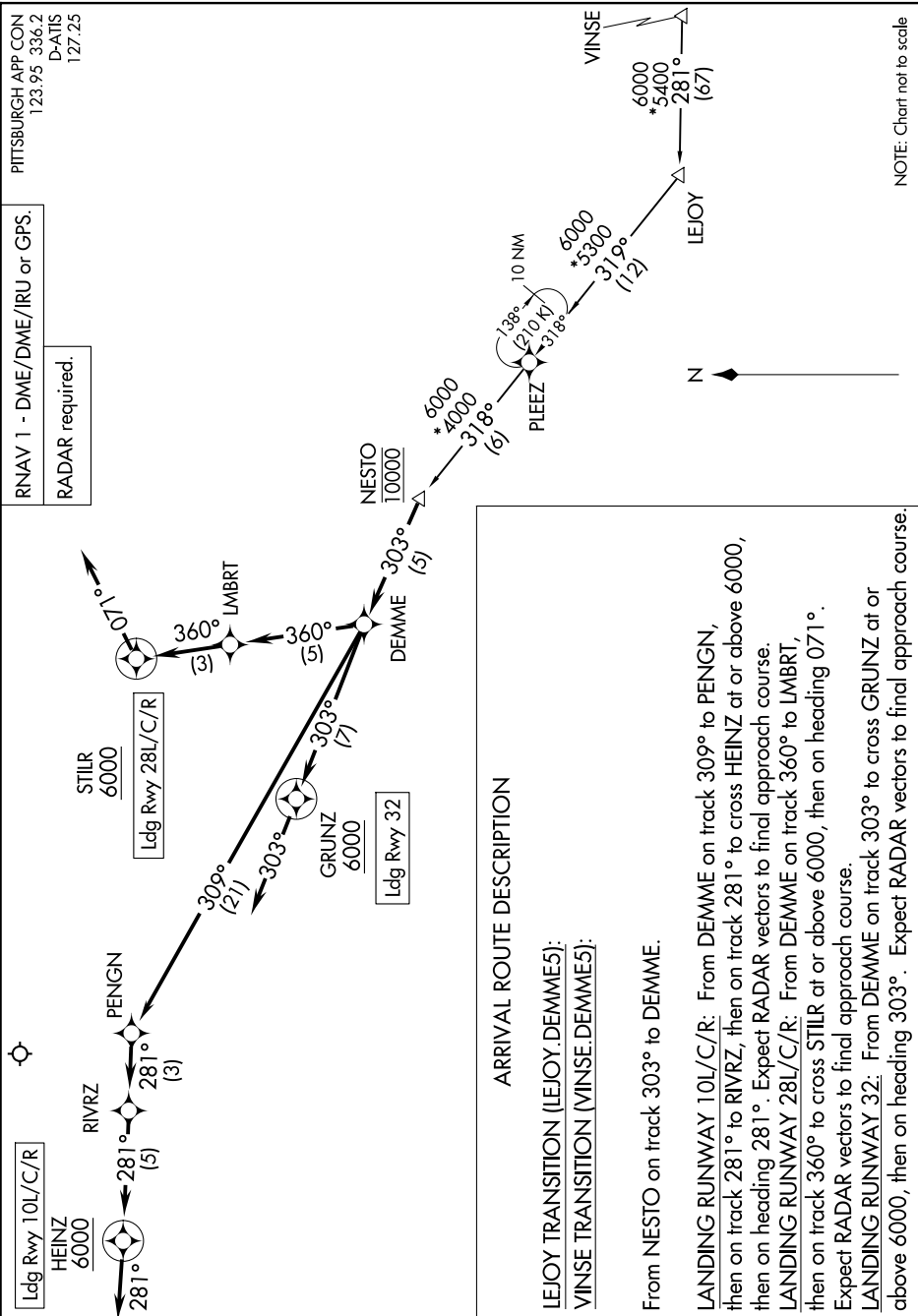
From over HAR VORTAC on HAR R-117 (V210) and LRP R-296 to LRP VOR/DME, thence on LRP R-104 (V210) to BUNTS. Expect RADAR vectors to final approach course.

BUNTS THREE ARRIVAL

(HAR.BUNTS3) 05OCT23

PHILADELPHIA, PENNSYLVANIA

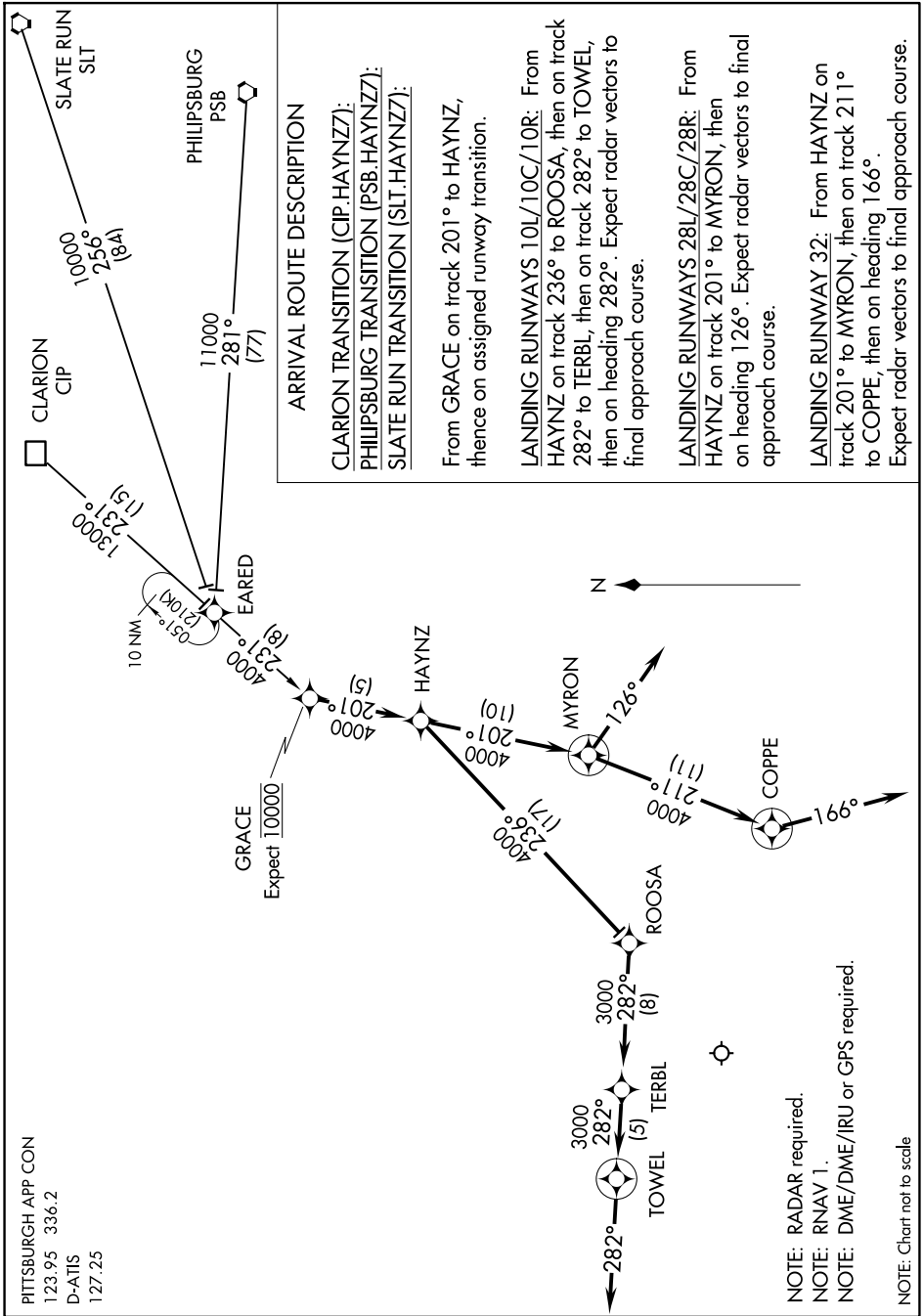
PITTSBURGH INTL (PIT)
PITTSBURGH, PENNSYLVANIA



NOTE: Chart not to scale

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

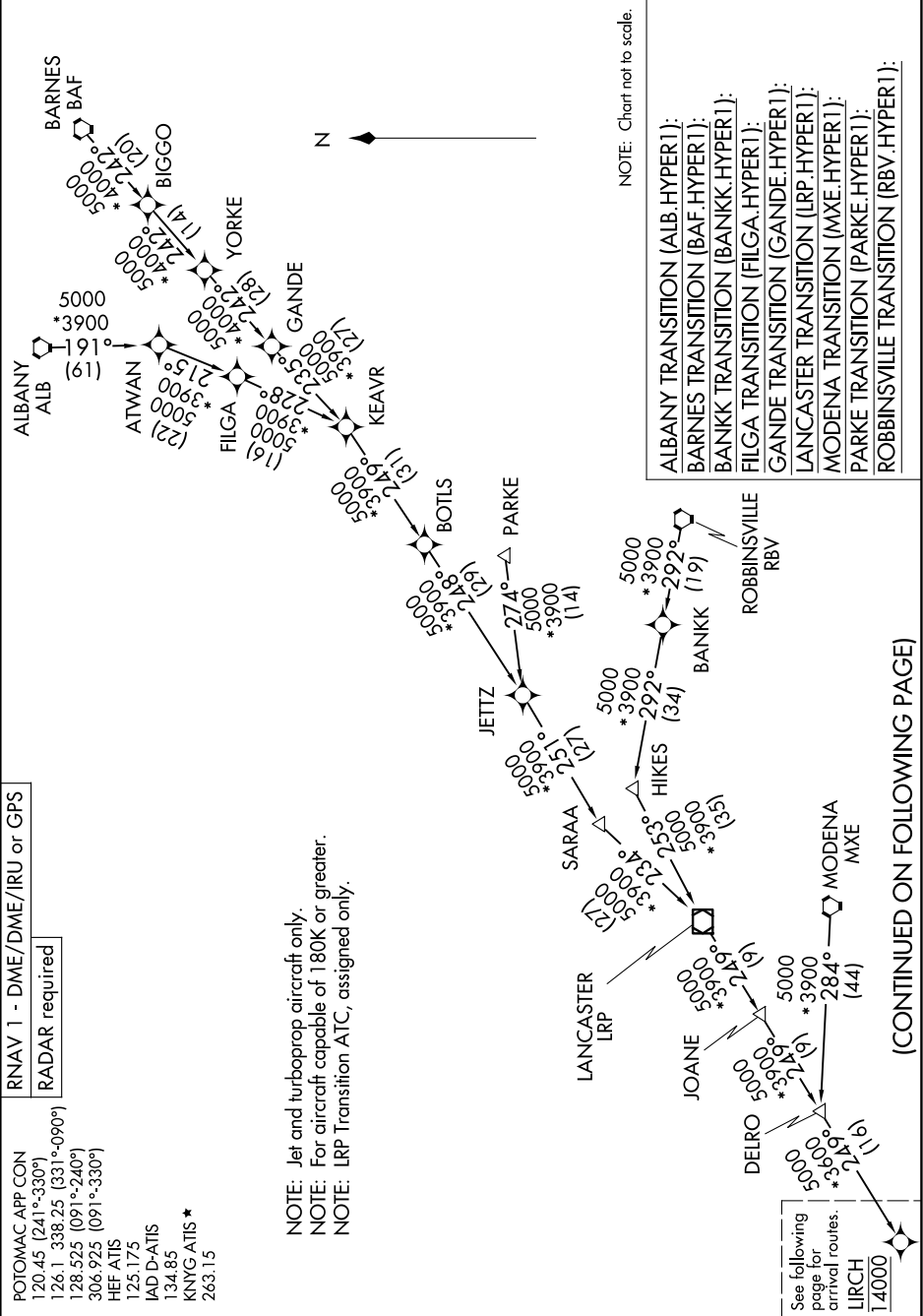


NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

HYPER ONE ARRIVAL (RNAV) Transition Routes

WASHINGTON, DC



HYPER ONE ARRIVAL (RNAV) Transition Routes

WASHINGTON, DC

NE-4, 03 SEP 2026 to 29 OCT 2026

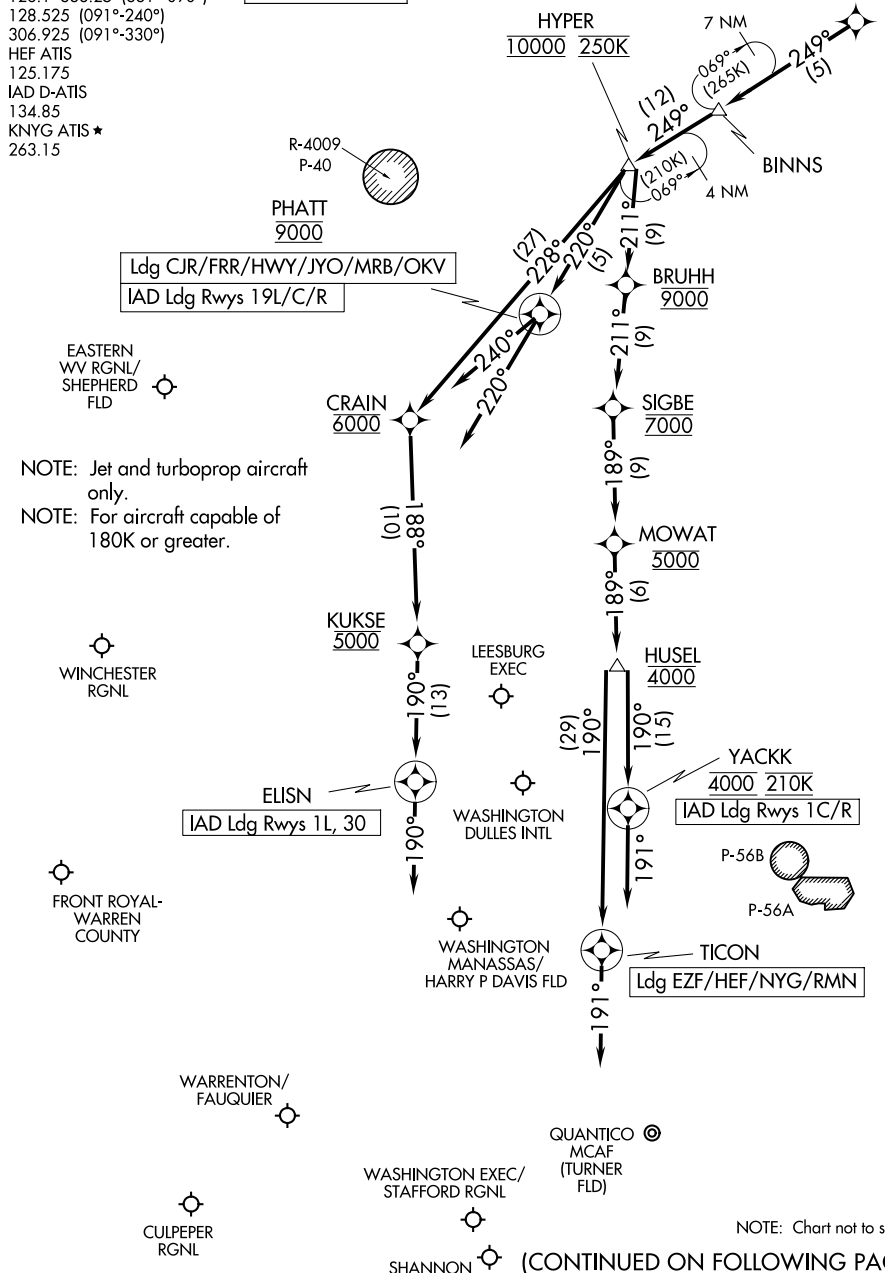
HYPER ONE ARRIVAL (RNAV) Arrival Routes

WASHINGTON, DC

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

$$\frac{\text{LIRCH}}{14000}$$


NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

HYPER ONE ARRIVAL (RNAV) Arrival Routes

WASHINGTON, DC

(LIRCH.HYPER1) 09JUL26

HYPER ONE ARRIVAL (RNAV)

WASHINGTON, DC

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 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.

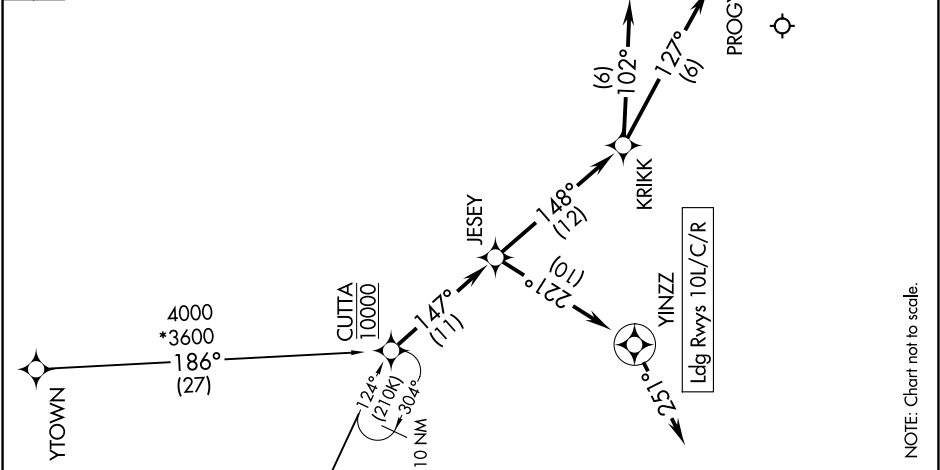
HYPER ONE ARRIVAL (RNAV)

WASHINGTON, DC

NE-4, 03 SEP 2026 to 29 OCT 2026

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.



PITTSBURGH APP CON
123.95 336.2
D-ATIS
127.25

ARRIVAL ROUTE DESCRIPTION

GRIVY TRANSITION (GRIVY.JE5EY5)

YTOWN TRANSITION (YTOWN.JE5EY5)

From CUTTA on track 147° to JESEY.

LANDING RUNWAYS 10L/C/R: From JESEY on track 221° to YINZZ, then on heading 251°. Expect RADAR vectors to final approach course.

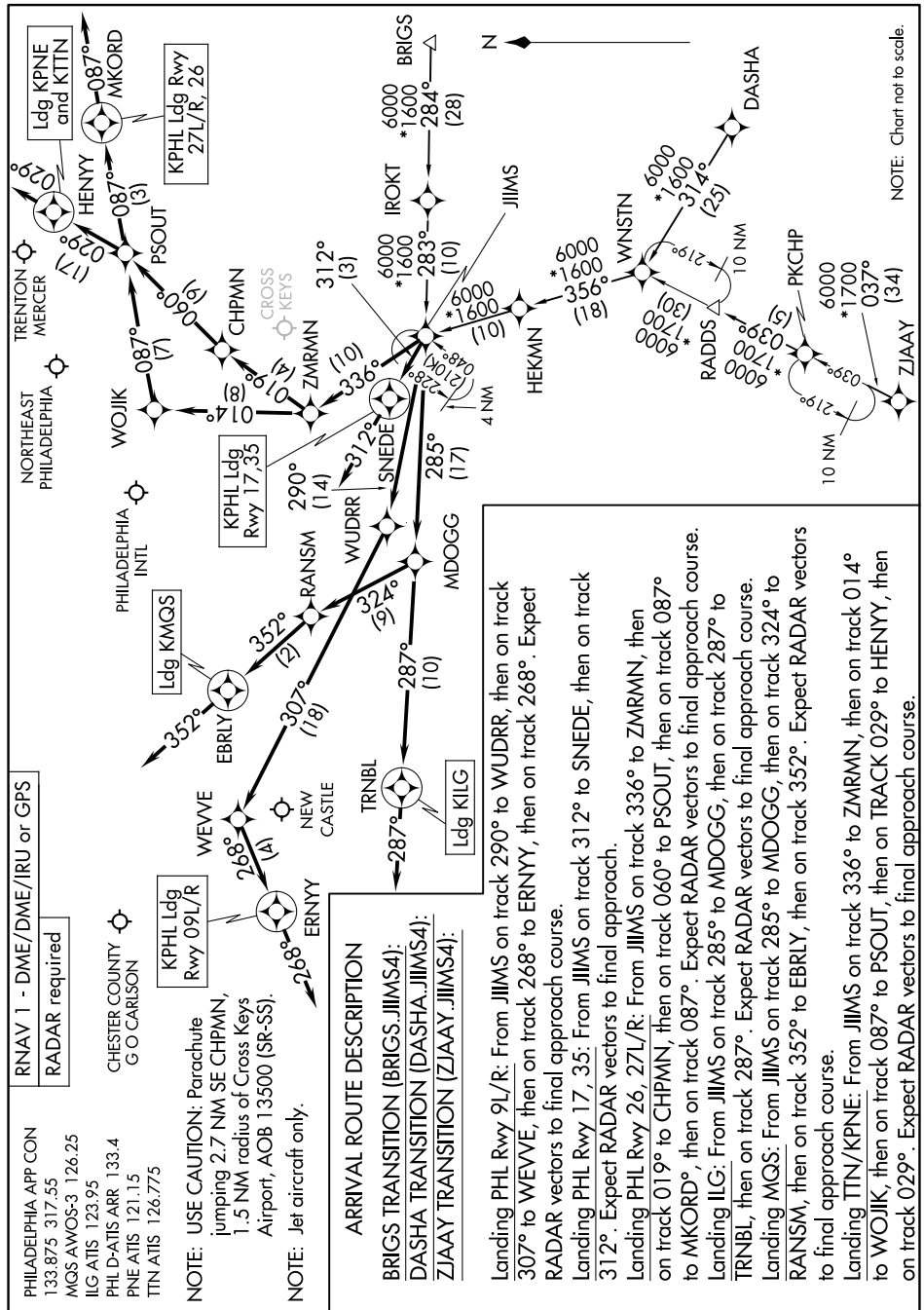
LANDING RUNWAYS 28L/C/R: From JESEY on track 148° to KRIKK, then on track 102° to SSOXX, then on track 102° to ROOSA, then on heading 102°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 32: From JESEY on track 148° to KRIKK, then on track 127° to PROGY, then on track 128° to PRUIT, then on heading 146°. Expect RADAR vectors to final approach course.

NE-4, 03 SEP 2026 to 29 OCT 2026

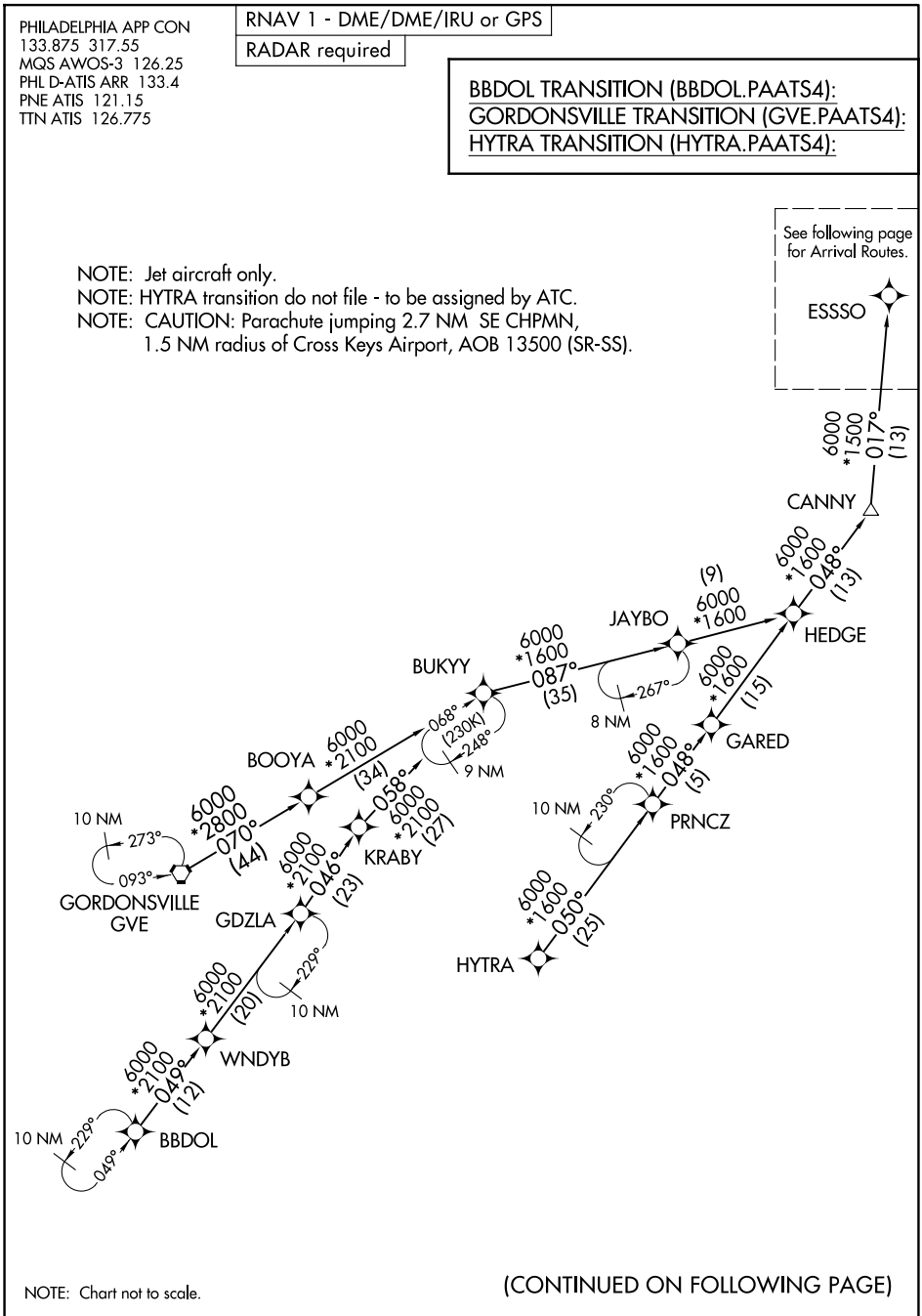
JIIMS FOUR ARRIVAL (RNAV)

PHILADELPHIA, PENNSYLVANIA



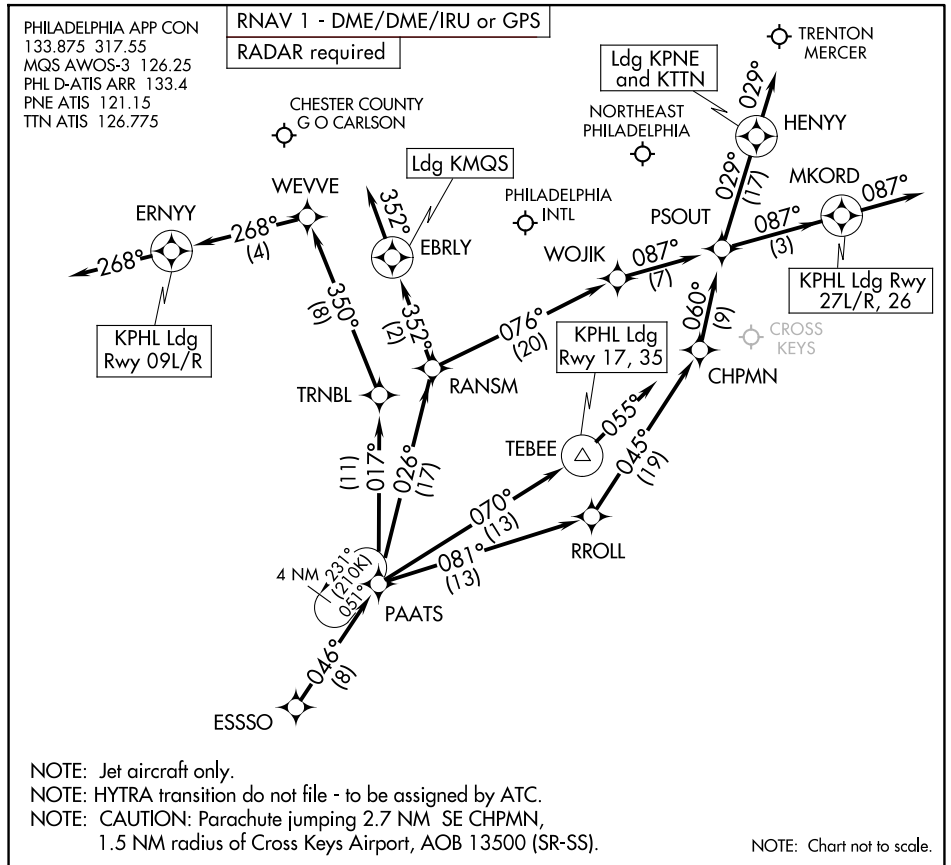
JIIMS FOUR ARRIVAL (RNAV)

PHILADELPHIA, PENNSYLVANIA



PAATS FOUR ARRIVAL (RNAV) Arrival Routes

PHILADELPHIA, PENNSYLVANIA



ARRIVAL ROUTE DESCRIPTION

KPHL: From ESSSO on track 046° to PAATS.

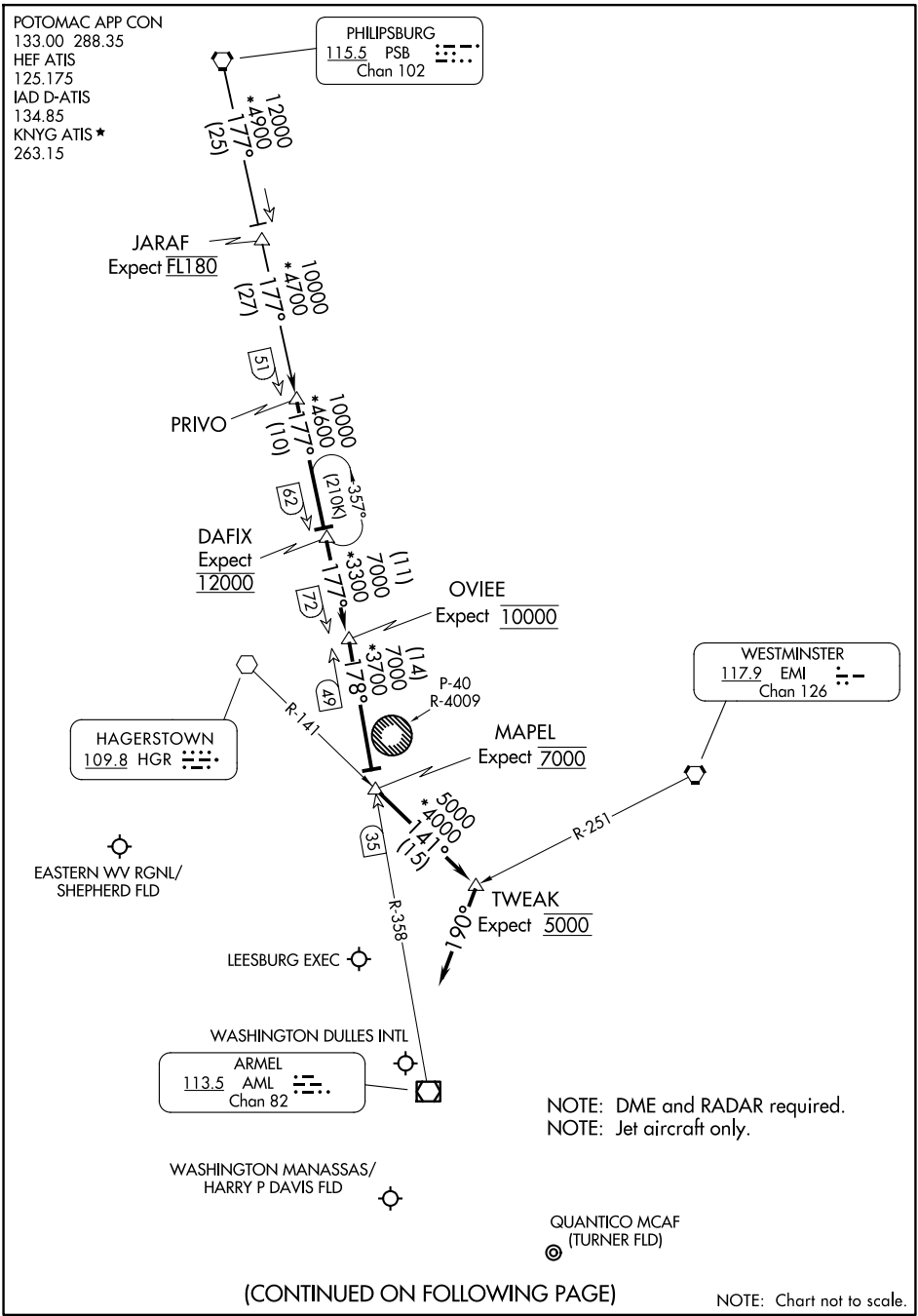
Landing PHL Rwy 9L/R: From PAATS on track 017° to TRNBL, then on track 350° to WEVVE, then on track 268° to ERNYY, then on track 268°. Expect RADAR vectors to final approach course.

Landing PHL Rwy 17, 35: From PAATS on track 070° to TEBEE, then on track 055°. Expect RADAR vectors to final approach course.

Landing PHL Rwy 26, 27L/R: From PAATS on track 081° to RROLL, then on track 045° to CHPMN, then on track 060° to PSOUT, then on track 087° to MKORD, then on track 087°. Expect RADAR vectors to final approach course.

Landing MQS: From ESSSO on track 046° to PAATS, then on track 026° to RANSM, then on track 352° to EBRLY, then on track 352°. Expect RADAR vectors to final approach course.

Landing TTN/KPNE: From ESSSO on track 046° to PAATS, then on track 026° to RANSM, then on track 076° to WOJIK, then on track 087° to PSOUT, then on track 029° to HENYY, then on track 029°. Expect RADAR vectors to final approach course.



NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

ARRIVAL ROUTE DESCRIPTION

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

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

LANDING RWYS 1L/C/R and 30: Expect RADAR vectors to final approach course
after TWEAK.

LANDING RWYS 19L/C/R and 12: Expect RADAR vectors to final approach course
after MAPEL.

LANDING KHEF and KNYG: Expect RADAR vectors to destination airport after TWEAK.

LANDING KMRB and KJYO: Expect RADAR vectors to destination airport after MAPEL.

NE-4, 03 SEP 2026 to 29 OCT 2026

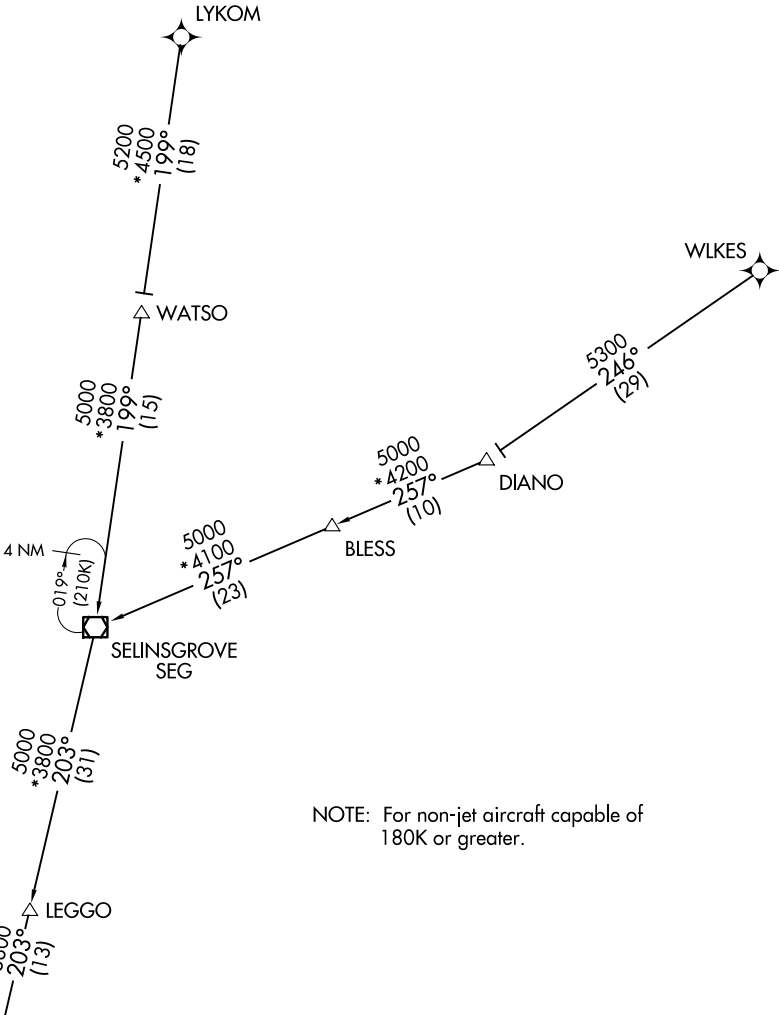
NE-4, 03 SEP 2026 to 29 OCT 2026

PRTZL TWO ARRIVAL (RNAV) Transition Routes

WASHINGTON, DC

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)
- SELINGSGROVE TRANSITION (SEG.PRTZL2)
- WLKES TRANSITION (WLKES.PRTZL2)

PRTZL TWO ARRIVAL (RNAV) Transition Routes

WASHINGTON, DC

(PRTZL.PRTZL2) 26190

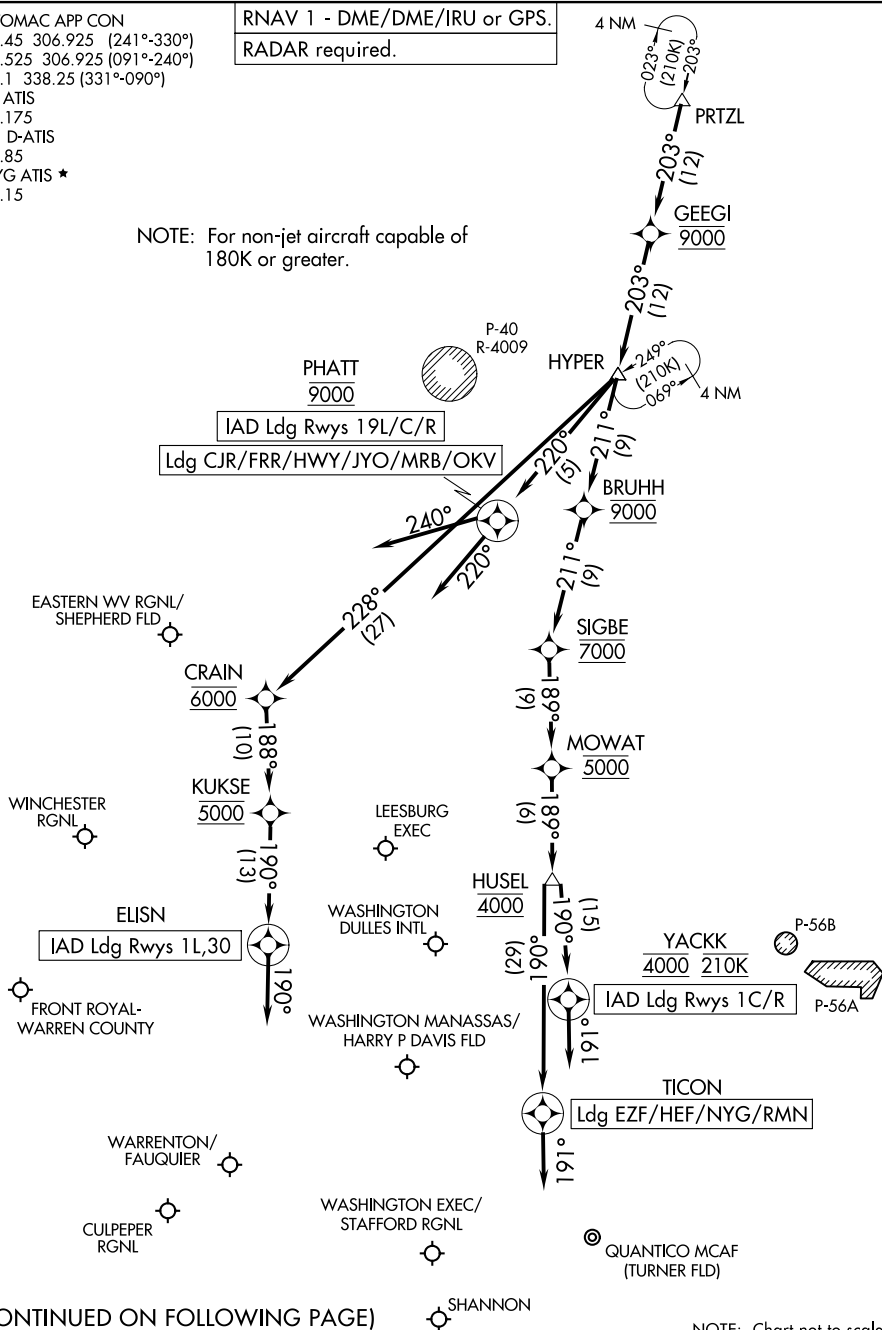
PRTZL TWO ARRIVAL (RNAV) Arrival Routes

WASHINGTON, DC

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.

NOTE: For non-jet aircraft capable of
180K or greater.



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

PRTZL TWO ARRIVAL (RNAV) Arrival Routes

WASHINGTON, DC

(PRTZL.PRTZL2) 09JUL26

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.

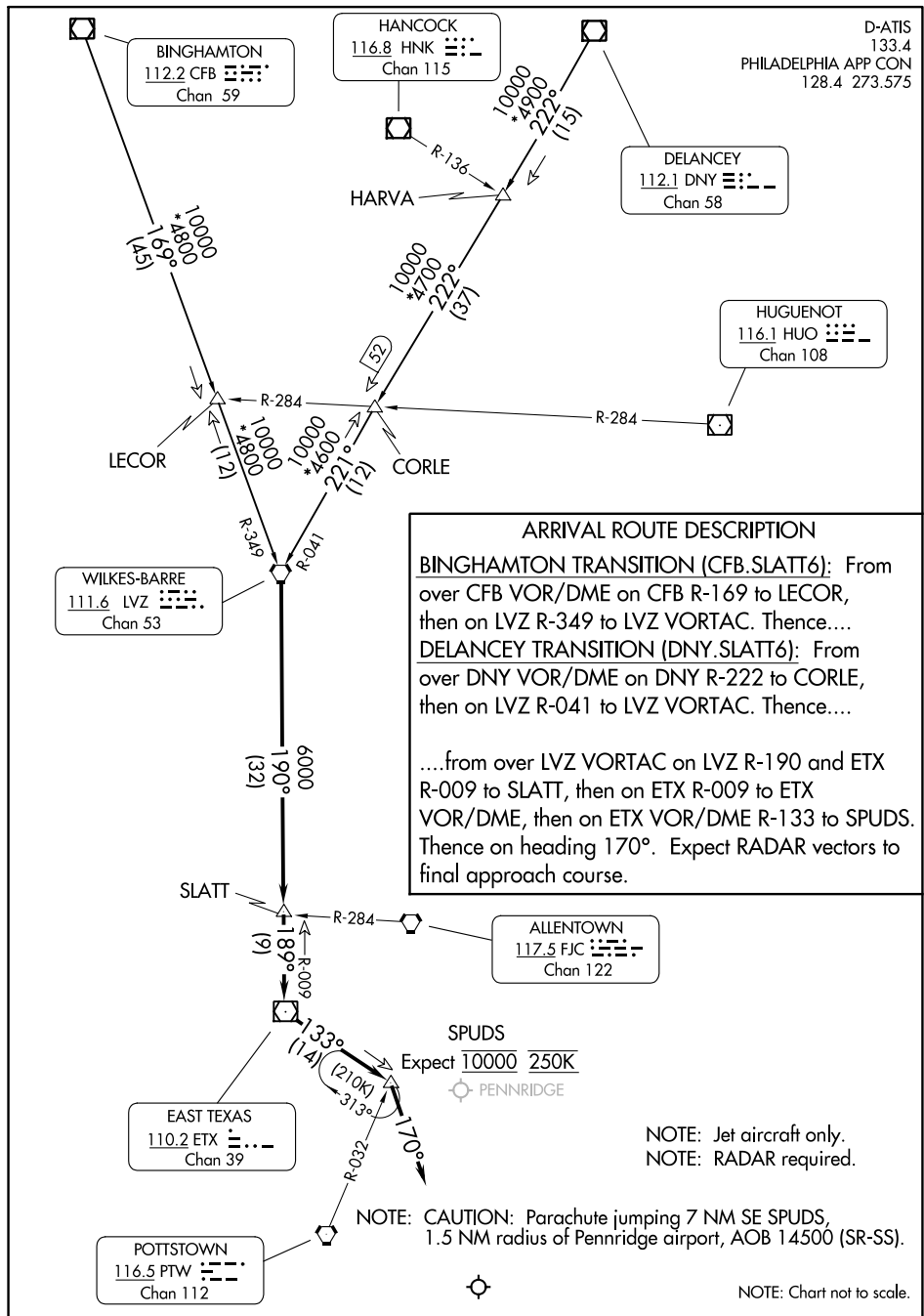
LANDING CJR/FRR/HWY/JYO/MRB/OKV: From PRTZL on track 203° to cross GEEGI at 9000, then on track 203° to HYPER, then on track 220° to cross PHATT at 9000, then on track 240°. Expect RADAR vectors to final approach course.

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.

(LVZ.SLATT6) 26246
SLATT SIX ARRIVAL

Z18
AL-320 (FAA)

PHILADELPHIA INTL (PHL)
PHILADELPHIA, PENNSYLVANIA

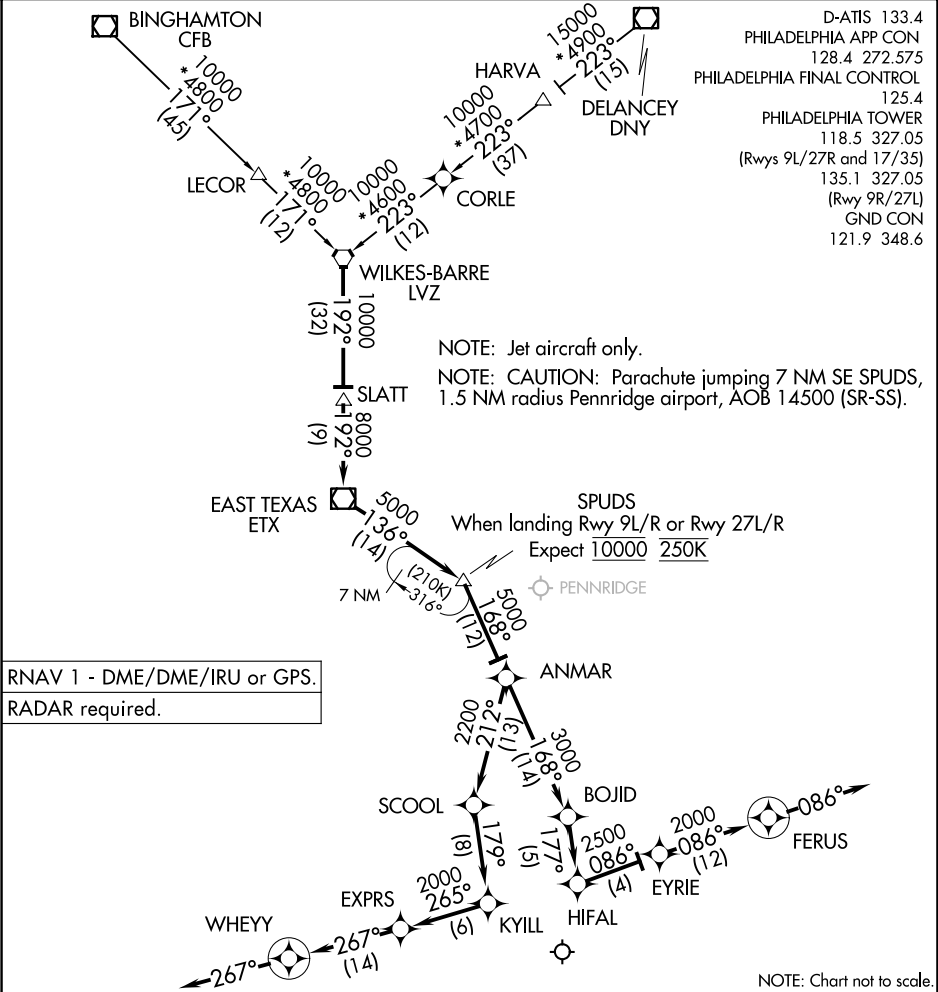


SLATT SIX ARRIVAL
(LVZ.SLATT6) 10AUG23

PHILADELPHIA, PENNSYLVANIA
PHILADELPHIA INTL (PHL)

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026



ARRIVAL ROUTE DESCRIPTION

BINGHAMTON TRANSITION (CFB.SPUDS7):
DELANCEY TRANSITION (DNY.SPUDS7):

From LVZ VORTAC on track 192° to SLATT, then on track 192° to ETX VOR/DME, then on track 136° to SPUDS, then on track 168° to ANMAR then...

LANDING RUNWAY 27L/R: Then from ANMAR on track 168° to BOJID. Then on track 177° to HIFAL, then on track 086° to EYRIE. Then on track 086° to FERUS, then on heading 086°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 9L/R: Then from ANMAR on track 212° to SCOO, then on track 179° to KYILL, then on track 265° to EXPRS. Then on track 267° to WHEYY, then on heading 267°. Expect RADAR vectors to final approach course.

(TRSTN.TRSTN4) 26190

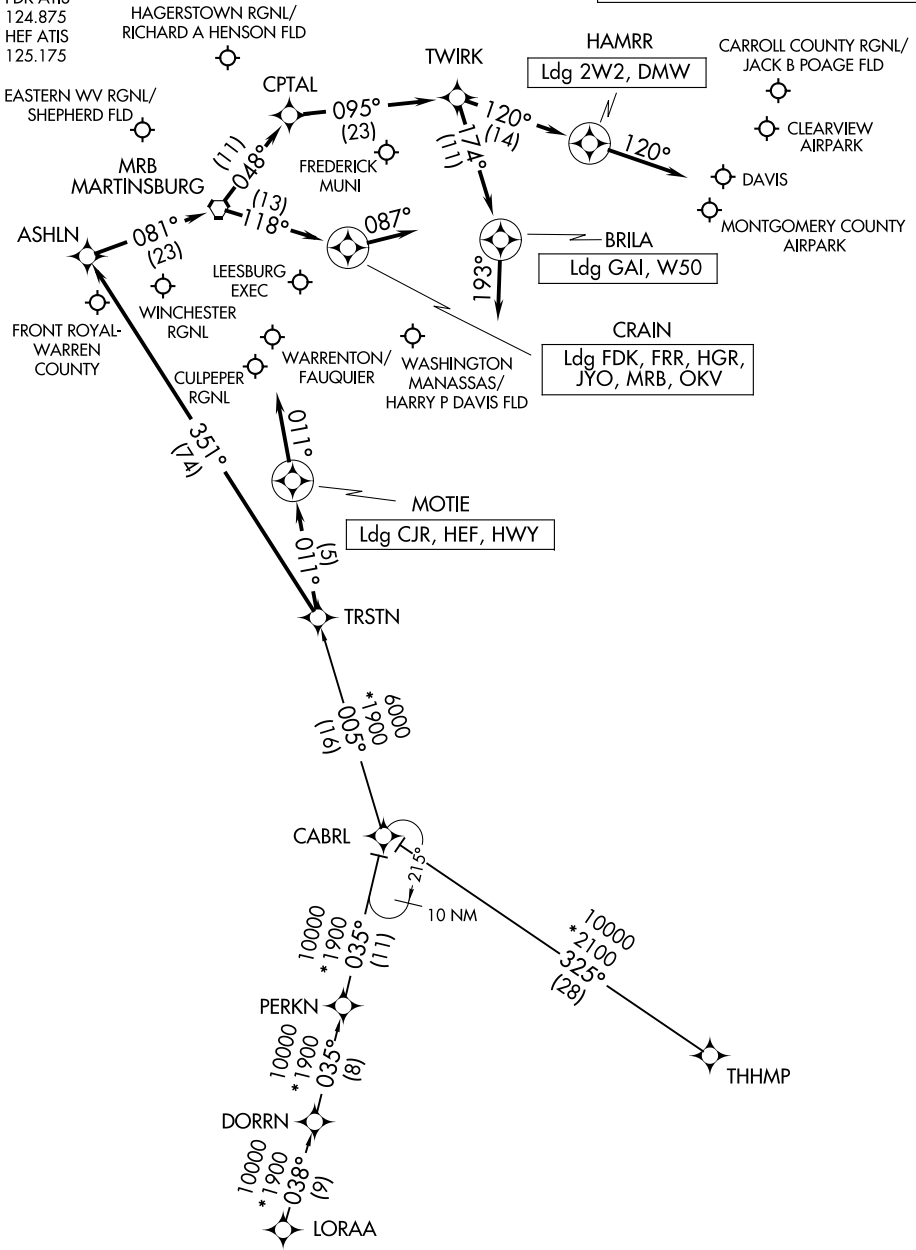
TRSTN FOUR ARRIVAL (RNAV)

AL-5326

WASHINGTON, D.C.

POTOMAC APP CON
126.75 307.2
FDK ATIS
124.875
HEF ATIS
125.175

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



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

TRSTN FOUR ARRIVAL (RNAV)

(TRSTN.TRSTN4) 20FEB25

WASHINGTON, D.C.

ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

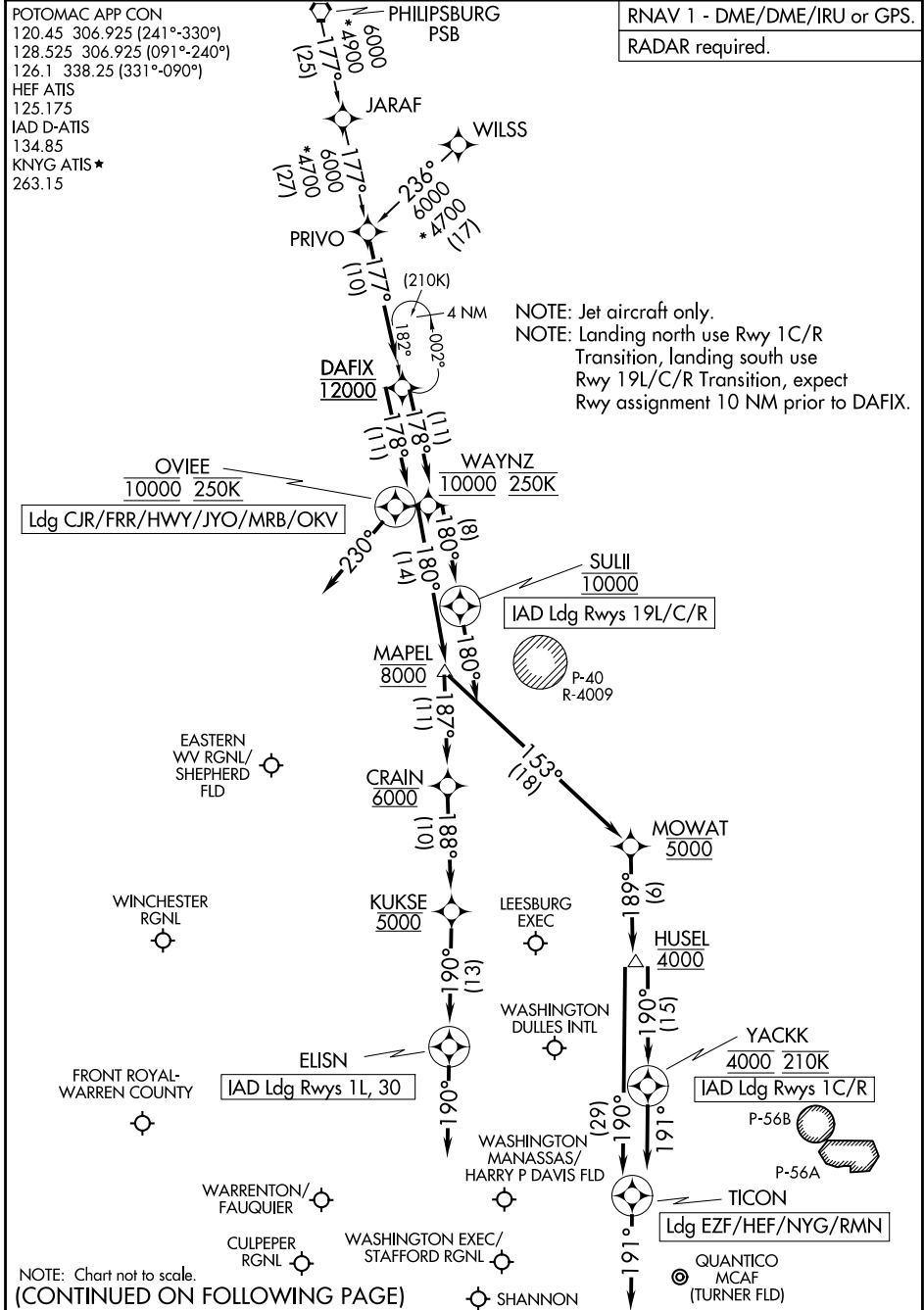
WAYNZ TWO ARRIVAL (RNAV)

WASHINGTON, DC

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.

NOTE: Jet aircraft only.
NOTE: Landing north use Rwy 1C/R
Transition, landing south use
Rwy 19L/C/R Transition, expect
Rwy assignment 10 NM prior to DAFIX.



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 SULI 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.

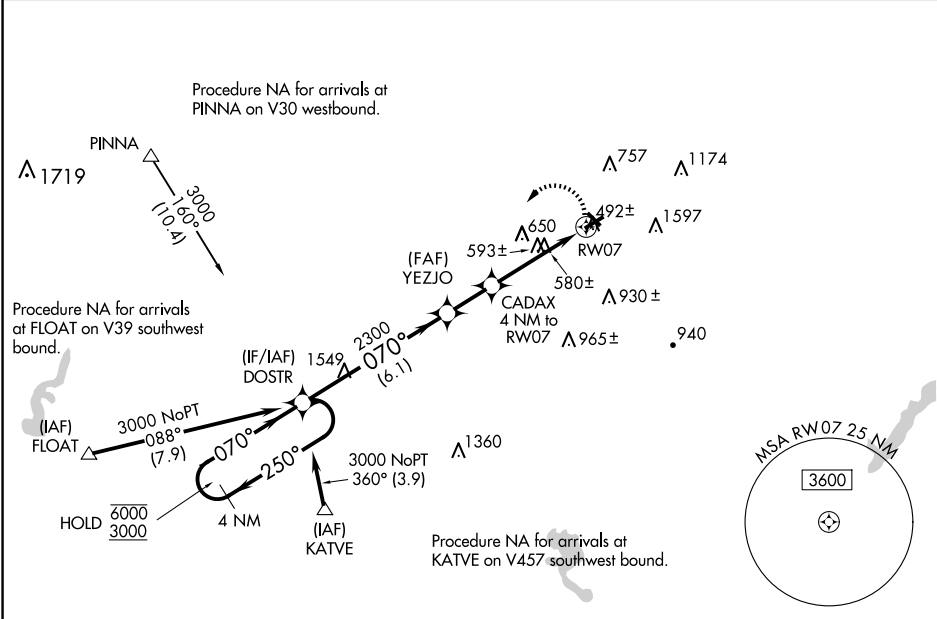
LANDING EZF/HEF/NYG/RMN: From PRIVO on track 177° to cross DAFIX at 12000, then on track 178° to cross WAYNZ at 10000 and at 250K, then on track 180° to cross MAPEL at 8000, then on track 153° to cross MOWAT at 5000, then on track 189° to cross HUSEL at 4000, then on track 190° to TICON, then on track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

INTENTIONALLY
LEFT
BLANK

WAAS CH 61224 W07A	APP CRS 070°	Rwy Idg TDZE 390 Apt Elev 399
--	------------------------	---

RNAV (GPS) RWY 7
ALLENTOWN QUEEN CITY MUNI (XLL)

RNP APCH.			MISSED APPROACH: Climbing left turn to 3000 direct DOSTR and hold.
Circling NA south of Rwy 7 and 25. Rwy 7 helicopter visibility reduction below ¾ SM NA. Circling Rwy 15 NA at night.			
AWOS-3 127.875	ALLENTOWN APP CON 119.65 124.45 351.8	CLNC DEL 118.9	UNICOM 122.7 (CTAF) 0



4 NM Holding Pattern		Visual Segment - Obstacles.		3000	DOSTR
6000 3000		YEZJO		CADAX 4 NM to RW07	RW07
250° 070°		2300		1700	
6.1 NM		1.9 NM		4 NM	
CATEGORY	A	B	C	D	
LP MDA	940-1	550 (600-1)	940-1½ 550 (600-1½)	NA	
LNAV MDA	1060-1	670 (700-1)	1060-1½ 670 (700-1½)	NA	
CIRCLING	1060-1 661 (700-1)	1120-1 721 (800-1)	1300-2¾ 901 (1000-2¾)	NA	

070° to RW07

MIRL Rwy 7-25 and 15-33 0

REIL Rwy 7 and 25 0

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

ALLENTOWN, PENNSYLVANIA

AL-15 (FAA)

26246

LOC I-ABE 110.7	APP CRS 063°	Rwy Ldg TDZE Apt Elev	7599 394 394
---------------------------	------------------------	-----------------------------	---

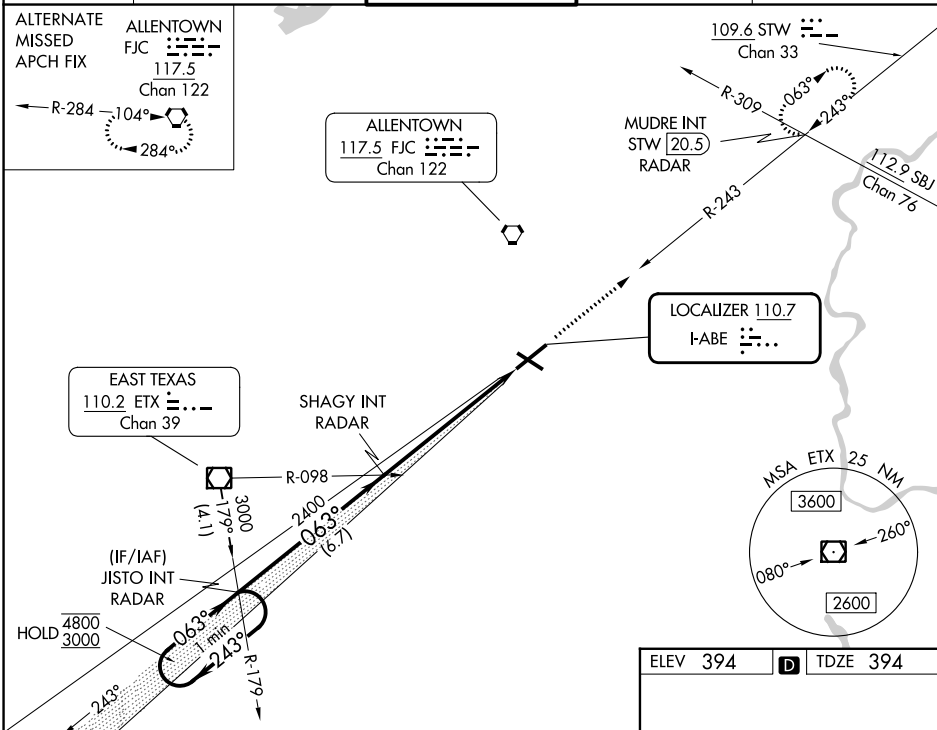
ILS or LOC RWY 6
LEHIGH VALLEY INTL (ABE)

▽
▲ * RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 on heading 063° and STW R-243 to MUDRE INT/STW 20.5 DME/RADAR and hold.

ATIS 126.975	ALLENTOWN APP CON 119.65 124.45 351.8	ALLENTOWN TOWER 120.5 257.95	GND CON 121.9 257.95	CLNC DEL 124.05 257.95
------------------------	---	--	--------------------------------	----------------------------------



VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 72).				3000 ↑ hdg 063°		STW R-243		MUDRE INT	
One Minute Holding Pattern				JISTO INT RADAR		SHAGY INT RADAR			
GS 3.00° TCH 57									
				6.7 NM		6.1 NM			
CATEGORY	A		B		C		D		
S-ILS 6*	594/24 200 (200-½)								
S-LOC 6	920/24 526 (600-½)				920/55 526 (600-1)				
CIRCLING	920-1 526 (600-1)				1180-2¼ 786 (800-2¼)		1600-3 1206 (1300-3)		

ELEV 394 **D** TDZE 394

REIL Rws 24 and 31
HIRL Rws 6-24 and 13-31

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

ALLENTOWN, PENNSYLVANIA
Amdt 24 03JAN19

40°39'N-75°26'W

LEHIGH VALLEY INTL (ABE)
ILS or LOC RWY 6

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

LOC I-BXY 111.9	APP CRS 135°	Rwy Ldg TDZE Apt Elev
		5800 386 394

ILS or LOC RWY 13

LEHIGH VALLEY INTL (ABE)

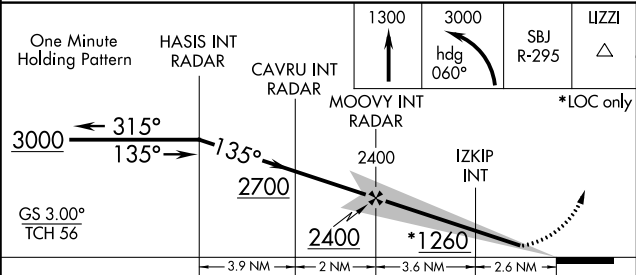
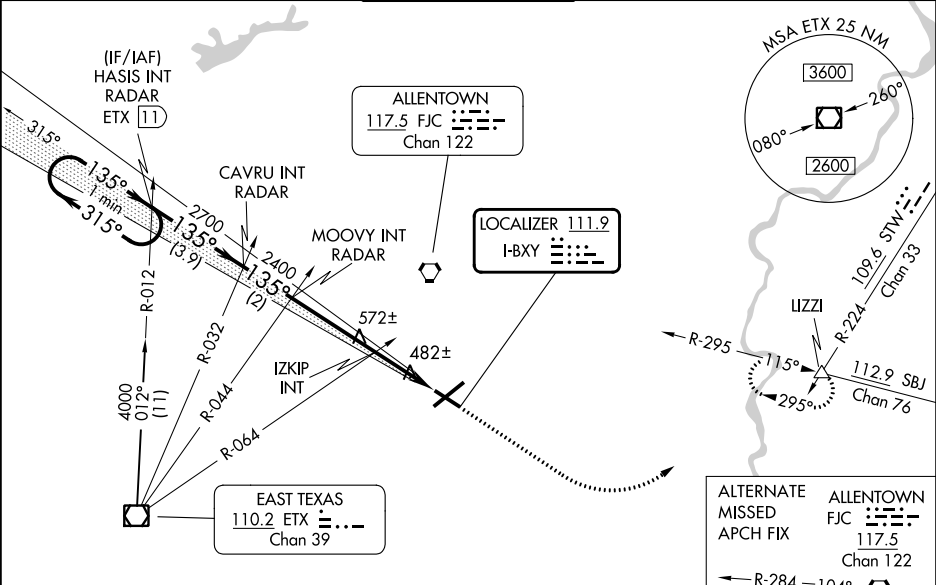
⚠

For inoperative MALSR, increase IZKIP fix minimums S-LOC 13 Cat C/D visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 3000 then climbing left turn to 3000 on heading 060° and on SBJ VOR/DME R-295 to IZZI INT and hold.

ATIS 126.975	ALLENTOWN APP CON 119.65 124.45 351.8	ALLENTOWN TOWER 120.5 257.95	GND CON 121.9 257.95	CLNC DEL 124.05 257.95
------------------------	---	--	--------------------------------	----------------------------------



CATEGORY	A	B	C	D
S-ILS 13	586-½ 200 (200-½)			
S-LOC 13	1260-½ 874 (900-½)	1260-¾ 874 (900-¾)	1260-2	874 (900-2)
CIRCLING	1260-1¼	866 (900-1¼)	1260-2½ 866 (900-2½)	1600-3 1206 (1300-3)
IZKIP FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-LOC 13	740-½	354 (400-½)	740-⅝	354 (400-⅝)
CIRCLING	840-1 446 (500-1)	900-1 506 (600-1)	1180-2¼ 786 (800-2¼)	1600-3 1206 (1300-3)

ELEV 394

TDZE 386

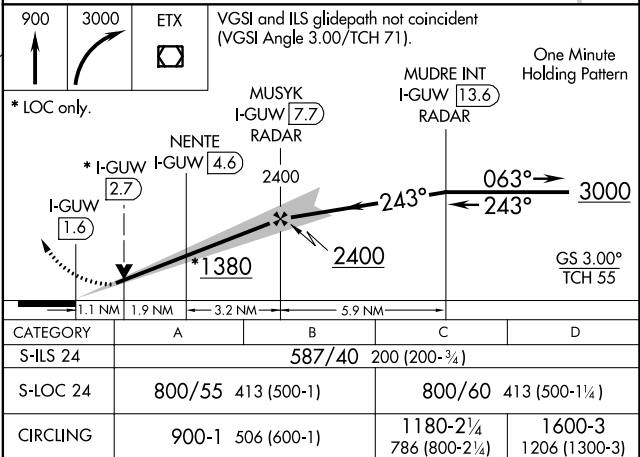
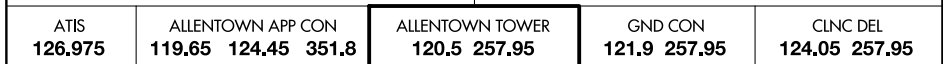
REIL Rwy 24 and 31

HIRL Rwy 6-24 and 13-31

FAF to MAP 6.2 NM

Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04

ILS or LOC/DME RWY 24
LEHIGH VALLEY INTL (ABE)



LEHIGH VALLEY INTL (ABE)
ILS or LOC/DME RWY 24

NE-4, 03 SEP 2026 to 29 OCT 2026

ILS RWY 6 (SA CAT I & II)
LEHIGH VALLEY INTL (ABE)

MISSED APPROACH: Climb to 3000 on heading 063° and STW R-243 to MUDRE INT/STW 20.5 DME/RADAR and hold.

SA CATEGORY I & II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

ALLENTOWN, PENNSYLVANIA

AL-15 (FAA)

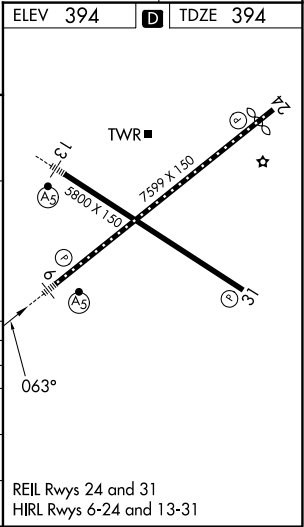
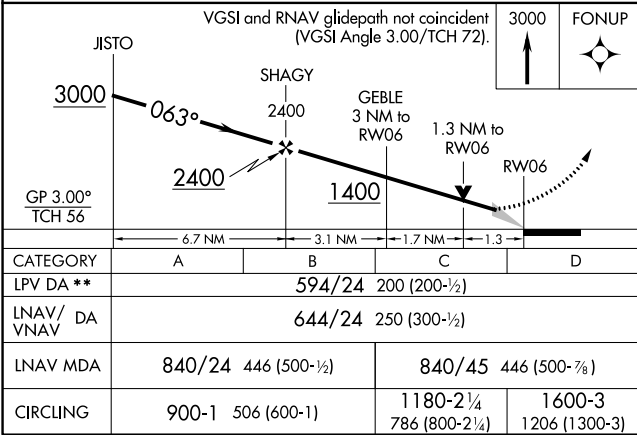
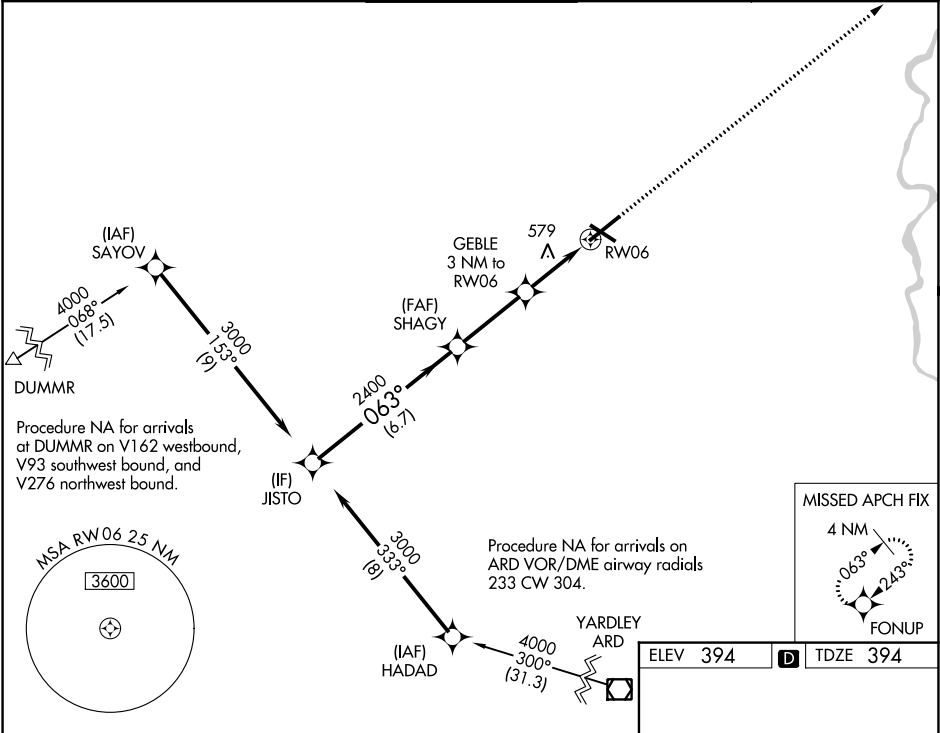
26246

WAAS CH 69432 W06A	APP CRS 063°	Rwy Ldg TDZE 394 Apt Elev 394	7599
--	------------------------	---	-------------

RNAV (GPS) RWY 6
LEHIGH VALLEY INTL (ABE)

RNP APCH - GPS.	MALSR	MISSED APPROACH: Climb to 3000 direct FONUP and hold.
▼ ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C. For inop ALS, increase LNAV Cat C/D visibility to 1½ SM. **RVR 1800 authorized with use of FD or AP or HUD to DA.		

ATIS 126.975	ALLENTOWN APP CON 119.65 124.45 351.8	ALLENTOWN TOWER 120.5 257.95	GND CON 121.9 257.95	CLNC DEL 124.05 257.95
------------------------	---	--	--------------------------------	----------------------------------



ALLENTOWN, PENNSYLVANIA
Amdt 1D 16MAY24

40°39'N-75°26'W

LEHIGH VALLEY INTL (ABE)
RNAV (GPS) RWY 6

NE-4, 03 SEP 2026 to 29 OCT 2026

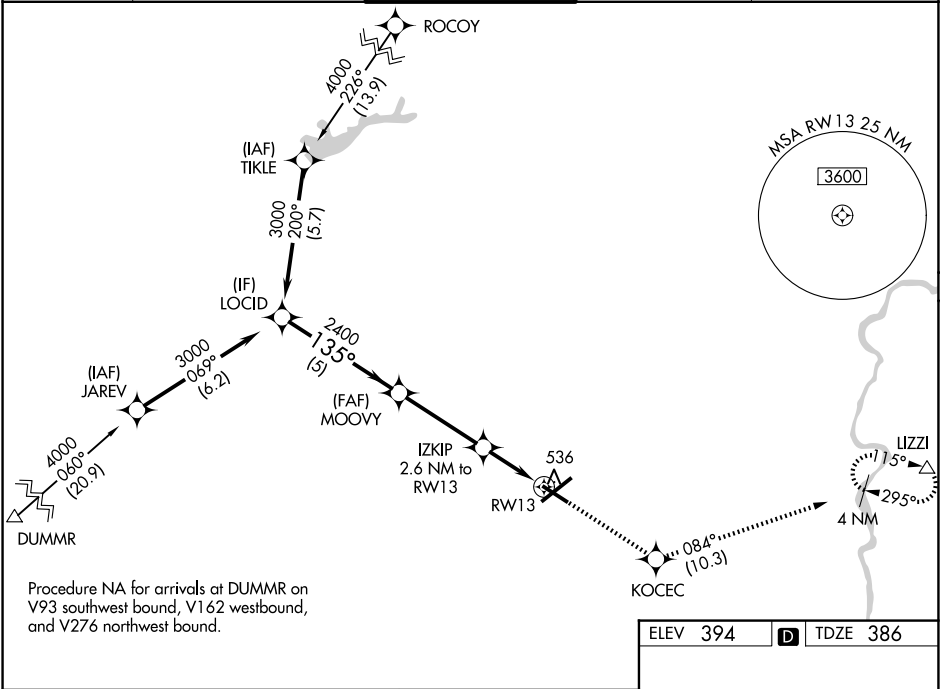
NE-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 82532 W13A	APP CRS 135°	Rwy Ldg TDZE 386 Apt Elev 394
--	------------------------	---

RNAV (GPS) RWY 13

LEHIGH VALLEY INTL (ABE)

RNP APCH - GPS.		MALSR 	MISSED APPROACH: Climb to 3000 direct KOCEC and on track 084° to LIZZI and hold.	
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV Cat C/D visibility to 1½ SM.				
ATIS 126.975	ALLENTOWN APP CON 119.65 124.45 351.8	ALLENTOWN TOWER 120.5 257.95	GND CON 121.9 257.95	CLNC DEL 124.05 257.95



LOCID

3000

GP 3.00°
TCH 56

MOOVY

2400

2400

IZKIP

2.6 NM to RW13

1.1 NM to RW13

RW13

3000

↑

KOCEC

tr 084°

LIZZI

△

135°

5 NM

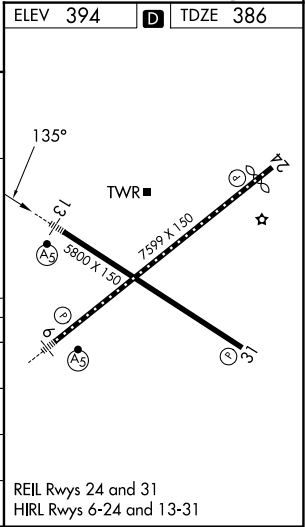
3.6 NM

1.5 NM

1.1 NM

1260

CATEGORY	A	B	C	D
LPV DA	586-½		200 (200-½)	
LNAV/VNAV DA	700-½		314 (400-½)	
LNAV MDA	800-½	414 (500-½)	800-¾	414 (500-¾)
CIRCLING	900-1	506 (600-1)	1180-2¼ 786 (800-2¼)	1600-3 1206 (1300-3)



ALLENTOWN, PENNSYLVANIA

AL-15 (FAA)

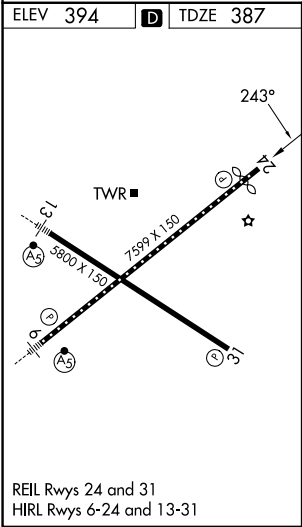
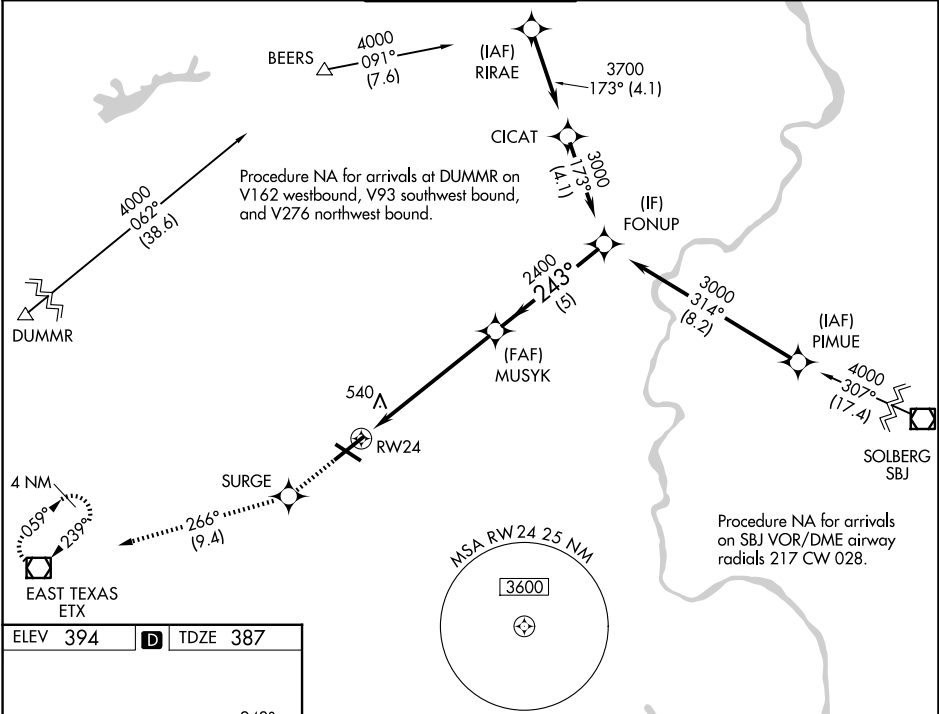
25219

WAAS CH 40332 W24A	APP CRS 243°	Rwy Ldg TDZE 387 Apt Elev 394	7089 387 394
--	------------------------	---	---

RNAV (GPS) RWY 24

LEHIGH VALLEY INTL (ABE)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct SURGE and on track 266° to ETX VOR/DME and hold.		
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C.				
ATIS 126.975	ALLENTOWN APP CON 119.65 124.45 351.8	ALLENTOWN TOWER 120.5 257.95	GND CON 121.9 257.95	CLNC DEL 124.05 257.95



3000	SURGE	tr 266°	ETX	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).	
CATEGORY	A	B	C	D	
LPV DA	587/40 200 (200-¾)				
LNAV/VNAV DA	783-1¼ 396 (400-1¼)				
LNAV MDA	860/55 473 (500-1)		860-1⅜ 473 (500-1⅜)		
CIRCLING	900-1 506 (600-1)		1180-2¼ 786 (800-2¼)		1600-3 1206 (1300-3)

ALLENTOWN, PENNSYLVANIA
Amdt 1C 16MAY24

40°39'N-75°26'W

LEHIGH VALLEY INTL (ABE)

RNAV (GPS) RWY 24

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

ALLENTOWN, PENNSYLVANIA

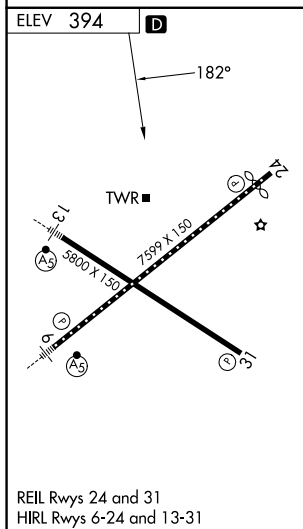
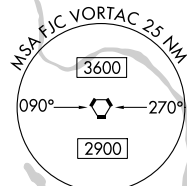
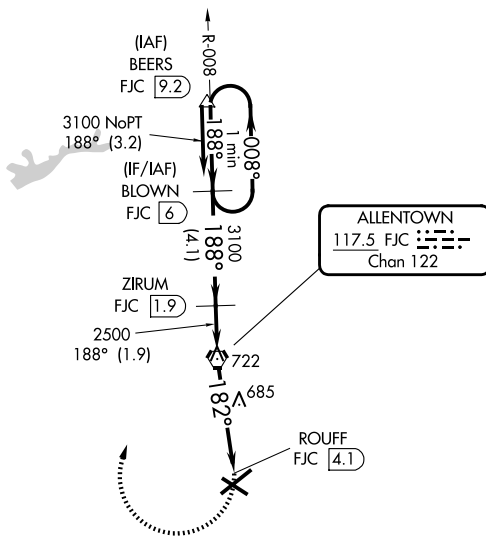
AL-15 (FAA)

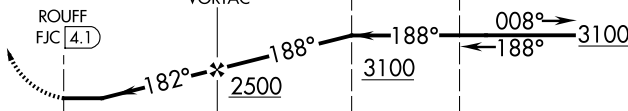
25219

VORTAC FJC 117.5 Chan 122	APP CRS 182°	Rwy Ldg TDZE Apt Elev N/A N/A 394
---	------------------------	---

TACAN-C
LEHIGH VALLEY INTL (ABE)

V NA		MISSED APPROACH: Climbing right turn to 3100 direct FJC VORTAC then via FJC R-008 to BLOWN/6 DME and hold.		
ATIS 126.975	ALLENTOWN APP CON 119.65 124.45 351.8	ALLENTOWN TOWER 120.5 257.95	GND CON 121.9 257.95	CLNC DEL 124.05 257.95



3100  FJC  FJC R-008 BLOWN FJC  One Minute Holding Pattern				
ROUFF FJC  FJC VORTAC ZIRUM FJC  BLOWN FJC  182° 188° 188° 008° 3100 				
4.1 NM 1.9 NM 4.1 NM				
CATEGORY	A	B	C	D
CIRCLING	940-1	546 (600-1)	1180-2¼ 786 (800-2¼)	1600-3 1206 (1300-3)

ALLENTOWN, PENNSYLVANIA
Orig-A 24MAY18

40°39'N-75°26'W

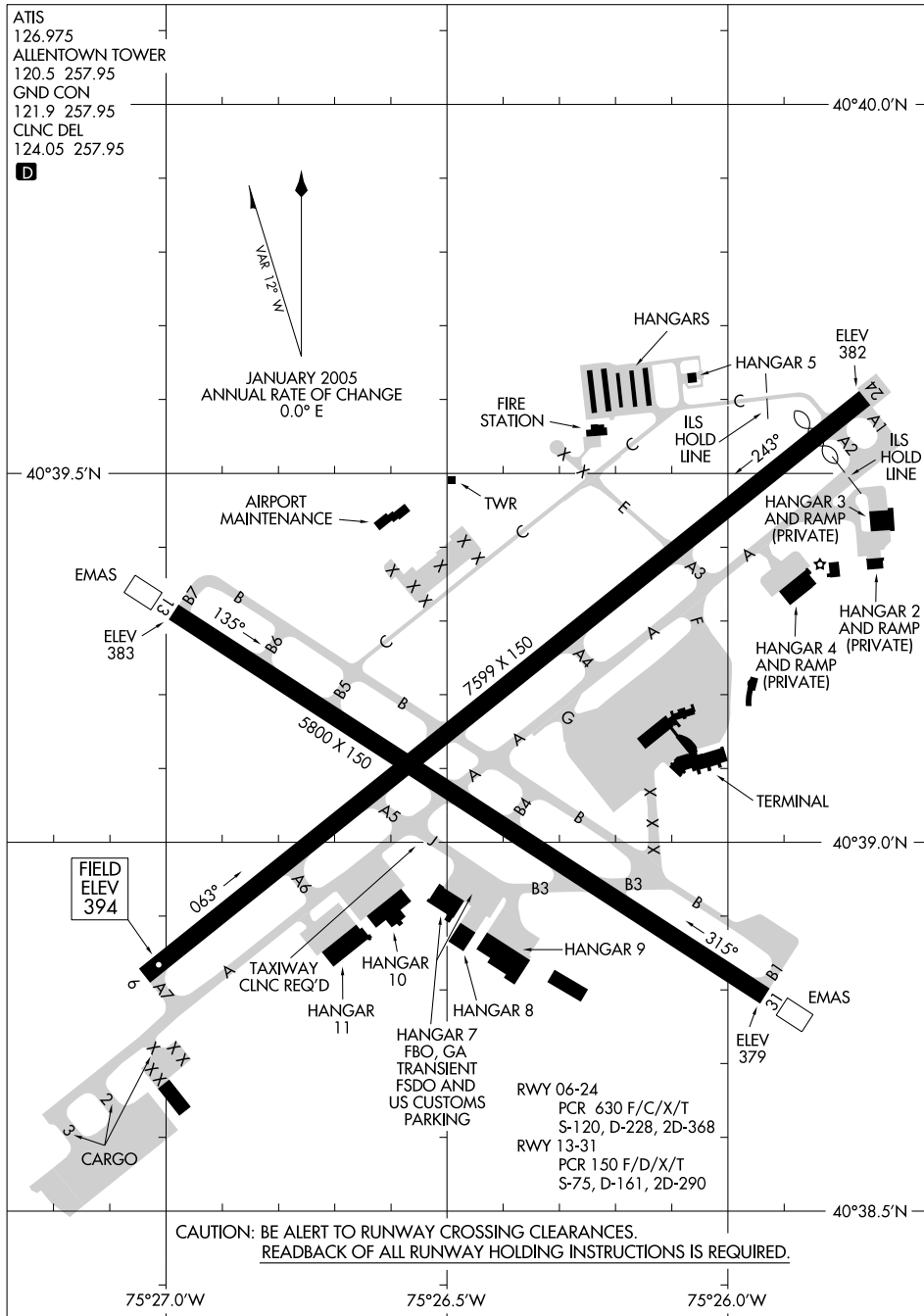
LEHIGH VALLEY INTL (ABE)
TACAN-C

NE-4, 03 SEP 2026 to 29 OCT 2026

AL-15 (FAA)

ATIS	
126.975	
ALLENTOWN TOWER	
120.5	257.95
GND CON	
121.9	257.95
CLNC DEL	
124.05	257.95

D



NE-4, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM

ALLENTOWN, PENNSYLVANIA
LEHIGH VALLEY INTL (ABE)

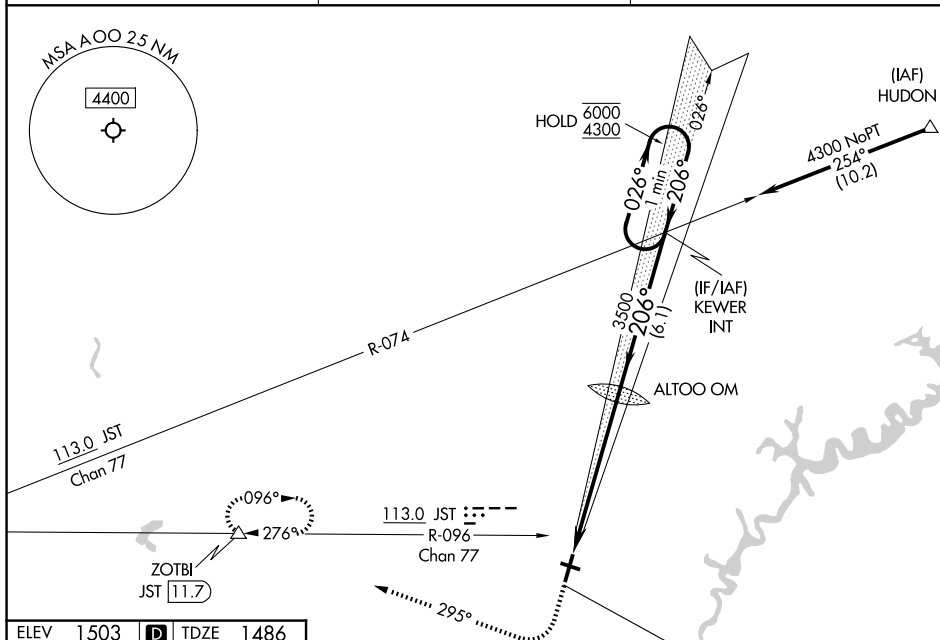
ILS or LOC RWY 21
ALTOONA/BLAIR COUNTY (A00)

MALSR



MISSED APPROACH: Climb to 2100 then climbing right turn to 5000 on heading 295° and on JST R-096 to ZOTBI/JST 11.7 DME and hold, continue climb-in-hold to 5000.

CTAF
123.60



3	HIRL Rwy 3-21 ①		6 NM		6.1 NM							
	MIRL Rwy 12-30 ①		CATEGORY		A		B		C		D	
	REIL Rwys 3, 12 and 30 ①		S-ILS 21				1686-½		200 (200-½)			
	FAF to MAP 6 NM		S-LOC 21		2240-½ 754 (800-½)		2240-¾ 754 (800-¾)		2240-1¾ 754 (800-1¾)			
			CIRCLING		2240-1 737 (800-1)		2240-1¼ 737 (800-1¼)		2800-3 1297 (1300-3)		2840-3 1337 (1400-3)	
Knots	60	90	120	150	180							
Min:Sec	6:00	4:00	3:00	2:24	2:00							

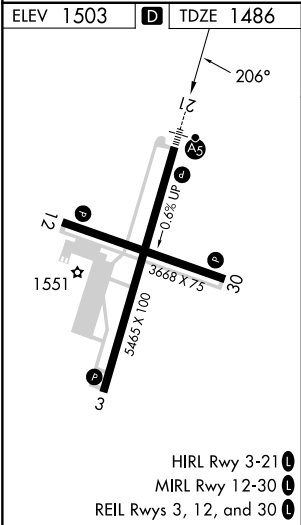
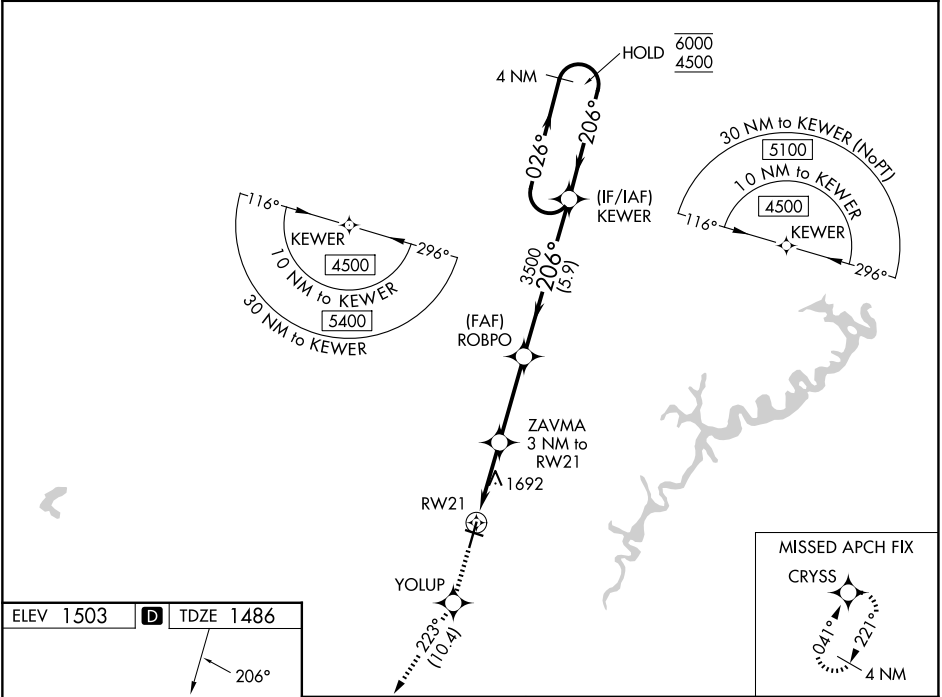
ALTOONA/BLAIR COUNTY (A00)
ILS or LOC RWY 21

WAAS CH 90105 W21A	APP CRS 206°	Rwy Ldg TDZE 1486 Apt Elev 1503
--	------------------------	---

RNAV (GPS) RWY 21

ALTOONA/BLAIR COUNTY (A00)

RNP APCH - GPS.		MALSR 	MISSED APPROACH: Climb to 5000 direct YOLUP and on track 223° to CRYSS and hold, continue climb-in-hold to 5000.
Circling NA to Rwy 12 and 30. Circling NA for Cats C, D northwest of Rwy 12 and 21. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. For inop ALS, increase LPV visibility all Cats to 1 1/2 SM.			
ASOS 127.125	JOHNSTOWN APP CON ★ 121.2 299.2	CTAF 123.60	



5000	YOLUP	CRYSS	ROBPO	KEWER	4 NM Holding Pattern
↑		tr 223°			
		ZAVMA 3 NM to RWY 21			
		2 NM to RWY 21			
		2460			
		3500			
		3500			
		2 NM	1 NM	3.2 NM	5.9 NM
CATEGORY	A	B	C	D	
LPV DA	1977-1 491 (500-1)				
INAV/VNAV DA	1999-1 513 (500-1)				
INAV MDA	2160-1/2	674 (700-1/2)	2160-1/2	674 (700-1/2)	
CIRCLING	2240-1	737 (800-1)	2800-3	2840-3	
			1297 (1300-3)	1337 (1400-3)	

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

ALTOONA, PENNSYLVANIA

AL-100 (FAA)

26078

WAAS CH 82030 W03B	APP CRS 041°	Rwy Ldg TDZE 1503 Apt Elev 1503
--	------------------------	---

RNAV (GPS) Y RWY 3

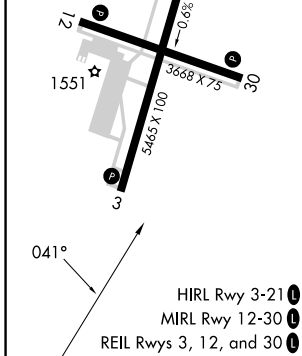
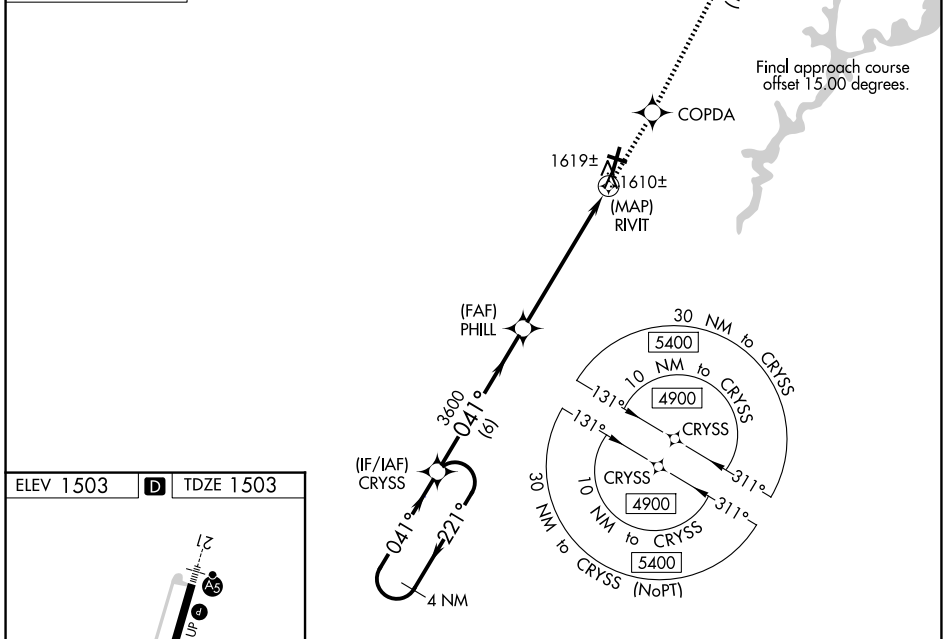
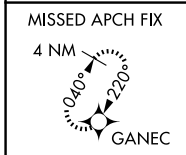
ALTOONA/BLAIR COUNTY (A00)

RNP APCH - GPS.

▼ When local altimeter setting not received, use HMZ altimeter setting; increase all MDA 100 feet. Increase LNAV and LP Cats C/D visibilities $\frac{3}{8}$ SM and Circling Cat A $\frac{1}{4}$ SM. Rwy 3, helicopter visibility reduction below $\frac{3}{4}$ SM NA. Circling NA for Cats C, D northwest of Rwys 12 and 30. VDP NA when using HMZ altimeter setting. Circling NA for Cats C, D northwest of Rwys 12 and 21.

MISSED APPROACH: Climb to 5000 direct COPDA on track 037° to GANEC and hold, continue climb-in-hold to 5000.

ASOS 127.125	JOHNSTOWN APP CON ★ 121.2 299.2	CTAF 123.60
------------------------	---	-----------------------



4 NM Holding Pattern	CRYSS	5000	COPDA	tr 037°	GANEC
4900	221°	041°	041°	0.6 NM to RIVIT	RIVIT
3600	3.00°	TCH 43	0.6	0.5	
6 NM	5.4 NM	0.6	0.5		
CATEGORY	A	B	C	D	
LP MDA	1860-1	357 (400-1)			
LNAV MDA	1880-1	377 (400-1)			
CIRCLING	2240-1 737 (800-1)	2240-1¼ 737 (800-1¼)	2800-3 1297 (1300-3)	2840-3 1337 (1400-3)	

ALTOONA, PENNSYLVANIA

Amdt 1D 19MAR26

40°18'N-78°19'W

ALTOONA/BLAIR COUNTY (A00)

RNAV (GPS) Y RWY 3

NE-4, 03 SEP 2026 to 29 OCT 2026

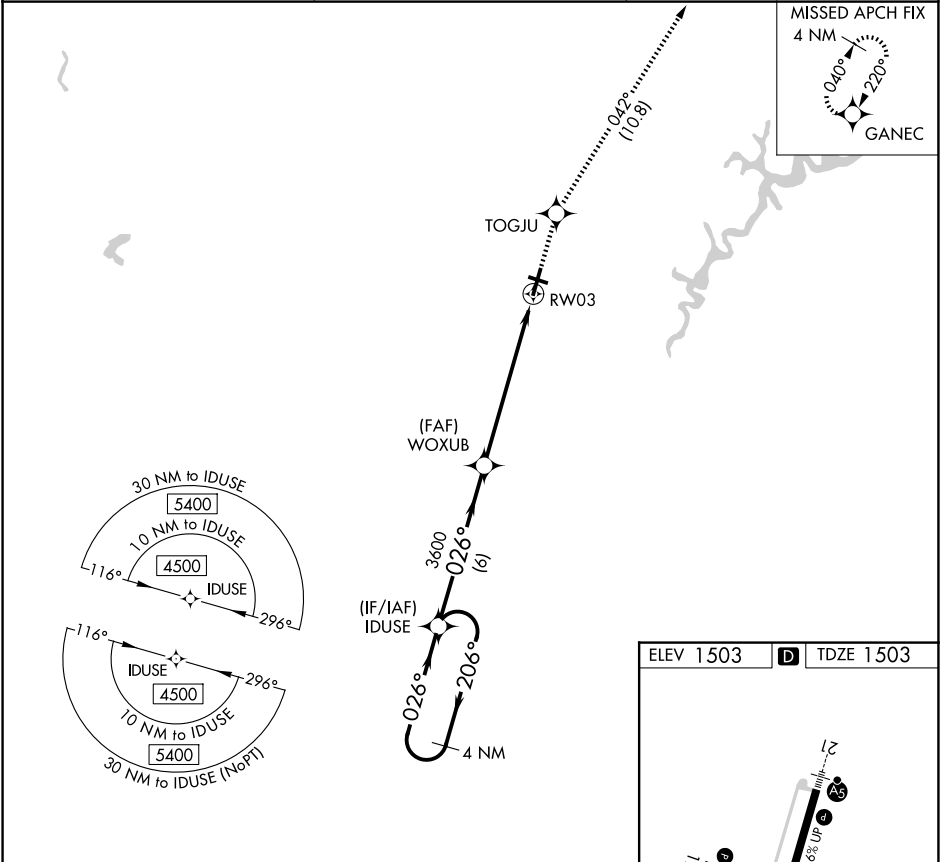
WAAS CH 82529 W03A	APP CRS 026°	Rwy Ldg TDZE 1503 Apt Elev 1503
--	------------------------	---

RNAV (GPS) Z RWY 3

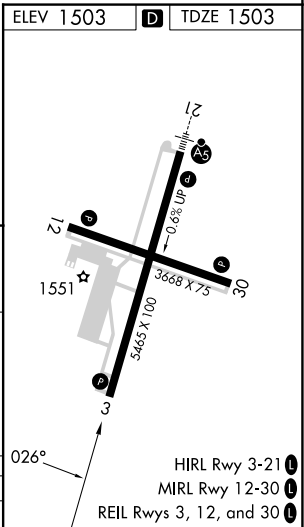
ALTOONA/BLAIR COUNTY (A00)

▼ NA Rwy 3 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Bedford County altimeter setting and increase all DA 84 feet, and increase all visibilities ¾ mile.	MISSED APPROACH: Climb to 5000 direct TOGJU and on track 042° to GANEC and hold, continue climb-in-hold to 5000.
---	--

ASOS 127.125	JOHNSTOWN APP CON ★ 121.2 299.2	CTAF 123.60
------------------------	---	-----------------------



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 43).				
4 NM Holding Pattern	IDUSE	5000	TOGJU	GANEC
4500	206°	026°	tr 042°	
GP 3.00°		3600		
TCH 55				
CATEGORY	A	B	C	D
LPV DA		1828-1	325 (400-1)	



NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

BEAVER FALLS, PENNSYLVANIA

AL-5206 (FAA)

26190

WAAS CH 62821 W10A	APP CRS 101°	Rwy Ldg TDZE 1237 Apt Elev 1253
--	------------------------	---

RNAV (GPS) RWY 10

BEAVER COUNTY (BVI)

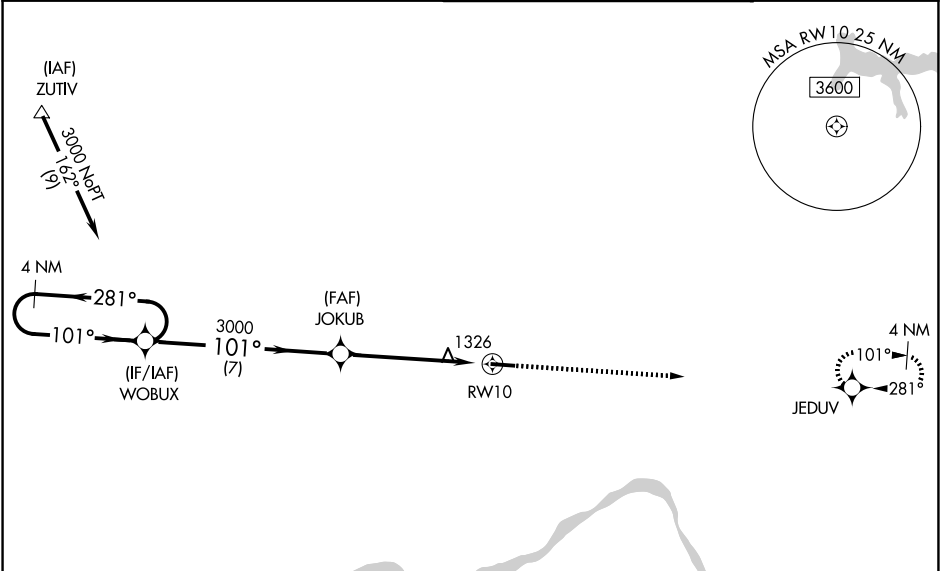
RNP APCH.

▼

Baro-VNAV and VDP NA when using Pittsburgh Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 36°C (96°F). When local altimeter setting not received, use Pittsburgh Intl altimeter setting; increase all DA 50 feet; increase all MDAs 60 feet and visibility LNAV Cats C and D ½ SM. Circling Rwy 28 NA at night. Rwy 10 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct JEDUV and hold.

ATIS 118.35	PITTSBURGH APP CON 338.2	BEAVER COUNTY TOWER ★ 120.3 (CTAF) 0	GND CON 121.8
-----------------------	------------------------------------	--	-------------------------



4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 42).

3000 JEDUV

*INAV only.

GP 3.00° TCH 55

WOBUX JOKUB

3000

*1.1 NM to RWY 10

RWY 10

7 NM 4.4 NM 1.1 NM

CATEGORY	A	B	C	D
LPV DA	1528-1 290 (300-1)			
LNAV/VNAV DA	1514-1 276 (300-1)			
LNAV MDA	1580-1 342 (400-1)			
CIRCLING	1720-1 467 (500-1)	1720-1½ 467 (500-1½)	1820-2 567 (600-2)	

ELEV 1253 TDZE 1237

101°

1.1° UP

4501 X 100

MIRL Rwy 10-28 0

REIL Rwy 10 and 28 0

BEAVER FALLS, PENNSYLVANIA

Orig-C 19JUL18

40°46'N-80°23'W

BEAVER COUNTY (BVI)

RNAV (GPS) RWY 10

BEAVER FALLS, PENNSYLVANIA

AL-5206 (FAA)

26246

LOC I-BVI 109.3	APP CRS 101°	Rwy Ldg TDZE Apt Elev 4501 1238 1253
---------------------------	------------------------	--

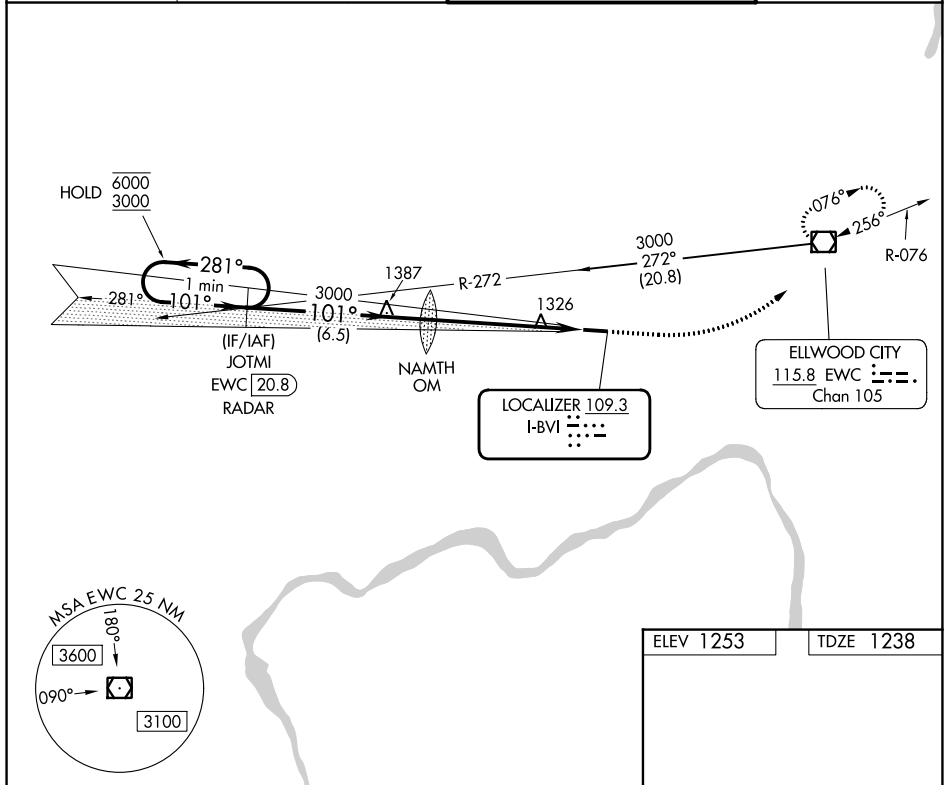
LOC RWY 10
BEAVER COUNTY (BVI)

DME or RADAR REQUIRED

⚠ Rwy 10 helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Pittsburgh Intl altimeter setting and increase all MDAs 60 feet and visibility S-10 Cats C and D $\frac{1}{4}$ SM. Circling Rwy 28 NA at night.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct EWC VOR/DME and hold.

ATIS 118.35	PITTSBURGH APP CON 338.2	BEAVER COUNTY TOWER ★ 120.3 (CTAF) 0	GND CON 121.8
-----------------------	------------------------------------	---	-------------------------



One Minute Holding Pattern		JOTMI EWC 20.8 RADAR	NAMTH OM	2000	3000	EWC
6000 ← 281°		101° →	3000	2.94°	TCH 42	
3000		6.5 NM	5.6 NM			
CATEGORY	A	B	C	D	MIRL Rwy 10-28	
S-10	1640-1	402 (400-1)	1640-1½	402 (400-1½)	REIL Rwys 10 and 28	
CIRCLING	1720-1	467 (500-1)	1720-1½	1820-2	FAF to MAP 5.6 NM	
			467 (500-1½)	567 (600-2)	Knots	60 90 120 150 180
					Min:Sec	5:36 3:44 2:48 2:14 1:52

BEAVER FALLS, PENNSYLVANIA

Amdt 4C 13SEP18

40°46'N-80°23'W

BEAVER COUNTY (BVI)

LOC RWY 10

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

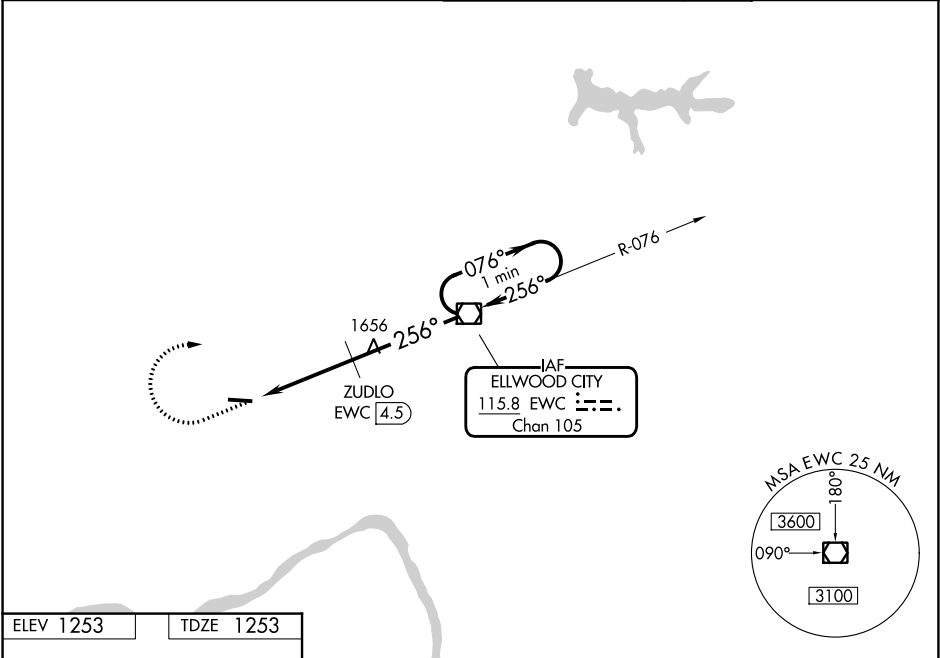
VOR/DME EWC	APP CRS	Rwy Ldg	4501
115.8	256°	TDZE	1253
Chan 105		Apt Elev	1253

VOR RWY 28
BEAVER COUNTY (BVI)

⚠ When local altimeter setting not received, use Pittsburgh Intl altimeter setting and increase MDAs 60 feet and visibility Circling Cats A and D ¼ SM and ZUDLO fix minimums S-28 Cats C/D ¼ SM and Circling Cat C ½ SM. Straight-in Rwy 28 NA at night, Circling Rwy 28 NA at night. Rwy 28 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 then right turn direct EWC VOR/DME and hold.

ATIS 118.35	PITTSBURGH APP CON 338.2	BEAVER COUNTY TOWER ★ 120.3 (CTAF) 0	GND CON 121.8
----------------	-----------------------------	---	------------------



ELEV 1253 TDZE 1253

MIRL Rwy 10-28 0
REIL Rwys 10 and 28 0

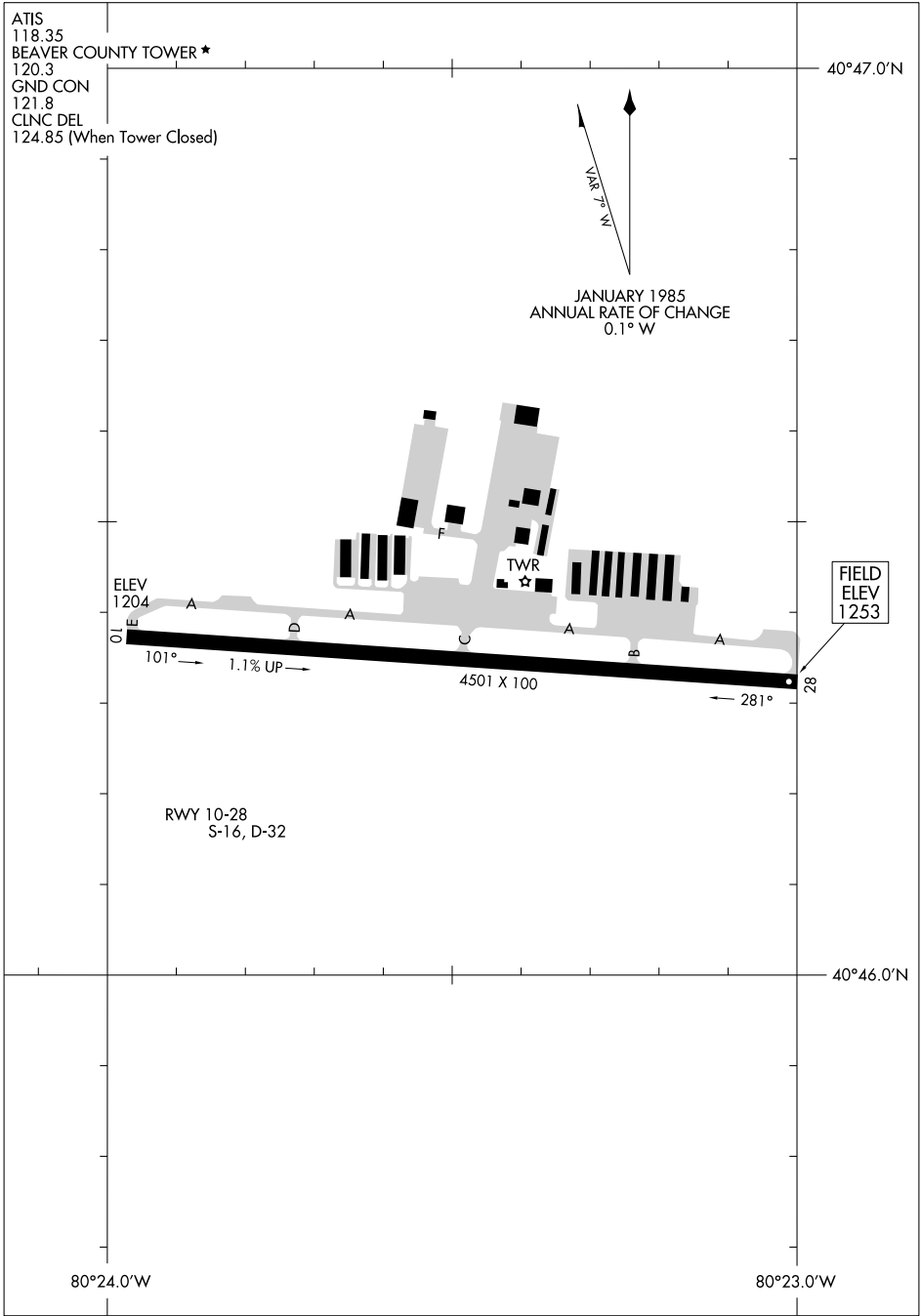
FAF to MAP 8.5 NM

Knots	60	90	120	150	180
Min:Sec	8:30	5:40	4:15	3:24	2:50

3000	EWC	EWC VOR/DME	One Minute Holding Pattern
256°	ZUDLO EWC 4.5	2060*	076° → 3000 ← 256°
* 2120 when using Pittsburgh Intl altimeter setting.			
CATEGORY	A	B	C D
S-28	2060-1 807 (900-1)	2060-1 ¼ 807 (900-1 ¼)	2060-2 ½ 807 (900-2 ½)
CIRCLING	2060-2	807 (900-2)	2060-2 ½ 807 (900-2 ½)
ZUDLO FIX MINIMUMS (DME REQUIRED)			
S-28	1740-1	487 (500-1)	1740-1 ¾ 487 (500-1 ¾)
CIRCLING	1740-1	487 (500-1)	1740-1 ½ 1820-2 487 (500-1 ½) 567 (600-2)

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026



NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

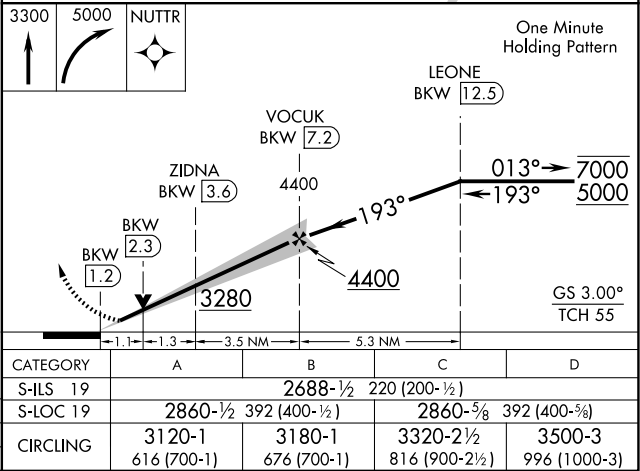
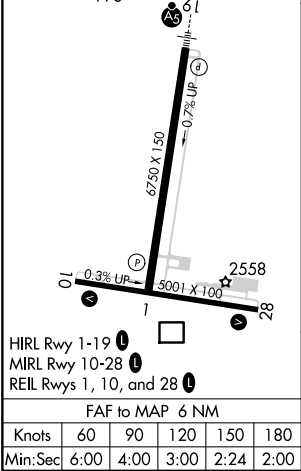
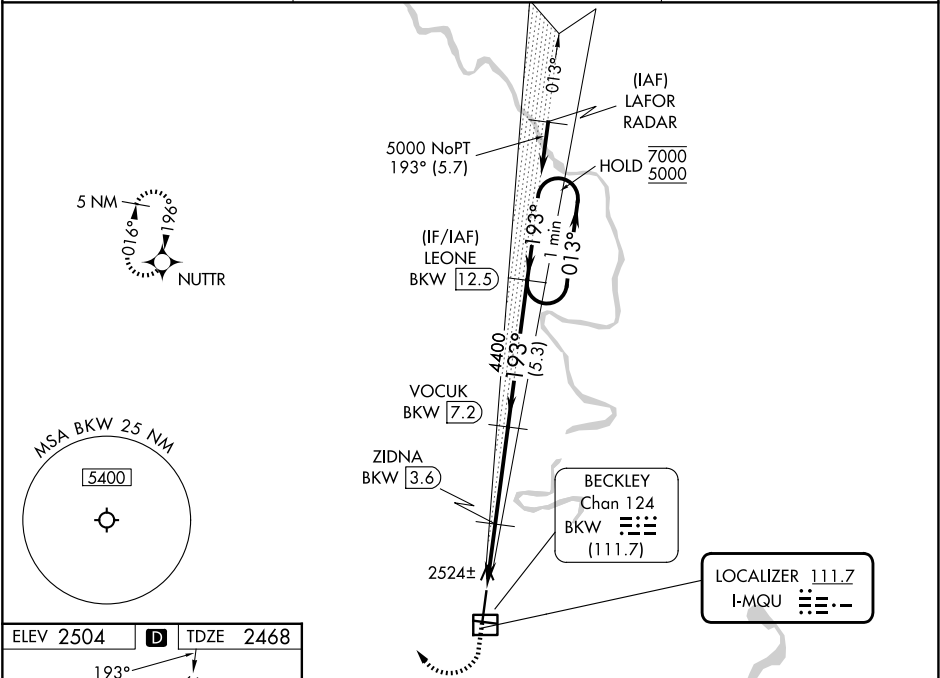
LOC I-MQU 111.7	APP CRS 193°	Rwy Ldg TDZE Apt Elev	6750 2468 2504
---------------------------	------------------------	-----------------------------	---

ILS or LOC RWY 19

RALEIGH COUNTY MEML (BKW)

RNP APCH - GPS.	MALSR	MISSED APPROACH: Climb to 3300 then climbing right turn to 5000 direct NUTTR and hold.
Simultaneous reception of I-MQU and BKW DME required.		

ASOS 121.55	CHARLESTON APP CON 125.4 269.125	UNICOM 123.0 (CTAF)
-----------------------	--	-------------------------------



BECKLEY, WEST VIRGINIA

AL-788 (FAA)

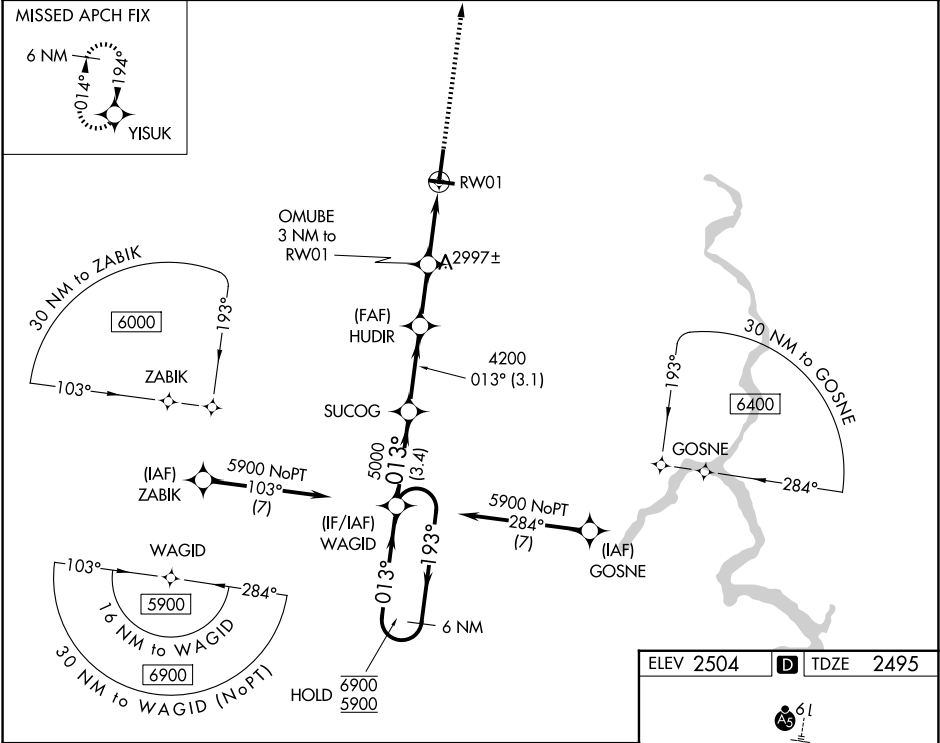
26134

WAAS CH 56323 W01A	APP CRS 013°	Rwy Ldg TDZE Apt Elev	6750 2495 2504
--	------------------------	-----------------------------	---

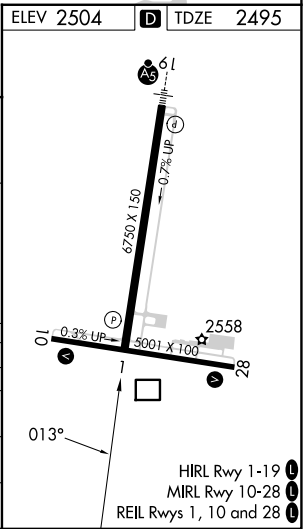
RNAV (GPS) RWY 1
RALEIGH COUNTY MEML (BKW)

RNP APCH - GPS.	MISSED APPROACH: Climb to 5900 direct YISUK and hold, continue climb-in-hold to 5900.
▼ Rwy 1 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C.	

ASOS 121.55	CHARLESTON APP CON 125.4 269.125	UNICOM 123.0 (CTAF) 0
-----------------------	--	---------------------------------



6 NM Holding Pattern		WAGID	SUCOG	HUDIR	OMUBE	YISUK
6900 ← 193°						
5900 → 013°						
GP 3.00°						
TCH 40						
		3.4 NM	3.1 NM	2.3 NM	0.7 NM	2.3 NM
CATEGORY	A	B	C	D		
LPV DA		2810-7/8	315 (400-7/8)			
LNAV/VNAV DA		3093-1 3/4	598 (600-1 3/4)			
LNAV MDA	3260-1 765 (800-1)	3260-1 1/4 765 (800-1 1/4)	3260-2 1/2	765 (800-2 1/2)		
CIRCLING	3260-1 756 (800-1)	3260-1 1/4 756 (800-1 1/4)	3320-2 1/2 816 (900-2 1/2)	3500-3 996 (1000-3)		



BECKLEY, WEST VIRGINIA
Amdt 2 26DEC24

37°47'N-81°07'W

RALEIGH COUNTY MEML (BKW)
RNAV (GPS) RWY 1

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

WAAS

CH **82023**

W10A

APP CRS

103°

Rwy Ldg

5001

TDZE

2502

Apt Elev

2504

RNAV (GPS) RWY 10

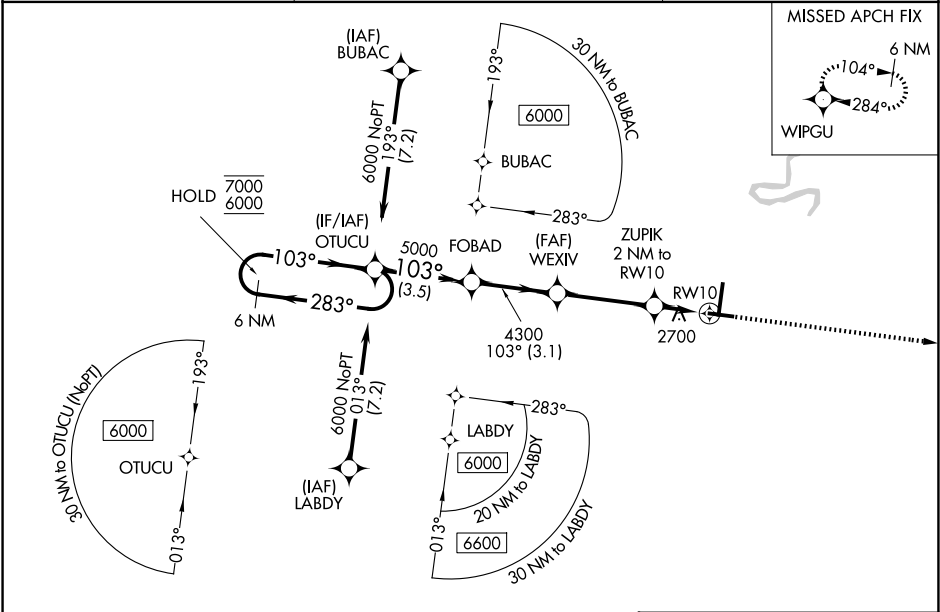
RALEIGH COUNTY MEML (BKW)

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C.

MISSED APPROACH: Climb to 6300 direct WIPGU and hold, continue climb-in-hold to 6300.

ASOS 121.55	CHARLESTON APP CON 125.4 269.125	UNICOM 123.0 (CTAF) 0
-----------------------	--	---------------------------------



ELEV 2504

D

TDZE 2502

6 NM Holding Pattern

OTUCU

FOBAD

WEXIV

ZUPIK 2 NM to RW10

1.3 NM to RW10

6300 WIPGU

7000 ← 283°

6000 ← 103°

GP 3.00° TCH 59

5000

4300

3180

3.5 NM

3.1 NM

3.5 NM

0.7 NM

1.3 NM

CATEGORY	A	B	C	D
LPV DA	2702-3/4 200 (200-3/4)			
LNAV/VNAV DA	3016-13/8 514 (600-13/8)			
LNAV MDA	2960-1	458 (500-1)	2960-13/8	458 (500-13/8)
CIRCLING	3120-1 616 (700-1)	3180-1 676 (700-1)	3320-2 1/2 816 (900-2 1/2)	3500-3 996 (1000-3)

103°

6750 X 1.50

0.3% UP

0.7% UP

2558

5001 X 100

1

28

HIRL Rwy 1-19 0

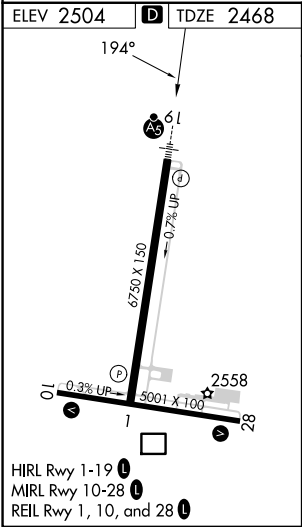
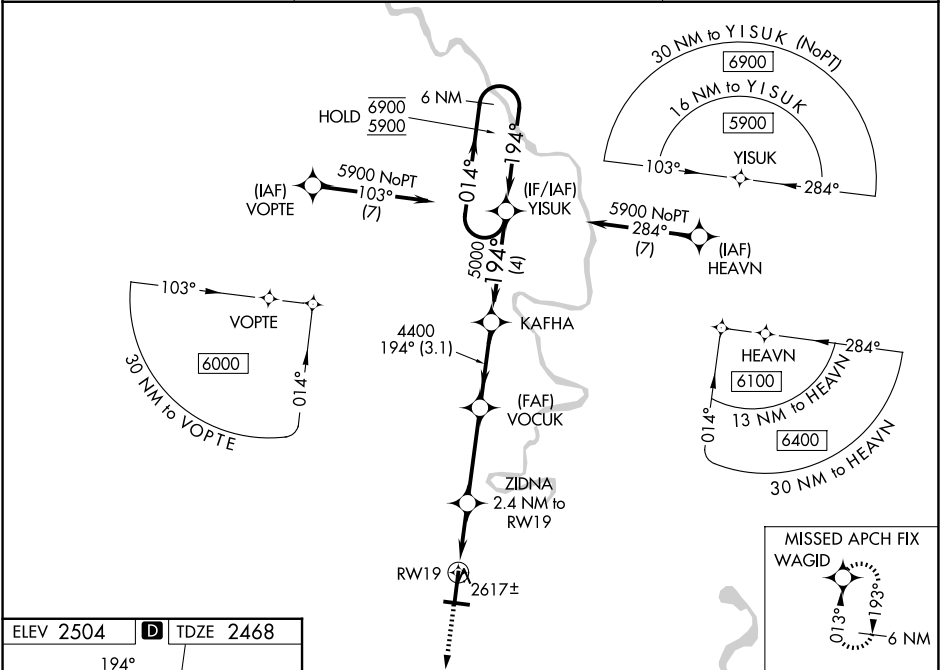
MIRL Rwy 10-28 0

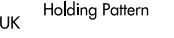
REIL Rwy 1, 10, and 28 0

WAAS CH 63011 W19A	APP CRS 194°	Rwy Ldg TDZE 2468 Apt Elev 2504
--	------------------------	---

RNAV (GPS) RWY 19
RALEIGH COUNTY MEML (BKW)

RNP APCH - GPS.		MALSR	MISSED APPROACH: Climb to 5900 direct WAGID and hold, continue climb-in-hold to 5900.
T A Baro-VNAV NA. For inop ALS, increase LNAV/VNAV all Cats visibilities to 1 SM, LNAV visibilities Cats C/D to 1½ SM.	AS		
ASOS 121.55	CHARLESTON APP CON 125.4 269,125		UNICOM 123.0 (CTAF) 1



5900		WAGID		6 NM Holding Pattern		YISUK	
							
		1.4 NM to RW19		ZIDNA 2.4 NM to RW19		VOCUK 4400	
		RW19		3280		KAFHA 4400	
		1.4 NM		1.1 NM		3.5 NM	
				3.1 NM		4 NM	
CATEGORY		A		B		C	
LPV DA				2688-½		220 (200- ½)	
LNAV/VNAV DA				2818-⅝		350 (400-⅝)	
LNAV MDA		2940-½		472 (500-½)		2940-1 472 (500-1)	
CIRCLING		3120-1 616 (700-1)		3180-1 676 (700-1)		3320-2½ 816 (900-2½)	
						3500-3 996 (1000-3)	

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

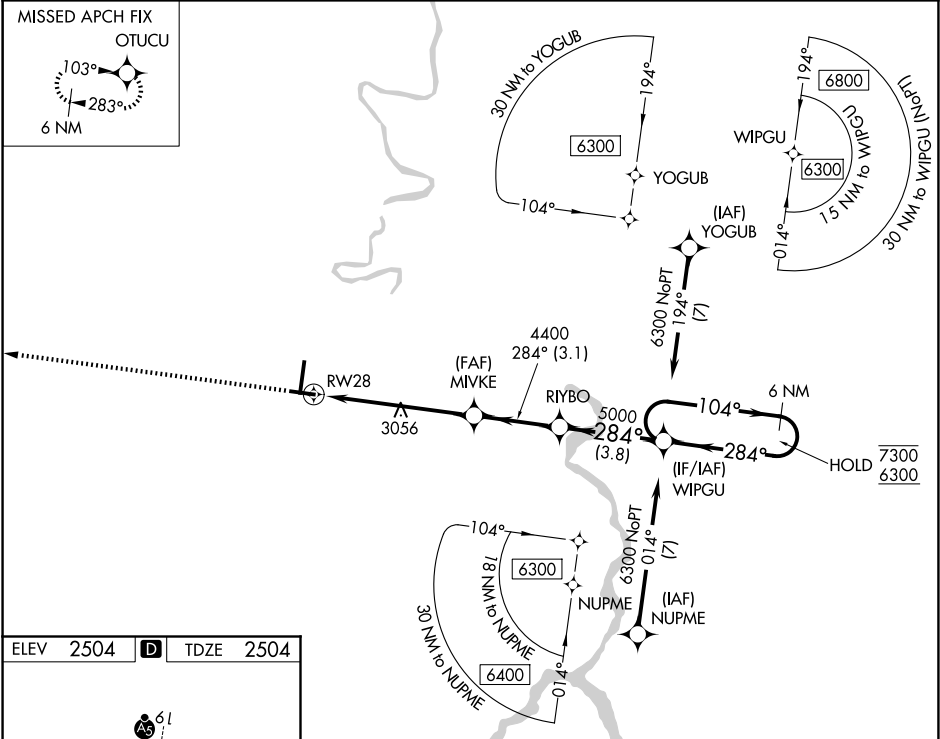
WAAS CH 42923 W28A	APP CRS 284°	Rwy Ldg TDZE Apt Elev	5001 2504 2504
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 28

RALEIGH COUNTY MEML (BKW)

RNP APCH - GPS.	MISSED APPROACH: Climb to 6000 direct OTUCU and hold, continue climb-in-hold to 6000.
▼ ▲ Rwy 28 helicopter visibility reduction below ¾ SM NA.	

ASOS 121.55	CHARLESTON APP CON 125.4 269.125	UNICOM 123.0 (CTAF) 0
-----------------------	--	---------------------------------



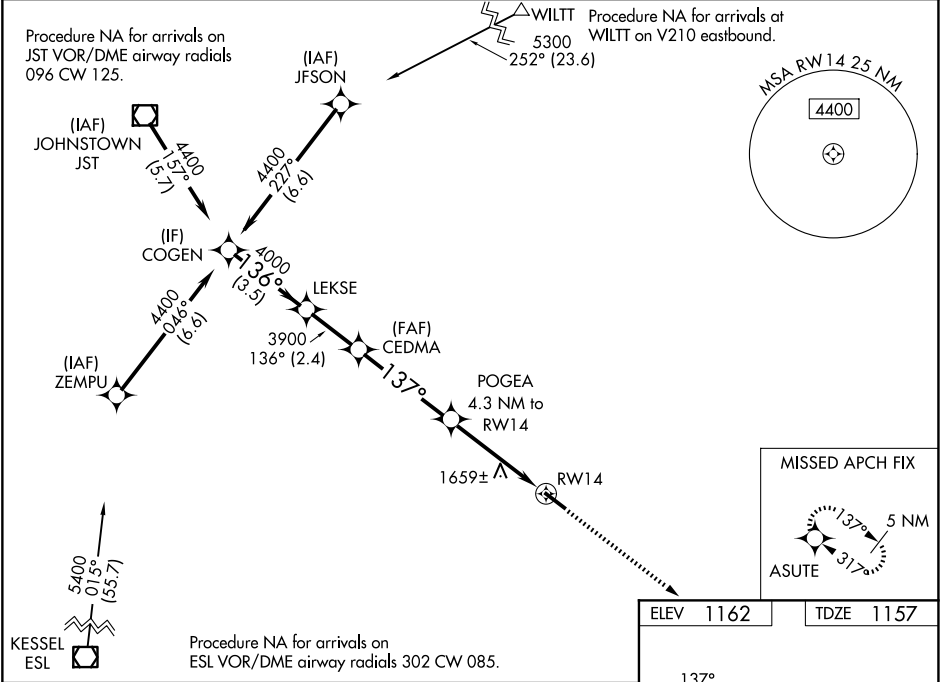
6000		OTUCU	Visual Segment - Obstacles.		6 NM Holding Pattern	
			MIVKE	RYBO	WIPGU	
		1.9 NM to RW28	4400	5000	7300	6300
		1.9	3.9 NM	3.1 NM	3.8 NM	
CATEGORY		A	B	C	D	
LP MDA	3320-1 816 (900-1)	3320-1¼ 816 (900-1¼)	3320-2½ 816 (900-2½)	3320-2½ 816 (900-2½)	3500-3 996 (1000-3)	
LNAV MDA	3320-1 816 (900-1)	3320-1¼ 816 (900-1¼)	3320-2½ 816 (900-2½)	3320-2½ 816 (900-2½)	3500-3 996 (1000-3)	
CIRCLING	3320-1¼ 816 (900-1¼)	3320-1¼ 816 (900-1¼)	3320-2½ 816 (900-2½)	3320-2½ 816 (900-2½)	3500-3 996 (1000-3)	

WAAS CH 72916 W14A	APP CRS 137°	Rwy Ldg TDZE Apt Elev	5006 1157 1162
--	------------------------	-----------------------------	---

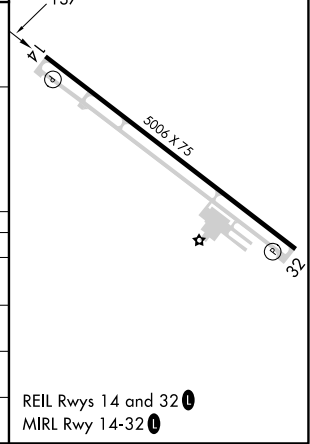
RNAV (GPS) RWY 14

BEDFORD COUNTY (HMZ)

RNP APCH.		MISSED APPROACH: Climb to 5000 direct ASUTE and hold, continue climb-in-hold to 5000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.		
AWOS-3 123.675	JOHNSTOWN APP CON ★ 121.2 299.2	UNICOM 122.7 (CTAF) 0



COGEN		LEKSE	CEDMA	POGEA	ASUTE
4400		4000	3900	4.3 NM to RW14	5000
136°		137°	137°	2.3 NM to RW14	ASUTE
3.5 NM		2.4 NM	4.2 NM	2 NM	2.3 NM
GP 3.00° TCH 41		*2560			
CATEGORY	A	B	C	D	
LPV DA	1640-1½		483 (500-1%)		
LNAV/VNAV DA	2050-4		893 (900-4)		
LNAV MDA	1920-1 763 (800-1)	1920-1¼ 763 (800-1¼)	1920-2½	763 (800-2½)	
CIRCLING	1920-1 758 (800-1)	1960-1¼ 798 (800-1¼)	2200-3 1038 (1100-3)	2940-3 1778 (1800-3)	



NE-4, 03 SEP 2026 to 29 OCT 2026

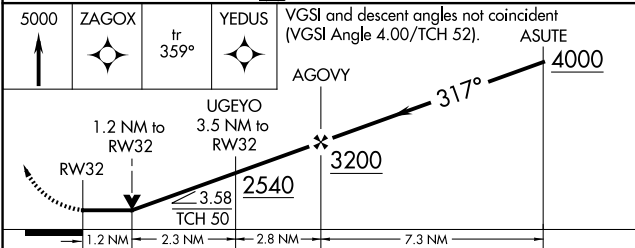
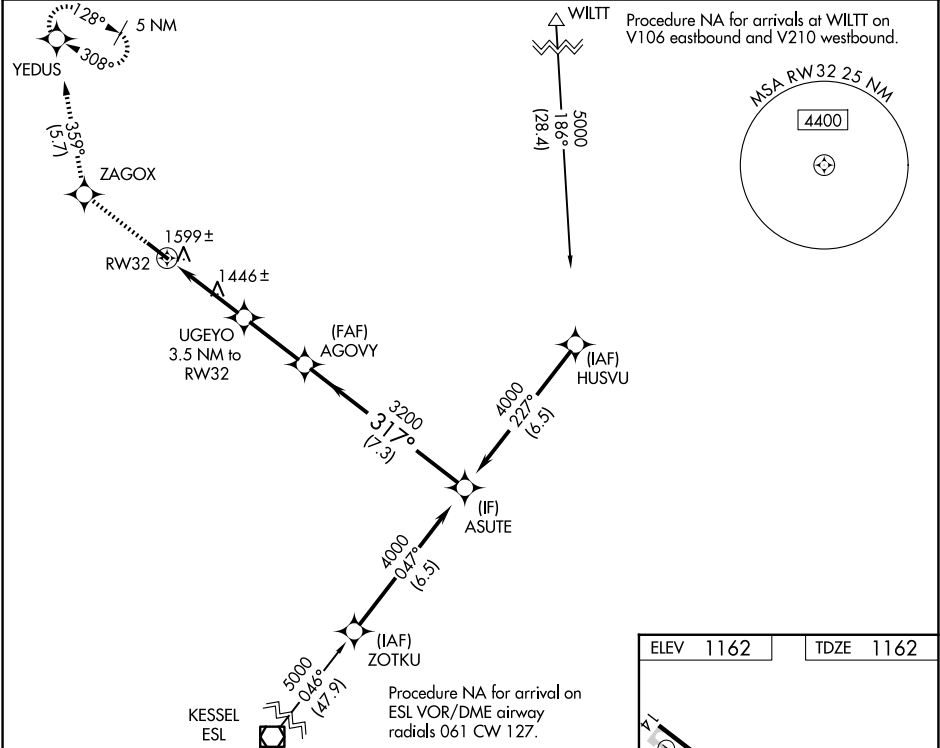
NE-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 90437 W32A	APP CRS 317°	Rwy Ldg TDZE 1162 Apt Elev 1162
--	------------------------	---

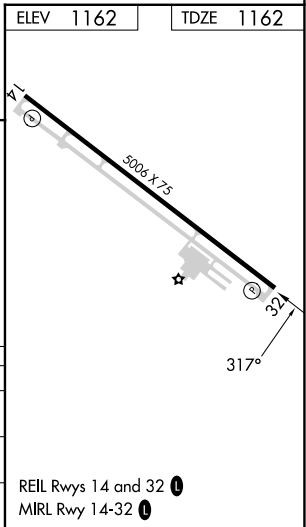
RNAV (GPS) RWY 32

BEDFORD COUNTY (HMZ)

RNP APCH - GPS.		MISSED APPROACH: Climb to 5000 direct ZAGOX and on track 359° to YEDUS and hold, continue climb-in-hold to 5000.
▼ Rwy 32 helicopter visibility reduction below ¼ SM NA. VDP NA when using Altoona altimeter setting. When local altimeter setting not received, use Altoona altimeter setting and increase all MDA 100 feet, increase LP Cat C visibility ¼ SM, increase LNAV Cat B visibility ¼ SM and Cat C visibility ½ SM, and increase Circling Cats A and B visibility ¼ SM.		
AWOS-3 123.675	JOHNSTOWN APP CON ★ 121.2 299.2	UNICOM 122.7 (CTAF) 0



CATEGORY		A	B	C	D
LP	MDA	1740-1	578 (600-1)	1740-1½ 578 (600-1½)	NA
LNAV	MDA	1860-1	698 (700-1)	1860-2 698 (700-2)	NA
CIRCLING		1900-1 738 (800-1)	1960-1 798 (800-1)	2200-3 1038 (1100-3)	NA



RNAV (GPS) RWY 7

The diagram illustrates a flight profile with the following details:

- Start:** Womko (WOMKO) at 5200 altitude.
- Initial Climb:** 5 NM to ANXEG (NoPT) at 5200 altitude, heading 066°.
- Descent:** 5 NM to ANXEG (NoPT) at 5200 altitude, heading 066°.
- Intermediate Climb:** 5 NM to ANXEG (NoPT) at 5200 altitude, heading 066°.
- Descent:** 5 NM to ANXEG (NoPT) at 5200 altitude, heading 066°.
- Final Climb:** 5 NM to ANXEG (NoPT) at 5200 altitude, heading 066°.
- Waypoints:** HEVNO (1288±), YUNCU (FAF), and RW07 (1319±).
- Distances:** 2.7 NM to RW07, 30 NM to RW07.
- Headings:** 066°, 156°, 336°.
- Altitudes:** 5200, 1288±, 1319±, 3000.

BELLEVILLE, MISSOURI
Orig-B 12OCT17
40°53'N-77°49'W
BELLEVILLE (N96)
RNAV (GPS) RWY 7

WAAS CH 57934 W25A	APP CRS 246°	Rwy Ldg TDZE 1072 Apt Elev 1072	3632
--	------------------------	---	-------------

RNAV (GPS) RWY 25

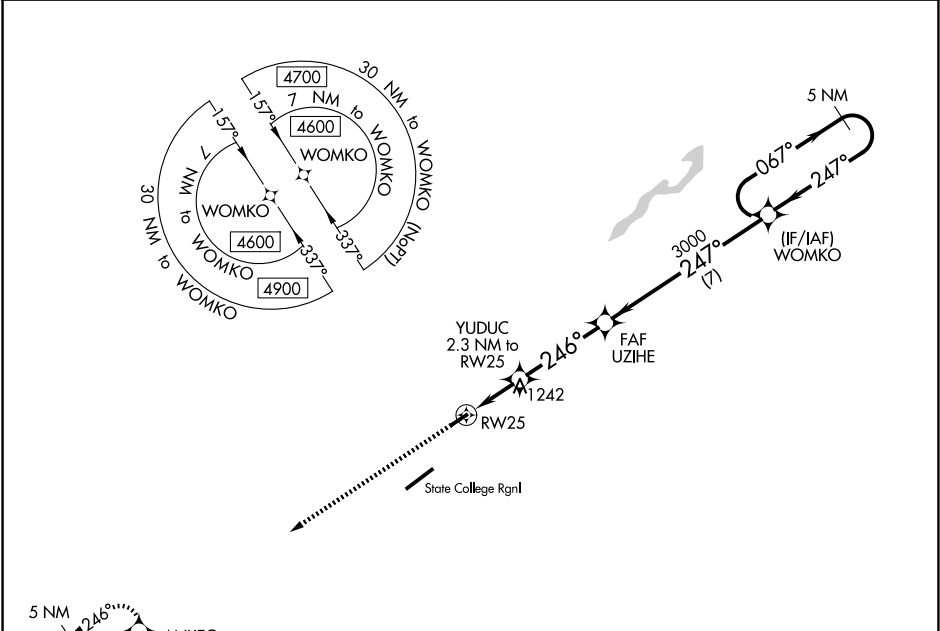
BELLEFONTE (N96)

RNP APCH - GPS.

Baro-VNAV NA. VDP NA with Clearfield altimeter setting. Use State College altimeter setting, when not received use Clearfield altimeter setting and increase all DA 129 feet and all MDA 140 feet. Increase LPV and LNAV/VNAV all Cats visibility ½ mile. Circling NA southeast of Rwy 7-25. Procedure NA at night.

MISSED APPROACH: Climb to 4800 direct ANXEG and hold, continue climb-in-hold 4800.

UNV AWOS-3 127.65	NEW YORK CENTER 134.8 338.3	CLNC DEL 125.725	CLNC DEL 118.55 (When twr closed)	UNICOM 122.8 (CTAF)	122.7 0
-----------------------------	---------------------------------------	----------------------------	--	-------------------------------	----------------



4800

ANXEG

VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 40).

5 NM Holding Pattern

* LNAV only.

0.9 NM to RW25

YUDUC 2.3 NM to RW25

UZIHE 3000

WOMKO

0.9 NM

1.4 NM

3.7 NM

7 NM

CATEGORY	A	B	C	D
LPV DA	1367-1	295 (300-1)		NA
LNAV/VNAV DA	1701-2¼	629 (700-2¼)		NA
LNAV MDA	1600-1	528 (500-1)		NA
CIRCLING	2140-1¼ 1068 (1100-1¼)	2380-1½ 1308 (1400-1½)		NA

ELEV 1072

TDZE 1072

LIRL Rwy 7-25 0

BERKELEY SPRINGS, WEST VIRGINIA

AL-5997 (FAA)

26022

WAAS CH 63239 W11A	APP CRS 110°	Rwy Ldg TDZE 413 Apt Elev 413
--	------------------------	---

RNAV (GPS) RWY 11

POTOMAC AIRPARK (W35)

RNP APCH.

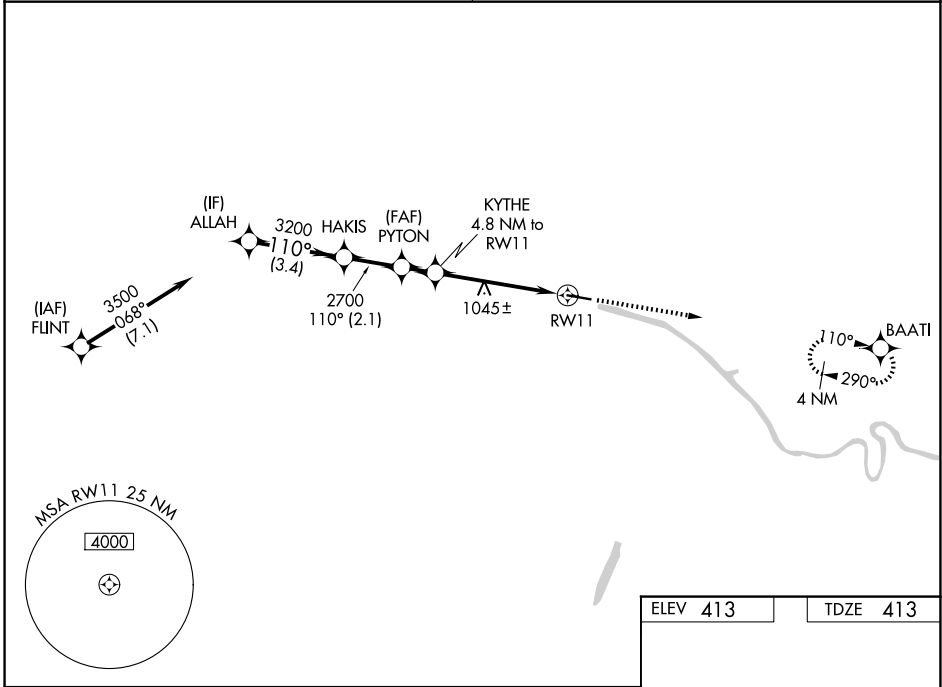
▼

NA

Procedure NA at night. Rwy 11 helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received, use Martinsburg altimeter setting and increase all MDAs 80 feet and increase LNAV and LP Cat B, C and D visibilities ½ SM and increase Circling Cat B visibility ¼ SM.

MISSED APPROACH:
Climb to 3500 direct BAATI and hold.

POTOMAC APP CON 126.825 239.025	CTAF 122.9
---	----------------------



Visual Segment - Obstacles.

ALLAH

HAKIS

PYTON

KYTHE
4.8 NM to RW11

RW11

BAATI

3500

3200

2700

2240

3.4 NM

2.1 NM

1.2 NM

4.8 NM

CATEGORY	A	B	C	D
LP MDA	1300-1¼	887 (900-1¼)	1300-2½	887 (900-2½)
LNAV MDA	1340-1¼	927 (1000-1¼)	1340-2½	927 (1000-2½)
CIRCLING	1340-1¼	927 (1000-1¼)	1700-3 1287 (1300-3)	1780-3 1367 (1400-3)

MRL Rwy 11-29

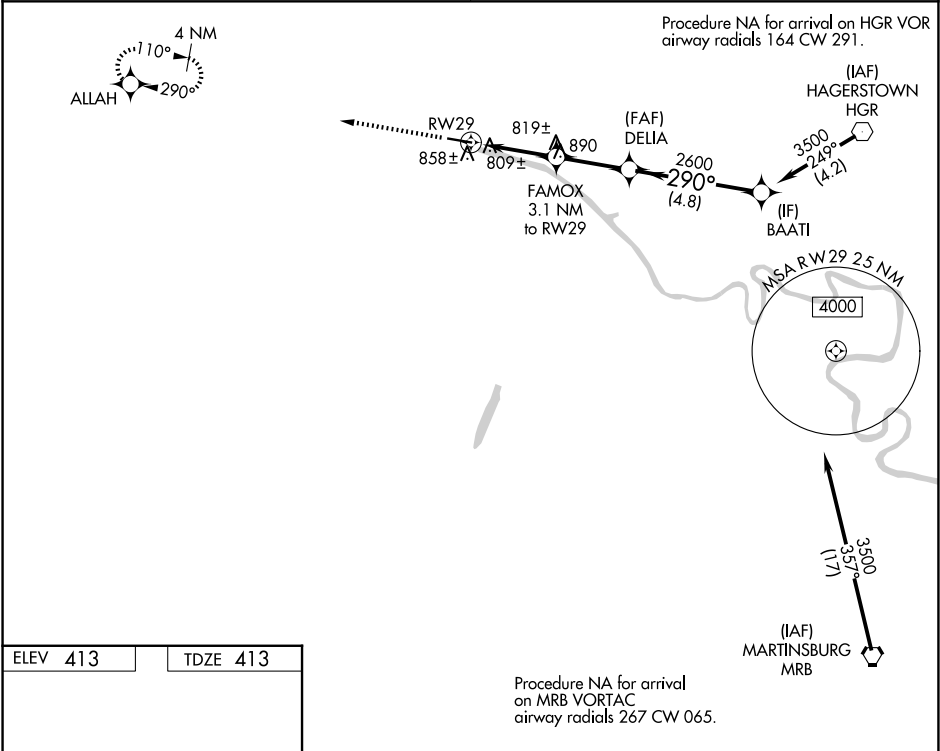
WAAS CH 69639 W29A	APP CRS 290°	Rwy Ldg TDZE 413 Apt Elev 413
--	------------------------	---

RNAV (GPS) RWY 29

POTOMAC AIRPARK (W35)

RNP APCH.	Procedure NA at night. Rwy 29 helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received, use Martinsburg altimeter setting and increase all MDAs 80 feet and increase LNAV Cat A visibility ¼ SM.	MISSED APPROACH: Climb to 3500 direct ALLAH and hold.
-----------	--	--

POTOMAC APP CON 126.825 239.025	CTAF 122.9
---	----------------------



3500

ALLAH

↑

✦

Visual Segment - Obstacles.

BAATI

3500

DELIA

2600

FAMOX

3.1 NM to RW29

RW29

1620

290°

20°

3.1 NM

2.6 NM

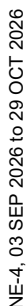
4.8 NM

CATEGORY	A	B	C	D
LP MDA	1180-1 767 (800-1)	1180-1¼ 767 (800-1¼)	1180-2½	767 (800-2½)
LNAV MDA	1220-1 807 (900-1)	1220-1¼ 807 (900-1¼)	1220-2½	807 (900-2½)
CIRCLING	1240-1¼ 827 (900-1¼)	1280-1¼ 867 (900-1¼)	1700-3 1287 (1300-3)	1780-3 1367 (1400-3)

MIRL Rwy 11-29

RNAV (GPS)-B
BLOOMSBURG MUNI (N13)

MISSED APPROACH: Climbing left turn to 4000 direct MIP VORTAC and hold, continue climb-in-hold to 4000.

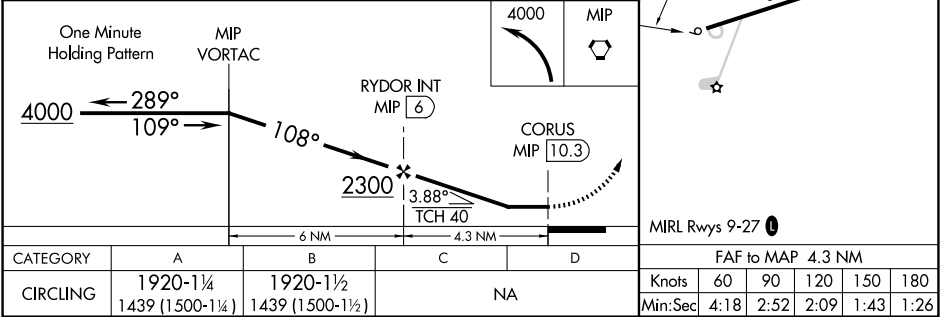
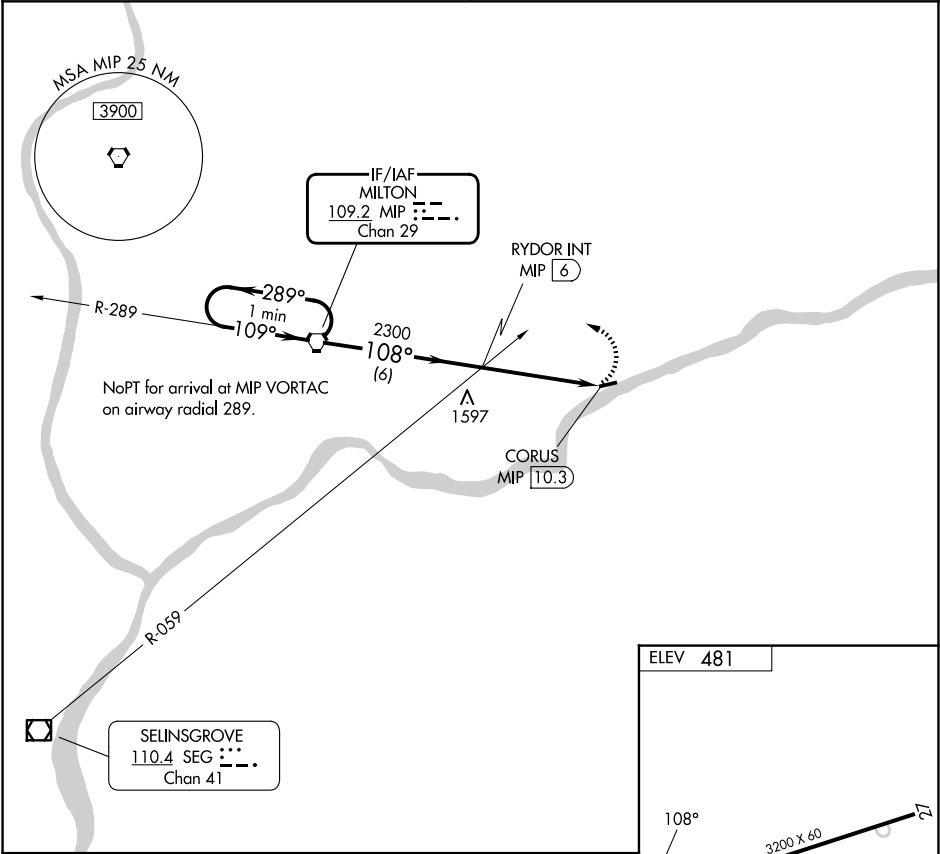
UNICOM
122.8 (CTAF) **L**

VORTAC MIP	APP CRS	Rwy Idg	N/A
109.2	108°	TDZE	N/A
Chan 29		Apt Elev	481

VOR-A

BLOOMSBURG MUNI (N13)

NA Helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use Williamsport altimeter setting.	MISSED APPROACH: Climbing left turn to 4000 direct MIP VORTAC and hold.
WILKES-BARRE APP CON 120.95 256.7	UNICOM 122.8 (CTAF) 0



BLUEFIELD, WEST VIRGINIA

AL-787 (FAA)

26246

LOC I-BLF 109.5	APP CRS 229°	Rwy Ldg 4743
	TDZE 2857	
	Apt Elev 2857	

ILS or LOC RWY 23

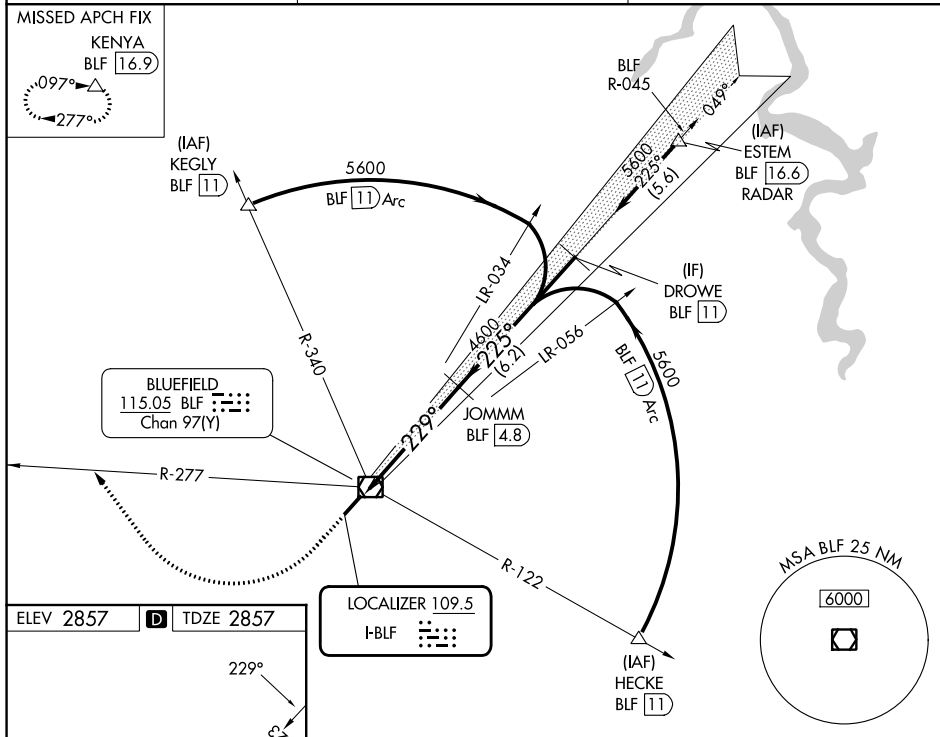
MERCER COUNTY (BLF)

DME required.

Autopilot coupled approach NA below 3600 MSL.
NA Circling NA southeast of Rwy 5-23. Rwy 23 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
 Circling Rwy 5 NA at night.

MISSED APPROACH: Climb to 3700 then climbing right turn to 7000 on heading 318° and on BLF VOR/DME R-277 to KENYA INT/BLF 16.9 DME and hold, continue climb-in-hold to 7000.

ASOS 132.725	INDIANAPOLIS CENTER 126.575 257.85	CTAF 122.90
------------------------	--	-----------------------



ELEV 2857	D	TDZE 2857	LOCALIZER 109.5 I-BLF	3700	7000	BLF R-277	KENYA	JOMMM BLF 4.8	DROWE BLF 11	5600
229°	23	4743 x 100	2913	318°	hdg	VCSI and ILS glidepath not coincident (VGSi Angle 3.00/TCH 65).	BLF 0.8	4600	4600	GS 3.00° TCH 58
1.3 NM	4 NM	6.2 NM								
CATEGORY	A	B	C	D						
S-ILS 23	3160-1	303 (400-1)								
S-LOC 23	3320-1	463 (500-1)	3320-1 $\frac{3}{8}$	463 (500-1 $\frac{3}{8}$)						
CIRCLING	3380-1 523 (600-1)	3440-1 583 (600-1)	3640-2 $\frac{1}{4}$ 783 (800-2 $\frac{1}{4}$)	3760-3 903 (1000-3)						

BLUEFIELD, WEST VIRGINIA

Amdt 16 27NOV25

37°18'N-81°12'W

MERCER COUNTY (BLF)

ILS or LOC RWY 23

NE-4, 03 SEP 2026 to 29 OCT 2026

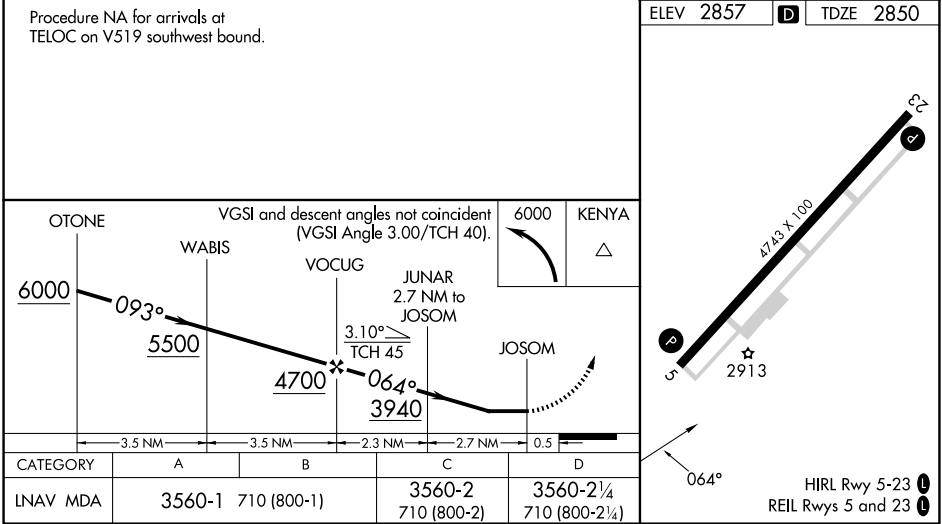
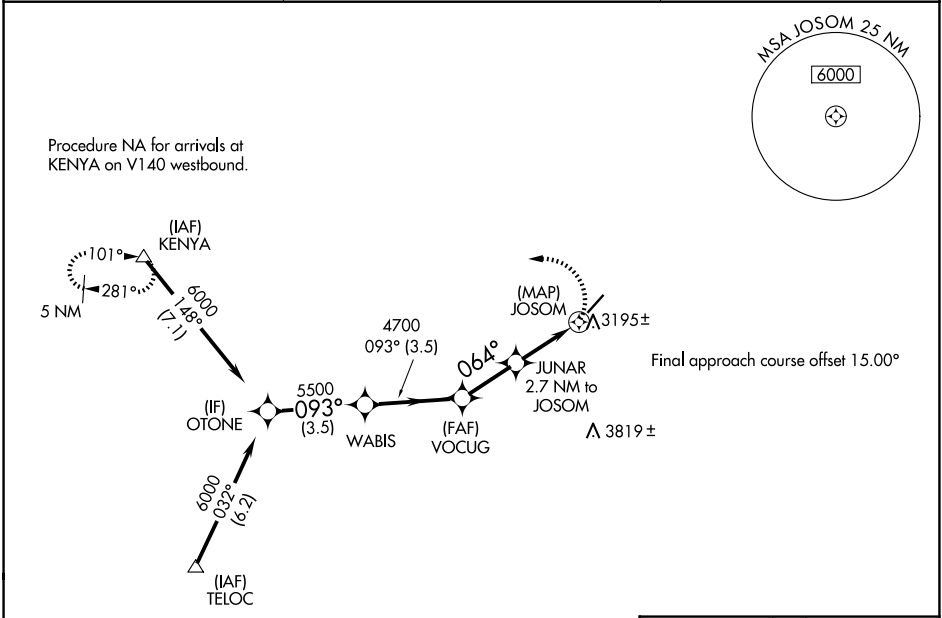
APP CRS	Rwy Ldg	4743
064°	TDZE	2850
	Apt Elev	2857

RNAV (GPS) RWY 5

MERCER COUNTY (BLF')

RNP APCH.	MISSED APPROACH: Climbing left turn to 6000 direct KENYA and hold.
Procedure NA at night. Rwy 5 helicopter visibility reduction below 1 SM NA.	

ASOS 132.725	INDIANAPOLIS CENTER 126.575 257.85	CTAF 122.9 0
-----------------	---------------------------------------	-----------------



WAAS CH 50207 W23A	APP CRS 229°	Rwy Ldg 4743 TDZE 2856 Apt Elev 2857
--	------------------------	---

RNAV (GPS) RWY 23

MERCER COUNTY (BLF)

RNP APCH - GPS.

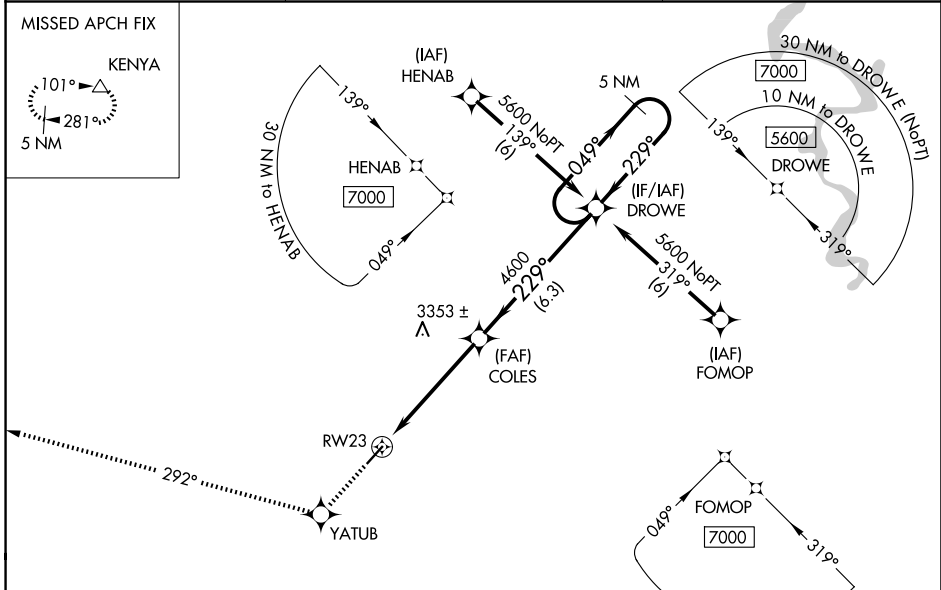
▼

⚠

When local altimeter setting not received, use BKW altimeter setting and increase all DA 443 feet and all MDA 460 feet; increase LPV all Cats visibility to 2 ½ SM, LNAV Cat A visibility to 1 ¼ SM, Cat B to 1 ½ SM, and Cat C and D to 3 SM. Rwy 23 helicopter visibility reduction below ¾ SM NA. VDP NA when using BKW altimeter setting.

MISSED APPROACH: Climb to 6000 direct YATUB and on track 292° to KENYA and hold.

ASOS 132.725	INDIANAPOLIS CENTER 126.575 257.85	CTAF 122.9 0
------------------------	--	------------------------



ELEV 2857 D TDZE 2856

229°

47.43 x 100

2913

HIRL Rwy 5-23 0

REIL Rwy 5 and 23 0

6000

YATUB

↑

tr 292°

KENYA

△

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 65).

2.3 NM to RW23

2.3 NM

2.9 NM

6.3 NM

COLES

229°

4600

DROWE

5 NM Holding Pattern

049°

5600

GP 3.00° TCH 58

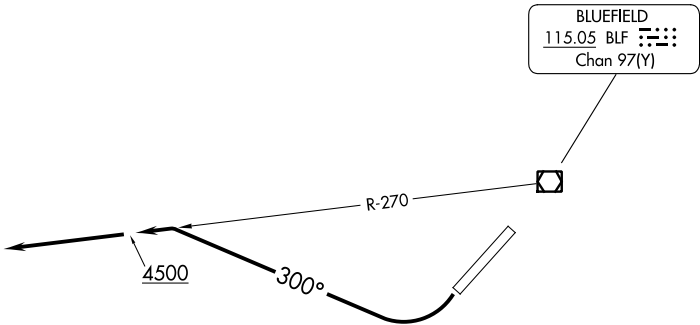
CATEGORY	A	B	C	D
LPV DA	3156-1 300 (300-1)			
LNAV MDA	3640-1 784 (800-1)	3640-1 ¼ 784 (800-1 ¼)	3640-2 ½ 784 (800-2 ½)	

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

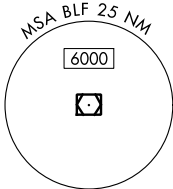
INDIANAPOLIS CENTER
126.575 257.85
ASOS
132.725
CTAF
122.9

TAKEOFF MINIMUMS
Rwy 23: 300-2 or standard with minimum climb of 255'/NM to 3200.



TAKEOFF OBSTACLE NOTES

- Rwy 23: Trees beginning 12' from DER, 74' right of centerline, up to 66' AGL/2910' MSL.
Tree, pole beginning 105' from DER, 199' left of centerline, up to 57' AGL/2887' MSL.
Trees, building, terrain beginning 168' from DER, 70' left of centerline, up to 2900' MSL.
Tree, tower, antenna beginning 1 NM from DER, 1111' left of centerline, up to 88' AGL/3049' MSL.
Trees 1.6 NM from DER, 372' right of centerline, 103' AGL/3134' MSL.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 23: Climbing right turn to heading 300° intercept
BLF VOR/DME R-270 to 4500 before proceeding on course.

(SOFTY1.SOFTY) 25331

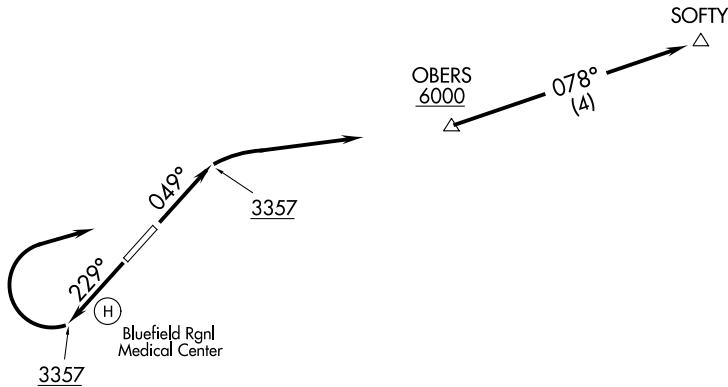
AL-787 (FAA)

MERCER COUNTY (BLF')
BLUEFIELD, WEST VIRGINIA

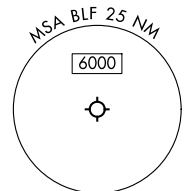
SOFTY ONE DEPARTURE (RNAV)

INDIANAPOLIS CENTER
126.575 257.85
ASOS
132.725
CTAF
122.9

RNAV 1-DME/DME/IRU or GPS.

RADAR required for non GPS
equipped aircraft.**TOP ALTITUDE:**
6000TAKEOFF MINIMUMS

Rwy 5: Standard.

Rwy 23: 300-1¼ with minimum climb of 235' per NM to 4100 or
standard with minimum climb of 255' per NM to 4100.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 049° to 3357, then right turn direct OBERS at or above 6000. Thence....TAKEOFF RUNWAY 23: Climb on heading 229° to 3357, then right turn direct OBERS at or above 6000. Thence....

....track 078° to SOFTY. Maintain 6000, expect filed altitude 10 minutes after departure.

SOFTY ONE DEPARTURE (RNAV)

(SOFTY1.SOFTY) 27NOV25

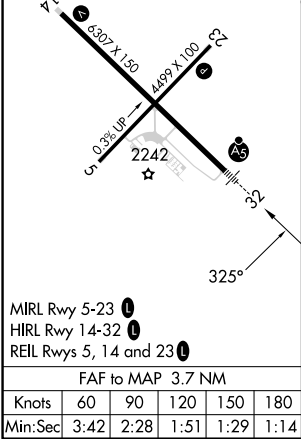
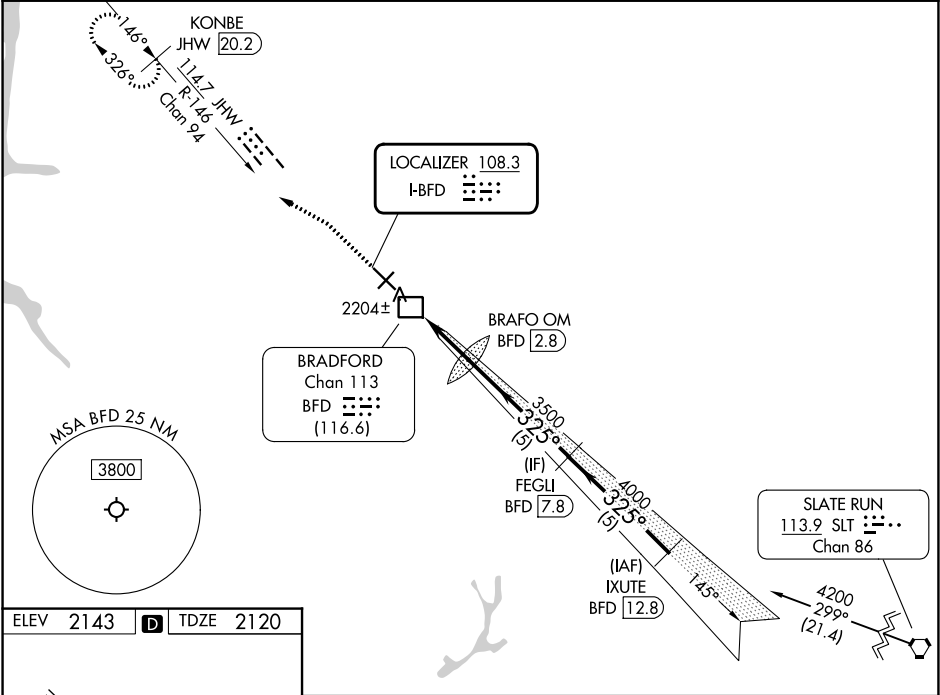
BLUEFIELD, WEST VIRGINIA
MERCER COUNTY (BLF')

LOC I-BFD 108.3	APP CRS 325°	Rwy Ldg TDZE Apt Elev	6306 2120 2143
---------------------------	------------------------	-----------------------------	---

ILS or LOC RWY 32
BRADFORD RGNL (BFD)

DME required	MALSR	MISSED APPROACH: Climb to 2600 then climbing left turn to 4500 on heading 310° and on JHW VOR/DME R-146 to KONBE/JHW 20.2 DME and hold.
NA Inop table does not apply to S-ILS 32 and S-LOC 32 Cats A and B. For inop ALS, increase S-LOC 32 Cat C/D visibility to 1 1/8 SM.		

ASOS 133.825	CLEVELAND CENTER 124.325 353.85	UNICOM 123.075 (CTAF) 0
------------------------	---	-----------------------------------



	2600	4500	JHW R-146	KONBE JHW 20.2				
	hdg 310°							
	BFD 0.9	BRAFO OM BFD 2.8	FEGLI BFD 7.8	IXUTE BFD 12.8				
	3500	3500	325°	4000	4200			
	3.7 NM	5 NM	5 NM					
CATEGORY	A	B	C	D				
S-ILS 32		2370-1	250 (300-1)					
S-LOC 32		2480-1	360 (400-1)					
CIRCLING	2600-1 457 (500-1)	2620-1 477 (500-1)	2720-1 1/2 577 (600-1 1/2)	2760-2 617 (700-2)				

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

BRADFORD, PENNSYLVANIA

AL-926 (FAA)

26134

WAAS CH 72919 W14A	APP CRS 145°	Rwy Ldg TDZE Apt Elev	6306 2119 2143
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 14

BRADFORD RGNL (BFD)

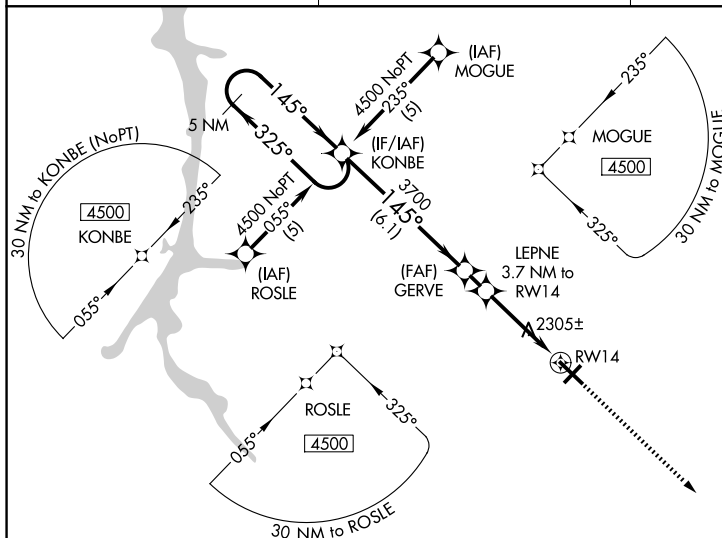
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 53°C (129°F). Baro-VNAV and VDP NA when using St. Marys altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use St. Marys altimeter setting: increase LPV DA to 2454 feet and all visibilities $\frac{1}{2}$ SM; increase LNAV/VNAV DA to 2602 feet and all visibilities $\frac{1}{4}$ SM; increase all MDAs 100 feet and Circling Cat C visibility $\frac{1}{2}$ SM, and LNAV Cats C and D and Circling Cat D $\frac{1}{4}$ SM.

MISSED APPROACH:
Climb to 4500 direct NIMEE and hold.

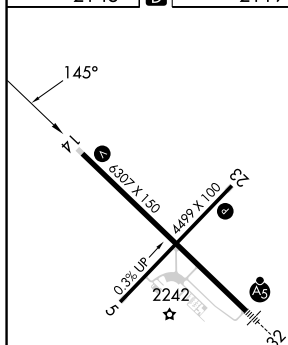
ASOS
133.825

CLEVELAND CENTER
124.325 353.85

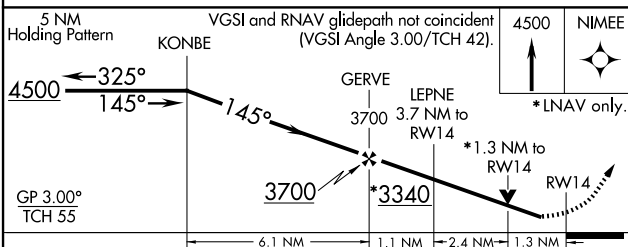
UNICOM
123.075 (CTAF) 0



ELEV 2143 **D** TDZE 2119



MIRL Rwy 5-23 **0**
HIRL Rwy 14-32 **0**
REIL Rwy 5, 14 and 23 **0**



CATEGORY	A	B	C	D
LPV DA		2369-1	250 (300-1)	
LNAV/VNAV DA		2517-1 $\frac{3}{8}$	398 (400-1 $\frac{3}{8}$)	
LNAV MDA	2560-1	441 (500-1)	2560-1 $\frac{3}{8}$	441 (500-1 $\frac{3}{8}$)
CIRCLING	2620-1	477 (500-1)	2720-1 $\frac{1}{2}$	2760-2
			577 (600-1 $\frac{1}{2}$)	617 (700-2)

BRADFORD, PENNSYLVANIA

Amdt 1D 25MAR21

41°48'N - 78°38'W

BRADFORD RGNL (BFD)

RNAV (GPS) RWY 14

NE-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 87019 W32A	APP CRS 325°	Rwy Ldg TDZE Apt Elev 6306 2120 2143
--	------------------------	--

RNAV (GPS) RWY 32

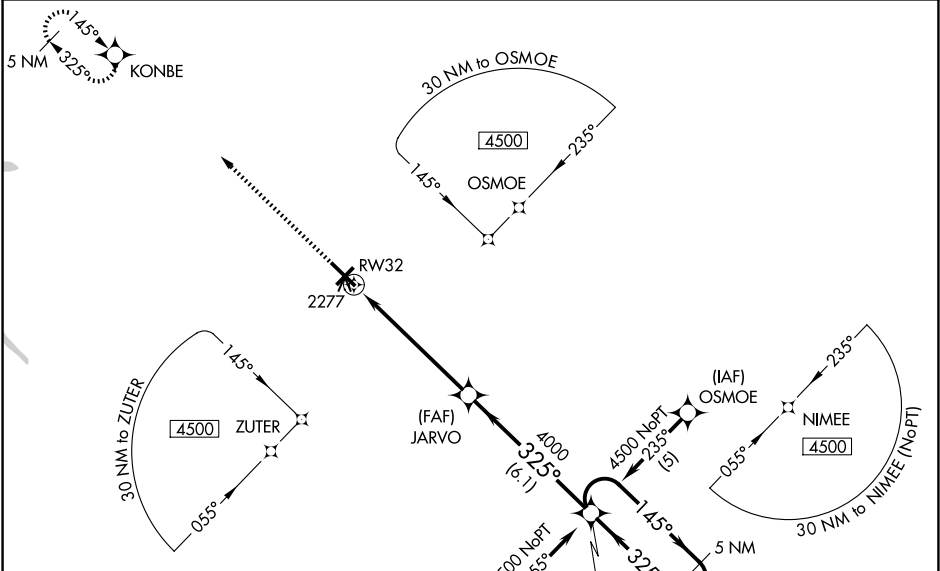
BRADFORD RGNL (BFD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using St. Marys altimeter setting. DME/DME RNP-0.3 NA. Inop table does not apply to LPV and LNAV Cats A/B. For inop MALSR, increase LNAV/VNAV all Cats visibility to 1½ mile and LNAV Cats C/D visibility to 1¼ mile. When local altimeter setting not received, use St. Marys altimeter setting: increase LPV DA to 2455 feet; increase LNAV/VNAV DA to 2685 feet and all visibilities ½ SM; increase all MDAs 100 feet and Circling Cat C visibility ½ SM and Cat D ¼ SM. For inop MALSR, when using St. Marys altimeter setting, increase LPV all Cats visibility to 1½ mile.

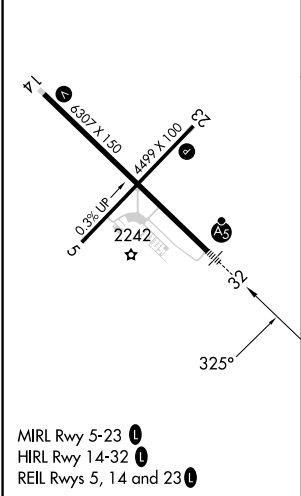
MALSR

MISSED APPROACH:
Climb to 4500 direct
KONBE and hold.

ASOS 133.825	CLEVELAND CENTER 124.325 353.85	UNICOM 123.075 (CTAF) 0
------------------------	---	-----------------------------------



ELEV 2143	D	TDZE 2120
-----------	---	-----------



4500	KONBE	JARVO	NIMEE	5 NM Holding Pattern
*LNAV only.				
RW32	*1.2 NM to RW32	4000	325°	4500
1.2 NM	4.5 NM	6.1 NM		GP 3.00° TCH 52
CATEGORY	A	B	C	D
LPV DA		2370-1	250 (300-1)	
LNAV/VNAV DA		2600-1½	480 (500-1½)	
LNAV MDA		2540-1	420 (400-1)	
CIRCLING	2620-1	477 (500-1)	2720-1½ 577 (600-1½)	2760-2 617 (700-2)

BUCKHANNON, WEST VIRGINIA

AL-10280 (FAA)

23278

WAAS CH 72724 W11A	APP CRS 106°	Rwy Idg TDZE Apt Elev	4201 1635 1635
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 11

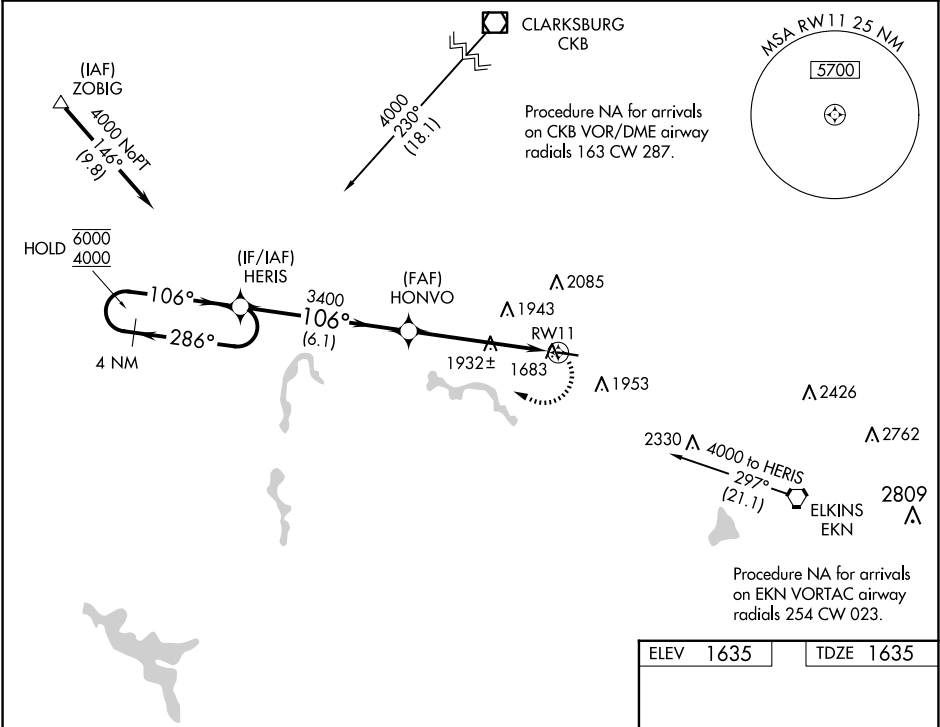
UPSHUR COUNTY RGNL (W22)

RNP APCH - GPS.

Rwy 11 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing right turn to 4000 direct HERIS and hold.

AWOS-3 119.975	CLARKSBURG APP CON ★ 121.15 284.65	UNICOM 122.8 (CTAF) 0
--------------------------	--	---------------------------------



Visual Segment - Obstacles.

4000

HERIS

4 NM Holding Pattern

HERIS

HONVO

RW11

6.1 NM

5.4 NM

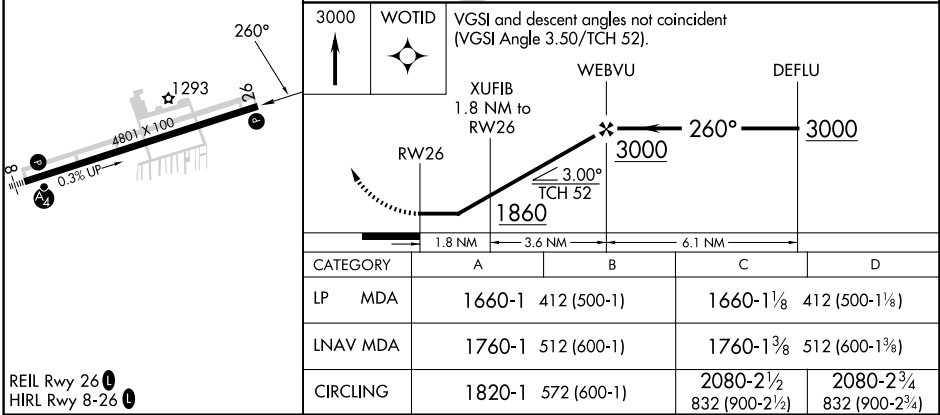
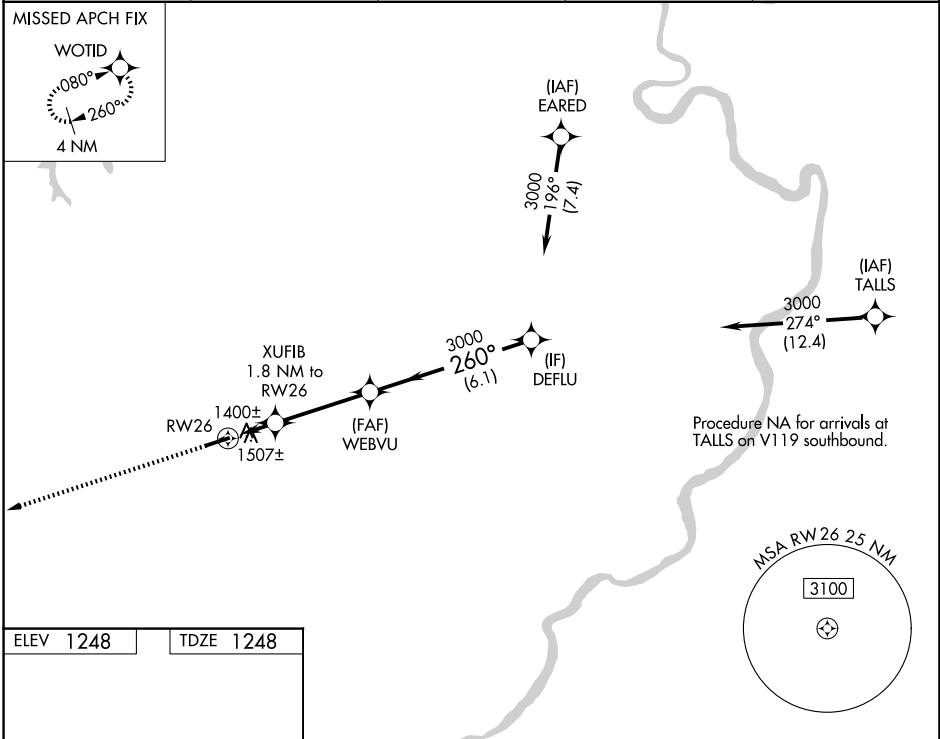
CATEGORY	A	B	C	D
LP MDA	2200-1	565 (600-1)	2200-1½ 565 (600-1½)	NA
LNAV MDA	2240-1	605 (700-1)	2240-1¾ 605 (700-1¾)	NA
CIRCLING	2240-1 605 (700-1)	2260-1 625 (700-1)	2400-2¼ 765 (800-2¼)	NA

MIRL Rwy 11-29 0

WAAS CH 53327 W26A	APP CRS 260°	Rwy Ldg 4801 TDZE 1248 Apt Elev 1248
--	------------------------	---

RNAV (GPS) RWY 26
PITTSBURGH/BUTLER RGNL (BTP)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct WOTID and hold.		
AWOS-3PT 121.450		PITTSBURGH APP CON 124.75 338.2	CLNC DEL 119.4	UNICOM 123.05
		CTAF 123.05		



APP CRS
090°

Rwy Ldg
TDZE
Apt Elev

N/A
N/A
510

RNAV (GPS)-A

CARLISLE (N94)

▼

▲

NA

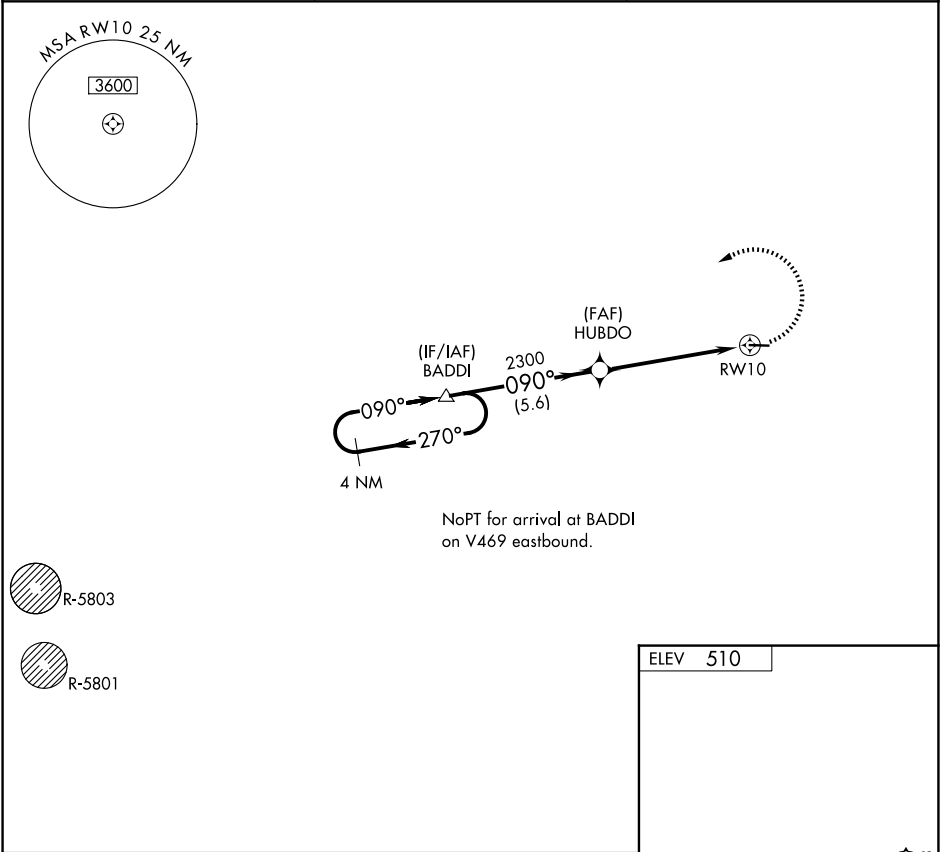
Rwy 28 helicopter visibility reduction below 1 SM NA.
DME/DME RNP-0.3 NA.
Use Capital City altimeter setting.

MISSED APPROACH: Climbing
left turn to 4000 direct BADDI and hold.
Continue climb-in-hold to 4000.

CXY ASOS
134.95

HARRISBURG APP CON
124.1 273.525

UNICOM
122.8 (CTAF) 1



CARLISLE, PENNSYLVANIA

AL-6883 (FAA)

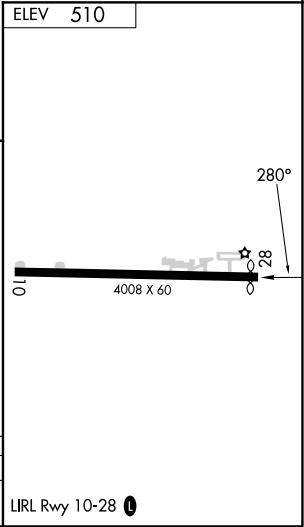
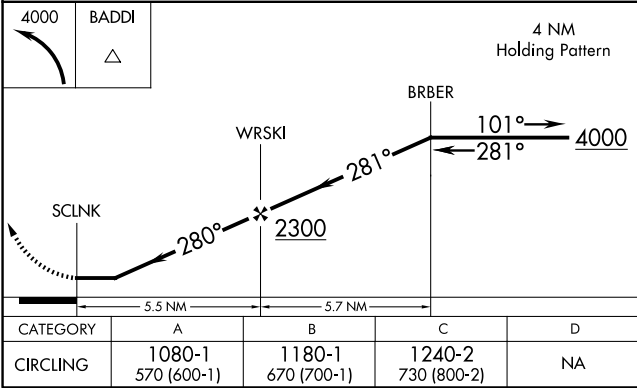
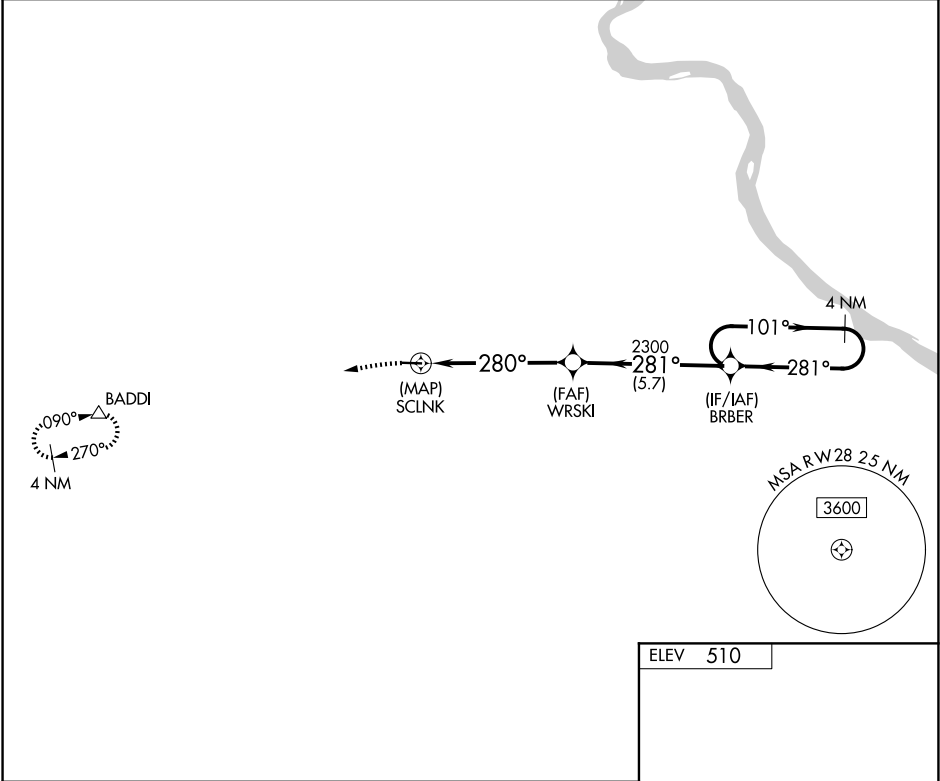
25331

APP CRS	Rwy Ldg	N/A
280°	TDZE	N/A
	Apt Elev	510

RNAV (GPS)-B
CARLISLE (N94)

 Rwy 28 helicopter visibility reduction below 1 SM NA.  NA DME/DME RNP-0, 3 NA. Use Capital City altimeter setting.	MISSED APPROACH: Climbing left turn to 4000 direct BADDI and hold. Continue climb-in-hold to 4000.
---	---

CXY ASOS 134.95	HARRISBURG APP CON 124.1 273.525	UNICOM 122.8 (CTAF) 
--------------------	-------------------------------------	--



CARLISLE, PENNSYLVANIA
Orig 07DEC17

40°11'N-77°10'W

CARLISLE (N94)
RNAV (GPS)-B

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

CHAMBERSBURG, PENNSYLVANIA

AL-6457 (FAA)

24081

APP CRS	Rwy Idg	3300
239°	TDZE	688
	Apt Elev	688

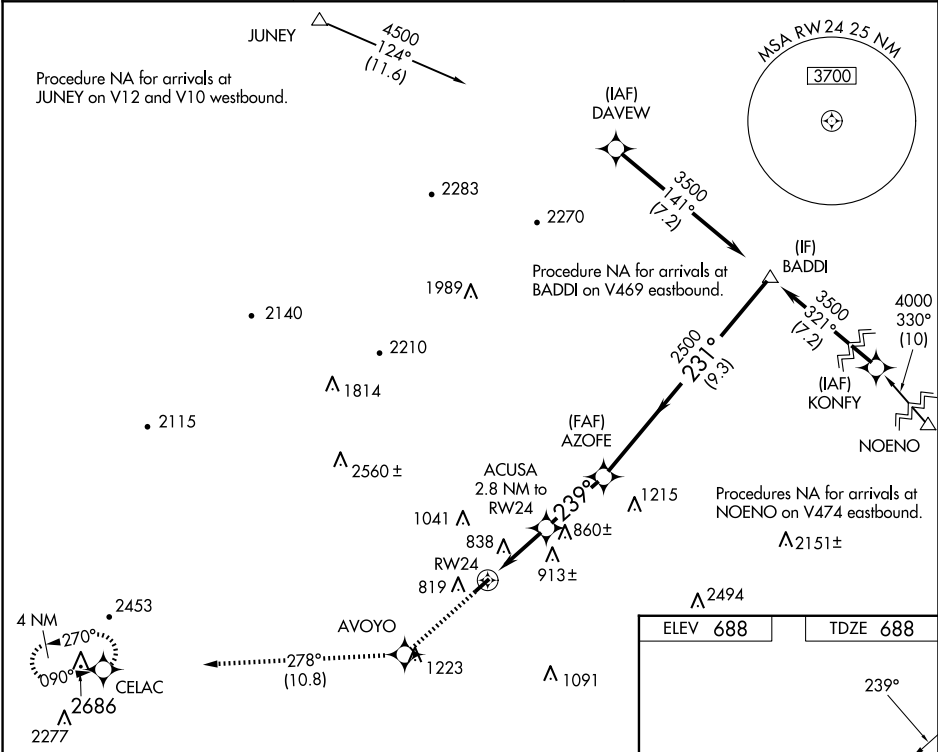
RNAV (GPS) RWY 24
FRANKLIN COUNTY RGNL (N68)

RNP APCH - GPS.

NA Rwy 24 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Hagerstown, MD altimeter setting and increase all MDAs 40 feet, increase LNAV Cat C visibility ¼ SM. Straight-in and Circling Rwy 24 NA at night.

MISSED APPROACH: Climb to 4000 direct AVOYO and on track 278° to CELAC and hold, continue climb-in-hold to 4000.

AWOS-3 120.725	HARRISBURG APP CON 124.1 273.525	CTAF 122.9
-------------------	-------------------------------------	---------------



4000 AVOYO tr CELAC

278°

Visual Segment - Obstacles.

RW24

ACUSA 2.8 NM to RW24

AZOFE

BADDI

1580

239°

231°

3500

2.8 NM

2.8 NM

9.3 NM

CATEGORY	A	B	C	D
LNAV MDA	1100-1	412 (500-1)	1100-1½ 412 (500-1½)	NA
CIRCLING	1220-1	532 (600-1)	1360-2 672 (700-2)	NA

ELEV 688

TDZE 688

239°

3500 X 75

MIRL Rwy 6-24

CHAMBERSBURG, PENNSYLVANIA

Amdt 1 05OCT23

39°58'N-77°39'W

FRANKLIN COUNTY RGNL (N68)
RNAV (GPS) RWY 24

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-HCV

110.3

Chan 40

APP CRS

052°

Rwy Ldg

6215

TDZE

947

Apt Elev

947

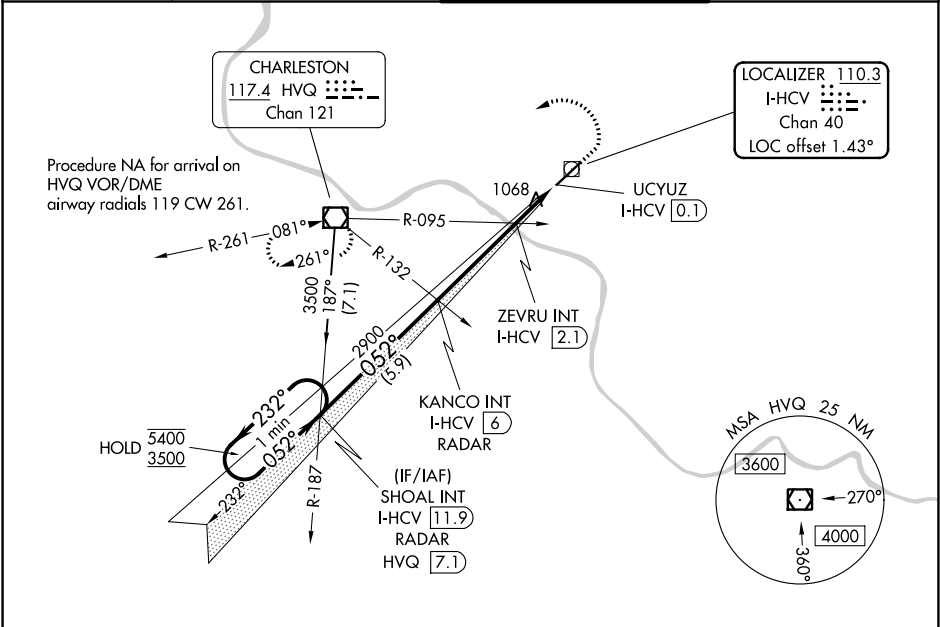
ILS or LOC RWY 5

WEST VIRGINIA INTL YEAGER (CRW)

Autopilot coupled approach NA below 1300.

MISSED APPROACH: Climb to 1800 then climbing left turn to 3500 direct HVQ VOR/DME and hold.

ATIS 127.6	CHARLESTON APP CON 124.1 269.125	CHARLESTON TOWER 125.7 257.8	GND CON 121.8 348.6
---------------	-------------------------------------	---------------------------------	------------------------



One Minute Holding Pattern 5400 3500 ←232° 052°→ GS 3.00° TCH 56						SHOAL INT I-HCV 11.9 RADAR KANCO INT I-HCV 6 RADAR ZEVRU INT I-HCV 2.1 I-HCV DME ANTENNA I-HCV UCIYUZ I-HCV 0.1 1800 3500 HVQ 2900 2900 1640 5.9 NM 3.9 NM 1 NM 1 NM 0.1						052° 052° 052° 6715 X 150 0.8% UP TWR A1					
CATEGORY		A		B		C		D									
S-ILS 5		1197/40				250 (300-¾)											
S-LOC 5		1640/55		693 (700-1)		1640-2		693 (700-2)									
CIRCLING		1640-1		693 (700-1)		1760-2½ 813 (900-2½)		1880-3 933 (1000-3)									
ZEVRU FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)																	
S-LOC 5		1320/55				373 (400-1)											
CIRCLING		1600-1		653 (700-1)		1760-2½ 813 (900-2½)		1880-3 933 (1000-3)									
HIRL Rwy 5-23 REIL Rwys 5																	
FAF to MAP 5.9 NM																	
Knots		60		90		120		150		180							
Min:Sec		5:54		3:56		2:57		2:22		1:58							

CHARLESTON, WEST VIRGINIA

AL-852 (FAA)

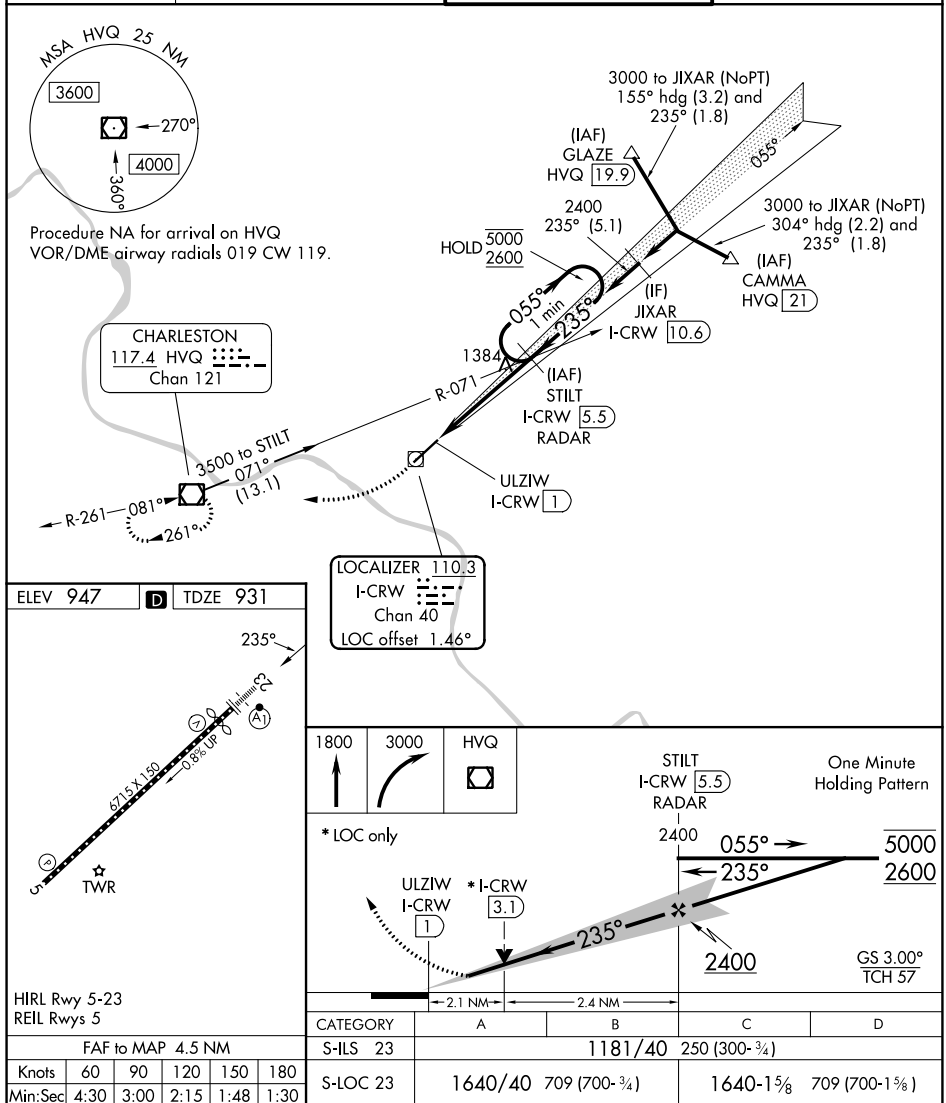
26246

LOC/DME I-CRW 110.3 Chan 40	APP CRS 235°	Rwy Ldg TDZE 931 Apt Elev 947
---	------------------------	---

ILS or LOC RWY 23

WEST VIRGINIA INTL YEAGER (CRW)

DME or RADAR required.		ALSF-1 	MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct HVQ VOR/DME and hold.
Autopilot coupled approach NA below 1700. Rwy 23 helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to S-ILS 23. For inop ALS, increase S-LOC 23 Cat A/B visibility to RVR 5500, and Cat C/D to 2 SM.			
ATIS 127.6	CHARLESTON APP CON 124.1 269.125	CHARLESTON TOWER 125.7 257.8	GND CON 121.8 348.6



NE-4, 03 SEP 2026 to 29 OCT 2026

RNAV (RNP) Z RWY 5
WEST VIRGINIA INTL YEAGER (CRW)

T For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°C.

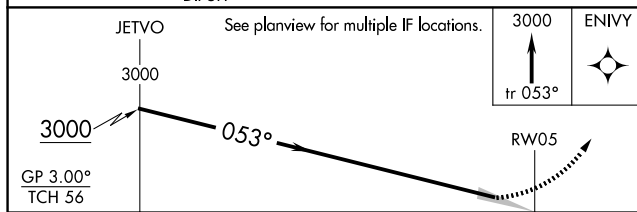
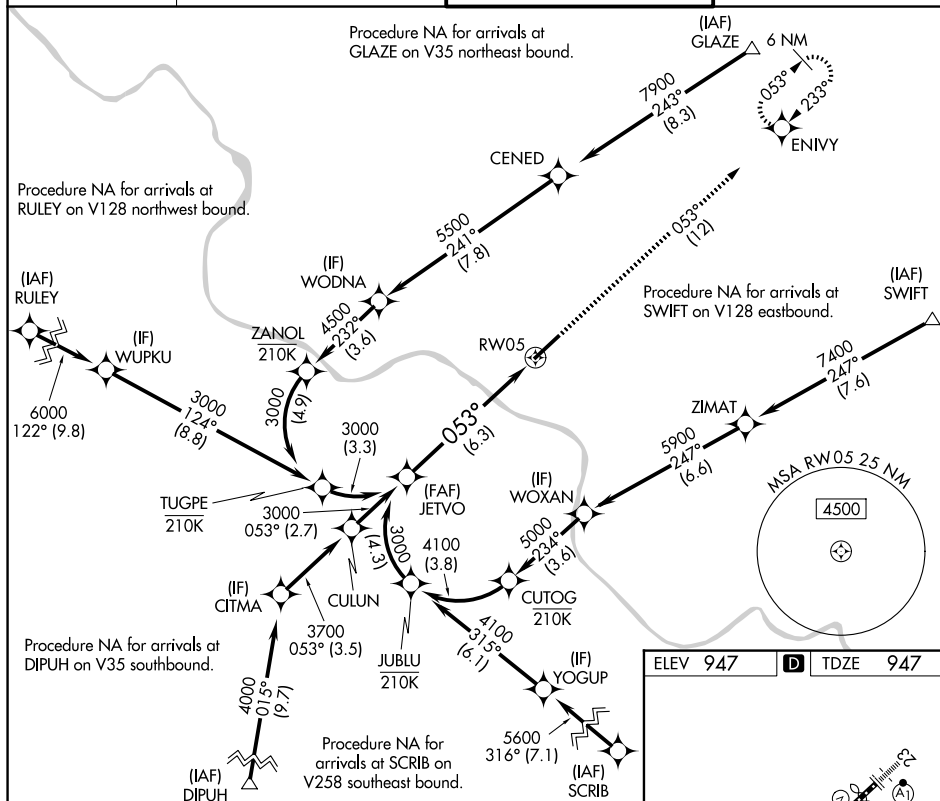
MISSED APPROACH: Climb to 3000 on track 053° to ENIVY and hold.

ATIS
127.6

CHARLESTON APP CON
124.1 269.125

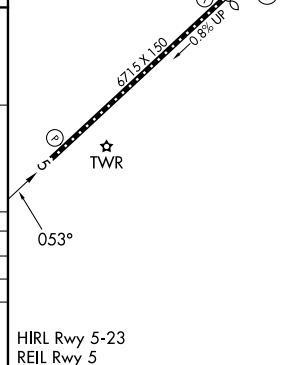
CHARLESTON TOWER
125.7 257.8

GND CON
121.8 348.6



	6.3 NM				
CATEGORY	A	B	C	D	
RNP 0.10 DA		1197/40	250 (300-¾)		
RNP 0.30 DA		1607-1⅞	660 (700-1⅛)		

AUTHORIZATION REQUIRED



CHARLESTON, WEST VIRGINIA

AL-852 (FAA)

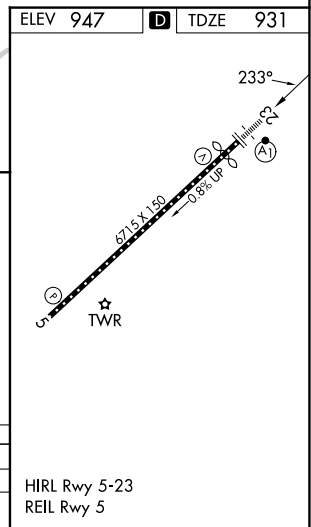
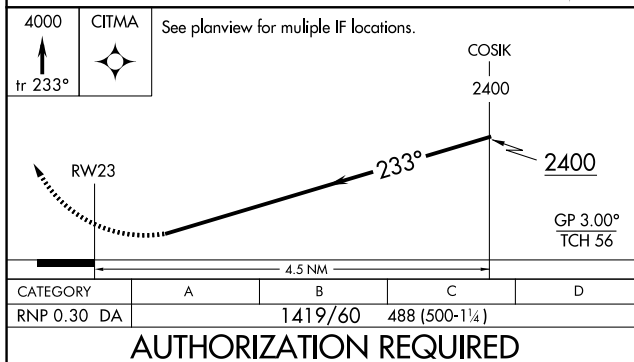
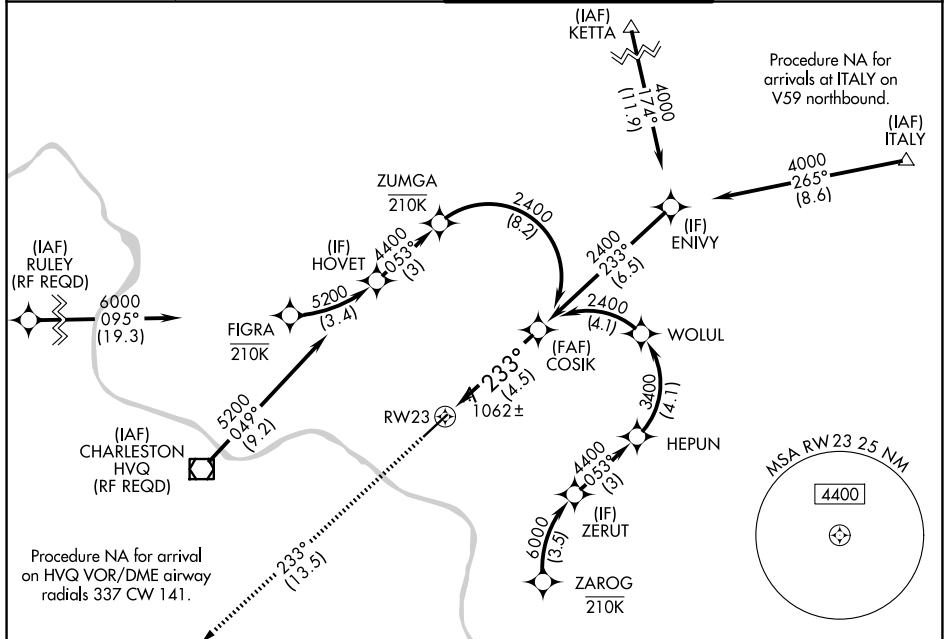
25331

APP CRS 233°	Rwy Ldg TDZE 931	6215
	Apt Elev 947	

RNAV (RNP) Z RWY 23 **WEST VIRGINIA INTL YEAGER (CRW)**

RNP AR APCH - GPS.	ALSF-1 	MISSED APPROACH: Climb to 4000 on track 233° to CITMA and hold.
For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to 1½ SM.		

ATIS 127.6	CHARLESTON APP CON 124.1 269.125	CHARLESTON TOWER 125.7 257.8	GND CON 121.8 348.6
----------------------	--	--	-------------------------------



CHARLESTON, WEST VIRGINIA

Orig-C 07SEP23

38°23'N-81°36'W

WEST VIRGINIA INTL YEAGER (CRW)
RNAV (RNP) Z RWY 23

NE-4, 03 SEP 2026 to 29 OCT 2026

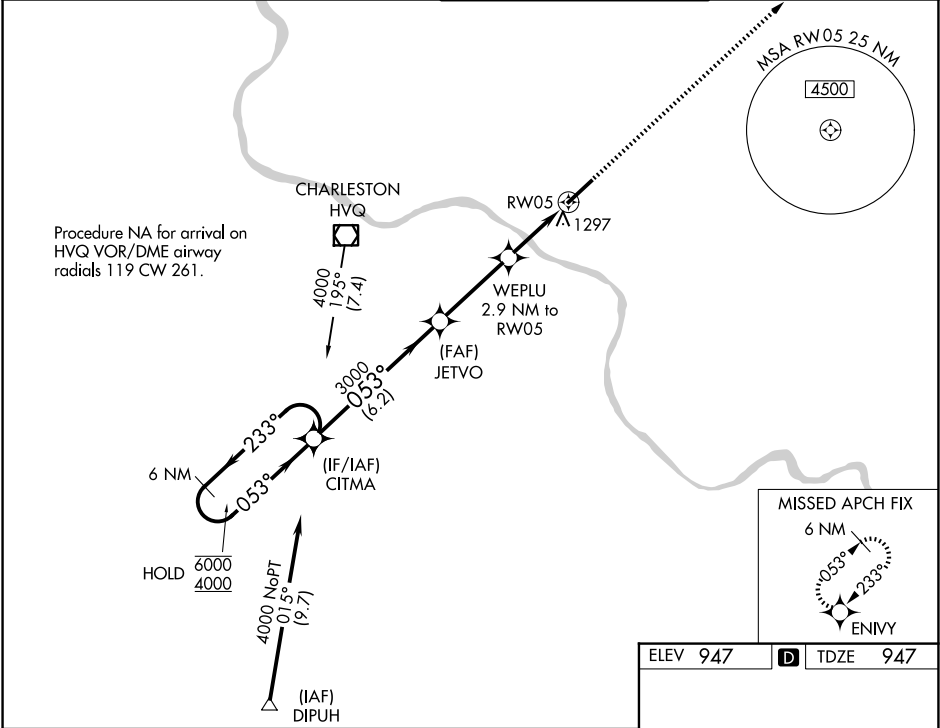
NE-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 87115 W05A	APP CRS 053°	Rwy Ldg TDZE Apt Elev	6215 947 947
--	------------------------	-----------------------------	---

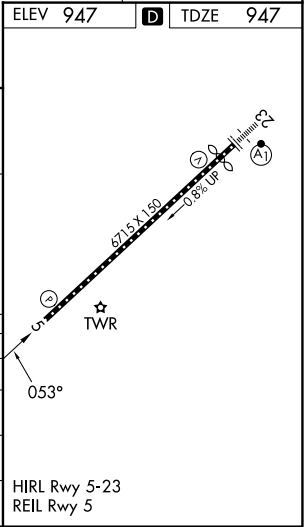
RNAV (GPS) Y RWY 5

WEST VIRGINIA INTL YEAGER (CRW)

RNP APCH. For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°C.		MISSED APPROACH: Climb to 3000 direct ENIVY and hold.	
ATIS 127.6	CHARLESTON APP CON 124.1 269.125	CHARLESTON TOWER 125.7 257.8	GND CON 121.8 348.6



6 NM Holding Pattern CITMA		3000 ENIVY	
6000 ← 233° 4000 → 053°		* LNAV only	
GP 3.00° TCH 56		* 1.7 NM to RW05	
6.2 NM		1.2 NM	
CATEGORY	A	B	C
LPV DA	1147/40		200 (200-¾)
LNAV/VNAV DA	1584-1¾		637 (700-1¾)
LNAV MDA	1560/55	613 (700-1)	1560-1¾ 613 (700-1¾)
CIRCLING	1600-1	653 (700-1)	1760-2½ 813 (900-2½) 1880-3 933 (1000-3)



CHARLESTON, WEST VIRGINIA

AL-852 (FAA)

25331

WAAS CH 45616 W23A	APP CRS 233°	Rwy Ldg TDZE Apt Elev	6215 931 947
--	------------------------	-----------------------------	---

RNAV (GPS) Y RWY 23
WEST VIRGINIA INTL YEAGER (CRW)

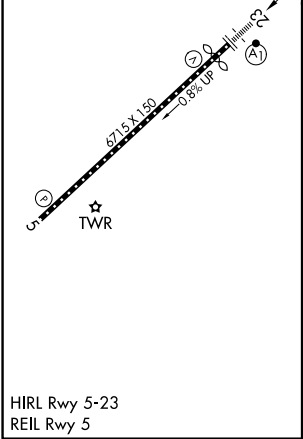
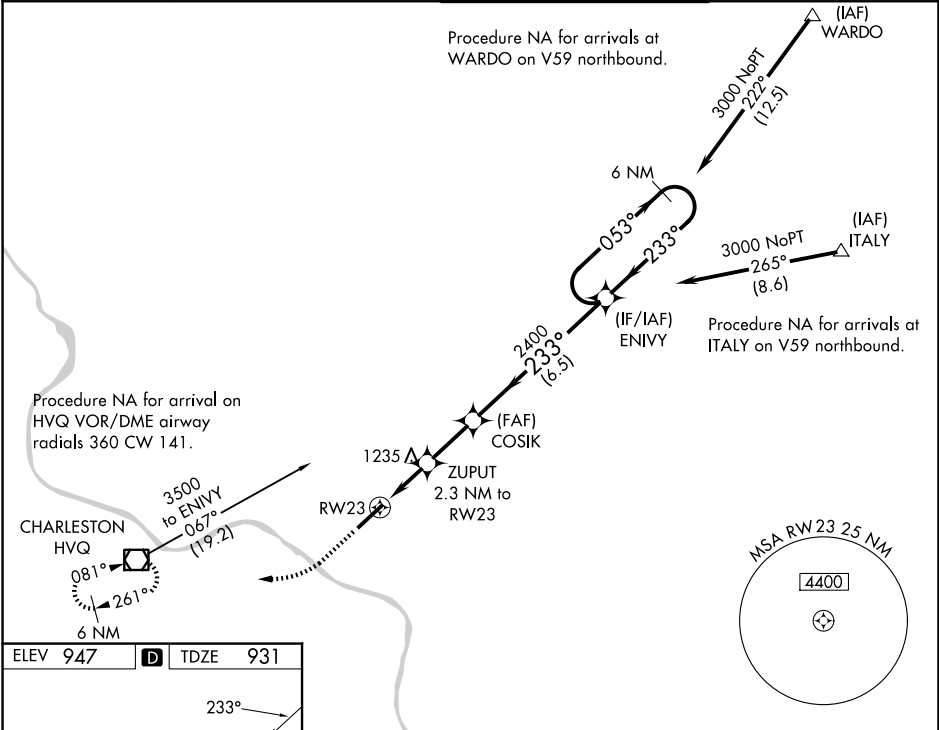
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inoperative ALSF, increase LNAV/VNAV all Cats visibility to 2¼. **RVR 1800 authorized with use of FD or AP or HUD to DA.

ALSF-1

(A1)

MISSED APPROACH: Climb to 1400 then dimbing right turn to 3000 direct HVQ VOR/DME and hold.

ATIS 127.6	CHARLESTON APP CON 124.1 269.125	CHARLESTON TOWER 125.7 257.8	GND CON 121.8 348.6
----------------------	--	--	-------------------------------



1400	3000	HVQ			
*LNAV only.	ZUPUT 2.3 NM to RW23	COSIK 2400	ENIVY	6 NM Holding Pattern	
	*1.7 NM to RW23	*1680	2400	053° → 3000	GP 3.00° TCH 56
	1.7 NM	0.6 NM	2.2 NM	6.5 NM	
CATEGORY	A	B	C	D	
LPV DA**		1131/24	200 (200-½)		
LNAV/VNAV DA		1601-1⅞	670 (700-1⅞)		
LNAV MDA	1500/24	569 (600-½)	1500-1⅓	569 (600-1⅓)	
CIRCLING	1600-1	653 (700-1)	1760-2½ 813 (900-2½)	1760-2¾ 813 (900-2¾)	

CHARLESTON, WEST VIRGINIA
Amdt 1B 07DEC17

38°23'N-81°36'W

WEST VIRGINIA INTL YEAGER (CRW)
RNAV (GPS) Y RWY 23

NE-4, 03 SEP 2026 to 29 OCT 2026

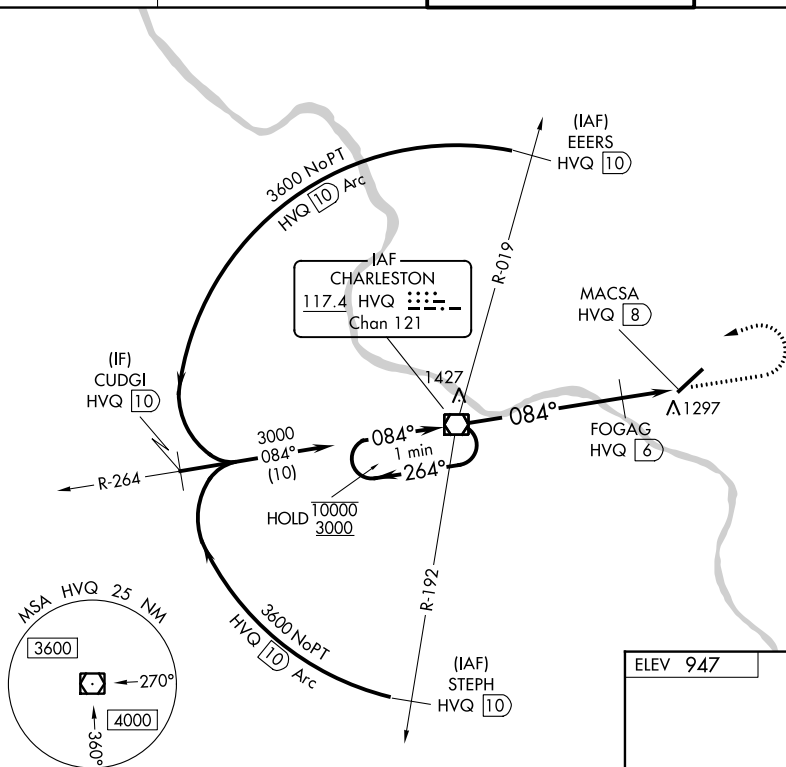
NE-4, 03 SEP 2026 to 29 OCT 2026

VOR-A
WEST VIRGINIA INTL YEAGER (CRW)



MISSED APPROACH: Climb to 1800 then climbing left turn to 3500 direct HVQ VOR/DME and hold.

GND CON
121.8 348.6



ELEV 947

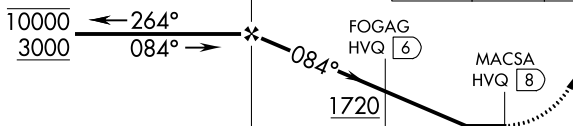
One Minute Holding Pattern

HVQ
VOR/DME

1800

3500

HVQ



		6 NM		2 NM				HIRL Rwy 5-23 REIL Rwy 5				
CATEGORY	A	B	C		D							
CIRCLING	1720-1 773 (800-1)		1760-2½ 813 (900-2½)		1880-3 933 (1000-3)							
FOGAG FIX MINIMUMS (DME REQUIRED)												
							FAF to MAP 8 NM					
CIRCLING	1600-1 653 (700-1)		1760-2½ 813 (900-2½)		1880-3 933 (1000-3)		Knots	60	90	120	150	180
							Min:Sec	8:00	5:20	4:00	3:12	2:40

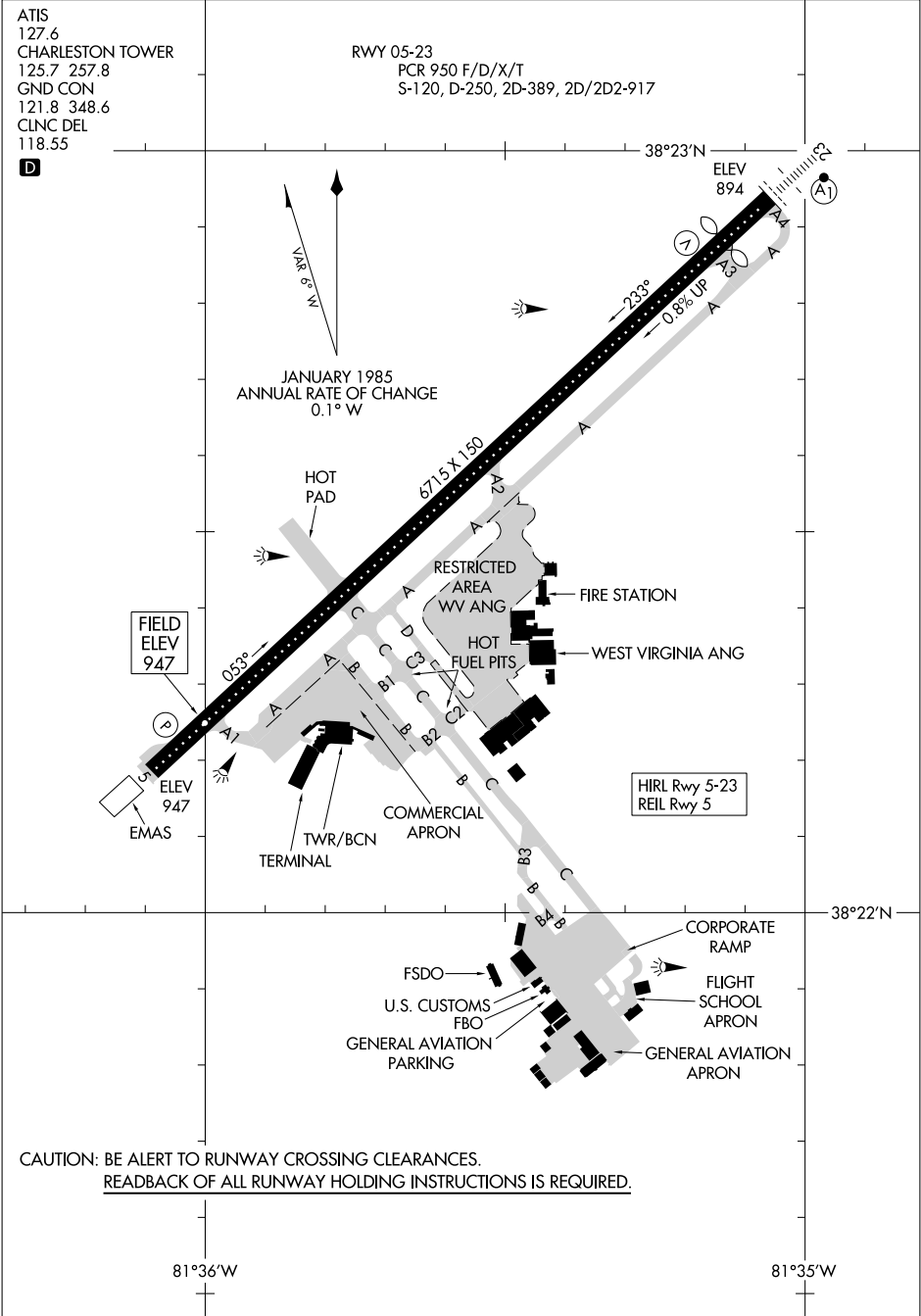
WEST VIRGINIA INTL YEAGER (CRW)
VOR-A

26134

AIRPORT DIAGRAM

AL-852 (FAA)

WEST VIRGINIA INTL YEAGER (CRW)
CHARLESTON, WEST VIRGINIA



NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 70606 W06A	APP CRS 055°	Rwy Idg TDZE 1451 Apt Elev 1458
--	------------------------	---

RNAV (GPS) RWY 6

CLARION COUNTY (AXQ)

RNP APCH.

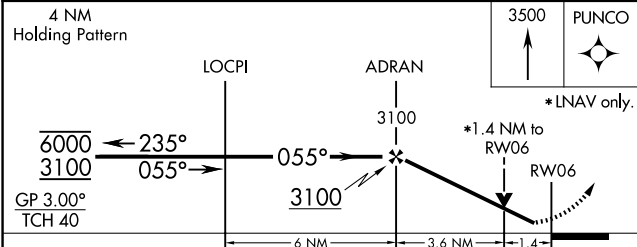
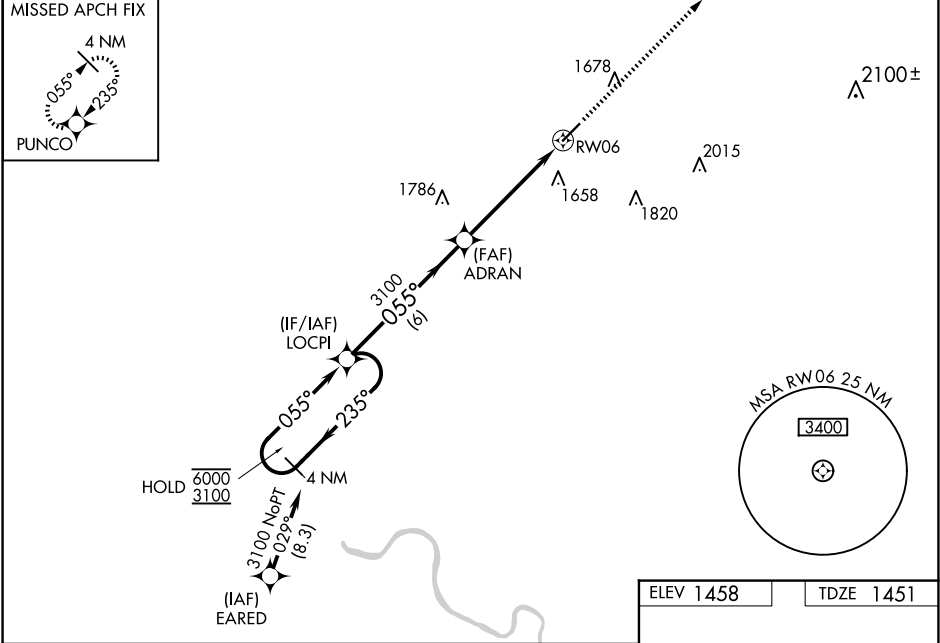
▼

△NA

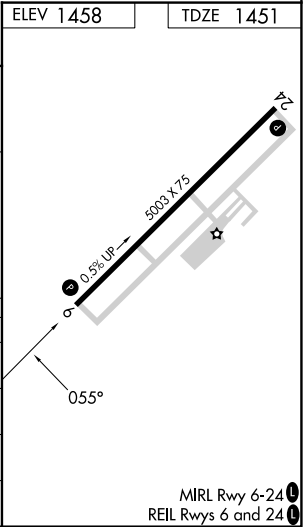
Baro-VNAV and VDP NA when using Dubois altimeter setting. Rwy 6 helicopter visibility reduction below $\frac{3}{4}$ NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Dubois altimeter setting and increase LPV DA to 1809 feet, LNAV/VNAV DA to 2093 feet, and all visibilities $\frac{3}{8}$ SM; increase all MDAs 120 feet and LNAV visibility Cats C/D $\frac{3}{8}$ SM, and Circling Cat C/D visibility $\frac{1}{2}$ SM.

MISSED APPROACH: Climb to 3500 direct PUNCO and hold.

AWOS-3 118.275	CLEVELAND CENTER 126.725 291.65	UNICOM 122.8 (CTAF) 0
--------------------------	---	---------------------------------



CATEGORY	A	B	C	D
LPV DA	1701-1		250 (300-1)	
LNAV/VNAV DA	1985-1½		534 (600-1½)	
LNAV MDA	1920-1	469 (500-1)	1920-1¾	469 (500-1¾)
CIRCLING	1980-1	522 (600-1)	2100-1¾ 642 (700-1¾)	2180-2¼ 722 (800-2¼)



CLARION, PENNSYLVANIA

AL-6527 (FAA)

23110

APP CRS	Rwy Idg	5003
235°	TDZE	1458
	Apt Elev	1458

RNAV (GPS) RWY 24

CLARION COUNTY (A.XQ)

RNP APCH.

▼

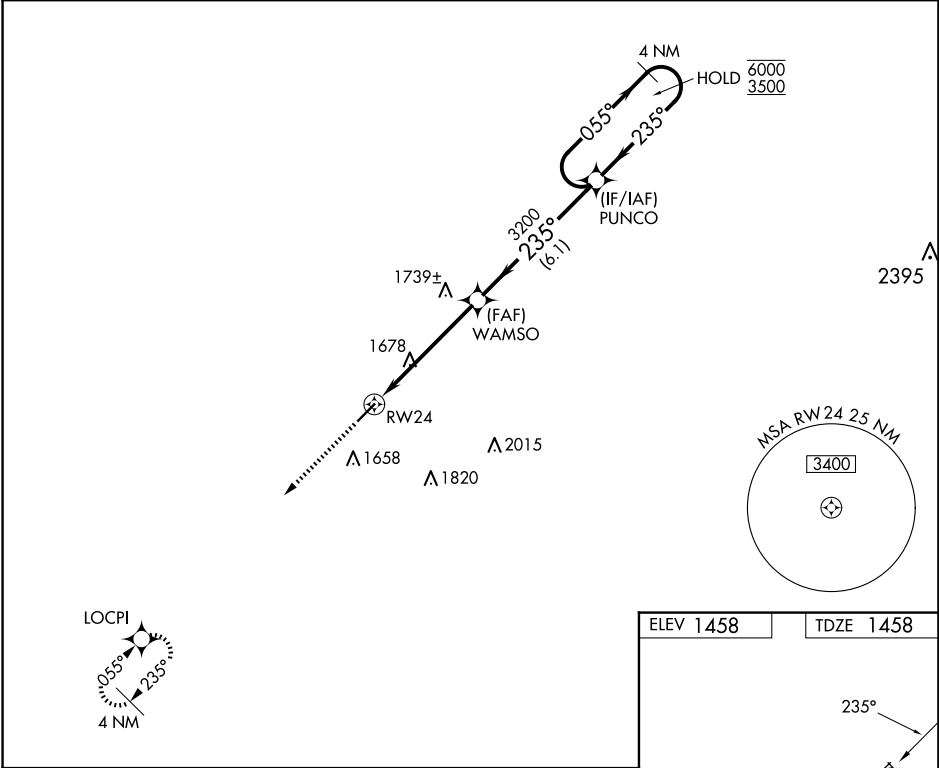
▲

NA

Rwy 24 helicopter visibility reduction below ¾ SM NA. VDP NA when using Dubois altimeter setting. When local altimeter setting not received, use Dubois altimeter setting and increase all MDA 120 feet and LNAV Cat B/C/D and Circling Cat C visibility ⅝ SM, Circling Cat B visibility ¼ SM, Cat D visibility ½ SM.

MISSED APPROACH:
Climb to 3100 direct
LOCPI and hold.

AWOS-3 118.275	CLEVELAND CENTER 126.725 291.65	UNICOM 122.8 (CTAF) 0
-------------------	------------------------------------	--------------------------



3100

↑

LOCPI

★

1.9 NM to RW24

WAMSO

3200

3.04°

TCH 40

6.1 NM

PUNCO

4 NM Holding Pattern

055°

235°

6000

3500

CATEGORY	A	B	C	D
LNAV MDA	2100-1 642 (700-1)		2100-1⅞ 642 (700-1⅞)	2100-2 642 (700-2)
CIRCLING	2100-1 642 (700-1)		2100-1⅞ 642 (700-1⅞)	2180-2¼ 722 (800-2¼)

ELEV 1458

TDZE 1458

235°

0.5% UP

5003 X 75

MIRL Rwy 6-24 0

REIL Rws 6 and 24 0

CLARION, PENNSYLVANIA

Amtd 1D 15JUL21

41°13'N-79°27'W

CLARION COUNTY (A.XQ)

RNAV (GPS) RWY 24

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

LOC I-CKB	APP CRS	Rwy Ldg	7130
109.3	211°	TDZE	1224
		Apt Elev	1224

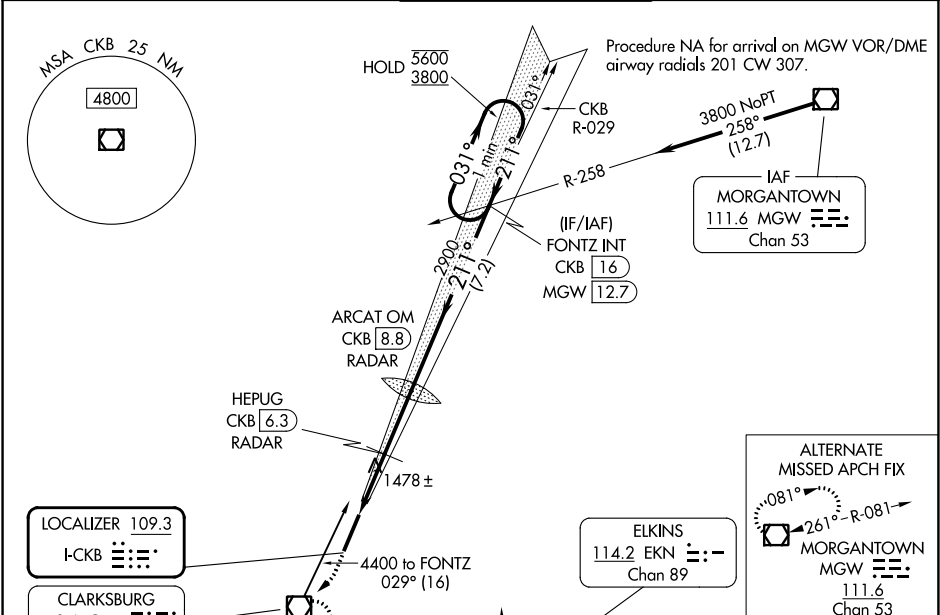
ILS or LOC RWY 21
NORTH CENTRAL WEST VIRGINIA (CKB)

⚠ For inop ALS, increase S-LOC 21 Cat C/D visibility to 2½ SM, and HEPUG fix minimums Cat C/D visibility to 1½ SM.
DME from CKB VOR/DME. Autopilot coupled approach NA below 2000.

MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 3200 direct CKB VOR/DME and hold, continue climb-in-hold to 3200.

ATIS 127.825	CLARKSBURG APP CON ★ 121.15 284.65	CLARKSBURG TOWER ★ 126.7 (CTAF) 0 257.925	GND CON 121.9	UNICOM 123.0
-----------------	---------------------------------------	--	------------------	-----------------



	ELEV 1224	TDZE 1224
	1800 3200 CKB	
	*LOC only.	*CKB
	1.4 NM	1 NM
	2.5 NM	7.2 NM
	ARCAT OM CKB 8.8 RADAR	FONTZ INT CKB 16
	HEPUG CKB 6.3 RADAR	One Minute Holding Pattern
	2878	031° 5600
	211°	211° 3800
	2900	GS 3.00° TCH 60
	2020	
	5.3	
	3.9	
	1.4 NM	1 NM
	2.5 NM	7.2 NM
	ARCAT OM CKB 8.8 RADAR	FONTZ INT CKB 16
	HEPUG CKB 6.3 RADAR	One Minute Holding Pattern
	2878	031° 5600
	211°	211° 3800
	2900	GS 3.00° TCH 60
	2020	
	5.3	
	3.9	
	1.4 NM	1 NM
	2.5 NM	7.2 NM
	ARCAT OM CKB 8.8 RADAR	FONTZ INT CKB 16
	HEPUG CKB 6.3 RADAR	One Minute Holding Pattern
	2878	031° 5600
	211°	211° 3800
	2900	GS 3.00° TCH 60
	2020	
	5.3	
	3.9	
	1.4 NM	1 NM
	2.5 NM	7.2 NM
	ARCAT OM CKB 8.8 RADAR	FONTZ INT CKB 16
	HEPUG CKB 6.3 RADAR	One Minute Holding Pattern
	2878	031° 5600
	211°	211° 3800
	2900	GS 3.00° TCH 60
	2020	
	5.3	
	3.9	
	1.4 NM	1 NM
	2.5 NM	7.2 NM
	ARCAT OM CKB 8.8 RADAR	FONTZ INT CKB 16
	HEPUG CKB 6.3 RADAR	One Minute Holding Pattern
	2878	031° 5600
	211°	211° 3800
	2900	GS 3.00° TCH 60
	2020	
	5.3	
	3.9	
	1.4 NM	1 NM
	2.5 NM	7.2 NM
	ARCAT OM CKB 8.8 RADAR	FONTZ INT CKB 16
	HEPUG CKB 6.3 RADAR	One Minute Holding Pattern
	2878	031° 5600
	211°	211° 3800
	2900	GS 3.00° TCH 60
	2020	
	5.3	
	3.9	
	1.4 NM	1 NM
	2.5 NM	7.2 NM
	ARCAT OM CKB 8.8 RADAR	FONTZ INT CKB 16
	HEPUG CKB 6.3 RADAR	One Minute Holding Pattern
	2878	031° 5600
	211°	211° 3800
	2900	GS 3.00° TCH 60
	2020	
	5.3	
	3.9	
	1.4 NM	1 NM
	2.5 NM	7.2 NM
	ARCAT OM CKB 8.8 RADAR	FONTZ INT CKB 16
	HEPUG CKB 6.3 RADAR	One Minute Holding Pattern
	2878	031° 5600
	211°	211° 3800
	2900	GS 3.00° TCH 60
	2020	
	5.3	
	3.9	
	1.4 NM	1 NM
	2.5 NM	7.2 NM
	ARCAT OM CKB 8.8 RADAR	FONTZ INT CKB 16
	HEPUG CKB 6.3 RADAR	One Minute Holding Pattern
	2878	031° 5600
	211°	211° 3800
	2900	GS 3.00° TCH 60
	2020	
	5.3	
	3.9	
	1.4 NM	1 NM
	2.5 NM	7.2 NM
	ARCAT OM CKB 8.8 RADAR	FONTZ INT CKB 16
	HEPUG CKB 6.3 RADAR	One Minute Holding Pattern
	2878	031° 5600
	211°	211° 3800
	2900	GS 3.00° TCH 60
	2020	
	5.3	
	3.9	
	1.4 NM	1 NM
	2.5 NM	7.2 NM
	ARCAT OM CKB 8.8 RADAR	FONTZ INT CKB 16
	HEPUG CKB 6.3 RADAR	One Minute Holding Pattern
	2878	031° 5600
	211°	211° 3800
	2900	GS 3.00° TCH 60
	2020	
	5.3	
	3.9	
	1.4 NM	1 NM
	2.5 NM	7.2 NM
	ARCAT OM CKB 8.8 RADAR	FONTZ INT CKB 16
	HEPUG CKB 6.3 RADAR	One Minute Holding Pattern
	2878	031° 5600
	211°	211° 3800
	2900	GS 3.00° TCH 60
	2020	
	5.3	
	3.9	
	1.4 NM	1 NM
	2.5 NM	7.2 NM
	ARCAT OM CKB 8.8 RADAR	FONTZ INT CKB 16
	HEPUG CKB 6.3 RADAR	One Minute Holding Pattern
	2878	031° 5600
	211°	211° 3800
	2900	GS 3.00° TCH 60
	2020	
	5.3	
	3.9	
	1.4 NM	1 NM
	2.5 NM	7.2 NM
	ARCAT OM CKB 8.8 RADAR	FONTZ INT CKB 16
	HEPUG CKB 6.3 RADAR	One Minute Holding Pattern
	2878	031° 5600
	211°	211° 3800
	2900	GS 3.00° TCH 60
	2020	
	5.3	
	3.9	
	1.4 NM	1 NM
	2.5 NM	7.2 NM
	ARCAT OM CKB 8.8 RADAR	FONTZ INT CKB 16
	HEPUG CKB 6.3 RADAR	One Minute Holding Pattern
	2878	031° 5600
	211°	211° 3800
	2900	GS 3.00° TCH 60
	2020	
	5.3	
	3.9	
	1.4 NM	1 NM
	2.5 NM	7.2 NM
	ARCAT OM CKB 8.8 RADAR	FONTZ INT CKB 16
	HEPUG CKB 6.3 RADAR	One Minute Holding Pattern
	2878	031° 5600
	211°	211° 3800
	2900	GS 3.00° TCH 60
	2020	
	5.3	
	3.9	
	1.4 NM	1 NM
	2.5 NM	7.2 NM
	ARCAT OM CKB 8.8 RADAR	FONTZ INT CKB 16
	HEPUG CKB 6.3 RADAR	One Minute Holding Pattern
	2878	031° 5600
	211°	211° 3800
	2900	GS 3.00° TCH 60
	2020	
	5.3	
	3.9	
	1.4 NM	1 NM
	2.5 NM	7.2 NM
	ARCAT OM CKB 8.8 RADAR	FONTZ INT CKB 16
	HEPUG CKB 6.3 RADAR	One Minute Holding Pattern
	2878	031° 5600
	211°	211° 3800
	2900	GS 3.00° TCH 60
	2020	
	5.3	
	3.9	
	1.4 NM	1 NM
	2.5 NM	7.2 NM
	ARCAT OM CKB 8.8 RADAR	FONTZ INT CKB 16
	HEPUG CKB 6.3 RADAR	One Minute Holding Pattern
	2878	031° 5600
	211°	211° 3800
	2900	GS 3.00° TCH 60
	2020	
	5.3	
	3.9	
	1.4 NM	1 NM
	2.5 NM	7.2 NM
	ARCAT OM CKB 8.8 RADAR	FONTZ INT CKB 16
	HEPUG CKB 6.3 RADAR	One Minute Holding Pattern
	2878	031° 5600
	211°	211° 3800
	2900	GS 3.00° TCH 60
	2020	
	5.3	
	3.9	
	1.4 NM	1 NM
	2.5 NM	7.2 NM
	ARCAT OM CKB 8.8 RADAR	FONTZ INT CKB 16
	HEPUG CKB 6.3 RADAR	One Minute Holding Pattern
	2878	031° 5600
	211°	211° 3800
	2900	GS 3.00° TCH 60
	2020	
	5.3	
	3.9	
	1.4 NM	1 NM
	2.5 NM	7.2 NM
	ARCAT OM CKB 8.8 RADAR	FONTZ INT CKB 16
	HEPUG CKB 6.3 RADAR	One Minute Holding Pattern
	2878	031° 5600
	211°	211° 3800
	2900	GS 3.00° TCH 60
	2020	
	5.3	
	3.9	
	1.4 NM	1 NM
	2.5 NM	7.2 NM
	ARCAT OM CKB 8.8 RADAR	FONTZ INT CKB 16
	HEPUG CKB 6.3 RADAR	One Minute Holding Pattern
	2878	031° 5600
	211°	211° 3800
	2900	GS 3.00° TCH 60
	2020	
	5.3	
	3.9	
	1.4 NM	1 NM
	2.5 NM	7.2 NM
	ARCAT OM CKB 8.8 RADAR	FONTZ INT CKB 16
	HEPUG CKB 6.3 RADAR	One Minute Holding Pattern
	2878	031° 5600
	211°	211° 3800
	2900	GS 3.00° TCH 60
	2020	
	5.3	
	3.9	
	1.4 NM	1 NM
	2.5 NM	7.2 NM
	ARCAT OM CKB 8.8 RADAR	FONTZ INT CKB 16
	HEPUG CKB 6.3 RADAR	One Minute Holding Pattern
	2878	031° 5600
	211°	211° 3800
	2900	GS 3.00° TCH 60
	2020	
	5.3	
	3.9	
	1.4 NM	1 NM
	2.5 NM	7.2 NM
	ARCAT OM CKB 8.8 RADAR	FONTZ INT CKB 16
	HEPUG CKB 6.3 RADAR	One Minute Holding Pattern
	2878	031° 5600
	211°	211° 3800
	2900	GS 3.00° TCH 60
	2020	
	5.3	
	3.9	
	1.4 NM	1 NM
	2.5 NM	7.2 NM
	ARCAT OM CKB 8.8 RADAR	FONTZ INT CKB 16
	HEPUG CKB 6.3 RADAR	One Minute Holding Pattern
	2878	031° 5600
	211°	211° 3800
	2900	GS 3.00° TCH 60
	2020	
	5.3	
	3.9	
	1.4 NM	1 NM
	2.5 NM	7.2 NM
	ARCAT OM CKB 8.8 RADAR	FONTZ INT CKB 16
	HEPUG CKB 6.3 RADAR	One Minute Holding Pattern
	2878	031° 5600
	211°	211° 3800
	2900	GS 3.00° TCH 60
	2020	
	5.3	
	3.9	
	1.4 NM	1 NM
	2.5 NM	7.2 NM
	ARCAT OM CKB 8.8 RADAR	FONTZ INT CKB 16
	HEPUG CKB 6.3 RADAR	One Minute Holding Pattern
	2878	031° 5600
	211°	211° 3800
	2900	GS 3.00° TCH 60
	2020	
	5.3	
	3.9	
	1.4 NM	1 NM
	2.5 NM	7.2 NM
	ARCAT OM CKB 8.8 RADAR	FONTZ INT CKB 16
	HEPUG CKB 6.3 RADAR	One Minute Holding Pattern
	2878	031° 5600
	211°	211° 3800
	2900	GS 3.00° TCH 60
	2020	
	5.3	
	3.9	
	1.4 NM	1 NM
	2.5 NM	7.2 NM
	ARCAT OM CKB 8.8 RADAR	FONTZ INT CKB 16
	HEPUG CKB 6.3 RADAR	One Minute Holding Pattern
	2878	031° 5600
	211°	211° 3800
	2900	GS 3.00° TCH 60
	2020	
	5.3	
	3.9	
	1.4 NM	1 NM
	2.5 NM	7.2 NM
	ARCAT OM CKB 8.8 RADAR	FONTZ INT CKB 16
	HEPUG CKB 6.3 RADAR	One Minute Holding Pattern
	2878	031° 5600
	211°	211° 3800
	2900	GS 3.00° TCH 60
	2020	
	5.3	
	3.9	
	1.4 NM	1 NM
	2.5 NM	7.2 NM
	ARCAT OM CKB 8.8 RADAR	FONTZ INT CKB 16
	HEPUG CKB 6.3 RADAR	One Minute Holding Pattern
	2878	031° 5600
	211°	211° 3800
	2900	GS 3.00° TCH 60
	2020	
	5.3	
	3.9	
	1.4 NM	1 NM
	2.5 NM	7.2 NM
	ARCAT OM CKB 8.8 RADAR	FONTZ INT CKB 16
	HEPUG CKB 6.3 RADAR	One Minute Holding Pattern
	2878	031° 5600
	211°	211° 3800
	2900	GS 3.00° TCH 60
	2020	
	5.3	
	3.9	
	1.4 NM	1 NM
	2.5 NM	7.2 NM
	ARCAT OM CKB 8.8 RADAR	FONTZ INT CKB 16
	HEPUG CKB 6.3 RADAR	One Minute Holding Pattern
	2878	031° 5600
	211°	211° 3800
	2900	GS 3.00° TCH 60
	2020	
	5.3	
	3.9	
	1.4 NM	1 NM
	2.5 NM	7.2 NM
	ARCAT OM CKB 8.8 RADAR	FONTZ INT CKB 16
	HEPUG CKB 6.3 RADAR	One Minute Holding Pattern
	2878	031° 5600
	211°	211° 3800
	2900	GS 3.00° TCH 60
	2020	
	5.3	
	3.9	
	1.4 NM	1 NM
	2.5 NM	7.2 NM
	ARCAT OM CKB 8.8 RADAR	FONTZ INT CKB 16
	HEPUG CKB 6.3 RADAR	One Minute Holding Pattern
	2878	031° 5600
	211°	211° 3800
	2900	GS 3.00° TCH 60
	2020	
	5.3	
	3.9	
	1.4 NM	1 NM
	2.5 NM	7.2 NM
	ARCAT OM CKB 8.8 RADAR	FONTZ INT CKB 16
	HEPUG CKB 6.3 RADAR	One Minute Holding Pattern
	2878	031° 5600
	211°	211° 3800
	2900	GS 3.00° TCH 60
	2020	
	5.3	
	3.9	
	1.4 NM	1 NM
	2.5 NM	7.2 NM
	ARCAT OM CKB 8.8 RADAR	FONTZ INT CKB 16
	HEPUG CKB 6.3 RADAR	One Minute Holding Pattern
	2878	031° 5600
	211°	211° 3800
	2900	GS 3.00° TCH 60
	2020	
	5.3	
	3.9	
	1.4 NM	1 NM
	2.5 NM	7.2 NM
	ARCAT OM CKB 8.8 RADAR	FONTZ INT CKB 16
	HEPUG CKB 6.3 RADAR	One Minute Holding Pattern
	2878	031° 5600
	211°	211° 3800
	2900	GS 3.00° TCH 60
	2020	
	5.3	
	3.9	
	1.4 NM	1 NM
	2.5 NM	7.2 NM
	ARCAT OM CKB 8.8 RADAR	FONTZ INT CKB 16
	HEPUG CKB 6.3 RADAR	One Minute Holding Pattern
	2878	031° 56

WAAS

CH **82504**

W21A

APP CRS

211°

Rwy Ldg

7130

TDZE

1224

Apt Elev

1224

RNAV (GPS) RWY 21

NORTH CENTRAL WEST VIRGINIA (CKB)

RNP APCH.

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV Cats C and D visibility to 1½ SM.

MALSR

⚠

MISSED APPROACH:
Climb to 3900 direct
JITUK and hold.

ATIS

127.825

CLARKSBURG APP CON ★

121.15 284.65

CLARKSBURG TOWER ★

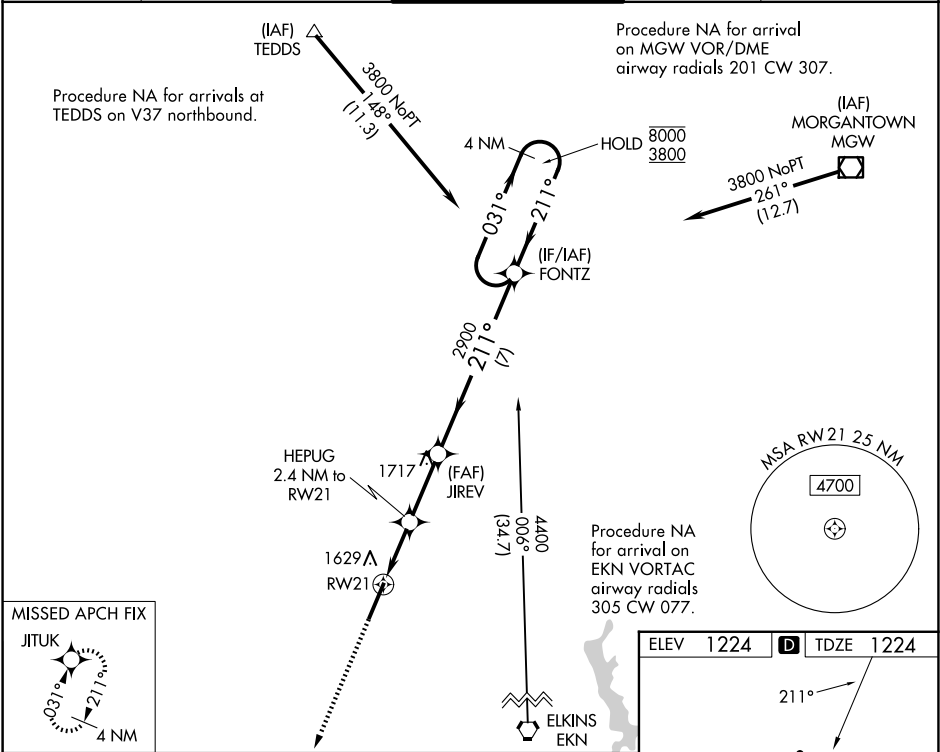
126.7 (CTAF) 0 257.925

GND CON

121.9

UNICOM

123.0



3900

JITUK

↑

⬠

*LNAV only.

RW21

1.6 NM

0.8 NM

2.7 NM

7 NM

HEPUG

2.4 NM to RW21

JIREV

2900

FONTZ

4 NM Holding Pattern

211°

031°

211°

2900

8000

3800

GP 3.00°

TCH 60

CATEGORY	A	B	C	D
LPV DA	1424/24	200 (200-½)		
LNAV/VNAV DA	1786-1⅜	562 (600-1⅜)		
LNAV MDA	1800/24	576 (600-½)	1800-1¼	576 (600-1¼)
CIRCLING	1940-1 716 (800-1)	2040-1¼ 816 (900-1¼)	2320-3	1096 (1100-3)

ELEV 1224

D

TDZE 1224

REIL Rwy 3 1

HIRL Rwy 3-21 0

CLARKSBURG, WEST VIRGINIA

AL-616 (FAA)

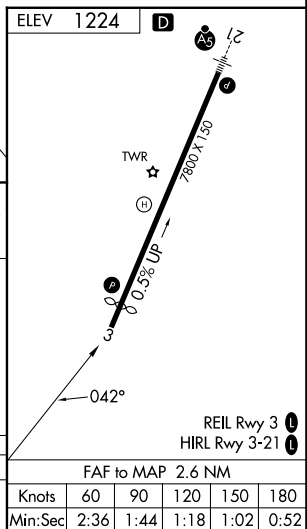
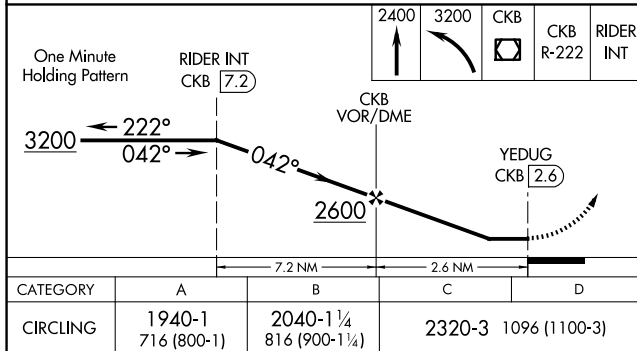
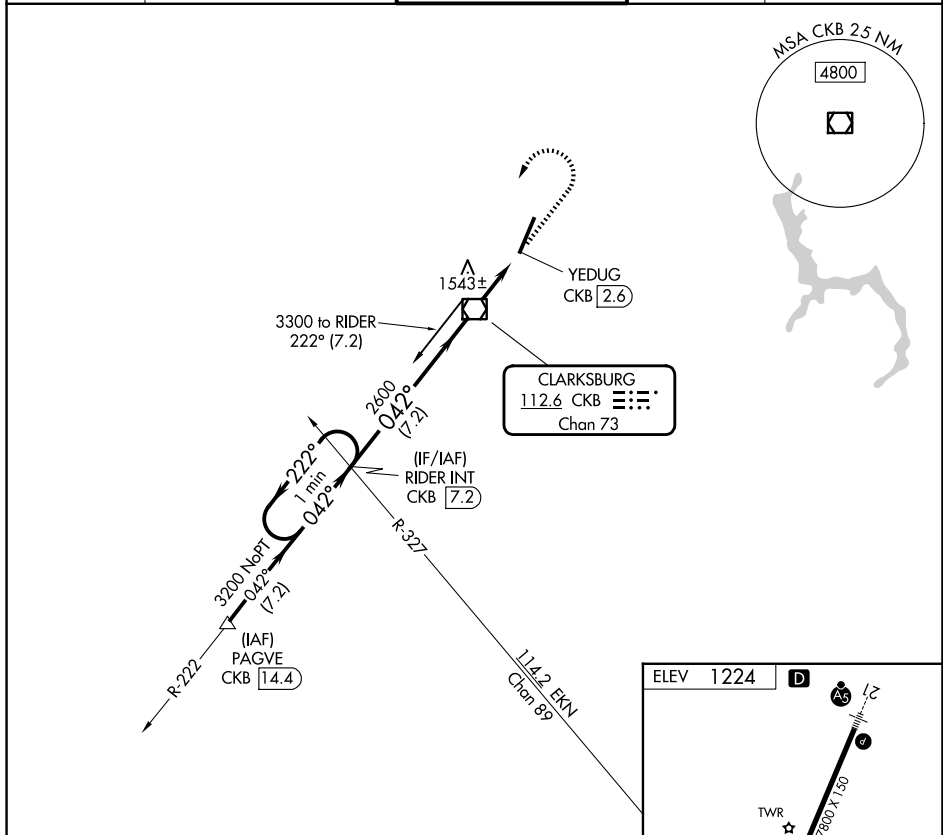
26022

VOR/DME CKB	APP CRS	Rwy Ldg	N/A
112.6	042°	TDZE	N/A
Chan 73		Apt Elev	1224

VOR-A

NORTH CENTRAL WEST VIRGINIA (CKB)

When local altimeter setting not received, Use Morgantown altimeter setting and increase all MDA 80 feet.		MISSED APPROACH: Climb to 2400, then climbing left turn to 3200 direct CKB VOR/DME and via CKB VOR/DME R-222 to RIDER INT/CKB 7.2 DME and hold.		
ATIS	CLARKSBURG APP CON*	CLARKSBURG TOWER*	GND CON	UNICOM
127.825	121.15 284.65	126.7 (CTAF) 257.925	121.9	123.0



CLARKSBURG, WEST VIRGINIA
Amdt 1A 13OCT16

39°18'N-80°14'W

NORTH CENTRAL WEST VIRGINIA (CKB)
VOR-A

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM

NORTH CENTRAL WEST VIRGINIA (CKB)
CLARKSBURG, WEST VIRGINIA

ATIS
127.825
CLARKSBURG TOWER★
126.7 257.925
GND CON
121.9

FIELD
ELEV
1224

JANUARY 1995
ANNUAL RATE OF CHANGE
0.1° W

TW

FIRE
STATION

TERMINAL

FIRE
STATION

TERMINAL

7800 X 150

WEST VIRGINIA
ARNG

RWY 03-21

PCR 4200 F/A/X/T
S-80, D-125, 2D-180, 2D/2D2-180

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

80°14.0'W

80°13.5'W

80°13.0'W

AIRPORT DIAGRAM

26134

CLARKSBURG, WEST VIRGINIA
NORTH CENTRAL WEST VIRGINIA (CKB)

NE-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 53329 W12A	APP CRS 119°	Rwy Idg TDZE 1516 Apt Elev 1516
--	------------------------	---

RNAV (GPS) RWY 12

CLEARFIELD-LAWRENCE (FIG)

RNP APCH - GPS.

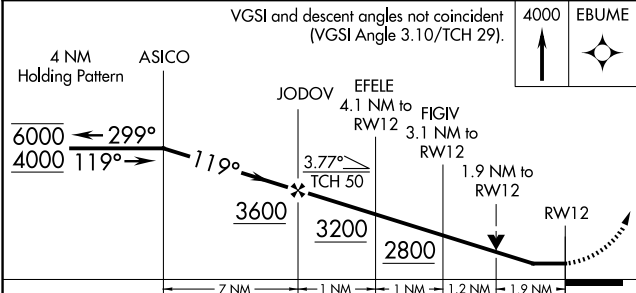
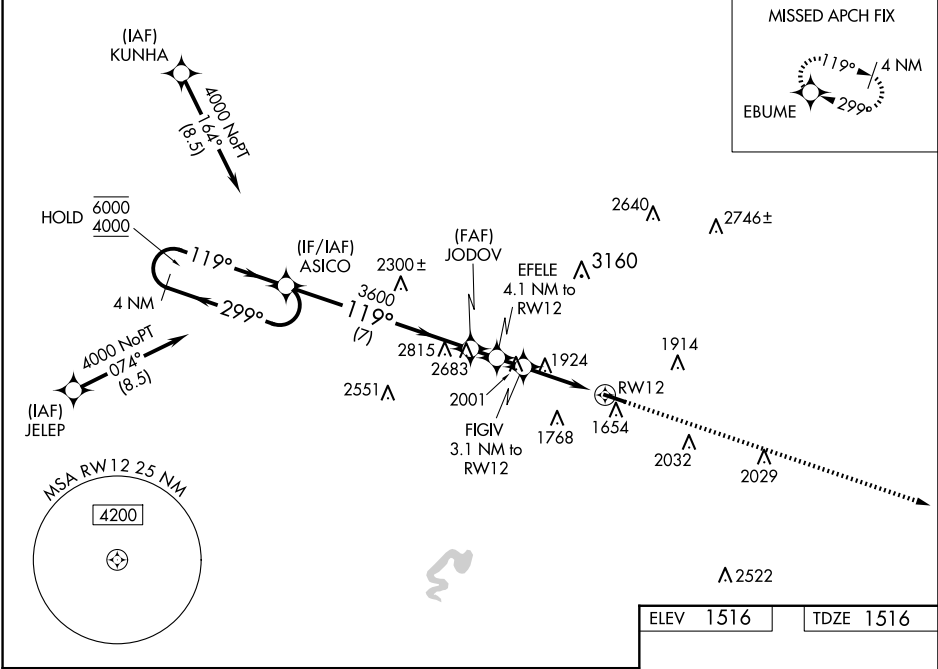
▼

▲

Rwy 12 helicopter visibility reduction below ¾ SM NA. VDP NA when using Dubois altimeter setting. When local altimeter setting not received, use Dubois altimeter setting and increase all MDAs 100 feet; increase visibility LP Cat B ¼ SM and Cat C ⅓ SM, LNAV Cat C ½ SM and Circling Cat A and C ¼ SM.

MISSED APPROACH:
Climb to 4000 direct
EBUME and hold.

ASOS 119.275	NEW YORK CENTER 134.8 338.3	UNICOM 122.725 (CTAF) 1
------------------------	---------------------------------------	--



CATEGORY	A	B	C	D
LP MDA	2180-1	664 (700-1)	2180-1 7/8 664 (700-1 7/8)	NA
LNAV MDA	2260-1 744 (800-1)	2260-1 1/4 744 (800-1 1/4)	2260-2 744 (800-2)	NA
CIRCLING	2260-1 744 (800-1)	2260-1 1/4 744 (800-1 1/4)	2340-2 1/2 824 (900-2 1/2)	NA

ELEV 1516 TDZE 1516

4000

EBUME

119°

4499 X 75

30

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

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 58227 W30A	APP CRS 299°	Rwy Idg 4499 TDZE 1516 Apt Elev 1516
--	------------------------	---

RNAV (GPS) RWY 30

CLEARFIELD-LAWRENCE (FIG)

RNP APCH - GPS.

T

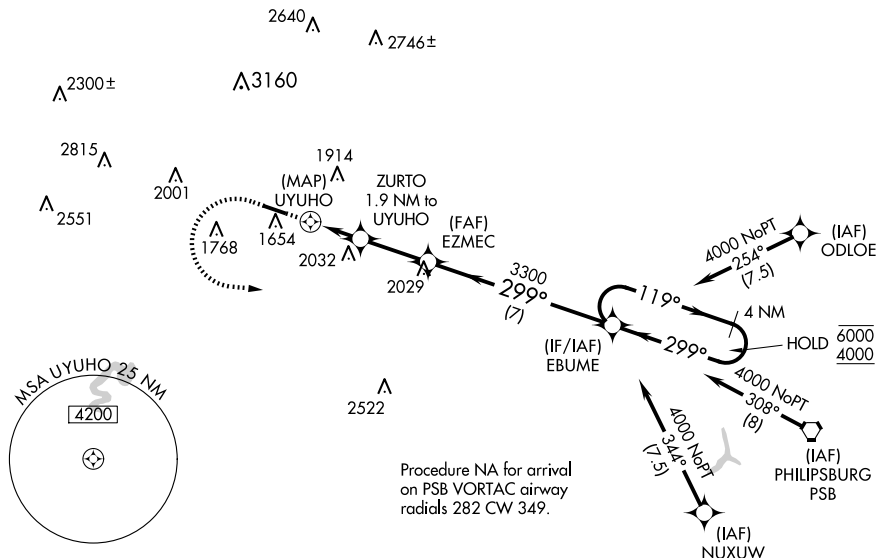
A

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C.

MISSED APPROACH:

Climb to 2200 then climbing left turn to 4000 direct EBUME and hold.

ASOS 119,275	NEW YORK CENTER 134.8 338.3	UNICOM 122,725 (CTAF) 0
------------------------	---------------------------------------	-----------------------------------



ELEV 1516		TDZE 1516
-----------	--	-----------

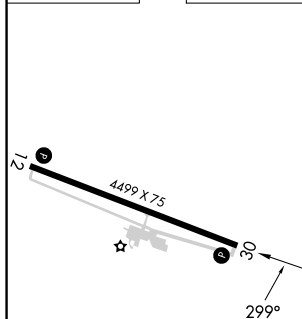


Figure 1 illustrates a 4 NM Holding Pattern. The pattern is defined by a 1 NM radius circle (RW30) and a 4 NM radius circle (EZYUHO). The pattern is divided into three segments: A (1 NM), B (2.6 NM), and C (7 NM). The pattern is defined by a 1 NM radius circle (RW30) and a 4 NM radius circle (EZYUHO). The pattern is divided into three segments: A (1 NM), B (2.6 NM), and C (7 NM). The pattern is defined by a 1 NM radius circle (RW30) and a 4 NM radius circle (EZYUHO). The pattern is divided into three segments: A (1 NM), B (2.6 NM), and C (7 NM).

COATESVILLE, PENNSYLVANIA

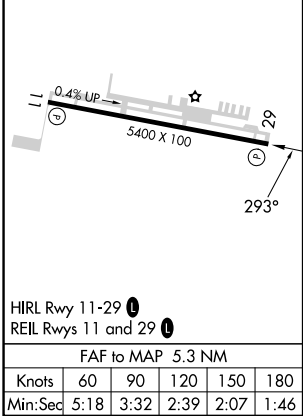
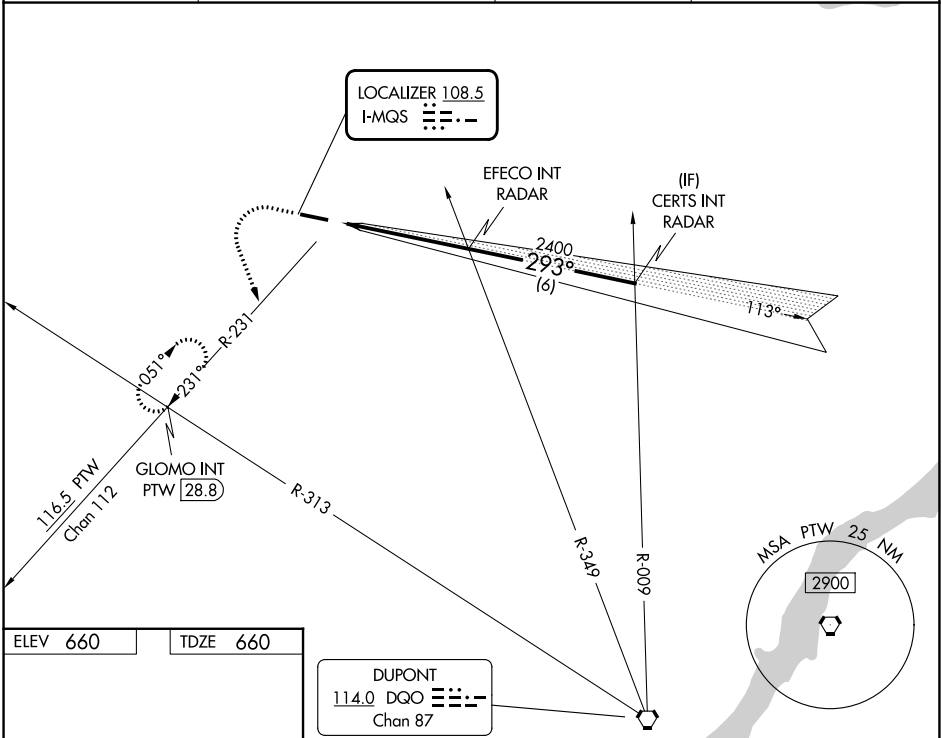
AL-5134 (FAA)

26246

LOC I-MQS 108.5	APP CRS 293°	Rwy Ldg TDZE Apt Elev 5400 660 660
---------------------------	------------------------	--

ILS or LOC RWY 29
CHESTER COUNTY G O CARLSON (MQS)

RADAR required for procedure entry.		MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 on heading 170° and PTW R-231 to GLOMO INT/PTW 28.8 DME and hold, continue climb-in-hold to 3000.	
AWOS-3 126.25	PHILADELPHIA APP CON 124.35 319.15	CLNC DEL 125.6	UNICOM 122.7 (CTAF) 0



1300 ↑ 3000 hdg 170°		PTW R-231	GLOMO INT PTW 28.8	EFECO INT RADAR	CERTS INT RADAR
CATEGORY	A		B	C	D
S-ILS 29	910-3/4		250 (300-3/4)		
S-LOC 29	1040-1		380 (400-1)		
CIRCLING	1140-1 480 (500-1)	1240-1 580 (600-1)	1260-1½ 600 (600-1½)	1420-2½ 760 (800-2½)	

COATESVILLE, PENNSYLVANIA
Amdt 8 07OCT21

39°59'N - 75°52'W

CHESTER COUNTY G O CARLSON (MQS)
ILS or LOC RWY 29

NE-4, 03 SEP 2026 to 29 OCT 2026

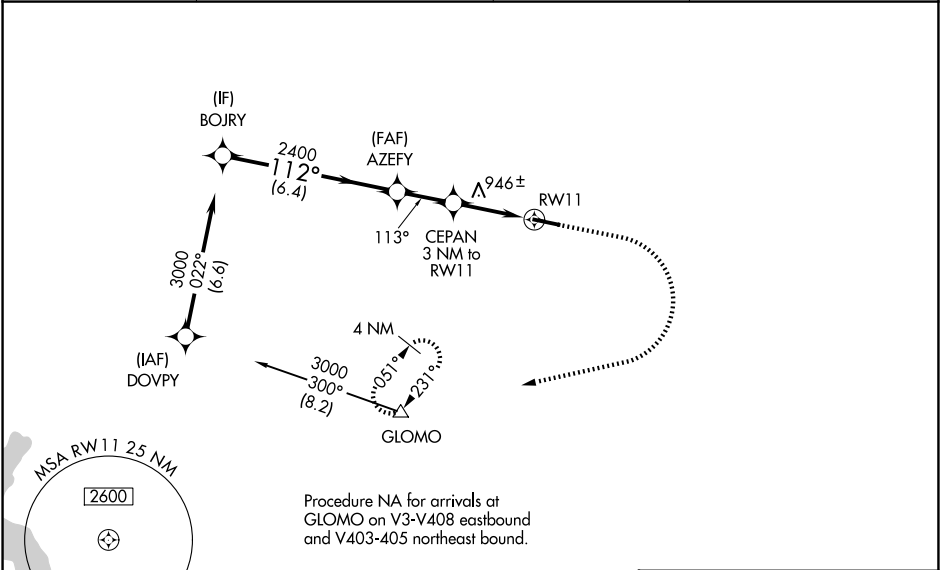
NE-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 63006 W11A	APP CRS 113°	Rwy Ldg TDZE 644 Apt Elev 660
--	------------------------	---

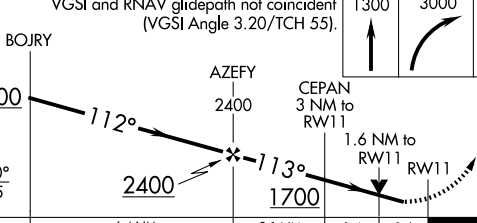
RNAV (GPS) RWY 11
CHESTER COUNTY G O CARLSON (MQS)

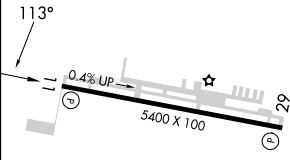
RNP APCH - GPS.	MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct GLOMO and hold, continue climb-in-hold to 3000.
 Helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.	

AWOS-3 126.25	PHILADELPHIA APP CON 124.35 319.15	CLNC DEL 125.6	UNICOM 122.7 (CTAF) 0
-------------------------	--	--------------------------	---------------------------------



Procedure NA for arrivals at GLOMO on V3-V408 eastbound and V403-405 northeast bound.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.20/TCH 55).				
				
CATEGORY	A	B	C	D
LPV DA	973-1		329 (400-1)	
LNAV/VNAV DA	1091-1 3/8		447 (500-1 3/8)	
LNAV MDA	1200-1	556 (600-1)	1200-1 5/8	556 (600-1 5/8)
CIRCLING	1200-1 540 (600-1)	1240-1 580 (600-1)	1260-1 5/8 600 (600-1 5/8)	1420-2 1/2 760 (800-2 1/2)

ELEV 660	TDZE 644
	
HIRL Rwy 11-29 0 REIL Rwy 11 and 29 0	

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

COATESVILLE, PENNSYLVANIA

AL-5134 (FAA)

26134

WAAS CH 82506 W29A	APP CRS 293°	Rwy Ldg TDZE Apt Elev	5400 660 660
--	------------------------	-----------------------------	---

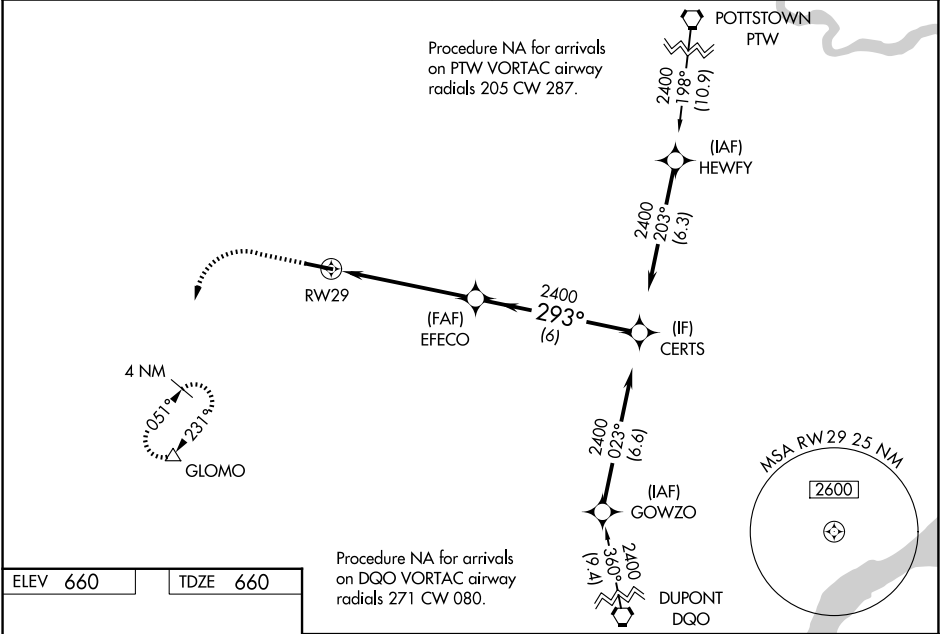
RNAV (GPS) RWY 29
CHESTER COUNTY G O CARLSON (MQS)

RNP APCH - GPS.

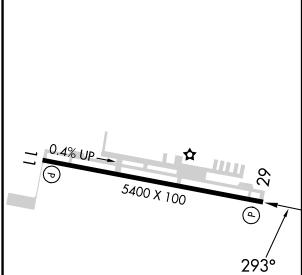
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 direct GLOMO and hold, continue climb-in-hold to 3000.

AWOS-3 126.25	PHILADELPHIA APP CON 124.35 319.15	CLNC DEL 125.6	UNICOM 122.7 (CTAF) 0
-------------------------	--	--------------------------	---------------------------------



ELEV 660	TDZE 660
----------	----------



1300	3000	GLOMO		
↑	↖	△		
CATEGORY	A	B	C	D
LPV DA	910-3/4 250 (300-3/4)			
LNAV/VNAV DA	915-3/4 255 (300-3/4)			
LNAV MDA	1020-1 360 (400-1)			
CIRCLING	1140-1 480 (500-1)	1240-1 580 (600-1)	1260-1 1/2 600 (600-1 1/2)	1420-2 1/2 760 (800-2 1/2)

COATESVILLE, PENNSYLVANIA
Amdt 1 07OCT21

39°59'N-75°52'W

CHESTER COUNTY G O CARLSON (MQS)
RNAV (GPS) RWY 29

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 45929 W05A	APP CRS 049°	Rwy Idg TDZE 1254 Apt Elev 1264
--	------------------------	---

RNAV (GPS) RWY 5

JOSEPH A HARDY CONNELLVILLE (VVS)

RNP APCH - GPS

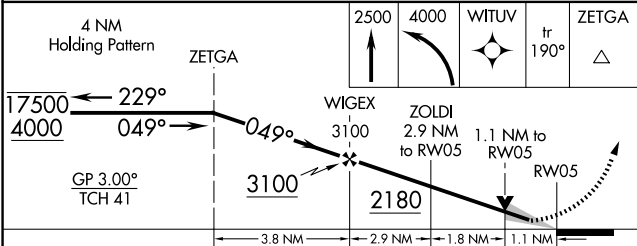
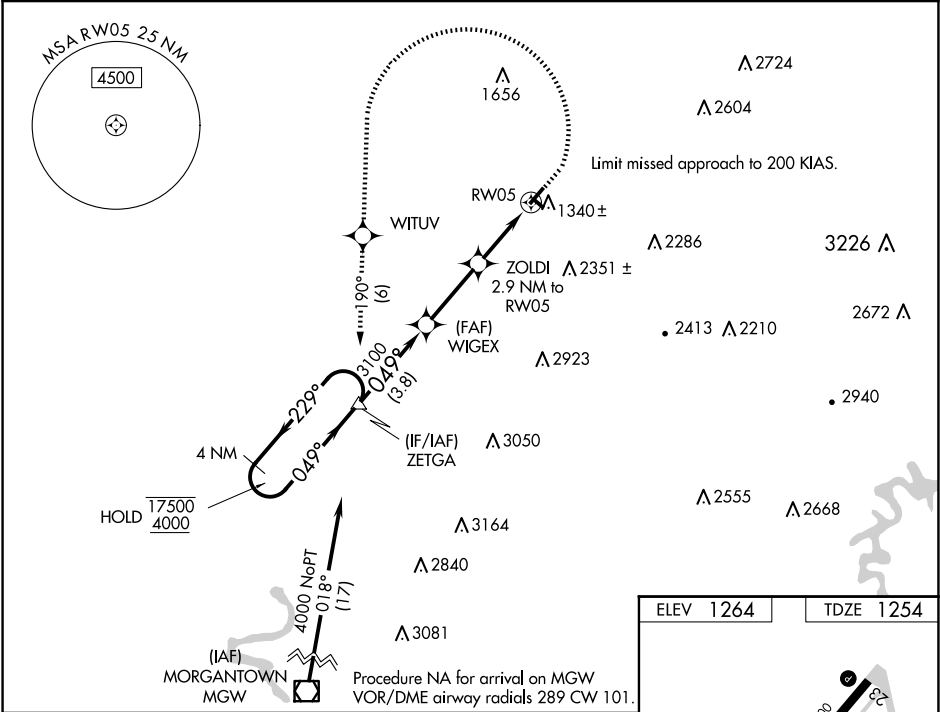
⚠

NA

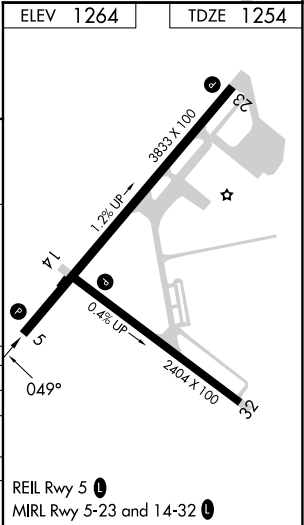
Circling NA for Cat C south of Rwy 5-23. Circling Rwy 14, 23, 32 NA at night. Baro-VNAV and VDP NA when using Morgantown, WV altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Morgantown altimeter setting and increase LPV DA to 1559 feet and all visibilities ½ SM. Increase LNAV/VNAV DA to 1579 feet and visibilities ½ SM. Increase all MDAs 60 feet and LNAV visibility Cat C ½ SM.

MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 direct WITUV and track 190° to ZETGA and hold.

AWOS-3P 133.325	CLARKSBURG APP CON ★ 119.425 284.65	UNICOM 122.8 (CTAF) ①
---------------------------	---	---------------------------------



CATEGORY	A	B	C	D
LPV DA	1504-¾	250 (300-¾)		NA
LNAV/VNAV DA	1524-⅞	270 (300-⅞)		NA
LNAV MDA	1600-1	346 (400-1)		NA
CIRCLING	1920-1 656 (700-1)	2260-1½ 996 (1000-1½)	2540-3 1276 (1300-3)	NA

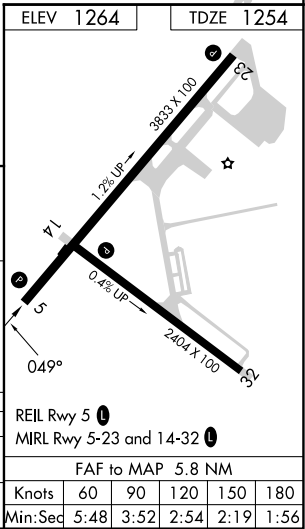
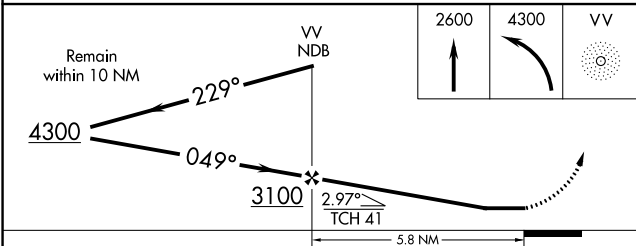
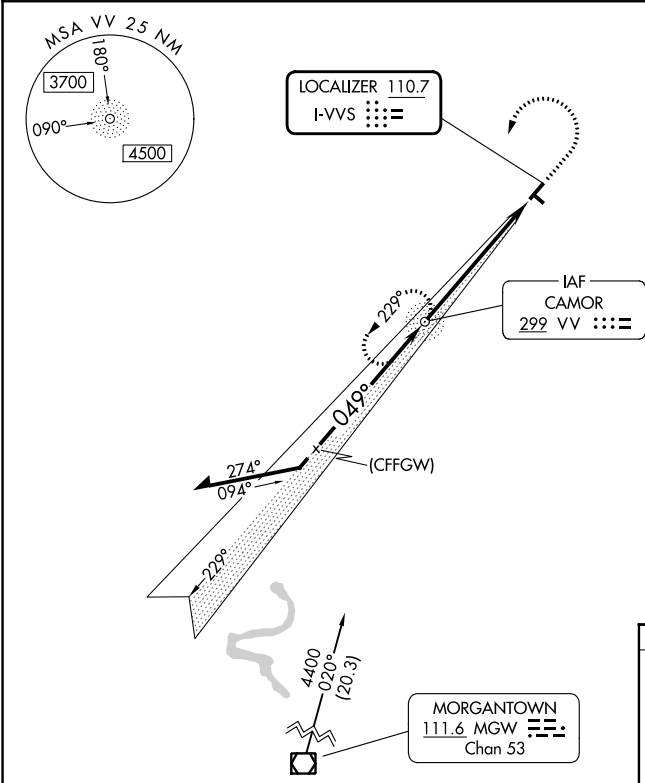


LOC I-VVS	APP CRS	Rwy Ldg	3833
110.7	049°	TDZE	1254
		Apt Elev	1264

LOC RWY 5

JOSEPH A HARDY CONNELLVILLE (VVS)

ADF required.		MISSED APPROACH: Climb to 2600 then climbing left turn to 4300 direct CAMOR NDB and hold, continue climb-in-hold to 4300.
AWOS-3P 133.325	CLARKSBURG APP CON ★ 119.425 284.65	UNICOM 122.8 (CTAF) ①



NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

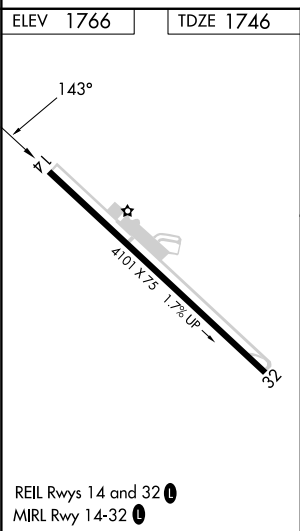
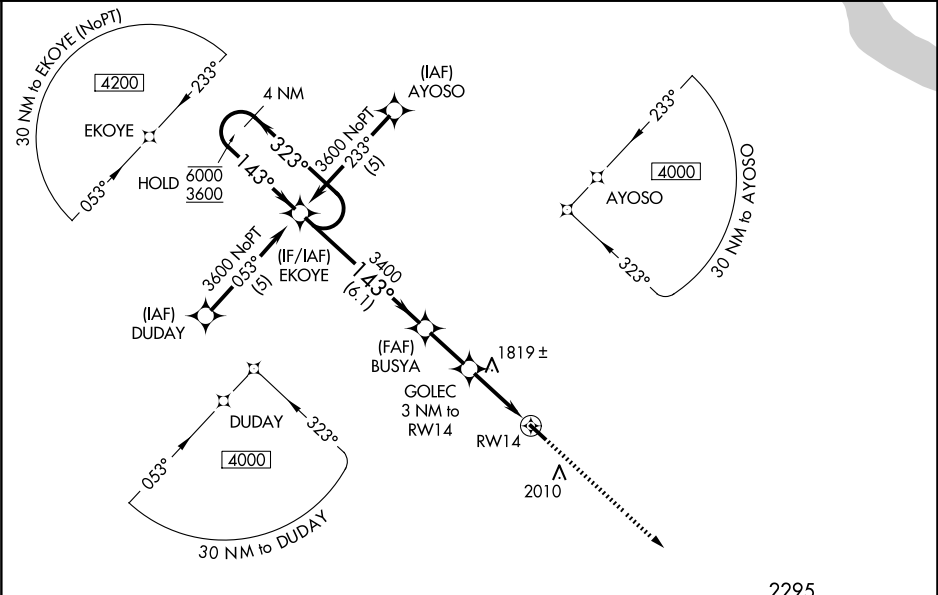
APP CRS	Rwy Ldg	4101
143°	TDZE	1746
	Apt Elev	1766

RNAV (GPS) RWY 14

CORRY-LAWRENCE (8G2)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3600 direct CUXOM and hold.
▼ ▲ NA Rwy 14 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use JHW altimeter setting; when not received, use GJK altimeter setting and increase all MDA 80 feet; increase LNAV Cat C visibility ¼ SM.	

JHW AWOS-3PT 118.425	BUFFALO APP CON ★ 121.0 257.8	UNICOM 122.8 (CTAF) 0
-------------------------	----------------------------------	--------------------------



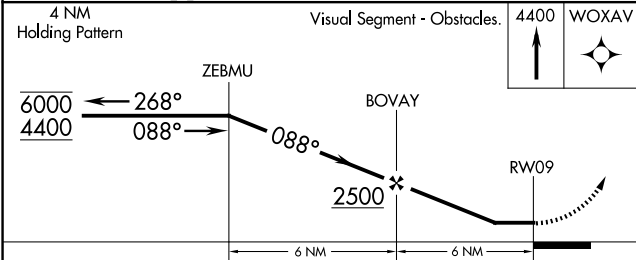
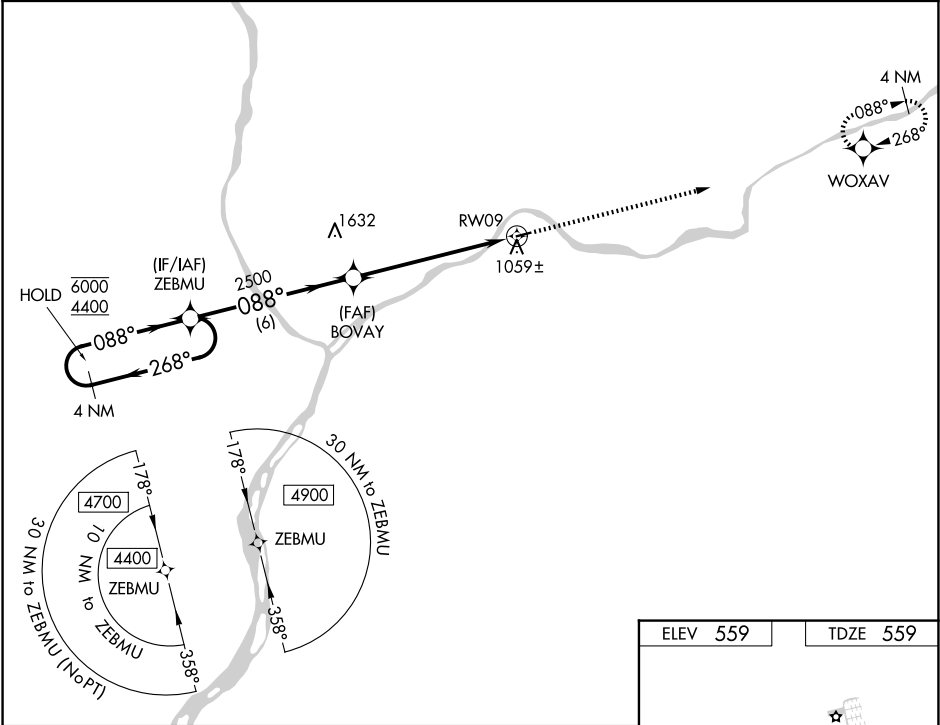
4 NM Holding Pattern EKOYE				3600	CUXOM
6000 ← 323° 3600 → 143°				↑	✧
143°				BUSYA	
3400				GOLEC 3 NM to RW14	
2700				RW14	
6.1 NM				TCH 40	
2.2 NM				3 NM	
CATEGORY	A	B	C	D	
LNAV MDA	2140-1	394 (400-1)	2140-1 1/8 394 (400-1 1/8)	NA	

WAAS CH 65827 W09A	APP CRS 088°	Rwy Ldg TDZE Apt Elev	3000 559 559
--	------------------------	-----------------------------	---

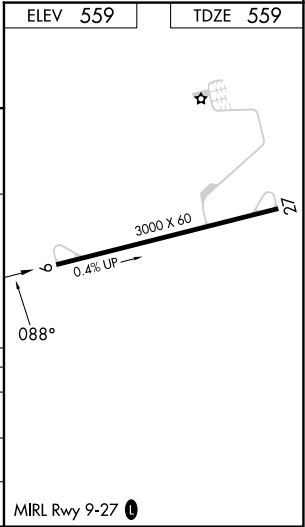
RNAV (GPS) RWY 9

DANVILLE (8N8)

RNP APCH - GPS.		MISSED APPROACH: Climb to 4400 direct WOXAV and hold, continue climb-in-hold to 4400.
▼ NA Rwy 9 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use Williamsport altimeter setting; when not received, procedure NA.		
IPT ASOS 125.225	WILKES-BARRE APP CON 126.3 256.7	UNICOM 122.8 (CTAF) 



CATEGORY	A	B	C	D
LP MDA	1280-1¼ 721 (800-1¼)	1280-1½ 721 (800-1½)	NA	
LNAY MDA	1360-1¼ 801 (900-1¼)	1360-1½ 801 (900-1½)	NA	
CIRCLING	1480-1¼ 921 (1000-1¼)	1760-1½ 1201 (1300-1½)	NA	



DANVILLE, PENNSYLVANIA

AL-10661 (FAA)

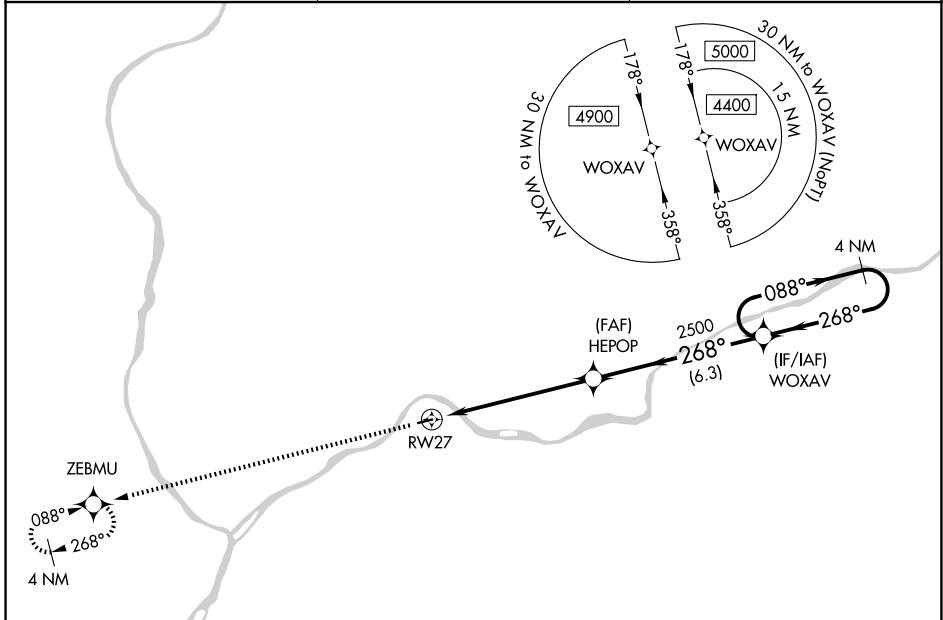
25219

APP CRS 268°	Rwy Ldg TDZE 559	3000
	Apt Elev 559	

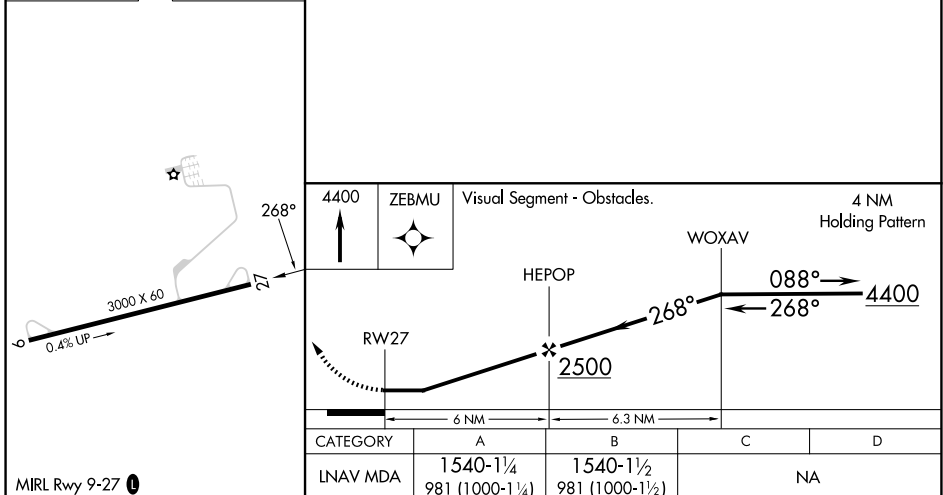
RNAV (GPS) RWY 27

DANVILLE (8N8)

RNP APCH - GPS.		MISSED APPROACH: Climb to 4400 direct ZEBMU and hold, continue climb-in-hold 4400.
▼ ▲ NA	Use Williamsport altimeter setting; when not received, procedure NA. Procedure NA at night. Rwy 27 helicopter visibility reduction below 1 SM NA.	
IPT ASOS 125.225	WILKES-BARRE APP CON 126.3 256.7	UNICOM 122.8 (CTAF) 0



ELEV 559	TDZE 559
----------	----------



DANVILLE, PENNSYLVANIA

Orig-D 18APR24

40°57'N-76°39'W

DANVILLE (8N8)

RNAV (GPS) RWY 27

NE-4, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	3004
049°	TDZE	394
	Apt Elev	394

RNAV (GPS) RWY 5

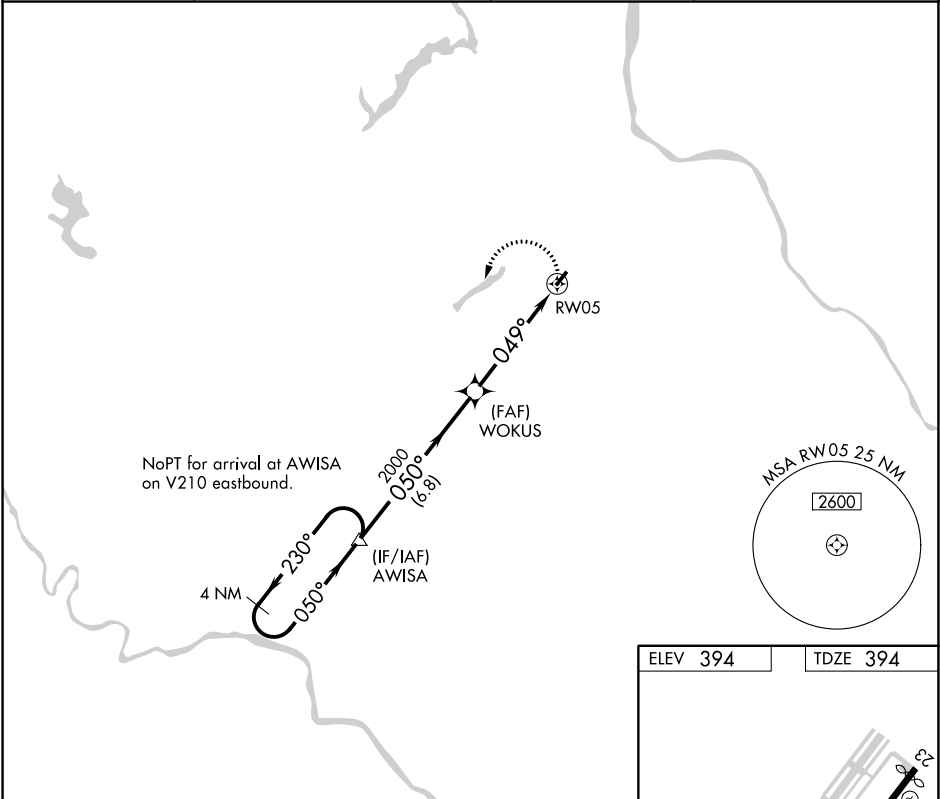
DOYLESTOWN (DYL)

⚠ DME/DME RNP-0.3 NA. Rwy 5: helicopter visibility reduction below $\frac{3}{4}$ SM NA.

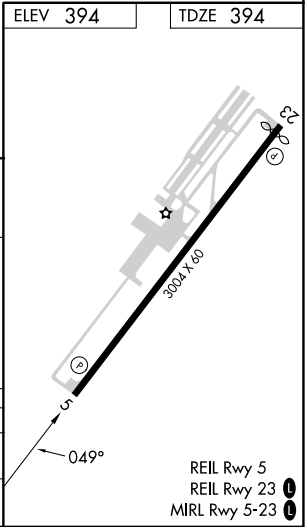
⚠ When local altimeter setting not received, use Trenton altimeter setting and increase all MDA 60 feet.

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

ASOS 118.875	PHILADELPHIA APP CON 123.8 291.7	CLNC DEL 118.55	UNICOM 122.975 (CTAF) 0
-----------------	-------------------------------------	--------------------	-----------------------------------



4 NM Holding Pattern		VGSI and descent angles not coincident (VGSI Angle 3.04/TCH 40).		3000	AWISA
3000		230°	050°	050°	WOKUS
				2000	049°
				3.04°	TCH 40
		6.8 NM	4.9 NM		RW05
CATEGORY	A	B	C	D	
LNAV MDA	880-1	486 (500-1)	NA		
CIRCLING	960-1 566 (600-1)	1040-1 646 (700-1)	NA		



NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

DOYLESTOWN, PENNSYLVANIA

AL-5609 (FAA)

26246

WAAS CH 48847 W23A	APP CRS 229°	Rwy Ldg TDZE Apt Elev	2920 393 394
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 23

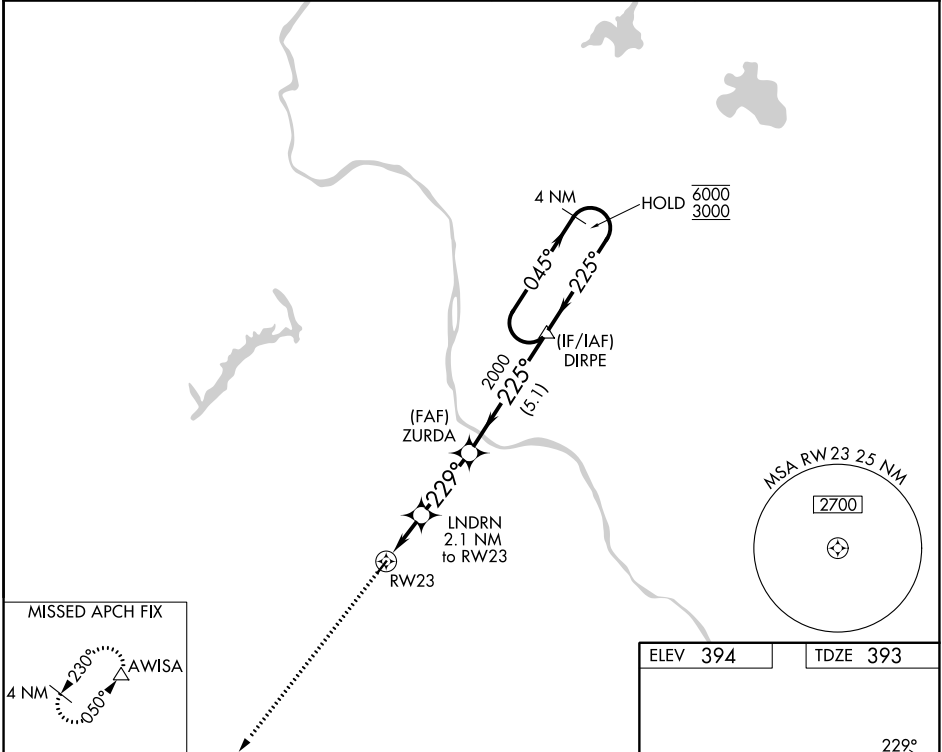
DOYLESTOWN (DYL)

RNP APCH - GPS.

Rwy 23 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use TTN altimeter setting and increase all MDAs 80 feet. Straight-in Rwy 23 NA at night, Circling Rwy 23 NA at night.

MISSED APPROACH: Climb to 3000 direct AWISA and hold.

ASOS 118.875	PHILADELPHIA APP CON 123.8 291.7	CLNC DEL 118.55	UNICOM 122.975 (CTAF) 0
------------------------	--	---------------------------	--



3000

AWISA

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 40).

4 NM

Holding Pattern

DIRPE

045°

225°

6000

3000

RW23

1100

229°

2000

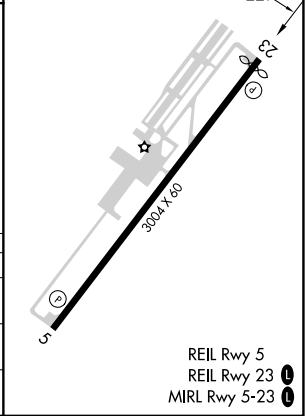
2.1 NM to RW23

3.00° TCH 40

ZURDA

5.1 NM

CATEGORY	A	B	C	D
LP MDA	840-1	447 (500-1)	NA	
LNAV MDA	1020-1	627 (700-1)	NA	
CIRCLING	1020-1 626 (700-1)	1060-1 666 (700-1)	NA	



LOC I-DUJ

109.9

APP CRS

252°

Rwy Ldg

5503

TDZE

1817

Apt Elev

1817

ILS or LOC RWY 25

DUBOIS RGNL (DUJ)

⚠

Circling NA for Cat D south of Rwy 7-25. For inop ALS, increase S-LOC 25 Cats C/D visibility to 1½ SM.

MALSR

MISSED APPROACH: Climb to 2900 then climbing left turn to 4200 on heading 060° and ETG VORTAC R-276 to HONLU/ETG 22 DME/RADAR and hold.

ASOS 119.025	CLEVELAND CENTER 126.725 291.65	UNICOM 123.0 (CTAF) 0
-----------------	------------------------------------	--------------------------

LOCALIZER 109.9 I-DUJ

2019±

JIMUM OM

R-297

(IF) CELSY INT ETG 19.6

072°

3400 252° (12.4)

4200 297° (19.6)

HONLU ETG 22 RADAR

116.0 ETG Chan 107

IAF KEATING 116.0 ETG Chan 107

Procedure NA for arrival on ETG VORTAC airway radials 276 CW 338.

MSA DUJ 25 NM

4200

ELEV 1817

D

TDZE 1817

2900

4200

ETG R-276

HONLU

JIMUM OM

CELSY INT ETG 19.6

4200

GS 3.00° TCH 57

CATEGORY	A	B	C	D
S-ILS 25	2017-½ 200 (200-½)			
S-LOC 25	2280-½ 463 (500-½)		2280-1 463 (500-1)	
CIRCLING	2320-1 503 (600-1)	2360-1 543 (600-1)	2380-1½ 563 (600-1½)	2400-2 583 (600-2)

FAF to MAP 4.6 NM

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

DUBOIS, PENNSYLVANIA

Amdt 10 25FEB21

41°11'N-78°54'W

79

DUBOIS RGNL (DUJ)

ILS or LOC RWY 25

WAAS CH 97407 W25A	APP CRS 252°	Rwy Ldg TDZE Apt Elev	5503 1817 1817
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 25

DUBOIS RGNL (DUJ)

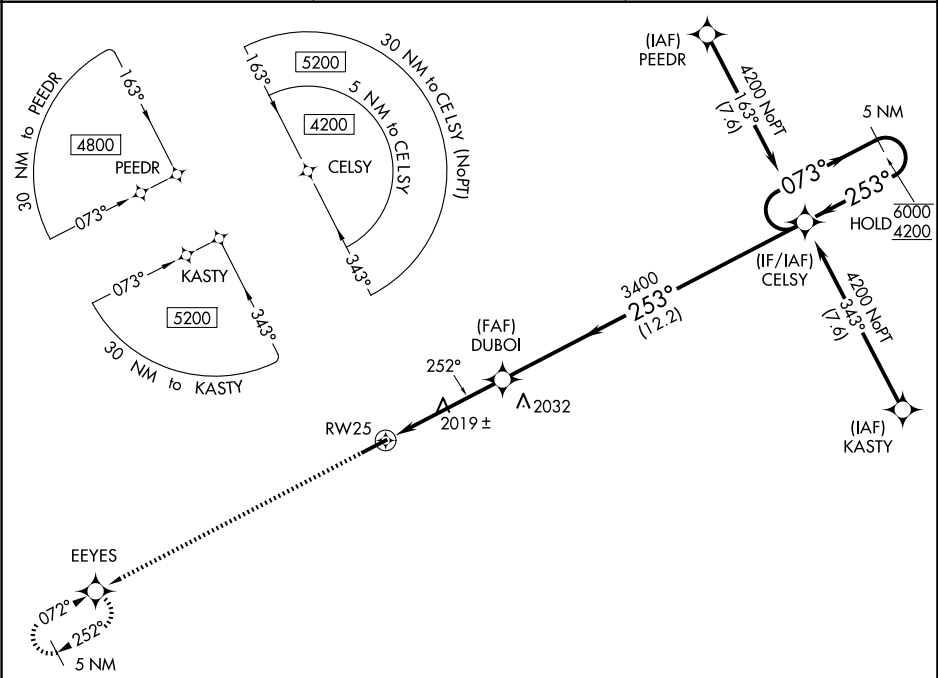
RNP APCH.

Circling NA for Cat D south of Rwy 7-25. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. For inop ALS increase LNAV Cat C/D visibility to 1½ SM.

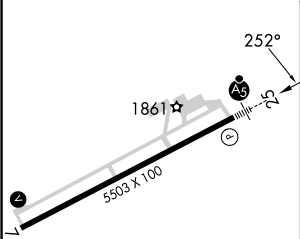
MALSR

MISSED APPROACH: Climb to 4200 direct EEYES and hold.

ASOS 119.025	CLEVELAND CENTER 126.725 291.65	UNICOM 123.0 (CTAF) 0
------------------------	---	---------------------------------



ELEV 1817	D	TDZE 1817
------------------	----------	------------------



4200

EEYES

5 NM

Holding Pattern

*LNAV only.

RW25

DUBOI

CELSY

1.3

3.5 NM

12.2 NM

CATEGORY	A	B	C	D
LPV DA	2017-½ 200 (200-½)			
LNAV/VNAV DA	2140-½ 323 (400-½)			
LNAV MDA	2280-½ 463 (500-½)		2280-1 463 (500-1)	
CIRCLING	2320-1 503 (600-1)	2360-1 543 (600-1)	2380-1½ 563 (600-1½)	2400-2 583 (600-2)

GP 3.00°

TCH 57

EASTON, PENNSYLVANIA

AL-6355 (FAA)

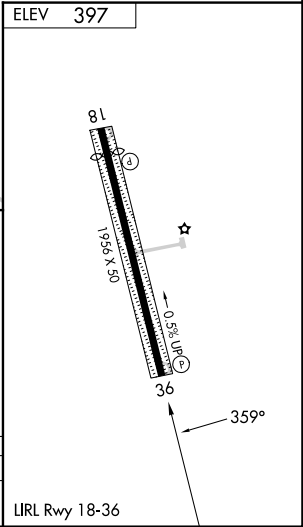
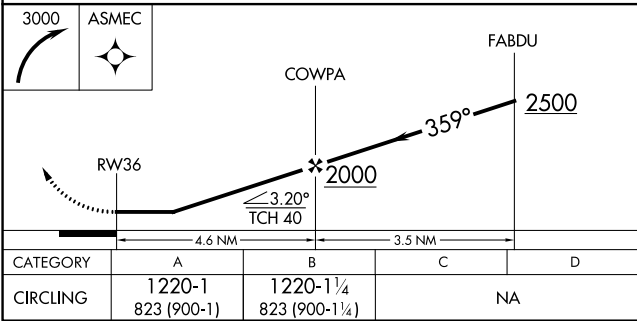
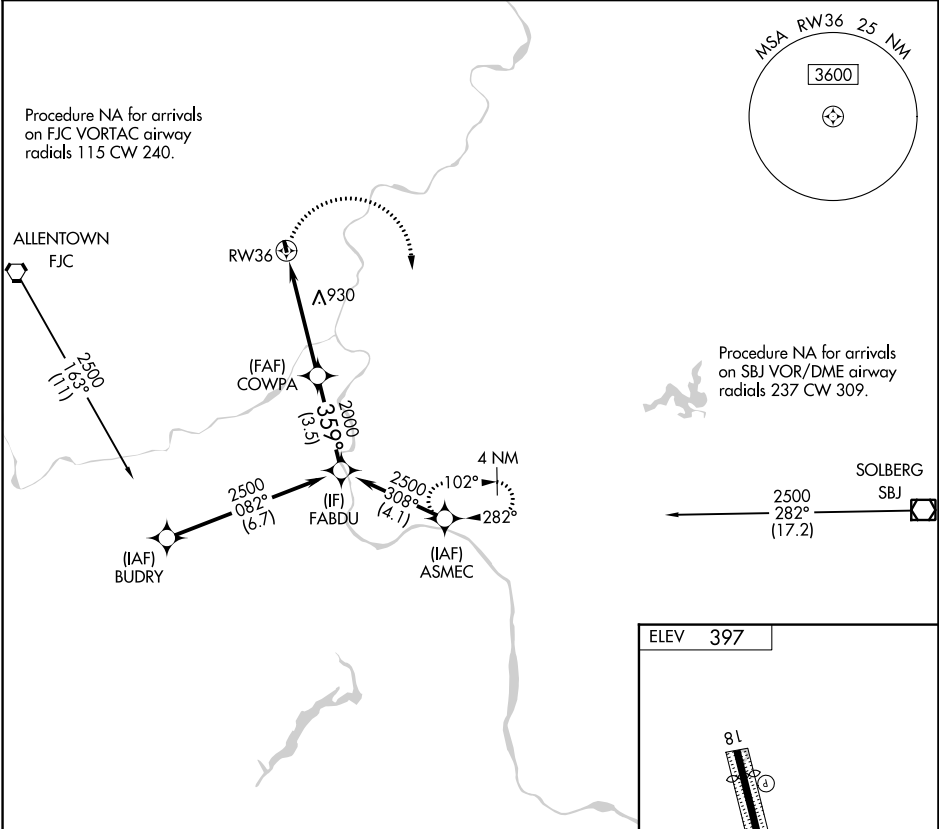
26246

APP CRS 359°	Rwy Ldg	1956
	TDZE	N/A
	Apt Elev	397

RNAV (GPS)-A
BRADEN AIRPARK (N43)

NA	DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Allentown Lehigh Valley Intl altimeter setting; when not received, procedure NA.	MISSED APPROACH: Climbing right turn to 3000 direct ASMEC and hold.
-----------	--	---

ALLENTOWN APP CON 119.65 124.45 351.8	UNICOM 123.0 (CTAF)
---	-------------------------------



EASTON, PENNSYLVANIA
Orig 04FEB16

40°45'N-75°15'W

RNAV (GPS)-A
BRADEN AIRPARK (N43)

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

APP CRS

Rwy Ldg

3204

066°

TDZE

2088

Apt Elev

2099

RNAV (GPS) RWY 7

EBensburg (9G8)

RNP APCH - GPS.

▼

NA

Rwy 7 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use JST altimeter setting and increase all MDAs 60 feet and visibility Cat C ¼ SM.

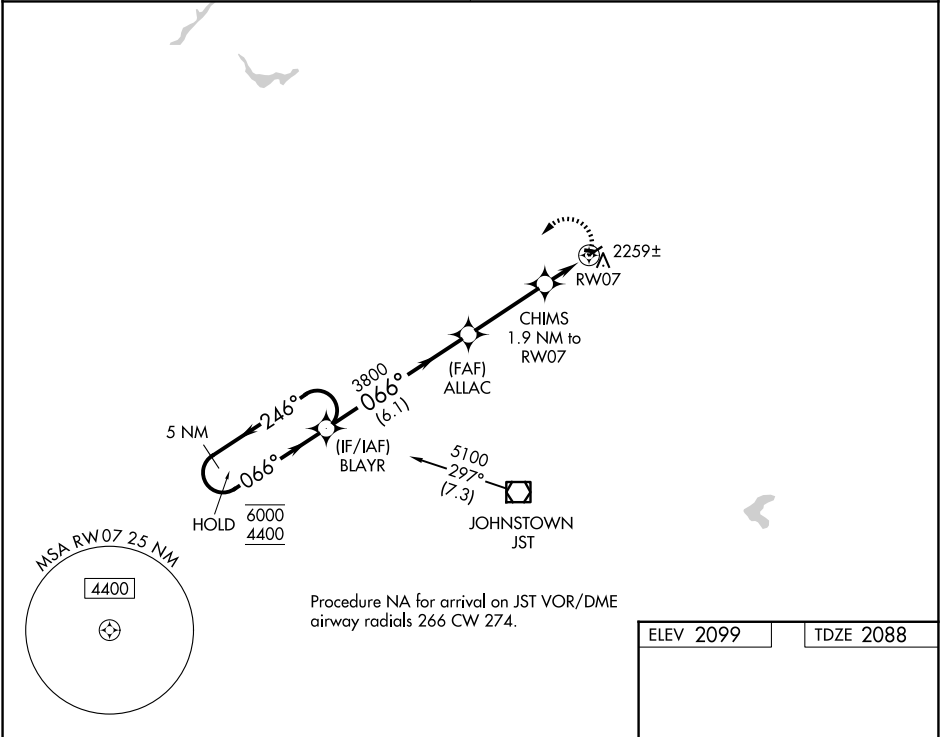
MISSED APPROACH: Climbing left turn to 4400 direct BLAYR and hold.

JOHNSTOWN APP CON ★

121.2 299.2

UNICOM

122.8 (CTAF) 0



5 NM Holding Pattern

BLAYR

6000 4400

246° 066°

ALLAC

3800

CHIMS 1.9 NM to RW07

2740

RW07

6.1 NM 3.3 NM 1.9 NM

4400 BLAYR

Visual Segment - Obstacles:

1636 X 150 1.9% UP

29U

3204 X 50

0.6% UP

066°

CATEGORY	A	B	C	D
LNAV MDA	2600-1	512 (600-1)	2600-1⅔ 512 (600-1⅔)	NA

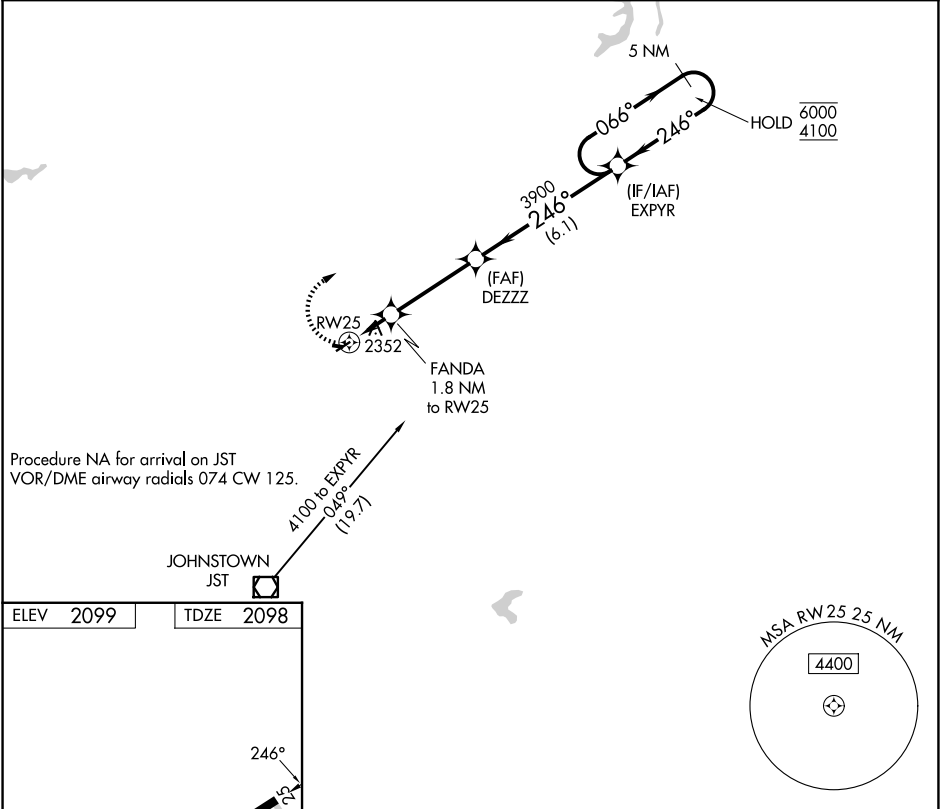
MIRL Rwy 7-25 0

APP CRS	Rwy Ldg	3204
246°	TDZE	2098
	Apt Elev	2099

RNAV (GPS) RWY 25
EBENSBURG (9G8)

RNP APCH - GPS.	
▼ ▲ NA Procedure NA at night. Rwy 25 helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received, use Johnstown altimeter setting and increase all MDA 60 feet and visibility Cat C ¼ SM.	MISSED APPROACH: Climbing right turn to 4100 direct EXPYR and hold.

JOHNSTOWN APP CON ★ 121.2 299.2	UNICOM 122.8 (CTAF) 0
------------------------------------	--------------------------



ELEV 2099 TDZE 2098	4100 EXPYR Visual Segment - Obstacles. 5 NM Holding Pattern EXPYR 066° 6000 246° 4100
MIRL Rwy 7-25 0	
CATEGORY	A B C D
LNAV MDA	2620-1 522 (600-1) 2620-1½ 522 (600-1½) NA

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

APP CRS
032°

Rwy Ldg
TDZE
Apt Elev
4347
1972
1987

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

RNAV (GPS) RWY 5

RNP APCH

▼

⚠

🌡️ -19°C

Circling Rwy 14, 23, 32 NA at night. When local altimeter setting not received, use Buckhannon altimeter setting and increase all MDA 100 feet.
Straight-in minimums NA when using Buckhannon altimeter setting.
Rwy 5 helicopter visibility reduction below ¾ SM NA.

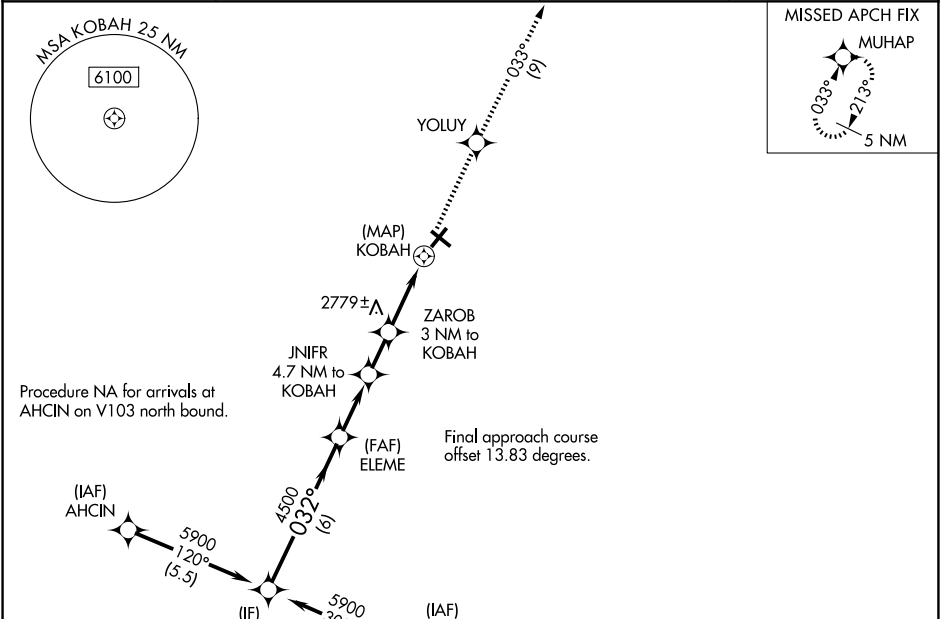
MISSED APPROACH: Climb to 5500 direct YOLUY and on track 033° to MUHAP and hold.

ASOS
119.275

CLARKSBURG APP CON ★
121.15 284.65

CTAF
123.6

122.9 0



ELEV 1987

TDZE 1972

* 3800 when using Buckhannon altimeter setting.
** 3460 when using Buckhannon altimeter setting.

DOFAD

5900

032°

4500

ELEME

JNIFR 4.7 NM to KOBAH

ZAROB 3 NM to KOBAH

KOBAH

3.62° TCH 50

**3360

5500

YOLUY

tr 033°

MUHAP

6 NM

2.5 NM

1.7 NM

3 NM

0.5

CATEGORY	A	B	C	D
LNVA MDA	3040-1¼ 1068 (1100-1¼)	3040-1½ 1068 (1100-1½)	3040-3 1068 (1100-3)	NA
CIRCLING	3040-1¼ 1053 (1100-1¼)	3140-1½ 1153 (1200-1½)	3720-3 1733 (1800-3)	4020-3 2033 (2100-3)

REIL Rwy 23 0

MRL Rwy 5-23 0

ELKINS, WEST VIRGINIA

AL-128 (FAA)

25275

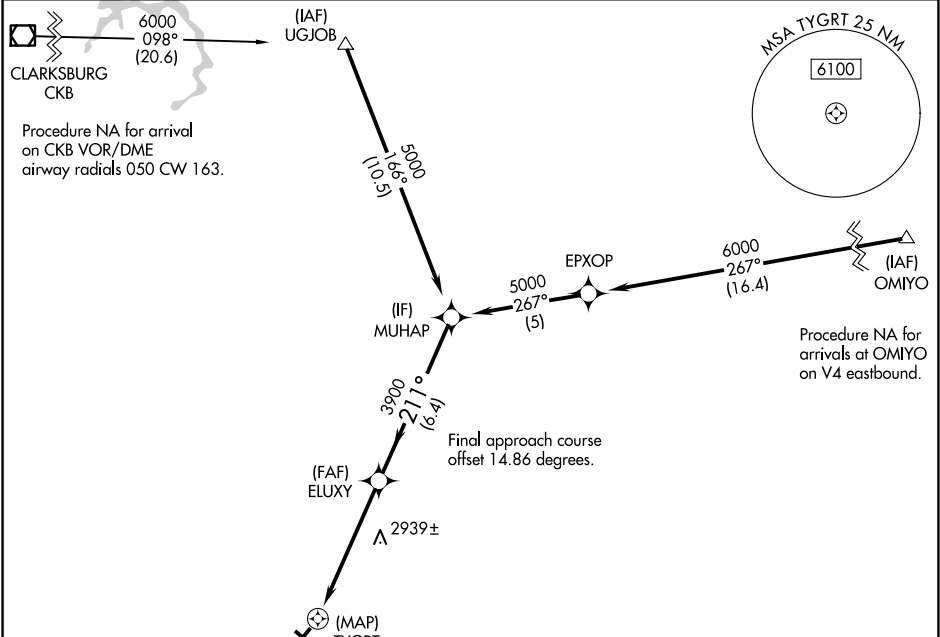
APP CRS	Rwy Ldg	4501
211°	TDZE	1958
	Apt Elev	1987

RNAV (GPS) RWY 23

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

RNP APCH	Straight-in Rwy 23 NA at night, Circling to Rwy 14, 23, 32 NA at night. When local altimeter setting not received, use Buckhannon altimeter setting and increase all MDAs 100 feet. Rwy 23 helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climb to 6300 direct YUKNE and on track 195° to BEVFE and hold, continue climb-in hold to 6300.
----------	--	--

ASOS 119.275	CLARKSBURG APP CON ★ 121.15 284.65	CTAF 123.6	122.9 0
-----------------	---------------------------------------	---------------	---------



MISSED APCH FIX

BEVFE

021°

201°

7 NM

6300

YUKNE

tr 195°

BEVFE

Visual Segment - Obstacles.

MUHAP

TYGRT

ELUXY

3900

211°

5000

0.5

5.4 NM

6.4 NM

CATEGORY	A	B	C	D
LNAV MDA	3160-1¼ 1202 (1200-1¼)	3160-1½ 1202 (1200-1½)	3160-3 1202 (1200-3)	
CIRCLING	3160-1¼ 1173 (1200-1¼)	3160-1½ 1173 (1200-1½)	3720-3 1733 (1800-3)	NA

ELEV 1987

TDZE 1958

211°

4544 X 140

4501 X 75

0.6% UP

1.0% UP

2162 ☆

REIL Rwy 23 0

MIRL Rwy 5-23 0

ELKINS, WEST VIRGINIA
Orig-B 16JUL20

ELKINS/RANDOLPH COUNTY (JENNINGS RANDOLPH FLD) (EKN)
38°53'N-79°51'W

RNAV (GPS) RWY 23

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

ELKINS, WEST VIRGINIA

AL-128 (FAA)

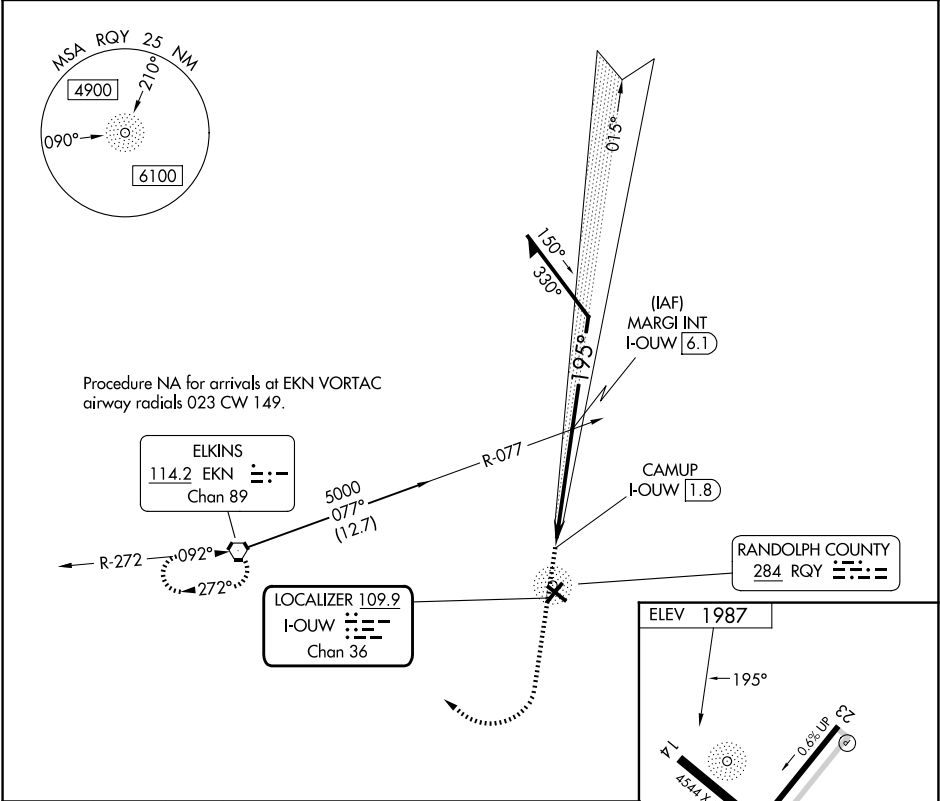
25275

LOC/DME I-OUW 109.9 Chan 36	APP CRS 195°	Rwy Ldg TDZE Apt Elev N/A N/A 1987
---	------------------------	--

ELKINS/
RANDOLPH COUNTY (JENNINGS RANDOLPH FLD)(EKN)
LDA-C

ADF REQUIRED	MISSED APPROACH: Climb to 5000 on RQY NDB 200° then climbing right turn to 5500 direct EKN VORTAC and hold.
-19°C	

ASOS 119.275	CLARKSBURG APP CON ★ 121.15 284.65	CTAF 123.6	122.9 0
------------------------	--	----------------------	----------------



5000

↑

RQY 200°

5500

↗

EKN

✈

MARGI INT

I-OUW

6.1

Remain within 10 NM

015°

5000

195°

4500

CAMUP

I-OUW

1.8

4.3 NM

CATEGORY	A	B	C	D
CIRCLING	3100-1¼ 1113 (1200-1¼)	3140-1½ 1153 (1200-1½)	3720-3 1733 (1800-3)	4020-3 2033 (2100-3)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

LOC

4501 X 75

1.140

1.0% UP

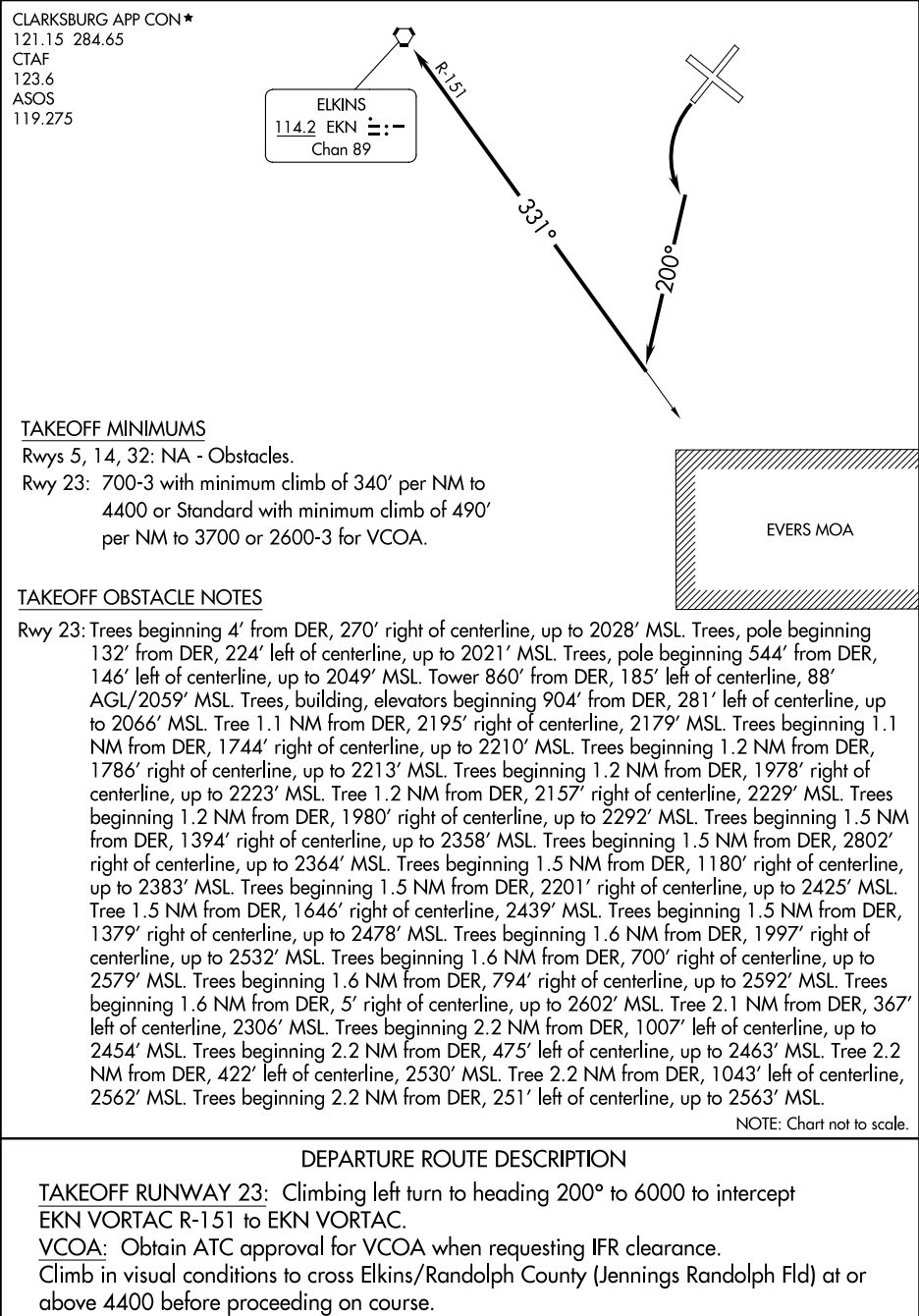
2162 ☆

REIL Rwy 23

MIRL Rwy 5-23

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026



NE-4, 03 SEP 2026 to 29 OCT 2026

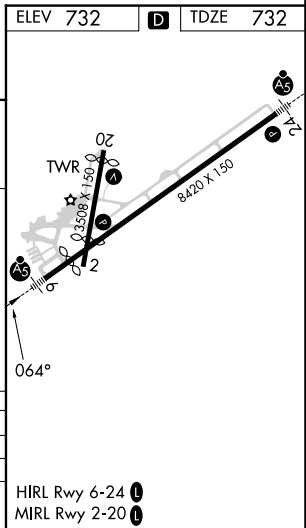
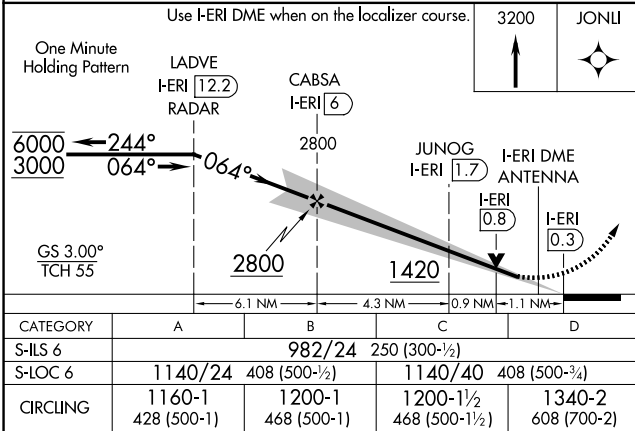
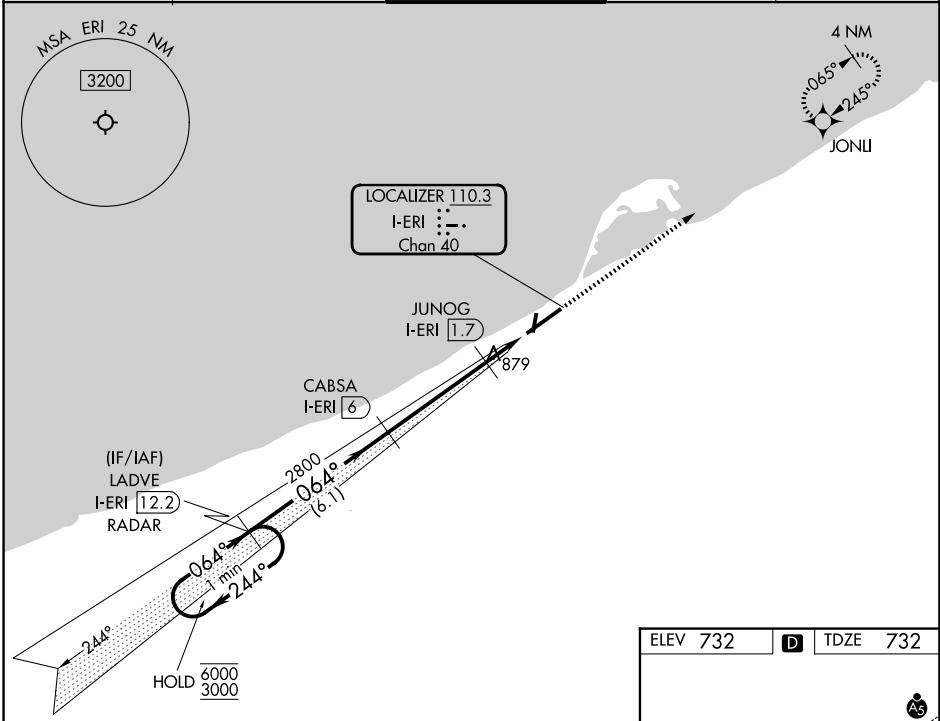
NE-4, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-ERI 110.3 Chan 40	APP CRS 064°	Rwy Ldg 7501 TDZE 732 Apt Elev 732
---	------------------------	---

ILS or LOC RWY 6
ERIE INTL/TOM RIDGE FLD (ERI)

DME required. RADAR required for procedure entry. RNP APCH - GPS.		MALSRL	MISSED APPROACH: Climb to 3200 direct JONLI and hold.
Circling to Rwy 2, 20 NA at night. Circling NA southeast of Rwy 6-24. Autopilot coupled approach NA below 1580. For inop ALS, increase S-LOC 6 Cats C and D visibility to RVR 6000.			

ATIS 120.35	BUFFALO APP CON* 121.0 257.8	ERIE TOWER* 118.1 (CTAF) 257.8	GND CON 121.9	UNICOM 122.95
-----------------------	--	---	-------------------------	-------------------------



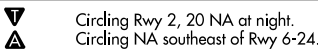
NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

26134

ILS or LOC RWY 24
ERIE INTL/TOM RIDGE FLD (ERI)

MISSED APPROACH: Climb to 3000 direct LADVE and hold (GPS required).



3000 LADVE

↑

* LOC only.

YUYXI I-AYW 4.1

DEFJO I-AYW 6.6

JONLI I-AYW 13.1

064° → 5200

← 244° 3200

GS 3.00° TCH 55

1 NM 1.6 NM 2.5 NM 6.5 NM

CATEGORY	A	B	C	D
S-ILS 24		942/24	212 (300-½)	
S-LOC 24	1120/24	390 (400-½)	1120/35	390 (400-¾)
CIRCLING	1160-1 428 (500-1)	1200-1 468 (500-1)	1200-1½ 468 (500-1½)	1340-2 608 (700-2)

ERIE INTL/TOM RIDGE FLD (ERI)
ILS or LOC RWY 24

WAAS CH 77612 W06A	APP CRS 064°	Rwy Ldg 7501 TDZE 732 Apt Elev 732
--	------------------------	---

RNAV (GPS) RWY 6

ERIE INTL/TOM RIDGE FLD (ERI)

RNP APCH - GPS.

Circling NA southeast of Rwy 6-24. Circling Rwy 2, 20 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LNAV Cats C and D visibility to 1½ SM.

MALSR

MISSED APPROACH:
Climb to 3200 direct JONLI and hold.

ATIS 120.35	BUFFALO APP CON★ 121.0 257.8	ERIE TOWER★ 118.1 (CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95
-----------------------	--	--	-------------------------	-------------------------

ELEV 732

D TDZE 732

4 NM Holding Pattern

LADVE

6000

3000

GP 3.00°

TCH 55

CABSA

2800

JUNOG

2 NM to RW06

1.4 NM to RW06

RW06

3200

JONLI

6.1 NM

4.3 NM

0.6 NM

1.4 NM

CATEGORY	A	B	C	D
LPV DA	982/24 250 (300-½)			
LNAV/VNAV DA	1256/55 524 (600-1)			
LNAV MDA	1220/24	488 (500-½)	1220/50	488 (500-1)
CIRCLING	1220-1	488 (500-1)	1220-1½ 488 (500-1½)	1340-2 608 (700-2)

HIRL Rwy 6-24 1

MIRL Rwy 2-20 1

NE-4, 03 SEP 2026 to 29 OCT 2026

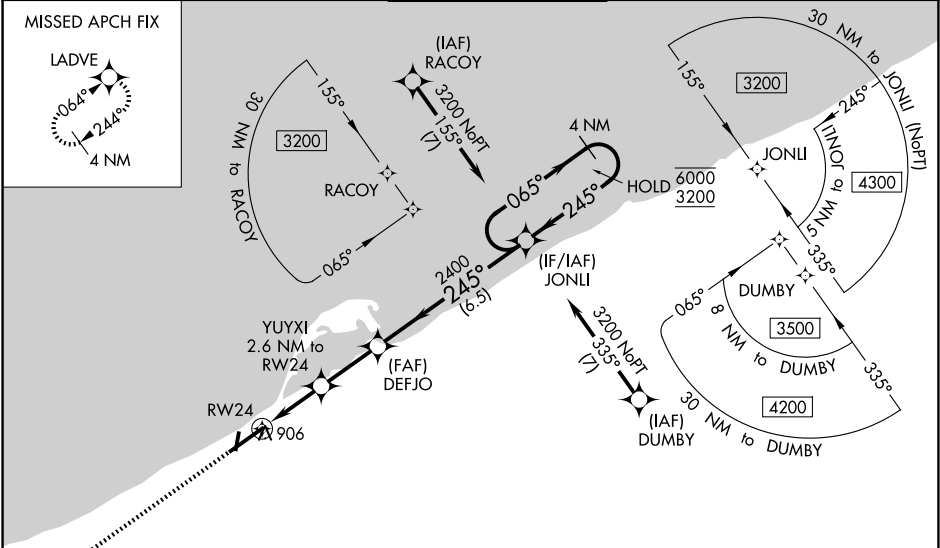
NE-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 86812 W24A	APP CRS 245°	Rwy Ldg TDZE 730 Apt Elev 732
--	------------------------	---

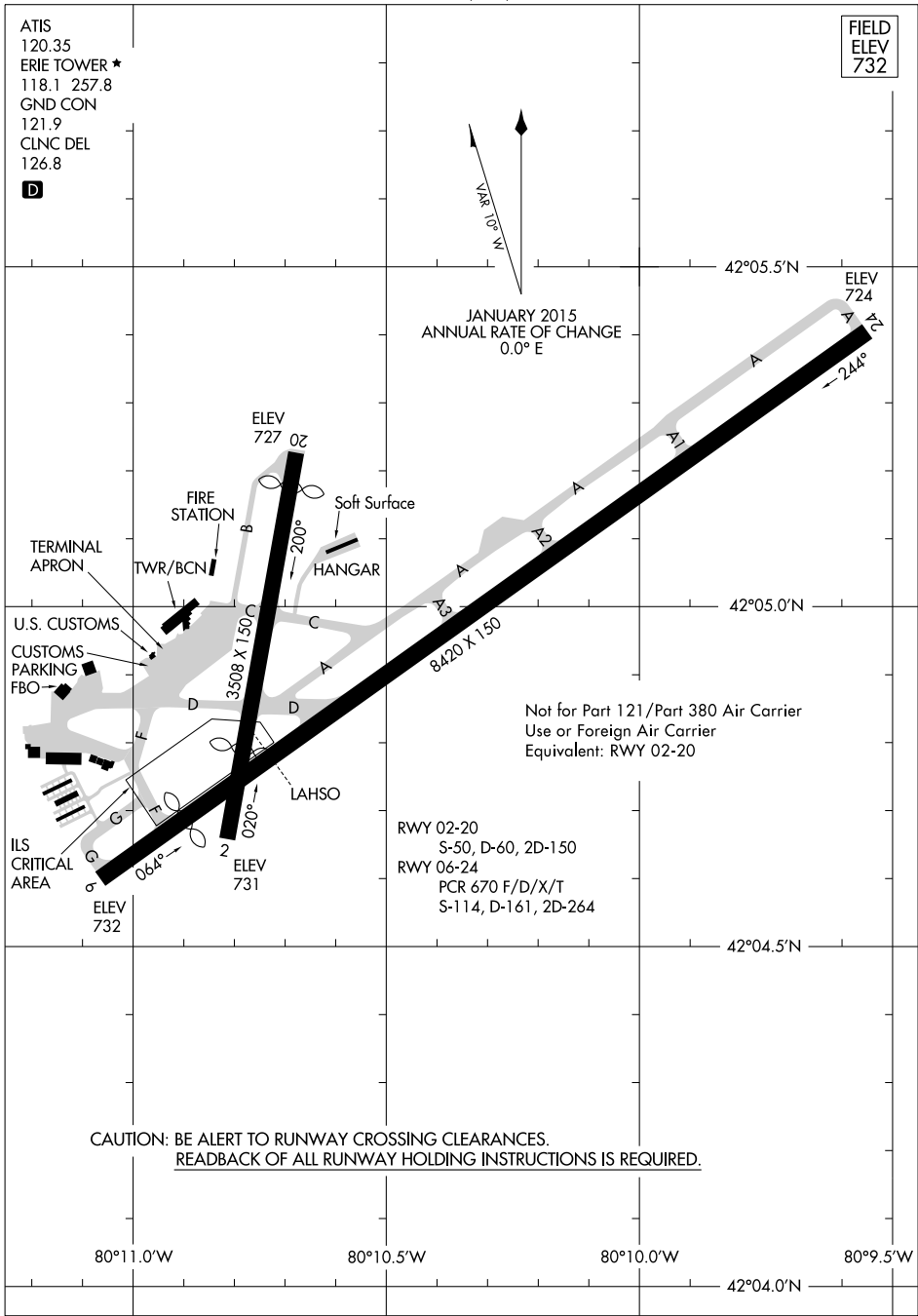
RNAV (GPS) RWY 24
ERIE INTL/TOM RIDGE FLD (ERI)

RNP APCH - GPS.		MALSR 	MISSED APPROACH: Climb to 3000 direct LADVE and hold.
 Circling to Rwy 2 and 20 NA at night. Circling NA southeast of Rwy 6-24.  For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS increase LNAV/VNAV all Cats visibility to RVR 6000.			

ATIS 120.35	BUFFALO APP CON ★ 121.0 257.8	ERIE TOWER ★ 118.1 (CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95
-----------------------	---	---	-------------------------	-------------------------



3000 LADVE					ELEV 732 D TDZE 730				
3000 LADVE 3000 LADVE 3000									



NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

APP CRS
051°

Rwy Idg
2500

TDZE
1209

Apt Elev
1209

RNAV (GPS) RWY 4

SEAMANS FLD (9N3)

▼

▲ NA

DME/DME RNP-0.3 NA.
Obtain local altimeter setting on CTAF; when not received,
use Wilkes-Barre/Scranton Intl altimeter setting.
VDP NA when using Wilkes-Barre/Scranton Intl altimeter setting.

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

WILKES-BARRE APP CON
120.95 256.7

UNICOM
122.7 (CTAF) 0

The main chart displays the RNAV (GPS) RWY 4 approach. Key features include:

- Initial Descent:** From 2289 ft, descend to 2851 ft (142°/10.4°) and then to 2808 ft (086°/12.2°).
- LOPEZ (IF/IAF):** A 4 NM holding pattern at 251°/071°.
- CEMUS (FAF):** 4000 ft (071°/5.2°).
- FENUN:** 2.6 NM to RWY 04.
- Final Approach:** 5000 ft (322°/1.6°) to RWY 04.
- Obstacles:** 2145 ft, 2216 ft, 21567 ft, 2356 ft, 2729 ft, 2160 ft.
- MSA:** 4000 ft MSA for RWY 04 2.5 NM.
- Wilkes-Barre LVZ:** Visual Landing Zone.

ELEV 1209 | TDZE 1209

LRL Rwy 4-22 0

4 NM Holding Pattern			
LOPEZ CEMUS			
4000 251° 071° 4000 051° FENUN 2.6 NM to RWY 04 1.1 NM to RWY 04 RWY 04			
3.49° TCH 40 2180			
5.2 NM 4.9 NM 1.5 NM 1.1			
CATEGORY	A	B	C D
LNAV MDA	1640-1	431 (500-1)	NA
CIRCLING	1720-1 511 (600-1)	1780-1 571 (600-1)	NA
WILKES-BARRE/SCRANTON INTL ALTIMETER SETTING MINIMUMS			
LNAV MDA	1720-1	511 (600-1)	NA
CIRCLING	1800-1 591 (600-1)	1860-1 651 (700-1)	NA

FACTORYVILLE, PENNSYLVANIA

Orig-A 14JUL22

41°35'N-75°45'W

95

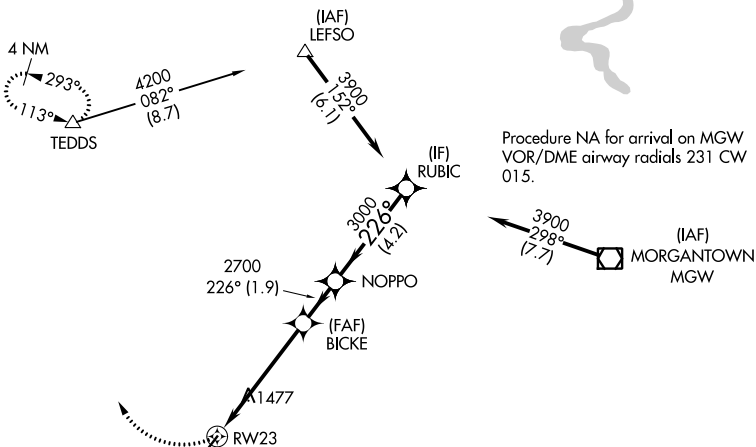
SEAMANS FLD (9N3)

RNAV (GPS) RWY 4

RNAV (GPS) RWY 23

T	Procedure NA at night.
A _{NA}	Rwy 23 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 4000 direct TEDDS and hold.

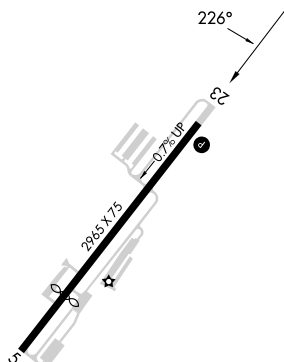
UNICOM
122.8 (CTAF) **L**

Procedure NA for arrival on MGW
VOR/DME airway radials 231 CW
015.

MSA RW23 25 NM

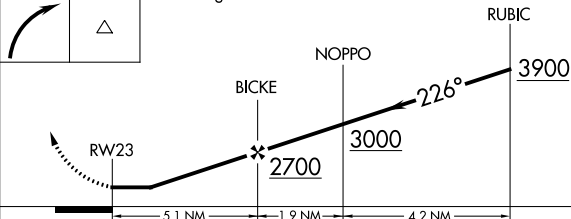
4500

TDZE 1032



REIL Rwy 23 **L**
MIRL Rwy 5-23 **L**

4000	TEDDS	Visual Segment - Obstacles.
------	-------	-----------------------------



CATEGORY	A	B	C	D
LNAV MDA	1840-1 808 (900-1)	1840-1¼ 808 (900-1¼)	1840-2½ 808 (900-2½)	NA
CIRCLING	1840-1 808 (900-1)	1840-1¼ 808 (900-1¼)	2020-3 988 (1000-3)	NA

FAIRMONT MUNI-FRANKMAN FLD (4G7)

39°27'N-80°10'W

RNAV (GPS) RWY 23

NE-4, 03 SEP 2026 to 29 OCT 2026

APP CRS
138°

Rwy Ldg
TDZE
Apt Elev
N/A
N/A
1236

RNAV (GPS)-A

FINLEYVILLE AIRPARK (G05)

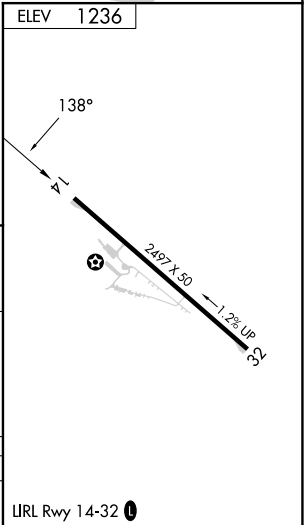
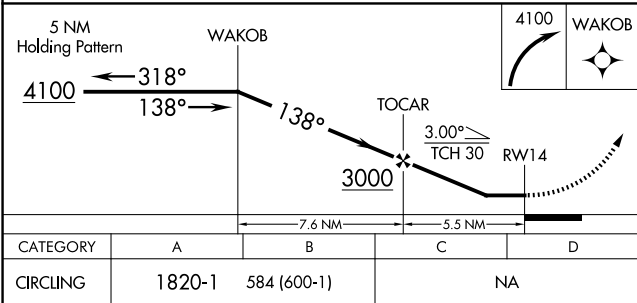
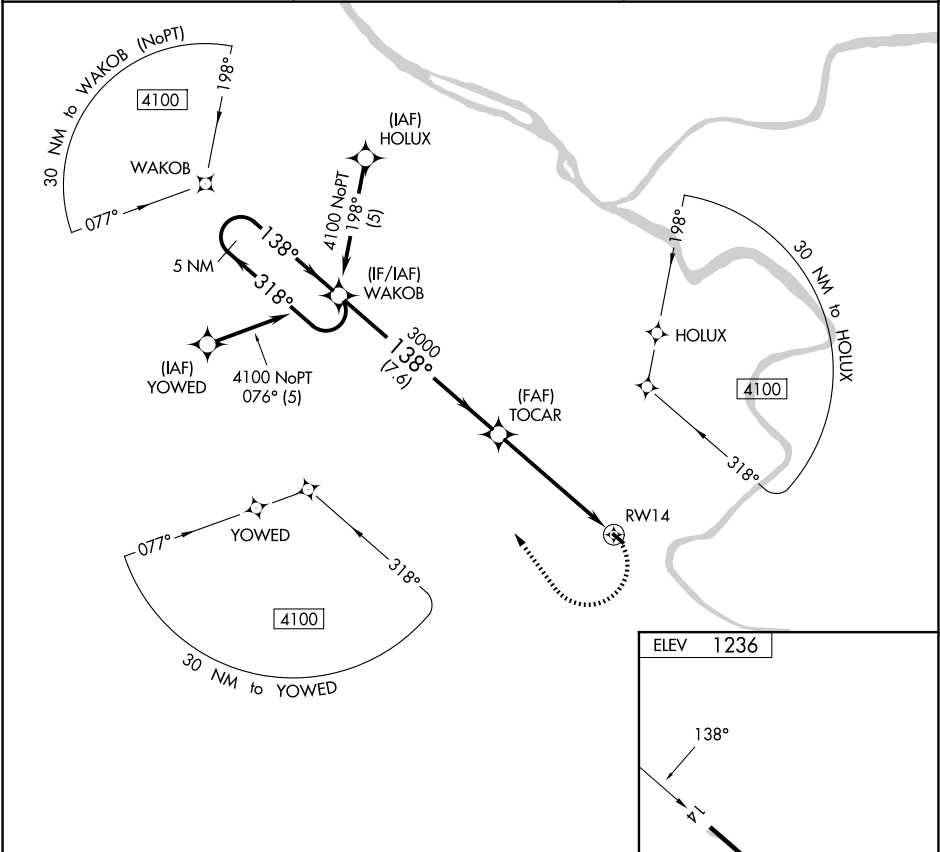
▼

▲ NA

DME/DME RNP-0.3 NA. Procedure NA at night. Rwy 14 helicopter visibility reduction below 1 SM NA. Use Allegheny County altimeter setting; when not received, use Pittsburgh Intl altimeter setting and increase all MDA 40 feet.

MISSED APPROACH:
Climbing right turn to 4100
direct WAKOB and hold.

AGC ASOS 120.55	PITTSBURGH APP CON 119.35 285.575	UNICOM 123.0 (CTAF) 0
---------------------------	---	---------------------------------



ILS or LOC RWY 21
VENANGO RGNL (FKL)

MISSED APPROACH: Climb to 2200 then climbing right turn to 3400 direct FKL VOR and hold, continue climb-in-hold to 3400.

Circling Rwy 12 NA at night.

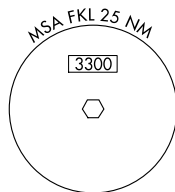
UNICOM
122.7 (CTAF) **L**

Diagram illustrating a flight profile (S-ILS-21) with the following parameters:

- Altitudes:** 2200, 3400, 3200, 3400
- Bearing:** 207°
- Distances:** 5 NM, 6.9 NM
- Waypoints/Labels:** AYUSU INT, DACCA/RADAR, GS 3.00° TCH 55°
- Legend:**
 - 2200: Straight line
 - 3400: Curved line
 - FKL: Hexagon symbol

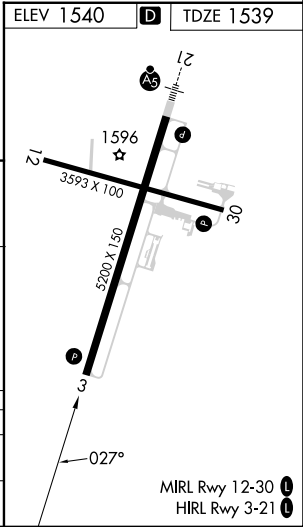
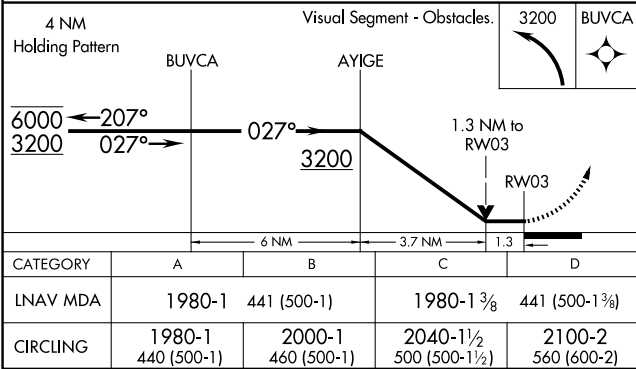
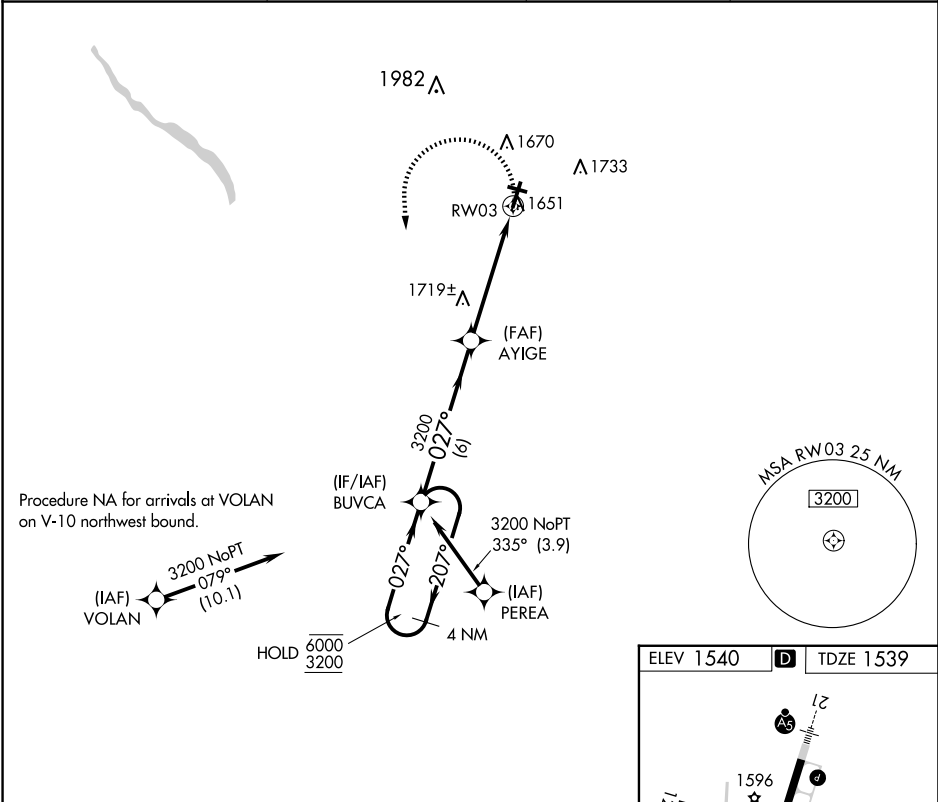
VENANGO RGNL (FKL)
ILS or LOC RWY 21

APP CRS	Rwy Idg	5200
027°	TDZE	1539
	Apt Elev	1540

RNAV (GPS) RWY 3
VENANGO RGNL (FKL)

RNP APCH.	MISSED APPROACH: Climbing left turn to 3200 direct BUVCA and hold.
Rwy 3 helicopter visibility reduction below ¾ SM NA. Circling Rwy 12 NA at night.	

AWOS-3PT 118.175	YOUNGSTOWN APP CON ★ 126.25 322.3	CLNC DEL 126.25	UNICOM 122.7 (CTAF) 0
---------------------	--------------------------------------	--------------------	--------------------------



NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 21
VENANGO RGNL (FKL)

MISSED APPROACH:
Climb to 3400 direct
BUVCA and hold.

UNICOM

122.7 (CTAF)



MIRL Rwy 12-30 **L**
HIRL Rwy 3-21 **L**

3400	BUVCA
	

* LNAV only.

*1 NM TO

AYUSU

DACCA

4 NM
Holding Pattern
$$\begin{array}{r} 027^\circ \rightarrow \\ \hline -207^\circ \end{array} \quad \underline{3400}$$

GP 3.00°
TCH 55

VENANGO RGNL (FKL)

RNAV (GPS) RWY 21

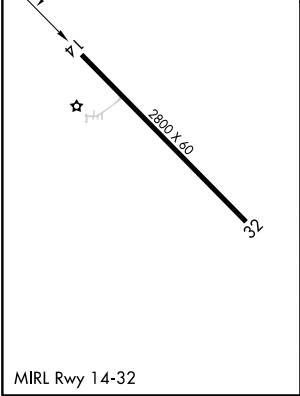
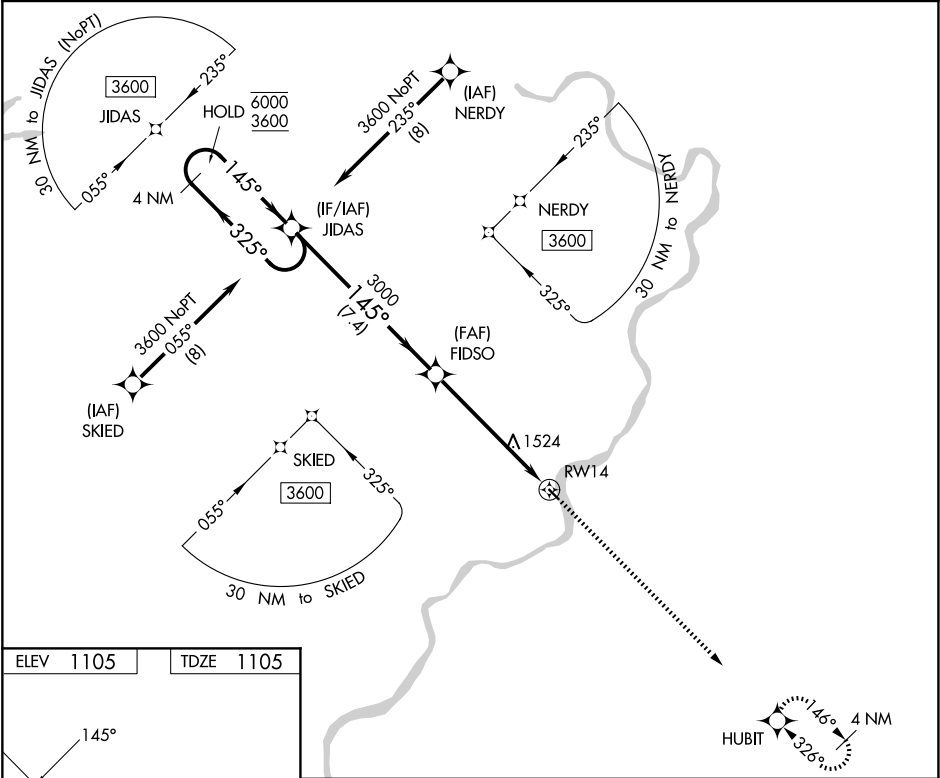
WAAS CH 97343 W14A	APP CRS 145°	Rwy Ldg TDZE 1105 Apt Elev 1105
--	------------------------	---

RNAV (GPS) RWY 14

MCVILLE (6P7)

RNP APCH. ▼ Procedure NA at night. Rwy 14 helicopter visibility reduction below 1 SM NA. Use Pittsburgh/Butler Rgnl altimeter setting.	MISSED APPROACH: Climb to 4000 direct HUBIT and hold.
--	---

BTP AWOS-3PT 121.45	JOHNSTOWN APP CON ★ 121.2	UNICOM 123.0 (CTAF)
-------------------------------	-------------------------------------	-------------------------------



4 NM Holding Pattern		JIDAS	Visual Segment - Obstacles.		4000	HUBIT
6000 ← 325°		3600 → 145°	145°	FIDSO	3000	RW14
		7.4 NM		5.8 NM		
CATEGORY		A	B	C	D	
LP MDA		1840-1	735 (800-1)	NA		
LNAV MDA		1840-1	735 (800-1)	NA		
CIRCLING		1860-1 755 (800-1)	1880-1 775 (800-1)	NA		

FREEPORT, PENNSYLVANIA

AL-11585 (FAA)

25219

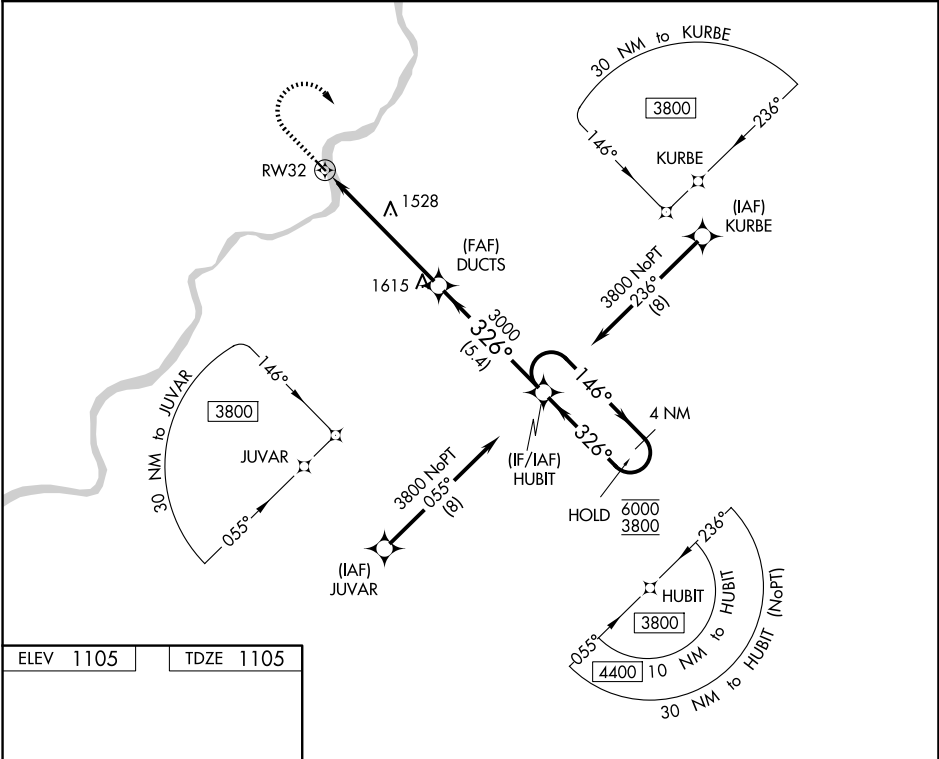
WAAS CH 50143 W32A	APP CRS 326°	Rwy Ldg TDZE Apt Elev	2800 1105 1105
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 32

MCVILLE (6P7)

RNP APCH.	MISSED APPROACH: Climb to 2200 then climbing right turn to 4000 direct HUBIT and hold.
▼ Procedure NA at night. Rwy 32 helicopter visibility reduction below 1 SM NA. Use Pittsburgh/Butler Rgnl altimeter setting.	

BTP AWOS-3PT 121.45	JOHNSTOWN APP CON ★ 121.2	UNICOM 123.0 (CTAF)
-------------------------------	-------------------------------------	-------------------------------



ELEV 1105	TDZE 1105
MIRL Rwy 14-32	
Visual Segment - Obstacles.	
2200 4000 HUBIT	
DUCTS	
RW32	
3000	
5.8 NM 5.4 NM	
HUBIT	
146° 326°	
6000 3800	
4 NM Holding Pattern	
CATEGORY	A B C D
LP MDA	1840-1 735 (800-1) NA
LNAV MDA	1840-1 735 (800-1) NA
CIRCLING	1860-1 755 (800-1) 1880-1 775 (800-1) NA

FREEPORT, PENNSYLVANIA
Orig 08NOV18

40°44'N-79°36'W

RNAV (GPS) RWY 32

MCVILLE (6P7)

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

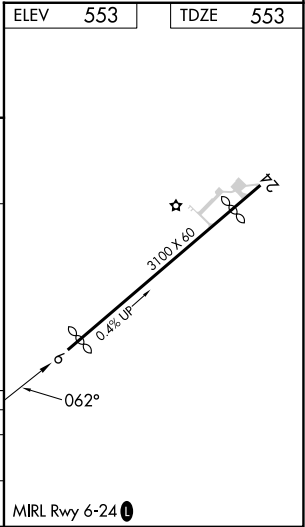
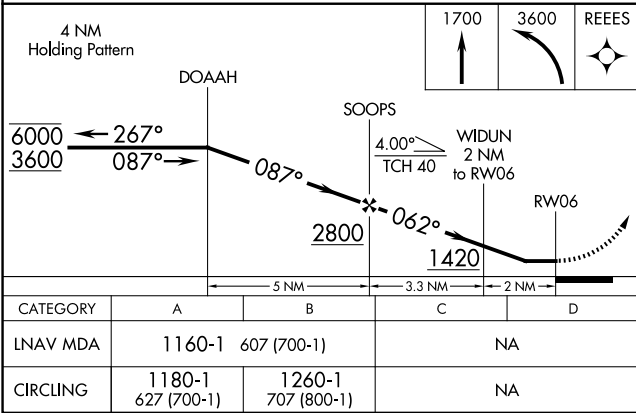
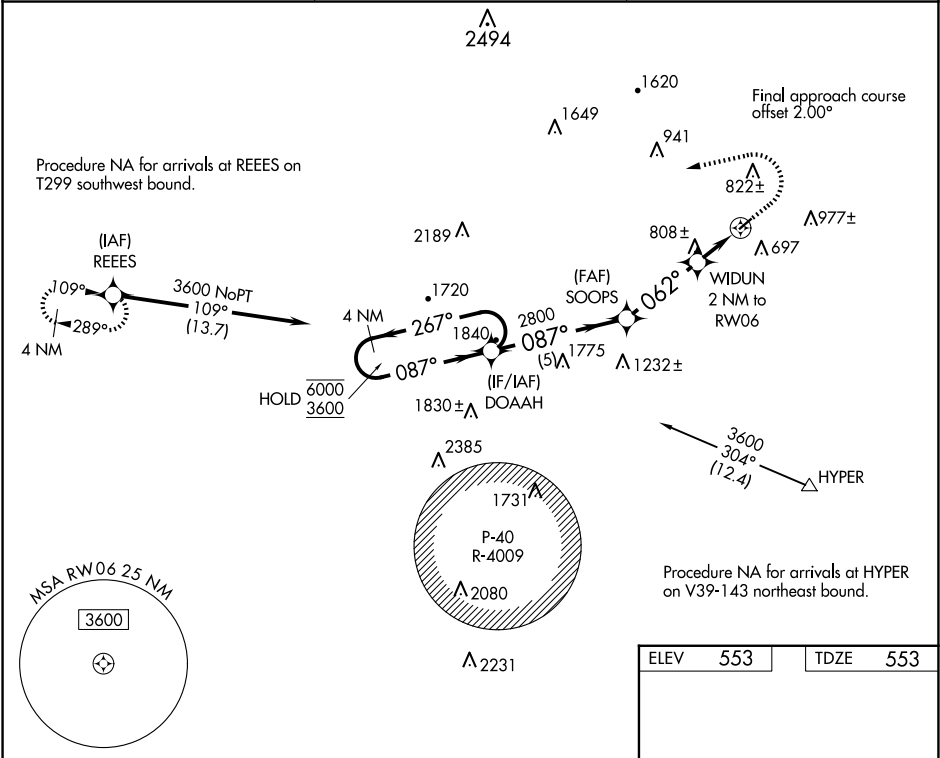
APP CRS	Rwy Ldg	2935
062°	TDZE	553
	Apt Elev	553

RNAV (GPS) RWY 6

GETTYSBURG RGNL (W05)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1700 then climbing left turn to 3600 direct REEES and hold.
▼ Rwy 6 helicopter visibility reduction below 1 SM NA. ▲ NA Use HGR altimeter setting. Procedure NA at night.	

HGR ASOS 126.375	POTOMAC APP CON 126.825 239.025	CTAF 122.90
---------------------	------------------------------------	----------------



NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

GETTYSBURG, PENNSYLVANIA

AL-10249 (FAA)

25163

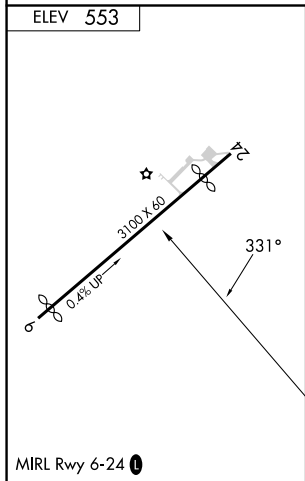
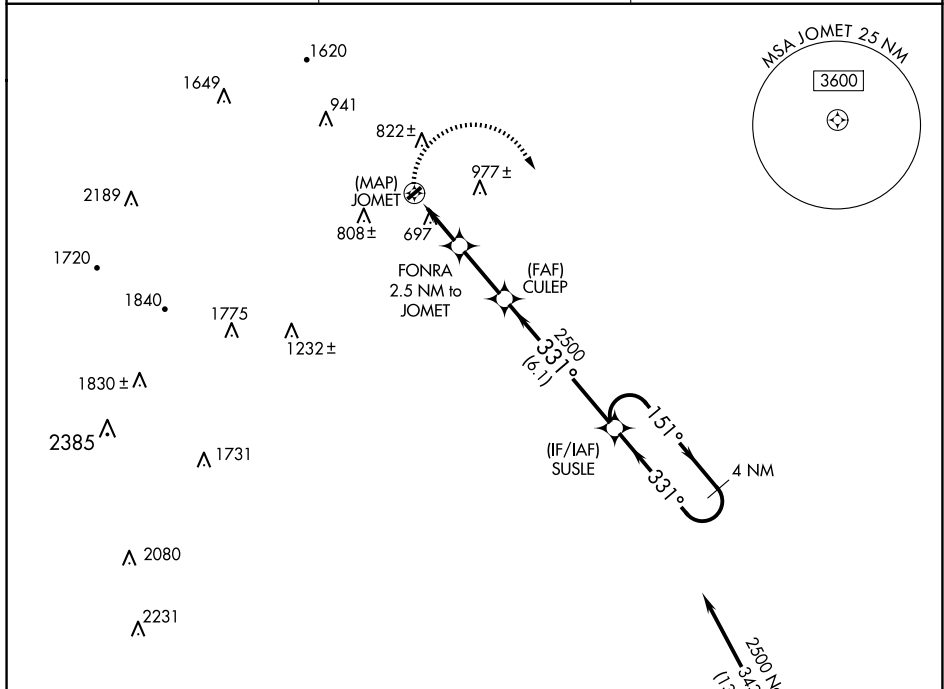
APP CRS	Rwy Ldg	NA
331°	TDZE	NA
	Apt Elev	553

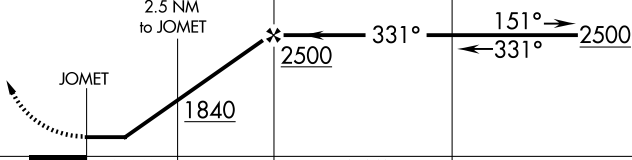
RNAV (GPS)-A

GETTYSBURG RGNL (W05)

 NA	DME/DME RNP-0.3 NA. Procedure NA at night. Use Hagerstown, MD. altimeter setting.	MISSED APPROACH: Climbing right turn to 2500 direct SUSLE and hold.
--	---	--

HGR ASOS 126.375	POTOMAC APP CON 126.825 239.025	CTAF 122.90
----------------------------	---	-----------------------



Procedure NA for arrivals at EMI VORTAC via airway radials 295 CW 003.			
2500	SUSLE	CULEP	SUSLE 4 NM Holding Pattern
			
CATEGORY	A	B	C D
CIRCLING	1200-1 647 (700-1)	1280-1 727 (800-1)	NA

GETTYSBURG, PENNSYLVANIA
Orig-A 20MAY21

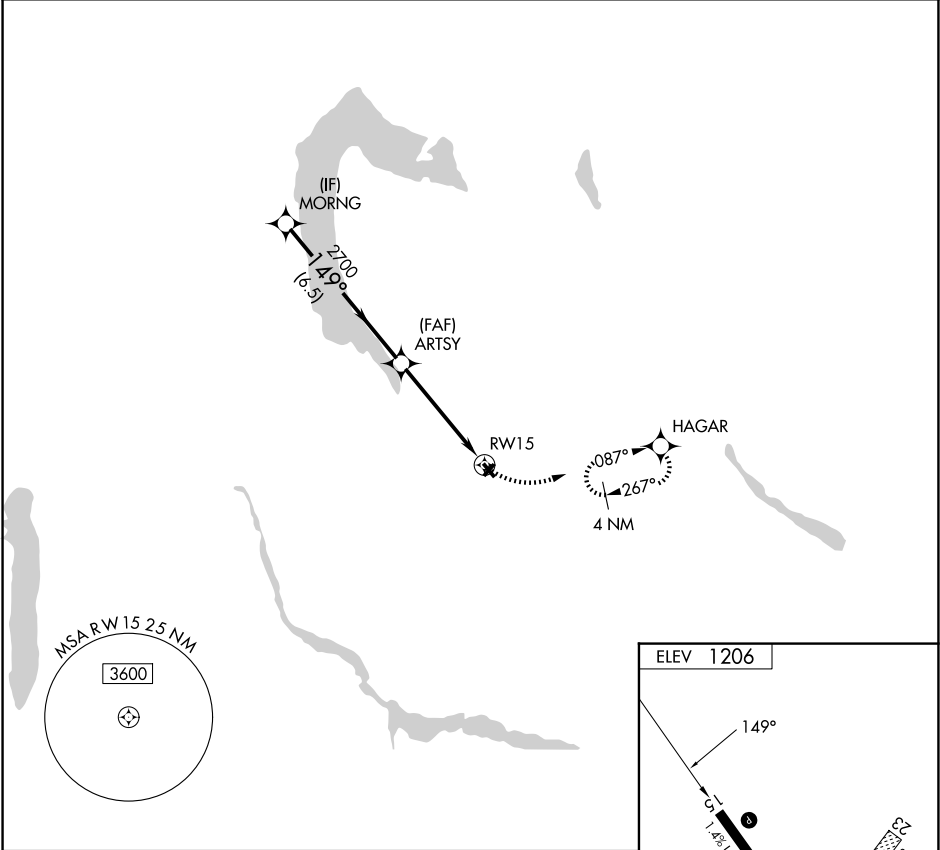
39°50'N-77°16'W

GETTYSBURG RGNL (W05)
RNAV (GPS)-A

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

APP CRS 149°	Rwy Ldg TDZE Apt Elev	N/A N/A 1206	RNAV (GPS)-B GREENVILLE MUNI (4G1)	
RNP APCH.			MISSED APPROACH: Climbing left turn to 2900 direct HAGAR and hold.	
YNG ASOS 123.75		YOUNGSTOWN APP CON ★ 133.95 322.3		UNICOM 122.8 (CTAF) 0



MORNG		ARTSY		2900	HAGAR
2700		2700		RW15	
149°		3.00°		TCH 43	
6.5 NM		4.7 NM			
CATEGORY	A	B	C	D	
CIRCLING	1740-1 534 (600-1)	1840-1 634 (700-1)	NA		

REIL Rwy 15 and 33 **0**

MIRL Rwy 15-33 **0**

GROVE CITY, PENNSYLVANIA

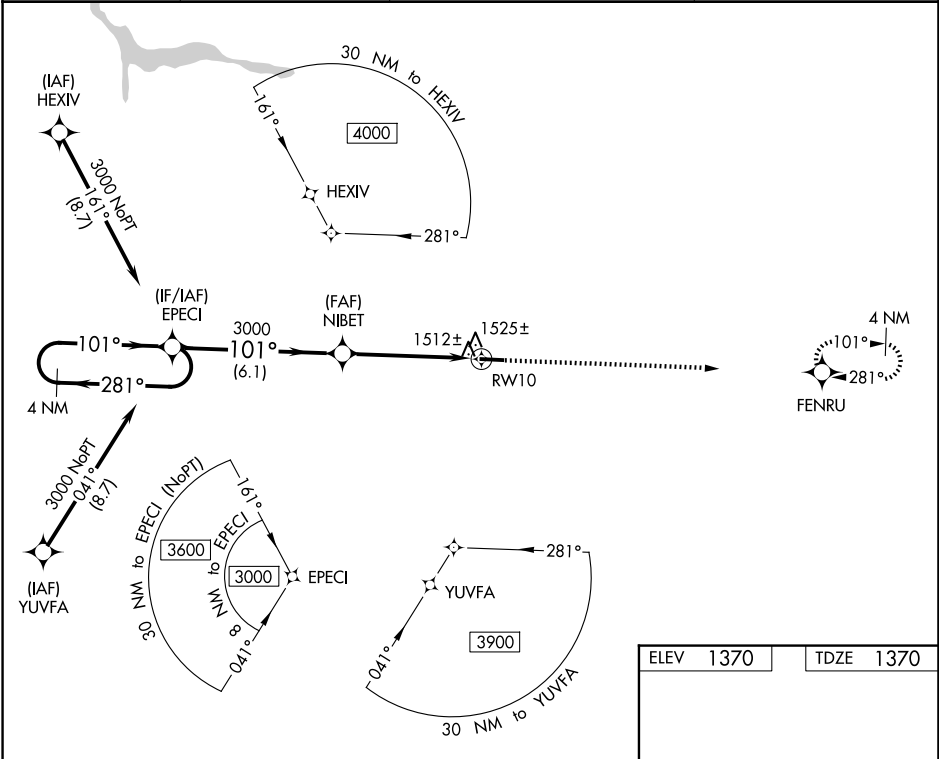
AL-6327 (FAA)

26190

WAAS CH 50432 W10A	APP CRS 101°	Rwy Ldg TDZE Apt Elev	4500 1370 1370
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 10
GROVE CITY (29D)

RNP APCH.		MISSED APPROACH: Climb to 4000 direct FENRU and hold	
▼ ▲ NA Use Franklin altimeter setting; when not received, use New Castle altimeter setting.			
AWOS-AV 122.725	FKL AWOS-3PT 118.175	YOUNGSTOWN APP CON★ 133.95 322.3	UNICOM 122.725 (CTAF) 0



4 NM Holding Pattern		EPECI	NIBET	4000	FENRU
3000 ← 281° 101° →		101° →	3000	3.00° TCH 40	101°
VGSI and descent angles not coincident (VGSI Angle 3.80/TCH 37).		6.1 NM	5 NM	RW10	4500 X 75 1.6% UP
CATEGORY	A	B	C	D	
LP MDA	1840-1	470 (500-1)	NA		
LNAV MDA	1860-1	490 (500-1)	NA		
CIRCLING	1920-1	550 (600-1)	NA		

GROVE CITY, PENNSYLVANIA

Amdt 1B 13SEP18

41°09'N - 80°10'W

RNAV (GPS) RWY 10
GROVE CITY (29D)

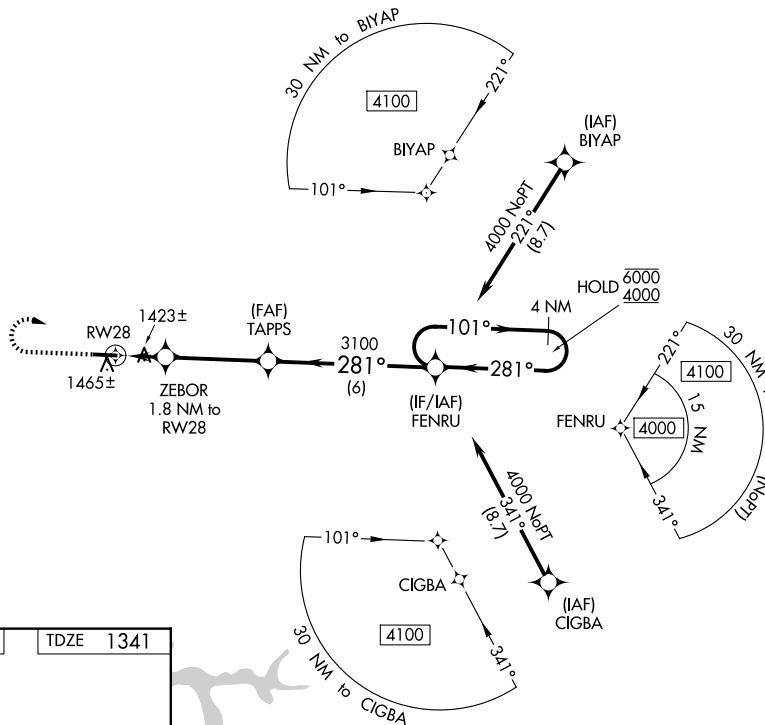
26190

RNAV (GPS) RWY 28
GROVE CITY (29D)

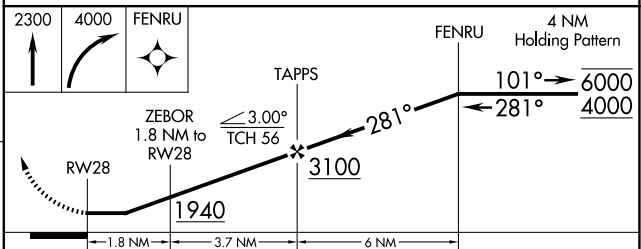
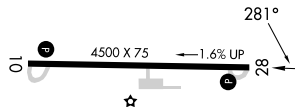
T Rwy 28 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
A NA Use Franklin altimeter setting; when not received, use New Castle altimeter setting.

MISSED APPROACH: Climb to 2300 then climbing right turn to 4000 direct FENRU and hold.

AWOS-AV 122.725	FKL AWOS-3PT 118.175	YOUNGSTOWN APP CON★ 133.95 322.3	UNICOM 122.725 (CTAF) 0
---------------------------	--------------------------------	--	--



ELEV 1370		TDZE 1341
-----------	--	-----------



CATEGORY	A	B	C	D
LP MDA	1760-1	419 (400-1)	NA	
LNAV MDA	1800-1	459 (500-1)	NA	
CIRCLING	1920-1	550 (600-1)	NA	

REIL Rwy 10 and 28
MIRI Rwy 10-28

Amdt 1C 19MAY22

GROVE CITY (29D)
RNAV (GPS) RWY 28

WAAS CH 70610 W08A	APP CRS 082°	Rwy Ldg TDZE Apt Elev	5000 342 347
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 8
CAPITAL CITY (CXY)

RNP APCH - GPS.

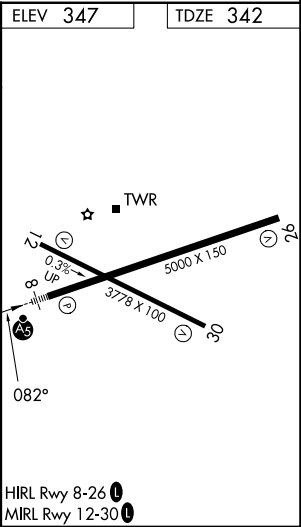
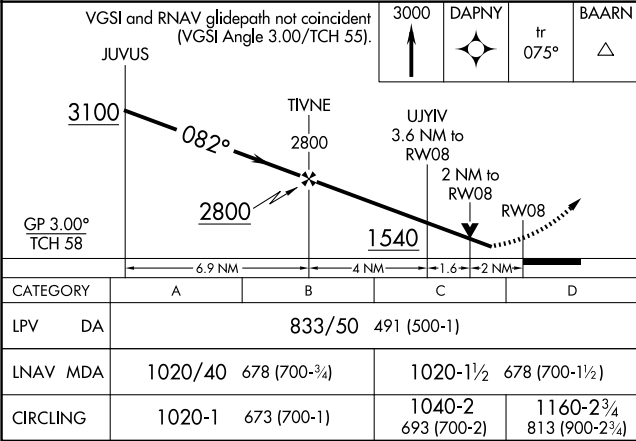
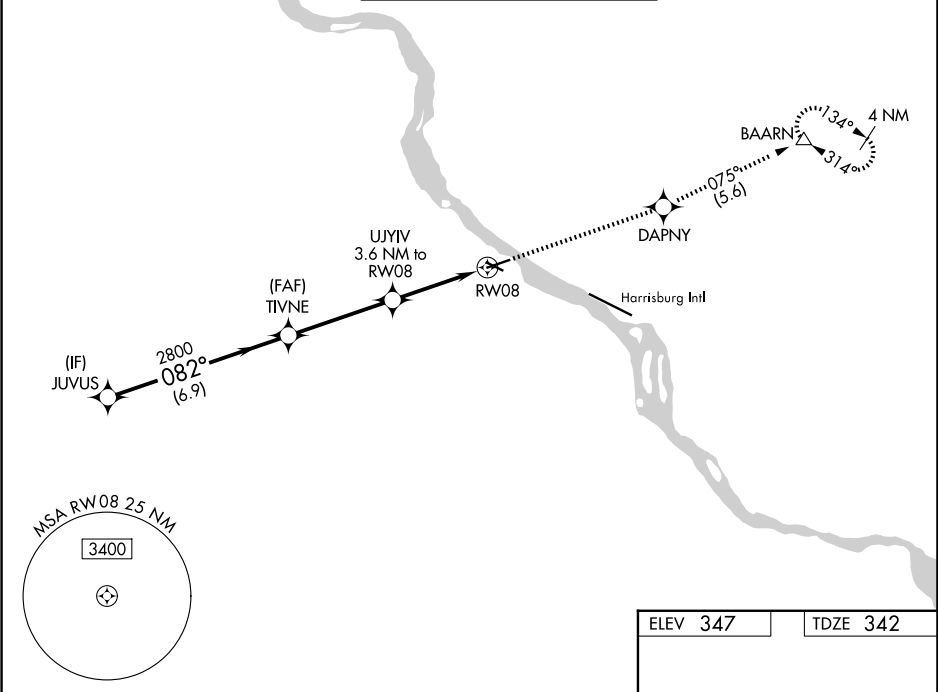
▼ Rwy 8 helicopter visibility reduction below RVR 4000 NA. Circling NA south of Rwy 8-26. Circling Rwy 12 NA at night. For inop ALS, increase LPV all Cats visibility to 1½ SM and increase LNAV Cats A and B visibility to RVR 5500 and Cats C and D visibility to 1½ SM.

MALSRL



MISSED APPROACH: Climb to 3000 direct DAPNY and on track 075° to BAARN and hold, continue climb-in-hold to 3000.

ATIS 134.95	HARRISBURG APP CON 124.1 273.525	CAPITAL CITY TOWER ★ 119.5 (CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95
-----------------------	--	---	-------------------------	-------------------------



NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

HARRISBURG, PENNSYLVANIA

AL-187 (FAA)

26190

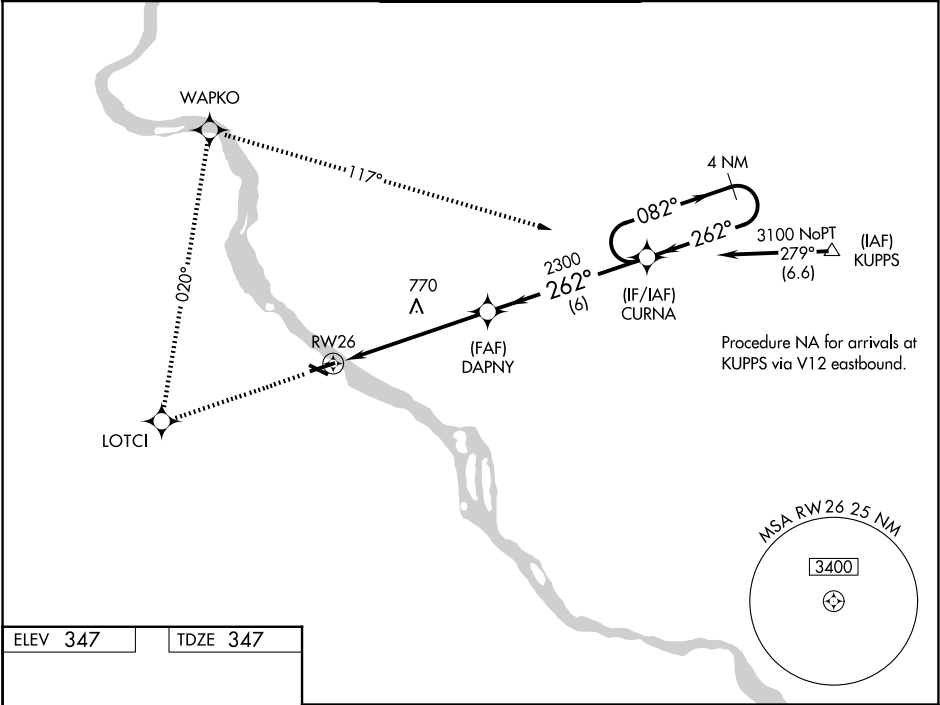
WAAS CH 86800 W26A	APP CRS 262°	Rwy Ldg TDZE 347 Apt Elev 347
--	------------------------	---

RNAV (GPS) RWY 26

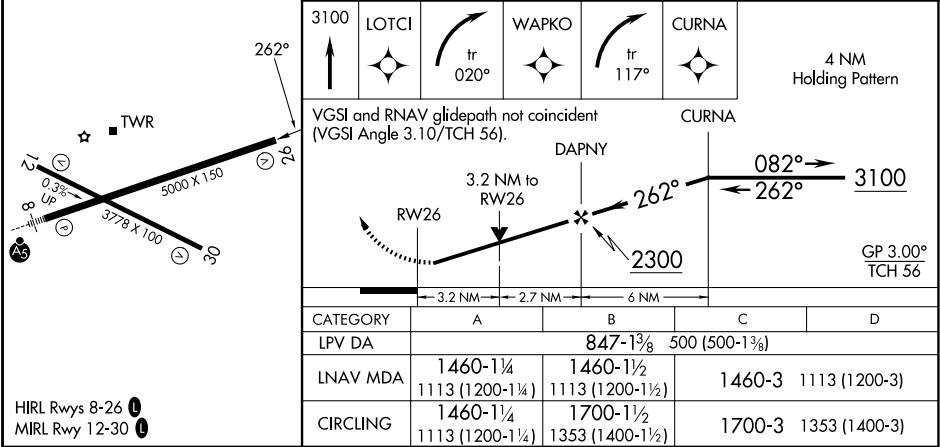
CAPITAL CITY (CXY)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3100 direct LOTCI and right turn via 020° track to WAPKO and right turn 117° track to CURNA and hold.
▼ When local altimeter setting not received, use Harrisburg Intl altimeter setting. Circling Rwy 12 NA at night. Rwy 26 helicopter visibility reduction below ¾ SM NA. Circling NA south of Rwy 8-26. VDP NA when using Harrisburg Intl altimeter setting.	

ATIS 134.95	HARRISBURG APP CON 124.1 273.525	CAPITAL CITY TOWER ★ 119.5 (CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95
-----------------------	--	---	-------------------------	-------------------------



ELEV 347	TDZE 347
-----------------	-----------------



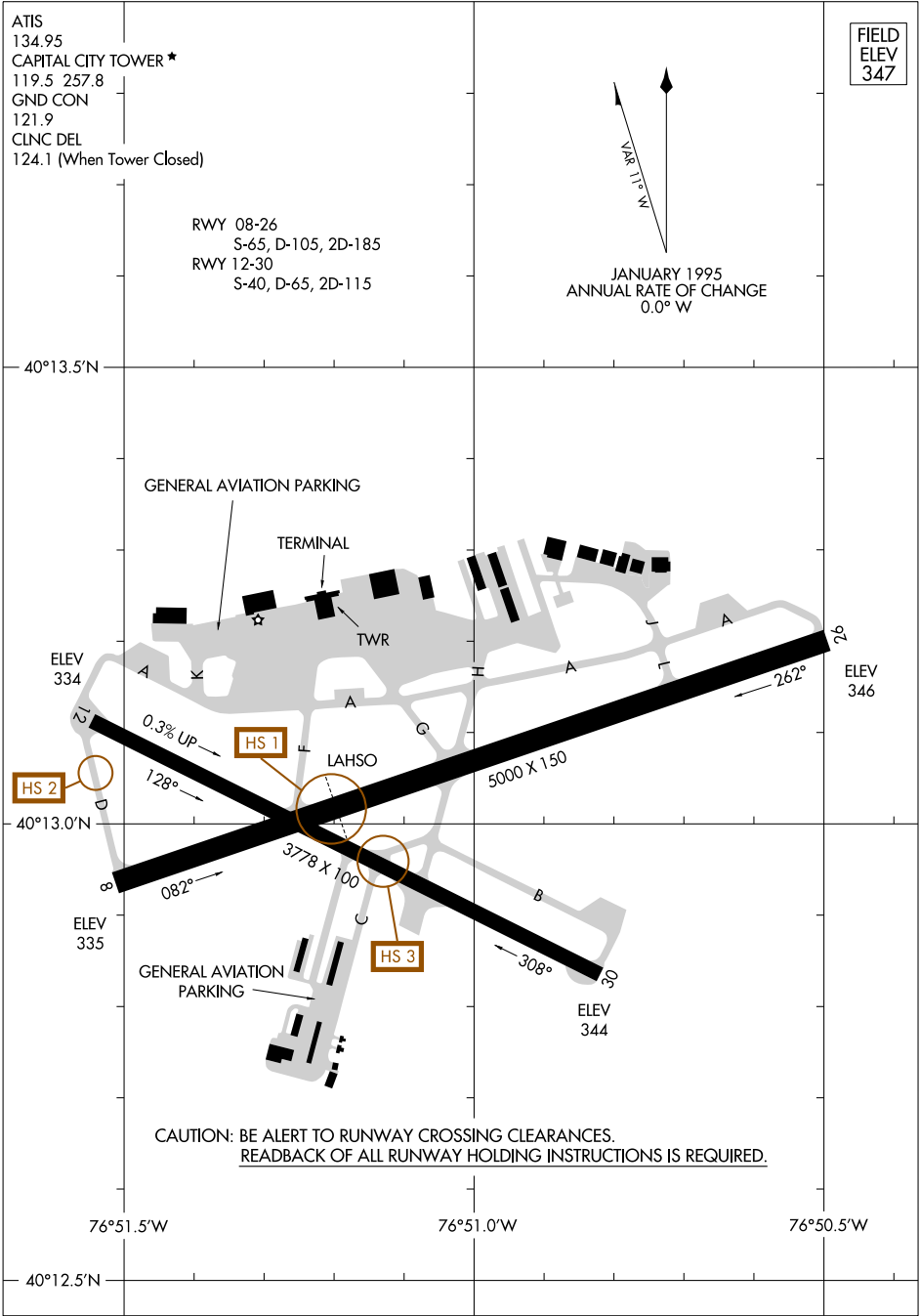
HARRISBURG, PENNSYLVANIA
Orig-D 13JUL23

40°13'N-76°51'W

RNAV (GPS) RWY 26

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026



HARRISBURG, PENNSYLVANIA

AL-188 (FAA)

26246

LOC I-MDT 110.9	APP CRS 128°	Rwy Ldg 8070 TDZE 308 Apt Elev 310
---------------------------	------------------------	--

ILS or LOC RWY 13

HARRISBURG INTL (MDT)

⚠ Circling NA south of Rwy 13-31.
❄ -16°C

ALSF-2

MISSED APPROACH: Climb to 900 then climbing left turn to 3000 on heading 070° and on ETX VOR/DME R-253 to KUPPS INT/ETX 39.3 DME and hold.

ATIS 118.8	HARRISBURG APP CON (080°-179°) 126.45 281.525 (180°-329°) 124.1 273.525 (330°-079°) 118.25 269.45	HARRISBURG INTL TOWER 124.8 269.35	GND CON 121.7 348.6
----------------------	---	--	-------------------------------

ALTERNATE MISSED APCH FIX

HARRISBURG HAR 115.35 Chan 100 (Y)

R-281 101° 281°

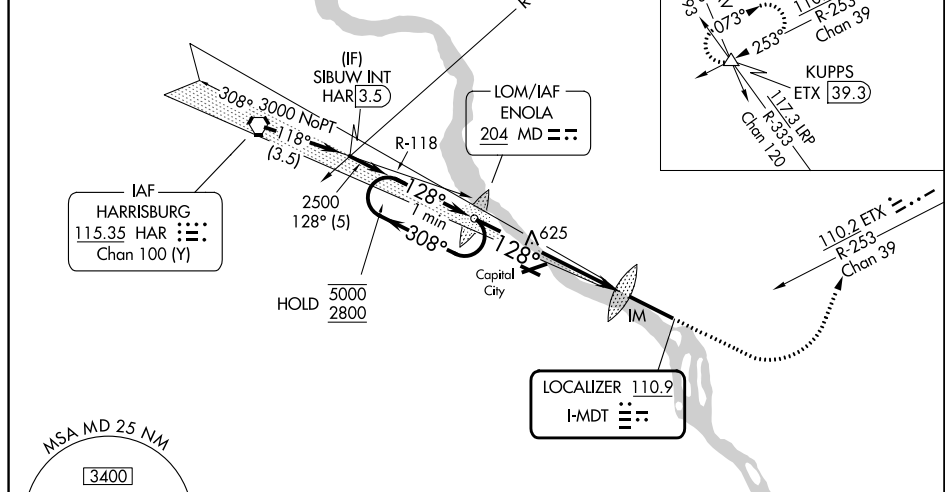
Procedure NA for arrival on HAR VORTAC airway radials 102 CW 157 and at HAR VORTAC on V12 eastbound.

114.6 RAV Chan 93

110.2 ETX R-253 Chan 39

KUPPS ETX 39.3

117.3 JRP R-333 Chan 120



MSA MD 25 NM

3400

ELEV 310

TDZE 308

One Minute Holding Pattern

MD LOM ENOLA 2414

5000 308° 2800 128°

GS 3.00° TCH 55

2500

128°

IM

6.3 NM

0.1

900 3000

hdg 070°

ETX R-253

KUPPS

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 75).

128°

TWR

1000' x 200'

CATEGORY	A	B	C	D
S-ILS 13	508/18		200 (200-½)	
S-LOC 13	900/24	592 (600-½)	900-1¼	592 (600-1¼)
CIRCLING	900-1 590 (600-1)	980-1 670 (700-1)	1000-2 690 (700-2)	1420-3 1110 (1200-3)

TDZL/RCLS Rwy 13

REIL Rwy 31

HIRL Rwy 13-31

FAF to MAP 6.4 NM

Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

ILS or LOC RWY 31
HARRISBURG INTL (MDT)

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 on heading 090° and RAV VORTAC R-193 to BAARN INT/LRP 18 DME and hold.

GND CON
121.7 348.6

Capital City

BAARN
LRP 18

IAF
LANCASTER
117.3 LRP :≡::
Chan 120

ALTERNATE
MISSED APCH FIX

ENOLA
204 MD

ELEV	310	D	TDZE	308
------	-----	----------	------	-----

TDZL/RCLS Rwy 13
REIL Rwy 31
HIRL Rwy 13-31

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:50

HARRISBURG, PENNSYLVANIA
Amdt 1G 03SEP26

40°12'N-76°46'W

HARRISBURG INTL (MDT)
ILS or LOC RWY 31

NE-4, 03 SEP 2026 to 29 OCT 2026

HARRISBURG, PENNSYLVANIA

AL-188 (FAA)

26246

LOC I-MDT 110.9	APP CRS 128°	Rwy Ldg TDZE Apt Elev 8070 308 310
---------------------------	------------------------	--

ILS RWY 13 (SA CAT I)

HARRISBURG INTL (MDT)

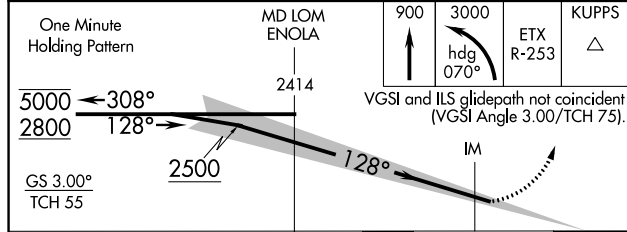
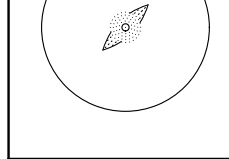
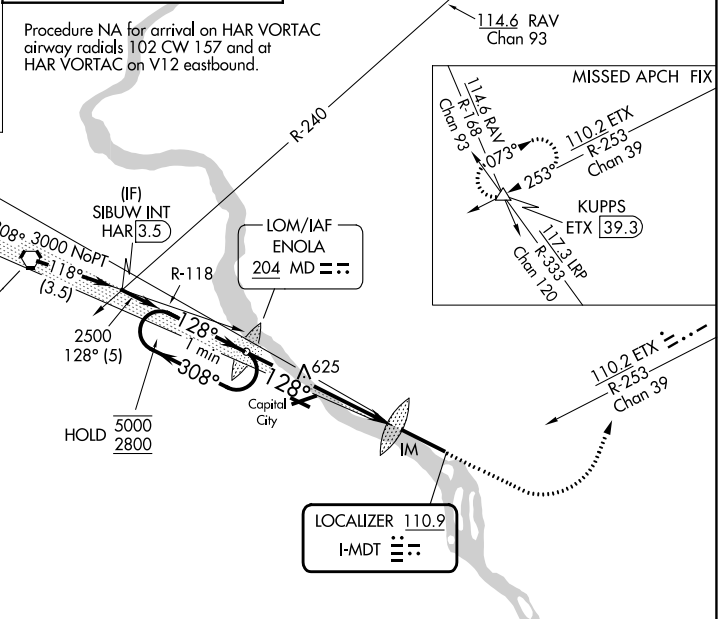
 -16°C	Requires specific OPSPEC, MSPEC, or LOA approval.	ALSF-2 	MISSED APPROACH: Climb to 900 then climbing left turn to 3000 on heading 070° and on ETX VOR/DME R-253 to KUPPS INT/ETX 39.3 DME and hold.
-----------	---	------------	--

ATIS 118.8	HARRISBURG APP CON (080°-179°) 126.45 281.525 (180°-329°) 124.1 273.525 (330°-079°) 118.25 269.45	HARRISBURG INTL TOWER 124.8 269.35	GND CON 121.7 348.6
----------------------	--	---	--------------------------------------

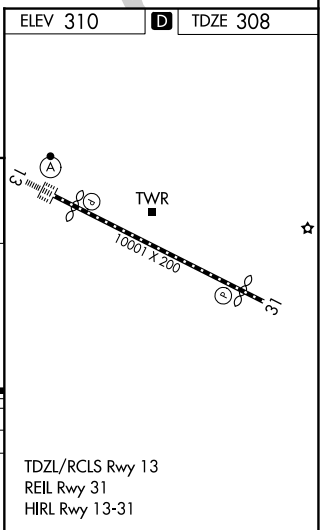
ALTERNATE MISSED APCH FIX

HARRISBURG HAR
115.35
Chan 100 (Y)

R-281 101° 281°



CATEGORY	A	B	C	D
S-ILS 13				
RA 150/14 150 DA 458				
SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED				



HARRISBURG, PENNSYLVANIA
Amdt 3A 11JUL24

40°12'N-76°46'W

HARRISBURG INTL (MDT)
ILS RWY 13 (SA CAT I)

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

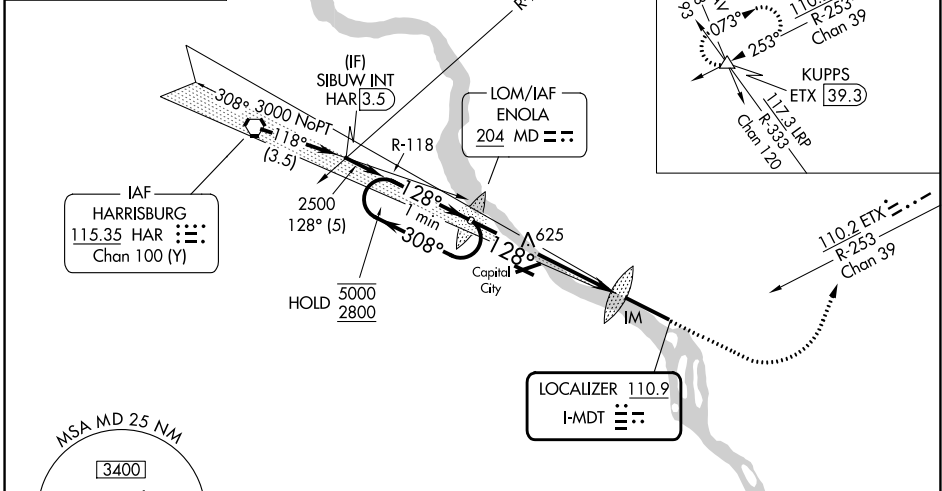
LOC I-MDT 110.9	APP CRS 128°	Rwy Ldg 8070
		TDZE 308
		Apt Elev 310

ILS RWY 13 (CAT II & III)
HARRISBURG INTL (MDT)

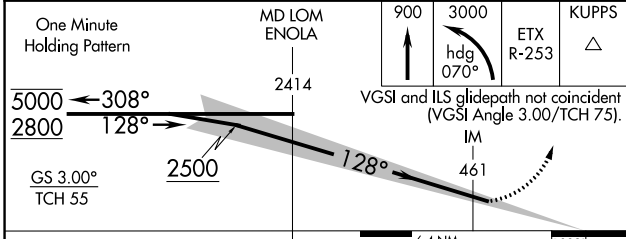
CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.	ALSF-2 	MISSED APPROACH: Climb to 900 then climbing left turn to 3000 on heading 070° and on ETX VOR/DME R-253 to KUPPS INT/ETX 39.3 DME and hold.
---	------------	--

ATIS 118.8	HARRISBURG APP CON (080°-179°) 126.45 281.525 (180°-329°) 124.1 273.525 (330°-079°) 118.25 269.45	HARRISBURG INTL TOWER 124.8 269.35	GND CON 121.7 348.6
----------------------	---	--	-------------------------------

ALTERNATE MISSED APCH FIX R-281 101° 281°	HARRISBURG HAR 115.35 Chan 100 (Y)	Procedure NA for arrival on HAR VORTAC airway radials 102 CW 157 and at HAR VORTAC on V12 eastbound.
--	------------------------------------	--

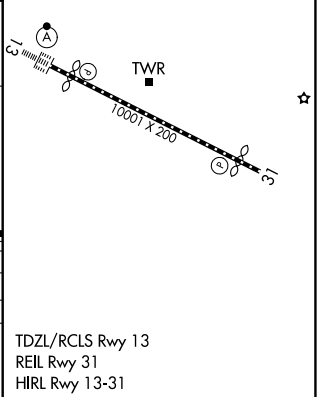


ELEV 310	TDZE 308
----------	----------



CATEGORY	A	B	C	D
S-ILS 13	CAT II RA 100/12 100 DA 408			
S-ILS 13	CAT III RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

HARRISBURG, PENNSYLVANIA

AL-188 (FAA)

26246

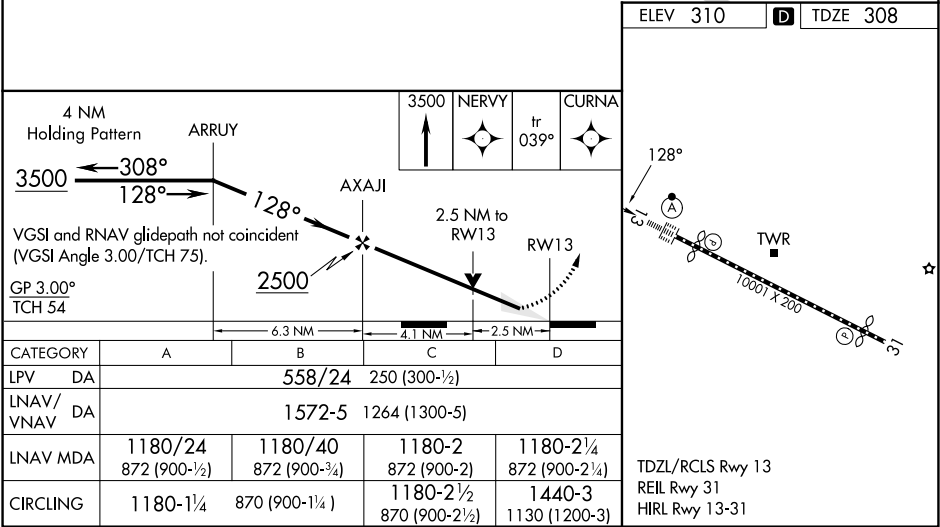
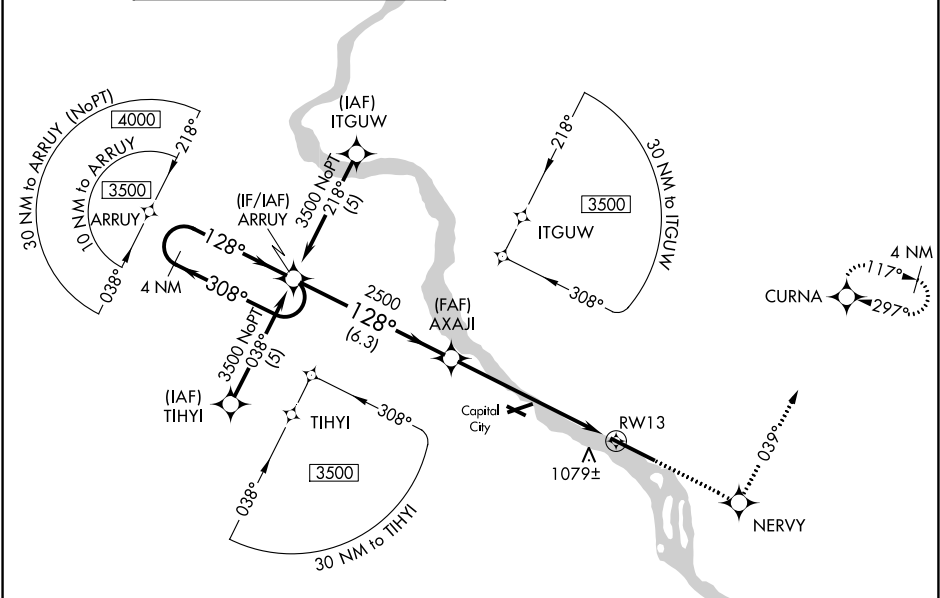
WAAS	APP CRS	Rwy Ldg	8070
CH 86313	128°	TDZE	308
W13A		Apt Elev	310

RNAV (GPS) RWY 13

HARRISBURG INTL (MDT)

RNP APCH - GPS.		ALSF-2	MISSED APPROACH: Climb to 3500 direct NERVY and via track 039° to CURNA and hold, continue climb-in-hold to 3500.
Circling NA south of Rwy 13-31. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. Inop table does not apply to LNAV/VNAV all Cats.			
-16°C			

ATIS	HARRISBURG APP CON	HARRISBURG INTL TOWER	GND CON
118.8	(080°-179°) 126.45 281.525 (180°-329°) 124.1 273.525 (330°-079°) 118.25 269.45	124.8 269.35	121.7 348.6



NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

HARRISBURG, PENNSYLVANIA
Amdt 1B 14MAY26

40°12'N-76°46'W

HARRISBURG INTL (MDT) RNAV (GPS) RWY 13

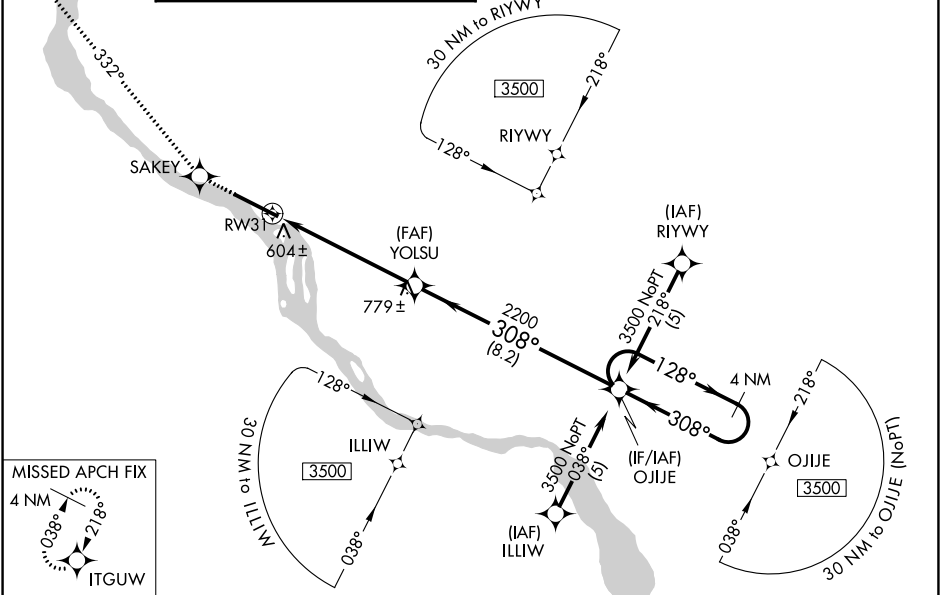
WAAS	APP CRS	Rwy Ldg	8129
CH 78013	308°	TDZE	308
W31A		Apt Elev	310

RNAV (GPS) RWY 31

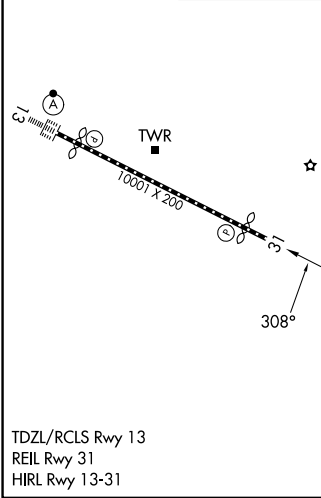
HARRISBURG INTL (MDT)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3500 direct SAKEY and on track 332° to ITGUW and hold.
V A ❄️ -16°C	Circling NA south of Rwy 13-31. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C.	

ATIS	HARRISBURG APP CON	HARRISBURG INTL TOWER	GND CON
118.8	(080°-179°) 126.45 281.525 (180°-329°) 124.1 273.525 (330°-079°) 118.25 269.45	124.8 269.35	121.7 348.6



ELEV 310		TDZE 308
----------	--	----------



3500	SAKEY	fr 332°	ITGUW	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 51).			
				4 NM Holding Pattern			
				GP 3.00° TCH 51			
				2.3 NM to RWY 31			
				3.4 NM			
				8.2 NM			
CATEGORY	A	B	C	D			
LPV DA		558/50	250 (300-1)				
LNAV/VNAV DA		921-2¼	613 (700-2¼)				
LNAV MDA	1100/55 792 (800-1)	1100-1¼ 792 (800-1¼)	1100-2½ 790 (800-2½)	792 (800-2½)			
CIRCLING	1100-1 790 (800-1)	1100-1¼ 790 (800-1¼)	1100-2½ 790 (800-2½)	1440-3 1130 (1200-3)			

VOR/DME LRP 117.3 Chan 120	APP CRS 290°	Rwy Ldg 8129 TDZE 308 Apt Elev 310
--	------------------------	---

VOR RWY 31
HARRISBURG INTL (MDT)

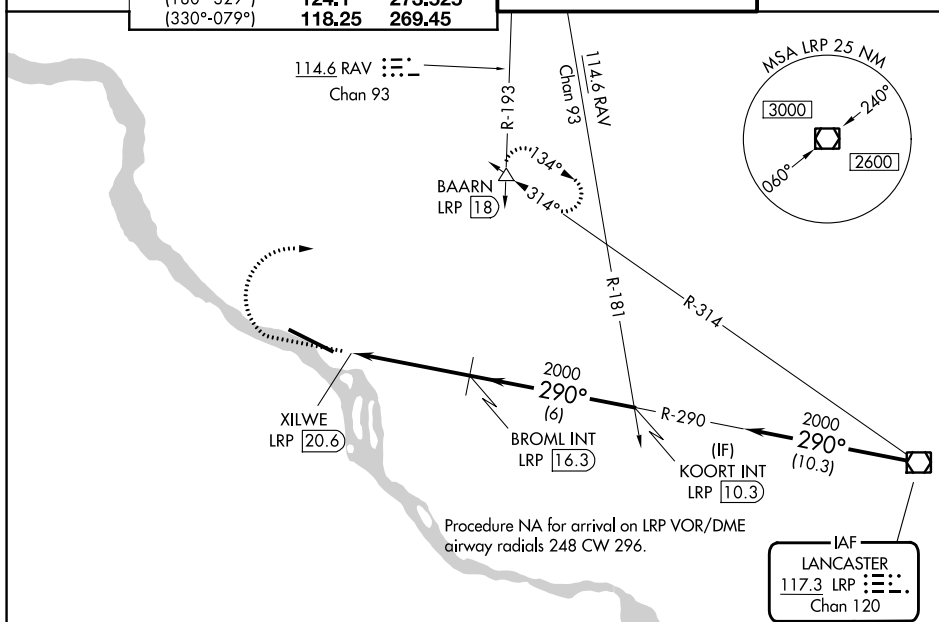
   -16°C

Circling NA south of Rwy 13-31. Rwy 31
helicopter visibility reduction below $\frac{3}{4}$ SM NA.

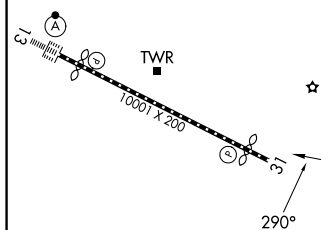
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on heading 090° and RAV VORTAC R-193 to BAARN INT/LRP 18 DME and hold.

	HARRISBURG APP CON		
ATIS 118.8	(080°-179°)	126.45	281.525
	(180°-329°)	124.1	273.525
	(330°-079°)	118.25	269.45

HARRISBURG INTL TOWER	GND CON
124.8 269.35	121.7 348.6



ELEV 310	D	TDZE 308
----------	----------	----------

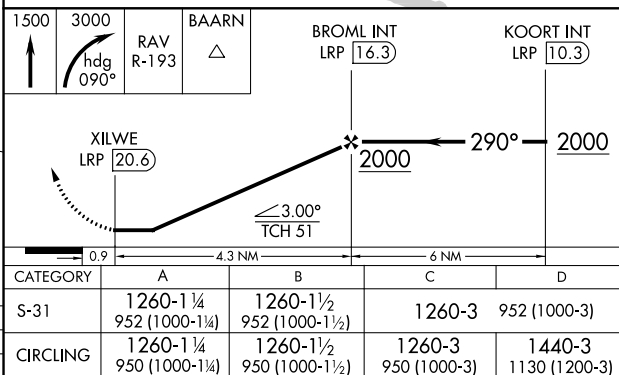


TDZL/RCLS Rwy 13
REIL Rwy 31
HIRL Rwy 13-31

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

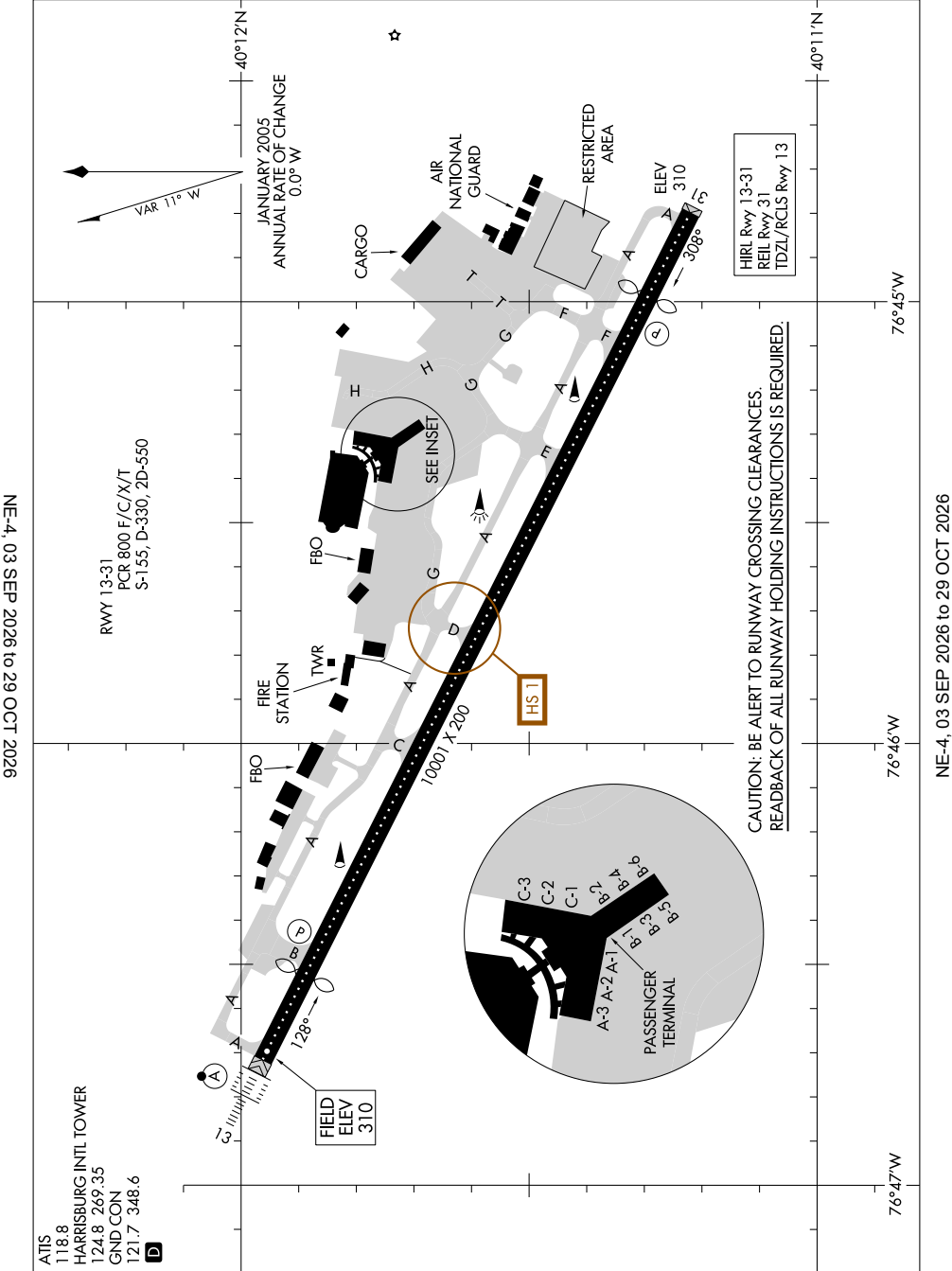
HARRISBURG, PENNSYLVANIA
Amdt 2D 14MAY26



40°12'N-76°46'W

HARRISBURG INTL (MDT)
VOR RWY 31

NE-4, 03 SEP 2026 to 29 OCT 2026



HAZLETON, PENNSYLVANIA

AL-723 (FAA)

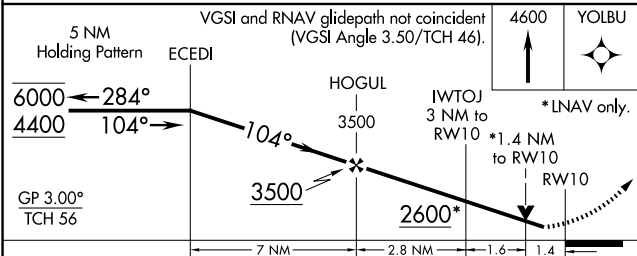
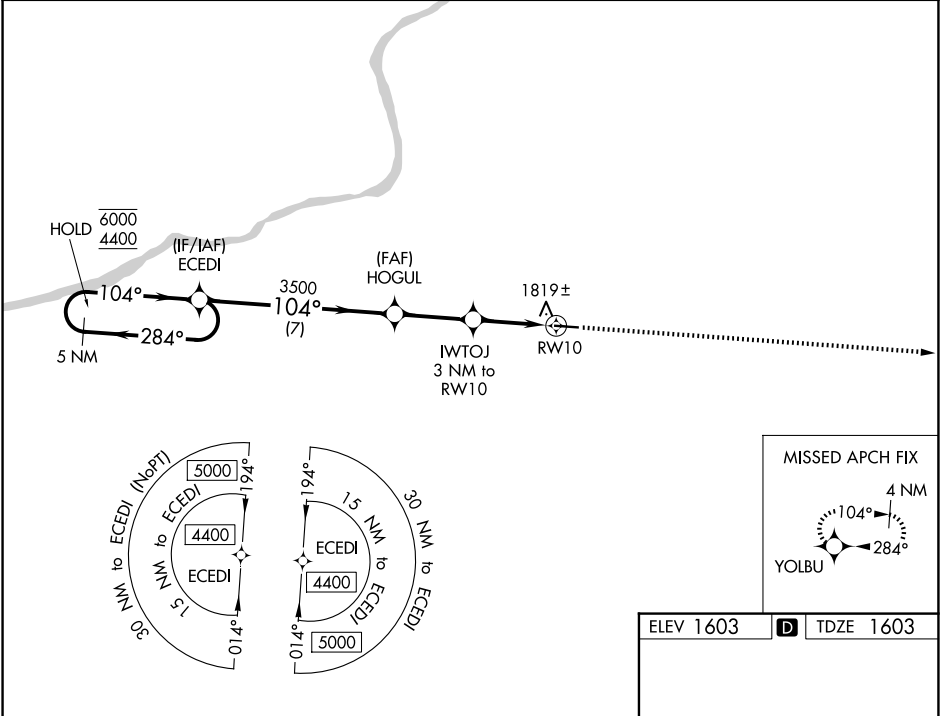
26134

WAAS CH 86240 W10A	APP CRS 104°	Rwy Ldg TDZE Apt Elev	4801 1603 1603
--	------------------------	-----------------------------	---

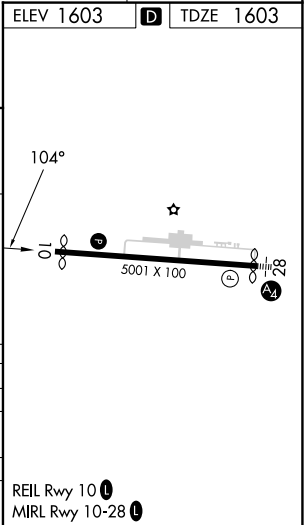
RNAV (GPS) RWY 10

HAZLETON RGNL (HZZL)

RNP APCH.			MISSED APPROACH: Climb to 4600 direct YOLBU and hold.
Rwy 10 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.			
AWOS-3 119.975	WILKES-BARRE APP CON 126.3 256.7	CLNC DEL 121.7	UNICOM 123.0 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA		2059-1⅓	456 (500-1⅓)	
LNAV/VNAV DA		2104-1⅓	501 (600-1⅓)	
LNAV MDA	2080-1	477 (500-1)	2080-1⅓	477 (500-1⅓)
CIRCLING	2140-1 537 (600-1)	2400-1 797 (800-1)	2480-2½ 877 (900-2½)	2520-3 917 (1000-3)



HAZLETON, PENNSYLVANIA
Amdt 3B 26DEC24

40°59'N-76°00'W

HAZLETON RGNL (HZZL)

RNAV (GPS) RWY 10

NE-4, 03 SEP 2026 to 29 OCT 2026

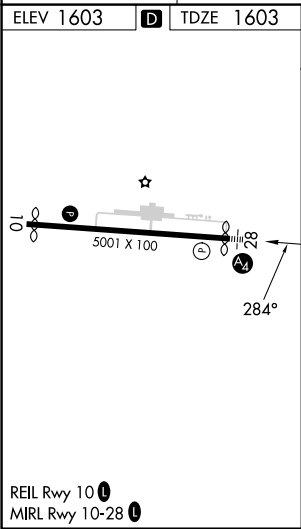
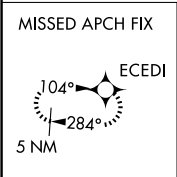
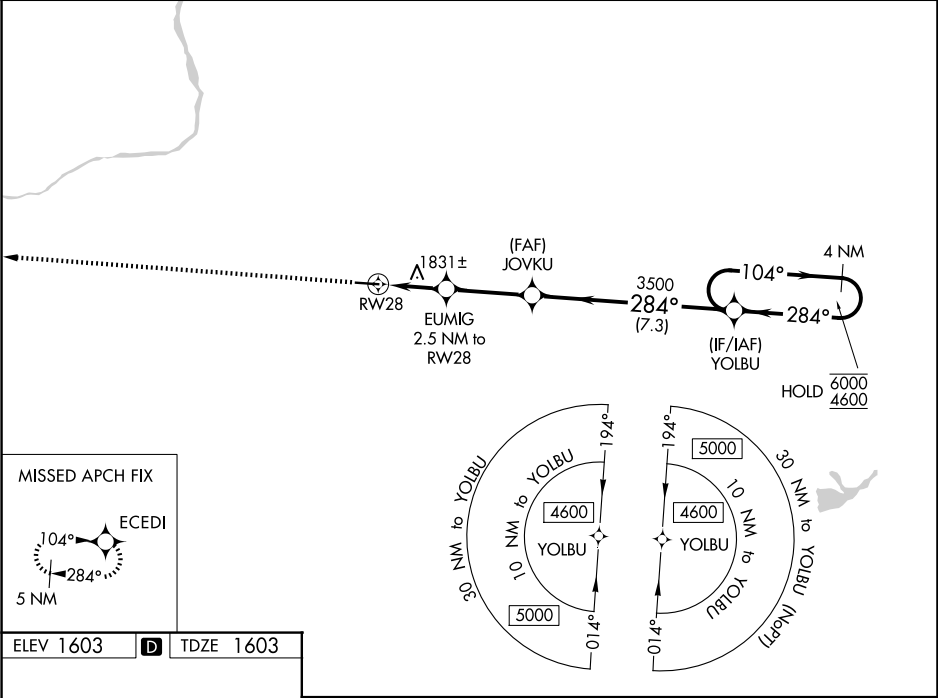
NE-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 50140 W28A	APP CRS 284°	Rwy Ldg TDZE Apt Elev	4898 1603 1603
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 28

HAZLETON RGNL (HZL)

RNP APCH.		MALS	MISSED APPROACH: Climb to 4400 direct ECEDI and hold.
Rwy 28 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to LPV all Cats and LNAV Cats A/B. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.			
AWOS-3 119.975	WILKES-BARRE APP CON 126.3 256.7	CLNC DEL 121.7	UNICOM 123.0 (CTAF)



4400	ECEDI	EUMIG 2.5 NM to RW28	JOVKU 3500	YOLBU 4 NM Holding Pattern
*LNAV only. *1.4 NM to RW28				
RW28				
GP 3.17° TCH 40				
CATEGORY	A	B	C	D
LPV DA	1978-1		375 (400-1)	
LNAV/VNAV DA	2143-1¼		540 (600-1¼)	
LNAV MDA	2100-1	497 (500-1)	2100-1⅛	497 (500-1⅛)
CIRCLING	2140-1 537 (600-1)	2400-1 797 (800-1)	2480-2½ 877 (900-2½)	2520-3 917 (1000-3)

LOC RWY 28
HAZLETON RGNL (HZL)

MISSED APPROACH:
Climb to 4400 direct
ECED and hold.

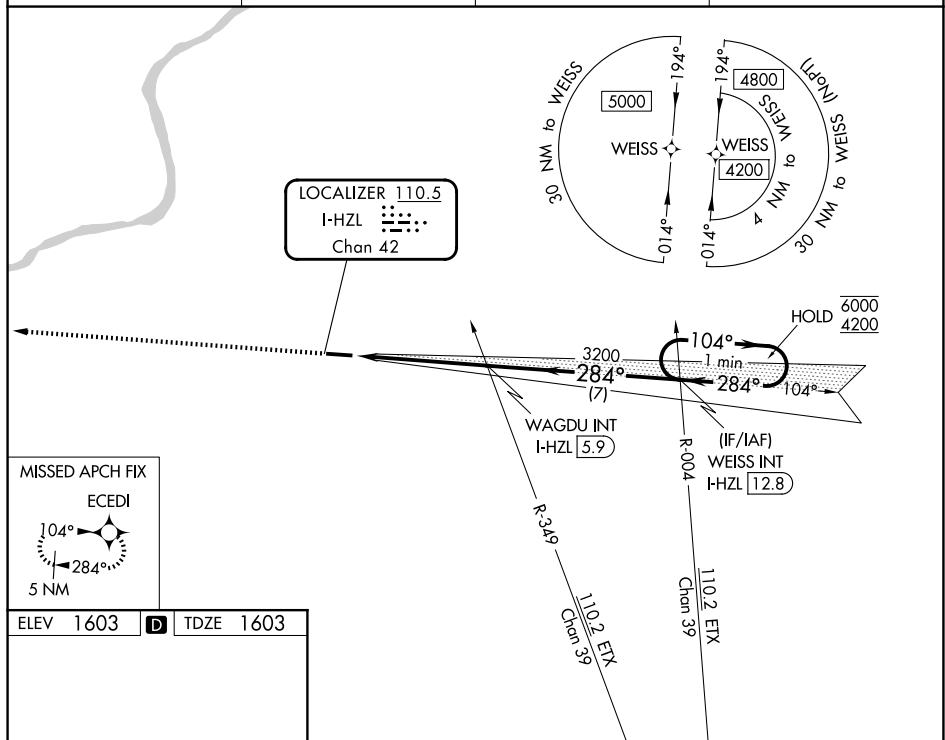
T
A NA Rwy 28 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Inop table does not apply to Cats A/B. For inop ALS, increase Cat C/D visibility to $1\frac{1}{8}$ SM.

AWOS-3
119.975

WILKES-BARRE APP CON
126.3 256.7

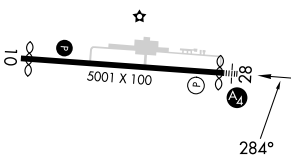
CLNC DEL
121.7

UNICOM
123.0 (CTAF)



MISSED APCH FIX
ECEDI

ELEV	1603	D	TDZE	1603
------	------	----------	------	------



REIL Rwy 10 L

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

HAZLETON, PENNSYLVANIA

Amdt 9 25APR19

40°59'N-76°00'W

HAZLETON RGNL (HZL)

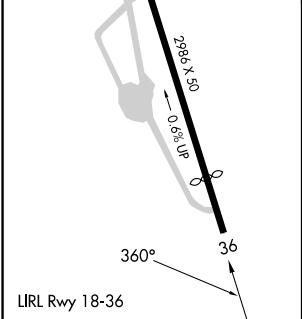
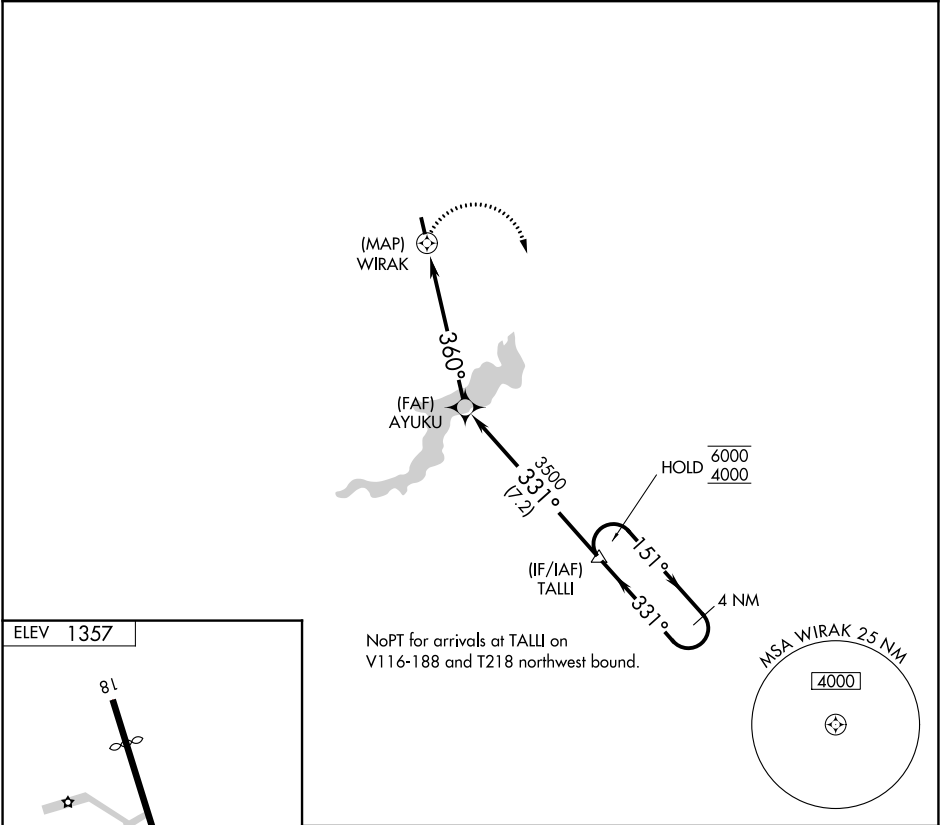
LOC RWY 28

NE-4, 03 SEP 2026 to 29 OCT 2026

APP CRS 360°	Rwy Ldg TDZE Apt Elev	N/A N/A 1357	RNAV (GPS)-B CHERRY RIDGE (N30)
-----------------	-----------------------------	--------------------	------------------------------------

RNP APCH - GPS.	MISSED APPROACH: Climbing right turn to 4000 direct TALLI and hold.
NA Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received, use AVP altimeter setting, and increase MDAs 120 feet and Cat A visibility ¼ SM.	

WILKES-BARRE APP CON 120.95 256.7	UNICOM 122.8 (CTAF)
--------------------------------------	------------------------



4000	TALLI	TALLI	4 NM Holding Pattern
	△		
	WIRAK	AYUKU	TALLI
	360°	331°	151°
	3500		6000 4000
0.8	6.1 NM	7.2 NM	
CATEGORY	A	B	C D
CIRCLING	2080-1 723 (800-1)		NA

HONESDALE, PENNSYLVANIA

AL-5895 (FAA)

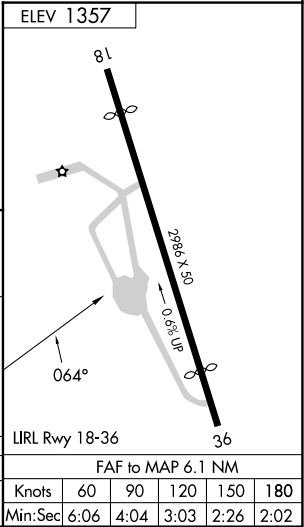
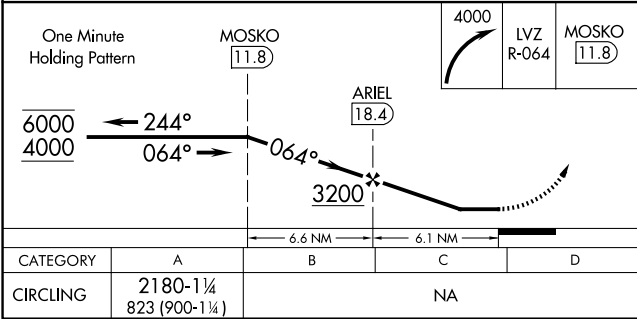
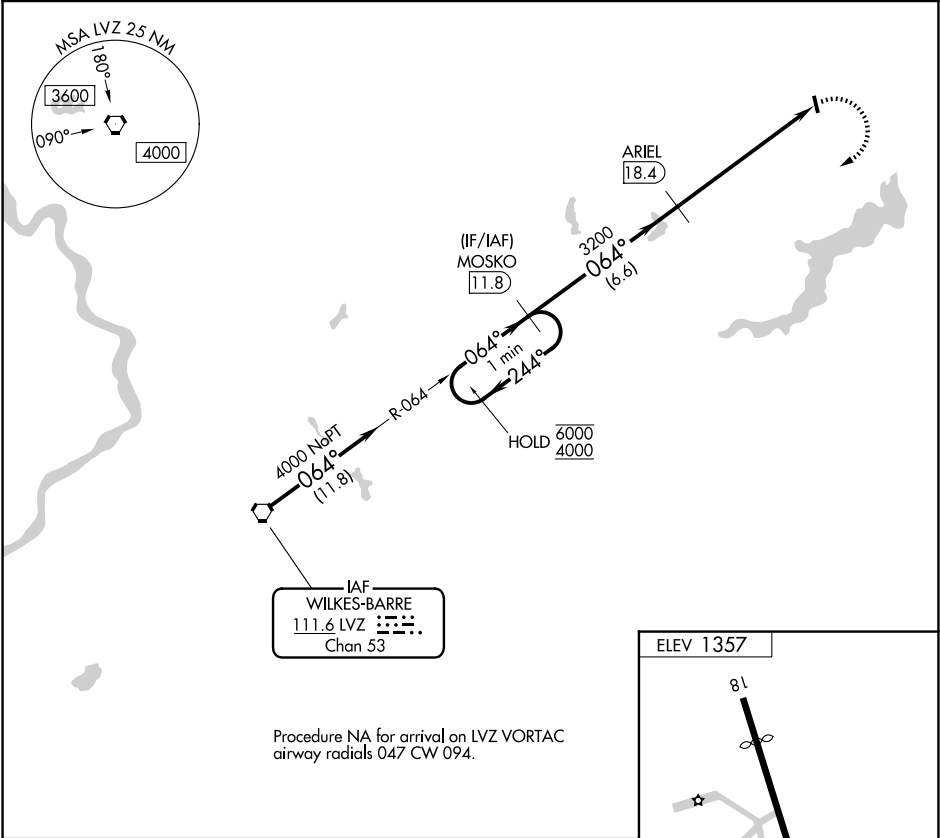
26022

VORTAC LVZ 111.6 Chan 53	APP CRS 064°	Rwy Ldg TDZE Apt Elev	N/A N/A 1357
--	------------------------	-----------------------------	---

VOR-A
CHERRY RIDGE (N30)

DME required.		MISSED APPROACH: Climbing right turn to 4000 on LVZ VORTAC R-064 to MOSKO 11.8 DME and hold.
▼	Procedure NA at night. Helicopter visibility reduction below 1 SM NA.	
▲ NA	Obtain local altimeter setting on CTAF; when not received, use Wilkes-Barre/Scranton altimeter setting and increase all MDAs 120 feet.	

WILKES-BARRE APP CON 120.95 256.7	UNICOM 122.8 (CTAF)
---	-------------------------------



HONESDALE, PENNSYLVANIA
Amdt 6A 03NOV22

41°31'N-75°15'W

CHERRY RIDGE (N30)
VOR-A

NE-4, 03 SEP 2026 to 29 OCT 2026

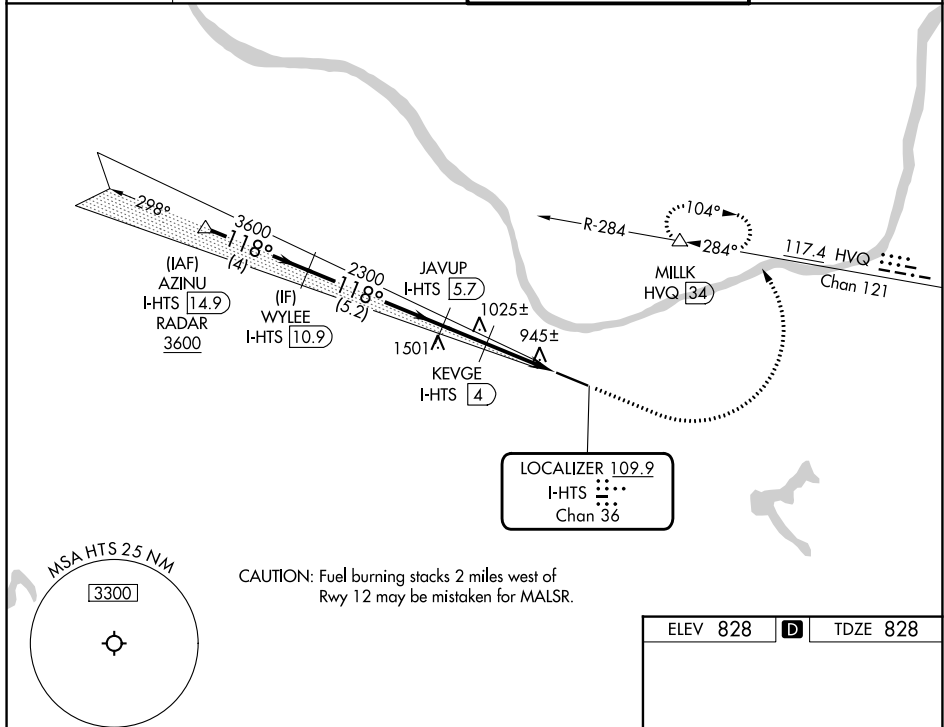
NE-4, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 12
TRI-STATE/MILTON J FERGUSON FLD (HTS)

MISSED APPROACH: Climb to 2800 then climbing left turn to 4000 on heading 005° and HVQ VOR/DME R-284 to MILLK/HVQ VOR/DME 34 DME and hold, continue to climb-in-hold to 4000.



ATIS 125.2	HUNTINGTON APP CON 119.75 270.1	HUNTINGTON TOWER 118.5 270.1	GND CON 121.9
---------------	------------------------------------	---------------------------------	------------------



CAUTION: Fuel burning stacks 2 miles west of Rwy 12 may be mistaken for MALSR.

CATEGORY	A	B	C	D	
S-ILS 12 *	1028/24		200 (200-½)		
S-LOC 12	1200/24	372 (400-½)	1200/35	372 (400-¾)	
CIRCLING	1300-1 472 (500-1)	1380-1 552 (600-1)	1520-2 692 (700-2)	1740-3 912 (1000-2)	

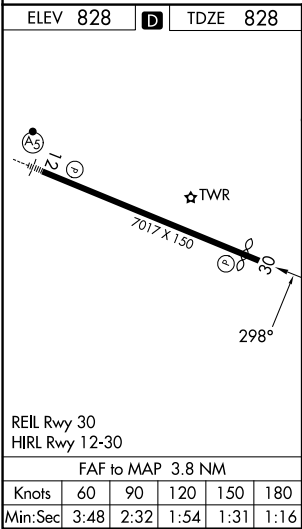
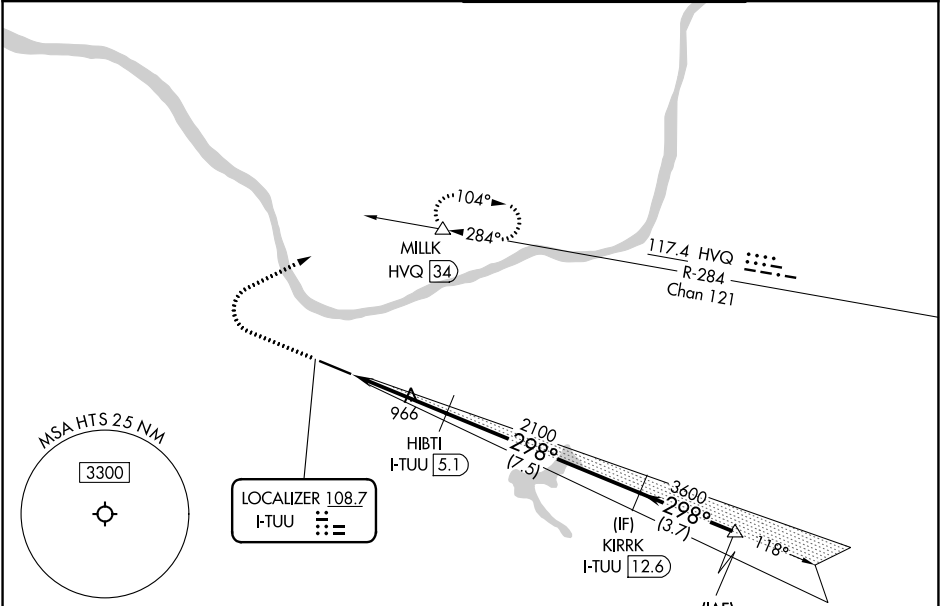
REIL Rwy 30
HIRL Rwy 12-30

ILS or LOC RWY 12

LOC I-TUU 108.7	APP CRS 298°	Rwy Ldg TDZE Apt Elev 6516 828 828
---------------------------	------------------------	--

ILS or LOC RWY 30
TRI-STATE/MILTON J FERGUSON FLD (HTS)

DME required. RADAR required for procedure entry at HAITI.		MISSED APPROACH: Climb to 1300 then climbing right turn to 4000 heading 055° and on HVQ VOR/DME R-284 to MILK/HVQ 34 DME and hold, continue climb-in-hold to 4000.	
ATIS 125.2	HUNTINGTON APP CON 119.75 270.1	HUNTINGTON TOWER 118.5 270.1	GND CON 121.9



1300	4000	HVQ R-284	MILK	HIBTI I-TUU [5.1]	KIRRK I-TUU [12.6]	HAITI I-TUU [16.3] RADAR
2100	3600	298°	2100	3600	298°	3600
1.1 NM	2.8 NM	7.5 NM	3.7 NM			
CATEGORY	A	B	C	D		
S-ILS 30	1028-¾ 200 (200-¾)					
S-LOC 30	1220-1	392 (400-1)	1220-1½	392 (400-1½)		
CIRCLING	1300-1 472 (500-1)	1380-1 552 (600-1)	1520-2 692 (700-2)	1740-3 912 (1000-3)		

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 45699 W12A	APP CRS 118°	Rwy Ldg 6516 TDZE 828 Apt Elev 828
--	------------------------	---

RNAV (GPS) RWY 12

TRI-STATE/MILTON J FERGUSON FLD (HTS)

RNP APCH - GPS.

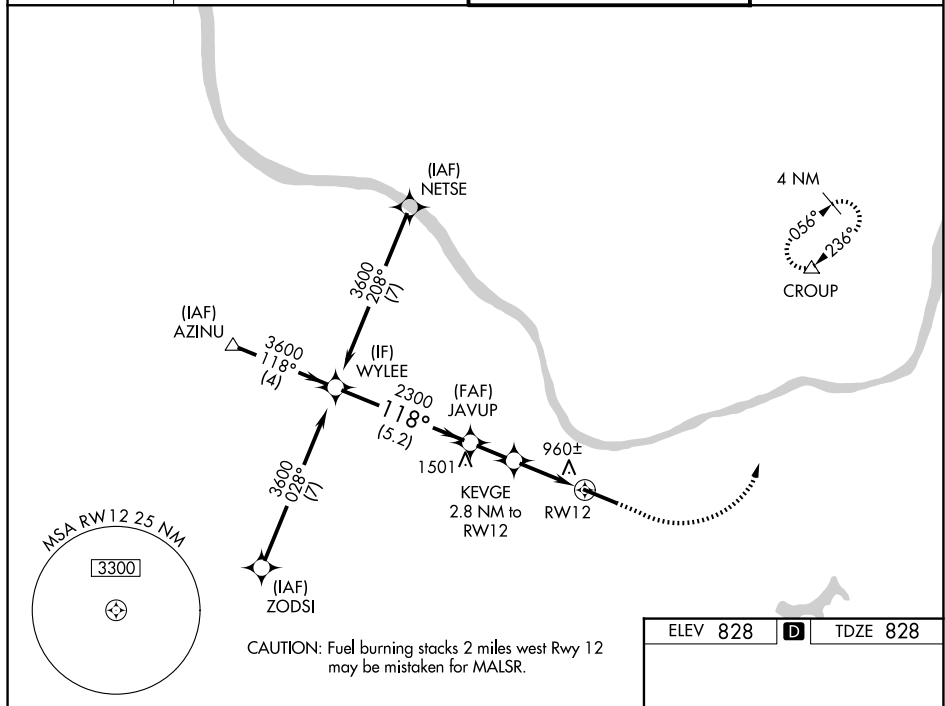
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
A -14°C or above 54°C.
 For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500.
 * RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR



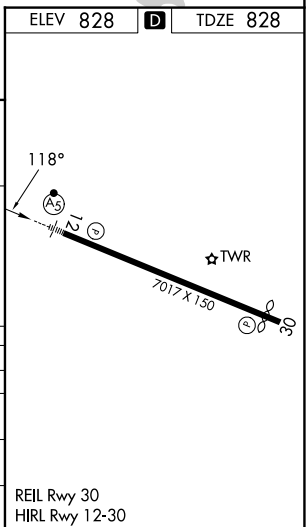
MISSED APPROACH: Climb to 1700 then climbing left turn to 4000 direct CROUP and hold, continue to climb-in-hold to 4000.

ATIS 125.2	HUNTINGTON APP CON 119.75 270.1	HUNTINGTON TOWER 118.5 270.1	GND CON 121.9
---------------	------------------------------------	---------------------------------	------------------



1700	4000	CROUP
↑	↪	△

CATEGORY	A	B	C	D
LPV DA *	1028/24		200 (200-½)	
LNAV/VNAV DA	1121/24		293 (300-½)	
LNAV MDA	1220/24	392 (400-½)	1220/35	392 (400-¾)
CIRCLING	1300-1 472 (500-1)	1380-1 552 (600-1)	1520-2 692 (700-2)	1740-3 912 (1000-3)



HUNTINGTON, WEST VIRGINIA

AL-532 (FAA)

26134

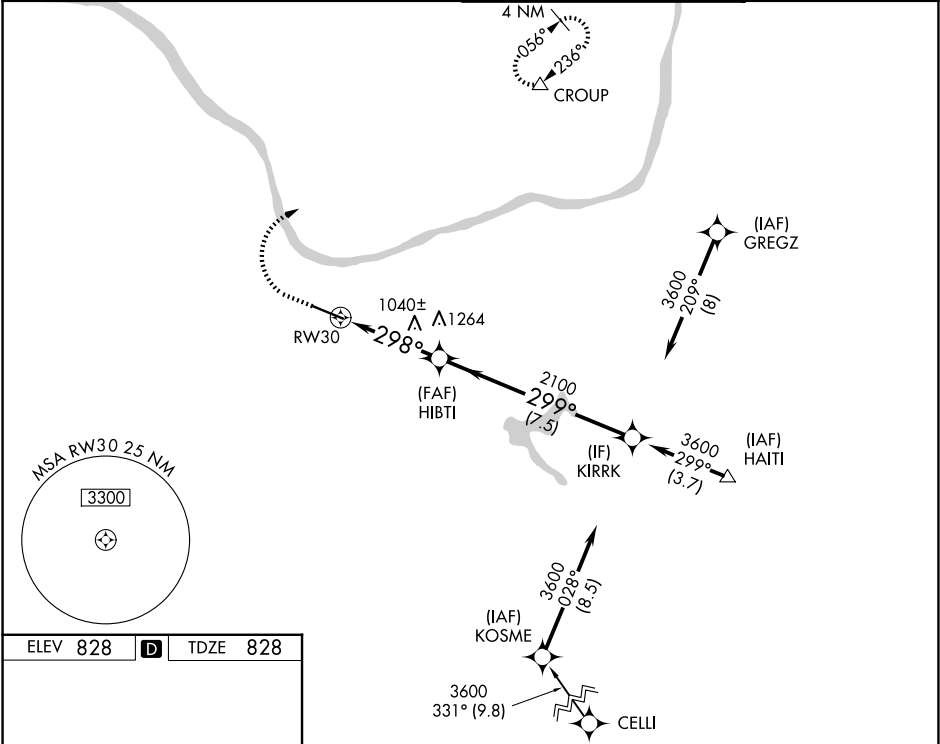
WAAS CH 66017 W30A	APP CRS 298°	Rwy Ldg TDZE 828 Apt Elev 828
--	------------------------	---

RNAV (GPS) RWY 30

TRI-STATE/MILTON J FERGUSON FLD (HTS)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1700 then climbing right turn to 4000 direct CROUP and hold, continue climb-in-hold to 4000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C.	

ATIS 125.2	HUNTINGTON APP CON 119.75 270.1	HUNTINGTON TOWER 118.5 270.1	GND CON 121.9
----------------------	---	--	-------------------------



ELEV 828 **D** TDZE 828

REIL Rwy 30
HIRL Rwy 12-30

7017 X 150

298°

	1700	4000	CROUP	
	↑	↷	△	
		1.2 NM to RW30	HIBTI 2100	KIRRK 3600
		1.2	2.6 NM	7.5 NM
CATEGORY	A	B	C	D
LPV DA	1028-¾ 200 (200-¾)			
LNAV/VNAV DA	1146-⅞ 318 (400-⅞)			
LNAV MDA	1260-1	432 (500-1)	1260-1¼	432 (500-1¼)
CIRCLING	1300-1 472 (500-1)	1380-1 552 (600-1)	1520-2 692 (700-2)	1740-3 912 (1000-3)

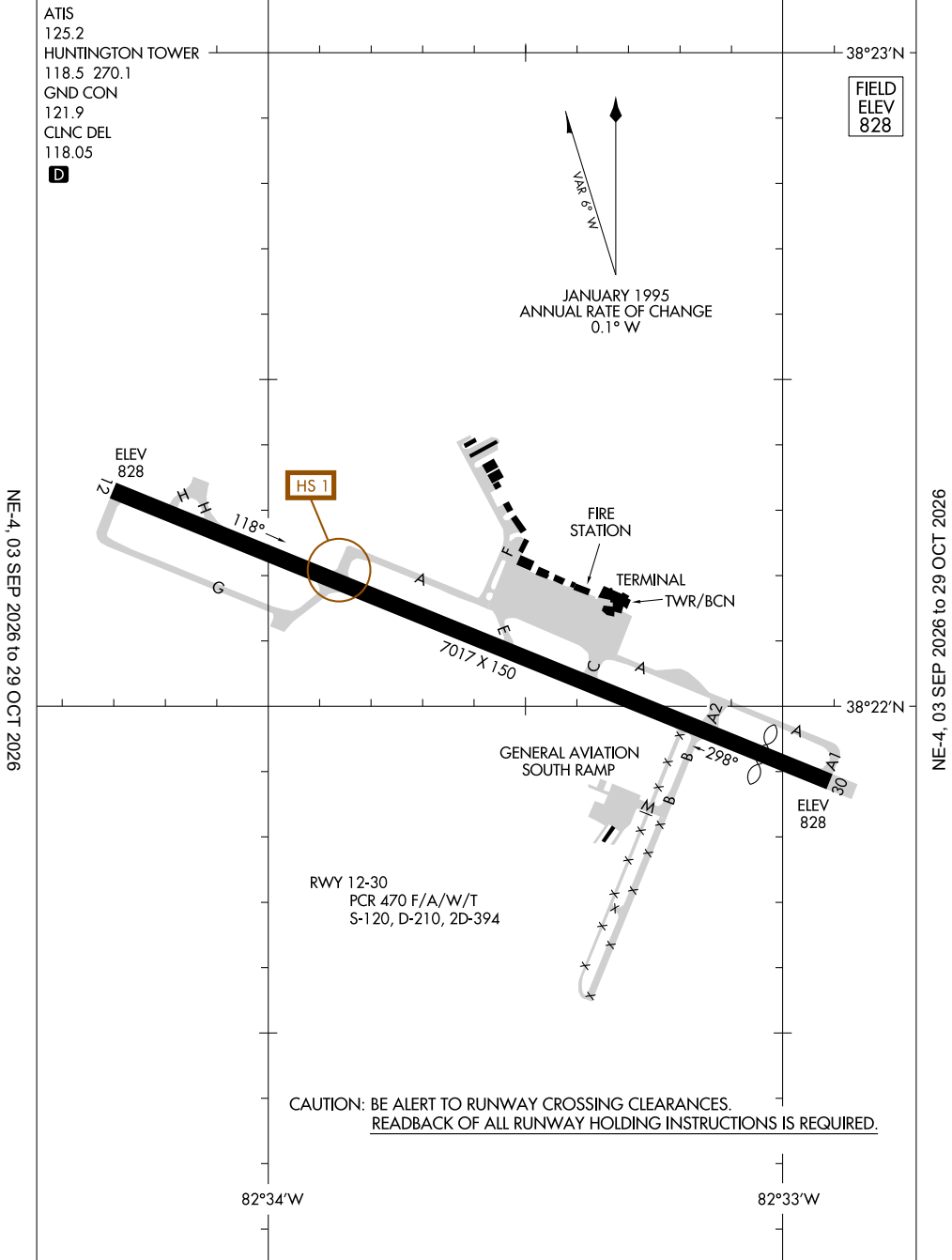
GP 3.00°
TCH 50

HUNTINGTON, WEST VIRGINIA
Amdt 3 15JUN23

TRI-STATE/MILTON J FERGUSON FLD (HTS)
38°22'N-82°34'W
RNAV (GPS) RWY 30

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026



INDIANA, PENNSYLVANIA

AL-5277 (FAA)

26190

WAAS CH 58039 W11A	APP CRS 106°	Rwy Ldg TDZE Apt Elev	5502 1400 1419
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 11

INDIANA COUNTY/JIMMY STEWART FLD (IDI)

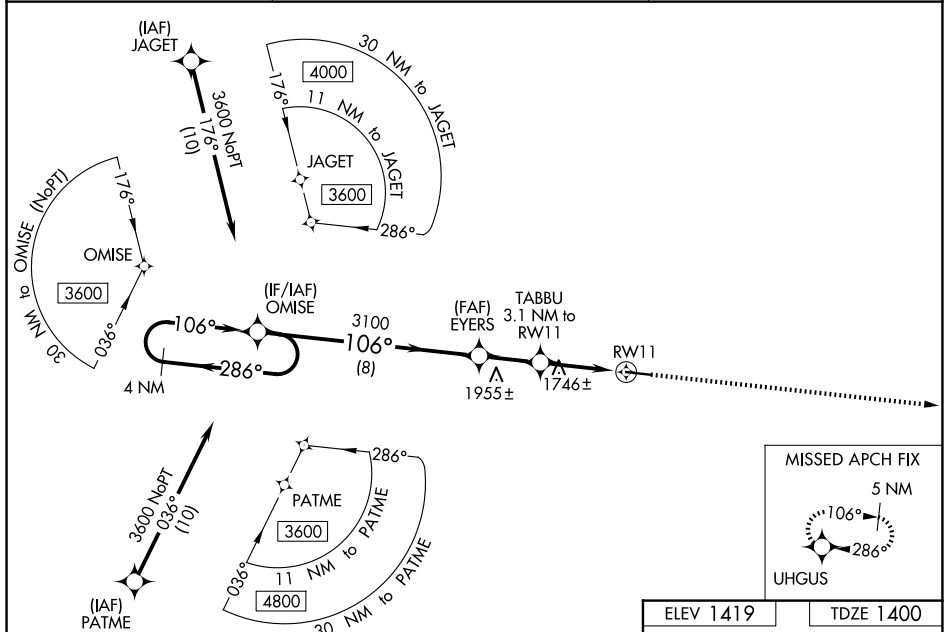
- ▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
▲ Baro-VNAV and VDP NA when using Allegheny County altimeter setting. DME/DME RNP-0.3 NA. Rwy 11 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Allegheny County altimeter setting and increase LPV DA to 2026 feet and LNAV/VNAV DA to 2156 feet; increase visibility LPV all Cats to 2 ½ SM and LNAV/VNAV all Cats to 3 SM. Increase all MDA 120 feet and all Cat A and B visibility to 1 ¼ SM and LNAV Cat C and D visibility to 2 ½ SM.

MISSED APPROACH:
Climb to 4800 direct UHGUS and hold.

AWOS-3
126.625

JOHNSTOWN APP CON ★
121.2 299.2

UNICOM
122.8 (CTAF) 0



MISSED APCH FIX
5 NM
106°
286°
UHGUS

ELEV 1419	TDZE 1400
4800 UHGUS * LNAV only 106° 0.9% UP → 5502 X 100	
REIL Rwy 11 0 HIRL Rwy 11-29 0	

4 NM Holding Pattern		OMISE	EYERS	TABBU	RW11
3600		286°	106°	3100	2380
GP 3.00°		TCH 42	8 NM	2.2 NM	1.1 NM
CATEGORY	A	B	C	D	
LPV DA	1907-1¾ 507 (500-1¾)				
LNAV/VNAV DA	2037-2½ 637 (700-2½)				
LNAV MDA	2060-1	660 (700-1)	2060-1⅞	660 (700-1⅞)	
CIRCLING	2120-1	2180-1	2660-3	1241 (1300-3)	
	701 (800-1)	761 (800-1)			

INDIANA, PENNSYLVANIA

Orig-A 30MAR17

INDIANA COUNTY/JIMMY STEWART FLD (IDI)

40°38'N-79°06'W

RNAV (GPS) RWY 11

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 97539 W29A	APP CRS 286°	Rwy Idg TDZE 1419 Apt Elev 1419	5502
--	------------------------	---	-------------

RNAV (GPS) RWY 29

INDIANA COUNTY/JIMMY STEWART FLD (IDI)

RNP APCH - GPS

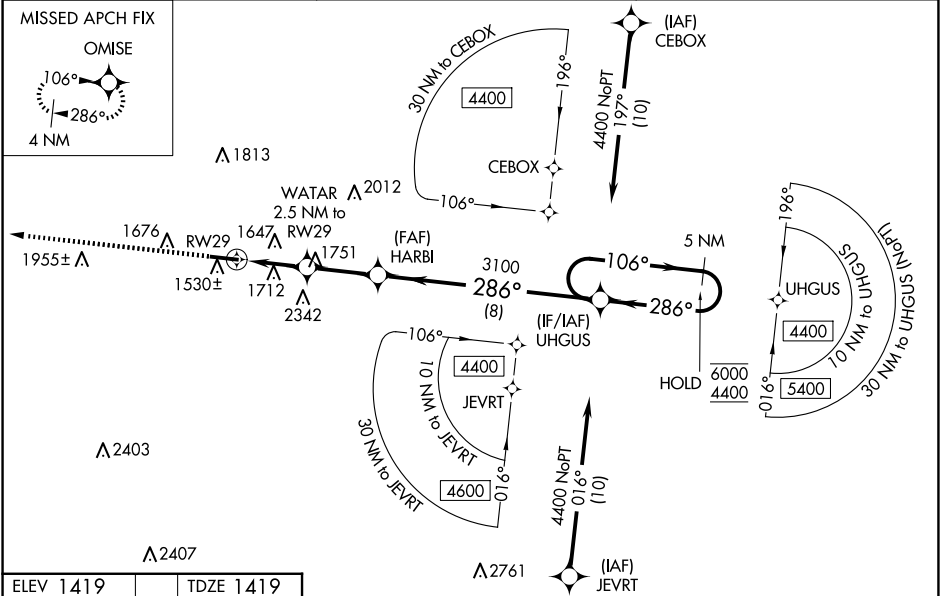
▼

▲

Baro-VNAV and VDP NA when using Allegheny County altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Rwy 29 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Allegheny County altimeter setting and increase LPV DA to 1874 feet and all visibilities ¾ SM. Increase LNAV/VNAV DA to 2099 feet and all visibilities ½ SM. Increase all MDAs 120 feet and LNAV visibility Cat C/D ¾ SM, and Circling visibility Cat A/B ¼ SM.

MISSED APPROACH:
Climb to 3600 direct
OMISE and hold.

AWOS-3 126.625	JOHNSTOWN APP CON★ 121.2 299.2	UNICOM 122.8 (CTAF) 0
--------------------------	--	---------------------------------



ELEV 1419

TDZE 1419

3600

OMISE

5 NM Holding Pattern

UHGUS

106°

286°

6000

4400

GP 3.02°

TCH 46

WATER

2.5 NM to RW29

3100

HARBI

2280

3100

286°

1.6 NM to RW29

RW29

0.9

2.6 NM

8 NM

1.6 NM

0.9

286°

0.9% UP

5502 X 100

29

CATEGORY	A	B	C	D
LPV DA	1755-1	336 (400-1)		
LNAV/VNAV DA	1980-1½	561 (600-1½)		
LNAV MDA	1980-1	561 (600-1)	1980-1½	561 (600-1½)
CIRCLING	2120-1 701 (800-1)	2180-1 761 (800-1)	2660-3	1241 (1300-3)

REIL Rwy 11 0

HIRL Rwy 11-29 0

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

JOHNSTOWN, PENNSYLVANIA

AL-898 (FAA)

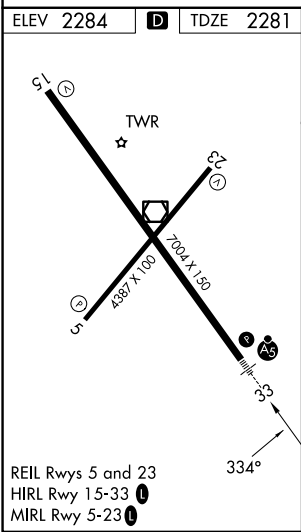
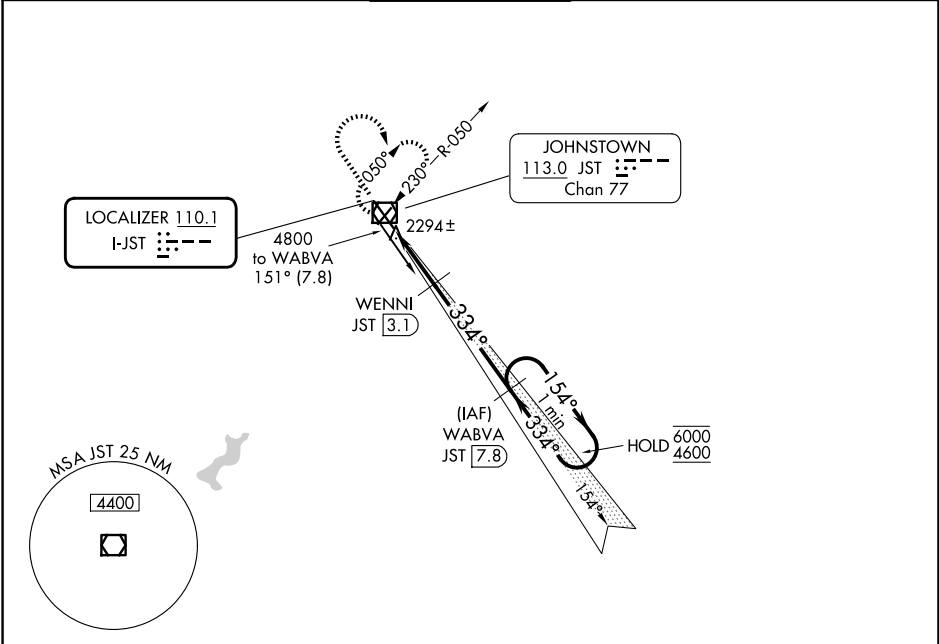
25275

LOC I-JST 110.1	APP CRS 334°	Rwy Ldg TDZE Apt Elev	6484 2281 2284
---------------------------	------------------------	-----------------------------	---

ILS or LOC RWY 33

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST')

DME required. ▼ Glide slope unusable beyond 5 degrees left of course. ▲ For inop ALS, increase S-LOC 33 Cat C/D visibility to ¾ SM.		MALSR A5	MISSED APPROACH: Climb to 3700 then climbing right turn to 4600 direct JST VOR/DME and hold, continue climb-in-hold to 4600.	
ATIS 118.325	JOHNSTOWN APP CON ★ 121.2 299.2	JOHNSTOWN TOWER ★ 125.75 (CTAF) 0	GND CON 121.6	UNICOM 122.95



3700	4600	JST	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 53).	One Minute Holding Pattern
↑	↷	☐		
CATEGORY	A	B	C	D
S-ILS 33	2481-½	200 (200-½)		
S-LOC 33	2600-½	319 (400-½)		
CIRCLING	2700-1 416 (500-1)	2880-1 596 (600-1)	2880-1½ 596 (600-1½)	3000-2¼ 716 (800-2¼)

JOHNSTOWN, PENNSYLVANIA
Amdt 7C 30NOV23

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST')
40°19'N-78°50'W
ILS or LOC RWY 33

WAAS CH 61029 W05A	APP CRS 049°	Rwy Ldg TDZE Apt Elev	4387 2284 2284
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 5

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)

RNP APCH - GPS.

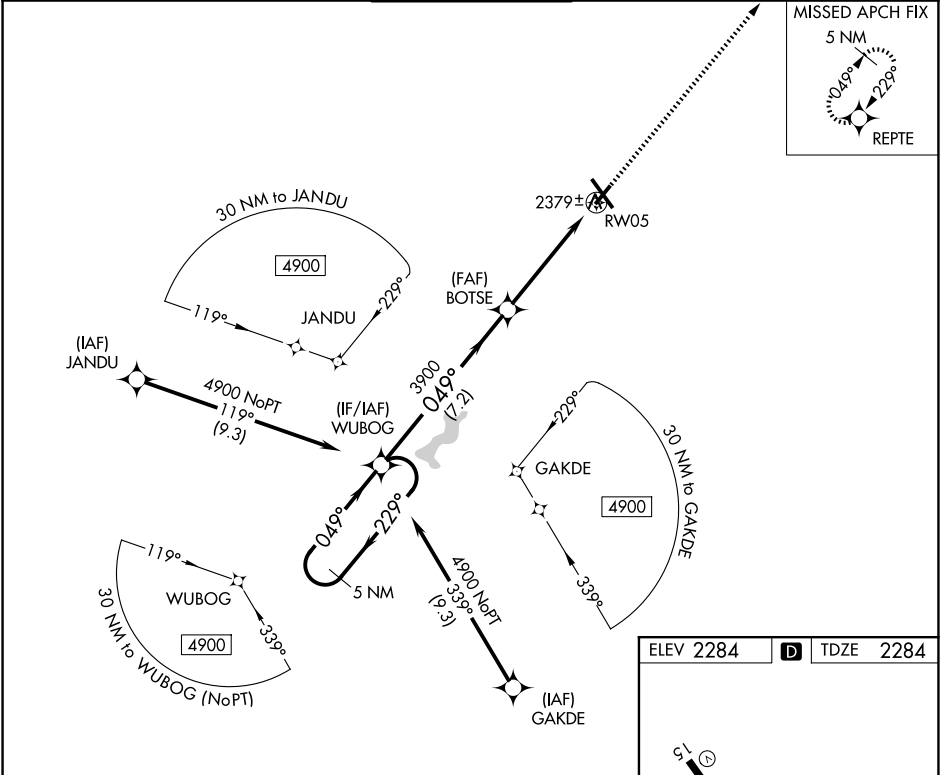
▼

⚠

When local altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 29°C. Rwy 5 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 4900 direct REPTC and hold.

ATIS 118.325	JOHNSTOWN APP CON ★ 121.2 299.2	JOHNSTOWN TOWER ★ 125.75 (CTAF) 0	GND CON 121.6	UNICOM 122.95
------------------------	---	---	-------------------------	-------------------------



5 NM Holding Pattern

WUBOG

4900 ← 229°

049° →

GP 3.00° TCH 39

4900

REPTC

3900

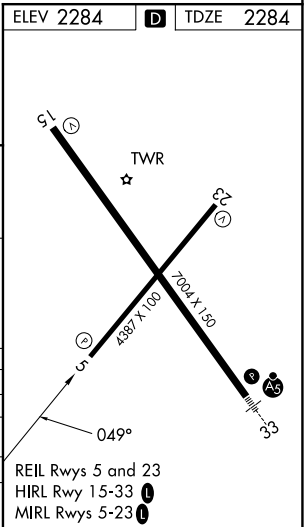
BOTSE

RW05

7.2 NM

5 NM

CATEGORY	A	B	C	D
LPV DA		2534-1	250 (300-1)	
LNAV/VNAV DA		2574-1	290 (300-1)	
LNAV MDA		2640-1	356 (400-1)	
CIRCLING	2700-1 416 (500-1)	2880-1 596 (600-1)	2880-1½ 596 (600-1½)	3000-2¼ 716 (800-2¼)



NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

JOHNSTOWN, PENNSYLVANIA

AL-898 (FAA)

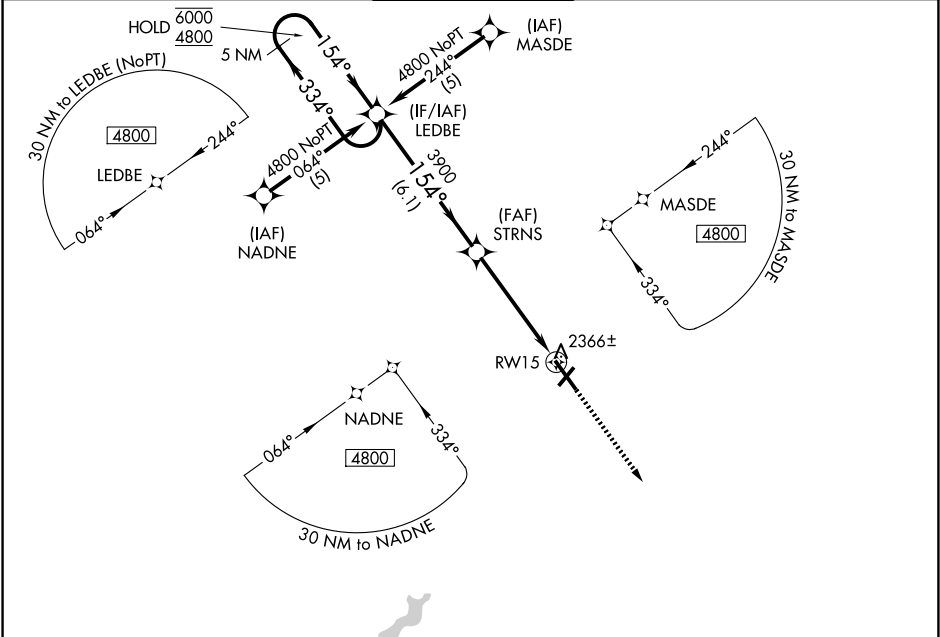
25275

WAAS CH 53513 W15A	APP CRS 154°	Rwy Ldg 6698 TDZE 2276 Apt Elev 2284
--	------------------------	--

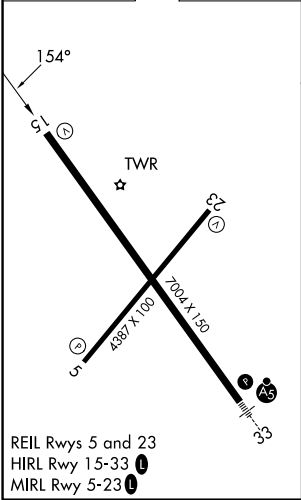
RNAV (GPS) RWY 15

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)

RNP APCH - GPS.		MISSED APPROACH: Climb to 4900 direct COTSO and hold.		
Baro-VNAV NA.				
ATIS 118.325	JOHNSTOWN APP CON ★ 121.2 299.2	JOHNSTOWN TOWER ★ 125.75 (CTAF) 0	GND CON 121.6	UNICOM 122.95



ELEV 2284	D	TDZE 2276
-----------	----------	-----------



5 NM Holding Pattern		LEDBE	STRNS	4900	COTSO
6000 ← 334° 4800 → 154°			3900	↑	✧
GP 3.00° TCH 52			3900	*LNAV only	
		6.1 NM	3.8 NM	1.1	
CATEGORY	A	B	C	D	
LPV DA	2526-¾		250 (300-¾)		
LNNAV/VNAV DA	2595-1		319 (400-1)		
LNNAV MDA	2680-1	404 (400-1)	2680-1½ 404 (400-1½)	2680-1¼ 404 (400-1¼)	
CIRCLING	2700-1 416 (500-1)	2880-1 596 (600-1)	2880-1½ 596 (600-1½)	3000-2¼ 716 (800-2¼)	

JOHNSTOWN, PENNSYLVANIA
Amdt 1B 16JUN22

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)
40°19'N-78°50'W

RNAV (GPS) RWY 15

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

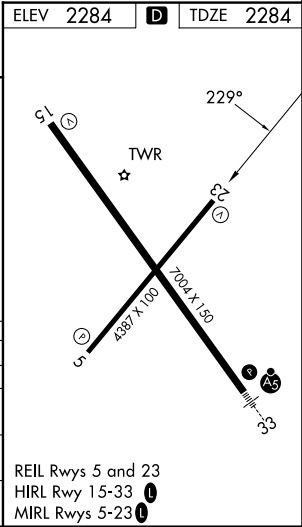
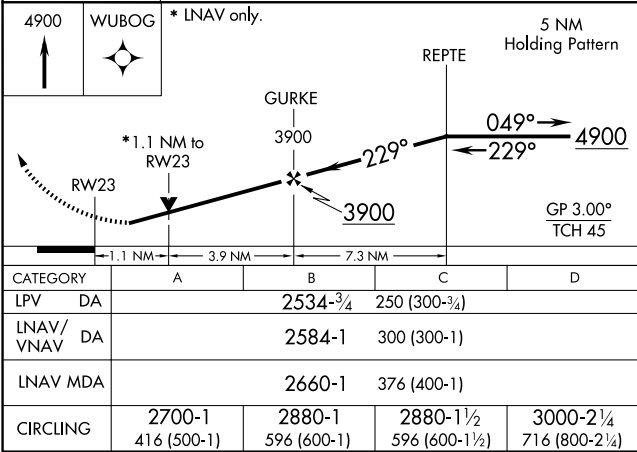
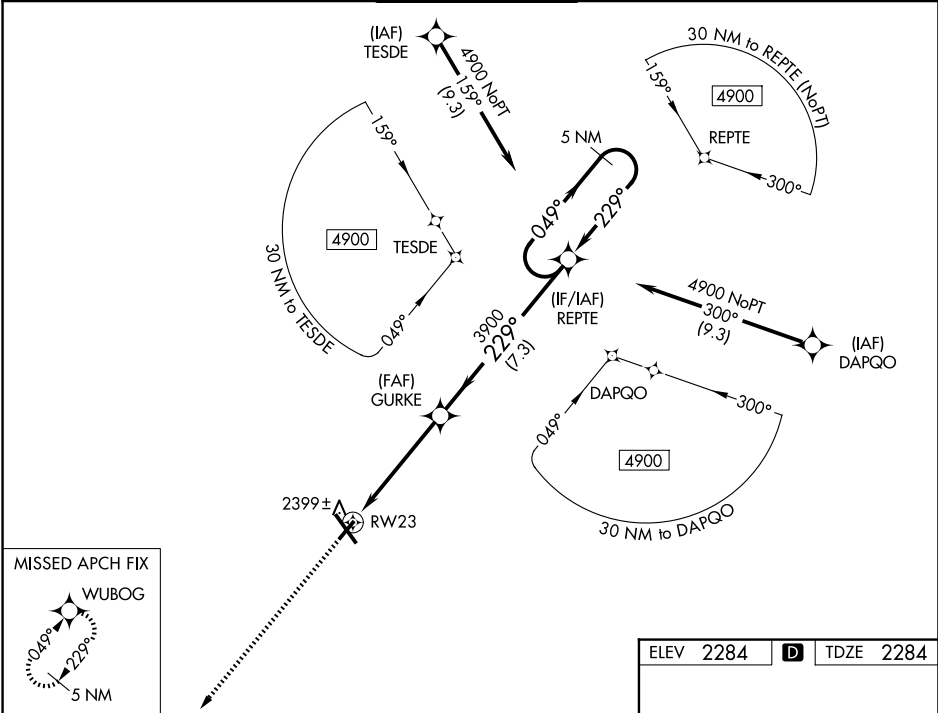
WAAS CH 53429 W23A	APP CRS 229°	Rwy Ldg TDZE Apt Elev 4387 2284 2284
--	------------------------	--

RNAV (GPS) RWY 23

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)

 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 29°C (84°F). When local altimeter setting not received, procedure NA. DME/DME RNP-0.3 NA. Rwy 23 helicopter visibility reduction below ¾ SM NA.	MISSED APPROACH: Climb to 4900 direct WUBOG and hold.
---	---

ATIS 118.325	JOHNSTOWN APP CON ★ 121.2 299.2	JOHNSTOWN TOWER ★ 125.75 (CTAF) 0	GND CON 121.6	UNICOM 122.95
------------------------	---	---	-------------------------	-------------------------



NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

JOHNSTOWN, PENNSYLVANIA

AL-898 (FAA)

25275

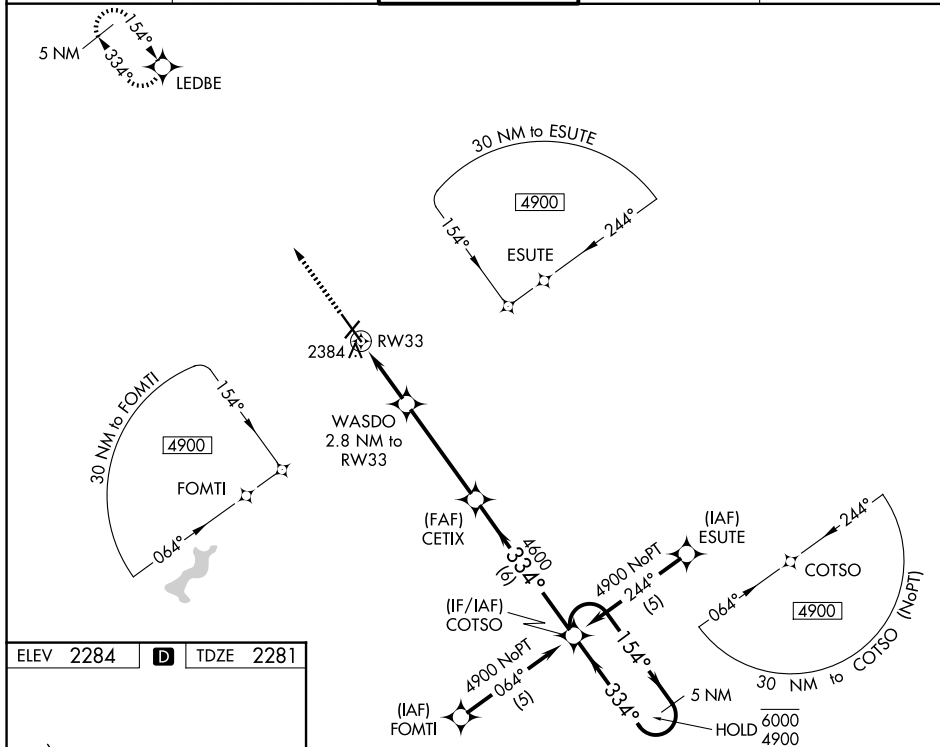
WAAS CH 61113 W33A	APP CRS 334°	Rwy Ldg TDZE 2281 Apt Elev 2284
--	------------------------	---

RNAV (GPS) RWY 33

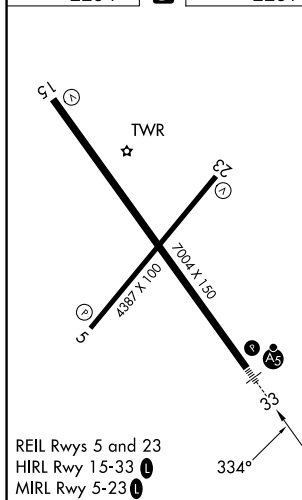
JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)

RNP APCH.	MALSR 	MISSED APPROACH: Climb to 4800 direct LEDGE and hold.
-----------	--	---

ATIS 118.325	JOHNSTOWN APP CON ★ 121.2 299.2	JOHNSTOWN TOWER ★ 125.75 (CTAF) 0	GND CON 121.6	UNICOM 122.95
------------------------	---	---	-------------------------	-------------------------



ELEV 2284	D	TDZE 2281
-----------	----------	-----------



JOHNSTOWN, PENNSYLVANIA

Amdt 1A 15AUG19

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)

40°19'N-78°50'W

RNAV (GPS) RWY 33

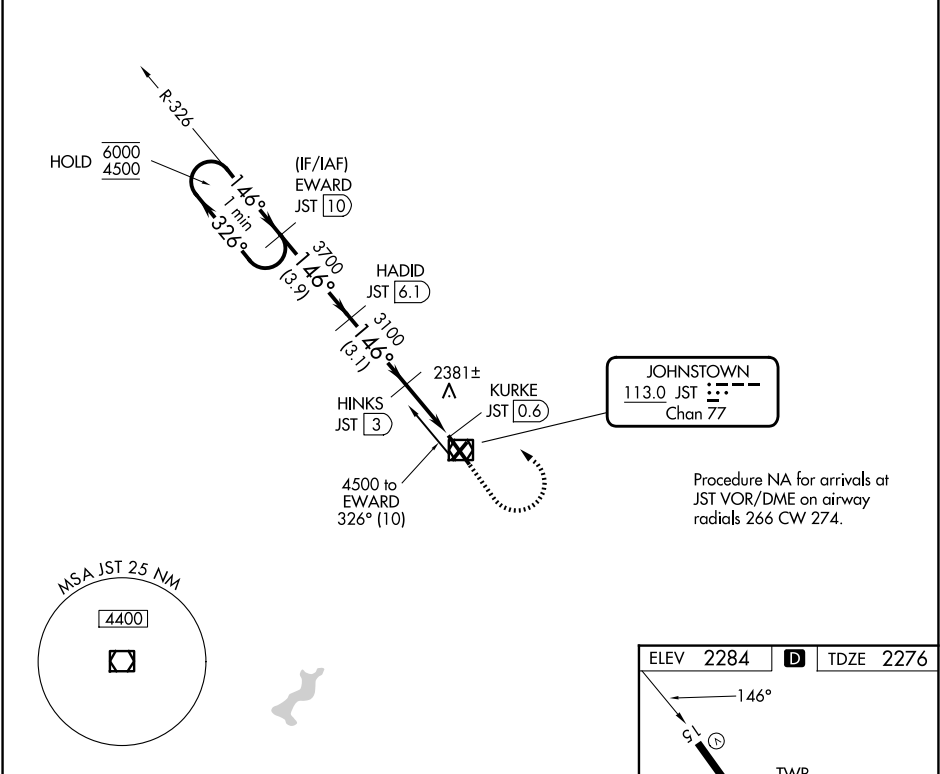
NE-4, 03 SEP 2026 to 29 OCT 2026

VOR/DME JST	APP CRS	Rwy Ldg	6698
113.0	146°	TDZE	2276
Chan 77		Apt Elev	2284

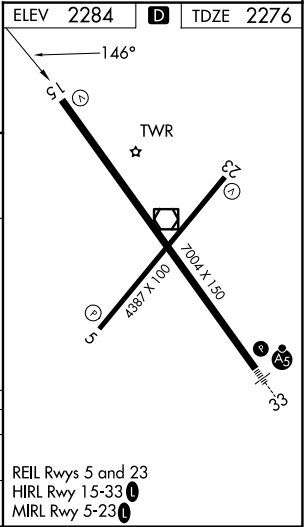
VOR Z RWY 15

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)

DME required.		MISSED APPROACH: Climb to 3000 then climbing left turn to 4500 on heading 300° and JST VOR/DME R-326 to EWARD /10 DME and hold.		
ATIS	JOHNSTOWN APP CON ★	JOHNSTOWN TOWER ★	GND CON	UNICOM
118.325	121.2 299.2	125.75 (CTAF) 0	121.6	122.95



One Minute Holding Pattern				
CATEGORY	A	B	C	D
S-15	2660-1	384 (400-1)	2660-1 1/8	384 (400-1 1/8)
CIRCLING	2700-1 416 (500-1)	2880-1 596 (600-1)	2880-1 1/2 596 (600-1 1/2)	3000-2 1/4 716 (800-2 1/4)



JOHNSTOWN, PENNSYLVANIA

AL-898 (FAA)

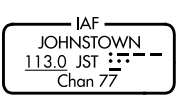
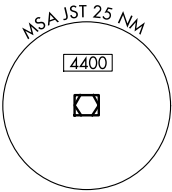
25275

VOR/DME JST	APP CRS	Rwy Ldg	4387
113.0	042°	TDZE	2284
Chan 77		Apt Elev	2284

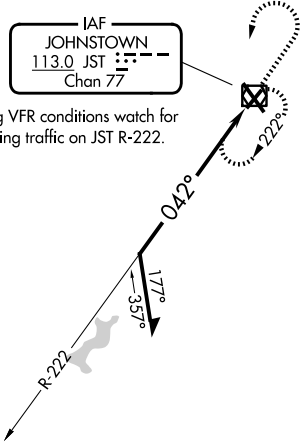
VOR RWY 5

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)

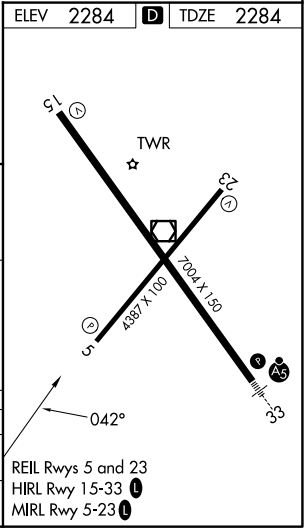
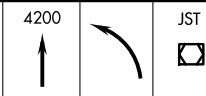
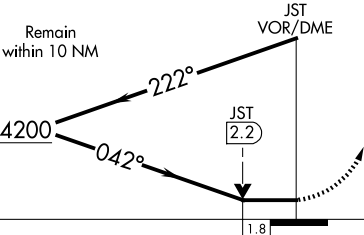
Rwy 5 helicopter visibility reduction below ¾ SM NA.		MISSED APPROACH: Climb to 4200 then left turn direct JST VOR/DME and hold.		
ATIS 118.325	JOHNSTOWN APP CON ★ 121.2 299.2	JOHNSTOWN TOWER ★ 125.75 (CTAF) 0	GND CON 121.6	UNICOM 122.95



During VFR conditions watch for opposing traffic on JST R-222.



Remain within 10 NM



CATEGORY	A	B	C	D
S-5	2880-1 596 (600-1)		2880-1¾ 596 (600-1¾)	
CIRCLING	2880-1 596 (600-1)		2880-1¾ 596 (600-1¾)	3000-2¼ 716 (800-2¼)

JOHNSTOWN, PENNSYLVANIA
Amdt 6A 15AUG19

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)
40°19'N-78°50'W
VOR RWY 5

NE-4, 03 SEP 2026 to 29 OCT 2026

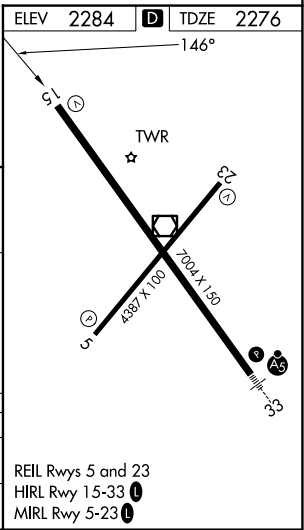
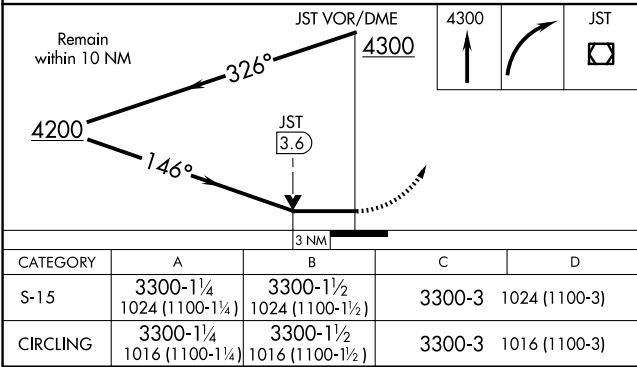
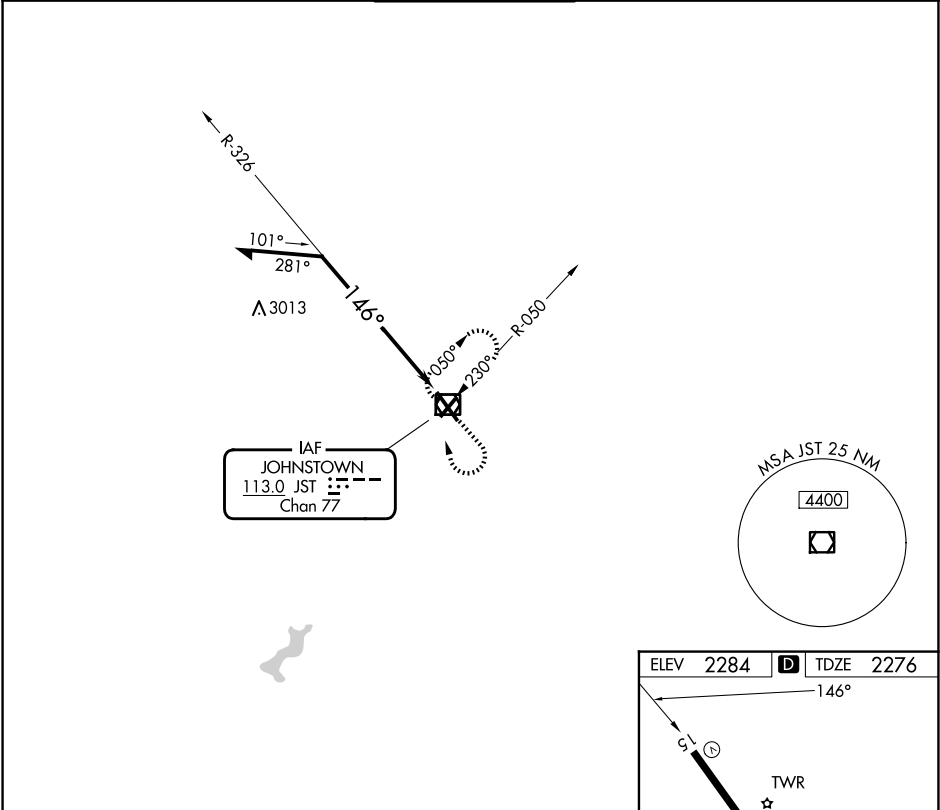
NE-4, 03 SEP 2026 to 29 OCT 2026

VOR/DME JST	APP CRS	Rwy Ldg	6698
113.0	146°	TDZE	2276
Chan 77		Apt Elev	2284

VOR Y RWY 15

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)

▼ ▲		MISSED APPROACH: Climb to 4300 then right turn direct JST VOR/DME and hold.		
ATIS	JOHNSTOWN APP CON ★	JOHNSTOWN TOWER ★	GND CON	UNICOM
118.325	121.2 299.2	125.75 (CTAF) 0	121.6	122.95



JOHNSTOWN, PENNSYLVANIA

AL-898 (FAA)

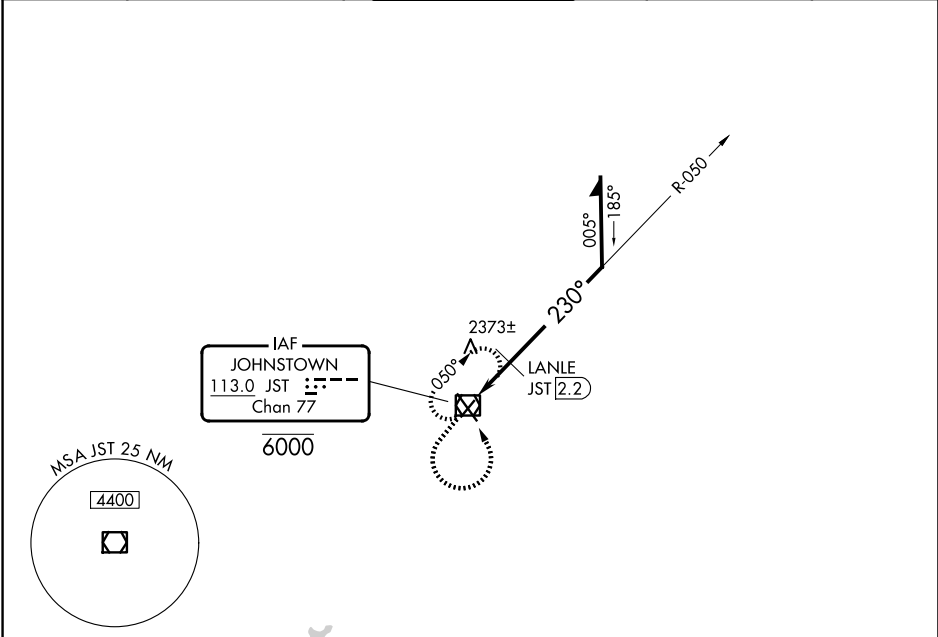
25275

VOR/DME JST	APP CRS	Rwy Ldg TDZE	4387
113.0	230°	2284	2284
Chan 77		Apt Elev	2284

VOR Y RWY 23

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)

Rwy 23 helicopter visibility reduction below ¾ SM NA.			MISSED APPROACH: Climb to 4200 then left turn direct JST VOR/DME and hold.	
ATIS	JOHNSTOWN APP CON ★	JOHNSTOWN TOWER ★	GND CON	UNICOM
118.325	121.2 299.2	125.75 (CTAF) 0	121.6	122.95



ELEV 2284 D TDZE 2284

4200

JST

JST VOR/DME 6000

050°

LANLE JST 2.2

2920

2.98°

TCH 45

1.1 0.8 NM

CATEGORY	A	B	C	D
S-23	2920-1 636 (700-1)	2920-1¾ 636 (700-1¾)	2920-2 636 (700-2)	
CIRCLING	2920-1 636 (700-1)	2920-1¾ 636 (700-1¾)	3000-2¼ 716 (800-2¼)	
LANLE FIX MINIMUMS				
S-23	2660-1 376 (400-1)			2660-1¼ 376 (400-1¼)
CIRCLING	2700-1 416 (500-1)	2880-1 596 (600-1)	2880-1½ 596 (600-1½)	3000-2¼ 716 (800-2¼)

JOHNSTOWN, PENNSYLVANIA
Amdt 8B 15AUG19

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)
40°19'N-78°50'W

VOR Y RWY 23

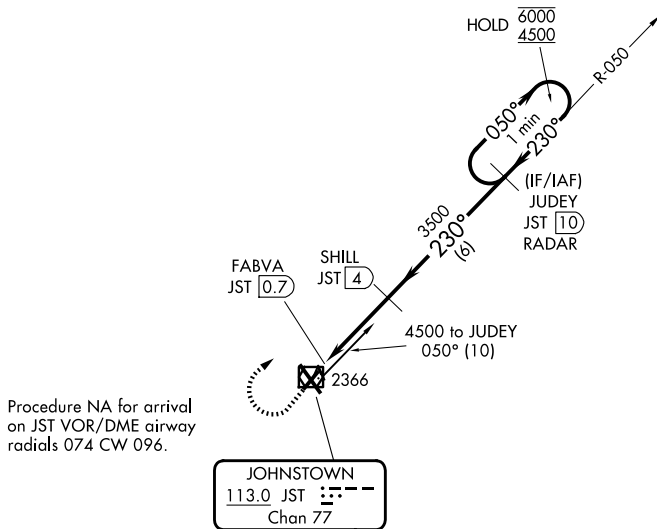
NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

VOR Z RWY 23
JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)

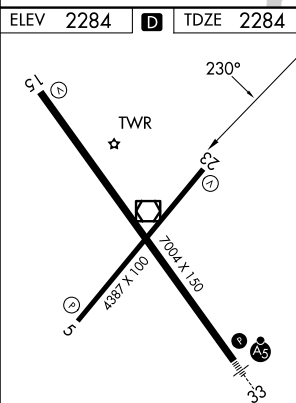
T Rwy 23 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 3000 then climbing right turn to 4500 on heading 075° and JST VOR/DME R-050 to JUDEY/JST 10 DME/RADAR and hold.

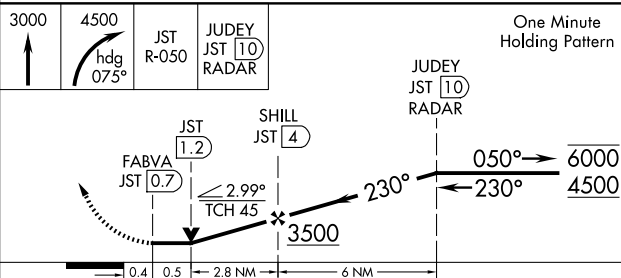
UNICOM
122.95

MSA JST 25 NM

4400



REIL Rwy 5 and 23
HIRL Rwy 15-33 **L**
MIRL Rwy 5-23 **L**



One Minute Holding Pattern

CATEGORY	A	B	C	D
S-23	2620-1 336 (400-1)			
CIRCLING	2700-1 416 (500-1)	2880-1 596 (600-1)	2880-1½ 596 (600-1½)	3000-2¼ 716 (800-2¼)

NE-4, 03 SEP 2026 to 29 OCT 2026

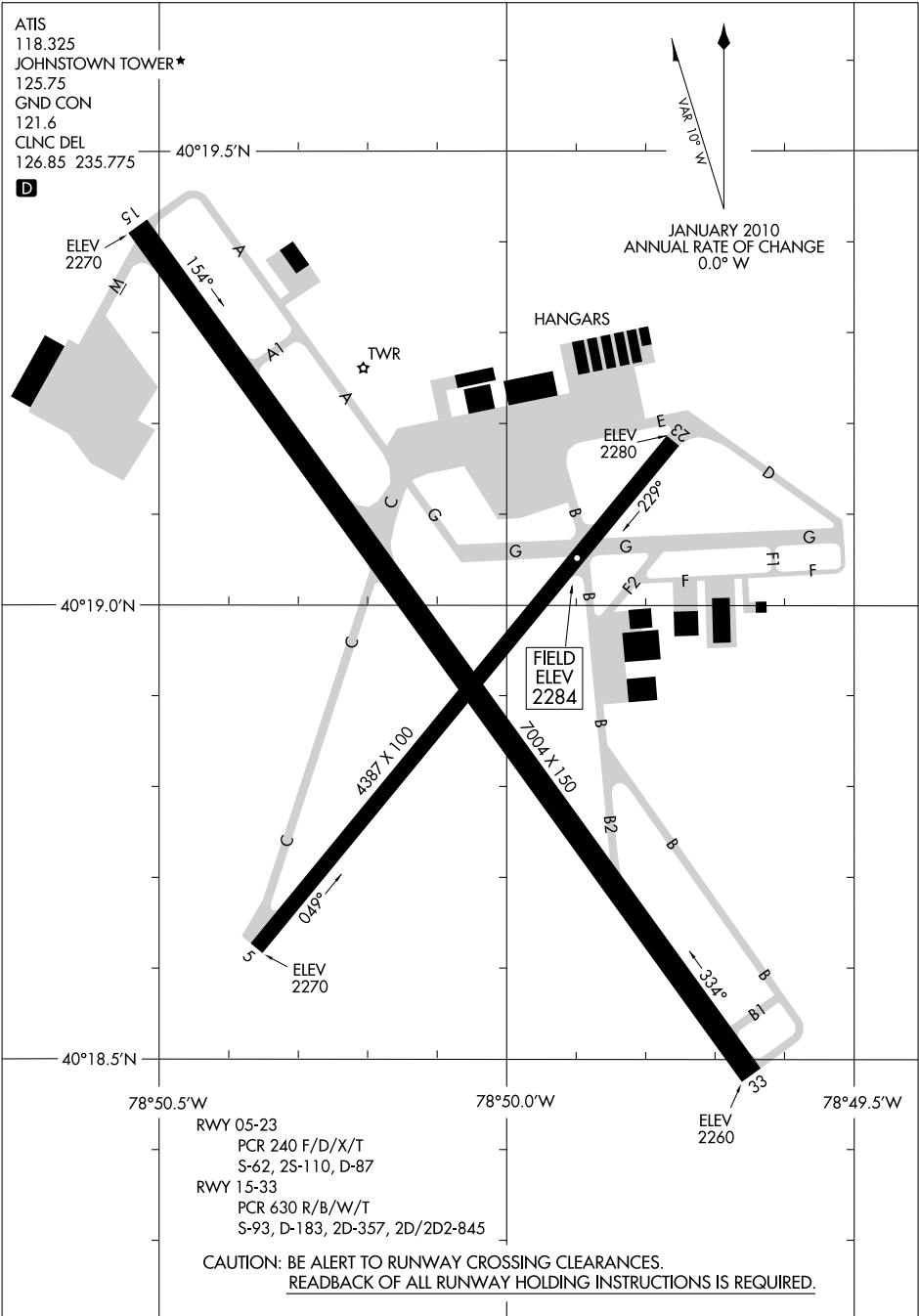
26134

AIRPORT DIAGRAM

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)

AL-898 (FAA)

JOHNSTOWN, PENNSYLVANIA



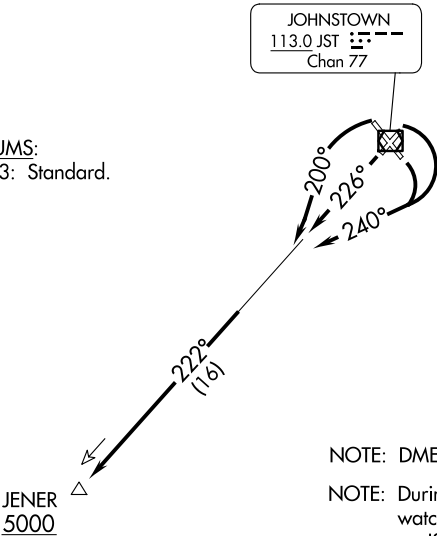
(JENER4.JENER) 24025
JENER FOUR DEPARTURE

AL-898 (FAA)
JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)
JOHNSTOWN, PENNSYLVANIA

ATIS 118.325
CLNC DEL
126.85 235.775
GND CON
121.6
JOHNSTOWN TOWER ★
125.75 (CTAF)
JOHNSTOWN DEP CON ★
121.2 299.2

TOP ALTITUDE:
ASSIGNED BY ATC

TAKEOFF MINIMUMS:
Rwys 5, 15, 23, 33: Standard.



NOTE: DME and radar required.
NOTE: During VFR conditions
watch for opposing traffic
on JST R-222.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5 and 15: Turn right heading 240° to intercept JST R-222, Thence....
TAKEOFF RUNWAY 23: Climb heading 226° to intercept JST R-222, Thence....
TAKEOFF RUNWAY 33: Turn left heading 200° to intercept JST R-222, Thence....
....via JST R-222 to cross JENER/JST 16 DME at or above 5000. Thence via (assigned route).

JENER FOUR DEPARTURE
(JENER4.JENER) 21JUL16

JOHNSTOWN, PENNSYLVANIA
JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)

(LILLI5.LILLI) 23334

LILLI FIVE DEPARTURE

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)
AL-898 (FAA) JOHNSTOWN, PENNSYLVANIA

JOHNSTOWN DEP CON ★
121.2 299.2
ATIS
118.325
CLNC DEL
126.85 235.775
GND CON
121.6
JOHNSTOWN TOWER ★
125.75 (CTAF)
CLEVELAND CENTER
124.4 327.1

DME and RADAR required.

TOP ALTITUDE:
ASSIGNED BY ATC

TAKEOFF MINIMUMS:
Rwy 5, 15, 23, 33: Standard with minimum
ATC climb of 235'/NM to 5000.

The diagram shows a departure route starting from Johnstown (marked with a square and crosshair). Four possible heading changes are indicated: 070°, 090°, 046°, and 015°. These lead to intercepting JST R-048. From there, the route continues on heading 048° (labeled (12)) to reach LILLI 5000, marked with a triangle. A box below Johnstown indicates 'JOHNSTOWN 113.0 JST Chan 77'.

NOTE: During VFR conditions
watch for opposing traffic
on JST R-048.

A circular Minimum Safe Altitude (MSA) for JST 25 NM, with a central square and crosshair and the number 4400 inside.

NOTE: Chart not to scale.

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 046° to intercept JST R-048, thence....
TAKEOFF RUNWAY 15: Climbing left turn heading 015° to intercept JST R-048, thence....
TAKEOFF RUNWAY 23: Climbing right turn heading 070° to intercept JST R-048, thence....
TAKEOFF RUNWAY 33: Climbing right turn heading 090° to intercept JST R-048, thence....
....on JST R-048 to cross LILLI/JST 12 DME at or above 5000 then on (assigned route).

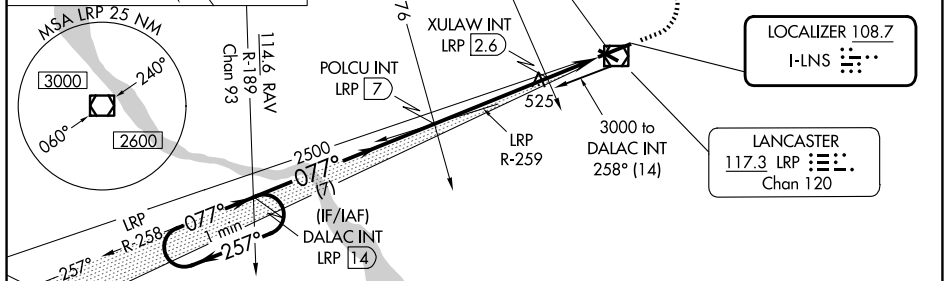
LILLI FIVE DEPARTURE

(LILLI5.LILLI) 30NOV23

JOHNSTOWN, PENNSYLVANIA
JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)

ILS or LOC RWY 8
LANCASTER (LNS)

MISSED APPROACH:
Climb to 1200 then
climbing left turn to
3000 on LRP VOR/
DME R-333 to KUPPS
INT/LRP 12.5 DME
and hold.



The diagram illustrates the geometric setup of the TWR system. It shows two intersecting lines representing different components or paths. The upper line is labeled "6933 X 150" and the lower line is labeled "4102 X 100". An angle of "077°" is indicated between these lines. Various symbols are present, including a star, circles containing numbers (e.g., 31, 3), and a circle containing a cross. The label "TWR" is positioned above the intersection point.

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4. 03 SEP 2026 to 29 OCT 2026

WAAS CH 77915 W08A	APP CRS 077°	Rwy Ldg TDZE 399 Apt Elev 403
--	------------------------	---

RNAV (GPS) RWY 8

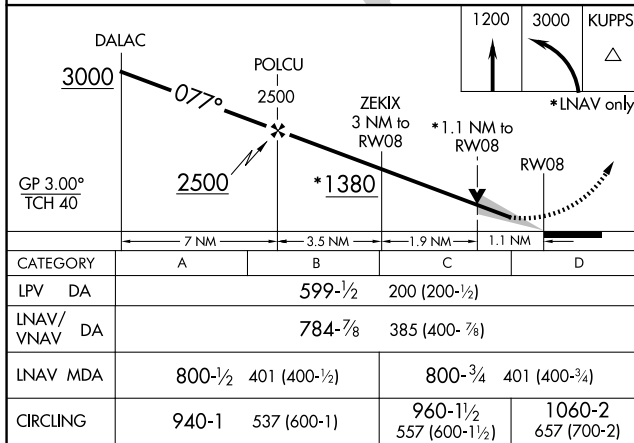
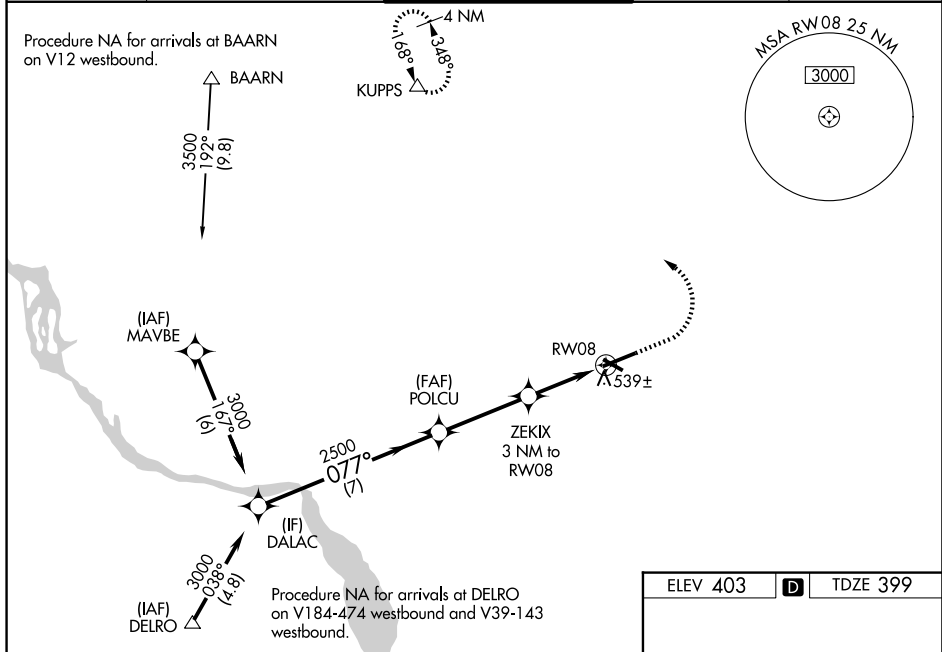
LANCASTER (LNS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 64 feet and all MDA 80 feet, increase LNAV/VNAV all Cats visibility ¼ mile, LNAV and Circling Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Harrisburg Intl altimeter setting. Night landing: Rwy 13, 31 NA. For inoperative MALS R increase LNAV/VNAV all Cats visibility to 1 ¼ mile, and LNAV Cats C/D visibility to 1 ½ mile. For inoperative MALS R when using Harrisburg Intl altimeter setting, increase LPV all Cats visibility to ½ mile, LNAV/VNAV all Cats visibility to 1 ½ mile and LNAV Cats C/D visibility to 1 ½ mile.

MALS R

MISSED APPROACH:
Climb to 1200 then climbing left turn to 3000 direct KUPPS and hold.

ATIS 125.675	HARRISBURG APP CON 126.45 281.525	LANCASTER TOWER ★ 120.9 (CTAF) 0 251.1	GND CON 121.8	UNICOM 122.95
------------------------	---	--	-------------------------	-------------------------



ELEV 403 **D** TDZE 399

REIL Rwy 31
HIRL Rwy 8-26
MIRL Rwy 13-31

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 42723 W13A	APP CRS 128°	Rwy Ldg TDZE Apt Elev	4102 402 403
--	------------------------	-----------------------------	---

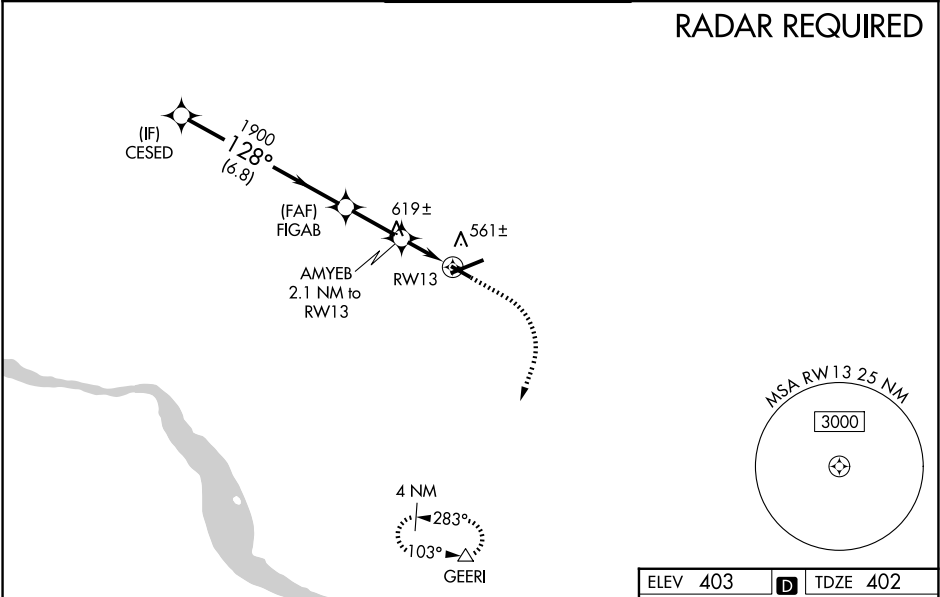
RNAV (GPS) RWY 13

LANCASTER (LNS)

Night landing: Rwy 13, 31 NA. Baro-VNAV NA when using Harrisburg Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 31°C (87°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 64 feet and all MDA 80 feet, increase LPV and LNAV/VNAV visibility all Cats ½, and LNAV and Circling Cats C and D ¼.

MISSED APPROACH:
Climb to 900 then climbing right turn to 3000 direct GEERI and hold

ATIS 125.675	HARRISBURG APP CON 126.45 281.525	LANCASTER TOWER ★ 120.9 (CTAF) 251.1	GND CON 121.8	UNICOM 122.95
------------------------	---	---	-------------------------	-------------------------



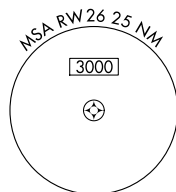
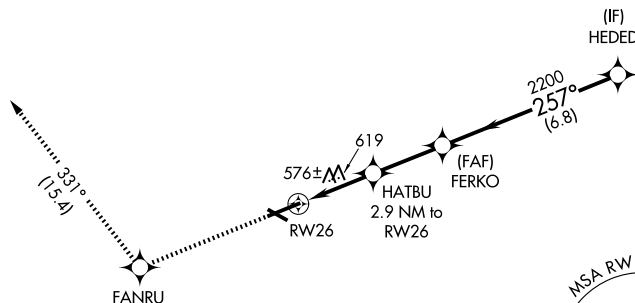
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).					ELEV 403	D	TDZE 402
CESED 3000 128° 1900 FIGAB 1140 AMYEB 2.1 NM to RWY 13 RWY 13 GP 3.10° TCH 60 6.8 NM 2.3 NM 2.1 NM 900 3000 GEERI * LNAV only					128° TWR 6933 X 150 0.3% UP 4102 X 100 REIL Rwy 31 HIRL Rwy 8-26 MIRL Rwy 13-31		
CATEGORY	A	B	C	D			
LPV DA	687-1		285 (300-1)				
LNAV/VNAV DA	894-1½		492 (500-1½)				
LNAV MDA	880-1 478 (500-1)		880-1¾ 478 (500-1¾)				
CIRCLING	940-1 537 (600-1)		960-1½ 557 (600-1½)		1060-2 657 (700-2)		

RNAV (GPS) RWY 26
LANCASTER (LNS)

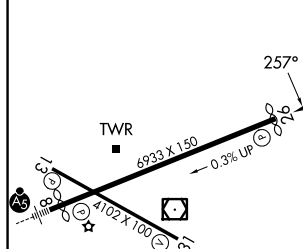
MISSED APPROACH:
Climb to 3000 direct
FANRU and on track 331°
to BAARN and hold.

ATIS 125.675	HARRISBURG APP CON 126.45 281.525	LANCASTER TOWER ★ 120.9 (CTAF) 0 251.1	GND CON 121.8	UNICOM 122.95
------------------------	---	--	-------------------------	-------------------------

RADAR REQUIRED



ELEV	403	D	TDZE	384
------	-----	----------	------	-----



3000 ↑	FANRU ✦	tr 331°	BAARN △				
*LNAV only				GP 3.00° TCH 47			
CATEGORY	A		B		C		D
LPV DA			634- ³ / ₄		250 (300- ³ / ₄)		
LNAV/ VNAV DA			905-1 ³ / ₄		521 (500-1 ³ / ₄)		
LNAV MDA	1020-1	636 (700-1)		1020-1 ⁷ / ₈		636 (700-1 ⁷ / ₈)	
CIRCLING	1020-1	617 (700-1)		1020-1 ⁷ / ₈ 617 (700-1 ⁷ / ₈)		1060-2 657 (700-2)	

REIL Rwy 31 **L**
HIRL Rwy 8-26 **L**
MIRL Rwy 13-31 **L**

40°07'N-76°18'W

RNAV (GPS) RWY 26

NE-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 48823 W31A	APP CRS 308°	Rwy Ldg TDZE 403 Apt Elev 403
--	------------------------	---

RNAV (GPS) RWY 31

LANCASTER (LNS)

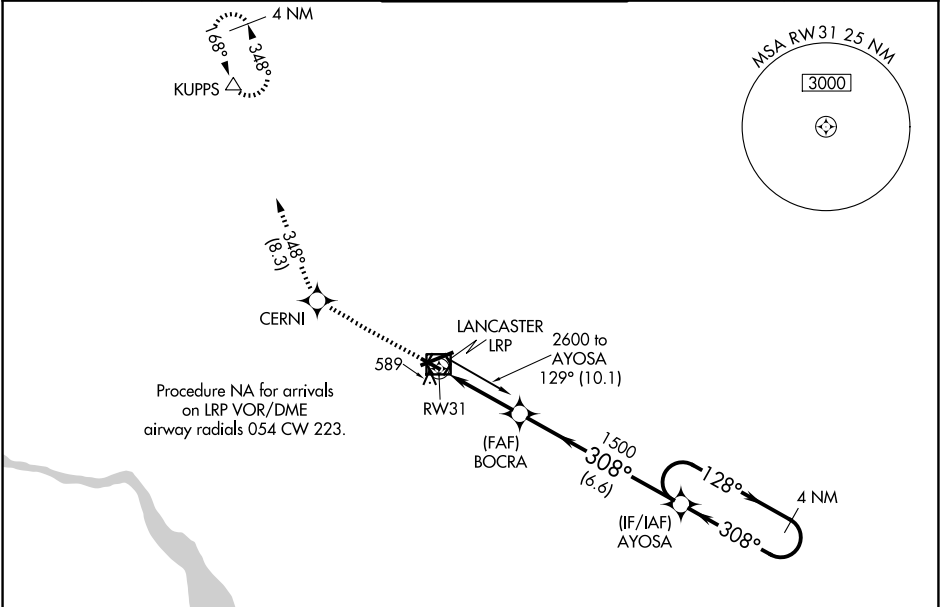
⚠

Night landing: Rwy 13, 31 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 64 feet and all MDA 80 feet, increase LNAV/VNAV visibility all Cts and LNAV and Circling Cat C/D visibility ¼. Baro-VNAV NA when using Harrisburg Intl altimeter setting.

MISSED APPROACH:

Climb to 3000 direct CERNI and on track 348° to KUPPS and hold.

ATIS 125.675	HARRISBURG APP CON 126.45 281.525	LANCASTER TOWER ★ 120.9 (CTAF) 0 251.1	GND CON 121.8	UNICOM 122.95
------------------------	---	--	-------------------------	-------------------------



ELEV 403

D

TDZE 403

TWR

6933 X 150

0.3% UP

4102 X 100

308°

REIL Rwy 31

HIRL Rwy 8-26

MIRL Rwy 13-31

3000	CERNI	tr 348°	KUPPS	AYOSA	4 NM Holding Pattern
				2600	
				128°	
				308°	
				1500	
				1500	
				3.3 NM	6.6 NM
CATEGORY	A	B	C	D	
LPV DA	653-1	250 (300-1)			
LNAV/VNAV DA	774-1 ¼	371 (400-1 ¼)			
LNAV MDA	840-1	437 (500-1)	840-1 ⅜	437 (500-1 ⅜)	
CIRCLING	940-1	537 (600-1)	960-1 ½	1060-2	
			557 (600-1 ½)	657 (700-2)	

LANCASTER, PENNSYLVANIA

AL-927 (FAA)

26134

VOR/DME LRP 117.3 Chan 120	APP CRS 090°	Rwy Ldg 6118 TDZE 399 Apt Elev 403
--	------------------------	---

VOR/DME RWY 8

LANCASTER (LNS)

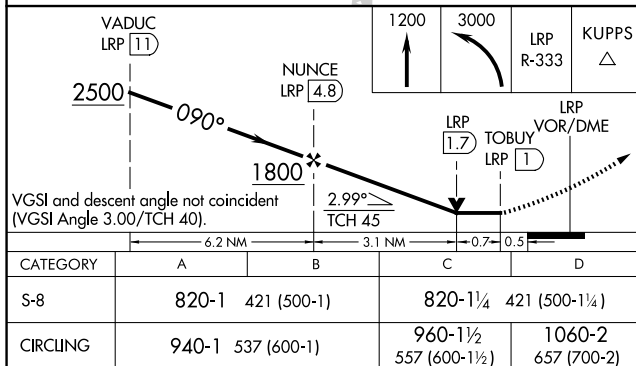
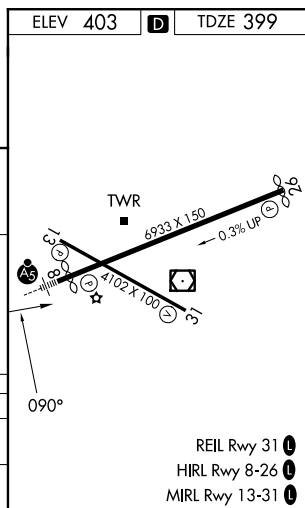
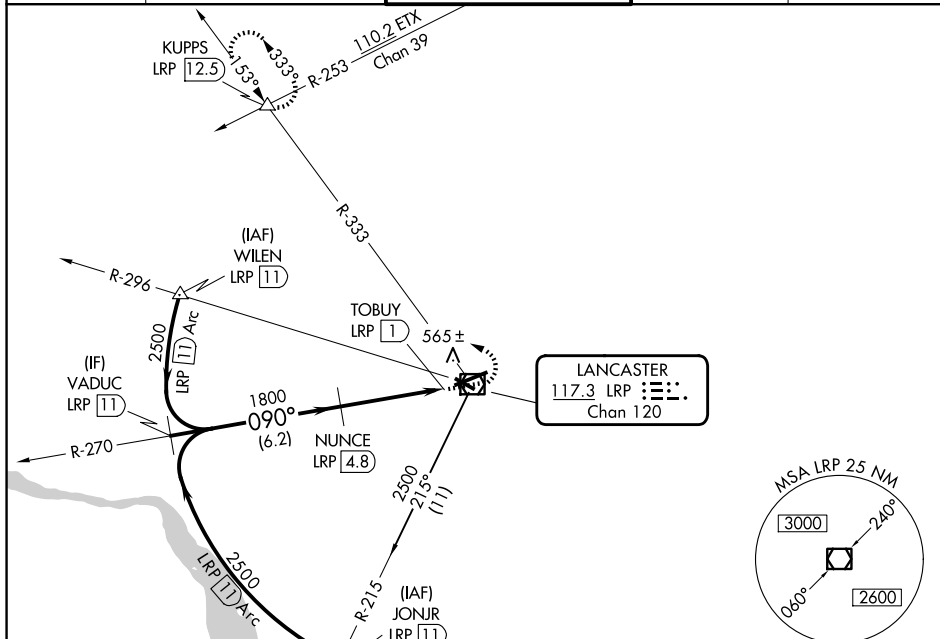
⚠ Circling Rwy 13, 31 NA at night. Inop table does not apply.
⚠ When local altimeter setting not received, use Harrisburg
 Intl altimeter setting and increase all MDA 80 feet, and S-8
 and Circling Cats C and D visibility ¼ mile.

MALSR



MISSED APPROACH: Climb to 1200 then
 climbing left turn to 3000 via LRP VOR/DME
 R-333 to KUPPS INT/LRP 12.5 DME and hold.

ATIS 125.675	HARRISBURG APP CON 126.45 281.525	LANCASTER TOWER ★ 120.9 (CTAF) 0 251.1	GND CON 121.8	UNICOM 122.95
------------------------	---	--	-------------------------	-------------------------



LANCASTER, PENNSYLVANIA

Amdt 6D 21APR22

40°07'N-76°18'W

VOR/DME RWY 8

LANCASTER (LNS)

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

VOR/DME LRP 117.3 Chan 120	APP CRS 247°	Rwy Ldg 6118 TDZE 384 Apt Elev 403
--	------------------------	---

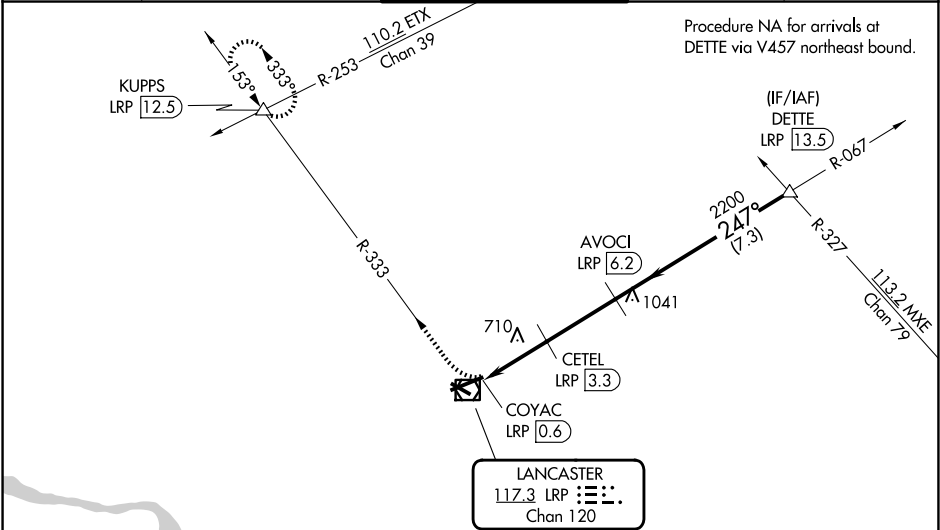
VOR/DME RWY 26
LANCASTER (LNS)

▼ Night landing: Rwy 13, 31 NA. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.

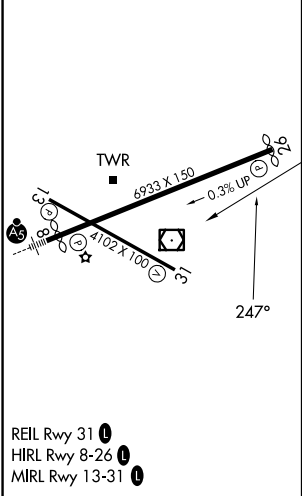
▲ When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet and S-26 and Circling Cats C and D visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climbing right turn to 3000 via LRP VOR/DME R-333 to KUPPS INT/LRP 12.5 DME and hold.

ATIS 125.675	HARRISBURG APP CON 126.45 281.525	LANCASTER TOWER★ 120.9 (CTAF) 251.1	GND CON 121.8	UNICOM 122.95
------------------------	---	--	-------------------------	-------------------------



ELEV 403	D	TDZE 384
-----------------	----------	-----------------



--	--

VOR/DME RWY 31
LANCASTER (LNS)

MISSED APPROACH: Climb to 3000 via LRP VOR/DME R-333 to KUPPS INT/LRP 12.5 DME and hold.

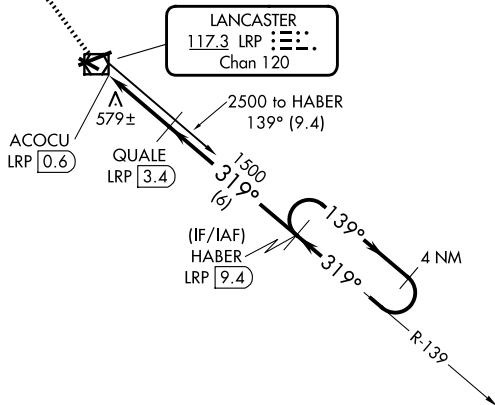
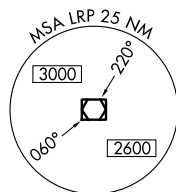
UNICOM
122.95

Figure 1 illustrates a flight profile with the following details:

- Altitudes:** 3000, 2500, 1500, and 0.6.
- Waypoints:** LRP VOR/DME, ACOCU LRP, QUALE LRP, and HABER LRP.
- Angles:** 3.00° climb angle, 319° turn, and 139° turn.
- Distances:** 2.8 NM from the runway to the 2500-foot altitude, and 6 NM from the 2500-foot altitude to the 3000-foot altitude.
- Final Altitude:** 3000 feet.
- Final Heading:** 4 NM Holding Pattern.

LANCASTER (LNS)
VOR/DME RWY 31

NE-4, 03 SEP 2026 to 29 OCT 2026

VOR/DME LRP	APP CRS	Rwy Ldg
117.3	090°	6118
Chan 120		TDZE 399
		Apt Elev 403

VOR RWY 8

LANCASTER (LNS)

⚠

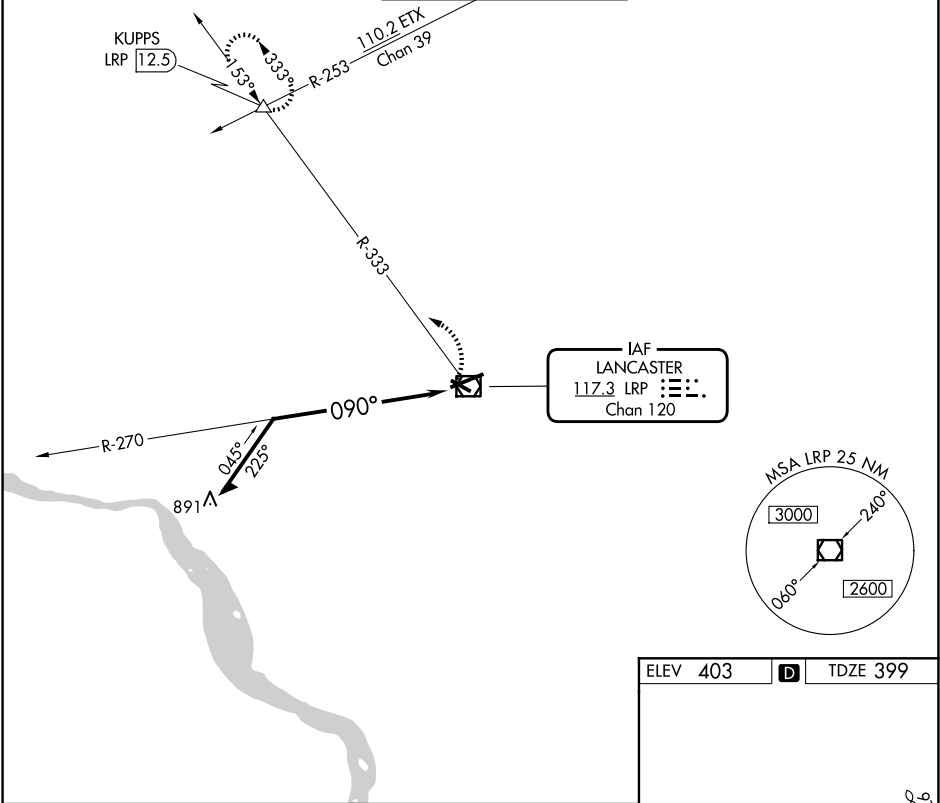
⚠

Night landing: Rwy 13, 31 NA. Inop table does not apply.
When local altimeter setting not received, use Harrisburg
Init altimeter setting and increase all MDA 80 feet.

MALSR

MISSED APPROACH: Climbing left turn
to 3000 via LRP VOR/DME R-333 to
KUPPS INT/LRP 12.5 DME and hold.

ATIS 125.675	HARRISBURG APP CON 126.45 281.525	LANCASTER TOWER ★ 120.9 (CTAF) 251.1	GND CON 121.8	UNICOM 122.95
------------------------	---	---	-------------------------	-------------------------



ELEV 403

D

TDZE 399

Remain within 10 NM

LRP VOR/DME

3000

LRP R-333

KUPPS

2900

270°

090°

CATEGORY	A	B	C	D
S-8	1400-1¼ 1001 (1000-1¼)	1400-1½ 1001 (1000-1½)	1400-3	1001 (1000-3)
CIRCLING	1400-1¼ 997 (1000-1¼)	1400-1½ 997 (1000-1½)	1400-3	997 (1000-3)

TWR

6933 X 150

0.3% UP

4102 X 100

090°

REIL Rwy 31

HIRL Rwy 8-26

MIRL Rwy 13-31

VOR/DME LRP <u>117.3</u> Chan 120	APP CRS 319°	Rwy Ldg 4102 TDZE 403 Apt Elev 403
---	------------------------	---

VOR RWY 31
LANCASTER (LNS)

T Straight-in Rwy 31 NA at night, Circling Rwy 13, 31
A NA at night. Rwy 31 helicopter visibility reduction below
1 SM NA.

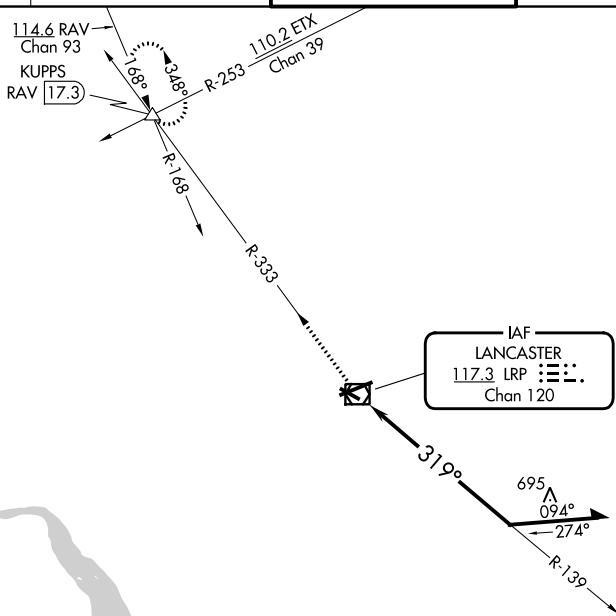
MISSED APPROACH: Climb to 3000 via LRP VOR/DME R-333 to KUPPS INT/RAV 17.3 DME and hold.

ATIS
125.675

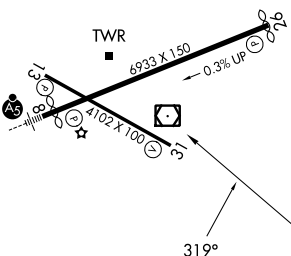
HARRISBURG APP CON
126.45 281.525

LANCASTER TOWER★
120.9 (CTAF) **L** 251.1

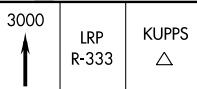
GND CON
121-8

UNICOM
122.95

ELEV 403	D	TDZE 403
----------	----------	----------

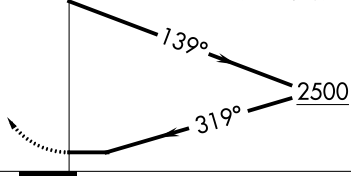


REIL Rwy 31 **L**
HIRL Rwy 8-26 **L**
MIRL Rwy 13-31 **L**



LRP
VOR/DMM

Remain
within 10 NM



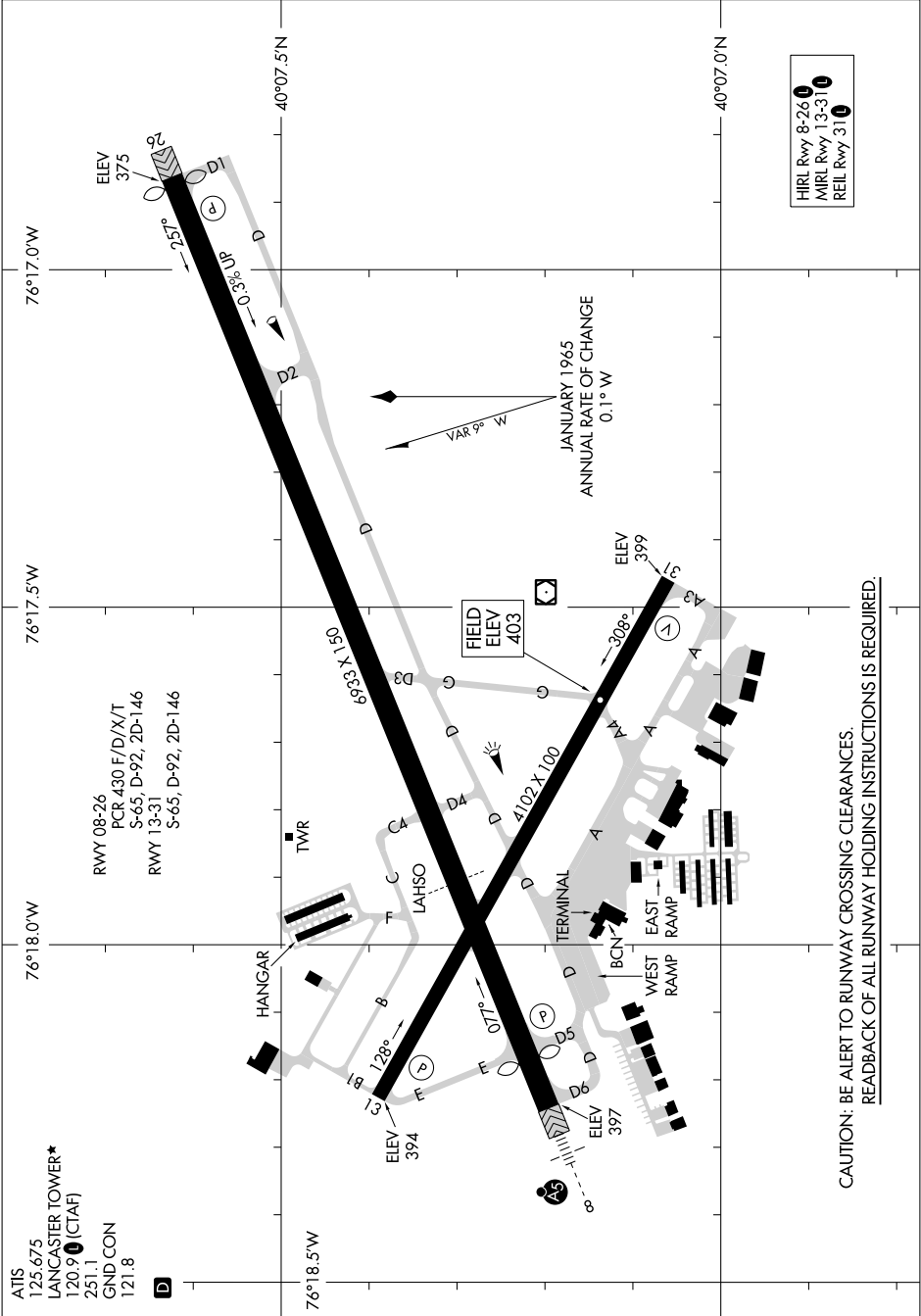
CATEGORY	A	B	C	D
S-31	1060-1	657 (700-1)	1060-1 $\frac{7}{8}$ 657 (700-1 $\frac{7}{8}$)	1060-2 657 (700-2)
CIRCLING	1060-1	657 (700-1)	1060-1 $\frac{7}{8}$ 657 (700-1 $\frac{7}{8}$)	1080-2 $\frac{1}{4}$ 677 (700-2 $\frac{1}{4}$)

Amdt 16C 03SEP26

40°07'N-76°18'W

LANCASTER (LNS)
VOR RWY 31

NE-4, 03 SEP 2026 to 29 OCT 2026



LATROBE, PENNSYLVANIA

AL-5125 (FAA)

26022

LOC HBE	APP CRS	Rwy Ldg	7372
110.9	236°	TDZE	1145
		Apt Elev	1199

ILS or LOC RWY 24

ARNOLD PALMER RGNL (LBE)

RNAV 1-GPS or RADAR required for procedure entry.
From IGOCL: RNAV 1-GPS required.
RADAR required.

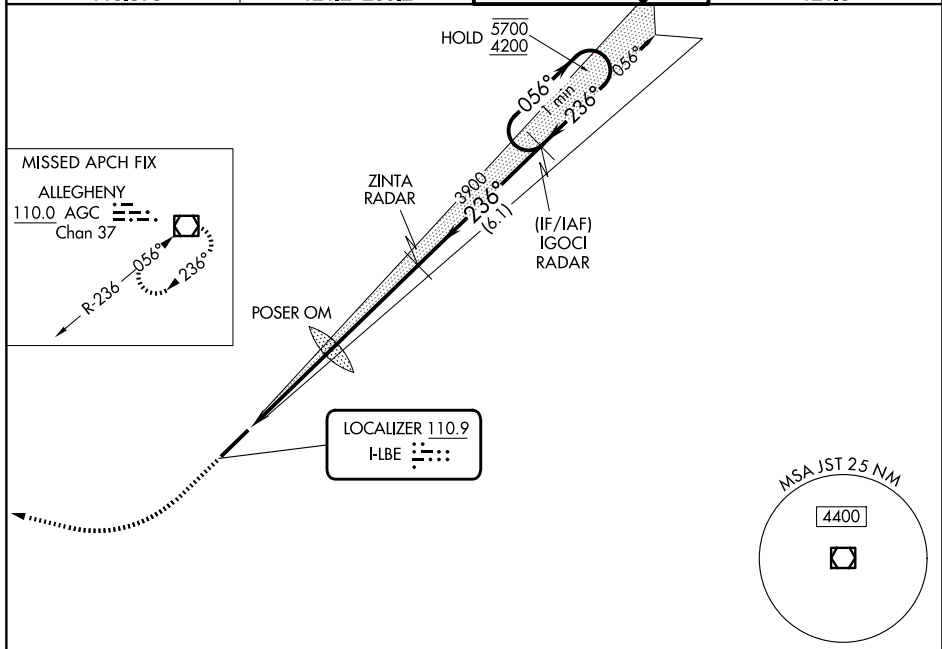
MALSR



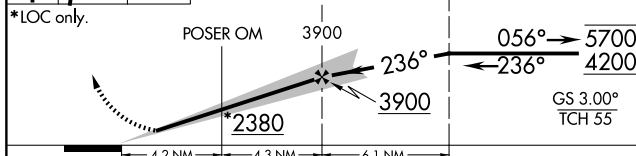
MISSED APPROACH: Climb to 2000 then climbing right turn to 5000 direct AGC VOR/DME and hold.

⚠ Circling NA SE of Rwy 6-24. Inop table does not apply to S-LOC 24 Cats C/D.
⚠ For inop ALS, increase POSER OM minimums S-LOC 24 Cats C/D visibility to 1 3/4 SM.

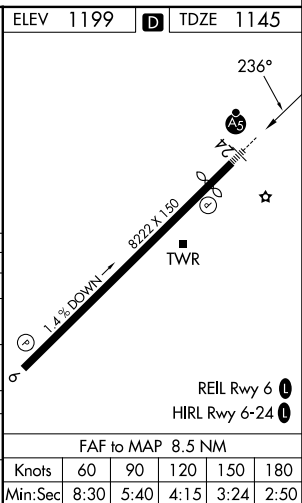
ATIS 118.375	JOHNSTOWN APP CON ★ 121.2 299.2	PALMER TOWER ★ 125.0 (CTAF) 0	GND CON 121.8
------------------------	---	---	-------------------------



2000	5000	AGC	ELEV 1199	TDZE 1145



CATEGORY	A	B	C	D
S-ILS 24		1345-1/2	200 (200-1/2)	
S-LOC 24	2380-3/4 1235 (1200-3/4)	2380-1 1235 (1200-1)	2380-3 1235 (1200-3)	
CIRCLING	2380-1 1/4 1181 (1200-1 1/4)	2380-1 1/2 1181 (1200-1 1/2)	2380-3 1181 (1200-3)	
POSER OM MINIMUMS				
S-LOC 24	1760-1/2 615 (600-1/2)	1760-1 3/8 615 (600-1 3/8)		
CIRCLING	1760-1 561 (600-1)	1780-1 581 (600-1)	2060-2 1/2 861 (900-2 1/2)	2060-2 3/4 861 (900-2 3/4)



LATROBE, PENNSYLVANIA

Amdt 17C 17JUN21

40°16'N-79°25'W

ARNOLD PALMER RGNL (LBE)

ILS or LOC RWY 24

NE-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 70539 W06A	APP CRS 056°	Rwy Ldg 8222 TDZE 1199 Apt Elev 1199
--	------------------------	---

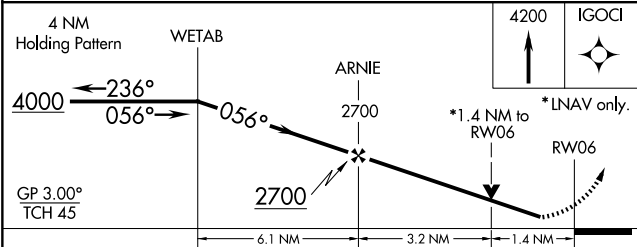
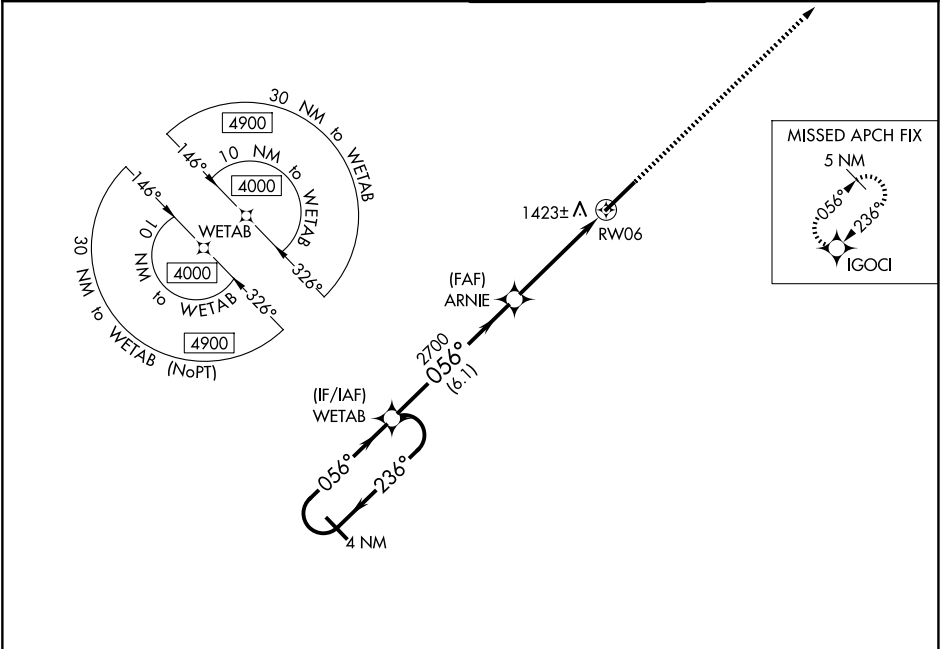
RNAV (GPS) RWY 6

ARNOLD PALMER RGNL (LBE)

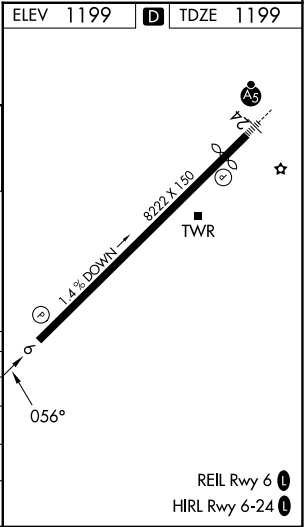
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Circling NA southeast of Rwy 6-24.
Rwy 6 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

MISSED APPROACH:
Climb to 4200 direct
IGOCI and hold.

ATIS 118.375	JOHNSTOWN APP CON ★ 121.2 299.2	PALMER TOWER ★ 125.0 (CTAF) 0	GND CON 121.8
------------------------	---	---	-------------------------



CATEGORY	A	B	C	D
LPV DA		1449-¾	250 (300-¾)	
LNAV/VNAV DA		1716-1¾	517 (600-1¾)	
LNAV MDA	1680-1	481 (500-1)	1680-1½	481 (500-1½)
CIRCLING	1740-1 541 (600-1)	1780-1 581 (600-1)	2060-2½ 861 (900-2½)	2060-2¾ 861 (900-2¾)



LATROBE, PENNSYLVANIA

AL-5125 (FAA)

26022

WAAS CH 70499 W24A	APP CRS 236°	Rwy Ldg TDZE 1145 Apt Elev 1199
--	------------------------	---

RNAV (GPS) RWY 24

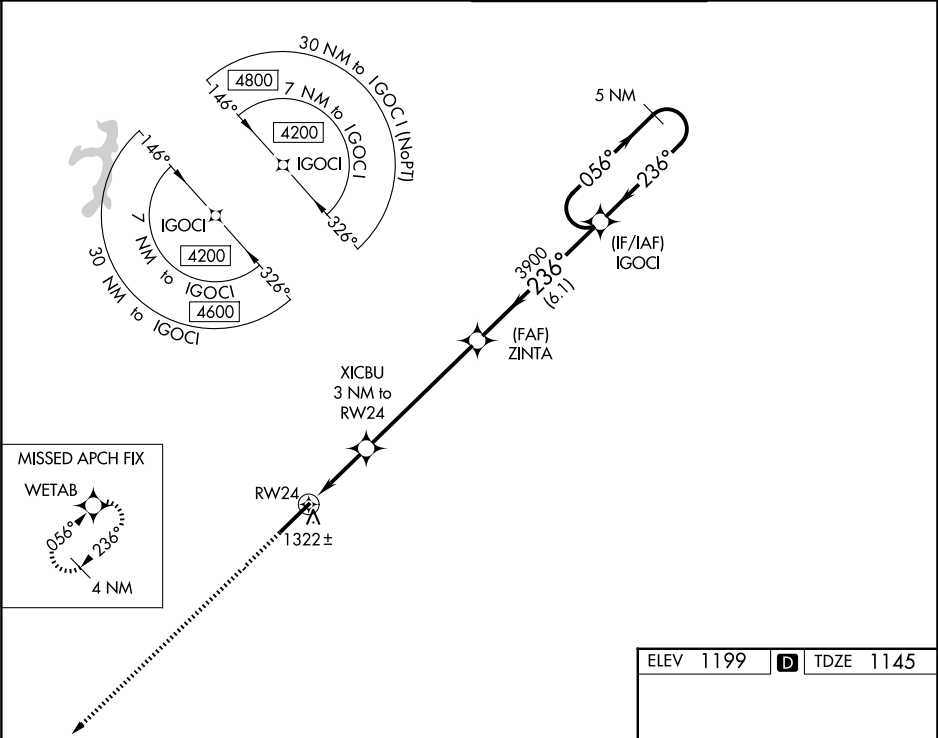
ARNOLD PALMER RGNL (LBE)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
Circling NA southeast of Rwy 6-24. DME/DME RNP-0.3 NA.

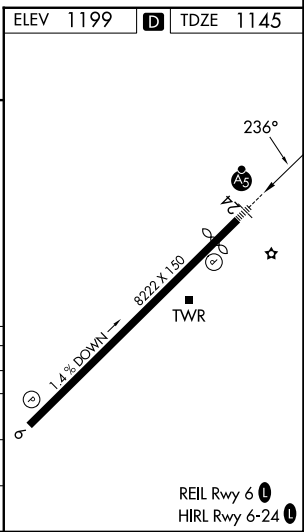
MALSR

MISSED APPROACH: Climb to 4200 direct WETAB and hold, continue climb-in-hold to 4200.

ATIS 118.375	JOHNSTOWN APP CON★ 121.2 299.2	PALMER TOWER★ 125.0 (CTAF) 0	GND CON 121.8
------------------------	--	--	-------------------------



4200	WETAB	5 NM Holding Pattern			
↑	✧				
*LNAV only.		XICBU 3 NM to RW24	ZINTA 3900	IGOCI	4200
		*1.2 NM to RW24	*2140	3900	056° → ← 236°
		RW24			GP 3.00° TCH 55
		1.2	1.8 NM	5.5 NM	6.1 NM
CATEGORY	A	B	C	D	
LPV DA	1345 - 1/2 200 (200- 1/2)				
LNAV/VNAV DA	1498 - 3/4 353 (300- 3/4)				
LNAV MDA	1580 - 1/2 435 (400- 1/2)	1580 - 3/4 435 (400- 3/4)			
CIRCLING	1740 - 1 541 (600-1)	1780 - 1 581 (600-1)	2060 - 2 1/2 861 (900-2 1/2)	2060 - 2 3/4 861 (900-2 3/4)	



LATROBE, PENNSYLVANIA
Amdt 1A 29MAR18

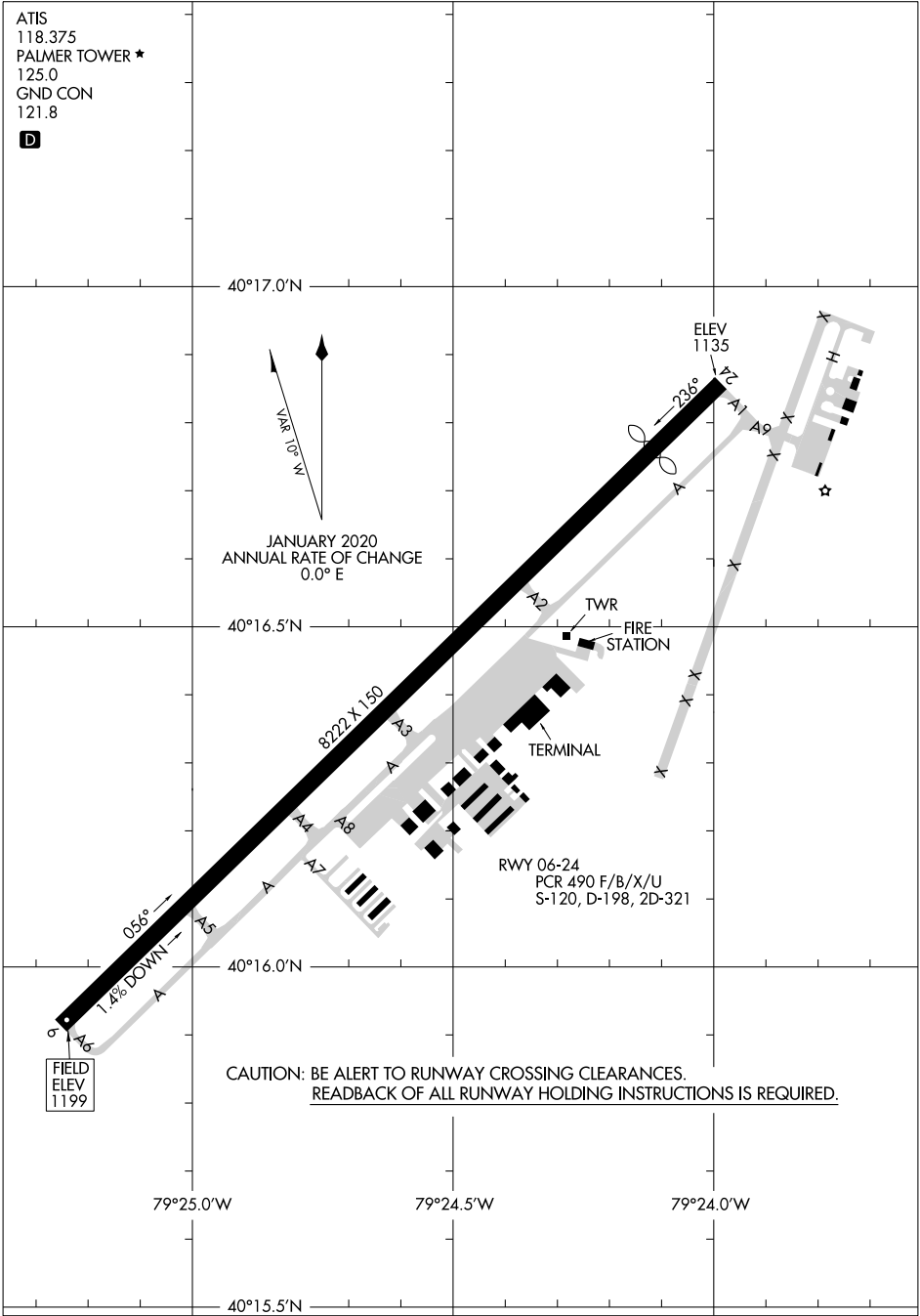
40°16'N-79°24'W

ARNOLD PALMER RGNL (LBE)

RNAV (GPS) RWY 24

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026



LEBANON, PENNSYLVANIA

AL-10642 (FAA)

23110

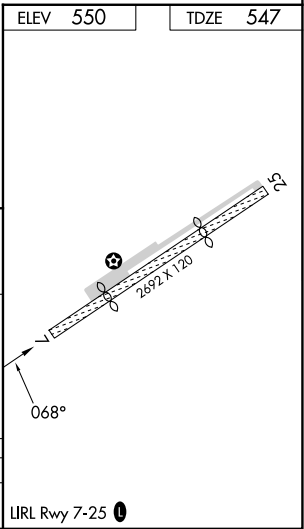
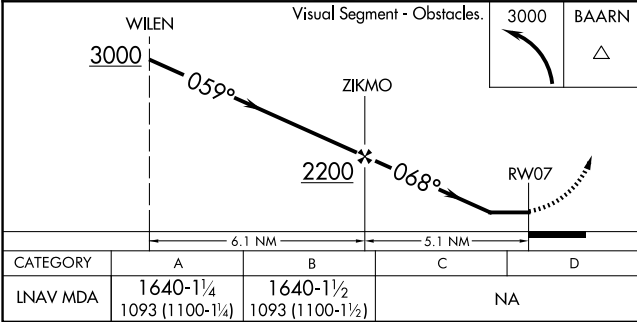
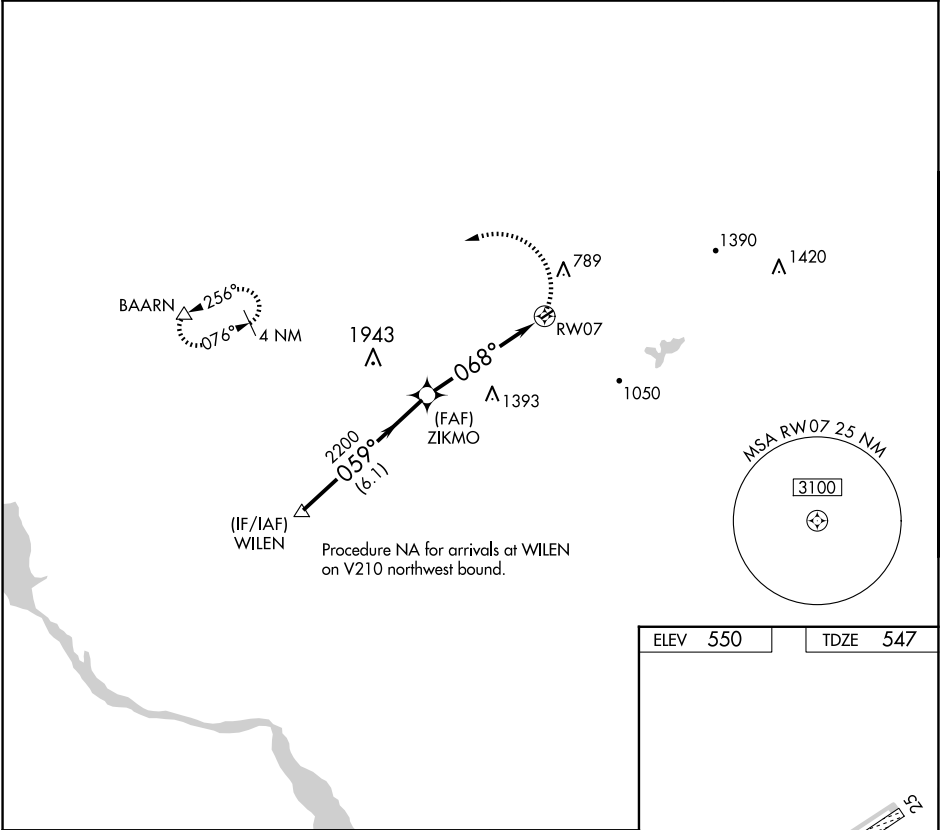
APP CRS	Rwy Idg	1991
068°	TDZE	547
	Apt Elev	550

RNAV (GPS) RWY 7

KELLER BROTHERS (Ø8N)

RNP APCH.	Procedure NA at night. Rwy 7 helicopter visibility reduction below 1 SM NA. Use Lancaster altimeter setting; when not received, use Reading altimeter setting and increase all MDA 40 feet.	MISSED APPROACH: Climbing left turn to 3000 direct BAARN and hold.
▼ ▲ NA		

LNS ASOS 125.675	HARRISBURG APP CON 126.45 281.525	CTAF 122.9	121.9 0
---------------------	--------------------------------------	---------------	---------



LEBANON, PENNSYLVANIA
Orig-C 07NOV19

40°17'N-76°20'W

KELLER BROTHERS (Ø8N)

RNAV (GPS) RWY 7

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

APP CRS
248°

Rwy Idg
TDZE
Apt Elev

1899
547
550

RNAV (GPS) RWY 25

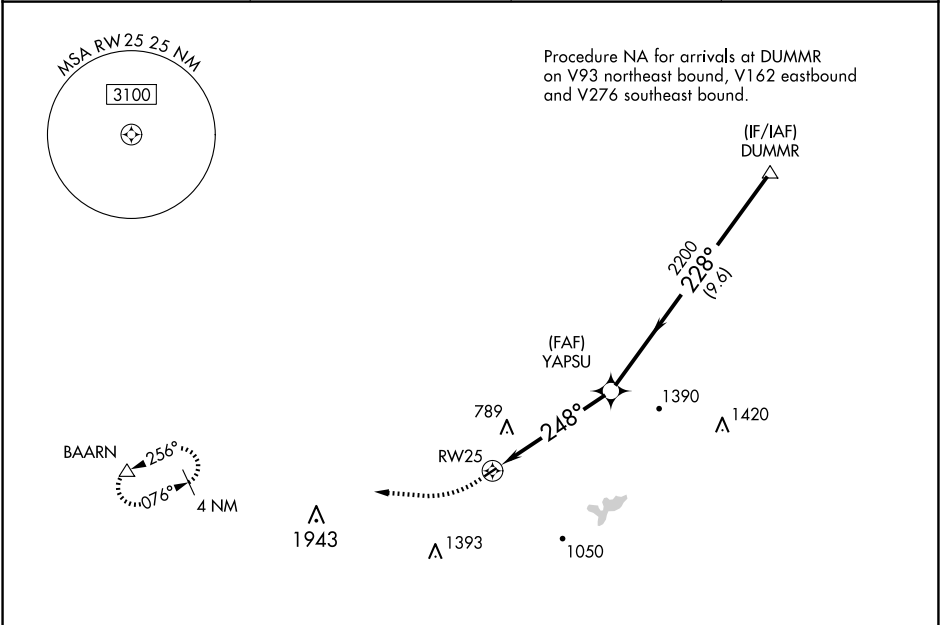
KELLER BROTHERS (Ø8N)

RNP APCH.

Procedure NA at night. Rwy 7 helicopter visibility reduction below 1 SM NA. Use Lancaster altimeter setting; when not received, use Reading altimeter setting and increase all MDA 40 feet.

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

LNS ASOS 125.675	HARRISBURG APP CON 126.45 281.525	CTAF 122.9	121.9
---------------------	--------------------------------------	---------------	-------



ELEV 550

TDZE 547

248°

3000

BAARN

Visual Segment - Obstacles.

DUMMR

4000

RW25

248°

2200

228°

5.1 NM

9.6 NM

CATEGORY	A	B	C	D
LNAV MDA	1320-1 773 (800-1)	1320-1¼ 773 (800-1¼)	NA	
CIRCLING	1440-1¼ 890 (900-1¼)	1580-1½ 1030 (1100-1½)	NA	

RNAV (GPS) RWY 8

JAKE ARNER MEML (22N)

T When local altimeter setting not received, use Lehigh Valley Intl
A altimeter setting and increase all MDA 60 feet. Rwy 8 helicopter
S visibility reduction below $\frac{3}{4}$ SM NA.
-22°C

MISSED APPROACH: Climbing right turn to 3600 direct ILVER and hold.

NE-4, 03 SEP 2026 to 29 OCT 2026

WAAS
CH **53421**
W26A

APP CRS
261°

Rwy Ldg
TDZE
Apt Elev
3000
534
534

RNAV (GPS) RWY 26
JAKE ARNER MEML (22N)

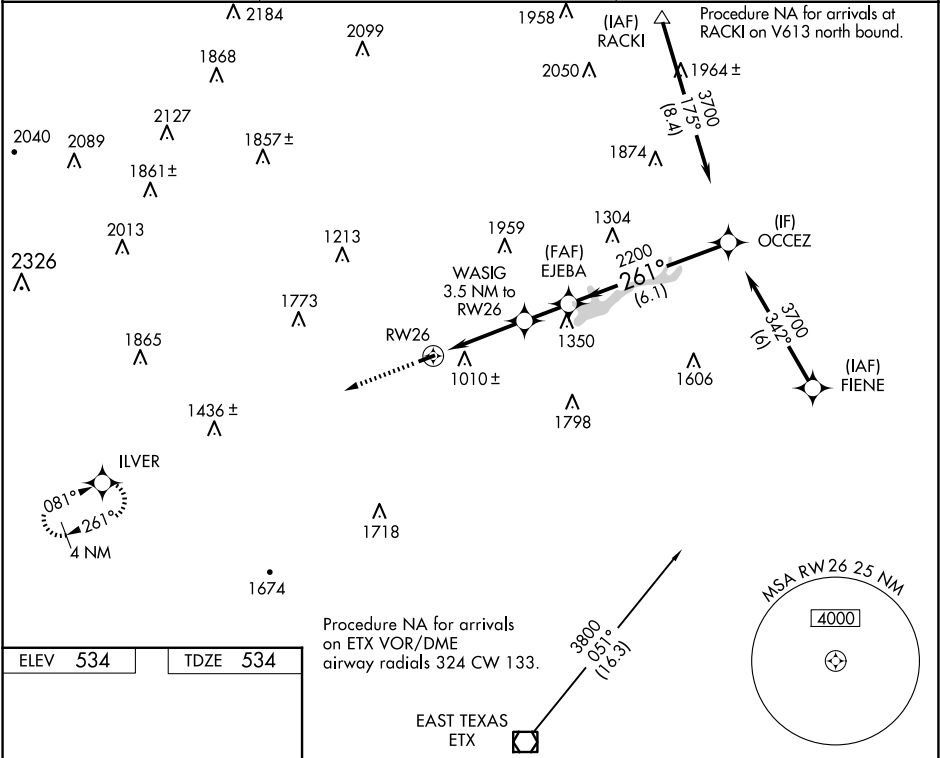
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lehigh Valley Intl altimeter setting and increase all MDA 60 feet and LP and LNAV Cat A visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3600 direct ILVER and hold.

AWOS-3PT
119.350

ALLENTOWN APP CON
119.65 124.45 351.8

UNICOM
123.05 (CTAF)



ELEV 534

TDZE 534

Visual Segment - Obstacles.

ILVER

OCCEZ

WASIG 3.5 NM to RW26

EJEBA

3600

261°

3700

2200

1660

3000 X 60

0.8% UP

3.5 NM

1.7 NM

6.1 NM

CATEGORY	A	B	C	D
LP MDA	1380-1 846 (900-1)	1380-1¼ 846 (900-1¼)	NA	
LNAV MDA	1380-1 846 (900-1)	1380-1¼ 846 (900-1¼)	NA	
CIRCLING	1500-1¼ 966 (1000-1¼)	1780-1½ 1246 (1300-1½)	NA	

MIRL Rwy 8-26
REIL Rws 8 and 26

LEWISBURG, WEST VIRGINIA

AL-5601 (FAA)

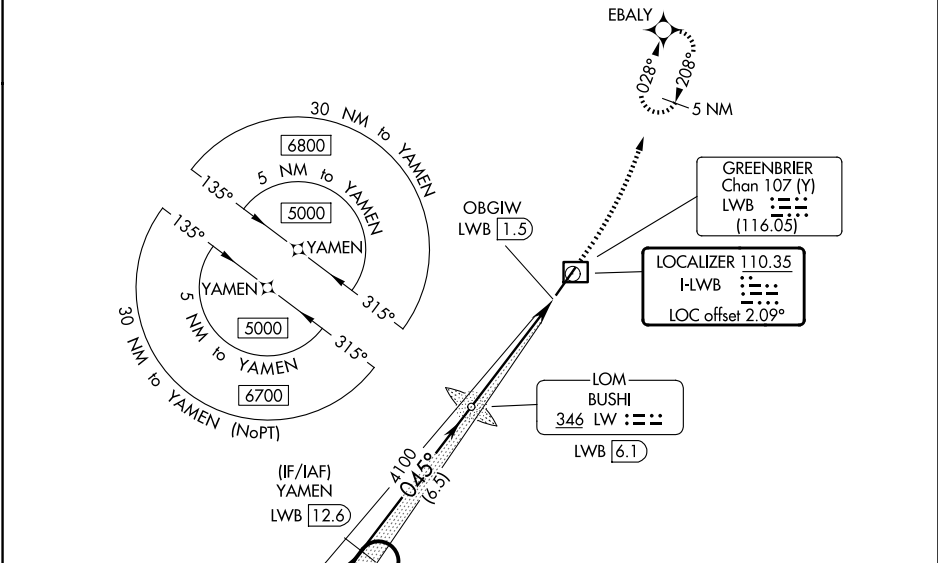
26022

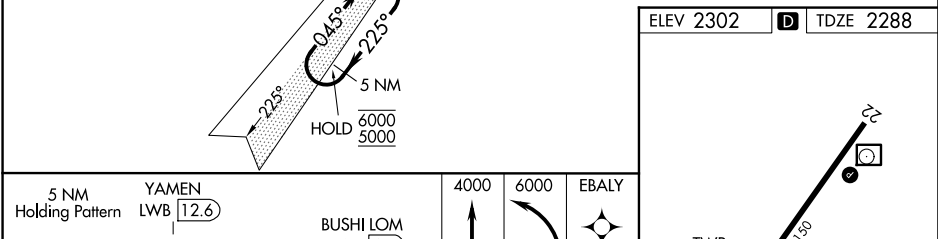
LOC I-LWB 110.35	APP CRS 045°	Rwy Ldg 7003
		TDZE 2288
		Apt Elev 2302

ILS or LOC RWY 4
GREENBRIER VALLEY (LWB)

RNAV 1-GPS required. ADF or DME required for LOC only.	MALSR 	MISSED APPROACH: Climb to 4000 then climbing left turn to 6000 direct EBALY and hold, continue climb-in-hold to 6000.
Autopilot coupled approach NA below 2700. Rwy 4 helicopter visibility reduction below 3/4 SM NA. For inop ALS increase S-ILS 4 all Cats visibility to 7/8 SM, increase S-LOC 4 Cats A/B to 1 1/8 SM.		

ATIS 121.4	WASHINGTON CENTER 125.725 134.4 353.9	LEWISBURG TOWER ★ 118.9 (CTAF) 0	GND CON 121.9	UNICOM 122.95
----------------------	---	--	-------------------------	-------------------------



ELEV 2302 D TDZE 2288				
				
CATEGORY A B C D				
S-ILS 4	2559-3/4 271 (300-3/4)			
S-LOC 4	2720-3/4 432 (500-3/4)			
CIRCLING	2840-1 538 (600-1)	3040-1 738 (800-1)	3280-3 978 (1000-3)	3680-3 1378 (1400-3)
REIL Rwy 22 0 HIRL Rwy 4-22 0				
FAF to MAP 4.6 NM				
Knots 60 90 120 150 180				
Min:Sec 4:36 3:04 2:18 1:50 1:32				

LEWISBURG, WEST VIRGINIA
Amdt 12 26MAR20

37°51'N-80°24'W

GREENBRIER VALLEY (LWB)
ILS or LOC RWY 4

NE-4, 03 SEP 2026 to 29 OCT 2026

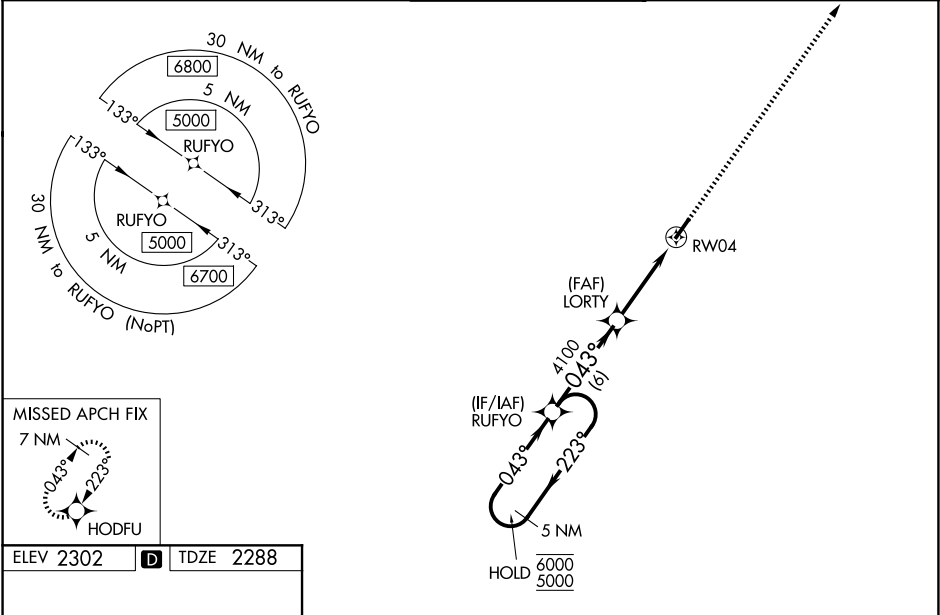
NE-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 42613 W04A	APP CRS 043°	Rwy Ldg TDZE 2288 Apt Elev 2302
--	------------------------	---

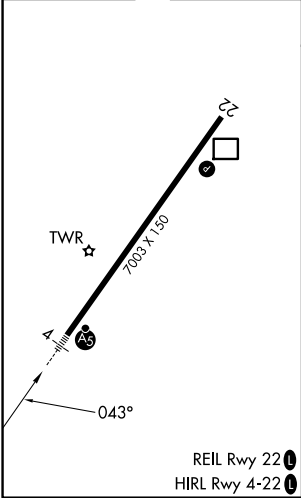
RNAV (GPS) RWY 4

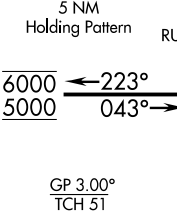
GREENBRIER VALLEY (LWB)

RNP APCH.		MALSR	MISSED APPROACH: Climb to 6300 direct HODFU and hold, continue climb-in-hold to 6300.	
Rwy 4 helicopter visibility reduction below ¾ NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. For inop ALS, increase LNAV Cats A/B visibilities to 1 SM, Cats C/D to 1½ SM, and increase LPV all Cats visibilities to ¾ SM.				
ATIS 121.4	WASHINGTON CENTER 125.725 134.4 353.9	LEWISBURG TOWER ★ 118.9 (CTAF) 0	GND CON 121.9	UNICOM 122.95



ELEV 2302	D	TDZE 2288
-----------	----------	-----------



5 NM Holding Pattern				6300	HODFU
				*LNAV only.	
GP 3.00° TCH 51				*1.3 NM to RW04	
6 NM				4.2 NM	
1.3				RW04	
CATEGORY	A	B	C	D	
LPV DA		2559-¾	271 (300-¾)		
LNAV/VNAV DA		2738-⅞	450 (500-⅞)		
LNAV MDA	2760-¾	472 (500-¾)	2760-1	472 (500-1)	
CIRCLING	2840-1 538 (600-1)	3040-1 738 (800-1)	3280-3 978 (1000-3)	3680-3 1378 (1400-3)	

LEWISBURG, WEST VIRGINIA

AL-5601 (FAA)

26022

WAAS CH 99441 W22A	APP CRS 223°	Rwy Ldg TDZE Apt Elev 7003 2302 2302
--	------------------------	--

RNAV (GPS) RWY 22

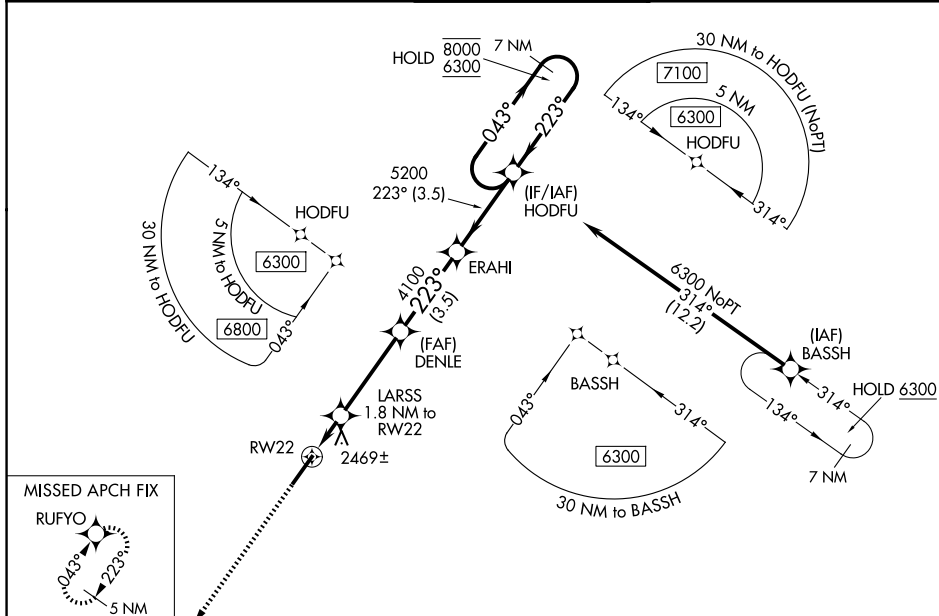
GREENBRIER VALLEY (LWB)

RNP APCH - GPS.

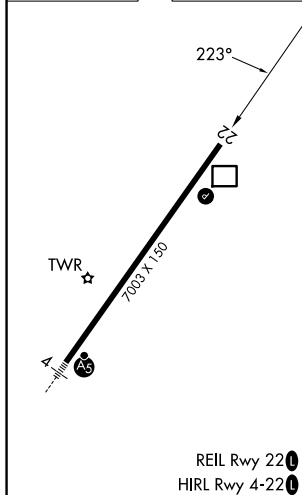
V Rwy 22 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

MISSED APPROACH: Climb to 5000 direct RUFYO and hold.

ATIS 121.4	WASHINGTON CENTER 125.725 134.4 353.9	LEWISBURG TOWER ★ 118.9 (CTAF) 0	GND CON 121.9	UNICOM 122.95
----------------------	---	--	-------------------------	-------------------------



ELEV 2302	D	TDZE 2302
-----------	----------	-----------



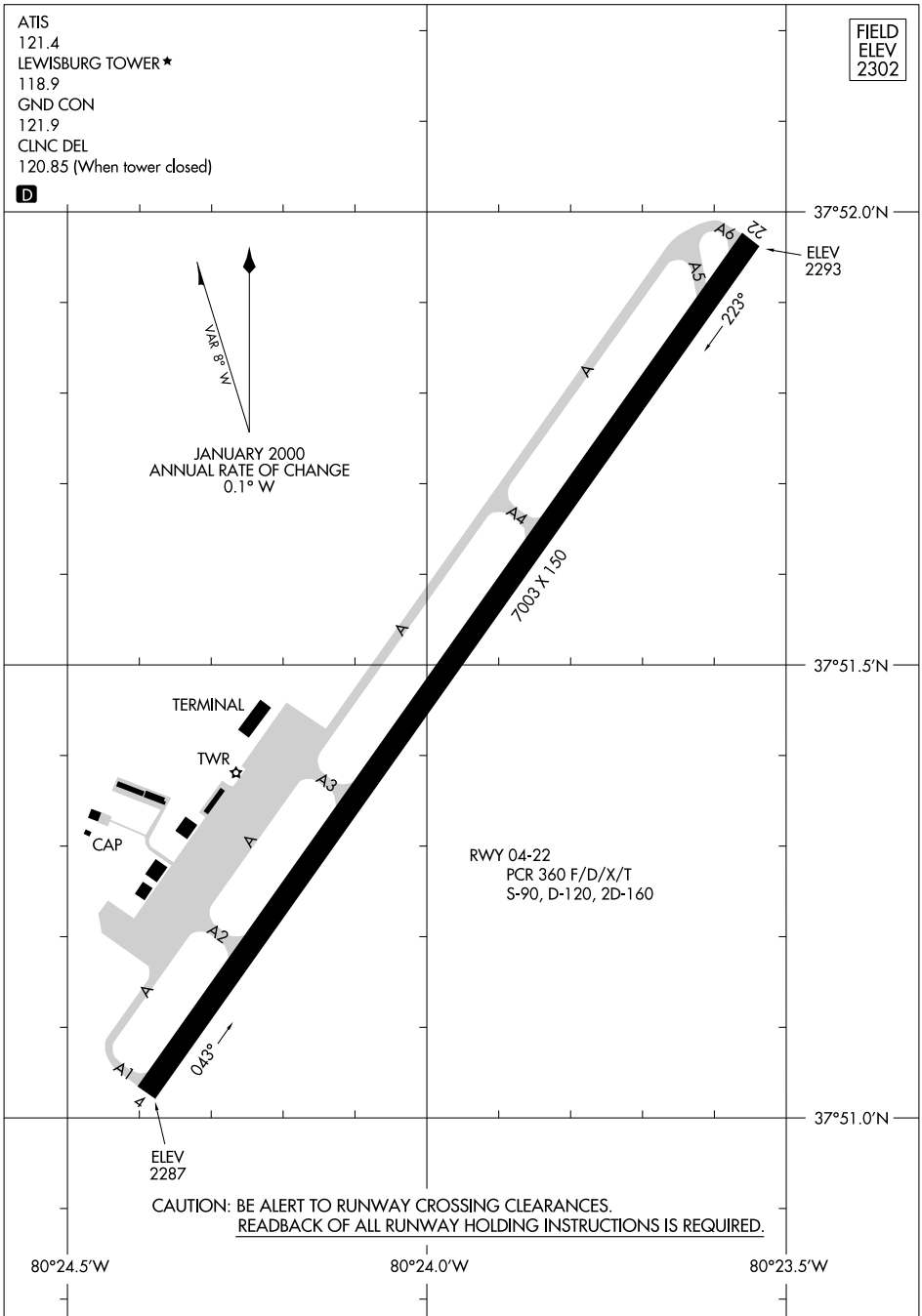
5000	RUFYO	DENLE	ERAHI	HODFU	7 NM Holding Pattern
LARSS 1.8 NM to RWY 22	2920	4100	5200	223°	043°
1.2 NM to RWY 22	0.6	3.7 NM	3.5 NM	3.5 NM	GP 3.00° TCH 58
CATEGORY	A	B	C	D	
LPV DA		2614-7/8	312 (400-7/8)		
LNAV/VNAV DA		2723-1 1/4	421 (500-1 1/4)		
LNAV MDA	2720-1	418 (500-1)	2720-1 1/8	418 (500-1 1/8)	
CIRCLING	2840-1 538 (600-1)	3040-1 738 (800-1)	3280-3 978 (1000-3)	3700-3 1398 (1400-3)	

LEWISBURG, WEST VIRGINIA
Amdt 2 26DEC24

37°51'N-80°24'W

GREENBRIER VALLEY (LWB)
RNAV (GPS) RWY 22

NE-4, 03 SEP 2026 to 29 OCT 2026



LOCK HAVEN, PENNSYLVANIA

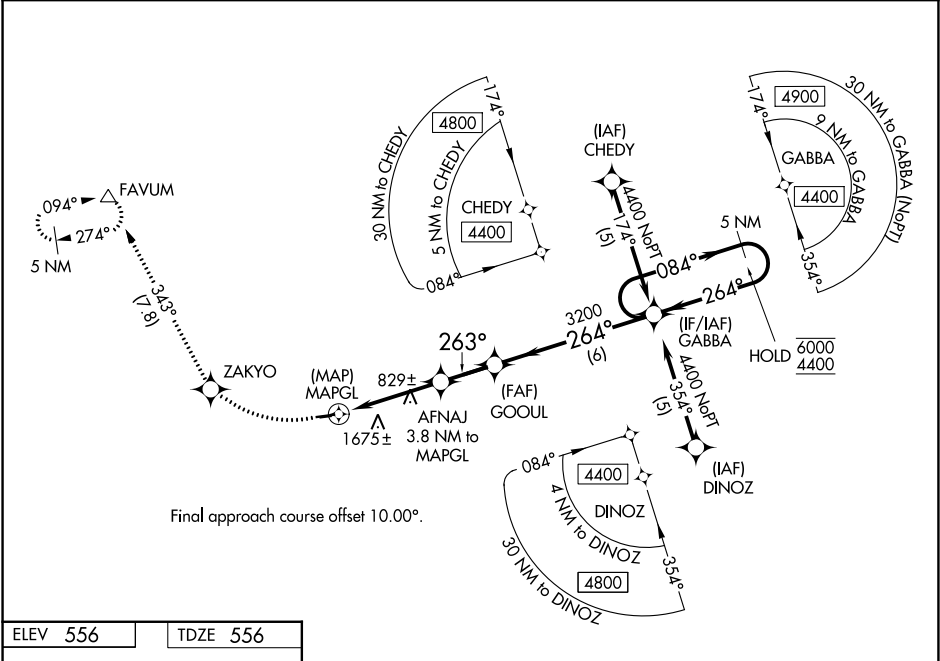
AL-9000 (FAA)

26246

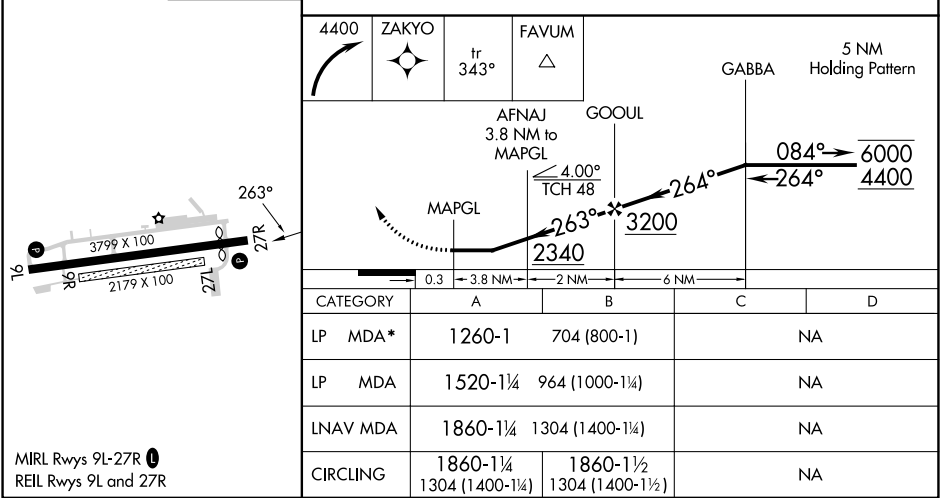
WAAS CH 90149 W27A	APP CRS 263°	Rwy Ldg 3334 TDZE 556 Apt Elev 556
--	------------------------	---

RNAV (GPS) RWY 27R
WILLIAM T PIPER MEML (LHV)

RNP APCH - GPS.		MISSED APPROACH: Climbing right turn to 4400 direct ZAKYO then on track 343° to FAVUM and hold, continue climb-in-hold to 4400. * Missed approach requires minimum climb of 260 feet per NM to 2500.
IPT ASOS 125.225		NEW YORK CENTER 134.8 338.3
		UNICOM 122.8 (CTAF) 0



ELEV 556	TDZE 556
-----------------	-----------------



LOCK HAVEN, PENNSYLVANIA

Orig 03SEP26

41°08'N-77°25'W

RNAV (GPS) RWY 27R
WILLIAM T PIPER MEML (LHV)

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 40438 W06A	APP CRS 065°	Rwy Ldg TDZE 1665 Apt Elev 1666
--	------------------------	---

RNAV (GPS) RWY 6
LOGAN COUNTY (6L4)

RNP APCH - GPS.

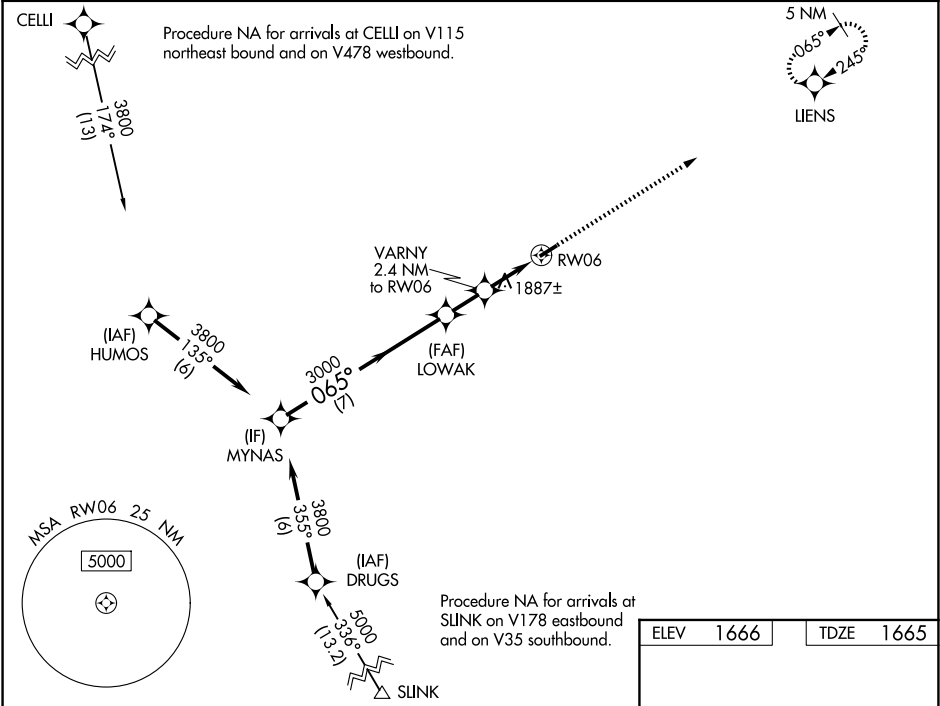
▼

▲

Rwy 6 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. When local altimeter setting not received, use Pineville altimeter setting: increase LPV DA to 2079 feet and LNAV/VNAV DA to 2032 feet and LPV and LNAV/VNAV all Cats visibilities ¼ SM; increase all MDA 80 feet and LNAV Cat C visibility and Circling Cat B visibility ¼ SM. VDP NA when using Pineville altimeter setting.

MISSED APPROACH:
Climb to 4500 direct LIENS and hold.

AWOS-3PT 119.375	CHARLESTON APP CON 119.2 269.125	CTAF 0 122.9
----------------------------	--	-------------------------------



MYNAS		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 47).		4500	LIENS
3800		LOWAK		*LNAV only	
GP 3.00° TCH 58		3000		VARNY 2.4 NM to RW06	
		2460*		*1.6 NM to RW06	
				RW06	
				0.3% UP	
				065°	
CATEGORY	A	B	C	D	
LPV DA	2010-1½	345 (400-1½)		NA	
LNAV/VNAV DA	1963-1	298 (300-1)		NA	
LNAV MDA	2200-1	535 (600-1)	2200-1½ 535 (600-1½)	NA	
CIRCLING	2360-1 694 (700-1)	2400-1 734 (800-1)	2720-3 1054 (1100-3)	NA	

ELEV 1666	TDZE 1665
-----------	-----------

REIL Rwy 6 and 24 0
MIRL Rwy 6-24 0

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

LOGAN, WEST VIRGINIA

AL-9378 (FAA)

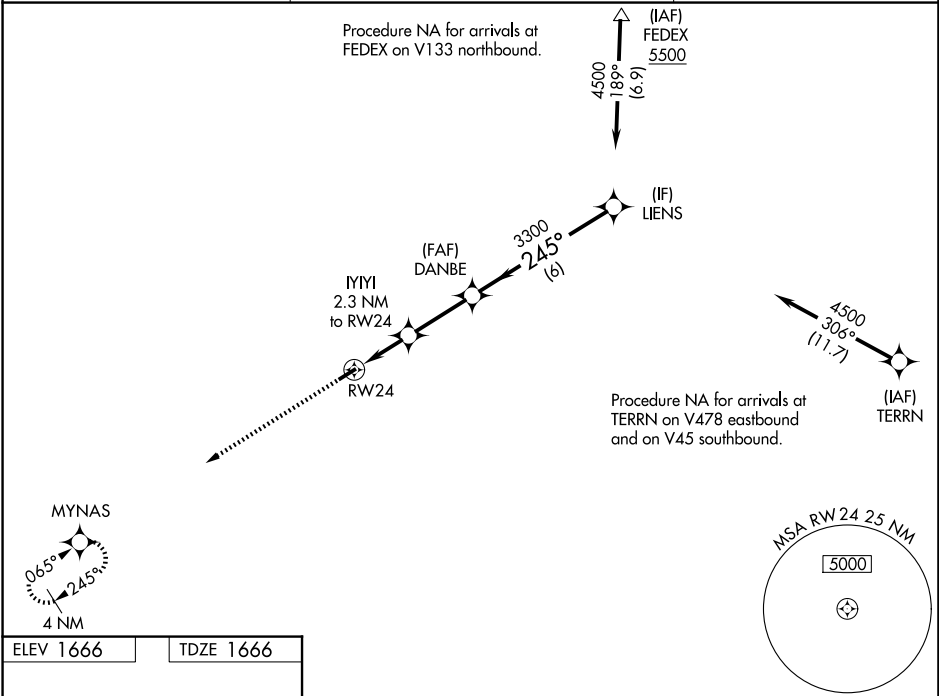
26134

WAAS CH 70431 W24A	APP CRS 245°	Rwy Ldg TDZE 1666 Apt Elev 1666
--	------------------------	---

RNAV (GPS) RWY 24
LOGAN COUNTY (6L4)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3800 direct MYNAS and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.		

AWOS-3PT 119.375	CHARLESTON APP CON 119.2 269.125	CTAF 122.9
----------------------------	--	-------------------



ELEV 1666		TDZE 1666	
3800		MYNAS	
245°		LIENS	
3605 X.75		DANBE	
0.3% UP		LIENS	
RW24		LIENS	
1.7 NM to RW24		LIENS	
1.7 NM to RW24		LIENS	
2440		LIENS	
3300		LIENS	
245°		LIENS	
4500		LIENS	
GP 3.00°		LIENS	
TCH 42		LIENS	
CATEGORY		LIENS	
LPV DA		LIENS	
LNAV/VNAV DA		LIENS	
LNAV MDA		LIENS	
CIRCLING		LIENS	

LOC I-EXW	APP CRS	Rwy Ldg
108.3	259°	7815
		TDZE
		548
		Apt Elev
		565

ILS or LOC RWY 26

EASTERN WV RGNL/SHEPHERD FLD (MRB)

▼

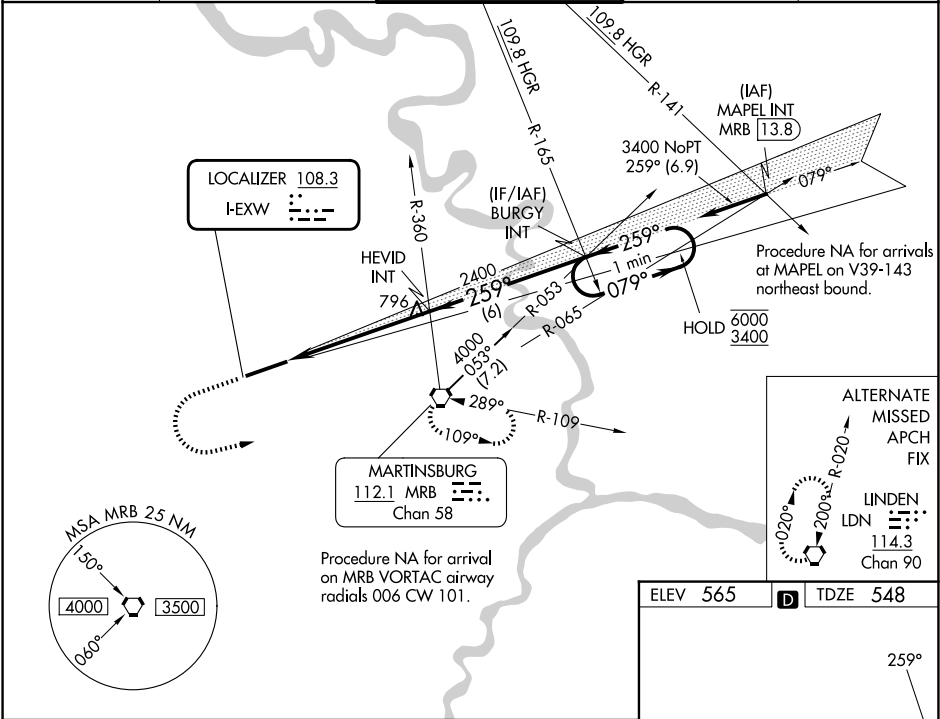
▲NA

For inop ALS, increase S-ILS 26 Cat E visibility to ¾ SM and S-LOC 26 Cat E visibility to 1¼ SM.

MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 3300 direct MRB VORTAC and hold, continue climb-in-hold to 3300.

ASOS	POTOMAC APP CON	MARTINSBURG TOWER★	GND CON	UNICOM
119.925	126.825 239.025	124.3 (CTAF) 0 233.7	121.8 257.65	122.95



1100

3300

MRB

HEVID INT

BURGY INT

One Minute Holding Pattern

2400

259°

079°

6000

3400

GS 3.00°

TCH 52

5.7 NM

6 NM

CATEGORY	A	B	C	D	E
S-ILS 26		748-½	200 (200-½)		
S-LOC 26	980-½	432 (500-½)	980-¾	432 (500-¾)	
CIRCLING	1100-1 535 (600-1)	1240-1 675 (700-1)	1240-2 675 (700-2)	1320-2½ 755 (800-2½)	2180-3 1615 (1700-3)

TWR

8815 X 150

259°

REIL Rwy 8

HIRL Rwy 8-26

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sed	5:42	3:48	2:51	2:17	1:54

MARTINSBURG, WEST VIRGINIA

AL-249 (FAA)

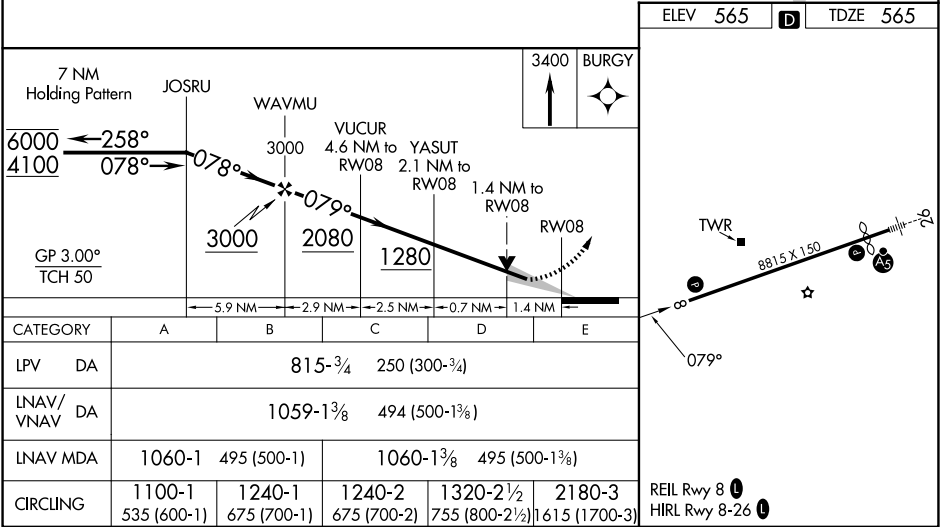
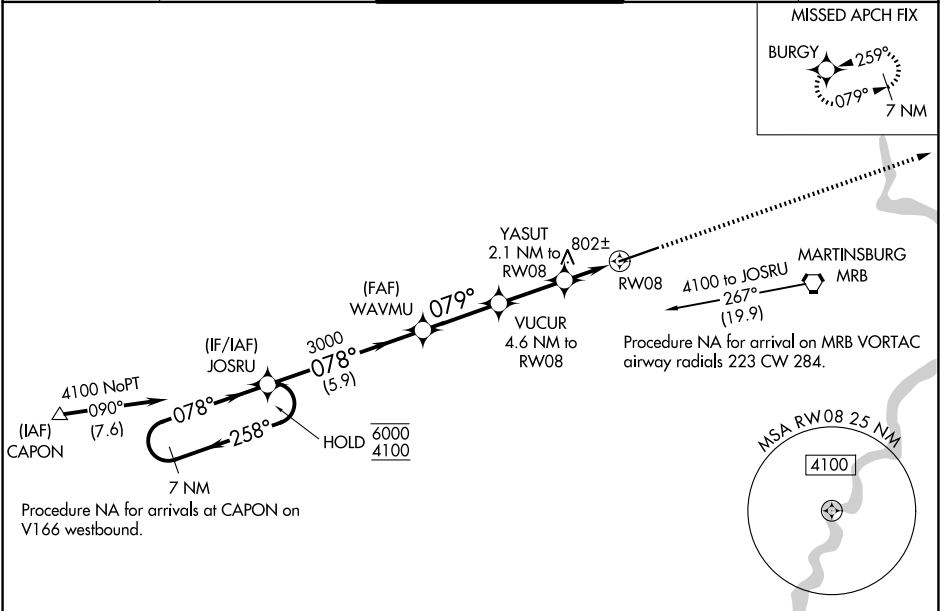
25331

WAAS CH 99633 W08A	APP CRS 079°	Rwy Ldg TDZE 565 Apt Elev 565	8215
--	------------------------	---	-------------

RNAV (GPS) RWY 8

EASTERN WV RGNL/SHEPHERD FLD (MRB)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3400 direct BURGY and hold.		
ASOS 119.925		POTOMAC APP CON 126.825 239.025	MARTINSBURG TOWER ★ 124.3 (CTAF) 0 233.7	GND CON 121.8 257.65
		UNICOM 122.95		



MARTINSBURG, WEST VIRGINIA
Amdt 1E 07AUG25

EASTERN WV RGNL/SHEPHERD FLD (MRB)
39°24'N-77°59'W
RNAV (GPS) RWY 8

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 53609 W26A	APP CRS 259°	Rwy Ldg TDZE Apt Elev	7815 548 565
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 26

EASTERN WV RGNL/SHEPHERD FLD (MRB)

RNP APCH - GPS.

▼

Baro-VNAV and VDP NA when using HGR altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

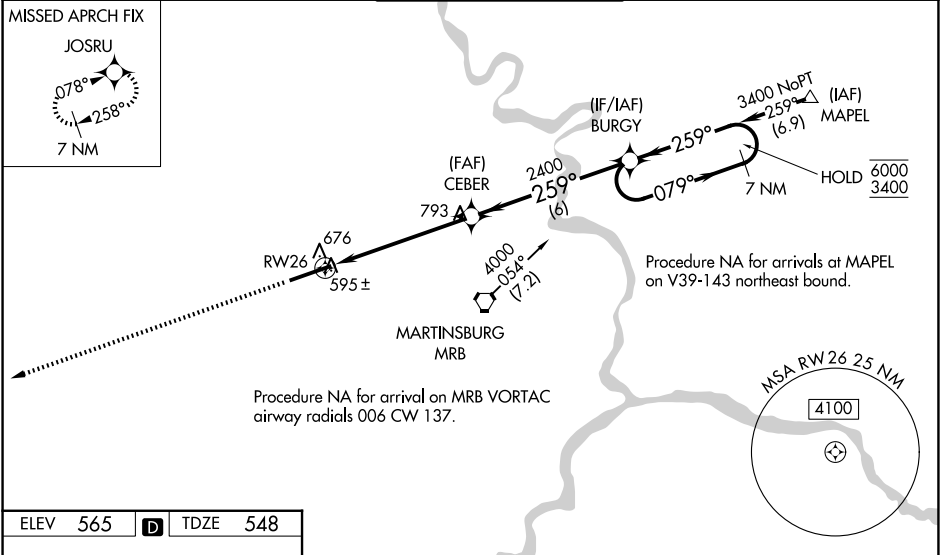
▲

When local altimeter setting not received, use HGR altimeter setting: increase LPV DA to 868 feet; increase LNAV/VNAV DA to 1283 feet and all visibilities ¼ SM; increase all MDAs 80 feet and LNAV visibility Cats C/D/E ¼ SM, and Circling visibility Cats C/D ¼ SM. For inop ALS, increase LPV Cat E visibility to ¾, LNAV/VNAV Cat E to 2¼, and LNAV Cat E to 1½. For inop ALS when using HGR altimeter setting, increase LPV all Cats visibility to 1, LNAV/VNAV Cat E visibility to 2½, and LNAV Cat E visibility to 1¾.

MALSRLAS

MISSED APPROACH:
Climb to 4100 direct JOSRU and hold, continue climb-in-hold to 4100.

ASOS 119.925	POTOMAC APP CON 126.825 239.025	MARTINSBURG TOWER★ 124.3 (CTAF) 0 233.7	GND CON 121.8 257.65	UNICOM 122.95
------------------------	---	---	--------------------------------	-------------------------



ELEV 565	D	TDZE 548
----------	---	----------

4100
↑
JOSRU

TWR

8815 X 150

259°

8

AG

☆

1.2 NM to RW26

CEBER

2400

2400

259°

079°

6000

3400

GP 3.00°

TCH 52

7 NM

Holding Pattern

CATEGORY	A	B	C	D	E
LPV DA	798-½		250 (300-½)		
LNAV/VNAV DA	1213-1¾		665 (700-1¾)		
LNAV MDA	980-½	432 (500-½)	980-¾ 432 (500-¾)	980-1	432 (500-1)
CIRCLING	1100-1 535 (600-1)	1240-1 675 (700-1)	1240-2 675 (700-2)	1320-2½ 755 (800-2½)	2180-3 1615 (1700-3)

REIL Rwy 8 0
HIRL Rwy 8-26 0

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

MARTINSBURG, WEST VIRGINIA

AL-249 (FAA)

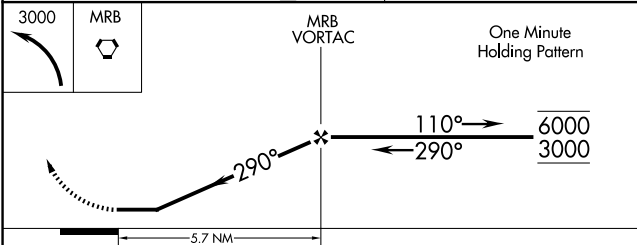
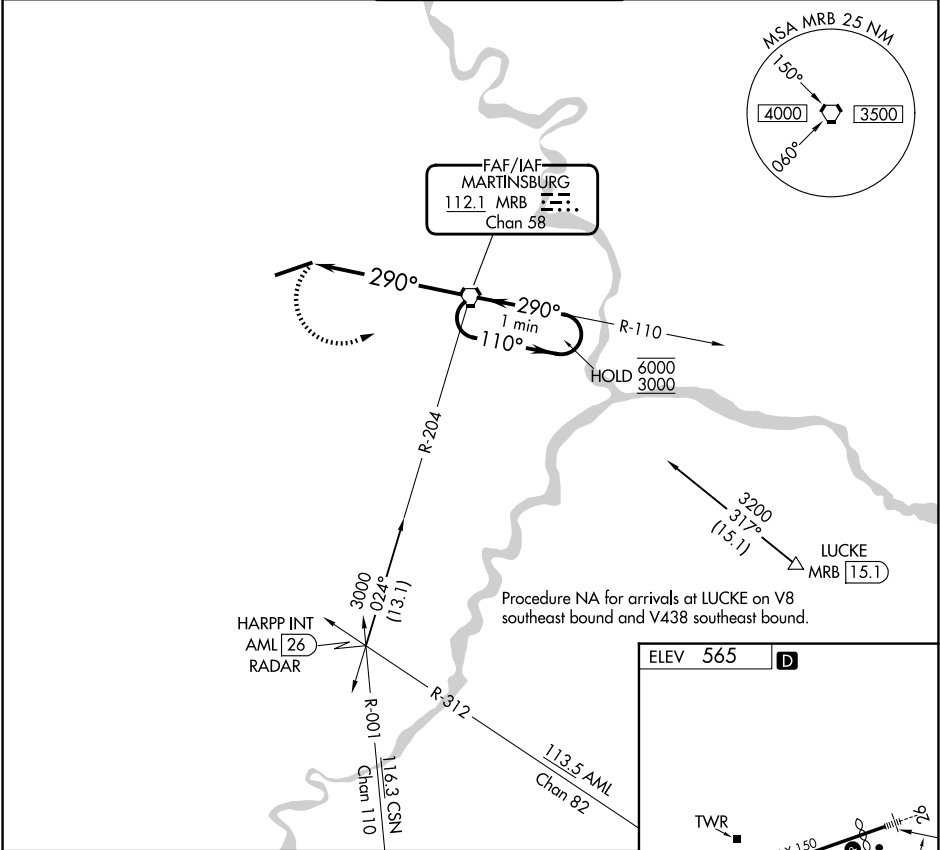
25331

VORTAC MRB	APP CRS	Rwy Ldg	N/A
112.1	290°	TDZE	N/A
Chan 58		Apt Elev	565

VOR-A

EASTERN WV RGNL/SHEPHERD FLD (MRB)

RADAR required for procedure entry at HARPP.		MISSED APPROACH: Climbing left turn to 3000 direct MRB VORTAC and hold, continue climb in hold to 3000.		
When local altimeter setting not received, use HGR altimeter setting: increase all MDAs 80 feet and Circling visibility Cats C/D ¼ SM.				
ASOS 119.925	POTOMAC APP CON 126.825 239.025	MARTINSBURG TOWER★ 124.3 (CTAF) 233.7	GND CON 121.8 257.65	UNICOM 122.95



ELEV 565	D
REIL Rwy 8 1 HIRL Rwy 8-26 1	
FAF to MAP 5.7 NM	
CATEGORY	A B C D E
CIRCLING	1120-1 1240-1 1240-2 1320-2½ 2180-3
	555 (600-1) 675 (700-1) 675 (700-2) 755 (800-2½) 1615 (1700-3)
Knots	60 90 120 150 180
Min:Sec	5:42 3:48 2:51 2:17 1:54

MARTINSBURG, WEST VIRGINIA

Amdt 10B 07AUG25

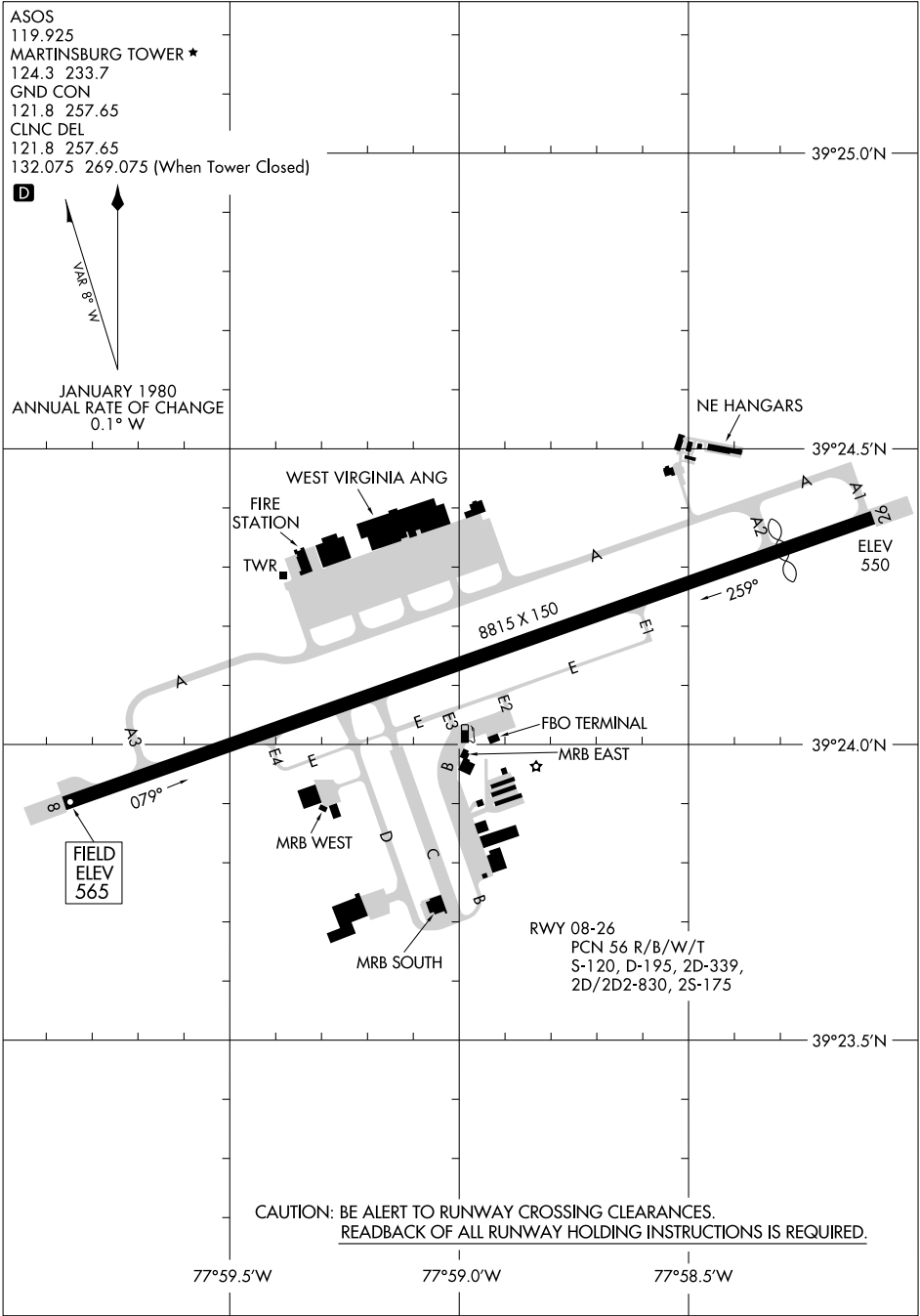
39°24'N-77°59'W

EASTERN WV RGNL/SHEPHERD FLD (MRB)

VOR-A

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026



NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

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 8: If issued an ATC heading that requires a westbound turn, climb heading 081° to 1200 prior to turning for obstacle avoidance.

NOTE: Takeoff Rwy 26: If issued an ATC heading that requires a right turn, climb heading 261° to 2400 prior to turning for obstacle avoidance.

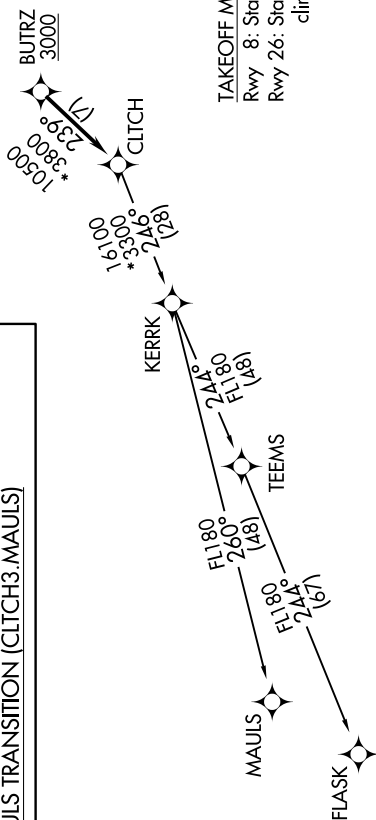
DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to 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)



TAKEOFF MINIMUMS

Rwy 8: Standard.

Rwy 26: Standard with a minimum climb of 225' per NM to 2100.

NOTE: Chart not to scale.

CLTCH THREE DEPARTURE (RNAV)

(CLTCH3.CLTCH) 31DEC20

MARTINSBURG, WEST VIRGINIA

EASTERN WV RGNL/SHEPHERD FLD (MRB)

ASOS 119.925
CLNC DEL
121.8 257.65
132.075 269.075 (When twr closed)
GND CON
121.8 257.65
MARTINSBURG TOWER ★
124.3 (CTAF) 233.7
POTOMAC DEP CON
126.825 239.025

TOP ALTITUDE:
3000

TAKEOFF MINIMUMS

Rwy 8: Standard.

Rwy 26: Standard with a minimum climb of 225' per NM to 2100.

NOTE: RNAV 1.

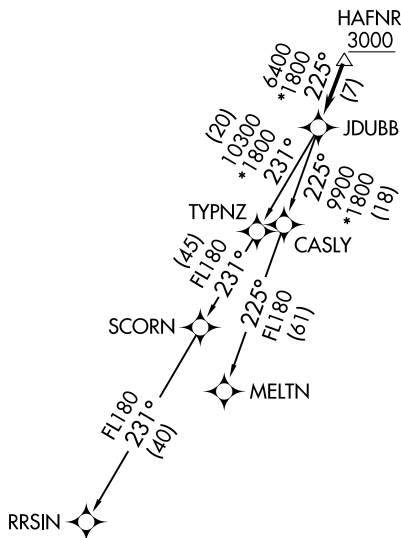
NOTE: RADAR required.

NOTE: DME/DME/IRU or GPS required.

NOTE: Turbo-jets only.

NOTE: Takeoff Rwy 8: If issued an ATC heading that requires a westbound turn, climb heading 081° to 1200 prior to turning for obstacle avoidance.

NOTE: Takeoff Rwy 26: If issued an ATC heading that requires a right turn, climb heading 261° to 2400 prior to turning for obstacle avoidance.



DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC,
expect RADAR vectors to HAFNR, then on
track 225° to JDUBB, thence. . . .
. . . . on assigned transition, maintain 3000,
expect clearance to filed altitude within ten (10)
minutes after departure.

MELTN TRANSITION (JDUBB4.MELTN)
RRSIN TRANSITION (JDUBB4.RRSIN)

NOTE: Chart not to scale.

JDUBB FOUR DEPARTURE (RNAV)

(JDUBB4.JDUBB) 31DEC20

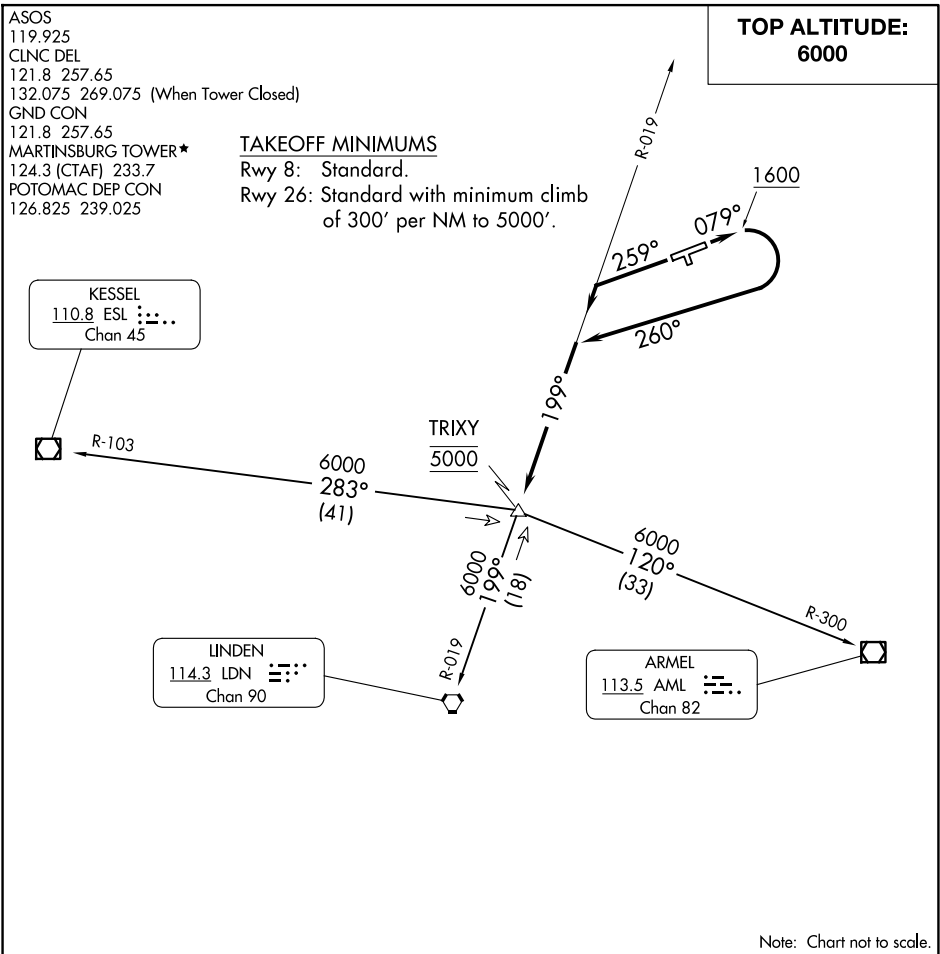
MARTINSBURG, WEST VIRGINIA

EASTERN WV RGNL/SHEPHERD FLD (MRB)



(TRIXY5.TRIXY) 23334
TRIXY FIVE DEPARTURE

EASTERN WV RGNL/SHEPHERD FLD (MRB)
AL-249 (FAA) MARTINSBURG, WEST VIRGINIA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 079° to 1600, then climbing right turn heading 260° to intercept LDN VORTAC R-019 to cross TRIXY INT at 5000, then on transition or assigned route, thence . . .

TAKEOFF RUNWAY 26: Climb heading 259° to intercept LDN VORTAC R-019 to cross TRIXY INT at 5000, then on transition or assigned route, thence . . .

. . . maintain 6000, expect filed altitude/flight level ten minutes after departure.

ARMEL TRANSITION (TRIXY5.AML): From over TRIXY INT on AML R-300 to AML VOR/DME.

KESSEL TRANSITION (TRIXY5.ESL): From over TRIXY INT on ESL R-103 to ESL VOR/DME.

LINDEN TRANSITION (TRIXY5.LDN): From over TRIXY INT on LDN R-019 to LDN VORTAC.

MEADVILLE, PENNSYLVANIA

AL-5560 (FAA)

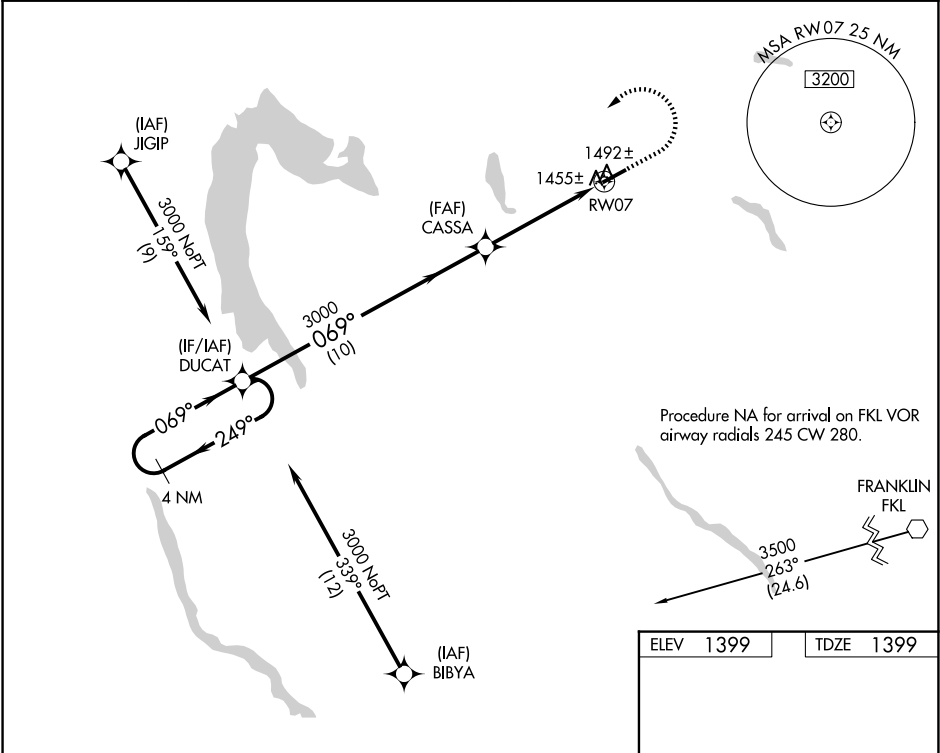
26190

WAAS CH 53724 W07A	APP CRS 069°	Rwy Ldg TDZE Apt Elev	5001 1399 1399
--	------------------------	-----------------------------	---

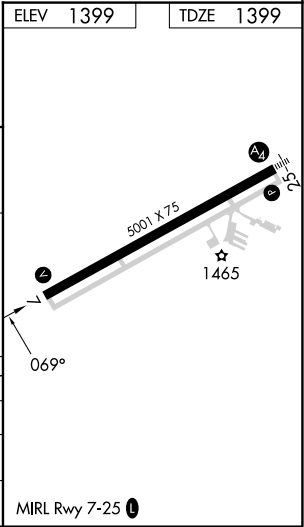
RNAV (GPS) RWY 7
PORT MEADVILLE (GKJ)

RNP APCH.		MISSED APPROACH: Climb to 1900 then climbing left turn to 3100 direct DUCAT and hold.
	Rwy 7 helicopter visibility reduction below 3/4 SM NA.	

ASOS 126.375	YOUNGSTOWN APP CON ★ 133.95 322.3	CLNC DEL 124.95	UNICOM 123.0 (CTAF) 0
------------------------	---	---------------------------	---------------------------------



4 NM Holding Pattern DUCAT CASSA				1900 ↑	3100 ↷	DUCAT ✦
3000 ← 249° 069° → 069° 3000				1 NM to RW07 RW07 3.00° TCH 58		
10 NM				3.9 NM		
CATEGORY		A	B	C	D	
LP MDA		1760-1 361 (400-1)				
LNAV MDA		1860-1 461 (500-1)		1860-1 ³ / ₈ 461 (500-1 ³ / ₈)		
CIRCLING		1900-1 501 (600-1)	2240-1 ¹ / ₄ 841 (900-1 ¹ / ₄)	2240-2 ¹ / ₂ 841 (900-2 ¹ / ₂)		2240-2 ³ / ₄ 841 (900-2 ³ / ₄)



MEADVILLE, PENNSYLVANIA
Amdt 1D 19JUL18

41°38'N-80°13'W

PORT MEADVILLE (GKJ)
RNAV (GPS) RWY 7

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

MEADVILLE, PENNSYLVANIA

AL-5560 (FAA)

26190

WAAS CH 45924 W25A	APP CRS 249°	Rwy Ldg 5001 TDZE 1399 Apt Elev 1399
--	------------------------	---

RNAV (GPS) RWY 25

PORT MEADVILLE (GKJ)

RNP APCH - GPS.

MALS

MISSED APPROACH: Climb to 3000 direct DUCAT and hold.

T Inop table does not apply to LP Cats A and B, and LNAV Cat A.
A For inop ALS, increase LP Cats C/D visibility to 1 $\frac{1}{8}$ SM and LNAV Cats C/D visibility to 2 SM.

ASOS 126.375	YOUNGSTOWN APP CON ★ 133.95 322.3	CLNC DEL 124.95	UNICOM 123.0 (CTAF) 0
------------------------	---	---------------------------	---------------------------------

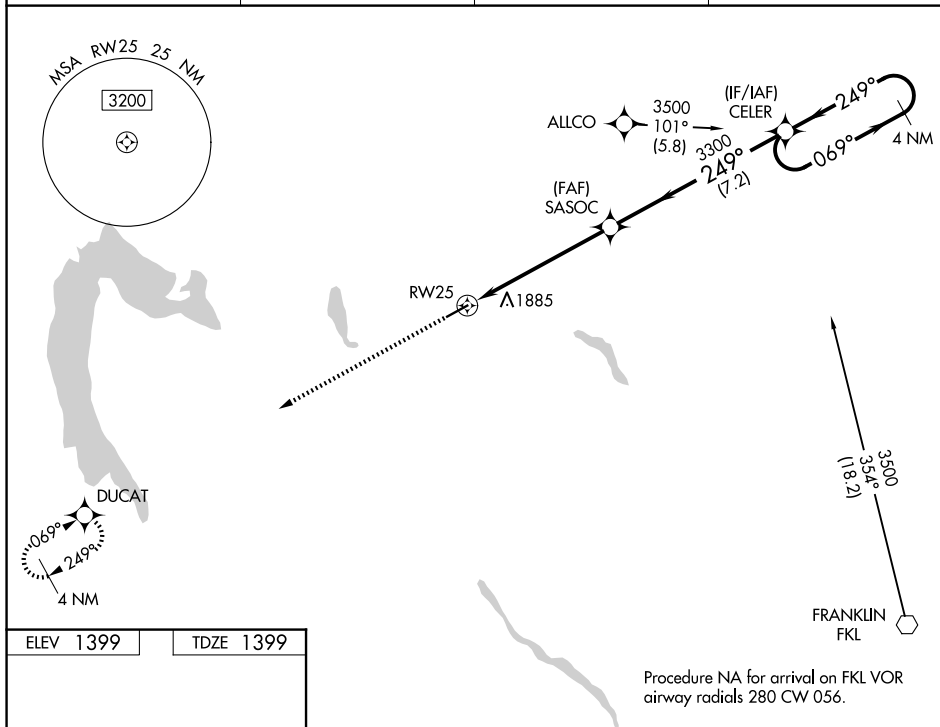


Diagram illustrating the MIRA 7-25 instrument landing system. The diagram shows a 5001 x 75 runway with a 249° heading. Key features include the RW25 threshold, a 1.8 NM distance to the next fix, and a 4.1 NM distance to the SASOC fix. The final approach segment is 7.2 NM long, ending at the 3500 MSL holding pattern. The diagram also shows the 3000 MSL DUCAT fix and the 3300 MSL SASOC fix. The holding pattern is a 4 NM holding pattern with a 069° heading and a 249° outbound heading.

MEADVILLE, PENNSYLVANIA

Amdt 1G 09JUL26

PORT MEADVILLE (GKJ)

RNAV (GPS) RWY 25

41°38'N-80°13'W

181

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

MEADVILLE, PENNSYLVANIA

AL-5560 (FAA)

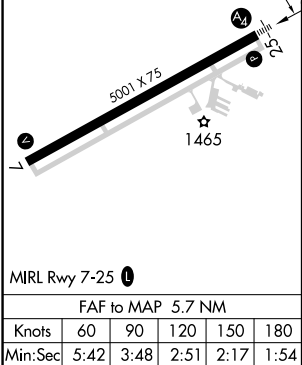
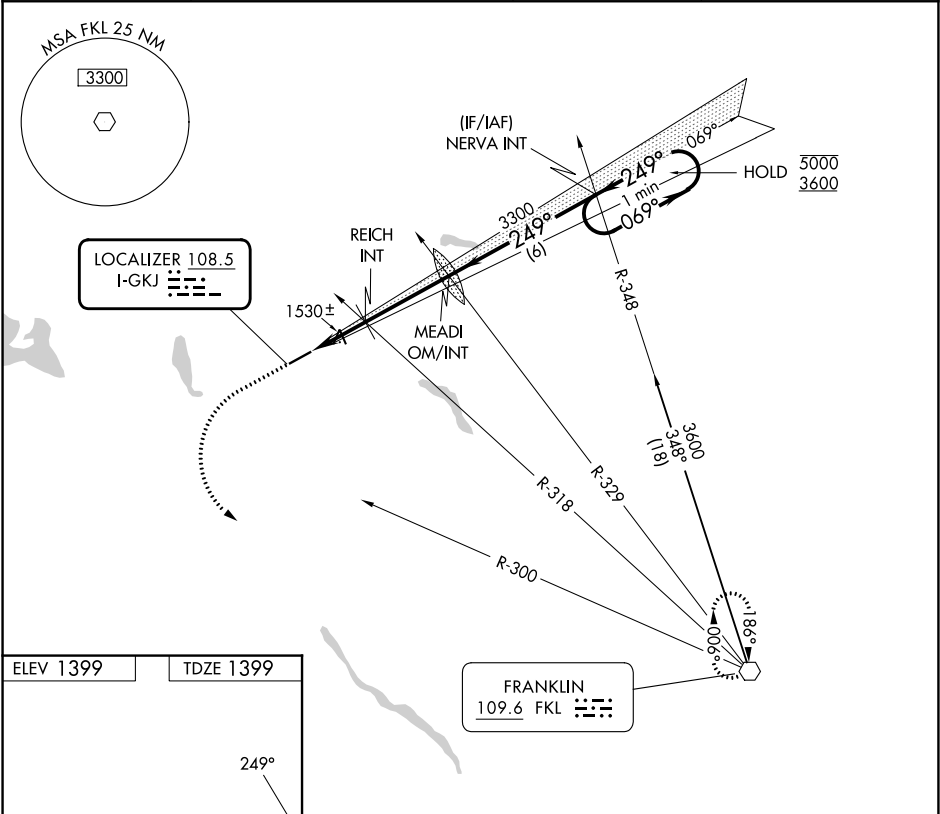
26246

LOC I-GKJ 108.5	APP CRS 249°	Rwy Ldg TDZE Apt Elev	5001 1399 1399
---------------------------	------------------------	-----------------------------	---

LOC RWY 25
PORT MEADVILLE (GKJ)

RADAR required.		MALS	MISSED APPROACH: Climb to 2000 then climbing left turn to 3600 on heading 125° and FKL VOR R-300 to FKL VOR and hold.
Inop table does not apply.			
Rwy 25 helicopter visibility reduction below 3/4 SM NA.			

ASOS 126.375	YOUNGSTOWN APP CON ★ 133.95 322.3	CLNC DEL 124.95	UNICOM 123.0 (CTAF) 0
------------------------	---	---------------------------	---------------------------------



2000		3600	FKL R-300	FKL	MEADI OM/INT	NERVA INT	One Minute Holding Pattern	
hdg 125°							069° → 5000	← 249° 3600
REICH INT		3300	2140	3.09°	TCH 41			
2.4 NM		3.3 NM	6 NM					
CATEGORY	A	B	C	D				
S-LOC 25	1780-1	381 (400-1)	1780-1 7/8	381 (400-1 7/8)				
CIRCLING	1900-1 501 (600-1)	2240-1 1/4 841 (900-1 1/4)	2240-2 1/2 841 (900-2 1/2)	2240-2 3/4 841 (900-2 3/4)				

MEADVILLE, PENNSYLVANIA
Amdt 6E 19JUL18

41°38'N-80°13'W

PORT MEADVILLE (GKJ)
LOC RWY 25

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

(WOBKA2.WOBKA) 20086

AL-10300 (FAA)

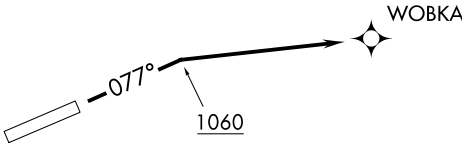
MIFFLINTOWN (P34)

WOBKA TWO DEPARTURE (RNAV)

MIFFLINTOWN, PENNSYLVANIA

SEG ASOS
123.975
CTAF
122.8
NEW YORK DEP CON
134.8 338.2

TOP ALTITUDE:
4000



NOTE: GPS required.
NOTE: RNAV-1.

TAKE-OFF MINIMUMS:
Rwy 26: NA - Obstacles.
Rwy 8: Standard with minimum climb of 265' per NM to 1200.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb on heading 077° to 1060, then climbing right turn direct WOBKA. Maintain 4000 or ATC assigned altitude.

APP CRS
065°

Rwy Ldg
TDZE
Apt Elev
N/A
N/A
572

RNAV (GPS)-A
ONA AIRPARK (12V)

RNP APCH.

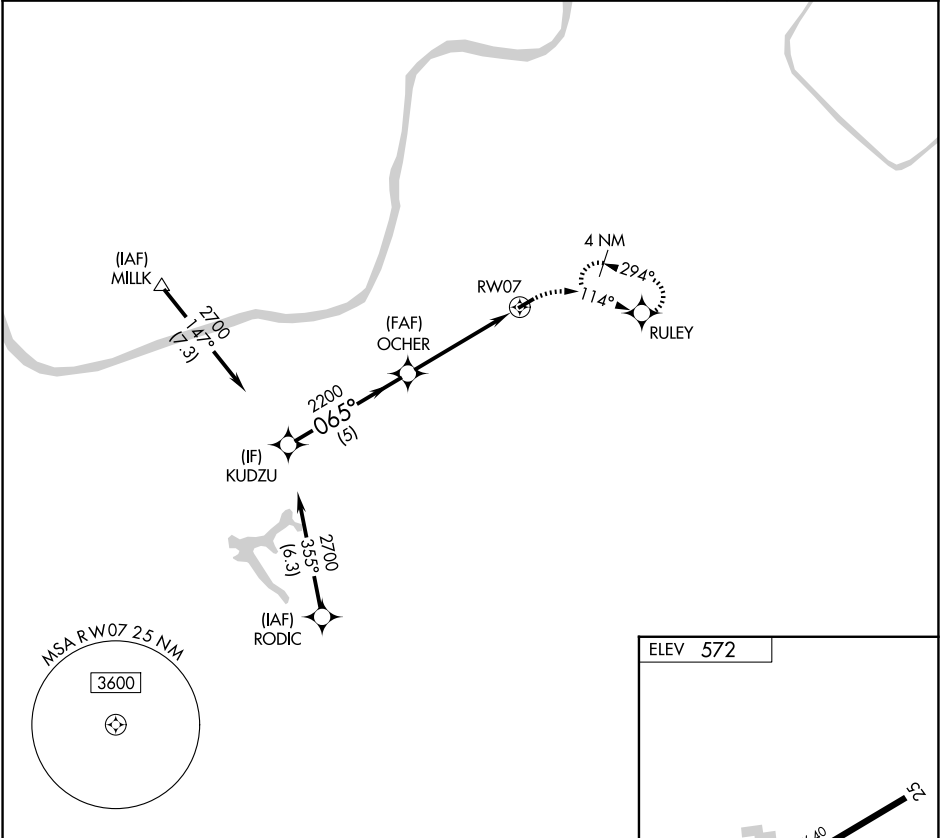
▼

▲ NA

Circling NA northwest of Rwy 07-25. Procedure NA at night. Use Huntington altimeter setting; when not received, use Point Pleasant altimeter setting.

MISSED APPROACH: Climbing right turn to 3200 direct RULEY and hold, continue climb-in-hold to 3200.

HTS ASOS 125.2	CHARLESTON APP CON 124.1 269.125 (E)	HUNTINGTON APP CON 119.75 270.1 (W)	UNICOM 122.8 (CTAF)
--------------------------	--	---	-------------------------------



KUDZU

2700

065°

OCHER

2200

RW07

Visual Segment - Obstacles.

3200

RULEY

5 NM

4.7 NM

CATEGORY	A	B	C	D
CIRCLING	1520-1¼ 948 (1000-1¼)	NA		

LRL Rwy 7-25

MILTON, WEST VIRGINIA

AL-6971 (FAA)

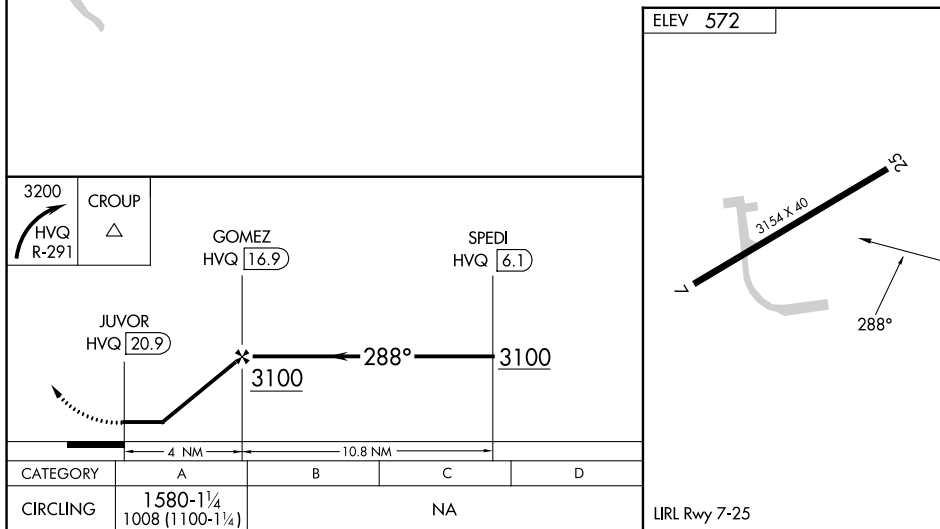
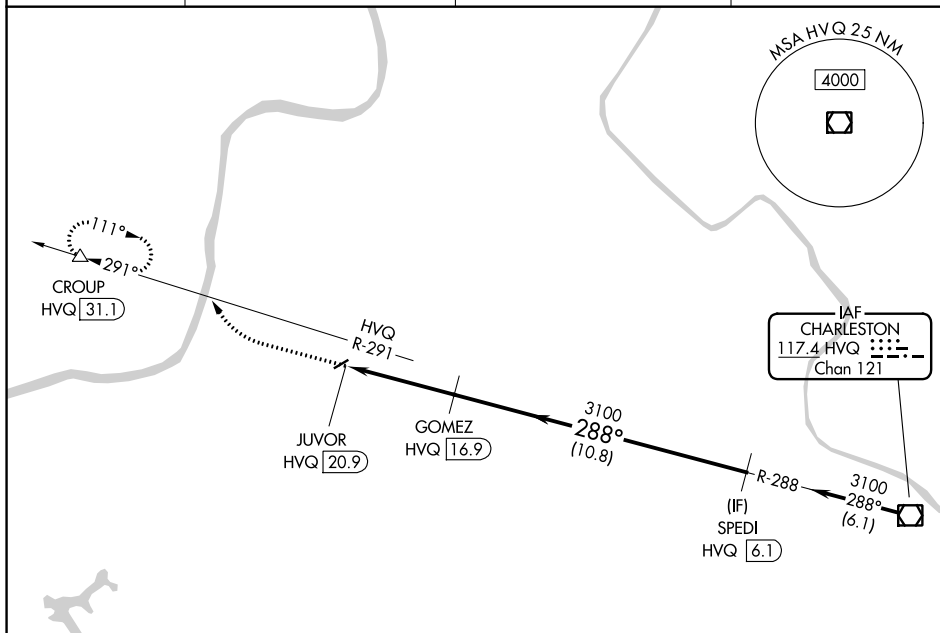
26246

HVQ VOR/DME 117.4 Chan 121	APP CRS 288°	Rwy Ldg TDZE Apt Elev N/A N/A 572
--	------------------------	---

VOR-A
ONA AIRPARK (12V)

DME required.	MISSED APPROACH: Climbing right turn to 3200 on HVQ VOR/DME R-291 to CROUP/HVQ VOR/DME 31.1 and hold.
NA Circling NA northwest of Rwy 7-25. Procedure NA at night. Use Huntington altimeter setting; when not received, use Point Pleasant altimeter setting.	

HTS ASOS 125.2	CHARLESTON APP CON 124.1 269.125 (E)	HUNTINGTON APP CON 119.75 270.1 (W)	UNICOM 122.8 (CTAF)
--------------------------	--	---	-------------------------------



MILTON, WEST VIRGINIA
Amdt 3 10OCT19

38°26'N - 82°12'W

ONA AIRPARK (12V)
VOR-A

NE-4, 03 SEP 2026 to 29 OCT 2026

APP CRS
076°

Rwy Ldg 4002
TDZE 1228
Apt Elev 1228

RNAV (GPS) RWY 8
ROSTRAVER (FWQ)

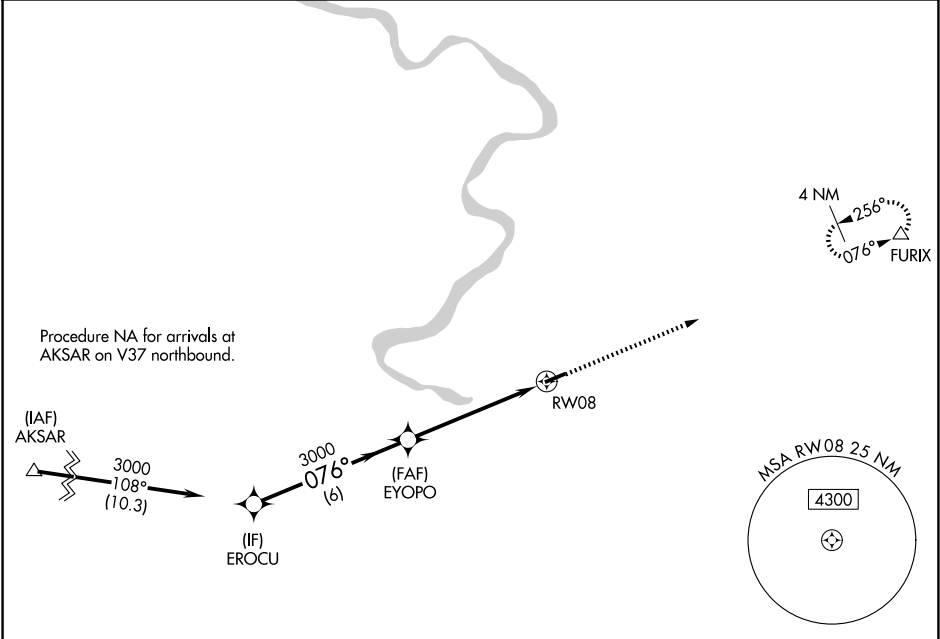
▼

▲ NA

When VGSi inop, Straight-in/Circling Rwy 8 procedure NA at night. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Allegheny County altimeter setting and increase all MDA 40 feet; increase LNAV Cats C/D visibility 1/8 mile. Rwy 8 helicopter visibility reduction below 1 SM NA. Rwy 26 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH:
Climb to 3700 direct
FURIX and hold.

AWOS-3PT 118.475	PITTSBURGH APP CON 119.35 337.4	UNICOM 122.8 (CTAF) 0
---------------------	------------------------------------	--------------------------



ELEV 1228

TDZE 1228

3700

FURIX

EROCU

EYOPO

RW08

3000

076°

3000

3.00°

TCH 51

6 NM

5.4 NM

CATEGORY	A	B	C	D
LNAV MDA	1720-1	492 (500-1)	1720-1 3/8	492 (500-1 3/8)
CIRCLING	1720-1 492 (500-1)	1760-1 532 (600-1)	1760-1 1/2 532 (600-1 1/2)	1920-2 1/4 692 (700-2 1/4)

MIRL Rwy 8-26 0

REIL Rwys 8 and 26 0

MONONGAHELA, PENNSYLVANIA

AL-5624 (FAA)

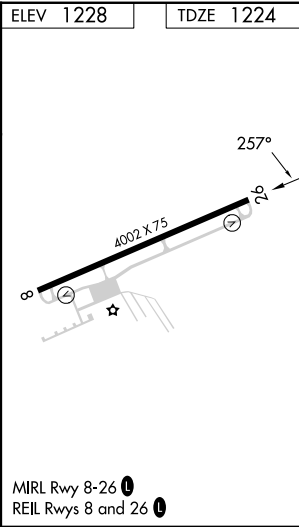
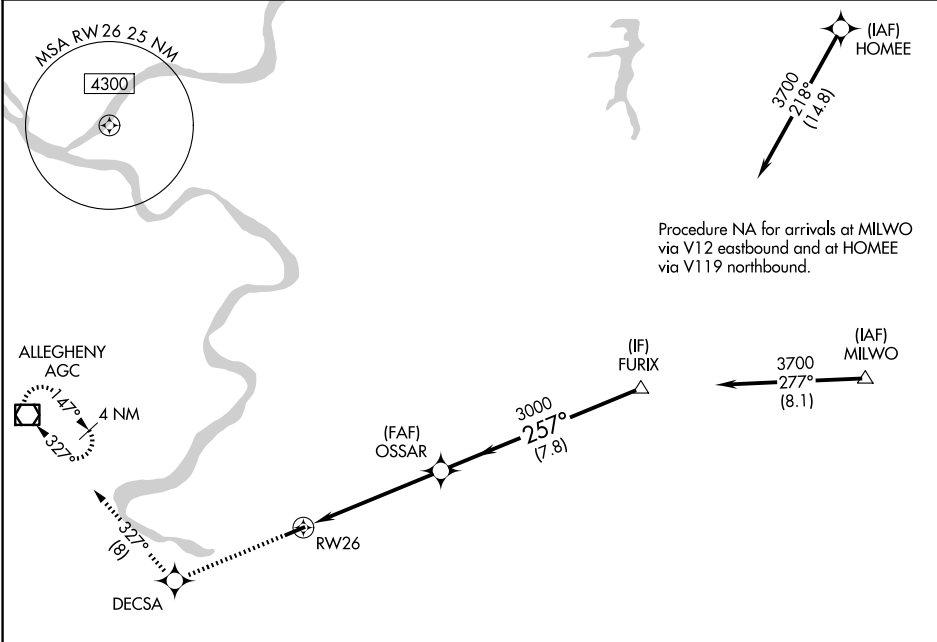
26134

WAAS CH 56208 W26A	APP CRS 257°	Rwy Ldg 4002 TDZE 1224 Apt Elev 1228
--	------------------------	---

RNAV (GPS) RWY 26
ROSTRAVER (FWQ)

DME/DME RNP-0.3 NA. When local alimeter setting not received, use Allegheny County alimeter setting and increase all DA/MDA 40 feet, and increase LNAV Cats C and D visibility to 1½ mile. Rwy 26 helicopter visibility reduction below ¾ SM NA. Rwy 8 helicopter visibility reduction below 1 SM NA. Circling Rwy 8 NA at night.	MISSED APPROACH: Climb to 3000 direct DECSA, and right turn via 327° track to AGC VOR/DME and hold.
---	---

AWOS-3PT 118.475	PITTSBURGH APP CON 119.35 337.4	UNICOM 122.8 (CTAF) 0
----------------------------	---	---------------------------------



3000	DECSA	AGC	OSSAR	FURIX	Procedure Turn NA
CATEGORY	A	B	C	D	
LPV DA	1500-1 276 (300-1)				
LNAV/VNAV	NA				
LNAV MDA	1600-1 376 (400-1)				
CIRCLING	1700-1 472 (500-1)	1760-1 532 (600-1)	1760-1½ 532 (600-1½)	1920-2¼ 692 (700-2¼)	

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

LOC I-MGW

108.5

APP CRS

181°

Rwy Ldg TDZE

5199 1240

Apt Elev

1244

ILS or LOC RWY 18

MORGANTOWN MUNI/WALTER L BILL HART FLD (MGW)

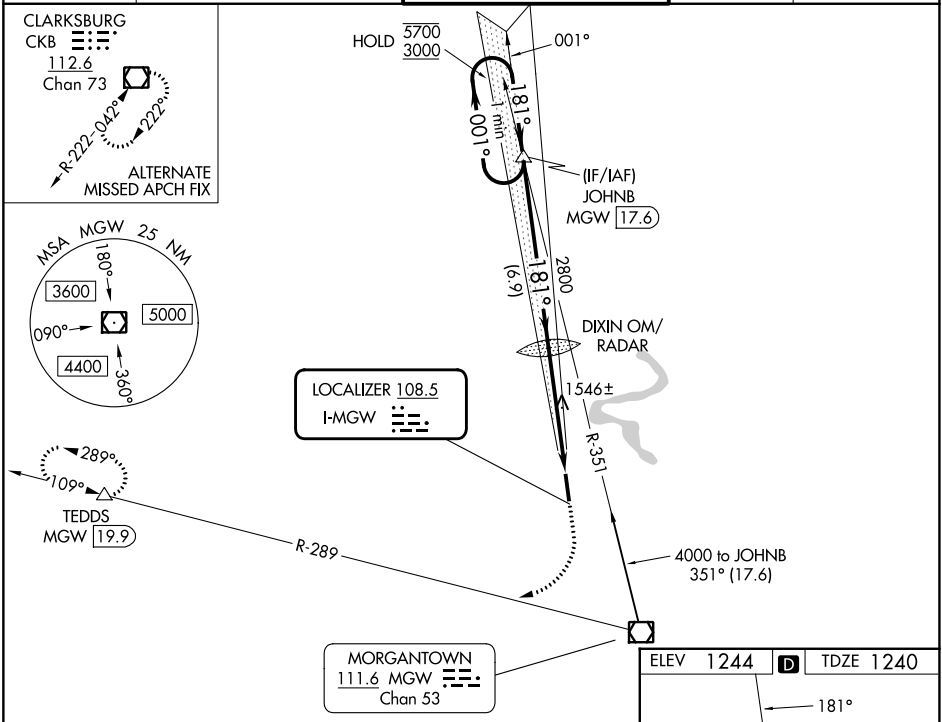
DME required.

Autopilot coupled approach NA below 1760.

MALSR

MISSED APPROACH: Climb to 1900 then climbing right turn to 4000 on heading 220° and MGW VOR/DME R-289 to TEDDS/MGW 19.9 DME and hold.

ASOS	CLARKSBURG APP CON ★	MORGANTOWN TOWER ★	GND CON	UNICOM
120.675	121.15 284.65	125.1 (CTAF) 0 257.8	121.7	122.95



MORGANTOWN, WEST VIRGINIA

AL-479 (FAA)

25219

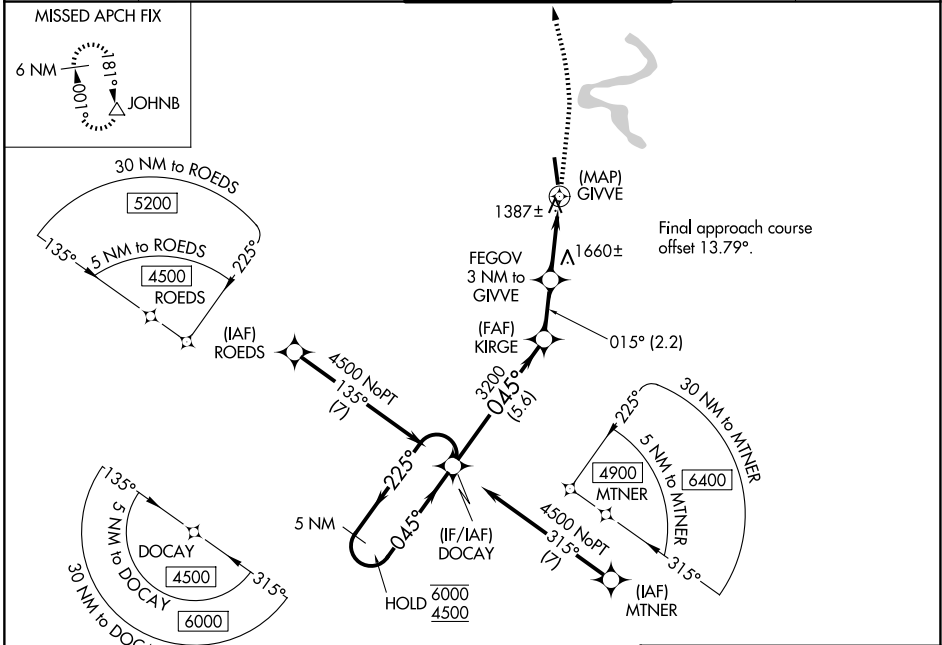
WAAS CH 53642 W36A	APP CRS 015°	Rwy Ldg 5199 TDZE 1244 Apt Elev 1244
--	------------------------	---

RNAV (GPS) RWY 36

MORGANTOWN MUNI/WALTER L BILL HART FLD (MGW)

RNP APCH - GPS.		MISSED APPROACH: Climb to 1700 then climbing left turn to 4000 direct JOHNB and hold.
	Rwy 36 helicopter visibility reduction below ¾ SM NA.	

ASOS 120.675	CLARKSBURG APP CON ★ 121.15 284.65	MORGANTOWN TOWER ★ 125.1 (CTAF) 0 257.8	GND CON 121.7	UNICOM 122.95
------------------------	--	---	-------------------------	-------------------------



DOCCAY (NoPT)				ELEV 1244		D		TDZE 1244	
5 NM Holding Pattern DOCCAY 6000 ← 225° 4500 → 045° KIRGE FEGOV 3 NM to GIVVE 3200 3.17° TCH 52 0.6 NM to GIVVE GIVVE 2480 5.6 NM 2.2 NM 2.4 NM 0.6 0.5 1700 4000 JOHNB ↑ ↶ △				Ag 81 51.99 X 150 TWR 36 015°					
CATEGORY		A		B		C		D	
LP MDA		1640-1		396 (400-1)		1640-1½		396 (400-1½)	
LNAV MDA		1920-1		676 (700-1)		1920-1¾		676 (700-1¾)	
CIRCLING		1920-1		676 (700-1)		2200-3 956 (1000-3)		2660-3 1416 (1500-3)	
REIL Rwy 36 HIRL Rwy 18-36									

MORGANTOWN, WEST VIRGINIA

Amdt 3 12JUN25

MORGANTOWN MUNI/WALTER L BILL HART FLD (MGW)

39°39'N - 79°55'W

RNAV (GPS) RWY 36

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

APP CRS
181°

Rwy Ldg
TDZE
1240

Apt Elev
1244

RNAV (GPS) Y RWY 18

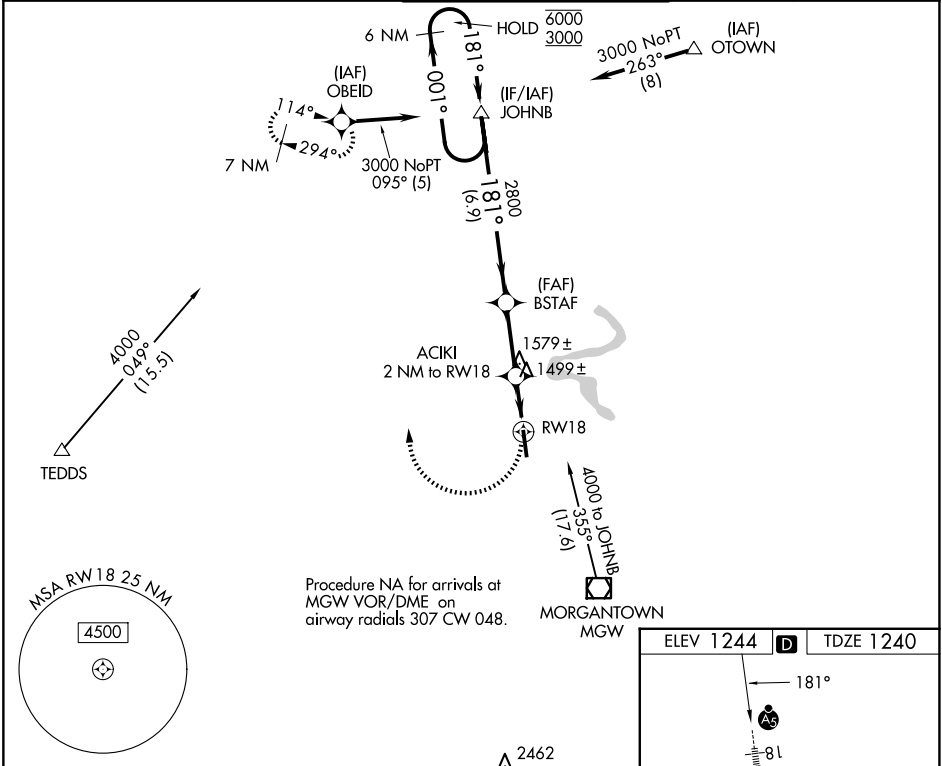
MORGANTOWN MUNI/WALTER L BILL HART FLD (MGW)

RNP APCH - GPS.

MALSR

MISSED APPROACH: Climbing right turn to 4000 direct OBEID and hold.

ASOS 120.675	CLARKSBURG APP CON ★ 121.15 284.65	MORGANTOWN TOWER ★ 125.1 (CTAF) 0 257.8	GND CON 121.7	UNICOM 122.95
------------------------	--	---	-------------------------	-------------------------



6 NM Holding Pattern

JOHNB

BSTAF

ACIKI 2 NM to RW18

1.5 NM to RW18

RW18

2462

4000

OBEID

6000

3000

001°

181°

181°

3.03°

TCH 60

2800

1920

6.9 NM

2.7 NM

0.5

1.5 NM

CATEGORY	A	B	C	D
LNVA MDA	1760-½ 520 (600-½)	1760-1 520 (600-1)	1760-1¼ 520 (600-1¼)	1760-1½ 520 (600-1½)
CIRCLING	1800-1 556 (600-1)	2180-2¾ 936 (1000-2¾)	2640-3 1396 (1400-3)	

ELEV 1244 D TDZE 1240

181°

81

5199 X 150

TWR

36

REIL Rwy 36

HIRL Rwy 18-36

MORGANTOWN, WEST VIRGINIA

AL-479 (FAA)

26218

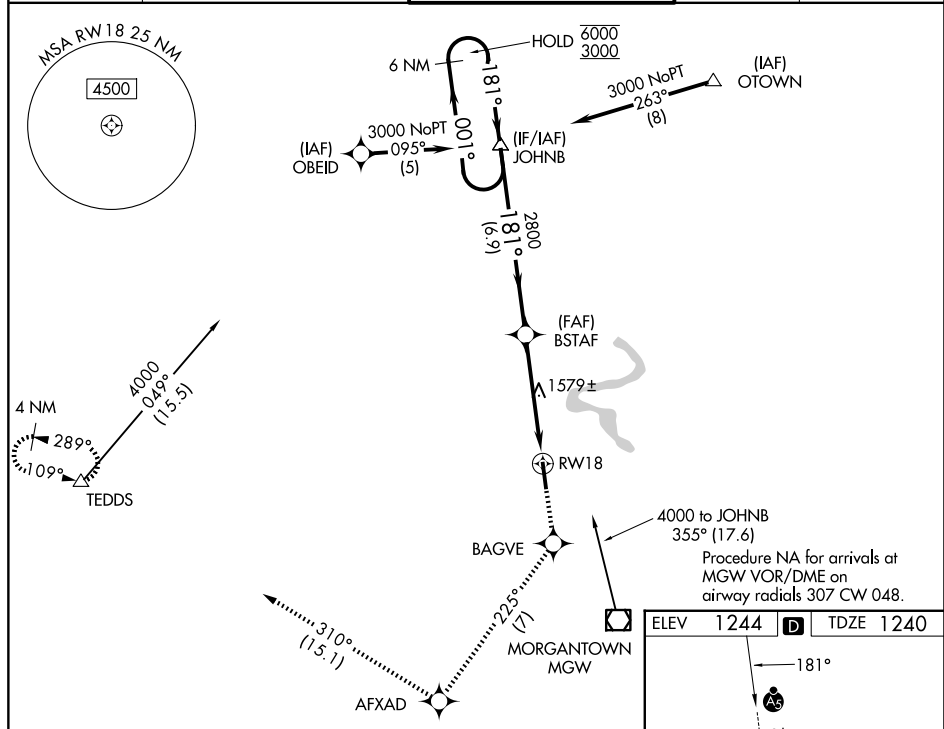
WAAS CH 50412 W18A	APP CRS 181°	Rwy Ldg TDZE Apt Elev	5199 1240 1244
--	------------------------	-----------------------------	---

RNAV (GPS) Z RWY 18

MORGANTOWN MUNI/WALTER L BILL HART FLD (MGW)

RNP APCH - GPS.			MALSR	 MISSED APPROACH: Climb to 4000 direct BAGVE and right turn on track 225° to AFXAD and right turn on track 310° to TEDDS and hold.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C.				

ASOS 120.675	CLARKSBURG APP CON ★ 121.15 284.65	MORGANTOWN TOWER ★ 125.1 (CTAF) 0 257.8	GND CON 121.7	UNICOM 122.95
------------------------	--	---	-------------------------	-------------------------



6 NM Holding Pattern JOHN B		4000	BAGVE	AFXAD	TEDDS
6000 ← 001°		3000	181°	181°	
GP 3.00° TCH 59					
2800					
6.9 NM		2.5 NM	2.2 NM		
CATEGORY	A	B	C	D	
LPV DA		1469-1/2	229 (300-1/2)		
LNAV/VNAV DA		1869-13/4	629 (700-13/4)		
LNAV MDA	2000-1/2 760 (800-1/2)	2000-3/4 760 (800-3/4)	2000-13/4 760 (800-13/4)	2000-2 760 (800-2)	
CIRCLING	2000-1 756 (800-1)	2000-11/4 756 (800-11/4)	2180-23/4 936 (1000-23/4)	2640-3 1396 (1400-3)	

ELEV	1244	TDZE	1240
 TWR			
 36			
REIL Rwy 36  HIRL Rwy 18-36 			

MORGANTOWN, WEST VIRGINIA

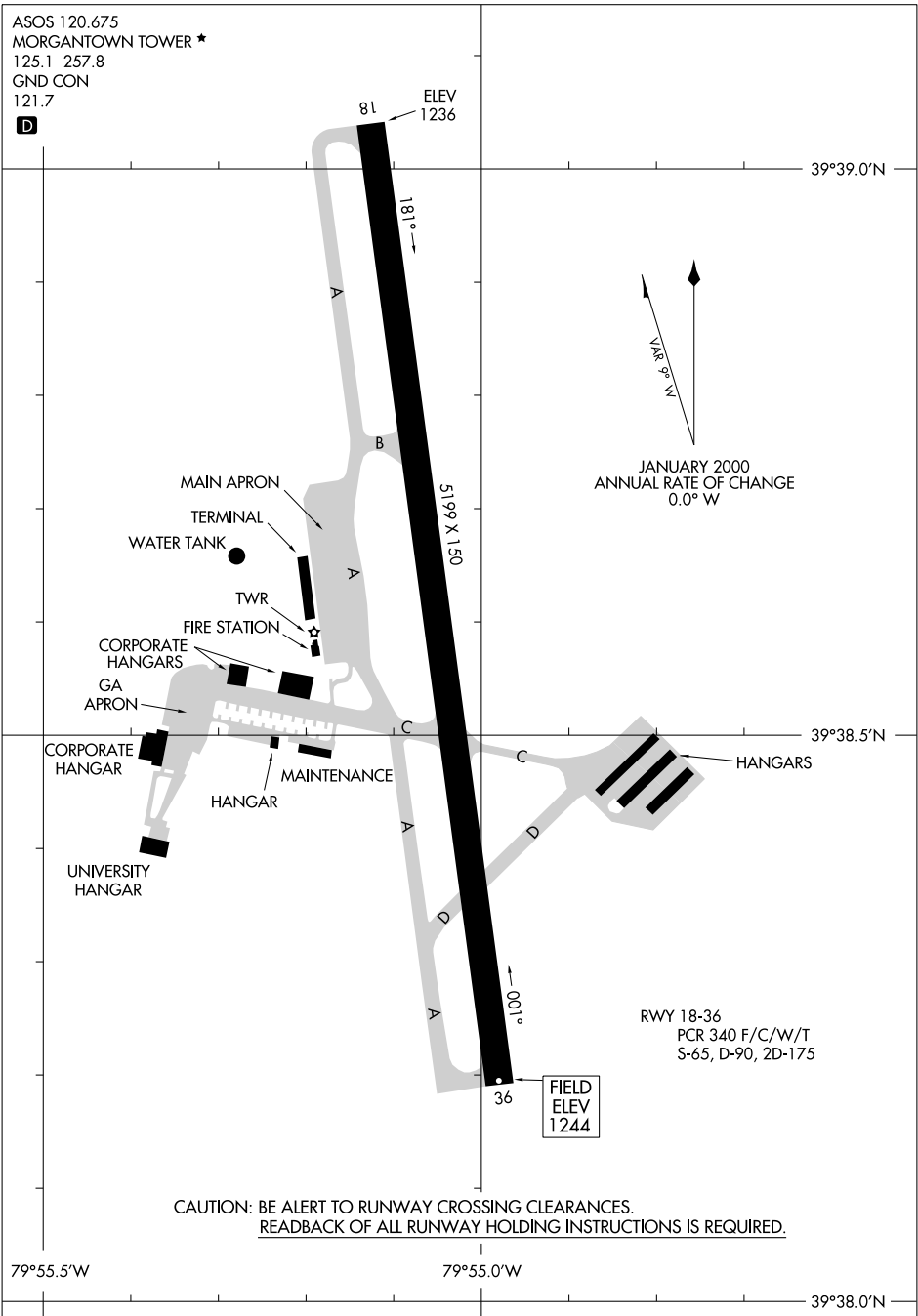
Orig-C 11AUG22

MORGANTOWN MUNI/WALTER L BILL HART FLD (MGW)

39°39'N - 79°55'W

RNAV (GPS) Z RWY 18

NE-4, 03 SEP 2026 to 29 OCT 2026



MOUNDSVILLE, WEST VIRGINIA

AL-6834 (FAA)

26134

APP CRS	Rwy Ldg	3301
060°	TDZE	1215
	Apt Elev	1215

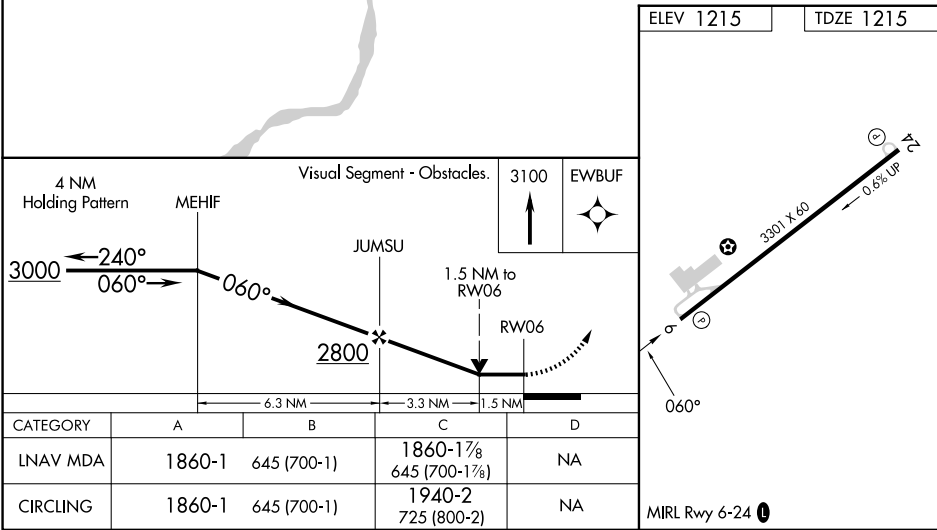
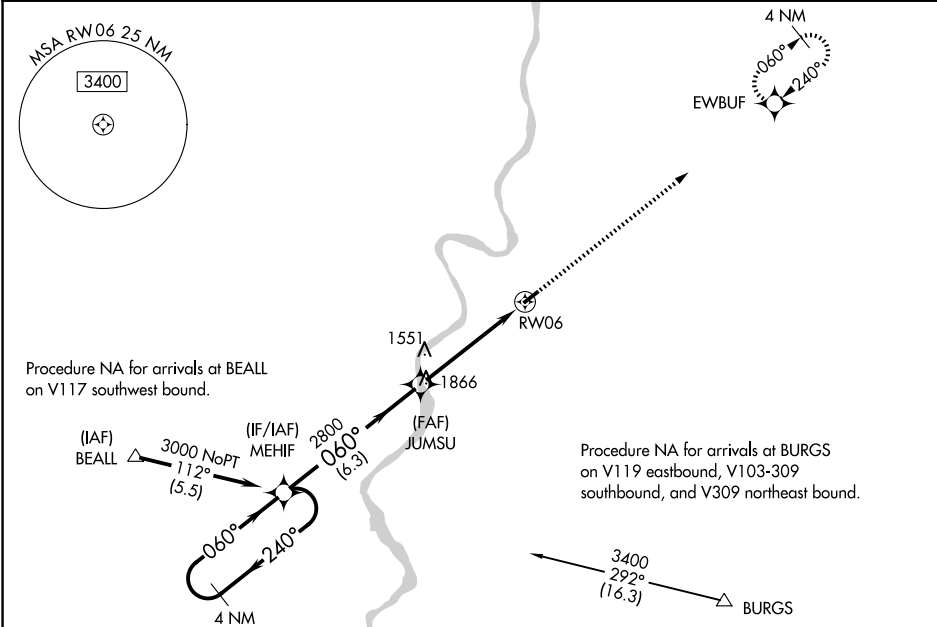
RNAV (GPS) RWY 6
MARSHALL COUNTY (MPG)

RNP APCH

▼ Rwy 6 helicopter visibility reduction below ¾ SM NA. VDP NA when using Wheeling altimeter setting. When local altimeter setting not received, use Wheeling altimeter setting: increase all MDA 60 feet and visibility LNAV Cat C ½ SM and Circling Cat C ¼ SM.

▲ MISSED APPROACH: Climb to 3100 direct EWBUF and hold.

AWOS-3 119.05	CLEVELAND CENTER 126.95 239.30	UNICOM 122.7 (CTAF) ①
------------------	-----------------------------------	--------------------------



MOUNDSVILLE, WEST VIRGINIA
Orig-E 20MAY21

39°53'N-80°44'W

MARSHALL COUNTY (MPG)
RNAV (GPS) RWY 6

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	3301
240°	TDZE	1213
	Apt Elev	1215

RNAV (GPS) RWY 24

MARSHALL COUNTY (MPG)

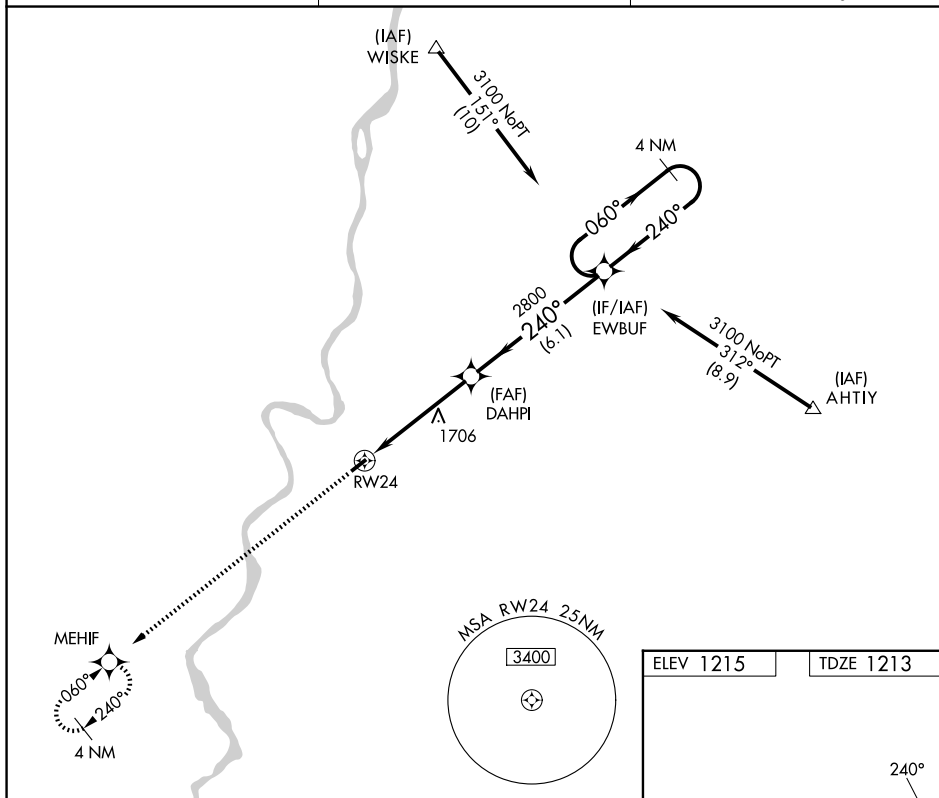
RNP APCH

T When local altimeter setting not received, use Wheeling
A **NA** altimeter setting and increase all MDA 60 feet. Rwy 24
 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 3000 direct MEHIF and hold.

AWOS-3
119.05

CLEVELAND CENTER
126.95 239.30

UN|COM
122.7 (CTAF) **L**

3000	MEHIF
	

DAHPI

EWBUF Holding Pattern

RW24

 ≤ 3.04

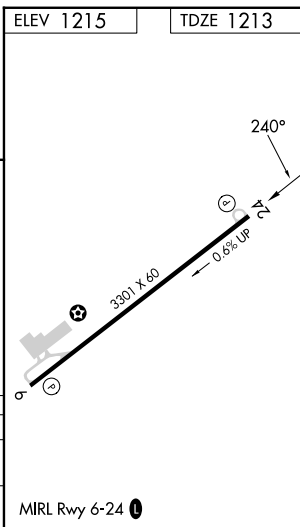
TCH 40

2800

$$\begin{array}{r} 060^\circ \rightarrow \\ \hline -240^\circ \end{array} \quad \underline{3100}$$

← 49

CATEGORY	A	B	C	D
LNAV MDA	1960-1 747 (800-1)	1960-1¼ 747 (800-1¼)	1960-2¼ 747 (800-2¼)	NA
CIRCLING	1960-1 745 (800-1)	1960-1¼ 745 (800-1¼)	1960-2¼ 745 (800-2¼)	NA



MOUNT JOY/MARIETTA, PENNSYLVANIA

AL-6668 (FAA)

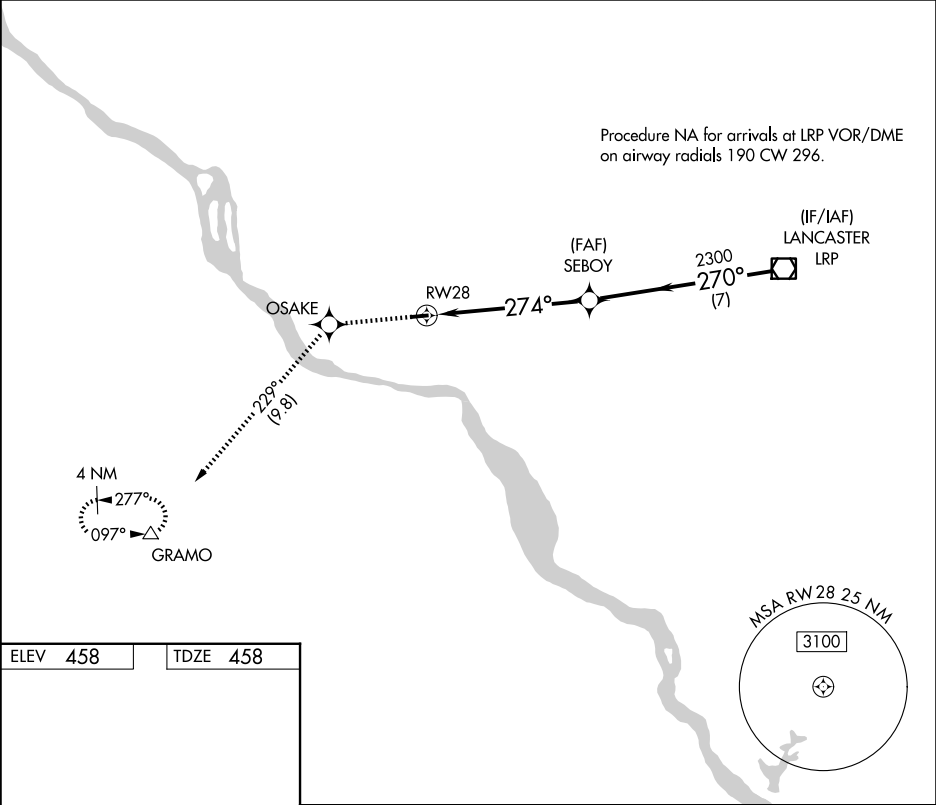
26022

APP CRS	Rwy Ldg	3250
274°	TDZE	458
	Apt Elev	458

RNAV (GPS) RWY 28
DONEGAL SPRINGS AIRPARK (N71)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct OSAKE and on track 229° to GRAMO and hold.
▼ NA Rwy 28 helicopter visibility reduction below ¾ SM NA. Use MDT altimeter setting; when not received, use MUI altimeter setting and increase all MDAs 20 feet. Procedure NA at night.	

MDT ASOS 118.8	HARRISBURG APP CON 126.45 281.525	CLNC DEL 127.05	UNICOM 122.8 (CTAF) 0
-------------------	--------------------------------------	--------------------	--------------------------



ELEV 458	TDZE 458
MIRL Rwy 10-28 0	

3000	OSAKE	GRAMO	LRP VOR/DME
↑	✧	tr 229°	2600
		△	
SEBOY			
RW28			
274°			
2300			
≤ 3.00°			
TCH 40			
5.8 NM			
7 NM			
CATEGORY	A	B	C
LNAV MDA	920-1	462 (500-1)	NA
CIRCLING	920-1	940-1	NA
	462 (500-1)	482 (500-1)	

MOUNT JOY/MARIETTA, PENNSYLVANIA
Amdt 1 22JAN26

40°06'N-76°34'W

DONEGAL SPRINGS AIRPARK (N71)
RNAV (GPS) RWY 28

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 50311 W05A	APP CRS 050°	Rwy Ldg TDZE 1906 Apt Elev 1915
--	------------------------	---

RNAV (GPS) RWY 5

POCONO MOUNTAINS RGNL (MPO)

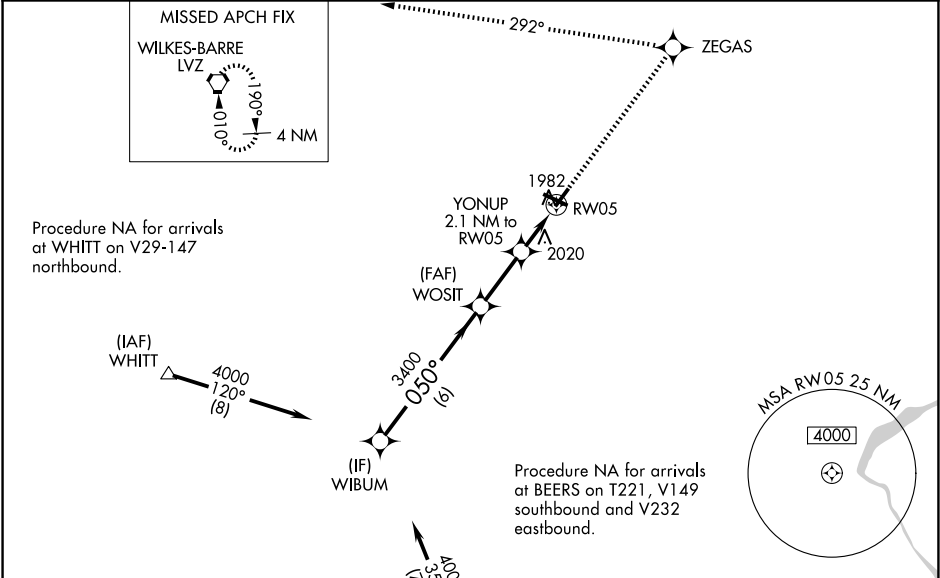
▼

▲

Baro-VNAV NA when using Wilkes-Barre/Scranton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Rwy 5 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting: increase LPV DA to 2339 feet, LNAV/VNAV DA to 2431 feet and all visibilities ¼ SM; increase all MDAs 180 feet and visibility Cat C and D ½ SM. Circling Rwy 23 NA at night.

MISSED APPROACH:
Climb to 4000 direct ZEGAS and left turn via 292° track to LVZ VORTAC and hold.

ASOS 120.275	WILKES-BARRE APP CON 126.3 256.7	CLNC DEL 125.3	UNICOM 122.7 (CTAF) 0
------------------------	--	--------------------------	---------------------------------



WAAS CH 48911 W13A	APP CRS 128°	Rwy Ldg TDZE 1885 Apt Elev 1915
--	------------------------	---

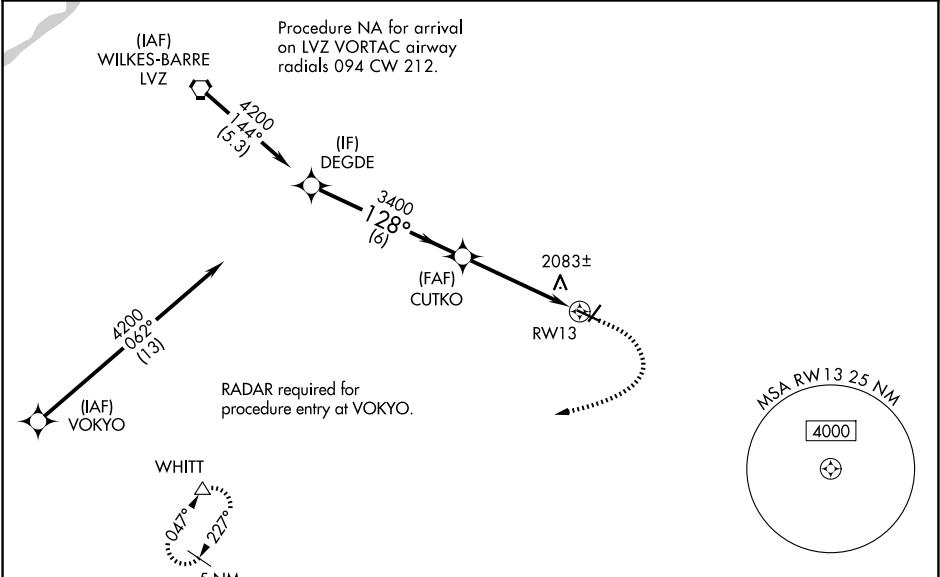
RNAV (GPS) RWY 13

POCONO MOUNTAINS RGNL (MPO)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18° C (0° F) or above 54° C (130° F).
⚠ Baro-VNAV and VDP NA when using Wilkes-Barre/Scranton altimeter setting. Rwy 13 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting: increase LPV DA to 2450 feet, LNAV/VNAV DA to 2537 feet and all visibilities ½ SM; increase all MDAs 180 feet and visibility LNAV Cat C/D ¾ SM and Circling Cat C/D ½ SM. Circling Rwy 23 NA at night.

MISSED APPROACH:
Climb to 3000 then climbing right turn to 4200 direct WHITT and hold.

ASOS 120.275	WILKES-BARRE APP CON 126.3 256.7	CLNC DEL 125.3	UNICOM 122.7 (CTAF) 0
------------------------	--	--------------------------	---------------------------------



ELEV 1915	TDZE 1885
-----------	-----------

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 44).

GP 3.00° TCH 40

DEGDE

CUTKO

3000

4200

WHITT

* LNAV only.

* 1.3 NM to RWY 13

6 NM

3.3 NM

1.3

128°

5001 X 75

3099 X 100

1.0% UP

REIL Rwy 5, 13, 23, and 31 0

MIRL Rwy 5-23 and 13-31 0

CATEGORY	A	B	C	D
LPV DA	2271-1¼		386 (400-1¼)	
LNAV/VNAV DA	2358-1½		473 (500-1½)	
LNAV MDA	2340-1	455 (500-1)	2340-1¾	455 (500-1¾)
CIRCLING	2420-1 505 (600-1)	2500-1 585 (600-1)	2600-2 685 (700-2)	2660-2½ 745 (800-2½)

WAAS CH 58016 W31A	APP CRS 308°	Rwy Ldg TDZE 1885 Apt Elev 1915
--	------------------------	---

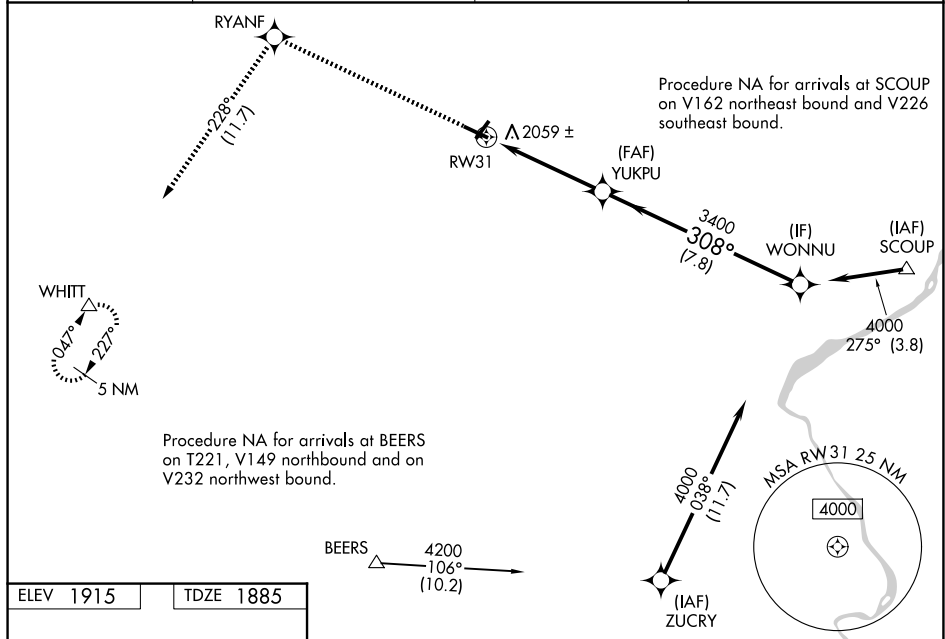
RNAV (GPS) RWY 31

POCONO MOUNTAINS RGNL (MPO)

▼ Baro-VNAV NA when using Wilkes-Barre/Scranton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F).
▲ Rwy 31 helicopter visibility reduction below $\frac{3}{4}$ SM NA. DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting: increase LPV DA to 2403 feet and visibility $\frac{1}{4}$ SM, LNAV/VNAV DA to 2446 feet and visibility $\frac{3}{8}$ SM; increase all MDAs 180 feet and visibility LNAV Cat C/D $\frac{3}{8}$ SM and Circling Cat C/D $\frac{1}{2}$ SM. Circling Rwy 23 NA at night.

MISSED APPROACH: Climb to 4200 direct RYANF and on track 228° to WHITT and hold.

ASOS 120.275	WILKES-BARRE APP CON 126.3 256.7	CLNC DEL 125.3	UNICOM 122.7 (CTAF) 0
------------------------	--	--------------------------	---------------------------------



ELEV 1915	TDZE 1885
------------------	------------------

4200	RYANF	WHITT	VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 40).	
↑	fr 228°	△		
The diagram illustrates a flight path or approach procedure. A horizontal line represents a reference path. A point labeled 'RW31' is marked on the left. A dashed curved arrow points from the left towards 'RW31'. A point labeled 'YUKPU' is marked on the horizontal line. A vertical line segment connects 'YUKPU' to a point labeled '3400'. A diagonal line segment extends from 'YUKPU' upwards and to the right, labeled '308°'. A point labeled 'WONNU' is at the end of this diagonal line. A vertical line segment connects 'WONNU' to a point labeled '4000'. A horizontal line segment connects 'YUKPU' to 'WONNU', with a point labeled '3400' on it. The distance from 'RW31' to 'YUKPU' is 4.6 NM. The distance from 'YUKPU' to 'WONNU' is 7.8 NM. A label 'GP 3.00° TCH 55' is positioned near the 'WONNU' point.				
CATEGORY	A	B	C	D
LPV DA	2224-1 $\frac{1}{8}$ 339 (400-1 $\frac{1}{8}$)			
LNAV/VNAV DA	2267-1 $\frac{1}{4}$ 382 (400-1 $\frac{1}{4}$)			
LNAV MDA	2320-1	435 (500-1)	2320-1 $\frac{3}{8}$	435 (500-1 $\frac{3}{8}$)
CIRCLING	2420-1 505 (600-1)	2500-1 585 (600-1)	2600-2 685 (700-2)	2660-2 $\frac{1}{2}$ 745 (800-2 $\frac{1}{2}$)

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

COPTER ILS or LOC RWY 25

LOC/DME I-MUI 111.75 Chan 54(Y)	APCH CRS 250°	Rwy Idg THRE Arpt Elev 3860 480 487
---	-------------------------	---

[USA]

MUIR AHP (FORT INDIANTOWN GAP) (KMUI)

DME required

- ▼ Use KMDT altimeter when local altimeter not available. When RAV VOR out of service, RNAV required to BAARN.
- ▲ Non-RNAV equipped aircraft expect RADAR vectors.

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 on RAV VORTAC R-193 to BAARN and hold, continue climb-in-hold to 3000.

ASOS 124.175	HARRISBURG APP/DEP CON 118.25 269.45	TOWER ★ 126.2 (CTAF) 290.325	GND CON 135.675 269.525
------------------------	--	--	-----------------------------------

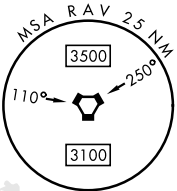
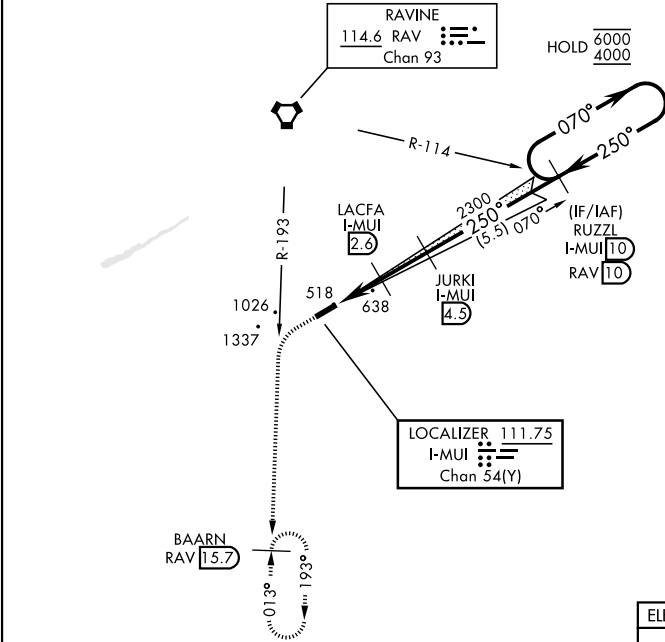
NOT FOR CIVIL USE

Limit all segments to 90 KIAS.

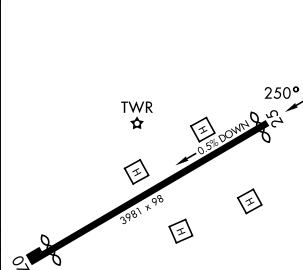
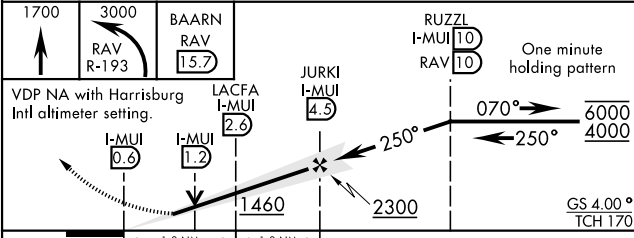
Knots	60	120	180	240	300	360
V/V(fpm)	435	870	1305	1740	2175	2610
Min climb of 435 ft/NM to 1800-Controlling Obstacle 1337'						

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026



ELEV	487	THRE	480
------	-----	------	-----



CATEGORY	COPTER		
S-ILS 25	821-1	334	(400-1)
S-LOC 25	900-1	413	(500-1)
KMDT (HARRISBURG INTL) ALTIMETER SETTING MINIMUMS			
S-ILS 25	885-1½	398	(400-1½)
S-LOC 25	980-1	493	(500-1)

MRL Rwy 07-25

COPTER ILS or LOC RWY 25

FORT INDIANTOWN GAP, PENNSYLVANIA

COPTER RNAV (GPS)-054°

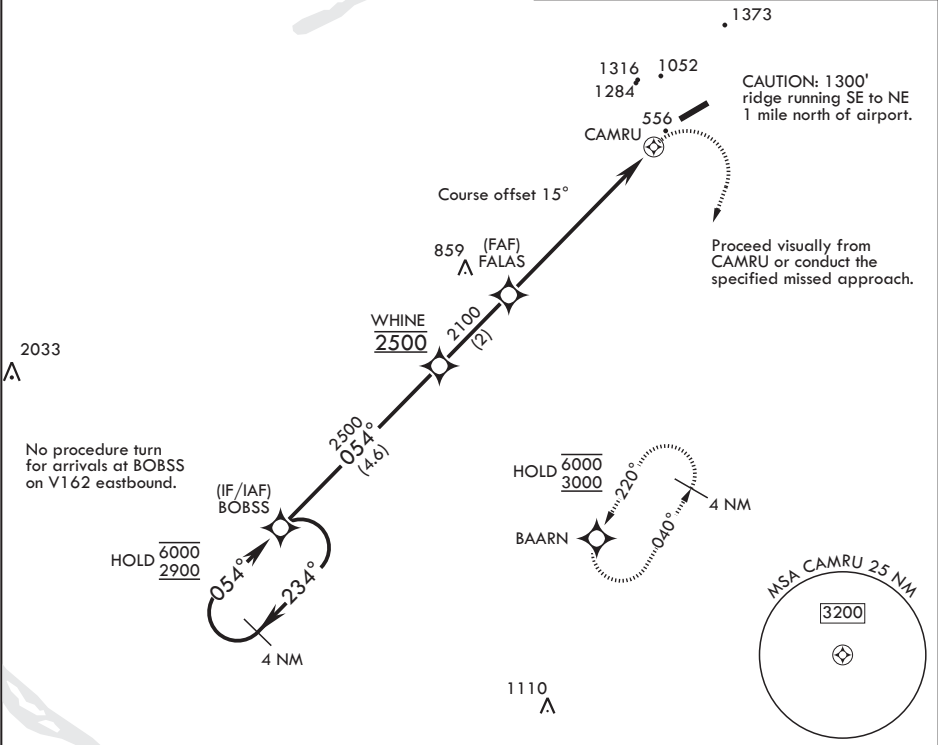
APCH CRS	Rwy Idg	3631
054°	TDZE	487
	Arpt Elev	487

(USA) MUIR AHP (FORT INDIANTOWN GAP) (KMUI)

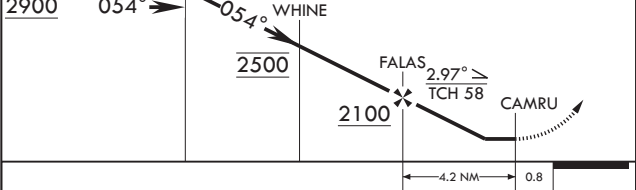
RNP APCH-GPS	MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 direct BARRN and hold.
--------------	--

ASOS 124.175	HARRISBURG APP CON/DEP CON 118.25 269.45	TOWER★ 126.2 (CTAF) 290.325	GND CON 135.675 269.525
-----------------	---	--------------------------------	----------------------------

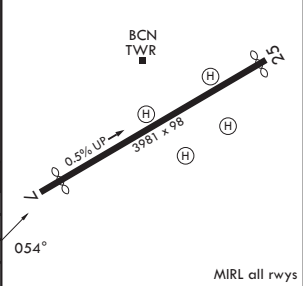
Procedure not authorized at night. Limit all segments to 90 KIAS.	Knots	60	120	180	240	300	360
	V/V(fpm)	588	1176	1764	2352	2940	3528
	Min climb of 588 ft/NM to 1700 - Controlling obstacle 1373						



4 NM Holding Pattern BOBSS	1400	3000	BARRN	ELEV 487	TDZE 487
----------------------------	------	------	-------	----------	----------



CATEGORY	COPTER	
LNAV MDA	1380-1¼	893 (900-1¼)
HARRISBURG INTL ALTIMETER SETTING MINIMUMS		
LNAV MDA	1460-1¼	973 (1000-1¼)



FORT INDIANTOWN GAP, PENNSYLVANIA

40°26'N - 76°34'W MUIR AHP (FORT INDIANTOWN GAP) (KMUI)

Amdt 1 23JAN25

COPTER RNAV (GPS)-054°

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

COPTER RNAV (GPS) RWY 25

WAAS CH 95177 W25A	APCH CRS 250°	Rwy Idg 3860 TDZE 487 Arpt Elev 487
---------------------------------	------------------	--

(USA)

MUIR AHP (FORT INDIANTOWN GAP) (KMUI)

RNP APCH - GPS

T * When local altimeter not received, use Harrisburg Intl altimeter setting. Increase all DA by 64', vis by 1/8 miles.
 ** When local altimeter not received, use Harrisburg Intl altimeter setting. Increase MDA 80', vis 1/4 miles.

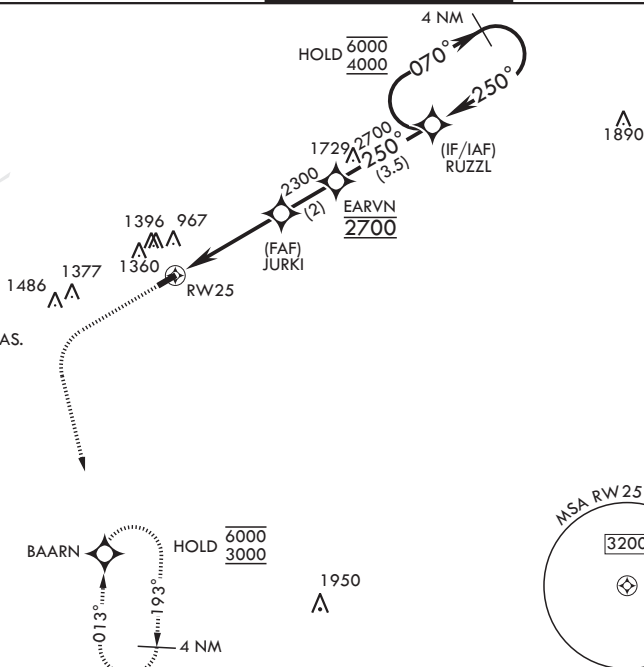
MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct to BAARN and hold.

ASOS 124.175	HARRISBURG APP CON/DEP CON 118.25 269.45	TOWER ★ 126.2 (CTAF) 290.325	GND CON 135.675 269.525
-----------------	---	---------------------------------	----------------------------

Baro-VNAV NA when using Harrisburg Intl altimeter setting.

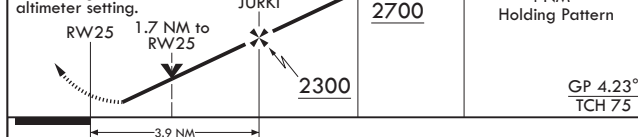
For uncompensated
Baro-VNAV systems,
LNAV/VNAV NA below
-12°C or above 54°C.

Limit all segments to 90 KIAs.



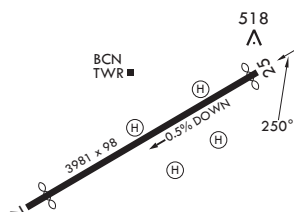
1700 ↑	3000 ↖	BAARN 	VGSJ and descent angles not coincident.	RUZZL  070° → 6000	ELEV 487	TDZE 487
-----------	-----------	--	--	--	----------	----------

VDP NA when using
Harrisburg INTL
altimeter setting.



CATEGORY	COPTER		
LPV DA*	816-1	329	(400-1)
RNAV/VNAV DA*	1166-1 ⁸	679	(700-1 ⁷)
RNAV MDA**	1300-1	813	(900-1)
WITH HARRISBURG INTL ALTIMETER SETTING			
LPV DA	880-1 ⁶	393	(400-1 ⁶)
RNAV/VNAV DA	1230-2	743	(800-2)
RNAV MDA	1380-1 ⁴	893	(900-1 ⁴)

MIRL all rwys



FORT INDIANTOWN GAP, PENNSYLVANIA

40°26'N - 76°34'W MUIR AHP (FORT INDIANTOWN GAP) (KMUI)

Amdt 1 23JAN25

COPTER RNAV (GPS) RWY 25

25247

AIRPORT DIAGRAM

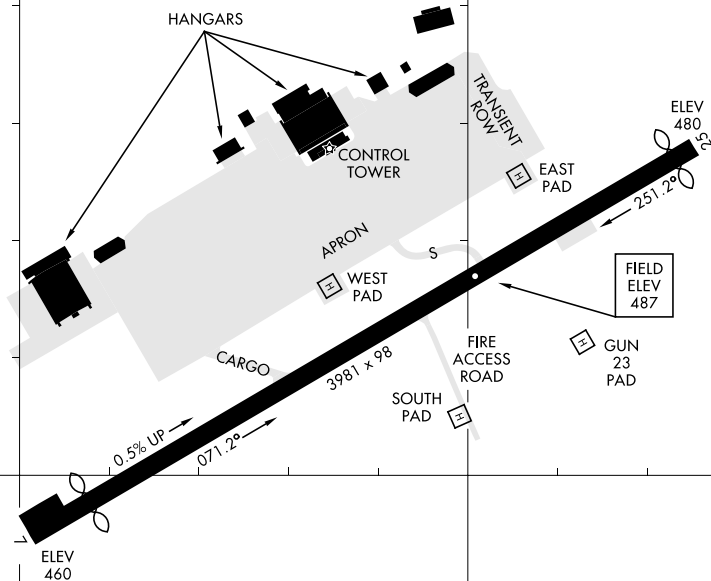
[USA]

MUIR AHP (FORT INDIANTOWN GAP) (KMUI)

FORT INDIANTOWN GAP, PENNSYLVANIA

ASOS 124.175
 TOWER ★
 126.2 (CTAF) 290.325
 GND CON
 135.675 269.525

40°26.5'N



40°26.0'N

Rwy 07-25
 PCN 24 F/B/W/T

MIRL Rwy 7-25

JANUARY 2025
 ANNUAL RATE OF CHANGE
 0.0°E

40°25.5'N

AIRPORT DIAGRAM

FORT INDIANTOWN GAP, PENNSYLVANIA

MUIR AHP (FORT INDIANTOWN GAP) (KMUI)

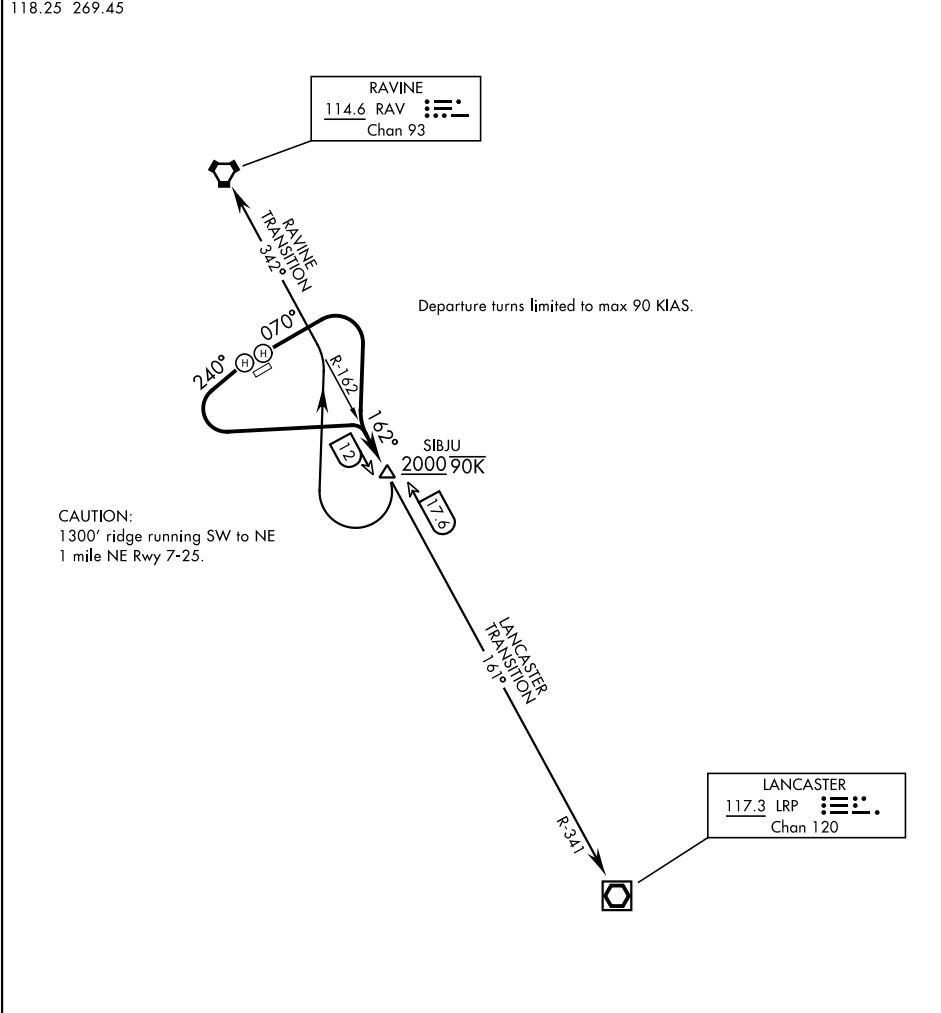
NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

HARRISBURG DEP CON
118.25 269.45

[USA]

DME required



DEPARTURE ROUTE DESCRIPTION

TAKEOFF EAST HELIPAD: Climb on heading 070° to RAV VORTAC R-162, then right turn to intercept RAV R-162 to cross SIBJU at or above 2000. Thence via (transition) or (assigned route). Expect clearance to assigned altitude ten minutes after departure.

TAKEOFF WEST HELIPAD: Climb on heading 240°, then left turn to intercept RAV VORTAC R-162 to cross SIBJU at or above 2000. Thence via (transition) or (assigned route). Expect clearance to assigned altitude ten minutes after departure.

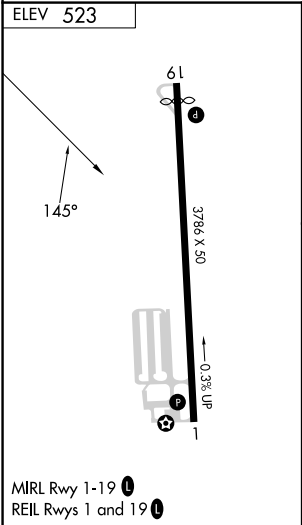
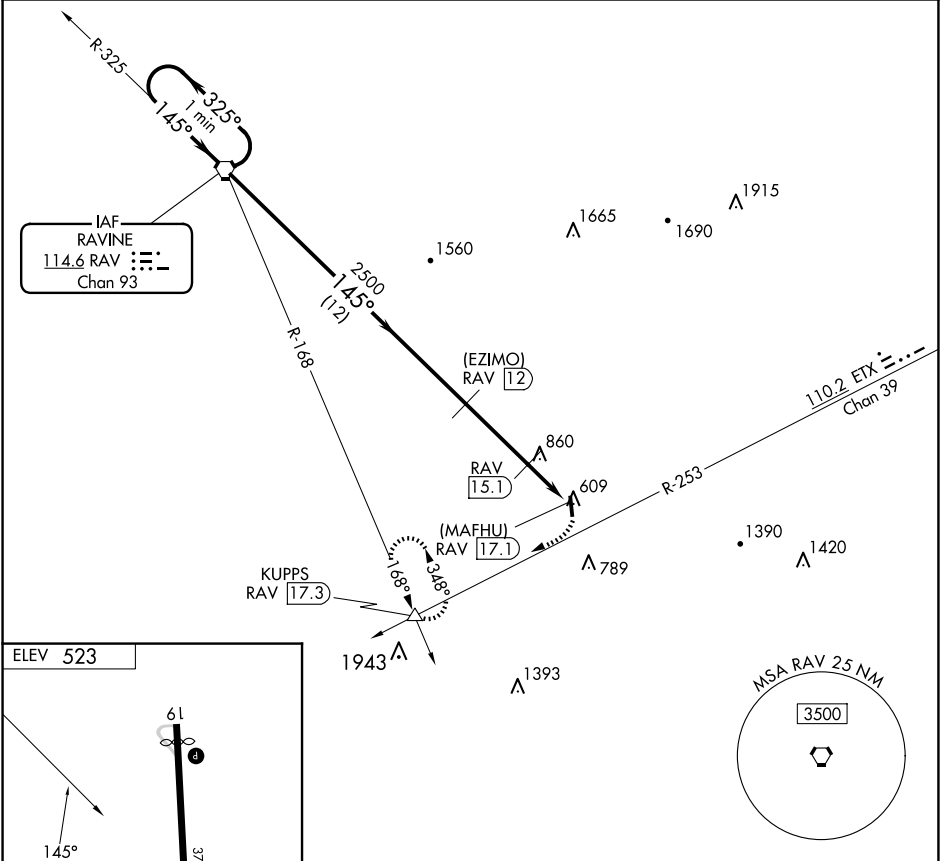
LANCASTER TRANSITION (MUI4.LRP): From over SIBJU proceed on LRP VOR/DME R-341 to LRP.

RAVINE TRANSITION (MUI4.RAV): From over SIBJU right turn to intercept RAV VORTAC R-162 to RAV.

VORTAC RAV	APP CRS	Rwy Idg TDZE	N/A
114.6	145°	Apt Elev	N/A
Chan 93			523

VOR/DME or GPS-A
DECK (9D4)

V ▲ NA	Use Harrisburg Intl, PA altimeter setting. If not received, procedure NA. Circling Rwy 1 NA at night.	MISSED APPROACH: Climbing right turn to 3000, intercept the ETX VORTAC R-253 to KUPPS INT and hold.	
AWOS-2 118.45	RDG ASOS 127.1	HARRISBURG APP CON 118.25 269.45	UNICOM 122.8 (CTAF) 0



One Minute Holding Pattern	RAV VORTAC	(EZIMO) RAV 12.1	3000 ETX R-253	KUPPS
3500	325°	145°	2500	1800
12 NM	3.1 NM	2 NM		
CATEGORY	A	B	C	D
CIRCLING	1140-1 617 (700-1)	1160-1 637 (700-1)	1160-1¾ 637 (700-1¾)	NA

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

NEW CASTLE, PENNSYLVANIA

AL-5842 (FAA)

23166

WAAS CH 78005 W05A	APP CRS 049°	Rwy Idg TDZE 1027 Apt Elev 1072
--	------------------------	---

RNAV (GPS) RWY 5

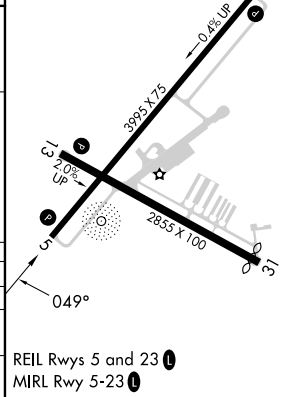
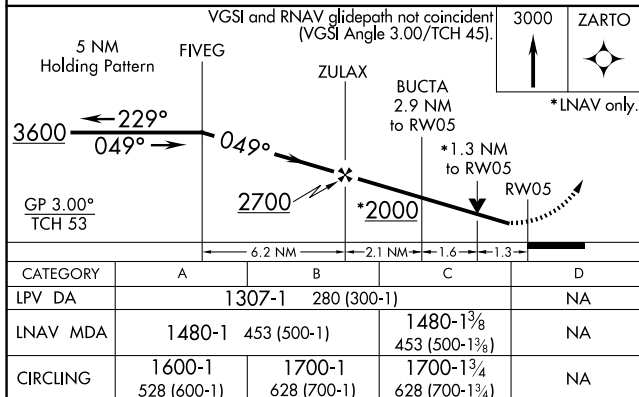
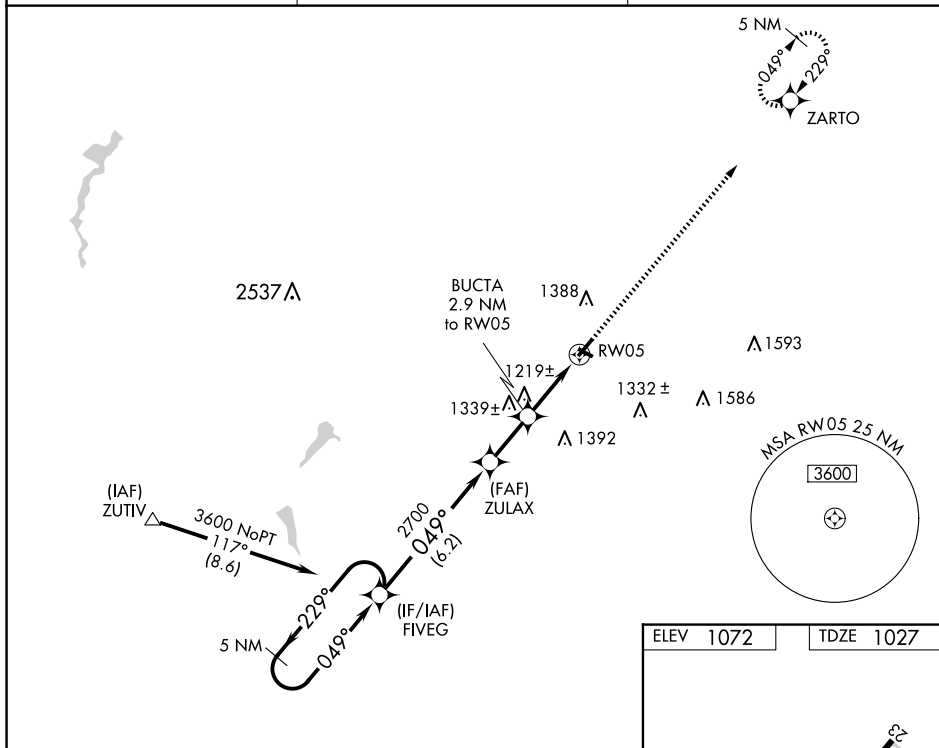
NEW CASTLE MUNI (UCP)

RNP APCH.

▼ VDP NA when using Youngstown/Warren Rgnl altimeter setting. Rwy 5 helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Youngstown/Warren Rgnl altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase LNAV Cat C and Circling Cat C visibility $\frac{1}{4}$ SM.

MISSED APPROACH:
Climb to 3000 direct
ZARTO and hold.

AWOS-3PT 124.175	YOUNGSTOWN APP CON ★ 133.95 322.3	UNICOM 123.0 (CTAF) 0
----------------------------	---	--



NEW CASTLE, PENNSYLVANIA

Amdt 1D 09SEP21

41°02'N - 80°25'W

NEW CASTLE MUNI (UCP)

RNAV (GPS) RWY 5

NE-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 45605 W23A	APP CRS 229°	Rwy Idg TDZE 1027 Apt Elev 1072	3995
--	------------------------	---	-------------

RNAV (GPS) RWY 23

NEW CASTLE MUNI (UCP)

RNP APCH.

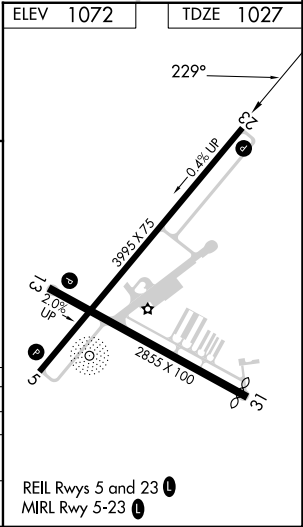
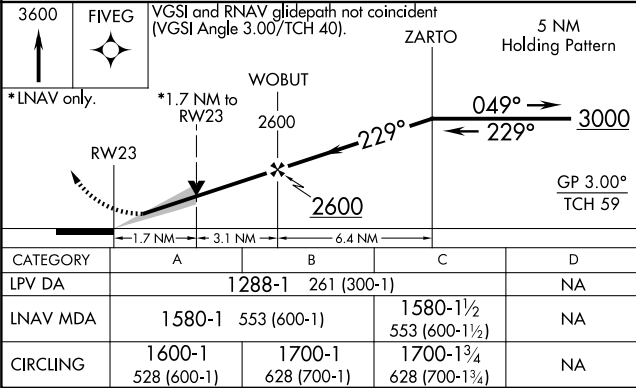
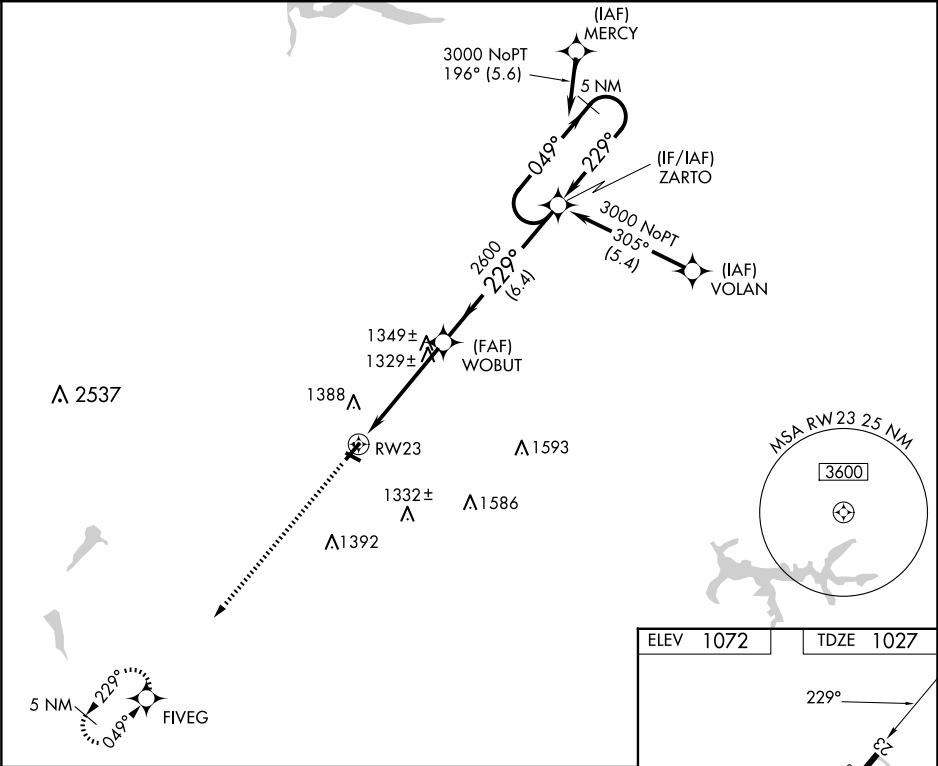
▼

▲

VDP NA when using Youngstown/Warren Rgnl altimeter setting. When local altimeter setting not received, use Youngstown/Warren Rgnl altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase LNAV Cat C and Circling Cat C visibility ¼ SM.

MISSED APPROACH:
Climb to 3600 direct FIVEG and hold.

AWOS-3PT 124.175	YOUNGSTOWN APP CON ★ 133.95 322.3	UNICOM 123.0 (CTAF) 1
----------------------------	---	---------------------------------



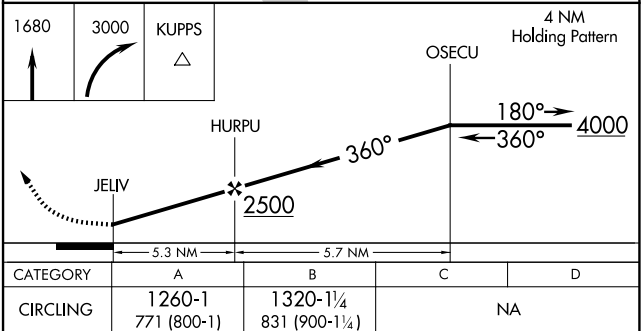
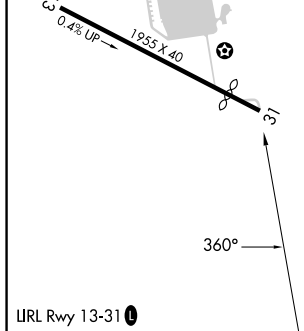
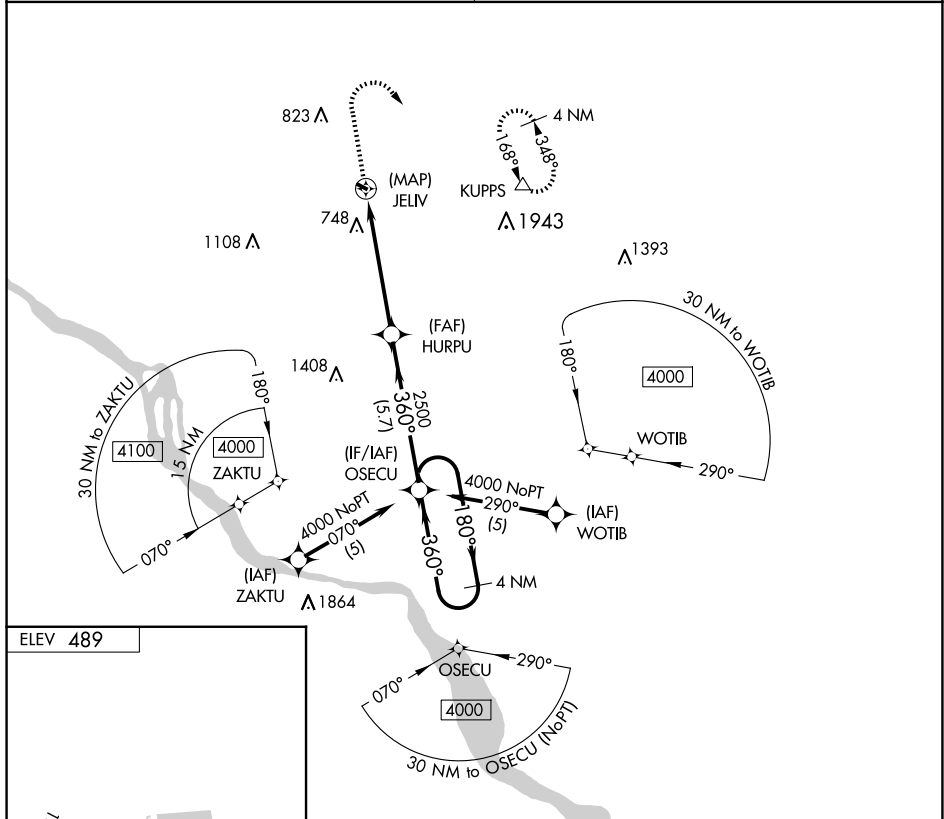
APP CRS 360°	Rwy Idg TDZE Apt Elev	N/A N/A 489
------------------------	-----------------------------	--

RNAV (GPS)-A

REIGLE FLD (58N)

NA Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Harrisburg Intl altimeter setting, when not received, use Fort Indiantown Gap altimeter setting.	MISSED APPROACH: Climb to 1680 then climbing right turn to 3000 direct KUPPS and hold.
---	---

HARRISBURG APP CON 118.25 269.45 (001°-079°) 126.45 281.525 (080°-210°) 124.1 273.525 (211°-360°)	UNICOM 122.8 (CTAF) 0
--	--



LOC I-PKB 110.7	APP CRS 027°	Rwy Ldg TDZE Apt Elev	6780 830 859
---------------------------	------------------------	-----------------------------	---

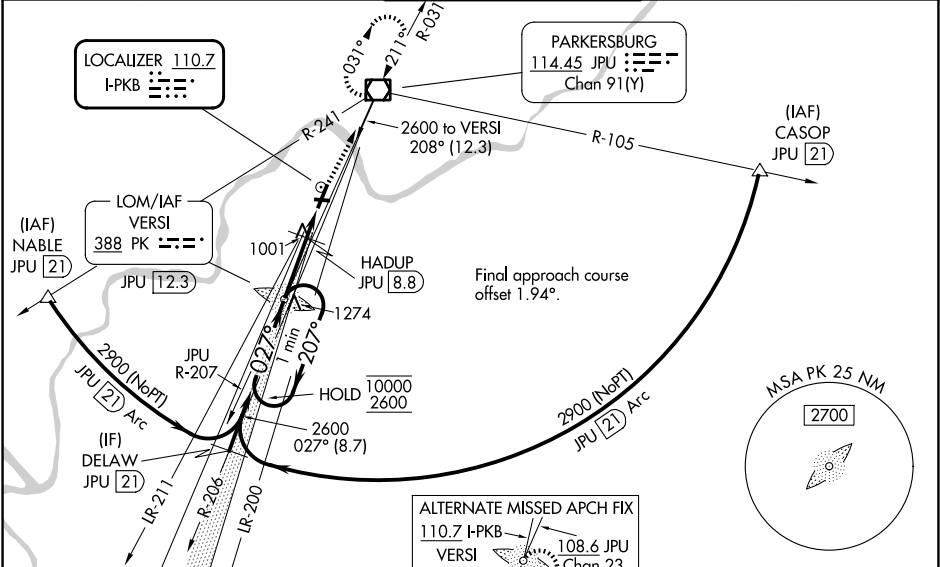
ILS or LOC RWY 3
MID-OHIO VALLEY RGNL (PKB)

NA Circling Rwy 10, 28 NA at night. Rwy 3 helicopter visibility reduction below RVR 4000 NA. When local altimeter setting not received, use Athens/Albany altimeter setting: increase DA to 1301 feet and visibility all Cats ¼ SM; increase all MDAs 100 feet and visibility Cats C and D ½ SM. For inop ALS, increase S-LOC 3 Cat A/B and S-LOC 3 HADUP fix minimums (DME required) Cat A/B visibility to RVR 5500. For inop ALS when using Athens/Albany altimeter setting, increase S-ILS 3 all Cats visibility to 1½ SM and S-LOC 3 all Cats and S-LOC 3 HADUP fix minimums (DME required) Cat A/B visibility to RVR 5500.

MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 2700 direct JPU VOR/DME and hold.

ATIS 124.35	INDIANAPOLIS CENTER 125.55 317.475	PARKERSBURG TOWER ★ 123.7 (CTAF) 257.8	GND CON 126.45	UNICOM 122.95
-----------------------	--	--	--------------------------	-------------------------



ALTERNATE MISSED APCH FIX
110.7 I-PKB
VERSI
PK 388
JPU 12.3
108.6 JPU
Chan 23

ELEV 859 **D** **TDZE 830**
HIRL Rwys 3-21 and 10-28
REIL Rwy 10, 21
REIL Rwy 28

One Minute Holding Pattern
VERSI LOM
JPU 12.3
10000
2600
GS 3.00°
TCH 49

HADUP
JPU 8.8
1400
2700
JPU
*LOC only 1480 when using Athens/Albany altimeter setting.

LOC
12
10
4002
X 150
TWR
28
027°

CATEGORY	A	B	C	D
S-ILS 3	1201/40 371 (400-¾)			
S-LOC 3	1380/40	550 (600-¾)	1380/60	550 (600-1¼)
CIRCLING	1380-1	521 (600-1)	1640-2¼ 781 (800-2¼)	1640-2½ 781 (800-2½)
HADUP FIX MINIMUMS (DME REQUIRED)				
S-LOC 3	1260/40 430 (500-¾)			
CIRCLING	1320-1 461 (500-1)	1380-1 521 (600-1)	1640-2¼ 781 (800-2¼)	1640-2½ 781 (800-2½)

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-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 77906 W03A	APP CRS 030°	Rwy Ldg 6780 TDZE 830 Apt Elev 859
--	------------------------	---

RNAV (GPS) RWY 3

MID-OHIO VALLEY RGNL (PKB)

RNP APCH.

⚠ Circling Rwy 10, 28 NA at night. Rwy 3 helicopter visibility reduction below RVR 4000 NA.

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 38°C.

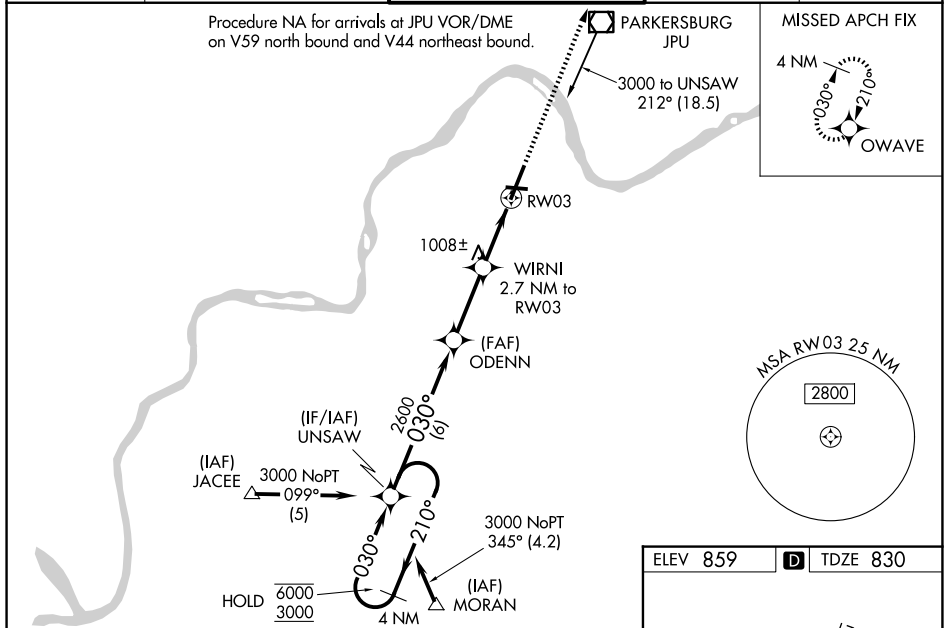
⚠ When local altimeter setting not received, use Athens/Albany altimeter setting: increase LPV DA to 1302 feet and visibility all Cats ¼ SM; increase LNAV/VNAV DA to 1436 feet and visibility all Cats ¼ SM; increase all MDAs 100 feet and visibility Cats C and D ½ SM. For inop ALS, increase LNAV/VNAV all Cats visibility to 1½ SM and LNAV Cats A/B visibility to RVR 5500. For inop ALS, when using Athens/Albany altimeter setting, increase LPV all Cats visibility to 1½ SM and LNAV/VNAV all Cats visibility to 1¾ SM.

MALSR

MISSED APPROACH:

Climb to 3000 direct OWAVE and hold.

ATIS 124.35	INDIANAPOLIS CENTER 125.55 317.475	PARKERSBURG TOWER ★ 123.7 (CTAF) 257.8	GND CON 126.45	UNICOM 122.95
-----------------------	--	--	--------------------------	-------------------------



4 NM Holding Pattern UNSAW

6000 ← 210°

3000 → 030°

GP 3.00° TCH 48

2600

2600

ODENN

WIRNI 2.7 NM to RW03

*1.3 NM to RW03

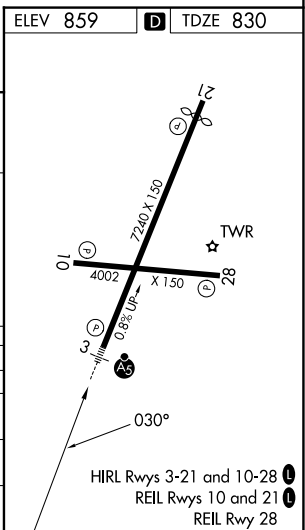
RW03

3000

OWAVE

*LNAV only.

CATEGORY	A	B	C	D
LPV DA		1202/40	372 (400-¾)	
LNAV/VNAV DA		1336/60	505 (500-1½)	
LNAV MDA		1260/40	430 (500-¾)	
CIRCLING	1320-1 461 (500-1)	1380-1 521 (600-1)	1640-2¼ 781 (800-2¼)	1640-2½ 781 (800-2½)



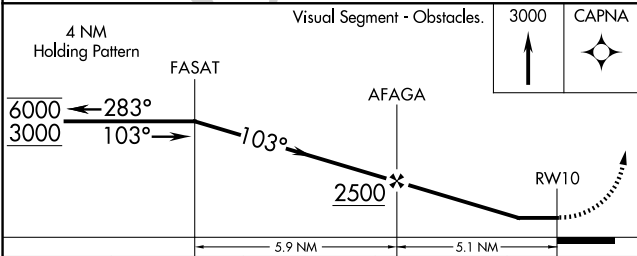
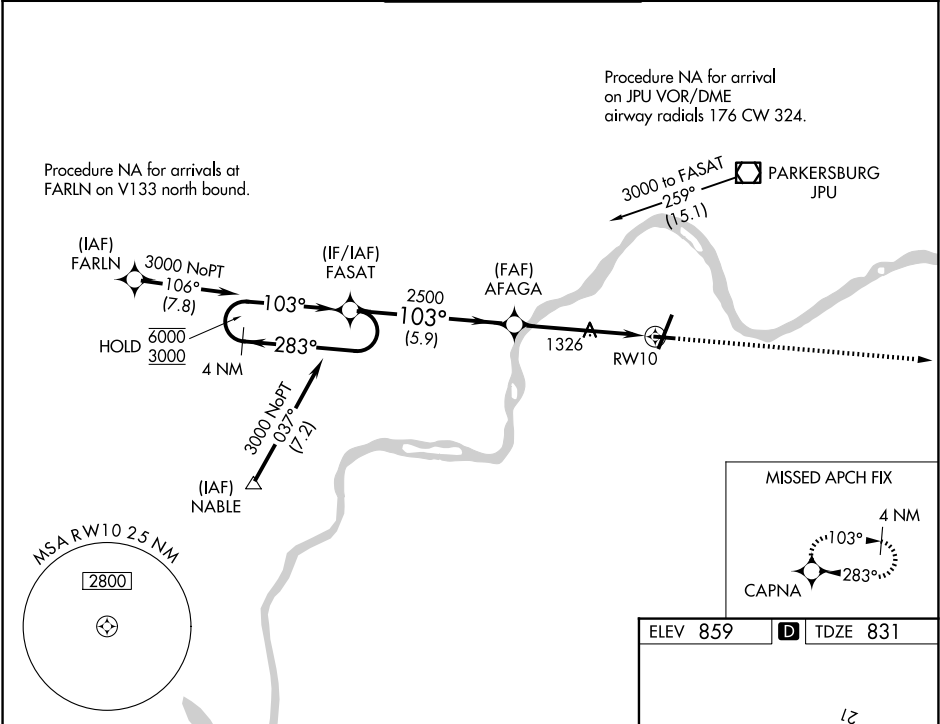
NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

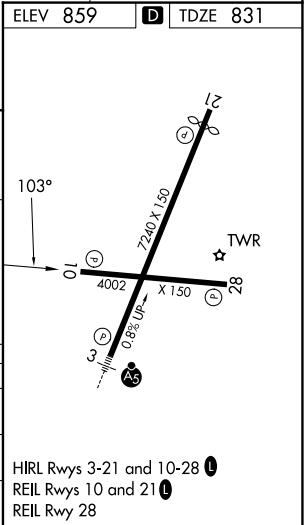
WAAS CH 97627 W10A	APP CRS 103°	Rwy Ldg 4002 TDZE 831 Apt Elev 859
--	------------------------	---

RNAV (GPS) RWY 10
MID-OHIO VALLEY RGNL (PKB)

RNP APCH.				MISSED APPROACH: Climb to 3000 direct CAPNA and hold.	
▼ Rwy 10 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Athens/Albany altimeter setting and increase all MDA 100 feet, increase visibility LP all Cats, LNAV all Cats and Circling Cat D ½ SM, and Circling Cats A/C ¼ SM. Straight-in Rwy 10 NA at night, Circling Rwy 10, 28 NA at night.					
ATIS 124.35	INDIANAPOLIS CENTER 125.55 317.475	PARKERSBURG TOWER ★ 123.7 (CTAF) 0 257.8	GND CON 126.45	UNICOM 122.95	



CATEGORY	A	B	C	D
LP MDA	1580-1 749 (800-1)	1580-1½ 749 (800-1¼)	1580-2	749 (800-2)
LNAV MDA	1600-1 769 (800-1)	1600-1½ 769 (800-1¼)	1600-2½	769 (800-2½)
CIRCLING	1600-1 741 (800-1)	1600-1½ 741 (800-1¼)	1640-2½	781 (800-2½)



NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

PARKERSBURG, WEST VIRGINIA

AL-646 (FAA)

26022

WAAS CH 86727 W21A	APP CRS 210°	Rwy Ldg TDZE Apt Elev	6780 857 859
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 21

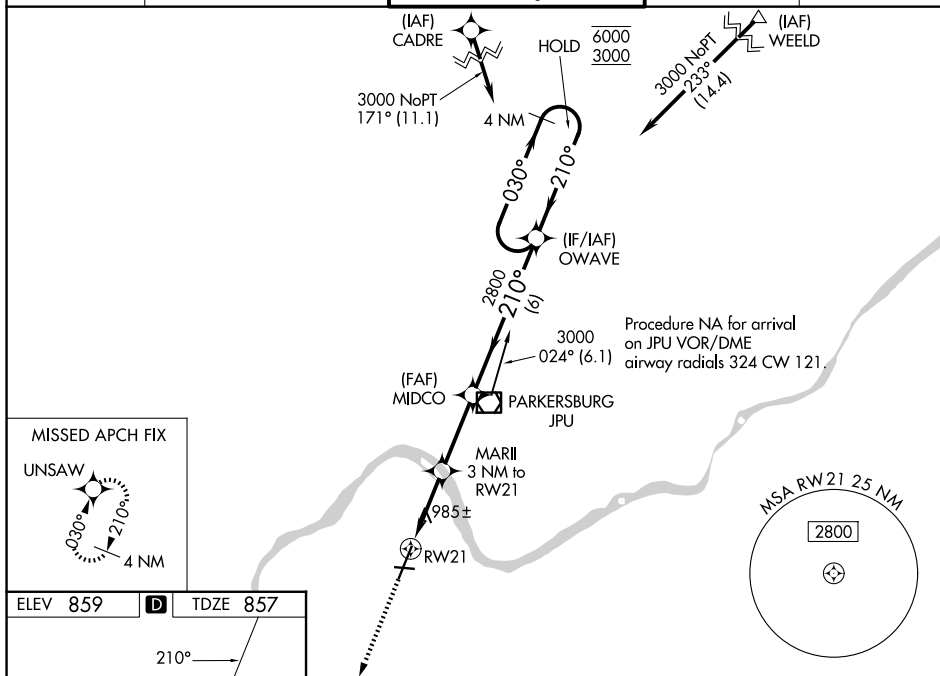
MID-OHIO VALLEY RGNL (PKB)

RNP APCH.

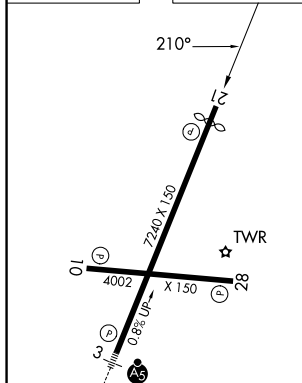
Baro-VNAV and VDP NA when using Athens/Albany altimeter setting. Rwy 21 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 38°C . When local altimeter setting not received, use Athens/Albany altimeter setting: increase LPV DA to 1249 feet and visibility all Cats $\frac{1}{4}$ SM; increase LNAV/VNAV DA to 1237 feet and visibility all Cats $\frac{1}{2}$ SM; increase all MDAs 100 feet and visibility Cat C/D $\frac{1}{2}$ SM. Circling Rwy 10, 28 NA at night.

MISSED APPROACH:
Climb to 3000 direct
UNSAW and hold.

ATIS 124.35	INDIANAPOLIS CENTER 125.55 317.475	PARKERSBURG TOWER ★ 123.7 (CTAF) 0 257.8	GND CON 126.45	UNICOM 122.95
-----------------------	--	--	--------------------------	-------------------------



ELEV 859	D	TDZE 857
----------	----------	----------



REIL Rwy 28
REIL Rwy 10, 21
HIRL Rws 3-21 and 10-28

3000	UNSAW	MARI 3 NM to RW21	MIDCO 2800	OWAVE	4 NM Holding Pattern	030° → 6000 ← 210° 3000	GP 3.00° TCH 56
*LNAV only.	*1 NM to RW21	*1860	2800	6 NM			
CATEGORY	A	B	C	D			
LPV DA	1149- $\frac{7}{8}$	292 (300- $\frac{7}{8}$)					
LNAV/VNAV DA	1137- $\frac{7}{8}$	280 (300- $\frac{7}{8}$)					
LNAV MDA	1240-1	383 (400-1)	1240-1 $\frac{1}{2}$	383 (400-1 $\frac{1}{2}$)			
CIRCLING	1320-1 461 (500-1)	1380-1 521 (600-1)	1640-2 $\frac{1}{4}$ 781 (800-2 $\frac{1}{4}$)	1640-2 $\frac{1}{2}$ 781 (800-2 $\frac{1}{2}$)			

PARKERSBURG, WEST VIRGINIA

Amdt 2E 02DEC21

39°21'N-81°26'W

MID-OHIO VALLEY RGNL (PKB)

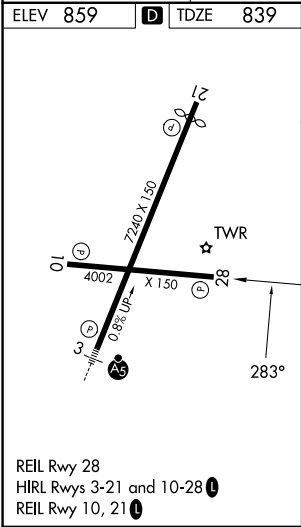
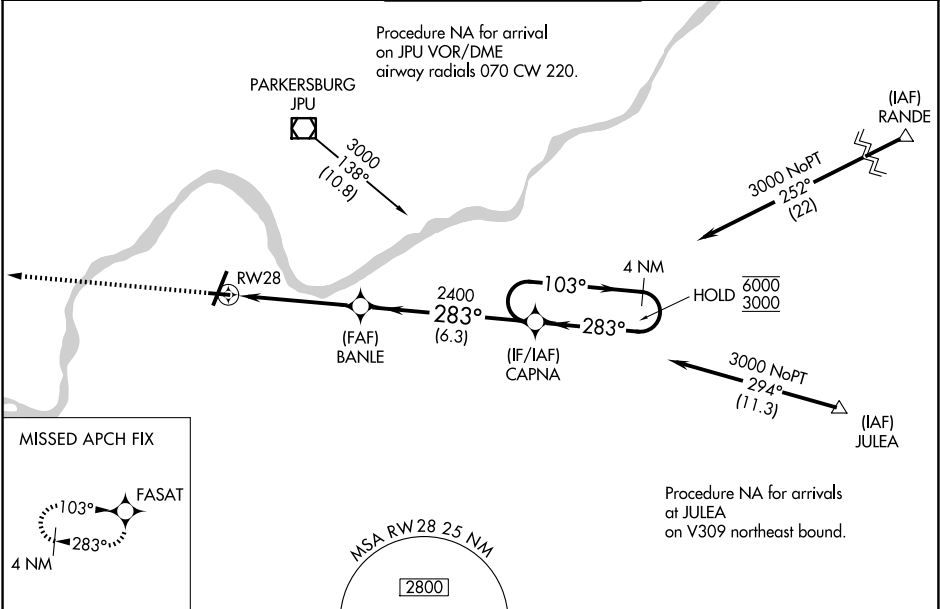
RNAV (GPS) RWY 21

NE-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 61227 W28A	APP CRS 283°	Rwy Ldg TDZE Apt Elev	4002 839 859
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 28
MID-OHIO VALLEY RGNL (PKB)

RNP APCH. ▼ Rwy 28 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Athens/Albany altimeter setting and increase all MDA 100 feet, increase LP/LNAV Cats C/D visibility ¼ SM and Circling Cat C/D ½ SM. Straight-in Rwy 28 NA at night, Circling Rwy 10, 28 NA at night. ▲		MISSED APPROACH: Climb to 3000 direct FASAT and hold.		
ATIS 124.35	INDIANAPOLIS CENTER 125.55 317.475	PARKERSBURG TOWER ★ 123.7 (CTAF) 257.8	GND CON 126.45	UNICOM 122.95



3000 FASAT		Visual Segment - Obstacles.		4 NM Holding Pattern	
RW28		BANLE		CAPNA	
2400		283°		103° 283°	
4.7 NM		6.3 NM		6000 3000	
CATEGORY	A	B	C	D	
LP MDA	1300-1	461 (500-1)	1300-1½	461 (500-1½)	
LNAV MDA	1320-1	481 (500-1)	1320-1½	481 (500-1½)	
CIRCLING	1320-1 461 (500-1)	1380-1 521 (600-1)	1640-2¼ 781 (800-2¼)	1640-2½ 781 (800-2½)	

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

PARKERSBURG, WEST VIRGINIA

AL-646 (FAA)

26134

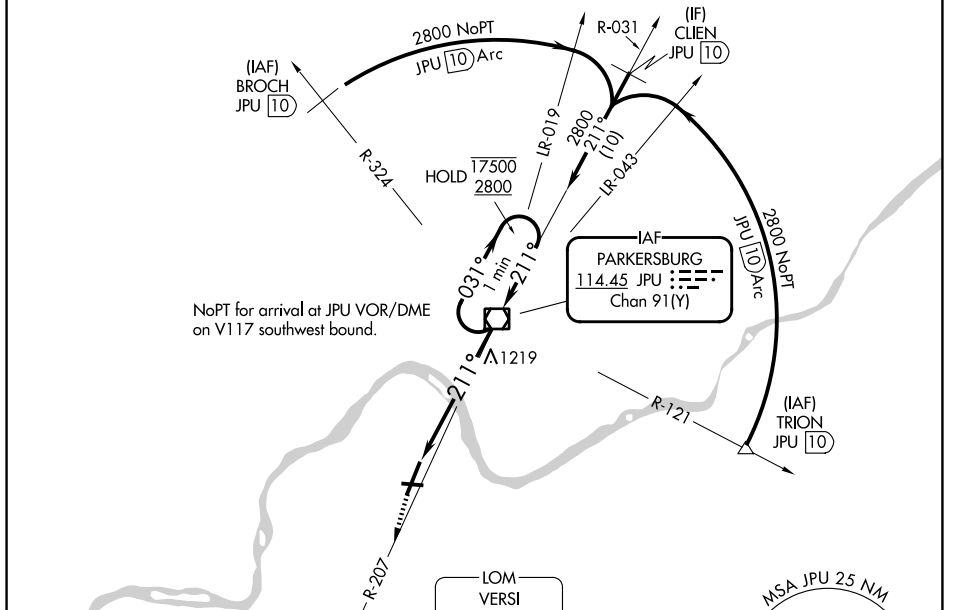
VOR/DME JPU	APP CRS	Rwy Ldg
114.45	211°	6780
Chan 91 (Y)		TDZE 857
		Apt Elev 859

VOR RWY 21

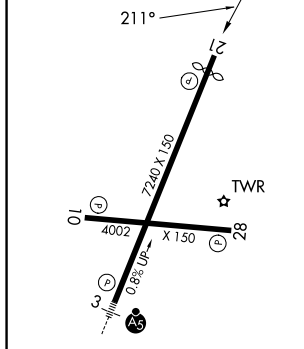
MID-OHIO VALLEY RGNL (PKB)

ADF or DME required.		MISSED APPROACH: Climb to 2600 on JPU VOR/DME R-207 to VERSI LOM/JPU 12.3 DME and hold.
▽	VDP NA when using UNI altimeter setting. Rwy 21 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Circling Rwy 10, 28 NA at night. When local altimeter setting not received, use UNI altimeter setting and increase all MDAs 100 feet and S-21 visibility Cat C and D $\frac{1}{4}$ SM, and Circling visibility Cat C and D $\frac{1}{2}$ SM.	
⚠ NA		

ATIS 124.35	INDIANAPOLIS CENTER 125.55 317.475	PARKERSBURG TOWER★ 123.7 (CTAF) 257.8	GND CON 126.45	UNICOM 122.95
-----------------------	--	--	--------------------------	-------------------------



ELEV 859	D	TDZE 857
-----------------	----------	-----------------



FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

ELEV 859 D TDZE 857		Visual Segment - Obstacles.		One Minute Holding Pattern	
2600 PK JPU R-207		JPU VOR/DME		031° → 17500 ← 211° 2800	
JPU 12.3		JPU 4.1		1.8 4.1 NM	
CATEGORY	A	B	C	D	
S-21	1480-1	623 (700-1)	1480-1 $\frac{3}{4}$	623 (700-1 $\frac{3}{4}$)	
CIRCLING	1480-1	621 (700-1)	1640-2 $\frac{1}{4}$ 781 (800-2 $\frac{1}{4}$)	1640-2 $\frac{1}{2}$ 781 (800-2 $\frac{1}{2}$)	

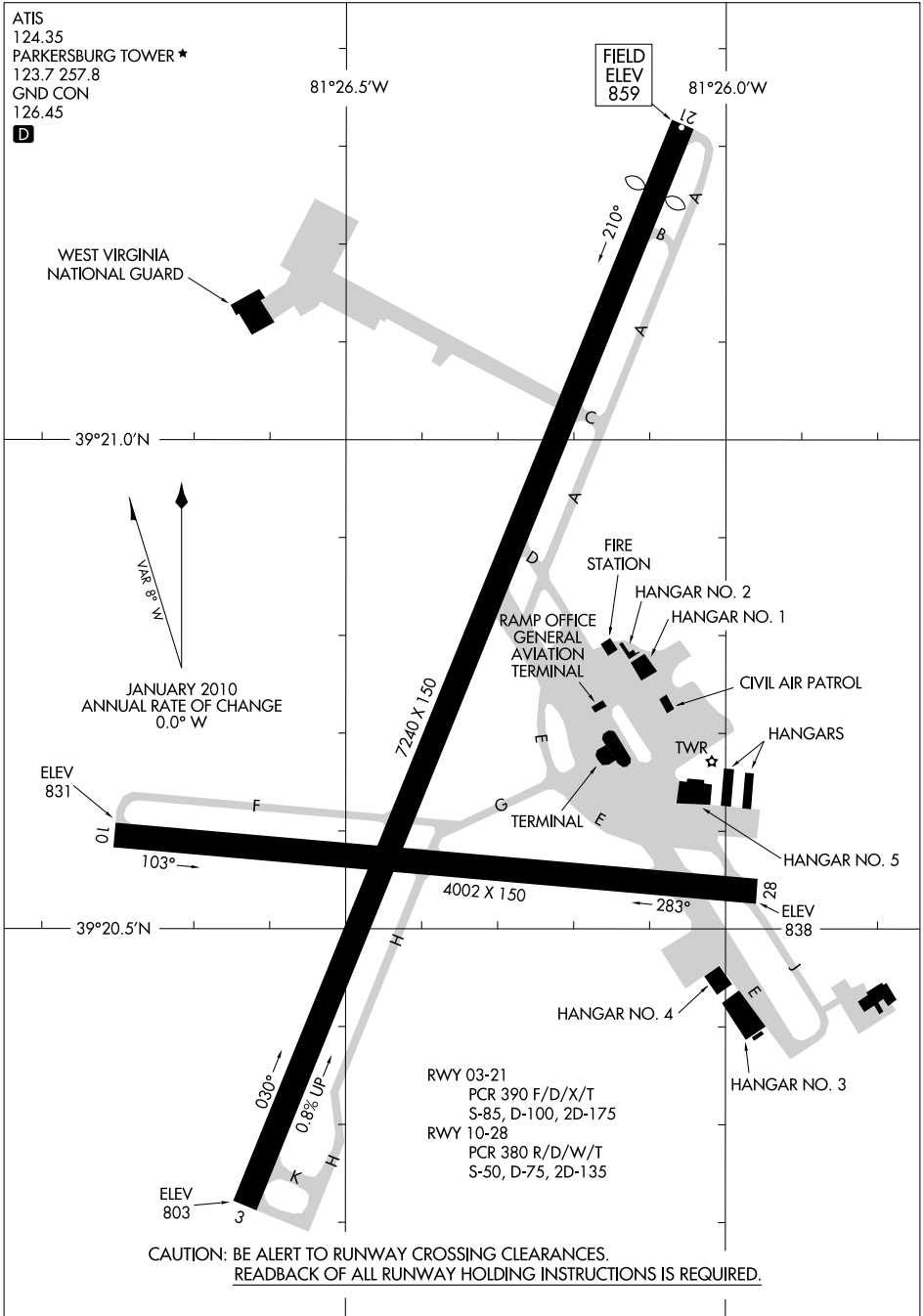
PARKERSBURG, WEST VIRGINIA
Amdt 17F 14MAY26

39°21'N-81°26'W

MID-OHIO VALLEY RGNL (PKB)
VOR RWY 21

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

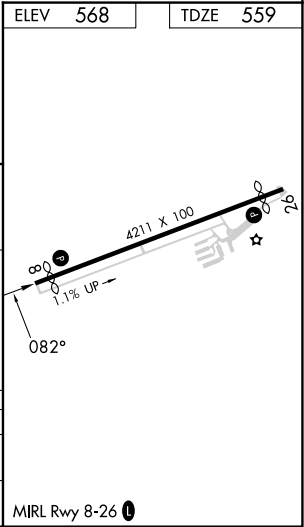
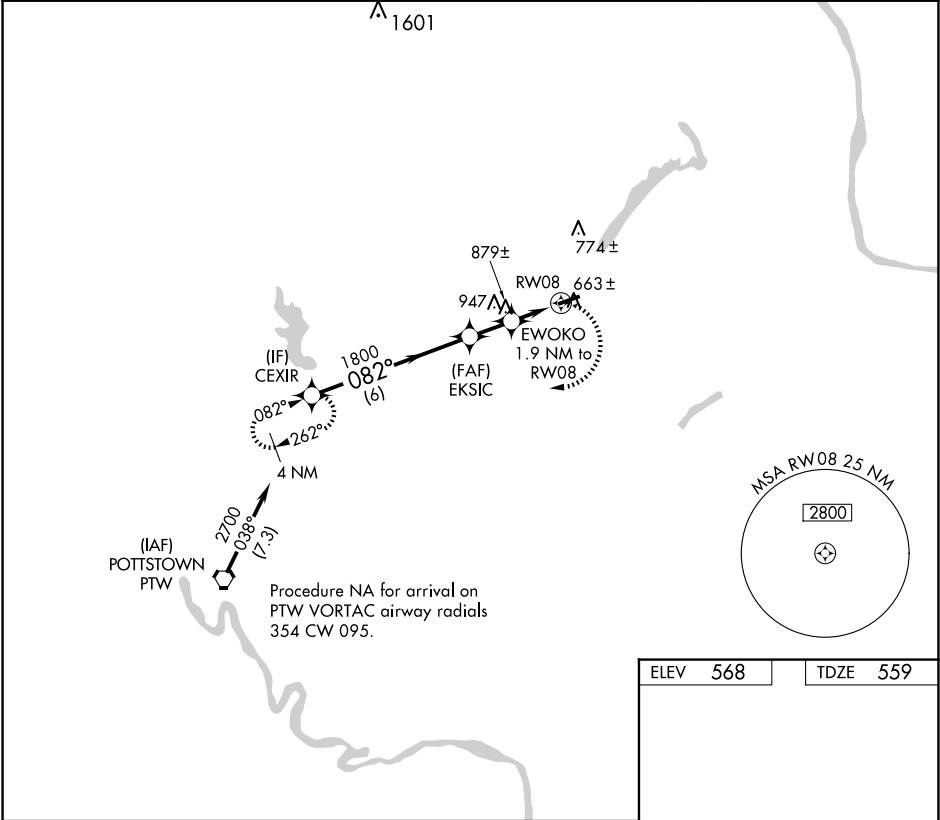


APP CRS	Rwy Idg	3945
082°	TDZE	559
	Apt Elev	568

RNAV (GPS) RWY 8
PENNRRIDGE (CKZ)

RNP APCH.	MISSED APPROACH: Climbing right turn to 2700 direct CEXIR and hold.
▼ Rwy 8 helicopter visibility reduction below ¾ SM NA.	

AWOS-3 126.325	PHILADELPHIA APP CON 123.8 291.7	CLNC DEL 118.55	UNICOM 123.0 (CTAF) 0
-------------------	-------------------------------------	--------------------	--------------------------



NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

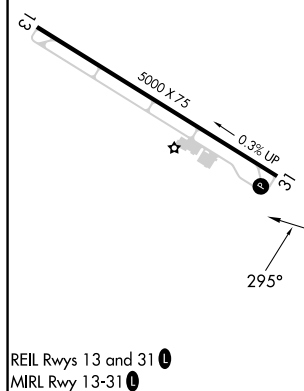
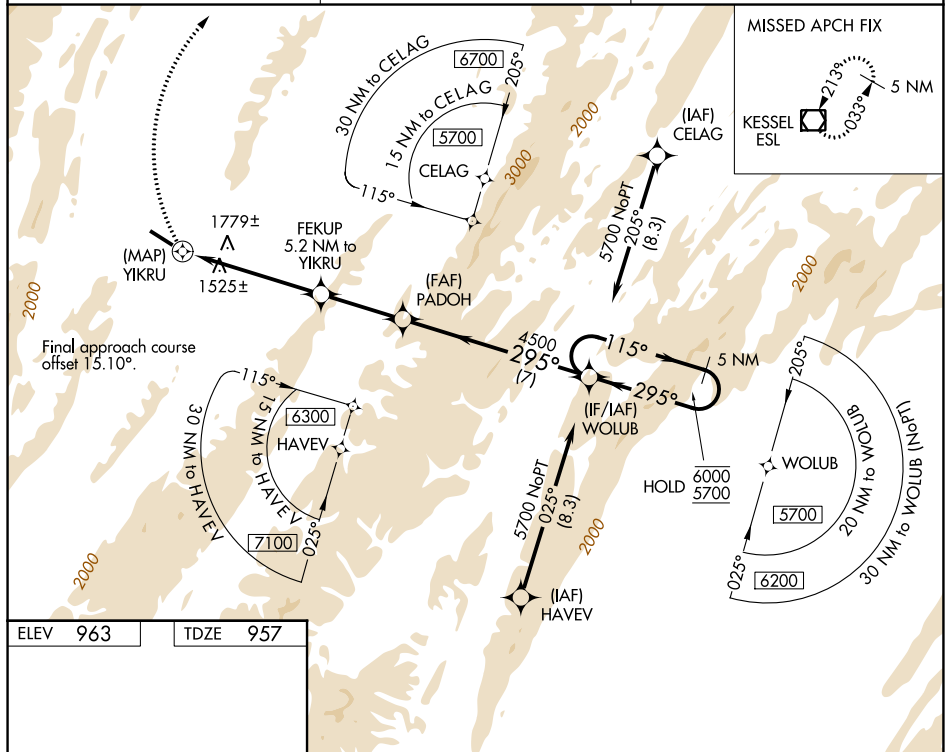
WAAS CH 58131 W31A	APP CRS 295°	Rwy Ldg TDZE Apt Elev	5000 957 963
--	------------------------	-----------------------------	---

RNAV (GPS) Y RWY 31

GRANT COUNTY (W99)

RNP APCH-GPS.	MISSED APPROACH: Climbing right turn to 5000 direct ESL VOR/DME and hold.
Rwy 31 helicopter visibility reduction below ¾ SM NA. -7°C When local altimeter setting not received, procedure NA.	

AWOS-3PT 124.475	WASHINGTON CENTER 133.55 322.55	UNICOM 122.8 (CTAF) 0
----------------------------	---	---------------------------------



5000	ESL	VGSI and descent angles not coincident (VGSI Angle 6.50/TCH 46).	5 NM
		WOLUB Holding Pattern	
		FEKUP 5.2 NM to YIKRU	PADOH
		1.9 NM to YIKRU	3.76° TCH 46
		YIKRU	4500
		3260	7 NM
CATEGORY	A	B	C
LP MDA	2620-1¼ 1663 (1700-1¼)	2620-1½ 1663 (1700-1½)	NA
LNAV MDA	2740-1¼ 1783 (1800-1¼)	2740-1½ 1783 (1800-1½)	NA
CIRCLING	2740-1¼ 1777 (1800-1¼)	2740-1½ 1777 (1800-1½)	NA

PETERSBURG, WEST VIRGINIA

AL-6500 (FAA)

26246

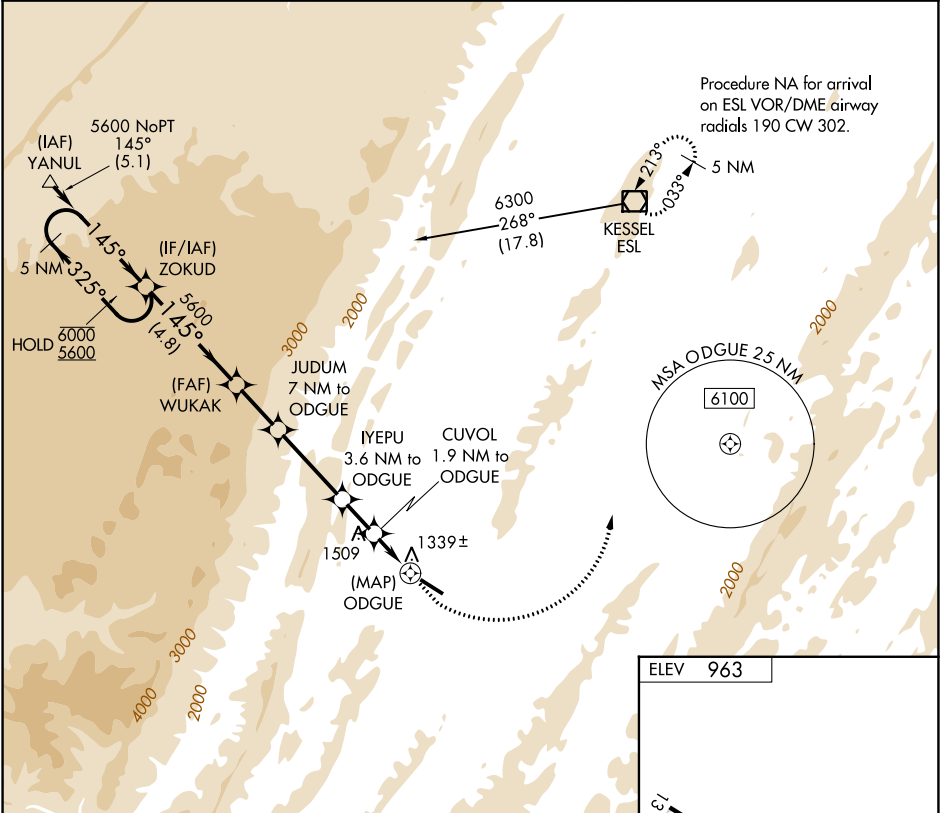
APP CRS	Rwy Ldg	N/A
145°	TDZE	N/A
	Apt Elev	963

RNAV (GPS)-C

GRANT COUNTY (W99)

RNP APCH - GPS	MISSED APPROACH: Climb to 2900 then climbing left turn to 5000 direct ESL VOR/DME and hold.
When local altimeter setting not received, procedure NA.	
-7°C	

AWOS-3PT 124.475	WASHINGTON CENTER 133.55 322.55	UNICOM 122.8 (CTAF)
---------------------	------------------------------------	------------------------



5 NM Holding Pattern				2900	5000	ESL
ZOKUD WUKAK JUDUM IYEPU CUVOL ODGUE				↑	↖	☐
6000 ← 325° 145° 5600 5600 5600 4800 3600 3040				145°		
4.8 NM 2.2 NM 3.4 NM 1.7 NM 1.9 NM 0.5				13 145° 5000 X.75 0.3% Up 13		
CATEGORY	A	B	C	D	MRL Rwy 13-31	
CIRCLING	2400-1¼ 1437 (1500-1¼)	2400-1½ 1437 (1500-1½)	NA	NA	REIL Rwys 13 and 31	

PETERSBURG, WEST VIRGINIA
Orig-A 15JUN23

39°00'N-79°09'W

GRANT COUNTY (W99)
RNAV (GPS)-C

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

LOC I-YQ

111.5

Chan 52

APP CRS

285°

Rwy Ldg TDZE

Apt Elev

N/A
N/A
963

LDA/DME-B

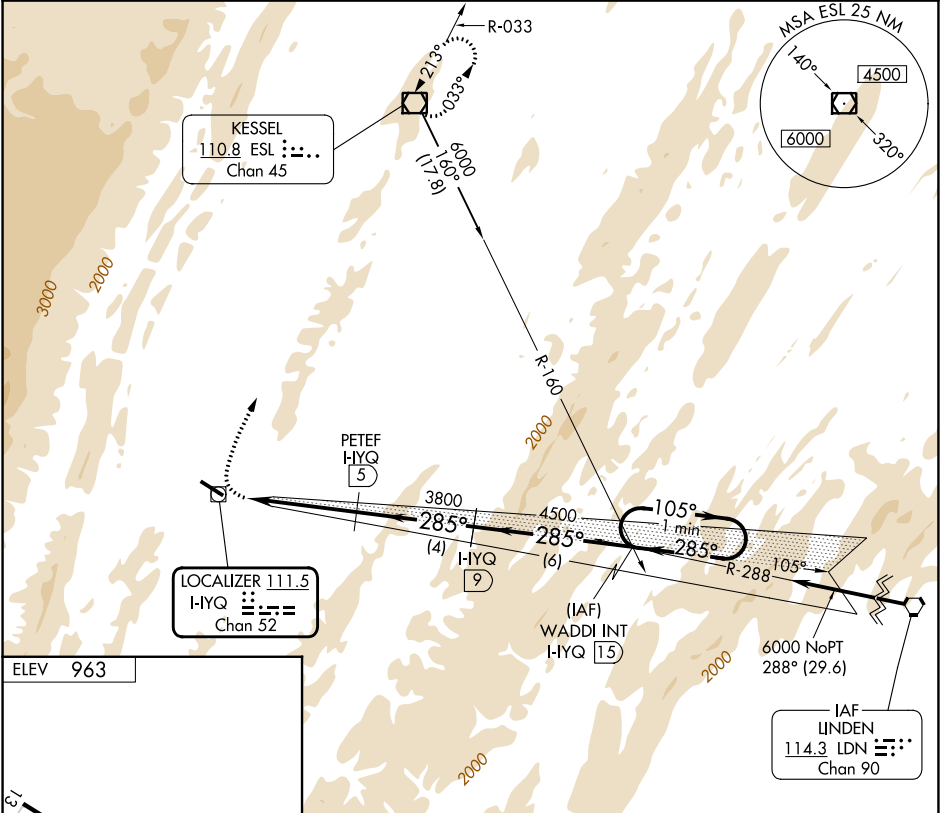
GRANT COUNTY (W99)

NA

-7°C

MISSED APPROACH: Climbing right turn to 5000 direct ESL VOR/DME and hold.

AWOS-3PT 124.475	WASHINGTON CENTER 133.55 322.55	UNICOM 122.8 (CTAF) 0
---------------------	------------------------------------	--------------------------



ELEV 963

MIRL Rwy 13-31 0

REIL Rwy 13 and 31 0

5000 ESL

One Minute Holding Pattern

WADDI INT I-YQ 15

PETEF I-YQ 5

I-YQ 9

I-YQ 1

5000 X.75

0.3% UP

285°

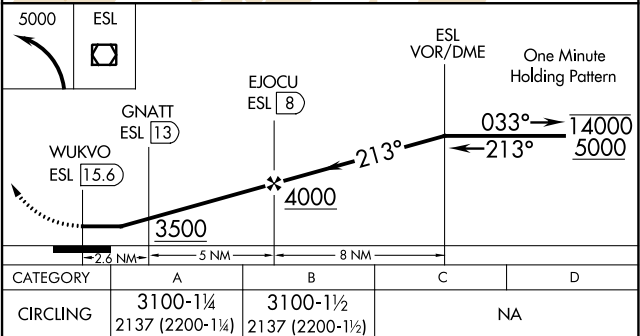
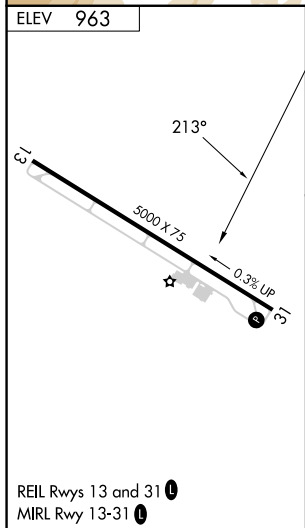
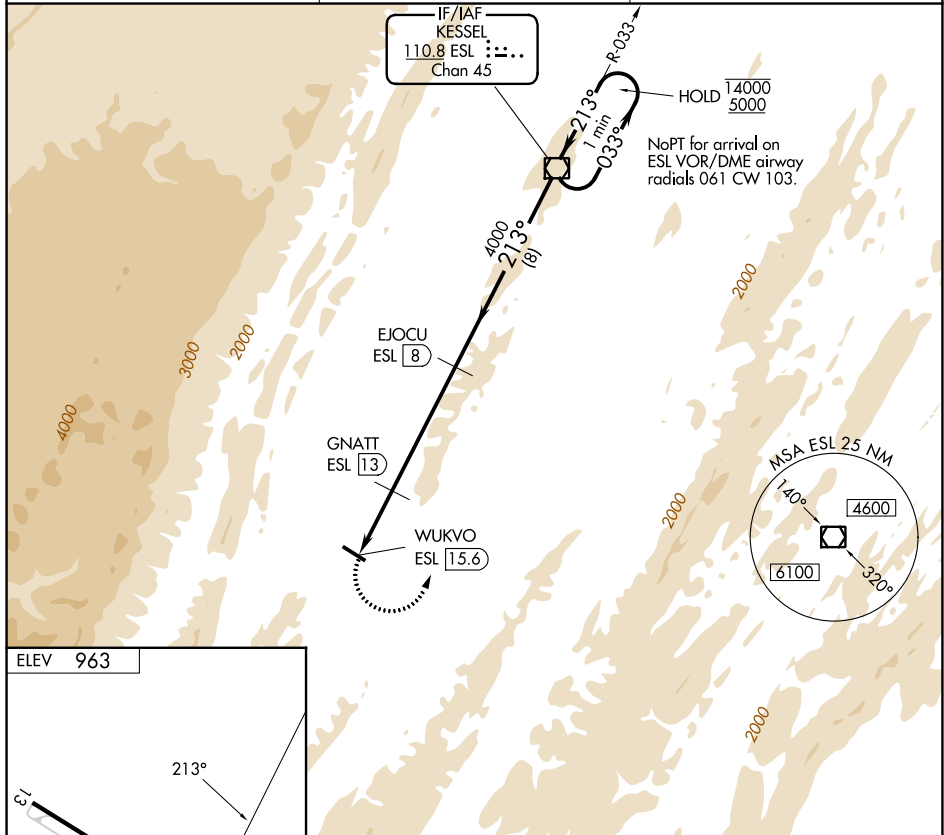
CATEGORY	A	B	C	D
CIRCLING	2500-1¼ 1537 (1600-1¼)	2500-1½ 1537 (1600-1½)	2880-3 1917 (2000-3)	NA

VOR/DME ESL	APP CRS	Rwy Ldg TDZE	N/A
110.8	213°	Apt Elev	N/A
Chan 45			963

VOR/DME-A
GRANT COUNTY (W99)

-7°C	MISSED APPROACH: Climbing left turn to 5000 direct ESL VOR/DME and hold.
--	--

AWOS-3PT 124.475	WASHINGTON CENTER 133.55 322.55	UNICOM 122.8 (CTAF) 0
----------------------------	---	--



NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

26246

COPTER RNAV (GPS) X RWY 31

T
A NA When local altimeter setting not received, procedure NA.
❄ -7°C

MISSED APPROACH: Climb to 1380 then climbing right turn to 5000 direct MIPKE and on track 057° to ESL VOR/DME and hold.

WASHINGTON CENTER
133.55 322.55

UNICOM
122.8 (CTAF) **L**

Increase to 90K
upon reaching the missed
approach altitude.

MISSED APCH FIX

RW31

 $\Delta 1559 \pm$

SAAAK
3.8 NM to

(FAF)
CAPIV

Limit TAA and intermediate approach to 90K.

20

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4 03 SEP 2026 to 29 OCT 2026

ELEV 96

TDZE 957

1380 ↑	5000 ↗	MIPKE ✦	tr 057°	ESL ◻	VGSI and descent angles not coincident (VGSI Angle 6.50/TCH 46).	4 NM Holding Pattern
					CAPIV 130° → 10000 ← 310° 6000	
CATEGORY LNAV MDA					COPTER 1880- ³ / ₄ 923 (1000- ³ / ₄)	

PETERSBURG, WEST VIRGINIA
Orig-A 17JUN21

39°00'N-79°09'W

GRANT COUNTY (W99)

COPTER RNAV (GPS) X RWY 31

225

PHILADELPHIA, PENNSYLVANIA

AL-528 (FAA)

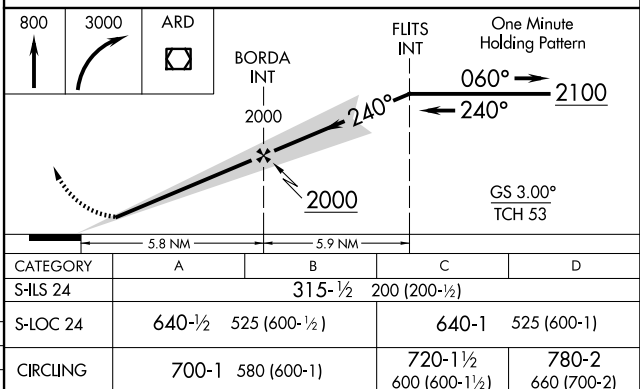
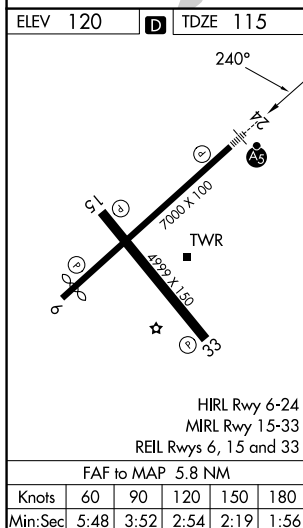
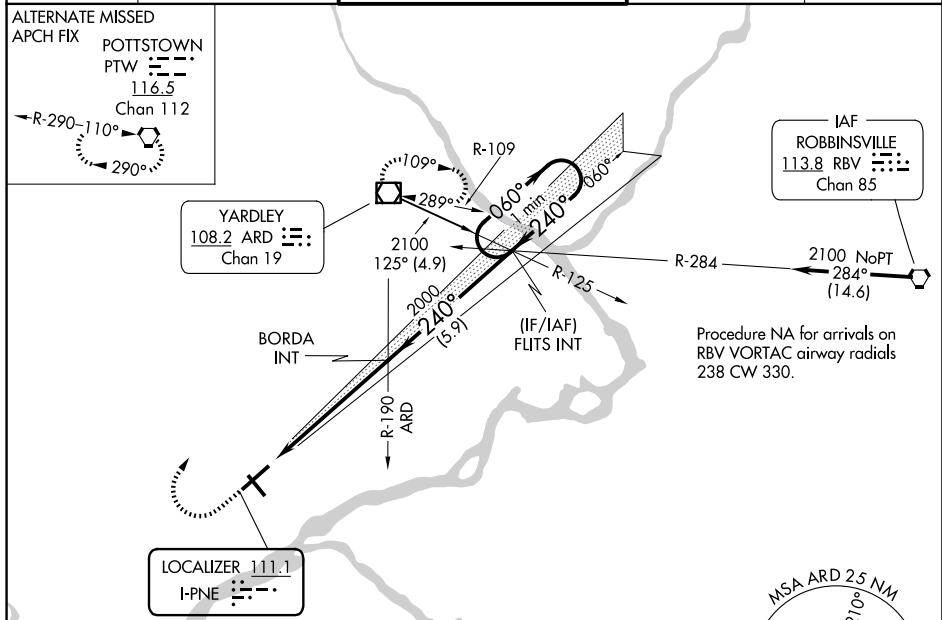
26078

LOC I-PNE 111.1	APP CRS 240°	Rwy Ldg TDZE Apt Elev	6102 115 120
---------------------------	------------------------	-----------------------------	---

ILS or LOC RWY 24

NORTHEAST PHILADELPHIA (PNE)

				MISSED APPROACH: Climb to 800 then climbing right turn to 3000 direct ARD VOR/DME and hold.	
ATIS 121.15	PHILADELPHIA APP CON 123.8 291.7	NORTHEAST PHILADELPHIA TOWER ★ 126.9 (CTAF) 278.8		GND CON 121.7	UNICOM 122.95



PHILADELPHIA, PENNSYLVANIA

Amdt 13 24MAY18

40°05'N-75°01'W

NORTHEAST PHILADELPHIA (PNE)

ILS or LOC RWY 24

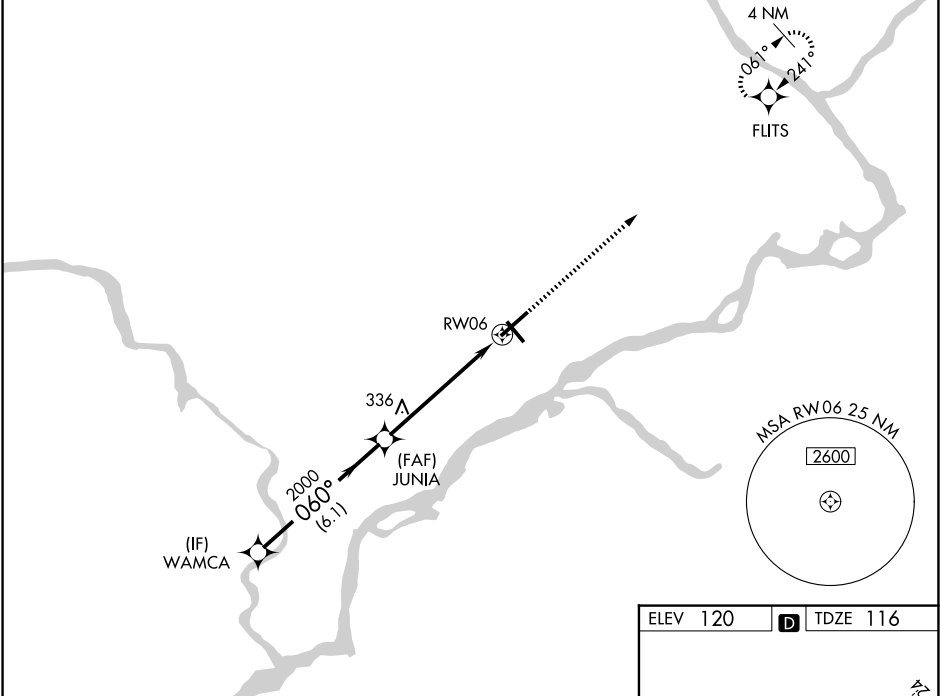
NE-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 65622 W06A	APP CRS 060°	Rwy Ldg TDZE 116 Apt Elev 120
--	------------------------	---

RNAV (GPS) RWY 6

NORTHEAST PHILADELPHIA (PNE)

RNP APCH - GPS.			MISSED APPROACH: Climb to 2900 direct FLITS and hold.	
Rwy 6 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C.			GND CON 121.7	UNICOM 122.95
ATIS 121.15	PHILADELPHIA APP CON 123.8 291.7	NORTHEAST PHILADELPHIA TOWER ★ 126.9 (CTAF) 278.8		



WAMCA		JUNIA		2900	FLITS
2000		2000		↑	✦
GP 3.00° TCH 56		2000		1.3 NM to RW06	
6.1 NM		4.4 NM		RW06	
CATEGORY	A	B	C	D	
LPV DA	366-3/4		250 (300-3/4)		
LNAV/ VNAV	530-1 1/8		414 (500-1 1/8)		
LNAV MDA	600-1	484 (500-1)	600-1 3/8	484 (500-1 3/8)	
CIRCLING	700-1	580 (600-1)	720-1 1/2 600 (600-1 1/2)	780-2 660 (700-2)	
					HIRL Rwy 6-24 MIRL Rwy 15-33 REIL Rws 6, 15 and 33

PHILADELPHIA, PENNSYLVANIA

AL-528 (FAA)

26078

APP CRS	Rwy Ldg	4999
153°	TDZE	120
	Apt Elev	120

RNAV (GPS) RWY 15

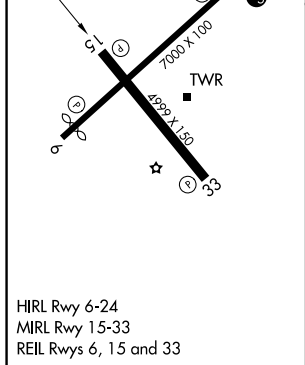
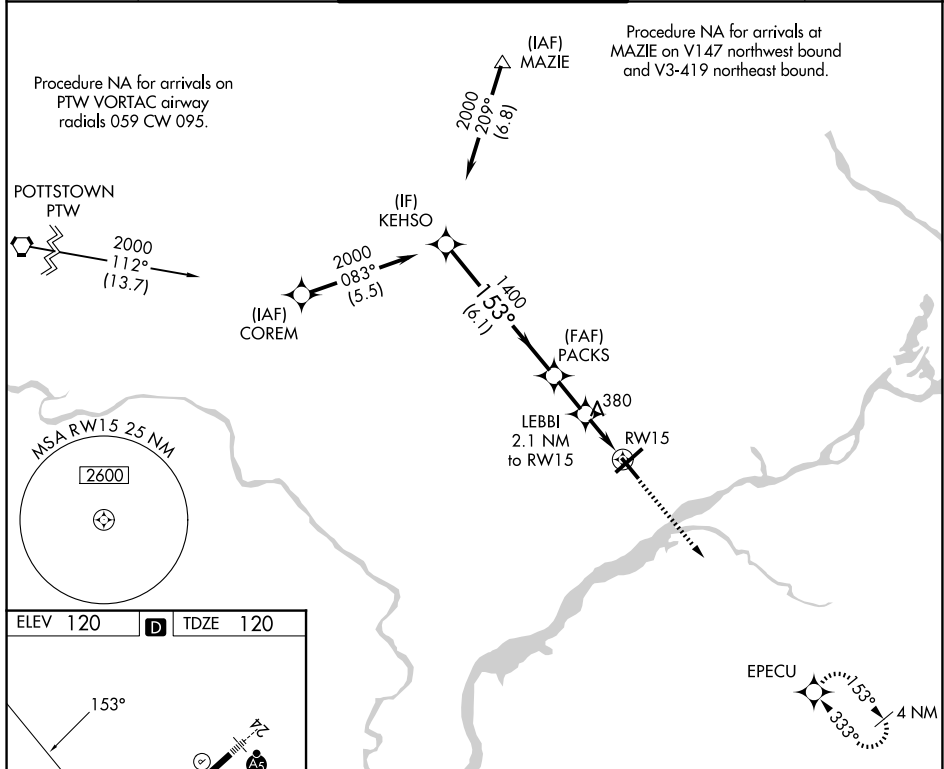
NORTHEAST PHILADELPHIA (PNE)



When local altimeter setting not received, use Philadelphia Intl altimeter setting: increase all MDAs 60 feet and LNAV visibility Cat C/D ¼ SM and Circling visibility Cat C/D ¼ SM. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct EPECU and hold.

ATIS 121.15	PHILADELPHIA APP CON 123.8 291.7	NORTHEAST PHILADELPHIA TOWER ★ 126.9 (CTAF) 278.8	GND CON 121.7	UNICOM 122.95
----------------	-------------------------------------	--	------------------	------------------



--	--	--	--	--

PHILADELPHIA, PENNSYLVANIA
Amdt 1C 06OCT22

40°05'N-75°01'W

NORTHEAST PHILADELPHIA (PNE)

RNAV (GPS) RWY 15

NE-4, 03 SEP 2026 to 29 OCT 2026

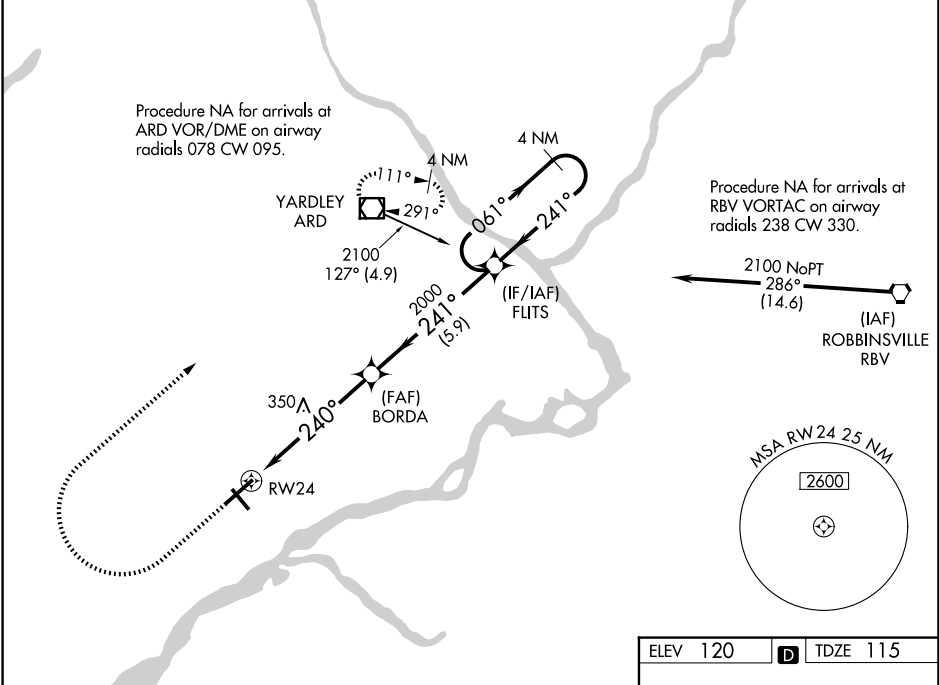
NE-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 45504 W24A	APP CRS 240°	Rwy Ldg TDZE 115 Apt Elev 120
--	------------------------	---

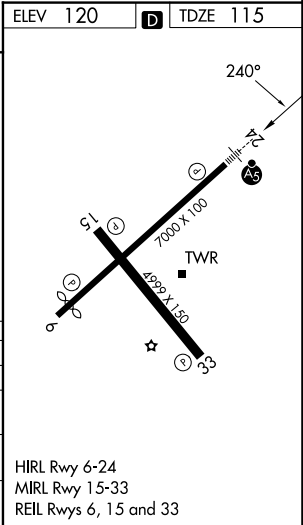
RNAV (GPS) RWY 24
NORTHEAST PHILADELPHIA (PNE)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.	MALSR	MISSED APPROACH: Climb to 900 then climbing right turn to 3000 direct ARD VOR/DME and hold.
--	--	---

ATIS 121.15	PHILADELPHIA APP CON 123.8 291.7	NORTHEAST PHILADELPHIA TOWER ★ 126.9 (CTAF) 278.8	GND CON 121.7	UNICOM 122.95
-----------------------	--	---	-------------------------	-------------------------



900 3000 ARD	4 NM Holding Pattern			
* LNAV only	BORDA FLITS			
	* 1.5 NM to RWY24			
	RWY24			
	GP 3.00° TCH 53			
CATEGORY	A	B	C	D
LPV DA	315-1/2		200 (200-1/2)	
LNAV/VNAV DA	560-7/8		445 (500-7/8)	
LNAV MDA	640-1/2 525 (600-1/2)		640-1 525 (600-1)	
CIRCLING	700-1 580 (600-1)		720-1 1/2 600 (600-1 1/2)	



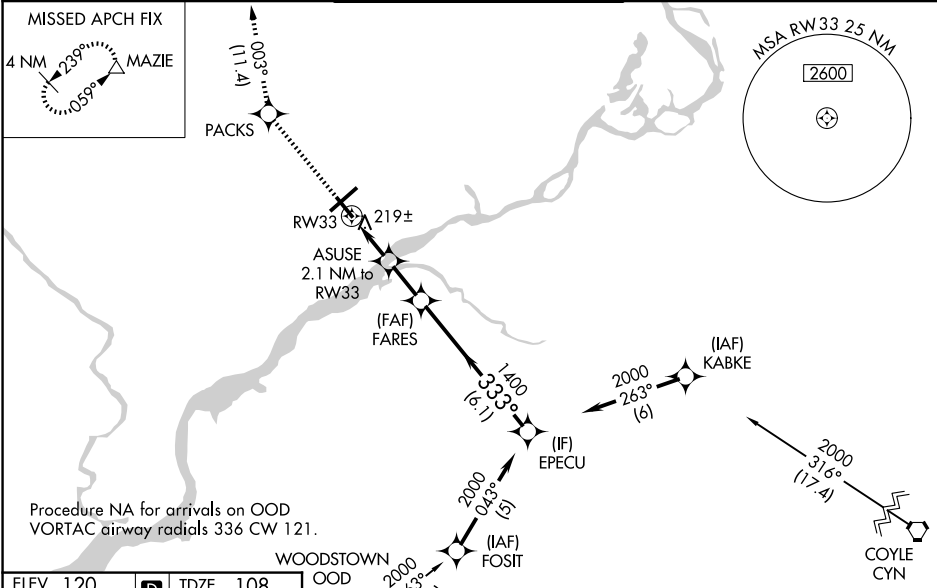
WAAS CH 69327 W33A	APP CRS 333°	Rwy Ldg TDZE Apt Elev	4999 108 120
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 33
NORTHEAST PHILADELPHIA (PNE)

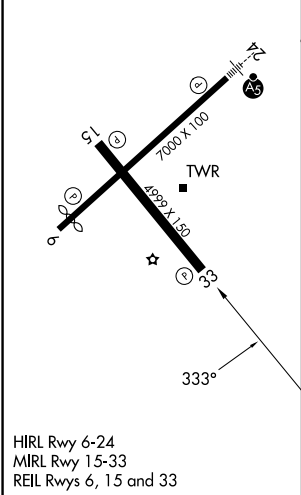
Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). When local altimeter setting not received, use Philadelphia Intl altimeter setting: increase LPV DA to 430 feet and LNAV/VNAV DA to 450 feet and all LPV and LNAV/VNAV visibilities ¼ SM; increase all MDAs 60 feet and LNAV visibility Cat C/D ¼ SM and Circling visibility Cat C/D ¼ SM. DME/DME RNP-0.3 NA.

MISSED APPROACH:
Climb to 2500 direct
PACKS and on track
003° to MAZIE and hold.

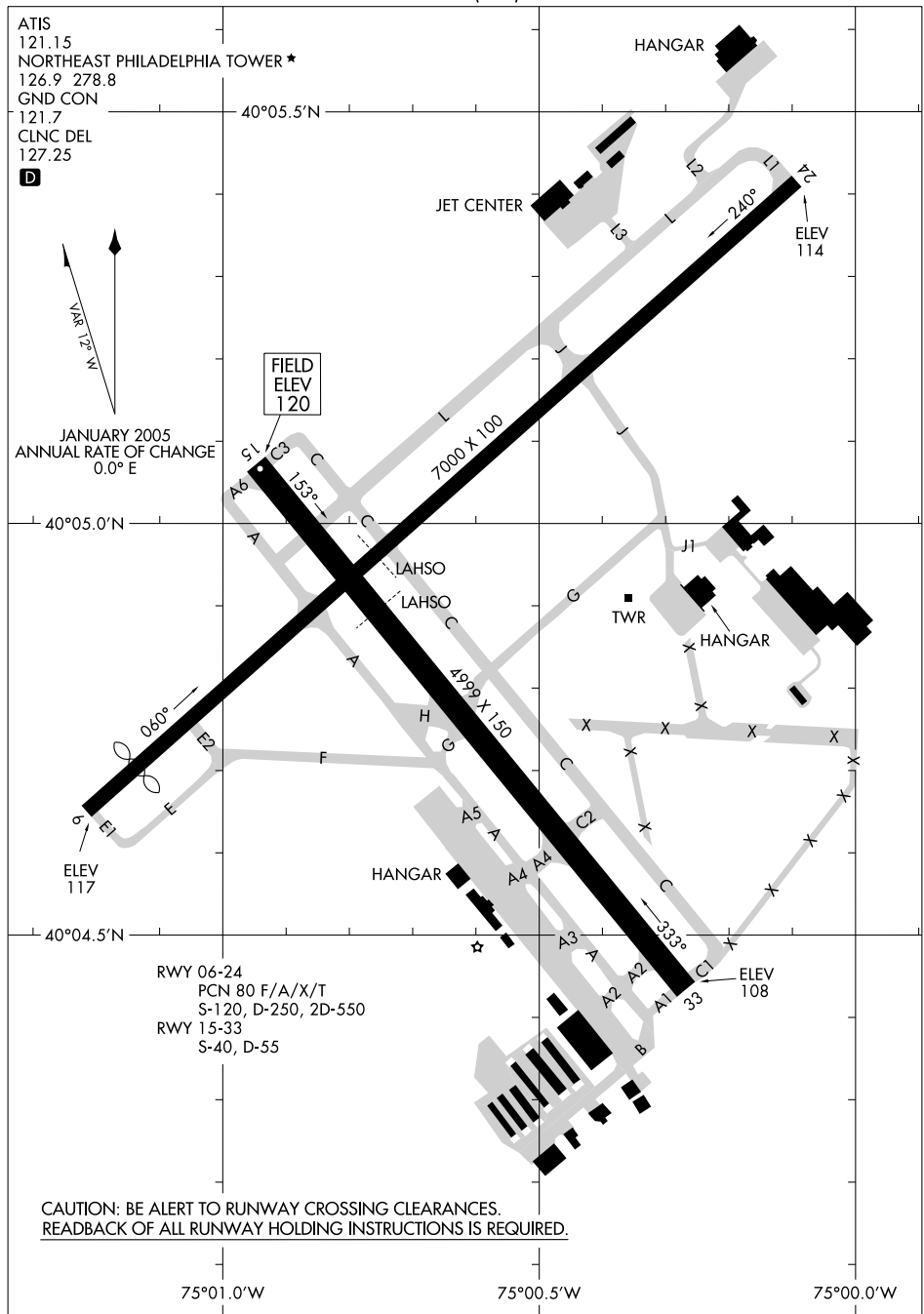
ATIS 121.15	PHILADELPHIA APP CON 123.8 291.7	NORTHEAST PHILADELPHIA TOWER ★ 126.9 (CTAF) 278.8	GND CON 121.7	UNICOM 122.95
-----------------------	--	---	-------------------------	-------------------------



ELEV 120	D	TDZE 108
----------	---	----------



2500	PACKS	MAZIE	FARES	EPECU
↑	tr 003°	△	1400	2000
* LNAV only				
ASUSE 2.1 NM to RW33				
RW33				
*800				
2.1 NM 1.8 NM 6.1 NM				
CATEGORY	A	B	C	D
LPV DA	380-1 272 (300-1)			
LNAV/VNAV DA	400-1 292 (300-1)			
LNAV MDA	480-1 372 (400-1)			
CIRCLING	700-1	580 (600-1)	720-1½ 600 (600-1½)	780-2 660 (700-2)



NE-4, 03 SEP 2026 to 29 OCT 2026

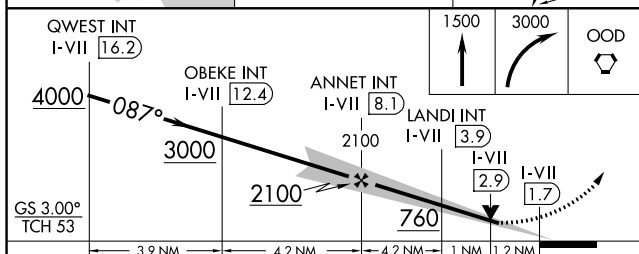
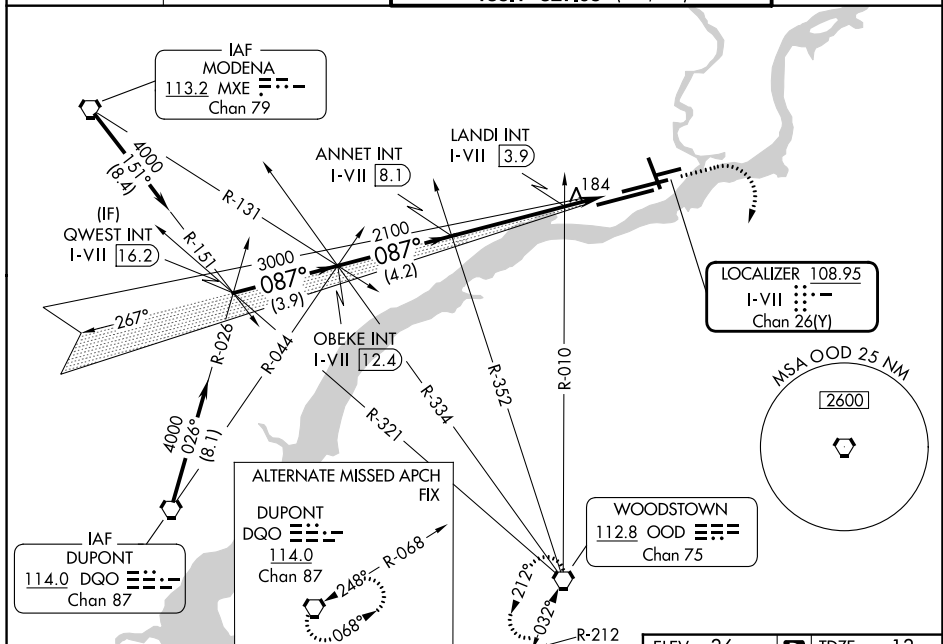
NE-4, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 9L
PHILADELPHIA INTL (PHL)

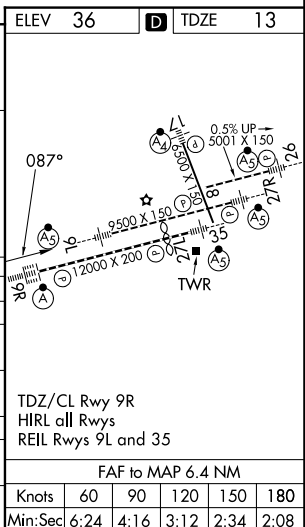
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct OOD VORTAC and hold.

PHILADELPHIA TOWER
118.5 327.05 (08/26, 09L/27R, 17/35)
135.1 327.05 (09R/27L)

GND CON
121.9 348.6



CATEGORY	A	B	C	D
S-ILS 9L *	213/24 200 (200-½)			
S-LOC 9L	760/24 747 (800-½)	760/40 747 (800-¾)	760-1¾ 747 (800-1¾)	
CIRCLING	760-1 724 (800-1)	760-1¼ 724 (800-1¼)	760-2 724 (800-2)	760-2¼ 724 (800-2¼)
LANDI FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 9L	440/24	427 (500-½)	440/40	427 (500-¾)
CIRCLING	540-1 504 (600-1)	600-1 564 (600-1)	620-1½ 584 (600-1½)	720-2¼ 684 (700-2¼)

PHILADELPHIA INTL (PHL)
ILS or LOC RWY 9L

NE-4, 03 SEP 2026 to 29 OCT 2026

PHILADELPHIA, PENNSYLVANIA

AL-320 (FAA)

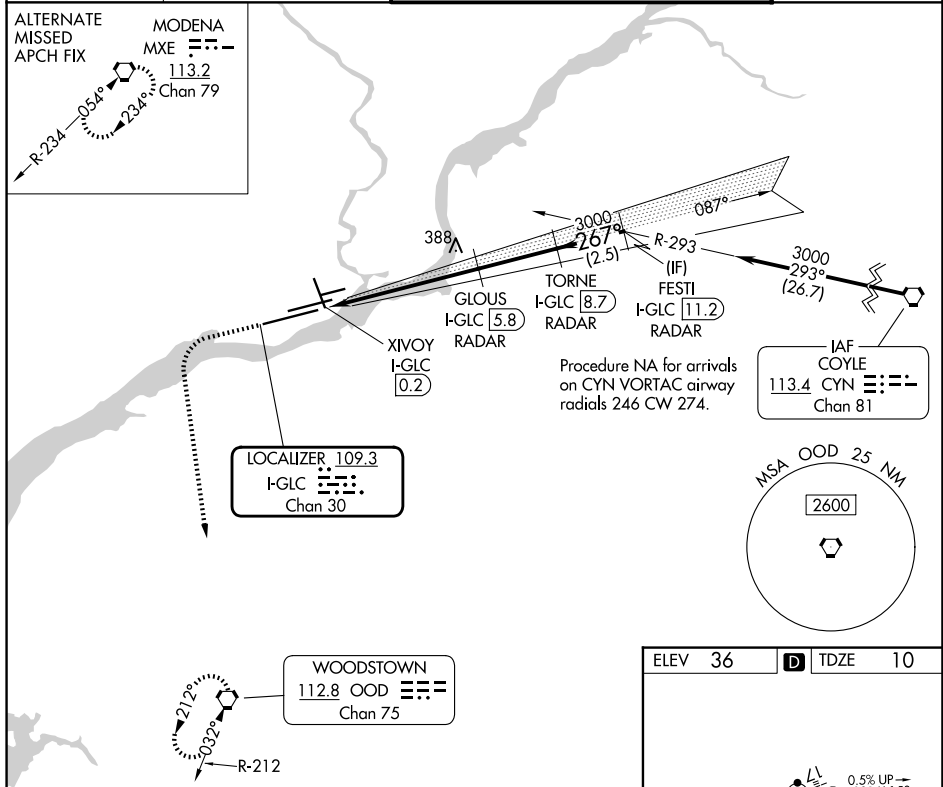
25275

LOC/DME I-GLC 109.3 Chan 30	APP CRS 267°	Rwy Ldg TDZE Apt Elev 9912 10 36
---	------------------------	--

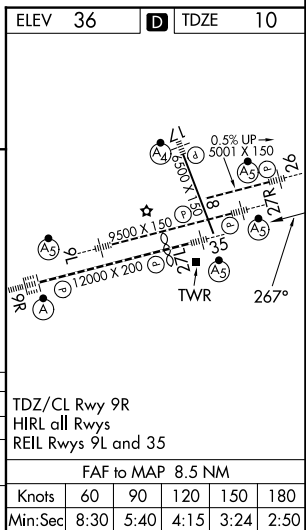
ILS or LOC RWY 27L

PHILADELPHIA INTL (PHL)

DME or RADAR required.		MALSR	MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct OOD VORTAC and hold.
D-ATIS 133.4	PHILADELPHIA APP CON 124.35 319.15	PHILADELPHIA TOWER 118.5 327.05 (08/26, 09L/27R, 17/35) 135.1 327.05 (09R/27L)	GND CON 121.9 348.6



1500	3000	OOD	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).	TORNE I-GLC [8.7] RADAR	FESTI I-GLC [11.2] RADAR
I-GLC DME ANTENNA	I-GLC [0.2]	XIVOY I-GLC [0.2]	GLOUS I-GLC [5.8] RADAR	3000	267° 3000
0.7	0.8	4.8 NM	2.9 NM	2.5 NM	GS 3.00° TCH 57
CATEGORY	A	B	C	D	
S-ILS 27L*	210/24	200 (200-1/2)			
S-LOC 27L	560/24	550 (600-1/2)	560/60	550 (600-1 1/4)	
CIRCLING	560-1 524 (600-1)	600-1 564 (600-1)	620-1 5/8 584 (600-1 5/8)	720-2 1/4 684 (700-2 1/4)	



PHILADELPHIA, PENNSYLVANIA
Amdt 16 25JAN24

39°52'N-75°14'W

PHILADELPHIA INTL (PHL)

ILS or LOC RWY 27L

NE-4, 03 SEP 2026 to 29 OCT 2026

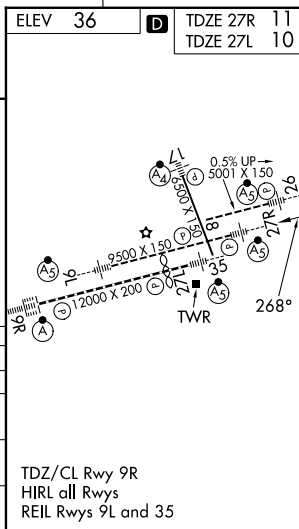
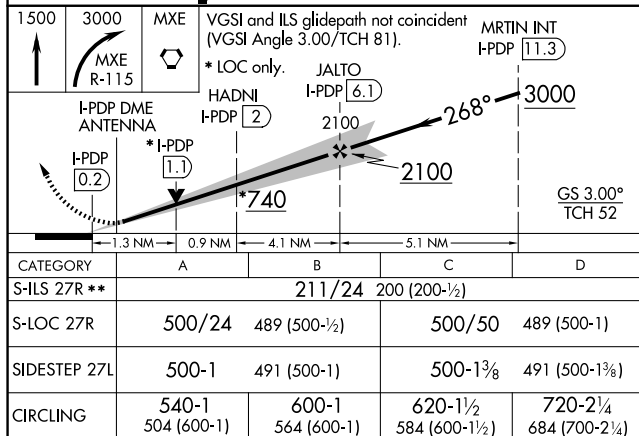
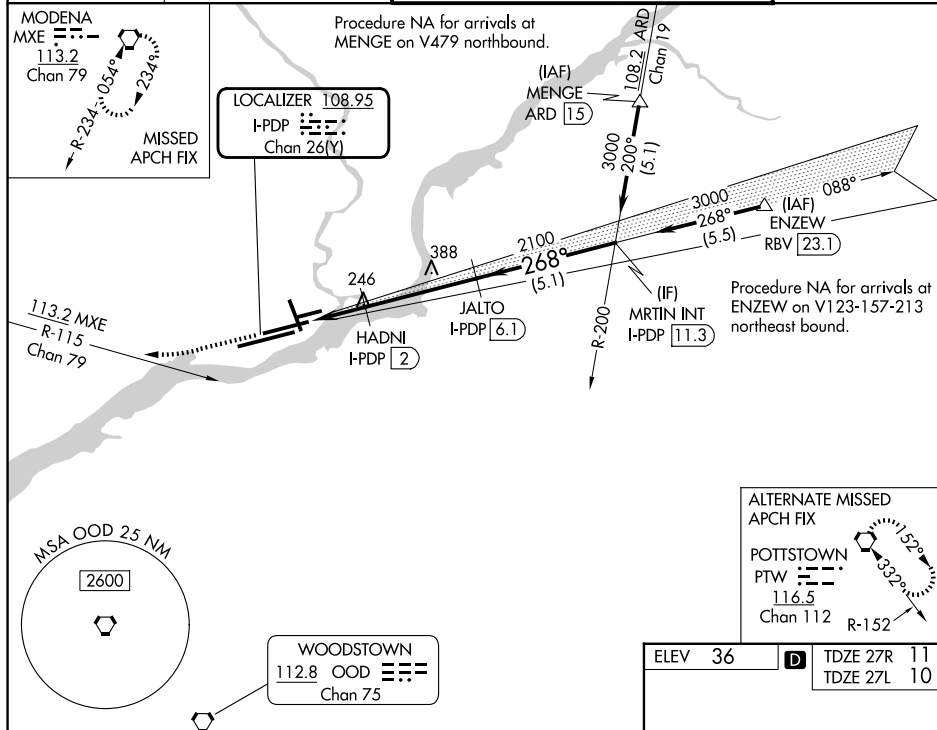
NE-4, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 27R
PHILADELPHIA INTL (PHL)

T For inop ALS, increase S-LOC 27R Cat C/D visibility to 1 $\frac{3}{8}$ SM.
A **RVR 1800 authorized with the use of FD or AP or HUD to DA

27R MALSR 	27L MALSR 	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on MXE VORTAC R-115 to MXE VORTAC and hold.
--	--	--

D-ATIS 133.4	PHILADELPHIA APP CON 124.35 319.15	PHILADELPHIA TOWER 118.5 327.05 (08/26, 09L/27R, 17/35) 135.1 327.05 (09R/27L)	GND CON 121.9 348.6
-----------------	---------------------------------------	--	------------------------



NE-4, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-MYY 108.75 Chan 24 (Y)	APP CRS 171°	Rwy Ldg TDZE 11 Apt Elev 36
--	------------------------	---

ILS Z or LOC RWY 17

PHILADELPHIA INTL (PHL)

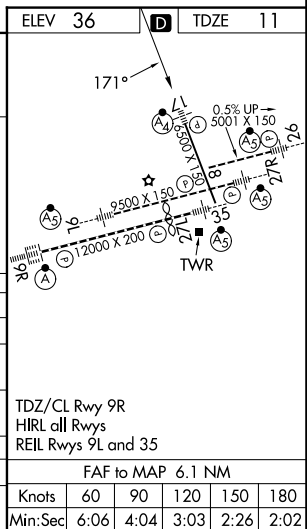
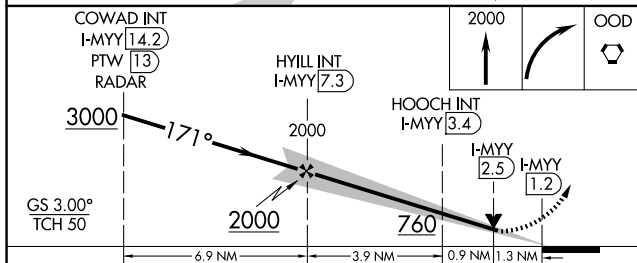
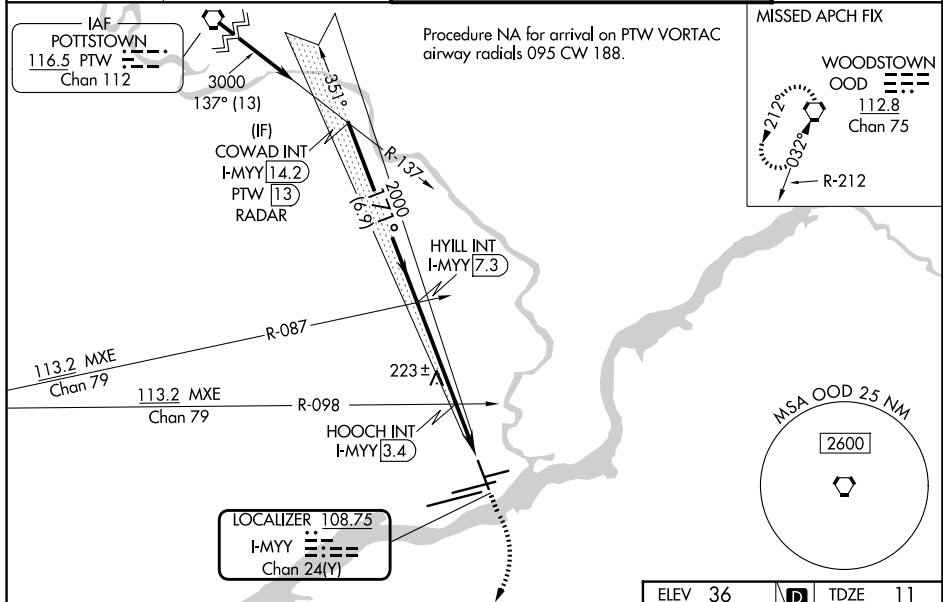
DME or RADAR required.

⚠ Inop table does not apply to S-ILS 17 all Cats. Rwy 17 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-LOC 17 Cat A visibility to RVR 5500, Cat B visibility to 1¼ SM, and Cat C/D visibility to 2 SM. HOOCH fix minimums: Increase S-LOC 17 Cat A/B visibility to RVR 5500 and Cat C/D visibility to 1¾ SM. Circling NA to Rwy 8.

MALSF

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct OOD VORTAC and hold.

D-ATIS 133.4	PHILADELPHIA APP CON 124.35 319.15	PHILADELPHIA TOWER 118.5 327.05 (08/26, 09L/27R, 17/35) 135.1 327.05 (09R/27L)	GND CON 121.9 348.6
------------------------	--	--	-------------------------------



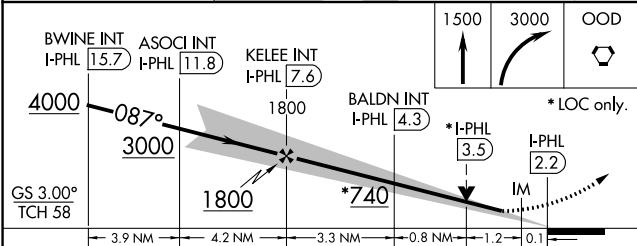
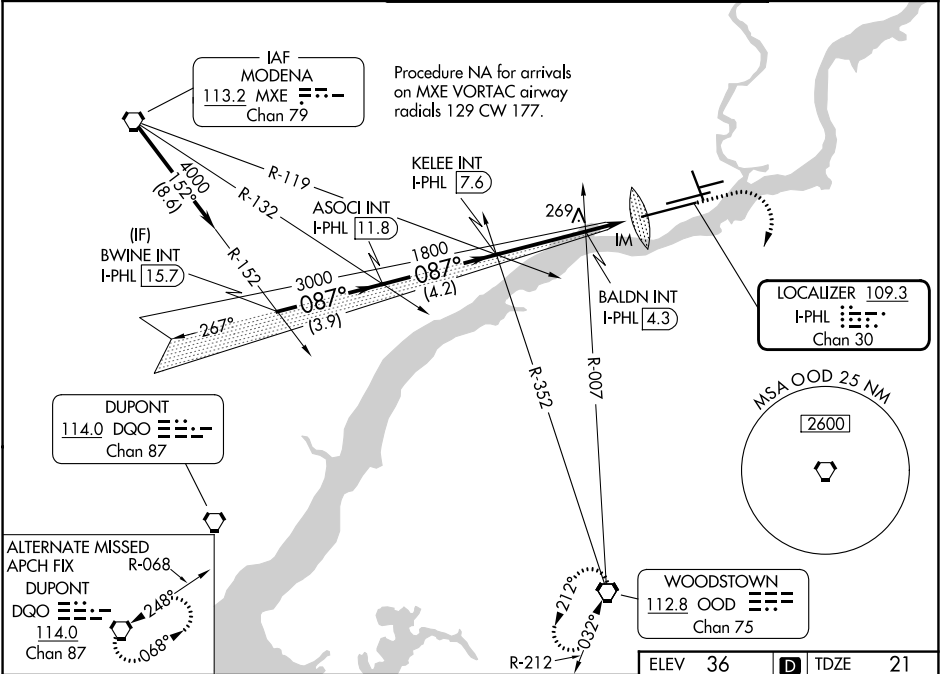
CATEGORY	A	B	C	D
S-ILS 17	261/40 250 (300-¾)			
S-LOC 17	760/40 749 (800-¾)	760/55 749 (800-1)	760-1⅞ 749 (800-1⅞)	
CIRCLING	760-1 724 (800-1)	760-1¼ 724 (800-1¼)	760-2 724 (800-2)	760-2¼ 724 (800-2¼)
HOOCH FIX MINIMUMS				
S-LOC 17	480/40 540-1	469 (500-¾) 600-1	480/60 620-1½	469 (500-1¼) 720-2¼
CIRCLING	504 (600-1)	564 (600-1)	584 (600-1½)	684 (700-2¼)

LOC/DME I-PHL	APP CRS	Rwy Ldg
109.3	087°	12000
Chan 30		TDZE 21
		Apt Elev 36

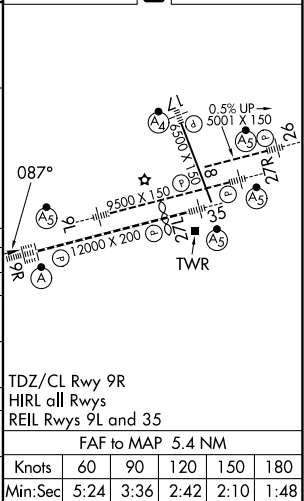
ILS Z or LOC Z RWY 9R

PHILADELPHIA INTL (PHL)

T A			ALSIF-2 A	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct OOD VORTAC and hold.
	D-ATIS 133.4	PHILADELPHIA APP CON 124.35 319.15	PHILADELPHIA TOWER 118.5 327.05 (08/26, 09L/27R, 17/35) 135.1 327.05 (09R/27L)	
			GND CON 121.9 348.6	



CATEGORY	A	B	C	D
S-ILS 9R	221/18 200 (200-½)			
S-LOC 9R	740/24 719 (800-½)		740-1⅝	719 (800-1⅝)
CIRCLING	740-1 704 (800-1)		740-2 704 (800-2)	740-2¼ 704 (800-2¼)
BALDN FIX MINIMUMS				
S-LOC 9R	580/24 559 (600-½)		580/60	559 (600-1¼)
CIRCLING	580-1 544 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	720-2¼ 684 (700-2¼)

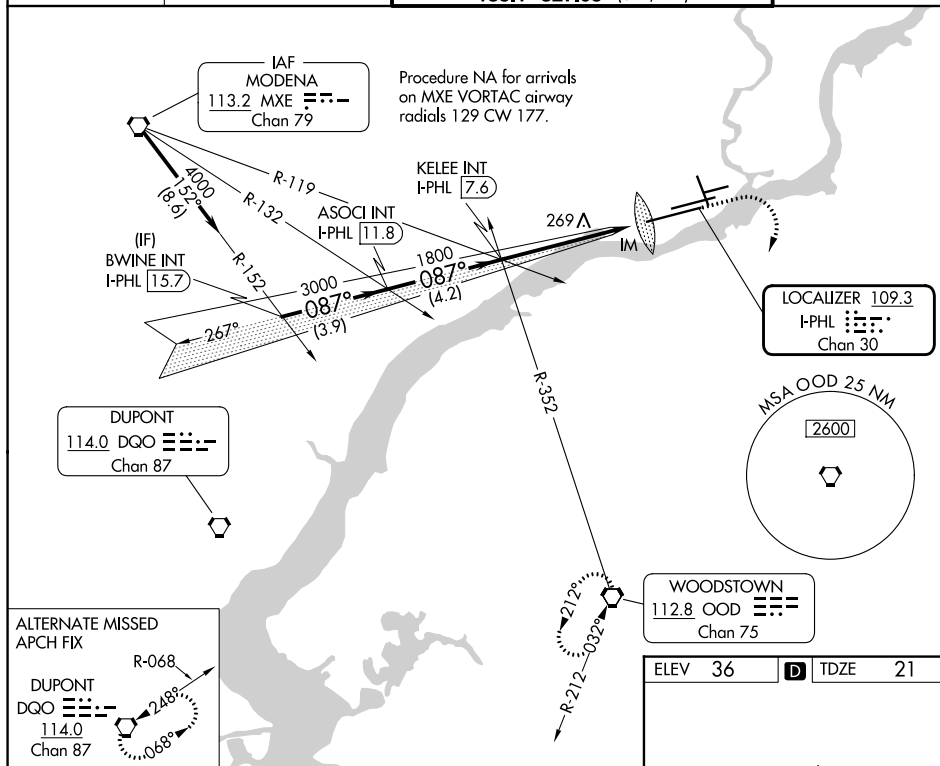


ILS Z RWY 9R (SA CAT I)
PHILADELPHIA INTL (PHL)

MISSED APPROACH: Climb to 1 500 then climbing right turn to 3000 direct OOD VORTAC and hold.

PHILADELPHIA TOWER
118.5 327.05 (08/26, 09L/27R, 17/35)
135.1 327.05 (09R/27L)

GND CON
121.9 348.6



ALTERNATE MISSED
APCH FIX

DUPONT
DQO $\equiv \ddot{::} \cdot -$
114.0
Chan 87

BWINE INT 15.7
I-PHL 15.7

ASOCI INT 11.8
I-PHL 11.8

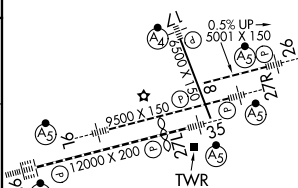
KELEE INT 7.6
I-PHL 7.6

1500	3000	OOD
		

CATEGORY	A	B	C	D
S-ILS 9R	RA 171/14 150 DA 171			

SA CATEGORY I ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

ELEV	36		TDZE	21
------	----	---	------	----



TDZ/CL Rwy 9R
HIRL all Rwys
REIL Rwys 9L and 35

PHILADELPHIA INTL (PHL)
ILS Z RWY 9R (SA CAT I)

NE-4, 03 SEP 2026 to 29 OCT 2026

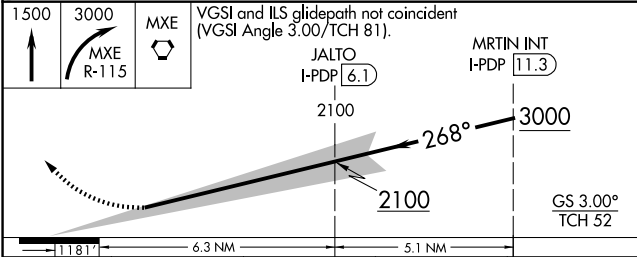
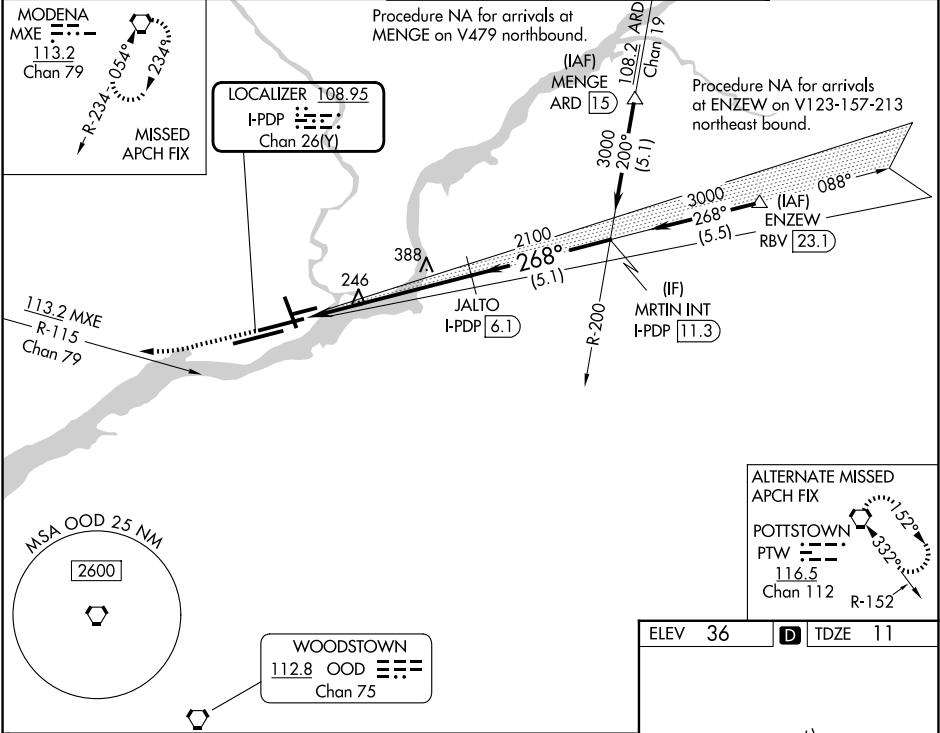
LOC/DME I-PDP	APP CRS	Rwy Ldg	8864
108.95	268°	TDZE	11
Chan 26 (Y)		Apt Elev	36

ILS RWY 27R (SA CAT I & II)

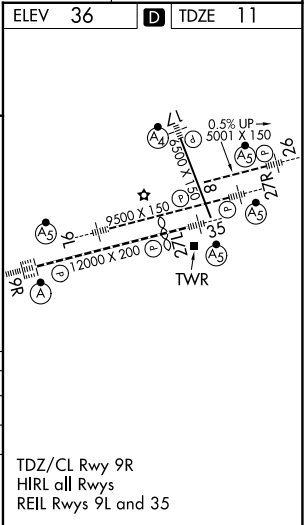
PHILADELPHIA INTL (PHL)

DME required.	MALSR	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on MXE VORTAC R-115 to MXE VORTAC and hold.
SA CAT I: Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting: requires specific OPSPEC, MSPEC or LOA approval and use of autoland or HUD to touchdown.		

D-ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON
133.4	124.35 319.15	118.5 327.05 (08/26, 09L/27R, 17/35) 135.1 327.05 (09R/27L)	121.9 348.6



CATEGORY	A	B	C	D
S-ILS 27R	SA CAT I RA 157/14 150 DA 161			
S-ILS 27R	SA CAT II RA 102/12 100 DA 111			



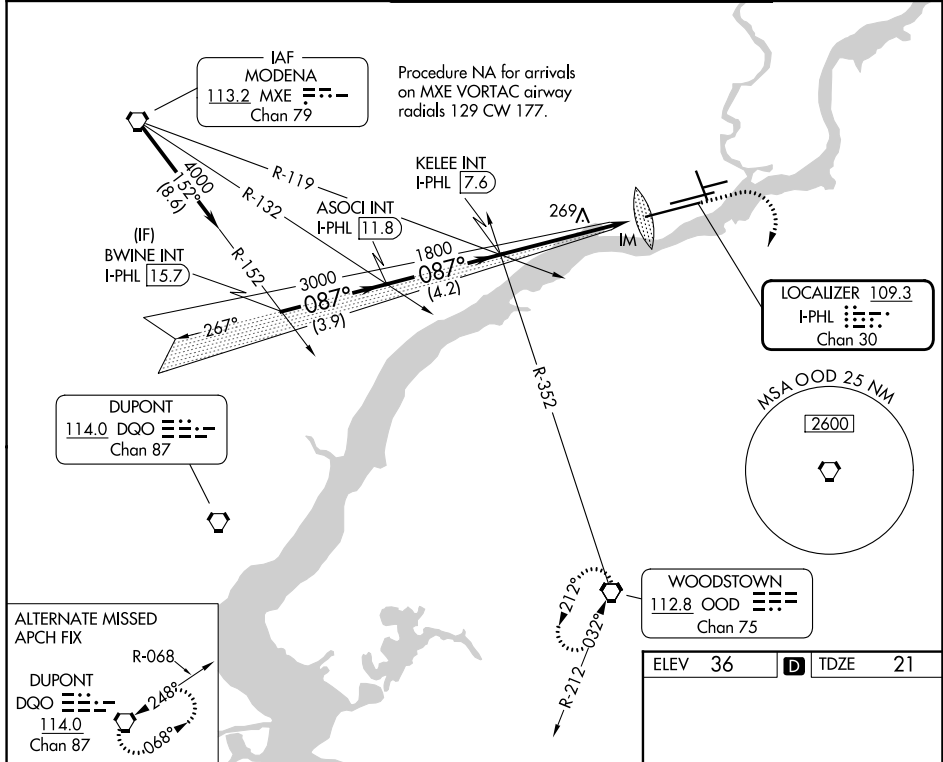
SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-PHL	APP CRS	Rwy Ldg
109.3	087°	TDZE 21
Chan 30		Apt Elev 36

ILS Z RWY 9R (CAT II & III)

PHILADELPHIA INTL (PHL)

T A	ALSIF-2 	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct OOD VORTAC and hold.	
D-ATIS 133.4	PHILADELPHIA APP CON 124.35 319.15	PHILADELPHIA TOWER 118.5 327.05 (08/26, 09L/27R, 17/35) 135.1 327.05 (09R/27L)	GND CON 121.9 348.6



BWINE INT I-PHL 15.7	ASOCI INT I-PHL 11.8	KELEE INT I-PHL 7.6	1500	3000	OOD
4000	087°	3000	1800	IM	117
3.9 NM	4.2 NM	5.3 NM	822	1102	
CATEGORY	A	B	C	D	
S-ILS 9R	CAT II RA 113/12 100 DA 121				
S-ILS 9R	CAT III RVR06				

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

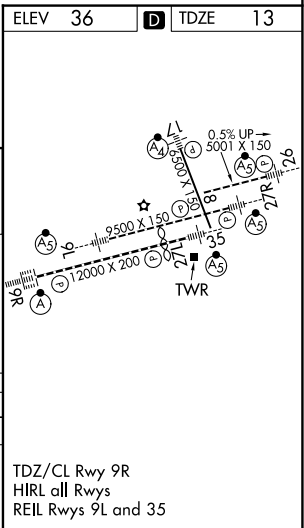
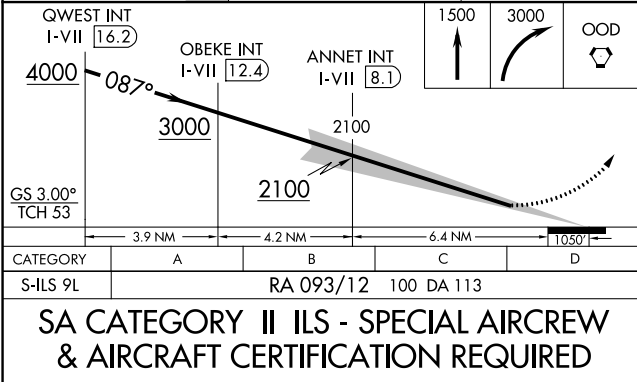
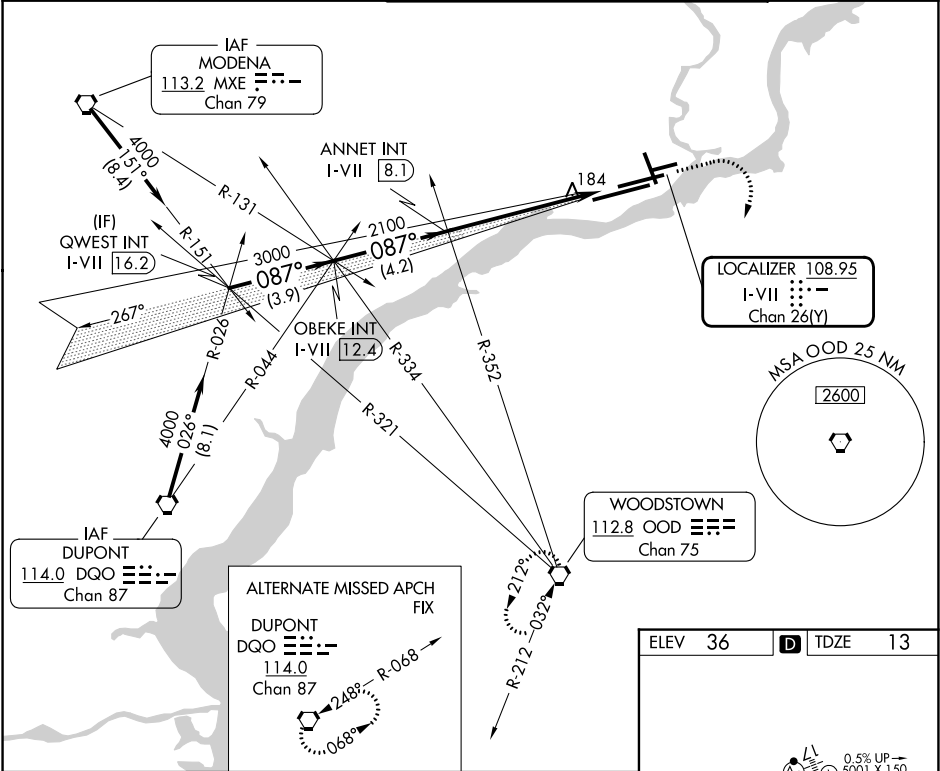
TDZ/CL Rwy 9R
HIRL all Rws
REIL Rws 9L and 35

LOC/DME I-VII	APP CRS	Rwy Ldg TDZE	9500
108.95	087°	13	
Chan 26(Y)		Apt Elev	36

ILS RWY 9L (SA CAT II)

PHILADELPHIA INTL (PHL)

Requires specific OPSPEC, MSPEC, or LOA approval.		MALSR	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct OOD VORTAC and hold.
D-ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON
133.4	124.35 319.15	118.5 327.05 (08/26, 09L/27R, 17/35)	121.9 348.6
		135.1 327.05 (09R/27L)	



PHILADELPHIA, PENNSYLVANIA

AL-320 (FAA)

25275

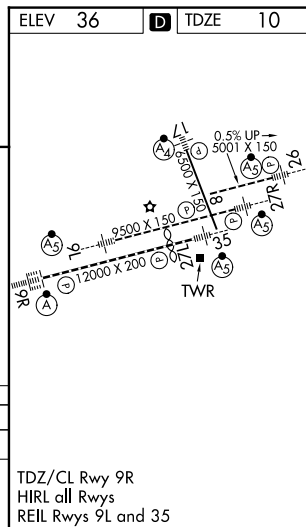
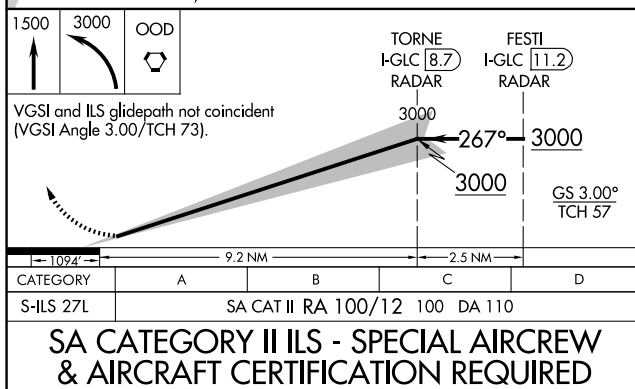
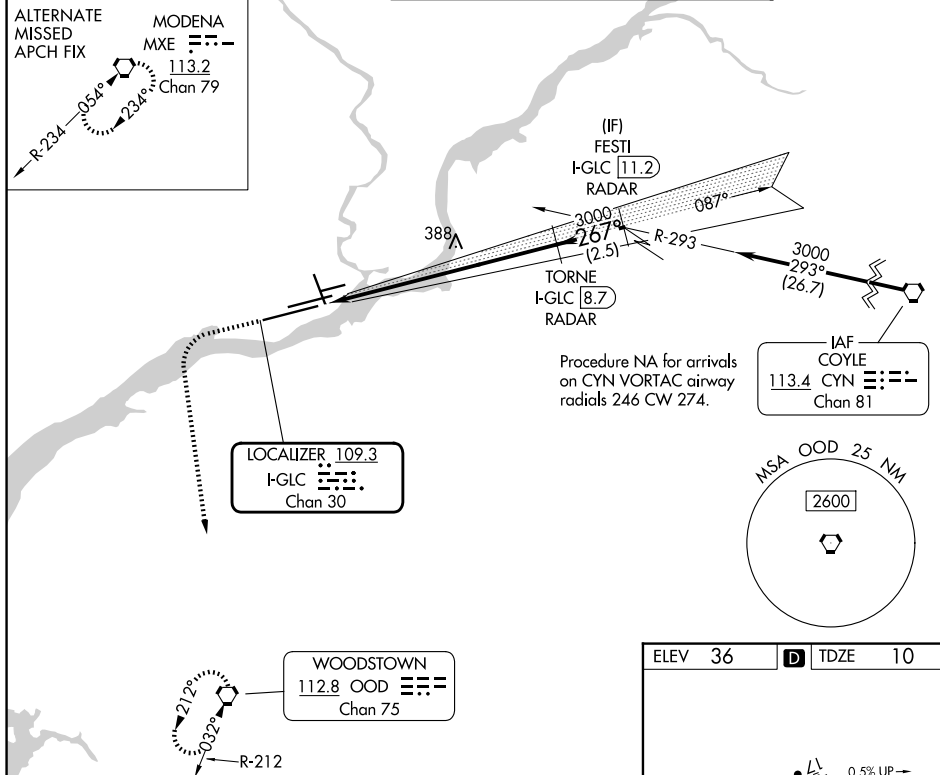
LOC/DME I-GLC 109.3 Chan 30	APP CRS 267°	Rwy Ldg TDZE Apt Elev 9912 10 36
---	------------------------	--

ILS RWY 27L (SA CAT II)

PHILADELPHIA INTL (PHL)

DME or RADAR required.	MALSR	MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct OOD VORTAC and hold.
Requires specific OPSPEC, MSPEC, or LOA approval.		

D-ATIS 133.4	PHILADELPHIA APP CON 124.35 319.15	PHILADELPHIA TOWER 118.5 327.05 (08/26, 09L/27R, 17/35) 135.1 327.05 (09R/27L)	GND CON 121.9 348.6
------------------------	--	--	-------------------------------



PHILADELPHIA, PENNSYLVANIA
Amdt 16 25JAN24

39°52'N-75°14'W

PHILADELPHIA INTL (PHL)
ILS RWY 27L (SA CAT II)

NE-4, 03 SEP 2026 to 29 OCT 2026

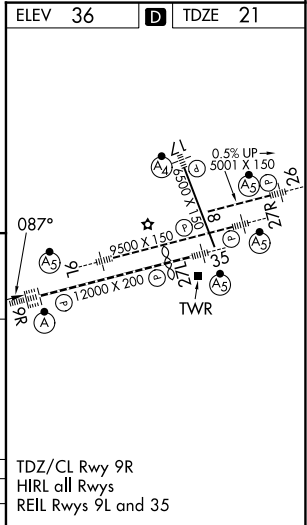
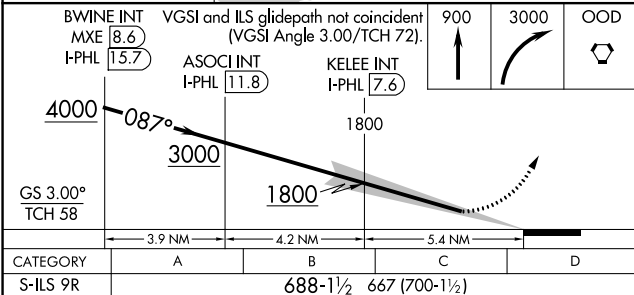
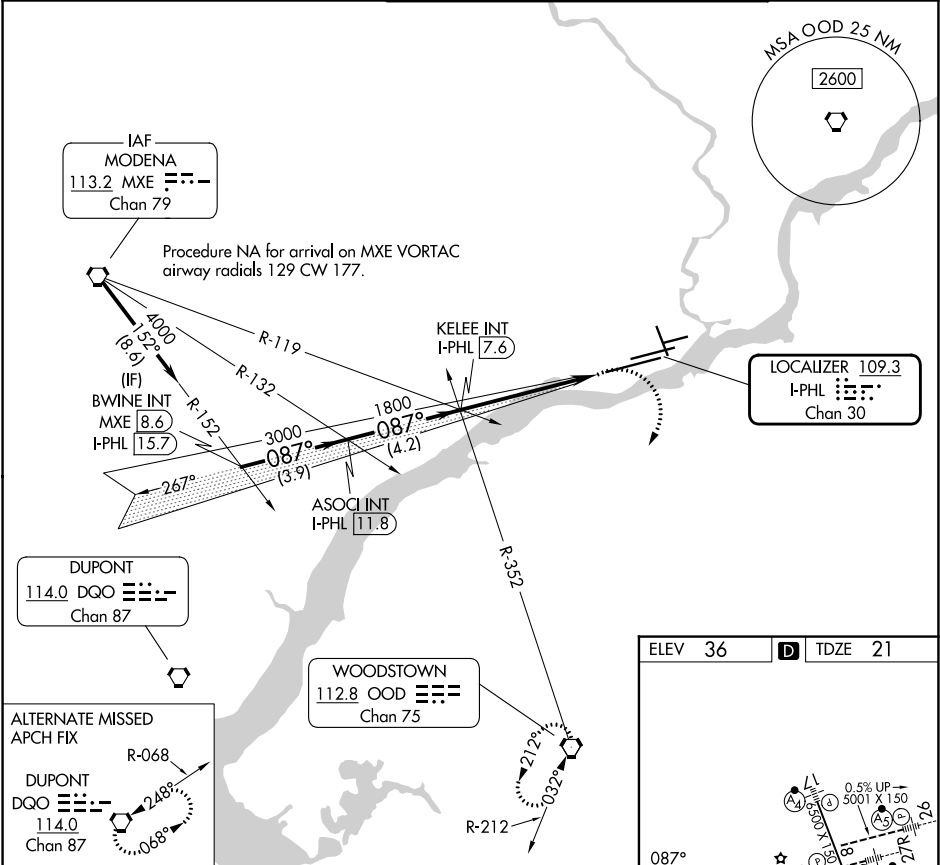
LOC/DME I-PHL	APP CRS	Rwy Ldg
109.3	087°	12000
Chan 30		TDZE 21
		Apt Elev 36

ILS V RWY 9R (CONVERGING)

PHILADELPHIA INTL (PHL)

RADAR required.	ALSF-2	MISSED APPROACH: Climb to 900 then climbing right turn to 3000 direct OOD VORTAC and hold.
Simultaneous approach authorized. For inop ALS, increase S-ILS 9R all Cats visibility to 1½ SM.		

D-ATIS 133.4	PHILADELPHIA APP CON 124.35 319.15	PHILADELPHIA TOWER 118.5 327.05 (08/26, 09L/27R, 17/35) 135.1 327.05 (09R/27L)	GND CON 121.9 348.6
------------------------	--	--	-------------------------------



PHILADELPHIA, PENNSYLVANIA

AL-320 (FAA)

25275

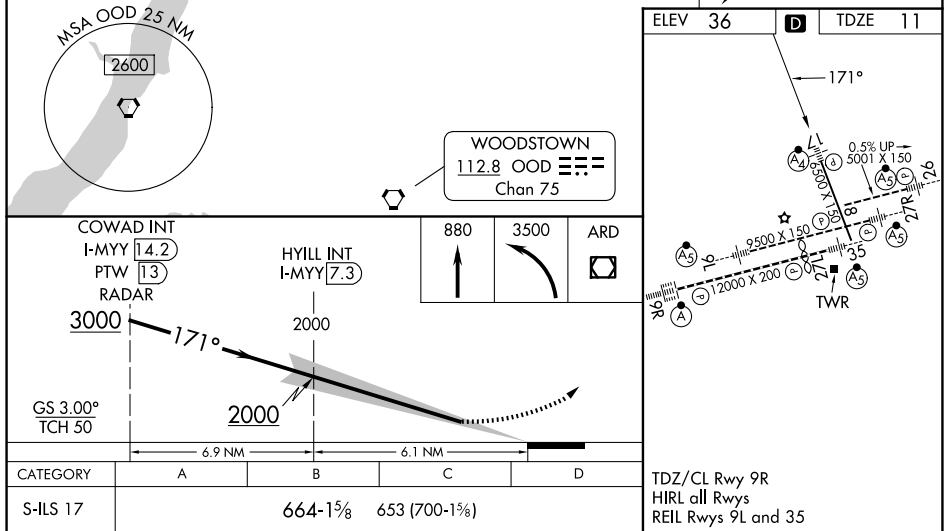
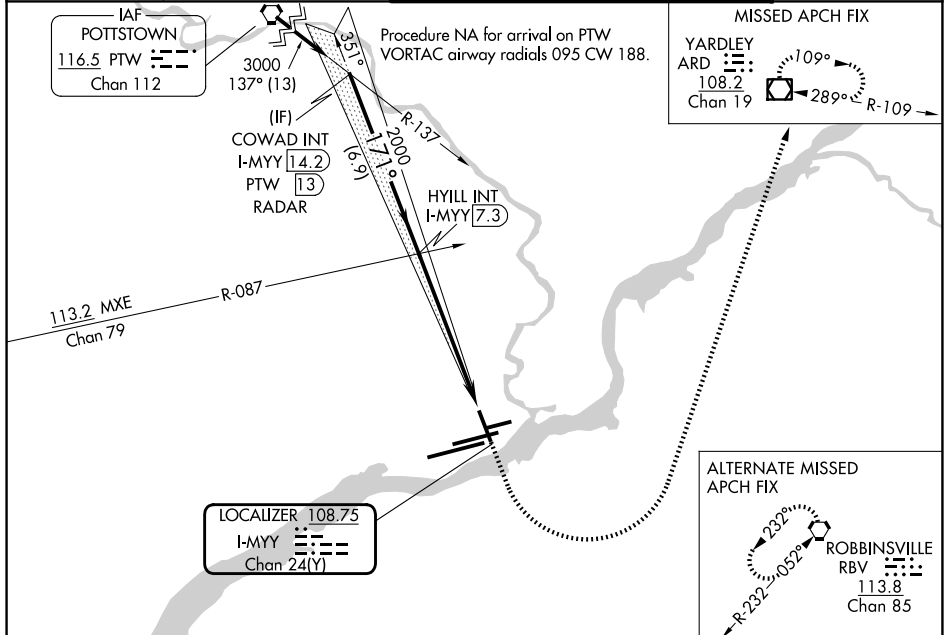
LOC/DME I-MYY 108.75 Chan 24 (Y)	APP CRS 171°	Rwy Ldg 6500 TDZE 11 Apt Elev 36
--	------------------------	---

ILS V RWY 17 (CONVERGING)

PHILADELPHIA INTL (PHL)

RADAR required. Simultaneous approach authorized. Rwy 17 helicopter visibility reduction below 3/4 SM NA.	MALSF 	MISSED APPROACH: Climb to 880 then climbing left turn to 3500 direct ARD VOR/DME and hold.
--	-----------	--

D-ATIS 133.4	PHILADELPHIA APP CON 124.35 319.15	PHILADELPHIA TOWER 118.5 327.05 (08/26, 09L/27R, 17/35) 135.1 327.05 (09R/27L)	GND CON 121.9 348.6
------------------------	--	--	-------------------------------



PHILADELPHIA, PENNSYLVANIA
Amdt 8A 02OCT25

39°52'N-75°14'W

PHILADELPHIA INTL (PHL)

ILS V RWY 17 (CONVERGING)

NE-4, 03 SEP 2026 to 29 OCT 2026

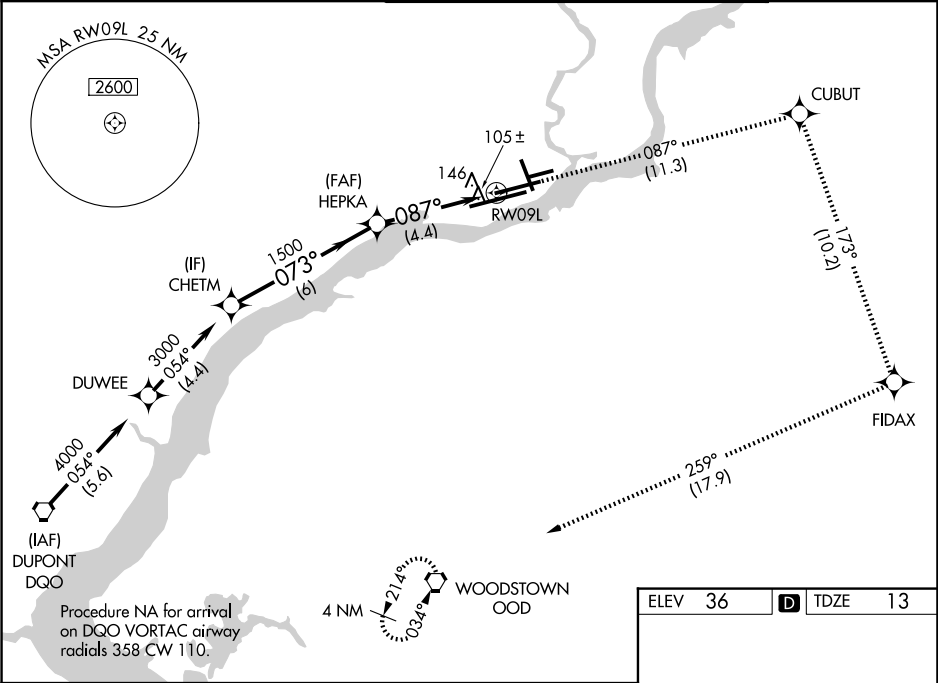
NE-4, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	9500
087°	TDZE	13
	Apt Elev	36

RNAV (RNP) Z RWY 9L
PHILADELPHIA INTL (PHL)

RNP AR APCH - GPS.	MALSR	MISSED APPROACH: Climb to 3000 on track 087° to CUBUT and on track 173° to FIDAX and on track 259° to OOD VORTAC and hold.
For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 54°C. For inop ALS, increase RNP 0.11 visibility all Cats to RVR 6000 and RNP 0.30 visibility all Cats to 1½ SM.		

D-ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON
133.4	124.35 319.15	118.5 327.05 (08/26, 09L/27R, 17/35) 135.1 327.05 (09R/27L)	121.9 348.6



CHETM 3000 GP 3.00° TCH 58 3000 073° 1500 HEPKA 1500 087° RW09L 6 NM 4.4 NM					CUBUT ↑ 087° CUBUT ✦ 173° FIDAX ✦ 259° OOD ⬡	087° 2500 X 150 12000 X 200 9R 0.5% UP 5001 X 150 27R TWR 35
---	--	--	--	--	--	---

NE-4, 03 SEP 2026 to 29 OCT 2026

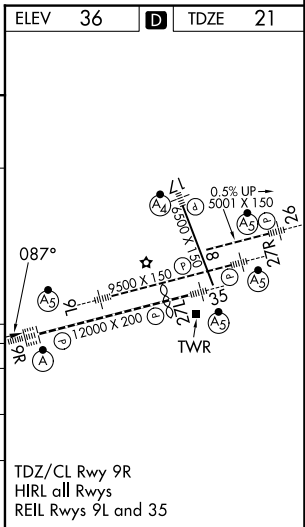
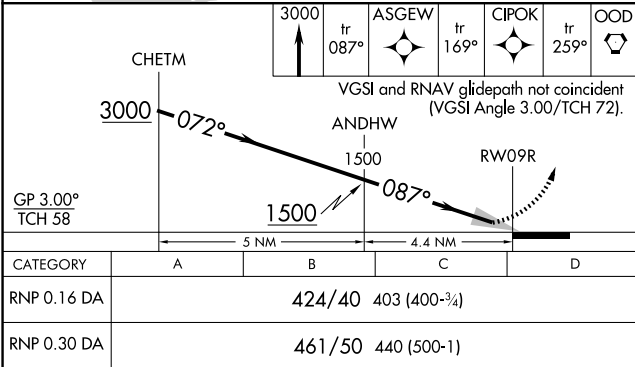
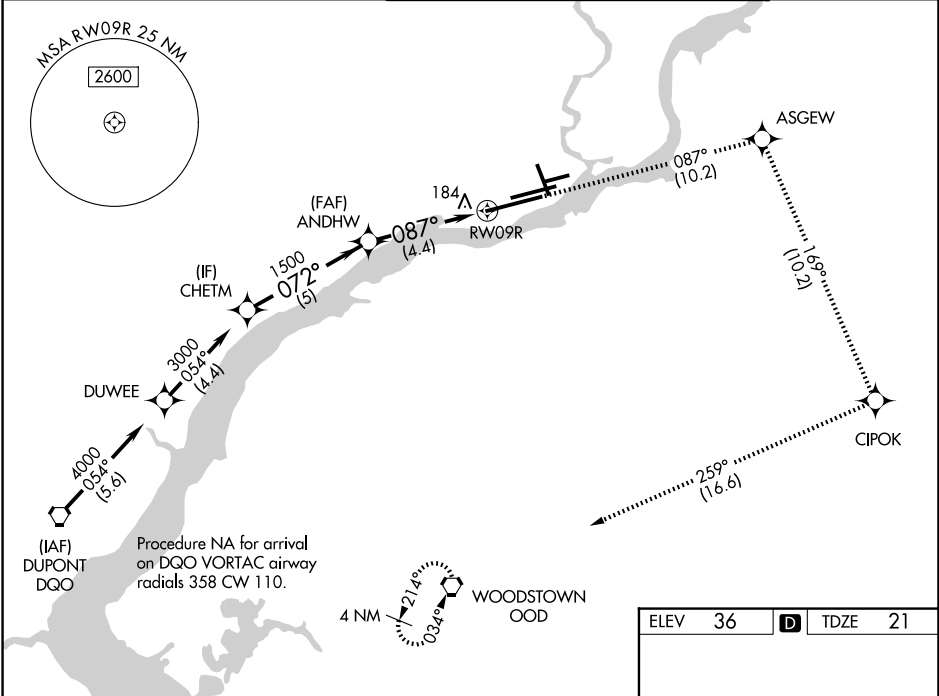
NE-4, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	12000
087°	TDZE	21
	Apt Elev	36

RNAV (RNP) Z RWY 9R
PHILADELPHIA INTL (PHL)

RNP AR APCH - GPS.	ALSF-2	MISSED APPROACH: Climb to 3000 on track 087° to ASGEW and on track 169° to CIPOK, and on track 259° to OOD VORTAC and hold.
▼ For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 54°C. For inop ALS, increase RNP 0.16 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to 1½ SM.	ⓐ	

D-ATIS 133.4	PHILADELPHIA APP CON 124.35 319.15	PHILADELPHIA TOWER 118.5 327.05 (08/26, 09L/27R, 17/35) 135.1 327.05 (09R/27L)	GND CON 121.9 348.6
-----------------	---------------------------------------	--	------------------------



AUTHORIZATION REQUIRED

TDZ/CL Rwy 9R
HIRL all Rwys
REIL Rwys 9L and 35

RNAV (GPS) RWY 17
PHILADELPHIA INTL (PHL)

MISSED APPROACH:
Climb to 3000 direct
JEPUG and hold.

(IAF) POTTSTOWN PTW

3000
140°
(13)

Procedure NA for arrival on PTW VORTAC
airway radials 059 CW 205.

(IAF) YARDLEY ARD

3000
256°
(22)

Procedure NA for arrival on ARD VOR/DME
airway radials 200 CW 304.

(IF) COWAD

2000
171°
(6.9)

(FAF) HYILL

1473

WENTO
2.3 NM to RW17

1217

RW17

MSA RW17 25 NM

2600

MISSED APCH FIX

4 NM

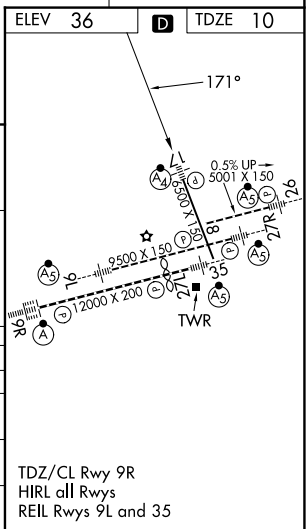
130°

330°

JEPUG

ELEV 36	D	TDZE 10
---------	---	---------

171°



CATEGORY		A	B	C	D
LPV	DA	260/50		250 (300-1)	
LNAV/ VNAV	DA	322/50		311 (300-1)	
LNAV	MDA	480/50 470 (500-1)		480/60 470 (500-1¼)	
CIRCLING		540-1 504 (600-1)	600-1 564 (600-1)	620-1½ 584 (600-1½)	720-2¼ 684 (700-2¼)

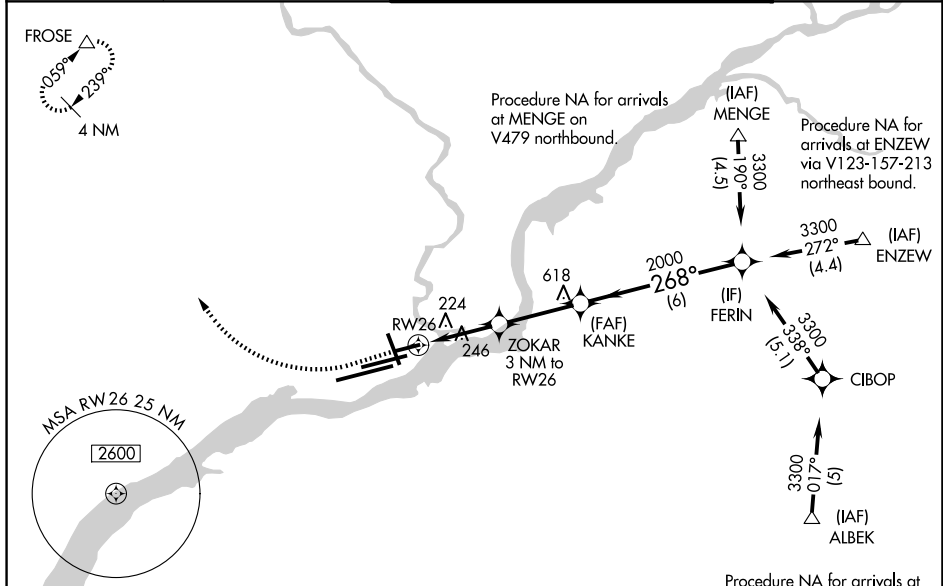
WAAS CH 78117	APP CRS 268°	Rwy Ldg TDZE 36	5001
W26A		Apt Elev 36	

RNAV (GPS) RWY 26

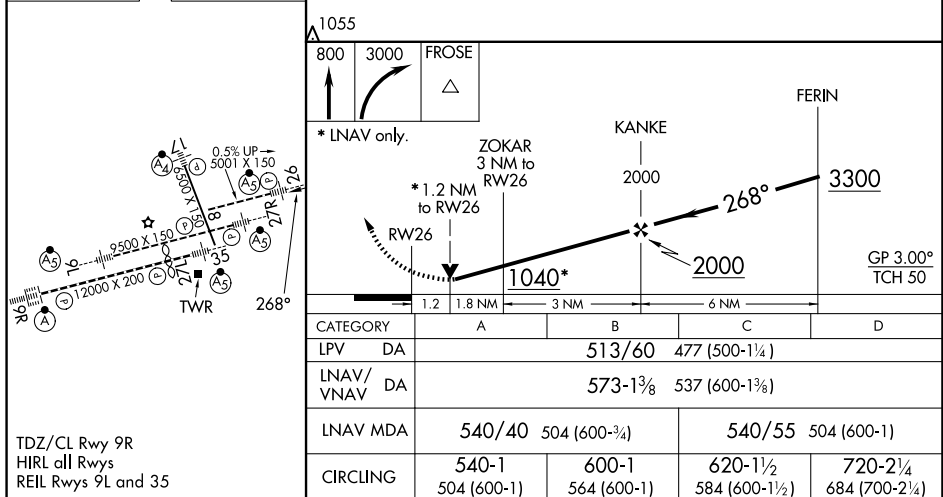
PHILADELPHIA INTL (PHL)

RNP APCH - GPS.		MALSR	MISSED APPROACH: Climb to 800 then climbing right turn to 3000 direct FROSE and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. For inop ALS, increase LPV all Cnts visibility 3/8 SM, increase LNAV Cnts A and B to RVR 5500. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Rwy 26 helicopter visibility reduction below RVR 4000 NA.			

D-ATIS 133.4	PHILADELPHIA APP CON 124.35 319.15	PHILADELPHIA TOWER 118.5 327.05 (08/26, 09L/27R, 17/35) 135.1 327.05 (09R/27L)	GND CON 121.9 348.6
------------------------	--	--	-------------------------------



ELEV 36	D	TDZE 36
---------	----------	---------



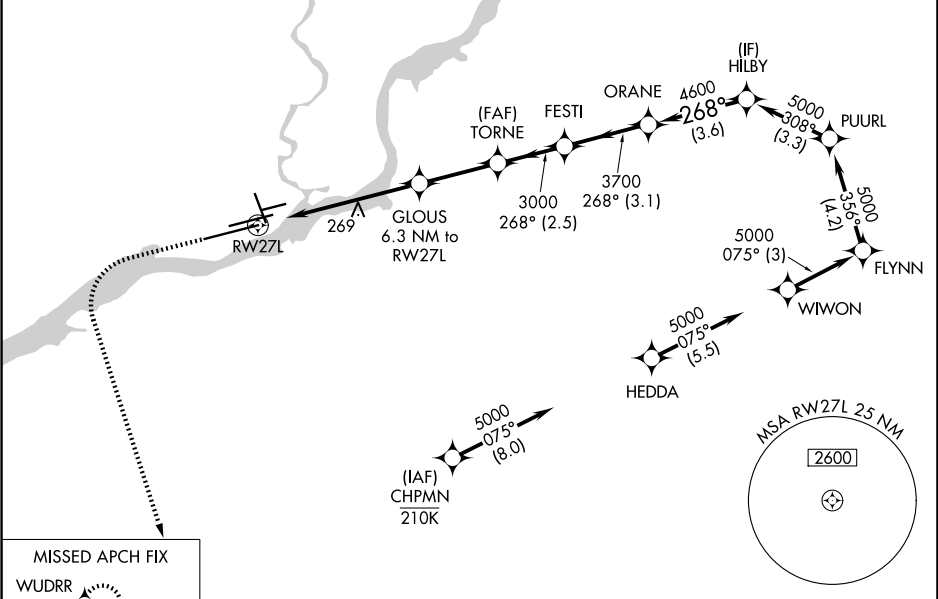
WAAS CH 97322 W27A	APP CRS 268°	Rwy Ldg 9912 TDZE 10 Apt Elev 36
--	------------------------	---

RNAV (GPS) RWY 27L

PHILADELPHIA INTL (PHL)

RNP APCH - GPS.	MALSR 	MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct WUDRR and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000. * RVR 1800 authorized with use of FD or AP or HUD to DA.		

D-ATIS 133.4	PHILADELPHIA APP CON 124.35 319.15	PHILADELPHIA TOWER 118.5 327.05 (08/26, 09L/27R, 17/35) 135.1 327.05 (09R/27L)	GND CON 121.9 348.6
------------------------	--	--	-------------------------------



ELEV 36	TDZE 10
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).	
RWY 27L	
GP 3.00° TCH 57	
CATEGORY	A B C D
LPV DA*	210/24 200 (200-1/2)
LNAV/DA VNAV	422/40 412 (400-3/4)
LNAV MDA	540/24 530 (600-1/2) 540/55 530 (600-1)
CIRCLING	540-1 504 (600-1) 600-1 564 (600-1) 620-1 584 (600-1 1/2) 720-2 684 (700-2 1/4)
TDZ/CL Rwy 9R HIRL all Rwys REIL Rwys 9L and 35	

PHILADELPHIA, PENNSYLVANIA

AL-320 (FAA)

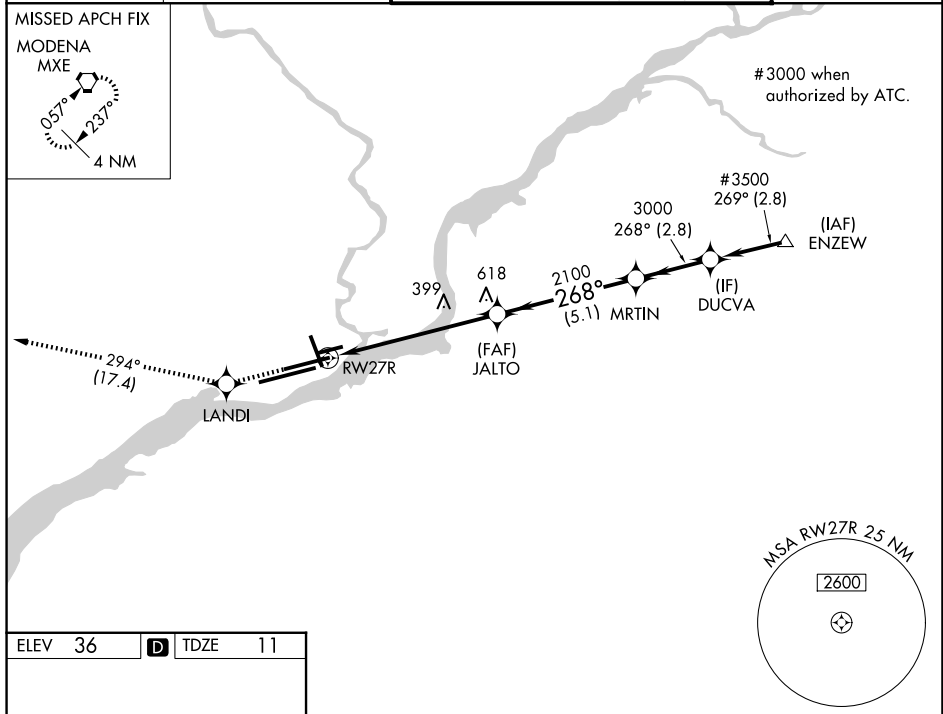
25275

WAAS CH 90122	APP CRS 268°	Rwy Ldg TDZE 11 Apt Elev 36
W27B		

RNAV (GPS) RWY 27R

PHILADELPHIA INTL (PHL)

RNP APCH - GPS.		MALSR	MISSED APPROACH: Climb to 3000 direct LANDI and on track 294° to MXE VORTAC and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1½ SM and LNAV Cat C/D to 2 SM.			
D-ATIS 133.4	PHILADELPHIA APP CON 124.35 319.15	PHILADELPHIA TOWER 118.5 327.05 (08/26, 09L/27R, 17/35) 135.1 327.05 (09R/27L)	
		GND CON 121.9 348.6	



ELEV 36	D	TDZE 11
		3000 LANDI tr 294° MXE
VGSi and RNAV glidepath not coincident (VGSi Angle 3.00°/TCH 81).		# 3000 when authorized by ATC.
		DUCVA 3500#
GP 3.00° TCH 53		
CATEGORY	A	B
LPV DA	267/24	256 (300-½)
LNAV/VNAV DA	520/60	509 (500-1¼)
LNAV MDA	720/24 709 (700-½)	720-1½ 709 (700-1½)
CIRCLING	720-1 684 (700-1)	720-2 684 (700-2)

PHILADELPHIA, PENNSYLVANIA
Amdt 1D 02OCT25

39°52'N-75°14'W

RNAV (GPS) RWY 27R

PHILADELPHIA INTL (PHL)

NE-4, 03 SEP 2026 to 29 OCT 2026

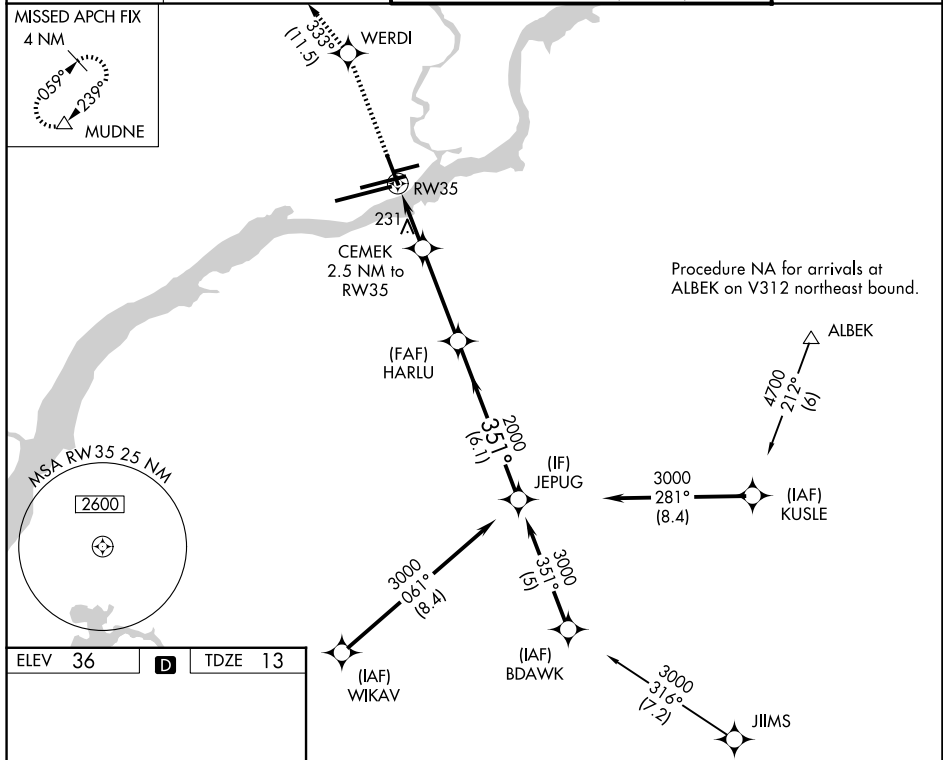
25275

RNAV (GPS) RWY 35
PHILADELPHIA INTL (PHL)

T Rwy 35 helicopter visibility reduction below RVR 4000 NA.
A

MISSED APPROACH: Climb to 3000 direct WERD and on track 333° to MUDNE and hold.

D-ATIS 133.4	PHILADELPHIA APP CON 124.35 319.15	PHILADELPHIA TOWER 118.5 327.05 (08/26, 09L/27R, 17/35) 135.1 327.05 (09R/27L)	GND CON 121.9 348.6
-----------------	---------------------------------------	--	------------------------



TDZ/CL Rwy 9R
HIRL all Rwys
REIL Rwys 9L and 35

351°

0.5% UP

5001 X 150

8500 X 150

12000 X 200

TWR

35

36

37

351°

3000

WERDI

tr 333°

MUDNE

CMEK

1.3 NM to RW35

2.5 NM to RW35

3.14°

TCH 55

HARLU

JEPUG

3000

2000

900

1.3 NM

1.2 NM

3.6 NM

6.1 NM

CATEGORY		A	B	C	D
LP	MDA	500/55	487 (500-1)	500-1 $\frac{3}{8}$	487 (500-1 $\frac{3}{8}$)
LNAV	MDA	500/55	487 (500-1)	500-1 $\frac{3}{8}$	487 (500-1 $\frac{3}{8}$)
CIRCLING	540-1	600-1	620-1 $\frac{1}{2}$	720-2 $\frac{1}{4}$	
	504 (600-1)	564 (600-1)	584 (600-1 $\frac{1}{2}$)	684 (700-2 $\frac{1}{4}$)	

39°52'N-75°14'W
251

PHILADELPHIA INTL (PHL)
RNAV (GPS) RWY 35

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4. 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Y RWY 9L
PHILADELPHIA INTL (PHL)

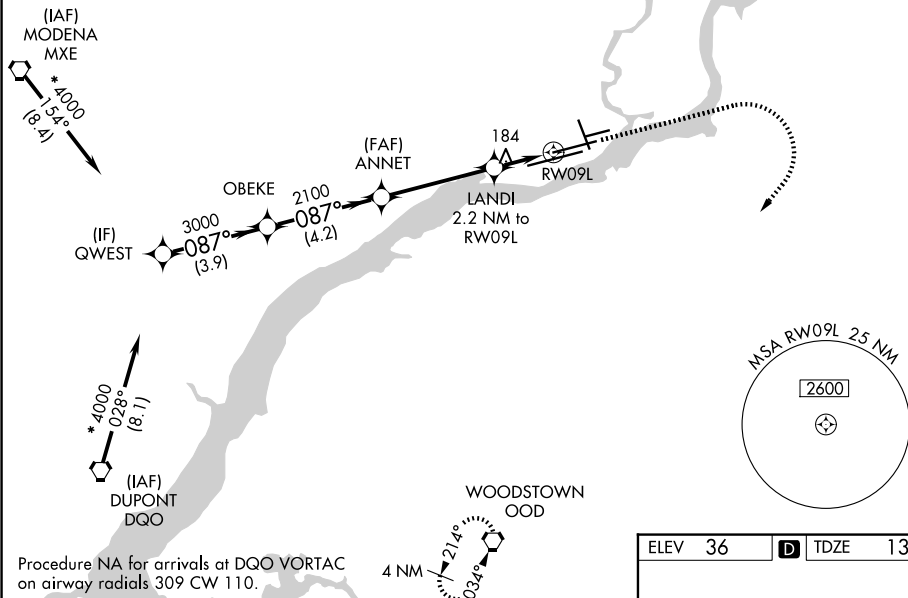
MALSR

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OOD VORTAC and hold.

PHILADELPHIA TOWER
118.5 327.05 (08/26, 09L/27R, 17/35)
135.1 327.05 (09R/27L)

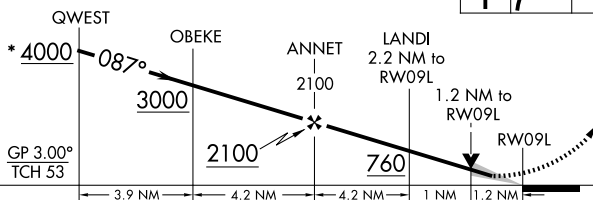
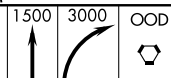
GND CON
121.9 348.6

* 3000 when authorized by ATC.

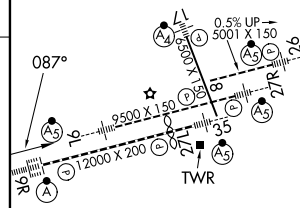


Procedure NA for arrivals at DQO VORTAC
on airway radials 309 CW 110.

* 3000 when authorized by ATC.



CATEGORY	A	B	C	D
LPV DA #	213/24		200 (200-½)	
LNAV/ VNAV DA	325/24		312 (300-½)	
LNAV MDA	440/24 427 (500-½)		440/40 427 (500-¾)	
CIRCLING	540-1 504 (600-1)	600-1 564 (600-1)	620-1½ 584 (600-1½)	720-2¼ 684 (700-2¼)



TDZ/CL Rwy 9R
HIRL all Rwys
REIL Rwys 9L and 35

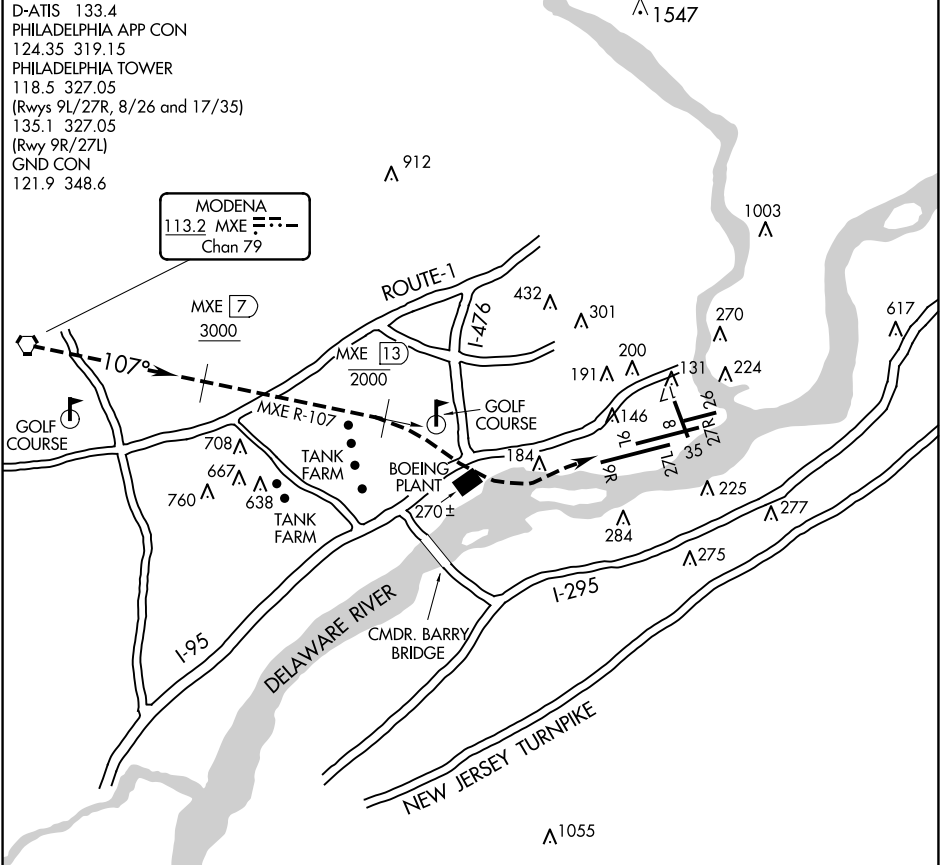
39°52'N-75°14'W

PHILADELPHIA INTL (PHL)
RNAV (GPS) Y RWY 9L

NE-4, 03 SEP 2026 to 29 OCT 2026

D-ATIS 133.4
PHILADELPHIA APP CON
124.35 319.15
PHILADELPHIA TOWER
118.5 327.05
(Rwys 9L/27R, 8/26 and 17/35)
135.1 327.05
(Rwy 9R/27L)
GND CON
121.9 348.6

MODENA
113.2 MXE
Chan 79



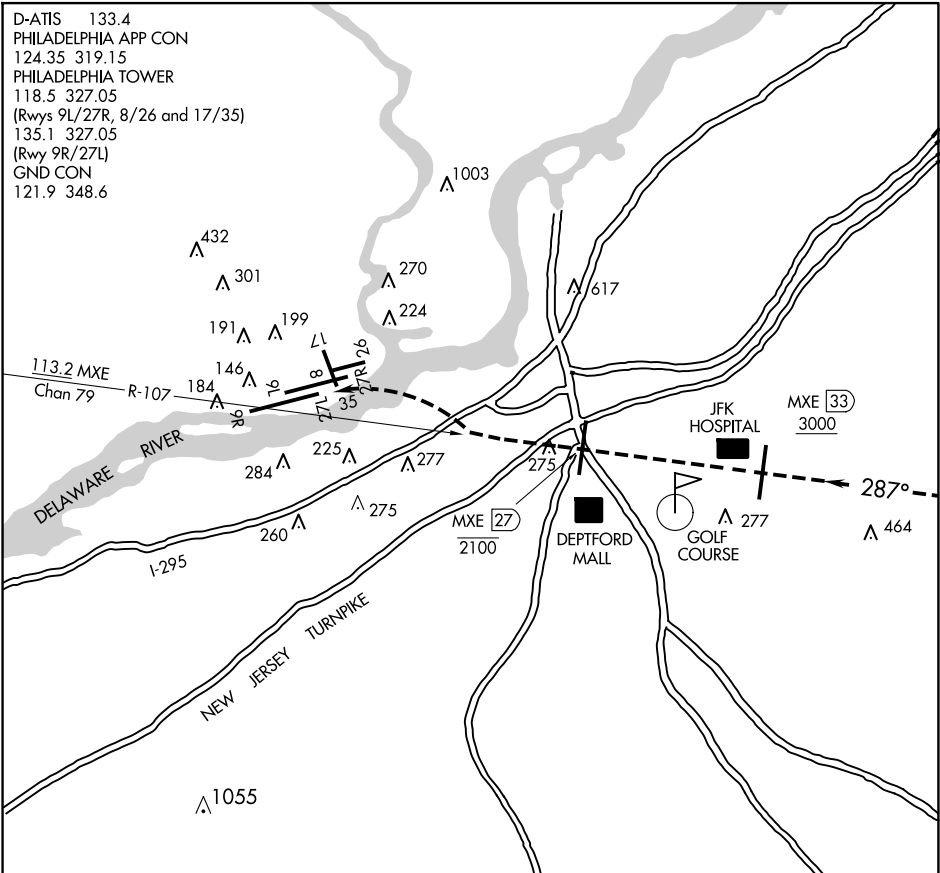
RADAR REQUIRED

Weather Minimums: 3000' ceiling and 7 mile visibility.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----

FREEDOM VISUAL RWY 9L

- Expect radar vectors to the MXE R-107.
- Proceed Southeast on the MXE R-107 inbound for Rwy 9L.
- Report the airport in sight to final controller.
- Aircraft must remain on the MXE R-107 until the MXE R-107/13 DME; then proceed visually to Rwy 9L or as assigned by the tower.
- Expect aircraft to be utilizing a simultaneous visual or ILS approach to Rwy 9R during this operation.



RADAR REQUIRED

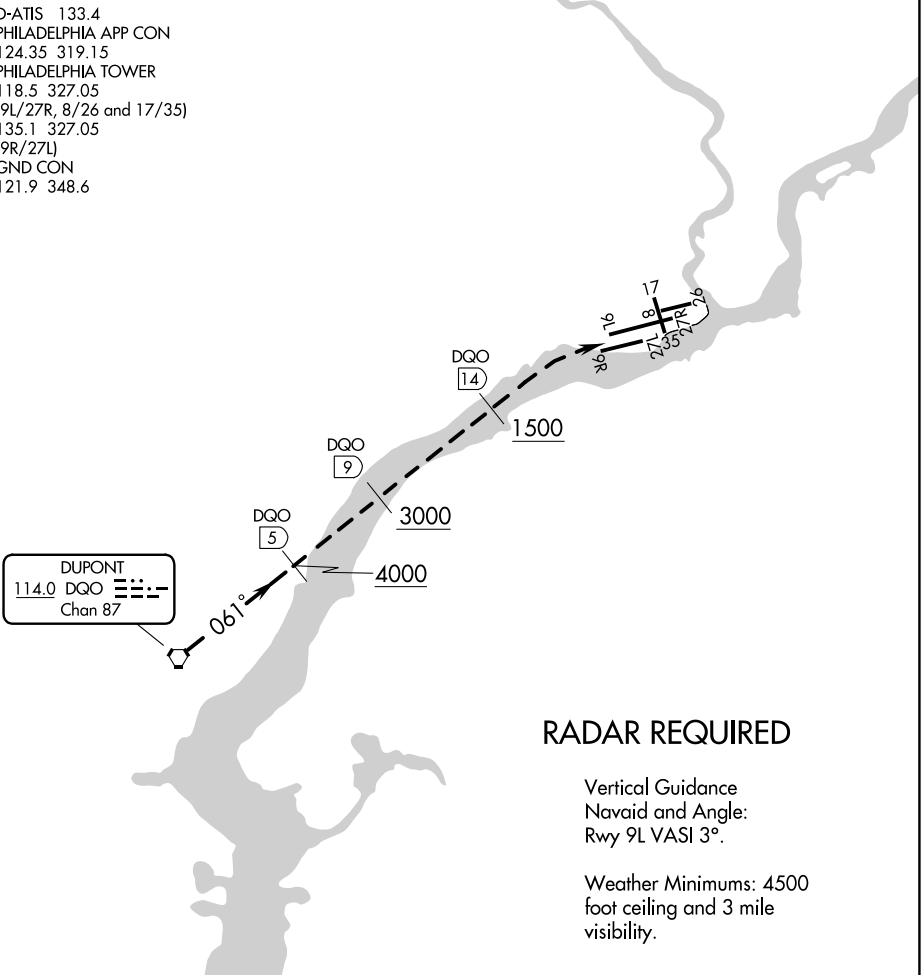
Weather Minimums: 3000'
ceiling and 7 mile visibility.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----

LIBERTY VISUAL RWY 27L

Expect RADAR vectors to the MXE R-107.
Proceed Northwest on the MXE R-107 inbound for Rwy 27L.
Report the airport in sight to final controller.
Aircraft must remain on the MXE R-107 until the MXE R-107/27 DME;
then proceed visually to Rwy 27L or as assigned by the tower.
Expect aircraft to be utilizing a simultaneous visual or ILS approach
to Rwy 27R during this operation.

D-ATIS 133.4
PHILADELPHIA APP CON
124.35 319.15
PHILADELPHIA TOWER
118.5 327.05
(9L/27R, 8/26 and 17/35)
135.1 327.05
(9R/27L)
GND CON
121.9 348.6



RADAR REQUIRED

Vertical Guidance
Navaid and Angle:
Rwy 9L VASI 3°.

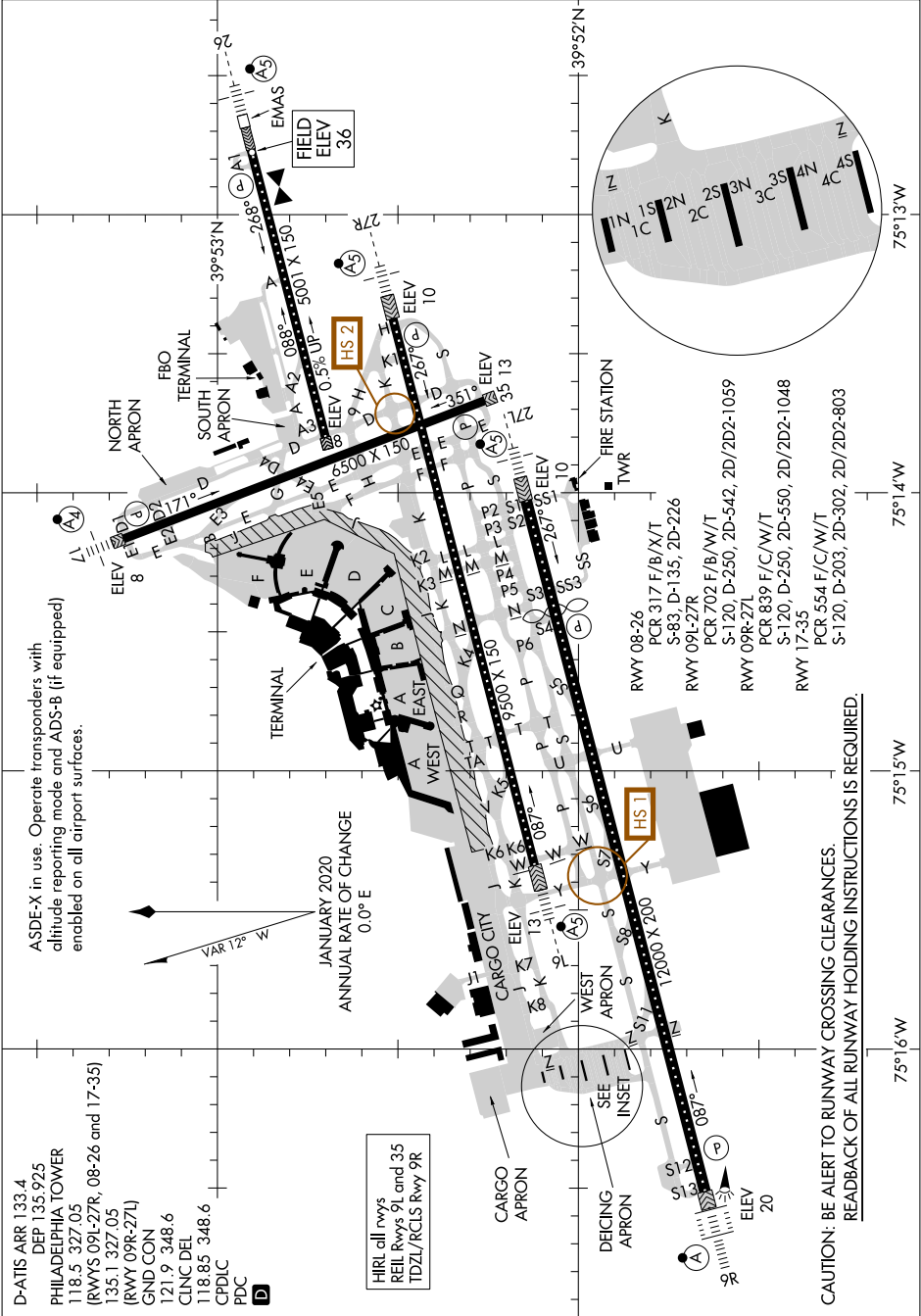
Weather Minimums: 4500
foot ceiling and 3 mile
visibility.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----

RIVER VISUAL RWY 9L/R

Expect RADAR vectors to the DQO R-061.
Aircraft may proceed to the DQO R-061/5.0 DME, then descend
from 4000 feet over the Delaware River and follow the river to
the airport.

NE-4, 03 SEP 2026 to 29 OCT 2026



NE-4, 03 SEP 2026 to 29 OCT 2026

(PHL4.PHL) 26246

AL-320 (FAA)

PHILADELPHIA INTL (PHL)

PHILADELPHIA, PENNSYLVANIA

PHILADELPHIA FOUR DEPARTURE

D-ATIS DEP
135.925
CLNC DEL
118.85 348.6
CPDLC
GND CON
121.9 348.6
PHILADELPHIA TOWER
(9L/27R, 8/26 and 17/35)
118.5 327.05
(9R/27L)
135.1 327.05

RADAR required.

**TOP ALTITUDE:
ASSIGNED BY ATC**

ALLEN TOWN
117.5 FJC
Chan 122

POTTSTOWN
116.5 PTW
Chan 112

MAZIE

YARDLEY
108.2 ARD
Chan 19

NORTH DEP CON
124.35 319.15

HOSKR

SPECIAL INSTRUCTIONS: All aircraft routed via MXE VORTAC, STOEN, PTW VORTAC, FJC VORTAC, ARD VOR/DME, REESY, HAPPS, FOLEZ, HOSKR, MAZIE: departure control frequency 124.35.

FOLEZ

MODENA
113.2 MXE
Chan 79

STOEN

HAPPS

REESY

APEER

SPECIAL INSTRUCTIONS: All aircraft routed via OOD VORTAC, DITCH, DQO VORTAC, RUUTH, RBV VORTAC, APEER, CHAZR, TEBEE, LULOO, RIDNG: departure control frequency 119.75.

DUPONT
114.0 DQO
Chan 87

SOUTH DEP CON
119.75 269.25

WOODSTOWN
112.8 OOD
Chan 75

LULOO

DITCH

COYLE
113.4 CYN
Chan 81

CHAZR

TEBEE

SMYRNA
111.4 ENO
Chan 51

TAKEOFF MINIMUMS

Rwy 26: NA-ATC.

Rwy 27L/R: Standard.

Rwy 8: Standard with minimum climb of 300'/NM to 1500.

Rwy 9L: Standard with minimum climb of 280'/NM to 1500.

Rwy 9R: Standard with minimum climb of 250'/NM to 1500.

Rwy 17: 300-1 or Standard with minimum climb of 611'/NM to 300.

Rwy 35: Standard with minimum climb of 280'/NM to 1500.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

PHILADELPHIA FOUR DEPARTURE

PHILADELPHIA, PENNSYLVANIA

PHILADELPHIA INTL (PHL)

(PHL4.PHL) 12JUN25

NE-4, 03 SEP 2026 to 29 OCT 2026



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8, 9L/R, 17, 27L/R, 35: Climb on heading assigned by ATC, thence....
EXCEPTION: TAKEOFF RUNWAYS 27L/R (2200L-0600L): Climbing left turn heading 245°, thence....
....expect RADAR vectors to first navaid/fix. Maintain ATC assigned altitude, expect clearance to filed altitude/flight level within ten (10) minutes after departure.

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 42719 W06A	APP CRS 065°	Rwy Ldg 3523 TDZE 301 Apt Elev 302
--	------------------------	---

RNAV (GPS) RWY 6
WINGS FLD (LOM)

T Baro-VNAV NA when using Pottstown altimeter setting. For uncompensated
A Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). When local altimeter setting not received, use Pottstown altimeter setting and increase all DA 35 feet and all MDA 40 feet; increase LPV Cats A/B visibility ¼ mile. Rwy 6 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct HOMWE and hold.

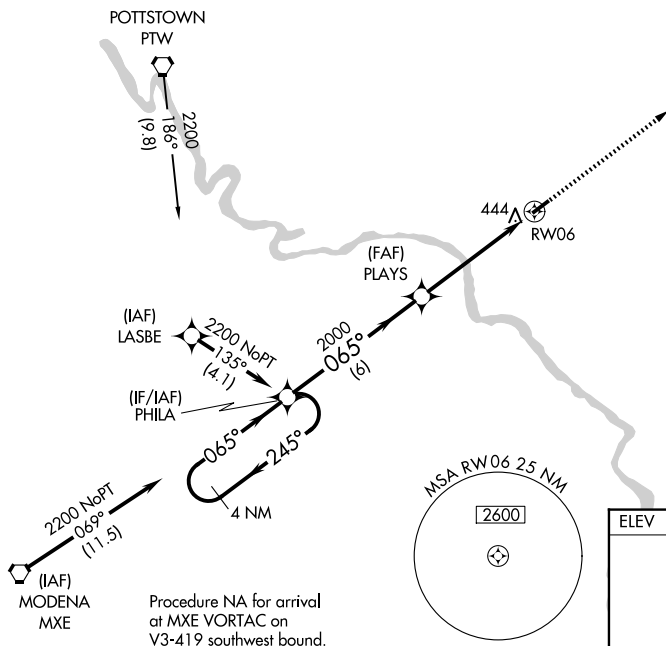
AWOS-3
118.925

PHILADELPHIA APP CON
126.85 263.125

CLNC DEL
135.3

UNICOM
123.0 (CTAF) **L**

Procedure NA for arrival
at PTW VORTAC on
V403-405 northeast bound.



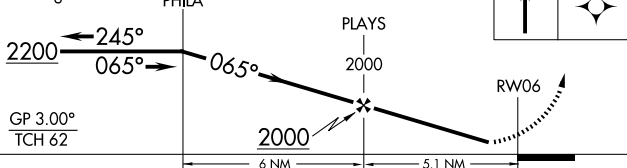
Procedure NA for arrival
at MXE VORTAC on
V3-419 southwest bound.

4 NM
Holding Pattern

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 40).

2000

HOMWE



CATEGORY		A	B	C	D
LPV	DA	614-1	313 (400-1)		NA
LNAP/ VNAV	DA	788-1 $\frac{3}{4}$	487 (500-1 $\frac{3}{4}$)		NA
LNAP	MDA	720-1	419 (500-1)		NA
CIRCLING		780-1	478 (500-1)		NA

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

Amdt 1B 16AUG18

40°08'N-75°16'W

WINGS FLD (LOM)

RNAV (GPS) RWY 6

NE-4, 03 SEP 2026 to 29 OCT 2026

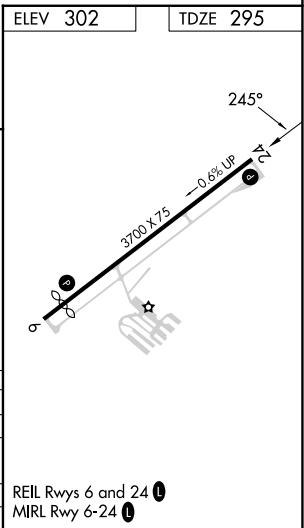
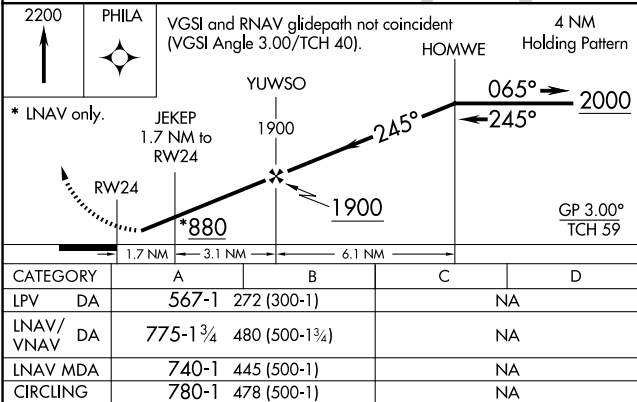
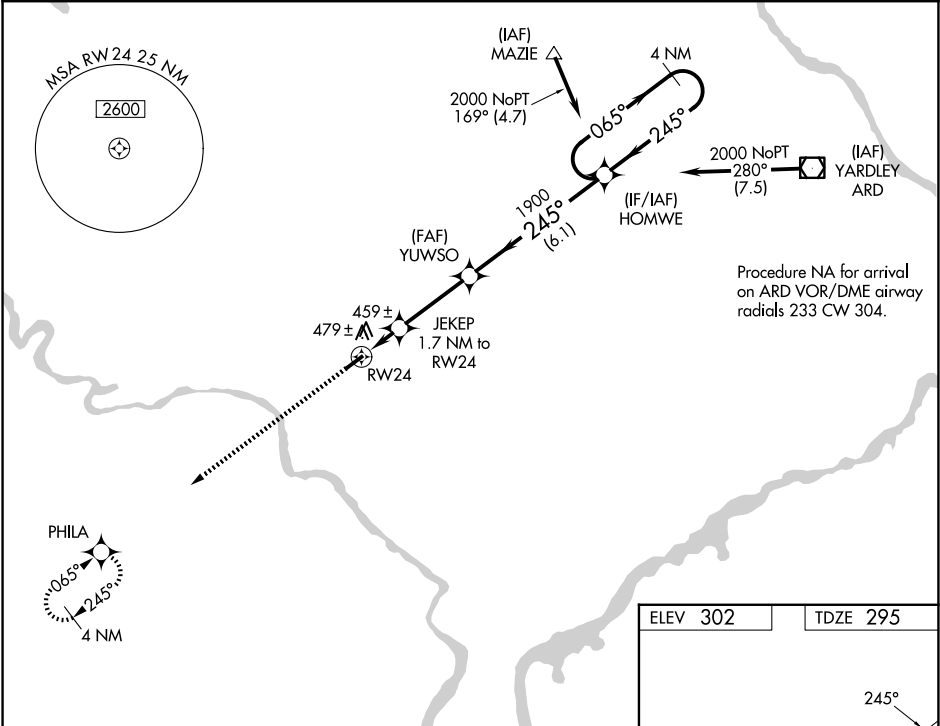
▼

⚠

Baro-VNAV NA when using Pottstown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). When local altimeter setting not received, use Pottstown altimeter setting and increase all DA 35 feet and all MDA 40 feet. Rwy 24 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2200 direct PHLA and hold.

AWOS-3 118.925	PHILADELPHIA APP CON 126.85 263.125	CLNC DEL 135.3	UNICOM 123.0 (CTAF) 0
--------------------------	---	--------------------------	---------------------------------



APP CRS	Rwy Ldg	3050
249°	TDZE	1755
	Apt Elev	1755

RNAV (GPS) RWY 26

PHILIPPI/BARBOUR COUNTY RGNL (79D)

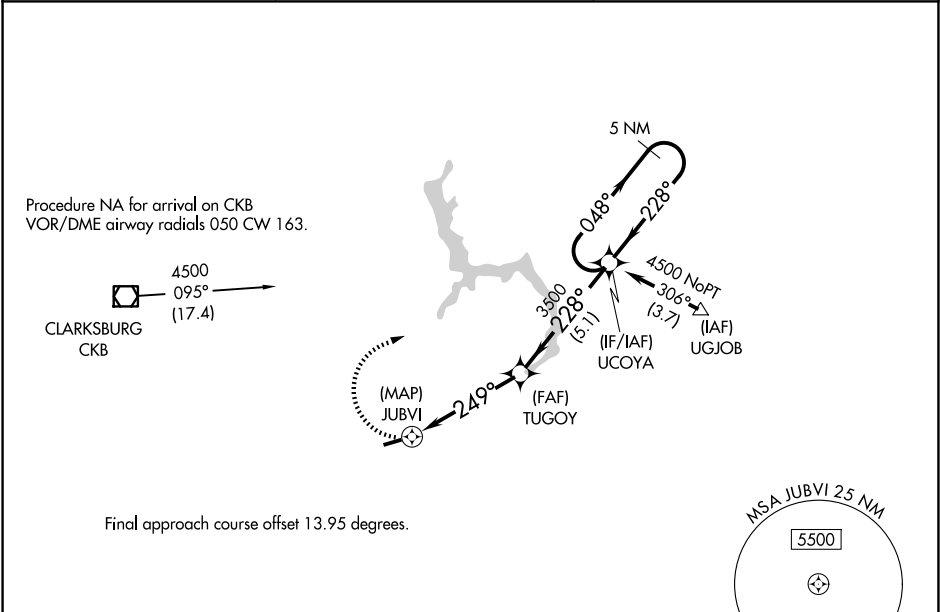
▼

NA

Rwy 26 helicopter visibility reduction below 1 SM NA.
DME/DME RNP-0.3 NA. Procedure NA at night.
Use Clarksburg altimeter setting, when not received,
use Buckhannon altimeter setting.

MISSED APPROACH: Climbing right
turn to 4500 direct UCOYA and hold.

CKB ASOS 127.825	CLARKSBURG APP CON ★ 121.15 284.65	CTAF 122.9 0
---------------------	---------------------------------------	-----------------



ELEV 1755

TDZE 1755

4500	UCOYA	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 20).	5 NM Holding Pattern	
JUBVI	TUGOY	UCOYA	4500	
0.5	4.5 NM	5.1 NM		
CATEGORY	A	B	C	D
LNAV MDA	2460-1	705 (800-1)	NA	
CIRCLING	2520-1 765 (800-1)	2520-1¼ 765 (800-1¼)	NA	

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

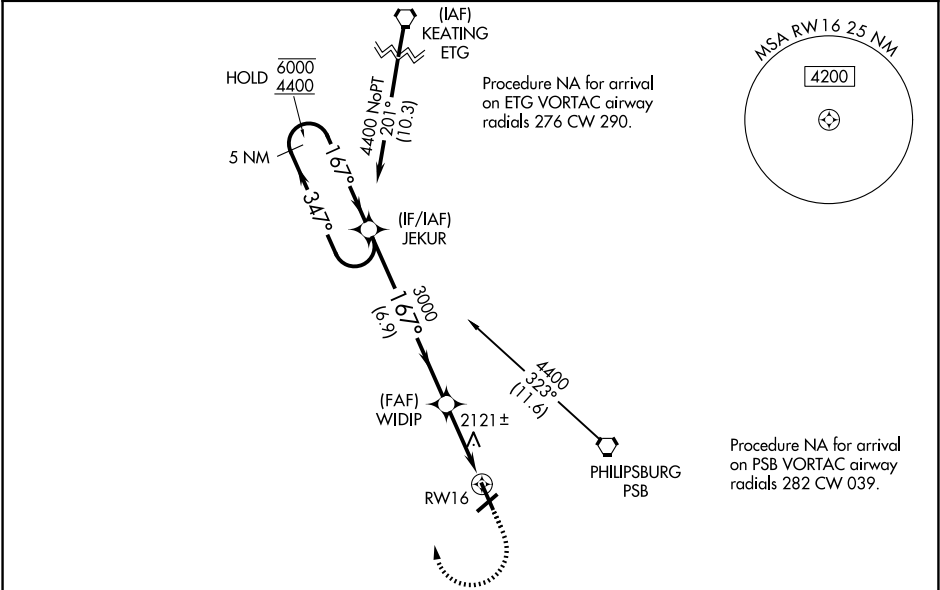
WAAS CH 97521 W16A	APP CRS 167°	Rwy Ldg TDZE 1948 Apt Elev 1948
--	------------------------	---

RNAV (GPS) RWY 16

MID-STATE (PSB)

RNP APCH.	MISSED APPROACH: Climb to 2800 then climbing right turn to 4400 direct JEKUR and hold.
⚠ NA Rwy 16 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA. Straight-in Rwy 16 NA at night, Circling Rwy 16, 24, NA at night. Use State College altimeter setting, when not received use Clearfield altimeter setting. Circling NA for Cat D east of Rwy 16-34.	

AWOS-3 127.525	UNV AWOS-3 127.65	NEW YORK CENTER 134.8 338.3	CTAF 122.9 0
--------------------------	-----------------------------	---------------------------------------	------------------------



					ELEV 1948		TDZE 1948	
5 NM Holding Pattern JEKUR 6000 ← 347° 4400 → 167° GP 3.00° TCH 52					2800 4400 JEKUR			
WIDIP 3000 3000 6.9 NM 3.1 NM RW16					167° 91 5711 X 100 5006 X 100 1.0% UP 0.53% UP 34 24			
CATEGORY	A		B	C	D			
LPV DA	2323-1				375 (400-1)			
LNAV/VNAV DA	2332-1½				384 (400-1½)			
LNAV MDA	2520-1		572 (600-1)		2520-1½		572 (600-1½)	
CIRCLING	2680-1 732 (800-1)		2840-1¼ 892 (900-1¼)		2880-2¾ 932 (1000-2¾)		3000-3 1052 (1100-3)	

MIRL Rwy 6-24 and 16-34 0

VORTAC PSB 115.5 Chan 102	APP CRS 256°	Rwy Ldg 5006 TDZE 1917 Apt Elev 1948
---	------------------------	---

VOR RWY 24
MID-STATE (PSB)

T Use State College altimeter setting, when not received use Clearfield altimeter setting.
A NA Procedure NA at night. Circling NA for Cat D east of Rwy 16-34.
 Rwy 24 helicopter visibility reduction below 1 SM NA.

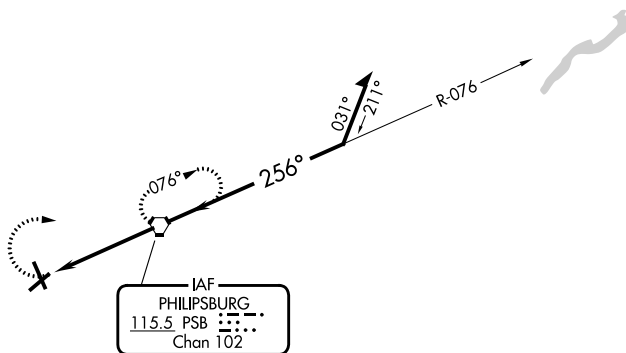
MISSED APPROACH: Climbing right turn to 4000 direct PSB VORTAC and hold.

AWOS-3
127.525

UNV AWOS-3
127.65

NEW YORK CENTER
134.8 338.3

CTAF
122.9 **L**

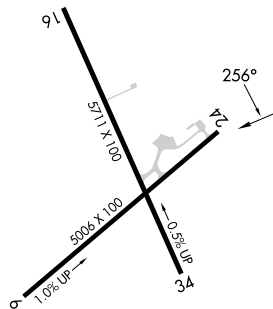


MSA PSB 23 NM

4200

ELEV 1948

TDZE 19

MIRL Rwyys 6-24 and 16-34 **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

4000	PSB
	

PSB
VORTAC

Remain
within 10 NM

A line graph showing the relationship between the number of hours (x-axis) and the number of miles (y-axis). The x-axis is labeled "Hours" and ranges from 0 to 10. The y-axis is labeled "Miles" and ranges from 0 to 4000. A line starts at the origin (0,0) and passes through points (2, 3500) and (4, 4000). The slope of the line is 256 degrees.

2.27
TCH 55

— 4.4 NM

CATEGORY	A	B	C	D
S-24	3040-1¼ 1123 (1100-1¼)	3040-1½ 1123 (1100-1½)	3040-3	1123 (1100-3)
CIRCLING	3040-1¼ 1092 (1100-1¼)	3040-1½ 1092 (1100-1½)	3040-3	1092 (1100-3)

PHILIPSBURG, PENNSYLVANIA

Amdt 16E 16MAY24

40°53'N-78°05'W

MID-STATE (PSB)
VOR RWY 24

NE-4, 03 SEP 2026 to 29 OCT 2026

APP CRS

074°

Rwy Idg

3701

TDZE

1770

Apt Elev

1783

RNAV (GPS) RWY 8

KEE FLD (I16)

RNP APCH - GPS.

▼

NA

Rwy 8 helicopter visibility reduction below 1 SM NA.
Procedure NA at night.

MISSED APPROACH: Climb to 5000 direct OGINY and hold.

AWOS-3

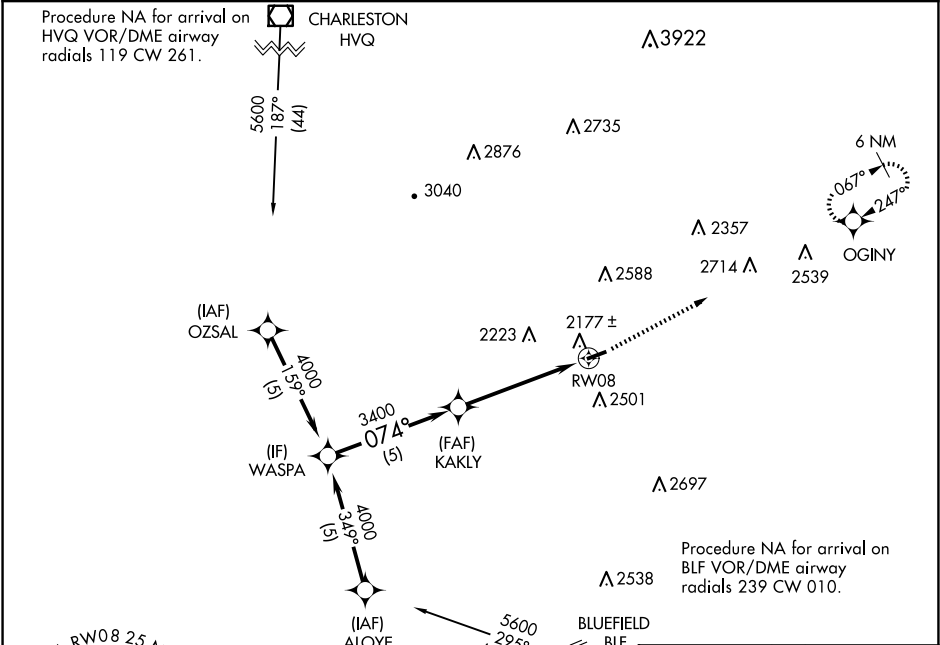
120.625

CHARLESTON APP CON

125.4 269.125

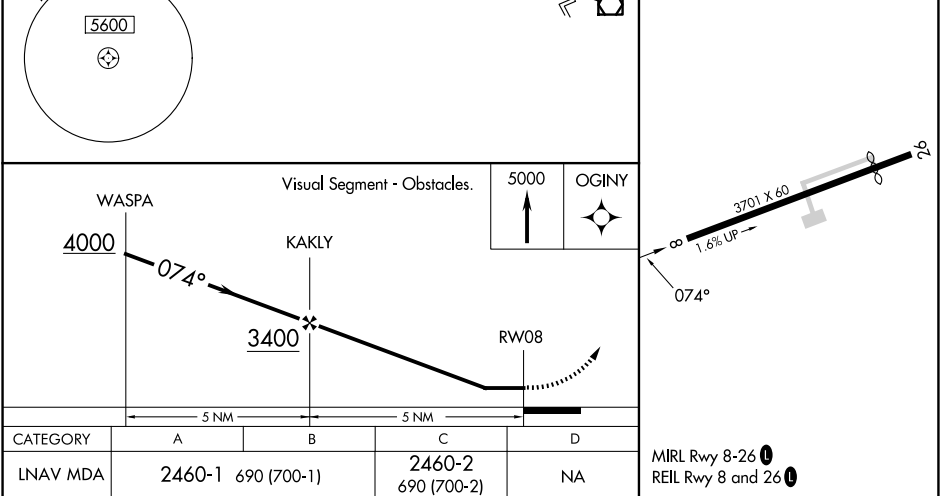
UNICOM

122.8 (CTAF) 0



ELEV 1783

TDZE 1770

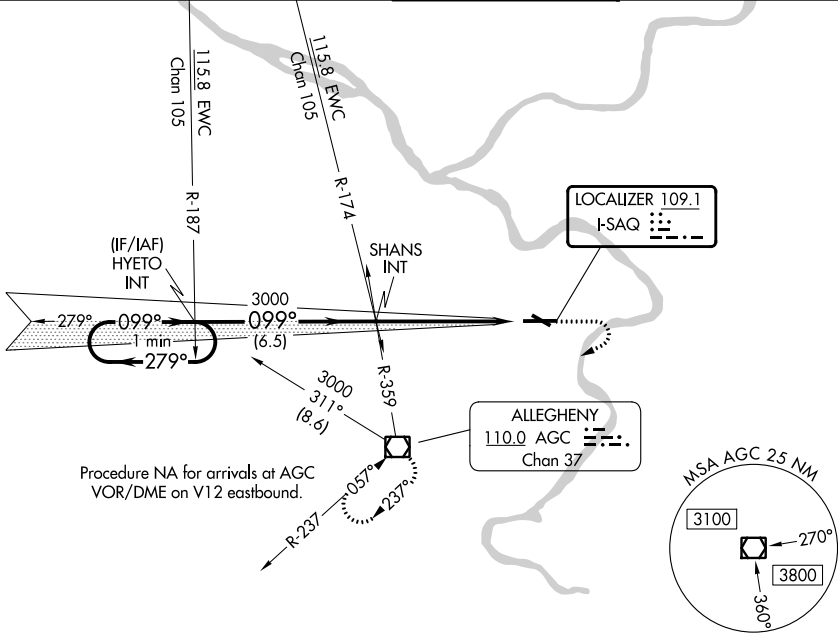


LOC I-SAQ 109.1	APP CRS 099°	Rwy Ldg TDZE Apt Elev 6501 1251 1252
---------------------------	------------------------	--

ILS or LOC RWY 10

ALLEGHENY COUNTY (AGC)

Circling Rwy 13 NA at night.		MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct AGC VOR/DME and hold, continue climb-in-hold to 3000.	
ATIS 120.55	PITTSBURGH APP CON 119,35 285,575	ALLEGHENY TOWER 121.1 239.0	GND CON 121.7



ELEV 1252	TDZE 1251				
2000 3000 AGC 13 3825 X 100 6501 X 150 28 10 099° TWR (H) (PA)					
REIL Rwys 10, 13, and 31 HIRL Rwys 10-28 and 13-31 FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

One Minute Holding Pattern HYETO INT SHANS INT 3000 3000 3000 279° 099° 099° 279° 1 min 6.5 31.1 8.6 057° 237° GS 3.00° TCH 47				
6.5 NM 5.4 NM				
CATEGORY	A	B	C	D
S-ILS 10	1451-3/4 200 (200-3/4)			
S-LOC 10	1760-1 509 (600-1)		1760-13/8 509 (600-13/8)	
CIRCLING	1760-1 508 (600-1)		1980-2 728 (800-2) 1980-21/4 728 (800-21/4)	

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

LOC I-AGC 109.1	APP CRS 281°	Rwy Ldg 6501 TDZE 1251 Apt Elev 1252
---------------------------	------------------------	---

ILS or LOC RWY 28

MALS

T Autopilot coupled approach NA below 1900. Circling Rwy 13 NA
A at night. For inop ALS, increase S-LOC Cats C and D visibility to RVR
6000. Inop table does not apply to S-ILS 28.

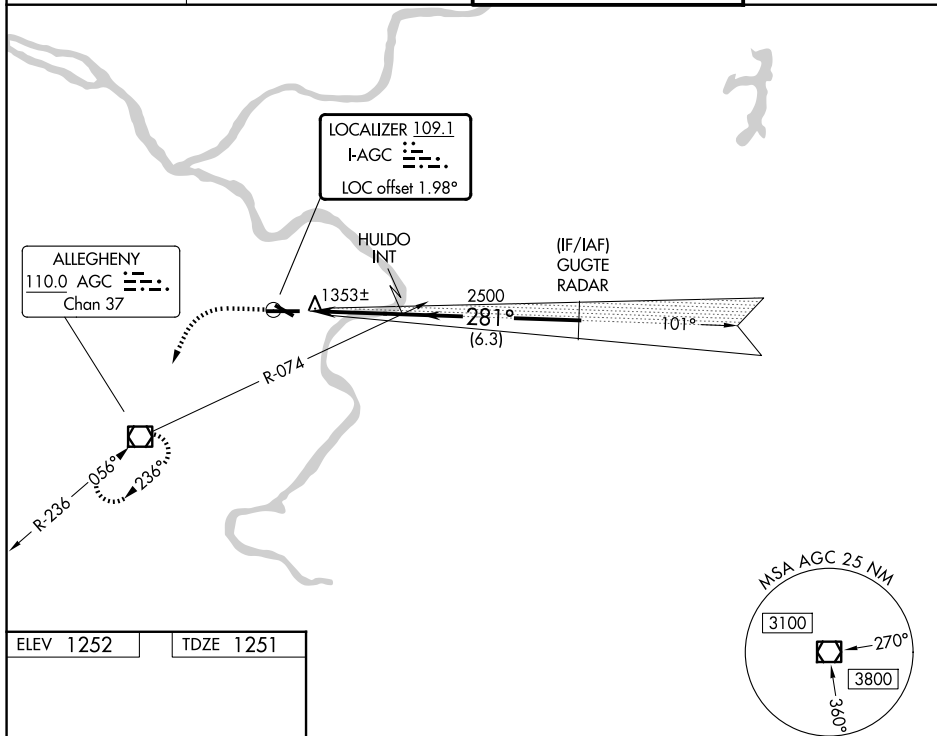
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct AGC VOR/DME and hold, continue climb-in-hold to 3000.

ATIS
120.55

PITTSBURGH APP CON
119.35 285.575

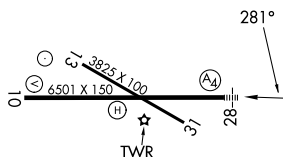
ALLEGHENY TOWER
121.1 239.0

GND CON
121.7



ELEV 1252

TDZE 1251



REIL Rlys 10, 13, and 31
HIRL Rlys 10-28 and 13-31

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

PITTSBURGH, PENNSYLVANIA

Amdt 29E 17APR25

2000	3000	AGC
		

GUGTE
RADAR

3000

GS 3.00°
TCH 51

HULDO

2500

2500

CATEGORY

A

B

D

S-ILS 28

1501/40	250 (300- $\frac{3}{4}$)
---------	---------------------------

660/40 409 (500-

1660/50 409 (500-1)

References

1980-2

1980-2¼

CIRCLING

17

728 (800-

728 (800-2¼)

40°21'N-79°56'W

ALLEGHENY COUNTY (AGC)

ILS or LOC RWY 28

NE-4, 03 SEP 2026 to 29 OCT 2026

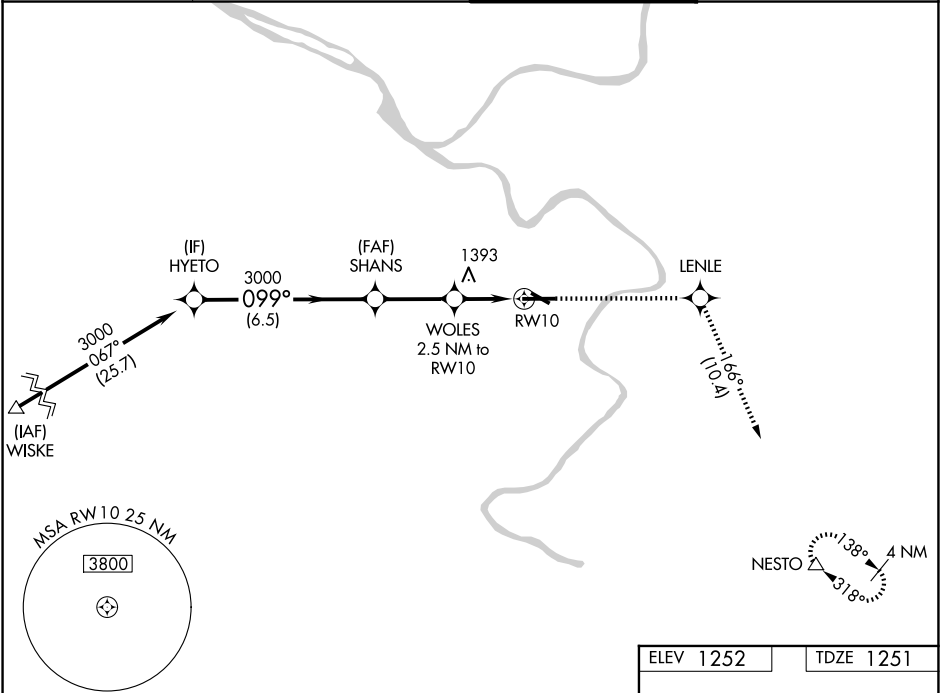
WAAS CH 97325 W10A	APP CRS 099°	Rwy Ldg TDZE Apt Elev	6501 1251 1252
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 10

ALLEGHENY COUNTY (AGC)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3100 direct LENLE and on track 166° to NESTO and hold.
▼ ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling Rwy 13 NA at night.	

ATIS 120.55	PITTSBURGH APP CON 119.35 285.575	ALLEGHENY TOWER 121.1 239.0	GND CON 121.7
-----------------------	---	---------------------------------------	-------------------------



HYETO		SHANS		3100 ↑		LENLE ✧		tr 166°		NESTO △	
3000		3000		WOLES 2.5 NM to RW10		*LNAV only.					
GP 3.00° TCH 47		*2080		*1.1 NM to RW10							
6.5 NM		2.8 NM		1.4 NM		1.1					
CATEGORY	A	B	C	D							
LPV DA	1451-3/4			200 (200-3/4)							
LNAV/ VNAV DA	1554-1			303 (400-1)							
LNAV MDA	1660-1 409 (500-1)			1660-1 1/8 409 (500-1 1/8)							
CIRCLING	1720-1 468 (500-1)			1980-2 728 (800-2)		1980-2 1/4 728 (800-2 1/4)					

PITTSBURGH, PENNSYLVANIA

AL-326 (FAA)

25331

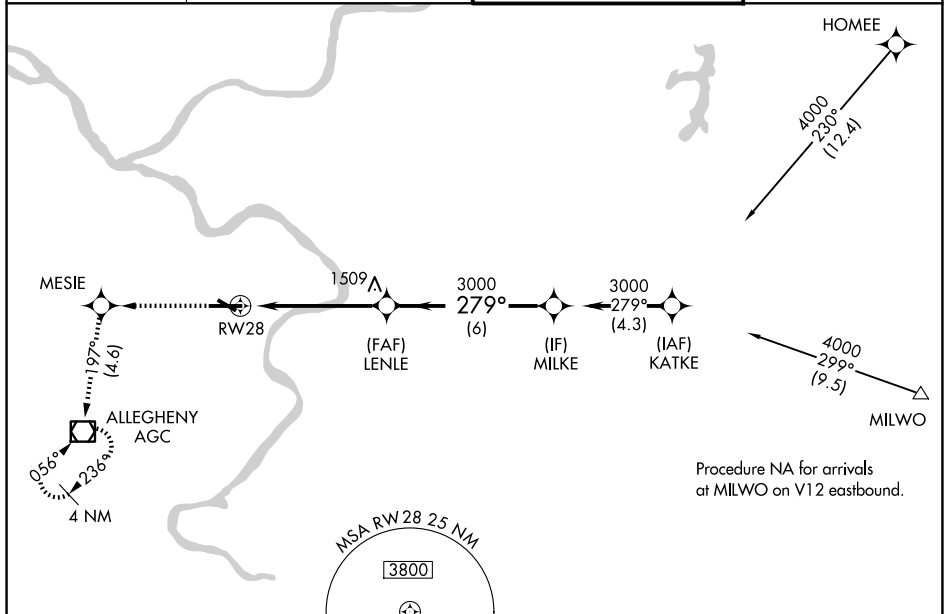
WAAS CH 65625 W28A	APP CRS 279°	Rwy Ldg TDZE 1251 Apt Elev 1252
--	------------------------	---

RNAV (GPS) RWY 28

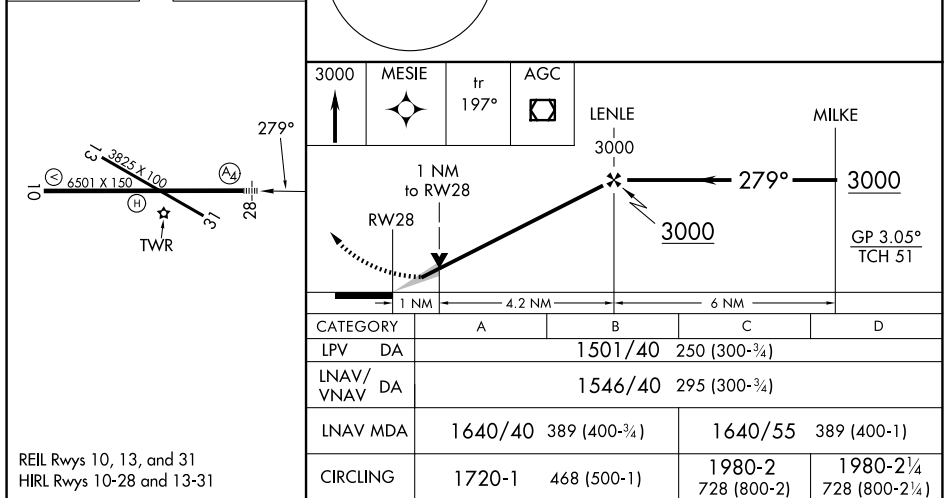
ALLEGHENY COUNTY (AGC)

RNP APCH - GPS.	MALS	MISSED APPROACH: Climb to 3000 direct MESIE and on 197° track to AGC VOR/DME and hold, continue climb-in-hold to 3000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Autopilot coupled approach NA below 1900. Inop table does not apply to LPV, for inop ALS increase LNAV/VNAV all Cats to RVR 4500. Circling Rwy 13 NA at night.		

ATIS 120.55	PITTSBURGH APP CON 119.35 285.575	ALLEGHENY TOWER 121.1 239.0	GND CON 121.7
-----------------------	---	---------------------------------------	-------------------------



ELEV 1252	TDZE 1251
------------------	------------------



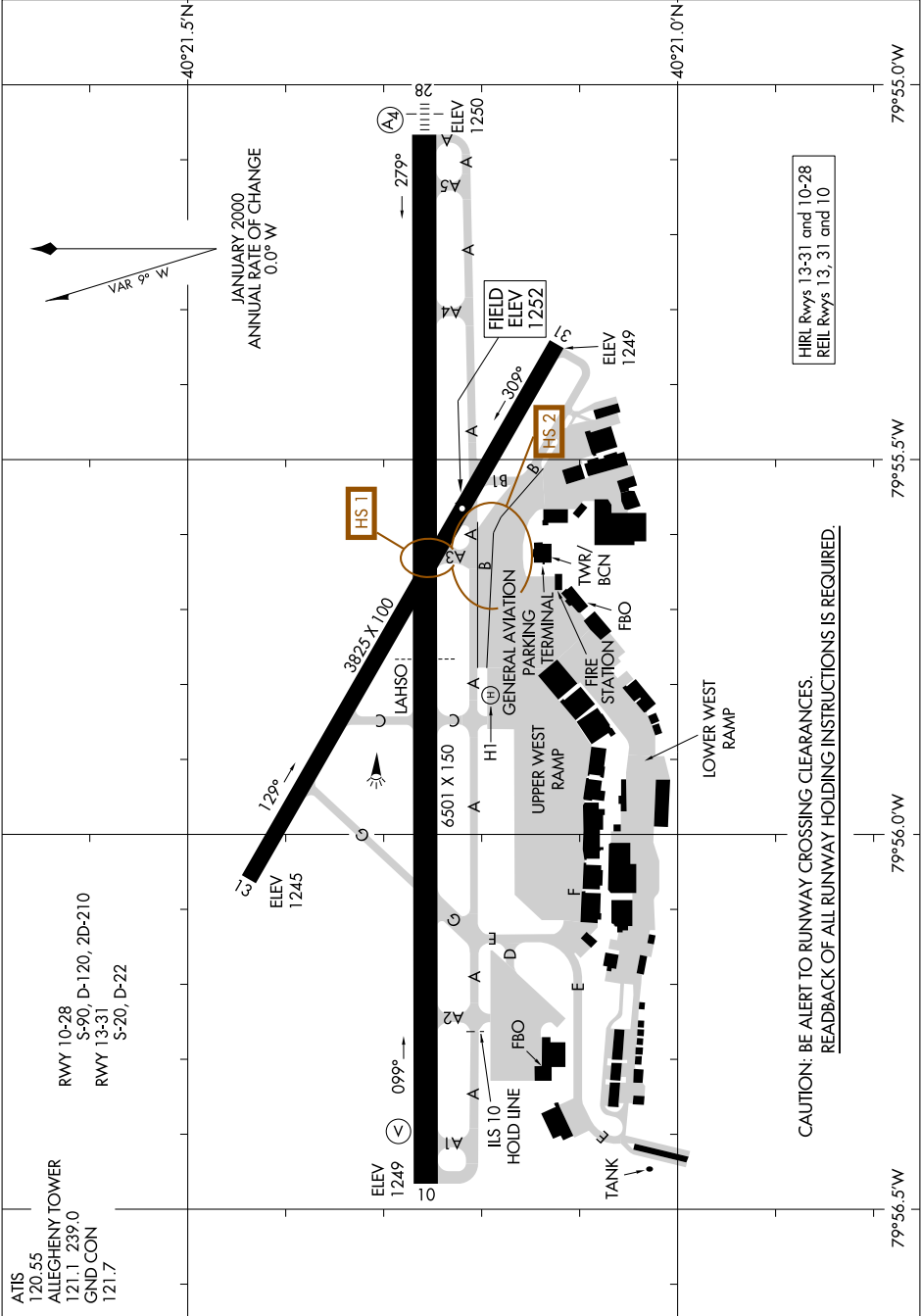
PITTSBURGH, PENNSYLVANIA
Amdt 3C 10JUL25

40°21'N-79°56'W

ALLEGHENY COUNTY (AGC)

RNAV (GPS) RWY 28

NE-4, 03 SEP 2026 to 29 OCT 2026



ALLEGHENY NINE DEPARTURE

ATIS
120.55
GND CON
121.7
ALLEGHENY TOWER
121.1 239.0
PITTSBURGH DEP CON
119.35 285.575

BRIGGS
114.05 BSV :--:--:
Chan 87 (Y)

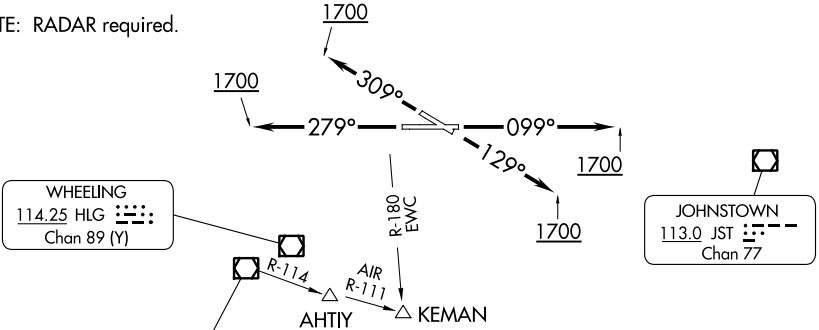
AKRON
114.4 ACO :--:--:
Chan 91

FRANKLIN
109.6 FKL :--:--:
Chan 91

ELLWOOD CITY
115.8 EWC :--:--:
Chan 105

TYROO

NOTE: RADAR required.



TAKEOFF MINIMUMS
Rwys 10, 28, 31: Standard.
Rwy 13: Standard with minimum
climb of 205'/NM to 1800.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 10: Climb heading 099° until 1700 thence....
TAKEOFF RUNWAY 13: Climb heading 129° until 1700 thence....
TAKEOFF RUNWAY 28: Climb heading 279° until 1700 thence....
TAKEOFF RUNWAY 31: Climb heading 309° until 1700 thence....
....expect vectors to assigned route/fix. Maintain 3000. Expect further
clearance to requested altitude 10 minutes after departure.

NOTE: Chart not to scale.

ALLEGHENY NINE DEPARTURE

LOC I-LXB	APP CRS	Rwy Ldg	10502
111.7	101°	TDZE	1203
		Apt Elev	1203

ILS or LOC RWY 10L

PITTSBURGH INTL (PIT)

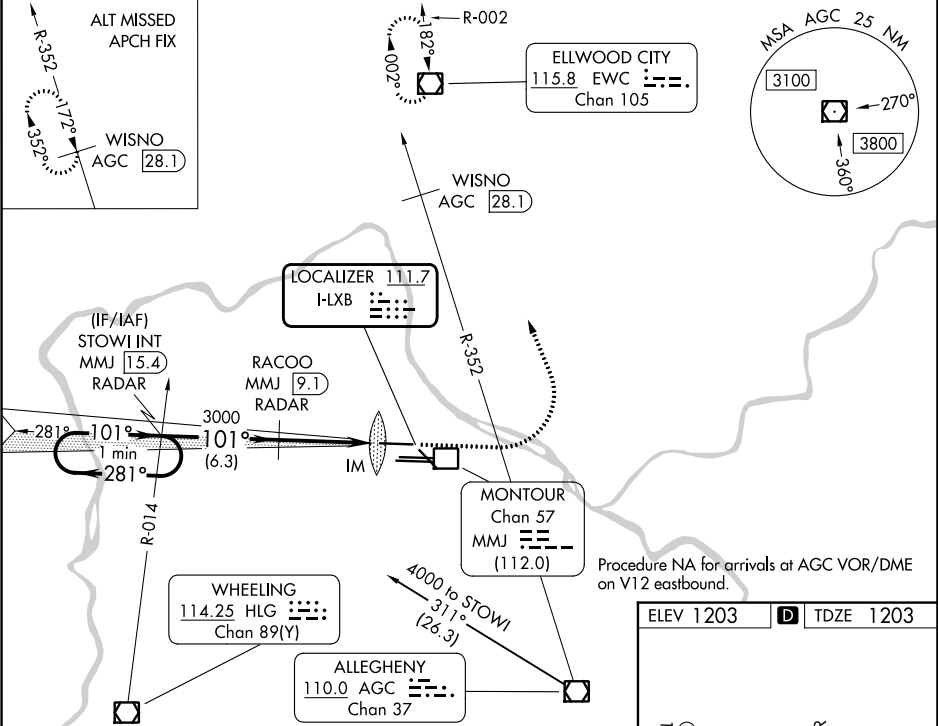
⚠

Simultaneous approach authorized. DME or RADAR required.
For inop ALS, increase S-ILS 10L Cat E visibility to RVR 4000 and S-LOC 10L Cats C/D/E visibility to 1/2 SM. DME from MMJ DME. Simultaneous reception of I-LXB and MMU DME required.

ALSIF-2

MISSED APPROACH: Climb to 1900 then climbing left turn to 4000 direct EWC VOR/DME and hold.

D-ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON
127.25	123.95 360.8	128.3 291.7	SOUTH 121.9 348.6 NORTH 127.8 348.6



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 83).

One Minute Holding Pattern

1900

4000

EWC

REIL Rwy 10C

HIRL all rws

TDZL/RCLS Rws 10L, 10R, 28L, 28R, 28C, and 32

CATEGORY	A	B	C	D	E
S-ILS 10L	1403/18 200 (200-1/2)				
S-LOC 10L	1700/24 497 (500-1/2)		1700/50 497 (500-1)		
CIRCLING	1700-1 497 (500-1)		1880-2 677 (700-2)	1880-2 1/4 677 (700-2 1/4)	1880-2 1/2 677 (700-2 1/2)

ELEV 1203

TDZE 1203

REIL Rwy 10C

HIRL all rws

TDZL/RCLS Rws 10L, 10R, 28L, 28R, 28C, and 32

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

PITTSBURGH, PENNSYLVANIA

AL-570 (FAA)

26134

LOC I-GUT	APP CRS	Rwy Ldg	10R	10C
108.9	101°	TDZE	11492	9708
		Apt Elev	1135	1141
			1203	1203

ILS or LOC RWY 10R

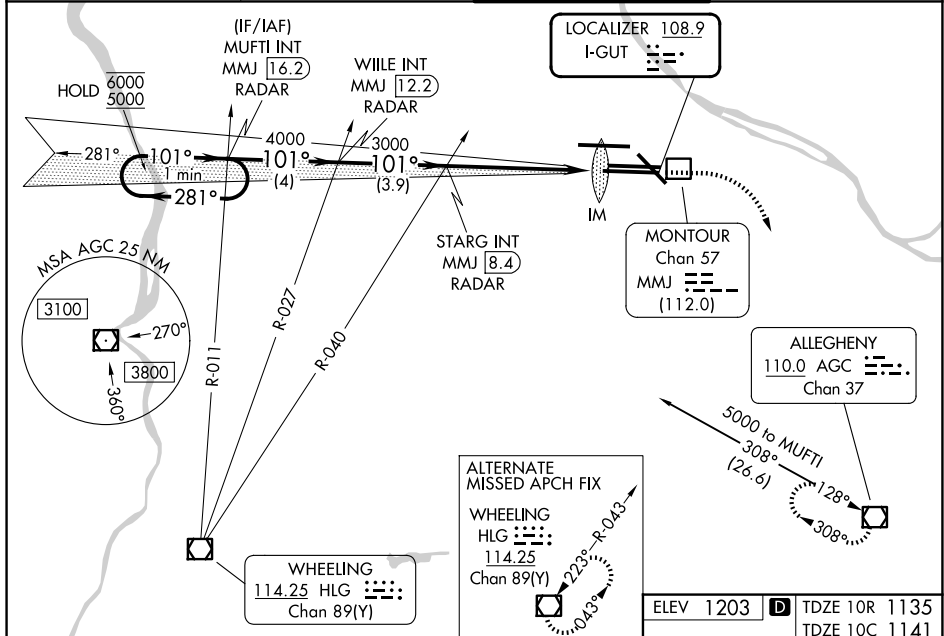
PITTSBURGH INTL (PIT)

Simultaneous approach authorized.
For inop ALS, increase S-ILS 10R Cat E visibility to RVR 4000 and S-LOC 10R Cat E visibility to 1½ SM.

ALSF-2

MISSED APPROACH: Climb to 1900 then climbing right turn to 5000 direct AGC VOR/DME and hold, continue climb-in-hold to 5000.

D-ATIS 127.25	PITTSBURGH APP CON 123.95 360.8	PITTSBURGH TOWER 128.3 291.7	GND CON SOUTH 121.9 348.6 NORTH 127.8 348.6
-------------------------	---	--	---



One Minute Holding Pattern					VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 71°).		1900	5000	AGC
					GS 3.00° TCH 51				
CATEGORY					A	B	C	D	E
S-ILS 10R					1335/18 200 (200-½)				1335/24 200 (200-½)
S-LOC 10R					1660/24 525 (500-½)		1660/55 525 (500-1)		
SIDESTEP 10C					1660/50 519 (500-1)		1660-1½ 519 (500-1½)	1660-2 519 (500-2)	
CIRCLING					1700-1 497 (500-1)		1880-2 677 (700-2)	1880-2¼ 677 (700-2¼)	1900-2½ 697 (700-2½)

REIL Rwy 10C
HIRL all rwy's
TDZL/RCLS Rwy's 10L, 10R, 28L, 28R, 28C, and 32

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

PITTSBURGH, PENNSYLVANIA

Amdt 11 26DEC24

40°29'N-80°14'W

PITTSBURGH INTL (PIT)

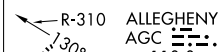
ILS or LOC RWY 10R

NE-4, 03 SEP 2026 to 29 OCT 2026

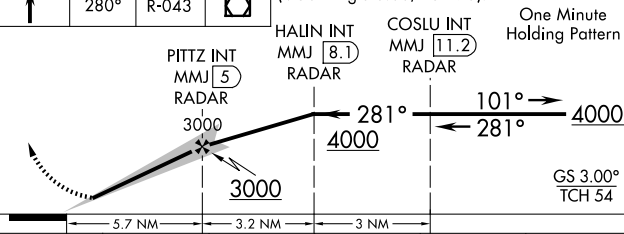
ILS or LOC RWY 28L
PITTSBURGH INTL (PIT)

MISSED APPROACH: Climb to 4000 on heading 280° and HLG VOR/DME R-043 to HLG VOR/DME and hold.

	GND	CON
SOUTH	121.9	348.6
NORTH	127.8	348.6



One Minute Holding Pattern



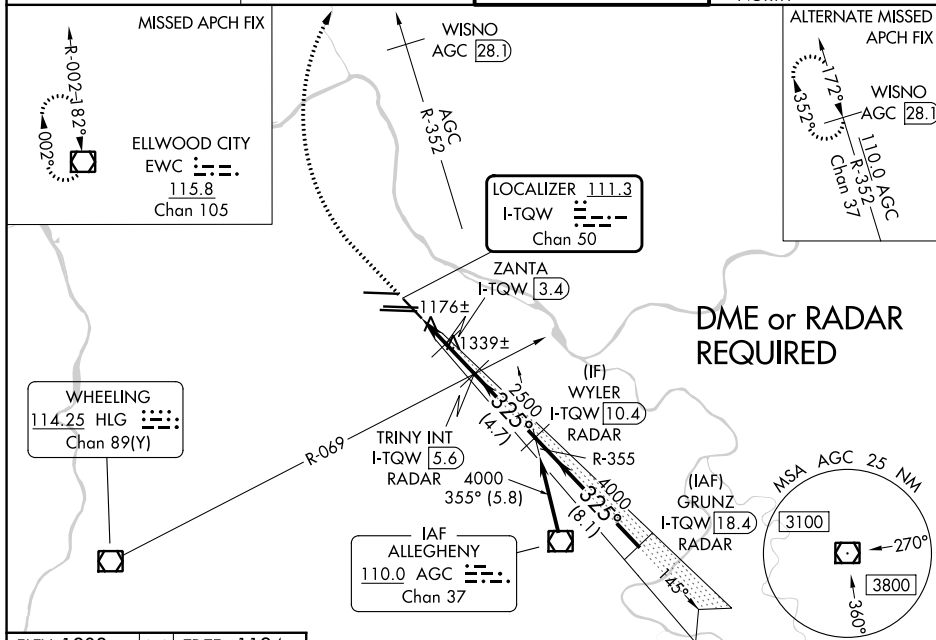
CATEGORY	A	B	C	D	E
S-LS 28L	1325/18 200 (200-½)				
S-LOC 28L	1700/24 575 (600-½)		1700-1¼ 575 (600-1¼)		
SIDESTEP 28C	1700-1 566 (600-1)		1700-1½ 566 (600-1½)	1700-2 566 (600-2)	
CIRCLING	1700-1 497 (500-1)		1880-2 677 (700-2)	1880-2¼ 677 (700-2¼)	1880-2½ 677 (700-2½)

NE-4, 03 SEP 2026 to 29 OCT 2026

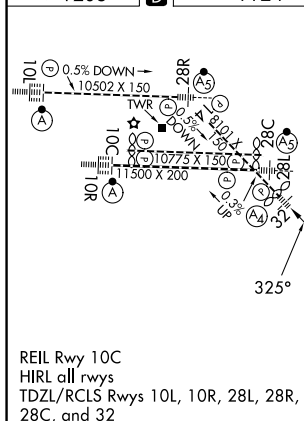
ILS or LOC RWY 32
PITTSBURGH INTL (PIT)

- | | | |
|---|---|---|
| <p>▼ DME or RADAR required. Inop table does not apply to S-ILS 32. For inop ALS, increase S-LOC 32 Cat E visibility to $1\frac{3}{4}$ SM and ZANTA fix minimums S-LOC 32 Cat E visibility to RVR 6000.</p> | <p>MALS</p>  | <p>MISSED APPROACH: Climb to 1800 then climbing right turn to 4000 direct EWC VOR/DME and hold.</p> |
|---|---|---|

D-ATIS 127.25	PITTSBURGH APP CON 123.95 360.8	PITTSBURGH TOWER 128.3 291.7	GND CON SOUTH 121.9 348.6 NORTH 127.8 348.6
------------------	------------------------------------	---------------------------------	---



ELEV 1203		TDZE 1124
-----------	---	-----------



The diagram illustrates the ZANTA FIX procedure with various glidepath options. Key elements include:

- LOC only.** Indicated for the initial approach.
- WYLER** and **GRUNZ** are identified as specific glidepath options.
- I-TQW** (Intermediate Turn Point) values are provided for different options: 1.4, 2.4, 3.4, 5.6, 10.4, and 18.4.
- TRINITY INT** and **TRINITY RADAR** are marked on the glidepath.
- GS 3.00° TCH 37'** is the standard glide slope and threshold elevation.
- Altitudes:** 1760, 2500, 4000, and 6000 feet are marked along the glidepath.
- Distances:** 1 NM, 2.2 NM, 4.7 NM, and 8.1 NM are marked along the horizontal axis.
- Angles:** 325° and 300° are indicated.

NE-4, 03 SEP 2026 to 29 OCT 2026

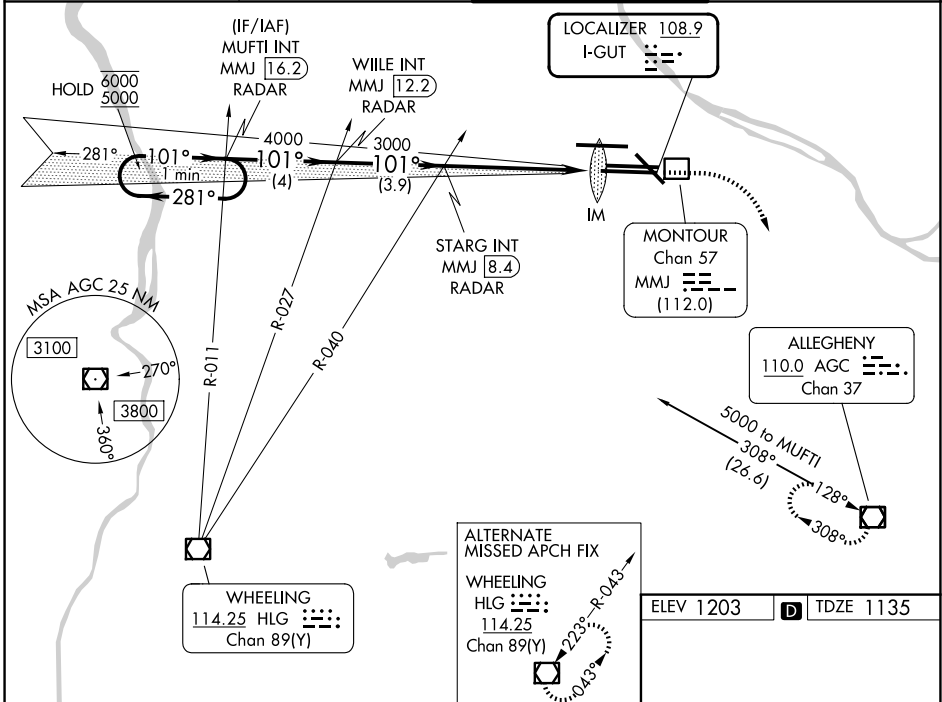
NE-4. 03 SEP 2026 to 29 OCT 2026

ILS RWY 10R (SA CAT I)
PITTSBURGH INTL (PIT)

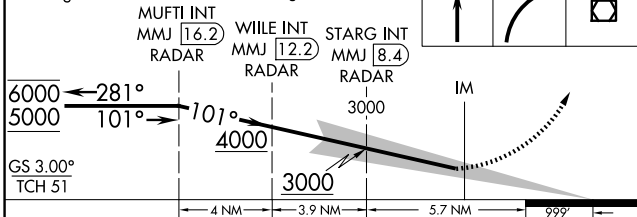
ALSF-2

MISSED APPROACH: Climb to 1900 then climbing right turn to 5000 direct AGC VOR/DME and hold, continue climb-in-hold to 5000.

D-ATIS 127.25	PITTSBURGH APP CON 123.95 360.8	PITTSBURGH TOWER 128.3 291.7	GND CON SOUTH 121.9 348.6 NORTH 127.8 348.6
-------------------------	---	--	---

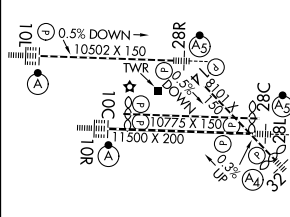


AGC



CATEGORY	A	B	C	D
S-ILS 10R	RA 160/14 150 DA 1285			

SA CAT I ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED



REIL Rwy 10C
HRL all rws
TDZL/RCLS Rws 10L, 10R, 28L, 28R,
28C, and 32

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4. 03 SEP 2026 to 29 OCT 2026

LOC I-HFE	APP CRS	Rwy Ldg	10102
111.7	281°	TDZE	1174
		Apt Elev	1203

ILS RWY 28R (SA CAT I & II)

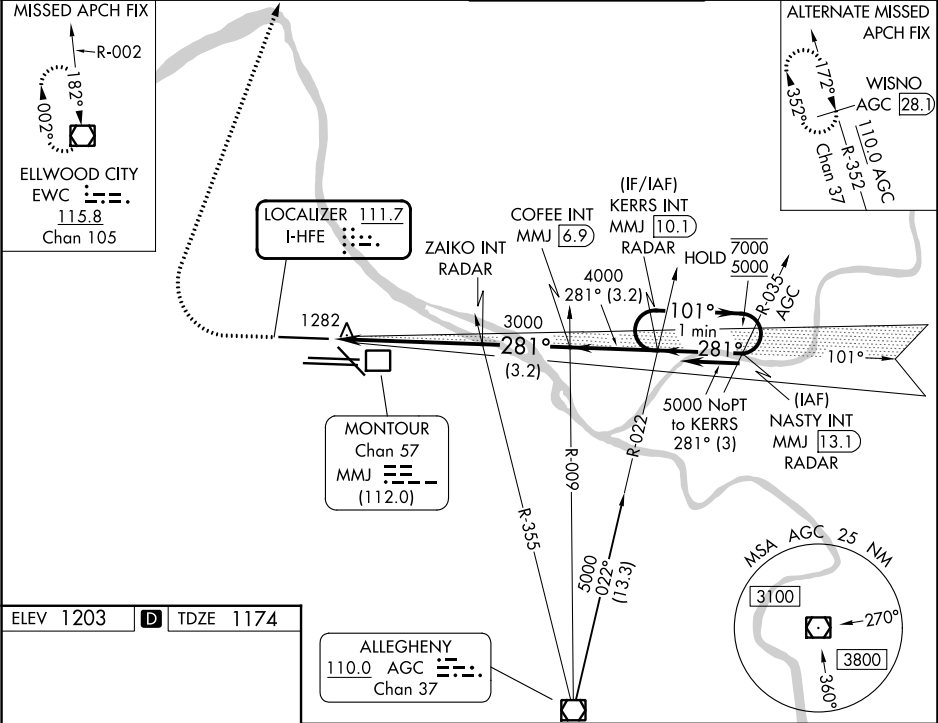
PITTSBURGH INTL (PIT)

From NASTY: Radar required for procedure entry.

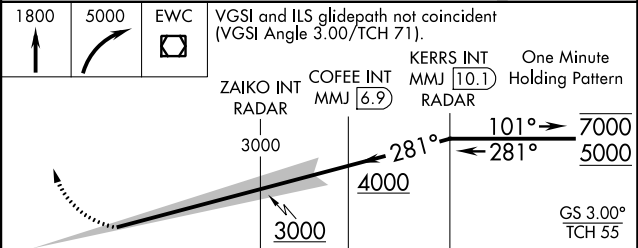
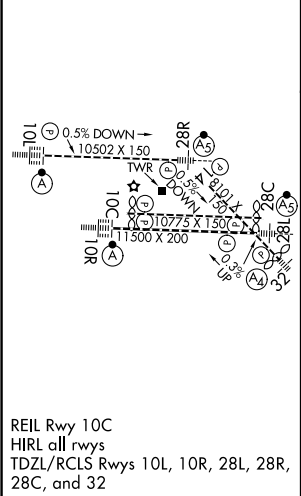
MALSR


MISSED APPROACH: Climb to 1800 then climbing right turn to 5000 direct EWC VOR/DME and hold.

D-ATIS 127.25	PITTSBURGH APP CON 123.95 360.8	PITTSBURGH TOWER 128.3 291.7	GND CON SOUTH 121.9 348.6 NORTH 127.8 348.6
------------------	------------------------------------	---------------------------------	---



ELEV 1203	D	TDZE 1174
-----------	---	-----------



<				
---	--	--	--	--

LOC I-LXB 111.7	APP CRS 101°	Rwy Ldg 10502 TDZE 1203 Apt Elev 1203
---------------------------	------------------------	--

ILS RWY 10L (CAT II & III)

PITTSBURGH INTL (PIT)

Simultaneous approach authorized. DME or RADAR required. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. DME from MMJ DME. Simultaneous reception of I-LXB and MMJ DME required.

ALSF-2

MISSED APPROACH: Climb to 1900 then climbing left turn to 4000 direct EWC VOR/DME and hold.

D-ATIS 127.25	PITTSBURGH APP CON 123.95 360.8	PITTSBURGH TOWER 128.3 291.7	GND CON SOUTH 121.9 348.6 NORTH 127.8 348.6
-------------------------	---	--	---

ALT MISSED APCH FIX

WISNO AGC **28.1**

ELLWOOD CITY **115.8** EWC **112.0** Chan 105

MSA AGC 25 NM

3100

3800

270°

360°

LOCALIZER **111.7** I-LXB

WISNO AGC **28.1**

MONTEUR Chan 57 MMJ **112.0**

Procedure NA for arrivals at AGC VOR/DME on V12 eastbound.

WHEELING **114.25** HLG Chan 89(Y)

ALLEGHENY **110.0** AGC Chan 37

STOWI INT MMJ **15.4** RADAR

RACOO MMJ **9.1** RADAR

One Minute Holding Pattern

4000 **281°** **101°**

GS 3.00° TCH 59

3000

6.3 NM

5.5 NM

1251'

CATEGORY

A B C D

S-ILS 10L CAT II RA NA/12 100 DA 1303

S-ILS 10L CAT III RVR 06

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwy 10C

HIRL all rws

TDZL/RCLS Rws 10L, 10R, 28L, 28R, 28C, and 32

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

LOC I-GUT	APP CRS	Rwy Ldg	11492
108.9	101°	TDZE	1135
		Apt Elev	1203

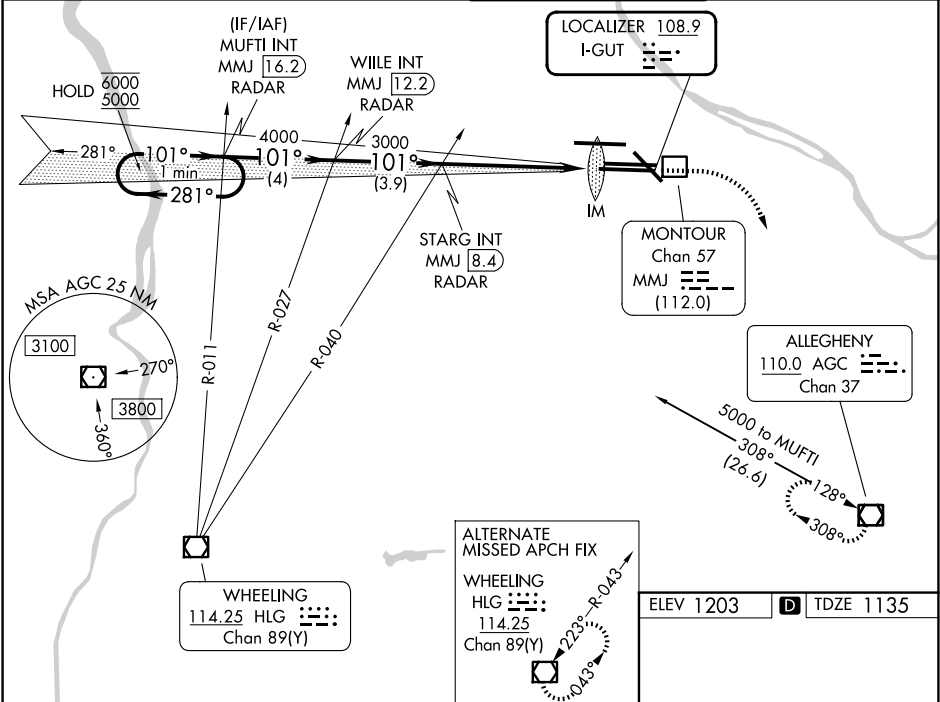
ILS RWY 10R (CAT II & III)
PITTSBURGH INTL (PIT)

Simultaneous approach authorized.

ALSF-2

MISSED APPROACH: Climb to 1900 then climbing right turn to 5000 direct AGC VOR/DME and hold, continue climb-in-hold to 5000.

D-ATIS 127.25	PITTSBURGH APP CON 123.95 360.8	PITTSBURGH TOWER 128.3 291.7	GND CON SOUTH 121.9 348.6 NORTH 127.8 348.6
------------------	------------------------------------	---------------------------------	---



One Minute Holding Pattern

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).

MUFTI INT MMJ [16.2] RADAR

WILLE INT MMJ [12.2] RADAR

STARG INT MMJ [8.4] RADAR

IM

1900 5000 AGC

6000 5000 281° 101° 101° 4000 3000 1234

GS 3.00° TCH 51

4 NM 3.9 NM 5.7 NM 999'

CATEGORY	A	B	C	D
S-ILS 10R	CAT II RA 97/12		100 DA 1235	
S-ILS 10R	CAT III RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 1203 D TDZE 1135

REIL Rwy 10C
HIRL all rwy's
TDZL/RCLS Rwy's 10L, 10R, 28L, 28R, 28C, and 32

ILS RWY 10R (CAT II & III)

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

PITTSBURGH, PENNSYLVANIA

AL-570 (FAA)

26134

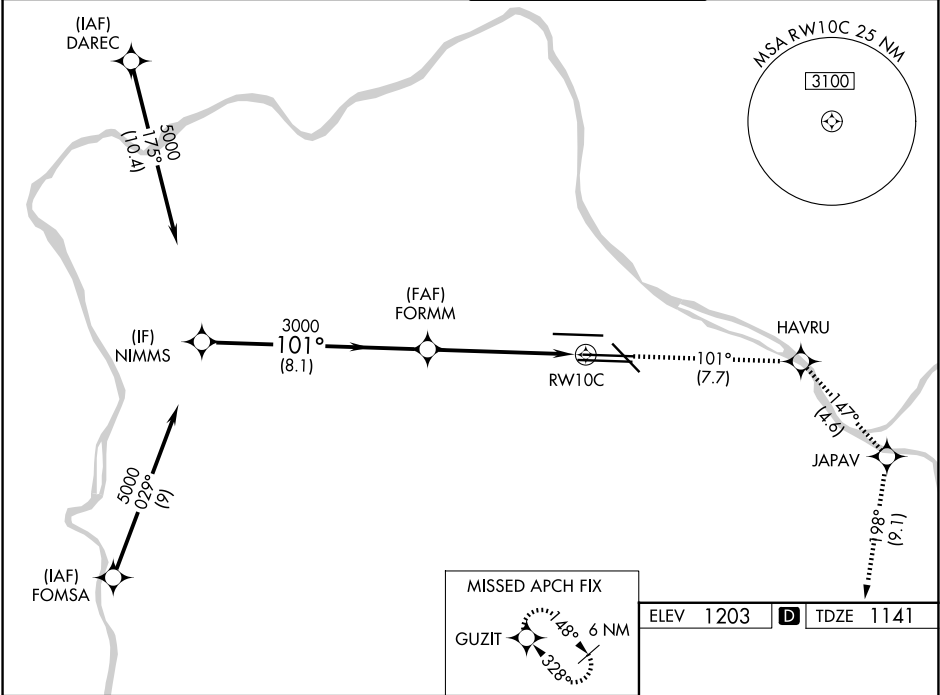
APP CRS 101°	Rwy Ldg	9708
	TDZE	1141
	Apt Elev	1203

RNAV (RNP) Z RWY 10C

PITTSBURGH INTL (PIT')

RNP AR APCH - GPS. Authorization required.	
MISSED APPROACH: Climb to 4000 on track 101° to HAVRU and on track 147° to JAPAV and on track 198° to GUZIT and hold.	

D-ATIS 127.25	PITTSBURGH APP CON 123.95 360.8	PITTSBURGH TOWER 128.3 291.7	GND CON SOUTH 121.9 348.6 NORTH 127.8 348.6
-------------------------	---	--	---



4000		tr 101°	HAVRU	tr 147°	JAPAV	tr 198°	GUZIT
5000		101°	3000				
FORMM							
RWY 10C							
GP 3.00° TCH 50							
8.1 NM				5.7 NM			
CATEGORY	A	B	C	D			
RNP 0.20 DA	1566-1¼	425 (400-1¼)					
RNP 0.30 DA	1669-1½	528 (500-1½)					
AUTHORIZATION REQUIRED							
REIL Rwy 10C				HIRL all rwys			
TDZL/RCLS Rwy 10L, 10R, 28L, 28R, 28C, and 32							

PITTSBURGH, PENNSYLVANIA
Amdt 1 26DEC24

40°29'N-80°14'W

RNAV (RNP) Z RWY 10C

PITTSBURGH INTL (PIT')

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

APP CRS
101°

Rwy Ldg **11492**
TDZE **1135**
Apt Elev **1203**

RNAV (RNP) Z RWY 10R
PITTSBURGH INTL (PIT')

RNP AR APCH - GPS. Authorization required.

T

For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°C. For inop ALS, increase RNP 0.14 all Cats visibility to RVR 5500, and RNP 0.30 all Cats visibility to 1½ SM. Simultaneous approach authorized.

ALSF-2

A

MISSED APPROACH: Climb to 4000 on track 101° to KADEC and on track 143° to JAPAV and on track 198° to GUZIT and hold.

D-ATIS 127.25	PITTSBURGH APP CON 123.95 360.8	PITTSBURGH TOWER 128.3 291.7	GND CON SOUTH 121.9 348.6 NORTH 127.8 348.6
-------------------------	---	--	---

Chart details: (IAF) DAREC, 5000 (17.5°), (IF) MUFTI, 3000 (7.8°), (FAF) STARG, RWY 10R, KADEC, 101° (7.7°), JAPAV, 143° (4.7°), 198° (1.1°), (IAF) FOMSA, 5000 (8.9°), MISSED APCH FIX GUZIT, 148°/328°, 6 NM, MSA RWY 10R 25 NM 3100.

MUFTI

5000

GP 3.00°
TCH 51

4000

↑

tr 101°

KADEC

tr 143°

JAPAV

tr 198°

GUZIT

STARG

3000

RWY 10R

7.8 NM

5.7 NM

CATEGORY	A	B	C	D
RNP 0.14 DA		1511/35	376 (400-½%)	
RNP 0.20 DA		1572/40	437 (400-¾%)	
RNP 0.30 DA		1697-1¼	562 (500-1¼)	

AUTHORIZATION REQUIRED

REIL Rwy 10C

HIRL all rws

TDZL/RCLS Rws 10L, 10R, 28L, 28R, 28C, and 32

PITTSBURGH, PENNSYLVANIA

Amdt 1 26DEC24

40°29'N-80°14'W

283

PITTSBURGH INTL (PIT')

RNAV (RNP) Z RWY 10R

PITTSBURGH, PENNSYLVANIA

AL-570 (FAA)

26134

APP CRS
281°

Rwy Ldg
TDZE
Apt Elev

9708
1134
1203

RNAV (RNP) Z RWY 28C

PITTSBURGH INTL (PIT')

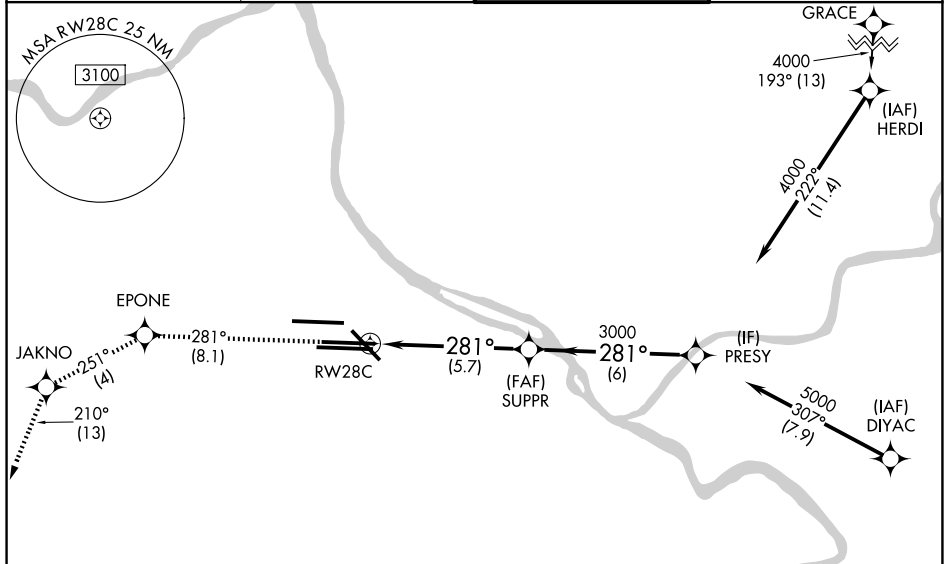
RNP AR APCH - GPS.

NA

For uncompensated Baro-VNAV systems, procedure NA below -18°C or above 54°C. Simultaneous approach authorized.

MISSED APPROACH: Climb to 4000 on track 281° to EPONE and on track 251° to JAKNO and on track 210° to HLG VOR/DME and hold.

D-ATIS 127.25	PITTSBURGH APP CON 123.95 360.8	PITTSBURGH TOWER 128.3 291.7	GND CON SOUTH 121.9 348.6 NORTH 127.8 348.6
-------------------------	---	--	---



ELEV **1203** **D** TDZE **1134**

MISSED APCH FIX

WHEELING HLG

223° 0.43° 6 NM

4000	tr 281°	EPONE	tr 251°	JAKNO	tr 210°	HLG	PRESY
↑							

VGSI and RNAV glidepath not coincident SUPPR (VGSI Angle 3.00/TCH 43).

RWY 28C

3000

281°

4000

GP 3.00° TCH 50

CATEGORY	A	B	C	D
RNP 0.14 DA	1535/60 401 (400-1¼)			
RNP 0.30 DA	1583-1⅓ 449 (400-1⅓)			

AUTHORIZATION REQUIRED

PITTSBURGH, PENNSYLVANIA

Amdt 1 10AUG23

40°29'N-80°14'W

PITTSBURGH INTL (PIT')

RNAV (RNP) Z RWY 28C

NE-4, 03 SEP 2026 to 29 OCT 2026

APP CRS
281°

Rwy Ldg
TDZE
1125

Apt Elev
1203

RNAV (RNP) Z RWY 28L
PITTSBURGH INTL (PIT)

RNP AR APCH - GPS.

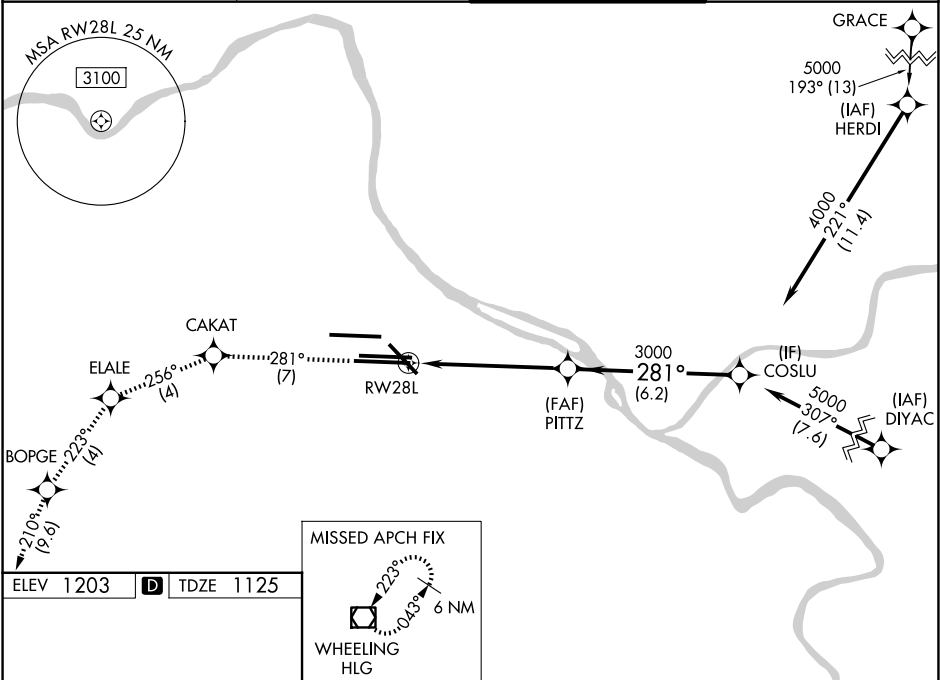
▼

For uncompensated Baro-VNAV systems, procedure NA below -18°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.13 all Cats visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 4000 on track 281° to CAKAT and track 256° to ELALE and track 223° to BOPGE and track 210° to HLG VOR/DME and hold.

D-ATIS 127.25	PITTSBURGH APP CON 123.95 360.8	PITTSBURGH TOWER 128.3 291.7	GND CON SOUTH 121.9 348.6 NORTH 127.8 348.6
------------------	------------------------------------	---------------------------------	---



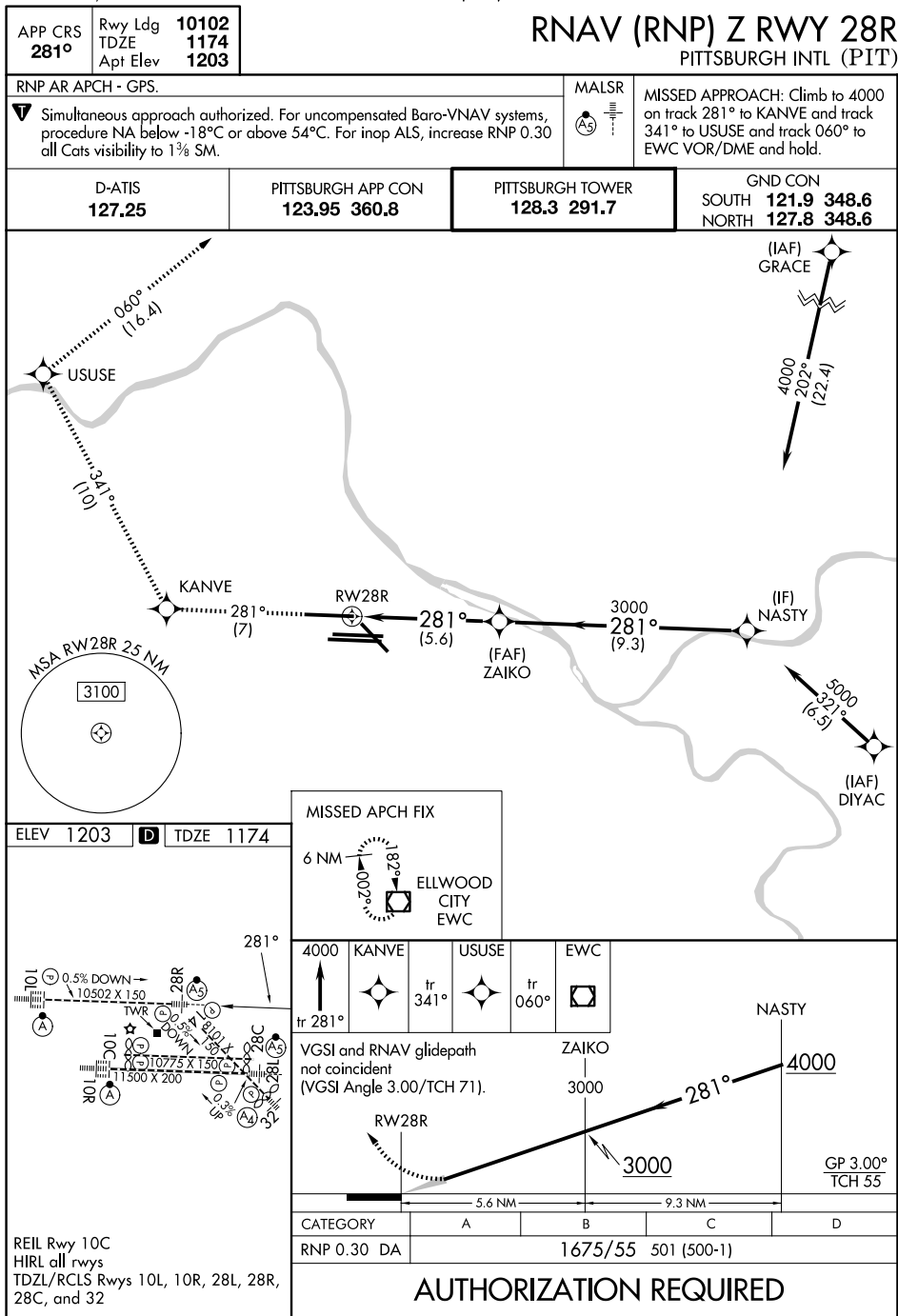
ELEV 1203

D

TDZE 1125

4000	↑	tr 281°	CAKAT	tr 256°	ELALE	tr 223°	BOPGE	tr 210°	HLG	COSLU
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).										
GP 3.00° TCH 54										
CATEGORY	A		B		C		D			
RNP 0.13 DA	1529/40		404 (400-¾)							
RNP 0.30 DA	1579/45		454 (400-¾)							

AUTHORIZATION REQUIRED

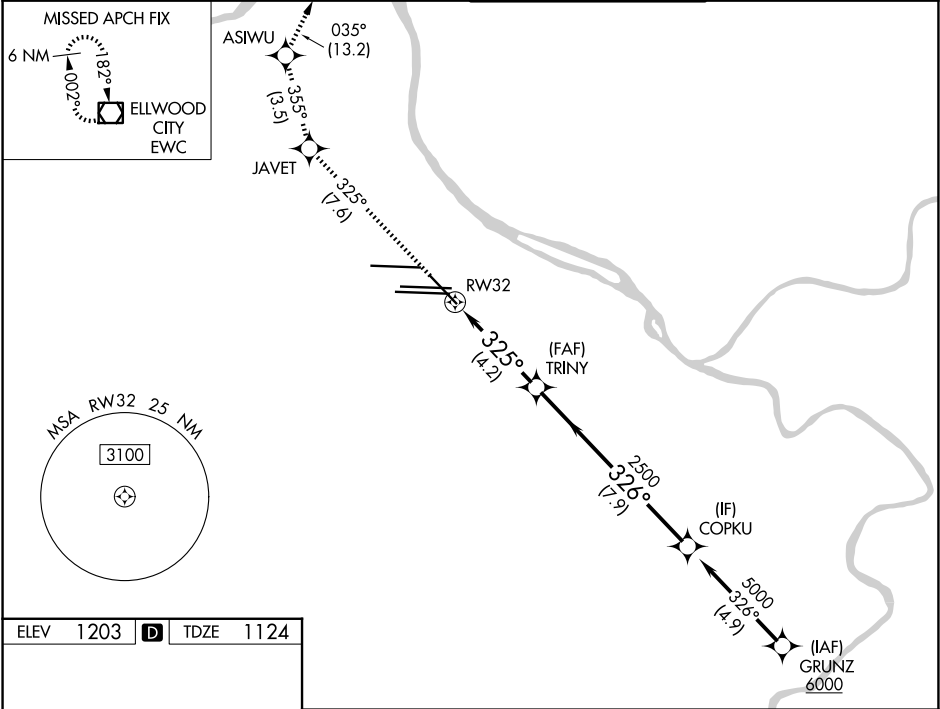


APP CRS	Rwy Ldg	7466
325°	TDZE	1124
	Apt Elev	1203

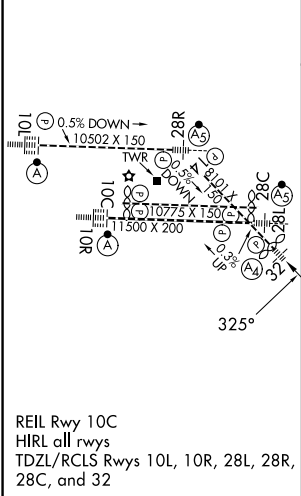
RNAV (RNP) Z RWY 32
PITTSBURGH INTL (PIT)

RNP AR APCH - GPS.	MALS	MISSED APPROACH: Climb to 4000 on track 325° to JAVET and track 355° to ASIWU and track 035° to EWC VOR/DME and hold.
▼ For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 54°C (130°F).		

D-ATIS 127.25	PITTSBURGH APP CON 123.95 360.8	PITTSBURGH TOWER 128.3 291.7	GND CON SOUTH 121.9 348.6 NORTH 127.8 348.6
------------------	------------------------------------	---------------------------------	---



ELEV 1203	D	TDZE 1124
-----------	---	-----------



4000	JAVET	tr 325°	ASIWU	tr 355°	EWC	tr 035°
tr 325°						
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).						
RWY 32						
COPKU						
2500						
5000						
GP 3.00°						
TCH 37						
4.2 NM						
7.9 NM						
CATEGORY	A		B		C	
RNP 0.30 DA	1503/40		379 (300-¾)			
AUTHORIZATION REQUIRED						

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 81826 W10B	APP CRS 101°	Rwy Ldg TDZE Apt Elev	10502 1203 1203
--	------------------------	-----------------------------	--

RNAV (GPS) RWY 10L

PITTSBURGH INTL (PIT)

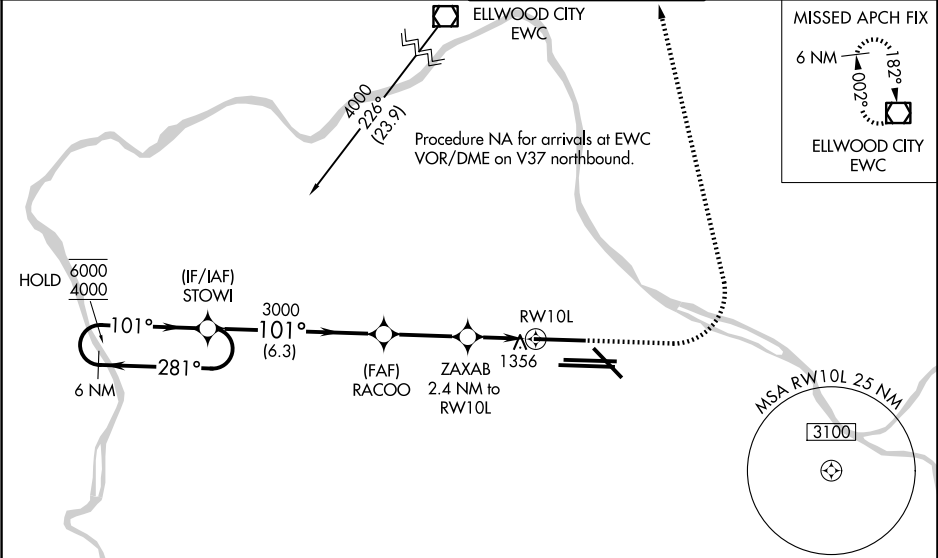
RNP APCH - GPS.

ALSF-2

MISSED APPROACH: Climb to 1900 then climbing left turn to 4000 direct EWC VOR/DME and hold.

Simultaneous approach authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV Cats C/D visibility to RVR 6000.

D-ATIS 127.25	PITTSBURGH APP CON 123.95 360.8	PITTSBURGH TOWER 128.3 291.7	GND CON SOUTH 121.9 348.6 NORTH 127.8 348.6
-------------------------	---	--	---



ELEV 1203

TDZE 1203

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 83).

1900

4000

EWC

6 NM Holding Pattern

STOWI

6000 ← 281°

4000 ← 101°

GP 3.00° TCH 59

3000

2040

6.3 NM

3 NM

1.4 NM

1 NM

CATEGORY	A	B	C	D
LPV DA	1403/18 200 (200-½)			
LNAV/VNAV DA	1635/40 432 (500-¾)			
LNAV MDA	1620/24	417 (500-½)	1620/40	417 (500-¾)
CIRCLING	1700-1	497 (500-1)	1880-2 677 (700-2)	1880-2¼ 677 (700-2¼)

REIL Rwy 10C

HIRL all rwy

TDZL/RCLS Rwys 10L, 10R, 28L, 28R, 28C, and 32

PITTSBURGH, PENNSYLVANIA

Amdt 5 26DEC24

40°29'N-80°14'W

PITTSBURGH INTL (PIT)

RNAV (GPS) RWY 10L

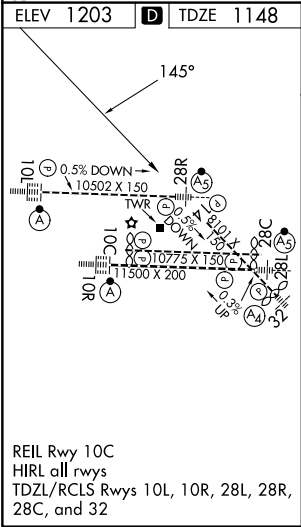
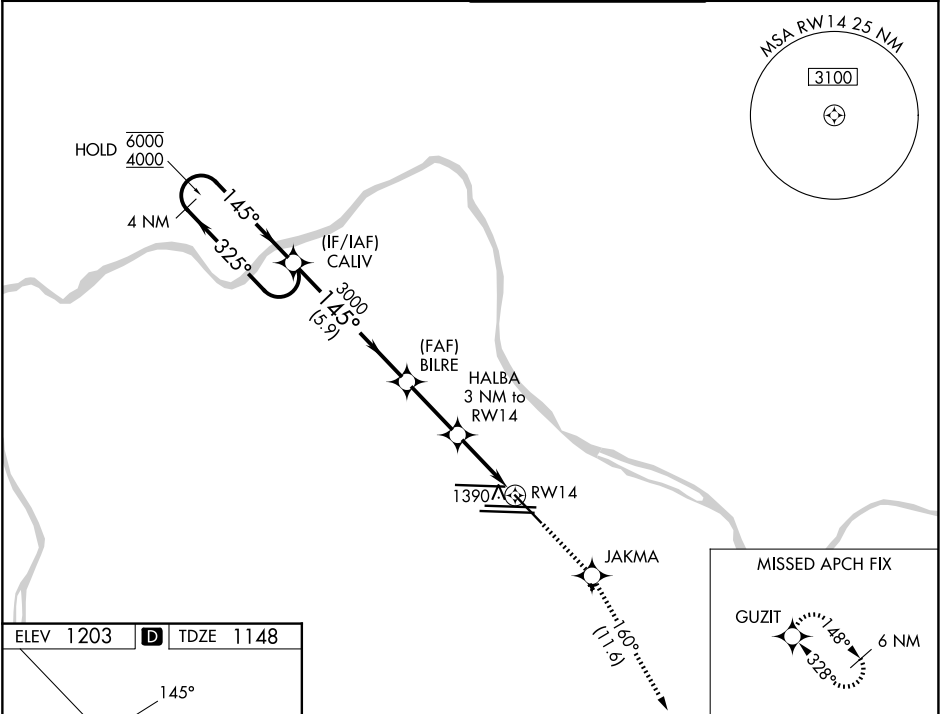
WAAS CH 77526 W14A	APP CRS 145°	Rwy Ldg TDZE Apt Elev	7366 1148 1203
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 14

PITTSBURGH INTL (PIT)

RNP APCH - GPS.	MISSED APPROACH: Climb to 4000 direct JAKMA and on track 160° to GUZIT and hold.
Rwy 14 helicopter visibility reduction below RVR 4000 NA. For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°C.	

D-ATIS 127.25	PITTSBURGH APP CON 123.95 360.8	PITTSBURGH TOWER 128.3 291.7	GND CON SOUTH 121.9 348.6 NORTH 127.8 348.6
-------------------------	---	--	---



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 67).				4000 ↑	JAKMA ✦	tr 160°	GUZIT ✦
4 NM Holding Pattern				CALIV	BILRE	HALBA 3 NM to RW14	1.3 NM to RW14
6000 ← 325° 4000 ← 145°				3000	2160		
GP 3.00° TCH 60				5.9 NM	2.6 NM	1.7 NM	1.3
CATEGORY	A		B	C		D	
LPV DA	1655-1⅓ 507 (500-1⅓)						
LNAV/ VNAV DA	1654-1⅓ 506 (500-1⅓)						
LNAV MDA	1640/55 492 (500-1)			1640-1⅓ 492 (500-1⅓)			
CIRCLING	1700-1 497 (500-1)			1880-2 677 (700-2)		1880-2¼ 677 (700-2¼)	

PITTSBURGH, PENNSYLVANIA

AL-570 (FAA)

26134

WAAS CH 90126 W10A	APP CRS 101°	Rwy Ldg TDZE Apt Elev	9708 1141 1203
--	------------------------	-----------------------------	---

RNAV (GPS) Y RWY 10C

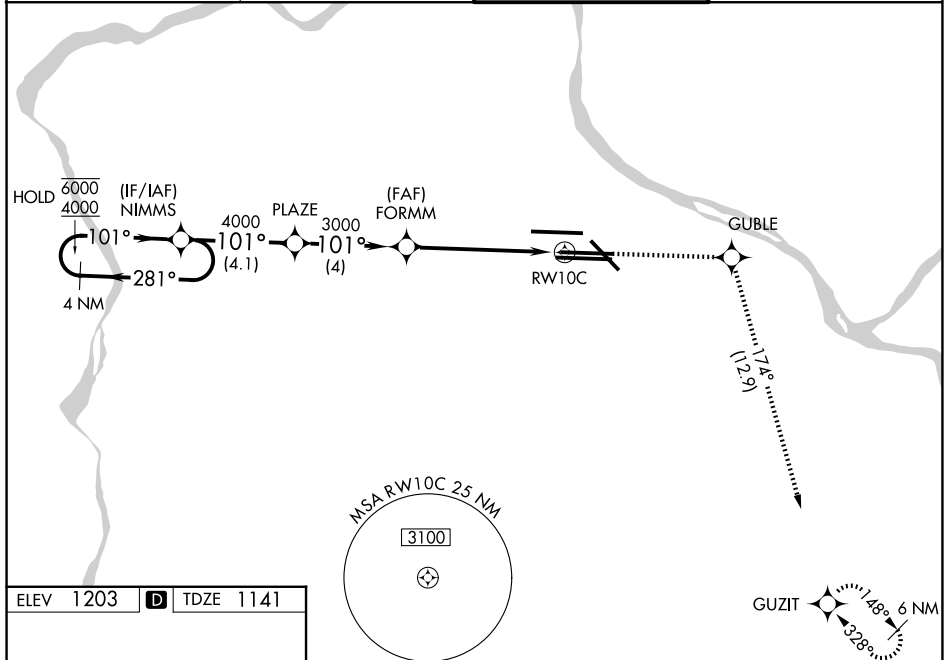
PITTSBURGH INTL (PIT')

RNP APCH - GPS.

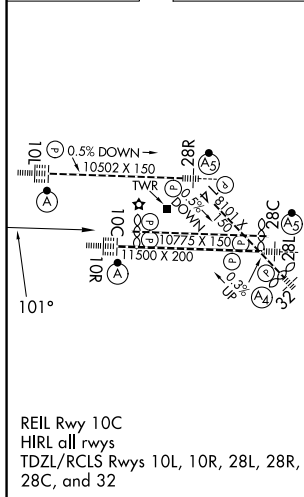
⚠ Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Use of FD or AP required during simultaneous operations.

MISSED APPROACH:
Climb to 4000 direct GUBLE and right turn on track 174° to GUZIT and hold.

D-ATIS 127.25	PITTSBURGH APP CON 123.95 360.8	PITTSBURGH TOWER 128.3 291.7	GND CON SOUTH 121.9 348.6 NORTH 127.8 348.6
-------------------------	---	--	---



ELEV 1203	D	TDZE 1141
-----------	----------	-----------



4 NM Holding Pattern		4000	GUBLE	GUZIT
NIMMS		PLAZE	FORMM	GUZIT
6000 4000		3000	1.5 NM to RWY 10C	
GP 3.00° TCH 50		3000	RWY 10C	
4.1 NM		4 NM	4.2 NM	1.5 NM
CATEGORY	A	B	C	D
LPV DA	1438/45		297 (300-7%)	
LNAV/VNAV DA	1634-1½		493 (500-1½)	
LNAV MDA	1680/55	539 (500-1)	1680-1½	539 (500-1½)
CIRCLING	1700-1	497 (500-1)	1880-2 677 (700-2)	1880-2¼ 677 (700-2¼)

PITTSBURGH, PENNSYLVANIA

Amdt 5A 17APR25

40°29'N-80°14'W

PITTSBURGH INTL (PIT')

RNAV (GPS) Y RWY 10C

NE-4, 03 SEP 2026 to 29 OCT 2026

WAAS
CH **86226**
W10D

APP CRS
101°

Rwy Ldg
TDZE **11492**
TDZE **1135**
Apt Elev **1203**

RNAV (GPS) Y RWY 10R

PITTSBURGH INTL (PIT')

RNP APCH - GPS.

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

ALSF-2

Ⓐ

▬

▬

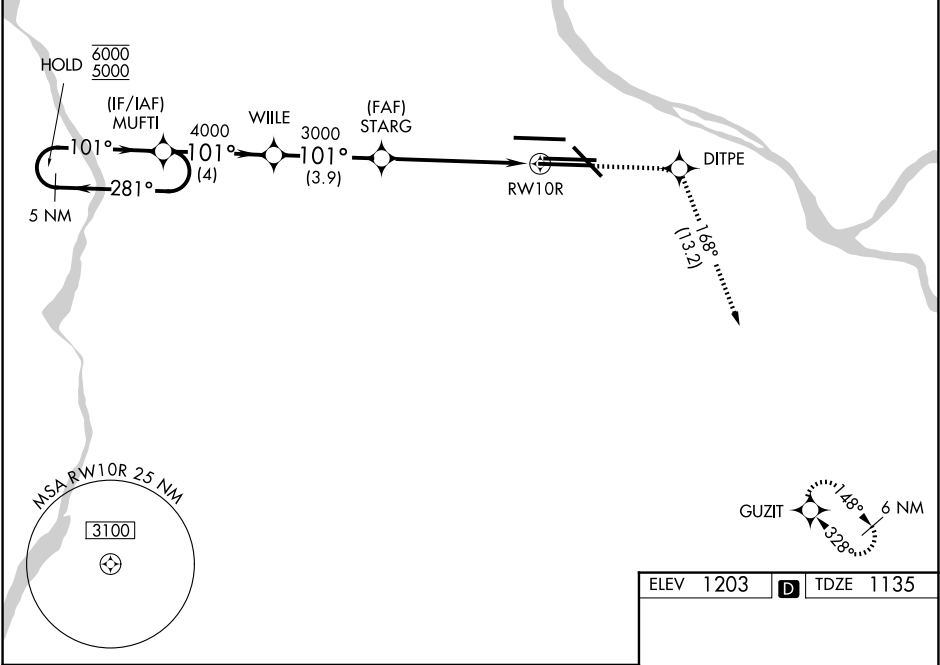
▬

▬

▬

MISSED APPROACH: Climb to 4000 direct DITPE and right turn on track 168° to GUZIT and hold.

D-ATIS 127.25	PITTSBURGH APP CON 123.95 360.8	PITTSBURGH TOWER 128.3 291.7	GND CON SOUTH 121.9 348.6 NORTH 127.8 348.6
-------------------------	---	--	---



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).

5 NM Holding Pattern

MUFTI

WIILE

STARG

RWY 10R

6000 ← 281°

5000 ← 101°

4000

3000

1.4 NM to RWY 10R

GP 3.00°

TCH 51

4 NM

3.9 NM

4.3 NM

1.4

ELEV 1203

TDZE 1135

101°

168°

10C

10R

28R

28L

28C

28D

28E

28F

28G

28H

28I

28J

28K

28L

28M

28N

28O

28P

28Q

28R

28S

28T

28U

28V

28W

28X

28Y

28Z

CATEGORY	A	B	C	D
LPV DA		1335/18	200 (200-1/2)	
LNAV/VNAV DA		1658/55	523 (500-1)	
LNAV MDA	1660/24	525 (500-1/2)	1660/55	525 (500-1)
CIRCLING	1700-1	497 (500-1)	1880-2 677 (700-2)	1880-2 1/4 677 (700-2 1/4)

REIL Rwy 10C

HIRL all rwy

TDZL/RCLS Rwy 10L, 10R, 28L, 28R, 28C, and 32

PITTSBURGH, PENNSYLVANIA

AL-570 (FAA)

26134

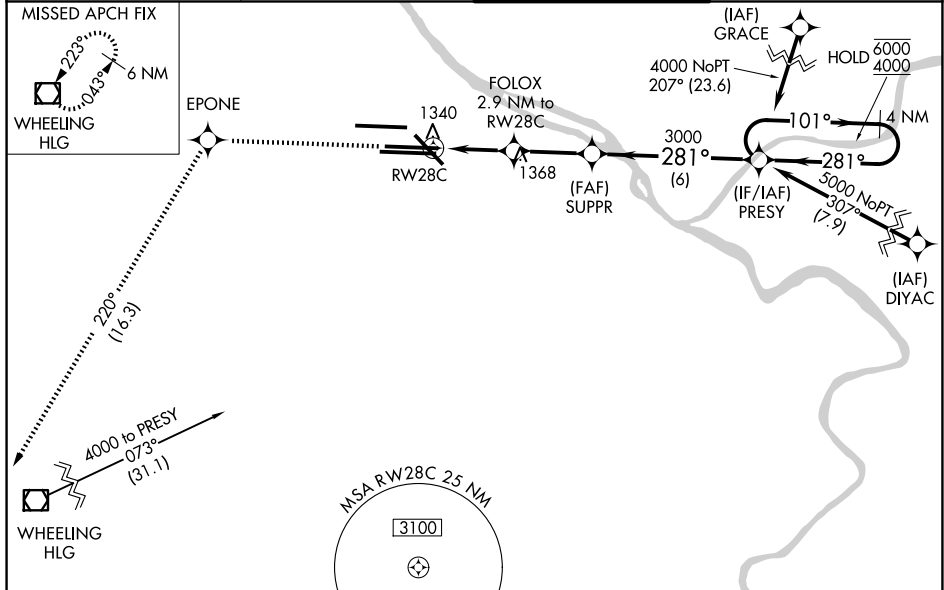
WAAS CH 45527 W28A	APP CRS 281°	Rwy Ldg TDZE Apt Elev	9708 1134 1203
--	------------------------	-----------------------------	---

RNAV (GPS) Y RWY 28C

PITTSBURGH INTL (PIT')

RNP APCH - GPS.	⚠ Circling Rwy 14 NA at night. Rwy 28C helicopter visibility reduction below RVR 4000 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.	MISSED APPROACH: Climb to 4000 direct EPONE and on track 220° to HLG VOR/DME and hold.
-----------------	---	--

D-ATIS 127.25	PITTSBURGH APP CON 123.95 360.8	PITTSBURGH TOWER 128.3 291.7	GND CON SOUTH 121.9 348.6 NORTH 127.8 348.6
-------------------------	---	--	---



ELEV 1203	D	TDZE 1134
------------------	----------	------------------

REIL Rwy 10C
HIRL all runways
TDZL/RCLS Rwy 10L, 10R, 28L, 28R,
28C, and 32

4000 ↑	EPONE ✦	tr 220°	HLG ◻	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 43).				4 NM Holding Pattern
				FOLOX 2.9 NM to RW28C	SUPPR 3000	PRESY	101° → 6000 ← 281° 4000	GP 3.00° TCH 50
				1.3 NM to RW28C	2100	281°	3000	
				RW28C	2100	281°	3000	
				1.3	1.6	2.8 NM	6 NM	
CATEGORY	A		B		C		D	
LPV DA			1384/40		250 (200-¾)			
LNAV/ VNAV DA			1544/60		410 (400-1¼)			
LNAV MDA	1600/55		466 (400-1)		1600-1⅜		466 (400-1⅜)	
CIRCLING	1700-1		497 (500-1)		1880-2 677 (700-2)		1880-2¼ 677 (700-2¼)	

PITTSBURGH, PENNSYLVANIA

Amdt 5 10AUG23

40°29'N-80°14'W

RNAV (GPS) Y RWY 28C

PITTSBURGH INTL (PIT')

NE-4, 03 SEP 2026 to 29 OCT 2026

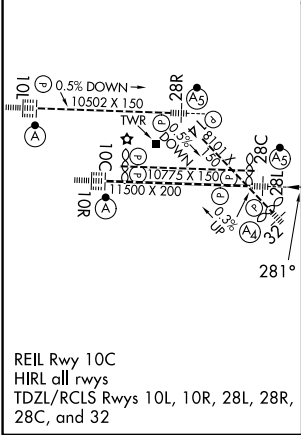
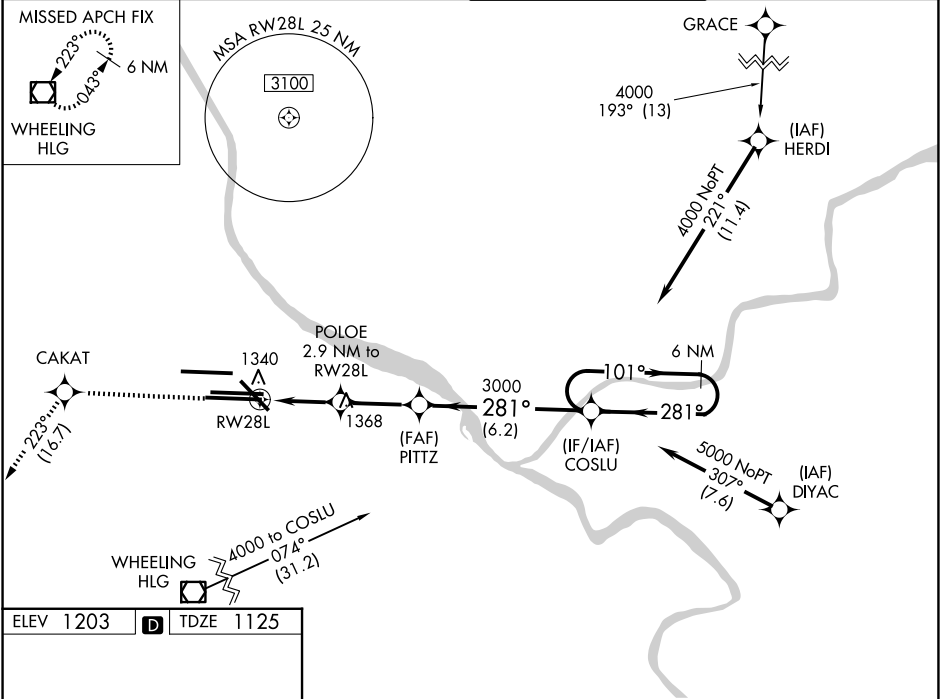
WAAS CH 97326 W28B	APP CRS 281°	Rwy Ldg TDZE Apt Elev	11500 1125 1203
--	------------------------	-----------------------------	--

RNAV (GPS) Y RWY 28L

PITTSBURGH INTL (PIT)

RNP APCH - GPS.	MALSR	MISSED APPROACH: Climb to 4000 direct CAKAT and on track 223° to HLG VOR/DME and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. For inop ALS, increase LNAV Cats C/D visibility to 1½ SM. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.		

D-ATIS 127.25	PITTSBURGH APP CON 123.95 360.8	PITTSBURGH TOWER 128.3 291.7	GND CON SOUTH 121.9 348.6 NORTH 127.8 348.6
-------------------------	---	--	---



4000	CAKAT	tr 223°	HLG	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).	6 NM Holding Pattern
* LNAV only.					
POLOE 2.9 NM to RW28L * 1.3 NM to RW28L RW28L PITZ 3000 COSLU 101° 281° 4000 GP 3.00° TCH 54					
1.3 1.6 NM 2.8 NM 6.2 NM					
CATEGORY	A	B	C	D	
LPV DA	1325/18		200 (200-½)		
LNAV/ VNAV DA	1549/40		424 (400-¾)		
LNAV MDA	1600/24 475 (400-½)		1600/50 475 (400-1)		
CIRCLING	1700-1 497 (500-1)		1880-2 677 (700-2)		1880-2¼ 677 (700-2¼)

PITTSBURGH, PENNSYLVANIA

AL-570 (FAA)

26134

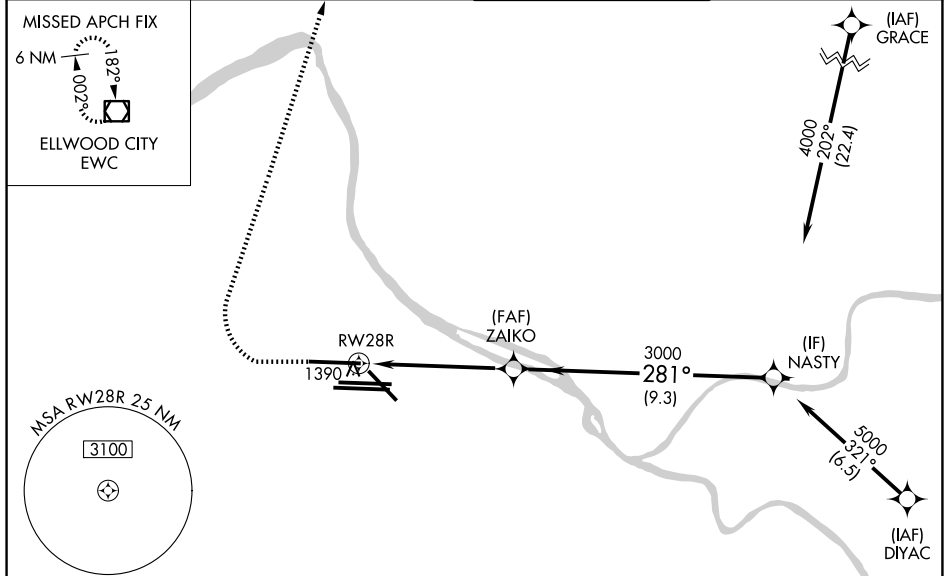
WAAS CH 40027 W28D	APP CRS 281°	Rwy Ldg TDZE Apt Elev	10102 1174 1203
--	------------------------	-----------------------------	--

RNAV (GPS) Y RWY 28R

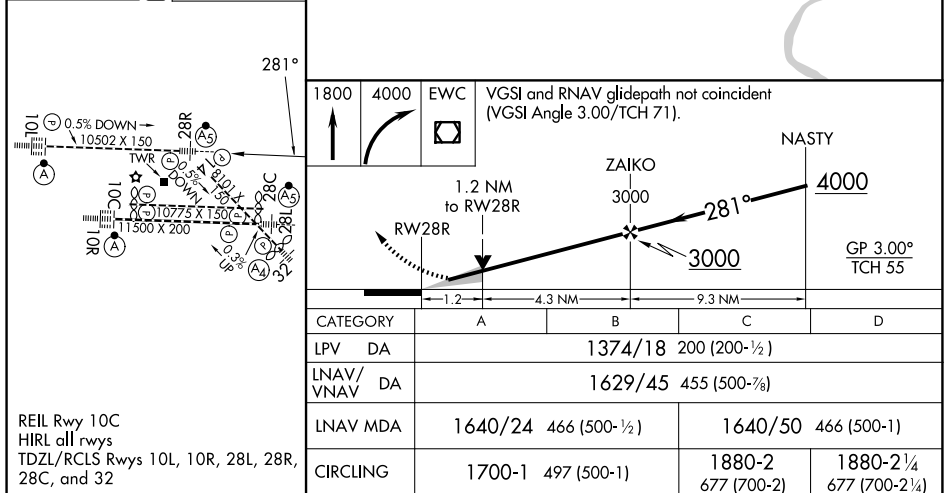
PITTSBURGH INTL (PIT)

RNP APCH - GPS.	MALSR	MISSED APPROACH: Climb to 1800 then climbing right turn to 4000 direct EWC VOR/DME and hold.
Circling Rwy 14 NA at night. Simultaneous approach authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. For inop ALS, increase LNAV Cats C/D visibility to 1½ SM. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.		

D-ATIS 127.25	PITTSBURGH APP CON 123.95 360.8	PITTSBURGH TOWER 128.3 291.7	GND CON SOUTH 121.9 348.6 NORTH 127.8 348.6
-------------------------	---	--	---



ELEV 1203	D	TDZE 1174
------------------	----------	------------------



PITTSBURGH, PENNSYLVANIA

Amdt 6 10AUG23

40°29'N-80°14'W

PITTSBURGH INTL (PIT)

RNAV (GPS) Y RWY 28R

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

WAAS
CH **70326**
W32A

APP CRS
325°

Rwy Ldg
TDZE
Apt Elev

7466
1124
1203

RNAV (GPS) Y RWY 32

PITTSBURGH INTL (PIT')

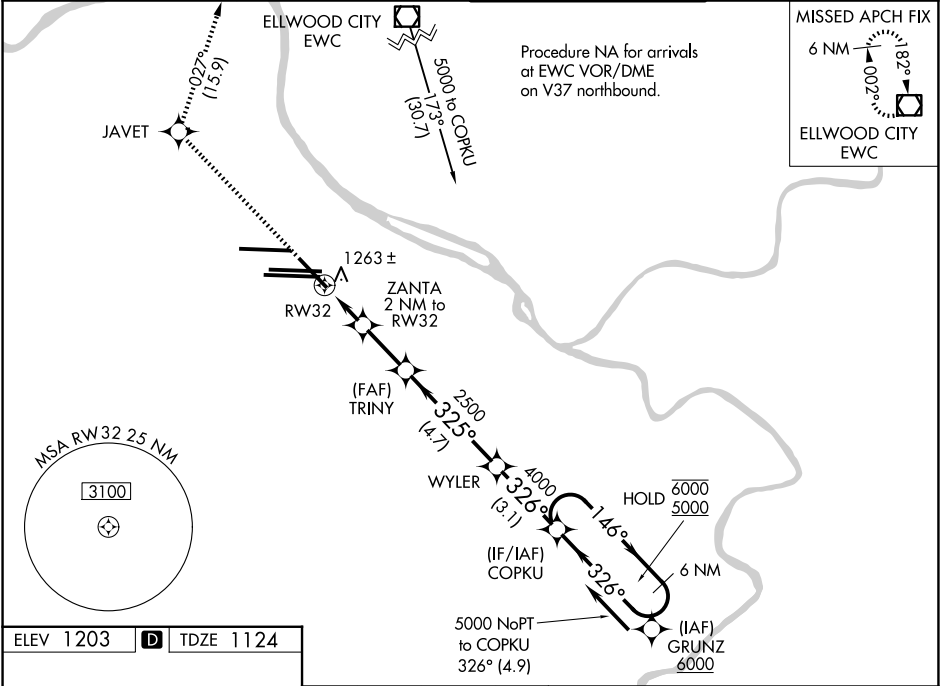
RNP APCH - GPS.

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Inop table does not apply to LPV. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500.

MALS
A4

MISSED APPROACH: Climb to 4000 direct JAVET and on track 027° to EWC VOR/DME and hold.

D-ATIS 127.25	PITTSBURGH APP CON 123.95 360.8	PITTSBURGH TOWER 128.3 291.7	GND CON SOUTH 121.9 348.6 NORTH 127.8 348.6
-------------------------	---	--	---



ELEV 1203	D	TDZE 1124
-----------	----------	-----------

4000

JAVET

tr 027°

EWC

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).

6 NM

COPKU

Holding Pattern

WYLER

TRINY

ZANTA 2 NM to RW32

1 NM to RW32

1780

2500

325°

326°

146°

6000

5000

GP 3.00° TCH 37

CATEGORY	A	B	C	D
LPV DA	1324/40 200 (200-¾)			
LNAV/VNAV DA	1438/40 314 (300-¾)			
LNAV MDA	1520/40 396 (400-¾)		1520/45 396 (400-¾)	
CIRCLING	1700-1 497 (500-1)		1880-2 677 (700-2)	1880-2 ¼ 677 (700-2 ¼)

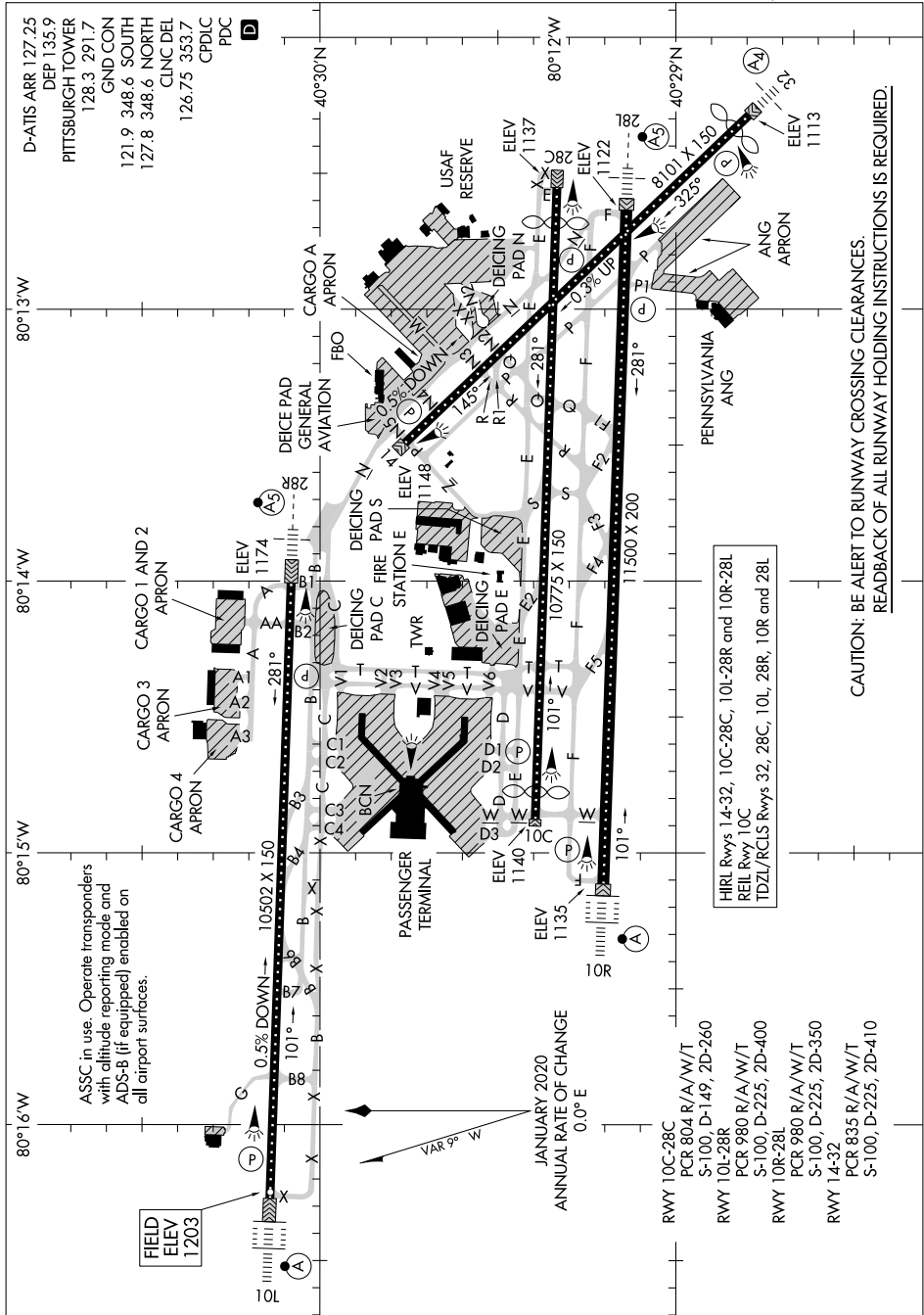
REIL Rwy 10C

HIRL all rwys

TDZL/RCLS Rwy 10L, 10R, 28L, 28R, 28C, and 32

AL-570 (FAA)

PITTSBURGH INTL (PIT)
PITTSBURGH, PENNSYLVANIA



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

NE-4, 03 SEP 2026 to 29 OCT 2026

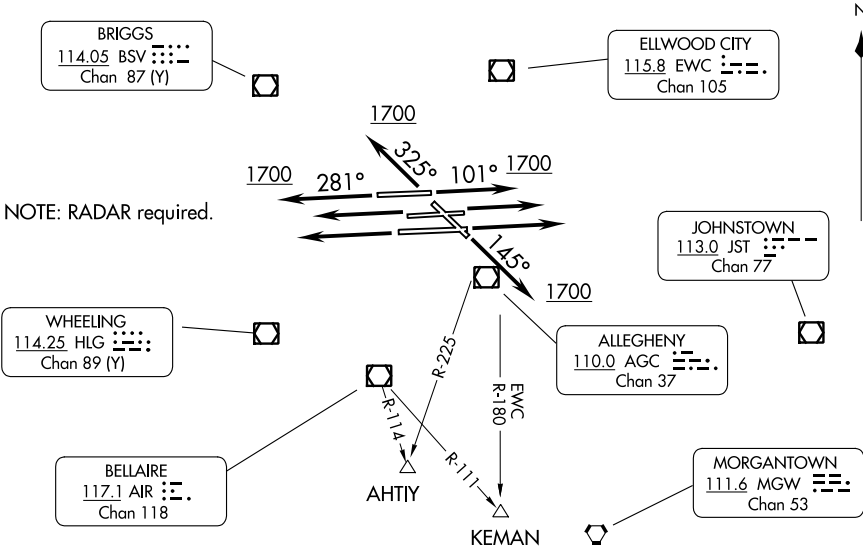
AIRPORT DIAGRAM

PITTSBURGH, PENNSYLVANIA
PITTSBURGH INTL (PIT)

D-ATIS DEP 135.9
PITTSBURGH CLNC DEL
126.75 353.7
CPDLC
PITTSBURGH GND CON
121.9 (SOUTH) 348.6
127.8 (NORTH) 348.6
PITTSBURGH TOWER
128.3 291.7
PITTSBURGH DEP CON
119.35 285.575

TOP ALTITUDE:
JETS: 5000
PROPS: 4000

TAKEOFF MINIMUMS:
Rwys 10C, 10R, 14, 28C, 28L, 28R: Standard.
Rwy 10L: 300-1¼ or standard with minimum climb of 215' per NM to 1400, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1400' prior to DER.
Rwy 32: 300-1½ or standard with minimum climb of 255' per NM to 1500.



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 10L, 10C, 10R: Climb heading 101° until leaving 1700 thence. . . .
TAKEOFF RUNWAYS 28L, 28C, 28R: Climb heading 281° until leaving 1700 thence. . . .
TAKEOFF RUNWAY 14: Climb heading 145° until leaving 1700 thence. . . .
TAKEOFF RUNWAY 32: Climb heading 325° until leaving 1700 thence. . . .
. . . . make no turns except as assigned by ATC or vectored to assigned route/fix.
JETS: Maintain 5000 or requested altitude if lower.
PROPS: Maintain 4000 or requested altitude if lower.
Expect further clearance to requested altitude 10 minutes after departure.

POTTSTOWN, PENNSYLVANIA

AL-5323 (FAA)

26078

WAAS CH 40235 W28A	APP CRS 276°	Rwy Ldg TDZE Apt Elev	3181 308 308
--	------------------------	-----------------------------	---

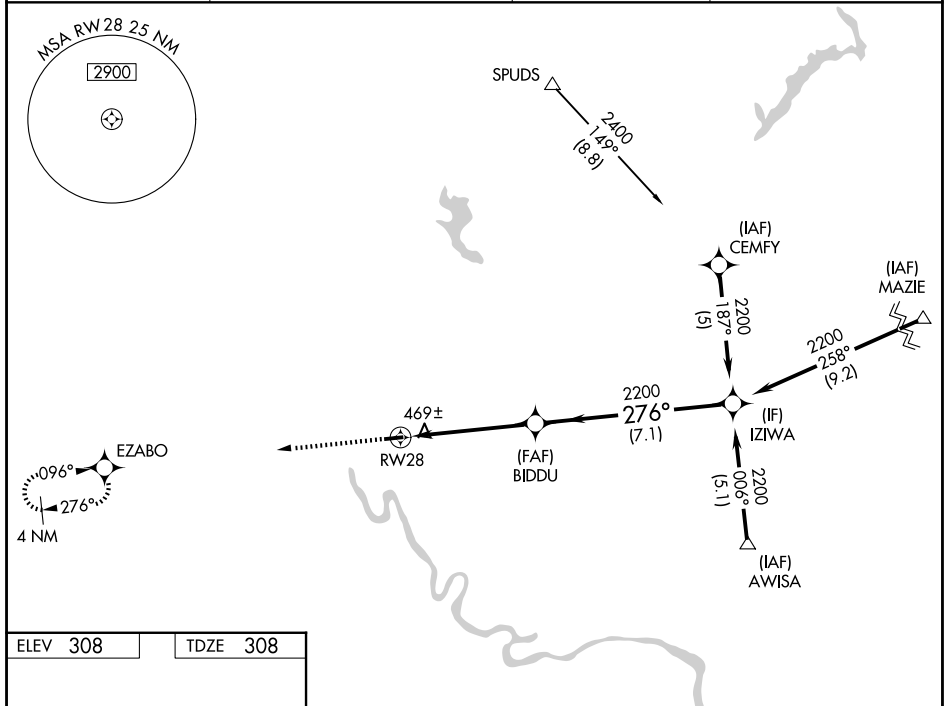
RNAV (GPS) RWY 28

HERITAGE FLD (PTW)

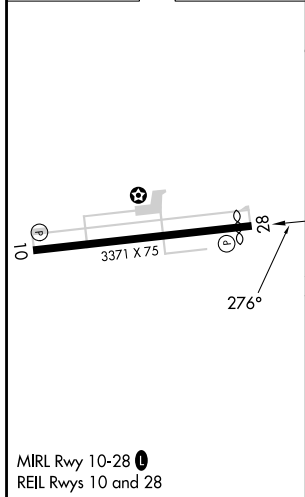
⚠ Circling NA south of Rwy 10-28. DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Wings Fld altimeter setting. When local altimeter setting not received, use Wings Fld altimeter setting and increase all DA 35 feet and all MDA 40 feet, increase LPV all Cats visibilities 1/8 mile. Helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).

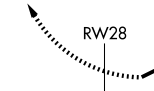
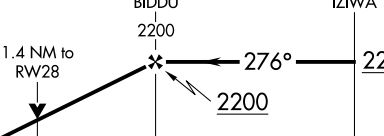
MISSED APPROACH:
Climb to 2600 direct EZABO and hold.

ASOS 119.425	PHILADELPHIA APP CON 126.85 263.125	CLNC DEL 118.55	UNICOM 122.7 (CTAF) 0
------------------------	---	---------------------------	---------------------------------



ELEV 308	TDZE 308
----------	----------



2600	EZABO	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45).				
						
*LNAV only						
					IZIWA 2200	
		GP 3.55° TCH 60				
		1.4 NM 3.5 NM 7.1 NM				
CATEGORY		A	B	C	D	
LPV DA	DA	652-1	344 (400-1)		NA	
LNAV/ VNAV	DA	779-1 3/8	471 (500-1 3/8)		NA	
LNAV MDA		820-1	512 (600-1)		NA	
CIRCLING		940-1	632 (700-1)		NA	

POTTSTOWN, PENNSYLVANIA
Orig-B 18AUG16

40°14'N-75°33'W

RNAV (GPS) RWY 28

HERITAGE FLD (PTW)

NE-4, 03 SEP 2026 to 29 OCT 2026

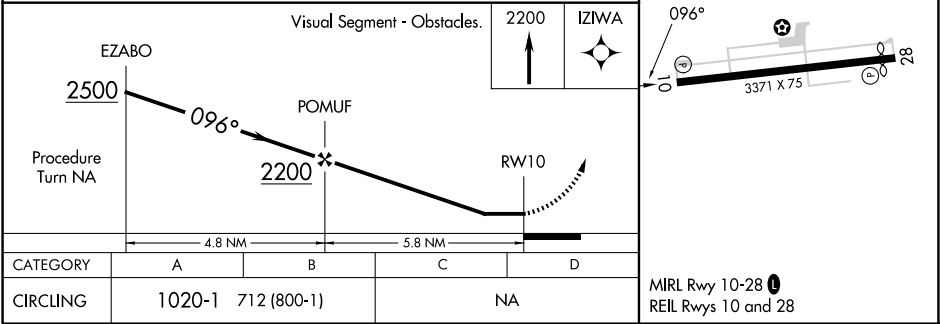
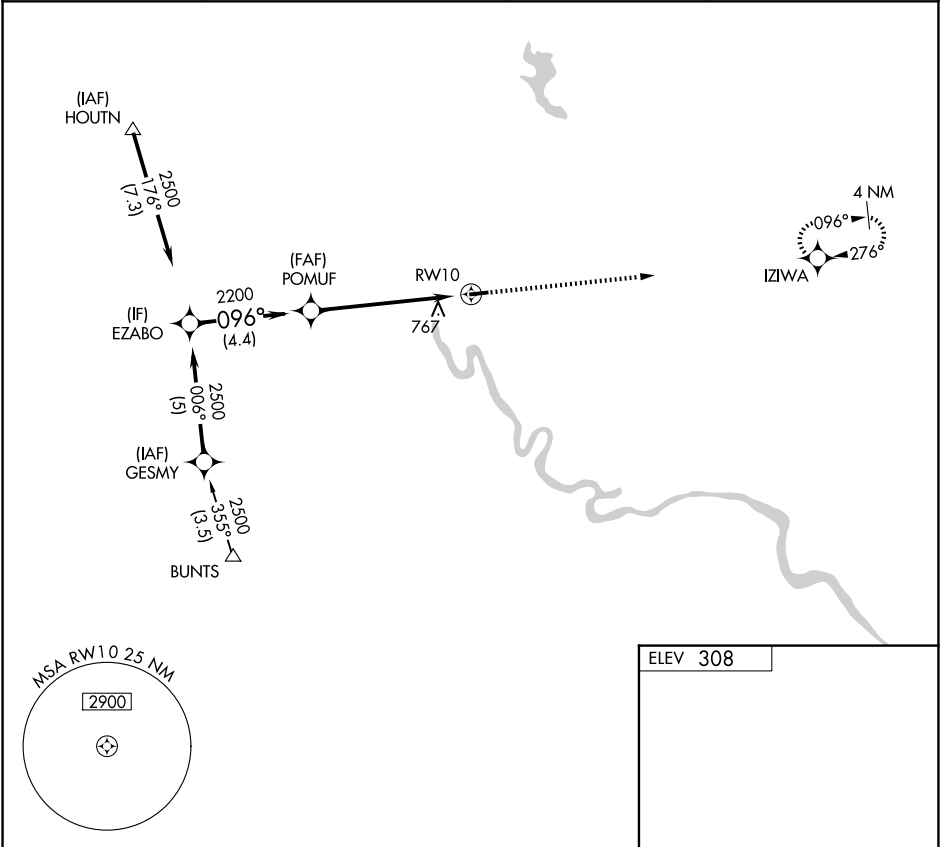
NE-4, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	N/A
096°	TDZE	N/A
	Apt Elev	308

RNAV (GPS)-A

HERITAGE FLD (PTW)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2200 direct IZIWA and hold.	
When local altimeter setting not received, use Wings Fld altimeter setting and increase all MDA 40 feet. Circling NA south of Rwy 10-28.			
ASOS 119.425	PHILADELPHIA APP CON 126.85 263.125	CLNC DEL 118.55	UNICOM 122.7 (CTAF) 0



NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

POTTSTOWN, PENNSYLVANIA

AL-5323 (FAA)

26078

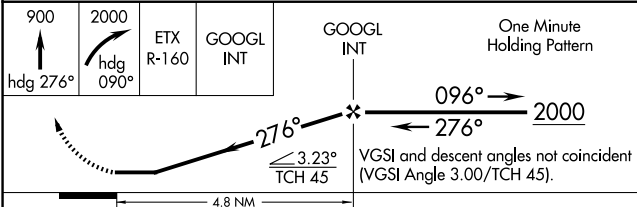
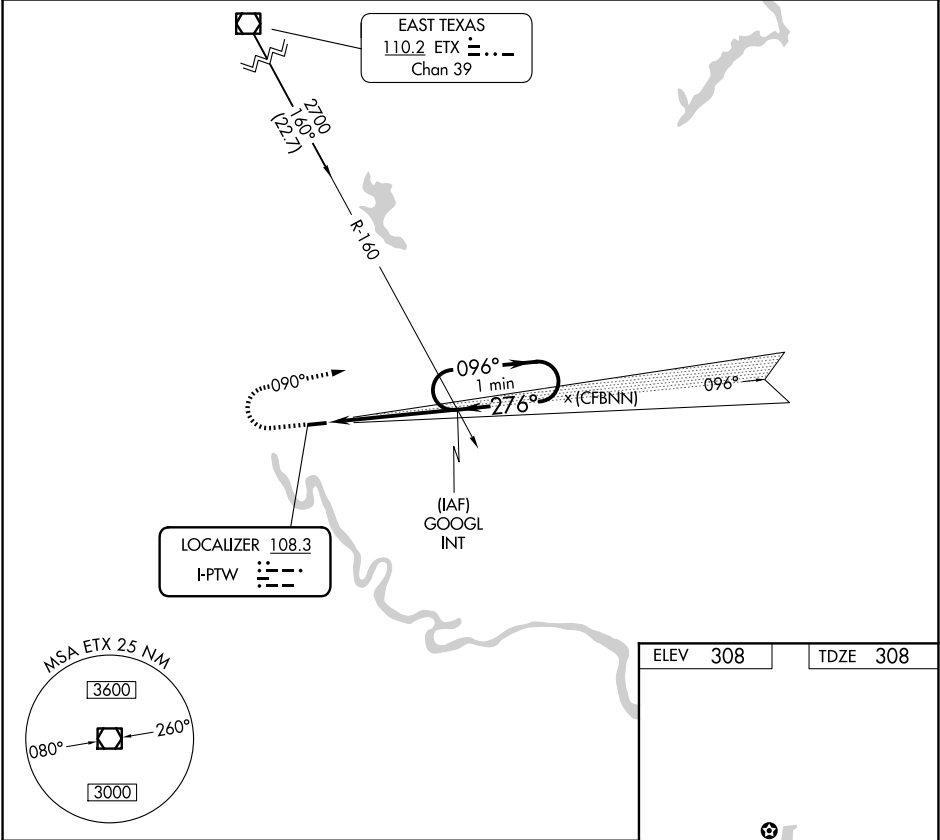
LOC	I-PTW	APP CRS	Rwy Ldg	3181
	108.3	276°	TDZE	308
			Apt Elev	308

LOC RWY 28

HERITAGE FLD (PTW)

⚠ Circling NA south of Rwy 10-28. When local altimeter setting not received, use Wings Fld altimeter setting and increase all MDA 40 feet. Rwy 28 helicopter visibility reduction below 3/4 SM NA.	MISSED APPROACH: Climb to 900 on heading 276° then climbing right turn to 2000 on heading 090° and ETX VOR/DME R-160 to GOOGL Int and hold.
---	--

ASOS	PHILADELPHIA APP CON	CLNC DEL	UNICOM
119.425	126.85 263.125	118.55	122.7 (CTAF) 0



CATEGORY	A	B	C	D
S-28	820-1 512 (600-1)		NA	
CIRCLING	940-1 632 (700-1)		NA	

ELEV	308	TDZE	308		
A diagram of a runway labeled 10-28. The runway is represented by a thick black line. At the left end (Runway 10), there is a circle with the number 10 inside. At the right end (Runway 28), there is a circle with the number 28 inside. Above the runway, there is a small rectangle representing a taxiway or apron, with a star symbol inside it. Below the runway, the text '3371 X 75' is written. To the right of the runway, an arrow points to the runway line with the text '276°'.					
MIRL Rwy 10-28					
REIL Rwy 10 and 28					
FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

POTTSTOWN, PENNSYLVANIA

Amdt 3A 07DEC17

40°14'N-75°33'W

HERITAGE FLD (PTW)

LOC RWY 28

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

POTTSVILLE, PENNSYLVANIA

AL-5436 (FAA)

26078

WAAS CH 61214 W11A	APP CRS 110°	Rwy Ldg TDZE Apt Elev	5101 1730 1730
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 11

SCHUYLKILL COUNTY/JOE ZERBEY (Z·ER)

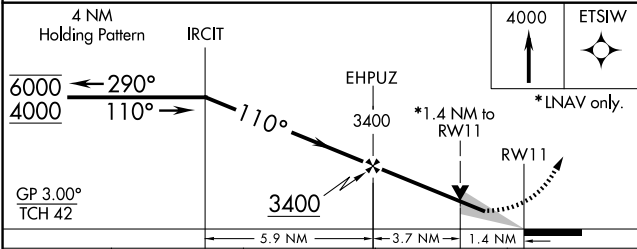
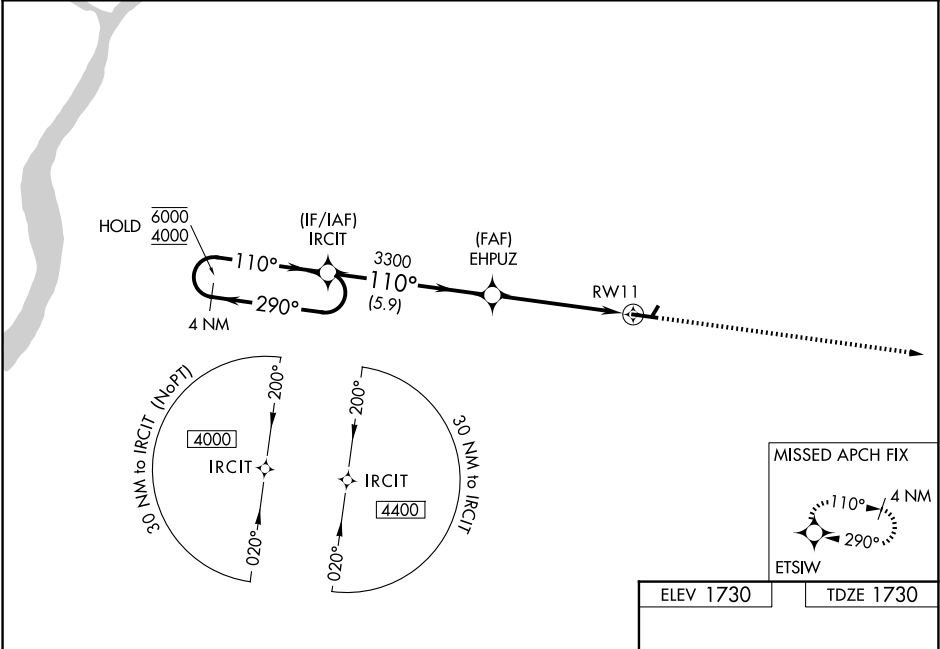
RNP APCH.

NA

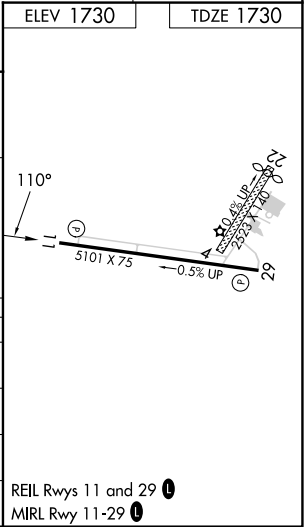
Circling NA to Rws 4 and 22. Baro-VNAV NA when using Selinsgrove altimeter setting. For uncompensated Baro-VNAV Systems, LNAV/VNAV NA below -18°C or above 54°C. When local altimeter setting not received, use Selinsgrove altimeter setting and increase LPV DA to 2191 feet, LNAV/VNAV DA to 2281 feet and all MDAs 280 feet. Increase LPV all Cats visibility $\frac{5}{8}$ SM, LNAV/VNAV all Cats visibility $\frac{3}{4}$ SM, LNAV Cats C/D visibility $\frac{3}{8}$ SM and Circling Cats C/D visibility $\frac{3}{4}$ SM. VDP NA when using Selinsgrove altimeter setting.

MISSED APPROACH:
Climb to 4000 direct
ETSIW and hold.

AWOS-3 127.575	HARRISBURG APP CON 118.25 269.45	UNICOM 123.075 (CTAF) 0
--------------------------	--	-----------------------------------



CATEGORY	A	B	C	D
LPV DA	1930- $\frac{3}{4}$ 200 (200- $\frac{3}{4}$)			
LNAV/ DA VNAV	2020- $\frac{7}{8}$ 290 (300- $\frac{7}{8}$)			
LNAV MDA	2200-1 470 (500-1)		2220-1 $\frac{3}{8}$ 470 (500-1 $\frac{3}{8}$)	
CIRCLING	2200-1 470 (500-1)		2220-1 $\frac{1}{2}$ 490 (500-1 $\frac{1}{2}$)	2280-2 550 (600-2)



POTTSVILLE, PENNSYLVANIA
Amdt 3 31DEC20

40°42'N-76°22'W

SCHUYLKILL COUNTY/JOE ZERBEY (Z·ER)
RNAV (GPS) RWY 11

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

WAAS
CH **63014**
W29A

APP CRS
290°

Rwy Ldg
TDZE
Apt Elev

5101
1724
1730

RNAV (GPS) RWY 29

SCHUYLKILL COUNTY/JOE ZERBEY (Z_{ER})

RNP APCH - GPS

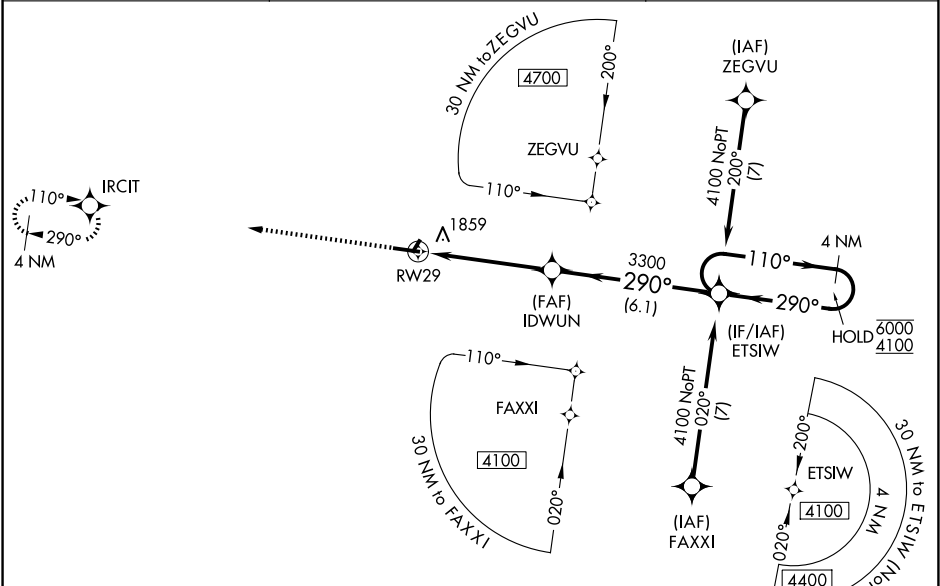
▼

NA

Circling NA to Rwy 4 and 22. Baro-VNAV NA when using Selinsgrove altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.
VDP NA when using Selinsgrove altimeter setting. When local altimeter setting not received,
use Selinsgrove altimeter setting: increase LPV DA to 2156 feet and visibility ½ SM;
LNAV/VNAV DA to 2376 feet and visibility ¾ SM; increase all MDAs 240 feet and
visibility LNAV Cats C/D ½ SM and Circling Cats C/D ½ SM.

MISSED APPROACH:
Climb to 4000 direct
IRCIT and hold.

AWOS-3 127.575	HARRISBURG APP CON 118.25 269.45	UNICOM 123.075 (CTAF) 0
--------------------------	--	-----------------------------------



ELEV 1730

TDZE 1724

4000

IRCIT

ETSIW

4 NM

Holding Pattern

110°

290°

6000

4100

GP 3.00°

TCH 45

1.2 NM to RW29

3.7 NM

6.1 NM

3300

3300

3300

1.2 NM

3.7 NM

6.1 NM

CATEGORY	A	B	C	D
LPV DA	1924-¾	200 (200-¾)		
LNAV/VNAV DA	2144-1⅛	420 (500-1⅛)		
LNAV MDA	2120-1	396 (400-1)	2120-1⅛	396 (400-1⅛)
CIRCLING	2160-1 430 (500-1)	2180-1 450 (500-1)	2180-1½ 450 (500-1½)	2280-2 550 (600-2)

REIL Rwy 11 and 29 0

MIRL Rwy 11-29 0

POTTSVILLE, PENNSYLVANIA

AL-5436 (FAA)

26078

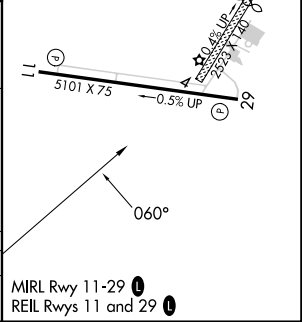
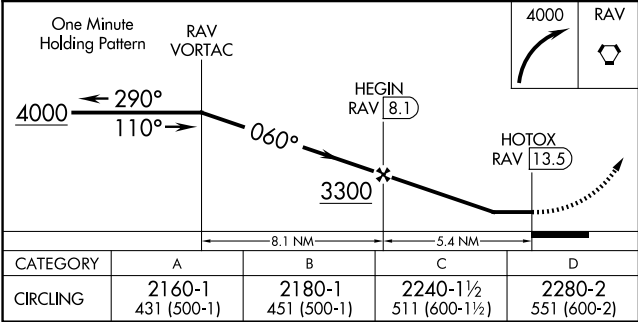
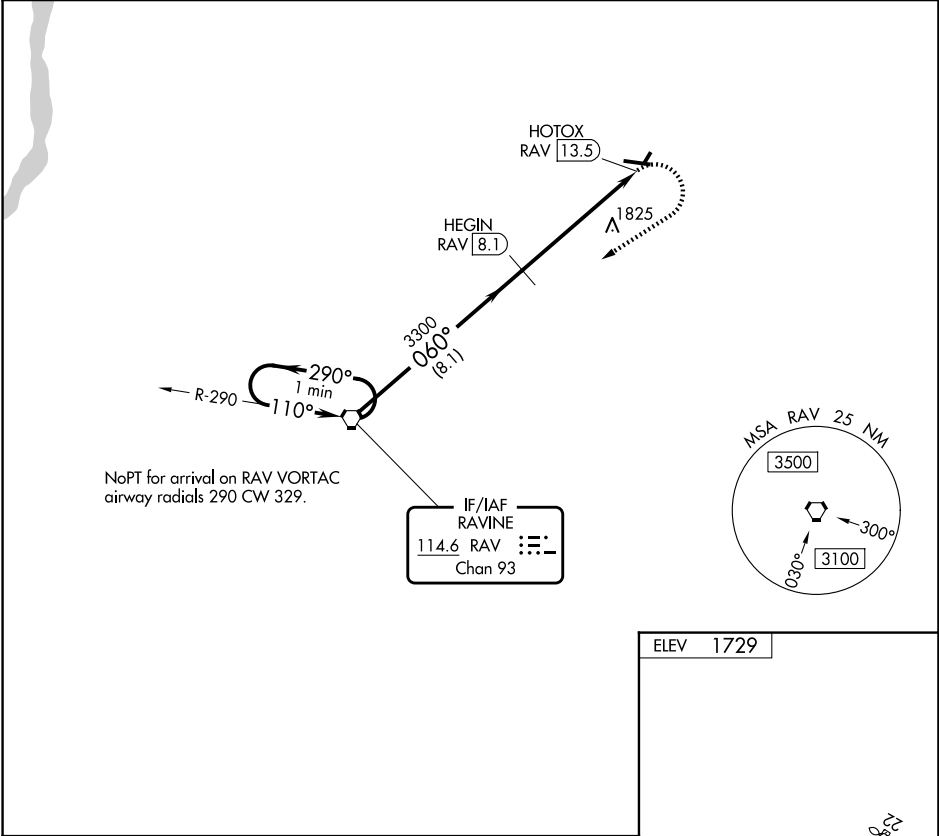
VORTAC RAV 114.6 Chan 93	APP CRS 060°	Rwy Ldg TDZE Apt Elev 1729	N/A N/A 1729
--	------------------------	---	---

VOR-A

SCHUYLKILL COUNTY/JOE ZERBEY (ZÉR)

 NA	Circling to Rwy 4, 22 NA at night. DME required. When local altimeter setting not received, use Penn Valley altimeter setting and increase all MDAs 280 feet and visibility Cat C and D ¾ SM.	MISSED APPROACH: Climbing right turn to 4000 direct RAV VORTAC and hold.
---	--	--

AWOS-3 127.575	HARRISBURG APP CON 118.25 269.45	UNICOM 123.075 (CTAF) 0
--------------------------	--	--



POTTSVILLE, PENNSYLVANIA

Orig 07DEC17

40°42'N-76°22'W

SCHUYLKILL COUNTY/JOE ZERBEY (ZÉR)

VOR-A

NE-4, 03 SEP 2026 to 29 OCT 2026

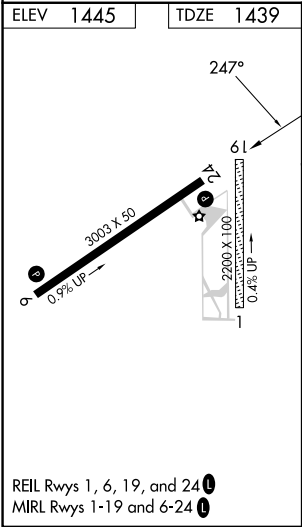
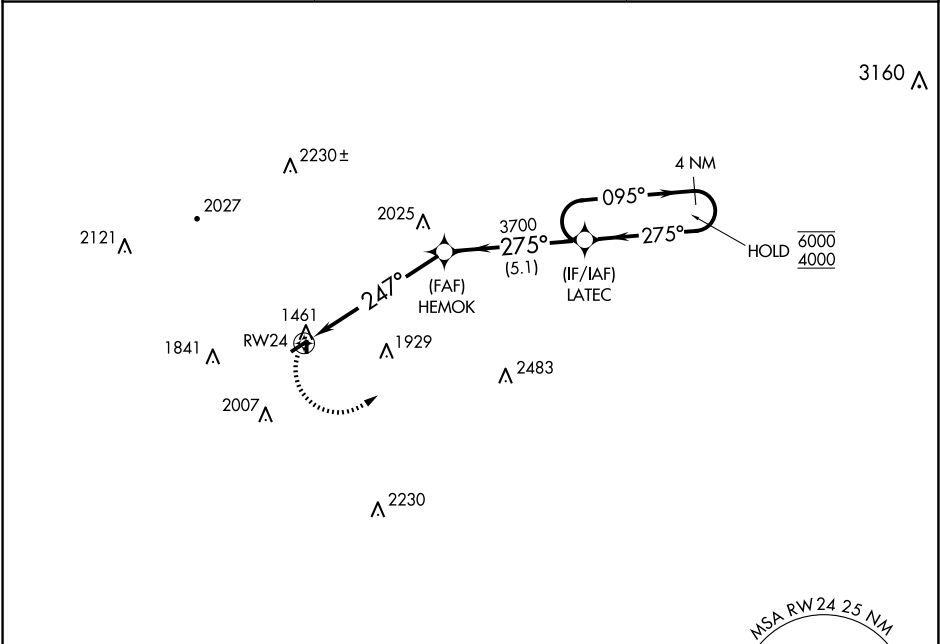
NE-4, 03 SEP 2026 to 29 OCT 2026

APP CRS 247°	Rwy Idg	3003
	TDZE	1439
	Apt Elev	1445

RNAV (GPS) RWY 24
PUNXSUTAWNEY MUNI (N35)

RNP APCH - GPS.		MISSED APPROACH: Climbing left turn to 4000 direct LATEC and hold.
NA	Circling NA to Rwy 1 and 19. Rwy 24 helicopter visibility reduction below ¾ SM NA. Use Dubois Rgnl altimeter setting.	

DUJ ASOS 119.025	CLEVELAND CENTER 126.725 291.65	UNICOM 123.0 (CTAF) 0
---------------------	------------------------------------	--------------------------



4000	LATEC	VGSi and descent angles not coincident (VGSi Angle 4.00/TCH 40).		4 NM Holding Pattern
HEMOK		LATEC	4 NM	095° → 6000 ← 275° 4000
RW24		3700	275°	247°
6 NM		5.1 NM		
CATEGORY	A	B	C	D
LNAV MDA	2160-1	721 (800-1)	NA	
CIRCLING	2180-1 735 (800-1)	2260-1¼ 815 (900-1¼)	NA	

QUAKERTOWN, PENNSYLVANIA

AL-5676 (FAA)

26022

WAAS CH 72928 W11A	APP CRS 111°	Rwy Ldg TDZE Apt Elev	3210 525 525
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 11

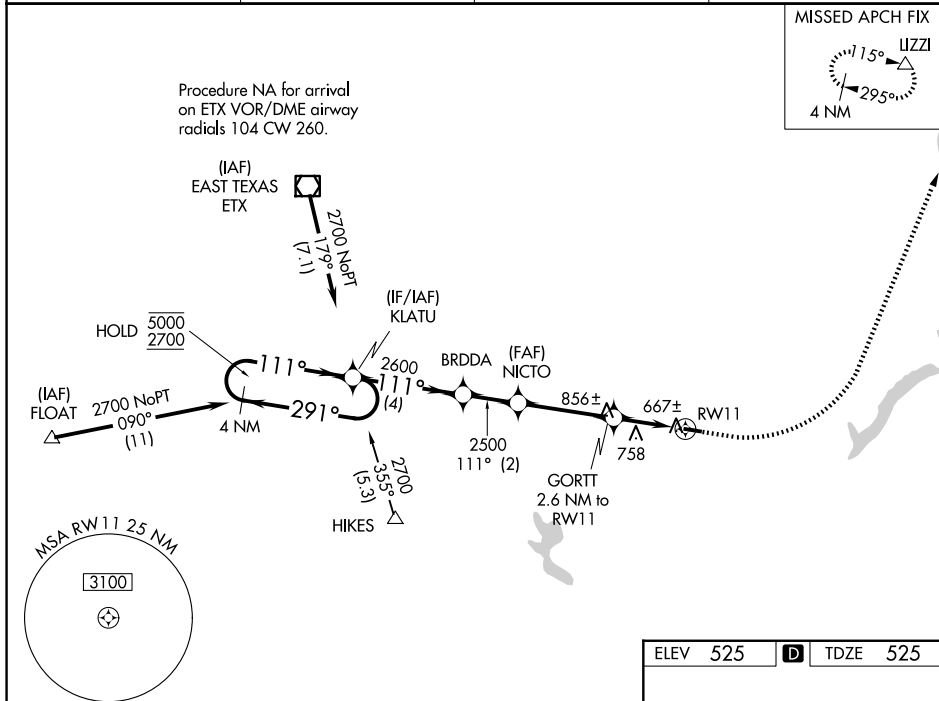
QUAKERTOWN (UKT)

RNP APCH.

- ▼ Procedure NA at night.
▲ Rwy 11 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 1100
then climbing left turn to 3000 direct
LIZZI and hold.

AWOS-3 119.475	PHILADELPHIA APP CON 123.8 291.7	CLNC DEL 118.55	UNICOM 122.725 (CTAF)
--------------------------	--	---------------------------	---------------------------------



Visual Segment - Obstacles.		1100	3000	LIZZI
4 NM Holding Pattern		KLATU	BRDDA	NICTO
5000 ← 291°		111° →	2600	2500
2700		111°	1380	RWY 11
		4 NM	2 NM	3.5 NM
				2.6 NM
CATEGORY	A	B	C	D
LP MDA	920-1	395 (400-1)	920-1½ 395 (400-1½)	NA
LNAV MDA	1020-1	495 (500-1)	1020-1½ 495 (500-1½)	NA
CIRCLING	1040-1 515 (600-1)	1080-1 555 (600-1)	1220-2 695 (700-2)	NA

REIL Rwys 11 and 29
MIRL Rwy 11-29

QUAKERTOWN, PENNSYLVANIA

Orig-C 10OCT19

40°26'N-75°23'W

QUAKERTOWN (UKT)

RNAV (GPS) RWY 11

NE-4, 03 SEP 2026 to 29 OCT 2026

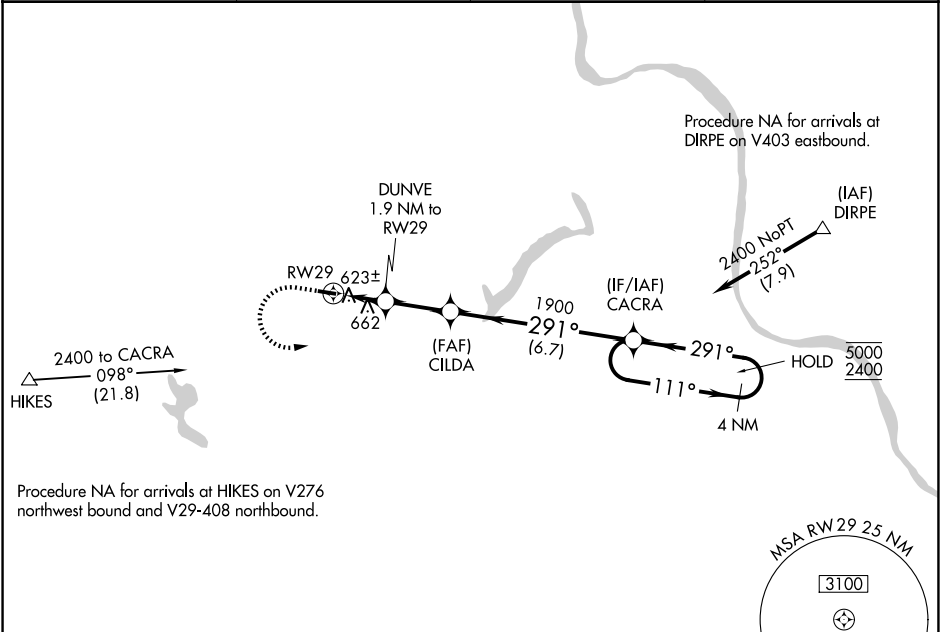
NE-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 61228 W29A	APP CRS 291°	Rwy Ldg TDZE Apt Elev	3020 525 525
--	------------------------	-----------------------------	---

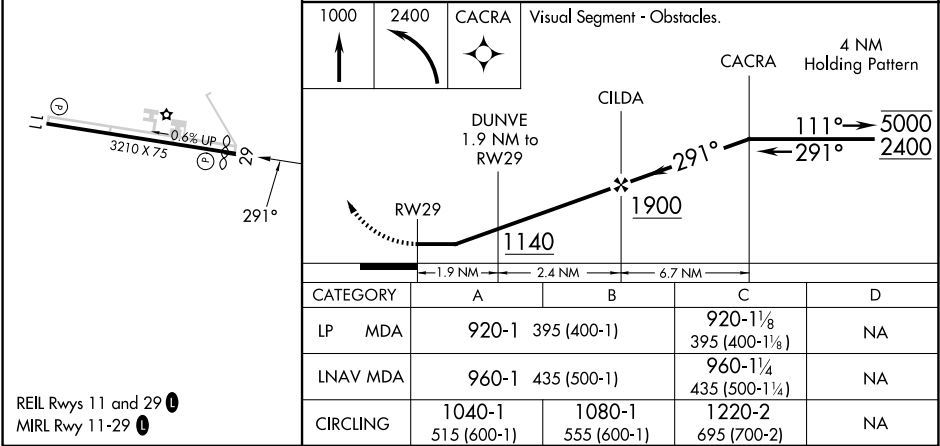
RNAV (GPS) RWY 29

QUAKERTOWN (UKT)

RNP APCH - GPS.		MISSED APPROACH: Climb to 1000, then climbing left turn to 2400 direct CACRA and hold.	
▼	Circling Rwy 11 NA at night.		
▲	Rwy 29 helicopter visibility reduction below ¾ SM NA.		
AWOS-3 119.475	PHILADELPHIA APP CON 123.8 291.7	CLNC DEL 118.55	UNICOM 122.725 (CTAF) 0



ELEV 525	D	TDZE 525
----------	--------------	----------



RAVENSWOOD, WEST VIRGINIA

AL-6658 (FAA)

25275

APP CRS	Rwy Ldg	4000
037°	TDZE	753
	Apt Elev	758

RNAV (GPS) RWY 4

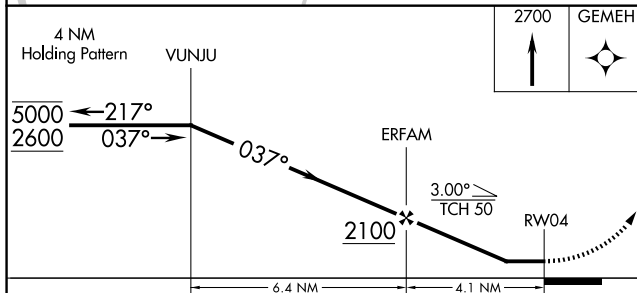
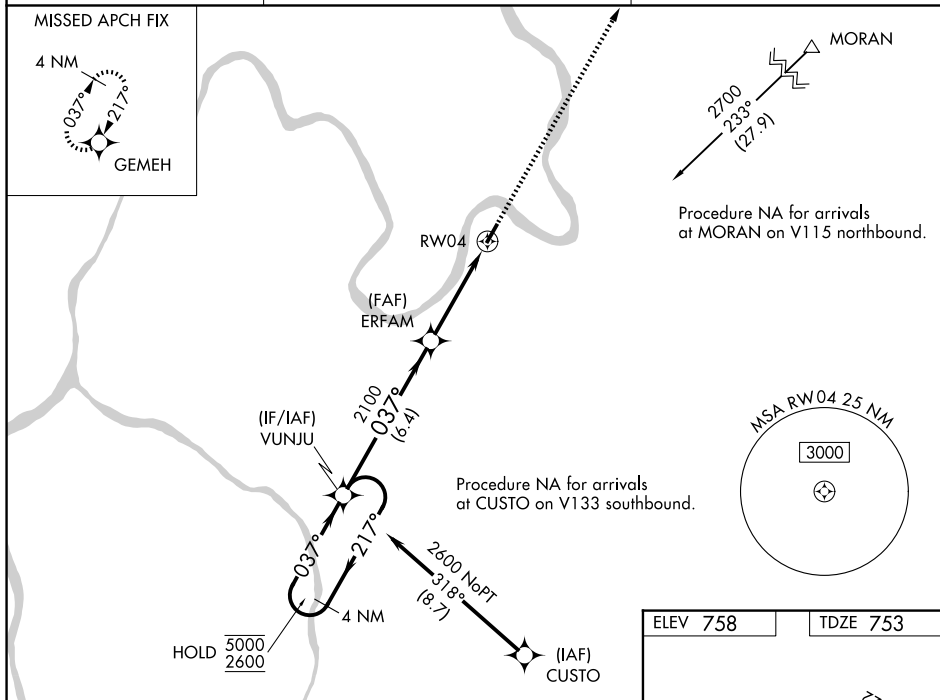
JACKSON COUNTY (I18)

RNP APCH - GPS.

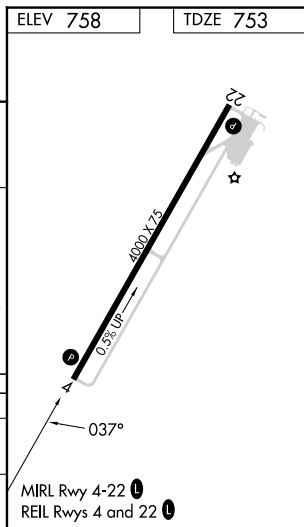
- ▼** Rwy 4 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Point Pleasant altimeter setting and increase all MDA 60 feet; increase LNAV Cat C visibility $\frac{1}{8}$ SM and Circling Cat C visibility $\frac{1}{4}$ SM. Straight-in Rwy 4 NA at night, Circling Rwy 4 NA at night.

MISSED APPROACH:
Climb to 2700 direct GEME and hold.

AWOS-2 121.3	HUNTINGTON APP CON 128.4 270.1	UNICOM 122.8 (CTAF) 0
------------------------	--	---------------------------------



CATEGORY	A	B	C	D
LNAV MDA	1400-1 647 (700-1)		1400-1 $\frac{7}{8}$ 647 (700-1 $\frac{7}{8}$)	NA
CIRCLING	1600-1 $\frac{1}{4}$ 842 (900-1 $\frac{1}{4}$)		1600-2 $\frac{1}{2}$ 842 (900-2 $\frac{1}{2}$)	NA



RAVENSWOOD, WEST VIRGINIA

Orig-B 17JUN21

38°56'N-81°49'W

JACKSON COUNTY (I18)

RNAV (GPS) RWY 4

NE-4, 03 SEP 2026 to 29 OCT 2026

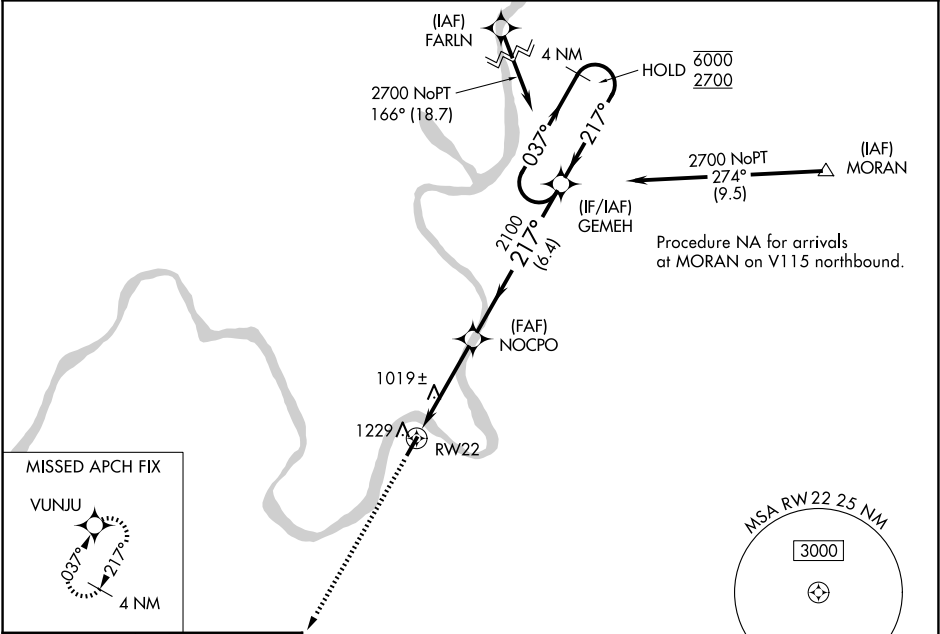
WAAS CH 61323 W22A	APP CRS 217°	Rwy Ldg TDZE 758 Apt Elev 758
--	------------------------	---

RNAV (GPS) RWY 22

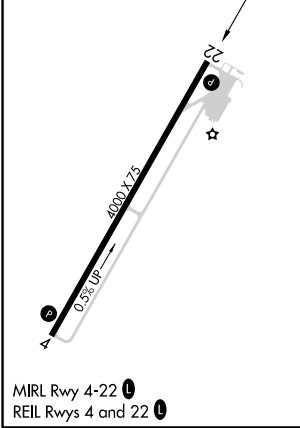
JACKSON COUNTY (I18)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2600 direct VUNJU and hold.
⚠ NA Circling Rwy 4 NA at night. VDP NA when using 312 altimeter setting. When local altimeter setting not received, use 312 altimeter setting and increase all MDAs 60 feet; increase LP visibility Cat C ¼ SM and Circling visibility Cat C ¼ SM.		

AWOS-2 121.3	HUNTINGTON APP CON 128.4 270.1	UNICOM 122.8 (CTAF) 0
------------------------	--	---------------------------------



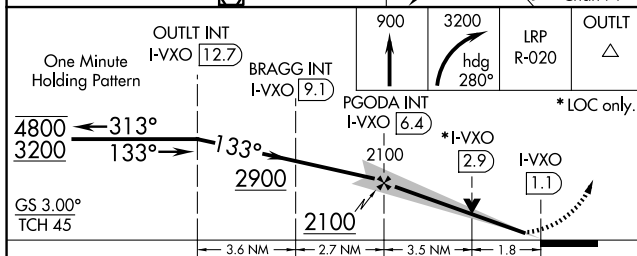
ELEV 758	TDZE 758
-----------------	-----------------



2600	VUNJU	VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 50).		4 NM Holding Pattern
GEME H		NOCPO		037° → 6000 ← 217° 2700
RW22		1.1 NM to RW22		2100
1.1 NM		3 NM		6.4 NM
CATEGORY	A	B	C	D
LP MDA	1280-1	522 (600-1)	1280-1½ 522 (600-1½)	NA
LNAV MDA	1540-1 782 (800-1)	1540-1¼ 782 (800-1¼)	1540-2½ 782 (800-2½)	NA
CIRCLING	1600-1¼	842 (900-1¼)	1600-2½ 842 (900-2½)	NA

ILS or LOC RWY 13
READING RGNL/CARLA SPAATZ FLD (RDG)

MISSED APPROACH: Climb to 900 then climbing right turn to 3200 on heading 280° and LRP VOR/DME R-020 to OUTLT INT/I-VXO 12.7 DME and hold.

UNICOM
122.95

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

READING RGNL/CARL A SPAATZ FLD (RDG)

40°23'N-75°58'W

ILS or LOC RWY 13

NE-4, 03 SEP 2026 to 29 OCT 2026

READING, PENNSYLVANIA

AL-627 (FAA)

26246

WAAS CH 45712 W13A	APP CRS 133°	Rwy Ldg 6350 TDZE 344 Apt Elev 344
--	------------------------	---

RNAV (GPS) RWY 13

READING RGNL/CARL A SPAATZ FLD (RDG)

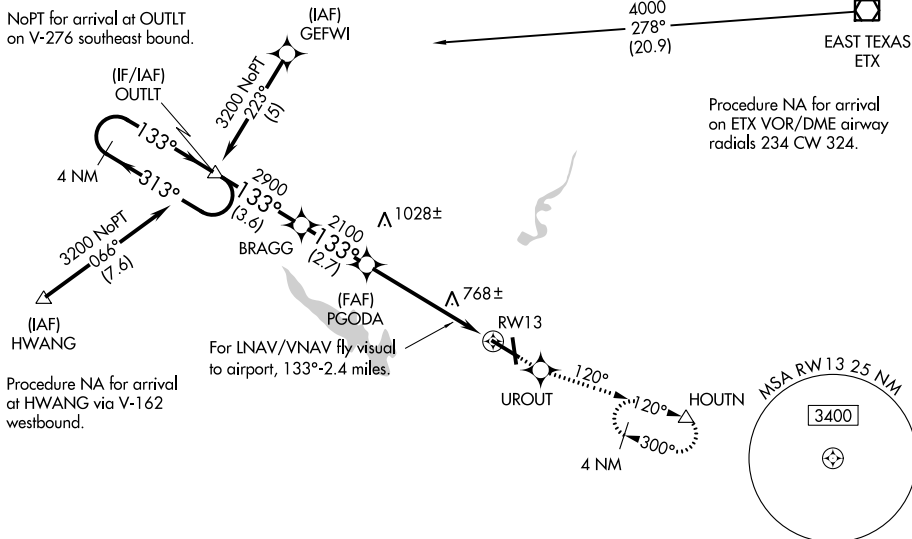
RNP APCH - GPS.

- ⚠ Circling Rwy 18, 31 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 13 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
- ⚠ Baro-VNAV and VDP NA when using MDT altimeter setting. When local altimeter setting not received, use MDT altimeter setting: increase LPV DA to 1020 feet; increase LNAV/VNAV DA to 1264 feet and Cats A/B/C visibility $1\frac{1}{2}$ SM and Cat D visibility $1\frac{1}{4}$ SM; increase all MDAs 100 feet and LNAV visibility Cats B/D $\frac{1}{4}$ SM, LNAV visibility Cat C $\frac{1}{2}$ SM, and Circling visibility Cats B/C $\frac{1}{4}$ SM.

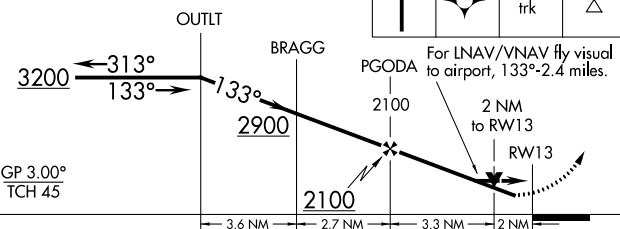
MISSED APPROACH: Climb to 3000 direct UROUT and via 120° track to HOUTN and hold, continue climb-in-hold to 3000.

ATIS 127.1	HARRISBURG APP CON 125.15 257.9	READING TOWER ★ 119.9 (CTAF) 0 288.3	GND CON 121.9	UNICOM 122.95
----------------------	---	--	-------------------------	-------------------------

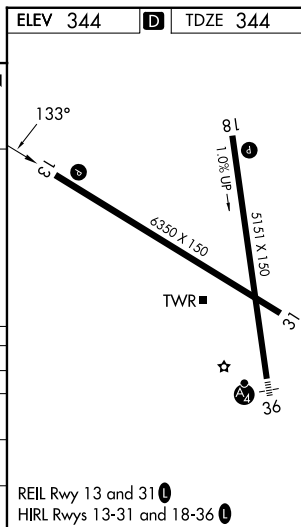
NoPT for arrival at OUTLT on V-276 southeast bound.



4 NM
Holding Pattern



CATEGORY	A	B	C	D
LPV DA		926-2	582 (600-2)	
LNAV/VNAV DA	1170-2 $\frac{1}{2}$	826 (900-2 $\frac{1}{2}$)		1170-2 $\frac{3}{4}$ 826 (900-2 $\frac{3}{4}$)
LNAV MDA	1040-1	696 (700-1)	1040-2 696 (700-2)	1040-2 $\frac{1}{4}$ 696 (700-2 $\frac{1}{4}$)
CIRCLING	1040-1 696 (700-1)	1080-1 736 (800-1)	1280-2 $\frac{3}{4}$ 936 (1000-2 $\frac{3}{4}$)	1660-3 1316 (1400-3)



READING, PENNSYLVANIA

Orig-C 03SEP26

READING RGNL/CARL A SPAATZ FLD (RDG)

40°23'N - 75°58'W

RNAV (GPS) RWY 13

NE-4, 03 SEP 2026 to 29 OCT 2026

APP CRS
184°

Rwy Ldg
TDZE
319

Apt Elev
344

RNAV (GPS) RWY 18

READING RGNL/CARL A SPAATZ FLD (RDG)

RNP APCH - GPS.

▼ Straight-in Rwy 18 NA at night, Circling Rwy 18, 31 NA at night. Rwy 18 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use MDT altimeter setting and increase all MDAs 100 feet, and LNAV visibility Cat B ¼ SM, LNAV visibility Cat C ½ SM, LNAV visibility Cat D ½ SM, and Circling visibility Cats B/C ¼ SM.

MISSED APPROACH: Climb to 3000 direct COTAX and via 258° track to BOYER and hold, continue climb-in-hold to 3000.

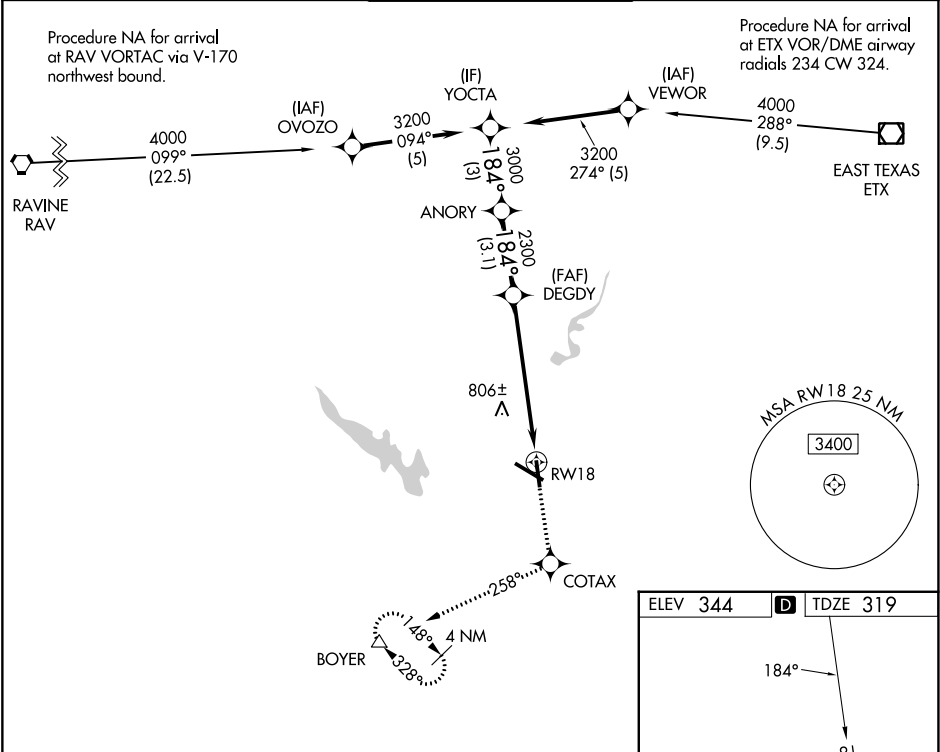
ATIS
127.1

HARRISBURG APP CON
125.15 257.9

READING TOWER ★
119.9 (CTAF) 0 288.3

GND CON
121.9

UNICOM
122.95



YOCTA
3200

ANORY

DEGDY

RW18

Procedure Turn NA

3000

2300

3.05°

TCH 55

3 NM

3.1 NM

6 NM

3000

COTAX

BOYER

258° trk

CATEGORY	A	B	C	D
LNAV MDA	980-1 661 (700-1)	980-1 7/8 661 (700-1 7/8)	980-2 661 (700-2)	980-2 661 (700-2)
CIRCLING	1020-1 676 (700-1)	1080-1 736 (800-1)	1280-2 3/4 936 (1000-2 3/4)	1660-3 1316 (1400-3)

ELEV 344

TDZE 319

184°

81

1.0% Up

6350 X 150

5151 X 150

TWR

36

REIL Rwy 13 and 31

HIRL Rwy 13-31 and 18-36

READING, PENNSYLVANIA

AL-627 (FAA)

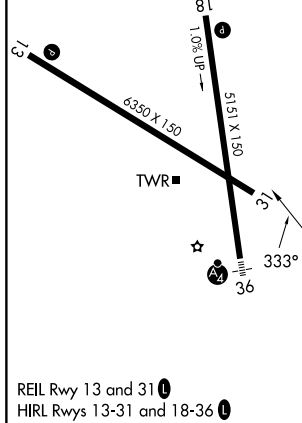
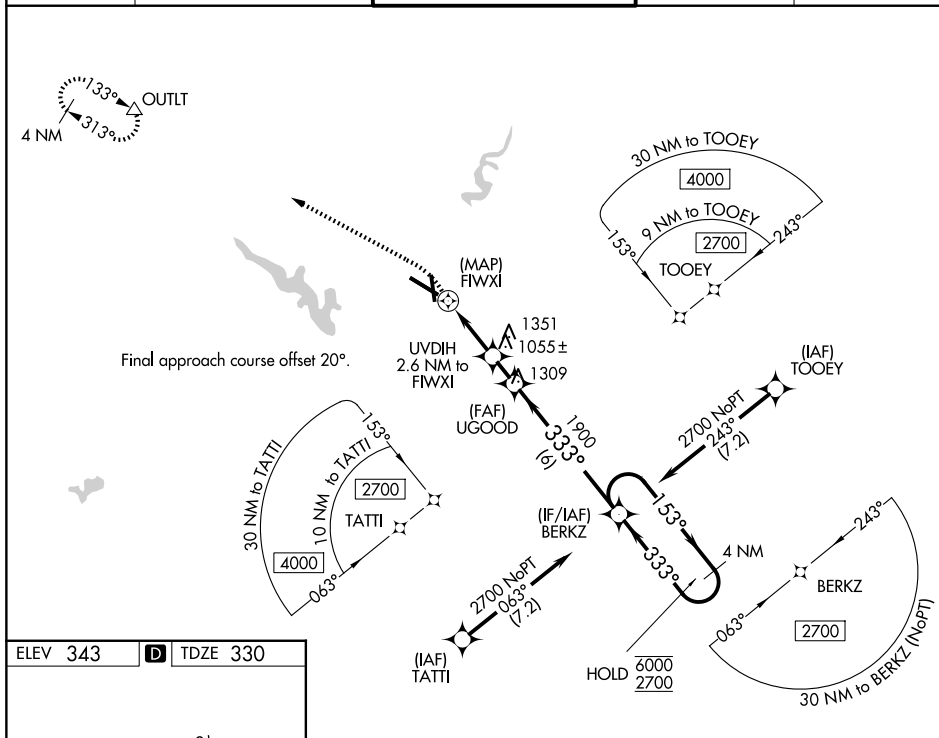
25331

WAAS CH 93547 W31A	APP CRS 333°	Rwy Ldg TDZE 330 Apt Elev 343
--	------------------------	---

RNAV (GPS) RWY 31

READING RGNL/CARL A SPAATZ FLD (RDG)

RNP APCH - GPS.		MISSED APPROACH: Climbing left turn to 3200 direct OUTLT and hold.		
 Rwy 31 helicopter visibility reduction below $\frac{3}{4}$ SM NA.				
ATIS 127.1	HARRISBURG APP CON 125.15 257.9	READING TOWER ★ 119.9 (CTAF) 0 288.3	GND CON 121.9	UNICOM 122.95



ELEV 343		D TDZE 330	
3200 OUTLT		BERKZ Holding Pattern	
UVDIH 2.6 NM to FFWXI		UGOOD	
1.6 NM to FFWXI		153° 6000	
FWXI		333° 2700	
1460		1900	
0.5 1.6 1 NM 1.3 NM 6 NM			
CATEGORY	A	B	C
LP MDA	1120-1 790 (800-1)	1120-1¼ 790 (800-1¼)	1120-2½ 790 (800-2½)
LNAV MDA	1360-1¼ 1030 (1100-1¼)	1360-1½ 1030 (1100-1½)	1360-3 1030 (1100-3)
CIRCLING	1360-1¼ 1017 (1100-1¼)	1360-1½ 1017 (1100-1½)	1360-3 1017 (1100-3)

READING, PENNSYLVANIA

Amdt 1 27NOV25

READING RGNL/CARL A SPAATZ FLD (RDG)

40°23'N-75°58'W

RNAV (GPS) RWY 31

NE-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 97412 W36A	APP CRS 004°	Rwy Ldg 5151 TDZE 343 Apt Elev 344
--	------------------------	---

RNAV (GPS) RWY 36

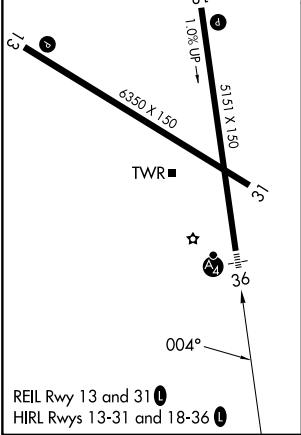
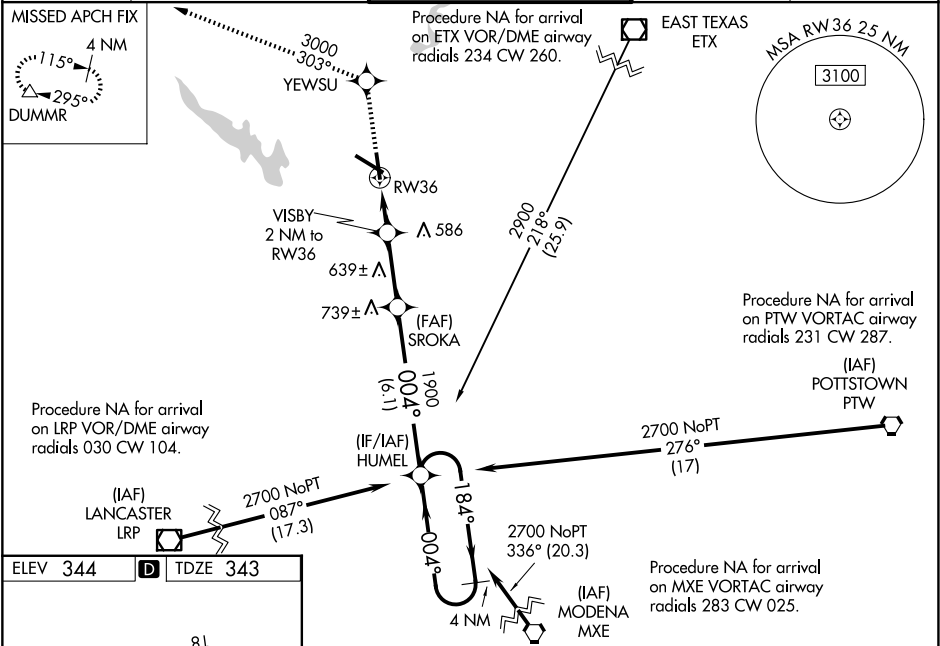
READING RGNL/CARL A SPAATZ FLD (RDG)

⚠ Night landing: Rwy 18, 31 NA. Inoperative table does not apply. Baro-VNAV NA when using Harrisburg Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase LPV DA to 715 feet and visibility ¼ SM, increase LNAV/VNAV DA to 928 feet and visibility ¼ SM and increase all MDAs 100 feet, and LNAV Cats C and D and Circling Cats B and C visibility ¼ SM.

MALSF

MISSED APPROACH:
Climb to 3000 direct YEWSU and via 303° to DUMMR and hold, continue climb-in-hold to 3000.

ATIS 127.1	HARRISBURG APP CON 125.15 257.9	READING TOWER ★ 119.9 (CTAF) 0 288.3	GND CON 121.9	UNICOM 122.95
----------------------	---	--	-------------------------	-------------------------



3000	YEWSU	tr	303°	DUMMR	4 NM	HUMEL	Holding Pattern
*LNAV only	VISBY 2 NM to RW36	*1.1 NM to RW36	1900	SROKA	184°	004°	2700
			1020*				GP 3.00° TCH 40
	1.1	0.9	2.7 NM	6.1 NM			
CATEGORY	A	B	C	D			
LPV DA		622-1	279 (300-1)				
LNAV/VNAV DA		835-1¾	492 (500-1¾)				
LNAV MDA		740-1	397 (400-1)		740-1¼	397 (400-1¼)	
CIRCLING	1020-1 676 (700-1)	1080-1 736 (800-1)	1280-2¾ 936 (1000-2¾)	1660-3 1316 (1400-3)			

WAAS CH 86444 W06A	APP CRS 059°	Rwy Idg TDZE Apt Elev	5001 819 819
--	------------------------	-----------------------------	---

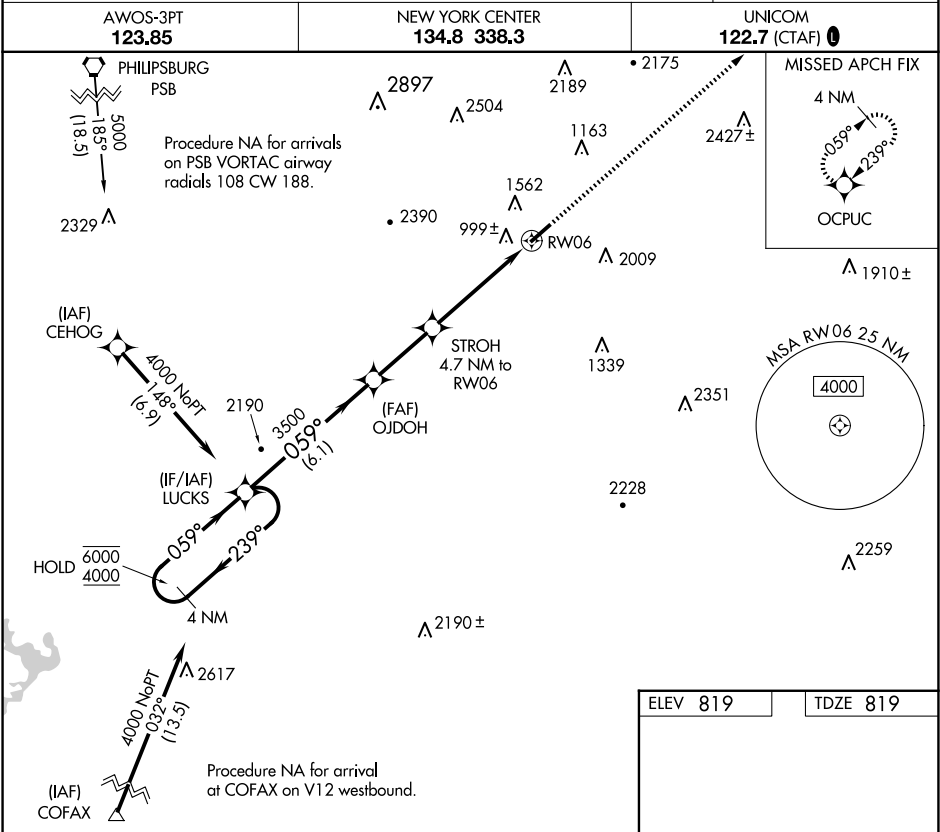
RNAV (GPS) RWY 6

MIFFLIN COUNTY (RVL)

RNP APCH - GPS.

Rwy 6 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA.

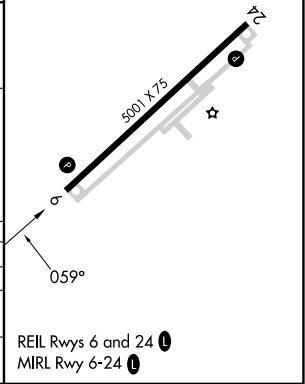
MISSED APPROACH:
Climb to 4000 direct
OCPUC and hold.



ELEV 819

TDZE 819

4 NM Holding Pattern	VGSi and RNAV glidepath not coincident (VGSi Angle 4.00/TCH 48).				4000	OCPUC
6000 4000	←239° 059°→	059°	3500	2520	1.7 NM to RW06	
GP 3.30° TCH 48		3500	2520		RW06	
	6.1 NM	2.8 NM	3.1 NM	1.7		
CATEGORY	A	B	C	D		
LPV DA		1314-1⅜	495 (500-1⅜)			
LNAV/ VNAV		1506-2	687 (700-2)			
LNAV MDA	1580-1 761 (800-1)	1580-1¼ 761 (800-1¼)	1580-2½	761 (800-2½)		



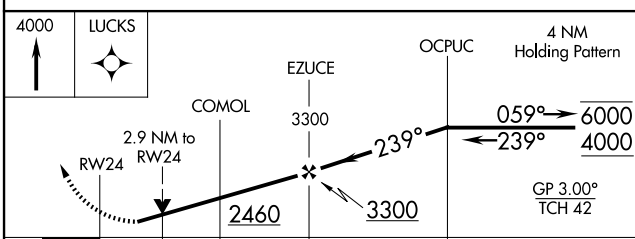
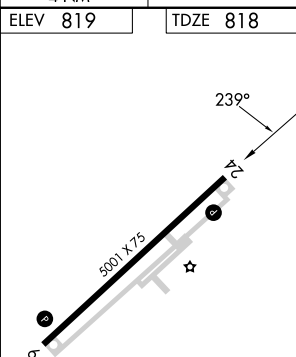
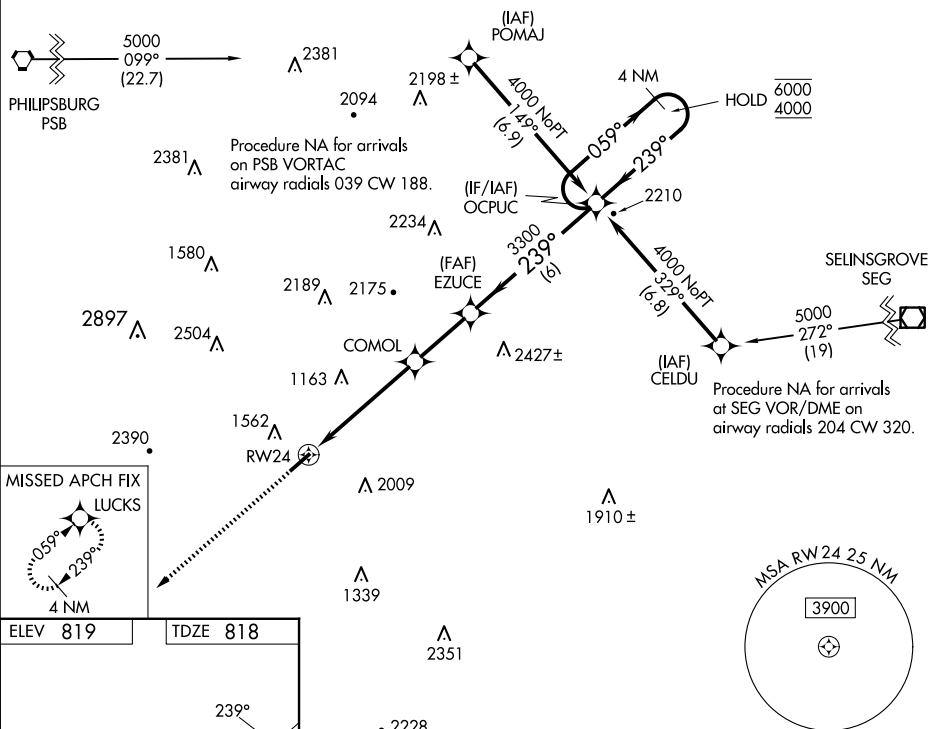
NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 24
MIFFLIN COUNTY (RVL)

T	A
---	---

MISSED APPROACH:
Climb to 4000 direct
LUCKS and hold.

UNICOM
122.7 (CTAF) **L**

		2.9 NM		2.2 NM		2.6 NM		6 NM	
CATEGORY		A				B		C	
LPV	DA	1506-2				688 (700-2)			
INAV/ VNAV	DA	1870-4				1052 (1100-4)			
INAV	MDA	1780-1¼ 962 (1000-1¼)		1780-1½ 962 (1000-1½)		1780-3		962 (1000-3)	

MIFFLIN COUNTY (RVL)
RNAV (GPS) RWY 24

NE-4, 03 SEP 2026 to 29 OCT 2026

LOC RWY 6
MIFFLIN COUNTY (RVL)

MISSED APPROACH: Climb to 3000 then climbing right turn to 4000 on heading 147° and RAV VORTAC R-290 to HERDA INT/RAV 30 DME and hold.

ALTERNATE MISSED
APCH FIX

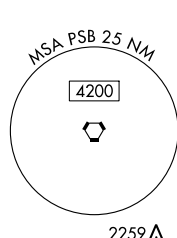
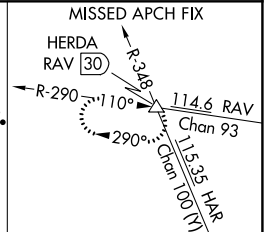
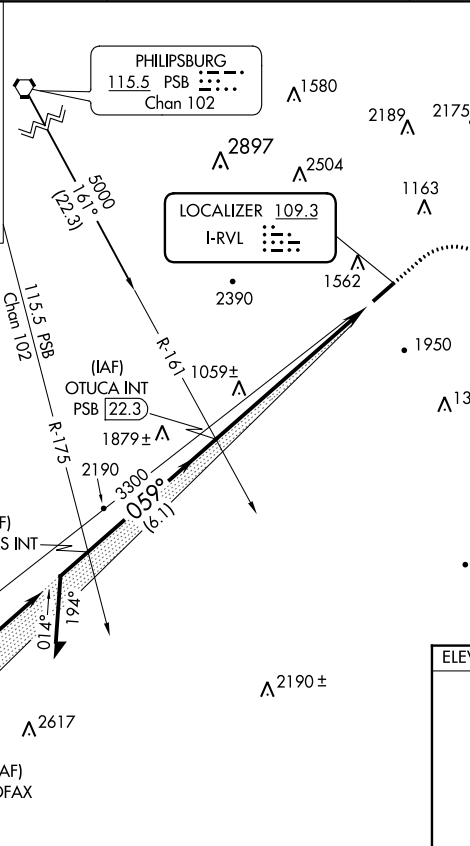
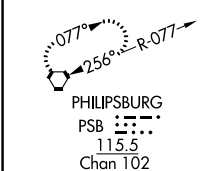
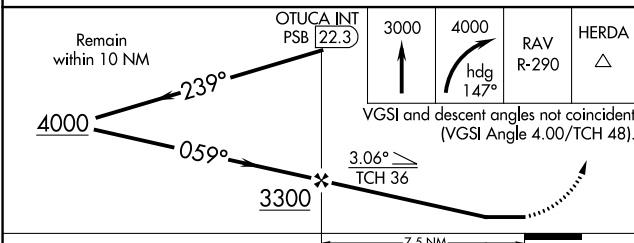


Diagram illustrating the geometry of REIL (Runway End Identifier Lights) and MIRL (Medium Intensity Runway Lights) for Runway 6-24. The diagram shows a runway segment labeled "5001 X 75" with a width of 75 feet. The angle between the runway centerline and the line connecting the REIL and MIRL is indicated as 0.59° . The REIL is shown as a series of lights along the runway edge, and the MIRL is shown as a series of lights along the runway edge. A star symbol is also present near the runway.



MIFFLIN COUNTY (RVL)
LOC RWY 6

ST MARYS, PENNSYLVANIA

AL-5500 (FAA)

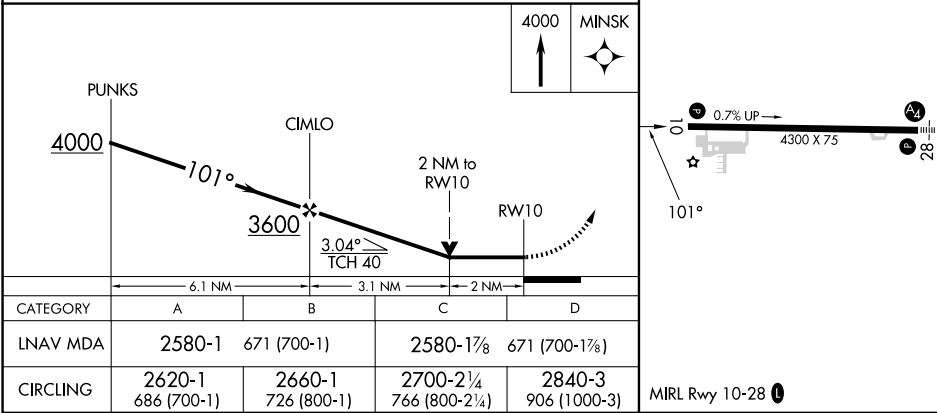
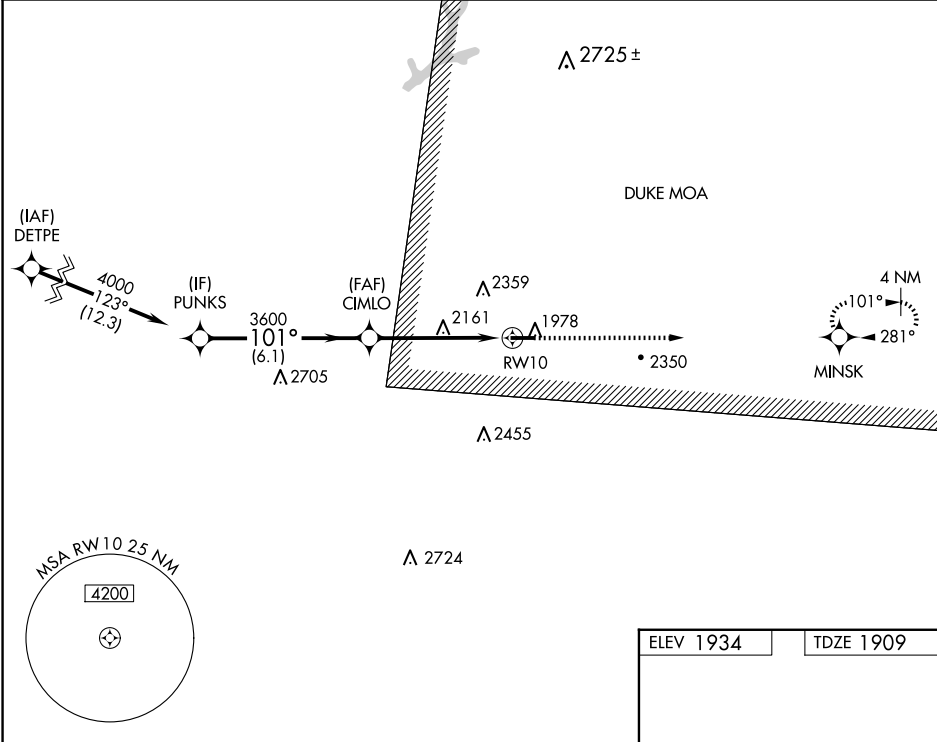
23334

APP CRS	Rwy Idg	4300
101°	TDZE	1909
	Apt Elev	1934

RNAV (GPS) RWY 10
ST MARYS MUNI (OYM)

RNP APCH - GPS.	Rwy 10 helicopter visibility reduction below ¾ SM NA. VDP NA when using Bradford altimeter setting. When local altimeter setting not received, use Bradford altimeter setting and increase all MDA 240 feet, and LNAV visibility Cat A/B ¼ SM, visibility Cat C/D ½ SM, and Circling visibility Cat A/B ½ SM, visibility Cat C ¾ SM.	MISSED APPROACH: Climb to 4000 direct MINSK and hold.
-----------------	--	--

AWOS-3P 118.05	CLEVELAND CENTER 126.725 291.65	ALTOONA CLNC DEL 122.4	UNICOM 122.7 (CTAF) 0
-------------------	------------------------------------	---------------------------	--------------------------



ST MARYS, PENNSYLVANIA
Amdt 1D 30NOV23

41°25'N-78°30'W

ST MARYS MUNI (OYM)
RNAV (GPS) RWY 10

APP CRS
281°

Rwy Idg
TDZE
1934
Apt Elev
1934

RNAV (GPS) RWY 28

ST MARYS MUNI (OYM)

RNP APCH - GPS.

▼

▲

☼ -36°C

Rwy 28 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to LNAV Cat A. VDP NA when using Bradford altimeter setting. When local altimeter setting not received, use Bradford altimeter setting and increase all MDA 240 feet, LNAV visibility Cats B/C/D ½ SM, and Circling visibility Cats B/C ½ SM. For inop ALS increase LNAV visibility Cat C/D to 2½ SM. For inop ALS when using Bradford altimeter setting, increase LNAV visibility Cat C/D to 3 SM.

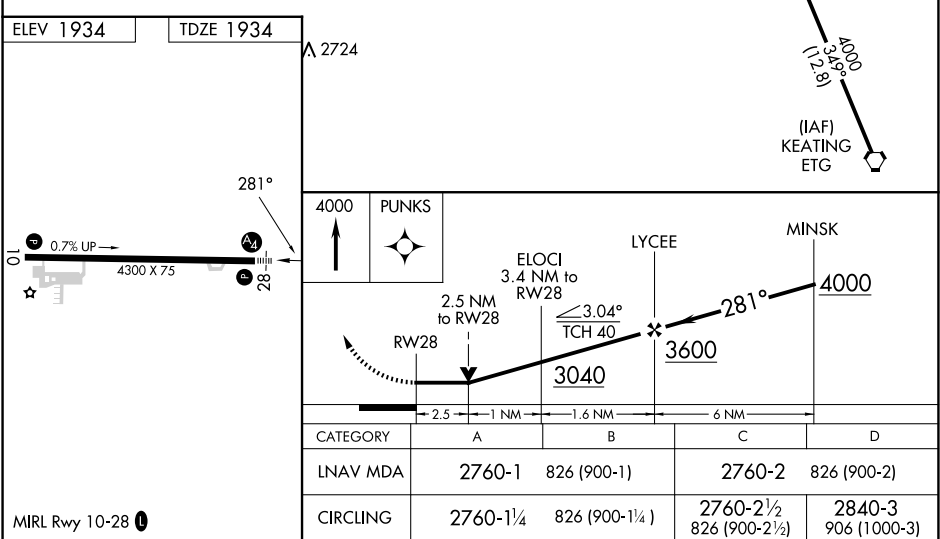
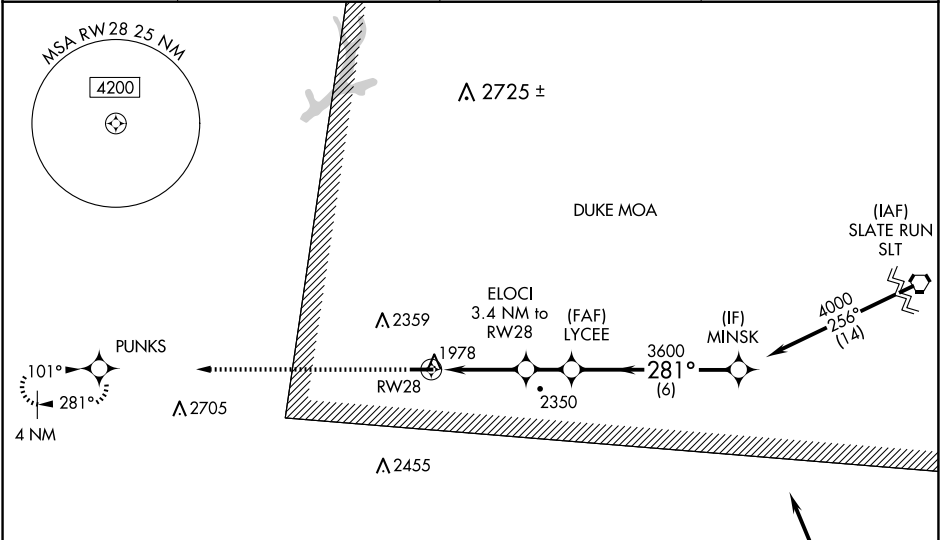
MALS

☼

☼

MISSED APPROACH:
Climb to 4000 direct PUNKS and hold.

AWOS-3P 118.05	CLEVELAND CENTER 126.725 291.65	ALTOONA CLNC DEL 122.4	UNICOM 122.7 (CTAF) 0
-------------------	------------------------------------	---------------------------	--------------------------



LOC RWY 28
ST MARYS MUNI (OYM)

MISSED APPROACH:
Climbing right turn to
4000 on I-OYM east
course to MINSK INT/
11.9 DME and hold.

Procedure NA for arrivals at SLT VORTAC on airway radials 289 CW 308.

IAF SLATE RUN 113.9 SLT Chan 86

LOCALIZER 108.9 I-OYM Chan 26

FETKU LYCEE I-OYM I-OYM 4.1 5.9

2359 1978 2379± 2439± 2350 3600 281° (6) 101° 1 min 281° 101°

DUKE MOA

2725±

2455

2724

Procedure NA for arrivals at ETG VORTAC on airway radials 290 CW 308.

IAF KEATING 116.0 ETG Chan 107

4000 NoPT 253° (14) R-253

4000 NoPT 348° (12.8) R-348

MSA ETG 25 NM 4200

ELEV 1934 TDZE 1934

CATEGORY	A	B	C	D
S-28	2740-1	806 (900-1)	2740-2	806 (900-2)
CIRCLING	2740-1 806 (900-1)	2740-1½ 806 (900-1½)	2740-2½ 806 (900-2½)	2840-2¾ 906 (1000-2¾)

ST MARYS MUNI (OYM)
LOC RWY 28

NE-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 97639 W17A	APP CRS 170°	Rwy Ldg 4372 TDZE 456 Apt Elev 464
--	------------------------	---

APP CRS
170°

Rwy Ldg	4372
TDZE	456
Apt Elev	464

RNAV (GPS) RWY 17
PENN VALLEY (SEG)

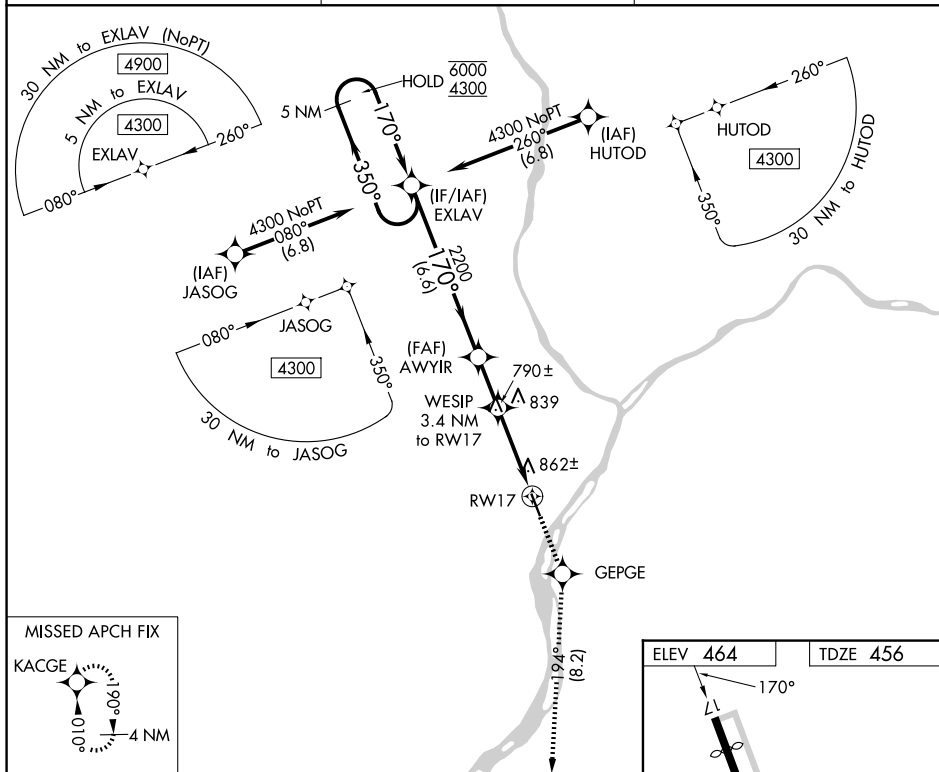
RNP APCH - GPS.

	Rwy 17 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 17
	NA at night, Circling Rwy 17 NA at night.
	-13°C

MISSED APPROACH: Climb to 3900 direct GEPGE and on track 194° to KACGE and hold, continue climb-in-hold to 3900.

ASOS
123.975

HARRISBURG APP CON
118.25 269.45

UNICOM
122.7 (CTAF) **L**

CATEGORY	A	B	C	D
LP MDA	1200-1 744 (800-1)	1200-1¼ 744 (800-1¼)	1200-2	744 (800-2)
LNAV MDA	1260-1 804 (800-1)	1260-1¼ 804 (800-1¼)	1260-2½	804 (800-2½)
CIRCLING	1400-1¼ 936 (1000-1¼)		1420-3 956 (1000-3)	1600-3 1136 (1200-3)

SELINGROVE, PENNSYLVANIA
Amdt 1B 26DEC24

40°49'N-76°52'W
323

PENN VALLEY (SEG)
RNAV (GPS) RWY 17

NE-4, 03 SEP 2026 to 29 OCT 2026

SELINGSGROVE, PENNSYLVANIA

AL-5273 (FAA)

25219

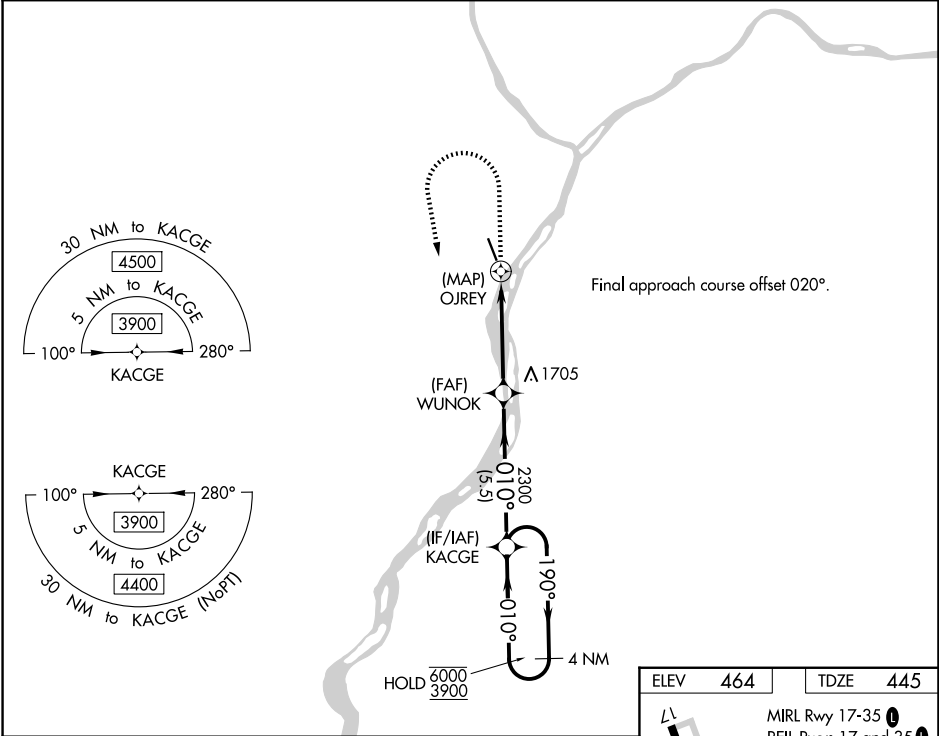
WAAS CH 49139 W35A	APP CRS 010°	Rwy Ldg TDZE 445 Apt Elev 464
--	------------------------	---

RNAV (GPS) RWY 35

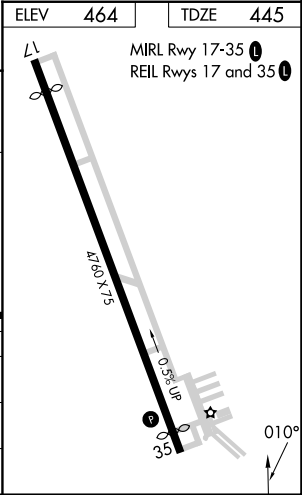
PENN VALLEY (SE/G)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2000 then climbing left turn to 3900 direct KACGE and hold.
Rwy 35 helicopter visibility reduction below 1 SM NA. Circling Rwy 17 NA at night. Straight-in Rwy 35 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.		
-13°C		

ASOS 123.975	HARRISBURG APP CON 118.25 269.45	UNICOM 122.7 (CTAF) 0
------------------------	--	---------------------------------



4 NM Holding Pattern		Visual Segment - Obstacles.		2000	3900	KACGE
		5.5 NM		4.4 NM	0.5 NM	
CATEGORY	A	B	C	D		
LP MDA	1200-1 755 (800-1)	1200-1¼ 755 (800-1¼)	1200-2	755 (800-2)		
LNAV MDA	1860-1¼ 1415 (1400-1¼)	1860-1½ 1415 (1400-1½)	1860-3	1415 (1400-3)		
CIRCLING	1860-1¼ 1396 (1400-1¼)	1860-1½ 1396 (1400-1½)	1860-3	1396 (1400-3)		



SELINGSGROVE, PENNSYLVANIA

Amdt 1 26DEC24

40°49'N-76°52'W

PENN VALLEY (SE/G)

RNAV (GPS) RWY 35

NE-4, 03 SEP 2026 to 29 OCT 2026

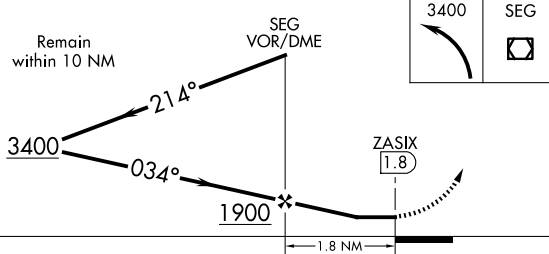
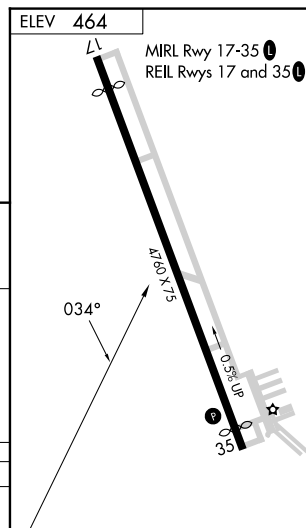
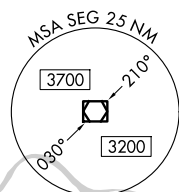
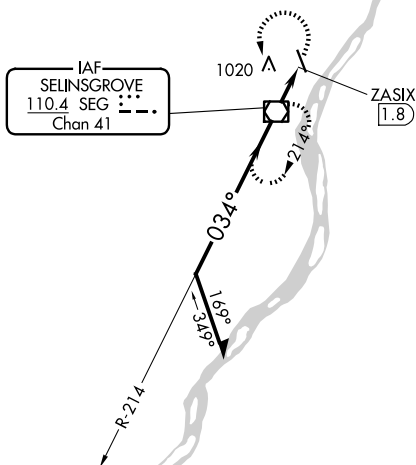
NE-4, 03 SEP 2026 to 29 OCT 2026

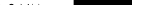
VOR/DME SEG 110.4 Chan 41	APP CRS 034°	Rwy Ldg TDZE Apt Elev	N/A N/A 464
---	------------------------	-----------------------------	--

VOR-A
PENN VALLEY (SEG)

   -13°C	Circling to Rwy 17 NA at night. When Circling to Rwy 35 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.		MISSED APPROACH: Climbing left turn to 3400 direct SEG VOR/DME and hold, continue climb-in-hold to 3400.
	ASOS 123.975	HARRISBURG APP CON 118.25 269.45	UNICOM 122.7 (CTAF) 0

Procedure NA for arrivals
at SEG VOR/DME on
V106 eastbound.



				
CATEGORY	A	B	C	D
CIRCLING	1400-1¼ 936 (1000-1¼)		NA	

SHAMOKIN, PENNSYLVANIA

AL-6421 (FAA)

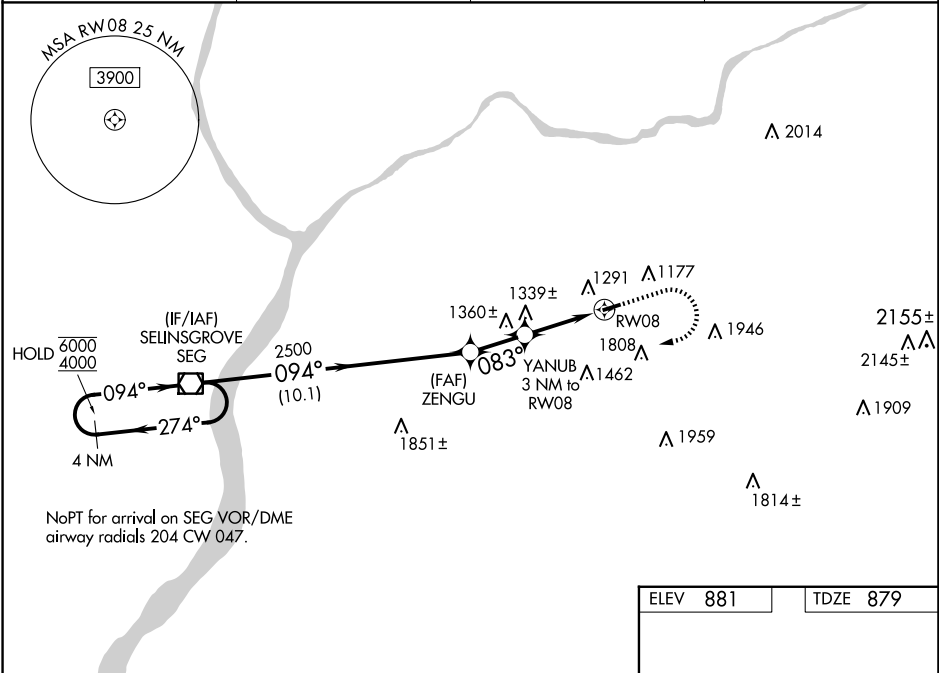
25163

WAAS CH 87024 W08A	APP CRS 083°	Rwy Ldg TDZE 879 Apt Elev 881
--	------------------------	---

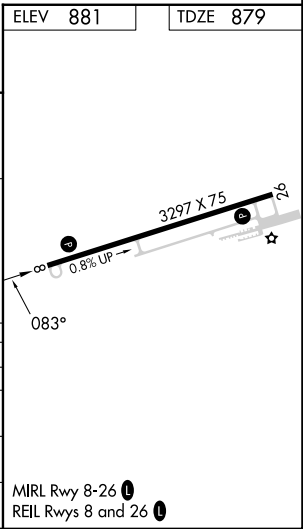
RNAV (GPS) RWY 8
NORTHUMBERLAND COUNTY (N79)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2300 then climbing right turn to 4000 direct SEG VOR/DME and hold.
▼ NA	Baro-VNAV and VDP NA when using Selinsgrove altimeter setting. Rwy 8 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Selinsgrove altimeter setting and increase LPV DA to 1221 feet; increase LNAV/VNAV DA to 1695 feet and all visibilities ½ SM. Increase all MDAs 100 feet and LNAV visibility Cat C ½ SM.	

AWOS-3 119.175	HARRISBURG APP CON 118.25 269.45	UNICOM 122.8 (CTAF)	121.8 0
--------------------------	--	-------------------------------	----------------



4 NM Holding Pattern		SEG VOR/DME		2300 4000 SEG	
6000 ← 274°		4000 → 094°		ZENGU 2500	
GP 3.00°		TCH 40		YANUB 3 NM to RWY 08	
				2.2 NM to RWY 08	
				RWY 08	
				10.1 NM	
				2.1 NM	
				0.8	
				2.2 NM	
CATEGORY	A	B	C	D	
LPV DA	1129-1	250 (300-1)		NA	
LNAV/VNAV DA	1603-2	724 (800-2)		NA	
LNAV MDA	1620-1 741 (800-1)	1620-1¼ 741 (800-1¼)	1620-2 741 (800-2)	NA	
CIRCLING	1820-1¼ 939 (1000-1¼)	1880-1½ 999 (1000-1½)	2120-3 1239 (1300-3)	NA	



SHAMOKIN, PENNSYLVANIA

Amtd 1 30NOV23

40°50'N-76°33'W

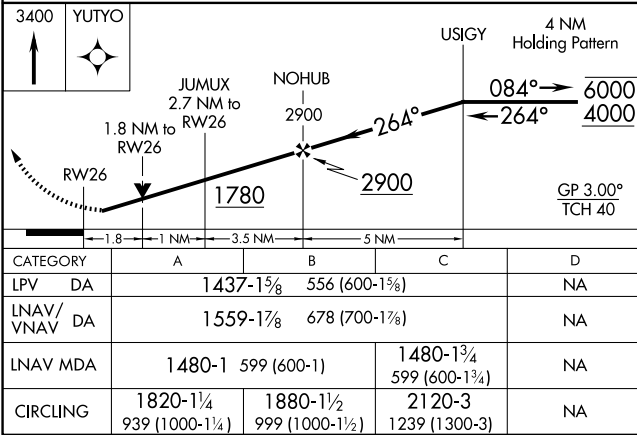
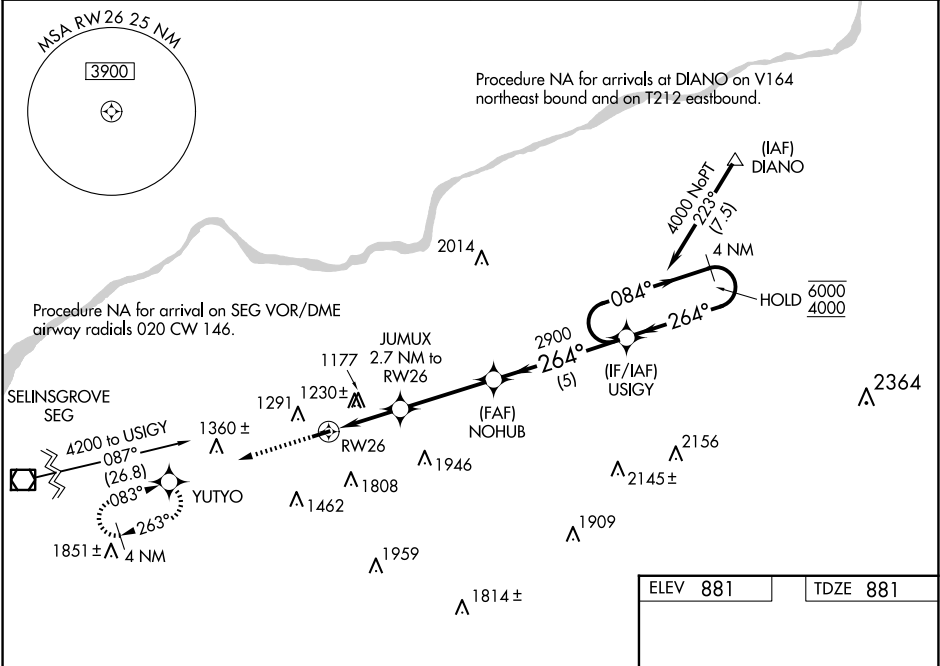
NORTHUMBERLAND COUNTY (N79)

RNAV (GPS) RWY 8

WAAS CH 50424 W26A	APP CRS 264°	Rwy Ldg TDZE 881 Apt Elev 881
--	------------------------	---

RNAV (GPS) RWY 26
NORTHUMBERLAND COUNTY (N79)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3400 direct YUTYO and hold, continue climb-in-hold to 3400.	
AWOS-3 119.175	HARRISBURG APP CON 118.25 269.45	UNICOM 122.8 (CTAF)	121.8 0



ELEV 881	TDZE 881
MIRL Rwy 8-26 0 REIL Rws 8 and 26 0	

VOR/DME SEG 110.4 Chan 41	APP CRS 088°	Rwy Ldg 3297 TDZE 879 Apt Elev 881
---	------------------------	---

VOR RWY 8
NORTHUMBERLAND COUNTY (N79)

T	Rwy 8 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
A NA	When local altimeter setting not received, use Selinsgrove altimeter setting and increase all MDAs 100 feet.

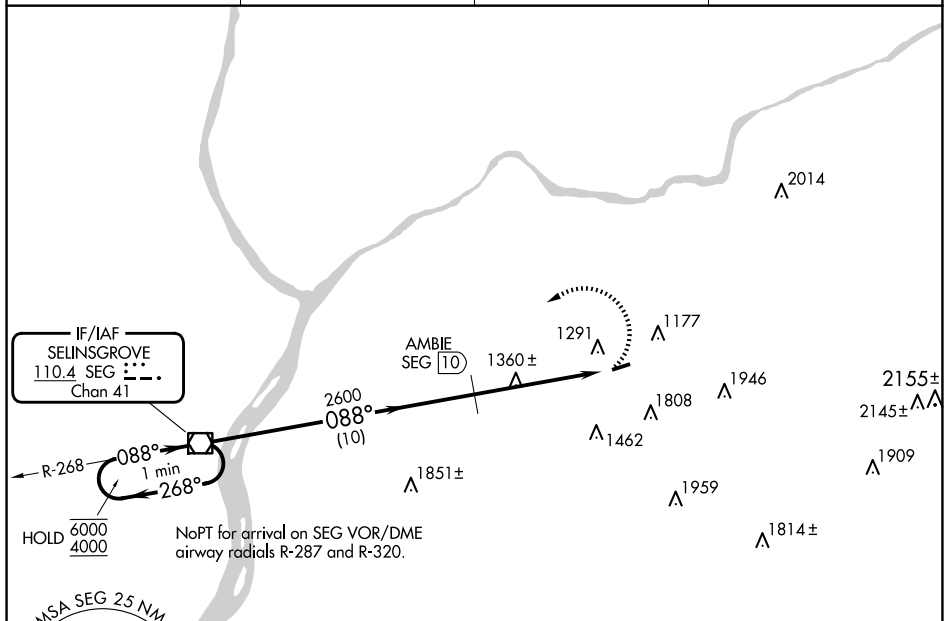
MISSED APPROACH: Climbing left turn to 4000 direct SEG VOR/DME and hold.

AWOS-3
119.175

HARRISBURG APP CON
118.25 269.45

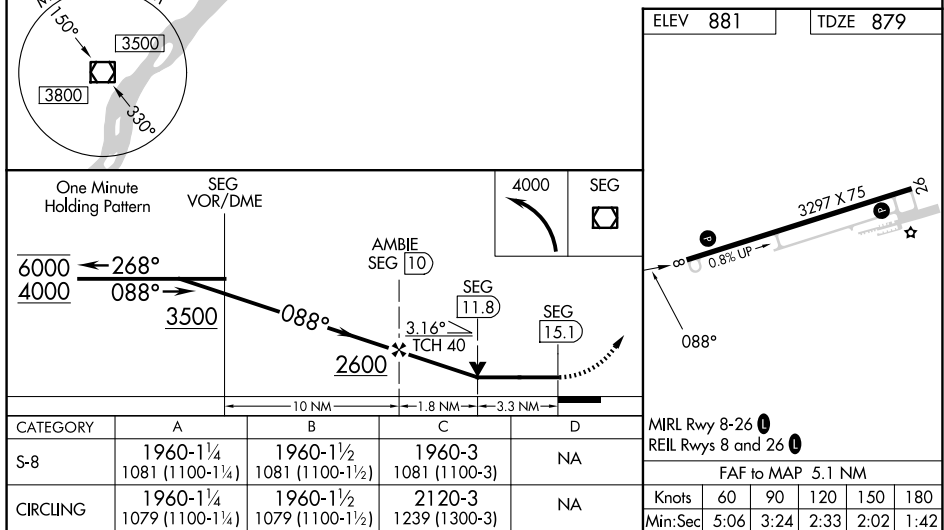
UNICOM
122.8 (CTAF)

121.8 L



NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026



Amdt 4 30NOV23

NORTHUMBERLAND COUNTY (N79)

VOR RWY 8

40°50'N-76°33'W

WAAS CH 66005 W07A	APP CRS 066°	Rwy Ldg TDZE Apt Elev	5002 2275 2275
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 7
SOMERSET COUNTY (2G9)

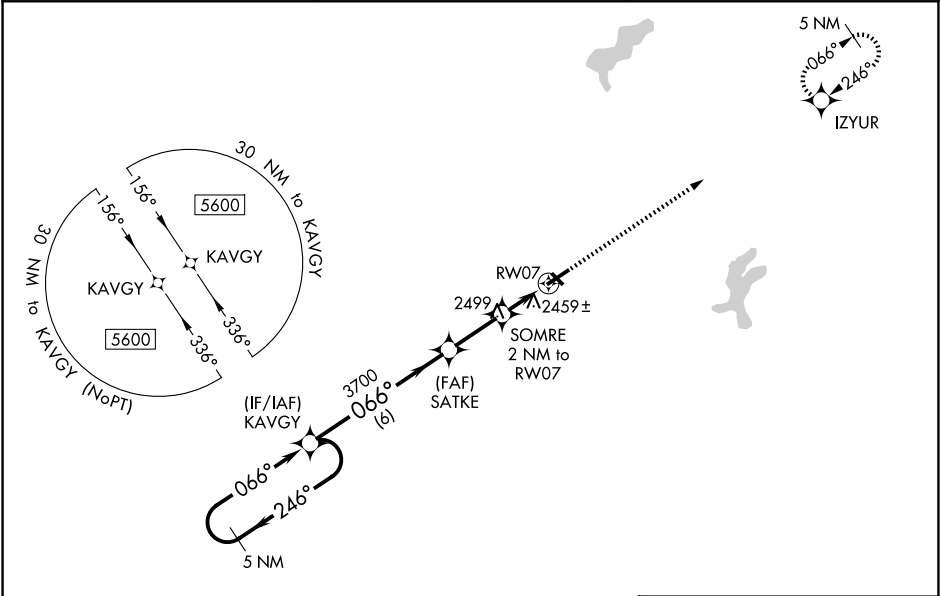
▼

▲ NA

Baro-VNAV and VDP NA when using Johnstown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 53°C (128°F). DME/DME RNP-0.3 NA. Circling Rwy 25 NA at night. Circling to Rwy 14-32 NA. When local altimeter setting not received, use Johnstown altimeter setting and increase all DA 44 feet and all MDA 60 feet. Increase LPV all Cats visibility 1/8 mile and LNAV/VNAV all Cats visibility 1/4 mile.

MISSED APPROACH:
Climb to 5200 direct
IZYUR and hold.

AWOS-3P 133.8	JOHNSTOWN APP CON ★ 121.2 299.2	UNICOM 122.8 (CTAF) 0
-------------------------	---	---------------------------------



ELEV 2275

TDZE 2275

5 NM Holding Pattern

KAVGY

SATKE

SOMRE 2 NM to RW07

5200 IZYUR

GP 3.00° TCH 56

3700

2960*

*1.2 NM to RW07

*LNAV only

6 NM

2.3 NM

0.8

1.2

CATEGORY	A	B	C	D
LPV DA		2525-1	250 (300-1)	
LNAV/VNAV DA		2640-1 1/8	365 (400-1 1/8)	
LNAV MDA	2720-1	445 (500-1)	2720-1 3/8	445 (500-1 3/8)
CIRCLING	2820-1 545 (600-1)	2920-1 645 (700-1)	3460-3 1185 (1200-3)	3520-3 1245 (1300-3)

MIRL Rwy 7-25

REIL Rwy 7 and 25 0

RNAV (GPS) RWY 7

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 82205 W25A	APP CRS 246°	Rwy Ldg TDZE Apt Elev	5002 2240 2275
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 25

SOMERSET COUNTY (2G9)

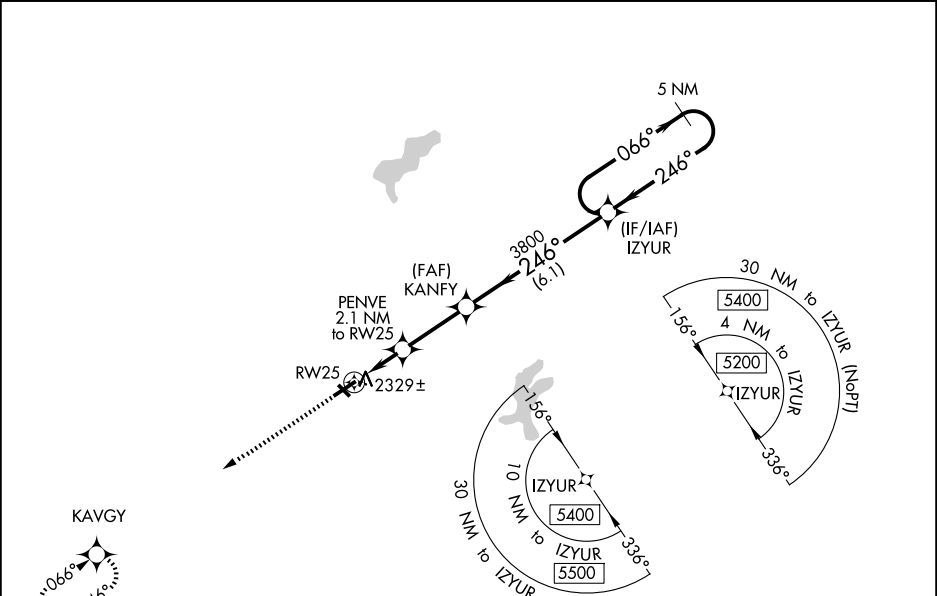
▼

⚠ NA

Baro-VNAV NA when using Johnstown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 53°C (128°F). DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Circling NA to Rwy 14-32. When local altimeter setting not received, use Johnstown altimeter setting and increase all DA 44 feet and all MDA 60 feet. Increase LPV all Cats and LNAV/VNAV all Cats visibility 1/8 mile and increase LNAV Cat C/D visibility 1/4 mile.

MISSED APPROACH:
Climb to 5600 direct
KAVGY and hold.

AWOS-3P 133.8	JOHNSTOWN APP CON ★ 121.2 299.2	UNICOM 122.8 (CTAF) 0
-------------------------	---	---------------------------------



5600

KAVGY

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00°/TCH 29).

5 NM Holding Pattern

*LNAV only

CATEGORY	A	B	C	D
LPV DA		2490-1	250 (300-1)	
LNAV/VNAV DA		2583-1¼	343 (400-1¼)	
LNAV MDA		2580-1	340 (400-1)	
CIRCLING	2820-1 545 (600-1)	2920-1 645 (700-1)	3460-3 1185 (1200-3)	3520-3 1245 (1300-3)

ELEV 2275

TDZE 2240

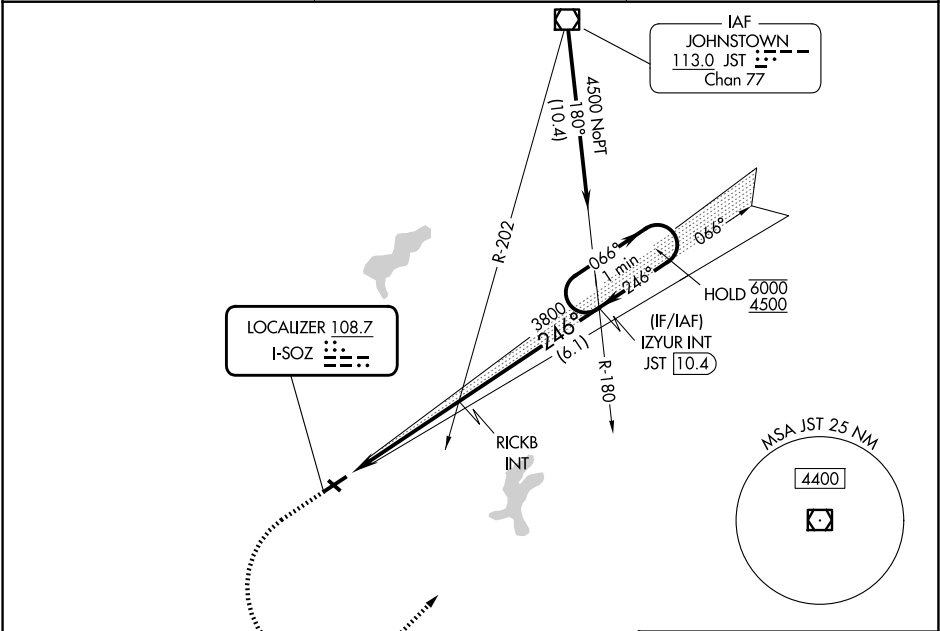
MIRL Rwy 7-25
REIL Rwys 7 and 25 0

LOC I-SOZ 108.7	APP CRS 246°	Rwy Ldg TDZE Apt Elev	5002 2240 2275
---------------------------	------------------------	-----------------------------	---

LOC RWY 25
SOMERSET COUNTY (2G9)

DME required.	MISSED APPROACH: Climb to 3400 then climbing left turn to 4500 on heading 055° and JST VOR/DME R-180 to IZYUR INT/JST 10.4 DME and hold.
▼ ▲ Rwy 25 helicopter visibility reduction below 1 SM NA. Circling NA to Rwy 14 and 32. Procedure NA at night.	

AWOS-3P 133.8	JOHNSTOWN APP CON ★ 121.2 299.2	UNICOM 122.8 (CTAF) 0
-------------------------	---	---------------------------------



ELEV 2275 TDZE 2240

3400

4500

hdg 055°

JST R-180

IZYUR INT

IZYUR INT JST 10.4

One Minute Holding Pattern

RICKB INT

3800

246°

066°

6000

4500

4.9 NM

6.1 NM

CATEGORY	A	B	C	D
S-25	2860-1	620 (600-1)	2860-1¾	620 (600-1¾)
CIRCLING	2860-1 585 (600-1)	2920-1 645 (700-1)	3520-3	1245 (1300-3)

MIRL Rwy 7-25 0

REIL Rwy 7 and 25 0

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

246°

1.5% UP

1.0% UP

5002 X 75

2729 X 150

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

SPENCER, WEST VIRGINIA

AL-10386 (FAA)

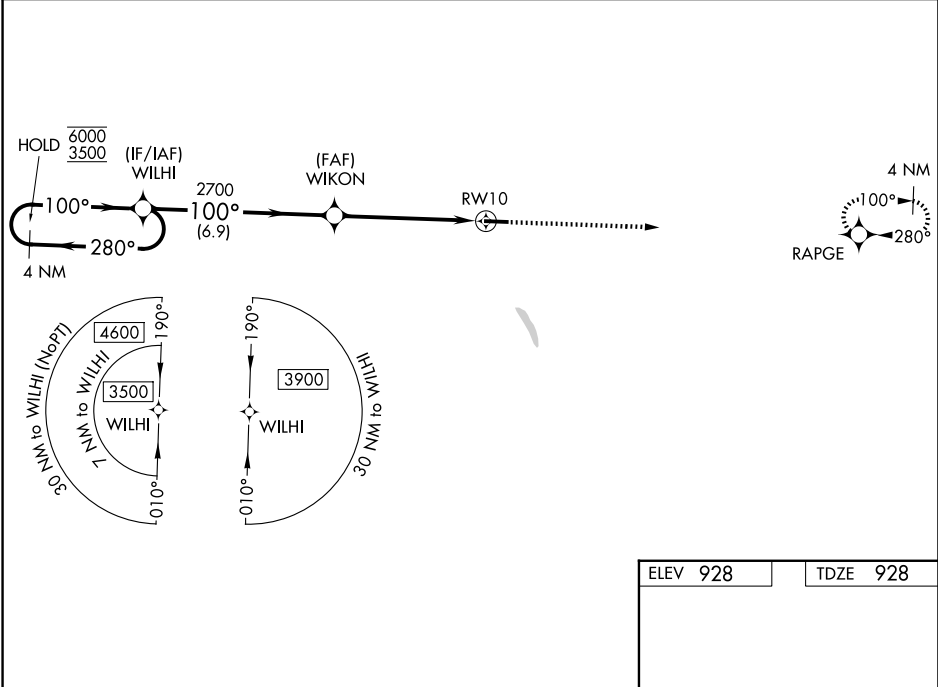
25219

WAAS CH 93632 W10A	APP CRS 100°	Rwy Ldg TDZE 928 Apt Elev 928	4549
--	------------------------	---	-------------

RNAV (GPS) RWY 10
BOGGS FLD (USW)

RNP APCH.	⚠ Circling Rwy 28 NA at night. Baro-VNAV and VDP NA when using Charleston altimeter setting. Rwy 10 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Charleston altimeter setting, increase LPV DA to 1247 feet, LNAV/VNAV DA to 1730 feet, and LNAV/VNAV visibility all Cats by ½ SM; increase all MDAs 80 feet and LNAV visibility Cat B ¼ SM and Cat C and D ½ SM, and Circling visibility Cats C and D by ¼ SM.	MISSED APPROACH: Climb to 3200 direct RAPGE and hold.
-----------	--	---

AWOS-3 118.575	CHARLESTON APP CON 124.1 269.125	UNICOM 122.725 (CTAF) 0
--------------------------	--	-----------------------------------



ELEV 928	TDZE 928
3200 RAPGE 100° 4549 X 75 28 GP 3.00° TCH 40 6000 3500 280° 100° 100° 2700 2700 3.4 NM 2 NM 6.9 NM 1178-1 250 (300-1) 1661-2 733 (800-2) 1620-1 692 (700-1) 1620-2 692 (700-2) 1620-1 692 (700-1) 1760-1¼ 832 (900-1¼) 1760-2½ 832 (900-2½) 1760-2¾ 832 (900-2¾) MIRL Rwy 10-28 0	

SPENCER, WEST VIRGINIA
Amdt 2B 25FEB21

38°49'N-81°21'W

BOGGS FLD (USW)
RNAV (GPS) RWY 10

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 62928 W28A	APP CRS 280°	Rwy Ldg TDZE 928 Apt Elev 928	4549
--	------------------------	---	-------------

RNAV (GPS) RWY 28

BOGGS FLD (USW)

RNP APCH.

▼

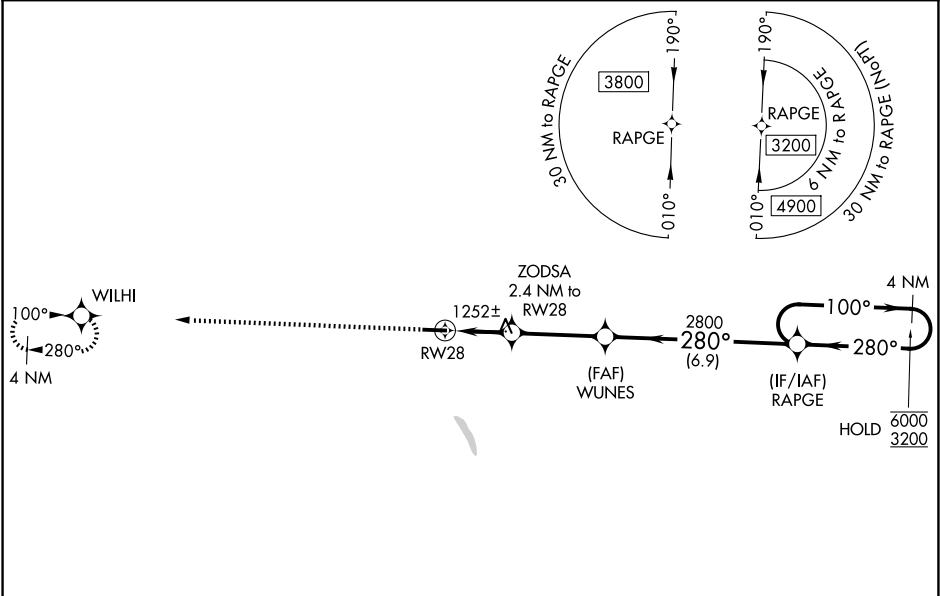
▲

NA

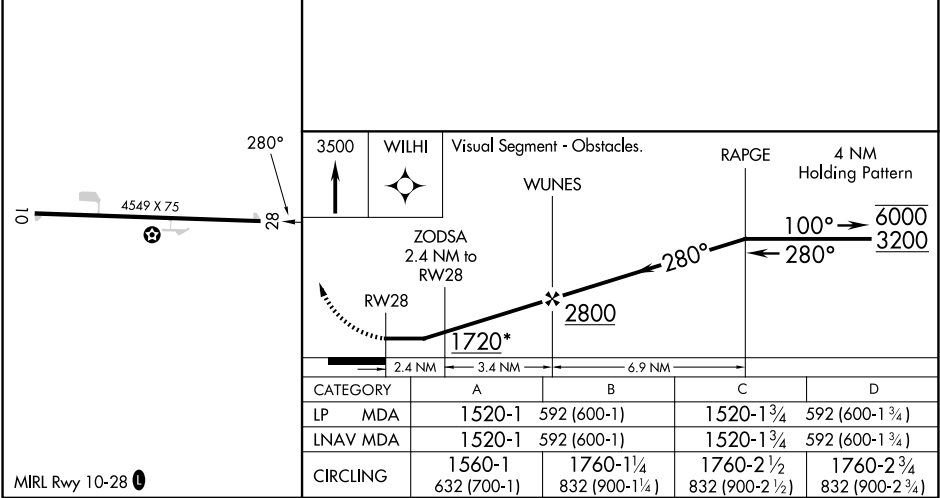
Rwy 28 helicopter visibility reduction below 1 SM NA. Rwy 28 Straight-in and Circling minimums NA at night. When local altimeter setting not received, use Charleston altimeter setting and increase all MDA's 80 feet, LP and LNAV Cats C and D visibility ⅓ SM and Circling Cats C and D visibility ¼ SM. *1780 when using Charleston altimeter setting.

MISSED APPROACH:
Climb to 3500 direct
WILHI and hold.

AWOS-3 118.575	CHARLESTON APP CON 124.1 269.125	UNICOM 122.725 (CTAF) 0
--------------------------	--	-----------------------------------



ELEV 928	TDZE 928
-----------------	-----------------



NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

STATE COLLEGE, PENNSYLVANIA

AL-5240 (FAA)

26246

LOC/DME I-UNV 111.7 Chan 54	APP CRS 244°	Rwy Ldg TDZE Apt Elev	6701 1218 1231
--	------------------------	-----------------------------	---

ILS or LOC RWY 24

STATE COLLEGE RGNL (UNV)

DME required.



Circling NA northwest of Rwy 6-24.
* RVR 1800 authorized with use of FD or AP or HUD to DA
(NA when using Clearfield altimeter setting).

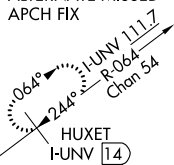
MALSR



MISSED APPROACH: Climb to 2600,
then climbing left turn to 4100 on
heading 112°, and PSB VORTAC
R-142 to RASHE/21.4 DME and hold.

D-ATIS 127.65	NEW YORK CENTER 134.8 338.3	UNIVERSITY PARK TOWER ★ 128.475 (CTAF) 0	GND CON 125.725	UNICOM 122.95
-------------------------	---------------------------------------	--	---------------------------	-------------------------

ALTERNATE MISSED
APCH FIX



PHILIPSBURG
115.5 PSB
Chan 102

Ridge Soaring

Bellefonte

1336 ±

LOCALIZER 111.7

I-UNV
Chan 54

GEKDE I-UNV 8

HOLD 6000/4900

064°

244°

1 min

(IF/IAF) HUXET I-UNV 14

3400

244°

(6)

4900

087°

(17.7)

R-142

3 NM

322°

142°

RASHE PSB 21.4

3400

244°

064°

6000

4900

GS 3.00°

TCH 55

1.2 NM

5.5 NM

6 NM

CATEGORY

A

B

C

D

S-ILS 24 *

1418/24

200 (200-½)

S-LOC 24

1640/24

422 (500-½)

1640/40

422 (500-¾)

CIRCLING

1640-1

409 (500-1)

1700-1

469 (500-1)

1980-2¼

749 (800-2¼)

2560-3

1329 (1400-3)

ELEV 1231 D TDZE 1218

244°

TWR ★

6701 X 150

0.6 UP

A5

REIL Rwy 6 0

HIRL Rwy 6-24 0

FAF to MAP 6.8 NM

Knots 60 90 120 150 180

Min:Sec 6:48 4:32 3:24 2:43 2:16

STATE COLLEGE, PENNSYLVANIA

Amdt 10A 20FEB25

40°51'N-77°51'W

STATE COLLEGE RGNL (UNV)

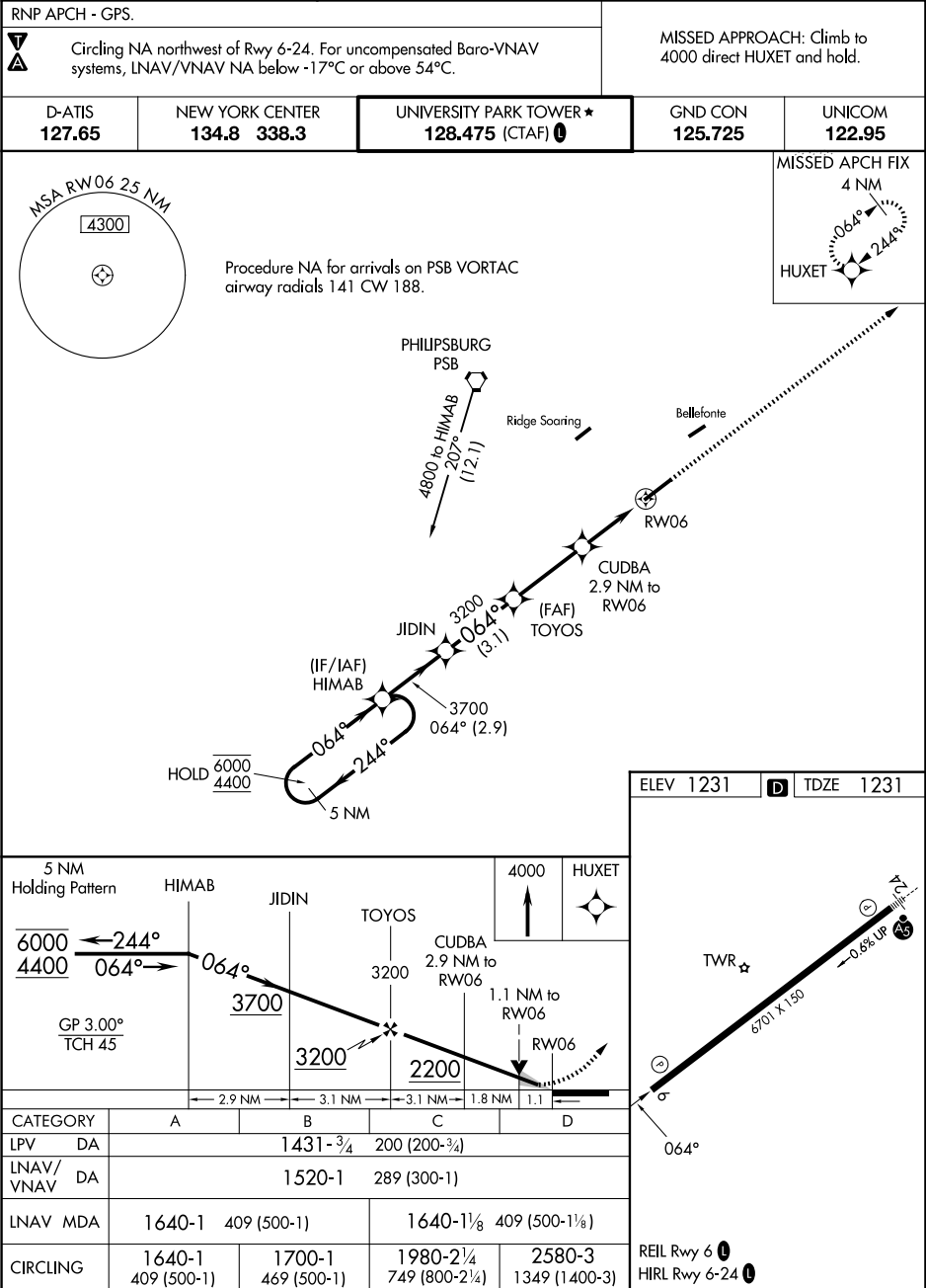
ILS or LOC RWY 24

NE-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 87109 W06A	APP CRS 064°	Rwy Ldg 6701 TDZE 1231 Apt Elev 1231
--	------------------------	---

RNAV (GPS) RWY 6

STATE COLLEGE RGNL (UNV)



STATE COLLEGE, PENNSYLVANIA

AL-5240 (FAA)

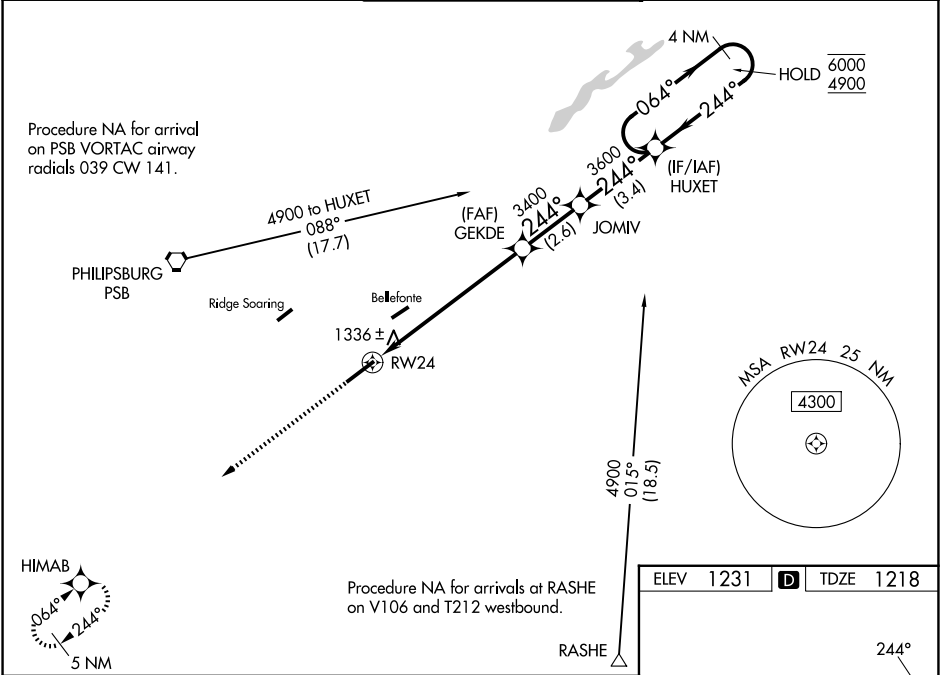
26190

WAAS CH 61309 W24A	APP CRS 244°	Rwy Ldg TDZE Apt Elev	6701 1218 1231
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 24
STATE COLLEGE RGNL (UNV)

RNP APCH - GPS.	MALS R	MISSED APPROACH: Climb to 4400 direct HIMAB and hold, continue climb-in-hold to 4400.
 Circling NA northwest of Rwy 6-24. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54° C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000. *RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Clearfield altimeter setting)		

D-ATIS 127.65	NEW YORK CENTER 134.8 338.3	UNIVERSITY PARK TOWER ★ 128.475 (CTAF) 	GND CON 125.725	UNICOM 122.95
-------------------------	---------------------------------------	--	---------------------------	-------------------------



4400 HIMAB	HUXET 4 NM Holding Pattern	ELEV 1231  TDZE 1218
1.2 NM to RW24	GEKDE 3400 JOMIV 3600 HUXET 6000 4900	TWR ★
1.2 NM	5.5 NM 2.6 NM 3.4 NM	GP 3.00° TCH 55
CATEGORY	A B C D	REIL Rwy 6  HIRL Rwy 6-24 
LPV DA*	1418/24 200 (200-½)	
LNAV/VNAV DA	1619/40 401 (400-¾)	
LNAV MDA	1640/24 422 (500-½) 1640/40 422 (500-¾)	
CIRCLING	1640-1 409 (500-1) 1700-1 469 (500-1) 1980-2¼ 749 (800-2¼) 2560-3 1329 (1400-3)	

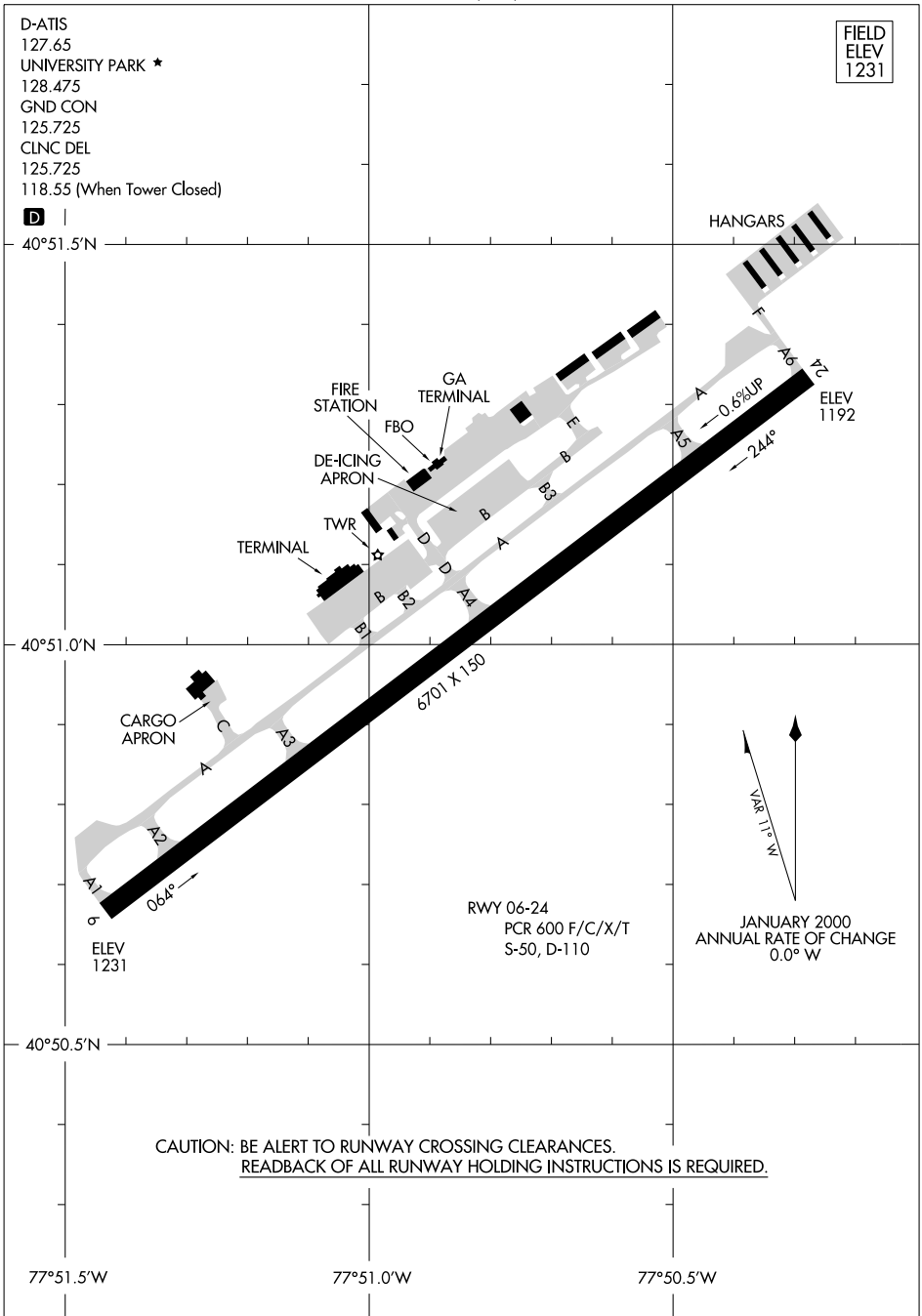
STATE COLLEGE, PENNSYLVANIA
Amdt 2A 20FEB25

40°51'N-77°51'W

STATE COLLEGE RGNL (UNV)
RNAV (GPS) RWY 24

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026



AIRPORT DIAGRAM

26134

STATE COLLEGE, PENNSYLVANIA
STATE COLLEGE RGNL (UNV)

SUMMERSVILLE, WEST VIRGINIA

AL-6056 (FAA)

26022

APP CRS 044°	Rwy Ldg TDZE Apt Elev	NA NA 1820
------------------------	-----------------------------	---------------------------------------

RNAV (GPS)-A

SUMMERSVILLE (SXL)

RNP APCH - GPS.

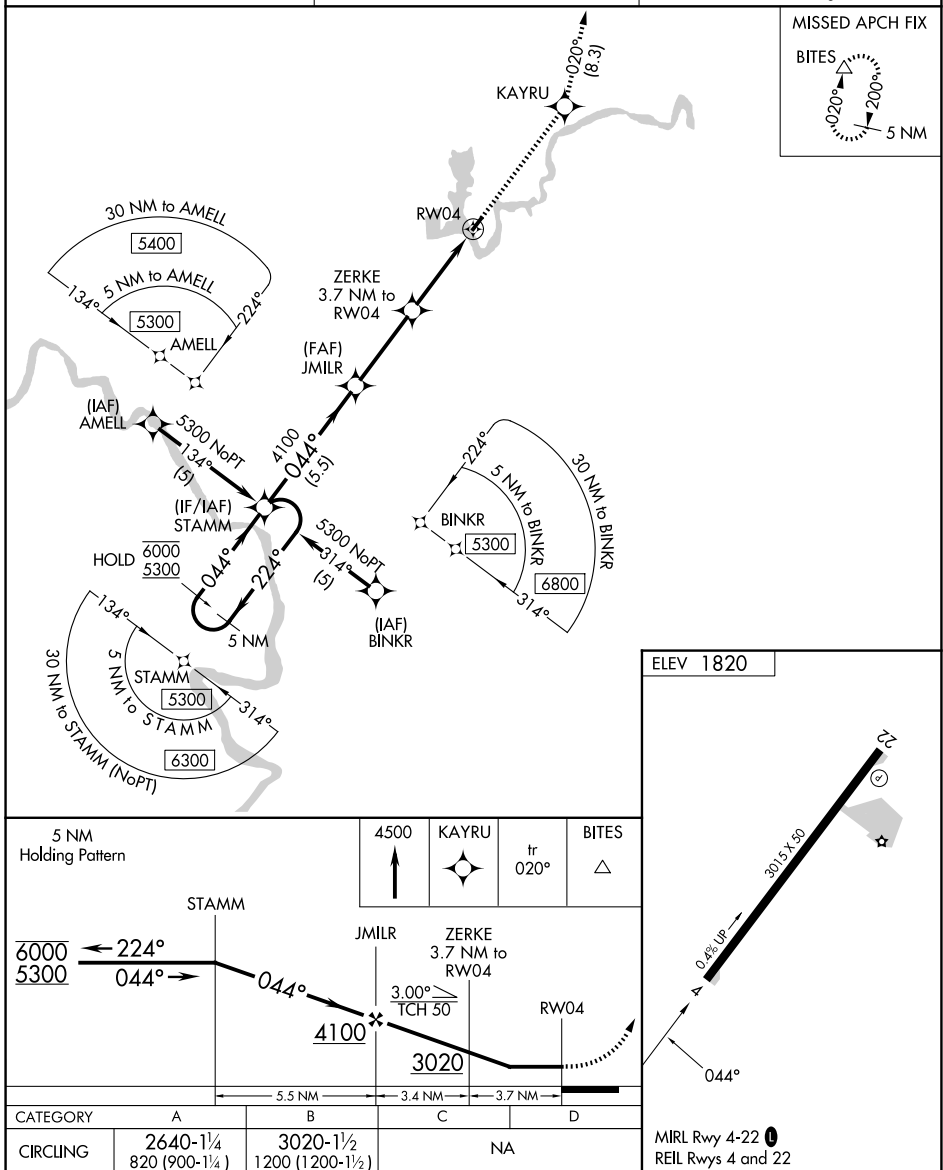
- ▼ Procedure NA at night.
 ▲ NA Rwy 4 and 22 helicopter visibility reduction below 1 SM NA.
 Use CRW altimeter setting.

MISSED APPROACH: Climb to 4500
 direct KAYRU and on track 020° to
 BITES and hold.

CRW ASOS
127.6

CHARLESTON APP CON
119.2 269.125

UNICOM
122.8 (CTAF) 0



NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

SUMMERSVILLE, WEST VIRGINIA

Amdt 1 26DEC24

38°14'N-80°52'W

SUMMERSVILLE (SXL)

RNAV (GPS)-A

APP CRS
196°

Rwy Ldg
TDZE
1276

Apt Elev
1276

RNAV (GPS) RWY 20

BRAXTON COUNTY (48I)

▼

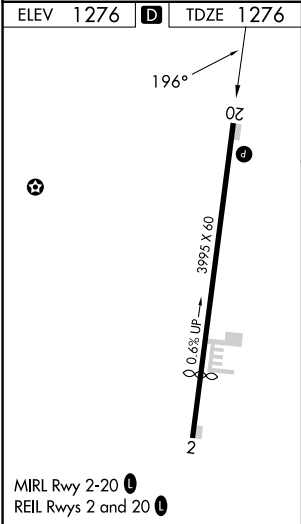
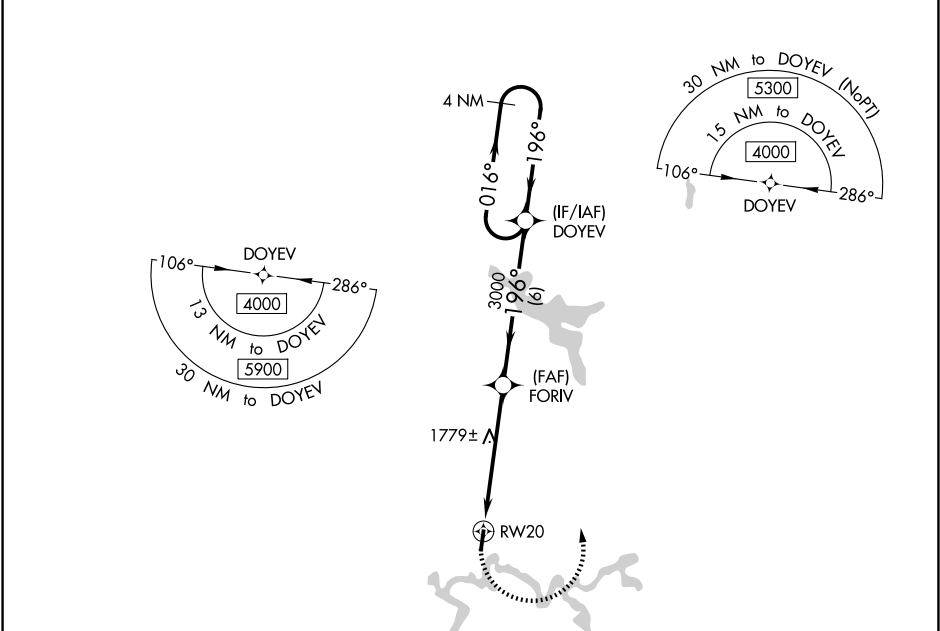
▲

NA

DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Clarksburg altimeter setting and increase all MDA 260 feet. Increase LNAV Cat A/B visibility ¼ mile, LNAV Cat C visibility ½ mile, and Circling Cat A visibility ¼ mile.

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

AWOS-3PT 118.225	CLARKSBURG APP CON ★ 121.15 284.65	CTAF 122.9 0
----------------------------	--	------------------------



4000	DOYEV	VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 40).	DOYEV	4 NM Holding Pattern
		FORIV		
		≤ 3.00° TCH 40		
		3000		
		5.3 NM	6 NM	
CATEGORY	A	B	C	D
LNAV MDA	2060-1 784 (800-1)	2060-1 ¼ 784 (800-1 ¼)	2060-2 ½ 784 (800-2 ½)	NA
CIRCLING	2060-1 784 (800-1)	2240-1 ½ 964 (1000-1 ½)	2240-3 964 (1000-3)	NA

WAAS CH 45639 W01A	APP CRS 007°	Rwy Ldg TDZE Apt Elev	4902 1571 1600
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 1

TITUSVILLE (6G1)

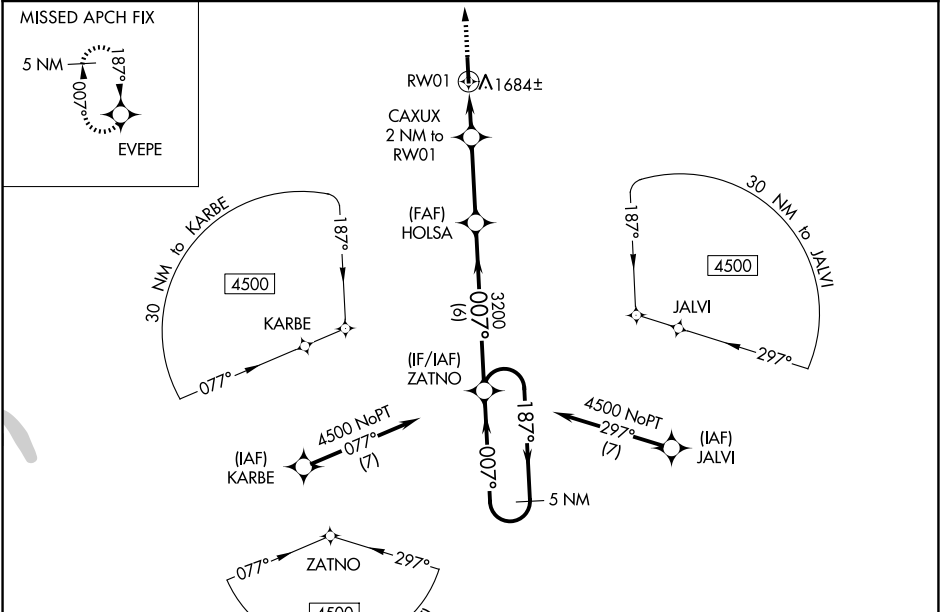
▼

NA

Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 1 NA. Use Franklin altimeter setting. When not received, use Port Meade altimeter setting and increase LPV DA to 1899, LNAV/VNAV DA to 1961 and all MDA 40 feet; increase LPV and LNAV/VNAV all Cats visibility ½ mile, increase LNAV Cats C/D and Circling Cat C visibility ¼ mile.

MISSED APPROACH:
Climb to 4500 direct
EVEPE and hold, continue
climb-in-hold to 4500.

FKL AWOS-3PT 118.175	YOUNGSTOWN APP CON ★ 133.95 322.3	CTAF 122.9 0
--------------------------------	---	------------------------



ELEV 1600

TDZE 1571

MIRL Rwy 1-19 0

4500

EVEPE

*LNAV only.

RW01

CAXUX

2 NM to RW01

HOLSA

3200

ZATNO

5 NM Holding Pattern

187°

007°

4500

GP 3.00°

TCH 55

2 NM

3.1 NM

6 NM

CATEGORY	A	B	C	D
LPV DA	1864-1		293 (300-1)	
LNAV/VNAV DA	1926-1¼		355 (400-1¼)	
LNAV MDA	1980-1	409 (400-1)	1980-1⅛	409 (400-1⅛)
CIRCLING	2100-1	500 (500-1)	2200-1½ 600 (600-1½)	2280-2¼ 680 (700-2¼)

61

4902 X 75

1.4% UP

007°

WAAS
CH **99738**
W19A

APP CRS
187°

Rwy Ldg
TDZE **1600**
Apt Elev **1600**

RNAV (GPS) RWY 19

TITUSVILLE (6G1)

▼

⚠

NA

DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Use Franklin altimeter setting. When not received, use Port Meade altimeter setting and increase all MDA 40 feet; increase LP Cats C/D and Circling Cat C visibility ¼ mile. Night landing: Rwy 1 NA.

MISSED APPROACH:
Climb to 4500 direct
ZATNO and hold.

FKL AWOS-3PT 118.175	YOUNGSTOWN APP CON ★ 133.95 322.3	CTAF 122.9
--------------------------------	---	----------------------

The main chart displays the RNAV (GPS) RWY 19 approach. Key features include:

- Initial Approach:** A 30 NM arc centered on EVEPE (NoPT) at 4500 feet, with a heading of 117° to EVEPE and 257° from EVEPE.
- Intermediate Approach:** A 5 NM arc centered on EVEPE, with a heading of 187° to EVEPE and 007° from EVEPE.
- Final Approach:** A 30 NM arc centered on HOKSU, with a heading of 117° to HOKSU and 007° from HOKSU.
- Altitudes:** 4500 feet for the initial and intermediate arcs, and 3200 feet for the final approach.
- Navigation Aids:** HOKSU (IAF), EVEPE (IF/IAF), YOBUK (IAF), CEGIS (FAF), and ZATNO (MISSED APCH FIX).
- Obstacles:** CEGIS at 3200 feet, CAGBI at 2260 feet, and RW19 at 1718± feet.
- Distance Markers:** 6 NM, 2.9 NM, and 2 NM from the runway.

5 NM Holding Pattern		EVEPE		4500	ZATNO
4500		007°		187°	
3200		187°		007°	
6 NM		2.9 NM		2 NM	
CATEGORY	A	B	C	D	
LP MDA	2020-1	420 (500-1)	2020-1½	420 (500-1½)	
LNAV MDA	2080-1	480 (500-1)	2080-1¾	480 (500-1¾)	
CIRCLING	2100-1	500 (500-1)	2200-1½	2280-2¼	
			600 (600-1½)	680 (700-2¼)	

ELEV 1600

TDZE 1600

187°

61

4902 X 75

1.4% UP

1

MRL Rwy 1-19

TITUSVILLE, PENNSYLVANIA

Orig 21JUL16

41°37'N-79°44'W

341

TITUSVILLE (6G1)

RNAV (GPS) RWY 19

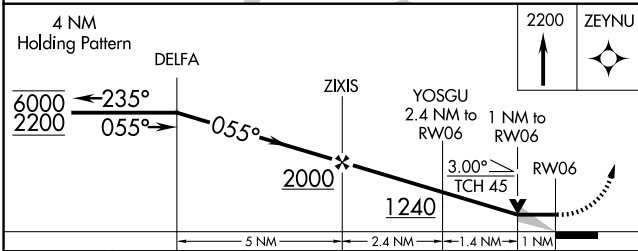
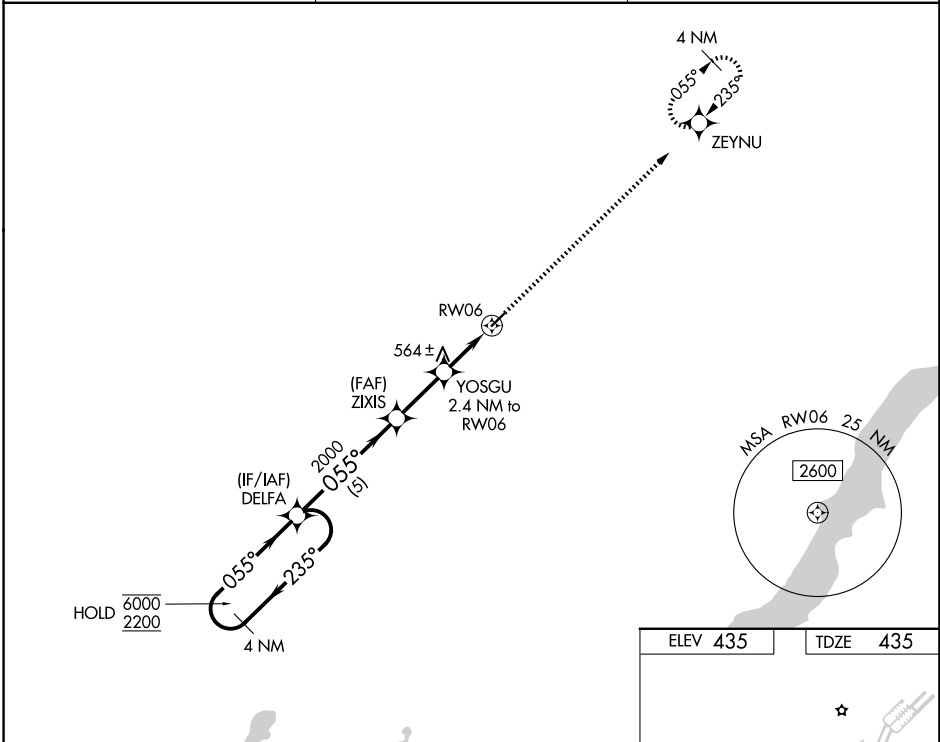
WAAS CH 66043 W06A	APP CRS 055°	Rwy Ldg TDZE 435 Apt Elev 435	3693
--	------------------------	---	-------------

RNAV (GPS) RWY 6

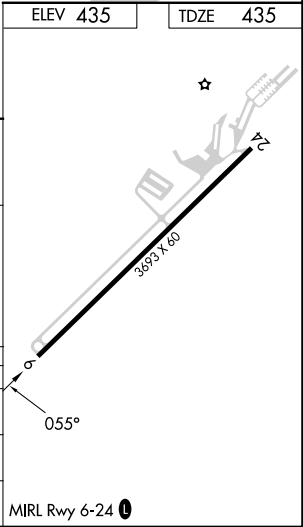
NEW GARDEN (N57)

RNP APCH.		MISSED APPROACH: Climb to 2200 direct ZEYNU and hold.
V NA NA VDP NA when using New Castle altimeter setting. Obtain local altimeter setting on CTAF; when local altimeter setting not received, use New Castle altimeter setting and increase all MDA 80 feet. Increase LP Cat C visibility 3/8 SM, LNAV Cat C visibility 1/4 SM and Circling Cat C visibility 1/2 SM.		

PHILADELPHIA APP CON 124.35 319.15	CLNC DEL 125.6	UNICOM 123.05 (CTAF) 0
--	--------------------------	----------------------------------



CATEGORY	A	B	C	D
LP MDA	800-1	365 (400-1)		NA
LNAV MDA	820-1	385 (400-1)	820-1 1/8 385 (400-1 1/8)	NA
CIRCLING	960-1	525 (600-1)	960-1 1/2 525 (600-1 1/2)	NA



WAAS CH 70743 W24A	APP CRS 235°	Rwy Ldg TDZE Apt Elev	3693 435 435
--	------------------------	-----------------------------	---

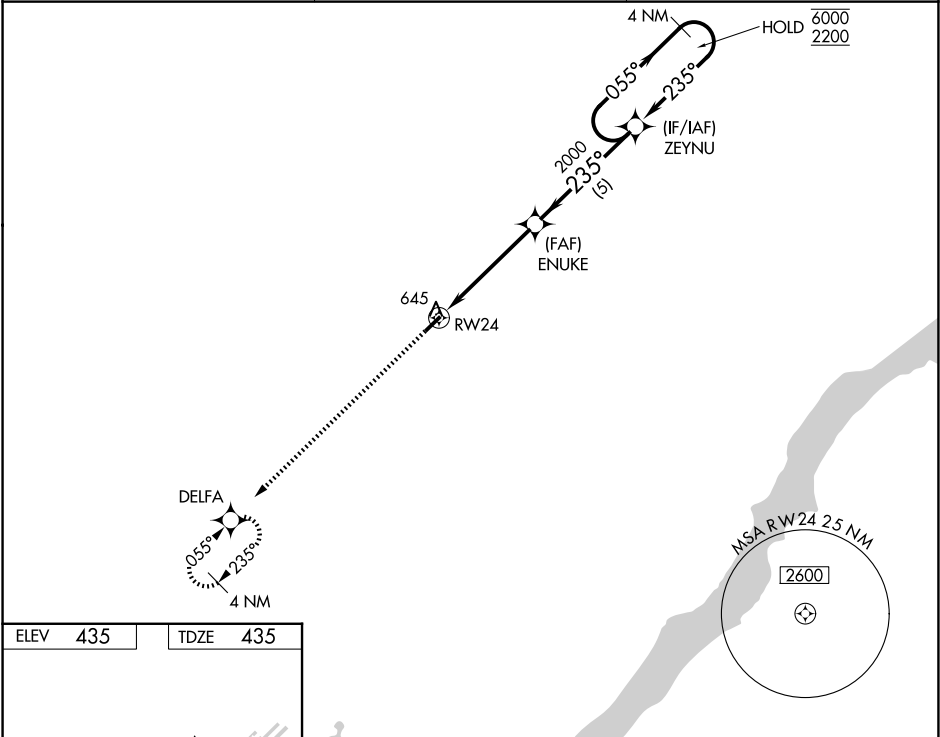
RNAV (GPS) RWY 24
NEW GARDEN (N57)

RNP APCH.

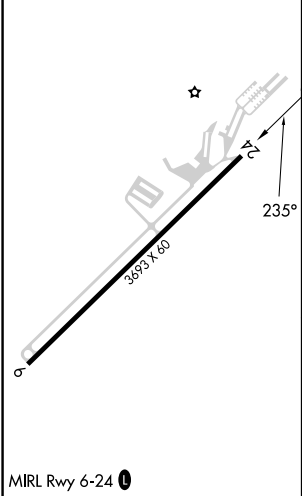
▼
▲ NA Rwy 24 helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when local altimeter not received, use New Castle altimeter setting and increase all MDA 80 feet. Increase LP Cat C visibility 3⁄8 SM, LNAV Cat C visibility 1⁄4 SM and Circling Cat C visibility 1⁄4 SM.

MISSED APPROACH: Climb to 2200 direct DELFA and hold.

PHILADELPHIA APP CON 124.35 319.15	CLNC DEL 125.6	UNICOM 123.05 (CTAF) 0
--	--------------------------	----------------------------------



ELEV 435	TDZE 435
----------	----------



2200

↑

DELFA

✦

4 NM Holding Pattern

ZEYNU

055° →

6000

← 235°

2200

ENUKE

✕

2000

≤ 3.00°

TCH 45

4.8 NM

5 NM

RW24

⋯

CATEGORY		A		B	C	D
LP	MDA	880-1	445 (500-1)		880-1 ¹ / ₈ 445 (500-1 ¹ / ₈)	NA
LNAV	MDA	900-1	465 (500-1)		900-1 ³ / ₈ 465 (500-1 ³ / ₈)	NA
CIRCLING		960-1	525 (600-1)		960-1 ¹ / ₂ 525 (600-1 ¹ / ₂)	NA

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

TOWANDA, PENNSYLVANIA

AL-9279 (FAA)

25219

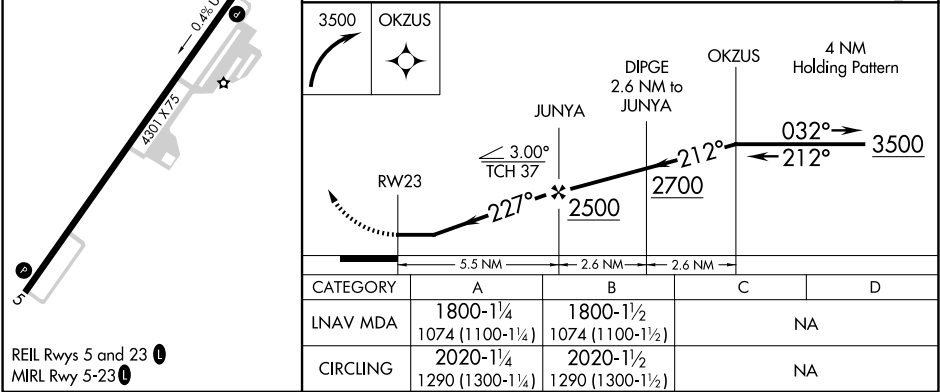
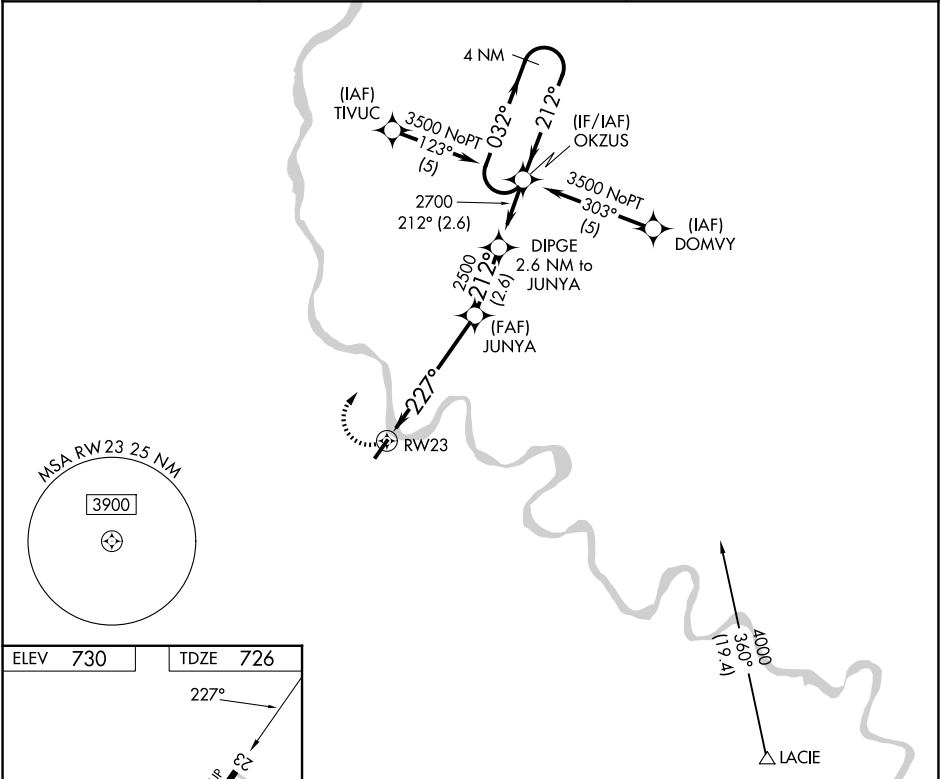
APP CRS 227°	Rwy Ldg TDZE Apt Elev	4301 726 730
------------------------	-----------------------------	---

RNAV (GPS) RWY 23

BRADFORD COUNTY (N27)

NA	When local altimeter setting not received, use Elmira altimeter setting and increase all MDAs 40 feet. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Night landing: RWY 5 NA. Helicopter visibility reduction below ¾ SM NA.	MISSED APPROACH: Climbing right turn to 3500 direct OKZUS WP and hold.
-----------	---	--

AWOS-3 119.925	BINGHAMTON APP CON ★ 118.6 257.625	UNICOM 123.0 (CTAF)
--------------------------	--	-------------------------------



TOWANDA, PENNSYLVANIA
Orig-B 05NOV20

41°44'N-76°27'W

BRADFORD COUNTY (N27)

RNAV (GPS) RWY 23

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

APP CRS
047°

Rwy Ldg	N/A
TDZE	N/A
Apt Elev	730

RNAV (GPS)-A
BRADFORD COUNTY (N27)

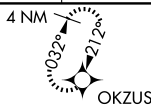
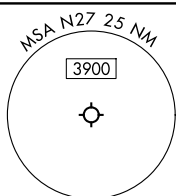
RNP APCH - GPS.

T When local altimeter setting not received, use Elmira altimeter setting and increase all MDAs
A_{NA} 120 feet. Rwy 5 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

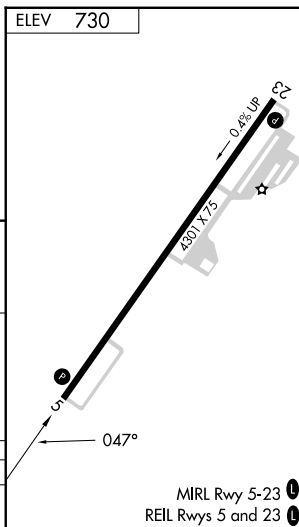
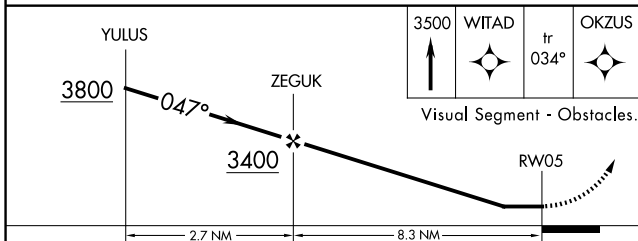
MISSED APPROACH: Climb to 3500 direct WITAD and on track 034° to OKZUS and hold.

AWOS-3
119,925

BINGHAMTON APP CON ★
118.6 257.625

UNICOM
123.0 (CTAF) **L**

Procedure NA for arrivals at ORDMO
on T216 eastbound.



TOWANDA, PENNSYLVANIA

Amdt 1 02NOV23

41°44'N-76°27'W

345

BRADFORD COUNTY (N27)

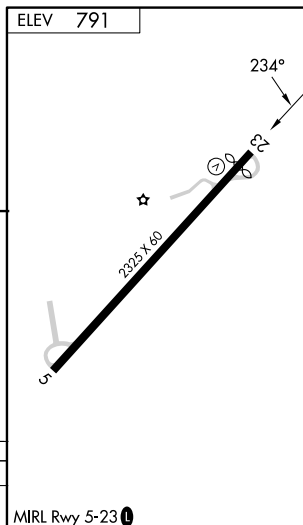
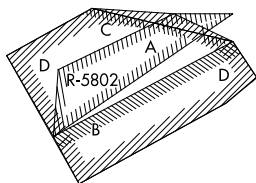
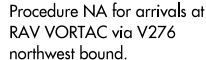
RNAV (GPS)-A

NE-4, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS)-A
BENDIGO (74N)

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

CTAF
122.9

BENDIGO (74N)
RNAV (GPS)-A

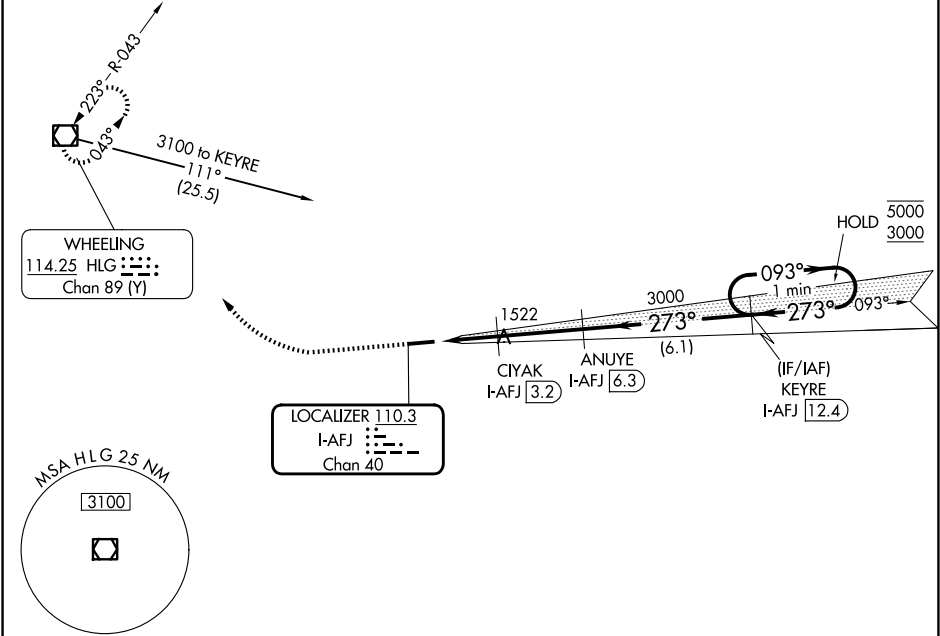
LOC/DME I-AFJ	APP CRS	Rwy Ldg	5004
110.3	273°	TDZE	1184
Chan 40		Apt Elev	1184

ILS or LOC RWY 27

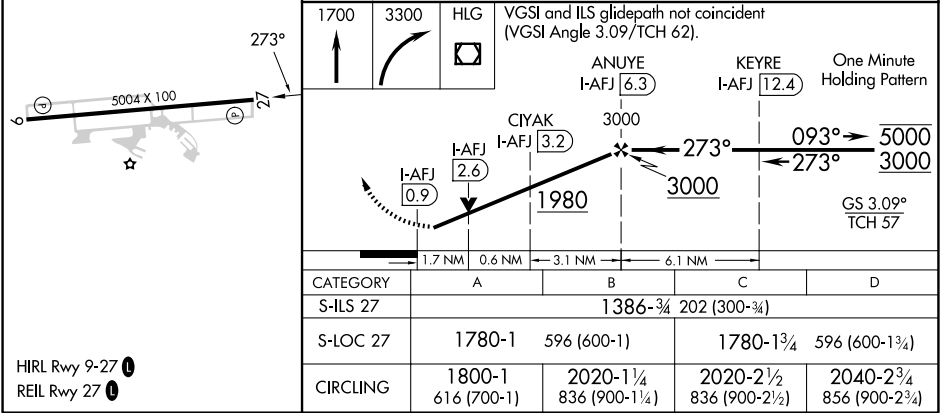
WASHINGTON COUNTY (AFJ)

DME required. RADAR required for procedure entry.	MISSED APPROACH: Climb to 1700 then climbing right turn to 3300 direct HLG VOR/DME and hold.
NA	

AWOS-3PT 119.175	PITTSBURGH APP CON 119.35 285.575	CLNC DEL 127.3	UNICOM 122.975 (CTAF) 0
---------------------	--------------------------------------	-------------------	----------------------------



ELEV 1184	TDZE 1184
-----------	-----------



WASHINGTON, PENNSYLVANIA

AL-5148 (FAA)

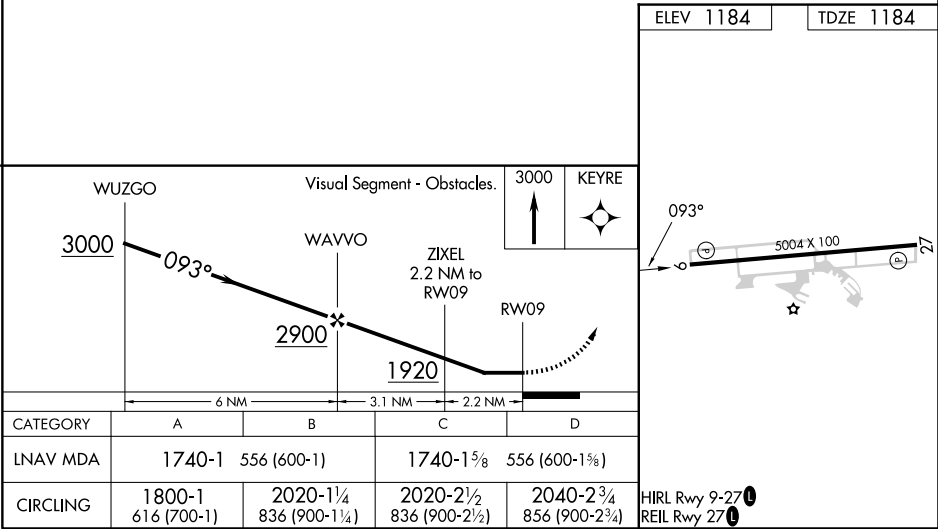
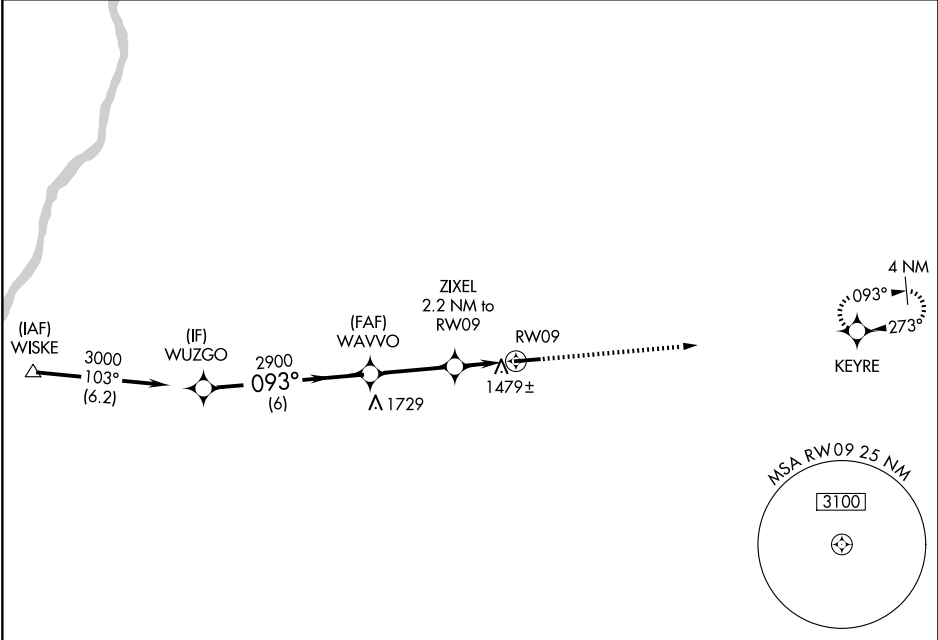
26134

APP CRS	Rwy Ldg	5004
093°	TDZE	1184
	Apt Elev	1184

RNAV (GPS) RWY 9
WASHINGTON COUNTY (AFJ)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct KEYRE and hold.
▼ Circling NA for Cat D N of Rwy 9-27. Rwy 9 helicopter visibility reduction below 1 SM NA. ▲	

AWOS-3PT 119.175	PITTSBURGH APP CON 119.35 285.575	CLNC DEL 127.3	UNICOM 122.975 (CTAF) 0
---------------------	--------------------------------------	-------------------	----------------------------



WASHINGTON, PENNSYLVANIA
Amdt 1F 02DEC21

40°08'N-80°17'W

WASHINGTON COUNTY (AFJ)
RNAV (GPS) RWY 9

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

WAAS
CH **90107**
W27A

APP CRS
273°

Rwy Ldg
TDZE **1184**
Apt Elev **1184**

RNAV (GPS) RWY 27
WASHINGTON COUNTY (AFJ)

RNP APCH-GPS.

⚠

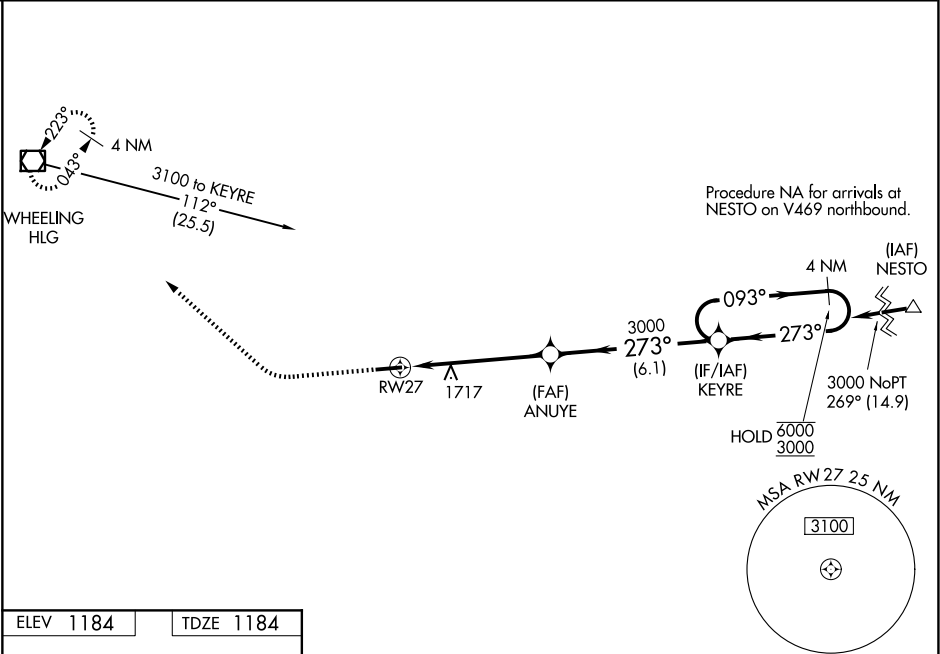
Circling NA for Cat D N of Rwy 9-27. Rwy 27 helicopter visibility reduction below ¾ SM NA.

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Circling Rwy 9 NA at night.

MISSED APPROACH: Climb to 1700 then climbing right turn to 3300 direct HLG VOR/DME and hold.

AWOS-3PT 119.175	PITTSBURGH APP CON 119.35 285.575	CLNC DEL 127.3	UNICOM 122.975 (CTAF) 0
----------------------------	---	--------------------------	-----------------------------------



ELEV 1184	TDZE 1184
------------------	------------------

1700

3300

HLG

VGSI and RNAV glidepath not coincident (VGSI Angle 3.09/TCH 62).

4 NM Holding Pattern

ANUYE

KEYRE

2.3 NM to RW27

273°

093°

6000

3000

GP 3.09° TCH 57

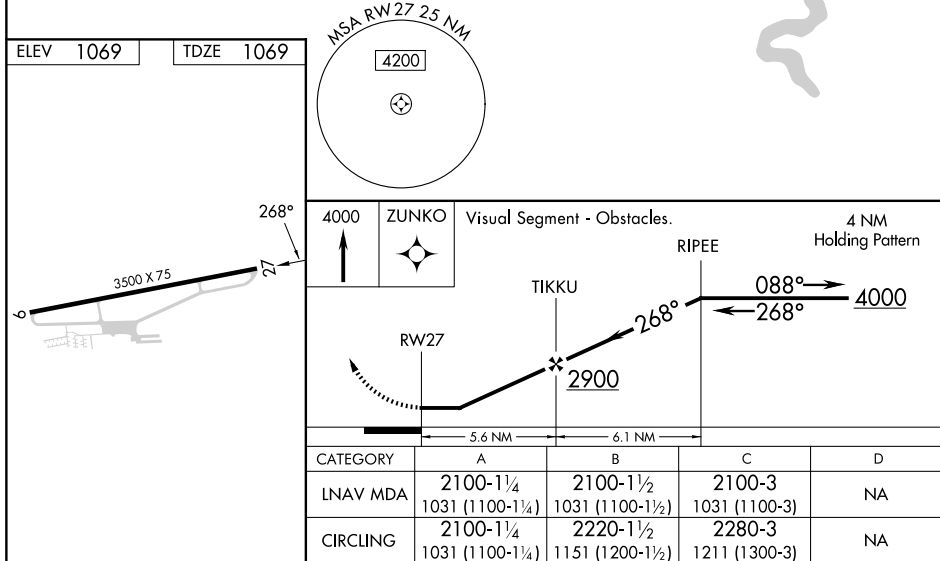
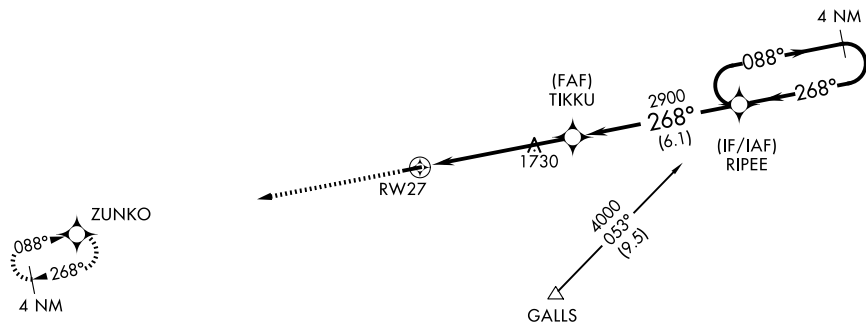
CATEGORY	A	B	C	D
LPV DA		1386-¾	202 (300-¾)	
LNAV/VNAV DA		2140-4	956 (1000-4)	
LNAV MDA	1980-1 796 (800-1)	1980-1¼ 796 (800-1¼)	1980-2½ 796 (800-2½)	
CIRCLING	1980-1 796 (800-1)	2020-1¼ 836 (900-1¼)	2020-2½ 836 (900-2½)	2040-2¾ 856 (900-2¾)

RNAV (GPS) RWY 27

GREENE COUNTY (WAY)

MISSED APPROACH: Climb to 4000 direct ZUNKO and hold.

UNICOM
122.8 (CTAF)



GREENE COUNTY (WAY)
RNAV (GPS) RWY 27

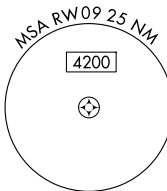
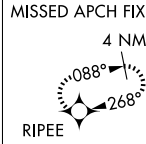
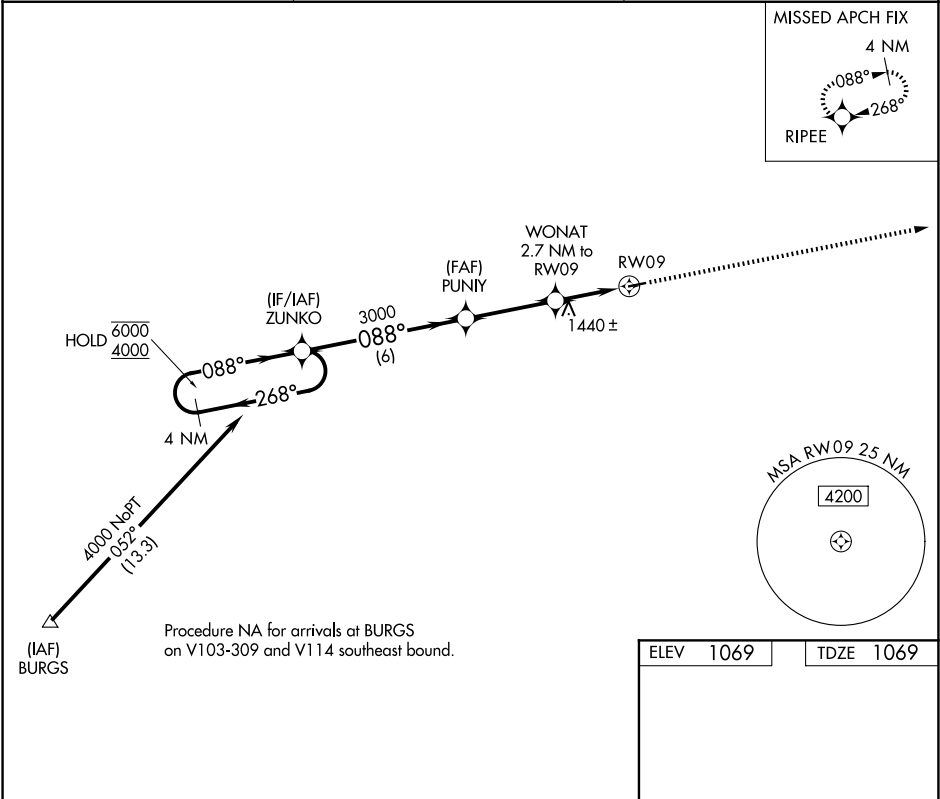
NE-4, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	3500
088°	TDZE	1069
	Apt Elev	1069

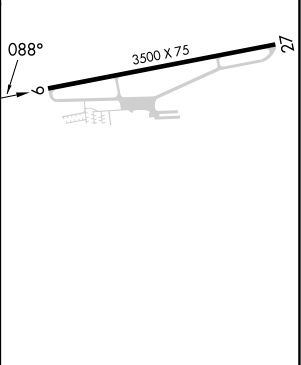
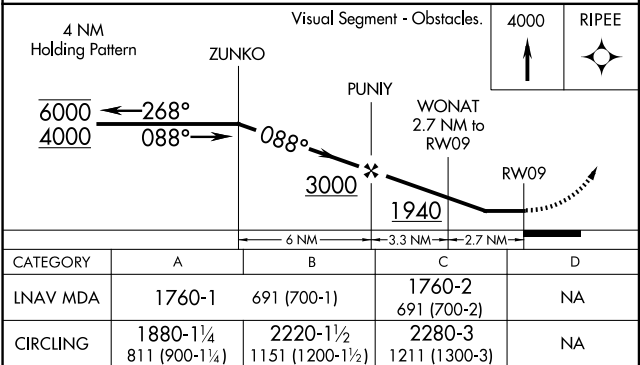
RNAV (GPS) Z RWY 9
GREENE COUNTY (WAY)

RNP APCH - GPS.		MISSED APPROACH: Climb to 4000 direct RIPEE and hold, continue climb-in-hold to 4000.
▼ NA	Procedure NA at night. Rwy 9 helicopter visibility reduction below 1 SM NA. Use Washington altimeter setting.	

AFJ AWOS-3PT 119.175	CLARKSBURG APP CON★ 121.15 284.65	UNICOM 122.8 (CTAF)
-------------------------	--------------------------------------	------------------------



ELEV 1069	TDZE 1069
-----------	-----------



NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

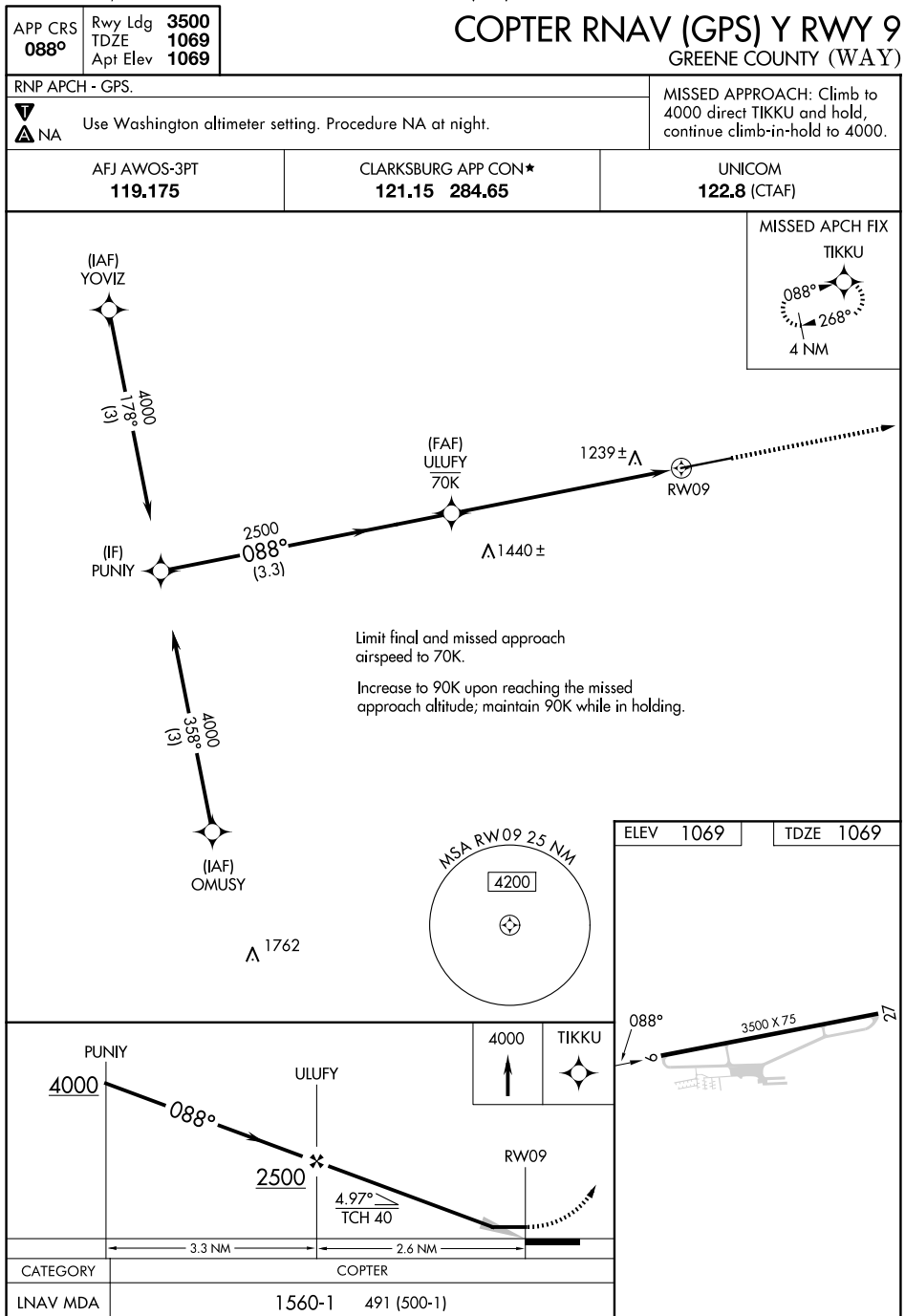
WAYNESBURG, PENNSYLVANIA

AL-10357 (FAA)

25275

COPTER RNAV (GPS) Y RWY 9

GREENE COUNTY (WAY)



WAYNESBURG, PENNSYLVANIA

Amdt 1A 11JUL24

39°54'N-80°08'W

GREENE COUNTY (WAY)

COPTER RNAV (GPS) Y RWY 9

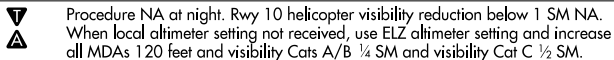
NE-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 58130 W10A	APP CRS 099°	Rwy Ldg 3597 TDZE 1892 Apt Elev 1892
--	------------------------	---

RNAV (GPS) RWY 10

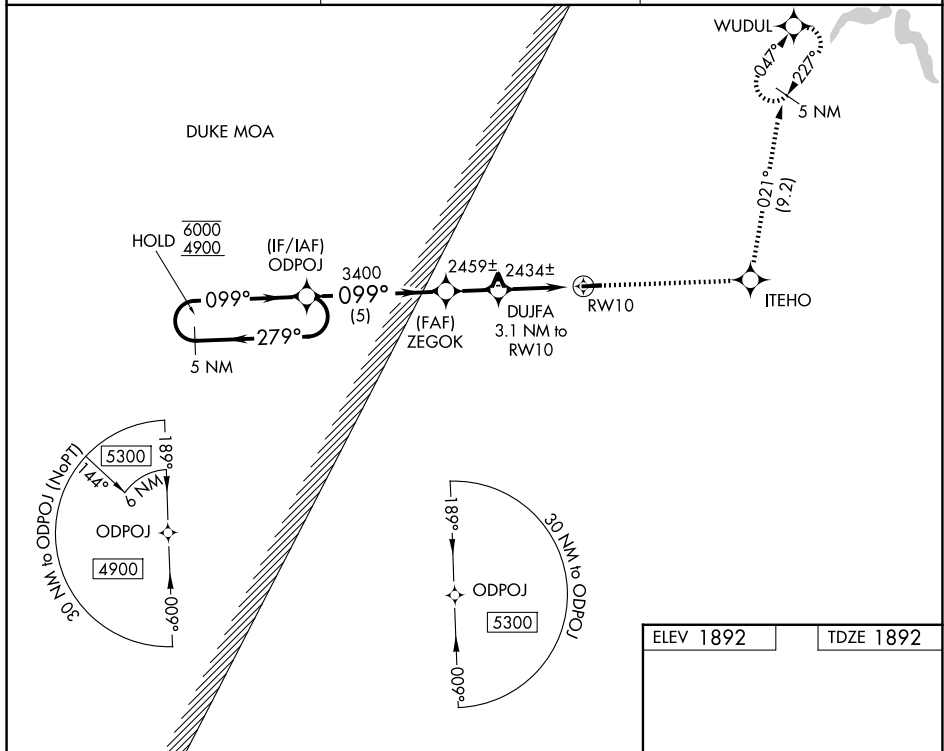
GRAND CANYON RGNL (N38)

RNP APCH - GPS.

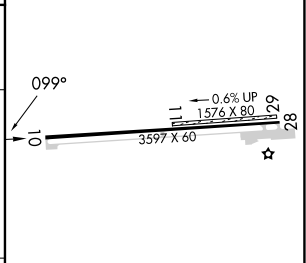
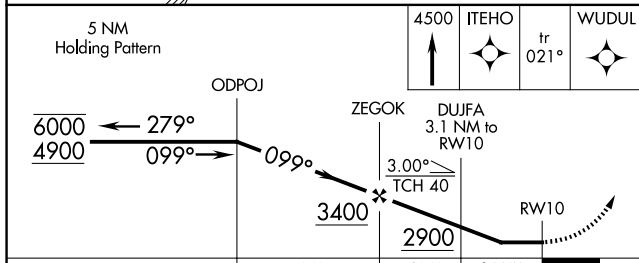


MISSED APPROACH: Climb to 4500 direct ITEHO and on track 021° to WUDUL and hold.

AWOS-3PT 120.925	ELMIRA APP CON ★ 128.425 257.8	UNICOM 122.8 (CTAF) 1
----------------------------	--	--



ELEV 1892		TDZE 1892
-----------	--	-----------



CATEGORY	5 NM 1.9 NM 3.1 NM			
	A	B	C	D
LP MDA	2760-1 868 (900-1)	2760-1¼ 868 (900-1¼)	2760-2½ 868 (900-2½)	NA
LNAV MDA	2760-1 868 (900-1)	2760-1¼ 868 (900-1¼)	2760-2½ 868 (900-2½)	NA

MIRL Rwy 10-28 **L**
REIL Rwy 28 **L**

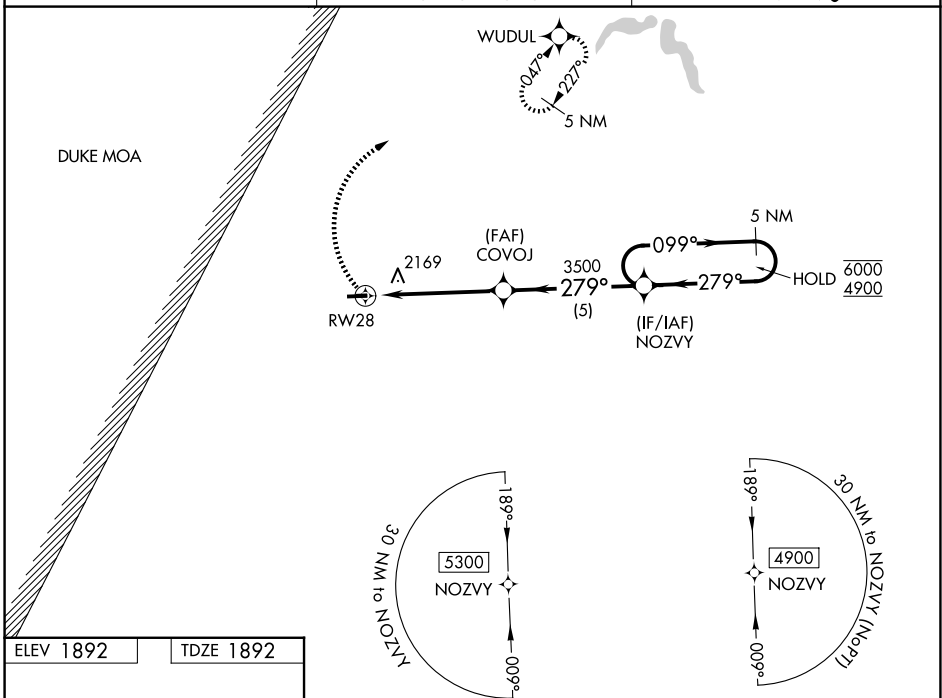
RNAV (GPS) RWY 28
GRAND CANYON RGNL (N38)

T Procedure NA at night. Rwy 28 helicopter visibility reduction below 1 SM NA.
A Circling NA to Rwy 11 and 29. When local altimeter setting not received, use ELZ altimeter setting and increase all MDAs 120 feet and LP visibility Cat C $\frac{3}{8}$ SM, LNAV visibility Cat C $\frac{1}{4}$ SM, and Circling Cat A/B $\frac{1}{4}$ SM, and Cat C $\frac{1}{2}$ SM.

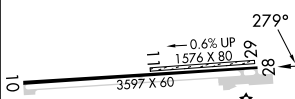
MISSED APPROACH: Climbing right turn to 4500 direct WUDUL and hold.

UNICOM

122.8 (CTAF)



TDZE 1892



4500	WUDUL
	

Visual Segment - Obstacles

NOZVY

Holding Pattern

COVOJ

RW28

	1980	1985	1990	1995	2000	2005	2010	2015	2020
Population	76.0	80.0	83.0	85.0	87.0	88.0	89.0	90.0	91.0
GDP (US\$)	100.0	110.0	120.0	130.0	140.0	150.0	160.0	170.0	180.0
Urban population (%)	40.0	45.0	50.0	55.0	60.0	65.0	70.0	75.0	80.0
Rural population (%)	60.0	55.0	50.0	45.0	40.0	35.0	30.0	25.0	20.0
Life expectancy at birth (years)	65.0	68.0	71.0	74.0	77.0	80.0	83.0	86.0	89.0
Fertility rate (children per woman)	5.0	4.5	4.0	3.5	3.0	2.5	2.0	1.5	1.0
Mortality rate (per 1,000 live births)	20.0	18.0	16.0	14.0	12.0	10.0	8.0	6.0	4.0
Health expenditure (% of GDP)	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0
Government health expenditure (% of total health expenditure)	70.0	75.0	80.0	85.0	90.0	95.0	100.0	100.0	100.0
Private health expenditure (% of total health expenditure)	30.0	25.0	20.0	15.0	10.0	5.0	0.0	0.0	0.0
Out-of-pocket health expenditure (% of total health expenditure)	30.0	25.0	20.0	15.0	10.0	5.0	0.0	0.0	0.0
Health equity index	0.5	0.6	0.7	0.8	0.9	1.0	1.0	1.0	1.0

099°

→ 6000

2709

		5 NM		5 NM			
CATEGORY		A		B		C	
						D	
LP	MDA	2380-1	488 (500-1)	2380-1 $\frac{3}{8}$ 488 (500-1 $\frac{3}{8}$)		NA	
LNAV	MDA	2480-1	588 (600-1)	2480-1 $\frac{3}{4}$ 588 (600-1 $\frac{3}{4}$)		NA	
CIRCLING		2680-1	788 (800-1)	2740-2 $\frac{1}{2}$ 848 (900-2 $\frac{1}{2}$)		NA	

GRAND CANYON RGNL (N38)

41°44'N-77°24'W

RNAV (GPS) RWY 28

NE-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 86637 W27A	APP CRS 269°	Rwy Ldg TDZE Apt Elev	3098 465 465
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 27

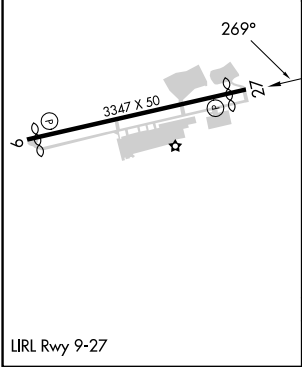
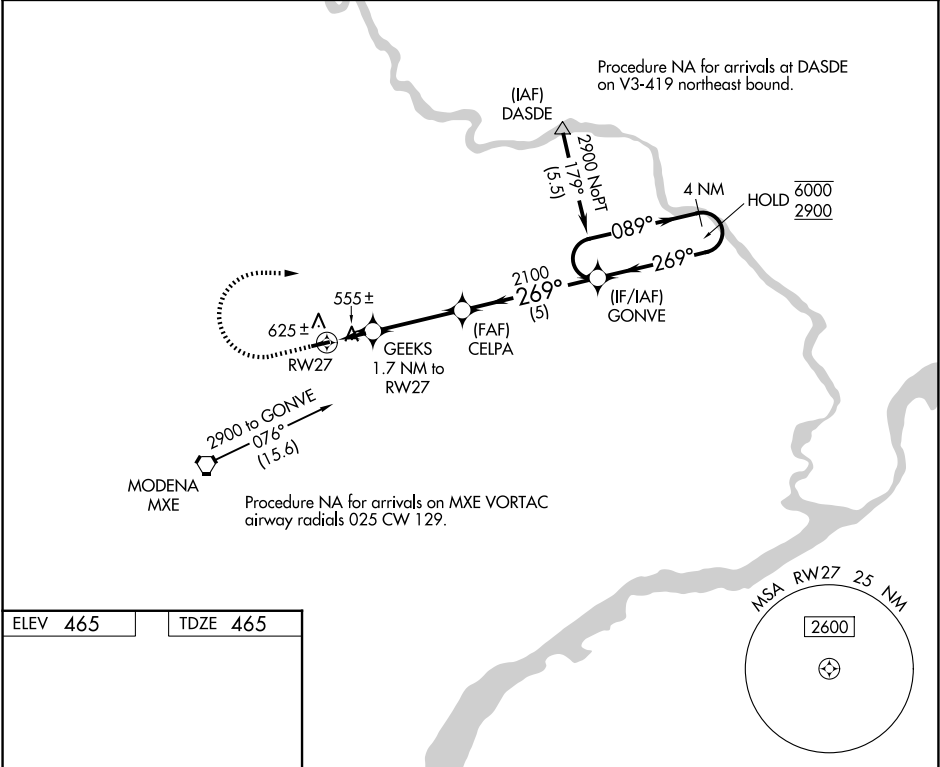
BRANDYWINE RGNL (OQN)

RNP APCH - GPS.

Rwy 27 helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Coatesville altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2900 direct GONVE and hold.

AWOS-3T 121.4	PHILADELPHIA APP CON 124.35 319.15	CLNC DEL 125.6	UNICOM 123.075 (CTAF)
-------------------------	--	--------------------------	---------------------------------



1500 2900 GONVE

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 20).

GONVE 4 NM Holding Pattern

CELPA
1.7 NM to RW27
1.1 NM to RW27
RW27
1040
2100
3.00° TCH 45
089° → 6000
← 269° 2900

1.1 NM 0.6 NM 3.3 NM 5 NM

CATEGORY	A	B	C	D
LP MDA	820-1	355 (400-1)		NA
LNAP MDA	860-1	395 (400-1)		NA
CIRCLING	1080-1	615 (700-1)		NA

WEST CHESTER, PENNSYLVANIA

AL-6742 (FAA)

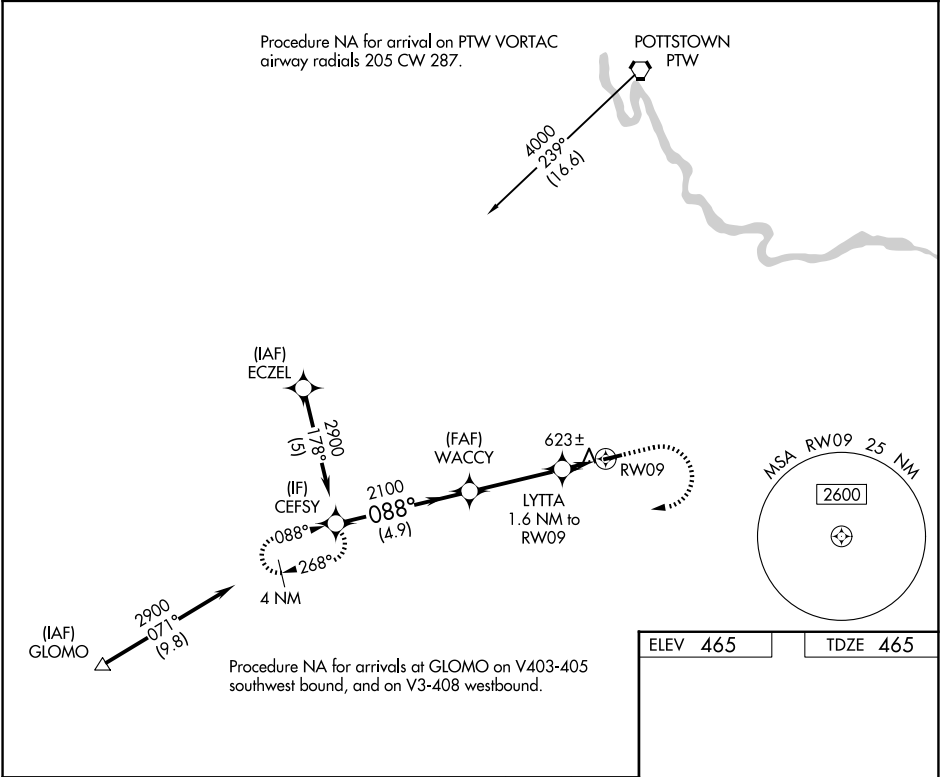
25331

APP CRS	Rwy Ldg	3222
088°	TDZE	465
	Apt Elev	465

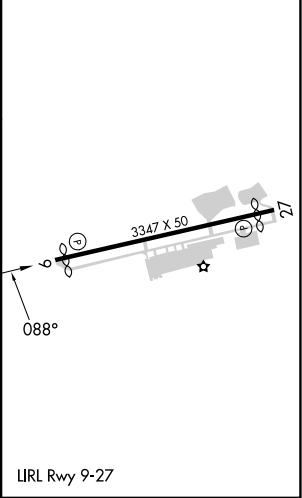
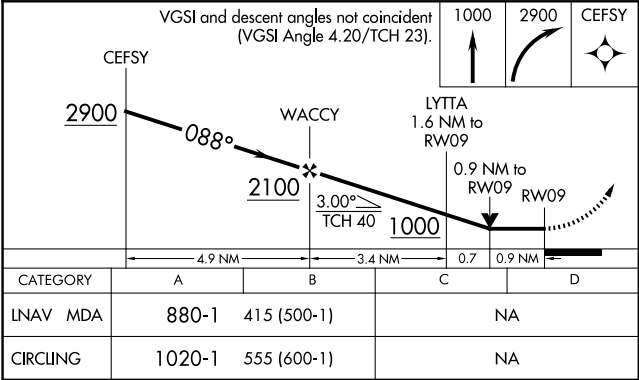
RNAV (GPS) Y RWY 9
BRANDYWINE RGNL (OQN)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1000 then climbing right turn to 2900 direct CEFSY and hold.
▼ ▲ Rwy 9 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Coatesville altimeter setting and increase all MDAs 60 feet.	

AWOS-3T 121.4	PHILADELPHIA APP CON 124.35 319.15	CLNC DEL 125.6	UNICOM 123.075 (CTAF)
------------------	---------------------------------------	-------------------	--------------------------



ELEV 465	TDZE 465
----------	----------



WEST CHESTER, PENNSYLVANIA
Amdt 2A 10AUG23

39°59'N-75°35'W

BRANDYWINE RGNL (OQN)
RNAV (GPS) Y RWY 9

NE-4, 03 SEP 2026 to 29 OCT 2026

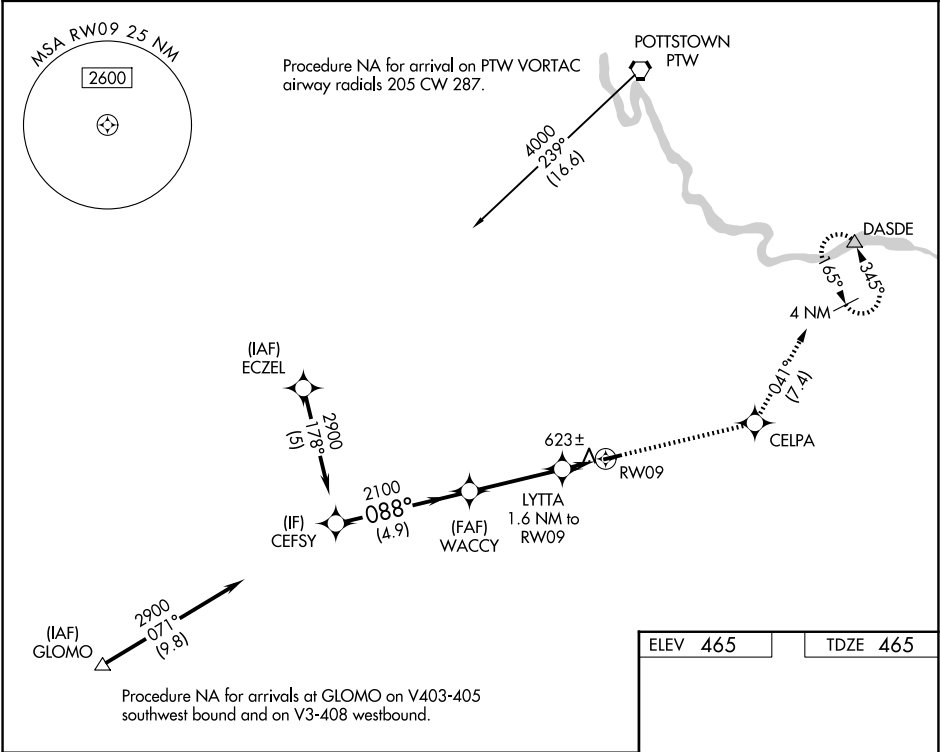
NE-4, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	3222
088°	TDZE	465
	Apt Elev	465

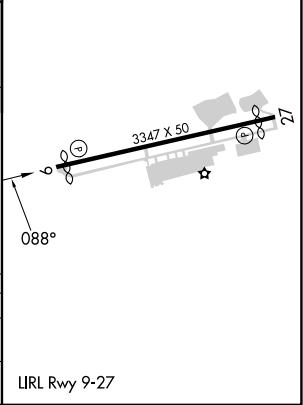
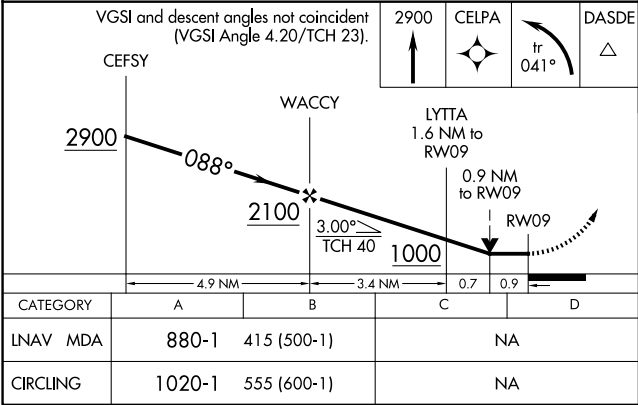
RNAV (GPS) Z RWY 9
BRANDYWINE RGNL (OQN)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2900 direct CELPA and left turn on track 041° to DASDE and hold.
Rwy 9 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Coatesville altimeter setting and increase all MDAs 60 feet.	

AWOS-3T 121.4	PHILADELPHIA APP CON 124.35 319.15	CLNC DEL 125.6	UNICOM 123.075 (CTAF)
------------------	---------------------------------------	-------------------	--------------------------



ELEV 465	TDZE 465
----------	----------



NE-4, 03 SEP 2026 to 29 OCT 2026

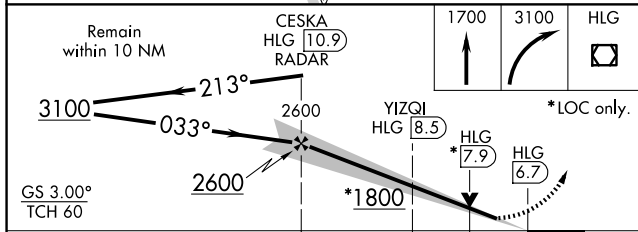
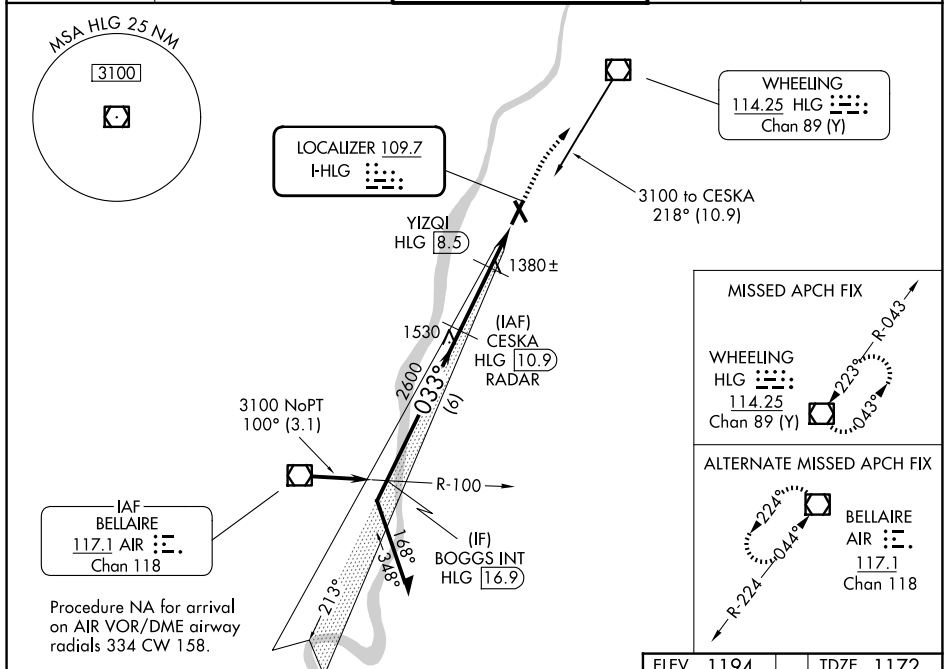
NE-4, 03 SEP 2026 to 29 OCT 2026

LOC I-HLG 109.7	APP CRS 033°	Rwy Ldg TDZE 1172 Apt Elev 1194
---------------------------	------------------------	---

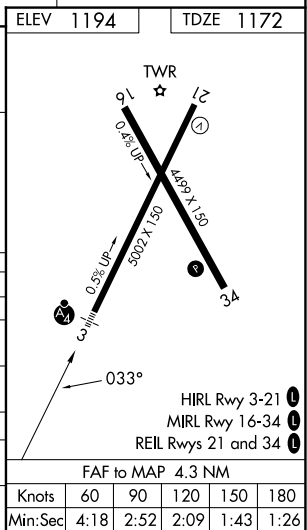
ILS or LOC RWY 3
WHEELING OHIO COUNTY (HLG)

DME or RADAR required.	MALSF	MISSED APPROACH: Climb to 1700 then climbing right turn to 3100 direct HLG VOR/DME and hold. Continue climb-in-hold to 3100.
Autopilot coupled approach NA below 1401. Inop table does not apply to S-ILS all Cats and S-LOC Cats A/B.		

ASOS 127.375	PITTSBURGH APP CON 125.275 285.575	WHEELING TOWER ★ 118.1 (CTAF) 0 257.8	GND CON 121.75	UNICOM 122.95
------------------------	--	---	--------------------------	-------------------------



CATEGORY	A	B	C	D
S-ILS 3		1372/50	200 (200-1)	
S-LOC 3	1800/50	628 (700-1)	1800-1½	628 (700-1½)
CIRCLING	1800-1	606 (700-1)	1920-2 726 (800-2)	1920-2¼ 726 (800-2¼)
YIZQI FIX MINIMUMS				
S-LOC 3	1640/50	468 (500-1)	1640/60	468 (500-1¼)
CIRCLING	1720-1 526 (600-1)	1740-1 546 (600-1)	1920-2 726 (800-2)	1920-2¼ 726 (800-2¼)

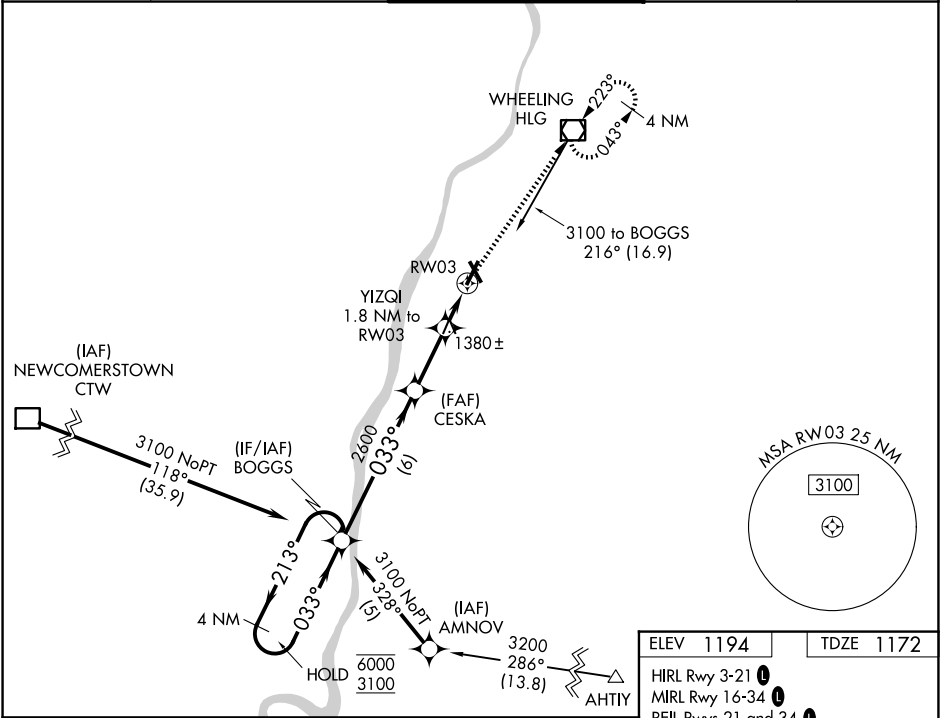


WAAS CH 90513 W03A	APP CRS 033°	Rwy Ldg TDZE 1172 Apt Elev 1194
--	------------------------	---

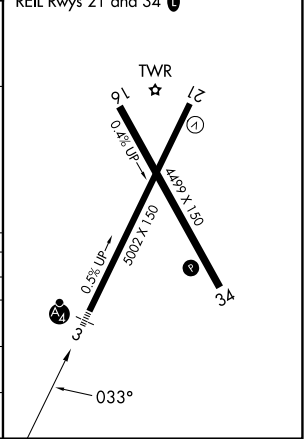
RNAV (GPS) RWY 3

WHEELING OHIO COUNTY (HLG)

RNP APCH.		MALSF	MISSED APPROACH: Climb 1600 then climb to 3100 direct HLG VOR/DME and hold, continue climb-in-hold to 3100.	
⚠ Inoperative table does not apply to LPV and LNAV/VNAV all Cats and LNAV Cats A/B. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.		⚠		
ASOS 127.375	PITTSBURGH APP CON 125.275 285.575	WHEELING TOWER ★ 118.1 (CTAF) 0 257.8		GND CON 121.75
				UNICOM 122.95



4 NM Holding Pattern BOGGS		1600	3100	HLG
6000 ← 213°		↑	↑	☐
3100 → 033°				
GP 3.00° TCH 60		*LNAV only.		
		CESKA 2600	YIZQI 1.8 NM to RW03	RW03
		2600	*1800	
		6 NM	2.5 NM	1.8 NM
CATEGORY	A	B	C	D
LPV DA		1372/50	200 (200-1)	
LNAV/VNAV DA		1439/50	267 (300-1)	
LNAV MDA	1640/55	468 (500-1)	1640/60	468 (500-1¼)
CIRCLING	1720-1 526 (600-1)	1740-1 546 (600-1)	1920-2 726 (800-2)	1920-2¼ 726 (800-2¼)



WHEELING, WEST VIRGINIA

AL-650 (FAA)

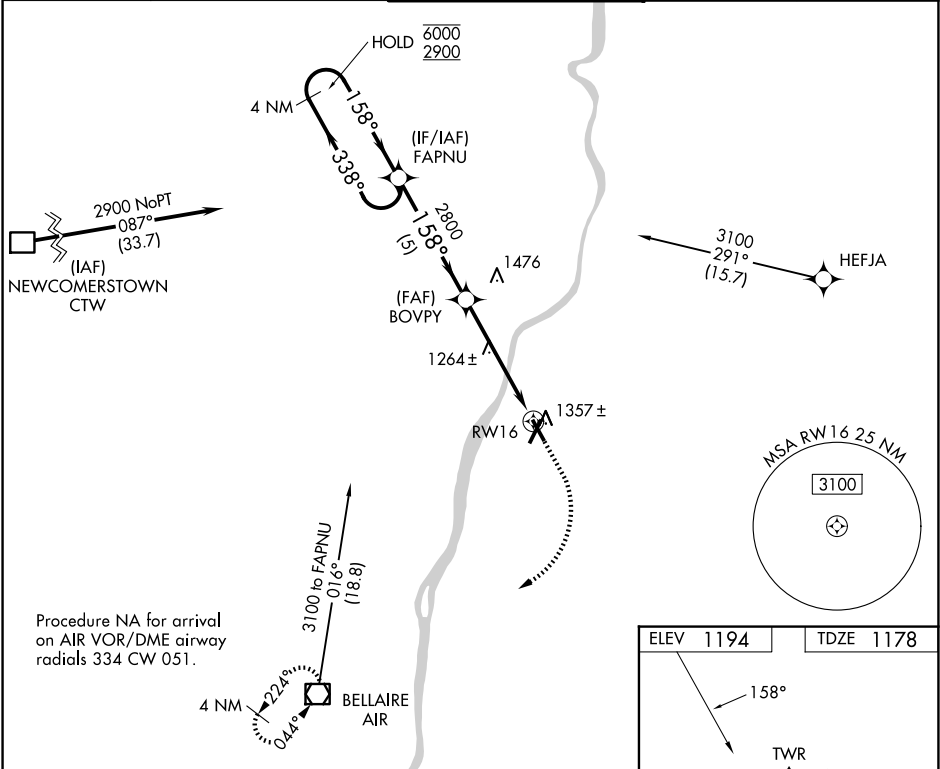
26190

WAAS CH 99640 W16A	APP CRS 158°	Rwy Ldg TDZE 1178 Apt Elev 1194
--	------------------------	---

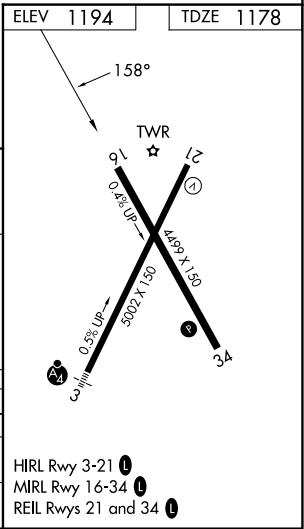
RNAV (GPS) RWY 16
WHEELING OHIO COUNTY (H.L.G.)

RNP APCH. ▼ ▲	MISSED APPROACH: Climb to 1700 then climbing right turn to 3100 direct AIR VOR/DME and hold.
---------------------	--

ASOS 127.375	PITTSBURGH APP CON 125.275 285.575	WHEELING TOWER ★ 118.1 (CTAF) 0 257.8	GND CON 121.75	UNICOM 122.95
------------------------	--	---	--------------------------	-------------------------



4 NM Holding Pattern		FAPNU		1700	3100	AIR
6000 ← 338°		2900 → 158°				
		158°				
		BOVPY				
		2800				
		3.00° TCH 40				
		1 NM to RW16				
		RW16				
CATEGORY	A	B	C	D		
LP MDA	1520-1		342 (400-1)			
LNAV MDA	1620-1	442 (500-1)	1620-1 $\frac{3}{8}$	442 (500-1 $\frac{3}{8}$)		
CIRCLING	1720-1 526 (600-1)	1740-1 546 (600-1)	1920-2 726 (800-2)	1920-2 $\frac{1}{4}$ 726 (800-2 $\frac{1}{4}$)		



WHEELING, WEST VIRGINIA
Amdt 1A 10SEP20

40°11'N-80°39'W

WHEELING OHIO COUNTY (H.L.G.)
RNAV (GPS) RWY 16

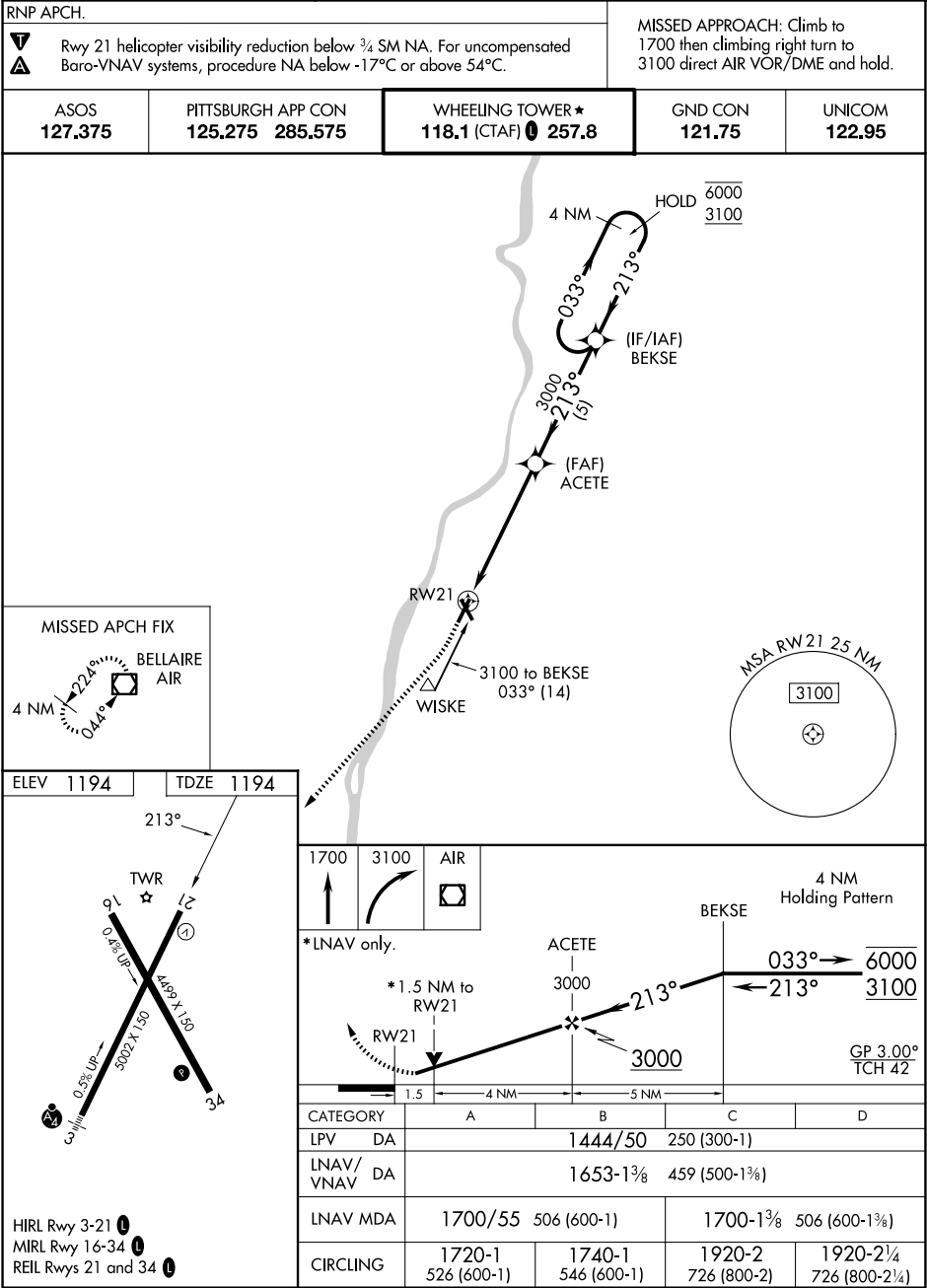
NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 58240 W21A	APP CRS 213°	Rwy Ldg TDZE 1194 Apt Elev 1194	5002 1194 1194
--	------------------------	---	---

RNAV (GPS) RWY 21

WHEELING OHIO COUNTY (H.L.G)



VOR/DME HLG	APP CRS	Rwy Ldg	5002
114.25	223°	TDZE	1194
Chan 89 (Y)		Apt Elev	1194

VOR RWY 21

WHEELING OHIO COUNTY (HLG)

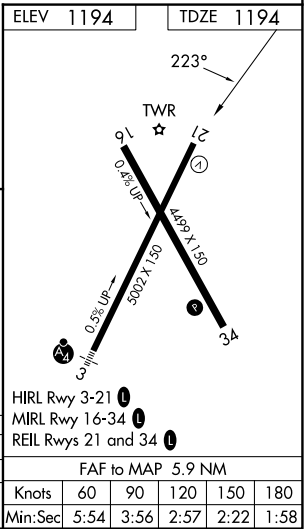
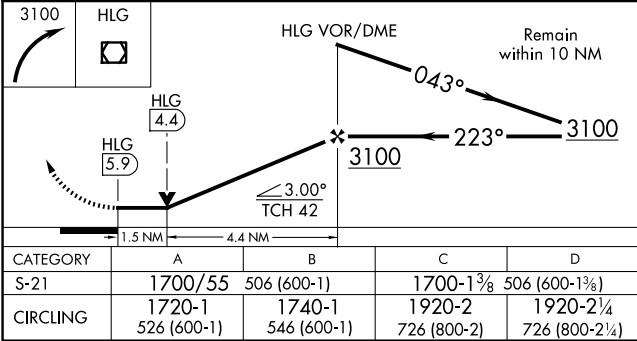
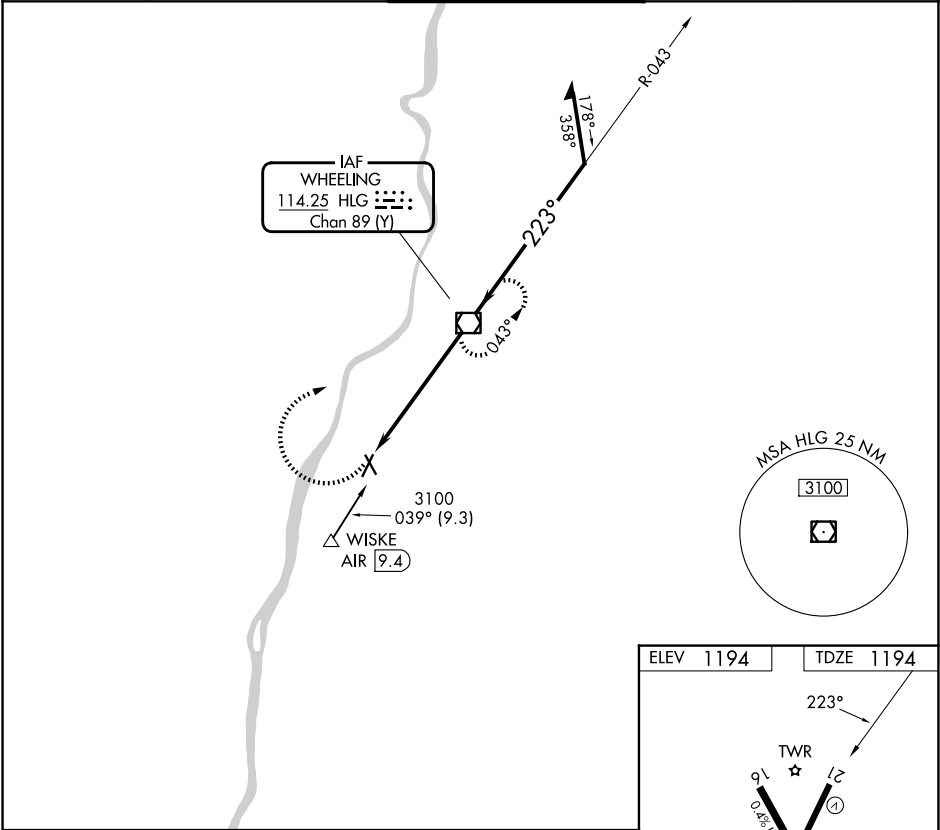
T

A

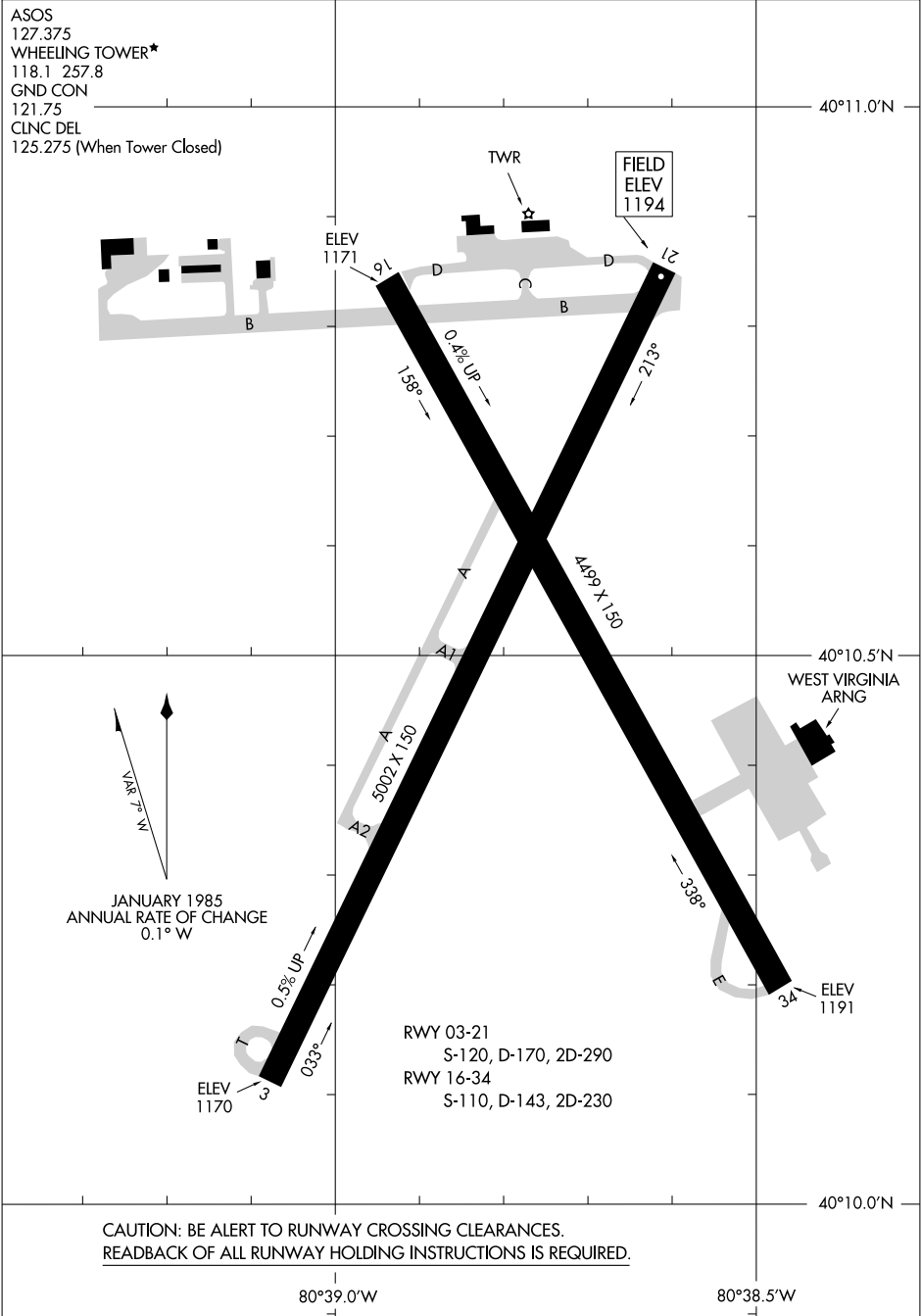
Rwy 21 helicopter visibility reduction below RVR 4000 NA.

MISSED APPROACH: Climbing right turn to 3100 direct HLG VOR/DME and hold.

ASOS 127.375	PITTSBURGH APP CON 125.275 285.575	WHEELING TOWER★ 118.1 (CTAF) 0 257.8	GND CON 121.75	UNICOM 122.95
-----------------	---------------------------------------	---	-------------------	------------------



ASOS
127.375
WHEELING TOWER★
118.1 257.8
GND CON
121.75
CLNC DEL
125.275 (When Tower Closed)

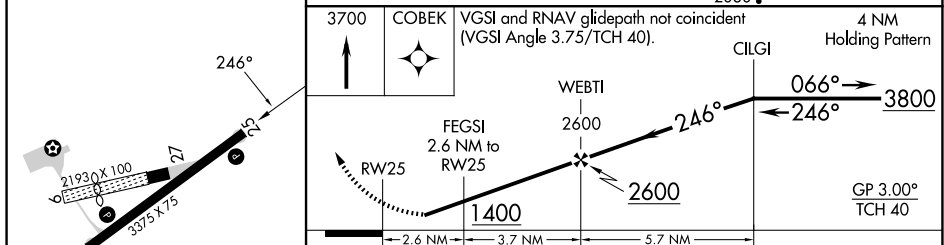


NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 25
WILKES-BARRE WYOMING VALLEY (WBW)

MISSED APPROACH:
Climb to 3700 direct
COBEK and hold.



CATEGORY		A	B	C	D
LPV	DA	NA			
LNAV/ VNAV	DA	NA			
LNAV MDA		1240-1 696 (700-1)		NA	
CIRCLING		1320-1 776 (800-1)	1380-1¼ 836 (900-1¼)	NA	

WILKES-BARRE WYOMING VALLEY (WBW)
RNAV (GPS) RWY 25

LOC/DME I-AVP
109.9
Chan **36**

APP CRS
045°

Rwy Ldg
TDZE
Apt Elev
7502
962
962

ILS or LOC RWY 4

WILKES-BARRE/SCRANTON INTL (AVP)

⚠

Circling to Rwy 10, 28 NA at night. Circling NA for Cats C and D southeast of Rwy 4-22. Autopilot coupled approach NA below 2530. DME required. For inop ALS, increase S-ILS 4 all Cats visibility to RVR 5000, and S-LOC 4 Cat C/D visibility to 1½ SM.

MALSR

AS

MISSED APPROACH:

Climb to 3000 then climbing right turn to 4000 direct LVZ VORTAC and hold.

ATIS 135.75	WILKES-BARRE APP CON 120.95 256.7 (280°-100°) 126.3 256.7 (101°-279°)	WILKES-BARRE TOWER 120.1 257.8	GND CON 121.9
-----------------------	---	--	-------------------------

LOCALIZER 109.9
I-AVP
Chan 36
LOC offset 1.77°

FEVOR I-AVP 1
TUYOT I-AVP 3.8
ZEXES I-AVP 6.7
JISAG I-AVP 10.1
HEAPP I-AVP 17.7
LVZ 15.3
RADAR

WILKES-BARRE 111.6 LVZ
Chan 53

DME or RADAR REQUIRED

One Minute Holding Pattern

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 58).

3000

4000

LVZ

HEAPP I-AVP 17.7

JISAG I-AVP 10.1

ZEXES I-AVP 6.7

TUYOT I-AVP 3.8

FEVOR I-AVP 1

GS 3.00° TCH 56

225°

045°

3900

2820

1900

7.6 NM

3.4 NM

2.9 NM

1.2 NM

1.6 NM

*LOC only

*I-AVP 2.7

4300 X 150

0.3% UP

7392 X 150

TWR

HIRL Rwy 4-22

MIRL Rwy 10-28

REIL Rws 10, 22, and 28

CATEGORY	A	B	C	D
S-ILS 4	1262/24		300 (300-½)	
S-LOC 4	1540/24	578 (600-½)	1540-1¼	578 (600-1¼)
CIRCLING	1840-1¼ 878 (900-1¼)	1980-1½ 1018 (1100-1½)	1980-3 1018 (1100-3)	2280-3 1318 (1400-3)

WILKES-BARRE/SCRANTON, PENNSYLVANIA

Amdt 38 08DEC16

41°20'N-75°43'W

367

WILKES-BARRE/SCRANTON INTL (AVP)

ILS or LOC RWY 4

WILKES-BARRE/SCRANTON, PENNSYLVANIA

AL-661 (FAA)

26022

LOC/DME I-ZK	APP CRS	Rwy Ldg	7502
109.9	222°	TDZE	933
Chan 36		Apt Elev	962

ILS or LOC RWY 22

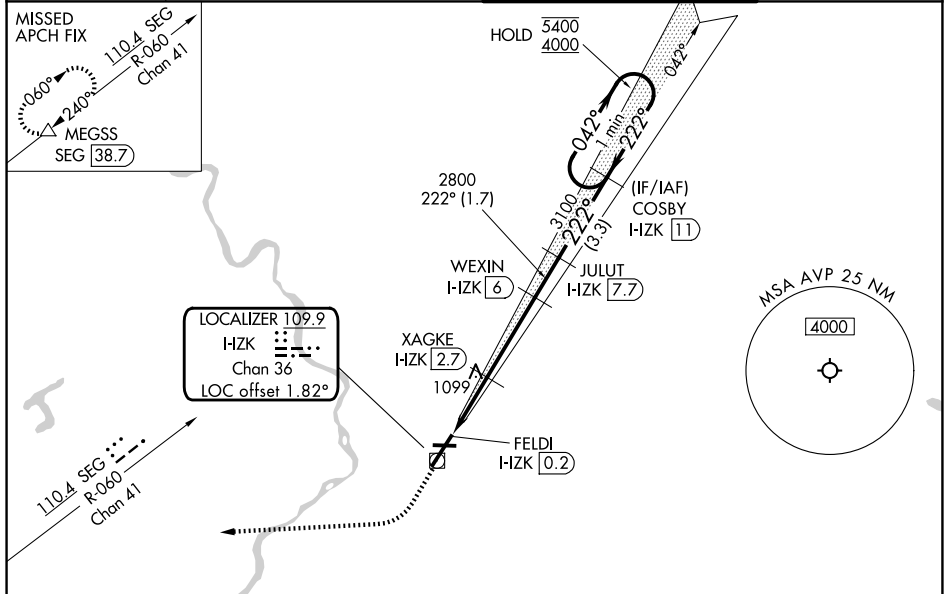
WILKES-BARRE/SCRANTON INTL (AVP)

RADAR required for procedure entry. DME required.

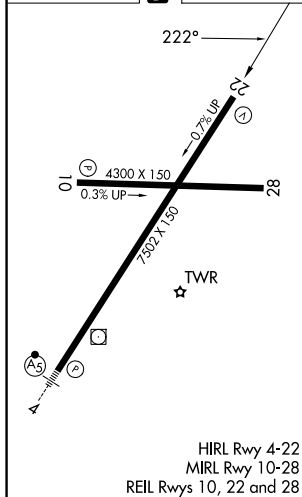
⚠ Circling NA for Cats C and D southeast of Rwy 4-22.
Circling Rwy 28 NA at night.

MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 on heading 275° and SEG VOR/DME R-060 to MEGSS/SEG 38.7 DME and hold.

ATIS 135.75	WILKES-BARRE APP CON 120.95 256.7 (280°-100°) 126.3 256.7 (101°-279°)	WILKES-BARRE TOWER 120.1 257.8	GND CON 121.9
-----------------------	---	--	-------------------------



ELEV 962	D	TDZE 933
-----------------	----------	-----------------



1500	4000	SEG R-060	MEGSS	VGS and ILS glidepath not coincident (VGS Angle 3.00/TCH 54).		One Minute Holding Pattern	
↑	hdg 275°			JULUT I-ZK 7.7	COSBY I-ZK 11	042° → 5400	← 222° 4000
		XAGKE I-ZK 2.7	WEXIN I-ZK 6	2800	3100	GS 3.00° TCH 46	
		FELDI I-ZK 0.2		1740	2800		
		1.4 NM	1.1	3.3 NM	1.7 NM	3.3 NM	
CATEGORY	A	B	C	D			
S-ILS 22	1201/45			268 (300-7%)			
S-LOC 22	1400/55	467 (500-1)	1400-1 $\frac{3}{8}$	467 (500-1 $\frac{3}{8}$)			
CIRCLING	1840-1 $\frac{1}{4}$ 878 (900-1 $\frac{1}{4}$)	1980-1 $\frac{1}{2}$ 1018 (1100-1 $\frac{1}{2}$)	1980-3 1018 (1100-3)	2280-3 1318 (1400-3)			

WILKES-BARRE/SCRANTON, PENNSYLVANIA

Amdt 11A 11JUL24

41°20'N-75°43'W

WILKES-BARRE/SCRANTON INTL (AVP)

ILS or LOC RWY 22

NE-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 62813 W04A	APP CRS 044°	Rwy Ldg 7502 TDZE 962 Apt Elev 962
--	------------------------	---

APP CRS
044°

Rwy Ldg	7502
TDZE	962
Apt Elev	962

RNAV (GPS) RWY 4
WILKES-BARRE/SCRANTON INTL (AVP)

T
A

Circling to Rwy 10 and 28 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). When local altimeter setting not received, procedure NA. For inop MALSR, increase LNAV Cats C/D visibility to 2 miles. Circling NA for Cats C and D southeast of Rwy 4-22. DME/DME RNP-0.3 NA. **RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR



MISSED APPROACH:
Climb to 4000 direct
JIDPU and hold.

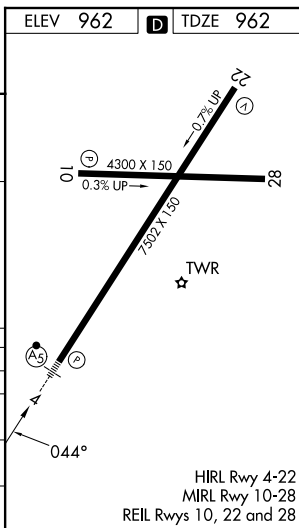
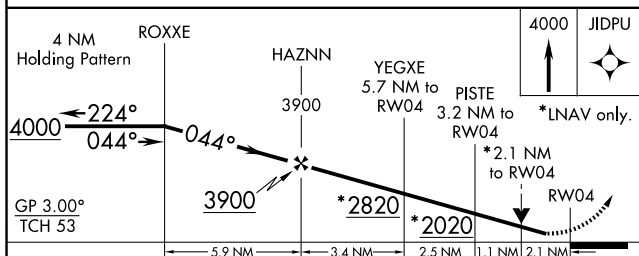
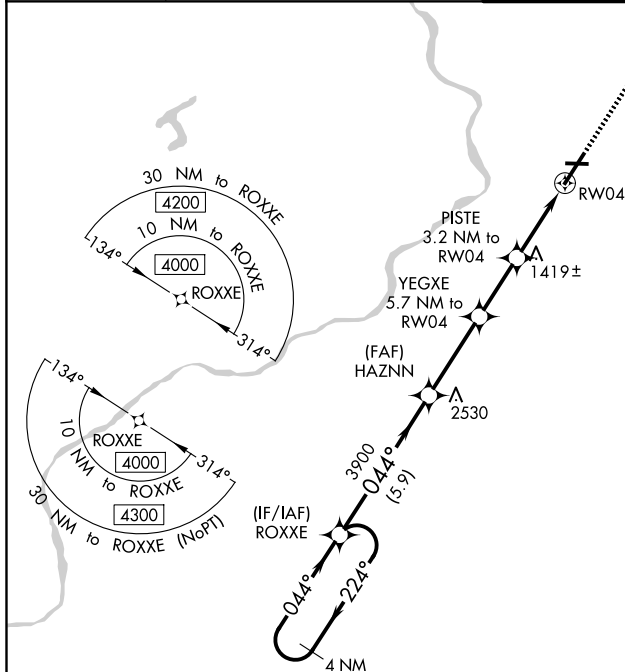
ATIS
135.75

WILKES-BARRE APP CON
120.95 256.7 (280°-100°)
126.3 256.7 (101°-279°)

WILKES-BARRE TOWER
120.1 257.8

GND CON
121.9

MISSED APCH FIX



WILKES-BARRE/SCRANTON, PENNSYLVANIA

Amdt 1B 12OCT17

WILKES-BARRE/SCRANTON INTL (AVP)

RNAV (GPS) RWY 4

41°20'N-75°43'W

369

HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwy 10, 22 and 28

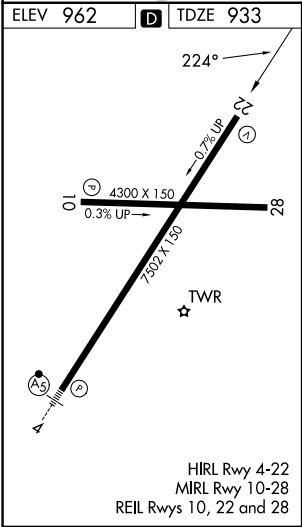
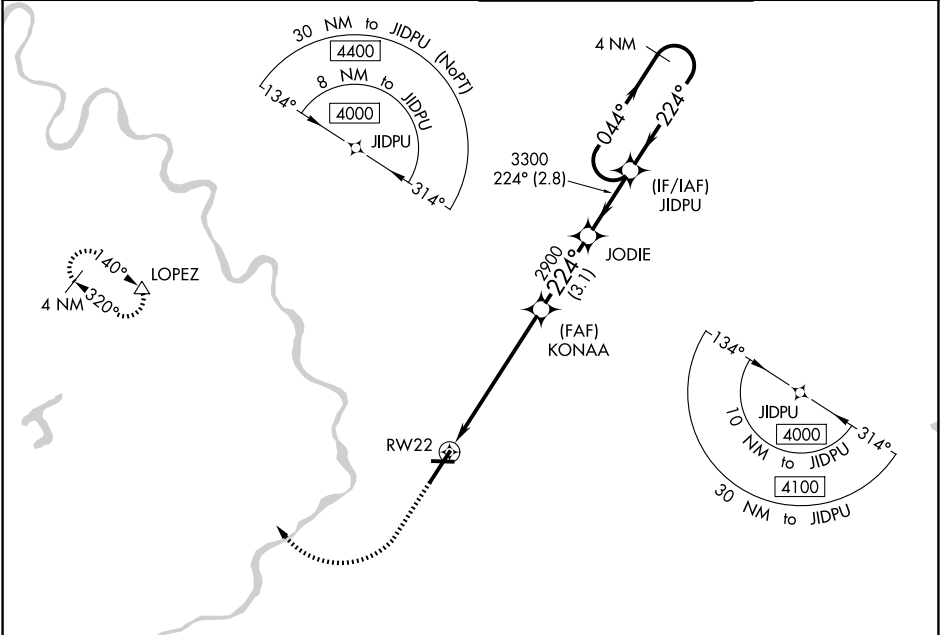
NE-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 69213 W22A	APP CRS 224°	Rwy Ldg 7502 TDZE 933 Apt Elev 962
--	------------------------	---

RNAV (GPS) RWY 22
WILKES-BARRE/SCRANTON INTL (AVP)

▼ ▲	Night landing: Rwy 10, 28 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). When local altimeter setting not received, procedure NA. Circling NA for Cats C and D southeast of Rwy4-22. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 1900 then climbing right turn to 4000 direct LOPEZ and hold.
----------------------	--	--

ATIS 135.75	WILKES-BARRE APP CON 120.95 256.7 (280°-100°) 126.3 256.7 (101°-279°)	WILKES-BARRE TOWER 120.1 257.8	GND CON 121.9
-----------------------	---	--	-------------------------



1900	4000	LOPEZ	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 54).	4 NM Holding Pattern
*LNAV only.	*1.8 NM to RW22	KONAA 2900	JODIE 3300	JIDPU 4000
1.8 NM	4.3 NM	3.1 NM	2.8 NM	GP 3.00° TCH 51
CATEGORY	A	B	C	D
LPV DA		1178/40	245 (200-¾)	
LNAV/VNAV DA		1392-1½	459 (500-1½)	
LNAV MDA	1500/55	567 (600-1)	1500-1¾	567 (600-1¾)
CIRCLING	1840-1¼ 878 (900-1¼)	1980-1½ 1018 (1100-1½)	1980-3 1018 (1100-3)	2280-3 1318 (1400-3)

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM

ATIS
135.75
WILKES-BARRE TOWER
120.1 257.8
GND CON
121.9

RWY 04-22
PCR 770 F/C/X/T
S-133, D-173, 2D-300
RWY 10-28
PCR 480 F/C/X/T
S-58, D-80, 2D-125

JANUARY 1980
ANNUAL RATE OF CHANGE
0.1° W

ELE
92
10

PASSENGER
TERMINAL

FIRE STATION

HANGARS

FUEL TANKS

GENERAL AVIATION

FIELD
ELEV
962

MAS

TWR

HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwy 22, 10 and 28

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

75°44.0'W

75°43.5'W

75°43.0'W

AIRPORT DIAGRAM

26134

WILKES-BARRE/SCRANTON, PENNSYLVANIA
WILKES-BARRE/SCRANTON INTL (A VP)

NE-4, 03 SEP 2026 to 29 OCT 2026

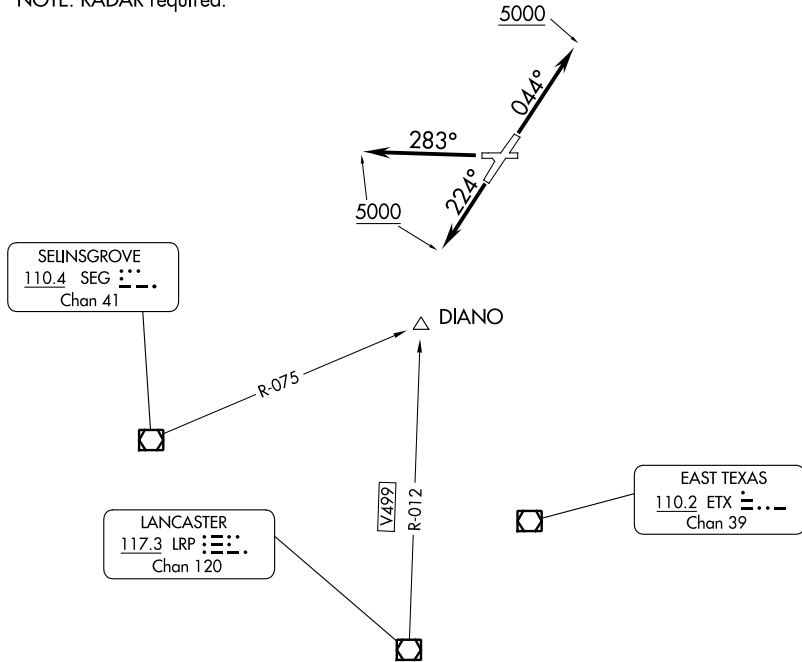
SCRANTON EIGHT DEPARTURE

ATIS
135.75
GND CON
121.9
WILKES-BARRE TOWER
120.1 257.8
WILKES-BARRE DEP CON
120.95 256.7 (NORTH)
126.3 256.7 (SOUTH)

TOP ALTITUDE:
5000

BINGHAMTON
112.2 CFB
Chan 59

NOTE: RADAR required.



TAKEOFF MINIMUMS:

Rwy 10: NA - Obstacles.

Rwy 4: Standard with minimum climb of 400' per NM to 2700.

Rwy 22: Standard with minimum climb of 290' per NM to 3100.

Rwy 28: Standard with minimum climb of 270' per NM to 2100.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb heading 044° to 5000, thence....

TAKEOFF RUNWAY 22: Climb heading 224° to 5000, thence....

TAKEOFF RUNWAY 28: Climb heading 283° to 5000, thence....

....expect radar vectors to assigned route/navaid/fix, expect filed altitude
10 minutes after departure.

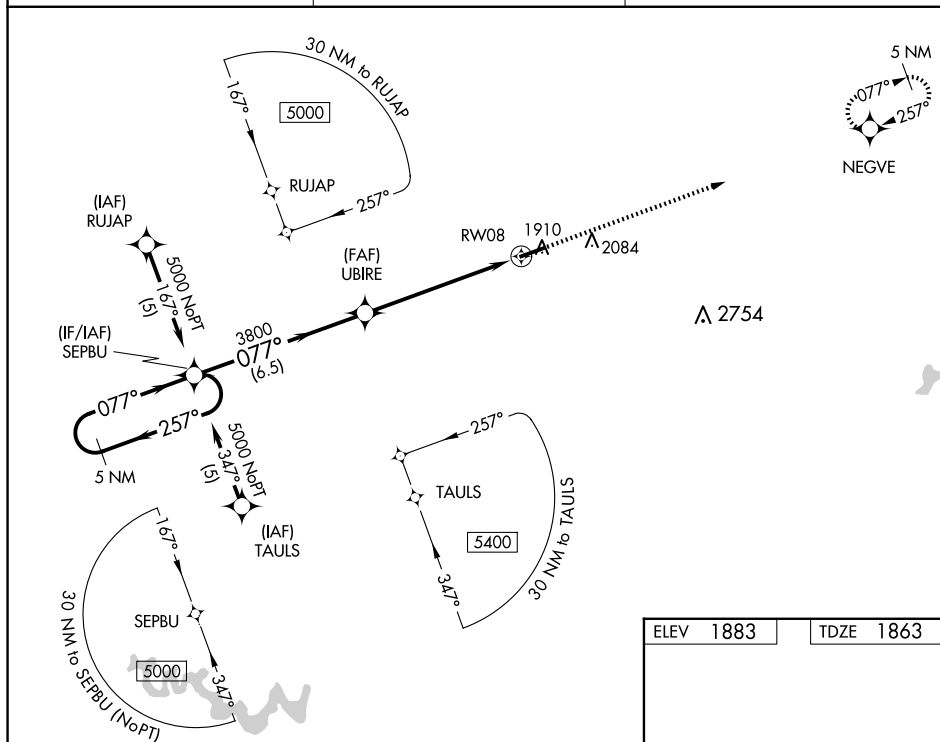
RNAV (GPS) RWY 8

SOUTHERN WEST VIRGINIA RGNL (EBD)

T Obtain local altimeter setting on CTAF; when not received, use Beekley altimeter setting: increase all MDAs 140 feet and visibility LNAV Cat C/D and Circling Cat A/B $\frac{1}{4}$ SM and Circling Cat C $\frac{1}{2}$ SM.

MISSED APPROACH: Climb to 5000
direct NEGVE and hold.

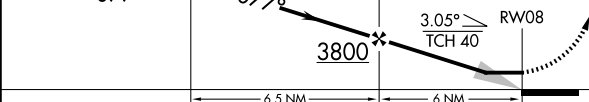
UNICOM
122.8 (CTAF) **L**



Holding Pattern SEPBU

5000 ← 257°
077° →

5000	NEGVE
	



CATEGORY	A	B	C	D
INAV MDA	2580-1 717 (700-1)	2580-1¼ 717 (700-1¼)	2580-2 717 (700-2)	
CIRCLING	2680-1	797 (800-1)	2760-2½ 877 (900-2½)	2900-3 1017 (1100-3)

A diagram of a beam with a 0.77 degree angle and a 1.1% upward deflection. The beam is labeled with '5001 X 75' and '26'. A star symbol is placed below the beam.

MIRL Rwy 8-26 **L**
REIL Rwy 8 and 26 **L**

RNAV (GPS) RWY 8

NE-4, 03 SEP 2026 to 29 OCT 2026

WILLIAMSON, WEST VIRGINIA

APP CRS 257°	Rwy Idg TDZE Apt Elev	5001 1883 1883
------------------------	-----------------------------	---

RNAV (GPS) RWY 26

SOUTHERN WEST VIRGINIA RGNL (EBD)

RNP APCH - GPS.

NA Obtain local altimeter setting on CTAF; when not received, use Beckley altimeter setting: increase all MDAs 140 feet and visibility LNAV Cat A and Circling Cat A/B $\frac{1}{4}$ SM and Circling Cat C $\frac{1}{2}$ SM.

MISSED APPROACH: Climb to 5000
direct SEPBU and hold.

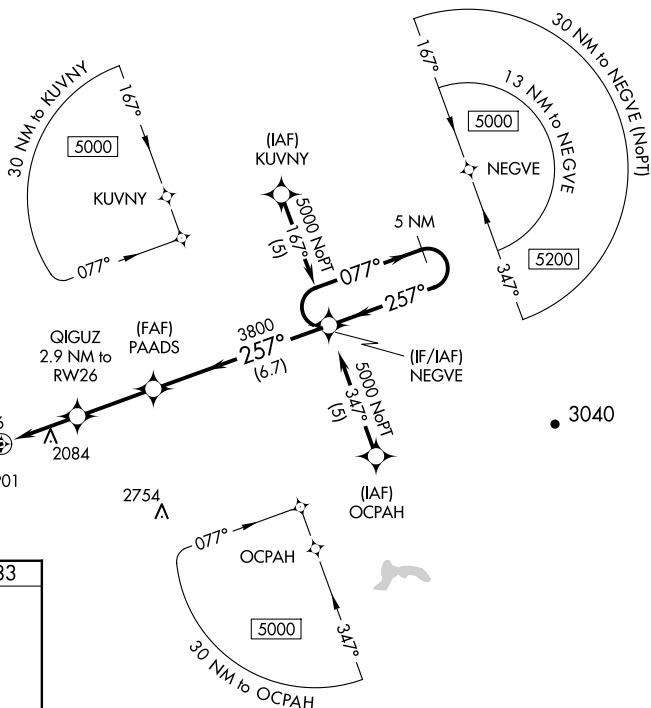
116 AWOS-3
120.625

INDIANAPOLIS CENTER
126.575 257.85

UNICOM
122.8 (CTAF) **L**

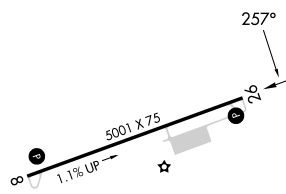
MISSED APCH FIX

SEPBU

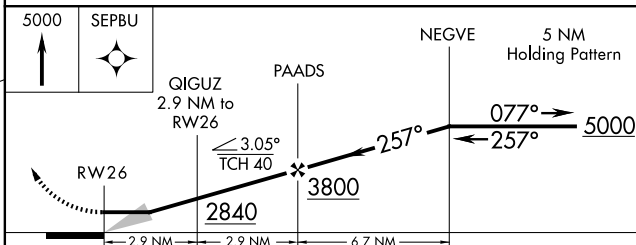


ELEV 1883

TDZE 1883



MIRL Rwy 8-26 **L**
REIL Rwy 8 and 26 **L**



CATEGORY	A	B	C	D
LNAV MDA	2660-1 777 (800-1)	2660-1 $\frac{1}{4}$ 777 (800-1 $\frac{1}{4}$)	2660-2 $\frac{1}{2}$	777 (800-2 $\frac{1}{2}$)
CIRCLING	2680-1	797 (800-1)	2760-2 $\frac{1}{2}$ 877 (900-2 $\frac{1}{2}$)	2900-3 1017 (1100-3)

WILLIAMSON, WEST VIRGINIA
Orig-D 06OCT22

SOUTHERN WEST VIRGINIA RGNL (EBD)
RNAV (GPS) RWY 26

37°41'N-82°07'W

NE-4, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-IPT	APP CRS	Rwy Ldg	6063
110.1	266°	TDZE	527
Chan 38		Apt Elev	528

ILS or LOC RWY 27

WILLIAMSPORT RGNL (IPT)

⚠

⚠

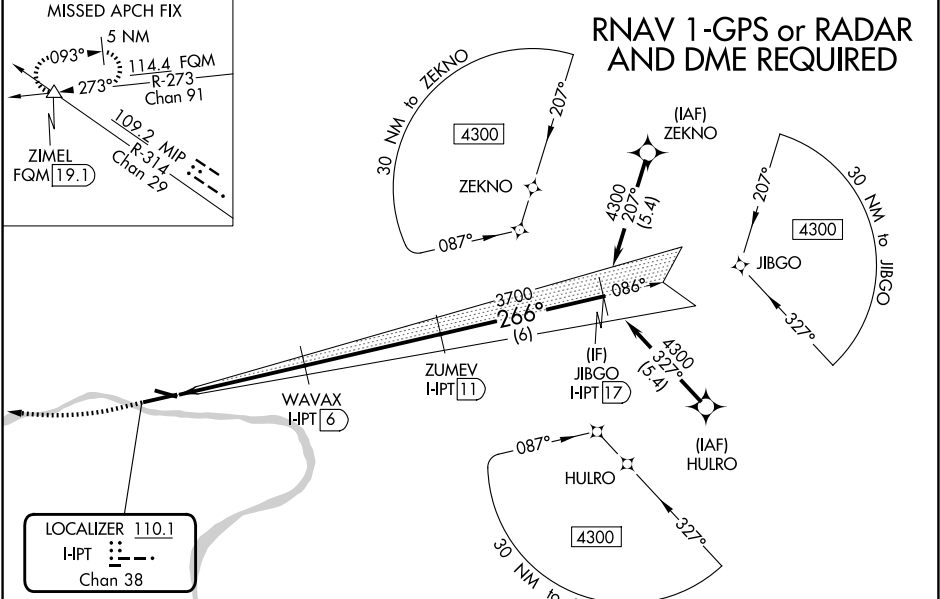
❄ -13°C

Inop table does not apply to S-ILS 27. Circling NA south of Rwy 9 and southwest of Rwy 30.
Circling Rwy 12, 30 NA at night. Rwy 27 helicopter visibility reduction below ¾ SM NA. DME required.

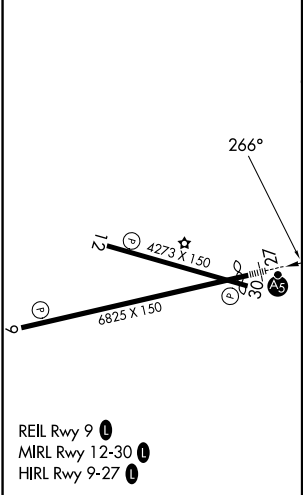
MALSR

MISSED APPROACH: Climb to 980 then climbing right turn to 4500 on heading 290° and on MIP VORTAC R-314 to ZIMEL INT/FQM 19.1 DME and hold, continue climb-in-hold to 4500.

ASOS 125.225	NEW YORK CENTER 124.9	WILLIAMSPORT TOWER ★ 119.1 (CTAF) 257.8	GND CON 121.9	UNICOM 122.95
-----------------	--------------------------	--	------------------	------------------



ELEV 528	D	TDZE 527
----------	---	----------



	980	4500	MIP R-314	ZIMEL △	
	↑	hdg 290°			
*LOC only.					
	I-IPT 1.2	I-IPT 4.1	WAVAX I-IPT 6	ZUMEV I-IPT 11	JIBGO I-IPT 17
			3700	3700	4300
	2.9 NM	1.9 NM	5 NM	6 NM	
CATEGORY	A	B	C	D	
S-ILS 27	777-¾ 250 (300-¾)				
S-LOC 27	1500-¾ 973 (1000-¾)	1500-1 973 (1000-1)	1500-2½	973 (1000-2½)	
CIRCLING	1500-1¼ 972 (1000-1¼)	1500-1½ 972 (1000-1½)	1840-3 1312 (1400-3)	2060-3 1532 (1600-3)	

WILLIAMSPORT, PENNSYLVANIA

AL-457 (FAA)

25219

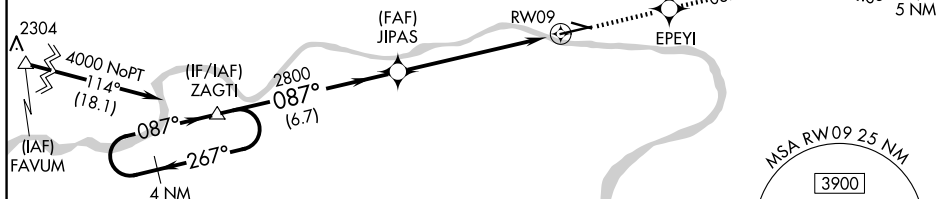
WAAS CH 86924 W09A	APP CRS 087°	Rwy Ldg 6073 TDZE 521 Apt Elev 528
--	------------------------	---

RNAV (GPS) RWY 9

WILLIAMSPORT RGNL (IPT')

DME/DME RNP-0.3 NA. Circling Rwy 12, 30 NA at night. Circling NA south of Rwy 9 and southwest of Rwy 30. Rwy 9 helicopter visibility reduction below ¾ SM NA.		MISSED APPROACH: Climb to 4300 direct EPEYI and on track 087° to ZUMEV and hold, continue climb-in-hold to 4300.		
ASOS 125.225	NEW YORK CENTER 124.9	WILLIAMSPORT TOWER ★ 119.1 (CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95

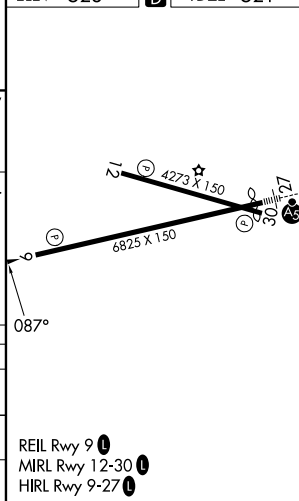
Procedure NA for arrivals
at FAVUM on V226 westbound
and V170 northwest bound.



NoPT for arrival at ZAGTI
on T216 and V58-576
northeast bound.

ELEV 528 TDZE 521

4 NM Holding Pattern VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 49). ZAGTI 4000 ← 267° → 087° → 087° → JIPAS 2800 GP 3.50° TCH 56 2800 6.7 NM 1.4 NM 4.6 NM *LNNAV only. *4.6 NM to RWY 09				
CATEGORY	A	B	C	D
LPV DA	1036-1½	515 (600-1½)		NA
LNNAV MDA	2040-1½ 1519 (1600-1½)	2040-1½ 1519 (1600-1½)	2040-3 1519 (1600-3)	NA
CIRCLING	2040-1½ 1512 (1600-1½)	2040-1½ 1512 (1600-1½)	2040-3 1512 (1600-3)	NA



REIL Rwy 9
MIRL Rwy 12-30
HIRL Rwy 9-27

WILLIAMSPORT, PENNSYLVANIA

Amdt 1 22JUN17

41°15'N-76°55'W

RNAV (GPS) RWY 9

NE-4, 03 SEP 2026 to 29 OCT 2026

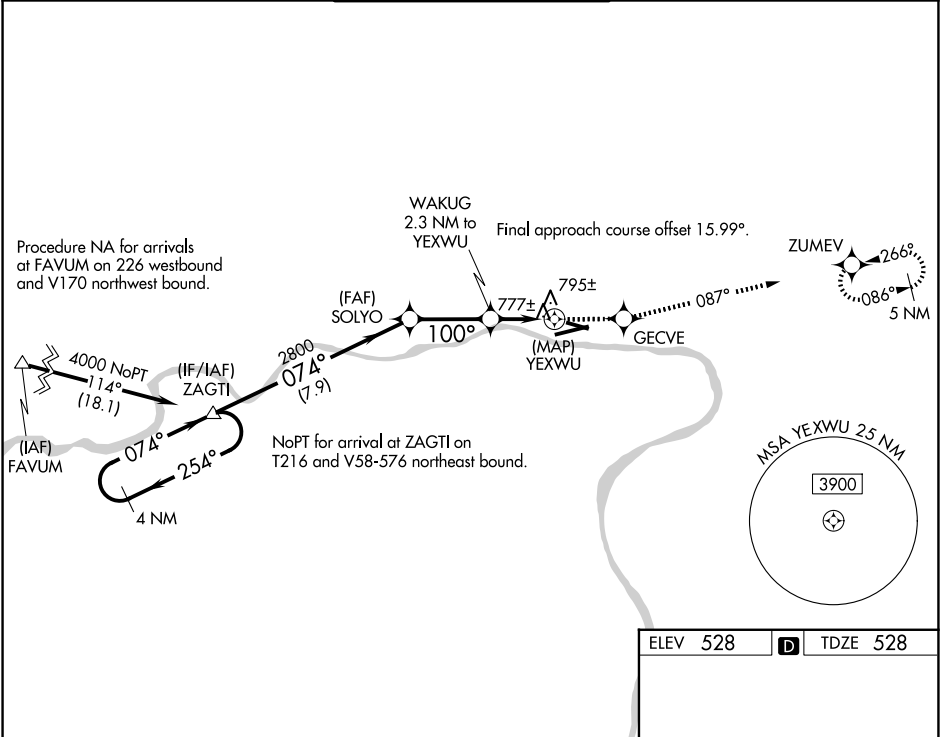
NE-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 49024 W12A	APP CRS 100°	Rwy Ldg TDZE 528 Apt Elev 528
--	------------------------	---

RNAV (GPS) RWY 12

WILLIAMSPORT RGNL (IPT')

▼ ⚠ ❄ -13°C	Rwy 12 helicopter visibility reduction below 1 SM NA, DME/DME RNP-0.3 NA. Straight-in Rwy 12 NA at night, Circling Rwy 12, 30 NA at night. Circling NA south of Rwy 9 and southwest of Rwy 30.			MISSED APPROACH: Climb to 4300 direct GECVE then on track 087° to ZUMEV and hold, continue climb-in-hold to 4300.	
ASOS 125.225	NEW YORK CENTER 124.9	WILLIAMSPORT TOWER ★ 119.1 (CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95	



4 NM Holding Pattern		ZAGTI	4300	GECVE	tr 087°	ZUMEV
4000		254°	074°	074°	2800	100°
Visual Segment - Obstacles.					1660	
		7.9 NM	2.9 NM	2.3 NM	0.5	
CATEGORY	A	B	C	D		
LP MDA	1100-1	572 (600-1)	NA			
LNAV MDA	1380-1 852 (900-1)	1380-1¼ 852 (900-1¼)	NA			
CIRCLING	1380-1¼ 852 (900-1¼)	1500-1½ 972 (1000-1½)	NA			

REIL Rwy 9

MIRL Rwy 12-30

HIRL Rwy 9-27

WAAS CH 82140 W27A	APP CRS 267°	Rwy Ldg TDZE 527 Apt Elev 528	6063
--	------------------------	---	-------------

RNAV (GPS) RWY 27
WILLIAMSPORT RGNL (IPT')

A

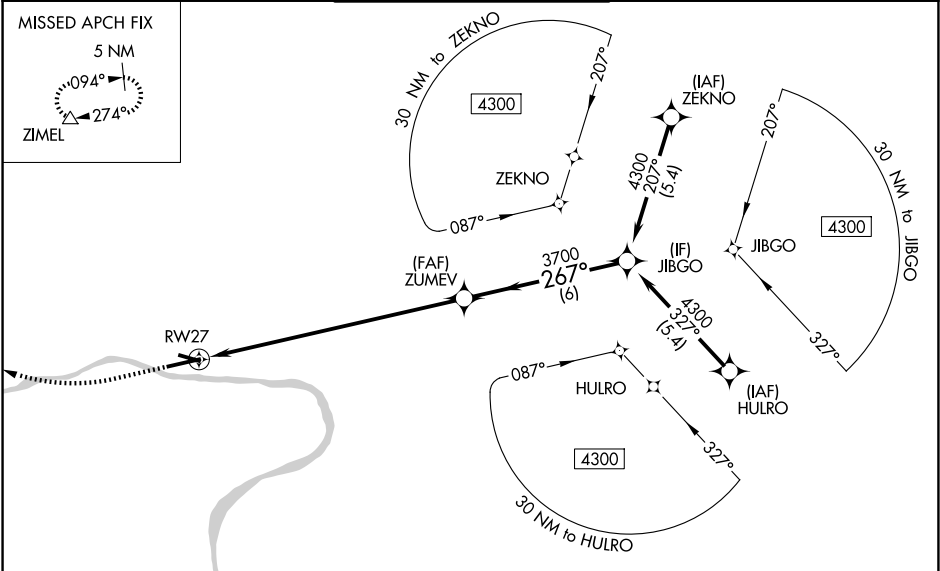
-13°C

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Circling NA S of Rwy 9 and SW of Rwy 30. Circling Rwy 12, 30 NA at night. Rwy 27 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. For inop ALS, increase LPV all Cats visibility to ¾ SM. Inop table does not apply to LPV DA# all Cats and LNAV Cats C and D.

MALSR

MISSED APPROACH: (Do not exceed 210K until ZIMEL) Climb to 980 then climbing right turn to 4500 direct ZIMEL and hold, continue climb-in-hold to 4500. #Missed approach requires minimum climb of 353 feet per NM to 1300.

ASOS 125.225	NEW YORK CENTER 124.9	WILLIAMSPORT TOWER ★ 119.1 (CTAF) 257.8	GND CON 121.9	UNICOM 122.95
------------------------	---------------------------------	---	-------------------------	-------------------------



ELEV 528	D	TDZE 527	980	4500	ZIMEL
* LNAV only.					
CATEGORY A B C D					
LPV DA# 777-¾ 250 (300-¾)					
LPV DA 811-¾ 284 (300-¾)					
LNAV/VNAV DA 1296-2½ 769 (800-2½)					
LNAV MDA 2280-¾ 1753 (1800-¾) 2280-1 1753 (1800-1) 2280-3 1753 (1800-3)					
CIRCLING 2280-1¼ 1752 (1800-1¼) 2280-1½ 1752 (1800-1½) 2280-3 1752 (1800-3)					

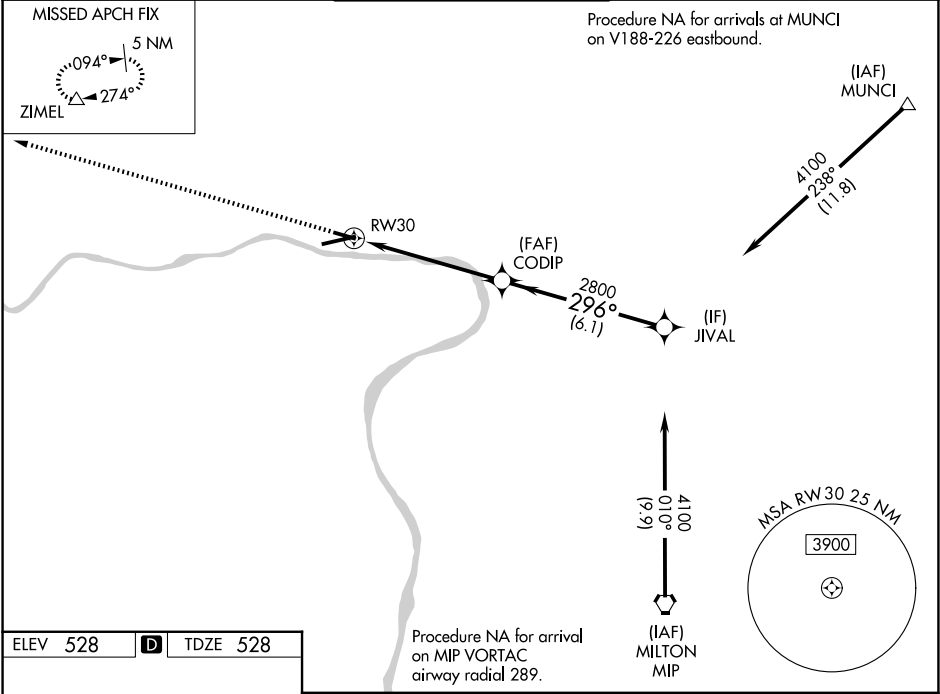
WAAS CH 93724 W30A	APP CRS 296°	Rwy Ldg TDZE 528 Apt Elev 528
--	------------------------	---

RNAV (GPS) RWY 30

WILLIAMSPORT RGNL (IPT')

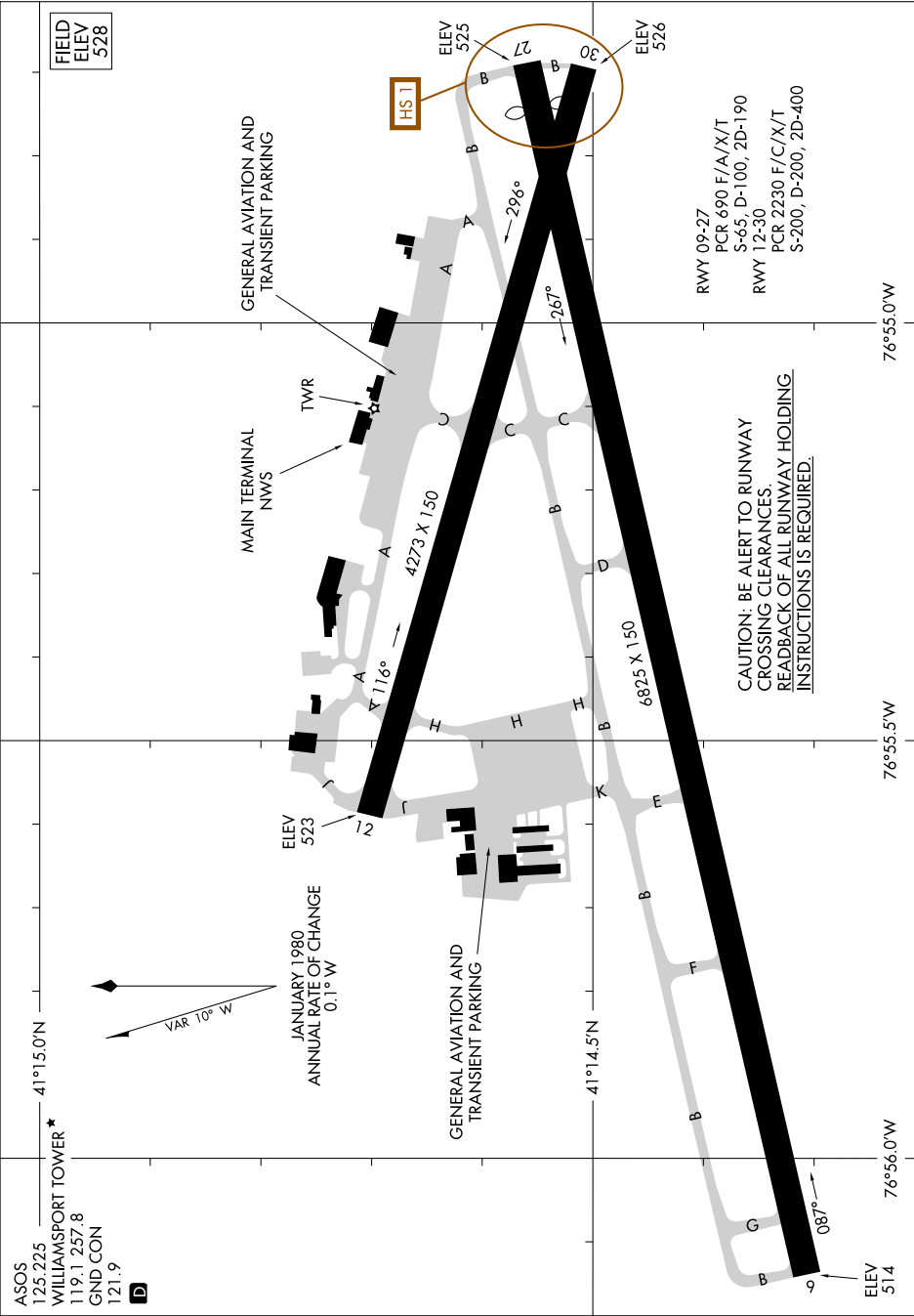
DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Circling NA south of Rwy 9 and southwest of Rwy 30. Night landing: Rwy 12, 30 NA. MISSED APPROACH: Climb to 4500 direct ZIMEL and hold, continue climb-in-hold to 4500.
--

ASOS 125.225	NEW YORK CENTER 124.9	WILLIAMSPORT TOWER ★ 119.1 (CTAF) 257.8	GND CON 121.9	UNICOM 122.95
------------------------	---------------------------------	---	-------------------------	-------------------------



CATEGORY	A	B	C	D
LPV DA	843-1	315 (400-1)	NA	
LNAV/VNAV DA	2212-5	1684 (1700-5)	NA	
LNAV MDA	2020-1¼ 1492 (1500-1¼)	2020-1½ 1492 (1500-1½)	NA	
CIRCLING	2020-1¼ 1492 (1500-1¼)	2020-1½ 1492 (1500-1½)	NA	

NE-4, 03 SEP 2026 to 29 OCT 2026



NE-4, 03 SEP 2026 to 29 OCT 2026

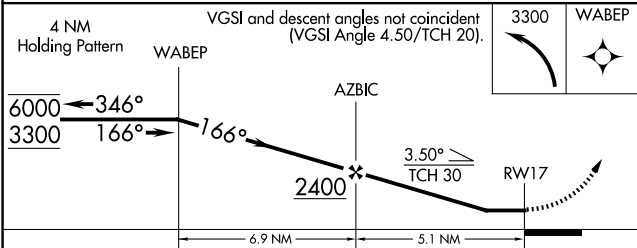
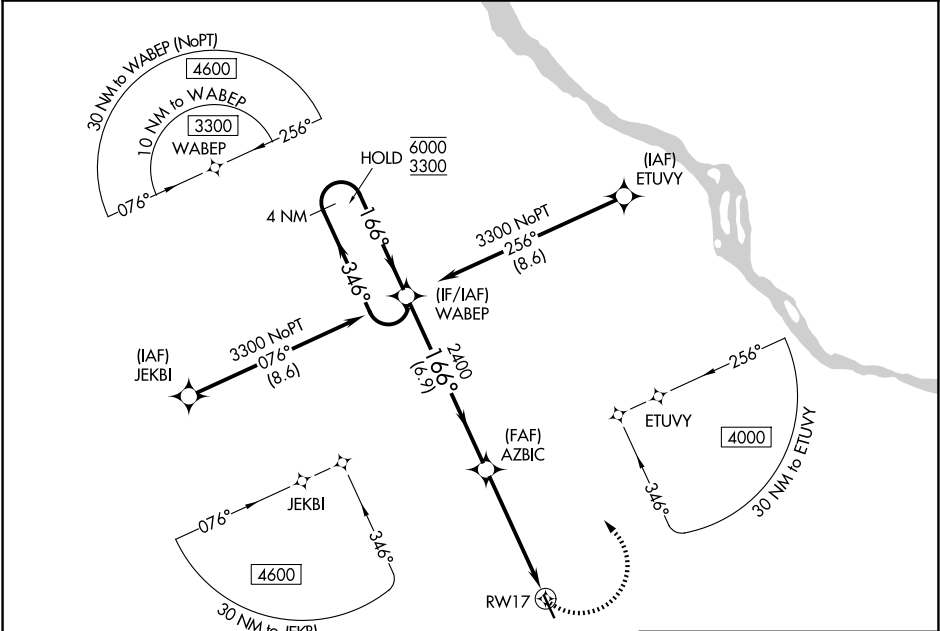
WAAS CH 58144 W17A	APP CRS 166°	Rwy Ldg TDZE Apt Elev	4394 478 495
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 17

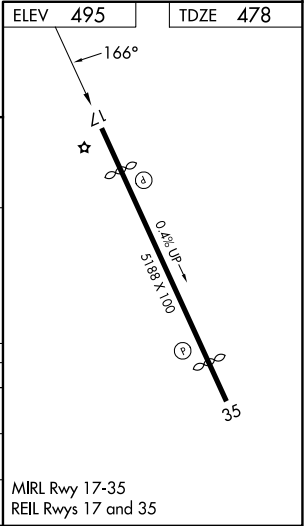
YORK (THV)

RNP APCH - GPS.	MISSED APPROACH: Climbing left turn to 3300 direct WABEP and hold, continue climb-in-hold to 3300.
▼ Rwy 17 helicopter visibility reduction below 1 SM NA. ⚠ Straight-in Rwy 17 NA at night, Circling Rwy 17 NA at night.	

ASOS 119.275	HARRISBURG APP CON 124.1 273.525	UNICOM 123.0 (CTAF)
------------------------	--	-------------------------------



CATEGORY	A	B	C	D
LP MDA	960-1	482 (500-1)	960-1 $\frac{3}{8}$ 482 (500-1 $\frac{3}{8}$)	
LNAV MDA	960-1	482 (500-1)	960-1 $\frac{3}{8}$ 482 (500-1 $\frac{3}{8}$)	
CIRCLING	1220-1 725 (800-1)	1260-1 765 (800-1)	1260-2 $\frac{1}{4}$ 765 (800-2 $\frac{1}{4}$)	



YORK, PENNSYLVANIA

AL-5137 (FAA)

26190

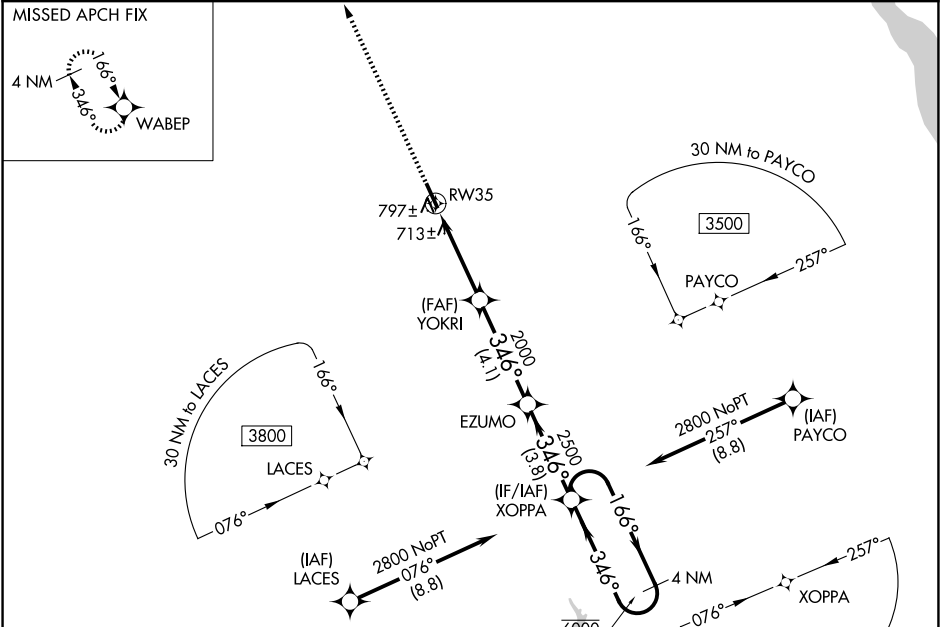
WAAS CH 72944 W35A	APP CRS 346°	Rwy Ldg TDZE 485 Apt Elev 495
--	------------------------	---

RNAV (GPS) RWY 35

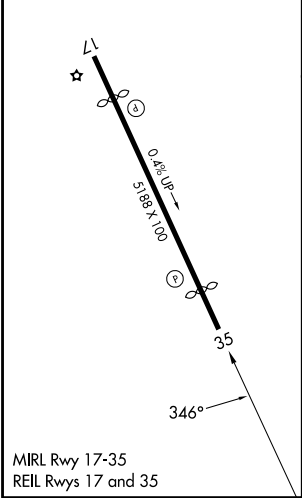
YORK (THV)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3300 direct WABEP and hold.
▼ ⚠ Rwy 35 helicopter visibility reduction below ¾ SM NA. Circling Rwy 17 NA at night.	

ASOS 119.275	HARRISBURG APP CON 124.1 273.525	UNICOM 123.0 (CTAF)
------------------------	--	-------------------------------



ELEV 495	TDZE 485
-----------------	-----------------



3300	WABEP	YOKRI	EZUMO	XOPPA	4 NM Holding Pattern
1.2 NM to RW35	1.2 NM	2.6 NM	4.1 NM	3.8 NM	
CATEGORY	A	B	C	D	
LP MDA	980-1	495 (500-1)	980-1 3/8 495 (500-1 3/8)	NA	
LNAV MDA	1080-1	595 (600-1)	1080-1 3/4 595 (600-1 3/4)	NA	
CIRCLING	1220-1 725 (800-1)	1260-1 765 (800-1)	1260-2 1/4 765 (800-2 1/4)	NA	

YORK, PENNSYLVANIA
Amdt 2 10AUG23

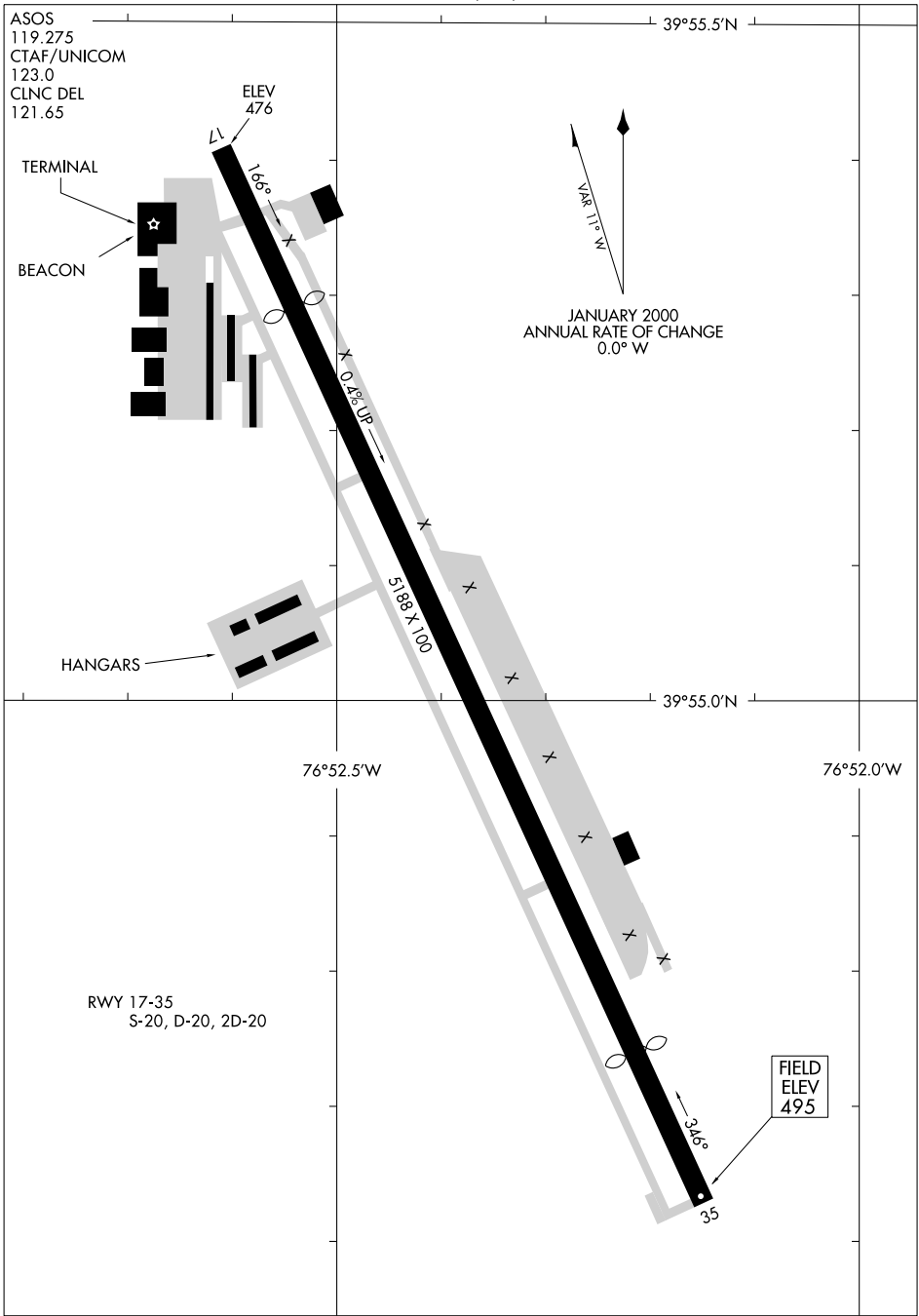
39°55'N-76°52'W

RNAV (GPS) RWY 35

YORK (THV)

NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026



ZELIENOPLE, PENNSYLVANIA

AL-9001 (FAA)

24361

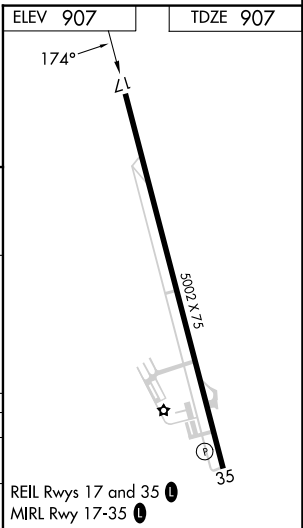
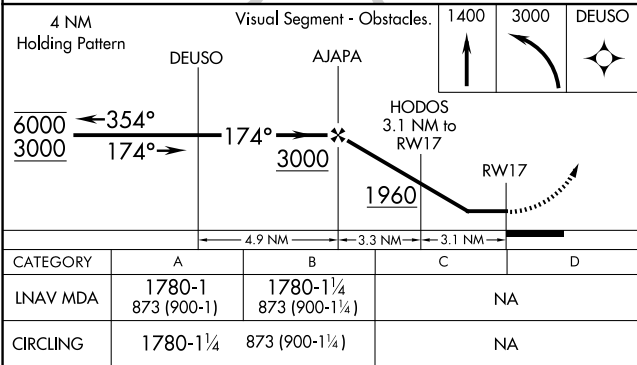
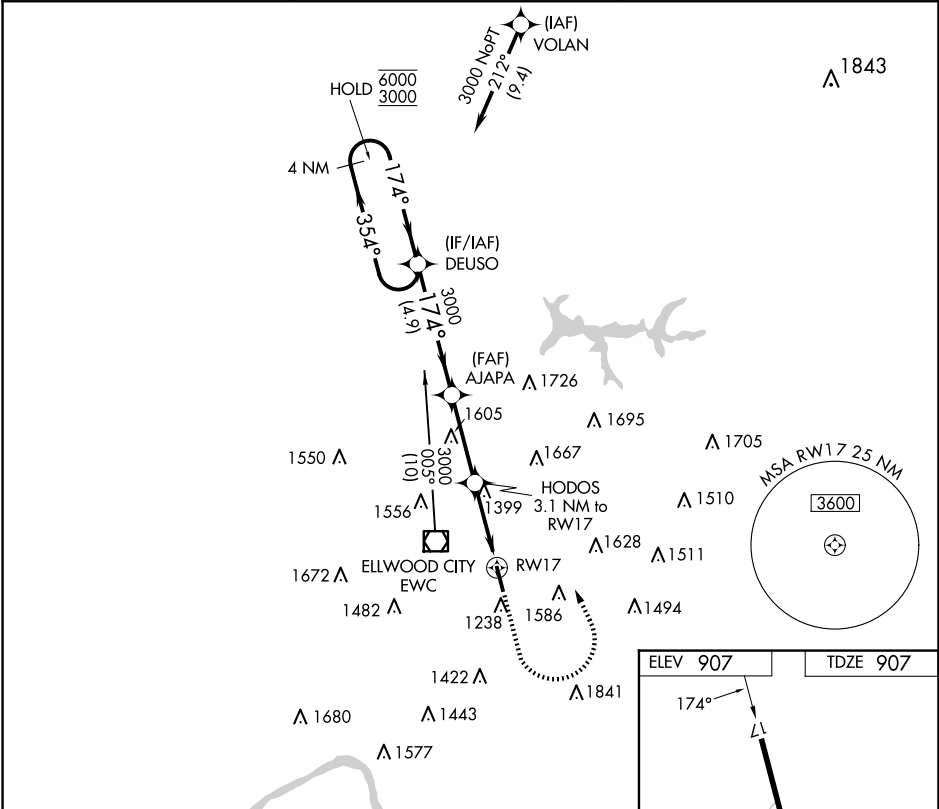
APP CRS	Rwy Idg	5002
174°	TDZE	907
	Apt Elev	907

RNAV (GPS) RWY 17

ZELIENOPLE MUNI (PJC)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct DEUSO and hold.
▼ Procedure NA at night. ▲ Rwy 17 helicopter visibility reduction below 1 SM NA.	

AWOS-3PT 118.45	PITTSBURGH APP CON 124.75 338.2	CTAF 122.9 0
--------------------	------------------------------------	-----------------



NE-4, 03 SEP 2026 to 29 OCT 2026

NE-4, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Idg	5002
354°	TDZE	899
	Apt Elev	907

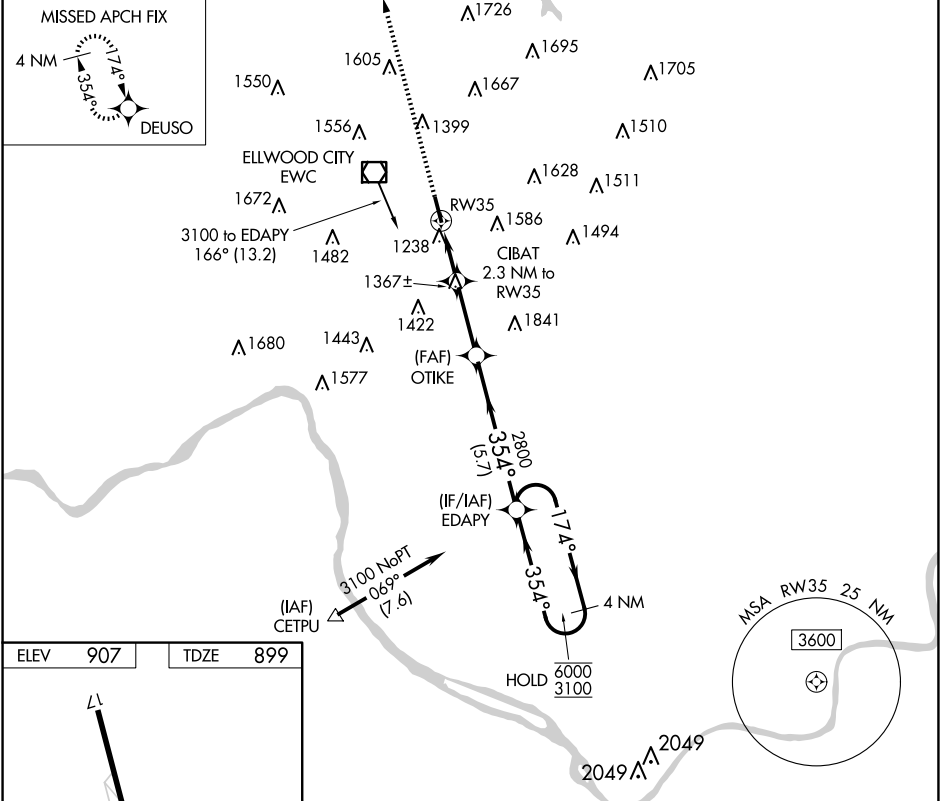
RNAV (GPS) RWY 35

ZELIENOPLE MUNI (PJC)

RNP APCH - GPS.

▼ ▲ Rwy 35 helicopter visibility reduction below 1 SM NA. Procedure NA at night.	MISSED APPROACH: Climb to 3000 direct DEUSO and hold.
---	---

AWOS-3PT 118.45	PITTSBURGH APP CON 124.75 338.2	CTAF 122.9
--------------------	------------------------------------	---------------



ELEV 907	TDZE 899	Visual Segment - Obstacles.			
		DEUSO			
		CIBAT 2.3 NM to RW35			
		OTIKE			
		EDAPY			
		174°			
		6000 3100			
		2800			
		1760			
		2.3 NM			
		2.8 NM			
		5.7 NM			
CATEGORY		A	B	C	D
LNAV MDA		1640-1 741 (800-1)	1640-1¼ 741 (800-1¼)	NA	
CIRCLING		1680-1 773 (800-1)	1700-1¼ 793 (800-1¼)	NA	

INTENTIONALLY
LEFT
BLANK

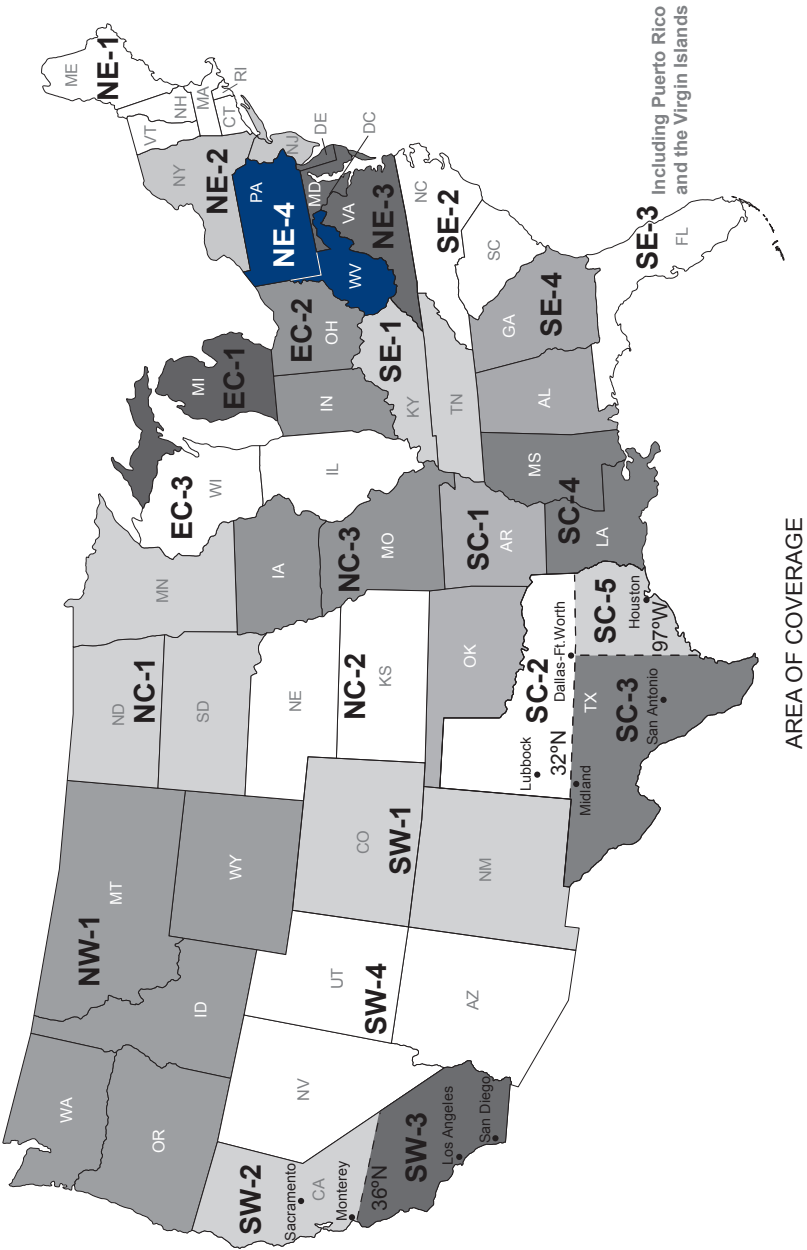
INSIDE BACK COVER

INTENTIONALLY

LEFT

BLANK

U.S. TERMINAL PUBLICATION VOLUMES



FAA Product ID: BTPPNE4



NSN 7641015059585

NGA REF. NO. OK-10-2859 TERMXFAABTPPNE4



EFF. DATE 26246